



## Flow Chart — Coolant Temperature Sensor

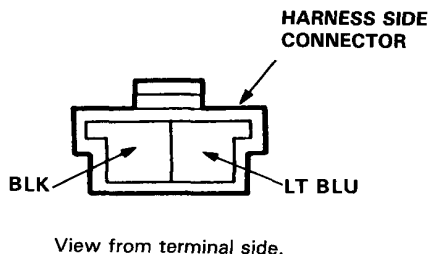
Self-diagnosis indicator light B comes on: Indicates a problem in the Coolant Temperature Sensor circuit.

NOTE: Use the digital circuit tester (07411—0020000) to check.

**Problem in the coolant temperature sensor circuit.**

Disconnect the 2P connector from the coolant temperature sensor.

Measure voltage between LT BLU (+) terminal and body ground. Turn the ignition switch ON.



Is there approx. 5V?

NO

YES

(To page 15-40)

Measure voltage between LT BLU (+) terminal and BLK (-) terminal.

Is there approx. 5V?

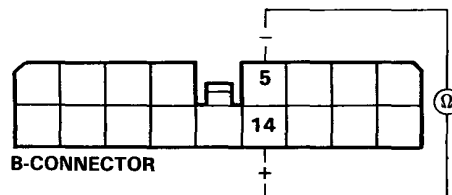
NO

YES

**Repair open in BLK (B-5) wire between control unit and coolant temperature sensor.**

Reconnect the 2P connector to the coolant temperature sensor and disconnect the B connector from the climate control unit.

Measure resistance between B-14 (+) terminal and B-5 (-) terminal.



View from wire side

Is there 2-5  $\Omega$ ?

NO

YES

**Replace coolant temperature sensor.**

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

(cont'd)

# Troubleshooting

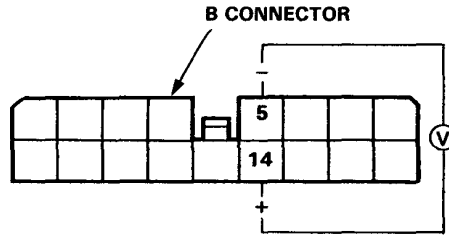
## Flow Chart — Coolant Temperature Sensor (cont'd)

(From page 15-39)

Turn the ignition switch OFF.

Remove the climate control unit.  
(page 15-85).

Turn the ignition switch ON.



Measure voltage between B-14 (+) terminal and B-5 (-) terminal.

Is there approx. 5V?

YES

Repair open in LT BLU (B-14) wire between control unit and coolant temperature sensor.

NO

Disconnect the B connector from the control unit.

Measure resistance between B-14 (+) terminal and body ground.

Is there less than 100  $\Omega$ ?

YES

Repair short in LT BLU (B-14) wire between control unit and coolant temperature sensor.

NO

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

