

# PGM-FI System

## Troubleshooting Flowchart — Engine Control Module (ECM\*<sup>1</sup>)

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

\*<sup>1</sup> M/T-equipped cars use an Engine Control Module (ECM). A/T-equipped cars use a Powertrain Control Module (PCM), which also controls transmission functions. When working on an A/T-equipped car, all references to ECM in this section actually refer to the PCM.

Is the low oil pressure light on?

NO

Inspect No. 13 BACK UP LIGHTS (7.5 A) fuse in the under-dash fuse/relay box.

YES

Turn the ignition switch OFF.

Connect the test harness between the ECM and connectors (see page 11-37).

Connect A13 terminal to body ground.

Turn the ignition switch ON.

Is the MIL on?

NO

— Replace the MIL bulb.  
— Repair open in BLU wire between ECM (A13) and gauge assembly.

YES

Measure voltage between body ground and the following terminals individually: A23, A24.

Is there less than 1.0 V?

NO

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

YES

Substitute a known-good ECM and recheck. If symptom/indication goes away, replace the original ECM.

Is No. 13 BACK UP LIGHTS (7.5 A) fuse OK?

NO

Replace the fuse.

YES

Repair open in YEL wire between No. 13 BACK UP LIGHTS (7.5 A) fuse and gauge assembly.

