



TECH TIPS



2000-2002 NISSAN SENTRA VEHICLES “OXYGEN SENSOR CONFUSION”

These vehicles utilize two separate oxygen sensor configurations. Federal and California vehicles utilize 4 oxygen sensors: two are located upstream in the exhaust manifold, and the second two downstream after the pre-catalytic converters. The first upstream sensor monitors cylinders #1 and #4. While the second upstream sensor monitors cylinders #2 and #3.

There is another engine option designated as “CA” (Clean Air) which utilizes one upstream 6 wire air fuel sensor and one regular downstream O2 sensor. “CA” vehicles were always confused with California emissions vehicles. A quick check on how many O2 sensors that the vehicle uses can easily help identify whether or not the vehicle is a Clean Air vehicle.

1999-2001 NISSAN MAXIMA/INFINITI I-30 VEHICLES “NO START CONDITION”

A quick check reveals spark, fuel pressure, but no injector pulse. Car will run on an external fuel source. First item to check is the security lamp on the dash. With the ignition key on, the security lamp should illuminate for approximately 5-7 seconds, and then go off and stay off while the engine cranks. If you notice that the security lamp is flashing with the key on, or coming on while cranking, we need to examine the vehicle's security system.

We have experienced situations where some of the vehicle's keys may no longer start the car. The only solution to this problem is to perform a relearn of the system. In order to accomplish this, a scan tool with the necessary software is needed.

John Rogers - Asian Specialist

GM VEHICLES WITH A RECURRING “LOW COOLANT LIGHT”

You may have trouble on some GM vehicles with a recurring “Low Coolant” light. The systems that we are referring are those that use a 3 wire coolant level sensor. The first order of business is to make sure that the coolant level in the system is correct. It would also be a good practice to make sure that the wiring harness is not damaged, or has been damaged and in the process of being repaired was incorrectly wired.

What usually happens in these situations is the tech changes the coolant level sensor. This corrects the problem for a period of time, then the problem returns. If this is your situation then the problem may be contamination in the cooling system. Certain additives such as sealers or left over engine oil from those 3.1 or 3.4 liter intake gasket leaks can coat the end of the sensor and prevent it from reading properly. Next time you come across this problem, try removing the sensor and cleaning it with a wire brush or emery cloth. Rinse off any residue with brake cleaner. The probe tip should be shiny. Reinstall the sensor and see if it now works properly. Make sure the cooling system is free of any remaining contamination that may cause a recurrence. It would also be a good practice to make sure that the vehicle has the correct coolant/water mix.

Joe Dantuono - Top Gun Technician