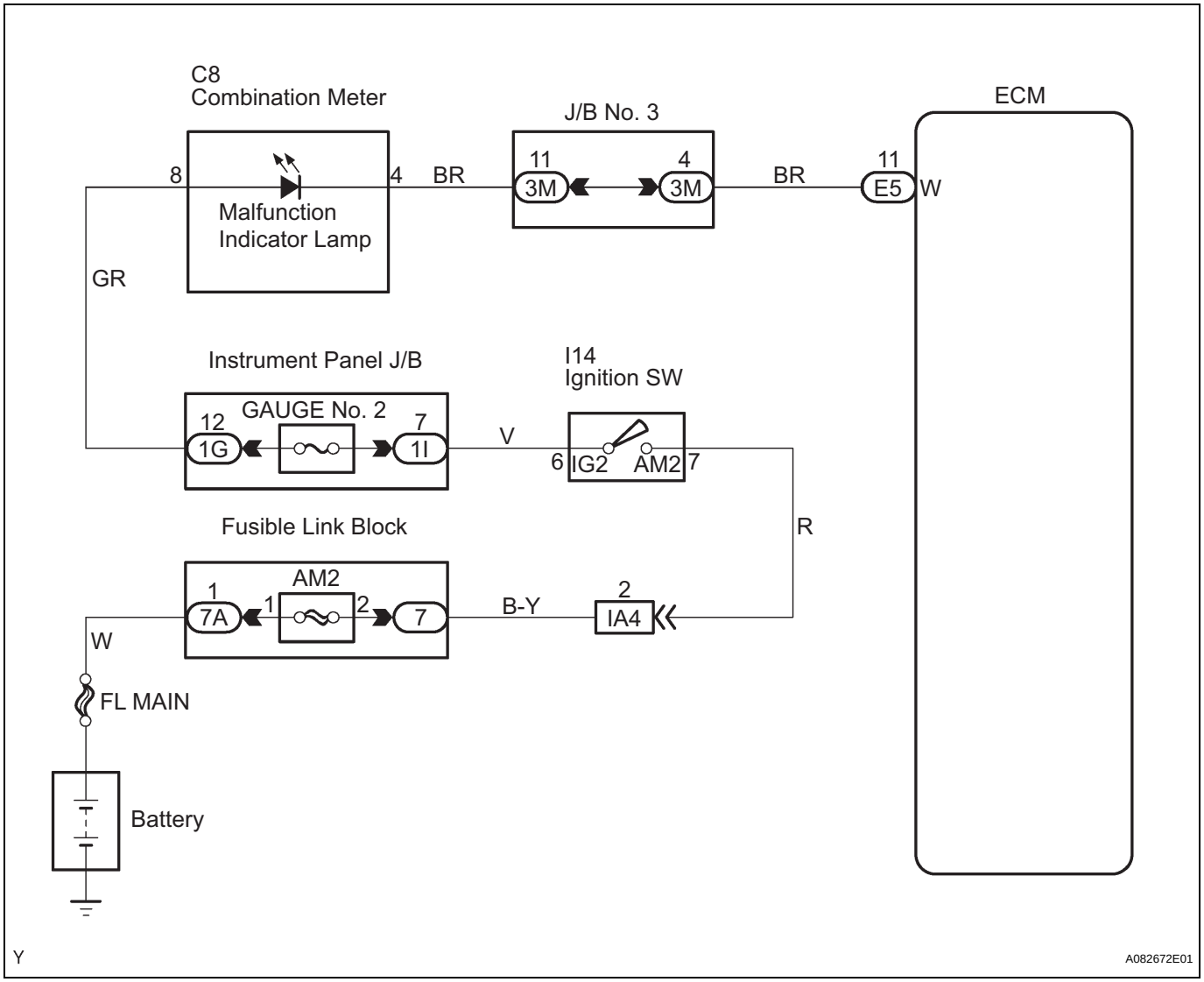
MIL Circuit

DESCRIPTION

The MIL is used to indicate the ECM's detection of a vehicle malfunction.
The instrument panel GAUGE fuse provides the circuit power and the ECM provides the circuit ground that illuminates the MIL.
MIL operations should be checked visually:
The MIL should be illuminated when the ignition switch is first turned ON. If the MIL is always ON or OFF, use the intelligent tester or OBD II scan tool and follow the procedures below to determine the cause of the problem.

WIRING DIAGRAM

ES



HINT:
Troubleshoot each problem symptom in accordance with the chart below.

MIL remains on	Start inspection from step 1
MIL is not illuminated	Start inspection from step 3

1	CLEAR DTC

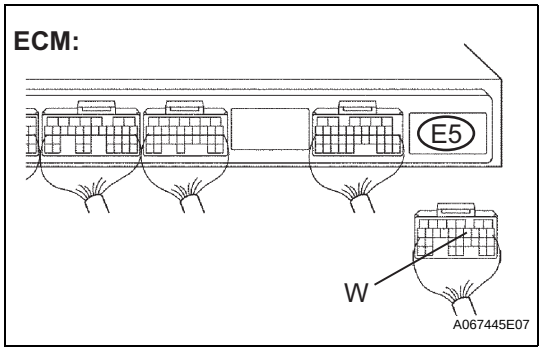
(a) Connect the intelligent tester or OBD II scan tool to the DLC3.
(b) Turn the ignition switch ON and push the intelligent tester or the OBD II scan tool main switch ON.
(c) Read the DTC.
(d) Clear the DTC (See page ES-28).
(e) Check that the MIL is not illuminated.
OK:
MIL is not illuminated.

ES

OK → **REPAIR CIRCUIT INDICATED BY OUTPUT DTC**

NG

2	CHECK HARNESS AND CONNECTOR (CHECK FOR SHORT IN WIRE HARNESS)



(a) Disconnect the E5 ECM connector.
(b) Turn the ignition switch ON.
(c) Check that the MIL is not illuminated.
OK:
MIL is not illuminated.

OK → **REPLACE ECM**

NG

CHECK AND REPAIR HARNESS AND CONNECTOR (COMBINATION METER - ECM)

3	CHECK THAT MIL IS ILLUMINATED

(a) Check that the MIL is illuminated when turning the engine switch ON.
Standard:
MIL is illuminated.

OK → **SYSTEM OK**

NG

4	INSPECT COMBINATION METER (MIL CIRCUIT)

(a) See the combination meter troubleshooting (See page ME-5).

NG → REPAIR OR REPLACE BULB OR COMBINATION METER

OK

CHECK AND REPLACE HARNESS AND CONNECTOR (COMBINATION METER - ECM)