

8D-22 ELECTRONIC DIAGNOSIS - COMPUTER CONTROLLED

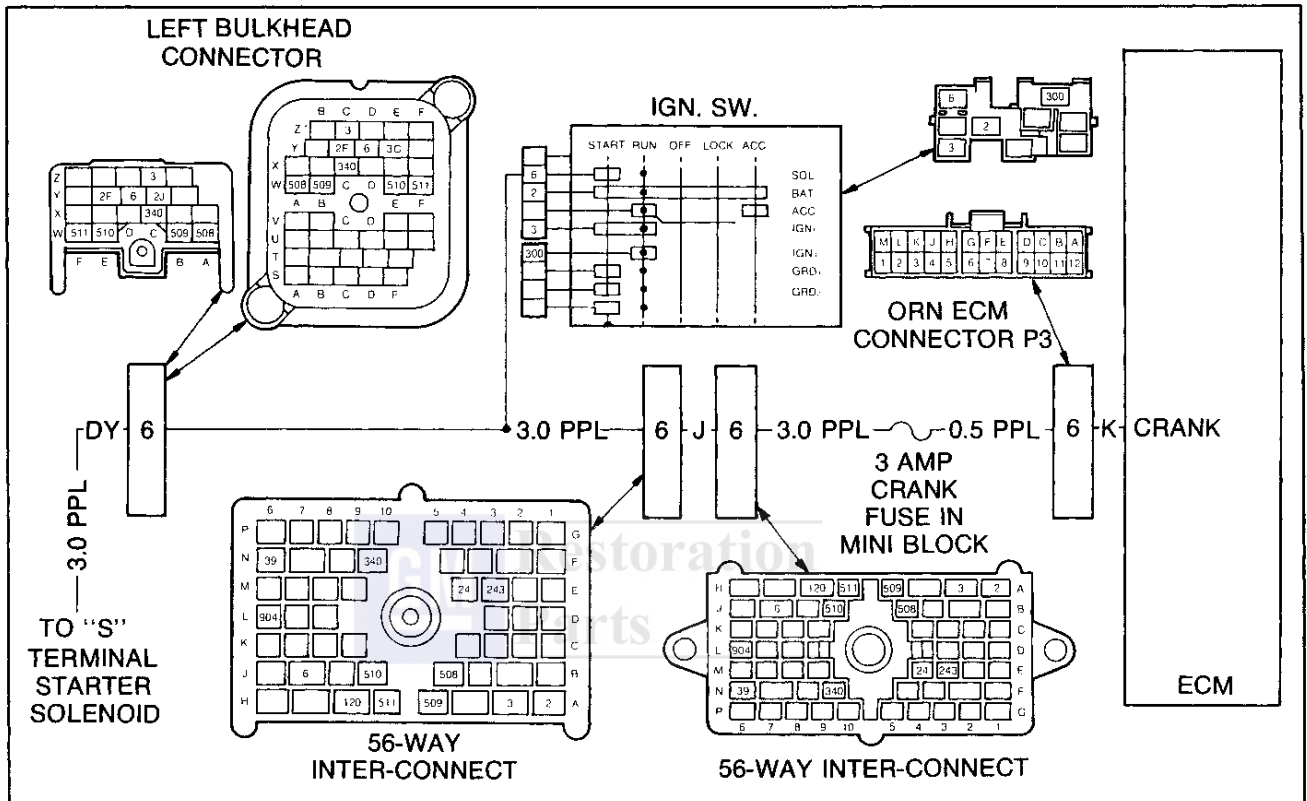


Figure 8D-20 DFI Crank Signal Circuit

CODE 18, CRANK SIGNAL CIRCUIT

IMPORTANT: If "CHECK ENGINE" light **IS NOT** on with engine running (other than diagnostic display) - **Do Not Use The Following Diagnostic Procedure/Trouble Tree**. This is an intermittent failure and cannot be diagnosed using this procedure/trouble tree. Check all connectors in the appropriate circuit. Reset diagnostics and road test (if possible).

While the engine is cranking, a 12 volt signal will be present in the cranking circuit from the ignition switch to the ECM, see **Figure 8D-20**.

1. A code 18 (**Figures 8D-20 and 8D-21**) indicates that the 12 volt signal is not present at the ECM while the engine is cranking. Possible causes of this condition are:

- A. Defective ignition switch.
- B. Defective wiring, terminals, etc.

C. An ECM not processing the signal.

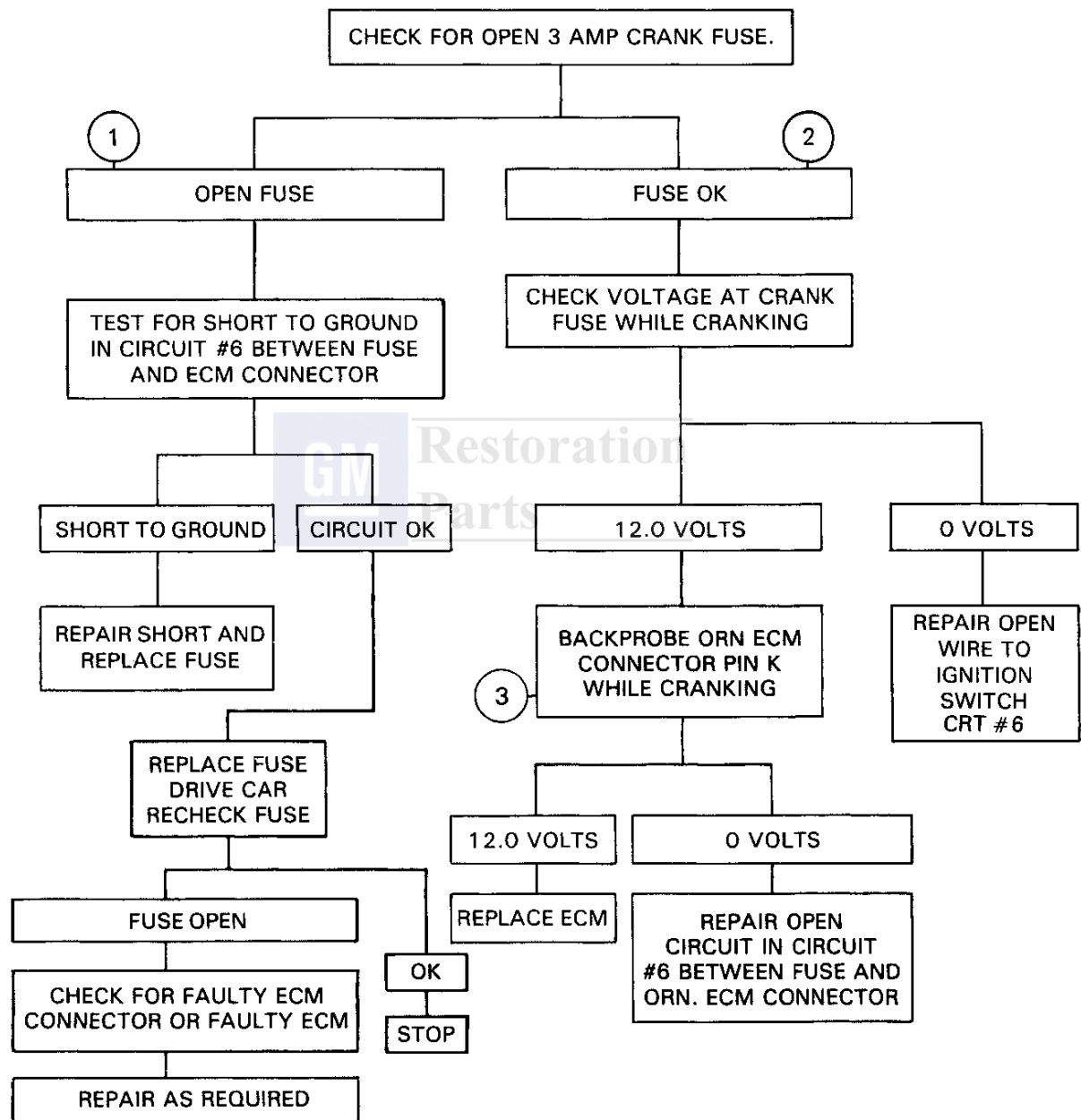
D. An open 3 amp crank fuse.

Check the 3 amp crank fuse. If it is blown, check circuit #6 for a short to ground between the fuse and the ECM. If this circuit is OK and the fuse blows again, then replace the ECM.

2. While cranking the engine, check the voltage at the crank fuse with voltmeter J-29125 connected to the fuse and ground. If the voltage is 0 volts, then check for an open wire #6 from the ignition switch.

3. If the fuse has 12 volts on it, then backprobe the P-3 (orange) ECM connector pin K with the voltmeter while cranking the engine. If pin K has 12 volts on it, then check the pin K terminal for an open before replacing the ECM. If pin K has no voltage on it, then repair an open circuit in circuit #6 between the fuse and the ECM.

DFI CODE 18 CRANK SIGNAL CIRCUIT



REFER TO: CRANK SIGNAL CIRCUIT

Figure 8D-21 DFI Code 18