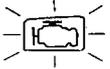


PGM-FI Control System

Troubleshooting Flowchart ——— TW Sensor



Self-diagnosis Red LED indicates code 6: Most likely a problem in the Coolant Temperature (TW) Sensor circuit.

– Check Engine warning light has been reported on.
– Red LED indicates CODE 6.

Turn the ignition switch OFF.

Remove ALTERNATOR SENSE fuse in the under-hood relay box for 10 seconds to reset ECU.

Turn the ignition switch ON.

Is Check Engine warning light on and does LED indicate CODE 6?

NO

Intermittent failure, system is OK at this time. (Test drive may be necessary.) Check for poor connections or loose wires at TW sensor and RED/WHT wire at C303–C103 (RH: C29–C30) and GRN/WHT at C305–C102 (RH: C32–C31) at the right shock tower.

YES

Turn the ignition switch OFF.

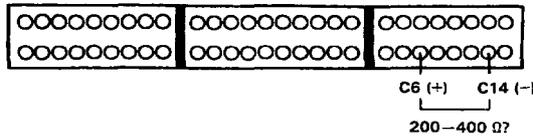
Connect the ECU test harness between the ECU and connector (page 6-9).

Warm up engine to normal operating temperature (cooling fan comes on).

Turn the ignition switch OFF.

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

Measure resistance between C6 terminal and C14 terminal.



Is there 200–400 Ω?

NO

Inspect for an open circuit in GRN/WHT wire between ECU (C14) and TW sensor or open circuit in RED/WHT wire between ECU (C6) and TW sensor. If wires are OK, replace TW sensor.

YES

Reconnect "C" connector to ECU and disconnect "C" connector from main wire harness.

(To page 6-11)



(From page 6-10)

Turn the ignition switch ON.

Measure voltage between C6 (+) terminal and C14 (-) terminal.

Is there approx. 5 V?

NO

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

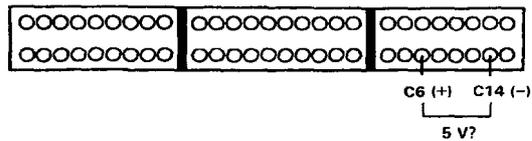
YES

Turn the ignition switch OFF.

Reconnect "C" connector to main wire harness.

Turn the ignition switch ON.

Measure voltage between C6 (+) terminal and C14 (-) terminal.



Is there less than 0.50 V?

YES

NO

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

