



Engine Oil Pressure Indicator Light

– How the Circuit Works

The low engine oil pressure indicator light works in two ways: it flashes continuously following a momentary loss of pressure, or it comes on and stays on with a complete loss of engine oil pressure.

When the engine first starts, before its engine oil pressure rises above 4.3 psi, voltage is applied to the closed and grounded engine oil pressure switch, and the light comes on to test the bulb.

With the engine running, voltage is applied at the WHT/BLU wire of the passenger's multiplex control unit. With normal engine oil pressure, the engine oil pressure switch is open and the low engine oil pressure indicator light does not come on. If the engine oil pressure switch closes momentarily (more than 0.5 second) but then opens again, the YEL/RED wire at the passenger's multiplex control unit will sense ground through the switch. The passenger's multiplex control unit will then provide and remove ground for the low engine oil pressure indicator light through the YEL/RED wire. The light will flash on and off until you turn the ignition switch off. The flashing feature will not work until 30 seconds after initial voltage is applied to the WHT/BLU wire of the engine oil pressure indicator flasher circuit. This delay keeps the low engine oil pressure indicator light from coming on during engine warmup.

If engine oil pressure falls below 10 psi and does not increase, the engine oil pressure switch will stay closed. The low engine oil pressure indicator light will then come on and stay on.

Refer to the Service Manual (Section 23, Electrical) for specific tests or troubleshooting procedures.

