

GENERATOR CONTROL SYSTEM

NOTE: Ensure Electrical Load Detection (ELD) circuit is operating properly by checking for ELD diagnostic trouble codes. See appropriate SELF-DIAGNOSTICS article.

Accord & S2000

1. Turn ignition off. Connect scan tool to DLC. See **COMPONENT LOCATIONS**. Turn ignition on and check for DTC P1297 and/or P1298. If DTC P1297 and/or P1298 are present, go to DIAGNOSTIC TROUBLE CODE IDENTIFICATION in appropriate SELF-DIAGNOSTICS article. If DTC P1297 and/or P1298 are not present, go to next step.
2. Turn ignition off. Disconnect generator 4-pin connector. Start engine and turn headlights on high beam. Measure voltage between generator 4-pin connector terminal No. 2 (White/Green wire) and positive terminal of battery. See **Fig. 49**. If voltage reading is not one volt or less, go to next step. If voltage reading is one volt or less, go to step 4.
3. Stop engine. Turn ignition and headlights off. Disconnect PCM connector "C" (31-pin connector). Check for continuity on White/Green wire between body ground and PCM connector "C" (31-pin connector) terminal No. 2. See **Fig. 47**. If continuity is present, repair short in White/Green wire between generator and PCM connectors. See **WIRING DIAGRAMS** article. If continuity is not present, substitute known-good PCM and retest. See SUBSTITUTING POWERTRAIN CONTROL MODULE under SELF-DIAGNOSTIC SYSTEM in appropriate SELF-DIAGNOSTICS article. If continuity is now present, replace original PCM.
4. Stop engine. Turn ignition and headlights off. Disconnect PCM connector "C" (31-pin connector). Check for continuity on White/Green wire between PCM connector "C" (31-pin connector) terminal No. 2 and 4-pin generator connector terminal No. 2. See **Fig. 47** and **Fig. 49**. If continuity is present, repair generator. See appropriate GENERATORS & REGULATORS article in STARTING & CHARGING SYSTEMS. If continuity is not present, repair open in White/Green wire between generator and PCM connectors. See **WIRING DIAGRAMS** article.

Civic

1. Turn ignition off. Disconnect generator 4-pin connector. Start engine and turn headlights on high beam. Measure voltage between generator 4-pin connector terminal No. 2 (White/Green wire) and positive terminal of battery. See **Fig. 49**. If voltage reading is not one volt or less, go to next step. If voltage readings is one volt or less, go to step 3.
2. Turn headlights and ignition off. Disconnect PCM connector "B" (24-pin connector). Check for continuity between ground and PCM connector "B" (24-pin connector) terminal No. 18 (White/Green wire). See **Fig. 50**. If continuity exists, repair short in White/Green wire between generator and PCM connectors. See **WIRING DIAGRAMS** article. If continuity does not exist, update PCM if latest software is not installed or substitute known-good PCM and retest. See POWERTRAIN CONTROL MODULE RESET PROCEDURE and SUBSTITUTING POWERTRAIN CONTROL MODULE under SELF-DIAGNOSTIC SYSTEM in **SELF-DIAGNOSTICS - CIVIC** article. If symptom/indication goes away, replace original PCM.
3. Turn headlights and ignition off. Disconnect PCM connector "B" (24-pin connector). Check continuity of White/Green wire between PCM connector "B" (24-pin connector) terminal No. 18 and generator 4-pin connector terminal No. 2. See **Fig. 50** and **Fig. 49**. If continuity is present, repair generator. See appropriate GENERATORS & REGULATORS article in STARTING & CHARGING

SYSTEMS. If continuity is not present, repair open in White/Green wire between generator and PCM connectors. See **WIRING DIAGRAMS** article.

Odyssey

1. Turn ignition off. Connect scan tool to DLC. See **COMPONENT LOCATIONS**. Turn ignition on and check for DTC P1297 and/or P1298. If DTC P1297 and/or P1298 are present, go to appropriate diagnostic test in **SELF-DIAGNOSTICS - ODYSSEY** article. If DTC P1297 and/or P1298 are not present, go to next step.
2. Turn ignition off. Disconnect generator 4-pin connector. Start engine and turn headlights on high beam. Measure voltage between generator 4-pin connector terminal No. 2 (White/Green wire) and positive terminal of battery. See **Fig. 49**. If voltage reading is not one volt or less, go to next step. If voltage reading is one volt or less, go to step 4.
3. Stop engine. Turn ignition and headlights off. Disconnect PCM connector "B" (24-pin connector). Check for continuity on White/Green wire between body ground and PCM connector "B" (24-pin connector) terminal No. 6. See **Fig. 50**. If continuity is present, repair short in White/Green wire between generator and PCM connectors. See **WIRING DIAGRAMS** article. If continuity is not present, substitute known-good PCM and retest. See SUBSTITUTING POWERTRAIN CONTROL MODULE under SELF-DIAGNOSTIC SYSTEM in **SELF-DIAGNOSTICS - ODYSSEY** article. If continuity is now present, replace original PCM.
4. Turn headlights and ignition off. Disconnect PCM connector "B" (24-pin connector). Check continuity of White/Green wire between PCM connector "B" (24-pin connector) terminal No. 6 and generator 4-pin connector terminal No. 2. See **Fig. 49** and **Fig. 50**. If continuity is present, repair generator. See appropriate GENERATORS & REGULATORS article in STARTING & CHARGING SYSTEMS. If continuity is not present, repair open in White/Green wire between generator and PCM connectors. See **WIRING DIAGRAMS** article.

To test a closed thermostat, suspend thermostat in container of water so that thermostat does not touch bottom of container. Place thermometer in water without it touching the bottom or sides of container, and heat water. Check temperature at which thermostat first opens and then when thermostat is fully open. Measure lift height of thermostat when it fully opens. Lift height should be greater than .39" (10 mm) when thermostat is fully open. Thermostat should begin to open when coolant temperature is 169-176 deg. F (76-80 deg. C). Thermostat should be fully open at 194 deg. F (90 deg. C). Replace thermostat if it does not meet specifications.