

DTC	P0130	Heated Oxygen Sensor Circuit Malfunction (Bank 1 Sensor 1)
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DTC	P0150	Heated Oxygen Sensor Circuit Malfunction (Bank 2 Sensor 1)
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CIRCUIT DESCRIPTION

Refer to DTC P0125 (Insufficient Coolant Temp. for Closed Loop Fuel Control) on page [DI-51](#).

DTC No.	DTC Detecting Condition	Trouble Area
P0130 P0150	Voltage output of heated oxygen sensor remains at 0.35 V or more, or 0.70 V or less, during idling after engine is warmed up (2 trip detection logic)	<ul style="list-style-type: none"> • Open or short in heated oxygen sensor circuit • Heated oxygen sensor • Air induction system • Fuel pressure • Injector

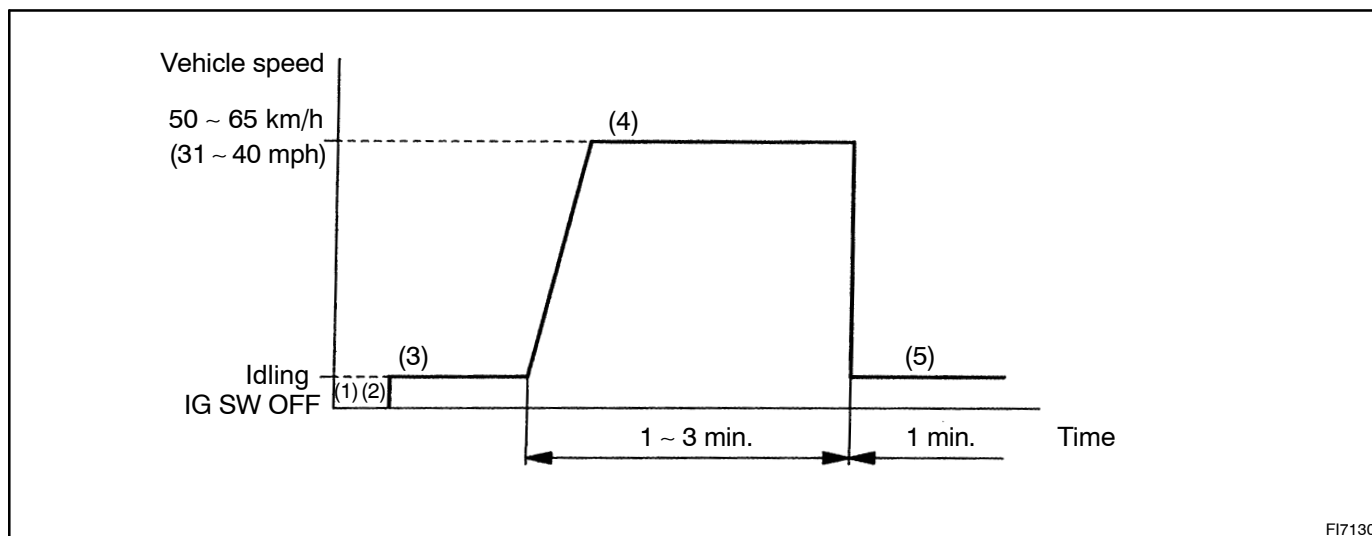
HINT:

- Bank 1 refers to bank that includes cylinder No.1.
- Bank 2 refers to bank that does not include cylinder No.1.
- Sensor 1 refers to the sensor closer to the engine body.
- The heated oxygen sensor's output voltage and the short-term fuel trim value can be read using the OBD II scan tool or LEXUS hand-held tester.

WIRING DIAGRAM

Refer to DTC P0125 (Insufficient Coolant Temp. for Closed Loop Fuel Control) on page [DI-51](#).

CONFIRMATION DRIVING PATTERN



FI7130

- (1) Connect the LEXUS hand-held tester to the DLC3.
- (2) Switch the LEXUS hand-held tester from normal mode to check mode (See page [DI-3](#)).
- (3) Start the engine and warm it up with all accessory switches OFF.
- (4) Drive the vehicle at 50 ~ 65 km/h (31 ~ 40 mph) for 1 ~ 3 min. to warm up the heated oxygen sensor.

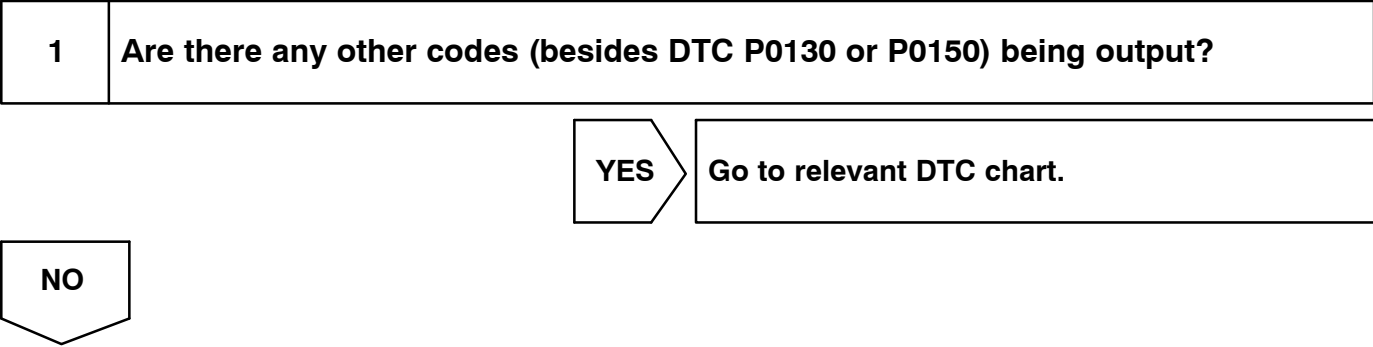
- (5) Let the engine idle for 1 min.
- (6) Perform steps (3) to (5) three times.

HINT:
If a malfunction exists, the MIL will light up during step (6).

NOTICE:
If the conditions in this test are not strictly followed, detection of the malfunction will not be possible.
If you do not have a LEXUS hand-held tester, turn the ignition switch OFF after performing steps (3) to (6), then perform steps (3) to (6) again.

INSPECTION PROCEDURE

HINT:
Read freeze frame data using LEXUS hand-held tester or OBD II scan tool. Because freeze frame records the engine conditions when the malfunction is detected, when troubleshooting it is useful for determining whether the vehicle was running or stopped, the engine warmed up or not, the air-fuel ratio lean or rich, etc. at the time of the malfunction.



5 Check fuel pressure (See page [SF-7](#)).

NG

Check and repair fuel pump, pressure regulator, fuel pipe line and filter (See page [SF-1](#)).

OK

6 Check injector injection (See page [SF-24](#)).

NG

Replace injector.

OK

Replace heated oxygen sensor.

7 Perform confirmation driving pattern (See page [DI-56](#)).

Go

8 Is there DTC P0130 or P0150 being output again?

NO

Check for intermittent problems (See page [DI-3](#)).

YES

Check and replace ECM (See page [IN-33](#)).