

FUEL SYSTEM (Programmed Fuel Injection)

3. IAT Sensor Output Line Short Circuit Inspection

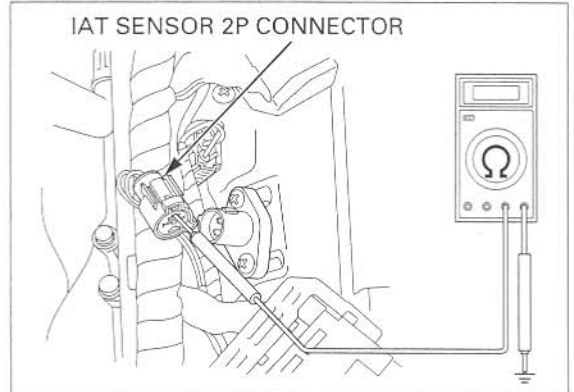
Check for continuity between the IAT sensor 2P connector terminal of the wire harness side and ground.

Connection: Gray/blue – Ground

Is there continuity?

YES – Short circuit in Gray/blue wire

NO – Replace the ECM with a known good one, and recheck



DTC 9-2 (IAT SENSOR HIGH VOLTAGE)

- Before starting the inspection, check for loose or poor contact on the IAT sensor connector and recheck the DTC.

1. IAT Sensor System Inspection

Turn the ignition switch ON and engine stop switch "Q".

Check the IAT sensor with the HDS.

Is about 5 V indicated?

YES – GO TO STEP 2.

NO –

- Intermittent failure
- Loose or poor contact on the IAT sensor connector

2. IAT Sensor Inspection

Turn the ignition switch OFF.

Disconnect the IAT sensor 2P connector. Connect the IAT sensor terminals with a jumper wire.

Connection: Gray/blue – Green/orange

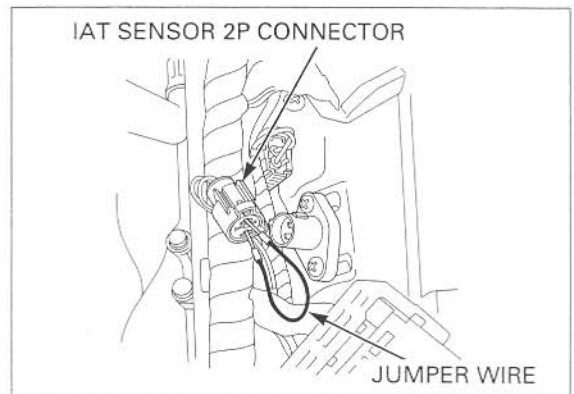
Turn the ignition switch ON and engine stop switch "Q".

Check the IAT sensor with the HDS.

Is about 0 V indicated?

YES – Faulty IAT sensor

NO – GO TO STEP 3.



3. IAT Sensor Output Line Inspection

Disconnect the ECM 32P connectors. Check for continuity at the Gray/blue and Green/orange wire between the IAT sensor 2P connector terminals and the ECM 32P (Light gray) connector.

Connection: B17 – Gray/blue
B30 – Green/orange

Are there continuity?

YES – Replace the ECM with a known good one, and recheck.

NO –

- Open circuit in Gray/blue wire
- Open circuit in Green/orange wire

