

DTC 44-2 (EOT SENSOR HIGH VOLTAGE)

- Before starting the troubleshooting, check the EOT sensor 2P connector for loose or poor contacts, and recheck the DTC.

1. EOT Sensor System Inspection

Turn the ignition switch to ON (I).
Check the EOT sensor with the MCS.

Is about 5 V indicated?

YES – GO TO STEP 2.

- NO** –
- Intermittent failure.
 - Loose or poor contact on the EOT sensor 2P connector.

2. EOT Sensor Inspection

Turn the ignition switch to OFF (O).
Disconnect the EOT sensor 2P connector [1] (page 16-55).
Connect the wire harness side 2P connector terminals with a jumper wire [2].

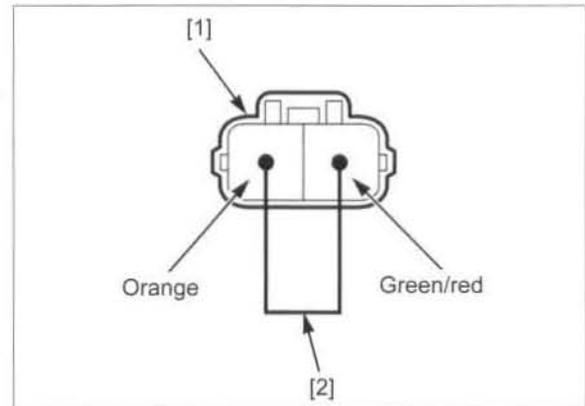
Connection: Orange – Green/red

Turn the ignition switch to ON (I).
Check the EOT sensor with the MCS.

Is about 0 V indicated?

YES – Faulty EOT sensor.

NO – GO TO STEP 3.



3. EOT Sensor Line Open Circuit Inspection

Turn the ignition switch to OFF (O).
Remove the jumper wire.
Disconnect the PCM 33P (gray) connector [1] (page 4-28).
Check for continuity between the wire harness side EOT sensor 2P connector [2] and PCM 33P (gray) connector terminals.

TOOL:

Test probe, 2 pack 07ZAJ-RDJA110

**Connection: Orange (B28) – Orange
Green/orange (B2) – Green/red**

Is there continuity?

YES – Replace the PCM with a known good one, and recheck.

- NO** –
- Open circuit in the Orange wire.
 - Open circuit in the Green/orange or Green/red wire.

