

# PGM-CARB Control System

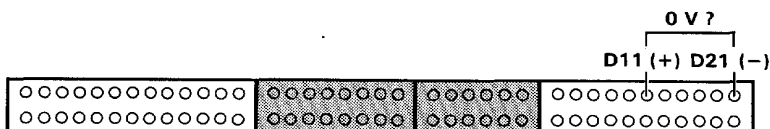
## Input Troubleshooting Flow Chart — P/S Oil Pressure Switch Signal —

Inspection of P/S Oil Pressure Switch Signal.

Connect the ECU test harness between the control unit and connector (page 6-20).

Turn the ignition switch ON.

Measure voltage between D11 (+) terminal and D21 (-) terminal.



Is there voltage ?

YES

Turn the ignition switch OFF.

Disconnect the 2P connector on the P/S oil pressure switch.

Connect RED terminal to BLK terminal.

Turn the ignition switch ON.

Is there voltage ?

NO

Replace the P/S oil pressure switch.

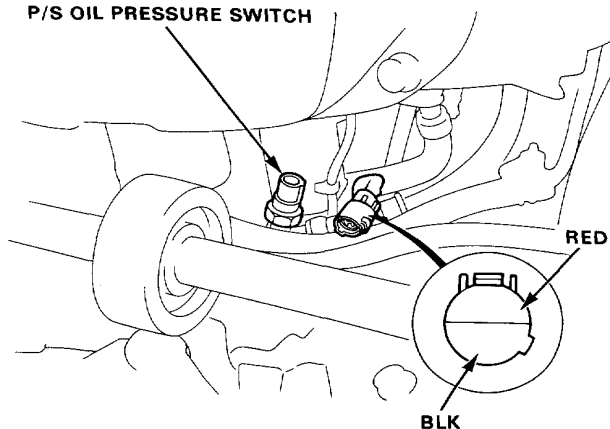
YES

—Repair open in RED wire between control unit (D11) and P/S oil pressure switch.  
—Repair open in BLK wire between P/S oil pressure switch and G301.

Turn steering wheel slowly.

(To page 6-47)

P/S OIL PRESSURE SWITCH

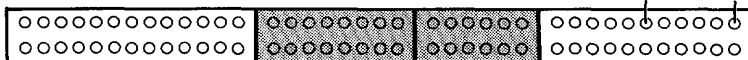




(From page 6-46)

Measure voltage between D11 (+) terminal and D21 (-) terminal while steering wheel is turning.

3-7 V ?  
D11 (+) D21 (-)



Is there battery voltage ?

NO

Turn the ignition switch OFF.

Disconnect the 2P connector on the P/S oil pressure switch.

Check for continuity between the 2 terminals on the P/S oil pressure switch.

Does continuity exist ?

YES

Replace the P/S oil pressure switch.

NO

- Repair short in RED wire between control unit (D11) and P/S oil pressure switch.
- Substitute a known-good ECU and recheck. If prescribed voltage is now available, replace the original ECU.

P/S Oil Pressure Switch Signal is OK.