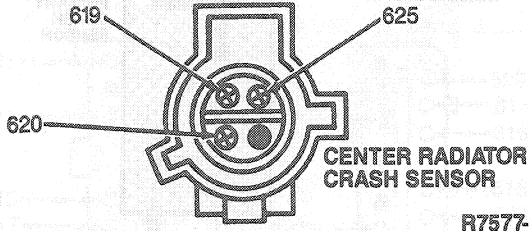


DIAGNOSIS AND TESTING (Continued)

DIAGNOSTIC TROUBLE CODE 42 (Continued)

TEST STEP		RESULT	ACTION TO TAKE
42-3	CHECK RESISTANCE OF CENTER RADIATOR PRIMARY CRASH SENSOR		
	<ul style="list-style-type: none"> Disconnect center radiator primary crash sensor from harness. Measure resistance across Circuits 619 (PK/W) and 625 (Y/LG) in sensor connector. Is resistance reading less than 2 ohms? 	Yes	<ul style="list-style-type: none"> LOCATE and SERVICE open circuit in the wiring harness between diagnostic monitor and primary crash sensor in either Circuit 619 (PK/W) or 625 (Y/LG). INSPECT all interconnections. RECONNECT system. VERIFY system. REACTIVATE system.
	 <p>CENTER RADIATOR CRASH SENSOR R7577-A</p>	No	<ul style="list-style-type: none"> REPLACE center radiator primary crash sensor. RECONNECT system. VERIFY system. REACTIVATE system.

Diagnostic Trouble Code 44

Center Cowl Primary Crash Sensor Not Mounted To Vehicle Properly

Normal Operation

The diagnostic monitor measures the resistance between Pin 20 (Circuit 618, P/LG) and Pin 3 (diagnostic monitor reference ground). If the diagnostic monitor measures a difference of more than 2.0 ohms between Pin 20 and Pin 3, it will flash out code 44.

Note that Circuit 618 (P/LG) is grounded to the side of the center cowl primary crash sensor case and the case of the sensor is grounded to the vehicle at its mounting point.

Possible Causes

High resistance on Pin 20 (Circuit 618, P/LG) to ground can be caused by:

1. A poor connection due to loose mounting, dirt, or corrosion at the center cowl primary crash sensor mounting location.
2. An open or damaged wire in Circuit 618 (P/LG) from Pin 20 of the diagnostic monitor harness connector to center cowl primary crash sensor.
3. An open circuit inside the center cowl primary crash sensor.