SECTION HAC

HEATER & AIR CONDITIONING CONTROL SYSTEM

CONTENTS

MANUAL A/C (TYPE 1)

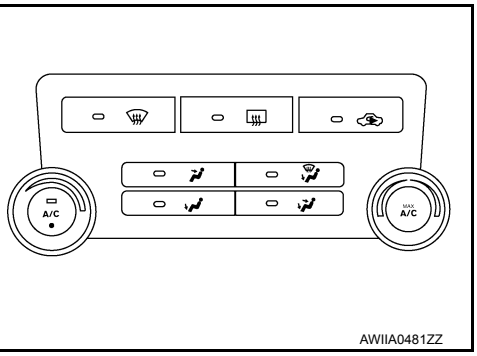
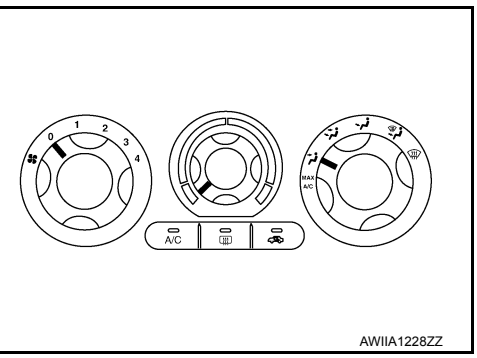
MANUAL A/C (TYPE 2)

BASIC INSPECTION

MANUAL A/C IDENTIFICATION TABLE

Application Table

INFOID:0000000007808583

Manual A/C Type	Description	Visual Identification
Manual A/C (Type 1)	Two Control Dial System [with variable blower control (VBC)]	 AWIIA0481ZZ
Manual A/C (Type 2)	Three Control Dial System [without variable blower control (VBC)]	 AWIIA1228ZZ

DIAGNOSIS AND REPAIR WORKFLOW

How to Perform Trouble Diagnosis For Quick And Accurate Repair

INFOID:0000000007326812

WORK FLOW

1.LISTEN TO CUSTOMER COMPLAINT

Listen to customer complaint. Get detailed information about the conditions and environment when the symptom occurs.

>> GO TO 2

2.CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 3.

3.VERIFY THE SYMPTOM WITH OPERATIONAL CHECK

Verify the symptom with operational check. Refer to HAC-6, "Operational Check".

Can a symptom be duplicated?

YES >> Go to trouble diagnosis. Refer to HAC-57, "Symptom Matrix Chart".
NO >> GO TO 4.

4.PERFORM THE FRONT AIR CONTROL SELF-DIAGNOSIS

Perform front air control self-diagnosis. Refer to HAC-17, "Front Air Control Self-Diagnosis".

>> If any diagnostic trouble codes set. Refer to HAC-17, "Front Air Control Self-Diagnosis Chart".
>> Confirm the repair by performing operational check. Refer to HAC-6, "Operational Check".

INSPECTION AND ADJUSTMENT

Operational Check

INFOID:0000000007326813

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

Conditions : Engine running and at normal operating temperature

CHECKING BLOWER

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

If NG, go to trouble diagnosis procedure for HAC-32, "Front Blower Motor Diagnosis Procedure".
If OK, continue with next check.

CHECKING DISCHARGE AIR

Press each mode switch and confirm that discharge air comes out according to the air distribution table. Refer tot HAC-12, "Discharge Air Flow".
Mode door position is checked in the next step.
If NG, go to trouble diagnosis procedure for HAC-20, "Mode Door Motor Diagnosis Procedure".
If OK, continue with next check.
NOTE:
Confirm that the A/C compressor clutch is engaged (sound or visual inspection) and intake door position is at fresh when the DEF ( ) or D/F ( ) is selected.

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 HAC-29, "Intake Door Motor Diagnosis Procedure".
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 control dial counterclockwise.
2. Check for cold air at appropriate discharge air outlets.

If NG, listen for sound of air mix door motor operation if OK, go to trouble diagnosis procedure for HAC-58, "Component Function Check". If air mix door motor appears to be malfunctioning, go to HAC-24, "Air Mix Door Motor Component Function Check".
If OK, continue with next check.

CHECKING TEMPERATURE INCREASE

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

If NG, listen for sound of air mix door motor operation. If OK, go to trouble diagnosis procedure for HAC-66, "Component Function Check". If air mix door motor (front) appears to be malfunctioning, go to HAC-24, "Air Mix Door Motor Component Function Check".
If OK, continue with next check.

CHECK A/C SWITCH

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

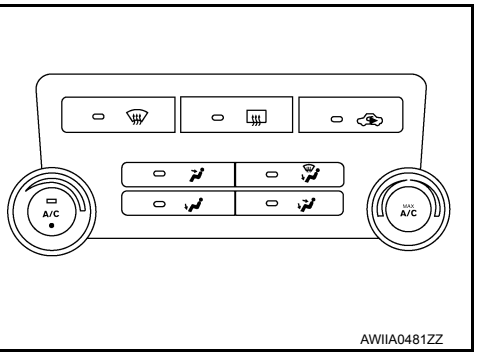
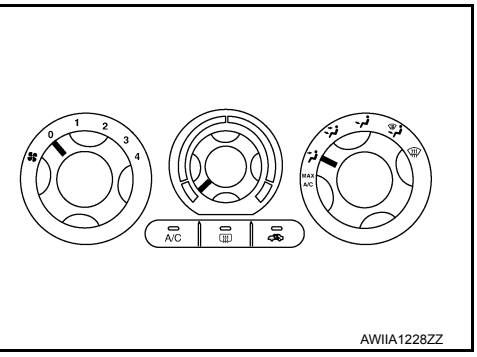
If NG, go to trouble diagnosis procedure for HAC-37, "Magnet Clutch Diagnosis Procedure".
If OK, continue with next check.

SYSTEM DESCRIPTION

MANUAL A/C IDENTIFICATION TABLE

Application Table

INFOID:0000000007808584

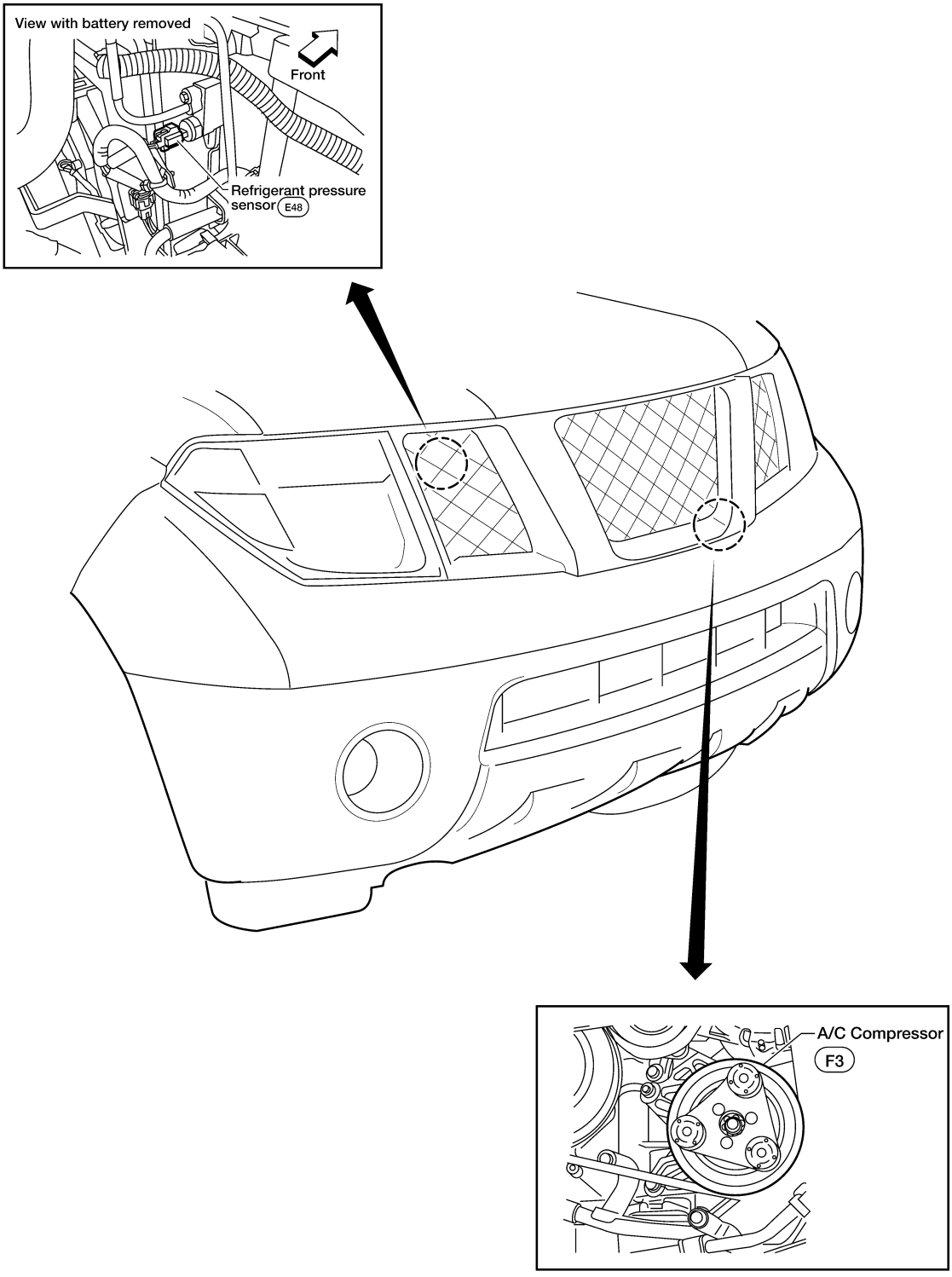
Manual A/C Type	Description	Visual Identification
Manual A/C (Type 1)	Two Control Dial System [with variable blower control (VBC)]	 AWIIA0481ZZ
Manual A/C (Type 2)	Three Control Dial System [without variable blower control (VBC)]	 AWIIA1228ZZ

FUNCTION INFORMATION

Component Part Location

INFOID:0000000007326815

ENGINE COMPARTMENT



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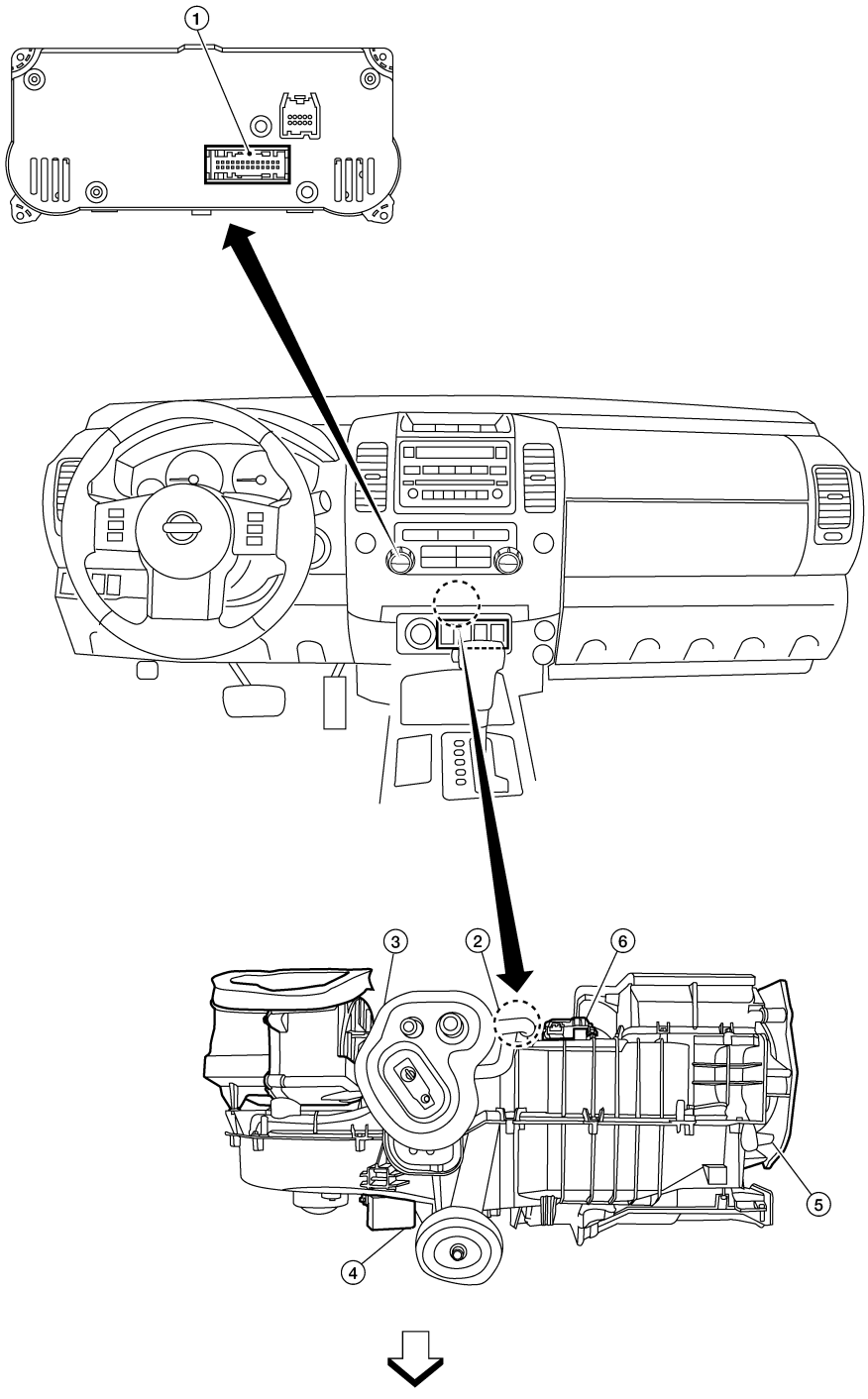
PASSENGER COMPARTMENT



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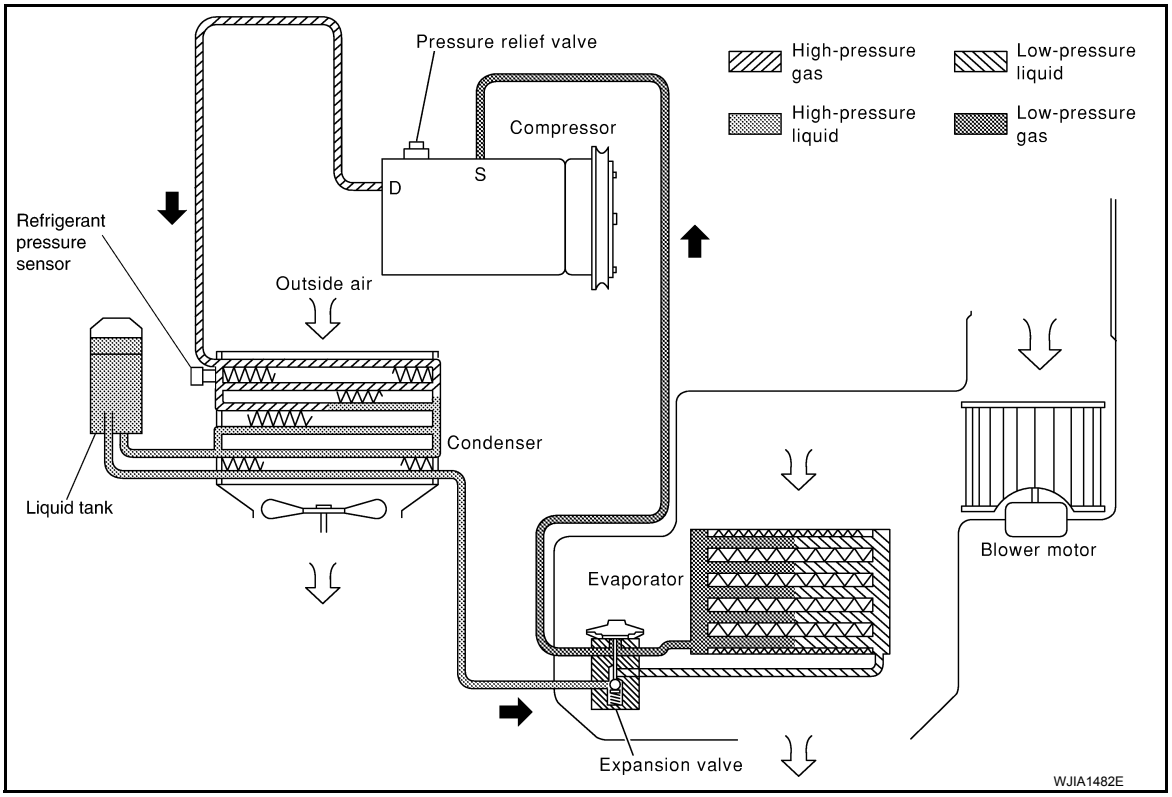
⇒ :Front
1. Front air control M50
2. Intake sensor M146
3. Intake door motor M58
4. Variable blower control M121
5. Mode door motor M142
6. Air mix door motor M147

REFRIGERATION SYSTEM

Refrigerant Cycle

INFOID:0000000007326816



REFRIGERANT FLOW

The refrigerant flows in the standard pattern. Refrigerant flows through the compressor, condenser, liquid tank, expansion valve, evaporator, and back to the compressor. The refrigerant evaporation through the evaporator coil is controlled by an externally equalized expansion valve, located inside the evaporator case.

FREEZE PROTECTION

The compressor cycles on and off to maintain the evaporator temperature within a specified range. When the evaporator coil temperature falls below a specified point, the intake sensor interrupts the compressor operation. When the evaporator coil temperature rises above the specification, the intake sensor allows compressor operation.

Refrigerant System Protection

INFOID:0000000007326817

REFRIGERANT PRESSURE SENSOR

The refrigerant system is protected against excessively high- or low-pressures by the refrigerant pressure sensor, located on the condenser. If the system pressure rises above or falls below the specifications, the 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/cm^2, 398 psi), or below about 120 kPa (1.22 kg/cm^2, 17.4 psi).

PRESSURE RELIEF VALVE

The refrigerant system is also protected by a pressure relief valve, located in the rear head of the compressor. When the pressure of refrigerant in the system increases to an abnormal level [more than 2,990 kPa (30.5 kg/cm^2, 433.6 psi)], the release port on the pressure relief valve automatically opens and releases refrigerant into the atmosphere.

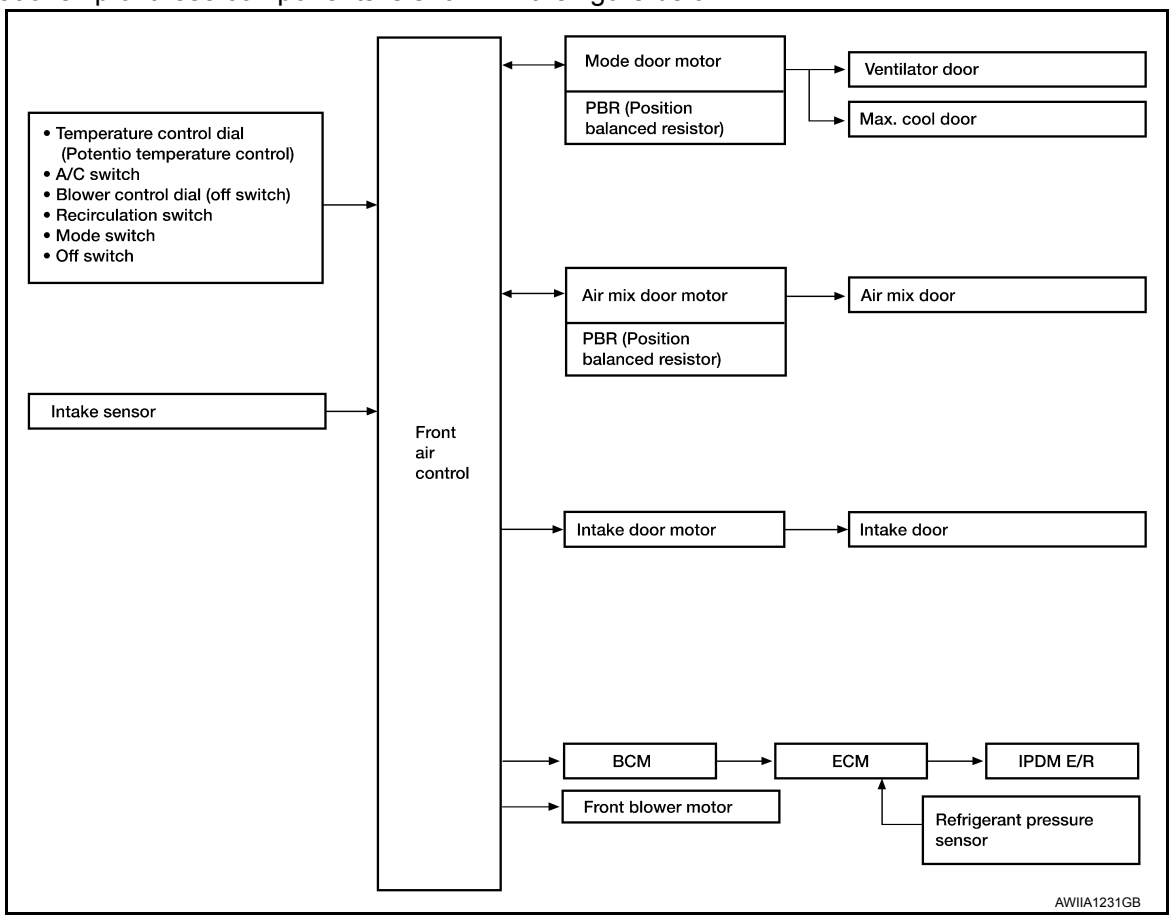
MANUAL AIR CONDITIONER SYSTEM

Control System Diagram

INFOID:0000000007326818

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:

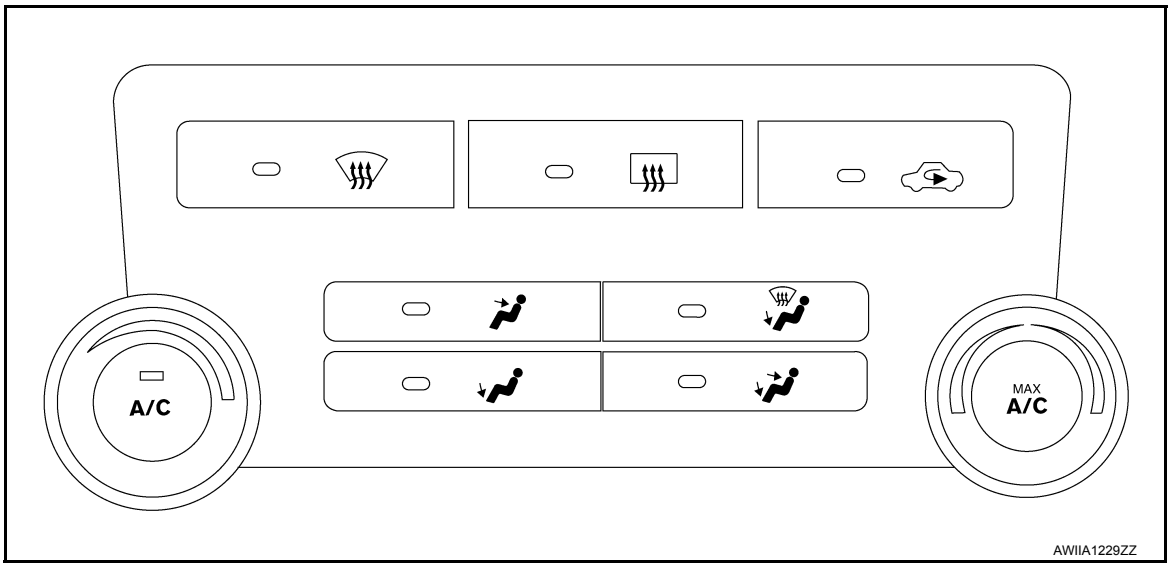


Control System Description

INFOID:0000000007326819

CONTROL OPERATION

Front air control



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

RECIRCULATION ( ) 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 or FOOT position.

DEFROSTER ( ) 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.

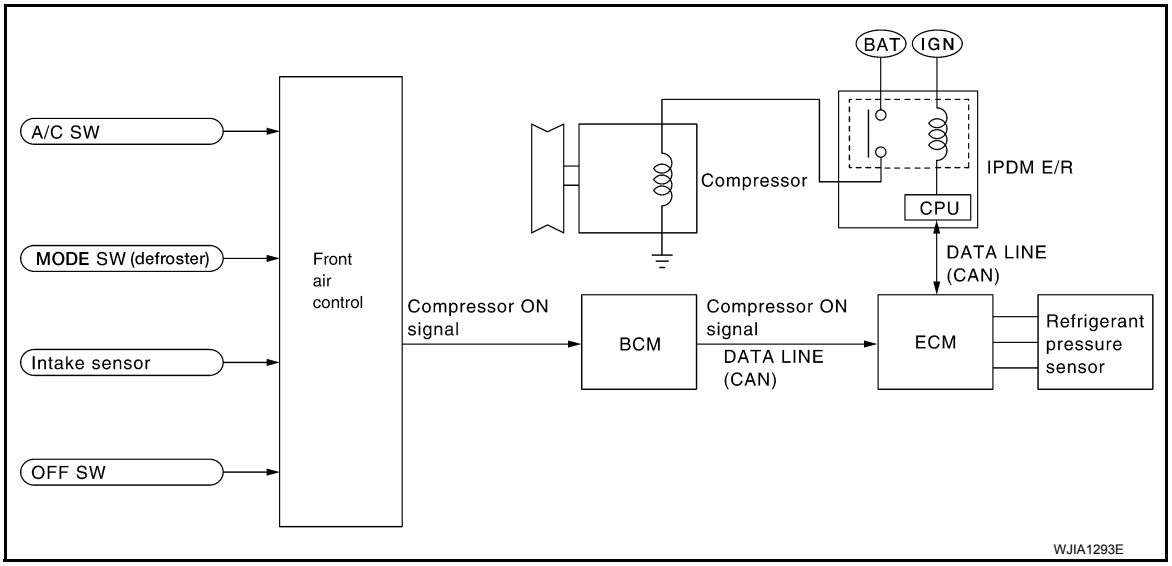
OFF SWITCH (BLOWER SPEED DIAL)
The compressor and blower are OFF.

A/C SWITCH
The compressor is ON or OFF.
(Pressing the A/C switch will turn off the A/C switch and compressor.)

MODE SWITCHES
Controls the air discharge outlets.

FRONT BLOWER CONTROL DIAL
Manually controls the blower speed.

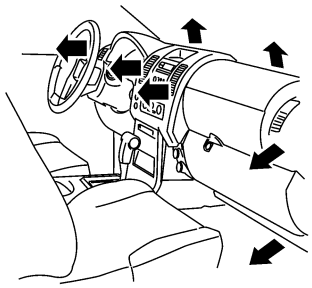
MAGNET CLUTCH CONTROL



When the A/C switch is pressed, or the mode switch is pressed to the DEF or D/F position, the front air control outputs a compressor ON signal to BCM.
The BCM then sends a 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.

Discharge Air Flow

INFOID:0000000007326820



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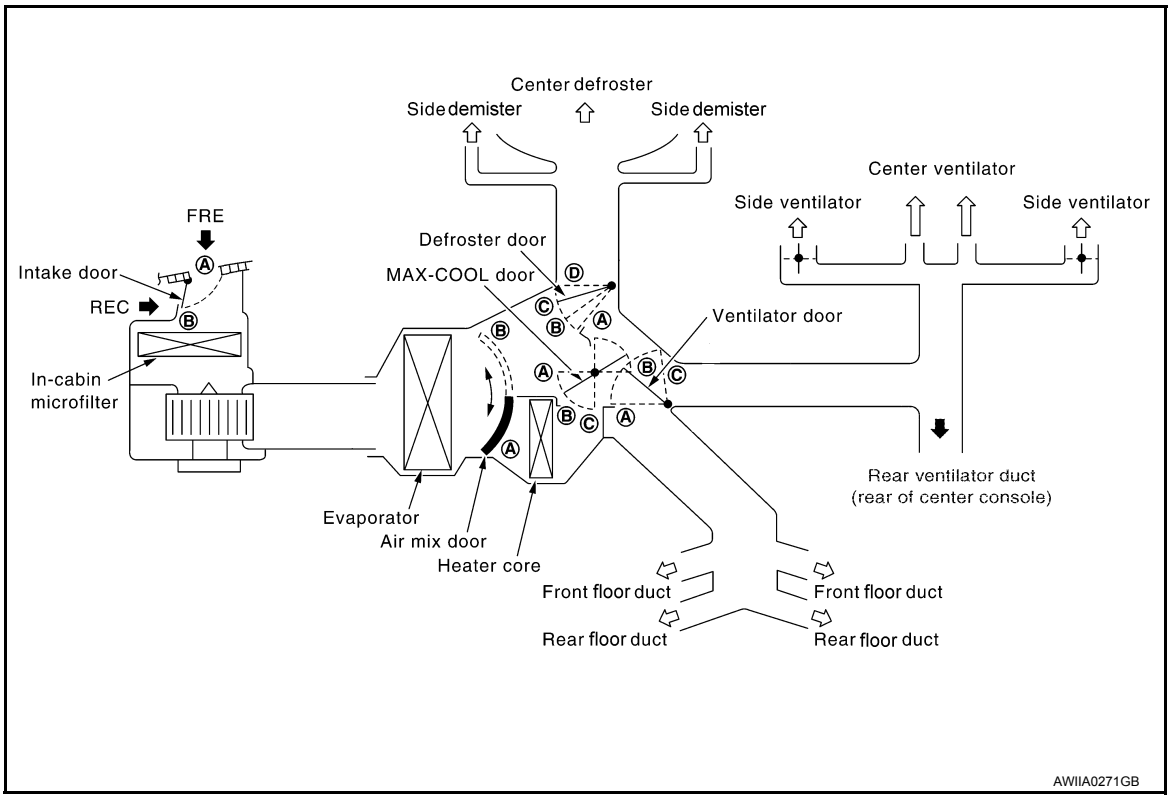
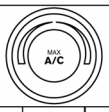
Mode door position	Air outlet/distribution		
	Vent	Foot	Defroster
	95%	5%	—
	60%	40%	—
	20%	55%	25%
	15%	50%	35%
	7%	15%	78%
Airflow always present at driver and passenger side demisters			

Switches And Their Control Function

INFOID:0000000007326821

SWITCHES AND THEIR CONTROL FUNCTION



Position or switch / Door	MODE SW				DEF SW		REC SW		Temperature dial			OFF SW
	VENT	B/L	FOOT	D/F	ON	OFF	ON	OFF				
					FRONT 							
					○			○	COLD	～	HOT	
Ventilator door	Ⓐ	Ⓑ	Ⓒ	Ⓒ	Ⓒ		—		—			Ⓒ
MAX-COOL door	Ⓐ	Ⓑ	Ⓑ	Ⓑ	Ⓒ		—		—			Ⓑ
Defroster door	Ⓓ	Ⓓ	Ⓓ or Ⓒ	Ⓑ	Ⓐ	—	—		—			Ⓒ
Intake door	—				Ⓑ		Ⓐ	Ⓑ	—			Ⓑ
Air mix door	—				—		—		Ⓐ		Ⓑ	—

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DIAGNOSIS SYSTEM (BCM)
COMMON ITEM
COMMON ITEM : CONSULT Function (BCM - COMMON ITEM)

INFOID:0000000007808116

APPLICATION ITEM
CONSULT performs the following functions via CAN communication with BCM.

Direct Diagnostic Mode	Description
Ecu Identification	The BCM part number is displayed.
Self Diagnostic Result	The BCM self diagnostic results are displayed.
Data Monitor	The BCM input/output data is displayed in real time.
Active Test	The BCM activates outputs to test components.
Work support	The settings for BCM functions can be changed.
Configuration	• The vehicle specification can be read and saved. • The vehicle specification can be written when replacing BCM.
CAN Diag Support Mntr	The result of transmit/receive diagnosis of CAN communication is displayed.

SYSTEM APPLICATION
BCM can perform the following functions.

System	Sub System	Direct Diagnostic Mode						
		Ecu Identification	Self Diagnostic Result	Data Monitor	Active Test	Work support	Configuration	CAN Diag Support Mntr
Door lock	DOOR LOCK			×	×	×		
Rear window defogger	REAR DEFOGGER			×	×			
Warning chime	BUZZER			×	×			
Interior room lamp timer	INT LAMP			×	×	×		
Remote keyless entry system	MULTI REMOTE ENT			×	×	×		
Exterior lamp	HEAD LAMP			×	×	×		
Wiper and washer	WIPER			×	×	×		
Turn signal and hazard warning lamps	FLASHER			×	×			
Air conditioner	AIR CONDITIONER			×				
Combination switch	COMB SW			×				
BCM	BCM	×	×			×	×	×
Immobilizer	IMMU		×	×	×			
Interior room lamp battery saver	BATTERY SAVER			×	×	×		
Vehicle security system	THEFT ALM			×	×	×		
RAP system	RETAINED PWR			×	×	×		
Signal buffer system	SIGNAL BUFFER			×	×			
TPMS	AIR PRESSURE MONITOR		×	×	×	×		
Panic alarm system	PANIC ALARM				×			

AIR CONDITIONER

AIR CONDITIONER : CONSULT Function (BCM - AIR CONDITIONER)

INFOID:0000000007808117

DATA MONITOR

Monitor Item [Unit]	Description
IGN ON SW [On/Off]	Indicates condition of ignition switch ON position.
FAN ON SIG [On/Off]	Indicates condition of fan switch.
AIR COND SW [On/Off]	Indicates condition of A/C switch.

SELF-DIAGNOSIS FUNCTION

Front Air Control Self-Diagnosis

INFOID:0000000007326824

A/C SYSTEM SELF-DIAGNOSIS FUNCTION

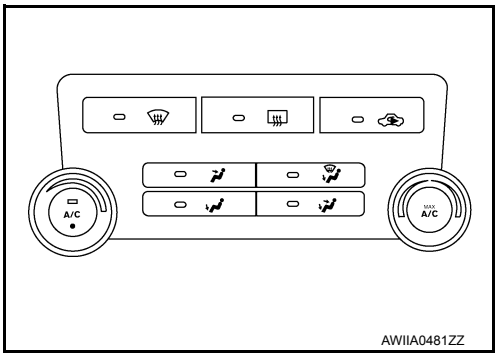
The self-diagnosis function is built into the front air control to quickly locate the cause of malfunctions.

DESCRIPTION

The self-diagnostic system diagnoses sensors, CAN system, and battery voltage on front air control. Refer to applicable sections (items) for details. Malfunctions (if any are present) will be displayed in the form of turning ON the A/C, MAX A/C, DEF and Intake button LED's. Refer to HAC-17, "Front Air Control Self-Diagnosis Chart".

SELF-DIAGNOSTIC MODE

1. Turn ignition switch ON.
2. Press the FLOOR/DEF ( ) and DEF ( ) mode switches at the same time and release on the front air control.
3. Press the FLOOR ( ) and intake ( ) buttons within two seconds to enter self diagnostic mode.
4. The mode (VENT, FLOOR/DEF, FLOOR and VENT/FLOOR) LED's start flashing in a clockwise sequence indicating that Self test is in progress.This takes about 17 seconds to complete.
5. All mode LED's stay ON once self test completes.
6. Malfunctions (if any) will be displayed in the form of turning ON the A/C, MAX A/C, DEF and Intake button LED's. Refer to HAC-17, "Front Air Control Self-Diagnosis Chart".
7. To exit diagnostic mode, press any button on the front air control.



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Front Air Control Self-Diagnosis Chart

INFOID:0000000007326825

SELF-DIAGNOSTIC CHART

Button LED	Description
A/C	Evap sensor open
MAX A/C	Evap sensor short
DEFROST	Air mix door motor circuit malfunctioning
INTAKE	Mode door motor circuit malfunctioning

DTC/CIRCUIT DIAGNOSIS

MANUAL A/C IDENTIFICATION TABLE

Application Table

INFOID:0000000007808585

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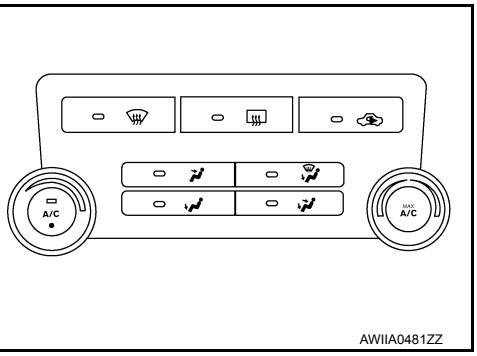
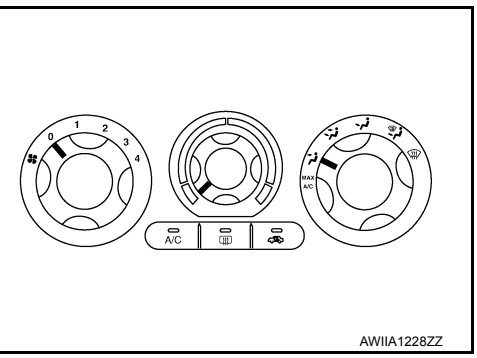
Manual A/C (Type 1)	Two Control Dial System [with variable blower control (VBC)]	 AWIIA0481ZZ
Manual A/C (Type 2)	Three Control Dial System [without variable blower control (VBC)]	 AWIIA1228ZZ

MODE DOOR MOTOR

System Description

INFOID:0000000007326827

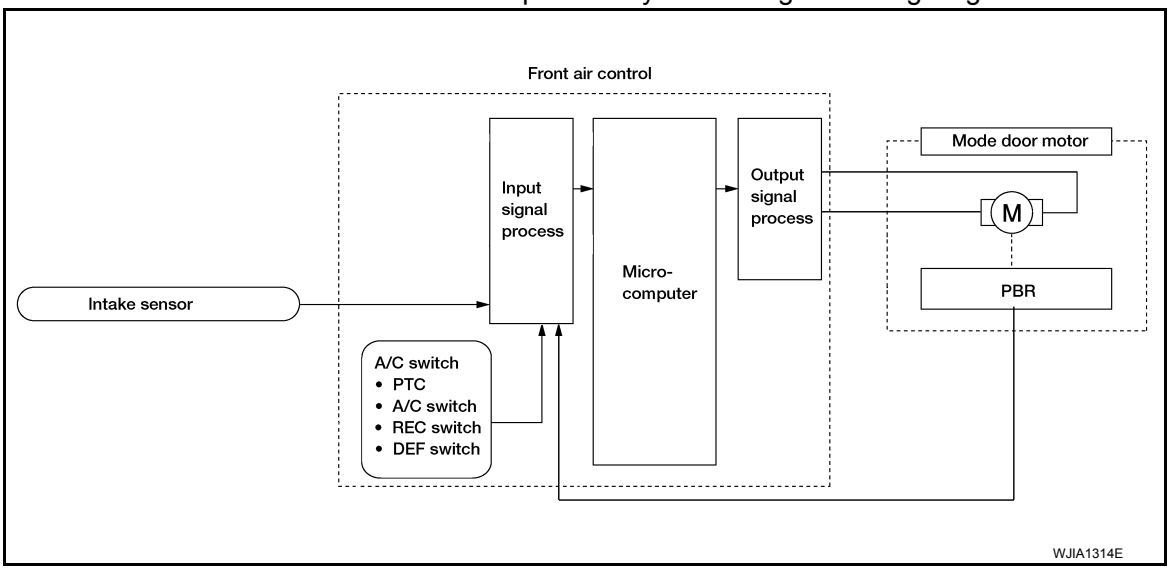
SYSTEM DESCRIPTION

Component Parts

Mode door control system components are:
- Front air control
- Mode door motor
- Position Balanced Resistor (PBR) (built into mode door motor)
- Intake sensor

System Operation

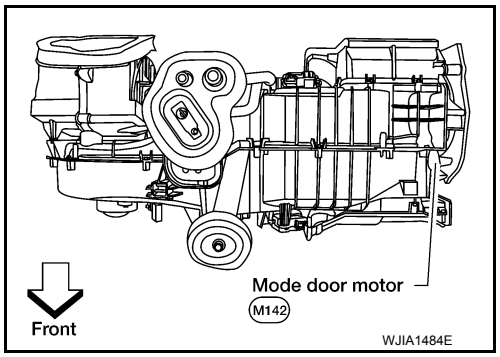
The mode door position (vent, B/L, foot, D/F, and defrost) is set by the front air control by means of the mode door motor. When a mode door position is selected on the front air control, voltage is applied to one circuit of the mode door motor while ground is applied to the other circuit, causing the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



COMPONENT DESCRIPTION

Mode Door Motor

The mode door motor is attached to the heater and cooling unit assembly. 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.



Mode Door Motor Component Function Check

INFOID:0000000007326828

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

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - DISCHARGE AIR

1. Turn blower control dial to HI speed.
2. Press each mode switch and check all positions.
3. Confirm that discharge air comes out according to the air distribution table. Refer to HAC-12, "Discharge Air Flow".
   NOTE:
   Confirm that the compressor clutch is engaged (visual inspection) and intake door position is at FRESH when DEF ( ) or D/F ( ) is selected.

Is the inspection result normal?

YES >> Inspection End.
NO >> Go to diagnosis procedure. Refer to HAC-20, "Mode Door Motor Diagnosis Procedure".

Mode Door Motor Diagnosis Procedure

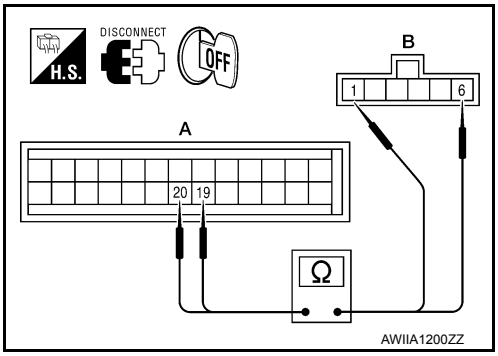
INFOID:0000000007326829

Regarding Wiring Diagram information, refer to HAC-49, "Wiring Diagram - With Type 1".

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

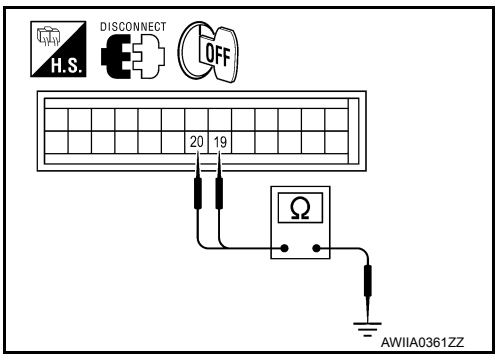
1.CHECK MODE DOOR MOTOR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the front air control harness connector M50 (A) and the mode door motor harness connector M142 (B).
3. Check continuity between front air control harness connector M50 (A) terminals 19, 20 and the mode door motor harness connector M142 (B) terminals 1, 6.



A		B		Continuity
Connector	Terminal	Connector	Terminal	
M50	20	M142	1	Yes
	19		6	

4. Check continuity between front air control harness connector M50 terminals 19, 20 and ground.



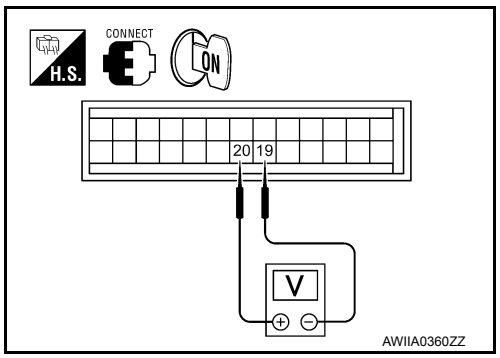
Connector	Terminal	—	Continuity
M50	19	Ground	No
	20		

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness as necessary.

2.CHECK FRONT AIR CONTROL FOR MODE DOOR MOTOR POWER AND GROUND

1. Reconnect front air control harness connector.
2. Turn ignition switch ON.
3. Press the mode switch D/F ( ) mode.
4. Check voltage between front air control harness connector M50 terminal 19 and terminal 20 while pressing the VENT ( ) mode, and then the B/L ( ) mode.



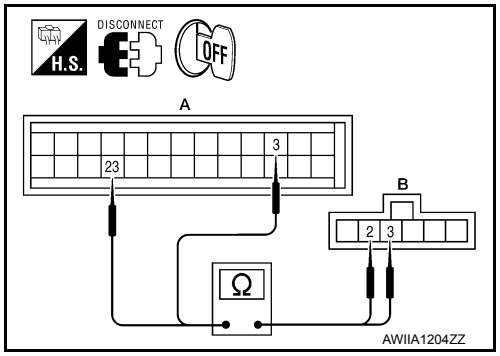
Connector	Terminals (+)	Terminals (-)	Condition	Voltage (Approx.)
M50	20	19	While pressing the mode control from D/F ( ) mode to VENT ( ) mode	Battery voltage
	19	20	While pressing the mode control from VENT ( ) mode to B/L ( ) mode	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace front air control. Refer to VTL-7, "Removal and Installation".

3. CHECK MODE DOOR MOTOR PBR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the front air control harness connector M50.
3. Check continuity between front air control harness connector M50 (A) terminals 3, 23 and the mode door motor harness connector M142 (B) terminals 2, 3.



A		B		Continuity
Connector	Terminal	Connector	Terminal	
M50	3	M142	2	Yes
	23		3	

4. Check continuity between front air control harness connector M50 terminals 3, 23 and ground.

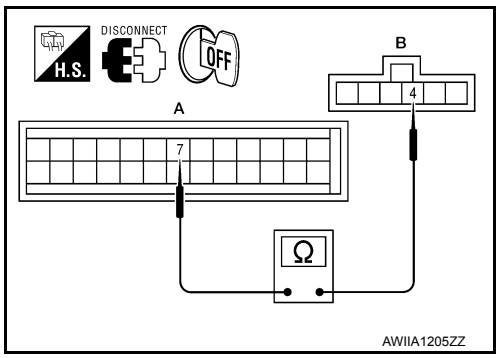
Connector	Terminal	—	Continuity
M50 (A)	3	Ground	No
	23		

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace harness as necessary.

4. CHECK PBR FEEDBACK SIGNAL CIRCUIT FOR OPEN AND SHORT TO GROUND

1. Check continuity between front air control harness connector M50 (A) terminal 7 and mode door motor harness connector M142 (B) terminal 4.



A		B		Continuity
Connector	Terminal	Connector	Terminal	
M50	7	M142	4	Yes

2. Check continuity between front air control harness connector M50 (A) terminal 7 and ground.

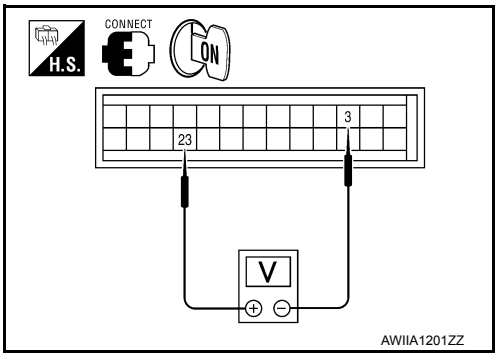
Connector	Terminal	—	Continuity
M50 (A)	7	Ground	No

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace harness as necessary.

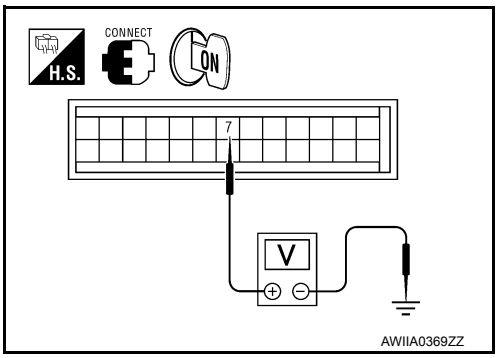
5. CHECK FRONT AIR CONTROL FOR 5 VOLT REFERENCE (VREF), VREF RETURN, AND FEEDBACK SIGNAL

1. Reconnect front air control harness connectors.
2. Turn ignition switch ON.
3. Check voltage between front air control harness connector M50 terminal 3 and terminal 23.



Connector	Terminals (+)	Connector	Terminals (-)	Voltage (Approx.)
M50	3	M50	23	5 Volts

4. Check voltage between front air control harness connector M50 terminal 7 and ground.



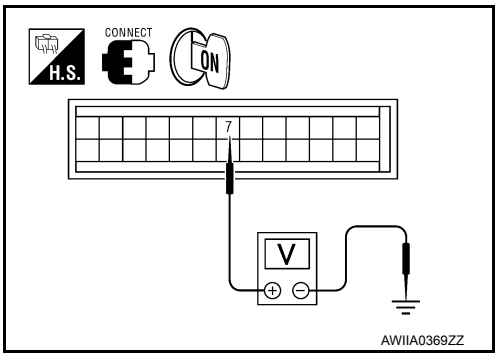
Connector	Terminal	—	Voltage (Approx.)
M50	7	Ground	0 Volts

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace front air control. Refer to VTL-7, "Removal and Installation".

6. CHECK FRONT AIR CONTROL FOR FEEDBACK SIGNAL

1. Reconnect the mode door motor harness connector M142.
2. Check voltage between front air control harness connector M50 terminal 7 and ground.



Connector	Terminal	—	Voltage (Approx.)
M50	7	Ground	0.2 to 4.8 Volts

Is the inspection result normal?

YES >> Inspect mode door for binding or mechanical failure. If mode door moves freely, replace front air control. Refer to VTL-7, "Removal and Installation".
NO >> Replace the mode door motor. Refer to VTL-19, "Removal and Installation".

AIR MIX DOOR MOTOR

System Description

INFOID:0000000007326830

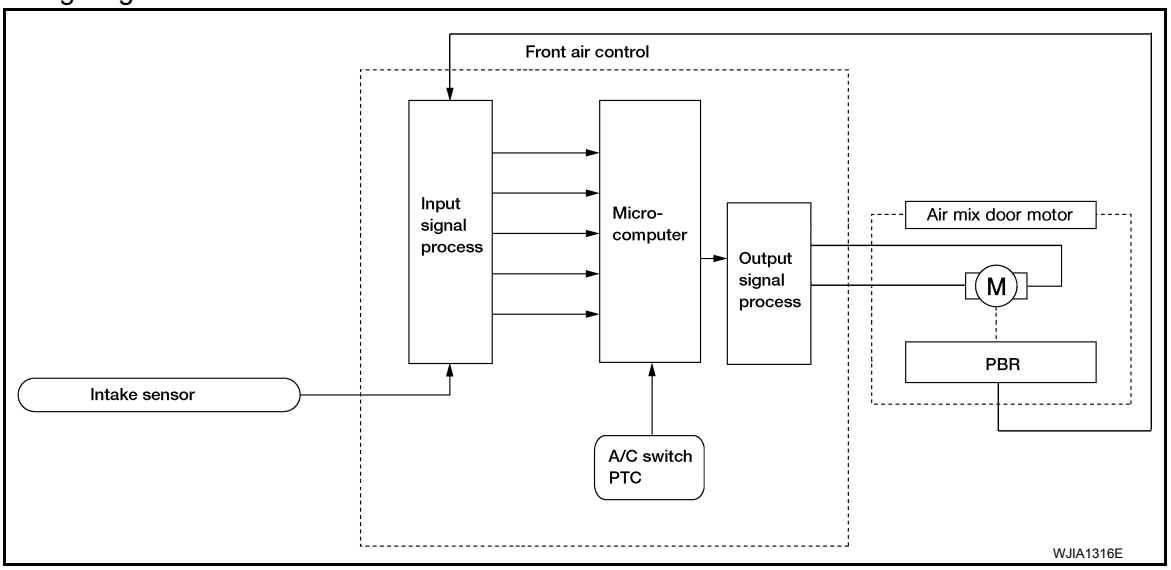
SYSTEM DESCRIPTION

Component Parts

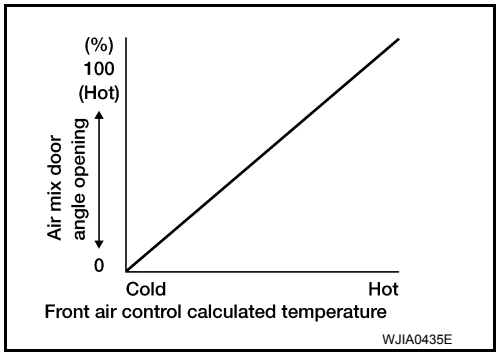
Air mix door control system components are:
- Front air control
- Air mix door motor
- Position Balanced Resistor (PBR) (built into air mix door motor)
- Intake sensor

System Operation

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



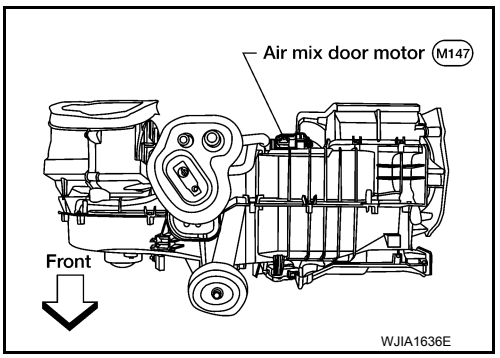
Air Mix Door Control Specification



COMPONENT DESCRIPTION

Air Mix Door Motor

The air mix door motor is attached to the heater and cooling unit assembly. This motor rotates so that the air mix door is opened or closed to a position set by the front 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 motor.



Air Mix Door Motor Component Function Check

INFOID:0000000007326831

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE INCREASE

1. Blower must be ON.
2. Turn the temperature control dial clockwise to maximum heat.
3. Check for hot air at discharge air outlets.

>> GO TO 2.

2.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE DECREASE

1. Turn the temperature control dial counterclockwise to maximum cold.
2. Check for cold air at discharge air outlets.

Is the inspection result normal?

YES >> Inspection End.
NO >> Go to diagnosis procedure. Refer to HAC-24, "Air Mix Door Motor Diagnosis Procedure".

Air Mix Door Motor Diagnosis Procedure

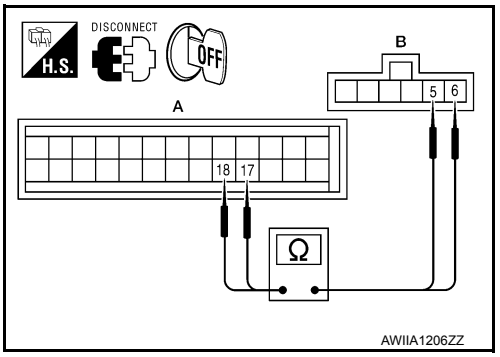
INFOID:0000000007326832

Regarding Wiring Diagram information, refer to HAC-49, "Wiring Diagram - With Type 1".

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

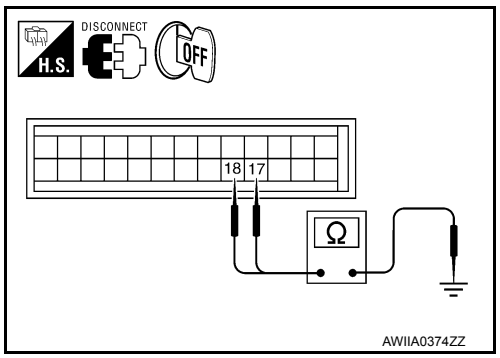
1.CHECK AIR MIX DOOR MOTOR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the front air control harness connector M50 (A) and the air mix door motor harness connector M147 (B).
3. Check continuity between front air control harness connector M50 (A) terminals 17, 18 and the air mix door motor harness connector M147 (B) terminals 5, 6.



A		B		Continuity
Connector	Terminal	Connector	Terminal	
M50	18	M147	6	Yes
	17		5	

4. Check continuity between front air control harness connector M50 terminals 17, 18 and ground.



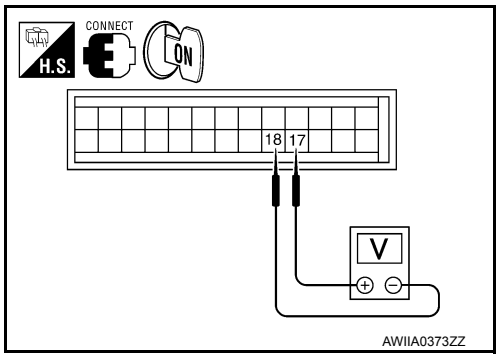
Connector	Terminal	—	Continuity
M50	17	Ground	No
	18		

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness as necessary.

2.CHECK FRONT AIR CONTROL FOR AIR MIX DOOR MOTOR POWER AND GROUND

1. Reconnect front air control harness connector.
2. Turn ignition switch ON.
3. Press the mode switch D/F ( ) mode.
4. Check voltage between front air control harness connector M50 terminal 17 and terminal 18 while pressing the mode switch to VENT ( ), and then to B/L ( ) mode.



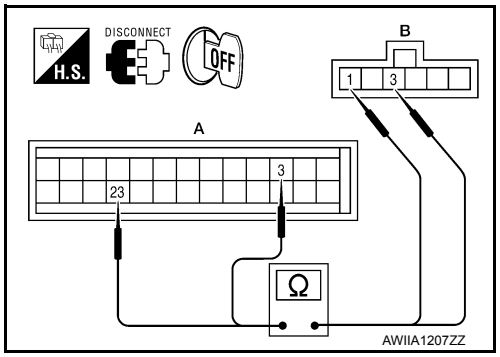
Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
M50	18	17	Pressing the mode switch from D/F ( ) mode to VENT ( ) mode	Battery voltage
	17	18	Pressing the mode switch from VENT ( ) mode to B/L ( ) mode	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace front air control. Refer to VTL-7, "Removal and Installation".

3.CHECK AIR MIX DOOR MOTOR PBR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the front air control harness connector M50.
3. Check continuity between front air control harness connector M50 (A) terminals 3, 23 and the air mix door motor harness connector M147 (B) terminals 1, 3.



A		B		Continuity
Connector	Terminal	Connector	Terminal	
M50	3	M147	3	Yes
	23		1	

4. Check continuity between front air control harness connector M50 (A) terminals 3, 23 and ground.

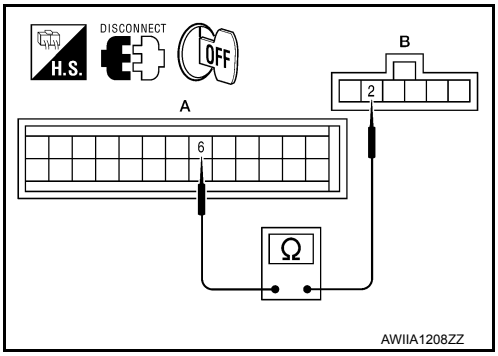
Connector	Terminal	—	Continuity
M50 (A)	3	Ground	No
	23		

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace harness as necessary.

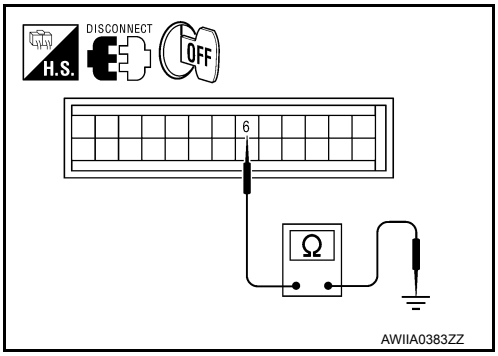
4.CHECK PBR FEEDBACK SIGNAL CIRCUIT FOR OPEN AND SHORT TO GROUND

1. Check continuity between front air control harness connector M50 (A) terminal 6 and air mix door motor harness connector M147 (B) terminal 2.



A		B		Continuity
Connector	Terminal	Connector	Terminal	
M50	6	M147	2	Yes

2. Check continuity between front air control harness connector M50 terminal 6 and ground.



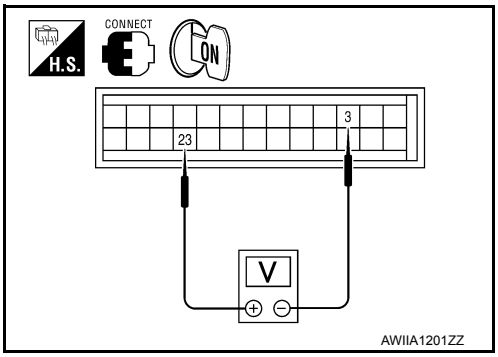
Connector	Terminal	—	Continuity
M50	6	Ground	No

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace harness as necessary.

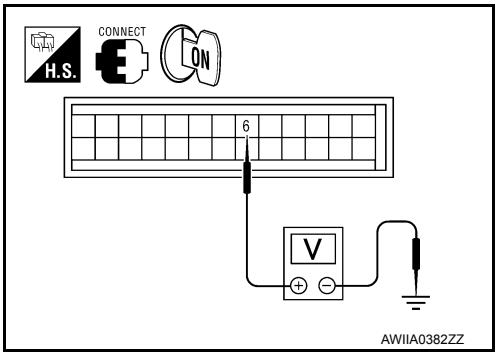
5. CHECK FRONT AIR CONTROL FOR 5 VOLT REFERENCE (VREF), VREF RETURN, AND FEEDBACK SIGNAL

1. Reconnect front air control harness connectors.
2. Turn ignition switch ON.
3. Check voltage between front air control harness connector M50 terminal 3 and terminal 23.



Connector	Terminals (+)	Connector	Terminals (-)	Voltage (Approx.)
M50	3	M50	23	5 Volts

4. Check voltage between front air control harness connector M50 terminal 6 and ground.



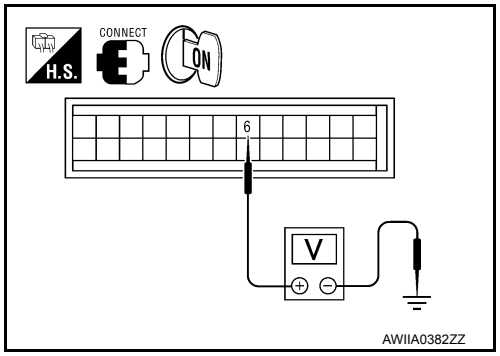
Connector	Terminal	—	Voltage (Approx.)
M50	6	Ground	0 Volts

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace front air control. Refer to VTL-7, "Removal and Installation".

6. CHECK FRONT AIR CONTROL FOR FEEDBACK SIGNAL

1. Reconnect the air mix door motor harness connector M147.
2. Check voltage between front air control harness connector M50 terminal 6 and ground.



Connector	Terminal	—	Voltage (Approx.)
M50	6	Ground	0.2 to 4.8 Volts

Is the inspection result normal?

YES >> Inspect air mix door for binding or mechanical failure. If air mix door moves freely, replace front air control. Refer to VTL-7, "Removal and Installation".

NO >> Replace the air mix door motor. Refer to VTL-20, "Removal and Installation".

INTAKE DOOR MOTOR

System Description

INFOID:0000000007326833

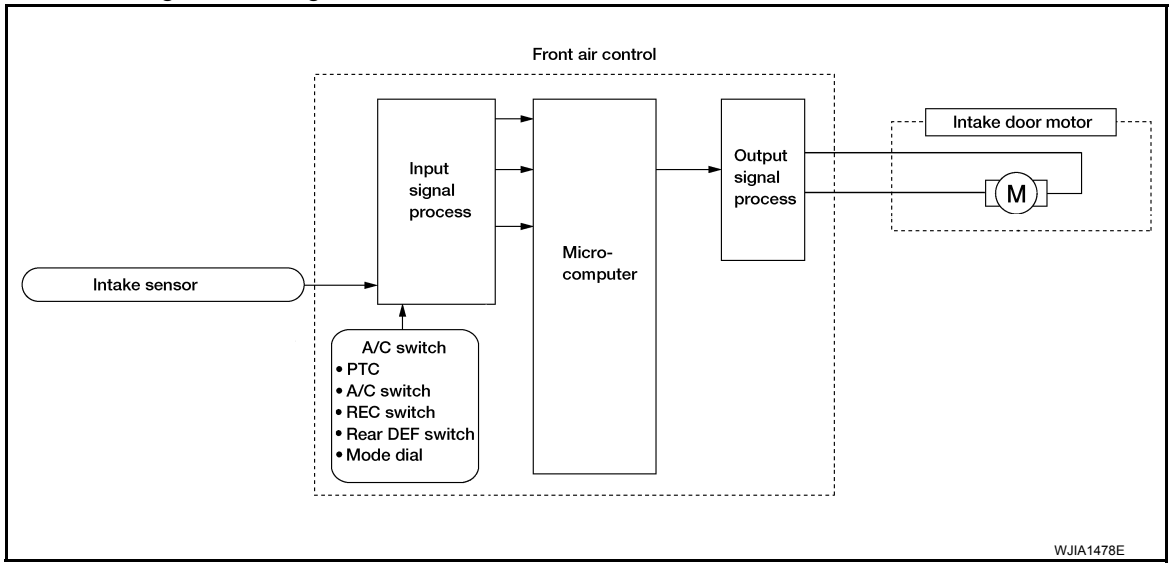
SYSTEM DESCRIPTION

Component Parts

Intake door control system components are:
- Front air control
- Intake door motor
- Intake sensor

System Operation

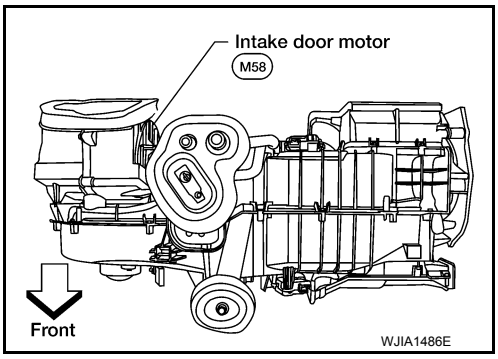
The intake door control determines the intake door position based on the position of the recirculation switch. When the recirculation switch is depressed the intake door motor rotates closing off the fresh air inlet and recirculating the cabin air. If the recirculation switch is depressed again, the intake door motor rotates in the opposite direction, again allowing fresh air into the cabin.



COMPONENT DESCRIPTION

Intake door motor

The intake door motor is attached to the intake unit. It rotates 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.



Intake Door Motor Component Function Check

INFOID:0000000007326834

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

INSPECTION FLOW

1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - REC ( )

1. Turn blower control dial to any speed.

2. Press vent mode ( ) switch.
3. Press REC ( ) switch.
4. Press REC ( ) switch again.
5. Listen for intake door position change (you should hear blower sound change slightly).

Is the inspection result normal?

YES >> Inspection End.
NO >> Go to diagnosis procedure. Refer to HAC-29, "Intake Door Motor Diagnosis Procedure".

Intake Door Motor Diagnosis Procedure

INFOID:0000000007326835

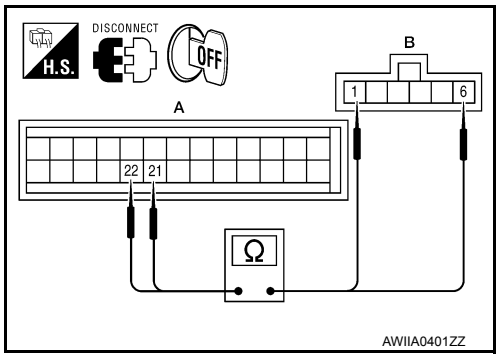
Regarding Wiring Diagram information, refer to HAC-49, "Wiring Diagram - With Type 1".

DIAGNOSTIC PROCEDURE FOR INTAKE DOOR MOTOR

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

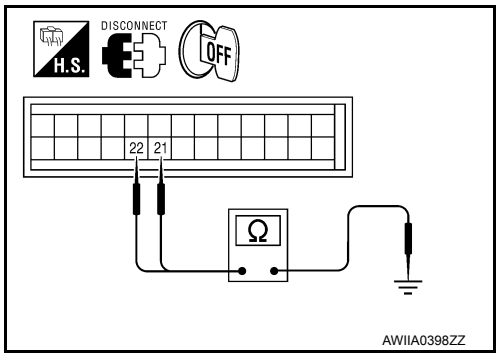
1. CHECK INTAKE DOOR MOTOR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the front air control harness connector M50 (A) and the intake door motor harness connector M58 (B).
3. Check continuity between front air control harness connector M50 (A) terminals 21, 22 and the intake door motor harness connector M58 (B) terminals 1, 6.



A		B		Continuity
Connector	Terminal	Connector	Terminal	
M50	21	M58	6	Yes
	22		1	

4. Check continuity between front air control harness connector M50 terminals 8, 7 and ground.



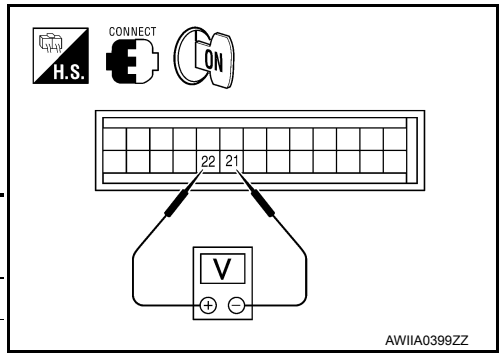
Connector	Terminal	—	Continuity
M50	21	Ground	No
	22		

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness as necessary.

2. CHECK FRONT AIR CONTROL FOR INTAKE AIR DOOR MOTOR POWER AND GROUND

1. Reconnect front air control harness connector.
2. Turn ignition switch ON.
3. Check voltage between front air control harness connector M50 terminal 21 and terminal 22 while placing the HVAC system into self-diagnostic mode.



Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
M50	22	21	Self-diagnostic mode (opening)	Battery voltage
	21	22	Self-diagnostic mode (closing)	Battery voltage

Is the inspection result normal?

YES >> Inspect intake air door for binding or mechanical failure. If intake air door moves freely, replace the intake air door motor. Refer to VTL-18, "Removal and Installation".

NO >> Replace front air control. Refer to VTL-7, "Removal and Installation".

BLOWER MOTOR

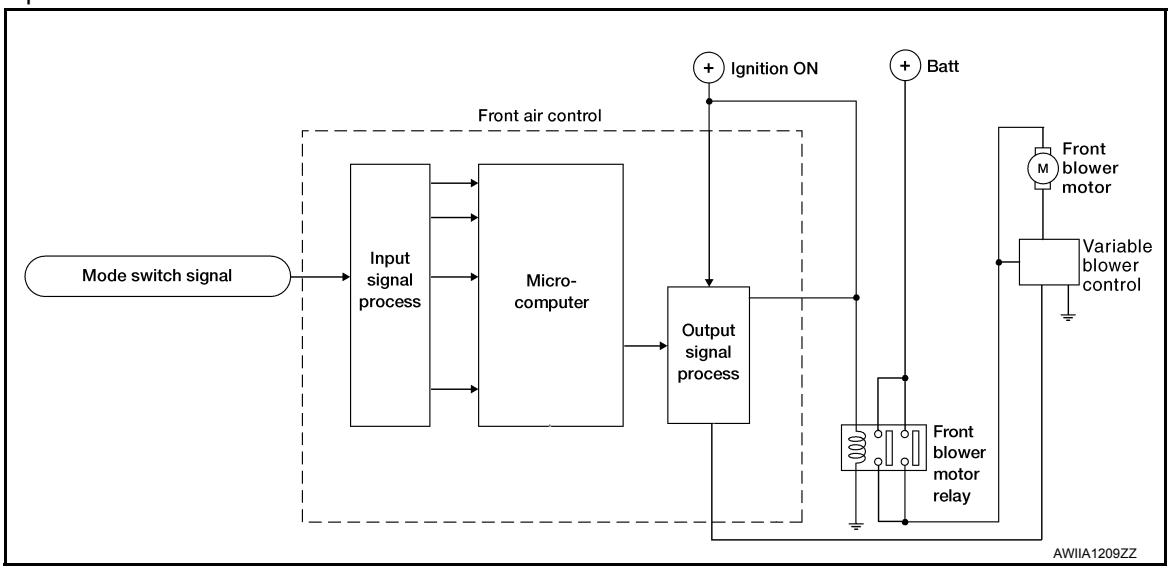
System Description

INFOID:0000000007326836

Component Parts

Blower speed control system components are:
- Front air control
- Variable blower control
- Front blower motor
- Front blower motor relay

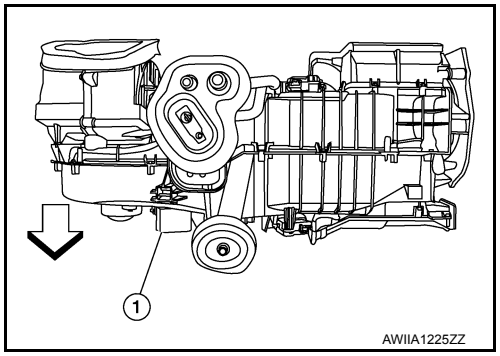
System Operation



COMPONENT DESCRIPTION

Variable Blower Control

The variable blower control (1) is located on the heater and cooling unit assembly. The variable blower control receives a gate voltage from the front air control to steplessly maintain the blower motor voltage in the 0 to 5 volt range (approx.) ⇒↓:front.



Front Blower Motor Component Function Check

INFOID:0000000007326837

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - FRONT BLOWER

1. Rotate the blower control dial clockwise. Blower should operate.
2. Rotate the blower control dial clockwise, and continue checking blower speed until all speeds are checked.

Is the inspection result normal?

YES >> Inspection End.
NO >> Go to diagnosis procedure. Refer to HAC-32, "Front Blower Motor Diagnosis Procedure".

Front Blower Motor Diagnosis Procedure

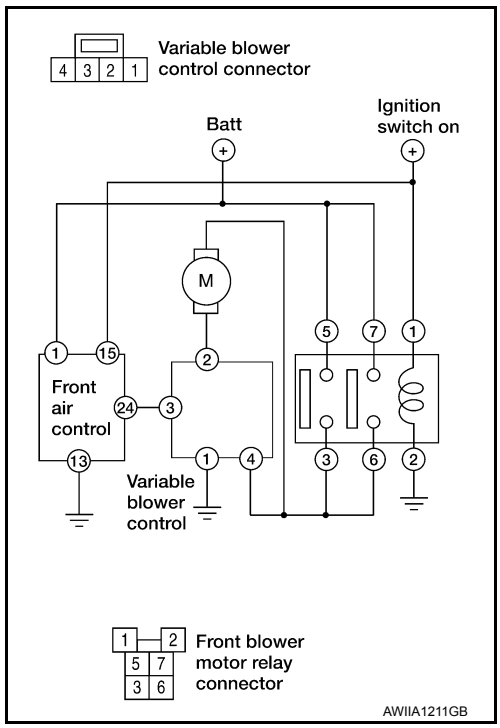
INFOID:0000000007326838

Regarding Wiring Diagram information, refer to HAC-49, "Wiring Diagram - With Type 1".

SYMPTOM: Blower motor operation is malfunctioning.

DIAGNOSTIC PROCEDURE FOR BLOWER MOTOR

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



1. CHECK FUSES

Check 15A fuses [No. 24 and 27 (Located in the fuse and fusible link box)]. For fuse layout. Refer to PG-77, "Terminal Arrangement".

Fuses are good.

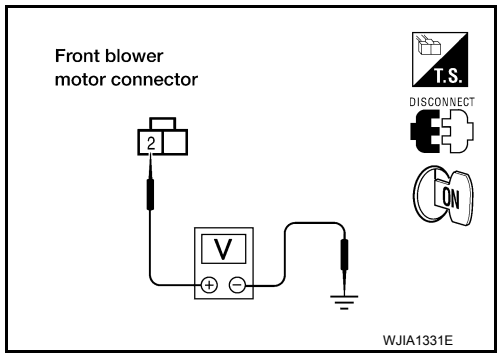
Is the inspection result normal?

YES >> GO TO 2.
NO >> GO TO 9.

2. CHECK FRONT BLOWER MOTOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect front blower motor connector.
3. Turn ignition switch ON.
4. Press the A/C switch.
5. Rotate blower control dial to maximum speed.
6. Check voltage between front blower motor harness connector M62 terminal 2 and ground.

2 - Ground : Battery voltage



Is the inspection result normal?

YES >> GO TO 12.
NO >> GO TO 3.

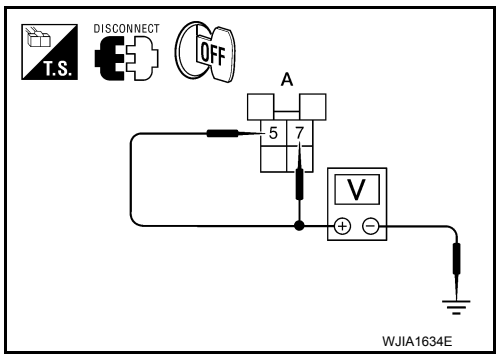
3. CHECK FRONT BLOWER MOTOR RELAY (SWITCH SIDE) POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect front blower motor relay.
3. Check voltage between front blower motor relay harness connector E54 terminals 5,7 and ground.

5, 7 - Ground : Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair harness or connector.



4. CHECK FRONT BLOWER MOTOR RELAY

Turn ignition switch OFF.
Check front blower motor relay. Refer to HAC-35, "Front Blower Motor Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace front blower motor relay.

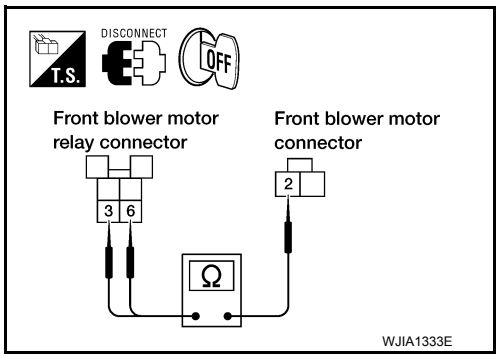
5. CHECK FRONT BLOWER MOTOR RELAY (SWITCH SIDE) CIRCUIT FOR OPEN

Check continuity between front blower motor relay harness connector E54 terminals 3, 6 and front blower motor harness connector M62 terminal 2.

3, 6 - 2 : Continuity should exist.

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair harness or connector.



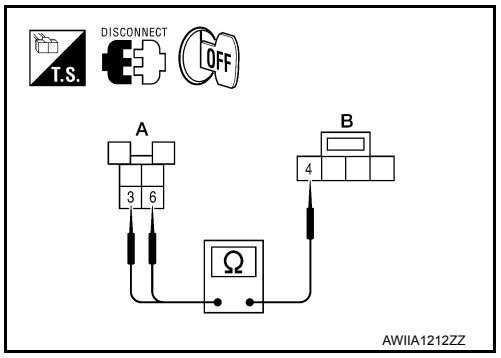
6. CHECK VARIABLE BLOWER CONTROL POWER SUPPLY CIRCUIT FOR OPEN

1. Disconnect variable blower control harness connector.
2. Check continuity between front blower motor relay harness connector E54 (A) terminals 3, 6 and variable blower control harness connector M121 (B) terminal 4.

3, 6 - 4 : Continuity should exist.

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair harness or connector.



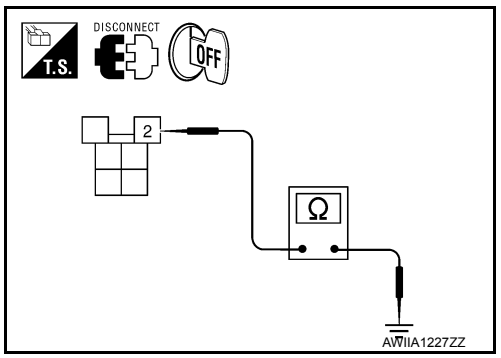
7. CHECK FRONT BLOWER MOTOR RELAY (COIL SIDE) GROUND CIRCUIT

Check continuity between front blower motor relay harness connector E54 terminal 2 and ground.

2 - Ground : Continuity should exist

Is the inspection result normal?

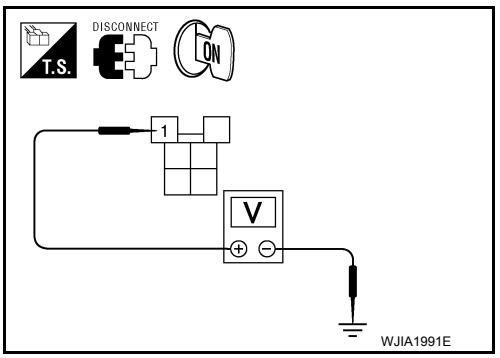
YES >> GO TO 8.
NO >> Repair harness or connector.



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

1. Turn ignition switch ON.
2. Check voltage between front blower motor relay harness connector E54 terminal 1 and ground.

1 - Ground : Battery voltage



Is the inspection result normal?

YES >> Replace variable blower control. Refer to VTL-10, "Removal and Installation".
NO >> Repair front blower motor ground circuit or connector.

9. REPLACE FUSES

Replace fuses.

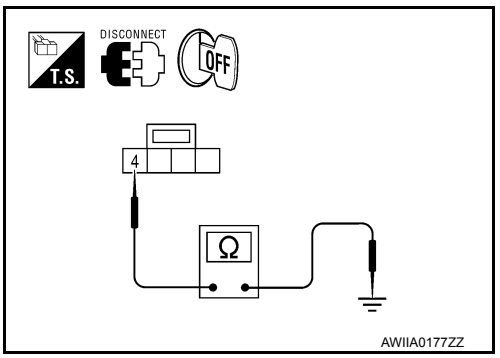
Does the fuse blow?

YES >> • If fuse blows without activating the front blower motor, repair short between fuse and front blower motor relay.
• If fuse blows activating the front blower motor, GO TO 10.
NO >> Inspection End.

10. CHECK FRONT BLOWER MOTOR POWER SUPPLY CIRCUIT FOR SHORT

1. Turn ignition switch OFF.
2. Disconnect front blower motor connector and variable blower control connector.
3. Check continuity between variable blower control harness connector M121 terminal 4 and ground.

4 - Ground : Continuity should not exist.



Is the inspection result normal?

YES >> GO TO 11.
NO >> Repair harness or connector.

11. CHECK FRONT BLOWER MOTOR

Check front blower motor. Refer to HAC-31, "Front Blower Motor Component Function Check".

Is the inspection result normal?

YES >> Replace variable blower control. Refer to VTL-10, "Removal and Installation".
NO >> Replace front blower motor. Refer to VTL-9, "Removal and Installation".

12. CHECK FRONT BLOWER MOTOR

Check front blower motor. Refer to HAC-31, "Front Blower Motor Component Function Check".

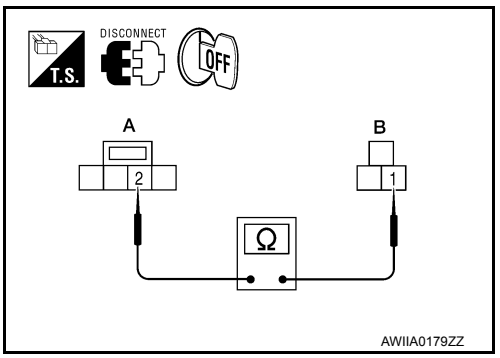
Is the inspection result normal?

YES >> GO TO 13.
NO >> Replace front blower motor. Refer to VTL-9, "Removal and Installation".

13. CHECK BLOWER MOTOR GROUND CIRCUIT

1. Disconnect variable blower control harness connector.
2. Check continuity between front blower motor harness connector M62 (B) terminal 1 and variable blower control harness connector M121 (A) terminal 2.

1 - 2 : Continuity should exist.



Is the inspection result normal?

YES >> GO TO 14.
NO >> Repair harness or connector.

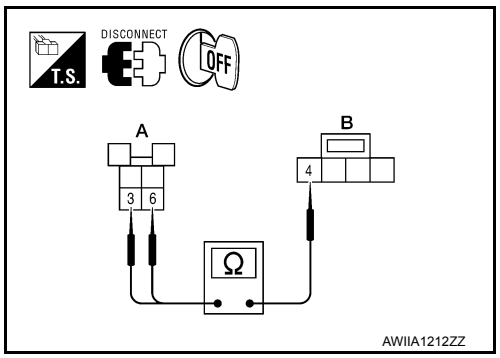
14. CHECK VARIABLE BLOWER CONTROL POWER SUPPLY CIRCUIT FOR OPEN

Check continuity between front blower motor relay harness connector E54 (A) terminals 3, 6 and variable blower control harness connector M121 (B) terminal 4.

3, 6 - 4 : Continuity should exist.

Is the inspection result normal?

YES >> GO TO 15.
NO >> Repair harness or connector.



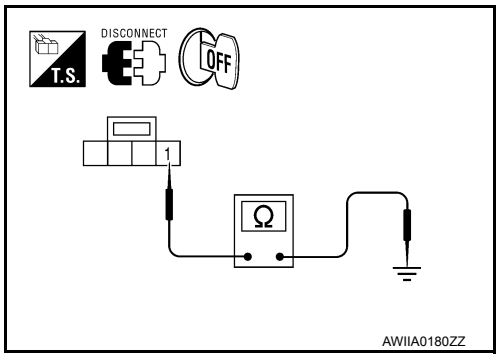
15. CHECK VARIABLE BLOWER CONTROL GROUND CIRCUIT

Check continuity between variable blower control harness connector M121 terminal 1 and ground.

1 - Ground : Continuity should exist.

Is the inspection result normal?

YES >> GO TO 16.
NO >> Repair harness or connector.



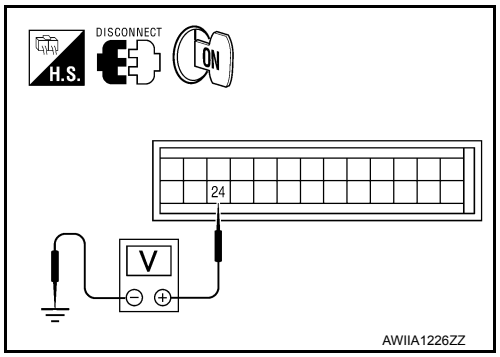
16. CHECK VARIABLE BLOWER CONTROL SIGNAL CIRCUIT

1. Reconnect all disconnected component connectors.
2. Disconnect front air control connector.
3. Turn ignition switch ON.
4. Turn blower control dial to maximum speed.
5. check voltage between front air control harness connector M50 terminal 24 and ground.

24 - Ground Approx.: 4.5V

Is the inspection result normal?

YES >> Replace front air control. Refer to VTL-7, "Removal and Installation".
NO >> GO TO 17.



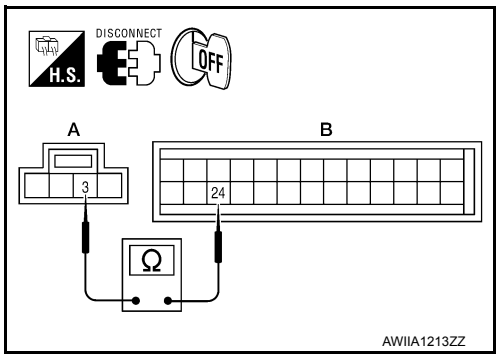
17. CHECK VARIABLE BLOWER CONTROL SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect variable blower control.
3. Check continuity between front air control harness connector M50 (B) terminal 24 and variable blower control harness connector M121 (A) terminal 3.

24 - 3 : Continuity should exist.

Is the inspection result normal?

YES >> Replace variable blower control. Refer to VTL-10, "Removal and Installation".
NO >> Repair harness or connector.



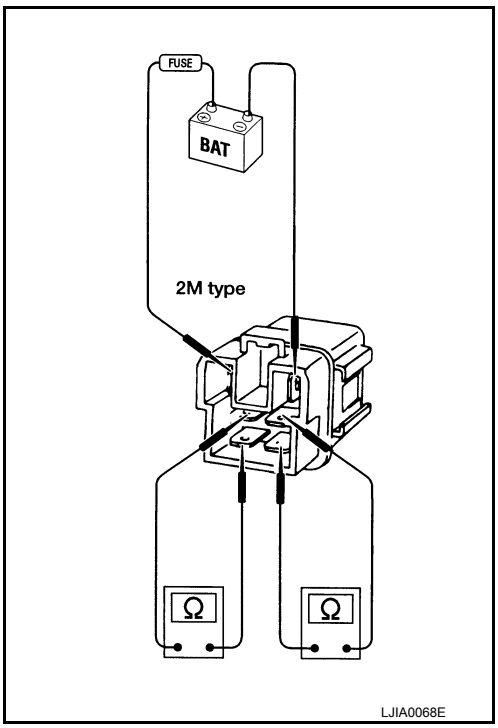
Front Blower Motor Component Inspection

INFOID:0000000007326839

COMPONENT INSPECTION

Front Blower Motor Relay

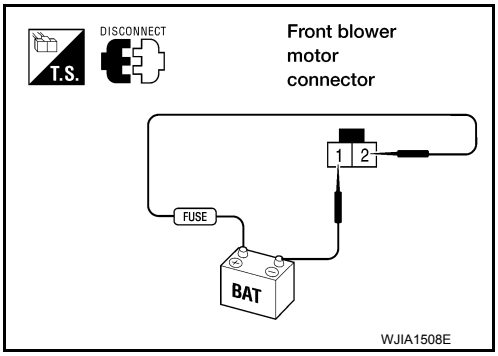
Check continuity between terminals 3 and 5 and terminals 7 and 6 by supplying 12 volts and ground to coil side terminals 1 and 2 of the relay.



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 2 and ground to terminal 1 and verify that the motor operates freely and quietly.



MAGNET CLUTCH

System Description

INFOID:0000000007326840

SYSTEM DESCRIPTION

The front air control controls compressor operation based on 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.

When intake air temperature is higher than 3.5°C (38.3°F), the compressor turns ON. The compressor turns OFF when intake air temperature is lower than 2.5°C (36.5°F).

Magnet Clutch Component Function Check

INFOID:0000000007326841

SYMPTOM: Magnet clutch does not engage.

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - MAGNET CLUTCH

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

Is the inspection result normal?

YES >> Inspection End.
NO >> Go to diagnosis procedure. Refer to HAC-37, "Magnet Clutch Diagnosis Procedure".

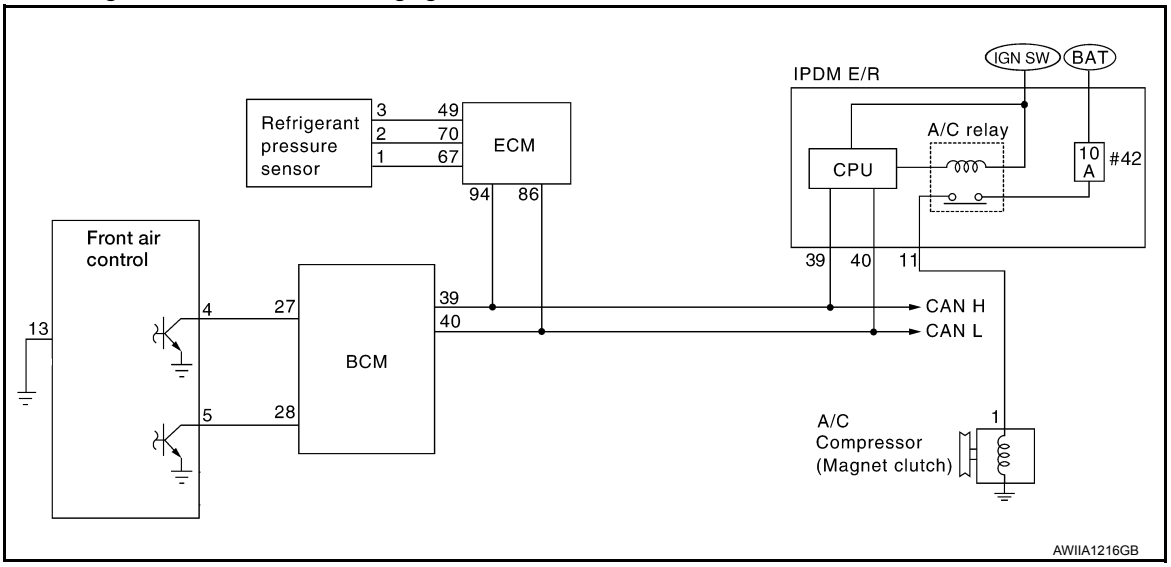
Magnet Clutch Diagnosis Procedure

INFOID:0000000007326842

Regarding Wiring Diagram information, refer to HAC-49, "Wiring Diagram - With Type 1".

DIAGNOSTIC PROCEDURE FOR MAGNET CLUTCH

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



1.PERFORM IPDM E/R AUTO ACTIVE TEST

Perform IPDM E/R auto active test. Refer to PCS-11, "CONSULT Function (IPDM E/R)".

Does magnet clutch operate?

YES >> • WITH CONSULT
GO TO 2.
• WITHOUT CONSULT

GO TO 8.

NO >> Check 10A fuse (No. 42, located in IPDM E/R), and GO TO 12.

2.CHECK BCM INPUT (A/C COMPRESSOR ON) SIGNAL

Check A/C compressor ON/OFF signal. Refer to BCS-20, "AIR CONDITIONER : CONSULT Function (BCM - AIR CONDITIONER)".

A/C SW ON	**: AIR COND SW ON**
A/C SW OFF	**: AIR COND SW OFF**

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 8.

3.CHECK REFRIGERANT PRESSURE SENSOR

Check refrigerant pressure sensor. Refer to EC-440, "Diagnosis Procedure" (QR25DE) or EC-925, "Diagnosis Procedure" (VQ40DE).

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace refrigerant pressure sensor. Refer to HA-38, "Removal and Installation for Refrigerant Pressure Sensor".

4.CHECK BCM INPUT (FAN ON) SIGNAL

Check FAN ON/OFF signal. Refer to BCS-20, "AIR CONDITIONER : CONSULT Function (BCM - AIR CONDITIONER)".

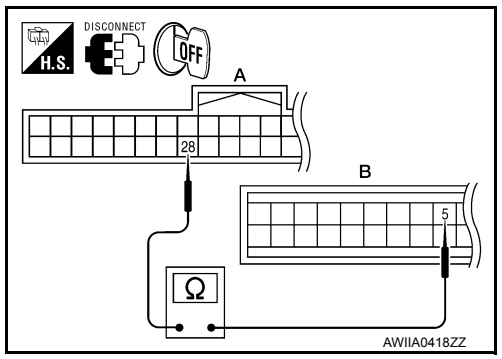
BLOWER CONTROL DIAL ON	**: FAN ON SIG ON**
BLOWER CONTROL DIAL OFF	**: FAN ON SIG OFF**

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 5.

5.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 (A) terminal 28 and front air control harness connector M50 (B) terminal 5.



A		B		
Connector	Terminal	Connector	Terminal	Continuity
BCM: M18	28	Front air control: M50	5	Yes

4. Check continuity between BCM harness connector M18 (A) terminal 28 and ground.

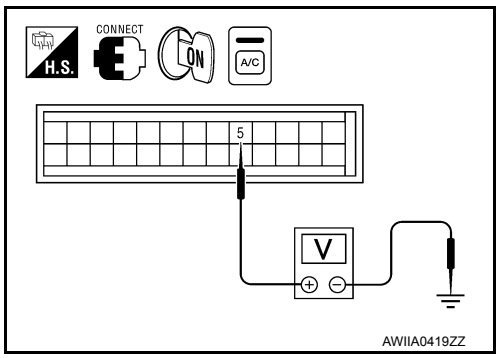
Connector	Terminal	Ground	Continuity
BCM: M18	28		No

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair harness or connector.

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

1. Reconnect BCM connector and front air control connector.
2. Turn ignition switch ON.
3. Turn A/C switch ON.
4. Check voltage between front air control harness connector M50 terminal 5 and ground.



Terminals			Condition	Voltage (Approx.)
(+)		(-)		
Front air control connector	Terminal No.			
M50	5	Ground	A/C switch: ON Blower motor operates	0V
			A/C switch: OFF	Battery voltage

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-49, "Removal and Installation".
NO-1 >> If the voltage is approx. 5V when blower motor is ON, replace front air control. Refer to VTL-7, "Removal and Installation".
NO-2 >> If the voltage is approx. 0V when blower motor is OFF, replace BCM. Refer to BCS-49, "Removal and Installation".

7. CHECK CAN COMMUNICATION

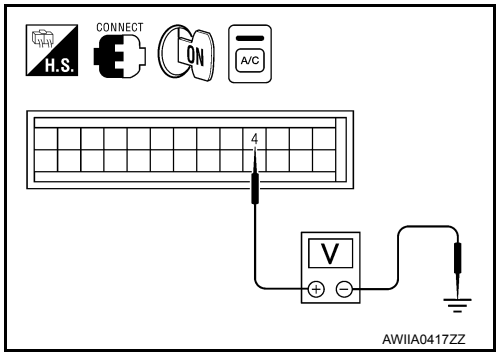
Check CAN communication. Refer to LAN-14, "Trouble Diagnosis Flow Chart".

Is the inspection result normal?

YES >> Inspection End.
NO >> Repair or replace malfunctioning part(s).

8. CHECK VOLTAGE FOR FRONT AIR CONTROL (A/C COMPRESSOR ON SIGNAL)

1. Turn ignition switch ON.
2. Check voltage between front air control harness connector M50 terminal 4 and ground.



Terminals			Condition	Voltage (Approx.)
(+)		(-)		
Front air control connector	Terminal No.			
M50	4	Ground	A/C switch: ON	0V
			A/C switch: OFF	Battery voltage

Is the inspection result normal?

YES >> GO TO 9.
NO-1 >> If the voltage is approx. 5V when A/C switch is ON, replace front air control. Refer to VTL-7, "Removal and Installation".
NO-2 >> If the voltage is approx. 0V when A/C switch is OFF, replace BCM. Refer to BCS-49, "Removal and Installation".

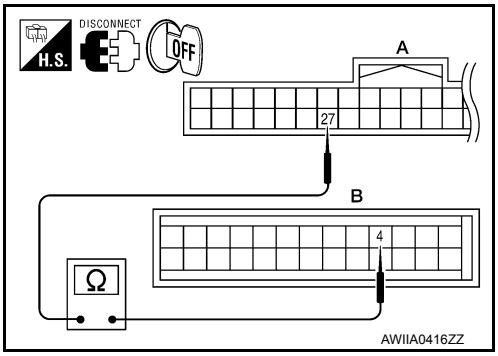
9. CHECK CIRCUIT CONTINUITY BETWEEN BCM AND FRONT AIR CONTROL

1. Turn ignition switch OFF.
2. Disconnect BCM connector and front air control connector.
3. Check continuity between BCM harness connector M18 terminal 27 and front air control harness connector M50 terminal 4.

27 - 4 : Continuity should exist.

4. Check continuity between BCM harness connector M18 terminal 27 and ground.

27 - ground : Continuity should not exist.



Is the inspection result normal?

YES >> GO TO 10.
NO >> Repair harness or connector.

10. CHECK INTAKE SENSOR CIRCUITS

Check intake sensor. Refer to HAC-42, "Intake Sensor Component Inspection".

Is the inspection result normal?

YES >> GO TO 11.
NO >> Replace intake sensor. Refer to VTL-8, "Removal and Installation".

11. CHECK CAN COMMUNICATION

Check CAN communication. Refer to LAN-14, "Trouble Diagnosis Flow Chart".

Is the inspection result normal?

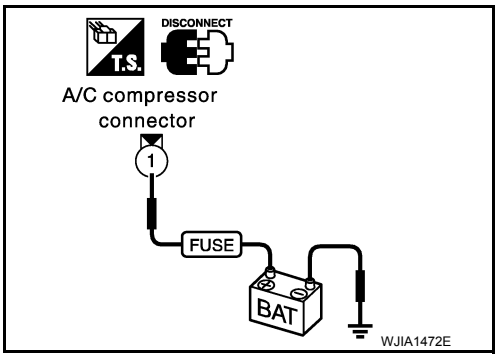
YES >> Replace BCM. Refer to BCS-49, "Removal and Installation".
NO >> Repair or replace malfunctioning part(s).

12. CHECK MAGNET CLUTCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/C compressor connector.
3. Check for operation sound when applying battery voltage to A/C compressor terminal 1.

Is the inspection result normal?

YES >> GO TO 13.
NO >> Replace magnet clutch. Refer to HA-30, "Removal and Installation for Compressor Clutch".



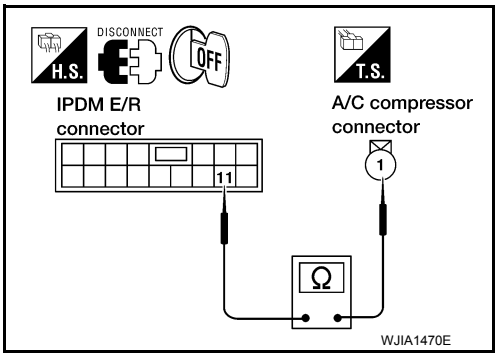
13. CHECK CIRCUIT CONTINUITY BETWEEN IPDM E/R AND A/C COMPRESSOR

1. Disconnect IPDM E/R connector.
2. Check continuity between IPDM E/R harness connector E119 terminal 11 and A/C compressor harness connector F3 terminal 1.

11 – 1 : Continuity should exist.

3. Check continuity between IPDM E/R harness connector E119 terminal 11 and ground.

11 – ground : Continuity should not exist.



Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-28, "Removal and Installation of IPDM E/R".
NO >> Repair harness or connector.

INTAKE SENSOR

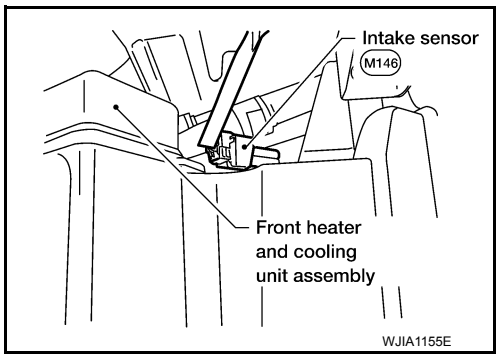
System Description

INFOID:0000000007326843

COMPONENT DESCRIPTION

Intake Sensor

The intake sensor is located on top of the heater and cooling unit assembly next to the A/C evaporator cover. It converts temperature of air after it passes through the evaporator into a resistance value which is then input to the front air control.



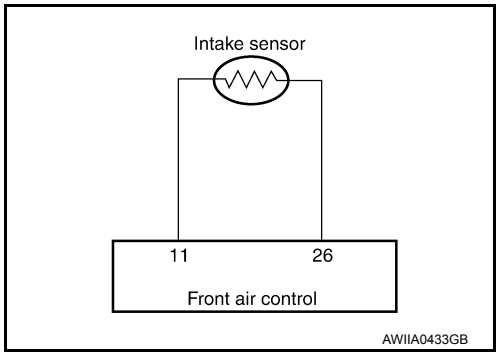
Intake Sensor Diagnosis Procedure

INFOID:0000000007326844

Regarding Wiring Diagram information, refer to HAC-49, "Wiring Diagram - With Type 1".

DIAGNOSTIC PROCEDURE FOR INTAKE SENSOR

SYMPTOM: Intake sensor circuit is open or shorted.



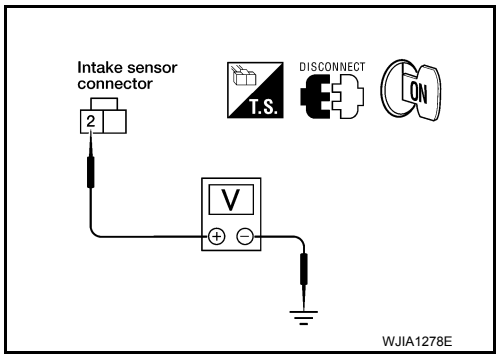
1. CHECK VOLTAGE BETWEEN INTAKE SENSOR AND GROUND

1. Disconnect intake sensor connector.
2. Turn ignition switch ON.
3. Check voltage between intake sensor harness connector M146 terminal 2 and ground.

2 - Ground : Approx. 5V

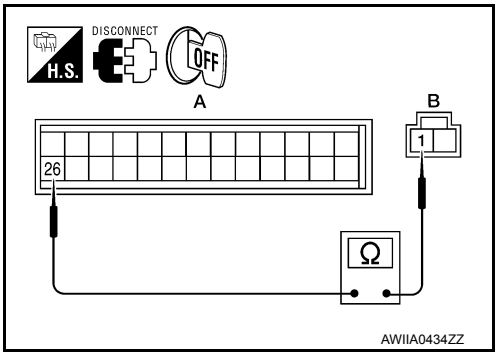
Is the inspection result normal?

YES >> GO TO 2.
NO >> 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 M146 (B) terminal 1 and front air control harness connector M50 (A) terminal 26.



1 - 26 : Continuity should exist.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair harness or connector.

3. CHECK INTAKE SENSOR

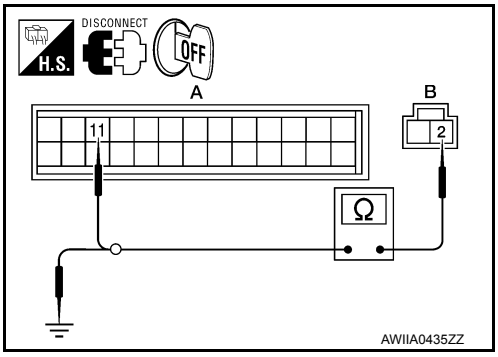
Refer to HAC-42, "Intake Sensor Component Inspection".

Is the inspection result normal?

YES >> Replace front air control. Refer to VTL-7, "Removal and Installation".
NO >> Replace intake sensor. Refer to VTL-8, "Removal and Installation".

4. 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 M146 (B) terminal 2 and front air control harness connector M50 (A) terminal 11.



2 - 11 : Continuity should exist.

4. Check continuity between intake sensor harness connector M146 (B) terminal 2 and ground.

2 - Ground : Continuity should not exist.

Is the inspection result normal?

YES >> Replace front air control. Refer to VTL-7, "Removal and Installation".
NO >> Repair harness or connector.

Intake Sensor Component Inspection

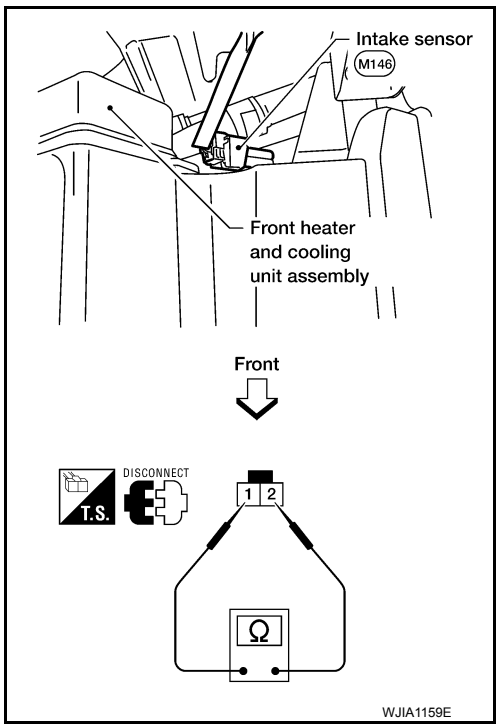
INFOID:0000000007326845

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 VTL-8, "Removal and Installation".

POWER SUPPLY AND GROUND CIRCUIT FOR CONTROLLER

Component Description

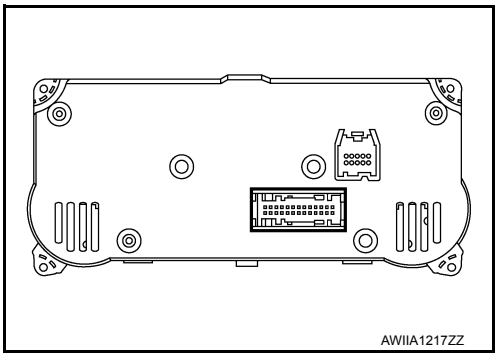
INFOID:0000000007326846

COMPONENT DESCRIPTION

Front Air Control

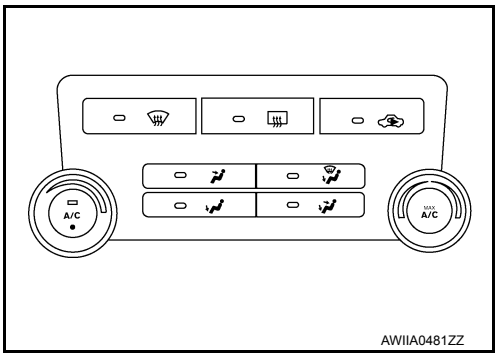
The front air control has a built-in microcomputer which processes information sent from various sensors needed for air conditioner operation. The air mix door motor, mode door motor, intake door motor, blower motor and compressor are then controlled.

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.



Potentio Temperature Control (PTC)

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



Front Air Control Component Function Check

INFOID:0000000007326847

SYMPTOM: A/C system does not come on.

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK

1. Turn blower motor ON, then press A/C switch.
2. Confirm that the compressor clutch engages (sound or visual inspection).

Is the inspection result normal?

YES >> Inspection End.

NO >> Go to diagnosis procedure. Refer to HAC-44, "Front Air Control Power and Ground Diagnosis Procedure".

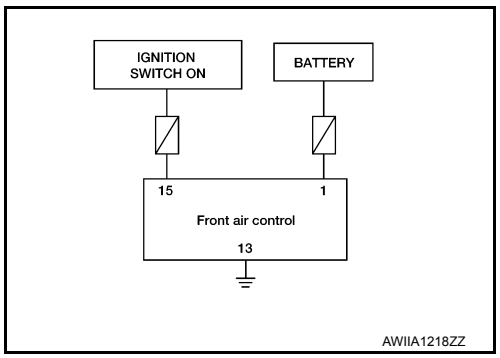
Front Air Control Power and Ground Diagnosis Procedure

INFOID:0000000007326848

Regarding Wiring Diagram information, refer to HAC-49, "Wiring Diagram - With Type 1".

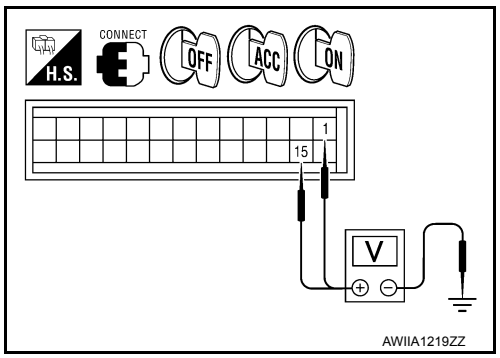
DIAGNOSTIC PROCEDURE FOR A/C SYSTEM

SYMPTOM: A/C system does not come on.



1. CHECK POWER SUPPLY CIRCUITS FOR FRONT AIR CONTROL

1. Turn ignition switch OFF.
2. Disconnect front air control connector.
3. Turn ignition switch ON.
4. Check voltage between front air control harness connector M50 terminals 1 and 15, and ground.



Terminals			Ignition switch position		
(+)		(-)	OFF	ACC	ON
Front air control connector	Terminal No.				
M50	15	Ground	Approx. 0V	Approx. 0V	Battery voltage
M50	1		Battery voltage	Battery voltage	Battery voltage

Is the inspection result normal?

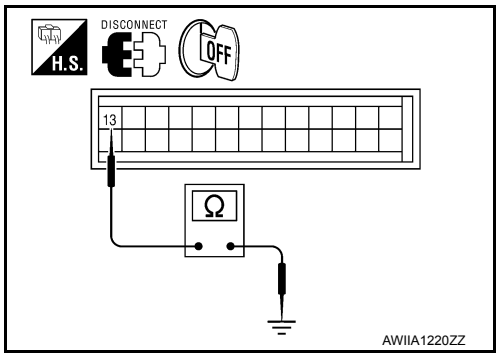
YES >> GO TO 2.

NO >> Check 10A fuses [Nos. 8 and 19, located in the fuse block (J/B)]. Refer to PG-76, "Terminal Arrangement".
- 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 M50 terminal 13 and ground.

13 - Ground : Continuity should exist.



Is the inspection result normal?

YES >> Replace front air control. Refer to VTL-7, "Removal and Installation".

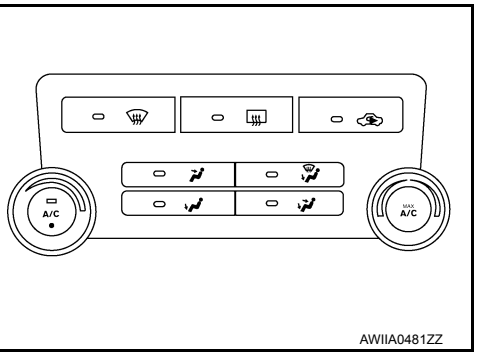
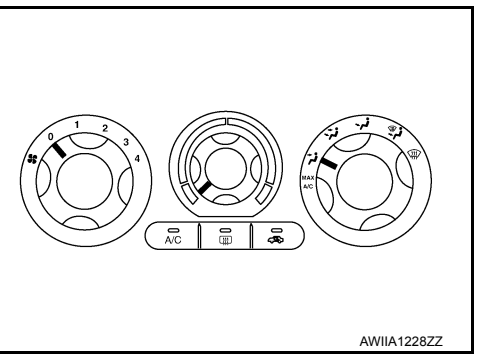
NO >> Repair harness or connector.

ECU DIAGNOSIS INFORMATION

MANUAL A/C IDENTIFICATION TABLE

Application Table

INFOID:0000000007808586

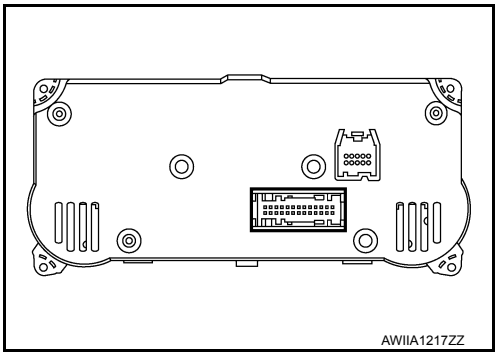
Manual A/C Type	Description	Visual Identification
Manual A/C (Type 1)	Two Control Dial System [with variable blower control (VBC)]	 AWIIA0481ZZ
Manual A/C (Type 2)	Three Control Dial System [without variable blower control (VBC)]	 AWIIA1228ZZ

AIR CONDITIONER CONTROL

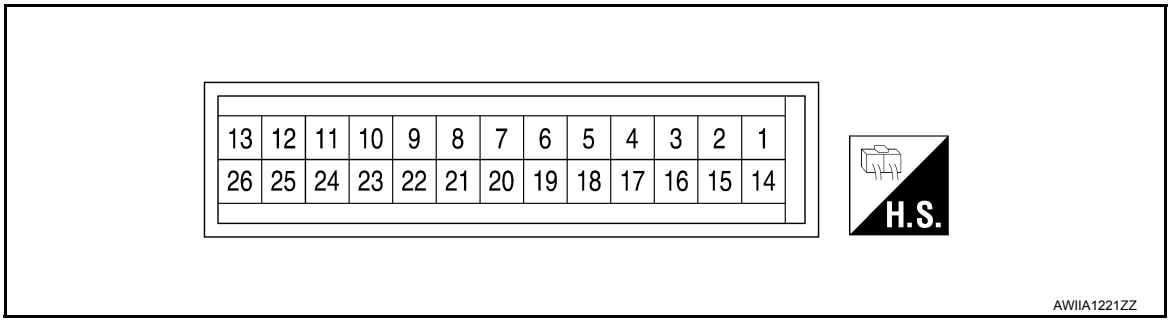
Front Air Control Terminals Reference Values

INFOID:0000000007326850

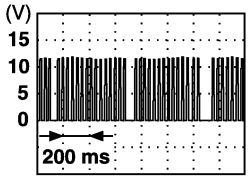
Measure voltage between each terminal and ground by following Terminals and Reference Values for front air control.



FRONT AIR CONTROL HARNESS CONNECTOR TERMINAL LAYOUT



TERMINALS AND REFERENCE VALUES FOR FRONT AIR CONTROL

Terminal No.	Wire color	Item	Ignition switch	Condition	Voltage (V) (Approx.)
1	R/Y	Power supply for BAT	-	-	Battery voltage
3	P	Ground for mode door motor and air mix door motor PBR	ON	-	0V
4	W	Compressor ON signal	ON	A/C switch OFF	5V
			ON	A/C switch ON	0V
5	R	Front blower monitor	ON	Front blower motor OFF	Battery voltage
				Front blower motor ON	0V
6	SB	Air mix door motor feedback	ON	-	0 - 5V
7	V	Mode door motor feedback	ON	-	0 - 5V
8	G	Illumination +	ON	Park lamps ON	Battery voltage
9	BR	Illumination -	-	Park lamps ON	
10	R	Rear defrost request	ON	-	Battery voltage
11	L	Intake sensor	ON	-	0 - 5V
13	B	Ground	-	-	0V
15	W/G	Power supply for IGN	ON	-	Battery voltage
16	Y	Rear defroster request	ON	-	Battery voltage

Terminal No.	Wire color	Item	Ignition switch	Condition	Voltage (V) (Approx.)
17	GR	Air mix door motor CCW	ON	Counterclockwise rotation	Battery voltage
18	O	Air mix door motor CW	ON	Clockwise rotation	Battery voltage
19	R	Mode door motor CCW	ON	Counterclockwise rotation	Battery voltage
20	BR	Mode door motor CW	ON	Clockwise rotation	Battery voltage
21	O	Intake door motor CCW	ON	Counterclockwise rotation	Battery voltage
22	Y	Intake door motor CW	ON	Clockwise rotation	Battery voltage
23	G	Power supply for mode door motor and air mix door motor PBR	ON	-	5V
24	LG	Variable blower control	ON	Blower speed (low)	1.7V
				Blower speed (hi)	4.5V
26	V	Sensor ground	ON	-	0 - 5V

WIRING DIAGRAM

AIR CONDITIONER CONTROL

Wiring Diagram - With Type 1

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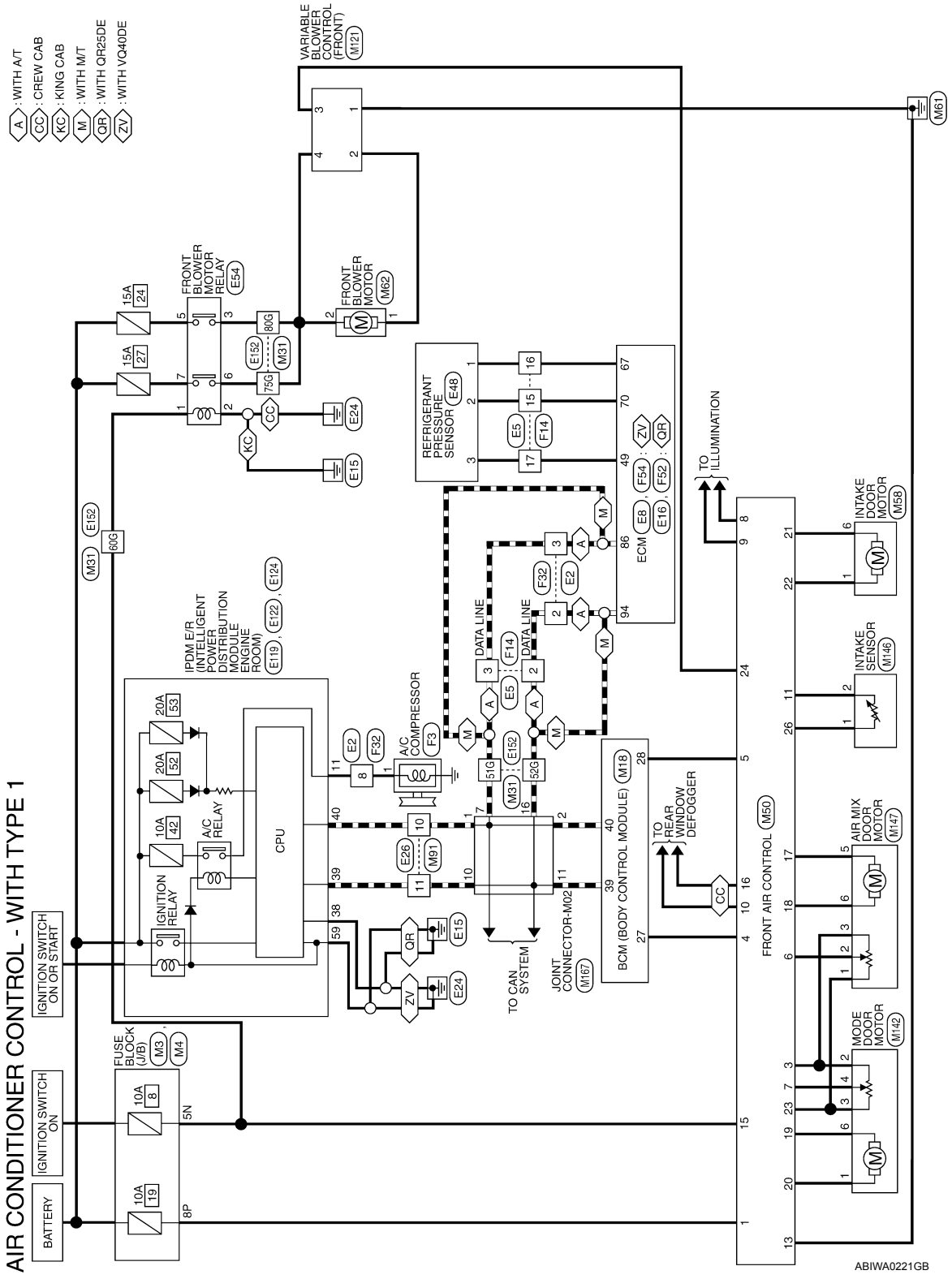
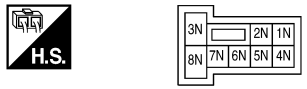


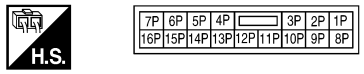
AIR CONDITIONER CONTROL CONNECTORS - WITH TYPE 1

Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



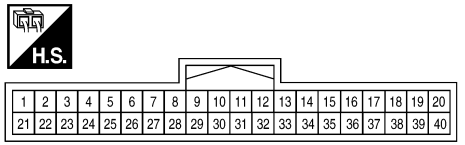
Terminal No.	Color of Wire	Signal Name
5N	W/G	–

Connector No.	M4
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



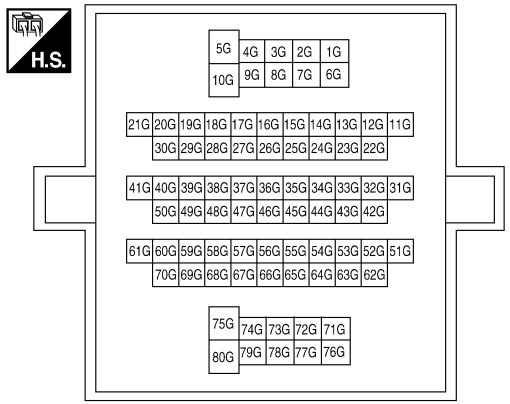
Terminal No.	Color of Wire	Signal Name
8P	R/Y	–

Connector No.	M18
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
27	W	AIRCON SW
28	R	BLOWER FAN SW
39	L	CAN-H
40	P	CAN-L

Connector No.	M31
Connector Name	WIRE TO WIRE
Connector Color	WHITE



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Terminal No.	Color of Wire	Signal Name
51G	P	–
52G	L	–
60G	W/G	–
75G	W/G	–
80G	W/G	–

Connector No.	M50
Connector Name	FRONT AIR CONTROL (WITH TYPE 1)
Connector Color	BLACK

H.S.

13	12	11	10	9	8	7	6	5	4	3	2	1
26	25	24	23	22	21	20	19	18	17	16	15	14

Terminal No.	Color of Wire	Signal Name
1	R/Y	BATT
2	–	–
3	P	MODE (GND)
4	W	A/C REQUEST
5	R	FAN ON
6	SB	BLEND FEED BACK
7	V	MODE FEED BACK

Connector No.	M58
Connector Name	INTAKE DOOR MOTOR
Connector Color	BLACK

H.S.

1	2	3	4	5	6

Terminal No.	Color of Wire	Signal Name
1	Y	–
6	O	–

Terminal No.	Color of Wire	Signal Name
8	G	–
9	BR	–
10	R	RR DEF STATUS
11	L	INTAKE SENSOR
12	–	–
13	B	GND
14	–	–
15	W/G	IGN
16	Y	REAR DEFOGGER REQUEST
17	GR	BLEND DR CCW
18	O	BLEND DR CW
19	R	MODE CCW
20	BR	MODE CW
21	O	RECIRC DOOR CCW

Connector No.	M62
Connector Name	FRONT BLOWER MOTOR
Connector Color	BLACK

H.S.

1	2

Terminal No.	Color of Wire	Signal Name
1	L	–
2	W/G	–

Terminal No.	Color of Wire	Signal Name
22	Y	RECIRC DOOR CW
23	G	V REF ACTR (5V)
24	LG	FR BLOWER MONITOR
25	–	–
26	V	SENS RETURN

Connector No.	M91
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

7	6	5	4	3	2	1
16	15	14	13	12	11	10	9	8
---	---	---	---	---	---	---	---	---

Terminal No.	Color of Wire	Signal Name
10	P	–
11	L	–

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Connector No.	M121
Connector Name	VARIABLE BLOWER CONTROL (FRONT)
Connector Color	WHITE

H.S.

1 2 3 4

Terminal No.	Color of Wire	Signal Name
1	B	GND
2	L	MOT-
3	LG	SETPOINT
4	W/G	MOT+

Connector No.	M142
Connector Name	MODE DOOR MOTOR
Connector Color	BLACK

H.S.

1 2 3 4 5 6

Terminal No.	Color of Wire	Signal Name
1	BR	–
2	P	–
3	G	–
4	V	–
6	R	–

Connector No.	M146
Connector Name	INTAKE SENSOR
Connector Color	GRAY

H.S.

1 2

Terminal No.	Color of Wire	Signal Name
1	V	–
2	L	–

Connector No.	M147
Connector Name	AIR MIX DOOR MOTOR
Connector Color	BLACK

H.S.

1 2 3 4 5 6

Terminal No.	Color of Wire	Signal Name
1	Y	–
2	SB	–
3	P	–
5	GR	–
6	O	– (WITH TYPE 1)

Connector No.	M167
Connector Name	JOINT CONNECTOR-M02
Connector Color	BLUE

H.S.

9 8 7 6 5 4 3 2 1
20 19 18 17 16 15 14 13 12 11 10

Terminal No.	Color of Wire	Signal Name
1	P	–
2	P	–
7	P	–
10	L	–
11	L	–
16	L	–

Connector No.	E2
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1 2 3 4 5 6 7
8 9 10 11 12 13 14 15 16

Terminal No.	Color of Wire	Signal Name
2	L	–
3	P	–
8	Y	–

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Connector No.	E16
Connector Name	ECM (WITH QR25DE)
Connector Color	BLACK

H.S.

106	107	108	109	110	111	112	113		119	120	121
98	99	100	101	102	103	104	105	117		118	
90	91	92	93	94	95	96	97		114	115	116
82	83	84	85	86	87	88	89				

Terminal No.	Color of Wire	Signal Name
86	P	CAN-L
94	L	CAN-H

Connector No.	E8
Connector Name	ECM (WITH VQ40DE)
Connector Color	BLACK

H.S.

106	107	108	109	110	111	112	113		119	120	121
98	99	100	101	102	103	104	105	117		118	
90	91	92	93	94	95	96	97		114	115	116
82	83	84	85	86	87	88	89				

Terminal No.	Color of Wire	Signal Name
86	P	CAN-L
94	L	CAN-H

Connector No.	E54
Connector Name	FRONT BLOWER MOTOR RELAY
Connector Color	BROWN

H.S.

Terminal No.	Color of Wire	Signal Name
1	W/G	–
2	B	–
3	W/G	–
5	L	–
6	W/G	–
7	GR	–

Connector No.	E48
Connector Name	REFRIGERANT PRESSURE SENSOR
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	B	GND
2	BR	SIGNAL
3	P	POWER SUPPLY

Connector No.	E5
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24

Terminal No.	Color of Wire	Signal Name
2	L	–
3	P	–
15	BR	–
16	B	–
17	P	–

Connector No.	E26
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1	2	3		4	5	6	7
8	9	10	11	12	13	14	15	16

Terminal No.	Color of Wire	Signal Name
10	P	–
11	L	–

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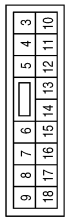
Connector No.	E119
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE

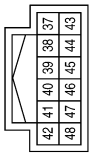
H.S.



Terminal No.	Color of Wire	Signal Name
11	Y	A/C COMPRESSOR

Connector No.	E122
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire	Signal Name
38	B	GND (SIGNAL)
39	L	CAN-H
40	P	CAN-L

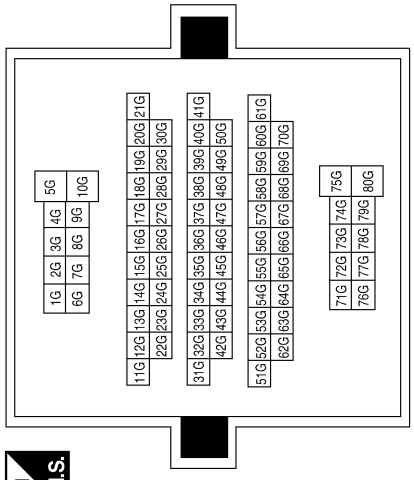
Connector No.	E124
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
59	B	GND (POWER)

Connector No.	E152
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire	Signal Name
51G	P	–
52G	L	–
60G	W/G	–
75G	W/G	–
80G	W/G	–

Connector No.	F3
Connector Name	A/C COMPRESSOR
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	Y	–

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Connector No.	F14
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

12	11	10	9	8	7	6	5	4	3	2	1	13
24	23	22	21	20	19	18	17	16	15	14		

Terminal No.	Color of Wire	Signal Name
2	L	–
3	P	–
15	BR	–
16	B	–
17	P	–

Connector No.	F32
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

7	6	5	4		3	2	1
16	15	14	13	12	11	10	9	8

Terminal No.	Color of Wire	Signal Name
2	L	–
3	P	–
8	Y	–

Connector No.	F52
Connector Name	ECM (WITH QR25DE)
Connector Color	BLACK

H.S.

24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6
43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
62	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44
81	80	79	78	77	76	75	74	73	72	71	70	69	68	67	66	65	64	63

4	5
	3
1	2

Terminal No.	Color of Wire	Signal Name
49	P	AVCC (PDPRES)
67	B	GND-A
70	BR	PDPRESS

Connector No.	F54
Connector Name	ECM (WITH VQ40DE)
Connector Color	BLACK

H.S.

24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6
43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
62	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44
81	80	79	78	77	76	75	74	73	72	71	70	69	68	67	66	65	64	63

4	5
	3
1	2

Terminal No.	Color of Wire	Signal Name
49	P	AVCC (PDPRES)
67	B	GND-A
70	BR	PDPRESS

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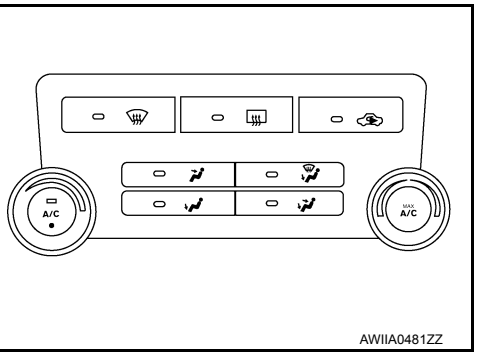
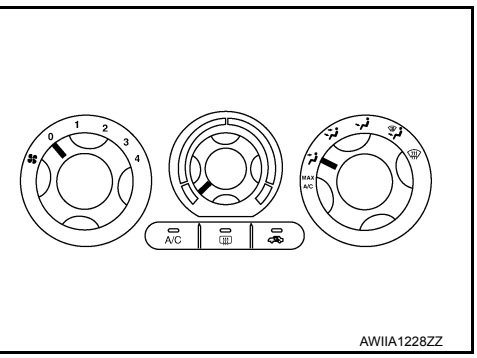
SYMPTOM DIAGNOSIS

MANUAL A/C IDENTIFICATION TABLE

Application Table

INFOID:0000000007808587

Manual A/C Type	Description	Visual Identification
Manual A/C (Type 1)	Two Control Dial System [with variable blower control (VBC)]	 AWIIA0481ZZ
Manual A/C (Type 2)	Three Control Dial System [without variable blower control (VBC)]	 AWIIA1228ZZ

AIR CONDITIONER CONTROL

Symptom Matrix Chart

INFOID:0000000007326853

SYMPTOM TABLE

Symptom	Reference Page	
A/C system does not come on.	Go to Trouble Diagnosis Procedure for A/C System.	HAC-44
Air outlet does not change.	Go to Trouble Diagnosis Procedure for Mode Door Motor.	HAC-19
Mode door motor is malfunctioning.		
Discharge air temperature does not change.	Go to Trouble Diagnosis Procedure for Air Mix Door Motor.	HAC-24
Air mix door motor is malfunctioning.		
Intake door does not change.	Go to Trouble Diagnosis Procedure for Intake Door Motor.	HAC-28
Intake door motor is malfunctioning.		
Front blower motor operation is malfunctioning.	Go to Trouble Diagnosis Procedure for Front Blower Motor.	HAC-31
Magnet clutch does not engage.	Go to Trouble Diagnosis Procedure for Magnet Clutch.	HAC-37
Insufficient cooling	Go to Trouble Diagnosis Procedure for Insufficient Cooling.	HAC-58
Insufficient heating	Go to Trouble Diagnosis Procedure for Insufficient Heating.	HAC-66
Noise	Go to Trouble Diagnosis Procedure for Noise.	HAC-68
Self-Diagnosis cannot be performed	Go to Trouble Diagnosis Procedure for Self-Diagnosis.	HAC-17

INSUFFICIENT COOLING

Component Function Check

INFOID:0000000007326854

SYMPTOM: Insufficient cooling

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE DECREASE

1. Turn temperature control dial counterclockwise to maximum cold.
2. Check for cold air at discharge air outlets.

Can the symptom be duplicated?

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

2.CHECK FOR ANY SYMPTOMS

Perform a complete operational check for any symptoms. Refer to HAC-6, "Operational Check".

Does another symptom exist?

YES >> Refer to HAC-57, "Symptom Matrix Chart".
NO >> System OK.

3.CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 4.

4.PERFORM SELF-DIAGNOSIS

Perform self-diagnosis. Refer to HAC-17, "Front Air Control Self-Diagnosis".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check symptom chart. Refer to HAC-57, "Symptom Matrix Chart".

5.CHECK DRIVE BELTS

Check compressor belt tension. Refer to EM-14, "Checking Drive Belts" (QR25DE) or EM-128, "Checking Drive Belts" (VQ40DE).

Is the inspection result normal?

YES >> GO TO 6.
NO >> Adjust or replace compressor belt. Refer to EM-14, "Adjustment" (QR25DE) or EM-128, "Adjustment" (VQ40DE).

6.CHECK AIR MIX DOOR OPERATION

Check and verify air mix door mechanism for smooth operation.

Does air mix door operate correctly?

YES >> GO TO 7.
NO >> Repair or replace air mix door control linkage.

7.CHECK COOLING FAN MOTOR OPERATION

Check and verify cooling fan motor for smooth operation. Refer to EC-902, "Component Inspection".

Does cooling fan motor operate correctly?

YES >> GO TO 8.
NO >> Check cooling fan motor. Refer to EC-340, "Diagnosis Procedure" (QR25DE) or EC-816, "Diagnosis Procedure" (VQ40DE).

8.CHECK RECOVERY/RECYCLING EQUIPMENT BEFORE USAGE

Check recovery/recycling equipment before connecting to vehicle. Verify there is no pressure in the recovery/recycling equipment by checking the gauges. If pressure exists, recover refrigerant from equipment lines.

>> GO TO 9.

9. CHECK REFRIGERANT PURITY

1. Connect recovery/recycling equipment to vehicle.
2. Confirm refrigerant purity in supply tank using recovery/recycling and refrigerant identifier.

Is the inspection result normal?

YES >> GO TO 10.
NO >> Check contaminated refrigerant. Refer to HA-4, "Contaminated Refrigerant".

10. CHECK FOR EVAPORATOR FREEZE UP

Start engine and run A/C. Check for evaporator freeze up.

Does evaporator freeze up?

YES >> Perform diagnostic work flow. Refer to HAC-59, "Diagnostic Work Flow".
NO >> GO TO 11.

11. CHECK REFRIGERANT PRESSURE

Check refrigerant pressure with manifold gauge connected. Refer to HAC-61, "Performance Chart".

Is the inspection result normal?

YES >> Perform diagnostic work flow. Refer to HAC-59, "Diagnostic Work Flow".
NO >> GO TO 12.

12. CHECK AIR DUCTS

Check ducts for air leaks.

Is the inspection result normal?

YES >> System OK.
NO >> Repair air leaks.

Diagnostic Work Flow

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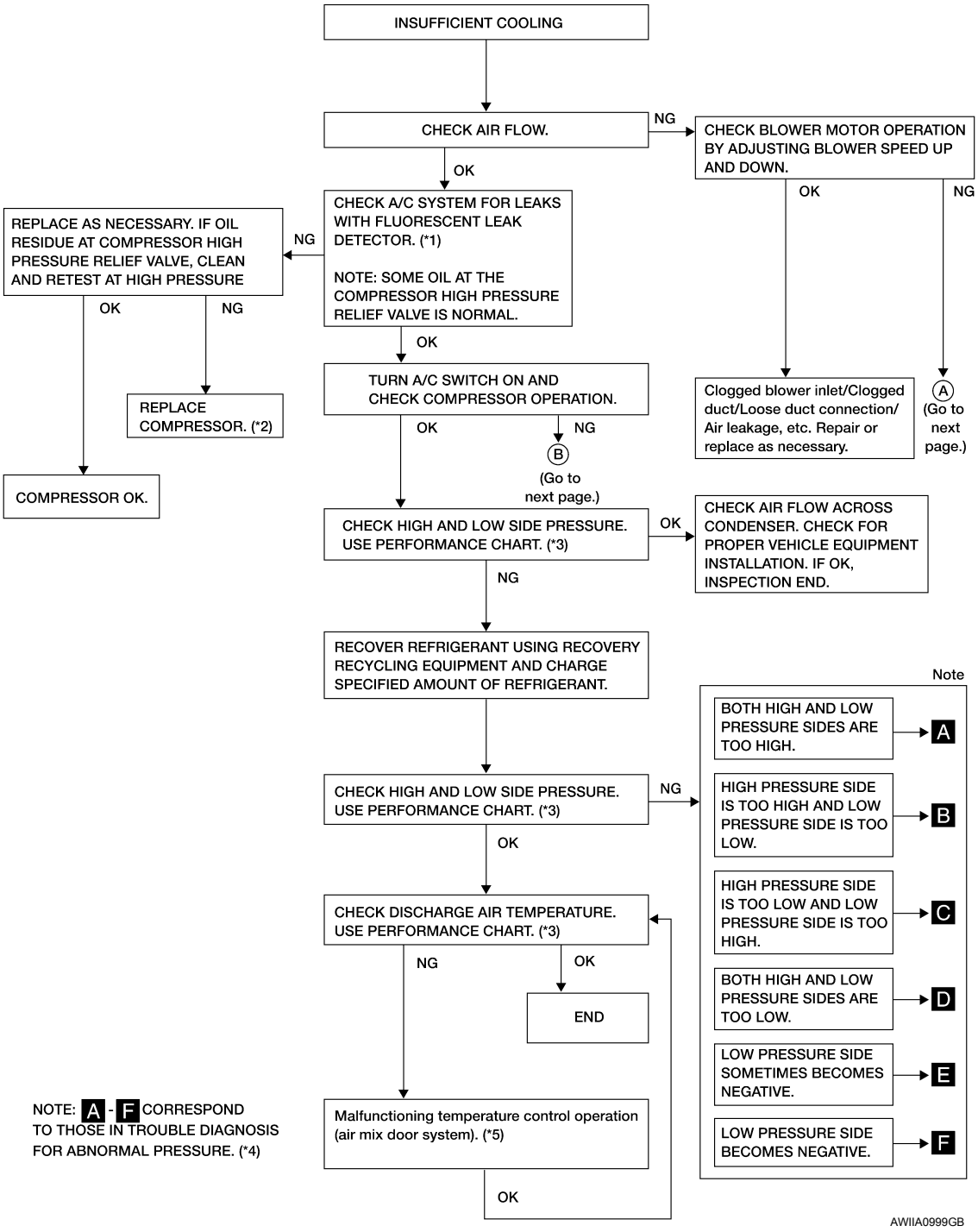
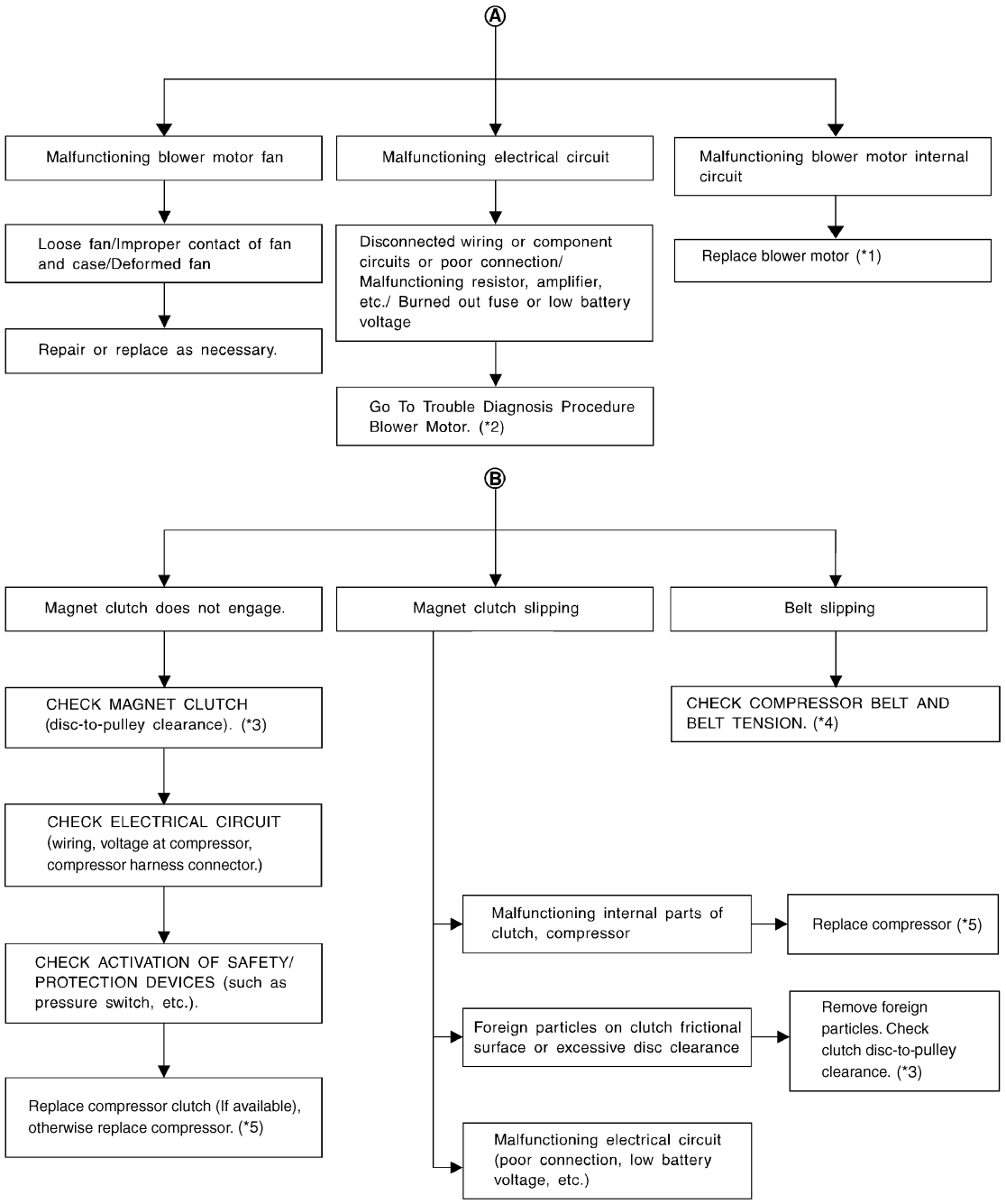


*1 HA-20, "Checking System for Leaks Using the Fluorescent Dye Leak Detector"
*2 HA-28, "Removal and Installation for Compressor"
*3 HAC-61, "Performance Chart"
*4 HAC-62, "Trouble Diagnoses for Abnormal Pressure"
*5 HAC-24, "Air Mix Door Motor Diagnosis Procedure"



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*1 VTL-9, "Removal and Installation"
*2 HAC-32, "Front Blower Motor Diagnosis Procedure"
*3 HA-30, "Removal and Installation for Compressor Clutch"
*4 EM-14, "Checking Drive Belts" (QR25DE) or EM-128, "Checking Drive Belts" (VQ40DE)
*5 HA-28, "Removal and Installation for Compressor"

Performance Chart

INFOID:0000000007326856

TEST CONDITION

Testing must be performed as follows:

Vehicle location	Indoors or in the shade (in a well-ventilated place)
Doors	Closed
Door window	Open
Hood	Open
TEMP.	Max. COLD
Mode switch	(Ventilation) set
Recirculation (REC) switch	(Recirculation) set
Blower speed	Max. speed set
Engine speed	Idle speed
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 - 60	20 (68)	5.3 - 6.5 (42 - 44)
	25 (77)	9.7 - 11.5 (49 - 53)
	30 (86)	13.8 - 16.3 (57 - 61)
	35 (95)	18.0 - 21.2 (64 - 70)
	40 (104)	22.2 - 25.7 (72 - 78)
60 - 70	20 (68)	6.5 - 7.7 (44 - 46)
	25 (77)	11.5 - 13.3 (53 - 56)
	30 (86)	16.3 - 18.8 (61 - 66)
	35 (95)	21.2 - 24.0 (70 - 75)
	40 (104)	25.7 - 29.2 (78 - 85)

Ambient Air Temperature-to-operating Pressure Table

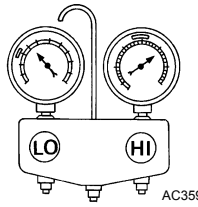
Ambient air		High-pressure (Discharge side) kPa (kg/cm^2, psi)	Low-pressure (Suction side) kPa (kg/cm^2, psi)
Relative humidity %	Air temperature °C (°F)		
50 - 70	20 (68)	680 - 840 (6.94 - 8.57, 98.6 - 121.8)	160 - 198 (1.63 - 2.02, 23.2 - 28.7)
	25 (77)	800 - 985 (8.16 - 10.05, 116.0 - 142.8)	198 - 245 (2.02 - 2.50, 28.7 - 35.5)
	30 (86)	940 - 1,150 (9.59 - 11.73, 136.3 - 166.8)	225 - 278 (2.30 - 2.84, 32.6 - 40.3)
	35 (95)	1,160 - 1,410 (11.83 - 14.38, 168.2 - 204.5)	273 - 335 (2.78 - 3.42, 39.6 - 48.6)
	40 (104)	1,325 - 1,620 (13.52 - 16.52, 192.1 - 234.9)	325 - 398 (3.32 - 4.06, 47.1 - 57.7)

Trouble Diagnoses for Abnormal Pressure

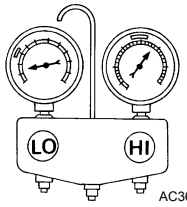
INFOID:0000000007326857

Whenever system's high and/or low side pressure is abnormal, 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).

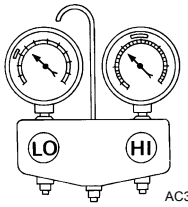
Both High- and Low-pressure Sides are Too High

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
A Both high- and low-pressure sides are too high.  AC359A	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	• Clean condenser. • Check and repair cooling fan if necessary.
	• Low-pressure pipe is not cold. • When compressor is stopped high-pressure value quickly drops by approximately 196 kPa (2 kg/cm^2, 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 and recharge system.
	Engine tends to overheat.	Engine cooling systems malfunction.	Check and repair engine cooling system.
	• An area of the low-pressure pipe is colder than areas near the evaporator outlet. • Plates are sometimes covered with frost.	• 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.

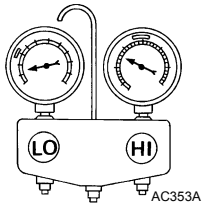
High-pressure Side is Too High and Low-pressure Side is Too Low

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
B High-pressure side is too high and low-pressure side is too low.  AC360A	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.	• Check and repair or replace malfunctioning parts. • Check oil for contamination.

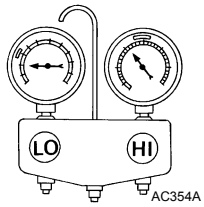
High-pressure Side is Too Low and Low-pressure Side is Too High

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
C High-pressure side is too low and low-pressure side is too high.  AC356A	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.

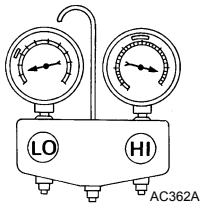
Both High- and Low-pressure Sides are Too Low

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
D Both high- and low-pressure sides are too low.  AC353A	• There is a big temperature difference between liquid tank outlet and inlet. Outlet temperature is extremely low. • Liquid tank inlet and expansion valve are frosted.	Liquid tank inside is slightly clogged.	• Replace liquid tank. • Check oil for contamination.
	• 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 liquid tank and expansion valve is clogged.	• Check and repair malfunctioning parts. • Check oil 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 HA-22, "Checking of 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.	• Remove foreign particles by using compressed air. • Check oil for contamination.
	An area of the low-pressure pipe is colder than areas near the evaporator outlet.	Low-pressure pipe is clogged or crushed.	• Check and repair malfunctioning parts. • Check oil for contamination.
	Air flow volume is too low.	Evaporator is frozen.	• Check intake sensor circuit. Refer to HAC-41, "Intake Sensor Diagnosis Procedure". • Replace compressor. • Repair evaporator fins. • Replace evaporator. • Refer to HAC-31, "Front Blower Motor Component Function Check".

Low-pressure Side Sometimes Becomes Negative

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
E Low-pressure side sometimes becomes negative.  AC354A	• 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.	Refrigerant does not discharge cyclically. ↓ Moisture is frozen at expansion valve outlet and inlet. ↓ Water is mixed with refrigerant.	• Drain water from refrigerant or replace refrigerant. • Replace liquid tank.

Low-pressure Side Becomes Negative

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
F Low-pressure side becomes negative.  AC362A	Liquid tank or front/rear side of expansion valve's pipe is frosted or dewed.	High-pressure side is closed and refrigerant does not flow. ↓ Expansion valve or liquid tank is frosted.	Leave the system at rest until no frost is present. Start it again to check whether or not the malfunction is caused by water or foreign particles. • If water is the cause, initially cooling is okay. Then the water freezes causing a blockage. Drain water from refrigerant or replace refrigerant. • If due to foreign particles, remove expansion valve and remove the particles with dry and compressed air (not shop air). • If either of the above methods cannot correct the malfunction, replace expansion valve. • Replace liquid tank. • Check oil for contamination.

INSUFFICIENT HEATING

Component Function Check

INFOID:0000000007326858

SYMPTOM: Insufficient heating

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE INCREASE

1. Rotate blower control dial clockwise.
2. Turn the temperature control dial clockwise to maximum heat.
3. Check for hot air at discharge air outlets.

Can the symptom be duplicated?

YES >> GO TO 2.
NO >> Perform complete operational check. Refer to HAC-6, "Operational Check".

2.CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 3.

3.PERFORM SELF-DIAGNOSIS

Perform self-diagnosis. Refer to HAC-17, "Front Air Control Self-Diagnosis".

Is the inspection results normal?

YES >> GO TO 4.
NO >> Refer to HAC-57, "Symptom Matrix Chart".

4.CHECK ENGINE COOLING SYSTEM

1. Check for proper engine coolant level. Refer to CO-11, "System Inspection" (QR25DE) or CO-39, "System Inspection" (VQ40DE).
2. Check hoses for leaks or kinks.
3. Check radiator cap. Refer to CO-11, "System Inspection" (QR25DE) or CO-39, "System Inspection" (VQ40DE).
4. Check for air in cooling system.

>> GO TO 5.

5.CHECK AIR MIX DOOR OPERATION

Check the operation of the air mix door.

Is the inspection result normal?

YES >> GO TO 6.
NO >> Check the air mix door motor circuit. Refer to HAC-24, "Air Mix Door Motor Component Function Check".

6.CHECK AIR DUCTS

Check for disconnected or leaking air ducts.

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair all disconnected or leaking air ducts.

7.CHECK HEATER HOSE TEMPERATURES

1. Start engine and warm it up to normal operating temperature.
2. Touch both the inlet and outlet heater hoses. The inlet hose should be hot and the outlet hose should be warm.

Is the inspection result normal?

YES >> Hot inlet hose and a warm outlet hose: GO TO 8.
NO >> Both hoses warm: GO TO 9.

8. CHECK ENGINE COOLANT SYSTEM

Check engine coolant temperature sensor. Refer to EC-164, "Component Inspection" (QR25DE) or EC-627, "Component Inspection" (VQ40DE).

Is the inspection result normal?

YES >> System OK.
NO >> Repair or replace as necessary. Retest.

9. CHECK HEATER HOSES

Check heater hoses for proper installation.

Is the inspection result normal?

YES >> System OK.
NO >> 1. Back flush heater core.
2. Drain the water from the system.
3. Refill system with new engine coolant. Refer to CO-12, "Changing Engine Coolant" (QR25DE) or CO-40, "Changing Engine Coolant" (VQ40DE).
4. GO TO 10 to retest.

10. CHECK HEATER HOSE TEMPERATURES

1. Start engine and warm it up to normal operating temperature.
2. Touch both the inlet and outlet heater hoses. The inlet hose should be hot and the outlet hose should be warm.

Is the inspection result normal?

YES >> System OK.
NO >> Replace heater core. Refer to VTL-17, "Removal and Installation".

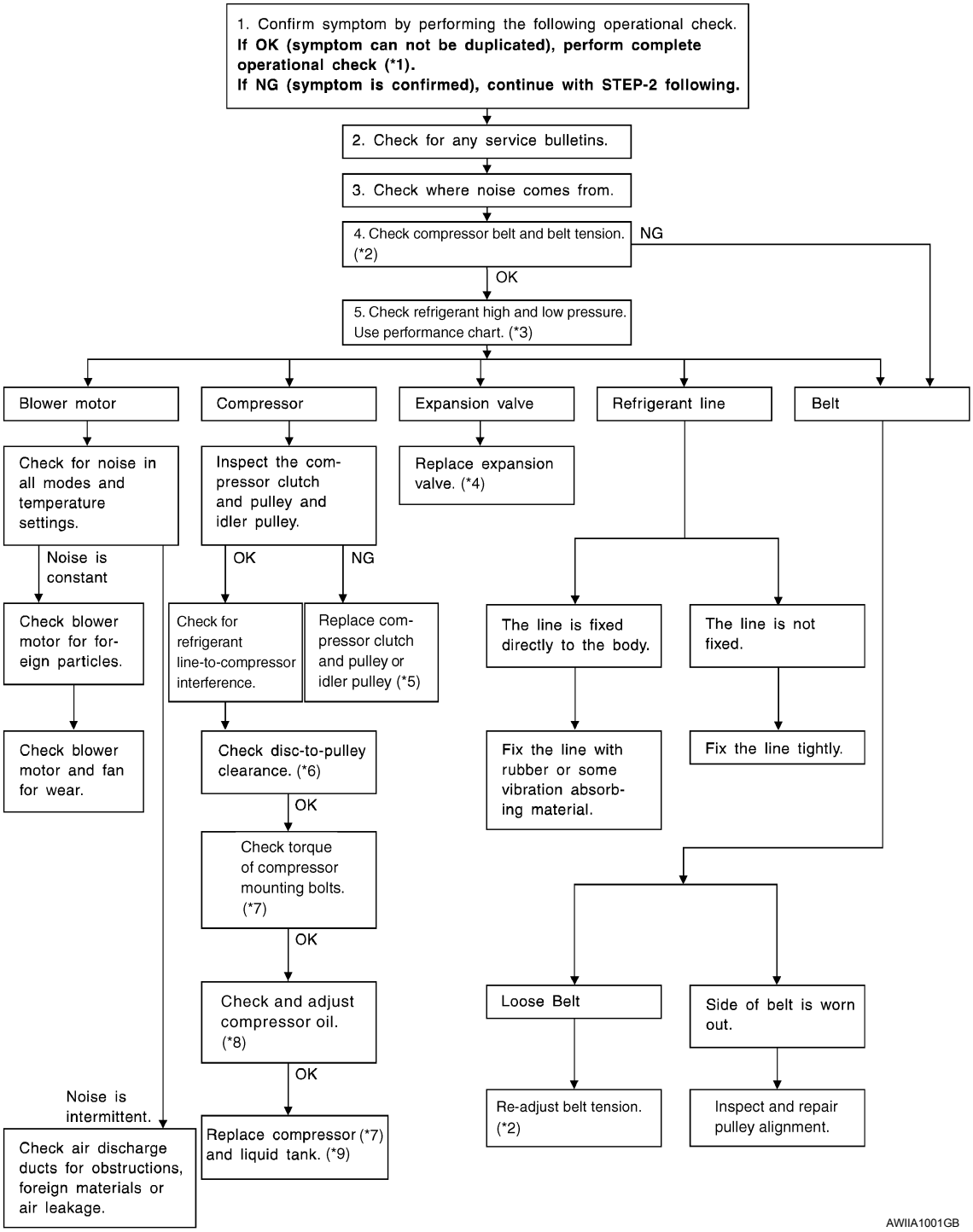
NOISE

Component Function Check

INFOID:0000000007326859

SYMPTOM: Noise

INSPECTION FLOW



*1	HAC-6, "Operational Check"	*2	EM-14, "Checking Drive Belts" (QR25DE) or EM-128, "Checking Drive Belts" (VQ40DE)	*3	HAC-61, "Performance Chart"
*4	HA-39, "Removal and Installation"	*5	HA-30, "Removal and Installation for Compressor Clutch"	*6	HA-30, "Removal and Installation for Compressor Clutch"
*7	HA-28, "Removal and Installation for Compressor"	*8	HA-18, "Maintenance of Oil Quantity in Compressor"	*9	HA-37, "Removal and Installation"

PRECAUTION

PRECAUTIONS

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

INFOID:0000000007808592

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 SR 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 SR 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 WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- **When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.**
- **When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery and wait at least three minutes before performing any service.**

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

INFOID:0000000007326861

WARNING:

- **CFC-12 (R-12) refrigerant and HFC-134a (R-134a) refrigerant are not compatible. If the refrigerants are mixed compressor failure is likely to occur. Refer to HA-4, "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 oil for the HFC-134a (R-134a) A/C system and HFC-134a (R-134a) components. If oil other than that specified is used, compressor failure is likely to occur.**
- **The specified HFC-134a (R-134a) oil rapidly absorbs moisture from the atmosphere. The following handling precautions must be observed:**
- **When removing refrigerant components from a vehicle, immediately cap (seal) the component to minimize the entry of moisture from the atmosphere.**
- **When installing refrigerant components to a vehicle, do not remove the caps (unseal) until just before connecting the components. Connect all refrigerant loop components as quickly as possible to minimize the entry of moisture into system.**
- **Only use the specified oil from a sealed container. Immediately reseal containers of oil. Without proper sealing, oil will become moisture saturated and should not be used.**
- **Avoid breathing A/C refrigerant and oil vapor or mist. Exposure may irritate eyes, nose and throat. Remove HFC-134a (R-134a) from the A/C system using certified service equipment meeting requirements of SAE J2210 [HFC-134a (R-134a) recycling equipment], or J2209 [HFC-134a (R-134a) recycling equipment], If accidental system discharge occurs, ventilate work area before resuming service. Additional health and safety information may be obtained from refrigerant and oil manufacturers.**
- **Do not allow A/C oil to come in contact with styrofoam parts. Damage may result.**

CONTAMINATED REFRIGERANT

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

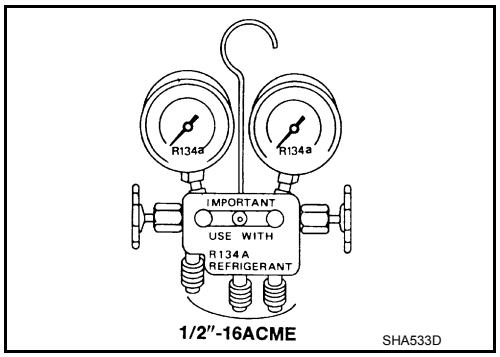
- Explain to the customer that environmental regulations prohibit the release of contaminated refrigerant into the atmosphere.
- Explain that recovery of the contaminated refrigerant could damage your service equipment and refrigerant supply.
- Suggest the customer return the vehicle to the location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

Precaution for Service Equipment

INFOID:0000000007326862

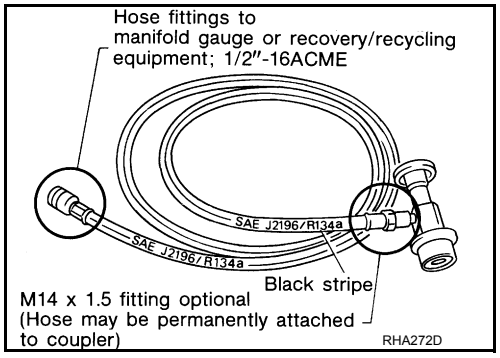
MANIFOLD GAUGE SET

Be certain that the gauge face indicates 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 oil.



SERVICE HOSES

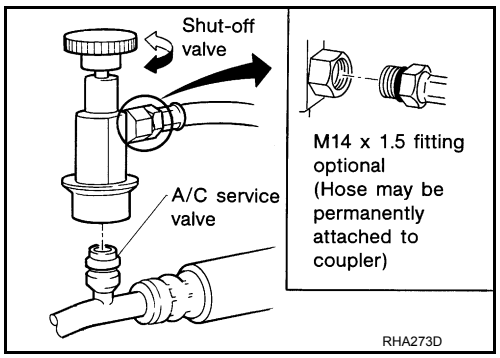
Be certain that the service hoses display the markings described (colored hose with black stripe). All hoses must include positive shut-off devices (either manual or automatic) near the end of the hoses opposite the manifold gauge.



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. However, if an improper connection is attempted, discharging and contamination may occur.

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

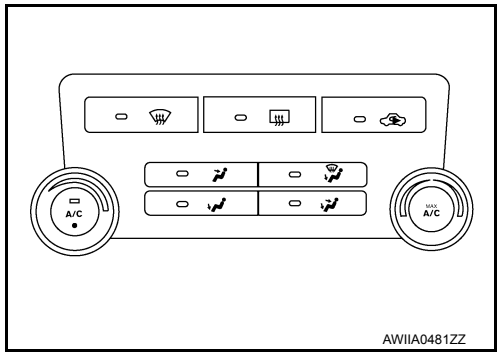
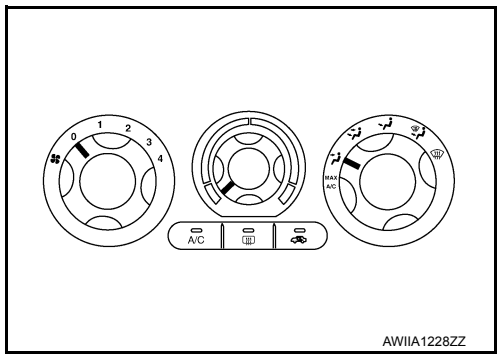


BASIC INSPECTION

MANUAL A/C IDENTIFICATION TABLE

Application Table

INFOID:0000000007326863

Manual A/C Type	Description	Visual Identification
Manual A/C (Type 1)	Two Control Dial System [with variable blower control (VBC)]	 AWIIA0481ZZ
Manual A/C (Type 2)	Three Control Dial System [without variable blower control (VBC)]	 AWIIA1228ZZ

DIAGNOSIS AND REPAIR WORKFLOW

How to Perform Trouble Diagnosis For Quick And Accurate Repair

INFOID:0000000007326864

WORK FLOW

1.LISTEN TO CUSTOMER COMPLAINT

Listen to customer complaint. Get detailed information about the conditions and environment when the symptom occurs.

>> GO TO 2

2.CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 3.

3.VERIFY THE SYMPTOM WITH OPERATIONAL CHECK

Verify the symptom with operational check. Refer to HAC-74, "Operational Check".

Can a symptom be duplicated?

YES >> Go to trouble diagnosis. Refer to HAC-128, "Symptom Matrix Chart".
NO >> System OK.

INSPECTION AND ADJUSTMENT

Operational Check

INFOID:0000000007326865

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

Conditions : Engine running and at normal operating temperature

CHECKING BLOWER

1. Turn blower control dial clockwise. Blower should operate on low speed.
2. Turn the blower control dial again, and continue checking each blower speed until all speeds are checked.
3. Leave blower on speed 4.

If NG, go to trouble diagnosis procedure for HAC-98, "Front Blower Motor Diagnosis Procedure".
If OK, continue with next check.

CHECKING DISCHARGE AIR

1. Turn the mode switch to each position.

2. Confirm that discharge air comes out according to the air distribution table. Refer to HAC-81, "Discharge Air Flow".

Mode door position is checked in the next step.
If NG, go to trouble diagnosis procedure for HAC-88, "Mode Door Motor Diagnosis Procedure".
If OK, continue with next check.

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

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 HAC-96, "Intake Door Motor Diagnosis Procedure".
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 control dial counterclockwise.
2. Check for cold air at appropriate discharge air outlets.

If NG, listen for sound of air mix door motor operation if OK, go to trouble diagnosis procedure for HAC-129, "Component Function Check". If air mix door motor appears to be malfunctioning, go to HAC-92, "Air Mix Door Motor Component Function Check".
If OK, continue with next check.

CHECKING TEMPERATURE INCREASE

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

If NG, listen for sound of air mix door motor operation. If OK, go to trouble diagnosis procedure for HAC-137, "Component Function Check". If air mix door motor (front) appears to be malfunctioning, go to HAC-92, "Air Mix Door Motor Component Function Check".
If OK, continue with next check.

CHECK A/C SWITCH (IF EQUIPPED)

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

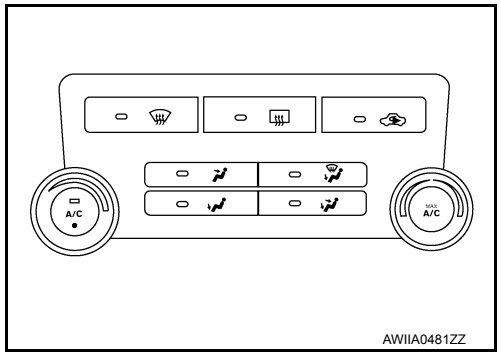
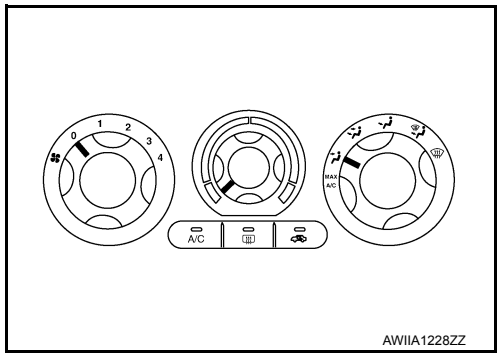
If NG, go to trouble diagnosis procedure for HAC-104, "Magnet Clutch Diagnosis Procedure".
If OK, continue with next check.

SYSTEM DESCRIPTION

MANUAL A/C IDENTIFICATION TABLE

Application Table

INFOID:0000000007808588

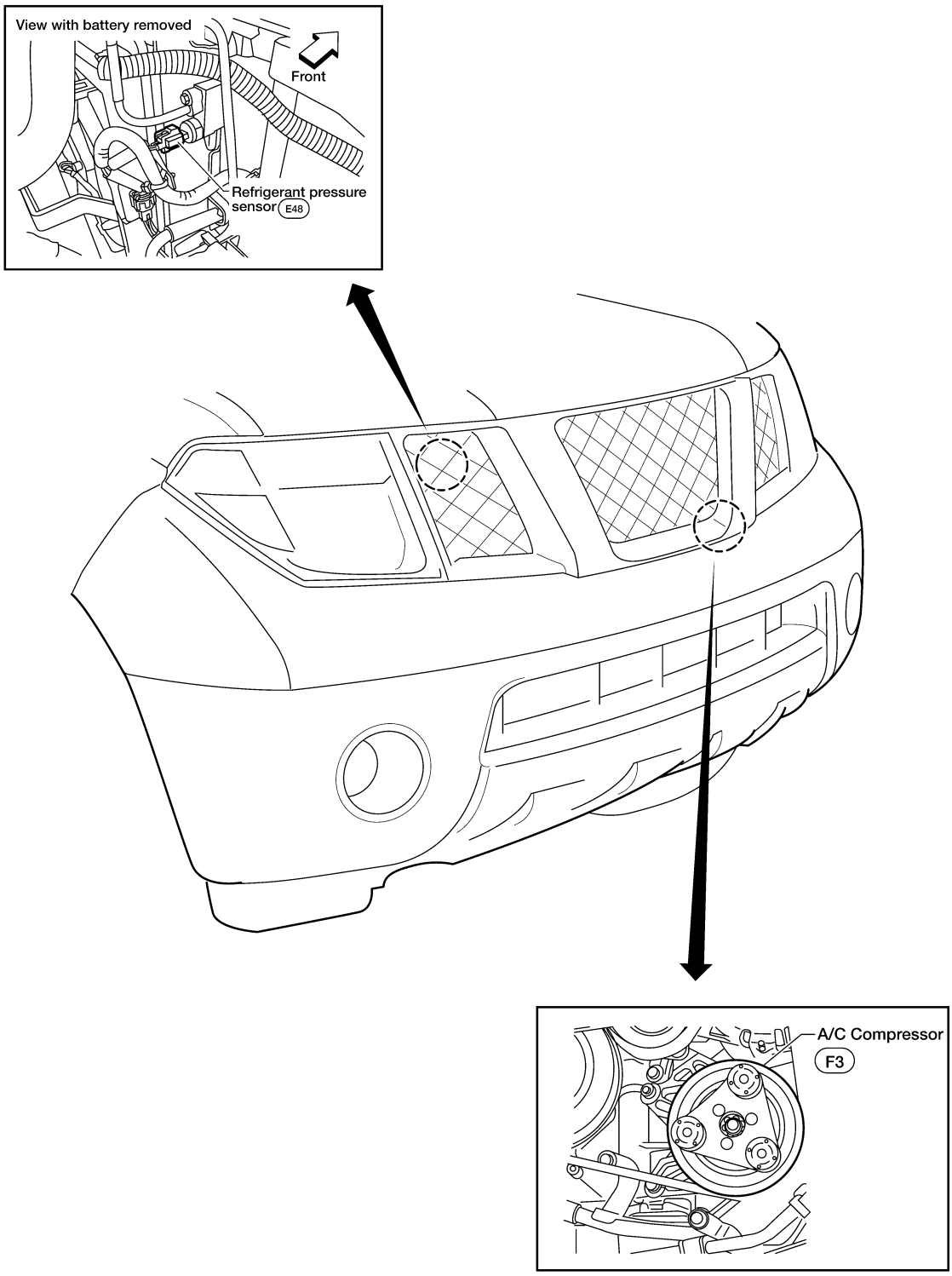
Manual A/C Type	Description	Visual Identification
Manual A/C (Type 1)	Two Control Dial System [with variable blower control (VBC)]	 AWIIA0481ZZ
Manual A/C (Type 2)	Three Control Dial System [without variable blower control (VBC)]	 AWIIA1228ZZ

FUNCTION INFORMATION

Component Part Location

INFOID:0000000007326867

ENGINE COMPARTMENT



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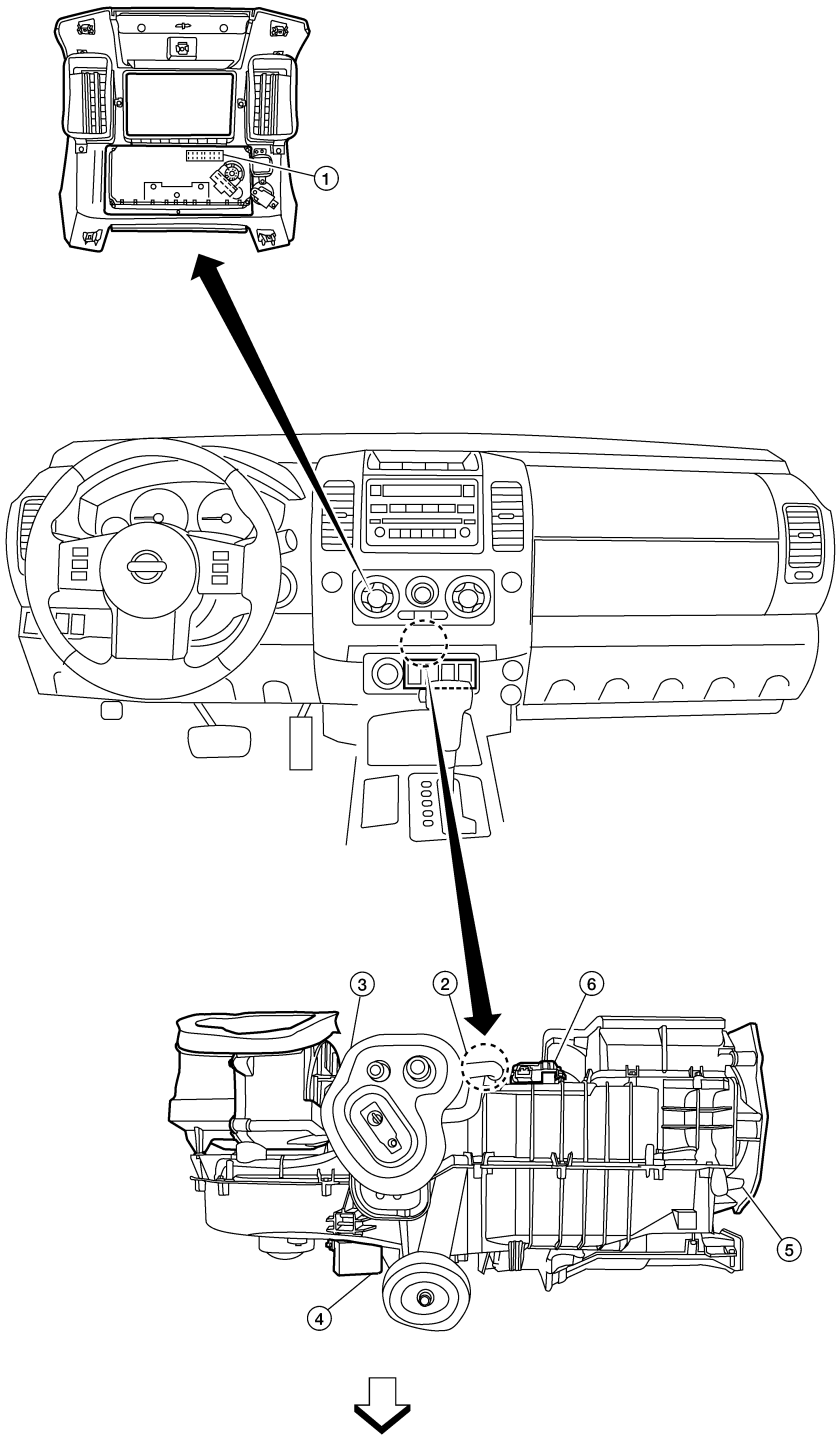
PASSENGER COMPARTMENT



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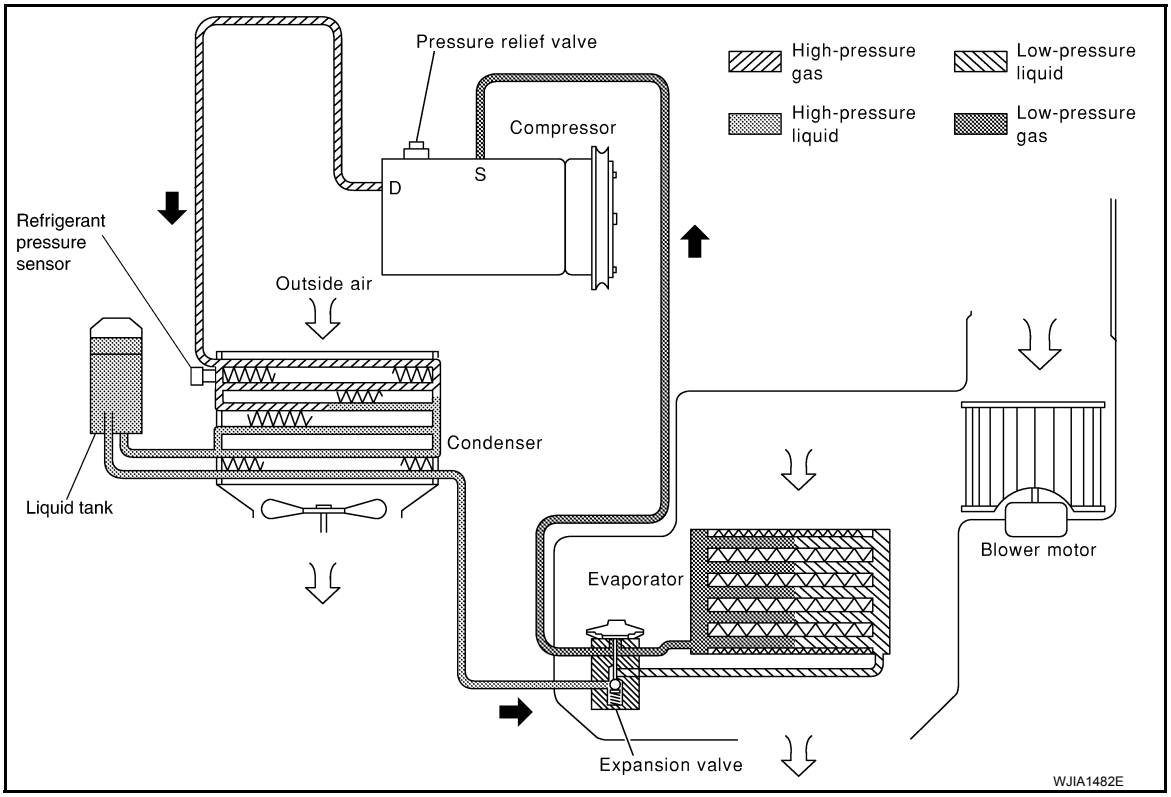
⇒ :Front
1. Front air control M49
2. Intake sensor M146
3. Intake door motor M58
4. Front blower motor resistor M122
5. Mode door motor M142
6. Air mix door motor M147

REFRIGERATION SYSTEM

Refrigerant Cycle

INFOID:0000000007326868



REFRIGERANT FLOW

The refrigerant flows in the standard pattern. Refrigerant flows through the compressor, condenser, liquid tank, expansion valve, evaporator, and back to the compressor. The refrigerant evaporation through the evaporator coil is controlled by an externally equalized expansion valve, located inside the evaporator case.

FREEZE PROTECTION

The compressor cycles on and off to maintain the evaporator temperature within a specified range. When the evaporator coil temperature falls below a specified point, the intake sensor interrupts the compressor operation. When the evaporator coil temperature rises above the specification, the intake sensor allows compressor operation.

Refrigerant System Protection

INFOID:0000000007326869

REFRIGERANT PRESSURE SENSOR

The refrigerant system is protected against excessively high- or low-pressures by the refrigerant pressure sensor, located on the condenser. If the system pressure rises above or falls below the specifications, the 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/cm^2, 398 psi), or below about 120 kPa (1.22 kg/cm^2, 17.4 psi).

PRESSURE RELIEF VALVE

The refrigerant system is also protected by a pressure relief valve, located in the rear head of the compressor. When the pressure of refrigerant in the system increases to an abnormal level [more than 2,990 kPa (30.5 kg/cm^2, 433.6 psi)], the release port on the pressure relief valve automatically opens and releases refrigerant into the atmosphere.

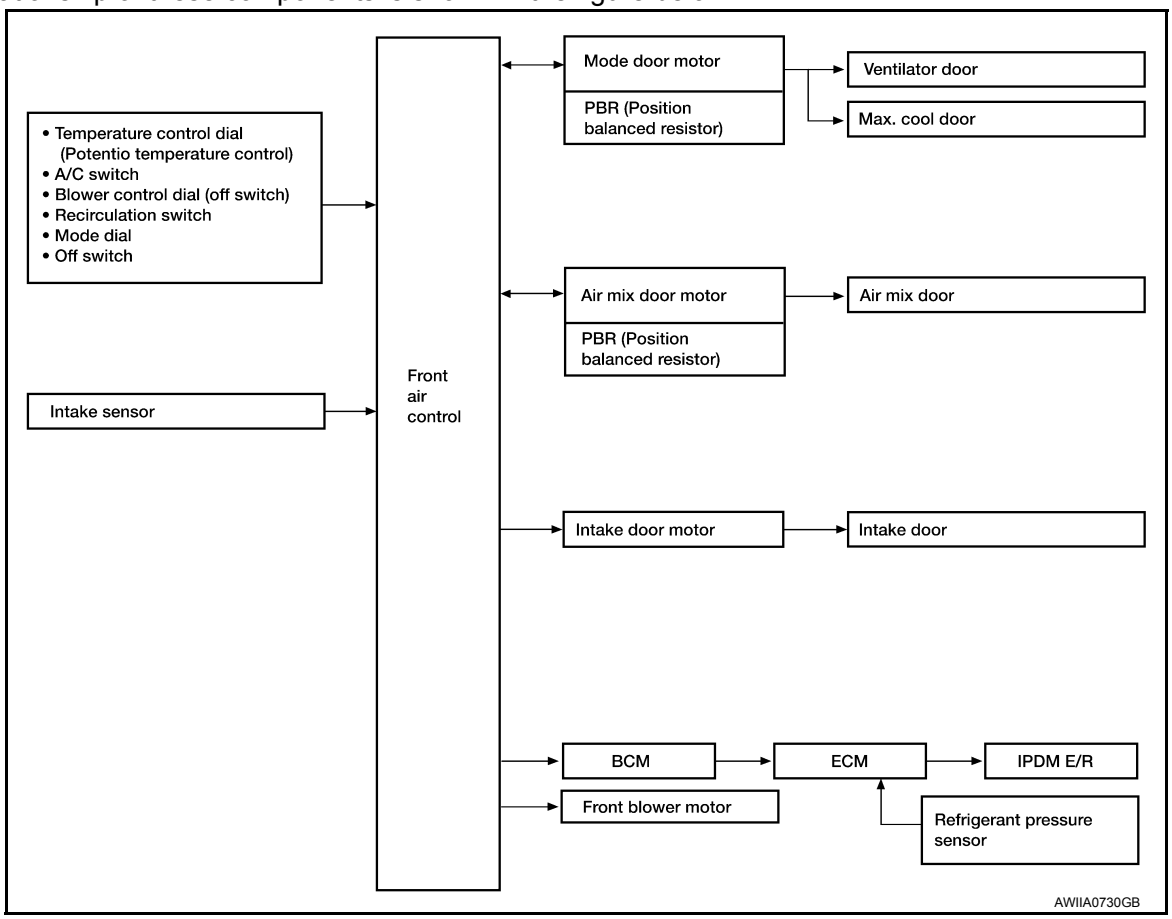
MANUAL AIR CONDITIONER SYSTEM

Control System Diagram

INFOID:0000000007326870

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:

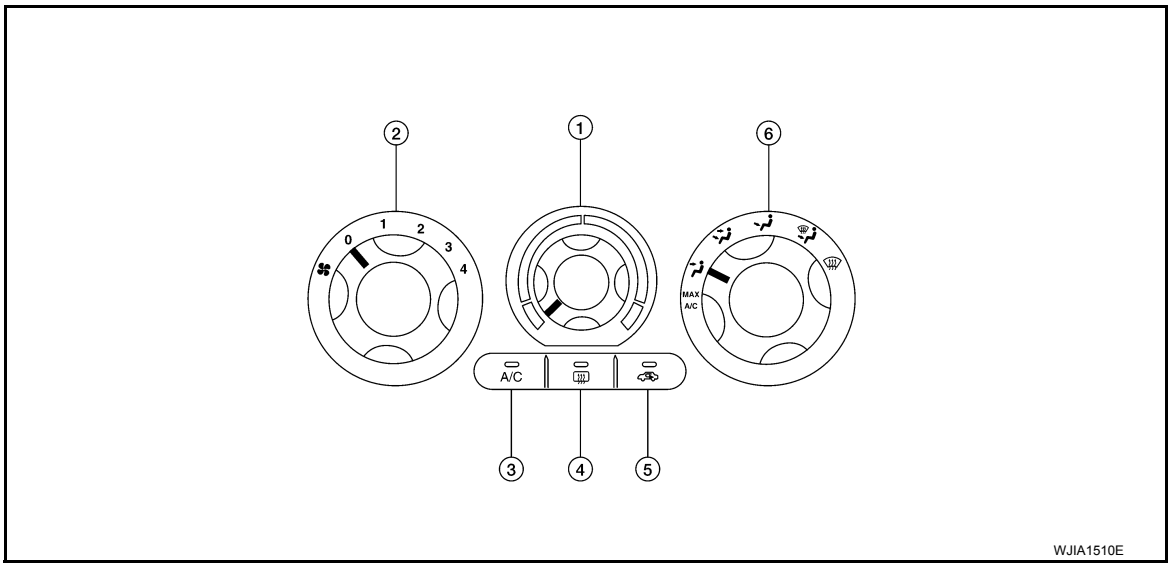


Control System Description

INFOID:0000000007326871

CONTROL OPERATION

Front air control



1. Temperature control dial	2. Blower control dial	3. A/C switch (if equipped)
4. Rear window defogger switch (if equipped)	5. Recirculation switch	6. Mode dial

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

RECIRCULATION ( ) 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 or FOOT position.

REAR WINDOW DEFOGGER SWITCH (IF EQUIPPED)
When switch is ON, rear window is defogged.

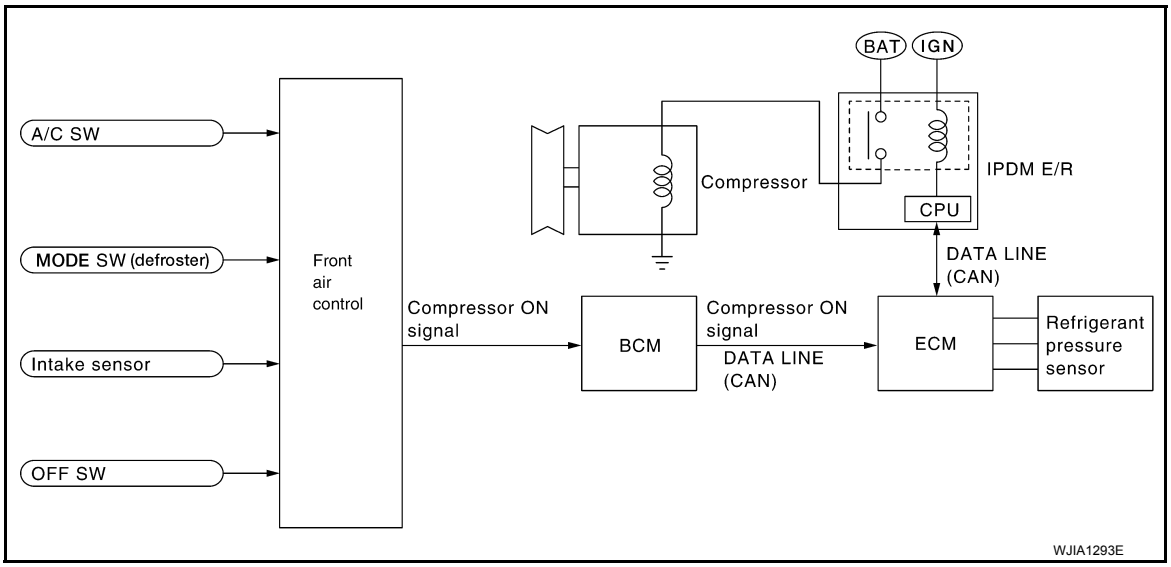
OFF SWITCH (BLOWER SPEED SET TO 0)
The compressor and blower are OFF.

A/C SWITCH (IF EQUIPPED)
The compressor is ON or OFF.
(Pressing the A/C switch will turn off the A/C switch and compressor.)

MODE DIAL
Controls the air discharge outlets.

FRONT BLOWER CONTROL DIAL
Manually controls the four blower speeds.

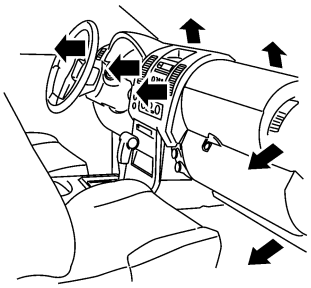
MAGNET CLUTCH CONTROL



When the A/C switch is pressed, or the mode dial is turned to the DEF or D/F position, the front air control outputs a compressor ON signal to BCM.
The BCM then sends a 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.

Discharge Air Flow

INFOID:0000000007326872



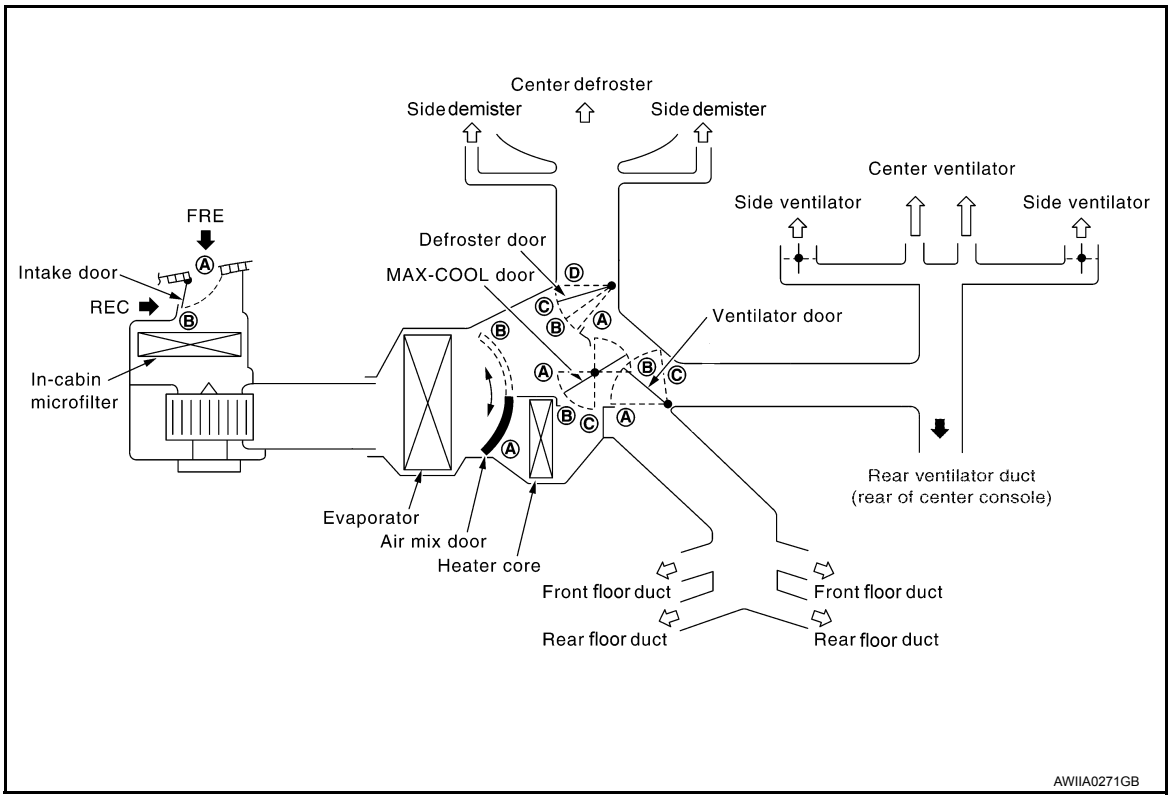
WJIA1296E

Mode door position	Air outlet/distribution		
	Vent	Foot	Defroster
	95%	5%	—
	60%	40%	—
	20%	55%	25%
	15%	50%	35%
	7%	15%	78%
Airflow always present at driver and passenger side demisters			

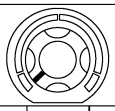
Switches And Their Control Function

INFOID:0000000007326873

SWITCHES AND THEIR CONTROL FUNCTION



AWIIA0271GB

Position or switch / Door	MODE SW				DEF SW		REC SW		Temperature dial			OFF SW
	VENT	B/L	FOOT	D/F	ON	OFF	ON	OFF				
												
					☀	○	☀	○	COLD	~	HOT	OFF
Ventilator door	Ⓐ	Ⓑ	Ⓒ	Ⓒ	Ⓒ		—		—			Ⓒ
MAX-COOL door	Ⓐ	Ⓑ	Ⓑ	Ⓑ	Ⓒ		—		—			Ⓑ
Defroster door	Ⓓ	Ⓓ	Ⓓ or Ⓒ	Ⓑ	Ⓐ	—	—		—			Ⓒ
Intake door	—				Ⓑ		Ⓐ	Ⓑ	—			Ⓑ
Air mix door	—				—		—		Ⓐ		Ⓑ	—

WJIA1497E

DIAGNOSIS SYSTEM (BCM)
COMMON ITEM
COMMON ITEM : CONSULT Function (BCM - COMMON ITEM)

INFOID:0000000007808118

APPLICATION ITEM
CONSULT performs the following functions via CAN communication with BCM.

Direct Diagnostic Mode	Description
Ecu Identification	The BCM part number is displayed.
Self Diagnostic Result	The BCM self diagnostic results are displayed.
Data Monitor	The BCM input/output data is displayed in real time.
Active Test	The BCM activates outputs to test components.
Work support	The settings for BCM functions can be changed.
Configuration	• The vehicle specification can be read and saved. • The vehicle specification can be written when replacing BCM.
CAN Diag Support Mntr	The result of transmit/receive diagnosis of CAN communication is displayed.

SYSTEM APPLICATION
BCM can perform the following functions.

System	Sub System	Direct Diagnostic Mode						
		Ecu Identification	Self Diagnostic Result	Data Monitor	Active Test	Work support	Configuration	CAN Diag Support Mntr
Door lock	DOOR LOCK			×	×	×		
Rear window defogger	REAR DEFOGGER			×	×			
Warning chime	BUZZER			×	×			
Interior room lamp timer	INT LAMP			×	×	×		
Remote keyless entry system	MULTI REMOTE ENT			×	×	×		
Exterior lamp	HEAD LAMP			×	×	×		
Wiper and washer	WIPER			×	×	×		
Turn signal and hazard warning lamps	FLASHER			×	×			
Air conditioner	AIR CONDITIONER			×				
Combination switch	COMB SW			×				
BCM	BCM	×	×			×	×	×
Immobilizer	IMMU		×	×	×			
Interior room lamp battery saver	BATTERY SAVER			×	×	×		
Vehicle security system	THEFT ALM			×	×	×		
RAP system	RETAINED PWR			×	×	×		
Signal buffer system	SIGNAL BUFFER			×	×			
TPMS	AIR PRESSURE MONITOR		×	×	×	×		
Panic alarm system	PANIC ALARM				×			

AIR CONDITIONER

AIR CONDITIONER : CONSULT Function (BCM - AIR CONDITIONER)

INFOID:0000000007808119

DATA MONITOR

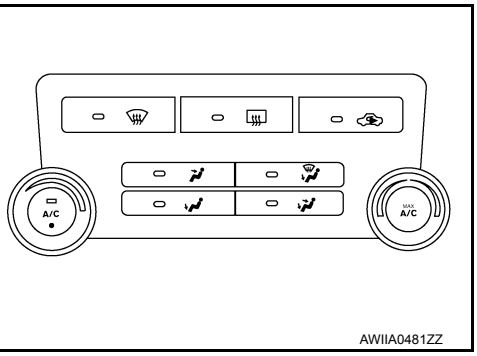
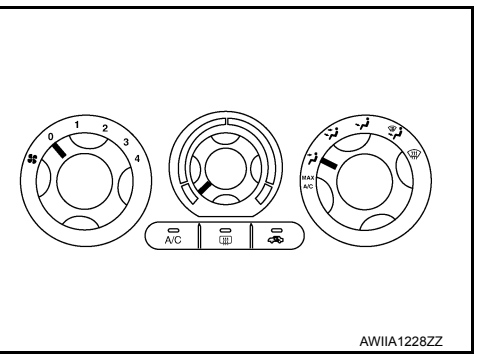
Monitor Item [Unit]	Description
IGN ON SW [On/Off]	Indicates condition of ignition switch ON position.
FAN ON SIG [On/Off]	Indicates condition of fan switch.
AIR COND SW [On/Off]	Indicates condition of A/C switch.

DTC/CIRCUIT DIAGNOSIS

MANUAL A/C IDENTIFICATION TABLE

Application Table

INFOID:0000000007808589

Manual A/C Type	Description	Visual Identification
Manual A/C (Type 1)	Two Control Dial System [with variable blower control (VBC)]	 AWIIA0481ZZ
Manual A/C (Type 2)	Three Control Dial System [without variable blower control (VBC)]	 AWIIA1228ZZ

MODE DOOR MOTOR

System Description

INFOID:0000000007326877

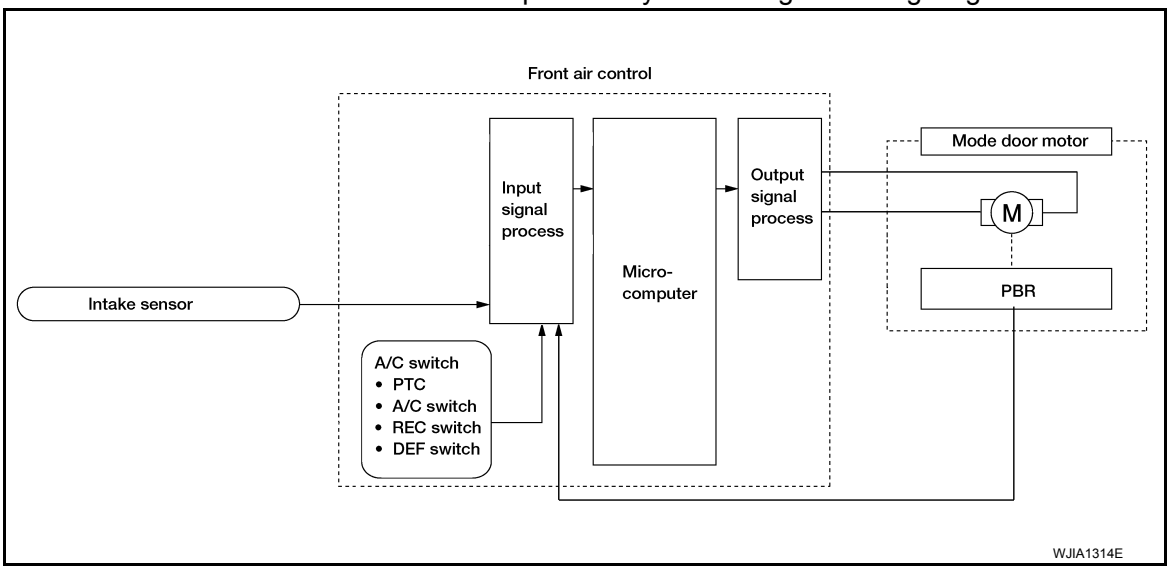
SYSTEM DESCRIPTION

Component Parts

Mode door control system components are:
- Front air control
- Mode door motor
- Position Balanced Resistor (PBR) (built into mode door motor)
- Intake sensor

System Operation

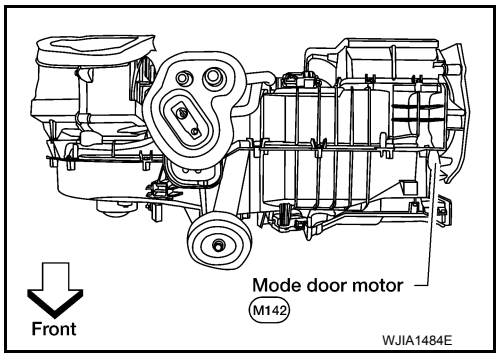
The mode door position (vent, B/L, foot, D/F, and defrost) is set by the front air control by means of the mode door motor. When a mode door position is selected on the front air control, voltage is applied to one circuit of the mode door motor while ground is applied to the other circuit, causing the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



COMPONENT DESCRIPTION

Mode Door Motor

The mode door motor is attached to the heater and cooling unit assembly. 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.



Mode Door Motor Component Function Check

INFOID:0000000007326878

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

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - DISCHARGE AIR

1. Turn blower control dial to 4.
2. Turn the mode dial and check all positions.
3. Confirm that discharge air comes out according to the air distribution table. Refer to HAC-81, "Discharge Air Flow".
   NOTE:
   Confirm that the compressor clutch is engaged (visual inspection) and intake door position is at FRESH when DEF ( ) or D/F ( ) is selected.

Is the inspection result normal?

YES >> Inspection End.
NO >> Go to the diagnosis procedure. Refer to HAC-88, "Mode Door Motor Diagnosis Procedure".

Mode Door Motor Diagnosis Procedure

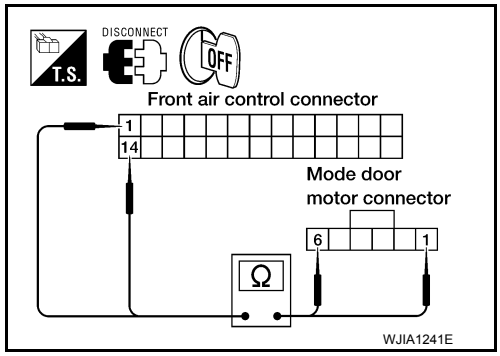
INFOID:0000000007326879

Regarding Wiring Diagram information, refer to HAC-116, "Wiring Diagram - With Type 2" or HAC-123, "Wiring Diagram - Heater Control".

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

1.CHECK MODE DOOR MOTOR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the front air control harness connector M49 and the mode door motor harness connector M142.
3. Check continuity between front air control harness connector M49 terminals 1, 14 and the mode door motor harness connector M142 terminals 1, 6.



Connector	Terminal	Connector	Terminal	Continuity
M49	1	M142	1	Yes
	14		6	

4. Check continuity between front air control harness connector M49 terminals 1, 14 and ground.

Connector	Terminal	—	Continuity
M49	1	Ground	No
	14		

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness as necessary.

2.CHECK FRONT AIR CONTROL FOR MODE DOOR MOTOR POWER AND GROUND

1. Reconnect front air control harness connector.
2. Turn ignition switch ON.
3. Rotate the mode switch to the D/F ( ) mode.
4. Check voltage between front air control harness connector M49 terminal 1 and terminal 14 while rotating the mode control dial to the VENT ( ), and then the B/L ( ) mode.

Connector	Terminals (+)	Terminals (-)	Condition	Voltage (Approx.)
M49	1	14	Rotating the mode control dial from D/F ( ) mode to VENT ( ) mode	Battery voltage
	14	1	Rotating the mode control dial from VENT ( ) mode to B/L ( ) mode	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace front air control. Refer to VTL-7, "Removal and Installation".

3. CHECK MODE DOOR MOTOR PBR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the front air control harness connector M49 (A).
3. Check continuity between front air control harness connector M49 (A) terminals 23, 26 and the mode door motor harness connector M142 (B) terminals 1, 3.

A		B		Continuity
Connector	Terminal	Connector	Terminal	
M49	23	M142	3	Yes
	26		2	

4. Check continuity between front air control harness connector M49 (A) terminals 23, 26 and ground.

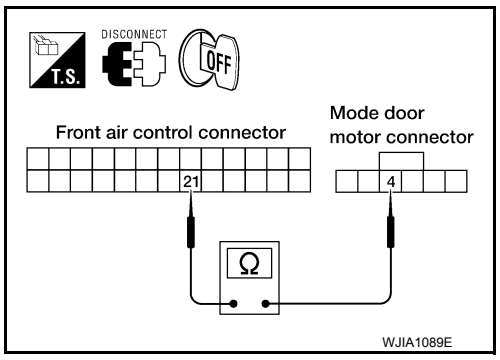
Connector	Terminal	—	Continuity
M49 (A)	23	Ground	No
	26		

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace harness as necessary.

4. CHECK PBR FEEDBACK SIGNAL CIRCUIT FOR OPEN AND SHORT TO GROUND

1. Check continuity between front air control harness connector M49 terminal 21 and mode door motor harness connector M142 terminal 4.



Connector	Terminal	Connector	Terminal	Continuity
M49	21	M142	4	Yes

2. Check continuity between front air control harness connector M49 terminal 16 and ground.

Connector	Terminal	—	Continuity
M49	21	Ground	No

Is the inspection result normal?

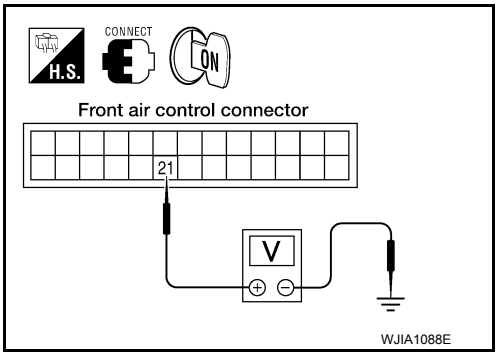
YES >> GO TO 6.
NO >> Repair or replace harness as necessary.

5. CHECK FRONT AIR CONTROL FOR 5 VOLT REFERENCE (VREF), VREF RETURN, AND FEEDBACK SIGNAL

1. Reconnect front air control harness connectors.
2. Turn ignition switch ON.
3. Check voltage between front air control harness connector M49 terminal 23 and terminal 26.

Connector	Terminals (+)	Connector	Terminals (-)	Voltage (Approx.)
M49	23	M49	26	5 Volts

4. Check voltage between front air control harness connector M49 terminal 21 and ground.



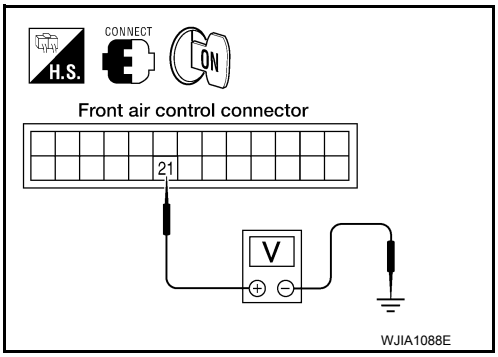
Connector	Terminal	—	Voltage (Approx.)
M49	21	Ground	0 Volts

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace front air control. Refer to VTL-7, "Removal and Installation".

6. CHECK FRONT AIR CONTROL FOR FEEDBACK SIGNAL

1. Reconnect the mode door motor harness connector M142.
2. Check voltage between front air control harness connector M49 terminal 21 and ground.



Connector	Terminal	—	Voltage (Approx.)
M49	21	Ground	0.2 to 4.8 Volts

Is the inspection result normal?

YES >> Inspect mode door for binding or mechanical failure. If mode door moves freely, replace front air control. Refer to VTL-7, "Removal and Installation".
NO >> Replace the mode door motor. Refer to VTL-19, "Removal and Installation".

AIR MIX DOOR MOTOR

System Description

INFOID:0000000007326880

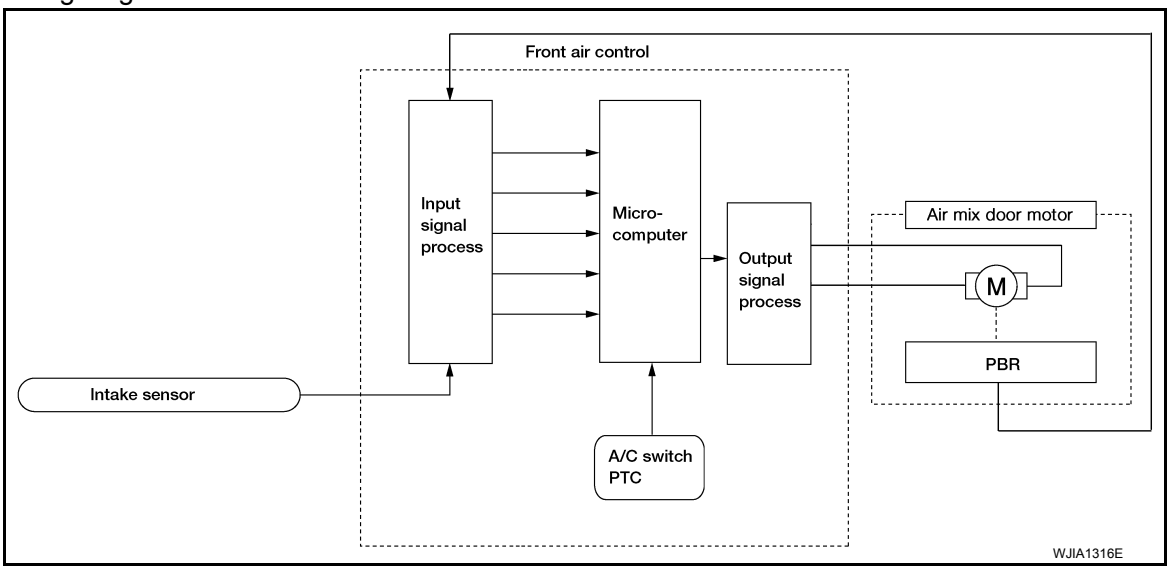
SYSTEM DESCRIPTION

Component Parts

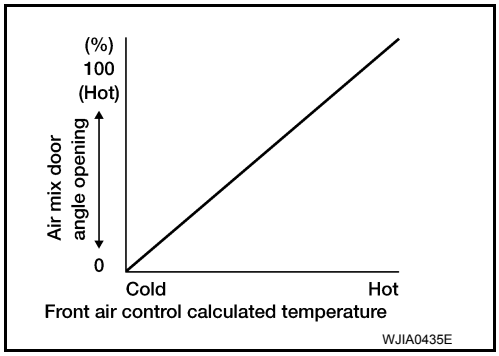
Air mix door control system components are:
- Front air control
- Air mix door motor
- Position Balanced Resistor (PBR) (built into air mix door motor)
- Intake sensor

System Operation

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



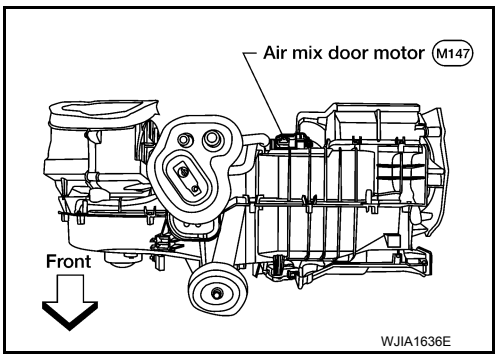
Air Mix Door Control Specification



COMPONENT DESCRIPTION

Air Mix Door Motor

The air mix door motor is attached to the heater and cooling unit assembly. This motor rotates so that the air mix door is opened or closed to a position set by the front 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 motor.



Air Mix Door Motor Component Function Check

INFOID:0000000007326881

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE INCREASE

1. Blower must be on (1, 2, 3, 4).
2. Turn the temperature control dial clockwise to maximum heat.
3. Check for hot air at discharge air outlets.

>> GO TO 2.

2.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE DECREASE

1. Turn the temperature control dial counterclockwise to maximum cold.
2. Check for cold air at discharge air outlets.

Is the inspection result normal?

YES >> Inspection End.
NO >> Go to diagnosis procedure. Refer to HAC-92, "Air Mix Door Motor Diagnosis Procedure".

Air Mix Door Motor Diagnosis Procedure

INFOID:0000000007326882

Regarding Wiring Diagram information, refer to HAC-116, "Wiring Diagram - With Type 2" or HAC-123, "Wiring Diagram - Heater Control".

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

1.CHECK AIR MIX DOOR MOTOR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the front air control harness connector M49 and the air mix door motor harness connector M147.
3. Check continuity between front air control harness connector M49 terminals 3, 2 and the air mix door motor harness connector M147 terminals 5, 6.

Connector	Terminal	Connector	Terminal	Continuity
M49	2	M147	6	Yes
	3		5	

4. Check continuity between front air control harness connector M49 terminals 3, 2 and ground.

Connector	Terminal	—	Continuity
M49	3	Ground	No
	2		

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness as necessary.

2.CHECK FRONT AIR CONTROL FOR AIR MIX DOOR MOTOR POWER AND GROUND

1. Reconnect front air control harness connector.
2. Turn ignition switch ON.
3. Rotate the mode switch to the D/F ( ) mode.
4. Check voltage between front air control harness connector M49 terminal 3 and terminal 2 while rotating the mode control dial to the VENT ( ), and then the B/L ( ) mode.

Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
M49	2	3	Rotating the mode control dial from D/F ( ) mode to VENT ( ) mode	Battery voltage
	3	2	Rotating the mode control dial from VENT ( ) mode to B/L ( ) mode	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace front air control. Refer to VTL-7, "Removal and Installation".

3.CHECK AIR MIX DOOR MOTOR PBR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the front air control harness connector M49.
3. Check continuity between front air control harness connector M49 terminals 23, 26 and the air mix door motor harness connector M147 terminals 1, 3.

Connector	Terminal	Connector	Terminal	Continuity
M49	26	M147	3	Yes
	23		1	

4. Check continuity between front air control harness connector M49 terminals 23, 26 and ground.

Connector	Terminal	—	Continuity
M49	23	Ground	No
	26		

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace harness as necessary.

4.CHECK PBR FEEDBACK SIGNAL CIRCUIT FOR OPEN AND SHORT TO GROUND

1. Check continuity between front air control harness connector M49 terminal 22 and air mix door motor harness connector M147 terminal 2.

Connector	Terminal	Connector	Terminal	Continuity
M49	22	M147	2	Yes

2. Check continuity between front air control harness connector M49 terminal 22 and ground.

Connector	Terminal	—	Continuity
M49	22	Ground	No

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace harness as necessary.

5. CHECK FRONT AIR CONTROL FOR 5 VOLT REFERENCE (VREF), VREF RETURN, AND FEEDBACK SIGNAL

1. Reconnect front air control harness connectors.
2. Turn ignition switch ON.
3. Check voltage between front air control harness connector M49 terminal 23 and terminal 26.

Connector	Terminals (+)	Connector	Terminals (-)	Voltage (Approx.)
M49	23	M49	26	5 Volts

4. Check voltage between front air control harness connector M49 terminal 22 and ground.

Connector	Terminal	—	Voltage (Approx.)
M49	22	Ground	0 Volts

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace front air control. Refer to VTL-7, "Removal and Installation".

6. CHECK FRONT AIR CONTROL FOR FEEDBACK SIGNAL

1. Reconnect the air mix door motor harness connector M147.
2. Check voltage between front air control harness connector M49 terminal 22 and ground.

Connector	Terminal	—	Voltage (Approx.)
M49	22	Ground	0.2 to 4.8 Volts

Is the inspection result normal?

YES >> Inspect air mix door for binding or mechanical failure. If air mix door moves freely, replace front air control. Refer to VTL-7, "Removal and Installation".
NO >> Replace the air mix door motor. Refer to VTL-20, "Removal and Installation".

INTAKE DOOR MOTOR

System Description

INFOID:0000000007326883

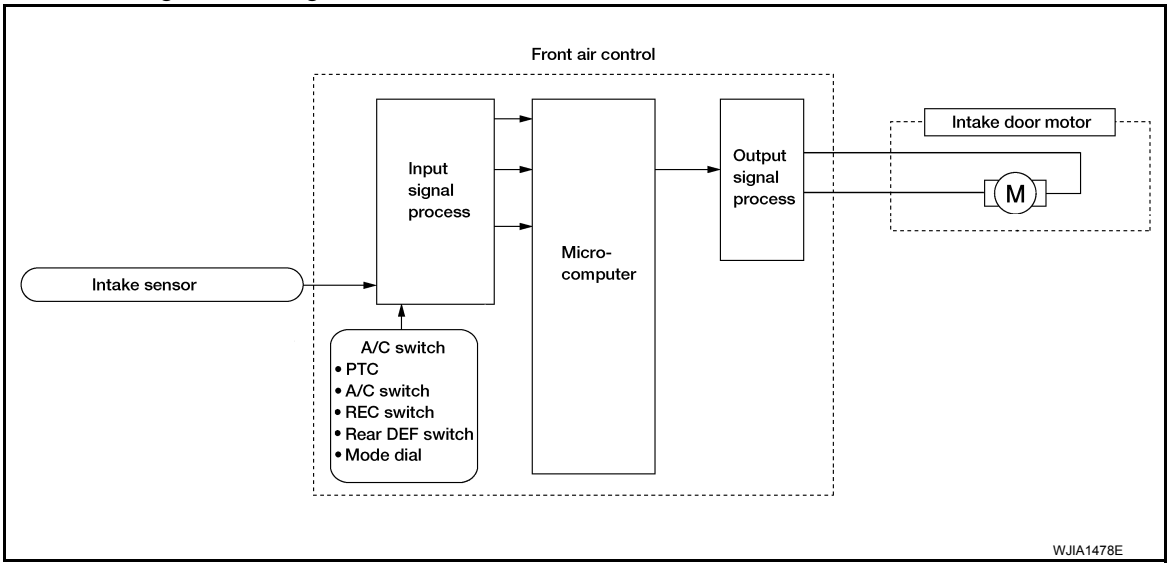
SYSTEM DESCRIPTION

Component Parts

Intake door control system components are:
- Front air control
- Intake door motor
- Intake sensor

System Operation

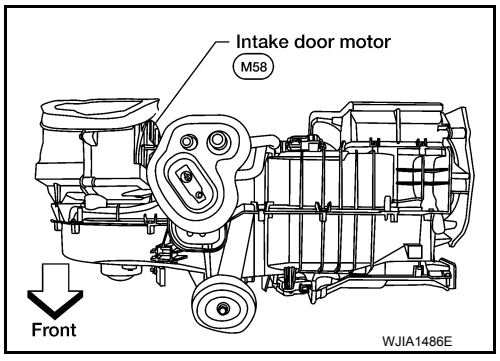
The intake door control determines the intake door position based on the position of the recirculation switch. When the recirculation switch is depressed the intake door motor rotates closing off the fresh air inlet and recirculating the cabin air. If the recirculation switch is depressed again, the intake door motor rotates in the opposite direction, again allowing fresh air into the cabin.



COMPONENT DESCRIPTION

Intake door motor

The intake door motor is attached to the intake unit. It rotates 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.



Intake Door Motor Component Function Check

INFOID:0000000007326884

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

INSPECTION FLOW

1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - REC ( )

1. Turn blower control dial to 4.

2. Turn mode dial to vent mode ( ).
3. Press REC ( ) switch.
4. Press REC ( ) switch again.
5. Listen for intake door position change (you should hear blower sound change slightly).

Is the inspection result normal?

YES >> Inspection End.
NO >> Go to diagnosis procedure. Refer to HAC-96, "Intake Door Motor Diagnosis Procedure".

Intake Door Motor Diagnosis Procedure

INFOID:0000000007326885

Regarding Wiring Diagram information, refer to HAC-116, "Wiring Diagram - With Type 2".

DIAGNOSTIC PROCEDURE FOR INTAKE DOOR MOTOR

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

1. CHECK INTAKE DOOR MOTOR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the front air control harness connector M49 and the intake door motor harness connector M58.
3. Check continuity between front air control harness connector M49 terminals 4, 5 and the intake door motor harness connector M58 terminals 1, 6.

Connector	Terminal	Connector	Terminal	Continuity
M49	4	M58	1	Yes
	5		6	

4. Check continuity between front air control harness connector M49 terminals 4, 5 and ground.

Connector	Terminal	—	Continuity
M49	4	Ground	No
	5		

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness as necessary.

2. CHECK FRONT AIR CONTROL FOR INTAKE AIR DOOR MOTOR POWER AND GROUND

1. Reconnect front air control harness connector.
2. Turn ignition switch ON.
3. Check voltage between front air control harness connector M49 terminal 4 and terminal 5 while placing the HVAC system into self-diagnostic mode.

Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
M49	5	4	Self-diagnostic mode (opening)	Battery voltage
	4	5	Self-diagnostic mode (closing)	Battery voltage

Is the inspection result normal?

YES >> Inspect intake air door for binding or mechanical failure. If intake air door moves freely, replace the intake air door motor. Refer to VTL-18, "Removal and Installation".
NO >> Replace front air control. Refer to VTL-7, "Removal and Installation".

BLOWER MOTOR

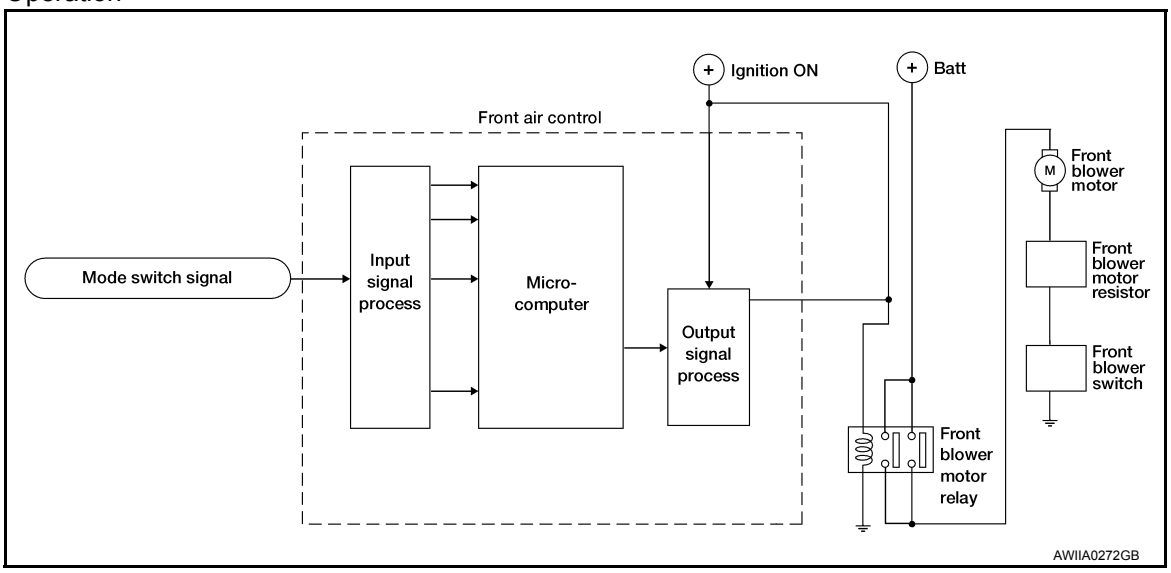
System Description

INFOID:0000000007326886

Component Parts

Blower speed control system components are:
- Front air control
- Front blower motor resistor
- Front blower motor
- Front blower relay
- Front blower switch

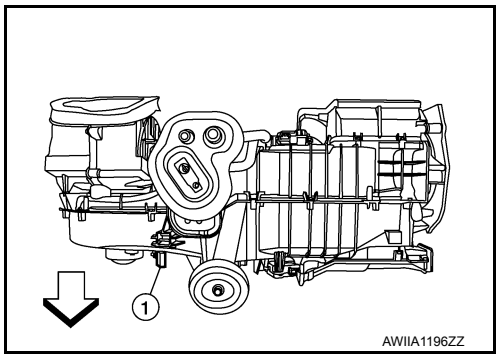
System Operation



COMPONENT DESCRIPTION

Blower Motor Resistor

The front blower motor resistor (1) is located on the heater and cooling unit assembly. The front blower motor resistor grounds the front blower motor through a series of 1, 2, or 3 resistors, depending upon speed selected. For high speed operation the front blower motor resistor is circumvented and the front blower motor grounds directly.



Front Blower Motor Component Function Check

INFOID:0000000007326887

INSPECTION FLOW

1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - FRONT BLOWER

1. Rotate the blower control dial clockwise. Blower should operate.
2. Rotate the blower control dial clockwise, and continue checking blower speed until all speeds are checked.

Is the inspection result normal?

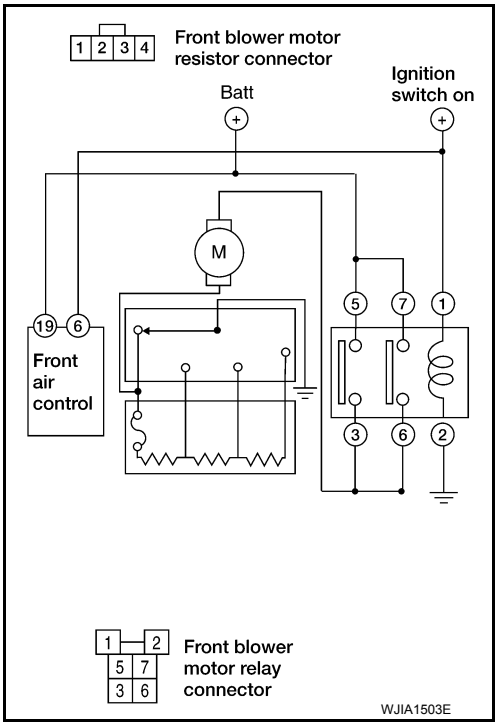
YES >> Inspection End.
NO >> Go to diagnosis procedure. Refer to HAC-98, "Front Blower Motor Diagnosis Procedure".

Front Blower Motor Diagnosis Procedure

INFOID:0000000007326888

Regarding Wiring Diagram information, refer to HAC-116, "Wiring Diagram - With Type 2" or HAC-123, "Wiring Diagram - Heater Control".

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



1. DIAGNOSTIC PROCEDURE

1. Turn ignition switch ON.
2. Turn the front blower switch to each of its four speeds.
   Does blower motor rotate normally at each speed?

YES or NO

YES >> Inspection End.
NO >> 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 16.

2. CHECK FUSES

1. Check 15A fuses (Nos. 24 and 27, located in the fuse and fusible link box). Refer to PG-77, "Terminal Arrangement".
2. Check 10A fuse [No. 8, located in the fuse block (J/B)]. Refer to PG-76, "Terminal Arrangement".

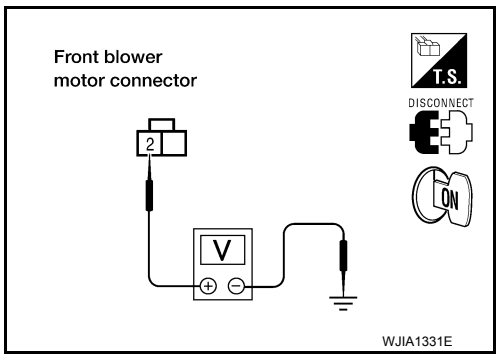
Is inspection result normal?

YES >> GO TO 3.
NO >> GO TO 8.

3. CHECK FRONT BLOWER MOTOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect front blower motor harness connector.
3. Turn ignition switch ON.
4. Select any front blower speed except OFF.
5. Check voltage between front blower motor harness connector M62 terminal 2 and ground.

2 - Ground : Battery voltage



Is inspection result normal?

YES >> GO TO 12.
NO >> GO TO 4.

4. CHECK FRONT BLOWER MOTOR RELAY

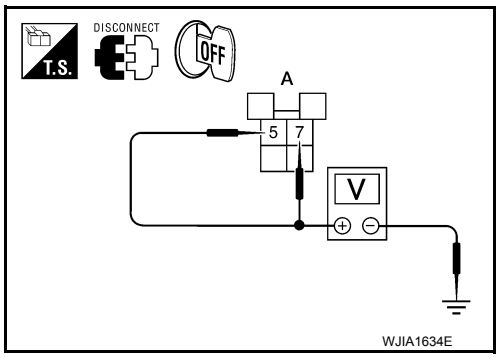
1. Turn Ignition switch OFF.
2. Check front blower motor relay. Refer to HAC-101, "Front Blower Motor Component Inspection".

Is inspection result normal?

YES >> GO TO 5.
NO >> Replace front blower motor relay.

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

Check voltage between front blower motor relay harness connector E54 terminals 7 and 5 and ground.



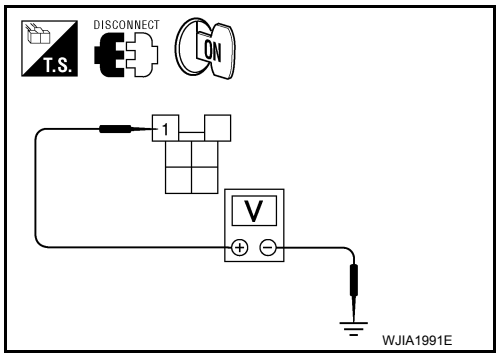
A			Condition	Voltage (Approx.)
(+)				
Front air control connector	Terminal	(-)		
E54	5	Ground	Blower motor relay power supply	Battery voltage
E54	7	Ground	Blower motor relay power supply	Battery voltage

Is inspection result normal?

YES >> GO TO 6.
NO >> Repair harness or connector.

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

1. Turn ignition switch ON.
2. Check voltage between front blower motor relay harness connector E54 terminal 1 and ground.



A			Condition	Voltage (Approx.)
(+)				
Front air control connector	Terminal	(-)		
E54	1	Ground	Blower motor relay power supply (coil side)	Battery voltage

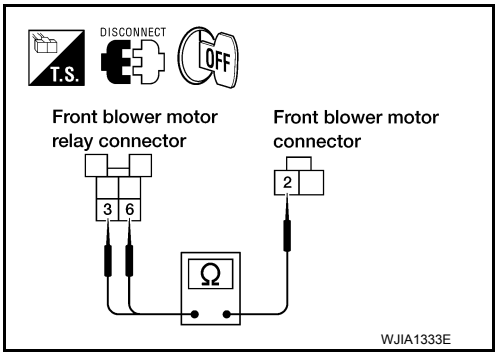
Is inspection result normal?

YES >> GO TO 7.
NO >> Repair or replace harness as necessary.

7. CHECK FRONT BLOWER MOTOR POWER FROM RELAY TO FRONT BLOWER MOTOR

1. Turn ignition switch OFF.
2. Check continuity between front blower motor relay harness connector E54 terminals 6 and 3 and front blower motor harness connector M62 terminal 2.

3, 6 - 2 : Continuity should exist.



Is inspection result normal?

YES >> Repair the blower motor ground circuit as necessary.
NO >> Repair harness or connector between the front blower motor relay and the front blower motor.

8. REPLACE FUSE

Refer to PG-77, "Terminal Arrangement".
Does fuse No. 24 or 27 open when the front blower motor is turned on?

YES or NO

YES >> GO TO 10.
NO >> GO TO 9.

9. REPLACE FUSE

Refer to PG-76, "Terminal Arrangement".
Does fuse No. 8 open when the ignition switch is turned ON?

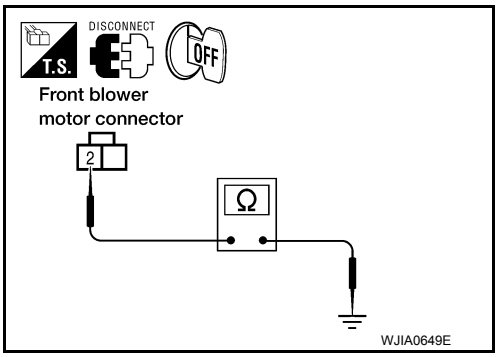
YES or NO

YES >> Repair or replace harness as necessary.
NO >> Inspection End.

10. CHECK FRONT BLOWER MOTOR POWER SUPPLY CIRCUIT FOR SHORT

1. Turn ignition switch OFF.
2. Disconnect front blower motor connector.
3. Check continuity between front blower motor harness connector M62 terminal 2 and ground.

2 - Ground : Continuity should not exist.



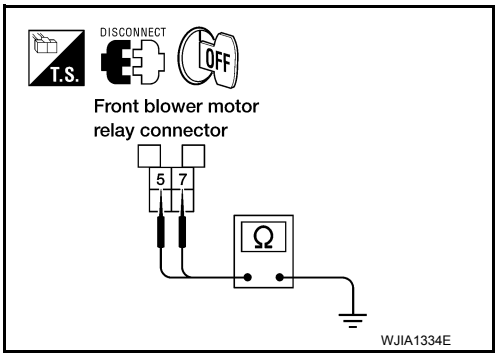
Is inspection result normal?

YES >> GO TO 11.
NO >> Repair or replace harness as necessary.

11. CHECK FRONT BLOWER MOTOR RELAY (SWITCH SIDE) POWER SUPPLY CIRCUIT FOR SHORT

1. Disconnect front blower motor relay connector.
2. Check continuity between the front blower motor relay harness connector E54 terminal 7 and terminal 5 and ground.

7, 5 - Ground : Continuity should not exist.



Is inspection result normal?

YES >> Check front blower motor. Refer to HAC-98, "Front Blower Motor Diagnosis Procedure".
NO >> Repair harness or connector.

12. CHECK FRONT BLOWER MOTOR

1. Turn ignition switch OFF.
2. Check front blower motor. Refer to HAC-101, "Front Blower Motor Component Inspection".

Is inspection result normal?

YES >> GO TO 13.
NO >> Replace front blower motor. Refer to VTL-9, "Removal and Installation".

13. CHECK FRONT BLOWER MOTOR RESISTOR

Check front blower motor resistor. Refer to HAC-101, "Front Blower Motor Component Inspection".

Is inspection result normal?

YES >> GO TO 14.
NO >> Replace front blower motor resistor. Refer to VTL-11, "Removal and Installation".

14. CHECK FRONT BLOWER SWITCH

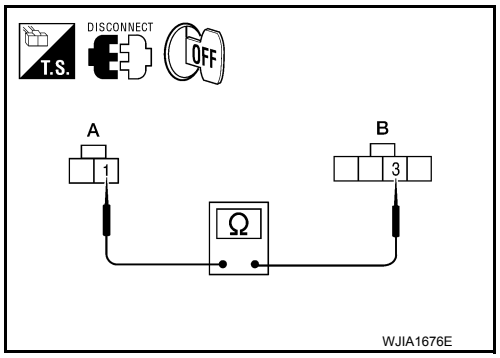
Check front blower switch. Refer to HAC-101, "Front Blower Motor Component Inspection".

Is inspection result normal?

YES >> GO TO 15.
NO >> Replace front blower switch. Refer to VTL-7, "Removal and Installation".

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

1. Disconnect front blower motor resistor harness connector.
2. Check continuity between front blower motor connector M62 (A) terminal 1 and front blower motor resistor harness connector M122 (B) terminal 3.



A		B		
Connector	Terminal	Connector	Terminal	Continuity
Front blower motor: M62	1	Front blower motor resistor: M122	3	Yes

Is inspection result normal?

YES >> Repair harness or connector between front blower switch connector M51 terminal 8 and ground.
NO >> Repair harness or connector between front blower motor resistor and front blower motor.

16. CHECK FRONT BLOWER SWITCH

Check front blower switch. Refer to HAC-101, "Front Blower Motor Component Inspection".

Is inspection result normal?

YES >> Repair harness or connector between front blower motor switch connector M51 terminal 8 and front blower motor resistor connector M122 terminal 3.
NO >> Replace front blower switch. Refer to VTL-7, "Removal and Installation".

SYMPTOM: Blower motor operation is malfunctioning.

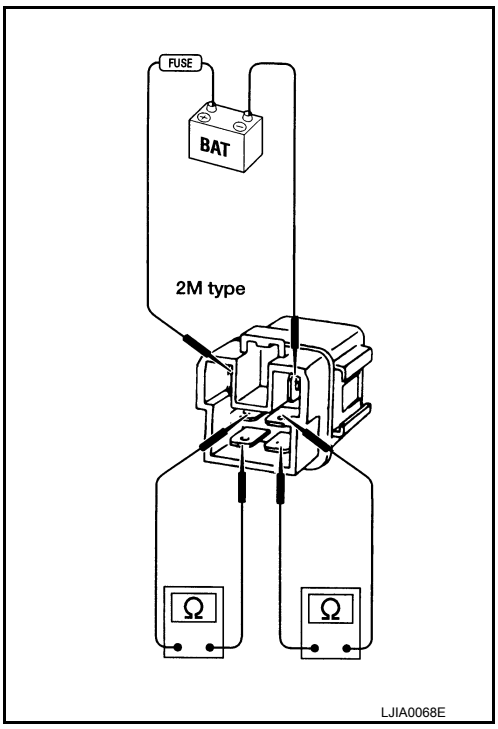
Front Blower Motor Component Inspection

INFOID:0000000007326889

COMPONENT INSPECTION

Front Blower Motor Relay

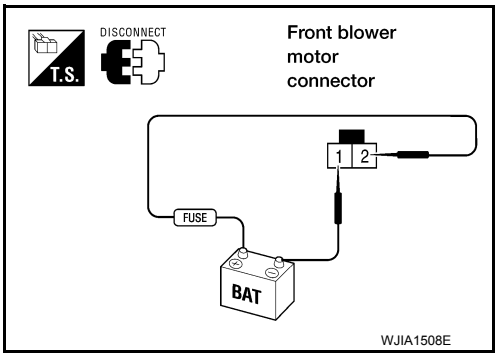
Check continuity between terminals by supplying 12 volts and ground to coil side terminals of relay.



Front Blower Motor

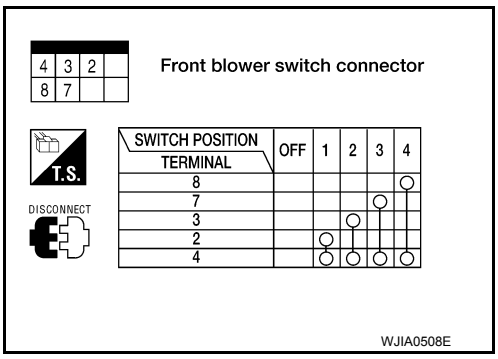
Confirm smooth rotation of the blower motor.

- Ensure that there are no foreign particles inside the blower unit.
- Apply 12 volts to terminal 2 and ground to terminal 1 and verify that the motor operates freely and quietly.



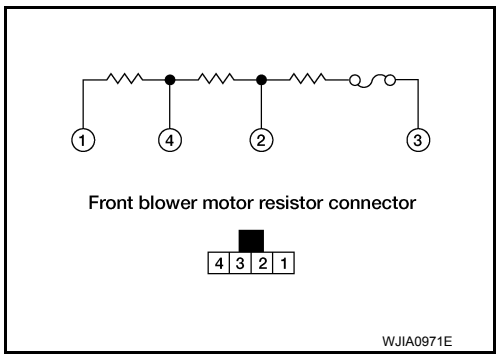
Front Blower Switch

Check continuity between terminals at each front blower speed position.



Front Blower Motor Resistor

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



MAGNET CLUTCH

System Description

INFOID:0000000007326890

SYSTEM DESCRIPTION

The front air control controls compressor operation based on 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.

When intake air temperature is higher than 3.5°C (38.3°F), the compressor turns ON. The compressor turns OFF when intake air temperature is lower than 2.5°C (36.5°F).

Magnet Clutch Component Function Check

INFOID:0000000007326891

SYMPTOM: Magnet clutch does not engage.

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - MAGNET CLUTCH

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

Is the inspection result normal?

YES >> Inspection End.
NO >> Go to diagnosis procedure. Refer to HAC-104, "Magnet Clutch Diagnosis Procedure".

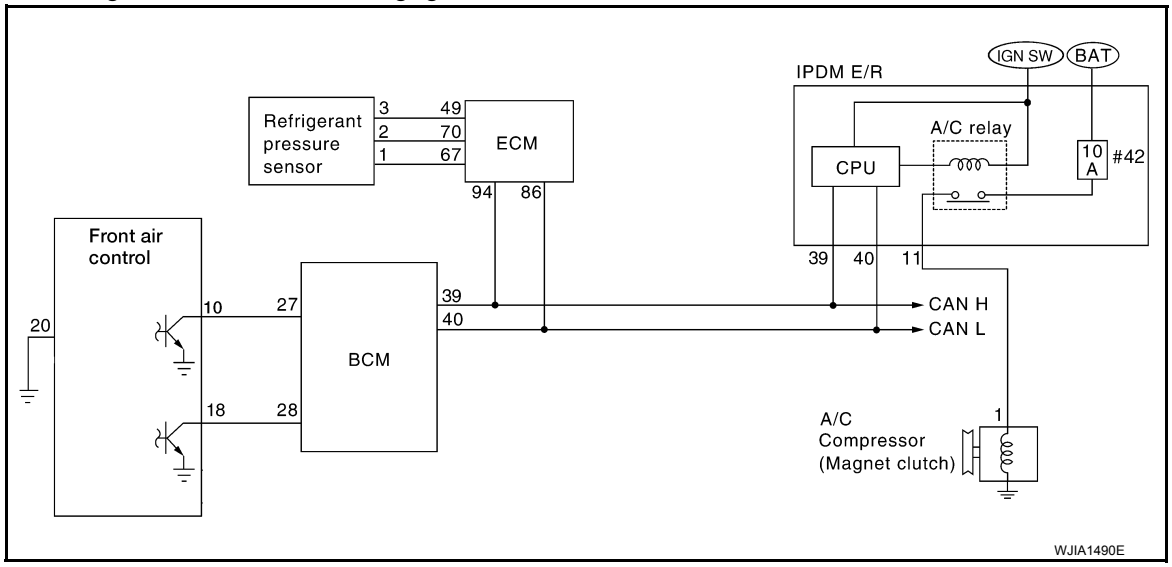
Magnet Clutch Diagnosis Procedure

INFOID:0000000007326892

Regarding Wiring Diagram information, refer to HAC-116, "Wiring Diagram - With Type 2".

DIAGNOSTIC PROCEDURE FOR MAGNET CLUTCH

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



1.PERFORM IPDM E/R AUTO ACTIVE TEST

Refer to PCS-11, "CONSULT Function (IPDM E/R)".

Does magnet clutch operate?

YES >> • WITH CONSULT
GO TO 2.
• WITHOUT CONSULT

GO TO 8.

NO >> Check 10A fuse (No. 42, located in IPDM E/R), and GO TO 12.

2. CHECK BCM INPUT (A/C COMPRESSOR ON) SIGNAL

Check A/C compressor ON/OFF signal. Refer to BCS-20, "AIR CONDITIONER : CONSULT Function (BCM - AIR CONDITIONER)".

A/C SW ON : AIR COND SW ON
A/C SW OFF : AIR COND SW OFF

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 8.

3. CHECK REFRIGERANT PRESSURE SENSOR

Check refrigerant pressure sensor. Refer to EC-440, "Diagnosis Procedure" (QR25DE) or EC-925, "Diagnosis Procedure" (VQ40DE).

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace refrigerant pressure sensor. Refer to HA-38, "Removal and Installation for Refrigerant Pressure Sensor".

4. CHECK BCM INPUT (FAN ON) SIGNAL

Check FAN ON/OFF signal. Refer to BCS-20, "AIR CONDITIONER : CONSULT Function (BCM - AIR CONDITIONER)".

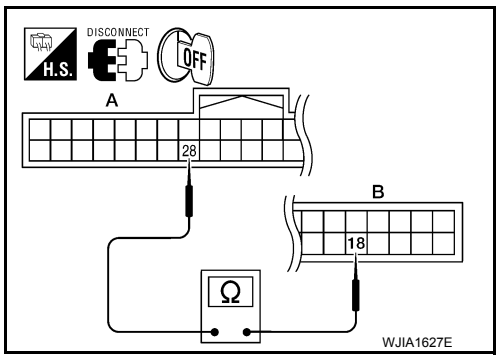
BLOWER CONTROL DIAL ON : FAN ON SIG ON
BLOWER CONTROL DIAL OFF : FAN ON SIG OFF

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 5.

5. 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 (A) terminal 28 and front air control harness connector M49 (B) terminal 18.



A		B		
Connector	Terminal	Connector	Terminal	Continuity
BCM: M18	28	Front air control: M49	18	Yes

4. Check continuity between BCM harness connector M18 (A) terminal 28 and ground.

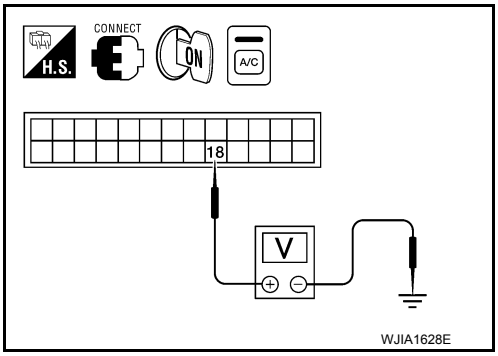
Connector	Terminal	Ground	Continuity
BCM: M18	28		No

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair harness or connector.

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

1. Reconnect BCM connector and front air control connector.
2. Turn ignition switch ON.
3. Turn A/C switch ON.
4. Check voltage between front air control harness connector M49 terminal 18 and ground.



Terminals			Condition	Voltage (Approx.)
(+)		(-)		
Front air control connector	Terminal No.			
M49	18	Ground	A/C switch: ON Blower motor operates	0V
			A/C switch: OFF	Battery voltage

Is the inspection result normal?

YES >> Replace BCM. Refer to BCS-49, "Removal and Installation".
NO-1 >> If the voltage is approx. 5V when blower motor is ON, replace front air control. Refer to VTL-7, "Removal and Installation".
NO-2 >> If the voltage is approx. 0V when blower motor is OFF, replace BCM. Refer to BCS-49, "Removal and Installation".

7. CHECK CAN COMMUNICATION

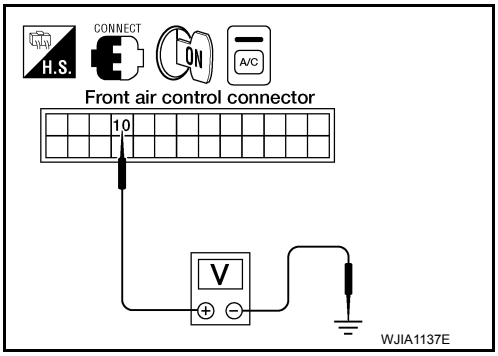
Check CAN communication. Refer to LAN-14, "Trouble Diagnosis Flow Chart".

Is the inspection result normal?

YES >> Inspection End.
NO >> Repair or replace malfunctioning part(s).

8. CHECK VOLTAGE FOR FRONT AIR CONTROL (A/C COMPRESSOR ON SIGNAL)

1. Turn ignition switch ON.
2. Check voltage between front air control harness connector M49 terminal 10 and ground.



Terminals			Condition	Voltage (Approx.)
(+)		(-)		
Front air control connector	Terminal No.			
M49	10	Ground	A/C switch: ON	0V
			A/C switch: OFF	Battery voltage

Is the inspection result normal?

YES >> GO TO 9.
NO-1 >> If the voltage is approx. 5V when A/C switch is ON, replace front air control. Refer to VTL-7, "Removal and Installation".
NO-2 >> If the voltage is approx. 0V when A/C switch is OFF, replace BCM. Refer to BCS-49, "Removal and Installation".

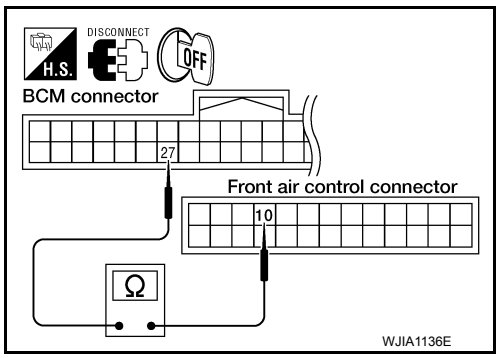
9. CHECK CIRCUIT CONTINUITY BETWEEN BCM AND FRONT AIR CONTROL

1. Turn ignition switch OFF.
2. Disconnect BCM connector and front air control connector.
3. Check continuity between BCM harness connector M18 terminal 27 and front air control harness connector M49 terminal 10.

27 - 10 : Continuity should exist.

4. Check continuity between BCM harness connector M18 terminal 27 and ground.

27 - ground : Continuity should not exist.



Is the inspection result normal?

YES >> GO TO 10.
NO >> Repair harness or connector.

10. CHECK INTAKE SENSOR CIRCUITS

Check intake sensor. Refer to HAC-109, "Intake Sensor Component Inspection".

Is the inspection result normal?

YES >> GO TO 11.
NO >> Replace intake sensor. Refer to VTL-8, "Removal and Installation".

11. CHECK CAN COMMUNICATION

Check CAN communication. Refer to LAN-14, "Trouble Diagnosis Flow Chart".

Is the inspection result normal?

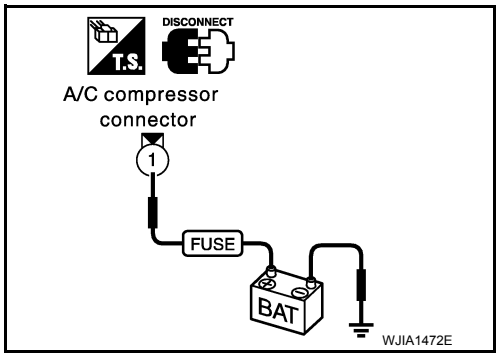
YES >> Replace BCM. Refer to BCS-49, "Removal and Installation".
NO >> Repair or replace malfunctioning part(s).

12. CHECK MAGNET CLUTCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/C compressor connector.
3. Check for operation sound when applying battery voltage to A/C compressor terminal 1.

Is the inspection result normal?

YES >> GO TO 13.
NO >> Replace magnet clutch. Refer to HA-30, "Removal and Installation for Compressor Clutch".



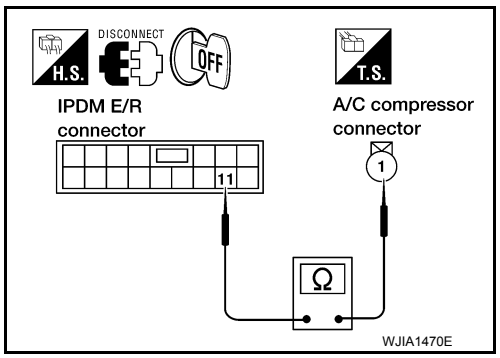
13. CHECK CIRCUIT CONTINUITY BETWEEN IPDM E/R AND A/C COMPRESSOR

1. Disconnect IPDM E/R connector.
2. Check continuity between IPDM E/R harness connector E119 terminal 11 and A/C compressor harness connector F3 terminal 1.

11 – 1 : Continuity should exist.

3. Check continuity between IPDM E/R harness connector E119 terminal 11 and ground.

11 – ground : Continuity should not exist.



Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-28, "Removal and Installation of IPDM E/R".
NO >> Repair harness or connector.

INTAKE SENSOR

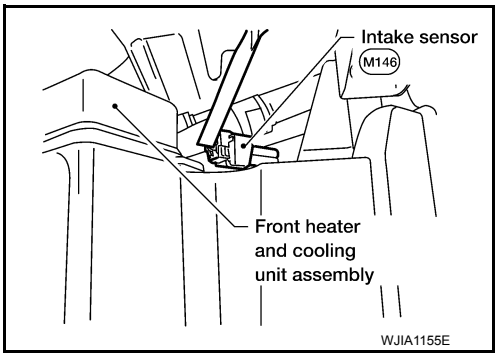
System Description

INFOID:0000000007326893

COMPONENT DESCRIPTION

Intake Sensor

The intake sensor is located on top of the heater and cooling unit assembly next to the A/C evaporator cover. It converts temperature of air after it passes through the evaporator into a resistance value which is then input to the front air control.



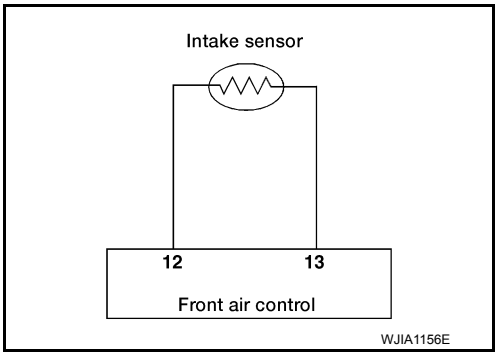
Intake Sensor Diagnosis Procedure

INFOID:0000000007326894

Regarding Wiring Diagram information, refer to HAC-116, "Wiring Diagram - With Type 2".

DIAGNOSTIC PROCEDURE FOR INTAKE SENSOR

SYMPTOM: Intake sensor circuit is open or shorted.



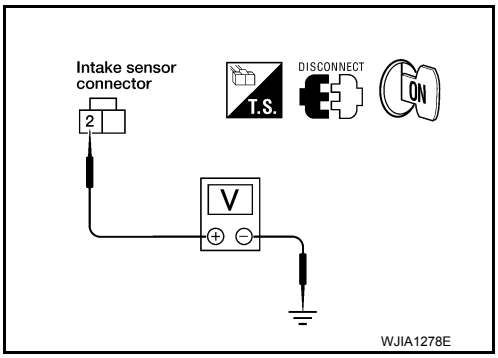
1.CHECK VOLTAGE BETWEEN INTAKE SENSOR AND GROUND

1. Disconnect intake sensor connector.
2. Turn ignition switch ON.
3. Check voltage between intake sensor harness connector M146 terminal 2 and ground.

2 - Ground : Approx. 5V

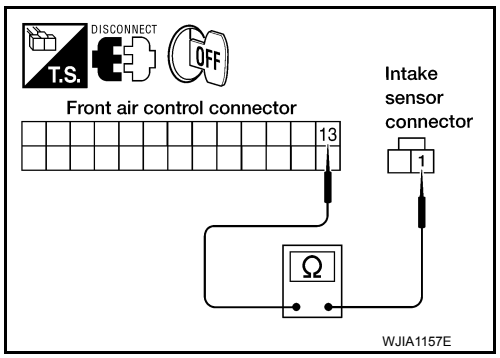
Is the inspection result normal?

YES >> GO TO 2.
NO >> 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 M146 terminal 1 and front air control harness connector M49 terminal 13.



1 - 13 : Continuity should exist.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair harness or connector.

3. CHECK INTAKE SENSOR

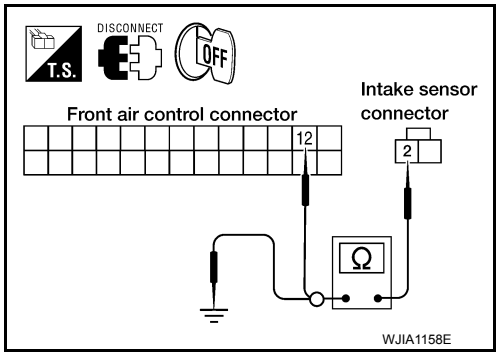
Refer to HAC-109, "Intake Sensor Component Inspection".

Is the inspection result normal?

YES >> Replace front air control. Refer to VTL-7, "Removal and Installation".
NO >> Replace intake sensor. Refer to VTL-8, "Removal and Installation".

4. 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 M146 terminal 2 and front air control harness connector M49 terminal 12.



2 - 12 : Continuity should exist.

4. Check continuity between intake sensor harness connector M146 terminal 2 and ground.

2 - Ground : Continuity should not exist.

Is the inspection result normal?

YES >> Replace front air control. Refer to VTL-7, "Removal and Installation".
NO >> Repair harness or connector.

Intake Sensor Component Inspection

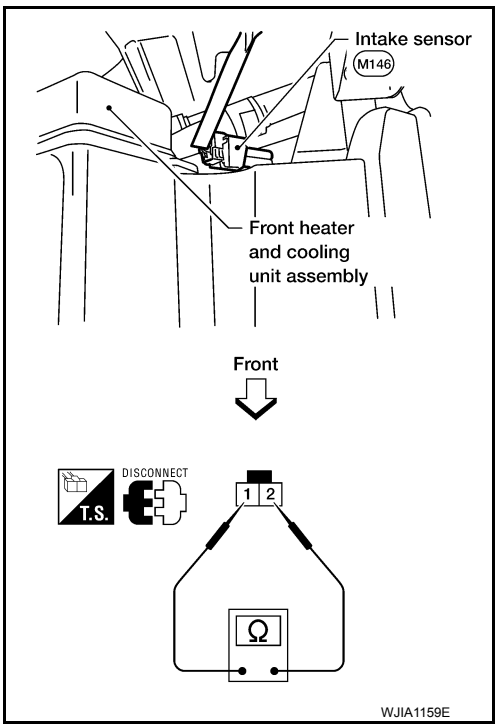
INFOID:0000000007326895

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 VTL-8, "Removal and Installation".

POWER SUPPLY AND GROUND CIRCUIT FOR CONTROLLER

Component Description

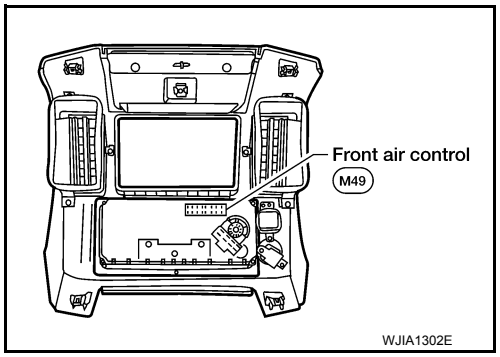
INFOID:0000000007326896

COMPONENT DESCRIPTION

Front Air Control

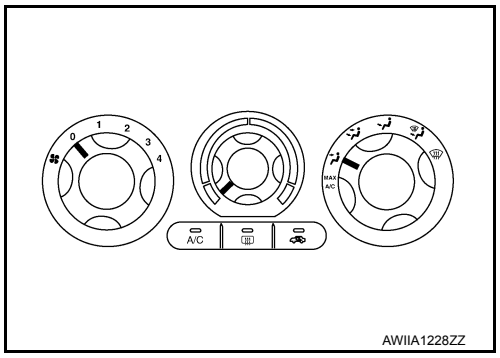
The front air control has a built-in microcomputer which processes information sent from various sensors needed for air conditioner operation. The air mix door motor, mode door motor, intake door motor, defroster door motor, blower motor and compressor are then controlled.

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.



Potentio Temperature Control (PTC)

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



Front Air Control Component Function Check

INFOID:0000000007326897

SYMPTOM: A/C system does not come on. (if equipped)

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK

1. Turn blower control dial to position 1-4, then press A/C switch.
2. Confirm that the compressor clutch engages (sound or visual inspection).

Is the inspection result normal?

YES >> Inspection End.

NO >> Go to diagnosis procedure. Refer to HAC-111, "Front Air Control Power and Ground Diagnosis Procedure".

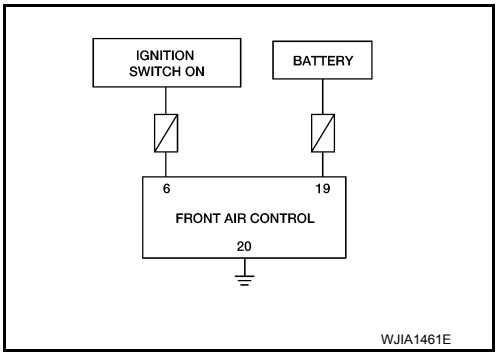
Front Air Control Power and Ground Diagnosis Procedure

INFOID:0000000007326898

Regarding Wiring Diagram information, refer to HAC-116, "Wiring Diagram - With Type 2" or HAC-123, "Wiring Diagram - Heater Control".

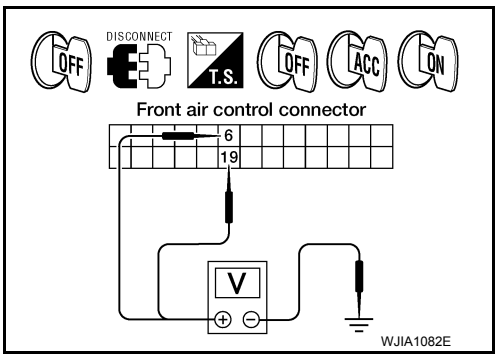
DIAGNOSTIC PROCEDURE FOR A/C SYSTEM

SYMPTOM: A/C system does not come on. (if equipped)



1. CHECK POWER SUPPLY CIRCUITS FOR FRONT AIR CONTROL

1. Turn ignition switch OFF.
2. Disconnect front air control connector.
3. Turn ignition switch ON.
4. Check voltage between front air control harness connector M49 terminals 6 and 19, and ground.



Terminals			Ignition switch position		
(+)		(-)	OFF	ACC	ON
Front air control connector	Terminal No.				
M49	6	Ground	Approx. 0V	Approx. 0V	Battery voltage
M49	19		Battery voltage	Battery voltage	Battery voltage

Is the inspection result normal?

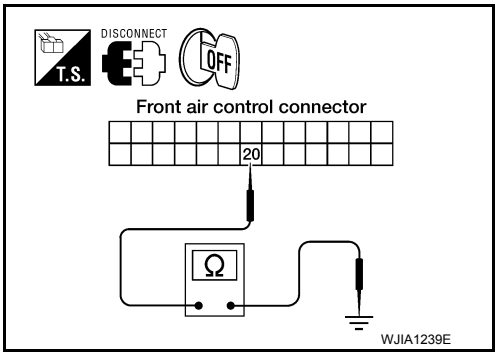
YES >> GO TO 2.

NO >> Check 10A fuses [Nos. 8 and 19, located in the fuse block (J/B)]. Refer to PG-76, "Terminal Arrangement".
- 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 20 and ground.

20 - Ground : Continuity should exist.



Is the inspection result normal?

YES >> Replace front air control. Refer to VTL-7, "Removal and Installation".

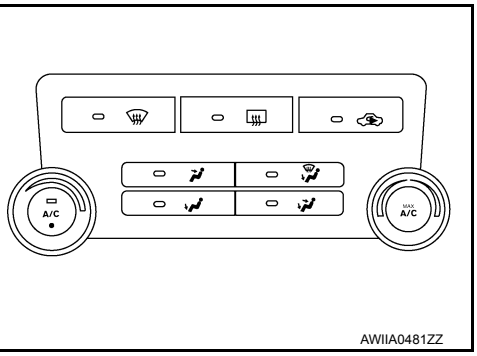
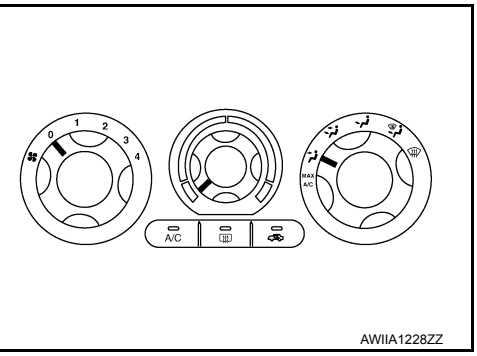
NO >> Repair harness or connector.

ECU DIAGNOSIS INFORMATION

MANUAL A/C IDENTIFICATION TABLE

Application Table

INFOID:0000000007808590

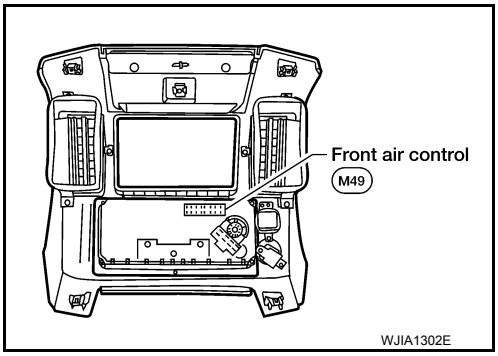
Manual A/C Type	Description	Visual Identification
Manual A/C (Type 1)	Two Control Dial System [with variable blower control (VBC)]	 AWIIA0481ZZ
Manual A/C (Type 2)	Three Control Dial System [without variable blower control (VBC)]	 AWIIA1228ZZ

AIR CONDITIONER CONTROL

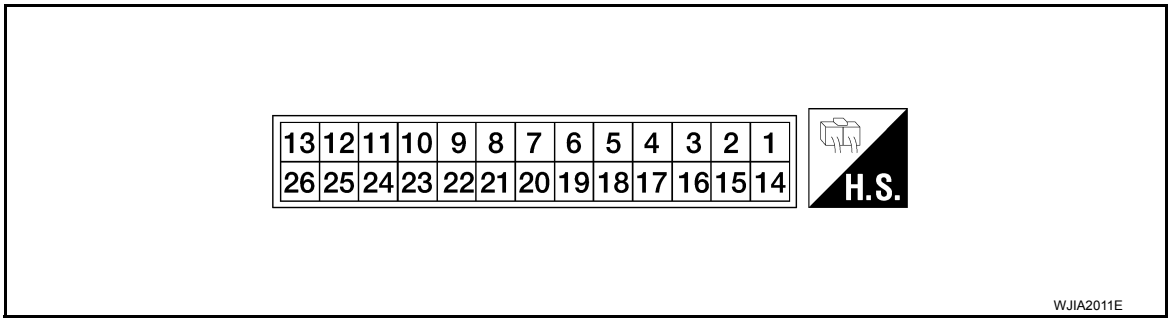
Front Air Control Terminals Reference Values

INFOID:0000000007326900

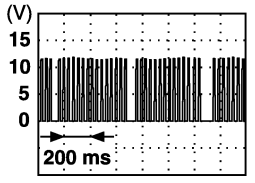
Measure voltage between each terminal and ground by following Terminals and Reference Values for front air control.



FRONT AIR CONTROL HARNESS CONNECTOR TERMINAL LAYOUT



TERMINALS AND REFERENCE VALUES FOR FRONT AIR CONTROL

Terminal No.	Wire color	Item	Ignition switch	Condition	Voltage (V) (Approx.)
1	BR	Mode door motor CW	ON	Clockwise rotation	Battery voltage
2	W	Air mix door motor CW	ON	Clockwise rotation	Battery voltage
3	GR	Air mix door motor CCW	ON	Counterclockwise rotation	Battery voltage
4	Y	Intake door motor CW	ON	Clockwise rotation	Battery voltage
5	O	Intake door motor CCW	ON	Counterclockwise rotation	Battery voltage
6	W/G	Power supply for IGN	ON	-	Battery voltage
8	G	Illumination +	ON	Park lamps ON	Battery voltage
9	BR	Illumination -	-	Park lamps ON	
10	W	Compressor ON signal	ON	A/C switch OFF	5V
			ON	A/C switch ON	0V
11	Y	Rear defroster request	ON	Rear defroster switch ON	Battery voltage
				Rear defroster switch OFF	0V
12	L	Intake sensor	ON	-	0 - 5V
13	V	Sensor ground	ON	-	0 - 5V
14	R	Mode door motor CCW	ON	Counterclockwise rotation	Battery voltage

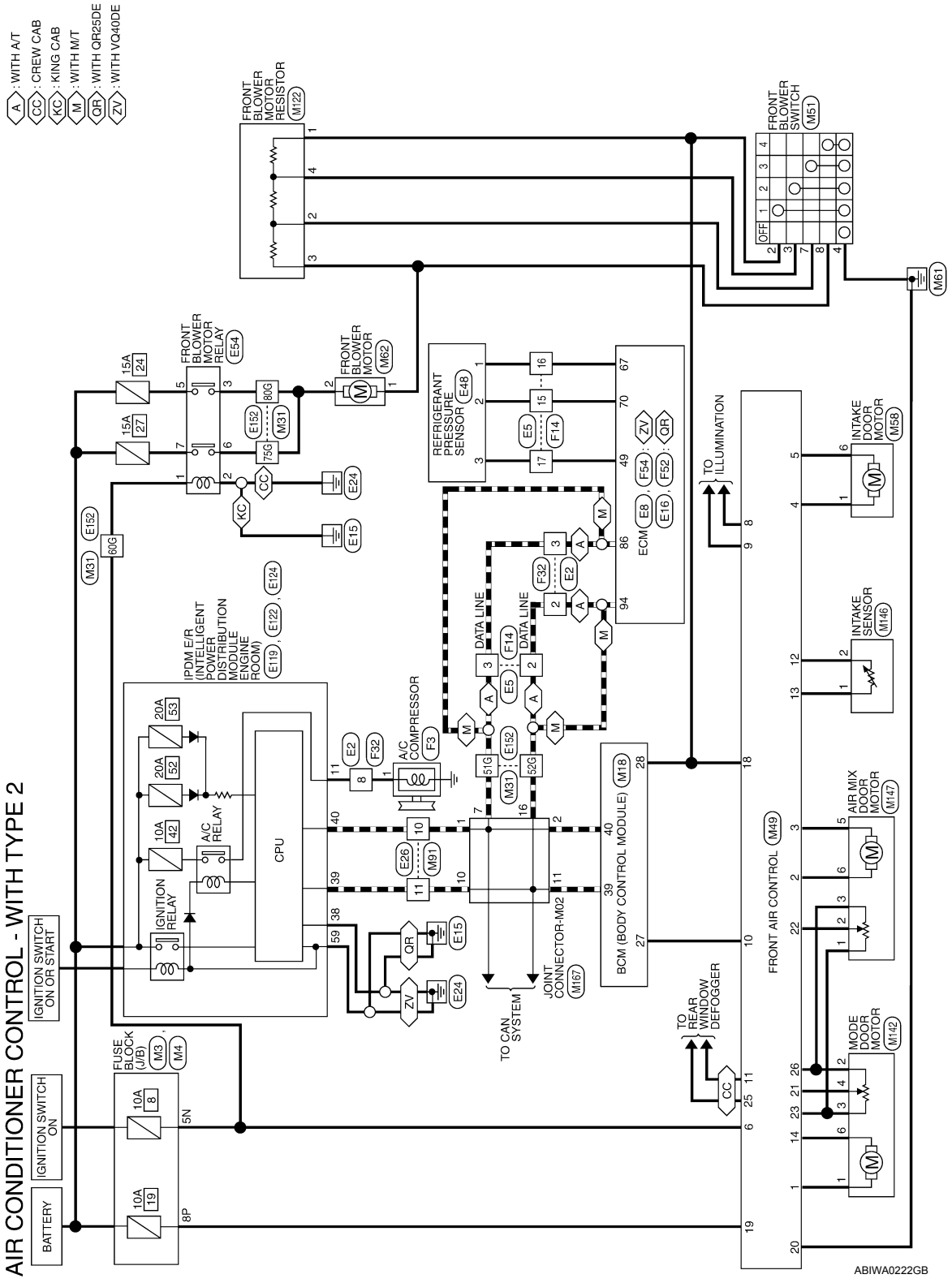
Terminal No.	Wire color	Item	Ignition switch	Condition	Voltage (V) (Approx.)
18	BR	Front blower monitor	ON	Front blower motor OFF	Battery voltage
				Front blower motor ON	0V
19	R/Y	Power supply for BAT	-	-	Battery voltage
20	B	Ground	-	-	0V
21	V	Mode door motor feedback	ON	-	0 - 5V
22	SB	Air mix door motor feedback	ON	-	0 - 5V
23	G	Power supply for mode door motor and air mix door motor PBR	ON	-	5V
25	R	Rear defroster request	ON	Rear defroster switch ON	Battery voltage
				Rear defroster switch OFF	0V
26	P	Ground for mode door motor and air mix door motor PBR	ON	-	0V

WIRING DIAGRAM

AIR CONDITIONER CONTROL

Wiring Diagram - With Type 2

INFOID:0000000007326901



AIR CONDITIONER CONTROL CONNECTORS - WITH TYPE 2

Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
5N	W/G	–

Connector No.	M4
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
8P	R/Y	–

Connector No.	M18
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
27	W	AIRCON SW
28	R	BLOWER FAN SW
39	L	CAN-H
40	P	CAN-L

Connector No.	M31
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
51G	P	–
52G	L	–
60G	W/G	–
75G	W/G	–
80G	W/G	–

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Connector No.	M49
Connector Name	FRONT AIR CONTROL (WITH TYPE 2)
Connector Color	BLACK

H.S.

13	12	11	10	9	8	7	6	5	4	3	2	1
26	25	24	23	22	21	20	19	18	17	16	15	14

Terminal No.	Color of Wire	Signal Name
1	BR	MODE CW
2	W	BLEND DR CW
3	GR	BLEND DR CCW
4	Y	RECIRC DOOR CW
5	O	RECIRC DOOR CCW

Terminal No.	Color of Wire	Signal Name
6	W/G	IGN
7	–	–
8	G	–
9	BR	–
10	W	A/C REQUEST
11	Y	REAR DEFOGGER REQUEST
12	L	INTAKE SENSOR
13	V	SENS RETURN
14	R	MODE CCW
15	–	–
16	–	–
17	–	–

Terminal No.	Color of Wire	Signal Name
18	BR	FR BLOWER MONITOR
19	R/Y	BATT
20	B	GND
21	V	MODE FEED BACK
22	SB	BLEND FEED BACK
23	G	V REF ACTR (5V)
24	–	–
25	R	RR DEF STATUS
26	P	MODE (GND)

Connector No.	M51
Connector Name	FRONT BLOWER SWITCH
Connector Color	WHITE

H.S.

4	3	2	1
8	7	6	5

Terminal No.	Color of Wire	Signal Name
2	BR	–
3	SB	–
4	B	–
7	Y	–
8	W	–

Connector No.	M58
Connector Name	INTAKE DOOR MOTOR
Connector Color	BLACK

H.S.

1	2	3	4	5	6

Terminal No.	Color of Wire	Signal Name
1	Y	–
6	O	–

Connector No.	M62
Connector Name	FRONT BLOWER MOTOR
Connector Color	BLACK

H.S.

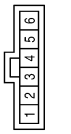
1	2

Terminal No.	Color of Wire	Signal Name
1	L	–
2	W/G	–

ABIIA0788GB

Connector No.	M142
Connector Name	MODE DOOR MOTOR
Connector Color	BLACK

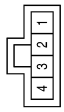
H.S.



Terminal No.	Color of Wire	Signal Name
1	BR	–
2	P	–
3	G	–
4	V	–
6	R	–

Connector No.	M122
Connector Name	FRONT BLOWER MOTOR RESISTOR
Connector Color	WHITE

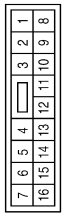
H.S.



Terminal No.	Color of Wire	Signal Name
1	R	–
2	Y	–
3	L	–
4	SB	–

Connector No.	M91
Connector Name	WIRE TO WIRE
Connector Color	WHITE

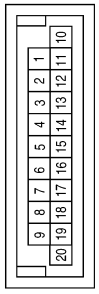
H.S.



Terminal No.	Color of Wire	Signal Name
10	P	–
11	L	–

Connector No.	M167
Connector Name	JOINT CONNECTOR-M02
Connector Color	BLUE

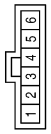
H.S.



Terminal No.	Color of Wire	Signal Name
1	P	–
2	P	–
7	P	–
10	L	–
11	L	–
16	L	–

Connector No.	M147
Connector Name	AIR MIX DOOR MOTOR
Connector Color	BLACK

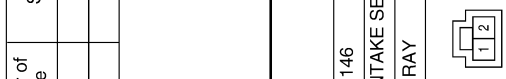
H.S.



Terminal No.	Color of Wire	Signal Name
1	Y	–
2	SB	–
3	P	–
5	GR	–
6	W	– (WITH TYPE 2)

Connector No.	M146
Connector Name	INTAKE SENSOR
Connector Color	GRAY

H.S.



Terminal No.	Color of Wire	Signal Name
1	V	–
2	L	–

ABIIA0781GB

Connector No.	E2
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1	2	3		4	5	6	7
8	9	10	11	12	13	14	15	16

Terminal No.	Color of Wire	Signal Name
2	L	–
3	P	–
8	Y	–

Connector No.	E5
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24

Terminal No.	Color of Wire	Signal Name
2	L	–
3	P	–
15	BR	–
16	B	–
17	P	–

Connector No.	E8
Connector Name	ECM (WITH VQ40DE)
Connector Color	BLACK

H.S.

106	107	108	109	110	111	112	113		119	120	121
98	99	100	101	102	103	104	105			117	118
90	91	92	93	94	95	96	97		114	115	116
82	83	84	85	86	87	88	89				

Terminal No.	Color of Wire	Signal Name
86	P	CAN-L
94	L	CAN-H

Connector No.	E16
Connector Name	ECM (WITH QR25DE)
Connector Color	BLACK

H.S.

106	107	108	109	110	111	112	113		119	120	121
98	99	100	101	102	103	104	105			117	118
90	91	92	93	94	95	96	97		114	115	116
82	83	84	85	86	87	88	89				

Terminal No.	Color of Wire	Signal Name
86	P	CAN-L
94	L	CAN-H

Connector No.	E26
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1	2	3		4	5	6	7
8	9	10	11	12	13	14	15	16

Terminal No.	Color of Wire	Signal Name
10	P	–
11	L	–

Connector No.	E48
Connector Name	REFRIGERANT PRESSURE SENSOR
Connector Color	BLACK

H.S.

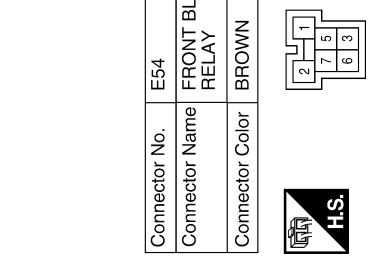
1	2	3

Terminal No.	Color of Wire	Signal Name
1	B	GND
2	BR	SIGNAL
3	P	POWER SUPPLY

ABIIA0782GB

Connector No.	E54
Connector Name	FRONT BLOWER MOTOR RELAY
Connector Color	BROWN

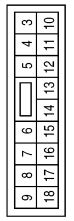
H.S.



Terminal No.	Color of Wire	Signal Name
1	W/G	–
2	B	–
3	W/G	–
5	L	–
6	W/G	–
7	GR	–

Connector No.	E119
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE

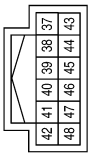
H.S.



Terminal No.	Color of Wire	Signal Name
11	Y	A/C COMPRESSOR

Connector No.	E122
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire	Signal Name
38	B	GND (SIGNAL)
39	L	CAN-H
40	P	CAN-L

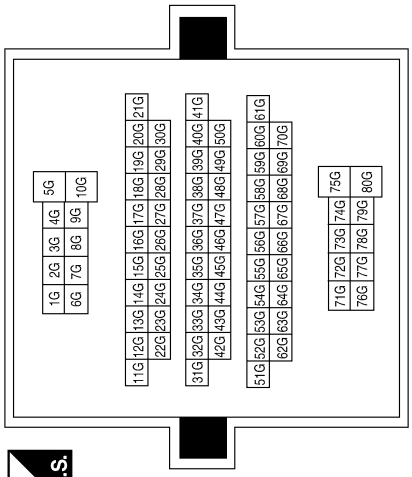
Connector No.	E124
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
59	B	GND (POWER)

Connector No.	E152
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire	Signal Name
51G	P	–
52G	L	–
60G	W/G	–
75G	W/G	–
80G	W/G	–

ABIIA0783GB

Connector No.	F3
Connector Name	A/C COMPRESSOR
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	Y	–

Connector No.	F14
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
2	L	–
3	P	–
15	BR	–
16	B	–
17	P	–

Connector No.	F32
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
2	L	–
3	P	–
8	Y	–

Connector No.	F52
Connector Name	ECM (WITH QR25DE)
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
49	P	AVCC (PDPRES)
67	B	GND-A
70	BR	PDPRESS

Connector No.	F54
Connector Name	ECM (WITH VQ40DE)
Connector Color	BLACK

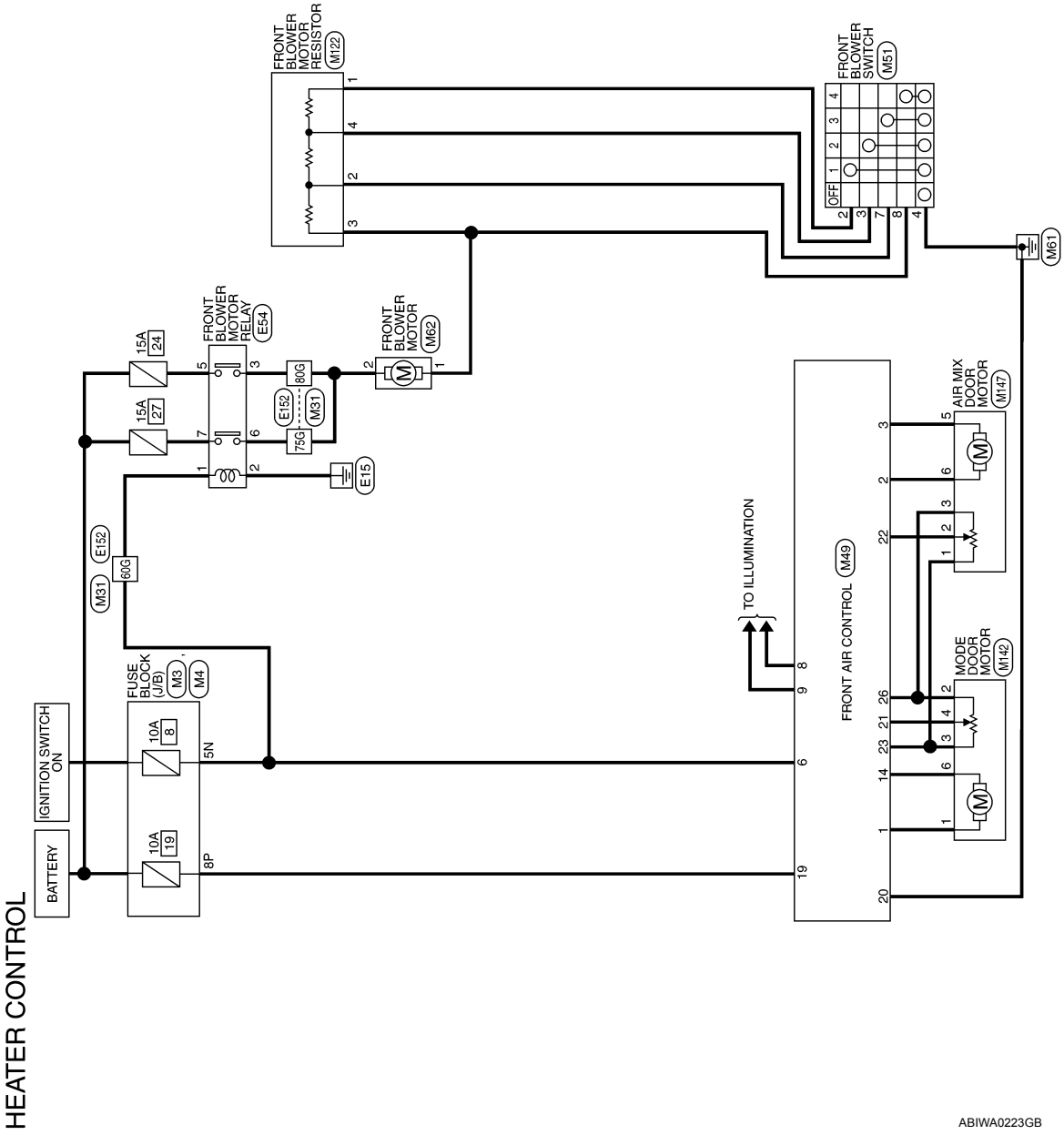
H.S.

Terminal No.	Color of Wire	Signal Name
49	P	AVCC (PDPRES)
67	B	GND-A
70	BR	PDPRESS

ABIIA0784GB

Wiring Diagram - Heater Control

INFOID:0000000007326902



HEATER CONTROL CONNECTORS

Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
5N	W/G	–

Connector No.	M4
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
8P	R/Y	–

Connector No.	M31
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
60G	W/G	–
75G	W/G	–
80G	W/G	–

ABIIA0434GB

Terminal No.	Color of Wire	Signal Name
18	–	–
19	R/Y	BATT
20	B	GND
21	V	MODE FEED BACK
22	SB	BLEND FEED BACK
23	G	V REF ACTR (5V)
24	–	–
25	–	–
26	P	MODE (GND)

Terminal No.	Color of Wire	Signal Name
6	W/G	IGN
7	–	–
8	G	–
9	BR	–
10	–	–
11	–	–
12	–	–
13	–	–
14	R	MODE CCW
15	–	–
16	–	–
17	–	–

Connector No.	M122
Connector Name	FRONT BLOWER MOTOR RESISTOR
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
1	R	–
2	Y	–
3	L	–
4	SB	–

Connector No.	M62
Connector Name	FRONT BLOWER MOTOR
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	L	–
2	W/G	–

Connector No.	M49
Connector Name	FRONT AIR CONTROL (WITHOUT VBC)
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	BR	MODE CW
2	W	BLEND DR CW
3	GR	BLEND DR CCW
4	–	–
5	–	–

Connector No.	M51
Connector Name	FRONT BLOWER SWITCH
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
2	BR	–
3	SB	–
4	B	–
7	Y	–
8	W	–

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Connector No.	M142
Connector Name	MODE DOOR MOTOR
Connector Color	BLACK

H.S.

1 2 3 4 5 6

Terminal No.	Color of Wire	Signal Name
1	BR	–
2	P	–
3	G	–
4	V	–
6	R	–

Connector No.	M147
Connector Name	AIR MIX DOOR MOTOR
Connector Color	BLACK

H.S.

1 2 3 4 5 6

Terminal No.	Color of Wire	Signal Name
1	Y	–
2	SB	–
3	P	–
5	GR	–
6	W	– (WITHOUT VBC)

Connector No.	E54
Connector Name	FRONT BLOWER MOTOR RELAY
Connector Color	BROWN

H.S.

2 1 7 5 6 3

Terminal No.	Color of Wire	Signal Name
1	W/G	–
2	B	–
3	W/G	–
5	L	–
6	W/G	–
7	GR	–

Connector No.	E152
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
60G	W/G	–
75G	W/G	–
80G	W/G	–

1G 2G 3G 4G 5G
6G 7G 8G 9G 10G

11G 12G 13G 14G 15G 16G 17G 18G 19G 20G 21G
22G 23G 24G 25G 26G 27G 28G 29G 30G

31G 32G 33G 34G 35G 36G 37G 38G 39G 40G 41G
42G 43G 44G 45G 46G 47G 48G 49G 50G

51G 52G 53G 54G 55G 56G 57G 58G 59G 60G 61G
62G 63G 64G 65G 66G 67G 68G 69G 70G

71G 72G 73G 74G 75G
76G 77G 78G 79G 80G

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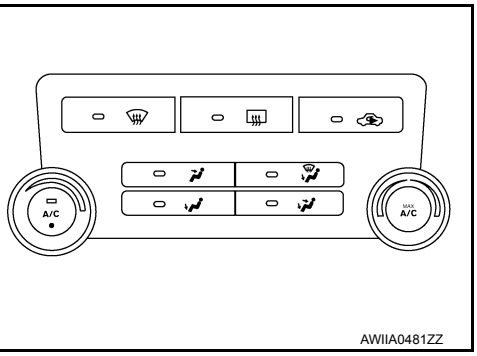
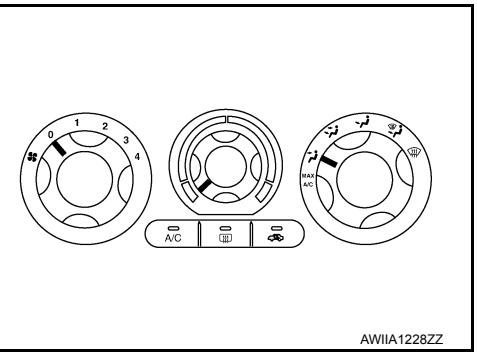
SYMPTOM DIAGNOSIS

MANUAL A/C IDENTIFICATION TABLE

Application Table

INFOID:0000000007808591

Manual A/C Type	Description	Visual Identification
Manual A/C (Type 1)	Two Control Dial System [with variable blower control (VBC)]	 AWIIA0481ZZ
Manual A/C (Type 2)	Three Control Dial System [without variable blower control (VBC)]	 AWIIA1228ZZ

AIR CONDITIONER CONTROL

Symptom Matrix Chart

INFOID:0000000007326904

SYMPTOM TABLE

Symptom	Reference Page	
A/C system does not come on.	Go to Trouble Diagnosis Procedure for A/C System.	HAC-111
Air outlet does not change.	Go to Trouble Diagnosis Procedure for Mode Door Motor.	HAC-87
Mode door motor is malfunctioning.		
Discharge air temperature does not change.	Go to Trouble Diagnosis Procedure for Air Mix Door Motor.	HAC-92
Air mix door motor is malfunctioning.		
Intake door does not change.	Go to Trouble Diagnosis Procedure for Intake Door Motor.	HAC-95
Intake door motor is malfunctioning.		
Front blower motor operation is malfunctioning.	Go to Trouble Diagnosis Procedure for Front Blower Motor.	HAC-97
Magnet clutch does not engage.	Go to Trouble Diagnosis Procedure for Magnet Clutch.	HAC-104
Insufficient cooling	Go to Trouble Diagnosis Procedure for Insufficient Cooling.	HAC-129
Insufficient heating	Go to Trouble Diagnosis Procedure for Insufficient Heating.	HAC-137
Noise	Go to Trouble Diagnosis Procedure for Noise.	HAC-139

INSUFFICIENT COOLING

Component Function Check

INFOID:0000000007326905

SYMPTOM: Insufficient cooling

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE DECREASE

1. Turn temperature control dial counterclockwise to maximum cold.
2. Check for cold air at discharge air outlets.

Can the symptom be duplicated?

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

2.CHECK FOR ANY SYMPTOMS

Perform a complete operational check for any symptoms. Refer to HAC-6, "Operational Check".

Does another symptom exist?

YES >> Refer to HAC-57, "Symptom Matrix Chart".
NO >> System OK.

3.CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 4.

4.CHECK DRIVE BELTS

Check compressor belt tension. Refer to EM-14, "Checking Drive Belts" (QR25DE) or EM-128, "Checking Drive Belts" (VQ40DE).

Is the inspection result normal?

YES >> GO TO 5.
NO >> Adjust or replace compressor belt. Refer to EM-14, "Adjustment" (QR25DE) or EM-128, "Adjustment" (VQ40DE).

5.CHECK AIR MIX DOOR OPERATION

Check and verify air mix door mechanism for smooth operation.

Does air mix door operate correctly?

YES >> GO TO 6.
NO >> Repair or replace air mix door control linkage.

6.CHECK COOLING FAN MOTOR OPERATION

Check and verify cooling fan motor for smooth operation. Refer to EC-902, "Component Inspection".

Does cooling fan motor operate correctly?

YES >> GO TO 7.
NO >> Check cooling fan motor. Refer to EC-340, "Diagnosis Procedure" (QR25DE) or EC-816, "Diagnosis Procedure" (VQ40DE).

7.CHECK RECOVERY/RECYCLING EQUIPMENT BEFORE USAGE

Check recovery/recycling equipment before connecting to vehicle. Verify there is no pressure in the recovery/recycling equipment by checking the gauges. If pressure exists, recover refrigerant from equipment lines.

>> GO TO 8.

8.CHECK REFRIGERANT PURITY

1. Connect recovery/recycling equipment to vehicle.
2. Confirm refrigerant purity in supply tank using recovery/recycling and refrigerant identifier.

Is the inspection result normal?

YES >> GO TO 9.
NO >> Check contaminated refrigerant. Refer to HA-4, "Contaminated Refrigerant".

9.CHECK FOR EVAPORATOR FREEZE UP

Start engine and run A/C. Check for evaporator freeze up.

Does evaporator freeze up?

YES >> Perform diagnostic work flow. Refer to HAC-130, "Diagnostic Work Flow".
NO >> GO TO 10.

10.CHECK REFRIGERANT PRESSURE

Check refrigerant pressure with manifold gauge connected. Refer to HAC-132, "Performance Chart".

Is the inspection result normal?

YES >> Perform diagnostic work flow. Refer to HAC-130, "Diagnostic Work Flow".
NO >> GO TO 11.

11.CHECK AIR DUCTS

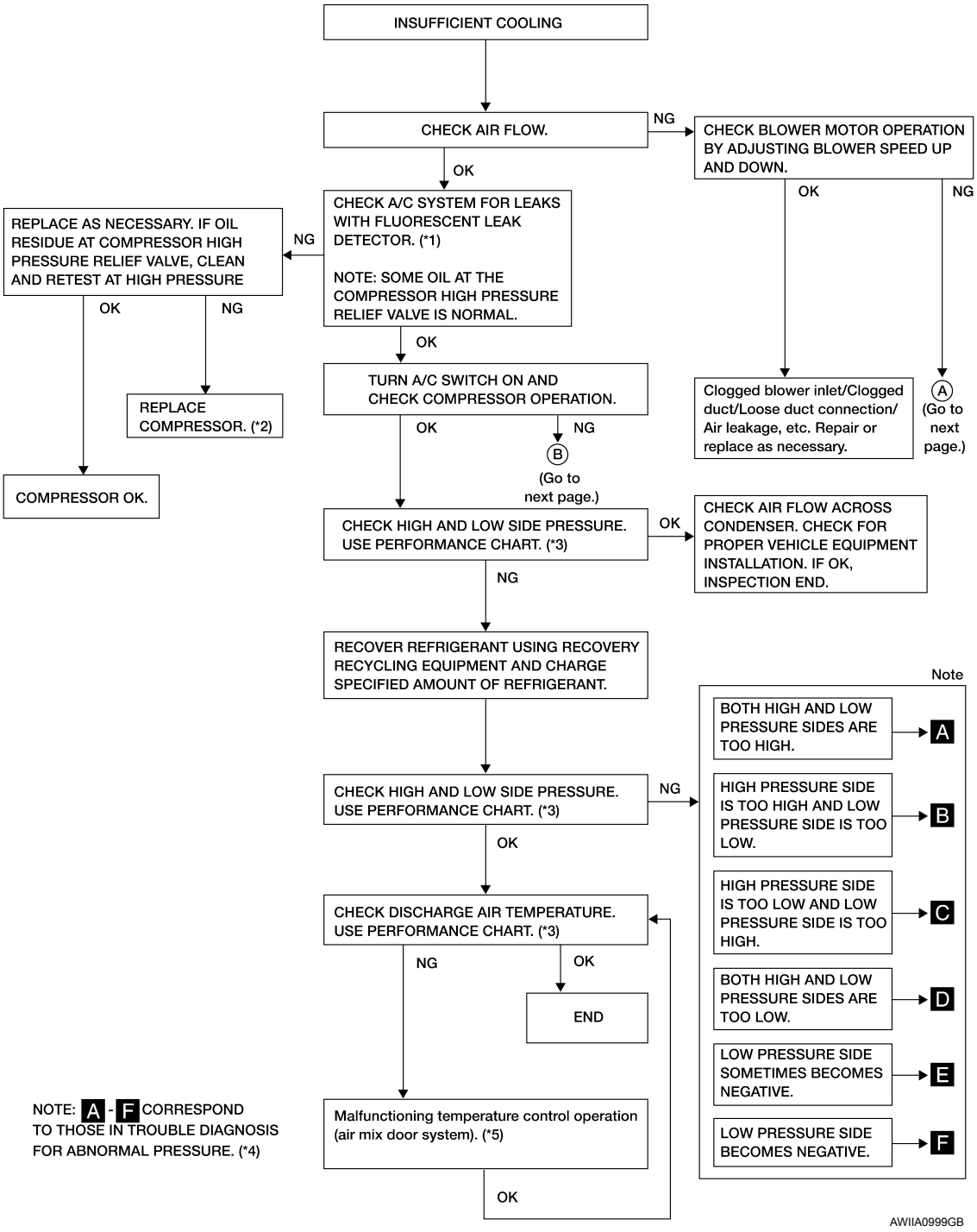
Check ducts for air leaks.

Is the inspection result normal?

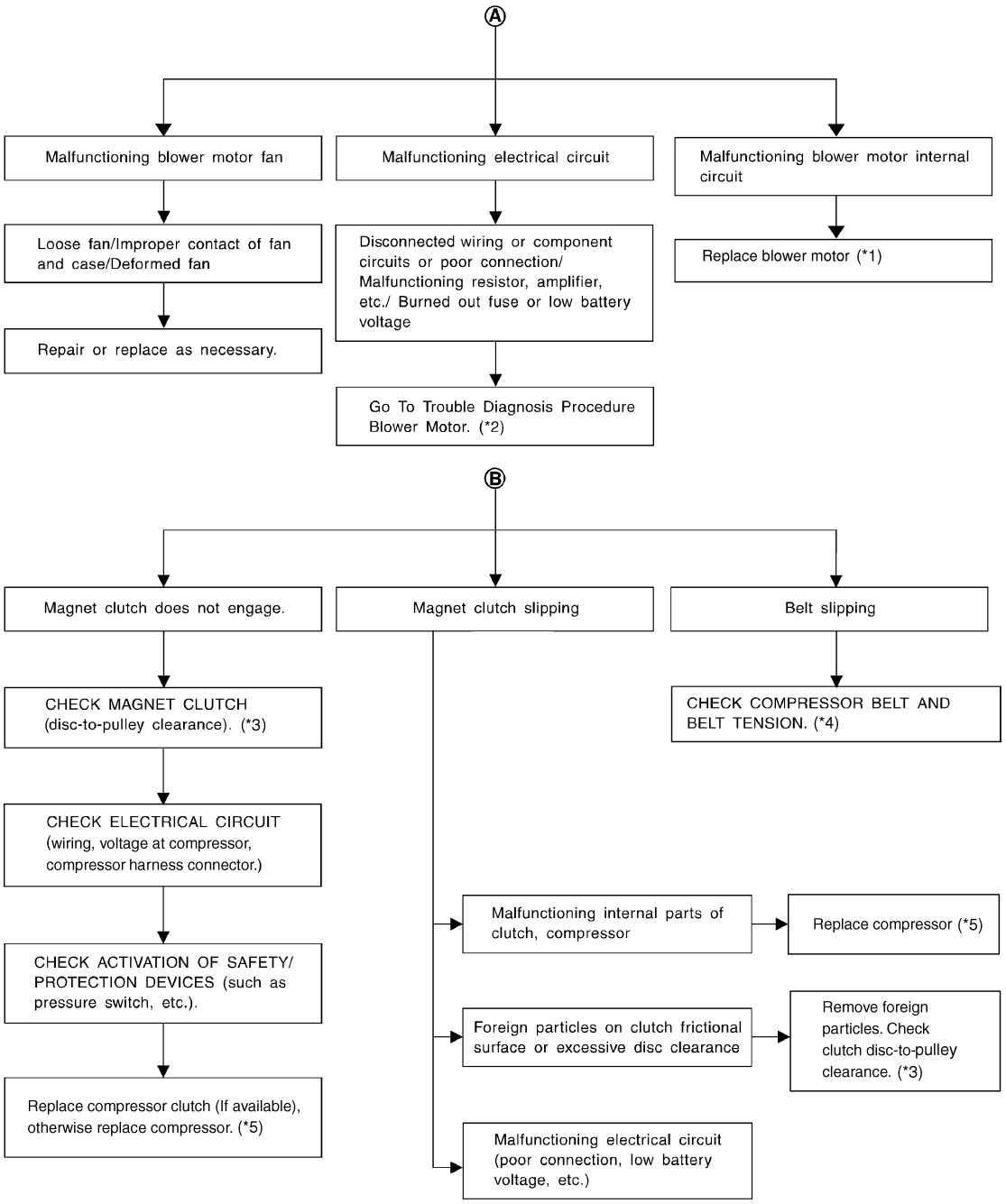
YES >> System OK.
NO >> Repair air leaks.

Diagnostic Work Flow

INFOID:0000000007326906



*1 HA-20, "Checking System for Leaks Using the Fluorescent Dye Leak Detector"
*2 HA-28, "Removal and Installation for Compressor"
*3 HAC-132, "Performance Chart"
*4 HAC-133, "Trouble Diagnoses for Abnormal Pressure"
*5 HAC-92, "Air Mix Door Motor Diagnosis Procedure"



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*1 VTL-9, "Removal and Installation"
*2 HAC-32, "Front Blower Motor Diagnosis Procedure"
*3 HA-30, "Removal and Installation for Compressor Clutch"
*4 EM-14, "Checking Drive Belts" (QR25DE) or EM-128, "Checking Drive Belts" (VQ40DE)
*5 HA-28, "Removal and Installation for Compressor"

Performance Chart

INFOID:0000000007326907

TEST CONDITION

Testing must be performed as follows:

Vehicle location	Indoors or in the shade (in a well-ventilated place)
Doors	Closed
Door window	Open
Hood	Open
TEMP.	Max. COLD
Mode switch	(Ventilation) set
Recirculation (REC) switch	(Recirculation) set
Blower speed	Max. speed set
Engine speed	Idle speed
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 - 60	20 (68)	5.3 - 6.5 (42 - 44)
	25 (77)	9.7 - 11.5 (49 - 53)
	30 (86)	13.8 - 16.3 (57 - 61)
	35 (95)	18.0 - 21.2 (64 - 70)
	40 (104)	22.2 - 25.7 (72 - 78)
60 - 70	20 (68)	6.5 - 7.7 (44 - 46)
	25 (77)	11.5 - 13.3 (53 - 56)
	30 (86)	16.3 - 18.8 (61 - 66)
	35 (95)	21.2 - 24.0 (70 - 75)
	40 (104)	25.7 - 29.2 (78 - 85)

Ambient Air Temperature-to-operating Pressure Table

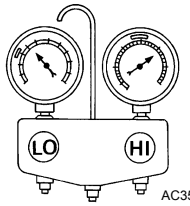
Ambient air		High-pressure (Discharge side) kPa (kg/cm^2, psi)	Low-pressure (Suction side) kPa (kg/cm^2, psi)
Relative humidity %	Air temperature °C (°F)		
50 - 70	20 (68)	680 - 840 (6.94 - 8.57, 98.6 - 121.8)	160 - 198 (1.63 - 2.02, 23.2 - 28.7)
	25 (77)	800 - 985 (8.16 - 10.05, 116.0 - 142.8)	198 - 245 (2.02 - 2.50, 28.7 - 35.5)
	30 (86)	940 - 1,150 (9.59 - 11.73, 136.3 - 166.8)	225 - 278 (2.30 - 2.84, 32.6 - 40.3)
	35 (95)	1,160 - 1,410 (11.83 - 14.38, 168.2 - 204.5)	273 - 335 (2.78 - 3.42, 39.6 - 48.6)
	40 (104)	1,325 - 1,620 (13.52 - 16.52, 192.1 - 234.9)	325 - 398 (3.32 - 4.06, 47.1 - 57.7)

Trouble Diagnoses for Abnormal Pressure

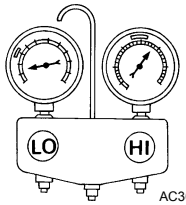
INFOID:0000000007326908

Whenever system's high and/or low side pressure is abnormal, 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).

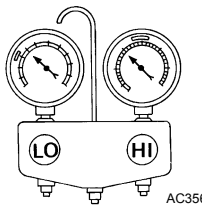
Both High- and Low-pressure Sides are Too High

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
A Both high- and low-pressure sides are too high.  AC359A	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	• Clean condenser. • Check and repair cooling fan if necessary.
	• Low-pressure pipe is not cold. • When compressor is stopped high-pressure value quickly drops by approximately 196 kPa (2 kg/cm^2, 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 and recharge system.
	Engine tends to overheat.	Engine cooling systems malfunction.	Check and repair engine cooling system.
	• An area of the low-pressure pipe is colder than areas near the evaporator outlet. • Plates are sometimes covered with frost.	• 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.

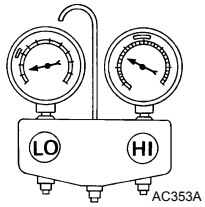
High-pressure Side is Too High and Low-pressure Side is Too Low

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
B High-pressure side is too high and low-pressure side is too low.  AC360A	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.	• Check and repair or replace malfunctioning parts. • Check oil for contamination.

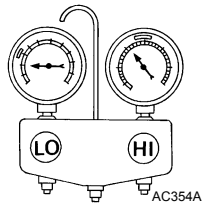
High-pressure Side is Too Low and Low-pressure Side is Too High

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
C High-pressure side is too low and low-pressure side is too high.  AC356A	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.

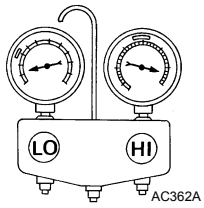
Both High- and Low-pressure Sides are Too Low

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
D Both high- and low-pressure sides are too low.  AC353A	• There is a big temperature difference between liquid tank outlet and inlet. Outlet temperature is extremely low. • Liquid tank inlet and expansion valve are frosted.	Liquid tank inside is slightly clogged.	• Replace liquid tank. • Check oil for contamination.
	• 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 liquid tank and expansion valve is clogged.	• Check and repair malfunctioning parts. • Check oil 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 HA-22, "Checking of 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.	• Remove foreign particles by using compressed air. • Check oil for contamination.
	An area of the low-pressure pipe is colder than areas near the evaporator outlet.	Low-pressure pipe is clogged or crushed.	• Check and repair malfunctioning parts. • Check oil for contamination.
	Air flow volume is too low.	Evaporator is frozen.	• Check intake sensor circuit. Refer to HAC-41, "Intake Sensor Diagnosis Procedure". • Replace compressor. • Repair evaporator fins. • Replace evaporator. • Refer to HAC-31, "Front Blower Motor Component Function Check".

Low-pressure Side Sometimes Becomes Negative

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
E Low-pressure side sometimes becomes negative.  AC354A	• 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.	Refrigerant does not discharge cyclically. ↓ Moisture is frozen at expansion valve outlet and inlet. ↓ Water is mixed with refrigerant.	• Drain water from refrigerant or replace refrigerant. • Replace liquid tank.

Low-pressure Side Becomes Negative

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
F Low-pressure side becomes negative. 	Liquid tank or front/rear side of expansion valve's pipe is frosted or dewed.	High-pressure side is closed and refrigerant does not flow. ↓ Expansion valve or liquid tank is frosted.	Leave the system at rest until no frost is present. Start it again to check whether or not the malfunction is caused by water or foreign particles. • If water is the cause, initially cooling is okay. Then the water freezes causing a blockage. Drain water from refrigerant or replace refrigerant. • If due to foreign particles, remove expansion valve and remove the particles with dry and compressed air (not shop air). • If either of the above methods cannot correct the malfunction, replace expansion valve. • Replace liquid tank. • Check oil for contamination.

INSUFFICIENT HEATING

Component Function Check

INFOID:0000000007326909

SYMPTOM: Insufficient heating

INSPECTION FLOW

1.CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE INCREASE

1. Rotate blower control dial clockwise.
2. Turn the temperature control dial clockwise to maximum heat.
3. Check for hot air at discharge air outlets.

Can the symptom be duplicated?

YES >> GO TO 2.
NO >> Perform complete operational check. Refer to HAC-74, "Operational Check".

2.CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 3.

3.CHECK ENGINE COOLING SYSTEM

1. Check for proper engine coolant level. Refer to CO-11, "System Inspection" (QR25DE) or CO-39, "System Inspection" (VQ40DE).
2. Check hoses for leaks or kinks.
3. Check radiator cap. Refer to CO-11, "System Inspection" (QR25DE) or CO-39, "System Inspection" (VQ40DE).
4. Check for air in cooling system.

>> GO TO 4.

4.CHECK AIR MIX DOOR OPERATION

Check the operation of the air mix door.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Check the air mix door motor circuit. Refer to HAC-92, "Air Mix Door Motor Component Function Check".

5.CHECK AIR DUCTS

Check for disconnected or leaking air ducts.

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair all disconnected or leaking air ducts.

6.CHECK HEATER HOSE TEMPERATURES

1. Start engine and warm it up to normal operating temperature.
2. Touch both the inlet and outlet heater hoses. The inlet hose should be hot and the outlet hose should be warm.

Is the inspection result normal?

YES >> Hot inlet hose and a warm outlet hose: GO TO 7.
NO >> Both hoses warm: GO TO 8.

7.CHECK ENGINE COOLANT SYSTEM

Check engine coolant temperature sensor. Refer to EC-164, "Component Inspection" (QR25DE) or EC-627, "Component Inspection" (VQ40DE).

Is the inspection result normal?

YES >> System OK.
NO >> Repair or replace as necessary. Retest.

8. CHECK HEATER HOSES

Check heater hoses for proper installation.

Is the inspection result normal?

YES >> System OK.
NO >> 1. Back flush heater core.
2. Drain the water from the system.
3. Refill system with new engine coolant. Refer to CO-12, "Changing Engine Coolant" (QR25DE) or CO-40, "Changing Engine Coolant" (VQ40DE).
4. GO TO 9 to retest.

9. CHECK HEATER HOSE TEMPERATURES

1. Start engine and warm it up to normal operating temperature.
2. Touch both the inlet and outlet heater hoses. The inlet hose should be hot and the outlet hose should be warm.

Is the inspection result normal?

YES >> System OK.
NO >> Replace heater core. Refer to VTL-17, "Removal and Installation".

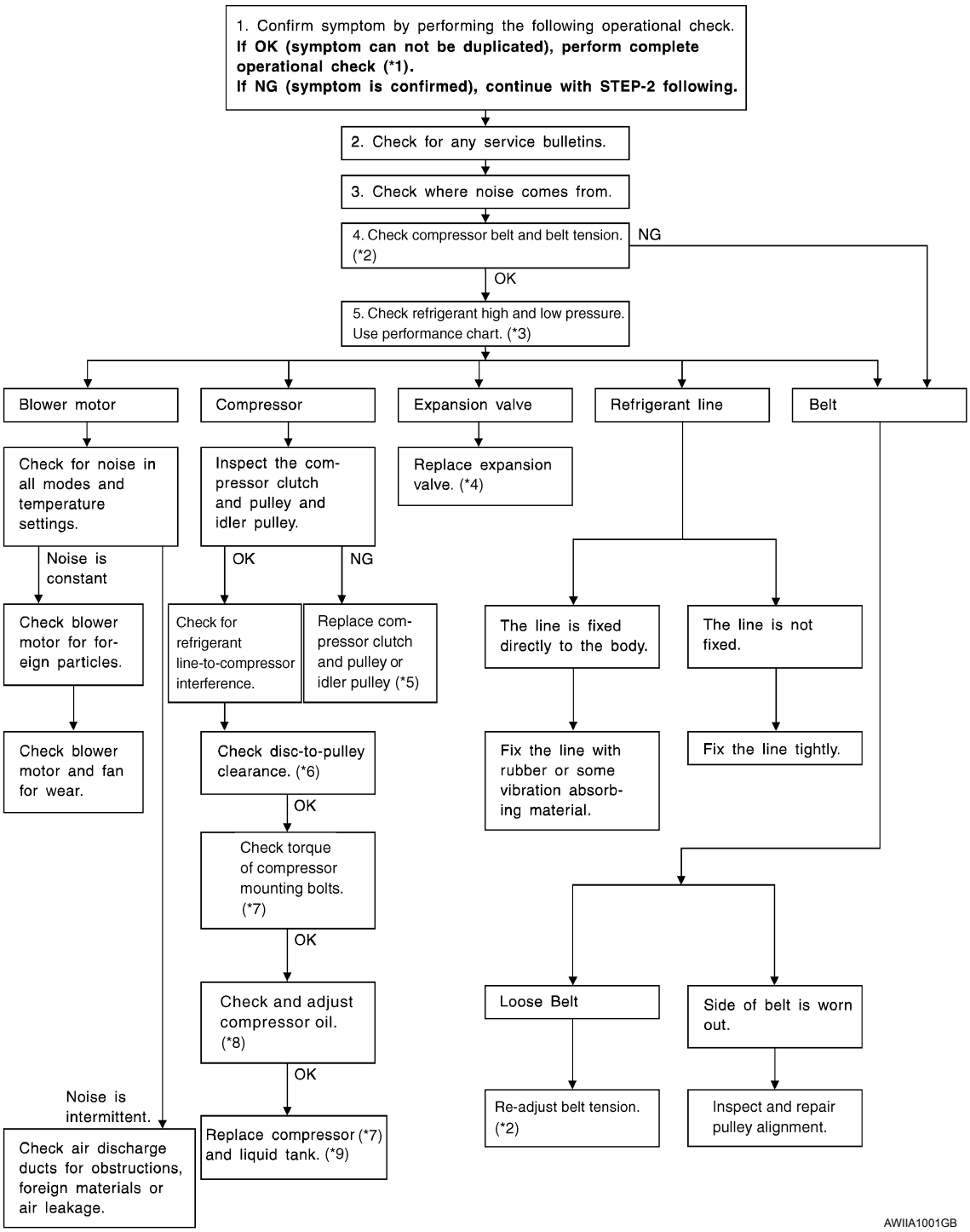
NOISE

Component Function Check

INFOID:0000000007326910

SYMPTOM: Noise

INSPECTION FLOW



*1	HAC-6, "Operational Check"	*2	EM-14, "Checking Drive Belts" (QR25DE) or EM-128, "Checking Drive Belts" (VQ40DE)	*3	HAC-132, "Performance Chart"
*4	HA-39, "Removal and Installation"	*5	HA-30, "Removal and Installation for Compressor Clutch"	*6	HA-30, "Removal and Installation for Compressor Clutch"
*7	HA-28, "Removal and Installation for Compressor"	*8	HA-18, "Maintenance of Oil Quantity in Compressor"	*9	HA-37, "Removal and Installation"

PRECAUTION

PRECAUTIONS

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

INFOID:0000000007808593

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 SR 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 SR 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 WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- **When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.**
- **When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery and wait at least three minutes before performing any service.**

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

INFOID:0000000007326912

WARNING:

- **CFC-12 (R-12) refrigerant and HFC-134a (R-134a) refrigerant are not compatible. If the refrigerants are mixed compressor failure is likely to occur. Refer to HA-4, "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 oil for the HFC-134a (R-134a) A/C system and HFC-134a (R-134a) components. If oil other than that specified is used, compressor failure is likely to occur.**
- **The specified HFC-134a (R-134a) oil rapidly absorbs moisture from the atmosphere. The following handling precautions must be observed:**
- **When removing refrigerant components from a vehicle, immediately cap (seal) the component to minimize the entry of moisture from the atmosphere.**
- **When installing refrigerant components to a vehicle, do not remove the caps (unseal) until just before connecting the components. Connect all refrigerant loop components as quickly as possible to minimize the entry of moisture into system.**
- **Only use the specified oil from a sealed container. Immediately reseal containers of oil. Without proper sealing, oil will become moisture saturated and should not be used.**
- **Avoid breathing A/C refrigerant and oil vapor or mist. Exposure may irritate eyes, nose and throat. Remove HFC-134a (R-134a) from the A/C system using certified service equipment meeting requirements of SAE J2210 [HFC-134a (R-134a) recycling equipment], or J2209 [HFC-134a (R-134a) recycling equipment], If accidental system discharge occurs, ventilate work area before resuming service. Additional health and safety information may be obtained from refrigerant and oil manufacturers.**
- **Do not allow A/C oil to come in contact with styrofoam parts. Damage may result.**

CONTAMINATED REFRIGERANT

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

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

Precaution for Service Equipment

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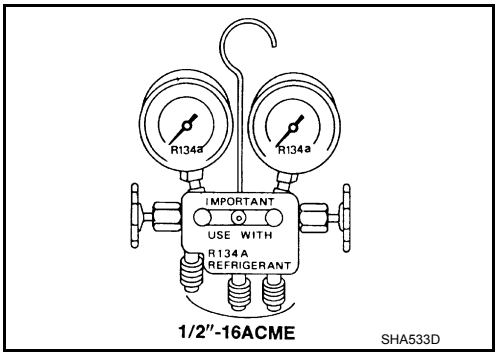
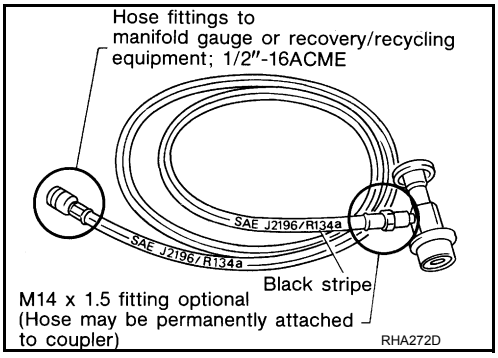
MANIFOLD GAUGE SET

Be certain that the gauge face indicates 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 oil.



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.



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. However, if an improper connection is attempted, discharging and contamination may occur.

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