

Charging System

Charging System Indicator Circuit Troubleshooting

1. Turn the ignition switch ON (II).

Does the charging system indicator come on?

YES—Go to step 2.

NO—Go to step 3.

2. Start the engine.

Does the charging system indicator go off?

YES—Charging system indicator circuit is OK. Go to the Alternator and Regulator Circuit Test (see page 4-27). ■

NO—Go to step 3.

3. Do the gauge control module self-diagnostic function procedure (see page 22-72).

Does the charging system indicator flash?

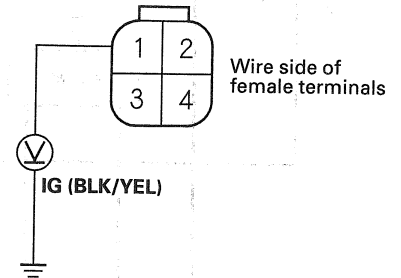
YES—Go to step 4.

NO—Replace the gauge assembly (see page 22-90). ■

4. Turn the ignition switch OFF.
5. Disconnect the alternator 4P connector.
6. Turn the ignition switch ON (II).

7. Measure the voltage between alternator 4P connector terminal No. 1 and body ground.

ALTERNATOR 4P CONNECTOR



Is there battery voltage?

YES—Go to step 8.

NO—Check for a blown No. 4 (10 A) fuse in the under-dash fuse/relay box. If the fuse is OK, repair open in the wire between the alternator and under-dash fuse/relay box. ■

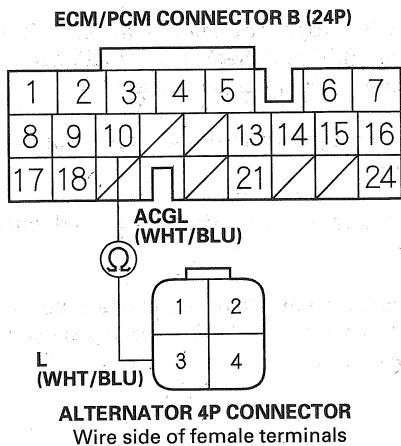
8. Connect the Honda Diagnostic System (HDS) to the data link connector (DLC). Turn the ignition switch ON (II), and jump the SCS line with the HDS, then turn the ignition switch OFF.

NOTE: This step must be done to protect the engine control module (ECM)/powertrain control module (PCM) from damage.

9. Disconnect ECM/PCM connector B (31P).

Alternator and Regulator Circuit Troubleshooting

10. Check for continuity between ECM/PCM connector terminal B10 and alternator 4P connector terminal No. 3.

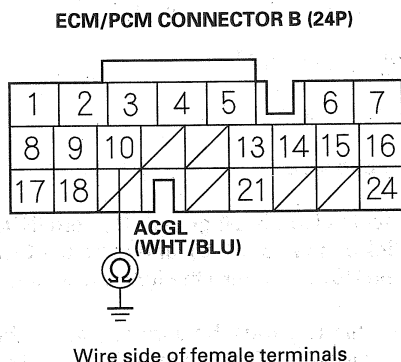


Is there continuity?

YES—Go to step 11.

NO—Repair an open in the wire between the alternator and the ECM/PCM. ■

11. Check for continuity between ECM/PCM connector terminal B10 and body ground.

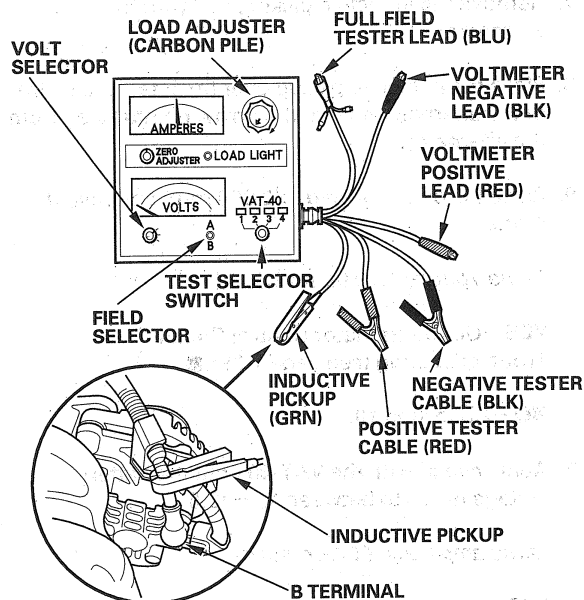


Is there continuity?

YES—Repair a short in the wire between the alternator and the ECM/PCM. ■

NO—Go to the Alternator and Regulator Circuit Troubleshooting (see page 4-27). ■

1. Make sure the battery connections are good, and that the battery is sufficiently charged (see page 22-64).
2. Connect a VAT-40 (or equivalent tester), and turn the selector switch to position 1 (starting).



3. Shift to Park or Neutral, and start the engine. Hold the engine at 3,000 rpm, with no load until the radiator fan comes on, then let it idle.
4. Raise the engine speed to 2,000 rpm, and hold it there.

Is the voltage over 15.1 V?

YES—Replace the alternator (see page 4-30) or rear housing assembly (see page 4-31). ■

NO—Go to step 5.

(cont'd)