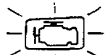


PGM-FI Control System

Troubleshooting Flow Chart — PA Sensor



Self-diagnosis LED indicator blinks thirteen times: A problem in the Atmospheric Pressure (PA) Sensor circuit.



- PGM-FI warning light is on.
- LED indicates CODE 13.

Turn the ignition switch OFF.

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

Turn the ignition switch ON.

Is PGM-FI warning light on ?
Does LED indicate CODE 13 ?

NO

Intermittent failure
(test drive may be necessary).

YES

Turn the ignition switch OFF.

Connect the system checker harness between the ECU and connector (page 6-137).

Turn the ignition switch ON.

Measure voltage between C13 (+) terminal and C12 (-) terminal.

Is there approx. 5V ?

NO

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

YES

Measure voltage between C9 (+) terminal and C12 (-) terminal.

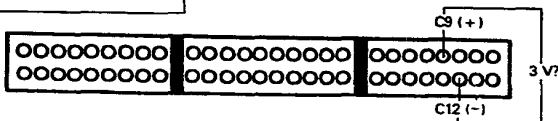
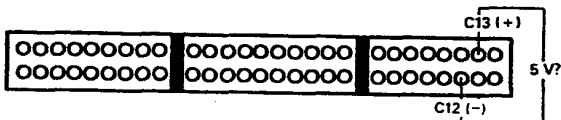
Is there approx. 3V ?

YES

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

NO

(To page 6-167)

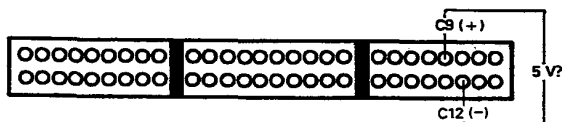
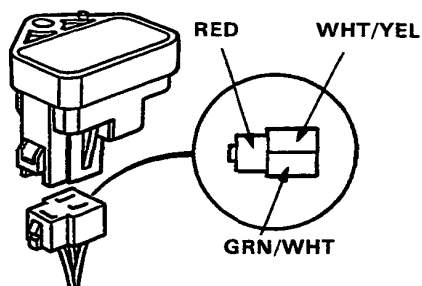




(From page 6-166)

Disconnect the 3P connector from PA sensor.

Measure voltage between C9 (+) terminal and C12 (-) terminal.



Is there approx. 5V ?

NO

Repair short in RED wire between ECU (C9) and PA sensor.

YES

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

Is there approx. 5V ?

NO

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

Is there approx. 5V ?

NO

Repair open in WHT/YEL wire between ECU (C13) and PA sensor.

YES

Repair open in GRN/WHT wire between ECU (C12) and the sensor.

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

Is there approx. 5V ?

NO

Repair open in RED wire between ECU (C9) and PA sensor.

YES

Replace PA sensor.