SECTION MANUAL AIR CONDITIONER

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SERVICE INFORMATION PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

Precaution for Working with HFC-134a (R-134a)

WARNING:

- CFC-12 (R-12) refrigerant and HFC-134a (R-134a) refrigerant are not compatible. If the refrigerants are mixed compressor failure is likely to occur. Refer to <u>MTC-3</u>, <u>"Contaminated Refrigerant"</u>. To determine the purity of HFC-134a (R-134a) in the vehicle and recovery tank, use refrigerant recovery/ recycling equipment and refrigerant identifier.
- Use only specified oil for the HFC-134a (R-134a) A/C system and HFC-134a (R-134a) components. If oil other than that specified is used, compressor failure is likely to occur.
- The specified HFC-134a (R-134a) oil rapidly absorbs moisture from the atmosphere. The following handling precautions must be observed:
- When removing refrigerant components from a vehicle, immediately cap (seal) the component to minimize the entry of moisture from the atmosphere.
- When installing refrigerant components to a vehicle, do not remove the caps (unseal) until just before connecting the components. Connect all refrigerant loop components as quickly as possible to minimize the entry of moisture into system.
- Only use the specified oil from a sealed container. Immediately reseal containers of oil. Without proper sealing, oil will become moisture saturated and should not be used.
- Avoid breathing A/C refrigerant and oil vapor or mist. Exposure may irritate eyes, nose and throat. Remove HFC-134a (R-134a) from the A/C system using certified service equipment meeting requirements of SAE J2210 [HFC-134a (R-134a) recycling equipment] or J2209 [HFC-134a (R-134a) recycling equipment]. If accidental system discharge occurs, ventilate work area before resuming service. Additional health and safety information may be obtained from refrigerant and oil manufacturers.
- Do not allow refrigerant oil to come in contact with styrofoam parts. Damage may result.

Contaminated Refrigerant

If a refrigerant other than pure HFC-134a (R-134a) is identified in a vehicle, your options are:

- Explain to the customer that environmental regulations prohibit the release of contaminated refrigerant into the atmosphere.
- Explain that recovery of the contaminated refrigerant could damage your service equipment and refrigerant supply.
- Suggest the customer return the vehicle to the location of previous service where the contamination may have occurred.
- If you choose to perform the repair, recover the refrigerant using only **dedicated equipment and contain**ers. Do not recover contaminated refrigerant into your existing service equipment. If your facility does

< SERVICE INFORMATION >

not have dedicated recovery equipment, you may contact a local refrigerant product retailer for available service. This refrigerant must be disposed of in accordance with all federal and local regulations. In addition, replacement of all refrigerant system components on the vehicle is recommended.

• If the vehicle is within the warranty period, the air conditioner warranty is void. Please contact NISSAN Customer Affairs for further assistance.

General Refrigerant Precaution

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WARNING:

- Do not release refrigerant into the air. Use approved recovery/recycling equipment to capture the refrigerant every time an air conditioning system is discharged.
- Always wear eye and hand protection (goggles and gloves) when working with any refrigerant or air conditioning system.
- Do not store or heat refrigerant containers above 52°C (125°F).
- Do not heat a refrigerant container with an open flame; if container warming is required, place the bottom of the container in a warm pail of water.
- Do not intentionally drop, puncture, or incinerate refrigerant containers.
- Keep refrigerant away from open flames: poisonous gas will be produced if refrigerant burns.
- Refrigerant will displace oxygen, therefore be certain to work in well ventilated areas to prevent suffocation.
- Do not pressure test or leak test HFC-134a (R-134a) service equipment and/or vehicle air conditioning systems with compressed air during repair. Some mixtures of air and HFC-134a (R-134a) have been shown to be combustible at elevated pressures. These mixtures, if ignited, may cause injury or property damage. Additional health and safety information may be obtained from refrigerant manufacturers.

Precaution for Leak Detection Dye

• The A/C system contains a fluorescent leak detection dye used for locating refrigerant leaks. An ultraviolet (UV) lamp is required to illuminate the dye when inspecting for leaks.

- Always wear fluorescence enhancing UV safety glasses to protect your eyes and enhance the visibility of the fluorescent dye.
- The fluorescent dye leak detector is not a replacement for an electronic refrigerant leak detector. The fluorescent dye leak detector should be used in conjunction with an electronic refrigerant leak detector (J-41995).
- For your safety and the customer's satisfaction, read and follow all manufacturer's operating instructions and precautions prior to performing work.
- A compressor shaft seal should not be repaired because of dye seepage. The compressor shaft seal should only be repaired after confirming the leak with an electronic refrigerant leak detector (J-41995).
- Always remove any dye from the leak area after repairs are complete to avoid a misdiagnosis during a future service.
- Do not allow dye to come into contact with painted body panels or interior components. If dye is spilled, clean immediately with the approved dye cleaner. Fluorescent dye left on a surface for an extended period of time **cannot be removed**.
- Do not spray the fluorescent dye cleaning agent on hot surfaces (engine exhaust manifold, etc.).
- Do not use more than one refrigerant dye bottle (1/4 ounce / 7.4 cc) per A/C system.
- Leak detection dyes for HFC-134a (R134a) and CFC-12 (R-12) A/C systems are different. Do not use HFC-134a (R134a) leak detection dye in CFC-12 (R-12) A/C systems or CFC-12 (R-12) leak detection dye in HFC-134a (R134a) A/C systems or A/C system damage may result.
- The fluorescent properties of the dye will remain for over three (3) years unless a compressor failure occurs.

A/C Identification Label

Vehicles with factory installed fluorescent dye have an identification label on the underside of hood.

Precaution for Refrigerant Connection

A new type refrigerant connection has been introduced to all refrigerant lines except the following locations.

- Expansion valve to cooling unit
- Evaporator pipes to evaporator (inside cooling unit)
- Refrigerant pressure sensor

FEATURES OF NEW TYPE REFRIGERANT CONNECTION

MTC-4

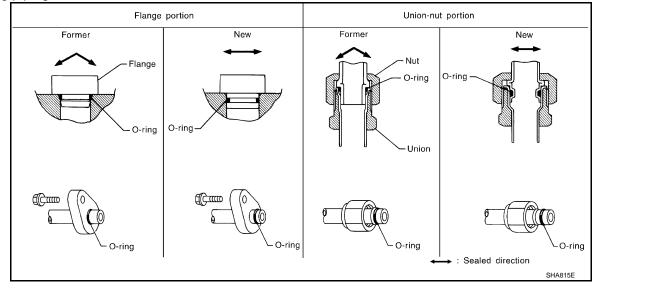
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- The O-ring has been relocated. It has also been provided with a groove for proper installation. This reduces the possibility of the O-ring being caught in, or damaged by, the mating part. The sealing direction of the O-ring is now set vertically in relation to the contacting surface of the mating part to improve sealing characteristics.
- The reaction force of the O-ring will not occur in the direction that causes the joint to pull out, thereby facilitating piping connections.



O-RING AND REFRIGERANT CONNECTION

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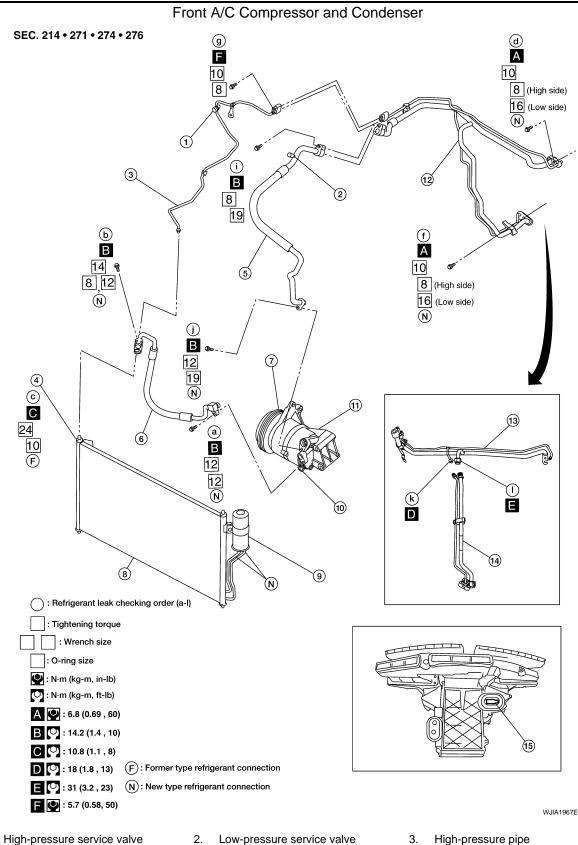
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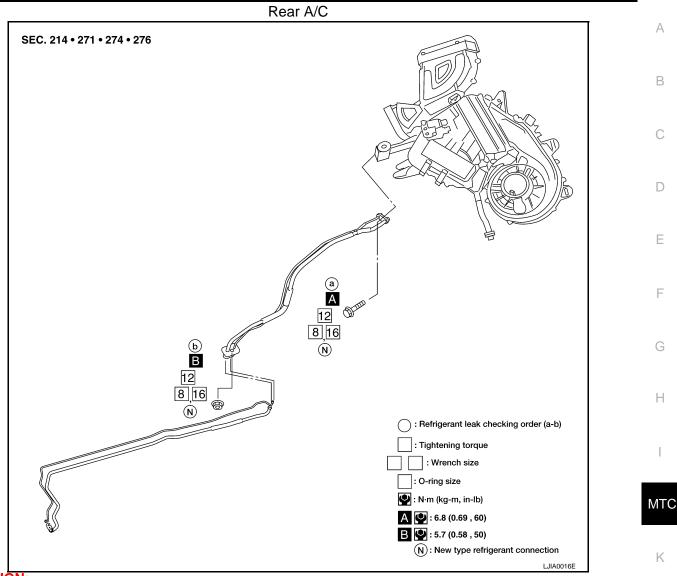


- 1. Refrigerant pressure sensor 4.
- Shaft seal 7.
- 10. Pressure relief valve
- 13. High/low pressure pipe upper (service)
- 2. Low-pressure service valve
- 5. Low-pressure flexible hose
- 8. Condenser
- 11. Compressor
- 14 High/low pressure pipe - lower (service)

- High-pressure pipe
- 6. High-pressure flexible hose
- Liquid tank 9.
- High/low pressure pipe (production) 12.
- 15 Expansion valve (front)



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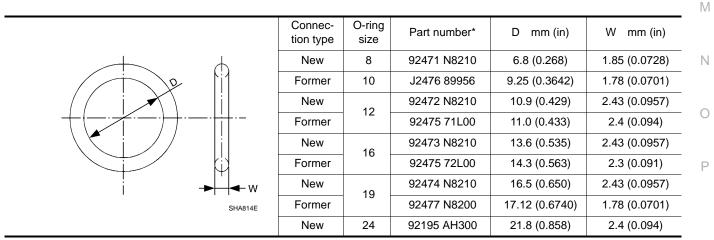


CAUTION:

The new and former refrigerant connections use different O-ring configurations. Do not confuse Orings since they are not interchangeable. If a wrong O-ring is installed, refrigerant will leak at or around the connection.

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O-Ring Part Numbers and Specifications



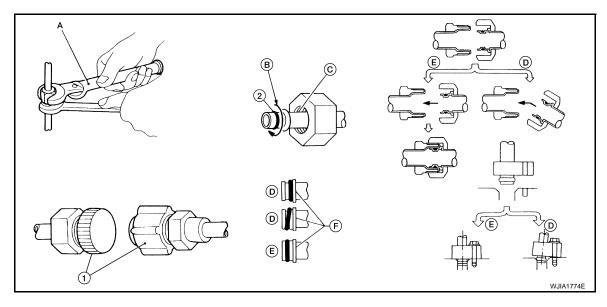
*: Always check with the Parts Department for the latest parts information.

WARNING:

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Make sure all refrigerant is discharged into the recycling equipment and the pressure in the system is less than atmospheric pressure. Then gradually loosen the discharge side hose fitting and remove it. **CAUTION:**

- When replacing or cleaning refrigerant cycle components, observe the following.
- When the compressor is removed, store it in the same position as it is when mounted on the car. Failure to do so will cause oil to enter the low pressure chamber.
- When connecting tubes, always use a torgue wrench and a back-up wrench.
- After disconnecting tubes, immediately plug all openings to prevent entry of dirt and moisture.
- When installing an air conditioner in the vehicle, connect the pipes as the final stage of the operation. Do not remove the seal caps of pipes and other components until just before required for connection.
- Allow components stored in cool areas to warm to working area temperature before removing seal caps. This prevents condensation from forming inside A/C components.
- Thoroughly remove moisture from the refrigeration system before charging the refrigerant.
- Always replace used O-rings.
- When connecting tube, apply oil to circle of the O-rings shown in illustration. Be careful not to apply oil to threaded portion.
- O-ring must be closely attached to dented portion of tube.
- When replacing the O-ring, be careful not to damage O-ring and tube.
- Connect tube until you hear it click, then tighten the nut or bolt by hand until snug. Make sure that the O-ring is installed to tube correctly.
- After connecting line, conduct leak test and make sure that there is no leakage from connections. When the gas leaking point is found, disconnect that line and replace the O-ring. Then tighten connections of seal seat to the specified torque.



- Plug 1.
- Apply oil Β.

- O-ring 2.
 - Do not apply oil to threads
- Torque wrench Α.
- NG (no good) D.

E. OK (okay)

- C. F. Inflated portion
- Precaution for Service of Compressor

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- Plug all openings to prevent moisture and foreign matter from entering.
- When the compressor is removed, store it in the same position as it is when mounted on the car.
- When replacing or repairing compressor, follow "Maintenance of Oil Quantity in Compressor" exactly. Refer to MTC-19, "Maintenance of Oil Quantity in Compressor".
- Keep friction surfaces between clutch and pulley clean. If the surface is contaminated with oil, wipe it off by using a clean waste cloth moistened with thinner.
- After compressor service operation, turn the compressor shaft by hand more than 5 turns in both directions. This will equally distribute oil inside the compressor. After the compressor is installed, let the engine idle and operate the compressor for 1 hour.
- After replacing the compressor magnet clutch, apply voltage to the new one and check for normal operation. Refer to ATC-164, "Removal and Installation for Compressor Clutch".

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Precaution for Service Equipment

RECOVERY/RECYCLING EQUIPMENT

Follow the manufacturer's instructions for machine operation and machine maintenance. Never introduce any refrigerant other than that specified into the machine.

ELECTRONIC LEAK DETECTOR

Follow the manufacturer's instructions for tester operation and tester maintenance.

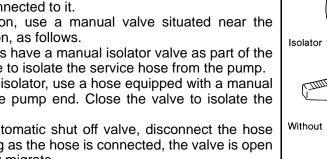
VACUUM PUMP

The oil contained inside the vacuum pump is not compatible with the specified oil for HFC-134a (R-134a) A/C systems. The vent side of the vacuum pump is exposed to atmospheric pressure so the vacuum pump oil may migrate out of the pump into the service hose. This is possible when the pump is switched off after evacuation (vacuuming) and hose is connected to it.

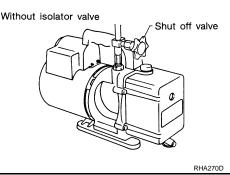
To prevent this migration, use a manual valve situated near the hose-to-pump connection, as follows.

- Usually vacuum pumps have a manual isolator valve as part of the pump. Close this valve to isolate the service hose from the pump.
- For pumps without an isolator, use a hose equipped with a manual shut-off valve near the pump end. Close the valve to isolate the hose from the pump.
- If the hose has an automatic shut off valve, disconnect the hose from the pump: as long as the hose is connected, the valve is open and lubricating oil may migrate.

Some one-way valves open when vacuum is applied and close under a no vacuum condition. Such valves may restrict the pump's ability to pull a deep vacuum and are not recommended.



With isolator valve Hose fittings: 1/2"-16ACME Isolator valve Open Close



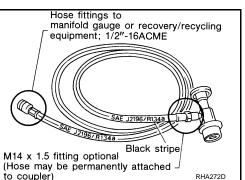
MANIFOLD GAUGE SET

Be certain that the gauge face indicates HFC-134a (R-134a) Make sure the gauge set has 1/2"-16 ACME threaded connections for service hoses. Confirm the set has been used only with refrigerant HFC-134a (R-134a) along with specified oil.

1/2"-16ACME SHA533D

SERVICE HOSES

Be certain that the service hoses display the markings described (colored hose with black stripe). All hoses must include positive shutoff devices (either manual or automatic) near the end of the hoses opposite the manifold gauge.



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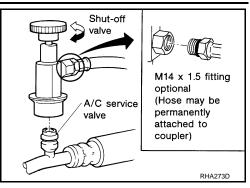
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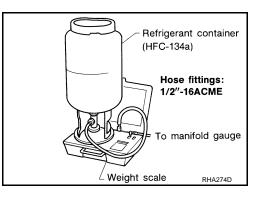
Never attempt to connect HFC-134a (R-134a) service couplers to a CFC-12 (R-12) A/C system. The HFC-134a (R-134a) couplers will not properly connect to the CFC-12 (R-12) system. If an improper connection is attempted, discharging and contamination may occur.

Shut-off valve rotation	A/C service valve
Clockwise	Open
Counterclockwise	Close



REFRIGERANT WEIGHT SCALE

Verify that no refrigerant other than HFC134a (R-134a) and specified oils have been used with the scale. If the scale controls refrigerant flow electronically, the hose fitting must be 1/2"-16 ACME.



CHARGING CYLINDER

Using a charging cylinder is not recommended. Refrigerant may be vented into air from cylinder's top valve when filling the cylinder with refrigerant. Also, the accuracy of the cylinder is generally less than that of an electronic scale or of quality recycle/recharge equipment.

< SERVICE INFORMATION >

PREPARATION

Special Service Tool

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(Kent-Moore No.)	Description	
Tool name		
—	Installing pulley	
(J-38873-A) Pulley installer		
LH	IA171	
KV99233130 (J-29884)	Removing pulley	
Pulley puller		
0-	IA172	

HFC-134a (R-134a) Service Tool and Equipment

Never mix HFC-134a refrigerant and/or its specified oil with CFC-12 (R-12) refrigerant and/or its oil. Separate and non-interchangeable service equipment must be used for handling each type of refrigerant/oil. Refrigerant container fittings, service hose fittings and service equipment fittings (equipment which handles refrigerant and/or oil) are different between CFC-12 (R-12) and HFC-134a (R-134a). This is to avoid mixed use of the refrigerants/oil.

Adapters that convert one size fitting to another must never be used refrigerant/oil contamination will occur and compressor failure will result.

Tool number (Kent-Moore No.) Tool name		Description
HFC-134a (R-134a) (—) Refrigerant	Бала 5-ИТ196	Container color: Light blue Container marking: HFC-134a (R- 134a) Fitting size: Thread size • large container 1/2"-16 ACME
— (—) NISSAN A/C System Oil Type S	NISSAN	Type: Poly alkylene glycol oil (PAG), type S Application: HFC-134a (R-134a) swash plate compressors (NISSAN only) Lubricity: 40 m ℓ (1.4 US fl oz, 1.4 Imp fl oz)
	S-NT197	

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Tool number (Kent-Moore No.) Tool name		Description
KV991J0130 (ACR2005-NI) ACR5 A/C Service Center	WJIA0293E	Refrigerant recovery, recycling and re charging
— (J-41995) Electronic refrigerant leak detector		Checking for refrigerant leaks (Power supply: DC 12V battery termi- nal)
	AHA281A	
(J-43926) Refrigerant dye leak detection kit Kit includes: (J-42220) UV lamp and UV safety goggles (J-41459) Refrigerant dye injector (J-41447) Quantity 24, 1/4 ounce bottles of HFC-134a (R-134a) fluorescent leak detection dye (J-43872) Refrigerant dye cleaner	UV lamp w/shield Refrigerant dye cleaner Refrigerant dye dentification labe (24 labels) NET MET Bues Bues Construction Refrigerant dye (24 bottles) Refrigerant dye (24 bottles) Refrigerant dye (24 bottles) Refrigerant d	Leak detection dye (Power supply: DC 12V battery termi- nal)
— (J-42220) Fluorescent dye leak detector		Checking for refrigerant leaks when flu orescent dye is installed in A/C system Includes: UV lamp and UV safety gog gles (Power supply: DC 12V battery termi- nal)
	SHA438F	
(J-41447) HFC-134a (R-134a) fluorescent leak detection dye (Box of 24, 1/4 ounce bottles)	Refrigerant dye (24 bottles)	Application: For HFC-134a (R-134a) PAG oil Container: 1/4 ounce (7.4cc) bottle (Includes self-adhesive dye identifica- tion labels for affixing to vehicle after charging system with dye.)
		For injecting 1/4 ounce of fluorescent leak detection dye into A/C system.
	GRV SHA440F	



< SERVICE INFORMATION >

Tool number (Kent-Moore No.) Tool name		Description
 (J-43872) Refrigerant dye cleaner	SHA441F	For cleaning dye spills.
 (J-39183-C) Manifold gauge set (with hoses and couplers)	RIA196E	Identification: • The gauge face indicates R-134a. Fitting size: Thread size • 1/2"-16 ACME
Service hoses: • (J-39500-72B) High side hose • (J-39500-72R) Low side hose • (J-39500-72Y) Utility hose	S-NT201	 Hose colors: Low side hose: Blue with black stripe High side hose: Red with black stripe Utility hose: Yellow with black stripe or green with black stripe Hose fitting to gauge: 1/2"-16 ACME
Service couplers: • (J-39500-20A) High side coupler • (J-39500-24A) Low side coupler	S-NT202	 Hose fitting to service hose: M14 x 1.5 fitting is optional or permanently attached.
 (J-39699) Refrigerant weight scale	S-NT200	For measuring of refrigerant Fitting size - thread size: • 1/2" - 16 ACME
 (J-39649) Vacuum pump (Including the isolator valve)	S-NT203	Capacity: • Air displacement: 4 CFM • Micron rating: 20 microns • Oil capacity: 482 g (17 oz) Fitting size: Thread size • 1/2"-16 ACME

Commercial Service Tool

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Tool number Tool name		Description
(J-41810-NI) Refrigerant identifier equipment (R- 134a)	RJA197E	For checking refrigerant purity and system contamination
Power tool	PIIB1407E	Loosening bolts and nuts

< SERVICE INFORMATION >

REFRIGERATION SYSTEM

Refrigerant Cycle

Refrigerant flow

The refrigerant flows in the standard pattern, that is, through the compressor, the condenser with liquid tank, through the front and rear evaporators, and back to the compressor. The refrigerant evaporation through the evaporator coils are controlled by a front and rear externally equalized expansion valves, located inside the front and rear evaporator cases.

Refrigerant System Protection

Refrigerant pressure sensor

The refrigerant system is protected against excessively high or low pressures by the refrigerant pressure sensor, located on the condenser. If the system pressure rises above or falls below the specifications, the refriger-Ε ant pressure sensor detects the pressure inside the refrigerant line and sends a voltage signal to the ECM. The ECM de-energizes the A/C relay to disengage the magnetic compressor clutch when pressure on the high pressure side detected by refrigerant pressure sensor is over about 2,746 kPa (28 kg/cm², 398 psi), or below about 120 kPa (1.22 kg/cm², 17.4 psi).

Pressure Relief Valve

The refrigerant system is also protected by a pressure relief valve, located in the rear head of the compressor. When the pressure of refrigerant in the system increases to an abnormal level [more than 2,990 kPa (30.5 kg/

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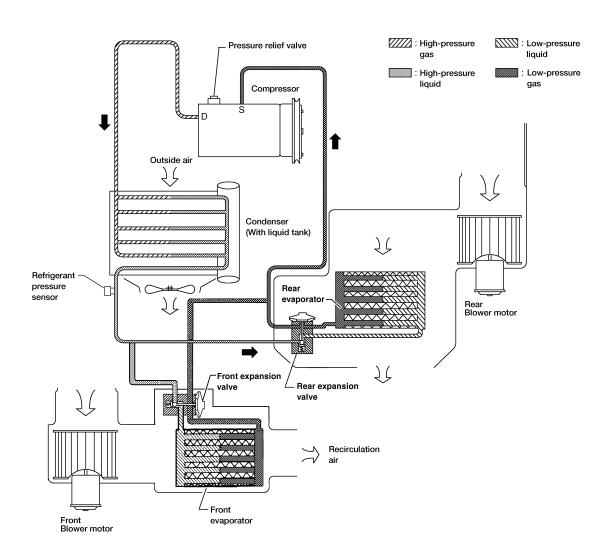
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REFRIGERATION SYSTEM

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cm², 433.6 psi)], the release port on the pressure relief valve automatically opens and releases refrigerant into the atmosphere.



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Component Part Location

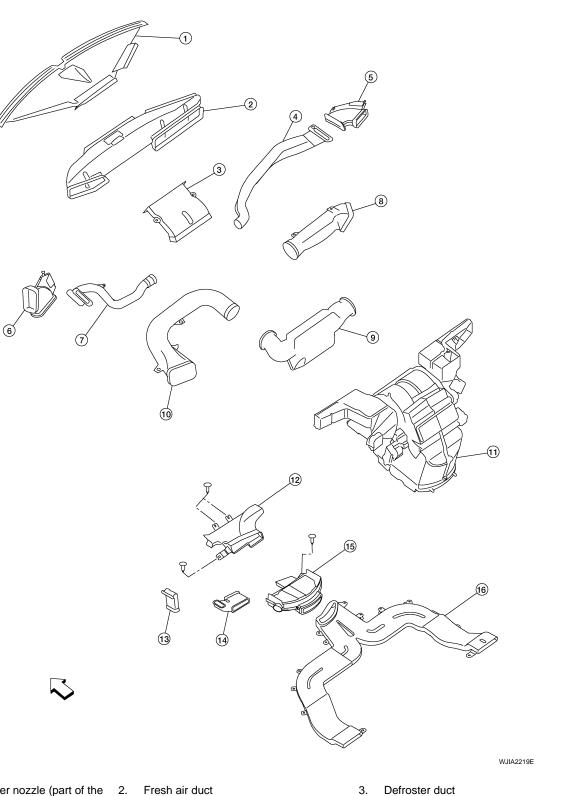
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FRONT REFRIGERATION SYSTEM

REFRIGERATION SYSTEM

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SEC. 270 273



- Defroster nozzle (part of the 1. instrument panel)
- RH side demister duct 4.
- LH side demister duct 7.
- 10. LH ventilator duct
- 13. Floor junction duct extension 14.
- 16. Floor duct

Fresh air duct

5.

- RH side demister duct extension
- 8. RH ventilator duct
- Front heater and cooling unit assembly 11.
- Floor junction duct

⇐

MTC-17

- 6. LH side demister duct extension

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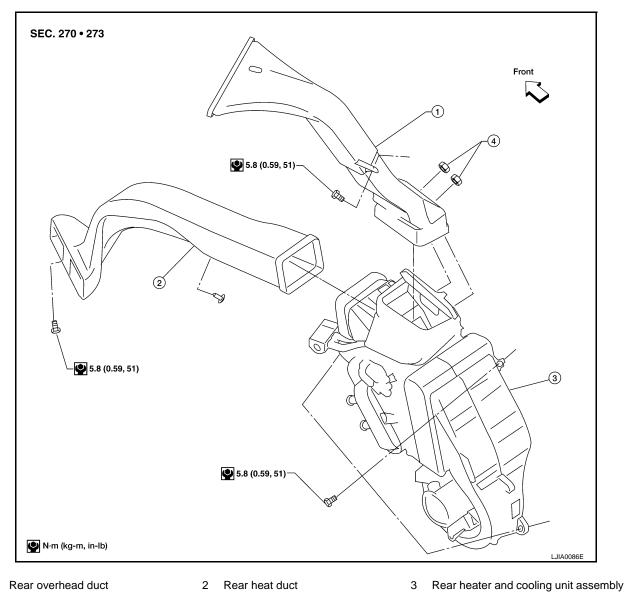
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- 9. Center ventilator duct
- 12. Floor connector duct
- 15. Floor distribution duct
- Front

REFRIGERATION SYSTEM

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REAR REFRIGERATION SYSTEM



- 1 Rear overhead duct
- 4. Clips

OIL

Maintenance of Oil Quantity in Compressor

The oil in the compressor circulates through the system with the refrigerant. Add oil to compressor when replacing any component or after a large refrigerant leakage has occurred. It is important to maintain the specified amount.

- If oil quantity is not maintained properly, the following malfunctions may result:
- Lack of oil: May lead to a seized compressor
- Excessive oil: Inadequate cooling (thermal exchange interference)

Oil

Name: NISSAN A/C System Oil Type S or equivalent

CHECKING AND ADJUSTING

CAUTION:

If excessive oil leakage is noted, do not perform the oil return operation. Start the engine and set the following conditions:

- Engine speed: Idling to 1,200 rpm
- A/C switch: On
- Blower fan speed: Maximum position
- Temperature control: Optional [set so that intake air temperature is 25° to 30° C (77° to 86°F).]
- Intake position: Recirculation (
- Perform oil return operation for about ten minutes
- Adjust the oil quantity according to the following table.

Oil Adjusting Procedure for Components Replacement Except Compressor

After replacing any of the following major components, add the correct amount of oil to the system.

Amount of Oil to be Added

	Oil to be added to system		
Part replaced	Amount of oil m ℓ (US fl oz, Imp fl oz)	Remarks	_ MTC
Front evaporator	75 (2.5, 2.6)		
Rear evaporator	75 (2.5, 2.6)		
Condenser	75 (2.5, 2.6)	_	K
Liquid tank	5 (0.2, 0.2)	Add if compressor is not replaced.	
	30 (1.0, 1.1)	Large leak	
In case of refrigerant leak		Small leak *1	— L

*1: If refrigerant leak is small, no addition of oil is needed.

Oil Adjustment Procedure for Compressor Replacement

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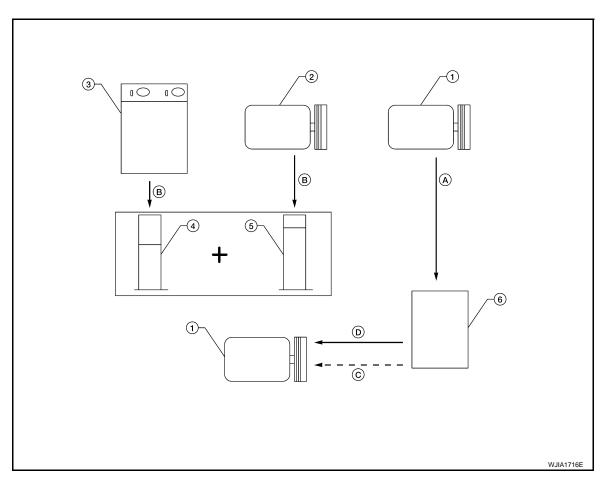
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INFOID:000000004277542

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< SERVICE INFORMATION >



- 1. New compressor
- 2. Old compressor
- 4. Measuring cup X

into clean container

A.

- 5. Measuring cup Y
- B. Record amount of oil recovered
- 3. Recovery/recycling equipment
- 6. New oil
- C. Add an additional 5 m ℓ (0.2 US fl oz, 0.2 Imp fl oz) of new oil when replacing liquid tank

D. Install new oil equal to recorded amounts in measuring cups X plus Y

Drain oil from the new compressor

- 1. Before connecting recovery/recycling equipment to vehicle, check recovery/recycling equipment gauges. No refrigerant pressure should be displayed. If NG, recover refrigerant from equipment lines.
- 2. Connect recovery/recycling equipment to vehicle. Confirm refrigerant purity in supply tank using recovery/ recycling equipment and refrigerant identifier. If NG, refer to <u>MTC-3. "Contaminated Refrigerant"</u>.
- 3. Confirm refrigerant purity in vehicle A/C system using recovery/recycling equipment and refrigerant identifier. If NG, refer to <u>MTC-3, "Contaminated Refrigerant"</u>.
- 4. Discharge refrigerant into the refrigerant recovery/recycling equipment. Measure oil discharged into the recovery/recycling equipment.
- 5. Drain the oil from the "old" (removed) compressor into a graduated container and recover the amount of oil drained.
- 6. Drain the oil from the "new" compressor into a separate, clean container.
- 7. Measure an amount of new oil installed equal to amount drained from "old" compressor. Add this oil to "new" compressor through the suction port opening.
- 8. Measure an amount of new oil equal to the amount recovered during discharging. Add this oil to "new" compressor through the suction port opening.
- If the liquid tank also needs to be replaced, add an additional 5 m ℓ (0.2 US fl oz, 0.2 lmp fl oz) of oil at this time.

CAUTION:

Do not add this 5 m ℓ (0.2 US fl oz, 0.2 lmp fl oz) of oil if only replacing the compressor.

OIL

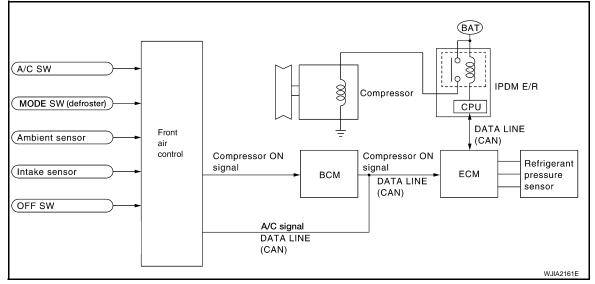
< SERVICE INFORMATION >

AIR CONDITIONER CONTROL А Description INFOID:000000004277543 The front air control provides regulation of the vehicle's interior temperature. The system is based on the posi-В tion of the front air controls temperature switch selected by the driver. This is done by utilizing a microcomputer, also referred to as the front air control, which receives input signals from the following three sensors: · Ambient sensor Intake sensor PBR (position balanced resistor). The front air control uses these signals (including the set position of the temperature switch) to control: Outlet air volume D Air temperature Air distribution The front air control also provides separate regulation of the vehicle's interior temperature for the rear passen-Ε ger area. The system is based on the temperature and rear blower settings selected from rear air control (front) control dials located in the overhead console, or from the rear temperature and blower settings from the rear air control (rear) control dials, when the REAR CTRL switch is pressed (indicator light is on) on the rear air control (front). F The front air control is used to select: Outlet air volume Air temperature/distribution Operation INFOID:000000004277544 Н AIR MIX DOOR CONTROL The air mix door is controlled so that in-vehicle temperature changed based on the position of the temperature switch. **BLOWER SPEED CONTROL** Blower speed is controlled based on front and rear blower control dial settings. When blower switch is turned, the blower motor starts and increases air flow volume each time the blower con-MTC trol dial is turned clockwise, and decreases air flow volume each time the blower control dial switch is turned counterclockwise. Κ INTAKE DOORS CONTROL The intake doors are controlled by the recirculation switch setting, and the mode (recirculation is not allowed in floor, floor/defrost or defrost modes) switch setting. L MODE DOOR CONTROL The mode door is controlled by the position of the mode switch. DEFROSTER DOOR CONTROL M The defroster door is controlled by pressing the defroster mode switch. Ν

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< SERVICE INFORMATION >

MAGNET CLUTCH CONTROL



When the A/C switch is pressed, or the defroster mode switch is pressed, the front air control outputs a compressor ON signal to BCM.

The BCM then sends a compressor ON signal to ECM and front air control, via CAN communication line.

ECM judges whether compressor can be turned ON, based on each sensor status (refrigerant pressure sensor signal, throttle angle sensor, etc.). If it judges compressor can be turned ON, it sends compressor ON signal to IPDM E/R, via CAN communication line.

Upon receipt of compressor ON signal from ECM, IPDM E/R turns air conditioner relay ON to operate compressor.

SELF-DIAGNOSTIC SYSTEM

The self-diagnostic system is built into the front air control to quickly locate the cause of certain symptoms. Refer to <u>ATC-45</u>, "A/C System Self-Diagnosis Function".

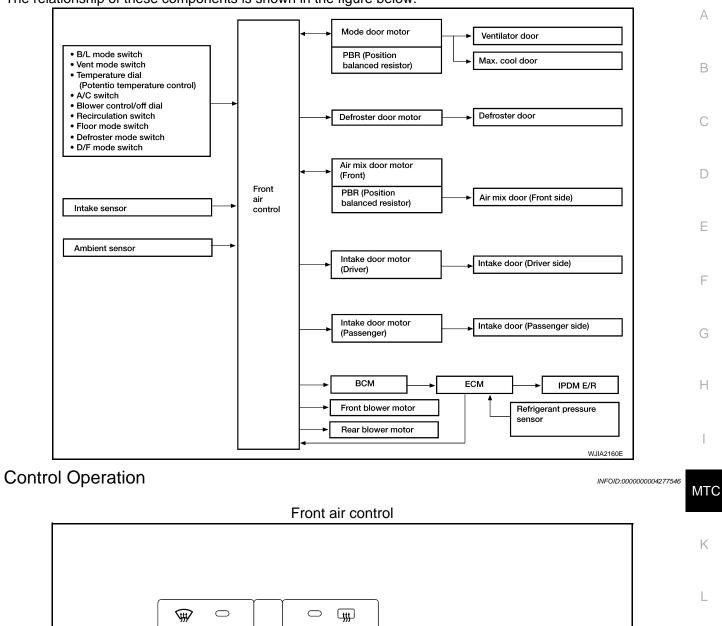
Description of Control System

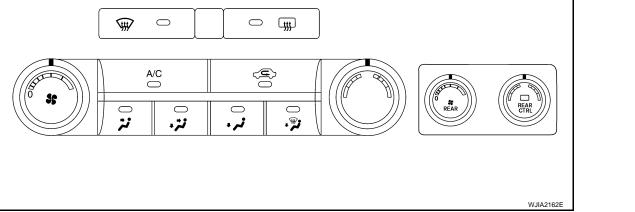
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The control system consists of input sensors, switches, the front air control (microcomputer) and outputs.

< SERVICE INFORMATION >







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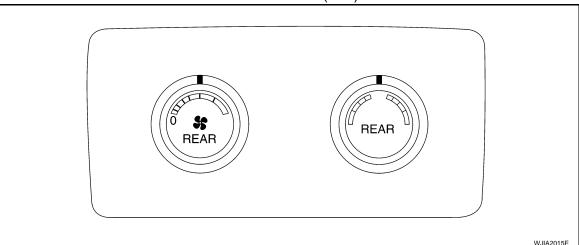
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< SERVICE INFORMATION >

Rear air control (rear)



TEMPERATURE CONTROL DIAL (FRONT) Increases or decreases the set temperature.

TEMPERATURE CONTROL DIAL (REAR)

Increases or decreases the set temperature.

RECIRCULATION (

- When REC switch is ON, REC switch indicator turns ON, and air inlet is set to REC.
- When REC switch is turned OFF, or when compressor is turned from ON to OFF, REC switch is automatically turned OFF. REC mode can be re-entered by pressing REC switch again.
- REC switch is not operated when DEF switch is turned ON, at the D/F position, or in floor mode.

REAR WINDOW DEFOGGER SWITCH

When switch is ON, rear window is defogged.

OFF SWITCH

The compressor and blower are OFF, the intake doors are set to the outside air position, and the air outlet doors are set to the foot position.

A/C SWITCH

The compressor is ON or OFF.

MODE SWITCHS (FRONT)

Controls the air discharge outlets through control of the mode and defroster doors.

MODE DIAL (REAR)

Controls the air/temperature at discharge outlets.

FRONT BLOWER CONTROL DIAL

Manually control the blower speed. Fourteen speeds are available for manual control.

REAR BLOWER CONTROL DIAL (FRONT)

When the REAR CTRL switch is off (indicator off) the rear air control (front) controls the rear blower motor speed regardless of the rear air control (rear) blower control dial (rear) position. The rear air control (front) controls the blower motor speed and the temperature/mode settings.

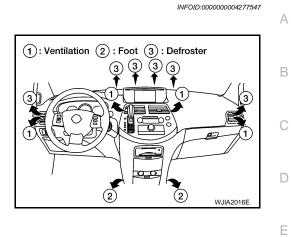
REAR BLOWER CONTROL DIAL (REAR)

When the REAR CTRL switch is on (indicator on) the rear air control (rear) controls the rear blower motor speed regardless of the rear air control (front) blower control dial (front) position. The rear air control (rear) controls the blower motor speed and the temperature/mode settings.

< SERVICE INFORMATION >

Discharge Air Flow

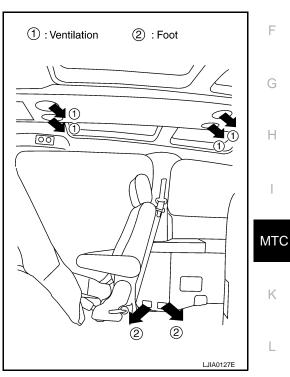
FRONT



REAR

NOTE:

Hot air comes from the floor vents, cold air comes from the roof vents, and blended air comes from both vents.



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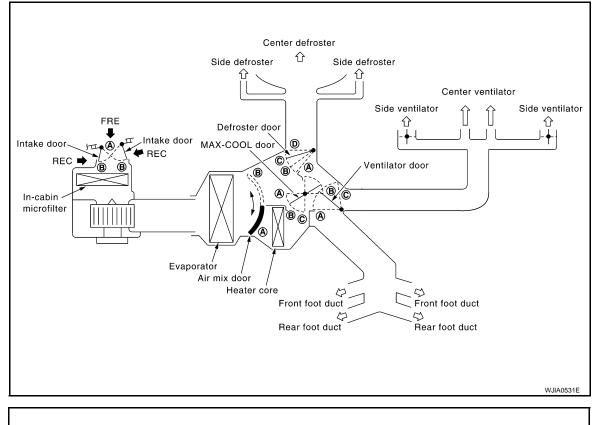
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< SERVICE INFORMATION >

System Description

INFOID:000000004277548

SWITCHES AND THEIR CONTROL FUNCTION



Position or	VENT	MOC B/L	FOOT	D/F	DEF ON	SW OFF	REC ON	OFF	Tempe	erature		OFF SW
switch Door	⇒ •	_ → ,			FRONT		ر گ ک))	OFF
		+~	*/	+	÷♦<	0	<u></u> , , ,	0	COLD	~	нот	UFF
Ventilator door	A B C C		©	©						©		
MAX-COOL door	A B B B		B	©						₿		
Defroster door	0	D	D _{or} C	B	۵						©	
Intake door					B		A	B				B
Air mix door		_							۸		₿	

CAN Communication System Description

INFOID:000000004277549

Refer to LAN-3. "CAN Communication System".

< SERVICE INFORMATION >

TROUBLE DIAGNOSIS

CONSULT-III Function (HVAC)

CONSULT-III can display each diagnostic item using the diagnostic test modes shown following.

Diagnostic mode	Description	
SELF-DIAG RESULTS	Displays front air control self-diagnosis results.	(
DATA MONITOR	Displays front air control input/output data in real time.	
CAN DIAG SUPPORT MNTR	The result of transmit/receive diagnosis of CAN communication can be read.	
ECU PART NUMBER	Front air control part number can be read.	[

SELF-DIAGNOSIS

Operation Procedure

1. Touch "SELF-DIAG RESULTS" on "SELECT DIAG MODE" screen to view all set DTC's.

Display Item List

DTC		Reference page	
B2573	Battery voltage out of range	<u>SC-4</u>	
B2575	BCM not responding to A/C request	MTC-90. "Magnet Clutch Circuit"	
B2576	BCM not responding to rear defroster request	<u>GW-76</u>	
B2577	Air mix door motor (front) circuit failure	MTC-54, "Air Mix Door Motor Circuit"	
B257A	Air mix door motor (rear) circuit failure	MTC-54, "Air Mix Door Motor Circuit"	
B257B	Ambient sensor circuit open	MTC 109 "Ambient Sensor Circuit"	
B257C	Ambient sensor circuit short	MTC-108, "Ambient Sensor Circuit"	
B2581	Intake sensor circuit short	MTC-110, "Intake Sensor Circuit"	Ν
B2582	Intake sensor circuit open		
B2583	Defroster door motor circuit failure	MTC-67, "Defroster Door Motor Circuit"	
B2584	Intake door motor (passenger) circuit failure	MTC-63. "Intake Door Motor Circuit"	
U1000	CAN bus fault	LAN-6	
B2586	Intake door motor (driver) circuit failure	MTC-63, "Intake Door Motor Circuit"	
B2587	Stuck button	MTC-113, "Removal and Installation"	
B2587	Mode door motor circuit failure	MTC-50, "Mode Door Motor Circuit"	

DATA MONITOR

Operation Procedure

- 1. Touch "DATA MONITOR" on "SELECT DIAG MODE" screen.
- 2. Touch either "MAIN SIGNALS" or "SELECTION FROM MENU" on "DATA MONITOR" screen.

MAIN SIGNALS	Monitors all the items.
SELECTION FROM MENU	Selects and monitors the individual item selected.

When "SELECTION FROM MENU" is selected, touch items to be monitored. When "MAIN SIGNALS" is selected, all the items will be monitored.

- 4. Touch "START".
- 5. Touch "RECORD" while monitoring, then the status of the monitored item can be recorded. To stop recording, touch "STOP".

MTC-27

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< SERVICE INFORMATION >

Monitor item	Value	Contents
BATT VIA CAN	"V"	Displays battery voltage signal.
IGN VIA CAN	"ON/OFF"	Displays ignition switch signal.
AMB TEMP SEN	"°C/°F"	Displays ambient temperature sensor signal.
EVAP TEMP SEN	"°C/°F"	Displays intake sensor signal.
RR TEMPSET FR	"V"	Displays air mix door (front) set point signal.
RR TEMPSET RR	"V"	Displays air mix door (rear) set point signal.
MODE FDBCK	"V"	Displays mode door motor feedback signal.
DVR MIX FDBCK	"V"	Displays intake door motor (driver) feedback signal.
PAS MIX FDBCK	"V"	Displays intake door motor (passenger) feedback signal.
RR FDBCK	"V"	Displays air mix door motor (rear) feedback signal.
DEF FDBCK	"V"	Displays defroster door motor feedback signal.
RECIRC	"ON/OFF"	Displays recirculation switch signal.
A/C	"ON/OFF"	Displays A/C switch signal.
MODE	"ON/OFF"	Displays MODE dial signal.
RR DEFOG	"ON/OFF"	Displays rear defroster request signal.
MODE SELECT	" [PNL]" " [MIX]" " [FLR]" " [DEFR]" " [MAX]" " [DENT]"*	Displays mode door motor position.

*: DENT is displayed when MODE dial is between selections.

CONSULT-III Function (BCM)

INFOID:000000004277551

CONSULT-III can display each diagnostic item using the diagnostic test modes shown following.

BCM diagnostic test item	Diagnostic mode	Description
	WORK SUPPORT	Supports inspections and adjustments. Commands are transmitted to the BCM for setting the status suitable for required operation, input/output signals are received from the BCM and received data is displayed.
	DATA MONITOR	Displays BCM input/output data in real time.
Inspection by part	ACTIVE TEST	Operation of electrical loads can be checked by sending drive signal to them.
	SELF-DIAG RESULTS	Displays BCM self-diagnosis results.
	CAN DIAG SUPPORT MNTR	The result of transmit/receive diagnosis of CAN communication can be read.
	ECU PART NUMBER	BCM part number can be read.
	CONFIGURATION	Performs BCM configuration read/write functions.

DATA MONITOR

Operation Procedure

- 1. Touch "AIR CONDITIONER" on "SELECT TEST ITEM" screen.
- 2. Touch "DATA MONITOR" on "SELECT DIAG MODE" screen.
- 3. Touch either "ALL SIGNALS" or "SELECTION FROM MENU" on "DATA MONITOR" screen.

ALL SIGNALS	Monitors all the items.	
SELECTION FROM MENU	Selects and monitors the individual item selected.	

4. Touch "START".

< SERVICE INFORMATION >

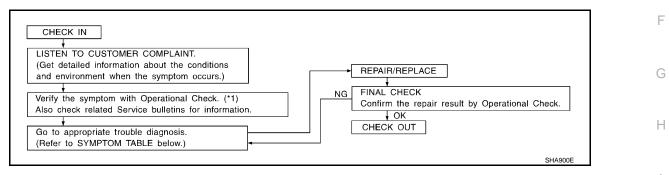
- 5. When "SELECTION FROM MENU" is selected, touch items to be monitored. When "ALL SIGNALS" is selected, all the items will be monitored.
- 6. Touch "RECORD" while monitoring, then the status of the monitored item can be recorded. To stop recording, touch "STOP".

Display Item List

Monitor item name "operation or unit"		Contents	С
IGN ON SW	"ON/OFF"	Displays "IGN Position (ON)/OFF, ACC Position (OFF)" status as judged from ignition switch signal.	
COMP ON SIG	"ON/OFF"	Displays "COMP (ON)/COMP (OFF)" status as judged from air conditioner switch signal.	_
FAN ON SIG	"ON/OFF"	Displays "FAN (ON)/FAN (OFF)" status as judged from blower motor switch signal.	D

How to Perform Trouble Diagnosis for Quick and Accurate Repair

WORK FLOW



*1 MTC-45, "Operational Check (Front)"

SYMPTOM TABLE

Symptom	Reference Page		
A/C system does not come on.	Go to Trouble Diagnosis Procedure for A/C System.	MTC-48, "Power Supply and Ground Circuit for Front Air Control"	K
A/C system cannot be controlled.	Go to Self-diagnosis Function.	MTC-44, "A/C System Self-Diag- nosis Function"	L
Air outlet does not change.		MTC-50, "Mode	Μ
Mode door motor is malfunctioning.	Go to Trouble Diagnosis Procedure for Mode Door Motor.	<u>Door Motor Cir-</u> <u>cuit"</u>	IVI
Discharge air temperature does not change.		MTC-54, "Air Mix	
Air mix door motor is malfunctioning.	Go to Trouble Diagnosis Procedure for Air Mix Door Motor.	Door Motor Cir- cuit"	Ν
Intake door does not change.		MTC-63, "Intake	
Intake door motor is malfunctioning.	Go to Trouble Diagnosis Procedure for Intake Door Motor.	Door Motor Cir- cuit"	0
Defroster door motor is malfunctioning.	Go to Trouble Diagnosis Procedure for Defroster Door Motor.	MTC-67, "Defrost- er Door Motor Cir- cuit"	Ρ
Front blower motor operation is malfunction- ing.	Go to Trouble Diagnosis Procedure for Front Blower Motor.	MTC-69, "Front Blower Motor Cir- cuit"	
Rear blower motor operation is malfunction- ing.	Go to Trouble Diagnosis Procedure for Rear Blower Motor.	MTC-75. "Rear Blower Motor Cir- cuit"	

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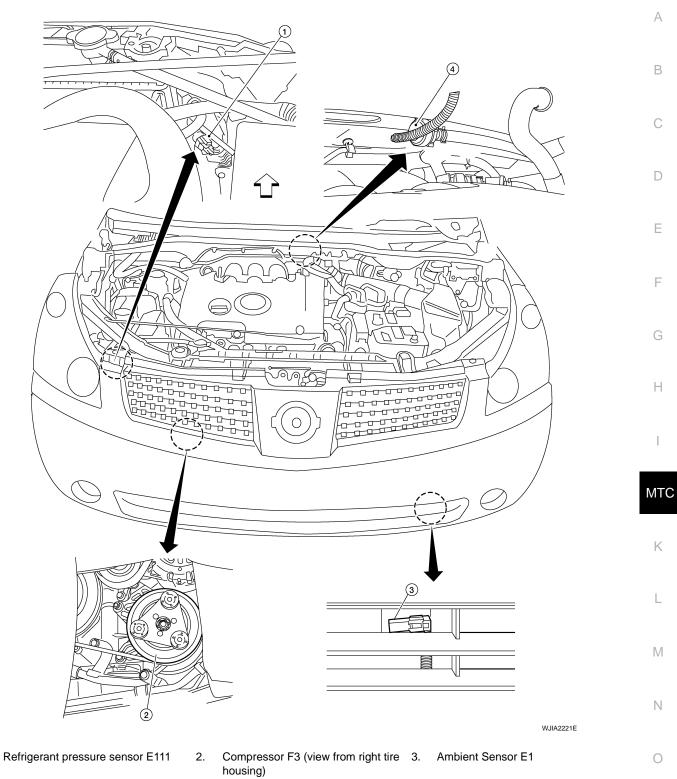
< SERVICE INFORMATION >

Symptom	Reference Page	
Rear discharge air temperature and/or air outlet does not change.	Go to Trouble Diagnosis Procedure for Rear Air Control circuit.	MTC-84, "Rear Temperature Con- trol Circuit"
Magnet clutch does not engage.	Go to Trouble Diagnosis Procedure for Magnet Clutch.	MTC-90, "Magnet Clutch Circuit"
Insufficient cooling	Go to Trouble Diagnosis Procedure for Insufficient Cooling.	MTC-94, "Insuffi- cient Cooling"
Insufficient heating	Go to Trouble Diagnosis Procedure for Insufficient Heating.	MTC-101, "Insuffi- cient Heating"
Noise	Go to Trouble Diagnosis Procedure for Noise.	MTC-105, "Noise"
Self-diagnosis cannot be performed.	Go to Trouble Diagnosis Procedure for Self-diagnosis.	MTC-107, "Self- Diagnosis"

Component Parts and Harness Connector Location

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ENGINE COMPARTMENT

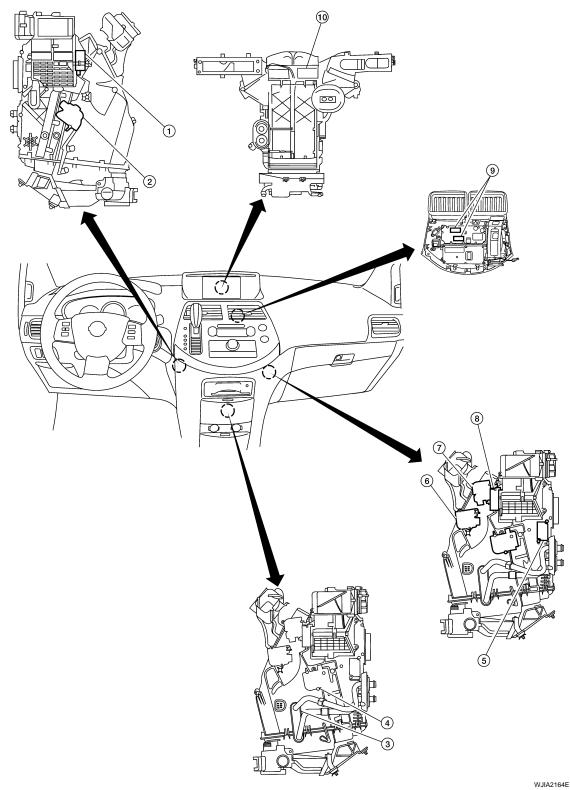


4. Heater pump E127

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FRONT PASSENGER COMPARTMENT

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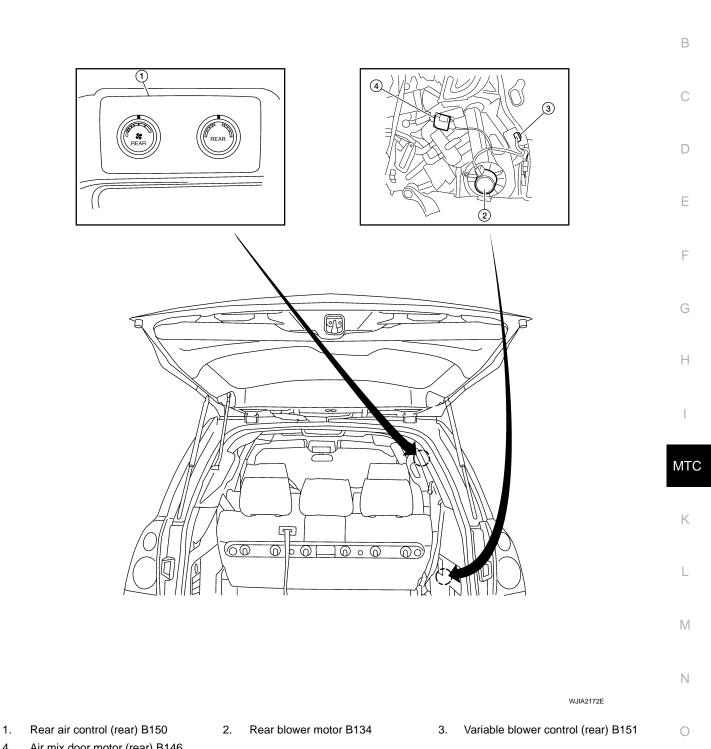
- 1. Intake door motor (driver) M58
- 4. Intake sensor M305
- 7. Defroster door motor M303
- 10. Front blower motor M62
- 2. Air mix door motor (front) M307
- 5. Variable blower control (front) M122 6. Mode door motor M304
- 8. Intake door motor (passenger) M302 9. Front air control M49, M50

3. Evaporator

REAR PASSENGER COMPARTMENT

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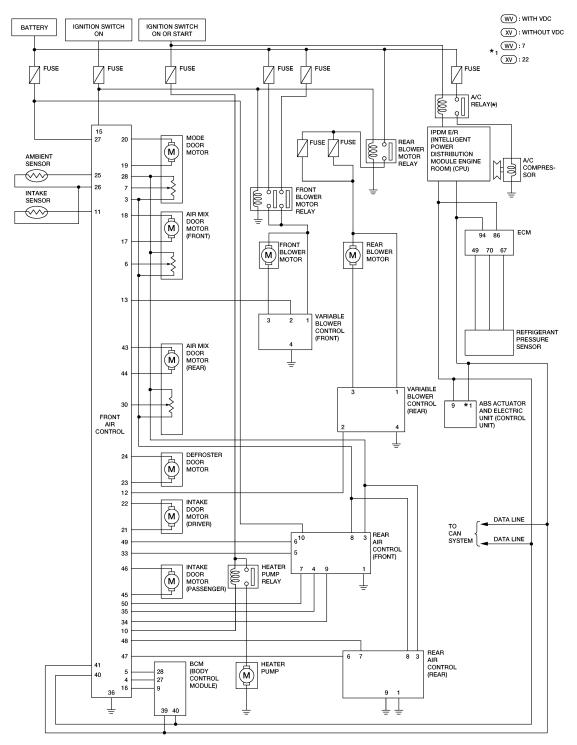


4. Air mix door motor (rear) B146

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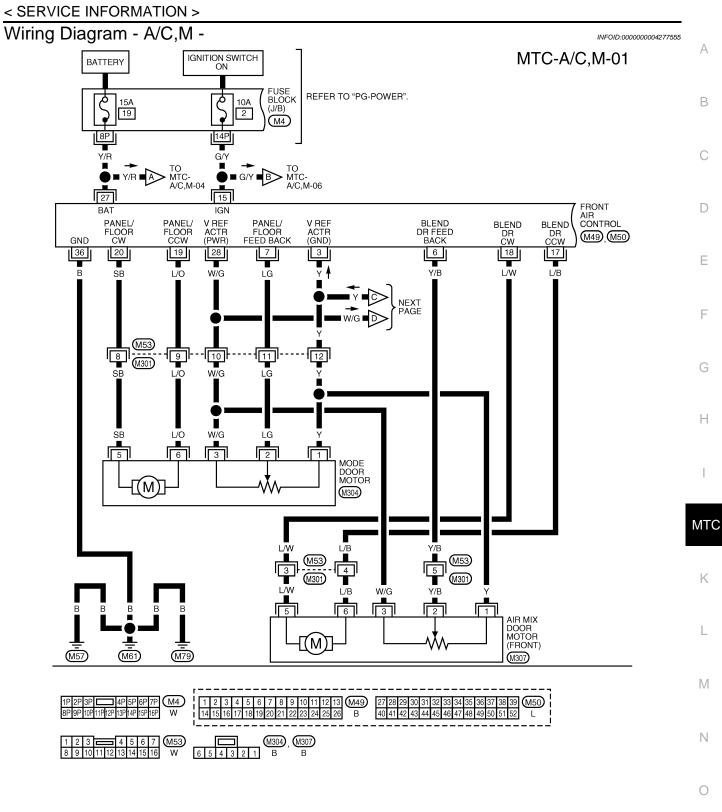
Schematic





* : THIS RELAY IS BUILT INTO THE IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)

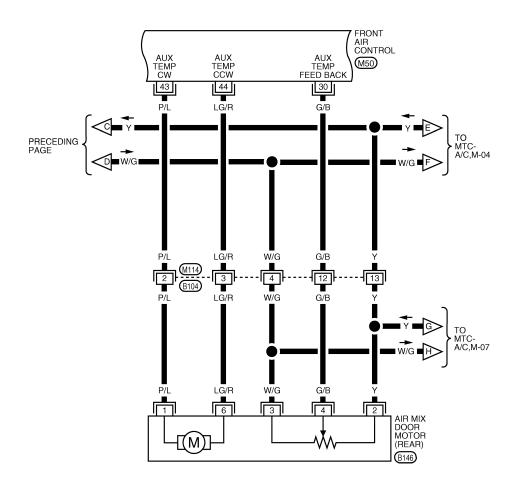
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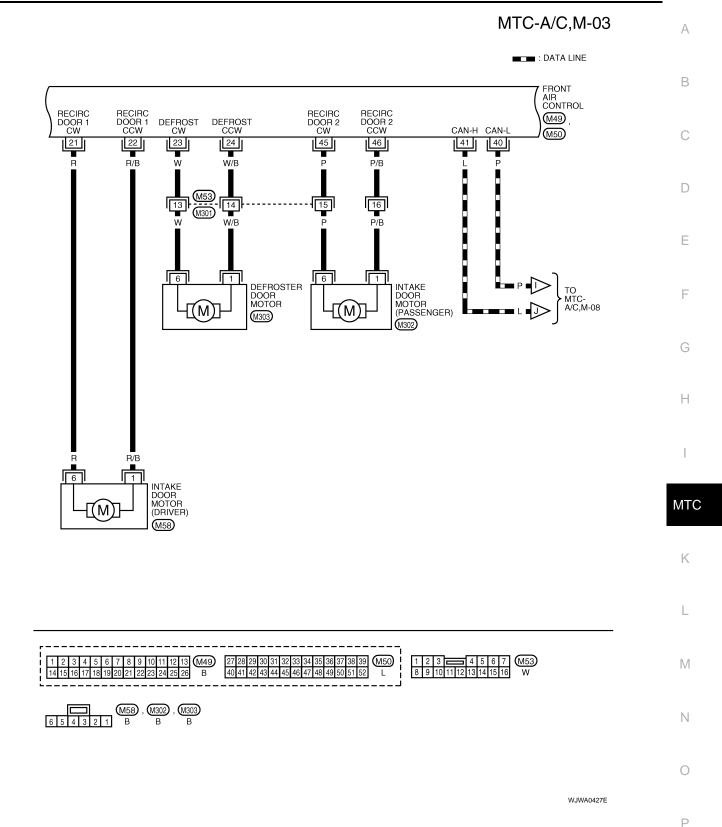
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27 28 29 30 31 32 33 34 35 36 37 38 39 (M50)	1 2 3 4 5 6 💳 7 8 9 10 11 M114	B146
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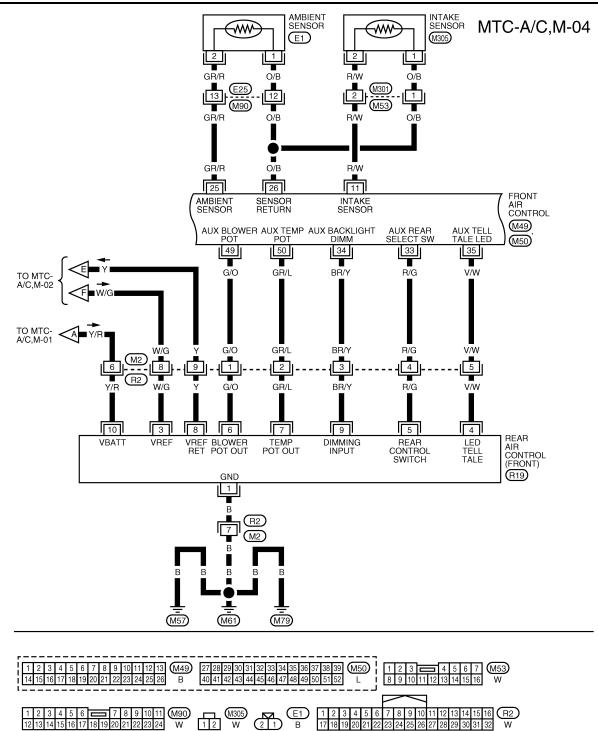
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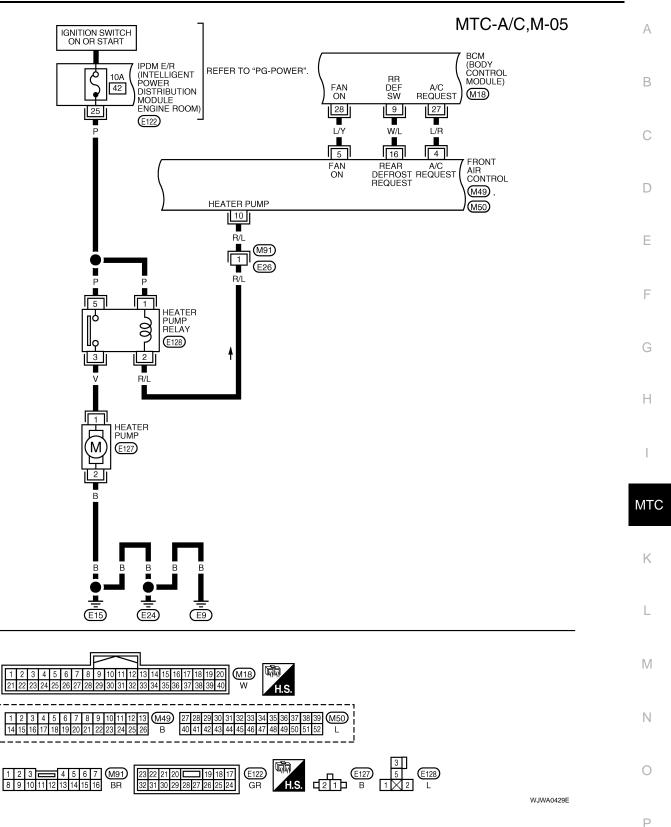
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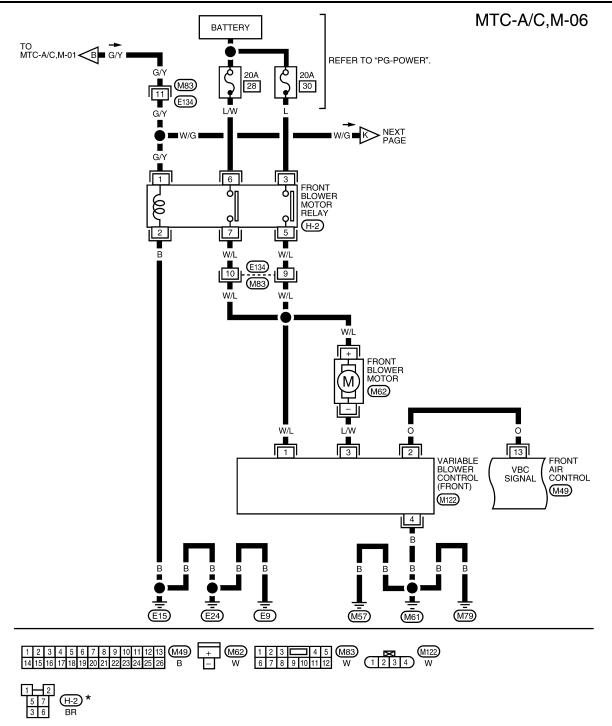


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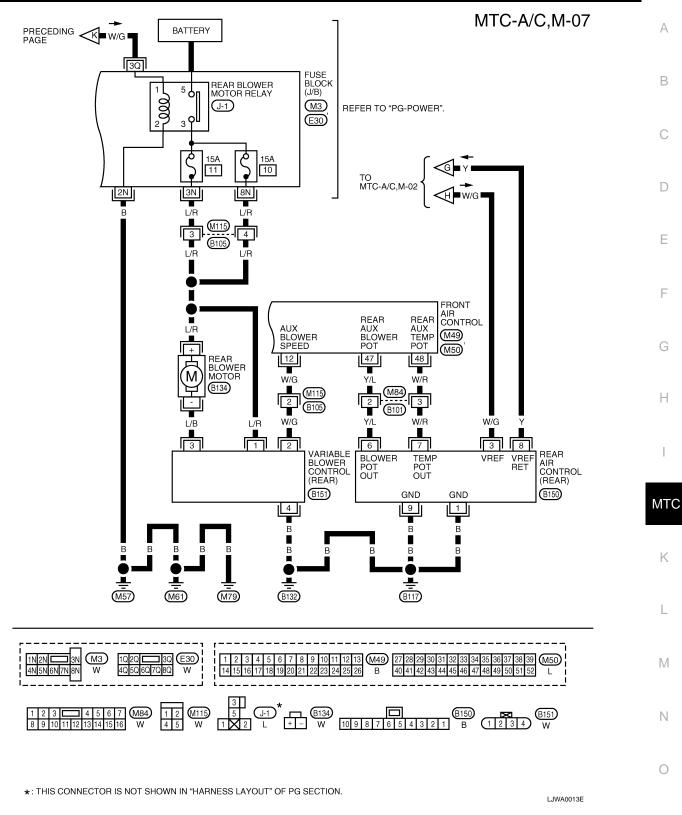
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*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT" OF PG SECTION.

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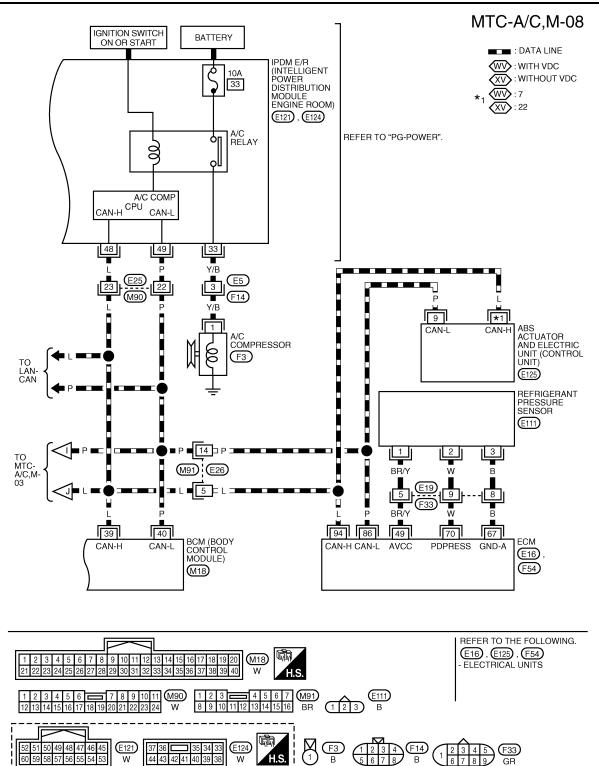
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Front Air Control Terminal and Reference Value

FRONT AIR CONTROL HARNESS CONNECTOR TERMINAL LAYOUT

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TERMINALS AND REFERENCE VALUES FOR FRONT AIR CONTROL

Terminal No.	Wire Color	ltem	Ignition Switch	Condition	Voltage (V) (Approx.)	_
3	Y	Position balance resistor (PBR) ground	ON	-	0V	
4	L/R		ON	A/C switch OFF	5V	
4	L/K	Compressor ON signal	ON	A/C switch ON	0V	G
5	L/Y	Blower ON signal	ON	Fan switch OFF	5V	
5	L/ I	blower ON signal	ON	Fan switch ON	0V	Н
6	Y/B	Air mix door motor (front) feedback	ON	-	0 - 5V	
7	LG	Mode door motor feedback	ON	-	0 - 5V	
10	R/L		ON	Heater pump OFF	Battery voltage	
10	R/L	Heater pump	UN	Heater pump ON	0V	
11	R/W	Intake sensor	ON	-	0 - 5V	MTC
12	W/G	Aux blower speed	ON	-	0 - 5V	
13	0	Variable blower control (front) signal	ON	-	0 - 5V	
15	G/Y	Power supply for IGN	ON	-	Battery voltage	K
16	W/L	Rear defroster request	ON	-	Battery voltage	
17	L/B	Air mix door motor (front) CCW	ON	Counterclockwise rotation	Battery voltage	
18	L/W	Air mix door motor (front) CW	ON	Clockwise rotation	Battery voltage	
19	L/O	Mode door motor CCW	ON	Counterclockwise rotation	Battery voltage	
20	SB	Mode door motor CW	ON	Clockwise rotation	Battery voltage	M
21	R	Intake door motor (driver) CW	ON	Counterclockwise rotation	Battery voltage	
22	R/B	Intake door motor (driver) CCW	ON	Clockwise rotation	Battery voltage	N
23	W	Defroster door motor CW	ON	Clockwise rotation	Battery voltage	IN
24	W/B	Defroster door motor CCW	ON	Counterclockwise rotation	Battery voltage	
25	GR/R	Ambient sensor	ON	-	0 - 5V	0
26	O/B	Sensor return	ON	-	0 - 5V	
27	Y/R	Power supply for BAT	-	-	Battery voltage	
28	W/G	Position balanced resistor (PBR) power	ON	-	5V	— P
30	G/B	Air mix door motor (rear) feedback	ON	-	0 - 5V	
33	R/G	AUX Rear select switch	ON	-	0 - 5V	
34	BR/Y	AUX backlight dim	ON	Headlamps OFF	Battery voltage	
35	V/W	AUX tell tale LED	ON	Tell tale OFF	Battery voltage	



< SERVICE INFORMATION >

Terminal No.	Wire Color	Item	Ignition Switch	Condition	Voltage (V) (Approx.)
36	В	Ground	-	-	0V
40	Р	CAN-L	ON	-	-
41	L	CAN-H	ON	-	-
43	P/L	Air mix door motor (rear) CW	ON	Clockwise rotation	Battery voltage
44	LG/R	Air mix door motor (rear) CCW	ON	Counterclockwise rotation	Battery voltage
45	Р	Intake door motor (passenger) CW	ON	Clockwise rotation	Battery voltage
46	P/B	Intake door motor (passenger) CCW	ON	Counterclockwise rotation	Battery voltage
47	Y/L	Rear aux blower pot	ON	Rear blower motor	0 - 5V
48	W/R	Rear aux temp pot	ON	Rear air control (rear) tem- perature control dial	0 - 5V
49	G/O	Front aux blower pot	ON	Rear air control (front) blower motor	0 - 5V
50	GR/L	Front aux temp pot	ON	Rear air control (front) tem- perature control dial	0 - 5V

A/C System Self-Diagnosis Function

INFOID:000000004277557

DESCRIPTION NOTE:

If using CONSULT-III, refer to MTC-27, "CONSULT-III Function (HVAC)".

The self-diagnostic system diagnoses sensors, CAN system, battery voltage, and stuck button on front air control. Refer to applicable sections (items) for details. Shifting from usual control to the self-diagnostic system is accomplished by the following:

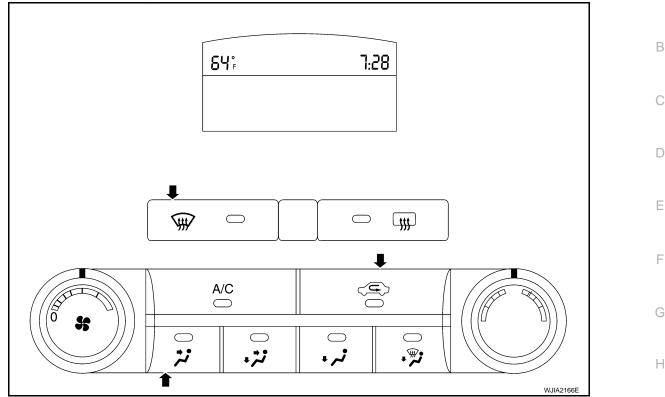
The ignition switch must be on and ambient temperature must be at least 10°C (50°F). Press the A/C switch to turn on the HVAC system. Press the vent (if and defrost if button at the same time. Then press the recirculation () switch. the fault codes (if any are present) will display in the ambient temperature area. Refer to

< SERVICE INFORMATION >

ATC-45, "A/C System Self-Diagnosis Function". The fault codes will continue to scroll until self-diagnostic mode is exited. To exit self-diagnostic mode, press any button.

А

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SELF-DIAGNOSIS CODE CHART **NOTE:** If using CONSULT-III, refer to <u>MTC-27, "CONSULT-III Function (HVAC)"</u>.

Code No.		Reference page	МТС
03	Battery voltage out of range	<u>SC-4</u>	
20	BCM not responding to A/C request	<u>GW-76</u>	K
21	BCM not responding to rear defroster request	<u>GW-76</u>	
22	Air mix door motor (front) circuit failure	MTC-54, "Air Mix Door Motor Circuit"	
38	Air mix door motor (rear) circuit failure	MTC-54, "Air Mix Door Motor Circuit"	L
40	Ambient sensor circuit short		
41	Ambient sensor circuit open	ATC-117, "Ambient Sensor Circuit"	M
56	Intake sensor circuit short		
57	Intake sensor circuit open	ATC-124. "Intake Sensor Circuit"	
62	Defroster door drive short /open/out of limits	MTC-67, "Defroster Door Motor Circuit"	N
72	Intake door motor (passenger) short/open	MTC-63, "Intake Door Motor Circuit"	
80	CAN bus fault	LAN-6	0
82	Intake door motor (driver) short/open	MTC-63, "Intake Door Motor Circuit"	0
90	Stuck button	MTC-113, "Removal and Installation"	
92	Mode door motor short/open/out of limits	MTC-50, "Mode Door Motor Circuit"	Р

Operational Check (Front)

The purpose of the operational check is to confirm that the system operates properly.

Conditions : Engine running and at normal operating temperature

< SERVICE INFORMATION >

CHECKING BLOWER

- 1. Turn blower control dial clockwise. Blower should operate on low speed.
- 2. Turn the blower control dial again, and continue checking each blower speed until all speeds are checked.
- 3. Leave blower on maximum speed.

If NG, Refer to <u>MTC-69, "Front Blower Motor Circuit"</u> If OK, continue with next check.

CHECKING DISCHARGE AIR

- 1. Press each mode switch.
- Confirm that discharge air comes out according to the air distribution table. Refer to <u>MTC-25. "Discharge Air Flow"</u>.

Mode door position is checked in the next step.

If NG, go to trouble diagnosis procedure for <u>MTC-50</u>, "<u>Mode Door</u> <u>Motor Circuit</u>".

If OK, continue with next check.

NOTE:

Confirm that the compressor clutch is engaged (sound or visual inspection) and intake door position is at fresh when the DEF or D/F is selected.

Mode door	Air	outlet/distribu	tion
position	Vent	Foot	Defroster
<u>بر</u>	100%	-	-
ند ې	50%	50%	_
نہ \	-	75%(100%)	25% (–)
V	_	60%	40%
Ŵ	_	_	100%

CHECKING RECIRCULATION

- 1. Press recirculation (
- 2. Press recirculation (
- 3. Listen for intake door position change (blower sound should change slightly).

If NG, go to trouble diagnosis procedure for MTC-63, "Intake Door Motor Circuit".

If OK, continue with next check.

NOTE:

Confirm that the compressor clutch is engaged (sound or visual inspection) and intake door position is at fresh when the DEF, D/F or floor is selected.

CHECKING TEMPERATURE DECREASE

- 1. Rotate temperature dial counterclockwise.
- 2. Check for cold air at appropriate discharge air outlets.

If NG, listen for sound of air mix door motor operation. If OK, go to trouble diagnosis procedure for <u>MTC-94</u>, <u>"Insufficient Cooling"</u>. If air mix door motor appears to be malfunctioning, go to trouble diagnosis procedure for <u>MTC-54</u>, <u>"Air Mix Door Motor Circuit"</u>.

If OK, continue with next check.

CHECKING TEMPERATURE INCREASE

- 1. Rotate temperature dial clockwise.
- 2. Check for hot air at appropriate discharge air outlets.

If NG, listen for sound of air mix door motor operation. If OK, go to trouble diagnosis procedure for <u>MTC-101</u>, <u>"Insufficient Heating"</u>. If air mix door motor appears to be malfunctioning, Refer to <u>MTC-54</u>, <u>"Air Mix Door</u> <u>Motor Circuit"</u>.

If OK, continue with next check.

CHECK A/C SWITCH

- 1. Press A/C switch with the blower ON.
- 2. A/C switch indicator will turn ON.
 - Confirm that the compressor clutch engages (sound or visual inspection).

NOTE:

If current mode setting is DEF or D/F compressor clutch may already be engaged If NG, Refer to <u>MTC-90, "Magnet Clutch Circuit"</u>.

< S	SERVICE INFORMATION >			
If C	DK, continue with next check.			
Op	perational Check (Rear)		INFOID:000000004277559	A
The	e purpose of the operational check is to co	nfirm that the system op	erates properly.	D
	Conditions : Engine running	and at normal operatin	ng temperature	В
СН	ECKING REAR BLOWER MOTOR			0
1.	Press the A/C switch on the front air cont	rol.		С
2.	Rotate rear air control (front) blower cont	rol dial to low speed.		
3.	Rotate the blower control dial clockwise a	nd continue checking blo	ower speed until all speeds are checked.	D
4.	Leave blower on maximum speed.			
5. 6	Press the REAR CTRL switch from the re Rotate rear air control (rear) blower contr	· · · ·		Е
6. 7.	Rotate the blower control dial clockwise a	•	wer speed until all speeds are checked	
	Leave blower on maximum speed.			_
	NG, go to trouble diagnosis procedure for <u>A</u>	TC-84, "Rear Blower Mo	tor Circuit".	F
lf C	DK, continue with next check.			
СН	IECKING REAR DISCHARGE AIR			G
1.	Rotate the rear air control (front) temper from maximum heat to maximum cold.	ature/mode control dial	①:Ventilation ②:Foot	
2.	Confirm that discharge air comes out activity bution table. Refer to <u>ATC-25, "Discharge</u>			Н
3.	Press the REAR CTRL switch from the re	ear air control (front).		
4.	Rotate the rear air control (rear) temperative from maximum heat to maximum cold.	ature/mode control dial		
5.	Confirm that discharge air comes out activity bution table. Refer to <u>ATC-25, "Discharge</u>			MT
	mix door position is checked in the next st			
	NG, go to trouble diagnosis procedure for otor Circuit".	ATC-57, "AIR MIX DOOR		K
If C	DK, continue with next check.			1.
				L
				\mathbb{M}
			(Z) (Z) LJJA0127E	
СН	IECKING REAR TEMPERATURE DEC	REASE	LaiA0127E	Ν
1.	Rotate the rear air control (front) tempera		punterclockwise to maximum cold	
2.	Check for cold air at appropriate discharg			0

- 3. Press the REAR CTRL switch from the rear air control (front).
- 4. Rotate the rear air control (rear) temperature/mode control dial counterclockwise to maximum cold.
- 5. Check for cold air at appropriate discharge air outlets.

If NG, listen for sound of air mix door motor operation. If OK, go to trouble diagnosis procedure for <u>ATC-102</u>, <u>"Insufficient Cooling"</u>. If air mix door motor appears to be malfunctioning, go to <u>ATC-57</u>, "<u>Air Mix Door Motor</u> <u>Circuit</u>".

Ρ

If OK, continue with next check.

< SERVICE INFORMATION >

CHECKING REAR TEMPERATURE INCREASE

- 1. Rotate the rear air control (front) temperature/mode control dial clockwise to maximum heat.
- 2. Check for hot air at appropriate discharge air outlets.
- 3. Press the REAR CTRL switch from the rear air control (front).
- 4. Rotate the rear air control (rear) temperature/mode control dial clockwise to maximum heat.
- 5. Check for hot air at appropriate discharge air outlets.

If NG, listen for sound of air mix door motor operation. If OK, go to trouble diagnosis procedure for <u>ATC-109</u>, <u>"Insufficient Heating"</u>. If air mix door motor appears to be malfunctioning, go to <u>ATC-57</u>, "<u>Air Mix Door Motor</u> <u>Circuit</u>".

If NG, go to trouble diagnosis procedure for ATC-93, "Rear Air Temperature Control Circuit".

If all operational checks are OK (symptom cannot be duplicated), go to <u>ATC-30</u>, "How to <u>Perform Trouble</u> <u>Diagnosis for Quick and Accurate Repair</u>" and perform tests as outlined. If symptom appears, refer to <u>ATC-30</u>, "<u>How to Perform Trouble Diagnosis for Quick and Accurate Repair</u>" and perform applicable trouble diagnosis procedures.

Power Supply and Ground Circuit for Front Air Control

INFOID:000000004277560

SYMPTOM: A/C system does not come on.

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK

1. Press A/C switch.

2. Confirm that the compressor clutch engages (sound or visual inspection).

Can a symptom be duplicated?

YES >> GO TO 3. NO >> GO TO 2.

NO >> GOTOZ. ר

2. PERFORM COMPLETE OPERATIONAL CHECK

Perform a complete operational check and check for any symptoms. Refer to <u>MTC-45</u>, "<u>Operational Check</u> (<u>Front</u>)".

Can a symptom be duplicated

YES >> Refer to MTC-29, "How to Perform Trouble Diagnosis for Quick and Accurate Repair".

NO >> System OK.

3.CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 4.

4.CHECK POWER AND GROUND CIRCUIT

Check main power supply and ground circuit. Refer to "DIAGNOSTIC PROCEDURE FOR A/C SYSTEM". OK or NG

OK >> System OK.

NO >> Replace front air control. Refer to <u>MTC-113, "Removal and Installation"</u>.

COMPONENT DESCRIPTION

Front Air Control

The front air control has a built-in microcomputer which processes information sent from various sensors needed for air conditioner operation. The air mix door motors, mode door motor, intake door motors, defroster door motor, blower motor and compressor are then controlled.

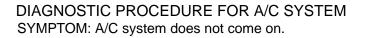
The front air control is unitized with control mechanisms. When the various switches and temperature dials are operated, data is input to the front air control.

Self-diagnostic functions are also built into the front air control to provide quick check of malfunctions in the air conditioner system.

Potentio Temperature Control (PTC)

< SERVICE INFORMATION >

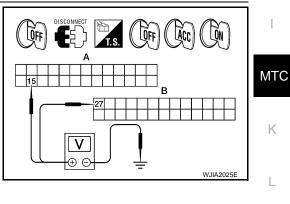
The PTC is built into the front air control. It can be set from cold to hot or any intermediate position by rotating the temperature dial.





- 1. Disconnect front air control connectors.
- Check voltage between front air control harness connector M49 (A) terminal 15 and connector M50 (B) terminal 27, and ground.

	Terminals		Ignition switch position		
(+)					
Front air control connector	Terminal No.	(-)	OFF	ACC	ON
M49 (A)	15	Ground	Approx. 0V	Approx. 0V	Battery voltage
M50 (B)	27	Ground	Battery voltage	Battery voltage	Battery voltage



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A/C

IGNITION SWITCH ON

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BATTERY

27

FRONT AIR CONTROL

<u>,</u>

OK or NG

NG

OK >> GO TO 2.

>> Check 10A and 15A fuses [Nos. 2 and 19, located in the fuse block (J/B)]. Refer to PG-77.

- If fuses are OK, check harness for open circuit. Repair or replace as necessary.
- If fuses are NG, replace fuse and check harness for short circuit. Repair or replace as necessary.

2. CHECK GROUND CIRCUIT FOR FRONT AIR CONTROL

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< SERVICE INFORMATION >

- 1. Turn ignition switch OFF.
- 2. Check continuity between front air control harness connector M50 terminal 36 and ground.

Continuity should exist.

OK or NG

- OK >> Replace front air control. Refer to <u>MTC-113, "Removal</u> and Installation".
- NG >> Repair harness or connector.

Mode Door Motor Circuit

SYMPTOM:

- Air outlet does not change.
- Mode door motor does not operate normally.

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - DISCHARGE AIR

- 1. Press each of the four mode position switches and then press the \mathbf{W} (DEF) switch.
- 2. Confirm that discharge air comes out according to the air distribution table. Refer to <u>MTC-45, "Operational</u> <u>Check (Front)"</u>.

NOTE:

Confirm that the compressor clutch is engaged (visual inspection) and intake door position is at FRESH when DEF (\mathfrak{P}) or D/F (\mathfrak{P}) is selected.

Can a symptom be duplicated?

YES >> GO TO 3. NO >> GO TO 2.

2.PERFORM COMPLETE OPERATIONAL CHECK

Perform a complete operational check and check for any symptoms. Refer to <u>MTC-45</u>, "<u>Operational Check</u> (<u>Front</u>)".

Can a symptom be duplicated?

YES >> Refer to MTC-29, "How to Perform Trouble Diagnosis for Quick and Accurate Repair".

NO >> System OK.

3.CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 4.

4.CHECK MODE DOOR OPERATION

Check and verify mode door mechanism for smooth operation in each mode.

<u>OK or NG</u>

OK >> GO TO 5.

NG >> Repair as necessary.

5.PERFORM SELF-DIAGNOSIS

Perform self-diagnosis to check for any codes. Refer to <u>MTC-44, "A/C System Self-Diagnosis Function"</u>. <u>Are any self-diagnosis codes present?</u>

YES >> Refer to MTC-44. "A/C System Self-Diagnosis Function".

NO >> GO TO 6.

6.CHECK THE MODE DOOR MOTOR PBR CIRCUIT

Perform diagnostic procedure for the mode door motor. Refer to "DIAGNOSTIC PROCEDURE FOR MODE DOOR MOTOR".

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< SERVICE INFORMATION >	
OK or NG	
OK >> GO TO 7.	А
NG >> Repair PBR circuit or replace motor. 7.RECHECK FOR CODES	
	В
Perform self-diagnosis. Refer to MTC-44, "A/C System Self-Diagnosis Function".	
Are any self-diagnostic codes present?	
YES >> Refer to MTC-44, "A/C System Self-Diagnosis Function". NO >> GO TO 8.	С
8.RECHECK FOR SYMPTOMS	
Perform a complete operational check and check for any symptoms. Refer to <u>MTC-45</u> , " <u>Operational Check</u> (<u>Front</u>)".	D
Does another symptom exist?	
YES >> Repair as necessary.	Е
NO >> Replace front air control. Refer to <u>MTC-113, "Removal and Installation"</u> .	
SYSTEM DESCRIPTION	
Component Parts	Γ
Mode door control system components are:	
Front air control	G
Mode door motor DPR (built into mode door motor)	
PBR (built into mode door motor)	Н
System Operation	Н

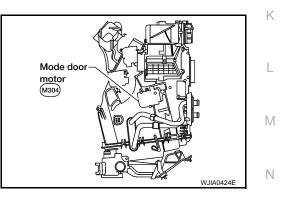
System Operation

The mode door position (vent, B/L, foot, and defrost) is set by the front air control by means of the mode door motor. When a mode door position is selected on the front air control, voltage is applied to one circuit of the mode door motor while ground is applied to the other circuit, causing the mode door motor to rotate. The direction of rotation is determined by which circuit has voltage applied to it, and which one has ground applied to it. The front air control monitors the mode door position by measuring the voltage signal on the PBR circuit.

COMPONENT DESCRIPTION

Mode Door Motor

The mode door motor is attached to the heater & cooling unit assembly. It rotates so that air is discharged from the outlet set by the front air control Motor rotation is conveyed to a link which activates the mode door.



MTC

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DIAGNOSTIC PROCEDURE FOR MODE DOOR MOTOR 1. Check front air control for power and ground

Condition

Press floor

mode

switch

Voltage

(Approx.)

Battery

voltage

< SERVICE INFORMATION >

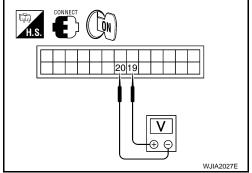
- 1. Turn ignition switch ON.
- 2. Press the B/L (💙) mode switch.

(+)

19

3. Check voltage between front air control harness connector M49 terminal 20 and terminal 19 while pressing the floor () mode switch.

Terminals



OK or NG

OK >> GO TO 3.

Connector

Front air control:

M49

NG >> GO TO 2.

2. Check mode door motor circuits for short to ground

(-)

20

- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.
- 3. Check resistance between front air control harness connector M49 terminal 20, 19 and ground.
 - 20 Ground

: Continuity should not exist.

19 - Ground

: Continuity should not exist.

<u>OK or NG</u>

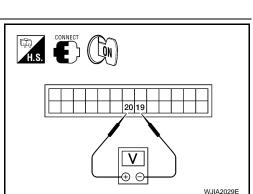
- OK >> Replace front air control. Refer to <u>MTC-113, "Removal</u> and Installation".
- NG >> Repair or replace harness as necessary.

$\mathbf{3}$. Check front air control for ground and power

1. Press the D/F (💱) mode switch.

Check voltage between front air control harness connector M49 terminal 19 and terminal 20 while pressing the mode switch to the vent (*) mode.

Connector	Те	erminals	Condition	Voltage (Approx.)
Connector	(+)	(-)		
Front air control: M49	20	19	Press vent mode switch	Battery voltage



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OK or NG

OK >> GO TO 4.

NG >> Replace front air control. Refer to MTC-113, "Removal and Installation".

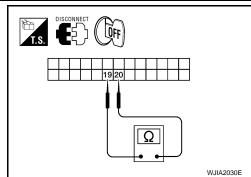
4. CHECK MODE DOOR MOTOR AND CIRCUITS FOR OPEN

- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.
- 3. Check continuity between front air control harness connector M49 terminal 20 and terminal 19.

Continuity should exist.

<u>OK or NG</u>

OK	>> GO TO 6.
NG	>> GO TO 5.



< SERVICE INFORMATION >

5. CHECK MODE DOOR MOTOR CIRCUITS FOR OPEN

- 1. Disconnect the mode door motor harness connector.
- Check continuity between front air control harness connector 2. M49 (A) terminal 20, 19 and the mode door motor harness connector (B) terminal 5, 6.
 - 20 5

- : Continuity should exist.
- 19 6
- : Continuity should exist.

OK or NG

- OK >> Replace mode door motor. Refer to ATC-148.
- NG >> Repair or replace harness as necessary.

6.CHECK FRONT AIR CONTROL FOR PBR POWER AND GROUND

- 1. Reconnect front air control harness connector.
- Turn ignition switch ON. 2.
- 3. Check voltage between front air control harness connector M49 (A) terminal 3 and front air control harness connector M50 (B) terminal 28.

Connector	Teri	Voltage (Ap-	
Connector	(+)	(-)	prox.)
Front air control: M49/M50	28 (M50)	3 (M49)	5V

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OK or NG

OK >> GO TO 8.

NG >> GO TO 7.

1.CHECK PBR REFERENCE VOLTAGE CIRCUIT FOR SHORT TO GROUND

- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.
- 3. Check continuity between front air control harness connector M49 terminal 28 and ground.

Continuity should not exist.

OK or NG

- OK >> Replace front air control. Refer to MTC-113, "Removal and Installation".
- NG >> Repair or replace harness as necessary.

8.CHECK PBR REFERENCE VOLTAGE AND GROUND CIRCUITS

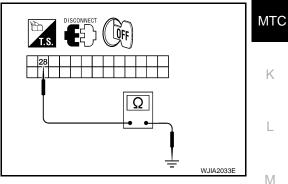
- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.
- Check continuity between front air control harness connector 3. M50 (B) terminal 28 and front air control harness connector M49 (A) terminal 3.

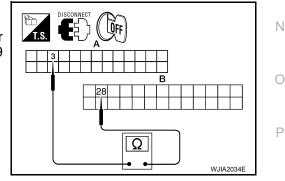
Continuity should exist.

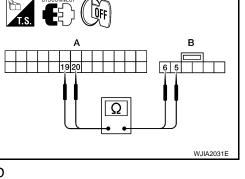
OK or NG

OK >> GO TO 10. NG >> GO TO 9.

9.CHECK PBR REFERENCE VOLTAGE CIRCUIT FOR OPEN







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< SERVICE INFORMATION >

- Disconnect the mode door motor harness connector. 1.
- 2. Check continuity between mode door motor harness connector M304 (B) terminal 3 and front air control harness connector M50 (C) terminal 28.

28 - 3 : Continuity should exist.

Check continuity between mode door motor harness connector 3 M304 (B) terminal 1 and front air control harness connector M49 (A) terminal 3.

3 - 1 : Continuity should exist.

OK or NG

OK >> Replace mode door motor. Refer to ATC-148.

- NG >> Repair or replace harness as necessary.
- 10. CHECK PBR FEEDBACK VOLTAGE
- 1. Reconnect the front air control harness connector.
- 2. Turn ignition switch ON.
- 3. Check voltage between front air control harness connector M49 terminal 7 and ground while cycling mode switch through all modes.

Voltage

: Approx. 0 - 5V

OK or NG

OK >> GO TO 12. NG >> GO TO 11.

11. CHECK PBR FEEDBACK SIGNAL CIRCUIT FOR SHORT TO GROUND

- 1. Turn ignition switch OFF.
- 2. Disconnect front air control harness connector.
- 3. Check continuity between front air control harness connector M49 terminal 7 and ground.

Continuity should not exist.

OK or NG

- OK >> Replace front air control. Refer to MTC-113, "Removal and Installation".
- NG >> Repair or replace harness as necessary.

12.CHECK PBR FEEDBACK CIRCUIT FOR OPEN

- 1. Turn ignition switch OFF.
- 2. Disconnect the mode door motor harness connector and front air control harness connector.
- Check continuity between mode door motor harness connector 3. M304 (B) terminal 2 and front air control harness connector M49 (A) terminal 7.

MTC-54

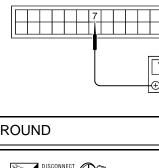
Continuity should exist.

OK or NG

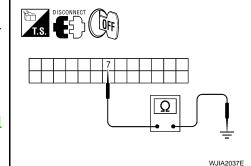
- >> Replace mode door motor. Refer to ATC-148. OK
- NG >> Repair or replace harness as necessary.
- Air Mix Door Motor Circuit

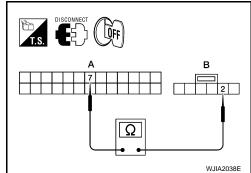
SYMPTOM:

Discharge air temperature does not change.

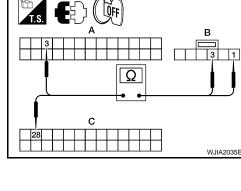


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< SERVICE INFORMATION >	
Air mix door motor does not operate.	
INSPECTION FLOW	
1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE INCREA	ASE
 Turn the temperature control dial clockwise to maximum heat. Check for hot air at discharge air outlets. 	
>> GO TO 2. $2.$ Confirm symptom by performing operational check - temperature decre	
1. Turn the temperature control dial counterclockwise to maximum cold.	LAGE
 Check for cold air at discharge air outlets. 	
Can a symptom be duplicated?	
YES >> GO TO 4. NO >> GO TO 3.	
3. PERFORM COMPLETE OPERATIONAL CHECK	
Perform a complete operational check and check for any symptoms. Refer to MTC-45, "Operational check and check for any symptoms.	tional Check
(Front)".	
Can a symptom be duplicated? YES >> Refer to MTC-29, "How to Perform Trouble Diagnosis for Quick and Accurate Repair"	
NO $>>$ System OK.	
4. CHECK FOR SERVICE BULLETINS	
Check for any service bulletins.	
>> GO TO 5.	
>> GO TO 5. 5.CHECK AIR MIX DOOR OPERATION	
>> GO TO 5. 5.CHECK AIR MIX DOOR OPERATION Check and verify air mix door mechanism for smooth operation from maximum cold to maximum	heat in each
>> GO TO 5. 5.CHECK AIR MIX DOOR OPERATION Check and verify air mix door mechanism for smooth operation from maximum cold to maximum mode.	heat in each
>> GO TO 5. 5.CHECK AIR MIX DOOR OPERATION Check and verify air mix door mechanism for smooth operation from maximum cold to maximum	heat in each
>> GO TO 5. 5. CHECK AIR MIX DOOR OPERATION Check and verify air mix door mechanism for smooth operation from maximum cold to maximum mode. OK or NG OK >> GO TO 6. NG >> Repair as necessary.	heat in each
>> GO TO 5. 5.CHECK AIR MIX DOOR OPERATION Check and verify air mix door mechanism for smooth operation from maximum cold to maximum mode. OK or NG OK >> GO TO 6. NG >> Repair as necessary. 6.PERFORM SELF-DIAGNOSIS	
 >> GO TO 5. 5. CHECK AIR MIX DOOR OPERATION Check and verify air mix door mechanism for smooth operation from maximum cold to maximum mode. OK or NG OK >> GO TO 6. NG >> Repair as necessary. 6. PERFORM SELF-DIAGNOSIS Perform self-diagnosis to check for any codes. Refer to MTC-44, "A/C System Self-Diagnosis Fur 	
 >> GO TO 5. 5. CHECK AIR MIX DOOR OPERATION Check and verify air mix door mechanism for smooth operation from maximum cold to maximum mode. OK or NG OK >> GO TO 6. NG >> Repair as necessary. 6. PERFORM SELF-DIAGNOSIS Perform self-diagnosis to check for any codes. Refer to MTC-44, "A/C System Self-Diagnosis Fur Are any self-diagnosis codes present? 	
 >> GO TO 5. 5. CHECK AIR MIX DOOR OPERATION Check and verify air mix door mechanism for smooth operation from maximum cold to maximum mode. OK or NG OK >> GO TO 6. NG >> Repair as necessary. 6. PERFORM SELF-DIAGNOSIS Perform self-diagnosis to check for any codes. Refer to MTC-44, "A/C System Self-Diagnosis Fur 	
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$\label{eq:second} \begin{array}{l} >> \text{GO TO 5.} \\ \hline \textbf{5.CHECK AIR MIX DOOR OPERATION} \\ \hline \textbf{Check and verify air mix door mechanism for smooth operation from maximum cold to maximum mode.} \\ \hline \textbf{OK} & \text{or NG} \\ \hline \textbf{OK} & >> \text{GO TO 6.} \\ \hline \textbf{NG} & >> \text{Repair as necessary.} \\ \hline \textbf{6.PERFORM SELF-DIAGNOSIS} \\ \hline \textbf{Perform self-diagnosis to check for any codes. Refer to MTC-44. "A/C System Self-Diagnosis Fur Are any self-diagnosis to check for any codes. Refer to MTC-44. "A/C System Self-Diagnosis Fur Are any self-diagnosis codes present? \\ \hline \textbf{YES} & >> Refer to MTC-44. "A/C System Self-Diagnosis Function". \\ \hline \textbf{NO} & >> \text{GO TO 7.} \\ \hline \textbf{7.CHECK THE AIR MIX DOORS MOTOR PBR CIRCUIT \\ \hline \textbf{Perform diagnostic procedure for the air mix door motors. Refer to "Air Mix Door Motor Circuit ". OK or NG \\ \hline \textbf{OK} & >> \text{GO TO 8.} \\ \hline \textbf{NG} & >> Repair PBR circuit or replace air mix door motor. Refer to MTC-134. "Removal and In 8.RECHECK FOR CODES \\ \hline \textbf{Perform self-diagnosis. Refer to MTC-44. "A/C System Self-Diagnosis Function". Are any self-diagnosis. Refer to MTC-44. "A/C System Self-Diagnosis Function". Are any self-diagnosis. Refer to MTC-44. "A/C System Self-Diagnosis Function". Are any self-diagnosis. Refer to MTC-44. "A/C System Self-Diagnosis Function". Are any self-diagnosis. Refer to MTC-44. "A/C System Self-Diagnosis Function". Are any self-diagnosis. Refer to MTC-44. "A/C System Self-Diagnosis Function". Are any self-diagnosis. Refer to MTC-44. "A/C System Self-Diagnosis Function". Are any self-diagnosis. Refer to MTC-44. "A/C System Self-Diagnosis Function". Are any self-diagnosis. Refer to MTC-44. "A/C System Self-Diagnosis Function". Are any self-diagnosis. Refer to MTC-44. "A/C System Self-Diagnosis Function". Are any self-diagnosis. Refer to MTC-44. "A/C System Self-Diagnosis Function". Are any self-diagnosis codes present?$	nction".

Does another symptom exist?

< SERVICE INFORMATION >

YES >> Refer to <u>MTC-29</u>, "How to Perform Trouble Diagnosis for Quick and Accurate Repair". NO >> Replace front air control. Refer to <u>MTC-113</u>, "Removal and Installation".

SYSTEM DESCRIPTION

Component Parts

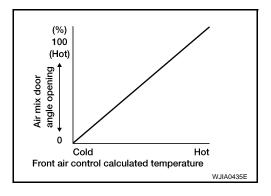
Air_mix door control system components are:

- Front air control
- Air mix door motors (Front and rear)
- PBR (built-into air mix door motor)

System Operation

The front air control receives data based on the temperature selected by the driver and rear passenger. The front air control then applies a voltage to one circuit of the appropriate air mix door motor, while ground is applied to the other circuit, causing the appropriate air mix door motor to rotate. The direction of rotation is determined by which circuit has voltage applied to it, and which one has ground applied to it. The front air control monitors the air mix door positions by measuring the voltage signal on the PBR circuits of each door.

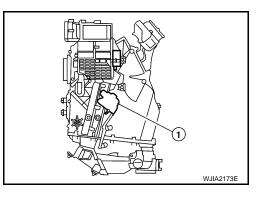
Air Mix Door Control Specification

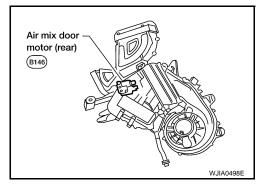


COMPONENT DESCRIPTION

Air Mix Door Motors

The air mix door motor (front) (1) is attached to the front heater & cooling unit assembly. The rear air mix door motor is attached to the rear heater & cooling unit. These motors rotate so that the air mix door is opened or closed to a position set by the front (or rear) air control. Motor rotation is then conveyed through a shaft and the air mix door position is then fed back to the front air control by the PBR built into the air mix door motors.





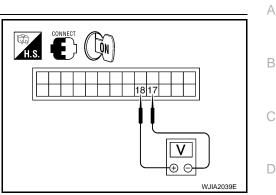
DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR (FRONT)

< SERVICE INFORMATION >

1. CHECK FRONT AIR CONTROL FOR POWER AND GROUND

- 1. Turn ignition switch ON.
- Rotate temperature control dial to maximum heat. 2.
- 3. Check voltage between front air control harness connector M49 terminal 18 and terminal 17 while rotating temperature control dial (front) to maximum cold.

Connector	Т	erminals	Condition	Voltage
Connector	(+)	(-)		(Approx.)
Front air control: M49	18	17	Rotate temp con- trol dial	Battery voltage



OK or NG

OK >> GO TO 3.

NG >> GO TO 2.

2.check air mix door motor (front) circuits for short to ground

- Turn ignition switch OFF. 1.
- Disconnect the front air control harness connector. 2.
- Check continuity between front air control harness connector 3. M49 terminal 18, 17 and ground.
 - 18 Ground
- : Continuity should not exist.
- 17 Ground
- : Continuity should not exist.

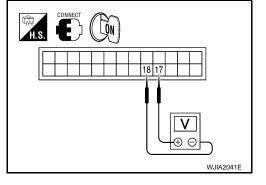
OK or NG

- OK >> Replace front air control. Refer to MTC-113, "Removal and Installation".
- NG >> Repair or replace harness as necessary.

${f 3.}$ CHECK FRONT AIR CONTROL FOR POWER AND GROUND

- 1. Turn ignition switch ON.
- Rotate temperature control dial (front) to maximum cold. 2.
- 3. Check voltage between front air control harness connector M49 terminal 18 and terminal 17 while rotating temperature control dial (front) to maximum heat.

Connector	Т	erminals	Condition	Voltage (Approx.)
	(+)	(-)		
Front air control: M49	17	18	Rotate temp con- trol dial	Battery voltage



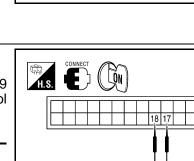
Ω

OK or NG

OK >> GO TO 4.

NG >> Replace front air control. Refer to MTC-113, "Removal and Installation".

4.CHECK AIR MIX DOOR MOTOR (FRONT) CIRCUITS FOR OPEN



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< SERVICE INFORMATION >

- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.
- Check continuity between front air control harness connector M49 terminal 18 and terminal 17.

Continuity should exist.

OK or NG

OK >> GO TO 6. NG >> GO TO 5.

5.CHECK AIR MIX DOOR MOTOR (FRONT) CIRCUITS FOR OPEN

- 1. Disconnect the air mix door motor (front) harness connector.
- Check continuity between front air control harness connector M49 (A) terminal 18, 17 and the air mix door motor (front) harness connector M307 (B) terminal 5, 6.
 - 18 5

: Continuity should exist.

17 - 6

: Continuity should exist.

OK or NG

- OK >> Replace air mix door motor (front). Refer to <u>MTC-134.</u> <u>"Removal and Installation"</u>.
- NG >> Repair or replace harness as necessary.

6.CHECK FRONT AIR CONTROL FOR PBR POWER AND GROUND

- 1. Reconnect front air control harness connector.
- 2. Turn ignition switch ON.
- Check voltage between front air control harness connector M50 (B) terminal 28 and front air control harness connector M49 (A) terminal 3.

Connectors	Terminals		Voltage (Ap-	
	(+)	(-)	prox.)	
Front air control: M49/M50	28 (50)	3 (M49)	5V	

<u>OK or NG</u>

OK >> GO TO 8.

NG >> GO TO 7.

7. CHECK PBR REFERENCE VOLTAGE CIRCUIT FOR SHORT TO GROUND

1. Turn ignition switch OFF.

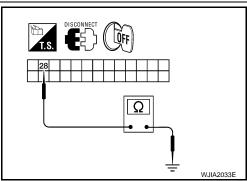
- 2. Disconnect the front air control harness connector.
- 3. Check continuity between front air control harness connector M50 terminal 28 and ground.

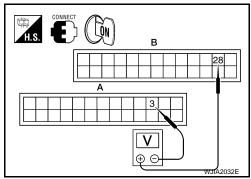
Continuity should not exist.

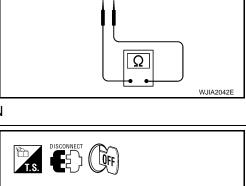
<u>OK or NG</u>

- OK >> Replace front air control. Refer to <u>MTC-113, "Removal</u> and Installation".
- NG >> Repair or replace harness as necessary.

8.CHECK PBR REFERENCE VOLTAGE AND GROUND CIRCUITS







< SERVICE INFORMATION >

- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.
- Check continuity between front air control harness connector M50 (B) terminal 28 and front air control harness connector M49 (A) terminal 3.

Continuity should exist.

OK or NG

OK	>> GO TO 10.
NG	>> GO TO 9.

9.CHECK PBR REFERENCE VOLTAGE CIRCUIT FOR OPEN

- 1. Disconnect the air mix door motor (front) harness connector.
- Check continuity between air mix door motor (front) harness connector M307 (B) terminal 3 and front air control harness connector M50 (C) terminal 28.

28 - 3

: Continuity should exist.

 Check continuity between air mix door motor (front) harness connector M39 (B) terminal 1 and front air control harness connector M49 (A) terminal 3.

3 - 1 : Continuity should exist.

<u>OK or NG</u>

OK >> Replace air mix door motor (front). Refer to <u>MTC-134, "Removal and Installation"</u>.

NG >> Repair or replace harness as necessary.

10.CHECK PBR FEEDBACK VOLTAGE

1. Reconnect the front air control harness connector.

2. Turn ignition switch ON.

 Check voltage between front air control harness connector M49 terminal 6 and ground while rotating temperature control dial from maximum heat to maximum cold.

Voltage

: Approx. 0 - 5V

<u>OK or NG</u>

OK >> GO TO 12. NG >> GO TO 11.

11. CHECK PBR FEEDBACK SIGNAL CIRCUIT FOR SHORT TO GROUND

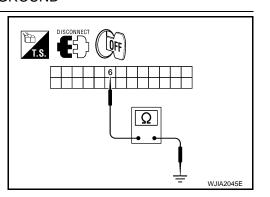
- 1. Turn ignition switch OFF.
- 2. Disconnect front air control harness connector.
- 3. Check continuity between front air control harness connector M49 terminal 6 and ground.

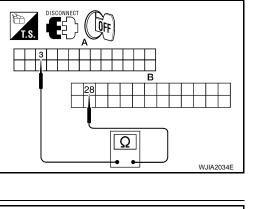
Continuity should not exist.

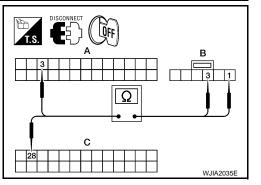
<u>OK or NG</u>

- OK >> Replace front air control. Refer to <u>MTC-113, "Removal</u> and Installation".
- NG >> Repair or replace harness as necessary.

12.CHECK PBR FEEDBACK CIRCUIT FOR OPEN







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< SERVICE INFORMATION >

- 1. Turn ignition switch OFF.
- 2. Disconnect the air mix door motor (front) harness connector and front air control harness connector.
- Check continuity between air mix door motor (front) harness connector M307 (B) terminal 2 and front air control harness connector M49 (A) terminal 6.

Continuity should exist.

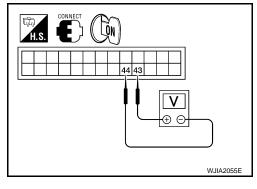
OK or NG

- OK >> Replace air mix door motor (rear). Refer to <u>MTC-134</u>.
- NG >> Repair or replace harness as necessary.

DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR (REAR)

- 1. CHECK FRONT AIR CONTROL FOR POWER AND GROUND
- 1. Turn ignition switch ON.
- 2. Rotate temperature control dial (rear) to maximum heat.
- Check voltage between front air control harness connector M50 terminal 43 and terminal 44 while rotating temperature control dial (rear) to maximum cold.

Connector	Terminals		Condition	Voltage
	(+)	(-)	Condition	(Approx.)
Front air control: M50	43	44	Rotate temp con- trol dial	Battery voltage



<u>OK or NG</u>

OK >> GO TO 3. NG >> GO TO 2.

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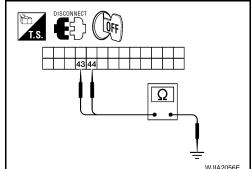
2.CHECK AIR MIX DOOR MOTOR (REAR) CIRCUITS FOR SHORT TO GROUND

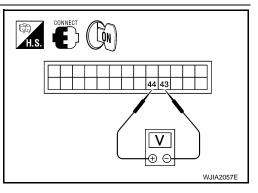
- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.
- 3. Check continuity between front air control harness connector M50 terminal 43, 44 and ground.
 - 43 Ground
- : Continuity should not exist.
- 44 Ground
- : Continuity should not exist.

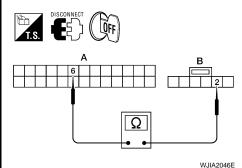
<u>OK or NG</u>

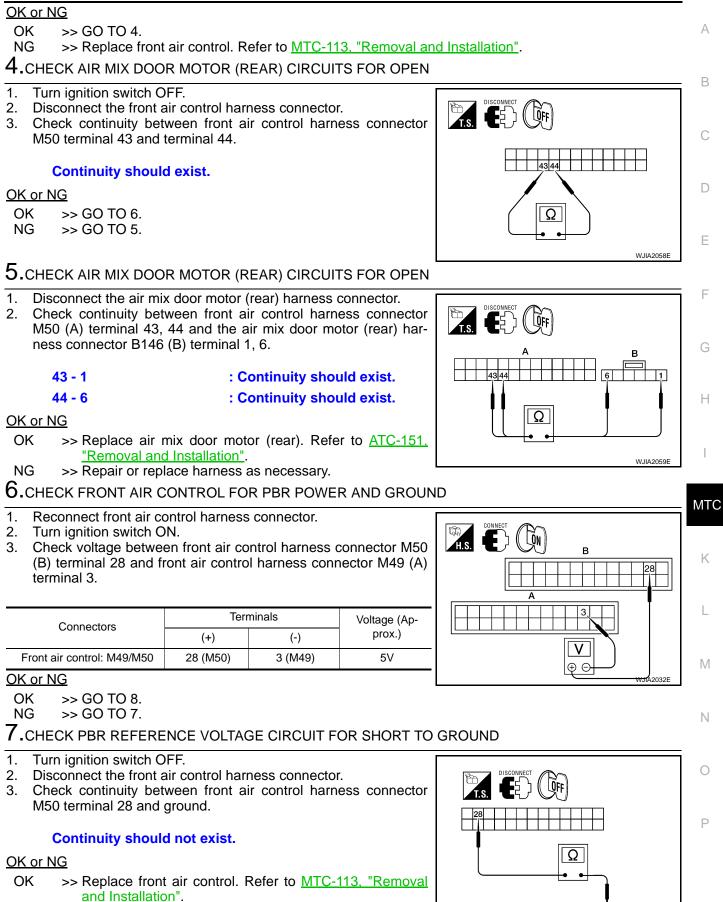
- OK >> Replace front air control. Refer to <u>MTC-113</u>, "Removal <u>and Installation"</u>.
- NG >> Repair or replace harness as necessary.
- $\mathbf{3}$. Check front air control for power and ground
- 1. Turn ignition switch ON.
- 2. Rotate temperature control dial (rear) to maximum cold.
- 3. Check voltage between front air control harness connector M50 terminal 43 and terminal 44 while rotating temperature control dial (rear) to maximum hot.

Connector	Terminals		Condition	Voltage
	(+)	(-)	Condition	(Approx.)
Front air control: M50	44	43	Rotate temp con- trol dial	Battery voltage









NG >> Repair or replace harness as necessary.



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< SERVICE INFORMATION >

8.CHECK PBR REFERENCE VOLTAGE AND GROUND CIRCUITS

- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.
- Check continuity between front air control harness connector M50 (B) terminal 28 and front air control harness connector M49 (A) terminal 3.

Continuity should exist.

OK or NG

OK >> GO TO 10. NG >> GO TO 9.

9.CHECK PBR REFERENCE VOLTAGE CIRCUIT FOR OPEN

- 1. Disconnect the air mix door motor (rear) harness connector.
- Check continuity between air mix door motor (rear) harness connector B146 (B) terminal 3 and front air control harness connector M50 (C) terminal 28.

28 - 3

3 - 2

: Continuity should exist.

 Check continuity between air mix door motor (rear) harness connector B146 (B) terminal 2 and front air control harness connector M49 (A) terminal 3.

: Continuity should exist.

OK or NG

OK >> Replace air mix door motor (rear). Refer to MTC-134. "Removal and Installation".

: Approx. 0 - 5V

NG >> Repair or replace harness as necessary.

10.CHECK PBR FEEDBACK VOLTAGE

- 1. Reconnect the front air control harness connector.
- 2. Turn ignition switch ON.
- 3. Check voltage between front air control harness connector M50 terminal 30 and ground while rotating temperature control dial (rear) from maximum cold to maximum hot.

Voltage

OK or NG

OK >> GO TO 12. NG >> GO TO 11.

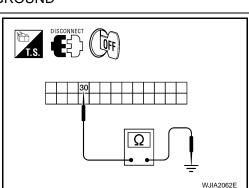
11. CHECK PBR FEEDBACK SIGNAL CIRCUIT FOR SHORT TO GROUND

- 1. Turn ignition switch OFF.
- 2. Disconnect front air control harness connector.
- 3. Check continuity between front air control harness connector M50 terminal 30 and ground.

Continuity should not exist.

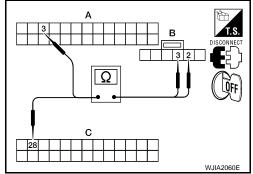
OK or NG

- OK >> Replace front air control. Refer to <u>MTC-113</u>, "Removal <u>and Installation"</u>.
- NG >> Repair or replace harness as necessary.
- 12. CHECK PBR FEEDBACK CIRCUIT FOR OPEN



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< SERVICE INFORMATION >

- 1. Turn ignition switch OFF.
- 2. Disconnect the air mix door motor (rear) harness connector and front air control harness connector.
- Check continuity between air mix door motor (rear) harness connector B146 (B) terminal 4 and front air control harness connector M50 (A) terminal 30.

Continuity should exist.

OK or NG

- OK >> Replace air mix door motor (rear). Refer to <u>MTC-134</u>, <u>"Removal and Installation"</u>.
- NG >> Repair or replace harness as necessary.

Intake Door Motor Circuit

SYMPTOM:

- Intake door does not change.
- Intake door motor does not operate normally.

NOTE:

Recirculation is not allowed in defrost, defrost/floor or floor modes.

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - REC (

- 1. Press the vent mode (*).
- 2. Press REC (C) switch. The REC (C) indicator should illuminate.
- 3. Press REC () switch again. The REC () indicator should go out.
- 4. Listen for intake door position change (you should hear blower sound changes slightly).

Can a symptom be duplicated?

YES >> GO TO 3.

NO >> GO TO 2.

2. PERFORM COMPLETE OPERATIONAL CHECK

Perform a complete operational check and check for any symptoms. Refer to <u>MTC-45, "Operational Check</u> (<u>Front)"</u>

Can a symptom be duplicated?

YES >> Refer to <u>MTC-29, "How to Perform Trouble Diagnosis for Quick and Accurate Repair"</u>. NO >> System OK.

3.CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 4.

CHECK THE INTAKE DOOR MOTOR CIRCUITS

Perform diagnostic procedure for the intake door motor. Refer to "Intake Door Motor Circuit".

<u>OK or NG</u>

OK >> GO TO 5.

NG >> Replace front air control or repair wiring. Refer to MTC-113, "Removal and Installation".

5.CHECK INTAKE DOOR OPERATION

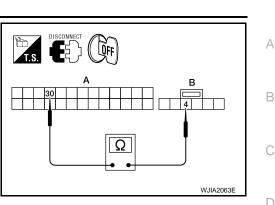
Check and verify intake door mechanism for smooth operation.

<u>OK or NG</u>

OK >> Replace intake door motor. Refer to MTC-129.

NG >> Repair intake door mechanism.

SYSTEM DESCRIPTION



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< SERVICE INFORMATION >

Component Parts

Intake door control system components are:

- Front air control
- Intake door motor (driver and passenger)

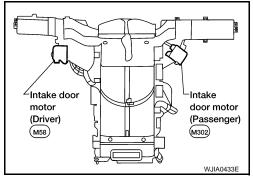
System Operation

The intake door control determines the intake door (driver and passenger) positions based on the position of the recirculation switch. When the recirculation switch is depressed the intake door motors rotate closing off the fresh air inlet and recirculating the cabin air. If the recirculation switch is depressed again, the intake door motors rotate in the opposite direction, again allowing fresh air into the cabin.

COMPONENT DESCRIPTION

Intake door motors

The driver and passenger intake door motors are attached to the intake unit. They rotate so that air is drawn from inlets set by the front air control. Motor rotation is conveyed to a lever which activates the intake door.

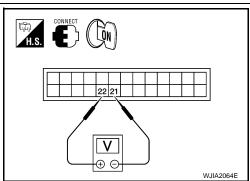


DIAGNOSTIC PROCEDURE FOR INTAKE DOOR MOTOR (DRIVER)

1. CHECK FRONT AIR CONTROL FOR POWER AND GROUND

- 1. Turn ignition switch ON.
- Check voltage between front air control harness connector M49 terminal 22 and terminal 21 while placing the HVAC system into self-diagnostic mode. Refer to <u>ATC-45, "A/C System Self-Diagnosis Function"</u>.

Connector	Terminals		Condition	Voltage
(+)	(+)	(-)	Condition	(Approx.)
Front air control: M49	22	21	Self-diagnostic mode	Battery volt- age



<u>OK or NG</u>

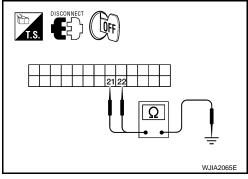
OK >> GO TO 3. NG >> GO TO 2.

2.CHECK INTAKE DOOR MOTOR (DRIVER) CIRCUITS FOR SHORT TO GROUND

- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.
- 3. Check continuity between front air control harness connector M49 terminal 22, 21 and ground.
 - 22 Ground
- : Continuity should not exist.
- 21 Ground
- : Continuity should not exist.

- OK or NG
- OK >> Replace front air control. Refer to <u>MTC-113</u>, "Removal and Installation".
- NG >> Repair or replace harness as necessary.

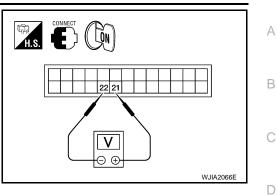
 $\mathbf{3}$. Check front air control for ground and power



< SERVICE INFORMATION >

- 1. Press any button to exit out of self-diagnostic mode.
- Check voltage between front air control harness connector M49 terminal 22 and terminal 21 while placing the HVAC system into self-diagnostic mode. Refer to <u>ATC-45. "A/C System Self-Diagnosis Function"</u>.

Connector	Te	erminals	Condition	Voltage
Connector	(+)	(-)	Condition	(Approx.)
Front air control: M49	21	22	Self-diagnostic mode	Battery voltage



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OK or NG

OK >> GO TO 4.

NG >> Replace front air control. Refer to <u>MTC-113, "Removal and Installation"</u>.

4.CHECK INTAKE DOOR MOTOR (DRIVER) AND CIRCUITS FOR OPEN

- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.
- 3. Check continuity between front air control harness connector M49 terminal 22 and terminal 21.

Continuity should exist.

OK or NG

OK >> Replace intake door motor (driver). Refer to <u>ATC-146,</u> <u>"Removal and Installation"</u>.

NG >> GO TO 5.

5. CHECK INTAKE DOOR MOTOR (DRIVER) CIRCUITS FOR OPEN

- 1. Disconnect the intake door motor (driver) harness connector.
- Check continuity between front air control harness connector M49 (A) terminal 22, 21 and the intake door motor (driver) harness connector M58 (B) terminal 1, 6.
 - 1 22
 - 6 21

: Continuity should exist. : Continuity should exist.

MTC-65

<u>OK or NG</u>

- OK >> Replace intake door motor (driver). Refer to <u>ATC-146.</u> "Removal and Installation".
- NG >> Repair or replace harness as necessary.

DIAGNOSTIC PROCEDURE FOR INTAKE DOOR MOTOR (PASSENGER)

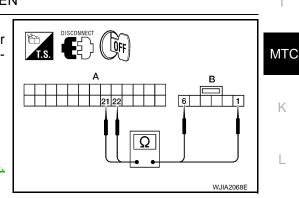
1.CHECK FRONT AIR CONTROL FOR POWER AND GROUND

- 1. Turn ignition switch ON.
- Check voltage between front air control harness connector M50 terminal 45 and terminal 46 while placing the HVAC system into self-diagnostic mode. Refer to <u>ATC-45, "A/C System Self-Diagnosis Function"</u>.

Connector	Te	Terminals		Voltage
(+)	(+)	(-)	Condition	(Approx.)
Front air control: M50	45	46	Self-diagnostic mode	Battery volt- age

OK or NG

OK >> GO TO 3. NG >> GO TO 2.



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21 22

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< SERVICE INFORMATION >

2.CHECK INTAKE DOOR MOTOR (PASSENGER) CIRCUITS FOR SHORT TO GROUND

- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.
- 3. Check continuity between front air control harness connector M50 terminal 46, 45 and ground.
 - 46 Ground

: Continuity should not exist.

45 - Ground

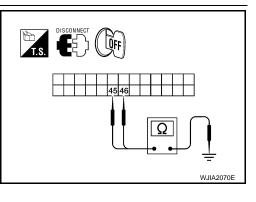
: Continuity should not exist.

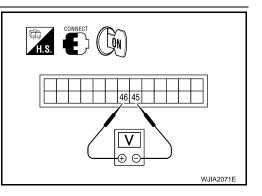
- <u>OK or NG</u>
- OK >> Replace front air control. Refer to <u>MTC-113, "Removal</u> <u>and Installation"</u>.
- NG >> Repair or replace harness as necessary.

3.CHECK FRONT AIR CONTROL FOR GROUND AND POWER

- 1. Press the any button to exit out of self-diagnostic mode.
- Check voltage between front air control harness connector M50 terminal 46 and terminal 45 while placing the HVAC system into self-diagnostic mode. Refer to <u>ATC-45, "A/C System Self-Diagnosis Function"</u>.

Connector	Те	erminals	Condition	Voltage	
Connector	(+)	(-)		(Approx.)	
Front air control: M50	46	45	Self-diagnostic mode	Battery voltage	





OK or NG

OK >> GO TO 4.

NG >> Replace front air control. Refer to MTC-113. "Removal and Installation".

4. CHECK INTAKE DOOR MOTOR (PASSENGER) AND CIRCUITS FOR OPEN

- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.
- 3. Check continuity between front air control harness connector M50 terminal 46 and terminal 45.

Continuity should exist.

OK or NG

- OK >> Replace intake door motor (passenger). Refer to <u>ATC-</u> <u>146. "Removal and Installation"</u>.
- NG >> GO TO 5.

5. CHECK INTAKE DOOR MOTOR (PASSENGER) CIRCUITS FOR OPEN

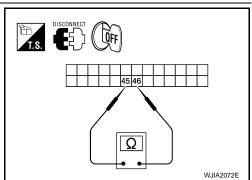
- 1. Disconnect the intake door motor (passenger) harness connector.
- 2. Check continuity between front air control harness connector M50 terminal 46, 45 and the intake door motor (passenger) harness connector terminal 1, 6.
 - 46 1 45 - 6

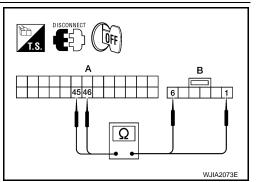
: Continuity should exist.

: Continuity should exist.

<u>OK or NG</u>

- OK >> Replace intake door motor (passenger). Refer to <u>ATC-</u> <u>146, "Removal and Installation"</u>.
- NG >> Repair or replace harness as necessary.





< SERVICE INFORMATION >	
Defroster Door Motor Circuit	A
SYMPTOM:	A
Defroster door does not change. Defroster door doos not change.	В
Defroster door does not operate normally. INSPECTION FLOW	D
1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - DEFROSTER DOOR	
1. Press the vent switch (*).	С
 Press the defrost switch (\$\$\varphi\$). Defroster indicator should illuminate. Listen for defroster door position change (blower sound should change slightly). 	D
Can the symptom be duplicated?	
YES >> GO TO 3. NO >> GO TO 2.	Е
2.CHECK FOR ANY SYMPTOMS	
Perform a complete operational check for any symptoms. Refer to MTC-45. "Operational Check (Front)".	F
Does another symptom exist?	
YES >> Refer to <u>MTC-29</u> , "How to Perform Trouble Diagnosis for Quick and Accurate Repair". NO >> GO TO 6.	
3. CHECK FOR SERVICE BULLETINS	G
Check for any service bulletins.	
	H
>> GO TO 4.	
4. CHECK DEFROSTER DOOR MOTOR	
Perform diagnostic procedure for defroster door motor. Refer to "DIAGNOSTIC PROCEDURE FOR DEFROSTER DOOR MOTOR".	
OK or NG	Μ٦
 OK >> GO TO 5. NG >> Repair PBR circuit or replace defroster door motor. Refer to MTC-128. 	
5. CHECK DEFROSTER DOOR OPERATION	K
Check and verify defroster door mechanism for smooth operation.	
OK or NG	1
OK >> Replace defroster door motor. Refer to <u>MTC-128</u> .	
NG >> Repair defroster door mechanism. 6.PERFORM SELF-DIAGNOSIS	
Perform self-diagnosis to check for any codes. Refer to MTC-44, "A/C System Self-Diagnosis Function".	N
<u>Are any self-diagnosis codes present?</u>	
YES >> Refer to MTC-44, "A/C System Self-Diagnosis Function". NO >> System OK.	Ν
SYSTEM DESCRIPTION	С
Component Parts	
Defroster door control system components are:	F
 Front air control Defroster door motor 	ſ
Sustan Operation	

System Operation

The front air control determines defroster door position based on the position of the mode dial. When the mode dial is in the defroster position, the defroster door motor rotates directing air to the defroster ducts. When any mode other than defroster is selected, the defroster motor rotates in the opposite direction closing off air flow to the defroster ducts.

Voltage

(Approx.)

Battery volt-

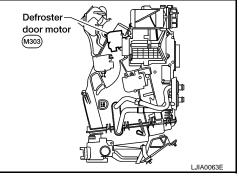
age

< SERVICE INFORMATION >

COMPONENT DESCRIPTION

Defroster door motor

The defroster door motor is attached to the front heater & cooling assembly unit. The front air control sends voltage to rotate the defroster door directing the air flow either to the defroster ducts, or to the floor ducts, depending on which way the voltage and ground are applied to the motor leads. Motor rotation is conveyed to a lever which activates the defroster door.



DIAGNOSTIC PROCEDURE FOR DEFROSTER DOOR MOTOR

1. CHECK FRONT AIR CONTROL FOR POWER AND GROUND

- 1. Turn ignition switch ON.
- Check voltage between front air control harness connector M49 terminal 24 and terminal 23 while placing the HVAC system into self-diagnostic mode. Refer to <u>ATC-45, "A/C System Self-Diagnosis Function"</u>.

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24

H.S. CONNECT	
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<u>OK or NG</u>

Connector

Front air control:

M49

OK >> GO TO 3. NG >> GO TO 2.

2.check defroster door motor circuits for short to ground

- 1. Turn ignition switch OFF.
- 2. Disconnect the front air control harness connector.

Terminals

(+)

23

- 3. Check continuity between front air control harness connector M49 terminal 23, 24 and ground.
 - 24 Ground

: Continuity should not exist.

Condition

Self-diagnostic

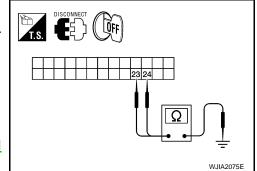
mode

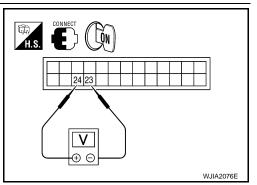
- 23 Ground
- : Continuity should not exist.

<u>OK or NG</u>

- OK >> Replace front air control. Refer to <u>MTC-113, "Removal</u> and Installation".
- NG >> Repair or replace harness as necessary.
- $\mathbf{3.}$ CHECK FRONT AIR CONTROL FOR GROUND AND POWER
- 1. Press any button to exit self-diagnostic mode.
- Check voltage between front air control harness connector M49 terminal 23 and terminal 24 while placing the HVAC system into self-diagnostic mode. Refer to <u>ATC-45, "A/C System Self-Diagnosis Function"</u>.

Connector	Terminals		Condition	Voltage
	(+)	(-)	Condition	(Approx.)
Front air control: M49	24	23	Self-diagnostic mode	Battery voltage





< SERVICE INFORMATION >

OK or N	١G
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OK >> GO TO 4.

NG >> Replace front air control. Refer to MTC-113, "Removal and Installation".

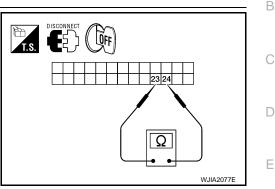
4. CHECK DEFROSTER DOOR MOTOR AND CIRCUITS FOR OPEN

- 1. Turn ignition switch OFF.
- Disconnect the front air control harness connector. 2.
- Check continuity between front air control harness connector 3. M49 terminal 23 and terminal 24.

Continuity should exist.

OK or NG

- OK >> Replace defroster door motor. Refer to ATC-144.
- NG >> GO TO 5.



5. CHECK DEFROSTER DOOR MOTOR CIRCUITS FOR OPEN

- 1. Disconnect the defroster door motor harness connector.
- 2. Check continuity between front air control harness connector M49 (A) terminal 24, 23 and the defroster door motor harness connector M303 (B) terminal 1, 6.
 - 24 1
 - 23 6

Front Blower Motor Circuit

: Continuity should exist.

: Continuity should exist.

OK or NG

SYMPTOM:

1.

- OK >> Replace defroster door motor. Refer to ATC-144.
- NG >> Repair or replace harness as necessary.



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- Blower motor operation is malfunctioning. Κ **INSPECTION FLOW** 1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - FRONT BLOWER Rotate the blower control dial clockwise. Blower should operate. 2. Rotate the blower control dial clockwise, and continue checking blower speed and fan symbol until all speeds are checked. Can the symptom be duplicated? Μ YES >> GO TO 3. NO >> GO TO 2. 2 . CHECK FOR ANY SYMPTOMS Perform a complete operational check for any symptoms. Refer to MTC-45, "Operational Check (Front)". Does another symptom exist? >> Refer the symptom table. Refer to MTC-29, "How to Perform Trouble Diagnosis for Quick and Accurate Repair".
- NO >> System OK.

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m 3.}$ CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 4.

4.PERFORM SELF-DIAGNOSIS

Perform self-diagnosis to check for any codes. Refer to MTC-44, "A/C System Self-Diagnosis Function".

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Are any self-diagnosis codes present?

- YES >> GO TO appropriate malfunctioning sensor circuit. Refer to <u>MTC-44, "A/C System Self-Diagnosis</u> <u>Function"</u>.
- NO >> GO TO 5.

5.CHECK BLOWER MOTOR OPERATION

Check and verify blower motor operates in all speeds.

Does blower motor operate in all speeds?

YES >> GO TO 6.

NO >> Refer to "DIAGNOSTIC PROCEDURE FOR BLOWER MOTOR".

6.RECHECK FOR ANY SYMPTOMS

Perform a complete operational check for any symptoms. Refer to <u>MTC-45. "Operational Check (Front)"</u>. <u>Does another symptom exist?</u>

YES >> Refer to MTC-29, "How to Perform Trouble Diagnosis for Quick and Accurate Repair".

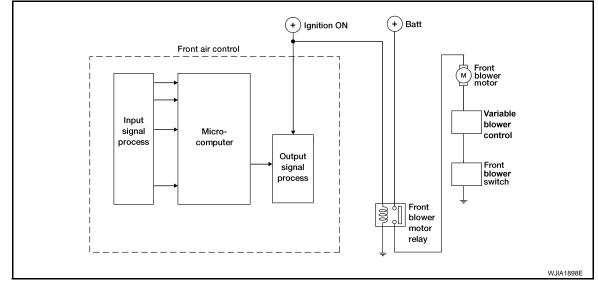
NO >> Replace front air control. Refer to MTC-113. "Removal and Installation".

SYSTEM DESCRIPTION

Component Parts

- Front air control
- Front blower switch
- Variable blower control
- Front blower motor
- Front blower motor relay

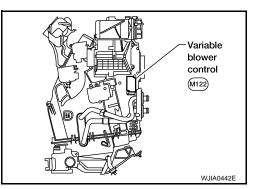
System Operation



COMPONENT DESCRIPTION

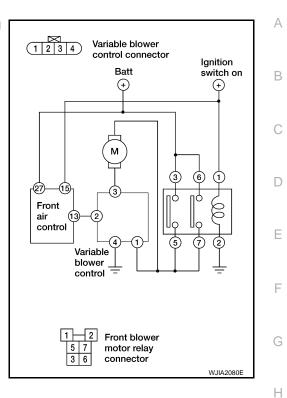
Variable Blower Control

The variable blower control (front) is located on the cooling unit assembly. The variable blower control (front) receives a gate voltage from the front air control to steplessly maintain the blower motor voltage in the 0 to 5 volt range (approx.).



< SERVICE INFORMATION >

DIAGNOSTIC PROCEDURE FOR BLOWER MOTOR SYMPTOM: Blower motor operation is malfunctioning under starting blower speed control.



1.CHECK FUSES

Check 20A fuses (No. 28 and 30, located in the fuse and fusible link box). For fuse layout. Refer to PG-78.

Fuses are good.

OK or NG

OK >> GO TO 2. NG >> GO TO 7.

2. CHECK FRONT BLOWER MOTOR POWER SUPPLY CIRCUIT

1. Turn ignition switch ON.

2. Press the A/C switch.

3. Check voltage between front blower motor harness connector M62 terminal (+) and ground.

Battery voltage should exist.

OK or NG

OK >> GO TO 12. NG >> GO TO 3.

3.CHECK FRONT BLOWER MOTOR RELAY (SWITCH SIDE) POWER SUPPLY CIRCUIT

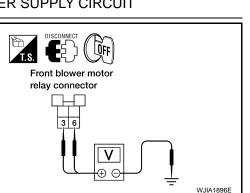
MTC-71

- 1. Turn ignition switch OFF.
- 2. Disconnect front blower motor relay connector.
- 3. Turn ignition switch ON.
- 4. Check voltage between front blower motor relay harness connector H-2 terminals 3 and 6 and ground.

Battery voltage should exist.

OK or NG

- OK >> GO TO 4.
- NG >> Repair harness or connector.



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Front blower

motor connector

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4. CHECK FRONT BLOWER MOTOR RELAY (COIL SIDE) POWER SUPPLY

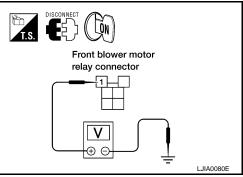
Check voltage between front blower motor relay connector H-2 terminal 1 and ground.

Battery voltage should exist.

OK or NG

OK >> GO TO 5.

NG >> Repair harness or connector.



Front blower

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motor connector

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Front blower motor

7

relay connector

5.CHECK FRONT BLOWER MOTOR RELAY (SWITCH SIDE) CIRCUIT FOR OPEN

- 1. Turn ignition switch OFF.
- 2. Disconnect front blower motor connector.
- 3. Check continuity between front blower motor relay harness connector H-2 terminals 5 and 7 and front blower motor harness connector M62 terminal (+).

Continuity should exist.

OK or NG

OK >> GO TO 6.

NG >> Repair harness or connector.

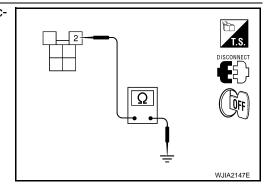
6.CHECK FRONT BLOWER MOTOR RELAY GROUND CIRCUIT

Check continuity between front blower motor relay harness connector H-2 terminal 2 and ground.

Continuity should exist.

OK or NG

- OK >> Replace blower motor relay.
- NG >> Repair harness or connector.



7.REPLACE FUSES

- 1. Replace fuses.
- 2. Turn ignition switch ON.
- 3. Activate the front blower motor.
- 4. Does fuse blow?

Yes or No

Yes >> GO TO 8.

No >> Inspection End.

8.CHECK FRONT BLOWER MOTOR RELAY

- 1. Turn ignition switch OFF.
- 2. Check front blower motor relay. Refer to ATC-76, "Front Blower Motor Circuit".

OK or NG

- OK >> GO TO 9.
- NG >> Replace front blower motor relay.
- **9.**CHECK FRONT BLOWER MOTOR

Check front blower motor. Refer to <u>ATC-76, "Front Blower Motor Circuit"</u>. <u>OK or NG</u>

< SERVICE INFORMATION >

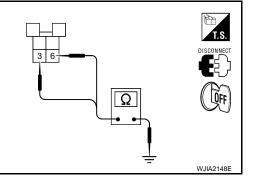
- OK >> GO TO 10.
- NG >> Replace front blower motor. Refer to ATC-135, "Removal and Installation".

10.CHECK FRONT BLOWER MOTOR RELAY SUPPLY CIRCUITS FOR SHORT

Check continuity between front blower motor relay harness connector H-2 terminals 6 and 3 and ground.

Continuity should not exist.

- <u>OK or NG</u>
- OK >> GO TO 11.
- NG >> Repair harness or connector.



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11. CHECK VARIABLE BLOWER CONTROL (FRONT) POWER SUPPLY CIRCUIT FOR SHORT

- 1. Disconnect variable blower control (front) harness connector.
- Check continuity between variable blower control (front) harness connector M122 terminal 1 and ground.

Continuity should not exist.

OK or NG

- OK >> Replace variable blower control (front). Refer to <u>MTC-</u> <u>137, "Removal and Installation"</u>.
- NG >> Repair harness or connector.



- 1. Turn ignition switch OFF.
- 2. Disconnect variable blower control (front) connector and front blower motor relay connector.
- Check continuity between front blower motor relay harness connector H-2 (A) terminals 5 and 7 and variable blower control (front) harness connector M122 (B) terminal 1.

Continuity should exist.

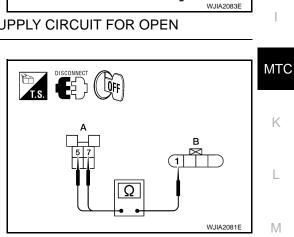
<u>OK or NG</u>

- OK >> GO TO 13.
- NG >> Repair harness or connector.

13.CHECK FRONT BLOWER MOTOR

- Check front blower motor. Refer to <u>ATC-76. "Front Blower Motor Circuit"</u>. <u>OK or NG</u>
- OK >> GO TO 14.
- NG >> Replace front blower motor relay.

14. CHECK FRONT BLOWER MOTOR GROUND CIRCUIT



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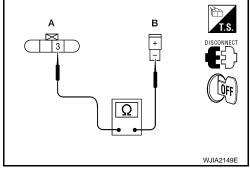
Check continuity between variable blower control (front) harness connector M122 (A) terminal 3 and front blower motor harness connector M62 (B) terminal (-).

Continuity should exist.

OK or NG

OK >> GO TO 15.

NG >> Repair harness or connector.



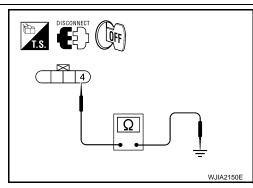
15. CHECK VARIABLE BLOWER CONTROL (FRONT) GROUND CIRCUIT

Check continuity between variable blower control (front) harness connector M122 terminal 4 and ground.

Continuity should exist.

OK or NG

- OK >> GO TO 16.
- NG >> Repair harness or connector.



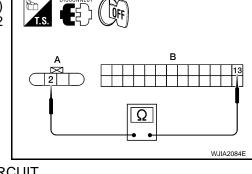
16. CHECK VARIBLE BLOWER CONTROL SIGNAL CIRCUIT

- 1. Disconnect front air control connector.
- Check continuity between front air control connector M49 (B) terminal 13 and variable blower control (front) connector M122 (A) terminal 2.

Continuity should exist.

OK or NG

- OK >> GO TO 17.
- NG >> Repair harness or connector.



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17. CHECK VARIBLE BLOWER CONTROL (FRONT) SIGNAL CIRCUIT

- 1. Reconnect all disconnected parts except the variable blower control (front) connector.
- 2. Turn ignition switch ON.
- 3. Turn front blower motor to maximum speed.
- 4. Check voltage between variable blower control (front) harness connector M122 terminal 2 and ground.

Connector	Ter	minals	Voltage (Ap-	
Connector	(+)	(-)	prox.)	
Front air control: M122	2	Ground	5V	



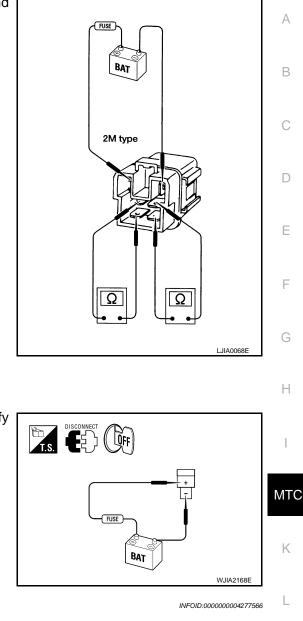
- OK >> Replace variable blower control (front). Refer to MTC-137, "Removal and Installation".
- NG >> Replace front air control. Refer to <u>MTC-113, "Removal and Installation"</u>.

COMPONENT INSPECTION

Front Blower Motor Relay

< SERVICE INFORMATION >

Check continuity between terminals by supplying 12 volts and ground to coil side terminals of relay.



Front Blower Motor

Confirm smooth rotation of the blower motor.

- Ensure that there are no foreign particles inside the blower unit.
- Apply 12 volts to terminal (+) and ground to terminal (-) and verify that the motor operates freely and quietly.

Rear Blower Motor Circuit

SYMPTOM:

- Rear blower motor does not operate from the rear air control (front) and the rear air control (rear). • Rear blower motor operates from rear air control (front) only.
- Rear blower motor operates from rear air control (rear) only.
- Rear blower motor speed does not match the rear air control (front) speed selected.
- Rear blower motor speed does not match the rear air control (rear) speed selected.
- Rear blower motor operates in high all the time when controlled from the rear air control (front).
- Rear blower motor operates in high all the time when controlled from the rear air control (rear).

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - REAR AIR CONTROL (FRONT)

1. Press A/C switch.

- Turn the rear air control (front) blower control dial to the lowest speed and check for rear blower operation 2. (REAR CTRL indicator off).
- Continue checking that rear blower speed increases as the rear blower control dial is rotated clockwise.

Does the rear blower motor operate correctly?

- YES >> GO TO 3.
- NO >> GO TO 2.

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2.confirm symptom by performing operational check - rear air control (rear)

- 1. Press the REAR CTRL switch (indicator on) on the rear air control (front) to send control of the rear blower motor back the rear air control (rear).
- 2. Turn the rear air control (rear) blower control dial to the lowest speed and check for rear blower operation.
- 3. Continue checking that rear blower speed increases as the rear blower control dial is rotated clockwise.

Does the rear blower motor operate correctly?

- YES >> Rear blower motor does not operate at any speed from the rear air control (front). Refer to "TROUBLE DIAGNOSIS PROCEDURE 1 ".
 - Rear blower motor operates in high speed all the time or does not match the rear air control (front) speed selected. Refer to "TROUBLE DIAGNOSIS PROCEDURE 2 ".
- NO >> Rear blower motor does not operate from the rear air control (front) and the rear air control (rear). Refer to "TROUBLE DIAGNOSIS PROCEDURE 3 ".

$\mathbf{3.}$ confirm symptom by performing operational check - rear air control (rear)

- 1. Press the REAR CTRL switch (indicator on) on the rear air control (front) to send control of the rear blower motor back the rear air control (rear).
- 2. Turn the rear air control (rear) blower control dial to the lowest speed and check for rear blower operation.
- 3. Continue checking that rear blower speed increases as the rear blower control dial is rotated clockwise.

Does the rear blower motor operate correctly?

YES >> GO TO 4.

NO >> Check rear air control (rear). Refer to "TROUBLE DIAGNOSIS PROCEDURE 4 ".

4.CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 5.

5.RECHECK FOR ANY SYMPTOMS

Perform a complete operational check for any symptoms. Refer to <u>MTC-47, "Operational Check (Rear)"</u>. Does another symptom exist?

YES >> Refer to ATC-30, "How to Perform Trouble Diagnosis for Quick and Accurate Repair".

NO >> INSPECTION END.

SYSTEM DESCRIPTION

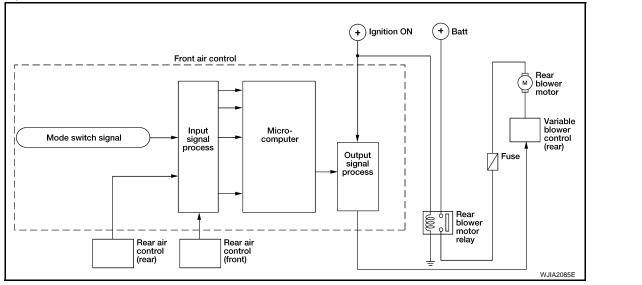
Component Parts

Rear blower speed control system components are:

- Front air control
- Rear air control (front)
- Rear air control (rear)
- Variable blower control (rear)
- Rear blower motor
- Rear blower motor relay

< SERVICE INFORMATION >

System Operation



Rear Blower Control

NOTE:

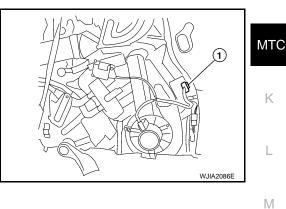
The rear blower motor can only operate when the front blower motor is on.

When the rear air control (front) blower control dial is turned on and the REAR CTRL switch is pressed (indicator on), it allows the rear air control (rear) to control the rear blower motor speed. If the REAR CTRL switch is off (indicator off), the rear air control (front) controls the rear blower motor speed regardless of the rear air control (rear) blower speed control dial position.

COMPONENT DESCRIPTION

Variable Blower Control (Rear)

The variable blower control (rear) (1) is located on the rear blower motor case. The variable blower control (rear) receives a gate voltage from the front air control to steplessly maintain the blower fan motor voltage in the 0 to 5 volt range (approx.).



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TROUBLE DIAGNOSIS PROCEDURE 1 SYMPTOM:

• Rear blower motor does not operate at any speed from the rear air control (front).

1.CHECK REAR AIR CONTROL (FRONT) POWER SUPPLY

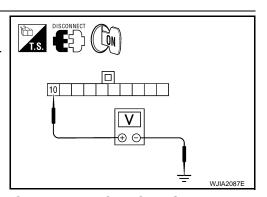
- 1. Disconnect rear air control (front) harness connector.
- 2. Turn ignition switch ON.
- 3. Check voltage between rear air control (front) harness connector R19 terminal 10 and ground.

Battery voltage should exist.

OK or NG

- OK >> GO TO 2.
- NG >> Repair harness or connector.

2.CHECK REAR AIR CONTROL (FRONT) FRONT AUX BLOWER POT REFERENCE VOLTAGE



< SERVICE INFORMATION >

- 1. Disconnect rear air control (front) harness connector.
- 2. Turn ignition switch ON.
- 3. Check voltage between rear air control (front) harness connector R19 terminal 6 and ground.

Connector	Ter	Terminals		
Connector	(+) (-)		prox.)	
Rear air control (front): R19	6	Ground	5V	

<u>OK or NG</u>

OK >> GO TO 3.

NG >> Repair harness or connector.

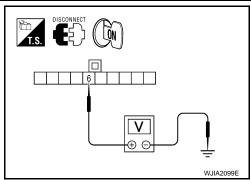
3.CHECK REAR AIR CONTROL (FRONT) GROUND CIRCUIT

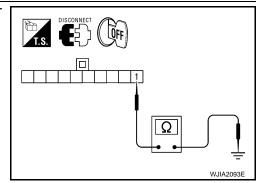
Check continuity between rear air control (front) harness connector R19 terminal 1 and ground.

Continuity should exist.

<u>OK or NG</u>

- OK >> Replace rear air control (front).
- NG >> Repair harness or connector.





TROUBLE DIAGNOSIS PROCEDURE 2 SYMPTOM:

- Rear blower motor operates in high speed all the time or does not match the rear air control (front) speed selected.
- 1.CHECK REAR AIR CONTROL (FRONT) POWER SUPPLY
- 1. Disconnect rear air control (front) harness connector.
- 2. Turn ignition switch ON.
- 3. Check voltage between rear air control (front) harness connector R19 terminal 10 and ground.

Battery voltage should exist.

OK or NG

- OK >> GO TO 2.
- NG >> Repair harness or connector.

2.CHECK REAR AIR CONTROL (FRONT) FRONT AUX BLOWER POT REFERENCE VOLTAGE

- 1. Disconnect rear air control (front) harness connector.
- 2. Turn ignition switch ON.
- Check voltage between rear air control (front) harness connector R19 terminal 6 and ground.

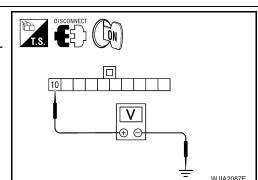
Connector	Ter	minals	Voltage (Ap-
Connector	(+)	(-)	prox.)
Rear air control (front): R19	6	Ground	5V

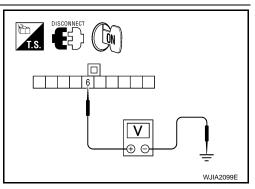
OK or NG

OK >> GO TO 3.

NG >> GO TO 4.

3. CHECK REAR AIR CONTROL (FRONT) GROUND CIRCUIT





< SERVICE INFORMATION >

- Turn ignition switch OFF. 1.
- 2. Check continuity between rear air control (front) harness connector R19 terminal 1 and ground.

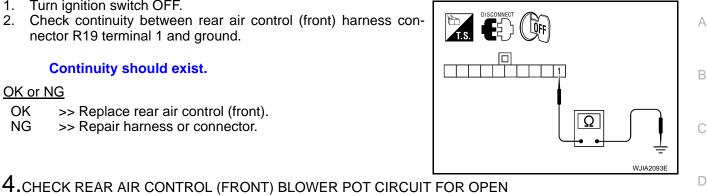
Continuity should exist.

OK or NG

1.

- OK >> Replace rear air control (front).
- NG >> Repair harness or connector.

2. Disconnect front air control connector.



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tor R19 (B) terminal 6.

Turn ignition switch OFF.

OK or NG

OK >> Replace front air control. Refer to MTC-113, "Removal and Installation". NG

3. Check continuity between front air control harness connector M50 (A) terminal 49 and rear air control (front) harness connec-

>> Repair harness or connector.

TROUBLE DIAGNOSIS PROCEDURE 3

SYMPTOM:

Rear blower motor does not operate from the rear air control (front) and the rear air control (rear).

1.CHECK REAR AIR CONTROL (FRONT)

- 1. Disconnect rear air control (front) connector.
- Turn ignition switch ON. 2.
- Press A/C switch. 3.

Does rear blower motor operate in high speed?

YES >> GO TO 17.

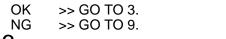
NO >> GO TO 2.

2.CHECK REAR BLOWER MOTOR POWER SUPPLY

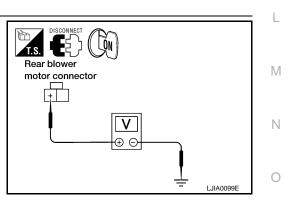
- 1. Turn ignition switch OFF.
- 2. Disconnect rear blower motor harness connector.
- Turn ignition switch ON. 3.
- 4. Press A/C switch.
- 5. Rotate rear air control (front) blower speed control dial to maximum speed (REAR CTRL indicator off).
- 6. Check voltage between rear blower motor harness connector B134 terminal (+) and ground.

Battery voltage should exist.

OK or NG



 ${\it 3.}$ CHECK VARIABLE BLOWER CONTROL (REAR) POWER SUPPLY



< SERVICE INFORMATION >

- 1. Turn ignition switch OFF.
- 2. Disconnect variable blower control (rear) connector.
- 3. Turn ignition switch ON.
- 4. Check voltage between variable blower control connector B151 terminal 1 and ground.

Battery voltage should exist.

OK or NG

- OK >> GO TO 4.
- NG >> Repair harness or connector.

4. CHECK VARIABLE BLOWER CONTROL (REAR) AUX BLOWER SPEED SIGNAL CIRCUIT FOR SHORT

Check voltage between variable blower control (rear) harness connector B151 terminal 2 and ground.

Connector	Teri	minals	Voltage (Ap-
Connector	(+)	(-)	prox.)
Front air control: B151	2	Ground	4.5 V

<u>OK or NG</u>

OK >> GO TO 5. NG >> GO TO 8.

5.check variable blower control (rear) ground circuit

- 1. Turn ignition switch OFF.
- 2. Check continuity between variable blower control (rear) harness connector B151 terminal 4 and ground.

Continuity should exist.

OK or NG

- OK >> GO TO 6.
- NG >> Repair harness or connector.



Check rear blower motor. Refer to ATC-84, "Rear Blower Motor Circuit".

OK or NG

OK >> GO TO 7.

NG >> Replace rear blower motor. Refer to <u>ATC-135. "Removal and Installation"</u>.

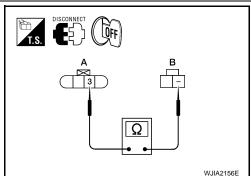
I.CHECK VARIABLE BLOWER CONTROL (REAR) BLOWER MOTOR GROUND CIRCUIT

Check continuity between rear blower motor connector B134 terminal (-) and variable blower control (rear) connector B151 terminal 3.

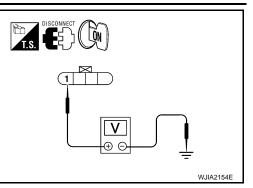
Continuity should exist.

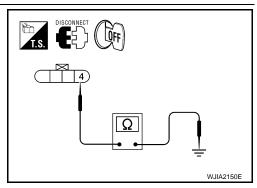
OK or NG

- OK >> Replace front air control. Refer to <u>MTC-113, "Removal</u> and Installation".
- NG >> Repair harness or connector.



 $\mathbf{8}$.CHECK VARIABLE BLOWER CONTROL (REAR) AUX BLOWER SPEED CIRCUIT FOR OPEN





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< SERVICE INFORMATION >

- 1. Turn ignition switch OFF.
- 2. Disconnect front air control connector.
- 3. Check continuity between front air control harness connector M49 (A) terminal 12 and variable blower control (rear) harness connector B151 (B) terminal 2.

Continuity should exist.

OK or NG

- OK >> Replace front air control. Refer to MTC-113, "Removal and Installation".
- NG >> Repair harness or connector.

9.CHECK FUSES

Check 15A fuses [Nos. 10 and 11, located in the fuse block (J/B)]. Refer to PG-77.

OK or NG

OK >> GO TO 10.

NG >> GO TO 14.

10. CHECK REAR BLOWER MOTOR RELAY

Check rear blower motor relay. Refer to ATC-84, "Rear Blower Motor Circuit".

OK or NG

- OK >> GO TO 11.
- NG >> Replace rear blower motor relay.

11. CHECK REAR BLOWER MOTOR CIRCUIT BETWEEN REAR BLOWER MOTOR AND FUSE BLOCK (J/ Н

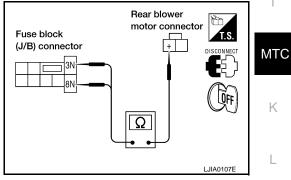
B)

- 1. Turn ignition switch OFF.
- 2. Disconnect fuse block (J/B) M3 harness connector.
- Check continuity between fuse block (J/B) harness connector 3. M3 terminal 3N and 8N and rear blower motor harness connector B134 terminal (+).

Continuity should exist.

OK or NG

- OK >> GO TO 12.
- NG >> Repair harness or connector.



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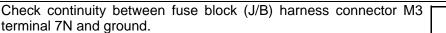
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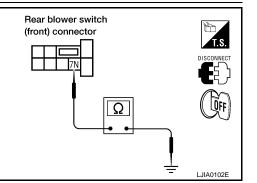
12.CHECK REAR BLOWER MOTOR RELAY (COIL SIDE) GROUND CIRCUIT



Continuity should exist.

OK or NG

- OK >> GO TO 13.
- NG >> Repair harness or connector.



13. CHECK REAR BLOWER MOTOR RELAY (COIL SIDE) POWER SUPPLY CIRCUIT FOR OPEN

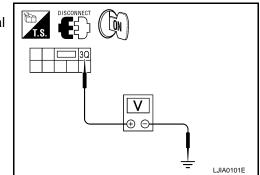
< SERVICE INFORMATION >

- 1. Turn ignition switch ON.
- Check voltage between fuse block (J/B) connector E30 terminal 3Q and ground.

Battery voltage should exist.

OK or NG

- OK >> Replace fuse block (J/B).
- NG >> Repair harness or connector.



14.REPLACE FUSE

- 1. Turn ignition switch OFF.
- 2. Replace fuses.
- 3. Reconnect all disconnected parts.
- 4. Turn ignition switch ON.
- 5. Activate the rear blower motor from the rear air control (front).
- 6. Does fuse blow?

Yes or No

Yes >> GO TO 15.

No >> Inspection End.

15.CHECK REAR BLOWER MOTOR

Check rear blower motor. Refer to ATC-84, "Rear Blower Motor Circuit".

OK or NG

OK >> GO TO 16.

NG >> Replace rear blower motor. Refer to <u>ATC-135, "Removal and Installation"</u>.

16. CHECK REAR BLOWER MOTOR POWER SUPPLY CIRCUIT FOR SHORT

- 1. Turn ignition switch OFF.
- Disconnect fuse block (J/B) M3 harness connector and variable blower control (rear).
- 3. Check continuity between rear blower motor harness connector B134 terminal (+) and ground.

Continuity should not exist.

OK or NG

- OK >> Replace variable blower control (rear). Refer to <u>MTC-137. "Removal and Installation"</u>.
- NG >> Repair harness or connector.

17. CHECK REAR AIR CONTROL (FRONT) POWER SUPPLY

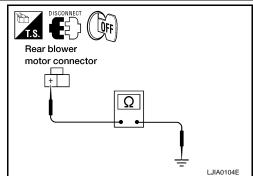
Check voltage between rear air control (front) harness connector R19 terminal 10 and ground.

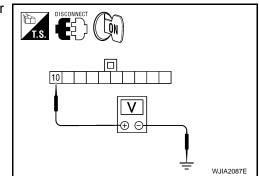
Battery voltage should exist.

OK or NG

OK >> GO TO 18.

NG >> Repair harness or connector.





18.CHECK FRONT AIR CONTROL FRONT AUX BLOWER POT CIRCUIT FOR SHORT

< SERVICE INFORMATION >

- 1. Turn ignition switch OFF.
- 2. Disconnect front air control harness connector M50.
- 3. Check continuity between rear air control (front) harness connector R19 terminal 6 and ground.

Continuity should not exist.

OK or NG

- OK >> Replace rear air control (front) Refer to <u>MTC-113,</u> <u>"Removal and Installation"</u>.
- NG >> Repair harness or connector.

TROUBLE DIAGNOSIS PROCEDURE 4

SYMPTOM:

• Inoperative rear air control (rear).

1.CHECK REAR AIR CONTROL (REAR) REAR AUX BLOWER POT REFERENCE VOLTAGE

- 1. Turn ignition switch OFF.
- 2. Disconnect rear air control (rear) harness connector.
- 3. Turn ignition switch ON.
- 4. Check voltage between rear air control (rear) harness connector B150 terminal 6 and ground.

Connector	Teri	minals	Voltage (Ap-
Connector	(+)	(-)	prox.)
Rear air control (rear): B150	6	Ground	5V

<u>OK or NG</u>

OK >> GO TO 2.

NG >> GO TO 3.

2.CHECK REAR AIR CONTROL (REAR) GROUND CIRCUITS

- 1. Turn ignition switch OFF.
- 2. Check continuity between rear air control (rear) harness connector B150 terminal 1, and 9 and ground.

Continuity should exist.

<u>OK or NG</u>

- OK >> Replace rear air control (rear). Refer to <u>MTC-113,</u> <u>"Removal and Installation"</u>
- NG >> Repair harness or connector.

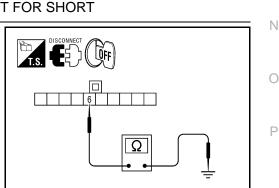
$\mathbf{3.}$ CHECK REAR AIR CONTROL (REAR) REAR AUX BLOWER POT FOR SHORT

- 1. Turn ignition switch OFF.
- Check continuity between rear air control (rear) harness connector B150 terminal 6 and ground.

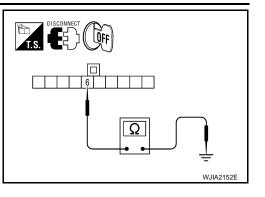
Continuity should not exist.

OK or NG

- OK >> GO TO 4.
- NG >> Repair harness or connector.



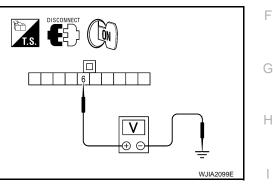
4.CHECK REAR AIR CONTROL (REAR) REAR AUX BLOWER POT BETWEEN FRONT AIR CONTROL AND REAR AIR CONTROL (REAR)

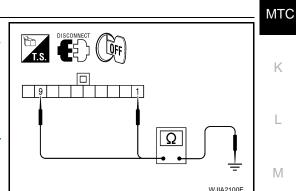


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< SERVICE INFORMATION >

- 1. Disconnect front air control harness connector.
- Check continuity between front air control harness connector M50 (A) terminal 47 and rear air control (rear) harness connector B150 (B) terminal 6.

Continuity should exist.

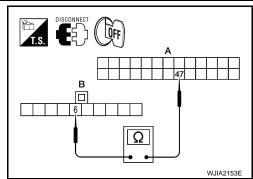
<u>OK or NG</u>

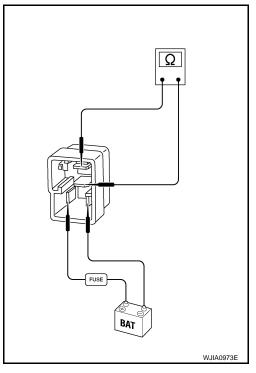
- OK >> Replace front air control. Refer to <u>MTC-113</u>, "Removal <u>and Installation"</u>.
- NG >> Repair harness or connector.

COMPONENT INSPECTION

Rear Blower Motor Relay

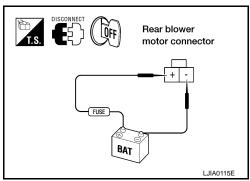
Check circuit continuity between terminals by supplying 12 volts and ground to coil side terminals of relays.





Rear Blower Motor

Check that there are no foreign particles inside the intake unit. Apply 12 volts to terminal (+) and ground to terminal (-) and ensure that the blower motor rotates freely and quietly.



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Rear Temperature Control Circuit

SYMPTOM:

• Temperature cannot be adjusted from the rear air control (rear).

INSPECTION FLOW

1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE INCREASE

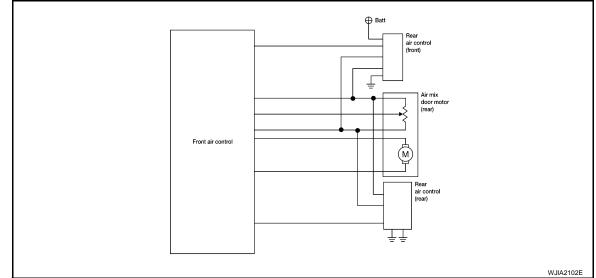
1. Turn front blower switch on (rear air control only operates when front blower is on).

< SERVICE INFORMATION >	
 Press REAR CTRL switch on the rear air control (front). Turn rear air control (rear) temperature control dial clockwise. Check for hot air at rear floor discharge air outlets. 	А
<u>Does hot air blow from rear floor discharge air outlets?</u> YES >> Perform a complete operational check for any symptoms. Refer to <u>MTC-47</u> , " <u>Operational Check</u> (<u>Rear</u>)".	В
NO >> GO TO 2.	
2.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE DECREASE	С
 Turn rear air control (rear) temperature control dial counterclockwise. Check for cold air at rear vent discharge air outlets. 	
Can the symptom be duplicated?	D
YES >> GO TO 4. NO >> GO TO 3.	
3. CHECK FOR ANY SYMPTOMS	Е
Perform a complete operational check for any symptoms. Refer to MTC-47. "Operational Check (Rear)".	
Does another symptom exist?	F
 YES >> Refer to MTC-29, "How to Perform Trouble Diagnosis for Quick and Accurate Repair". NO >> System OK. 	
4. CHECK FOR SERVICE BULLETINS	G
Check for any service bulletins.	
Have any service bulletins been issued?	Н
YES >> Refer to applicable service bulletin. NO >> GO TO 5.	
5. PERFORM SELF-DIAGNOSIS	I
Perform self-diagnosis to check for any codes. Refer to MTC-44. "A/C System Self-Diagnosis Function".	
Are any self-diagnosis codes present?	мтс
YES >> Refer to <u>MTC-44, "A/C System Self-Diagnosis Function"</u> . NO >> GO TO 6.	
6. CHECK REAR BLOWER AIR OUTLET POSITION CHANGE	К
1. Turn front blower switch on.	
 Turn the rear temperature/mode (front) dial to maximum heat. Check for hot air at rear floor discharge air outlets. 	
4. Turn the rear temperature/mode (front) dial to maximum cold.	L
 Check for cold air at rear vent discharge air outlets. Does rear outlet position and temperature change when adjusted from front air control? 	
YES >> Check the rear air control circuit. Refer to "DIAGNOSTIC PROCEDURE FOR REAR AIR CON- TROL (REAR)".	Μ
NO >> Check air mix door motor circuit. Refer to <u>MTC-54, "Air Mix Door Motor Circuit"</u> .	Ν
SYSTEM DESCRIPTION	IN
Component Parts Rear air control system components are:	0
 Front air control Rear air control (front) 	
Rear air control (rear)	Р
 Air mix door motor (rear) Rear blower motor relay 	Г

• Rear blower motor

< SERVICE INFORMATION >

System Operation



Rear Air Control

The front air control must be turned on before either rear air control can be used. When the REAR CTRL indicator is off the rear air control (front) will control all rear blower motor speeds and the rear temperature/mode operations. When the REAR CTRL switch is pressed (indicator on), the rear air control (rear) will control all the rear blower motor speeds and the rear temperature/mode operations.

DIAGNOSTIC PROCEDURE FOR REAR AIR CONTROL (FRONT)

SYMPTOM:

• Temperature/mode operation is malfunctioning.

1.CHECK REAR AIR CONTROL (FRONT) POWER SUPPLY

- 1. Disconnect rear air control (front) harness connector.
- 2. Turn ignition switch ON.
- 3. Check voltage between rear air control (front) harness connector R19 terminal 10 and ground.

Battery voltage should exist.

OK or NG

- OK >> GO TO 2.
- NG >> Repair harness or connector.

2.CHECK REAR AIR CONTROL (FRONT) REFERENCE VOLTAGE

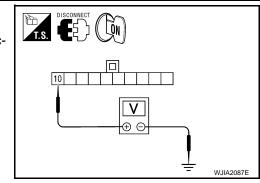
Check voltage between rear air control (front) harness connector R19 terminal 3 and ground.

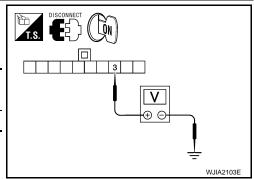
Connector	Ter	Terminals	
Connector	(+)	(-)	prox.)
Rear air control (front): R19	3	Ground	4.5V

<u>OK or NG</u>

OK >> GO TO 3. NG >> GO TO 6.

3. CHECK REAR AIR CONTROL (FRONT) AUX TEMP POT VOLTAGE





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Check voltage between rear air control (front) harness connector R19 terminal 7 and ground.

Connector	Teri	minals	Voltage (Ap-	
Connector	(+) (-)		prox.)	
Rear air control (front): R19	7	Ground	4.5V	

OK or NG

OK >> GO TO 4. NG >> GO TO 7.

4.CHECK REAR AIR CONTROL (FRONT) GROUND CIRCUITS

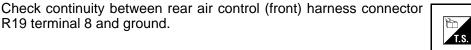
- 1. Turn ignition switch OFF.
- 2. Check continuity between rear air control (front) harness connector R19 terminal 1 and ground.

Continuity should exist.

<u>OK or NG</u>

- OK >> GO TO 5.
- NG >> Repair harness or connector.

5. CHECK REAR AIR CONTROL (FRONT) REFERENCE GROUND CIRCUIT



Continuity should exist.

<u>OK or NG</u>

- OK >> Replace rear air control (front). Refer to <u>MTC-113,</u> <u>"Removal and Installation"</u>. NG >> GO TO 8.

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6.CHECK REAR AIR CONTROL (FRONT) REFERENCE VOLTAGE CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect front air control connector.
- Check continuity between front air control harness connector M50 (A) terminal 28 and rear air control (front) harness connector R19 (B) terminal 3.

Continuity should exist.

OK or NG

- OK >> Replace front air control. Refer to <u>MTC-113, "Removal</u> and Installation".
- NG >> Repair harness or connector.

7.CHECK REAR AIR CONTROL (FRONT) BLOWER POT CIRCUIT



< SERVICE INFORMATION >

- 1. Turn ignition switch OFF.
- 2. Disconnect front air control connector.
- Check continuity between front air control harness connector M50 (A) terminal 50 and rear air control (front) harness connector R19 (B) terminal 7.

Continuity should exist.

<u>OK or NG</u>

- OK >> Replace front air control. Refer to <u>MTC-113, "Removal</u> and Installation".
- NG >> Repair harness or connector.

 $\mathbf{8}$. Check rear air control (front) reference ground circuit for open

- 1. Disconnect front air control connector.
- Check continuity between front air control harness connector M49 (A) terminal 3 and rear air control (front) harness connector R19 (B) terminal 8.

Continuity should exist.

OK or NG

- OK >> Replace front air control. Refer to <u>MTC-113. "Removal</u> <u>and Installation"</u>.
- NG >> Repair harness or connector.

DIAGNOSTIC PROCEDURE FOR REAR AIR CONTROL (REAR)

1.CHECK REAR AIR CONTROL (REAR) AUX TEMPERATURE POT VOLTAGE

- 1. Turn ignition switch OFF.
- 2. Disconnect rear air control (rear).
- 3. Turn ignition switch ON.
- 4. Check voltage between rear air control (rear) harness connector B150 terminal 7 and ground.

Connector	Teri	Terminals	
Connector	(+)	(-)	prox.)
Rear air control (rear): B150	7	Ground	4.5V

OK or NG

OK >> GO TO 2.

NG >> GO TO 5.

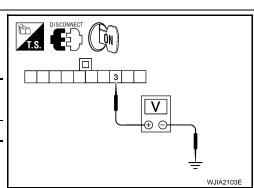
2.CHECK REAR AIR CONTROL (REAR) REFERENCE VOLTAGE

Check voltage between rear air control (rear) harness connector B150 terminal 3 and ground.

Connector	Ter	minals	Voltage (Ap-
Connector	(+)	(-)	prox.)
Rear air control (rear): B150	3	Ground	4.5V
<u>OK or NG</u>			

OK >> GO TO 3. NG >> GO TO 6

 $\mathbf{3.}$ CHECK REAR AIR CONTROL (REAR) REFERENCE RETURN GROUND



CIRCUIT FOR OPEN

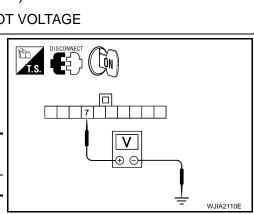
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< SERVICE INFORMATION >

- Turn ignition switch OFF. 1.
- Check continuity between rear air control (rear) harness connec-2. tor B150 terminal 8 and ground.

Continuity should exist.

OK or NG

OK >> GO TO 4. NG >> GO TO 7.

4.CHECK REAR AIR CONTROL (REAR) GROUND CIRCUITS

Check continuity between rear air control (rear) harness connec-1. tor B150 terminal 9 and ground.

Continuity should exist.

2. Check continuity between rear air control (rear) harness connector B150 terminal 1 and ground.

Continuity should exist.

OK or NG

- OK >> Replace rear air control (rear). Refer to MTC-113. "Removal and Installation".
- NG >> Repair harness or connector.

5.CHECK REAR AUX TEMP CIRCUIT BETWEEN REAR AIR CONTROL (REAR) AND FRONT AIR CON-

TROL FOR OPEN

- 1. Turn ignition switch OFF.
- 2. Disconnect front air control connector.
- 3. Check continuity between rear air control (rear) harness connector M50 (A) terminal 48 and rear air control (rear) harness connector B150 (B) terminal 7.

Continuity should exist.

OK or NG

- OK >> Replace front air control. Refer to MTC-113, "Removal and Installation".
- NG >> Repair harness or connector.

 $\mathbf{6}.$ CHECK REFERENCE VOLATAGE CIRCUIT BETWEEN REAR AIR CONTROL (REAR) AND FRONT AIR CONTROL FOR OPEN

Turn ignition switch OFF. 1.

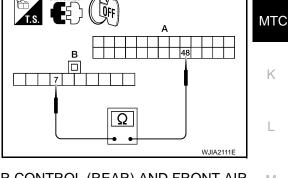
- 2. Disconnect front air control connector.
- 3. Check continuity between rear air control (rear) harness connector M50 (A) terminal 28 and rear air control (rear) harness connector B150 (B) terminal 3.

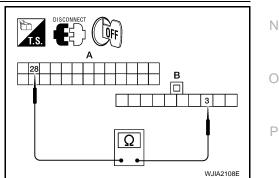
Continuity should exist.

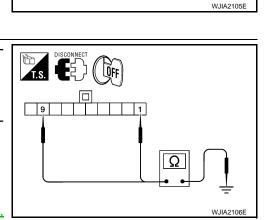
OK or NG

- OK >> Replace front air control. Refer to MTC-113, "Removal and Installation".
- NG >> Repair harness or connector.

I.CHECK REFERENCE RETURN GROUND CIRCUIT BETWEEN REAR AIR CONTROL (REAR) AND FRONT AIR CONTROL FOR OPEN







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< SERVICE INFORMATION >

- 1. Turn ignition switch OFF.
- 2. Disconnect front air control connector.
- Check continuity between rear air control (rear) harness connector M49 (A) terminal 3 and rear air control (rear) harness connector B150 (B) terminal 8.

Continuity should exist.

<u>OK or NG</u>

- OK >> Replace front air control. Refer to <u>MTC-113, "Removal</u> and Installation".
- NG >> Repair harness or connector.

Magnet Clutch Circuit

SYMPTOM: Magnet clutch does not engage.

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - MAGNET CLUTCH

- 1. Rotate blower control dial clockwise. Press vent switch (*).
- 2. Press A/C switch. Confirm that the compressor clutch engages (sound or visual inspection).

Can the symptom be duplicated?

YES >> GO TO 3. NO >> GO TO 2.

2. CHECK FOR ANY SYMPTOMS

Perform a complete operational check for any symptoms. Refer to <u>MTC-45, "Operational Check (Front)"</u>. <u>Does another symptom exist?</u>

YES >> Refer to MTC-29, "How to Perform Trouble Diagnosis for Quick and Accurate Repair".

NO >> System OK.

3.CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 4.

4.PERFORM SELF-DIAGNOSIS

Perform self-diagnosis to check for any codes. Refer to MTC-44, "A/C System Self-Diagnosis Function". Are any self-diagnosis codes present?

YES >> Refer to MTC-44. "A/C System Self-Diagnosis Function".

NO >> GO TO 5.

5.CHECK AMBIENT SENSOR

Check and verify ambient sensor circuit. Refer to MTC-108, "Ambient Sensor Circuit".

>> GO TO 6.

6.CHECK INTAKE SENSOR

Check and verify intake sensor circuit. Refer to MTC-110, "Intake Sensor Circuit".

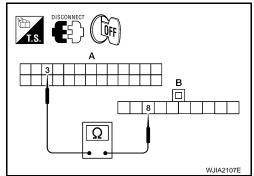
>> GO TO 7.

7.RECHECK FOR ANY SYMPTOMS

Perform a complete operational check for any symptoms. Refer to <u>MTC-45, "Operational Check (Front)"</u>. <u>Does another symptom exist?</u>

YES >> Refer to MTC-29, "How to Perform Trouble Diagnosis for Quick and Accurate Repair".

NO >> Replace front air control. Refer to MTC-113. "Removal and Installation".



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< SERVICE INFORMATION >

SYSTEM DESCRIPTION

А The front air control controls compressor operation based on ambient and intake temperature and a signal from ECM.

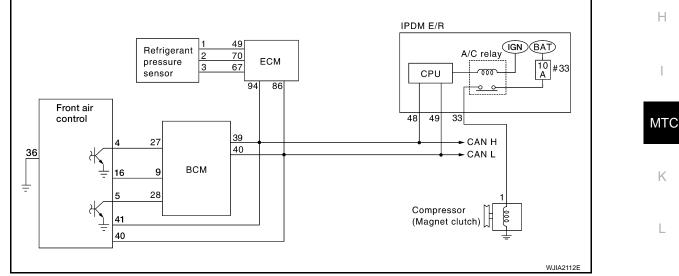
Low Temperature Protection Control

В The front air control will turn the compressor ON or OFF as determined by a signal detected by the intake sensor and the ambient sensor.

When intake air temperature is higher than the preset value, the compressor turns ON. The compressor turns OFF when intake air temperature is lower than the preset value. That preset value is dependent on the ambient temperature. Refer to the following table.

Ambient temperature °C (°F)	Compressor ON intake temperature °C (°F)	Compressor OFF intake temperature °C (°F)
0 (32)	2.5 (37)	2.0 (36)
10 (50)	2.5 (37)	2.0 (36)
20 (68)	2.5 (37)	1.5 (35)
30 (86)	2.0 (36)	1.0 (34)
40 (104)	2.0 (36)	1.0 (34)
50 (122)	2.0 (36)	1.0 (34)

DIAGNOSTIC PROCEDURE FOR MAGNET CLUTCH SYMPTOM: Magnet clutch does not engage when A/C switch is ON.



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1.CHECK INTAKE SENSOR CIRCUIT

Check intake sensor. Refer to ATC-45, "A/C System Self-Diagnosis Function".

OK or NG

OK >> GO TO 2.

NG >> Malfunctioning intake sensor. Refer to ATC-124, "Intake Sensor Circuit".

2.PERFORM AUTO ACTIVE TEST

Perform Auto Active Test. Refer to PG-20, "Auto Active Test". Does magnet clutch operate?

Yes or No

- Yes >> • (P)WITH CONSULT-III
 - GO TO 5.

 WITHOUT CONSULT-III GO TO 6.

>> Check 10A fuse (No. 33, located in IPDM E/R), and GO TO 3. No

 ${
m 3.check\,circuit\,continuity\,between ipdm\,e/r}$ and compressor

< SERVICE INFORMATION >

- 1. Turn ignition switch OFF.
- 2. Disconnect IPDM E/R connector and compressor (magnet clutch) connector.
- 3. Check continuity between IPDM E/R harness connector E124 terminal 33 and compressor harness connector F3 terminal 1.

: Continuity should exist.

OK or NG

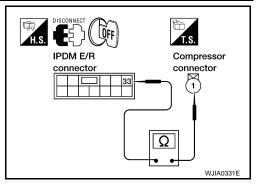
- OK >> GO TO 4.
- NG >> Repair harness or connector.

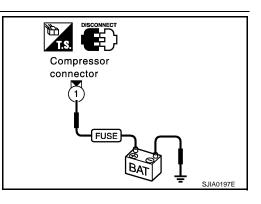
CHECK MAGNET CLUTCH CIRCUIT

Check for operation sound when applying battery voltage direct current to terminal.

OK or NG

- OK >> Replace IPDM E/R. Refer to <u>PG-28</u>, "Removal and <u>Installation of IPDM E/R"</u>.
- NG >> Replace magnet clutch. Refer to <u>MTC-147, "Removal</u> and Installation for Compressor Clutch".





5. CHECK BCM INPUT (COMPRESSOR ON) SIGNAL

Check compressor ON/OFF signal. Refer to ATC-29, "CONSULT-III Function (BCM)".

A/C SW ON

: COMP ON SIG ON

A/C SW OFF

: COMP ON SIG OFF

OK or NG

OK >> GO TO 8. NG >> GO TO 6.

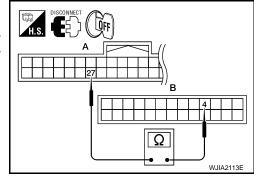
6.CHECK CIRCUIT CONTINUITY BETWEEN BCM AND FRONT AIR CONTROL

- 1. Turn ignition switch OFF.
- 2. Disconnect BCM connector and front air control connector.
- Check continuity between BCM harness connector M18 (A) terminal 27 and front air control harness connector M49 (B) terminal 4.

Continuity should exist.

OK or NG

- OK >> GO TO 7.
- NG >> Repair harness or connector.



7.CHECK VOLTAGE FOR FRONT AIR CONTROL (COMPRESSOR ON SIGNAL)

Condition

A/C switch: ON

A/C switch: OFF

< SERVICE INFORMATION >

Terminals

Terminal No.

4

1. Reconnect BCM connector and front air control connector.

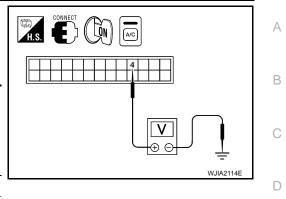
(-)

Ground

Turn ignition switch ON. 2.

(+)

Check voltage between front air control harness connector M49 3. terminal 4 and ground.



OK or NG

Front air con-

trol connec-

tor

M49

OK >> GO TO 8.

- NG-1 >> If the voltage is approx. 5V when A/C switch is ON, replace front air control. Refer to MTC-113, "Removal and Installation".
- NG-2 >> If the voltage is approx. 0V when A/C switch is OFF, replace BCM. Refer to BCS-17, "Removal and Installation of BCM".

Voltage

(Approx.)

0V

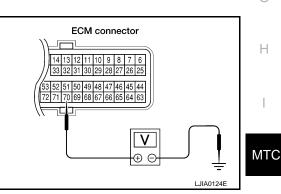
5V

8.check refrigerant pressure sensor

1. Start engine.

2. Check voltage between ECM harness connector F54 terminal 70 and ground.

Terminals				
(+)		Condition	Voltage
ECM con- nector	Terminal No.	(-)		(Approx.)
F54	70	Ground	A/C switch: ON	0.36 - 3.88V



OK or NG

OK >> GO TO 9.

NG >> Refer to EC-618.

 ${f 9.}$ CHECK BCM INPUT (FAN ON) SIGNAL

Check FAN ON/OFF signal. Refer to ATC-29, "CONSULT-III Function (BCM)".

FAN CONTROL SWITCH ON : FAN ON SIG ON FAN CONTROL SWITCH OFF : FAN ON SIG OFF

OK or NG

OK >> GO TO 12. NG >> GO TO 10.

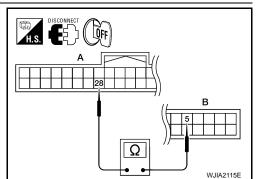
10. CHECK CIRCUIT CONTINUITY BETWEEN BCM AND FRONT AIR CONTROL

- 1. Turn ignition switch OFF.
- Disconnect BCM connector and front air control connector. 2.
- Check continuity between BCM harness connector M18 (A) ter-3. minal 28 and front air control harness connector M49 (B) terminal 5.

Continuity should exist.

OK or NG

- OK >> GO TO 11.
- NG >> Repair harness or connector.



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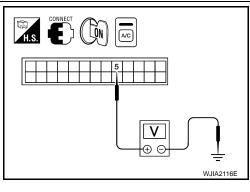
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< SERVICE INFORMATION >

11.CHECK VOLTAGE FOR FRONT AIR CONTROL (FAN ON SIGNAL)

- 1. Reconnect BCM connector and front air control connector.
- 2. Turn ignition switch ON.
- 3. Check voltage between front air control harness connector M49 terminal 5 and ground.

	Terminals				
(+)			Condition	Voltage	
Front air con- trol connector	Terminal No.	(-)		(Approx.)	
M49	5	Ground	A/C switch: ON Blower motor operates	0V	
			A/C switch: OFF	5V	



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OK or NG

OK >> GO TO 12.

- NG-1 >> If the voltage is approx. 5V when blower motor is ON, replace front air control. Refer to <u>MTC-113</u>, <u>"Removal and Installation"</u>.
- NG-2 >> If the voltage is approx. 0V when blower motor is OFF, replace BCM. Refer to <u>BCS-17, "Removal</u> and Installation of BCM".

12. CHECK CAN COMMUNICATION

Check CAN communication. Refer to ATC-27, "CAN Communication System Description".

- BCM ECM
- ECM IPDM E/R
- ECM Front air control

<u>OK or NG</u>

- OK >> Inspection End.
- NG >> Repair or replace malfunctioning part(s).

Insufficient Cooling

SYMPTOM: Insufficient cooling

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE DECREASE

1. Turn front and rear temperature control dial counterclockwise to maximum cold.

- 2. Press the A/C switch.
- 3. Check for cold air at discharge air outlets.

Can the symptom be duplicated?

- YES >> GO TO 3.
- NO >> GO TO 2.
- 2. CHECK FOR ANY SYMPTOMS

Perform a complete operational check for any symptoms. Refer to MTC-45. "Operational Check (Front)". Does another symptom exist?

YES >> Refer to MTC-29, "How to Perform Trouble Diagnosis for Quick and Accurate Repair".

NO >> System OK.

3.CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

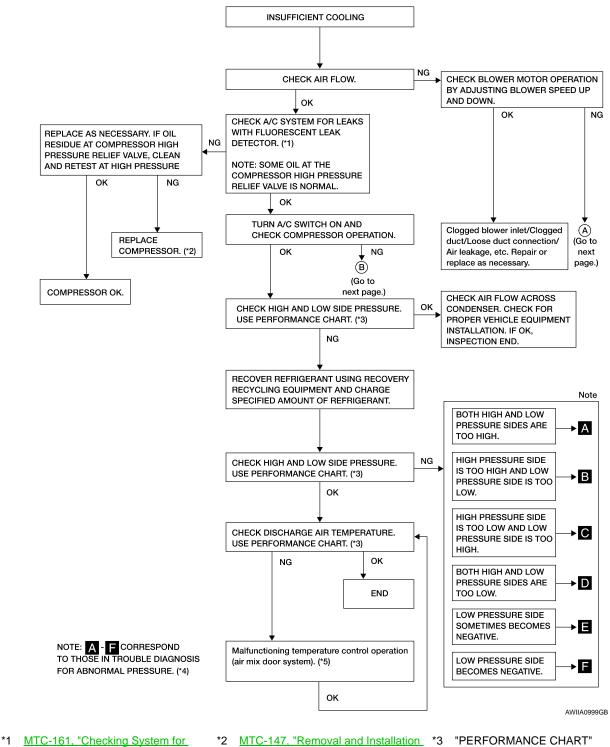
>> GO TO 4.

4.PERFORM SELF-DIAGNOSIS

Perform self-diagnosis Refer to MTC-44, "A/C System Self-Diagnosis Function".

< SERVICE INFORMATION >	
<u>OK or NG</u> OK >> GO TO 5.	А
NG >> Refer to MTC-44, "A/C System Self-Diagnosis Function".	
5. CHECK DRIVE BELTS	_
Check compressor belt tension. Refer to EM-12, "Checking Drive Belts".	В
OK or NG	
OK >> GO TO 6.	С
NG >> Adjust or replace compressor belt. Refer to <u>EM-12</u> . 6.CHECK AIR MIX DOOR OPERATION	
	D
Check and verify air mix door mechanism for smooth operation.	D
Does air mix door operate correctly? YES >> GO TO 7.	
NO >> Repair or replace air mix door control linkage.	Е
7. CHECK COOLING FAN MOTOR OPERATION	
Check and verify cooling fan motor for smooth operation. Refer to EC-478. "Description".	F
Does cooling fan motor operate correctly?	
YES >> GO TO 8.	
NO >> Check cooling fan motor. Refer to <u>EC-478</u> .	G
8. CHECK RECOVERY/RECYCLING EQUIPMENT BEFORE USAGE	
Check recovery/recycling equipment before connecting to vehicle. Verify there is no pressure in the recovery/ recycling equipment by checking the gauges. If pressure exists, recover refrigerant from equipment lines.	Н
>> GO TO 9.	1
9. CHECK REFRIGERANT PURITY	
1. Connect recovery/recycling equipment to vehicle.	
	MTC
<u>OK or NG</u> OK >> GO TO 10.	
NG >> Check contaminated refrigerant. Refer to <u>MTC-3, "Contaminated Refrigerant"</u> .	Κ
10. CHECK FOR EVAPORATOR FREEZE UP	
Start engine and run A/C. Check for evaporator freeze up.	1
Does evaporator freeze up?	L
YES >> Perform diagnostic work flow. Refer to "DIAGNOSTIC WORK FLOW".	
NO >> GO TO 11.	M
11.CHECK REFRIGERANT PRESSURE	
Check refrigerant pressure with manifold gauge connected. Refer to "TEST READING".	Ν
OK or NG	
 OK >> Perform diagnostic work flow. Refer to "DIAGNOSTIC WORK FLOW". NG >> GO TO 12. 	
12. CHECK AIR DUCTS	0
Check ducts for air leaks.	
<u>OK or NG</u>	Ρ
OK >> System OK.	
NG >> Repair air leaks.	
DIAGNOSTIC WORK FLOW	

< SERVICE INFORMATION >



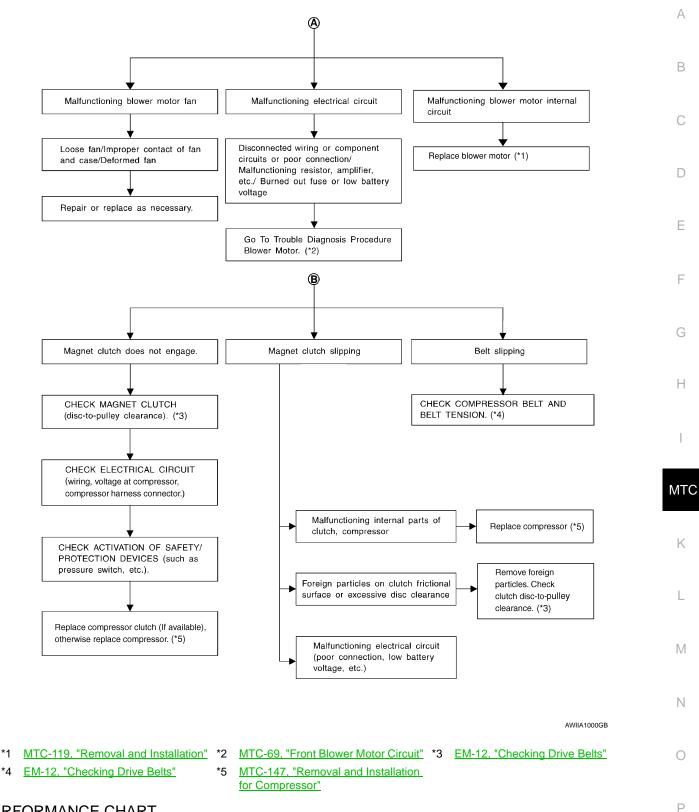
Leaks Using the Fluorescent Dye Leak Detector" *4 "Trouble Diagnoses for Abnormal

Pressure"

*5 MTC-54, "Air Mix Door Motor Circuit"

for Compressor"

< SERVICE INFORMATION >



PERFORMANCE CHART

*4

Test Condition Testing must be performed as follows:

< SERVICE INFORMATION >

Vehicle location	Indoors or in the shade (in a well-ventilated place)
Doors	Closed
Windows	Open
Hood	Open
TEMP.	Max. COLD
Mode dial	Ventilation) set
Recirculation (REC) switch	(Recirculation) set
Solution Speed (FR and RR)	Max. speed set
Engine speed	Idle speed
RR system	ON
Operate the air conditioning system	for 10 minutes before taking measurements.

TEST READING

Recirculating-to-discharge Air Temperature Table

Inside air (Recirculating ai	r) at blower assembly inlet	 Discharge air temperature at center ventilator °C (°F) 	
Relative humidity %	Air temperature °C (°F)		
	25 (77) 9.7 - 13.7	9.7 - 13.7 (49 - 57)	
50-70	30 (86)	12.6 - 16.6 (55 - 62)	
50-70	35 (95)	14.9 - 19.9 (59 - 68)	
-	40 (104)	17.3 - 23.3 (63 - 74)	

Ambient Air Temperature-to-operating Pressure Table

Ambient air		High-pressure (Discharge side)	Low-pressure (Suction side)
Relative humidity %	Air temperature °C (°F)	kPa (kg/cm ² , psi)	kPa (kg/cm ² , psi)
	25 (77)	1,059 - 1,294 (10.8 - 13.2, 153.6 - 187.7)	216 - 255 (2.2 - 2.6, 31.3 - 37.0)
50.70	30 (86)	1,206 - 1,481 (12.3 - 15.1, 174.9 - 214.8)	255 - 304 (2.6 - 3.1, 37.0 - 44.1)
50-70	35 (95)	1,393 - 1,706 (14.2 - 17.4, 202.0 - 247.5)	275 - 343 (2.8 - 3.5, 39.8 - 49.8)
-	40 (104)	1,510 - 1,844 (15.4 - 18.8, 219.0 - 267.4)	343 - 422 (3.5 - 4.3, 49.8 - 61.2)

Trouble Diagnoses for Abnormal Pressure

Whenever system's high and/or low side pressure is unusual, diagnose using a manifold gauge. The marker above the gauge scale in the following tables indicates the standard (usual) pressure range. Since the standard (usual) pressure, however, differs from vehicle to vehicle, refer to above table (Ambient air temperature-to-operating pressure table).

Both High- and Low-pressure Sides are Too High

< SERVICE INFORMATION >

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
	Pressure is reduced soon af- ter water is splashed on con- denser.	Excessive refrigerant charge in refrigeration cycle.	Reduce refrigerant until speci- fied pressure is obtained.
A	Air suction by cooling fan is in- sufficient.	 Insufficient condenser cooling performance. ↓ 1. Condenser fins are clogged. 2. Improper fan rotation of cooling fan. 	 Clean condenser. Check and repair cooling fan as necessary.
Control Contro	 Low-pressure pipe is not cold. When compressor is stopped high-pressure value quickly drops by approximately 196 kPa (2 kg/cm², 28 psi). It then decreases gradually thereafter. 	Poor heat exchange in con- denser. (After compressor operation stops, high-pressure decreas- es too slowly.) ↓ Air in refrigeration cycle.	Evacuate and recharge system.
AC359A	Engine tends to overheat.	Engine cooling systems mal- function.	Check and repair engine cool- ing system.
	 An area of the low-pressure pipe is colder than areas near the evaporator outlet. Plates are sometimes cov- ered with frost. 	 Excessive liquid refrigerant on low-pressure side. Excessive refrigerant dis- charge flow. Expansion valve is open a lit- tle compared with the speci- fication. ↓ Improper expansion valve ad- justment. 	Replace expansion valve.

High-pressure Side is Too High and Low-pressure Side is Too Low

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
B High-pressure side is too high and pw-pressure side is too low.			
	Upper side of condenser and high-pressure side are hot, however, liquid tank is not so	High-pressure tube or parts lo- cated between compressor and condenser are clogged or	 Check and repair or replace malfunctioning parts. Check oil for contamination.
	hot.	crushed.	

High-pressure Side is Too Low and Low-pressure Side is Too High

Gauge indication	Refrigerant cycle	Probable cause	Corrective action	0
High-pressure side is too low and low-pressure side is too high.	High- and low-pressure sides become equal soon after com- pressor operation stops.	Compressor pressure opera- tion is improper. ↓ Damaged inside compressor packings.	Replace compressor.	P
	No temperature difference be- tween high- and low-pressure sides.	Compressor pressure opera- tion is improper. ↓ Damaged inside compressor packings.	Replace compressor.	

Both High- and Low-pressure Sides are Too Low

MTC-99

MTC

< SERVICE INFORMATION >

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
	 There is a big temperature difference between liquid tank outlet and inlet. Outlet temperature is extremely low. Liquid tank inlet and expansion valve are frosted. 	Liquid tank inside is slightly clogged.	 Replace liquid tank. Check oil for contamination.
■ Both high- and low-pressure sides	 Temperature of expansion valve inlet is extremely low as compared with areas near liquid tank. Expansion valve inlet may be frosted. Temperature difference oc- curs somewhere in high- pressure side. 	High-pressure pipe located be- tween liquid tank and expan- sion valve is clogged.	 Check and repair malfunc- tioning parts. Check oil for contamination.
are too low.	Expansion valve and liquid tank are warm or only cool when touched.	Low refrigerant charge. ↓ Leaking fittings or compo- nents.	Check refrigerant system for leaks. Refer to <u>MTC-161,</u> <u>"Checking of Refrigerant</u> <u>Leaks"</u> .
	There is a big temperature dif- ference between expansion valve inlet and outlet while the valve itself is frosted.	 Expansion valve closes a little compared with the specification. ↓ 1. Improper expansion valve adjustment. 2. Malfunctioning expansion valve. 3. Outlet and inlet may be clogged. 	 Remove foreign particles by using compressed air. Check oil for contamination.
	An area of the low-pressure pipe is colder than areas near the evaporator outlet.	Low-pressure pipe is clogged or crushed.	Check and repair malfunc- tioning parts.Check oil for contamination.
	Air flow volume is too low.	Evaporator is frozen.	 Check intake sensor circuit. Refer to <u>MTC-110, "Intake</u> <u>Sensor Circuit"</u>. Replace compressor.

Low-pressure Side Sometimes Becomes Negative

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
Low-pressure side sometimes be- comes negative.	 Air conditioning system does not function and does not cy- clically cool the compart- ment air. The system constantly func- tions for a certain period of time after compressor is stopped and restarted. 	Refrigerant does not discharge cyclically. ↓ Moisture is frozen at expan- sion valve outlet and inlet. ↓ Water is mixed with refrigerant.	 Drain water from refrigerant or replace refrigerant. Replace liquid tank.

Low-pressure Side Becomes Negative

< SERVICE INFORMATION >

	Refrigerant cycle	Probable cause	Corrective action
E Low-pressure side becomes nega- tive.	Liquid tank or front/rear side of expansion valve's pipe is frost- ed or dewed.	High-pressure side is closed and refrigerant does not flow. ↓ Expansion valve or liquid tank is frosted.	 Leave the system at rest until no frost is present. Start it again to check whether or not the malfunction is caused by water or foreign particles. If water is the cause, initially cooling is okay. Then the water freezes causing a blockage. Drain water from refrigerant or replace refrigerant. If due to foreign particles, remove expansion valve and remove the particles with dry and compressed air (not shop air). If either of the above methods cannot correct the malfunction, replace expansion valve. Replace liquid tank. Check oil for contamination.
Insufficient Heating			INFOID:000000004277570
SYMPTOM: Insufficient heatin	g		
1.CONFIRM SYMPTOM BY		JNAL CHECK - TEMPERA	
 Press the J switch. Turn the temperature con Check for hot air at dischard 	trol dial clockwise to the m arge air outlets.	aximum heat.	
Can this symptom be duplicate	•		
		eck (front). Refer to MT	C-45, "Operational Check
NO >> Perform complete (Front)".	e system operational che	eck (front). Refer to <u>MT</u>	C-45, "Operational Check
NO >> Perform complete (Front)". 2.CHECK FOR SERVICE BU	e system operational che	eck (front). Refer to MT	C-45, "Operational Check
NO >> Perform complete (Front)".	e system operational che	eck (front). Refer to <u>MT</u>	C-45, "Operational Check
NO >> Perform complete <u>(Front)"</u> . 2.CHECK FOR SERVICE BU Check for any service bulleting >> GO TO 3.	e system operational che JLLETINS s.	eck (front). Refer to <u>MT</u>	<u>C-45, "Operational Check</u>
NO >> Perform complete <u>(Front)"</u> . 2.CHECK FOR SERVICE BU Check for any service bulleting >> GO TO 3. 3.PERFORM SELF-DIAGNO	e system operational che JLLETINS s. DSIS		<u>C-45, "Operational Check</u>
NO >> Perform complete <u>(Front)"</u> . 2. CHECK FOR SERVICE BU Check for any service bulleting >> GO TO 3. 3. PERFORM SELF-DIAGNO Perform self-diagnosis. Refer	e system operational che JLLETINS s. DSIS		C-45, "Operational Check
NO >> Perform complete <u>(Front)"</u> . 2.CHECK FOR SERVICE BU Check for any service bulleting >> GO TO 3. 3.PERFORM SELF-DIAGNC Perform self-diagnosis. Refer <u>OK or NG</u> OK >> GO TO 4.	e system operational che JLLETINS s. DSIS to <u>MTC-44, "A/C System S</u>	Self-Diagnosis Function".	<u>C-45, "Operational Check</u>
NO >> Perform complete <u>(Front)"</u> . 2.CHECK FOR SERVICE BL Check for any service bulleting >> GO TO 3. 3.PERFORM SELF-DIAGNO Perform self-diagnosis. Refer <u>OK or NG</u> OK >> GO TO 4. NG >> Refer to <u>MTC-44.</u>	e system operational che JLLETINS s. DSIS to <u>MTC-44, "A/C System S</u> "A/C System Self-Diagnos	Self-Diagnosis Function".	C-45, "Operational Check
NO >> Perform complete <u>(Front)"</u> . 2.CHECK FOR SERVICE BL Check for any service bulleting >> GO TO 3. 3.PERFORM SELF-DIAGNO Perform self-diagnosis. Refer <u>OK or NG</u> OK >> GO TO 4. NG >> Refer to <u>MTC-44.</u> 4.CHECK ENGINE COOLING	e system operational che JLLETINS s. DSIS to <u>MTC-44, "A/C System S</u> <u>"A/C System Self-Diagnos</u> G SYSTEM	Self-Diagnosis Function".	C-45, "Operational Check
NO >> Perform complete (Front)". 2.CHECK FOR SERVICE BL Check for any service bulleting >> GO TO 3. 3.PERFORM SELF-DIAGNO Perform self-diagnosis. Refer OK or NG OK >> GO TO 4. NG >> Refer to MTC-44. 4.CHECK ENGINE COOLING 1. Check for proper engine of 2. Check hoses for leaks or	e system operational che JLLETINS s. DSIS to <u>MTC-44. "A/C System S</u> <u>"A/C System Self-Diagnos</u> G SYSTEM coolant level. Refer to <u>CO-</u> kinks.	Self-Diagnosis Function". sis Function". 10. "System Inspection".	C-45, "Operational Check
NO >> Perform complete (Front)". 2.CHECK FOR SERVICE BL Check for any service bulleting >> GO TO 3. 3.PERFORM SELF-DIAGNO Perform self-diagnosis. Refer OK or NG OK >> GO TO 4. NG >> Refer to MTC-44. 4.CHECK ENGINE COOLING 1. Check for proper engine of 2. Check hoses for leaks or	e system operational che JLLETINS s. DSIS to <u>MTC-44. "A/C System S</u> <u>"A/C System Self-Diagnos</u> G SYSTEM coolant level. Refer to <u>CO-</u> kinks. to <u>CO-10, "System Inspec</u>	Self-Diagnosis Function". sis Function". 10. "System Inspection".	C-45, "Operational Check

>> GO TO 5.

5. CHECK HEATER PUMP

1. Rotate temperature control dial to maximum heat.

< SERVICE INFORMATION >

2. Rotate fan control dial clockwise to maximum speed.

3. Heater pump should be activated.

OK or NG

OK >> GO TO 6.

NG >> Check heater pump circuit. Refer to MTC-102, "Heater Pump Circuit".

6.CHECK AIR MIX DOOR OPERATION

Check the operation of the air mix door.

OK or NG

OK >> GO TO 7.

NG >> Check the air mix door motor circuit. Refer to MTC-54, "Air Mix Door Motor Circuit".

7. CHECK AIR DUCTS

Check for disconnected or leaking air ducts.

OK or NG

OK >> GO TO 8.

NG >> Repair all disconnected or leaking air ducts.

8.CHECK HEATER HOSE TEMPERATURES

- 1. Start engine and warm it up to normal operating temperature.
- 2. Touch both the inlet and outlet heater hoses.

OK or NG

- OK >> Hot inlet hose and a warm outlet hose: GO TO 9.
- NG >> Both hoses warm: GO TO 10.

9.CHECK ENGINE COOLANT SYSTEM

Check engine control temperature sensor. Refer to EC-205, "Component Inspection".

<u>OK or NG</u>

- OK >> System OK.
- NG >> Repair or replace as necessary. Retest.

10.CHECK HEATER HOSES

Check heater hoses for proper installation.

<u>OK or NG</u>

NG

- OK >> System OK.
 - >> 1. Back flush heater core.
 - 2. Drain the water from the system.
 - 3. Refill system with new engine coolant. Refer to CO-11, "Changing Engine Coolant".
 - 4. GO TO 11 to retest.

11.CHECK HEATER HOSE TEMPERATURES

1. Start engine and warm it up to normal operating temperature.

2. Touch both the inlet and outlet heater hoses.

OK or NG

OK >> System OK.

NG >> Replace heater core. Refer to <u>MTC-124</u>.

Heater Pump Circuit

SYSTEM DESCRIPTION

Component Parts

Heater pump control system components are:

- Front air control
- Heater pump relay
- Heater pump
- Intake sensor

System Operation

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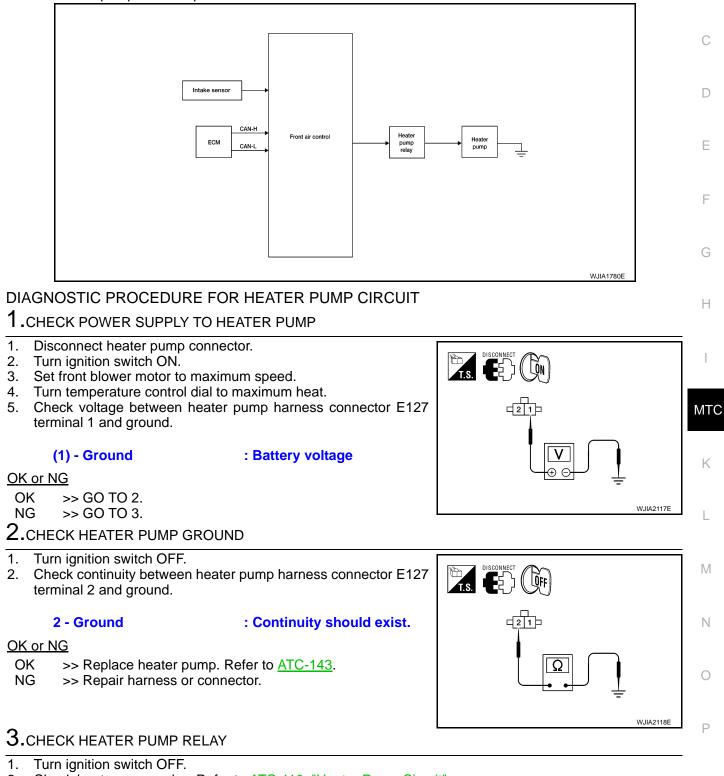
< SERVICE INFORMATION >

The heater pump improves heater performance specifically at idle conditions. It is designed to operate in either of the following 2 situations:

А

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- 1. Front blower motor set to maximum speed and temperature control dial set to full hot or
- Engine coolant temperature (signal via CAN communication) minus heater core outlet temperature (intake sensor input to front air control) is greater than 20° C (68° F). If the difference is less than 16° C (61° F), the heater pump will not operate unless the conditions in item No. 1 above are met.



2. Check heater pump relay. Refer to ATC-110, "Heater Pump Circuit".

- <u>OK or NG</u>
- OK >> GO TO 4.
- NG >> Replace heater pump relay.

< SERVICE INFORMATION >

4. CHECK RELAY POWER SUPPLY

1. Turn ignition switch ON.

- Check voltage between heater pump relay harness connector 2. E128 terminals 1, 5 and ground.
 - 1 Ground

- 5 Ground

OK or NG

- >> GO TO 5. OK
- NG >> Repair harness or connector.

5. CHECK HEATER PUMP MOTOR POWER CIRCUIT

- Turn ignition switch OFF. 1.
- 2. Check continuity between heater pump relay harness connector E128 (A) terminal 3 and heater pump harness connector E127 (B) terminal 1.

3 - 1

: Continuity should exist.

Check continuity between heater pump relay harness connector 3. E128 (A) terminal 3 and ground.

3 - Ground

: Continuity should not exist.

OK or NG

OK >> GO TO 6.

NG >> Repair harness or connector.

 ${f 6}.$ CHECK CIRCUIT BETWEEN HEATER PUMP RELAY AND FRONT AIR CONTROL

- 1. Disconnect front air control connector.
- Check continuity between front air control harness connector 2. M49 (A) terminal 10 and heater pump relay harness connector E128 (B) terminal 2.

2 - 10 : Continuity should exist.

Check continuity between heater pump relay harness connector 3 E128 (B) terminal 2 and ground.

2 - Ground

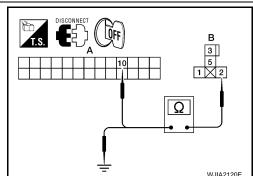
: Continuity should not exist.

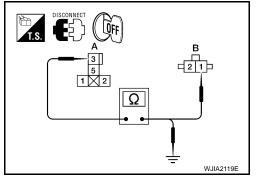
OK or NG

- OK >> Replace front air control. Refer to MTC-113, "Removal and Installation".
- >> Repair harness or connector. NG

COMPONENT INSPECTION

Heater Pump Relay





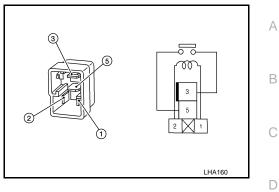
- V F WJIA1783E
- : Battery voltage : Battery voltage

< SERVICE INFORMATION >

Check continuity between terminals 3 and 5.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

If NG, replace relay.



Noise

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SYMPTOM: Noise INSPECTION FLOW



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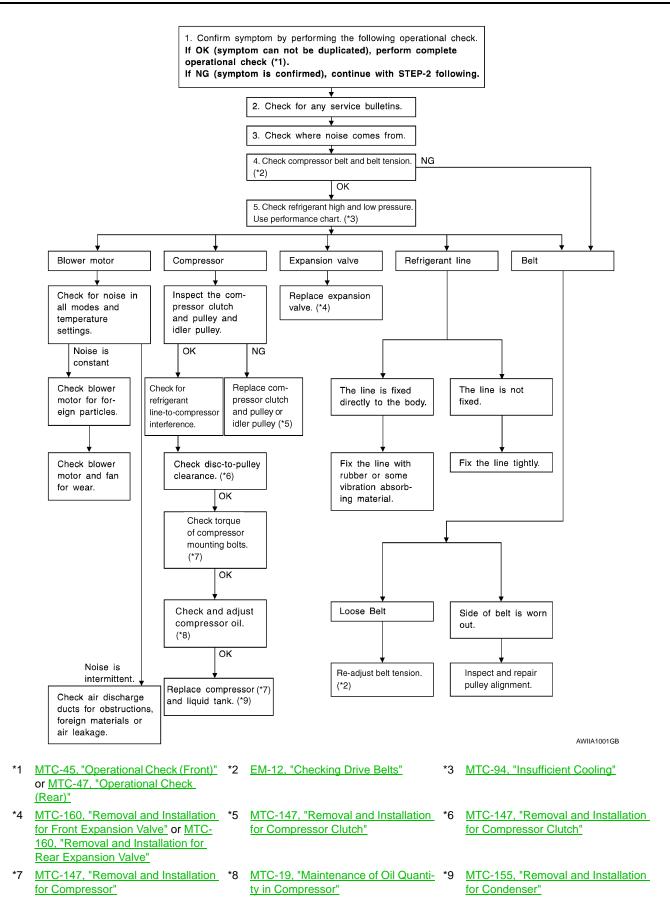
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< SERVICE INFORMATION >



< SERVICE INFORMATION >	
Self-Diagnosis	Λ
SYMPTOM: Self-diagnosis cannot be performed.	A
INSPECTION FLOW	_
1.CONFIRM A/C MODE OPERATION	В
1. Press the A/C switch.	
OK or NG	С
OK >> GO TO 2.	
NG >> GO TO 3. 2.PERFORM COMPLETE OPERATIONAL CHECK	D
Perform a complete operational check and check for any symptoms. Refer to <u>MTC-45, "Operational Check</u> <u>(Front)"</u> .	Е
Can a symptom be duplicated?	
YES >> Refer to MTC-29, "How to Perform Trouble Diagnosis for Quick and Accurate Repair".	
NO >> System OK. 3.CHECK FOR SERVICE BULLETINS	F
Check for any service bulletins. Have any service bulletins been issued?	G
YES >> Refer to appropriate service bulletin.	
NO >> GO TO 4.	
4. CHECK POWER AND GROUND CIRCUIT	Н
Check main power supply and ground circuit. Refer to <u>ATC-49</u> , "Power Supply and Ground Circuit for Front Air <u>Control</u> ".	
OK or NG	I
OK >> GO TO 5.	
NG >> Refer to MTC-48, "Power Supply and Ground Circuit for Front Air Control".	MTC
5. CHECK AMBIENT SENSOR CIRCUIT	
Check ambient sensor circuit. Refer to ATC-117, "Ambient Sensor Circuit".	К
OK or NG	
OK >> GO TO 6. NG >> Repair or replace as necessary.	
6. CHECK INTAKE SENSOR CIRCUIT	L
Check intake sensor circuit. Refer to ATC-124, "Intake Sensor Circuit".	
OK or NG	M
OK >> GO TO 7.	
NG >> Repair or replace as necessary.	Ν
CHECK AIR MIX DOOR MOTOR (FRONT) PBR CIRCUIT	IN
Check air mix door motor PBR circuit. Refer to <u>ATC-57, "Air Mix Door Motor Circuit"</u> .	
OK or NG OK >> GO TO 8.	0
OK >> GO TO 8. NG >> Repair or replace as necessary.	
8.RECHECK FOR SYMPTOMS	Ρ
Perform a complete operational check for any symptoms. Refer to MTC-45. "Operational Check (Front)".	
Does another symptom exist?	
YES >> Refer to ATC-30, "How to Perform Trouble Diagnosis for Quick and Accurate Repair".	

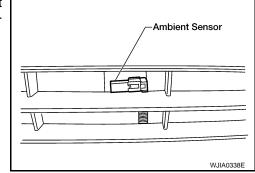
NO >> Replace front air control. Refer to MTC-113. "Removal and Installation".

Ambient Sensor Circuit

COMPONENT DESCRIPTION

Ambient Sensor

The ambient sensor is attached on the radiator core support (left side). It detects ambient temperature and converts it into a resistance value which is then input into the front air control.



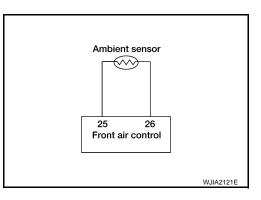
AMBIENT TEMPERATURE INPUT PROCESS

The front air control includes a processing circuit for the ambient sensor input. However, when the temperature detected by the ambient sensor increases quickly, the processing circuit retards the front air control function. It only allows the front air control to recognize an ambient temperature increase of 0.33°C (0.6°F) per 100 seconds.

This prevents constant adjustments due to momentary conditions, such as stopping after high speed driving. Although the actual ambient temperature has not changed, the temperature detected by the ambient sensor will increase. This is because the heat from the engine compartment can radiate to the front grille area, location of the ambient sensor.

DIAGNOSTIC PROCEDURE FOR AMBIENT SENSOR

SYMPTOM: Ambient sensor circuit is open or shorted. Using the CONSULT-III, DTC B257B or B257C is displayed. Without a CON-SULT-III, code 40 or 41 is indicated on front air control as a result of conducting the front air control self-diagnosis.



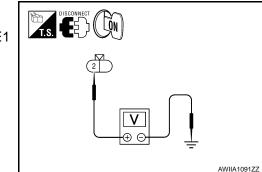
1.CHECK VOLTAGE BETWEEN AMBIENT SENSOR AND GROUND

- 1. Disconnect ambient sensor connector.
- 2. Turn ignition switch ON.
- Check voltage between ambient sensor harness connector E1 terminal 2 and ground.

Approx. 5V

OK or NG

OK >> GO TO 2. NG >> GO TO 4.



2.CHECK CIRCUIT CONTINUITY BETWEEN AMBIENT SENSOR AND FRONT AIR CONTROL

< SERVICE INFORMATION >

- 1. Turn ignition switch OFF.
- 2. Disconnect front air control connector.
- 3. Check continuity between ambient sensor harness connector E1 (B) terminal 1 and front air control harness connector M49 (A) terminal 26.

Continuity should exist.

OK or NG

- OK >> GO TO 3.
- NG >> Repair harness or connector.

3. CHECK AMBIENT SENSOR

Check ambient sensor. Refer to ATC-117, "Ambient Sensor Circuit".

OK or NG

NG

- OK >> 1. Replace front air control. Refer to MTC-113, "Removal and Installation".
 - 2. Go to ATC-45, "A/C System Self-Diagnosis Function" and perform self-diagnosis. Replace ambient sensor. ATC-129. >> 1.
- Go to ATC-45, "A/C System Self-Diagnosis Function" and perform self-diagnosis. 2.

4. CHECK CIRCUIT CONTINUITY BETWEEN AMBIENT SENSOR AND FRONT AIR CONTROL

1. Turn ignition switch OFF.

- Disconnect front air control connector. 2.
- Check continuity between ambient sensor harness connector 3. E1 (B) terminal 2 and front air control harness connector M49 (A) terminal 25.

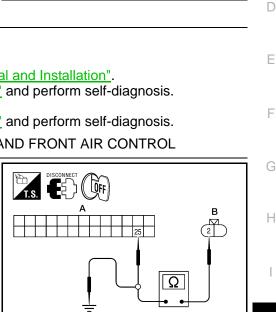
Continuity should exist.

Check continuity between ambient sensor harness connector 4. E1 (B) terminal 2 and ground.

Continuity should not exist.

OK or NG

OK >> 1. Replace front air control. Refer to MTC-113, "Removal and Installation". Κ Go to ATC-45, "A/C System Self-Diagnosis Function" and perform self-diagnosis. 2. NG >> Repair harness or connector. COMPONENT INSPECTION L **Ambient Sensor** Μ Ν



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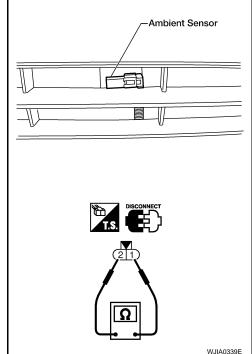
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< SERVICE INFORMATION >

After disconnecting ambient sensor connector, measure resistance between terminals 2 and 1 at sensor component side, using the table below.

Temperature °C (°F)	Resistance kΩ
-15 (5)	12.73
-10 (14)	9.92
-5 (23)	7.80
0 (32)	6.19
5 (41)	4.95
10 (50)	3.99
15 (59)	3.24
20 (68)	2.65
25 (77)	2.19
30 (86)	1.81
35 (95)	1.51
40 (104)	1.27
45 (113)	1.07



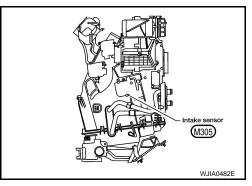
If NG, replace ambient sensor. Refer to <u>MTC-115</u>, "Removal and <u>Installation"</u>

Intake Sensor Circuit

COMPONENT DESCRIPTION

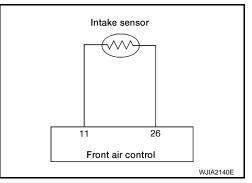
Intake Sensor

The intake sensor is located on the heater & cooling unit. It converts temperature of air after it passes through the evaporator into a resistance value which is then input to the front air control



DIAGNOSTIC PROCEDURE FOR INTAKE SENSOR

SYMPTOM: Intake sensor circuit is open or shorted. Using the CON-SULT-III, DTC B2581 or B2582 is displayed. Without a CONSULT-III, code 56 or 57 is indicated on front air control as a result of conducting the front air control self-diagnosis.



1.CHECK VOLTAGE BETWEEN INTAKE SENSOR AND GROUND

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< SERVICE INFORMATION >

- 1. Disconnect intake sensor connector.
- 2. Turn ignition switch ON.
- 3. Check voltage between intake sensor harness connector M305 terminal 2 and ground.

Approx. 5V

OK or NG

- OK >> GO TO 2.
- NG >> GO TO 4.

2.check circuit continuity between intake sensor and front air control

- 1. Turn ignition switch OFF.
- 2. Disconnect front air control connector.
- Check continuity between intake sensor harness connector M305 (B) terminal 1 and front air control harness connector M49 (A) terminal 26.

Continuity should exist.

OK or NG

- OK >> GO TO 3.
- NG >> Repair harness or connector.

3.CHECK INTAKE SENSOR

Check intake sensor. Refer to ATC-124, "Intake Sensor Circuit".

<u>OK or NG</u>

- OK >> 1. Replace front air control. Refer to <u>MTC-113, "Removal and Installation"</u>.
 2. Go to ATC-45, "A/C System Self-Diagnosis Function" and perform self-diagnosis.
- NG >> 1. Replace intake sensor. Refer to ATC-132.
 - 2. Go to ATC-45, "A/C System Self-Diagnosis Function" and perform self-diagnosis.

${f 4.}$ CHECK CIRCUIT CONTINUITY BETWEEN INTAKE SENSOR AND FRONT AIR CONTROL

- 1. Turn ignition switch OFF.
- 2. Disconnect front air control connector.
- Check continuity between intake sensor harness connector M305 (B) terminal 2 and front air control harness connector M49 (A) terminal 11.

Continuity should exist.

 Check continuity between intake sensor harness connector M305 (B) terminal 2 and ground.

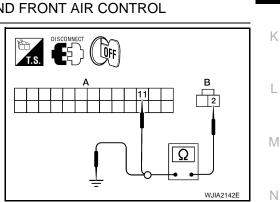
Continuity should not exist.

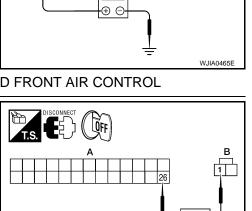
OK or NG

- OK >> 1. Replace front air control. Refer to MTC-113, "Removal and Installation".
 - 2. Go to ATC-45, "A/C System Self-Diagnosis Function" and perform self-diagnosis.
- NG >> Repair harness or connector.

COMPONENT INSPECTION

Intake Sensor





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Intake sensor

connector

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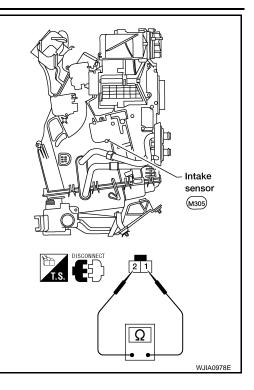
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< SERVICE INFORMATION >

After disconnecting intake sensor connector, measure resistance between terminals 1 and 2 at sensor harness side, using the table below.

Temperature °C (°F)	Resistance $k\Omega$
-15 (5)	209.0
-10 (14)	160.0
-5 (23)	123.0
0 (32)	95.8
5 (41)	74.9
10 (50)	58.9
15 (59)	46.7
20 (68)	37.3
25 (77)	30.0
30 (86)	24.2
35 (95)	19.7
40 (104)	16.1
45 (113)	13.2



If NG, replace intake sensor. Refer to MTC-116. "Removal and Installation"

CONTROL UNIT

< SERVICE INFORMATION >

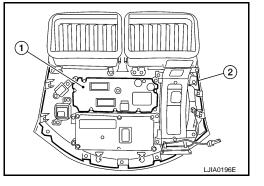
CONTROL UNIT

Removal and Installation

FRONT AIR CONTROL

Removal

- 1. Remove the control knobs from the front air control.
- 2. Remove cluster lid C, disconnect the front air control electrical connector. Refer to IP-13, "Cluster Lid C".
- 3. Remove the screws securing the front air control (1) to cluster lid C (2).



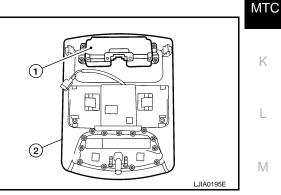
4. Remove the front air control.

Installation Installation is the reverse order of removal.

REAR AIR CONTROL (FRONT)

Removal

- 1. Remove the control knobs from the rear air control (front).
- 2. Remove the front roof console assembly from the headlining, located over the rear view mirror. Refer to $\underline{EI-38}$.
- 3. Remove the screws securing the rear air control (front) (1) to the front roof console assembly (2).



4. Remove the rear air control (front).

Installation

Installation is in the reverse order of removal.

REAR AIR CONTROL (REAR)

Removal

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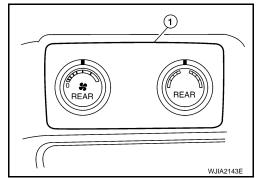
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CONTROL UNIT

< SERVICE INFORMATION >

1. Remove the rear air control (rear) (1) from the headlining, located over the sliding door, RH.



2. Disconnect the rear air control (rear) electrical connector and remove the rear air control (rear).

Installation

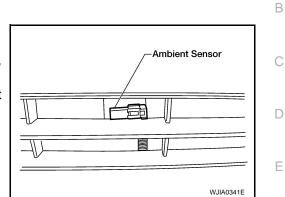
Installation is in the reverse order of removal.

AMBIENT SENSOR

Removal and Installation

REMOVAL

- Disconnect the ambient sensor connector. **NOTE:** The ambient sensor is located behind the front bumper opening, in front of the condenser.
- 2. Release the ambient sensor clip and then remove the ambient sensor.



INSTALLATION

Installation is in the reverse order of removal.



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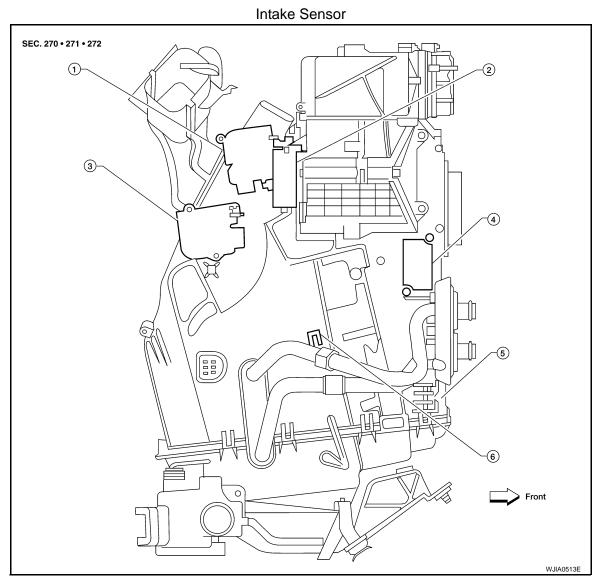
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INTAKE SENSOR

Removal and Installation

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- Defroster door motor 1.
- 2. Intake door motor (passenger)
- Mode door motor

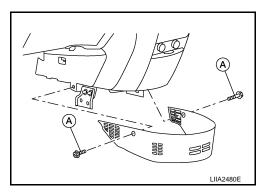
- Variable blower control (front) 4.
- Front heater and cooling unit assembly
- 3. 6. Intake sensor

REMOVAL

1. Remove the glove box assembly. Refer to IP-14, "Glove Box".

5.

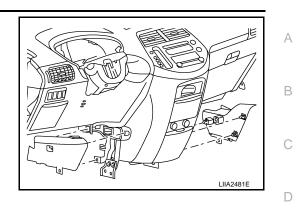
2. Remove the screws (A) and the center lower trim.



INTAKE SENSOR

< SERVICE INFORMATION >

3. Remove the center stack lower trim RH.



- 4. Disconnect the intake sensor electrical connector.
- 5. Twist and pull the intake sensor to remove the intake sensor from the front heater and cooling unit assembly.

INSTALLATION

Installation is in the reverse order of removal.

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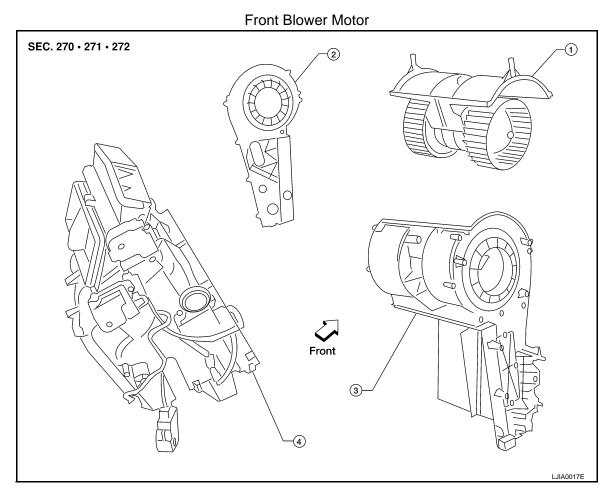
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< SERVICE INFORMATION > BLOWER MOTOR

Component

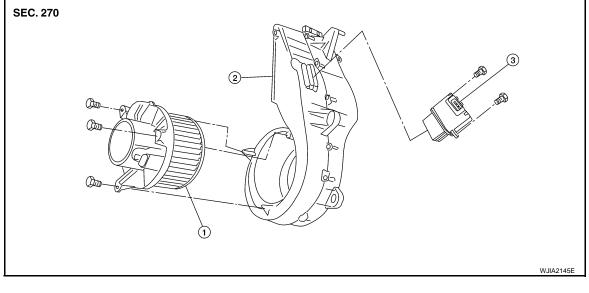
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- 1. Front blower motor
- 2. Blower motor side cover
- 3. Blower motor case

4. Heater core and evaporator case

Rear Blower Motor



- 1. Rear blower motor
- 2. Rear blower motor case
- 3. Variable blower control (rear)

MTC-118

BLOWER MOTOR

< 8	SERVICE INFORMATION >	
Re	emoval and Installation	D:0000000004277580
FR	RONT BLOWER MOTOR	~
Re	moval	В
1.	Remove the instrument panel assembly. Refer to IP-10, "Instrument Panel".	D
2.	Remove the center ventilator duct. Refer to MTC-141, "Removal and Installation".	
3.	Remove the front blower motor.	С
	tallation stallation is in the reverse order of removal.	
RE	EAR BLOWER MOTOR	D
Re	moval	
1. 2.	Remove the rear heater and cooling unit assembly. Refer to MTC-122, "Removal and Installatic Remove the three screws and remove the blower motor.	o <u>n"</u> . E
-	tallation stallation is in the reverse order of removal.	F
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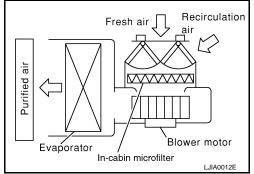
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IN-CABIN MICROFILTER

Removal and Installation

FUNCTION

The air inside the passenger compartment is filtered by the in-cabin microfilters when the heater or A/C controls are set on either the recirculation or fresh mode. The two in-cabin microfilters are located in the front heater and cooling unit assembly. The rear heater and cooling unit assembly only draws in air from the passenger compartment to recirculate into the passenger compartment, so the rear heater and cooling unit assembly is not equipped with in-cabin microfilters.



REPLACEMENT TIMING

Replacement of the two in-cabin microfilters is recommended on a regular interval depending on the driving conditions. Refer to $\underline{MA-8}$. It may also be necessary to replace the two in-cabin microfilters as part of a component replacement if the in-cabin microfilters are damaged.

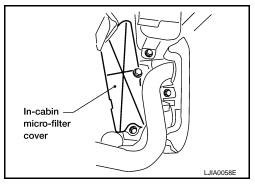
REPLACEMENT PROCEDURES

- 1. Remove the glove box assembly. Refer to IP-14, "Glove Box".
- 2. Remove the three screws and remove the in-cabin microfilter cover.
- 3. Remove the in-cabin microfilters from the front heater and cooling unit assembly.
- 4. Install the in-cabin microfilters, replacing the two in-cabin microfilters with new filters, into the front heater and cooling unit assembly.

CAUTION:

When installing the two new in-cabin microfilters make sure that the filters are facing in the direction indicated by the direction arrow for the air flow. The direction arrow is printed on the side of the in-cabin microfilters.

- 5. Install the in-cabin microfilter cover.
- 6. Install the glove box assembly. Refer to IP-14, "Glove Box".



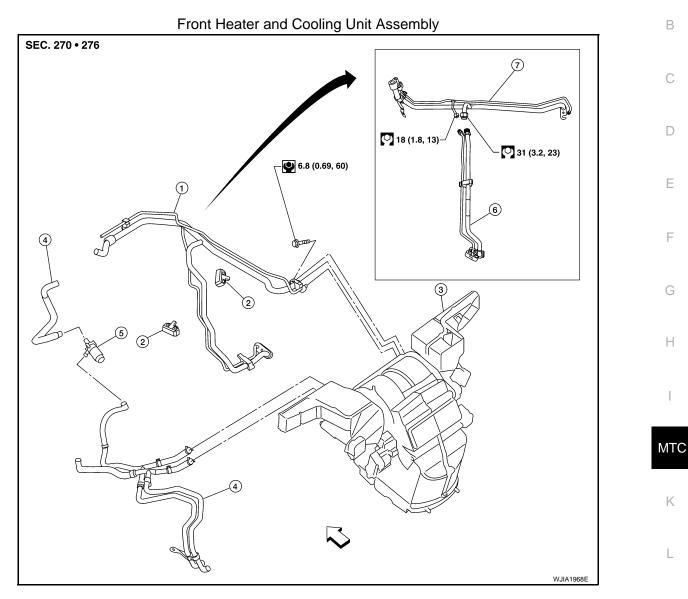
INFOID:000000004277581

HEATER & COOLING UNIT ASSEMBLY

Component

INFOID:000000004277582

А



- High/low pressure pipe (production) 2. 1.
- High/low pressure pipe bracket
- Front heater core pipe and hose as- 5. 4. sembly
- 7. High/low pressure pipe - upper Front \Leftarrow (service)
- Heater pump

- Front heater and cooling unit assem-3. bly
- High/low pressure pipe lower 6. (service)
- Ο

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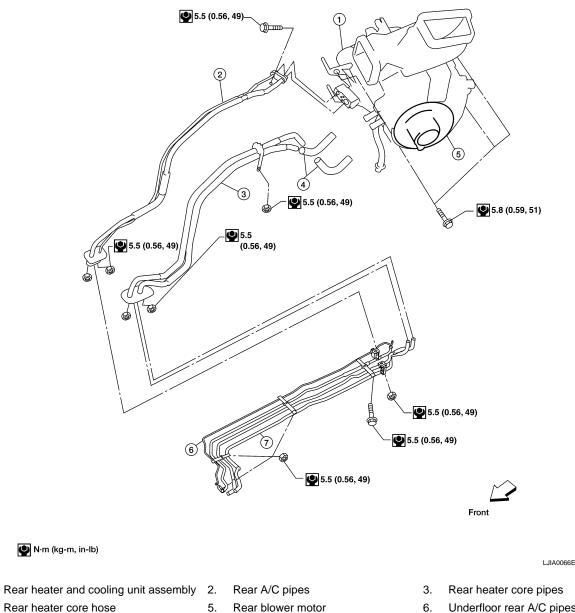
Ν

HEATER & COOLING UNIT ASSEMBLY

< SERVICE INFORMATION >

Rear Heater and Cooling Unit Assembly

SEC. 270 • 276



6. Underfloor rear A/C pipes

7. Underfloor rear heater core pipes

Removal and Installation

FRONT HEATER AND COOLING UNIT ASSEMBLY

Removal

1.

4.

- 1. Discharge the refrigerant from the A/C system. Refer to MTC-143, "HFC-134a (R-134a) Service Procedure".
- 2. Drain the coolant from the engine cooling system. Refer to <u>CO-11, "Changing Engine Coolant"</u>.
- 3. Remove the cowl top extension. Refer to EI-18.
- 4. Disconnect the front heater hoses from the front heater core.
- Disconnect the high/low pressure pipe from the front expansion valve. 5.
- Move the two front seats to the rearmost position on the seat track. 6.
- 7. Remove the instrument panel. Refer to IP-10, "Instrument Panel".

MTC-122

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HEATER & COOLING UNIT ASSEMBLY

< SERVICE INFORMATION >

	SERVICE INFORMATION >	
8.	Disconnect the instrument panel wire harness at the RH and LH in-line connector brackets, and the fuse block (J/B) electrical connectors. Refer to <u>PG-40</u> , "Harness Layout".	A
9.	Disconnect the steering member from each side of the vehicle body.	
10.	. Remove the front heater and cooling unit assembly with it attached to the steering member, from the vehi- cle.	В
	CAUTION: Use care not to damage the seats and interior trim panels when removing the front heater and cooling unit assembly with it attached to the steering member.	С
11.	Remove the front heater and cooling unit assembly from the steering member.	0
Inst	tallation	
	tallation is in the reverse order of removal.	D
• R tl • A	AUTION: Replace the O-ring of the low-pressure flexible hose and high pressure flexible hose with a new one, hen apply compressor oil to it when installing it. After charging refrigerant, check for leaks. DTE:	Е
• F <u>a</u>	fill the engine cooling system with the specified coolant mixture. Refer to <u>CO-11, "Changing Engine Cool-</u> int".	F
• R	Recharge the A/C system. Refer to MTC-143, "HFC-134a (R-134a) Service Procedure".	
RE	AR HEATER AND COOLING UNIT ASSEMBLY	
Rer	moval	G
1.	Discharge the refrigerant from the A/C system. Refer to MTC-143, "HFC-134a (R-134a) Service Proce- dure".	Н
2.	Drain the coolant from the engine cooling system. Refer to CO-11, "Changing Engine Coolant".	11
3.	Remove the rear RH interior trim panel. Refer to EI-31. "Removal and Installation".	
4.	Disconnect the rear heater core hoses from the rear heater core.	
5.	Disconnect the rear A/C pipes from the rear expansion valve.	
6.	Disconnect the following electrical connectors: • Rear blower motor • Rear blower motor resistor	MTC
	Rear air mix door motor	
7.	Disconnect the ducts from the rear heater and cooling unit assembly.	Κ
8.	Remove the rear heater and cooling unit assembly.	

Installation

Installation is in the reverse order of removal.

CAUTION:

• Replace the O-ring of the low-pressure flexible hose and high pressure flexible hose with a new one, then apply compressor oil to it when installing it.

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• After charging refrigerant, check for leaks.

NOTE:

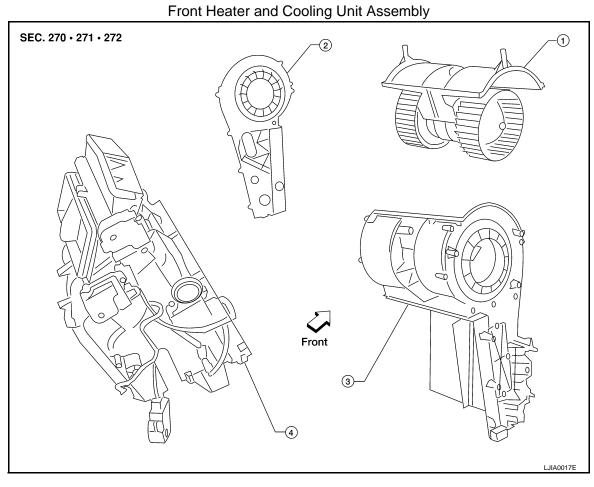
- Fill the engine cooling system with the specified coolant mixture. Refer to CO-11. "Changing Engine Coolant".
- Recharge the A/C system. Refer to <u>MTC-143, "HFC-134a (R-134a) Service Procedure"</u>.

HEATER CORE

< SERVICE INFORMATION > HEATER CORE

Component

INFOID:000000004277584

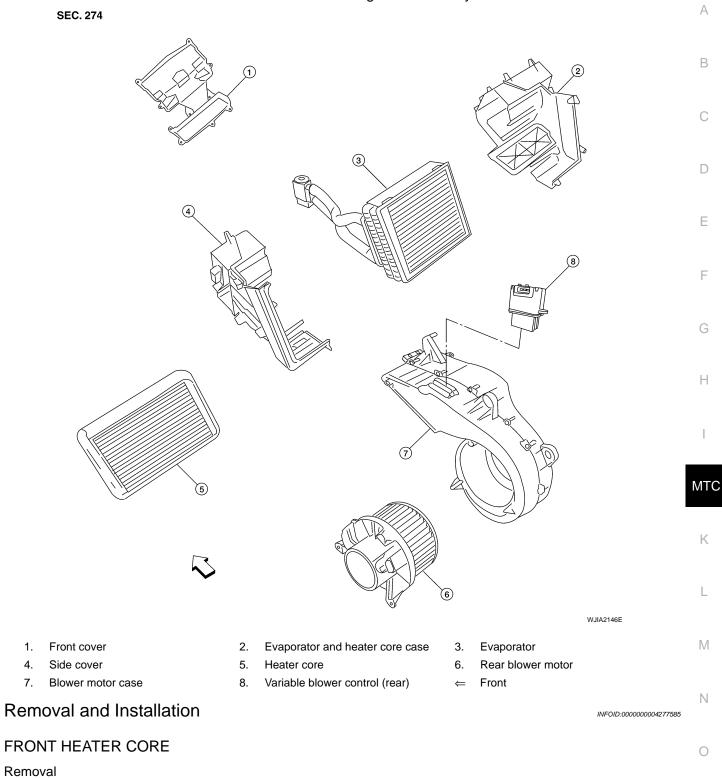


- 1. Front blower motor
- 2. Blower motor side cover
- 3. Blower motor case

4. Heater core and evaporator case

HEATER CORE

Rear Heater and Cooling Unit Assembly



Remove the front heater and cooling unit assembly. Refer to MTC-122, "Removal and Installation". 1.

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Remove the side cover. 2.

1.

4.

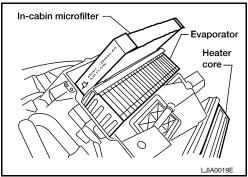
7.

HEATER CORE

< SERVICE INFORMATION >

- 3. Remove the front heater core.
- NOTE:

If the in-cabin microfilters are contaminated from coolant leaking from the heater core, replace the in-cabin microfilters with new ones before installing the new front heater core.

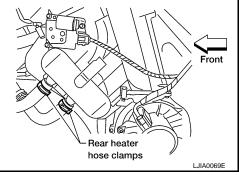


Installation Installation is in the reverse order of removal.

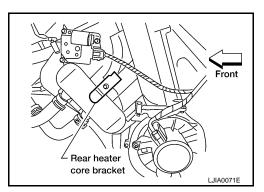
REAR HEATER CORE

Removal

- 1. Partially drain the engine cooling system. Refer to CO-11, "Changing Engine Coolant".
- 2. Remove the rear lower finisher assembly. Refer to EI-31, "Removal and Installation".
- 3. Disconnect the rear heater core hoses from the rear heater core.



- 4. Remove the rear heater core bracket.
- 5. Remove the rear heater core.



Installation Installation is in the reverse order of removal.

HEATER PUMP

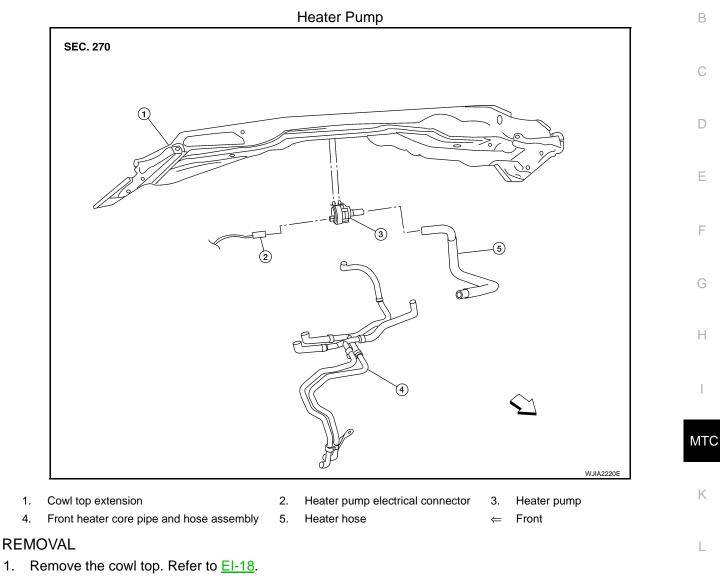
Removal and Installation

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Partially drain the engine cooling system. Refer to CO-11, "Changing Engine Coolant". 2.

- 3. Unclip the heater pump from the cowl top extension.
- 4. Disconnect the heater pump electrical connector and the two heater hoses, then remove the heater pump. **CAUTION:**

Ν Do not disassemble the heater pump, replace the heater pump as an assembly. **INSTALLATION**

Installation is in the reverse order of removal.

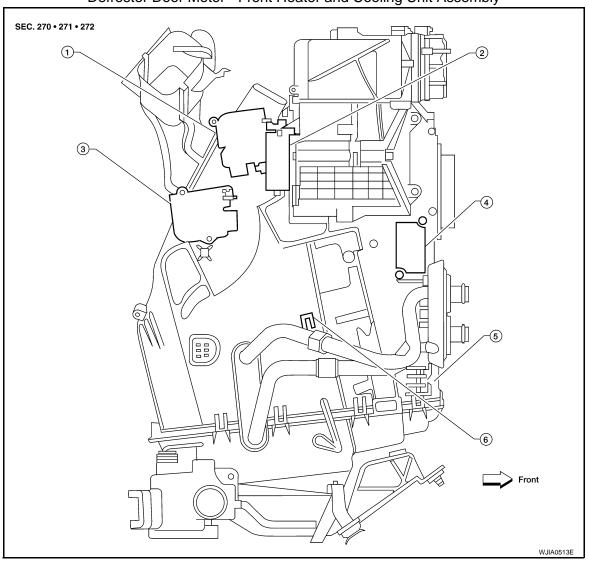
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DEFROSTER DOOR MOTOR

Removal and Installation

INFOID:000000004277587



Defroster Door Motor - Front Heater and Cooling Unit Assembly

- 1. Defroster door motor
- 2. Intake door motor (passenger)
- Mode door motor

- 4. Variable blower control (front)
- 5. Front heater and cooling unit assembly 6.
- Intake sensor

3.

- REMOVAL
- 1. Remove the front heater and cooling unit assembly. Refer to MTC-122, "Removal and Installation".
- 2. Remove the steering member from the front heater and cooling unit assembly.
- 3. Disconnect the defroster door motor electrical connector.
- 4. Remove the two screws and remove the defroster door motor.

INSTALLATION

Installation is in the reverse order of removal.

INTAKE DOOR MOTOR

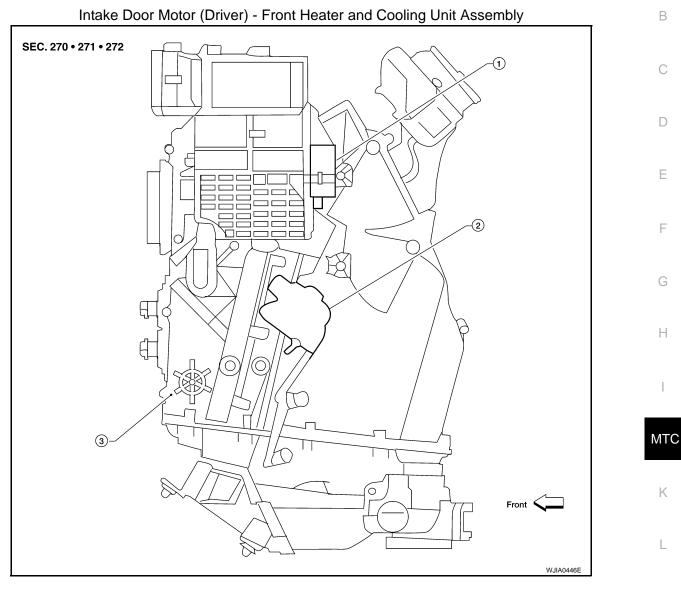
< SERVICE INFORMATION >

INTAKE DOOR MOTOR

Component

INFOID:000000004277588

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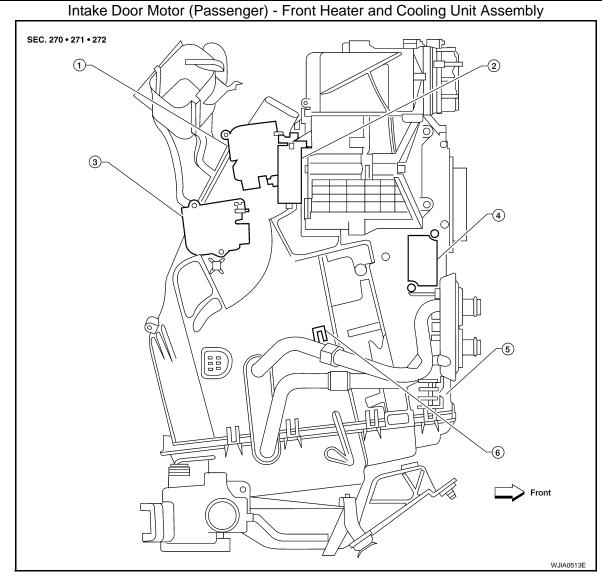


- 1. Intake door motor (driver)
- 2. Air mix door motor (front)
- 3. Front heater and cooling unit assembly
- L M

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INTAKE DOOR MOTOR

< SERVICE INFORMATION >



- 1. Defroster door motor
- 2. Intake door motor (passenger)
- Mode door motor

- 4. Variable blower control (front)
- 5. Front heater and cooling unit assembly 6.
- 3. Intake sensor

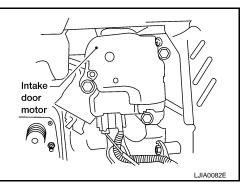
Removal and Installation

INFOID:000000004277589

DRIVER SIDE

Removal

- 1. Remove the instrument lower panel LH. Refer to IP-12, "Instrument Lower Panel LH".
- Remove the center stack trim panel. Refer to IP-13, "Center Stack Trim Panel". 2.
- 3. Disconnect the intake door motor electrical connector.
- Remove the three screws and remove the intake door motor. 4.



MTC-130

INTAKE DOOR MOTOR

< SERVICE INFORMATION >	_
Installation is in the reverse order of removal.	-
PASSENGER SIDE	A
 Removal 1. Remove the front heater and cooling unit assembly. Refer to <u>MTC-122, "Removal and Installation"</u>. 2. Disconnect the intake door motor electrical connector. 	В
 Remove the three screws and remove the intake door motor. Installation Installation is in the reverse order of removal. 	С
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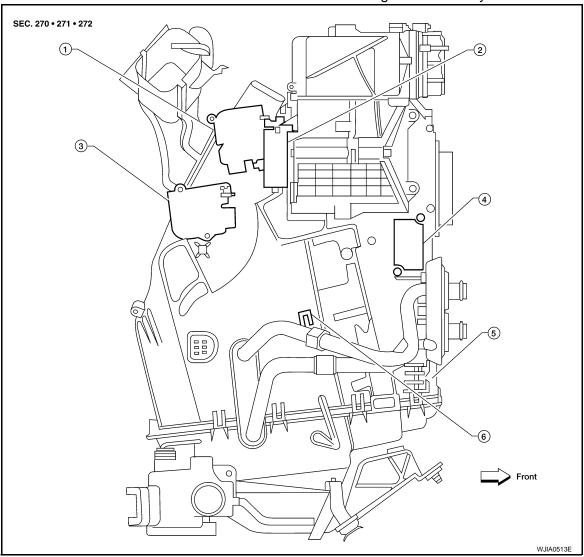
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MODE DOOR MOTOR

Removal and Installation

INFOID:000000004277590



Mode Door Motor - Front Heater and Cooling Unit Assembly

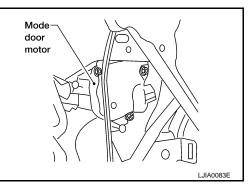
- 1. Defroster door motor
- 2. Intake door motor (passenger)
- Mode door motor

- 4. Variable blower control (front)
- Front heater and cooling unit assembly 6.
- Intake sensor

3.

- REMOVAL
- 1. Remove the front heater and cooling unit assembly. Refer to MTC-122, "Removal and Installation".
- 2. Disconnect the mode door motor electrical connector.
- 3. Remove the three screws and remove the mode door motor.

5.



INSTALLATION

MODE DOOR MOTOR

< SERVICE INFORMATION >

Installation is in the reverse order of removal.

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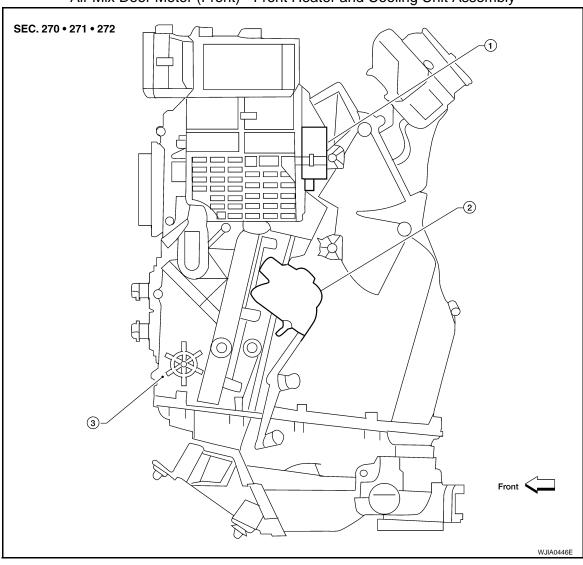
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MTC-133

AIR MIX DOOR MOTOR

Component

INFOID:000000004277591



Air Mix Door Motor (Front) - Front Heater and Cooling Unit Assembly

1. Intake door motor (driver) 2. Air mix door motor (front) 3. Front heater and cooling unit assembly

INFOID:000000004277592

Removal and Installation

AIR MIX DOOR MOTOR (FRONT)

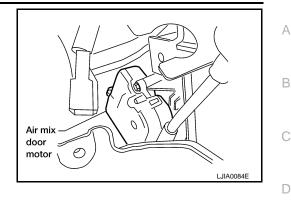
Removal

- 1. Remove the instrument lower panel LH. Refer to IP-12, "Instrument Lower Panel LH".
- 2. Remove the center stack trim panel. Refer to <u>IP-13, "Center Stack Trim Panel"</u>.

AIR MIX DOOR MOTOR

< SERVICE INFORMATION >

- 3. Disconnect the air mix door motor electrical connector.
- 4. Remove the three screws and remove the air mix door motor.

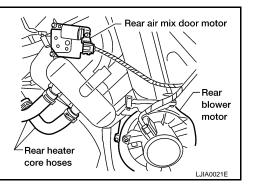


Installation Installation is in the reverse order of removal.

AIR MIX DOOR MOTOR (REAR)

Removal

- 1. Remove the rear lower finisher assembly. Refer to EI-31, "Removal and Installation".
- 2. Disconnect the rear air mix door motor electrical connector.
- 3. Remove the three screws and remove the rear air mix door motor.



Installation Installation is in the reverse order of removal.

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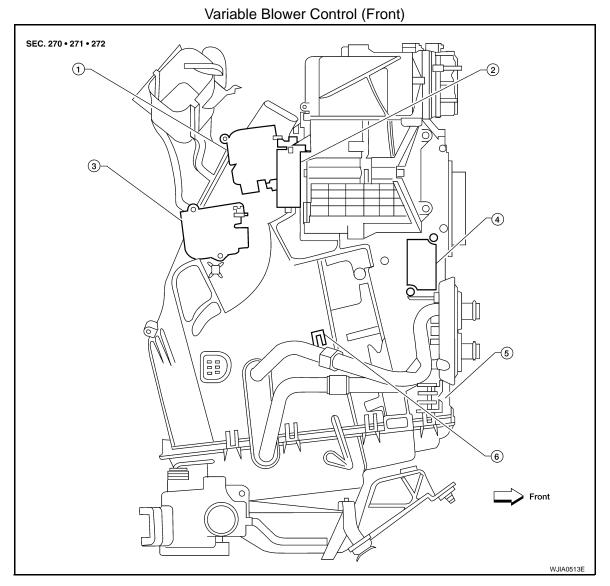
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VARIABLE BLOWER CONTROL

Component

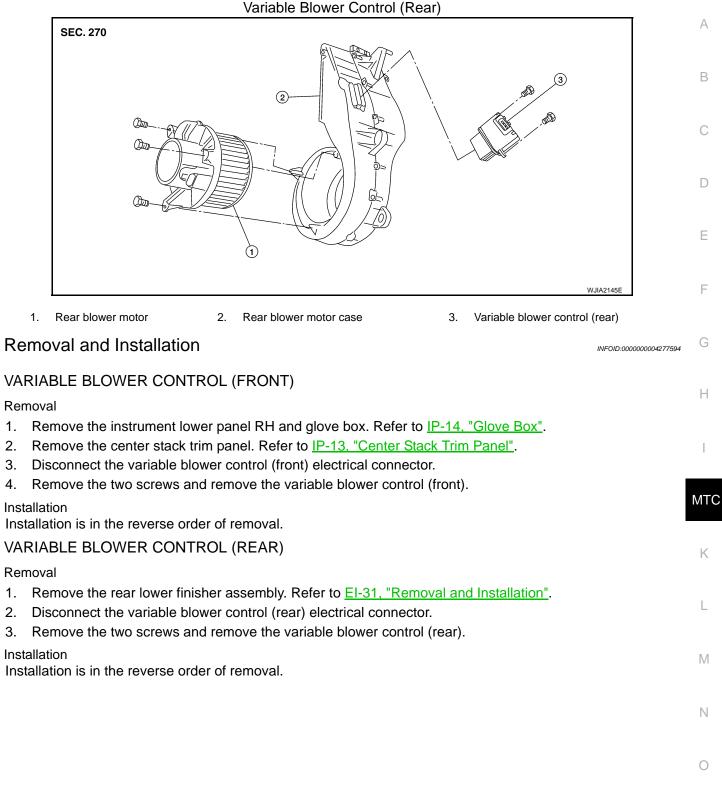
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- 1. Defroster door motor
- 2. Intake door motor (passenger)
- 4. Variable blower control (front)
- 5. Front heater and cooling unit assembly
- 3. Mode door motor
- 6. Intake sensor

VARIABLE BLOWER CONTROL

< SERVICE INFORMATION >



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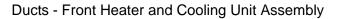
DUCTS AND GRILLES

Component

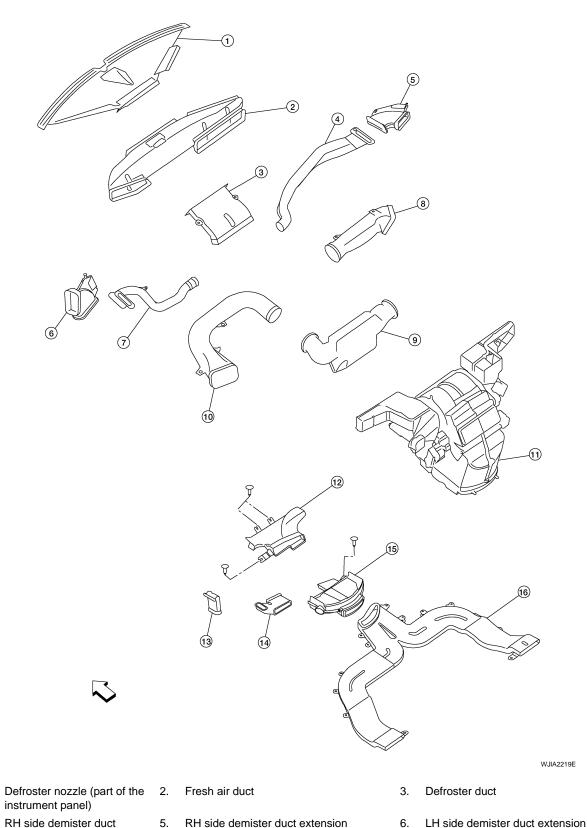
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SEC. 270 273



MTC-138

DUCTS AND GRILLES

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Rear heater and cooling unit assembly

3.

< SERVICE INFORMATION > LH side demister duct 7. 8. RH ventilator duct Center ventilator duct 9. 10. LH ventilator duct 11. Front heater and cooling unit assembly 12. Floor connector duct 13. Floor junction duct extension 14. Floor junction duct 15. Floor distribution duct 16. Floor duct Front ⇐ Ducts - Rear Heater and Cooling Unit Assembly SEC. 270 • 273

2.

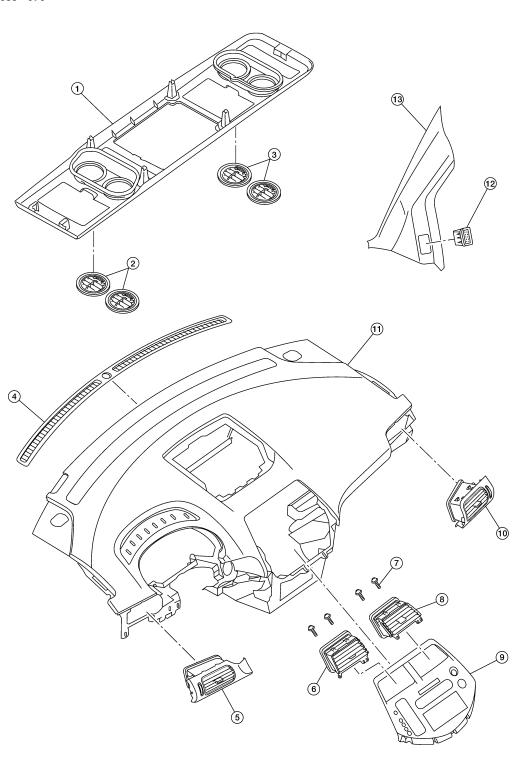
Rear floor duct

Front (1) (4) 5.8 (0.59, 51) (2 \mathfrak{I} 5.8 (0.59, 51) (3) 5.8 (0.59, 51) N·m (kg-m, in-lb) LJIA0086E

- 1. Rear overhead duct
- 4. Clips

SEC. 685 • 970

Grilles



LJIA0197E

- 1. Overhead console
- 4. Front demister grille
- 7. Center ventilator grille screws
- 10. RH ventilator grille
- 13. Front pillar finisher RH
- 2. Overhead console front grilles
- 5. LH ventilator grille
- 8. Center RH ventilator grille
- 11. Instrument panel

- 3. Overhead console rear grilles
- 6. Center LH ventilator grille
- 9. Cluster lid C
- 12. RH side demister grille

DUCTS AND GRILLES

< SERVICE INFORMATION >	
Removal and Installation	000004277596
DEFROSTER NOZZLE NOTE:	
The defroster nozzle is part of the instrument panel and is replaced as an assembly.	
Removal Remove the instrument panel. Refer to <u>IP-10, "Instrument Panel"</u> .	
Installation Installation is in the reverse order of removal.	
FRESH AIR DUCT	
Removal	
 Remove the instrument panel. Refer to <u>IP-10, "Instrument Panel"</u>. Remove the defroster nozzle. Remove the fresh air duct. 	
Installation Installation is in the reverse order of removal.	
DEFROSTER DUCT	
Removal	
 Remove the front heater and cooling unit assembly. Refer to <u>MTC-122. "Removal and Installation"</u>. Remove the defroster duct. 	
Installation Installation is in the reverse order of removal.	
RH AND LH SIDE DEMISTER DUCT	
Removal	
 Remove the front heater and cooling unit assembly. Refer to <u>MTC-122, "Removal and Installation"</u>. Remove the RH or LH side demister duct. 	
Installation Installation is in the reverse order of removal.	
RH, LH, AND CENTER VENTILATOR DUCT	
Removal	
 Remove the instrument panel. Refer to <u>IP-10, "Instrument Panel"</u>. Remove the RH, center, and LH ventilator duct. 	
Installation Installation is in the reverse order of removal.	
FLOOR CONNECTOR DUCT	
Removal	
 Remove the front heater and cooling unit assembly. Refer to <u>MTC-122, "Removal and Installation"</u>. Remove the three clips and remove the floor connector duct. 	
Installation Installation is in the reverse order of removal. FLOOR DISTRIBUTION DUCT	
Removal	
1 Remove the center lower trim Refer to IP-10 "Instrument Panel"	

1. Remove the center lower trim. Refer to <u>IP-10, "Instrument Panel"</u>.

2. Remove the clip and remove the floor distribution duct.

Installation

MTC-141

Installation is in the reverse order of removal.

FLOOR JUNCTION DUCT

Removal

- 1. Remove the center lower trim. Refer to IP-10, "Instrument Panel".
- 2. Remove the clip and remove the floor distribution duct.
- 3. Remove the floor junction duct.

Installation

Installation is in the reverse order of removal.

FLOOR JUNCTION DUCT EXTENSION

Removal

- 1. Remove the center lower trim. Refer to IP-10, "Instrument Panel".
- 2. Remove the clip and remove the floor junction duct extension.

Installation

Installation is in the reverse order of removal.

FLOOR DUCT

Removal

- 1. Remove the floor carpet. Refer to EI-36.
- 2. Remove the floor duct.

Installation

Installation is in the reverse order of removal.

REAR OVERHEAD DUCT

Removal

- 1. Remove the rear lower finisher assembly. Refer to EI-31, "Removal and Installation".
- 2. Remove the bolt and two clips, and remove the rear overhead duct.
- NOTE:

The rear headliner duct connected to the rear overhead duct is part of the headlining trim panel and is replaced as an assembly. Refer to $\underline{EI-38}$.

Installation Installation is in the reverse order of removal.

REAR FLOOR DUCT

Removal

1. Remove the rear lower finisher assembly. Refer to EI-31, "Removal and Installation".

2. Remove the screw and clip, then remove the rear floor duct.

Installation

Installation is in the reverse order of removal.

GRILLES

Removal

- 1. Remove the interior trim panel as necessary that contains the grille to be removed. Refer to $\underline{\text{EI-31}}$ or $\underline{\text{EI-31}}$.
- 2. Remove the grille from the interior trim panel.

Installation

Installation is in the reverse order of removal.

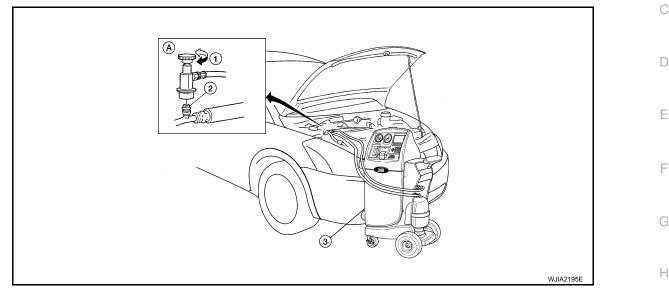
MTC-142

REFRIGERANT LINES

HFC-134a (R-134a) Service Procedure

SETTING OF SERVICE TOOLS AND EQUIPMENT

Discharging Refrigerant



- Shut-off valve 1.
- 2. A/C service valve

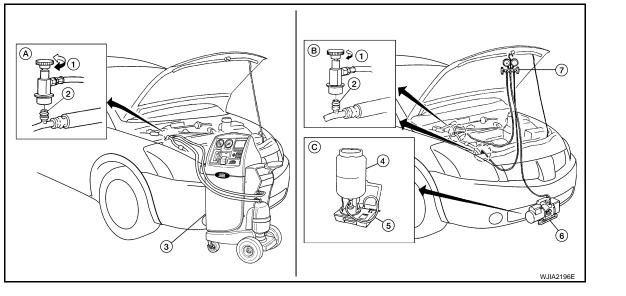
Recovery/recycling equipment 3.

A. Preferred (best) method

WARNING:

Avoid breathing A/C refrigerant and oil vapor or mist. Exposure may irritate eyes, nose and throat. Remove HFC-134a (R-134a) refrigerant from the A/C system using certified service equipment meeting MTC requirements of SAE J2210 HFC-134a (R-134a) recycling equipment or SAE J2201 HFC-134a (R-134a) recovery equipment. If an accidental system discharge occurs, ventilate the work area before resuming service. Additional health and safety information may be obtained from the refrigerant and oil manufacturers.

Evacuating System and Charging Refrigerant



Shut-off valve 1.

4.

- A/C service valve 2.
- Refrigerant container (HFC-134a) Weight scale (J-39650) 5.
- Recovery/recycling equipment 3.
- Evacuating vacuum pump (J-39699) 6.

MTC-143

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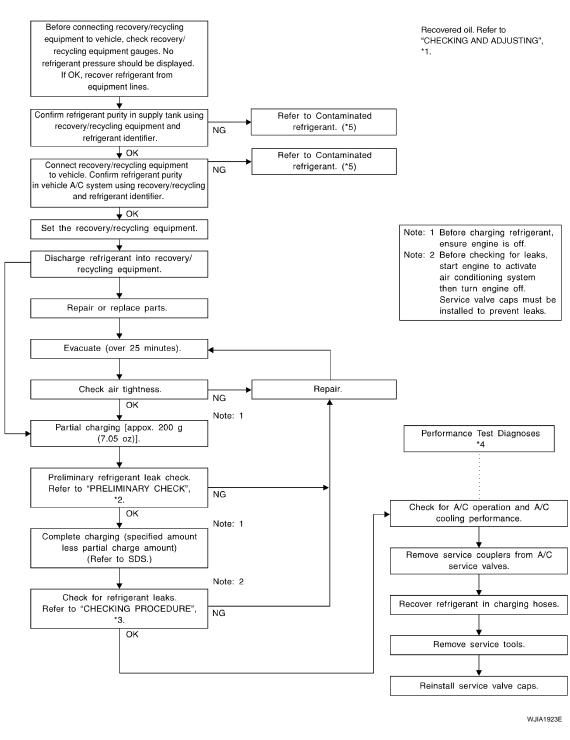
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REFRIGERANT LINES

< SERVICE INFORMATION >

- 7. Manifold gauge set (J-39183) A.
- Preferred (best) method
- B. Alternative method

C. For charging



- 1 <u>MTC-19, "Maintenance of Oil Quan-</u> 3 tity in Compressor".
- Leaks". <u>MTC-94, "Insufficient Cooling"</u>.
- 2 <u>MTC-161, "Checking of Refrigerant</u> 4 <u>Leaks"</u>.
- MTC-161, "Checking of Refrigerant 5 MTC-3, "Contaminated Refrigerant".



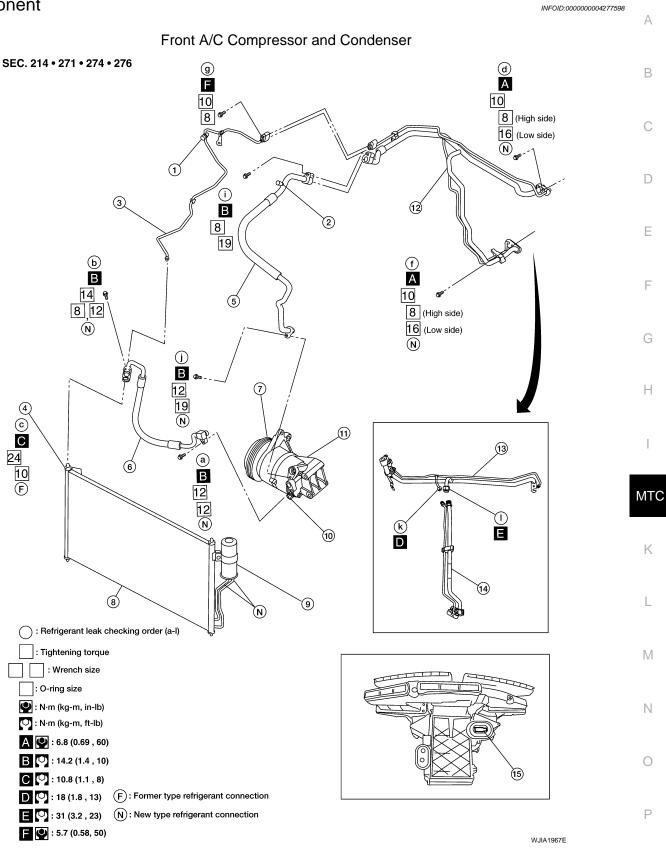
Component

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1. High-pressure service valve

Shaft seal

Refrigerant pressure sensor

4.

7.

- 2. Low-pressure service valve 5.

 - Low-pressure flexible hose
- 8. Condenser

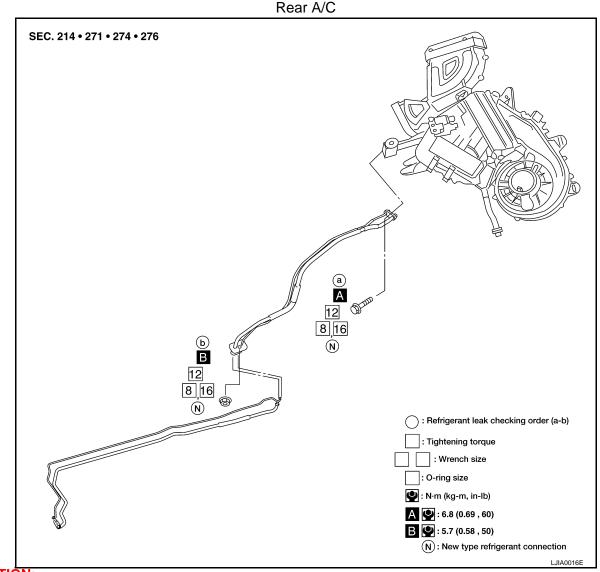
- 3. High-pressure pipe
- High-pressure flexible hose 6.
- 9. Liquid tank

< SERVICE INFORMATION >

- 10. Pressure relief valve
- 13. High/low pressure pipe upper (service)
- 11. Compressor
- 14 High/low pressure pipe lower (service)

REFRIGERANT LINES

- 12. High/low pressure pipe (production)
- 15 Expansion valve (front)



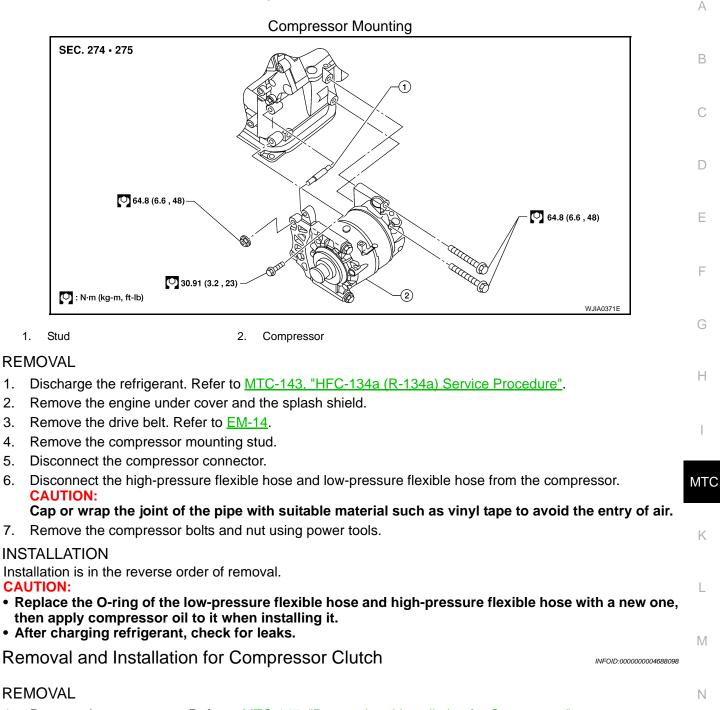
CAUTION:

The new and former refrigerant connections use different O-ring configurations. Do not confuse O-rings since they are not interchangeable. If a wrong O-ring is installed, refrigerant will leak at or around the connection.

< SERVICE INFORMATION >

Removal and Installation for Compressor

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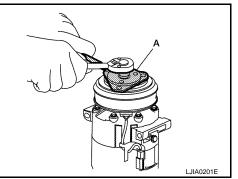
- Remove the compressor. Refer to MTC-147, "Removal and Installation for Compressor". 1.
- Remove the center bolt by holding the clutch disc steady using a 2. suitable tool (A).
- 3. Remove the clutch disc.

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< SERVICE INFORMATION >

4. Remove the snap ring using external snap ring pliers.

Remove the pulley assembly using Tool. • Use a pulley puller with a small adapter. Position the small

adapter on the end of the compressor shaft and the center of the puller on the small adapter as shown.

Tool number : KV99233130 (J-29884)

CAUTION:

5.

To prevent deformation of the pulley groove, the puller claws should be hooked under (not into) the pulley groove.

- 6. Remove the snap ring using external snap ring pliers.
- 7. Remove the magnet coil harness clip using a screwdriver.

INSPECTION AFTER REMOVAL

Clutch Disc

If the contact surface shows signs of damage due to excessive heat, replace clutch disc and pulley.

Pulley

8.

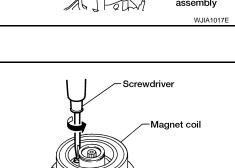
• Shim (1) • Snap ring (2) • Clutch disc (3) • Pulley (4) Center bolt (A)

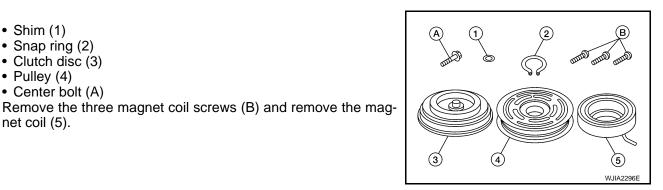
net coil (5).

Check the appearance of the pulley assembly. If the contact surface of the pulley shows signs of excessive grooving, replace the clutch disc and pulley. The contact surfaces of the pulley assembly should be cleaned with a suitable solvent before installation.

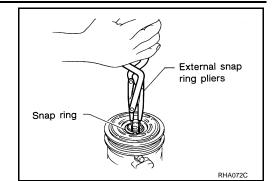
Coil

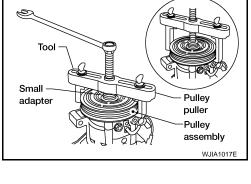
Check the magnet coil for a loose connection or cracked insulation.





WHA212

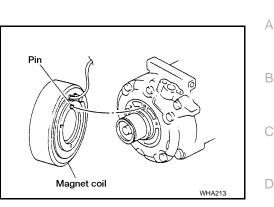








- Install the magnet coil. CAUTION: Be sure to align the magnet coil pin with the hole in the compressor front head.
- 2. Install the magnet coil harness clip using a screwdriver.



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Snap ring Ε

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Pulley assembly

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3. Install the pulley assembly using Tool and a wrench, and then install the snap ring using snap ring pliers.

Tool number : — (J-38873-A)

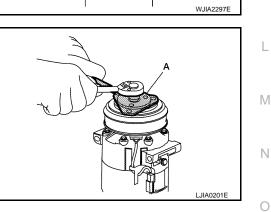
 Install the clutch disc (1) on the drive shaft, together with the original shim(s) (2) using a suitable tool (A). Press the clutch disc down using Tool.

Tool number : — (J-38873-A)

5. Install the center bolt using suitable tool (A).

Center bolt : 12 N·m (1.2 kg-m, 9 ft-lb)

• After tightening the center bolt to specification, check that the pulley rotates smoothly.



6. Install the compressor. Refer to <u>MTC-147, "Removal and Installation for Compressor"</u>. INSPECTION AFTER INSTALLATION

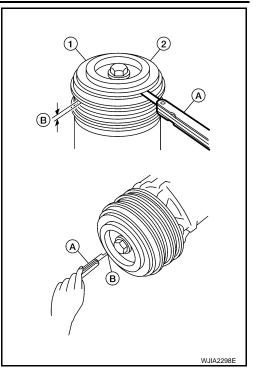
< SERVICE INFORMATION >

Check the clearance (B) all the way around between the clutch disc (1) and pulley (2) using a suitable tool (A) as shown.

Clutch disc-to-pulley clearance (B)

: 0.3 - 0.6 mm (0.012 - 0.024 in)

If the specified clearance (B) is not obtained, replace the adjusting shim(s) and recheck the clearance (B) as shown.



BREAK-IN OPERATION

When replacing compressor clutch assembly, always conduct the break-in operation. This is done by engaging and disengaging the clutch about 30 times. Break-in operation raises the level of transmitted torque.

Removal and Installation for Low-Pressure Flexible Hose

INFOID:000000004277601

REMOVAL

1. Discharge the refrigerant. Refer to <u>MTC-143. "HFC-134a (R-134a) Service Procedure"</u>. CAUTION:

Cap or wrap the joint of the pipe with suitable material such as vinyl tape to avoid the entry of air.

- 2. Remove the engine under cover.
- 3. Remove the low-pressure flexible hose. Refer to MTC-145, "Component".

INSTALLATION

Installation is in the reverse order of removal. Refer to <u>MTC-145</u>, "Component".

CAUTION:

- Replace the O-ring of the low-pressure flexible hose with a new one, then apply compressor oil to it when installing it.
- After charging refrigerant, check for leaks.

Removal and Installation for High-pressure Flexible Hose

INFOID:000000004277602

REMOVAL

- 1. Discharge the refrigerant. Refer to MTC-143, "HFC-134a (R-134a) Service Procedure".
- 2. Remove the engine under cover.
- 3. Remove the high-pressure flexible hose. Refer to <u>MTC-145, "Component"</u>. CAUTION:

Cap or wrap the joint of the pipe with suitable material such as vinyl tape to avoid the entry of air.

INSTALLATION

Installation is in the reverse order of removal. Refer to MTC-145, "Component".

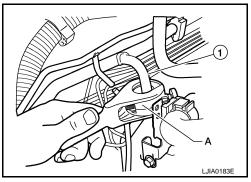
CAUTION:

 Replace the O-ring of the high-pressure flexible hose with a new one, then apply compressor oil to it when installing it.

ę	< SERVICE INFORMATION > • After charging refrigerant, check for leaks.		
	Removal and Installation for High-pressure Pipe	INF0ID:000000004277603	А
		IN CI2.000000004277000	
	REMOVAL		В
	 Reposition the IPDM E/R aside. Remove the windshield washer fluid bottle filler neck. 		
	 Reposition the coolant reservoir tank aside. 		С
	 Reposition the power steering fluid reservoir aside. 		C
	5. Discharge the refrigerant. Refer to MTC-143, "HFC-134a (R-134a) Service Procedure".		
	6. Remove the high-pressure pipe. Refer to <u>MTC-145, "Component"</u> .		D
	CAUTION: Cap or wrap the joint of the pipe with suitable material such as vinyl tape to avoid th	e entry of air.	
	INSTALLATION	,	Е
	Installation is in the reverse order of removal.		
	Refer to MTC-145, "Component".		_
	 Replace the O-ring of the high-pressure pipe with a new one, then apply compressor 	[.] oil to it when	F
	installing it.		
	After charging refrigerant, check for leaks.		G
	Removal and Installation for High/Low-Pressure Pipe	INFOID:000000004277604	
	REMOVAL		Н
	1. Discharge the refrigerant. Refer to ATC-160, "HFC-134a (R-134a) Service Procedure".		
	WARNING:		
	 Avoid breathing the A/C refrigerant and oil vapor or mist. Exposure may irritate t and throat. 	he eyes, nose	
	 If an accidental system discharge occurs, ventilate the work area before resuming 	removal.	
	2. Remove the cowl top cover. Refer to EI-18, "Removal and Installation".		MT
	3. Disconnect the ECM from the cowl top extension and reposition it out of the way.		
	 Remove the two heater pump clips from the cowl top extension and reposition the heater p way. Refer to <u>ATC-143</u>, "<u>Removal and Installation</u>". 	oump out of the	K
	 Disconnect the heater hose clips from the cowl top extension and reposition the heater l way. 	nose out of the	
	6. Remove the wiper motor and linkage. Refer to <u>WW-19, "Wiper Motor and Linkage"</u> .		L
	7. Remove the cowl top extension. Refer to EI-18, "Removal and Installation".		
	 8. Carefully cut the high pressure pipe (1) using a suitable tool (ratchet-type pipe cutter) (A) as shown. CAUTION: 	TT	M
	 Do NOT damage the hydraulic brake lines or any other surrounding parts when cutting the pipe. A small amount of refrigerant may discharge from the 		Ν
	pipe when it is cut.		
	Do not allow debris to fall into the cut ends of the pipe.	/	0
	A AV	LJIA0182E	П

< SERVICE INFORMATION >

- Carefully cut the low pressure pipe (1) using a suitable tool (ratchet-type pipe cutter) (A) as shown.
 CAUTION:
 - Do NOT damage the hydraulic brake lines or any other surrounding parts when cutting the pipe.
 - A small amount of refrigerant may discharge from the pipe when it is cut.

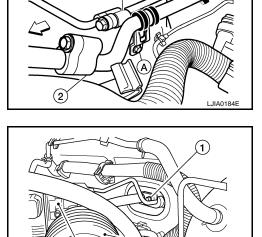


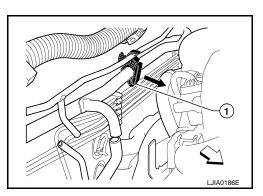
 $(\mathbf{1})$

- 10. Disconnect the power brake booster vacuum hose from the intake manifold collector to allow removal of the cut A/C pipes.
- 11. Disconnect the high pressure pipe connection (1), low pressure pipe connection (2), and the A/C pipe clamp bolt (A) located near the RH front suspension strut tower (3) as shown.

- 12. Disconnect the high/low pressure pipe connector bolt (1) from the front expansion valve as shown.
 - Air cleaner to electric throttle control actuator tube (2)
 - Electric throttle control actuator (3)
 - ⇐: Front

- 13. Use a suitable tool to pry the pipe support clip (1) from the threaded stud on the dash panel as shown.
 - ⇐: Front





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< SERVICE INFORMATION >

14. Remove the top section of the high/low pressure pipe (1) as shown.

• ⇐: Front

CAUTION:

Cap or wrap the open pipe connections with a suitable material such as vinyl tape to avoid the entry of air, moisture and contamination.

- 15. Remove the lower section of the high/low pressure pipe.
- a. Access the lower section of the high/low pressure pipe from under the vehicle.
- b. Remove the high/low pressure pipe connection (1) bolt (A).
- c. Remove the A/C pipe clamp bolt (B) to release the A/C pipe clamp (2).

NOTE:

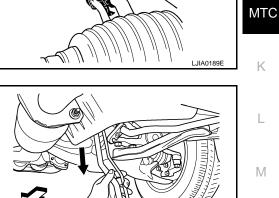
Reposition the rear heater pipe clamp (3) for additional clearance to remove the lower section of the high/low pressure pipe as necessary.

d. Pry off the pipe support clip (1) secured to the dash panel threaded stud, using a suitable tool.

Carefully remove the lower section of the high/low pressure pipe е (1).

CAUTION:

Cap or wrap the open pipe connections with a suitable material such as vinyl tape to avoid the entry of air, moisture and contamination.



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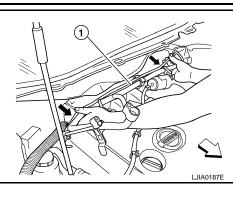
INSTALLATION CAUTION:

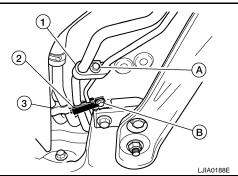
- Clean all of the A/C pipe fittings and connections.
- Replace the O-rings of the high/low-pressure pipe with new ones.
- Lubricate all the O-rings with the specified A/C system oil. NOTE:

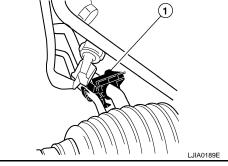
The service replacement high/low pressure pipe is a two piece pipe assembly.

1. Install and position the new lower high/low pressure pipe without tightening the connections. NOTE:

To ease installation, first remove the A/C support clip from the lower section high/low pressure pipe and secure it to the dash panel threaded stud.







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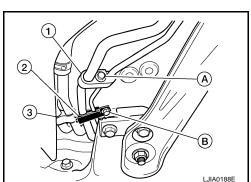
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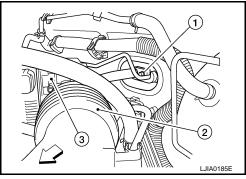
- 2. Install the new upper high/low pressure pipe through the engine compartment.
- a. Install the high/low pressure pipe to the front expansion valve and only hand tighten the connector bolt (1) as shown.
 - Air cleaner to electric throttle control actuator tube (2)
 - Electric throttle control actuator (3)
 - ⇐: Front

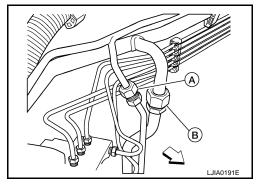
- b. Hand tighten the fittings between the upper and lower high pressure pipe (A) and the low pressure pipe (B) as shown.
 - ⇐: Front

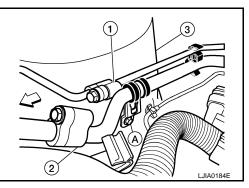
- c. Hand tighten the high pressure pipe connection (1) and low pressure pipe connection (2) located near the RH front suspension strut tower (3) as shown.
- d. Install the A/C pipe clamp bolt (A) to the RH front suspension strut tower (3) as shown.
- e. Attach the high/low pressure pipe to the A/C support clip (secured to the dash panel threaded stud).
- f. Tighten the high pressure pipe connection (1) and low pressure pipe connection (2) located near the RH front suspension strut tower (3) as shown to specification.
- 3. Complete the installation of the lower high/low pressure pipe. CAUTION:
 - Clean all of the A/C pipe fittings and connections.
 - Replace the O-rings of the high/low-pressure pipe with new ones.
 - Lubricate all the O-rings with the specified A/C system oil.
- a. Under the vehicle, tighten the high/low pressure pipe connection(1) bolt (A) as shown to specification.
- b. Install the A/C pipe clamp (2) and tighten the A/C pipe clamp bolt (B).
- c. As necessary, reposition the rear heater pipe clamp (3).



d. Attach the other pipe support clip to the dash panel threaded stud.







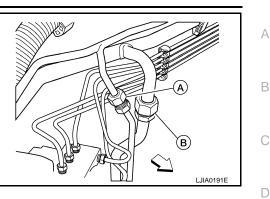
< SERVICE INFORMATION >

e. From the engine compartment, tighten the fittings between the upper and lower high pressure pipe (A) and the low pressure pipe (B) as shown to specification.

• \(\equiv: Front

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CAUTION:
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• Do NOT damage the hydraulic brake lines or any other surrounding parts when tightening the fittings.



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- 4. Connect the power brake booster vacuum hose to the intake manifold collector.
- 5. Check that there is sufficient clearance between the lower high/low pressure pipe and the front stabilizer bar. Adjust the lower high/low pressure pipe as necessary.
- Evacuate and recharge the A/C system and check the A/C system for leaks. Refer to <u>ATC-160, "HFC-134a (R-134a) Service Procedure"</u>.
- 7. Install the remaining components in the reverse order of removal.

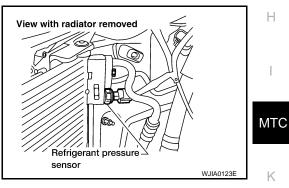
Removal and Installation for Refrigerant Pressure Sensor

REMOVAL

INSTALLATION

- 1. Discharge the refrigerant. Refer to MTC-143, "HFC-134a (R-134a) Service Procedure".
- Disconnect the refrigerant pressure sensor connector and remove the refrigerant pressure sensor from the condenser.
 CAUTION:

Be careful not to damage the condenser fins.



Installation is in the reverse order of removal. Refer to <u>MTC-145, "Component"</u>. **CAUTION:** • Be careful not to damage the condenser fins. • Replace the O-ring of the refrigerant pressure sensor with a new one, then apply compressor oil to it when installing it. Removal and Installation for Condenser REMOVAL 1. Discharge the refrigerant. Refer to <u>MTC-143, "HFC-134a (R-134a) Service Procedure"</u>. 2. Remove the radiator. Refer to <u>CO-16</u>.

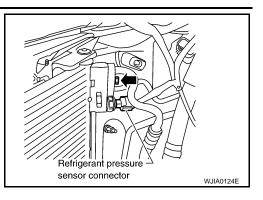
CAUTION: Be careful not to damage the core surface of the condenser and the radiator.

< SERVICE INFORMATION >

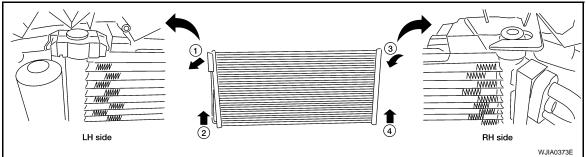
 Disconnect the high-pressure flexible hose and the high-pressure pipe from the condenser. CAUTION:

Cap or wrap the joint of the pipe with suitable material such as vinyl tape to avoid the entry of air.

- 4. Disconnect the refrigerant pressure sensor connector.
- 5. Remove the refrigerant pressure sensor.



6. Carefully release retaining clips located on top driver side of condenser and rotate the condenser out of its mounts as shown.



INSTALLATION

Installation is in the reverse order of removal. Refer to <u>MTC-145</u>, "Component".

CAUTION:

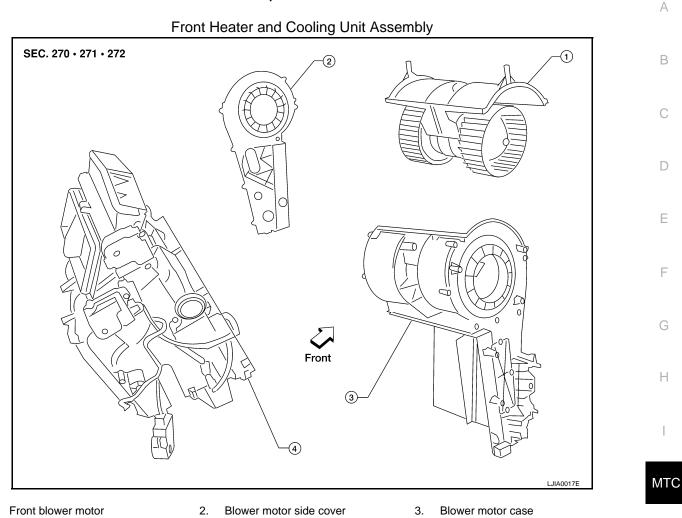
- Replace the O-rings of the high-pressure pipe, refrigerant pressure sensor, and high-pressure flexible hose with new ones, then apply compressor oil to them when installing them.
- After charging refrigerant, check for leaks.

< SERVICE INFORMATION >

Removal and Installation for Front Evaporator

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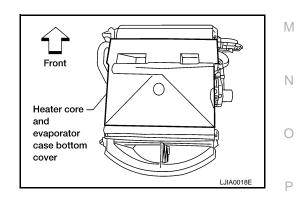


4. Heater core and evaporator case

REMOVAL

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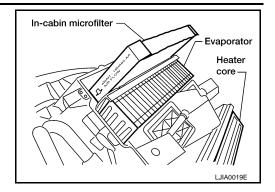
- 1. Remove the front heater and cooling unit assembly. Refer to MTC-122, "Removal and Installation".
- 2. Remove the blower motor side cover.
- 3. Remove the front blower motor.
- 4. Remove the heater core and evaporator case bottom cover.



5. Remove the blower motor case.

< SERVICE INFORMATION >

- 6. Remove the two in-cabin microfilters.
- 7. Remove the evaporator.



INSTALLATION

Installation is in the reverse order of removal.

- CAUTION:
- Replace the O-rings on the low-pressure flexible hose and the high-pressure pipe with new ones. Apply compressor oil to the O-rings before installing them.
- When installing the in-cabin microfilters, face the microfilters according to the air flow direction arrow printed on the side of the filters.

< SERVICE INFORMATION > Removal and Installation for Rear Evaporator Rear Heater and Cooling Unit Assembly

INFOID:000000004277608



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SEC. 274 В 2) С D 3 Ε (4) F шш Н MTC 7 Κ (5) L FRONT (6) Μ LJIA0020E Front cover 2. Evaporator and heater core case 3. Evaporator Ν Side cover 5. Heater core 6. Rear blower motor Blower motor case 8. Variable blower control (rear) 0

REMOVAL

1.

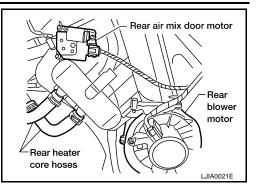
4.

7.

- Remove the rear heater and cooling unit assembly from the vehicle. Refer to MTC-122, "Removal and 1. Installation".
- Remove the rear blower motor. 2.
- 3. Remove the variable blower control (rear).

< SERVICE INFORMATION >

- 4. Remove the rear air mix door motor.
- 5. Remove the rear duct and blend door assembly. Refer to <u>MTC-141, "Removal and Installation"</u>.
- 6. Disassemble the rear heater and cooling unit assembly to remove the evaporator.



INSTALLATION Installation is in the reverse order of removal.

CAUTION:

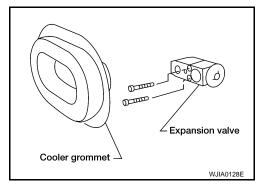
• Replace the O-rings on the rear A/C pipes with new ones, then apply compressor oil to them when installing them.

Removal and Installation for Front Expansion Valve

INFOID:000000004277609

REMOVAL

- 1. Discharge the refrigerant. Refer to MTC-143, "HFC-134a (R-134a) Service Procedure".
- 2. Remove the front heater and cooling unit assembly. Refer to MTC-122, "Removal and Installation".
- 3. Remove the cooler grommet.
- 4. Remove the expansion valve.



INSTALLATION

Installation is in the reverse order of removal.

Expansion valve bolts

: 4 N·m (0.4 kg-m, 35 in-lb)

A/C refrigerant pipe to expansion valve bolt : Refer to MTC-145, "Component".

CAUTION:

- Replace the O-rings on the A/C refrigerant pipes with new ones, then apply compressor oil to them when installing them.
- After charging refrigerant, check for leaks

Removal and Installation for Rear Expansion Valve

INFOID:000000004277610

REMOVAL

- 1. Discharge the refrigerant. Refer to MTC-143. "HFC-134a (R-134a) Service Procedure".
- 2. Remove the rear RH interior side trim panel. Refer to EI-31, "Removal and Installation".
- 3. Disconnect the A/C refrigerant pipes from the expansion valve. CAUTION:

Cap or wrap the A/C refrigerant pipe ends with a suitable material such as vinyl tape to avoid the entry of air and contaminants.

4. Remove the expansion valve.

INSTALLATION

Installation is in the reverse order of removal.

< SERVICE INFORMATION >

Expansion valve bolts

: 4 N·m (0.4 kg-m, 35 in-lb)

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A/C refrigerant pipe to expansion valve bolt : Refer to MTC-145, "Component".

CAUTION:

- Replace the O-rings on the A/C refrigerant pipes with new ones, then apply compressor oil to them when installing them.
- After charging refrigerant, check for leaks

Checking of Refrigerant Leaks

Perform a visual inspection of all refrigeration parts, fittings, hoses and components for signs of A/C oil leakage, damage, and corrosion. Any A/C oil leakage may indicate an area of refrigerant leakage. Allow extra inspection time in these areas when using either an electronic refrigerant leak detector (J-41995) or fluorescent dye leak detector (J-42220).

If any dye is observed using a fluorescent dye leak detector (J-42220), confirm the leak using a electronic refrigerant leak detector (J-41995). It is possible that the dye is from a prior leak that was repaired and not properly cleaned.

When searching for leaks, do not stop when one leak is found but continue to check for additional leaks at all system components and connections.

When searching for refrigerant leaks using an electronic refrigerant leak detector (J-41995), move the probe along the suspected leak area at 25 - 50 mm (1 - 2 in) per second and no further than 6 mm (1/4 in) from the component.

CAUTION:

Moving the electronic refrigerant leak detector probe slower and closer to the suspected leak area will improve the chances of finding a leak.

Checking System for Leaks Using the Fluorescent Dye Leak Detector

- 1. Check the A/C system for leaks using the fluorescent dye leak detector and safety goggles (J-42220) in a low sunlight area (area without windows preferable). Illuminate all components, fittings and lines. The dye will appear as a bright green/yellow area at the point of leakage. Fluorescent dye observed at the evaporator drain opening indicates an evaporator core assembly leak (tubes, core or expansion valve).
- If the suspected area is difficult to see, use an adjustable mirror or wipe the area with a clean shop rag or cloth, then inspect the shop rag or cloth with the fluorescent dye leak detector (J-42220) for dye residue.
- 3. After the leak is repaired, remove any residual dye using refrigerant dye cleaner (J-43872) to prevent future misdiagnosis.
- 4. Perform a system performance check and then verify the leak repair using a electronic refrigerant leak detector (J-41995).

NOTE:

- Other gases in the work area or substances on the A/C components, for example, anti-freeze, windshield washer fluid, solvents and oils, may falsely trigger the leak detector. Make sure the surfaces to be checked are clean.
- Clean with a dry cloth or blow off with shop air.
- Do not allow the sensor tip of the electronic refrigerant leak detector (J-41995) to contact with any substance. This can also cause false readings and may damage the detector.

Dye Injection

NOTE:

This procedure is only necessary when recharging the system or when the compressor has seized and must be replaced.

- 1. Check the A/C system static (at rest) pressure. Pressure must be at least 345 kPa (3.52 kg/cm², 50 psi).
- Pour one bottle 7.4 cc (1/4 ounce) of the HFC-134a (R-134a) fluorescent leak detection dye (J-41447) into the HFC-134a (R-134a) dye injector (J-41459).

CAUTION: If repairing the A/C system or replacing a component, pour the HFC-134a (R-134a) fluorescent leak detection dye (J-41447) directly into the open system connection and proceed with the service procedures.

3. Connect the injector tool (J-41459) to the low-pressure service valve.

< SERVICE INFORMATION >

- 4. Start the engine and switch the A/C system ON.
- 5. When the A/C system is operating (compressor running), inject one bottle 7.4 cc (1/4 ounce) of HFC-134a (R-134a) fluorescent leak detection dye (J-41447) through the low-pressure service valve using HFC-134a (R-134a) dye injector (J-41459). Refer to the manufacturer's operating instructions.
- 6. With the engine still running, disconnect the HFC-134a (R-134a) dye injector (J-41459) from the low-pressure service valve.
- 7. Operate the A/C system for a minimum of 20 minutes to mix the HFC-134a (R-134a) fluorescent leak detection dye (J-41447) with the A/C system oil. Depending on the leak size, operating conditions and location of the leak, it may take from minutes to days for the HFC-134a (R-134a) fluorescent leak detection dye to penetrate an A/C system leak and become visible.

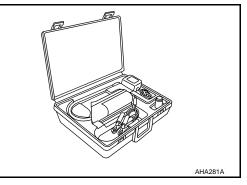
Electronic Refrigerant Leak Detector

INFOID:000000004277614

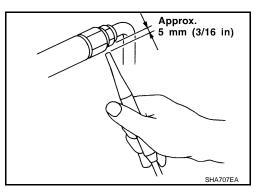
PRECAUTIONS FOR HANDLING LEAK DETECTOR **NOTE**:

When performing a refrigerant leak check, use a electronic refrigerant leak detector (J-41995) or equivalent. Ensure that the electronic refrigerant leak detector (J-41995) is calibrated and set properly according to the manufacturer's operating instructions.

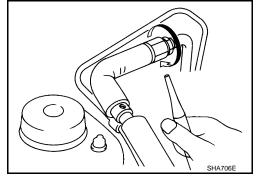
The electronic refrigerant leak detector (J-41995) is a delicate device. To use the electronic refrigerant leak detector (J-41995) properly, read the manufacturer's operating instructions and perform any specified maintenance.



1. Position the probe approximately 5 mm (3/16 in) away from the point to be checked as shown.

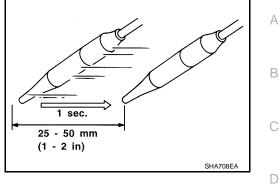


2. When checking for leaks, circle each fitting completely with the probe as shown.



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3. Move the probe along each component at a speed of approximately 25 - 50 mm (1 - 2 in)/second as shown.



CHECKING PROCEDURE

NOTE:

To prevent inaccurate or false readings, make sure there is no refrigerant vapor, shop chemicals, or cigarette smoke in the vicinity of the vehicle. Perform the leak test in a calm area (low air/wind movement) so that the leaking refrigerant is not dispersed.

- 1. Turn the engine OFF.
- Connect the manifold gauge set (J-39183-C) to the A/C service ports. Refer to <u>MTC-143, "HFC-134a (R-134a) Service Procedure"</u>.
- Check if the A/C refrigerant pressure is at least 345 kPa (3.52 kg/cm², 50 psi) above a temperature of 16°C (61°F). If less than specification, recover/evacuate and recharge the system with the specified amount of refrigerant. Refer to <u>MTC-143</u>, "<u>HFC-134a</u> (<u>R-134a</u>) <u>Service Procedure</u>".
 NOTE:

At temperatures below 16°C (61°F), leaks may not be detected since the system may not reach 345 kPa $(3.52 \text{ kg/cm}^2, 50 \text{ psi})$ pressure.

- 4. Conduct the leak test from the high pressure side (compressor discharge to evaporator inlet) to the low pressure side (evaporator drain hose to shaft seal). Refer to <u>MTC-145</u>, "<u>Component</u>". Clean the component to be checked and carefully move the electronic refrigerant leak detector probe completely around the following connections and components.
 - Compressor
 - High and low-pressure pipe and hose fittings, relief valve, and compressor shaft seal
 - Liquid tank
 - Refrigerant pressure sensor
 - Service valves. Check all around the service valves. Ensure service valve caps are secured on the service valves (to prevent leaks).

NOTE:

After removing manifold gauge set (J-39183-C) from the service valves, wipe any residue from the service valves to prevent any false readings by the electronic refrigerant leak detector (J-41995).

• Evaporator

With engine OFF, turn blower fan on "High" for at least 15 seconds to dissipate any refrigerant trace in the heater and cooling unit assembly. Wait a minimum of 10 minutes accumulation time (refer to the manufacturer's recommended procedure for actual wait time) before inserting the electronic refrigerant leak detector probe into the heater and cooling unit assembly drain hose.

Keep the probe inserted for at least 10 seconds. Use caution not to contaminate the probe tip with water or dirt that may be in the drain hose.

- 5. If a leak is detected, verify at least once by blowing compressed air into the area of the suspected leak, then repeat the leak check.
- 6. Do not stop when one leak is found. Continue to check for additional leaks at all system components and connections.
- 7. If no leaks are found, perform steps 8 11.
- 8. Start the engine.
- Set the heater A/C controls as follows: NOTE:

For the automatic system, turn OFF the automatic controls and set the heater A/C controls manually.

- a. A/C switch: ON
- b. Air flow: VENT mode

MTC-163

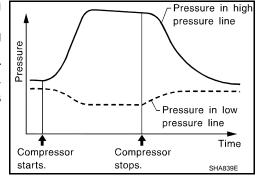
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- c. Intake position: RECIRCULATION mode
- d. Temperature: MAX cold
- e. Blower fan speed: HIGH
- 10. Run the engine at 1,500 rpm for at least 2 minutes.
- 11. Turn the engine OFF and perform the leak check again following steps 4 through 6 above. Refrigerant leaks should be checked immediately after turning the engine OFF. Begin with the leak detector at the compressor. The pressure on the high pressure side will gradually drop after the refrigerant circulation stops and pressure on the low pressure side will gradually rise, as shown in the graph. Some leaks are more easily detected when the pressure is high.



- 12. Before connecting the recovery/recycling equipment to the vehicle, check the recovery/recycling equipment gauges. No refrigerant pressure should be displayed. If pressure is displayed, recover the refrigerant from the equipment lines and then check the refrigerant purity.
- 13. Confirm refrigerant purity in supply tank using recovery/recycling equipment and refrigerant identifier equipment (J-41810-NI).
- 14. Confirm the refrigerant purity in the vehicle's A/C system using recovery/recycling equipment and refrigerant identifier equipment (J-41810-NI).
- 15. Discharge the A/C system using recovery/recycling equipment. Repair the leaking fitting or component as necessary.
- 16. Evacuate and recharge the A/C system and perform the leak test to confirm that there are no refrigerant leaks.
- 17. Conduct the Operational Check to ensure system works properly. Refer to <u>MTC-45</u>, "<u>Operational Check</u> <u>(Front)</u>".

SERVICE DATA AND SPECIFICATIONS (SDS)

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SERVICE DATA AND SPECIFICATIONS (SDS)

Service Data and Specification (SDS)

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COMPRESSOR

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Make	ZEXEL VALEO CLIMATE CONTROL	
Model	DKS-17D	(
Туре	Swash plate	
Displacement	175.5 cm ³ (10.7 in ³) / revolution	
Cylinder bore x stroke	30.5 x 24.0 mm (1.201 x 0.94 in)	
Direction of rotation	Clockwise (viewed from drive end)	_
Drive belt	Poly V ribbed	

OIL

Name		NISSAN A/C System Oil Type S	
	Total in system	220 m ℓ (7.44 US fl oz, 7.7 lmp fl oz)	
Capacity	Compressor (service part) charging amount	Refer to MTC-19, "Maintenance of Oil Quantity in Com- pressor".	G

REFRIGERANT

Туре	HFC-134a (R-134a)
Capacity	$900 \pm 50 \text{ g} (1.98 \pm 0.11 \text{ lb})$

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