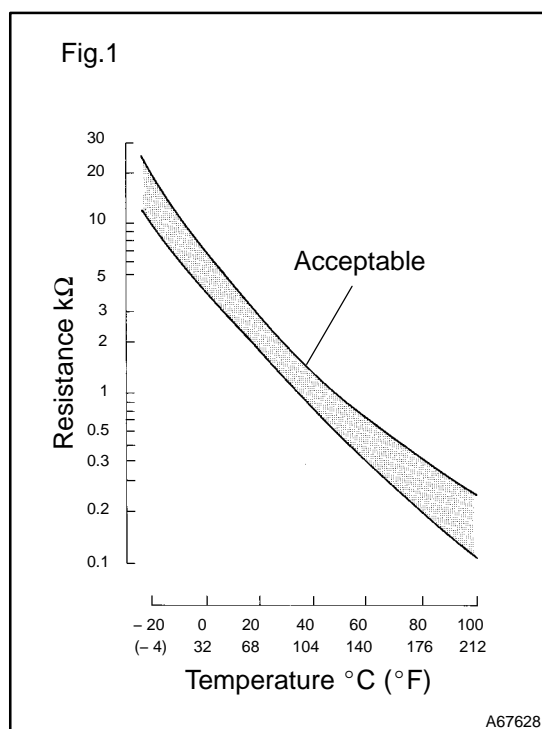


DTC	P0110	INTAKE AIR TEMPERATURE CIRCUIT
DTC	P0112	INTAKE AIR TEMPERATURE CIRCUIT LOW INPUT
DTC	P0113	INTAKE AIR TEMPERATURE CIRCUIT HIGH INPUT

CIRCUIT DESCRIPTION



The Intake Air Temperature (IAT) sensor, mounted on the Mass Air Flow (MAF) meter, monitors the intake air temperature. The IAT sensor has a thermistor that varies its resistance depending on the temperature of the intake air. When the air temperature is low, the resistance in the thermistor increases. When the temperature is high, the resistance drops. The variations in resistance are reflected as voltage changes to the ECM terminal (see Fig. 1).

The IAT sensor is connected to the ECM (see below). The 5 V power source voltage in the ECM is applied to the IAT sensor from terminal THA via resistor R.

That is, the resistor R and the IAT sensor are connected in series. When the resistance value of the IAT sensor changes in accordance with changes in the IAT, the voltage at terminal THA also changes. Based on this signal, the ECM increases the fuel injection volume to improve the driveability during cold engine operation.

DTC No.	Proceed to	DTC Detection Condition	Trouble Area
P0110	Step 1	Open or short in IAT sensor circuit for 0.5 seconds	<ul style="list-style-type: none"> • Open or short in IAT sensor circuit • IAT sensor (inside MAF meter) • ECM
P0112	Step 4	Short in IAT sensor circuit for 0.5 seconds	<ul style="list-style-type: none"> • Same as DTC No. P0110
P0113	Step 2	Open in IAT sensor circuit for 0.5 seconds	<ul style="list-style-type: none"> • Same as DTC No. P0110

HINT:

After confirming DTC P0110, P0112 or P0113, use the hand-held tester or the OBD II scan tool to confirm the IAT from the ALL menu (to reach the ALL menu: DIAGNOSIS / ENHANCED OBD II / DATA LIST / ALL).

Temp. Displayed	Malfunction
-40°C (-40°F)	Open circuit
140°C (284°F) or more	Short circuit

MONITOR DESCRIPTION

The ECM monitors the sensor voltage and uses this value to calculate the intake air temperature. When the sensor output voltage deviates from the normal operating range, the ECM interprets this as a fault in the IAT sensor and sets a DTC.

Example:

When the sensor voltage output equal to -40°C (-40°F), or more than 140°C (284°F) and either condition continue 0.5 seconds or more.

MONITOR STRATEGY

Related DTCs	P0110: IAT Sensor Range Check (Chattering) P0112: IAT Sensor Range Check (Low Resistance) P0113: IAT Sensor Range Check (High Resistance)
Required sensors/components (Main)	IAT sensor
Required sensors/components (Related)	–
Frequency of operation	Continuous
Duration	0.5 seconds
MIL operation	Immediate
Sequence operation	None

TYPICAL ENABLING CONDITIONS

The monitor will run whenever these DTCs are not present	See page 05-16
--	--------------------------------

TYPICAL MALFUNCTION THRESHOLDS

P0110:

IAT sensor voltage	Less than 0.18 V, or more than 4.91 V
--------------------	---------------------------------------

P0112

IAT sensor voltage	Less than 0.18 V
--------------------	------------------

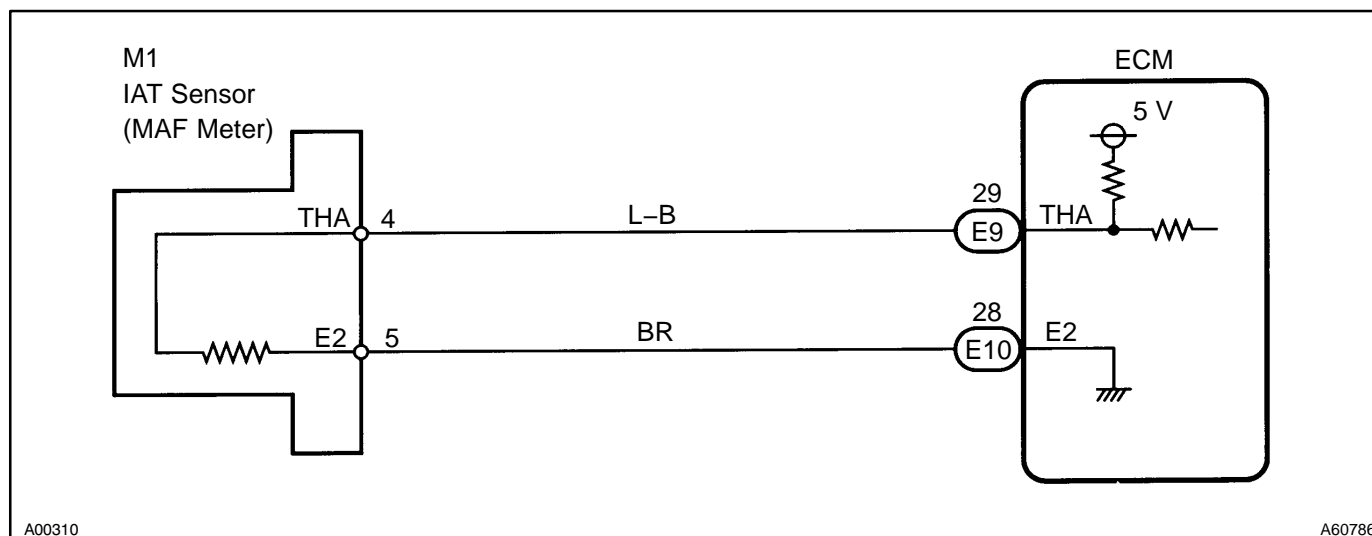
P0113

IAT sensor voltage	More than 4.91 V
--------------------	------------------

COMPONENT OPERATING RANGE

IAT sensor resistance [IAT]	98.5 Ω to 156 K Ω [-40 to 140°C (-40 to 284°F)]
-----------------------------	--

WIRING DIAGRAM



INSPECTION PROCEDURE

HINT:

- If DTCs that are related to different systems are output simultaneously while terminal E2 is used as a ground terminal, terminal E2 may have an open circuit.
- Read freeze frame data using the hand-held tester or the OBD II scan tool. Freeze frame data records the engine conditions when a malfunction is detected. When troubleshooting, freeze frame data can help determine if the vehicle was running or stopped, if the engine was warmed up or not, if the air-fuel ratio was lean or rich, and other data from the time the malfunction occurred.

1 READ VALUE OF HAND-HELD TESTER OR OBD II SCAN TOOL (INTAKE AIR TEMPERATURE)

- Connect the hand-held tester or the OBD II scan tool to the DLC3.
- Turn the ignition switch ON. Push the hand-held tester or the OBD II scan tool tester main switch ON.
- On the hand-held tester or the OBD II scan tool, enter the following menus: DIAGNOSIS / ENHANCED OBD II / DATA LIST / ALL / INTAKE AIR. Read the values.

Temperature: The same as actual intake air temperature

Result:

Display	Proceed to
-40°C (-40°F)	A
140°C (284°F) or more	B
OK (same as present temperature)	C

HINT:

- If there is an open circuit, the hand-held tester or the OBD II scan tool indicates -40°C (-40°F).
- If there is a short circuit, the hand-held tester or the OBD II scan tool indicates 140°C (284°F) or more.

B

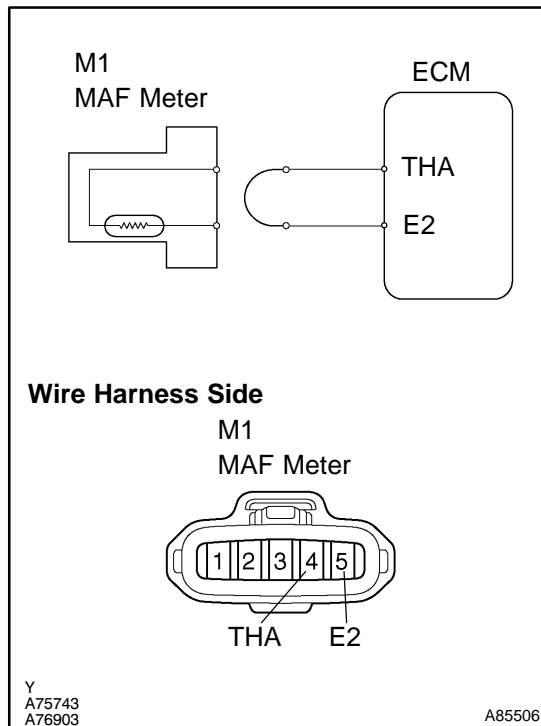
Go to step 4

C

CHECK FOR INTERMITTENT PROBLEMS

A

2 READ VALUE OF HAND-HELD TESTER OR OBD II SCAN TOOL (CHECK FOR OPEN IN HARNESS)



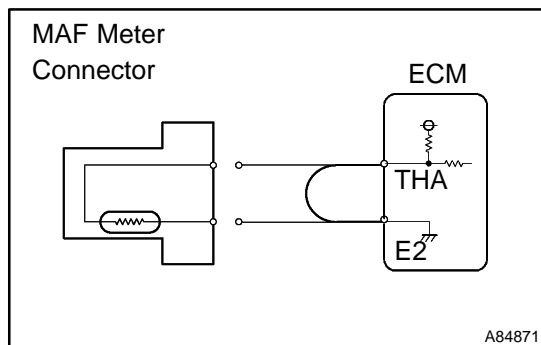
- Disconnect the M1 MAF meter connector.
- Connect terminals THA and E2 of the M1 MAF meter wire harness side connector.
- Turn the ignition switch ON.
- On the hand-held tester or the OBD II scan tool, enter the following menus: DIAGNOSIS / ENHANCED OBD II / DATA LIST / ALL / INTAKE AIR. Read the values.
OK: Temperature value: 140°C (284°F) or more

OK

REPLACE MASS AIR FLOW METER (IAT SENSOR)

NG

3 READ VALUE OF HAND-HELD TESTER OR OBD II SCAN TOOL (CHECK FOR OPEN IN ECM)



- Disconnect the M1 MAF meter connector.
- Connect terminals THA and E2 of the E10 and E9 ECM connector.

HINT:

Before checking, do a visual and contact pressure check for the ECM connector.

- Turn the ignition switch ON.
- On the hand-held tester or the OBD II scan tool, enter the following menus: DIAGNOSIS / ENHANCED OBD II / DATA LIST / ALL / INTAKE AIR. Read the values.
OK: Temperature value: 140°C (284°F) or more

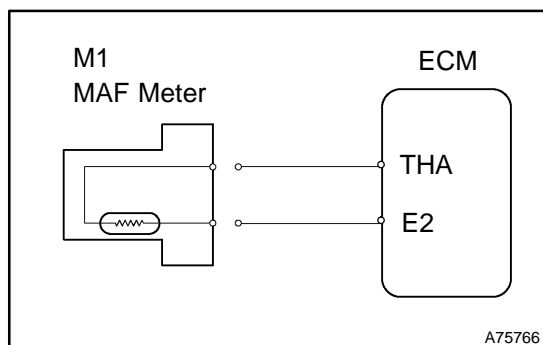
OK

REPAIR OR REPLACE HARNESS AND CONNECTOR

NG

CONFIRM GOOD CONNECTION AT ECM. IF OK, REPLACE ECM (See page 10-9)

4 READ VALUE OF HAND-HELD TESTER OR OBD II SCAN TOOL (CHECK FOR SHORT IN HARNESS)



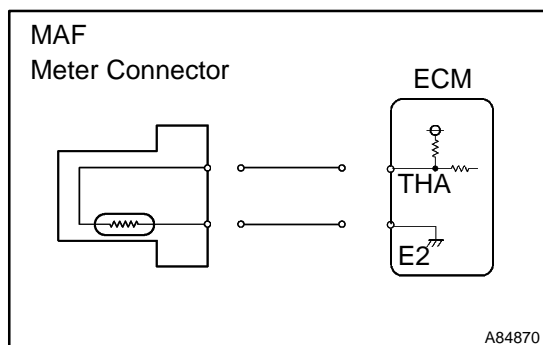
- Disconnect the M1 MAF meter connector.
- Turn the ignition switch ON.
- On the hand-held tester or the OBD II scan tool, enter the following menus: DIAGNOSIS / ENHANCED OBD II / DATA LIST / ALL / INTAKE AIR. Read the values.
OK: Temperature value: -40°C (-40°F)

OK

REPLACE MASS AIR FLOW METER (INTAKE AIR TEMPERATURE SENSOR)

NG

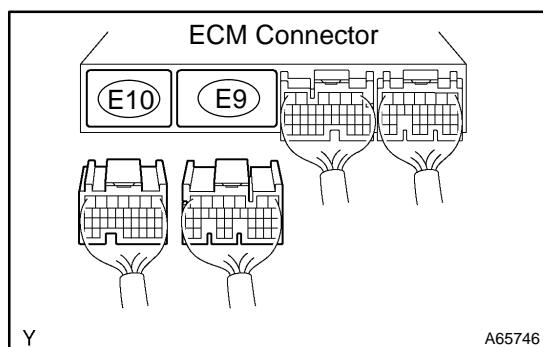
5 READ VALUE OF HAND-HELD TESTER OR OBD II SCAN TOOL (CHECK FOR SHORT IN ECM)



- Disconnect the E10 and E9 ECM connector.
- Turn the ignition switch ON.
- On the hand-held tester or the OBD II scan tool, enter the following menus: DIAGNOSIS / ENHANCED OBD II / DATA LIST / ALL / INTAKE AIR. Read the values.
OK: Temperature value: -40°C (-40°F)

OK

REPAIR OR REPLACE HARNESS AND CONNECTOR



NG

REPLACE ECM (See page 10-9)