

# PGM-FI Control System

## Troubleshooting Flowchart — Oxygen Sensor



①

Self-diagnosis LED blinks once: A problem in the Oxygen (O<sub>2</sub>) Sensor A circuit.



②

Self-diagnosis LED blinks twice: A problem in the Oxygen (O<sub>2</sub>) Sensor B circuit.



① or ②

- Check Engine warning light has been reported on.
- LED indicates CODE 1 (O<sub>2</sub> sensor A) or CODE 2 (O<sub>2</sub> sensor B).

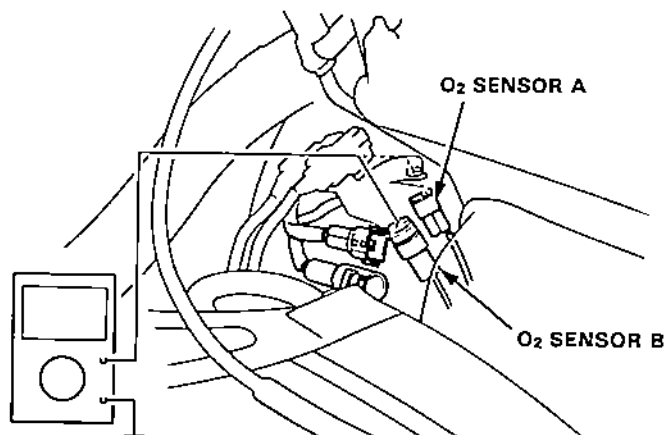
Turn the ignition switch OFF.

Remove HAZARD fuse in the main fuse box for 10 seconds to reset ECU.

Disconnect engine wire harness from indicated O<sub>2</sub> sensor.

Warm up engine to normal operating temperature (cooling fan comes on), then open the throttle wide open then close it.

Measure voltage between the connector terminal and body ground.



DIGITAL CIRCUIT TESTER  
07411-0020000

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Is voltage above 0.6 V during wide open acceleration ? Is voltage below 0.4 V during closed throttle deceleration from 5,000 min<sup>-1</sup> (rpm) ?

NO

Replace O<sub>2</sub> sensor.

YES

Stop engine.

Reconnect the O<sub>2</sub> sensor connector to engine wire harness.

Connect the PGM-FI test harness between the ECU and connector (page 6-13).

Restart and warm up engine to normal operating temperature then open the throttle wide open then close it.

Measure voltage between:

- O<sub>2</sub> sensor A  
C16 (+) and A18 (-) terminals
- O<sub>2</sub> sensor B  
C8 (+) and A18 (-) terminals

Is voltage above 0.6 V during wide open acceleration ? Is voltage below 0.4 V during closed throttle deceleration from 5,000 min<sup>-1</sup> (rpm) ?

NO

Repair wire between ECU and O<sub>2</sub> sensor for short or open:  
● O<sub>2</sub> sensor A WHT wire to C16.  
● O<sub>2</sub> sensor B RED/BLU, ORN wire to C8.

YES

Substitute a known-good ECU and recheck. If symptom/indication goes away, replace the original ECU.

