Bosch MAF

Clear the codes and run the engine until the Check Engine light comes back on or until you are satisfied that it will not.

Since this code indicates that a high-voltage signal has been seen on the MAF signal wire, the possibilities are an open in the MAF signal wire between the ECM and MAF, a bad connection at the ECM, a bad MAF or a problem with the power supply to the MAF.

If the Check Engine light comes back on, connect a digital voltmeter to the MAF output wire, dark green CKT 998 at the MAF. Turn the ignition switch on. If the voltage is close to zero, then check the voltage at terminal B12 of the ECM. If the voltage at B12 is 5 volts, repair the open circuit in the dark green wire, CKT 998, which runs from the ECM to the MAF.

If there is zero volts at terminal B12, inspect the connection to the ECM. If the connection is good, replace the ECM.

When checking voltage at the dark green signal wire of the MAF if the voltage is 5 volts, check the connection to the MAF. If the connection is good, check for a 12 volt power supply to the MAF on the purple wire with the engine running. If there is 12 volts, check the ground at terminals A and B of the MAF. If the ground is OK, replace the MAF.

If there was zero volts on the purple wire at the MAF, apply 12 volts to terminal G of the ALCL connector. If 12 volts now appears on the purple wire, check the fuel pump fuse. If the fuse is OK, replace the oil-pressure sending unit. If the purple wire still does not have 12 volts on it when power is applied to terminal G of the ALCL, check the wiring to the MAF power relay. If the wiring is good, replace the MAF power relay.