

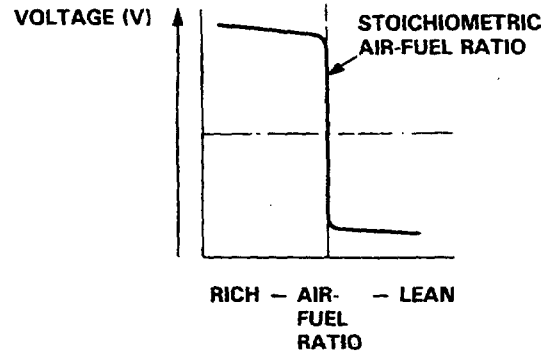
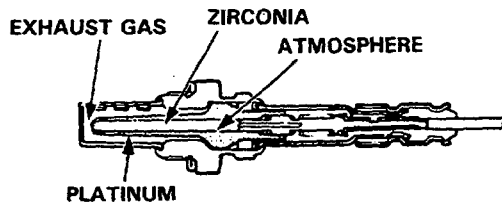
# PGM-FI System

## Oxygen Sensor (O2S) [D16Y3, D14A2 engines]



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 1: A problem in the Oxygen Sensor (O2S) circuit.

The Oxygen Sensor (O2S) detects the oxygen content in the exhaust gas and signals the ECM. In operation, the ECM receives the signals from the sensor and varies the duration during which fuel is injected. The O2S is installed in exhaust manifold.



- The MIL has been reported on.
- With the SCS short connector connected (see page 11-14), code 1 is indicated.

Do the ECM Reset Procedure (see page 11-15).

Inspect fuel pressure (see page 11-80).

Is it normal?

NO

Go to Fuel Supply System (see page 11-74).

YES

Start the engine. Hold the engine at 3,000 rpm ( $\text{min}^{-1}$ ) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle for at least one minute.

Connect the SCS short connector to the service check connector (see page 11-14).

Starting at 1,600 rpm ( $\text{min}^{-1}$ ), accelerate using wide open throttle for at least 5 seconds. Then decelerate for at least 5 seconds with the throttle completely closed.

Does the MIL blink and does it indicate code 1?

NO

Intermittent failure, system is OK at this time. Check for poor connections or loose wires between the O2S and the ECM.

YES

(To page 11-29)



(From page 11-28)

Disconnect engine wire harness from the O2S.

Hold the engine at 3,000 rpm ( $\text{min}^{-1}$ ) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle for at least one minute.

Open the throttle wide open, then quickly release it.

Measure voltage between the connector terminal and body ground.

Is voltage above 0.6 V at wide open throttle and below 0.4 V when the throttle is quickly released?

NO

Replace the O2S.

YES

Turn the ignition switch OFF.

Reconnect the engine wire harness to the O2S.

Connect the test harness between the ECM and connectors (see page 11-17).

Restart the engine. Hold the engine at 3,000 rpm ( $\text{min}^{-1}$ ) with no load (A/T in **N** or **P** position, M/T in neutral) until the radiator fan comes on, then let it idle for at least one minute.

Open the throttle wide open, then quickly release it.

Measure voltage between D14 (+) terminal and A26 (-) terminal.

Is voltage above 0.6 V at wide open throttle and below 0.4 V when the throttle is quickly released?

NO

Repair short or open in WHT/RED wire between ECM (D14) and O2S.

YES

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

