

SECTION HAC

HEATER & AIR CONDITIONING CONTROL SYSTEM

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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

How to Perform Trouble Diagnosis For Quick And Accurate Repair

INFOID:000000006243614

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-5, "Operational Check \(Front\)"](#) or [HAC-6, "Operational Check \(Rear\)"](#).

Is the inspection result normal?

YES >> GO TO 4

NO >> GO TO 5

4. GO TO APPROPRIATE TROUBLE DIAGNOSIS

Go to appropriate trouble diagnosis. Refer to [HAC-111, "Symptom Matrix Chart"](#).

Is the inspection result normal?

>> GO TO 5.

5. PERFORM THE A/C AUTO AMP SELF-DIAGNOSIS

Perform A/C auto amp. self-diagnosis. Refer to [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#).

>> If any diagnostic trouble codes set. Refer to [HAC-25, "A/C System Self-Diagnosis Code Chart"](#).

>> Confirm the repair by performing operational check. Refer to [HAC-5, "Operational Check \(Front\)"](#) or [HAC-6, "Operational Check \(Rear\)"](#).

INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

[AUTOMATIC AIR CONDITIONER]

INSPECTION AND ADJUSTMENT

Operational Check (Front)

INFOID:00000006243615

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

Conditions : Engine running and at normal operating temperature

CHECKING MEMORY FUNCTION

1. Set the temperature to 32°C (90°F).
2. Press the OFF switch.
3. Turn ignition switch OFF.
4. Turn ignition switch ON.
5. Press the AUTO switch.
6. Confirm that the set temperature remains at previous temperature.

7. Press the OFF switch.

If NG, go to trouble diagnosis procedure for [HAC-124, "Memory Function Check"](#).

If OK, continue with next check.


CHECKING BLOWER

1. Press the blower speed control switch (+) once, blower should operate on low speed. The fan display should have one bar lit (on display).
2. Press the blower speed control switch (+) again, and continue checking blower speed and fan display until all speeds are checked.
3. Leave blower on maximum speed.

If NG, go to trouble diagnosis procedure for [HAC-42, "Front Blower Motor Diagnosis Procedure"](#).

If OK, continue with next check.

CHECKING DISCHARGE AIR

1. Press MODE switch four times and the DEF  switch.
2. Each position indicator should change shape (on display).
3. Confirm that discharge air comes out according to the air distribution table. Refer to [HAC-18, "Discharge Air Flow \(Front\)"](#).

Mode door position is checked in the next step.



If NG, go to trouble diagnosis procedure for [HAC-27, "Mode Door Motor \(Front\) Diagnosis Procedure"](#).

If OK, continue the check.

NOTE:

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





CHECKING RECIRCULATION (, ONLY)

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-39, "Intake Door Motor Diagnosis Procedure"](#).

If OK, continue the check.

NOTE:

Confirm that the compressor clutch is engaged (sound or visual inspection) and intake door position is at fresh when the FOOT, DEF or D/F is selected. REC () is not allowed in DEF () D/F () or FOOT ().

CHECKING TEMPERATURE DECREASE

1. Rotate temperature control dial (drive or passenger) counterclockwise until 18°C (60°F) is displayed.
2. Check for cold air at appropriate discharge air outlets.

INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

[AUTOMATIC AIR CONDITIONER]

If NG, listen for sound of air mix door motor operation. If OK, go to trouble diagnosis procedure for [HAC-112, "Component Function Check"](#). If air mix door motor appears to be malfunctioning, go to [HAC-31, "Air Mix Door Motor \(Driver\) Component Function Check"](#).

If OK, continue the check.

CHECKING TEMPERATURE INCREASE

1. Rotate temperature control dial clockwise (drive or passenger) until 32°C (90°F) is displayed.
2. Check for hot air at appropriate discharge air outlets.

If NG, listen for sound of air mix door motor operation. If OK, go to trouble diagnosis procedure for [HAC-120, "Component Function Check"](#). If air mix door motor appears to be malfunctioning, go to [HAC-31, "Air Mix Door Motor \(Driver\) Component Function Check"](#).

If OK, continue with next check.

CHECK A/C SWITCH

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

NOTE:

If current mode setting is DEF or D/F, compressor clutch will already be engaged and cannot be turned off.

If NG, go to trouble diagnosis procedure for [HAC-69, "Magnet Clutch Diagnosis Procedure"](#).

If OK, continue with next check.

CHECKING AUTO MODE

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

If NG, go to trouble diagnosis procedure for [HAC-91, "A/C Auto Amp Power and Ground Diagnosis Procedure"](#), then if necessary, trouble diagnosis procedure for [HAC-69, "Magnet Clutch Diagnosis Procedure"](#).

If all operational checks are OK (inspection results are normal), go to malfunction Simulation Tests in [HAC-4, "How to Perform Trouble Diagnosis For Quick And Accurate Repair"](#) and perform tests as outlined to simulate driving conditions environment. If symptom appears. Refer to [HAC-111, "Symptom Matrix Chart"](#), and perform applicable trouble diagnosis procedures.

Operational Check (Rear)

INFOID:000000006243616

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

Conditions : Engine running and at normal operating temperature

CHECKING REAR BLOWER MOTOR

1. Turn the ignition switch ON.
2. Rotate rear air control (front) blower control dial to low speed.
3. Rotate the blower control dial clockwise and continue checking blower speed until all speeds are checked.
4. Leave blower on maximum speed.
5. Press the REAR CTRL switch from the rear air control (front).
6. Rotate rear air control (rear) blower control dial to low speed.
7. Rotate the blower control dial clockwise and continue checking blower speed until all speeds are checked.
8. Leave blower on maximum speed.

If NG, go to trouble diagnosis procedure for [HAC-48, "Rear Blower Motor Component Function Check"](#).

If OK, continue with next check.

CHECKING REAR TEMPERATURE DECREASE

1. Press the REAR CTRL switch (indicator off).
2. Rotate the rear air control (front) temperature control dial counterclockwise to maximum cold.
3. Check for cold air at appropriate discharge air outlets.

INSPECTION AND ADJUSTMENT

[AUTOMATIC AIR CONDITIONER]

< BASIC INSPECTION >

4. Press the REAR CTRL switch (indicator on) from the rear air control (front).
5. Rotate the rear air control (rear) temperature control dial counterclockwise to maximum cold.
6. 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-57. "Rear Air Control Component Function Check"](#). If air mix door motor appears to be malfunctioning, go to [HAC-58. "Rear Air Control \(Front\) Diagnosis Procedure"](#).

If OK, continue with next check.

CHECKING REAR TEMPERATURE INCREASE

1. Press the REAR CTRL switch (indicator off).
2. Rotate the rear air control (front) temperature control dial clockwise to maximum heat.
3. Check for hot air at appropriate discharge air outlets.
4. Press the REAR CTRL switch (indicator on) from the rear air control (front).
5. Rotate the rear air control (rear) temperature control dial clockwise to maximum heat.
6. 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-120. "Component Function Check"](#). If air mix door motor appears to be malfunctioning, go to [HAC-58. "Rear Air Control \(Front\) Diagnosis Procedure"](#).

If NG, go to trouble diagnosis procedure for [HAC-120. "Component Function Check"](#).

If all operational checks are OK (inspection results are normal), go to [HAC-4. "How to Perform Trouble Diagnosis For Quick And Accurate Repair"](#) and perform tests as outlined. If symptom appears, refer to [HAC-111. "Symptom Matrix Chart"](#) and perform applicable trouble diagnosis procedures.

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FUNCTION INFORMATION

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[AUTOMATIC AIR CONDITIONER]

SYSTEM DESCRIPTION

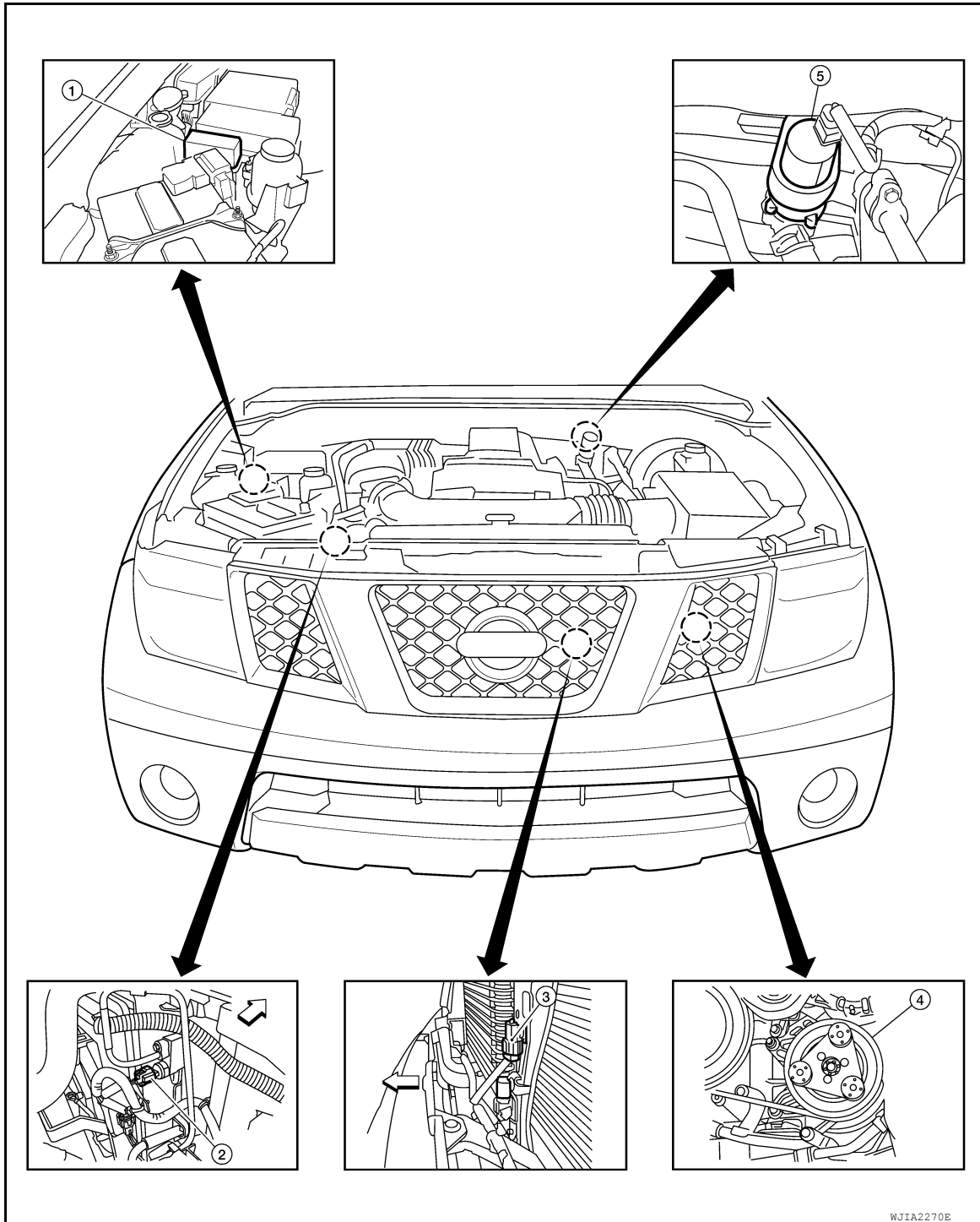
FUNCTION INFORMATION

Component Part Location

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ENGINE COMPARTMENT

VQ40DE



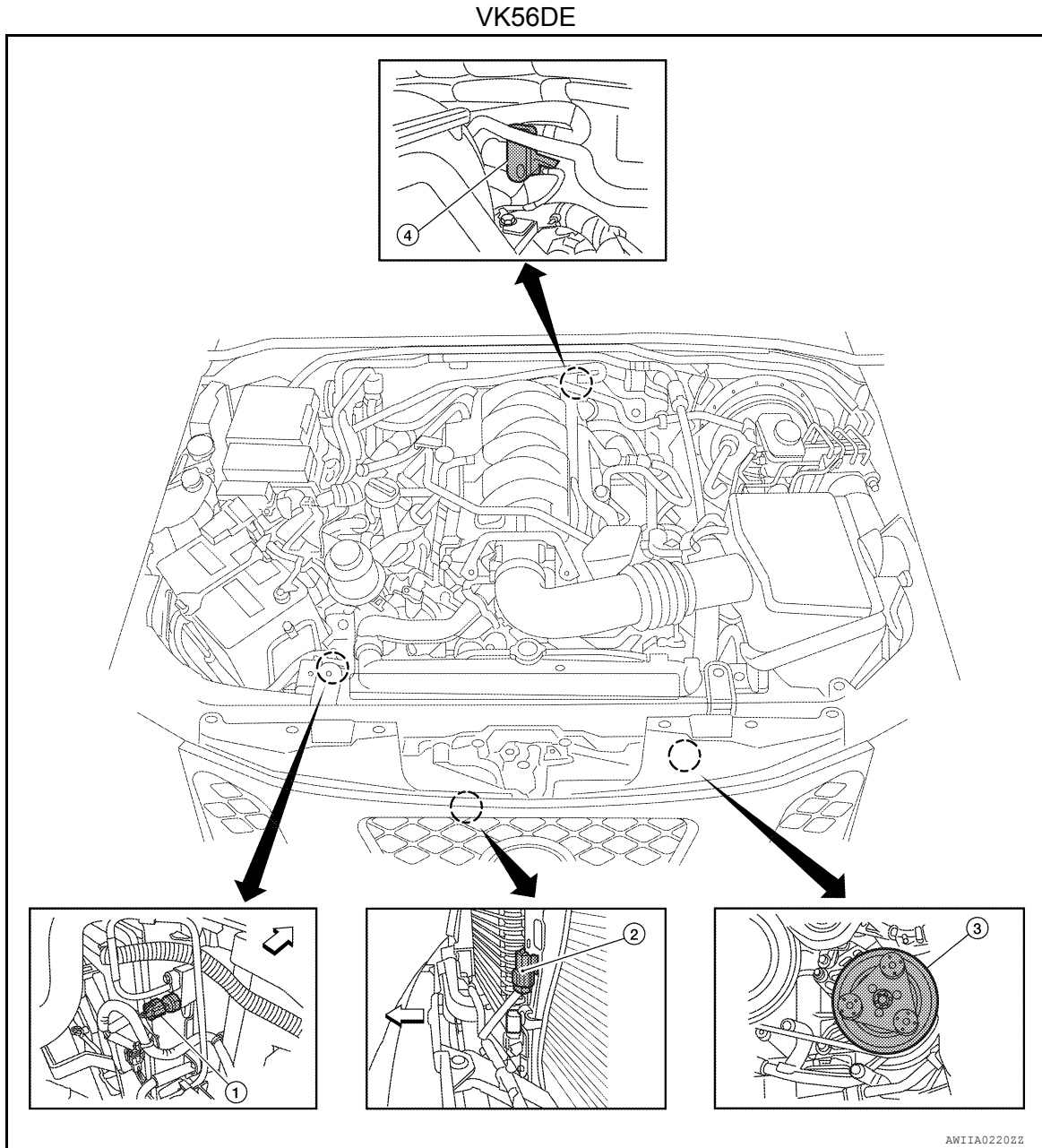
WJIA2270E

1. Heater pump relay E144
2. Refrigerant pressure sensor E48
(View with battery removed)
3. Ambient sensor E1 (View with grille removed)
4. A/C compressor F3
5. Heater pump E141

FUNCTION INFORMATION

< SYSTEM DESCRIPTION >

[AUTOMATIC AIR CONDITIONER]



1. Refrigerant pressure sensor E50
(View with battery removed)
←: Front

2. Ambient sensor E1 (View with grille removed)

3. A/C compressor F3

4. Water valve F68

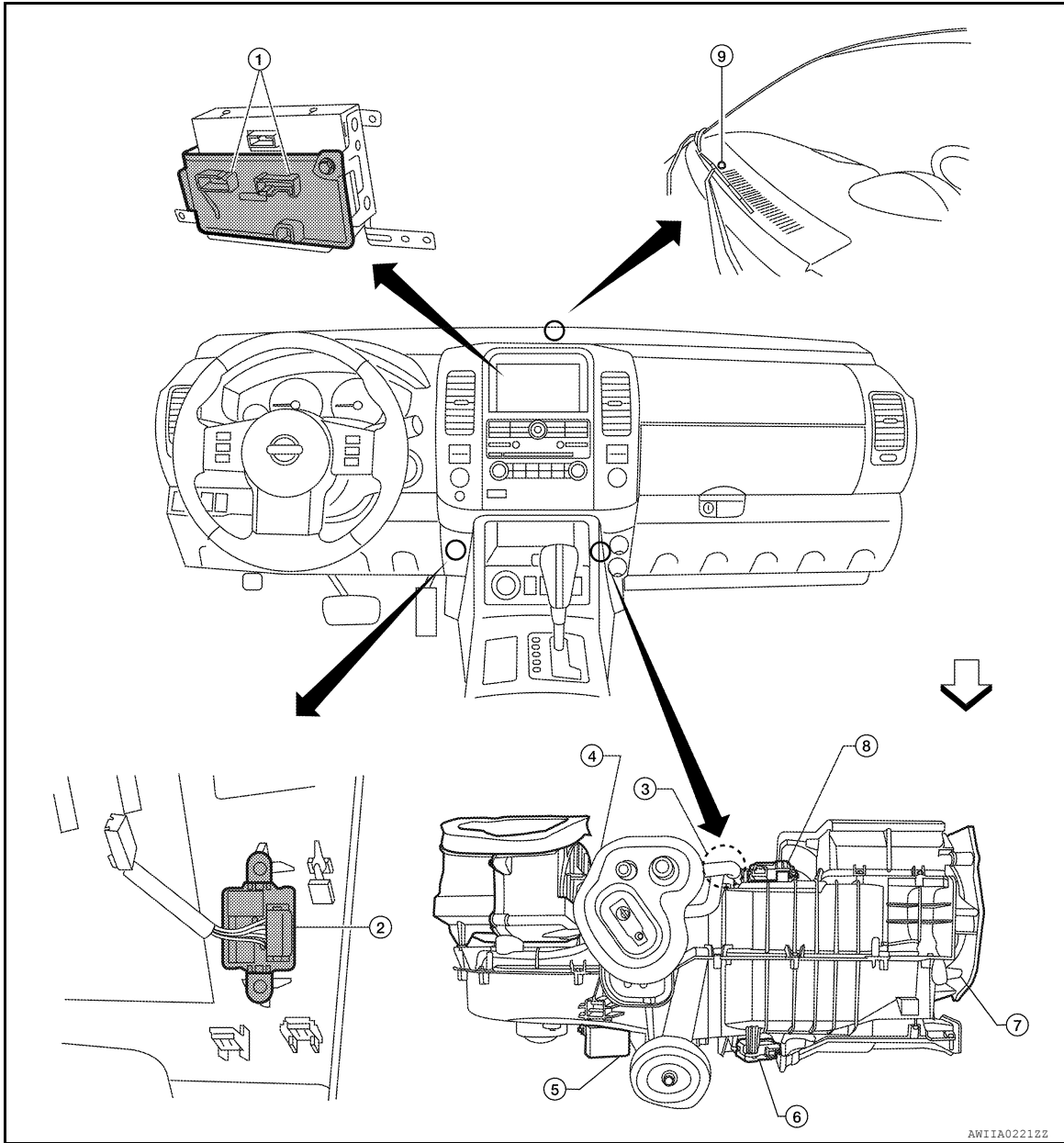
PASSENGER COMPARTMENT

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FUNCTION INFORMATION

< SYSTEM DESCRIPTION >

[AUTOMATIC AIR CONDITIONER]



- | | | |
|---------------------------------|---|-------------------------------------|
| 1. A/C Auto amp. M49, M50 | 2. In-vehicle sensor M32 | 3. Intake sensor M146 |
| 4. Intake door motor M58 | 5. Variable blower control (front) M122 | 6. Air mix door motor (driver) M147 |
| 7. Mode door motor (front) M142 | 8. Air mix door motor (passenger) M143 | 9. Optical sensor M145 |

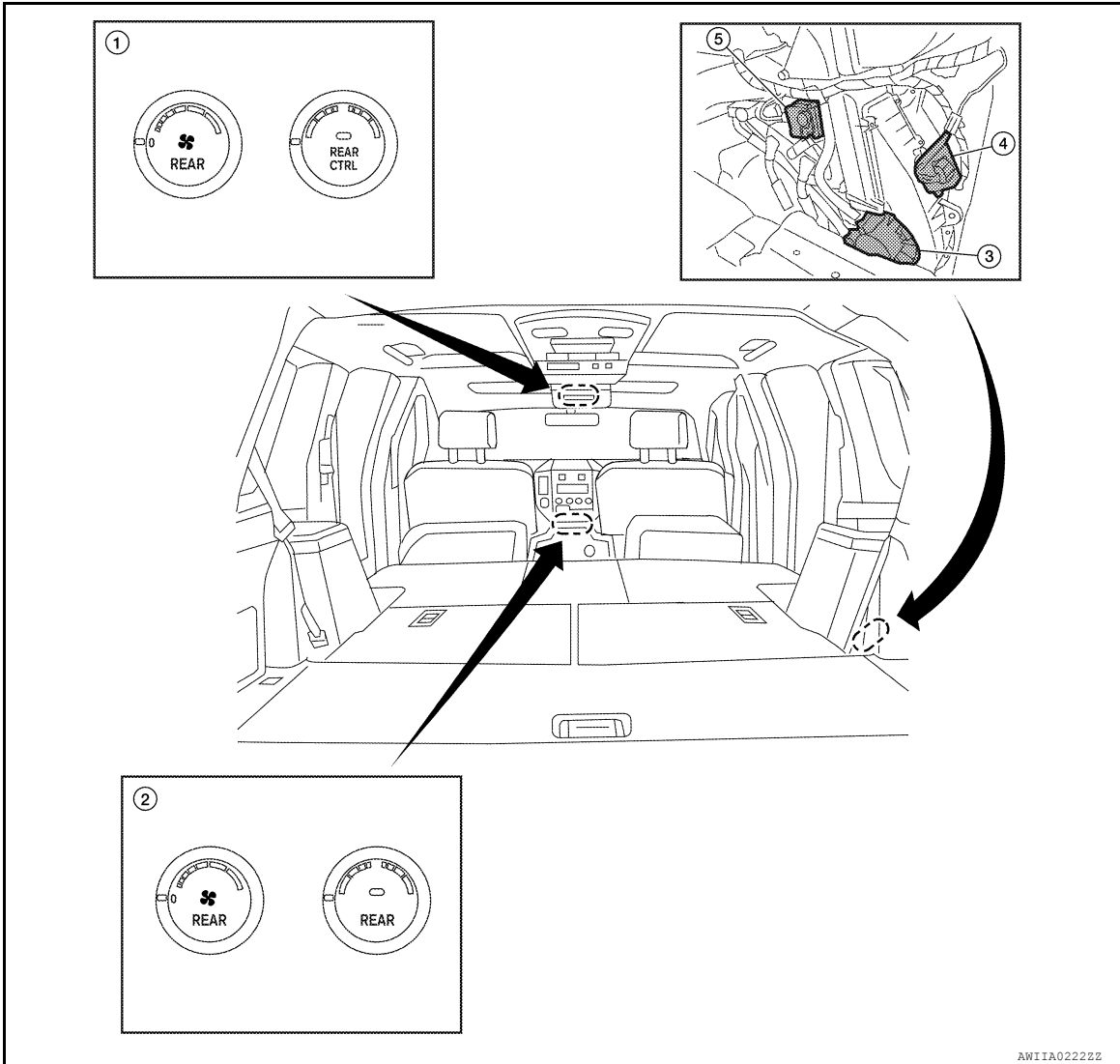
← :Front

FUNCTION INFORMATION

< SYSTEM DESCRIPTION >

[AUTOMATIC AIR CONDITIONER]

REAR PASSENGER COMPARTMENT



- 1. Rear air control (front) R2
- 2. Rear air control (rear) M208
- 3. Rear blower motor B501
- 4. Variable blower control (rear) B133
- 5. Air mix door motor (rear) B155

Symptom Table

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Symptom	Reference Page
A/C system does not come on.	Go to Trouble Diagnosis Procedure for A/C System. HAC-90
A/C system display is malfunctioning (with NAVI).	Go to Navigation System. AV-335
A/C system display is malfunctioning (without NAVI).	Go to Mid-level Audio System. AV-164
A/C system cannot be controlled.	Go to Self-diagnosis Function. HAC-24
Air outlet does not change.	Go to Trouble Diagnosis Procedure for Mode Door Motor. HAC-27
Mode door motor is malfunctioning.	
Discharge air temperature does not change.	Go to Trouble Diagnosis Procedure for Air Mix Door Motor. HAC-31
Air mix door motor is malfunctioning.	

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FUNCTION INFORMATION

< SYSTEM DESCRIPTION >

[AUTOMATIC AIR CONDITIONER]

Symptom	Reference Page	
Intake door does not change.	Go to Trouble Diagnosis Procedure for Intake Door Motor.	HAC-39
Intake door motor is malfunctioning.		
Front blower motor operation is malfunctioning.	Go to Trouble Diagnosis Procedure for Front Blower Motor.	HAC-42
Rear blower motor operation is malfunctioning.	Go to Trouble Diagnosis Procedure for Rear Blower Motor.	HAC-48
Rear discharge air temperature and/or air outlet does not change.	Go to Trouble Diagnosis Procedure for Rear Air Control circuit.	HAC-57
Magnet clutch does not engage.	Go to Trouble Diagnosis Procedure for Magnet Clutch.	HAC-69
Insufficient cooling	Go to Trouble Diagnosis Procedure for Insufficient Cooling.	HAC-112
Insufficient heating	Go to Trouble Diagnosis Procedure for Insufficient Heating.	HAC-120
Noise	Go to Trouble Diagnosis Procedure for Noise.	HAC-122
Self-diagnosis cannot be performed.	Go to Trouble Diagnosis Procedure for Self-diagnosis.	HAC-90
Memory function does not operate.	Go to Trouble Diagnosis Procedure for Memory Function.	HAC-124

REFRIGERATION SYSTEM

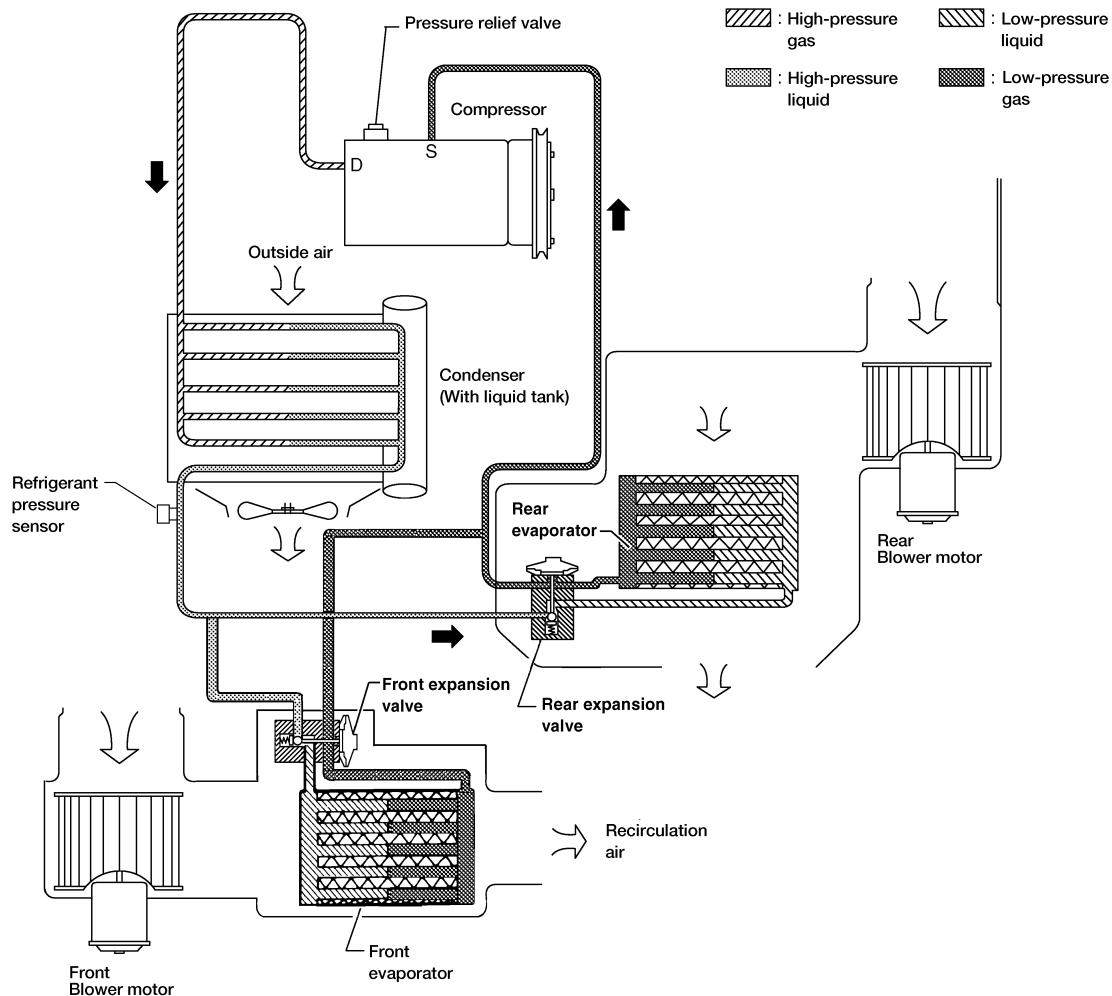
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[AUTOMATIC AIR CONDITIONER]

REFRIGERATION SYSTEM

Refrigerant Cycle

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REFRIGERANT FLOW

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

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:000000006243620

REFRIGERANT PRESSURE SENSOR

REFRIGERATION SYSTEM

< SYSTEM DESCRIPTION >

[AUTOMATIC AIR CONDITIONER]

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

PRESSURE RELIEF VALVE

The refrigerant system is also protected by a pressure relief valve, located in the rear head of the compressor. When the pressure of refrigerant in the system increases to an abnormal level [more than 2,990 kPa (30.5 kg/cm², 433.6 psi)], the release port on the pressure relief valve automatically opens and releases refrigerant into the atmosphere.

AUTOMATIC AIR CONDITIONER SYSTEM

< SYSTEM DESCRIPTION >

[AUTOMATIC AIR CONDITIONER]

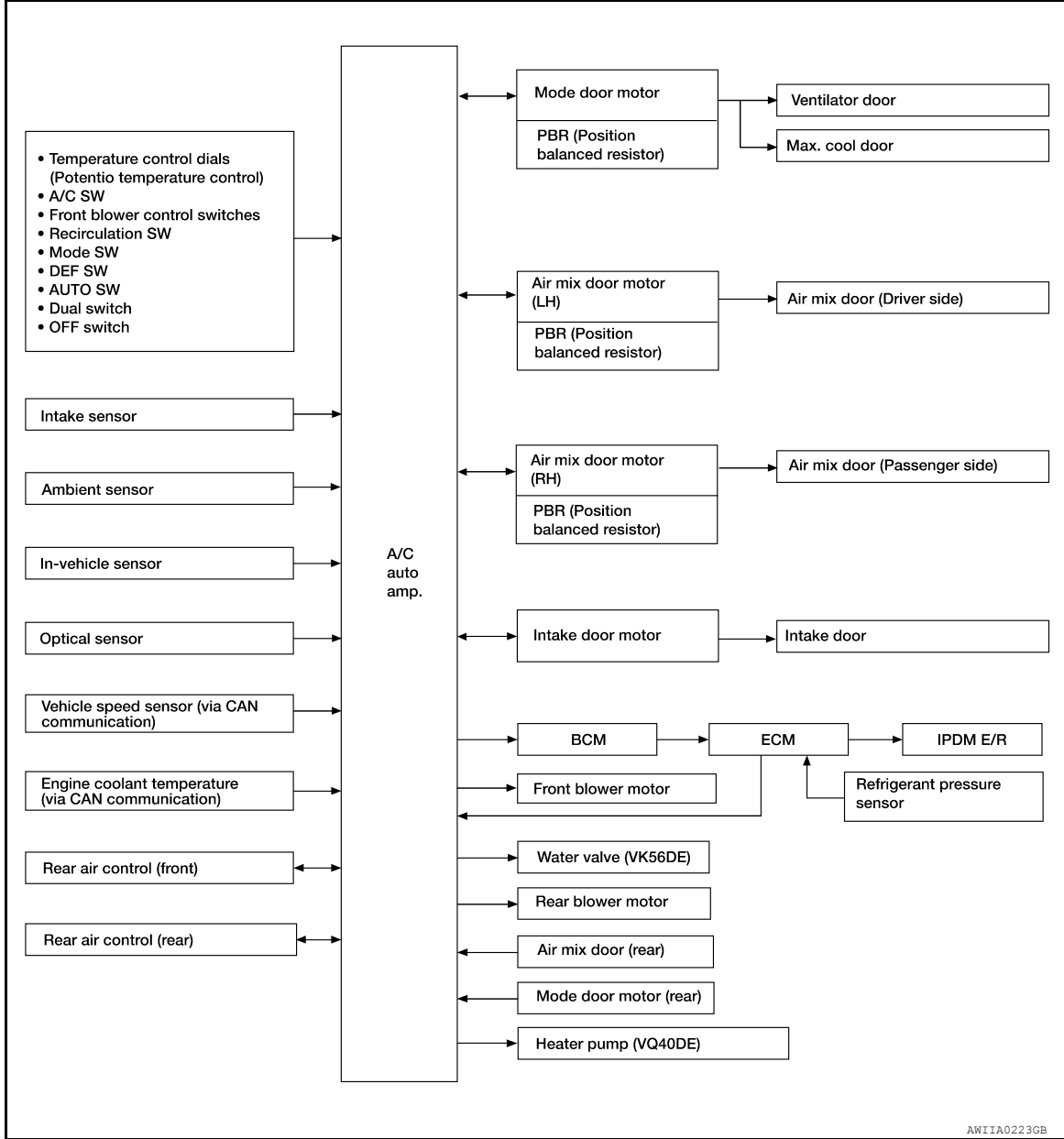
AUTOMATIC AIR CONDITIONER SYSTEM

Control System Diagram

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CONTROL SYSTEM

The control system consists of input sensors, switches, the A/C auto amp. (microcomputer) and outputs. The relationship of these components is shown in the figure below:



Control System Description

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CONTROL OPERATION

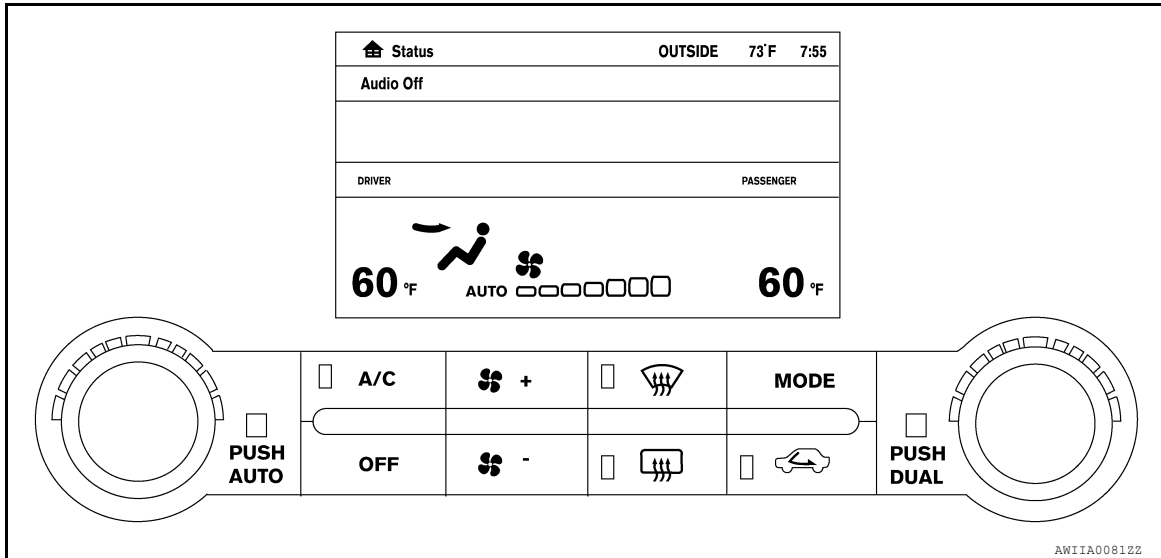
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AUTOMATIC AIR CONDITIONER SYSTEM

< SYSTEM DESCRIPTION >

[AUTOMATIC AIR CONDITIONER]

A/C Auto Amp.



DISPLAY SCREEN

Displays the operational status of the system.

AUTO SWITCH

- Pressing the AUTO switch will illuminate the LED and "Auto" will be visible on the display. The A/C indicator will illuminate.
- The A/C compressor, intake door, air mix doors, outlet doors and blower speed are automatically controlled so that the in-vehicle temperature will reach, and be maintained at the set temperature selected by the operator.
- When pressing AUTO switch, air inlet, air outlet, blower speed, and discharge air temperature are automatically controlled.
- A partial AUTO mode can be achieved by only changing the blower speed or by changing the mode position. If both the blower speed and the mode positions are changed, the AUTO mode will be cancelled.

TEMPERATURE CONTROL DIAL (DRIVER)

Increases or decreases the set temperature.

TEMPERATURE CONTROL DIAL (PASSENGER)

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, at the D/F position, or in foot position.

DEFROSTER () SWITCH

Positions the air outlet doors to the defrost position. Also positions the intake doors to the outside air position, and turns A/C compressor ON.

REAR WINDOW DEFOGGER SWITCH

When switch is ON, rear window and door mirrors are defogged.

OFF SWITCH

The A/C compressor and blower are OFF, the intake doors are set to the outside air position, and the air outlet doors are set to the foot (75% foot and 25% defrost) position.

A/C SWITCH

The compressor is ON or OFF.

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

MODE SWITCH

Controls the air discharge outlets.

AUTOMATIC AIR CONDITIONER SYSTEM

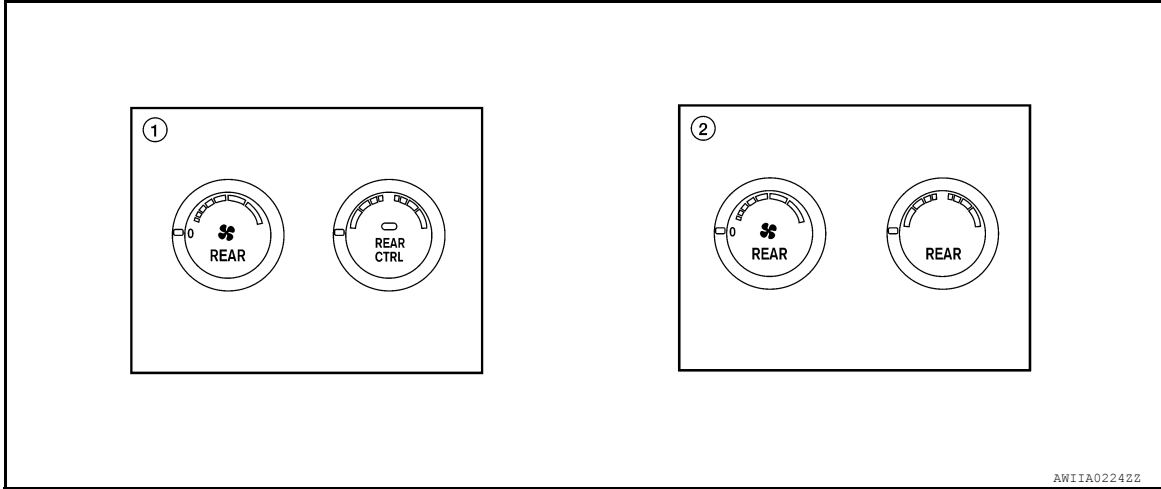
[AUTOMATIC AIR CONDITIONER]

< SYSTEM DESCRIPTION >

FRONT BLOWER CONTROL SWITCHES

Manually control the blower speed.

Rear Air Controls



1. Rear air control (front)

2. Rear air control (rear)

TEMPERATURE CONTROL DIAL (TEMPERATURE AND MODE CONTROL)

The temperature increases or decreases the set temperature. The mode also changes from foot at full hot setting, to foot/vent at mid-range (warm) setting, and then to vent at full cold setting.

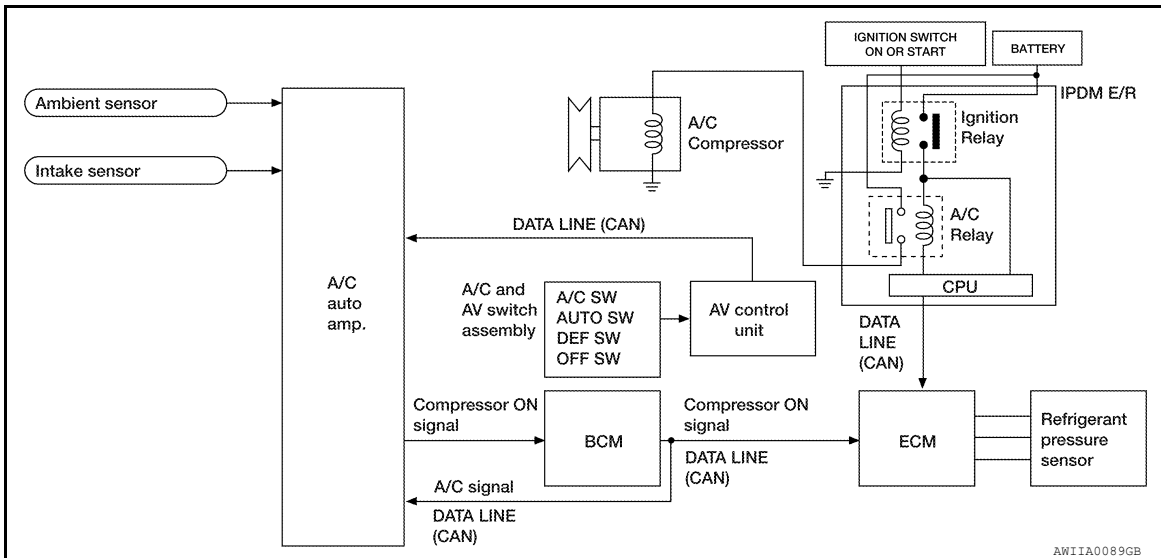
REAR BLOWER CONTROL DIAL (FRONT)

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

REAR BLOWER CONTROL DIAL (REAR)

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

MAGNET CLUTCH CONTROL



When A/C switch or DEF switch is pressed, A/C auto amp. inputs compressor ON signal to BCM. BCM sends compressor ON signal to ECM and A/C auto amp., via CAN communication line.

AUTOMATIC AIR CONDITIONER SYSTEM

[AUTOMATIC AIR CONDITIONER]

< SYSTEM DESCRIPTION >

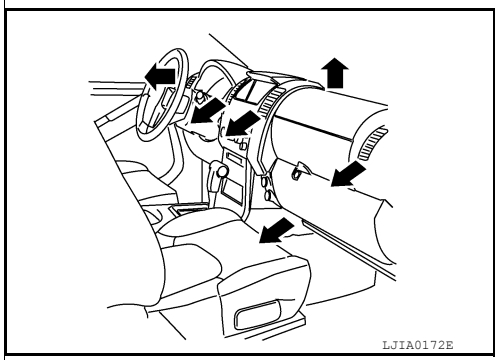
ECM judges whether compressor can be turned ON, based on each sensor status (refrigerant pressure sensor signal, throttle angle sensor, etc.). If it judges compressor can be turned ON, it sends compressor ON signal to IPDM E/R, via CAN communication line.

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

Discharge Air Flow (Front)

INFOID:000000006243623

Mode door position	Air outlet/distribution		
	Vent	Foot	Defroster
	100%	0%	—
	60%	40%	—
	18%	64%	18%
	14%	53%	33%
	—	13%	87%



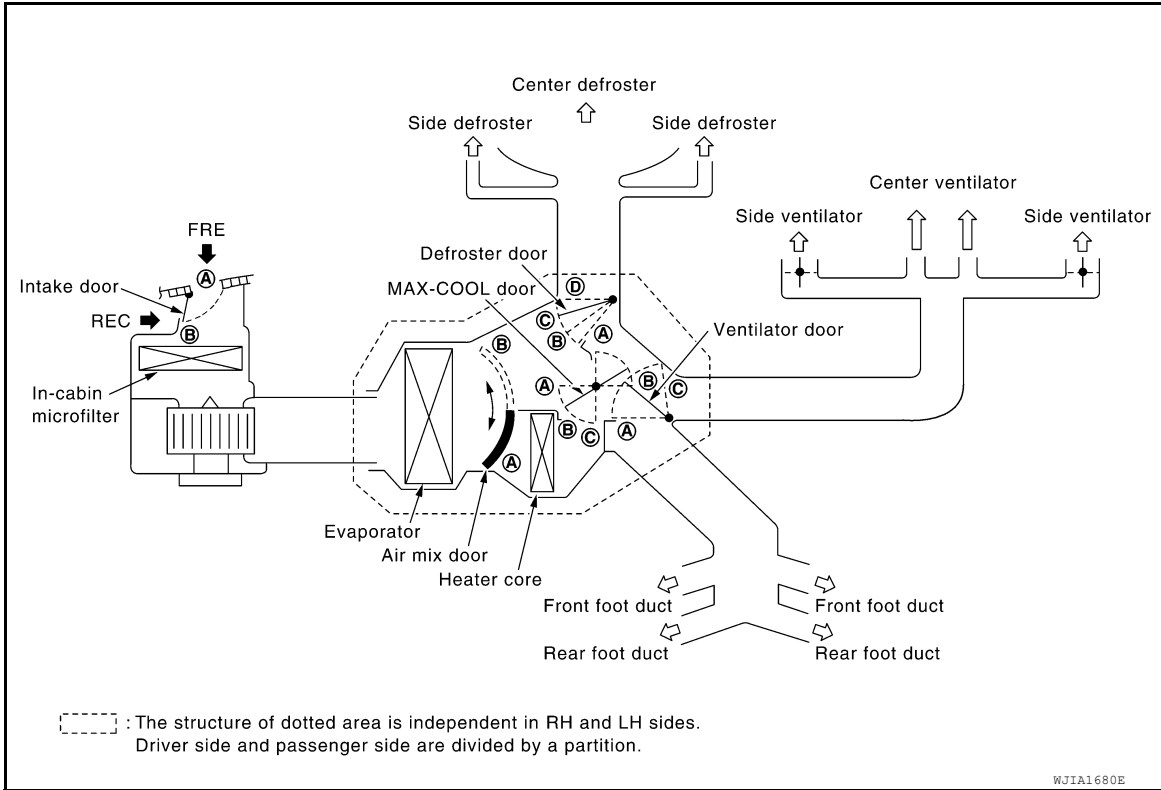
AUTOMATIC AIR CONDITIONER SYSTEM

< SYSTEM DESCRIPTION >

[AUTOMATIC AIR CONDITIONER]

Switches And Their Control Function (Front)

INFOID:000000006243624



Position or switch	MODE SW				DEF SW		REC SW		Temperature control dial			OFF SW
	VENT	B/L	FOOT	D/F	ON	OFF	ON	OFF				OFF SW
									COLD	~	HOT	OFF SW
Ventilator door	(A)	(B)	(C)	(C)	(C)							(C)
MAX-COOL door	(A)	(B)	(B)	(B)	(C)							(B)
Defroster door	(D)	(D)	(D _{or} C)	(B)	(A)							(C)
Intake door	—				(B)		(A)	(B)				(B)
Air mix door	—								(A)	AUTO	(B)	—

AWIIA0236GB

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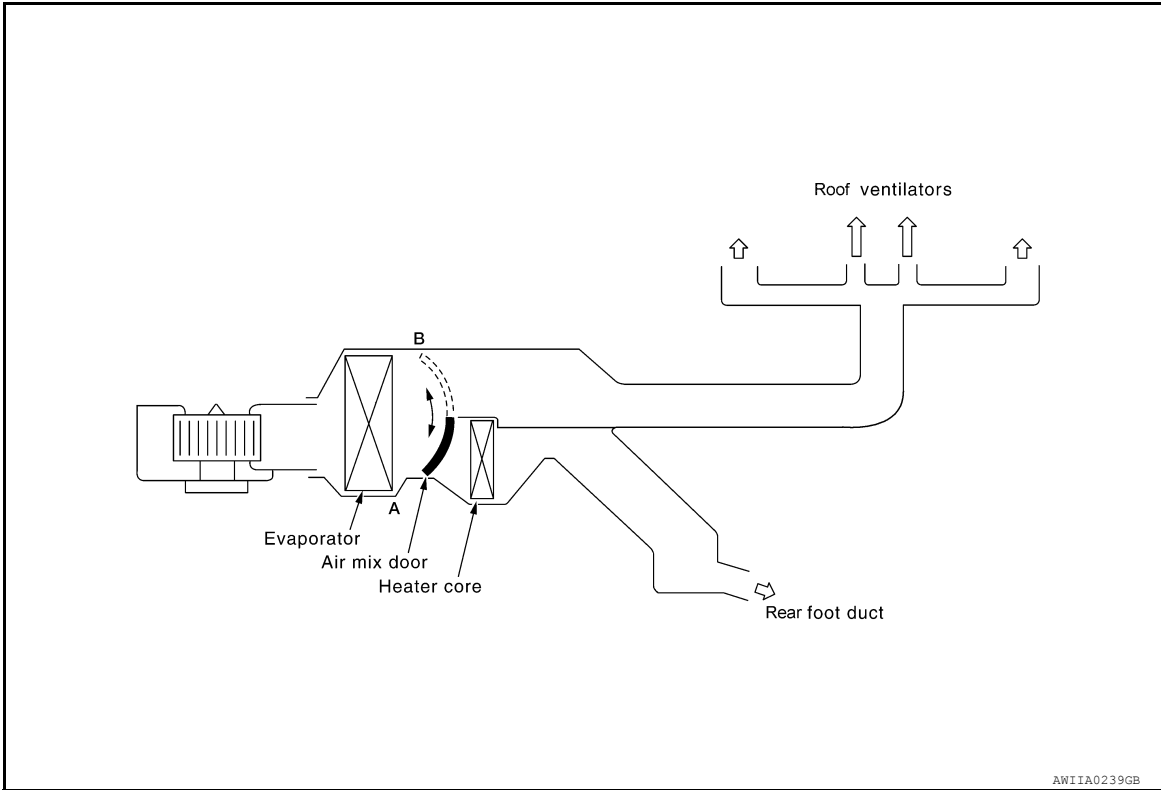
AUTOMATIC AIR CONDITIONER SYSTEM

< SYSTEM DESCRIPTION >

[AUTOMATIC AIR CONDITIONER]

Switches And Their Control Function (Rear)

INFOID:000000006243625



AWIIA0239GB

	Rear Temp Control Dial (Front)			OFF SW
Door	COLD	~	HOT	OFF
Mode door	Fixed Position			
Air mix door	(A)		(B)	—

AWIIA0240GB

DIAGNOSIS SYSTEM (HVAC)

[AUTOMATIC AIR CONDITIONER]

< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM (HVAC)

CONSULT-III Function (HVAC)

INFOID:000000006243626

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

Diagnostic mode	Description
SELF DIAGNOSTIC RESULT	Displays A/C auto amp. self-diagnosis results.
DATA MONITOR	Displays A/C auto amp. input/output data in real time.
CAN DIAG SUPPORT MNTR	The result of transmit/receive diagnosis of CAN communication can be read.
ECU IDENTIFICATION	A/C auto amp. part number can be read.

SELF-DIAGNOSIS

Display Item List

DTC	Description	Reference page
B2573	Battery voltage out of range	CHG-5, "Work Flow"
B2578	In-vehicle sensor circuit out of range (low)	HAC-82, "In-Vehicle Sensor Diagnosis Procedure"
B2579	In-vehicle sensor circuit out of range (high)	
B257B	Ambient sensor circuit short	HAC-79, "Ambient Sensor Diagnosis Procedure"
B257C	Ambient sensor circuit open	
B257F	Optical sensor (Driver) circuit open or short	HAC-85, "Optical Sensor Diagnosis Procedure"
B2580	Optical sensor (Passenger) circuit open or short	
B2581	Intake sensor circuit short	HAC-87, "Intake Sensor Diagnosis Procedure"
B2582	Intake sensor circuit open	
U1000	CAN bus fault	LAN-4, "System Description"

DATA MONITOR

Display Item List

Monitor item	Value	Contents
BATT VIA CAN	"V"	Displays battery voltage signal.
IGN VIA CAN	"ON/OFF"	Displays ignition switch signal.
DVR SUNLD SEN	"w/m2"	Displays optical sensor (driver) signal.
PAS SUNLD SEN	"w/m2"	Displays optical sensor (passenger) signal.
AMB TEMP SEN	"°C/°F"	Displays ambient sensor signal.
EVAP TEMP SEN	"°C/°F"	Displays intake sensor signal.
INCAR TMP SEN	"°C/°F"	Displays in-vehicle sensor signal.
RR TEMPSET FR	"V"	Displays air mix door (front) set point signal.
RR TEMPSET RR	"V"	Displays air mix door (rear) set point signal.
MODE FDBCK	"V"	Displays mode door motor feedback signal.
DVR MIX FDBCK	"V"	Displays air mix door motor (driver) feedback signal.
PAS MIX FDBCK	"V"	Displays air mix door motor (passenger) feedback signal.
RR FDBCK	"V"	Displays air mix door motor (rear) feedback signal.

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

[AUTOMATIC AIR CONDITIONER]

DIAGNOSIS SYSTEM (BCM)

COMMON ITEM

COMMON ITEM : CONSULT-III Function (BCM - COMMON ITEM)

INFOID:000000006710643

APPLICATION ITEM

CONSULT-III 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	<ul style="list-style-type: none"> 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			×				
Intelligent Key system	INTELLIGENT KEY			×				
Combination switch	COMB SW			×				
BCM	BCM	×	×			×	×	×
Immobilizer	IMMU		×	×	×			
Interior room lamp battery saver	BATTERY SAVER			×	×	×		
Back door open	TRUNK			×	×			
Vehicle security system	THEFT ALM			×	×	×		
RAP system	RETAINED PWR			×	×	×		
Signal buffer system	SIGNAL BUFFER			×	×			
TPMS	AIR PRESSURE MONITOR		×	×	×	×		
Panic alarm system	PANIC ALARM				×			

DIAGNOSIS SYSTEM (BCM)

[AUTOMATIC AIR CONDITIONER]

< SYSTEM DESCRIPTION >

AIR CONDITIONER

AIR CONDITIONER : CONSULT-III Function (BCM - AIR CONDITIONER) INFOID:000000006710644

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.

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HAC

SELF-DIAGNOSIS FUNCTION

< SYSTEM DESCRIPTION >

[AUTOMATIC AIR CONDITIONER]

SELF-DIAGNOSIS FUNCTION

A/C Auto Amp. Self-Diagnosis

INFOID:000000006243629

A/C SYSTEM SELF-DIAGNOSIS FUNCTION

The self-diagnosis function is built into the A/C auto amp. to quickly locate the cause of malfunctions.

DESCRIPTION

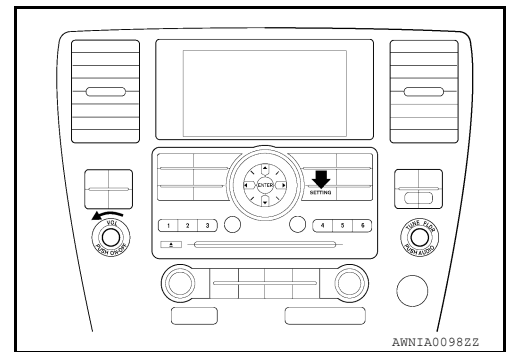
The self-diagnostic system diagnoses sensors, CAN system, and battery voltage on A/C auto amp. Refer to applicable sections (items) for details. Fault codes (if any are present) will be displayed in the ambient temperature display area. Refer to [HAC-25. "A/C System Self-Diagnosis Code Chart"](#).

SELF-DIAGNOSTIC MODE

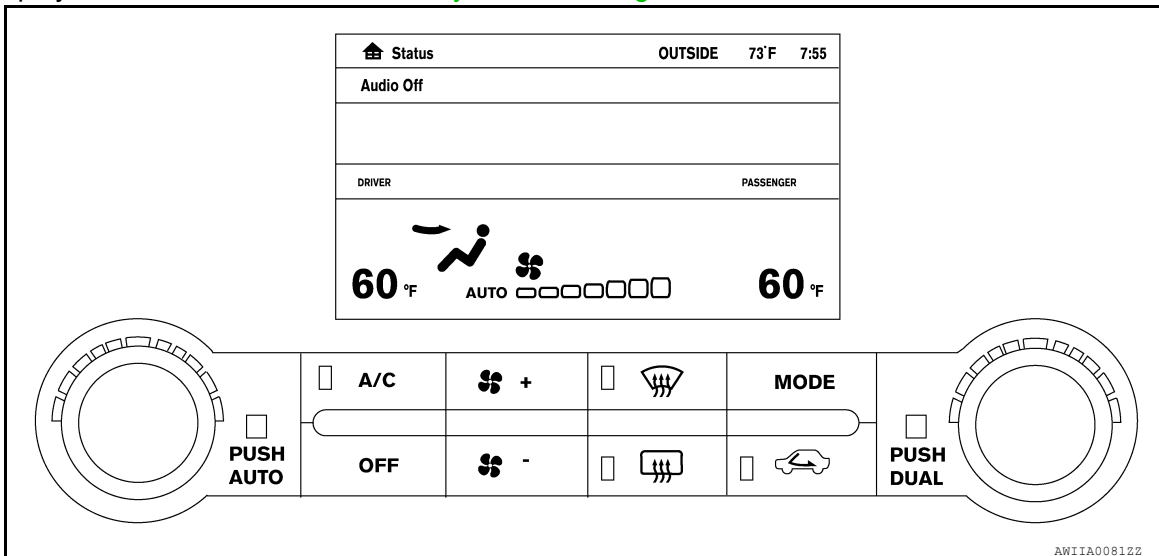
NOTE:

Radio must be OFF.

1. Turn the ignition switch ON.
2. On the A/C and AV switch assembly, press the "SETTING" button and twist the volume knob clockwise and counterclockwise until the Self-Diagnosis screen shows on the display.
3. Scroll down to "Confirmation/Adjustment" and press the "ENTER" button.
4. Scroll down to "Climate Control" and press the "ENTER" button.
5. The fan bars will flash on the display during the self-test, and then the fault codes will display in the ambient temperature area. They will continue scrolling until diagnostic mode is exited.
6. Exit by pressing the "BACK" button on A/C and AV switch assembly until display returns to its normal operation screen. HVAC system will be OFF or by turning the ignition switch OFF.



The self-diagnostic system diagnoses sensors, CAN system, and battery voltage on A/C auto amp. Refer to applicable sections (items) for details. Fault codes (if any are present) will be displayed in the ambient temperature display area. Refer to [HAC-25. "A/C System Self-Diagnosis Code Chart"](#).



A/C and AV Switch Assembly Self-Diagnosis

INFOID:000000006243630

A/C and AV switch assembly self-diagnosis function

The ON/OFF operation (continuity) of each switch in the A/C and AV switch assembly can be checked.

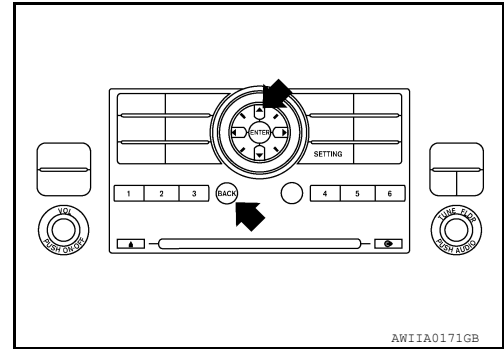
Self-diagnosis mode

SELF-DIAGNOSIS FUNCTION

[AUTOMATIC AIR CONDITIONER]

< SYSTEM DESCRIPTION >

- Press the “BACK” switch and the “UP” switch within 10 seconds after turning the ignition switch from OFF to ACC and hold them for 3 seconds or more. Then the buzzer sounds, all indicators of the preset switch illuminate, and the self-diagnosis mode starts.
- The continuity of each switch and control dials (A/C and AV switch assembly only) at the ON position can be checked by pressing each switch and turning each control dial. The buzzer sounds and LED's will illuminate if the switch is normal.



Finishing self-diagnosis mode

Self-diagnosis mode is canceled when turning the ignition switch OFF.

A/C System Self-Diagnosis Code Chart

INFOID:000000006243631

SELF-DIAGNOSTIC CODE CHART

Code No.	Reference page	
02	EE changed by calibration	VTL-7, "Removal and Installation"
03	Battery voltage out of range	CHG-9, "Diagnosis Procedure"
12	Passenger air mix door open/short/out of limits	HAC-34, "Air Mix Door Motor (Passenger) Diagnosis Procedure"
22	Driver air mix door open/short	HAC-32, "Air Mix Door Motor (Driver) Diagnosis Procedure"
30	In-vehicle sensor circuit out of range (low)	HAC-82, "In-Vehicle Sensor Diagnosis Procedure"
31	In-vehicle sensor circuit out of range (high)	
38	Air mix door motor (rear) circuit failure	HAC-57, "Rear Air Control Component Function Check"
40	Ambient sensor circuit short	HAC-79, "Ambient Sensor Diagnosis Procedure"
41	Ambient sensor circuit open	
44	Intake door motor open	HAC-39, "Intake Door Motor Diagnosis Procedure"
46	Intake door motor short	
50	Optical sensor (Driver) circuit open or short	HAC-85, "Optical Sensor Diagnosis Procedure"
52	Optical sensor (Passenger) circuit open or short	
56	Intake sensor circuit short	HAC-164, "Intake Sensor Diagnosis Procedure"
57	Intake sensor circuit open	
80	CAN bus fault	LAN-14, "Trouble Diagnosis Flow Chart"
81	BCM message missing	
82	Intake door motor circuit malfunction	HAC-39, "Intake Door Motor Diagnosis Procedure"
90	Stuck button	VTL-7, "Removal and Installation"
92	Mode door motor circuit malfunction	HAC-27, "Mode Door Motor (Front) Component Function Check"

DTC/CIRCUIT DIAGNOSIS

MODE DOOR MOTOR

System Description

INFOID:000000006243632

SYSTEM DESCRIPTION

Component Parts

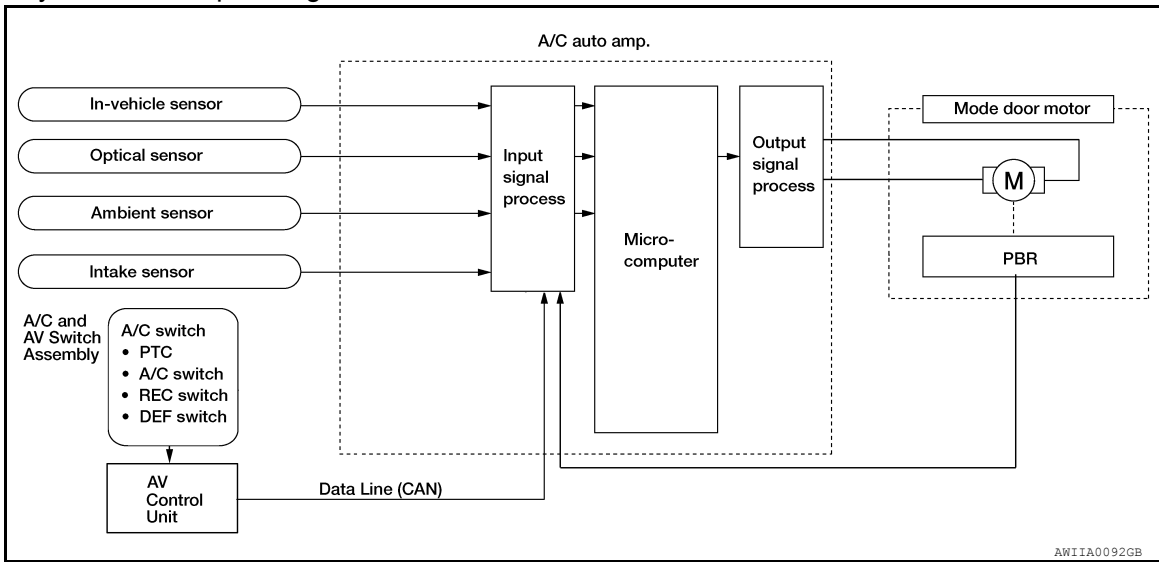
Mode door control system components are:

- A/C auto amp.
- A/C and AV switch assembly
- Mode door motor (front)
- PBR (built into mode door motor)
- In-vehicle sensor
- Ambient sensor
- Optical sensor
- Intake sensor

System Operation

The mode door position (vent, B/L, foot, D/F, and defrost) is set by the A/C auto amp. by means of the mode door motor (front). When a mode door position is selected on the A/C auto amp., voltage is applied to one circuit of the mode door motor (front) while ground is applied to the other circuit, causing the mode door motor (front) 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 A/C auto amp. monitors the mode door position by measuring the voltage signal on the PBR circuit.

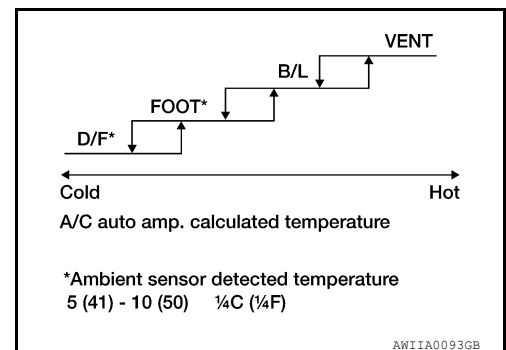
In AUTO mode the mode door position is set by the A/C auto amp. which determines the proper position based on inputs from the in-vehicle sensor, ambient sensor, optical sensor, intake sensor, and the temperature selected by the driver or passenger.



Mode Door Control Specification

COMPONENT DESCRIPTION

Mode Door Motor (Front)

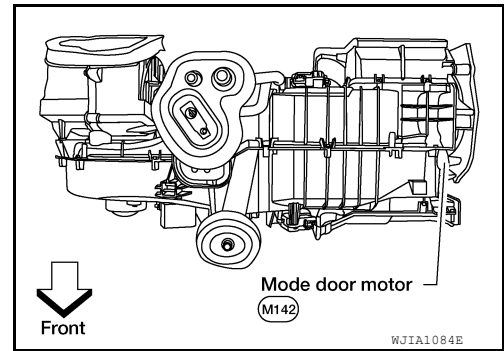


MODE DOOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

The mode door motor (front) is attached to the heater & cooling unit assembly. It rotates so that air is discharged from the outlet as indicated by the A/C auto amp. Motor rotation is conveyed to a link which activates the mode door.



Mode Door Motor (Front) Component Function Check

INFOID:000000006243633

INSPECTION FLOW

1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - DISCHARGE AIR

1. Press mode switch four times and then press the (DEF) switch. Each position indicator should change shape (on display).
2. Confirm that discharge air comes out according to the air distribution table. Refer to [HAC-18. "Discharge Air Flow \(Front\)"](#).

NOTE:

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

Is the inspection result normal?

- YES >> Inspection End.
- NO >> Go to diagnosis procedure. Refer to [HAC-27. "Mode Door Motor \(Front\) Diagnosis Procedure"](#).

Mode Door Motor (Front) Diagnosis Procedure

INFOID:000000006243634

Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

SYMPTOM:

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

1. CHECK MODE DOOR MOTOR POSITION BALANCED RESISTOR (PBR) FEEDBACK VOLTAGE

1. Turn ignition switch ON.
2. Using CONSULT-III, check "MODE FDBCK" in "DATA MONITOR" mode in "HVAC". Refer to [HAC-21. "CONSULT-III Function \(HVAC\)"](#).
3. Observe "MODE FDBCK" voltage while cycling A/C auto amp. mode switch through all modes.

Monitor Item	Condition	Results
MODE FDBCK	Cycle mode switch through all modes, D/F () , VENT () , B/L () , and FOOT ()	Voltage varies between D/F () and VENT () , and between VENT () and B/L () .

Is the inspection result normal?

- YES >> • Mode door motor is OK.
• Inspect mode door for mechanical failure. Refer to [VTL-27. "Removal and Installation"](#).
- NO >> GO TO 2.

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

1. Turn ignition switch OFF.
2. Disconnect the A/C auto amp. harness connector M49 and the mode door motor harness connector M142.
3. Check continuity between A/C auto amp. harness connector M49 terminals 19, 20 and the mode door motor harness connector M142 terminals 5, 6.

MODE DOOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

Connector	Terminal	Connector	Terminal	Continuity
M49	19	M142	6	Yes
	20		1	

4. Check continuity between A/C auto amp. harness connector M49 terminals 19, 20 and ground.




Connector	Terminal	—	Continuity
M49	19	Ground	No
	20		





Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace harness as necessary.

3. CHECK A/C AUTO AMP. FOR MODE DOOR MOTOR POWER AND GROUND

1. Reconnect A/C auto amp. harness connector.
2. Turn ignition switch ON.
3. Press the mode switch to the D/F () mode.
4. Check voltage between A/C auto amp. harness connector M49 terminal 19 and terminal 20 while pressing the mode switch to the VENT (), and then the B/L () mode.

Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
M49	19	20	D/F () mode to VENT () mode	Battery voltage
	20	19	VENT () mode to B/L () mode	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace A/C auto amp.. Refer to [VTL-7, "Removal and Installation"](#).

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

1. Turn ignition switch OFF.
2. Disconnect the A/C auto amp. harness connectors.
3. Check continuity between A/C auto amp. harness connector M49 terminal 3, and M50 terminal 28 and the mode door motor harness connector M142 terminals 2, 3.

Connector	Terminal	Connector	Terminal	Continuity
M49	3	M142	2	Yes
M50	28		3	

4. Check continuity between A/C auto amp. harness connector M49 terminal 3, M50 terminal 28 and ground.

Connector	Terminal	—	Continuity
M49	3	Ground	No
M50	28		

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace harness as necessary.

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

1. Check continuity between A/C auto amp. harness connector M49 terminal 7 and mode door motor harness connector M142 terminal 4.

MODE DOOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

Connector	Terminal	Connector	Terminal	Continuity
M49	7	M142	4	Yes

2. Check continuity between A/C auto amp. harness connector M49 terminal 7 and ground.

Connector	Terminal	—	Continuity
M49	7	Ground	No

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace harness as necessary.

6. CHECK A/C AUTO AMP. FOR 5 VOLT REFERENCE (VREF), VREF RETURN, AND FEEDBACK SIGNAL

1. Reconnect A/C auto amp. harness connectors.
2. Turn ignition switch ON.
3. Check voltage between A/C auto amp. harness connector M49 terminal 3, and M50 terminal 28.

Connector	Terminals	Connector	Terminals	Voltage (Approx.)
	(+)		(-)	
M50	28	M49	3	5V

4. Check voltage between A/C auto amp. harness connector M49 terminal 7 and ground.

Connector	Terminal	—	Voltage (Approx.)
M49	7	Ground	0V

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace A/C auto amp.. Refer to [VTL-7, "Removal and Installation"](#).

7. CHECK A/C AUTO AMP. FOR FEEDBACK SIGNAL

1. Reconnect the mode door motor harness connector M142.
2. Check voltage between A/C auto amp. harness connector M49 terminal 7 and ground.

Connector	Terminal	—	Voltage (Approx.)
M49	7	Ground	0.2 to 4.8V

Is the inspection result normal?

YES >> Inspect mode door for binding or mechanical failure. If mode door moves freely, replace A/C auto amp.. Refer to [VTL-7, "Removal and Installation"](#).

NO >> Replace the mode door motor. Refer to [VTL-27, "Removal and Installation"](#).

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AIR MIX DOOR MOTOR

System Description

INFOID:000000006243635

SYSTEM DESCRIPTION

SYMPTOM:

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

SYSTEM DESCRIPTION

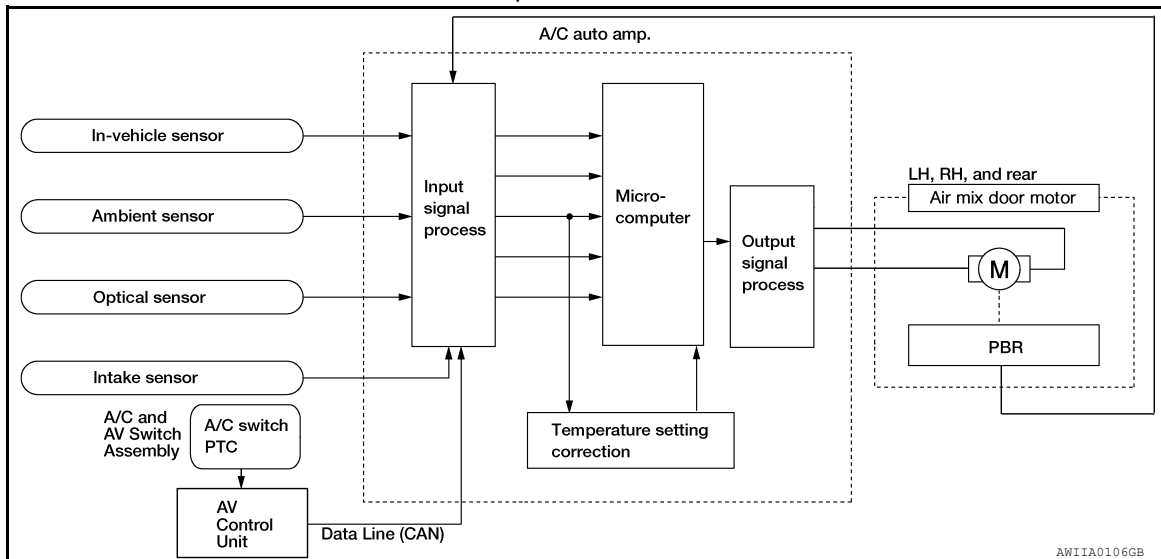
Component Parts

Air mix door control system components are:

- A/C auto amp.
- A/C and AV switch assembly
- Air mix door motors (driver, passenger, and rear)
- PBR (built-into air mix door motors)
- In-vehicle sensor
- Ambient sensor
- Optical sensor
- Intake sensor

System Operation

The A/C auto amp. receives data from the temperature selected by the driver side, passenger side, and rear. The A/C auto amp. then applies a voltage to one circuit of the appropriate air mix door motor, while ground is applied to the other circuit, causing the appropriate air mix door motor to rotate. The direction of rotation is determined by which circuit has voltage applied to it, and which one has ground applied to it. The A/C auto amp. monitors the air mix door positions by measuring the voltage signal on the PBR circuits of each door. In AUTO mode the air mix, intake, mode door, and defrost door positions are set by the A/C auto amp. which determines the proper position based on inputs from the in-vehicle sensor, ambient sensor, optical sensor, intake sensor, and the temperature selected by the driver and front and rear passengers. Subsequently, HOT/COLD or DEFROST/VENT or FRESH/RECIRCULATION operation is selected. The new door position data is returned to the A/C auto amp.

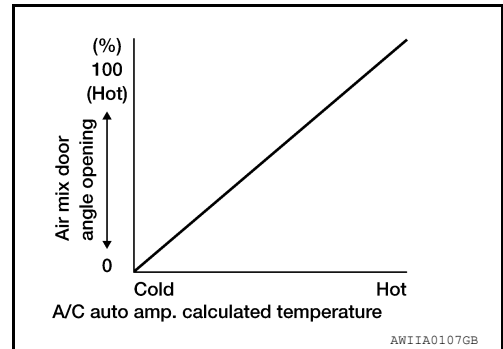


AIR MIX DOOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

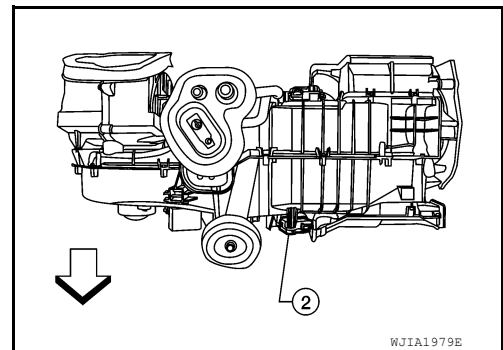
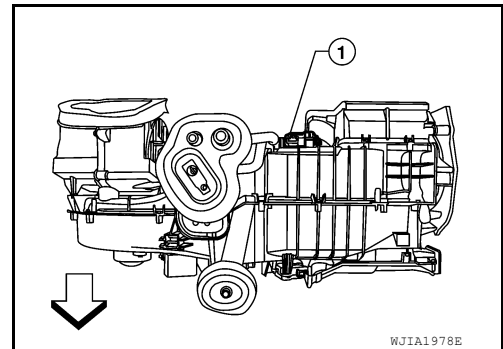
Air Mix Door Control Specification



COMPONENT DESCRIPTION

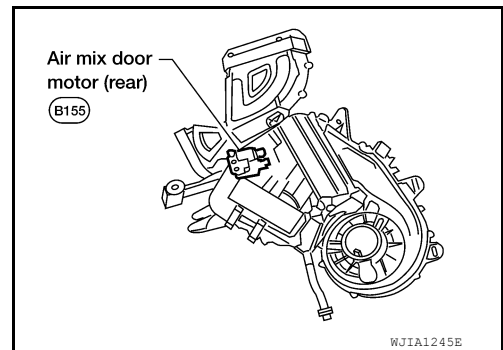
Air Mix Door Motors (front)

The driver (2) and passenger (1) air mix door motors are attached to the front heater & cooling unit assembly. These motors rotate so that the air mix door is opened or closed to a position set by the A/C auto amp. Motor rotation is then conveyed through a shaft and the air mix door position is then fed back to the A/C auto amp. by the PBR built into the air mix door motors.



Air Mix Door Motor (rear)

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



Air Mix Door Motor (Driver) Component Function Check

INFOID:000000006243636

INSPECTION FLOW

1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE INCREASE

1. Turn the temperature control dial (driver) clockwise until 32°C (90°F) is displayed.
2. Check for hot air at discharge air outlets.

AIR MIX DOOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

>> GO TO 2.

2. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE DECREASE

1. Turn the temperature control dial (driver) counterclockwise until 18°C (60°F) is displayed.
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-39. "Intake Door Motor Diagnosis Procedure"](#).

Air Mix Door Motor (Driver) Diagnosis Procedure

INFOID:000000006243637

Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

SYMPTOM:

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

1. CHECK AIR MIX DOOR MOTOR (DRIVER) POSITION BALANCED RESISTOR (PBR) FEEDBACK VOLTAGE

1. Turn ignition switch ON.
2. Using CONSULT-III, check "DVR MIX FDBCK" in "DATA MONITOR" mode in "HVAC". Refer to [HAC-21. "CONSULT-III Function \(HVAC\)"](#).
3. Observe "DVR MIX FDBCK" voltage while rotating temperature control dial (driver) between 32°C (90°F) and 18°C (60°F).

Monitor Item	Condition	Results
DVR MIX FDBCK	Rotate temperature control dial (driver) between 32°C (90°F) and 18°C (60°F)	Voltage varies with dial rotation between 0.2 and 4.8V.

Is the inspection result normal?

YES >> • Air mix door motor (driver) is OK.

- Inspect air mix door (driver) for mechanical failure and repair if necessary. If air mix door (driver) is OK, refer to [HAC-112. "Component Function Check"](#) for insufficient cooling or [HAC-120. "Component Function Check"](#) for insufficient heating.

NO >> GO TO 2.

2. CHECK AIR MIX DOOR MOTOR (DRIVER) CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the A/C auto amp. harness connector M49 and the air mix door motor (driver) harness connector M147.
3. Check continuity between A/C auto amp. harness connector M49 terminals 17, 18 and the air mix door motor (driver) harness connector M147 terminals 5, 6.

Connector	Terminal	Connector	Terminal	Continuity
M49	17	M147	6	Yes
	18		5	

4. Check continuity between A/C auto amp. harness connector M49 terminals 17, 18 and ground.

Connector	Terminal	—	Continuity
M49	17	Ground	No
	18		

Is the inspection result normal?

AIR MIX DOOR MOTOR

[AUTOMATIC AIR CONDITIONER]

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

3. CHECK A/C AUTO AMP. FOR AIR MIX DOOR MOTOR (DRIVER) POWER AND GROUND

1. Reconnect A/C auto amp. harness connector.
2. Turn ignition switch ON.
3. Rotate temperature control dial (driver) to 32°C (90°F).
4. Check voltage between A/C auto amp. harness connector M49 terminal 17 and terminal 18 while rotating temperature control dial (driver) to 18°C (60°F) and back to 32°C (90°F).

Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
M49	17	18	While rotating temperature control dial (driver) from 32°C (90°F) to 18°C (60°F)	Battery voltage
	18	17	While rotating temperature control dial (driver) from 18°C (60°F) to 32°C (90°F)	Battery voltage

Is the inspection result normal?

- YES >> GO TO 4.
 NO >> Replace A/C auto amp. Refer to [VTL-7. "Removal and Installation"](#).

4. CHECK AIR MIX DOOR MOTOR (DRIVER) PBR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the A/C auto amp. harness connectors.
3. Check continuity between A/C auto amp. harness connector M49 terminal 3, connector M50 terminal 28 and air mix door motor (driver) harness connector M147 terminals 1, 3.

Connector	Terminal	Connector	Terminal	Continuity
M49	3	M147	3	Yes
M50	28		1	

4. Check continuity between A/C auto amp. harness connector M49 terminal 3, M50 terminal 28 and ground.

Connector	Terminal	—	Continuity
M49	3	Ground	No
M50	28		

Is the inspection result normal?

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

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

1. Check continuity between A/C auto amp. harness connector M49 terminal 6 and air mix door motor (driver) harness connector M147 terminal 2.

Connector	Terminal	Connector	Terminal	Continuity
M49	6	M147	2	Yes

2. Check continuity between A/C auto amp. harness connector M49 terminal 6 and ground.

Connector	Terminal	—	Continuity
M49	6	Ground	No

Is the inspection result normal?

- YES >> GO TO 6.

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AIR MIX DOOR MOTOR

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NO >> Repair or replace harness as necessary.

6. CHECK A/C AUTO AMP. FOR 5 VOLT REFERENCE (VREF), VREF RETURN, AND FEEDBACK SIGNAL

1. Reconnect A/C auto amp. harness connectors.
2. Turn ignition switch ON.
3. Check voltage between A/C auto amp. harness connector M49 terminal 3, and M50 terminal 28.

Connector	Terminals	Connector	Terminals	Voltage (Approx.)
	(+)		(-)	
M50	28	M49	3	5V

4. Check voltage between A/C auto amp. harness connector M49 terminal 6 and ground.

Connector	Terminal	—	Voltage (Approx.)
M49	6	Ground	0V

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).

7. CHECK A/C AUTO AMP. FOR FEEDBACK SIGNAL

1. Reconnect the air mix door motor (driver) harness connector M147.
2. Check voltage between A/C auto amp. harness connector M49 terminal 6 and ground.

Connector	Terminal	—	Voltage (Approx.)
M49	6	Ground	0.2 to 4.8V

Is the inspection result normal?

YES >> Inspect air mix door (driver) for binding or mechanical failure. If air mix door (driver) moves freely, replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).

NO >> Replace air mix door motor (driver). Refer to [VTL-29, "Removal and Installation"](#).

Air Mix Door Motor (Passenger) Component Function Check

INFOID:000000006243638

INSPECTION FLOW

1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE INCREASE

1. Turn the temperature control dial (driver) clockwise until 32°C (90°F) is displayed.
2. 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 (driver) counterclockwise until 18°C (60°F) is displayed.
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-39, "Intake Door Motor Diagnosis Procedure"](#).

Air Mix Door Motor (Passenger) Diagnosis Procedure

INFOID:000000006243639

Regarding Wiring Diagram information, refer to [HAC-95, "Wiring Diagram - Automatic"](#).

SYMPTOM:

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

AIR MIX DOOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR (PASSENGER)

1. CHECK AIR MIX DOOR MOTOR (PASSENGER) POSITION BALANCED RESISTOR (PBR) FEEDBACK VOLTAGE

1. Turn ignition switch ON.
2. Using CONSULT-III, check "PAS MIX FDBCK" in "DATA MONITOR" mode in "HVAC". Refer to [HAC-21, "CONSULT-III Function \(HVAC\)"](#).
3. Observe "PAS MIX FDBCK" voltage while rotating temperature control dial (passenger) between 32°C (90°F) and 18°C (60°F).

Monitor Item	Condition	Results
PAS MIX FDBCK	Rotate temperature control dial (passenger) between 32°C (90°F) and 18°C (60°F)	Voltage varies between 0.2 and 4.8V.

Is the inspection result normal?

- YES >> • Air mix door motor (passenger) is OK.
 • Inspect air mix door (passenger) for mechanical failure and repair if necessary. If air mix door (passenger) is OK, refer to [HAC-112, "Component Function Check"](#) for insufficient cooling or [HAC-120, "Component Function Check"](#) for insufficient heating.

NO >> GO TO 2.

2. CHECK AIR MIX DOOR MOTOR (PASSENGER) CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the A/C auto amp. harness connector M49 and the air mix door motor (passenger) harness connector M143.
3. Check continuity between A/C auto amp. harness connector M49 terminals 2, 14 and the air mix door motor (passenger) harness connector M143 terminals 5, 6.

Connector	Terminal	Connector	Terminal	Continuity
M49	14	M143	6	Yes
	2		5	

4. Check continuity between A/C auto amp. harness connector M49 terminals 2, 14 and ground.

Connector	Terminal	—	Continuity
M49	14	Ground	No
	2		

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace harness as necessary.

3. CHECK A/C AUTO AMP. FOR AIR MIX DOOR MOTOR (PASSENGER) POWER AND GROUND

1. Reconnect A/C auto amp. harness connector.
2. Turn ignition switch ON.
3. Rotate temperature control dial (passenger) to 32°C (90°F).
4. Check voltage between A/C auto amp. harness connector M49 terminal 2 and terminal 14 while rotating temperature control dial (passenger) to 18°C (60°F) and back to 32°C (90°F).

Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
M49	2	14	Rotate temperature control dial (passenger) to 18°C (60°F)	Battery voltage
	14	2	Rotate temperature control dial (passenger) to 32°C (90°F)	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.

AIR MIX DOOR MOTOR

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[AUTOMATIC AIR CONDITIONER]

NO >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).

4. CHECK AIR MIX DOOR MOTOR (PASSENGER) PBR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the A/C auto amp. harness connectors M49 and M50.
3. Check continuity between A/C auto amp. harness connector M49 terminal 3 and M50 terminal 28 and air mix door motor (passenger) harness connector M143 terminal 1, 3.

Connector	Terminal	Connector	Terminal	Continuity
M49	3	M143	3	Yes
M50	28		1	

4. Check continuity between A/C auto amp. harness connector M49 terminal 3, M50 terminal 28 and ground.

Connector	Terminal	—	Continuity
M49	3	Ground	No
M50	28		

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace harness as necessary.

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

1. Check continuity between A/C auto amp. harness connector M50 terminal 29 and air mix door motor (passenger) harness connector M143 terminal 2.

Connector	Terminal	Connector	Terminal	Continuity
M50	29	M143	2	Yes

2. Check continuity between A/C auto amp. harness connector M50 terminal 29 and ground.

Connector	Terminal	—	Continuity
M50	29	Ground	No

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace harness as necessary.

6. CHECK A/C AUTO AMP. FOR 5 VOLT REFERENCE (VREF), VREF RETURN, AND FEEDBACK SIGNAL

1. Reconnect A/C auto amp. harness connectors.
2. Turn ignition switch ON.
3. Check voltage between A/C auto amp. harness connector M49 terminal 3, and M50 terminal 28.

Connector	Terminals	Connector	Terminals	Voltage (Approx.)
	(+)		(-)	
M50	28	M49	3	5V

4. Check voltage between A/C auto amp. harness connector M50 terminal 29 and ground.

Connector	Terminal	—	Voltage (Approx.)
M50	29	Ground	0V

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).

AIR MIX DOOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

7. CHECK A/C AUTO AMP. FOR FEEDBACK SIGNAL

1. Reconnect the air mix door motor (passenger) harness connector M143.
2. Check voltage between A/C auto amp. harness connector M50 terminal 29 and ground.

Connector	Terminal	—	Voltage (Approx.)
M50	29	Ground	0.2 to 4.8V

Is the inspection result normal?

- YES >> Inspect air mix door (passenger) for binding or mechanical failure. If air mix door (passenger) moves freely, replace A/C auto amp. Refer to [VTL-7. "Removal and Installation"](#).
- NO >> Replace the air mix door motor (passenger). Refer to [VTL-29. "Removal and Installation"](#).

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INTAKE DOOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

INTAKE DOOR MOTOR

System Description

INFOID:000000006243640

SYSTEM DESCRIPTION

SYMPTOM:

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

SYSTEM DESCRIPTION

Component Parts

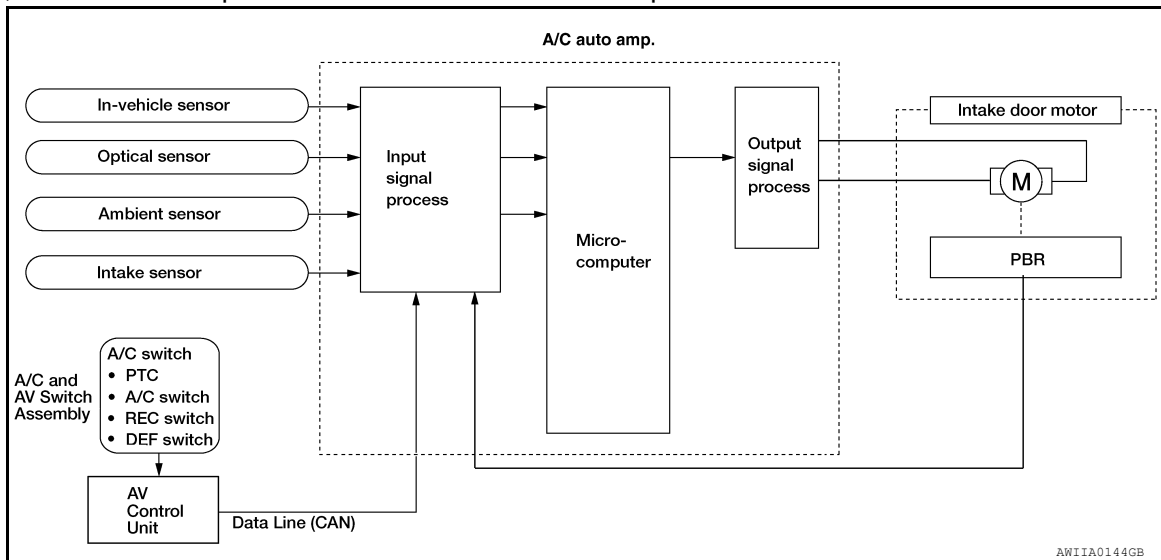
Intake door control system components are:

- A/C auto amp.
- A/C and AV switch assembly
- Intake door motor (PRB built into the intake door motor)
- In-vehicle sensor
- Ambient sensor
- Optical sensor
- Intake sensor

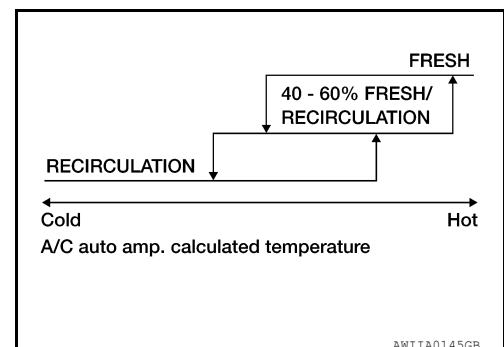
System Operation

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.

In the AUTO mode, the A/C auto amp. determines the intake door position based on the ambient temperature, the intake air temperature and the in-vehicle temperature. When the DEF, D/F, FOOT or OFF switches are pushed, the A/C auto amp. sets the intake door at the fresh position.



Intake Door Control Specification



INTAKE DOOR MOTOR

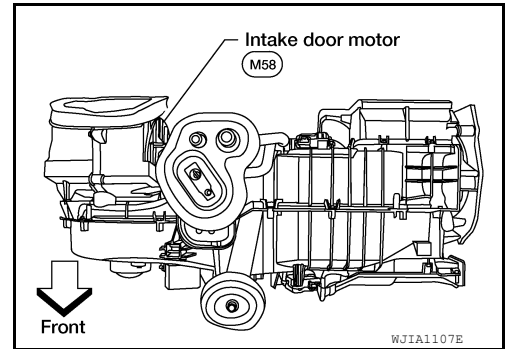
[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

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 A/C auto amp. Motor rotation is conveyed to a lever which activates the intake door.








INFOID:000000006243641

Intake Door Motor Component Function Check

INSPECTION FLOW

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

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

Is the inspection result normal?

YES >> Inspection End.

NO >> Go to diagnosis procedure. Refer to [HAC-87. "Intake Sensor Diagnosis Procedure"](#).

Intake Door Motor Diagnosis Procedure

INFOID:000000006243642

Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

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 A/C auto amp. harness connector M49 and the intake door motor harness connector M58.
3. Check continuity between A/C auto amp. harness connector M49 terminals 21, 22 and the intake door motor harness connector M58 terminals 1, 6.

Connector	Terminal	Connector	Terminal	Continuity
M49	21	M58	6	Yes
	22		1	

4. Check continuity between A/C auto amp. harness connector M49 terminals 21, 22 and ground.

Connector	Terminal	—	Continuity
M49	21	Ground	No
	22		

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace harness as necessary.

2. CHECK A/C AUTO AMP. FOR INTAKE AIR DOOR MOTOR POWER AND GROUND

INTAKE DOOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

1. Reconnect A/C auto amp. harness connector.
2. Turn ignition switch ON.
3. Check voltage between A/C auto amp. harness connector M49 terminal 21 and terminal 22 while placing the HVAC system into self-diagnostic mode.

Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
M49	21	22	Self-diagnostic mode (opening)	Battery voltage
	22	21	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-26. "Removal and Installation"](#).
- NO >> Replace A/C auto amp. Refer to [VTL-7. "Removal and Installation"](#).

BLOWER MOTOR CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

BLOWER MOTOR CONTROL SYSTEM

System Description

INFOID:000000006243643

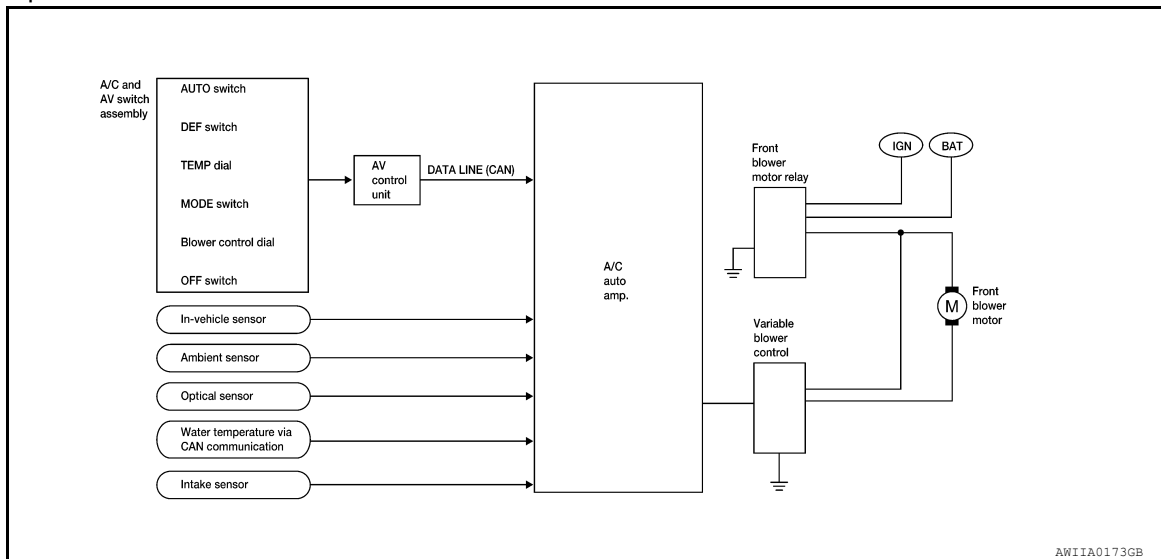
SYSTEM DESCRIPTION

Component Parts

Blower speed control system components are:

- A/C auto amp.
- A/C and AV switch assembly
- Variable blower control
- Front blower motor relay
- Front blower motor
- In-vehicle sensor
- Ambient sensor
- Optical sensor
- Intake sensor

System Operation



Automatic Mode

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

When the air flow is increased, the blower motor speed is adjusted gradually to prevent a sudden increase in air flow.

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

Starting Blower Speed Control

Start up from cold soak condition (Automatic mode).

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

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

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

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

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BLOWER MOTOR CONTROL SYSTEM

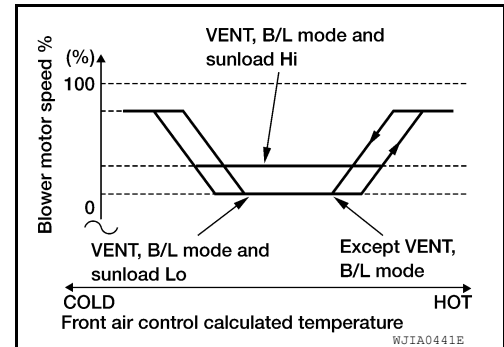
[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

Blower Speed Compensation - Sunload

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

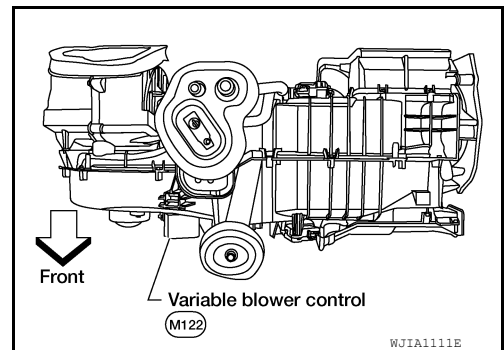
Blower Speed Control Specification



COMPONENT DESCRIPTION

Variable Blower Control

The variable blower control is located on the cooling unit. The variable blower control receives a gate voltage from the A/C auto amp. to steplessly maintain the blower motor voltage in the 0 to 5 volt range (approx.).



Front Blower Motor Component Function Check

INFOID:000000006243644

INSPECTION FLOW

1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - FRONT BLOWER MOTOR

1. Press the blower (+) switch. Blower should operate.
2. Press the blower (+) switch and continue checking blower speed and fan symbol until all speeds are checked.

Is the inspection result normal?

- YES >> Inspection End.
- NO >> Go to diagnosis procedure. Refer to [HAC-42. "Front Blower Motor Diagnosis Procedure"](#).

Front Blower Motor Diagnosis Procedure

INFOID:000000006243645

Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

SYMPTOM: Blower motor operation is malfunctioning.

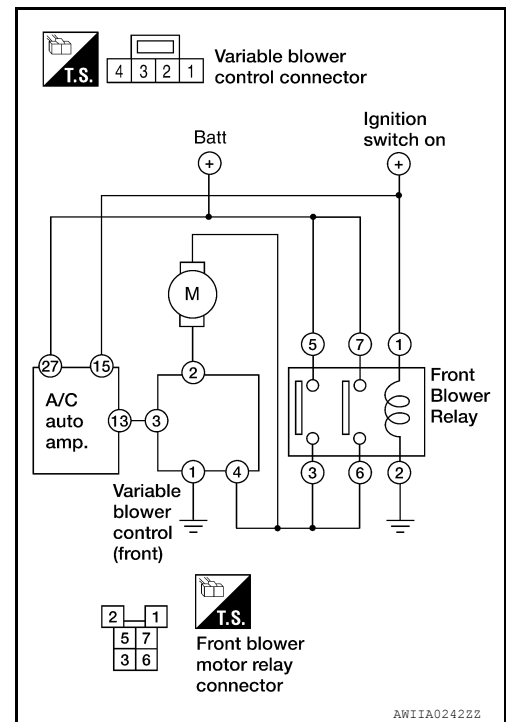
DIAGNOSTIC PROCEDURE FOR BLOWER MOTOR

BLOWER MOTOR CONTROL SYSTEM

[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

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)].

Fuses are good.

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> GO TO 8.

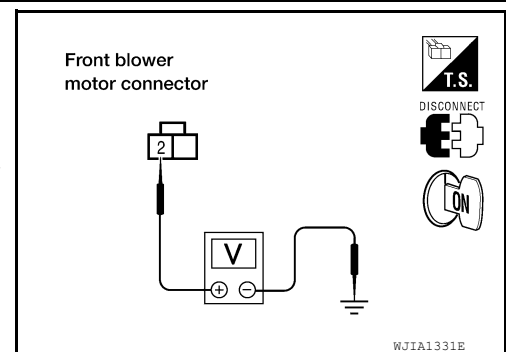
2. CHECK FRONT BLOWER MOTOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect front blower motor connector.
3. Turn ignition switch ON.
4. Press the A/C switch.
5. Press the front blower control "+" switch 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 11.
- NO >> GO TO 3.



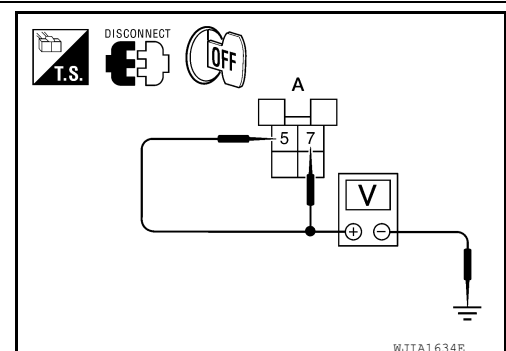
3. CHECK FRONT BLOWER MOTOR RELAY (SWITCH SIDE) POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect front blower motor relay.
3. Check voltage between front blower motor relay harness connector E22 terminals 5, 7 and ground.

5 - Ground : Battery voltage
7 - Ground : Battery voltage

Is the inspection result normal?

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



BLOWER MOTOR CONTROL SYSTEM

[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

4. CHECK FRONT BLOWER MOTOR RELAY

Turn ignition switch OFF.

Check front blower motor relay. Refer to [HAC-46, "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

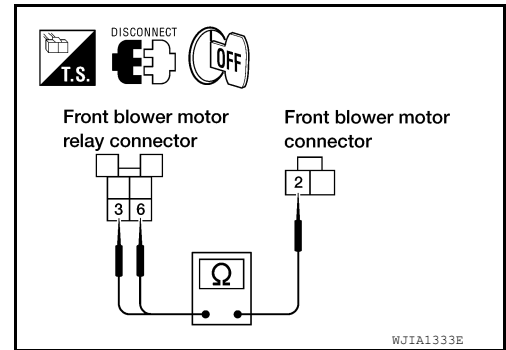
Check continuity between front blower motor relay harness connector E22 terminals 3, 6 and front blower motor harness connector M62 terminal 2.

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

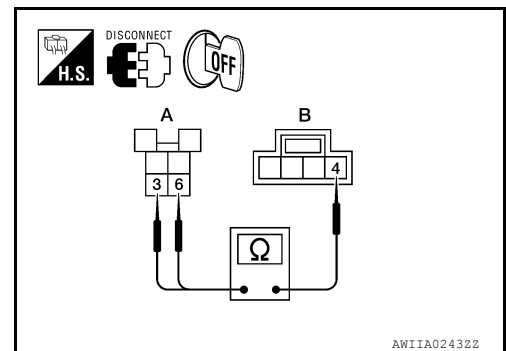
1. Disconnect variable blower control harness connector.
2. Check continuity between front blower motor relay harness connector E22 (A) terminals 3, 6 and variable blower control harness connector M122 (B) terminal 4.

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) POWER SUPPLY

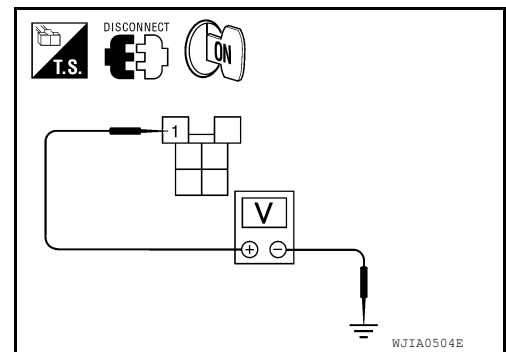
1. Turn ignition switch ON.
2. Check voltage between front blower motor relay harness connector E22 terminal 1 and ground.

1 - Ground : Battery voltage

Is the inspection result normal?

YES >> Repair front blower motor ground circuit or connector.

NO >> Repair harness or connector.



8. 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 9.

NO >> Inspection End.

9. CHECK FRONT BLOWER MOTOR POWER SUPPLY CIRCUIT FOR SHORT

BLOWER MOTOR CONTROL SYSTEM

[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

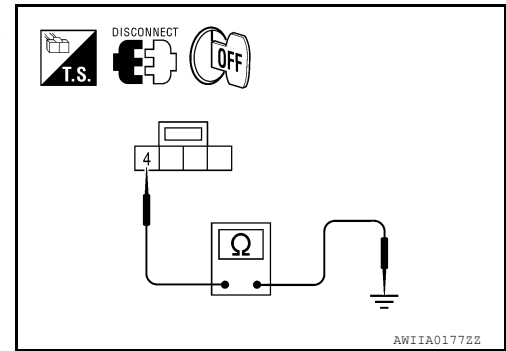
1. Turn ignition switch OFF.
2. Disconnect front blower motor connector, front blower motor relay and variable blower control connector.
3. Check continuity between variable blower control harness connector M122 terminal 4 and ground.

4 - Ground : Continuity should not exist.

Is the inspection result normal?

YES >> GO TO 10.

NO >> Repair harness or connector.



10. CHECK FRONT BLOWER MOTOR

Check front blower motor. Refer to [HAC-46, "Front Blower Motor Component Inspection"](#).

Is the inspection result normal?

YES >> Replace variable blower control (front). Refer to [VTL-14, "Removal and Installation"](#).

NO >> Replace front blower motor. Refer to [VTL-12, "Removal and Installation"](#).

11. CHECK FRONT BLOWER MOTOR

Check front blower motor. Refer to [HAC-46, "Front Blower Motor Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Replace front blower motor. Refer to [VTL-12, "Removal and Installation"](#).

12. CHECK BLOWER MOTOR GROUND CIRCUIT

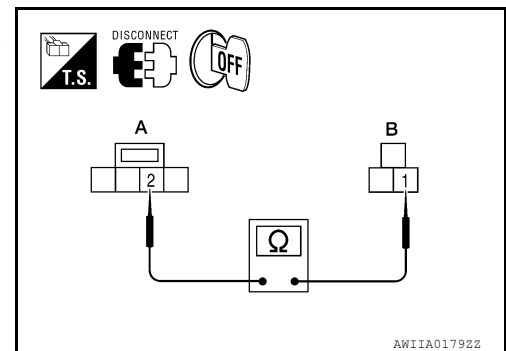
1. Disconnect variable blower control (front) connector.
2. Check continuity between front blower motor harness connector M62 (B) terminal 1 and variable blower control harness connector M122 (A) terminal 2.

1 - 2 : Continuity should exist.

Is the inspection result normal?

YES >> GO TO 13.

NO >> Repair harness or connector.



13. CHECK VARIABLE BLOWER CONTROL POWER SUPPLY CIRCUIT FOR OPEN

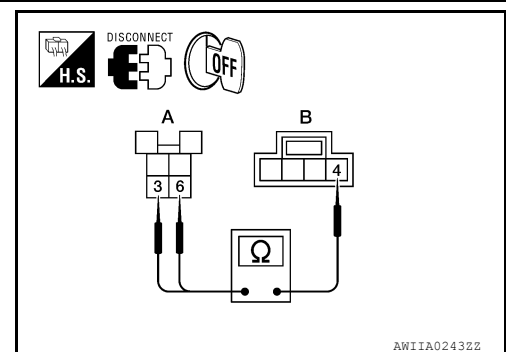
1. Disconnect front blower motor relay.
2. Check continuity between front blower motor relay harness connector E22 (A) terminals 3, 5 and variable blower control harness connector M122 (B) terminal 4.

3 - 4 : Continuity should exist.

Is the inspection result normal?

YES >> GO TO 14.

NO >> Repair harness or connector.



14. CHECK VARIABLE BLOWER CONTROL GROUND CIRCUIT

BLOWER MOTOR CONTROL SYSTEM

[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

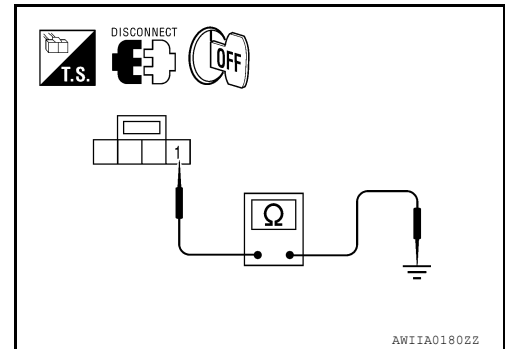
Check continuity between variable blower control harness connector M122 terminal 1 and ground.

1 - Ground : Continuity should exist.

Is the inspection result normal?

YES >> GO TO 15.

NO >> Repair harness or connector.



15. CHECK VARIABLE BLOWER CONTROL SIGNAL CIRCUIT

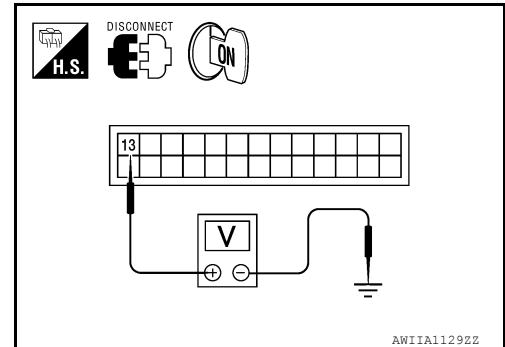
1. Reconnect all disconnected component connectors.
2. Disconnect A/C auto amp. connector.
3. Turn ignition switch ON.
4. Press the blower (+) switch to maximum speed.
5. Check voltage between A/C auto amp. harness connector M49 terminal 13 and ground.

13 - Ground : Approx. 4.5V

Is the inspection result normal?

YES >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#)

NO >> GO TO 16.



16. CHECK VARIABLE BLOWER CONTROL SIGNAL CIRCUIT FOR OPEN

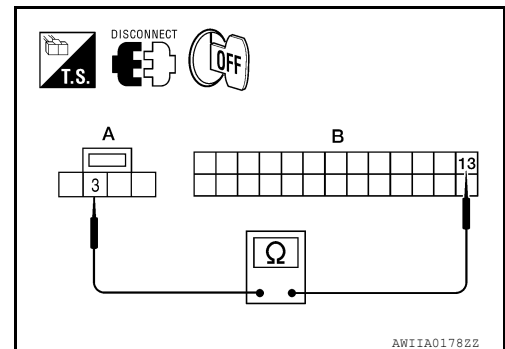
1. Disconnect variable blower control connector.
2. Check continuity between A/C auto amp. harness connector M49 (B) terminal 13 and variable blower control harness connector M122 (A) terminal 3.

13 - 3 : Continuity should exist.

Is the inspection result normal?

YES >> Replace variable blower control (front). Refer to [VTL-14, "Removal and Installation"](#).

NO >> Repair harness or connector.



Front Blower Motor Component Inspection

INFOID:000000006243646

COMPONENT INSPECTION

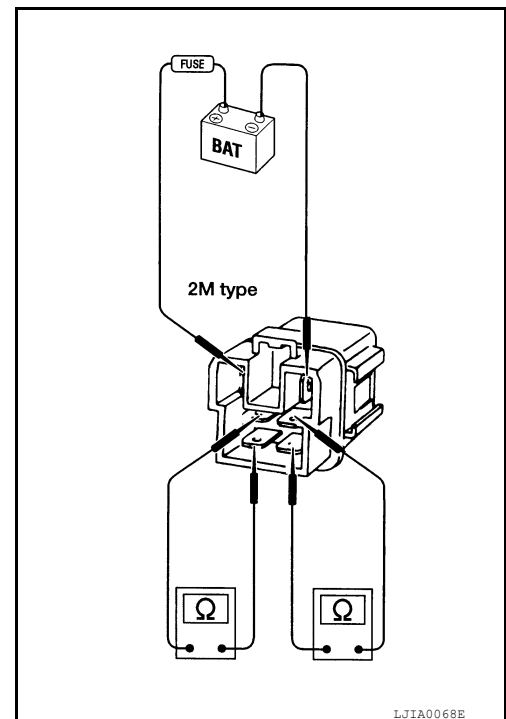
Front Blower Motor Relay

BLOWER MOTOR CONTROL SYSTEM

[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

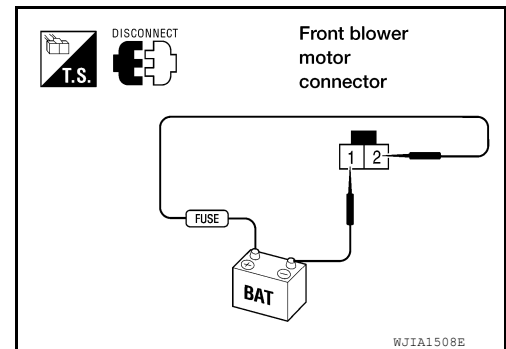
Check continuity between terminals 6-7 and 3-5 by supplying 12 volts to terminal 1 and ground to terminal 2 of relay.



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.



Rear Blower Motor Description

SYSTEM DESCRIPTION

Component Parts

Rear blower speed control system components are:

- A/C auto amp.
- A/C and AV switch assembly
- Rear air control (front)
- Rear air control (rear)
- Variable blower control (rear)
- Rear blower motor
- Rear blower motor relay

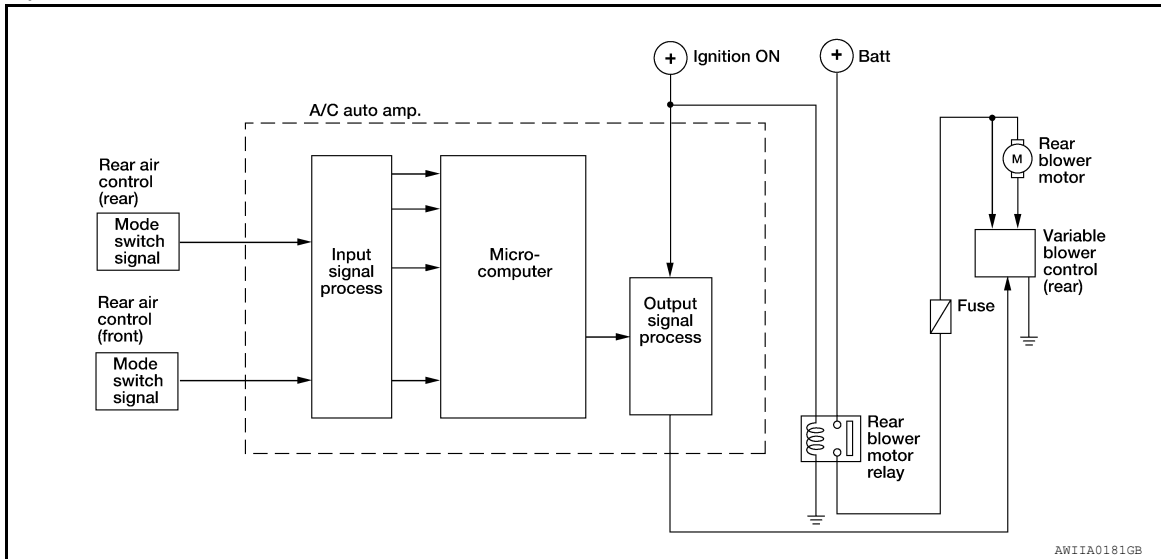
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BLOWER MOTOR CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

System Operation



Rear Blower Control

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

Rear Blower Motor Component Function Check

INFOID:000000006243648

SYMPTOM:

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

INSPECTION FLOW

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

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

Does the rear blower motor operate correctly?

YES >> GO TO 3.

NO >> GO TO 2.

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

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

Does the rear blower motor operate correctly?

YES >> • Rear blower motor does not operate at any speed from the rear air control (front). Refer to [HAC-49. "Rear Air Control \(Front\) Diagnosis Procedure #1"](#).

• Rear blower motor operates in high speed all the time or does not match the rear air control (front) speed selected. Refer to [HAC-50. "Rear Air Control \(Rear\) Diagnosis Procedure #2"](#).

NO >> • Rear blower motor does not operate from the rear air control (front) and the rear air control (rear). Refer to [HAC-51. "Rear Air Control \(Rear\) Diagnosis Procedure #3"](#)

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

BLOWER MOTOR CONTROL SYSTEM

[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

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

Does the rear blower motor operate correctly?

YES >> GO TO 4.

NO >> Check rear air control (rear). Refer to [HAC-54. "Rear Air Control \(Rear\) Diagnosis Procedure #4"](#).

4. CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 5.

5. RECHECK FOR ANY SYMPTOMS

Perform a complete operational check for any symptoms. Refer to [HAC-5. "Operational Check \(Front\)"](#).

Does another symptom exist?

YES >> Refer to [HAC-4. "How to Perform Trouble Diagnosis For Quick And Accurate Repair"](#).

NO >> Inspection End.

Rear Air Control (Front) Diagnosis Procedure #1

INFOID:000000006243649

Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

TROUBLE DIAGNOSIS PROCEDURE

1. CHECK REAR AIR CONTROL (FRONT) POWER SUPPLY

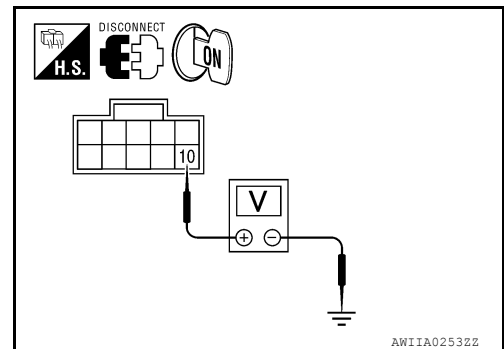
1. Disconnect rear air control (front) harness connector.
2. Turn ignition switch ON.
3. Check voltage between rear air control (front) harness connector R2 terminal 10 and ground.

Battery voltage should exist.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair harness or connector.



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

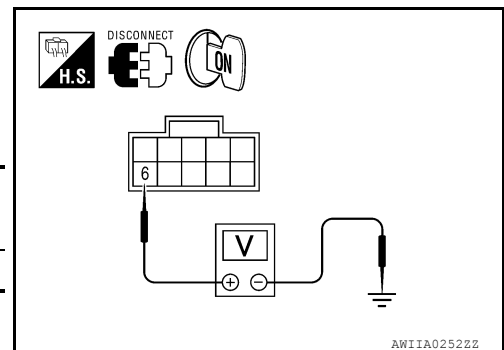
1. Disconnect rear air control (front) harness connector.
2. Turn ignition switch ON.
3. Check voltage between rear air control (front) harness connector R2 terminal 6 and ground.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
Rear air control (front): R2	6	Ground	5V

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair harness or connector.



3. CHECK REAR AIR CONTROL (FRONT) GROUND CIRCUIT

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BLOWER MOTOR CONTROL SYSTEM

[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

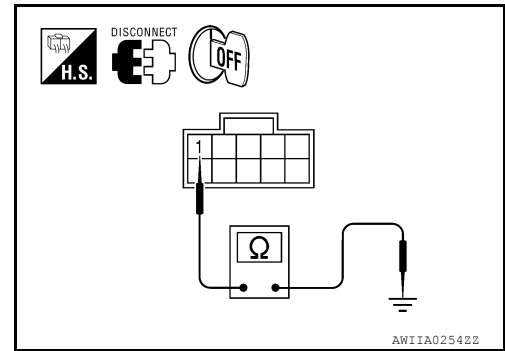
Check continuity between rear air control (front) harness connector R2 terminal 1 and ground.

Continuity should exist.

Is the inspection result normal?

YES >> Replace A/C auto amp. Refer to [VTL-7. "Removal and Installation"](#).

NO >> Repair harness or connector.



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Rear Air Control (Rear) Diagnosis Procedure #2

Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

TROUBLE DIAGNOSIS PROCEDURE

1. CHECK REAR AIR CONTROL (FRONT) POWER SUPPLY

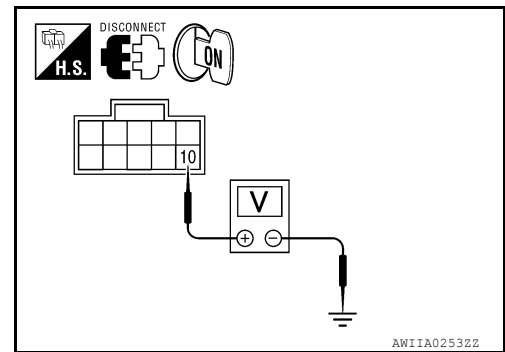
1. Disconnect rear air control (front) harness connector.
2. Turn ignition switch ON.
3. Check voltage between rear air control (front) harness connector R2 terminal 10 and ground.

Battery voltage should exist.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair harness or connector.



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

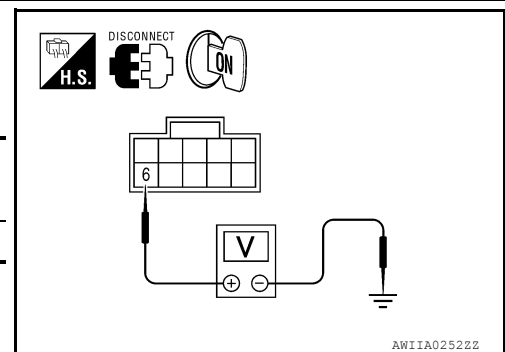
1. Disconnect rear air control (front) harness connector.
2. Check voltage between rear air control (front) harness connector R2 terminal 6 and ground.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
Rear air control (front): R2	6	Ground	5V

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 4.



3. CHECK REAR AIR CONTROL (FRONT) GROUND CIRCUIT

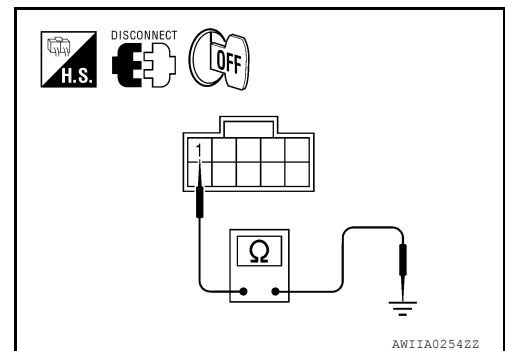
1. Turn ignition switch OFF.
2. Check continuity between rear air control (front) harness connector R2 terminal 1 and ground.

Continuity should exist.

Is the inspection result normal?

YES >> Replace rear air control (front). Refer to [VTL-7. "Removal and Installation"](#).

NO >> Repair harness or connector.



4. CHECK REAR AIR CONTROL (FRONT) BLOWER POT CIRCUIT FOR OPEN

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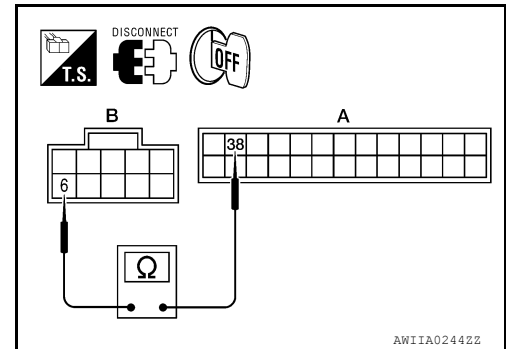
< DTC/CIRCUIT DIAGNOSIS >

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector.
3. Check continuity between A/C auto amp. harness connector M50 (A) terminal 38 and rear air control (front) harness connector R2 (B) terminal 6.

Continuity should exist.

Is the inspection result normal?

- YES >> Replace A/C auto amp. Refer to [VTL-7. "Removal and Installation"](#).
- NO >> Repair harness or connector.



Rear Air Control (Rear) Diagnosis Procedure #3

INFOID:00000006243651

Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

TROUBLE DIAGNOSIS PROCEDURE

1. CHECK REAR AIR CONTROL (FRONT)

1. Disconnect rear air control (front) connector.
2. Turn ignition switch ON.
3. Press AUTO switch.

Does rear blower motor operate in high speed?

- YES >> GO TO 17.
- NO >> GO TO 2.

2. CHECK REAR BLOWER MOTOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect rear blower motor harness connector.
3. Turn ignition switch ON.
4. Press AUTO switch.
5. Rotate rear air control (front) blower speed control dial to maximum speed (REAR CTRL indicator off).
6. Check voltage between rear blower motor harness connector B501 terminal 2 and ground.

Battery voltage should exist.

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> GO TO 9.

3. CHECK VARIABLE BLOWER CONTROL (REAR) POWER SUPPLY

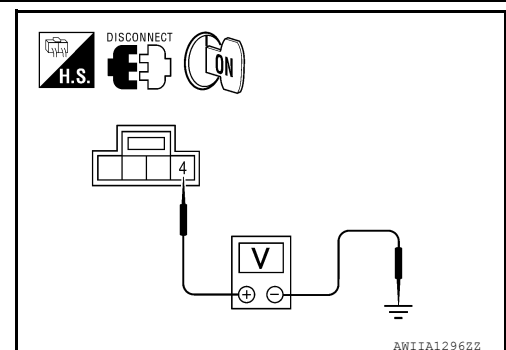
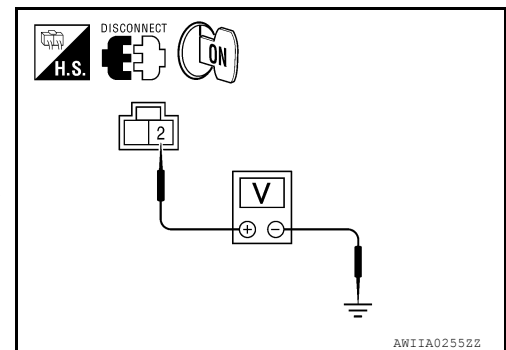
1. Turn ignition switch OFF.
2. Disconnect variable blower control (rear) connector.
3. Turn ignition switch ON.
4. Check voltage between variable blower control connector B133 terminal 4 and ground.

Battery voltage should exist.

Is the inspection result normal?

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

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



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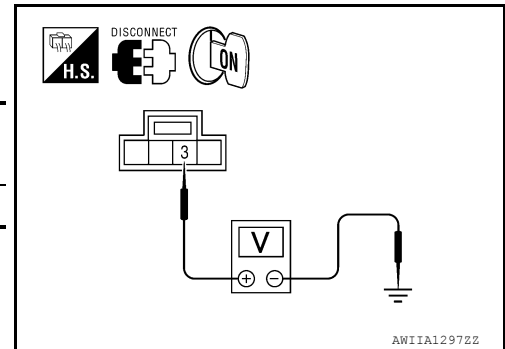
< DTC/CIRCUIT DIAGNOSIS >

Check voltage between variable blower control (rear) harness connector B133 terminal 3 and ground.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
Variable blower control: B133	3	Ground	4.5 V

Is the inspection result normal?

- YES >> GO TO 5.
NO >> GO TO 8.



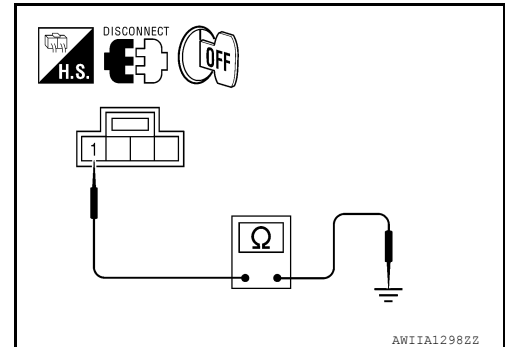
5. CHECK VARIABLE BLOWER CONTROL (REAR) GROUND CIRCUIT

- Turn ignition switch OFF.
- Check continuity between variable blower control (rear) harness connector B133 terminal 1 and ground.

Continuity should exist.

Is the inspection result normal?

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



6. CHECK REAR BLOWER MOTOR

Check rear blower motor. Refer to [HAC-55, "Rear Blower Motor And Relay Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 7.
NO >> Replace rear blower motor. Refer to [VTL-12, "Removal and Installation"](#).

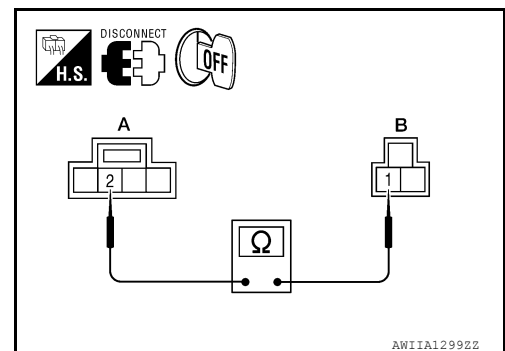
7. CHECK VARIABLE BLOWER CONTROL (REAR) BLOWER MOTOR GROUND CIRCUIT

Check continuity between rear blower motor connector B501 (B) terminal 1 and variable blower control (rear) connector B133 (A) terminal 2.

Continuity should exist.

Is the inspection result normal?

- YES >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
NO >> Repair harness or connector.



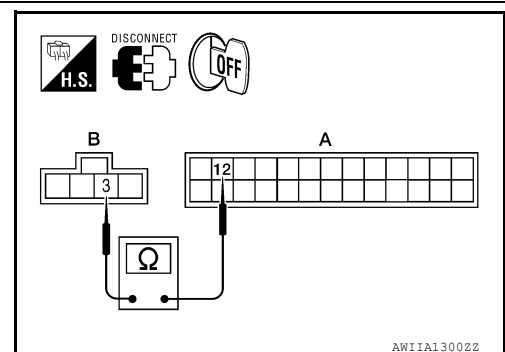
8. CHECK VARIABLE BLOWER CONTROL (REAR) AUX BLOWER SPEED CIRCUIT FOR OPEN

- Turn ignition switch OFF.
- Disconnect A/C auto amp. connector.
- Check continuity between A/C auto amp. harness connector M49 (A) terminal 12 and variable blower control (rear) harness connector B133 (B) terminal 3.

Continuity should exist.

Is the inspection result normal?

- YES >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
NO >> Repair harness or connector.



9. CHECK FUSES

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

BLOWER MOTOR CONTROL SYSTEM

[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> GO TO 10.
- NO >> GO TO 14.

10. CHECK REAR BLOWER MOTOR RELAY

Check rear blower motor relay. Refer to [HAC-55. "Rear Blower Motor And Relay Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 11.
- NO >> Replace rear blower motor relay.

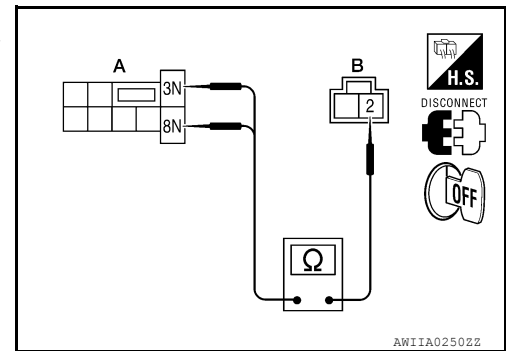
11. CHECK REAR BLOWER MOTOR CIRCUIT BETWEEN REAR BLOWER MOTOR AND FUSE BLOCK (J/B)

1. Turn ignition switch OFF.
2. Disconnect fuse block (J/B) M3 harness connector.
3. Check continuity between fuse block (J/B) harness connector M3 (A) terminal 3N and 8N and rear blower motor harness connector B501 (B) terminal 2.

Continuity should exist.

Is the inspection result normal?

- YES >> GO TO 12.
- NO >> Repair harness or connector.



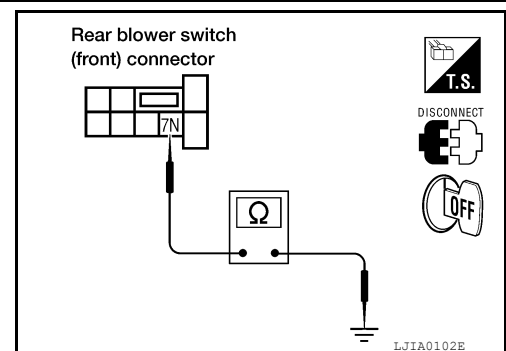
12. CHECK REAR BLOWER MOTOR RELAY (COIL SIDE) GROUND CIRCUIT

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

Continuity should exist.

Is the inspection result normal?

- YES >> GO TO 13.
- NO >> Repair harness or connector.



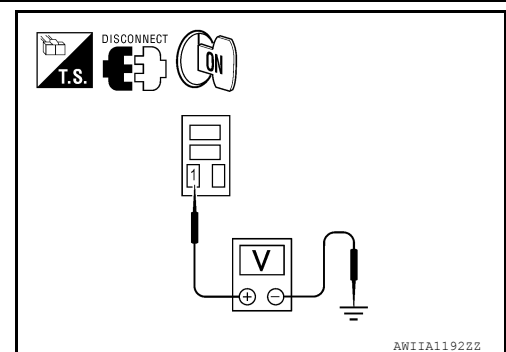
13. CHECK REAR BLOWER MOTOR RELAY (COIL SIDE) POWER SUPPLY CIRCUIT FOR OPEN

1. Turn ignition switch ON.
2. Check voltage between rear blower motor relay harness connector J-1 terminal 1 and ground.

Battery voltage should exist.

Is the inspection result normal?

- YES >> Replace fuse block (J/B).
- NO >> Repair harness or connector.



14. REPLACE FUSE

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

Does the fuse blow?

- YES >> GO TO 15.

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NO >> Inspection End.

15. CHECK REAR BLOWER MOTOR

Check rear blower motor. Refer to [HAC-55, "Rear Blower Motor And Relay Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 16.

NO >> Replace rear blower motor. Refer to [VTL-12, "Removal and Installation"](#).

16. CHECK REAR BLOWER MOTOR POWER SUPPLY CIRCUIT FOR SHORT

1. Turn ignition switch OFF.
2. Disconnect fuse block (J/B) M3 harness connector and variable blower control (rear).
3. Check continuity between rear blower motor harness connector B501 terminal 2 and ground.

Continuity should not exist.

Is the inspection result normal?

YES >> Replace variable blower control (rear). Refer to [VTL-14, "Removal and Installation"](#).

NO >> Repair harness or connector.

17. CHECK REAR AIR CONTROL (FRONT) POWER SUPPLY

Check voltage between rear air control (front) harness connector R2 terminal 10 and ground.

Battery voltage should exist.

Is the inspection result normal?

YES >> GO TO 18.

NO >> Repair harness or connector.

18. CHECK A/C AUTO AMP. FRONT AUX BLOWER POT CIRCUIT FOR SHORT

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. harness connector M50.
3. Check continuity between rear air control (front) harness connector R2 terminal 6 and ground.

Continuity should not exist.

Is the inspection result normal?

YES >> Replace rear air control (front) Refer to [VTL-7, "Removal and Installation"](#).

NO >> Repair harness or connector.

Rear Air Control (Rear) Diagnosis Procedure #4

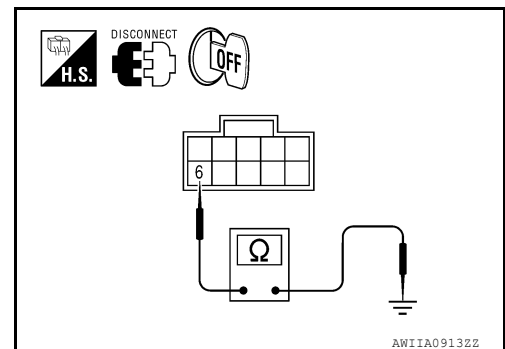
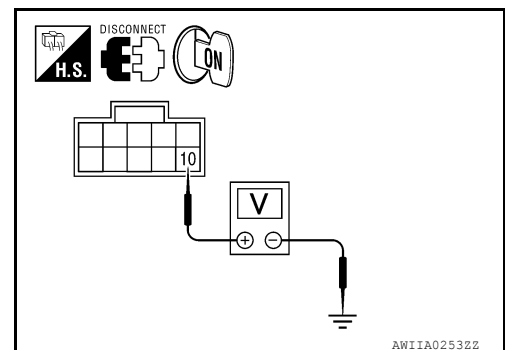
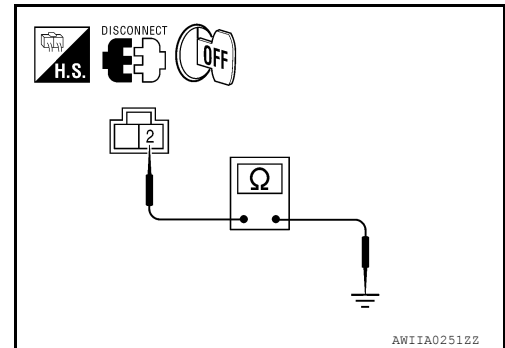
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Regarding Wiring Diagram information, refer to [HAC-95, "Wiring Diagram - Automatic"](#).

TROUBLE DIAGNOSIS PROCEDURE

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

1. Turn ignition switch OFF.



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[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

- Disconnect rear air control (rear) harness connector.
- Turn ignition switch ON.
- Check voltage between rear air control (rear) harness connector M208 terminal 6 and ground.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
Rear air control (rear): M208	6	Ground	5V

Is the inspection result normal?

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

2. CHECK REAR AIR CONTROL (REAR) GROUND CIRCUIT

- Turn ignition switch OFF.
- Check continuity between rear air control (rear) harness connector M208 terminal 1 and ground.

Continuity should exist.

Is the inspection result normal?

- YES >> Replace rear air control (rear). Refer to [VTL-7, "Removal and Installation"](#).
NO >> Repair harness or connector.

3. CHECK REAR AIR CONTROL (REAR) REAR AUX BLOWER POT FOR SHORT

- Turn ignition switch OFF.
- Check continuity between rear air control (rear) harness connector M208 terminal 6 and ground.

Continuity should not exist.

Is the inspection result normal?

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

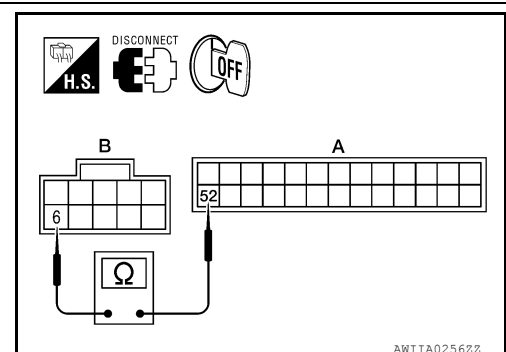
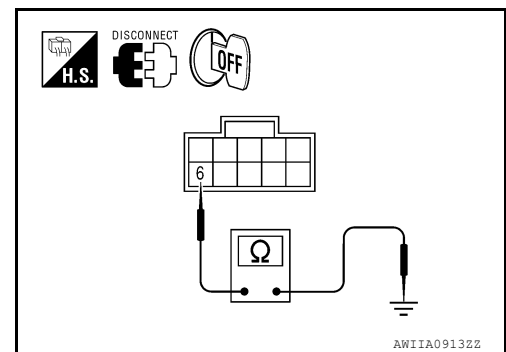
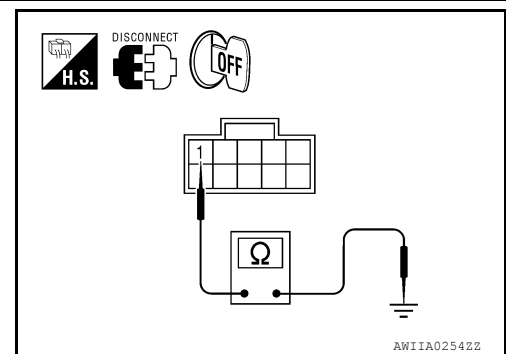
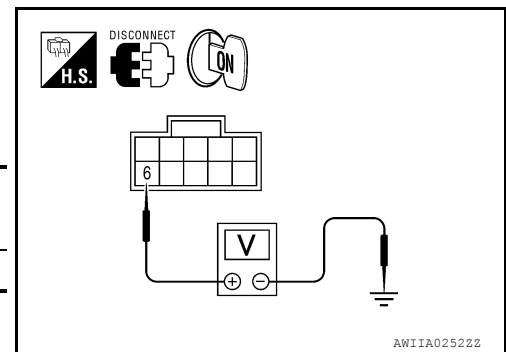
4. CHECK REAR AIR CONTROL (REAR) REAR AUX BLOWER POT BETWEEN A/C AUTO AMP. AND REAR AIR CONTROL REAR

- Disconnect A/C auto amp. harness connector.
- Check continuity between A/C auto amp. harness connector M50 (A) terminal 52 and rear air control (rear) harness connector M208 (B) terminal 6.

Continuity should exist.

Is the inspection result normal?

- YES >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
NO >> Repair harness or connector.



Rear Blower Motor And Relay Component Inspection

INFOID:000000006243653

COMPONENT INSPECTION

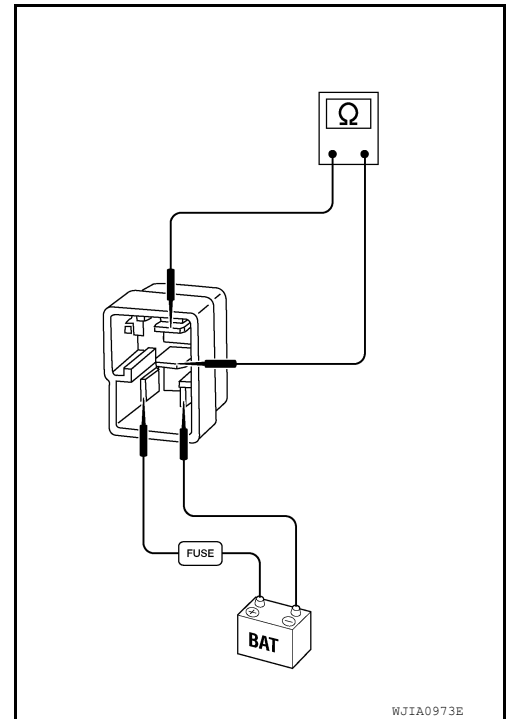
Rear Blower Motor Relay

BLOWER MOTOR CONTROL SYSTEM

[AUTOMATIC AIR CONDITIONER]

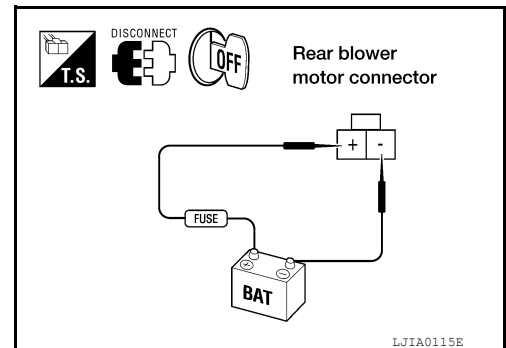
< DTC/CIRCUIT DIAGNOSIS >

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



Rear Blower Motor

Check that there are no foreign particles inside the intake unit.
Apply 12 volts to terminal 2 and ground to terminal 1 and ensure that the blower motor rotates freely and quietly.



REAR AIR CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

REAR AIR CONTROL SYSTEM

Rear Air Control System Description

INFOID:000000006243654

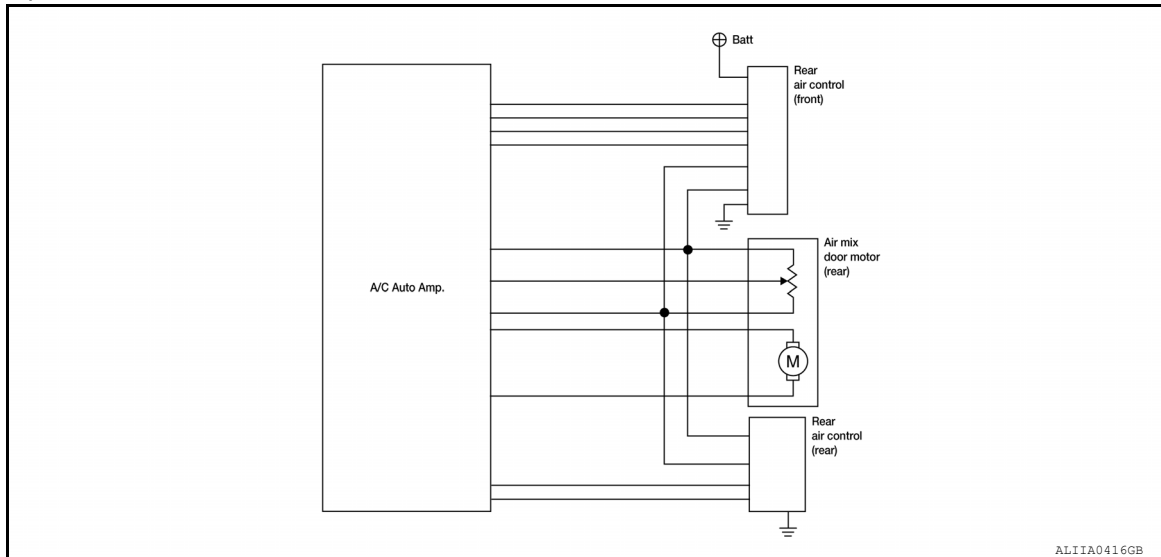
SYSTEM DESCRIPTION

Component Parts

Rear air control system components are:

- A/C auto amp.
- Rear air control (front)
- Rear air control (rear)
- Air mix door motor (rear)

System Operation



Rear Air Control

When the REAR CTRL indicator is off the rear air control (front) will control all rear blower motor speeds and the rear temperature/mode operations. When the REAR CTRL switch is pressed (indicator on), the rear air control (rear) will control all the rear blower motor speeds and the rear temperature/mode operations.

Rear Air Control Component Function Check

INFOID:000000006243655

SYMPTOM:

- Temperature cannot be adjusted from the rear air control.

INSPECTION FLOW

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

1. Press AUTO switch (rear air controls only operate when front blower is on).
2. Turn the rear blower motor to maximum speed from the rear air control (front).
3. Turn rear air control (front) temperature/mode control dial clockwise and then counterclockwise (REAR CTRL indicator off).
4. Check for hot air at rear foot discharge air outlets in the maximum heat position and cold air at rear roof discharge air outlets in the maximum cold position.

Does the rear air control (front) operate properly?

YES >> GO TO 2.

NO >> Check rear air control (front). Refer to [HAC-58, "Rear Air Control \(Front\) Diagnosis Procedure"](#).

2. CONFIRM SYMPTOM BY PERFORMING REAR AIR CONTROL (REAR) OPERATIONAL CHECK

1. Press the REAR CTRL switch on rear air control (front) to send control to the rear air control (rear).
2. Turn the rear blower motor to maximum speed from the rear air control (rear).
3. Turn rear air control (rear) temperature/mode control dial slowly clockwise and then counterclockwise (REAR CTRL indicator on).

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REAR AIR CONTROL SYSTEM

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4. Check for hot air at rear foot discharge air outlets in the maximum heat position and cold air at rear roof discharge air outlets in the maximum cold position.

Does the rear air control (rear) operate properly?

YES >> Inspection End.

NO >> Check rear air control (rear). Refer to [HAC-62. "Rear Air Control \(Rear\) Diagnosis Procedure"](#).

Rear Air Control (Front) Diagnosis Procedure

INFOID:000000006243656

Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

DIAGNOSTIC PROCEDURE FOR REAR AIR CONTROL (FRONT)

SYMPTOM:

- Temperature/mode operation is malfunctioning.

1. CHECK REAR AIR CONTROL (FRONT) REAR CONTROL SELECT SWITCH

1. With the rear blower motor set to maximum speed, rotate the rear temperature/mode control dial back and forth slowly between maximum heat and maximum cooling.
2. Check for the tone of the air blowing from the rear vents to change, and for the air to move between the roof vents and the foot vents.

Is the inspection result normal?

YES >> Rear air control and air mix door (rear) are working properly. Refer to [HAC-112. "Component Function Check"](#) for insufficient cooling or [HAC-120. "Component Function Check"](#) for insufficient heating.

NO >> GO TO 2.

2. CHECK AIR MIX DOOR MOTOR (REAR) POSITION BALANCED RESISTOR (PBR) FEEDBACK VOLTAGE

1. Using CONSULT-III, check "RR FDBCK" in "DATA MONITOR" mode in "HVAC". Refer to [HAC-21. "CONSULT-III Function \(HVAC\)"](#).
2. Observe "RR FDBCK" voltage while rotating rear temperature control dial (front) between 32°C (90°F) and 18°C (60°F).

Monitor Item	Condition	Results
RR FDBCK	Rotate rear temperature control dial (front) between maximum cold and maximum hot	Voltage varies between 0.2 and 4.8V.

Is the inspection result normal?

YES >> • Air mix door motor (rear) is OK.

- Inspect air mix door (rear) for mechanical failure and repair if necessary.

NO >> GO TO 3.

3. CHECK REAR AIR CONTROL (FRONT) POWER SUPPLY

1. Turn ignition switch ON.
2. Check voltage between rear air control (front) harness connector R2 terminal 10 and ground.

Battery voltage should exist.

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair harness or connector.

4. CHECK REAR AIR CONTROL (FRONT) GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between rear air control (front) harness connector R2 terminal 1 and ground.

Continuity should exist.

REAR AIR CONTROL SYSTEM

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Is the inspection result normal?

- YES >> GO TO 5.
NO >> Repair harness or connector.

5. CHECK REAR AIR CONTROL (FRONT) REFERENCE VOLTAGE

1. Turn ignition switch ON.
2. Check voltage between rear air control (front) harness connector R2 terminal 3 and ground.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
Rear air control (front): R2	3	Ground	4.5V

Is the inspection result normal?

- YES >> GO TO 7.
NO >> GO TO 6.

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

1. Disconnect A/C auto amp. and rear air control (front) connectors.
2. Check continuity between A/C auto amp. harness connector M50 terminal 28 and rear air control (front) harness connector R2 terminal 3.

Continuity should exist.

Is the inspection result normal?

- YES >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
NO >> Repair harness or connector.

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

1. Turn ignition switch OFF.
2. Check continuity between rear air control (front) harness connector R2 terminal 8 and ground.

Continuity should exist.

Is the inspection result normal?

- YES >> GO TO 9.
NO >> GO TO 8.

8. CHECK REAR AIR CONTROL (FRONT) REFERENCE GROUND CIRCUIT FOR OPEN

1. Disconnect A/C auto amp. connector and rear air control (front) harness connector.
2. Check continuity between A/C auto amp. harness connector M49 terminal 3 and rear air control (front) harness connector R2 terminal 8.

Continuity should exist.

Is the inspection result normal?

- YES >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
NO >> Repair harness or connector.

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

1. Turn ignition switch ON.
2. Check voltage between A/C auto amp. harness connector M50 terminal 37 and ground while turning knob between full cold and full hot.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
A/C auto amp.: M50	37	Ground	Varying between 0.1V and 4.9V

Is the inspection result normal?

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REAR AIR CONTROL SYSTEM

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YES >> GO TO 11.

NO >> GO TO 10.

10. CHECK REAR AIR CONTROL (FRONT) AUX TEMP POT CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector and rear air control (front) connector.
3. Check continuity between A/C auto amp. harness connector M50 terminal 37 and rear air control (front) harness connector R2 terminal 7.

Continuity should exist.

Is the inspection result normal?

YES >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).

NO >> Repair harness or connector.

11. CHECK AIR MIX DOOR MOTOR (REAR) CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the A/C auto amp. harness connector M50 and the air mix door motor (rear) harness connector B155.
3. Check continuity between A/C auto amp. harness connector M50 terminals 43, 44 and the air mix door motor (rear) harness connector B155 terminal 1, 6.

Connector	Terminal	Connector	Terminal	Continuity
M50	43	B155	1	Yes
	44		6	

4. Check continuity between A/C auto amp. harness connector M50 terminals 43, 44 and ground.

Connector	Terminal	—	Continuity
M50	43	Ground	No
	44		

Is the inspection result normal?

YES >> GO TO 12.

NO >> Repair or replace harness as necessary.

12. CHECK A/C AUTO AMP. FOR AIR MIX DOOR MOTOR (REAR) POWER AND GROUND

1. Reconnect A/C auto amp. harness connector.
2. Turn ignition switch ON.
3. Rotate temperature control dial (rear) to maximum hot.
4. Check voltage between A/C auto amp. harness connector M50 terminal 43 and terminal 44 while rotating temperature control dial (rear) to maximum cold and back to maximum heat.

Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
M50	43	44	Rotate rear temperature control dial (front) to maximum cold	Battery voltage
	44	43	Rotate rear temperature control dial (front) to maximum heat	Battery voltage

Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).

13. CHECK AIR MIX DOOR MOTOR (REAR) PBR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the A/C auto amp. harness connectors M49 and M50.
3. Check continuity between A/C auto amp. harness connector M49 terminal 3 and M50 terminal 28 and air mix door motor (rear) harness connector B155 terminal 2, 3.

REAR AIR CONTROL SYSTEM

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Connector	Terminal	Connector	Terminal	Continuity
M49	3	B155	2	Yes
M50	28		3	

4. Check continuity between A/C auto amp. harness connector M49 terminal 3, M50 terminal 28 and ground.

Connector	Terminal	—	Continuity
M49	3	Ground	No
M50	28		

Is the inspection result normal?

YES >> GO TO 14.

NO >> Repair or replace harness as necessary.

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

1. Check continuity between A/C auto amp. harness connector M50 terminal 30 and air mix door motor (rear) harness connector B155 terminal 4.

Connector	Terminal	Connector	Terminal	Continuity
M50	30	B155	4	Yes

2. Check continuity between A/C auto amp. harness connector M50 terminal 30 and ground.

Connector	Terminal	—	Continuity
M50	30	Ground	No

Is the inspection result normal?

YES >> GO TO 15.

NO >> Repair or replace harness as necessary.

15. CHECK A/C AUTO AMP. FOR 5 VOLT REFERENCE (VREF), VREF RETURN, AND FEEDBACK SIGNAL

1. Reconnect A/C auto amp. harness connectors.
2. Turn ignition switch ON.
3. Check voltage between A/C auto amp. harness connector M49 terminal 3, and M50 terminal 28.

Connector	Terminals	Connector	Terminals	Voltage (Approx.)
	(+)		(-)	
M50	28	M49	3	5V

4. Check voltage between A/C auto amp. harness connector M50 terminal 30 and ground.

Connector	Terminal	—	Voltage (Approx.)
M50	30	Ground	0V

Is the inspection result normal?

YES >> GO TO 16.

NO >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).

16. CHECK A/C AUTO AMP. FOR FEEDBACK SIGNAL

1. Reconnect the air mix door motor (rear) harness connector B155.
2. Check voltage between A/C auto amp. harness connector M50 terminal 30 and ground.

Connector	Terminal	—	Voltage (Approx.)
M50	30	Ground	0.1 to 4.9V

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Is the inspection result normal?

- YES >> Inspect air mix door (rear) for binding or mechanical failure. If air mix door (rear) moves freely, replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
NO >> Replace the air mix door motor (rear). Refer to [VTL-29, "Removal and Installation"](#).

Rear Air Control (Rear) Diagnosis Procedure

INFOID:000000006243657

Regarding Wiring Diagram information, refer to [HAC-95, "Wiring Diagram - Automatic"](#).

1. CHECK REAR AIR CONTROL (FRONT) REAR CONTROL SELECT SWITCH

Did the REAR CTRL lamp illuminate when selected?

Is the inspection result normal?

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

2. CHECK AIR MIX DOOR MOTOR (REAR) POSITION BALANCED RESISTOR (PBR) FEEDBACK VOLTAGE

1. Turn ignition switch ON.
2. Using CONSULT-III, check "RR FDBCK" in "DATA MONITOR" mode in "HVAC". Refer to [HAC-21, "CONSULT-III Function \(HVAC\)"](#).
3. Observe "RR FDBCK" voltage while rotating rear temperature control dial (rear) between 32°C (90°F) and 18°C (60°F).

Monitor Item	Condition	Results
RR FDBCK	Rotate rear temperature control dial (rear) between maximum cold and maximum hot	Voltage varies between 0.1 and 4.9V.

Is the inspection result normal?

- YES >> • Air mix door motor (rear) is OK.
• Inspect air mix door (rear) for mechanical failure and repair if necessary.
NO >> GO TO 12.

3. CHECK REAR AIR CONTROL (REAR) GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between rear air control (rear) harness connector M208 terminal 1 and ground.

Continuity should exist.

Is the inspection result normal?

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

4. CHECK REAR AIR CONTROL (FRONT) REAR CONTROL TELLTALE SIGNAL

While repeatedly pressing and releasing the rear air control (front) rear control select switch, check voltage between rear air control (front) harness connector R2 terminal 4 and ground.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
Rear air control (front): R2	4	Ground	Switching between battery voltage and 7.5V

Is the inspection result normal?

- YES >> Replace rear air control (front). Refer to [VTL-7, "Removal and Installation"](#).
NO >> GO TO 5.

REAR AIR CONTROL SYSTEM

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5. CHECK REAR AIR CONTROL (FRONT) REAR CONTROL SELECT SWITCH SIGNAL

While pressing and holding the rear air control (front) rear control select switch, check voltage between rear air control (front) harness connector R2 terminal 5 and ground.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
Rear air control (front): R2	5	Ground	6.5V

Is the inspection result normal?

- YES >> GO TO 8.
- NO >> GO TO 6.

6. CHECK REAR AIR CONTROL (FRONT) REAR CONTROL SELECT SWITCH SIGNAL

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp connector (M50).
3. Turn ignition switch ON.
4. While pressing and holding the rear air control (front) rear control select switch, check voltage between rear air control (front) harness connector R2 terminal 5 and ground.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
Rear air control (front): R2	5	Ground	6.5V

Is the inspection result normal?

- YES >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
- NO >> GO TO 7.

7. CHECK REAR AIR CONTROL (FRONT) REAR CONTROL SELECT SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect rear air control (front) connector.
3. Check continuity between A/C auto amp. harness connector M50 terminal 39 and rear air control (front) harness connector R2 terminal 5.

Continuity should exist.

4. Check continuity between A/C auto amp. harness connector M50 terminal 39 ground.

Continuity should not exist.

Is the inspection result normal?

- YES >> Replace rear air control (front). Refer to [VTL-7, "Removal and Installation"](#).
- NO >> Repair harness or connector.

8. CHECK REAR AIR CONTROL (FRONT) REAR CONTROL SELECT SWITCH SIGNAL

While pressing and holding the rear air control (front) rear control select switch, check voltage between A/C auto amp. harness connector M50 terminal 39 and ground.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
A/C auto amp.: M50	39	Ground	6.5V

Is the inspection result normal?

- YES >> GO TO 9.
- NO >> Repair harness or connector.

9. CHECK REAR AIR CONTROL (FRONT) REAR CONTROL TELLTALE SIGNAL

Repeatedly press and release the rear air control (front) rear control select switch and check voltage between A/C auto amp. harness connector M50 terminal 35 and ground.

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Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
A/C auto amp.: M50	35	Ground	Switching between battery voltage and 7.5V

Is the inspection result normal?

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

10. CHECK REAR AIR CONTROL (FRONT) REAR CONTROL TELLTALE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp connector M50 and rear air control (front) connector R2.
3. Check continuity between A/C auto amp. harness connector M50 terminal 35 and rear air control (front) harness connector R2 terminal 4.

Continuity should exist.

4. Check continuity between A/C auto amp. harness connector M50 terminal 35 and ground.

Continuity should not exist.

Is the inspection result normal?

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

11. CHECK REAR AIR CONTROL (FRONT) REAR CONTROL TELLTALE CIRCUIT

1. Reconnect rear air control (front) connector.
2. Check continuity between rear air control (front) connector R2 terminal 4 and ground.

Continuity should not exist.

Is the inspection result normal?

- YES >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
NO >> Replace rear air control (front). Refer to [VTL-7, "Removal and Installation"](#).

12. CHECK REAR AIR CONTROL (REAR) GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between rear air control (rear) harness connector M208 terminal 1 and ground.

Continuity should exist.

Is the inspection result normal?

- YES >> GO TO 13.
NO >> Repair harness or connector.

13. CHECK REAR AIR CONTROL (REAR) REFERENCE VOLTAGE

1. Turn ignition switch ON.
2. Check voltage between rear air control (rear) harness connector M208 terminal 3 and ground.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
Rear air control (rear): M208	3	Ground	4.5V

Is the inspection result normal?

- YES >> GO TO 15.
NO >> GO TO 14.

14. CHECK REAR AIR CONTROL (REAR) REFERENCE VOLTAGE CIRCUIT

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1. Disconnect A/C auto amp. connector.
2. Check continuity between A/C auto amp. harness connector M50 terminal 28 and rear air control (rear) harness connector M208 terminal 3.

Continuity should exist.

Is the inspection result normal?

YES >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).

NO >> Repair harness or connector.

15. CHECK REAR AIR CONTROL (REAR) REFERENCE GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between rear air control (rear) harness connector M208 terminal 8 and ground.

Continuity should exist.

Is the inspection result normal?

YES >> GO TO 17

NO >> GO TO 18.

16. CHECK REAR AIR CONTROL (REAR) REFERENCE GROUND CIRCUIT FOR OPEN

1. Disconnect A/C auto amp. connector and rear air control (rear) harness connector.
2. Check continuity between A/C auto amp. harness connector M49 terminal 3 and rear air control (rear) harness connector M208 terminal 8.

Continuity should exist.

Is the inspection result normal?

YES >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).

NO >> Repair harness or connector.

17. CHECK REAR AIR CONTROL (REAR) AUX TEMP POT VOLTAGE

1. Turn ignition ON.
2. Check voltage between rear air control (rear) harness connector M208 terminal 7 and ground while turning knob between full cold and full hot.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
Rear air control (rear): M208	7	Ground	Varying between 0.1V and 4.9V

Is the inspection result normal?

YES >> GO TO 19.

NO >> GO TO 18.

18. CHECK REAR AIR CONTROL (REAR) AUX TEMP POT CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector and rear air control (rear) connector.
3. Check continuity between A/C auto amp. harness connector M50 terminal 51 and rear air control (rear) harness connector M208 terminal 7.

Continuity should exist.

4. Check continuity between A/C auto amp. harness connector M50 terminal 51 and ground.

Continuity should not exist.

Is the inspection result normal?

YES >> Replace rear air control (rear) switch. Refer to [VTL-7, "Removal and Installation"](#).

NO >> Repair harness or connector.

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19. CHECK REAR AIR CONTROL (REAR) AUX TEMP POT VOLTAGE

Check voltage between A/C auto amp. harness connector M50 terminal 51 and ground while turning knob between full cold and full hot.

Connector	Terminals		Voltage (Approx.)
	(+)	(-)	
A/C auto amp.: M50	51	Ground	Varying between 0.1V and 4.9V

Is the inspection result normal?

- YES >> GO TO 21.
- NO >> GO TO 20.

20. CHECK REAR AIR CONTROL (REAR) AUX TEMP POT CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector and rear air control (rear) connector.
3. Check continuity between A/C auto amp. harness connector M50 terminal 51 and rear air control (rear) harness connector M208 terminal 7.

Continuity should exist.

Is the inspection result normal?

- YES >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
- NO >> Repair harness or connector.

21. CHECK AIR MIX DOOR MOTOR (REAR) CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the A/C auto amp. harness connector M50 and the air mix door motor (rear) harness connector B155.
3. Check continuity between A/C auto amp. harness connector M50 terminals 43, 44 and the air mix door motor (rear) harness connector B155 terminal 1, 6.

Connector	Terminal	Connector	Terminal	Continuity
M50	43	B155	1	Yes
	44		6	

4. Check continuity between A/C auto amp. harness connector M50 terminals 43, 44 and ground.

Connector	Terminal	—	Continuity
M50	43	Ground	No
	44		

Is the inspection result normal?

- YES >> GO TO 22.
- NO >> Repair or replace harness as necessary.

22. CHECK A/C AUTO AMP. FOR AIR MIX DOOR MOTOR (REAR) POWER AND GROUND

1. Reconnect A/C auto amp. harness connector.
2. Turn ignition switch ON.
3. Rotate temperature control dial (rear) to maximum hot.
4. Check voltage between A/C auto amp. harness connector M50 terminal 43 and terminal 44 while rotating temperature control dial (rear) to maximum cold and back to maximum heat.

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Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
M50	43	44	Rotate rear temperature control dial (rear) to maximum cold	Battery voltage
	44	43	Rotate rear temperature control dial (rear) to maximum heat	Battery voltage

Is the inspection result normal?

YES >> GO TO 23.

NO >> Replace A/C auto amp. Refer to [VTL-7. "Removal and Installation"](#).

23. CHECK AIR MIX DOOR MOTOR (REAR) PBR CIRCUITS FOR OPEN AND SHORT TO GROUND

1. Turn ignition switch OFF.
2. Disconnect the A/C auto amp. harness connectors M49 and M50.
3. Check continuity between A/C auto amp. harness connector M49 terminal 3 and M50 terminal 28 and air mix door motor (rear) harness connector B155 terminal 2, 3.

Connector	Terminal	Connector	Terminal	Continuity
M49	3	B155	2	Yes
M50	28		3	

4. Check continuity between A/C auto amp. harness connector M49 terminal 3, M50 terminal 28 and ground.

Connector	Terminal	—	Continuity
M49	3	Ground	No
M50	28		

Is the inspection result normal?

YES >> GO TO 24.

NO >> Repair or replace harness as necessary.

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

1. Check continuity between A/C auto amp. harness connector M50 terminal 30 and air mix door motor (rear) harness connector B155 terminal 4.

Connector	Terminal	Connector	Terminal	Continuity
M50	30	B155	4	Yes

2. Check continuity between A/C auto amp. harness connector M50 terminal 30 and ground.

Connector	Terminal	—	Continuity
M50	30	Ground	No

Is the inspection result normal?

YES >> GO TO 25.

NO >> Repair or replace harness as necessary.

25. CHECK A/C AUTO AMP. FOR 5 VOLT REFERENCE (VREF), VREF RETURN, AND FEEDBACK SIGNAL

1. Reconnect A/C auto amp. harness connectors.
2. Turn ignition switch ON.
3. Check voltage between A/C auto amp. harness connector M49 terminal 3, and M50 terminal 28.

REAR AIR CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

Connector	Terminals	Connector	Terminals	Voltage (Approx.)
	(+)		(-)	
M50	28	M49	3	5V

4. Check voltage between A/C auto amp. harness connector M50 terminal 30 and ground.

Connector	Terminal	—	Voltage (Approx.)
M50	30	Ground	0V

Is the inspection result normal?

YES >> GO TO 26.

NO >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).

26. CHECK A/C AUTO AMP. FOR FEEDBACK SIGNAL

1. Reconnect the air mix door motor (rear) harness connector B155.
2. Check voltage between A/C auto amp. harness connector M50 terminal 30 and ground.

Connector	Terminal	—	Voltage (Approx.)
M50	30	Ground	0.1 to 4.9V

Is the inspection result normal?

YES >> Inspect air mix door (rear) for binding or mechanical failure. If air mix door (rear) moves freely, replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).

NO >> Replace the air mix door motor (rear). Refer to [VTL-29, "Removal and Installation"](#).

MAGNET CLUTCH

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

MAGNET CLUTCH

System Description

INFOID:000000006243658

SYSTEM DESCRIPTION

The A/C auto amp. controls compressor operation based on ambient and intake temperature and a signal from ECM.

Low Temperature Protection Control

The A/C auto amp. will turn the compressor ON or OFF as determined by a signal detected by the intake sensor and the ambient sensor.

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



Ambient temperature °C (°F)	VK56DE Model		VQ40DE Model	
	Compressor ON intake temperature °C (°F)	Compressor OFF intake temperature °C (°F)	Compressor ON intake temperature °C (°F)	Compressor OFF intake temperature °C (°F)
0 (32)	6.0 (43)	5.5 (42)	5.5 (42)	5.0 (41)
10 (50)	5.0 (41)	5.0 (41)	4.5 (40)	4.5 (40)
20 (68)	3.5 (38)	3.0 (37)	3.0 (37)	2.5 (37)
30 (86)	3.0 (37)	2.5 (37)	2.5 (37)	1.5 (35)
40 (104)	3.0 (37)	2.5 (37)	2.0 (36)	1.0 (34)
50 (122)	3.0 (37)	2.5 (37)	2.0 (36)	1.0 (34)

Magnet Clutch Component Function Check

INFOID:000000006243659

INSPECTION FLOW

1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - MAGNET CLUTCH

1. Turn ignition switch ON.
2. Press the A/C switch.
3. Press vent switch ().
4. Display shows  , A/C. Confirm that the compressor clutch engages (sound or visual inspection). (Discharge air and blower speed will depend on ambient, in-vehicle and set temperatures.)

Is the inspection result normal?

YES >> Inspection End.

NO >> Go to diagnosis procedure. Refer to [HAC-69. "Magnet Clutch Diagnosis Procedure"](#).

Magnet Clutch Diagnosis Procedure

INFOID:000000006243660

Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

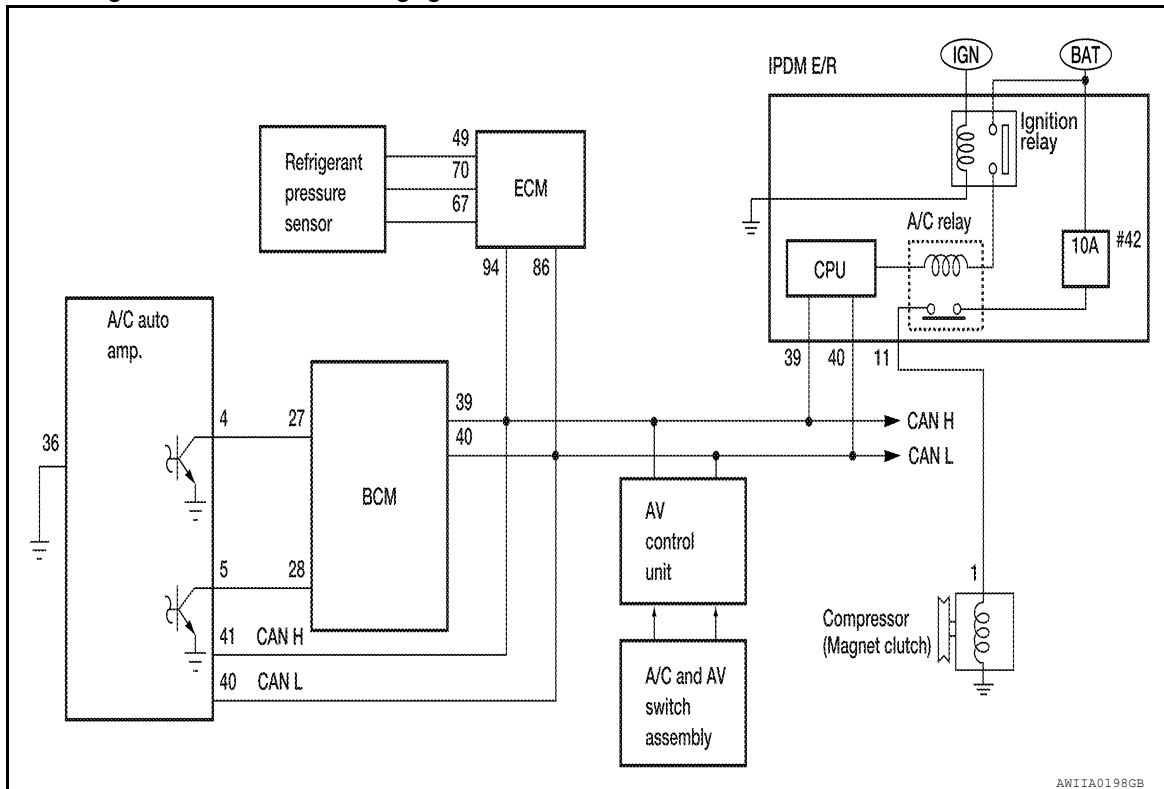
DIAGNOSTIC PROCEDURE FOR MAGNET CLUTCH

MAGNET CLUTCH

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

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



1. CHECK INTAKE AND AMBIENT SENSOR CIRCUITS

Check intake and ambient sensors. Refer to [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> • Malfunctioning intake sensor. Refer to [HAC-87, "Intake Sensor Diagnosis Procedure"](#).
• Malfunctioning ambient sensor. Refer to [HAC-79, "Ambient Sensor Diagnosis Procedure"](#).

2. PERFORM AUTO ACTIVE TEST

Refer to [PCS-9, "Diagnosis Description"](#).

Does magnet clutch operate?

YES >> • WITH CONSULT-III
GO TO 5.
• WITHOUT CONSULT-III
GO TO 6.

NO >> Check 10A fuse (No. 42, located in IPDM E/R), and GO TO 3.

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

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector and compressor (magnet clutch) connector.
3. Check continuity between IPDM E/R harness connector E119 terminal 11 and A/C compressor harness connector F3 terminal 1.

11 – 1 : Continuity should exist.

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

11 – 1 : Continuity should not exist.

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair harness or connector.

4. CHECK MAGNET CLUTCH CIRCUIT

MAGNET CLUTCH

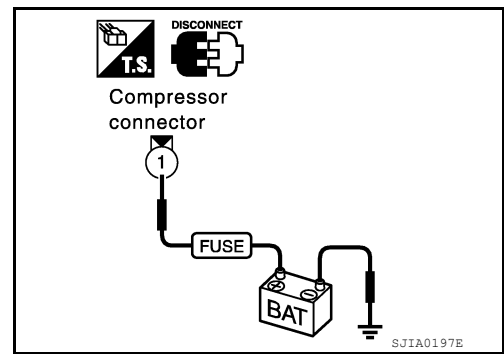
[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

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

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-29, "Removal and Installation of IPDM E/R"](#).
- NO >> Replace magnet clutch. Refer to [HA-40, "Removal and Installation for Compressor Clutch"](#).



5. CHECK BCM INPUT (COMPRESSOR ON) SIGNAL

Check compressor ON/OFF signal. Refer to [HAC-23, "AIR CONDITIONER : CONSULT-III 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 8.
- NO >> GO TO 6.

6. CHECK CIRCUIT CONTINUITY BETWEEN BCM AND A/C AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect BCM connector and A/C auto amp. connector.
3. Check continuity between BCM harness connector M18 terminal 27 and A/C auto amp. harness connector M49 terminal 4.

27 - 4 Continuity should exist.

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

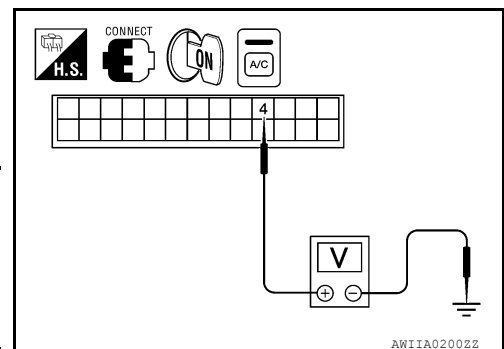
27 - ground Continuity should not exist.

Is the inspection result normal?

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

7. CHECK VOLTAGE FOR A/C AUTO AMP. (A/C COMPRESSOR ON SIGNAL)

1. Reconnect BCM connector and A/C auto amp. connector.
2. Turn ignition switch ON.
3. Check voltage between A/C auto amp. harness connector M49 terminal 4 and ground.



Terminals		(-)	Condition	Voltage
(+)	Terminal No.			
A/C auto amp. connector				
M49	4	Ground	A/C switch: ON	Approx. 0V
			A/C switch: OFF	Approx. 5V

Is the inspection result normal?

- YES >> GO TO 8.
- NO-1 >> If the voltage is approx. 5V when A/C switch is ON, replace A/C auto amp. 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-55, "Removal and Installation"](#).

MAGNET CLUTCH

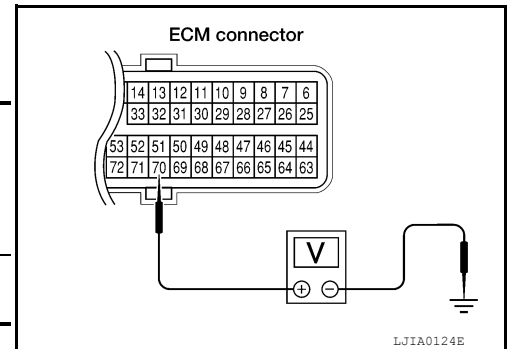
[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

8. CHECK REFRIGERANT PRESSURE SENSOR

1. Start engine.
2. Check voltage between ECM harness connector F54 (VQ40DE) or F79 (VK56DE) terminal 70 and ground.

Terminals		(-)	Condition	Voltage
(+) ECM connector				
ECM connector	Terminal No.			
F54 (VQ40DE) F79 (VK56DE)	70	Ground	A/C switch: ON	Approx. 0.36 - 3.88V



Is the inspection result normal?

YES >> GO TO 9.

NO >> Refer to [EC-420. "Diagnosis Procedure"](#) (VQ40DE) or [EC-930. "Diagnosis Procedure"](#) (VK56DE).

9. CHECK BCM INPUT (FAN ON) SIGNAL

Check FAN ON/OFF signal. Refer to [HAC-23. "AIR CONDITIONER : CONSULT-III Function \(BCM - AIR CONDITIONER\)"](#).

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

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

Is the inspection result normal?

YES >> GO TO 12.

NO >> GO TO 10.

10. CHECK CIRCUIT CONTINUITY BETWEEN BCM AND A/C AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect BCM connector and A/C auto amp. connector.
3. Check continuity between BCM harness connector M18 terminal 28 and A/C auto amp. harness connector M49 terminal 5.

28 - 5 Continuity should exist.

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

28 - ground Continuity should not exist.

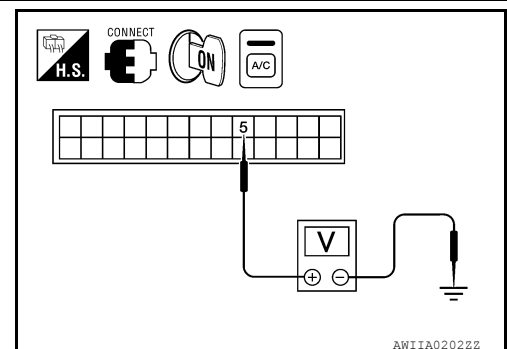
Is the inspection result normal?

YES >> GO TO 11.

NO >> Repair harness or connector.

11. CHECK VOLTAGE FOR A/C AUTO AMP. (FAN ON SIGNAL)

1. Reconnect BCM connector and A/C auto amp. connector.
2. Turn ignition switch ON.
3. Check voltage between A/C auto amp. harness connector M49 terminal 5 and ground.



MAGNET CLUTCH

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

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

Is the inspection result normal?

YES >> GO TO 12.

NO-1 >> If the voltage is approx. 5V when blower motor is ON, replace A/C auto amp. 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-55, "Removal and Installation"](#).

12.CHECK CAN COMMUNICATION

Check CAN communication. Refer to [LAN-14, "Trouble Diagnosis Flow Chart"](#).

- BCM – ECM
- ECM – IPDM E/R
- ECM – A/C auto amp.

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-29, "Removal and Installation of IPDM E/R"](#).

NO >> Repair or replace malfunctioning part(s).

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WATER VALVE CIRCUIT

[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

WATER VALVE CIRCUIT

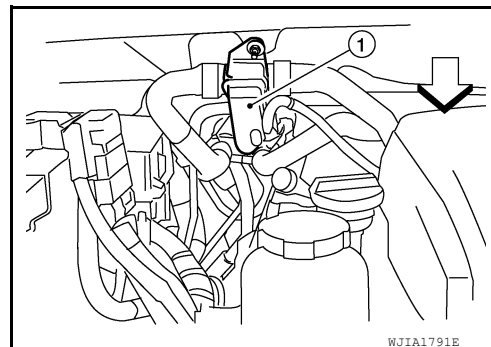
Water Valve Description (VK56DE)

INFOID:000000006243661

COMPONENT DESCRIPTION

Water Valve

The water valve (1) cuts the flow of engine coolant to the front and rear heater cores to allow for maximum cooling during A/C operation. It is controlled by the A/C auto amp.



Water Valve Diagnosis Procedure (VK56DE)

INFOID:000000006243662

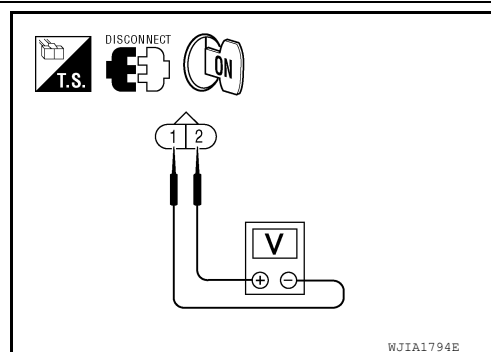
Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

DIAGNOSTIC PROCEDURE FOR WATER VALVE

1. CHECK WATER VALVE POWER AND GROUND CIRCUITS

1. Disconnect water valve connector F68.
2. Turn ignition switch ON.
3. Rotate temperature control dial (driver) to 32°C (90°F).
4. Check voltage between water valve harness connector F68 terminal 1 and terminal 2 while rotating temperature control dial (driver) to 18°C (60°F).

Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
Water valve: F68	2	1	Rotate temperature control dial	Battery voltage



Is the inspection result normal?

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

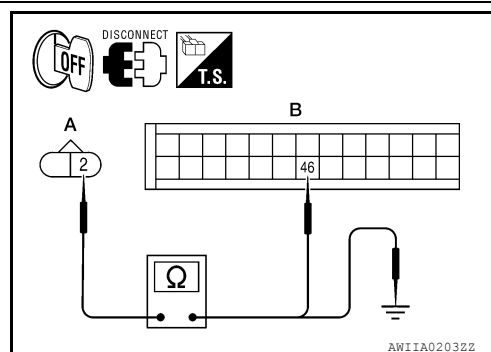
2. CHECK WATER VALVE CONTROL OUTPUT CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector M50.
3. Check continuity between water valve harness connector F68 (A) terminal 2 and A/C auto amp. harness connector M50 (B) terminal 46.

2 - 46 : Continuity should exist.

4. Check continuity between water valve harness connector F68 (A) terminal 2 and ground.

2 - Ground : Continuity should not exist.



Is the inspection result normal?

- YES >> Replace A/C auto amp. Refer to [VTL-7. "Removal and Installation"](#).
NO >> Repair harness or connector.

WATER VALVE CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

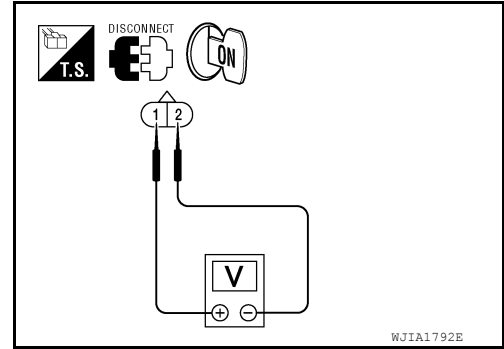
3. CHECK WATER VALVE POWER AND GROUND CIRCUITS

1. Rotate temperature control dial (driver) to 18°C (60°F).
2. Check voltage between water valve harness connector F68 terminal 1 and terminal 2 while rotating temperature control dial (driver) to 32°C (90°F).

Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
Water valve: F68	1	2	Rotate temperature control dial	Battery voltage

Is the inspection result normal?

- YES >> Replace the water valve.
 NO >> GO TO 4.



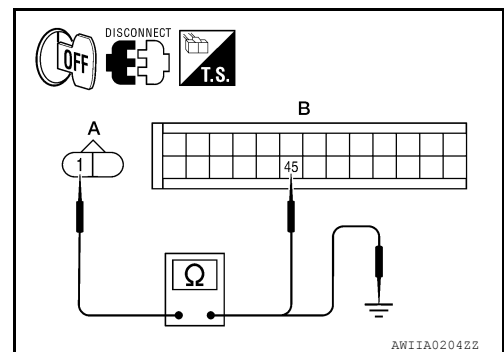
4. CHECK WATER VALVE CONTROL OUTPUT CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector M50.
3. Check continuity between water valve harness connector F68 (A) terminal 1 and A/C auto amp. harness connector M50 (B) terminal 45.

1 - 45 : Continuity should exist.

4. Check continuity between water valve harness connector F68 (A) terminal 1 and ground.

1 - Ground : Continuity should not exist.



Is the inspection result normal?

- YES >> Replace A/C auto amp. Refer to [VTL-7. "Removal and Installation"](#).
 NO >> Repair harness or connector.

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HEATER PUMP

System Description (VQ40DE)

INFOID:000000006243663

SYSTEM DESCRIPTION

Component Parts

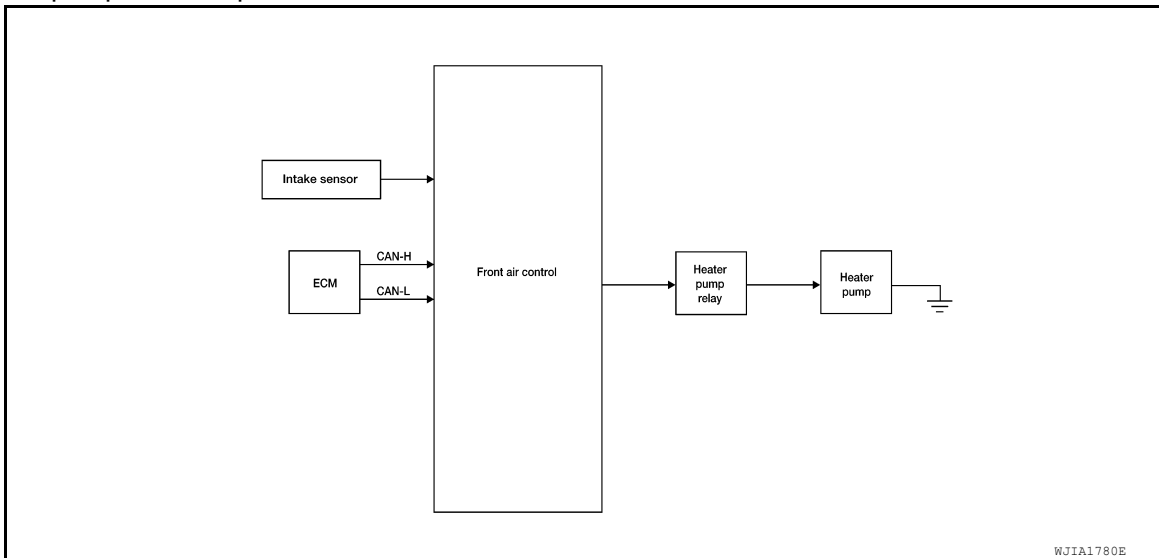
Heater pump control system components are:

- A/C auto amp.
- Heater pump relay
- Heater pump
- Intake sensor

System Operation

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

1. Front blower motor set to maximum speed and temperature control dial (driver or passenger) set to full hot 32°C (90°F) or
2. Engine coolant temperature (signal via CAN communication) minus heater core outlet temperature (intake sensor input to A/C auto amp.) is greater than 20°C (68°F). If the difference is less than 16°C (61°F), the heater pump will not operate unless the conditions in item No. 1 above are met.



Diagnosis Procedure (VQ40DE)

INFOID:000000006243664

Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

DIAGNOSTIC PROCEDURE FOR HEATER PUMP CIRCUIT

1. CHECK POWER SUPPLY TO HEATER PUMP

1. Disconnect heater pump connector.
2. Turn ignition switch ON.
3. Set front blower motor to maximum speed.
4. Turn temperature control dial (passenger or driver) to full hot 32°C (90°F).

HEATER PUMP

[AUTOMATIC AIR CONDITIONER]

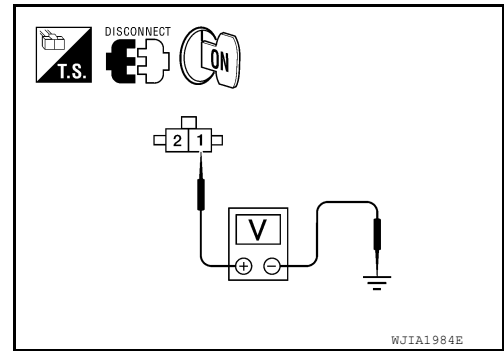
< DTC/CIRCUIT DIAGNOSIS >

5. Check voltage between heater pump harness connector E141 terminal 1 and ground.

1 - Ground : **Battery voltage**

Is the inspection result normal?

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



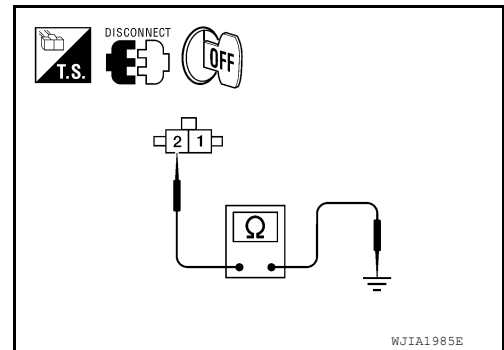
2.CHECK HEATER PUMP GROUND

1. Turn ignition switch OFF.
2. Check continuity between heater pump harness connector E141 terminal 2 and ground.

2 - Ground : **Continuity should exist.**

Is the inspection result normal?

- YES >> Replace heater pump. Refer to [HA-57, "Removal and Installation"](#).
NO >> Repair harness or connector.



3.CHECK HEATER PUMP RELAY

1. Turn ignition switch OFF.
2. Check heater pump relay. Refer to [HAC-78, "Component Inspection \(VQ40DE\)"](#).

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Replace heater pump relay.

4.CHECK RELAY POWER SUPPLY

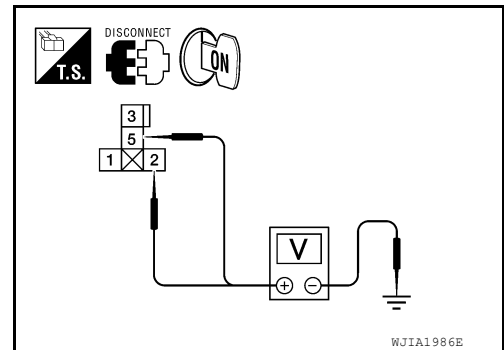
1. Turn ignition switch ON.
2. Check voltage between heater pump relay harness connector E144 terminals 2, 5 and ground.

2 - Ground : **Battery voltage**

5 - Ground : **Battery voltage**

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Repair harness or connector.



5.CHECK HEATER PUMP MOTOR POWER CIRCUIT

1. Turn ignition switch OFF.

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HEATER PUMP

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

- Check continuity between heater pump relay harness connector (A) E144 terminal 3 and heater pump harness connector (B) E141 terminal 1.

3 - 1 : Continuity should exist.

- Check continuity between heater pump relay harness connector (A) E144 terminal 3 and ground.

3 - Ground : Continuity should not exist.

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair harness or connector.

6. CHECK CIRCUIT BETWEEN HEATER PUMP RELAY AND A/C AUTO AMP.

- Disconnect A/C auto amp. connector.
- Check continuity between A/C auto amp. harness connector M50 (A) terminal 50 and heater pump relay harness connector E144 (B) terminal 1.

1 - 50 : Continuity should exist.

- Check continuity between heater pump relay harness connector E144 (B) terminal 1 and ground.

1 - Ground : Continuity should not exist.

Is the inspection result normal?

YES >> Replace A/C auto amp. Refer to [VTL-7. "Removal and Installation"](#).

NO >> Repair harness or connector.

Component Inspection (VQ40DE)

INFOID:000000006243665

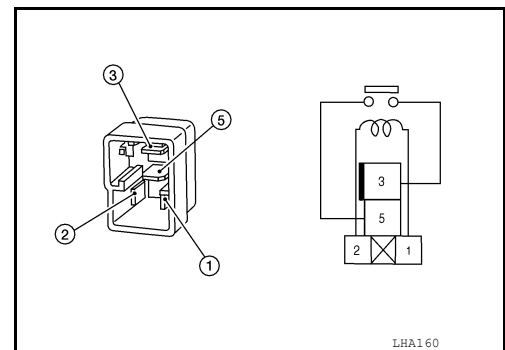
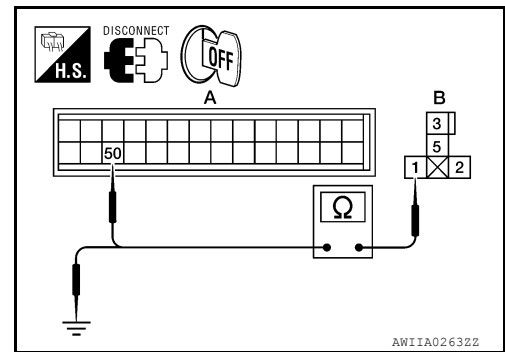
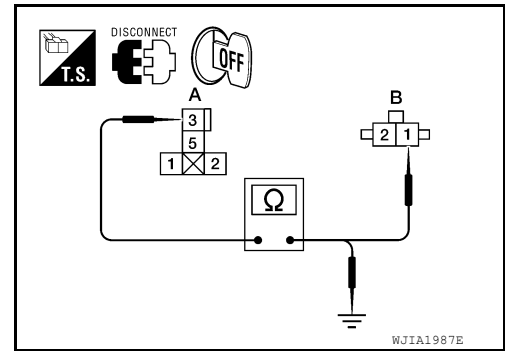
COMPONENT INSPECTION

Heater Pump Relay

Check continuity between terminals 3 and 5.

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

If NG, replace relay.



AMBIENT SENSOR

Component Description

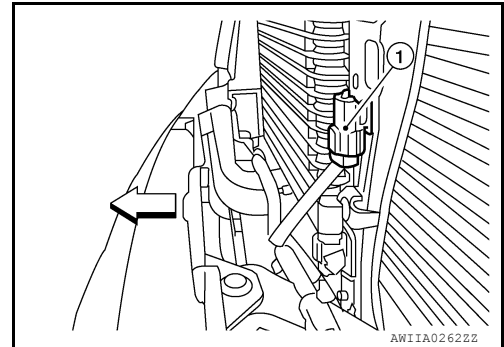
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COMPONENT DESCRIPTION

Ambient Sensor

Ambient sensor (1) is attached to the radiator core support (left side). It detects ambient temperature and converts it into a value which is then input into the A/C auto amp.

- ←: Front



AMBIENT TEMPERATURE INPUT PROCESS

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

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

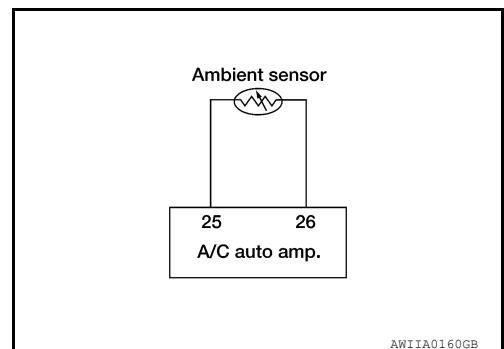
Ambient Sensor Diagnosis Procedure

INFOID:000000006243667

Regarding Wiring Diagram information, refer to [HAC-95, "Wiring Diagram - Automatic"](#).

DIAGNOSTIC PROCEDURE FOR AMBIENT SENSOR

SYMPTOM: Ambient sensor circuit is open or shorted. (40 or 41 is indicated on A/C auto amp. as a result of conducting the A/C auto amp. self-diagnosis)



1. CHECK VOLTAGE BETWEEN AMBIENT SENSOR AND GROUND

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AMBIENT SENSOR

[AUTOMATIC AIR CONDITIONER]

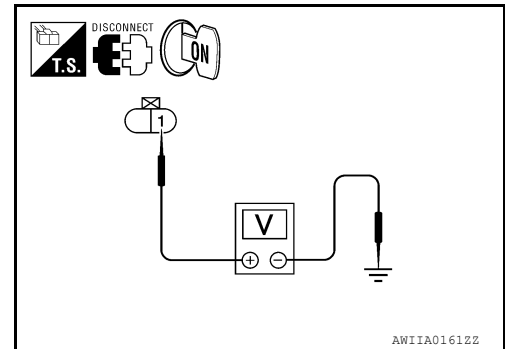
< DTC/CIRCUIT DIAGNOSIS >

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

1 - Ground : Approx. 5V

Is the inspection result normal?

- YES >> GO TO 2.
NO >> GO TO 4.



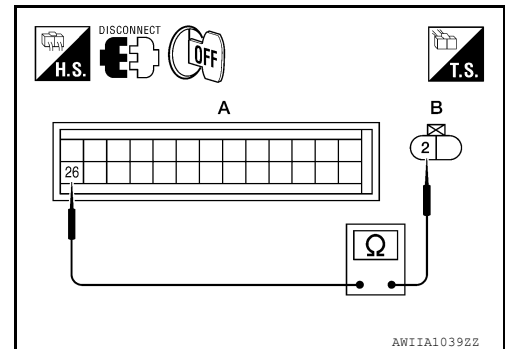
2. CHECK CIRCUIT CONTINUITY BETWEEN AMBIENT SENSOR AND A/C AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector.
3. Check continuity between ambient sensor harness connector E1 (B) terminal 2 and A/C auto amp. harness connector M49 (A) terminal 26.

2 - 26 : Continuity should exist.

Is the inspection result normal?

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



3. CHECK AMBIENT SENSOR

Check the Ambient Sensor Circuit. Refer to [HAC-80, "Ambient Sensor Component Inspection"](#).

Is the inspection result normal?

- YES >> 1. Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
2. GO TO [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#) and perform self-diagnosis.
NO >> 1. Replace ambient sensor.
2. GO TO [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#) and perform self-diagnosis.

4. CHECK CIRCUIT CONTINUITY BETWEEN AMBIENT SENSOR AND A/C AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector.
3. Check continuity between ambient sensor harness connector E1 (B) terminal 1 and A/C auto amp. harness connector M49 (A) terminal 25.

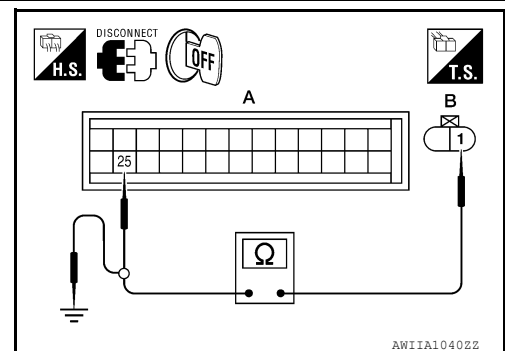
1 - 25 : Continuity should exist.

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

1 - Ground : Continuity should not exist.

Is the inspection result normal?

- YES >> 1. Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
2. GO TO [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#) and perform self-diagnosis.
NO >> Repair harness or connector.



Ambient Sensor Component Inspection

INFOID:000000006243668

COMPONENT INSPECTION

Ambient Sensor

AMBIENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

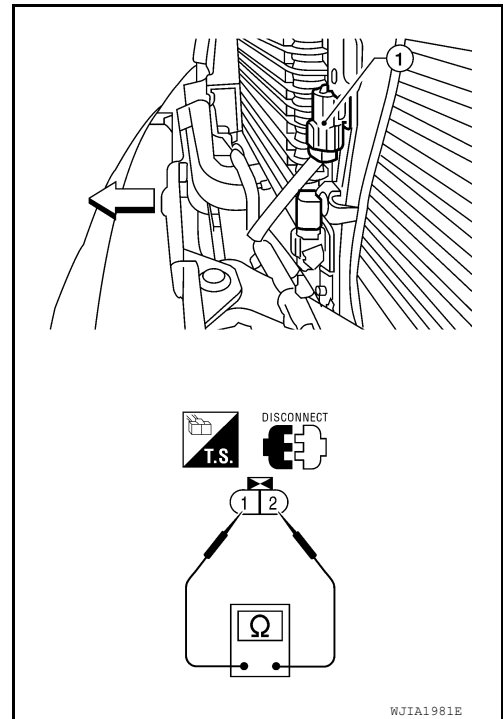
After disconnecting ambient sensor (1) connector E1, measure resistance between terminals 1 and 2 at sensor component side, using the table below.

- ←: Front

NOTE:

The ambient sensor is located behind the front grille, below the hood latch. The ambient sensor (1) provides input for the automatic A/C system.

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



If NG, replace ambient sensor. Refer to [HA-56, "Removal and Installation"](#).

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HAC

< DTC/CIRCUIT DIAGNOSIS >

IN-VEHICLE SENSOR

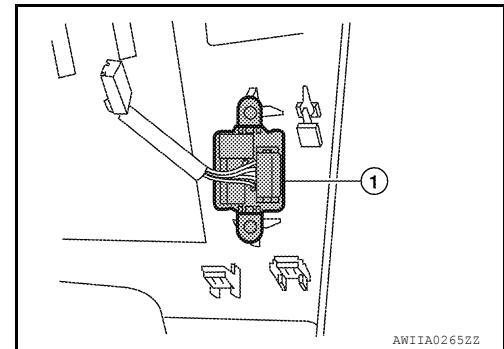
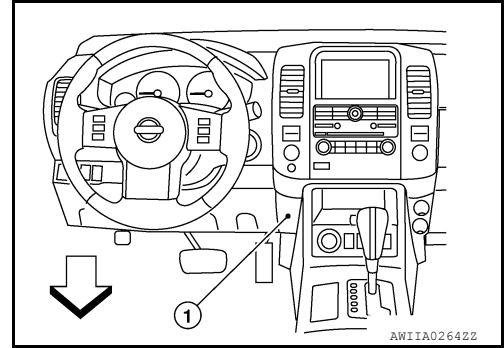
Component Description

INFOID:000000006243669

COMPONENT DESCRIPTION

In-vehicle Sensor

The in-vehicle sensor (1) is located on the lower instrument panel LH. It converts variations in temperature of passenger compartment air (drawn in through the integrated fan) into a resistance value. It is then input into the A/C auto amp.



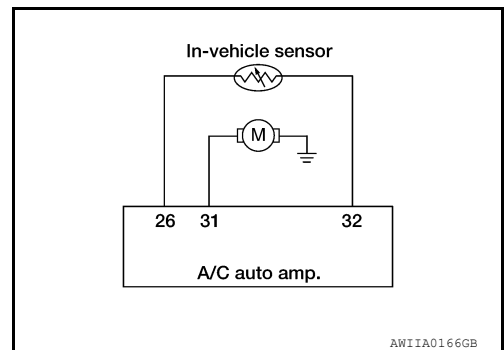
In-Vehicle Sensor Diagnosis Procedure

INFOID:000000006243670

Regarding Wiring Diagram information, refer to [HAC-95, "Wiring Diagram - Automatic"](#).

DIAGNOSTIC PROCEDURE FOR IN-VEHICLE SENSOR

SYMPTOM: In-vehicle sensor circuit is open or shorted. Using the CONSULT-III, DTC B2578 or B2579 is displayed. Without a CONSULT-III, code 30, 31, 44 or 46 is indicated on A/C auto amp. as a result of conducting self-diagnosis.



1. CHECK IN-VEHICLE SENSOR CIRCUIT

Is self-diagnosis DTC B2578 or B2579 (with CONSULT-III) or code 30, 31 44 or 46 (without CONSULT-III) present?

YES or NO?

YES >> GO TO 6.

NO >> GO TO 2.

2. CHECK VOLTAGE BETWEEN IN-VEHICLE SENSOR AND GROUND

IN-VEHICLE SENSOR

[AUTOMATIC AIR CONDITIONER]

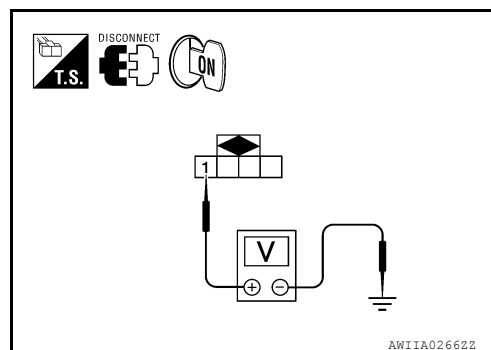
< DTC/CIRCUIT DIAGNOSIS >

1. Disconnect in-vehicle sensor connector.
2. Turn ignition switch ON.
3. Check voltage between in-vehicle sensor harness connector M32 terminal 1 and ground.

1 - Ground : Approx. 5V.

Is the inspection result normal?

- YES >> GO TO 3.
NO >> GO TO 5.



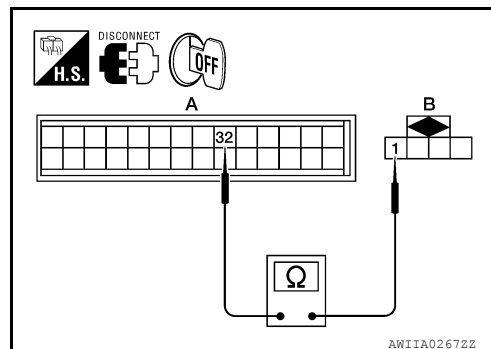
3. CHECK CIRCUIT CONTINUITY BETWEEN IN-VEHICLE SENSOR AND A/C AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector M49.
3. Check continuity between in-vehicle sensor harness connector M32 (B) terminal 1 and A/C auto amp. harness connector M50 (A) terminal 32.

1 - 32 : Continuity should exist.

Is the inspection result normal?

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



4. CHECK IN-VEHICLE SENSOR

Check in-vehicle sensor. Refer to [HAC-84, "In-Vehicle Sensor Component Inspection"](#).

Is the inspection result normal?

- YES >> 1. Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
2. Go to [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#) and perform self-diagnosis.
NO >> 1. Replace in-vehicle sensor. Refer to [VTL-9, "Removal and Installation"](#).
2. Go to [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#) and perform self-diagnosis.

5. CHECK CIRCUIT CONTINUITY BETWEEN IN-VEHICLE SENSOR AND A/C AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector.
3. Check continuity between in-vehicle sensor harness connector M32 (B) terminal 4 and A/C auto amp. harness connector M49 (A) terminal 26.

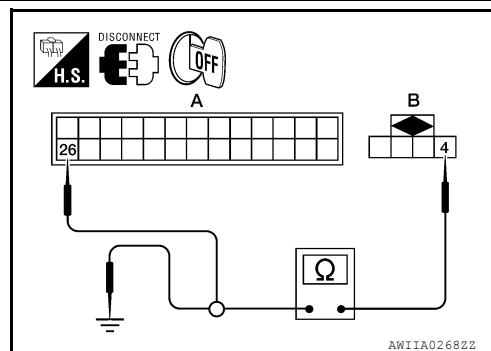
4 - 26 : Continuity should exist.

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

4 - Ground Continuity should not exist.

Is the inspection result normal?

- YES >> 1. Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
2. Go to [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#) and perform self-diagnosis.
NO >> Repair harness or connector.



6. CHECK CIRCUIT CONTINUITY BETWEEN IN-VEHICLE SENSOR MOTOR AND A/C AUTO AMP. (SELF-DIAGNOSIS CODES 30, 31, 44, 46 OR DTC B2578, B2579)

IN-VEHICLE SENSOR

[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

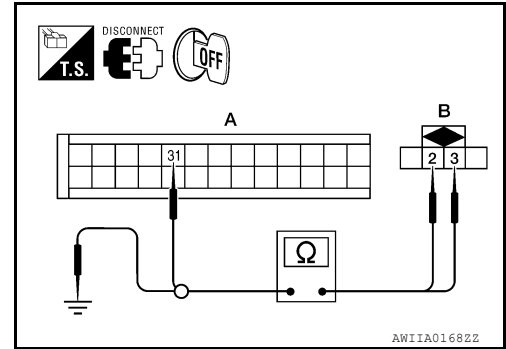
1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector and in-vehicle sensor connector.
3. Check continuity between in-vehicle sensor harness connector M32 (B) terminal 3 and A/C auto amp. harness connector M50 (A) terminal 31.

3 - 31 : Continuity should exist.

4. Check continuity between in-vehicle sensor harness connector M32 (B) terminal 3 and ground.

2 - Ground : Continuity should exist.

3 - Ground : Continuity should not exist.



Is the inspection result normal?

- YES >> 1. Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
 2. Go to [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#) and perform self-diagnosis.
- NO >> Repair harness or connector.

In-Vehicle Sensor Component Inspection

INFOID:000000006243671

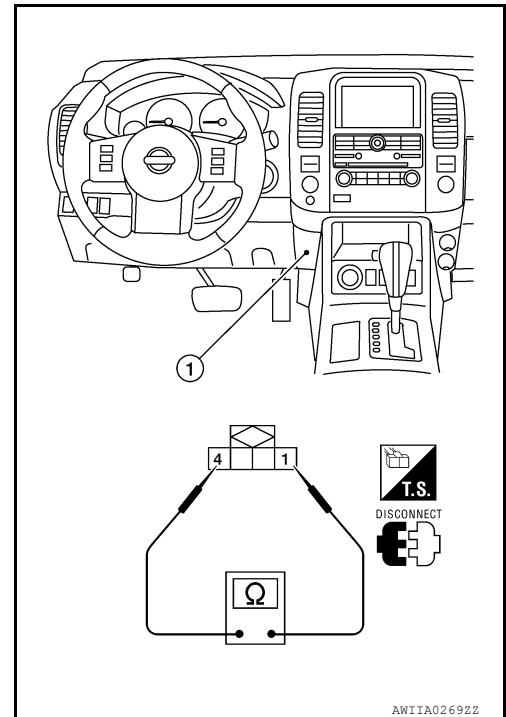
COMPONENT INSPECTION

In-vehicle Sensor

After disconnecting in-vehicle sensor connector M32, measure resistance between terminals 1 and 4 at sensor component side, using the table below.

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

If NG, replace in-vehicle sensor. Refer to [VTL-9, "Removal and Installation"](#).



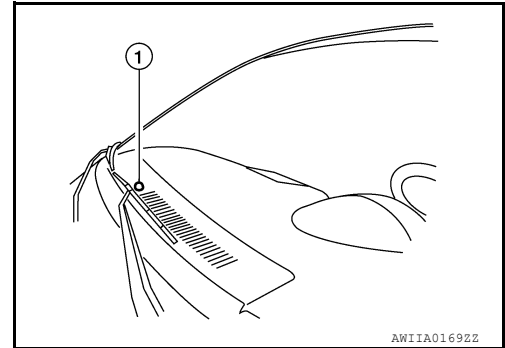
OPTICAL SENSOR

Component Description

INFOID:000000006243672

COMPONENT DESCRIPTION

The optical sensor (1) is located in the center of the defroster grille. It detects sunload entering through windshield by means of a photo diode. The sensor converts the sunload into a current value which is then input into the A/C auto amp.



OPTICAL INPUT PROCESS

The A/C auto amp. includes a processing circuit which averages the variations in detected sunload over a period of time. This prevents adjustments in the ATC system operation due to small or quick variations in detected sunload.

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

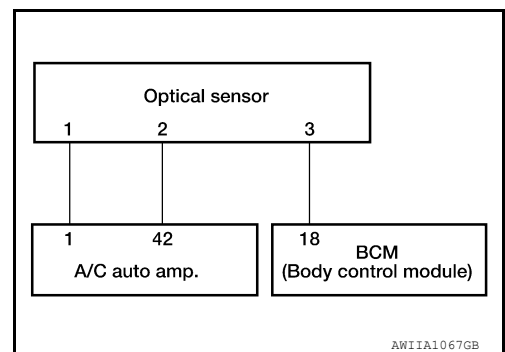
Optical Sensor Diagnosis Procedure

INFOID:000000006243673

Regarding Wiring Diagram information, refer to [HAC-95, "Wiring Diagram - Automatic"](#).

DIAGNOSTIC PROCEDURE FOR OPTICAL SENSOR

SYMPTOM: Optical sensor circuit is open or shorted. Using the CONSULT-III, DTC B257F or B2580 is displayed. Without a CONSULT-III, code 50 or 52 is indicated on A/C auto amp. as a result of conducting self-diagnosis.



1.CHECK CIRCUIT CONTINUITY BETWEEN OPTICAL SENSOR AND A/C AUTO AMP.

OPTICAL SENSOR

[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector and optical sensor connector.
3. Check continuity between optical sensor harness connector M145 (B) terminals 1 and 2 and A/C auto amp. harness connector M50 (C) terminal 42 and M49 (A) terminal 1.

1 - 1 : Continuity should exist.

2 - 42 : Continuity should exist.

4. Check continuity between optical sensor harness connector M145 (B) terminal 1 and 2 and ground.

1, 2 - Ground. : Continuity should not exist.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair harness or connector.

2. CHECK CIRCUIT CONTINUITY BETWEEN OPTICAL SENSOR AND BCM

1. Disconnect BCM connector.
2. Check continuity between optical sensor harness connector M145 (B) terminal 3 and BCM harness connector M18 (A) terminal 18.

3 - 18 : Continuity should exist.

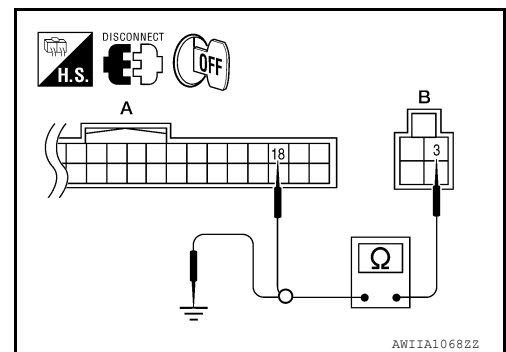
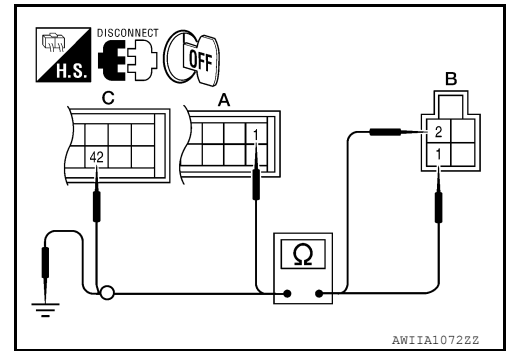
3. Check continuity between optical sensor harness connector M145 (B) terminal 3 and ground.

3 - Ground : Continuity should not exist.

Is the inspection result normal?

YES >> Replace optical sensor. Refer to [VTL-10, "Removal and Installation"](#).

NO >> Repair harness or connector.



INTAKE SENSOR

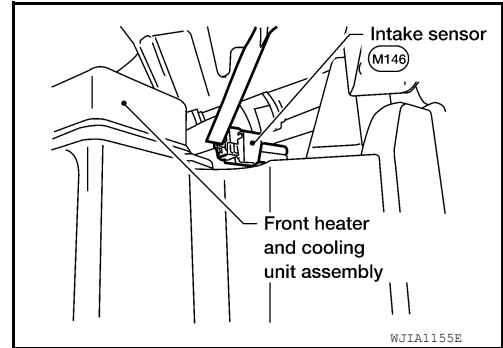
System Description

INFOID:000000006243674

COMPONENT DESCRIPTION

Intake Sensor

The intake sensor is located on the heater & cooling unit assembly. It converts temperature of air after it passes through the evaporator into a resistance value which is then input to the A/C auto amp.



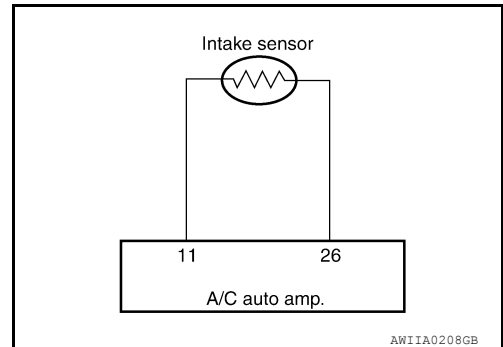
Intake Sensor Diagnosis Procedure

INFOID:000000006243675

Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

DIAGNOSTIC PROCEDURE FOR INTAKE SENSOR

SYMPTOM: Intake sensor circuit is open or shorted. Using the CONSULT-III, DTC B2581 or B2582 is displayed. Without a CONSULT-III, code 56 or 57 is indicated on A/C auto amp. as a result of conducting self-diagnosis.



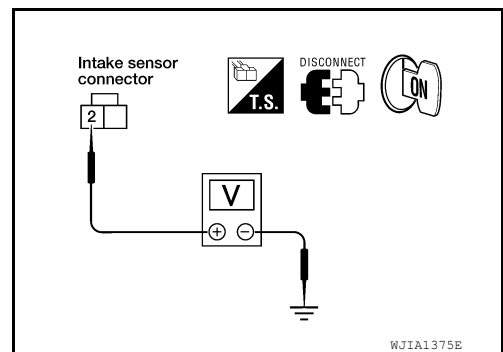
1. CHECK VOLTAGE BETWEEN INTAKE SENSOR AND GROUND

1. Disconnect intake sensor connector.
2. Turn ignition switch ON.
3. Check voltage between intake sensor harness connector 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 A/C AUTO AMP.

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INTAKE SENSOR

[AUTOMATIC AIR CONDITIONER]

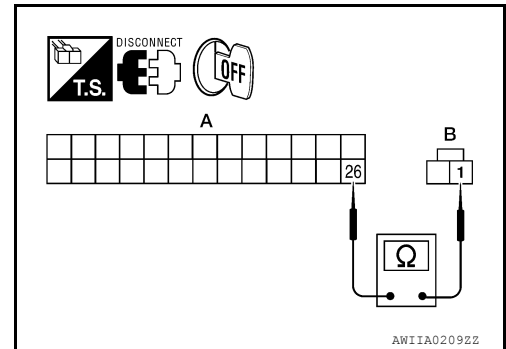
< DTC/CIRCUIT DIAGNOSIS >

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector.
3. Check continuity between intake sensor harness connector M146 (B) terminal 1 and A/C auto amp. harness connector M49 (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

Check intake sensor. Refer to [HAC-88, "Intake Sensor Component Inspection"](#).

Is the inspection result normal?

- YES >> 1. Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
2. Go to [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#) and perform self-diagnosis.
NO >> 1. Replace intake sensor. Refer to [VTL-11, "Removal and Installation"](#).
2. Go to [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#) and perform self-diagnosis.

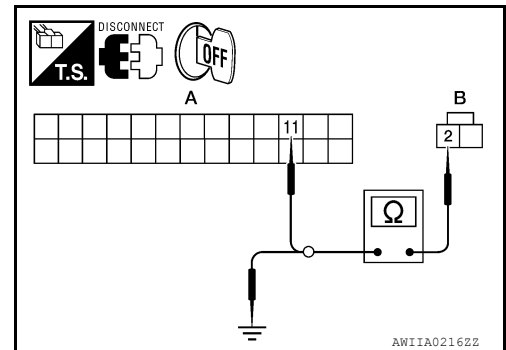
4. CHECK CIRCUIT CONTINUITY BETWEEN INTAKE SENSOR AND A/C AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect A/C auto amp. connector.
3. Check continuity between intake sensor harness connector M146 (B) terminal 2 and A/C auto amp. harness connector M49 (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 >> 1. Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).
2. Go to [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#) and perform self-diagnosis.
NO >> Repair harness or connector.

Intake Sensor Component Inspection

INFOID:000000006243676

COMPONENT INSPECTION

Intake Sensor

INTAKE SENSOR

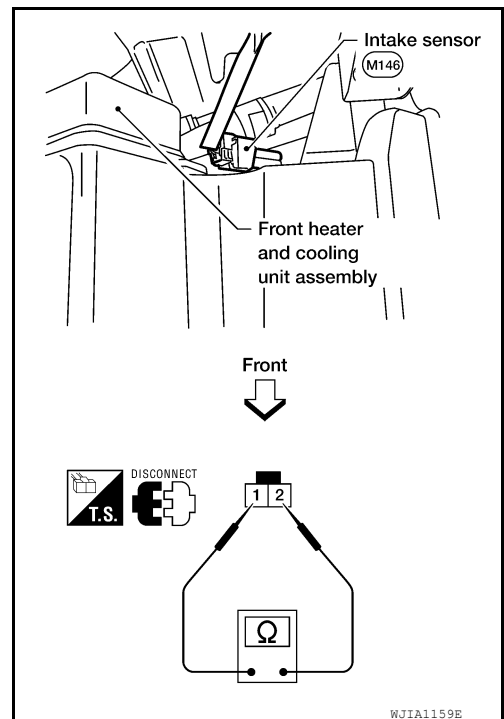
[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

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-11, "Removal and Installation"](#).



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POWER SUPPLY AND GROUND CIRCUIT FOR CONTROLLER

< DTC/CIRCUIT DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

POWER SUPPLY AND GROUND CIRCUIT FOR CONTROLLER

Component Description

INFOID:000000006243677

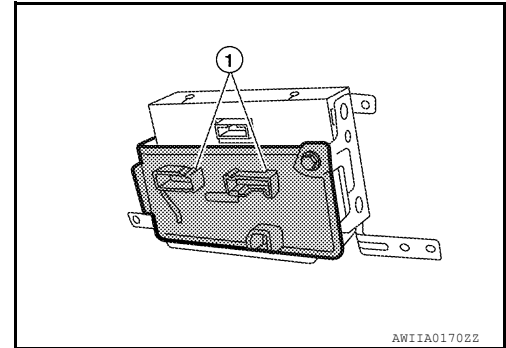
COMPONENT DESCRIPTION

A/C auto amp.

The A/C auto amp. (1) has a built-in microcomputer which processes information sent from various sensors needed for air conditioner operation. The air mix door motors, mode door motor, intake door motor, defroster door motor, blower motor and compressor are then controlled.

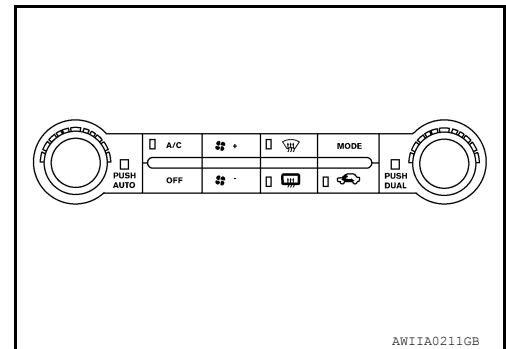
The A/C auto amp. is unitized with control mechanisms. When the various switches and temperature dials are operated, data is input to the A/C auto amp.

Self-diagnostic functions are also built into the A/C auto amp. to provide quick check of malfunctions in the auto air conditioner system.



Potential Temperature Control (PTC)

There are two PTCs (driver and passenger) built into the A/C auto amp. They can be set at an interval of 0.5°C (1.0°F) in the 18°C (60°F) to 32°C (90°F) temperature range by rotating the temperature dial. The set temperature is displayed.



A/C Auto Amp. Component Function Check

INFOID:000000006243678

SYMPTOM: A/C system does not come on.

INSPECTION FLOW

1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - AUTO MODE

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

Is the inspection result normal?

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

2. PERFORM COMPLETE OPERATIONAL CHECK

Perform a complete operational check and check for any symptoms. Refer to [HAC-5, "Operational Check \(Front\)"](#) or [HAC-6, "Operational Check \(Rear\)"](#).

Is the inspection result normal?

- YES >> Refer to [HAC-128, "How to Perform Trouble Diagnosis For Quick And Accurate Repair"](#).
- NO >> System OK.

3. CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 4.

4. CHECK POWER AND GROUND CIRCUIT

POWER SUPPLY AND GROUND CIRCUIT FOR CONTROLLER

[AUTOMATIC AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

Check main power supply and ground circuit. Refer to [HAC-91. "A/C Auto Amp Power and Ground Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> System OK.

NO >> Replace A/C auto amp. Refer to [VTL-7. "Removal and Installation"](#).

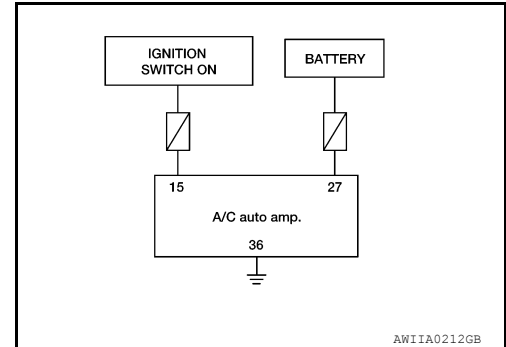
A/C Auto Amp Power and Ground Diagnosis Procedure

INFOID:000000006243679

Regarding Wiring Diagram information, refer to [HAC-95. "Wiring Diagram - Automatic"](#).

DIAGNOSTIC PROCEDURE FOR A/C SYSTEM

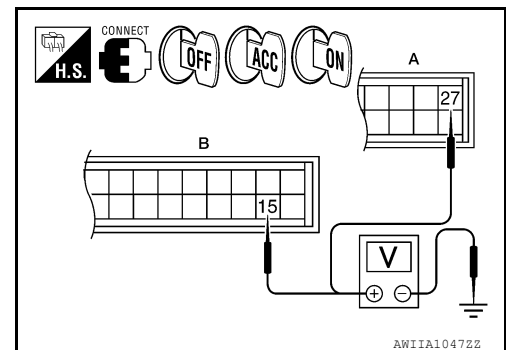
SYMPTOM: A/C system does not come on.



1. CHECK POWER SUPPLY CIRCUITS FOR A/C AUTO AMP.

1. Disconnect A/C auto amp. connectors.
2. Check voltage between A/C auto amp. harness connector M49 (B) terminal 15 and M50 (A) terminal 27, and ground.

Terminals (+)		(-)	Ignition switch position		
A/C auto amp. connector	Terminal No.		OFF	ACC	ON
M49	15	Ground	Approx. 0V	Approx. 0V	Battery voltage
M50	27		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 [HAC-93. "A/C Auto Amp. Terminals Reference Values"](#).

- 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 A/C AUTO AMP.

POWER SUPPLY AND GROUND CIRCUIT FOR CONTROLLER

[AUTOMATIC AIR CONDITIONER]

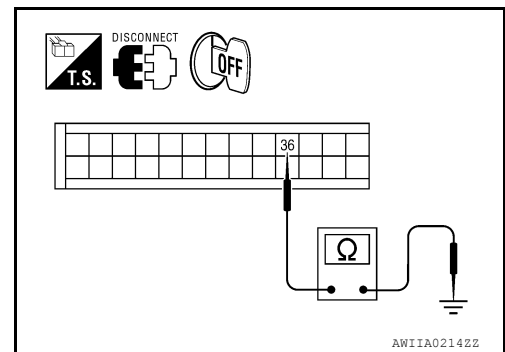
< DTC/CIRCUIT DIAGNOSIS >

1. Turn ignition switch OFF.
2. Check continuity between A/C auto amp. harness connector M50 terminal 36 and ground.

36 - Ground : Continuity should exist.

Is the inspection result normal?

- OK >> Replace A/C auto amp. Refer to [VTL-7. "Removal and Installation"](#).
- NG >> Repair harness or connector.



AIR CONDITIONER CONTROL

< ECU DIAGNOSIS INFORMATION >

[AUTOMATIC AIR CONDITIONER]

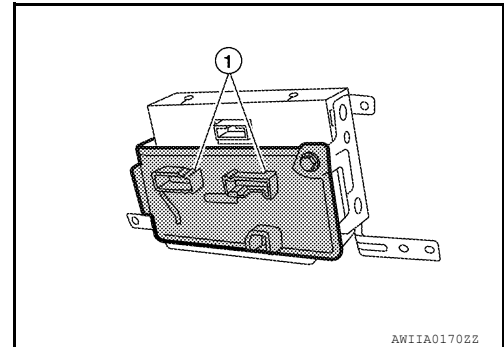
ECU DIAGNOSIS INFORMATION

AIR CONDITIONER CONTROL

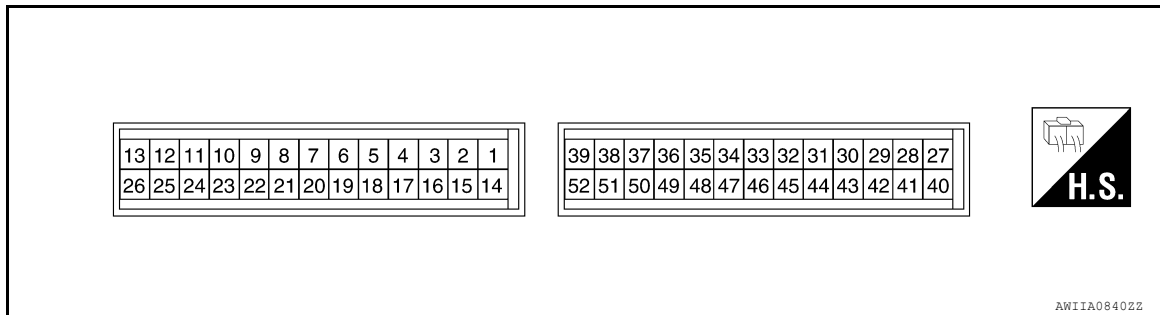
A/C Auto Amp. Terminals Reference Values

INFOID:000000006243680

Measure voltage between each terminal and ground by following Terminals and Reference Value for A/C auto amp. (1).



A/C AUTO AMP. HARNESS CONNECTOR TERMINAL LAYOUT



TERMINALS AND REFERENCE VALUES FOR A/C AUTO AMP.

Terminal No.	Wire color	Item	Ignition switch	Condition	Voltage (V) (Approx.)
1	G	Optical sensor (driver)	ON	-	0 - 5V
2	L	Air mix door motor (passenger) CCW	ON	-	0 - 5V
3	G	V ref ACTR (ground)	ON	-	5V
4	W	Compressor ON signal	ON	A/C switch OFF	5V
			ON	A/C switch ON	0V
5	R	Fan ON signal	ON	Blower switch OFF	5V
			ON	Blower switch ON	0V
6	SB	Air mix door motor (driver) feedback	ON	-	0 - 5V
7	V	Mode door motor (front) feedback	ON	-	0 - 5V
8	G	Illumination +	ON	Park lamps ON	Battery voltage
9	BR	Illumination -	-	Park lamps ON	<p>PIIA2344E</p>
11	L	Intake sensor	ON	-	0 - 5V
12	P	Variable blower control (rear)	ON	-	0 - 5V
13	R	Variable blower control (front)	ON	Blower speed (low)	1.7V
				Blower speed (high)	4.5V

AIR CONDITIONER CONTROL

< ECU DIAGNOSIS INFORMATION >

[AUTOMATIC AIR CONDITIONER]

Terminal No.	Wire color	Item	Ignition switch	Condition	Voltage (V) (Approx.)
14	LG	Air mix door motor (passenger) CW	ON	Clockwise rotation	Battery voltage
15	W/G	Power supply for IGN	ON	-	Battery voltage
17	GR	Air mix door motor (driver) CW	ON	Clockwise rotation	Battery voltage
18	BR	Air mix door motor (driver) CCW	ON	Counterclockwise rotation	Battery voltage
19	L	Mode door motor CW (front)	ON	Clockwise rotation	Battery voltage
20	B/R	Mode door motor CCW	ON	Counterclockwise rotation	Battery voltage
21	O	Intake door motor CCW	ON	Counterclockwise rotation	Battery voltage
22	O	Intake door motor CW	ON	Clockwise rotation	Battery voltage
25	W	Ambient sensor	ON	-	0 - 5V
26	V	Sensor ground	ON	-	0V
27	R/Y	Power supply for BAT	-	-	Battery voltage
28	P	V ref ACTR (5V)	ON	-	0 - 5V
29	SB	Air mix door motor (passenger) feedback	ON	-	0 - 5V
30	R	Air mix door motor (Rear) feedback	ON	-	0 - 5V
31	BR	In-vehicle sensor motor (+)	ON	-	Battery voltage
32	LG	In-vehicle sensor signal	ON	-	0 - 5V
34	GY	Front aux backlight dim	ON	Headlamps OFF	Battery voltage
35	W/G	Front aux tell tale LED	ON	Tell tale OFF	Battery voltage
36	B	Ground	-	-	0V
37	GR	Front aux temp pot	ON	Rear air control (front) temperature control dial	0 - 5V
38	P	Front aux blower pot	ON	Rear air control (front) blower motor	0 - 5V
39	SB	Front AUX (rear)	ON	-	0 - 5V
40	P	CAN-L	ON	-	0 - 5V
41	L	CAN-H	ON	-	0 - 5V
42	GR	Optical sensor (passenger)	ON	-	0 - 5V
43	V	Air mix door motor (Rear) CW	ON	Clockwise rotation	Battery voltage
44	O	Air mix door motor (Rear) CCW	ON	Counterclockwise rotation	Battery voltage
45	P	Water valve (VK56DE)	ON	Water valve open	Battery voltage
				Water valve closed	0V
46	R	Water valve (VK56DE)	ON	Water valve open	0V
				Water valve closed	Battery voltage
50	GR	Heater pump request (VQ40DE)	ON	Heater pump on	0V
				Heater pump off	Battery voltage
51	L	Rear aux temp pot	ON	Rear air control (rear) temperature control dial	0 - 5V
52	W	Rear aux blower pot	ON	Rear blower motor	0 - 5V

AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

< WIRING DIAGRAM >

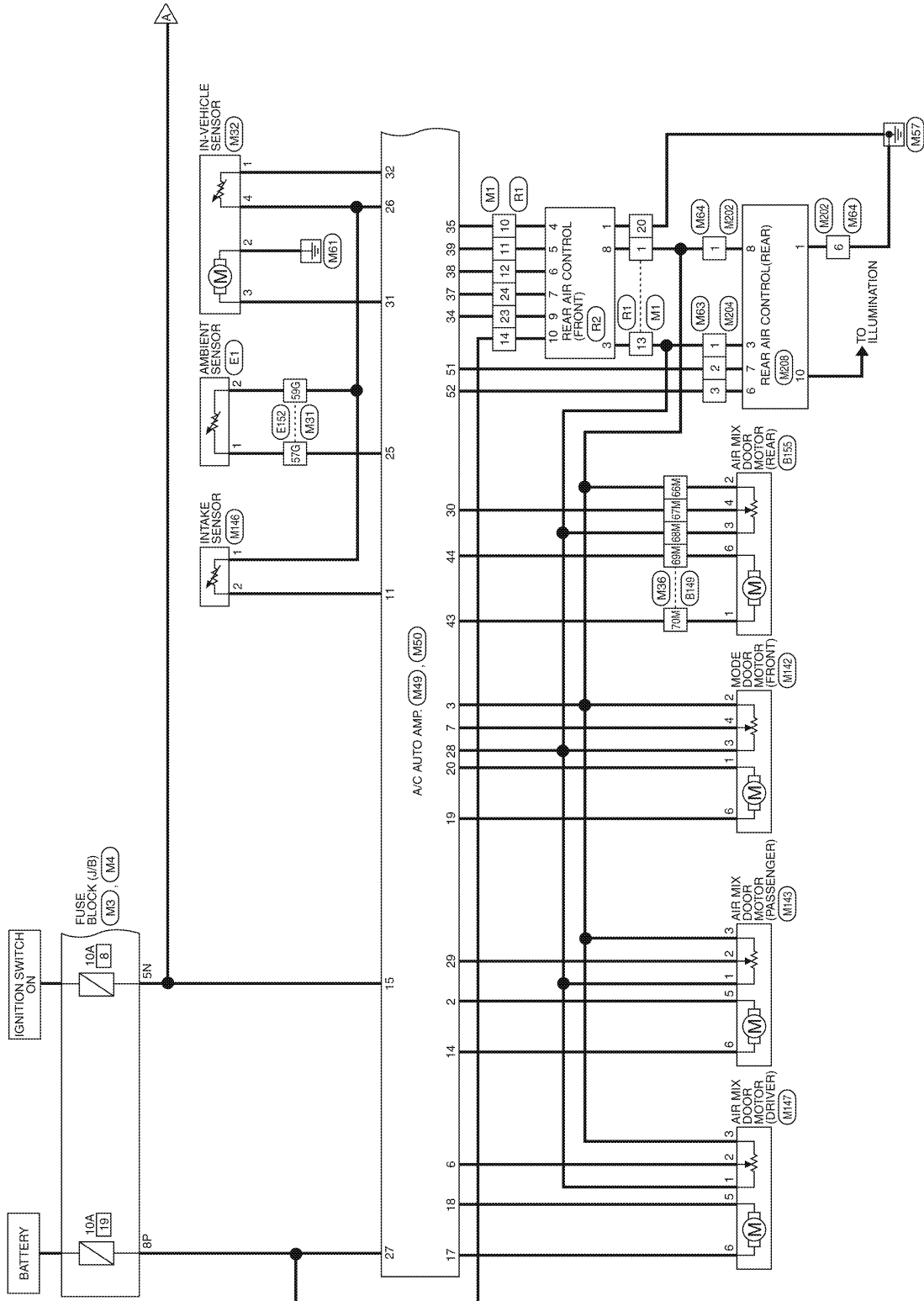
WIRING DIAGRAM

AIR CONDITIONER CONTROL

Wiring Diagram - Automatic

INFOID:000000006543793

AIR CONDITIONER CONTROL - AUTOMATIC



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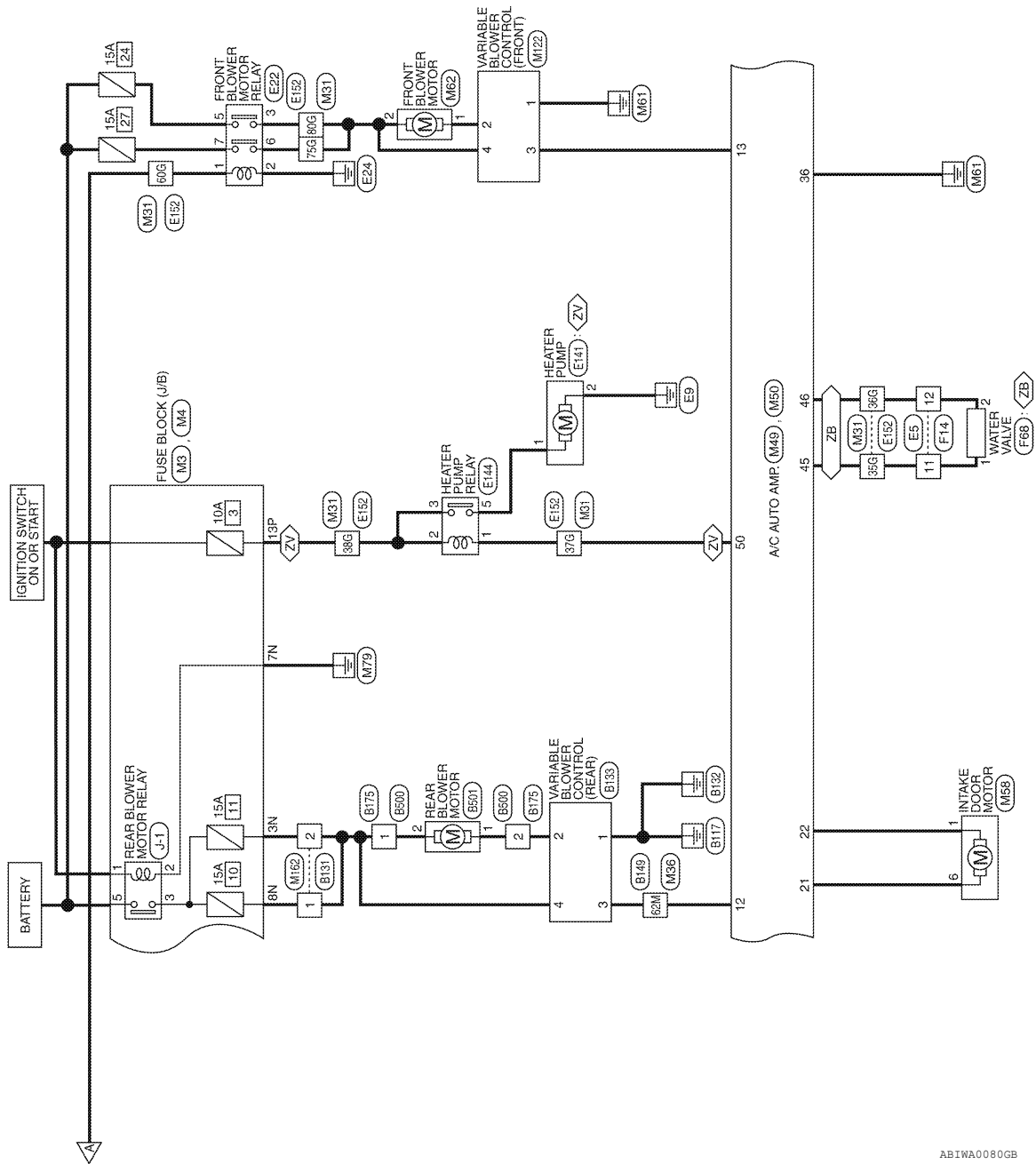
HAC

AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

< WIRING DIAGRAM >

ZB : WITH VK66DE
ZV : WITH VQ40DE

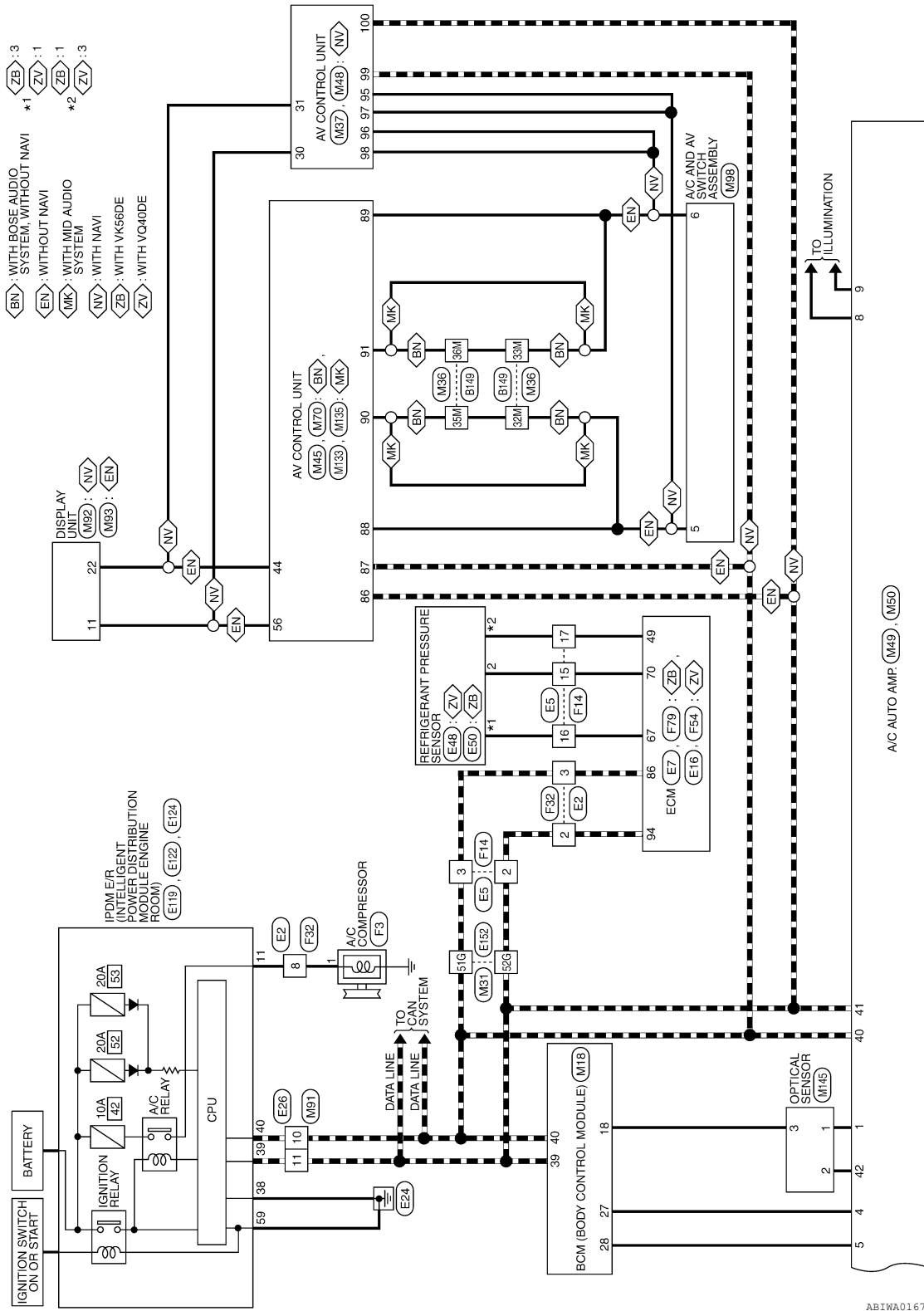


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AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

< WIRING DIAGRAM >



- ◇ EN ◇ : WITH BOSE AUDIO SYSTEM, WITHOUT NAVI
 - ◇ EN ◇ : WITHOUT NAVI
 - ◇ MK ◇ : WITH MID AUDIO SYSTEM
 - ◇ NV ◇ : WITH NAVI
 - ◇ ZB ◇ : WITH VK66DE
 - ◇ ZV ◇ : WITH VQ40DE
- ◇ ZB ◇ : *1
 - ◇ ZV ◇ : *1
 - ◇ ZB ◇ : *2
 - ◇ ZV ◇ : *2
- ◇ M92 ◇ : NV
 - ◇ M93 ◇ : EN

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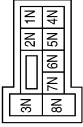
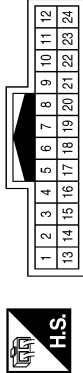
AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

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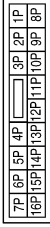
AIR CONDITIONER CONTROL CONNECTORS - AUTOMATIC

Connector No.	M1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



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

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

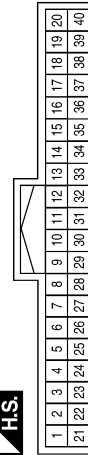


Terminal No.	Color of Wire	Signal Name
1	G	-
10	W/G	-
11	SB	-
12	P	-
13	P	-
14	R/Y	-
20	B	-
23	G	-
24	GR	-

Terminal No.	Color of Wire	Signal Name
3N	L	-
5N	W/G	-
7N	B	-
8N	GR	-

Terminal No.	Color of Wire	Signal Name
8P	R/Y	-
13P	W/G	-

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

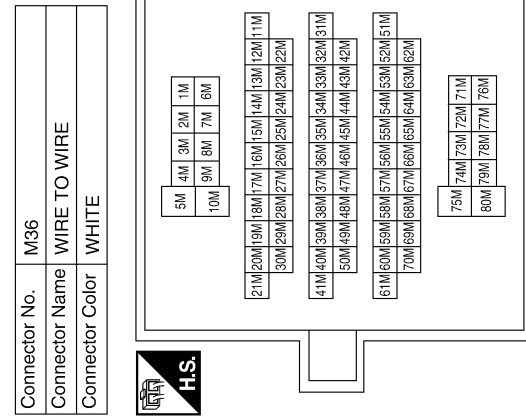
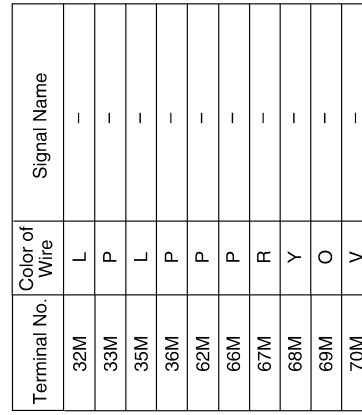
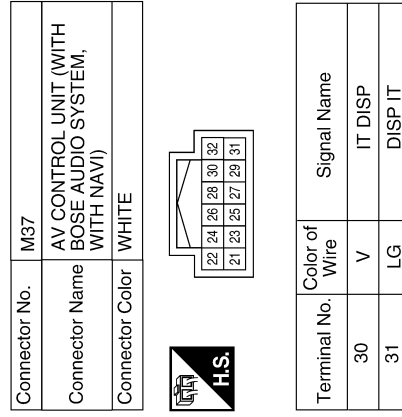
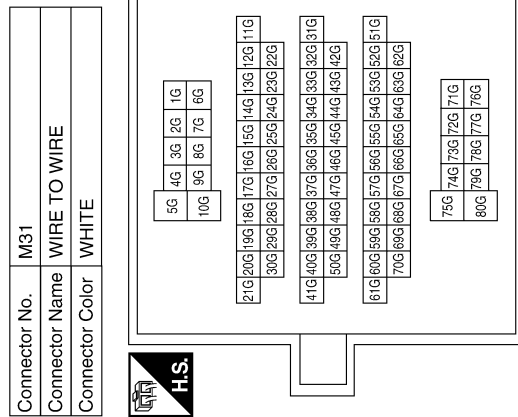
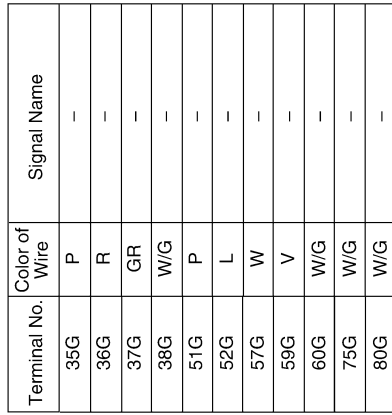
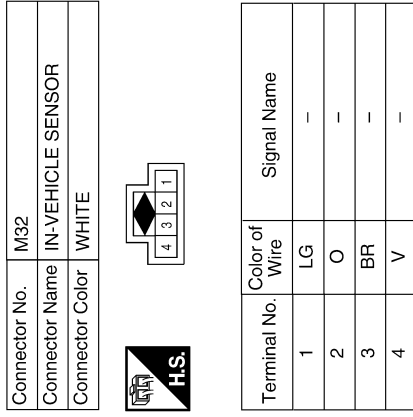


Terminal No.	Color of Wire	Signal Name
18	BR	KEYLESS AND AUTO LIGHT SENSOR GND
27	W	AIRCON SW
28	R	BLOWER FAN SW
39	L	CAN-H
40	P	CAN-L

AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

< WIRING DIAGRAM >



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AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

< WIRING DIAGRAM >

Terminal No.	Color of Wire	Signal Name
95	L	M-CAN2-H
96	P	M-CAN2-L
97	L	M-CAN1-H
98	P	M-CAN1-L
99	L	CAN-H
100	P	CAN-L

Connector No.	M48
Connector Name	AV CONTROL UNIT (WITH BOSE AUDIO SYSTEM, WITH NAVI)
Connector Color	WHITE



69	71	73	75	77	79	81	83	85	87	89	91	93	95	97	99	101	103	105	107
68	70	72	74	76	78	80	82	84	86	88	90	92	94	96	98	100	102	104	106

Connector No.	M45
Connector Name	AV CONTROL UNIT (WITH BOSE AUDIO SYSTEM, WITHOUT NAVI)
Connector Color	WHITE



47	46	45	44	43	42	41	40	39	38	37	36
59	58	57	56	55	54	53	52	51	50	49	48

Terminal No.	Color of Wire	Signal Name
44	LG	DISP IT
56	V	IT DISP

Terminal No.	Color of Wire	Signal Name
14	LG	PASS BLEND DOOR A
15	W/G	IGN
16	-	-
17	GR	DR BLEND DOOR A
18	BR	DR BLEND DOOR B
19	L	MODE A
20	BR	MODE B
21	O	INTAKE A
22	Y	INTAKE B
23	-	-
24	-	-
25	W	AMB TEMP SENS
26	V	SENSOR RETURN

Terminal No.	Color of Wire	Signal Name
1	G	SUNLOAD SEN LEFT
2	L	PASS BLEND DR B
3	G	V REF RETURN
4	W	A/C REQUEST
5	R	FAN ON
6	SB	DR BLEND DOOR FEED BACK
7	V	MODE FEED BACK
8	G	-
9	BR	-
10	-	-
11	L	DISCHARGE AIR TEMP SENS
12	P	AUX BLOWER VBC
13	R	FRONT BLOWER VBC

Connector No.	M49
Connector Name	A/C AUTO AMP.
Connector Color	BLACK



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

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AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

< WIRING DIAGRAM >

Terminal No.	Color of Wire	Signal Name
43	V	AUX BLEND A
44	O	BLEND B
45	P	WATER VALVE A (WITH VK56DE)
46	R	WATER VALVE B (WITH VK56DE)
47	-	-
48	-	-
49	-	-
50	GR	COOLANT PUMP REQUEST (WITH VQ40DE)
51	L	REAR AUX TEMP POT
52	W	REAR AUX BLOWER POT

Terminal No.	Color of Wire	Signal Name
30	R	AUX BLEND FEED BACK
31	BR	IN CAR MTR+
32	LG	IN CAR TEMP SEN
33	-	-
34	G	FRONT AUX BACKLIGHT DIMMING
35	W/G	REAR TELLTALE
36	B	GND
37	GR	FRONT AUX TEMP POT
38	P	FRONT AUX BLOWER POT
39	SB	REAR BUTTON
40	P	CAN-L
41	L	CAN-H
42	GR	SUNLOAD SEN RIGHT

Connector No.	M50
Connector Name	A/C AUTO AMP.
Connector Color	BLUE

39	38	37	36	35	34	33	32	31	30	29	28	27
52	51	50	49	48	47	46	45	44	43	42	41	40



Terminal No.	Color of Wire	Signal Name
27	R/Y	B
28	P	V REF ACTR
29	SB	PASS BLEND DR FEED BACK

Connector No.	M63
Connector Name	WIRE TO WIRE
Connector Color	WHITE



3	2	1
6	5	4

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



1	2
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Connector No.	M58
Connector Name	INTAKE DOOR MOTOR
Connector Color	BLACK



1	2	3	4	5	6
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Terminal No.	Color of Wire	Signal Name
1	R	-
2	L	-
3	W	-

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

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

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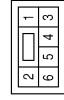
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AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

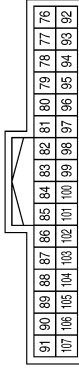
< WIRING DIAGRAM >

Connector No.	M64
Connector Name	WIRE TO WIRE
Connector Color	WHITE



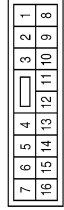
Terminal No.	Color of Wire	Signal Name
1	LG	-
6	B	-

Connector No.	M70
Connector Name	AV CONTROL UNIT (WITH BOSE AUDIO SYSTEM, WITHOUT NAVI)
Connector Color	WHITE



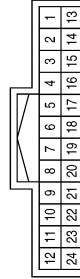
Terminal No.	Color of Wire	Signal Name
86	L	CAN-H
87	P	CAN-L
88	L	M CAN1 H
89	P	M CAN1 L
90	L	M CAN2 H
91	P	M CAN2 L

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



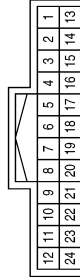
Terminal No.	Color of Wire	Signal Name
10	P	-
11	L	-

Connector No.	M92
Connector Name	DISPLAY UNIT (WITH NAVI)
Connector Color	WHITE



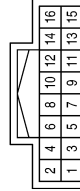
Terminal No.	Color of Wire	Signal Name
11	V	IT DISP
22	LG	DISP IT

Connector No.	M93
Connector Name	DISPLAY UNIT (WITHOUT NAVI)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
11	V	IT DISP
22	LG	DISP IT

Connector No.	M98
Connector Name	A/C AND AV SWITCH ASSEMBLY
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
5	L	M CAN1-H
6	P	M CAN1-L

AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

< WIRING DIAGRAM >

Connector No.	M135
Connector Name	AV CONTROL UNIT (WITH MID AUDIO SYSTEM)
Connector Color	WHITE



91	90	89	88	87	86	85	84	83	82	81	80	79	78	77	76
107	106	105	104	103	102	101	100	99	98	97	96	95	94	93	92

Terminal No.	Color of Wire	Signal Name
86	L	CAN-H
87	P	CAN-L
88	L	M CAN1 H
89	P	M CAN1 L
90	L	M CAN2 H
91	P	M CAN2 L

Connector No.	M133
Connector Name	AV CONTROL UNIT (WITH MID AUDIO SYSTEM)
Connector Color	WHITE



47	46	45	44	43	42	41	40	39	38	37	36
59	58	57	56	55	54	53	52	51	50	49	48

Terminal No.	Color of Wire	Signal Name
44	LG	DISP IT
56	V	IT DISP

Connector No.	M122
Connector Name	VARIABLE BLOWER CONTROL (FRONT)
Connector Color	WHITE



1	2	3	4
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Terminal No.	Color of Wire	Signal Name
1	B	GND
2	L	MOTOR -
3	R	SET POINT
4	W/G	MOTOR +

Connector No.	M145
Connector Name	OPTICAL SENSOR
Connector Color	BLACK



2	3
1	4

Terminal No.	Color of Wire	Signal Name
1	G	-
2	GR	-
3	P	-

Connector No.	M143
Connector Name	AIR MIX DOOR MOTOR (PASSENGER)
Connector Color	BLACK



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Terminal No.	Color of Wire	Signal Name
1	Y	-
2	SB	-
3	R	-
5	L	-
6	LG	-

Connector No.	M142
Connector Name	MODE DOOR MOTOR (FRONT)(WITH AUTO A/C)
Connector Color	BLACK



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

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AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

< WIRING DIAGRAM >

Connector No.	M162
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	GR	-
2	L	-

Connector No.	M147
Connector Name	AIR MIX DOOR MOTOR (DRIVER)
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	P	-
2	SB	-
3	G	-
5	BR	-
6	GR	-

Connector No.	M146
Connector Name	INTAKE SENSOR
Connector Color	GRAY



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

Connector No.	M208
Connector Name	REAR AIR CONTROL (REAR)
Connector Color	BLACK



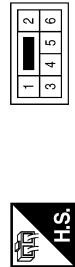
Terminal No.	Color of Wire	Signal Name
1	B	GND
2	-	-
3	R	VREF 5V
4	-	-
5	-	-
6	W	BLOWER SPEED POT
7	L	TEMP POT
8	LG	VREF RETURN
9	-	-
10	G	ILL+

Connector No.	M204
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	R	-
2	L	-
3	W	-

Connector No.	M202
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	LG	-
6	B	-

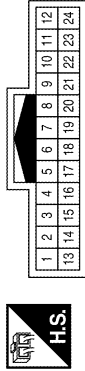
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AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

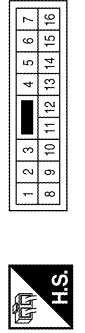
< WIRING DIAGRAM >

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



Terminal No.	Color of Wire	Signal Name
2	L	-
3	P	-
11	P	-
12	R	-
15	BR	-
16	B	-
17	P	-

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



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

Connector No.	E1
Connector Name	AMBIENT SENSOR
Connector Color	BLACK



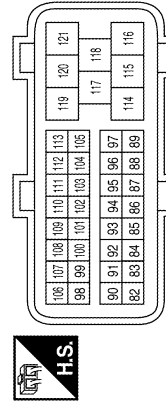
Terminal No.	Color of Wire	Signal Name
1	W	-
2	V	-

Connector No.	E22
Connector Name	FRONT BLOWER MOTOR RELAY (WITH AUTO A/C)
Connector Color	BROWN



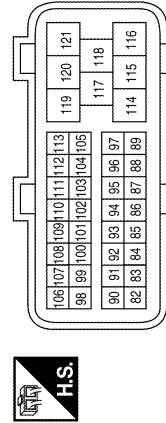
Terminal No.	Color of Wire	Signal Name
1	W/G	-
2	B	-
3	W/G	-
5	L	-
6	W/G	-
7	GR	-

Connector No.	E16
Connector Name	ECM (WITH VQ40DE)
Connector Color	BLACK



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

Connector No.	E7
Connector Name	ECM (WITH VK56DE)
Connector Color	BLACK



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

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AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

< WIRING DIAGRAM >

Connector No.	E50
Connector Name	REFRIGERANT PRESSURE SENSOR (WITH VK56DE)
Connector Color	BLACK



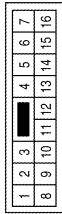
Terminal No.	Color of Wire	Signal Name
1	P	POWER SUPPLY
2	BR	SIGNAL
3	B	GND

Connector No.	E48
Connector Name	REFRIGERANT PRESSURE SENSOR (WITH VQ40DE)
Connector Color	BLACK



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

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



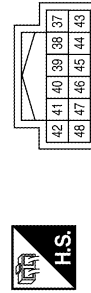
Terminal No.	Color of Wire	Signal Name
10	P	--
11	L	--

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



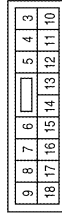
Terminal No.	Color of Wire	Signal Name
59	B	GND (POWER)

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



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

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



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

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AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

< WIRING DIAGRAM >

Connector No.	E144
Connector Name	HEATER PUMP RELAY
Connector Color	BLUE



Terminal No.	Color of Wire	Signal Name
1	GR	--
2	W/G	--
3	W/G	--
5	V	--

Connector No.	E141
Connector Name	HEATER PUMP
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	V	--
2	B	--

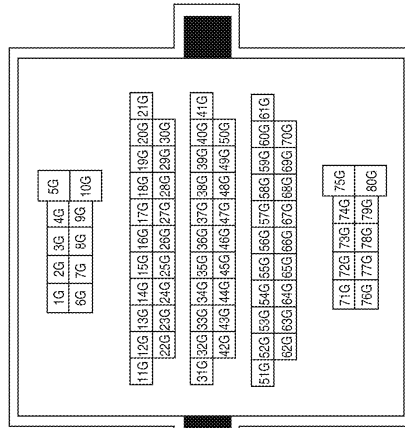
Connector No.	F3
Connector Name	A/C COMPRESSOR
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	Y	--

Terminal No.	Color of Wire	Signal Name
35G	P	--
36G	R	--
37G	GR	--
38G	W/G	--
51G	P	--
52G	L	--
57G	W	--
59G	V	--
60G	W/G	--
75G	W/G	--
80G	W/G	--

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



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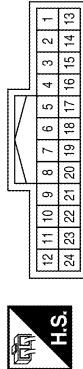
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AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

< WIRING DIAGRAM >

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

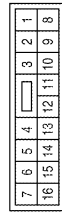


Terminal No.	Color of Wire	Signal Name
2	L	--
3	P	--
11	P	--
12	R	--
15	BR	--
16	B	--
17	P	--



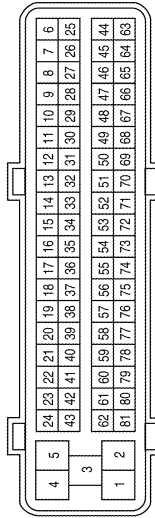
Terminal No.	Color of Wire	Signal Name
1	P	--
2	R	--

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



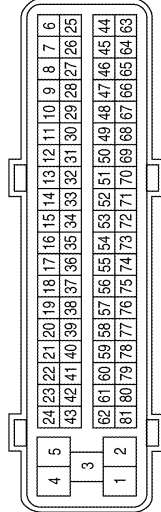
Terminal No.	Color of Wire	Signal Name
2	L	--
3	P	--
8	Y	--

Connector No.	F79
Connector Name	ECM (WITH VK56DE)
Connector Color	BLACK



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



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

Connector No.	B131
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	L	--
2	L	--

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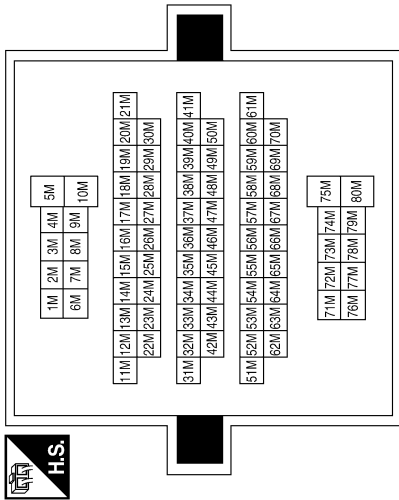
AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

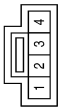
< WIRING DIAGRAM >

Terminal No.	Color of Wire	Signal Name
32M	L	-
33M	P	-
35M	L	-
36M	P	-
62M	P	-
66M	P	-
67M	R	-
68M	Y	-
69M	O	-
70M	V	-

Connector No.	B149
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Connector No.	B133
Connector Name	VARIABLE BLOWER CONTROL (REAR)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	B	GND
2	O	MOTOR -
3	P	SET POINT
4	L	MOTOR +

Connector No.	B500
Connector Name	WIRE TO WIRE
Connector Color	WHITE



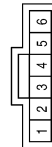
Terminal No.	Color of Wire	Signal Name
1	R	-
2	G	-

Connector No.	B175
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	L	-
2	O	-

Connector No.	B155
Connector Name	AIR MIX DOOR MOTOR (REAR)
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	V	-
2	P	-
3	Y	-
4	R	-
6	O	-

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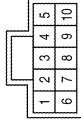
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AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

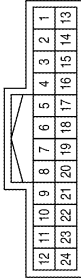
< WIRING DIAGRAM >

Connector No.	R2
Connector Name	REAR AIR CONTROL (FRONT)
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	B	GND
2	-	-
3	P	VREF 5V
4	W/G	REAR TELLTALE
5	SB	REAR BUTTON
6	P	BLOWER SPEED POT
7	GR	TEMP POT
8	G	VREF RETURN
9	G	BACKLIGHT DIMMING
10	R/Y	BATTERY

Connector No.	R1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



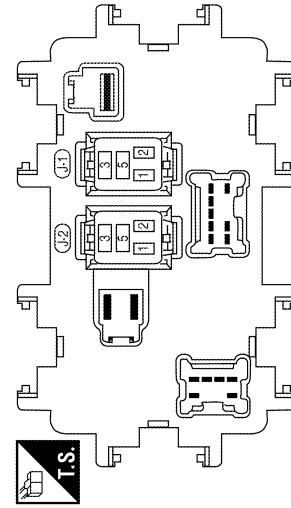
Terminal No.	Color of Wire	Signal Name
1	G	-
10	W/G	-
11	SB	-
12	P	-
13	P	-
14	R/Y	-
20	B	-
23	G	-
24	GR	-

Connector No.	B501
Connector Name	REAR BLOWER MOTOR
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	G	-
2	R	-

Connector No.	J-1
Connector Name	FUSE BLOCK (J/B) (REAR BLOWER MOTOR RELAY)
Connector Color	-



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AIR CONDITIONER CONTROL

[AUTOMATIC AIR CONDITIONER]

< SYMPTOM DIAGNOSIS >

SYMPTOM DIAGNOSIS

AIR CONDITIONER CONTROL

Symptom Matrix Chart

INFOID:000000006243682

SYMPTOM TABLE

Symptom	Reference Page	
A/C system does not come on.	Go to Trouble Diagnosis Procedure for A/C System.	HAC-90
A/C system display is malfunctioning.	Go to AV System.	AV-163, AV-64
A/C system cannot be controlled.	Go to Self-diagnosis Function.	HAC-24
Air outlet does not change.	Go to Trouble Diagnosis Procedure for Mode Door Motor.	HAC-27
Mode door motor is malfunctioning.		
Discharge air temperature does not change.	Go to Trouble Diagnosis Procedure for Air Mix Door Motor.	HAC-32, HAC-34
Air mix door motor is malfunctioning.		
Intake door does not change.	Go to Trouble Diagnosis Procedure for Intake Door Motor.	HAC-39
Intake door motor is malfunctioning.		
Front blower motor operation is malfunctioning.	Go to Trouble Diagnosis Procedure for Front Blower Motor.	HAC-42
Rear blower motor operation is malfunctioning.	Go to Trouble Diagnosis Procedure for Rear Blower Motor.	HAC-48
Rear discharge air temperature and/or air outlet does not change.	Go to Trouble Diagnosis Procedure for Rear Air Control system.	HAC-57
Magnet clutch does not engage.	Go to Trouble Diagnosis Procedure for Magnet Clutch.	HAC-69
Insufficient cooling	Go to Trouble Diagnosis Procedure for Insufficient Cooling.	HAC-112
Insufficient heating	Go to Trouble Diagnosis Procedure for Insufficient Heating.	HAC-120
Noise	Go to Trouble Diagnosis Procedure for Noise.	HAC-122
Self-diagnosis cannot be performed.	Go to Trouble Diagnosis Procedure for Self-diagnosis.	HAC-91
Memory function does not operate.	Go to Trouble Diagnosis Procedure for Memory Function.	HAC-124

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INSUFFICIENT COOLING

< SYMPTOM DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

INSUFFICIENT COOLING

Component Function Check

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SYMPTOM: Insufficient cooling

INSPECTION FLOW

1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE DECREASE

1. Press the AUTO switch.
2. Turn temperature control dial (driver) counterclockwise until 18°C (60°F) is displayed.
3. Check for cold air at discharge air outlets.

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

2. CHECK FOR ANY SYMPTOMS

Perform a complete operational check for any symptoms. Refer to [HAC-5, "Operational Check \(Front\)"](#) or [HAC-6, "Operational Check \(Rear\)"](#).

Does another symptom exist?

YES >> Refer to [HAC-111, "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-24, "A/C Auto Amp. Self-Diagnosis"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Refer to [HAC-25, "A/C System Self-Diagnosis Code Chart"](#).

5. CHECK DRIVE BELTS

Check compressor belt tension. Refer to [EM-14, "Checking Drive Belts"](#) (VQ40DE) or [EM-153, "Checking Drive Belts"](#) (VK56DE).

Is the inspection result normal?

OK >> GO TO 6.

NG >> Adjust or replace compressor belt. Refer to [EM-14, "Adjustment"](#), [EM-14, "Removal and Installation"](#) (VQ40DE) or [EM-153, "Adjustment"](#), [EM-153, "Removal and Installation"](#) (VK56DE).

6. CHECK AIR MIX DOOR OPERATION

Check and verify air mix door mechanism for smooth operation. Refer to [HAC-31, "Air Mix Door Motor \(Driver\) Component Function Check"](#) or [HAC-34, "Air Mix Door Motor \(Passenger\) Component Function Check"](#).

Does air mix door operate correctly?

YES >> GO TO 7.

NO >> Check air mix door motor circuit. Refer to [HAC-32, "Air Mix Door Motor \(Driver\) Diagnosis Procedure"](#) or [HAC-34, "Air Mix Door Motor \(Passenger\) Diagnosis Procedure"](#).

7. CHECK COOLING FAN MOTOR OPERATION

Check and verify cooling fan motor for smooth operation.

Does cooling fan motor operate correctly?

YES >> GO TO 8.

NO >> Check cooling fan motor.

8. CHECK WATER VALVE OPERATION (VK56DE ONLY)

Check and verify water valve for smooth operation. Refer to [HAC-74, "Water Valve Description \(VK56DE\)"](#).

INSUFFICIENT COOLING

[AUTOMATIC AIR CONDITIONER]

< SYMPTOM DIAGNOSIS >

Does water valve operate correctly?

YES >> GO TO 9.

NO >> Check water valve circuit. Refer to [HAC-74. "Water Valve Diagnosis Procedure \(VK56DE\)"](#).

9. 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 10.

10. 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 11.

NO >> Check contaminated refrigerant. Refer to [HAC-126. "Working with HFC-134a \(R-134a\)"](#).

11. 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-113. "Diagnostic Work Flow"](#).

NO >> GO TO 12.

12. CHECK REFRIGERANT PRESSURE

Check refrigerant pressure with manifold gauge connected. Refer to [HAC-115. "Performance Chart"](#).

Is the inspection result normal?

YES >> GO TO 13.

NO >> Perform diagnostic work flow. Refer to [HAC-113. "Diagnostic Work Flow"](#).

13. 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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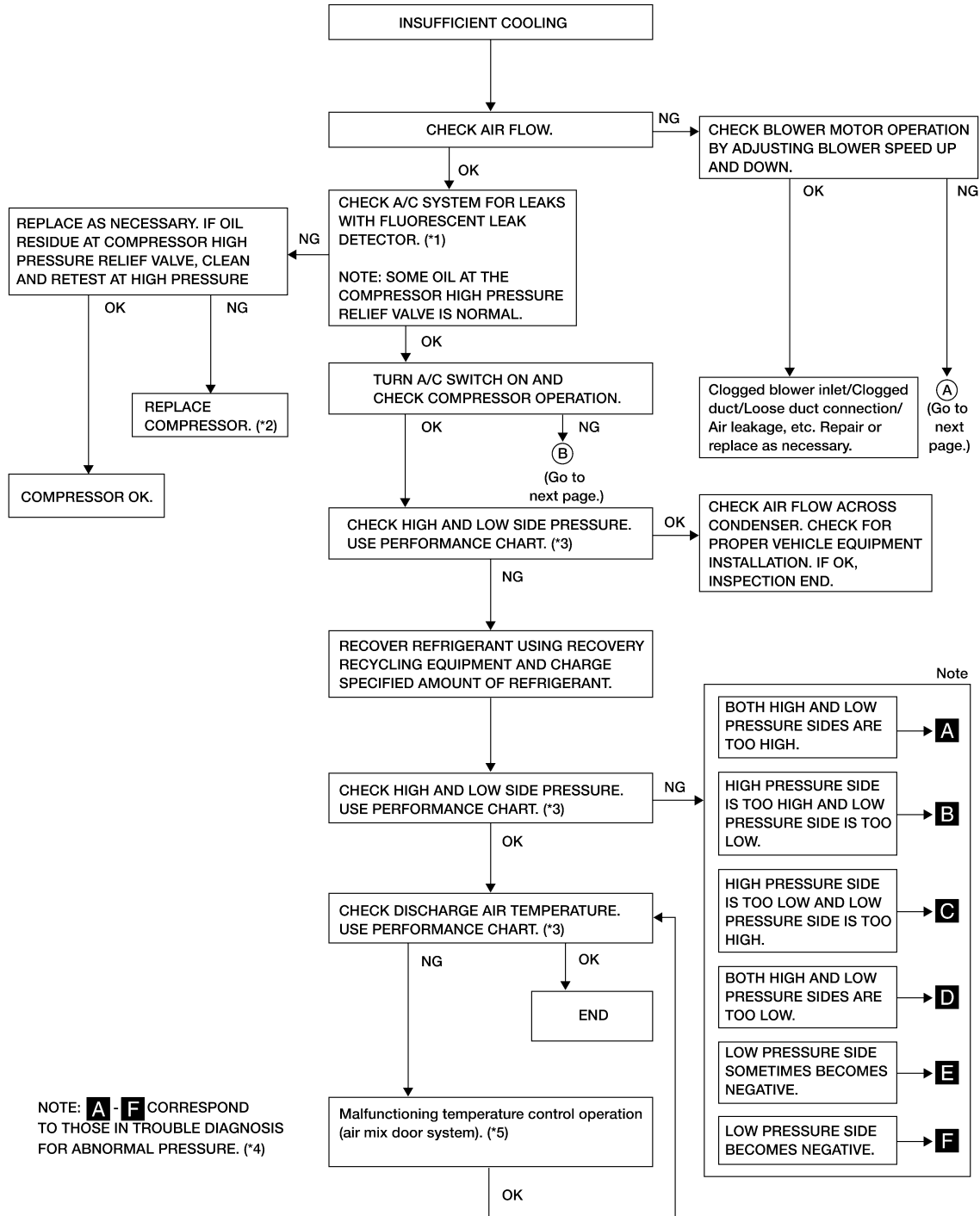
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< SYMPTOM DIAGNOSIS >

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NOTE: **A - F** CORRESPOND TO THOSE IN TROUBLE DIAGNOSIS FOR ABNORMAL PRESSURE. (*4)

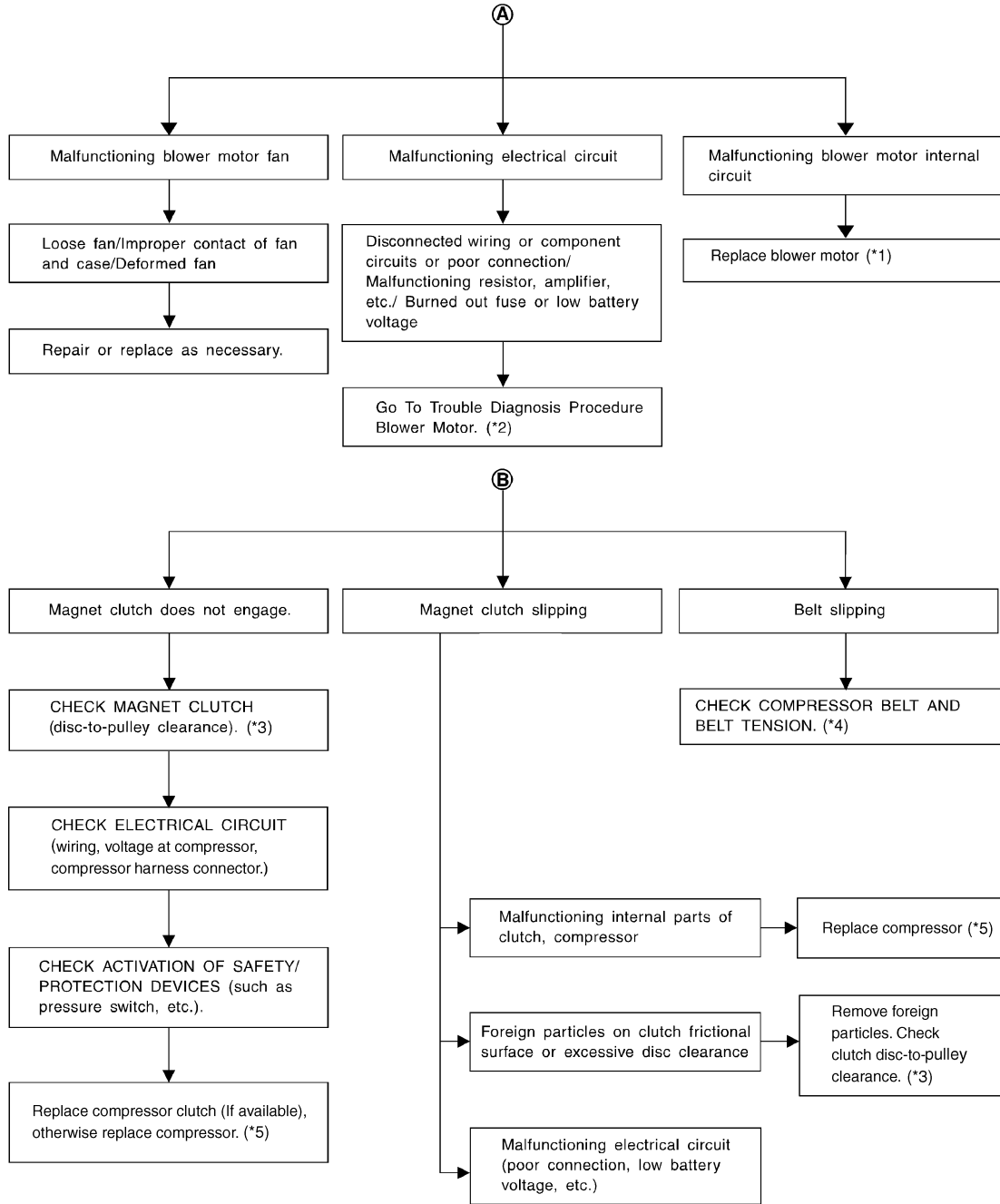
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- *1 [HA-29. "Checking System for Leaks Using the Fluorescent Dye Leak Detector"](#)
- *2 [HA-38. "Removal and Installation for Compressor"](#)
- *3 [HAC-115. "Performance Chart"](#)
- *4 [HAC-116. "Trouble Diagnoses for Abnormal Pressure"](#)
- *5 [HAC-31. "Air Mix Door Motor \(Driver\) Component Function Check"](#)

INSUFFICIENT COOLING

< SYMPTOM DIAGNOSIS >

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*1 [VTL-12, "Removal and Installation"](#)

*2 [HAC-42, "Front Blower Motor Diagnosis Procedure"](#)

*3 [HA-40, "Removal and Installation for Compressor Clutch"](#)

*4 [EM-14, "Checking Drive Belts" \(VQ40DE\)](#) or [EM-153, "Checking Drive Belts" \(VK56DE\)](#)

*5 [HA-38, "Removal and Installation for Compressor"](#)

Performance Chart

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TEST CONDITION

Testing must be performed as follows:

INSUFFICIENT COOLING

< SYMPTOM DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

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

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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 stan-

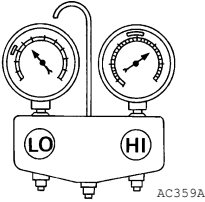
INSUFFICIENT COOLING

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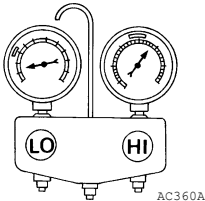
< SYMPTOM DIAGNOSIS >

Standard (usual) pressure, however, differs from vehicle to vehicle, refer to above table (Ambient air temperature-to-operating pressure table).

Both High- and Low-pressure Sides are Too High

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>A Both high- and low-pressure sides are too high.</p>  <p style="text-align: right; font-size: small;">AC359A</p>	Pressure is reduced soon after water is splashed on condenser.	Excessive refrigerant charge in refrigeration cycle	Reduce refrigerant until specified pressure is obtained.
	Air suction by cooling fan is insufficient.	Insufficient condenser cooling performance ↓ 1. Condenser fins are clogged. 2. Improper fan rotation of cooling fan	<ul style="list-style-type: none"> Clean condenser. Check and repair cooling fan if necessary.
	<ul style="list-style-type: none"> Low-pressure pipe is not cold. When compressor is stopped high-pressure value quickly drops by approximately 196 kPa (2 kg/cm², 28 psi). It then decreases gradually thereafter. 	Poor heat exchange in condenser (After compressor operation stops, high-pressure decreases too slowly.) ↓ Air in refrigeration cycle	Evacuate and recharge system.
	Engine tends to overheat.	Engine cooling systems malfunction.	Check and repair engine cooling system.
	<ul style="list-style-type: none"> An area of the low-pressure pipe is colder than areas near the evaporator outlet. Plates are sometimes covered with frost. 	<ul style="list-style-type: none"> Excessive liquid refrigerant on low-pressure side Excessive refrigerant discharge flow Expansion valve is open a little compared with the specification. ↓ Improper expansion valve adjustment	Replace expansion valve.

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

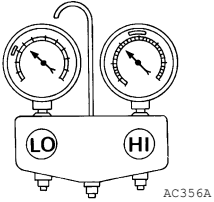
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>B High-pressure side is too high and low-pressure side is too low.</p>  <p style="text-align: right; font-size: small;">AC360A</p>	Upper side of condenser and high-pressure side are hot, however, liquid tank is not so hot.	High-pressure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

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

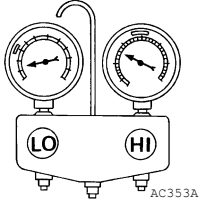
INSUFFICIENT COOLING

< SYMPTOM DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

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

Both High- and Low-pressure Sides are Too Low

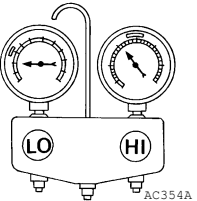
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
D Both high- and low-pressure sides are too low. 	<ul style="list-style-type: none"> There is a big temperature difference between liquid tank outlet and inlet. Outlet temperature is extremely low. Liquid tank inlet and expansion valve are frosted. 	Liquid tank inside is slightly clogged.	<ul style="list-style-type: none"> Replace liquid tank. Check oil for contamination.
	<ul style="list-style-type: none"> Temperature of expansion valve inlet is extremely low as compared with areas near liquid tank. Expansion valve inlet may be frosted. Temperature difference occurs somewhere in high-pressure side. 	High-pressure pipe located between liquid tank and expansion valve is clogged.	<ul style="list-style-type: none"> 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-29, "Checking System for Leaks Using the Fluorescent Dye Leak Detector" or HA-31, "Electronic Refrigerant Leak Detector" .
	There is a big temperature difference between expansion valve inlet and outlet while the valve itself is frosted.	Expansion valve closes a little compared with the specification. ↓ 1. Improper expansion valve adjustment. 2. Malfunctioning expansion valve. 3. Outlet and inlet may be clogged.	<ul style="list-style-type: none"> Remove foreign particles by using compressed air. Check 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.	<ul style="list-style-type: none"> Check and repair malfunctioning parts. Check oil for contamination.
	Air flow volume is too low.	Evaporator is frozen.	<ul style="list-style-type: none"> Check intake sensor circuit. Refer to HAC-87, "Intake Sensor Diagnosis Procedure". Repair evaporator fins. Replace evaporator. Refer to HAC-42, "Front Blower Motor Component Function Check".

Low-pressure Side Sometimes Becomes Negative

INSUFFICIENT COOLING

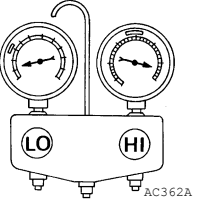
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[AUTOMATIC AIR CONDITIONER]

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

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Low-pressure Side Becomes Negative

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>F Low-pressure side becomes negative.</p> 	<p>Liquid tank or front/rear side of expansion valve's pipe is frosted or dewed.</p>	<p>High-pressure side is closed and refrigerant does not flow.</p> <p>↓</p> <p>Expansion valve or liquid tank is frosted.</p>	<p>Leave the system at rest until no frost is present. Start it again to check whether or not the malfunction is caused by water or foreign particles.</p> <ul style="list-style-type: none"> • If water is the cause, initially cooling is okay. Then the water freezes causing a blockage. Drain water from refrigerant or replace refrigerant. • If due to foreign particles, remove expansion valve and remove the particles with dry and compressed air (not shop air). • If either of the above methods cannot correct the malfunction, replace expansion valve. • Replace liquid tank. • Check oil for contamination.

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INSUFFICIENT HEATING**Component Function Check**

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SYMPTOM: Insufficient heating

INSPECTION FLOW**1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - TEMPERATURE INCREASE**

1. Press the AUTO switch.
2. Turn the temperature control dial (driver) clockwise until 32°C (90°F) is displayed.
3. Check for hot air at discharge air outlets.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform complete system operational check. Refer to [HAC-5. "Operational Check \(Front\)"](#) or [HAC-6. "Operational Check \(Rear\)"](#).**2. CHECK FOR SERVICE BULLETINS**

Check for any service bulletins.

>> GO TO 3.

3. PERFORM SELF-DIAGNOSISPerform self-diagnosis. Refer to [HAC-24. "A/C Auto Amp. Self-Diagnosis"](#).Is the inspection results normal?

YES >> GO TO 4.

NO >> Refer to [HAC-25. "A/C System Self-Diagnosis Code Chart"](#).**4. CHECK ENGINE COOLING SYSTEM**

1. Check for proper engine coolant level. Refer to [CO-11. "System Inspection"](#) (VQ40DE) or [CO-42. "System Inspection"](#) (VK56DE).
2. Check hoses for leaks or kinks.
3. Check radiator cap. Refer to [CO-20. "Checking Radiator"](#) (VQ40DE) or [CO-42. "System Inspection"](#) (VK56DE).
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-31. "Air Mix Door Motor \(Driver\) Component Function Check"](#) or [HAC-34. "Air Mix Door Motor \(Passenger\) 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 >> • Inlet hose cold: GO TO 11.

INSUFFICIENT HEATING

[AUTOMATIC AIR CONDITIONER]

< SYMPTOM DIAGNOSIS >

- Both hoses warm: GO TO 9.

8. CHECK ENGINE COOLANT SYSTEM

Check engine coolant temperature sensor.

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-13, "Changing Engine Coolant"](#) (VQ40DE) or [CO-44, "Changing Engine Coolant"](#) (VK56DE).

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-25, "Removal and Installation"](#).

11. CHECK HEATER PUMP (VQ40DE ONLY)

Check the operation of the heater pump valve. Refer to [HAC-78, "Component Inspection \(VQ40DE\)"](#).

Is the inspection result normal?

YES >> System OK.

NO >> Replace heater pump. Refer to [HA-57, "Removal and Installation"](#).

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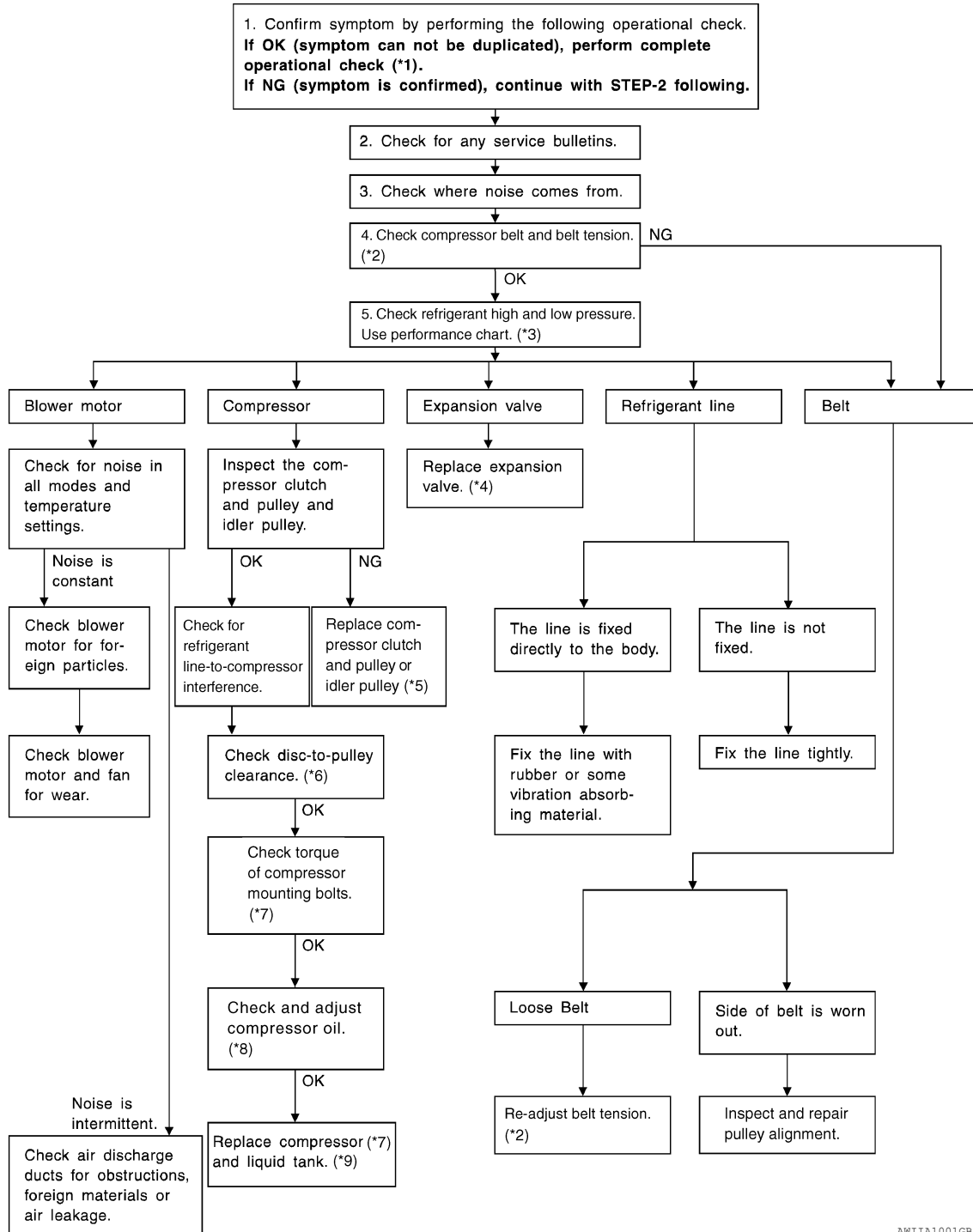
NOISE

Component Function Check

INFOID:000000006243688

SYMPTOM: Noise

INSPECTION FLOW



AWI1A1001GB

NOISE

< SYMPTOM DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

*1	HAC-5. "Operational Check (Front)" and HAC-6. "Operational Check (Rear)"	*2	EM-14. "Checking Drive Belts" (VQ40DE) or EM-153. "Checking Drive Belts" (VK56DE)	*3	HAC-115. "Performance Chart"	A
*4	VTL-23. "Removal and Installation for Rear Expansion Valve"	*5	HA-40. "Removal and Installation for Compressor Clutch"	*6	HA-40. "Removal and Installation for Compressor Clutch"	B
*7	HA-38. "Removal and Installation for Compressor"	*8	HA-27. "Maintenance of Oil Quantity in Compressor"	*9	HA-53. "Removal and Installation for Condenser"	C
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MEMORY FUNCTION DOES NOT OPERATE

< SYMPTOM DIAGNOSIS >

[AUTOMATIC AIR CONDITIONER]

MEMORY FUNCTION DOES NOT OPERATE

Memory Function Check

INFOID:000000006243689

SYMPTOM: Memory function does not operate.

INSPECTION FLOW

1. CONFIRM SYMPTOM BY PERFORMING OPERATIONAL CHECK - MEMORY FUNCTION

1. Set the temperature to 32°C (90°F).
2. Press the OFF switch.
3. Turn ignition switch OFF.
4. Turn ignition switch ON.
5. Press the AUTO switch.
6. Confirm that the set temperature remains at previous temperature.
7. Press the OFF switch.

Is the inspection result normal?

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

2. PERFORM COMPLETE OPERATIONAL CHECK

Perform a complete operational check and check for any symptoms. Refer to [HAC-5, "Operational Check \(Front\)"](#) or [HAC-6, "Operational Check \(Rear\)"](#).

Is the inspection result normal?

- YES >> Refer to [HAC-4, "How to Perform Trouble Diagnosis For Quick And Accurate Repair"](#).
NO >> System OK.

3. CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 4.

4. PERFORM SELF-DIAGNOSIS

Perform self-diagnosis to check for any codes. Refer to [HAC-24, "A/C Auto Amp. Self-Diagnosis"](#).

Are any self-diagnosis codes present?

- YES >> Refer to [HAC-25, "A/C System Self-Diagnosis Code Chart"](#).
NO >> GO TO 5.

5. CHECK POWER AND GROUND CIRCUIT

Check main power supply and ground circuit. Refer to [HAC-90, "A/C Auto Amp. Component Function Check"](#).

Is the inspection result normal?

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

6. RECHECK FOR SYMPTOMS

Perform a complete operational check for any symptoms. Refer to [HAC-5, "Operational Check \(Front\)"](#) or [HAC-6, "Operational Check \(Rear\)"](#).

Does another symptom exist?

- YES >> Refer to [HAC-4, "How to Perform Trouble Diagnosis For Quick And Accurate Repair"](#).
NO >> Replace A/C auto amp. Refer to [VTL-7, "Removal and Installation"](#).

< PRECAUTION >

PRECAUTION

PRECAUTIONS

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

INFOID:000000006243690

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 3 minutes before performing any service.

Precaution Necessary for Steering Wheel Rotation After Battery Disconnect

INFOID:000000006836383

NOTE:

- This Procedure is applied only to models with Intelligent Key system and NATS (NISSAN ANTI-THEFT SYSTEM).
- Remove and install all control units after disconnecting both battery cables with the ignition knob in the "LOCK" position.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If DTC is detected, perform trouble diagnosis according to self-diagnostic results.

For models equipped with the Intelligent Key system and NATS, an electrically controlled steering lock mechanism is adopted on the key cylinder.

For this reason, if the battery is disconnected or if the battery is discharged, the steering wheel will lock and steering wheel rotation will become impossible.

If steering wheel rotation is required when battery power is interrupted, follow the procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.
 - NOTE:**
Supply power using jumper cables if battery is discharged.
2. Use the Intelligent Key or mechanical key to turn the ignition switch to the "ACC" position. At this time, the steering lock will be released.
3. Disconnect both battery cables. The steering lock will remain released and the steering wheel can be rotated.
4. Perform the necessary repair operation.

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PRECAUTIONS

[AUTOMATIC AIR CONDITIONER]

< PRECAUTION >

- When the repair work is completed, return the ignition switch to the "LOCK" position before connecting the battery cables. (At this time, the steering lock mechanism will engage.)
- Perform a self-diagnosis check of all control units using CONSULT-III.

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

INFOID:000000006243691

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:

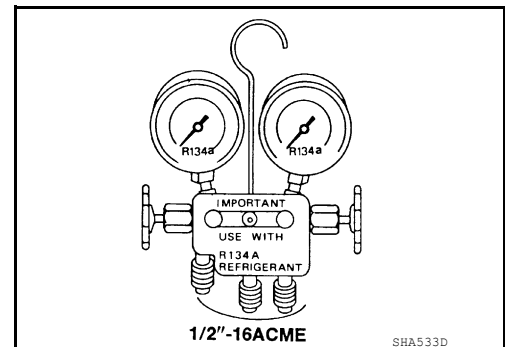
- Explain to the customer that environmental regulations prohibit the release of contaminated refrigerant into the atmosphere.
- Explain that recovery of the contaminated refrigerant could damage your service equipment and refrigerant supply.
- Suggest the customer return the vehicle to the location 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:000000006243692

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.



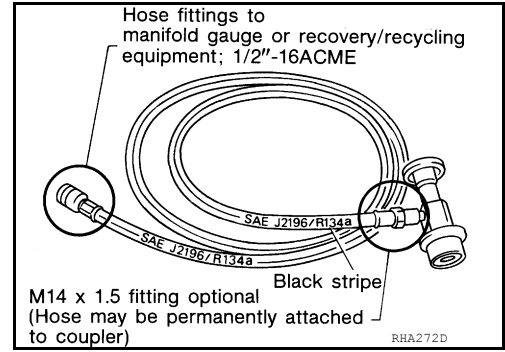
PRECAUTIONS

[AUTOMATIC AIR CONDITIONER]

< PRECAUTION >

SERVICE HOSES

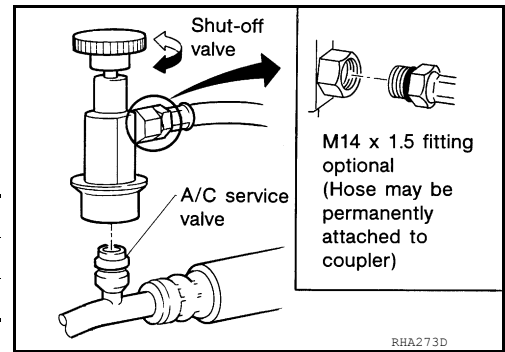
Be certain that the service hoses display the markings described (colored hose with black stripe). All hoses must include positive shut-off devices (either manual or automatic) near the end of the hoses opposite the manifold gauge.



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



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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

How to Perform Trouble Diagnosis For Quick And Accurate Repair

INFOID:000000006243693

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-129, "Operational Check"](#).

Is the inspection result normal?

- YES >> Go to trouble diagnosis. Refer to [HAC-178, "Symptom Matrix Chart"](#).
- NO >> System OK.

INSPECTION AND ADJUSTMENT

Operational Check

INFOID:00000006243694

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-154, "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-138, "Discharge Air Flow"](#).

Mode door position is checked in the next step.



If NG, go to trouble diagnosis procedure for [HAC-143, "Mode Door Motor \(Front\) 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-151, "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-179, "Component Function Check"](#). If air mix door motor appears to be malfunctioning, go to [HAC-147, "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-187, "Component Function Check"](#). If air mix door motor (front) appears to be malfunctioning, go to [HAC-147, "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).

INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

[MANUAL AIR CONDITIONER]

If NG, go to trouble diagnosis procedure for [HAC-160. "Magnet Clutch Diagnosis Procedure"](#).
If OK, continue with next check.

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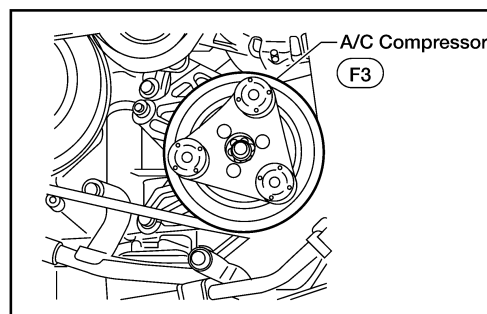
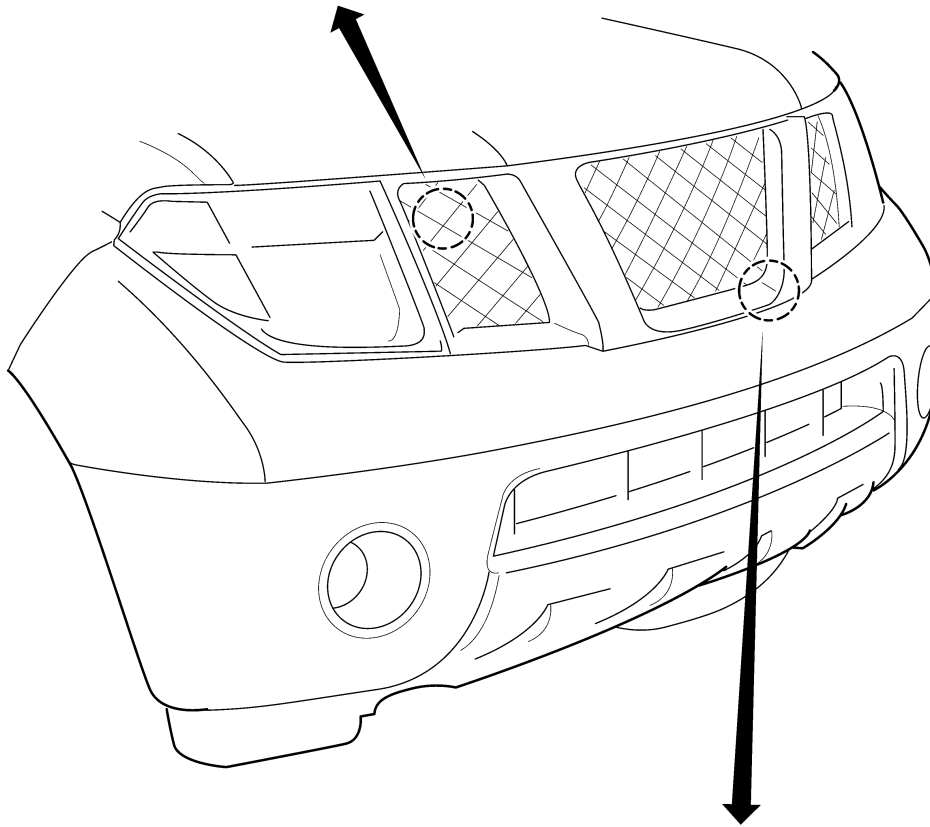
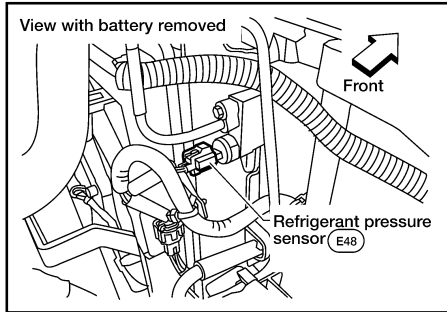
SYSTEM DESCRIPTION

FUNCTION INFORMATION

Component Part Location

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ENGINE COMPARTMENT



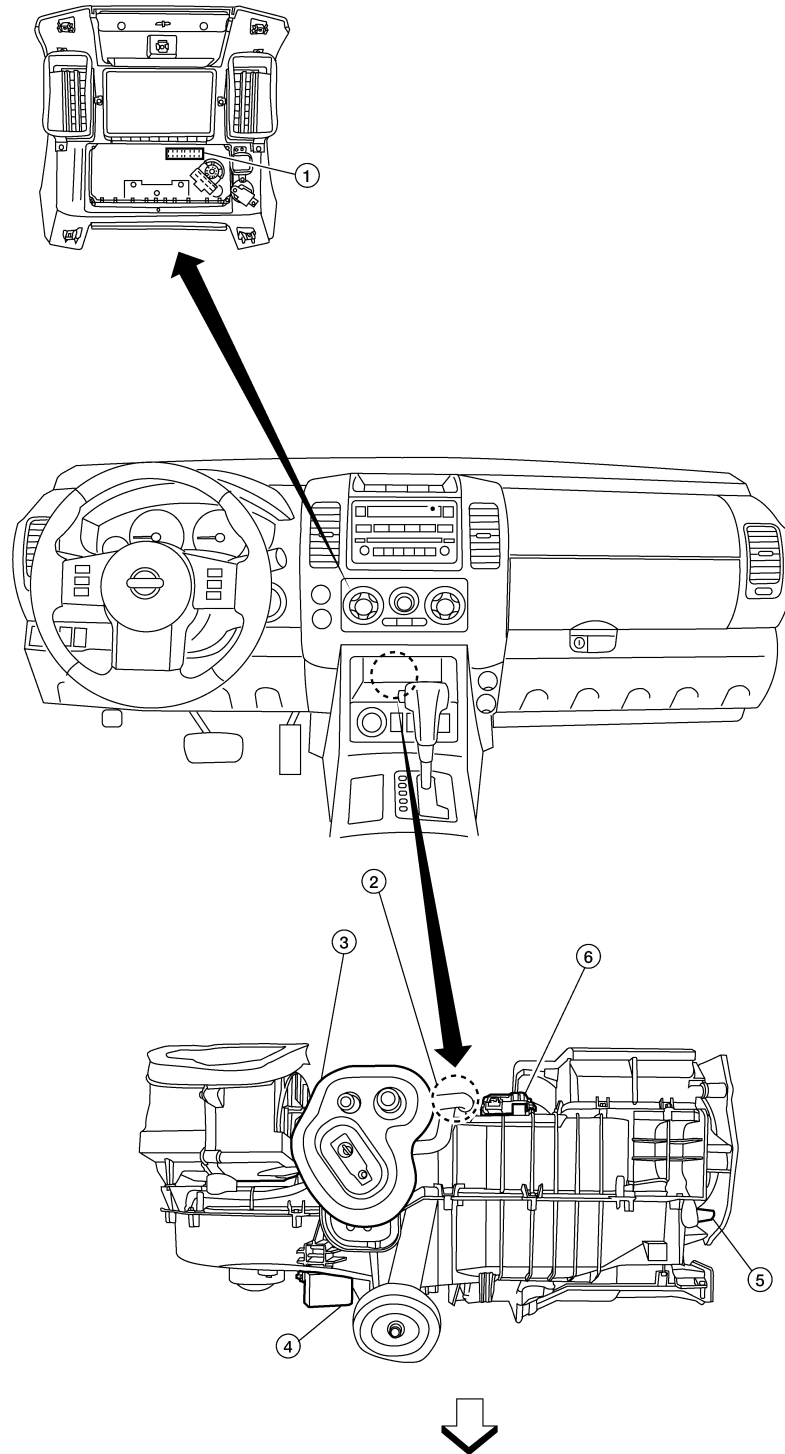
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FUNCTION INFORMATION

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[MANUAL AIR CONDITIONER]

PASSENGER COMPARTMENT



1. Front air control M52

2. Intake sensor M146

3. Intake door motor M58

4. Front blower motor resistor M121

5. Mode door motor M144

6. Air mix door motor (front) M149

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FUNCTION INFORMATION

< SYSTEM DESCRIPTION >

[MANUAL AIR CONDITIONER]

Symptom Table

INFOID:000000006243696

Symptom	Reference Page	
A/C system does not come on.	Go to Trouble Diagnosis Procedure for A/C System.	HAC-167
Air outlet does not change.	Go to Trouble Diagnosis Procedure for Mode Door Motor.	HAC-142
Mode door motor is malfunctioning.		
Discharge air temperature does not change.	Go to Trouble Diagnosis Procedure for Air Mix Door Motor.	HAC-147
Air mix door motor is malfunctioning.		
Intake door does not change.	Go to Trouble Diagnosis Procedure for Intake Door Motor.	HAC-150
Intake door motor is malfunctioning.		
Front blower motor operation is malfunctioning.	Go to Trouble Diagnosis Procedure for Front Blower Motor.	HAC-153
Magnet clutch does not engage.	Go to Trouble Diagnosis Procedure for Magnet Clutch.	HAC-160
Insufficient cooling	Go to Trouble Diagnosis Procedure for Insufficient Cooling.	HAC-179
Insufficient heating	Go to Trouble Diagnosis Procedure for Insufficient Heating.	HAC-187
Noise	Go to Trouble Diagnosis Procedure for Noise.	HAC-189

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REFRIGERATION SYSTEM

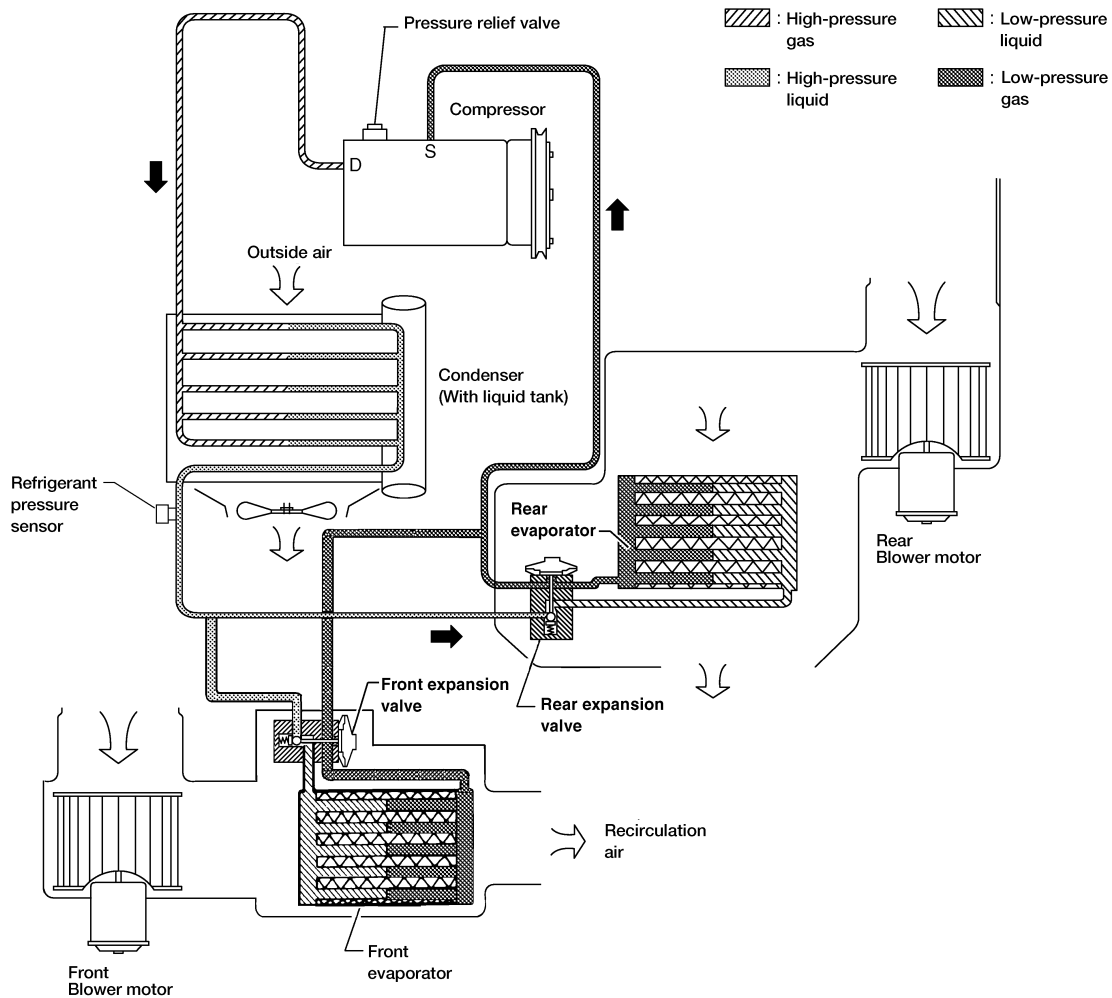
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[MANUAL AIR CONDITIONER]

REFRIGERATION SYSTEM

Refrigerant Cycle

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REFRIGERANT FLOW

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

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:000000006243698

REFRIGERANT PRESSURE SENSOR

REFRIGERATION SYSTEM

< SYSTEM DESCRIPTION >

[MANUAL AIR CONDITIONER]

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

PRESSURE RELIEF VALVE

The refrigerant system is also protected by a pressure relief valve, located in the rear head of the compressor. When the pressure of refrigerant in the system increases to an abnormal level [more than 2,990 kPa (30.5 kg/cm², 433.6 psi)], the release port on the pressure relief valve automatically opens and releases refrigerant into the atmosphere.

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MANUAL AIR CONDITIONER SYSTEM

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[MANUAL AIR CONDITIONER]

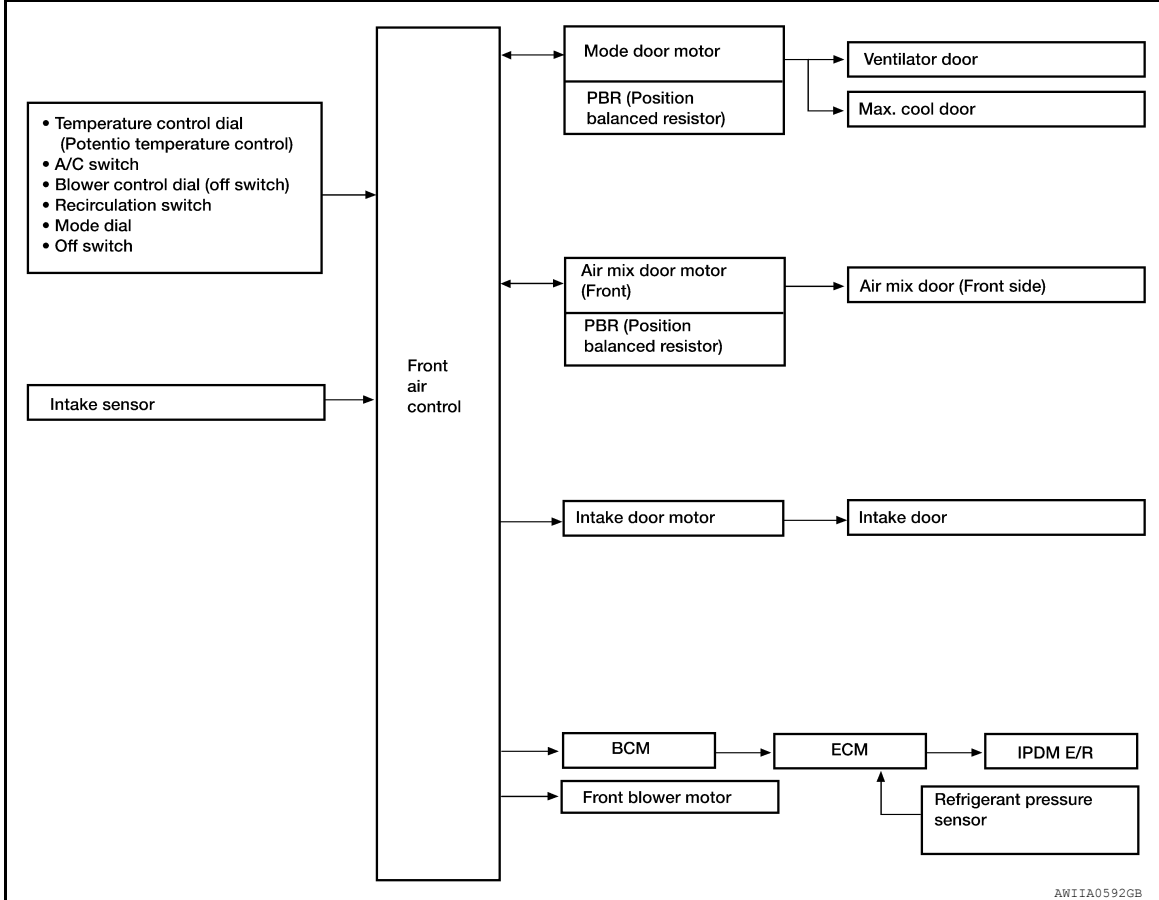
MANUAL AIR CONDITIONER SYSTEM

Control System Diagram

INFOID:000000006243699

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:

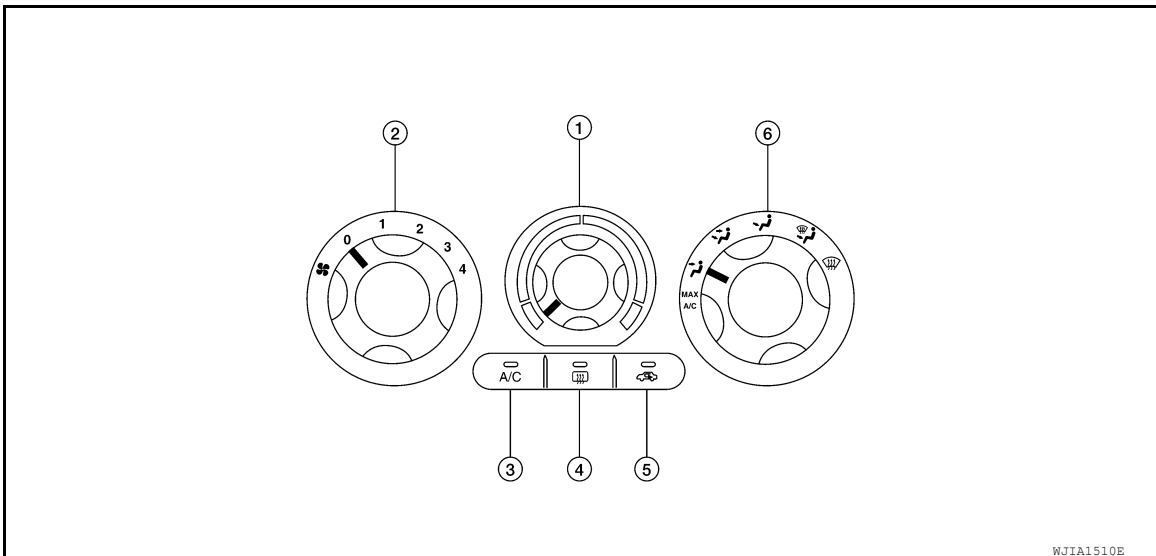


Control System Description

INFOID:000000006243700

CONTROL OPERATION

Front air control



MANUAL AIR CONDITIONER SYSTEM

< SYSTEM DESCRIPTION >

[MANUAL AIR CONDITIONER]

- | | | |
|--------------------------------|-------------------------|---------------|
| 1. Temperature control dial | 2. Blower control dial | 3. A/C switch |
| 4. Rear window defogger switch | 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.

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 SET TO 0)

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.)

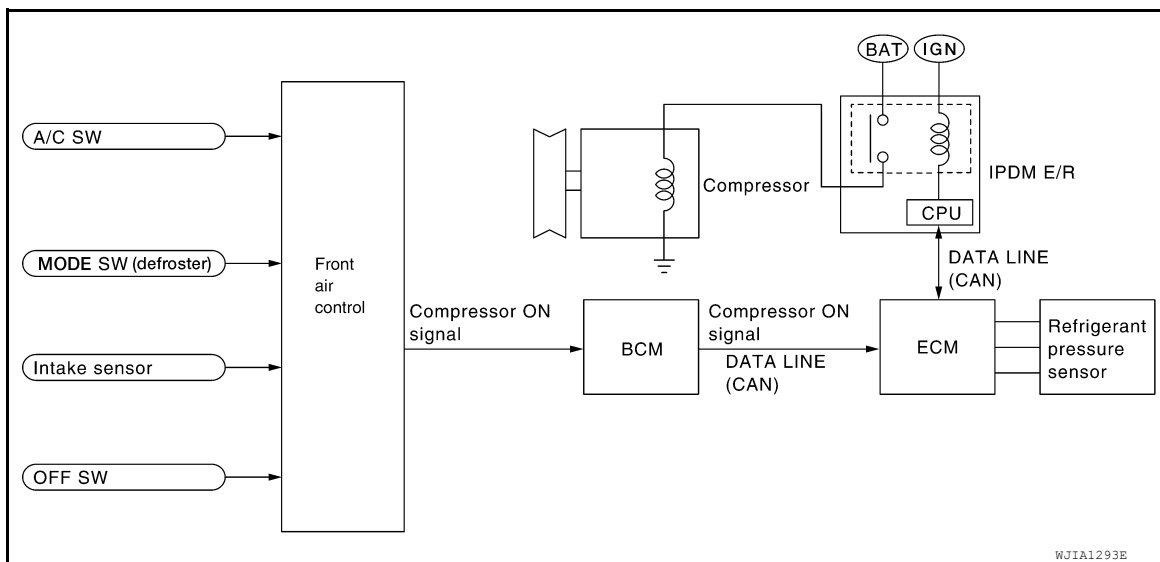
MODE DIAL

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.

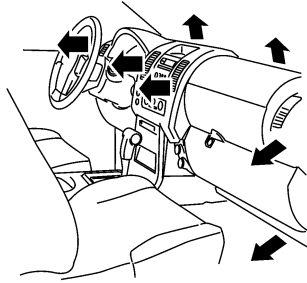
MANUAL AIR CONDITIONER SYSTEM

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[MANUAL AIR CONDITIONER]

Discharge Air Flow

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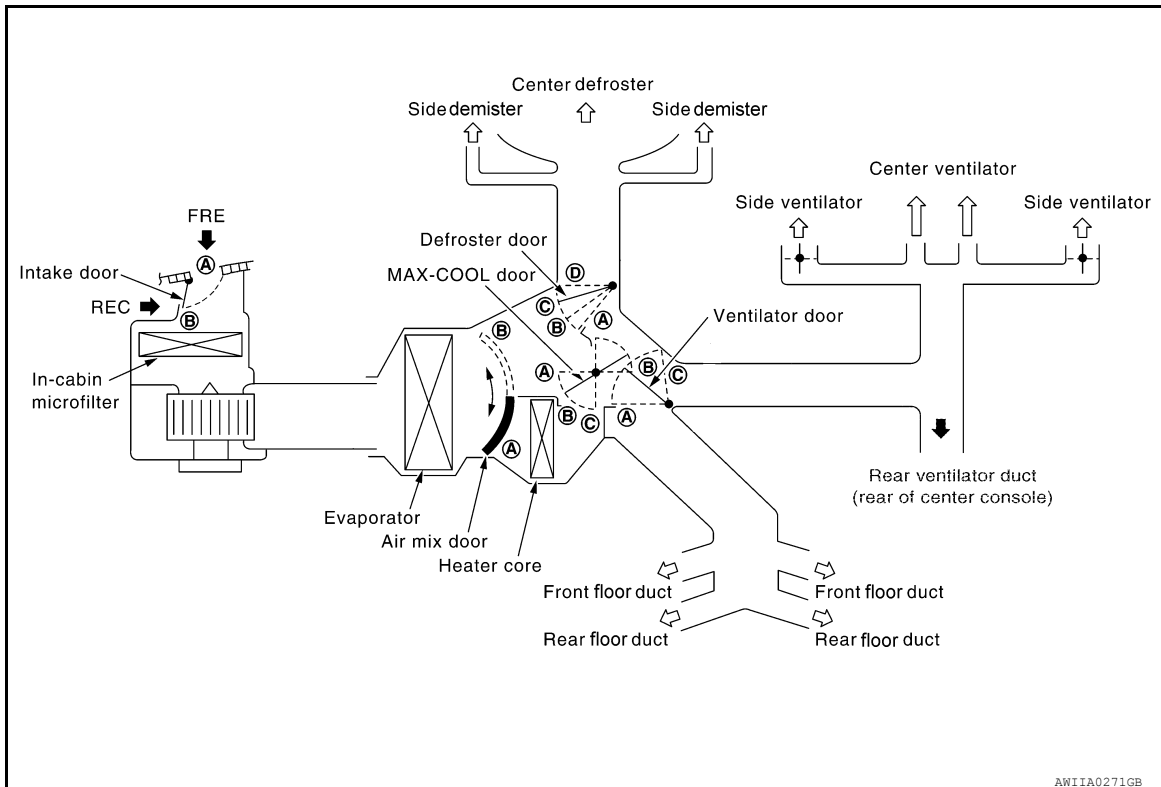
Mode door position	Air outlet/distribution		
	Vent	Foot	Defroster
	95%	5%	—
	60%	40%	—
	20%	55%	25%
	15%	50%	35%
	7%	15%	78%

Airflow always present at driver and passenger side demisters

Switches And Their Control Function

INFOID:000000006243702

SWITCHES AND THEIR CONTROL FUNCTION



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MANUAL AIR CONDITIONER SYSTEM

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[MANUAL AIR CONDITIONER]

Door Position or switch	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	(A)	(B)	(C)	(C)	(C)	—	—	—	—			(C)
MAX-COOL door	(A)	(B)	(B)	(B)	(C)		—	—	—			(B)
Defroster door	(D)	(D)	(D _{or} C)	(B)	(A)		—	—	—			(C)
Intake door	—				(B)		(A)	(B)	—			(B)
Air mix door	—				—		—	(A)		(B)	—	

WJIA1497E

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HAC

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

[MANUAL AIR CONDITIONER]

DIAGNOSIS SYSTEM (BCM)

COMMON ITEM

COMMON ITEM : CONSULT-III Function (BCM - COMMON ITEM)

INFOID:000000006710646

APPLICATION ITEM

CONSULT-III 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	<ul style="list-style-type: none"> • 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			×				
Intelligent Key system	INTELLIGENT KEY			×				
Combination switch	COMB SW			×				
BCM	BCM	×	×			×	×	×
Immobilizer	IMMU		×	×	×			
Interior room lamp battery saver	BATTERY SAVER			×	×	×		
Back door open	TRUNK			×	×			
Vehicle security system	THEFT ALM			×	×	×		
RAP system	RETAINED PWR			×	×	×		
Signal buffer system	SIGNAL BUFFER			×	×			
TPMS	AIR PRESSURE MONITOR		×	×	×	×		
Panic alarm system	PANIC ALARM				×			

DIAGNOSIS SYSTEM (BCM)

< SYSTEM DESCRIPTION >

[MANUAL AIR CONDITIONER]

AIR CONDITIONER

AIR CONDITIONER : CONSULT-III Function (BCM - AIR CONDITIONER) INFOID:000000006710645

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.

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HAC

DTC/CIRCUIT DIAGNOSIS

MODE DOOR MOTOR

System Description

INFOID:000000006243705

SYSTEM DESCRIPTION

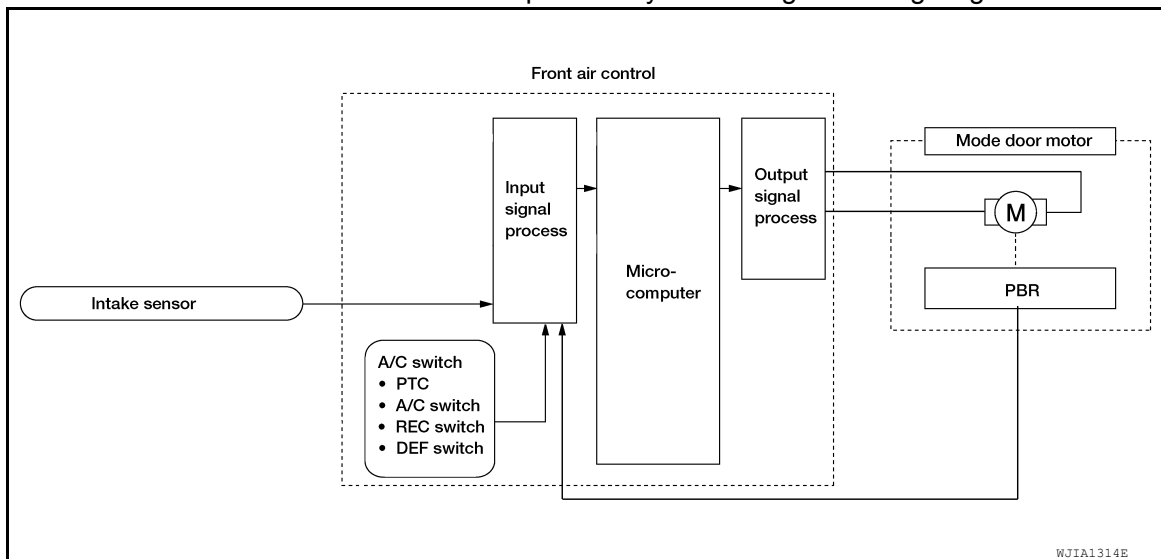
Component Parts

Mode door control system components are:

- Front air control
- Mode door motor
- PBR (built into mode door motor)
- Intake sensor

System Operation

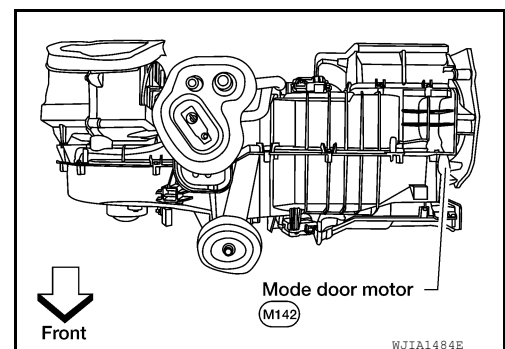
The mode door position (vent, B/L, foot, D/F, and defrost) is set by the front air control by means of the mode door motor. When a mode door position is selected on the front air control, voltage is applied to one circuit of the mode door motor while ground is applied to the other circuit, causing the 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 (Front) Component Function Check

INFOID:000000006243706

SYMPTOM:

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

MODE DOOR MOTOR

[MANUAL AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

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-138. "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-143. "Mode Door Motor \(Front\) Diagnosis Procedure"](#).

Mode Door Motor (Front) Diagnosis Procedure

INFOID:000000006243707

Regarding Wiring Diagram information, refer to [HAC-172. "Wiring Diagram - Manual"](#).

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 M52 and the mode door motor harness connector M144.
3. Check continuity between front air control harness connector M52 terminals 1, 14 and the mode door motor harness connector M144 terminals 1, 6.

Connector	Terminal	Connector	Terminal	Continuity
M52	1	M144	1	Yes
	14		6	

4. Check continuity between front air control harness connector M52 terminals 1, 14 and ground.

Connector	Terminal	—	Continuity
M52	1	Ground	No
	14		

Is the inspection result normal?

YES >> GO TO 2.

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 M52 terminal 1 and terminal 14 while rotating the mode switch to the VENT (), and then the B/L () mode.

Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
M52	1	14	While rotating the mode switch from D/F () mode to VENT () mode	Battery voltage
	14	1	While rotating the mode switch from VENT () mode to B/L () mode	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.

MODE DOOR MOTOR

[MANUAL AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

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 M52.
3. Check continuity between front air control harness connector M52 terminals 23, 26 and the mode door motor harness connector M144 terminals 2, 3.

Connector	Terminal	Connector	Terminal	Continuity
M52	23	M144	3	Yes
	26		2	

4. Check continuity between front air control harness connector M52 terminals 23, 26 and ground.

Connector	Terminal	—	Continuity
M52	23	Ground	No
	26		

Is the inspection result normal?

YES >> GO TO 4.

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 M52 terminal 21 and mode door motor harness connector M144 terminal 4.

Connector	Terminal	Connector	Terminal	Continuity
M52	21	M144	4	Yes

2. Check continuity between front air control harness connector M52 terminal 21 and ground.

Connector	Terminal	—	Continuity
M52	21	Ground	No

Is the inspection result normal?

YES >> GO TO 5.

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 M52 terminal 23 and terminal 26.

Connector	Terminals	Connector	Terminals	Voltage (Approx.)
	(+)		(-)	
M52	23	M52	26	5V

4. Check voltage between front air control harness connector M52 terminal 21 and ground.

Connector	Terminal	—	Voltage (Approx.)
M52	21	Ground	0V

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace front air control. Refer to [VTL-7, "Removal and Installation"](#).

MODE DOOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[MANUAL AIR CONDITIONER]

6. CHECK FRONT AIR CONTROL FOR FEEDBACK SIGNAL

1. Reconnect the mode door motor harness connector M144.
2. Check voltage between front air control harness connector M52 terminal 21 and ground.

Connector	Terminal	—	Voltage (Approx.)
M52	21	Ground	0.2 to 4.8V

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-27, "Removal and Installation"](#).

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AIR MIX DOOR MOTOR

System Description

INFOID:000000006243708

SYSTEM DESCRIPTION

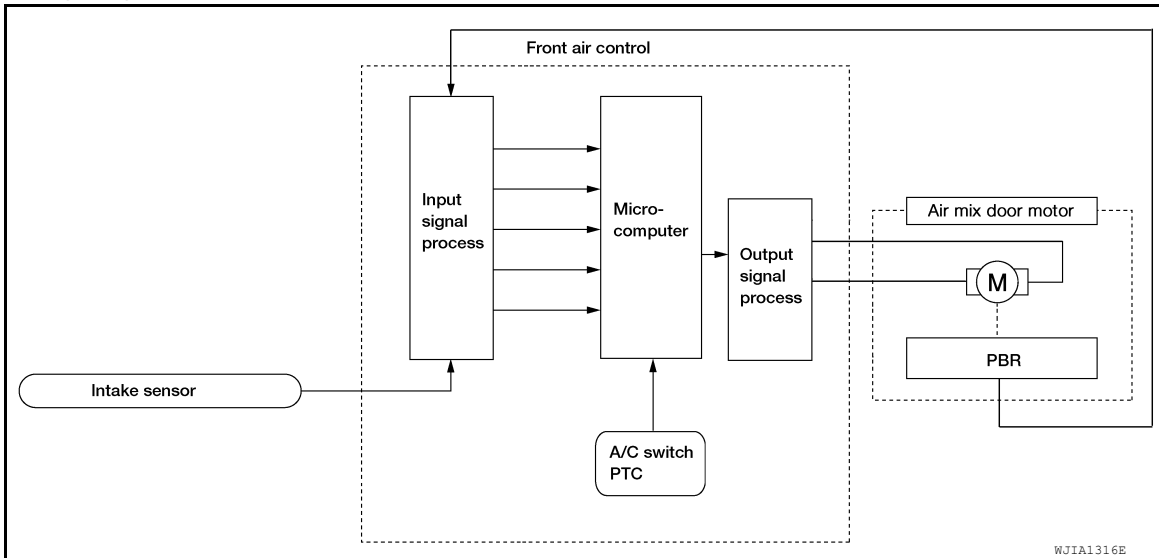
Component Parts

Air mix door control system components are:

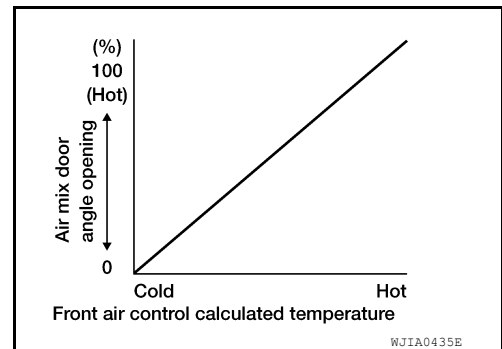
- Front air control
- Air mix door motor
- PBR (built into air mix door motor)
- Intake sensor

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

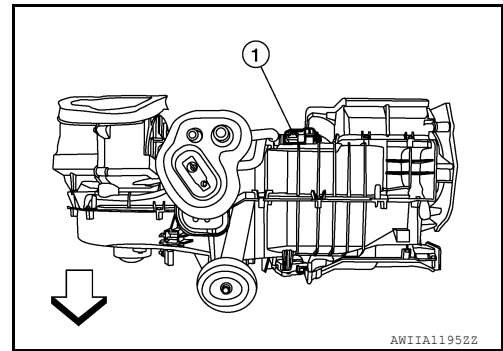
Air Mix Door Motors

AIR MIX DOOR MOTOR

[MANUAL AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

The air mix door motor (1) is attached to the front 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 (⇒: Front).↓



AWIIA1195ZZ

INFOID:000000006243709

Air Mix Door Motor Component Function Check

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-147. "Air Mix Door Motor Diagnosis Procedure"](#).

Air Mix Door Motor Diagnosis Procedure

INFOID:000000006243710

Regarding Wiring Diagram information, refer to [HAC-172. "Wiring Diagram - Manual"](#).

SYMPTOM:

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

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 M52 and the air mix door motor harness connector M149.
3. Check continuity between front air control harness connector M52 terminals 2, 3 and the air mix door motor harness connector M149 terminals 5, 6.

Connector	Terminal	Connector	Terminal	Continuity
M52	2	M149	6	Yes
	3		5	

4. Check continuity between front air control harness connector M52 terminals 2, 3 and ground.

Connector	Terminal	—	Continuity
M52	2	Ground	No
	3		

AIR MIX DOOR MOTOR

[MANUAL AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> GO TO 2.

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 temperature control dial to 32°C (90°F).
4. Check voltage between front air control harness connector M52 terminal 2 and terminal 3 while rotating temperature control dial to 18°C (60°F) and back to 32°C (90°F).

Connector	Terminals		Condition	Voltage (Approx.)
	(+)	(-)		
M52	2	3	While rotating temperature control dial from 32°C (90°F) to 18°C (60°F)	Battery voltage
	3	2	While rotating temperature control dial from 18°C (60°F) to 32°C (90°F)	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.

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 M52.
3. Check continuity between front air control harness connector M52 terminals 23, 26 and air mix door motor harness connector M149 terminals 1, 3.

Connector	Terminal	Connector	Terminal	Continuity
M52	23	M149	1	Yes
	26		3	

4. Check continuity between front air control harness connector M52 terminals 23, 26 and ground.

Connector	Terminal	—	Continuity
M52	23	Ground	No
	26		

Is the inspection result normal?

YES >> GO TO 4.

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 M52 terminal 22 and air mix door motor harness connector M149 terminal 2.

Connector	Terminal	Connector	Terminal	Continuity
M52	22	M149	2	Yes

2. Check continuity between front air control harness connector M52 terminal 22 and ground.

Connector	Terminal	—	Continuity
M52	22	Ground	No

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace harness as necessary.

AIR MIX DOOR MOTOR

[MANUAL AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

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 M52 terminal 23 and terminal 26.

Connector	Terminal	Connector	Terminal	Voltage (Approx.)
	(+)		(-)	
M52	23	M52	26	5V

4. Check voltage between front air control harness connector M52 terminal 22 and ground.

Connector	Terminal	—	Voltage (Approx.)
M52	22	Ground	0V

Is the inspection result normal?

YES >> GO TO 6.

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 M149.
2. Check voltage between front air control harness connector M52 terminal 22 and ground.

Connector	Terminal	—	Voltage (Approx.)
M52	22	Ground	0.2 to 4.8V

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 air mix door motor. Refer to [VTL-29, "Removal and Installation"](#).

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INTAKE DOOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[MANUAL AIR CONDITIONER]

INTAKE DOOR MOTOR

System Description

INFOID:000000006243711

SYSTEM DESCRIPTION

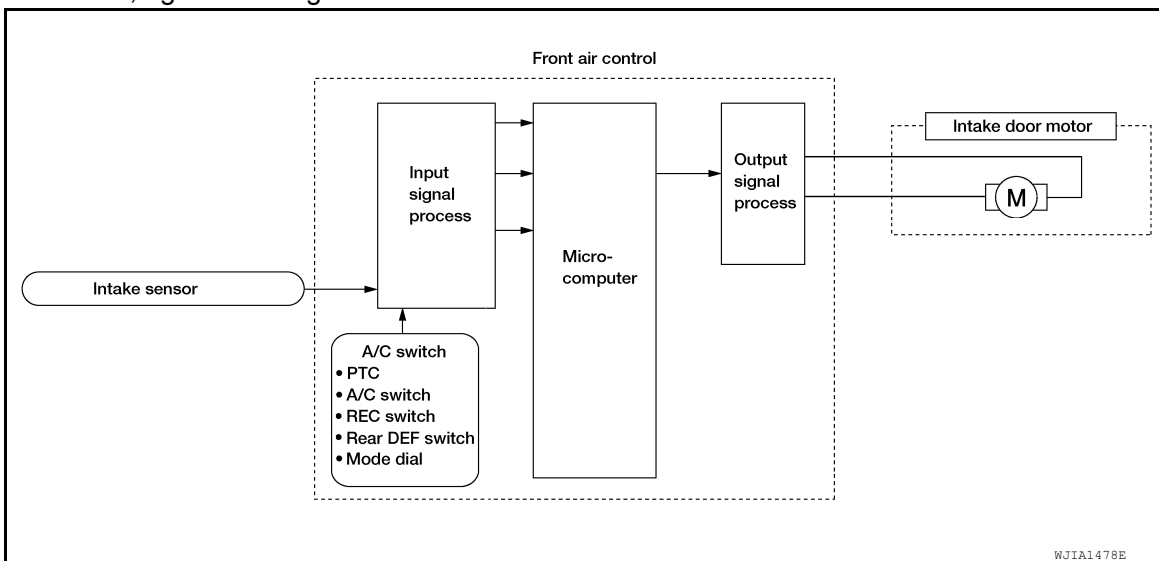
Component Parts

Intake door control system components are:

- Front air control
- Intake door motor
- Intake sensor

System Operation

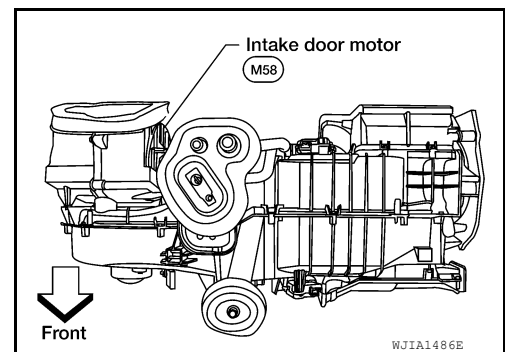
The intake door control determines the intake door position based on the position of the recirculation switch. When the recirculation switch is depressed the intake door motor rotates closing off the fresh air inlet and recirculating the cabin air. If the recirculation switch is depressed again, the 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:000000006243712

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.

INTAKE DOOR MOTOR

[MANUAL AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

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-151, "Intake Door Motor Diagnosis Procedure"](#).

Intake Door Motor Diagnosis Procedure

INFOID:000000006243713

Regarding Wiring Diagram information, refer to [HAC-172, "Wiring Diagram - Manual"](#).

DIAGNOSTIC PROCEDURE FOR INTAKE DOOR MOTOR

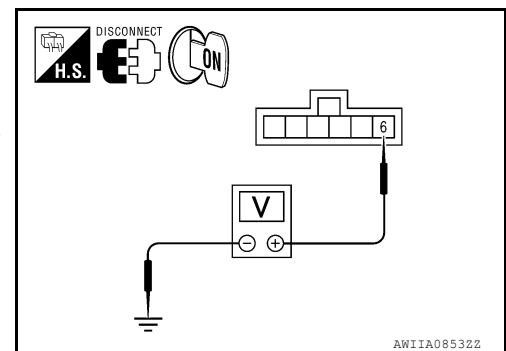
1. CHECK INTAKE DOOR MOTOR CIRCUIT VOLTAGE

1. Turn ignition switch OFF.
2. Disconnect intake door motor connector.
3. Turn ignition switch ON.
4. Rotate the temperature control dial counterclockwise.
5. Check voltage between intake door motor harness connector M58 terminal 6 and ground.

6 - Ground : Battery voltage

Is inspection result normal?

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



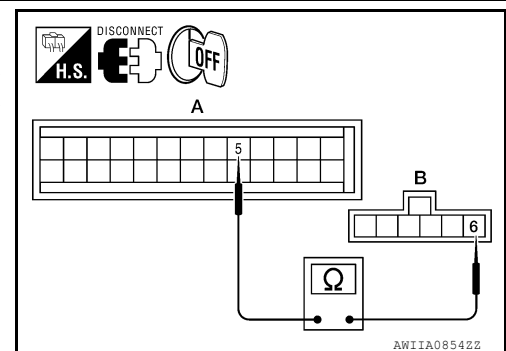
2. CHECK INTAKE DOOR MOTOR CIRCUIT FOR OPEN

1. Turn ignition switch OFF.
2. Disconnect front air control connector.
3. Check continuity between front air control harness connector M52 (A) terminal 5 and intake door motor harness connector M58 (B) terminal 6.

5 - 6 : Continuity should exist.

Is inspection result normal?

- YES >> Replace front air control. Refer to [VTL-7, "Removal and Installation"](#).
NO >> Repair or replace harness as necessary.



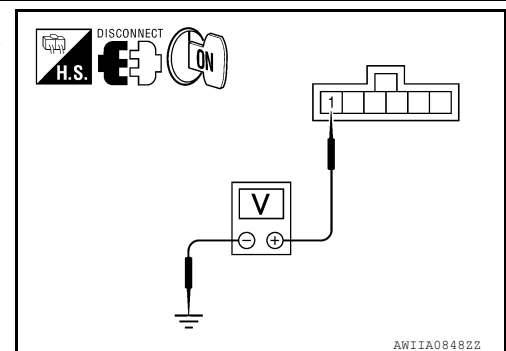
3. CHECK INTAKE DOOR MOTOR CIRCUIT VOLTAGE

1. Rotate the temperature control dial clockwise.
2. Check voltage between intake door motor harness connector M58 terminal 1 and ground.

1 - Ground : Battery voltage

Is inspection result normal?

- YES >> Replace intake door motor. Refer to [VTL-26, "Removal and Installation"](#).
NO >> GO TO 4.



4. CHECK INTAKE DOOR MOTOR CIRCUIT FOR OPEN

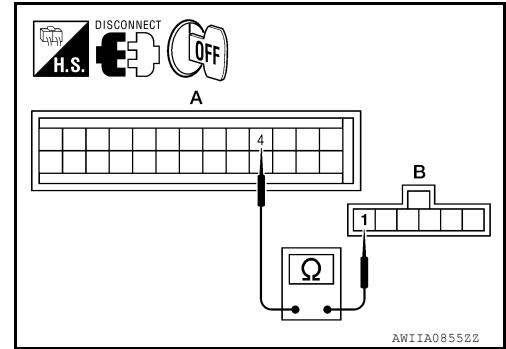
INTAKE DOOR MOTOR

[MANUAL AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

1. Turn ignition switch OFF.
2. Disconnect front air control connector.
3. Check continuity between front air control harness connector M52 (A) terminal 4 and intake door motor harness connector M58 (B) terminal 1.

A		B		
Connector	Terminal	Connector	Terminal	Continuity
Front air control: M52	4	Intake door motor: M58	1	Yes



Is inspection result normal?

- YES >> Replace front air control. Refer to [VTL-7, "Removal and Installation"](#).
- NO >> Repair or replace harness as necessary.

BLOWER MOTOR

System Description

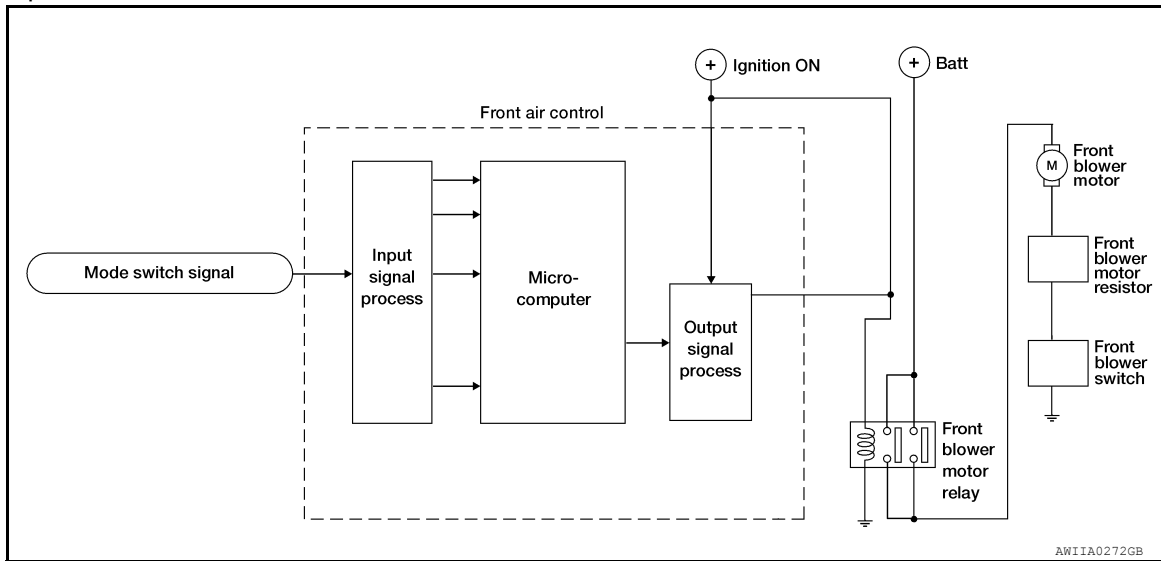
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Component Parts

Blower speed control system components are:

- Front air control
- Front blower motor resistor
- Front blower motor
- Front blower relay

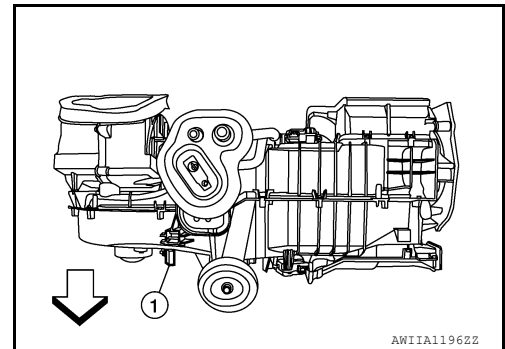
System Operation



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).



Front Blower Motor Component Function Check

INFOID:000000006243715

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-154, "Front Blower Motor Diagnosis Procedure"](#).

BLOWER MOTOR

< DTC/CIRCUIT DIAGNOSIS >

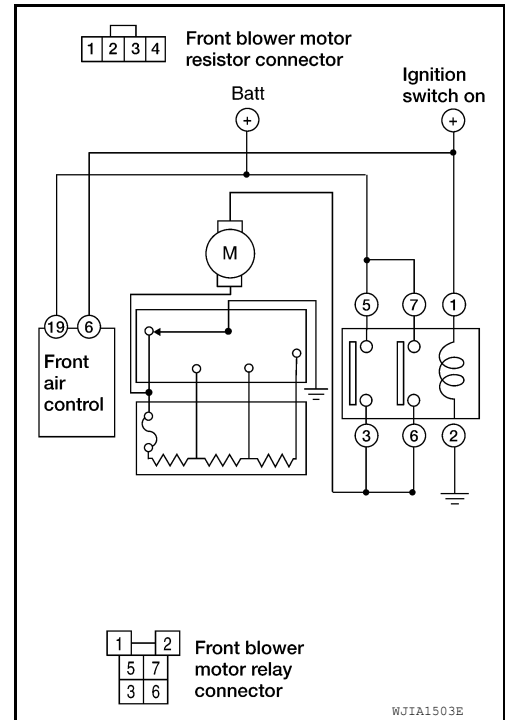
[MANUAL AIR CONDITIONER]

Front Blower Motor Diagnosis Procedure

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Regarding Wiring Diagram information, refer to [HAC-172. "Wiring Diagram - Manual"](#).

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-73. "Terminal Arrangement"](#).
2. Check 10A fuse [No. 8, located in the fuse block (JB)]. Refer to [PG-72. "Terminal Arrangement"](#).

Is inspection result normal?

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

3. CHECK FRONT BLOWER MOTOR POWER SUPPLY

BLOWER MOTOR

[MANUAL AIR CONDITIONER]

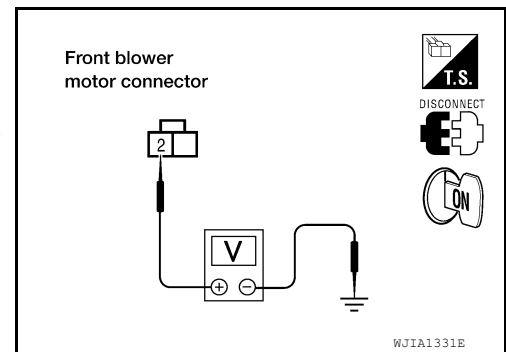
< DTC/CIRCUIT DIAGNOSIS >

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-157. "Front Blower Motor Component Inspection"](#).

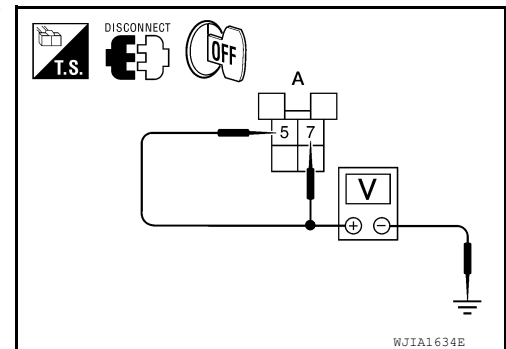
Is inspection result normal?

- 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			
M54	5	Ground	Blower motor relay power supply	Battery voltage
M54	7	Ground	Blower motor relay power supply	Battery voltage



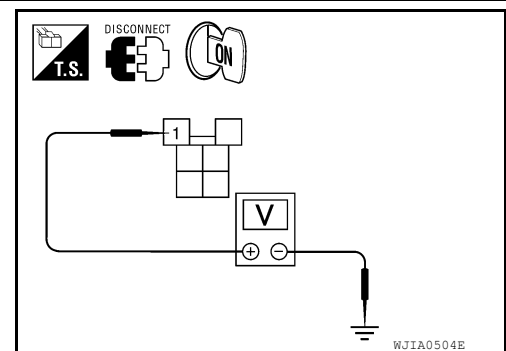
Is inspection result normal?

- 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			
M54	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

BLOWER MOTOR

[MANUAL AIR CONDITIONER]

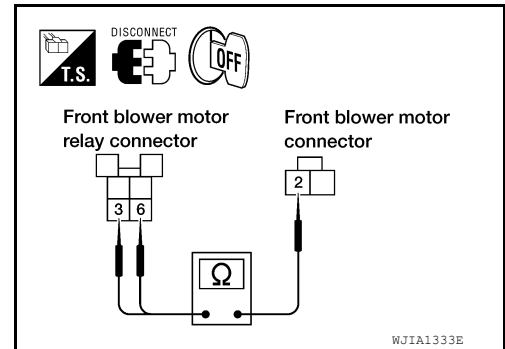
< DTC/CIRCUIT DIAGNOSIS >

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



8. REPLACE FUSE

Refer to [PG-74, "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-74, "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.

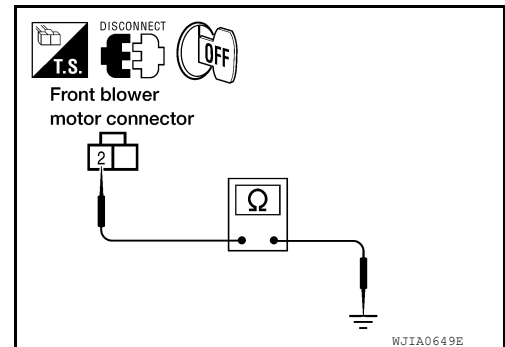
10. CHECK FRONT BLOWER MOTOR POWER SUPPLY CIRCUIT FOR SHORT

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.



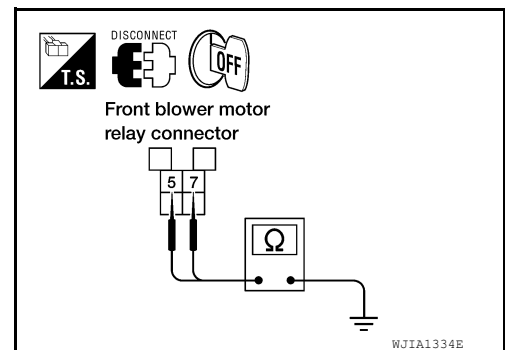
11. CHECK FRONT BLOWER MOTOR RELAY (SWITCH SIDE) POWER SUPPLY CIRCUIT FOR SHORT

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-154, "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-157, "Front Blower Motor Component Inspection"](#).

Is inspection result normal?

BLOWER MOTOR

[MANUAL AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 13.

NO >> Replace front blower motor. Refer to [PG-74, "Terminal Arrangement"](#).

13. CHECK FRONT BLOWER MOTOR RESISTOR

Check front blower motor resistor. Refer to [HAC-157, "Front Blower Motor Component Inspection"](#).

Is inspection result normal?

YES >> GO TO 14.

NO >> Replace front blower motor resistor. Refer to [VTL-16, "Removal and Installation"](#).

14. CHECK FRONT BLOWER SWITCH

Check front blower switch. Refer to [HAC-157, "Front Blower Motor Component Inspection"](#).

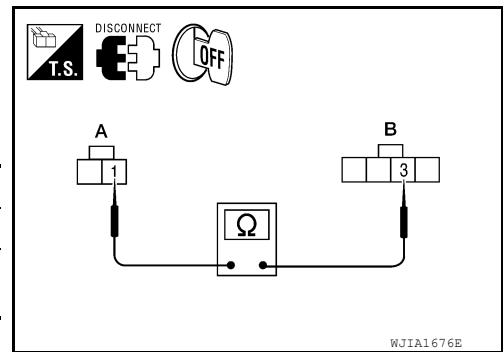
Is inspection result normal?

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 M121 (B) terminal 3.



A		B		Continuity
Connector	Terminal	Connector	Terminal	
Front blower motor: M62	1	Front blower motor resistor: M121	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-157, "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 M121 terminal 3.

NO >> Replace front blower switch. Refer to [VTL-7, "Removal and Installation"](#).

Front Blower Motor Component Inspection

INFOID:000000006243717

COMPONENT INSPECTION

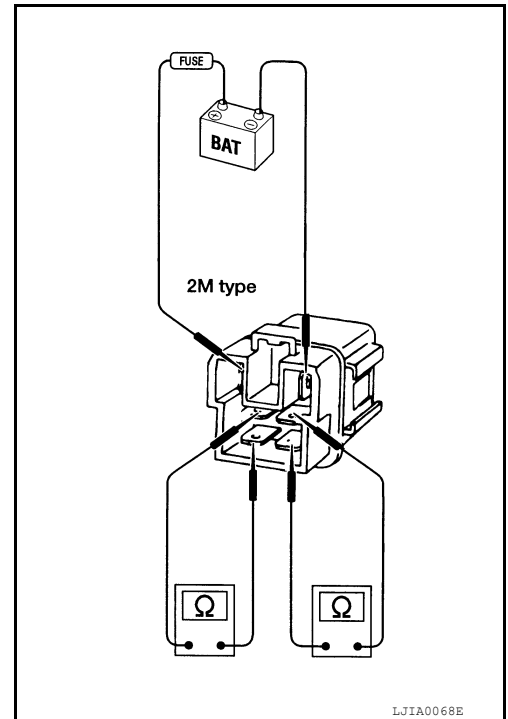
Front Blower Motor Relay

BLOWER MOTOR

[MANUAL AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

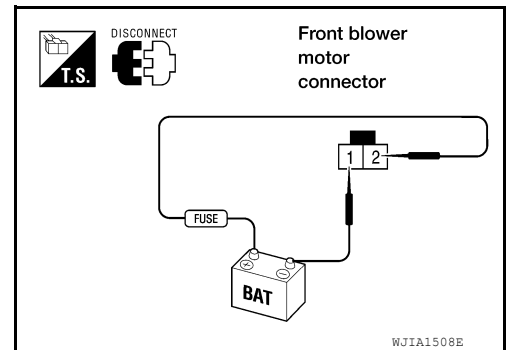
Check continuity between terminals by supplying 12 volts and ground to coil side terminals of relay.



Front Blower Motor

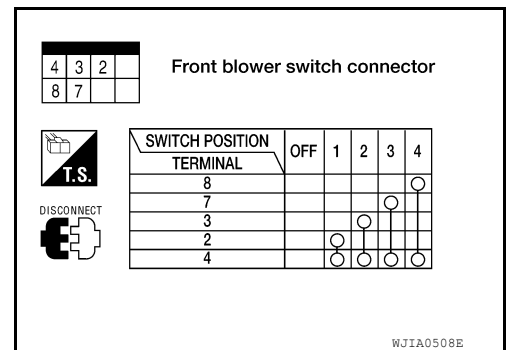
Confirm smooth rotation of the blower motor.

- 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 the terminals at each front blower switch position.



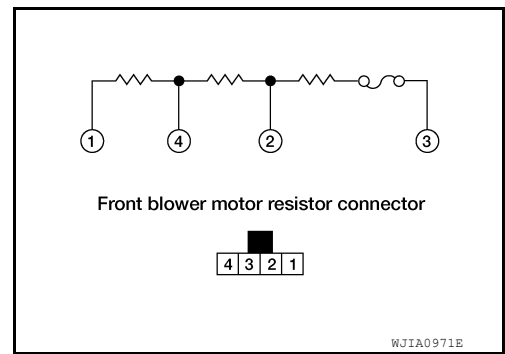
Blower Motor Resistor

BLOWER MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[MANUAL AIR CONDITIONER]

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



- A
- B
- C
- D
- E
- F
- G
- H
- HAC
- J
- K
- L
- M
- N
- O
- P

MAGNET CLUTCH

System Description

INFOID:000000006243718

SYSTEM DESCRIPTION

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

Low Temperature Protection Control

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

When intake air temperature is higher than 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:000000006243719

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-160, "Magnet Clutch Diagnosis Procedure"](#).

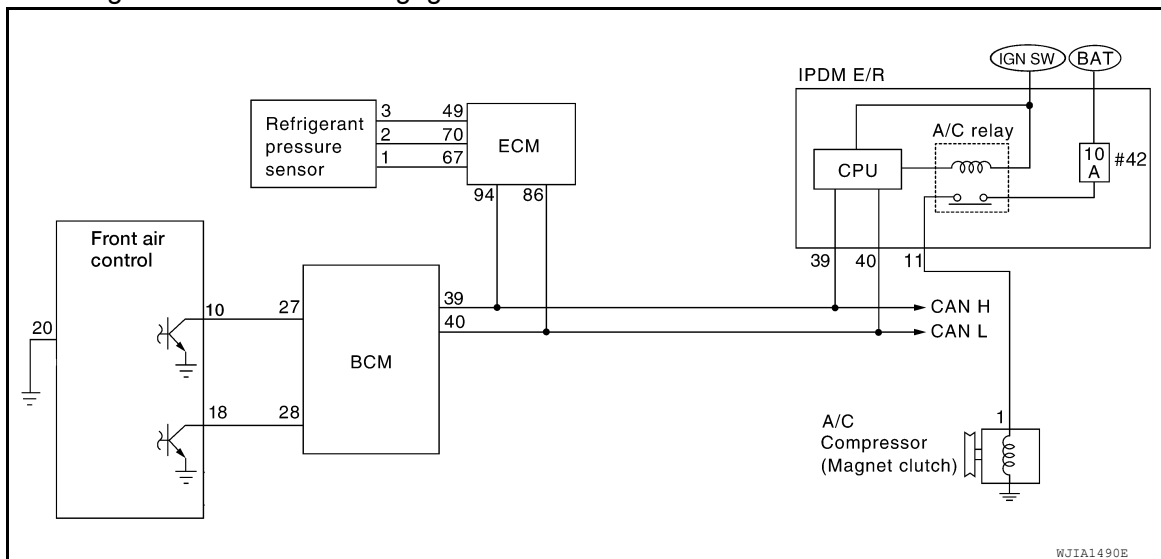
Magnet Clutch Diagnosis Procedure

INFOID:000000006243720

Regarding Wiring Diagram information, refer to [HAC-172, "Wiring Diagram - Manual"](#).

DIAGNOSTIC PROCEDURE FOR MAGNET CLUTCH

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



1. PERFORM AUTO ACTIVE TEST

Refer to [PCS-11, "CONSULT - III Function \(IPDM E/R\)"](#).

Does magnet clutch operate?

YES or NO

YES >> • WITH CONSULT-III
GO TO 2.

MAGNET CLUTCH

[MANUAL AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

- ~~⊗~~ WITHOUT CONSULT-III
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 [HAC-141. "AIR CONDITIONER : CONSULT-III 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-133. "Diagnosis Procedure"](#) (VQ40DE) or [EC-650. "Diagnosis Procedure"](#) (VK56DE).

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace refrigerant pressure sensor. Refer to [HA-54. "Removal and Installation for Refrigerant Pressure Sensor"](#).

4. CHECK BCM INPUT (FAN ON) SIGNAL

Check FAN ON/OFF signal. Refer to [HAC-141. "AIR CONDITIONER : CONSULT-III Function \(BCM - AIR CONDITIONER\)"](#).

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

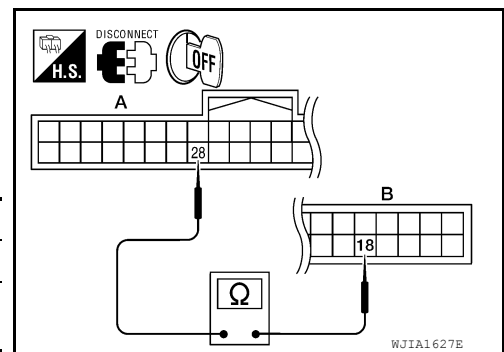
Is the inspection result normal?

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 M52 (B) terminal 18.

A		B		Continuity
Connector	Terminal	Connector	Terminal	
BCM: M18	28	Front air control: M52	18	Yes



Is the inspection result normal?

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

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

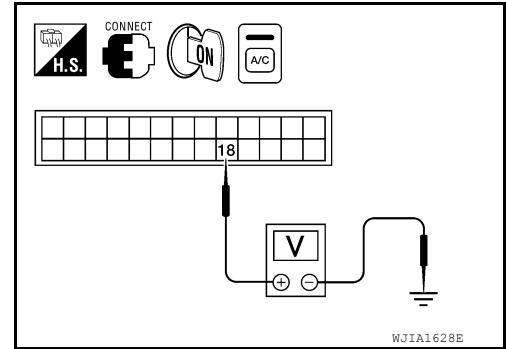
MAGNET CLUTCH

[MANUAL AIR CONDITIONER]

< DTC/CIRCUIT DIAGNOSIS >

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 M52 terminal 18 and ground.

Terminals		Condition	Voltage (Approx.)
(+)	(-)		
Front air control connector	Terminal No.		
M52	18	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-55. "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-55. "Removal and Installation"](#).

7. CHECK CAN COMMUNICATION

Check CAN communication. Refer to [LAN-14. "Trouble Diagnosis Flow Chart"](#).

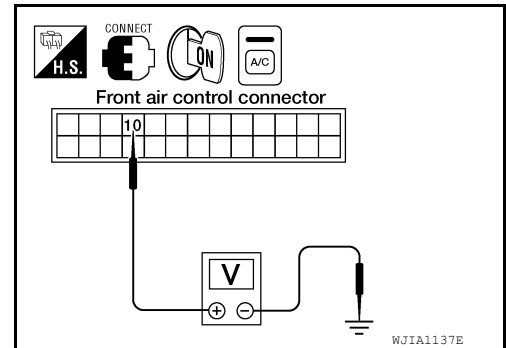
Is the inspection result normal?

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

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

1. Reconnect BCM connector and front air control connector.
2. Turn ignition switch ON.
3. Check voltage between front air control harness connector M52 terminal 10 and ground.

Terminals		Condition	Voltage (Approx.)
(+)	(-)		
Front air control connector	Terminal No.		
M52	10	A/C switch: ON	Approx. 0V
		A/C switch: OFF	Approx. 5V



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-55. "Removal and Installation"](#).

9. CHECK CIRCUIT CONTINUITY BETWEEN BCM AND FRONT AIR CONTROL

1. Disconnect BCM connector and front air control connector.
2. Check continuity between BCM harness connector M18 terminal 27 and front air control harness connector M52 terminal 10.

27 - 10 : Continuity should exist.

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

MAGNET CLUTCH

< DTC/CIRCUIT DIAGNOSIS >

[MANUAL AIR CONDITIONER]

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 [VTL-11, "Removal and Installation"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace intake sensor. Refer to [VTL-11, "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-55, "Removal and Installation"](#).

NO >> Repair or replace malfunctioning part(s).

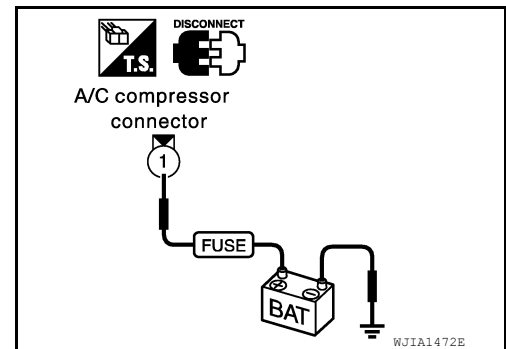
12. CHECK MAGNET CLUTCH CIRCUIT

Check for operation sound when applying battery voltage to terminal.

Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace magnet clutch. Refer to [HA-40, "Removal and Installation for Compressor Clutch"](#).



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

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector and A/C compressor (magnet clutch) connector.
3. 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.

4. 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-29, "Removal and Installation of IPDM E/R"](#).

NO >> Repair harness or connector.

INTAKE SENSOR

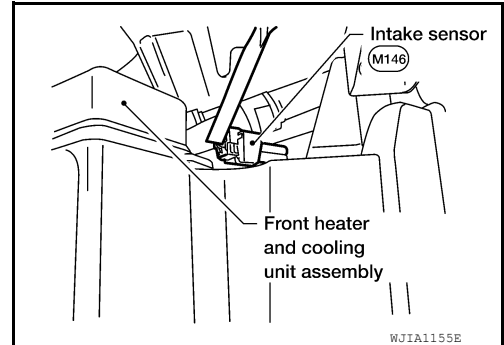
System Description

INFOID:000000006243721

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.



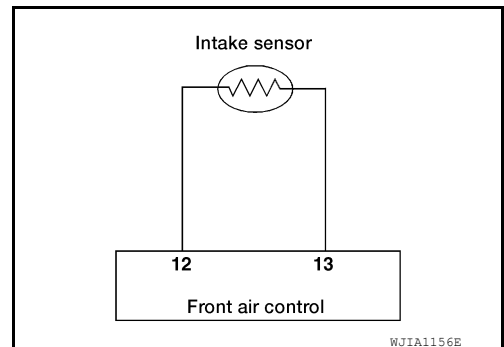
Intake Sensor Diagnosis Procedure

INFOID:000000006243722

Regarding Wiring Diagram information, refer to [HAC-172. "Wiring Diagram - Manual"](#).

DIAGNOSTIC PROCEDURE FOR INTAKE SENSOR

SYMPTOM: Intake sensor circuit is open or shorted.



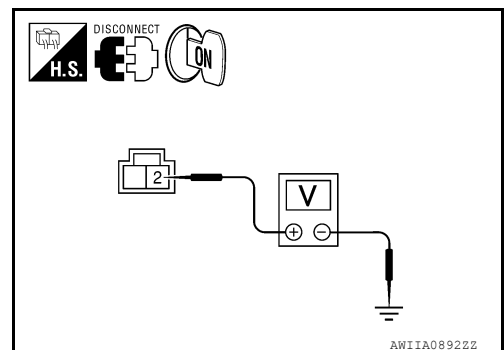
1. CHECK VOLTAGE BETWEEN INTAKE SENSOR AND GROUND

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

INTAKE SENSOR

[MANUAL AIR CONDITIONER]

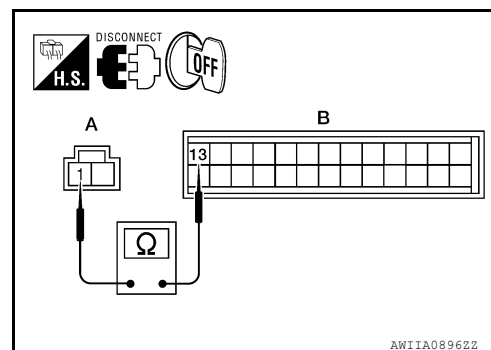
< DTC/CIRCUIT DIAGNOSIS >

1. Turn ignition switch OFF.
2. Disconnect front air control connector.
3. Check continuity between intake sensor harness connector M146 (A) terminal 1 and front air control harness connector M52 (B) 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-165, "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-11, "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 M52 (A) terminal 12.

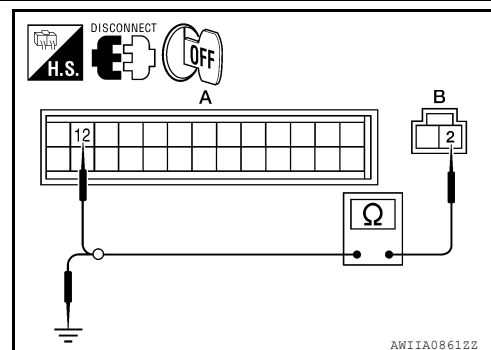
2 - 12 : Continuity should exist.

4. Check continuity between intake sensor harness connector M146 (A) 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:00000006243723

COMPONENT INSPECTION

Intake Sensor

INTAKE SENSOR

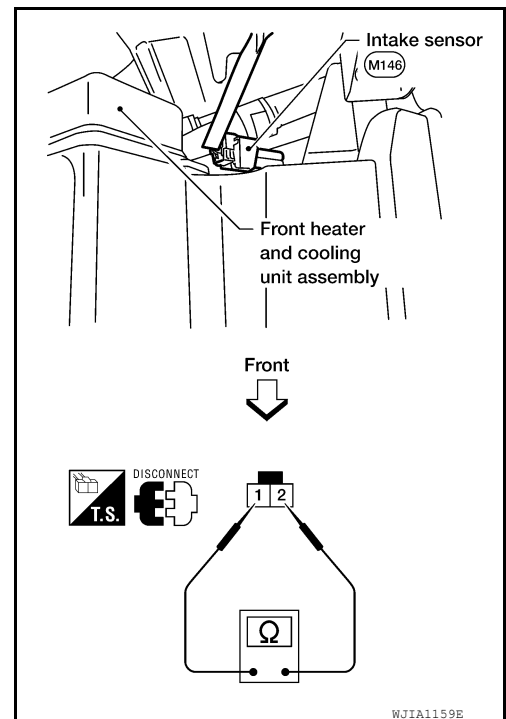
< DTC/CIRCUIT DIAGNOSIS >

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-11, "Removal and Installation"](#).

[MANUAL AIR CONDITIONER]



POWER SUPPLY AND GROUND CIRCUIT FOR CONTROLLER

< DTC/CIRCUIT DIAGNOSIS >

[MANUAL AIR CONDITIONER]

POWER SUPPLY AND GROUND CIRCUIT FOR CONTROLLER

Component Description

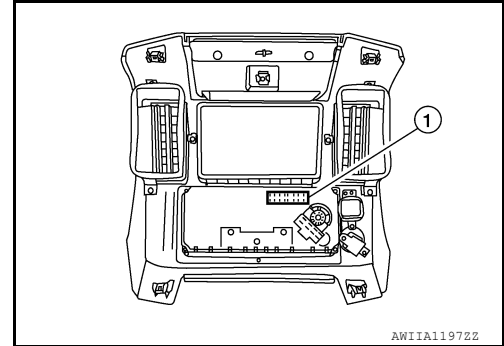
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COMPONENT DESCRIPTION

Front Air Control

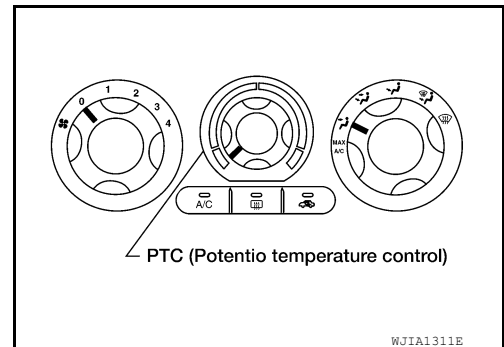
The front air control (1) has a built-in microcomputer which processes information sent from various sensors needed for air conditioner operation. The air mix door motor, mode door motor, intake door motor, defroster door motor, blower motor and compressor are then controlled.

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.



Potential 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:000000006243725

SYMPTOM: A/C system does not come on.

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-167, "Front Air Control Power and Ground Diagnosis Procedure"](#).

Front Air Control Power and Ground Diagnosis Procedure

INFOID:000000006243726

Regarding Wiring Diagram information, refer to [HAC-172, "Wiring Diagram - Manual"](#).

DIAGNOSTIC PROCEDURE FOR A/C SYSTEM

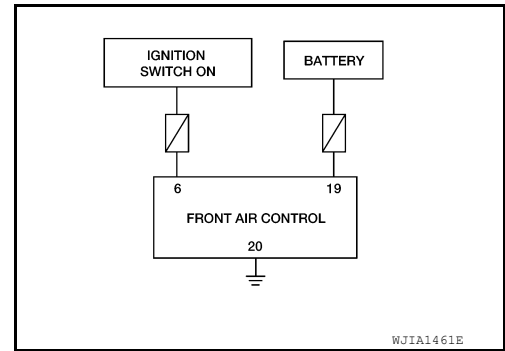
A
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POWER SUPPLY AND GROUND CIRCUIT FOR CONTROLLER

< DTC/CIRCUIT DIAGNOSIS >

[MANUAL AIR CONDITIONER]

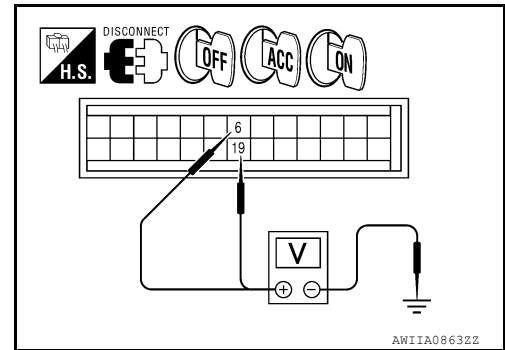
SYMPTOM: A/C system does not come on.



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 M52 terminals 6 and 19, and ground.

Terminals		Ignition switch position			
(+)		(-)	OFF	ACC	ON
Front air control connector	Terminal No.				
M52	6	Ground	Approx. 0V	Approx. 0V	Battery voltage
M52	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-72, "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

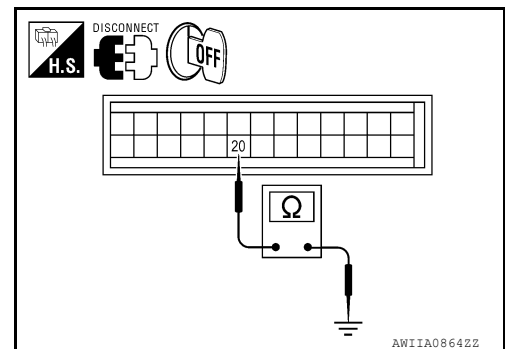
1. Turn ignition switch OFF.
2. Check continuity between front air control harness connector M52 terminal 20 and ground.

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

AIR CONDITIONER CONTROL

System Description

INFOID:000000006243727

The front air control provides regulation of the vehicle's interior temperature. The system is based on the position of the front air controls temperature switch selected by the driver. This is done by utilizing a microcomputer, also referred to as the front air control, which receives input signals from the following two sensors:

- Intake sensor
- PBR (position balanced resistor)

The front air control uses these signals (including the set position of the temperature switch) to control:

- Outlet air volume
- Air temperature
- Air distribution

System Operation

INFOID:000000006243728

AIR MIX DOOR CONTROL

The air mix door is controlled so that in-vehicle temperature changed based on the position of the temperature control dial.

BLOWER SPEED CONTROL

Blower speed is controlled based on front blower switch settings.

When blower switch is turned, the blower motor starts and increases air flow volume each time the blower switch is turned counterclockwise, and decreases air flow volume each time the blower switch is turned clockwise.

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

INTAKE DOORS CONTROL

The intake doors are controlled by the recirculation switch setting, and the mode (defroster) switch setting.

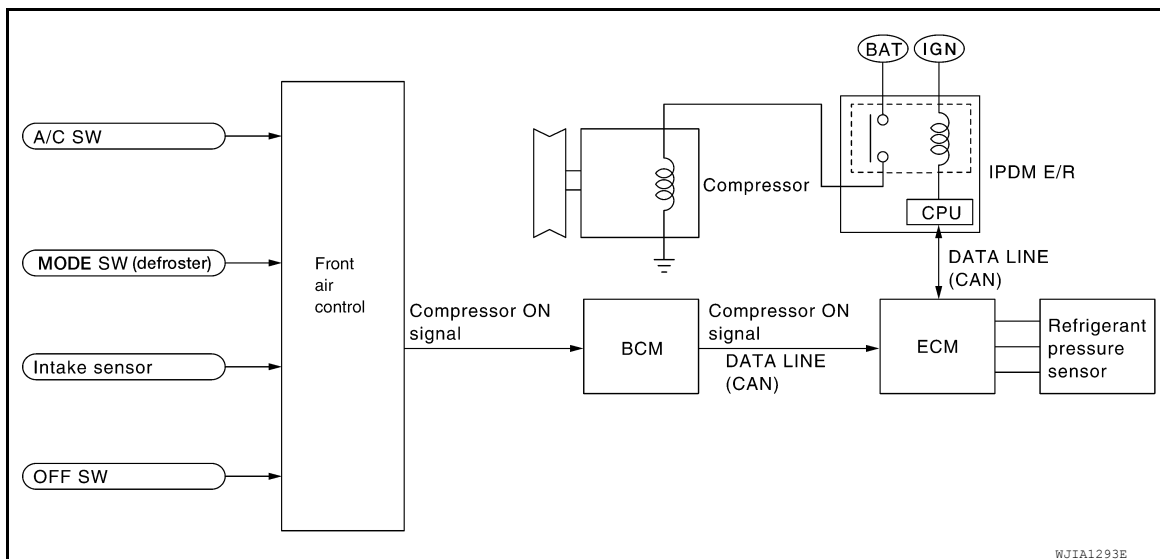
MODE DOOR CONTROL

The mode door is controlled by the position of the mode dial.

DEFROSTER DOOR CONTROL

The defroster door is controlled by the defroster dial set to defroster.

MAGNET CLUTCH CONTROL



When the A/C switch is pressed, or the mode dial is turned to the defroster 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.

AIR CONDITIONER CONTROL

< ECU DIAGNOSIS INFORMATION >

[MANUAL AIR CONDITIONER]

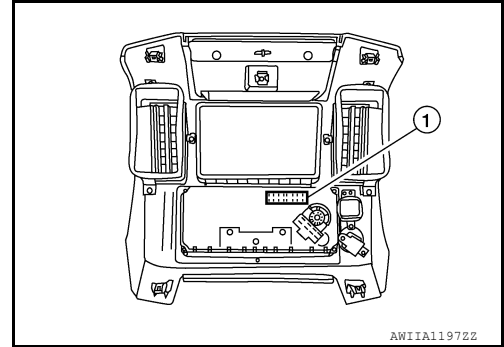
ECM judges whether compressor can be turned ON, based on each sensor status (refrigerant pressure sensor signal, throttle angle sensor, etc.). If it judges compressor can be turned ON, it sends compressor ON signal to IPDM E/R, via CAN communication line.

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

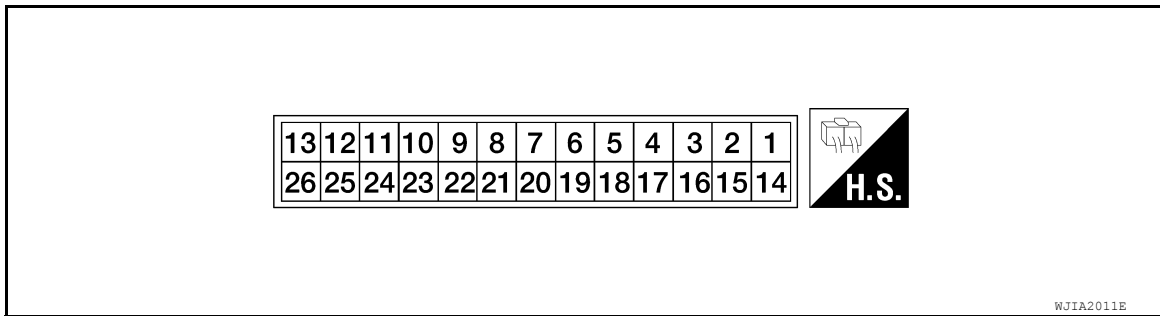
Front Air Control Terminals Reference Values

INFOID:000000006243729

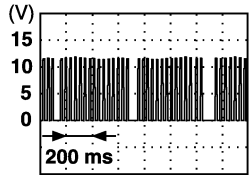
Measure voltage between each terminal and ground by following Terminals and Reference Values for front air control.



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 (Driver) CW	ON	Clockwise rotation	Battery voltage
3	GR	Air mix door motor (Driver) 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 defrost request	ON	-	Battery voltage
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

AIR CONDITIONER CONTROL

< ECU DIAGNOSIS INFORMATION >

[MANUAL AIR CONDITIONER]

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 (Front) feedback	ON	-	0 - 5V
23	G	Power supply for mode door motor and air mix door motor (Front) PBR	ON	-	5V
25	R	Rear defroster request	ON	-	Battery voltage
26	P	Ground for mode door motor and air mix door motor (Front) PBR	ON	-	0V

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AIR CONDITIONER CONTROL

[MANUAL AIR CONDITIONER]

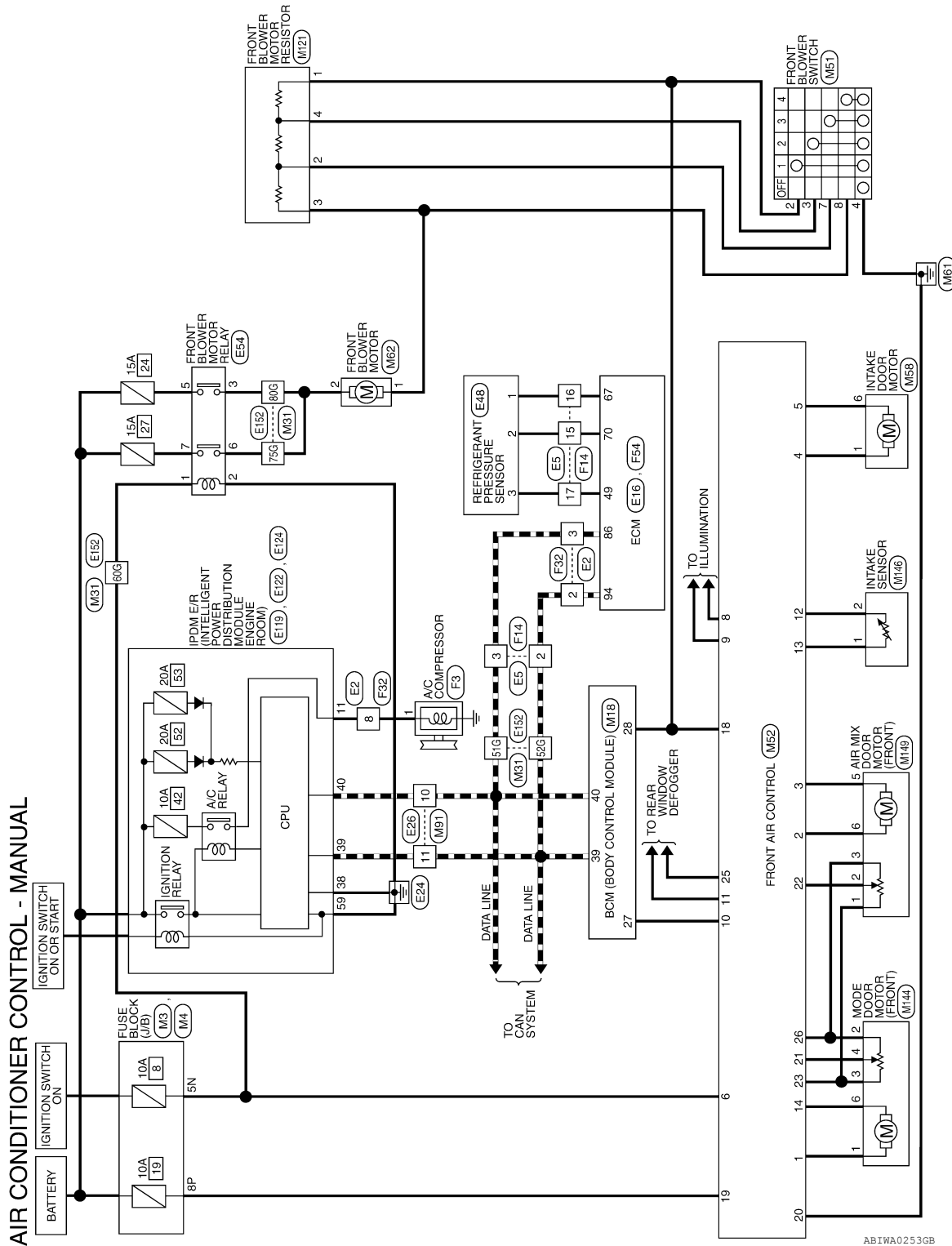
< WIRING DIAGRAM >

WIRING DIAGRAM

AIR CONDITIONER CONTROL

Wiring Diagram - Manual

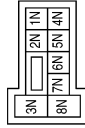
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AIR CONDITIONER CONTROL CONNECTORS - MANUAL

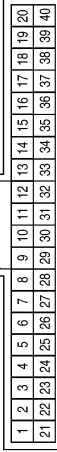
Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



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

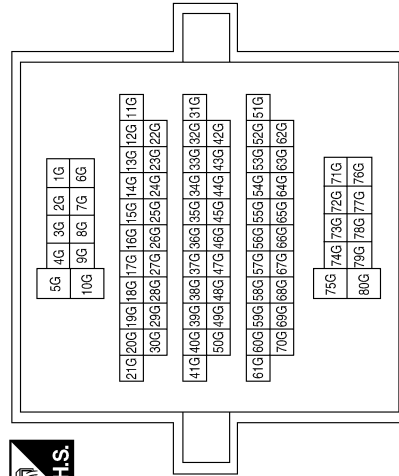
Terminal No.	Color of Wire	Signal Name
5N	W/G	-

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



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

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



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

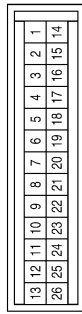
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AIR CONDITIONER CONTROL

< WIRING DIAGRAM >

[MANUAL AIR CONDITIONER]

Connector No.	M52
Connector Name	FRONT AIR CONTROL
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	BR	PANEL/FLOOR CW
2	W	DR BLEND DR CW
3	GR	DR BLEND DR CCW
4	Y	RECIRC DOOR CW
5	O	RECIRC DOOR CCW
6	W/G	IGN
7	-	-
8	G	-
9	BR	-
10	W	A/C REQUEST

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



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

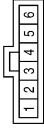
Terminal No.	Color of Wire	Signal Name
11	Y	REAR DEFROST REQUEST
12	L	EVAP AIR TEMP SENS
13	V	SENS RETURN
14	R	PANEL/FLOOR CCW
15	-	-
16	-	-
17	-	-
18	BR	FR BLOWER MONITOR
19	R/Y	VB
20	B	GND
21	V	PANEL/FLOOR FEED BACK
22	SB	DR BLEND DR FEED BACK
23	G	V REF.ACTR(5V)
24	-	-
25	R	REAR DEFROST STATUS
26	P	V REF RETURN

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



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

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



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

Connector No.	M121
Connector Name	FRONT BLOWER MOTOR RESISTOR
Connector Color	WHITE



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

AIR CONDITIONER CONTROL

[MANUAL AIR CONDITIONER]

< WIRING DIAGRAM >

Connector No.	M149
Connector Name	AIR MIX DOOR MOTOR (FRONT)
Connector Color	BLACK



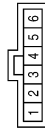
Terminal No.	Color of Wire	Signal Name
1	Y	-
2	SB	-
3	P	-
5	GR	-
6	W	-

Connector No.	M146
Connector Name	INTAKE SENSOR
Connector Color	GRAY



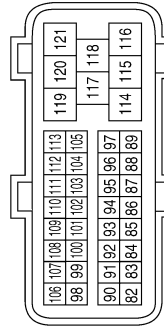
Terminal No.	Color of Wire	Signal Name
1	V	-
2	L	-

Connector No.	M144
Connector Name	MODE DOOR MOTOR (FRONT) (WITHOUT AUTO A/C)
Connector Color	BLACK



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

Connector No.	E16
Connector Name	ECM (WITH VQ40DE)
Connector Color	BLACK



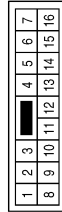
Terminal No.	Color of Wire	Signal Name
86	P	CAN-L
94	L	CAN-H

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



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

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



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

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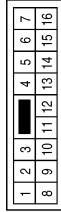
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AIR CONDITIONER CONTROL

< WIRING DIAGRAM >

[MANUAL AIR CONDITIONER]

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



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

Connector No.	E48
Connector Name	REFRIGERANT PRESSURE SENSOR (WITH VQ40DE)
Connector Color	BLACK



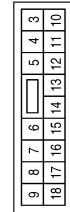
Terminal No.	Color of Wire	Signal Name
1	B	GND
2	BR	SIGNAL
3	P	POWER SUPPLY

Connector No.	E54
Connector Name	FRONT BLOWER MOTOR RELAY (WITHOUT AUTO A/C)
Connector Color	BROWN



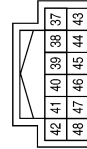
Terminal No.	Color of Wire	Signal Name
1	W/G	-
2	B	-
3	W/G	-
5	L	-
6	W/G	-
7	GR	-

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



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



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



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

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AIR CONDITIONER CONTROL

< WIRING DIAGRAM >

[MANUAL AIR CONDITIONER]

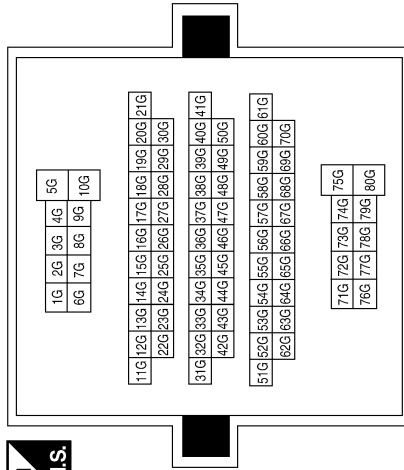
Connector No.	F3
Connector Name	A/C COMPRESSOR
Connector Color	BLACK



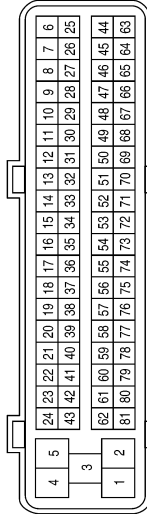
Terminal No.	Color of Wire	Signal Name
1	Y	-

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

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



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



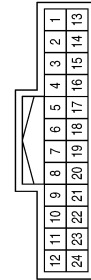
Terminal No.	Color of Wire	Signal Name
49	P	AVCC(PDPRES)
67	B	GND-A
70	BR	PDPRES

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



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

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



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

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AIR CONDITIONER CONTROL

< SYMPTOM DIAGNOSIS >

[MANUAL AIR CONDITIONER]

SYMPTOM DIAGNOSIS

AIR CONDITIONER CONTROL

Symptom Matrix Chart

INFOID:000000006243731

SYMPTOM TABLE

Symptom	Reference Page
A/C system does not come on.	Go to Trouble Diagnosis Procedure for A/C System. HAC-167
Air outlet does not change.	Go to Trouble Diagnosis Procedure for Mode Door Motor. HAC-142
Mode door motor is malfunctioning.	
Discharge air temperature does not change.	Go to Trouble Diagnosis Procedure for Air Mix Door Motor. HAC-147
Air mix door motor is malfunctioning.	
Intake door does not change.	Go to Trouble Diagnosis Procedure for Intake Door Motor. HAC-150
Intake door motor is malfunctioning.	
Front blower motor operation is malfunctioning.	Go to Trouble Diagnosis Procedure for Front Blower Motor. HAC-153
Magnet clutch does not engage.	Go to Trouble Diagnosis Procedure for Magnet Clutch. HAC-160
Insufficient cooling	Go to Trouble Diagnosis Procedure for Insufficient Cooling. HAC-179
Insufficient heating	Go to Trouble Diagnosis Procedure for Insufficient Heating. HAC-187
Noise	Go to Trouble Diagnosis Procedure for Noise. HAC-189

INSUFFICIENT COOLING**Component Function Check**

INFOID:000000006243732

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.

Is the inspection result normal?

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

2. CHECK FOR ANY SYMPTOMSPerform a complete operational check for any symptoms. Refer to [HAC-129, "Operational Check"](#).Does another symptom exist?

- YES >> Refer to [HAC-178, "Symptom Matrix Chart"](#).
NO >> System OK.

3. CHECK FOR SERVICE BULLETINS

Check for any service bulletins.

>> GO TO 4.

4. CHECK DRIVE BELTSCheck compressor belt tension. Refer to [EM-14, "Checking Drive Belts"](#).Is the inspection result normal?

- YES >> GO TO 5.
NO >> Adjust or replace compressor belt. Refer to [EM-14, "Checking Drive Belts"](#).

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 OPERATIONCheck and verify cooling fan motor for smooth operation. Refer to [EC-396, "Component Inspection"](#).Does cooling fan motor operate correctly?

- YES >> GO TO 7.
NO >> Check cooling fan motor. Refer to [EC-395, "Diagnosis Procedure"](#).

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"](#).

INSUFFICIENT COOLING

< SYMPTOM DIAGNOSIS >

[MANUAL AIR CONDITIONER]

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-180, "Diagnostic Work Flow"](#).

NO >> GO TO 10.

10. CHECK REFRIGERANT PRESSURE

Check refrigerant pressure with manifold gauge connected. Refer to [HAC-182, "Performance Chart"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Perform diagnostic work flow. Refer to [HAC-180, "Diagnostic Work Flow"](#).

11. CHECK AIR DUCTS

Check ducts for air leaks.

Is the inspection result normal?

YES >> System OK.

NO >> Repair air leaks.

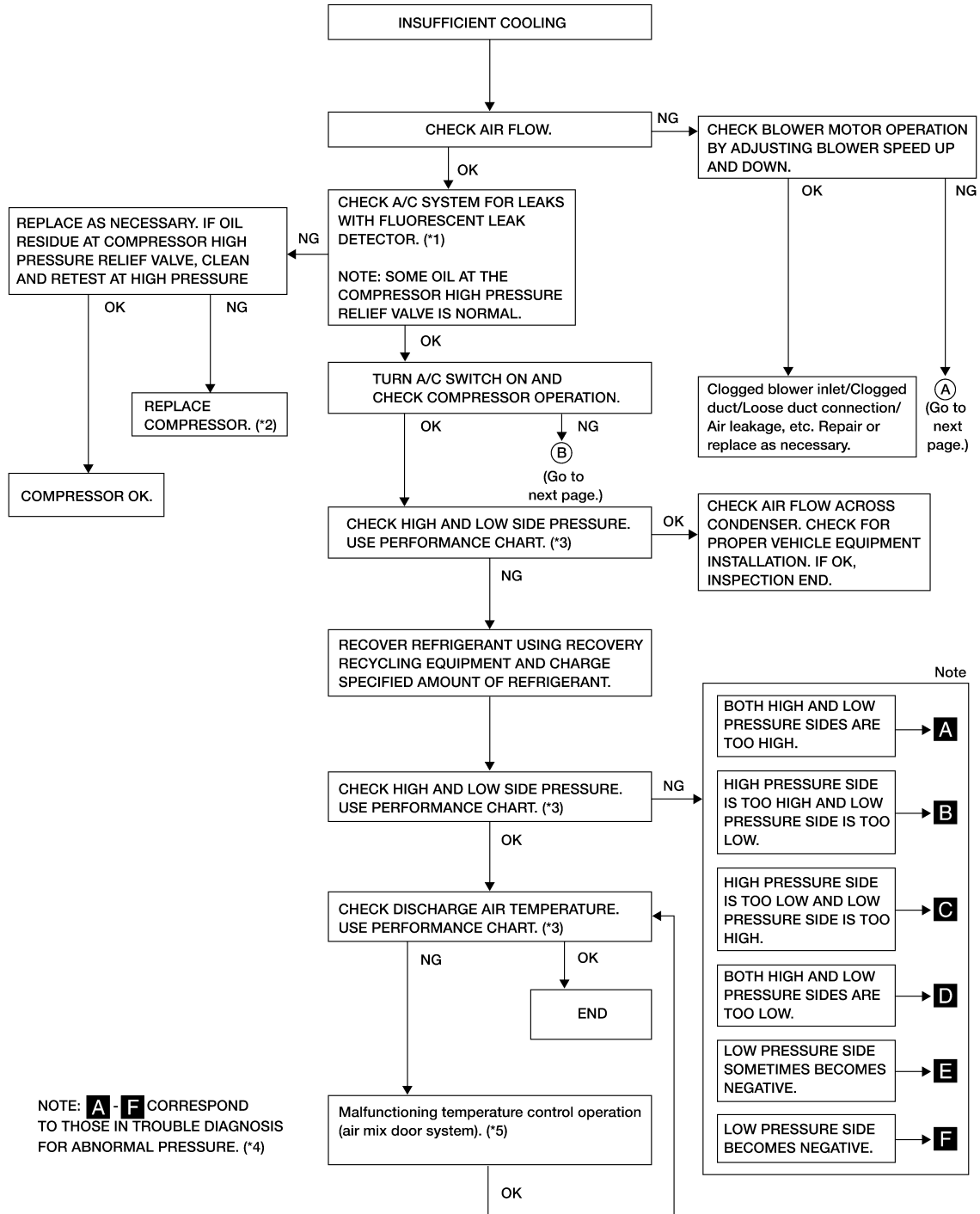
Diagnostic Work Flow

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INSUFFICIENT COOLING

< SYMPTOM DIAGNOSIS >

[MANUAL AIR CONDITIONER]



*1 [HA-29. "Checking System for Leaks Using the Fluorescent Dye Leak Detector"](#)

*2 [HA-53. "Removal and Installation for Condenser"](#)

*3 [HAC-182. "Performance Chart"](#)

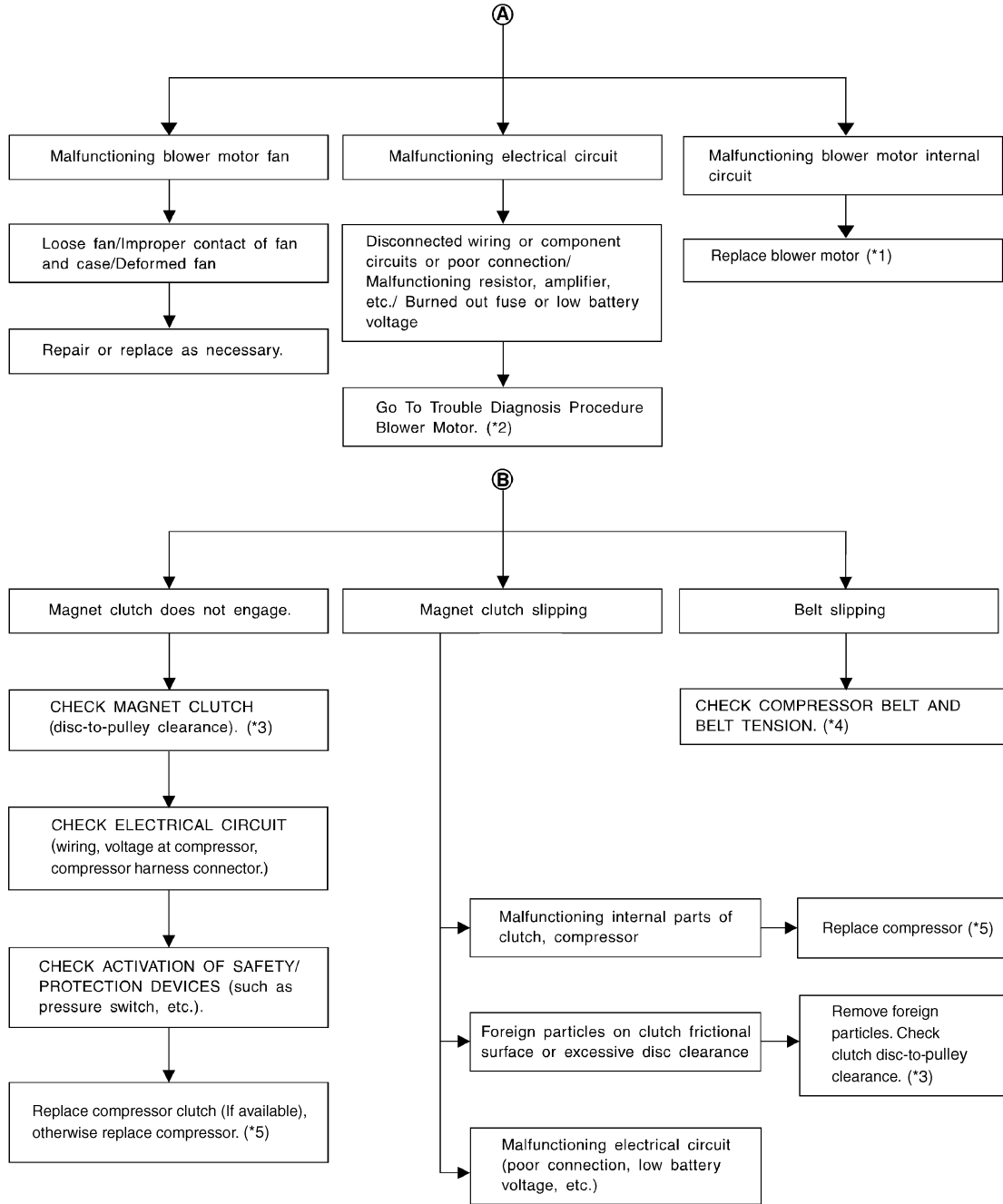
*4 [HAC-183. "Trouble Diagnoses for Abnormal Pressure"](#)

*5 [HAC-147. "Air Mix Door Motor Diagnosis Procedure"](#)

INSUFFICIENT COOLING

< SYMPTOM DIAGNOSIS >

[MANUAL AIR CONDITIONER]



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*1 [VTL-12. "Removal and Installation"](#)

*2 [HAC-154. "Front Blower Motor Diagnosis Procedure"](#)

*3 [HA-40. "Removal and Installation for Compressor Clutch"](#)

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

*5 [HA-38. "Removal and Installation for Compressor"](#)

Performance Chart

INFOID:000000006243734

TEST CONDITION

Testing must be performed as follows:

INSUFFICIENT COOLING

< SYMPTOM DIAGNOSIS >

[MANUAL AIR CONDITIONER]

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

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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 stan-

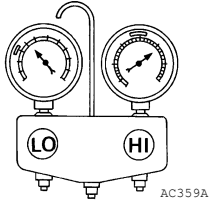
INSUFFICIENT COOLING

< SYMPTOM DIAGNOSIS >

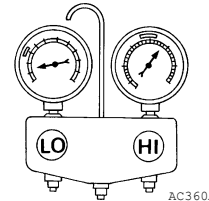
[MANUAL AIR CONDITIONER]

Standard (usual) pressure, however, differs from vehicle to vehicle, refer to above table (Ambient air temperature-to-operating pressure table).

Both High- and Low-pressure Sides are Too High

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>A Both high- and low-pressure sides are too high.</p>  <p style="text-align: right; font-size: small;">AC359A</p>	Pressure is reduced soon after water is splashed on condenser.	Excessive refrigerant charge in refrigeration cycle	Reduce refrigerant until specified pressure is obtained.
	Air suction by cooling fan is insufficient.	Insufficient condenser cooling performance ↓ 1. Condenser fins are clogged. 2. Improper fan rotation of cooling fan	<ul style="list-style-type: none"> Clean condenser. Check and repair cooling fan if necessary.
	<ul style="list-style-type: none"> Low-pressure pipe is not cold. When compressor is stopped high-pressure valve quickly drops by approximately 196 kPa (2 kg/cm², 28 psi). It then decreases gradually thereafter. 	Poor heat exchange in condenser (After compressor operation stops, high-pressure decreases too slowly.) ↓ Air in refrigeration cycle	Evacuate and recharge system.
	Engine tends to overheat.	Engine cooling systems malfunction.	Check and repair engine cooling system.
	<ul style="list-style-type: none"> An area of the low-pressure pipe is colder than areas near the evaporator outlet. Plates are sometimes covered with frost. 	<ul style="list-style-type: none"> Excessive liquid refrigerant on low-pressure side Excessive refrigerant discharge flow Expansion valve is open a little compared with the specification. ↓ Improper expansion valve adjustment	Replace expansion valve.

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

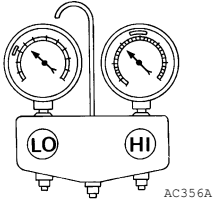
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>B High-pressure side is too high and low-pressure side is too low.</p>  <p style="text-align: right; font-size: small;">AC360A</p>	Upper side of condenser and high-pressure side are hot, however, liquid tank is not so hot.	High-pressure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

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

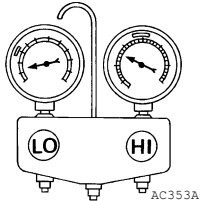
INSUFFICIENT COOLING

< SYMPTOM DIAGNOSIS >

[MANUAL AIR CONDITIONER]

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>C High-pressure side is too low and low-pressure side is too high.</p>  <p style="text-align: right; font-size: small;">AC356A</p>	<p>High- and low-pressure sides become equal soon after compressor operation stops.</p>	<p>Compressor pressure operation is improper. ↓ Damaged inside compressor packings.</p>	<p>Replace compressor.</p>
	<p>No temperature difference between high- and low-pressure sides.</p>	<p>Compressor pressure operation is improper. ↓ Damaged inside compressor packings.</p>	<p>Replace compressor.</p>

Both High- and Low-pressure Sides are Too Low

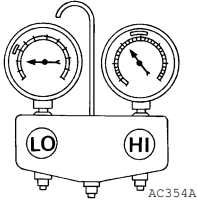
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>D Both high- and low-pressure sides are too low.</p>  <p style="text-align: right; font-size: small;">AC353A</p>	<ul style="list-style-type: none"> There is a big temperature difference between liquid tank outlet and inlet. Outlet temperature is extremely low. Liquid tank inlet and expansion valve are frosted. 	<p>Liquid tank inside is slightly clogged.</p>	<ul style="list-style-type: none"> Replace liquid tank. Check oil for contamination.
	<ul style="list-style-type: none"> Temperature of expansion valve inlet is extremely low as compared with areas near liquid tank. Expansion valve inlet may be frosted. Temperature difference occurs somewhere in high-pressure side. 	<p>High-pressure pipe located between liquid tank and expansion valve is clogged.</p>	<ul style="list-style-type: none"> Check and repair malfunctioning parts. Check oil for contamination.
	<p>Expansion valve and liquid tank are warm or only cool when touched.</p>	<p>Low refrigerant charge. ↓ Leaking fittings or components.</p>	<p>Check refrigerant system for leaks. Refer to HA-31, "Checking of Refrigerant Leaks".</p>
	<p>There is a big temperature difference between expansion valve inlet and outlet while the valve itself is frosted.</p>	<p>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.</p>	<ul style="list-style-type: none"> Remove foreign particles by using compressed air. Check oil for contamination.
	<p>An area of the low-pressure pipe is colder than areas near the evaporator outlet.</p>	<p>Low-pressure pipe is clogged or crushed.</p>	<ul style="list-style-type: none"> Check and repair malfunctioning parts. Check oil for contamination.
	<p>Air flow volume is too low.</p>	<p>Evaporator is frozen.</p>	<ul style="list-style-type: none"> Check intake sensor circuit. Refer to HAC-164, "Intake Sensor Diagnosis Procedure". Replace compressor. Repair evaporator fins. Replace evaporator. Refer to HAC-153, "Front Blower Motor Component Function Check".

Low-pressure Side Sometimes Becomes Negative

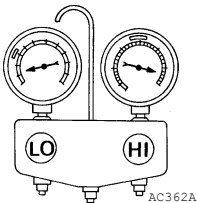
INSUFFICIENT COOLING

< SYMPTOM DIAGNOSIS >

[MANUAL AIR CONDITIONER]

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

Low-pressure Side Becomes Negative

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>F Low-pressure side becomes negative.</p>  <p style="text-align: right; font-size: small;">AC362A</p>	<p>Liquid tank or front/rear side of expansion valve's pipe is frosted or dewed.</p>	<p>High-pressure side is closed and refrigerant does not flow.</p> <p>↓</p> <p>Expansion valve or liquid tank is frosted.</p>	<p>Leave the system at rest until no frost is present. Start it again to check whether or not the malfunction is caused by water or foreign particles.</p> <ul style="list-style-type: none"> • If water is the cause, initially cooling is okay. Then the water freezes causing a blockage. Drain water from refrigerant or replace refrigerant. • If due to foreign particles, remove expansion valve and remove the particles with dry and compressed air (not shop air). • If either of the above methods cannot correct the malfunction, replace expansion valve. • Replace liquid tank. • Check oil for contamination.

INSUFFICIENT HEATING**Component Function Check**

INFOID:000000006243736

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.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform complete operational check (front). Refer to [HAC-129, "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.
2. Check hoses for leaks or kinks.
3. Check radiator cap. Refer to [CO-20, "Checking Radiator"](#).
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-147, "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 SYSTEMCheck engine coolant temperature sensor. Refer to [EC-134, "Component Inspection"](#).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.

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INSUFFICIENT HEATING

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< SYMPTOM DIAGNOSIS >

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-13, "Changing Engine Coolant"](#).
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-25, "Removal and Installation"](#).

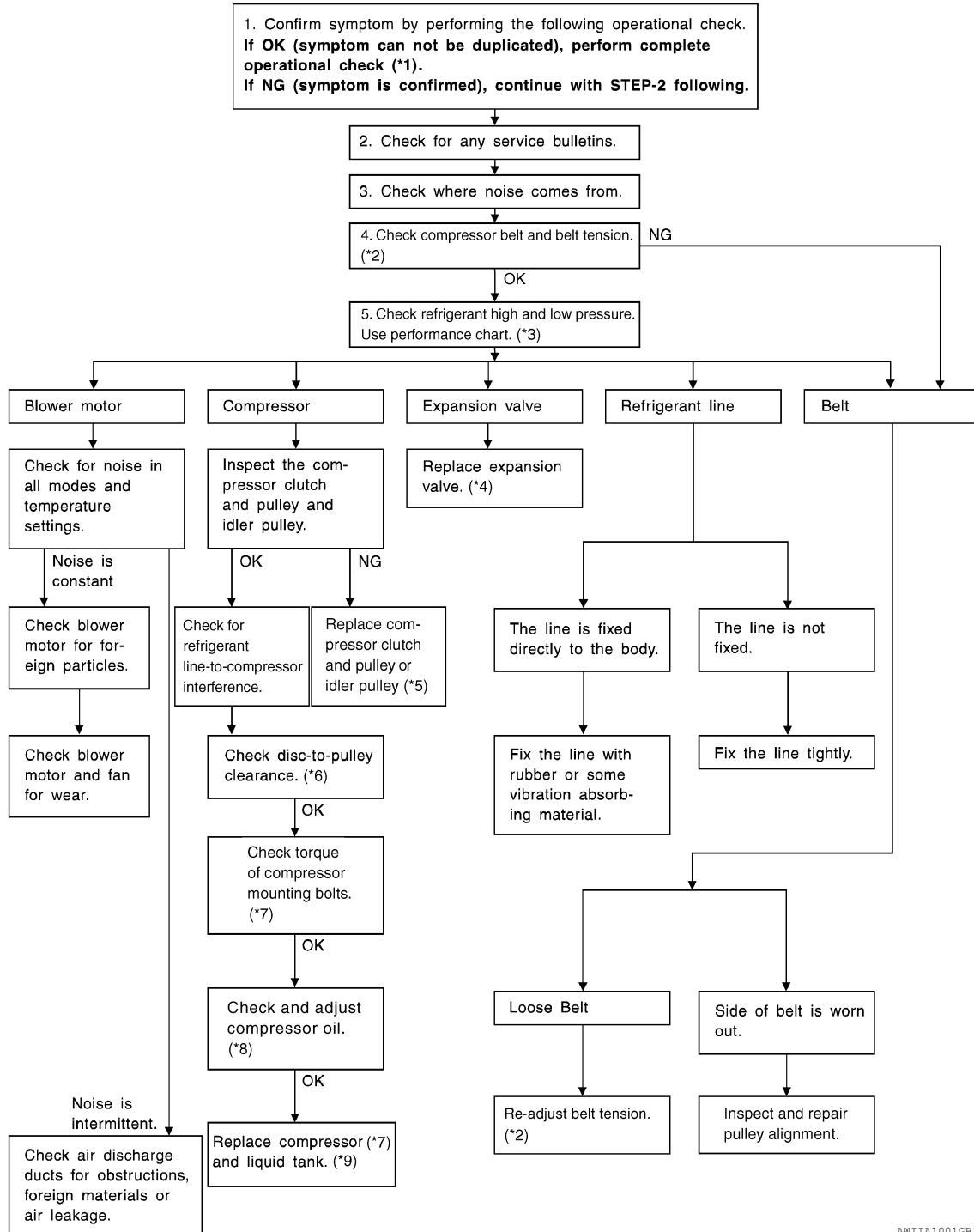
NOISE

Component Function Check

INFOID:000000006243737

SYMPTOM: Noise

INSPECTION FLOW



*1 [HAC-129, "Operational Check"](#)

*2 [EM-14, "Checking Drive Belts"](#)

*3 [HAC-182, "Performance Chart"](#)

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NOISE

< SYMPTOM DIAGNOSIS >

[MANUAL AIR CONDITIONER]

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- | | | | | | |
|----|---|----|---|----|---|
| *4 | HA-55. "Removal and Installation for Front Expansion Valve" | *5 | HA-40. "Removal and Installation for Compressor Clutch" | *6 | HA-40. "Removal and Installation for Compressor Clutch" |
| *7 | HA-38. "Removal and Installation for Compressor" | *8 | HA-27. "Maintenance of Oil Quantity in Compressor" | *9 | HA-53. "Removal and Installation for Condenser" |

PRECAUTION

PRECAUTIONS

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

INFOID:000000006243738

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 3 minutes before performing any service.

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

INFOID:000000006243739

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

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PRECAUTIONS

[MANUAL AIR CONDITIONER]

< PRECAUTION >

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

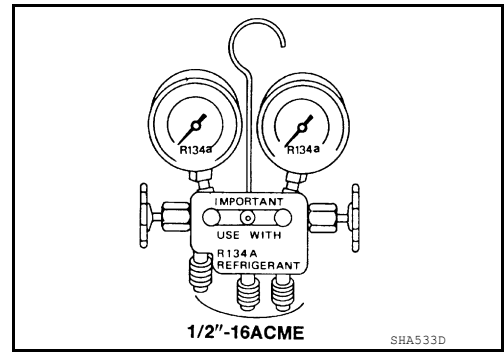
- Explain to the customer that environmental regulations prohibit the release of contaminated refrigerant into the atmosphere.
- Explain that recovery of the contaminated refrigerant could damage your service equipment and refrigerant supply.
- Suggest the customer return the vehicle to the location 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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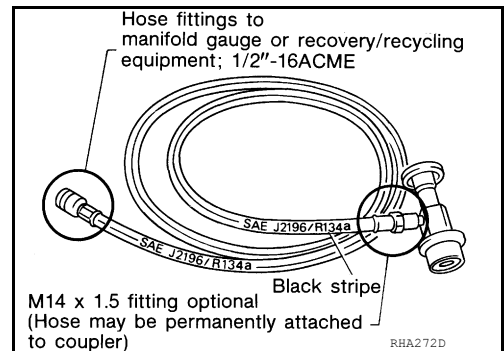
MANIFOLD GAUGE SET

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

