

CHART A-1

NO "SERVICE ENGINE SOON" LIGHT

5.7L "Y" SERIES

FUEL INJECTION (PORT)

There should always be a steady "SERVICE ENGINE SOON" Light when the ignition is "on" and engine stopped. Battery is supplied directly to the light bulb. The Electronic Control Module (ECM) will control the light and turn it on by providing a ground path through circuit 419 to the ECM.

Engine runs ok, check:

- Faulty light bulb.
- CKT 419 open.
- Fuse blown.

Engine cranks but will not run.

- Continuous battery - fusible link open.
- ECM ignition fuse open.
- Battery CKT 340 to ECM open.
- Ignition CKT 439 to ECM open.
- Poor connection to ECM.

1. If both the continuous battery supply voltages are lost at terminals B1 and C16 or the ignition feed to terminal A6 is not present, the "Service Engine Soon" light will not come on with the ignition on.
2. Solenoids and relays are turned "ON" and "OFF" by the ECM, using internal electronic switches called "drivers". Each driver is part of a group of four called "Quad-Drivers". Failure of one driver can damage any other

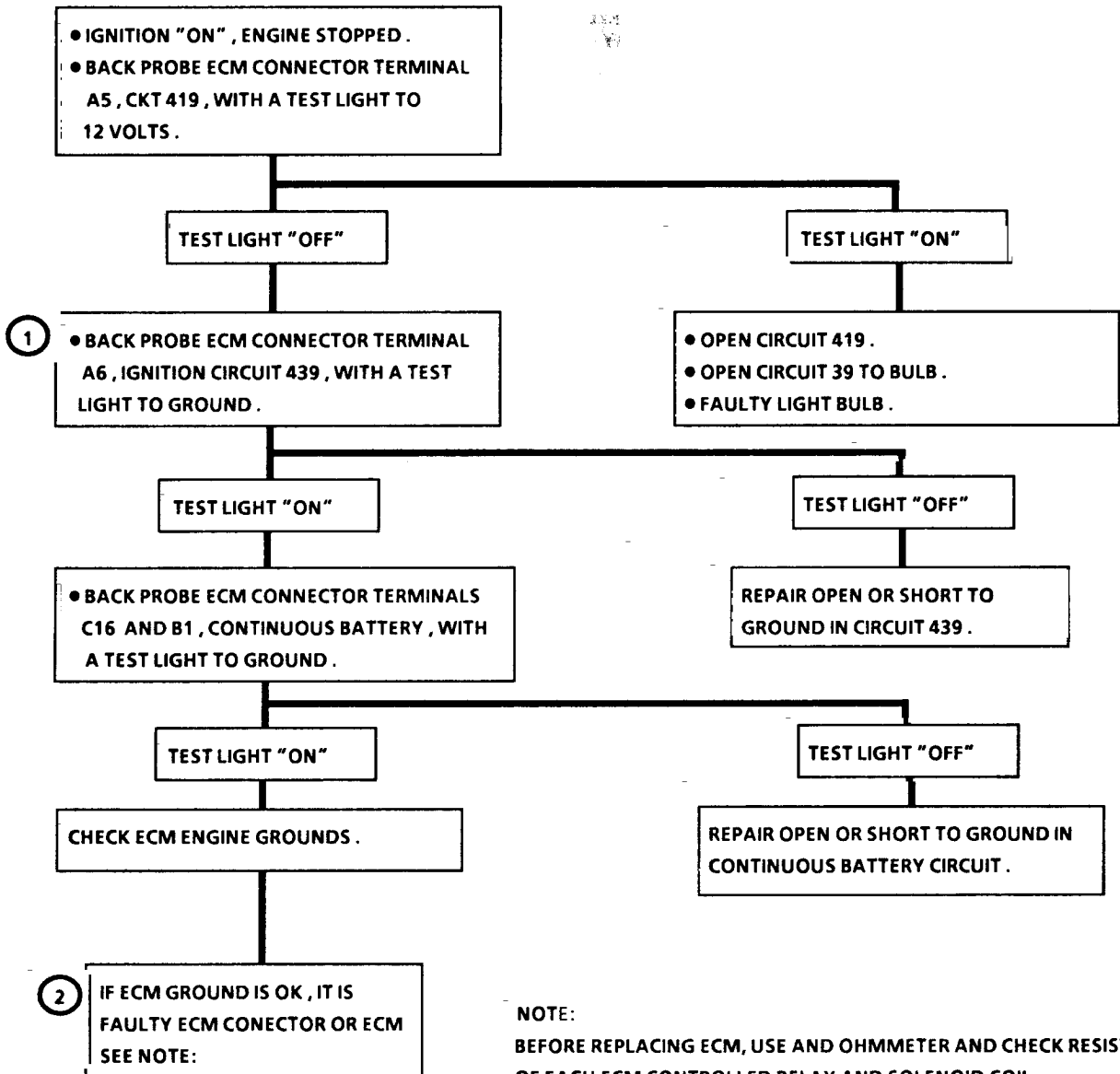
driver in the set. Solenoid and relay coil resistance must measure more than 20 ohms. Less resistance will cause early failure of the ECM "driver".

Before replacing ECM, be sure to check the coil resistance of all solenoids and relays controlled by the ECM. See ECM wiring diagram for the solenoid(s) and relay(s) and the coil terminal identification.

CHART A-1

NO "SERVICE ENGINE SOON" LIGHT

5.7L "Y" SERIES



NOTE:

BEFORE REPLACING ECM, USE AN OHMMETER AND CHECK RESISTANCE OF EACH ECM CONTROLLED RELAY AND SOLENOID COIL. SEE ECM WIRING DIAGRAM FOR COIL TERMINAL IDENTIFICATION FOR SOLENOID(S) AND RELAY(S) TO BE CHECKED. REPLACE ANY RELAY OR SOLENOID IF THE COIL RESISTANCE MEASURES LESS THAN 20 OHMS.

CLEAR CODES AND CONFIRM "CLOSED LOOP" OPERATION AND NO "SERVICE ENGINE SOON" LIGHT.