

May 2017

Topic

O2 Sensors – Diagnostic Testing

Issue

When troubleshooting an O2 Sensor code, some technicians may resort to probing the sensor leads to determine if the proper signals are present. Unfortunately this method now provides an opportunity to allow moisture to enter the wire strands from the piercing of the outer jacket and possibly creating corrosion at the probing area.

Solution

The most effective approach to diagnostic sensor testing is to ensure:

- The sensor gasket has been properly torqued to specifications
- The sensor gasket surface is clean of surface rust
- The vehicle side harness connector has no noticeable water, oil, coolant or corrosion contamination
- No dielectric grease or other lubricants are used inside the connector as this will cause resistance and also interfere with the entry of reference oxygen required for proper sensor operation
- An O2 Sensor with an OE-type connector is used as opposed to a Universal sensor to ensure properly sealing pins.

Additional Information

Some aftermarket O2 sensors with no original equipment (OE) applications may not offer the proper resistance or connector fit required of each vehicle model. Additional issues may result until an OE-type O2 Sensor is installed.

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