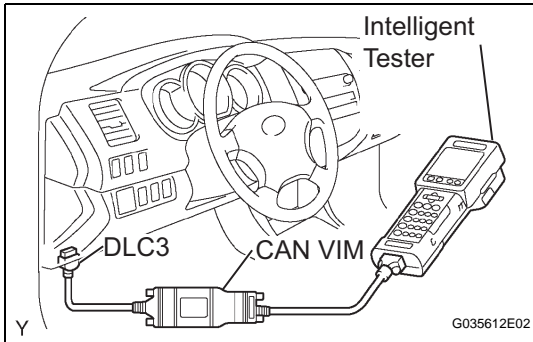# MASS AIR FLOW METER

ON-VEHICLE INSPECTION

NOTICE:
- **Perform the MAF meter inspection according to the procedures below.**
- **Only replace the MAF meter when both the LONG FT#1 value and MAF value in the DATA LIST (with the engine stopped) are not within the normal operating range.**

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1. **INSPECT MASS AIR FLOW METER**
   (a) Perform confirmation driving pattern.
      (1) Connect the intelligent tester to the DLC3.
      (2) Turn the ignition switch ON.
      (3) Turn the tester ON.
      (4) Clear the DTCs (see page ES-38).
      (5) Start the engine and warm it up with all accessory switches OFF (until the engine coolant temperature is 75°C (167°F) or more).
      (6) Drive the vehicle at 50 km/h (31 mph) or more for 3 or more *1.
      (7) Let the engine idle (accelerator pedal fully released) for 2 minutes or more *2.
      (8) Perform steps *1 and *2 at least 3 times.
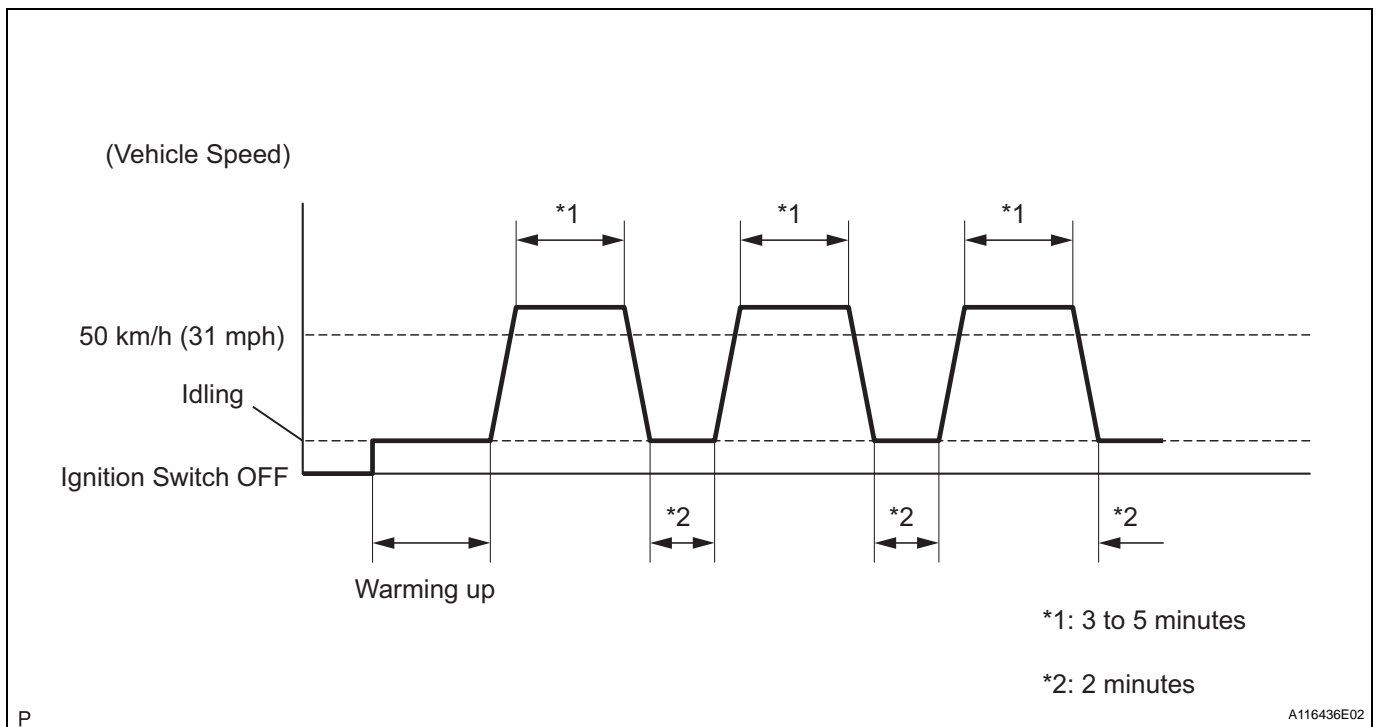
(b) Read value using intelligent tester (LONG FT#1).
   (1) Select the following menu items: DIAGNOSIS / ENHANCED OBD II / DATA LIST / PRIMARY / LONG FT#1.
   (2) Read the values displayed on the tester.
      Standard value:
      Within -15 to +15 %

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If the result is not within the specified range, perform the inspection below.

(c) Read value using intelligent tester (MAF).

NOTICE:
- **Turn off the engine.**
- **Perform the inspection with the vehicle indoors and on a level surface.**
- **Perform the inspection of the MAF meter while it is installed to the air cleaner case (installed to the vehicle).**
- **During the test, do not use the exhaust air duct to perform suction on the exhaust pipe.**

(1) Turn the ignition switch to ACC.
(2) Turn the ignition switch ON (do not run the engine).
(3) Turn the tester ON.
(4) Select the following menu items: DIAGNOSIS / ENHANCED OBD II / DATA LIST / PRIMARY / MAF.
(5) Wait 30 seconds, and read the values on the intelligent tester.

   Standard condition:
   Less than 0.72 g/s
   - If the result is not as specified, replace the MAF meter.
   - If the result is within the specified range, inspect the cause of the extremely rich or lean air fuel ratio (see page ES-146).