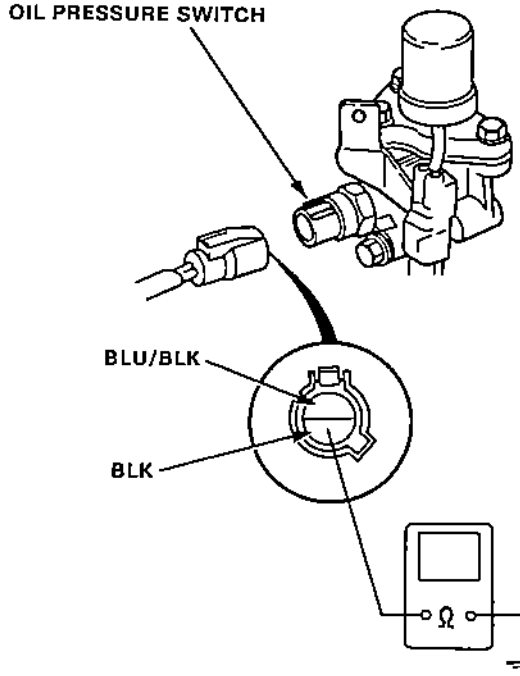
Troubleshooting Flowchart —— Oil Pressure Switch

㉒ Self-diagnosis LED indicates code 22: A problem Oil Pressure Switch circuit.

Disconnect the 2P connector from the oil pressure switch.

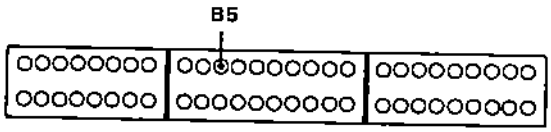


Check for continuity between BLK terminal and body ground.

Does continuity exist ?

NO → Repair open in BLK wire between 2P connector and body ground.

YES



Connect the ECU test harness.

Check for continuity between BLU/BLK terminal and B5 terminal.

Does continuity exist ?

NO → Repair open in BLU/BLK wire between ECU and 2P connector.

YES

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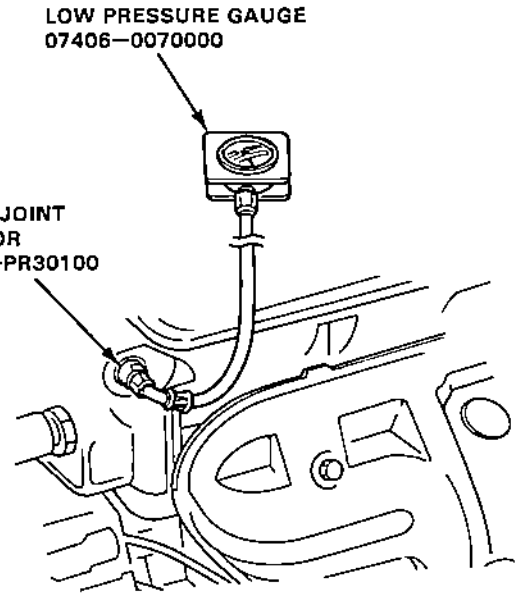
(From page 5-34)

Remove 10 mm sealing bolt and connect oil pressure gauge (for AT oil pressure test).

Connect a tachometer (page 5-23).

Start the engine and warm it up to normal operating temperature.

Check oil pressure at engine speeds of 1,000 min^{-1} (rpm), 3,000 min^{-1} (rpm) and 5,000 min^{-1} (rpm).



NOTE:
Keep measuring time as short as possible because engine is running with no load (within one minute).

Is pressure below 49 kPa (0.5 kg/cm^2, 7 psi) ?

NO → Inspect the spool valve.

YES

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

Does continuity exist ?

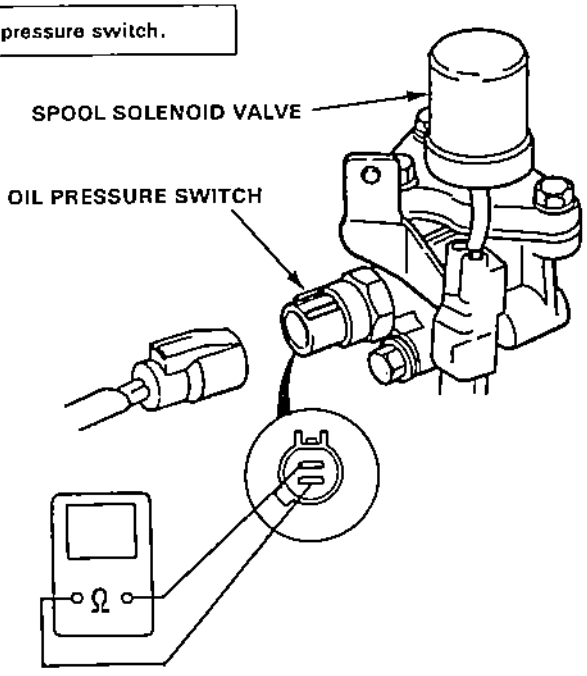
NO → Replace oil pressure switch.

YES

Disconnect the 2P connector from the spool solenoid valve.

Attach the battery positive terminal to the GRN/WHT terminal.

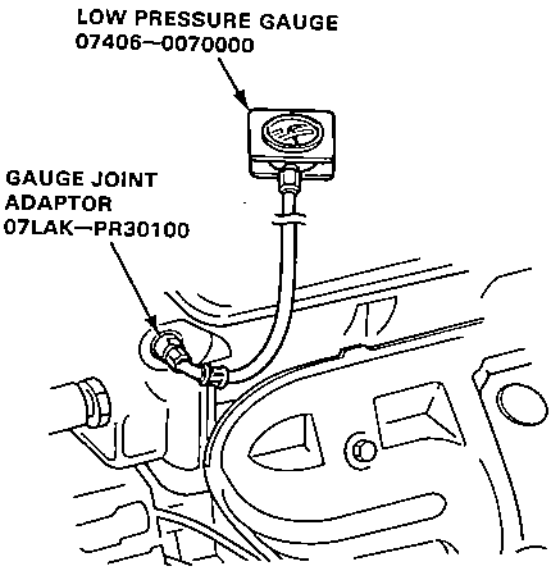
(To pae 5-36)



Troubleshooting Flowchart — Oil Pressure Switch (cont'd)

(From page 5-35)

Start the engine and check oil pressure at engine speeds of 5,000 min^{-1} (rpm).



NOTE:
Keep measuring time as short as possible because engine is running with no load (within one minute).

Is pressure above 392 kPa (4 kg/cm^2, 57 psi) ?

NO → Inspect the spool valve.

YES

Check for continuity between the 2 terminals on the oil pressure switch under above condition.

Does continuity exist ?

NO → Replace oil pressure switch.

YES

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