



## Engine Control Module (ECM)

The Malfunction Indicator Lamp (MIL) never comes on (even for two seconds) after ignition is turned ON (II).

NOTE: If this symptom is intermittent, check for a loose No. 5 BACK-UP LIGHTS, ALTERNATOR, TURN SIGNALS (15 A) fuse in the under-dash fuse/relay box, a poor connection at ECM terminal A7, or an intermittent open in the BLU wire between the ECM (A7) and the gauge assembly.

Turn the ignition switch ON (II).

Is the low oil pressure light on?

NO

YES

Try to start the engine.

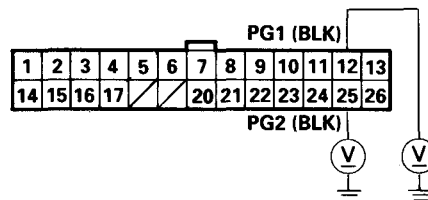
Does the engine start?

NO

YES

- Repair short in the wire between No. 5 BACK-UP LIGHTS, ALTERNATOR, TURN SIGNALS (15 A) fuse and gauge assembly.
- Replace No. 5 BACK-UP LIGHTS, ALTERNATOR, TURN SIGNALS (15 A) fuse.

ECM CONNECTOR A (26P)



Wire side of female terminals

Check for an open in the wires (PG lines):

1. Turn the ignition switch ON (II).
2. Measure voltage between body ground and ECM connector terminals A12 and A25 individually.

Is there less than 1.0 V?

NO

YES

Repair open in the wire(s) between ECM and G101 (located at intake manifold) that had more than 1.0V.

Substitute a known-good ECM and recheck (see page 11-39 for immobilizer information). If symptom/indication goes away, replace the original ECM.

Check for an open in the wire or bulb:

1. Turn the ignition switch OFF.
2. Connect the ECM connector terminal A7 to body ground with a jumper wire.
3. Turn the ignition switch ON (II).

Is the MIL on?

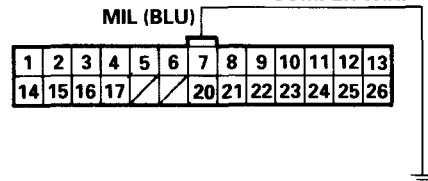
NO

YES

- Repair open in the wires between ECM (A7) and gauge assembly.
- Replace the MIL bulb.

Substitute a known-good ECM, and recheck (see page 11-39 for immobilizer information). If symptom/indication goes away, replace the original ECM.

JUMPER WIRE



(cont'd)