DTC	P0101	MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE PROBLEM

CIRCUIT DESCRIPTION

Refer to DTCs P0100 on page 05–51.

DTC No.	DTC Detection Condition	Trouble Area
P0101	After engine is warmed up, conditions (a), (b), (c) and (d) continue for more than 10 sec (2 trip detection logic): (a) Throttle valve is fully closed (b) Voltage output of MAF meter is more than 2.2 V (c) ECT is more than 70°C (d) Engine speed is less than 900 rpm	• MAF meter
P0101	Conditions (a), (b) and (c) continue for more than 6 sec (2 trip detection logic): (a) Engine speed is more than 0 rpm (b) VTA is more than 0.1 V (c) Voltage output of MAF meter is less than 0.25 V	• MAF meter

WIRING DIAGRAM

Refer to DTC P0100 on page 05–27.

INSPECTION PROCEDURE

HINT:

Read freeze frame data using the hand–held tester. 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	CHECK OTHER DTC OUTPUT (IN ADDITION TO DTC P0101)

(a) Read the DTC using the hand–held tester.

Result:

Display (DTC Output)	Proceed to
P0101 and other DTCs are output	A
Only P0101 is output	B

HINT:

If any other codes besides P0101 are output, perform the troubleshooting for those codes first.

B → **REPLACE MASS AIR FLOW METER**

A

GO TO RELEVANT DTC CHART (See page 05–27)