DTC	P0136	Oxygen Sensor Circuit Malfunction (Bank 1 Sensor 2)

DTC	P0137	Oxygen Sensor Circuit Low Voltage (Bank 1 Sensor 2)

DTC	P0138	Oxygen Sensor Circuit High Voltage (Bank 1 Sensor 2)

ES

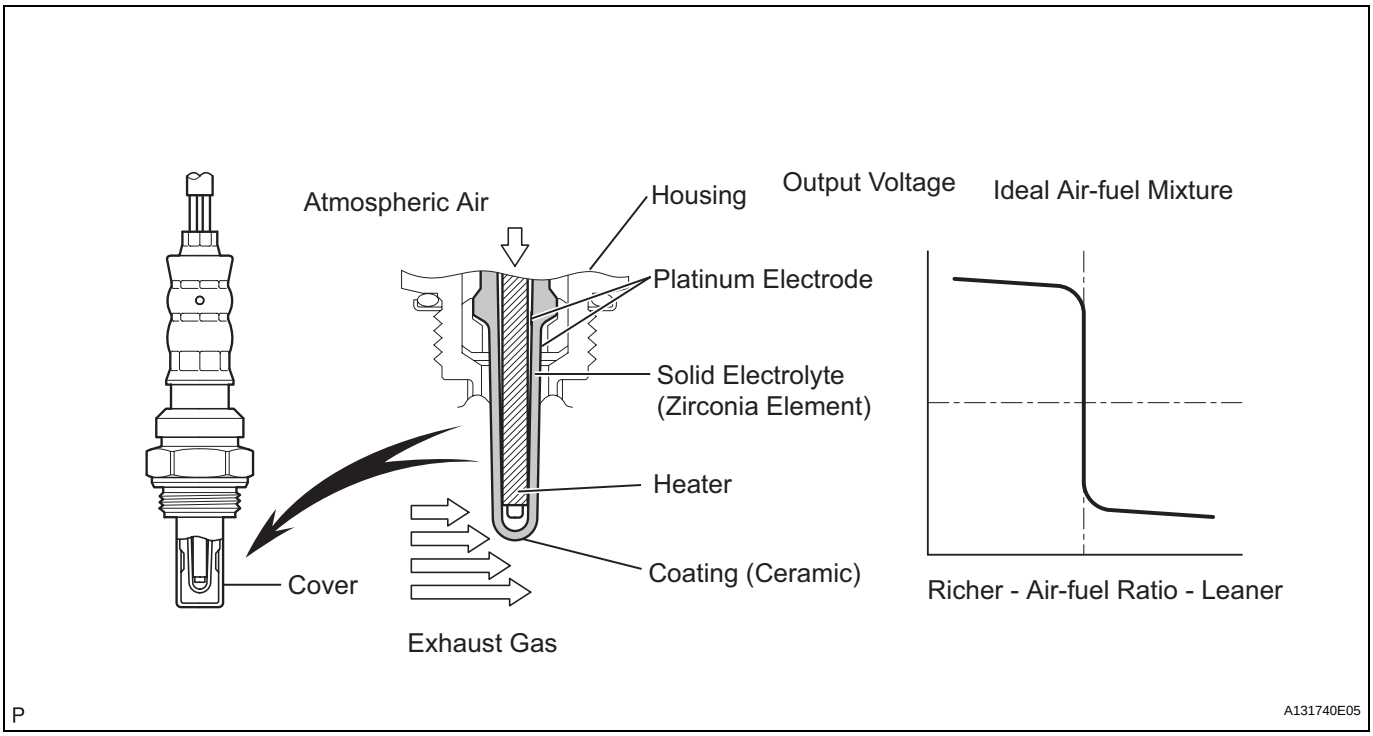
DESCRIPTION

In order to obtain a high purification rate of the carbon monoxide (CO), hydrocarbon (HC) and nitrogen oxide (NOx) components in the exhaust gas, a TWC is used. For the most efficient use of the TWC, the air-fuel ratio must be precisely controlled so that it is always close to the stoichiometric air-fuel level. For the purpose of helping the ECM to deliver accurate air-fuel ratio control, a Heated Oxygen (HO2) sensor is used.

The HO2 sensor is located behind the TWC, and detects the oxygen concentration in the exhaust gas. Since the sensor is integrated with the heater that heats the sensing portion, it is possible to detect the oxygen concentration even when the intake air volume is low (the exhaust gas temperature is low).

When the air-fuel ratio becomes lean, the oxygen concentration in the exhaust gas is rich. The HO2 sensor informs the ECM that the post-TWC air-fuel ratio is lean (low voltage, i.e. less than 0.45 V). Conversely, when the air-fuel ratio is richer than the stoichiometric air-fuel level, the oxygen concentration in the exhaust gas becomes lean. The HO2 sensor informs the ECM that the post-TWC air-fuel ratio is rich (high voltage, i.e. more than 0.45 V). The HO2 sensor has the property of changing its output voltage drastically when the air-fuel ratio is close to the stoichiometric level.

The ECM uses the supplementary information from the HO2 sensor to determine whether the air-fuel ratio after the TWC is rich or lean, and adjusts the fuel injection time accordingly. Thus, if the HO2 sensor is working improperly due to internal malfunctions, the ECM is unable to compensate for deviations in the primary air-fuel ratio control.



DTC No.	DTC Detection Conditions	Trouble Areas
P0136	• Abnormal voltage output: During active air-fuel ratio control, following conditions (a) and (b) met for certain period of time (2 trip detection logic): (a) Heated Oxygen (HO2) sensor voltage does not decrease to less than 0.59 V (b) HO2 sensor voltage does not increase to more than 0.21 V • Low impedance: Sensor impedance less than 5 Ω for more than 30 seconds when ECM presumes sensor to be warmed up and operating normally (2 trip detection logic)	• Open or short in HO2 sensor (sensor 2) circuit • HO2 sensor (sensor 2) • HO2 sensor heater (sensor 2) • Air-fuel Ratio (A/F) sensor (sensor 1) • Integration relay (EFI MAIN relay) • Gas leakage from exhaust system
P0137	• Low voltage (open): During active air-fuel ratio control, following conditions (a) and (b) met for certain period of time (2 trip detection logic): (a) HO2 sensor voltage output less than 0.21 V (b) Target air-fuel ratio rich • High impedance: Sensor impedance 15 kΩ or more for more than 90 seconds when ECM presumes sensor to be warmed up and operating normally (2 trip detection logic)	• Open in HO2 sensor (sensor 2) circuit • HO2 sensor (sensor 2) • HO2 sensor heater (sensor 2) • Integration relay (EFI MAIN relay) • Gas leakage from exhaust system
P0138	• High voltage (short): During active air-fuel ratio control, following conditions (a) and (b) met for certain period of time (2 trip detection logic): (a) HO2 sensor voltage output more than 0.59 V (b) Target air-fuel ratio lean • Extremely high voltage (short): HO2 sensor voltage output exceeds 1.2 V for more than 10 seconds (2 trip detection logic)	• Short in HO2 sensor (sensor 2) circuit • HO2 sensor (sensor 2) • ECM internal circuit malfunction

ES

MONITOR DESCRIPTION

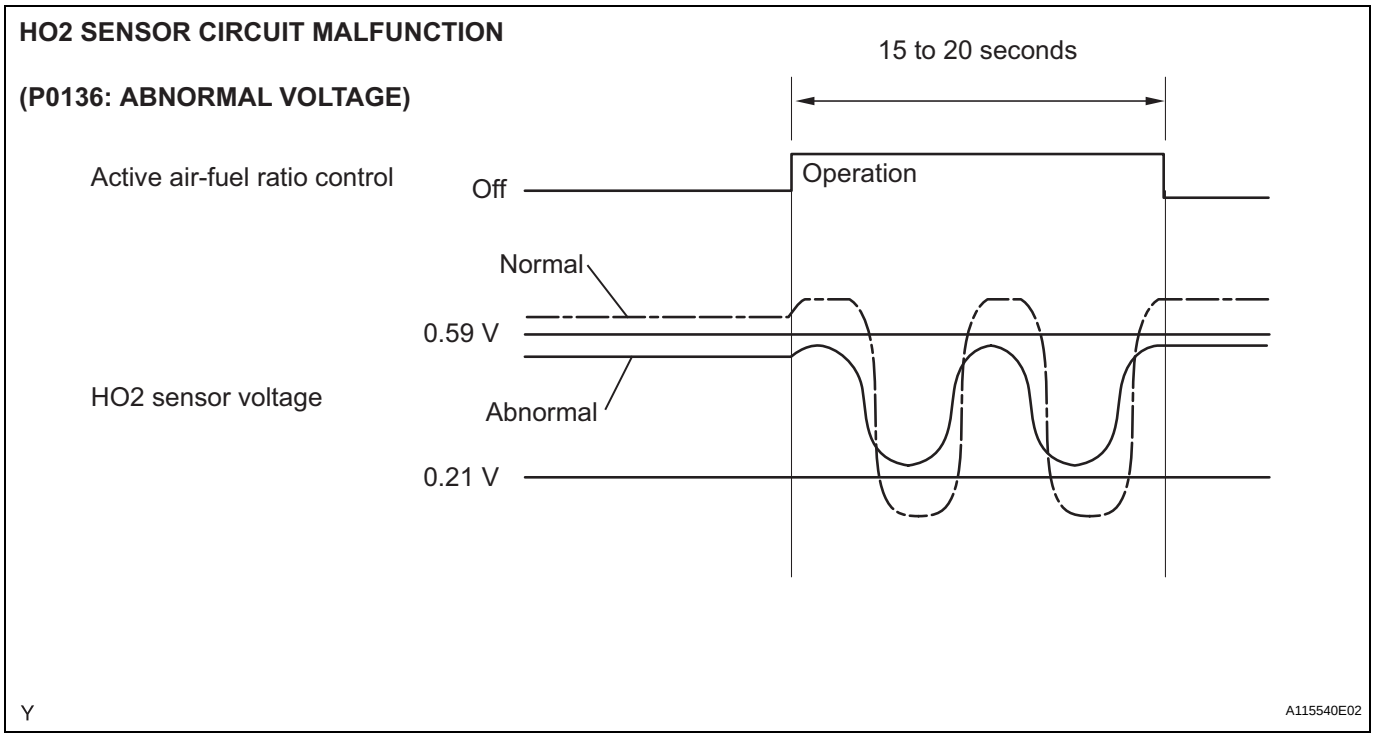
Active Air-Fuel Ratio Control

The ECM usually performs air-fuel ratio feedback control so that the Air-Fuel Ratio (A/F) sensor output indicates a near stoichiometric air-fuel level. This vehicle includes active air-fuel ratio control in addition to regular air-fuel ratio control. The ECM performs active air-fuel ratio control to detect any deterioration in the Three-Way Catalytic Converter (TWC) and Heated Oxygen (HO2) sensor malfunctions (refer to the diagram below).

Active air-fuel ratio control is performed for approximately 15 to 20 seconds while driving with a warm engine. During active air-fuel ratio control, the air-fuel ratio is forcibly regulated to become lean or rich by the ECM. If the ECM detects a malfunction, one of the following DTCs is set: DTC P0136 (abnormal voltage output), P0137 (open circuit) and P0138 (short circuit).

Abnormal Voltage Output of HO2 Sensor (DTC P0136)

While the ECM is performing active air-fuel ratio control, the air-fuel ratio is forcibly regulated to become rich or lean. If the sensor is not functioning properly, the voltage output variation is small. For example, when the HO2 sensor voltage does not decrease to less than 0.21 V and does not increase to more than 0.59 V during active air-fuel ratio control, the ECM determines that the sensor voltage output is abnormal and sets DTC P0136.



Open or Short in Heated Oxygen (HO2) Sensor Circuit (DTC P0137 or P0138)

During active air-fuel ratio control, the ECM calculates the Oxygen Storage Capacity (OSC)* of the Three-Way Catalytic Converter (TWC) by forcibly regulating the air-fuel ratio to become rich or lean. If the HO2 sensor has an open or short, or the voltage output of the sensor decreases significantly, the OSC indicates an extraordinarily high value. Even if the ECM attempts to continue regulating the air-fuel ratio to become rich or lean, the HO2 sensor output does not change.

While performing active air-fuel ratio control, when the target air-fuel ratio is rich and the HO2 sensor voltage output is 0.21 V or less (lean), the ECM interprets this as an abnormally low sensor output voltage and sets DTC P0137. When the target air-fuel ratio is lean and the voltage output is 0.59 V or more (rich) during active air-fuel ratio control, the ECM determines that the sensor voltage output is abnormally high, and sets DTC P0138.

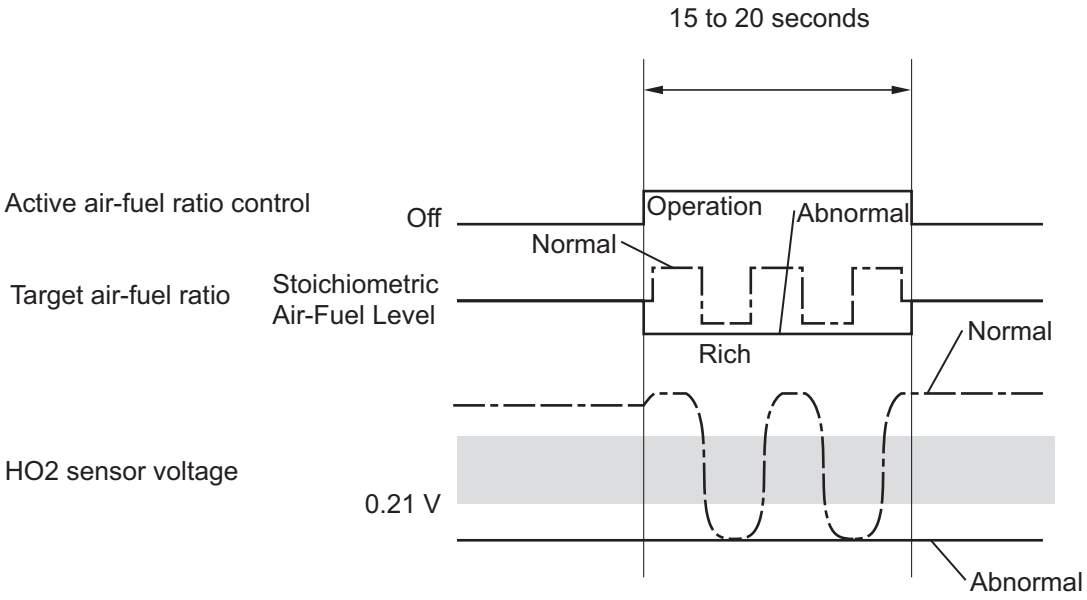
HINT:

DTC P0138 is also set if the HO2 sensor voltage output is more than 1.2 V for 10 seconds or more.

*: The TWC has the capability to store oxygen. The OSC and the emission purification capacity of the TWC are mutually related. The ECM determines whether the catalyst has deteriorated based on the calculated OSC value (see page ES-191).

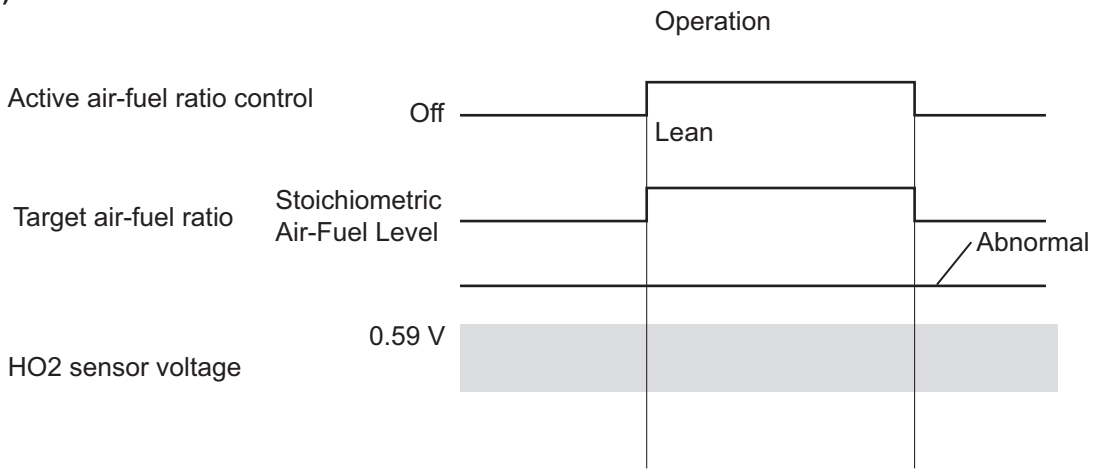
HO2 SENSOR CIRCUIT LOW VOLTAGE

(P0137: OPEN)



HO2 SENSOR CIRCUIT HIGH VOLTAGE

(P0138: SHORT)



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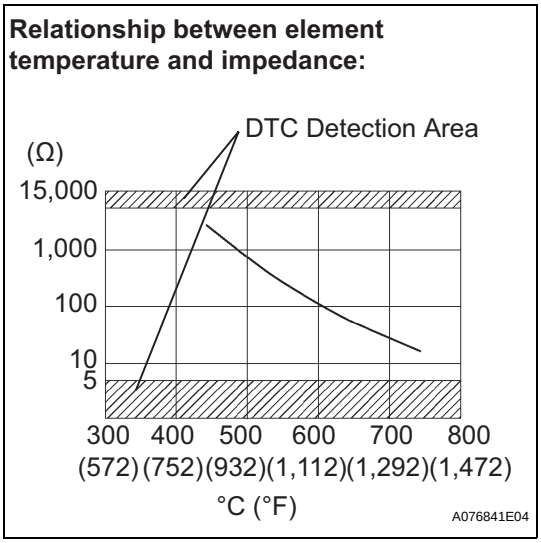
High or Low Impedance of Heated Oxygen (HO2) Sensor (DTC P0136 or P0137)



During normal air-fuel ratio feedback control, there are small variations in the exhaust gas oxygen concentration. In order to continuously monitor the slight variations in the HO2 sensor signal while the engine is running, the impedance* of the sensor is measured by the ECM. The ECM determines that there is a malfunction in the sensor when the measured impedance deviates from the standard range.
*: The effective resistance in an alternating current electrical circuit.
HINT:

- The impedance cannot be measured using an ohmmeter.
- DTC P0136 indicates the deterioration of the HO2 sensor. The ECM sets this DTC by calculating the impedance of the sensor when the typical enabling conditions are satisfied (2 driving cycles).
- DTC P0137 indicates an open or short circuit in the HO2 sensor (2 driving cycles). The ECM sets this DTC when the impedance of the sensor exceeds the threshold 15 kΩ.

MONITOR STRATEGY

Related DTCs	P0136: Heated oxygen sensor output voltage (Abnormal voltage output) P0136: Heated oxygen sensor impedance (Low) P0137: Heated oxygen sensor output voltage (Low voltage) P0137: Heated oxygen sensor impedance (High) P0138: Heated oxygen sensor output voltage (High voltage) P0138: Heated oxygen sensor output voltage (Extremely high)
Required Sensors/Components (Main)	Heated oxygen sensor
Required Sensors/Components (Related)	Crankshaft position sensor, engine coolant temperature sensor, mass air flow meter and throttle position sensor
Frequency of Operation	Once per driving cycle: Active air-fuel ratio control detection Continuous: Other
Duration	20 seconds: Active air-fuel ratio control detection 90 seconds: Heated oxygen sensor impedance (High) 30 seconds: Heated oxygen sensor impedance (Low) 10 seconds: Output voltage (Stuck high)
MIL Operation	2 driving cycles
Sequence of Operation	None

TYPICAL ENABLING CONDITIONS

All:

Monitor runs whenever following DTCs not present	P0031, 32 (A/F Sensor heater - Sensor 1) P0037, 38 (O2 Sensor heater - Sensor 2) P0100 - P0103 (MAF meter) P0110 - P0113 (IAT sensor) P0115 - P0118 (ECT sensor) P0120 - P0223, P2135 (TP sensor) P0125 (Insufficient ECT for Closed Loop) P0171, P0172 (Fuel system) P0300 - P0304 (Misfire) P0335 (CKP sensor) P0340 (CMP sensor) P0455, P0456 (EVAP system) P0500 (VSS) P2196 (A/F Sensor - rationality) P2A00 (A/F Sensor - slow response)

ES

Heated Oxygen Sensor Output Voltage (Abnormal Voltage Output, High Voltage and Low Voltage):

Active air-fuel ratio control	Executing
Active air-fuel ratio control begins when all of following conditions met:	-
Battery voltage	11 V or more
Engine coolant temperature	75°C (167°F) or more
Idling	OFF
Engine RPM	Less than 4,000 rpm
A/F sensor status	Activated
Fuel system status	Closed loop
Fuel cut	OFF
Engine load	10 to 80 %
Shift position	4th

Heated Oxygen Sensor Impedance (Low):

Battery voltage	11 V or more
Estimated rear HO2 sensor temperature	Less than 700°C (1,292°F)
ECM monitor	Completed
DTC P0606	Not set

Heated Oxygen Sensor Impedance (High):

Battery voltage	11 V or more
Estimated rear HO2 sensor temperature	450°C (842°F) or more
ECM monitor	Completed
DTC P0606	Not set

Heated Oxygen Sensor Output Voltage (Extremely High):

Battery voltage	11 V or more
Time after engine start	2 seconds or more

TYPICAL MALFUNCTION THRESHOLDS

Heated Oxygen Sensor Output Voltage (Abnormal Voltage Output):

Either of following conditions met:	1 or 2
1. All of following conditions (a), (b) and (c) met	-
(a) Commanded air-fuel ratio	14.3 or less
(b) Rear HO2 sensor voltage	0.21 to 0.59 V
(c) OSC (Oxygen Storage Capacity of Catalyst)	2 g or more
2. All of following conditions (d), (e) and (f) met	-
(d) Commanded air-fuel ratio	14.9 or more

(e) Rear HO2 sensor voltage	0.21 to 0.59 V
(f) OSC	2 g or more

Heated Oxygen Sensor Output Voltage (Low):

All of following conditions (a), (b) and (c) met	-
(a) Commanded air-fuel ratio	14.3 or less
(b) Rear HO2 sensor voltage	Less than 0.21 V
(c) OSC	2 g or more

Heated Oxygen Sensor Output Voltage (High):

All of following conditions (a), (b) and (c) met	-
(a) Commanded air-fuel ratio	14.9 or more
(b) Rear HO2 sensor voltage	More than 0.59 V
(c) OSC	2 g or more

ES

Heated Oxygen Sensor Impedance (Low):

Duration of following condition met	30 seconds or more
Heated oxygen sensor impedance	Less than 5 Ω

Heated Oxygen Sensor Impedance (High):

Duration of following condition met	90 seconds or more
Heated oxygen sensor impedance	15 kΩ or more

Heated Oxygen Sensor Output Voltage (Extremely High):

Duration of following condition met	10 seconds or more
Heated oxygen sensor voltage	1.2 V or more

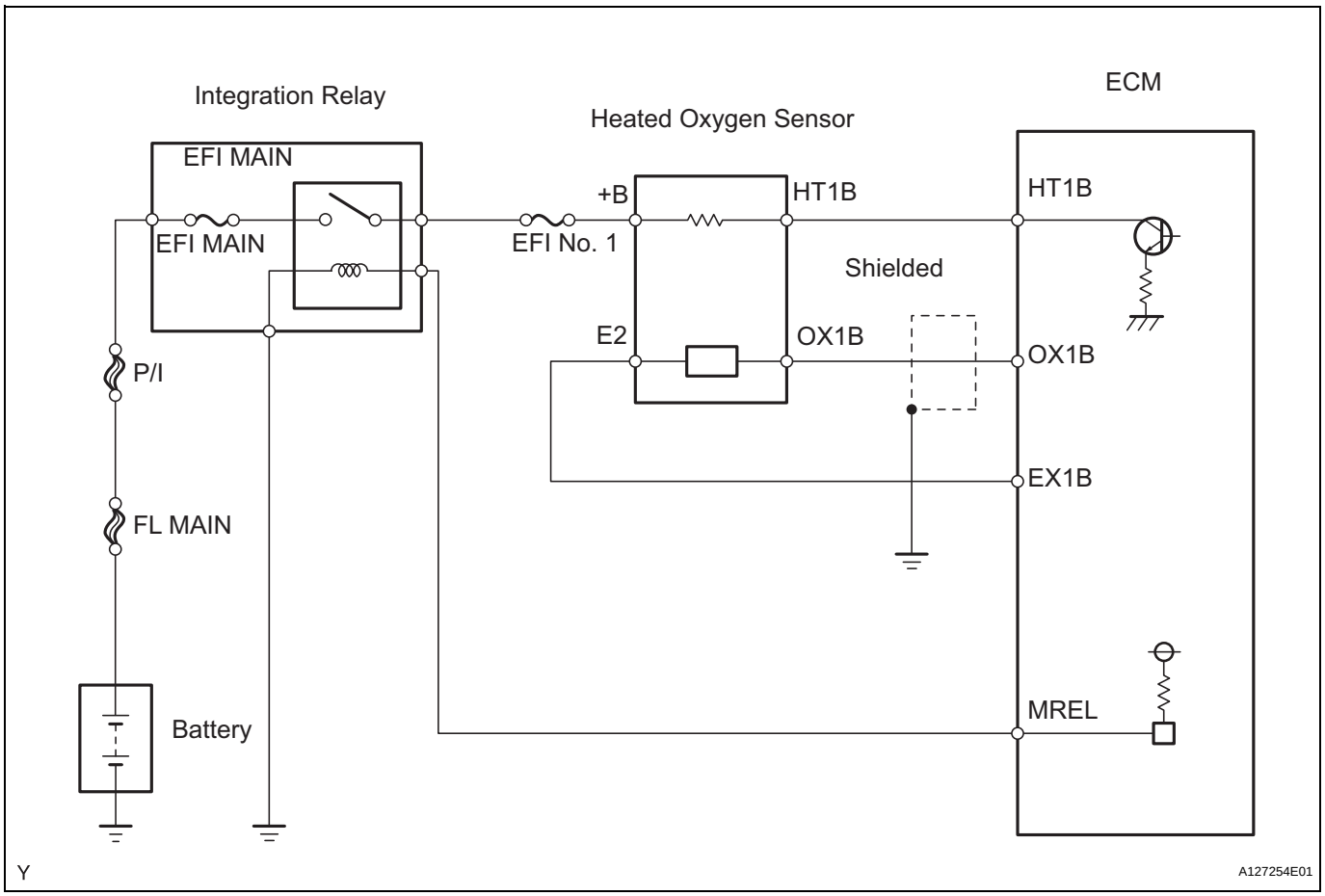
COMPONENT OPERATING RANGE

Duration of following condition met	30 seconds or more
Heated oxygen sensor voltage	Varies between 0.1 and 0.9 V

MONITOR RESULT

Refer to CHECKING MONITOR STATUS (see page ES-17).

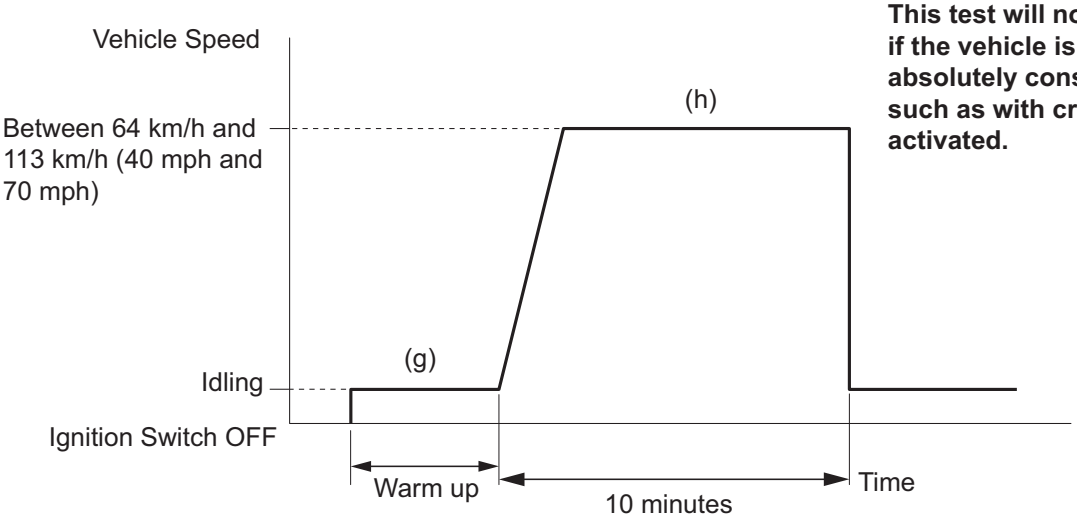
WIRING DIAGRAM



CONFIRMATION DRIVING PATTERN

HINT:

- This confirmation driving pattern is used in the "PERFORM CONFIRMATION DRIVING PATTERN" procedure of the following diagnostic troubleshooting procedure.
- Performing this confirmation pattern will activate the Heated Oxygen (HO2) sensor monitor. (The catalyst monitor is performed simultaneously.) This is very useful for verifying the completion of a repair.



NOTICE:
This test will not be completed if the vehicle is driven at absolutely constant speed such as with cruise control activated.

(Note: Even if vehicle stops during driving pattern, test can be resumed)

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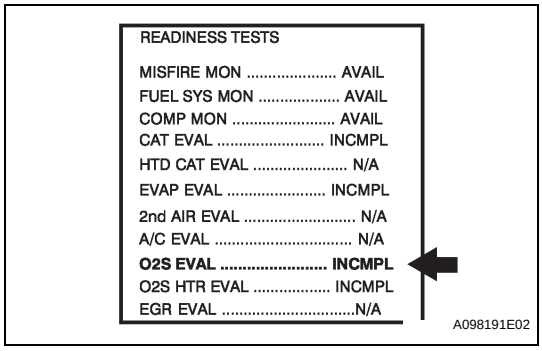

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(a) Connect the intelligent tester to the DLC3.
(b) Turn the ignition switch ON.
(c) Turn the tester ON.
(d) Clear DTCs (if set) (see page ES-35).
(e) Select the following menu items: DIAGNOSIS / CARB OBD II / READINESS TESTS.
(f) Check that O2S EVAL is INCMPL (incomplete).
(g) Start the engine and warm it up.
(h) Drive the vehicle at between 64 km/h and 113 km/h (40 mph and 70 mph) for at least 10 minutes.
(i) Note the state of the Readiness Tests items. Those items will change to COMPL (complete) as the O2S EVAL monitor operates.
(j) On the tester, select the following menu items: DIAGNOSIS / ENHANCED OBD II / DTC INFO / PENDING CODES and check if any DTCs (any pending DTCs) are set.
HINT:
If O2S EVAL does not change to COMPL, and any pending DTCs fail to set, extend the driving time.

INSPECTION PROCEDURE

HINT:
Sensor 2 refers to the sensor mounted behind the Three-Way Catalytic Converter (TWC) and located far from the engine assembly.
HINT:
Intelligent tester only:

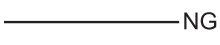
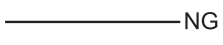
Malfunctioning areas can be identified by performing the A/F CONTROL function provided in the ACTIVE TEST. The A/F CONTROL function can help to determine whether the Air-Fuel Ratio (A/F) sensor, Heated Oxygen (HO2) sensor and other potential trouble areas are malfunctioning.
The following instructions describe how to conduct the A/F CONTROL operation using the intelligent tester.
(a) Connect the intelligent tester to the DLC3.
(b) Start the engine and turn the tester ON.
(c) Warm up the engine at an engine speed of 2,500 rpm for approximately 90 seconds.
(d) On the tester, select the following menu items: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST / A/F CONTROL.
(e) Perform the A/F CONTROL operation with the engine idling (press the RIGHT or LEFT button to change the fuel injection volume).
(f) Monitor the voltage outputs of the A/F and HO2 sensors (AFS B1 S1 and O2S B1 S2) displayed on the tester.

HINT:
- The A/F CONTROL operation lowers the fuel injection volume by 12.5 % or increases the injection volume by 25 %.
- The sensors react in accordance with increases and decreases in the fuel injection volume.

Standard

Tester Display (Sensor)	Injection Volumes	Status	Voltages
AFS B1 S1 (A/F)	+25 %	Rich	Less than 3.0
	-12.5 %	Lean	More than 3.35
O2S B1 S2 (HO2)	+25 %	Rich	More than 0.5
	-12.5 %	Lean	Less than 0.4

NOTICE:
The A/F sensor has an output delay of a few seconds and the HO2 sensor has a maximum output delay of approximately 20 seconds.

Case	A/F Sensor (Sensor 1) Output Voltage		HO2 Sensor (Sensor 2) Output Voltage		Main Suspected Trouble Areas
1	Injection Volume +25 % -12.5 %		Injection Volume +25 % -12.5 %		-
	Output Voltage More than 3.35 V Less than 3.0 V		Output Voltage More than 0.5 V Less than 0.4 V		
2	Injection Volume +25 % -12.5 %		Injection Volume +25 % -12.5 %		• A/F sensor • A/F sensor heater • A/F sensor circuit
	Output Voltage Almost no reaction		Output Voltage More than 0.5 V Less than 0.4 V		
3	Injection Volume +25 % -12.5 %		Injection Volume +25 % -12.5 %		• HO2 sensor • HO2 sensor heater • HO2 sensor circuit
	Output Voltage More than 3.35 V Less than 3.0 V		Output Voltage Almost no reaction		

Case	A/F Sensor (Sensor 1) Output Voltage		HO2 Sensor (Sensor 2) Output Voltage		Main Suspected Trouble Areas
4	Injection volume +25 % -12.5 %		Injection Volume +25 % -12.5 %		• Injector • Fuel pressure • Gas leakage from exhaust system (Air-fuel ratio extremely lean or rich)
	Output Voltage Almost no reaction	NG	Output Voltage Almost no reaction	NG	

Following the A/F CONTROL procedure enables technicians to check and graph the voltage outputs of both the A/F and HO2 sensors.
To display the graph, select the following menu items on the tester: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST / A/F CONTROL / USER DATA / AFS B1 S1 and O2S B1 S2; then press the YES button and then the ENTER button followed by the F4 button.
HINT:

- Read freeze frame data using the intelligent tester. Freeze frame data records the engine condition when malfunctions are detected. When troubleshooting, freeze frame data can help determine if the vehicle was moving or stationary, if the engine was warmed up or not, if the air-fuel ratio was lean or rich, and other data from the time the malfunction occurred.
- If the OX1B wire from the ECM connector is short-circuited to the +B wire, DTC P0138 will be set.

1 READ OUTPUT DTC

(a) Connect the intelligent tester to the DLC3.
(b) Turn the ignition switch ON and turn the tester ON.
(c) Select the following menu items: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
(d) Read DTCs.

Result

Display (DTC output)	Proceed To
P0138	A
P0137	B
P0136	C

B → Go to step 14

C → Go to step 7

A

2 READ VALUE USING INTELLIGENT TESTER (OUTPUT VOLTAGE OF HEATED OXYGEN SENSOR)

(a) Connect the intelligent tester to the DLC3.
(b) Turn the ignition switch ON and turn the tester ON.
(c) Select the following menu items: DIAGNOSIS / ENHANCED OBD II / DATA LIST / PRIMARY / O2S B1 S2.
(d) Allow the engine to idle.
(e) Read the Heated Oxygen (HO2) sensor output voltage while idling.

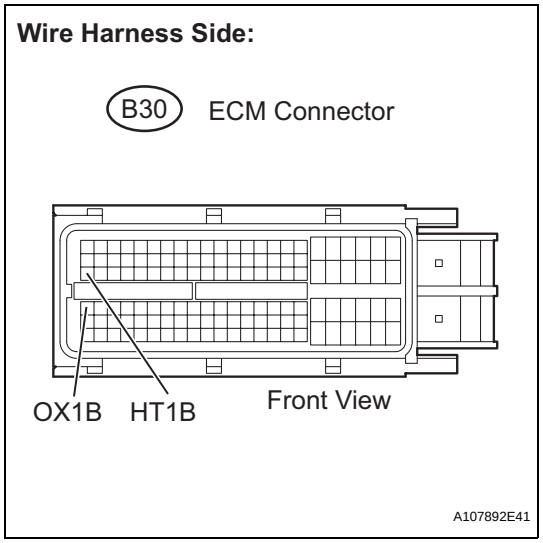
Result

HO2 Sensor Output Voltages	Proceed To
More than 1.2 V	A
Less than 1.0 V	B

B → Go to step 5

A

3 CHECK HARNESS AND CONNECTOR (CHECK FOR SHORT)



(a) Turn the ignition switch OFF and wait for 5 minutes.
(b) Disconnect the B30 ECM connector.
(c) Measure the resistance.
Standard resistance

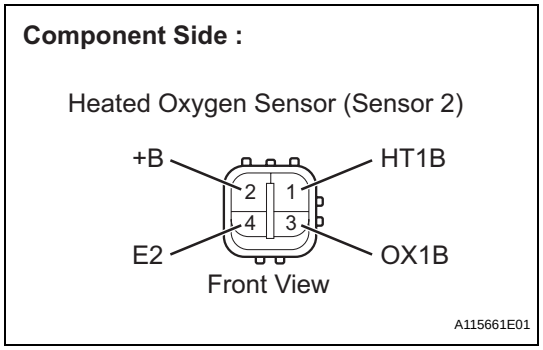
Tester Connections	Specified Conditions
B30-47 (HT1B) - B30-64 (OX1B)	10 kΩ or higher

(d) Reconnect the ECM connector.

OK → REPLACE ECM

NG

4 INSPECT HEATED OXYGEN SENSOR (CHECK FOR SHORT)



(a) Disconnect the B19 HO2 sensor connector.
(b) Measure the resistance.
Standard resistance

Tester Connections	Specified Conditions
2 (+B) - 4 (E2)	10 kΩ or higher
2 (+B) - 3 (OX1B)	10 kΩ or higher

(c) Reconnect the HO2 sensor connector.

NG → REPLACE HEATED OXYGEN SENSOR

OK

REPAIR OR REPLACE HARNESS OR CONNECTOR

5	PERFORM CONFIRMATION DRIVING PATTERN

NEXT

6	CHECK WHETHER DTC OUTPUT RECURS (DTC P0138)

(a) On the intelligent tester, select the following menu items: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
(b) Read DTCs.

ES

Result

Display (DTC Output)	Proceed To
P0138	A
No output	B

B → CHECK FOR INTERMITTENT PROBLEMS

A

REPLACE HEATED OXYGEN SENSOR

7	READ VALUE USING INTELLIGENT TESTER (OUTPUT VOLTAGE OF HEATED OXYGEN SENSOR)

(a) Connect the intelligent tester to the DLC3.
(b) Turn the ignition switch ON and turn the tester ON.
(c) Start the engine.
(d) Select the following menu items: DIAGNOSIS / ENHANCED OBD II / DATA LIST / PRIMARY / O2S B1 S2
(e) After warming up the engine, run the engine at an engine speed of 2,500 rpm for 3 minutes.
(f) Read the output voltage of the HO2 sensor when the engine rpm is suddenly increased.
HINT:
Quickly accelerate the engine to 4,000 rpm 3 times using the accelerator pedal.
Standard voltage:
Fluctuates between 0.4 V or less and 0.5 V or more.

NG → Go to step 14

OK

8	PERFORM CONFIRMATION DRIVING PATTERN

NEXT

9	CHECK WHETHER DTC OUTPUT RECURS (DTC P0136)

(a) On the intelligent tester, select the following menu items: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
(b) Read DTCs.

Result

Display (DTC Output)	Proceed To
P0136	A
No output	B

B → CHECK FOR INTERMITTENT PROBLEMS

A

10	REPLACE HEATED OXYGEN SENSOR

NEXT

11	PERFORM CONFIRMATION DRIVING PATTERN

NEXT

12	CHECK WHETHER DTC OUTPUT RECURS (DTC P0136)

(a) On the intelligent tester, select the following menu items: DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES.
(b) Read DTCs.

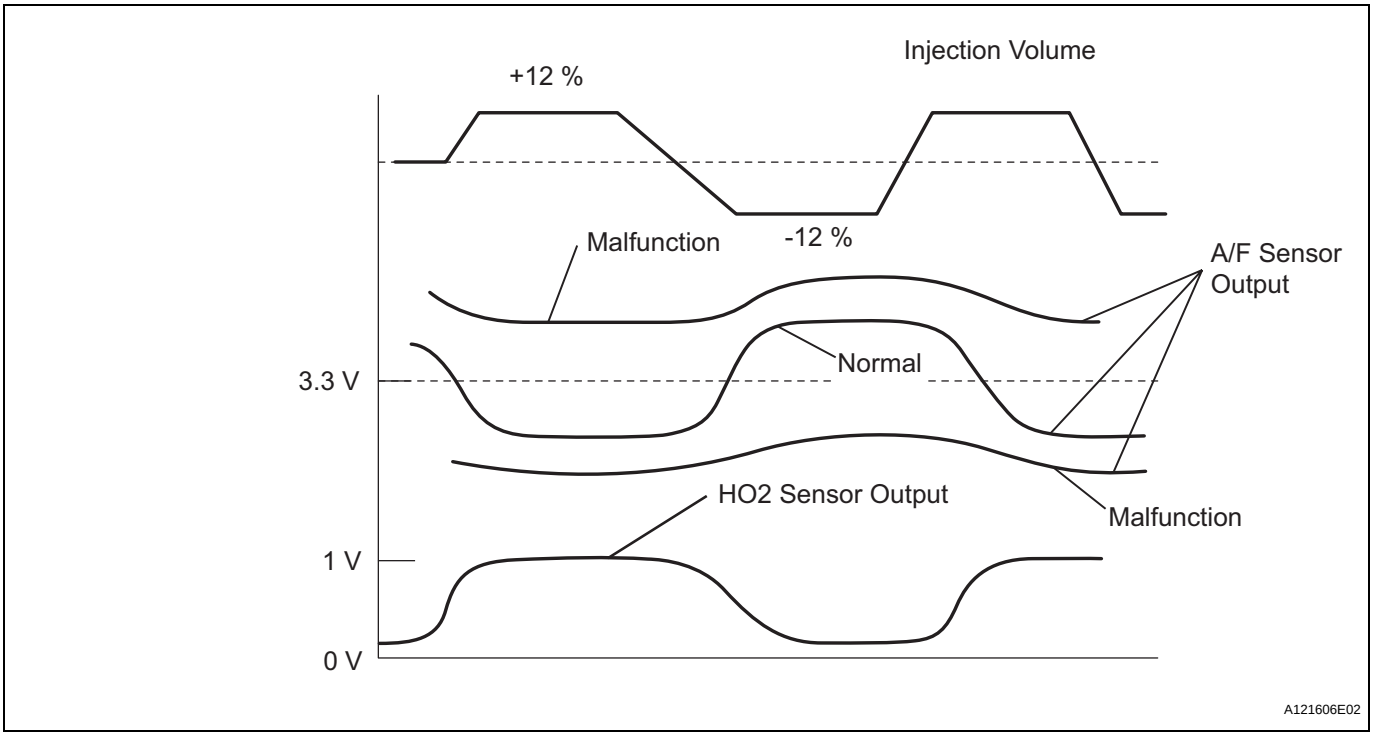
Result

Display (DTC Output)	Proceed To
P0136	A
No output	B

B → REPAIR COMPLETE

A

13	PERFORM ACTIVE TEST USING INTELLIGENT TESTER (INJECTION VOLUME)



(a) Connect the intelligent tester to the DLC3.
(b) Start the engine and turn the tester ON.
(c) Warm up the engine.
(d) Select the following menu items: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST / INJ VOL.
(e) Change the fuel injection volume using the tester, monitoring the voltage output of Air-Fuel Ratio (A/F) and HO2 sensors displayed on the tester.

HINT:

- Change the fuel injection volume within the range of -12 % and +12 %. The injection volume can be changed in 1 % graduations within the range.
- The A/F sensor is displayed as AFS B1 S1, and the HO2 sensor is displayed as O2S B1 S2, on the intelligent tester.

Result

Tester Display (Sensor)	Voltage Variations	Proceed To
AFS B1 S1 (A/F)	Alternates between more and less than 3.3 V	OK
	Remains at more than 3.3 V	NG
	Remains at less than 3.3 V	NG

HINT:
A normal HO2 sensor voltage (O2S B1 S2) reacts in accordance with increases and decreases in fuel injection volumes. When the A/F sensor voltage remains at either less or more than 3.3 V despite the HO2 sensor indicating a normal reaction, the A/F sensor is malfunctioning.

NG	REPLACE AIR-FUEL RATIO SENSOR

OK

CHECK AND REPAIR EXTREMELY RICH OR LEAN ACTUAL AIR-FUEL RATIO (INJECTOR, FUEL PRESSURE, GAS LEAKAGE FROM EXHAUST SYSTEM, ETC.)

14	CHECK FOR EXHAUST GAS LEAK

OK:
No gas leakage.

NG → REPAIR OR REPLACE EXHAUST GAS LEAKAGE POINT

OK

15	INSPECT HEATED OXYGEN SENSOR (HEATER RESISTANCE) (See page ES-89)

NG → REPLACE HEATED OXYGEN SENSOR

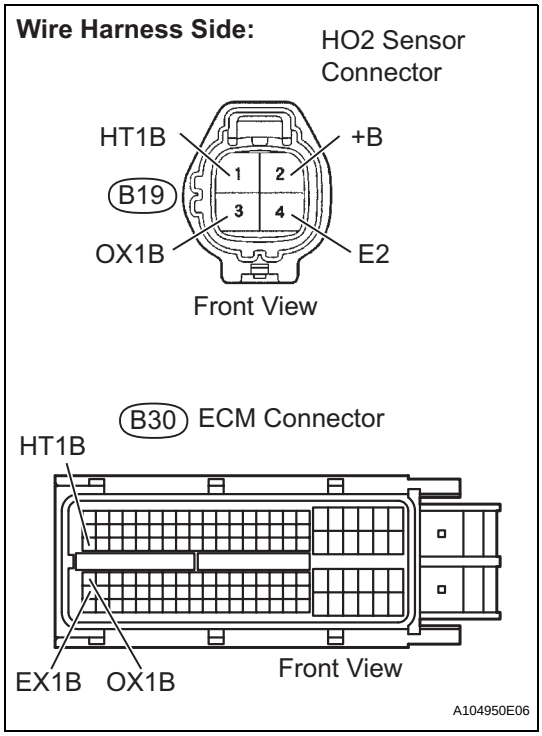
OK

16	INSPECT INTEGRATION RELAY (EFI RELAY) (See page ES-84)

NG → REPLACE INTEGRATION RELAY (EFI RELAY)

OK

17	CHECK HARNESS AND CONNECTOR (HEATED OXYGEN SENSOR - ECM)



(a) Disconnect the B19 HO2 sensor connector.
(b) Turn the ignition switch ON.
(c) Measure the voltage between the +B terminal of the HO2 sensor connector and body ground.

Standard voltage

Tester Connections	Specified Conditions
B19-2 (+B) - Body ground	9 to 14 V

(d) Turn the ignition switch OFF.
(e) Disconnect the B30 ECM connector.
(f) Measure the resistance.

Standard resistance (Check for open)

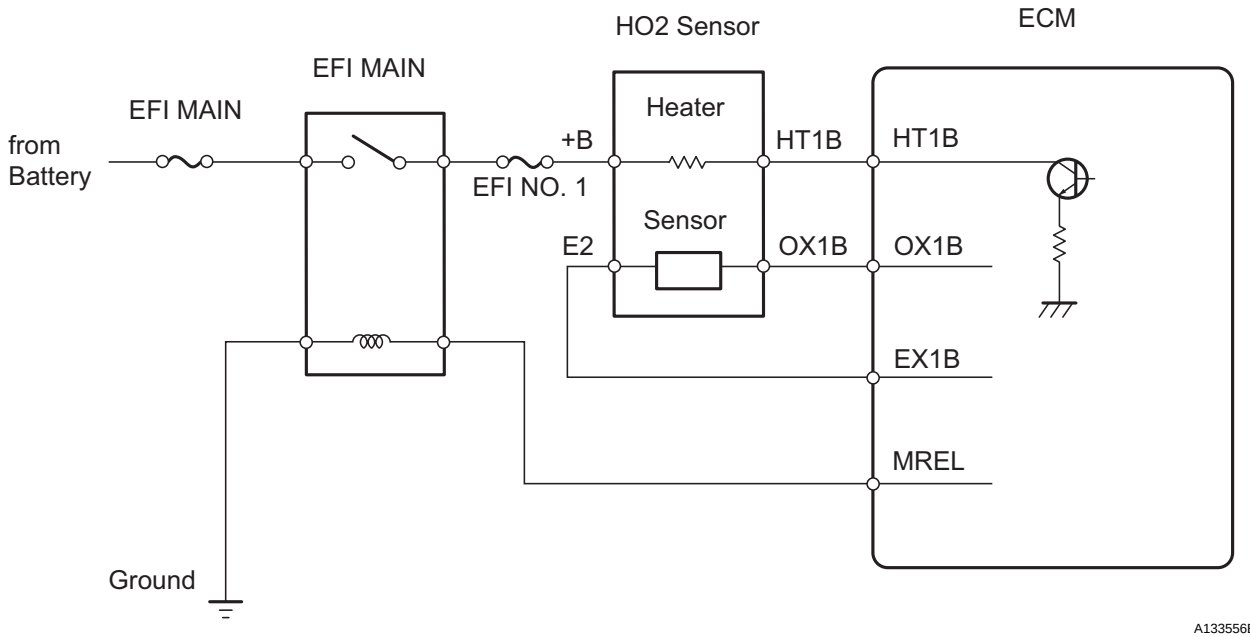
Tester Connections	Specified Conditions
B19-1 (HT1B) - B30-47 (HT1B)	Below 1 Ω
B19-3 (OX1B) - B30-64 (OX1B)	Below 1 Ω
B19-4 (E2) - B30-87 (EX1B)	Below 1 Ω

Standard resistance (Check for short)

Tester Connections	Specified Conditions
B19-1 (HT1B) or B30-47 (HT1B) - Body ground	10 kΩ or higher
B19-3 (OX1B) or B30-64 (OX1B) - Body ground	10 kΩ or higher
B19-4 (E2) or B30-87 (EX1B) - Body ground	10 kΩ or higher

(g) Reconnect the HO2 sensor connector.
(h) Reconnect the ECM connector.

Reference (System Diagram of Sensor 2):



NG → REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

REPLACE HEATED OXYGEN SENSOR