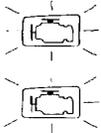


# Troubleshooting Flowchart — TW Sensor



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

- Check Engine warning light is on.  
- LED indicates CODE 6.

Turn the ignition switch OFF.

Remove HAZARD fuse in the main fuse box for 10 seconds to reset ECU.

Turn the ignition switch ON.

Is Check Engine warning light on?  
Does LED indicate CODE 6?

NO

Intermittent failure.  
(test drive may be necessary).

YES

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

Disconnect C210 and C151 connectors.

Measure resistance between RED/WHT terminal and GRN/WHT terminal at C151 connector.

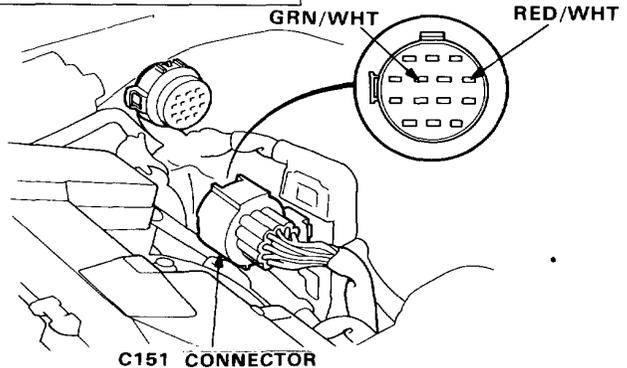
Is there 200—400 Ω?

NO

Inspect for open or short in RED/WHT or GRN/WHT wire between C151 connector and TW sensor. If wires are OK, replace TW sensor.

YES

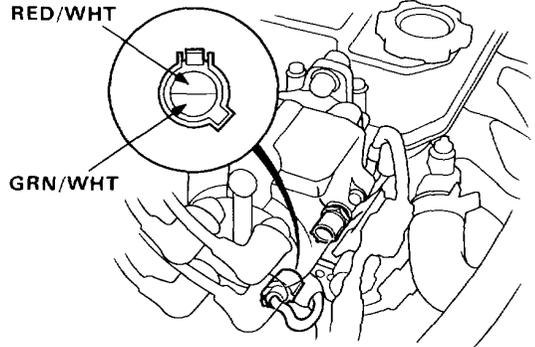
(To page 6-43)





(From page 6-42)

Reconnect C210 and C151 connectors, then disconnect the 2P connector from TW sensor.



Is there approx. 5V ?

NO

Turn the ignition switch OFF.

YES

Connect the PGM-FI test harness between the ECU and connector (page 6-19).

Turn the ignition switch ON.

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

Is there approx. 5V ?

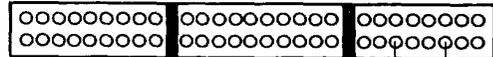
NO

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

YES

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

Measure voltage between C6 (+) terminal and C12 (-) terminal.



C6 (+) C12 (-)  
5V?

Is there approx. 5V ?

YES

Repair open in RED/WHT wire between ECU (C6) and TW sensor.

NO

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

Measure voltage between C6 (+) terminal and C12 (-) terminal.

Is there approx. 5V ?

YES

Repair short in RED/WHT wire between ECU (C6) and TW sensor.

NO

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