

Charging System

Alternator and Regulator Circuit Troubleshooting (cont'd)

5. Release the accelerator pedal, and let the engine idle.
6. Turn off all the accessories. Select the charging test on the tester.
7. Remove the inductive pickup, and zero the ammeter.
8. Place the inductive pickup over the B terminal wire of the alternator so 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 4-30). ■

NO—Go to step 10.

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

Is the amperage 60 A or more?

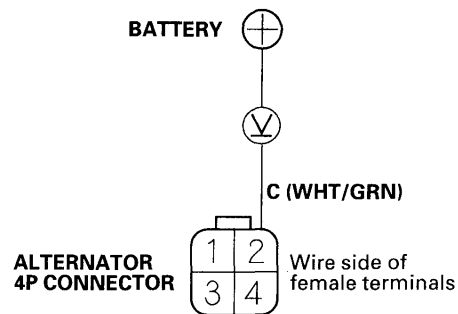
YES—The charging system is OK. ■

NOTE: If the charging system indicator is still on, replace the alternator or the rear housing assembly.

NO—Replace the alternator (see page 4-35) or repair the alternator (see page 4-36). ■

Alternator Control Circuit Troubleshooting

1. Connect the Honda Diagnostic System (HDS) to the data link connector (DLC) (see step 2 on page 11-3).
2. Turn the ignition switch ON (II).
3. '07 model: Make sure the HDS communicates with the vehicle and the engine control module (ECM)/powertrain control module (PCM). If it doesn't communicate, troubleshoot the DLC circuit (see page 11-206).
4. Check for DTCs (see page 11-3). If a DTC is present, diagnose and repair the cause before continuing with this test.
5. Disconnect the alternator 4P connector from the alternator.
6. Start the engine, and turn on the headlights to high beam.
7. 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 8.

NO—Go to step 11.

8. Jump the SCS line with the HDS, then turn the ignition switch OFF.

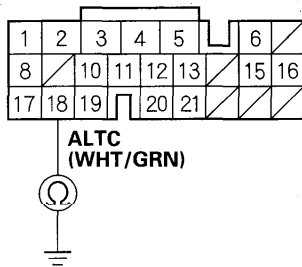
NOTE: This step must be done to protect the ECM/PCM from damage.

9. Disconnect ECM/PCM connector B (24P).



10. 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 11-7), or substitute a known-good ECM/PCM (see page 11-8), then recheck. If the symptom/indication goes away with a known-good ECM/PCM, '04-05 models (see page 11-228), '06-07 models (see page 11-229). ■

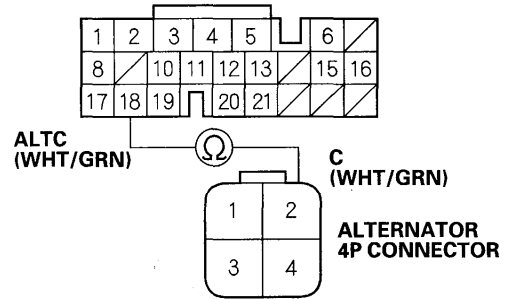
11. Jump the SCS line with the HDS, then turn the ignition switch OFF.

NOTE: This step must be done to protect the ECM/PCM for damage.

12. Disconnect ECM/PCM connector B (24P).

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

ECM/PCM CONNECTOR B (24P)



Wire side of female terminals

Is there continuity?

YES—Replace the alternator (see page 4-35) or repair the alternator (see page 4-36). ■

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