



## *BMW E 36 / M52 ECE up to 30.08.95 Fault code lambda sensor*

With longer intervals in deceleration, a fault code can be generated from the lambda sensor.

On longer intervals in deceleration (more than 30 Sec.), the lambda sensor is only circulated by compressed air. This has the consequence, that the lambda sensor cools and the lower control voltage rises from 0,8 – 1,0 V to approx 1,5 V. Under these circumstances, the following fault codes are generated in the ECU fault memory, although no fault is present in the closed loop control.



200 – lambda sensor voltage spike sensor 1 and/or

201 – lambda sensor voltage spike sensor 2

These „mistaken” generated fault codes don't have any influence on the driveability, since there's no defect in the lambda sensor. These fault codes can be ignored also for the emission test, if the CO- and the lambda results comply with their test values. The lambda sensor is okay and does not need to be renewed.

As of September 1995 due to a raise in the heater current, a high cooling of the lambda sensor is prevented in deceleration and therefore „mistaken” fault entry avoided. If during an inspection or emission test, these fault codes are recognised, delete the fault memory. After test drive re-read the fault memory. If the same faults have been read again, the lambda sensor must be renewed.