

SECTION **ATC**

AUTOMATIC AIR CONDITIONER

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PRECAUTIONS

PRECAUTIONS

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Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

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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.

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

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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 [ATC-5, "Contaminated Refrigerant"](#) . To determine the purity of HFC-134a (R-134a) in the vehicle and recovery tank, use Refrigerant Recovery/Recycling Recharging equipment and Refrigerant Identifier.
- Use only specified lubricant for the HFC-134a (R-134a) A/C system and HFC-134a (R-134a) components. If lubricant other than that specified is used, compressor failure is likely to occur.
- The specified HFC-134a (R-134a) lubricant 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 lubricant from a sealed container. Immediately reseal containers of lubricant. Without proper sealing, lubricant will become moisture saturated and should not be used.
 - Avoid breathing A/C refrigerant and lubricant 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) recovery equipment]. If accidental system discharge occurs, ventilate work area before resuming service. Additional health and safety information may be obtained from refrigerant and lubricant manufacturers.
 - Do not allow refrigerant lubricant to come in contact with styrofoam parts. Damage may result.

Contaminated Refrigerant

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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 containers**. **Do not recover contaminated refrigerant into your existing service equipment**. If your facility

PRECAUTIONS

does 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 Precautions

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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.

Precautions for Leak Detection Dye

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- 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 (R-134a) and CFC-12 (R-12) A/C systems are different. Do not use HFC-134a (R-134a) leak detection dye in CFC-12 (R-12) A/C systems or CFC-12 (R-12) leak detection dye in HFC-134A (R-134a) 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.

PRECAUTIONS

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A/C Identification Label

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

AIR CONDITIONER NISSAN		
	REFRIGERANT	COMPRESSOR LUBRICANT
TYPE (PART NO.)	HFC 134a (R134a)	NISSAN LUMINOUS OIL TYPE DH-PS (KLH00-PAGSO)
AMOUNT	900 ± 50 g (1.98 ± 0.11 lbs)	220 ml (7.44 oz)

CAUTION
PRECAUTION

- REFRIGERANT UNDER HIGH PRESSURE.
- SYSTEM TO BE SERVICED BY QUALIFIED PERSONNEL.
- IMPROPER SERVICE METHODS MAY CAUSE PERSONAL INJURY.
- CONSULT SERVICE MANUAL.
- THIS AIR CONDITIONER SYSTEM COMPLIES WITH SAE J-639.

Nissan Motor Corporation in USA, Carson, CA
27090 5Z002

WJIA1232E

Precautions for Refrigerant Connection

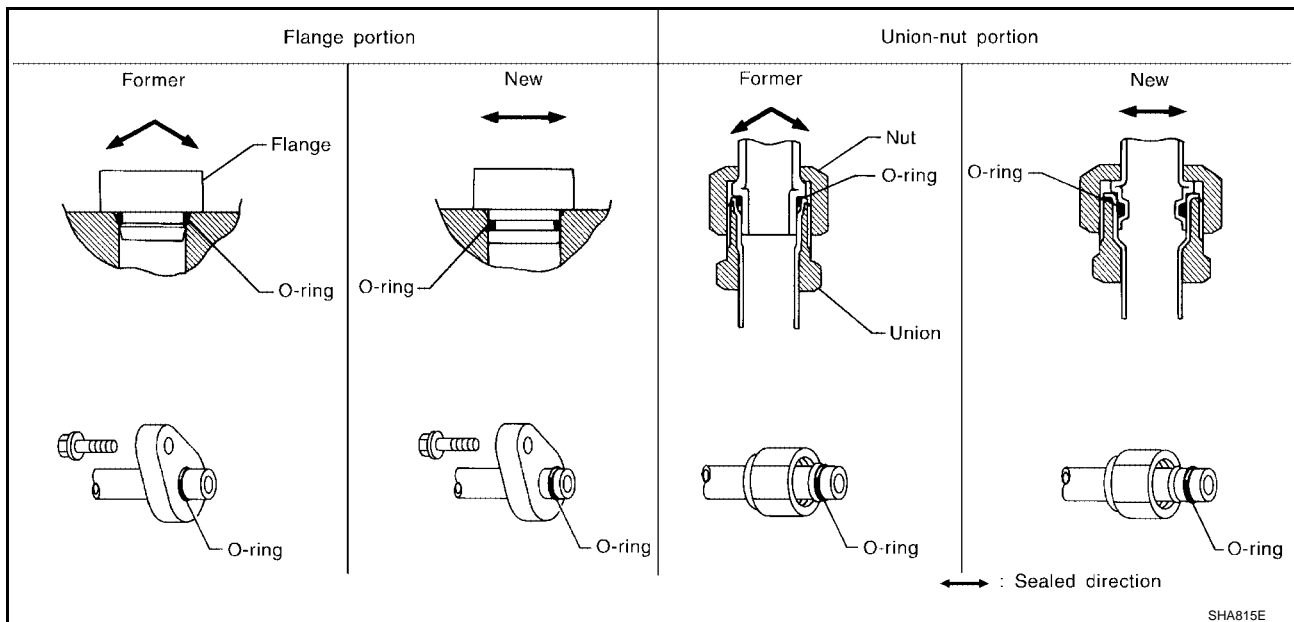
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A new type refrigerant connection has been introduced to all refrigerant lines except the following locations.

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

FEATURES OF NEW TYPE REFRIGERANT CONNECTION

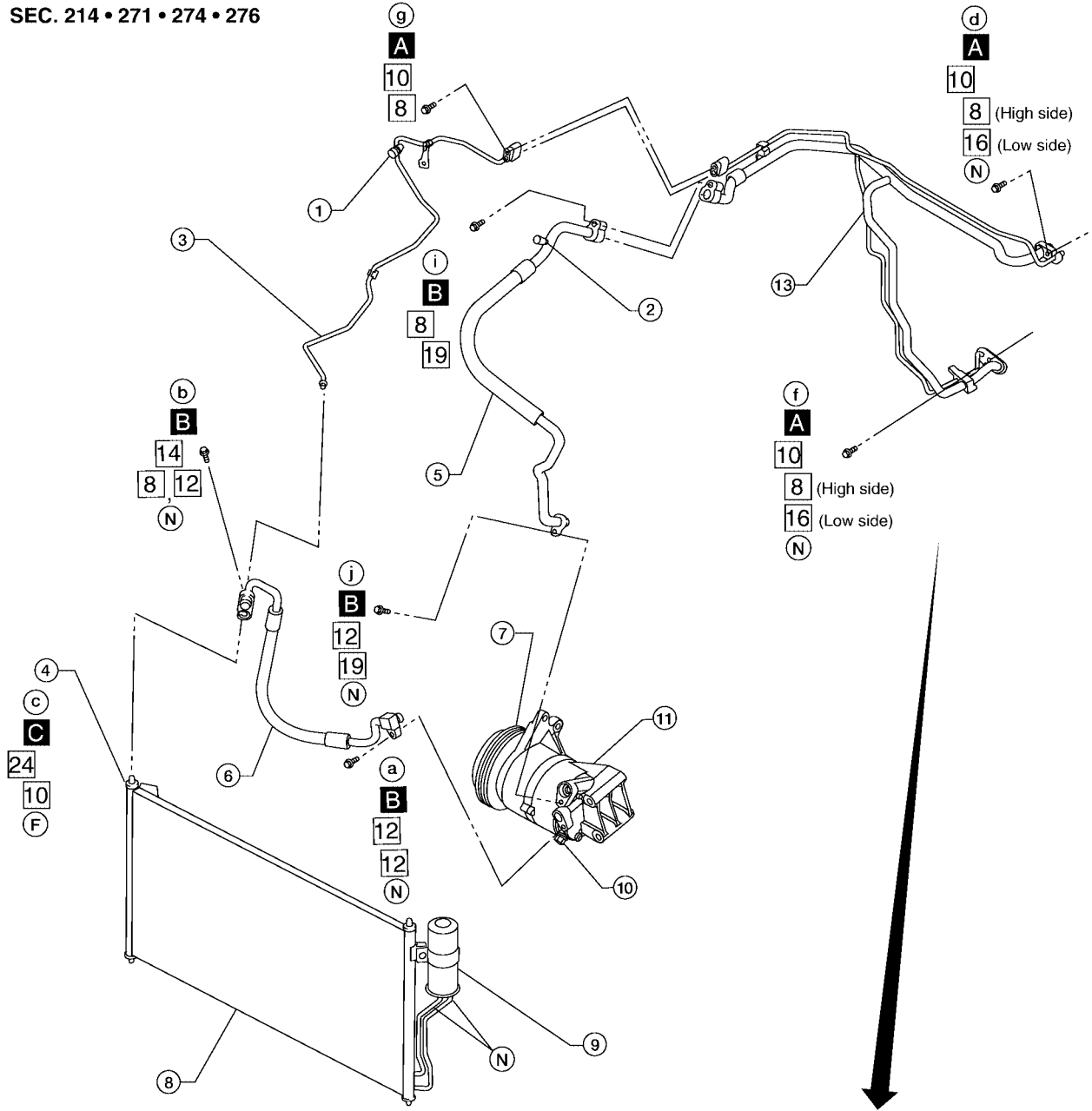
- The O-ring has been relocated. It has also been provided with a groove for proper installation. This reduces the possibility of the O-ring being caught in, or damaged by, the mating part. The sealing direction of the O-ring is now set vertically in relation to the contacting surface of the mating part 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.



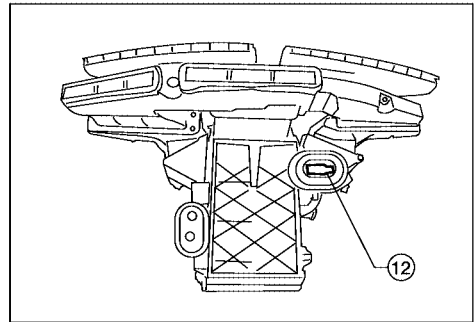
PRECAUTIONS

O-RING AND REFRIGERANT CONNECTION

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- : Refrigerant leak checking order (a-j)
- : Tightening torque
- □ : Wrench size
- : O-ring size
- ⊗ : N·m (kg·m, in·lb)
- ⊕ : N·m (kg·m, ft·lb)
- A** ⊗ : 6.8 (0.69, 60)
- B** ⊗ : 14.2 (1.4, 10)
- C** ⊗ : 10.8 (1.1, 8)
- ⓕ : Former type refrigerant connection
- Ⓝ : New type refrigerant connection

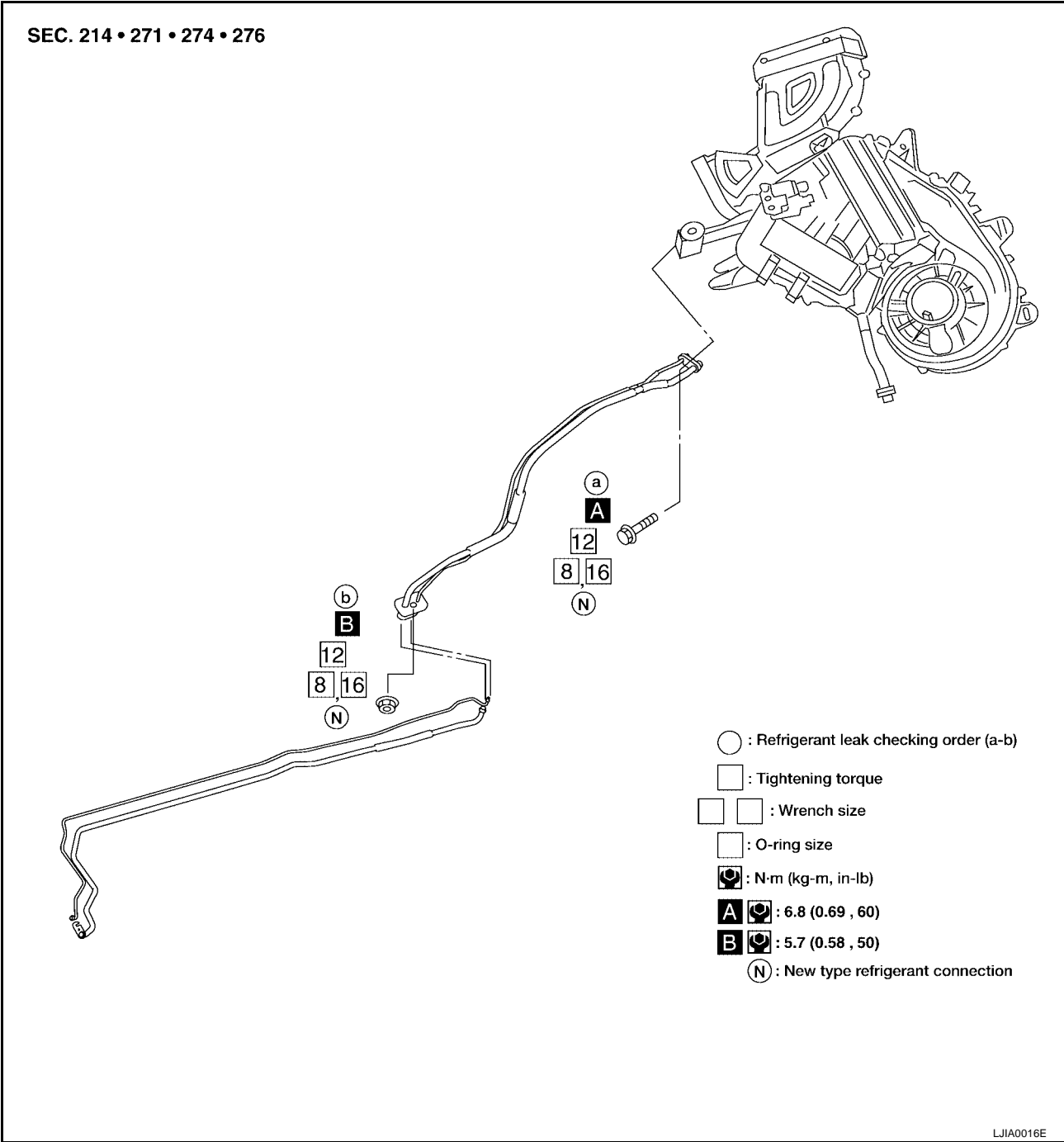


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PRECAUTIONS

- | | | |
|--------------------------------|-------------------------------|--------------------------------|
| 1. High-pressure service valve | 2. Low-pressure service valve | 3. High-pressure pipe |
| 4. Refrigerant pressure sensor | 5. Low-pressure flexible hose | 6. High-pressure flexible hose |
| 7. Shaft seal | 8. Condenser | 9. Liquid tank |
| 10. Pressure relief valve | 11. Compressor | 12. Evaporator |
| 13. High/low pressure pipe | | |

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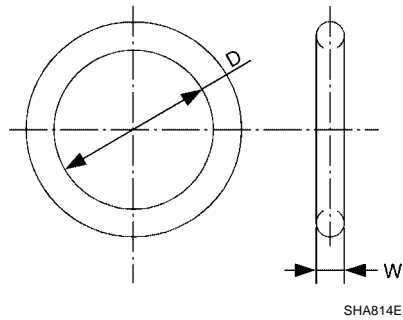


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CAUTION:
 The new and former refrigerant connections use different O-ring configurations. Do not confuse O-rings since they are not interchangeable. If a wrong O-ring is installed, refrigerant will leak at or around the connection.

PRECAUTIONS

O-Ring Part Numbers and Specifications



Connection type	O-ring size	Part number*	D mm (in)	W mm (in)
New	8	92471 N8210	6.8 (0.268)	1.85 (0.0728)
Former	10	J2476 89956	9.25 (0.3642)	1.78 (0.0701)
New	12	92472 N8210	10.9 (0.429)	2.43 (0.0957)
Former		92475 71L00	11.0 (0.433)	2.4 (0.094)
New	16	92473 N8210	13.6 (0.535)	2.43 (0.0957)
Former		92475 72L00	14.3 (0.563)	2.3 (0.091)
New	19	92474 N8210	16.5 (0.650)	2.43 (0.0957)
Former		92477 N8200	17.12 (0.6740)	1.78 (0.0701)
New	24	92195 AH300	21.8 (0.858)	2.4 (0.094)

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

WARNING:

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.

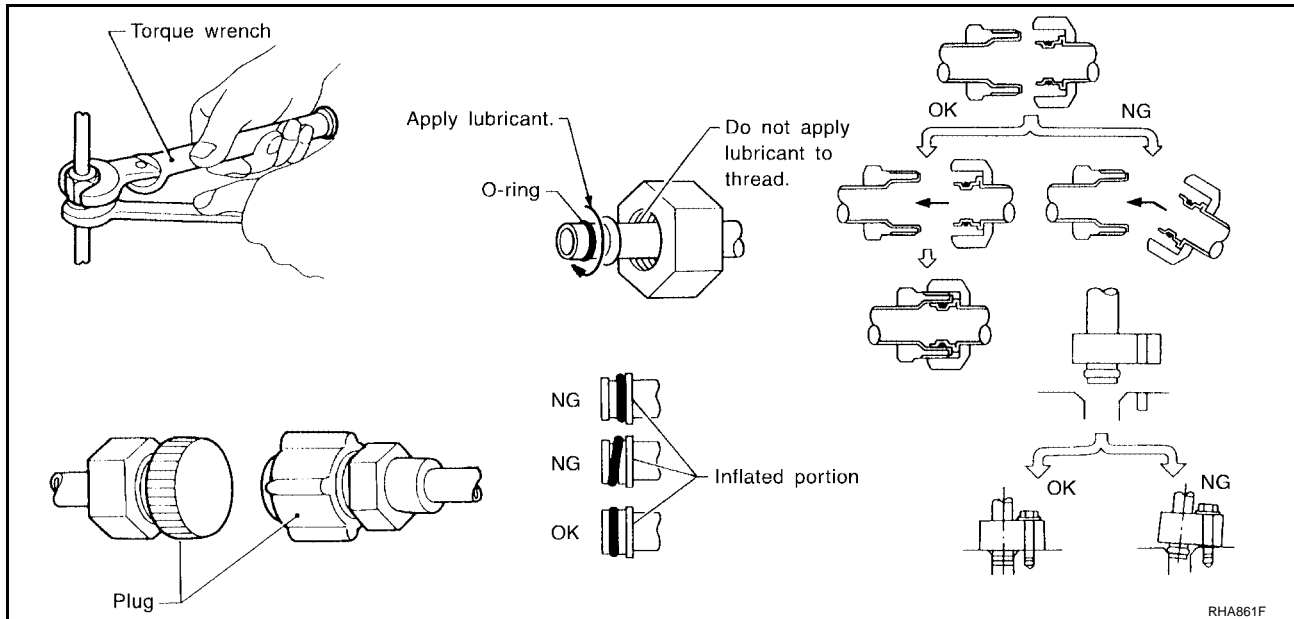
CAUTION:

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 lubricant to enter the low pressure chamber.
- When connecting tubes, always use a torque 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 lubricant to circle of the O-rings shown in illustration. Be careful not to apply lubricant 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.

PRECAUTIONS

- 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.



Precautions for Servicing 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 Lubricant Quantity in Compressor" exactly. Refer to [ATC-22, "Maintenance of Lubricant Quantity in Compressor"](#).
- Keep friction surfaces between clutch and pulley clean. If the surface is contaminated with lubricant, 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 lubricant 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-163, "Removal and Installation for Compressor Clutch"](#)

Precautions for Service Equipment RECOVERY/RECYCLING EQUIPMENT

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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.

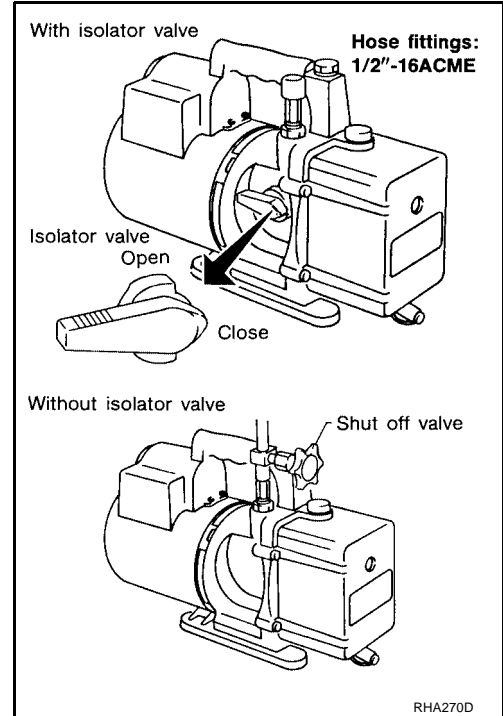
PRECAUTIONS

VACUUM PUMP

The lubricant contained inside the vacuum pump is not compatible with the specified lubricant for HFC-134a (R-134a) A/C systems. The vent side of the vacuum pump is exposed to atmospheric pressure so the vacuum pump lubricant 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.

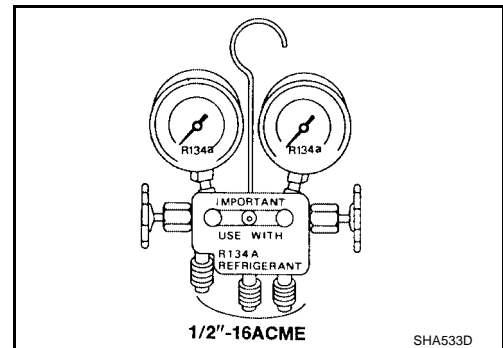
- Usually vacuum pumps have a manual isolator valve as part of the pump. Close this valve to isolate the service hose from the pump.
- For pumps without an isolator, use a hose equipped with a manual shut-off valve near the pump end. Close the valve to isolate the hose from the pump.
- If the hose has 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.



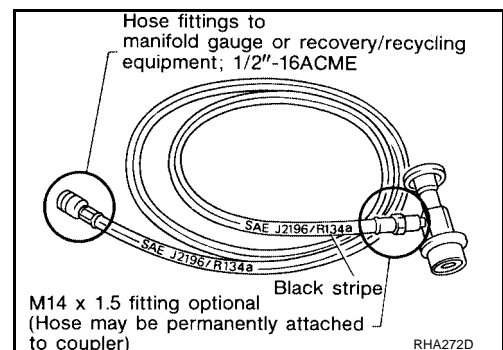
MANIFOLD GAUGE SET

Be certain that the gauge face indicates HFC-134a (R-134a or 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 lubricant.



SERVICE HOSES

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

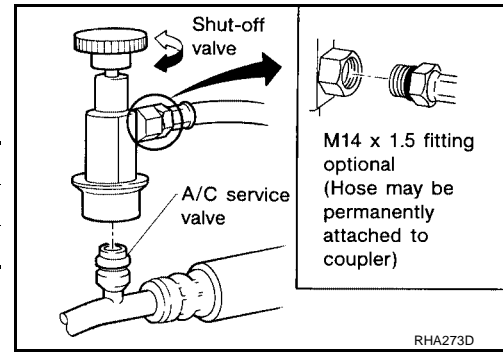


PRECAUTIONS

SERVICE COUPLERS

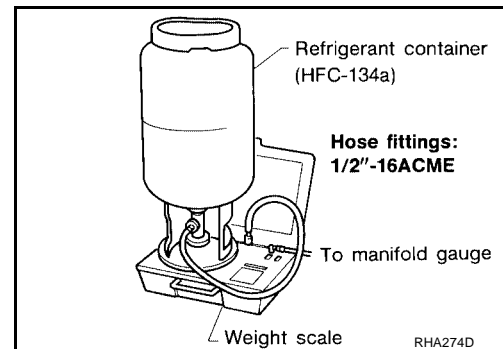
Never attempt to connect HFC-134a (R-134a) service couplers to a CFC-12 (R-12) A/C system. The HFC-134a (R-134a) couplers will not properly connect to the CFC-12 (R-12) system. If an improper connection is attempted, discharging and contamination may occur.

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 lubricants 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.

Wiring Diagrams and Trouble Diagnosis

EJS001MW

ATC

When you read wiring diagrams, refer to the following:

- [GI-12, "How to Read Wiring Diagrams"](#)
- [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#)

When you perform trouble diagnosis, refer to the following:

- [GI-9, "How to Follow Trouble Diagnoses"](#)
- [GI-25, "How to Perform Efficient Diagnosis for an Electrical Incident"](#)

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PREPARATION

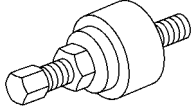
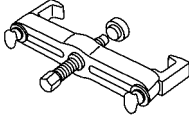
PREPARATION

PFP:00002

Special Service Tools

EJS001MX

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name		Description
KV99234330 (J-38873A) Pulley installer	 LHA171	Installing pulley
KV99233130 (J-29884) Pulley puller	 LHA172	Removing pulley

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

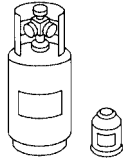

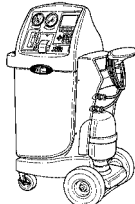
EJS001MY

Never mix HFC-134a refrigerant and/or its specified lubricant with CFC-12 (R-12) refrigerant and/or its lubricant.

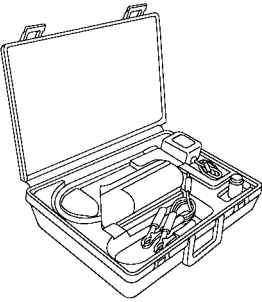
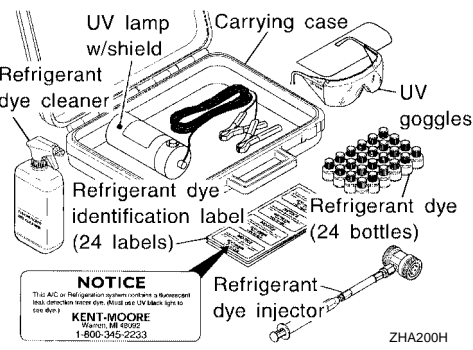
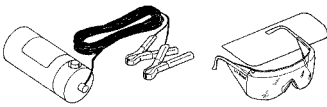

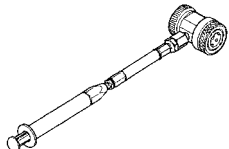

Separate and non-interchangeable service equipment must be used for handling each type of refrigerant/lubricant.

Refrigerant container fittings, service hose fittings and service equipment fittings (equipment which handles refrigerant and/or lubricant) are different between CFC-12 (R-12) and HFC-134a (R-134a). This is to avoid mixed use of the refrigerants/lubricant.

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

Tool number (Kent-Moore No.) Tool name		Description
HFC-134a (R-134a) (—) Refrigerant	 S-NT196	Container color: Light blue Container marking: HFC-134a (R-134a) Fitting size: Thread size ● large container 1/2"-16 ACME
KLH00-PAGS0 (—) NISSAN A/C System Oil Type DH-PS	 S-NT197	Type: Poly alkylene glycol oil (PAG), type DH-PS Application: HFC-134a (R-134a) vane rotary compressors (NISSAN only) Lubricity: 40 m ℓ (1.4 US fl oz, 1.4 Imp fl oz)
— (ACR2005-NI) ACR5 A/C Service Center	 WJIA0293E	Refrigerant recovery and recycling and recharging

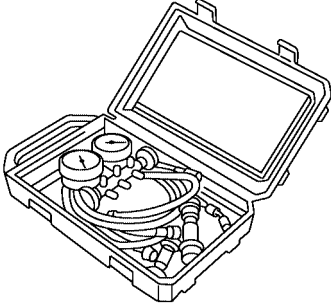
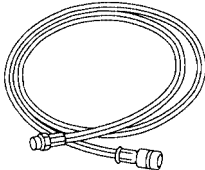
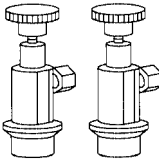

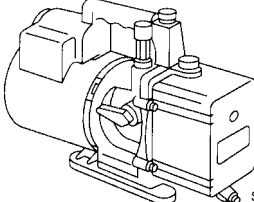
PREPARATION

Tool number (Kent-Moore No.) Tool name	Description
<p>— (J-41995) Electronic refrigerant leak detector</p>	<p>Checking for refrigerant leaks (Power supply: DC 12V (Cigarette lighter))</p>  <p style="text-align: right;">AHA281A</p>
<p>— (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</p>	<p>Leak detection dye (Power supply: DC 12V battery terminal)</p>  <p style="text-align: right;">ZHA200H</p>
<p>— (J-42220) Fluorescent dye leak detector</p>	<p>Checking for refrigerant leaks when fluorescent dye is installed in A/C system. Includes: UV lamp and UV safety goggles (Power supply: DC 12V battery terminal)</p>  <p style="text-align: right;">SHA438F</p>
<p>— (J-41447) HFC-134a (R-134a) fluorescent leak detection dye (Box of 24, 1/4 ounce bottles)</p>	<p>Application: For HFC-134a (R-134a) PAG oil Container: 1/4 ounce (7.4cc) bottle (Includes self-adhesive dye identification labels for affixing to vehicle after charging system with dye.)</p>  <p style="text-align: right;">SHA439F</p>
<p>— (J-41459) HFC-134a (R-134a) Dye injector Use with (J-41447) 1/4 ounce bottles</p>	<p>For injecting 1/4 ounce of fluorescent leak detection dye into A/C system.</p>  <p style="text-align: right;">SHA440F</p>
<p>— (J-43872) Refrigerant dye cleaner</p>	<p>For cleaning dye spills.</p>  <p style="text-align: right;">SHA441F</p>

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PREPARATION

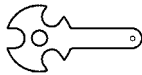
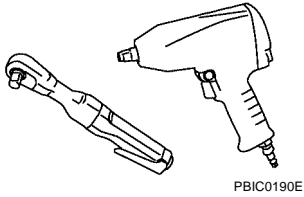
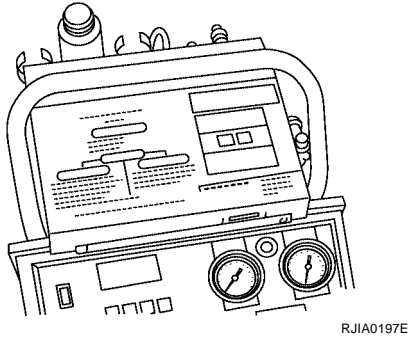
Tool number (Kent-Moore No.) Tool name	Description
<p>— (J-39183-C) Manifold gauge set (with hoses and couplers)</p>  <p style="text-align: right; font-size: small;">RJIA0196E</p>	<p>Identification:</p> <ul style="list-style-type: none"> ● The gauge face indicates R-134a. <li style="padding-left: 20px;">Fitting size: Thread size ● 1/2"-16 ACME
<p>Service hoses:</p> <ul style="list-style-type: none"> ● (J-39500-72B) High side hose ● (J-39500-72R) Low side hose ● (J-39500-72Y) Utility hose  <p style="text-align: right; font-size: small;">S-NT201</p>	<p>Hose colors:</p> <ul style="list-style-type: none"> ● 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 <p>Hose fitting to gauge:</p> <ul style="list-style-type: none"> ● 1/2"-16 ACME
<p>Service couplers:</p> <ul style="list-style-type: none"> ● (J-39500-20A) High side coupler ● (J-39500-24A) Low side coupler  <p style="text-align: right; font-size: small;">S-NT202</p>	<p>Hose fitting to service hose:</p> <ul style="list-style-type: none"> ● M14 x 1.5 fitting is optional or permanently attached.
<p>— (J-39699) Refrigerant weight scale</p>  <p style="text-align: right; font-size: small;">S-NT200</p>	<p>For measuring of refrigerant</p> <p>Fitting size - thread size:</p> <ul style="list-style-type: none"> ● 1/2" - 16 ACME
<p>— (J-39649) Vacuum pump (Including the isolator valve)</p>  <p style="text-align: right; font-size: small;">S-NT203</p>	<p>Capacity:</p> <ul style="list-style-type: none"> ● Air displacement: 4 CFM ● Micron rating: 20 microns ● Oil capacity: 482 g (17 oz) <p>Fitting size: Thread size</p> <ul style="list-style-type: none"> ● 1/2"-16 ACME

Commercial Service Tools

EJS001MZ

PREPARATION

Tool number Tool name	Description	A
(J-41810-NI) Refrigerant identifier equipment (R-134a)	For checking refrigerant purity and system contamination	B C D
Power tool	Loosening bolts and nuts	E F
(J-44614) Clutch disc holding tool	Clutch disc holding tool	G H I



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REFRIGERATION SYSTEM

REFRIGERATION SYSTEM

PFPP:KA990

Refrigerant Cycle REFRIGERANT FLOW

EJS001N0

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

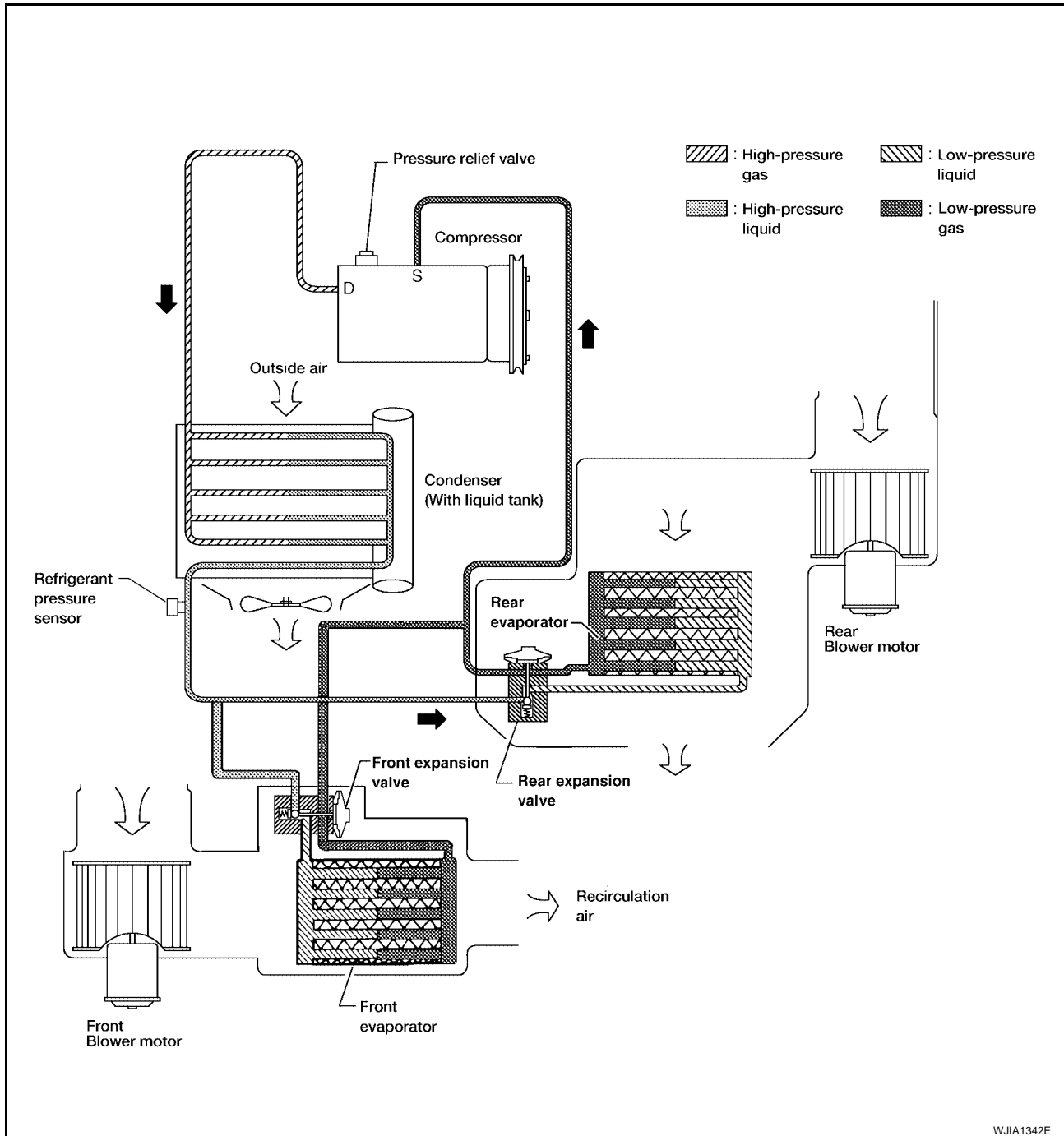
EJS001N1

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 refrigerant 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).

REFRIGERATION SYSTEM

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



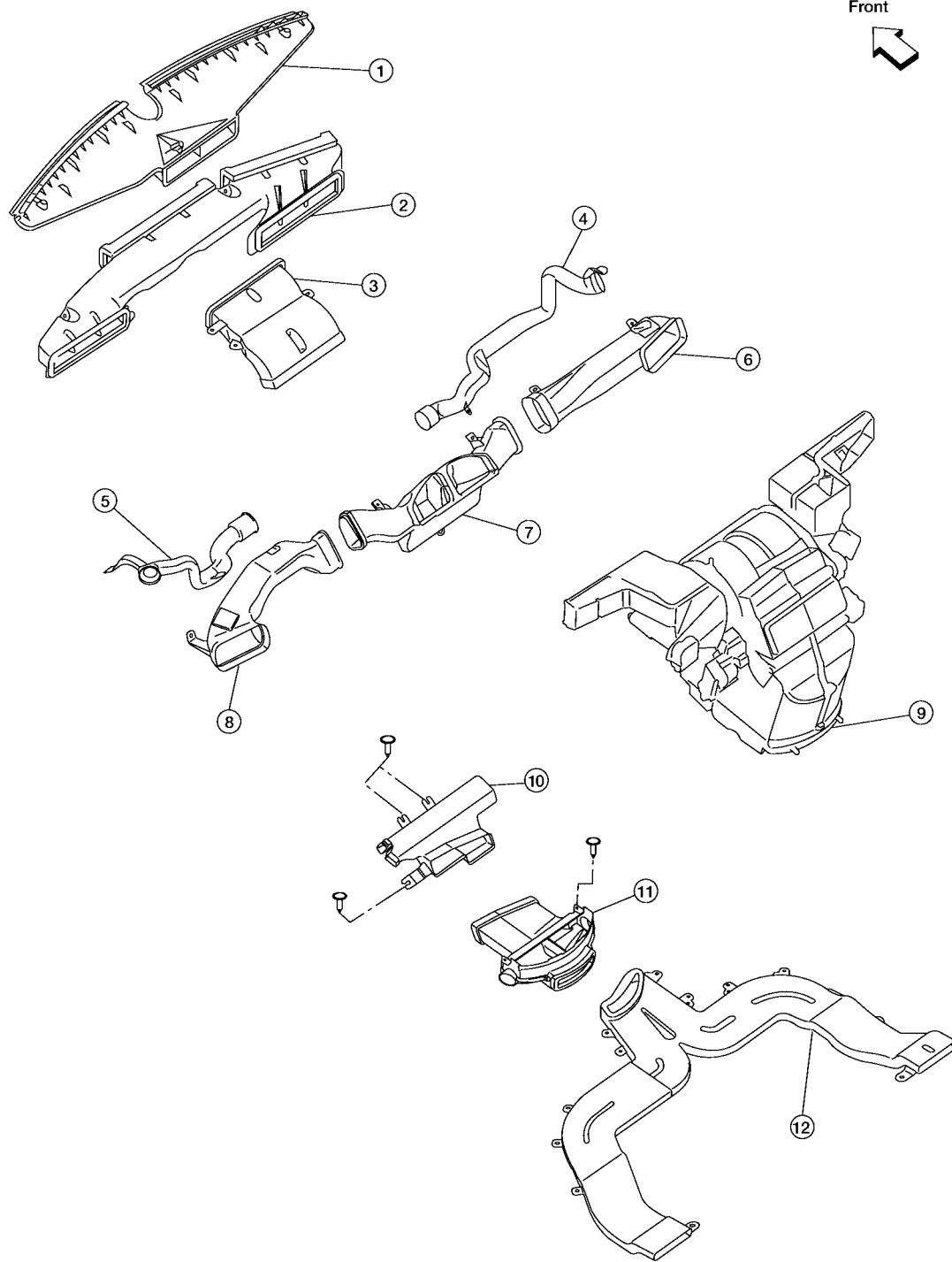
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REFRIGERATION SYSTEM

Component Layout FRONT REFRIGERATION SYSTEM

EJS001N2

SEC. 270 • 273

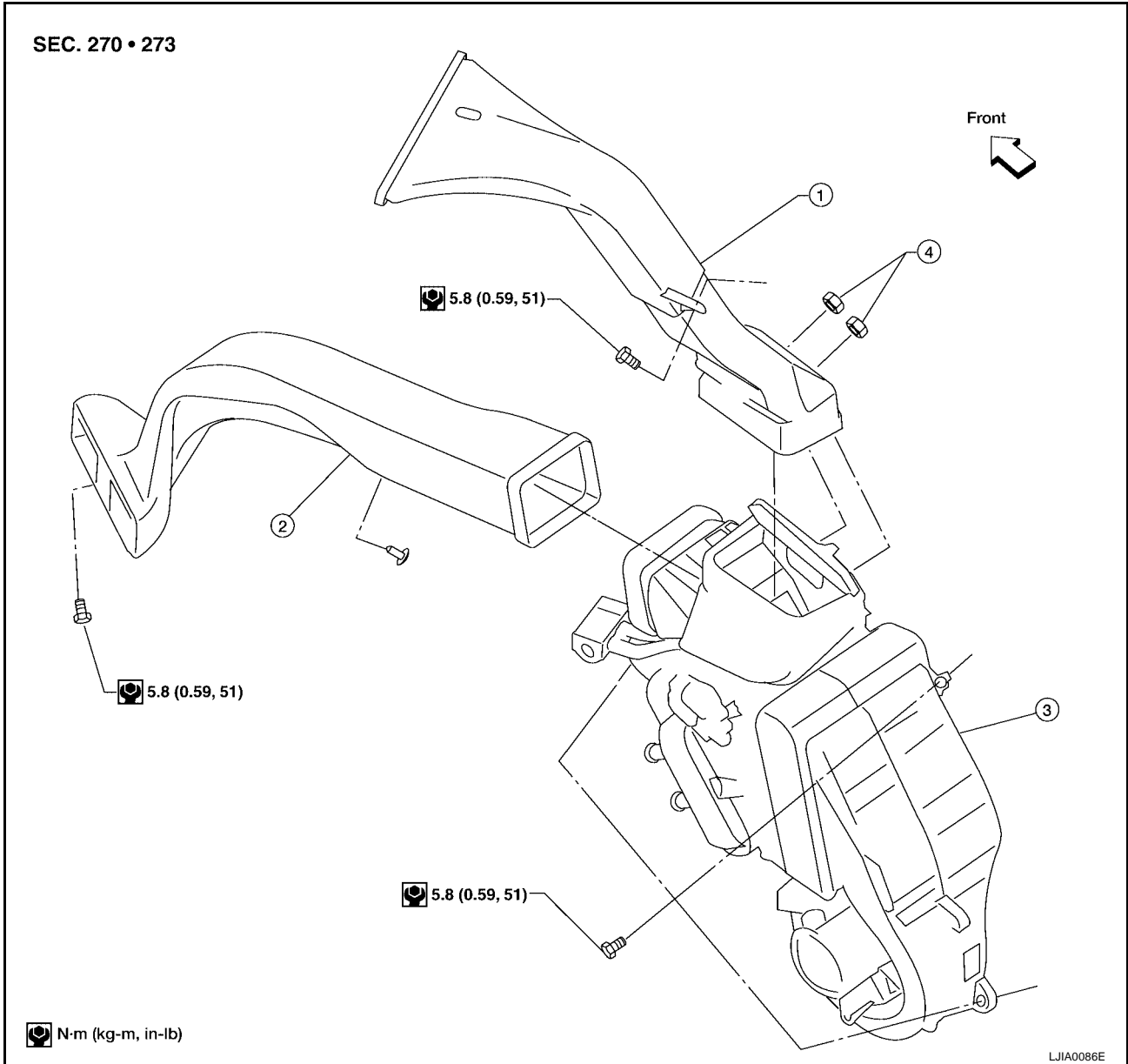


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REFRIGERATION SYSTEM

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|---------------------------|-----------------------------|---|
| 1. Defroster nozzle | 2. Fresh air duct | 3. Defroster duct |
| 4. RH side demister duct | 5. LH side demister duct | 6. RH ventilator duct |
| 7. Center ventilator duct | 8. LH ventilator duct | 9. Front heater and cooling unit assembly |
| 10. Floor connector duct | 11. Floor distribution duct | 12. Floor duct |

REAR REFRIGERATION SYSTEM



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|-----------------------|-------------------|--|
| 1. Rear overhead duct | 2. Rear heat duct | 3. Rear heater and cooling unit assembly |
| 4. Clips | | |

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LUBRICANT

Maintenance of Lubricant Quantity in Compressor

EJS001N3

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

If lubricant quantity is not maintained properly, the following malfunctions may result:

- Lack of lubricant: May lead to a seized compressor
- Excessive lubricant: Inadequate cooling (thermal exchange interference)

LUBRICANT

Name: NISSAN A/C System Lubricant Type (DH-PS)

Part number: KLH00-PAGS0


CHECKING AND ADJUSTING

CAUTION:

If excessive lubricant leakage is noted, do not perform the lubricant return operation.

Start the engine and set the following conditions:

test condition

- **Engine speed: Idling to 1,200 rpm**
- **A/C switch: On**
- **Blower speed: Max. position**
- **Temp. control: Optional [Set so that intake air temperature is 25° to 30° C (77° to 86°F).]**
- **Intake position: Recirculation ()**
- **Perform lubricant return operation for about ten minutes**

Adjust the lubricant quantity according to the following table.

Lubricant Adjusting Procedure for Components Replacement Except Compressor

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

Amount of Lubricant to be Added

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

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

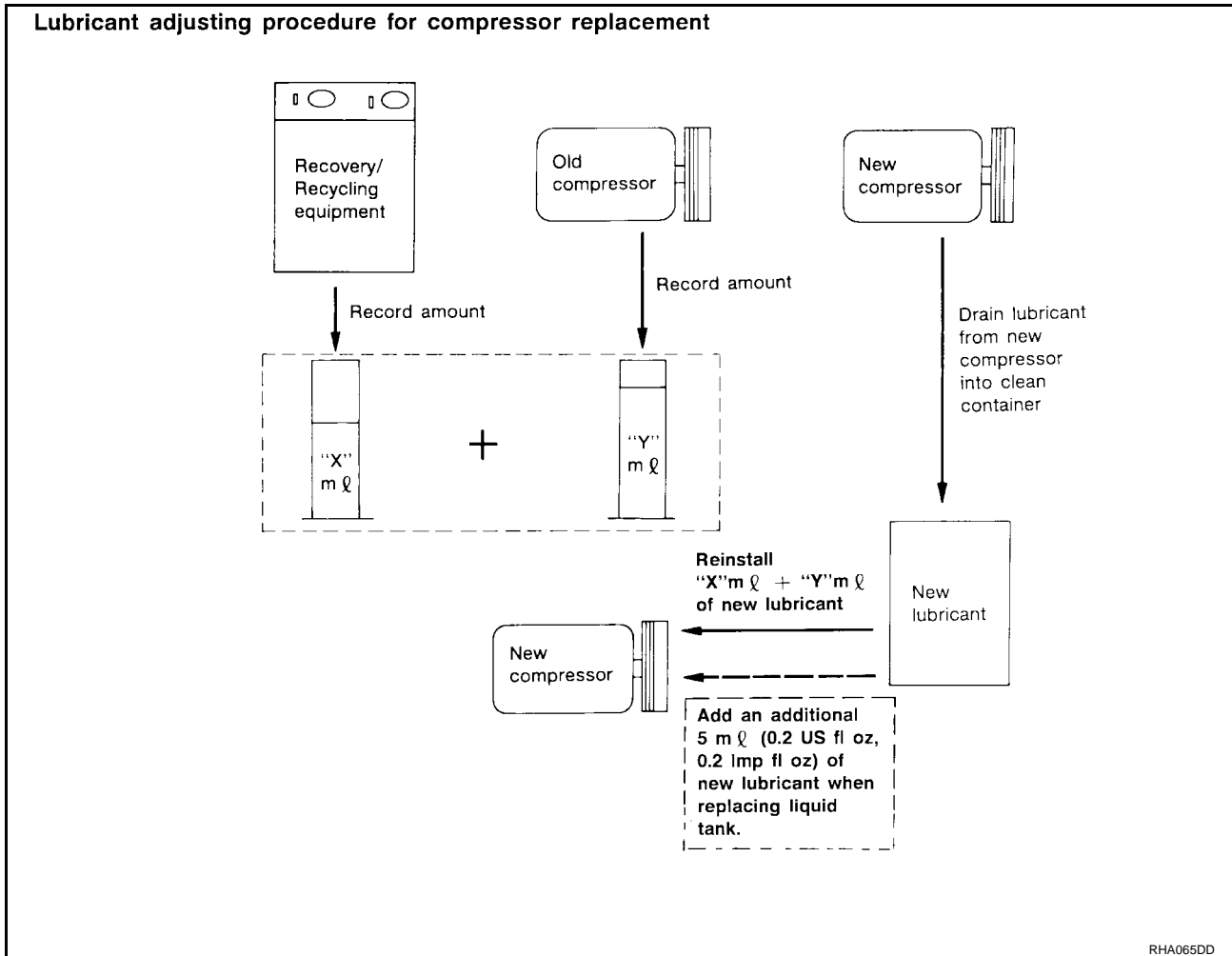
Lubricant Adjustment Procedure for Compressor Replacement

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 [ATC-5, "Contaminated Refrigerant"](#) .
3. Confirm refrigerant purity in vehicle A/C system using recovery/recycling equipment and refrigerant identifier. If NG, refer to [ATC-5, "Contaminated Refrigerant"](#) .
4. Discharge refrigerant into the recovery/recycling equipment. Measure lubricant discharged into the recovery/recycling equipment.
5. Drain the lubricant from the “old” (removed) compressor into a graduated container and recover the amount of lubricant drained.
6. Drain the lubricant from the “new” compressor into a separate, clean container.

LUBRICANT

7. Measure an amount of new lubricant installed equal to amount drained from "old" compressor. Add this lubricant to "new" compressor through the suction port opening.
8. Measure an amount of new lubricant equal to the amount recovered during discharging. Add this lubricant to "new" compressor through the suction port opening.
9. If the liquid tank also needs to be replaced, add an additional 5 mℓ (0.2 US fl oz, 0.2 Imp fl oz) of lubricant at this time.

Do not add this 5 mℓ (0.2 US fl oz, 0.2 Imp fl oz) of lubricant if only replacing the compressor.



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AIR CONDITIONER CONTROL

AIR CONDITIONER CONTROL

PFP:27500

Description

EJS001QW

The front air control provides automatic regulation of the vehicle's interior temperature. The system is based on the driver's and passenger's selected "set temperature", regardless of the outside temperature changes. This is done by utilizing a microcomputer, also referred to as the front air control, which receives input signals from the following five sensors:

- Ambient sensor
- In-vehicle sensor
- Intake sensor
- Optical sensor (one sensor for driver and passenger side)
- PBR (Position Balanced Resistor).

The front air control uses these signals (including the set temperature) to automatically control:

- Outlet air volume
- Air temperature
- Air distribution

The front air control also provides separate regulation of the vehicle's interior temperature for the rear passenger area. The system is based on the temperature and rear blower settings selected from rear control switches located on the front air control, or from the temperature and rear blower settings selected from rear control switches on the rear air control, when the front air control switches are set to the rear position.

The front air control is used to select:

- Outlet air volume
- Air temperature/distribution

Operation

EJS001N5

AIR MIX DOORS CONTROL (AUTOMATIC TEMPERATURE CONTROL)

The air mix doors are automatically controlled so that in-vehicle temperature is maintained at a predetermined value by: The temperature setting, ambient temperature, in-vehicle temperature and amount of sunload.

BLOWER SPEED CONTROL

Blower speed is automatically controlled based on temperature setting, ambient temperature, in-vehicle temperature, intake temperature, amount of sunload and air mix door position.

When AUTO switch is pressed, the blower motor starts to gradually increase air flow volume (if required).

When engine coolant temperature is low, the blower motor operation is delayed to prevent cool air from flowing.

INTAKE DOORS CONTROL

The intake doors are automatically controlled by: The temperature setting, ambient temperature, in-vehicle temperature, intake temperature, amount of sunload and ON-OFF operation of the compressor.

MODE DOOR CONTROL

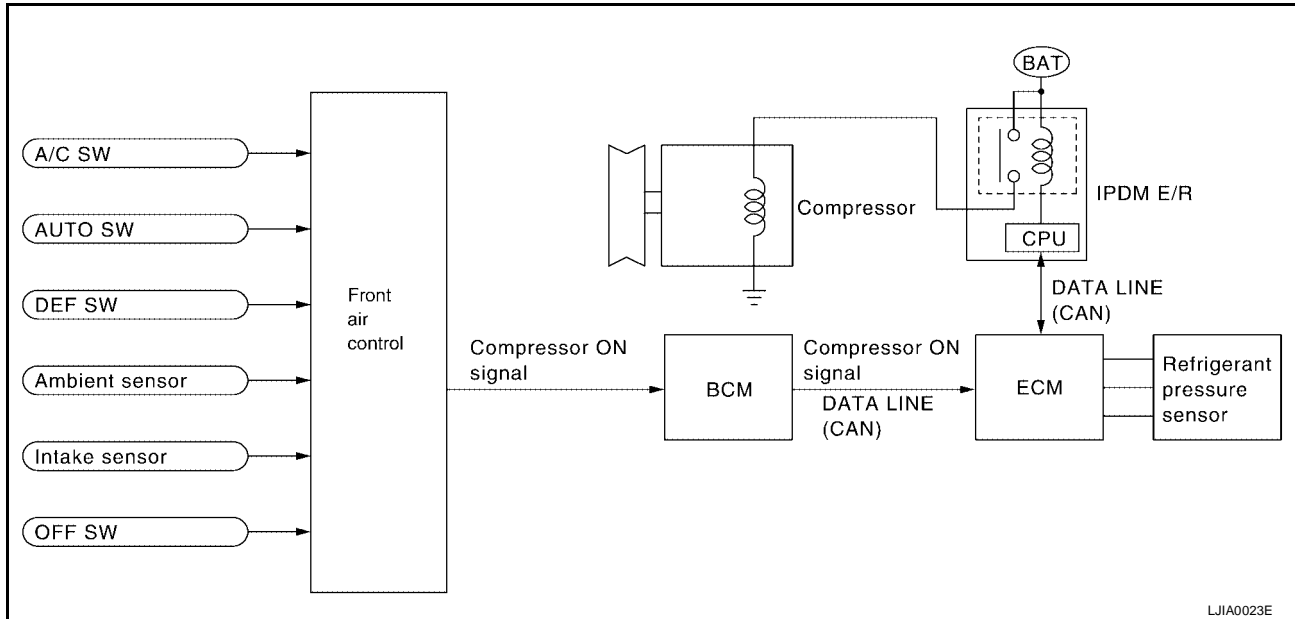
The mode door is automatically controlled by: The temperature setting, ambient temperature, in-vehicle temperature, intake temperature and amount of sunload.

DEFROSTER DOOR CONTROL

The defroster door is controlled by: Turning the defroster dial to front defroster.

AIR CONDITIONER CONTROL

MAGNET CLUTCH CONTROL



When A/C switch or DEF switch is pressed, front air control inputs compressor ON signal to BCM.

BCM sends compressor ON signal to ECM, 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 symptoms. Refer to [ATC-50, "A/C System Self-diagnosis Function"](#)

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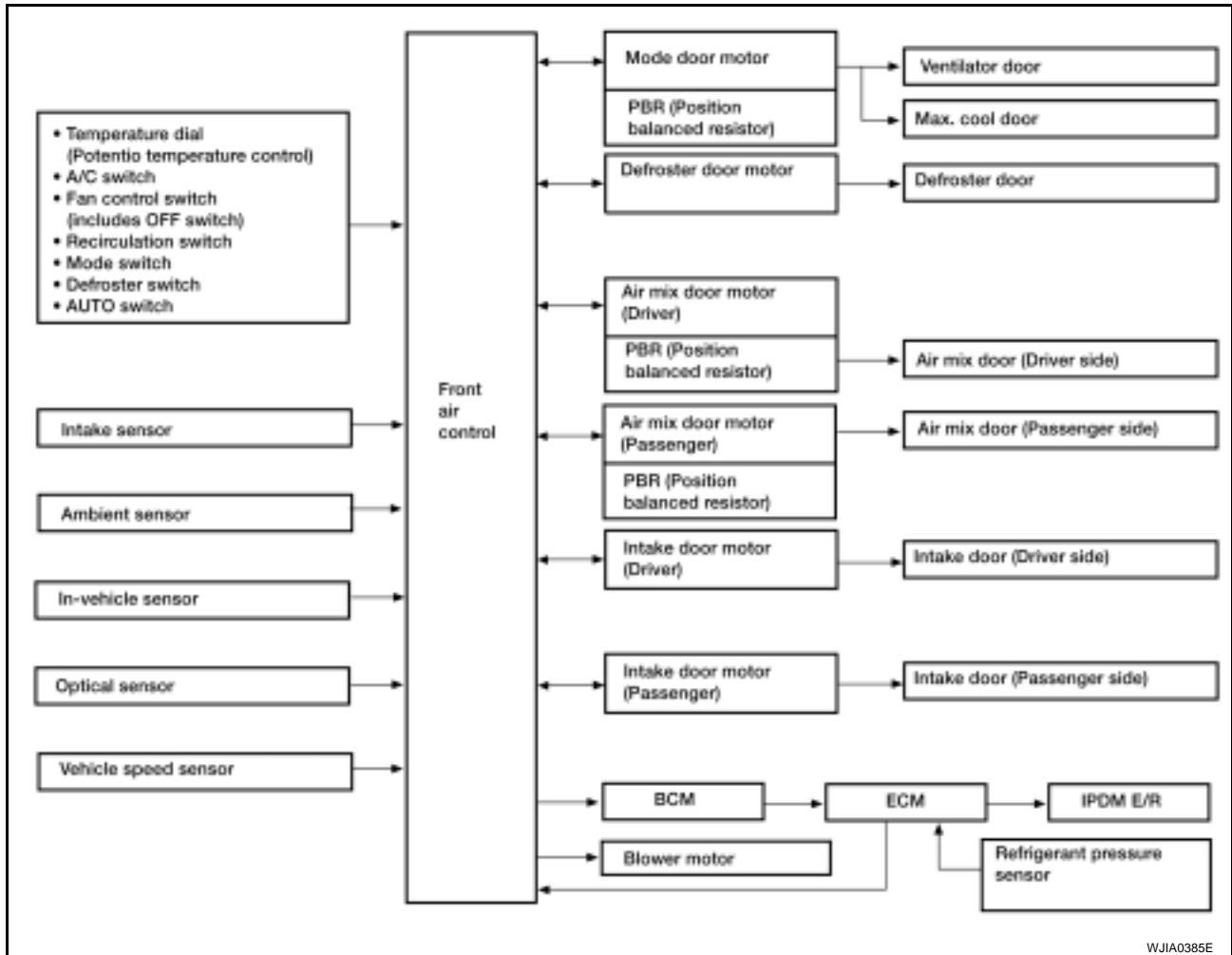
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AIR CONDITIONER CONTROL

EJS001N6

Description of Control System

The control system consists of input sensors, switches, the front air control (microcomputer) and outputs. The relationship of these components is shown in the figure below:

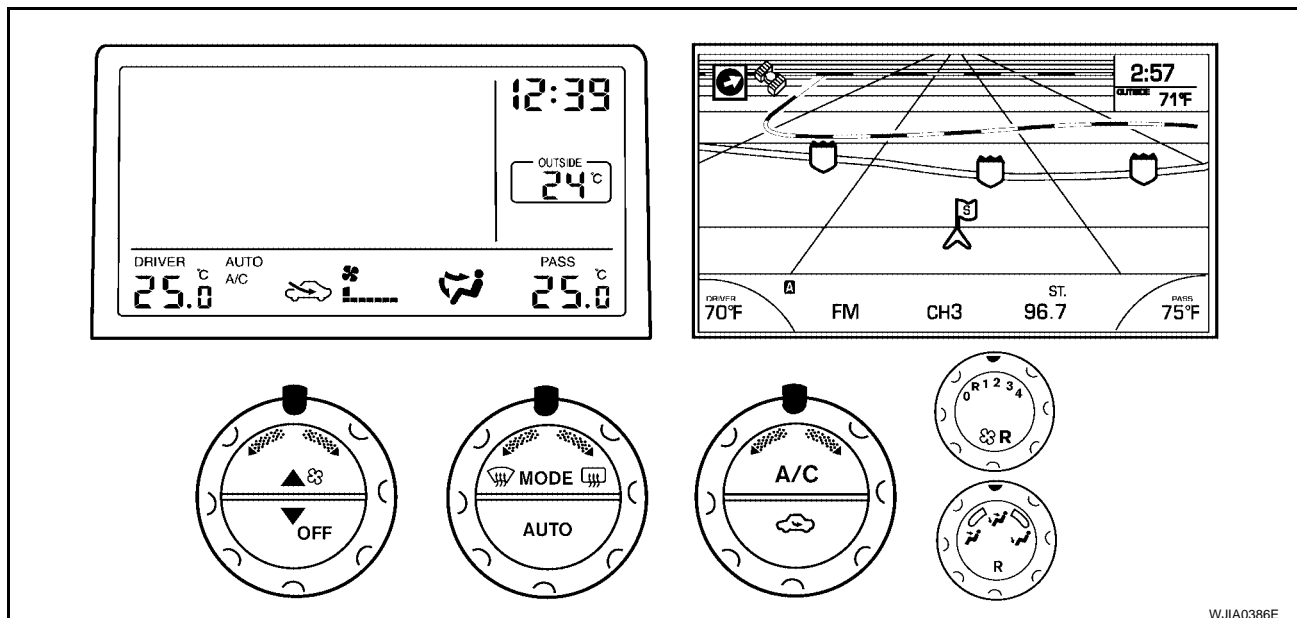


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Control Operation

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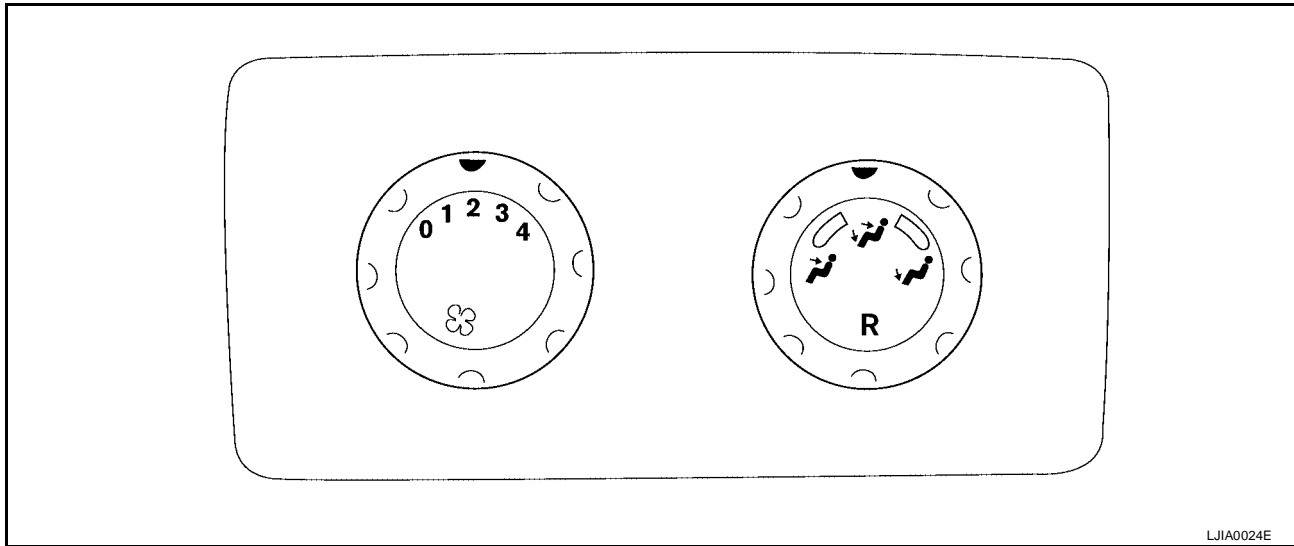
Front air control



WJIA0386E

AIR CONDITIONER CONTROL

Rear air control



DISPLAY SCREEN

Displays the operational status of the system.

AUTO SWITCH

- The compressor, intake doors, air mix doors, outlet doors and blower speed are automatically controlled so that the in-vehicle temperature will reach, and be maintained at the set temperature selected by the operator.
- When pressing AUTO switch, air inlet, air outlet, blower speed, and discharge air temperature are automatically controlled.

TEMPERATURE CONTROL DIAL (TEMPERATURE CONTROL) (DRIVER SIDE)

Increases or decreases the set temperature.

TEMPERATURE CONTROL DIAL (TEMPERATURE CONTROL) (PASSENGER SIDE)

Increases or decreases the set temperature.

TEMPERATURE CONTROL DIAL (TEMPERATURE CONTROL) (REAR)

Increases or decreases the set temperature.

RECIRCULATION (R) SWITCH

- 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, or at the D/F position.

DEFROSTER (D) SWITCH

Positions the air outlet doors to the defrost position. Also positions the intake doors to the outside air position.

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 (75% foot and 25% defrost) position.

A/C SWITCH

The compressor is ON or OFF.

(Pressing the A/C switch when the AUTO switch is ON will turn off the A/C switch and compressor.)

MODE SWITCH

Controls the air discharge outlets.

AIR CONDITIONER CONTROL

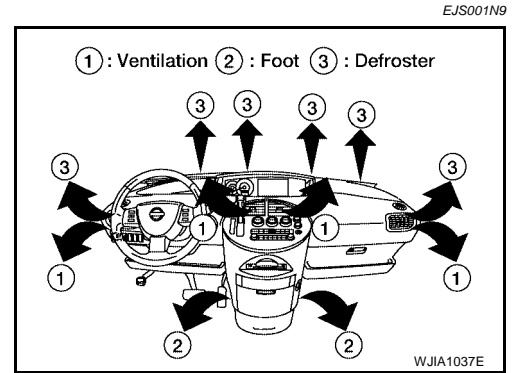
FRONT BLOWER CONTROL SWITCH

Manually control the blower speed. Seven speeds are available for manual control (as shown on the display screen).

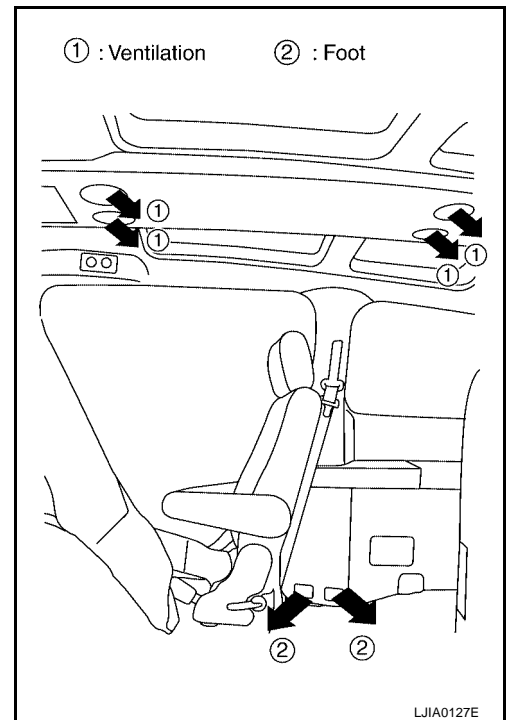
REAR BLOWER CONTROL DIAL

When the rear blower switch (front) is in the OFF position, the rear blower motor cannot operate. When the rear blower switch (front) is in the REAR position, it allows the rear blower switch (rear) to control the rear blower motor speed. In any other position (1-4), the rear blower switch (front) controls the rear blower motor speed regardless of the rear blower switch (rear) position.

Discharge Air Flow FRONT



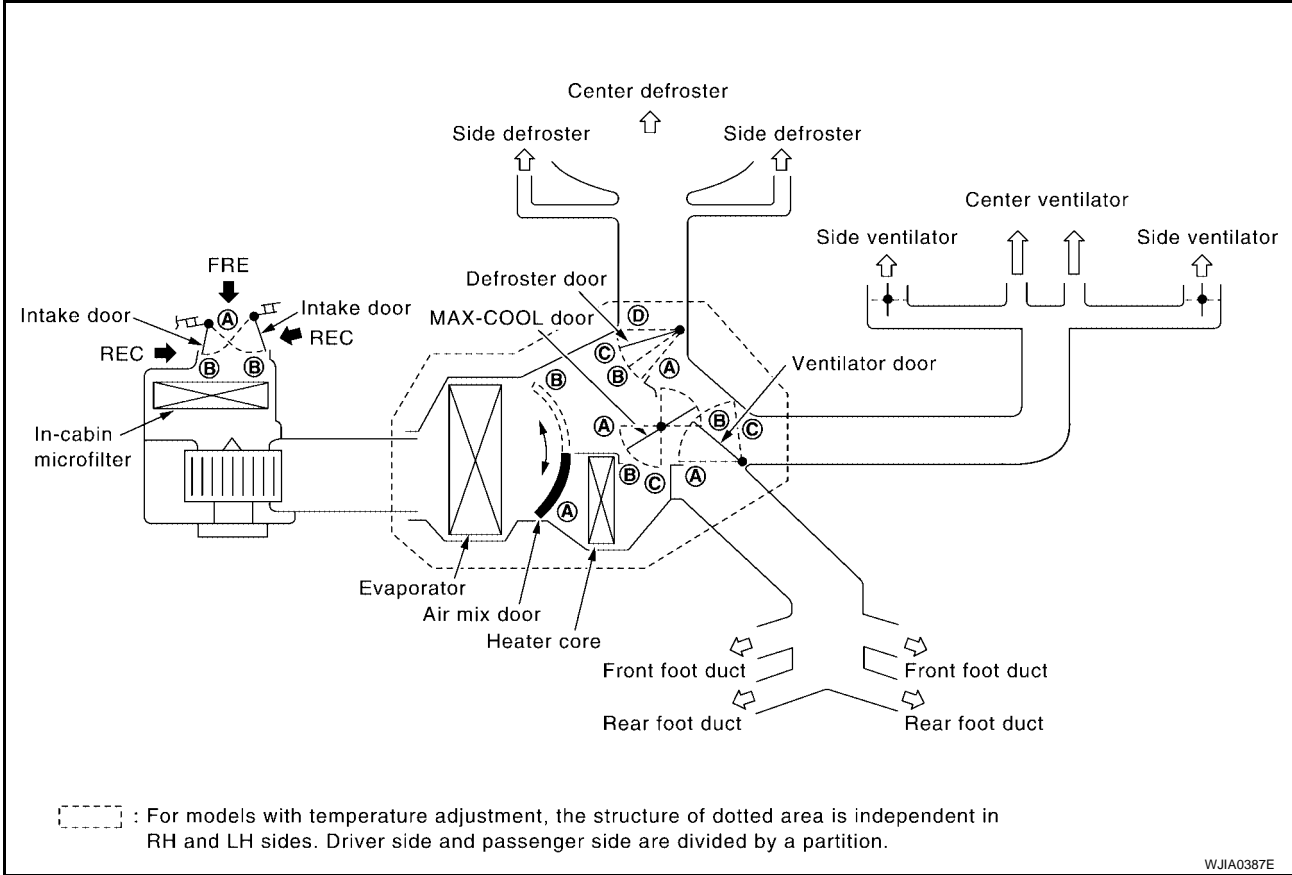
REAR



AIR CONDITIONER CONTROL

EJS001NA

System Description SWITCHES AND THEIR CONTROL FUNCTION



Position or switch	MODE SW				DEF SW		AUTO SW	REC SW		Temperature dial			OFF SW
	VENT	B/L	FOOT	D/F	ON	OFF		ON	OFF				
Ventilator door	(A)	(B)	(C)	(C)	(C)		AUTO						(C)
MAX-COOL door	(A)	(B)	(B)	(B)	(C)		AUTO						(B)
Defroster door	(D)	(D)	(D) ^{*1} or (C)	(B)	(A)								(C)
Intake door	—				(B)			(A) ^{*2}	(B) ^{*2}				(B)
Air mix door	—						AUTO			(A)	AUTO	(B)	—

*1: This position is selected only when the mode door is automatically controlled.
*2: Inlet status is displayed even during automatic control.

WJIA1603E

CAN Communication System Description

EJS001NB

Refer to [LAN-6, "CAN COMMUNICATION"](#).

TROUBLE DIAGNOSIS

PFP:00004

EJS001NC

TROUBLE DIAGNOSIS

CONSULT-II Function (BCM)

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

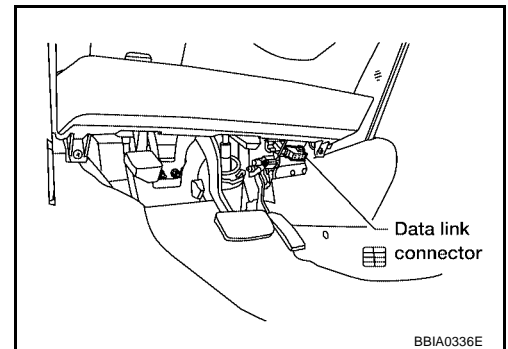
BCM diagnostic test item	Diagnostic mode	Description
Inspection by part	WORK SUPPORT	Supports inspections and adjustments. Commands are transmitted to the BCM for setting the status suitable for required operation, input/output signals are received from the BCM and received data is displayed.
	DATA MONITOR	Displays BCM input/output data in real time.
	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.

CONSULT-II BASIC OPERATION

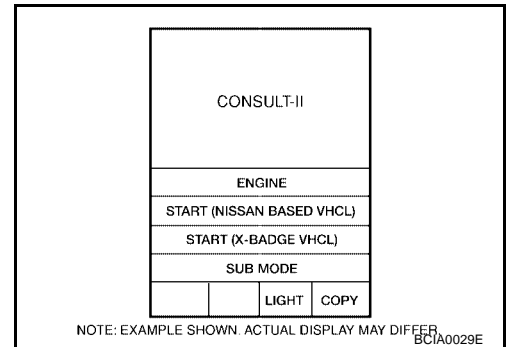
CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carries out CAN communication.

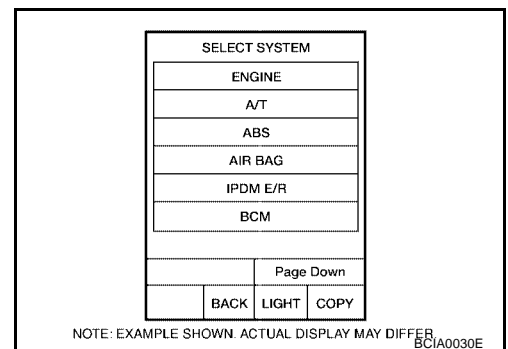
1. With the ignition switch OFF, connect CONSULT-II and CONSULT-II converter to the data link connector, and turn the ignition switch ON.



2. Touch "START (NISSAN BASED VHCL)".



3. Touch "BCM" on "SELECT SYSTEM" screen. If "BCM" is not indicated, go to [GI-37, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).

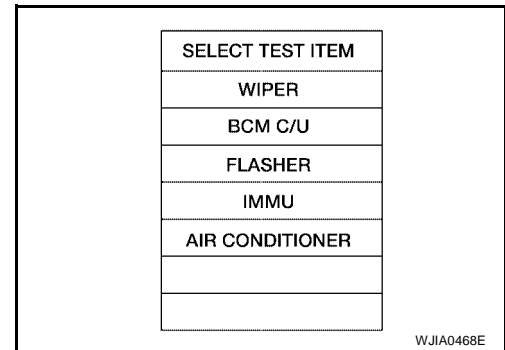


TROUBLE DIAGNOSIS

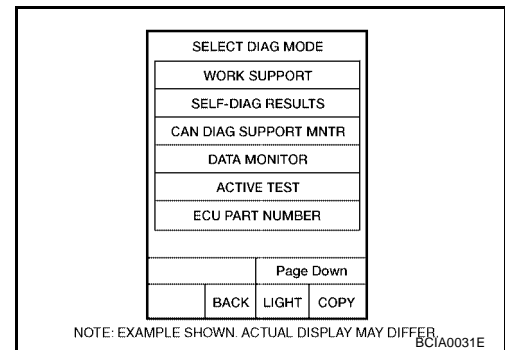
DATA MONITOR

Operation Procedure

1. Touch "AIR CONDITIONER" on "SELECT TEST ITEM" screen.



2. Touch "DATA MONITOR" on "SELECT DIAG MODE" screen.



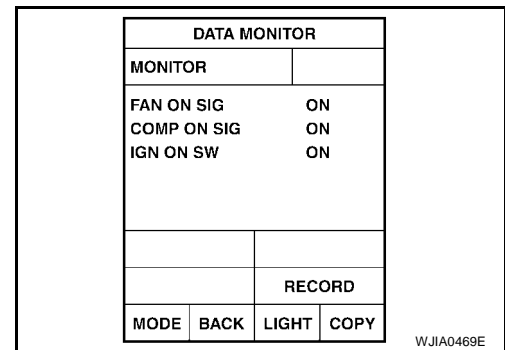
3. Touch either "ALL SIGNALS" or "SELECTION FROM MENU" on "DATA MONITOR" screen.

All signals	Monitors all the items.
Selection from menu	Selects and monitors the individual item selected.

4. Touch "START".

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".



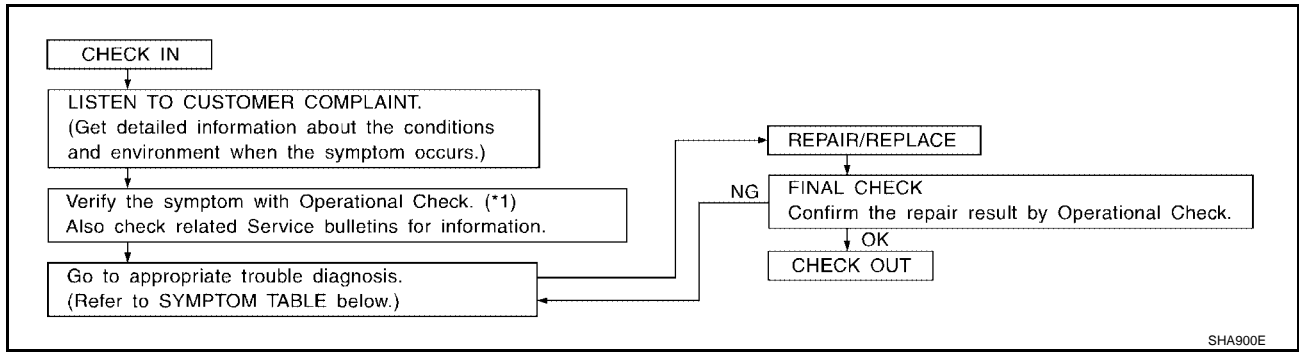
Display Item List

Monitor item name "operation or unit"	Contents
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 fan motor switch signal.

TROUBLE DIAGNOSIS

How to Perform Trouble Diagnosis for Quick and Accurate Repair WORK FLOW

EJS001ND



*1 [ATC-52. "Operational Check"](#)

SYMPTOM TABLE

Symptom	Reference Page
A/C system does not come on.	Go to Trouble Diagnosis Procedure for A/C System. ATC-55. "Power Supply and Ground Circuit for Front Air Control"
A/C system display is malfunctioning.	Go to "Navigation System", or "Integrated Display System". AV-118. "NAVIGATION SYSTEM" (With Navi.) AV-89. "INTEGRATED DISPLAY SYSTEM" (Without Navi.)
A/C system cannot be controlled.	Go to Self-diagnosis Function. ATC-50. "A/C System Self-diagnosis Function"
Air outlet does not change.	Go to Trouble Diagnosis Procedure for Mode Door Motor. ATC-58. "Mode Door Motor Circuit"
Mode door motor is malfunctioning.	
Discharge air temperature does not change.	
Air mix door motor is malfunctioning.	Go to Trouble Diagnosis Procedure for Air Mix Door Motor. ATC-62. "Air Mix Door Motor Circuit"
Intake door does not change.	Go to Trouble Diagnosis Procedure for Intake Door Motor. ATC-71. "Intake Door Motor Circuit"
Intake door motor is malfunctioning.	
Defroster door motor is malfunctioning.	Go to Trouble Diagnosis Procedure for Defroster Door Motor. ATC-75. "Defroster Door Motor Circuit"
Front blower motor operation is malfunctioning.	Go to Trouble Diagnosis Procedure for Front Blower Motor. ATC-78. "Front Blower Motor Circuit"
Rear blower motor operation is malfunctioning.	Go to Trouble Diagnosis Procedure for Rear Blower Motor. ATC-85. "Rear Blower Motor Circuit"
Rear discharge air temperature and/or air outlet does not change.	Go to Trouble Diagnosis Procedure for Rear Air Control circuit. ATC-96. "Rear Air Control Circuit"
Magnet clutch does not engage.	Go to Trouble Diagnosis Procedure for Magnet Clutch. ATC-99. "Magnet Clutch Circuit"
Insufficient cooling	Go to Trouble Diagnosis Procedure for Insufficient Cooling. ATC-105. "Insufficient Cooling"
Insufficient heating	Go to Trouble Diagnosis Procedure for Insufficient Heating. ATC-112. "Insufficient Heating"

TROUBLE DIAGNOSIS

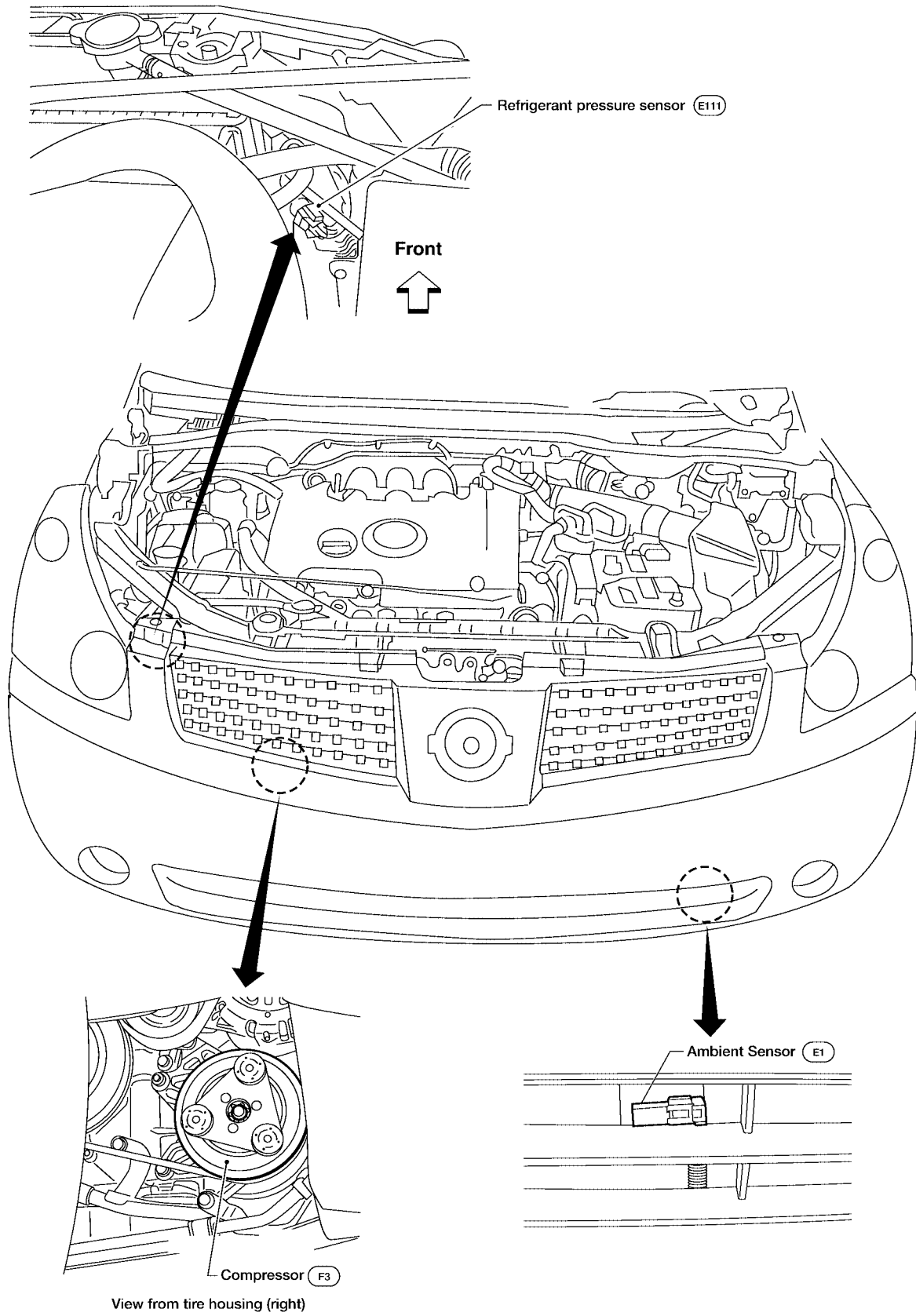
Symptom	Reference Page	
Noise	Go to Trouble Diagnosis Procedure for Noise.	ATC-113. "Noise"
Self-diagnosis cannot be performed.	Go to Trouble Diagnosis Procedure for Self-diagnosis.	ATC-115. "Self-diagnosis"
Memory function does not operate.	Go to Trouble Diagnosis Procedure for Memory Function.	ATC-116. "Memory Function"

TROUBLE DIAGNOSIS

Component Parts and Harness Connector Location ENGINE COMPARTMENT

EJS001NE

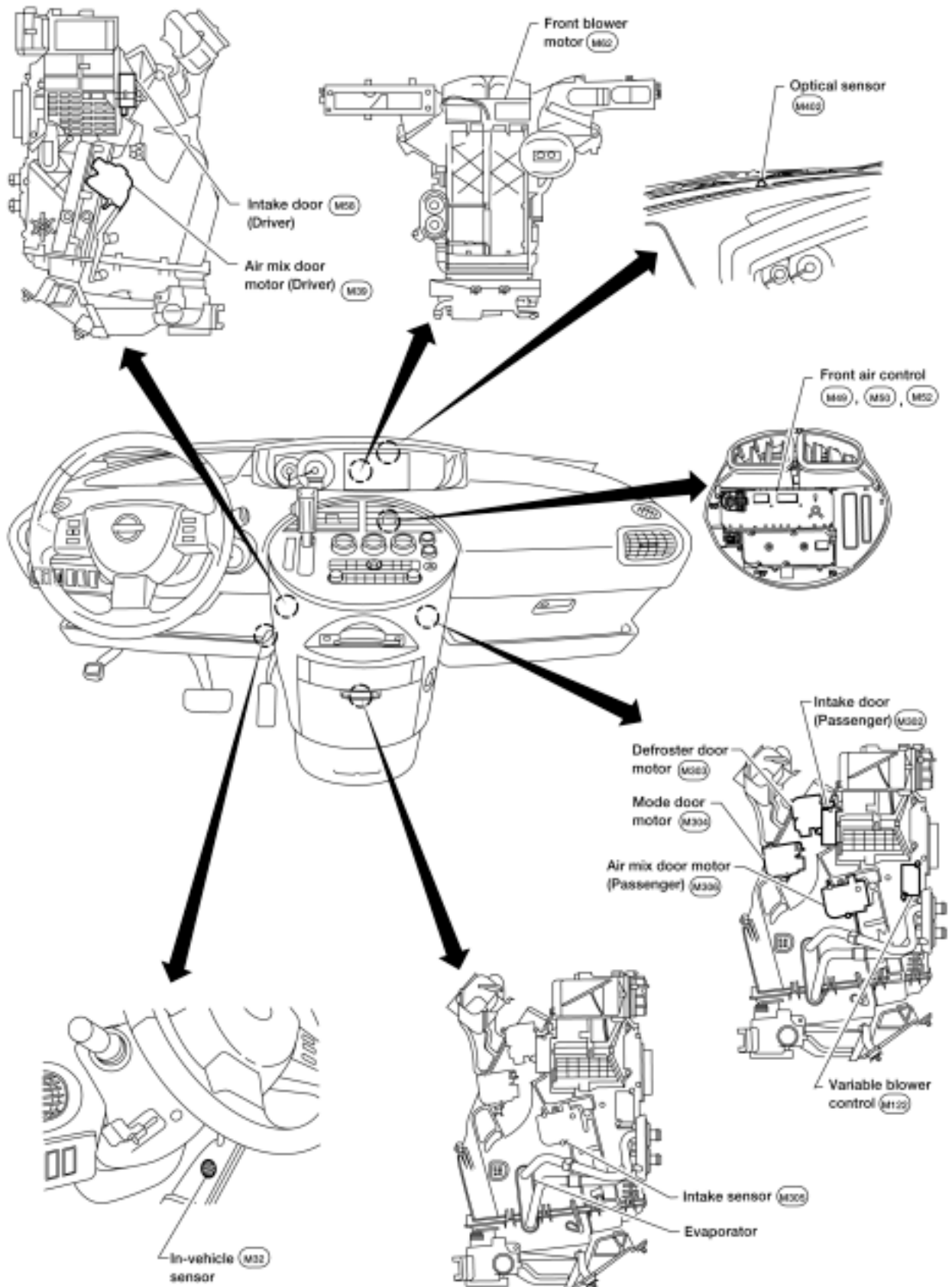
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TROUBLE DIAGNOSIS

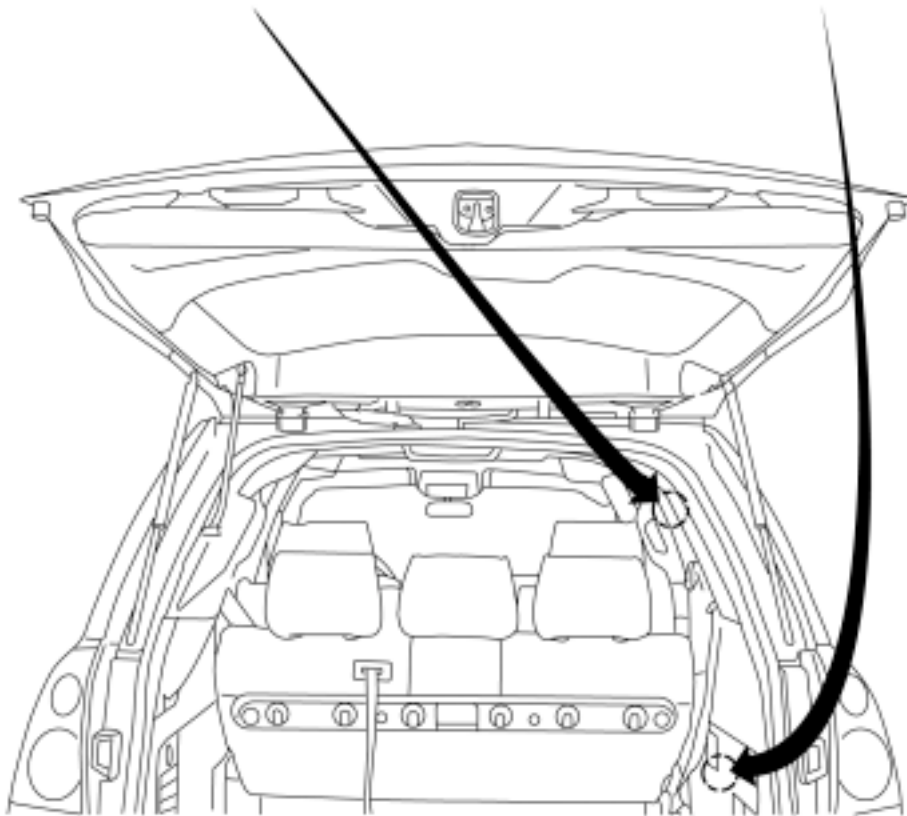
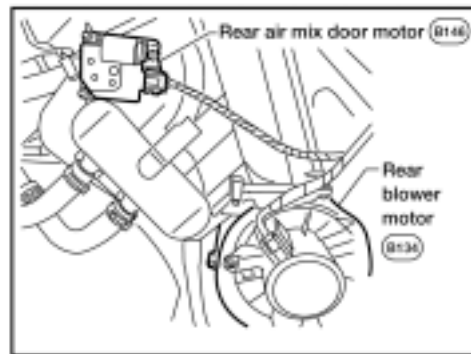
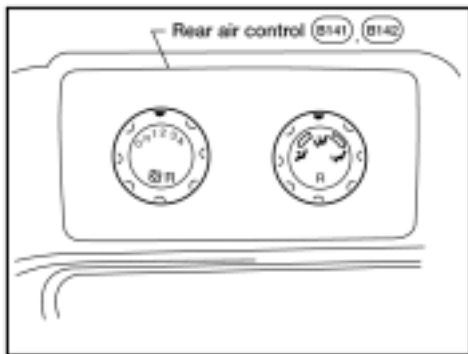
FRONT PASSENGER COMPARTMENT



WJJA0391E

TROUBLE DIAGNOSIS

REAR PASSENGER COMPARTMENT



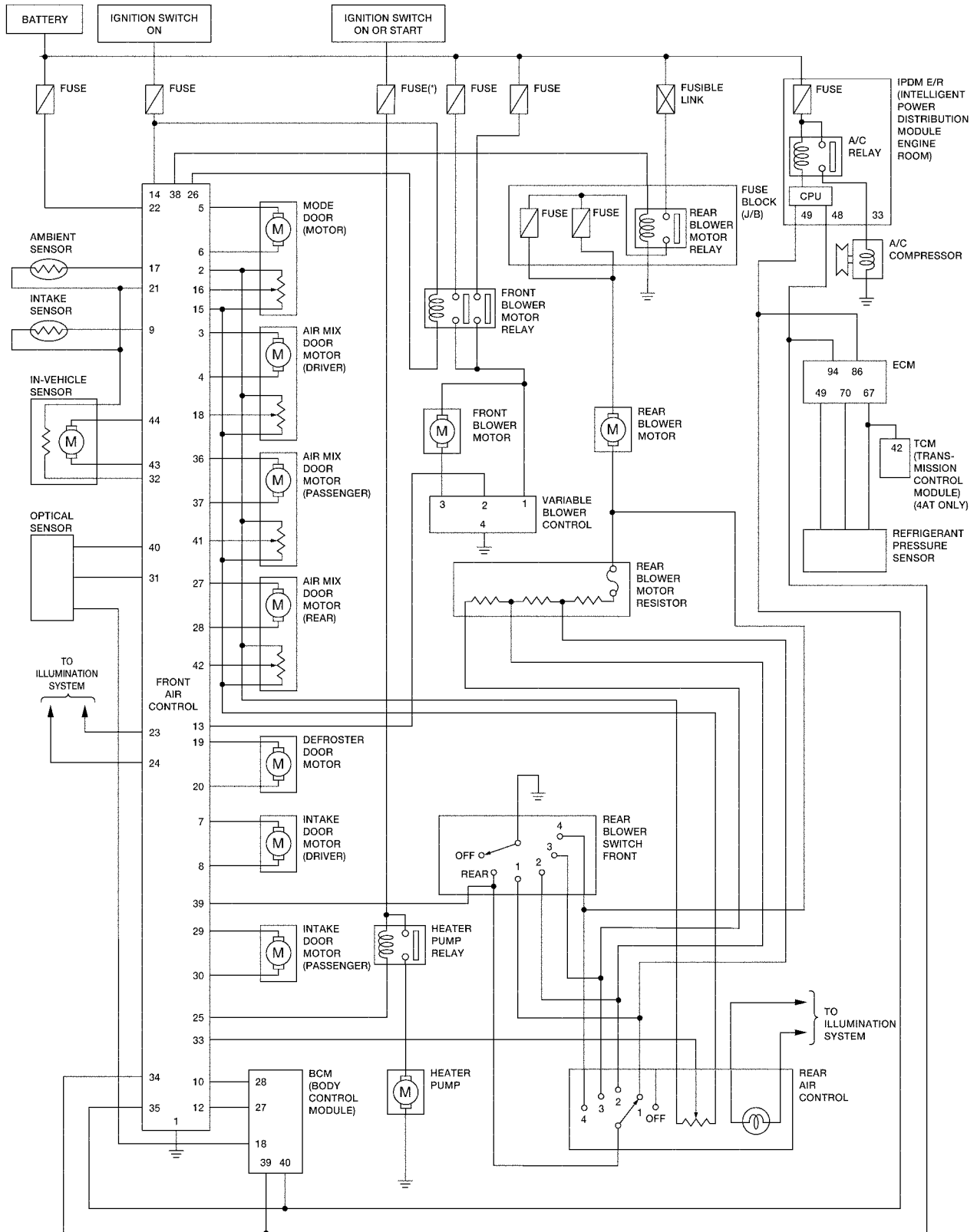
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TROUBLE DIAGNOSIS

Schematic

EJS001NF



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

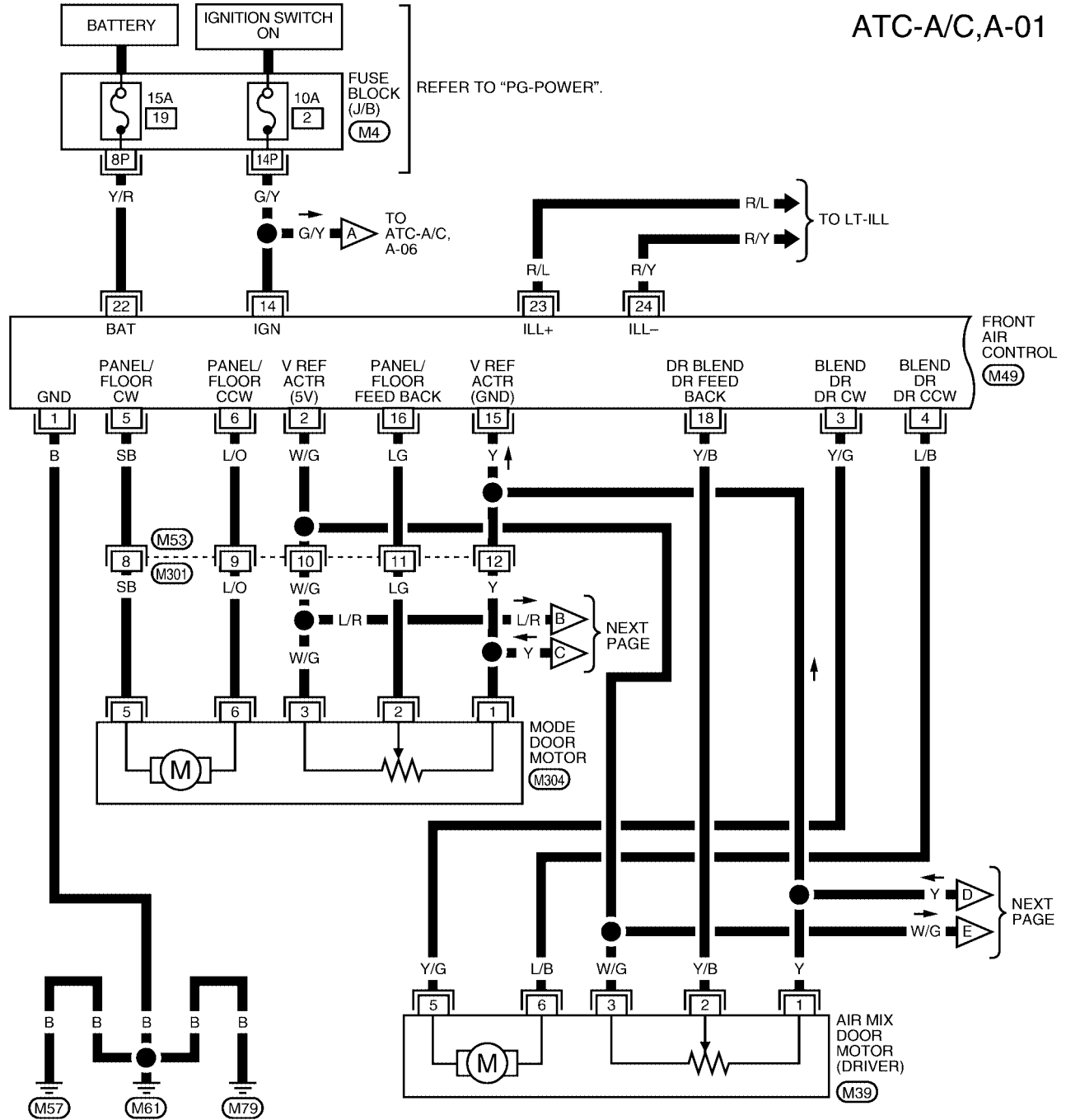
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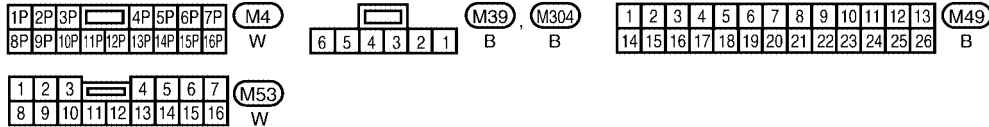
Wiring Diagram —A/C,A—

EJS001NG

ATC-A/C,A-01

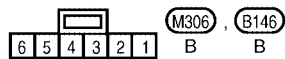
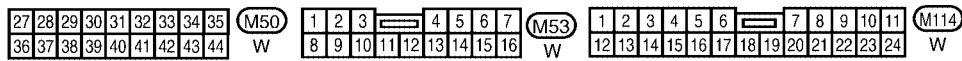
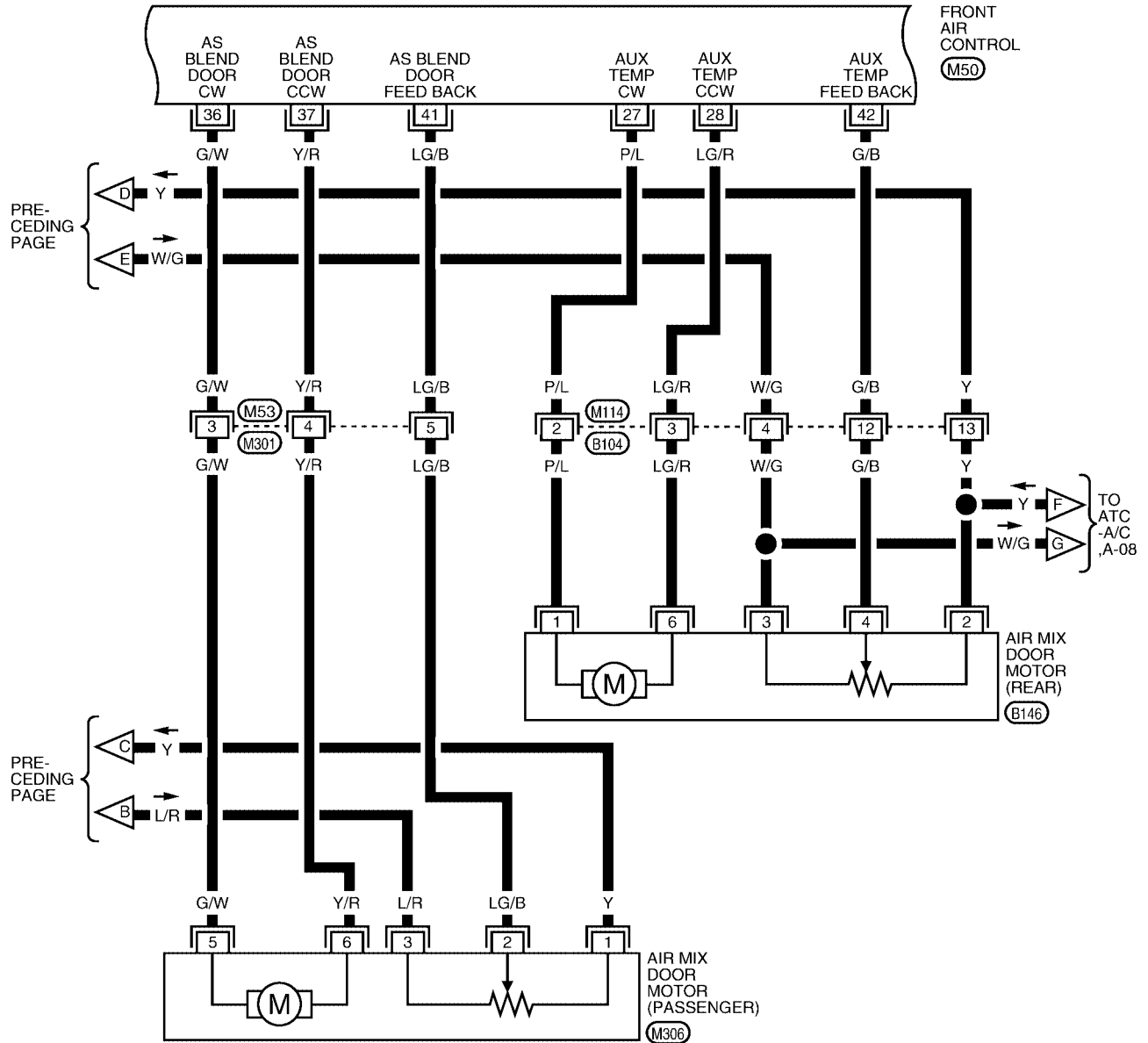


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TROUBLE DIAGNOSIS

ATC-A/C,A-02

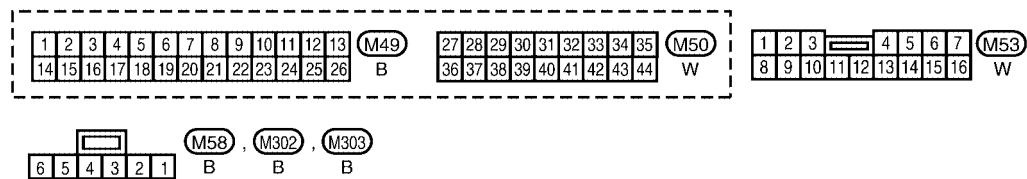
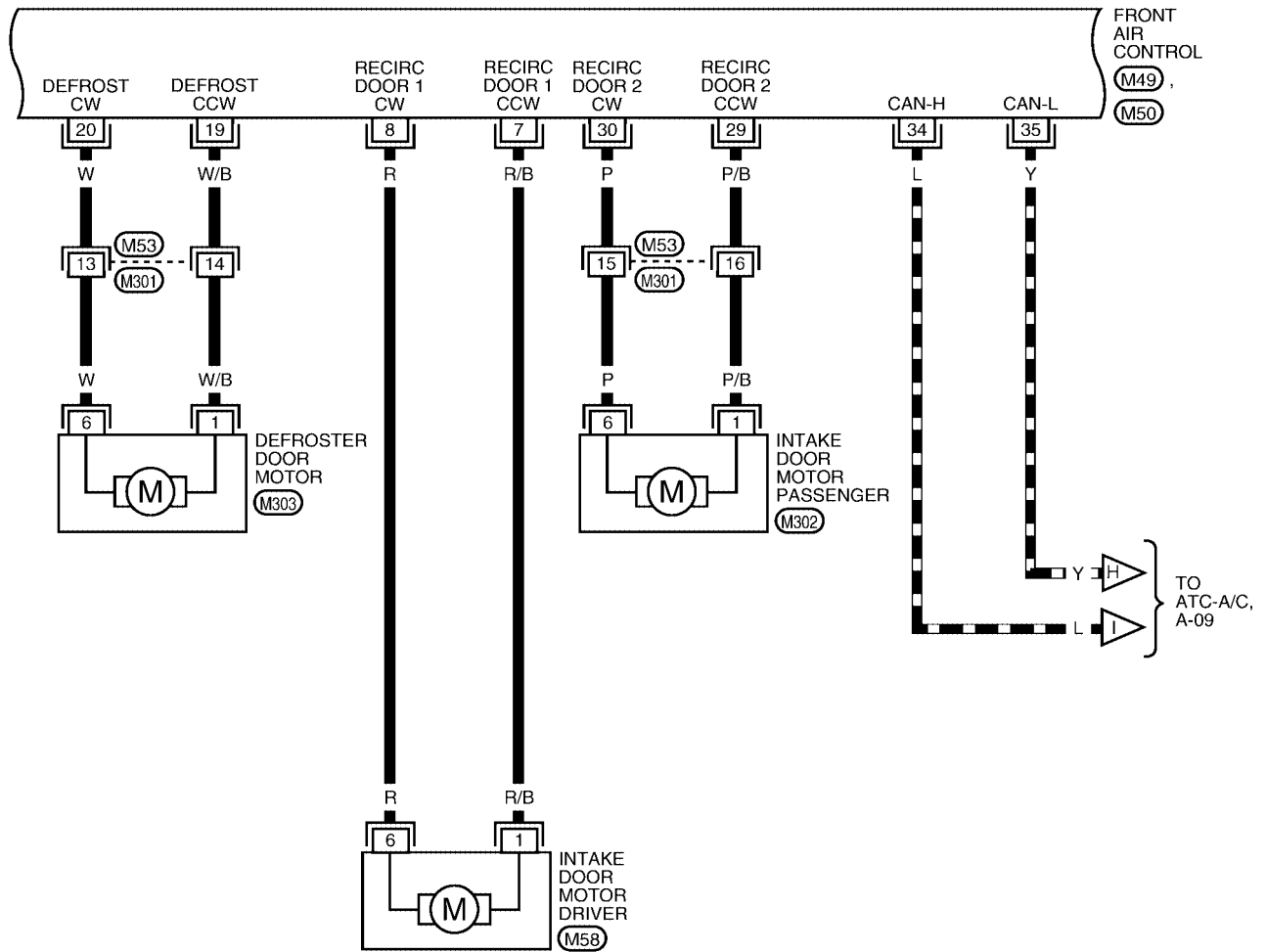


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TROUBLE DIAGNOSIS

ATC-A/C,A-03

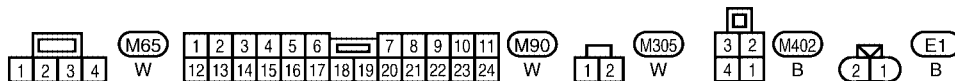
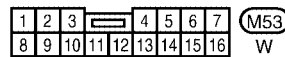
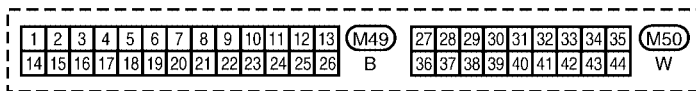
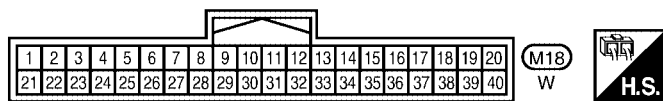
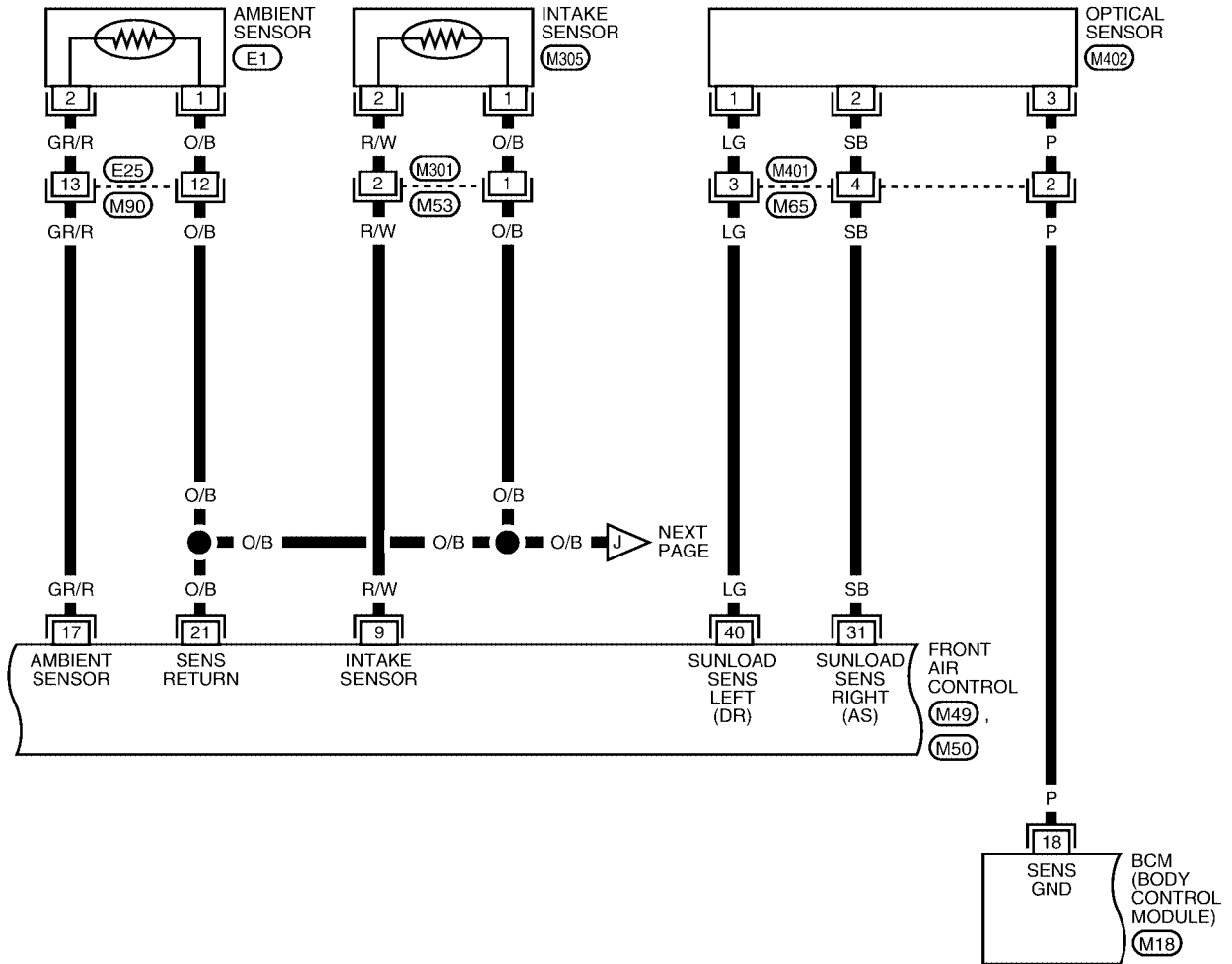
▬ : DATA LINE



W1WA0902E

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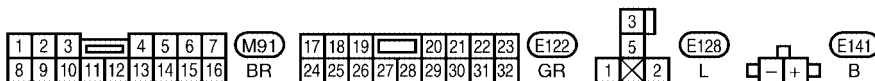
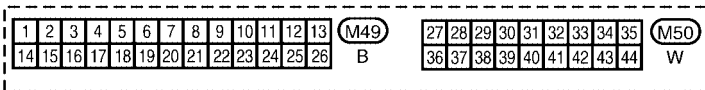
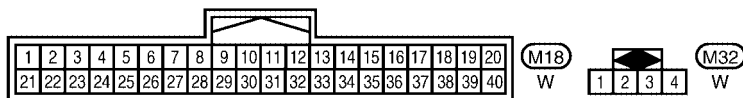
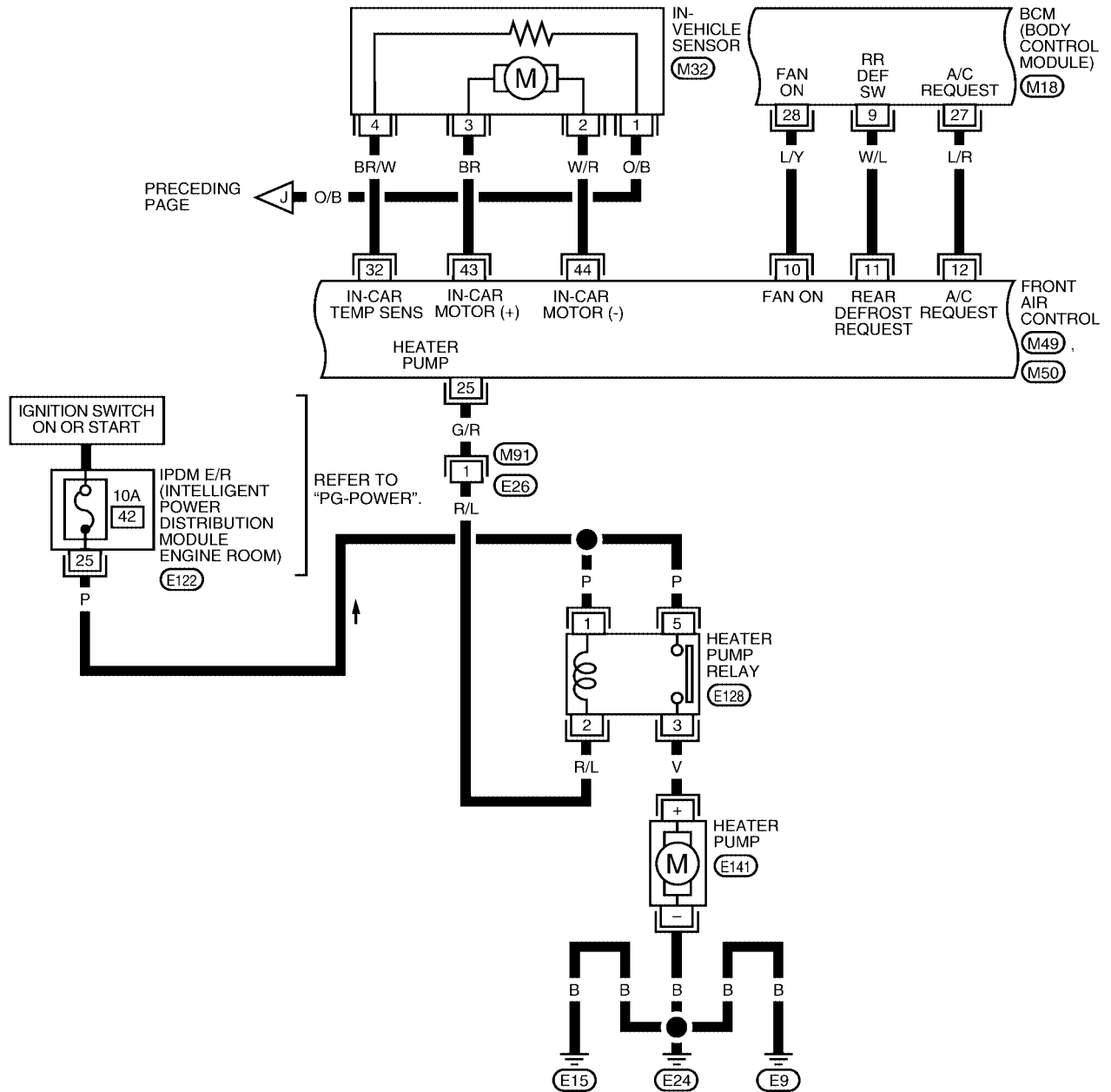
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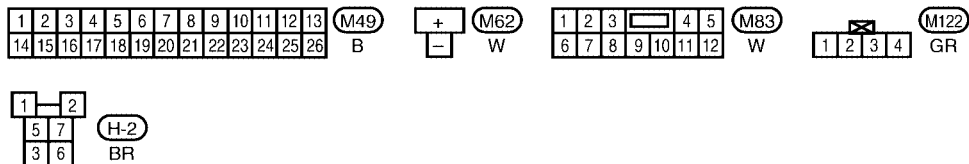
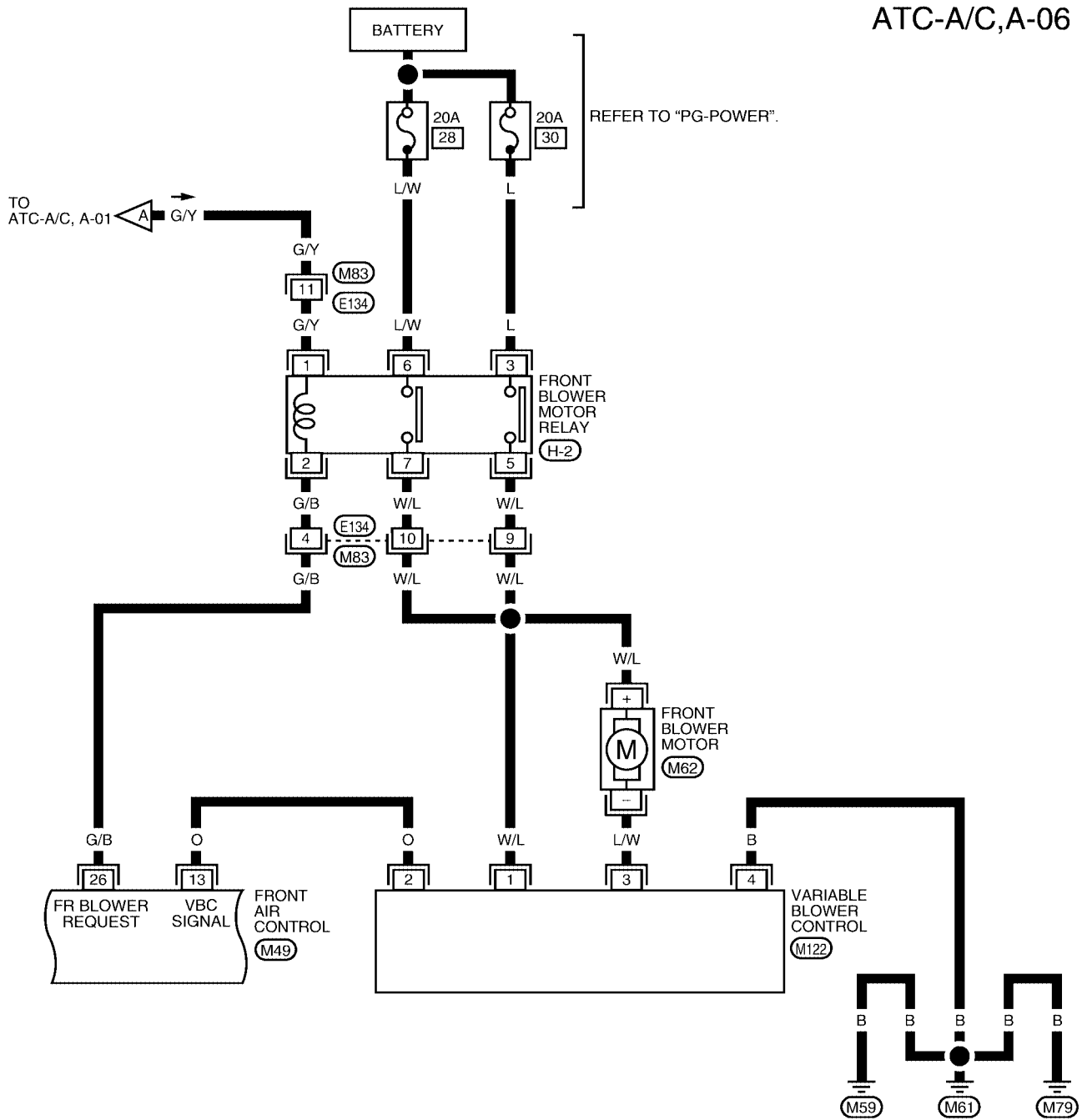
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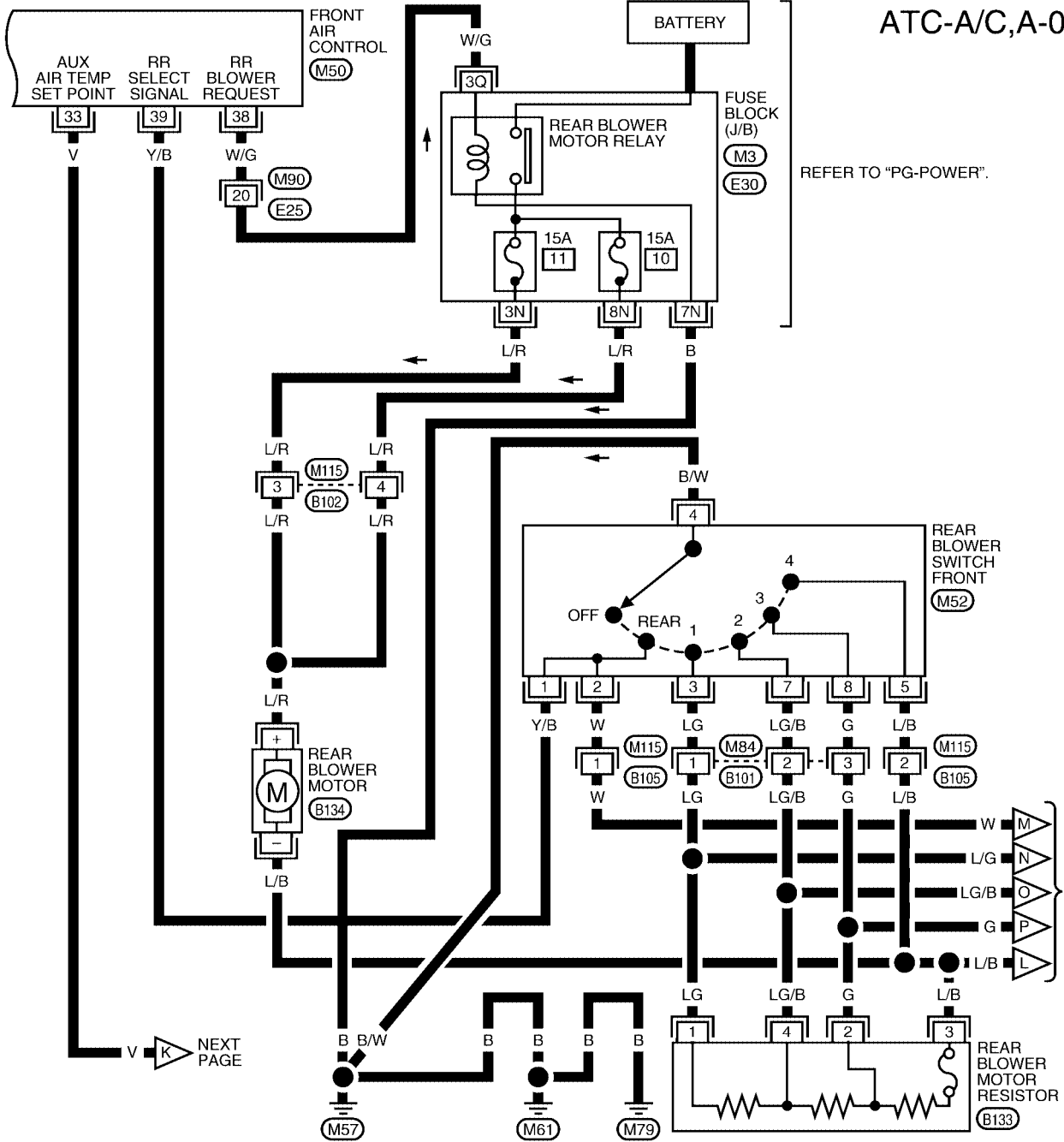
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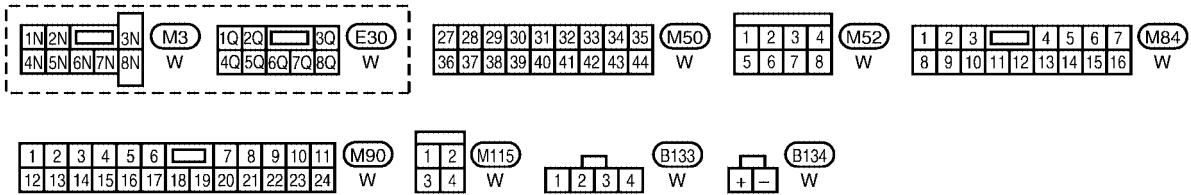
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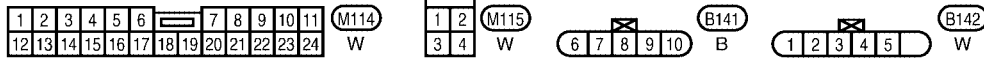
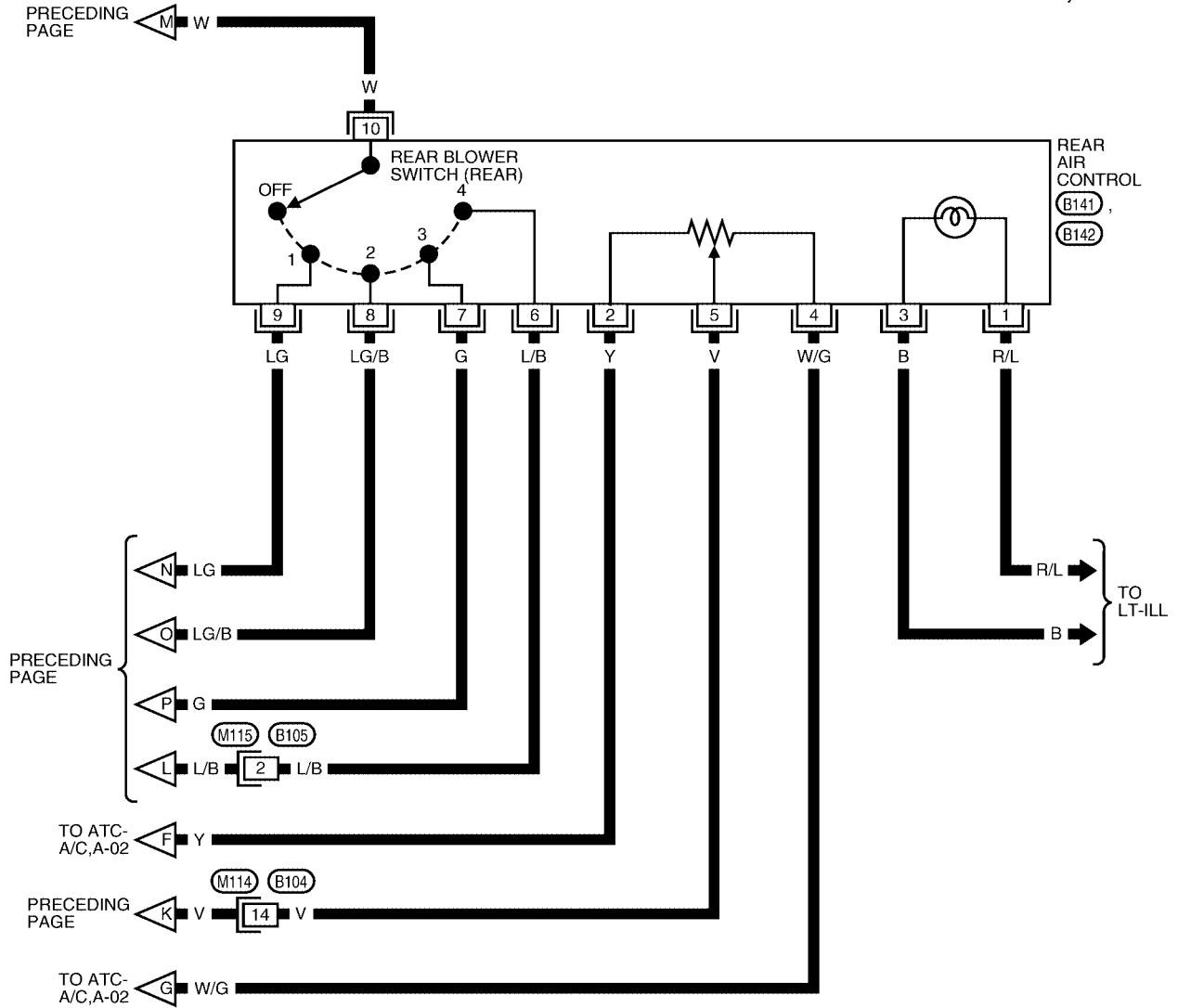
NEXT PAGE



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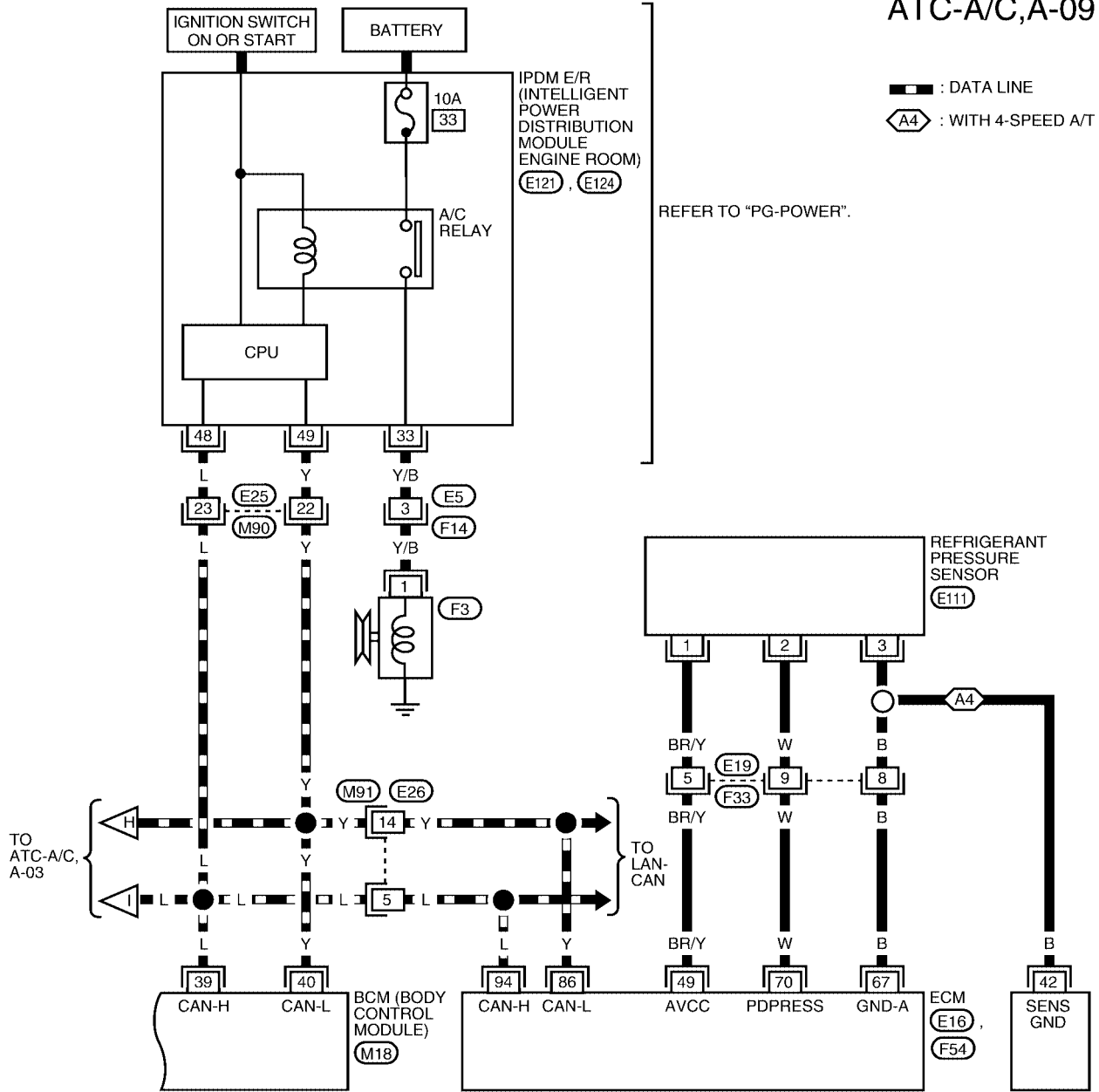
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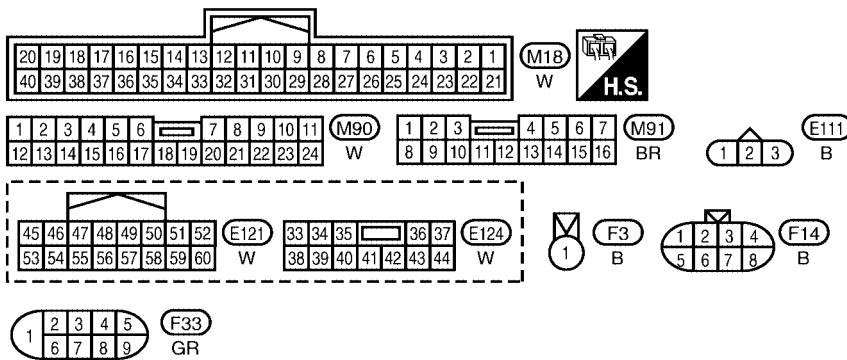
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TROUBLE DIAGNOSIS

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REFER TO THE FOLLOWING.
 (E16), (F54) - ELECTRICAL UNITS

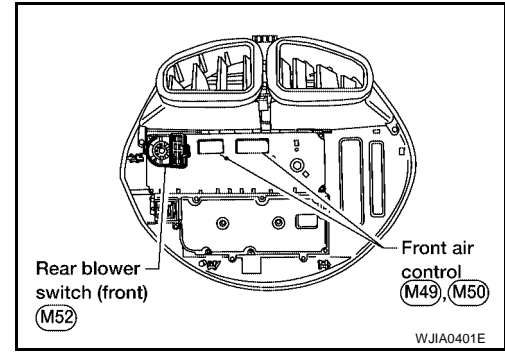
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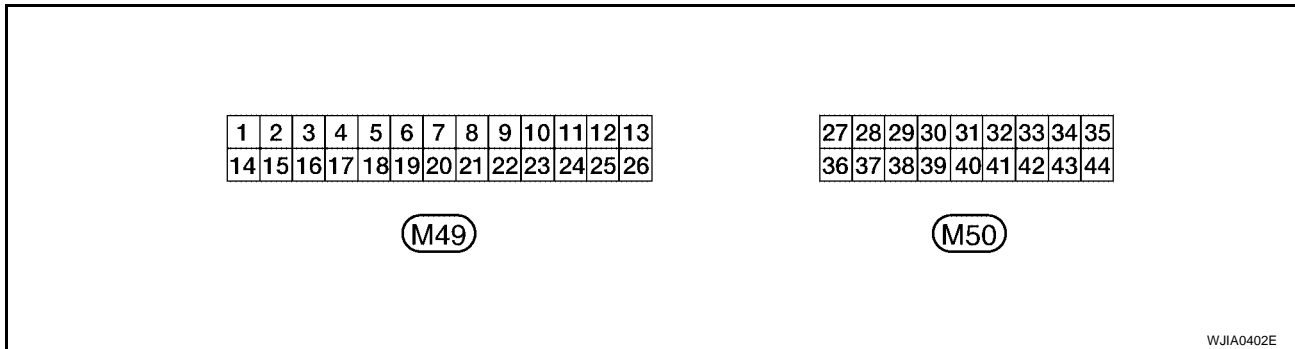
Intake Front Air Control Terminals and Reference Value

EJS001NH

Measure voltage between each terminal and ground by following Terminals and Reference Value for front air control.



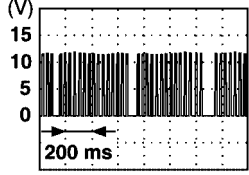
PIN CONNECTOR TERMINAL LAYOUT



TERMINALS AND REFERENCE VALUE FOR FRONT AIR CONTROL

Terminal No.	Wire Color	Item	Ignition Switch	Condition	Voltage (V) (Approx.)
1	B	Ground	-	-	0V
2	W/G	Sensor power	ON	-	5V
3	L/G	Air mix door motor (driver) CW	ON	Clockwise rotation	Battery voltage
4	L/B	Air mix door motor (driver) CCW	ON	Counterclockwise rotation	Battery voltage
5	SB	Mode door motor CW	ON	Clockwise rotation	Battery voltage
6	L/O	Mode door motor CCW	ON	Counterclockwise rotation	Battery voltage
7	R/B	Intake door motor (driver) CCW	ON	Clockwise rotation	Battery voltage
8	R	Intake door motor (driver) CW	ON	Counterclockwise rotation	Battery voltage
9	R/W	Intake sensor	ON	-	0 - 5V
10	L/Y	Fan ON signal	ON	Fan switch OFF	5V
			ON	Fan switch ON	0V
12	L/R	Compressor ON signal	ON	A/C switch OFF	5V
			ON	A/C switch ON	0V
13	O	Variable blower control	ON	-	0 - 5V
14	G/Y	Power supply for IGN	ON	-	Battery voltage
15	Y	Sensor ground	ON	-	0V
16	LG	Mode door motor feedback	ON	-	0 - 5V
17	GR/R	Ambient sensor	ON	-	0 - 5V
18	Y/B	Air mix door motor (driver) feedback	ON	-	0 - 5V
19	W/B	Defroster door motor CCW	ON	Counterclockwise rotation	Battery voltage
20	W	Defroster door motor CW	ON	Clockwise rotation	Battery voltage
21	O/B	Sensor return	ON	-	0 - 5V
22	Y/R	Power supply for BAT	-	-	Battery voltage

TROUBLE DIAGNOSIS

Terminal No.	Wire Color	Item	Ignition Switch	Condition	Voltage (V) (Approx.)
23	R/L	Illumination +	ON	Park lamps ON	Battery voltage
24	R/Y	Illumination -	-	Park lamps ON	 <small>P1IA2344E</small>
25	G/R	Heater pump	ON	Heater pump OFF	Battery voltage
				Heater pump ON	0V
26	G/B	Front blower request	ON	Front blower motor OFF	Battery voltage
				Front blower motor ON	0V
27	P/L	Air mix door motor (rear) CW	ON	Clockwise rotation	Battery voltage
28	LG/R	Air mix door motor (rear) CCW	ON	Counterclockwise rotation	Battery voltage
29	P/B	Intake door motor (passenger) CCW	ON	Counterclockwise rotation	Battery voltage
30	P	Intake door motor (passenger) CW	ON	Clockwise rotation	Battery voltage
31	SB	Optical sensor (passenger)	ON	-	0 - 5V
32	BR/W	In-vehicle sensor signal	ON	-	0 - 5V
33	V	Air mix door (rear) set point	ON	-	0 - 5V
34	L	CAN-H	ON	-	0 - 5V
35	Y	CAN-L	ON	-	0 - 5V
36	G/W	Air mix door motor (passenger) CW	ON	Clockwise rotation	Battery voltage
37	Y/R	Air mix door motor (passenger) CCW	ON	Counterclockwise rotation	Battery voltage
38	W/G	Rear blower request	ON	Front blower motor OFF	Battery voltage
				Front blower motor ON	0V
39	Y/B	Rear select signal	ON	-	0V - Battery voltage
40	LG	Optical sensor (driver)	ON	-	0 - 5V
41	LG/B	Air mix door motor (passenger) feedback	ON	-	0 - 5V
42	G/B	Air mix door motor (rear) feedback	ON	-	0 - 5V
43	BR	In-vehicle sensor motor (+)	ON	-	Battery voltage
44	W/R	In-vehicle sensor motor (-)	ON	-	0V

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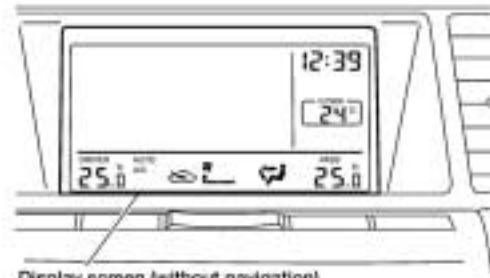
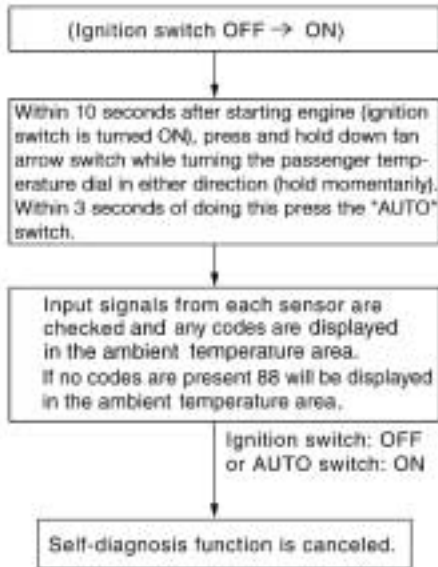
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TROUBLE DIAGNOSIS

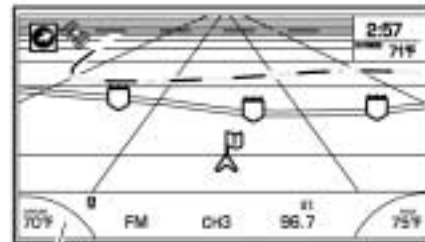
EJS001NI

A/C System Self-diagnosis Function DESCRIPTION

The self-diagnostic system diagnoses sensors, door motors, blower motor, etc. Refer to applicable sections (items) for details. Shifting from usual control to the self-diagnostic system is accomplished by turning the ignition switch ON and pressing the down fan arrow switch while turning the passenger temperature dial in either direction (hold momentarily). Within 3 seconds of doing this, press the AUTO switch. The fan bars will flash and the ambient temperature display will indicate 0° during the self-diagnosis. Fault codes (if any are present) will be displayed in the ambient temperature display area. Refer to [ATC-51, "SELF-DIAGNOSIS CODE CHART"](#).



Display screen (without navigation)



Display screen



WJIA0403E

TROUBLE DIAGNOSIS

SELF-DIAGNOSIS CODE CHART

Code No.	Reference page
02	EE changed by calibration ATC-127, "FRONT AIR CONTROL"
03	Battery voltage out of range SC-4, "BATTERY"
04	Mode switch circuit open or short ATC-127, "FRONT AIR CONTROL"
05	Blower motor failure ATC-78, "Front Blower Motor Circuit"
12	Air mix door motor (passenger) circuit failure ATC-66, "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR (PASSENGER)"
21	BCM not responding to rear defroster request GW-84, "REAR WINDOW DEFOGGER"
22	Air mix door motor (driver) circuit failure ATC-64, "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR (DRIVER)"
30	In-vehicle sensor circuit out of range (low) ATC-120, "In-vehicle Sensor Circuit"
31	In-vehicle sensor circuit out of range (high) ATC-120, "In-vehicle Sensor Circuit"
34	Air mix door motor (driver) PBR circuit failure ATC-64, "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR (DRIVER)"
36	Air mix door motor (passenger) PBR circuit failure ATC-66, "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR (PASSENGER)"
38	Air mix door motor (rear) circuit failure ATC-68, "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR (REAR)"
40	Ambient sensor circuit open ATC-117, "Ambient Sensor Circuit"
41	Ambient sensor circuit short ATC-117, "Ambient Sensor Circuit"
44	In-vehicle sensor motor circuit open ATC-120, "In-vehicle Sensor Circuit"
46	In-vehicle sensor motor circuit short ATC-120, "In-vehicle Sensor Circuit"
50	Optical sensor (driver) circuit open or short ATC-123, "Optical Sensor Circuit"
52	Optical sensor (passenger) circuit open or short ATC-123, "Optical Sensor Circuit"
56	Intake sensor circuit short ATC-125, "Intake Sensor Circuit"
57	Intake sensor circuit open ATC-125, "Intake Sensor Circuit"
62	Defroster door motor circuit failure ATC-75, "Defroster Door Motor Circuit"
72	Intake door motor (passenger) circuit failure ATC-73, "DIAGNOSTIC PROCEDURE FOR INTAKE DOOR MOTOR (PASSENGER)"
80	CAN bus fault LAN-6, "CAN COMMUNICATION"
81	CAN BCM message missing LAN-6, "CAN COMMUNICATION"
82	Intake door motor (driver) circuit failure ATC-73, "DIAGNOSTIC PROCEDURE FOR INTAKE DOOR MOTOR (DRIVER)"
90	Stuck button ATC-127, "FRONT AIR CONTROL"
92	Mode door motor circuit failure ATC-58, "Mode Door Motor Circuit"

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TROUBLE DIAGNOSIS

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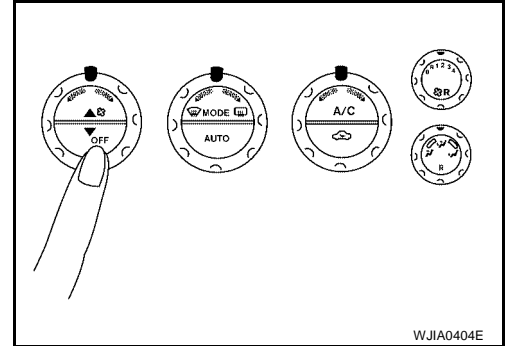
Operational Check

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

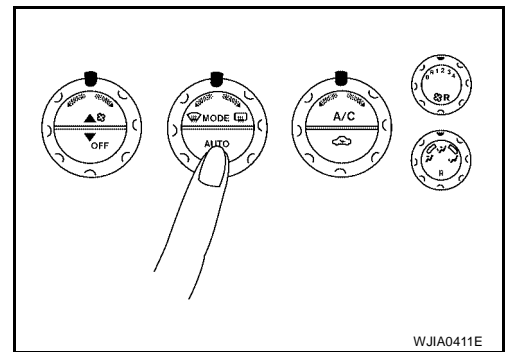
Conditions : Engine running and at normal operating temperature

CHECKING MEMORY FUNCTION

1. Set the temperature to 90°F or 32°C.
2. Press OFF switch (hold blower control switch down until system shuts OFF).
3. Turn ignition switch OFF.
4. Turn ignition switch ON.



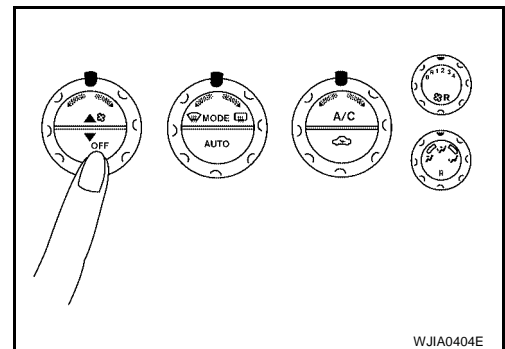
5. Press the AUTO switch.
6. Confirm that the set temperature remains at previous temperature.



7. Press OFF switch (hold blower control switch down until system shuts OFF).

If NG, go to trouble diagnosis procedure for [ATC-116, "Memory Function"](#).

If OK, continue with next check.

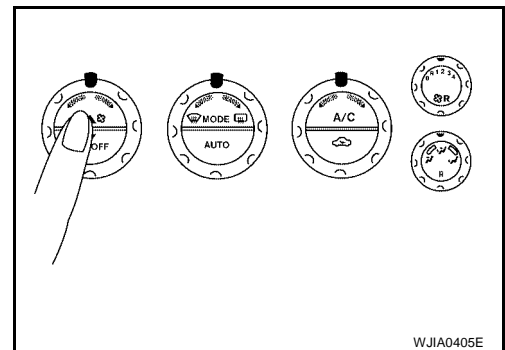


CHECKING BLOWER

1. Press top of blower control switch. Blower should operate on low speed. The fan symbol should have one blade lit (on display).
2. Press top of blower control switch again, and continue checking blower speed and fan symbol until all speeds are checked.
3. Leave blower on maximum speed.

If NG, go to trouble diagnosis procedure for [ATC-80, "DIAGNOSTIC PROCEDURE FOR BLOWER MOTOR"](#).

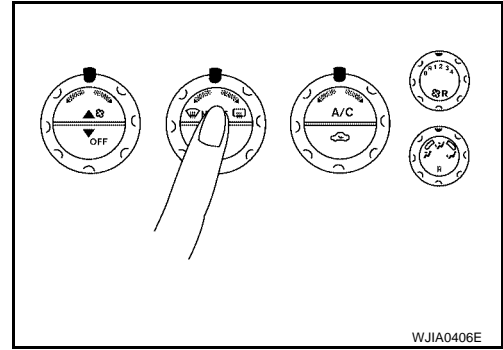
If OK, continue with next check.



TROUBLE DIAGNOSIS

CHECKING DISCHARGE AIR

1. Press MODE switch four times and rotate the DEF dial counterclockwise.
2. Each position indicator should change shape (on display).



3. Confirm that discharge air comes out according to the air distribution table. Refer to [ATC-28, "Discharge Air Flow"](#).

Mode door position is checked in the next step.

If NG, go to trouble diagnosis procedure for [ATC-58, "Mode 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 or D/F is selected.

Discharge air flow			
Mode door position	Air outlet/distribution		
	Vent	Foot	Defroster
	100%	—	—
	50%	50%	—
	—	75%(100%)	25% (—)
	—	60%	40%
	—	—	100%

(): Manually control

WJIA0528E

CHECKING RECIRCULATION

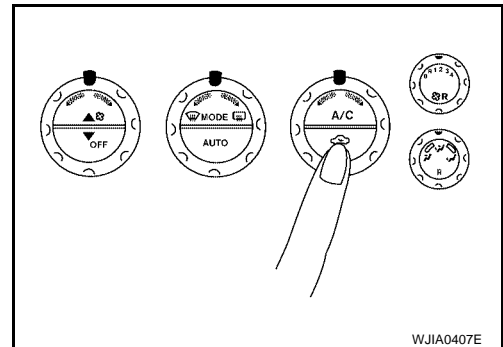
1. Press recirculation () switch one time. Recirculation indicator should illuminate.
2. Press recirculation () switch one more time. Recirculation indicator should go off.
3. Listen for intake door position change (blower sound should change slightly).

If NG, go to trouble diagnosis procedure for [ATC-71, "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 or D/F is selected.

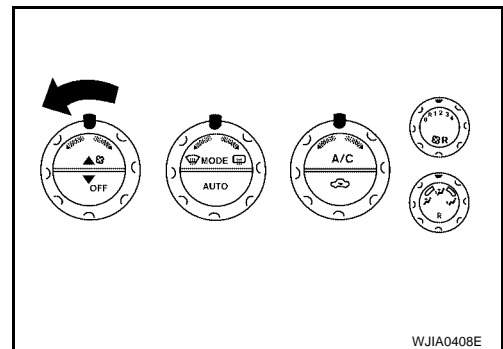


CHECKING TEMPERATURE DECREASE

1. Rotate temperature dial counterclockwise (driver side or passenger side) until 16°C (60°F) is displayed.
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 [ATC-105, "Insufficient Cooling"](#). If air mix door motor appears to be malfunctioning, go to [ATC-64, "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR \(DRIVER\)"](#) or [ATC-66, "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR \(PASSENGER\)"](#).

If OK, continue with next check.



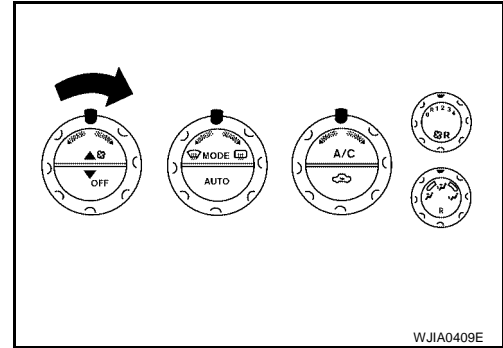
TROUBLE DIAGNOSIS

CHECKING TEMPERATURE INCREASE

1. Rotate temperature dial clockwise (driver side or passenger side) until 32°C (90°F) is displayed.
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 [ATC-112, "Insufficient Heating"](#) . If air mix door motor appears to be malfunctioning, go to [ATC-64, "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR \(DRIVER\)"](#) or [ATC-66, "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR \(PASSENGER\)"](#) .

If OK, continue with next check.



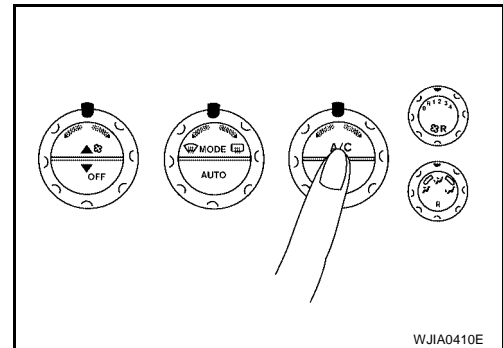
WJIA0409E

CHECK A/C SWITCH

1. Press A/C switch when AUTO switch is ON, or in manual mode.
2. A/C switch indicator will turn ON.
 - Confirm that the compressor clutch engages (sound or visual inspection).

If NG, go to trouble diagnosis procedure for [ATC-99, "Magnet Clutch Circuit"](#) .

If OK, continue with next check.



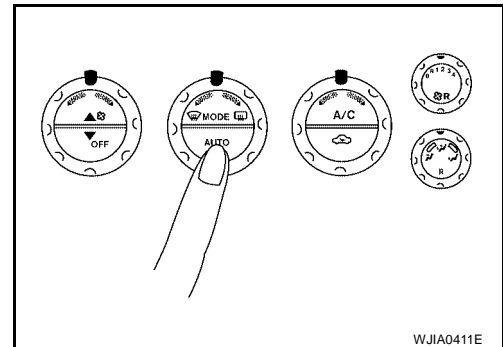
WJIA0410E

CHECKING AUTO MODE

1. Press AUTO switch.
2. Display should indicate AUTO.
 - If ambient temperature is warm, and selected temperature is cool, confirm that the compressor clutch engages (sound or visual inspection). (Discharge air and blower speed will depend on ambient, in-vehicle, and set temperatures.)

If NG, go to trouble diagnosis procedure for [ATC-55, "Power Supply and Ground Circuit for Front Air Control"](#) , then if necessary, trouble diagnosis procedure for [ATC-99, "Magnet Clutch Circuit"](#) .

If all operational checks are OK (symptom cannot be duplicated), go to malfunction Simulation Tests in [ATC-33, "How to Perform Trouble Diagnosis for Quick and Accurate Repair"](#) and perform tests as outlined to simulate driving conditions environment. If symptom appears. Refer to [ATC-33, "How to Perform Trouble Diagnosis for Quick and Accurate Repair"](#) , [ATC-33, "SYMPTOM TABLE"](#) and perform applicable trouble diagnosis procedures.



WJIA0411E

TROUBLE DIAGNOSIS

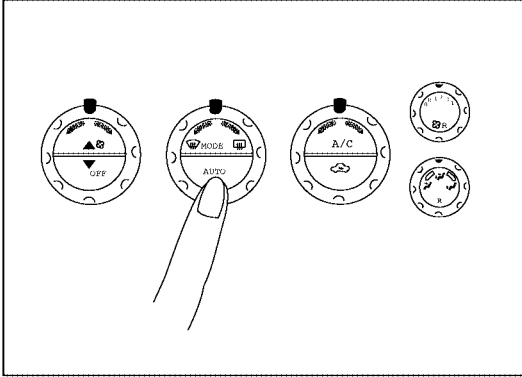
EJS001NK

Power Supply and Ground Circuit for Front Air Control

SYMPTOM: A/C system does not come on.

INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



OPERATIONAL CHECK – AUTO mode

- Press AUTO. switch.
- Display should indicate AUTO.
Confirm that the compressor clutch engages (Sound or visual inspection).
(Discharge air and blower speed will depend on ambient, in-vehicle and set temperatures.)

If OK (symptom cannot be duplicated), perform complete operational check (*2).
If NG (symptom is confirmed), continue with STEP-2 following.

2. Check for any service bulletins.

3. Check Main Power Supply and Ground Circuit. (*1)

4. Replace front air control.

WJIA1023E

*1 [ATC-55. "Power Supply and Ground Circuit for Front Air Control"](#). *2 [ATC-52. "Operational Check"](#).

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TROUBLE DIAGNOSIS

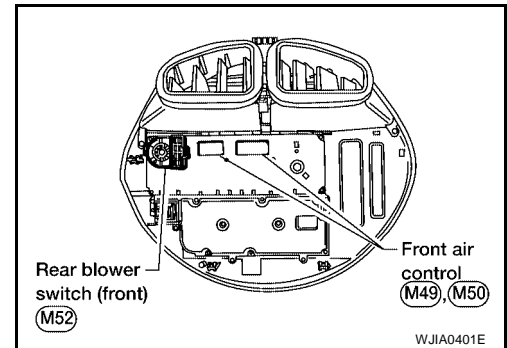
COMPONENT DESCRIPTION

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.

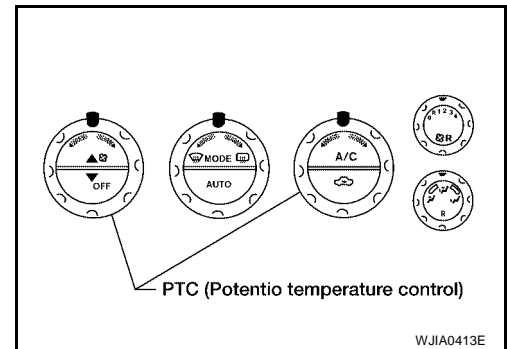
The front air control is unitized with control mechanisms. When the various switches and temperature dials are operated, data is input to the front air control.

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



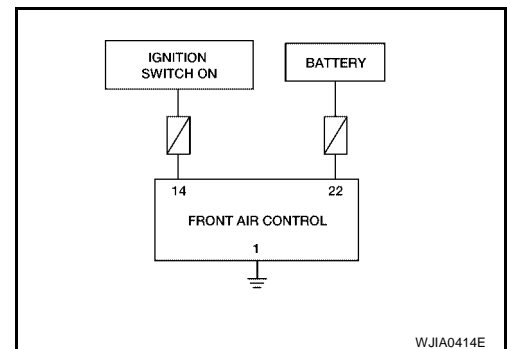
Potential Temperature Control (PTC)

There are two PTCs (passenger and driver) built into the front air control. They can be set at an interval of 0.5°C (1.0°F) in the 16°C (60°F) to 32°C (90°F) temperature range by rotating the temperature dial. The set temperature is displayed.



DIAGNOSTIC PROCEDURE FOR A/C SYSTEM

SYMPTOM: A/C system does not come on.

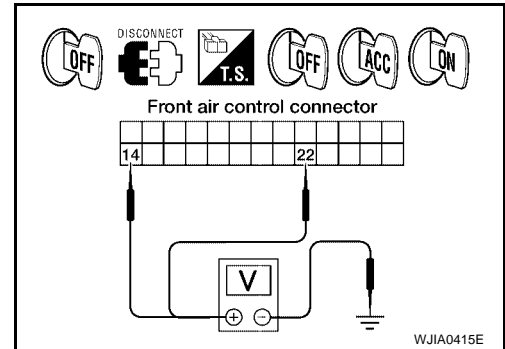


TROUBLE DIAGNOSIS

1. CHECK POWER SUPPLY CIRCUITS FOR FRONT AIR CONTROL

1. Disconnect front air control connector.
2. Check voltage between front air control harness connector M49 terminals 14 (G/Y) and 22 (Y/R), and ground.

Terminals		Ignition switch position			
(+)		(-)	OFF	ACC	ON
Front air control connector	Terminal No. (Wire color)				
M49	14 (G/Y)	Ground	Approx. 0V	Approx. 0V	Battery voltage
M49	22 (Y/R)		Battery voltage	Battery voltage	Battery voltage



OK or NG

OK >> GO TO 2.

NG >> Check 10A and 15A fuses [Nos. 2 and 19, located in the fuse block (J/B)]. Refer to [PG-71](#).

- 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

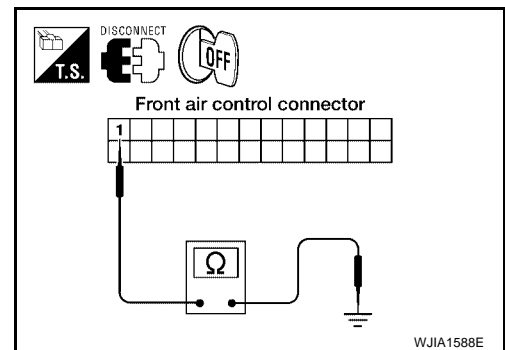
1. Turn ignition switch OFF.
2. Check continuity between front air control harness connector M49 terminal 1 (B) and ground.

Continuity should exist.

OK or NG

OK >> Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).

NG >> Repair harness or connector.



TROUBLE DIAGNOSIS

EJS001NM

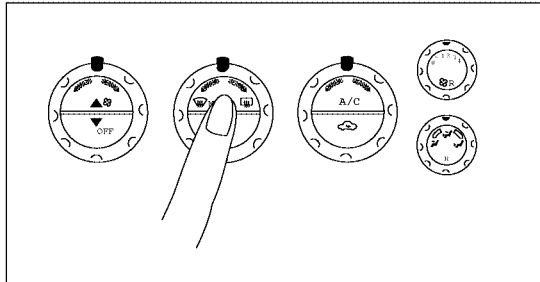
Mode Door Motor Circuit

SYMPTOM:

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

INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



OPERATIONAL CHECK – Discharge air

- Press mode switch four times and DEF switch.
- Each position indicator should change shape. (on display)

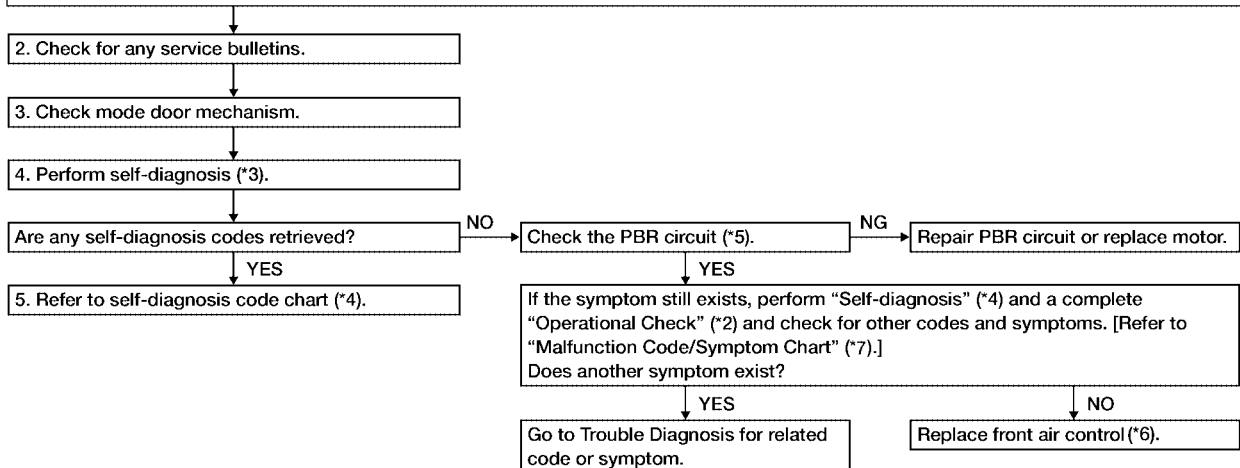
Discharge air flow

Mode door position	Air outlet/distribution		
	Vent	Foot	Defroster
	100%	–	–
	50%	50%	–
	–	75%(100%)	25% (–)
	–	60%	40%
	–	–	100%

c. Confirm that discharge air comes out according to the air distribution table at left.
Refer to "Discharge Air Flow" (*1).

NOTE:

- If OK (symptom cannot be duplicated), perform complete operational check (*2).
- If NG (symptom is confirmed), continue with STEP-2 following.
- Confirm that the compressor clutch is engaged (visual inspection) and intake door position is at FRESH when DEF or D/F is selected.



WJIA1606E

*1 [ATC-28. "Discharge Air Flow".](#)

*2 [ATC-52. "Operational Check".](#)

*3 [ATC-50. "A/C System Self-diagnosis Function".](#)

*4 [ATC-51. "SELF-DIAGNOSIS CODE CHART".](#)

*5 [ATC-60. "DIAGNOSTIC PROCEDURE FOR MODE DOOR MOTOR".](#)

*6 [ATC-127. "FRONT AIR CONTROL".](#)

*7 [ATC-51. "SELF-DIAGNOSIS CODE CHART".](#) or [ATC-33. "SYMPTOM TABLE".](#)

TROUBLE DIAGNOSIS

SYSTEM DESCRIPTION

Component Parts

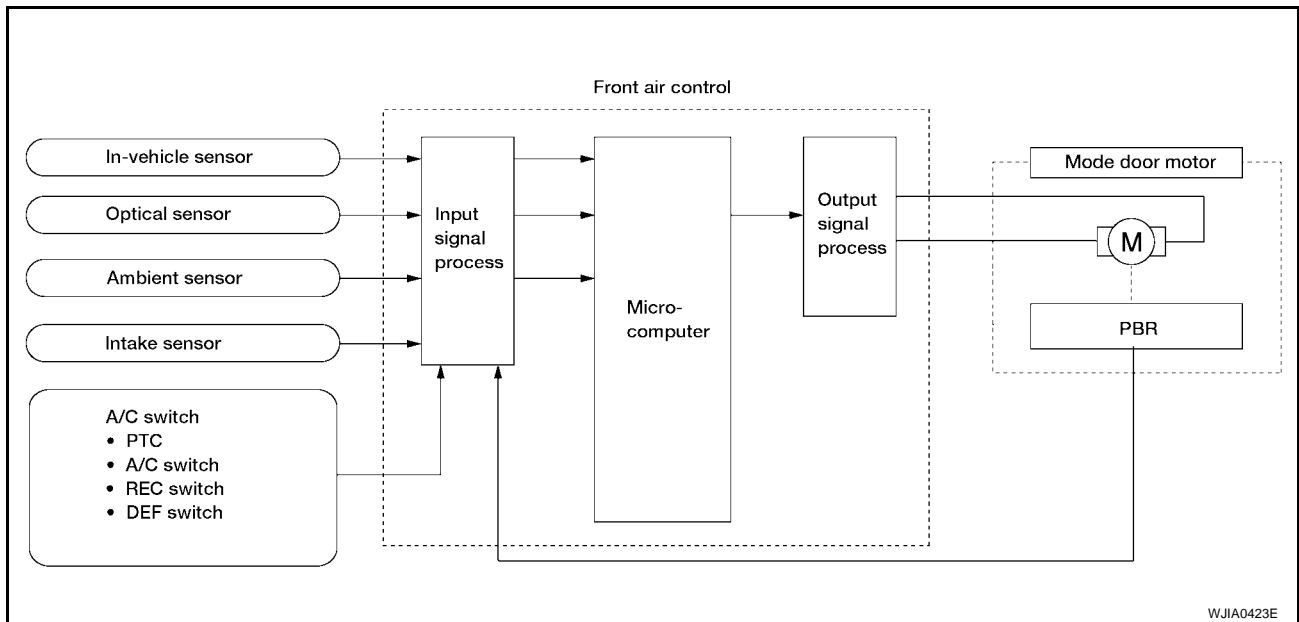
Mode door control system components are:

- Front air control
- Mode door motor
- PBR (built into mode door motor)
- In-vehicle sensor
- Ambient sensor
- Optical sensor
- Intake sensor

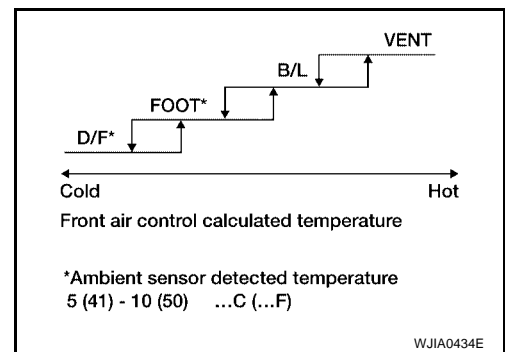
System Operation

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.

In AUTO mode the mode door position is set by the front air control which determines the proper position based on inputs from the in-vehicle sensor, ambient sensor, optical sensor, intake sensor, and the temperature selected by the driver or passenger.



Mode Door Control Specification

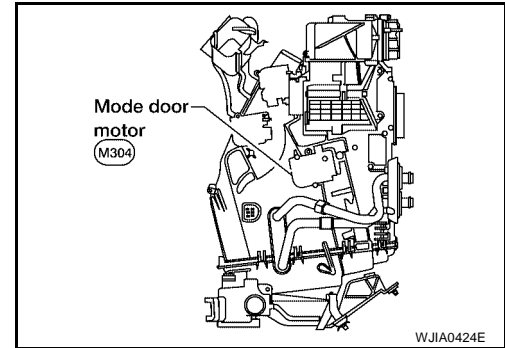


TROUBLE DIAGNOSIS

COMPONENT DESCRIPTION

Mode Door Motor

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



DIAGNOSTIC PROCEDURE FOR MODE DOOR MOTOR

1. CHECK RESULT FROM FRONT AIR CONTROL SELF-DIAGNOSIS

Self-diagnosis code 92 is present.

Yes or No

Yes >> GO TO 2.

No >> GO TO 3.

2. CHECK POWER SUPPLY AND GROUND CIRCUITS FOR MODE DOOR MOTOR

1. Disconnect front air control connector and mode door motor connector.
2. Check continuity between front air control harness connector M49 terminal 5 (SB) and mode door motor connector M304 terminal 5 (SB) and between front air control harness connector M49 terminal 6 (L/O) and mode door motor connector M304 terminal 6 (L/O).

Continuity should exist.

OK or NG

OK >> Replace mode door motor. Refer to [ATC-146, "MODE DOOR MOTOR"](#).

NG >> Repair or replace harness as necessary.

3. CHECK PBR REFERENCE SIGNAL VOLTAGE

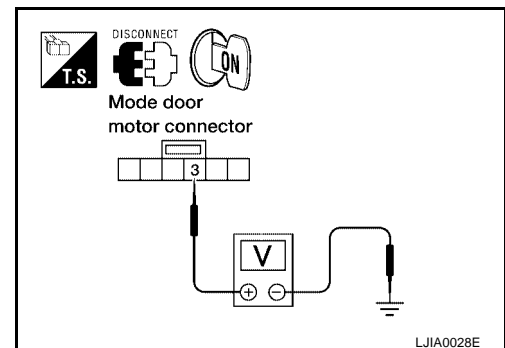
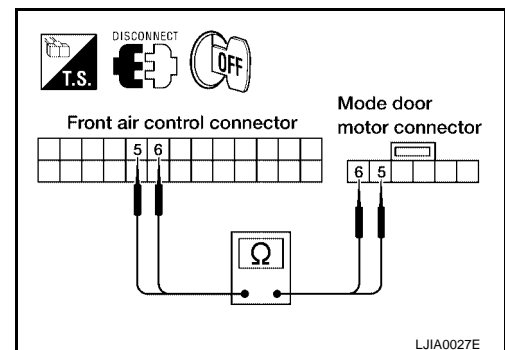
1. Disconnect the mode door motor harness connector.
2. Check voltage between mode door motor harness connector M304 terminal 3 (W/G) and ground.

5V (Approx.) should exist.

OK or NG

OK >> GO TO 5.

NG >> GO TO 4.



TROUBLE DIAGNOSIS

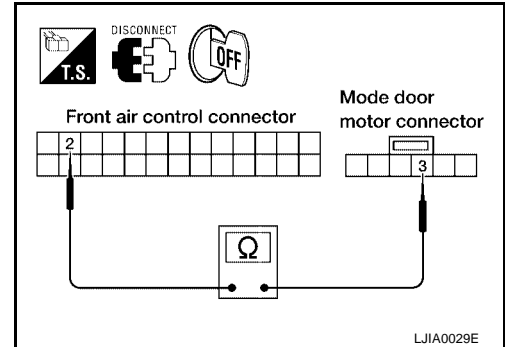
4. CHECK PBR REFERENCE VOLTAGE CIRCUIT BETWEEN MODE DOOR AND FRONT AIR CONTROL

1. Disconnect the front air control harness connector.
2. Check continuity between mode door motor harness connector M304 terminal 3 (W/G) and front air control harness connector M49 terminal 2 (W/G).

Continuity should exist.

OK or NG

- OK >> Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).
- NG >> Repair or replace harness as necessary.



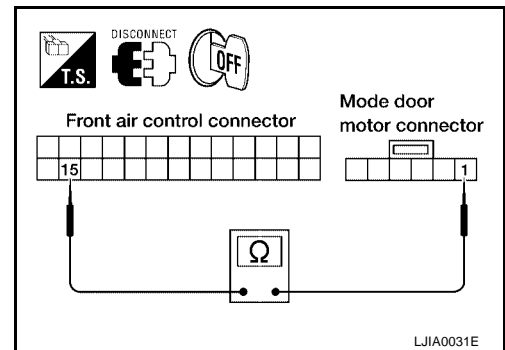
5. CHECK PBR GROUND REFERENCE CIRCUIT

1. Disconnect the front air control harness connector.
2. Check continuity between mode door motor harness connector M304 terminal 1 (Y) and front air control harness connector M49 terminal 15 (Y).

Continuity should exist.

OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace harness as necessary.



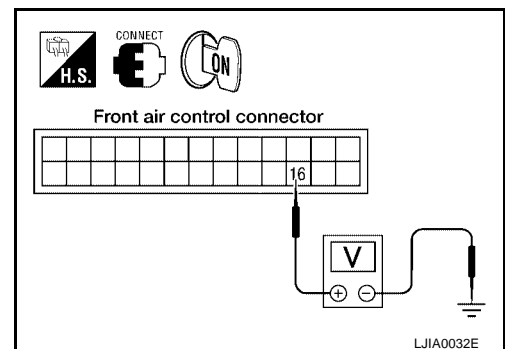
6. CHECK PBR FEEDBACK SIGNAL

1. Reconnect the front air control harness connector and mode door motor connector.
2. Check voltage between front air control harness connector M49 terminal 16 (LG) and ground.
3. Cycle mode switch through all modes.

0V - 5V (Approx.) should exist.

OK or NG

- OK >> Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).
- NG >> GO TO 7.



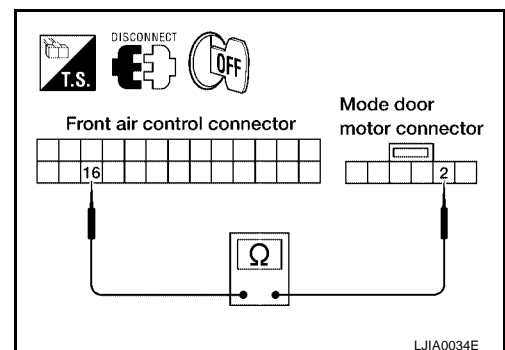
7. CHECK PBR FEEDBACK CIRCUIT

1. Disconnect the mode door motor harness connector and front air control harness connector.
2. Check continuity between mode door motor harness connector M304 terminal 2 (LG) and front air control harness connector M49 terminal 16 (LG).

Continuity should exist.

OK or NG

- OK >> Replace mode door motor. Refer to [ATC-146, "MODE DOOR MOTOR"](#).
- NG >> Repair or replace harness as necessary.



TROUBLE DIAGNOSIS

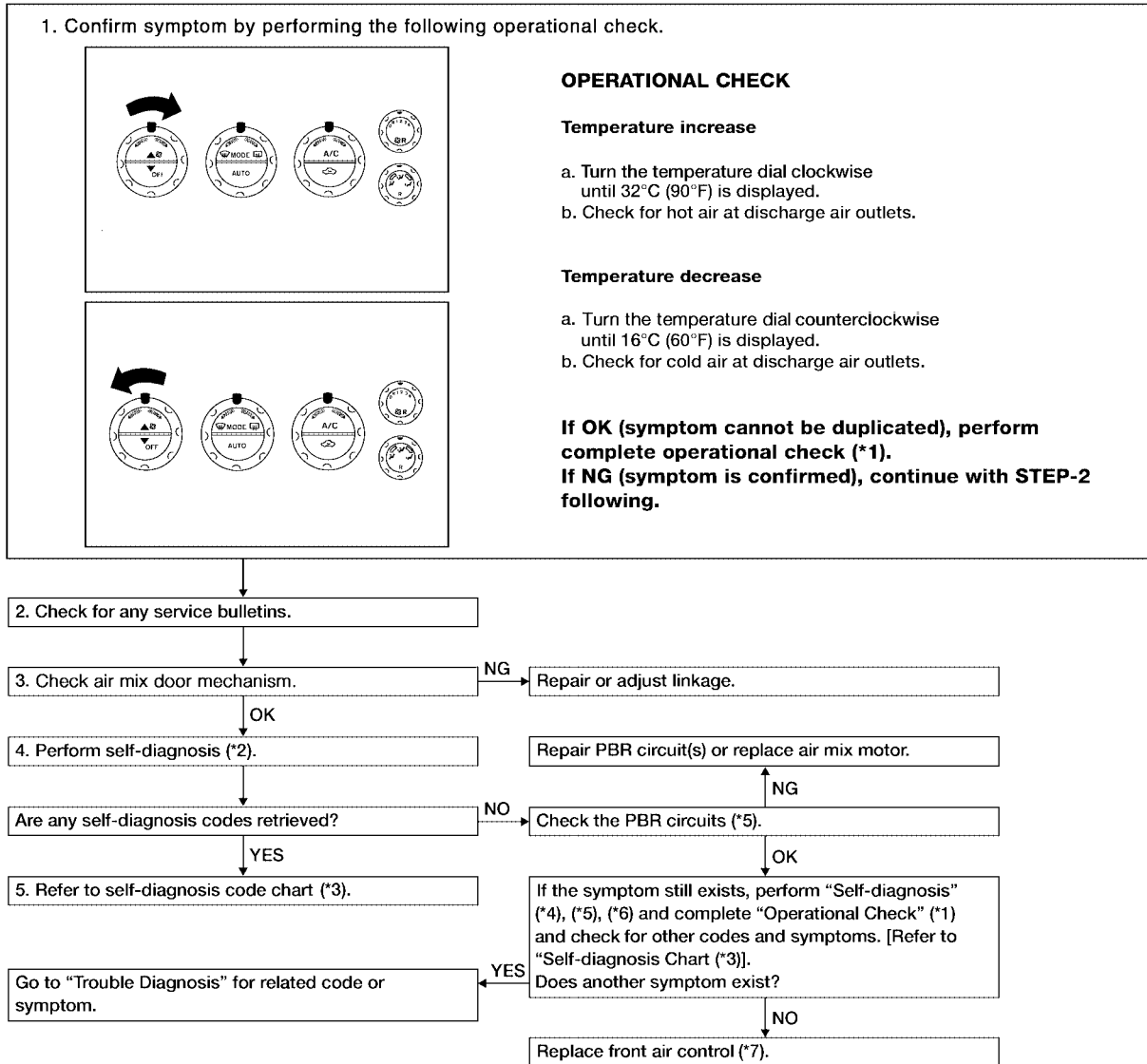
EJS001NN

Air Mix Door Motor Circuit

SYMPTOM:

- Discharge air temperature does not change.
- Air mix door motor does not operate.

INSPECTION FLOW



*1 [ATC-52. "Operational Check".](#)

*2 [ATC-50. "A/C System Self-diagnosis Function".](#)

*3 [ATC-51. "SELF-DIAGNOSIS CODE CHART".](#)

*4 [ATC-64. "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR \(DRIVER\)".](#)

*5 [ATC-66. "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR \(PASSENGER\)".](#)

*6 [ATC-68. "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR \(REAR\)".](#)

*7 [ATC-127. "FRONT AIR CONTROL".](#)

WJIA1605E

TROUBLE DIAGNOSIS

SYSTEM DESCRIPTION

Component Parts

Air mix door control system components are:

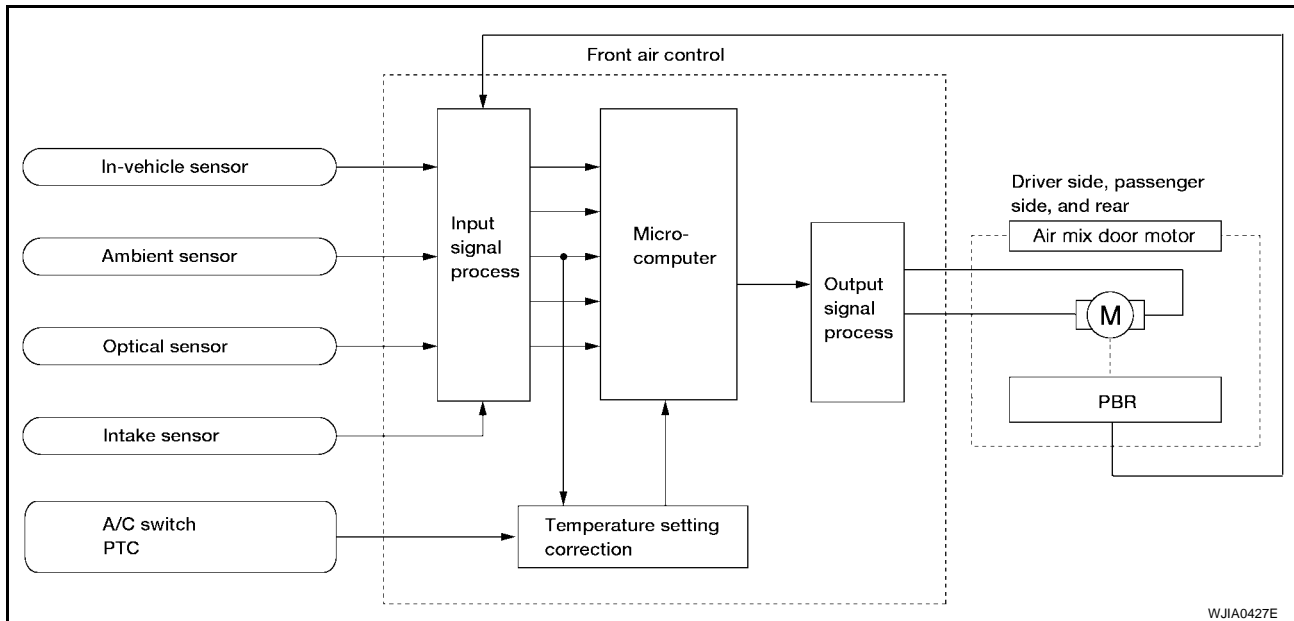
- Front air control.
- Air mix door motors (driver, passenger, and rear)
- PBR (built-into air mix motors)
- In-vehicle sensor
- Ambient sensor
- Optical sensor
- Intake sensor

System Operation

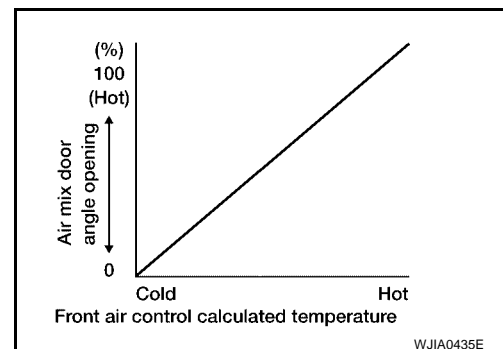
The front air control receives data from the temperature selected by the driver and front and rear passengers. The front air control then applies a voltage to one circuit of the appropriate air mix door motor, while ground is applied to the other circuit, causing the appropriate air mix door motor to 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.

In AUTO mode the air mix, intake, mode door, and defrost door positions are set by the front air control which determines the proper position based on inputs from the in-vehicle sensor, ambient sensor, optical sensor, intake sensor, and the temperature selected by the driver and front and rear passengers.

Subsequently, HOT/COLD or DEFROST/VENT or FRESH/RECIRCULATION operation is selected. The new door position data is returned to the front air control.



Air Mix Door Control Specification

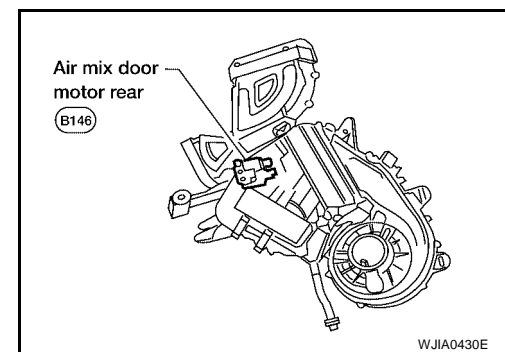
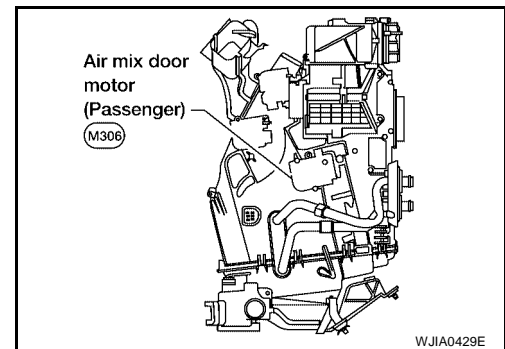
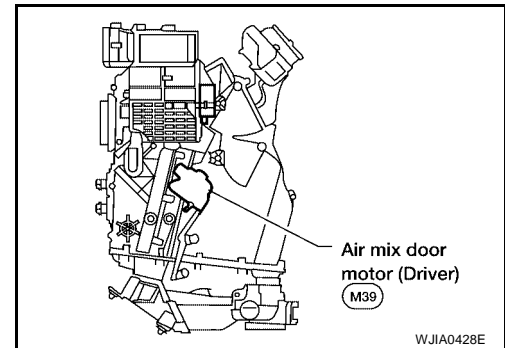


TROUBLE DIAGNOSIS

COMPONENT DESCRIPTION

Air Mix Door Motors

The driver and front passenger air mix door motors are attached to the front heater & cooling unit. 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 (DRIVER)

1. CHECK RESULT FROM FRONT AIR CONTROL SELF-DIAGNOSIS

Self-diagnosis code 22 is present.

Yes or No

- Yes >> GO TO 2.
- No >> GO TO 3.

TROUBLE DIAGNOSIS

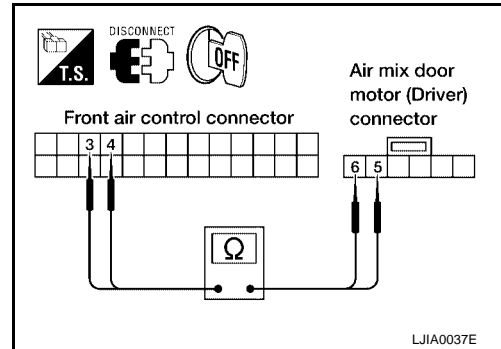
2. CHECK POWER SUPPLY CIRCUITS FOR AIR MIX DOOR MOTOR (DRIVER)

1. Disconnect front air control connector and air mix door motor (Driver) connector.
2. Check continuity between front air control harness connector M49 terminal 3 (L/G) and air mix door motor (driver) connector M39 terminal 5 (L/G) and between front air control harness connector M49 terminal 4 (L/B) and air mix door motor (driver) connector M39 terminal 6 (L/B).

Continuity should exist.

OK or NG

- OK >> Replace air mix door motor (driver). Refer to [ATC-149](#), "[FRONT AIR MIX DOOR MOTOR \(DRIVER\)](#)".
- NG >> Repair or replace harness as necessary.



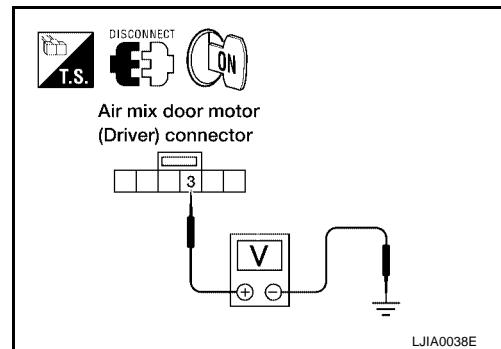
3. CHECK PBR REFERENCE SIGNAL VOLTAGE

1. Disconnect the air mix door motor (driver) harness connector.
2. Check voltage between air mix door motor (driver) harness connector M39 terminal 3 (W/G) and ground.

5V (Approx.) should exist.

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



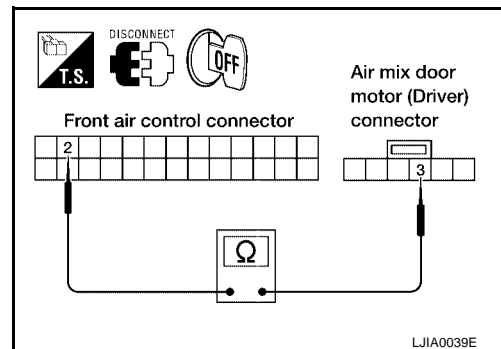
4. CHECK PBR REFERENCE VOLTAGE CIRCUIT BETWEEN AIR MIX DOOR MOTOR (DRIVER) AND FRONT AIR CONTROL

1. Disconnect the front air control harness connector.
2. Check continuity between air mix door motor (driver) harness connector M39 terminal 3 (W/G) and front air control harness connector M49 terminal 2 (W/G).

Continuity should exist.

OK or NG

- OK >> Replace front air control. Refer to [ATC-127](#), "[FRONT AIR CONTROL](#)".
- NG >> Repair or replace harness as necessary.



TROUBLE DIAGNOSIS

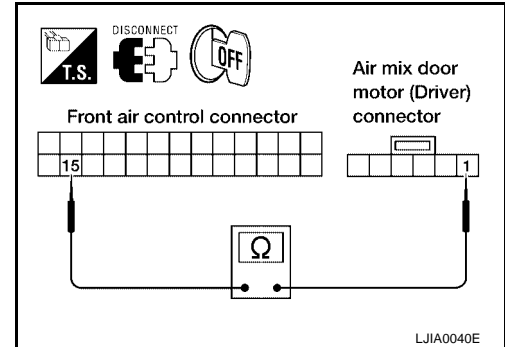
5. CHECK PBR GROUND REFERENCE CIRCUIT

1. Disconnect the front air control harness connector.
2. Check continuity between air mix door motor (driver) harness connector M39 terminal 1 (Y) and front air control harness connector M49 terminal 15 (Y).

Continuity should exist.

OK or NG

- OK >> GO TO 6.
NG >> Repair or replace harness as necessary.



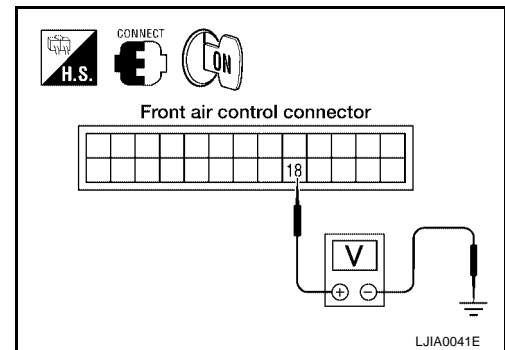
6. CHECK PBR FEEDBACK SIGNAL

1. Reconnect the front air control harness connector and air mix door motor (driver) harness connector.
2. Check voltage between front air control harness connector M49 terminal 18 (Y/B) and ground.
3. Rotate driver temperature dial through complete range.

0V - 5V (Approx.) should exist.

OK or NG

- OK >> Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#) .
NG >> GO TO 7.



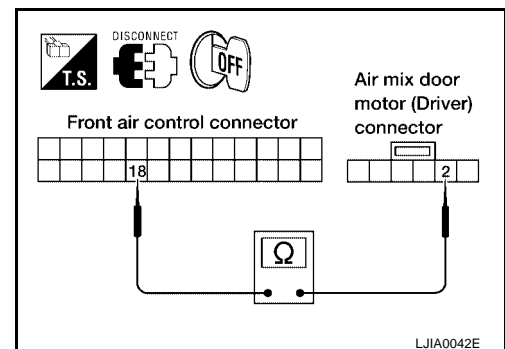
7. CHECK PBR FEEDBACK CIRCUIT

1. Disconnect the air mix door motor (driver) harness connector and front air control harness connector.
2. Check continuity between air mix door motor (driver) harness connector M39 terminal 2 (Y/B) and front air control harness connector M49 terminal 18 (Y/B).

Continuity should exist.

OK or NG

- OK >> Replace air mix door motor (driver). Refer to [ATC-149, "FRONT AIR MIX DOOR MOTOR \(DRIVER\)"](#) .
NG >> Repair or replace harness as necessary.



DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR (PASSENGER)

1. CHECK RESULT FROM FRONT AIR CONTROL SELF-DIAGNOSIS

Self-diagnosis code 12 is present.

Yes or No

- Yes >> GO TO 2.
No >> GO TO 3.

TROUBLE DIAGNOSIS

2. CHECK POWER SUPPLY CIRCUIT FOR AIR MIX DOOR MOTOR (PASSENGER)

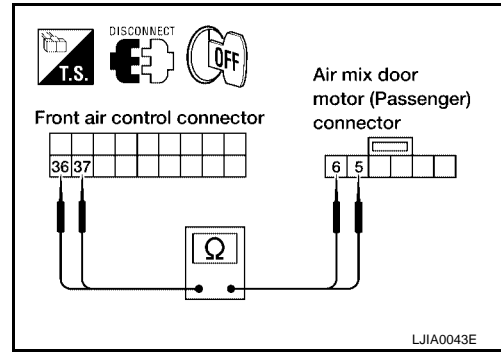
1. Disconnect front air control connector and air mix door motor (passenger) harness connector.
2. Check continuity between front air control harness connector M50 terminal 36 (G/W) and 37 (Y/R) and air mix door motor (passenger) connector M306 terminal 5 (G/W) and 6 (Y/R).

Continuity should exist.

OK or NG

OK >> Replace air mix door motor (passenger). Refer to [ATC-150, "FRONT AIR MIX DOOR MOTOR \(PASSENGER\)"](#)

NG >> Repair or replace harness as necessary.



3. CHECK PBR REFERENCE SIGNAL VOLTAGE

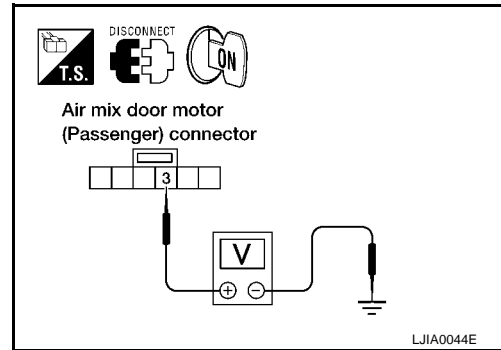
1. Disconnect the air mix door motor (passenger) harness connector.
2. Check voltage between air mix door motor (passenger) harness connector M306 terminal 3 (L/R) and ground.

5V (Approx.) should exist.

OK or NG

OK >> GO TO 5.

NG >> GO TO 4.



4. CHECK PBR REFERENCE VOLTAGE CIRCUIT BETWEEN AIR MIX DOOR (PASSENGER) AND FRONT AIR CONTROL

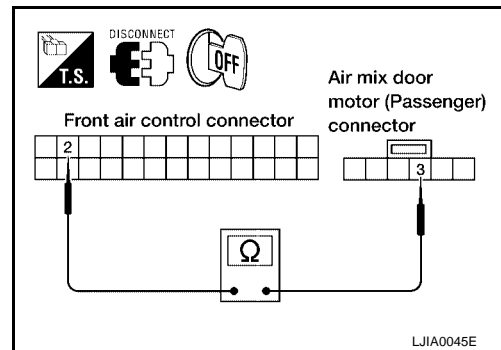
1. Disconnect the front air control harness connector.
2. Check continuity between air mix door motor (passenger) harness connector M306 terminal 3 (L/R) and front air control harness connector M49 terminal 2 (W/G).

Continuity should exist.

OK or NG

OK >> Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).

NG >> Repair or replace harness as necessary.



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TROUBLE DIAGNOSIS

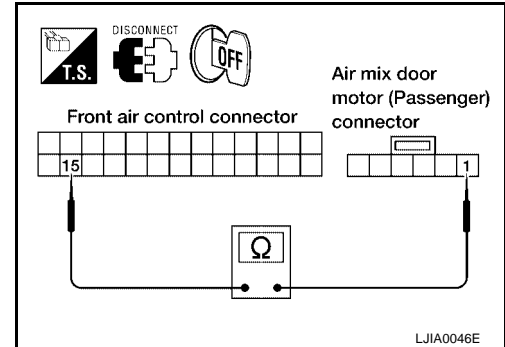
5. CHECK PBR GROUND REFERENCE CIRCUIT

1. Disconnect the front air control harness connector.
2. Check continuity between air mix door motor (passenger) harness connector M306 terminal 1 (Y) and front air control harness connector M49 terminal 15 (Y).

Continuity should exist.

OK or NG

- OK >> GO TO 6.
NG >> Repair or replace harness as necessary.



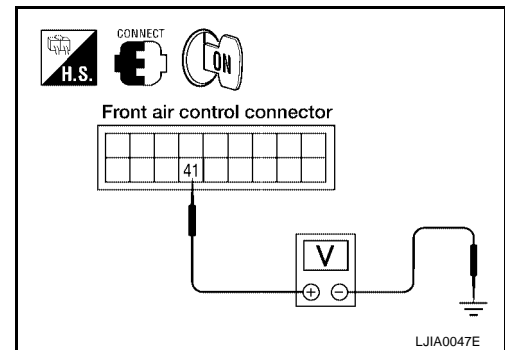
6. CHECK PBR FEEDBACK SIGNAL

1. Reconnect the front air control harness connector and air mix door motor (passenger) connector.
2. Check voltage between front air control (passenger) harness connector M50 terminal 41 (LG/B) and ground.
3. Rotate passenger temperature dial through complete range.

0V - 5V (Approx.) should exist.

OK or NG

- OK >> Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#) .
NG >> GO TO 7.



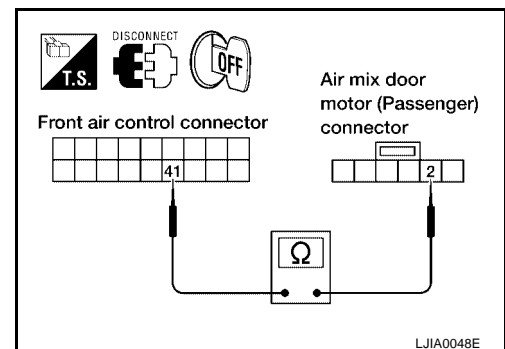
7. CHECK PBR FEEDBACK CIRCUIT

1. Disconnect the air mix door motor (passenger) harness connector and front air control harness connector.
2. Check continuity between air mix door motor (passenger) harness connector M306 terminal 2 (LG/B) and front air control harness connector M50 terminal 41 (LG/B).

Continuity should exist.

OK or NG

- OK >> Replace air mix door motor (passenger). Refer to [ATC-150, "FRONT AIR MIX DOOR MOTOR \(PASSENGER\)"](#) .
NG >> Repair or replace harness as necessary.



DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR (REAR)

1. CHECK RESULT FROM FRONT AIR CONTROL SELF-DIAGNOSIS

Self-diagnosis code 38 is present.

Yes or No

- Yes >> GO TO 2.
No >> GO TO 3.

TROUBLE DIAGNOSIS

2. CHECK POWER SUPPLY CIRCUIT FOR AIR MIX DOOR MOTOR (REAR)

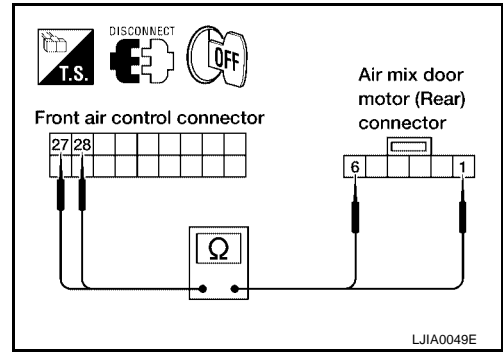
1. Disconnect front air control connector and air mix door motor (rear) connector.
2. Check continuity between front air control harness connector M50 terminal 27 (P/L) and air mix door motor (rear) connector B146 terminal 1 (P/L) and between front air control harness connector M50 terminal 28 (LG/R) and air mix door motor (rear) connector B146 terminal 6 (LG/R).

Continuity should exist.

OK or NG

OK >> Replace air mix door motor (rear). Refer to [ATC-150, "REAR AIR MIX DOOR MOTOR"](#).

NG >> Repair or replace harness as necessary.



3. CHECK PBR REFERENCE SIGNAL VOLTAGE

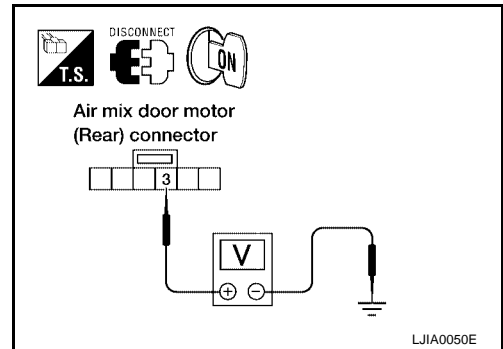
1. Disconnect the air mix door motor (rear) harness connector.
2. Check voltage between air mix door motor (rear) harness connector B146 terminal 3 (W/G) and ground.

5V (Approx.) should exist.

OK or NG

OK >> GO TO 5.

NG >> GO TO 4.



4. CHECK PBR REFERENCE VOLTAGE CIRCUIT BETWEEN MODE DOOR AND FRONT AIR CONTROL

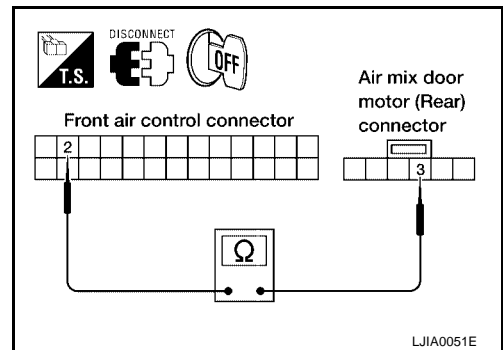
1. Disconnect the front air control harness connector.
2. Check continuity between air mix door motor (rear) harness connector B146 terminal 3 (W/G) and front air control harness connector M49 terminal 2 (W/G).

Continuity should exist.

OK or NG

OK >> Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).

NG >> Repair or replace harness as necessary.



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TROUBLE DIAGNOSIS

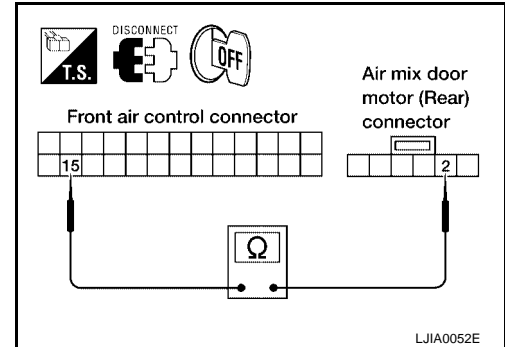
5. CHECK PBR GROUND REFERENCE CIRCUIT

1. Disconnect the front air control harness connector.
2. Check continuity between air mix door motor (rear) harness connector B146 terminal 2 (Y) and front air control harness connector M49 terminal 15 (Y).

Continuity should exist.

OK or NG

- OK >> GO TO 6.
NG >> Repair or replace harness as necessary.



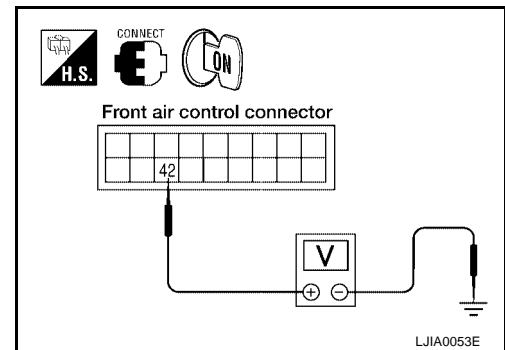
6. CHECK PBR FEEDBACK SIGNAL

1. Reconnect the front air control harness connector and mode door motor connector.
2. Check voltage between front air control harness connector M50 terminal 42 (G/B) and ground.
3. Rotate rear temperature dial through complete range.

0V - 5V (Approx.) should exist.

OK or NG

- OK >> Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).
NG >> GO TO 7.



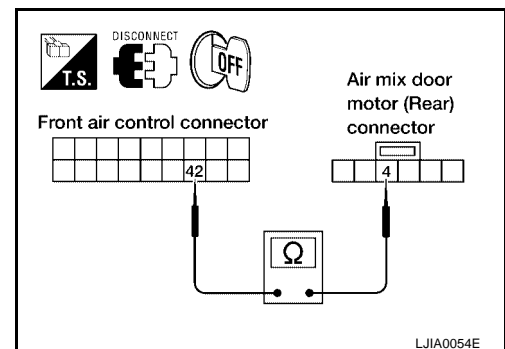
7. CHECK PBR FEEDBACK CIRCUIT

1. Disconnect the air mix door motor (rear) harness connector and front air control harness connector.
2. Check continuity between air mix door motor (rear) harness connector B146 terminal 4 (G/B) and front air control harness connector M50 terminal 42 (G/B).

Continuity should exist.

OK or NG

- OK >> Replace air mix door motor (rear). Refer to [ATC-150, "REAR AIR MIX DOOR MOTOR"](#).
NG >> Repair or replace harness as necessary.



TROUBLE DIAGNOSIS

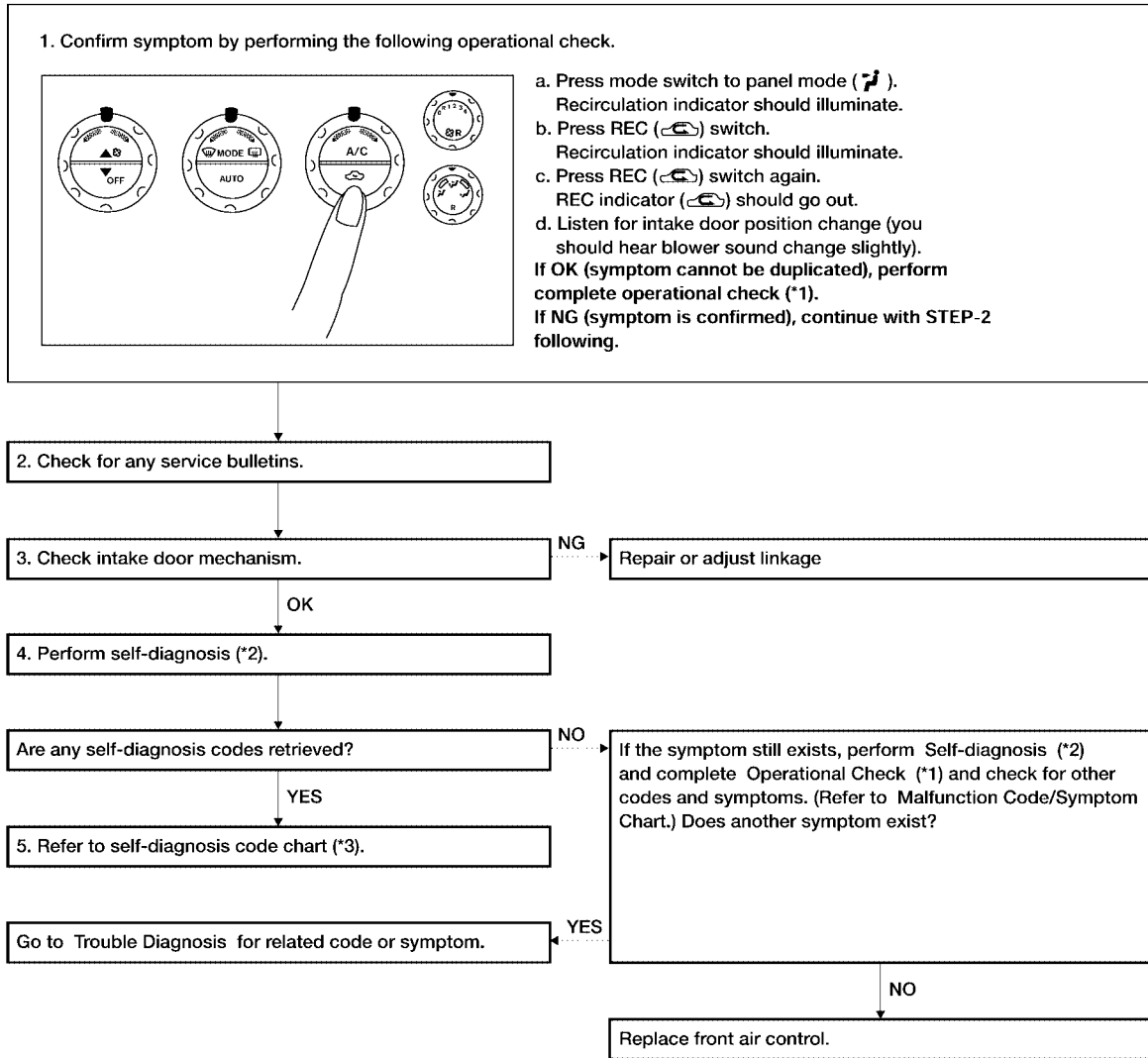
EJS001NP

Intake Door Motor Circuit

SYMPTOM:

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

INSPECTION FLOW



*1 [ATC-52. "Operational Check".](#)

*2 [ATC-50. "A/C System Self-diagnosis Function".](#)

*3 [ATC-51. "SELF-DIAGNOSIS CODE CHART".](#)

WJIA0431E

TROUBLE DIAGNOSIS

SYSTEM DESCRIPTION

Component Parts

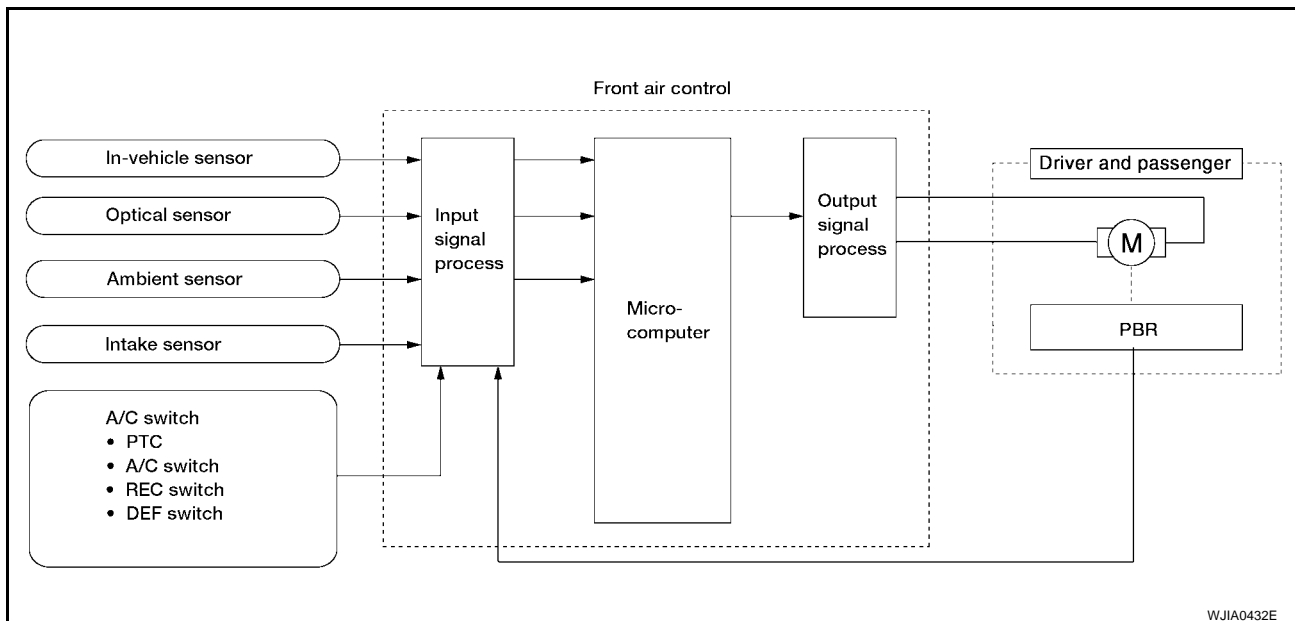
Intake door control system components are:

- Front air control
- Intake door motor (driver and passenger)
- In-vehicle sensor
- Ambient sensor
- Optical sensor
- Intake sensor

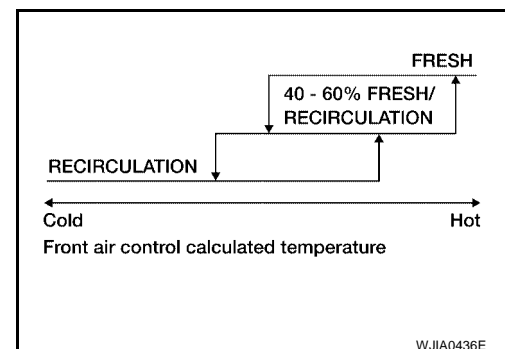
System Operation

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.

In the AUTO mode, the front air control determines the intake doors positions based on the ambient temperature, the intake air temperature and the in-vehicle temperature. When the DEFROST, or OFF switches are pushed or A/C switch is OFF, the front air control sets the intake doors at the fresh position.



Intake Doors Control Specification

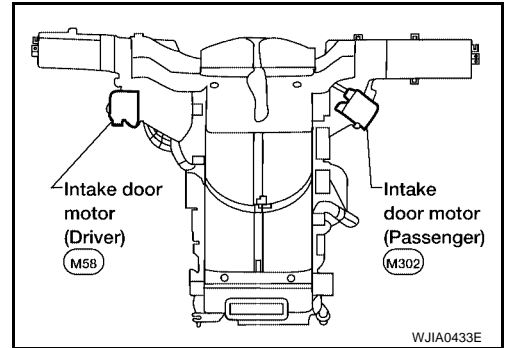


TROUBLE DIAGNOSIS

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 RESULT FROM FRONT AIR CONTROL SELF-DIAGNOSIS

Self-diagnosis code 82 is present.

Yes or No

Yes >> GO TO 2.

No >> Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).

2. CHECK POWER SUPPLY CIRCUIT FOR INTAKE DOOR MOTOR (DRIVER)

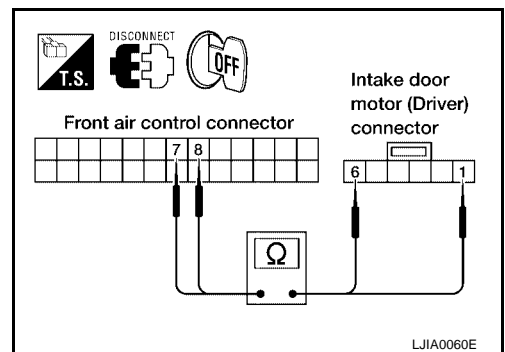
1. Disconnect front air control connector and intake door motor (driver) connector.
2. Check continuity between front air control harness connector M49 terminal 7 (R/B) and intake door motor (driver) connector M58 terminal 1 (R/B) and between front air control harness connector M49 terminal 8 (R) and intake door motor (driver) connector M58 terminal 6 (R).

Continuity should exist.

OK or NG

OK >> Replace intake door motor (driver). Refer to [ATC-144, "DRIVER SIDE"](#).

NG >> Repair or replace harness as necessary.



DIAGNOSTIC PROCEDURE FOR INTAKE DOOR MOTOR (PASSENGER)

1. CHECK RESULT FROM FRONT AIR CONTROL SELF-DIAGNOSIS

Self-diagnosis code 72 is present.

Yes or No

Yes >> GO TO 2.

No >> Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).

TROUBLE DIAGNOSIS

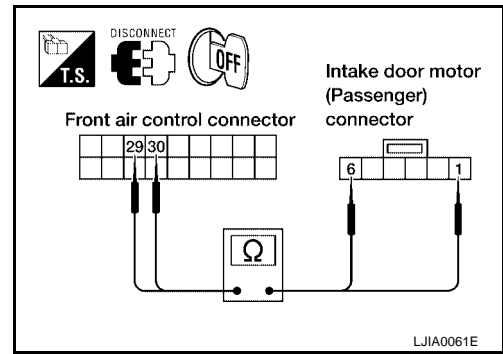
2. CHECK POWER SUPPLY CIRCUIT FOR INTAKE DOOR MOTOR (PASSENGER)

1. Disconnect front air control connector and intake door motor (passenger) connector.
2. Check continuity between front air control harness connector M50 terminal 29 (P/B) and intake door motor (passenger) connector M302 terminal 1 (P/W) and between front air control harness connector M50 terminal 30 (P) and intake door motor (passenger) connector M302 terminal 6 (P).

Continuity should exist.

OK or NG

- OK >> Replace intake door motor (passenger). Refer to [ATC-145, "PASSENGER SIDE"](#).
- NG >> Repair or replace harness as necessary.



TROUBLE DIAGNOSIS

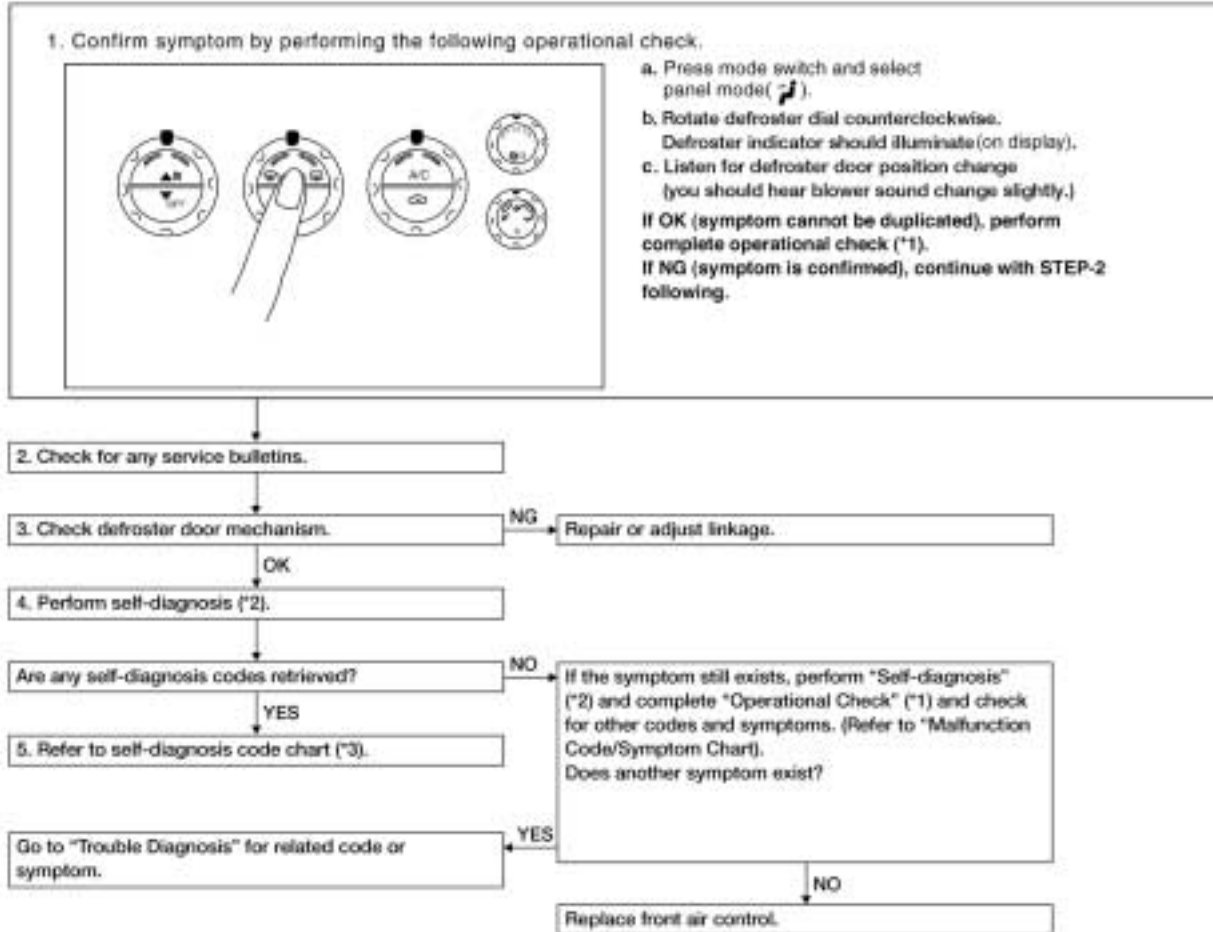
EJS001R0

Defroster Door Motor Circuit

SYMPTOM:

- Defroster door does not change.
- Defroster door does not operate normally.

INSPECTION FLOW



*1 [ATC-52, "Operational Check"](#)

*2 [ATC-50, "A/C System Self-diagnosis Function"](#)

*3 [ATC-51, "SELF-DIAGNOSIS CODE CHART"](#)

LJIA0062E

TROUBLE DIAGNOSIS

SYSTEM DESCRIPTION

Component Parts

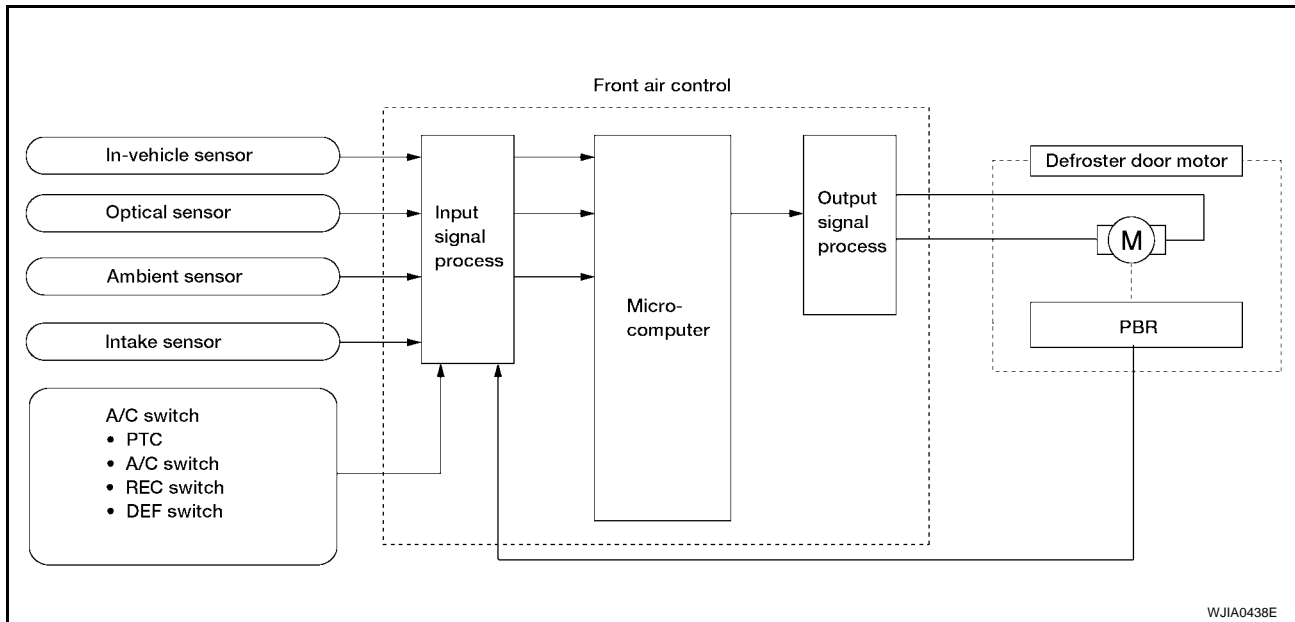
Defroster door control system components are:

- Front air control
- Defroster door motor
- In-vehicle sensor
- Ambient sensor
- Optical sensor
- Intake sensor

System Operation

The front air control determines defroster door position based on the position of the defroster switch. When the defroster switch is depressed, 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.

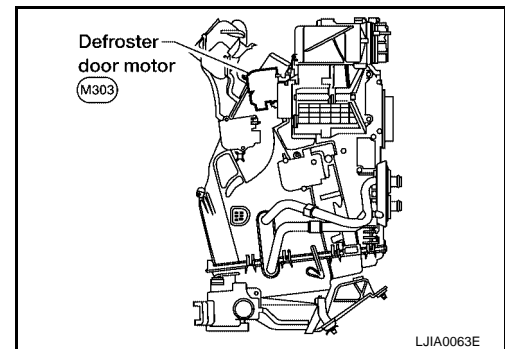
In the AUTO mode, the front air control determines defroster door position based on the ambient temperature, the intake air temperature and the in-vehicle temperature.



COMPONENT DESCRIPTION

Defroster door motor

The defroster door motor is attached to the front heater & cooling unit. The front air control sends a voltage to rotate to 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.



TROUBLE DIAGNOSIS

DIAGNOSTIC PROCEDURE FOR DEFROSTER DOOR MOTOR

1. CHECK RESULT FROM FRONT AIR CONTROL SELF-DIAGNOSIS

Self-diagnosis code 62 is present.

OK or NG

OK >> GO TO 2.

NG >> Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).

2. CHECK POWER SUPPLY CIRCUITS FOR DEFROSTER DOOR MOTOR

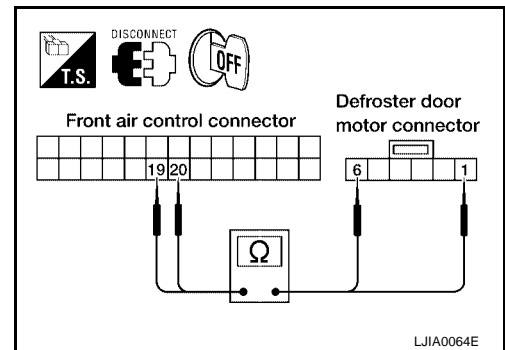
1. Disconnect front air control connector and defroster door motor connector.
2. Check continuity between front air control harness connector M49 terminal 19 (W/B) and defroster door motor connector M303 terminal 1 (W/B) and between front air control harness connector M49 terminal 20 (W) and defroster door motor connector M303 terminal 6 (W).

Continuity should exist.

OK or NG

OK >> Replace defroster door motor. Refer to [ATC-142, "Removal and Installation"](#).

NG >> Repair or replace harness as necessary.



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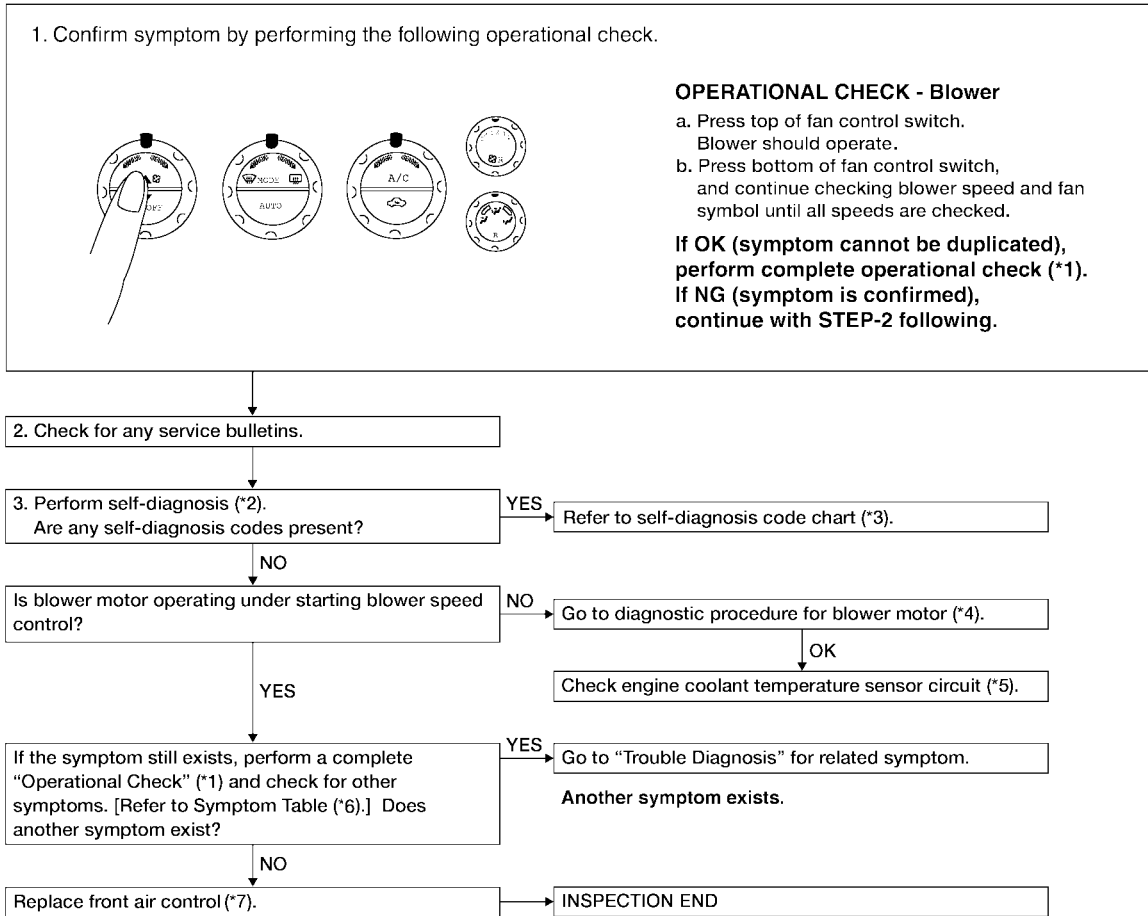
EJS001QZ

Front Blower Motor Circuit

SYMPTOM:

- Blower motor operation is malfunctioning.

INSPECTION FLOW



*1 [ATC-52. "Operational Check".](#)

*2 [ATC-50. "A/C System Self-diagnosis Function".](#)

*3 [ATC-51. "SELF-DIAGNOSIS CODE CHART".](#)

*4 [ATC-80. "DIAGNOSTIC PROCEDURE FOR BLOWER MOTOR".](#)

*5 [EC-187. "DTC P0117, P0118 ECT SENSOR".](#)

*6 [ATC-33. "SYMPTOM TABLE".](#)

*7 [ATC-127. "FRONT AIR CONTROL".](#)

WJIA1607E

TROUBLE DIAGNOSIS

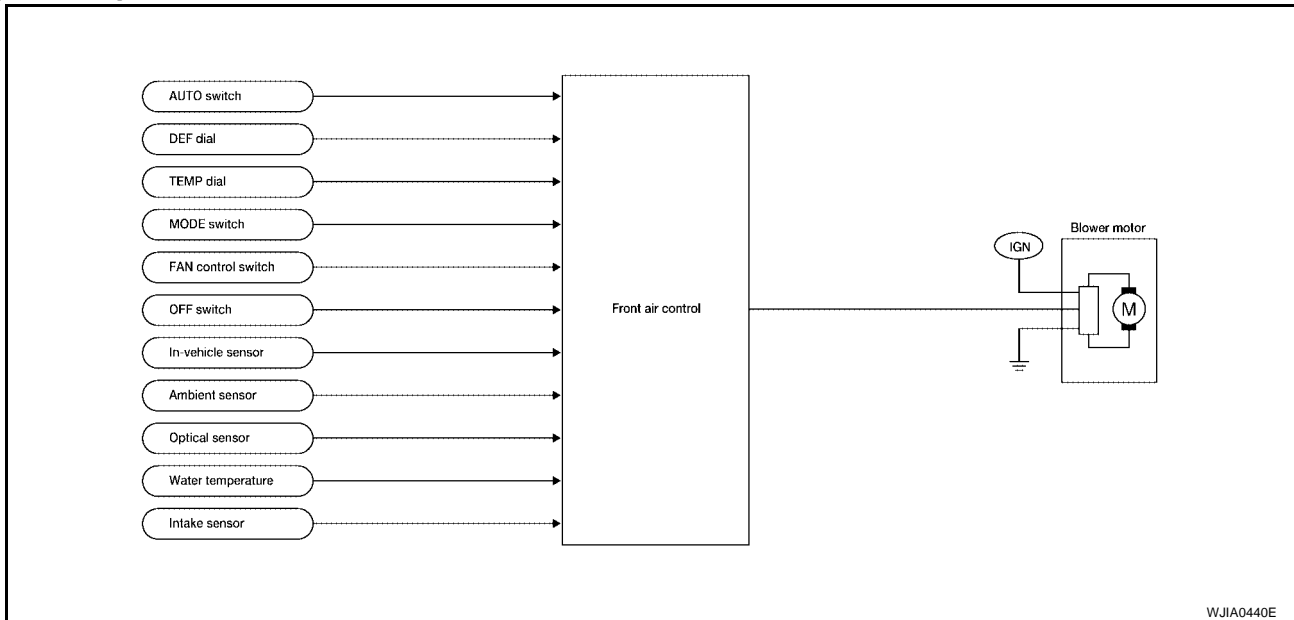
SYSTEM DESCRIPTION

Component Parts

Blower speed control system components are:

- Front air control
- In-vehicle sensor
- Ambient sensor
- Optical sensor
- Intake sensor

System Operation



WJIA0440E

Automatic Mode

In the automatic mode, the blower motor speed is calculated by the front air control and variable blower control based on input from the in-vehicle sensor, optical sensor, intake sensor and ambient sensor, and potentiometer temperature control (PTC).

When the air flow is increased, the duty ratio of the blower fan motor's drive signal is changed at 8%/sec. to prevent a sudden increase in air flow.

In addition to manual air flow control and the usual automatic air flow control, starting air flow control, low water temperature starting control and high passenger compartment temperature starting control are available.

Starting Blower Speed Control

Start up from cold soak condition (Automatic mode).

In a cold start up condition where the engine coolant temperature is below 50°C (122°F), the blower will not operate at blower speed 1 for a short period of time (up to 210 seconds). The exact start delay time varies depending on the ambient and engine coolant temperatures.

In the most extreme case (very low ambient temperature) the blower starting delay will be 210 seconds as described above. After the coolant temperature reaches 50°C (122°F), or the 210 seconds has elapsed, the blower speed will increase to the objective blower speed.

Start up from normal operating or hot soak condition (Automatic mode).

The blower will begin operation momentarily after the AUTO switch is pushed. The blower speed will gradually rise to the objective speed over a time period of 3 seconds or less (actual time depends on the objective blower speed).

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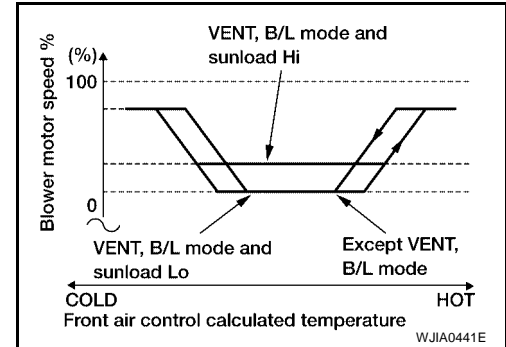
TROUBLE DIAGNOSIS

Blower Speed Compensation

Sunload

When the in-vehicle temperature and the set temperature are very close, the blower will be operating at low speed. The speed will vary depending on the sunload. During conditions of low or no sunload, the blower operates at low speed. During high sunload conditions, the front air control causes the blower speed to increase.

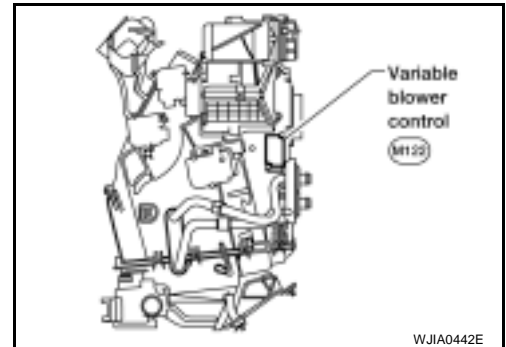
Blower Speed Control Specification



COMPONENT DESCRIPTION

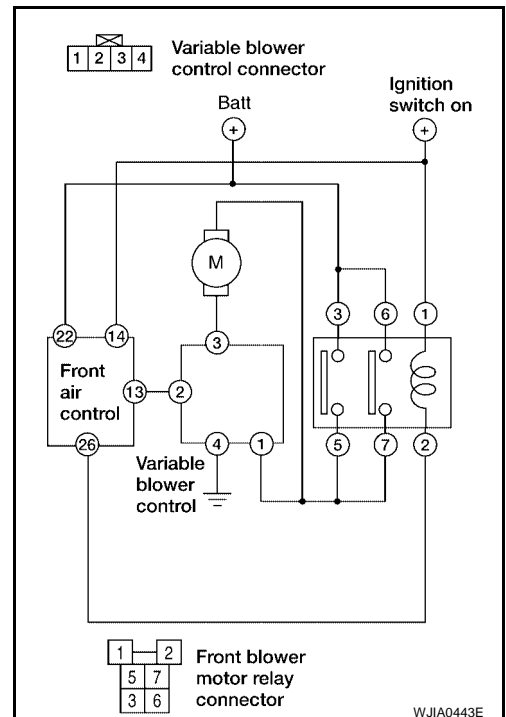
Variable Blower Control

The variable blower control is located on the cooling unit. The variable blower control 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.).



DIAGNOSTIC PROCEDURE FOR BLOWER MOTOR

SYMPTOM: Blower motor operation is malfunctioning under starting blower speed control.



TROUBLE DIAGNOSIS

1. CHECK FUSES

Check 20A fuses [No. 28 and 30 (Located in the fuse and fusible link box)]. For fuse layout. Refer to [PG-72, "FUSE AND FUSIBLE LINK BOX"](#) .

Fuses are good.

OK or NG

- OK >> GO TO 2.
- NG >> GO TO 10.

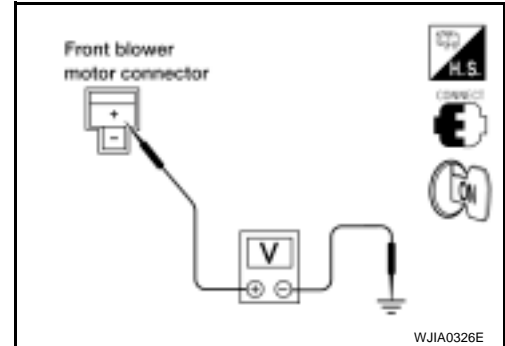
2. CHECK FRONT BLOWER MOTOR POWER SUPPLY CIRCUIT

1. Disconnect front blower motor connector.
2. Press the mode switch to select any mode except off.
3. Set blower switch to high.
4. Check voltage between front blower motor harness connector M62 terminal + (W/L) and ground.

Battery voltage should exist.

OK or NG

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



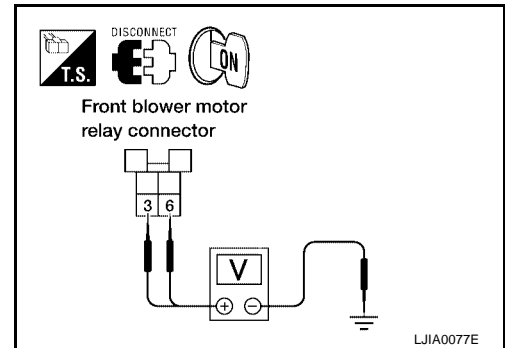
3. CHECK FRONT BLOWER MOTOR RELAY (SWITCH SIDE) POWER SUPPLY CIRCUIT

1. Disconnect front blower motor relay connector.
2. Check voltage between front blower motor relay harness connector H2 terminals 3 (L) and 6 (L/W) and ground.

Battery voltage should exist.

OK or NG

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



4. CHECK FRONT BLOWER MOTOR RELAY

Refer to [ATC-84, "Front Blower Motor Relay"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Replace front blower motor relay.

TROUBLE DIAGNOSIS

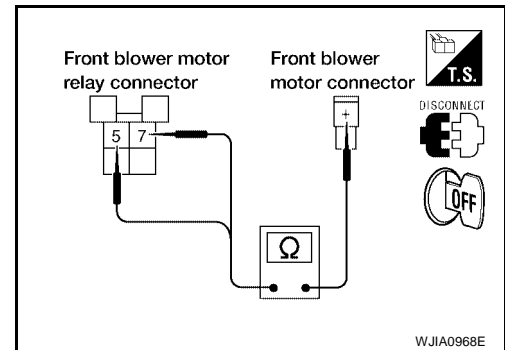
5. CHECK FRONT BLOWER MOTOR RELAY (SWITCH SIDE) CIRCUIT FOR OPEN

Check continuity between front blower motor relay harness connector H2 terminals 5 (W/L) and 7 (W/L) and front blower motor harness connector M62 terminal + (W/L).

Continuity should exist.

OK or NG

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



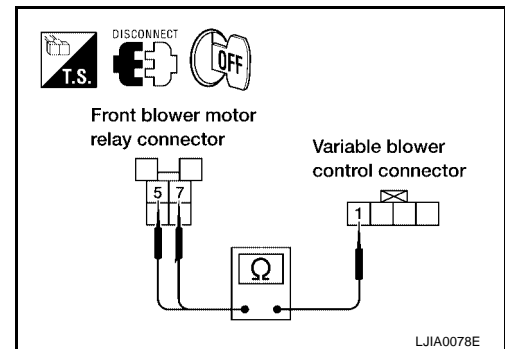
6. CHECK VARIABLE BLOWER CONTROL POWER SUPPLY CIRCUIT FOR OPEN

1. Disconnect variable blower control harness connector.
2. Check continuity between front blower motor relay harness connector H2 terminals 5 (W/L) and 7 (W/L) and variable blower control harness connector M122 terminal 1 (W/L).

Continuity should exist.

OK or NG

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



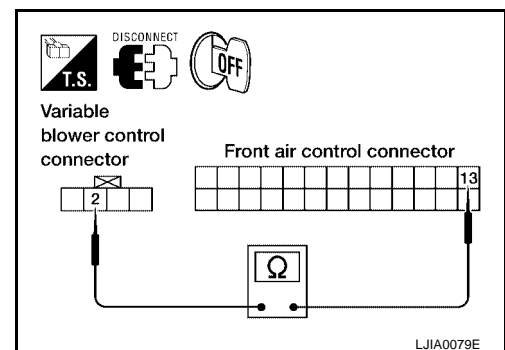
7. CHECK VARIABLE BLOWER CONTROL SIGNAL CIRCUIT

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

Continuity should exist.

OK or NG

- OK >> GO TO 8.
- NG >> Repair harness or connector.



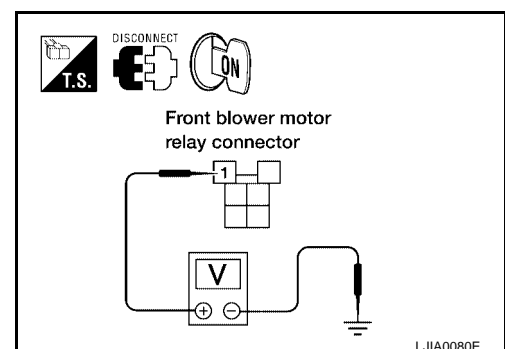
8. CHECK FRONT BLOWER MOTOR RELAY (COIL SIDE) POWER SUPPLY

1. Turn ignition switch ON.
2. Check voltage between front blower motor relay connector H2 terminal 1 (G/Y) and ground.

Battery voltage should exist.

OK or NG

- OK >> GO TO 9.
- NG >> Repair harness or connector.



TROUBLE DIAGNOSIS

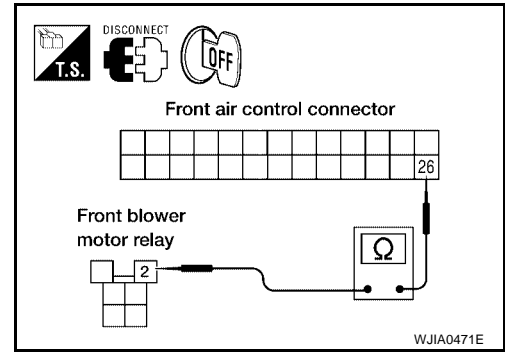
9. CHECK FRONT BLOWER MOTOR RELAY (COIL SIDE) GROUND CIRCUIT

Check continuity between front blower motor relay connector H2 terminal 2 (G/B) and front air control harness connector M49 terminal 26 (G/B).

Continuity should exist.

OK or NG

- OK >> Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).
- NG >> Repair harness or connector.



10. REPLACE FUSES

1. Replace fuses.
2. Activate the front blower motor.
3. Does fuse blow?

Yes or No

- Yes >> GO TO 11.
- No >> Inspection End.

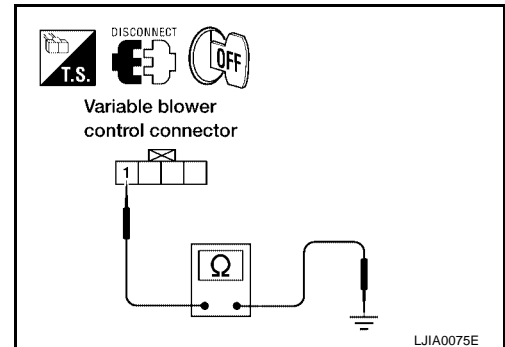
11. CHECK FRONT BLOWER MOTOR POWER SUPPLY CIRCUIT FOR SHORT

1. Disconnect front blower motor harness connector.
2. Check continuity between variable blower control harness connector M122 terminal 1 (W/L) and ground.

Continuity should not exist.

OK or NG

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



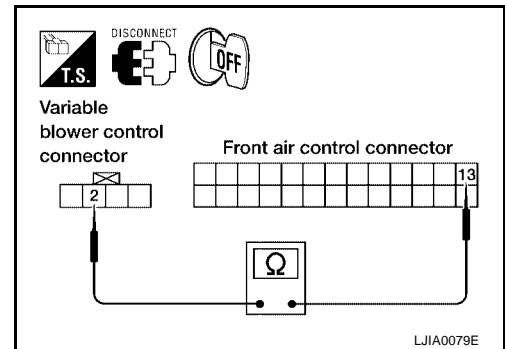
12. CHECK VARIABLE BLOWER CONTROL SIGNAL CIRCUIT

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

Continuity should exist.

OK or NG

- OK >> Check blower motor, if OK replace variable blower control. Refer to [ATC-84, "Front Blower Motor"](#).
- NG >> Repair harness or connector.

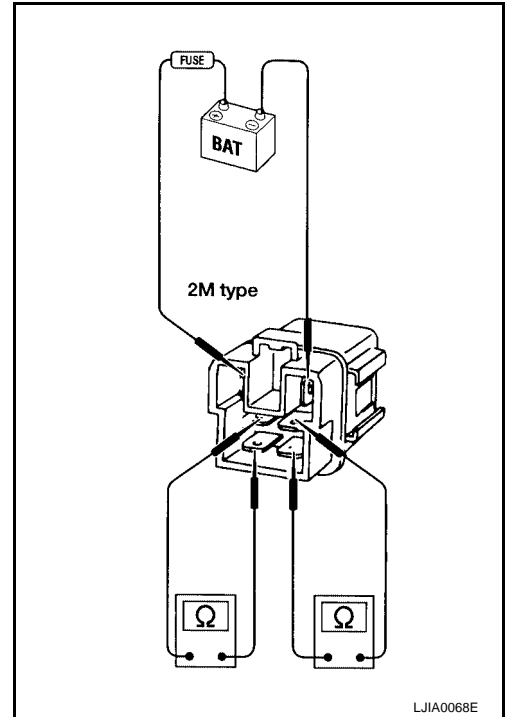


TROUBLE DIAGNOSIS

COMPONENT INSPECTION

Front Blower Motor Relay

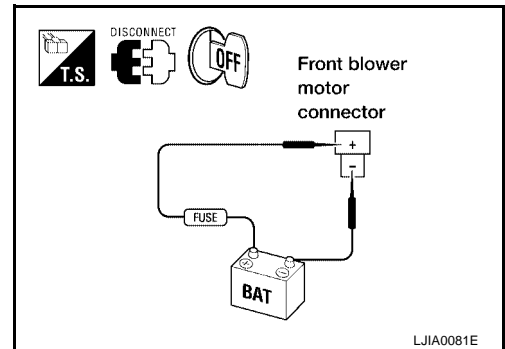
Check continuity between terminals 3 and 5 and terminals 6 and 7 by supplying 12 volts and ground to coil side terminals of relay.



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.



TROUBLE DIAGNOSIS

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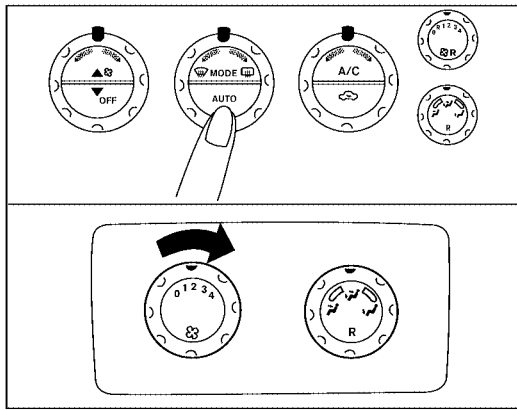
Rear Blower Motor Circuit

SYMPTOM:

- Blower motor operation is malfunctioning.

INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



OPERATIONAL CHECK – Rear blower motor

- 1) Press any mode switch except OFF.
- 2) Set the rear fan switch (front) to REAR position.
- 3) Turn the rear fan switch (rear) and check for rear blower operation.
- 4) Continue checking that rear blower speed increases as the rear fan switch (rear) is rotated clockwise.

If OK (symptom cannot be duplicated), perform complete operational check (*1).
If NG (symptom is confirmed), continue with Step 2 following.

2. Check for any Service bulletins.

OK

3. Check rear blower switch (front) circuit. (*2)

OK

4. If the symptom still exists, perform a complete "Operational Check" (*1) and check for other symptoms. [Refer to "SYMPTOM TABLE", (*3).]
 Does another symptom exist?

Yes

Go to Trouble Diagnosis for related symptom.

[Another symptom exists.]

No

INSPECTION END.

*1 [ATC-52, "Operational Check"](#)

*2 [ATC-94, "Rear Blower Switch \(Front\)"](#)

*3 [ATC-33, "SYMPTOM TABLE"](#)

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TROUBLE DIAGNOSIS

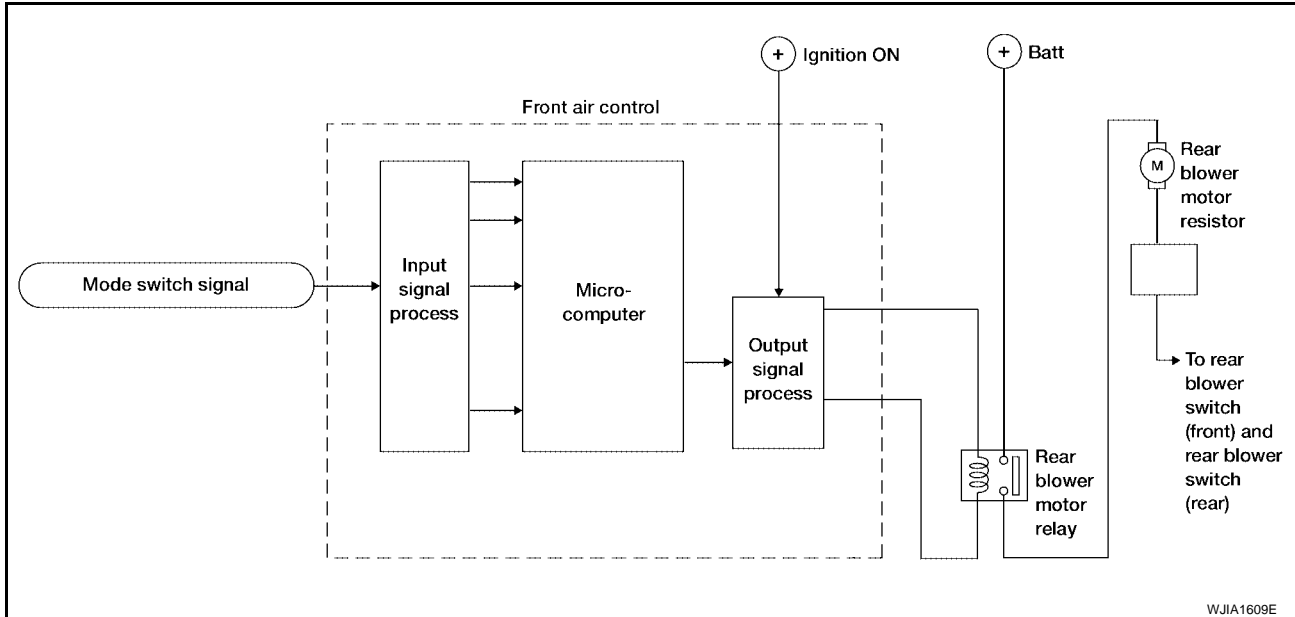
SYSTEM DESCRIPTION

Component Parts

Rear blower speed control system components are:

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

System Operation



Rear Blower Control

When the rear blower switch (front) is in the OFF position, the rear blower motor cannot operate. When the rear blower switch (front) is in the REAR position, it allows the rear blower switch (rear) to control the rear blower motor speed. In any other position (1-4), the rear blower switch (front) controls the rear blower motor speed regardless of the rear blower switch (rear) position.

DIAGNOSTIC PROCEDURE FOR REAR BLOWER MOTOR

Rear Blower Switch (Rear) Circuit

SYMPTOM:

- Rear blower motor does not rotate when rear blower switch (front) is set to REAR position.

1. CHECK REAR BLOWER MOTOR OPERATION

Blower motor rotates normally when rear blower switch (front) is set at 1 - 4 speed.

OK or NG

- OK >> GO TO 2.
- NG >> Refer to [ATC-88, "Trouble Diagnosis Procedure For Rear Blower Motor \(1 - 4 Speed\)"](#) .

2. CHECK REAR BLOWER SWITCH (FRONT)

Refer to [ATC-94, "Rear Blower Switch \(Front\)"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Replace rear blower switch (front). Refer to [ATC-127, "Removal and Installation"](#) .

TROUBLE DIAGNOSIS

3. CHECK REAR BLOWER SWITCH (REAR)

Refer to [ATC-94, "Rear Blower Switch \(Rear\)"](#) .

OK or NG

OK >> GO TO 4.

NG >> Replace rear blower switch (rear). Refer to [ATC-127, "REAR AIR CONTROL"](#) .

4. CHECK CIRCUIT CONTINUITY

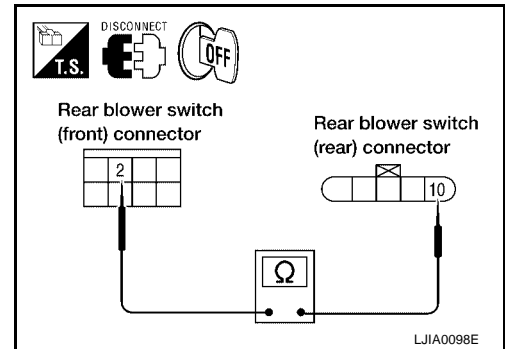
1. Disconnect rear blower switch (front) harness connector and rear blower switch (rear) harness connector.
2. Check voltage between rear blower switch (front) harness connector M52 terminal 2 (W) and rear blower switch (rear) harness connector B141 terminal 10 (W).

Continuity should exist.

OK or NG

OK >> Inspection End.

NG >> Repair harness or connector.



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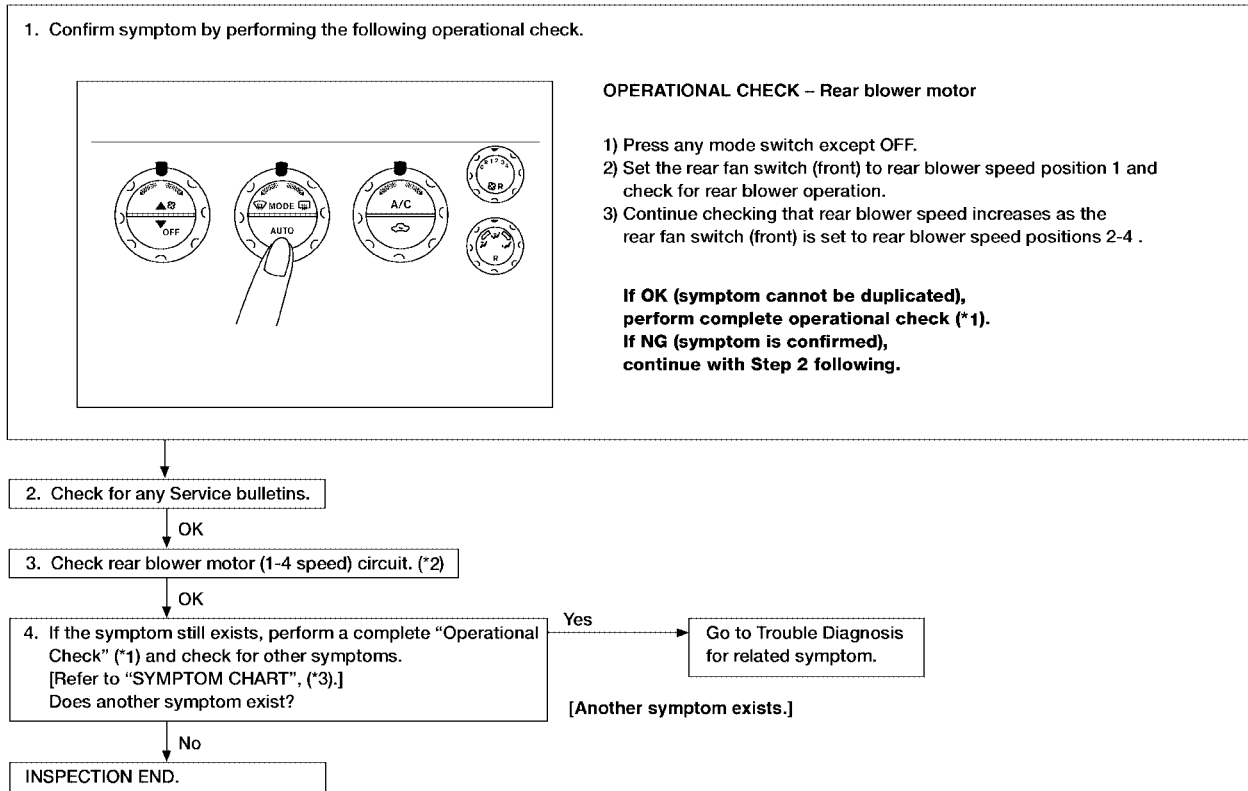
TROUBLE DIAGNOSIS

Trouble Diagnosis Procedure For Rear Blower Motor (1 - 4 Speed)

SYMPTOM:

- Rear blower motor does not rotate when rear blower switch (front) is set at 1 - 4 speed.

Inspection Flow



*1 [ATC-52. "Operational Check"](#)

*2 [ATC-88. "Trouble Diagnosis Procedure For Rear Blower Motor \(1 - 4 Speed\)"](#)

*3 [ATC-33. "SYMPTOM TABLE"](#)

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TROUBLE DIAGNOSIS

1. DIAGNOSTIC PROCEDURE

Blower motor rotates normally at each speed.

OK or NG

- OK >> Inspection End.
- NG >> 1. Does not rotate at any speed, GO TO 2.
- 2. Does not rotate at 1 - 3 speed, GO TO 13.
- 3. Does not rotate at 4 speed, GO TO 18.

2. CHECK FUSES

Check 15A fuses [Nos. 10 and 11, located in the fuse block (J/B)]. Refer to [PG-71, "FUSE BLOCK-JUNCTION BOX\(J/B\)"](#).

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 8.

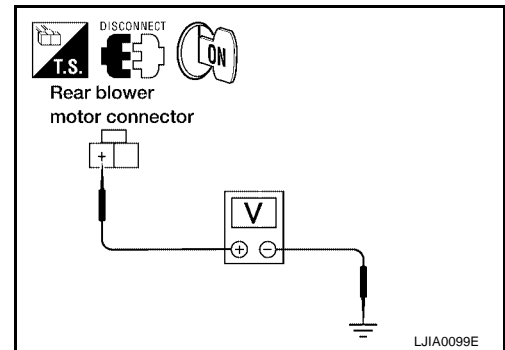
3. CHECK REAR BLOWER MOTOR POWER SUPPLY

1. Disconnect rear blower motor harness connector.
2. Select any rear blower speed except OFF.
3. Check voltage between rear blower motor harness connector B134 terminal + (L/R) and ground.

Battery voltage should exist.

OK or NG

- OK >> GO TO 11.
- NG >> GO TO 4.



4. CHECK REAR BLOWER MOTOR RELAY

Refer to [ATC-94, "Rear Blower Motor Relay"](#).

OK or NG

- OK >> GO TO 5.
- NG >> Replace rear blower motor relay.

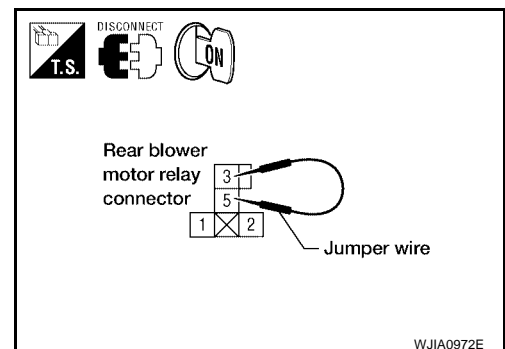
5. CHECK REAR BLOWER MOTOR POWER FROM RELAY TO REAR BLOWER MOTOR

1. Reconnect rear blower motor harness connector.
2. Disconnect rear blower motor relay.
3. Turn ignition switch ON and select any rear blower speed except OFF.
4. Set rear blower switch (front) to any position except OFF, REAR, or 4 - speed.
5. Momentarily (no more than 4 seconds), connect a jumper wire between rear blower motor relay connector J1 (harness side) terminals 3 and 5.

Rear blower motor should rotate.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 10.



TROUBLE DIAGNOSIS

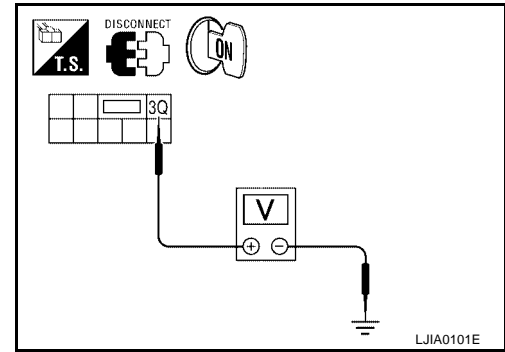
6. CHECK REAR BLOWER MOTOR RELAY (COIL SIDE) POWER SUPPLY CIRCUIT

1. Disconnect fuse block (J/B) harness connector.
2. Turn ignition switch ON.
3. Set rear blower switch (front) to any position except OFF, REAR, or 4 - speed.
4. Check voltage between fuse block (J/B) harness connector E30 terminal 3Q (W/G) and ground.

Battery voltage should exist.

OK or NG

- OK >> GO TO 7.
NG >> GO TO 20.



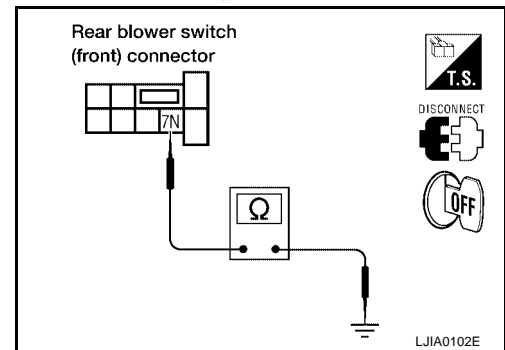
7. CHECK REAR BLOWER MOTOR RELAY (COIL SIDE) GROUND CIRCUIT

Check continuity between fuse block (J/B) harness connector M3 terminal 7N (B) and ground.

Continuity should exist.

OK or NG

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



8. REPLACE FUSE

Refer to [PG-71, "FUSE BLOCK-JUNCTION BOX\(J/B\)"](#)

Fuse should not open when rear blower motor is activated.

OK or NG

- OK >> Inspection End.
NG >> GO TO 9.

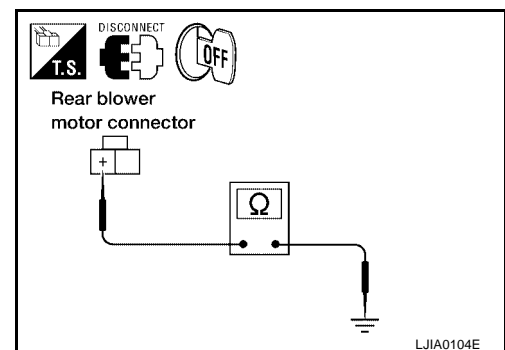
9. CHECK REAR BLOWER MOTOR POWER SUPPLY CIRCUIT FOR SHORT

1. Disconnect battery cables and rear blower motor harness connector.
2. Check continuity between rear blower motor harness connector B134 terminal + (L/R) and ground.

Continuity should not exist.

OK or NG

- OK >> Check rear blower motor. Refer to [ATC-95, "Rear Blower Motor"](#).
NG >> Repair harness or connector.



TROUBLE DIAGNOSIS

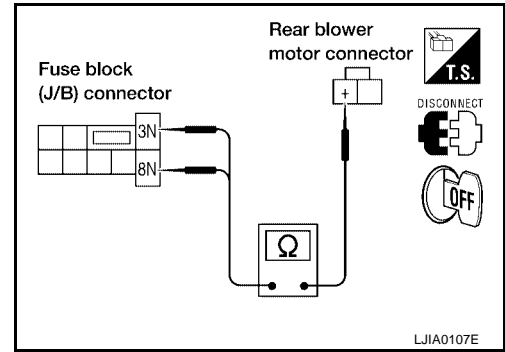
10. CHECK REAR BLOWER MOTOR RELAY (SWITCH SIDE) POWER SUPPLY CIRCUIT

1. Disconnect fuse block (J/B) and rear blower motor harness connectors.
2. Check continuity between fuse block (J/B) harness connector M3 terminal 3N (L/R) and 8N (L/R) and rear blower motor harness connector B134 terminal + (L/R).

Continuity should exist.

OK or NG

- OK >> GO TO 20.
 NG >> Repair harness or connector.



11. CHECK REAR BLOWER MOTOR

Refer to [ATC-95, "Rear Blower Motor"](#) .

OK or NG

- OK >> GO TO 12.
 NG >> Replace rear blower motor. Refer to [ATC-133, "REAR BLOWER MOTOR"](#) .

12. CHECK REAR BLOWER SWITCH (FRONT)

Refer to [ATC-94, "Rear Blower Switch \(Front\)"](#) .

OK or NG

- OK >> GO TO 15.
 NG >> Replace rear blower switch (front). Refer to [ATC-127, "Removal and Installation"](#) .

13. CHECK REAR BLOWER MOTOR RESISTOR

Refer to [ATC-95, "Rear Blower Motor Resistor"](#) .

OK or NG

- OK >> GO TO 14.
 NG >> Replace rear blower motor resistor. Refer to [ATC-152, "Removal and Installation"](#) .

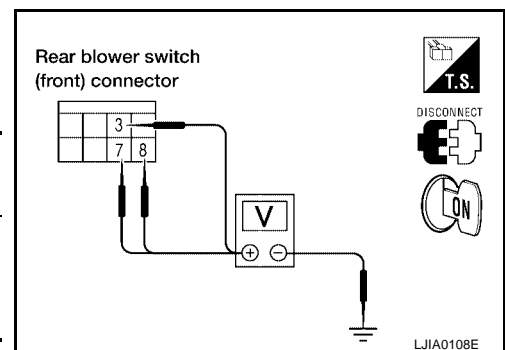
14. CHECK REAR BLOWER SWITCH (FRONT) CIRCUIT

1. Disconnect rear blower switch (front).
2. Reconnect rear blower motor resistor harness connector.
3. Check voltage between each rear blower switch (front) connector M52 terminals 3 (LG), 7 (LG/B), and 8 (G), and ground.

Terminal No.		Voltage (Approx.)
+	-	
3	Ground	12V
7		
8		

OK or NG

- OK >> GO TO 17.
 NG >> GO TO 16.



TROUBLE DIAGNOSIS

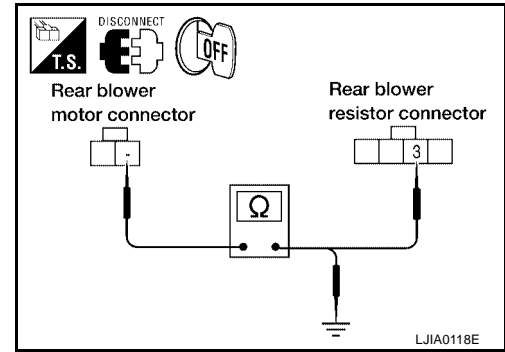
15. CHECK REAR BLOWER MOTOR GROUND CIRCUIT TO REAR BLOWER MOTOR RESISTOR

1. Disconnect rear blower motor and rear blower motor resistor harness connector.
2. Check continuity between rear blower motor connector B134 terminal - (L/B) and rear blower motor resistor harness connector B133 terminal 3 (L/B).

Continuity should exist.

3. Check continuity between rear blower motor connector B134 terminal - (L/B) and ground.

Continuity should not exist.



OK or NG

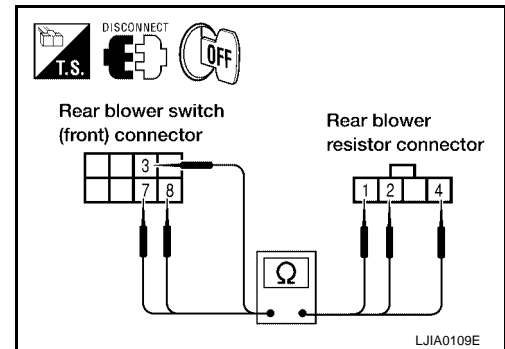
OK >> GO TO 16.

NG >> Repair harness or connector.

16. CHECK REAR BLOWER SWITCH (FRONT) CIRCUIT

1. Disconnect rear blower resistor harness connector.
2. Check continuity between rear blower switch (front) connector M52 terminals 3 (LG), 7 (LG/B), and 8 (G), and rear blower motor resistor connector B133 terminals 1 (LG), 4 (LG/B), and 2 (G).

Terminal No.		Continuity
Rear blower switch (front)	Rear blower motor resistor	
3	1	Should exist
7	4	
8	2	



OK or NG

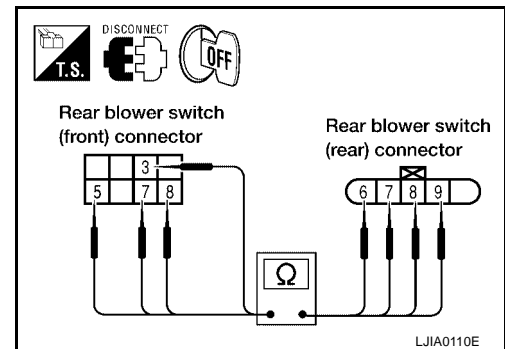
OK >> Inspection End.

NG >> Repair harness or connector.

17. CHECK REAR BLOWER SWITCH (FRONT) CIRCUIT

1. Disconnect rear blower switch (rear) harness connectors.
2. Check continuity between rear blower switch (front) connector M52 terminals 3 (LG), 5 (L/B), 7 (LG/B), and 8 (G), and rear blower switch (rear) connector B141 terminals 9 (LG), 6 (L/B), 8 (LG/B), and 7 (G).

Terminal No.		Continuity
Rear blower switch (front)	Rear blower switch (rear)	
3	9	Should exist
5	6	
7	8	
8	7	



OK or NG

OK >> GO TO 18.

NG >> Repair harness or connector.

TROUBLE DIAGNOSIS

18. CHECK REAR BLOWER SWITCH (FRONT)

Refer to [ATC-94, "Rear Blower Switch \(Front\)"](#) .

OK or NG

OK >> GO TO 19.

NG >> Replace rear blower switch (front). Refer to [ATC-127, "Removal and Installation"](#) .

19. CHECK REAR BLOWER SWITCH (REAR)

Refer to [ATC-94, "Rear Blower Switch \(Rear\)"](#) .

OK or NG

OK >> Inspection End.

NG >> Replace rear blower switch (rear). Refer to [ATC-127, "REAR AIR CONTROL"](#) .

20. CHECK CIRCUIT BETWEEN FRONT AIR CONTROL AND FUSE BLOCK (J/B) [REAR BLOWER MOTOR RELAY (COIL SIDE) POWER]

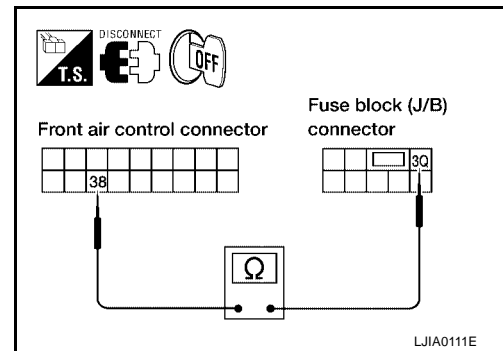
1. Disconnect front air control and fuse block (J/B) connectors.
2. Check continuity between front air control harness connector M50 terminal 38 (W/G) and fuse block (J/B) connector E30 terminal 3Q (W/G).

Continuity should exist.

OK or NG

OK >> Replace front air control. Refer to [ATC-127, "Removal and Installation"](#) .

NG >> Repair harness or connector.



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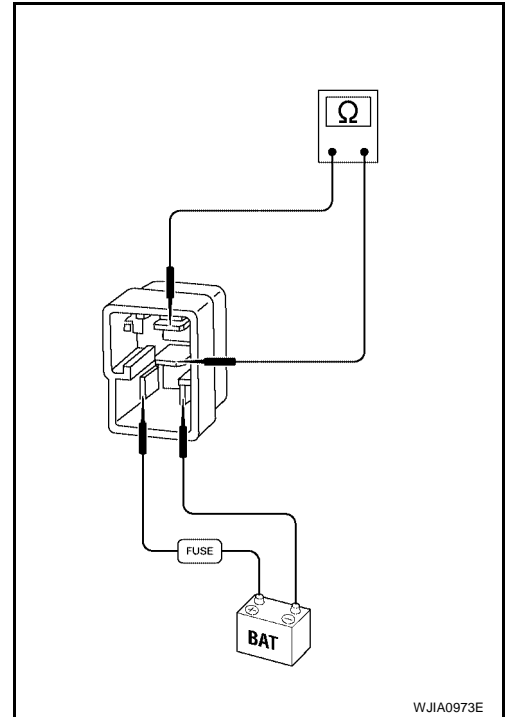
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TROUBLE DIAGNOSIS

COMPONENT INSPECTION

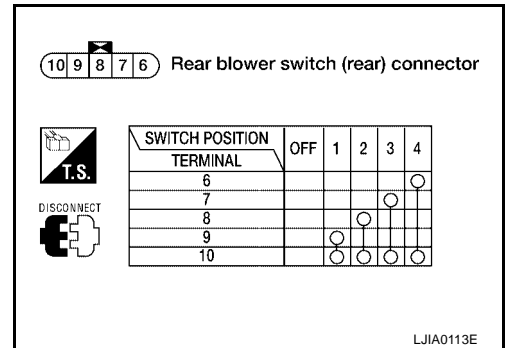
Rear Blower Motor Relay

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



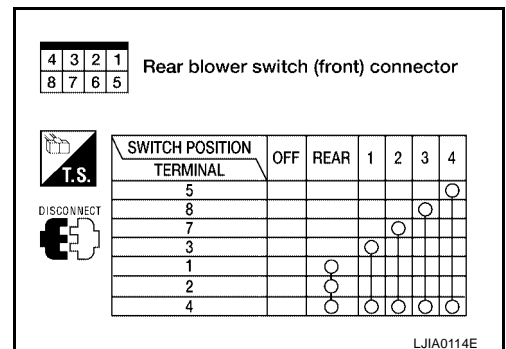
Rear Blower Switch (Rear)

Check continuity between terminals at each switch position.



Rear Blower Switch (Front)

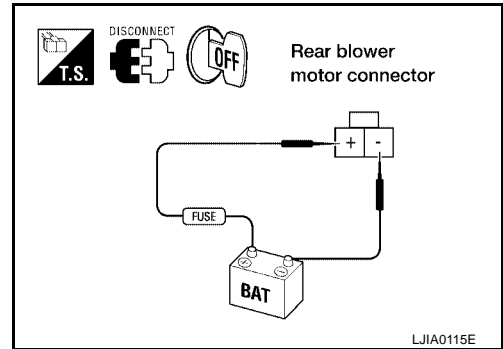
Check continuity between terminals at each switch position.



TROUBLE DIAGNOSIS

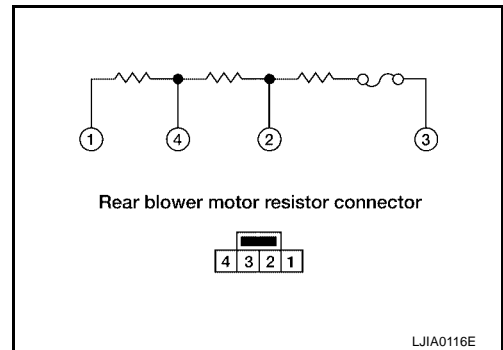
Rear Blower Motor

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.



Rear Blower Motor Resistor

Check continuity between terminals. There will be resistance, but there should not be an open or short between any two terminals.



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TROUBLE DIAGNOSIS

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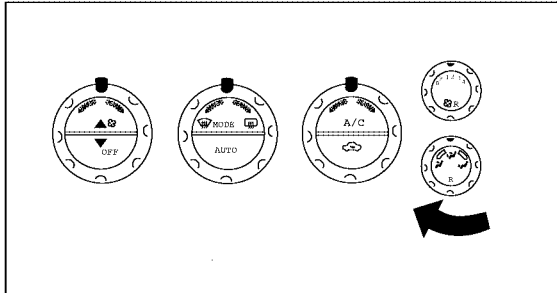
Rear Air Control Circuit

SYMPTOM:

- Temperature cannot be adjusted from the rear air control.

INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



OPERATIONAL CHECK

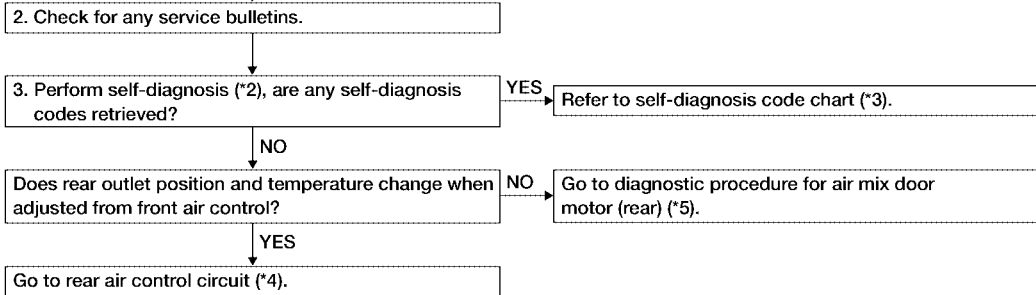
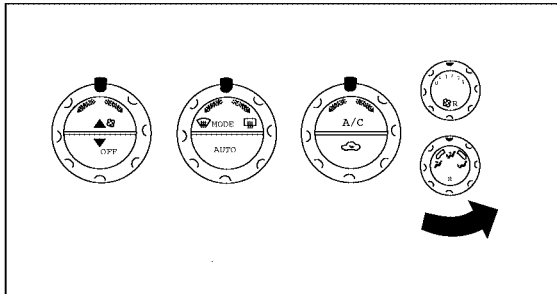
Temperature increase

- Turn the temperature dial clockwise.
- Check for hot air at rear floor discharge air outlets.

Temperature decrease

- Turn the temperature dial counterclockwise.
- Check for cold air at rear vent discharge air outlets.

If OK (symptom cannot be duplicated), perform complete operational check (*1).
If NG (symptom is confirmed), continue with STEP-2 following.



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*1 [ATC-52. "Operational Check".](#)

*2 [ATC-50. "A/C System Self-diagnosis Function".](#)

*3 [ATC-51. "SELF-DIAGNOSIS CODE CHART".](#)

*4 [ATC-97. "DIAGNOSTIC PROCEDURE FOR REAR AIR CONTROL".](#)

*5 [ATC-68. "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR \(REAR\)".](#)

TROUBLE DIAGNOSIS

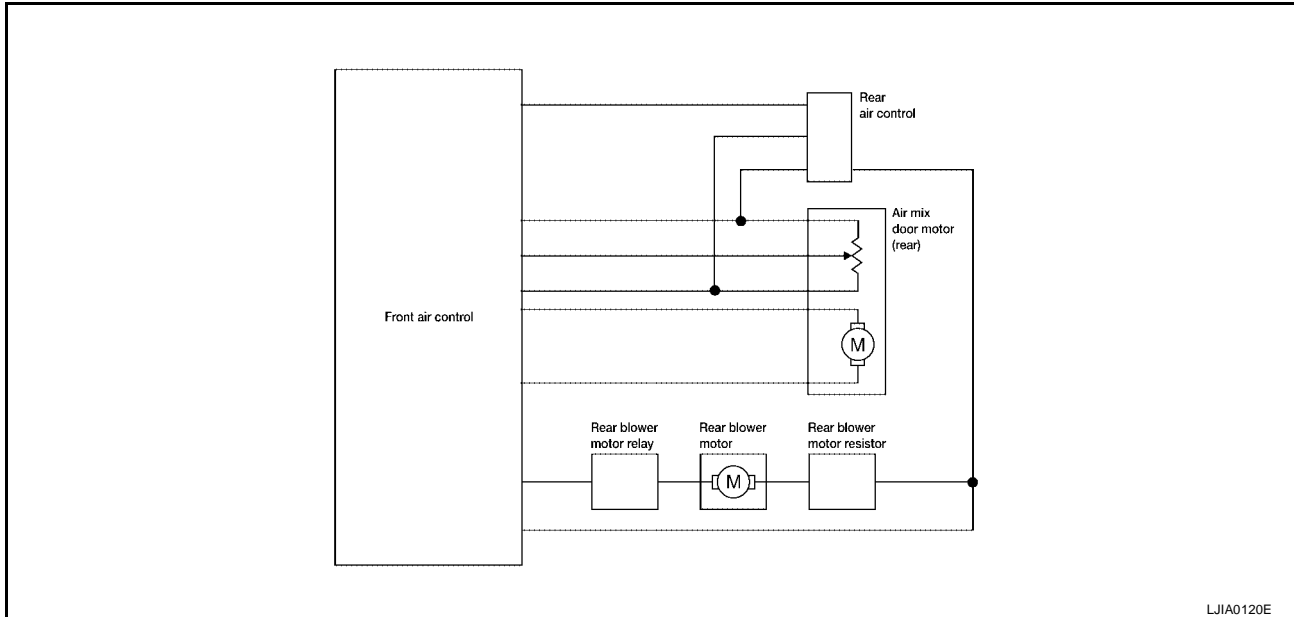
SYSTEM DESCRIPTION

Component Parts

Rear air control system components are:

- Front air control
- Rear air control
- Air mix door motor (rear)
- Rear blower motor relay
- Rear blower motor resistor
- Rear blower motor

System Operation



Rear Air Control

When the rear blower switch (front) (integral to the front air control) is in the REAR position the rear blower motor speeds and the rear temperature/mode are controlled by the rear blower switch (rear) and the rear temperature switch (rear) (both integral to the rear air control).

DIAGNOSTIC PROCEDURE FOR REAR AIR CONTROL

SYMPTOM:

- Blower motor operation is malfunctioning. Refer to [ATC-85, "Rear Blower Motor Circuit"](#) .
- Temperature/mode operation is malfunctioning.

1. CHECK OPERATION FROM FRONT AIR CONTROL

Does rear temperature/mode operate normally from front air control?

Yes or No

Yes >> GO TO 2.

No >> Refer to [ATC-68, "DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR \(REAR\)"](#) .

TROUBLE DIAGNOSIS

2. CHECK CIRCUIT BETWEEN REAR AIR CONTROL AND FRONT AIR CONTROL FOR OPEN AND SHORT

1. Disconnect front air control and rear air control connectors.
2. Check continuity between front air control harness connector M50 terminal 33 (V) and rear air control harness connector B142 terminal 5 (V).

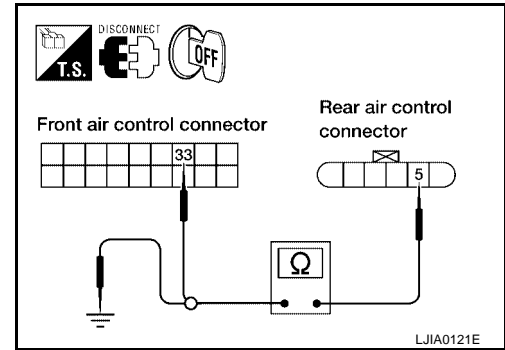
Continuity should exist.

3. Check continuity between rear air control harness connector B142 terminal 5 (V) and ground.

Continuity should not exist.

OK or NG

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



3. CHECK CIRCUIT BETWEEN REAR AIR CONTROL AND AIR MIX DOOR MOTOR (REAR) FOR OPEN OR SHORT

1. Disconnect air mix door motor (rear) connector.
2. Check continuity between rear air control harness connector B142 terminal 2 (Y) and 4 (W/G) and air mix door motor (rear) harness connector B146 terminal 2 (Y) and 3 (W/G).

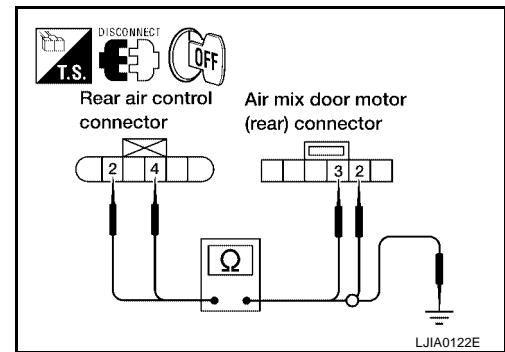
Continuity should exist.

3. Check continuity between rear air control harness connector B142 terminals 2 (W/G) and 4 (Y) and ground.

Continuity should not exist.

OK or NG

- OK >> Replace rear air control. Refer to [ATC-127, "REAR AIR CONTROL"](#) .
NG >> Repair harness or connector.



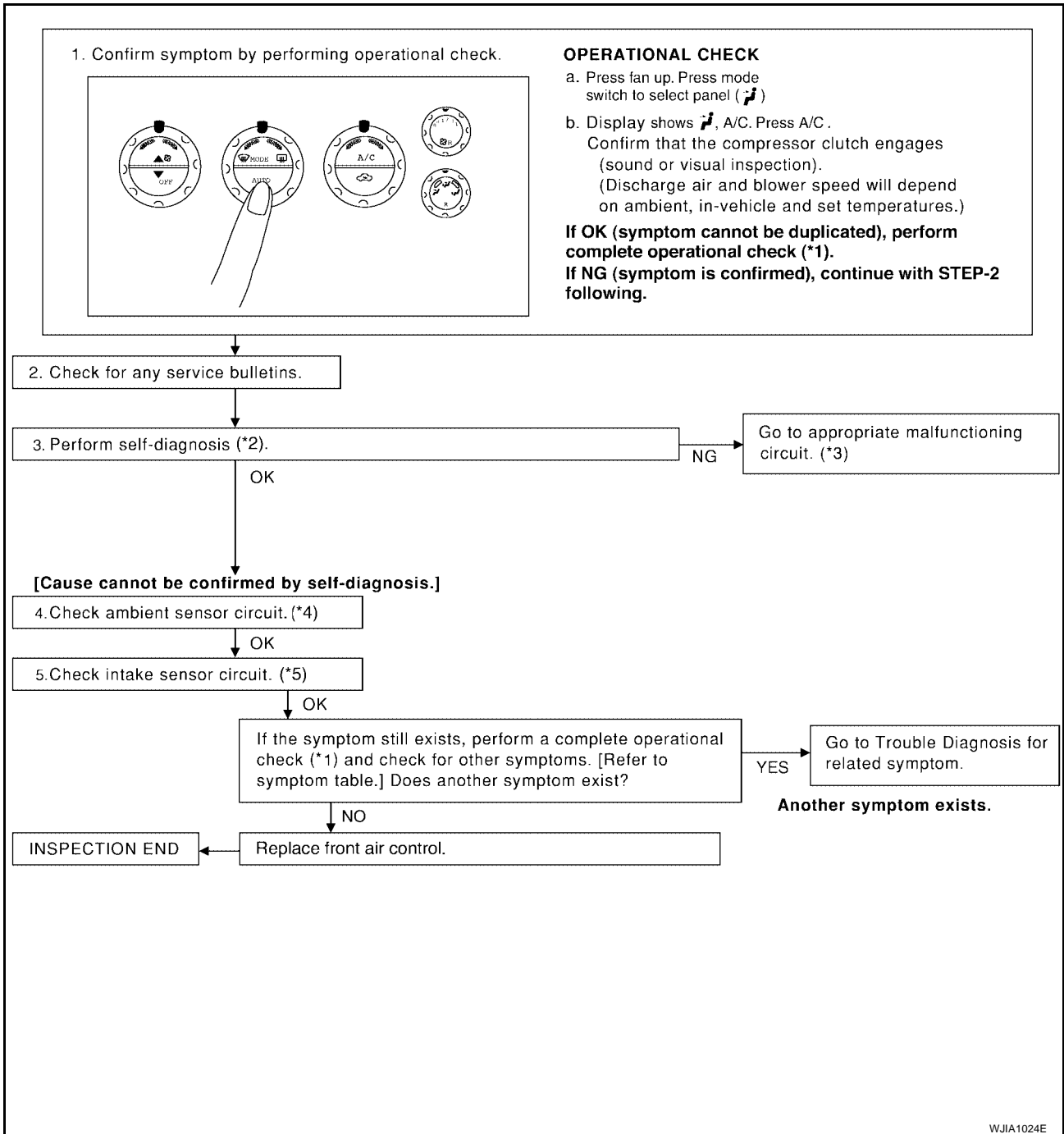
TROUBLE DIAGNOSIS

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Magnet Clutch Circuit

SYMPTOM: Magnet clutch does not engage.

INSPECTION FLOW



*1 [ATC-52. "Operational Check"](#)

*2 [ATC-50. "A/C System Self-diagnosis Function"](#).

*3 [ATC-51. "SELF-DIAGNOSIS CODE CHART"](#).

*4 [ATC-117. "Ambient Sensor Circuit"](#).

*5 [ATC-125. "Intake Sensor Circuit"](#).

WJIA1024E

TROUBLE DIAGNOSIS

SYSTEM DESCRIPTION

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

Low Temperature Protection Control

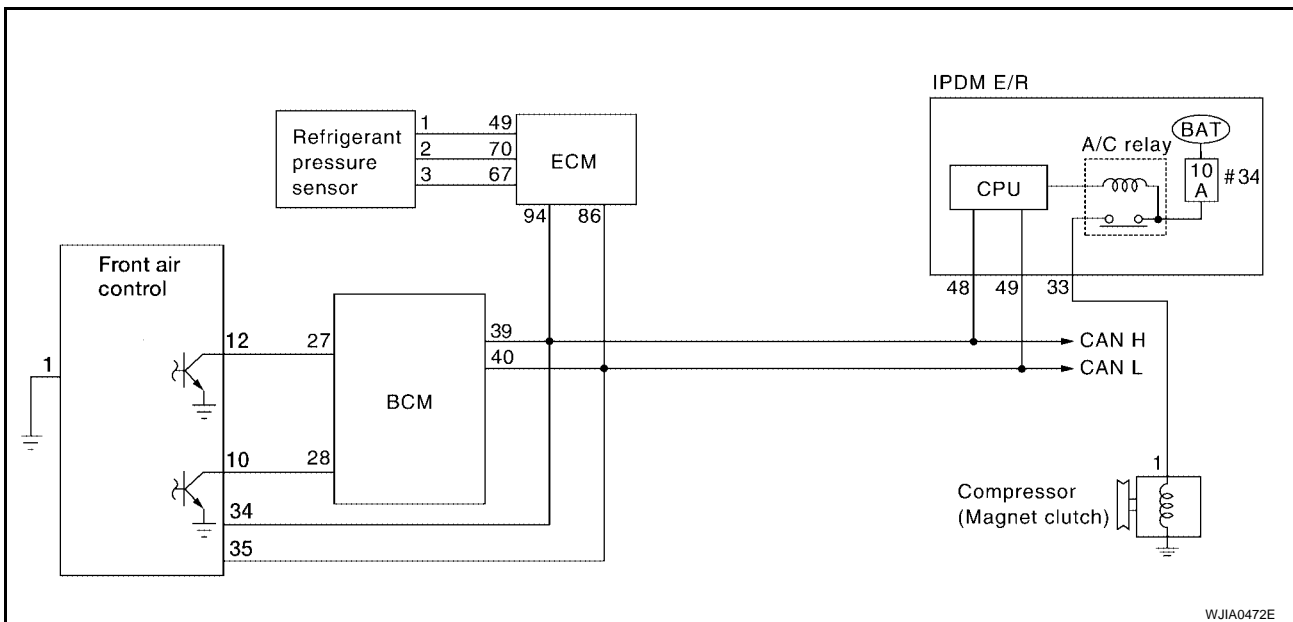
The front air control will turn the compressor ON or OFF as determined by a signal detected by the intake sensor and the ambient sensor.

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)	0.5 (33)
40 (104)	2.0 (36)	0.5 (33)
50 (122)	2.0 (36)	0.5 (33)

DIAGNOSTIC PROCEDURE FOR MAGNET CLUTCH

SYMPTOM: Magnet clutch does not engage when A/C switch is ON.



1. CHECK INTAKE SENSOR CIRCUIT

Check intake sensor. Refer to [ATC-50, "A/C System Self-diagnosis Function"](#) .

OK or NG

OK >> GO TO 2.

NG >> Malfunctioning intake sensor. Refer to [ATC-125, "Intake Sensor Circuit"](#) .

TROUBLE DIAGNOSIS

2. PERFORM AUTO ACTIVE TEST

Refer to [PG-21, "Auto Active Test"](#) .
Does magnet clutch operate?

Yes or No

- Yes >> ● WITH CONSULT-II
GO TO 5.
- WITHOUT CONSULT-II
GO TO 6.
- No >> Check 10A fuse (No. 33, located in IPDM E/R), and GO TO 3.

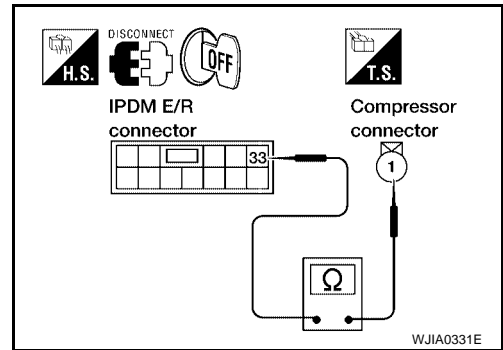
3. CHECK CIRCUIT CONTINUITY BETWEEN IPDM E/R AND COMPRESSOR

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 (Y/B) and compressor harness connector F3 terminal 1 (Y/B).

33 – 1 : Continuity should exist.

OK or NG

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

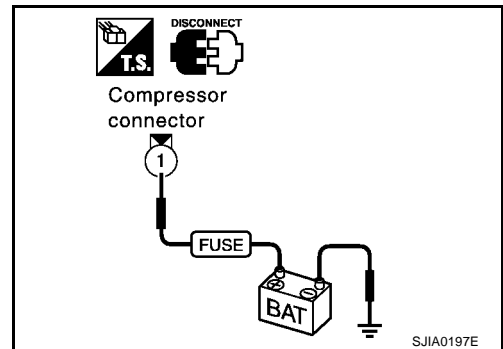


4. CHECK MAGNET CLUTCH CIRCUIT

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

OK or NG

- OK >> Replace IPDM E/R. Refer to [PG-27, "Removal and Installation of IPDM E/R"](#) .
- NG >> Replace magnet clutch. Refer to [ATC-163, "Removal and Installation for Compressor Clutch"](#) .



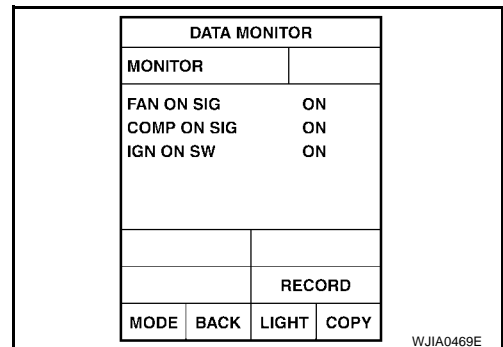
5. CHECK BCM INPUT (COMPRESSOR ON) SIGNAL

Check compressor ON/OFF signal. Refer to [ATC-31, "CONSULT-II 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.



TROUBLE DIAGNOSIS

6. CHECK CIRCUIT CONTINUITY BETWEEN BCM AND FRONT AIR CONTROL

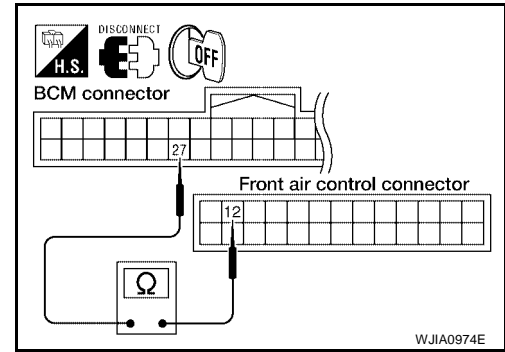
1. Turn ignition switch OFF.
2. Disconnect BCM connector and front air control connector.
3. Check continuity between BCM harness connector M18 terminal 27 (L/R) and front air control harness connector M49 terminal 12 (L/R).

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)

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 12 (L/R) and ground.

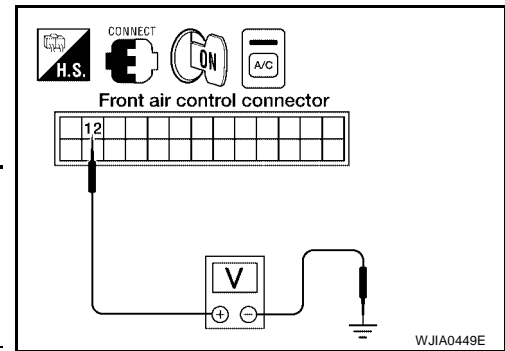
Terminals		(-)	Condition	Voltage (Approx.)
(+) Front air control connector				
Front air control connector	Terminal No. (Wire color)			
M49	12 (L/R)	Ground	A/C switch: ON	0V
			A/C switch: OFF	5V

OK or NG

OK >> GO TO 8.

NG-1 >> If the voltage is approx. 5V when A/C switch is ON, replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).

NG-2 >> If the voltage is approx. 0V when A/C switch is OFF, replace BCM. Refer to [BCS-19, "Removal and Installation of BCM"](#).



TROUBLE DIAGNOSIS

8. CHECK REFRIGERANT PRESSURE SENSOR

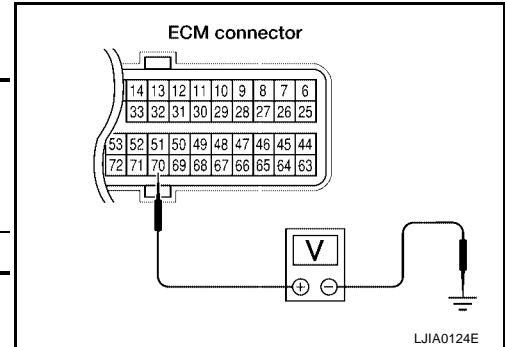
Ⓟ WITH CONSULT-II

1. Start engine.
2. Check voltage of refrigerant pressure sensor. Refer to [ATC-31, "CONSULT-II Function \(BCM\)"](#).

ⓧ WITHOUT CONSULT-II

1. Start engine.
2. Check voltage between ECM harness connector F54 terminal 70 (W) and ground.

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



OK or NG

OK >> ● Ⓟ WITH CONSULT-II
GO TO 9.

● ⓧ WITHOUT CONSULT-II
GO TO 10.

NG >> Refer to [EC-682, "REFRIGERANT PRESSURE SENSOR"](#).

9. CHECK BCM INPUT (FAN ON) SIGNAL

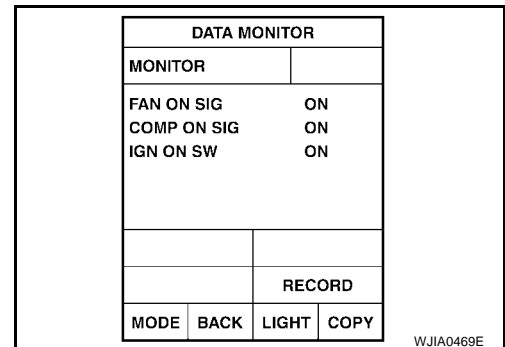
Check FAN ON/OFF signal. Refer to [ATC-31, "CONSULT-II Function \(BCM\)"](#).

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

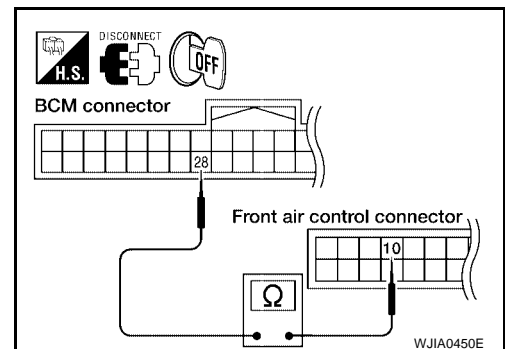
1. Turn ignition switch OFF.
2. Disconnect BCM connector and front air control connector.
3. Check continuity between BCM harness connector M18 terminal 28 (L/Y) and front air control harness connector M49 terminal 10 (L/Y).

Continuity should exist.

OK or NG

OK >> GO TO 11.

NG >> Repair harness or connector.

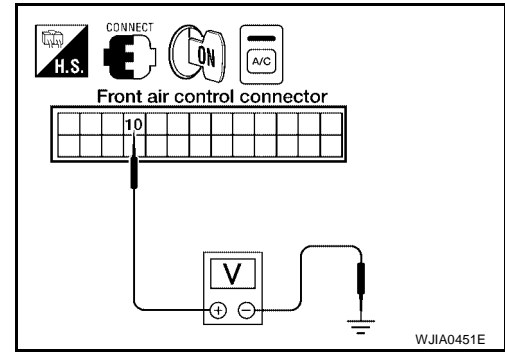


TROUBLE DIAGNOSIS

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 10 (L/Y) and ground.

Terminals		(-)	Condition	Voltage (Approx.)
(+)	Terminal No. (Wire color)			
Front air control connector	Terminal No. (Wire color)			
M49	10 (L/Y)	Ground	A/C switch: ON Blower motor operates	0V
			A/C switch: OFF	5V



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 [ATC-127, "FRONT AIR CONTROL"](#).

NG-2 >> If the voltage is approx. 0V when blower motor is OFF, replace BCM. Refer to [BCS-19, "Removal and Installation of BCM"](#).

12. CHECK CAN COMMUNICATION

Check CAN communication. Refer to [ATC-30, "CAN Communication System Description"](#).

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

OK or NG

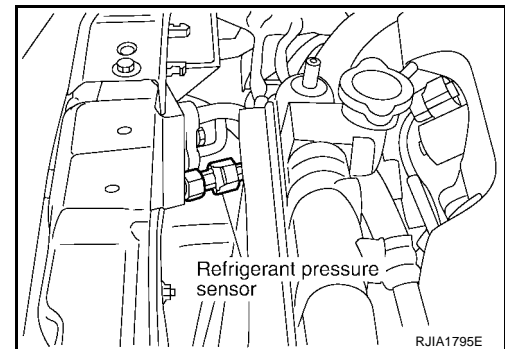
OK >> Inspection End.

NG >> Repair or replace malfunctioning part(s).

COMPONENT INSPECTION

Refrigerant Pressure Sensor

The refrigerant pressure sensor is attached to the condenser.



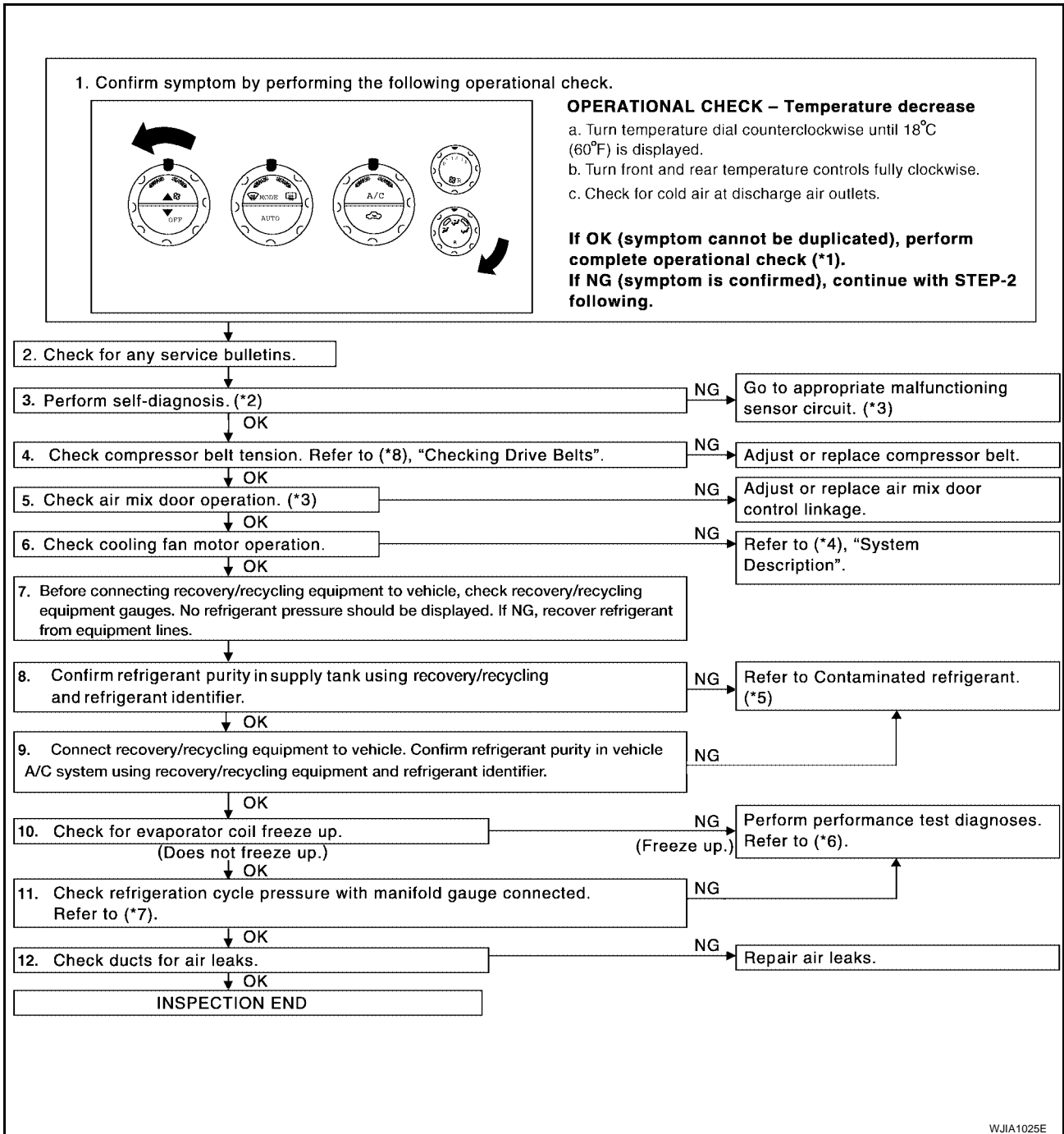
TROUBLE DIAGNOSIS

EJS001NS

Insufficient Cooling

SYMPTOM: Insufficient cooling

INSPECTION FLOW



*1 [ATC-52. "Operational Check"](#).

*2 [ATC-50. "A/C System Self-diagnosis Function"](#).

*3 [ATC-51. "SELF-DIAGNOSIS CODE CHART"](#).

*4 [EC-472. "Description"](#).

*5 [ATC-5. "Contaminated Refrigerant"](#).

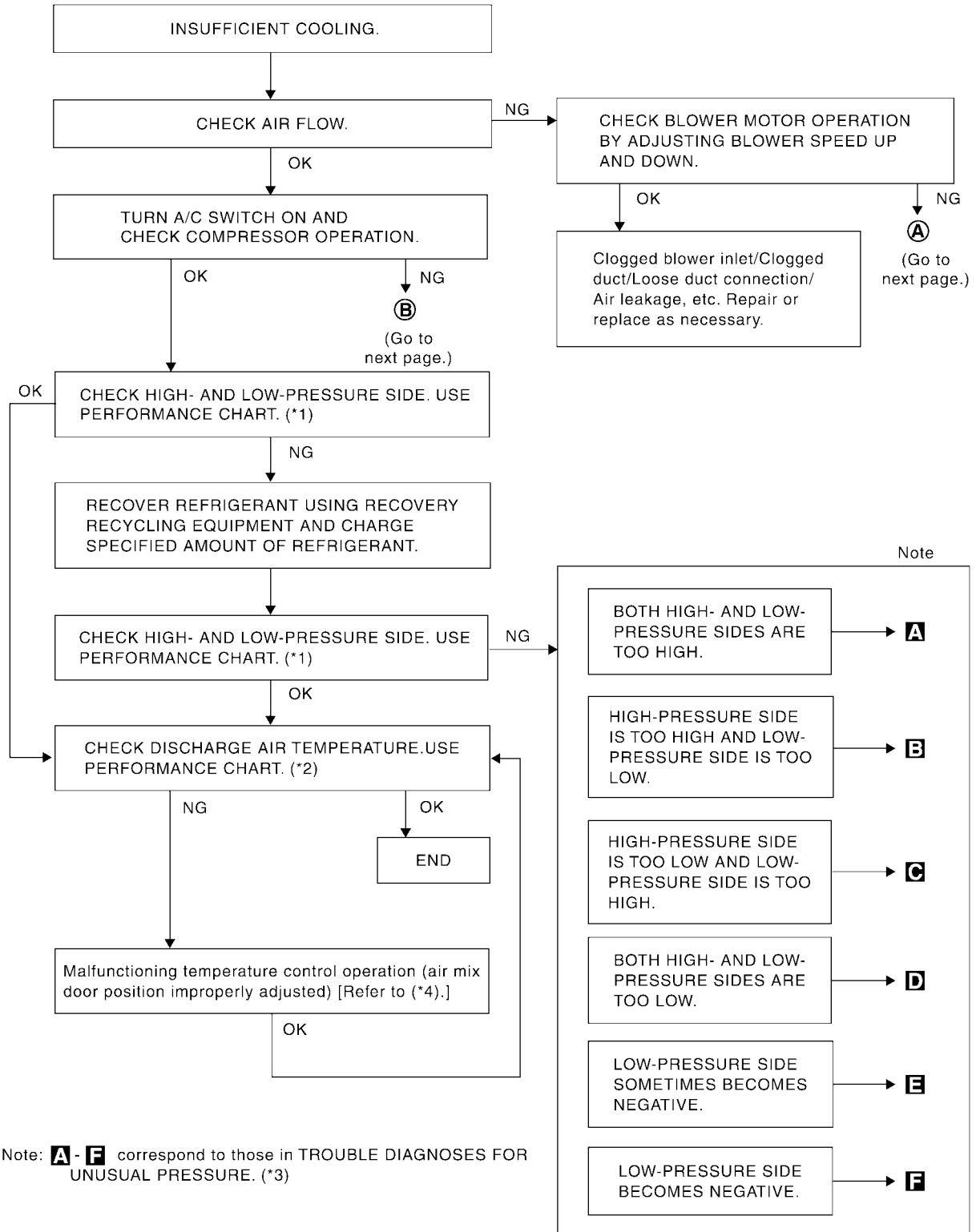
*6 [.ATC-106. "PERFORMANCE TEST DIAGNOSES"](#)

*7 [ATC-108. "Test Reading"](#)

*8 [MA-12. "CHECKING DRIVE BELTS"](#)

TROUBLE DIAGNOSIS

PERFORMANCE TEST DIAGNOSES



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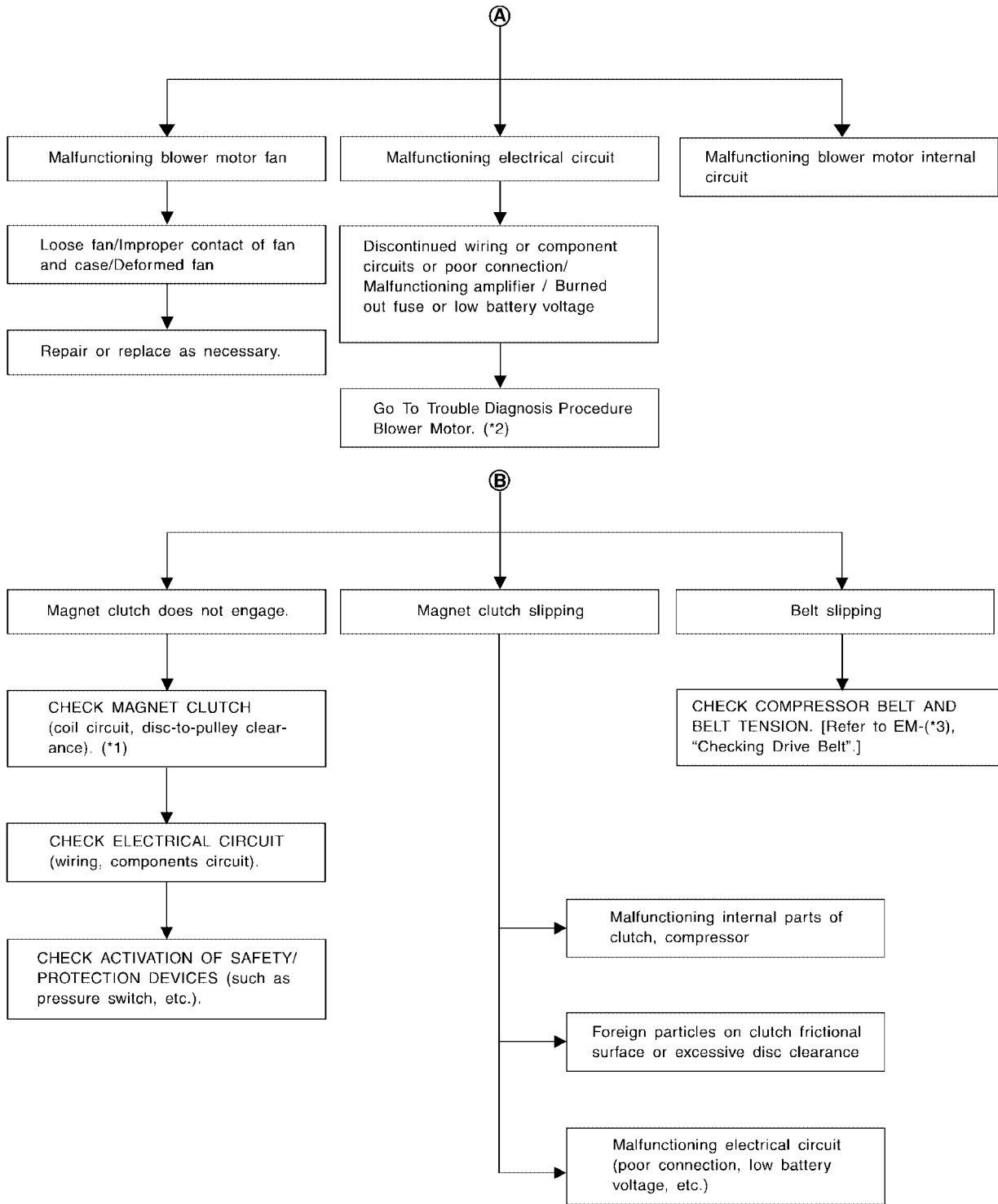
*1 [ATC-108, "PERFORMANCE CHART"](#).

*2 [ATC-108, "PERFORMANCE CHART"](#).

*3 [ATC-109, "Trouble Diagnoses for Unusual Pressure"](#).

*4 [ATC-62, "Air Mix Door Motor Circuit"](#).

TROUBLE DIAGNOSIS



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*1 [ATC-163. "Removal and Installation for Compressor Clutch".](#)

*2 [ATC-78. "Front Blower Motor Circuit".](#)

*3 [EM-14. "Checking Drive Belts".](#)




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TROUBLE DIAGNOSIS

PERFORMANCE CHART

Test Condition

Testing must be performed as follows:

Vehicle location	Indoors or in the shade (in a well-ventilated place)
Doors	Closed
Windows	Open
Hood	Open
TEMP.	Max. COLD
Mode switch	 (Ventilation) set
Recirculation (REC) switch	 (Recirculation) set
 Blower 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 air) at blower assembly inlet		Discharge air temperature at center ventilator °C (°F)
Relative humidity %	Air temperature °C (°F)	
50-70	25 (77)	9.7 - 13.7 (49 - 57)
	30 (86)	12.6 - 16.6 (55 - 62)
	35 (95)	14.9 - 19.9 (59 - 68)
	40 (104)	17.3 - 23.3 (63 - 74)

Ambient Air Temperature-to-operating Pressure Table

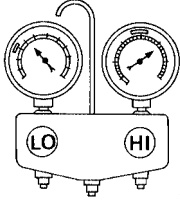
Ambient air		High-pressure (Discharge side) kPa (kg/cm ² , psi)	Low-pressure (Suction side) kPa (kg/cm ² , psi)
Relative humidity %	Air temperature °C (°F)		
50-70	25 (77)	1,059 - 1,294 (10.8 - 13.2, 153.6 - 187.7)	216 - 255 (2.2 - 2.6, 31.3 - 37.0)
	30 (86)	1,206 - 1,481 (12.3 - 15.1, 174.9 - 214.8)	255 - 304 (2.6 - 3.1, 37.0 - 44.1)
	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 DIAGNOSIS

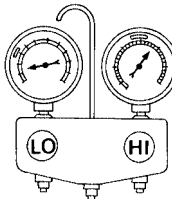
TROUBLE DIAGNOSES FOR UNUSUAL PRESSURE

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

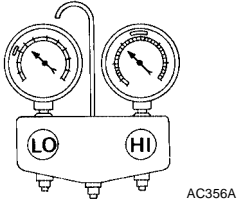
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>Both high- and low-pressure sides are too high.</p>  <p style="text-align: right; font-size: small;">AC359A</p>	Pressure is reduced soon after water is splashed on condenser.	Excessive refrigerant charge in refrigeration cycle	Reduce refrigerant until specified pressure is obtained.
	Air suction by cooling fan is insufficient.	Insufficient condenser cooling performance ↓ 1. Condenser fins are clogged. 2. Improper fan rotation of cooling fan	<ul style="list-style-type: none"> ● Clean condenser. ● Check and repair cooling fan as necessary.
	<ul style="list-style-type: none"> ● 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 condenser (After compressor operation stops, high-pressure decreases too slowly.) ↓ Air in refrigeration cycle	Evacuate repeatedly and recharge system.
	Engine tends to overheat.	Engine cooling systems malfunction.	Check and repair engine cooling system.
	<ul style="list-style-type: none"> ● An area of the low-pressure pipe is colder than areas near the evaporator outlet. ● Plates are sometimes covered with frost. 	<ul style="list-style-type: none"> ● Excessive liquid refrigerant on low-pressure side ● Excessive refrigerant discharge flow ● Expansion valve is open a little compared with the specification. ↓ Improper expansion valve adjustment	Replace expansion valve.

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

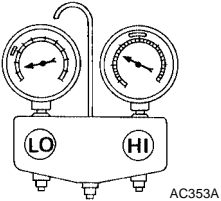
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>High-pressure side is too high and low-pressure side is too low.</p>  <p style="text-align: right; font-size: small;">AC360A</p>	Upper side of condenser and high-pressure side are hot, however, liquid tank is not so hot.	High-pressure tube or parts located between compressor and condenser are clogged or crushed.	<ul style="list-style-type: none"> ● Check and repair or replace malfunctioning parts. ● Check lubricant for contamination.

TROUBLE DIAGNOSIS

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

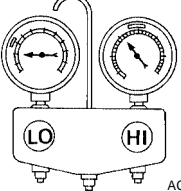
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
High-pressure side is too low and low-pressure side is too high. 	High- and low-pressure sides become equal soon after compressor operation stops.	Compressor pressure operation is improper. ↓ Damaged inside compressor packings.	Replace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

Both High- and Low-pressure Sides are Too Low

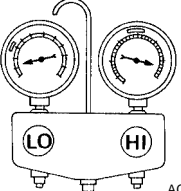
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
Both high- and low-pressure sides are too low. 	<ul style="list-style-type: none"> ● There is a big temperature difference between receiver drier outlet and inlet. Outlet temperature is extremely low. ● Liquid tank inlet and expansion valve are frosted. 	Liquid tank inside is slightly clogged.	<ul style="list-style-type: none"> ● Replace liquid tank. ● Check lubricant for contamination.
	<ul style="list-style-type: none"> ● Temperature of expansion valve inlet is extremely low as compared with areas near liquid tank. ● Expansion valve inlet may be frosted. ● Temperature difference occurs somewhere in high-pressure side. 	High-pressure pipe located between receiver drier and expansion valve is clogged.	<ul style="list-style-type: none"> ● Check and repair malfunctioning parts. ● Check lubricant for contamination.
	Expansion valve and liquid tank are warm or only cool when touched.	Low refrigerant charge. ↓ Leaking fittings or components.	Check refrigerant system for leaks. Refer to ATC-172. "Checking for Refrigerant Leaks" .
	There is a big temperature difference 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.	<ul style="list-style-type: none"> ● Remove foreign particles by using compressed air. ● Check lubricant for contamination.
	An area of the low-pressure pipe is colder than areas near the evaporator outlet.	Low-pressure pipe is clogged or crushed.	<ul style="list-style-type: none"> ● Check and repair malfunctioning parts. ● Check lubricant for contamination.
	Air flow volume is too low.	Evaporator is frozen.	<ul style="list-style-type: none"> ● Check intake sensor circuit. Refer to ATC-125. "Intake Sensor Circuit" . ● Replace compressor.

TROUBLE DIAGNOSIS

Low-pressure Side Sometimes Becomes Negative

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>Low-pressure side sometimes becomes negative.</p>  <p style="text-align: right; font-size: small;">AC354A</p>	<ul style="list-style-type: none"> ● Air conditioning system does not function and does not cyclically cool the compartment air. ● The system constantly functions for a certain period of time after compressor is stopped and restarted. 	<p>Refrigerant does not discharge cyclically.</p> <p>↓</p> <p>Moisture is frozen at expansion valve outlet and inlet.</p> <p>↓</p> <p>Water is mixed with refrigerant.</p>	<ul style="list-style-type: none"> ● Drain water from refrigerant or replace refrigerant. ● Replace liquid tank.

Low-pressure Side Becomes Negative

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>Low-pressure side becomes negative.</p>  <p style="text-align: right; font-size: small;">AC362A</p>	<p>Liquid tank or front/rear side of expansion valve's pipe is frosted or dewed.</p>	<p>High-pressure side is closed and refrigerant does not flow.</p> <p>↓</p> <p>Expansion valve or liquid tank is frosted.</p>	<p>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.</p> <ul style="list-style-type: none"> ● 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 lubricant for contamination.

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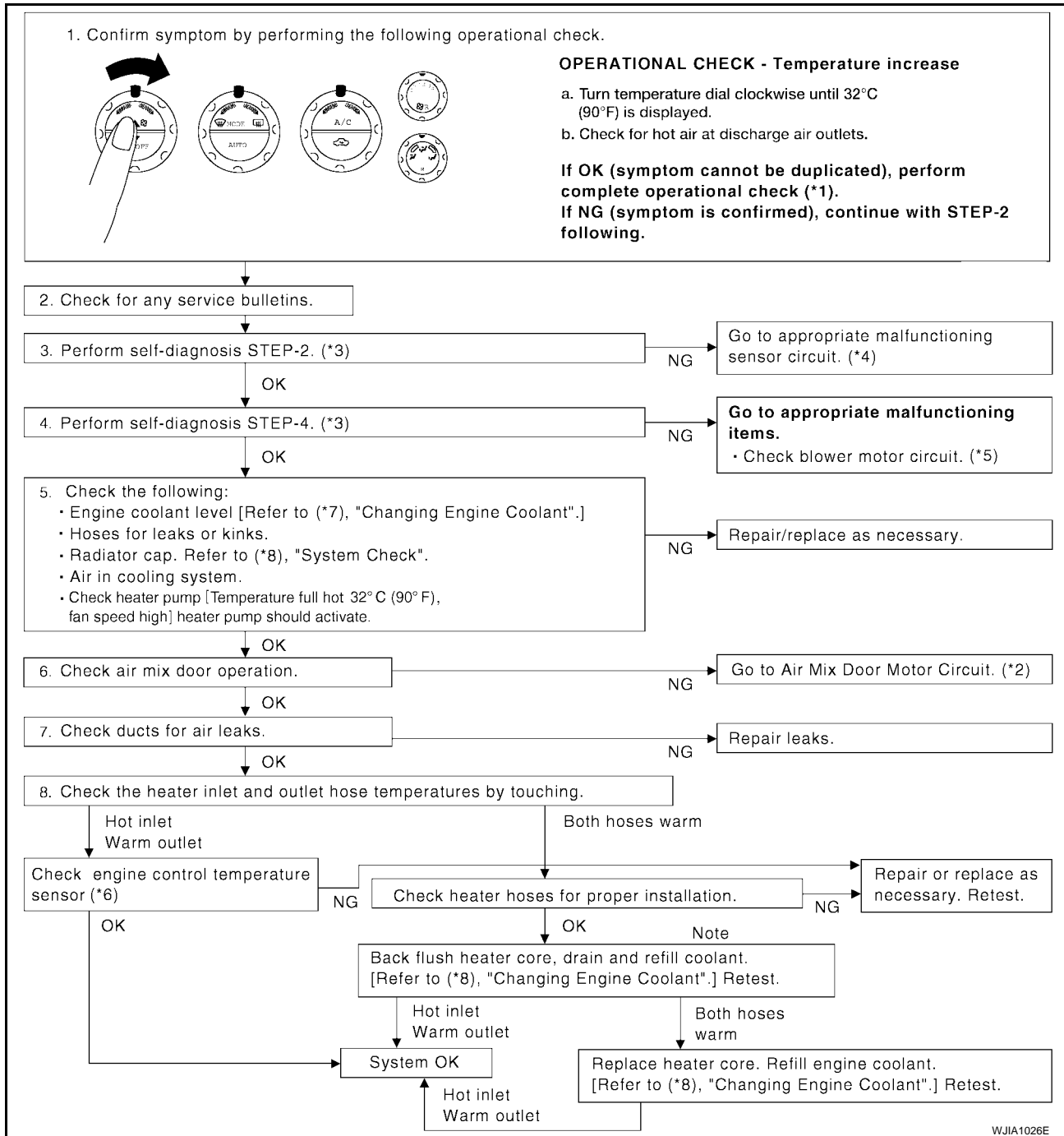
TROUBLE DIAGNOSIS

EJS001NT

Insufficient Heating

SYMPTOM: Insufficient heating

INSPECTION FLOW



WJIA1026E

- *1 [ATC-52, "Operational Check"](#). *2 [ATC-62, "Air Mix Door Motor Circuit"](#). *3 [ATC-50, "A/C System Self-diagnosis Function"](#).
 *4 [ATC-51, "SELF-DIAGNOSIS CODE CHART"](#). *5 [ATC-78, "Front Blower Motor Circuit"](#). *6 [EC-187, "DTC P0117, P0118 ECT SENSOR"](#).
 *7 [MA-14, "Changing Engine Coolant"](#). *8 [CO-9, "CHECKING RADIATOR CAP"](#).

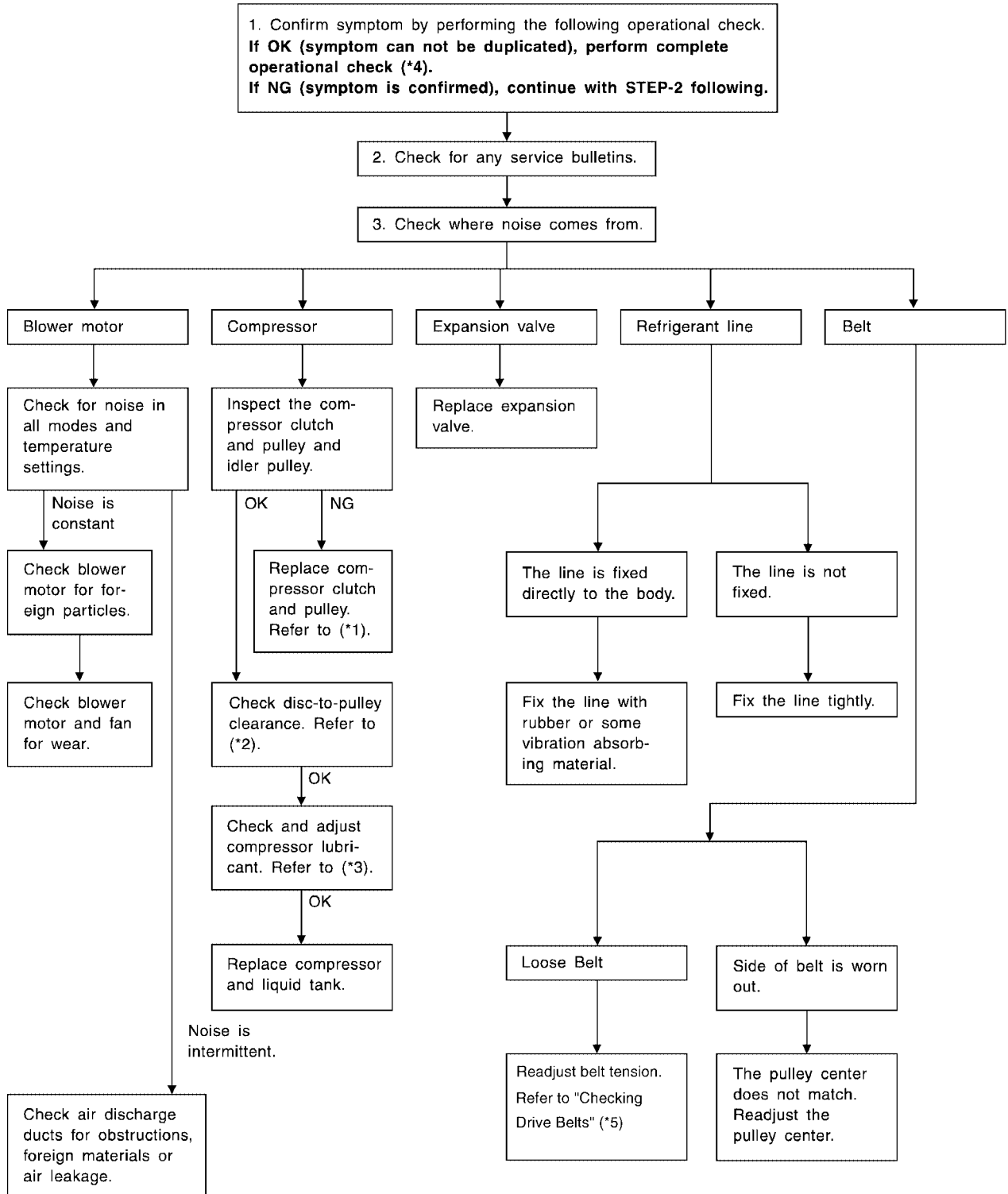
TROUBLE DIAGNOSIS

EJS001NU

Noise

SYMPTOM: Noise

INSPECTION FLOW



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TROUBLE DIAGNOSIS

*1 [ATC-163. "REMOVAL".](#)

*2 [ATC-164. "INSTALLATION".](#)

*3 [ATC-22. "Maintenance of Lubricant
Quantity in Compressor".](#)

*4 [ATC-52. "Operational Check".](#)

*5 [EM-14. "Checking Drive Belts".](#)

TROUBLE DIAGNOSIS

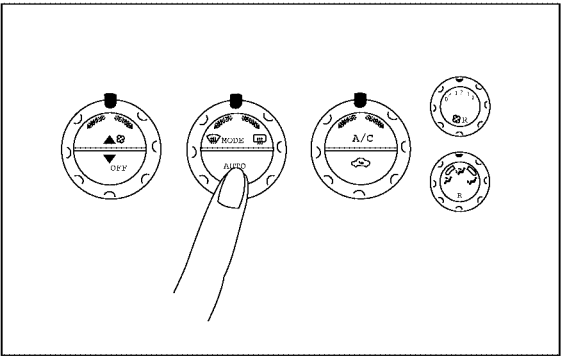
EJS001NV

Self-diagnosis

SYMPTOM: Self-diagnosis cannot be performed.

INSPECTION FLOW

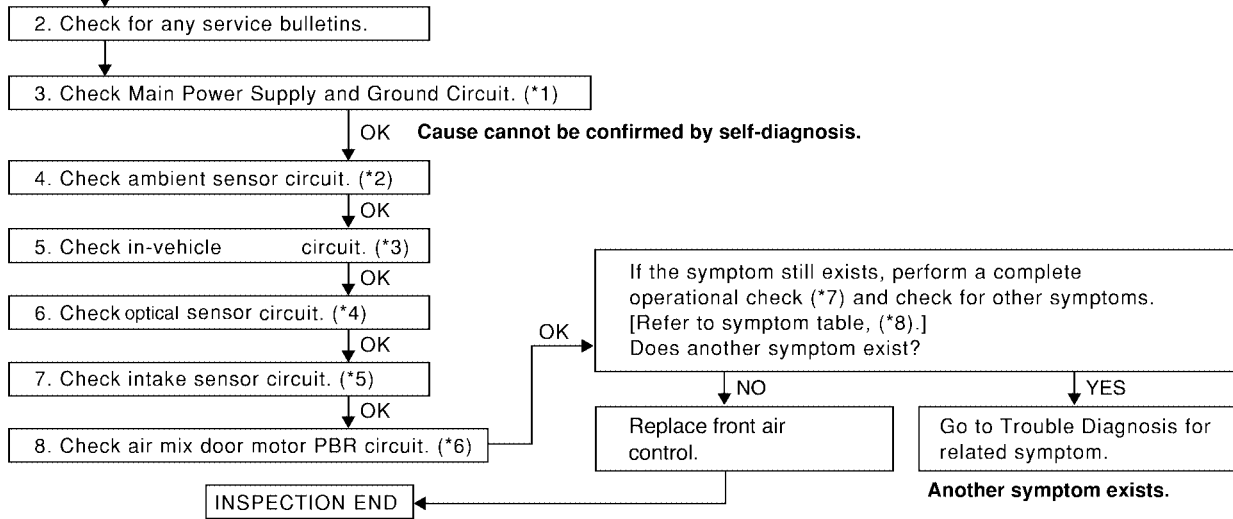
1. Confirm symptom by performing operational check.



OPERATIONAL CHECK – AUTO mode

- Press AUTO switch.
- Display should indicate AUTO.
(Discharge air and blower speed will depend on ambient, in-vehicle and set temperatures.)

If OK (symptom cannot be duplicated), perform complete operational check (*7).
If NG (symptom is confirmed), continue with STEP-2 following.



*1 [ATC-55, "Power Supply and Ground Circuit for Front Air Control".](#)

*2 [ATC-117, "Ambient Sensor Circuit".](#)

*3 [ATC-120, "In-vehicle Sensor Circuit".](#)

*4 [ATC-123, "Optical Sensor Circuit".](#)

*5 [ATC-125, "Intake Sensor Circuit".](#)

*6 [ATC-62, "Air Mix Door Motor Circuit".](#)

*7 [ATC-52, "Operational Check".](#)

*8 [ATC-33, "SYMPTOM TABLE".](#)

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TROUBLE DIAGNOSIS

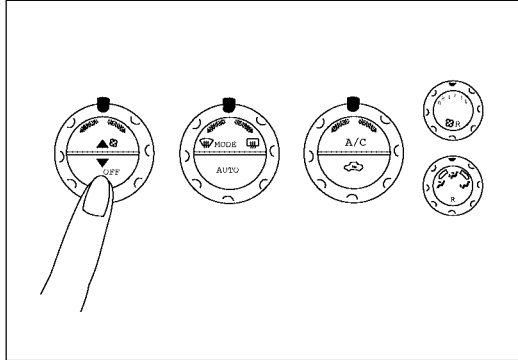
EJS001NW

Memory Function

SYMPTOM: Memory function does not operate.

INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



OPERATIONAL CHECK – Memory function

- Set the temperature 90°F or 32°C.
- Press OFF switch.
- Turn the ignition off.
- Turn the ignition on.
- Press the AUTO switch.
- Confirm that the set temperature remains at previous temperature.
- Press OFF switch.

If OK (symptom cannot be duplicated), perform complete operational check (*2).

If NG (symptom is confirmed), continue with STEP-2 following.

2. Check for any service bulletins.

3. Check Main Power Supply and Ground Circuit. (*1)

OK

4. Replace front air control.

5. FINAL CHECK
Go to self-diagnosis
procedure (*3).

*1 [ATC-55, "Power Supply and Ground Circuit for Front Air Control"](#).

*2 [ATC-52, "Operational Check"](#).

*3 [ATC-50, "A/C System Self-diagnosis Function"](#).

WJIA0455E

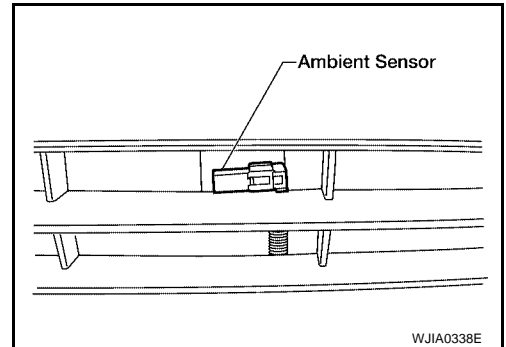
TROUBLE DIAGNOSIS

EJS001NX

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.



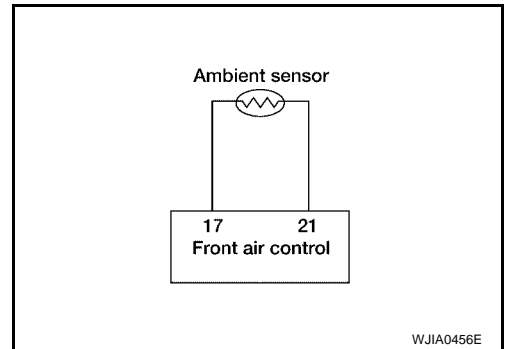
AMBIENT TEMPERATURE INPUT PROCESS

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. (40 or 41 is indicated on front air control As a result of conducting the front air control self-diagnosis)



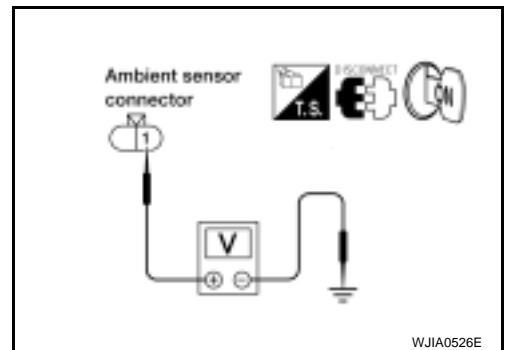
1. CHECK VOLTAGE BETWEEN AMBIENT SENSOR AND GROUND

1. Disconnect ambient sensor connector.
2. Turn ignition switch ON.
3. Check voltage between ambient sensor harness connector E1 terminal 1 (O/B) and ground.

Approx. 5V

OK or NG

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



TROUBLE DIAGNOSIS

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

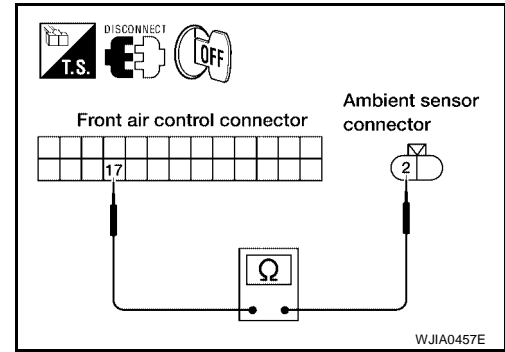
1. Turn ignition switch OFF.
2. Disconnect front air control connector.
3. Check continuity between ambient sensor harness connector E1 terminal 2 (GR/R) and front air control harness connector M49 terminal 17 (GR/R).

Continuity should exist.

OK or NG

OK >> GO TO 3.

NG >> Repair harness or connector.



3. CHECK AMBIENT SENSOR

Refer to [ATC-119, "Ambient Sensor"](#).

OK or NG

OK >> 1. Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).

2. Go to self-diagnosis [ATC-50, "A/C System Self-diagnosis Function"](#) and perform self-diagnosis.

NG >> 1. Replace ambient sensor.

2. Go to self-diagnosis [ATC-50, "A/C System Self-diagnosis Function"](#) and perform self-diagnosis.

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

1. Turn ignition switch OFF.
2. Disconnect front air control connector.
3. Check continuity between ambient sensor harness connector E1 terminal 1 (O/B) and front air control harness connector M49 terminal 21 (O/B).

Continuity should exist.

4. Check continuity between ambient sensor harness connector E1 terminal 1 (O/B) and ground.

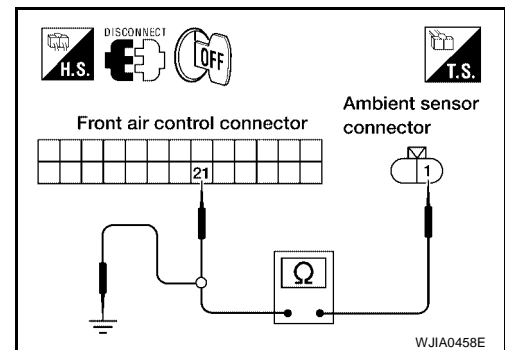
Continuity should not exist.

OK or NG

OK >> 1. Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#).

2. Go to self-diagnosis [ATC-50, "A/C System Self-diagnosis Function"](#) and perform self-diagnosis.

NG >> Repair harness or connector.



TROUBLE DIAGNOSIS

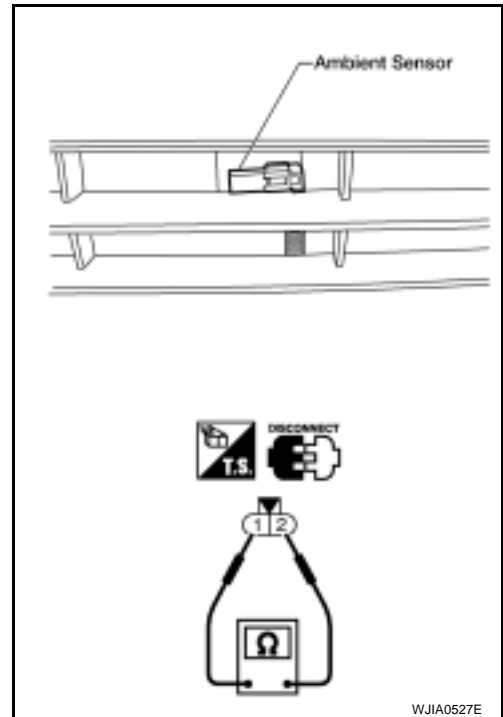
COMPONENT INSPECTION

Ambient Sensor

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 [ATC-128, "AMBIENT SENSOR"](#).



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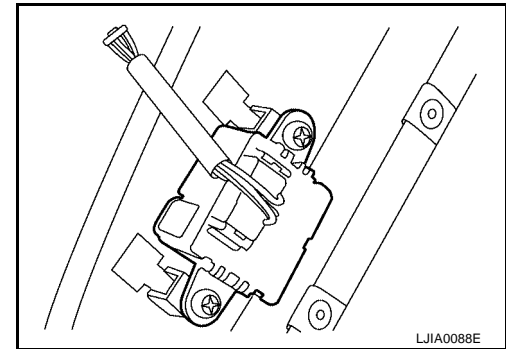
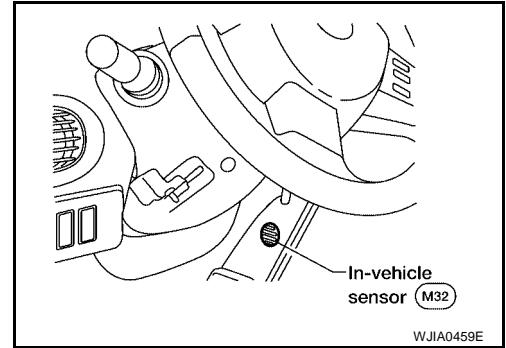
TROUBLE DIAGNOSIS

EJS001NY

In-vehicle Sensor Circuit COMPONENT DESCRIPTION

In-vehicle Sensor

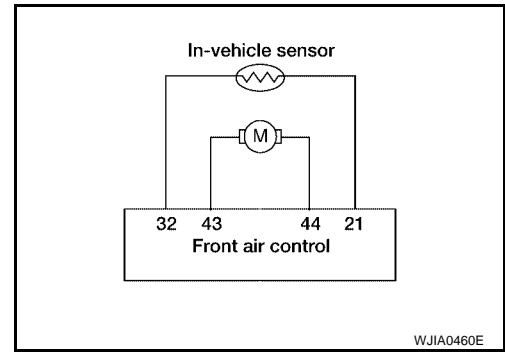
The in-vehicle sensor is located on instrument lower driver panel. It converts variations in temperature of passenger compartment air (drawn in through the integrated fan) into a resistance value. It is then input into the front air control.



TROUBLE DIAGNOSIS

DIAGNOSTIC PROCEDURE FOR IN-VEHICLE SENSOR

SYMPTOM: In-vehicle sensor circuit is open or shorted. (30 or 31 is indicated on front air control as a result of conducting Self-diagnosis.



1. CHECK VOLTAGE BETWEEN IN-VEHICLE SENSOR AND GROUND

Are diagnostic codes 44 or 46 present?

Yes or No

- Yes >> GO TO 6.
- No >> GO TO 2.

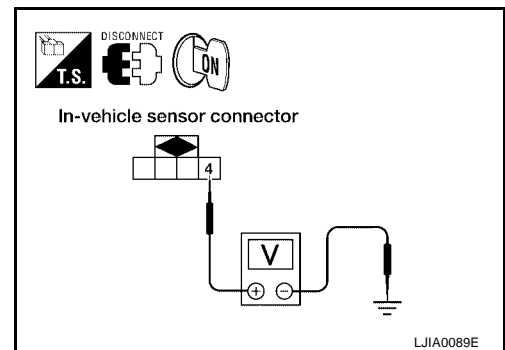
2. CHECK VOLTAGE BETWEEN IN-VEHICLE SENSOR AND GROUND

1. Disconnect in-vehicle sensor connector.
2. Turn ignition switch ON.
3. Check voltage between in-vehicle sensor harness connector M32 terminal 4 (BR/W) and ground.

Approx. 5V.

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 5.



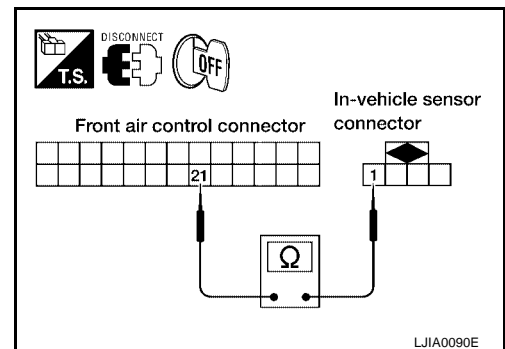
3. CHECK CIRCUIT CONTINUITY BETWEEN IN-VEHICLE SENSOR AND FRONT AIR CONTROL

1. Turn ignition switch OFF.
2. Disconnect front air control connector.
3. Check continuity between in-vehicle sensor harness connector M32 terminal 1 (O/B) and front air control harness connector M49 terminal 21 (O/B).

Continuity should exist.

OK or NG

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



4. CHECK IN-VEHICLE SENSOR

Refer to [ATC-123, "In-vehicle Sensor"](#) .

OK or NG

- OK >> 1. Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#) .
2. Go to [ATC-50, "A/C System Self-diagnosis Function"](#) and perform self-diagnosis.
- NG >> 1. Replace in-vehicle sensor.
2. Go to [ATC-50, "A/C System Self-diagnosis Function"](#) and perform self-diagnosis.

TROUBLE DIAGNOSIS

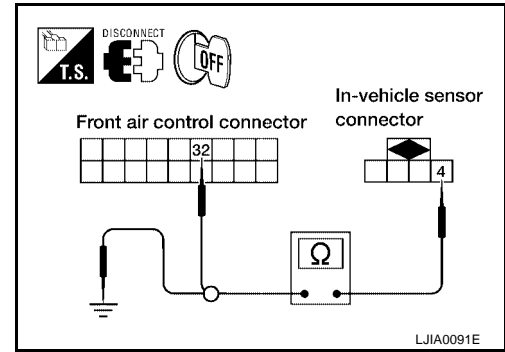
5. CHECK CIRCUIT CONTINUITY BETWEEN IN-VEHICLE SENSOR AND FRONT AIR CONTROL

1. Turn ignition switch OFF.
2. Disconnect front air control connector.
3. Check continuity between in-vehicle sensor harness connector M32 terminal 4 (BR/W) and front air control harness connector M50 terminal 32 (BR/W).

Continuity should exist.

4. Check continuity between in-vehicle sensor harness connector M32 terminal 4 (BR/W) and ground.

Continuity should not exist.



OK or NG

- OK >> 1. Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#) .
2. Go to self-diagnosis [ATC-50, "A/C System Self-diagnosis Function"](#) and perform self-diagnosis.

NG >> Repair harness or connector.

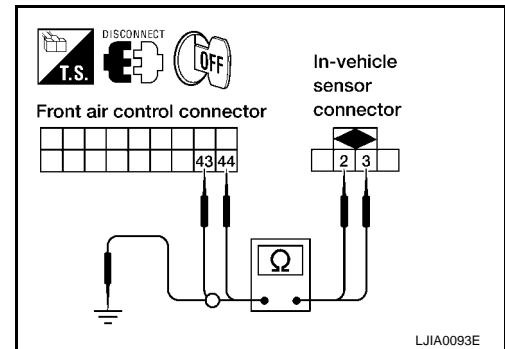
6. CHECK CIRCUIT CONTINUITY BETWEEN IN-VEHICLE SENSOR MOTOR AND FRONT AIR CONTROL (SELF-DIAGNOSIS CODES 44 OR 46)

1. Turn ignition switch OFF.
2. Disconnect front air control connector and in-vehicle sensor connector.
3. Check continuity between in-vehicle sensor harness connector M32 terminal 2 (W/R) and 3 (BR) and front air control harness connector M50 terminal 44 (W/R) and 43 (BR) .

Continuity should exist.

4. Check continuity between in-vehicle sensor harness connector M32 terminal 2 (W/R) and 3 (BR) and ground.

Continuity should not exist.



OK or NG

- OK >> 1. Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#) .
2. Go to [ATC-50, "A/C System Self-diagnosis Function"](#) and perform self-diagnosis.

NG >> Repair harness or connector.

TROUBLE DIAGNOSIS

COMPONENT INSPECTION

In-vehicle Sensor

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

Temperature °C (°F)	Resistance kΩ
-15 (5)	21.40
-10 (14)	16.15
-5 (23)	12.29
0 (32)	9.41
5 (41)	7.27
10 (50)	5.66
15 (59)	4.45
20 (68)	3.51
25 (77)	2.79
30 (86)	2.24
35 (95)	1.80
40 (104)	1.45
45 (113)	1.18

If NG, replace in-vehicle sensor. Refer to [ATC-129. "IN-VEHICLE SENSOR"](#).

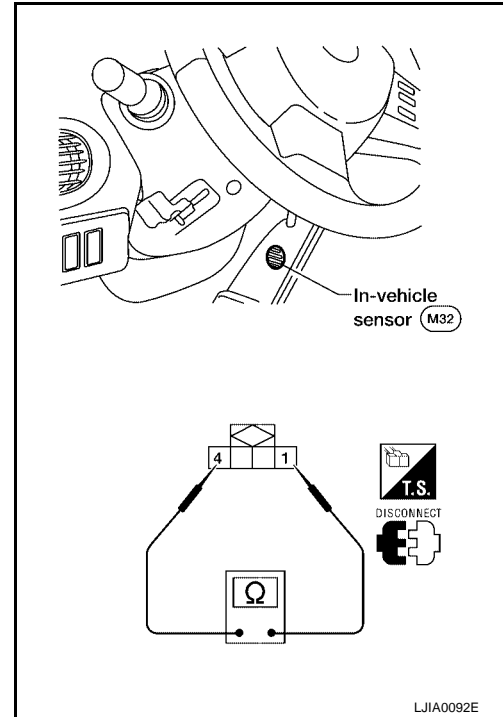
Optical Sensor Circuit COMPONENT DESCRIPTION

The optical sensor is located on the passenger side defroster grille. It detects sunload entering through windshield by means of a photo diode. The sensor converts the sunload into a current value which is then input into the front air control

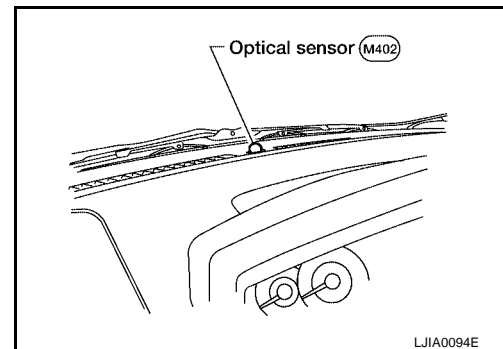
OPTICAL INPUT PROCESS

The front air control also includes a processing circuit which averages the variations in detected sunload over a period of time. This prevents adjustments in the ATC system operation due to small or quick variations in detected sunload.

For example, consider driving along a road bordered by an occasional group of large trees. The sunload detected by the optical sensor will vary whenever the trees obstruct the sunlight. The processing circuit averages the detected sunload over a period of time, so that the (insignificant) effect of the trees momentarily obstructing the sunlight does not cause any change in the ATC system operation. On the other hand, shortly after entering a long tunnel, the system will recognize the change in sunload, and the system will react accordingly.



EJS001NZ



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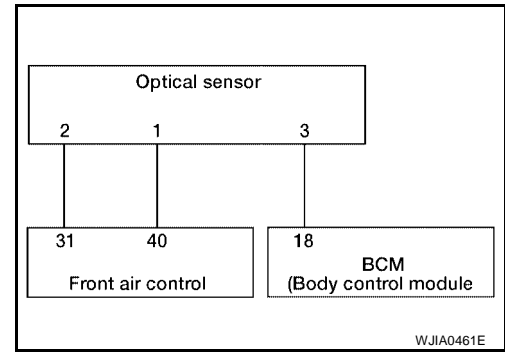
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TROUBLE DIAGNOSIS

DIAGNOSTIC PROCEDURE FOR OPTICAL SENSOR

SYMPTOM: Optical sensor circuit is open or shorted. [50 (driver) or 52 (passenger) is indicated on front air control as a result of conducting self-diagnosis.]



1. CHECK CIRCUIT CONTINUITY BETWEEN OPTICAL SENSOR AND FRONT AIR CONTROL

1. Turn ignition switch OFF.
2. Disconnect front air control connector and optical sensor connector.
3. Check continuity between optical sensor harness connector M402 terminal 1 (LG) and 2 (SB) and front air control harness connector M50 terminal 40 (LG) and 31 (SB).

Continuity should exist.

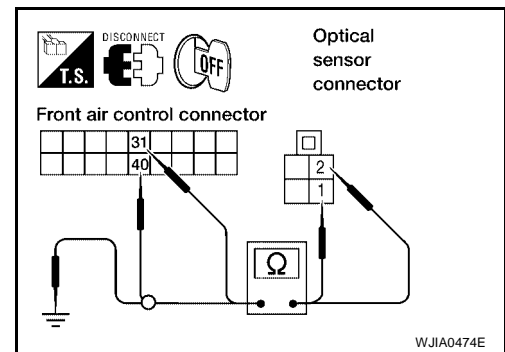
4. Check continuity between optical sensor harness connector M32 terminal 1 (LG) and 2 (SB) and ground.

Continuity should not exist.

OK or NG

OK >> GO TO 2.

NG >> Repair harness or connector.



2. CHECK CIRCUIT CONTINUITY BETWEEN OPTICAL SENSOR AND BCM

1. Turn ignition switch OFF.
2. Disconnect BCM connector and optical sensor connector.
3. Check continuity between optical sensor harness connector M402 terminal 3 (P) and BCM harness connector M18 terminal 18 (P).

Continuity should exist.

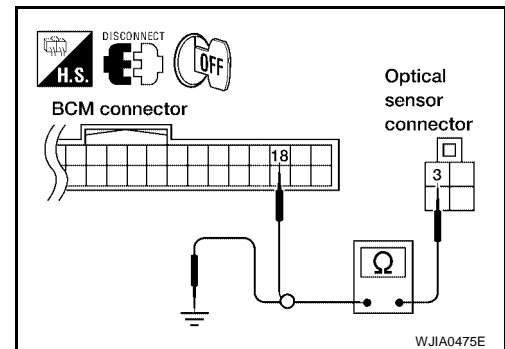
4. Check continuity between optical sensor harness connector M402 terminal 3 (P) and ground.

Continuity should not exist.

OK or NG

OK >> Replace optical sensor. Refer to [ATC-130, "OPTICAL SENSOR"](#).

NG >> Repair harness or connector.



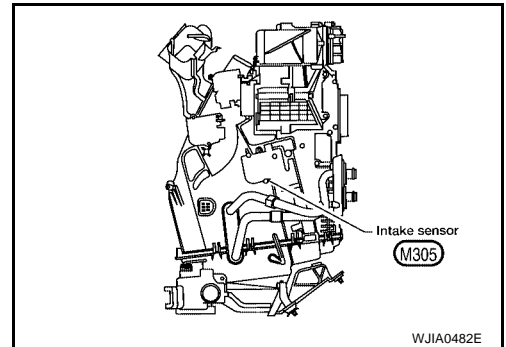
TROUBLE DIAGNOSIS

EJS00100

Intake Sensor Circuit COMPONENT DESCRIPTION

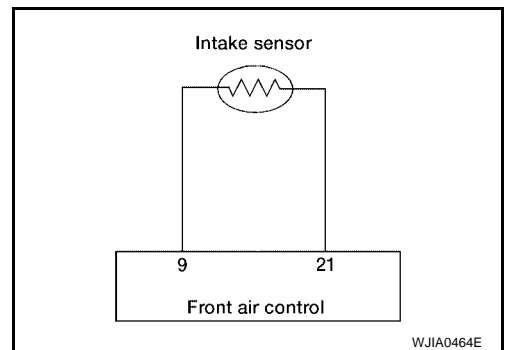
Intake Sensor

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. (56 or 57 is indicated on front air control as a result of conducting Self-diagnosis).



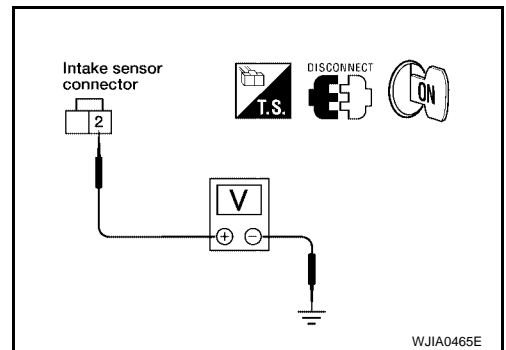
1. CHECK VOLTAGE BETWEEN INTAKE SENSOR AND GROUND

1. Disconnect intake sensor connector.
2. Turn ignition switch ON.
3. Check voltage between intake sensor harness connector M305 terminal 2 (R/W) and ground.

Approx. 5V

OK or NG

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



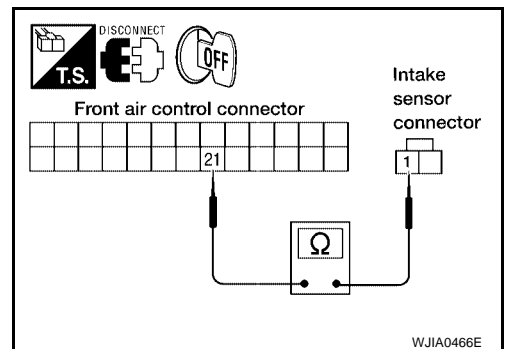
2. CHECK CIRCUIT CONTINUITY BETWEEN INTAKE SENSOR AND FRONT AIR CONTROL

1. Turn ignition switch OFF.
2. Disconnect front air control connector.
3. Check continuity between intake sensor harness connector M305 terminal 1 (O/B) and front air control harness connector M49 terminal 21 (O/B).

Continuity should exist.

OK or NG

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



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TROUBLE DIAGNOSIS

3. CHECK INTAKE SENSOR

Refer to [ATC-126, "Intake Sensor"](#) .

OK or NG

- OK >> 1. Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#) .
 2. Go to self-diagnosis [ATC-50, "A/C System Self-diagnosis Function"](#) and perform self-diagnosis.
- NG >> 1. Replace intake sensor. Refer to [ATC-131, "INTAKE SENSOR"](#) .
 2. Go to self-diagnosis [ATC-50, "A/C System Self-diagnosis Function"](#) and perform self-diagnosis.

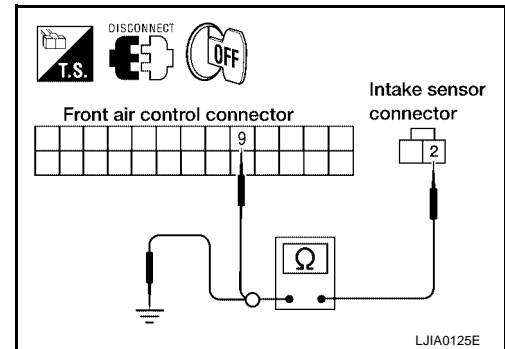
4. CHECK CIRCUIT CONTINUITY BETWEEN INTAKE SENSOR AND FRONT AIR CONTROL

- Turn ignition switch OFF.
- Disconnect front air control connector.
- Check continuity between intake sensor harness connector M305 terminal 2 (R/W) and front air control harness connector M49 terminal 9 (R/W).

Continuity should exist.

- Check continuity between intake sensor harness connector M305 terminal 2 (R/W) and ground.

Continuity should not exist.



OK or NG

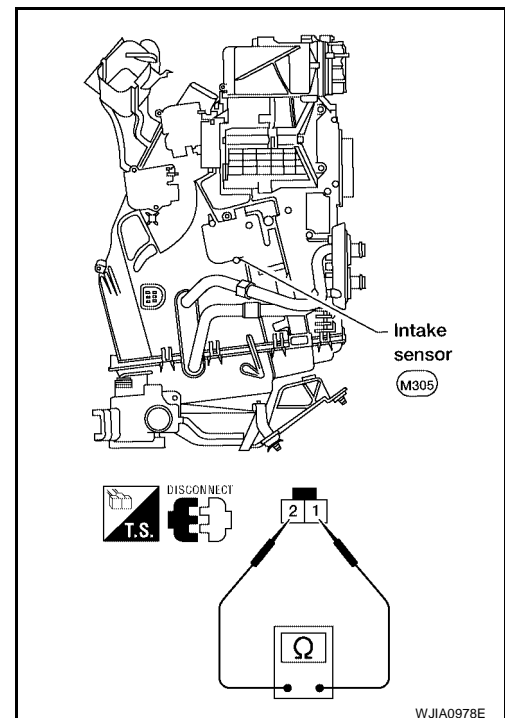
- OK >> 1. Replace front air control. Refer to [ATC-127, "FRONT AIR CONTROL"](#) .
 2. Go to self-diagnosis [ATC-50, "A/C System Self-diagnosis Function"](#) and perform self-diagnosis.
- NG >> Repair harness or connector.

COMPONENT INSPECTION

Intake Sensor

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

Temperature °C (°F)	Resistance kΩ
-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 [ATC-131, "INTAKE SENSOR"](#) .

CONTROL UNIT

CONTROL UNIT

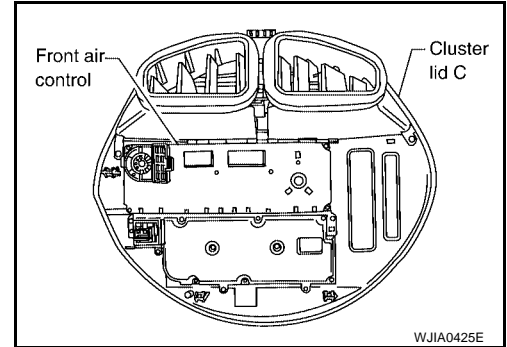
PFP:27500

Removal and Installation FRONT AIR CONTROL

EJS00101

Removal

1. Remove the five control knobs from the control unit.
2. Remove cluster lid C, disconnect the front air control electrical connector. Refer to [IP-11, "Cluster Lid C"](#).
3. Remove the screws securing the front air control to cluster lid C.
4. Remove the front air control.



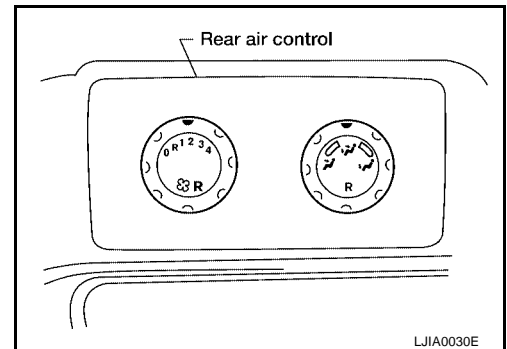
Installation

Installation is the reverse order of removal.

REAR AIR CONTROL

Removal

1. Remove the rear air control from the headliner, located over the sliding door, RH.
2. Disconnect the rear air control electrical connector and remove the rear air control.



Installation

Installation is in the reverse order of removal.

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AMBIENT SENSOR

AMBIENT SENSOR

PFP:27722

Removal and Installation

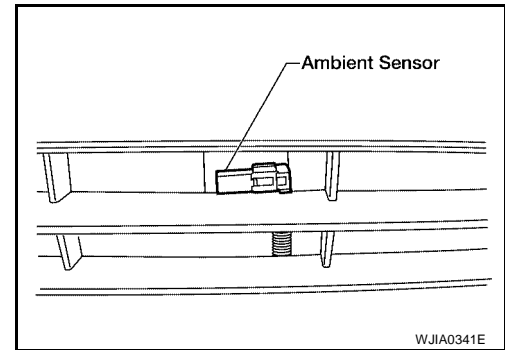
EJS00102

1. 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.
3. Installation is in the reverse order of removal.



IN-VEHICLE SENSOR

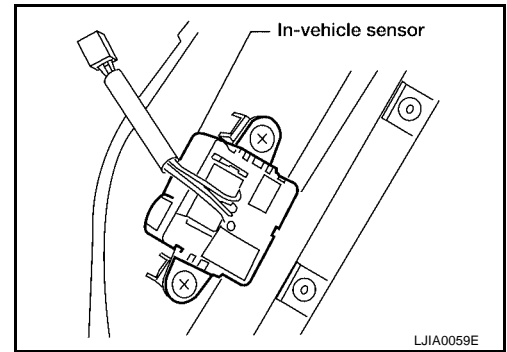
IN-VEHICLE SENSOR

PFP:27720

Removal and Installation

EJS00103

1. Remove the center console. Refer to [IP-11, "Removal and Installation"](#).
2. Remove the two screws and remove the in-vehicle sensor.
3. Installation is in the reverse order of removal.



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OPTICAL SENSOR

OPTICAL SENSOR

PF2:28576

Removal and Installation

EJS00104

The optical sensor is located in the top center of the instrument panel. Refer to [LT-57, "Removal and Installation of Optical Sensor"](#).

INTAKE SENSOR

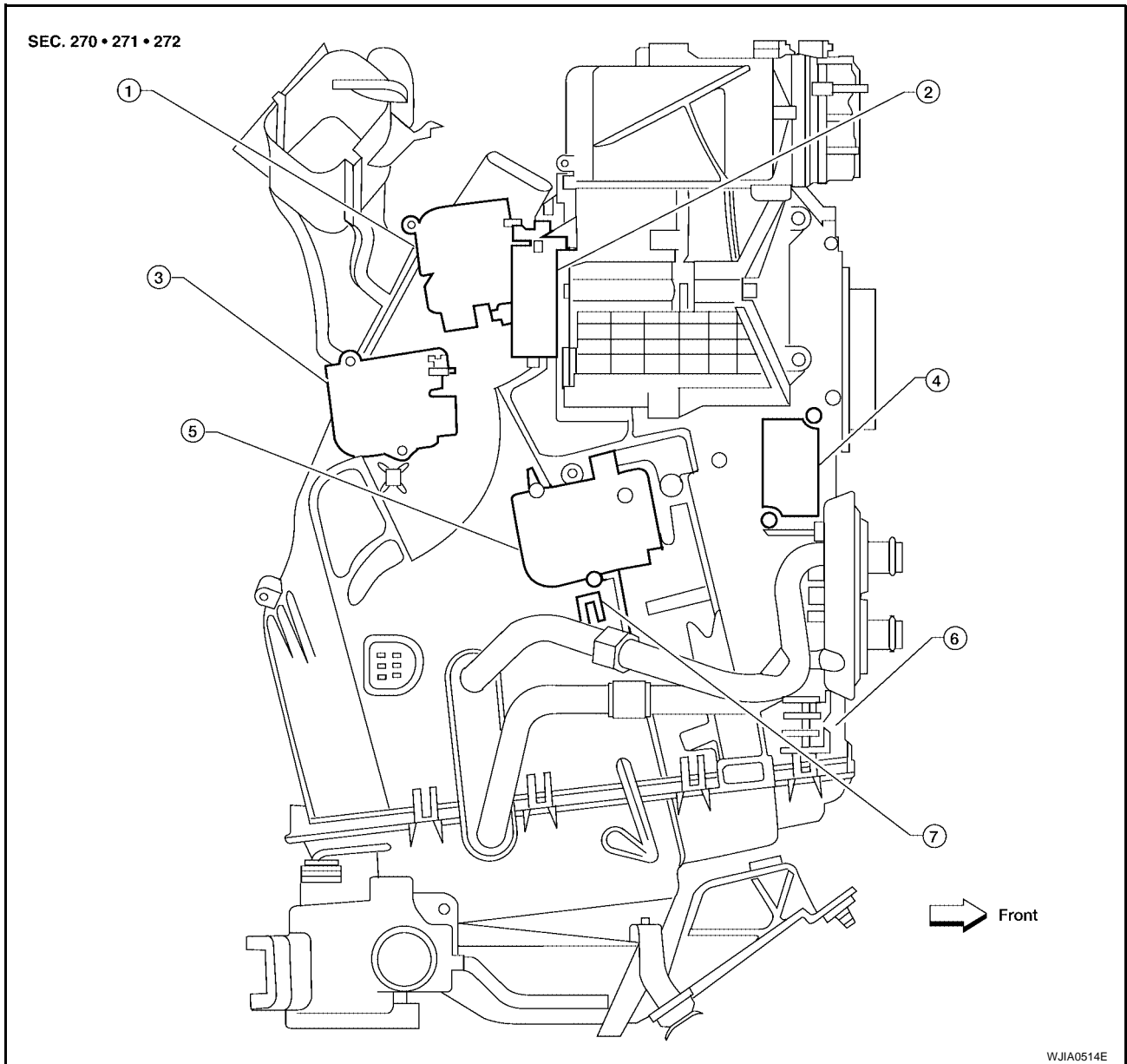
PFP:27723

EJS001U0

INTAKE SENSOR

Removal and Installation

Intake Sensor



- | | | |
|----------------------------|-----------------------------------|---|
| 1. Defroster door motor | 2. Intake door motor (passenger) | 3. Mode door motor |
| 4. Variable blower control | 5. Air mix door motor (passenger) | 6. Front heater and cooling unit assembly |
| 7. Intake sensor | | |

REMOVAL

1. Remove the instrument lower panel RH and glove box. Refer to [IP-13, "Instrument Lower Panel RH and Glove Box"](#).
2. Disconnect the intake sensor electrical connector.
3. Twist 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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BLOWER MOTOR

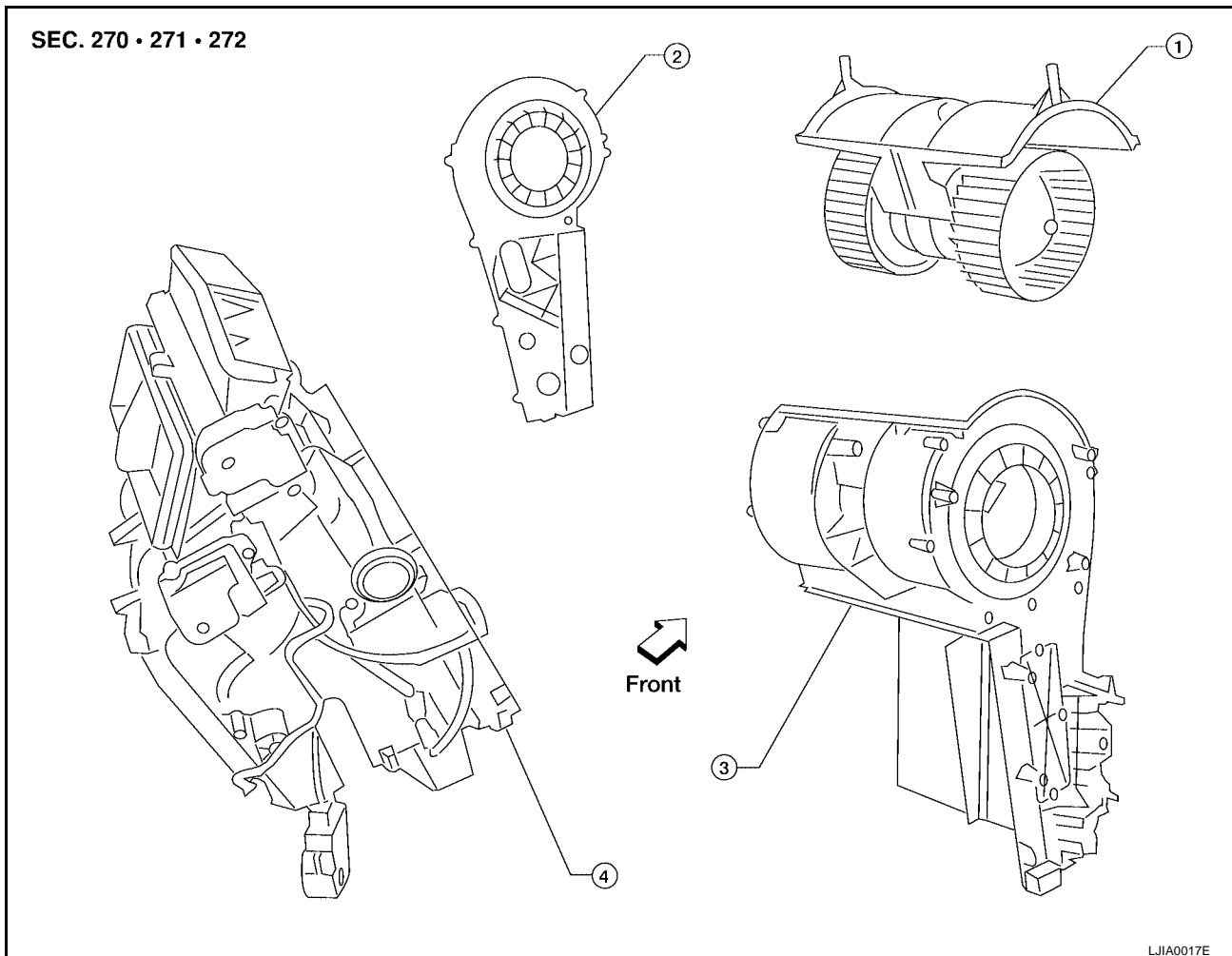
PF2:27226

EJS004E1

BLOWER MOTOR

Removal and Installation FRONT BLOWER MOTOR

Front Blower Motor



1. Front blower motor

2. Blower motor side cover

3. Blower motor case

4. Heater core and evaporator case

Removal

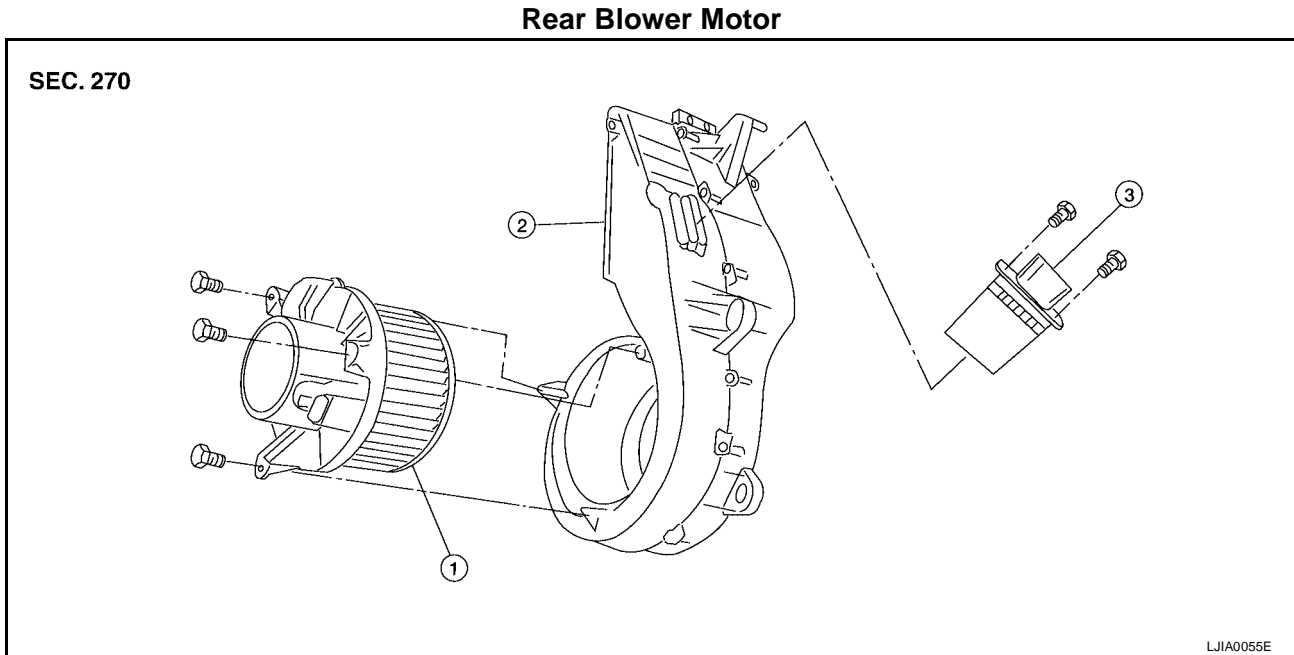
1. Remove the combination meter. Refer to [IP-12, "Combination Meter"](#) .
2. Remove the defroster duct. Refer to [ATC-156, "DEFROSTER DUCT"](#) .
3. Remove the front blower motor.

Installation

Installation is in the reverse order of removal.

BLOWER MOTOR

REAR BLOWER MOTOR



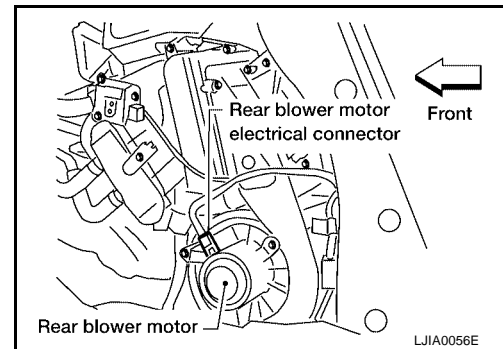
1. Rear blower motor

2. Rear blower motor case

3. Rear blower motor resistor

Removal

1. Remove the rear lower finisher assembly RH. Refer to [EI-32, "RIGHT SIDE AND REAR"](#).
2. Disconnect the blower motor electrical connector.
3. Remove the three screws and remove the blower motor.



Installation

Installation is in the reverse order of removal.

IN-CABIN MICROFILTER

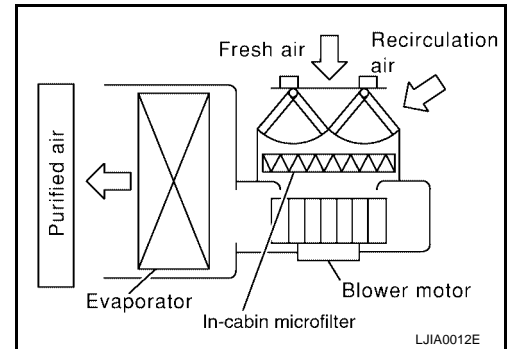
IN-CABIN MICROFILTER

PFP:27277

Removal and Installation FUNCTION

EJS00109

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 [MA-6, "PERIODIC MAINTENANCE"](#) . 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.

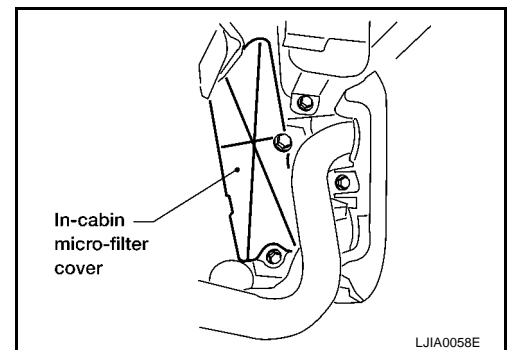
REPLACEMENT PROCEDURES

1. Remove the glove box assembly. Refer to [IP-13, "Instrument Lower Panel RH and 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-13, "Instrument Lower Panel RH and Glove Box"](#) .



HEATER & COOLING UNIT ASSEMBLY

HEATER & COOLING UNIT ASSEMBLY

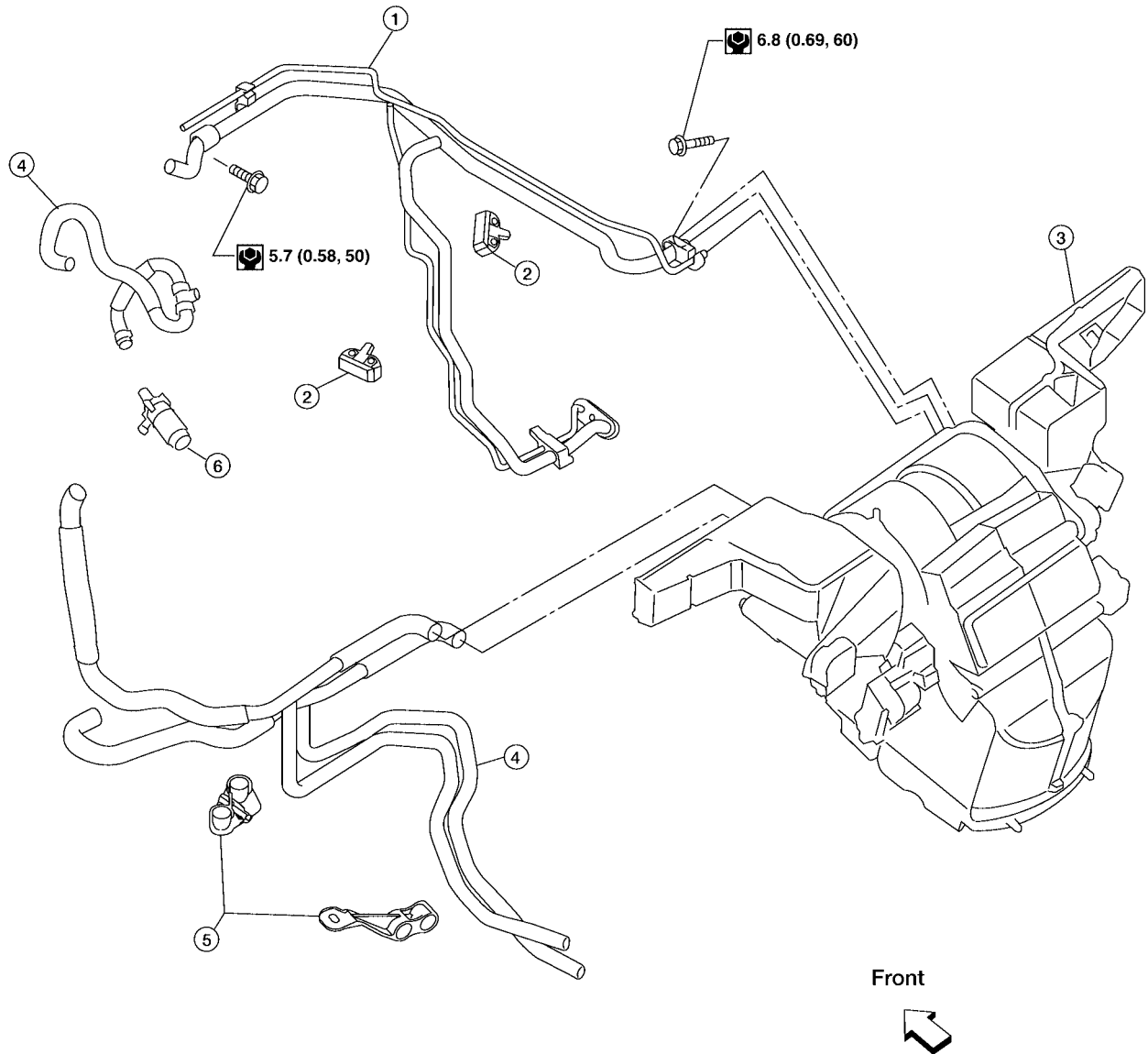
PF27110


Components

EJS001U8

Front Heater and Cooling Unit Assembly

SEC. 270 • 276



 N·m (kg·m, in·lb)

- | | | |
|---|-----------------------------------|---|
| 1. High/low pressure pipe | 2. High/low pressure pipe bracket | 3. Front heater and cooling unit assembly |
| 4. Front heater core pipe and hose assembly | 5. Front heater core pipe bracket | 6. Heater pump |

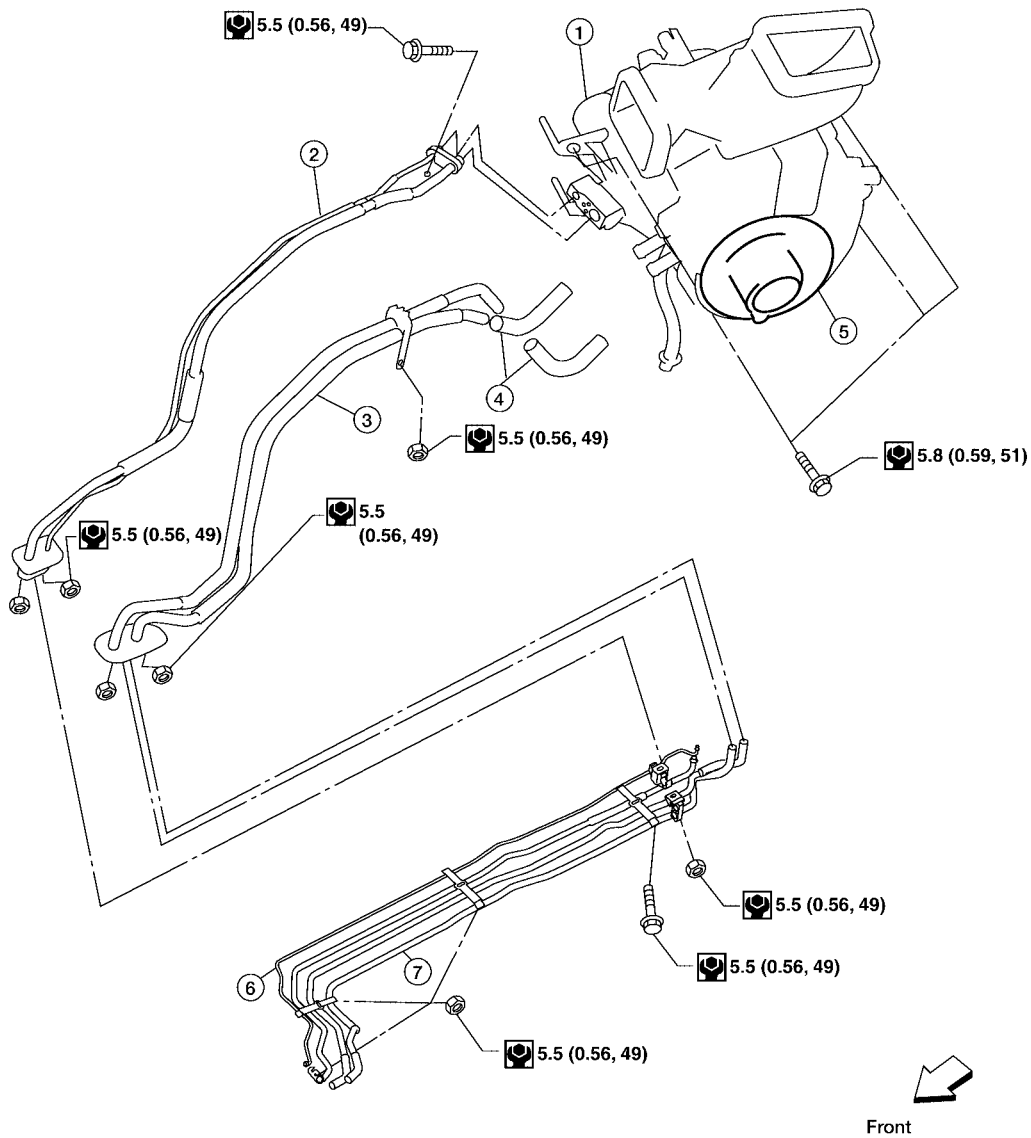
LJJA0067E


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HEATER & COOLING UNIT ASSEMBLY

Rear Heater and Cooling Unit Assembly

SEC. 270 • 276



 N·m (kg-m, in-lb)

- | | | |
|--|----------------------|------------------------------|
| 1. Rear heater and cooling unit assembly | 2. Rear A/C pipes | 3. Rear heater core pipes |
| 4. Rear heater core hose | 5. Rear blower motor | 6. Underfloor rear A/C pipes |
| 7. Underfloor rear heater core pipes | | |

LJIA0066E

Removal and Installation FRONT HEATER AND COOLING UNIT ASSEMBLY

EJS0010A

1. Discharge the refrigerant from the A/C system. Refer to [ATC-158, "Discharging Refrigerant"](#).
2. Drain the coolant from the engine cooling system. Refer to [MA-14, "DRAINING ENGINE COOLANT"](#).
3. Remove the cowl top extension. Refer to [EI-18, "Removal and Installation"](#).
4. Remove the exhaust system. Refer to [EX-3, "Removal and Installation"](#).
5. Disconnect the front heater hoses from the front heater core.
6. Disconnect the high/low pressure pipe from the front expansion valve.
7. Move the two front seats to the rearmost position on the seat track.

HEATER & COOLING UNIT ASSEMBLY

8. Remove the instrument panel and console panel. Refer to [IP-10, "Removal and Installation"](#) .
9. Remove the steering column. Refer to [PS-9, "Removal and Installation"](#) .
10. 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 [PG-37, "Harness Layout"](#) .
11. Disconnect the steering member from each side of the vehicle body.
12. Remove the front heater and cooling unit assembly with it attached to the steering member, from the vehicle.

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.

13. Remove the front heater and cooling unit assembly from the steering member.
14. Installation is in the reverse order of removal.

CAUTION:

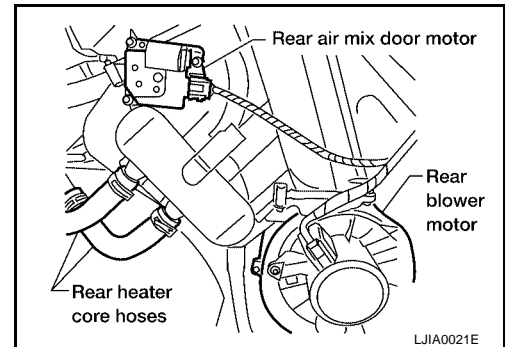
- Replace the O-ring of the low-pressure flexible hose and high-pressure flexible hose with a new one, and apply compressor oil to it when installing it.
- After charging the refrigerant, check for leaks.

NOTE:

- Fill the engine cooling system with the specified coolant mixture. Refer to [MA-15, "REFILLING ENGINE COOLANT"](#) .
- Recharge the A/C system. Refer to [ATC-158, "Evacuating System and Charging Refrigerant"](#) .

REAR HEATER AND COOLING UNIT ASSEMBLY

1. Discharge the refrigerant from the A/C system. Refer to [ATC-158, "Discharging Refrigerant"](#) .
2. Drain the coolant from the engine cooling system. Refer to [MA-14, "DRAINING ENGINE COOLANT"](#) .
3. Disconnect the rear heater core hoses from the rear heater core.
4. Disconnect the rear A/C pipes from the rear expansion valve.
5. Remove the rear RH interior trim panel. Refer to [EI-30, "Removal and Installation"](#) .
6. Disconnect the following electrical connectors:
 - Rear blower motor
 - Rear blower motor resistor
 - Rear air mix door motor
7. Disconnect the ducts from the rear heater and cooling unit assembly.
8. Remove the rear heater and cooling unit assembly.
9. 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, and apply compressor oil to it when installing it.
- After charging the refrigerant, check for leaks.

NOTE:

- Fill the engine cooling system with the specified coolant mixture. Refer to [MA-15, "REFILLING ENGINE COOLANT"](#) .
- Recharge the A/C system. Refer to [ATC-158, "Evacuating System and Charging Refrigerant"](#) .

HEATER CORE

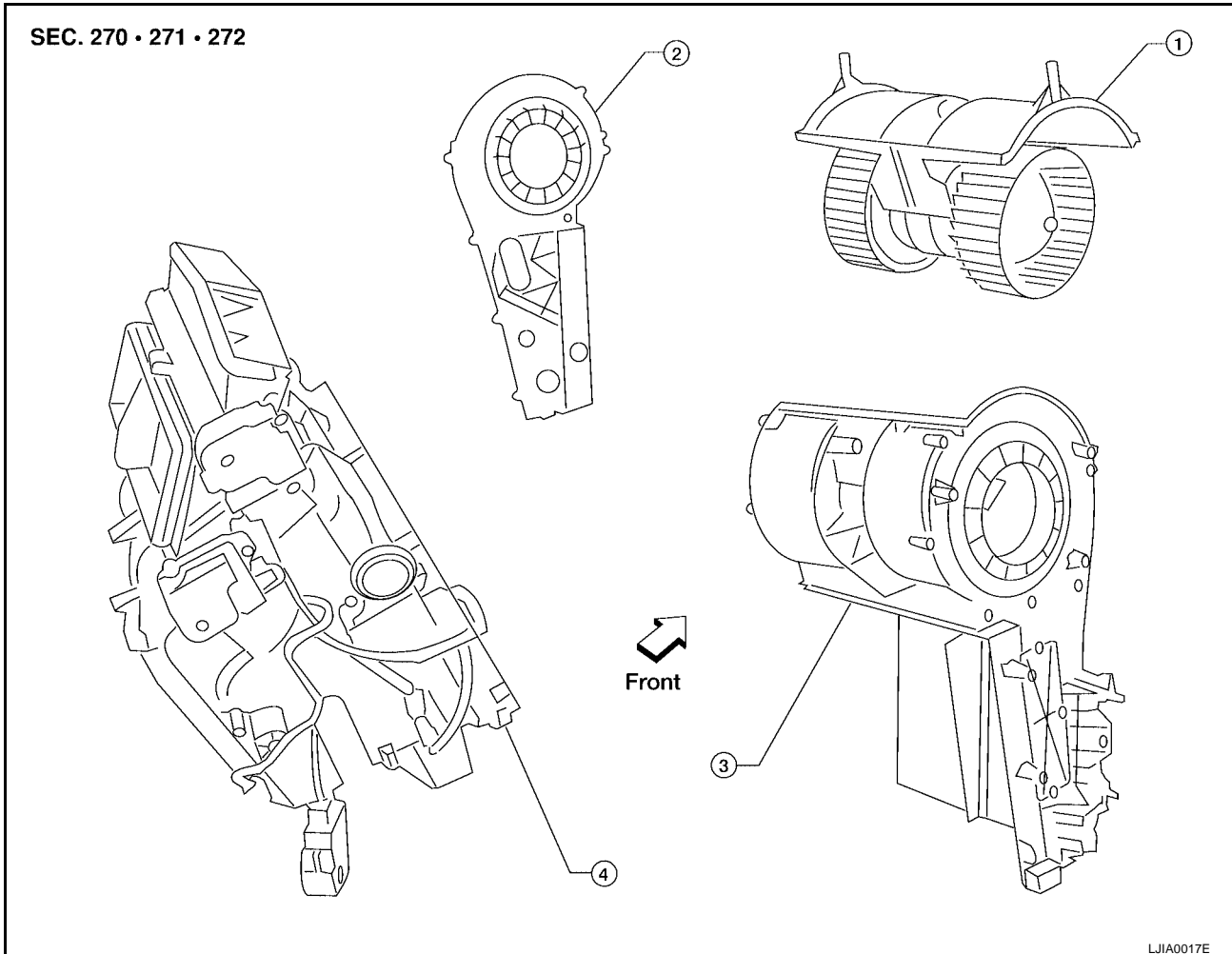
HEATER CORE

PF27140

Components

EJS001U9

Front Heater and Cooling Unit Assembly



1. Front blower motor

2. Blower motor side cover

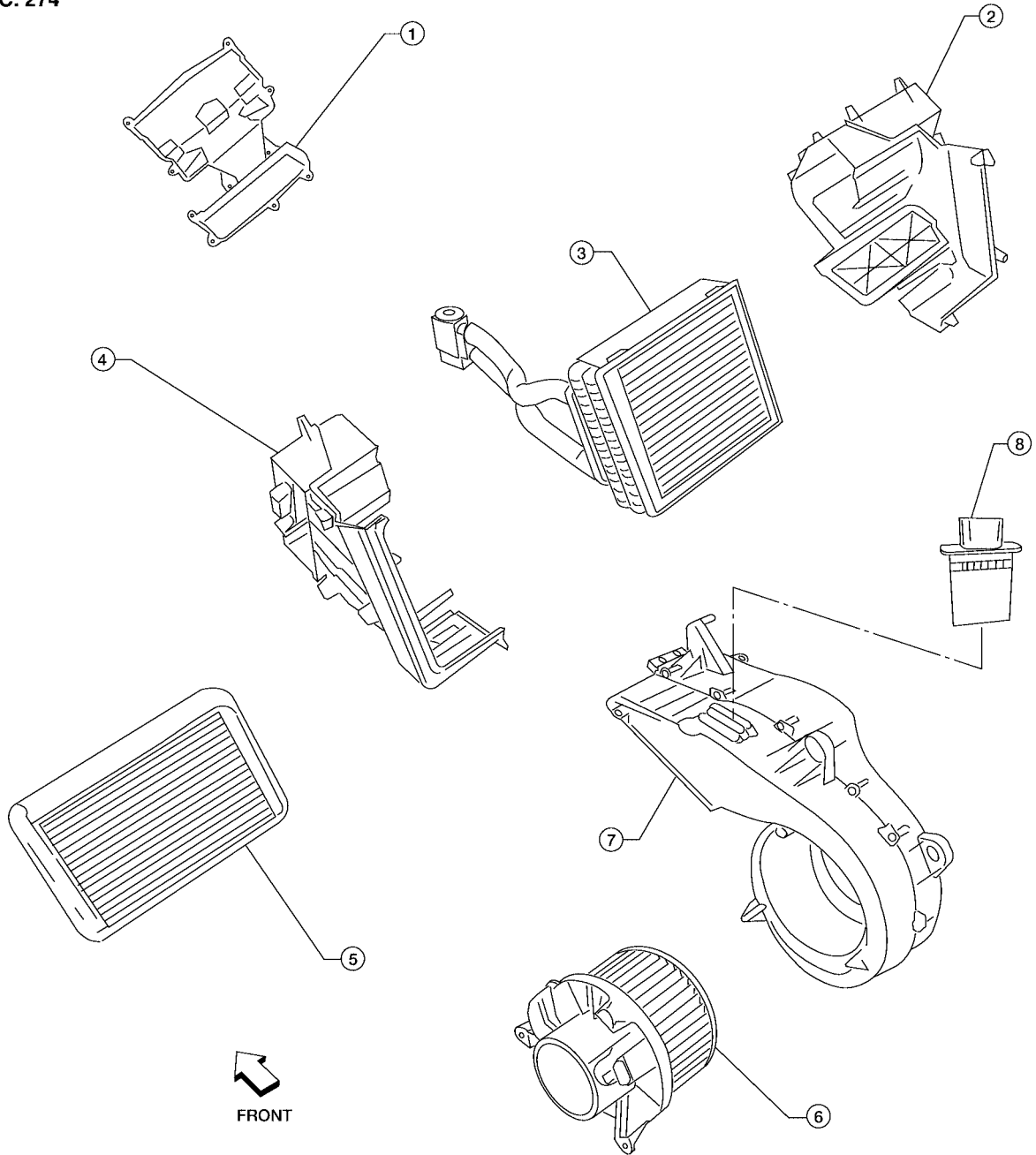
3. Blower motor case

4. Heater core and evaporator case

HEATER CORE

Rear Heater and Cooling Unit Assembly

SEC. 274



- | | | |
|----------------------|------------------------------------|----------------------|
| 1. Front cover | 2. Evaporator and heater core case | 3. Evaporator |
| 4. Side cover | 5. Heater core | 6. Rear blower motor |
| 7. Blower motor case | 8. Rear blower motor resistor | |

LJIA0020E

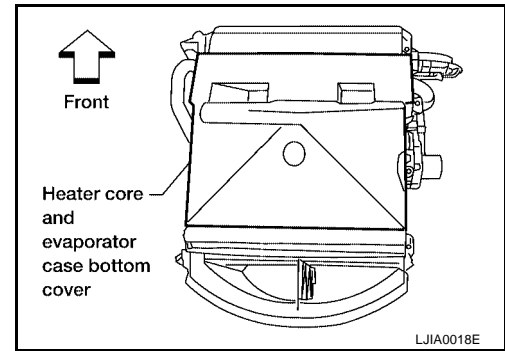
Removal and Installation FRONT HEATER CORE

EJS0010B

1. Remove the front heater and cooling unit assembly. Refer to [ATC-136, "FRONT HEATER AND COOLING UNIT ASSEMBLY"](#).
2. Remove the blower motor side cover.
3. Remove the front blower motor.

HEATER CORE

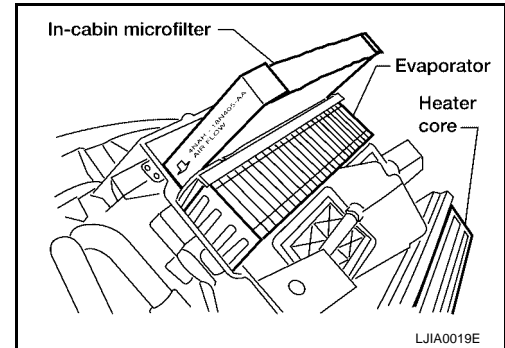
- Remove heater core and evaporator case bottom cover.
- Remove the blower motor case.



- Remove the front heater core.

NOTE:

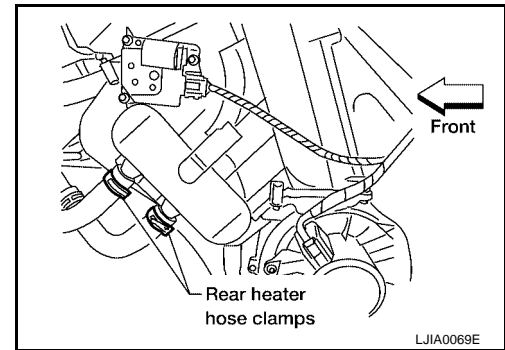
If the in-cabin microfilters are contaminated from coolant leaking from the heater core, replace the in-cabin microfilters with new ones before installing the new front heater core.



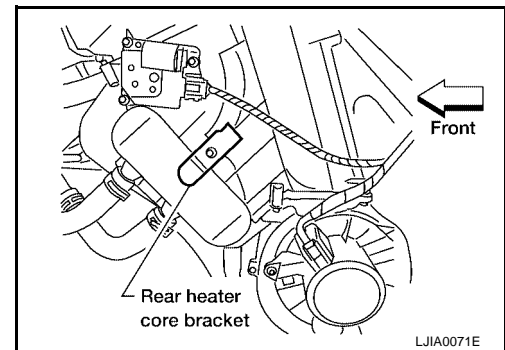
- Installation is in the reverse order of removal.

REAR HEATER CORE

- Partially drain the engine cooling system. Refer to [MA-14, "DRAINING ENGINE COOLANT"](#).
- Remove the rear RH interior trim panel. Refer to [EI-30, "Removal and Installation"](#).
- Disconnect the rear heater core hoses from the rear heater core.



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



- Installation is in the reverse order of removal.

HEATER PUMP

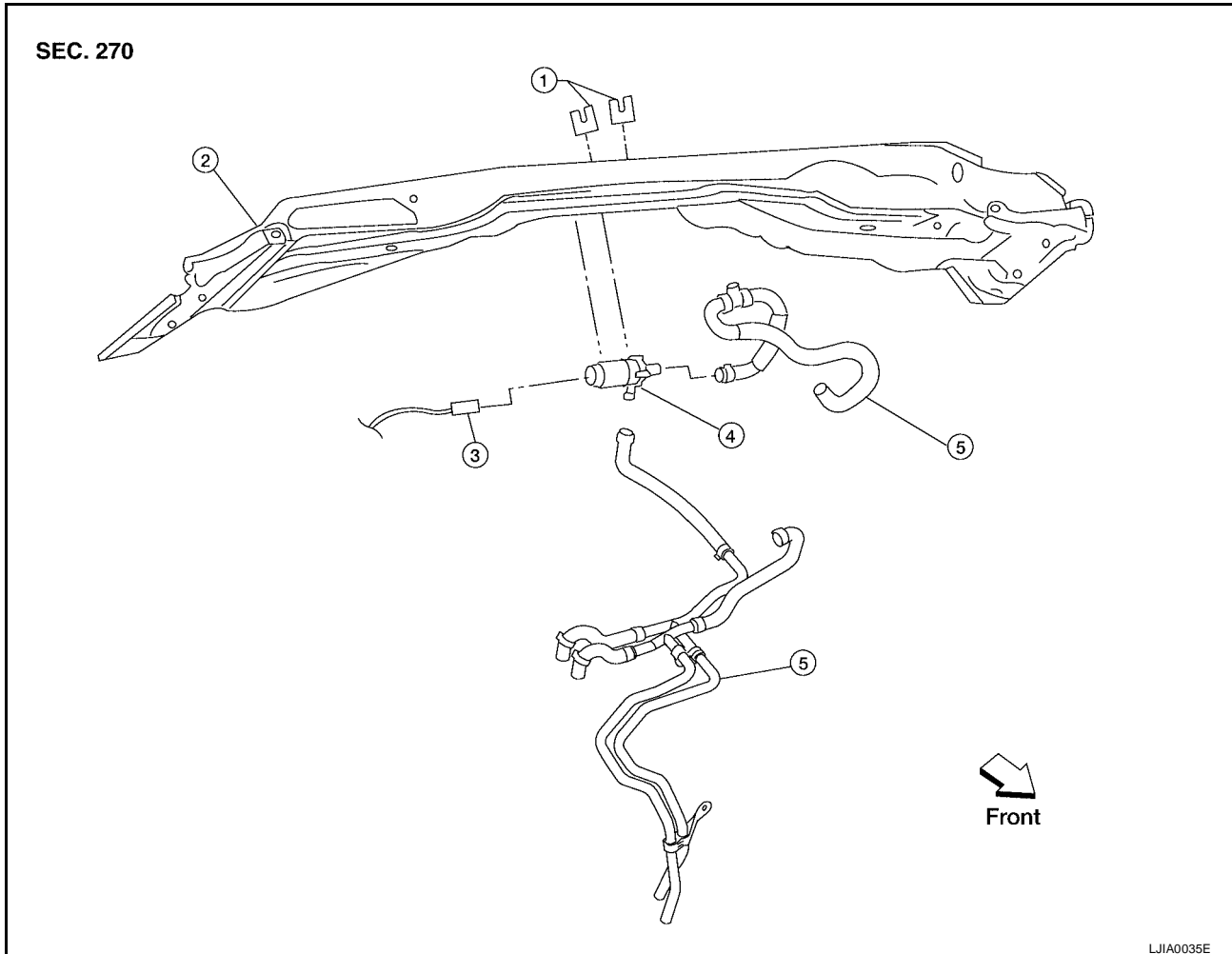
PF9:92264

HEATER PUMP

Removal and Installation

EJS001QY

Heater Pump



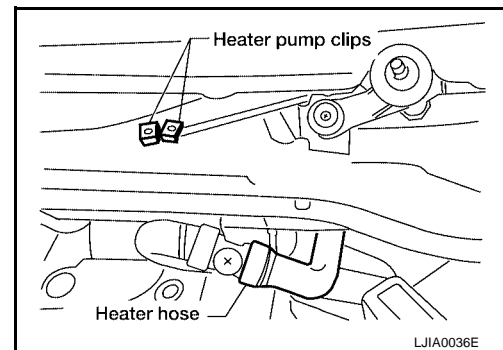
- 1. Heater pump clips
- 2. Cowl top extension
- 3. Heater pump electrical connector
- 4. Heater pump
- 5. Heater hoses

REMOVAL

1. Remove the cowl top. Refer to [EI-18, "COWL TOP"](#) .
2. Partially drain the engine cooling system. Refer to [MA-14, "DRAINING ENGINE COOLANT"](#) .
3. Remove the two heater pump clips securing the heater pump to the cowl top extension.
4. Disconnect the heater pump electrical connector and the two heater hoses, then remove the heater pump.

CAUTION:

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



INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

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

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DEFROSTER DOOR MOTOR

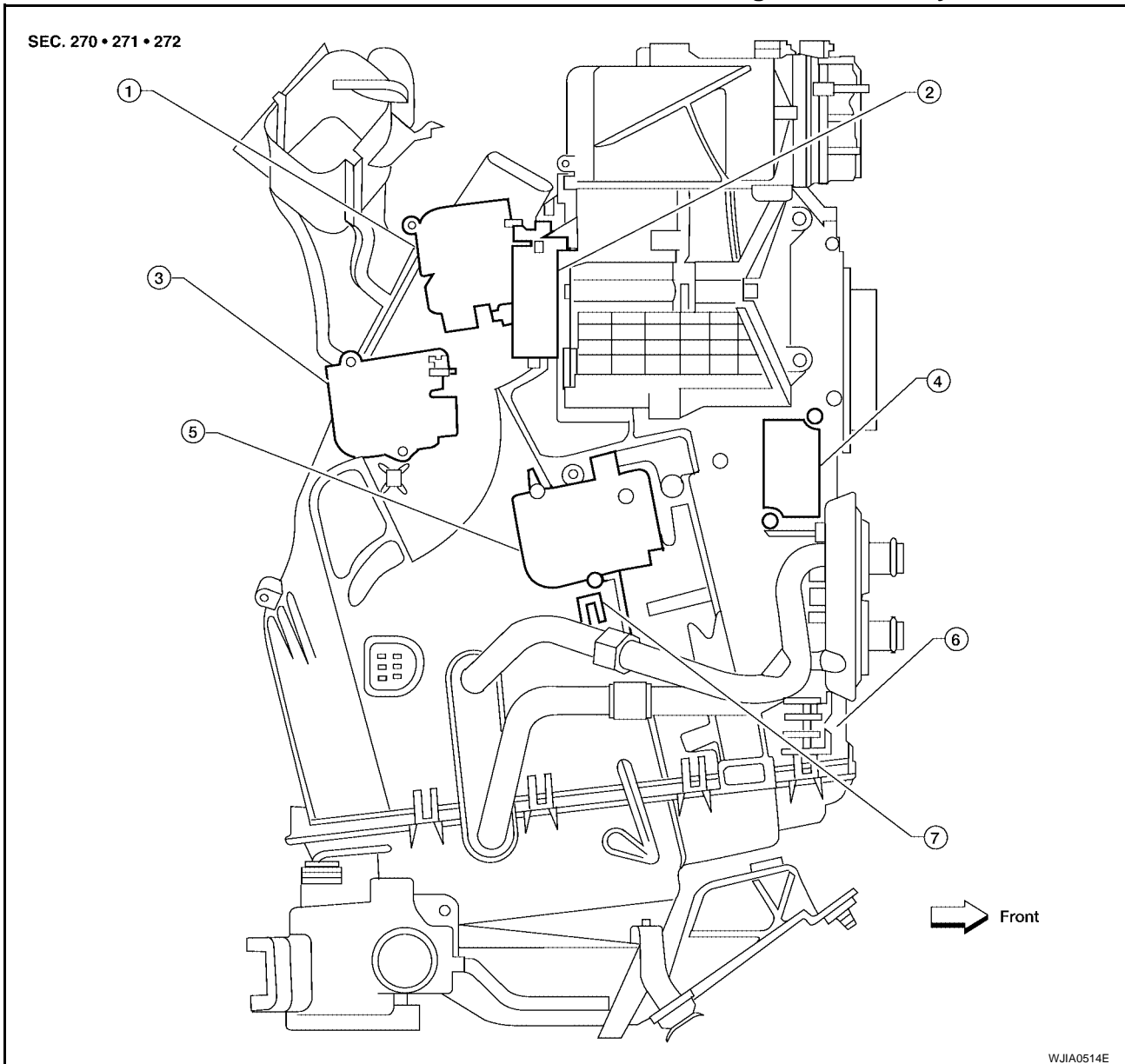
DEFROSTER DOOR MOTOR

PFP:27733

Removal and Installation

EJS001R1

Defroster Door Motor - Front Heater and Cooling Unit Assembly



- | | | |
|----------------------------|-----------------------------------|---|
| 1. Defroster door motor | 2. Intake door motor (passenger) | 3. Mode door motor |
| 4. Variable blower control | 5. Air mix door motor (passenger) | 6. Front heater and cooling unit assembly |
| 7. Intake sensor | | |

REMOVAL

1. Remove the front heater and cooling unit assembly. Refer to [ATC-136, "FRONT HEATER AND COOLING UNIT ASSEMBLY"](#).
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

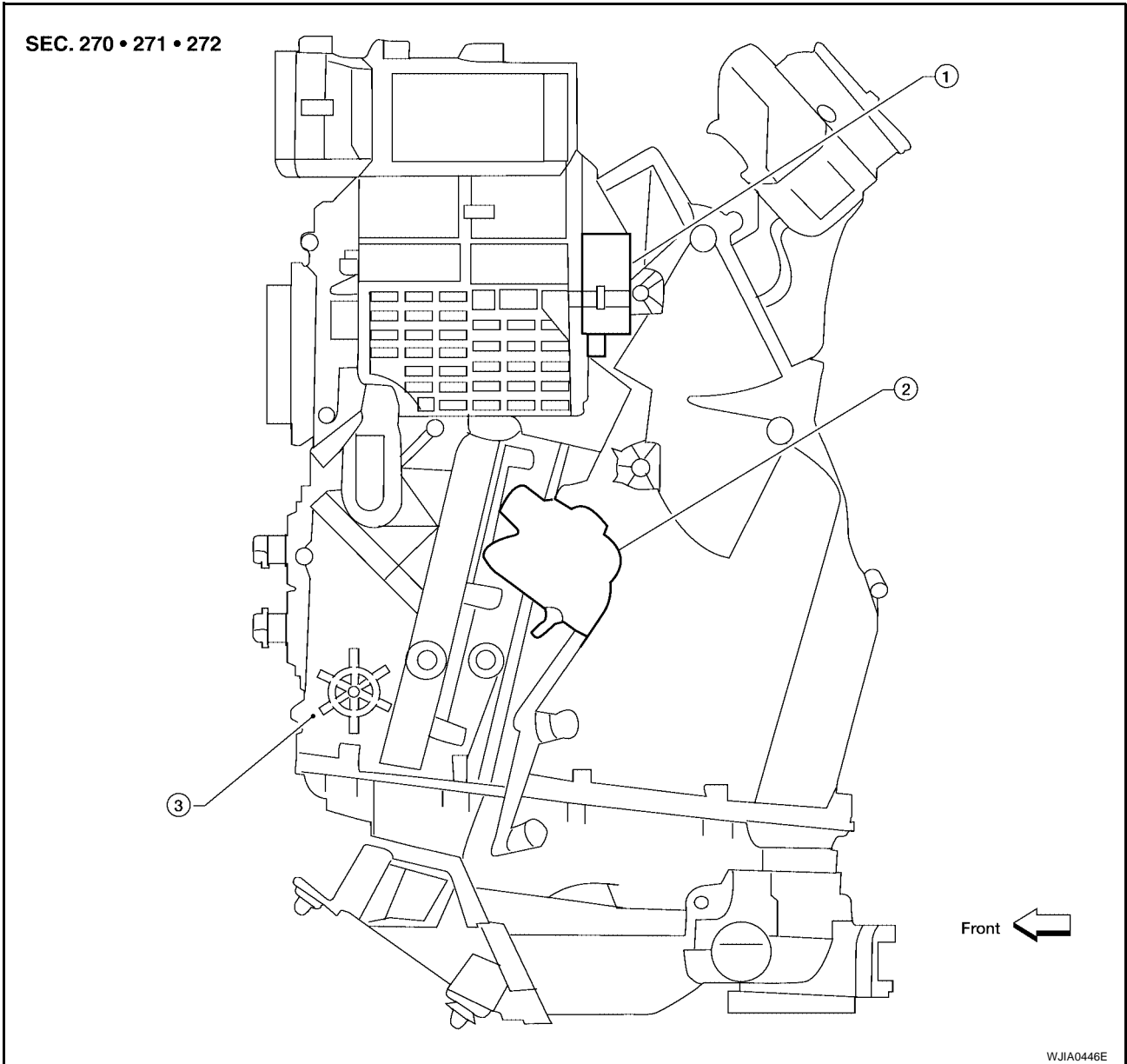
PFP:27730

INTAKE DOOR MOTOR

Components

EJS001UA

Intake Door Motor (Driver) - Front Heater and Cooling Unit Assembly



1. Intake door motor

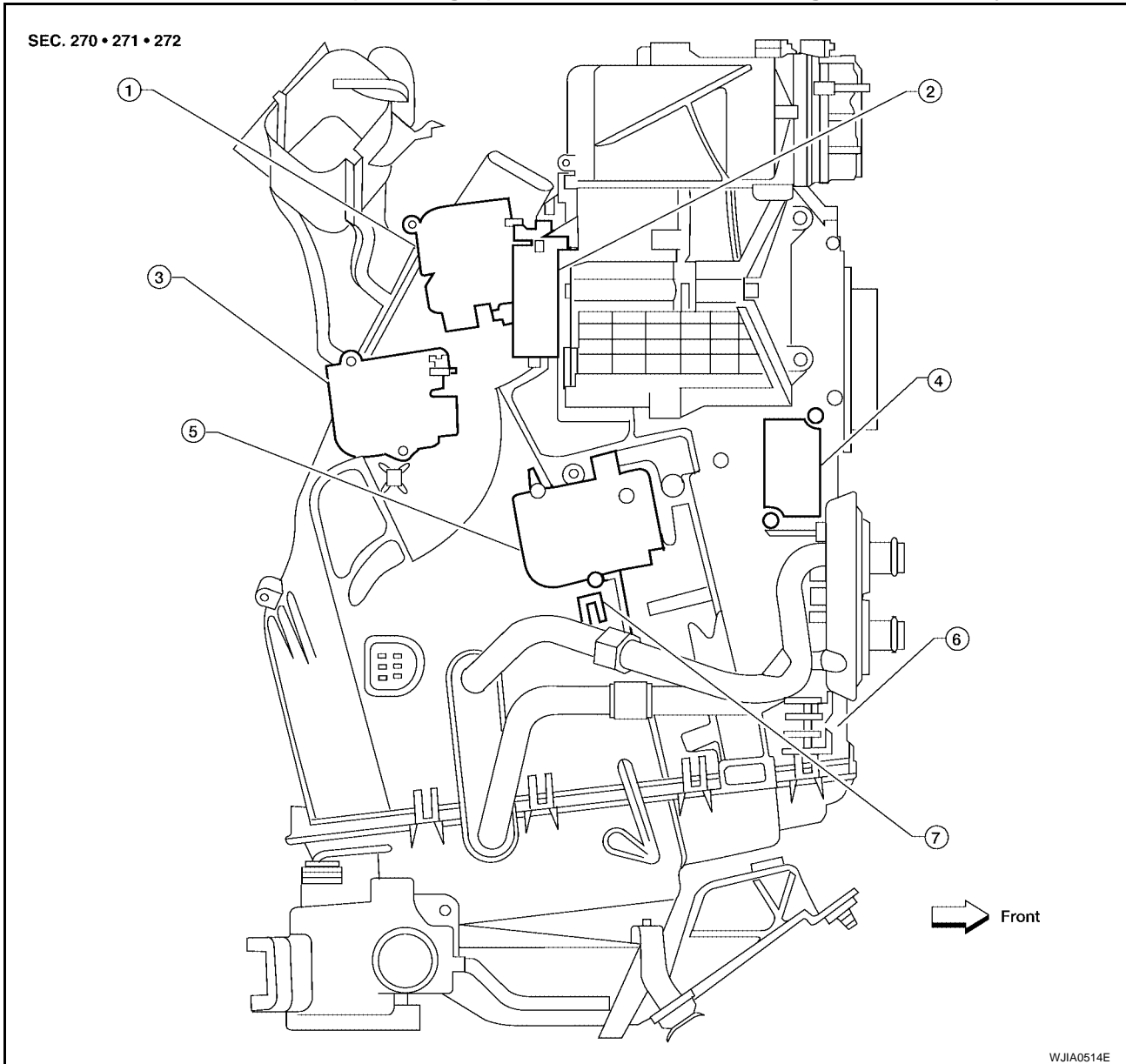
2. Air mix door motor (driver)

3. Front heater and cooling unit assembly

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INTAKE DOOR MOTOR

Intake Door Motor (Passenger) - Front Heater and Cooling Unit Assembly

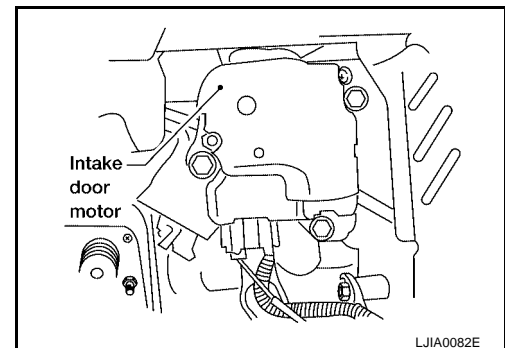


- | | | |
|----------------------------|-----------------------------------|---|
| 1. Defroster door motor | 2. Intake door motor (passenger) | 3. Mode door motor |
| 4. Variable blower control | 5. Air mix door motor (passenger) | 6. Front heater and cooling unit assembly |
| 7. Intake sensor | | |

Removal and Installation DRIVER SIDE

EJS00108

1. Remove the lower driver instrument panel. Refer to [IP-12, "Instrument Lower Panel LH"](#).
2. Remove the center console trim panel. Refer to [IP-10, "Removal and Installation"](#).
3. Disconnect the intake door motor electrical connector.
4. Remove the three screws and remove the intake door motor.
5. Installation is in the reverse order of removal.



INTAKE DOOR MOTOR

PASSENGER SIDE

1. Remove the front heater and cooling unit assembly. Refer to [ATC-136, "FRONT HEATER AND COOLING UNIT ASSEMBLY"](#) .
2. Remove the steering member from the front heater and cooling unit assembly.
3. Disconnect the intake door motor electrical connector.
4. Remove the three screws and remove the intake door motor.
5. Installation is in the reverse order of removal.

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MODE DOOR MOTOR

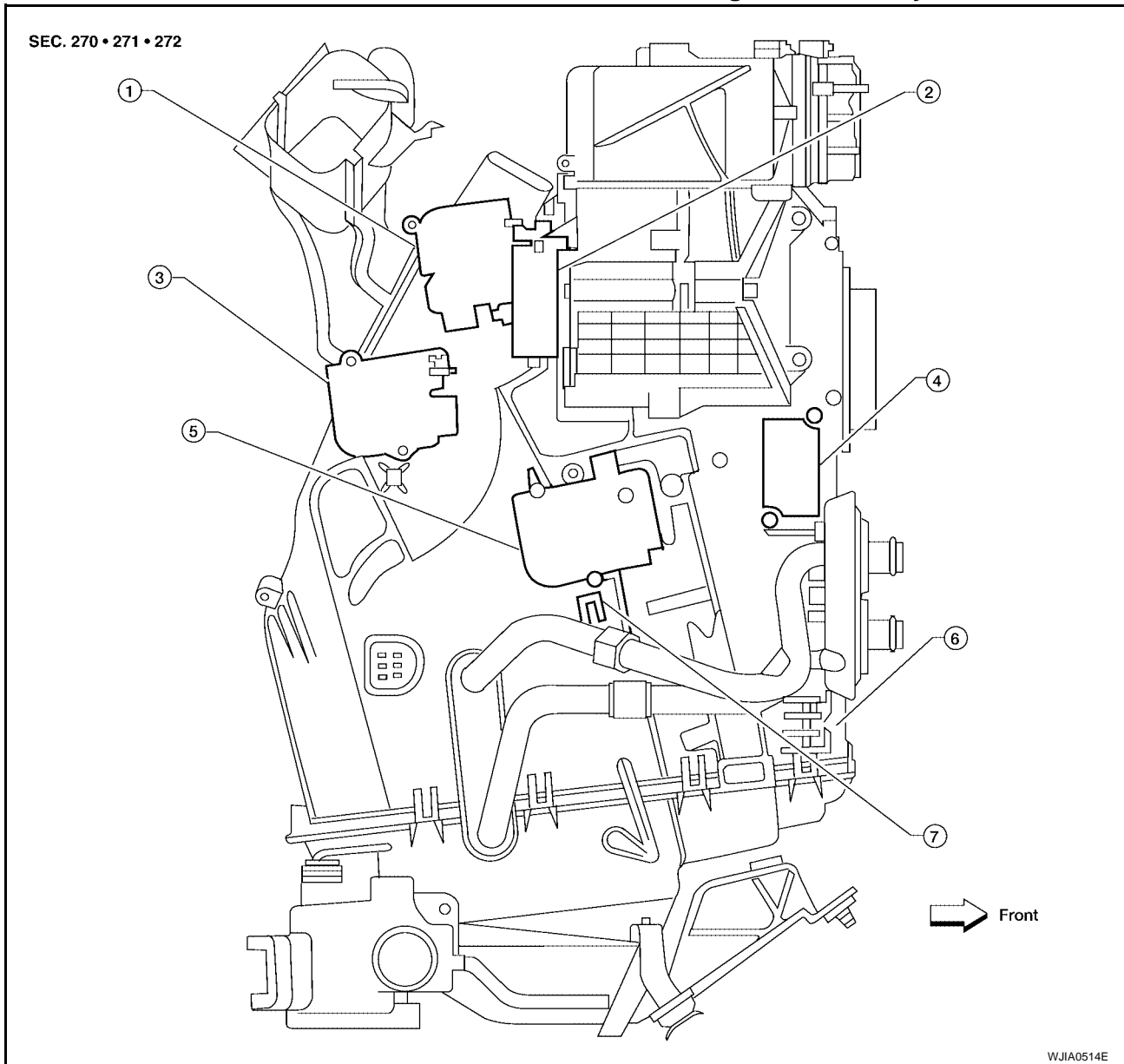
MODE DOOR MOTOR

PFP:27731

Removal and Installation

EJS0010C

Mode Door Motor - Front Heater and Cooling Unit Assembly



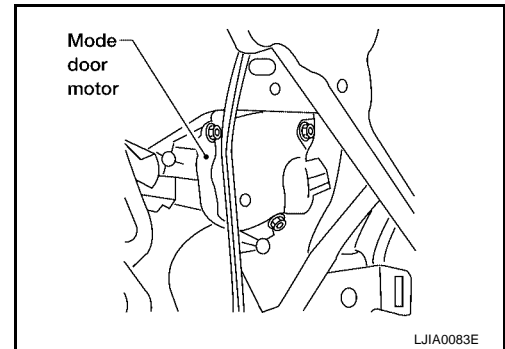
- | | | |
|----------------------------|-----------------------------------|---|
| 1. Defroster door motor | 2. Intake door motor (passenger) | 3. Mode door motor |
| 4. Variable blower control | 5. Air mix door motor (passenger) | 6. Front heater and cooling unit assembly |
| 7. Intake sensor | | |

REMOVAL

1. Remove the instrument passenger lower panel and glove box. Refer to [IP-13, "Instrument Lower Panel RH and Glove Box"](#).
2. Remove the center console trim panel. Refer to [IP-10, "Removal and Installation"](#).

MODE DOOR MOTOR

3. Disconnect the mode door motor electrical connector.
4. Remove the three screws and remove the mode door motor.



INSTALLATION

Installation is in the reverse order of removal.

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AIR MIX DOOR MOTOR

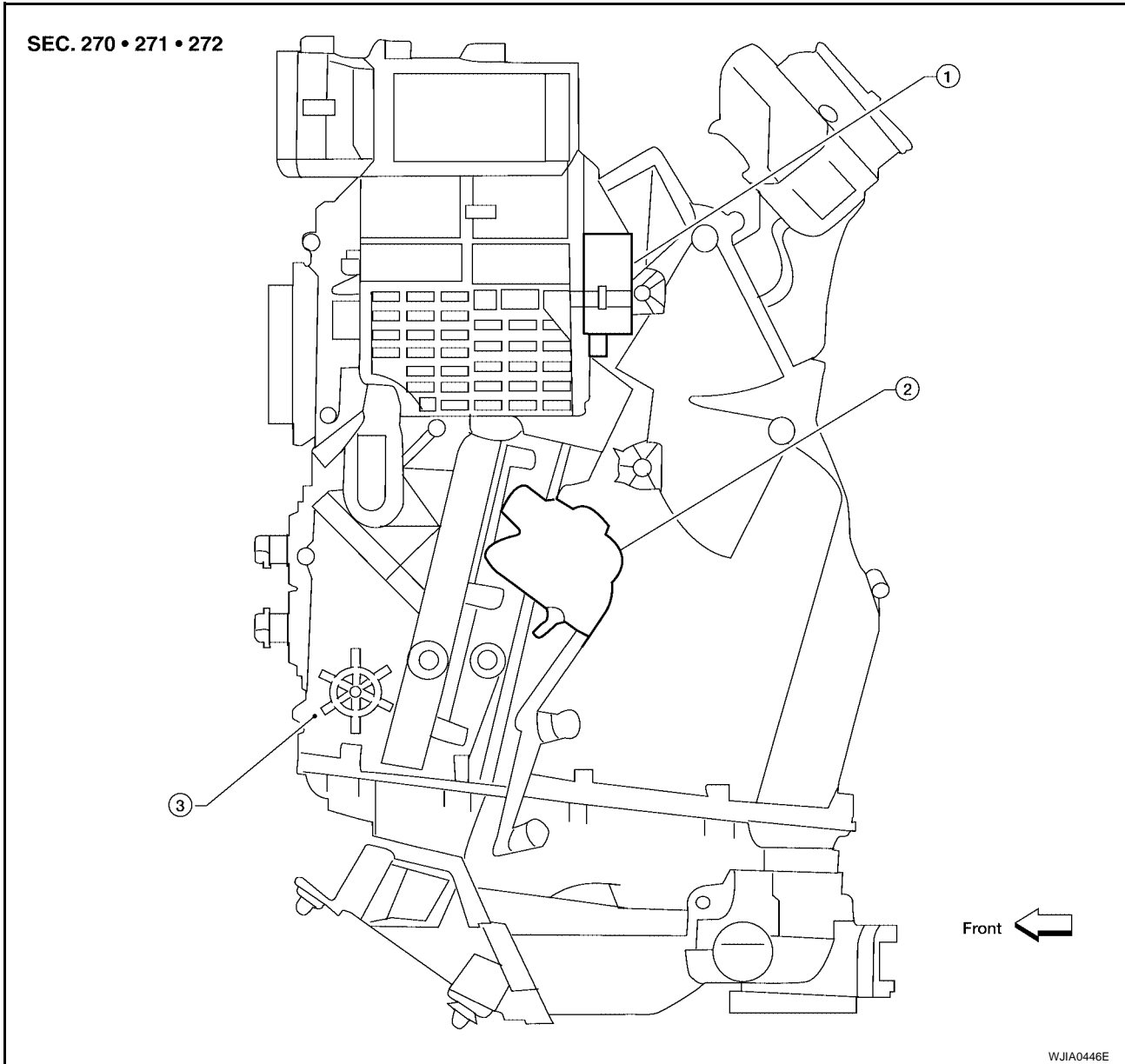
AIR MIX DOOR MOTOR

PF2:27732

Components

EJS001UB

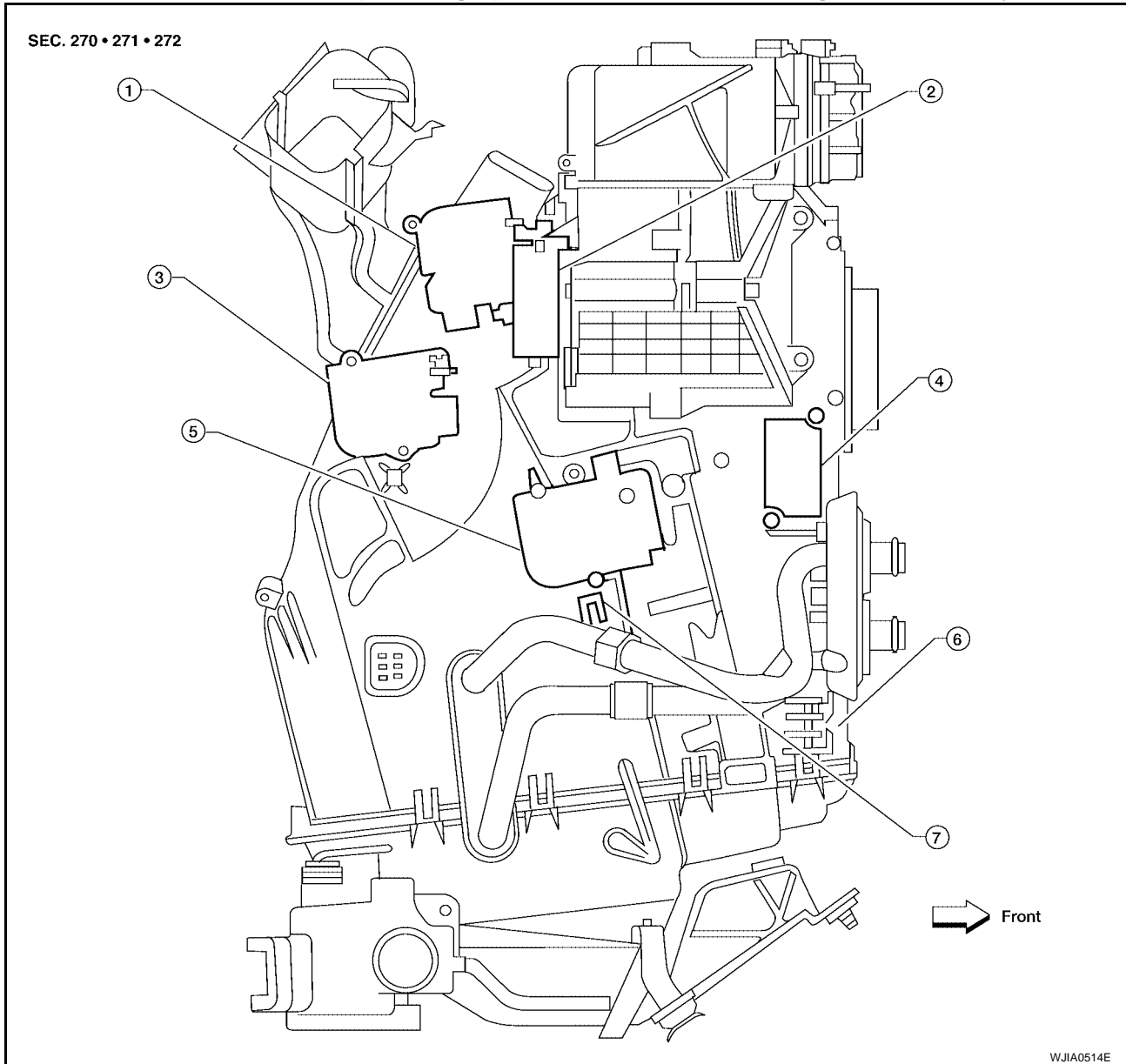
Air Mix Door Motor (Driver) - Front Heater and Cooling Unit Assembly



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

AIR MIX DOOR MOTOR

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

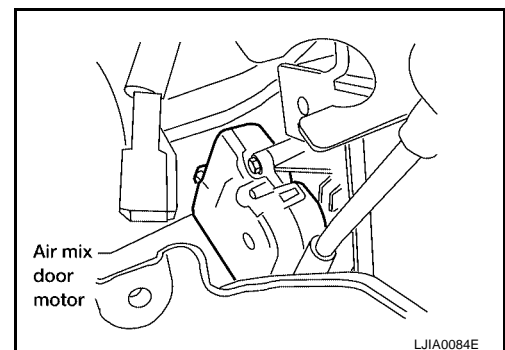


- | | | |
|----------------------------|-----------------------------------|---|
| 1. Defroster door motor | 2. Intake door motor (passenger) | 3. Mode door motor |
| 4. Variable blower control | 5. Air mix door motor (passenger) | 6. Front heater and cooling unit assembly |
| 7. Intake sensor | | |

Removal and Installation FRONT AIR MIX DOOR MOTOR (DRIVER)

EJS0010D

1. Remove the lower driver instrument panel. Refer to [IP-12, "Instrument Lower Panel LH"](#).
2. Remove the center console trim panel. Refer to [IP-10, "Removal and Installation"](#).
3. Disconnect the air mix door motor electrical connector.
4. Remove the three screws and remove the air mix door motor.
5. Installation is in the reverse order of removal.



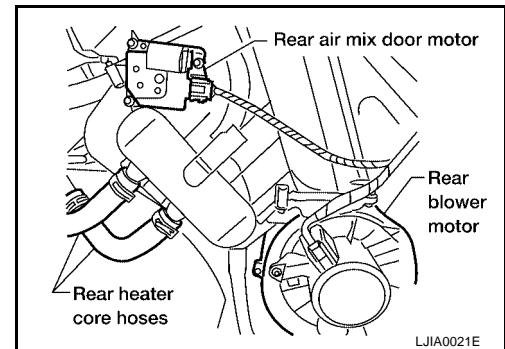
AIR MIX DOOR MOTOR

FRONT AIR MIX DOOR MOTOR (PASSENGER)

1. Remove the front heater and cooling unit assembly. Refer to [ATC-136, "FRONT HEATER AND COOLING UNIT ASSEMBLY"](#) .
2. Remove the steering member from the front heater and cooling unit assembly.
3. Disconnect the air mix door motor electrical connector.
4. Remove the three screws and remove the air mix door motor.
5. Installation is in the reverse order of removal.

REAR AIR MIX DOOR MOTOR

1. Remove the rear lower finisher assembly RH. Refer to [EI-32, "RIGHT SIDE AND REAR"](#) .
2. Disconnect the rear air mix door motor electrical connector.
3. Remove the three screws and remove the rear air mix door motor.
4. Installation is in the reverse order of removal.



VARIABLE BLOWER CONTROL

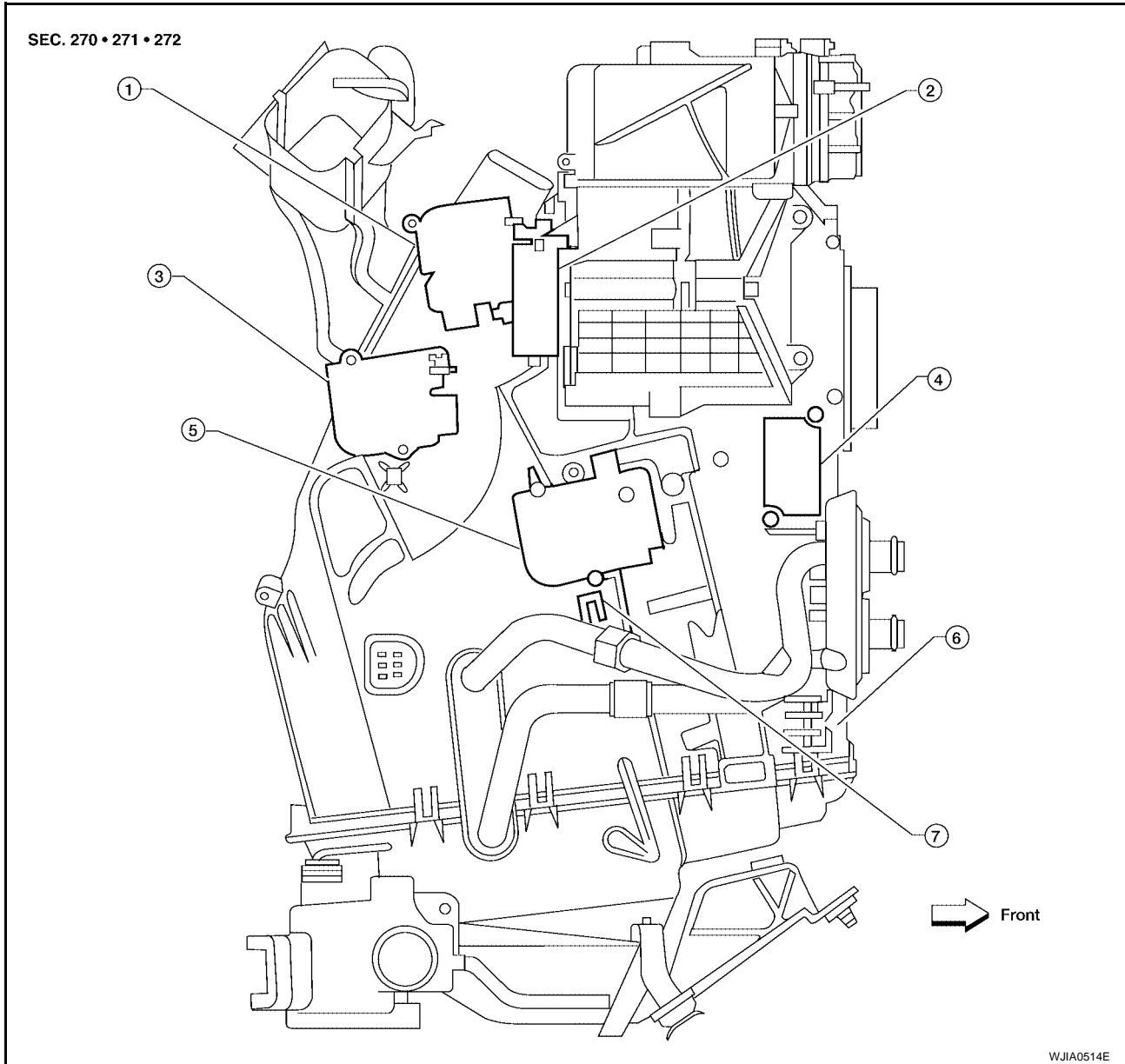
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EJS0010E

VARIABLE BLOWER CONTROL

Removal and Installation

Variable Blower Control - Front Heater and Cooling Unit Assembly



- | | | |
|----------------------------|-----------------------------------|---|
| 1. Defroster door motor | 2. Intake door motor (passenger) | 3. Mode door motor |
| 4. Variable blower control | 5. Air mix door motor (passenger) | 6. Front heater and cooling unit assembly |
| 7. Intake sensor | | |

REMOVAL

1. Remove the instrument passenger lower panel and glove box. Refer to [IP-13, "Instrument Lower Panel RH and Glove Box"](#) .
2. Remove the center console trim panel. Refer to [IP-10, "Removal and Installation"](#) .
3. Disconnect the variable blower control electrical connector.
4. Remove the two screws and remove the variable blower control.

INSTALLATION

Installation is in the reverse order of removal.

REAR BLOWER MOTOR RESISTOR

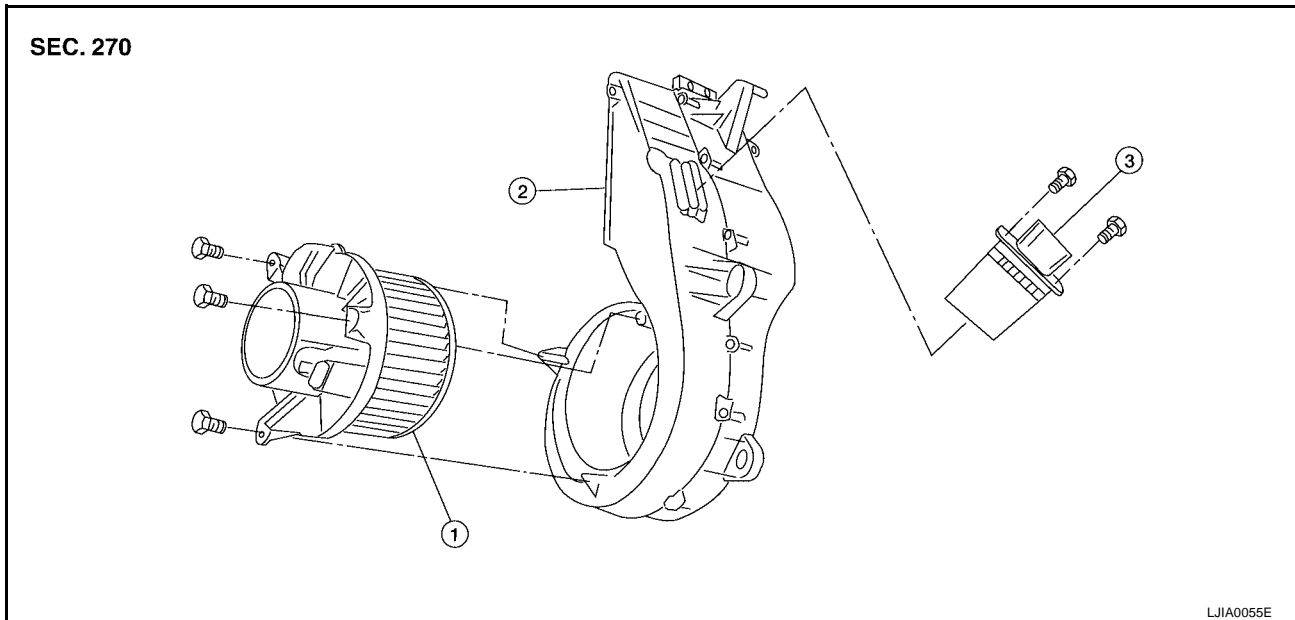
REAR BLOWER MOTOR RESISTOR

PF2:27150

Removal and Installation

EJS001R8

Rear Blower Motor Resistor



1. Rear blower motor

2. Rear blower motor case

3. Rear blower motor resistor

REMOVAL

1. Remove the rear RH interior trim panel. Refer to [EI-32, "RIGHT SIDE AND REAR"](#).
2. Disconnect the rear blower motor resistor electrical connector.
3. Remove the two screws and remove the rear blower motor resistor.

INSTALLATION

Installation is in the reverse order of removal.

DUCTS AND GRILLES

DUCTS AND GRILLES

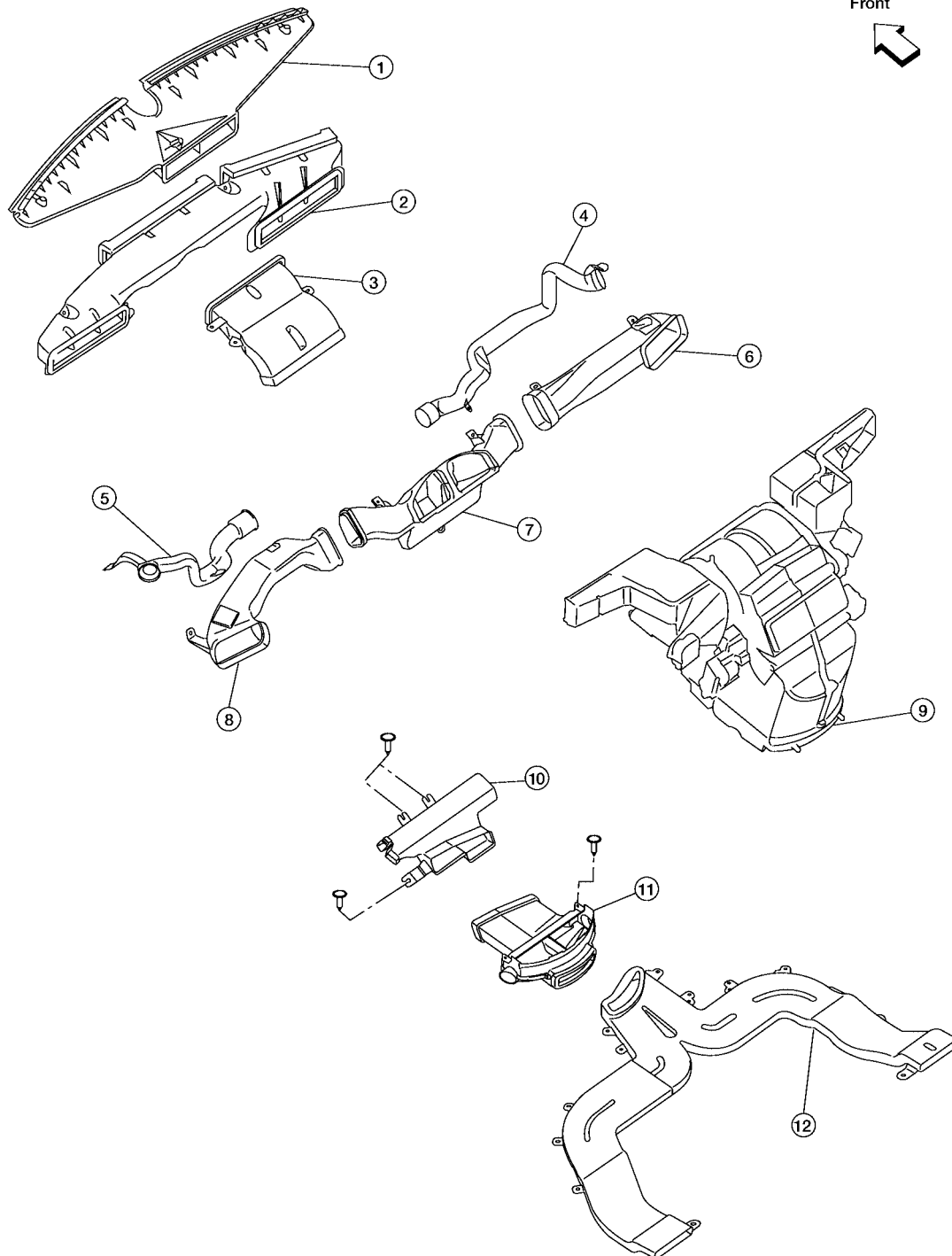
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Components

EJS001UC

Ducts - Front Heater and Cooling Unit Assembly

SEC. 270 • 273

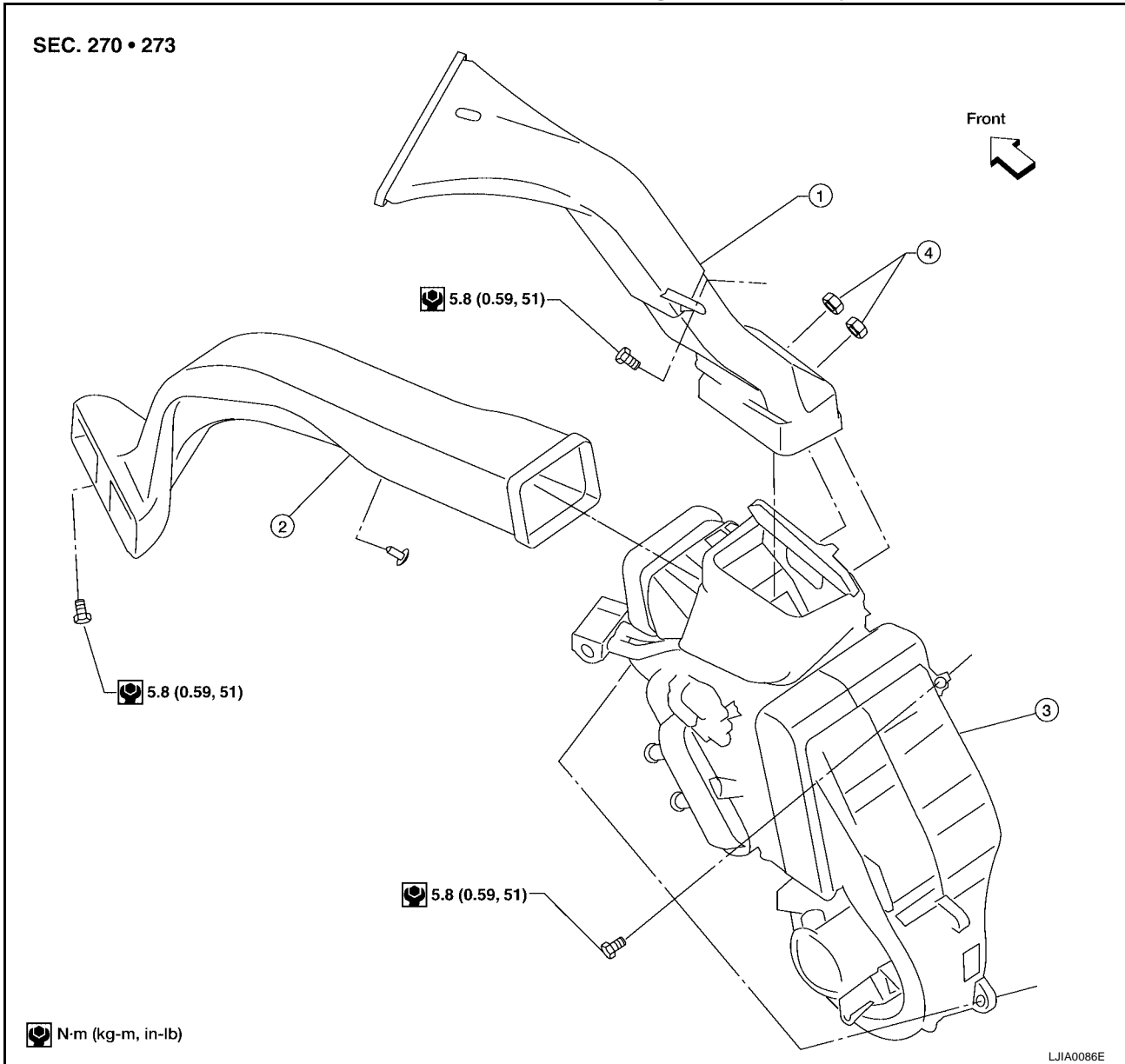


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DUCTS AND GRILLES

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|---------------------------|-----------------------------|---|
| 1. Defroster nozzle | 2. Fresh air duct | 3. Defroster duct |
| 4. RH side demister duct | 5. LH side demister duct | 6. RH ventilator duct |
| 7. Center ventilator duct | 8. LH ventilator duct | 9. Front heater and cooling unit assembly |
| 10. Floor connector duct | 11. Floor distribution duct | 12. Floor duct |

Ducts - Rear Heater and Cooling Unit Assembly

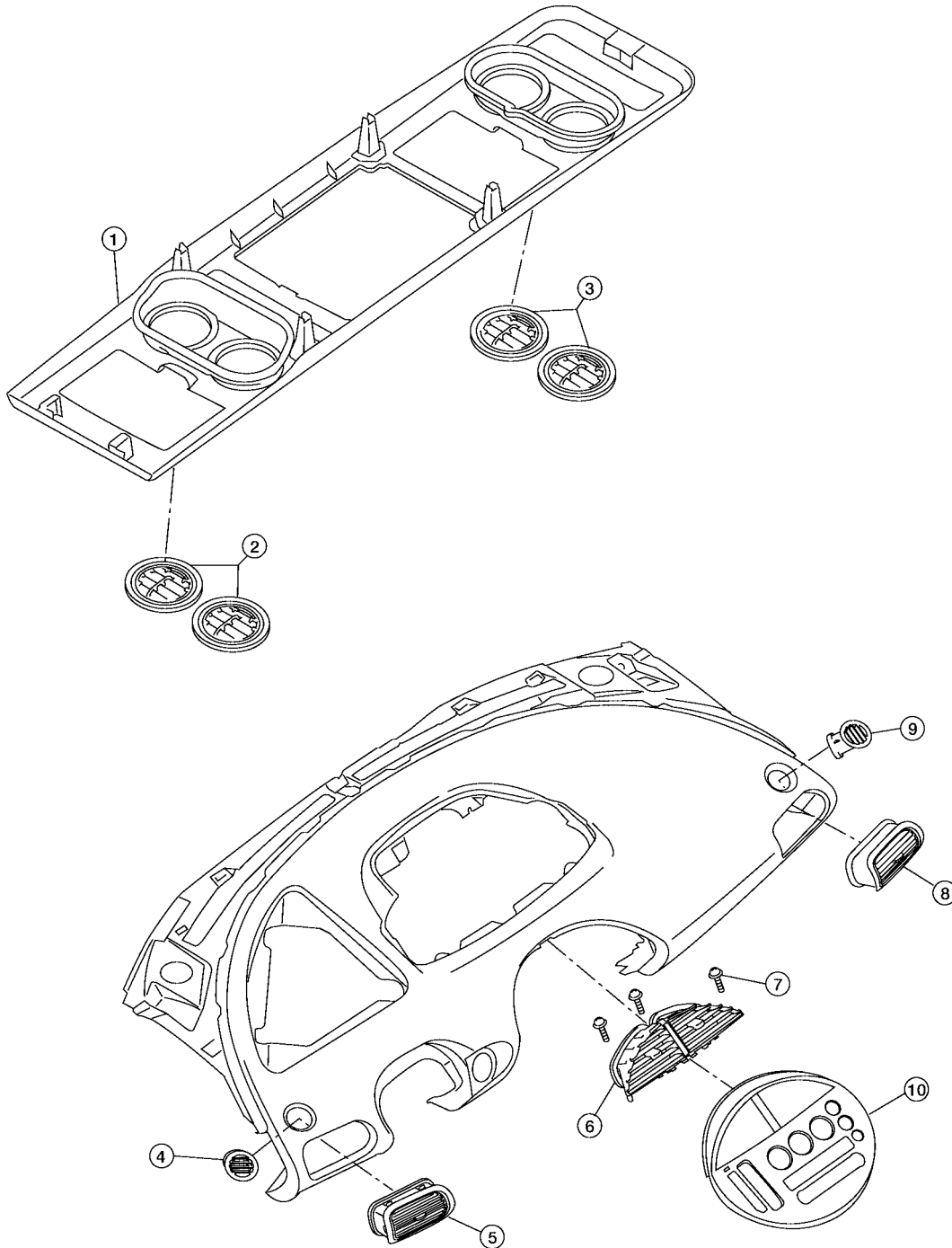


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|-----------------------|--------------------|--|
| 1. Rear overhead duct | 2. Rear floor duct | 3. Rear heater and cooling unit assembly |
| 4. Clips | | |

DUCTS AND GRILLES

Grilles

SEC. 685 • 970



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- 1. Overhead console
- 4. LH side demister grille

- 2. Overhead console front grilles
- 5. LH ventilator grille

- 3. Overhead console rear grilles
- 6. Center ventilator grille

LJIA0087E

DUCTS AND GRILLES

7. Center ventilator grille screws
10. Cluster lid C

8. RH ventilator grille

9. RH side demister grille

EJS0010F

Removal and Installation DEFROSTER NOZZLE

1. Remove the front heater and cooling unit assembly. Refer to [ATC-136, "FRONT HEATER AND COOLING UNIT ASSEMBLY"](#).
2. Remove the defroster nozzle.
3. Installation is in the reverse order of removal.

FRESH AIR DUCT

1. Remove the front heater and cooling unit assembly. Refer to [ATC-136, "FRONT HEATER AND COOLING UNIT ASSEMBLY"](#).
2. Remove the defroster nozzle.
3. Remove the fresh air duct.
4. Installation is in the reverse order of removal.

DEFROSTER DUCT

1. Remove the instrument panel trim. Refer to [IP-10, "Removal and Installation"](#).
2. Remove the defroster duct.
3. Installation is in the reverse order of removal.

RH AND LH SIDE DEMISTER DUCT

1. Remove the instrument panel trim. Refer to [IP-10, "Removal and Installation"](#).
2. Remove the RH or LH side demister duct.
3. Installation is in the reverse order of removal.

RH, LH, AND CENTER VENTILATOR DUCT

1. Remove the instrument panel trim. Refer to [IP-10, "Removal and Installation"](#).
2. Remove the RH, center, and LH ventilator duct.
3. Installation is in the reverse order of removal.

FLOOR CONNECTOR DUCT

1. Remove the front heater and cooling unit assembly. Refer to [ATC-136, "FRONT HEATER AND COOLING UNIT ASSEMBLY"](#).
2. Remove the three clips and remove the floor connector duct.
3. Installation is in the reverse order of removal.

FLOOR DISTRIBUTION DUCT

1. Remove the center console lower cover. Refer to [IP-10, "Removal and Installation"](#).
2. Remove the clip and remove the floor distribution duct.
3. Installation is in the reverse order of removal.

FLOOR DUCT

1. Remove the floor carpet. Refer to [EI-35, "FLOOR TRIM"](#).
2. Remove the floor duct.
3. Installation is in the reverse order of removal.

REAR OVERHEAD DUCT

1. Remove the rear RH interior trim panel. Refer to [EI-30, "Removal and Installation"](#).
2. Remove the headliner. Refer to [EI-23, "Removal and Installation"](#).

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 [EI-36, "HEADLINING"](#).

3. Remove the bolt and two clips, and remove the rear overhead duct.
4. Installation is in the reverse order of removal.

DUCTS AND GRILLES

REAR FLOOR DUCT

1. Remove the rear RH interior trim panel. Refer to [EI-30, "Removal and Installation"](#) .
2. Reposition the floor carpet out of the way.
3. Remove the screw and clip, then remove the rear floor duct.
4. Installation is in the reverse order of removal.

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GRILLES

1. Remove the interior trim panel as necessary that contains the grille to be removed. Refer to [EI-30, "BODY SIDE TRIM"](#) or [EI-36, "HEADLINING"](#) .
2. Remove the grille from the interior trim panel.
3. Installation is in the reverse order of removal.

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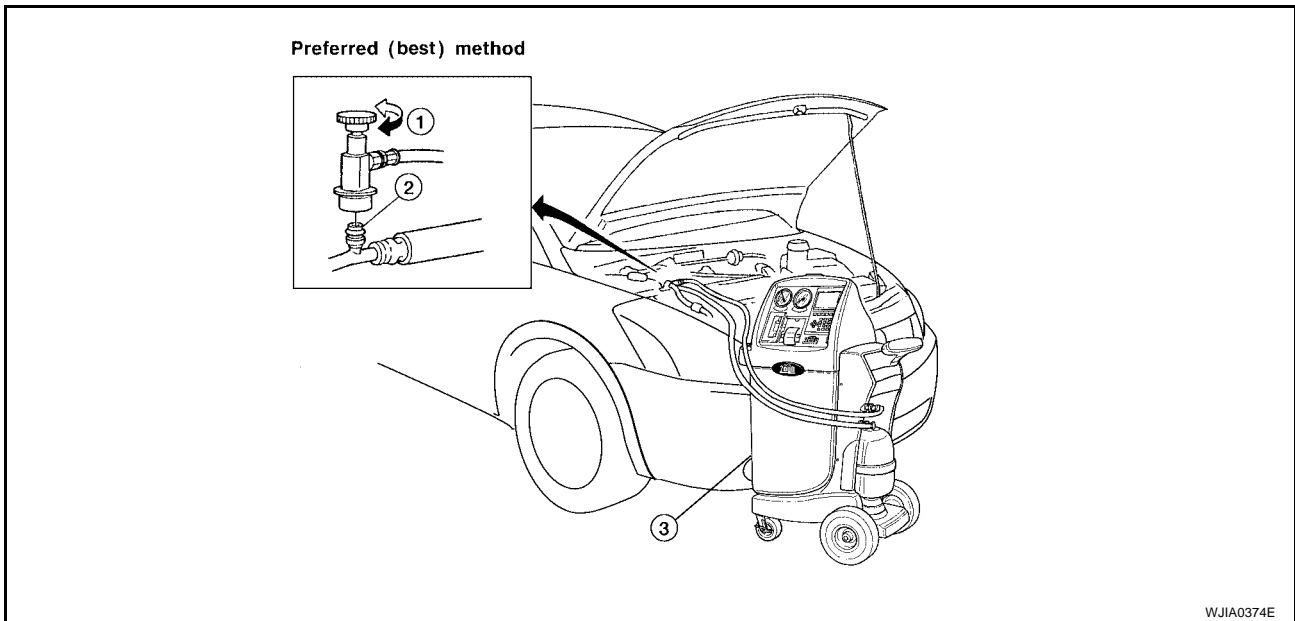
REFRIGERANT LINES

PFP:92600

EJS0010G

REFRIGERANT LINES

HFC-134a (R-134a) Service Procedure SETTING OF SERVICE TOOLS AND EQUIPMENT Discharging Refrigerant



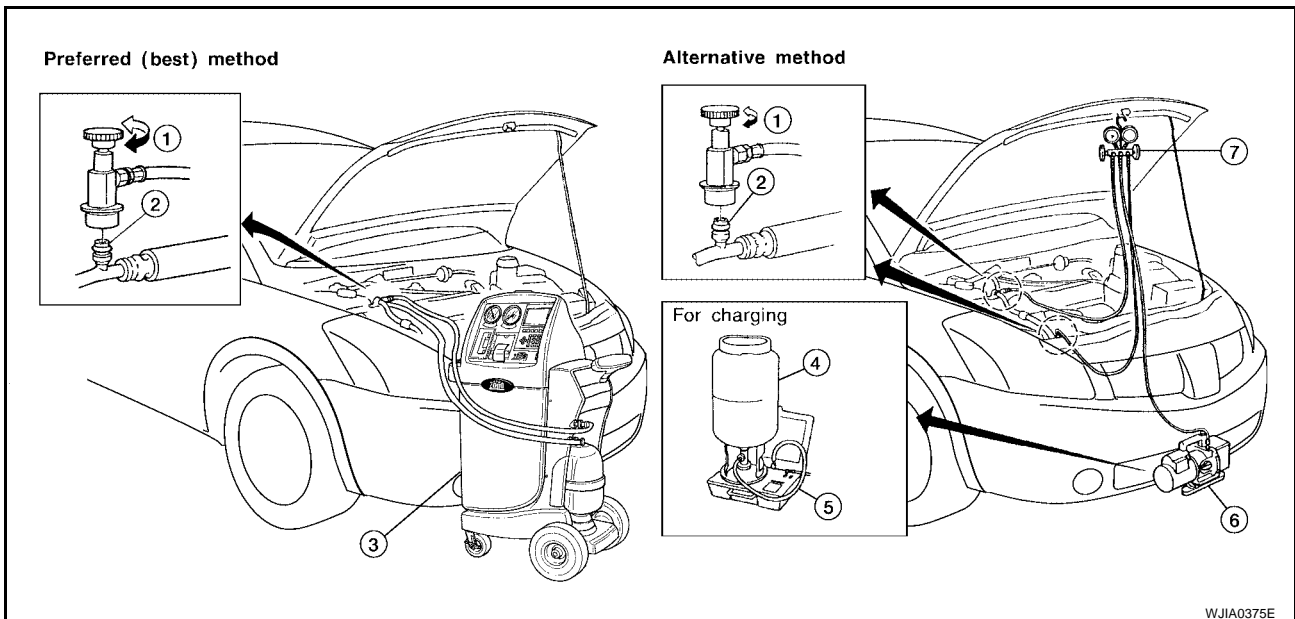
WJIA0374E

1. Shut-off valve
2. A/C service valve
3. Recovery/recycling equipment

WARNING:

Avoid breathing A/C refrigerant and lubricant 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 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 lubricant manufacturers.

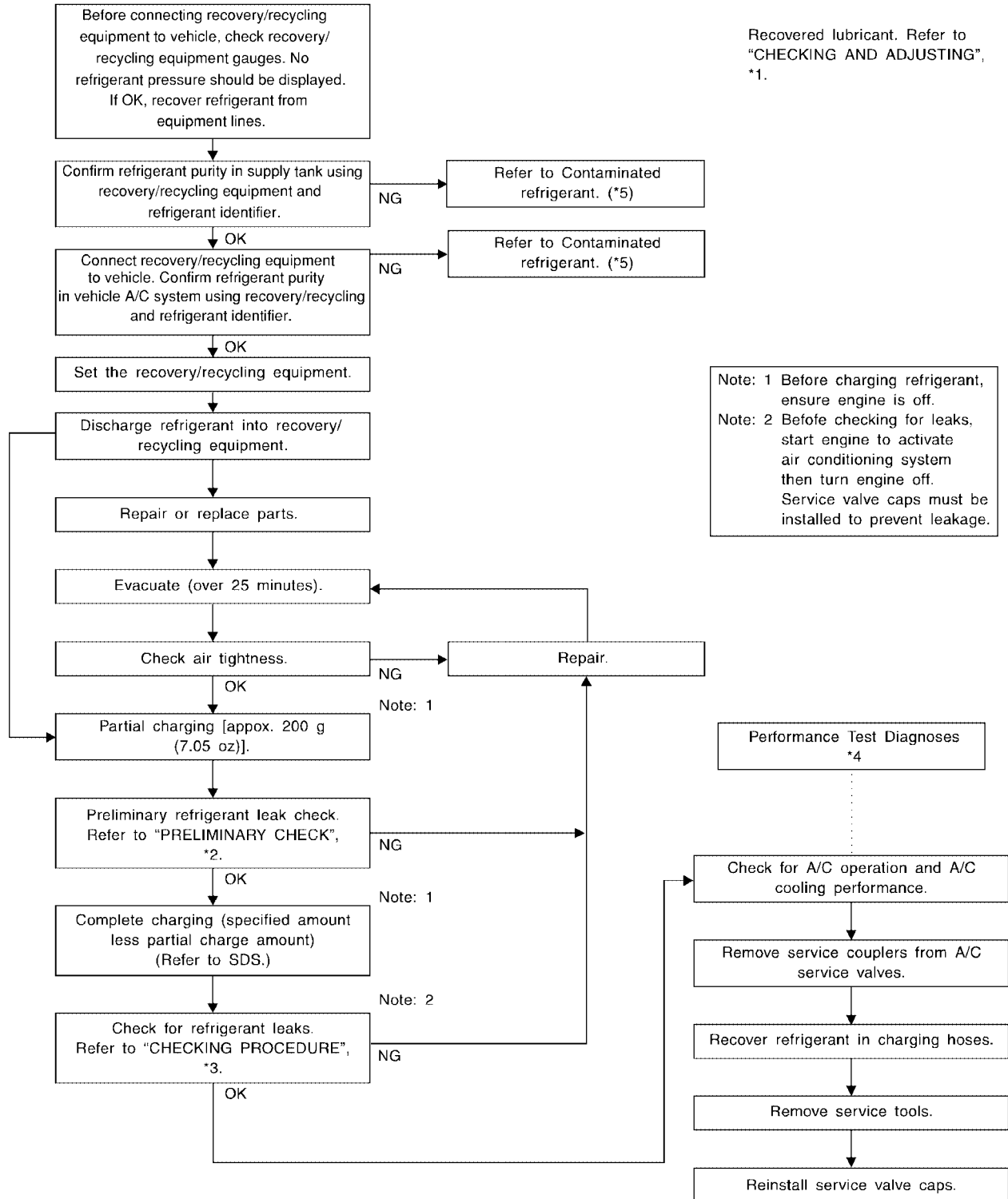
Evacuating System and Charging Refrigerant



WJIA0375E

1. Shut-off valve
2. A/C service valve
3. Recovery/recycling equipment
4. Refrigerant container (HFC-134a)
5. Weight scale (J-39650)
6. Evacuating vacuum pump (J-39699)
7. Manifold gauge set (J-39183)

REFRIGERANT LINES



*1 [ATC-22, "CHECKING AND ADJUSTING"](#).

*2 [ATC-172, "Checking for Refrigerant Leaks"](#).

*3 [ATC-172, "Checking for Refrigerant Leaks"](#).

*4 [ATC-106, "PERFORMANCE TEST DIAGNOSES"](#).

*5 [ATC-5, "Contaminated Refrigerant"](#).

WJIA0530E

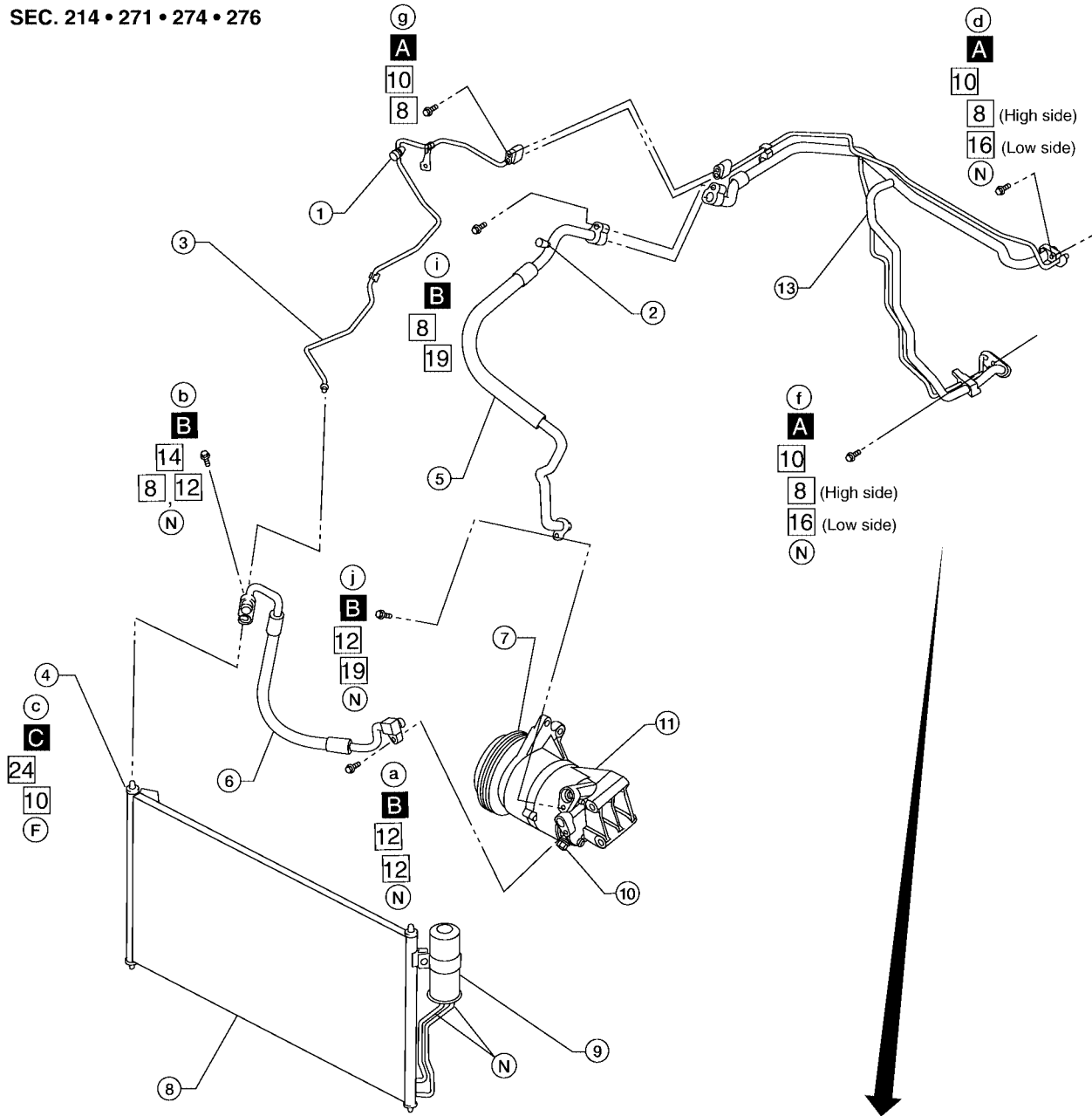
REFRIGERANT LINES

Components

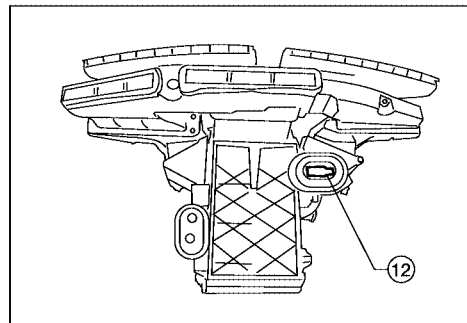
EJS0010H

Front A/C Compressor and Condenser

SEC. 214 • 271 • 274 • 276



- : Refrigerant leak checking order (a-j)
- : Tightening torque
- □ : Wrench size
- : O-ring size
- ⊗ : N-m (kg-m, in-lb)
- ⊕ : N-m (kg-m, ft-lb)
- A** ⊗ : 6.8 (0.69 , 60)
- B** ⊕ : 14.2 (1.4 , 10)
- C** ⊗ : 10.8 (1.1 , 8)
- (F) : Former type refrigerant connection
- (N) : New type refrigerant connection

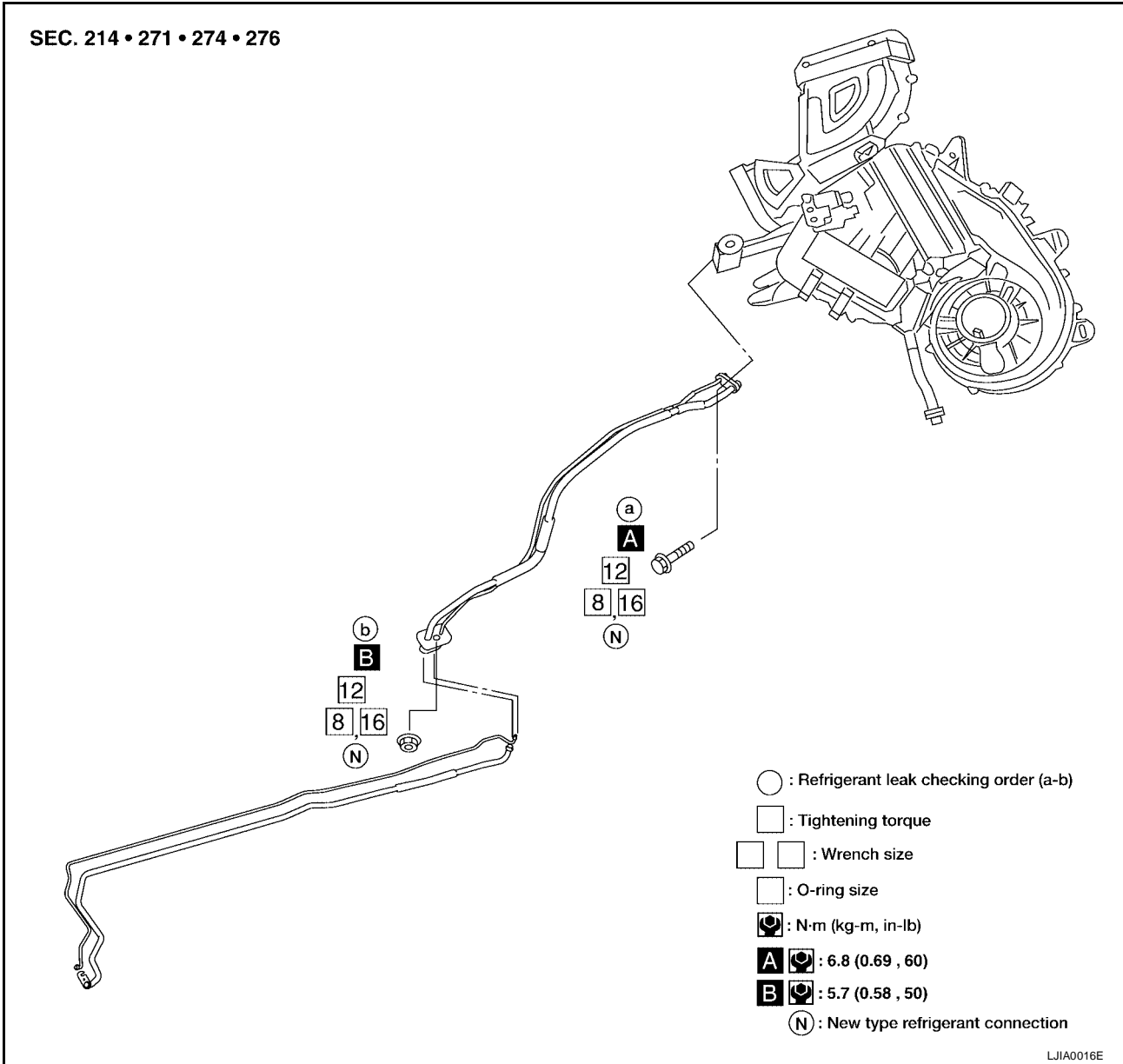


WJIA0370E

REFRIGERANT LINES

- | | | |
|--------------------------------|-------------------------------|--------------------------------|
| 1. High-pressure service valve | 2. Low-pressure service valve | 3. High-pressure pipe |
| 4. Refrigerant pressure sensor | 5. Low-pressure flexible hose | 6. High-pressure flexible hose |
| 7. Shaft seal | 8. Condenser | 9. Liquid tank |
| 10. Pressure relief valve | 11. Compressor | 12. Expansion valve (front) |
| 13. High/low pressure pipe | | |

Rear A/C



NOTE:
 Refer to [ATC-7, "Precautions for Refrigerant Connection"](#) .

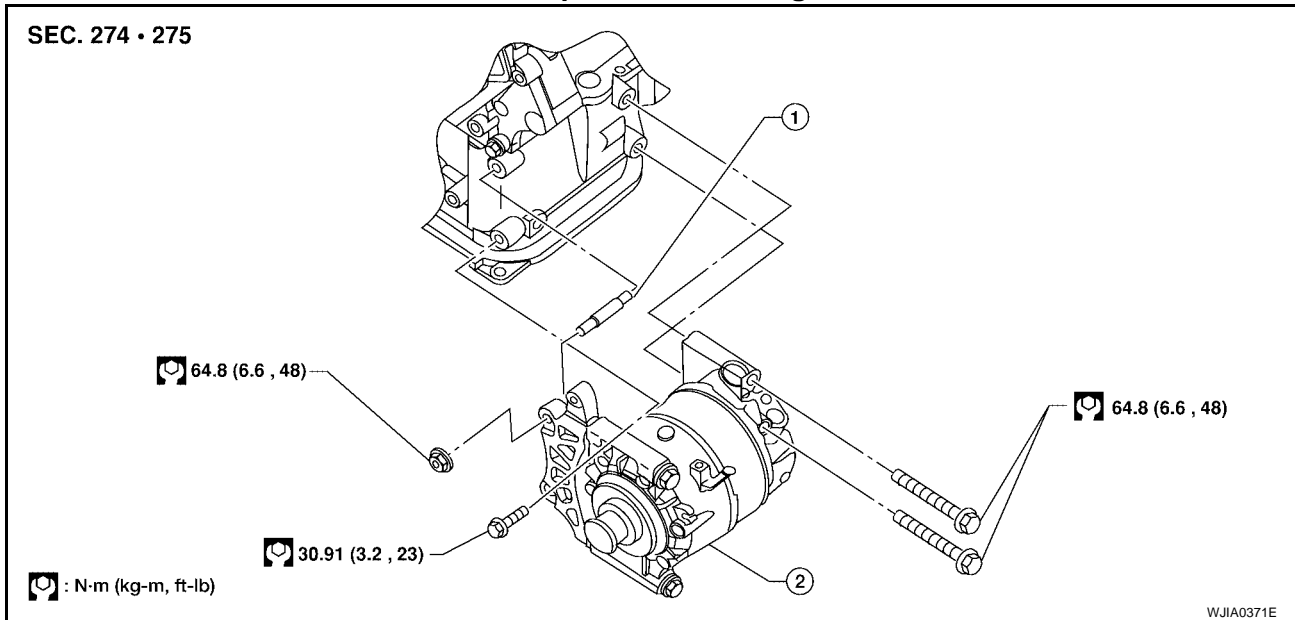
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REFRIGERANT LINES

EJS00101

Removal and Installation for Compressor

Compressor Mounting



1. Stud

2. Compressor

REMOVAL

1. Discharge the refrigerant. Refer to [ATC-158, "HFC-134a \(R-134a\) Service Procedure"](#).
2. Remove the engine under cover and the splash shield.
3. Remove the drive belt.
Refer to [MA-12, "Drive Belts"](#).
4. Remove the compressor mounting stud.
5. Disconnect the compressor connector.
6. Disconnect the high-pressure flexible hose and low-pressure flexible hose from the compressor.

CAUTION:

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

7. Remove the compressor bolts and nut using power tools.

INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

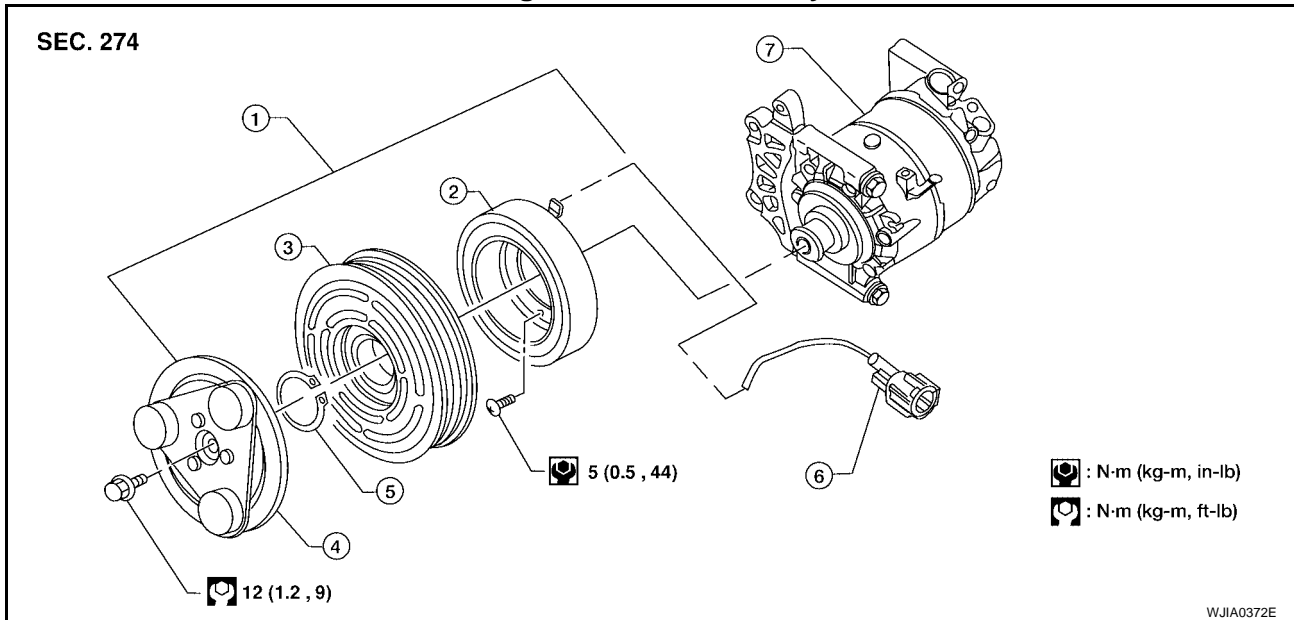
- Replace the O-ring of the low-pressure flexible hose and high-pressure flexible hose with a new one, then apply compressor oil to it when installing it.
- After charging refrigerant, check for leaks.

REFRIGERANT LINES

Removal and Installation for Compressor Clutch

EJS0010J

Magnet Clutch Assembly



- | | | |
|---------------------------|----------------|---------------------------------|
| 1. Magnet clutch assembly | 2. Magnet coil | 3. Pulley |
| 4. Clutch disc | 5. Snap ring | 6. Thermal protector (built in) |
| 7. Compressor | | |

REMOVAL

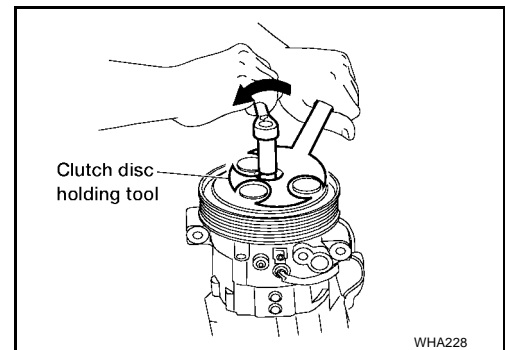
NOTE:

For clarity, the compressor is shown out of the vehicle, but the compressor does not need to be removed to remove the compressor clutch.

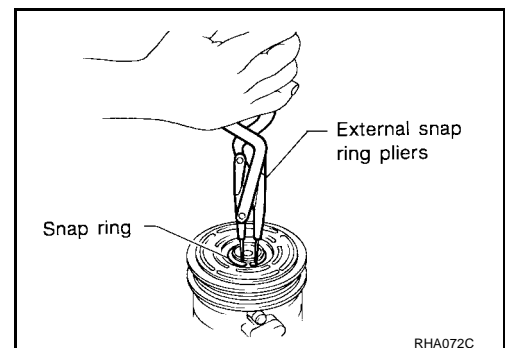
1. Remove the engine under cover and the splash shield.
2. Remove the drive belt.
Refer to [MA-12, "Drive Belts"](#).
3. Disconnect the compressor electrical connector.
4. Remove the center bolt while holding the clutch disc stationary using Tool as shown.

Tool number : J-44614

5. Remove the clutch disc.



6. Remove the snap ring using external snap ring pliers or suitable tool.



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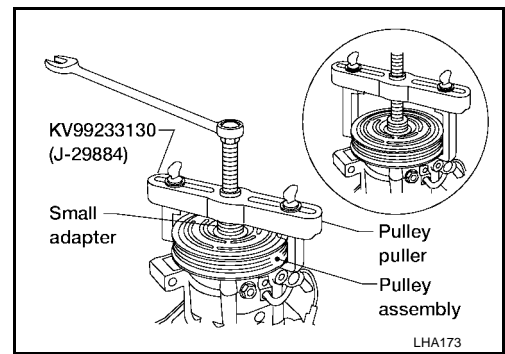
ATC

REFRIGERANT LINES

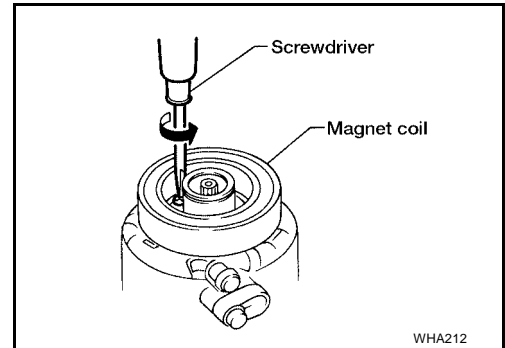
7. Remove the pulley using Tool with a small adapter. Position the small adapter on the end of the drive shaft and the center of the puller on the small adapter.

CAUTION:

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



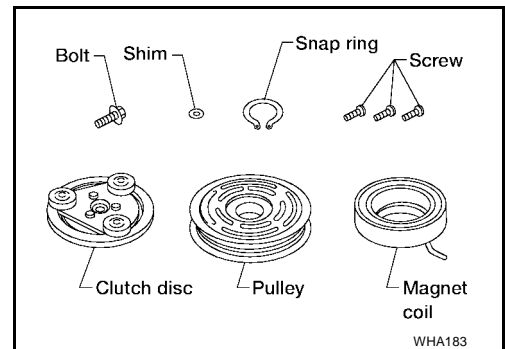
8. Remove the magnet coil harness clip using a screwdriver, remove the three magnet coil fixing screws and remove the magnet coil.



INSPECTION

Clutch Disc

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



Pulley

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

Coil

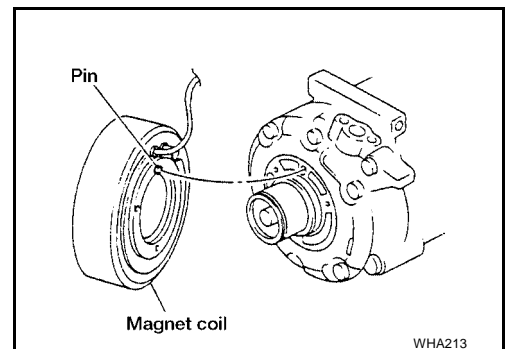
Check magnet coil for loose connections or any cracked insulation.

INSTALLATION

1. Install the magnet coil.

CAUTION:

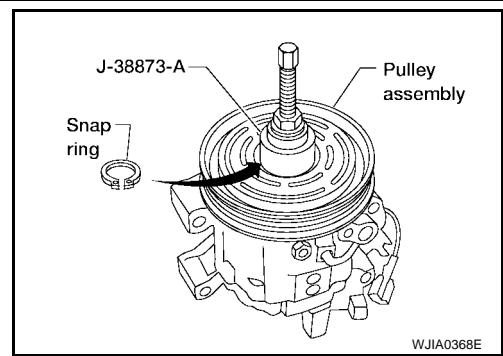
Be sure to align the magnet coil pin with the hole in the compressor front head.



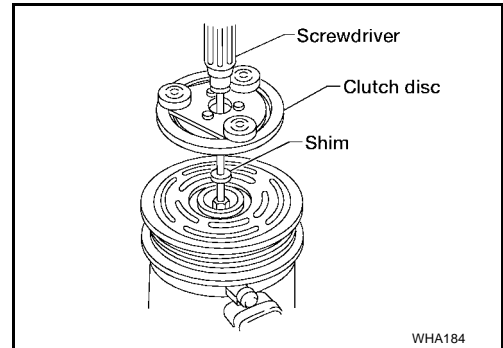
2. Install the magnet coil harness clip using a screwdriver.

REFRIGERANT LINES

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



4. Install the clutch disc on the compressor shaft, together with the original shim(s). Press the clutch disc down by hand.

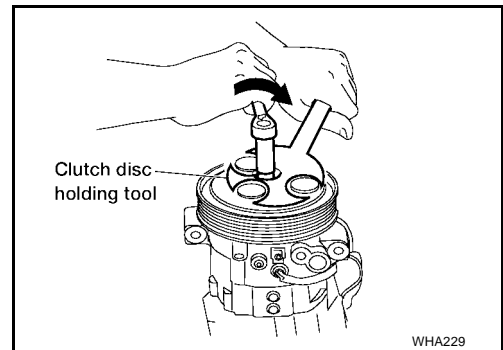


5. Install the clutch pulley bolt using Tool, to prevent the clutch disc from turning and tighten the bolt to specification. Refer to [ATC-160, "Components"](#).

Tool number : J-44614

CAUTION:

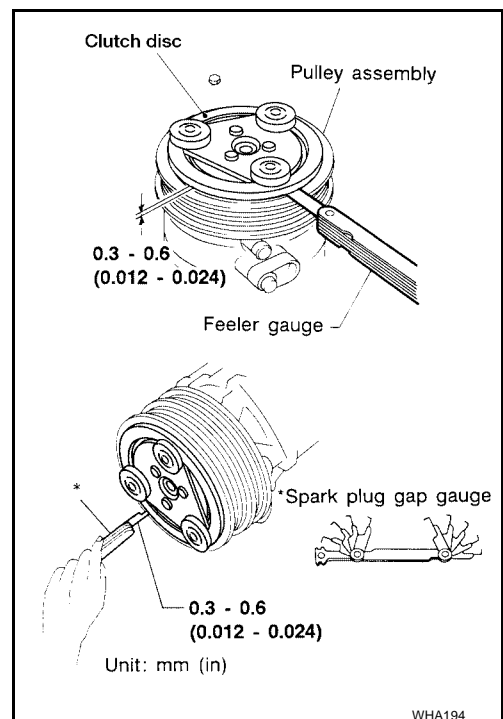
After tightening the clutch pulley bolt, check that the clutch pulley rotates smoothly.



6. Check the pulley clearance all the way around the clutch disc as shown.

**Clutch disc-to-pulley clearance : 0.3 - 0.6 mm
(0.012 - 0.024 in)**

7. If the specified clearance is not obtained, replace the adjusting spacer to readjust.
8. Connect the compressor electrical connector.
9. Install the drive belt.
Refer to [MA-12, "Drive Belts"](#).
10. Install the engine under cover and the splash shield.



REFRIGERANT LINES

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

EJS0010K

REMOVAL

1. Remove the engine under cover.
2. Discharge the refrigerant. Refer to [ATC-158, "HFC-134a \(R-134a\) Service Procedure"](#) .

CAUTION:

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

3. Remove the low-pressure flexible hose. Refer to [ATC-160, "Components"](#) .

INSTALLATION

Installation is in the reverse order of removal.

Refer to [ATC-160, "Components"](#) .

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

EJS0010L

REMOVAL

1. Remove the engine under cover.
2. Discharge the refrigerant. Refer to [ATC-158, "HFC-134a \(R-134a\) Service Procedure"](#) .
3. Remove the high-pressure flexible hose. Refer to [ATC-160, "Components"](#) .

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 [ATC-160, "Components"](#) .

CAUTION:

- Replace the O-ring of the high-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 Pipe

EJS0010M

REMOVAL

1. Reposition the IPDM E/R aside.
2. Remove the windshield washer fluid bottle filler neck.
3. Reposition the coolant reservoir tank aside.
4. Reposition the power steering fluid reservoir aside.
5. Discharge the refrigerant. Refer to [ATC-158, "HFC-134a \(R-134a\) Service Procedure"](#) .
6. Remove the high-pressure pipe. Refer to [ATC-160, "Components"](#) .

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 [ATC-160, "Components"](#) .

CAUTION:

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

REFRIGERANT LINES

Removal and Installation for High/Low-pressure Pipe

EJS001QV

REMOVAL

1. Remove the engine assembly. Refer to [EM-134, "REMOVAL"](#) .
2. Remove the high/low-pressure pipe. Refer to [ATC-160, "Components"](#) .

CAUTION:

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

INSTALLATION

Installation is in the reverse order of removal.
Refer to [ATC-160, "Components"](#) .

CAUTION:

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

Removal and Installation for Refrigerant Pressure Sensor

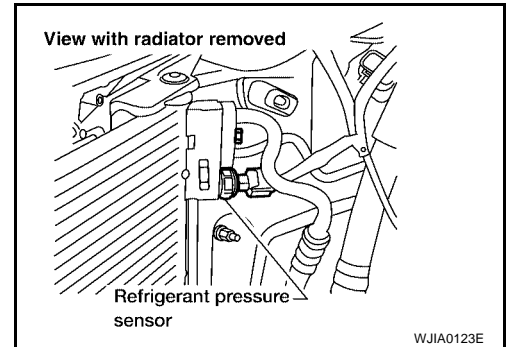
EJS001ON

REMOVAL

1. Discharge the refrigerant. Refer to [ATC-158, "HFC-134a \(R-134a\) Service Procedure"](#) .
2. Disconnect the refrigerant pressure sensor connector and remove the refrigerant pressure sensor from condenser.

CAUTION:

Be careful not to damage the condenser fins.



INSTALLATION

Installation is in the reverse order of removal.
Refer to [ATC-160, "Components"](#) .

CAUTION:

- Be careful not to damage the condenser fins.
- Apply compressor oil to the O-ring of the refrigerant pressure sensor when installing it.
- After charging refrigerant, check for leaks.

Removal and Installation for Condenser

EJS00100

REMOVAL

1. Discharge the refrigerant. Refer to [ATC-158, "HFC-134a \(R-134a\) Service Procedure"](#) .
2. Remove the radiator. Refer to [CO-11, "RADIATOR"](#) .

CAUTION:

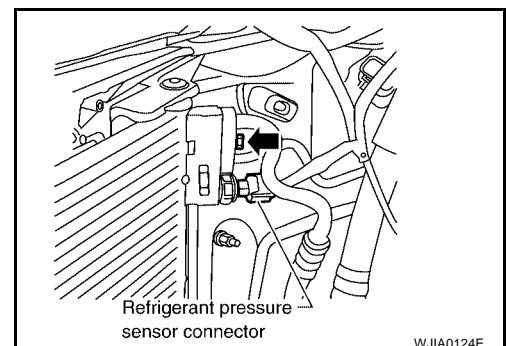
Be careful not to damage the core surface of the condenser and the radiator.

3. 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.

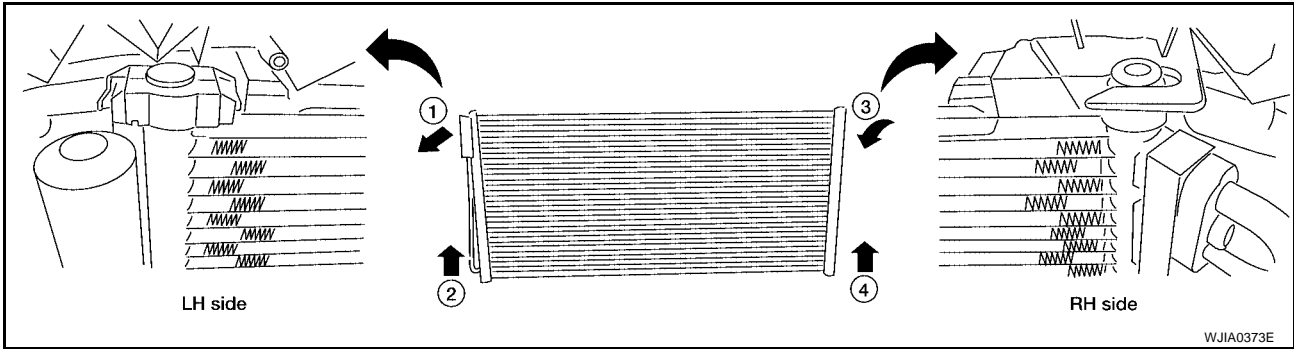


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REFRIGERANT LINES

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 [ATC-160, "Components"](#) .

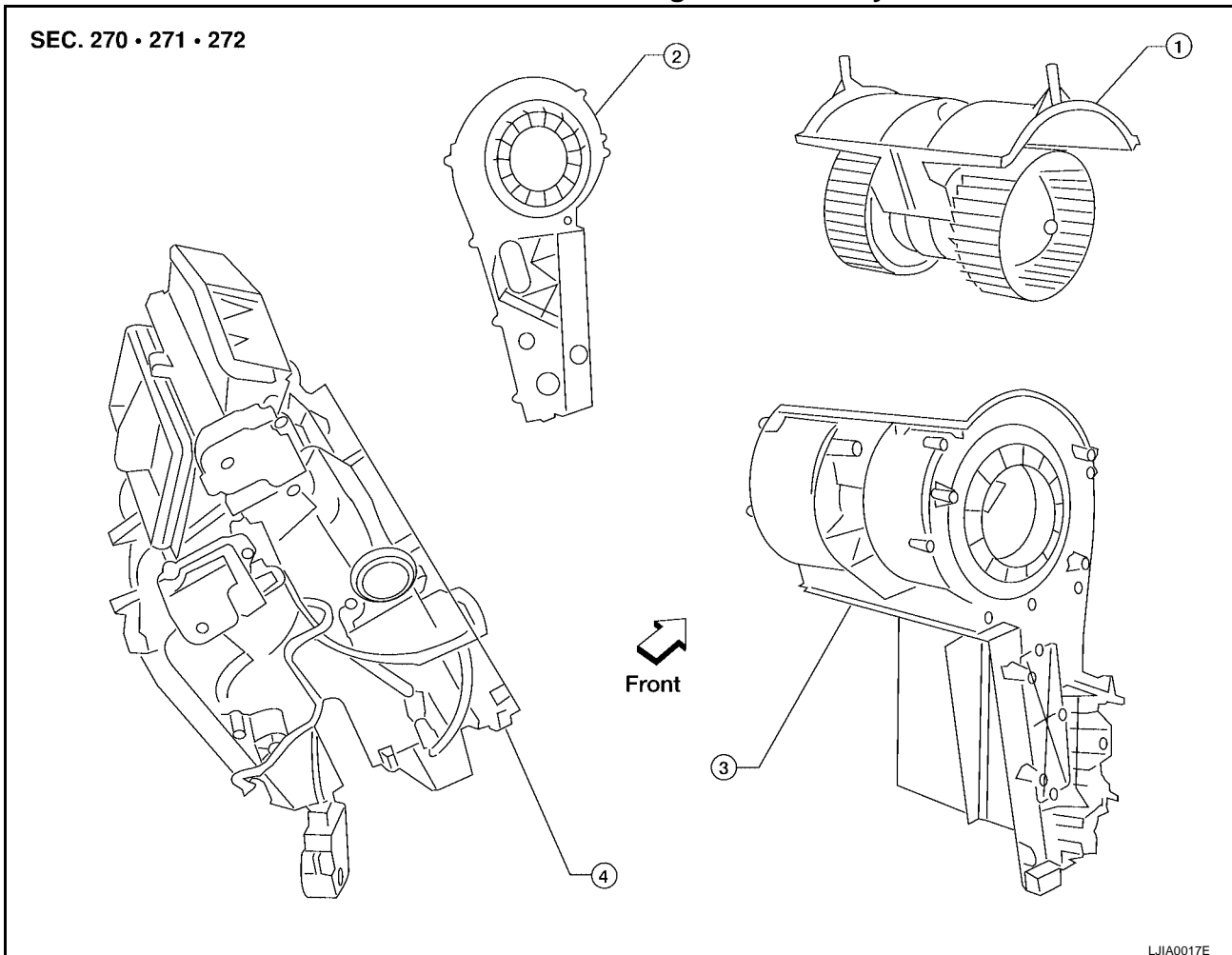
CAUTION:

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

Removal and Installation for Front Evaporator

EJS0010P

Front Heater and Cooling Unit Assembly



1. Front blower motor

2. Blower motor side cover

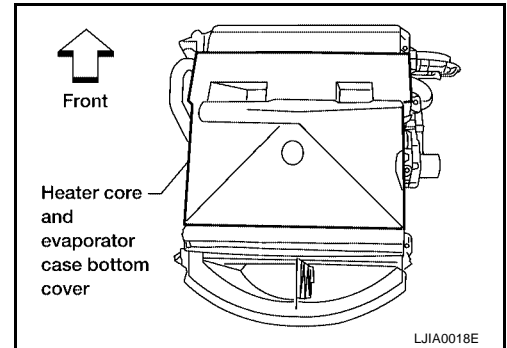
3. Blower motor case

4. Heater core and evaporator case

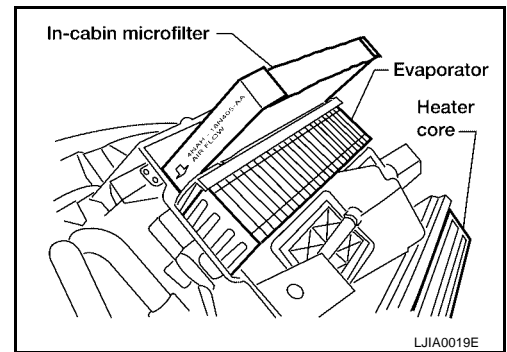
REFRIGERANT LINES

REMOVAL

1. Remove the front heater and cooling unit assembly. Refer to [ATC-136, "FRONT HEATER AND COOLING UNIT ASSEMBLY"](#).
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.
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.

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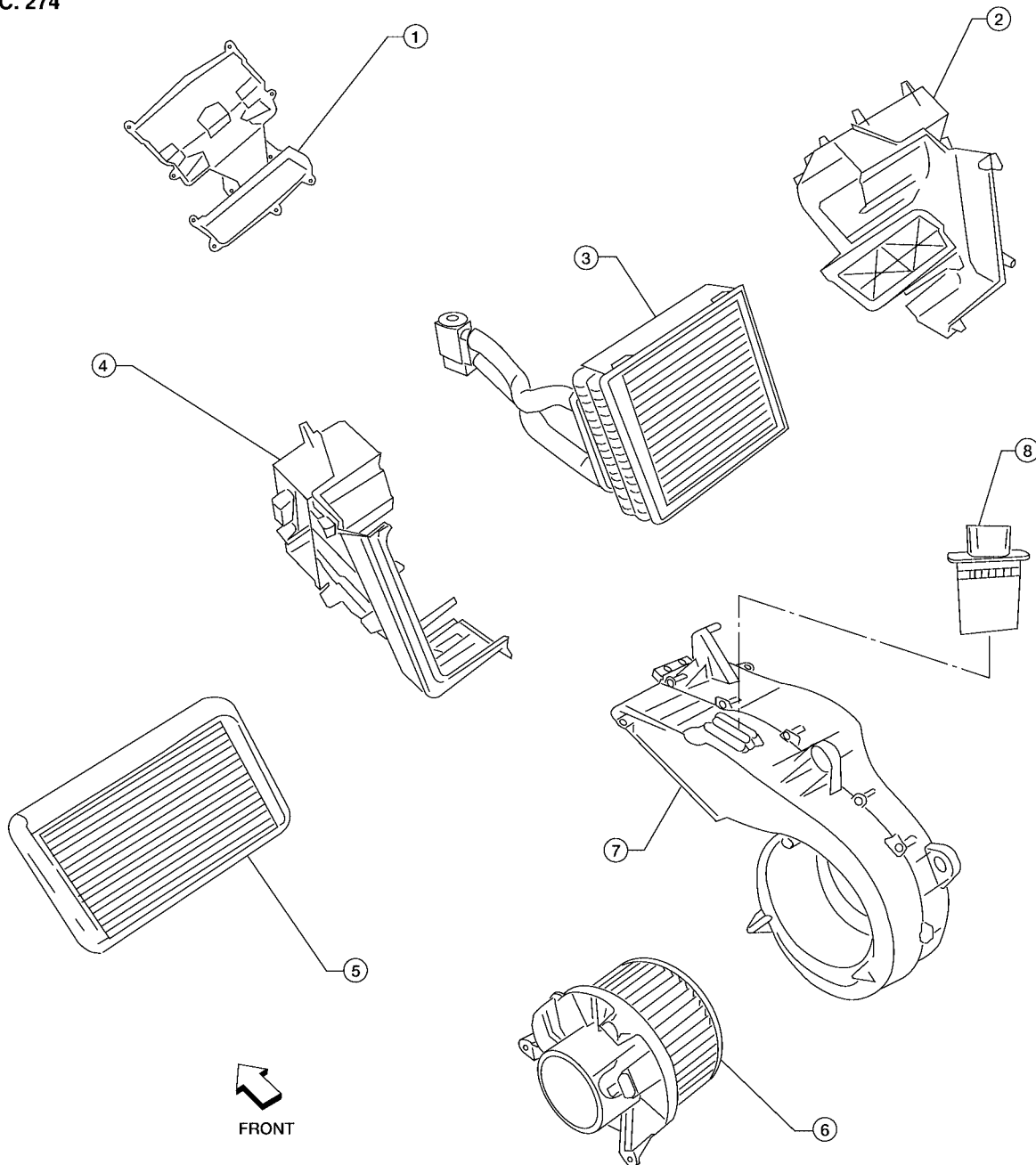
REFRIGERANT LINES

Removal and Installation for Rear Evaporator

EJS0010W

Rear Heater and Cooling Unit Assembly

SEC. 274



LJIA0020E

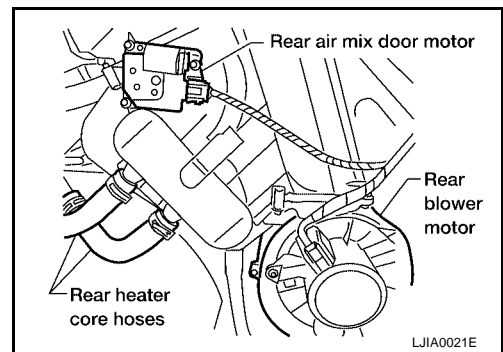
- | | | |
|----------------------|------------------------------------|----------------------|
| 1. Front cover | 2. Evaporator and heater core case | 3. Evaporator |
| 4. Side cover | 5. Heater core | 6. Rear blower motor |
| 7. Blower motor case | 8. Rear blower motor resistor | |

REMOVAL

1. Remove the rear heater and cooling unit assembly from the vehicle. Refer to [ATC-137, "REAR HEATER AND COOLING UNIT ASSEMBLY"](#).
2. Remove the rear blower motor.
3. Remove the rear blower motor resistor.

REFRIGERANT LINES

4. Remove the rear air mix door motor.
5. Remove the rear duct and blend door assembly. Refer to [ATC-156, "DEFROSTER NOZZLE"](#) .
6. Disassemble the rear heater and cooling unit assembly to remove the evaporator.



INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

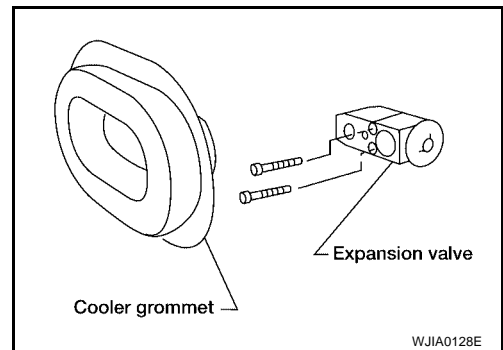
- Replace the O-rings on the rear A/C pipes with new ones. Apply compressor oil to the O-rings before installing them.
- After charging refrigerant, check for leaks

Removal and Installation for Front Expansion Valve

EJS001TY

REMOVAL

1. Discharge the refrigerant. Refer to [ATC-158, "HFC-134a \(R-134a\) Service Procedure"](#) .
2. Remove the front heater and cooling unit assembly. Refer to [ATC-136, "FRONT HEATER AND COOLING UNIT ASSEMBLY"](#) .
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 [ATC-160, "Components"](#)

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

EJS0010Q

REMOVAL

1. Discharge the refrigerant. Refer to [ATC-158, "HFC-134a \(R-134a\) Service Procedure"](#) .
2. Remove the rear RH interior side trim panel. Refer to [EI-32, "RIGHT SIDE AND REAR"](#) .
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.

REFRIGERANT LINES

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 [ATC-160, "Components"](#)

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 for Refrigerant Leaks

EJS0010R

Perform a visual inspection of all refrigeration parts, fittings, hoses and components for signs of A/C lubricant leakage, damage, and corrosion. Any A/C lubricant 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

EJS0010S

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).
2. 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 lubricants, 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

EJS0010T

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).
2. 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).

REFRIGERANT LINES

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.
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.

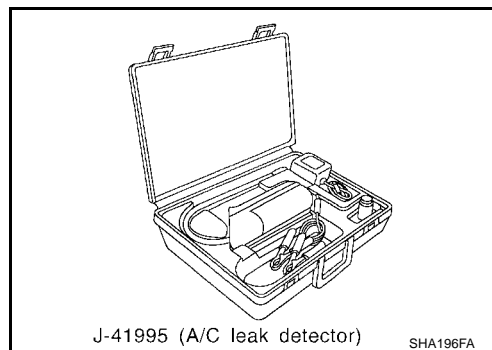
Electronic Refrigerant Leak Detector PRECAUTIONS FOR HANDLING LEAK DETECTOR

EJS0010U

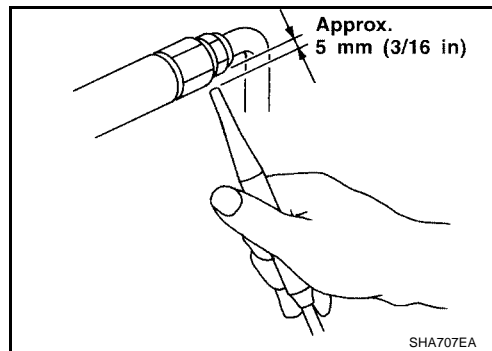
NOTE:

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.

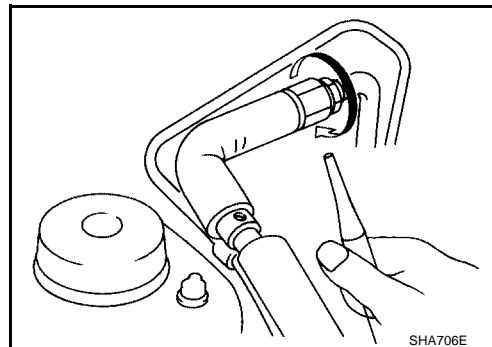
The electronic refrigerant leak detector (J-41995) is a delicate device. To use the leak detector properly, read the manufacturer's operating instructions and perform any specified maintenance.



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.

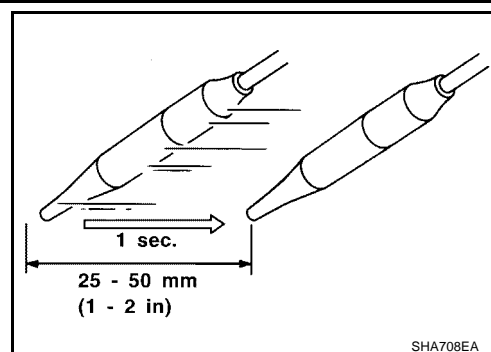


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3. Move the probe along each component at a speed of approximately 25 - 50 mm (1 - 2 in)/second as shown.



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.
2. Connect the manifold gauge set (J-39183-C) to the A/C service ports. Refer to [ATC-158, "SETTING OF SERVICE TOOLS AND EQUIPMENT"](#).
3. 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 [ATC-158, "HFC-134a \(R-134a\) Service Procedure"](#).

NOTE:

At temperatures below 16°C (61°F), leaks may not be detected since the system may not reach 345 kPa (3.52 kg/cm², 50 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 [ATC-160, "Components"](#). 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.

NOTE:

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.

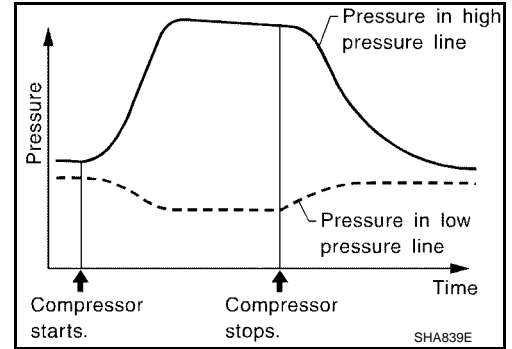
5. If a leak is detected, verify at least once by blowing compressed air into the area of the suspected leak, then repeat the leak check.
6. Do not stop when one leak is found. Continue to check for additional leaks at all system components and connections.
7. If no leaks are found, perform steps 8 -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

REFRIGERANT LINES

NOTE:

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

- a. A/C switch to ON
 - b. Air flow to VENT mode
 - c. Intake position to RECIRCULATION mode
 - d. Temperature to MAX cold
 - e. Blower speed to 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 [ATC-52. "Operational Check"](#).

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ATC

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

Service Data and Specifications (SDS) COMPRESSOR

EJS0010V

Make	ZEXEL VALEO CLIMATE CONTROL
Model	DKS-17D
Type	Swash plate
Displacement cm ³ (cu in) / rev	175.5 (10.7) / rev
Cylinder bore × stroke mm (in)	30.5 (1.20) x 24.0 (0.94)
Direction of rotation	Clockwise (viewed from drive end)
Drive belt	Poly V

LUBRICANT

Make	ZEXEL VALEO CLIMATE CONTROL
Model	DKS-17D
Name	NISSAN A/C System lubricant Type (DH-PS)
Part number	KLH00-PAGS0
Capacity m ℓ (US fl oz, Imp fl oz)	Total in system 220 (7.44, 7.7)
	Compressor (service part) charging amount Refer to ATC-22, "CHECKING AND ADJUSTING" .

REFRIGERANT

Type	HFC-134a (R-134a)
Capacity g (lb)	900 ± 50 (1.98 ± 0.11)

ENGINE IDLING SPEED

Refer to [EC-35, "Idle Speed and Ignition Timing Check"](#) .

BELT TENSION

Refer to [MA-13, "Tension Adjustment"](#) .