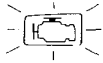
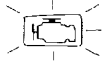


PGM-FI Control System

Troubleshooting Flowchart — PA Sensor [Ex. KQ]



Self-diagnosis LED indicator blinks thirteen times: A problem in the Atmospheric Pressure (PA) Sensor circuit.



- Check Engine warning light is on.
- LED indicates CODE 13.

Turn the ignition switch OFF.

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

Turn the ignition switch ON.

Is Check Engine warning light on?
Does LED indicate CODE 13?

NO
Intermittent failure (test drive may be necessary).

YES

Turn the ignition switch OFF.

Connect the PGM-FI test harness between the ECU and connector (page 6-19).

Turn the ignition switch ON.

Measure voltage between C13 (+) terminal and C12 (-) terminal.

Is there approx. 5V?

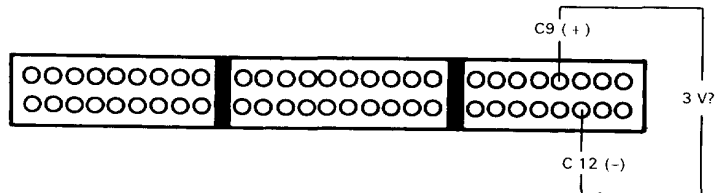
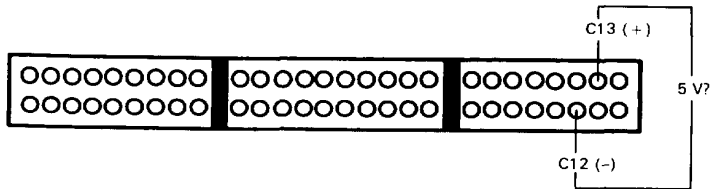
NO

Substitute a known-good ECU and re-check. If prescribed voltage is now available replace the original ECU.

YES

Measure voltage between C9 (+) terminal and C12 (-) terminal.

(To page 6-53)





(From page 6-52)

Is there approx. 3V ?

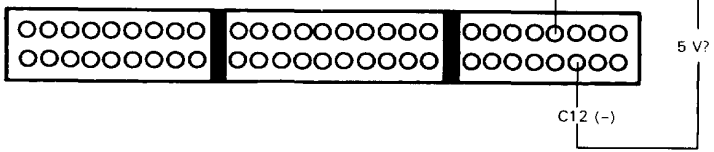
YES

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

NO

Disconnect the main wire harness from PA sensor.

Measure voltage between C9 (+) terminal and C12 (-) terminal.



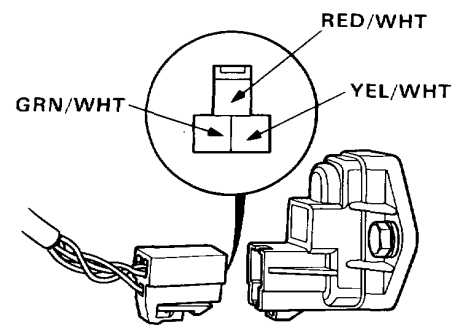
Is there approx. 5V ?

NO

Repair short in RED/WHT wire between ECU (C9) and PA sensor.

YES

Measure voltage between WHT/YEL (+) terminal and GRN/WHT (-) terminal.



Is there approx. 5V ?

NO

Measure voltage between YEL/WHT (+) terminal and body ground.

YES

Measure voltage between RED/WHT (+) terminal and GRN/WHT (-) terminal.

Is there approx. 5V ?

NO

Repair open in YEL/WHT wire between ECU (C13) and PA sensor.

YES

Repair open in GRN/WHT wire between ECU (C12) and the sensor.

Is there approx. 5V ?

NO

Repair open in RED/WHT wire between ECU (C9) and PA sensor.

YES

Replace PA sensor.