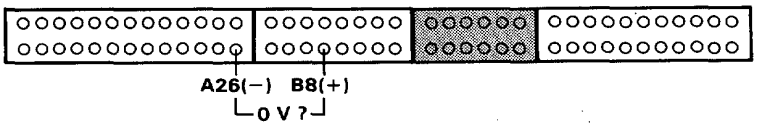
Troubleshooting Flowchart — P/S Oil Pressure Signal



Inspection of P/S Oil Pressure Signal

Connect the ECU test harness between the ECU and connector (page 6−150).

Turn the ignition switch ON.

Measure voltage between B8 (+) terminal and A26 (−) terminal.

Is there voltage ?

YES → Disconnect the 2P connector on the P/S oil pressure switch.

Connect RED terminal to BLK terminal.

Is there voltage ?

NO → **Replace P/S oil pressure switch.**

YES → **Repair open in RED wire between ECU (B8) and P/S oil pressure switch or BLK wire between P/S oil pressure switch and G301.**

NO

Start engine.

Turn steering wheel slowly.

Measure voltage between B8 (+) terminal and A26 (−) terminal while steering wheel is turning.

Is there battery voltage ?

NO → Turn the ignition switch OFF.

Disconnect "B" connector from main wire harness only, not the ECU.

Turn the ignition switch ON.

Is there battery voltage ?

NO → **Substitute a known-good ECU and recheck. If prescribed voltage is now available, replace the original ECU.**

YES → Reconnect "B" connector to main wire harness and disconnect 2P connector on the P/S oil pressure switch.

Is there battery voltage ?

YES → **Replace P/S oil pressure switch.**

NO → **Repair short in RED wire between ECU (B8) and the P/S oil pressure switch.**

YES

P/S oil pressure signal is OK.