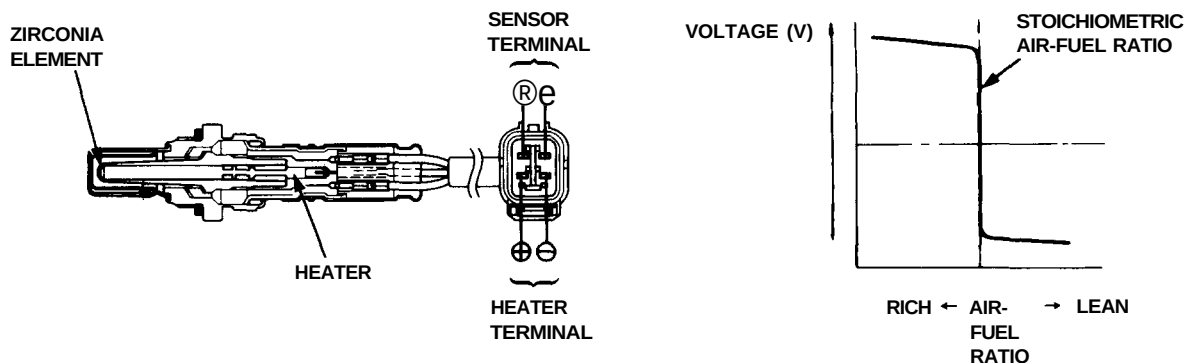


PGM-FI System

Primary Heated Oxygen Sensor (HO2S) (Sensor 1)

The Heated Oxygen Sensors (HO2S) detect the oxygen content in the exhaust gas and signal the PCM. In operation, the PCM receives the signals from the sensor and varies the duration during which fuel is injected. To stabilize the sensor's output, the sensor has an internal heater. The Right Primary HO2S (Bank 1, Sensor 1) is installed in the right exhaust manifold, and the Left Primary HO2S (Bank 2, Sensor 1) is installed in the left exhaust manifold.



P0131

The scan tool indicates Diagnostic Trouble Code (DTC) P0131: A low voltage problem in the Right Primary Heated Oxygen Sensor (HO2S) (Bank 1, Sensor 1) circuit.

P0151

The scan tool indicates Diagnostic Trouble Code (DTC) P0151: A low voltage problem in the Left Primary Heated Oxygen Sensor (HO2S) (Bank 2, Sensor 1) circuit.

- The MIL has been reported on.
- DTC P0131 and/or P0151 are stored.

Problem verification:

1. Do the PCM Reset Procedure.
2. Start the engine. Hold the engine at 3,000 rpm with no load (in Park or neutral) until the radiator fan comes on.
3. Test-drive with the transmission in **[2]** position.
4. Check the right primary HO2S (Bank 1, Sensor 1) or left primary HO2S* (Bank 2, Sensor 1) output voltage with the scan tool during acceleration using wide open throttle.

Does the voltage stay at 0.5 V or less?

NO

YES

Check the fuel pressure.

Is it normal?

NO

YES

Intermittent failure, system is OK at this time. Check for poor connections or loose wires at C251, C254 (located at left shock tower) C119 (right primary HO2S (Bank 1, Sensor 1)) or C126 (left primary HO2S (Bank 2, Sensor 1))* and PCM.

Repair fuel supply system.

(To page 11-85)

*: P0151



(From page 11-84)

Check for a short in the HO2S:

1. Turn the ignition switch OFF.
2. Disconnect the right primary HO2S (Bank 1, Sensor 1) or left primary HO2S* (Bank 2, Sensor 1) connector.
3. Start the engine and let it idle.
4. Check the right primary HO2S (Bank 1, Sensor 1) or left primary HO2S* (Bank 2, Sensor 1) output voltage with the scan tool.

Does it stay at 0.5 V or less?

NO

Replace the HO2S.

YES

Check for a short in the wires:

1. Turn the ignition switch OFF.
2. Disconnect the PCM connector D (22P).
3. Check for continuity between No. 1 terminal on the harness side of the HO2S connector and body ground.

Is there continuity?

YES

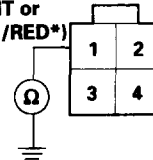
Repair short in the wire between PCM (D19 or D18*) and right primary HO2S (Bank 1, Sensor 1) or left primary HO2S* (Bank 2, Sensor 1).

NO

Substitute a known-good PCM and recheck (see page 11-42 for immobilizer information). If symptom/indication goes away, replace the original PCM.

**RIGHT PRIMARY HO2S (Bank 1, Sensor 1) CONNECTOR (C119)
or LEFT PRIMARY HO2S (Bank 1, Sensor 1) CONNECTOR (C126)**

**PHO2S
(WHT or
BLU/RED*)**



Wire side of female terminals

*: P0151

(cont'd)