Measure the resistance of the (K122) TP Signal 2 circuit from the Throttle Body harness connector to the appropriate terminal of special tool #8815.

**Is the resistance below 5.0 ohms?**

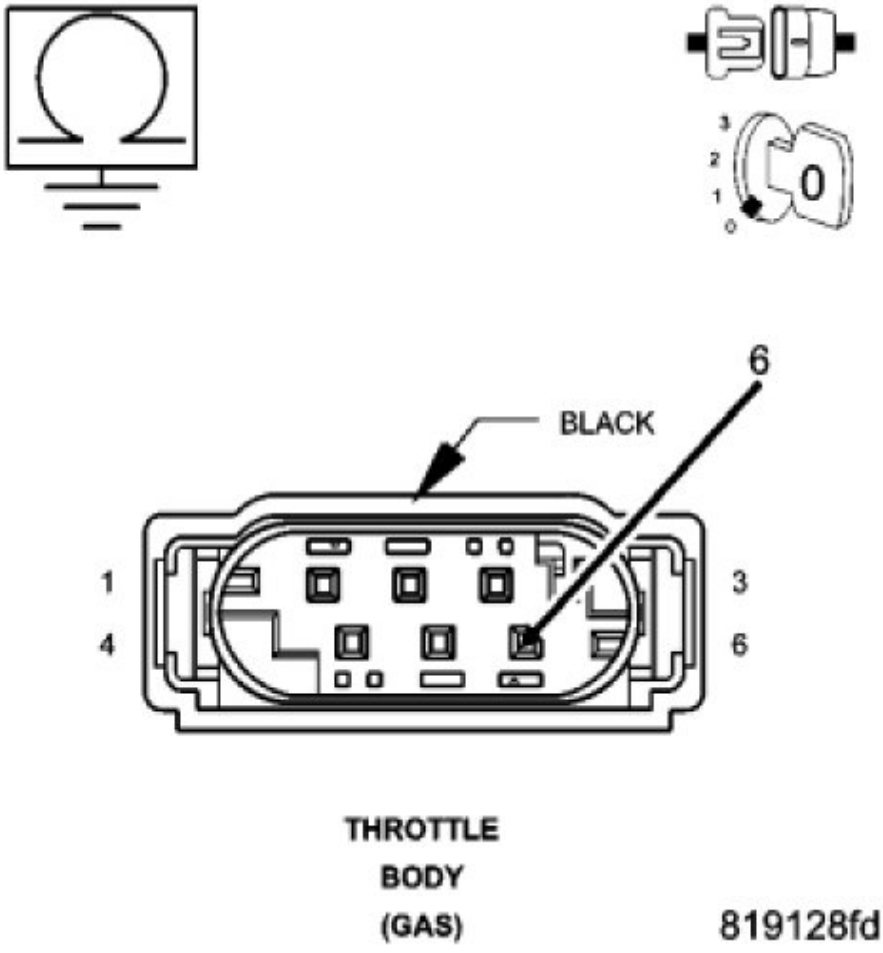
**Yes**

- Go To 10

**No**

- Repair the excessive resistance in the (K122) TP Signal 2 circuit.
- Perform the POWERTRAIN VERIFICATION TEST. See: A L L Diagnostic Trouble Codes ( DTC ) > Verification Tests > Powertrain Verification Test

**10. (K22) TP SIGNAL 1 CIRCUIT SHORTED TO GROUND**



Measure the resistance between ground and the (K22) TP Signal 1 circuit at the Throttle Body harness connector.

**Is the resistance above 100k ohms?**

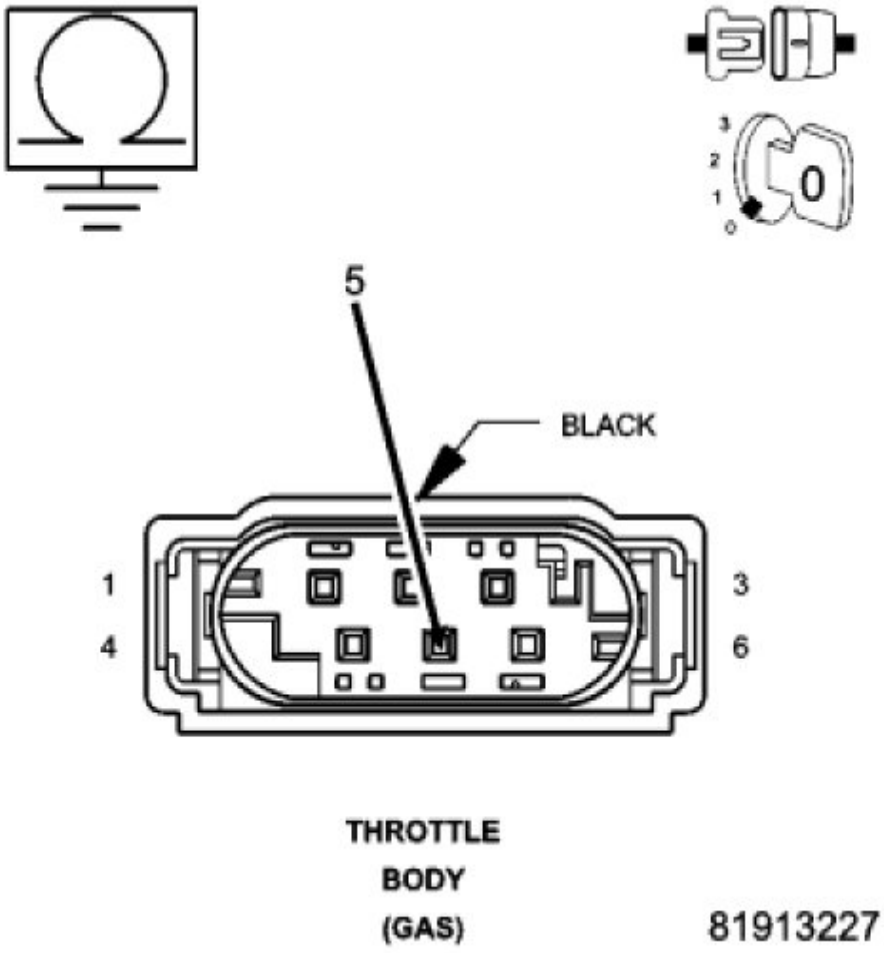
**Yes**

- Go To 11

**No**

- Repair the short to ground in the (K22) TP Signal 1 circuit.
- Perform the POWERTRAIN VERIFICATION TEST. See: A L L Diagnostic Trouble Codes ( DTC ) > Verification Tests > Powertrain Verification Test

**11. (K122) TP SIGNAL 2 CIRCUIT SHORTED TO GROUND**




Measure the resistance between ground and the (K122) TP Signal 2 circuit at the Throttle Body harness connector.

**Is the resistance above 100k ohms?**

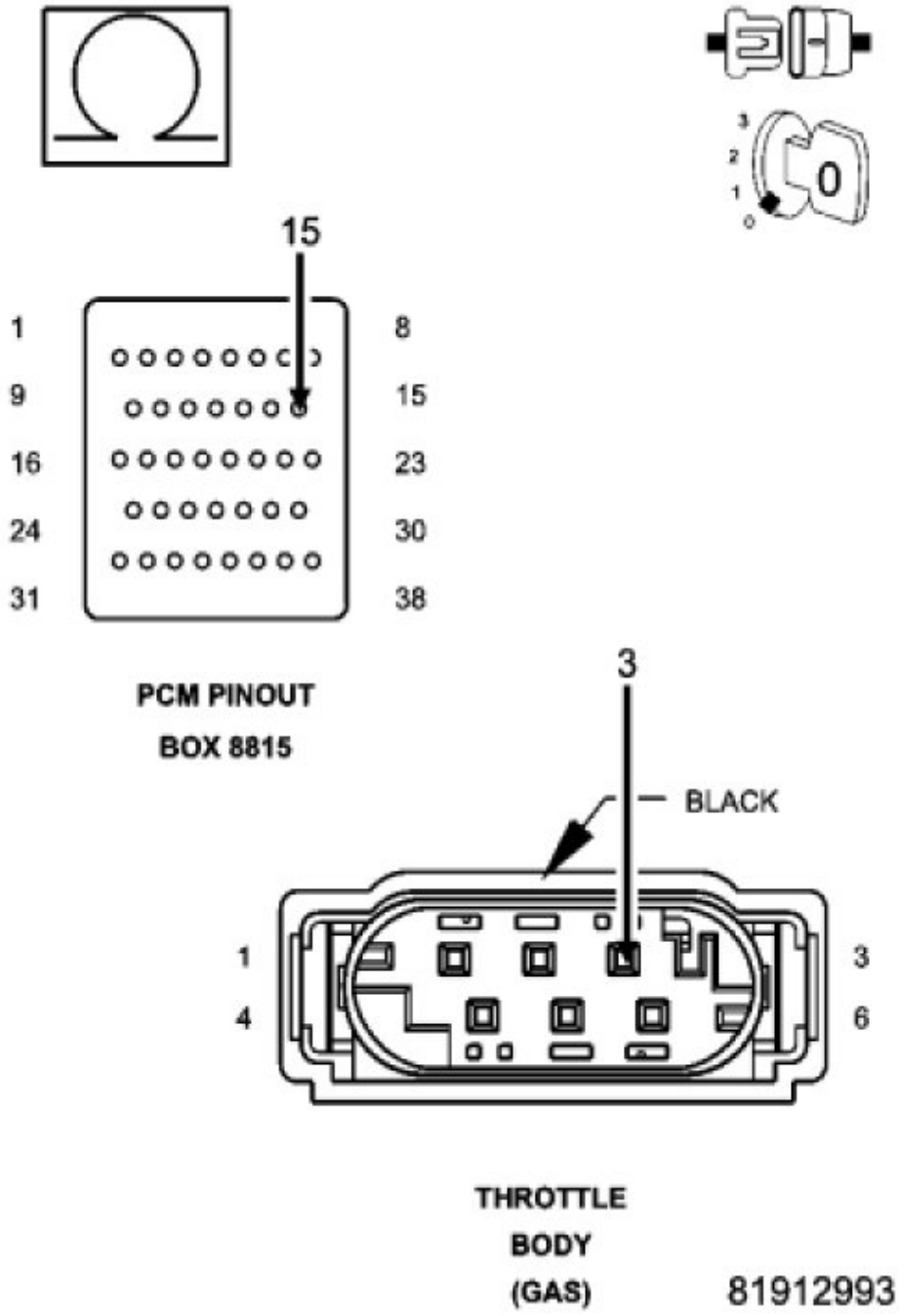
**Yes**

- Go To 12

**No**

- Repair the short to ground in the (K122) TP Signal 2 circuit.
- Perform the POWERTRAIN VERIFICATION TEST. See: A L L Diagnostic Trouble Codes ( DTC ) > Verification Tests > Powertrain Verification Test

**12. RESISTANCE IN THE (K922) TP RETURN CIRCUIT**




Measure the resistance of the (K922) TP Return circuit from the Throttle Body harness connector to the appropriate terminal of special tool #8815.

**Is the resistance below 5.0 ohms?**

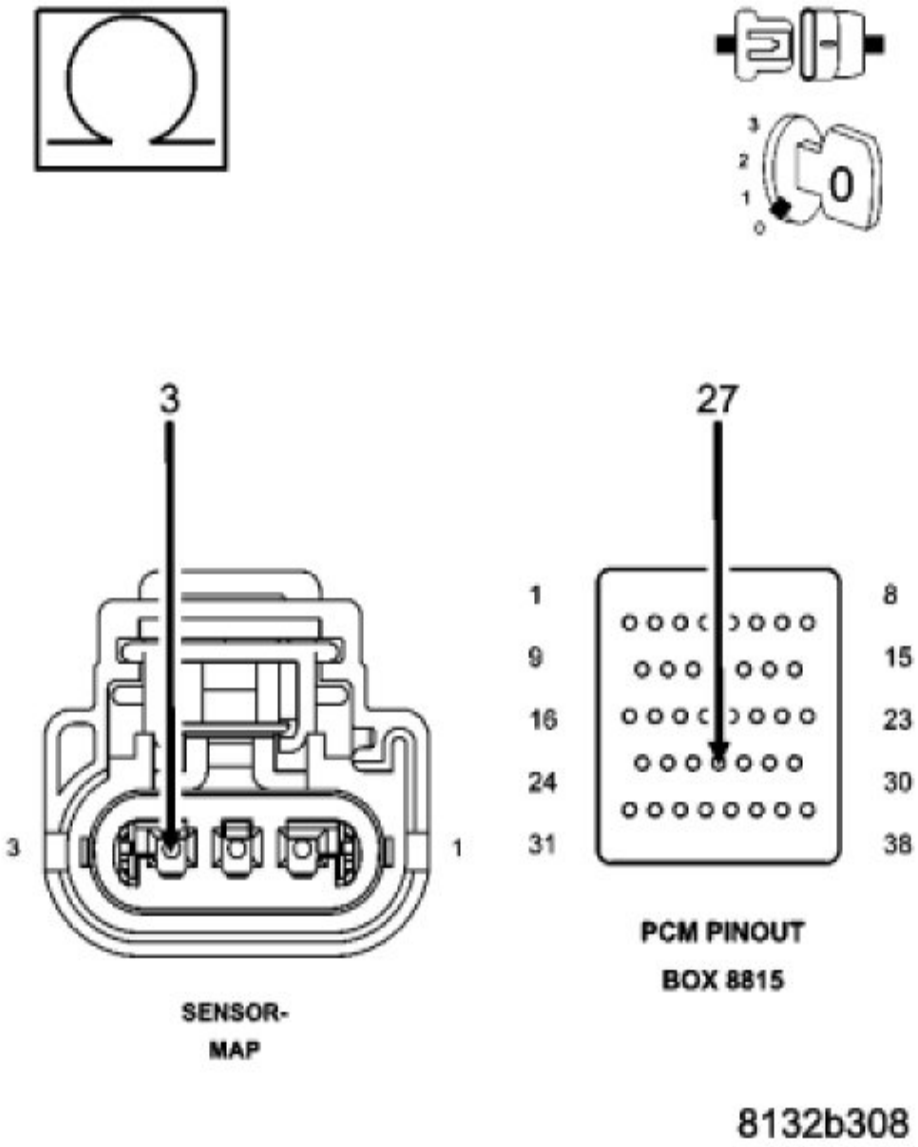
**Yes**

- Go To 19

**No**

- Repair the excessive resistance in the (K922) TP Return circuit.
- Perform the POWERTRAIN VERIFICATION TEST. See: A L L Diagnostic Trouble Codes ( DTC ) > Verification Tests > Powertrain Verification Test

### 13. RESISTANCE IN THE (F856) 5-VOLT SUPPLY CIRCUIT




Turn the ignition off.

Disconnect the MAP Sensor harness connector.

Disconnect the C1 PCM harness connector.

**CAUTION: Do not probe the PCM harness connectors. Probing the PCM harness connectors will damage the PCM terminals resulting in poor terminal to pin connection. Install Miller Special Tool #8815 to perform diagnosis.**

Measure the resistance of the (F856) **5-volt** Supply circuit from the MAP Sensor harness connector to the appropriate terminal of special tool #8815.

**Is the resistance below 5.0 ohms?**

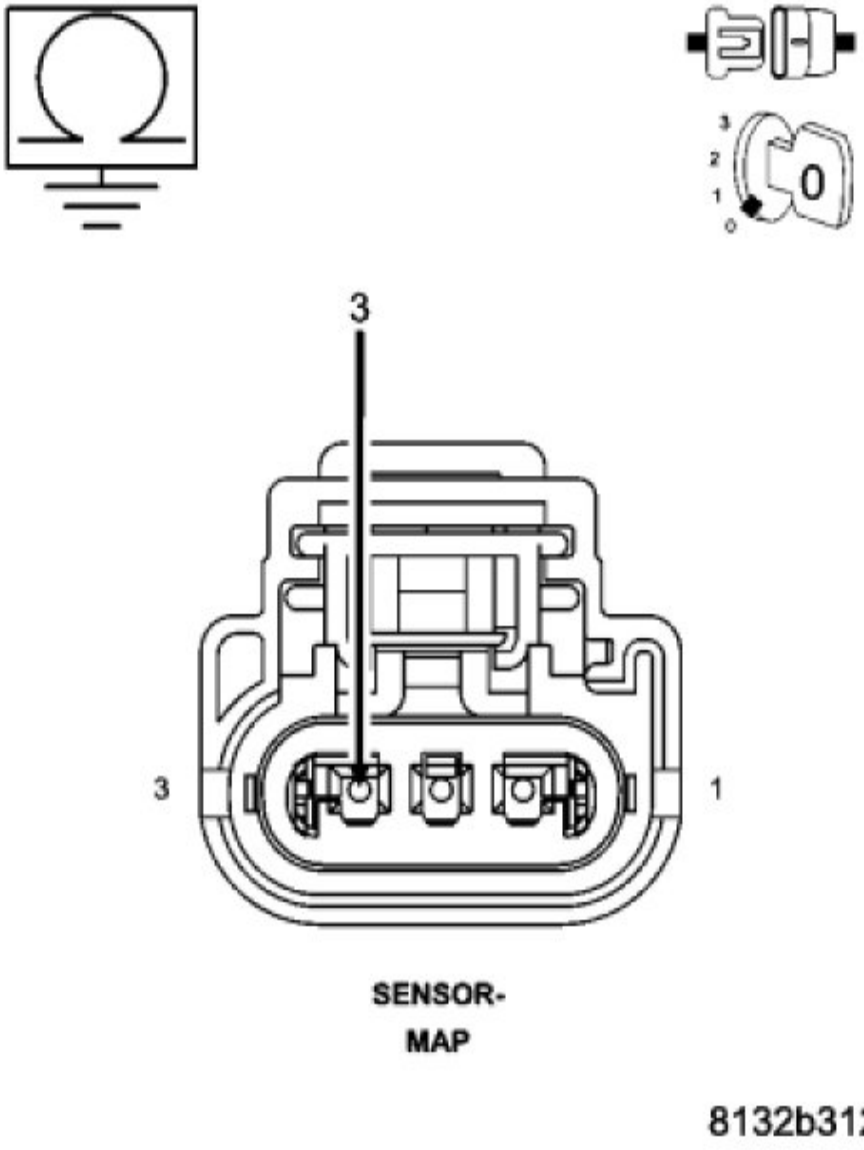
**Yes**

- Go To 14

**No**

- Repair the excessive resistance in the (F856) **5-volt** Supply circuit.
- Perform the POWERTRAIN VERIFICATION TEST. See: A L L Diagnostic Trouble Codes ( DTC ) > Verification Tests > Powertrain Verification Test

**14. (F856) 5-VOLT SUPPLY CIRCUIT SHORTED TO GROUND**




Measure the resistance between ground and the (F856) **5-volt** Supply circuit in the MAP Sensor harness connector.

**Is the resistance above 100k ohms?**

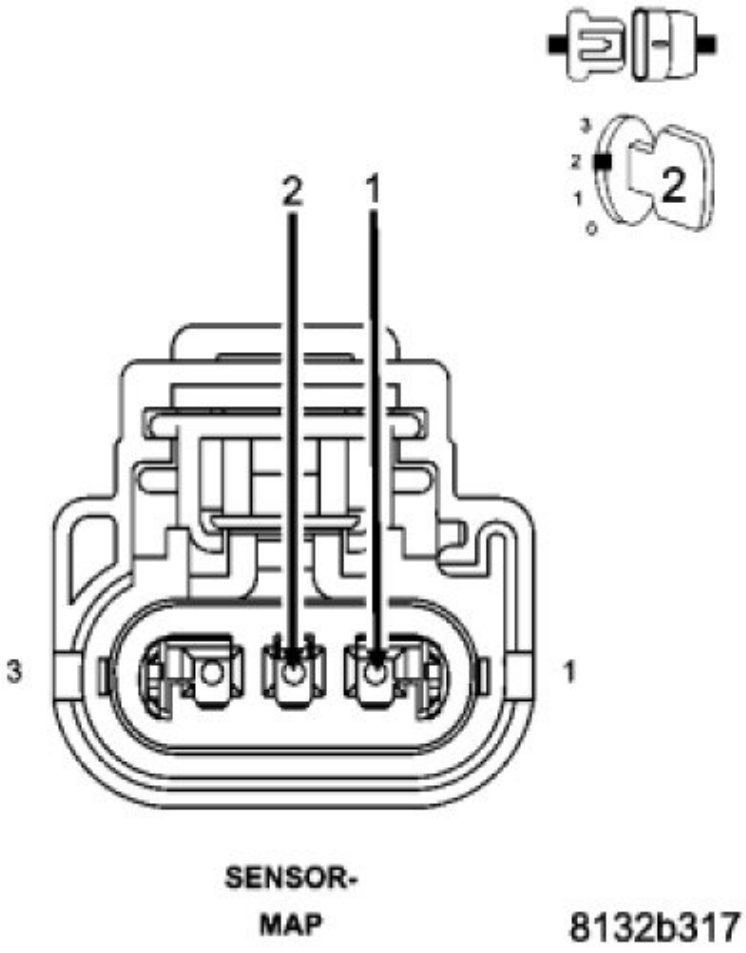
**Yes**

- Go To 15

**No**

- Repair the short to ground in the (F856) **5-volt** Supply circuit.
- Perform the POWERTRAIN VERIFICATION TEST. See: A L L Diagnostic Trouble Codes ( DTC ) > Verification Tests > Powertrain Verification Test

15. MAP SENSOR




Connect the C1 PCM harness connector.

Ignition on, engine not running.

With a scan tool, monitor the MAP Sensor voltage.

Connect a jumper wire between the (K1) MAP Signal circuit and the (K900) Sensor ground circuit in the MAP Sensor harness connector.

Cycle the ignition switch from off to on.

With a scan tool, monitor the MAP Sensor voltage.

**Does the scan tool display MAP voltage from approximately 4.9 volts to below 0.5 volt with the jumper wire installed?**

**Yes**

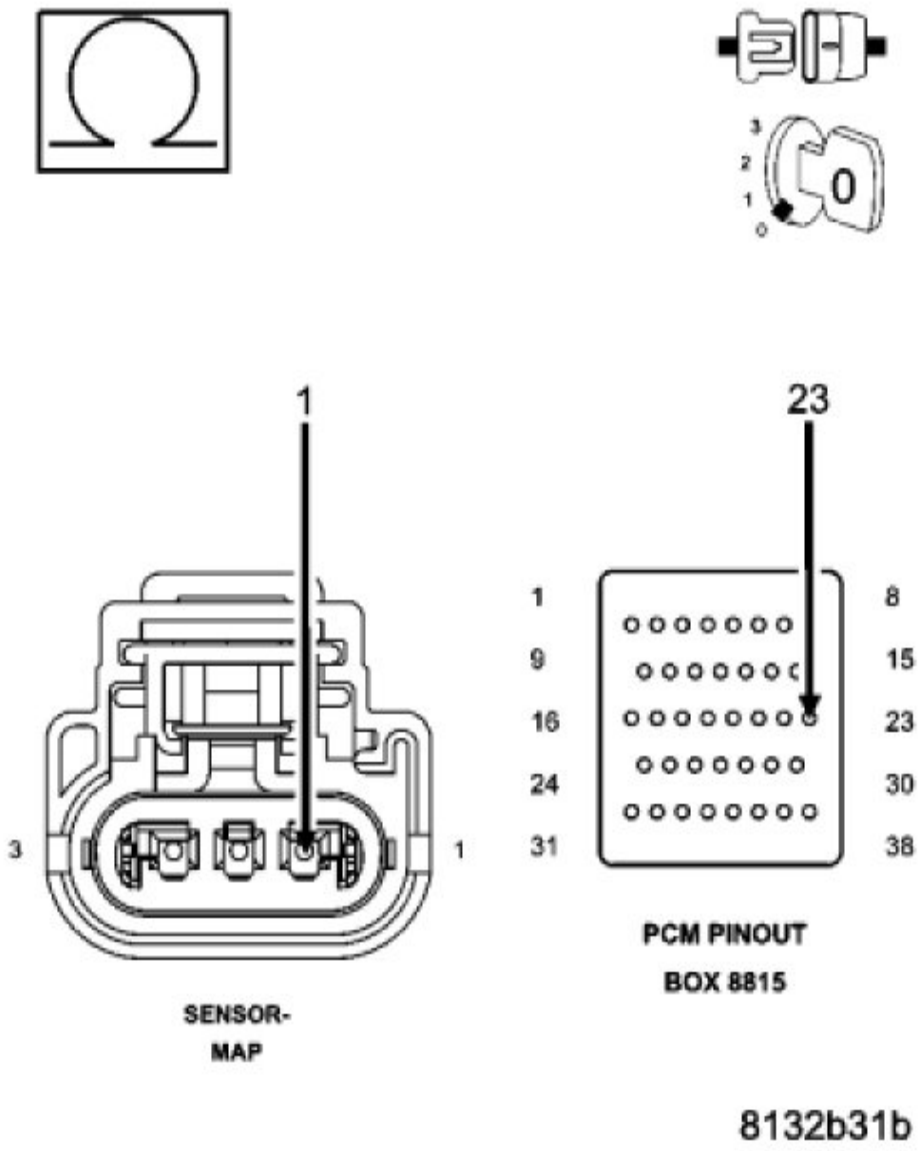
- Replace the MAP Sensor.
- Perform the POWERTRAIN VERIFICATION TEST. See: A L L Diagnostic Trouble Codes ( DTC ) > Verification Tests > Powertrain Verification Test

**No**

- Go To 16
-

**NOTE:** Remove the jumper wire before continuing.

**16. RESISTANCE IN THE (K1) MAP SIGNAL CIRCUIT**



Turn the ignition off.

Disconnect the C2 PCM harness connector.

Measure the resistance of the (K1) MAP Signal circuit from the MAP Sensor harness connector to the appropriate terminal of special tool #8815.

**Is the resistance below 5.0 ohms?**

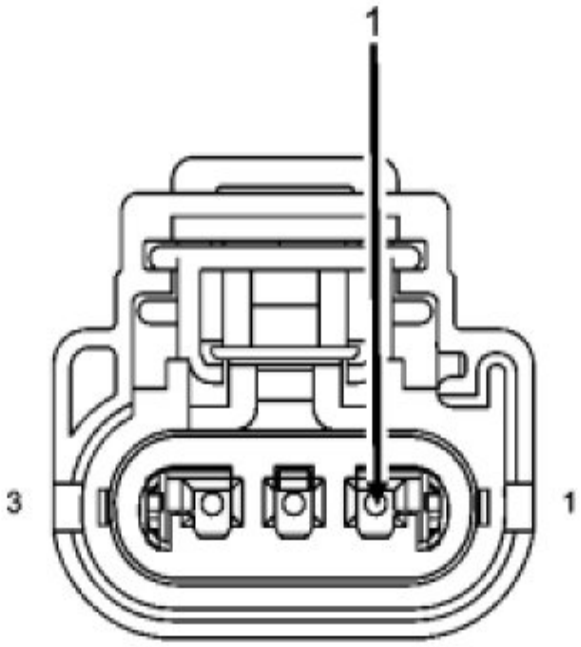
**Yes**

- Go To 17

**No**

- Repair the excessive resistance in the (K1) MAP Signal circuit.
- Perform the POWERTRAIN VERIFICATION TEST. See: A L L Diagnostic Trouble Codes ( DTC ) > Verification Tests > Powertrain Verification Test

**17. (K1) MAP SIGNAL CIRCUIT SHORTED TO GROUND**


SENSOR-
MAP

8132b323

Measure the resistance between ground and the (K1) MAP Signal circuit at the MAP Sensor harness connector.

**Is the resistance above 100k ohms?**

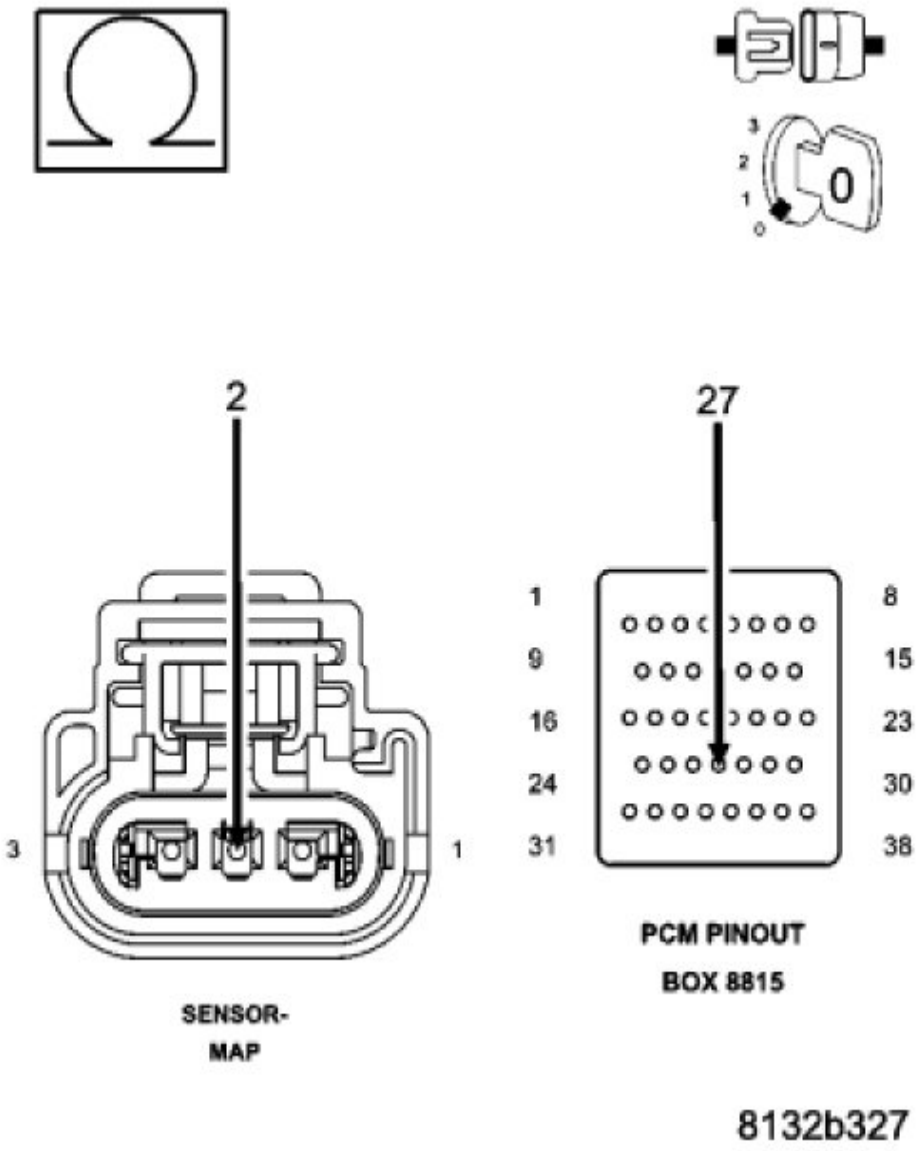
**Yes**

- Go To 18

**No**

- Repair the short to ground in the (K1) MAP Signal circuit.
- Perform the POWERTRAIN VERIFICATION TEST. See: A L L Diagnostic Trouble Codes ( DTC ) > Verification Tests > Powertrain Verification Test

18. RESISTANCE IN THE (K900) SENSOR GROUND CIRCUIT




Measure the resistance of the (K900) Sensor ground circuit from the MAP Sensor harness connector to the appropriate terminal of special tool #8815.

**Is the resistance below 5.0 ohms?**

**Yes**

- Go To 19

**No**

- Repair the excessive resistance in the (K900) Sensor ground circuit.
- Perform the POWERTRAIN VERIFICATION TEST. See: A L L Diagnostic Trouble Codes ( DTC ) > Verification Tests > Powertrain Verification Test

19. PCM

**NOTE:** Before continuing, check the PCM harness connector terminals for corrosion, damage, or terminal push out. Repair as necessary.

Using the schematics as a guide, inspect the wire harness and connectors. Pay particular attention to all Power and Ground circuits.

**Were there any problems found?**

**Yes**

- Repair as necessary.
- Perform the POWERTRAIN VERIFICATION TEST. See: A L L Diagnostic Trouble Codes ( DTC ) > Verification Tests > Powertrain Verification Test

**No**

- Replace and program the Powertrain Control Module.
- Perform the POWERTRAIN VERIFICATION TEST. See: A L L Diagnostic Trouble Codes ( DTC ) > Verification Tests > Powertrain Verification Test