



CODE 44

OXYGEN SENSOR CIRCUIT (LEAN EXHAUST INDICATED) 2.5L "P" SERIES (TBI)

Circuit Description:

The ECM supplies a voltage of about .45 volt between terminals "B2" and "B23". (If measured with a 10 megohm digital voltmeter, this may read as low as .32 volts.) The O₂ sensor varies the voltage within a range of about 1 volt, if the exhaust is rich, down through about .10 volt, if exhaust is lean.

The sensor is like an open circuit and produces no voltage, when it is below about 360°C (600°F). An open sensor circuit, or cold sensor, causes "Open Loop" operation.

Test Description: Numbers below refer to circled numbers on the diagnostic chart.

- Code 44 is set, when the O₂ sensor signal voltage on CKT 412:
 - Remains below .2 volt for 60 seconds or more;
 - And the system is operating in "Closed Loop".

Diagnostic Aids:

Using the "Scan", observe the block learn value at different rpms. The "Scan" also displays the block cells, so the block learn values can be checked in each of the cells, to determine when the Code 44 may have been set. If the conditions for Code 44 exists, the block learn values will be around 150 or higher.

- O₂ Sensor Wire** - Sensor pigtail may be mispositioned and contacting the exhaust manifold.
- Check for ground in wire between connector and sensor.

- Fuel Contamination** - Water, even in small amounts, near the in-tank fuel pump inlet can be delivered to the injector. The water causes a lean exhaust and can set a Code 44.
- Fuel Pressure** - System will be lean if pressure is too low. It may be necessary to monitor fuel pressure, while driving the car at various road speeds and/or loads to confirm. See Fuel System diagnosis CHART A-7.
- Exhaust Leaks** - If there is an exhaust leak, the engine can cause outside air to be pulled into the exhaust and past the sensor. Vacuum or crankcase leaks can cause a lean condition.
- If Code 44 intermittent, refer to Section "B".

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1

- RUN WARM ENGINE (75°C TO 95°C) AT 1200 RPM.
- DOES "SCAN" INDICATE O₂ VOLTAGE FIXED BELOW .35 VOLTS (350 mV)?

YES

- DISCONNECT O₂ SENSOR.
- WITH ENGINE IDLING "SCAN" SHOULD DISPLAY O₂ BETWEEN .35 VOLTS AND .55 VOLTS (350 mV AND 550 mV) .
- DOES IT?

YES

REFER TO "DIAGNOSTIC AIDS" ON FACING PAGE..

NO

CODE 44 IS INTERMITTENT.
IF NO ADDITIONAL CODES WERE STORED, REFER TO "DIAGNOSTIC AIDS" ON FACING PAGE.

NO

CKT 412 SHORTED TO GROUND OR FAULTY ECM.