The Malfunction Indicator Lamp (MIL) stays on or comes on after two seconds.
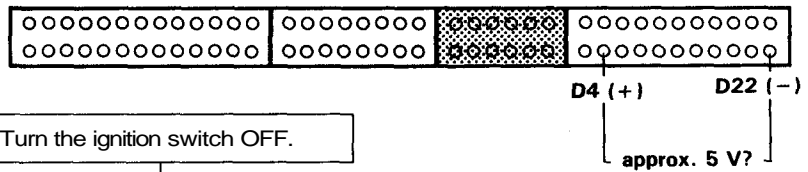
NOTE:
- When there is no code stored, the MIL will stay on if the service check connector is shorted.
- If this symptom is intermittent, check for:
  - A loose ECM fuse (15A) in the under-hood fuse/relay box
  - A loose No. 24 fuse (ACG) (ALT) (15A: B18B1 engine, 20A: B18C1 engine) in the under-dash fuse/relay box
  - An intermittent short in the BRN/WHT wire between the ECM (D4) and the service check connector
  - An intermittent open in the BLK wire between the service check connector and G401
  - An intermittent short in the GRN/ORN wire between the ECM (A13) and the gauge assembly.
  - An intermittent short in the YEL/WHT wire between the ECM (D19) and the MAP sensor
  - An intermittent short in the YEL/BLU wire between the ECM (D20) and the TP sensor

Connect the SCS service connector to the service check connector (see page 11-34).

Turn the ignition switch ON.

Does the MIL indicate any Diagnostic Trouble Code (DTC)? — **YES** → **Go to self-diagnostic procedures (see page 11-34).**

NO

Remove the SCS service connector from the service check connector.

D4 (+)   D22 (−)

approx. 5 V?

Try to start the engine.

Turn the ignition switch OFF.

Did the engine start? — **YES** → Connect the test harness between the ECM and connectors (see page 11-37).

NO

Turn the ignition switch ON.

Measure voltage between D4 (+) terminal and D22 (-) terminal.

Is there approx. 5 V? — **YES** → Connect the SCS service connector to service check connector.

NO

Repair short to body ground in BRN/WHT wire between the ECM (04) and service check connector.

Measure voltage between D4 (+) terminal and body ground.

*
- **Repair open in BRN/WHT wire between ECM (D4) and service check connector.**
- **Repair open in BLK wire between service check connector and G401.**

Is there approx. 5 V? — **YES**

NO

Inspect ECU (ECM) (15 A) fuse in the under-hood fuse/relay box.

Is the fuse OK? — **NO** →
- **Repair short in YEL/WHT wire between ECU (ECM) (15 A) fuse and PGM-FI main relay.**
- **Replace ECU (ECM) (15 A) fuse.**

Remove the SCS service connector from the service check connector.

YES

* NOTE: After repair, disconnect the SCS service connector, test drive the car, and recheck the MIL for a code.

(A) (To page 11-44)

(B) (To page 11-44)

(cont'd)

11-43

PGM-FI System

Engine Control Module (ECM) (cont'd)

A

Inspect the No. 24 ACG (ALT) (IG) (15 A: B18B1 engine, 20A: B18C1 engine) fuse in the under-dash fuse/relay box.

Is the fuse OK? —**NO**→

— **Repair short in BLK/YEL wire between under-dash fuse/relay box and PGM-FI main relay.**
— **Replace No. 24 ACG (IG) (ALT) (15 A: B18B1 engine, 20A: B18C1 engine) fuse.**

YES

Turn the ignition switch ON.

Disconnect the 3P connector of each sensor one at a time:
• MAP sensor
• TP sensor

Substitute a known-good ECM and recheck. If symptom/indication goes away, replace the original ECM.
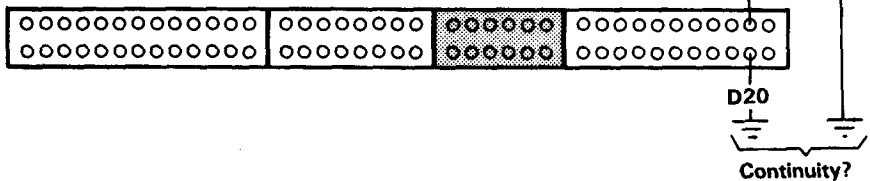
Does the MIL remain ON? —**NO**→ **Replace the sensor that caused the light to go out.**

YES

Turn the ignition switch OFF.

Connect the test harness. Disconnect the "D" connector from the ECM only, not the main wire harness (see page 11-37).

Check for continuity between body ground and D19, D20 terminals.

Is there continuity? —**YES**→

— **Repair short to body ground in YEL/WHT wire between ECM (D19) and MAP sensor.**
— **Repair short to body ground in YEL/BLU wire between ECM (D20) and TP sensor.**

NO

Reconnect all the sensor connectors.
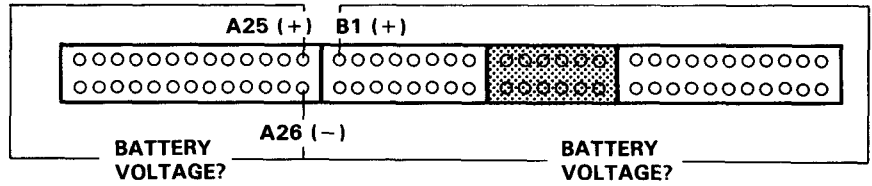Reconnect the "D" connector to the ECM.

Turn the ignition switch ON.

B

Turn the ignition switch OFF.

Disconnect "A" connector from the ECM.

Turn the ignition switch ON.

Is the MIL ON? —**NO**→ (to Substitute a known-good ECM box)

YES

Repair short to body ground in GRN/ORN wire between the ECM (A13) and MIL.

D19

D20

Continuity?

Measure voltage between A26
(-) and the following: B1 (+) and
A25 (+).

A25 (+)   B1 (+)

A26 (–)

BATTERY
VOLTAGE?

BATTERY
VOLTAGE?

Is there battery voltage? **NO**

YES

— **Repair open in YEL/BLK wire
between ECM (A25. B1) and
PGM-FI main relay.**
— **Check PGM-FI main relay and
wiring connectors at PGM-FI
main relay (see page 11-112).**

Measure voltage between body
ground and the following termi-
nals individually: A23, A24, A26,
B2.

Is there less then 1.0 V? **NO**

YES

— **Repair open in BLK wire be-
tween ECM (A23, A24) and
G101 (located at thermostat
housing).**
— **Repair open in BRN/BLK wire
between ECM (A26, B2) and
G101.**

**Substitute a known-good ECM
and recheck. If symptom/indica-
tion goes away, replace the origi-
nal ECM.**

A23

A24 B2

A26

Less than 1.0 V?

V