

CODE 36

MAF SENSOR BURN-OFF FUNCTION FAULT 5.7L "Y" SERIES FUEL INJECTION (PORT)

The Mass Air Flow (MAF) sensor measures the amount of air which passes through it. The ECM uses this information to determine the operating condition of the engine, to control fuel delivery. For a detailed description of the MAF sensor operation see Section C.

Due to contaminants in the atmosphere a residue may build up on the MAF Sensor sensing wire. To maintain an accurate reading from the sensor, a "burn-off" cycle will occur when the ignition is turned off after the engine had been running a specified amount of time and engine warmed up. The burn-off function is enabled when the ECM grounds CKT 900 which energizes the MAF Sensor burn-off relay. With the MAF Sensor burn-off relay energized, voltage will be supplied to the MAF Sensor terminal D. Voltage will also be supplied through the normally closed set of contacts in the MAF Power relay which will supply 12 volts to terminal E of the MAF Sensor.

1. This test will determine if the burn-off function is operative or if the Code was set due to an intermittent condition.

2. Check for continuous 12 volt supply to burn-off relay.

3. Grounding CKT 900 should energize the relay and close the contacts.

4. With the burn-off relay energized there should be 12 volts supplied to the MAF Sensor on terminal D & E (CKT's 993 and 994).

CODE 36

MAF SENSOR BURN - OFF FUNCTION FAULT

5.7L "Y" SERIES FUEL INJECTION (PORT)

- ①
- IGNITION "OFF", CLEAR CODES.
 - DIAGNOSTIC TERMINAL GROUNDED.
 - START ENGINE AND WAIT FOR "SERVICE ENGINE SOON" LIGHT TO INDICATE CLOSED LOOP.
 - UNGROUND DIAGNOSTIC TEST TERMINAL.
 - TURN IGNITION OFF AND WAIT 20 SECONDS.
 - RESTART ENGINE AND RUN FOR 20 SECONDS OR UNTIL S.E.S. LIGHT COMES ON.
 - IGNITION "ON", ENGINE STOPPED.
 - GROUND DIAGNOSTIC TERMINAL AND NOTE CODE.

CODE 36

NO CODE 36

PROBLEM IS INTERMITTENT.
IF NO OTHER CODES WERE STORED, SEE
INTERMITTENTS SECTION B.

- ②
- REMOVE MAF SENSOR BURN OFF RELAY, BUT LEAVE HARNESS CONNECTED.
 - BACKPROBE CKT 340 TERMS. C & E WITH A TEST LIGHT TO GROUND.

LIGHT "ON" BOTH

LIGHT "OFF" ON ONE OR BOTH

- ③
- GROUND CKT 900 (TERM. B) MOMENTARILY WHILE BACKPROBING TERM. A WITH A TEST LIGHT TO GROUND.

REPAIR OPEN CKT 340 TO RELAY.

TEST LIGHT "ON"

TEST LIGHT "OFF"

- ④
- REMOVE MAF SENSOR ELECTRICAL CONNECTOR.
 - AGAIN, GROUND MAF SENSOR BURN-OFF RELAY TERMINAL B.
 - WITH RELAY ENERGIZED, PROBE MAF SENSOR HARNESS TERMINALS D & E (CKTS. 993 & 994) WITH A TEST LIGHT TO GROUND.

FAULTY CONNECTION AT
RELAY OR FAULTY RELAY.

LIGHT "ON" BOTH

LIGHT "OFF"
AT TERMINAL DLIGHT "OFF"
AT TERMINAL E

- DISCONNECT BURN-OFF RELAY.
- IGNITION "ON".
- PROBE CKT 900 (TERM. B) WITH A TEST LIGHT TO GROUND.


REPAIR OPEN CKT 994
BETWEEN MAF SENSOR
AND MAF SENSOR BURN-
OFF RELAY.

- CHECK FOR;
- OPEN CKT 993
 - OPEN CKT BETWEEN MAF SENSOR RELAY AND THE BURN-OFF RELAY.
 - FAULTY CONNECTION OR FAULTY MAF SENSOR POWER RELAY.

TEST LIGHT "OFF"

TEST LIGHT "ON"


CHECK FOR OPEN IN CKT 900. IF CKT 900 IS OK, IT IS A FAULTY ECM CONNECTION OR A FAULTY ECM.



REPAIR SHORT TO
VOLTAGE IN CKT 900
AND REPLACE ECM.



THE CODE 36 COULD HAVE BEEN SET DUE TO A POOR CONNECTION AT ANY OF THE RELAYS OR THE MAF SENSOR. BE SURE THAT THESE CONNECTIONS AND TERMINALS ARE O.K. BEFORE REPLACING ECM.




BEFORE REPLACING ECM, USE 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 MEASURES LESS THEN 20 OHMS.

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

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