MIL 9 BLINKS (IAT SENSOR)

- Before starting the inspection, check for loose or poor contact on the IAT sensor 2P (Gray) connector and recheck the MIL blinking.

1. IAT Sensor Output Voltage Inspection

Turn the ignition switch OFF.
Connect the ECM test harness to ECM connectors (page 6-11).

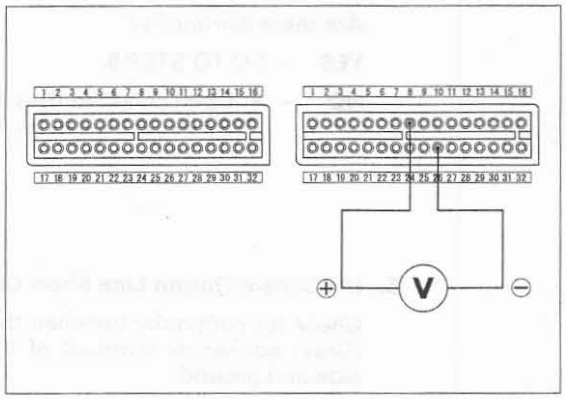
Turn the ignition switch ON and engine stop switch " ⟳ ".
Measure the voltage at the test harness terminals.

Connection: B8 (+) –B26 (–)
Standard: 2.7 – 3.1 V (20°C/68°F)

Is the voltage within 2.7 – 3.1 V?

YES – • Intermittent failure
• Loose or poor contact on the ECM connectors

NO – GO TO STEP 2.



2. IAT Sensor Input Voltage Inspection

Turn the ignition switch OFF.
Disconnect the IAT sensor 2P (Gray) connector.

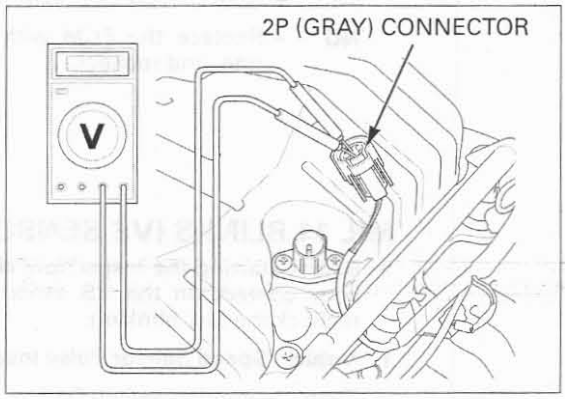
Turn the ignition switch ON and engine stop switch " ⟳ ".
Measure the voltage at the wire harness side of IAT sensor connector.

Connection: Gray/blue – Gray/black

Is the voltage within 4.75 – 5.25V?

YES – GO TO STEP 3.

NO – GO TO STEP 4.



3. IAT Sensor Resistance Inspection

Turn the ignition switch OFF.
Disconnect the IAT sensor 2P (Gray) connector.

Measure the resistance at the IAT sensor terminals (at 20 – 30°C/68 – 86°F).

Standard: 1 – 4 kΩ (20 – 30°C/68 – 86°F)

Is the resistance within 1 – 4 kΩ?

NO – Faulty IAT sensor.

YES – GO TO STEP 4.