

FUEL SYSTEM (Programmed Fuel Injection)

MIL 18 BLINKS (CMP SENSOR)

- Before starting the inspection, check for loose or poor contact on the CMP sensor connector and recheck the MIL blinking.

1. CMP Sensor Peak Voltage Inspection at ECM

Turn the ignition switch OFF.
Connect the ECM test harness to the ECM connectors (page 6-11).

Turn the ignition switch ON and engine stop switch "Q".
Crank the engine with the starter motor, and measure the CMP sensor peak voltage at the test harness terminals.

Connection: B10 (+) – A31 (-)

Is the voltage more than 0.7 V (20 °C/68 °F)?

YES – • Intermittent failure
• Loose or poor contact on the ECM connectors

NO – GO TO STEP 2.

2. CMP Sensor Peak Voltage Inspection

Turn the ignition switch OFF.
Disconnect the CMP sensor 2P (Black) connector.

Turn the ignition switch ON and engine stop switch "Q".
Crank the engine with the starter motor, and measure the CMP sensor peak voltage at the CMP sensor 2P (Black) connector.

Connection: Gray (+) – White/black (-)

Is the voltage more than 0.7 V (20 °C/68 °F)?

YES – Open or short circuit in the White/black wire or Gray wire

NO – Faulty CMP sensor

