DI3OW–16

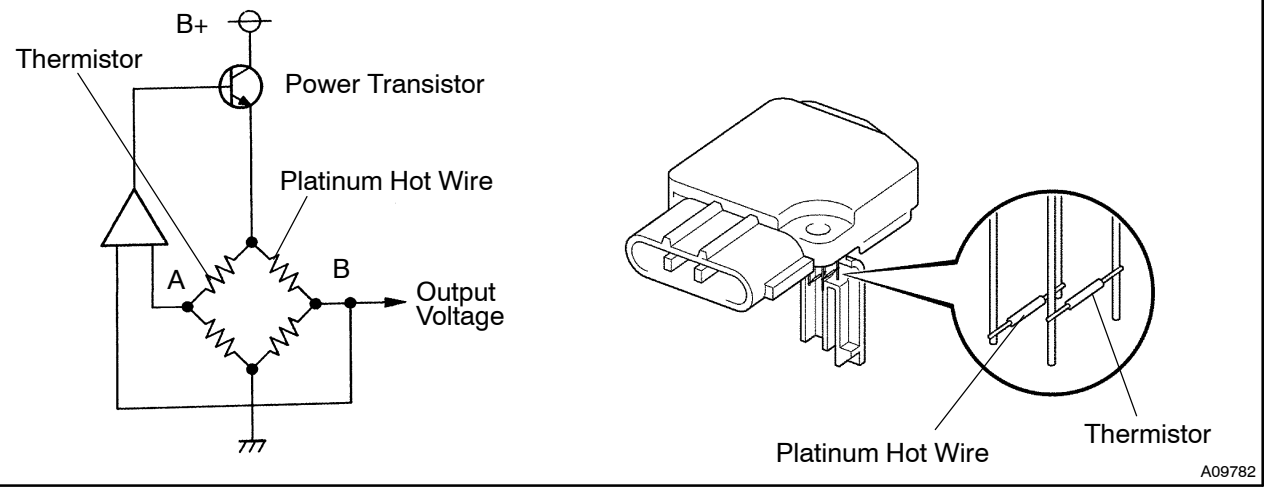
# CIRCUIT INSPECTION

| DTC | P0100/31* | Air Flow Meter Circuit |
|---|---|---|

HINT:
*: Only for Europe

## CIRCUIT DESCRIPTION

The air flow meter uses a platinum hot wire. The hot wire air flow meter consists of a platinum hot wire, thermistor and a control circuit installed in a plastic housing. The hot wire air flow meter works on the principle that the hot wire and thermistor, located in the intake air bypass of the housing, detect changes in the intake air temperature.
The hot wire is maintained at the set temperature by controlling the current flow through the hot wire. This current flow is then measured as the output voltage of the air flow meter.
The circuit is constructed so that the platinum hot wire and thermistor provide a bridge circuit with the power transistor controlled so that the potential of A and B remains equal to maintain the set temperature.

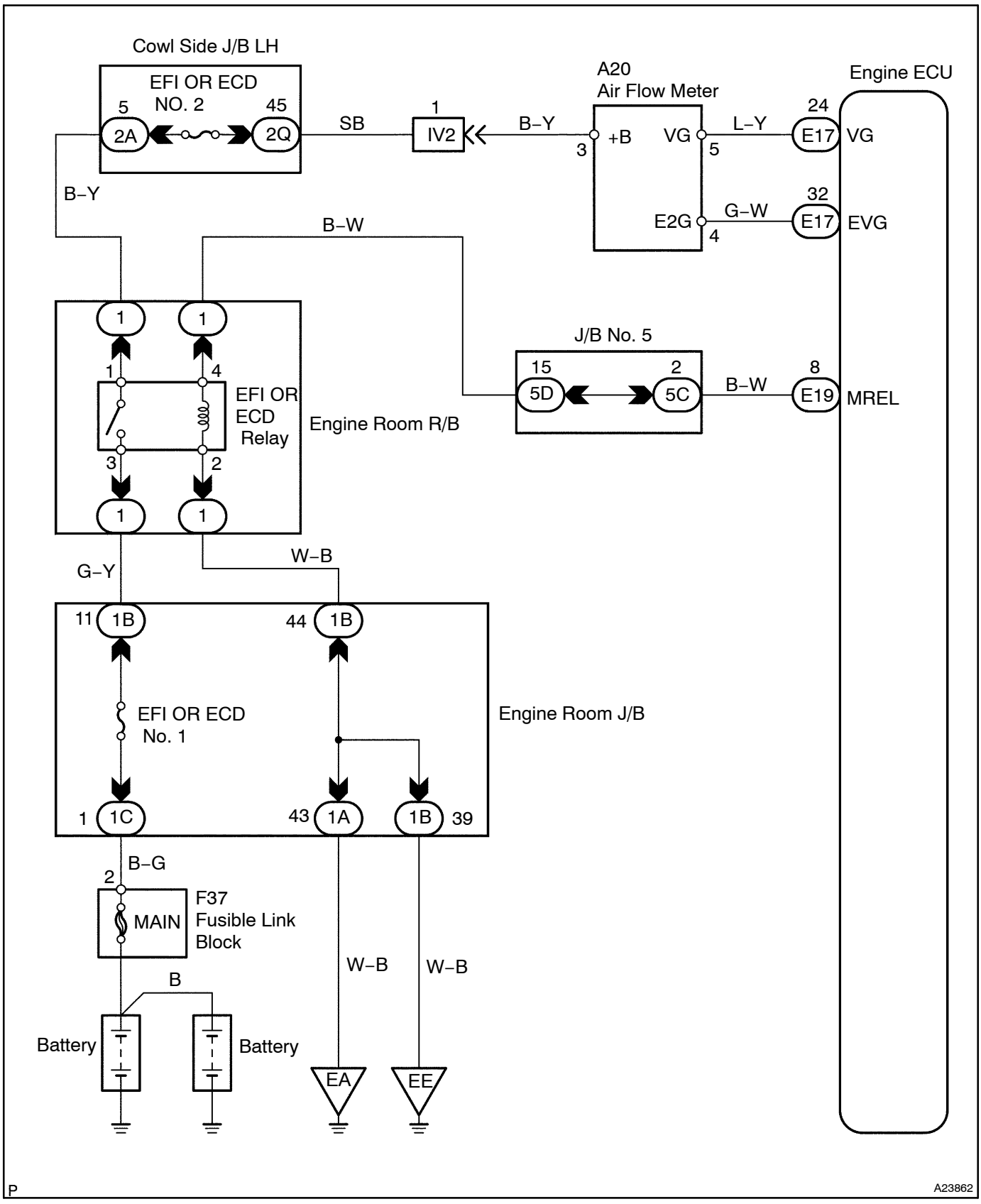



| DTC No. | DTC Detection Condition | Trouble Area |
|---|---|---|
| P0100/31 | Open or short in air flow meter circuit with more than 3 sec. | • Open or short in air flow meter circuit<br>• Air flow meter<br>• Engine ECU |

HINT:
When DTC P0100/31 is detected, check the airflow ratio by entering the following menus on the intelligent tester II: Powertrain / Engine and ECT / Data List / MAF.

| Air Flow Value (gm/sec.) | Malfunction |
|---|---|
| Approx. 0.0 | • Air flow meter power source circuit open<br>• VG circuit open or short |
| 184.0 or more | • EVG circuit open |

# WIRING DIAGRAM



## INSPECTION PROCEDURE

HINT:

Read freeze frame data using the intelligent tester II. 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, and other data from the time the malfunction occurred.

### When using intelligent tester II:

| | |
|---|---|
| 1 | **Connect intelligent tester II, and read value of air flow rate.** |

**PREPARATION:**

(a) Connect the intelligent tester II to the DLC3.
(b) Turn the ignition switch ON and push the intelligent tester II main switch ON.
(c) Start the engine.

**CHECK:**

Read the air flow rate on the intelligent tester II.

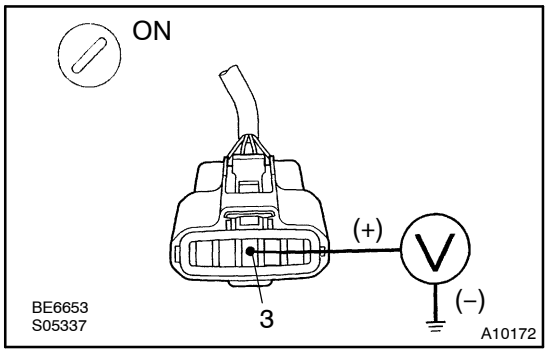
**RESULT:**

| – | Type I | Type II |
|---|---|---|
| Air Flow Rata (gm/sec.) | 0.0 | 271.0 or more |

**Type I** → **Go to step 2.**

**Type II** → **Go to step 5.**

| | |
|---|---|
| 2 | **Check voltage of air flow meter power source.** |




**PREPARATION:**

(a) Disconnect the air flow meter connector.
(b) Turn the ignition switch ON.

**CHECK:**

Measure the voltage between terminal 3 of the air flow meter connector and body ground.

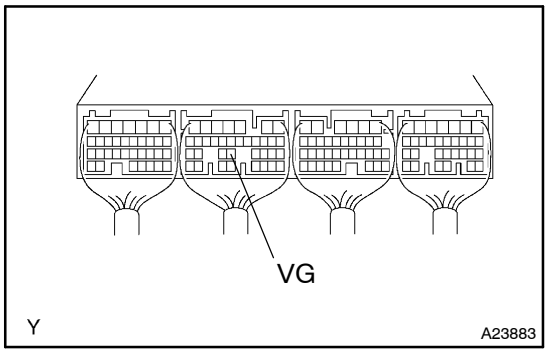
**OK:**

**Voltage: 9 to 14 V**

**NG** → **Check for open in harness and connector between EFI OR ECD relay and air flow meter (See page IN–19).**

**OK**

| 3 | Check voltage between terminals VG of engine ECU connector and body ground. |
|---|---|




**PREPARATION:**

(a) Remove the glove compartment door.

(b) Start the engine.

**CHECK:**

Measure the voltage between terminal VG of the engine ECU connector and body ground while the engine is idling.

**OK:**

**Voltage:**

**0.2 to 4.9 V (Neutral position and A/C switch OFF)**

| OK | Check and replace engine ECU (See page IN–19). |
|---|---|

NG

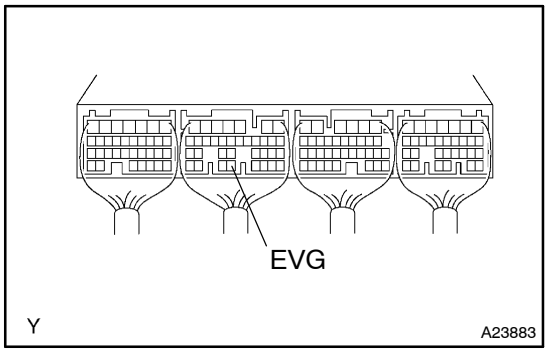
| 4 | Check for open and short in harness and connector between air flow meter and engine ECU (See page IN–19). |
|---|---|

| NG | Repair or replace harness or connector. |
|---|---|

OK

Replace air flow meter.

| 5 | Check resistance between terminal EVG of engine ECU connector and body ground. |
|---|---|




**PREPARATION:**
Remove the glove compartment door.
**CHECK:**
Check the resistance between terminal EVG of the engine ECU connector and body ground.
**OK:**
**Resistance: Below 1 Ω**

**NG** → **Check and replace engine ECU (See page IN–19).**

**OK**

| 6 | Check for open in harness and connector between air flow meter and engine ECU (See page IN–19). |
|---|---|

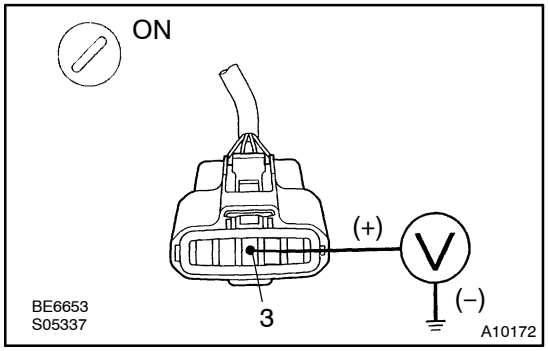
**NG** → **Repair or replace harness or connector.**

**OK**

**Replace air flow meter.**

## When not using intelligent tester II:

| | |
|---|---|
| 1 | **Check voltage of air flow meter power source.** |




**PREPARATION:**

(a) Disconnect the air flow meter connector.

(b) Turn the ignition switch ON.

**CHECK:**

Measure the voltage between terminal 3 of the air flow meter connector and body ground.

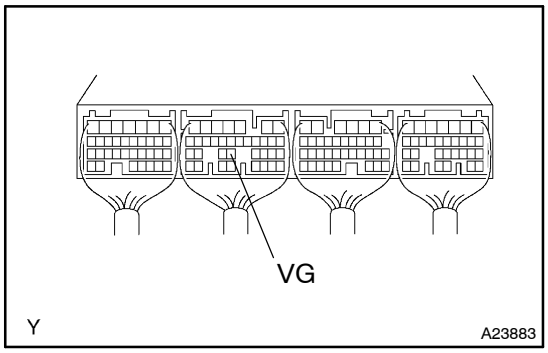
**OK:**

**Voltage: 9 to 14 V**

| | |
|---|---|
| NG | **Check for open in harness and connector between EFI OR ECD relay and air flow meter (See page IN–19).** |

**OK**

| | |
|---|---|
| 2 | **Check voltage between terminals VG of engine ECU connector and body ground.** |




**PREPARATION:**

(a) Remove the glove compartment door.

(b) Start the engine.

**CHECK:**

Measure the voltage between terminal VG of the engine ECU connector and body ground while the engine is idling.

**OK:**

**Voltage:**

**0.2 to 4.9 V (Neutral position and A/C switch OFF)**

| | |
|---|---|
| OK | **Check and replace engine ECU (See page IN–19).** |

**NG**

| | |
|---|---|
| 3 | **Check for open in harness and connector between air flow meter and engine ECU (See page IN–19).** |

**NG** → **Repair or replace harness or connector.**

**OK**

**Replace air flow meter.**