NOTE: When there is no code stored, the MIL will stay on if the service check connector is jumped with the ignition switch ON.

**The Malfunction Indicator Lamp (MIL) stays on or comes on after two seconds.**

Connect the service check connector terminals with a jumper wire (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 11-36).**

NO

Remove the jumper wire from the service check connector terminals.

Try to start the engine.

Did the engine start?

YES → Turn the ignition switch OFF.

NO

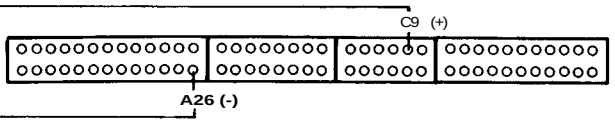
Remove and inspect the No. 5 ECU (ECM) (20 A) fuse in the under-dash fuse/relay box.

Is the fuse OK?

NO → **Replace the fuse.**

YES

(To page 11-44)




Turn the ignition switch OFF.

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

Turn the ignition switch ON.

Measure voltage between C9 (+) terminal and A26 (-) terminal.

Is there approx. 5V?

YES → Connect the service check connector terminals with a jumper wire.

NO → **Repair short to body ground in WHT wire between the ECM (C9) and service check connector.**

Measure voltage between C9 (+) terminal and A26 (-) terminal.

Is there approx. 5 V?

YES → *2 **— Repair open in WHT wire between ECM (C9) and service check connector.**
**— Repair open in BLK wire between service check connector and G303 (located under the dash on the passenger side on the car).**

NO → Remove the jumper wire from the service check connector terminals.

(To page 11-44)

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

(cont'd)

# PGM-FI System

## Troubleshooting Flowchart — Engine Control Module (ECM*[1]) (cont'd)

(From page 11-43)

Inspect the IG COIL (30 A) fuse in the under-dash fuse/relay box.

Is the fuse OK?
- NO → **Replace the fuse.**
- YES ↓

Turn the ignition switch ON.

Disconnect the 3P connector of each sensor one at a time:
- MAP sensor
- Exhaust gas recirculation (EGR) valve lift sensor
- TCS control valve angle sensor (GS model)

Does the MIL remain ON?
- NO → **Replace the sensor that caused the light to go out.**
- YES ↓

Connect the service check connector terminals with a jumper wire.

Disconnect the 3P connector of each sensor one at a time:
- Throttle position (TP) sensor
- Ignition timing adjuster

Does the MIL indicate code 7 or 18?
- YES → **Replace the TP sensor (code 7) or ignition timing adjuster (code 18).**
- NO ↓

Turn the ignition switch OFF.

Remove the jumper wire from the service check connector terminals.

Connect 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 following terminals D19, D20.

(To page 11-45)

(From page 11-43)

Turn the ignition switch OFF.

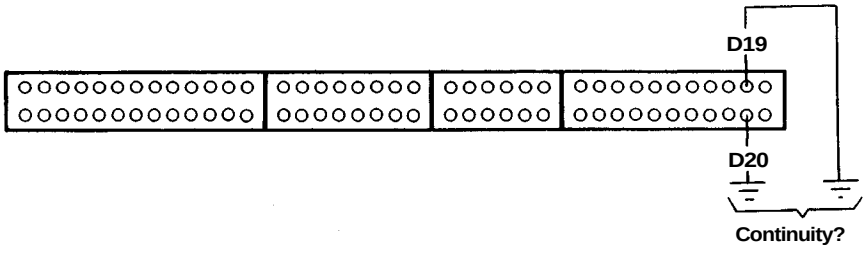
Disconnect "A" connector from the ECM.

Turn the ignition switch ON.

Is the MIL ON?
- NO → **Substitute a known-good ECM and recheck. If symptom/indication goes away, replace the original ECM.**
- YES ↓

**Repair short to body ground in BLU wire between the ECM (A13) and MIL.**

*[1] 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.



(From page 11-44)

Is there continuity?

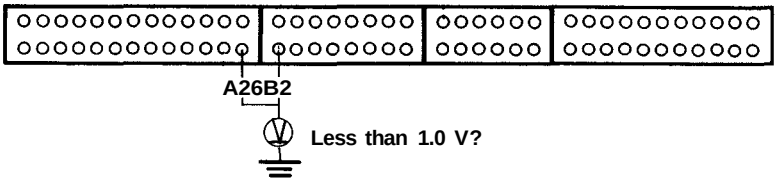
YES → **Repair short to body ground in YEL/WHT wire between ECM (D19. D20) and TP sensor, EGR valve lift sensor. MAP sensor and ignition timing adjuster.**

NO

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

Turn the ignition switch ON.

Measure voltage between body ground and the following terminals individually: A26, B2.

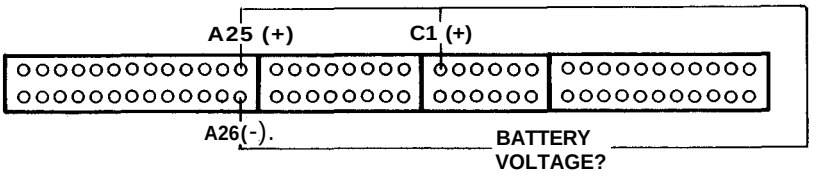



Is there less than 1.0 V?

NO → **Repair open in BRN/BLK (A26) or BRN/BLK (B2) and G101 (located at intake manifold).**

YES

Measure voltage between A26 (-) and the following: C1 (+) and A25 (+).




Is there battery voltage?

NO →
- **Repair open in YEL/BLK wire between ECM (A25. CD and PGM-FI main relay.**
- **Check PGM-FI main relay and wiring connectors at PGM-FI main relay.**

YES

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