

corrosion (install new connector or terminals - clean module pins)

damaged or bent pins - install new terminals/pins

pushed-out pins - install new pins as necessary

Reconnect the PCM connectors and related in-line connectors. Make sure they seat and latch correctly.

Operate the system and determine if the concern is still present

Is the concern still present?

Yes	CHECK On-Line Automotive Service Information System (OASIS) for any applicable Technical Service Bulletins (TSBs). If a TSB exists for this concern, DISCONTINUE this test and FOLLOW TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, INSTALL a new PCM. Refer to the appropriate article for the procedure.
No	The system is operating correctly at this time. The concern may have been caused by module connections. ADDRESS the root cause of any connector or pin issues.

DIAGNOSIS AND TESTING > INSTRUMENTATION, MESSAGE CENTER AND WARNING CHIMES > PINPOINT TESTS > PINPOINT TEST AD : THE LOW OIL PRESSURE INDICATOR IS NEVER OR ALWAYS ON (2.7L AND 5.0L ENGINES)

Refer to Instrument Cluster for schematic and connector information.

Normal Operation and Fault Conditions

See Low Oil Pressure Warning Indicator. REFER to: Message Center - System Operation and Component Description .

See Low Oil Pressure RTT. REFER to: Message Center - System Operation and Component Description .

If the oil pressure warning indicator request or engine RPM data messages are missing less than 5 seconds, the IPC defaults the low oil pressure warning indicator or low oil pressure RTT to the last state (on or off), based upon the last message received.

If the oil pressure warning indicator request or engine RPM data messages are missing for 5 seconds or longer, the IPC defaults the low oil pressure warning indicator or low oil pressure RTT on.

DTC Chart - PCM

DTC	Description	Fault Trigger Conditions
P0521	Engine Oil Pressure Sensor/Switch "A" Circuit Range/Performance	Sets in the PCM when the PCM detects signal variation outside of the module parameters on the hardwired input from the oil pressure switch.