

PGM-CARB Control System [KX, KS, KZ model]

Troubleshooting Flow Chart — TW Sensor



Self-diagnosis LED indicator blinks six times: Most likely a problem in the Coolant Temperature (TW) Sensor circuit.

LED indicates CODE 6.

Turn the ignition switch OFF.

Remove EFI, ECU fuse in the under-hood relay box for 10 seconds to reset control unit.

Turn the ignition switch ON.

Does LED indicates CODE 6 ?

NO

Intermittent failure.
(test drive may be necessary.)

YES

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

Disconnect the 2P connector on the TW sensor.

Measure resistance between the 2 terminals on the TW sensor.

Is there 200—400Ω ?

NO

Replace TW sensor.

YES

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

Is there approx. 5V ?

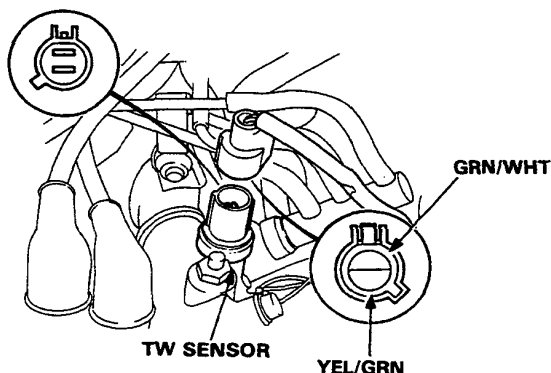
NO

Turn the ignition switch OFF.

Connect the ECU check adaptor A between the control unit and connector (page 6-91).

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(To page 6-105)





(From page 6-104)

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

Is there approx. 5V?

NO

Repair open in GRN/WHT wire between control unit (A16) and TW sensor.

YES

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

(From page 6-104)

Turn the ignition switch ON.

Measure voltage between A3 (+) terminal and A16 (-) terminal.

Is there approx. 5 V?

YES

Repair open in YEL/GRN wire between control unit (A3) and TW sensor.

NO

Disconnect A connector from the wire harness only, not the control unit.

Measure voltage between A3 (+) terminal and A16 (-) terminal.

Is there approx. 5V?

YES

- Repair short in YEL/GRN wire between control unit (A3) and TW sensor.
- Repair short in YEL/GRN wire between A/T control unit and TW sensor.

NO

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

