

Wheels: An e-mail from Wayne of Dayton says, “Well, yesterday I was driving my S-10 truck and was having the normal issues. The first start up of the day was just fine. If it were allowed to cool down between errands, it seems to start just fine and once it would start, it ran just fine. My boss and I were out running around and I suggested that we stop by a shop he knew. They have worked on my boss’s car in the past and he seemed okay with them. They hooked up the tester and said it was giving 6 or 7 different codes. One code was a sensor, one was for computer, and they felt that one indicated a bad fuel pump. I left the vehicle for them to do a more detailed testing. Today, they told me that the fuel pump is bad and would cost \$800. I said I didn’t want to spend the money right now. I noticed that when I try to start it, the battery light flashes and the fuel gauge, which didn’t work before, has now completely “flat lined” past the full mark. Any ideas?”

Halderman: Without knowing all of the diagnostic trouble codes or seeing the test results, it is difficult to give any useful advice. I did notice that you mentioned that the fuel gauge is now way over full. In a General Motors Corp. vehicle, such as your S-10 Chevrolet pickup, a high resistance reading on the gauge represents high resistance in the fuel gauge electrical circuit. Also, the electronic fuel pump is located in and uses the same electrical connector as the fuel gauge. While a new fuel pump could be the cause, a poor electrical connector or poor ground connection could also be the cause.

