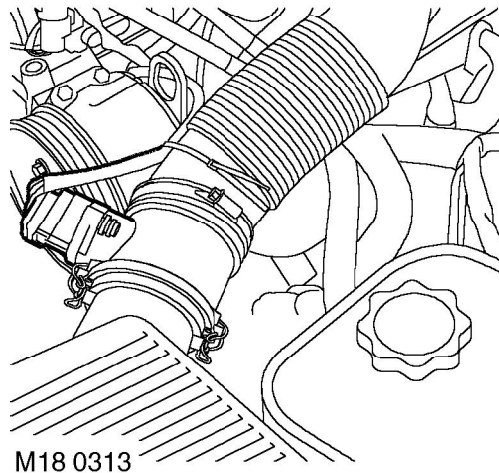




Should a malfunction occur, the following fault codes may be evident and can be retrieved by TestBook:

P code	J2012 description	Land Rover description
P1117	Radiator outlet temperature thermister low	Thermostat reading below -33 °C (-27 °F)
P1118	Radiator outlet temperature thermister high	Thermostat reading above 140 °C (284 °F)
P0126	Engine thermostat defective	Difference in radiator and engine coolant temperatures too small

Mass Air Flow (MAF)/ Inlet Air Temperature (IAT) sensor (C0149)



The MAF/ IAT sensors are combined into a single unit and located between the air filter housing and the inlet manifold. The ECM receives input signals from the MAF/ IAT sensor to calculate the mass of air flowing into the engine inlet manifold.

Input/Output

The MAF sensor has both electrical input and output. Input to the MAF sensor comes from two different sources. Battery voltage is supplied to the MAF sensor via fuse 2 of the engine compartment fuse box. The MAF sensor also utilises a 5 volt reference input via pin 7 of connector C0636 of the ECM. The MAF sensor output voltage is measured via pin 23 of connector C0636 of the ECM.

The IAT sensor has only electrical output. Output from the IAT sensor is measured at pin 34 of connector C0636 of the ECM, this is a variable voltage/ resistance measured by the sensor to provide air temperature information to the ECM.

The MAF/ IAT sensor share the same sensor earth. Sensor earth is via pin 9 of connector C0636 of the ECM.

The MAF/ IAT sensor and its connector has silver plated terminals for its low current signals to protect against corrosion. **DO NOT** apply 12V to the 5V supply, as this will destroy the internal circuitry. The MAF/IAT sensor should not be dropped or roughly handled and should be kept free from contamination.