



PGM-CARB Control System

Troubleshooting Flowchart — MAP Sensor

-  Self-diagnosis LED indicates code 3: Most likely an electrical problem in the Manifold Absolute Pressure (MAP) Sensor system.
-  Self-diagnosis LED indicates code 5: Most likely a mechanical problem (broken hose) in the Manifold Absolute Pressure (MAP) Sensor system.



- Engine is warm and running.
- LED indicates CODE 3.

Turn the ignition switch OFF.

Remove EFI, ECU fuse in the under-hood relay box for 10 seconds to reset control unit.

Start the engine and allow to idle.

Does LED indicate CODE 3?

NO

Intermittent failure
(test drive may be necessary).

YES

Turn the ignition switch OFF.

Connect the test harness between the MAP sensor and wire harness.

Turn the ignition switch ON.

Measure voltage between RED (+) terminal and GRN (-) terminal.

Is there approx. 5V?

NO

YES

(To page 6-25)

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

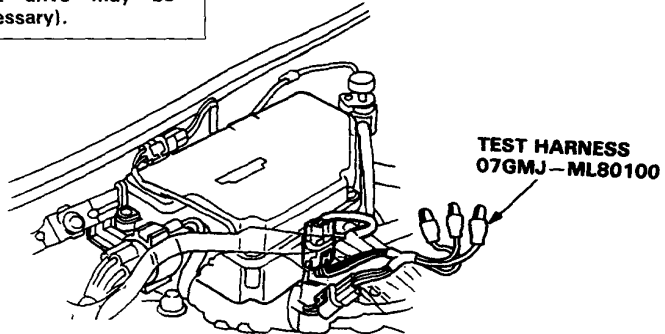
Is there approx. 5V?

NO

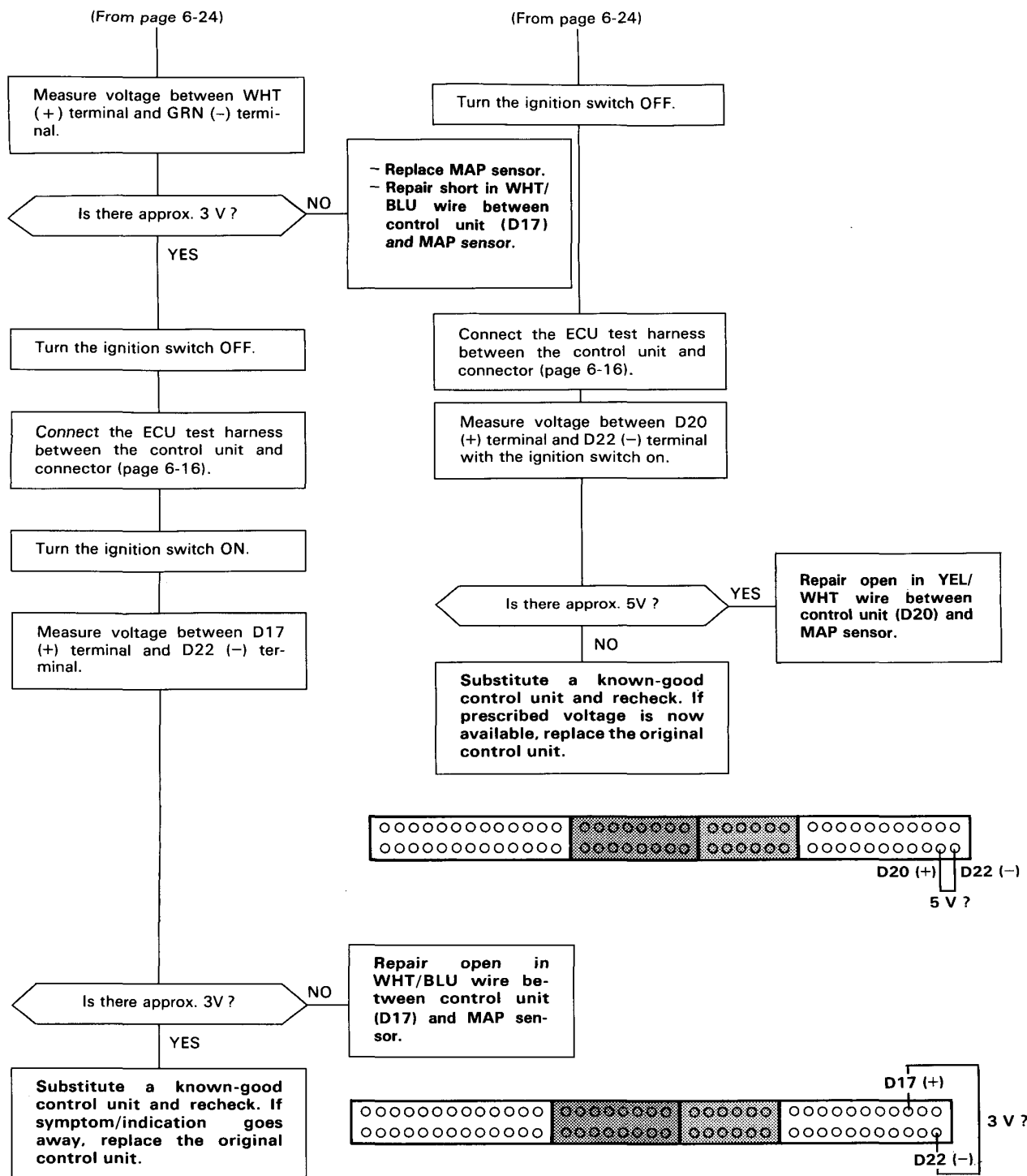
(To page 6-25)

YES

Repair open in GRN/WHT wire between control unit (D22) and MAP sensor.



TEST HARNESS
07GMJ-ML80100



PGM-CARB Control System

Troubleshooting Flowchart — MAP Sensor



LED indicates CODE 5.

Turn the ignition switch OFF.

Remove EFI/ECU fuse in the under-hood relay box for 10 seconds to reset control unit

Start engine and keep engine speed at idle.

Does LED indicate CODE 5?

NO

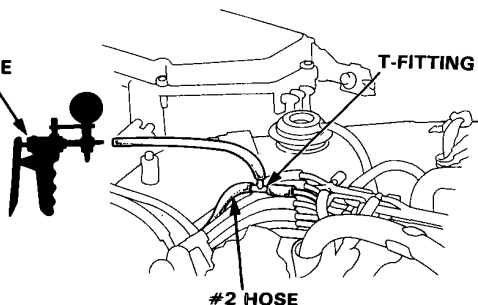
Intermittent failure
(test drive may be necessary.)

YES

Stop engine.

Remove #2 hose from the vacuum hose manifold and connect a T-fitting from a vacuum gauge between the vacuum hose manifold and the MAP sensor.

VACUUM
PUMP/GAUGE



Start engine.

Is there vacuum?

NO

Repair as necessary.

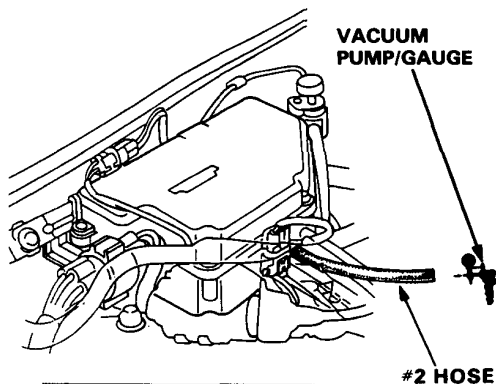
YES

Connect a vacuum pump to #2 hose and apply vacuum.

Does it hold vacuum?

NO

Connect a vacuum pump directly to the MAP sensor and apply vacuum.



Does it hold vacuum?

NO

Replace MAP sensor.

YES

Replace #2 hose.

(To page 6-27)



(From page 6-26)

Stop engine.

Connect the test harness between the MAP sensor and wire harness.

Turn the ignition switch ON.

Measure voltage between WHT (+) terminal and GRN (-) terminal.

Is there approx. 3V ?

NO

Replace MAP sensor.

YES

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

