

CODE 36

MASS AIR FLOW (MAF)
BURN-OFF CIRCUIT
5.0L (VIN F) & 5.7L (VIN 8)
"F" CARLINE (PORT)

- 1
- IGNITION "OFF", CLEAR CODES.
 - START ENGINE AND RUN UNTIL SYSTEM GOES "CLOSED LOOP".
 - TURN IGNITION "OFF" AND WAIT 20 SECONDS.
 - START AND IDLE ENGINE FOR 30 SECONDS OR UNTIL S.E.S. LIGHT COMES "ON".
- IS CODE 36 SET?

YES

NO

- 2
- DISCONNECT MAF SENSOR BURN-OFF RELAY.
 - PROBE BOTH 340 CKTS WITH A TEST LIGHT TO GROUND.

CODE 36 IS INTERMITTENT. IF NO ADDITIONAL CODES WERE STORED, REFER TO "DIAGNOSTIC AIDS" ON FACING PAGE.

LIGHT "ON" BOTH

LIGHT "OFF" ON ONE OR BOTH

- 3
- RECONNECT RELAY.
 - DISCONNECT MAF SENSOR.
 - GROUND BURN-OFF RELAY CKT 900.
 - PROBE MAF SENSOR HARNESS TERMINAL "D" WITH A TEST LIGHT TO GROUND.

REPAIR OPEN IN CIRCUIT THAT DID NOT LIGHT.

LIGHT "ON"

LIGHT "OFF"

- 4
- CKT 900 STILL GROUNDED.
 - PROBE TERMINAL "E" (CKT 993) WITH A TEST LIGHT TO GROUND.

CKT 900 OPEN, CKT 994 OPEN OR SHORTED TO GROUND, OR FAULTY CONNECTION OR FAULTY RELAY.

LIGHT "ON"

LIGHT "OFF"

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

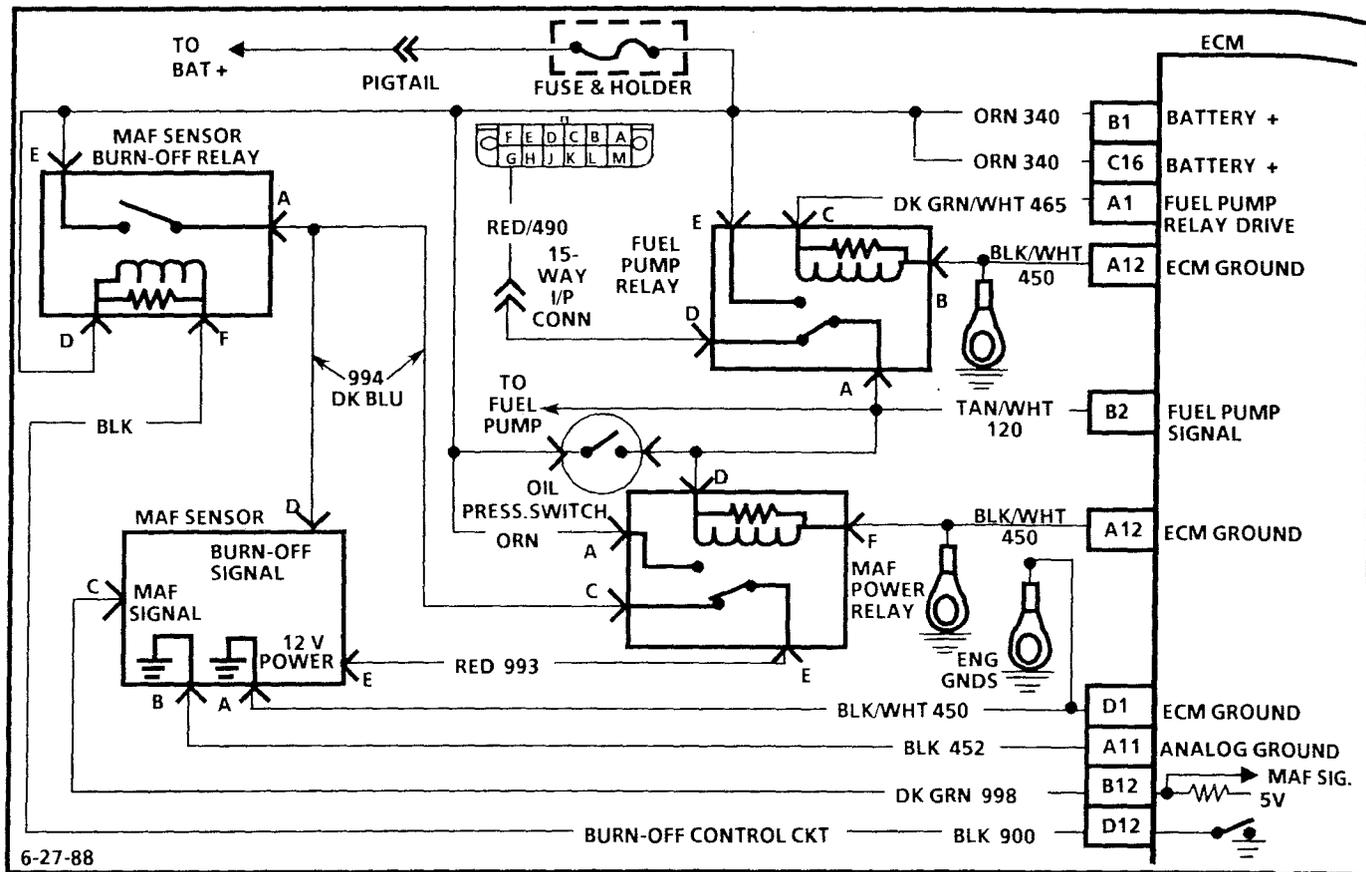
- OPEN CKT 993, OPEN CIRCUIT BETWEEN MAF SENSOR RELAY AND THE BURN-OFF RELAY, FAULTY CONNECTION, OR FAULTY MAF SENSOR POWER RELAY.

LIGHT "ON"

LIGHT "OFF"

REPAIR SHORT TO VOLTAGE IN CKT 900

FAULTY ECM CONNECTION OR ECM. CODE 36 CAN SET DUE TO A POOR CONNECTION AT ANY OF THE RELAYS OR THE MAF SENSOR, OR COULD BE CAUSED BY HIGH RESISTANCE IN THE RELAY CONTACTS OR CONNECTIONS. BE SURE THAT THESE CONNECTIONS AND TERMINALS ARE OK BEFORE REPLACING ECM.



CODE 36

MASS AIR FLOW (MAF) BURN-OFF CIRCUIT 5.0L (VIN F) & 5.7L (VIN 8) "F" CARLINE (PORT)

Circuit Description:

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.

Test Description: Numbers below refer to circled numbers on the diagnostic chart.

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. CKT 900 should be grounded by using a jumper wire at ECM connector "D12". If the test light is dim, check for corroded or faulty connections. If OK, replace relay.

4. With the burn-off relay energized there should be 12 volts supplied to the MAF sensor on terminals "D" & "E" (CKTs 993 and 994). If the test light is dim, check for corroded or faulty connections. If OK, replace relay.

Diagnostic Aids:

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 OK. A faulty MAF sensor should not be considered as the cause if Code 36 is set.

Refer to "Intermittents" in Section "B".