Wheels: A recent e-mail from Mike asks, “Is it possible for a MAP sensor to be slightly out of calibration and cause a problem? Let me explain. I have been fighting a surging idle on my 3.3 liter Grand Voyager for many months. The problem occurs in warm weather when the van is first started or if it has been sitting for approximately an hour after reaching full operating temperature. The symptoms are as follows. The engine starts fine. After about 30 seconds, it begins to stumble and smell like it is running too rich. Then, as it stumbles, the computer compensates and increases the idle only to be following by stumbling. This surging may go on for many minutes until the engine warms and levels out.”

Halderman: From the readings you included with your e-mail, the first thing I thought of was that the MAP voltage is high and the vacuum is low indicating a leaking intake manifold. Try adding propane to the oil filler opening. If the engine changes, then the propane is being drawn into the engine through the intake manifold indicating a fault with the intake manifold gasket. Many idle related problems are due to dirty throttle plates or a defective idle air control unit. A scan tool should indicate a reading of 15 to 25% (counts) if everything is OK. If the IAC counts are low or zero, a possible vacuum leak is indicated. If the IAC counts are high, a dirty throttle plate is usually indicated.