

All	GO to Pinpoint Test DC .
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P010E - Mass Or Volume Air Flow Sensor B Circuit Intermittent/Erratic

Description:	This DTC sets when a concern exists in the MAF21 circuit, or the air tube containing the mass airflow bank 2, sensor 1 (MAF21), causing an incorrect sensor output reading.		
Possible Causes:	<ul style="list-style-type: none"> • MAF21 circuit intermittent open • MAF21 circuit intermittent short to voltage 		
Diagnostic Aids:	Check the mass airflow bank 2, sensor 1/intake air temperature bank 2, sensor 1 (MAF21/IAT21) tube for air leaks.		
Application	Key On Engine Off	Key On Engine Running	Continuous Memory
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P010F - Mass Or Volume Air Flow Sensor A/B Correlation

Description:	This DTC sets when the MAF11 value combined with the MAF21 value is within an expected range for the current operating conditions, and the MAF11 value is greater than or less than the MAF21 value.		
Possible Causes:	<ul style="list-style-type: none"> • Intake air system restriction • Air filter restriction • Damaged MAF11 sensor • Damaged MAF21 sensor 		
Diagnostic Aids:			
Application	Key On Engine Off	Key On Engine Running	Continuous Memory
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P0111 - Intake Air Temperature Sensor 1 Circuit Range/Performance (Bank 1)

For GTDI			
Description:	<p>This DTC sets when the intake air temperature (IAT) sensor value does not correlate with the charge air cooler temperature (CACT) sensor value or the intake air temperature 2 (IAT2) sensor value at ignition ON after a calibrated soak period (typically 6 to 8 hours).</p> <p>If the IAT2 sensor is not present, the engine coolant temperature (ECT) sensor value or the cylinder head temperature (CHT) sensor value is used for the rationality test.</p> <p>This DTC also sets if the IAT sensor value exceeds the maximum calibrated temperature threshold while driving.</p>		
Possible Causes:	<ul style="list-style-type: none"> • Slow responding IAT sensor • Damaged IAT sensor 		
Diagnostic Aids:	The IAT sensor is located on the air filter housing.		
For All Others			
Description:	<p>This DTC sets when the intake air temperature (IAT) sensor value does not correlate with the engine coolant temperature (ECT) sensor value or the cylinder head temperature (CHT) sensor value at ignition ON after a calibrated soak period (typically 6 to 8 hours).</p> <p>This DTC also sets if the IAT sensor value exceeds the maximum calibrated temperature threshold while</p>		

	driving.		
Possible Causes:	<ul style="list-style-type: none"> • Damaged IAT sensor 		
Diagnostic Aids:	Make sure the IAT reading and the other temperature sensor readings are similar when the engine is cold.		
Application	Key On Engine Off	Key On Engine Running	Continuous Memory
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P0112 - Intake Air Temperature Sensor 1 Circuit Low (Bank 1)

Description:	This DTC sets when the intake air temperature (IAT) sensor signal is less than the self-test minimum.		
Possible Causes:	<ul style="list-style-type: none"> • IAT circuit short to ground • Damaged IAT sensor • Incorrect harness connection 		
Diagnostic Aids:	An IAT sensor PID reading less than the self-test minimum with ignition ON engine OFF or during any engine operating mode indicates a concern is present.		
Application	Key On Engine Off	Key On Engine Running	Continuous Memory
All	GO to Pinpoint Test <u>DA</u> .		

P0113 - Intake Air Temperature Sensor 1 Circuit High (Bank 1)

Description:	This DTC sets when the intake air temperature (IAT) sensor signal is greater than the self-test maximum.		
Possible Causes:	<ul style="list-style-type: none"> • IAT circuit open • IAT circuit short to voltage • Damaged IAT sensor • Incorrect harness connection 		
Diagnostic Aids:	An IAT sensor PID reading greater than self-test maximum with the ignition ON engine OFF or during any engine operating mode indicates a concern is present.		
Application	Key On Engine Off	Key On Engine Running	Continuous Memory
All	GO to Pinpoint Test <u>DA</u> .		

P0114 - Intake Air Temperature Sensor 1 Intermittent/Erratic (Bank 1)

Description:	This DTC sets when the intake air temperature (IAT sensor signal was intermittent during the comprehensive component monitor (CCM).		
Possible Causes:	<ul style="list-style-type: none"> • IAT circuit intermittent open • IAT circuit intermittent short to voltage • IAT circuit intermittent short to ground • Damaged IAT sensor • Damaged harness connector • Damaged harness 		
Diagnostic Aids:	Monitor the IAT sensor value on a scan tool. Look for sudden changes in the reading when the harness is wiggled or the sensor is tapped.		
Application	Key On Engine Off	Key On Engine Running	Continuous Memory
All	GO to Pinpoint Test <u>DA</u> .		