

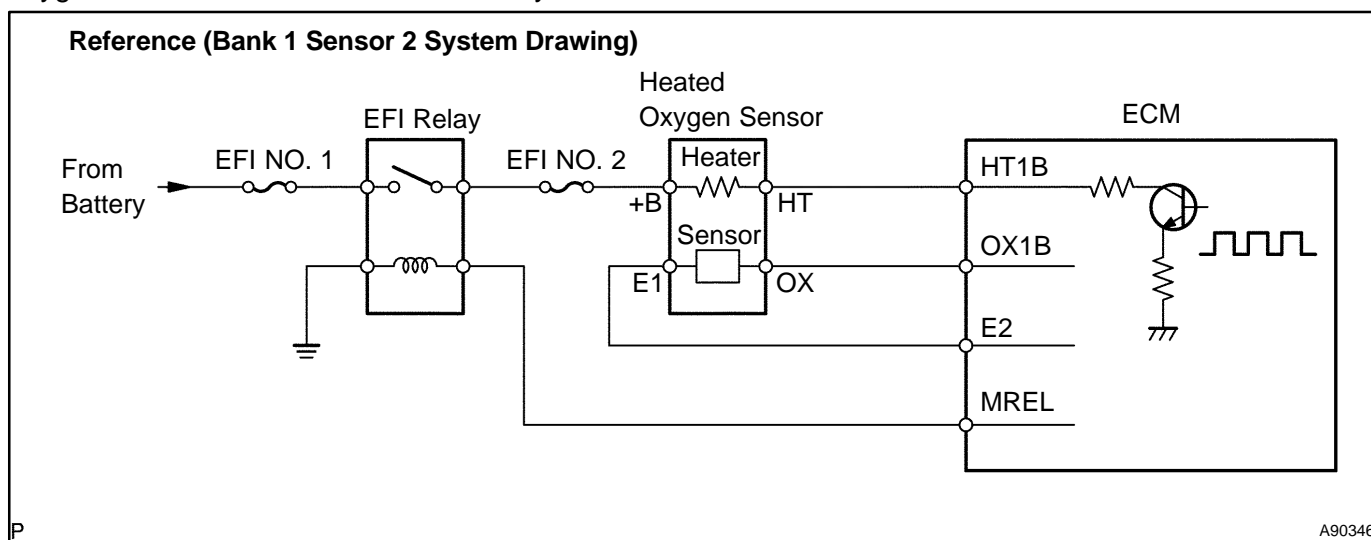
DTC	P0037	OXYGEN SENSOR HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2)
DTC	P0038	OXYGEN SENSOR HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2)
DTC	P0057	OXYGEN SENSOR HEATER CONTROL CIRCUIT LOW (BANK 2 SENSOR 2)
DTC	P0058	OXYGEN SENSOR HEATER CONTROL CIRCUIT HIGH (BANK 2 SENSOR 2)

CIRCUIT DESCRIPTION

Refer to DTC P0136 on page 05-485 .

HINT:

The ECM provides a pulse width modulated control circuit to adjust current through the heater. The heated oxygen sensor heater circuit uses a relay on the +B side of the circuit.



DTC No.	DTC Detection Condition	Trouble Area
P0037 P0057	Heated current is 0.25 A or less when the heater operates with +B greater than 11.5 V (1 trip detection logic)	<ul style="list-style-type: none"> • Open or short in heater circuit of the heated oxygen sensor • Heated oxygen sensor heater • EFI relay • ECM
P0038 P0058	Heated current exceeds 2 A when the heater operates (1 trip detection logic)	<ul style="list-style-type: none"> • Open or short in heater circuit of the heated oxygen sensor • Heated oxygen sensor heater • EFI relay • ECM

HINT:

- Bank 1 is the bank that includes cylinder No.1.
- Bank 2 is the bank that does not include cylinder No.1.
- Sensor 1 is the sensor closest to the engine assembly.
- Sensor 2 is the sensor farthest away from the engine assembly.

MONITOR DESCRIPTION

The sensing portion of the heated oxygen sensor has a zirconia element that is used to detect oxygen concentration in the exhaust. If the zirconia element is at the proper temperature and the difference of the oxygen concentration between the inside and outside surface of the sensor is large, the zirconia element will generate voltage signals. In order to increase the oxygen concentration detecting capacity in the zirconia element, the ECM supplements the heat from the exhaust with heat from a heating element inside the sensor. When current in the sensor is out of the standard operating range, the ECM interprets this as a fault in the heated oxygen sensor and sets a DTC.

Example:

The ECM will set a high current DTC if the current in the sensor is more than 2 A when the heater is OFF. Similarly, the ECM will set a low current DTC if the current is less than 0.25 A when the heater is ON.

MONITOR STRATEGY

Related DTCs	P0037: HO2S Heater (Bank 1) Range Check (Low current) P0038: HO2S Heater (Bank 1) Range Check (High current) P0057: HO2S Heater (Bank 2) Range Check (Low current) P0058: HO2S Heater (Bank 2) Range Check (High current)
Required sensors / components (Main)	HO2S heater
Required sensors / components (Related)	Vehicle Speed Sensor (VSS)
Frequency of operation	Continuous
Duration	0.3 seconds
MIL operation	Immediate
Sequence operation	None

TYPICAL ENABLING CONDITIONS

P0037 and P0057:

The monitor will run whenever these DTCs are not present	See page 05-377
Either of the following conditions A and B is met:	-
Conditions A	-
Time after engine start	250 to 500 seconds
Vehicle speed	Within 55.9 mph (90 km/h)
Battery voltage	Less than 10.5 V
Pass or Fail detection in this driving cycle	None
Conditions B	-
Time after engine start	500 seconds or more
Vehicle speed	24.8 mph (40 km/h) or more
Battery voltage	Less than 10.5 V
Pass or Fail detection in this driving cycle	None

P0038 and P0058:

None

TYPICAL MALFUNCTION THRESHOLDS

P0037 and P0057:

HO2S heater current when HO2S heater OFF	Less than 0.25 A (when battery voltage is 11.5 V or more)
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P0038 and P0058:

HO2S heater current when HO2S heater ON	More than 2 A
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COMPONENT OPERATING RANGE

HO2S heater current	0.4 to 1 A (at idle, warmed-up engine and +B: 11 to 14 V)
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MONITOR RESULT

Refer to page 05-385 for detailed information.

The test value and test limit information are described as shown in the following table. Check the monitor result and test values after performing the monitor drive pattern (see page 05-387).

- TID (Test Identification Data) is assigned to each emissions-related component.
- TLT (Test Limit Type):
If TLT is 0, the component is malfunctioning when the test value is higher than the test limit.
If TLT is 1, the component is malfunctioning when the test value is lower than the test limit.
- CID (Component Identification Data) is assigned to each test value.
- Unit Conversion is used to calculate the test value indicated on generic OBD II scan tools.

TID \$04: HO2S heater

TLT	CID	Unit Conversion	Description of Test Data	Description of Test Limit
1	\$02	Multiply by 0.000076 (A)	Maximum HO2S heater current (Bank 1 Sensor 2)	Malfunction threshold for HO2S heater
1	\$20	Multiply by 0.000076 (A)	Maximum HO2S heater current (Bank 2 Sensor 2)	Malfunction threshold for HO2S heater

WIRING DIAGRAM

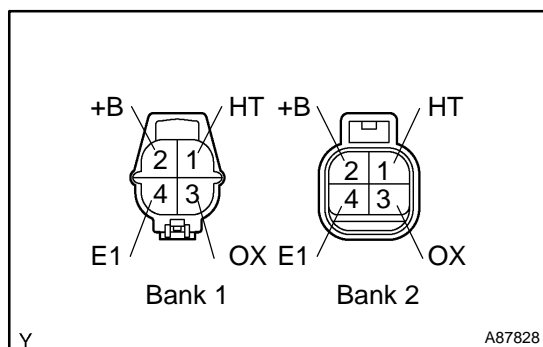
Refer to DTC P0136 on page 05-485.

INSPECTION PROCEDURE

HINT:

- If DTCs related to different systems that have terminal E2 as the ground terminal are output simultaneously, terminal E2 may have an open circuit.
- Read freeze frame data using the hand-held tester or the OBD II scan tool. Freeze frame data records the engine conditions when a malfunction is detected. When troubleshooting, freeze frame data can help determine if the vehicle was running or stopped, 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.

1 INSPECT HEATED OXYGEN SENSOR (HEATER RESISTANCE)



- Disconnect the H10 or H6 heated oxygen sensor connector.
- Check the resistance of the heated oxygen sensor terminals.

Standard (bank 1, 2 sensor 2):

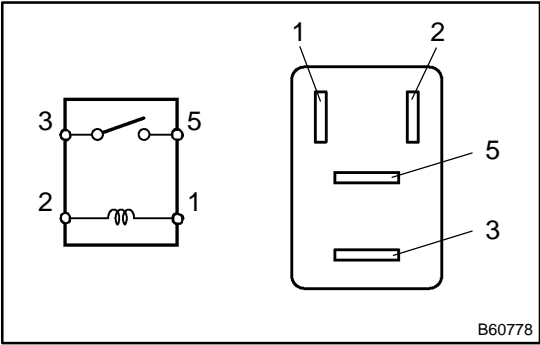
Tester Connection	Condition	Specified Condition
H10-1 (HT) - H10-2 (+B) H6-1 (HT) - H6-2 (+B)	20°C (68°F)	11 to 16 Ω
H10-1 (HT) - H10-4 (E1) H6-1 (HT) - H6-4 (E1)	800°C (1,472°F)	23 to 32 Ω

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REPLACE HEATED OXYGEN SENSOR

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2INSPECT RELAY (EFI)



- (a) Remove the EFI relay from the engine room J/B.
(b) Check the resistance of the EFI relay.

Standard:

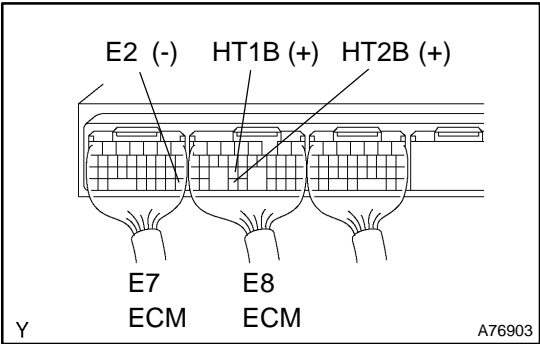
Tester Connection	Specified Condition
3 - 5	10 kΩ or higher
3 - 5	Below 1Ω (When battery voltage is applied to terminals 1 and 2)

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REPLACE RELAY

OK

3CHECK ECM (HT1B OR HT2B VOLTAGE)



- (a) Turn the ignition switch ON.
(b) Check the voltage of the ECM connectors.

Standard:

Tester Connection	Specified Condition
E8-25 (HT1B) - E7-28 (E2) E8-33 (HT2B) - E7-28 (E2)	9 to 14 V

HINT:

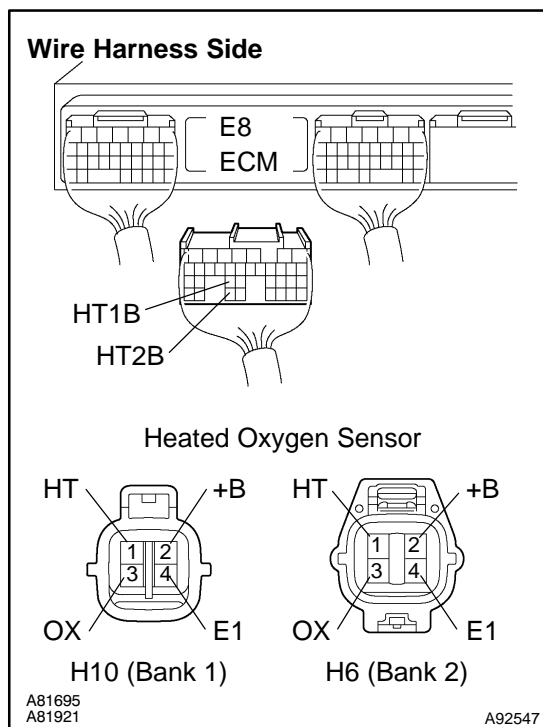
- The HT1B stands for the heated oxygen sensor bank 1 sensor 2.
- The HT2B stands for the heated oxygen sensor bank 2 sensor 2.

OK

REPLACE ECM (See page 10-24)

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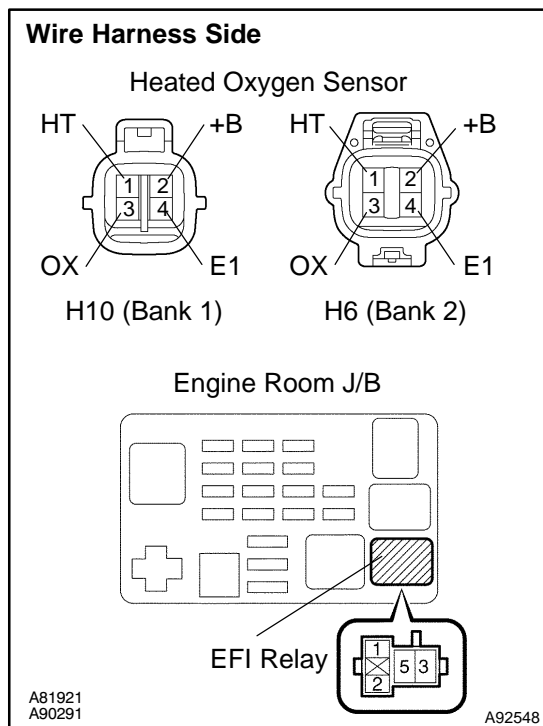
4 CHECK WIRE HARNESS (HEATED OXYGEN SENSOR - ECM, HEATED OXYGEN SENSOR - EFI RELAY)



- (a) Check the wire harness between the ECM and heated oxygen sensor.
- (1) Disconnect the E8 ECM connector.
 - (2) Disconnect the H10 or H6 heated oxygen sensor connector.
 - (3) Check the resistance of the wire harness side connectors.

Standard:

Tester Connection	Specified Condition
H10-1 (HT) - E8-25 (HT1B) H6-1 (HT) - E8-33 (HT2B)	Below 1 Ω
H10-1 (HT) or E8-25 (HT1B) - Body ground H6-1 (HT) or E8-33 (HT2B) - Body ground	10 k Ω or higher



- (b) Check the wire harness between the heated oxygen sensor and EFI relay.
- (1) Disconnect the H10 or H6 heated oxygen sensor connector.
 - (2) Remove the EFI relay from the engine room J/B.
 - (3) Check the resistance of the wire harness side connectors.

Standard:

Tester Connection	Specified Condition
H10-2 (+B) - J/B EFI relay terminal 3 H6-2 (+B) - J/B EFI relay terminal 3	Below 1 Ω
H10-2 (+B) or J/B EFI relay terminal 3 - Body ground H6-2 (+B) or J/B EFI relay terminal 3 - Body ground	10 k Ω or higher

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REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

REPLACE ECM (See page 10-24)