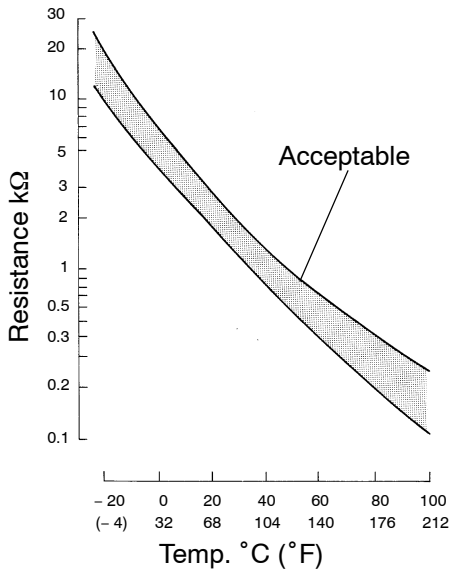
DI63Q–06

DTC	P0110/24	Intake Air Temp. Circuit Malfunction

CIRCUIT DESCRIPTION

(Fig. 1)



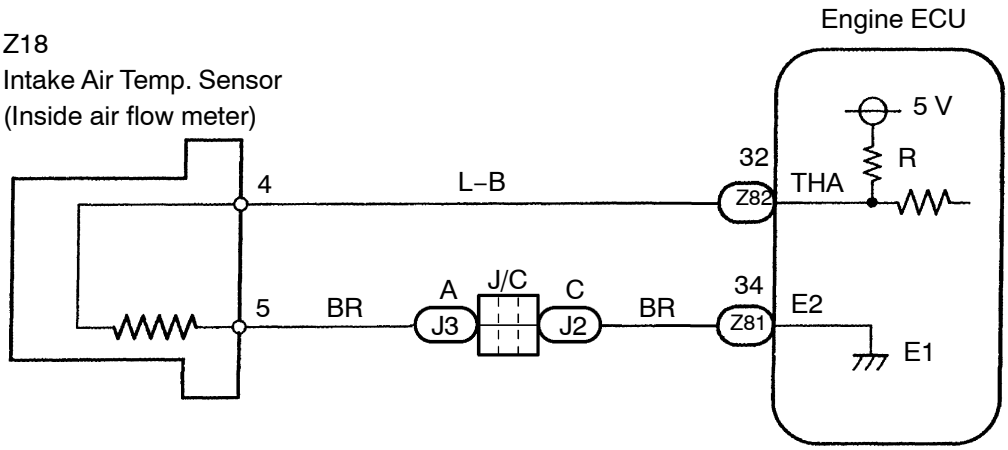
The intake air temperature sensor is built into the air cleaner and senses the intake air temperature.
A thermistor built in the sensor changes the resistance value according to the intake air temperature.
The lower the intake air temperature, the greater the thermistor resistance value, and the higher the intake air temperature, the lower the thermistor resistance value (See Fig. 1).
The intake air temperature sensor is connected to the engine ECU (See below). The 5 V power source voltage in the engine ECU is applied to the intake air temp. sensor from terminal THA via resistor R.
That is, resistor R and the intake air temperature sensor are connected in series. When the resistance value of the intake air temperature sensor changes in accordance with changes in the intake air temperature, the potential at terminal THA also changes. Based on this signal, the engine ECU increases the fuel injection volume to improve driveability during cold engine operation.

DTC No.	DTC Detecting Condition	Trouble Area
P0110/24	Open or short in intake air temp. sensor circuit	• Open or short in intake air temp. sensor circuit • Intake air temp. sensor • Engine ECU

HINT:
After confirming DTC P0110/24, use the hand–held tester to confirm the intake air temperature from the CURRENT DATA.

Temperature Displayed	Malfunction
–40°C (–40°F)	Open circuit
140°C (284°F) or more	Short circuit

WIRING DIAGRAM



INSPECTION PROCEDURE

HINT:

- If DTCs P0100/31, P0101/31, P0110/24, P0115/22, P0120/41, P0121/41, P1120/19 and P1121/19 are output simultaneously, E2 (sensor ground) may be open.
- Read freeze frame data using hand–held tester. Because freeze frame records the engine conditions when the malfunction is detected. When troubleshooting it is useful for determining whether the vehicle was running or stopped, the engine was warmed up or not, the air–fuel ratio was lean or rich, etc. at the time of the malfunction.

When using hand–held tester:

1	**Connect hand–held tester, and read value of intake air temperature.**

PREPARATION:

(a) Connect the hand–held tester to the DLC3.

(b) Turn the ignition switch ON and push the hand–held tester main switch ON.

CHECK:

Read the temperature value on the hand–held tester.

OK:

Same as actual intake air temperature.

HINT:

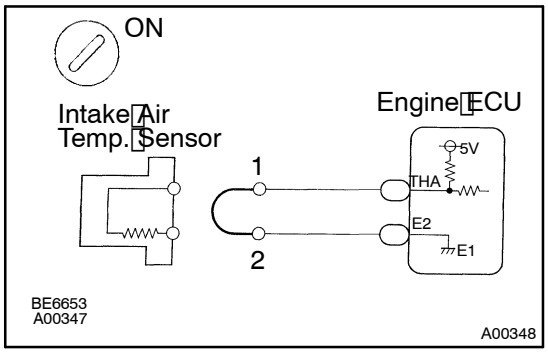
- If there is open circuit, hand–held tester indicates –40°C (–40°F).
- If there is short circuit, hand–held tester indicates 140°C (284°F) or more.

NG → **–40°C (–40°F) ... Go to step 2**
140°C (284°F) or more ... Go to step 4.

OK

Check for intermittent problems
(See page DI–17).

2	Check for open in harness or engine ECU.



PREPARATION:

(a) Disconnect the intake air temperature sensor connector.

(b) Connect the sensor wire harness terminals together.

(c) Turn the ignition switch ON.

CHECK:

Read the temperature value on the hand–held tester.

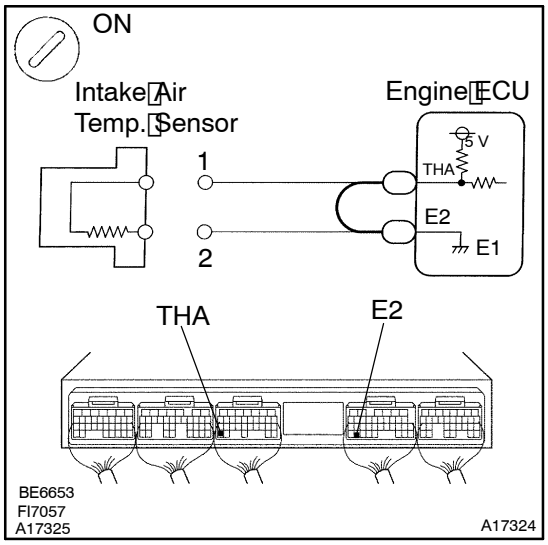
OK:

Temperature value: 140°C (284°F) or more

OK	Confirm good connection at sensor. If OK, replace intake air temperature sensor.

NG

3	Check for open in harness or engine ECU connector.



PREPARATION:

(a) Remove the engine ECU hood and cover.

(b) Connect between terminals THA and E2 of the engine ECU connector.

HINT:

The intake air temperature sensor connector is disconnected. Before checking, do a visual and contact pressure check for the engine ECU connector (See page IN–34).

CHECK:

Read the temperature value on the hand–held tester.

OK:

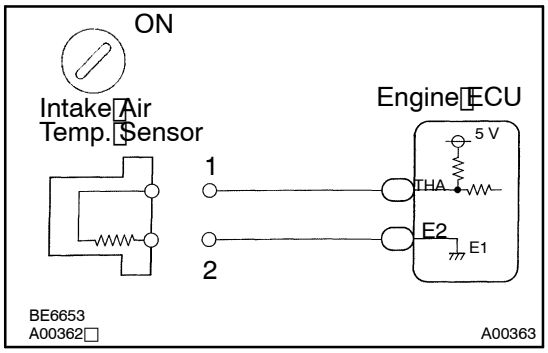
Temperature value: 140°C (284°F) or more

OK	Open in harness between terminals E2 or THA, repair or replace harness.

NG

Confirm good connection at engine ECU. If OK, check and replace engine ECU (See page IN–34).

4	Check for short in harness and engine ECU.



PREPARATION:

(a) Disconnect the intake air temperature sensor connector.

(b) Turn the ignition switch ON.

CHECK:

Read the temperature value on the hand–held tester.

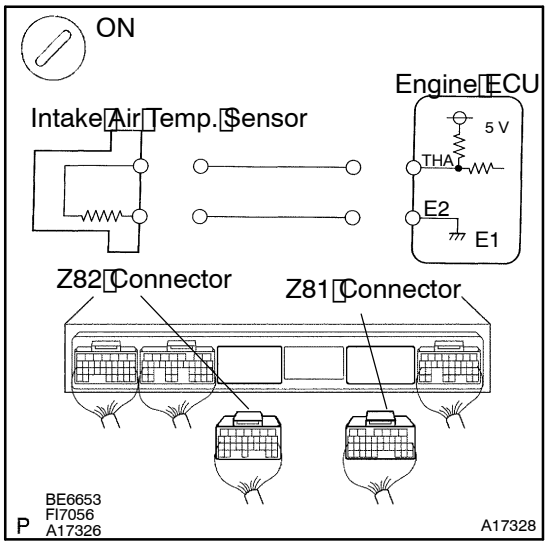
OK:

Temperature value: –40°C (–40°F)

OK	Replace intake air temperature sensor.

NG

5	Check for short in harness or engine ECU.



PREPARATION:

(a) Remove the engine ECU hood.

(b) Disconnect the Z82 and Z81 connector from the engine ECU.

HINT:

The intake air temperature sensor connector is disconnected.

(c) Turn the ignition switch ON.

CHECK:

Read the temperature value on the hand–held tester.

OK:

Temperature value: –40°C (–40°F)

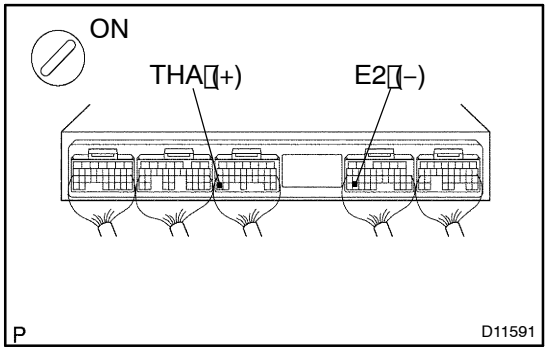
OK	Repair or replace harness or connector.

NG

Check and replace engine ECU (See page IN–34).

When not using hand–held tester:

1	Check voltage between terminals THA and E2 of engine ECU connector.



PREPARATION:

(a) Remove the engine ECU hood and cover.

(b) Turn the ignition switch ON.

CHECK:

Measure the voltage between terminals THA and E2 of the engine ECU connector.

OK:

Intake Air Temperature	Voltage
20°C (68°F)	0.5 – 3.4 V
60°C (140°F)	0.2 – 1.0 V

OK: Check for intermittent problems (See page DI–17).

NG

2	Check intake air temperature sensor (See page FI–31).

NG: Replace intake air temperature sensor.

OK

3	Check for open and short in harness and connector between engine ECU and intake air temperature sensor (See page IN–34).

NG: Repair or replace harness or connector.

OK

Check and replace engine ECU (See page IN–34).