

Charging System

Alternator and Regulator Circuit Troubleshooting (cont'd)

5. Release the accelerator pedal, and let the engine idle.
6. Make sure all accessories are turned off. Turn the selector switch to position 2 (charging).
7. Remove the inductive pickup, and zero the ammeter.
8. Place the inductive pickup over the B terminal wire of the alternator so that the arrow points away from the alternator.
9. Raise the engine speed to 2,000 rpm, and hold it there.

Is the voltage less than 13.5 V?

YES—Go to Alternator Control Circuit Troubleshooting (see page 4-28). ■

NO—Go to step 10.

10. Apply a load with the VAT-40 until the battery voltage drops to between 12—13.5 V.

Is the amperage 60A or more?

YES—The charging system is OK. ■

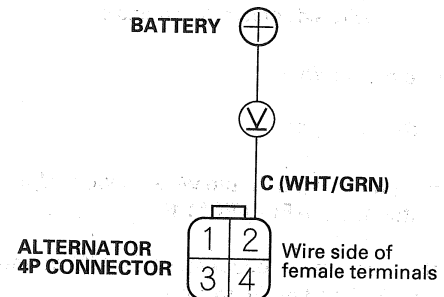
NOTE: If the charging system indicator is still on, replace the alternator (see page 4-30) or the rear housing assembly.

NO—Replace the alternator (see page 4-30) or repair the alternator (see page 4-31). ■

Alternator Control Circuit Troubleshooting

U.S. models

1. Check for proper operation of the electrical load detector (ELD) by checking the malfunction indicator lamp (MIL) (see page 11-3).
2. Disconnect the alternator 4P connector from the alternator.
3. Start the engine, and turn on the headlights to high beam.
4. Measure the voltage between alternator 4P connector terminal No. 2 and the positive terminal of the battery.



Is there 1 V or less?

YES—Go to step 5.

NO—Go to step 8.

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

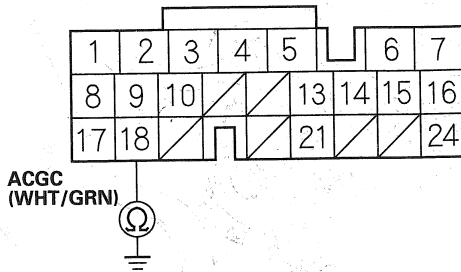
NOTE: This step must be done to protect the engine control module (ECM)/powertrain control module (PCM) from damage.

6. Disconnect engine control module ECM/PCM connector B (24P).



7. Check for continuity between ECM/PCM connector terminal B18 and body ground.

ECM/PCM CONNECTOR B (24P)



Wire side of female terminals

Is there continuity?

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

NO—Update the ECM/PCM if it does not have the latest software (see page 11-6), or substitute a known-good ECM/PCM (see page 11-6), then recheck. If the symptom/indication goes away with a known-good ECM/PCM, replace the original ECM/PCM (see page 11-6). ■

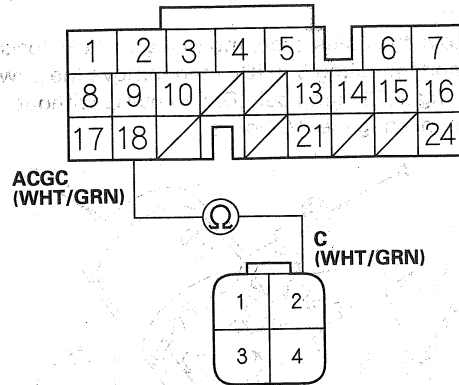
8. Connect the HDS to the DLC, and jump the SCS line with the HDS, then turn the ignition switch OFF.

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 (24P).

10. Check for continuity between ECM/PCM connector terminal B18 and alternator 4P connector terminal No. 2.

ECM/PCM CONNECTOR B (24P)



ALTERNATOR 4P CONNECTOR
Wire side of female terminals

Is there continuity?

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

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