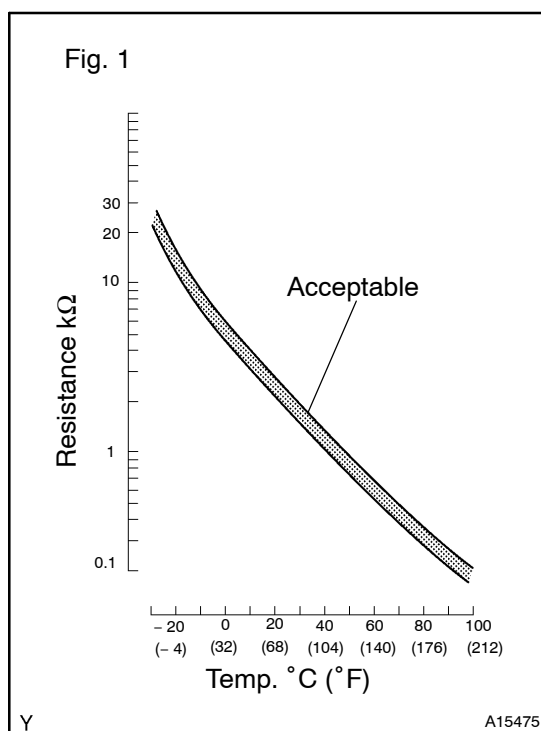


DTC	P0110	Intake Air Temperature Circuit
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DTC	P0112	Intake Air Temperature Circuit Low Input
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DTC	P0113	Intake Air Temperature Circuit High Input
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CIRCUIT DESCRIPTION



The intake air temperature sensor is built into the mass air flow meter 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 becomes, the greater the thermistor resistance value, and the higher the intake air temperature becomes, the lower the thermistor resistance value (See Fig. 1).

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

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

Intake air temp. °C (°F)	Resistance kΩ
-20 (-4)	12.5 - 16.9
20 (68)	2.19 - 2.67
60 (140)	0.50 - 0.68

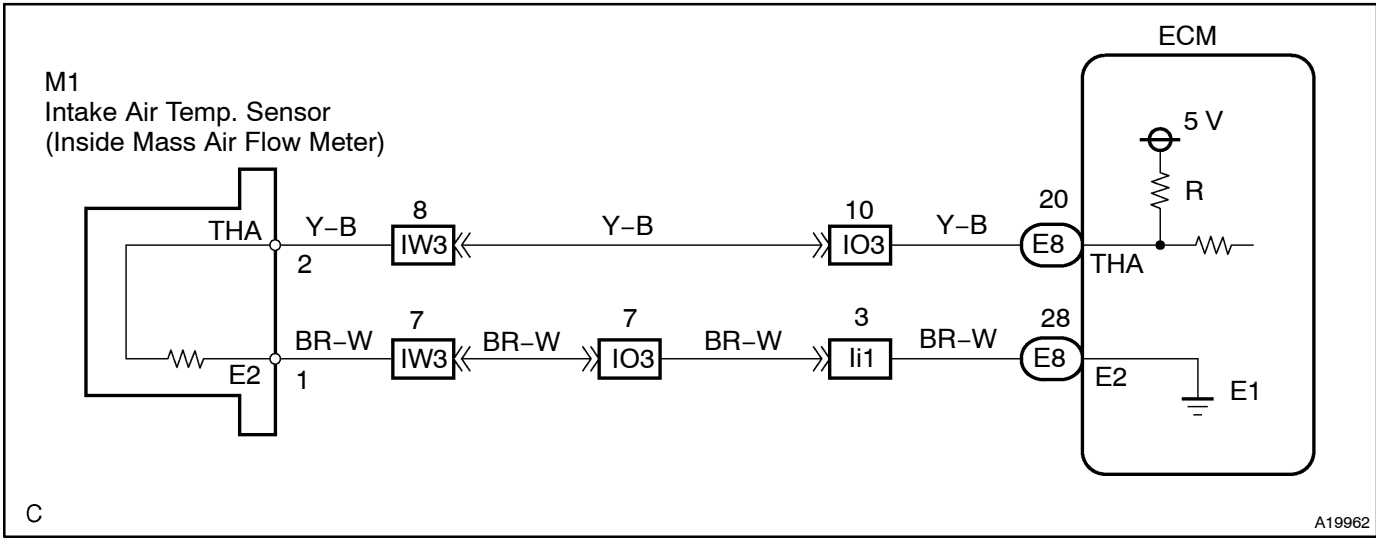
DTC No.	Proceed to	DTC Detection Condition	Trouble Area
P0110	Step 1	Open or short in intake air temp. sensor circuit for 0.5 seconds	- Intake air temp. sensor circuit - Intake air temp. sensor (built in mass air flow meter) - ECM
P0112	Step 4	Short in intake air temp. sensor circuit for 0.5 seconds	
P0113	Step 2	Open in intake air temp. sensor circuit for 0.5 seconds	

HINT:

After confirming DTC P0110, P0112 and P0113 use the OBD II scan tool or 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 P0110, P0115, P0120, P0450 and P1120 are output simultaneously, E2 (sensor ground) may be open.
- Read freeze frame data using hand-held tester or the OBD II scan tool, as freeze frame data records the engine conditions when a malfunction is detected. When troubleshooting, this 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.

1	Connect OBD II scan tool or hand-held tester, and read value of intake air temperature.
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PREPARATION:

- Connect the OBD II scan tool or hand-held tester to the DLC3.
- Turn the ignition switch ON and push the OBD II scan tool or hand-held tester main switch ON.

CHECK:

Read the temperature value on the OBD II scan tool or hand-held tester.

OK:

Same as actual intake air temperature.

HINT:

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

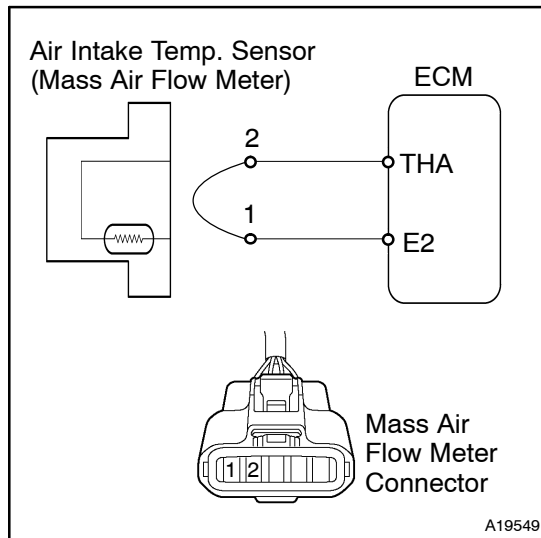
NG

-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-3).

2 Check for open in harness or ECM.



PREPARATION:

- Disconnect the mass air flow meter connector.
- Connect the sensor wire harness terminals together.
- Turn the ignition switch ON.

CHECK:

Read the temperature value on the OBD II scan tool or hand-held tester.

OK:

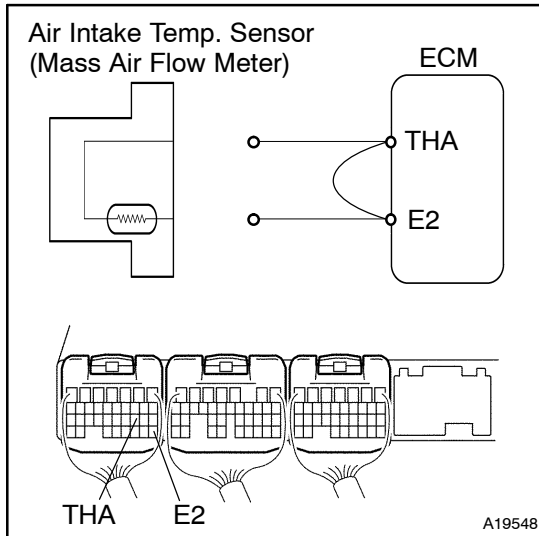
Temperature value: 140°C (284°F) or more

OK

Confirm good connection at sensor. If OK, replace mass air flow meter.

NG

3 Check for open in harness or ECM.



PREPARATION:

- Remove the glove compartment door (See page [SF-60](#)).
- Connect between terminals THA and E2 of the ECM connector.
- Turn the ignition switch ON.

HINT:

The mass air flow meter connector is disconnected. Before checking, do a visual and contact pressure check for the ECM connector (See page [IN-36](#)).

CHECK:

Read the temperature value on the OBD II scan tool or hand-held tester.

OK:

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

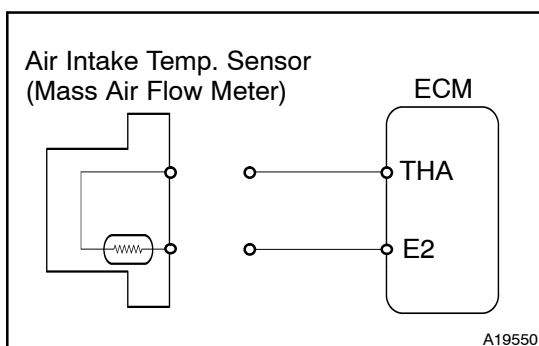
OK

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

NG

Confirm good connection at ECM. If OK, check and replace ECM (See page [IN-36](#)).

4 Check for short in harness and ECM.



PREPARATION:

- Disconnect the mass air flow meter connector.
- Turn the ignition switch ON.

CHECK:

Read the temperature value on the OBD II scan tool or hand-held tester.

OK:

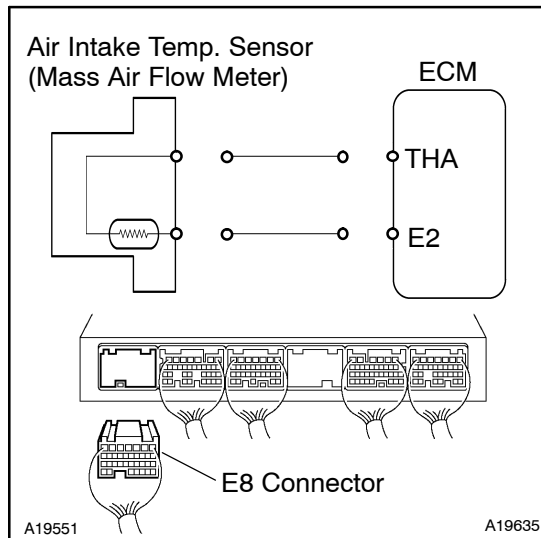
Temperature value: -40°C (-40°F)

OK

Replace mass air flow meter.

NG

5 Check for short in harness or ECM.



PREPARATION:

- Remove the glove compartment door (See page [SF-60](#)).
- Disconnect the E8 connector from the ECM.
- Turn the ignition switch ON.

HINT:

The mass air flow meter connector is disconnected.

- Turn the ignition switch ON.

CHECK:

Read the temperature value on the OBD II scan tool or hand-held tester.

OK:

Temperature value: -40°C (-40°F)

OK

Repair or replace harness or connector.

NG

Check and replace ECM (See page [IN-36](#)).