

SECTION

ATC

AUTOMATIC AIR CONDITIONER

A

B

C

CONTENTS

E

<b>PRECAUTIONS</b> .....	4	<b>GENERAL INFORMATION</b> .....	16	F
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" .....	4	DESCRIPTION .....	16	
Precautions for Working with HFC-134a (R-134a)....	4	Component Layout .....	20	
General Refrigerant Precautions .....	4	<b>LUBRICANT</b> .....	<b>21</b>	G
Lubricant Precautions .....	5	Maintenance of Lubricant Quantity in Compressor..	21	
Precautions for Refrigerant Connection .....	5	LUBRICANT .....	21	
FEATURES OF NEW TYPE REFRIGERANT CONNECTION .....	5	LUBRICANT RETURN OPERATION .....	21	H
O-RING AND REFRIGERANT CONNECTION.....	6	LUBRICANT ADJUSTING PROCEDURE FOR COMPONENTS REPLACEMENT EXCEPT COMPRESSOR .....	22	
Precautions for Servicing Compressor .....	7	LUBRICANT ADJUSTING PROCEDURE FOR COMPRESSOR REPLACEMENT .....	22	I
Precautions for Service Equipment .....	8	<b>AIR CONDITIONER CONTROL</b> .....	<b>23</b>	
RECOVERY/RECYCLING EQUIPMENT .....	8	Overview Air Conditioner LAN Control System .....	23	ATC
ELECTRONIC LEAK DETECTOR .....	8	System Construction .....	23	
VACUUM PUMP .....	8	OPERATION .....	23	
MANIFOLD GAUGE SET .....	8	TRANSMISSION DATA AND TRANSMISSION ORDER .....	24	K
SERVICE HOSES .....	8	AIR MIX DOOR CONTROL (AUTOMATIC TEMPERATURE CONTROL) .....	24	
SERVICE COUPLERS .....	9	FAN SPEED CONTROL .....	25	L
REFRIGERANT WEIGHT SCALE .....	9	INTAKE DOOR CONTROL .....	25	
CALIBRATING ACR4 WEIGHT SCALE .....	9	OUTLET DOOR CONTROL .....	25	
CHARGING CYLINDER .....	9	MAGNET CLUTCH CONTROL .....	25	M
Precautions for Leak Detection Dye .....	9	SELF-DIAGNOSTIC SYSTEM .....	25	
IDENTIFICATION .....	10	Overview of Control system .....	25	
IDENTIFICATION LABEL FOR VEHICLE .....	10	Control Operation .....	26	
Wiring Diagrams and Trouble Diagnosis .....	10	DISPLAY SCREEN .....	26	
<b>PREPARATION</b> .....	<b>11</b>	AUTO SWITCH .....	26	
Special Service Tools .....	11	TEMPERATURE DIAL (POTENTIO TEMPERATURE CONTROL) .....	26	
HFC-134a (R-134a) Service Tools and Equipment..	11	A/C SWITCH .....	26	
<b>REFRIGERATION SYSTEM</b> .....	<b>15</b>	DEFROSTER (DEF) SWITCH .....	26	
Refrigerant Cycle .....	15	MODE SWITCH .....	26	
REFRIGERANT FLOW .....	15	FAN SWITCH .....	26	
FREEZE PROTECTION .....	15	OFF SWITCH .....	26	
Refrigerant System Protection .....	15	FRESH (FRE) SWITCH .....	26	
REFRIGERANT PRESSURE SENSOR (WITH GASOLINE ENGINE) .....	15	RECIRCULATION (REC) SWITCH .....	27	
DUAL-PRESSURE SWITCH (WITH DIESEL ENGINE) .....	15	REAR WINDOW DEFOGGER SWITCH .....	27	
PRESSURE RELIEF VALVE .....	15	Fail-safe Function .....	27	
V-6 Variable Displacement Compressor .....	16			

Discharge Air Flow .....	28	DIAGNOSTIC PROCEDURE FOR BLOWER	
System Description .....	29	MOTOR .....	69
SWITCHES AND THEIR CONTROL FUNCTION ..	29	COMPONENT INSPECTION .....	72
<b>TROUBLE DIAGNOSIS .....</b>	<b>30</b>	Magnet Clutch Circuit .....	73
How to Perform Trouble Diagnoses for Quick and		INSPECTION FLOW .....	73
Accurate Repair .....	30	SYSTEM DESCRIPTION .....	74
WORK FLOW .....	30	DIAGNOSTIC PROCEDURE FOR MAGNET	
SYMPTOM TABLE .....	30	CLUTCH .....	74
Component Parts and Harness Connector Location ..	31	COMPONENT INSPECTION .....	80
ENGINE COMPARTMENT .....	31	Insufficient Cooling .....	82
PASSENGER COMPARTMENT .....	32	INSPECTION FLOW .....	82
Circuit Diagram .....	33	PERFORMANCE TEST DIAGNOSES .....	84
Wiring Diagram .....	34	PERFORMANCE CHART .....	86
Auto Amp. Terminals and Reference Value .....	39	TROUBLE DIAGNOSES FOR ABNORMAL	
PIN CONNECTOR TERMINAL LAYOUT .....	39	PRESSURE .....	88
AUTO AMP. INSPECTION TABLE .....	39	Insufficient Heating .....	91
Self-diagnosis Function .....	41	INSPECTION FLOW .....	91
DESCRIPTION .....	41	Noise .....	93
FUNCTION CONFIRMATION PROCEDURE .....	43	INSPECTION FLOW .....	93
AUXILIARY MECHANISM: TEMPERATURE		Self-diagnosis .....	94
SETTING TRIMMER .....	48	INSPECTION FLOW .....	94
Operational Check .....	50	Memory Function .....	95
CHECKING MEMORY FUNCTION .....	50	INSPECTION FLOW .....	95
CHECKING BLOWER .....	50	Ambient Sensor Circuit .....	96
CHECKING DISCHARGE AIR .....	50	COMPONENT DESCRIPTION .....	96
CHECKING RECIRCULATION .....	51	AMBIENT TEMPERATURE INPUT PROCESS ..	96
CHECKING FRESH SWITCH .....	51	DIAGNOSTIC PROCEDURE FOR AMBIENT	
CHECKING TEMPERATURE DECREASE .....	52	SENSOR .....	96
CHECKING TEMPERATURE INCREASE .....	52	COMPONENT INSPECTION .....	98
CHECKING AUTO MODE .....	52	In-vehicle Sensor Circuit .....	98
Power Supply and Ground Circuit for Auto Amp. ...	53	COMPONENT DESCRIPTION .....	98
INSPECTION FLOW .....	53	DIAGNOSTIC PROCEDURE FOR IN-VEHICLE	
COMPONENT DESCRIPTION .....	53	SENSOR .....	99
DIAGNOSTIC PROCEDURE FOR A/C SYSTEM ..	54	COMPONENT INSPECTION .....	100
LAN System Circuit .....	55	Sunload Sensor Circuit .....	101
DIAGNOSTIC PROCEDURE FOR LAN SYS-		COMPONENT DESCRIPTION .....	101
TEM CIRCUIT .....	55	SUNLOAD INPUT PROCESS .....	101
Mode Door Motor Circuit .....	57	DIAGNOSTIC PROCEDURE FOR SUNLOAD	
INSPECTION FLOW .....	58	SENSOR .....	101
SYSTEM DESCRIPTION .....	59	COMPONENT INSPECTION .....	103
COMPONENT DESCRIPTION .....	60	Intake Sensor Circuit .....	104
DIAGNOSTIC PROCEDURE FOR MODE		COMPONENT DESCRIPTION .....	104
DOOR .....	60	DIAGNOSTIC PROCEDURE FOR INTAKE SEN-	
Air Mix Door Motor Circuit .....	61	SOR .....	104
INSPECTION FLOW .....	61	Multiplex Communication Circuit .....	105
SYSTEM DESCRIPTION .....	62	DIAGNOSTIC PROCEDURE FOR MULTIPLEX	
COMPONENT DESCRIPTION .....	63	COMMUNICATION CIRCUIT .....	105
DIAGNOSTIC PROCEDURE FOR AIR MIX		<b>CONTROLLER .....</b>	<b>110</b>
DOOR MOTOR .....	63	Removal and Installation .....	110
Intake Door Motor Circuit .....	64	<b>AUTO AMP .....</b>	<b>111</b>
INSPECTION FLOW .....	64	REMOVAL AND INSTALLATION .....	111
SYSTEM DESCRIPTION .....	65	<b>AMBIENT SENSOR .....</b>	<b>112</b>
COMPONENT DESCRIPTION .....	65	Removal and Installation .....	112
DIAGNOSTIC PROCEDURE FOR INTAKE		<b>IN-VEHICLE SENSOR .....</b>	<b>113</b>
DOOR MOTOR .....	66	Removal and Installation .....	113
Blower Motor Circuit .....	67	<b>SUNLOAD SENSOR .....</b>	<b>114</b>
INSPECTION FLOW .....	67	Removal and Installation .....	114
SYSTEM DESCRIPTION .....	68	<b>INTAKE SENSOR CIRCUIT .....</b>	<b>115</b>
COMPONENT DESCRIPTION .....	69	Removal and Installation .....	115

<b>BLOWER UNIT</b> .....	<b>116</b>	REMOVAL .....	134	
Removal and Installation .....	116	INSTALLATION .....	136	A
REMOVAL .....	116	Compressor Clutch .....	137	
INSTALLATION .....	116	REMOVAL .....	137	
Disassembly and Assembly .....	116	INSTALLATION .....	138	B
<b>BLOWER MOTOR</b> .....	<b>117</b>	Low-pressure Flexible Hose .....	140	
Removal and Installation .....	117	REMOVAL .....	140	
<b>INTAKE DOOR MOTOR</b> .....	<b>118</b>	INSTALLATION .....	140	C
Removal and Installation .....	118	High-pressure Flexible Hose .....	140	
<b>HEATER &amp; COOLING UNIT ASSEMBLY</b> .....	<b>119</b>	REMOVAL .....	140	
Removal and Installation .....	119	INSTALLATION .....	141	D
REMOVAL .....	119	High-pressure Pipe .....	141	
INSTALLATION .....	120	REMOVAL .....	141	
Disassembly and Assembly .....	120	INSTALLATION .....	141	E
<b>MODE DOOR MOTOR</b> .....	<b>122</b>	Refrigerant Pressure Sensor .....	141	
Removal and Installation .....	122	REMOVAL AND INSTALLATION .....	141	
<b>AIR MIX DOOR MOTOR</b> .....	<b>123</b>	Dual-pressure Switch .....	142	
Removal and Installation .....	123	REMOVAL AND INSTALLATION .....	142	F
<b>FAN CONTROL AMPLIFIER</b> .....	<b>124</b>	Condenser Assembly .....	142	
Removal and Installation .....	124	REMOVAL .....	142	
<b>VENTILATION AIR FILTER</b> .....	<b>125</b>	INSTALLATION .....	142	G
Removal and Installation .....	125	Evaporator .....	143	
FUNCTION .....	125	REMOVAL .....	143	
REPLACEMENT TIMING .....	125	INSTALLATION .....	143	H
REPLACEMENT AND PROCEDURES .....	125	Expansion Valve .....	143	
<b>HEATER CORE</b> .....	<b>126</b>	REMOVAL .....	143	
Removal and Installation .....	126	INSTALLATION .....	143	I
<b>DUCTS AND GRILLES</b> .....	<b>127</b>	Checking for Refrigerant Leaks .....	144	
Removal and Installation .....	127	Checking System for Leaks Using the Fluorescent		
VENTILATOR DUCT, DEFROSTER NOZZLE		Leak Detector .....	144	
AND DEFROSTER DUCTS .....	127	Dye Injection .....	145	ATC
CENTER VENTILATOR GRILLE .....	127	Electronic Refrigerant Leak Detector .....	145	
SIDE VENTILATOR GRILLE .....	127	PRECAUTIONS FOR HANDLING LEAK		
FOOT DUCT .....	128	DETECTOR .....	145	
FLOOR DUCT .....	128	CHECKING PROCEDURE .....	146	K
<b>REFRIGERANT LINES</b> .....	<b>129</b>	<b>SERVICE DATA AND SPECIFICATIONS (SDS) ...</b>	<b>148</b>	
HFC-134a (R-134a) Service Procedure .....	129	Compressor .....	148	
SETTING OF SERVICE TOOLS AND EQUIP-		Lubricant .....	148	L
MENT .....	129	Refrigerant .....	148	
Components .....	131	Engine Idling Speed .....	148	
Compressor .....	134	Belt Tension .....	148	M

# PRECAUTIONS

## PRECAUTIONS

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

EJS001PI

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. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

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

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

EJS001HH

#### **WARNING:**

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

### General Refrigerant Precautions

EJS001HI

#### **WARNING:**

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

# PRECAUTIONS

property damage. Additional health and safety information may be obtained from refrigerant manufacturers.

## Lubricant Precautions

EJS001HJ

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

## Precautions for Refrigerant Connection

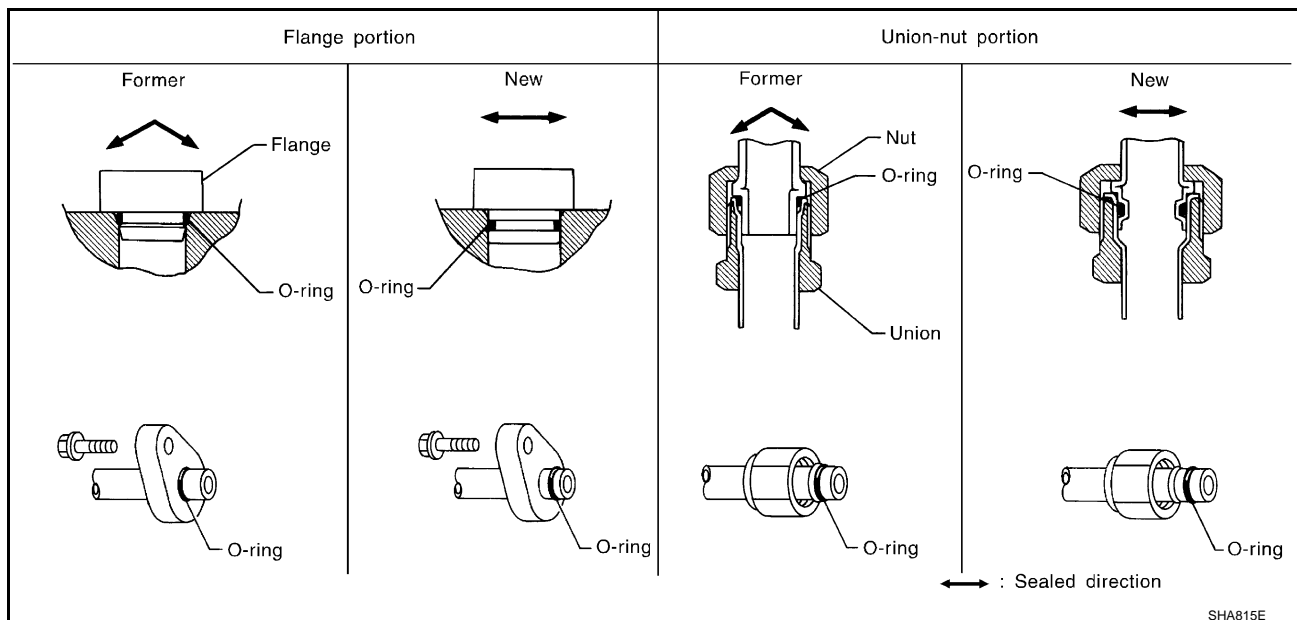
EJS001HK

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

- Expansion valve to cooling unit
- Refrigerant pressure sensor to liquid tank

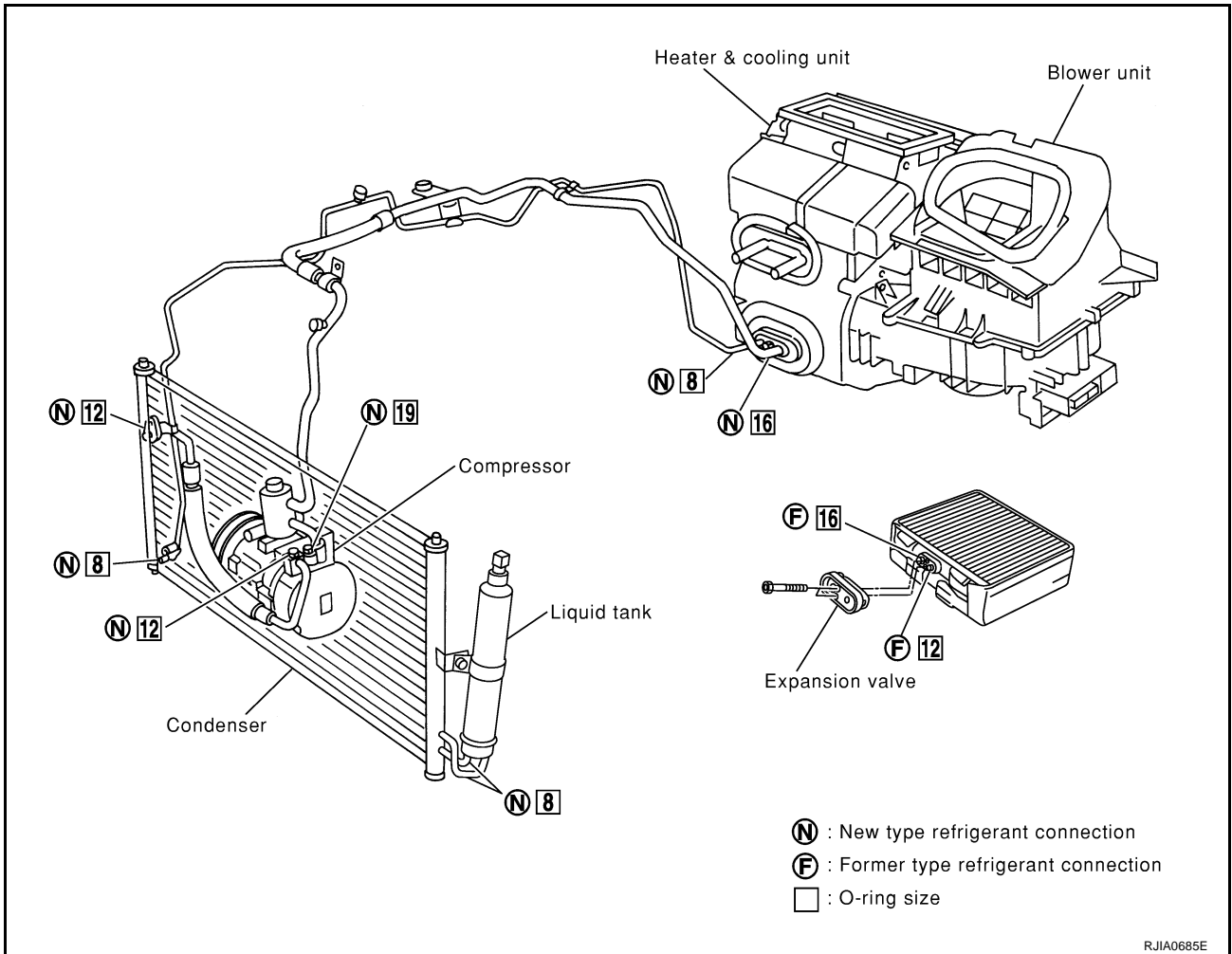
## FEATURES OF NEW TYPE REFRIGERANT CONNECTION

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



# PRECAUTIONS

## O-RING AND REFRIGERANT CONNECTION



### CAUTION:

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

### O-Ring Part Numbers and Specifications

	Conne- ction type	O-ring size	Part number	D mm (in)		W mm (in)	
	New	8	92471 N8210	6.8 (0.268)		1.85 (0.0728)	
	Former		92470 N8200	6.07 (0.2390)		1.78 (0.0701)	
	Former	10	J2476 89956	9.25 (0.3642)		1.78 (0.0701)	
	New	12	92472 N8210	10.9 (0.429)		2.43 (0.0957)	
	Former		92475 71L00	11.0 (0.433)		2.4 (0.094)	
	New	16	92473 N8210	13.6 (0.535)		2.43 (0.0957)	
	Former		92475 72L00	14.3 (0.563)		2.3 (0.091)	
	New	19	92474 N8210	16.5 (0.650)		2.43 (0.0957)	
	Former		92477 N8200	17.12 (0.6740)		1.78 (0.0701)	

### WARNING:

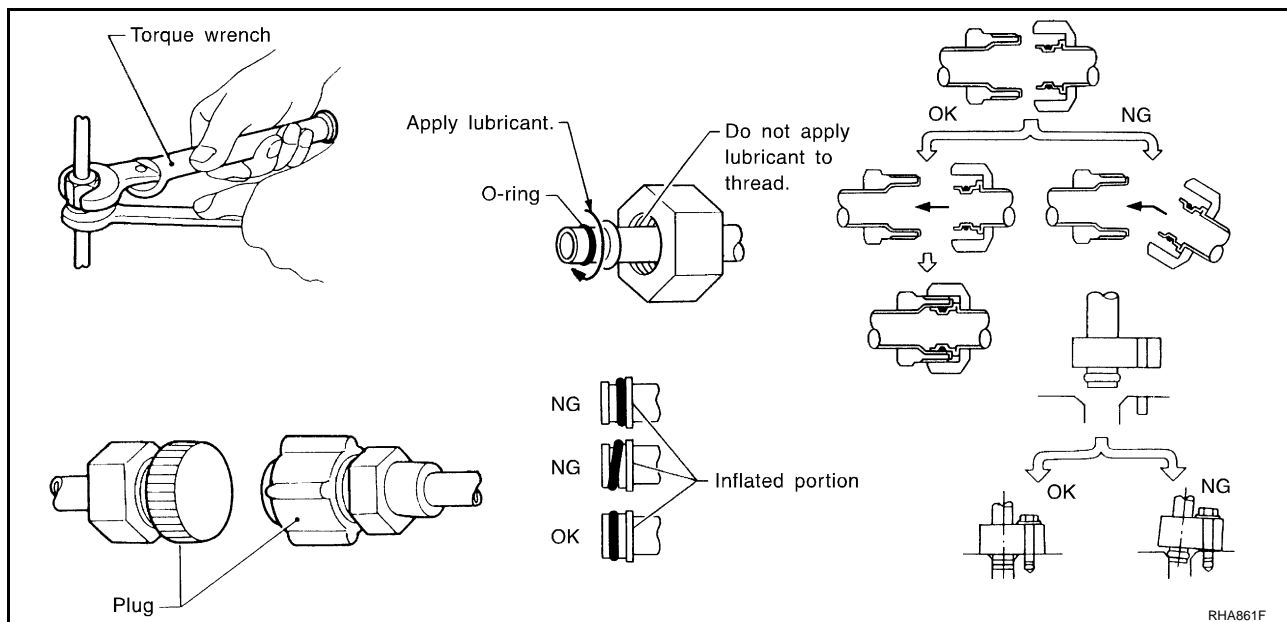
Make sure all refrigerant is discharged into the recycling equipment and the pressure in the system is less than atmospheric pressure. Then gradually loosen the discharge side hose fitting and remove it.

### CAUTION:

When replacing or cleaning refrigerant cycle components, observe the following.

## PRECAUTIONS

- When the compressor is removed, store it in the same position as it is when mounted on the car. Failure to do so will cause lubricant to enter the low pressure chamber.
- When connecting tubes, always use a torque wrench and a back-up wrench.
- After disconnecting tubes, immediately plug all openings to prevent entry of dirt and moisture.
- When installing an air conditioner in the vehicle, connect the pipes as the final stage of the operation. Do not remove the seal caps of pipes and other components until just before required for connection.
- Allow components stored in cool areas to warm to working area temperature before removing seal caps. This prevents condensation from forming inside A/C components.
- Thoroughly remove moisture from the refrigeration system before charging the refrigerant.
- Always replace used O-rings.
- When connecting tube, apply lubricant to circle of the O-rings shown in illustration. Be careful not to apply lubricant to threaded portion.  
Lubricant name: Nissan A/C System Oil Type S  
Part number: KLH00-PAGS0
- O-ring must be closely attached to dented portion of tube.
- When replacing the O-ring, be careful not to damage O-ring and tube.
- Connect tube until you hear it click, then tighten the nut or bolt by hand until snug. Make sure that the O-ring is installed to tube correctly.
- After connecting line, conduct leak test and make sure that there is no leakage from connections. When the gas leaking point is found, disconnect that line and replace the O-ring. Then tighten connections of seal seat to the specified torque.



### Precautions for Servicing Compressor

EJS001HL

- Plug all openings to prevent moisture and foreign matter from entering.
- When the compressor is removed, store it in the same position as it is when mounted on the car.
- When replacing or repairing compressor, follow "Maintenance of Lubricant Quantity in Compressor" exactly. Refer to [ATC-21, "Maintenance of Lubricant Quantity in Compressor"](#).
- Keep friction surfaces between clutch and pulley clean. If the surface is contaminated, with lubricant, wipe it off by using a clean waste cloth moistened with thinner.
- After compressor service operation, turn the compressor shaft by hand more than five turns in both directions. This will equally distribute lubricant inside the compressor. After the compressor is installed, let the engine idle and operate the compressor for one hour.
- After replacing the compressor magnet clutch, apply voltage to the new one and check for normal operation.

# PRECAUTIONS

## Precautions for Service Equipment RECOVERY/RECYCLING EQUIPMENT

EJS001HM

Be certain to follow the manufacturers instructions for machine operation and machine maintenance. Never introduce any refrigerant other than that specified into the machine.

## ELECTRONIC LEAK DETECTOR

Be certain to follow the manufacturer's instructions for tester operation and tester maintenance.

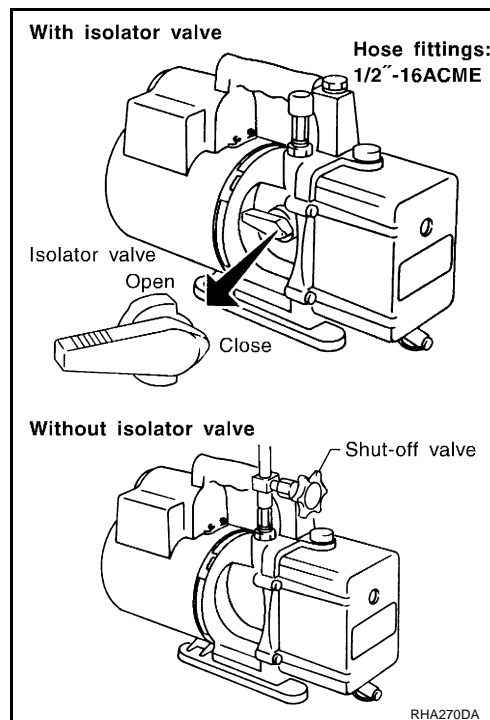
## VACUUM PUMP

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

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

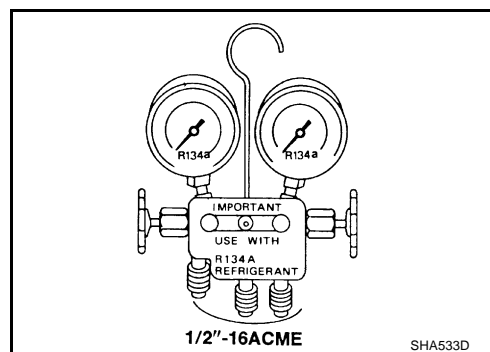
- Usually vacuum pumps have a manual isolator valve as part of the pump. Close this valve to isolate the service hose from the pump.
- For pumps without an isolator, use a hose equipped with a manual shut-off valve near the pump end. Close the valve to isolate the hose from the pump.
- If the hose has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

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



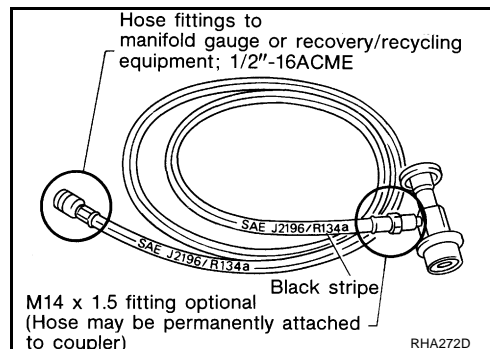
## MANIFOLD GAUGE SET

Be certain that the gauge face indicates R-134a or 134a. Be 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) and specified lubricants.



## SERVICE HOSES

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



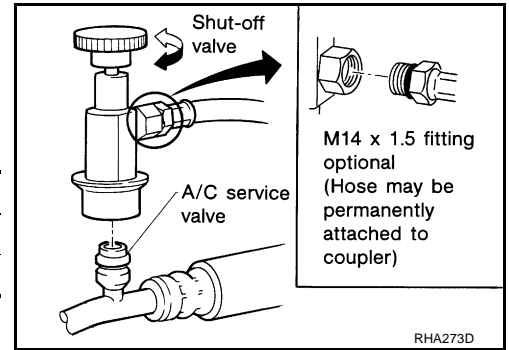


# PRECAUTIONS

## SERVICE COUPLERS

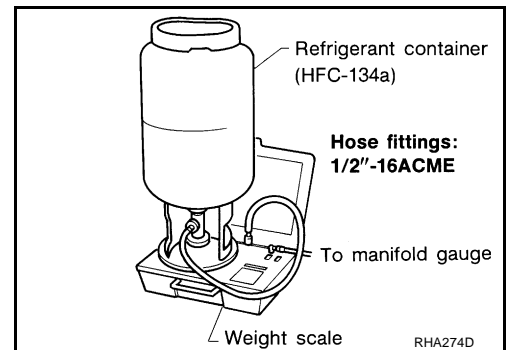
Never attempt to connect HFC-134a (R-134a) service couplers to an CFC-12 (R-12) A/C system. The HFC-134a (R-134a) couplers will not properly connect to the CFC-12 (R-12) system. However, if an improper connection is attempted, discharging and contamination may occur.

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



## REFRIGERANT WEIGHT SCALE

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



## CALIBRATING ACR4 WEIGHT SCALE

Calibrate the scale every three months.  
To calibrate the weight scale on the ACR4:

1. Press **Shift/Reset** and **Enter** at the same time.
2. Press **8787** . "A1 " will be displayed.
3. Remove all weight from the scale.
4. Press **0** , then press **Enter** . "0.00 " will be displayed and change to "A2 ".
5. Place a known weight (dumbbell or similar weight), between 4.5 and 8.6 kg (10 and 19 lb) on the center of the weight scale.
6. Enter the known weight using four digits. (Example 10 lb = 10.00, 10.5 lb = 10.50)
7. Press **Enter** — the display returns to the vacuum mode.
8. Press **Shift/Reset** and **Enter** at the same time.
9. Press **6** — the known weight on the scale is displayed.
10. Remove the known weight from the scale. "0.00 " will be displayed.
11. Press **Shift/Reset** to return the ACR4 to the program mode.

## CHARGING CYLINDER

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

## Precautions for Leak Detection Dye

EJS001HN

- The A/C system contains a fluorescent leak detection dye used for locating refrigerant leaks. An ultraviolet (UV) lamp is required to illuminate the dye when inspecting for leaks.
- Always wear fluorescence enhancing UV safety glasses to protect your eyes and enhance the visibility of the fluorescent dye.
- The fluorescent dye leak detector is not a replacement for an electronic refrigerant leak detector. The fluorescent dye leak detector should be used in conjunction with an electronic refrigerant leak detector to (J-41995) pin-point refrigerant leaks.
- For your safety and your Customer's satisfaction, read and follow all manufacture's operating instructions and precautions prior to performing the work.

## PRECAUTIONS

- A compressor shaft seal should not be repaired because of dye seepage. The compressor shaft seal should only be repaired after confirming the leak with an electronic refrigerant leak detector (J-41995).
- Always remove any remaining dye from the leak area after repairs are complete to avoid a misdiagnosis during a future service.
- Do not allow dye to come into contact with painted body panels or interior components. If dye is spilled, clean immediately with the approved dye cleaner. Fluorescent dye left on a surface for an extended period of time cannot be removed.
- Do not spray the fluorescent dye cleaning agent on hot surfaces (engine exhaust manifold, etc.).
- Do not use more than one refrigerant dye bottle (1/4 ounce / 7.4 cc) per A/C system.
- Leak detection dyes for R-134a and R12 A/C systems are different. Do not use R-134a leak detection dye in R-12 A/C system or R-12 leak detector dye in R-134a A/C systems or A/C system damage may result.
- The fluorescent properties of the dye will remain for over three (3) years unless a compressor failure occurs.

### IDENTIFICATION

#### NOTE:

Vehicles with factory installed fluorescent dye have a green label.

Vehicles without factory installed fluorescent dye have a blue label.

### IDENTIFICATION LABEL FOR VEHICLE

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

AIR CONDITIONER NISSAN		
	REFRIGERANT	COMPRESSOR LUBRICANT
TYPE (PART NO.)	HFC134a (R134a)	Nissan UV Luminous Oil Type S [KLHOO-PAGSO]
AMOUNT		

**CAUTION PRECAUTION**

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

Nissan Motor Co., Ltd., TOKYO, Japan

27090 6P102

SHA436FA

## Wiring Diagrams and Trouble Diagnosis

EJS001HO

When you read wiring diagrams, refer to the followings:

- [GI-14, "How to Read Wiring Diagrams"](#) in GI section.
- [PG-4, "Wiring Diagram — POWER —"](#) in PG section.

When you perform trouble diagnosis, refer to the followings:

- [GI-10, "How to Follow Trouble Diagnoses"](#) in GI section.
- [GI-24, "How to Perform Efficient Diagnosis for an Electrical Incident"](#) in GI section.

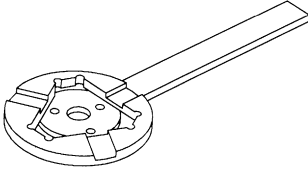
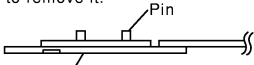
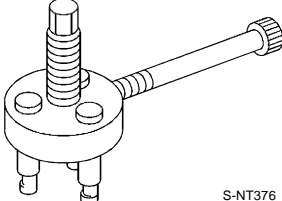
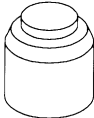
# PREPARATION

## PREPARATION

PPF:00002

### Special Service Tools

EJS0010J

Tool number Tool name	Description
KV99106100 Clutch disc wrench	 <p>S-NT232</p> <p>Removing shaft nut and clutch disc</p> <p>When replacing the magnetic clutch in the above compressor, use a clutch disc wrench with the pin side on the clutch disc to remove it.</p>  <p>Pin</p> <p>Clutch disc wrench</p> <p>RJIA0194E</p>
KV99232340 or KV992T0001 Clutch disc puller	 <p>S-NT376</p> <p>Removing clutch disc</p>
KV99106200 Pulley installer	 <p>S-NT235</p> <p>Installing pulley</p>

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

EJS001HQ

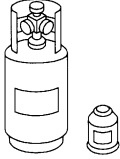

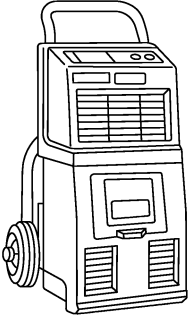
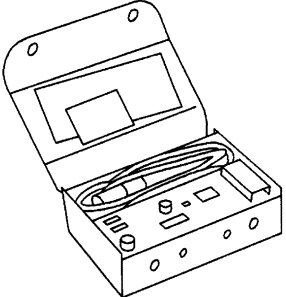
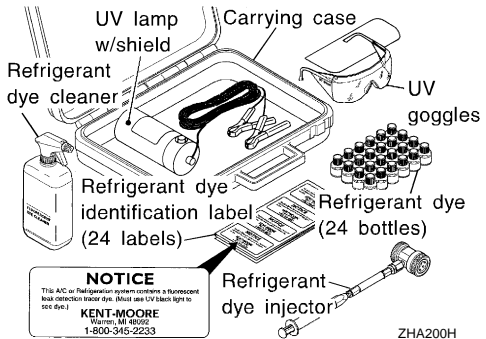
Never mix HFC-134a refrigerant and/or its specified lubricant with CFC-12 (R-12) refrigerant and/or its lubricant.

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

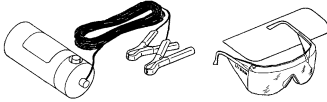

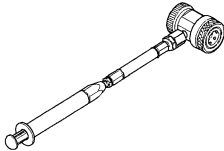

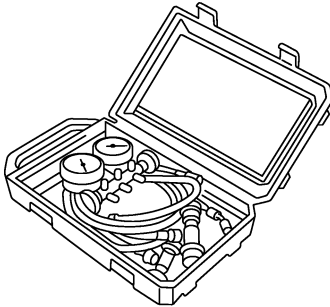
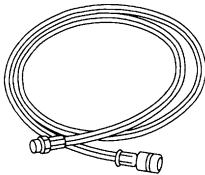
Refrigerant container fittings, service hose fittings and service equipment fittings (equipment which handles refrigerant and/or lubricant) are different between CFC-12 (R-12) and HFC-134a (R-134a). This is to avoid mixed use of the refrigerants/lubricant.

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

# PREPARATION

Tool number Tool name	Description
HFC-134a (R-134a) refrigerant	 <p>Container color: Light blue Container marking: HFC-134a (R-134a) Fitting size: Thread size ● large container 1/2" -16 ACME</p> <p>S-NT196</p>
KLH00-PAGS0 Nissan A/C System Oil Type S	 <p>Type: Poly alkylene glycol oil (PAG), type S Application: HFC-134a (R-134a) swash plate compressors (Nissan only) Lubricity: 40 ml [Litre] (1.4 Imp fl oz)</p> <p>S-NT197</p>
Recovery/Recycling/ Recharging equipment (ACR4)	 <p>Function: Refrigerant Recovery and Recycling and Recharging</p> <p>RJIA0195E</p>
Electrical leak detector	 <p>A/C leak detector</p> <p>SHA705EB</p> <p>Power supply: DC 12V (Cigarette lighter)</p>
(J-43926) Refrigerant dye leak detection kit Kit includes: (J-42220) UV lamp and UV safety glasses (J-41459) Refrigerant dye injector (J-41447) qty. 24 HFC-134a (R-134a) refrigerant dye (J-43872) Refrigerant dye cleaner	 <p>UV lamp w/shield</p> <p>Carrying case</p> <p>UV goggles</p> <p>Refrigerant dye cleaner</p> <p>Refrigerant dye identification label (24 labels)</p> <p>Refrigerant dye (24 bottles)</p> <p>Refrigerant dye injector</p> <p><b>NOTICE</b> This A/C or Refrigerant system contains a fluorescent leak detection tracer dye. (Shut use UV black light to detect dye.) <b>KENT-MOORE</b> Florence, MI 48032 1-800-345-2233</p> <p>ZHA200H</p> <p>Power supply: DC 12V (Battery terminal)</p>

# PREPARATION

Tool number Tool name	Description	
(J-42220) Fluorescent dye leak detector	 <p>SHA438F</p>	<p>Power supply: DC 12V (Battery terminal)</p> <p>For checking refrigerant leak when fluorescent dye is installed in A/C system.</p> <p>Includes: UV lamp and UV safety glasses</p>
(J-41447) HFC-134a (R-134a) Fluorescent leak detection dye (Box of 24, 1/4 ounce bottles)	 <p>Refrigerant dye (24 bottles)</p> <p>SHA439F</p>	<p>Application: For HFC-134a (R-134a) PAG oil</p> <p>Container: 1/4 ounce (7.4 cc) bottle</p> <p>(Includes self-adhesive dye identification labels for affixing to vehicle after charging system with dye.)</p>
(J-41459) HFC-134a (R-134a) Dye injector Use with J-41447, 1/4 ounce bottle	 <p>SHA440F</p>	<p>For injecting 1/4 ounce of fluorescent leak detection dye into A/C system.</p>
(J-43872) Dye cleaner	 <p>SHA441F</p>	<p>For cleaning dye spills.</p>
Manifold gauge set (with hoses and couplers)	 <p>RJIA0196E</p>	<p>Identification:</p> <ul style="list-style-type: none"> <li>● The gauge face indicates R-134a.</li> <li>Fitting size: Thread size</li> <li>● 1/2" -16 ACME</li> </ul>
Service hoses <ul style="list-style-type: none"> <li>● High side hose</li> <li>● Low side hose</li> <li>● Utility hose</li> </ul>	 <p>S-NT201</p>	<p>Hose color:</p> <ul style="list-style-type: none"> <li>● Low hose: Blue with black stripe</li> <li>● High hose: Red with black stripe</li> <li>● Utility hose: Yellow with black stripe or green with black stripe</li> </ul> <p>Hose fitting to gauge:</p> <ul style="list-style-type: none"> <li>● 1/2" -16 ACME</li> </ul>

A

B

C

D

E

F

G

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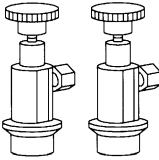

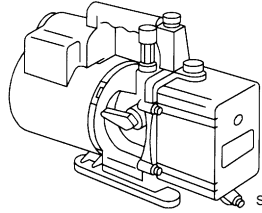
ATC

K

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M

## PREPARATION

Tool number Tool name	Description
<b>Service couplers</b> <ul style="list-style-type: none"> <li>● High side coupler</li> <li>● Low side coupler</li> </ul>	 <p style="text-align: center;">S-NT202</p> <p><b>Hose fitting to service hose:</b></p> <ul style="list-style-type: none"> <li>● M14 x 1.5 fitting is optional or permanently attached.</li> </ul>
<b>Refrigerant weight scale</b>	 <p style="text-align: center;">S-NT200</p> <p>For measuring of refrigerant Fitting size: Thread size</p> <ul style="list-style-type: none"> <li>● 1/2" -16 ACME</li> </ul>
<b>Vacuum pump</b> (Including the isolator valve)	 <p style="text-align: center;">S-NT203</p> <p><b>Capacity:</b></p> <ul style="list-style-type: none"> <li>● Air displacement:4 CFM</li> <li>● Micron rating:20 microns</li> <li>● Oil capacity:482 g (17 oz)</li> <li>● Fitting size: Thread size</li> <li>● 1/2" -16 ACME</li> </ul>

## REFRIGERATION SYSTEM

PFP:KA990

### Refrigerant Cycle REFRIGERANT FLOW

EJS001HR

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

### FREEZE PROTECTION

Under normal operating conditions, when the A/C is switched on, the compressor runs continuously, and the evaporator pressure, and therefore, temperature is controlled by the V-6 variable displacement compressor to prevent freeze up.

### Refrigerant System Protection REFRIGERANT PRESSURE SENSOR (WITH GASOLINE ENGINE)

EJS001HS

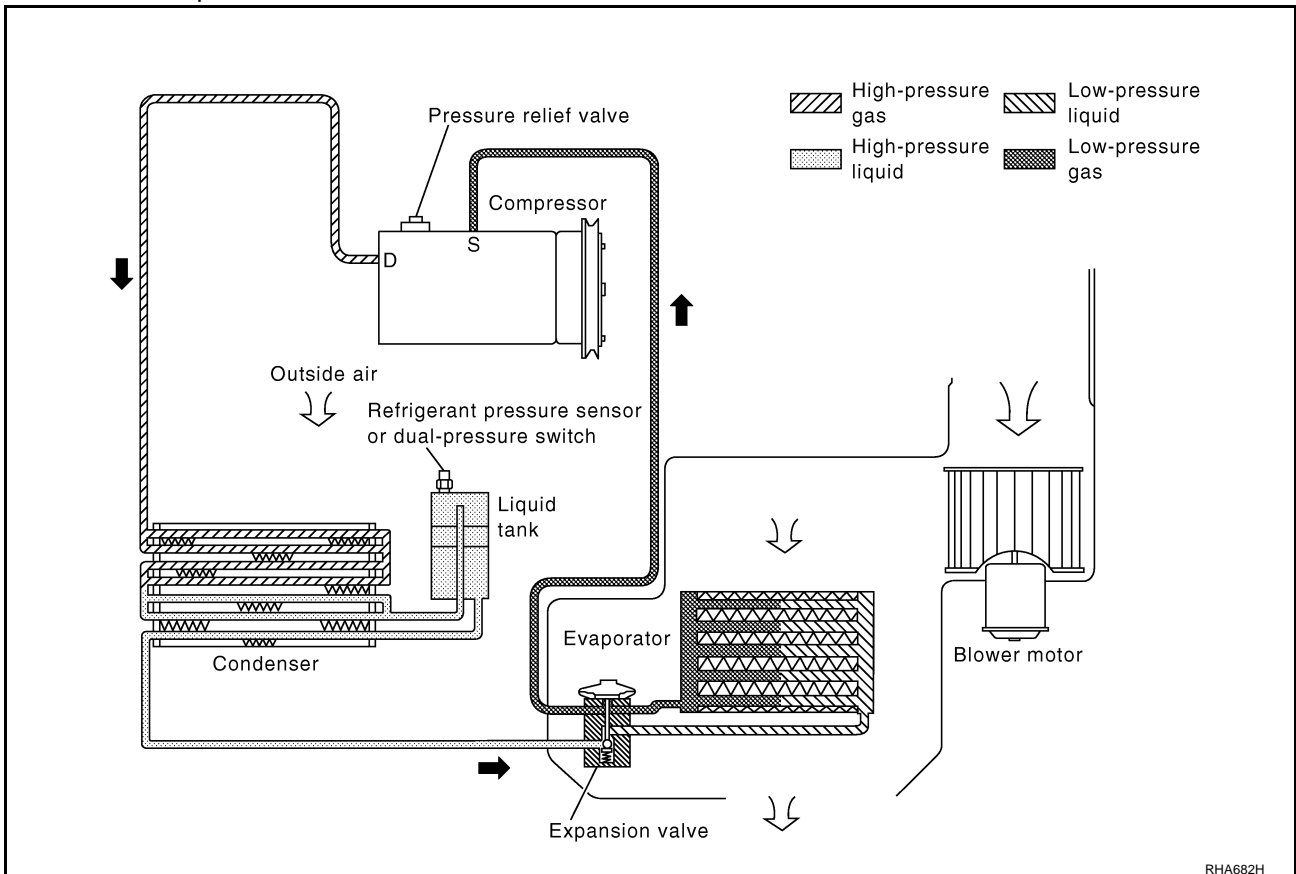
The refrigerant system is protected against excessively high or low pressures by the refrigerant pressure sensor, located on the liquid tank. If the system pressure rises above, or falls below the specifications, the refrigerant pressure sensor detects the pressure inside the refrigerant line and sends the voltage signal to the ECM. ECM makes the A/C relay go OFF and stops the compressor when pressure on the high pressure side detected by refrigerant pressure sensor is over about 2,746 kPa (27.5 bar, 28 kg/cm<sup>2</sup>, 398 psi), or below about 134 kPa (1.37 bar, 1.4 kg/cm<sup>2</sup>, 20 psi).

### DUAL-PRESSURE SWITCH (WITH DIESEL ENGINE)

The refrigerant system is protected against excessively high or low pressures by the dual-pressure switch, located on the liquid tank. If the system pressure rises above or falls below the specifications, the dual-pressure switch opens to interrupt the compressor operation.

### 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 3,727 kPa (37.3 bar, 38 kg/cm<sup>2</sup>, 540 psi)], the release port on the pressure relief valve automatically opens and releases refrigerant into the atmosphere.



RHA682H

## V-6 Variable Displacement Compressor

EJS001HT

### GENERAL INFORMATION

1. The V-6 variable compressor differs from previous units. The vent temperatures of the V-6 variable compressor do not drop too far below 5°C (41°F) when:  
Evaporator intake air temperature is less than 20°C (68°F).  
Engine is running at speeds less than 1,500 rpm.  
This is because the V-6 compressor provides a means of "capacity" control.
2. The V-6 variable compressor provides refrigerant control under varying conditions. During cold winters, it may not produce high refrigerant pressure discharge (compared to previous units) when used with air conditioning systems.
3. A "clanking" sound may occasionally be heard during refrigerant charge. The sound indicates that the tilt angle of the swash plate has changed and is not a problem.
4. For air conditioning systems with the V-6 compressor, the clutch remains engaged unless: the system main switch, fan switch or ignition switch is turned OFF. When ambient (outside) temperatures are low or when the amount of refrigerant is insufficient, the clutch is disengaged to protect the compressor.
5. A constant range of suction pressure is maintained when engine speed is greater than a certain value. It normally ranges from 147 to 177 kPa (1.47 to 1.77 bar, 1.5 to 1.8 kg/cm<sup>2</sup>, 21 to 26 psi) under varying conditions.  
In previous compressors, however, suction pressure was reduced with increases in engine speed.

### DESCRIPTION

#### General

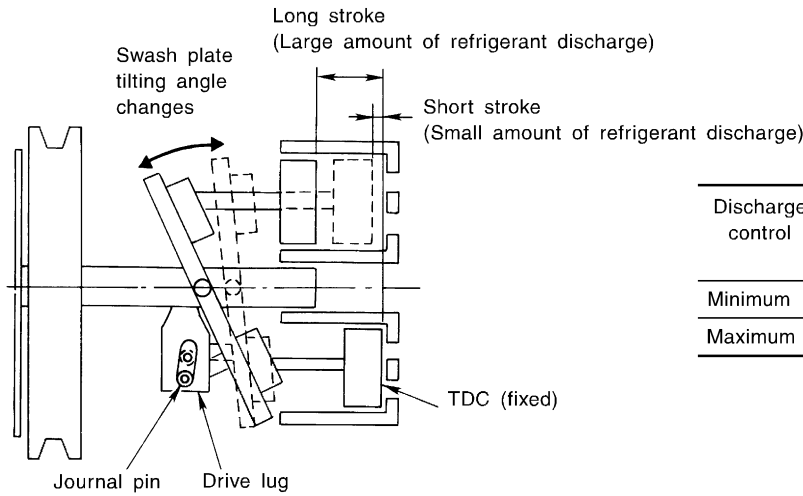
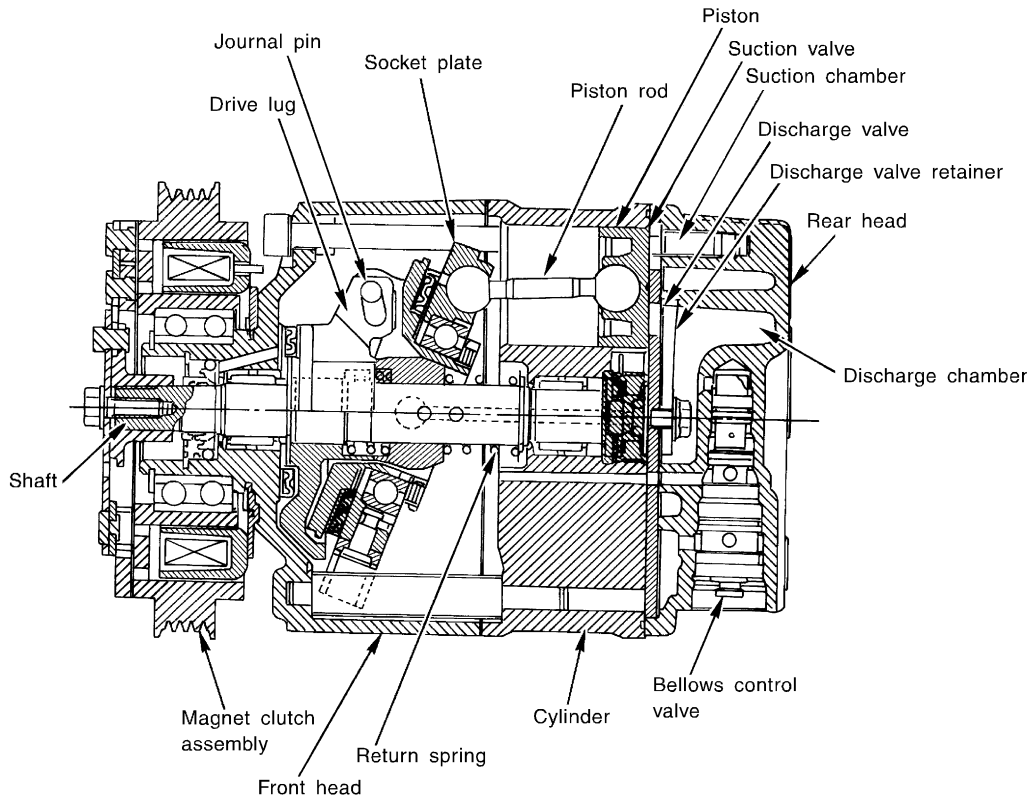
For QR Engine Models (CWV615 Compressor):

The variable compressor is basically a swash plate type that changes piston stroke in response to the required cooling capacity.



# REFRIGERATION SYSTEM

The tilt of the swash plate allows the piston's stroke to change so that refrigerant discharge can be continuously changed from 14.5 to 146 cm<sup>3</sup> (0.885 to 8.91 cu in).



Discharge control	Discharge capacity cm <sup>3</sup> (cu in)/rev.	Piston stroke length mm (in)
Minimum	14.5 (0.885)	2.3 (0.091)
Maximum	184 (11.228)	28.6 (1.126)

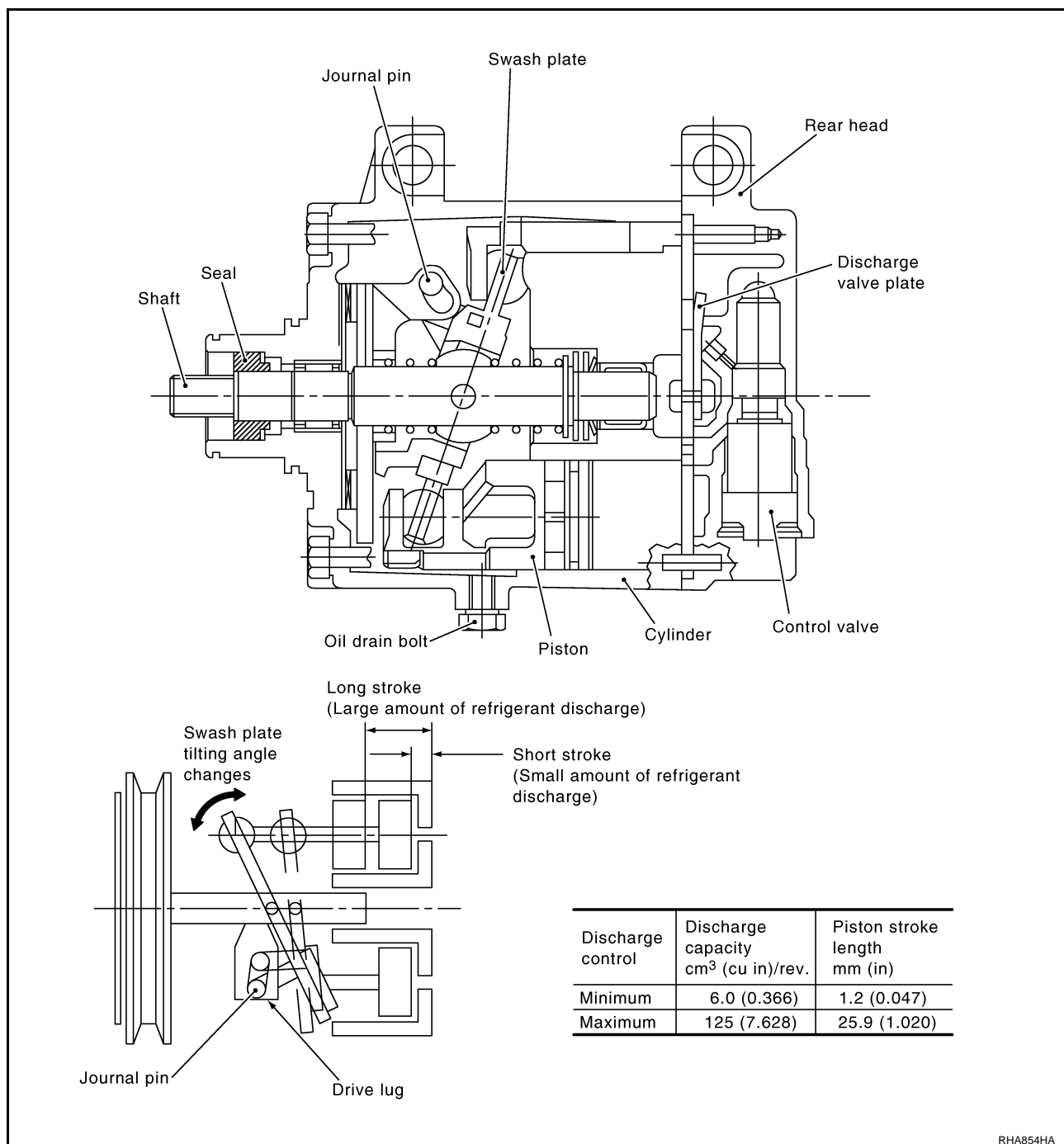
RHA037DD

Except for QR Engine Models (CSV613 Compressor):

The variable compressor is basically a swash plate type that changes piston stroke in response to the required cooling capacity.

# REFRIGERATION SYSTEM

The tilt of the swash plate allows the piston's stroke to change so that refrigerant discharge can be continuously changed from 6.0 to 125 cm<sup>3</sup> (0.366 to 7.628 cu in).



RHA854HA

## Operation

### 1. Operation Control Valve

Operation control valve is located in the suction port (low-pressure) side, and opens or closes in response to changes in refrigerant suction pressure.

Operation of the valve controls the internal pressure of the crankcase.

The angle of the swash plate is controlled between the crankcase's internal pressure and the piston cylinder pressure.

### 2. Maximum Cooling

Refrigerant pressure on the low-pressure side increases with an increase in heat loads.

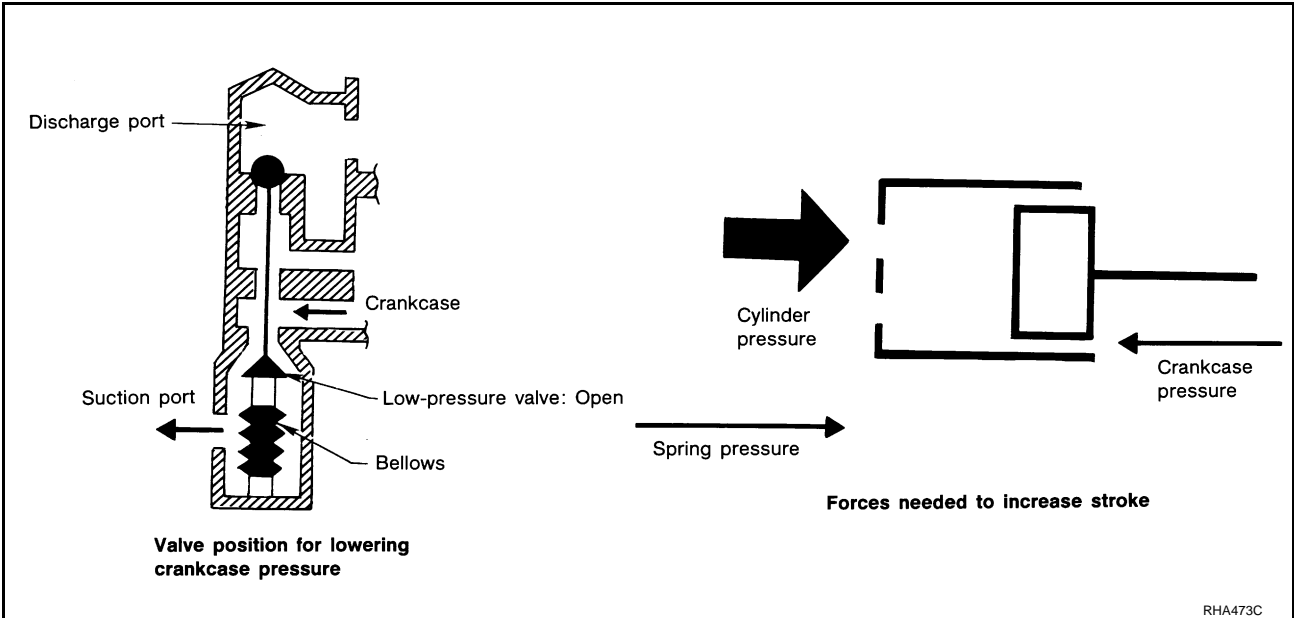
When this occurs, the control valve's bellows compress to open the low-pressure side valve and close the high-pressure side valve.

This causes the following pressure changes:

- The crankcase's internal pressure to equal the pressure on the low-pressure side;

# REFRIGERATION SYSTEM

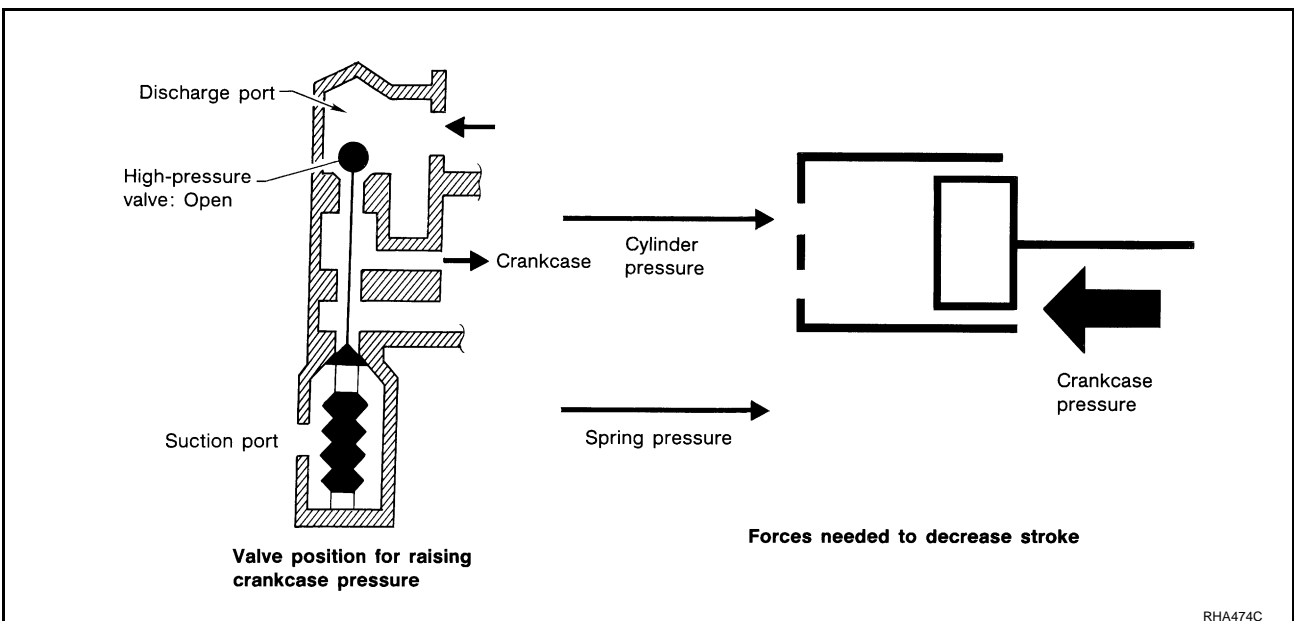
- The cylinder's internal pressure to be greater than the crankcase's internal pressure. Under this condition, the swash plate is set to the maximum stroke position.



## 3. Capacity Control

- Refrigerant pressure on suction side is low during high speed driving or when ambient or interior temperature is low.
- The bellows expands when refrigerant pressure on the suction pressure side drops below approximately 177 kPa (1.77 bar, 1.8 kg/cm<sup>2</sup>, 26 psi). Since suction pressure is low, it makes the suction port close and the discharge port open. Thus, crankcase pressure becomes high as high pressure enters the crankcase.
- The force acts around the journal pin near the swash plate, and is generated by the pressure difference before and behind the piston.

The drive lug and journal pin are located where the piston generates the highest pressure. Piston pressure is between suction pressure  $P_s$  and discharge pressure  $P_d$ , which is near suction pressure  $P_s$ . If crankcase pressure  $P_c$  rises due to capacity control, the force around the journal pin makes the swash plate angle decrease and also the piston stroke decrease. In other words, crankcase pressure increase triggers pressure difference between the piston and the crankcase. The pressure difference changes the angle of the swash plate.

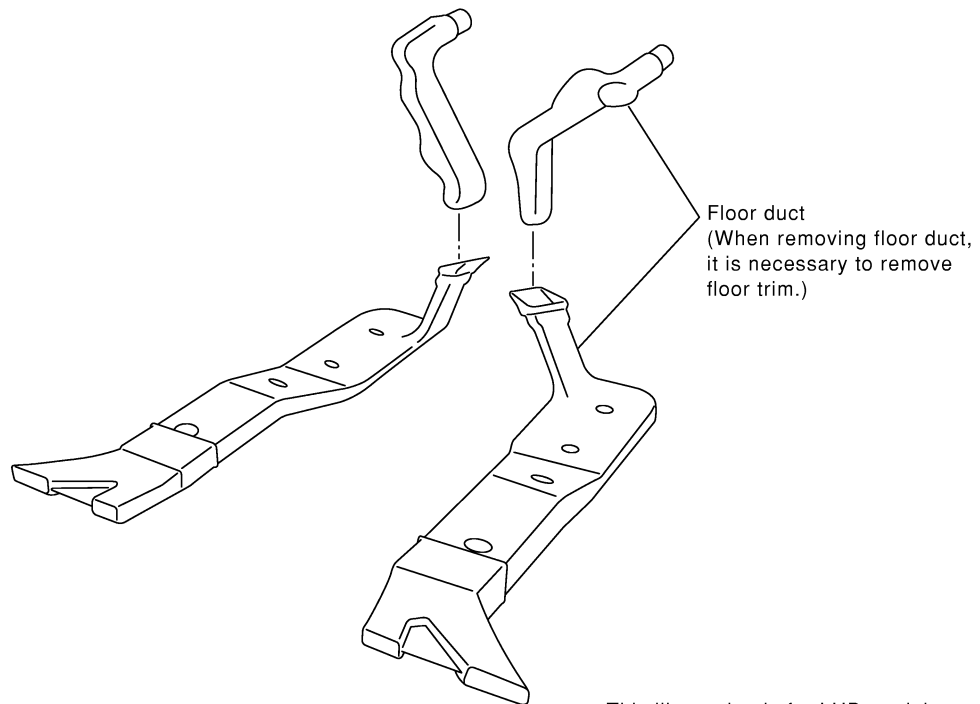
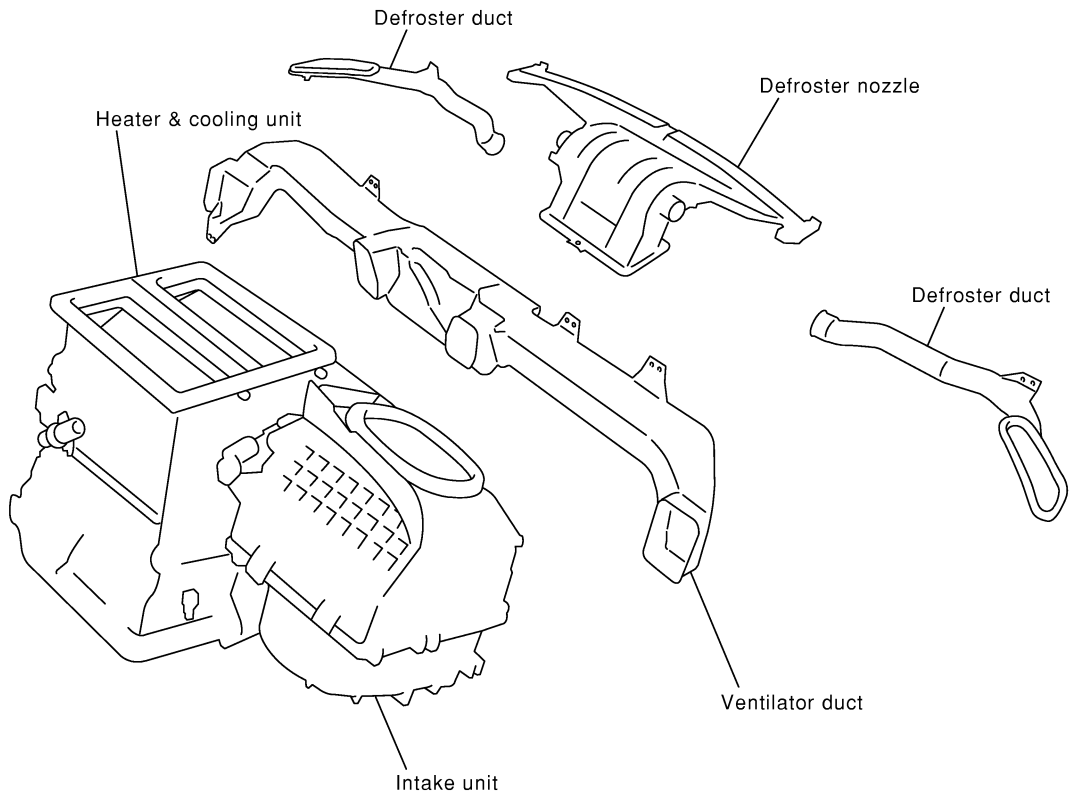


# REFRIGERATION SYSTEM

## Component Layout

EJS001HU

SEC. 270•271•272•273



This illustration is for LHD models.  
The layout for RHD models is  
symmetrically opposite.

RJIA0686E

LUBRICANT

PFP:KLG00

Maintenance of Lubricant Quantity in Compressor

EJS001HV

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

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

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

LUBRICANT

Name	Nissan A/C System Oil Type S
Part number	KLH00-PAGS0

LUBRICANT RETURN OPERATION

Adjust the lubricant quantity according to the test group shown below.

1. CHECK LUBRICANT RETURN OPERATION

Can lubricant return operation be performed?

- A/C system works properly.
- There is no evidence of a large amount of lubricant leakage.

Yes or No

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

2. PERFORM LUBRICANT RETURN OPERATION, PROCEEDING AS FOLLOWS:

1. Start engine, and set the following conditions:
  - Test condition
    - Engine speed: Idling to 1,200 rpm
    - A/C or AUTO switch: ON
    - Blower speed: Max. position
    - Temp. control: Optional [Set so that intake air temperature is 25 to 30°C (77 to 86°F).]
    - Intake position: Recirculation (REC)
2. Perform lubricant return operation for about 10 minutes.
3. Stop engine.

CAUTION:

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

- >> GO TO 3.

3. CHECK COMPRESSOR

Should the compressor be replaced?

Yes or No

- Yes >> Go to [ATC-22, "LUBRICANT ADJUSTING PROCEDURE FOR COMPRESSOR REPLACEMENT"](#).
- No >> GO TO 4.

# LUBRICANT

## 4. CHECK ANY PART

Is there any part to be replaced? (Evaporator, condenser, liquid tank or in case there is evidence of a large amount of lubricant leakage.)

Yes or No

Yes >> Go to [ATC-22. "LUBRICANT ADJUSTING PROCEDURE FOR COMPONENTS REPLACEMENT EXCEPT COMPRESSOR"](#).

No >> Carry out the A/C performance test.

### LUBRICANT ADJUSTING PROCEDURE FOR COMPONENTS REPLACEMENT EXCEPT COMPRESSOR

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

Part replaced	Lubricant to be added to system	Remarks
	Amount of lubricant ml [Litre] (Imp fl oz)	
Evaporator	75 (2.6)	-
Condenser	35 (1.2)	-
Liquid tank	10 (0.4)	-
In case of refrigerant leak	30 (1.1)	Large leak
	-	Small leak *1

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

### LUBRICANT ADJUSTING PROCEDURE FOR COMPRESSOR REPLACEMENT

1. Before connecting ACR4 to vehicle, check ACR4 gauges. No refrigerant pressure should be displayed. If NG, recover refrigerant from equipment lines.
2. Discharge refrigerant into the refrigerant recovery/recycling equipment. Measure lubricant discharged into the recovery/recycling equipment.
3. Drain the lubricant from the old (removed) compressor into a graduated container and recover the amount of lubricant drained.
4. Drain the lubricant from the new compressor into a separate, clean container.
5. Measure an amount of new lubricant installed equal to amount drained from old compressor. Add this lubricant to new compressor through the suction port opening.
6. Measure an amount of new lubricant equal to the amount recovered during discharging. Add this lubricant to new compressor through the suction port opening.
7. If the liquid tank also needs to be replaced, add an additional 5 ml [Litre] (0.2 Imp fl oz) of lubricant at this time.  
Do not add this 5 ml (0.2 Imp fl oz) of lubricant if only replacing the compressor.

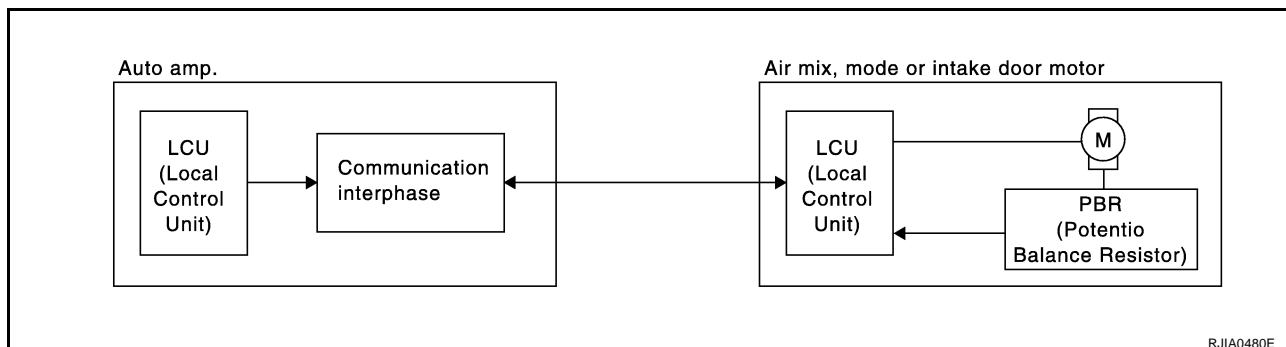
## AIR CONDITIONER CONTROL

PPF:27500

### Overview Air Conditioner LAN Control System

EJS001HW

The LAN system consists of auto amp., mode door motor, air mix door motor and intake door motor. A configuration of these components is shown in the diagram below.



### System Construction

EJS001HX

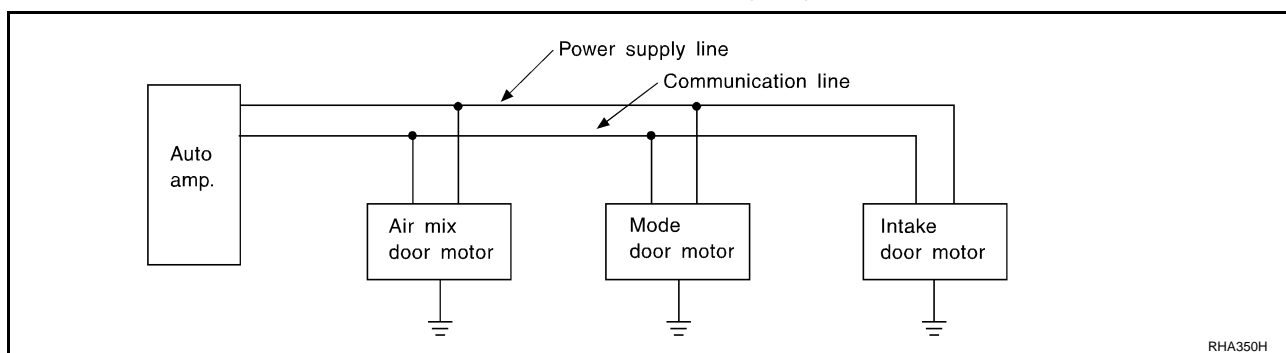
A small network is constructed between the auto amplifier, air mix door motor and mode door motor. The auto amplifier and motors are connected by data transmission lines and motor power supply lines. The LAN network is built through the ground circuits of the two motors.

Addresses, motor opening angle signals, motor stop signals and error checking messages are all transmitted through the data transmission lines connecting the auto amplifier and two motors.

The following functions are contained in LCUs built into the air mix door motor and the mode door motor.

- Address
- Motor opening angle signals
- Data transmission
- Motor stop and drive decision
- Opening angle sensor (PBR function)
- Comparison
- Decision (Auto amplifier indicated value and motor opening angle comparison)

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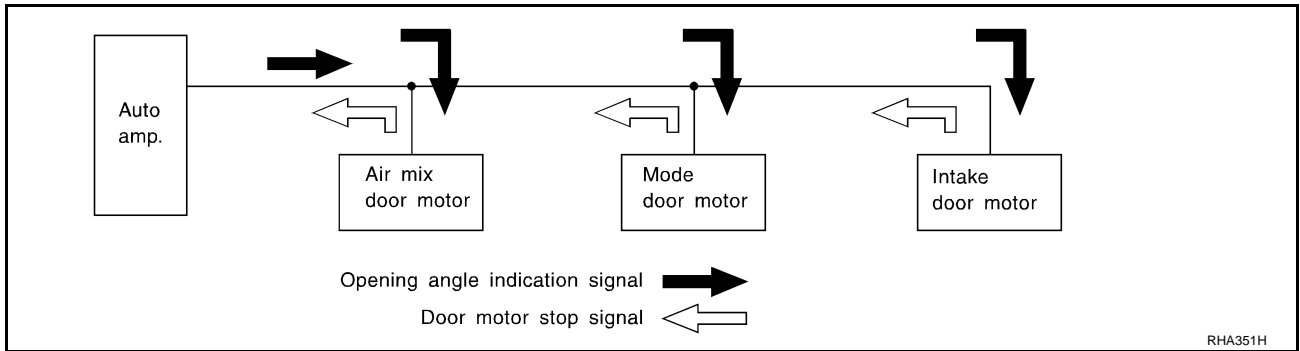


### OPERATION

The auto amplifier receives data from each of the sensors. The amplifier sends mode door, air mix door and intake door opening angle data to the mode door motor LCU, air mix door motor LCU and intake door motor LCU.

The mode door motor, air mix door motor and intake door motor read their respective signals according to the address signal. Opening angle indication signals received from the auto amplifier and each of the motor position sensors are compared by the LCUs in each motor with the existing decision and opening angles. Subsequently, HOT/COLD, DEFROST/VENT or FRESH/RECIRCULATION operation is selected. The new selection data is returned to the auto amplifier.

# AIR CONDITIONER CONTROL



## TRANSMISSION DATA AND TRANSMISSION ORDER

Amplifier data is transmitted consecutively to each of the door motors following the form shown in figure below. Start: Initial compulsory signal sent to each of the door motors.

Address: Data sent from the auto amplifier is selected according to data-based decisions made by the air mix door motor, mode door motor and intake door motor.

If the addresses are identical, the opening angle data and error check signals are received by the door motor LCUs. The LCUs then make the appropriate error decision. If the opening angle data is normal, door control begins.

If an error exists, the received data is rejected and corrected data received. Finally, door control is based upon the corrected opening angle data.

Opening angle:

Data that shows the indicated door opening angle of each door motor.

Error check:

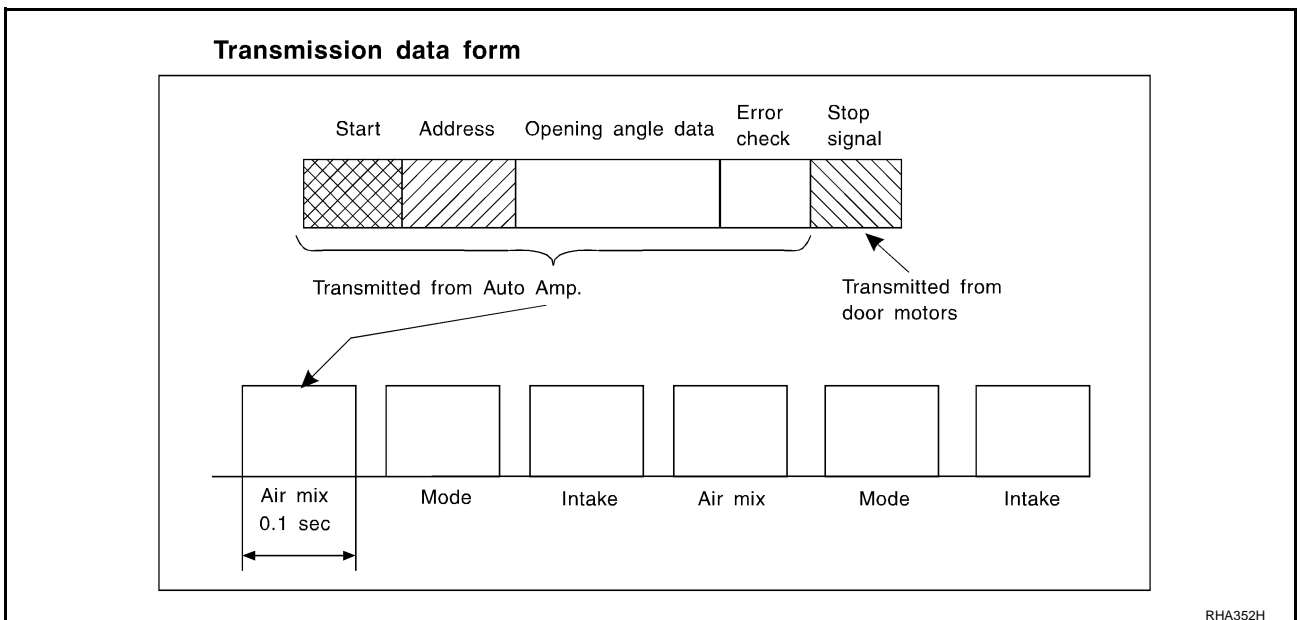
Procedure by which sent and received data is checked for errors. Error data is then compiled. The error check prevents corrupted data from being used by the air mix door motor, mode door motor and intake door motor.

Error data can be related to the following problems.

- Abnormal electrical frequency
- Poor electrical connections
- Signal leakage from transmission lines
- Signal level fluctuation

Stop signal:

At the end of each transmission, a stop operation, in-operation, or internal problem message is delivered to the auto amplifier. This completes one data transmission and control cycle.



## AIR MIX DOOR CONTROL (AUTOMATIC TEMPERATURE CONTROL)

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



# AIR CONDITIONER CONTROL

## FAN SPEED CONTROL

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

With FAN switch set to AUTO, the blower motor starts to gradually increase air flow volume.

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

## INTAKE DOOR CONTROL

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

## OUTLET DOOR CONTROL

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

## MAGNET CLUTCH CONTROL

The ECM controls compressor operation using input signals from the refrigerant pressure sensor, throttle position sensor and auto amplifier.

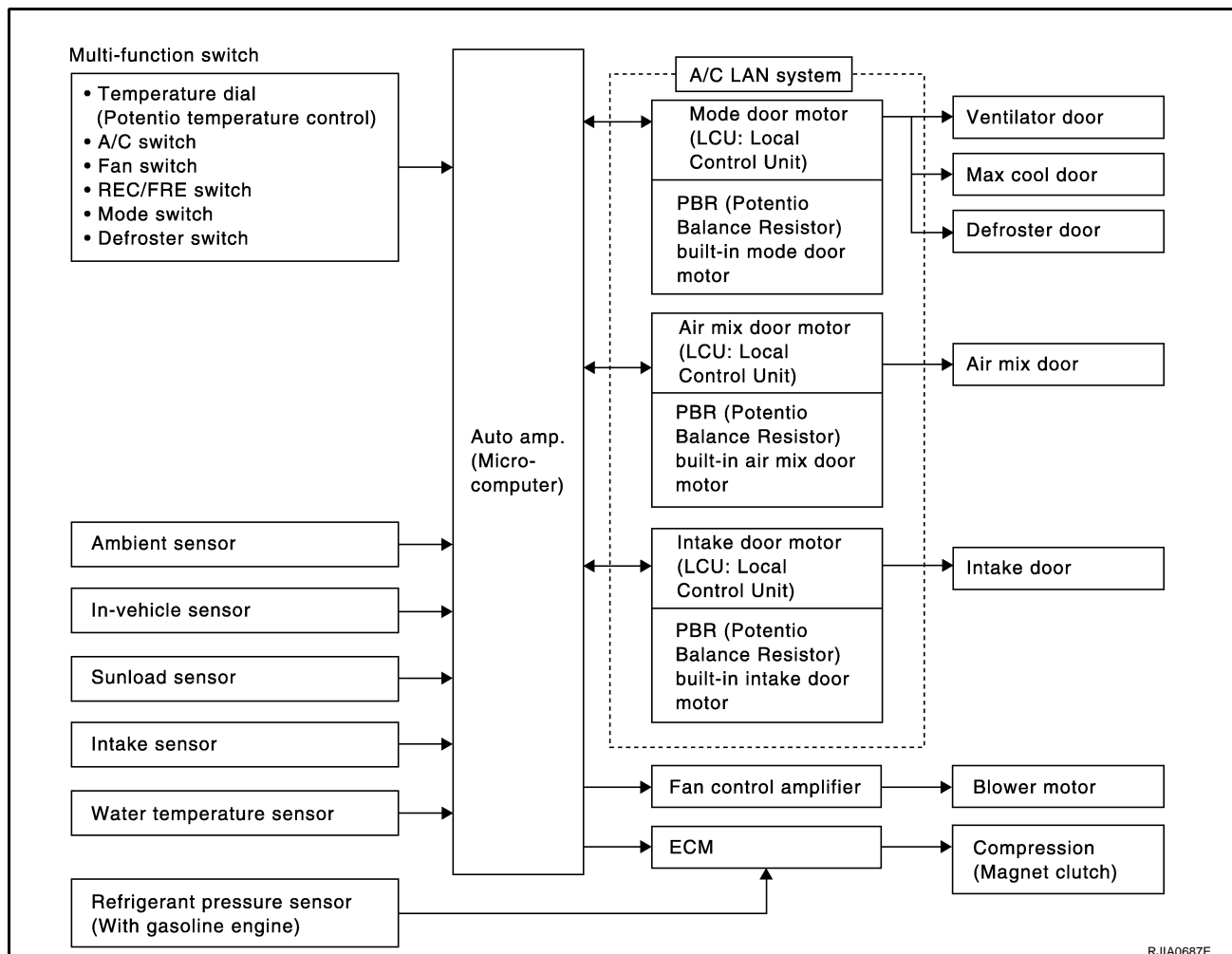
## SELF-DIAGNOSTIC SYSTEM

The self-diagnostic system is built into the auto amplifier (LCU) to quickly locate the cause of problems.

## Overview of Control system

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

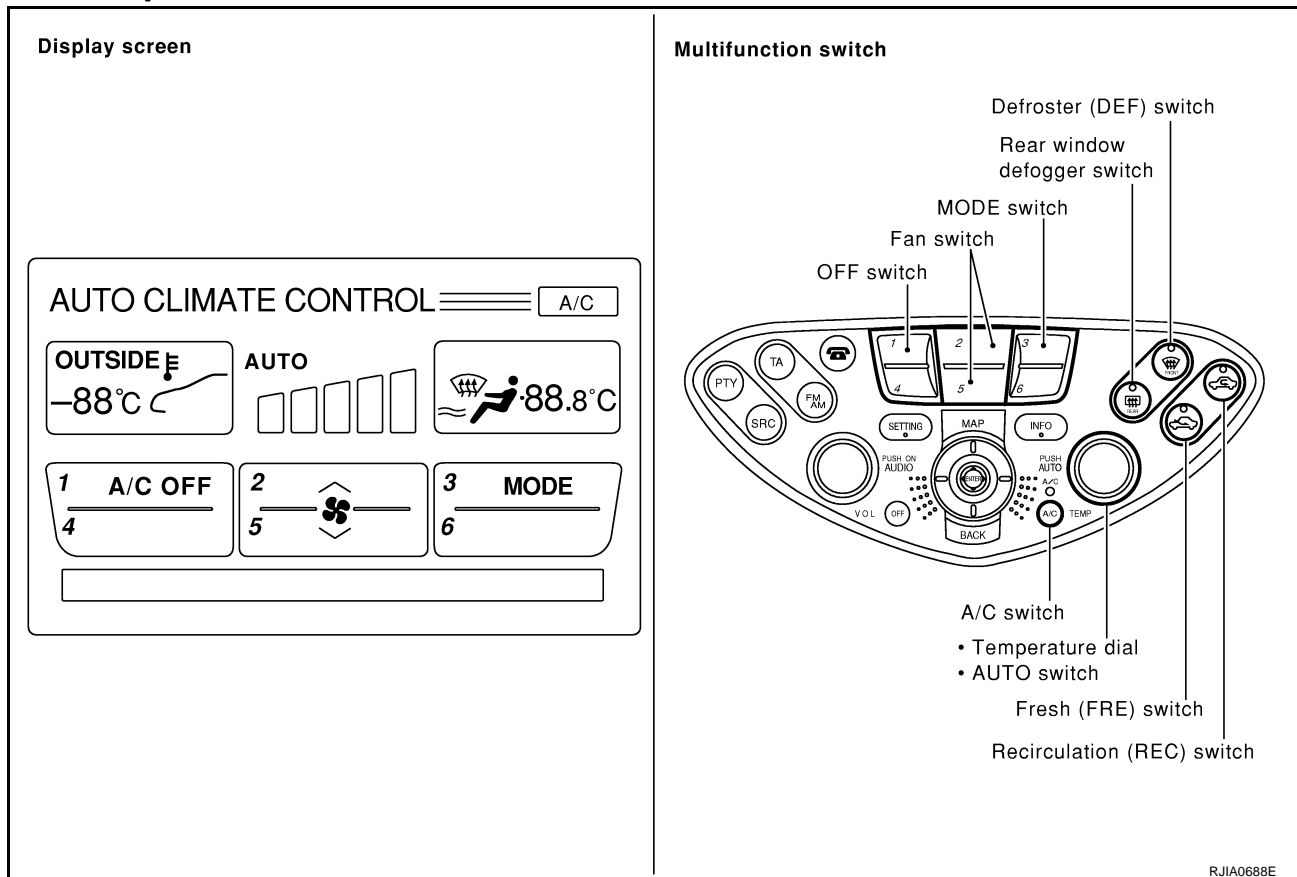
EJS001HY



# AIR CONDITIONER CONTROL

## Control Operation

EJS001HZ



RJIA0688E

### DISPLAY SCREEN

Displays the operational status of the system.

### AUTO SWITCH

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

### TEMPERATURE DIAL (POTENTIO TEMPERATURE CONTROL)

Increase or decrease the set temperature.

### 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.)

### DEFROSTER (DEF) SWITCH

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

### MODE SWITCH

Control the air discharge outlets.

### FAN SWITCH

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

### OFF SWITCH

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

### FRESH (FRE) SWITCH

OFF position: Interior air is recirculated inside the vehicle.

ON position: Outside air is drawn into the passenger compartment.

(When RECIRCULATION switch is ON, the FRESH switch turns OFF automatically.)

# AIR CONDITIONER CONTROL

## RECIRCULATION (REC) SWITCH

OFF position: Outside air is drawn into the passenger compartment.

ON position: Interior air is drawn into the passenger compartment.

(When the FRESH switch is ON or the compressor is turned from ON to OFF, the RECIRCULATION switch turns OFF automatically.)

## REAR WINDOW DEFOGGER SWITCH

When illumination is ON, rear window is defogged.

## Fail-safe Function

EJS0010K

If fail-safe request signal is sent from AV control unit, or if communication error exists between auto amplifier and AV control unit for at least 30 seconds, air conditioner is controlled under following conditions.

Compressor	: ON
Air inlet	: Fresh
Air outlet	: AUTO
Blower fan speed	: AUTO
Set temperature	: Setting before communication error occurs

A

B

C

D

E

F

G

H

I

ATC

K

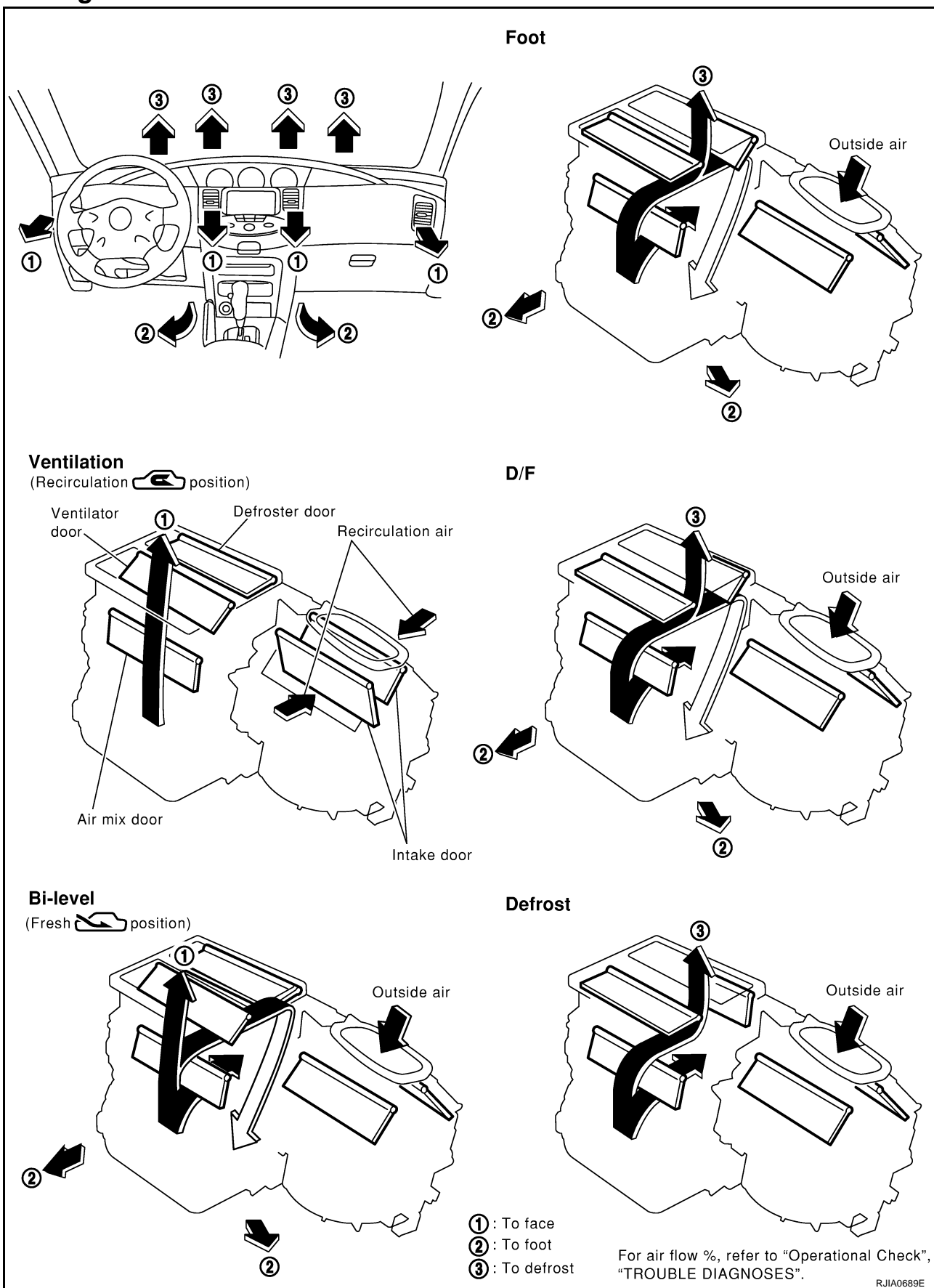
L

M

# AIR CONDITIONER CONTROL

## Discharge Air Flow

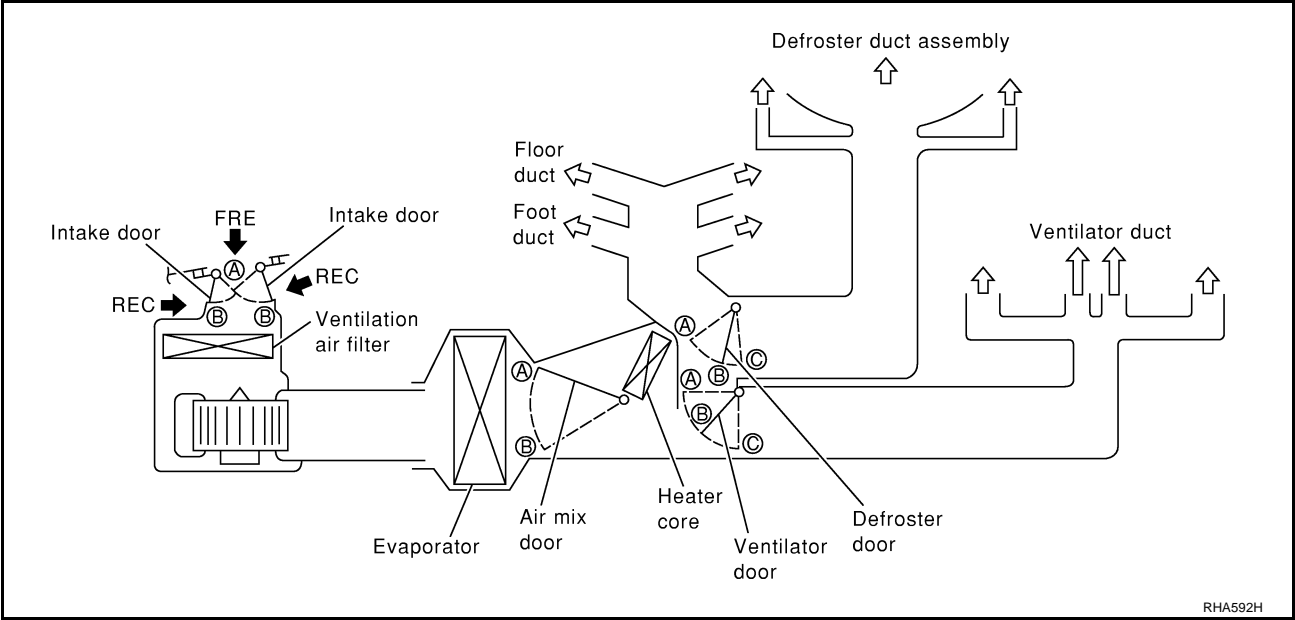
EJS00110














AIR CONDITIONER CONTROL

System Description  
SWITCHES AND THEIR CONTROL FUNCTION

EJS00111



RHA592H

Position or switch	MODE SW				DEF SW		REC/FRE SW			Temperature dial			
	AUTO	VENT	B/L	FOOT	ON	OFF	REC	FRE		18°C	—	32°C	
	AUTO				 FRONT								
													
Door													
Ventilator door	AUTO	A	B	C	C	—	—			—			
Defroster door		C	C	B	A		—			—			
Intake door	—				A		A	AUTO	B	—			
Air mix door	—				—		—			A	AUTO	B	

RJIA0846E

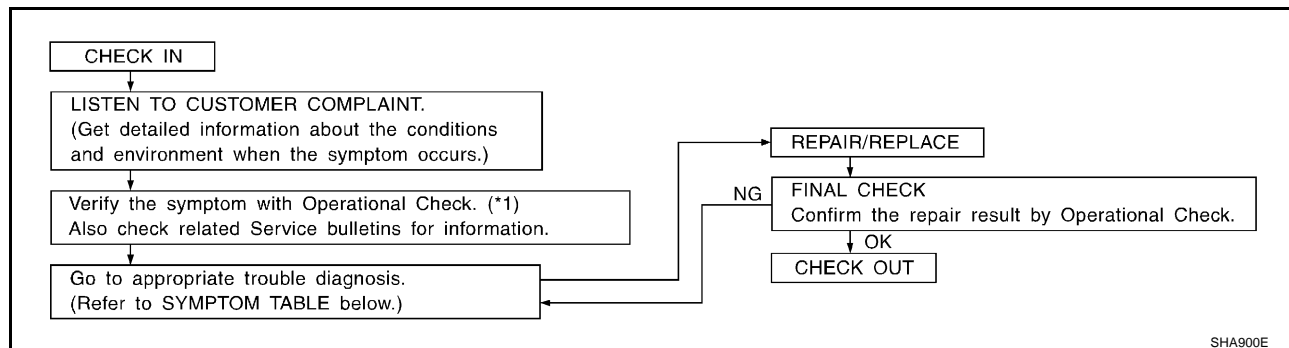
# TROUBLE DIAGNOSIS

## TROUBLE DIAGNOSIS

PFP:00004

## How to Perform Trouble Diagnoses for Quick and Accurate Repair WORK FLOW

EJS0010L



\*1 [ATC-50, "Operational Check"](#)

## SYMPTOM TABLE

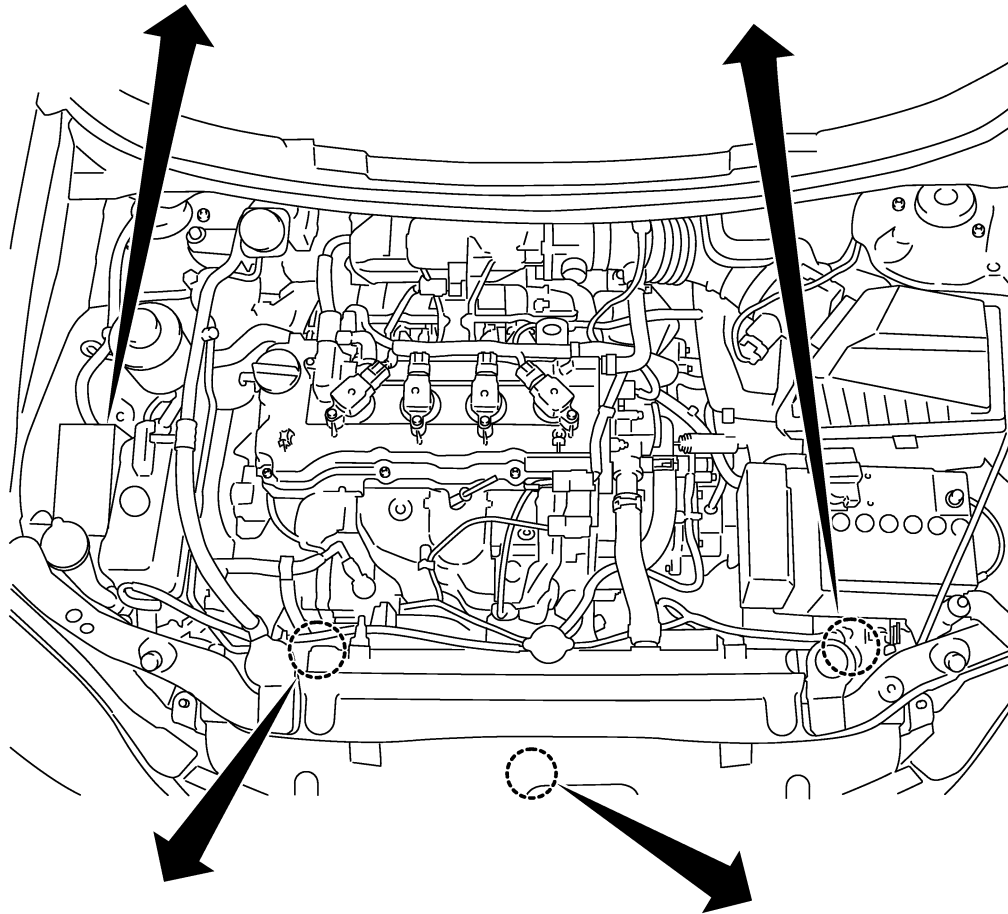
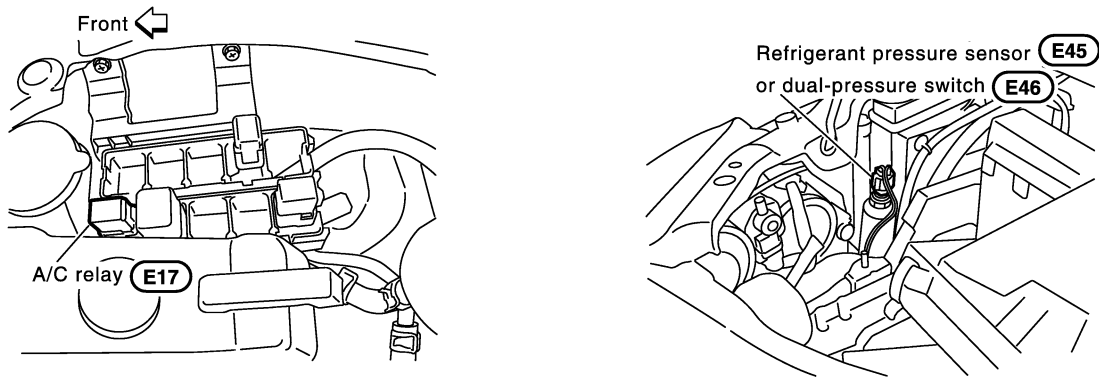
Symptom	Reference Page	
A/C system does not come on.	Go to Trouble Diagnosis Procedure for A/C system.	<a href="#">ATC-53, "Power Supply and Ground Circuit for Auto Amp."</a>
Air outlet does not change.	Go to Trouble Diagnosis Procedure for Mode Door Motor. (LAN)	<a href="#">ATC-57, "Mode Door Motor Circuit"</a>
Mode door motor does not operate normally.		
Discharge air temperature does not change.	Go to Trouble Diagnosis Procedure for Air Mix Door Motor. (LAN)	<a href="#">ATC-61, "Air Mix Door Motor Circuit"</a>
Air mix door motor does not operate normally.		
Intake door does not change.	Go to Trouble Diagnosis Procedure for Intake Door Motor. (LAN)	<a href="#">ATC-64, "Intake Door Motor Circuit"</a>
Intake door motor does not operate normally.		
Blower motor operation is malfunctioning.	Go to Trouble Diagnosis Procedure for Blower Motor.	<a href="#">ATC-67, "Blower Motor Circuit"</a>
Blower motor operation is malfunctioning under out of starting fan speed control.		
Magnet clutch does not engage.	Go to Trouble Diagnosis Procedure for Magnet Clutch.	<a href="#">ATC-73, "Magnet Clutch Circuit"</a>
Insufficient cooling	Go to Trouble Diagnosis Procedure for Insufficient Cooling.	<a href="#">ATC-82, "Insufficient Cooling"</a>
Insufficient heating	Go to Trouble Diagnosis Procedure for Insufficient Heating.	<a href="#">ATC-91, "Insufficient Heating"</a>
Noise	Go to Trouble Diagnosis Procedure for Noise.	<a href="#">ATC-93, "Noise"</a>
Self-diagnosis can not be performed.	Go to Trouble Diagnosis Procedure for Self-diagnosis.	<a href="#">ATC-94, "Self-diagnosis"</a>
Memory function does not operate.	Go to Trouble Diagnosis Procedure for Memory Function.	<a href="#">ATC-95, "Memory Function"</a>
A/C system cannot be controlled.	Go to Trouble Diagnosis Procedure for Multiplex Communication Circuit.	<a href="#">ATC-105, "Multiplex Communication Circuit"</a>

# TROUBLE DIAGNOSIS

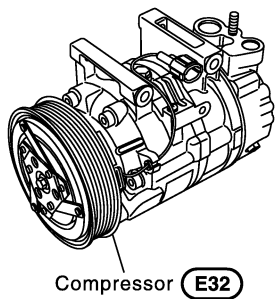
## Component Parts and Harness Connector Location ENGINE COMPARTMENT

EJS0010M

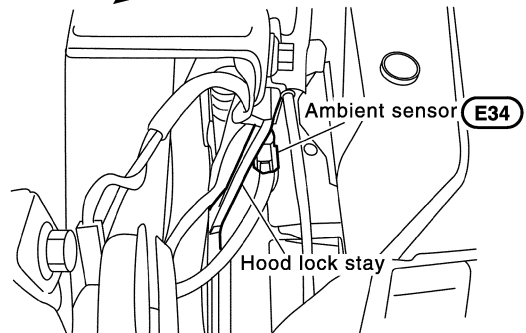
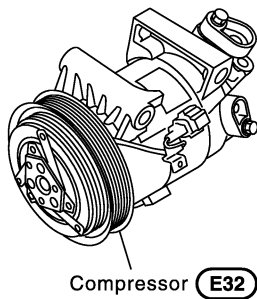
A  
B  
C  
D  
E  
F  
G  
H  
I  
ATC  
K  
L  
M



QR engine



Except QR engine



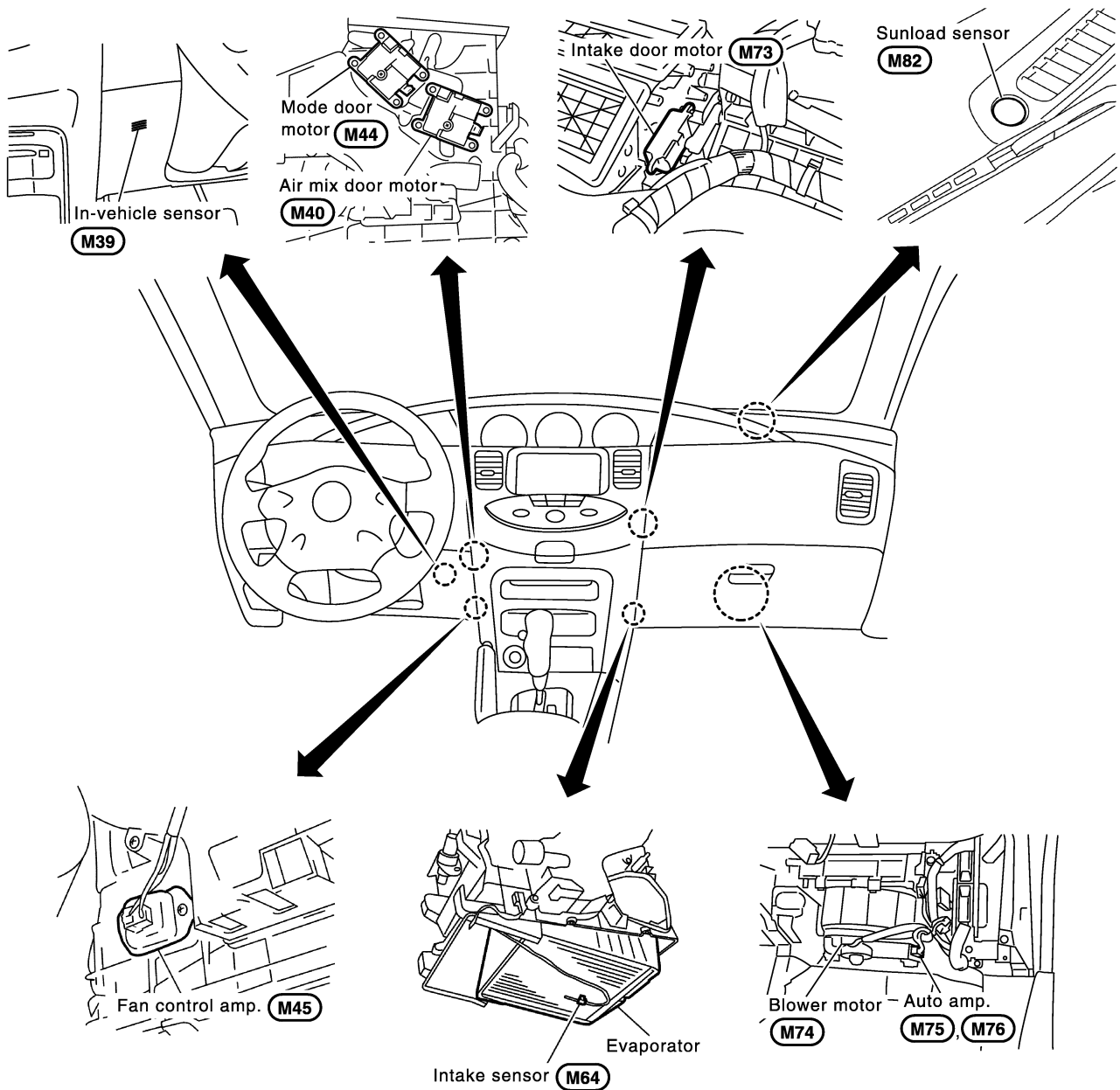
RJIA0748E

# TROUBLE DIAGNOSIS

## PASSENGER COMPARTMENT

This illustration is for LHD models.

The layout for RHD models is symmetrically opposite.



SJIA0208E



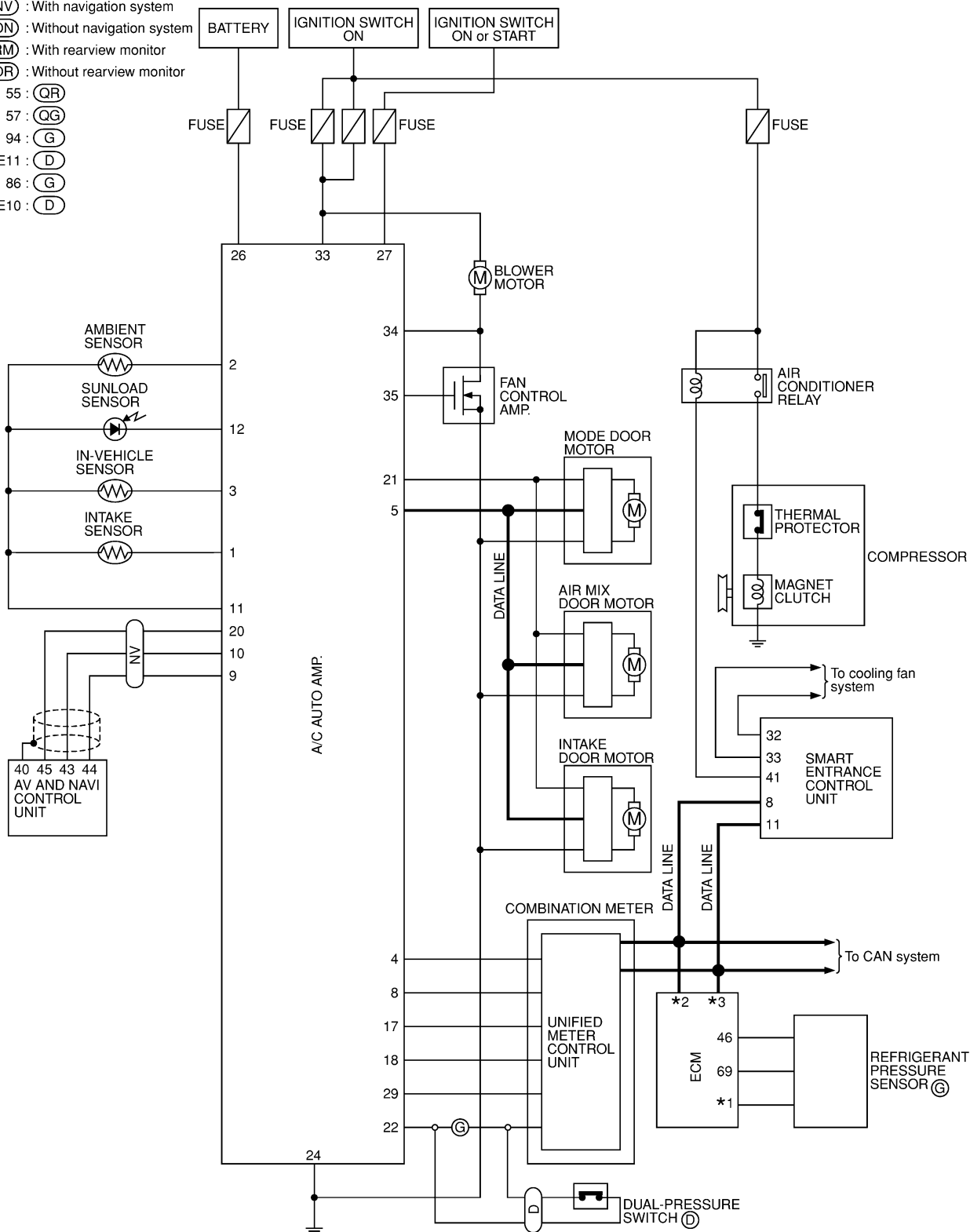
# TROUBLE DIAGNOSIS

## Circuit Diagram

EJS0010N

A  
B  
C  
D  
E  
F  
G  
H  
I  
ATC  
K  
L  
M

- (G) : With gasoline engine  
(D) : With diesel engine  
(QR) : With QR engine  
(QG) : With QG engine  
(NV) : With navigation system  
(ON) : Without navigation system  
(RM) : With rearview monitor  
(OR) : Without rearview monitor
- \*1 55 : (QR)  
57 : (QG)  
\*2 94 : (G)  
E11 : (D)  
\*3 86 : (G)  
E10 : (D)



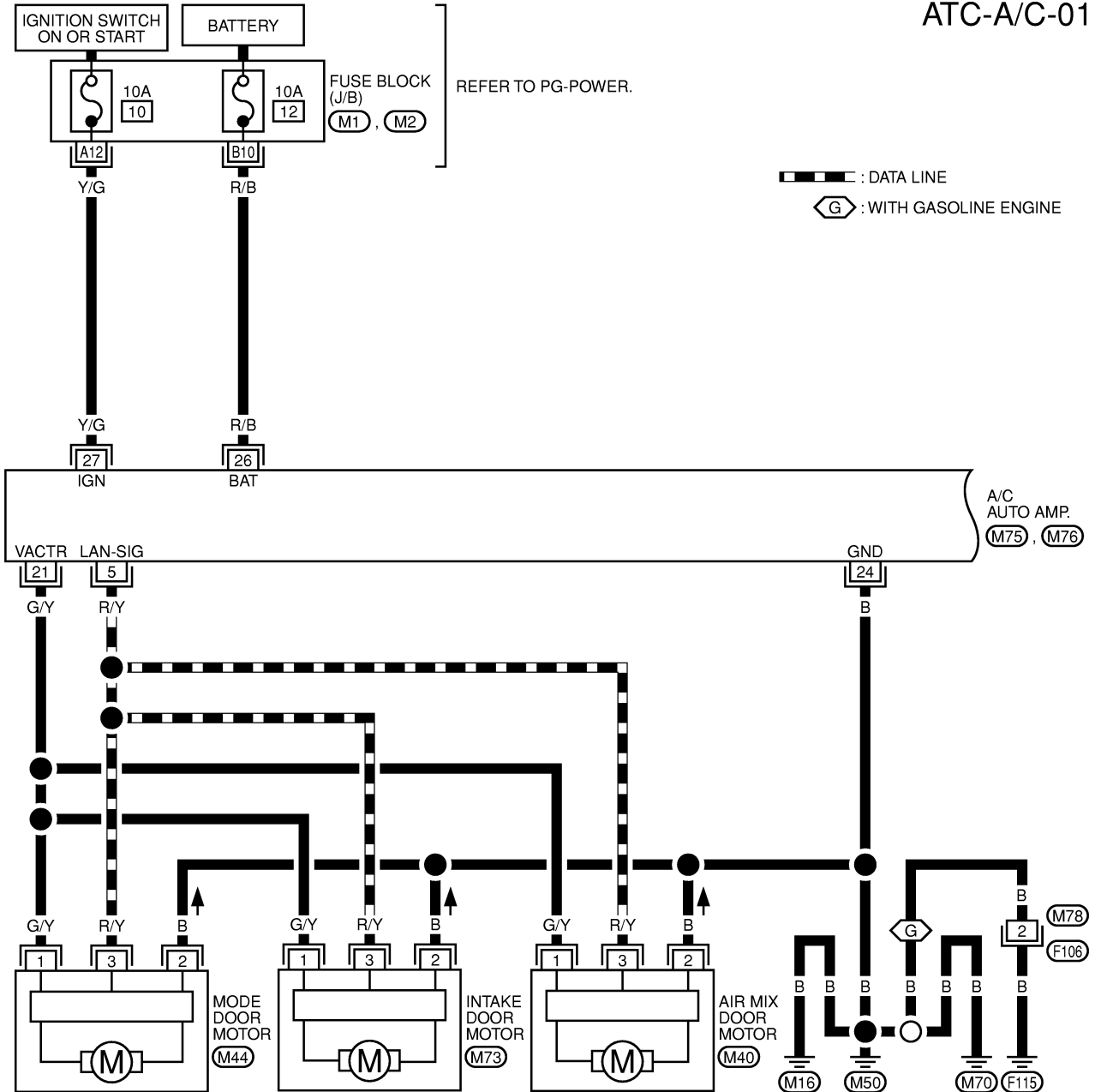
MJWA0001E

# TROUBLE DIAGNOSIS

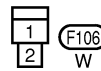
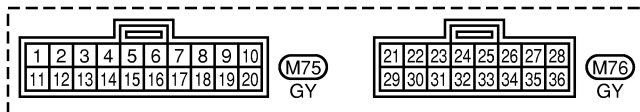
## Wiring Diagram

EJS00100

ATC-A/C-01



1	
2	(M40), (M44), (M73)
3	W W W

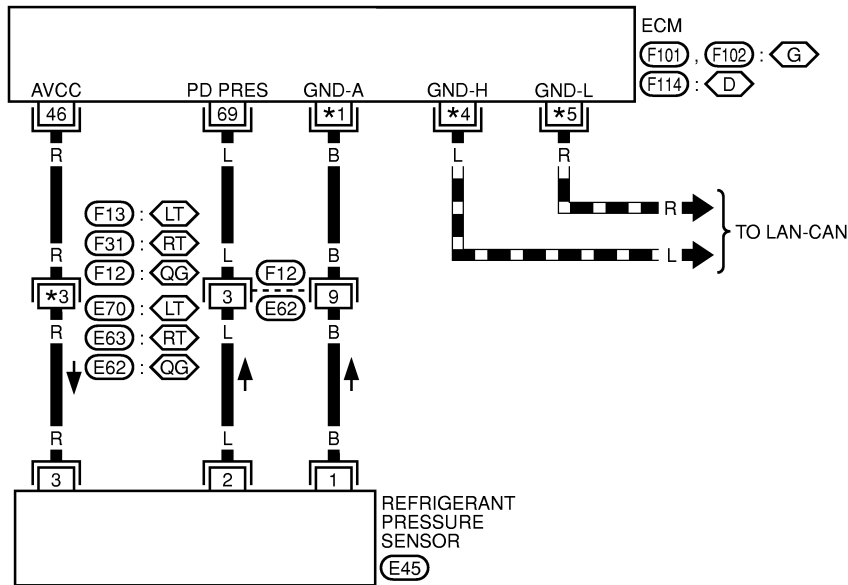
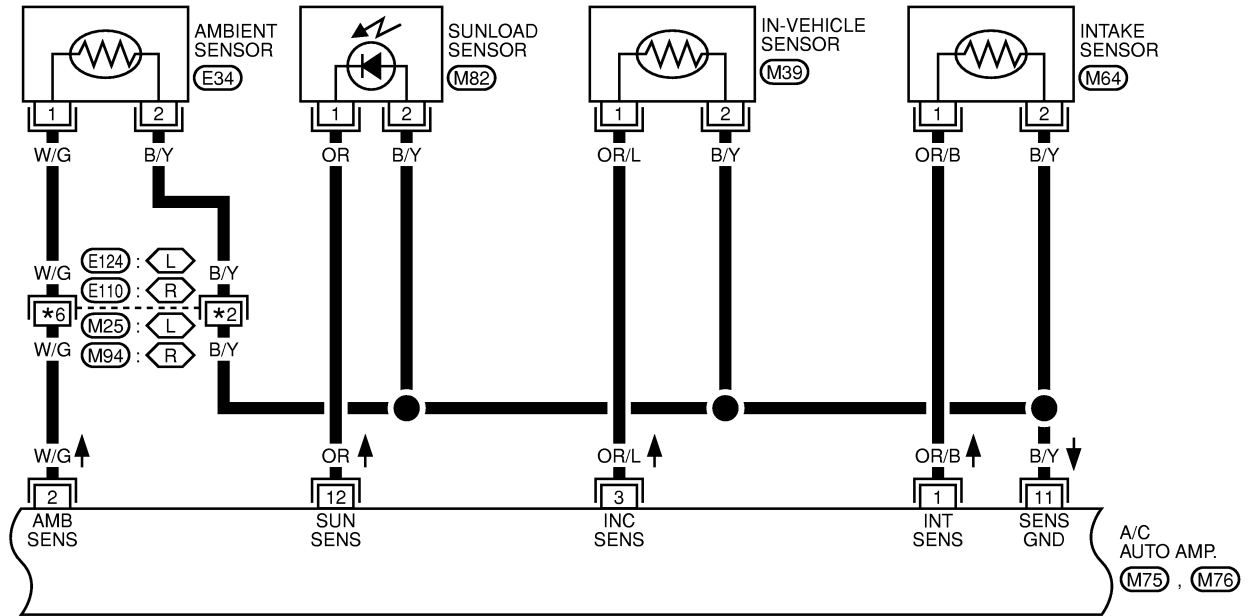


REFER TO THE FOLLOWING.  
(M1), (M2) -FUSE BLOCK-  
JUNCTION BOX (J/B)

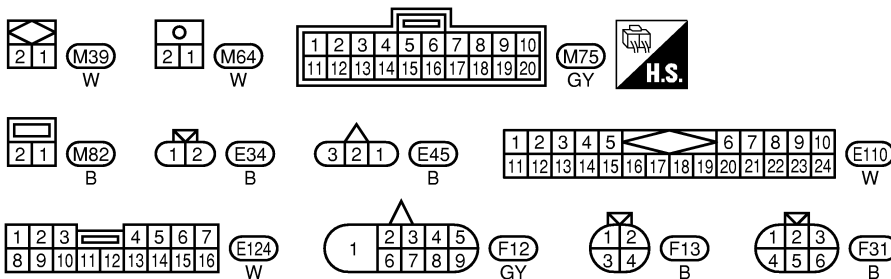
MJWA0009E

# TROUBLE DIAGNOSIS

ATC-A/C-02

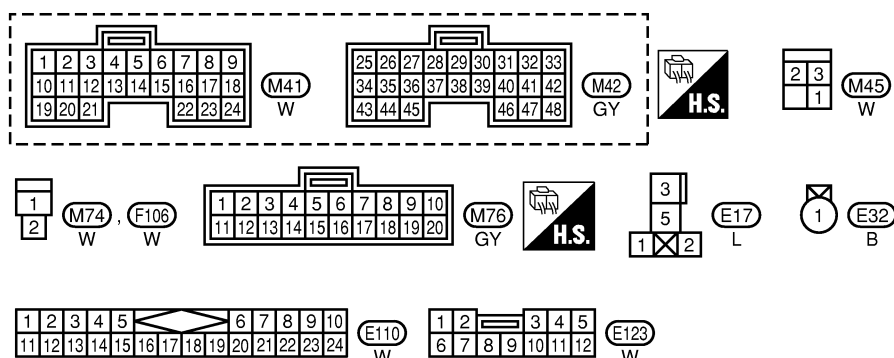
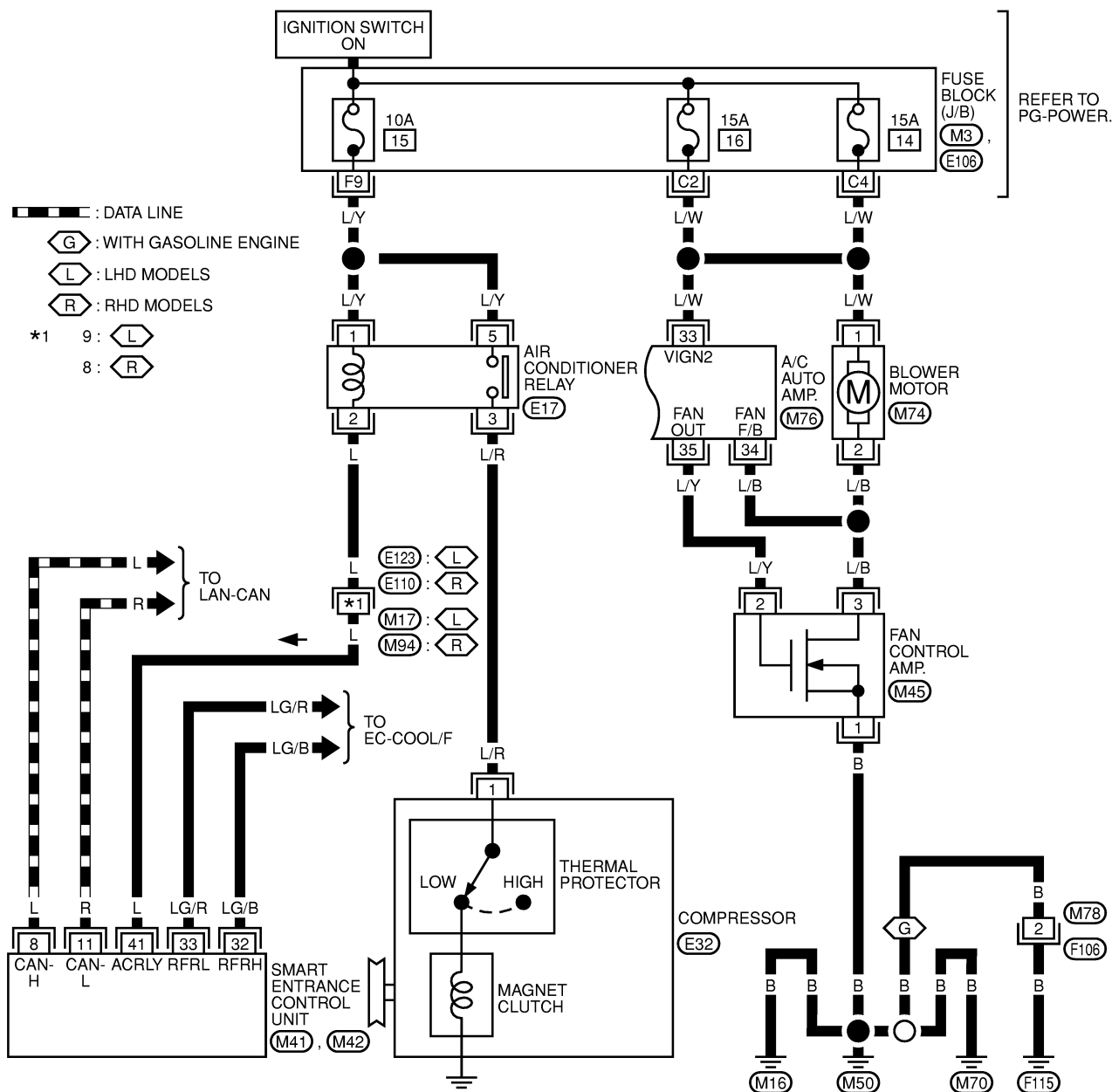


- DATA LINE
- L : LHD MODELS
  - R : RHD MODELS
  - G : WITH GASOLINE ENGINE
  - D : WITH DIESEL ENGINE
  - QR : WITH QR ENGINE
  - LT : LHD MODELS WITH QR ENGINE
  - RT : RHD MODELS WITH QR ENGINE
  - QG : WITH QG ENGINE
- \*1 55 : QR 57 : QG
- \*2 2 : L 5 : R
- \*3 2 : LT 3 : RT 7 : QG
- \*4 94 : G E11 : D
- \*5 86 : G E10 : D
- \*6 3 : L 16 : R



REFER TO THE FOLLOWING.

(F101, F102, F114)  
-ELECTRICAL UNITS



REFER TO THE FOLLOWING.

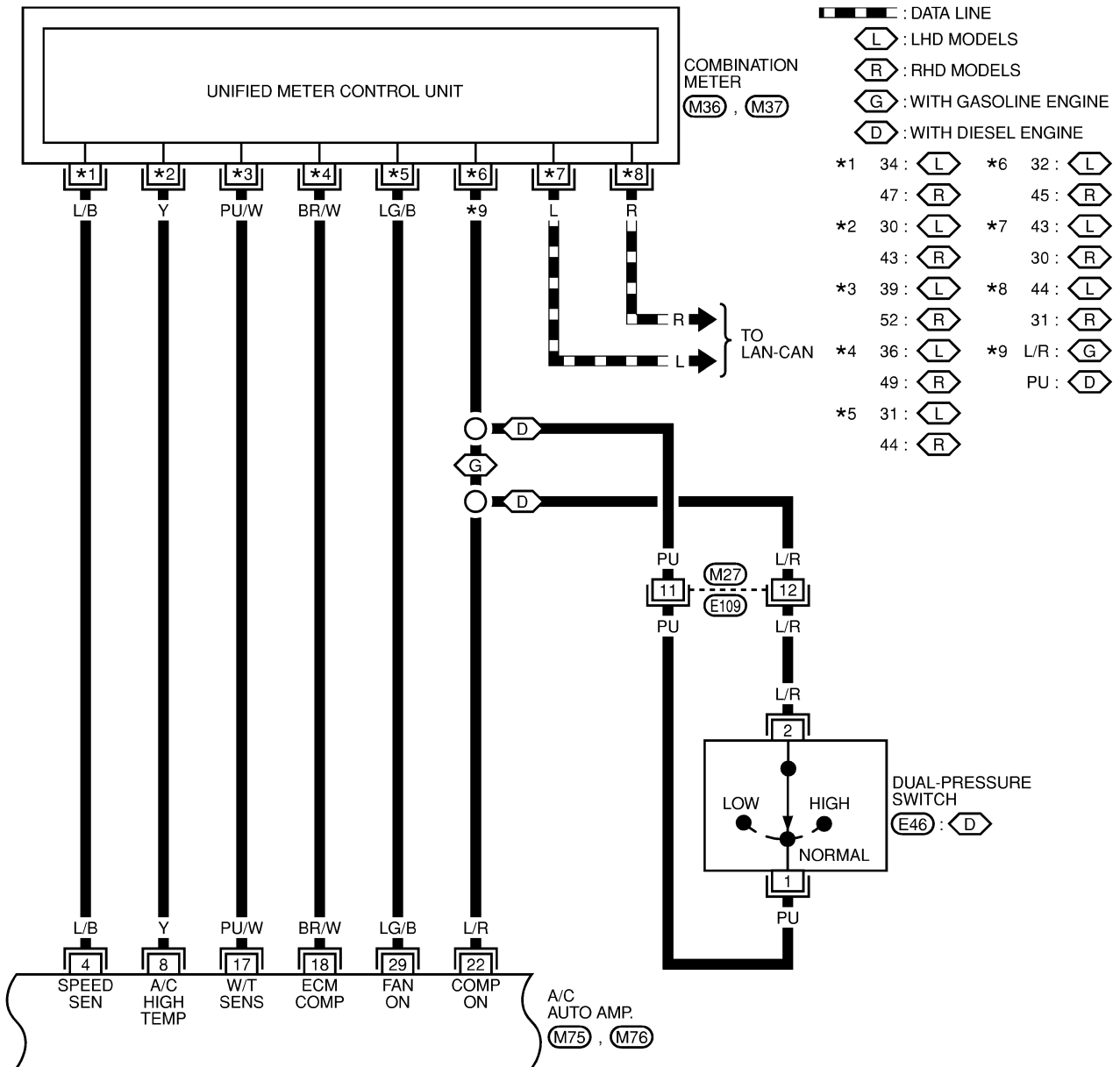
(M3), (E106)

-FUSE BLOCK-JUNCTION BOX (J/B)

# TROUBLE DIAGNOSIS

ATC-A/C-04

A  
B  
C  
D  
E  
F  
G  
H  
I  
ATC  
K  
L  
M



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

(M37) Y

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

(M75) GY

21	22	23	24	25	26	27	28
29	30	31	32	33	34	35	36

(M76) GY



2	1
---	---

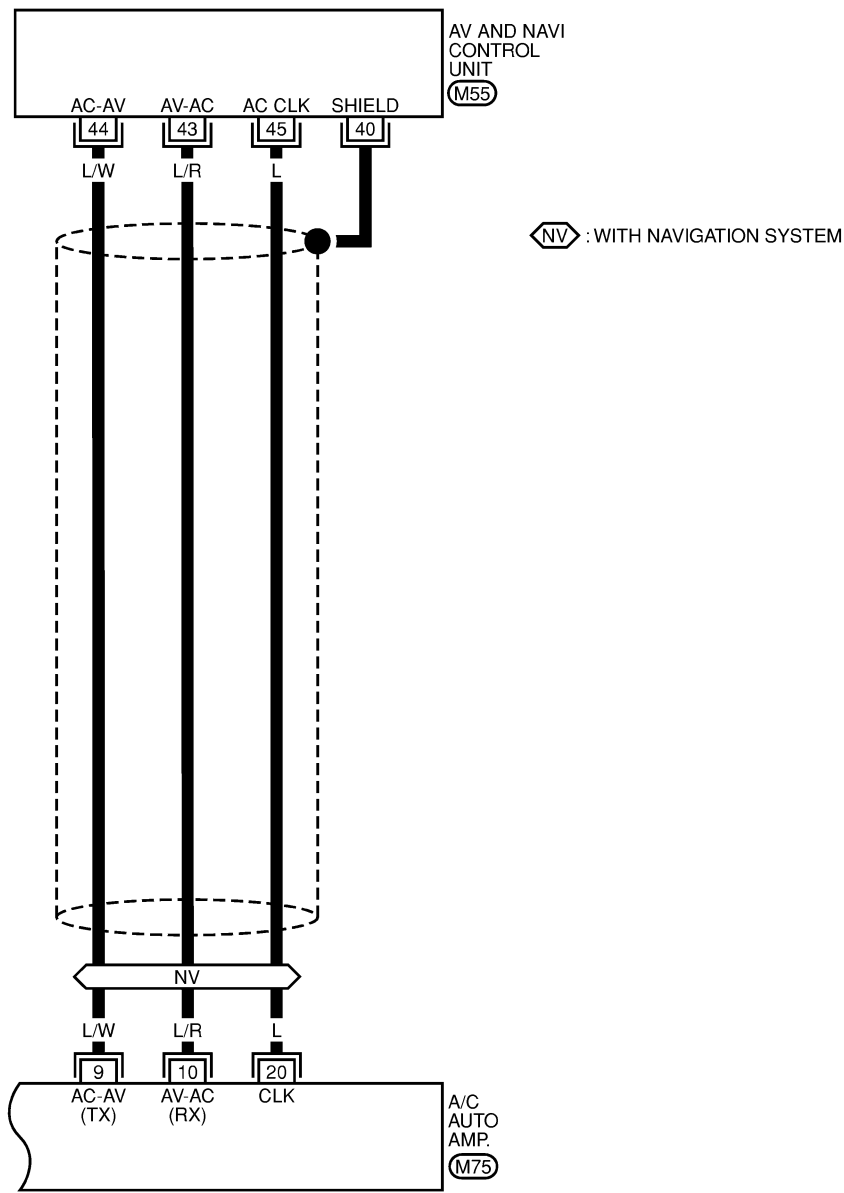
(E46) B

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

E109

W

MJWA0005E




48	45	42	39	37	35	33	30	27
47	44	41	38	36	34	32	29	26
46	43	40				31	28	25

(M55)  
GY

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

(M75)  
GY

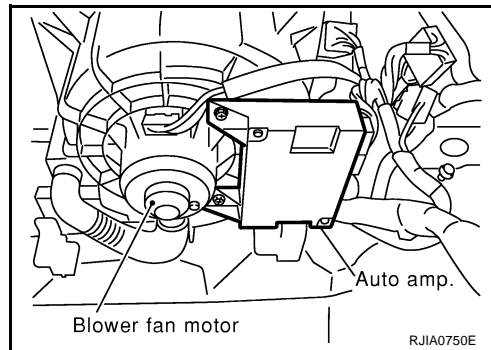
 H.S.

# TROUBLE DIAGNOSIS

## Auto Amp. Terminals and Reference Value

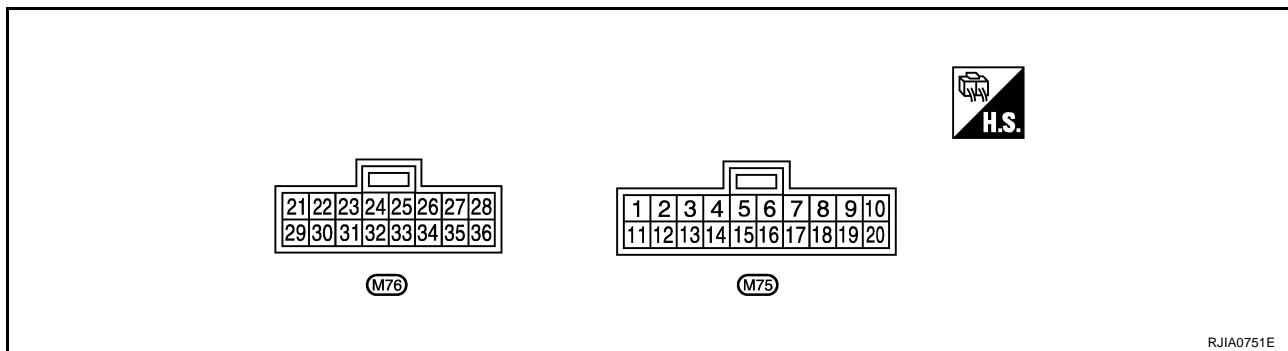
EJS0010P

Measure voltage between each terminal and body ground by following AUTO AMP. INSPECTION TABLE.



RJIA0750E

## PIN CONNECTOR TERMINAL LAYOUT

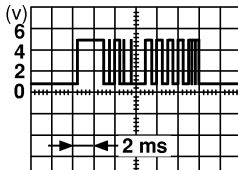
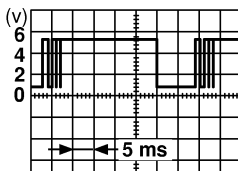
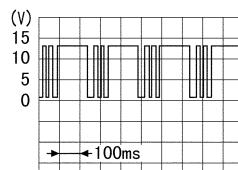
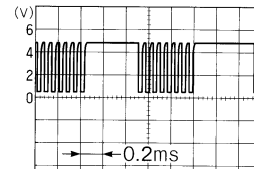


RJIA0751E

## AUTO AMP. INSPECTION TABLE

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION		Voltage (V)
1	OR/B	Intake sensor	-	-	-
2	W/G	Ambient sensor	-	-	-
3	OR/L	In-vehicle sensor	-	-	-
4	L/B	Speed sensor signal	IGN ON	Speedometer: Approx. 40 km/h (25 MPH)	 ELF1080D
5	R/Y	LAN signal	IGN ON	-	 HAK0652D
8	Y	HTA (FICD) switch	IGN ON	When ambient temperature is more than 1°C	Approx. 0
				When ambient temperature is less than 0°C	Approx. 12

# TROUBLE DIAGNOSIS

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION		Voltage (V)
9	L/W	Multiplex communication (Tx) signal A/C amp. → AV	IGN ON	-	 RJIA0212E
10	L/R	Multiplex communication (Rx) signal AV → A/C amp.	IGN ON	-	 RJIA0213E
11	B/Y	Sensor ground	IGN ON	-	Approx. 0
12	OR	Sunload sensor	IGN ON	-	-
17	PU/W	Water temperature sen- sor signal	IGN ON	Engine coolant temperature: Approx. 60°C	 SKIA0056J
18	BR/W	Compressor feed back signal (With gasoline engine)	IGN ON	A/C ON	Approx. 0
				When refrigerant pres- sure sensor connector is disconnected.	Approx. 5
20	L	Multiplex communication (CLK) signal	IGN ON	-	 HAK0363D
21	G/Y	Power supply for mode door, air mix door and intake door motor	IGN ON	-	Approx. 12
22	L/R	Compressor ON signal	IGN ON	Compressor: ON	Approx. 0
				Compressor: OFF	Approx. 5
24	B	Ground	IGN ON	-	Approx. 0
26	R/B	Power supply for BATT	IGN OFF	-	Approx. 12
27	Y/G	Power supply for IGN	IGN ON	-	Approx. 12
29	LG/B	Fan ON signal	IGN ON	Blower fan: ON	Approx. 0
				Blower fan: OFF	Approx. 5
33	L/W	Power supply for ACC	IGN ON	-	Approx. 12



## TROUBLE DIAGNOSIS

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION		Voltage (V)
34	L/B	Blower fan motor feed back signal	IGN ON	Fan speed: Manual 1st	Approx. 8
35	L/Y	Fan control amp. control signal	IGN ON	Fan speed:	Manual 1st - 4th speed Approx. 2.5 - 3.5
				Manual 5th speed	Approx. 9.0


### Self-diagnosis Function DESCRIPTION

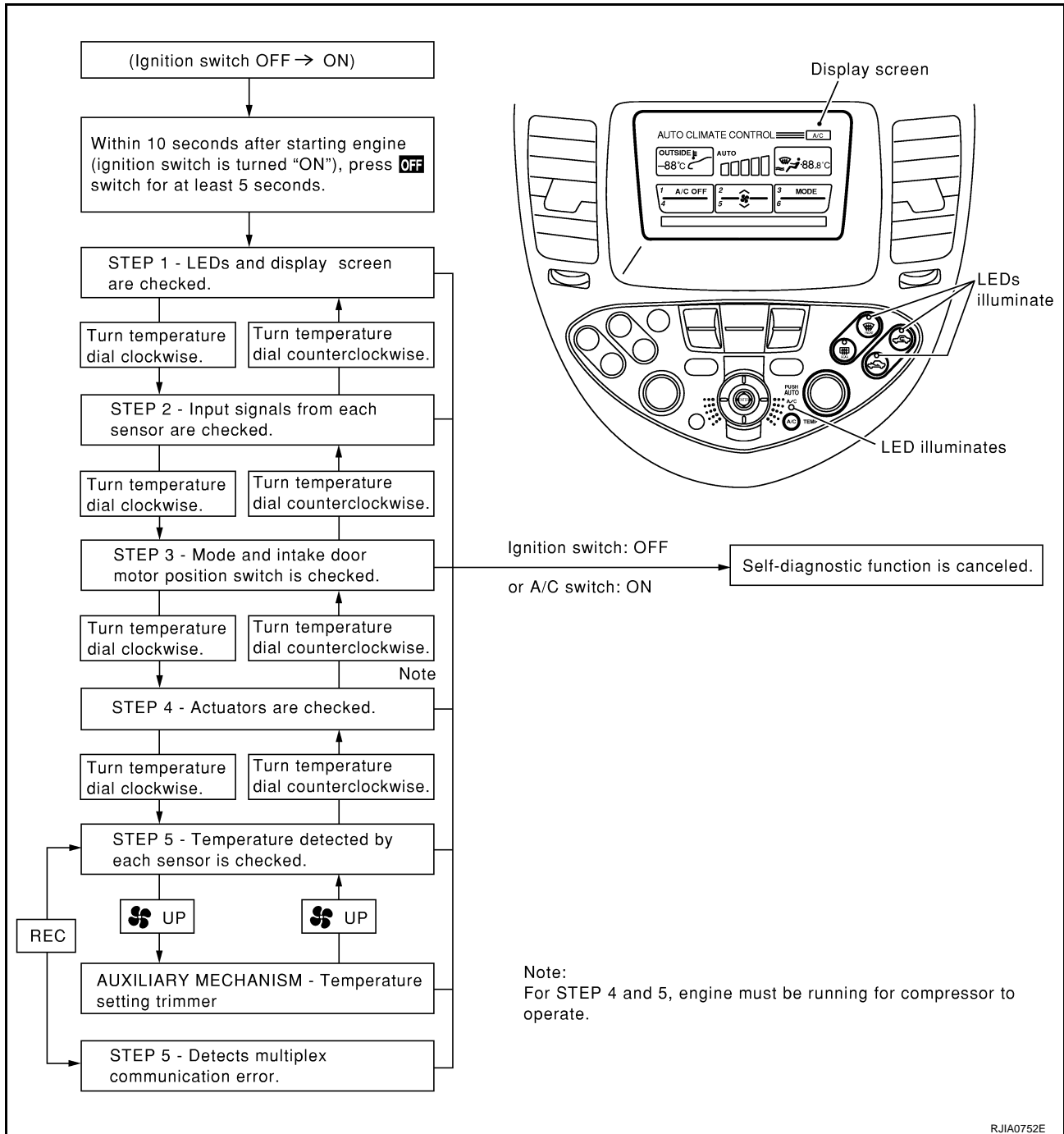
EJS0010Q

The self-diagnostic system diagnoses sensors, door motors, blower motor, etc. by system line. Refer to applicable sections (items) for details. Shifting from normal control to the self-diagnostic system is accomplished by starting the engine (turning the ignition switch from OFF to ON) and pressing OFF switch for at least 5 seconds. The "OFF" switch must be pressed within 10 seconds after starting the engine (ignition switch is turned ON). This system will be canceled by either pressing A/C switch or turning the ignition switch OFF. Shifting from one step to another is accomplished by means of turning temperature dial, as required.

ATC

# TROUBLE DIAGNOSIS

Additionally shifting from STEP 6 to AUXILIARY MECHANISM is accomplished by means of pushing  (fan) UP switch.



# TROUBLE DIAGNOSIS

## FUNCTION CONFIRMATION PROCEDURE

### 1. SET IN SELF-DIAGNOSTIC MODE

Method 1 (Without navigation system, or with navigation system)

1. Turn ignition switch to ON.
2. Within 10 seconds after starting engine (ignition switch is turned ON.), press and hold OFF switch for at least 5 seconds.
3. The self-diagnosis (step 1) should start.

Method 2 (Only with navigation system)

1. Turn OFF the audio system.
2. While pressing "Vehicle Information" switch, turn audio switch (volume adjustment dial) by at least 30 notches.
3. Trouble diagnosis initial screen appears. Using joystick, select "Confirmation and Adjustment". And press "Confirm".
4. Confirmation and adjustment initial screen appears. Using joystick, select "Air-conditioner trouble diagnosis", and press "Confirm" to start self-diagnosis (step 1).

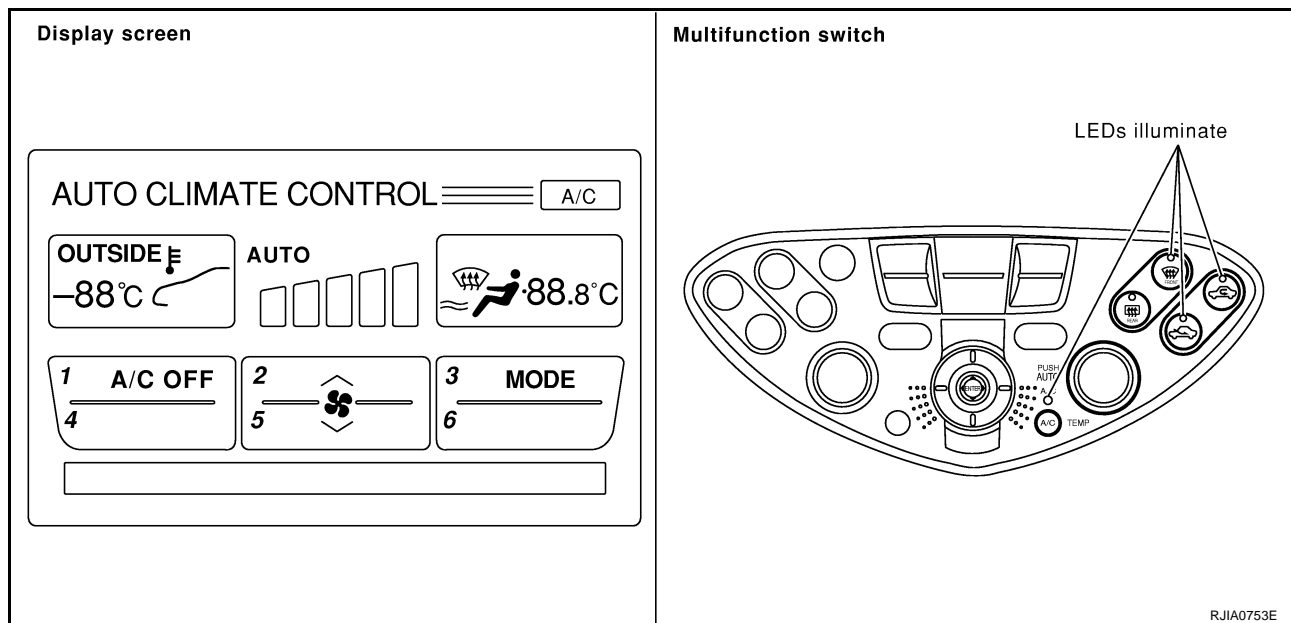
#### CAUTION:

-If battery voltage drops below 12V during step diagnosis 3, actuator speed becomes slower and as a result, the system may generate an error even when operation is normal. To avoid this, start engine before performing this diagnosis.

>> GO TO 2.

### 2. STEP 1 - LEDS AND DISPLAY ARE CHECKED

Check LEDs illuminate and display screen.



Yes or No

- Yes >> GO TO 3.  
No >> Malfunctioning OFF switch or LEDs.  
>> Check multi-function switch.

# TROUBLE DIAGNOSIS

## 3. CHECK TO ADVANCE SELF-DIAGNOSIS STEP 2

1. Turn the temperature dial clockwise.
2. Advance to self-diagnosis STEP 2?

Yes or No

- Yes >> GO TO 4.  
No >> Malfunctioning temperature dial.  
>> Check multi-function switch.

## 4. CHECK TO RETURN SELF-DIAGNOSIS STEP 1

1. Turn the temperature dial counterclockwise.
2. Return to self-diagnosis STEP 1?

Yes or No

- Yes >> GO TO 5.  
No >> Malfunctioning temperature dial.  
>> Check multi-function switch.

## 5. STEP 2 - SENSOR CIRCUITS ARE CHECKED FOR OPEN OR SHORT CIRCUIT

1. Turn the temperature dial clockwise.
2. Does code No.20 appear on the display?

Yes or No

- Yes >> GO TO 6.  
No >> GO TO 14.

**Display (when all sensors are in good order)**

Illuminates 25 seconds after "2" is illuminated.

Illuminates

20

RJIA0219E

## 6. STEP 3 - MODE DOOR AND INTAKE DOOR POSITIONS ARE CHECKED

1. Turn the temperature dial clockwise.
2. Does code No.30 appear on the display?

Yes or No

- Yes >> GO TO 7.  
No >> GO TO 15.

**Display (when all doors are in good order)**

Illuminates 50 seconds after "3" is shown display.

Illuminates

30

RJIA0220E

## 7. STEP 4 - OPERATION OF EACH ACTUATOR IS CHECKED

1. Turn the temperature dial clockwise.
2. Press DEF switch, code No. of each actuator test is indicated on the display.

>> GO TO 8.

Changes from "1" to "6"

Illuminates






41

RJIA1114E

# TROUBLE DIAGNOSIS

## 8. CHECK ACTUATORS

Refer to the following chart and confirm discharge air flow, air temperature, blower motor voltage and compressor operation.

Discharge air flow			
Mode door position	Air outlet/distribution		
	Face	Foot	Defroster
	100%	—	—
	60%	40%	—
	—	80%	20%
	—	65%	35%
	—	—	100%

RHA654FI

	41	42	43	44	45	46
Mode door position	VENT	B/L	B/L	FOOT	D/F	DEF
Intake door position	REC	REC	20% FRE	FRE	FRE	FRE
Air mix door position	FULL COLD	FULL COLD	FULL HOT	FULL HOT	FULL HOT	FULL HOT
Blower fan	Approx. 4.5V	Approx. 10.5V	Approx. 8.5V	Approx. 8.5V	Approx. 8.5V	Approx. 12V
Compressor	ON	ON	OFF	OFF	ON	ON

Checks must be made visually, by listening to any noise, or by touching air outlets with your hand, etc. for improper operation.

### OK or NG

OK >> GO TO 9.

- NG >> ● Air outlet does not change.  
Go to [ATC-57, "Mode Door Motor Circuit"](#) .
- Intake door does not change.  
Go to [ATC-64, "Intake Door Motor Circuit"](#) .
- Blower motor operation is malfunctioning.  
Go to [ATC-67, "Blower Motor Circuit"](#) .
- Magnet clutch does not engage.  
Go to [ATC-73, "Magnet Clutch Circuit"](#) .
- Discharge air temperature does not change.  
Go to [ATC-61, "Air Mix Door Motor Circuit"](#) .


## 9. STEP 5 - TEMPERATURE OF EACH SENSOR IS CHECKED

1. Turn the temperature dial clockwise.
2. Code No.51 appears on the display.

>> GO TO 10.

# TROUBLE DIAGNOSIS

## 10. CHECK AMBIENT SENSOR

Press  (DEF) switch one time, temperature detected by ambient sensor is indicated on the display.

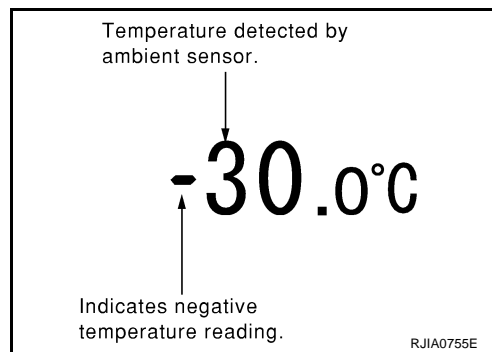
### NOTE:

If temperature shown on display greatly differs from actual temperature, check sensor circuit first, then inspect sensor.


OK or NG

OK >> GO TO 11.

NG >> Go to [ATC-96, "Ambient Sensor Circuit"](#).



## 11. CHECK IN-VEHICLE SENSOR

Press  (DEF) switch the second time, temperature detected by in-vehicle sensor is indicated on the display.

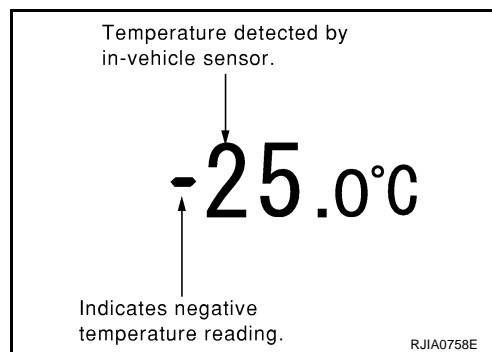
### NOTE:

If temperature shown on display greatly differs from actual temperature, check sensor circuit first, then inspect sensor.


OK or NG

OK >> GO TO 12.

NG >> Go to [ATC-98, "In-vehicle Sensor Circuit"](#).



## 12. CHECK INTAKE SENSOR

Press  (DEF) switch the third time, temperature detected by intake sensor is indicated on the display.

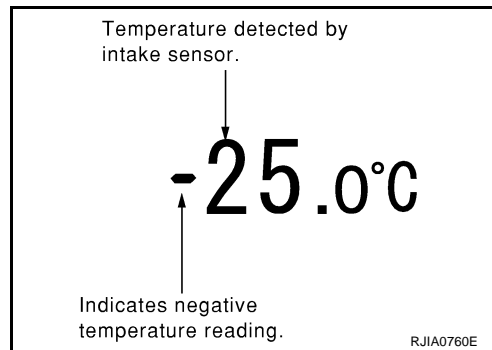
### NOTE:

If temperature shown on display greatly differs from actual temperature, check sensor circuit first, then inspect sensor.

OK or NG

OK >> GO TO 13.

NG >> Go to [ATC-104, "Intake Sensor Circuit"](#).



## 13. CHECK MULTIPLEX COMMUNICATION ERROR



1. Press REC (Recirculation) switch.
2. Multiplex communication error between AV AND NAVI CONTROL UNIT (or DISPLAY) and auto amp. is detected.

(If plural errors occur, the display of each error will blink two times for 0.5 second intervals.)

OK or NG

OK >> 1. Turn ignition switch OFF or (AUTO) switch ON.  
2. END

NG >> Go to [ATC-105, "Multiplex Communication Circuit"](#).

Display	Multiplex communication error
52	In good order
52 	AV AND NAVI CONTROL UNIT or DISPLAY ⇄ Auto amp.
52 	Auto amp. ⇄ AV AND NAVI CONTROL UNIT or DISPLAY

RJA0754E

## TROUBLE DIAGNOSIS

### 14. CHECK MALFUNCTIONING SENSOR

Refer to the following chart for malfunctioning code No.

(If two or more sensors malfunction, corresponding code Nos. blink respectively two times.)

\*1:Conduct self-diagnosis STEP 2 under sunshine.

When conducting indoors, aim a light (more than 60W) at sunload sensor, otherwise Code No.25 will indicate despite that sunload sensor is functioning properly.

Code No.	Malfunctioning sensor (Including circuits)	Reference page
21 / -21	Ambient sensor	*2
22 / -22	In-vehicle sensor	*3
24 / -24	Intake sensor	*4
25 / -25	Sunload sensor	*5
26 / -26	Air mix door motor (LCU) PBR	*6

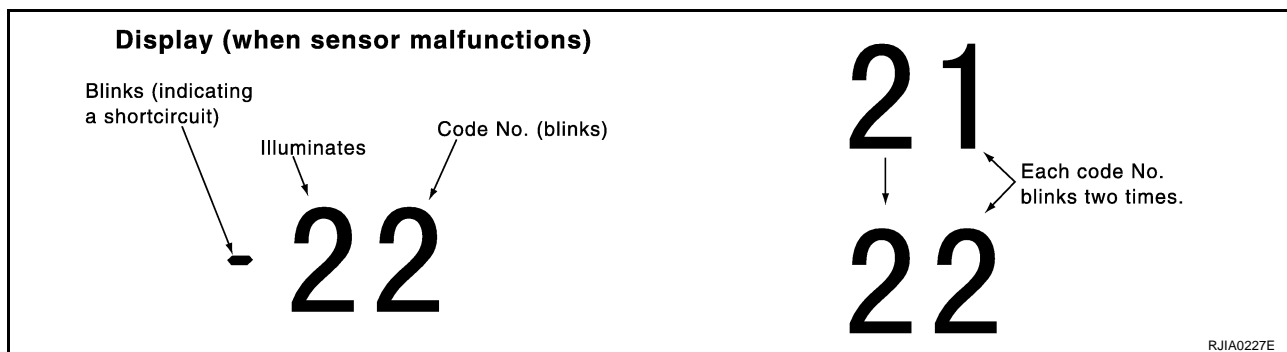
\*2: [ATC-96, "Ambient Sensor Circuit"](#) .

\*3: [ATC-98, "In-vehicle Sensor Circuit"](#) .

\*4: [ATC-104, "Intake Sensor Circuit"](#) .

\*5: [ATC-101, "Sunload Sensor Circuit"](#) .

\*6: [ATC-61, "Air Mix Door Motor Circuit"](#) .



>> INSPECTION END

## TROUBLE DIAGNOSIS

### 15. CHECK MALFUNCTIONING DOOR MOTOR POSITION SWITCH

Mode or (and) intake door motor position switch(es) is (are) malfunctioning.

Code No. *1 *2	Mode or intake door position	Reference page
31	VENT	*3
32	B/L	
34	FOOT	
35	D/F	
36	DEF	
37	FRE	*4
38	20% FRE	
39	REC	

(If two or more mode or intake doors are out of order, corresponding code numbers blink respectively two times.)

\*1:If mode door motor harness connector is disconnected, the following display pattern will appear.

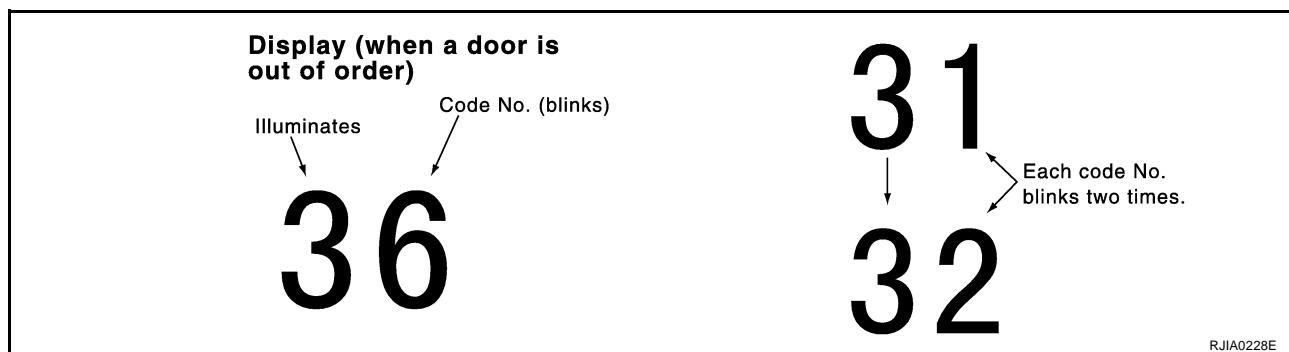
31→32→33→34→35→36→Return to 31

\*2:If intake door motor harness connector is disconnected, the following display pattern will appear.

37→38→39→Return to 37

\*3:[ATC-57, "Mode Door Motor Circuit"](#) .

\*4:[ATC-64, "Intake Door Motor Circuit"](#) .



>> INSPECTION END

### AUXILIARY MECHANISM: TEMPERATURE SETTING TRIMMER

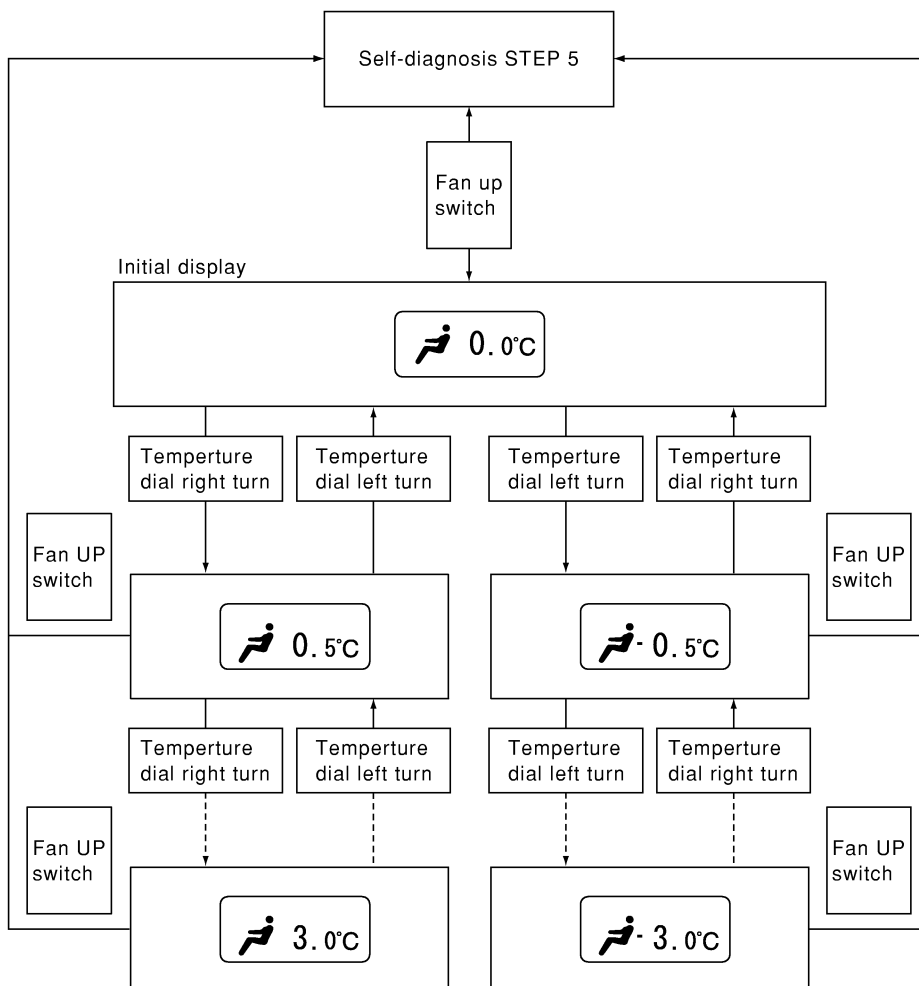
The trimmer compensates for differences in range of  $\pm 3^{\circ}\text{C}$  ( $\pm 6^{\circ}\text{F}$ ) between temperature setting (displayed digitally) and temperature felt by driver.

Operating procedures for this trimmer are as follows:

- Begin Self-diagnosis STEP 5 mode.
- Press (fan) UP switch to set system in auxiliary mode.
- Display shows 61 in auxiliary mechanism. It takes approximately 3 seconds.
- Turn the temperature dial as desired. Temperature will change at a rate of  $1^{\circ}\text{C}$  ( $2^{\circ}\text{F}$ ) each time a dial is turned.



# TROUBLE DIAGNOSIS



RJIA0778E

When battery cable is disconnected, trimmer operation is canceled. Temperature set becomes that of initial condition, i.e. 0°C (0°F).

# TROUBLE DIAGNOSIS

## Operational Check

EJS0010R

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 90°F or 32°C.
2. Press OFF switch.
3. Turn the ignition switch OFF.
4. Turn the ignition switch ON.
5. Press the AUTO switch.
6. Confirm that the set temperature remains at previous temperature.
7. Press OFF switch.

If NG, go to trouble diagnosis procedure for [ATC-95, "Memory Function"](#).

If OK, continue with next check.

### CHECKING BLOWER

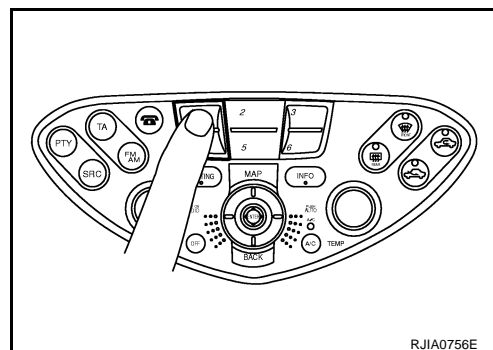
1. Press fan switch (up side) one time. Blower should operate on low speed. The fan symbol should have one blade lit.
2. Press fan switch (up side) one more time, and continue checking blower speed and fan symbol until all speeds are checked.
3. Leave blower on MAX speed.

If NG, go to trouble diagnosis procedure for [ATC-67, "Blower Motor Circuit"](#).

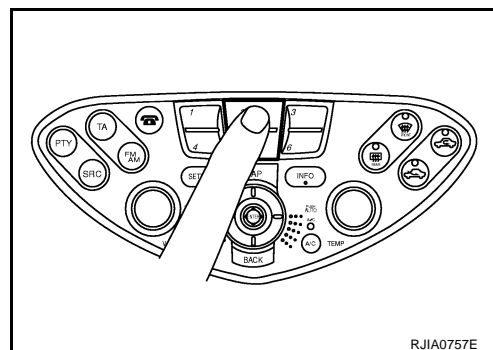
If OK, continue with next check.

### CHECKING DISCHARGE AIR

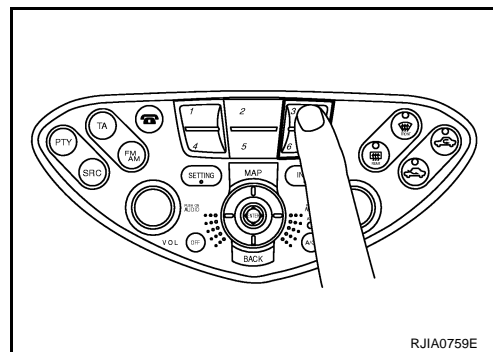
1. Press mode switch four times and DEF button.
2. Each position indicator should change shape.



RJIA0756E



RJIA0757E



RJIA0759E






# TROUBLE DIAGNOSIS

3. Confirm that discharge air comes out according to the air distribution table. Refer to [ATC-28, "Discharge Air Flow"](#) .
- Intake door position is checked in the next step.
- If NG, go to trouble diagnosis procedure for [ATC-57, "Mode Door Motor Circuit"](#) .
- If OK, continue with next check.

## NOTE:

Confirm that the compressor clutch is engaged (visual inspection) and intake door position is at FRESH when the DEF is selected.

Discharge air flow

Mode door position	Air outlet/distribution		
	Face	Foot	Defroster
	100%	—	—
	60%	40%	—
	—	80%	20%
	—	65%	35%
	—	—	100%

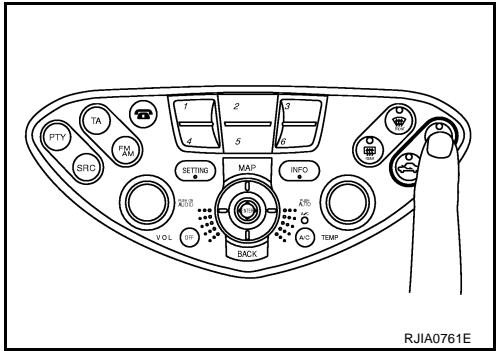
RHA654FI

## CHECKING RECIRCULATION

- Press recirculation (REC) switch one time. Recirculation indicator should illuminate.
- Listen for intake door position change (you should hear blower sound change slightly).

If NG, go to trouble diagnosis procedure for [ATC-64, "Intake Door Motor Circuit"](#) .

If OK, continue with next check.



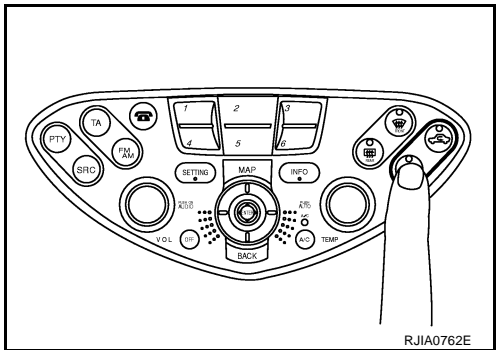
RJIA0761E

## CHECKING FRESH SWITCH

- Press fresh (FRE) switch one time. Fresh switch indicator should illuminate.
- Listen for intake door position change (you should hear blower sound change slightly).

If NG, go to trouble diagnosis procedure for [ATC-64, "Intake Door Motor Circuit"](#) .

If OK, continue with next check.



RJIA0762E

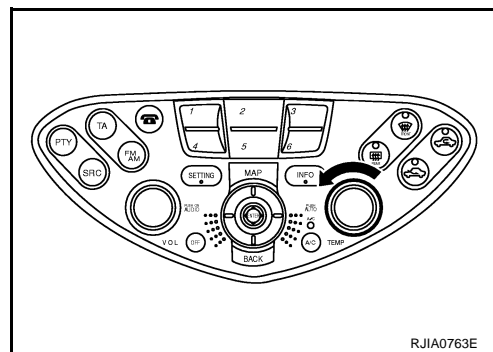
## TROUBLE DIAGNOSIS

### CHECKING TEMPERATURE DECREASE

1. Turn the temperature dial until 18°C (60°F) is displayed.
2. Check for cold air at discharge air outlets.

If NG, go to trouble diagnosis procedure for [ATC-82, "Insufficient Cooling"](#).

If OK, continue with next check.

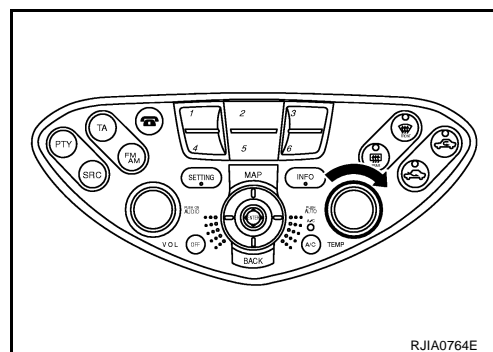


### CHECKING TEMPERATURE INCREASE

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

If NG, go to trouble diagnosis procedure for [ATC-91, "Insufficient Heating"](#).

If OK, continue with next check.

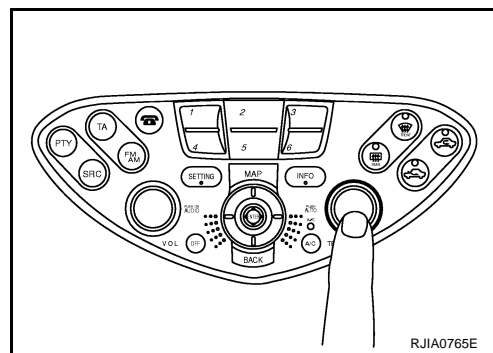


### CHECKING AUTO MODE

1. Press temperature dial.
2. Display should indicate AUTO (not ECON).
  - Confirm that the compressor clutch engages (audio or visual inspection). (Discharge air and blower speed will depend on ambient, in-vehicle, and set temperatures.)

If NG, go to trouble diagnosis procedure for [ATC-53, "Power Supply and Ground Circuit for Auto Amp."](#), then if necessary, trouble diagnosis procedure for [ATC-73, "Magnet Clutch Circuit"](#).

If all operational check are OK (symptom can not be duplicated), go to Incident Simulation Tests in [GI-24, "How to Perform Efficient Diagnosis for an Electrical Incident"](#) and perform tests as outlined to simulate driving conditions environment. If symptom appears, refer to [ATC-30, "SYMPTOM TABLE"](#) and perform applicable trouble diagnosis procedures.



# TROUBLE DIAGNOSIS

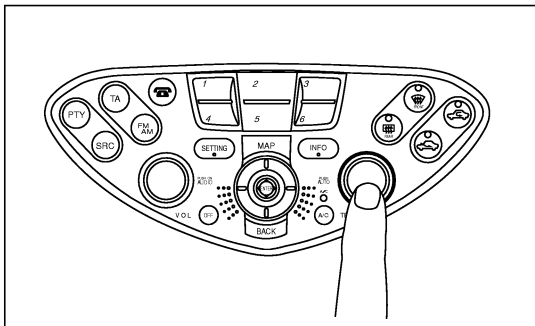
## Power Supply and Ground Circuit for Auto Amp.

EJS0010S

SYMPTOM: A/C system does not come on.

### INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



#### OPERATIONAL CHECK – AUTO mode

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

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

2. Check for any service bulletins.

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

OK

Go to A/C System Circuit. (\*3)

4. Replace auto amp.

RJIA0766E

\*1 [PG-4. "BATTERY POWER SUPPLY — IGNITION SW. IN ANY POSITION"](#)

\*2 [ATC-50. "Operational Check"](#)

\*3 [ATC-54. "DIAGNOSTIC PROCEDURE FOR A/C SYSTEM"](#)

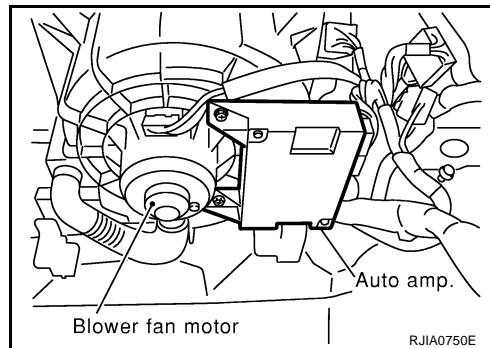
### COMPONENT DESCRIPTION

#### Automatic Amplifier (Auto Amp.)

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

The auto amplifier is unitized with control mechanisms. When the various switches and temperature adjustment dial are operated, data is input to the auto amp. from the AV AND NAVI CONTROL UNIT (or DISPLAY) using multiplex communication.

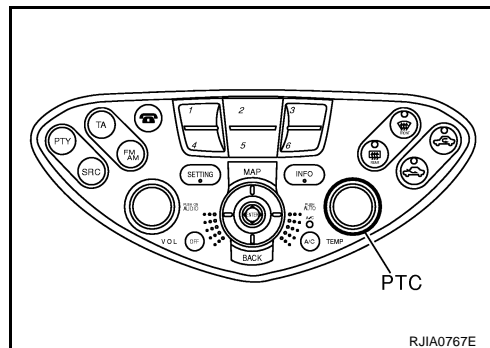
Self-diagnostic functions are also built into auto amplifier to provide quick check of malfunctions in the auto air conditioner system.



RJIA0750E

#### Potentio Temperature Control (PTC)

The PTC is built into the multi-function switch. It 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 turning the temperature dial. The set temperature is displayed.

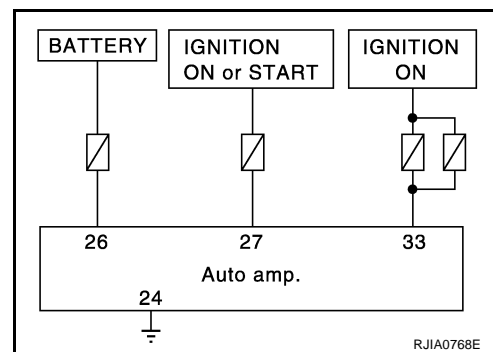


RJIA0767E

# TROUBLE DIAGNOSIS

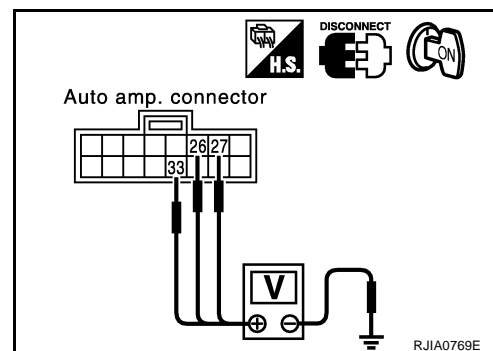
## DIAGNOSTIC PROCEDURE FOR A/C SYSTEM

SYMPTOM: A/C system does not come on.



### 1. CHECK POWER SUPPLY CIRCUIT FOR AUTO AMP.

Terminal		Ignition switch position			
(+)		(-)	OFF	ACC	ON
Auto amp. connector	Terminal No. (Wire color)				
M76	26 (R/B)	Ground	Approx. 12V	Approx. 12V	Approx. 12V
	27 (Y/G)		Approx. 0V	Approx. 0V	Approx. 12V
	33 (L/W)		Approx. 0V	Approx. 12V	Approx. 12V



OK or NG

OK >> GO TO 2.

NG >> Check 10A fuses (Nos. 10 and 12) and 15A fuses (Nos. 14 and 16) located in the fuse block.

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

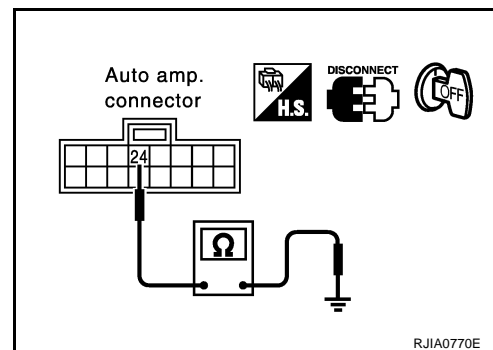
### 2. CHECK BODY GROUND CIRCUIT FOR AUTO AMP.

Terminal			Continuity
(+)		(-)	
Auto amp. con- nector	Terminal No. (Wire color)		
M76	24 (B)	Ground	Yes

Yes or No

Yes >> Replace auto amp. INSPECTION END

No >> Repair or replace harness.

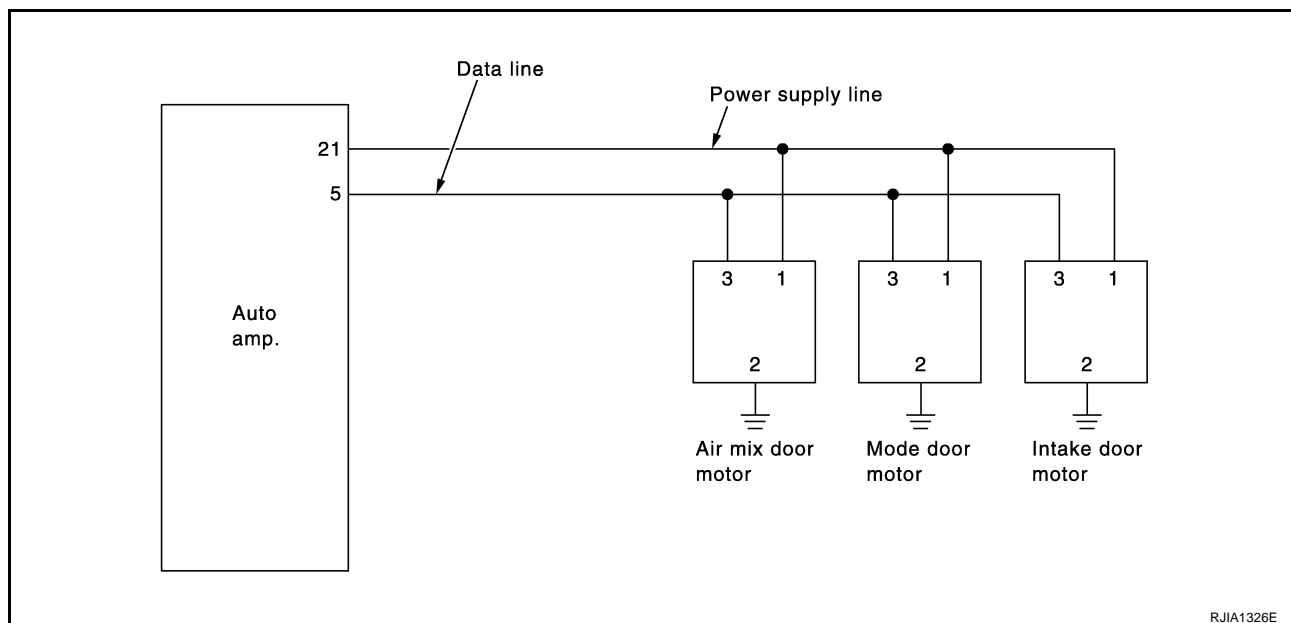


# TROUBLE DIAGNOSIS

## LAN System Circuit

EJS0010T

SYMPTOM: Mode door motor, intake door motor and/or air mix door motor does not operate normally.



RJIA1326E

### DIAGNOSTIC PROCEDURE FOR LAN SYSTEM CIRCUIT

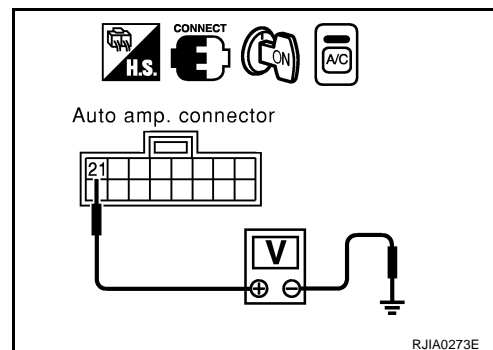
#### 1. CHECK POWER SUPPLY FOR AUTO AMP. (LCU) SIDE

Terminal		Voltage
(+)	(-)	
Auto amp. connector	Terminal No. (Wire color)	
M76	21 (G/Y)	Ground
		Approx. 12V

OK or NG

OK >> GO TO 2.

NG >> Replace auto amp.(LCU).



RJIA0273E

#### 2. CHECK SIGNAL FOR AUTO AMP. (LCU) SIDE

Confirm A/C LAN signal using an oscilloscope.

Terminal		Voltage
(+)	(-)	
Auto amp. connector	Terminal No. (Wire color)	
M75	5 (R/Y)	Ground

HAK0652D

OK or NG

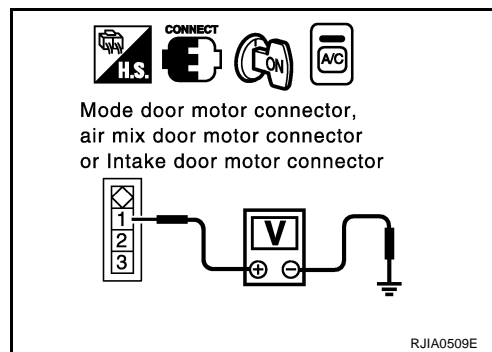
OK >> GO TO 3.

NG >> Replace auto amp.(LCU)

# TROUBLE DIAGNOSIS

## 3. CHECK POWER SUPPLY FOR MOTOR SIDE

Door motor	Terminal		(-)	Voltage
	(+)			
	Connector	Terminal No. (Wire color)		
Mode	M44	1 (G/Y)	Ground	Approx. 12V
Air mix	M40	1 (G/Y)		
Intake	M73	1 (G/Y)		



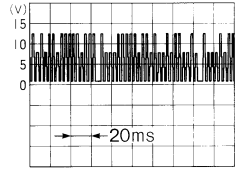
OK or NG

OK >> GO TO 4.

NG >> Replace harness or connector.

## 4. CHECK SIGNAL FOR MOTOR SIDE

Confirm A/C LAN signal using an oscilloscope.

Door motor	Terminal		(-)	Voltage
	(+)			
	Connector	Terminal No. (Wire color)		
Mode	M44	3 (R/Y)	Ground	
Air mix	M40	3 (R/Y)		
Intake	M73	3 (R/Y)		

HAK0652D

HAK0652D

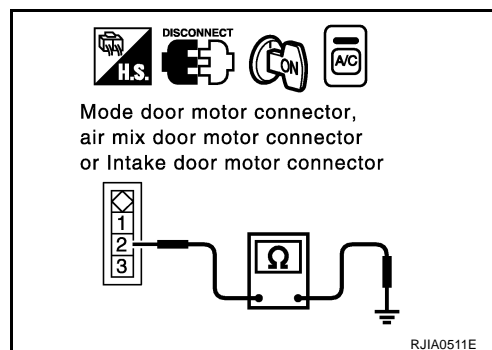
OK or NG

OK >> GO TO 5.

NG >> Replace harness or connector.

## 5. CHECK MOTOR GROUND CIRCUIT

Door motor	Terminal		(-)	Continuity
	(+)			
	Connector	Terminal No. (Wire color)		
Mode	M44	2 (B)	Ground	Yes
Air mix	M40	2 (B)		
Intake	M73	2 (B)		



OK or NG

OK >> GO TO 6.

NG >> Replace harness or connector.



## 6. CHECK MOTOR OPERATION

Disconnect and reconnect the motor connector and confirm the motor operation.

OK or NG

- OK     >> (Return to operate normally.)
- Poor contacting the motor connector
- NG     >> (Does not operate normally.)
- GO TO 7

## 7. CHECK MODE DOOR MOTOR OPERATION

1. Disconnect mode door motor and air mix door motor connector.
2. Reconnect mode door motor connector and confirm the mode door motor operation.

OK or NG

- OK     >> (Mode door motor operates normally.)
- GO TO 8
- NG     >> (Mode door motor does not operate normally.)
- Replace the mode door motor.

## 8. CHECK AIR MIX DOOR MOTOR OPERATION

1. Disconnect mode door motor connector.
2. Reconnect air mix door motor connector and confirm the air mix door motor operation.

OK or NG

- OK     >> (Air mix door motor operates normally.)
- GO TO 9
- NG     >> (Air mix door motor does not operate normally.)
- Replace the air mix door motor.

## 9. CHECK INTAKE DOOR MOTOR OPERATION

1. Disconnect air mix door motor connector.
2. Reconnect intake door motor connector and confirm the intake door motor operation.

OK or NG

- OK     >> (Intake door motor operates normally.)
- Replace auto amp.
- NG     >> (Intake door motor does not operate normally.)
- Replace intake door motor.

## Mode Door Motor Circuit

EJS001WO

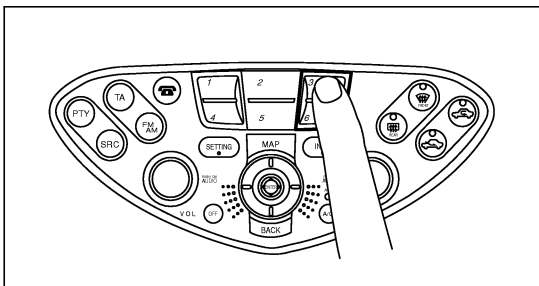
SYMPTOM:

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

# TROUBLE DIAGNOSIS

## INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



### OPERATIONAL CHECK – Discharge air

- Press mode switch four times and DEF button.
- Each position indicator should change shape.

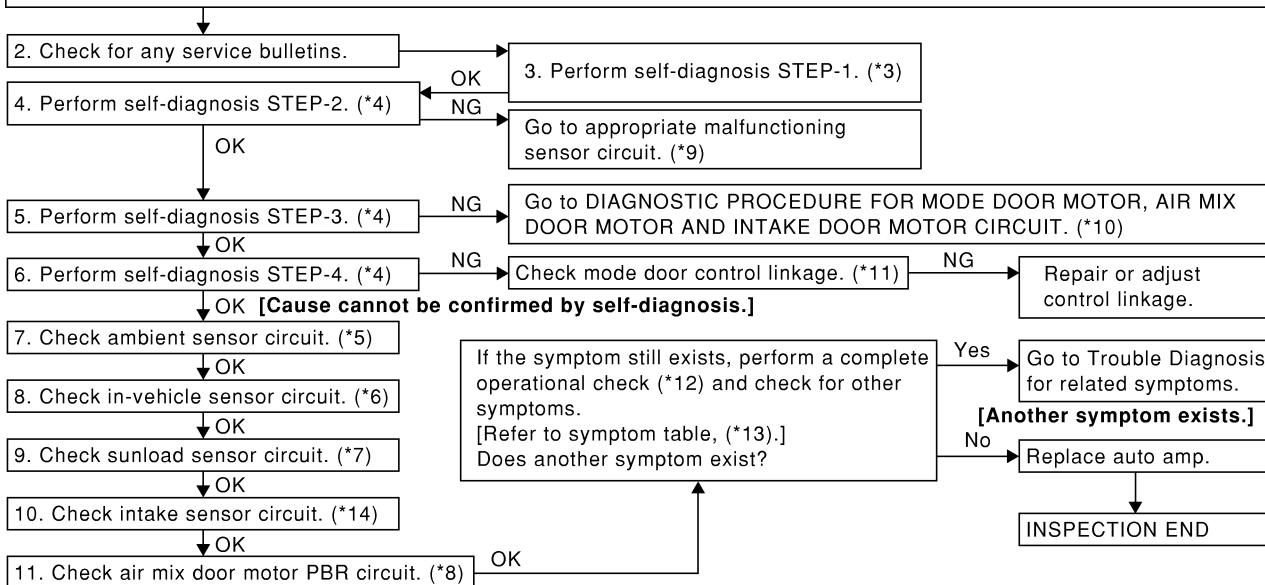
### Discharge air flow

Mode door position	Air outlet/distribution		
	Face	Foot	Defroster
	100%	—	—
	60%	40%	—
	—	80%	20%
	—	65%	35%
	—	—	100%

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

### NOTE:

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



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

\*2 [ATC-50, "Operational Check"](#)

\*3 [ATC-41, "Self-diagnosis Function"](#), see No.1

\*4 [ATC-41, "Self-diagnosis Function"](#), see No. 5

\*5 [ATC-96, "Ambient Sensor Circuit"](#)

\*6 [ATC-98, "In-vehicle Sensor Circuit"](#)

\*7 [ATC-101, "Sunload Sensor Circuit"](#)

\*8 [ATC-61, "Air Mix Door Motor Circuit"](#)

\*9 [ATC-41, "Self-diagnosis Function"](#), see No.14

\*10 [ATC-55, "LAN System Circuit"](#)

\*11 [ATC-60, "COMPONENT DESCRIPTION"](#)

\*12 [ATC-50, "Operational Check"](#)

\*13 [ATC-30, "SYMPTOM TABLE"](#)

\*14 [ATC-104, "Intake Sensor Circuit"](#)

# TROUBLE DIAGNOSIS

## SYSTEM DESCRIPTION

### Component Parts

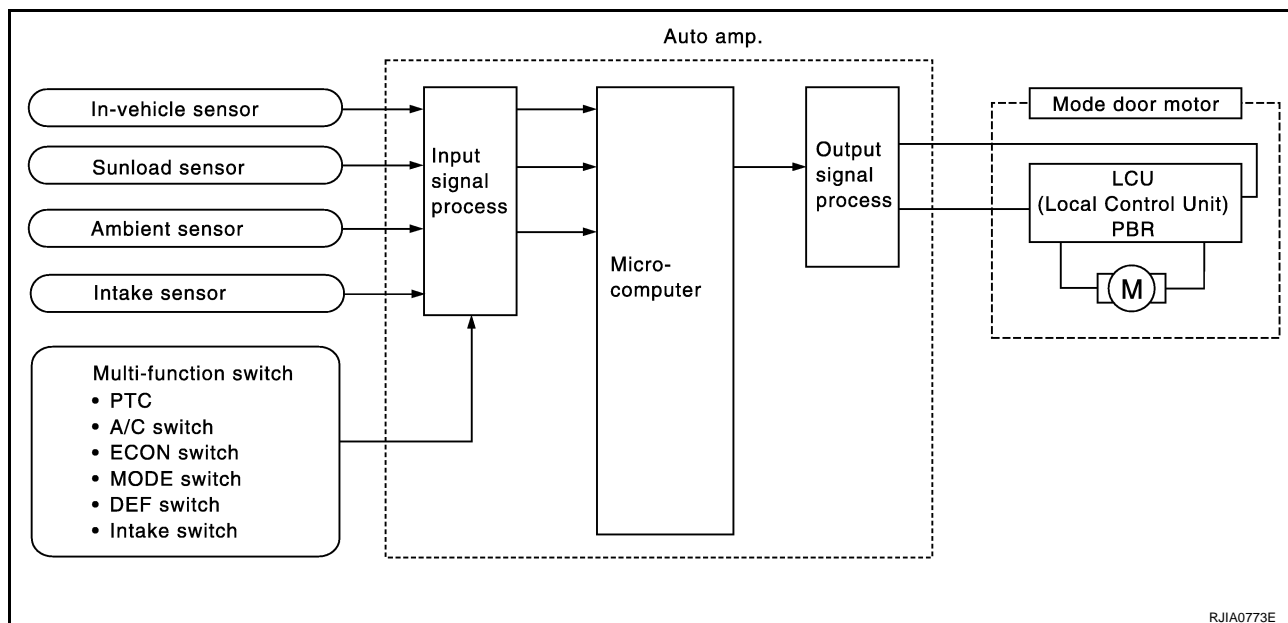
Mode door control system components are:

- Auto amp.
- Mode door motor (LCU)
- A/C LAN system (PBR built-in air mix door motor, mode door motor and intake door motor)
- In-vehicle sensor
- Ambient sensor
- Sunload sensor
- Intake sensor

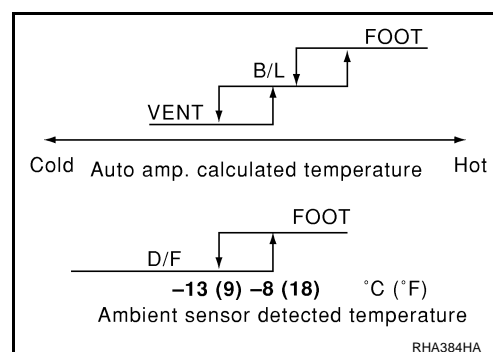
### System Operation

The auto amplifier receives data from each of the sensors. The amplifier sends air mix door, mode door and intake door opening angle data to the air mix door motor LCU, mode door motor LCU and intake door motor LCU.

The air mix door motor, mode door motor and intake door motor read their respective signals according to the address signal. Opening angle indication signals received from the auto amplifier and each of the motor position sensors are compared by the LCUs in each motor with the existing decision and opening angles. Subsequently, HOT/COLD or DEFROST/VENT or FRESH/RECIRCULATION operation is selected. The new selection data is returned to the auto amplifier.



### Mode Door Control Specification

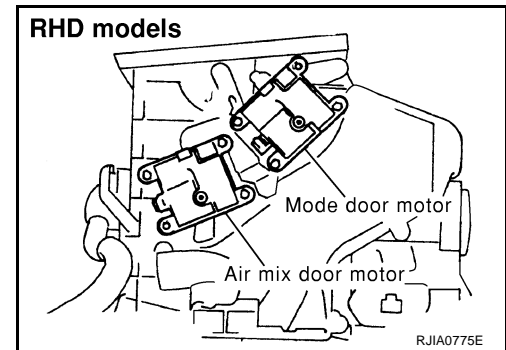
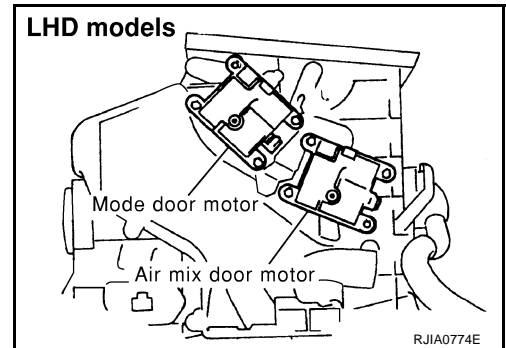


# TROUBLE DIAGNOSIS

## COMPONENT DESCRIPTION

### Mode Door Motor

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



## DIAGNOSTIC PROCEDURE FOR MODE DOOR

SYMPTOM: Mode door motor does not operate normally.

Perform diagnostic procedure for LAN system circuit. Refer to [ATC-55, "LAN System Circuit"](#).

# TROUBLE DIAGNOSIS

## Air Mix Door Motor Circuit

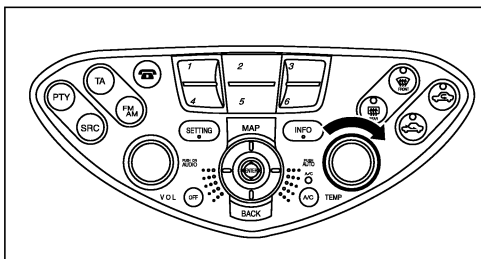
EJS001WP

### SYMPTOM:

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

### INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



#### OPERATIONAL CHECK

##### Temperature increase

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

##### Temperature decrease

- Turn the temperature dial counterclockwise until 18°C (60°F) is displayed.
- Check for cold air at discharge air outlets.

If OK (symptom cannot be duplicated), perform complete operational check (\*8).  
If NG (symptom is confirmed), continue with STEP-2 following.

2. Check for any service bulletins.

3. Perform self-diagnosis STEP-1. (\*1)

OK

4. Perform self-diagnosis STEP-2. (\*12)

NG

Go to appropriate malfunctioning sensor circuit. (\*6)

OK

5. Perform self-diagnosis STEP-4. (\*12)

NG

Go to LAN system circuit. (\*7)

OK [Cause cannot be confirmed by self-diagnosis.]

6. Check ambient sensor circuit. (\*2)

OK

7. Check in-vehicle sensor circuit. (\*3)

OK

8. Check sunload sensor circuit. (\*4)

OK

9. Check intake sensor circuit. (\*11)

OK

10. Check air mix door motor PBR circuit. (\*5)

OK

If the symptom still exists, perform a complete operational check (\*9) and check for other symptoms. [Refer to symptom table, (\*10).] Does another symptom exist?

Yes

Go to Trouble Diagnosis for related symptom.

Another symptom exists.

No

Replace auto amp.

INSPECTION END

RJIA0776E

\*1 [ATC-41, "Self-diagnosis Function"](#), see No.1

\*2 [ATC-96, "Ambient Sensor Circuit"](#)

\*3 [ATC-98, "In-vehicle Sensor Circuit"](#)

\*4 [ATC-101, "Sunload Sensor Circuit"](#)

\*5 [ATC-61, "Air Mix Door Motor Circuit"](#)

\*6 [ATC-41, "Self-diagnosis Function"](#), see No. 14.

\*7 [ATC-55, "LAN System Circuit"](#)

\*8 [ATC-50, "Operational Check"](#)

\*9 [ATC-50, "Operational Check"](#)

\*10 [ATC-30, "SYMPTOM TABLE"](#)

\*11 [ATC-104, "Intake Sensor Circuit"](#)

\*12 [ATC-41, "Self-diagnosis Function"](#), see No. 7

# TROUBLE DIAGNOSIS

## SYSTEM DESCRIPTION

### Component Parts

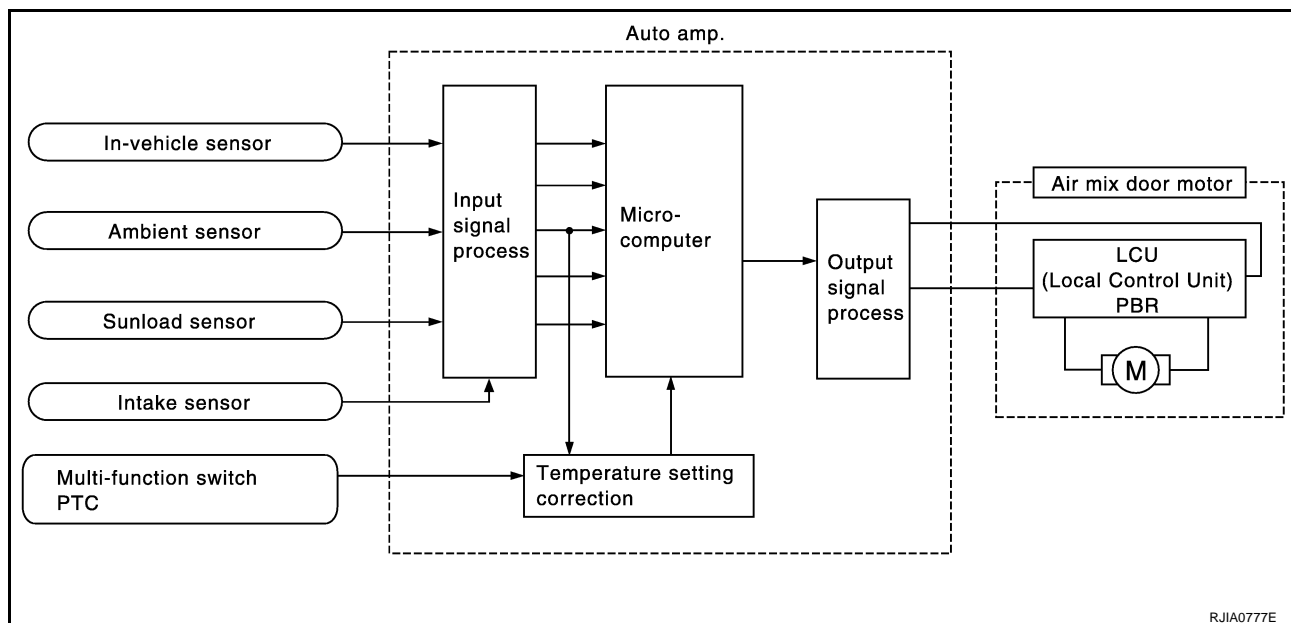
Air mix door control system components are:

- Auto amp.
- Air mix door motor (LCU)
- A/C LAN system (PBR built-in air mix door motor, mode door motor and intake door motor)
- In-vehicle sensor
- Ambient sensor
- Sunload sensor
- Intake sensor

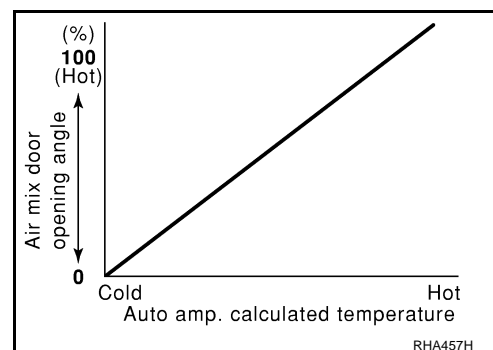
### System Operation

The auto amplifier receives data from each of the sensors. The amplifier sends air mix door, mode door and intake door motor opening angle data to the air mix door motor LCU, mode door motor LCU and intake door motor LCU.

The air mix door motor, mode door motor and intake door motor read their respective signals according to the address signal. Opening angle indication signals received from the auto amplifier and each of the motor position sensors are compared by the LCUs in each motor with the existing decision and opening angles. Subsequently, HOT/COLD or DEFROST/VENT or FRESH/RECIRCULATION operation is selected. The new selection data is returned to the auto amplifier.



### Air Mix Door Control Specification

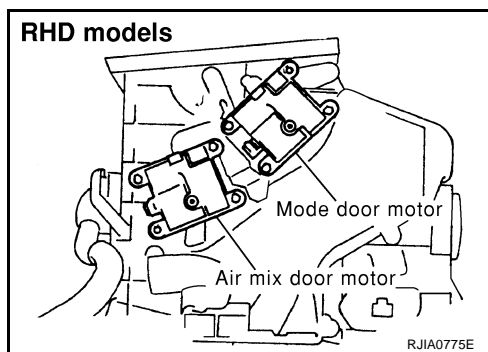
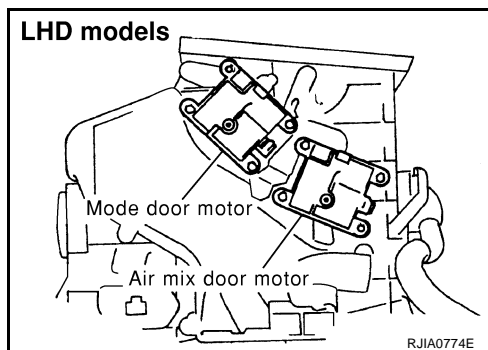


# TROUBLE DIAGNOSIS

## COMPONENT DESCRIPTION

### Air Mix Door Motor

The air mix door motor is attached to the heater & cooling unit. It rotates so that the air mix door is opened or closed to a position set by the auto amplifier. The air mix door position is then fed back to the auto amplifier by PBR built-in air mix door motor.



## DIAGNOSTIC PROCEDURE FOR AIR MIX DOOR MOTOR

SYMPTOM: Discharge air temperature does not change.

Perform diagnostic procedure for LAN system circuit. Refer to [ATC-55. "LAN System Circuit"](#).

# TROUBLE DIAGNOSIS

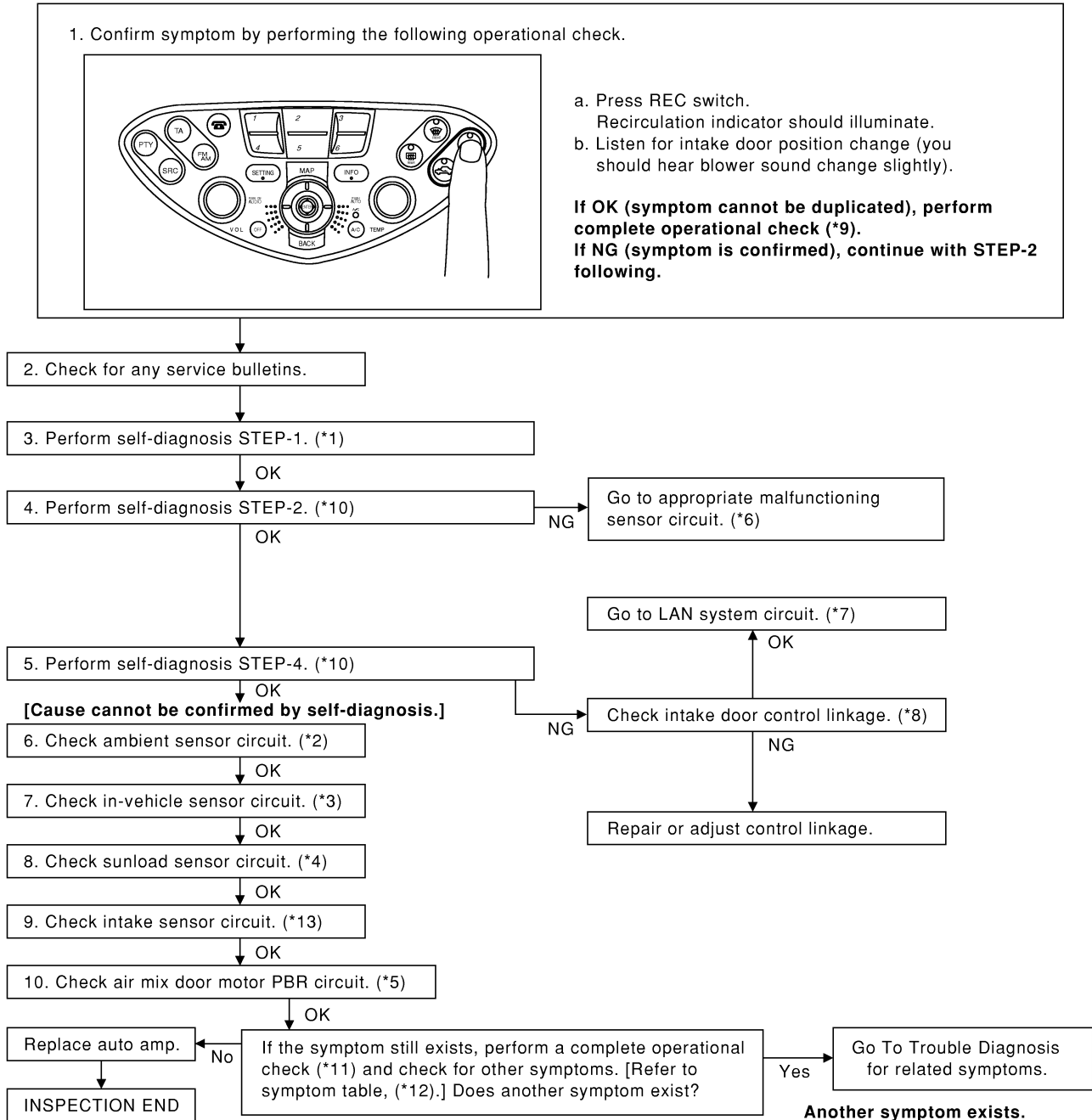
EJS001WQ

## Intake Door Motor Circuit

### SYMPTOM:

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

### INSPECTION FLOW



RJIA0780E

- \*1 [ATC-41, "Self-diagnosis Function"](#), see No.1
- \*2 [ATC-96, "Ambient Sensor Circuit"](#)
- \*3 [ATC-98, "In-vehicle Sensor Circuit"](#)
- \*4 [ATC-101, "Sunload Sensor Circuit"](#)
- \*5 [ATC-61, "Air Mix Door Motor Circuit"](#)
- \*6 [ATC-41, "Self-diagnosis Function"](#), see No. 14.
- \*7 [ATC-55, "LAN System Circuit"](#)
- \*8 [ATC-65, "COMPONENT DESCRIPTION"](#)
- \*9 [ATC-50, "Operational Check"](#)



# TROUBLE DIAGNOSIS

\*10 [ATC-41, "Self-diagnosis Function"](#),  
see No.5 or 7

\*11 [ATC-50, "Operational Check"](#)

\*12 [ATC-30, "SYMPTOM TABLE"](#)

\*13 [ATC-104, "Intake Sensor Circuit"](#)

## SYSTEM DESCRIPTION

### Component Parts

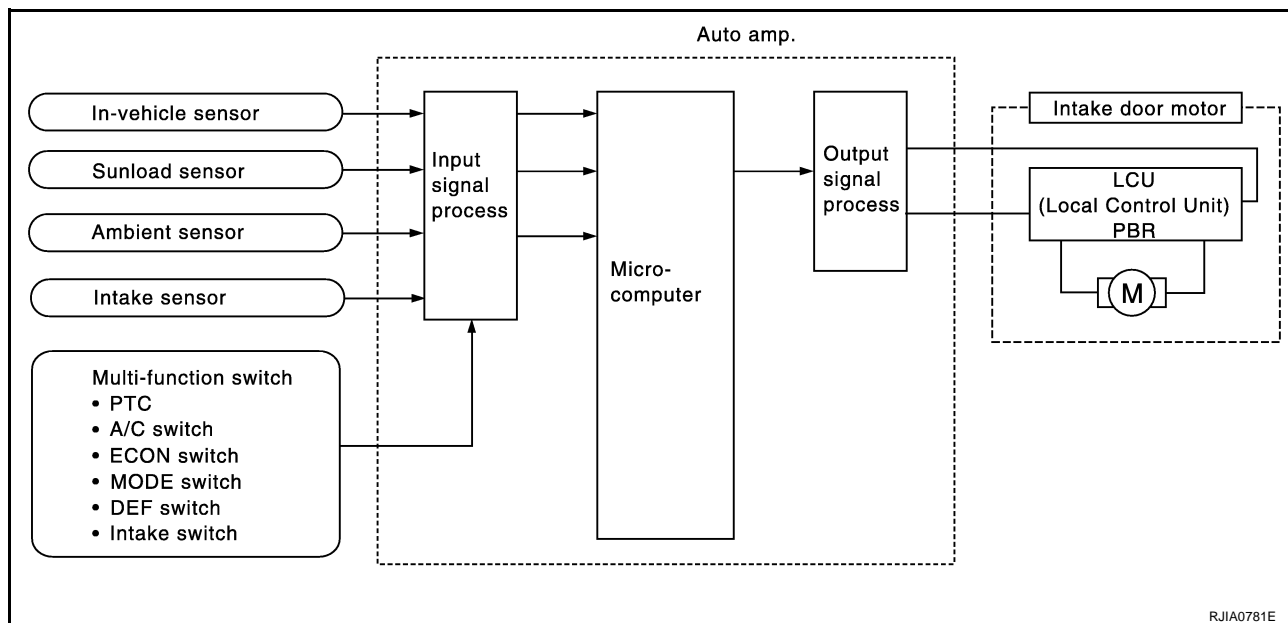
Intake door control system components are:

- Auto amp.
- Intake door motor (LCU)
- A/C LAN system (PBR built-in air mix door motor, mode door motor and intake door motor)
- In-vehicle sensor
- Ambient sensor
- Sunload sensor
- Intake sensor

### System Operation

The auto amplifier receives data from each of the sensors. The amplifier sends air mix door, mode door and intake door motor opening angle data to the air mix door motor LCU, mode door motor LCU and intake door motor LCU.

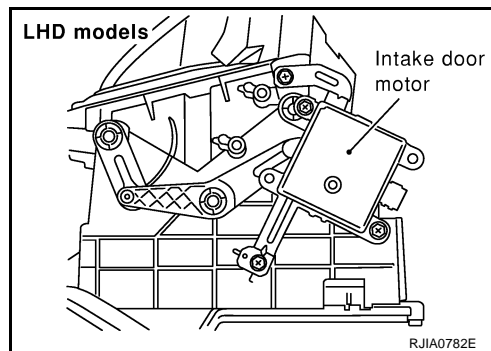
The air mix door motor, mode door motor and intake door motor read their respective signals according to the address signal. Opening angle indication signals received from the auto amplifier and each of the motor position sensors are compared by the LCUs in each motor with the existing decision and opening angles. Subsequently, HOT/COLD or DEFROST/VENT or FRESH/RECIRCULATION operation is selected. The new selection data is returned to the auto amplifier.



## COMPONENT DESCRIPTION

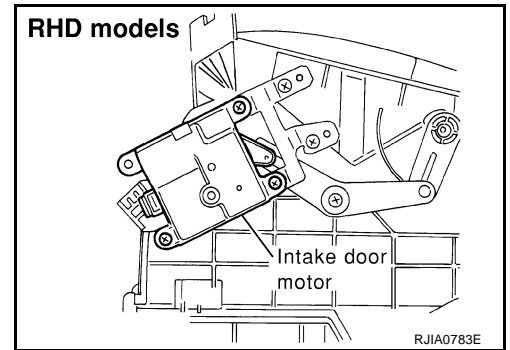
### Intake Door Motor

The intake door motor is attached to the intake unit. It rotates so that air is drawn from inlets set by the auto amplifier. Motor rotation is conveyed to a lever which activates the intake door.



## TROUBLE DIAGNOSIS

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### DIAGNOSTIC PROCEDURE FOR INTAKE DOOR MOTOR

SYMPTOM: Intake door motor does not operate normally.

Perform diagnostic procedure for LAN system circuit. Refer to [ATC-55, "LAN System Circuit"](#) .

# TROUBLE DIAGNOSIS

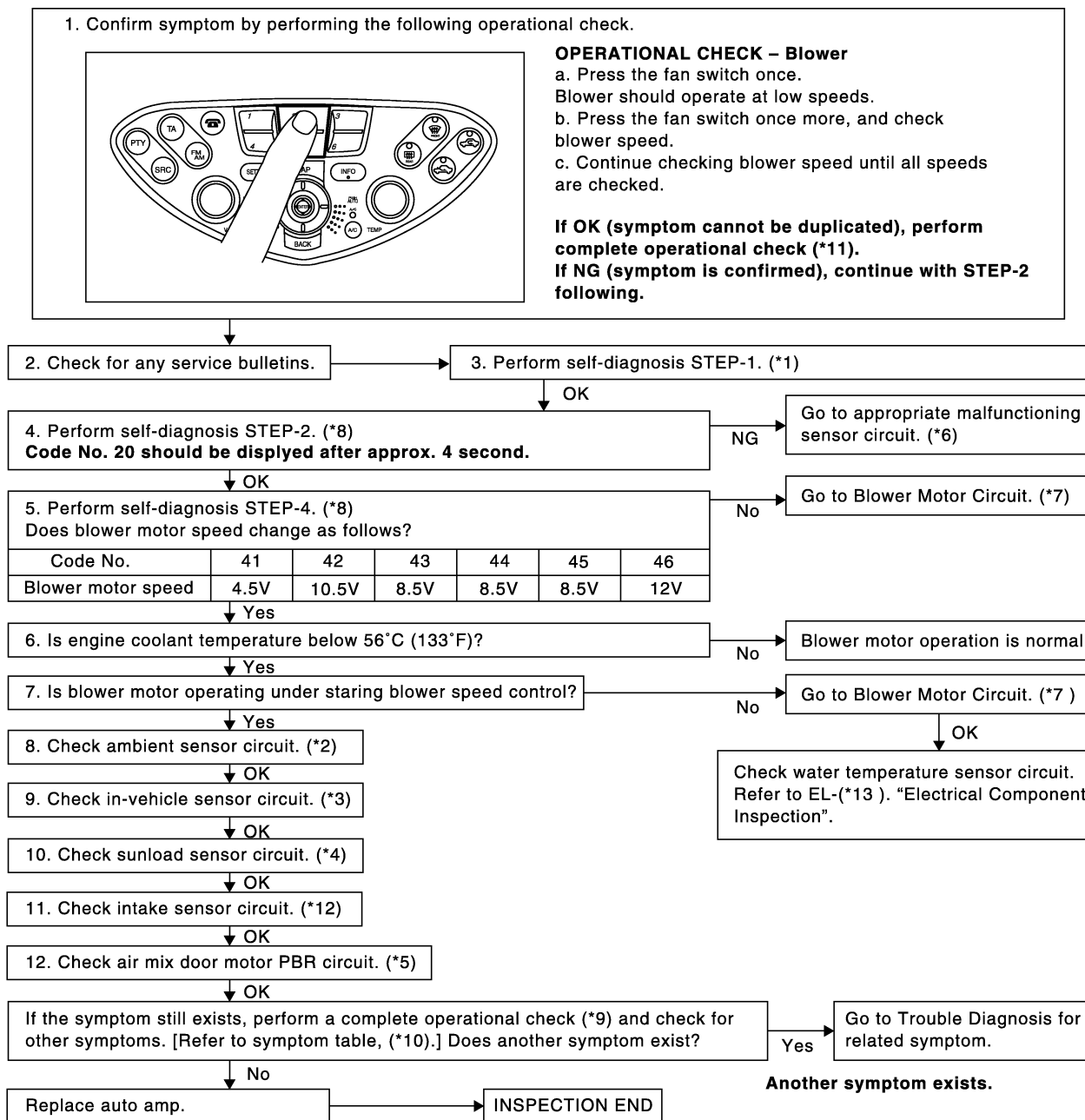
## Blower Motor Circuit

EJS001WN

### SYMPTOM:

- Blower motor operation is malfunctioning.
- Blower motor operation is malfunctioning under out of starting fan speed control.

### INSPECTION FLOW



\*1 [ATC-41, "Self-diagnosis Function"](#)

\*4 [ATC-101, "Sunload Sensor Circuit"](#)

\*7 [ATC-67, "Blower Motor Circuit"](#)

\*2 [ATC-96, "Ambient Sensor Circuit"](#)

\*5 [ATC-61, "Air Mix Door Motor Circuit"](#)

\*8 [ATC-41, "Self-diagnosis Function"](#), see No.5 or 7.

\*3 [ATC-98, "In-vehicle Sensor Circuit"](#)

\*6 [ATC-41, "Self-diagnosis Function"](#), see No.14.

\*9 [ATC-50, "Operational Check"](#)

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# TROUBLE DIAGNOSIS

\*10 [ATC-30, "SYMPTOM TABLE"](#)

\*11 [ATC-50, "Operational Check"](#)

\*12 [ATC-104, "Intake Sensor Circuit"](#)

\*13 OR engine (With EURO-OBD): [EC-1133, "DTC P0117, P0118 ECT SENSOR"](#)

QR engine (Without EURO-OBD): [EC-1572, "DTC P0117, P0118 ECT SENSOR"](#)

QG engine (With EURO-OBD): [EC-193, "DTC P0117, P0118 ECT SENSOR"](#)

QG engine (Without EURO-OBD): [EC-708, "DTC P0117, P0118 ECT SENSOR"](#)

YD engine: [EC-1857, "DTC P0115 ENGINE COOLANT TEMPERATURE \(ECT\) SENSOR \(CIRCUIT\)"](#)

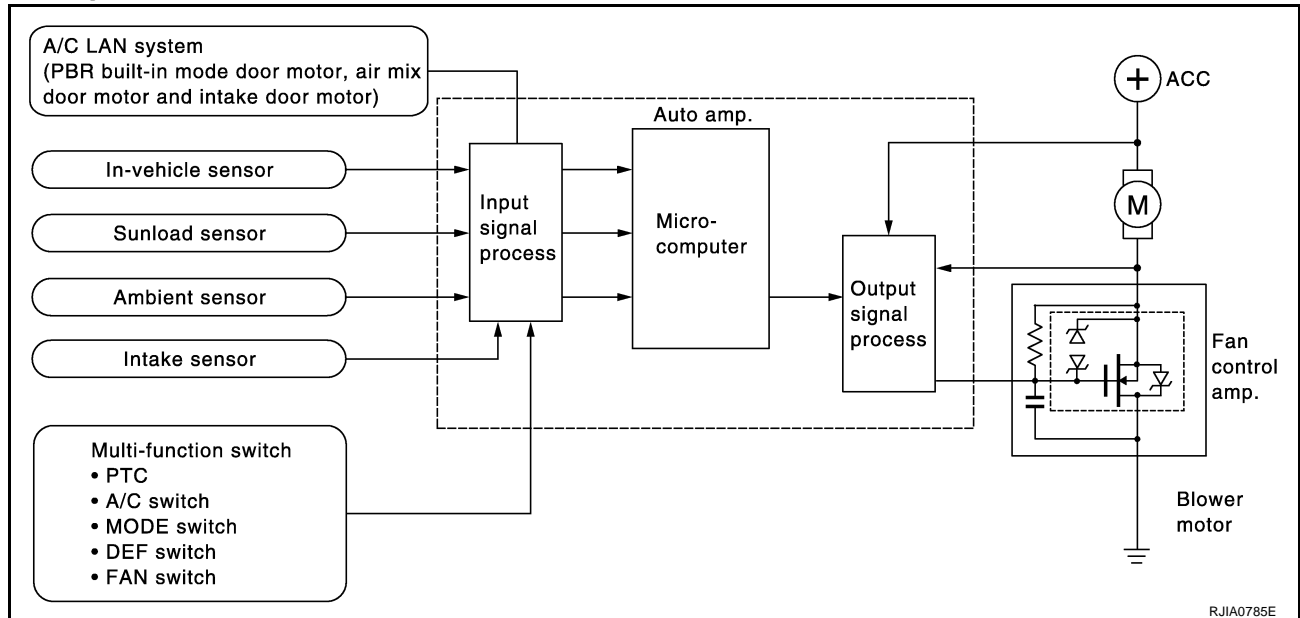
## SYSTEM DESCRIPTION

### Component Parts

Fan speed control system components are:

- Auto amp.
- A/C LAN system (PBR built-in air mix door motor, mode door motor and intake door motor)
- Fan control amp.
- In-vehicle sensor
- Ambient sensor
- Sunload sensor
- Intake sensor

### System Operation



### Automatic Mode

In the automatic mode, the blower motor speed is calculated by the automatic amplifier based on input from the PBR, in-vehicle sensor, sunload sensor, intake sensor and ambient sensor.

The blower motor applied voltage ranges from approximately 4 volts (lowest speed) to 12 volts (highest speed).

The control blower speed (in the range of 4 to 12V), the automatic amplifier supplies a gate voltage to the fan control amplifier. Based on this voltage, the fan control amplifier controls the voltage supplied to the blower motor.

### Starting Fan Speed Control

Start Up From COLD SOAK Condition (Automatic mode)

## TROUBLE DIAGNOSIS

In a cold start up condition where the engine coolant temperature is below 56°C (133°F), the blower will not operate for a short period of time (up to 150 seconds). The exact start delay time varies depending on the ambient and engine coolant temperature.

In the most extreme case (very low ambient) the blower starting delay will be 150 seconds as described above. After this delay, the blower will operate at low speed until the engine coolant temperature rises above 56°C (133°F), at which time the blower speed will increase to the objective speed.

### Start Up From Normal or HOT SOAK Condition (Automatic mode)

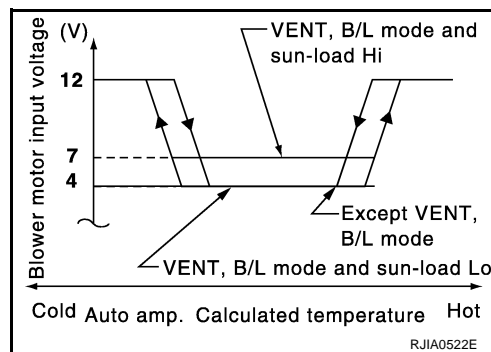
The blower will begin operation momentarily after the A/C button is pushed. The blower speed will gradually rise to the objective speed over a time period of 3 seconds or less (actual time depends on the objective blower speed).

### 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 low speed will vary depending on the sunload. During conditions of low or no sunload, the blower low speed is normal low speed (approx. 4V). During high sunload conditions, the auto amp causes the blower fan speed to increase. (Approx. 7V)

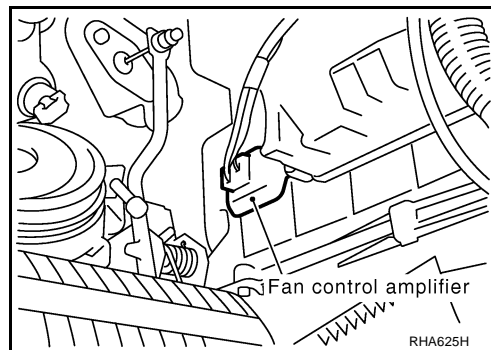
### Fan Speed Control Specification



## COMPONENT DESCRIPTION

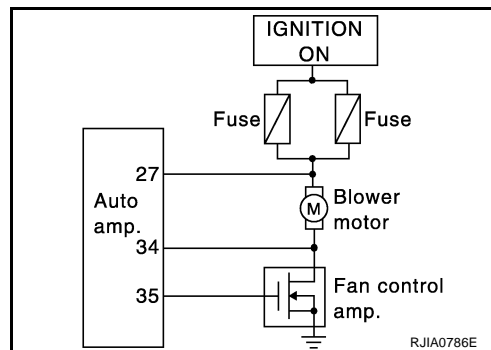
### Fan Control Amplifier

The fan control amplifier is located on the heater & cooling unit. The fan control amp. receives a gate voltage from the auto amp. to steplessly maintain the blower fan motor voltage in the 4 to 12 volt range.



## DIAGNOSTIC PROCEDURE FOR BLOWER MOTOR

SYMPTOM: Blower motor operation is malfunctioning under Starting Fan Speed Control.



# TROUBLE DIAGNOSIS

## 1. CHECK POWER SUPPLY FOR BLOWER MOTOR

Disconnect blower motor harness connector.

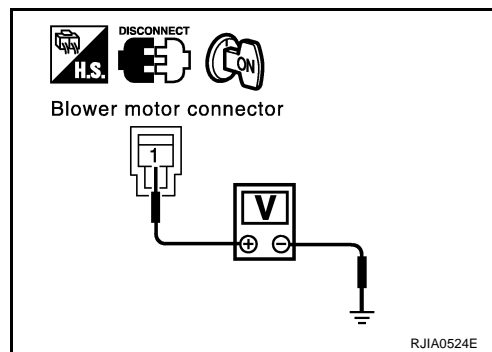
Terminal			Voltage
(+) Blower motor connector		(-)	
Terminal No. (Wire color)			
M74	1 (L/W)	Ground	Approx. 12V

OK or NG

OK >> GO TO 2.

NG >> Check power supply circuit and 15A fuses (Nos. 14 and 16, located in the fuse block). Refer to [PG-4, "BATTERY POWER SUPPLY — IGNITION SW. IN ANY POSITION"](#).

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



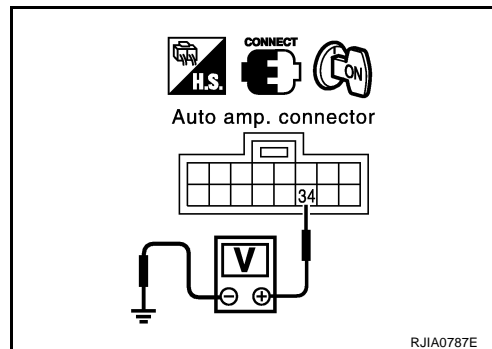
## 2. CHECK FAN FEED BACK CIRCUIT

Terminal		(-)	Condition	Voltage
(+) Auto amp. connector				
Terminal No. (Wire color)				
M76	34 (L/B)	Ground	Fan speed: 1st	Approx. 8V

OK or NG

OK >> GO TO 3.

NG >> Repair harness or connector.



## 3. CHECK BLOWER MOTOR

Refer to COMPONENT INSPECTION.

OK or NG

OK >> GO TO 4.

NG >> Replace blower motor.

## 4. CHECK POWER SUPPLY FOR FAN CONTROL AMP.

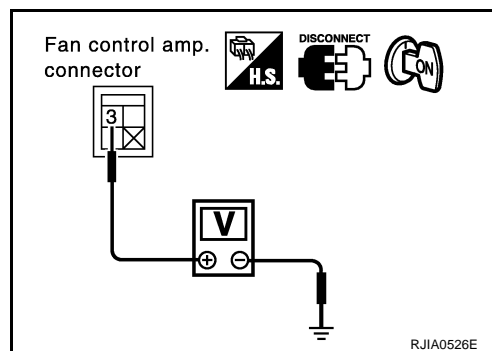
1. Reconnect blower motor connector.
2. Disconnect fan control amp. harness connector.

Terminal			Voltage
(+) Fan control amp. connector		(-)	
Terminal No. (Wire color)			
M45	3 (L/B)	Ground	Approx. 12V

OK or NG

OK >> GO TO 5.

NG >> Repair harness or connector.



# TROUBLE DIAGNOSIS

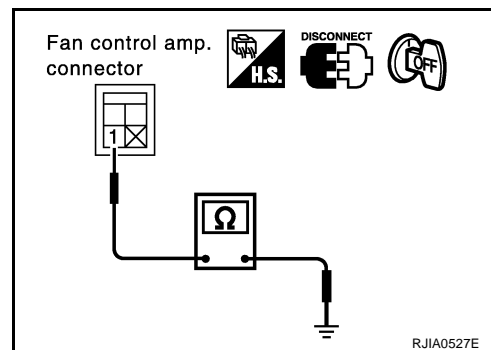
## 5. CHECK BODY GROUND CIRCUIT FOR FAN CONTROL AMP.

Terminal			Continuity
(+)		(-)	
Fan control amp. connector	Terminal No. (Wire color)		
M45	1 (B)	Ground	Yes

OK or NG

OK >> GO TO 6.

NG >> Repair harness or connector.



## 6. CHECK FOR AUTO AMP. OUTPUT

Reconnect the fan control amp. harness connector.

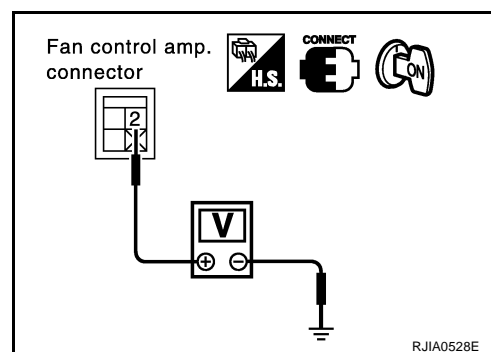
Terminal			Condition	Voltage
(+)		(-)		
Fan control amp. connec- tor	Terminal No. (Wire color)			
M45	2 (L/Y)	Ground	Fan speed: 1 - 4	Approx. 2.5 - 3.5
			Fan speed: 5	Approx. 9.0

OK or NG

OK >> GO TO 9.

NG >> ● If the voltage is less than 2.5V: GO TO 8.

● If the voltage is more than 9.0V: GO TO 7.



## 7. CHECK CIRCUIT CONTINUITY BETWEEN AUTO AMP. AND FAN CONTROL AMP.

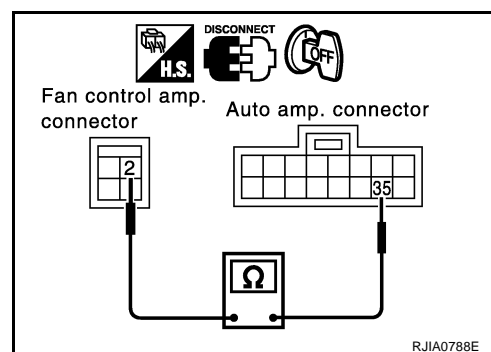
Disconnect the auto amp. harness connector and fan control amp. harness connector.

Terminal				Continuity
Auto amp.		Fan control amp.		
Connector	Terminal No. (Wire color)	Connector	Terminal No. (Wire color)	
M76	35 (L/Y)	M45	2 (L/Y)	Yes

OK or NG

OK >> Replace fan control amp.

NG >> Repair harness or connector.



## 8. CHECK FAN CONTROL AMP.

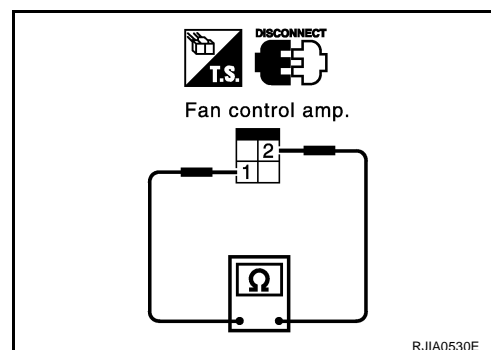
Disconnect the fan control amp. harness connector.

Terminal				Continuity
(+)		(-)		
Fan control amp. connector	Terminal No. (Wire color)	Fan control amp. connector	Terminal No. (Wire color)	
M45	2	M45	1	
				Yes

OK or NG

OK >> GO TO 9.

NG >> Replace fan control amp.



# TROUBLE DIAGNOSIS

## 9. CHECK CIRCUIT CONTINUITY BETWEEN AUTO AMP. AND FAN CONTROL AMP.

Terminal				Continuity
(+)		(-)		
Auto amp. connector	Terminal No. (Wire color)	Fan control amp. Connector	Terminal No. (Wire color)	
M76	34 (L/B)	M45	3 (L/B)	Yes

OK or NG

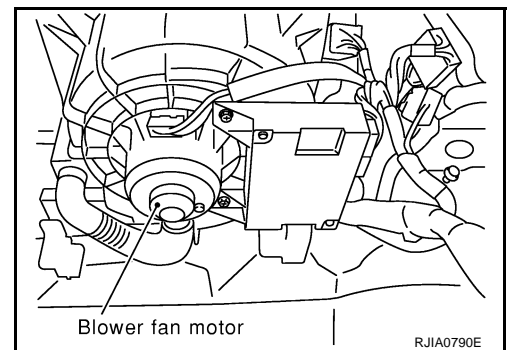
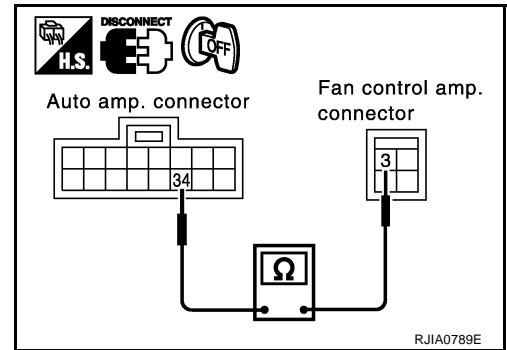
- OK >> Replace auto amp.
- NG >> Repair harness or connector.

### COMPONENT INSPECTION

#### Blower Motor

Confirm smooth rotation of the blower motor.

- Ensure that there are no foreign particles inside the intake unit.





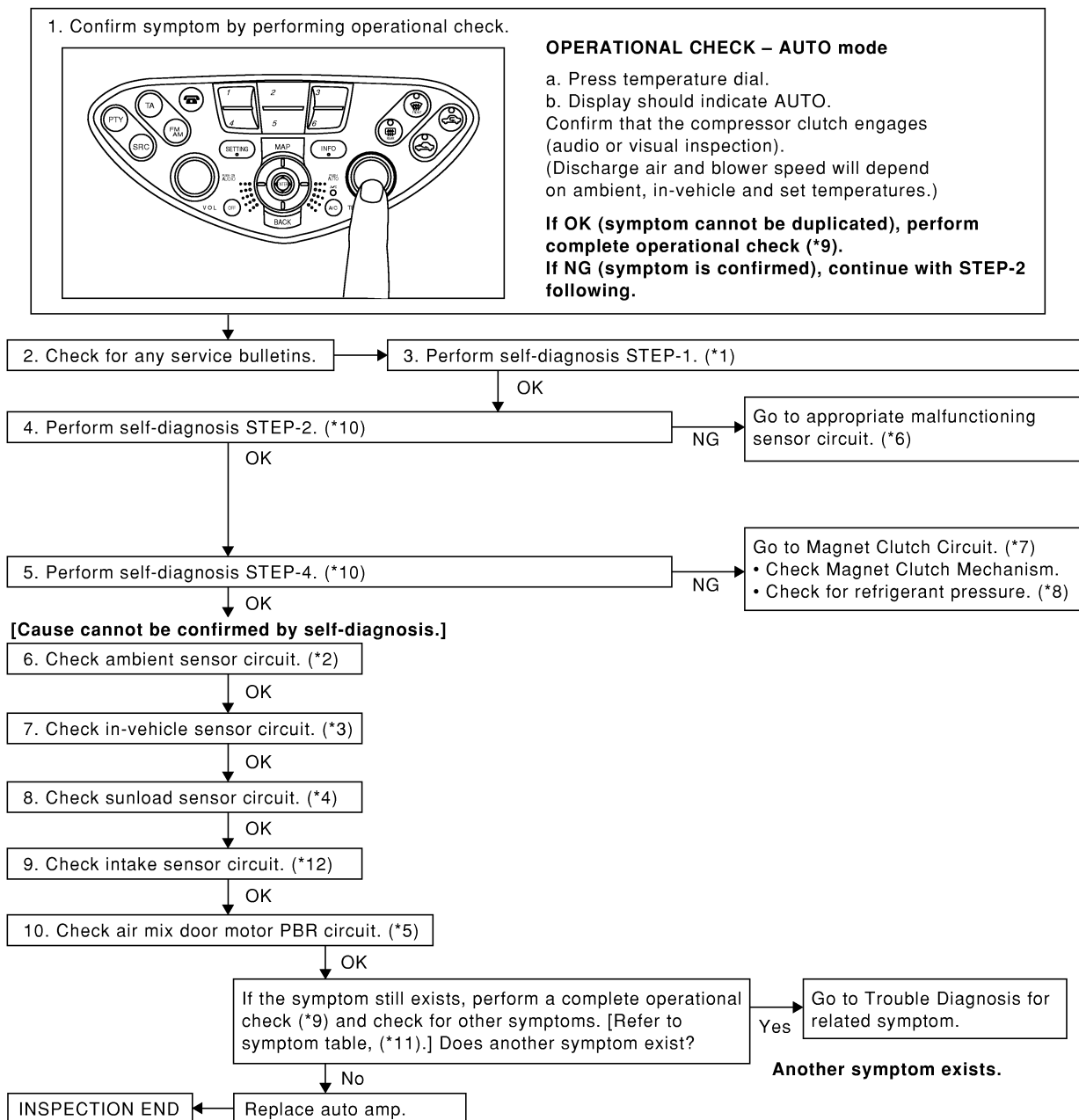
# TROUBLE DIAGNOSIS

## Magnet Clutch Circuit

EJS001WM

SYMPTOM: Magnet clutch does not engage.

### INSPECTION FLOW



- |  |  |   |
|--|--|---|
| *1 <a href="#">ATC-41, "Self-diagnosis Function", see No.1.</a>      | *2 <a href="#">ATC-96, "Ambient Sensor Circuit"</a>                  | *3 <a href="#">ATC-98, "In-vehicle Sensor Circuit"</a>            |
| *4 <a href="#">ATC-101, "Sunload Sensor Circuit"</a>                 | *5 <a href="#">ATC-61, "Air Mix Door Motor Circuit"</a>              | *6 <a href="#">ATC-41, "Self-diagnosis Function", see No. 14.</a> |
| *7 <a href="#">ATC-73, "Magnet Clutch Circuit"</a>                   | *8 <a href="#">ATC-88, "TROUBLE DIAGNOSES FOR ABNORMAL PRESSURE"</a> | *9 <a href="#">ATC-50, "Operational Check"</a>                    |
| *10 <a href="#">ATC-41, "Self-diagnosis Function" see No.5 or 7.</a> | *11 <a href="#">ATC-30, "SYMPTOM TABLE"</a>                          | *12 <a href="#">ATC-104, "Intake Sensor Circuit"</a>              |

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# TROUBLE DIAGNOSIS

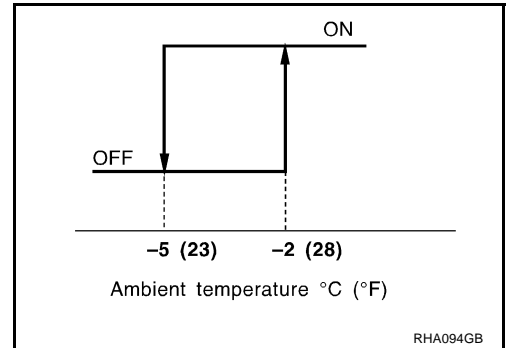
## SYSTEM DESCRIPTION

Auto amplifier controls compressor operation by ambient temperature and signal from ECM.

### Low Temperature Protection Control

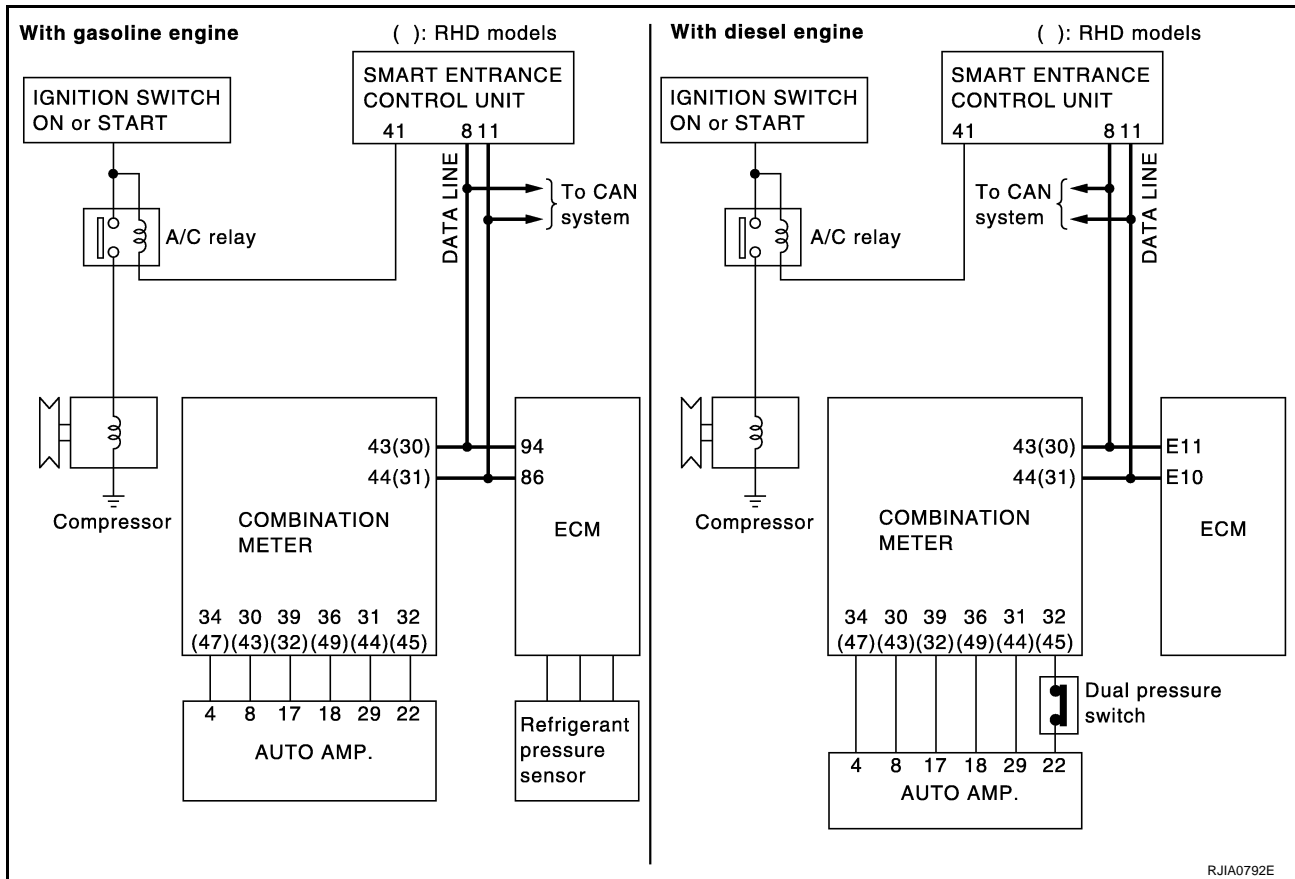
Auto amplifier will turn the compressor ON or OFF as determined by a signal detected by ambient sensor.

When ambient temperatures are greater than  $-2^{\circ}\text{C}$  ( $28^{\circ}\text{F}$ ), the compressor turns ON. The compressor turns OFF when ambient temperatures are less than  $-5^{\circ}\text{C}$  ( $23^{\circ}\text{F}$ ).



## DIAGNOSTIC PROCEDURE FOR MAGNET CLUTCH

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



# TROUBLE DIAGNOSIS

## 1. CHECK POWER SUPPLY FOR COMPRESSOR

Disconnect compressor harness connector.

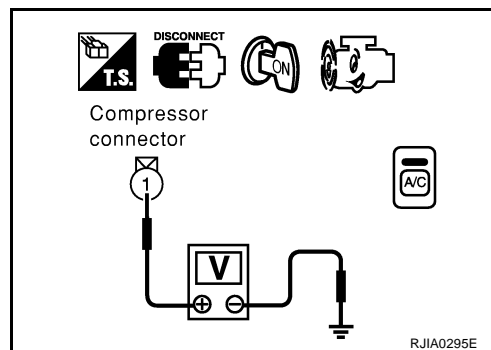
Terminal		Voltage
(+)	(-)	
Compressor connector	Terminal No. (Wire color)	
E32	1 (L/R)	Ground
		Battery voltage

OK or NG

OK >> Check magnet clutch coil.

1. If NG, replace magnet clutch. Refer to [ATC-137, "Compressor Clutch"](#).
2. Go to self-diagnosis function confirmation procedure [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-4. Confirm that magnet clutch operation is normal.

NG >> Disconnect A/C relay. And GO TO 2.



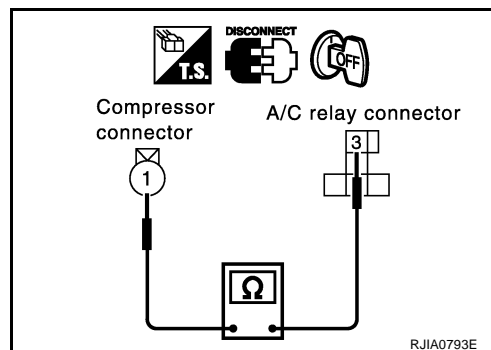
## 2. CHECK CIRCUIT CONTINUITY BETWEEN A/C RELAY AND COMPRESSOR

Terminal				Continuity
(+)	(-)			
A/C relay connector	Terminal No. (Wire color)	Compressor connector	Terminal No. (Wire color)	
E17	3 (L/R)	E32	1 (L/R)	Yes

OK or NG

OK >> Check harness for short. And GO TO 3.

NG >> Repair harness or connector.



## 3. CHECK POWER SUPPLY FOR A/C RELAY

Disconnect A/C relay.

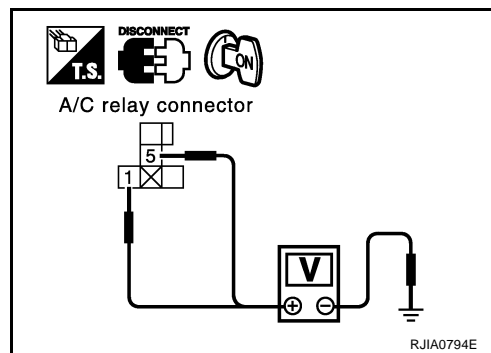
Terminal		Voltage
(+)	(-)	
A/C relay connector	Terminal No. (Wire color)	
E17	1 (L/Y)	Ground
E17	5 (L/Y)	
		Battery voltage

OK or NG

OK >> GO TO 4.

NG >> Check power supply circuit and 10A (No.15) fuse at fuse block. Refer to [PG-4, "BATTERY POWER SUPPLY — IGNITION SW. IN ANY POSITION"](#).

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



## TROUBLE DIAGNOSIS

### 4. CHECK A/C RELAY AFTER DISCONNECTING IT

Refer to [ATC-80, "A/C Relay"](#) .

OK or NG

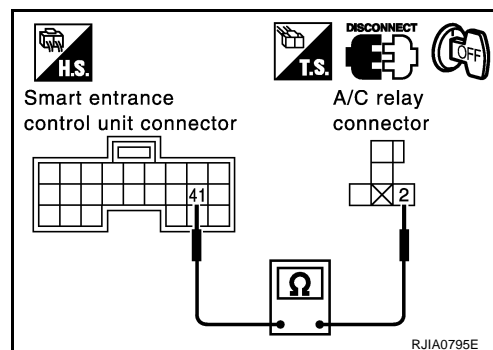
OK >> Reconnect A/C relay. And GO TO 5.

NG >> 1. Replace A/C relay.

2. Go to self-diagnosis function confirmation procedure: [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-4. Confirm that magnet clutch operation is normal.

### 5. CHECK COIL SIDE CIRCUIT OF A/C RELAY

Terminal				Continuity
(+)		(-)		
A/C relay connector	Terminal No. (Wire color)	Smart entrance control unit connector	Terminal No. (Wire color)	
E17	2 (L)	M42	41 (L)	Yes



OK or NG

OK >> GO TO 6.

NG >> Repair harness or connector.

### 6. CHECK AMBIENT SENSOR

Refer to [ATC-96, "Ambient Sensor Circuit"](#) .

OK or NG

OK >> ● With gasoline engine: GO TO 7.

● With diesel engine: GO TO 8.

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

### 7. CHECK REFRIGERANT PRESSURE SENSOR (WITH GASOLINE ENGINE)

Refer to [ATC-80, "Refrigerant Pressure Sensor \(With Gasoline Engine\)"](#) .

OK or NG

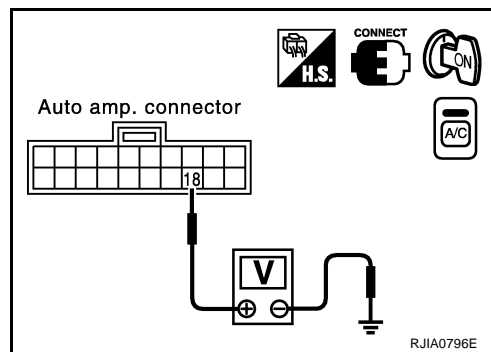
OK >> GO TO 8.

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

# TROUBLE DIAGNOSIS

## 8. CHECK COMPRESSOR FEED BACK SIGNAL

Terminal			Condition	Voltage
(+)		(-)		
Auto amp. connector	Terminal No. (Wire color)			
M75	18 (BR/W)	Ground	A/C SW: ON	Approx. 0V
			A/C SW: ON (When refrigerant pressure sensor connector is disconnected)	Approx. 5V

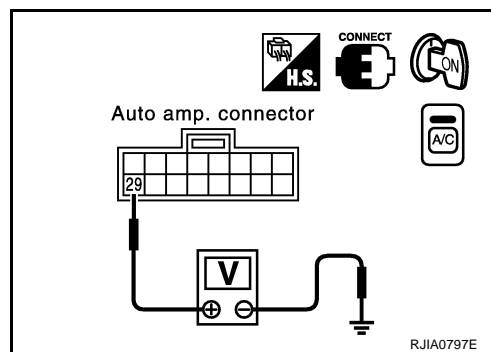


OK or NG

OK >> GO TO 9.  
NG >> GO TO 16.

## 9. CHECK FAN ON SIGNAL

Terminal			Condition	Voltage
(+)				
Auto amp. connector	Terminal No. (Wire color)			
M76	29 (LG/B)	Ground	Blower fan: ON	Approx. 0V
			Blower fan: OFF	Approx. 5V

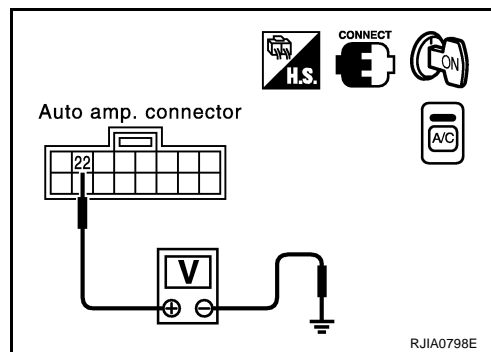


OK or NG

OK >> GO TO 10.  
NG >> ● If the voltage is approx. 5V when the blower fan is ON: Replace the auto amp.  
● If the voltage is approx. 0V when the blower fan is OFF: GO TO 17.

## 10. CHECK COMPRESSOR ON SIGNAL

Terminal		Condition	Voltage	
(+)				(-)
Auto amp. connector	Terminal No. (Wire color)			
M76	22 (L/R)	Ground	A/C SW: ON	Approx. 0V
			A/C SW: OFF	Approx. 5V



OK or NG

OK >> GO TO 11.  
NG >> ● If the voltage is approx. 5V when the A/C switch is ON: Replace the auto amp.  
● If the voltage is approx. 0V when the A/C switch is OFF.  
- With gasoline engine: GO TO 18.  
- With diesel engine: GO TO 13.

# TROUBLE DIAGNOSIS

## 11. CHECK MULTIPLEX COMMUNICATION CIRCUIT

Refer to multiplex communication circuit. [ATC-105, "Multiplex Communication Circuit"](#)

OK or NG

OK >> GO TO 12.

NG >> Repair harness or connector.

## 12. CHECK CAN CIRCUIT

Refer to CAN communication. [DI-7, "CAN Communication"](#) (LHD models), [DI-37, "CAN Communication"](#) (RHD models).

OK or NG

OK >> INSPECTION END.

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

## 13. CHECK CIRCUIT CONTINUITY BETWEEN DUAL-PRESSURE SWITCH AND AUTO AMP. (WITH DIESEL ENGINE)

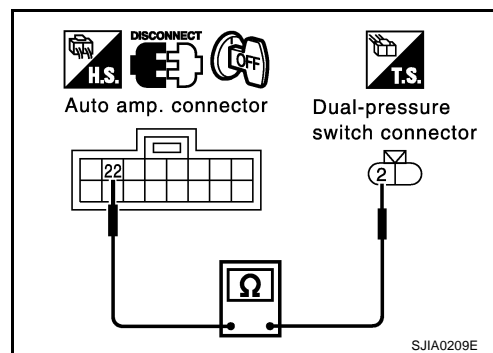
Disconnect dual-pressure switch connector and auto amp. connector.

Terminal				Continuity
(+)		(-)		
Dual-pres- sure switch connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
E46	2 (L/R)	M76	22 (L/R)	Yes

OK or NG

OK >> GO TO 14.

NG >> Repair harness or connector.



## 14. CHECK DUAL-PRESSURE SWITCH CIRCUIT (WITH DIESEL ENGINE)

Refer to [ATC-81, "Dual-Pressure Switch \(With Diesel Engine\)"](#) .

OK or NG

OK >> GO TO 15.

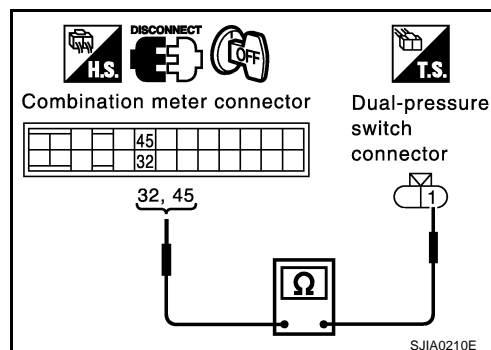
NG >> Repair or replace malfunctioning part(s).

# TROUBLE DIAGNOSIS

## 15. CHECK CIRCUIT CONTINUITY BETWEEN DUAL-PRESSURE SWITCH AND COMBINATION METER (WITH DIESEL ENGINE)

Disconnect combination meter connector.

Terminal				Continuity
(+)		(-)		
Dual-pres- sure switch connector	Terminal No. (Wire color)	Combination meter connec- tor	Terminal No. (Wire color)	
E46	1 (P/U)	M37	LHD models: 32 RHD models: 45 (Gasoline engine: L/R, Diesel engine: PU)	Yes



OK or NG

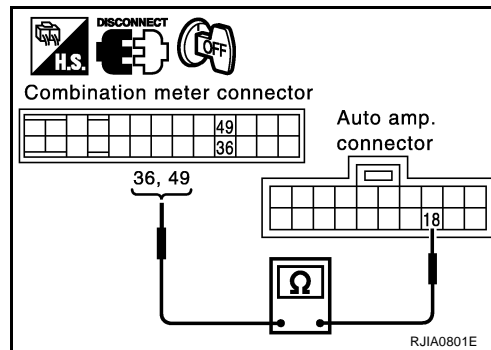
OK >> GO TO 14.

NG >> Repair harness or connector.

## 16. CHECK CIRCUIT CONTINUITY BETWEEN COMBINATION METER AND AUTO AMP.

Disconnect combination meter connector and auto amp. connector.

Terminal				Continuity
(+)		(-)		
Combination meter connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
M37	LHD models: 36 (BR/W) RHD models: 49 (BR/W)	M75	18 (BR/W)	Yes



OK or NG

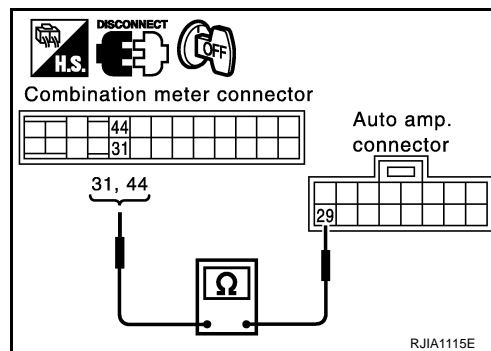
OK >> GO TO 11.

NG >> Repair harness or connector.

## 17. CHECK CIRCUIT CONTINUITY BETWEEN COMBINATION METER AND AUTO AMP.

Disconnect combination meter connector and auto amp. connector.

Terminal				Continuity
(+)		(-)		
Combination meter connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
M37	LHD models: 31 (LG/B) RHD models: 44 (LG/B)	M76	29 (LG/B)	Yes



OK or NG

OK >> GO TO 11.

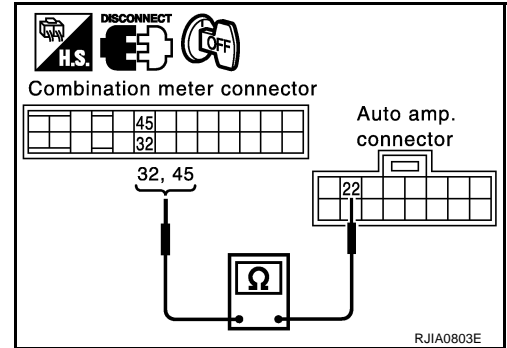
NG >> Repair harness or connector.

## TROUBLE DIAGNOSIS

### 18. CHECK CIRCUIT CONTINUITY BETWEEN COMBINATION METER AND AUTO AMP. (WITH GASOLINE ENGINE)

Disconnect combination meter connector and auto amp. connector.

Terminal				Continuity
(+)		(-)		
Combination meter connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
M37	LHD models: 32 RHD models: 45 (With gasoline engine: L/R, With diesel: PU)	M76	22 (L/R)	Yes



OK or NG

OK >> GO TO 11.

NG >> Repair harness or connector.

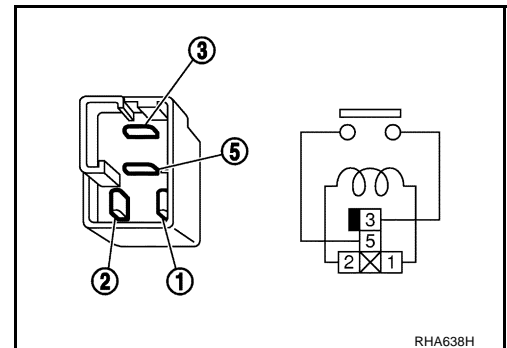
### COMPONENT INSPECTION

#### A/C Relay

Check continuity between terminal Nos. 3 and 5.

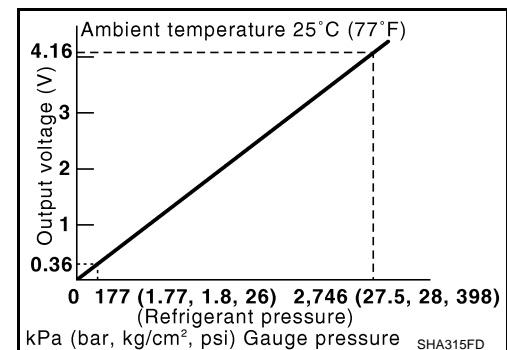
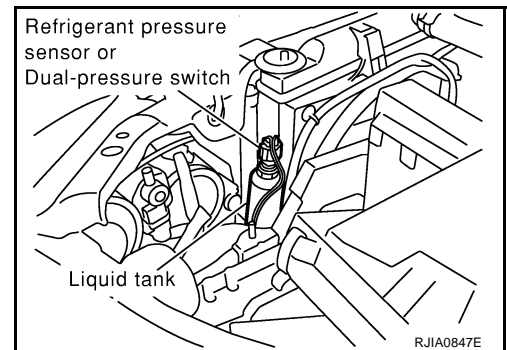
Conditions	Continuity
12V direct current supply between terminal Nos. 1 and 2	Yes
No current supply	No

If NG, replace relay.



#### Refrigerant Pressure Sensor (With Gasoline Engine)

The refrigerant pressure sensor is attached to the liquid tank (condenser).

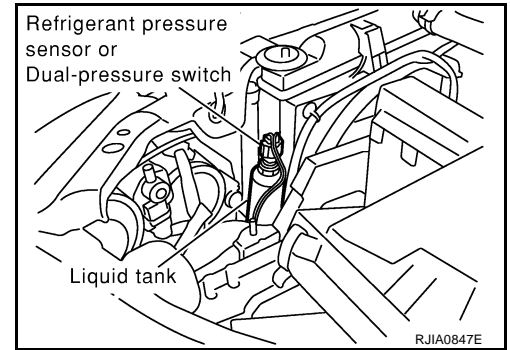




# TROUBLE DIAGNOSIS

## Dual-Pressure Switch (With Diesel Engine)

	Compressor: ON KPa (bar, kg/cm <sup>2</sup> , psi)	Compressor: OFF KPa (bar, kg/cm <sup>2</sup> , psi)
Low-pressure side	186 (1.86, 1.9, 27)	177 (1.77, 1.8, 26)
High-pressure side	1,569 (15.7, 16, 228)	2,746 (27.5, 28, 398)



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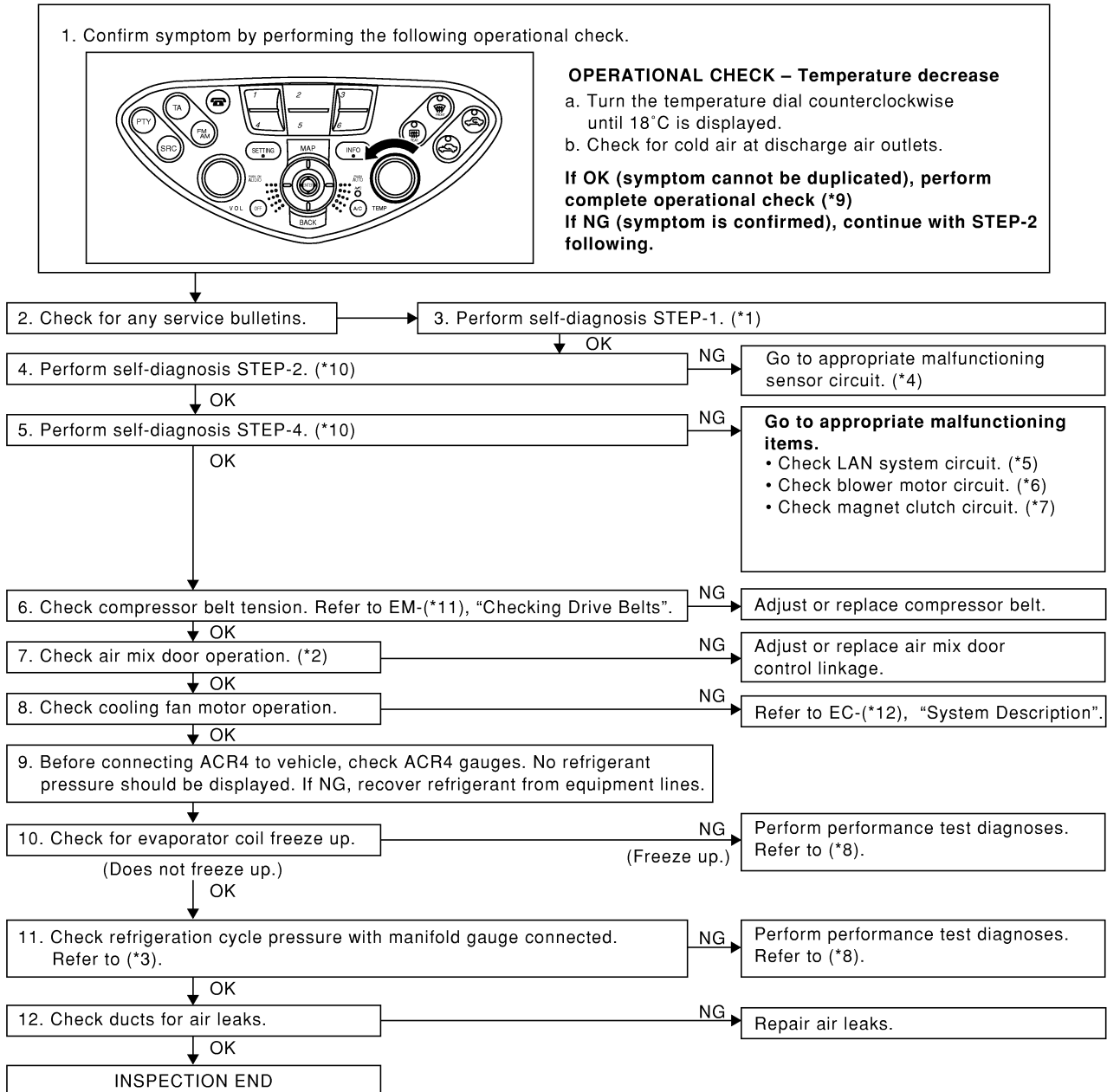
# TROUBLE DIAGNOSIS

EJS001WL

## Insufficient Cooling

SYMPTOM: Insufficient cooling

### INSPECTION FLOW



RJIA0804E

\*1 [ATC-41, "Self-diagnosis Function"](#), see No.1.

\*2 [ATC-61, "Air Mix Door Motor Circuit"](#)

\*3 [ATC-86, "Test Reading \(Gasoline Engine\)"](#)  
[ATC-86, "Test Reading \(Diesel Engine\)"](#)

\*4 [ATC-41, "Self-diagnosis Function"](#), see No.14.

\*5 [ATC-55, "LAN System Circuit"](#)

\*6 [ATC-67, "Blower Motor Circuit"](#)

TROUBLE DIAGNOSIS

*7	<a href="#">ATC-73, "Magnet Clutch Circuit"</a>	*8	<a href="#">ATC-84, "PERFORMANCE TEST DIAGNOSES"</a>	*9	<a href="#">ATC-50, "Operational Check"</a>
*10	<a href="#">ATC-41, "Self-diagnosis Function", see No.5 or 7.</a>	*11	QR engine: <a href="#">EM-120, "Checking Drive Belts"</a> QG engine: <a href="#">EM-15, "Checking Drive Belts"</a> YD engine: <a href="#">EM-221, "Checking Drive Belts"</a>	*12	QR engine: <a href="#">CO-27, "COOLING SYS- TEM"</a> QG engine: <a href="#">CO-7, "COOLING SYS- TEM"</a> YD engine: <a href="#">CO-46, "COOLING SYS- TEM"</a>

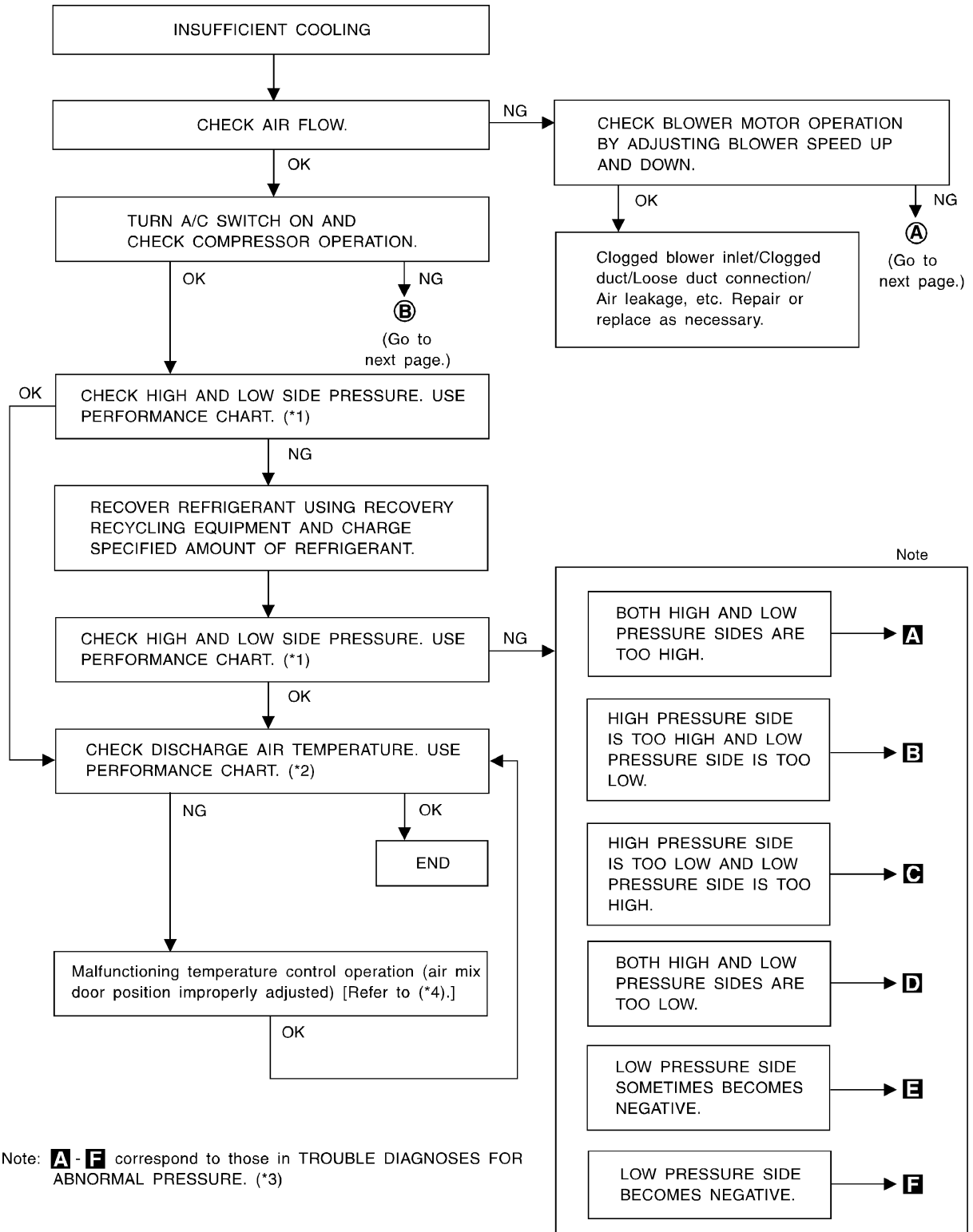
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# TROUBLE DIAGNOSIS

## PERFORMANCE TEST DIAGNOSES

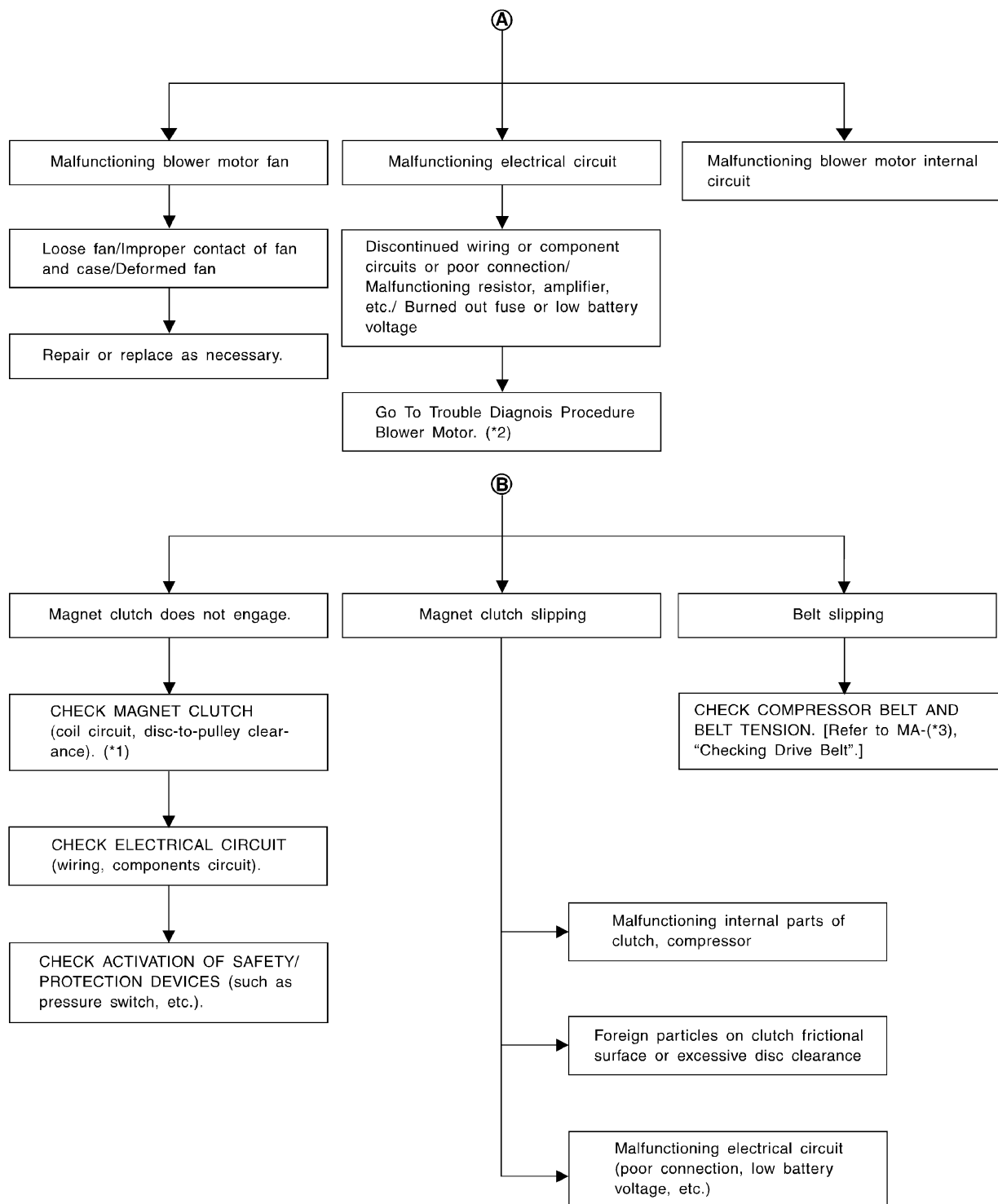


SHA344F

\*1 [ATC-86, "PERFORMANCE CHART"](#) \*2 [ATC-86, "PERFORMANCE CHART"](#) \*3 [ATC-88, "TROUBLE DIAGNOSES FOR ABNORMAL PRESSURE"](#)

\*4 [ATC-61, "Air Mix Door Motor Circuit"](#)

# TROUBLE DIAGNOSIS



\*1 [ATC-137, "Compressor Clutch"](#)

\*2 [ATC-67, "Blower Motor Circuit"](#)

\*3 QR engine: [EM-120, "Tension Adjustment"](#)  
 QG engine: [EM-16, "Tension Adjustment"](#)  
 YD engine: [EM-221, "Tension Adjustment"](#)


SHA329F

# TROUBLE DIAGNOSIS

## PERFORMANCE CHART

### Test Condition

Testing must be performed as follows:

Vehicle location	Indoors or in the shade (in a well-ventilated place)
Doors	Closed
Door windows	Open
Hood	Open
TEMP.	Max. COLD
Mode switch	(Ventilation) set
Intake 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 (Gasoline Engine)

#### 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	25 (77)	10.0 - 11.6 (50 - 53)
	30 (86)	13.9 - 16.2 (57 - 61)
	35 (95)	17.8 - 21.4 (64 - 71)
60 - 70	25 (77)	11.6 - 13.9 (53 - 57)
	30 (86)	16.2 - 18.9 (61 - 66)
	35 (95)	21.4 - 24.5 (71 - 76)

#### Ambient Air Temperature-to-operating Pressure Table

Ambient air		High-pressure (Discharge side) kPa (bar, kg/cm <sup>2</sup> , psi)	Low-pressure (Suction side) kPa (bar, kg/cm <sup>2</sup> , psi)
Relative humidity %	Air temperature °C (°F)		
50 - 70	30 (86)	980 - 1,180 (9.8 - 11.8, 9.99 - 12.04, 142 - 171)	230 - 270 (2.3 - 2.7, 2.35 - 2.75, 33 - 39)
	35 (95)	1,180 - 1,390 (11.8 - 13.9, 12.04 - 14.18, 171 - 202)	260 - 310 (2.6 - 3.1, 2.65 - 3.16, 38 - 45)
	40 (104)	1,400 - 1,580 (14.0 - 15.8, 14.28 - 16.12, 203 - 229)	300 - 350 (3.0 - 3.5, 3.06 - 3.57, 44 - 51)

### Test Reading (Diesel Engine)

#### 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)	6.5 - 9.0 (44 - 48)
	25(77)	12 - 14(54 - 57)
	30 (86)	15.5 - 18.8 (60 - 66)
	35 (95)	20.4 - 24.0 (69 - 75)

## TROUBLE DIAGNOSIS

Inside air (Recirculating air) at blower assembly inlet		Discharge air temperature at center ventilator °C (°F)
Relative humidity %	Air temperature °C (°F)	
60 - 70	20 (68)	9.0 - 11.0 (48 - 52)
	25 (77)	14.0 - 16.5 (57 - 62)
	30 (86)	18.8 - 21.5 (66 - 71)
	35 (95)	24 - 27 (75 - 81)

**Ambient Air Temperature-to-operating Pressure Table**

Ambient air		High-pressure (Discharge side) kPa (bar, kg/cm <sup>2</sup> , psi)	Low-pressure (Suction side) kPa (bar, kg/cm <sup>2</sup> , psi)
Relative humidity %	Air temperature °C (°F)		
50 - 70	20 (68)	765 - 922 (7.65 - 9.22, 7.8 - 9.4, 111 - 134)	177 - 226 (1.77 - 2.26, 1.8 - 2.3, 26 - 33)
	25 (77)	922 - 1,020 (9.22 - 10.20, 9.4 - 10.4, 134 - 148)	196 - 245 (1.96 - 2.45, 2.0 - 2.5, 28 - 36)
	30 (86)	1,177 - 1,451 (11.77 - 14.51, 12.0 - 14.8, 171 - 210)	235 - 284 (2.35 - 2.84, 2.4 - 2.9, 34 - 41)
	35 (95)	1,373 - 1,667 (13.73 - 16.67, 14 - 17, 199 - 242)	275 - 333 (2.75 - 3.33, 2.8 - 3.4, 40 - 48)
	40 (104)	1,618 - 1,961 (16.18 - 19.61, 16.5 - 20.0, 235 - 284)	333 - 392 (3.33 - 3.92, 3.4 - 4.0, 48 - 57)

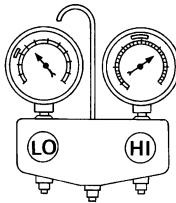
ATC

# TROUBLE DIAGNOSIS

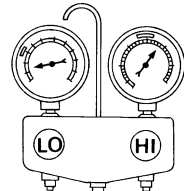
## TROUBLE DIAGNOSES FOR ABNORMAL PRESSURE

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 (normal) pressure range. Since the standard (normal) pressure, however, differs from vehicle to vehicle, refer to above table (Ambient air temperature-to-operating pressure table).

### Both High and Low-pressure Sides are Too High.

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>Both high and low-pressure sides are too high.</p>  <p>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"> <li>● Clean condenser.</li> <li>● Check and repair cooling fan as necessary.</li> </ul>
	<ul style="list-style-type: none"> <li>● Low-pressure pipe is not cold.</li> <li>● When compressor is stopped high-pressure value quickly drops by approximately 196 kPa (1.96 bar, 2 kg/cm<sup>2</sup>, 28 psi). It then decreases gradually thereafter.</li> </ul>	Poor heat exchange in condenser (After compressor operation stops, high pressure decreases too slowly.) ↓ Air in refrigeration cycle	Evacuate repeatedly and recharge system.
	Engine tends to overheat.	Engine cooling systems malfunction.	Check and repair each engine cooling system.
	<ul style="list-style-type: none"> <li>● An area of the low-pressure pipe is colder than areas near the evaporator outlet.</li> <li>● Plates are sometimes covered with frost.</li> </ul>	<ul style="list-style-type: none"> <li>● Excessive liquid refrigerant on low-pressure side</li> <li>● Excessive refrigerant discharge flow</li> <li>● Expansion valve is open a little compared with the specification.</li> </ul> ↓ <ol style="list-style-type: none"> <li>1. Improper thermal valve installation</li> <li>2. Improper expansion valve adjustment</li> </ol>	Replace expansion valve.

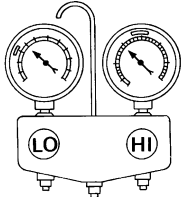
### High-pressure Side is Too High and Low-pressure Side is Too Low.

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>High-pressure side is too high and low-pressure side is too low.</p>  <p>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"> <li>● Check and repair or replace malfunctioning parts.</li> <li>● Check lubricant for contamination.</li> </ul>

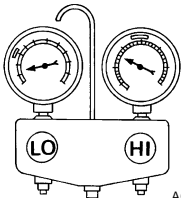


# TROUBLE DIAGNOSIS

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

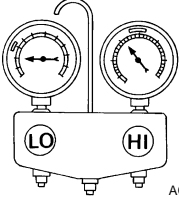
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>High-pressure side is too low and low-pressure side is too high.</p>  <p>AC356A</p>	High and low-pressure sides become equal soon after compressor operation stops.	Compressor pressure operation is improper. ↓ Damaged inside compressor 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.

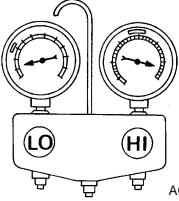
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>Both high- and low-pressure sides are too low.</p>  <p>AC353A</p>	<ul style="list-style-type: none"> <li>There is a big temperature difference between receiver drier outlet and inlet. Outlet temperature is extremely low.</li> <li>Liquid tank inlet and expansion valve are frosted.</li> </ul>	Liquid tank inside is slightly clogged.	<ul style="list-style-type: none"> <li>Replace liquid tank.</li> <li>Check lubricant for contamination.</li> </ul>
	<ul style="list-style-type: none"> <li>Temperature of expansion valve inlet is extremely low as compared with areas near liquid tank.</li> <li>Expansion valve inlet may be frosted.</li> <li>Temperature difference occurs somewhere in high-pressure side</li> </ul>	High-pressure pipe located between receiver drier and expansion valve is clogged.	<ul style="list-style-type: none"> <li>Check and repair malfunctioning parts.</li> <li>Check lubricant for contamination.</li> </ul>
	Expansion valve and liquid tank are warm or only cool when touched.	Low refrigerant charge ↓ Leaking fittings or components	Refer to <a href="#">ATC-144, "Checking for Refrigerant Leaks"</a> .
	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 thermal valve 3. Outlet and inlet may be clogged.	<ul style="list-style-type: none"> <li>Remove foreign particles by using compressed air.</li> <li>Check lubricant for contamination.</li> </ul>
	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"> <li>Check and repair malfunctioning parts.</li> <li>Check lubricant for contamination.</li> </ul>
	Air flow volume is not enough or is too low.	Evaporator is frozen.	<ul style="list-style-type: none"> <li>Check intake sensor circuit. Refer to <a href="#">ATC-104, "Intake Sensor Circuit"</a>.</li> <li>Replace compressor.</li> </ul>

# TROUBLE DIAGNOSIS

## Low-pressure Side Sometimes Becomes Negative.

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

## Low-pressure Side Becomes Negative.

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>Low-pressure side becomes negative.</p>  <p style="text-align: right; font-size: small;">AC362A</p>	<p>Liquid tank or front/rear side of expansion valve's pipe is frosted or dewed.</p>	<p>High-pressure side is closed and refrigerant does not flow.</p> <p>↓</p> <p>Expansion valve or liquid tank is frosted.</p>	<p>Leave the system at rest until no frost is present. Start it again to check whether or not the problem is caused by water or foreign particles.</p> <ul style="list-style-type: none"> <li>● If water is the cause, initially cooling is okay. Then the water freezes causing a blockage. Drain water from refrigerant or replace refrigerant.</li> <li>● If due to foreign particles, remove expansion valve and remove the particles with dry and compressed air (not shop air).</li> <li>● If either of the above methods cannot correct the problem, replace expansion valve.</li> <li>● Replace liquid tank.</li> <li>● Check lubricant for contamination.</li> </ul>

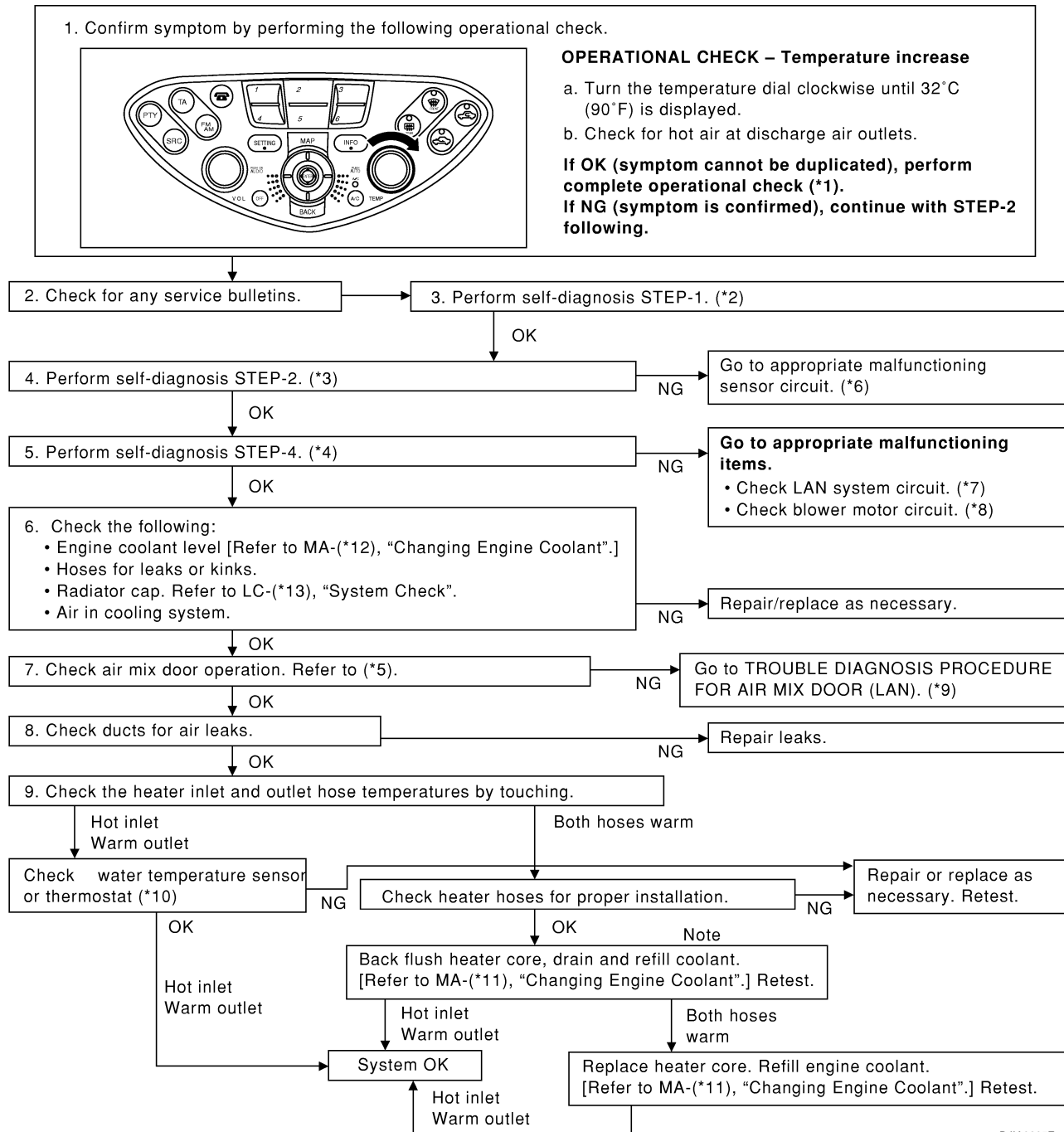
# TROUBLE DIAGNOSIS

## Insufficient Heating

EJS001P0

SYMPTOM: Insufficient heating

### INSPECTION FLOW



RJIA0805E

\*1 [ATC-50. "Operational Check"](#)

\*2 [ATC-41. "Self-diagnosis Function"](#), see No.1.

\*3 [ATC-41. "Self-diagnosis Function"](#), see No.5.

\*4 [ATC-41. "Self-diagnosis Function"](#), see No.7.

\*5 [ATC-61. "Air Mix Door Motor Circuit"](#)

\*6 [ATC-41. "Self-diagnosis Function"](#), see No.14.

## TROUBLE DIAGNOSIS

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- |   |  |   |
|---|--|---|
| <p>*7 <a href="#">ATC-55, "LAN System Circuit"</a></p> <p>*10 QR engine (With EURO-OBD): <a href="#">EC-1133, "DTC P0117, P0118 ECT SENSOR"</a><br/>QR engine (Without EURO-OBD): <a href="#">EC-1572, "DTC P0117, P0118 ECT SENSOR"</a><br/>QG engine (With EURO-OBD): <a href="#">EC-193, "DTC P0117, P0118 ECT SENSOR"</a><br/>QG engine (Without EURO-OBD): <a href="#">EC-708, "DTC P0117, P0118 ECT SENSOR"</a><br/>YD engine: <a href="#">EC-1857, "DTC P0115 ENGINE COOLANT TEMPERATURE (ECT) SENSOR (CIRCUIT)"</a></p> | <p>*8 <a href="#">ATC-67, "Blower Motor Circuit"</a></p> <p>*11 QR engine: <a href="#">CO-28, "Changing Engine Coolant"</a><br/>QG engine: <a href="#">CO-8, "Changing Engine Coolant"</a><br/>YD engine: <a href="#">CO-47, "Changing Engine Coolant"</a></p> | <p>*9 <a href="#">ATC-61, "Air Mix Door Motor Circuit"</a></p> <p>*12 QR engine: <a href="#">CO-31, "CHECKING RADIATOR CAP"</a><br/>QG engine: <a href="#">CO-12, "CHECKING RADIATOR CAP"</a><br/>YD engine: <a href="#">CO-51, "Checking Radiator Cap"</a></p> |
|---|--|---|

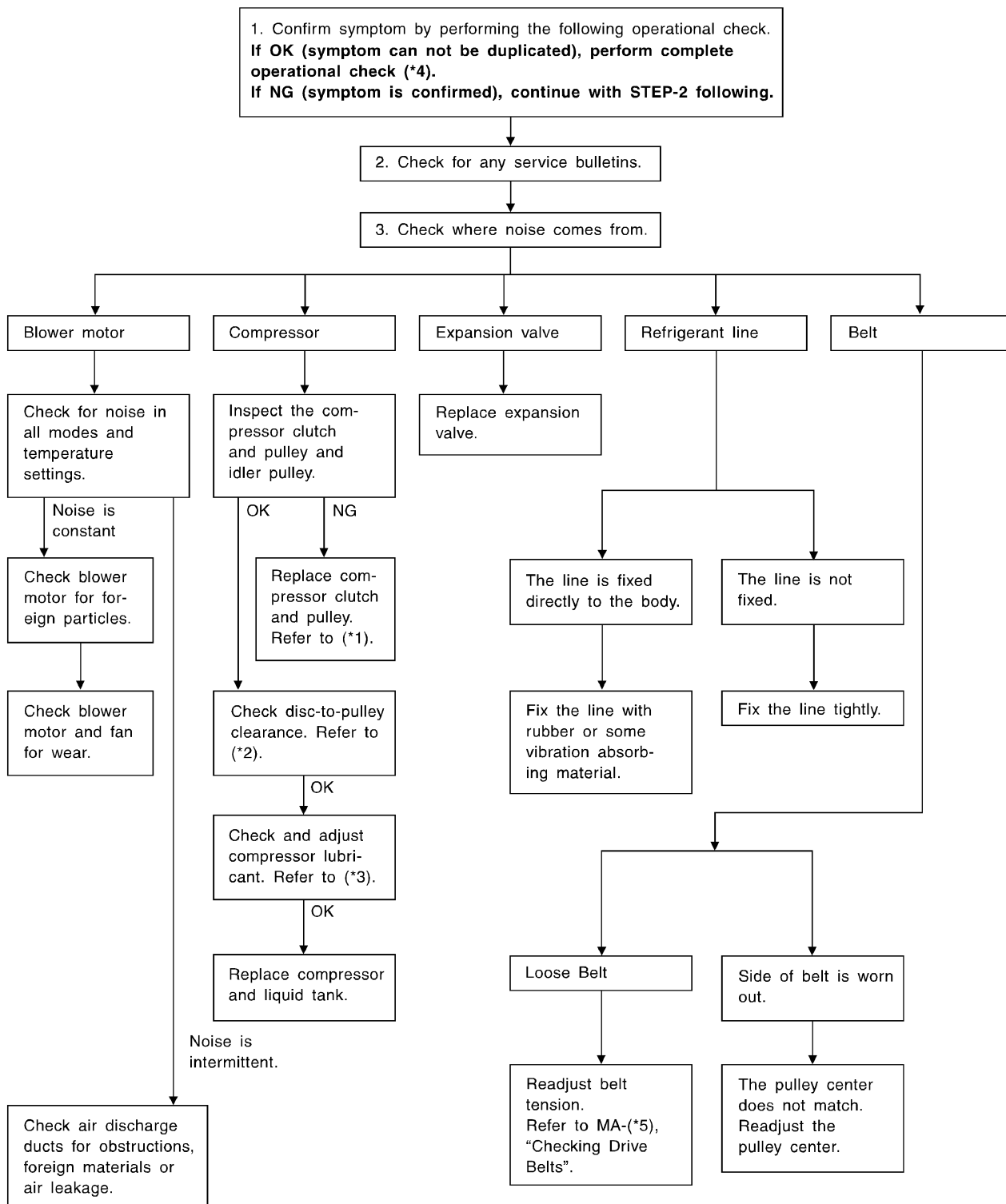
# TROUBLE DIAGNOSIS

## Noise

EJS001P1

SYMPTOM: Noise

### INSPECTION FLOW



SHA331F

# TROUBLE DIAGNOSIS

\*1 [ATC-137, "Compressor Clutch"](#)

\*2 [ATC-138, "Inspection"](#)

\*3 [ATC-21, "Maintenance of Lubricant Quantity in Compressor"](#)

\*4 [ATC-50, "Operational Check"](#)

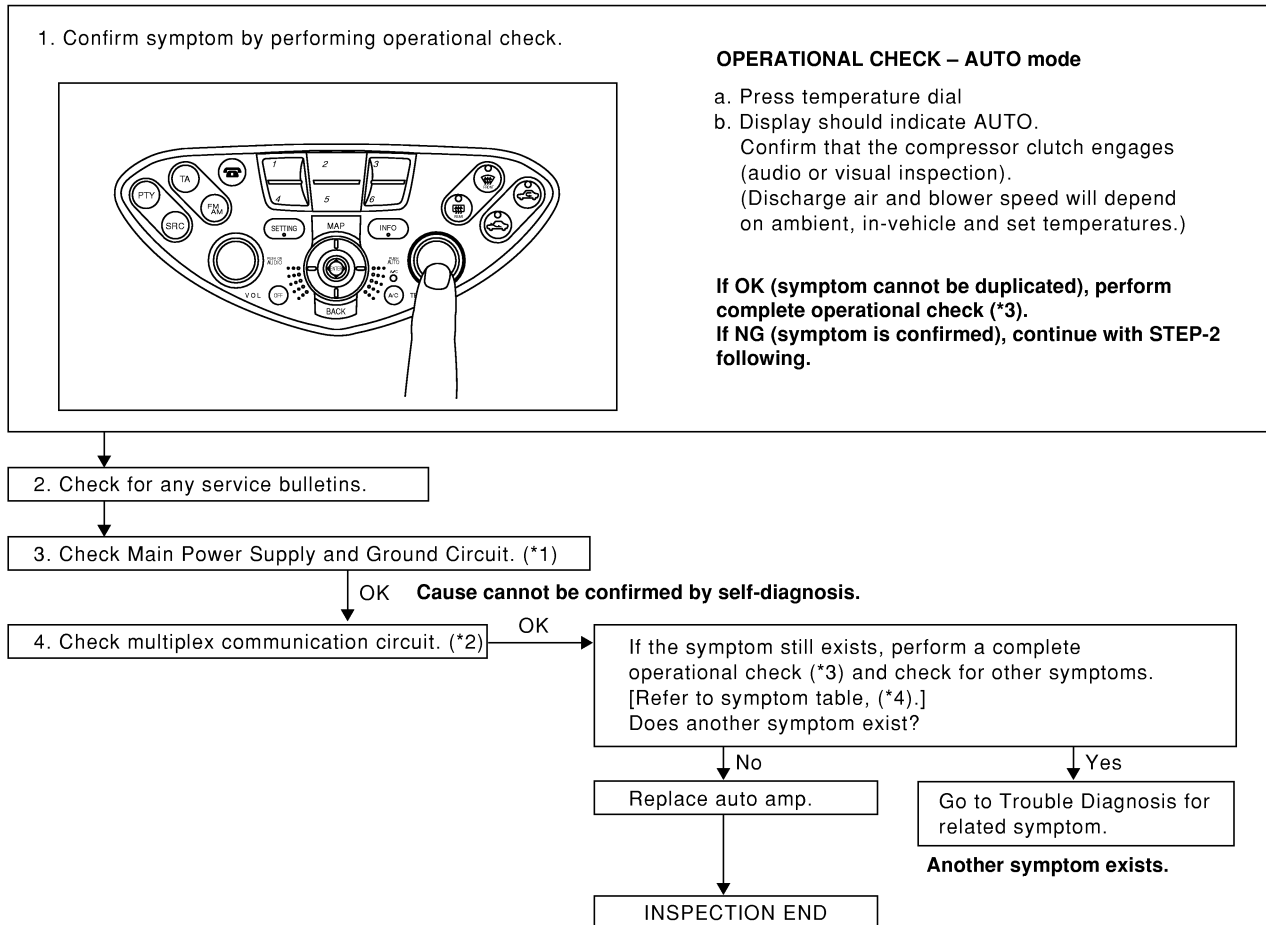
\*5 QR engine: [EM-120, "Checking Drive Belts"](#)  
 QG engine: [EM-15, "Checking Drive Belts"](#)  
 YD engine: [EM-221, "Checking Drive Belts"](#)

## Self-diagnosis

EJS001P2

Symptom: Self-diagnosis cannot be performed.

## INSPECTION FLOW



RJIA0806E

\*1 [PG-4, "BATTERY POWER SUPPLY — IGNITION SW. IN ANY POSITION"](#)

\*2 [ATC-105, "Multiplex Communication Circuit"](#)

\*3 [ATC-50, "Operational Check"](#)

\*4 [ATC-30, "SYMPTOM TABLE"](#)

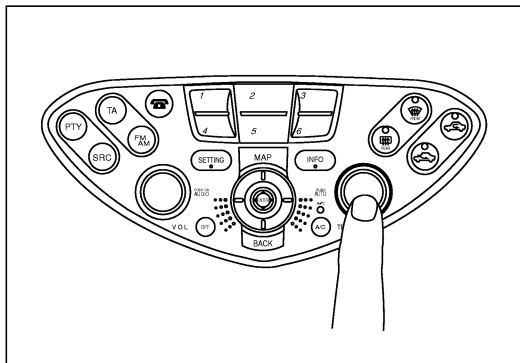
## Memory Function

EJS001P3

Symptom: Memory function does not operate.

## INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



## OPERATIONAL CHECK – Memory function

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

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

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

2. Check for any service bulletins.

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

OK

Go to A/C system circuit. (\*4)

OK

4. Replace auto amp.

## 5. FINAL CHECK

Go to self-diagnosis step-by-step procedure (\*3) and perform self-diagnosis STEP-2.  
Confirm that code No. 20 is displayed.

\*1 [PG-4, "BATTERY POWER SUPPLY — IGNITION SW. IN ANY POSITION"](#)

\*2 [ATC-50, "Operational Check"](#)

\*3 [ATC-41, "Self-diagnosis Function"](#)

\*4 [ATC-53, "Power Supply and Ground Circuit for Auto Amp."](#)

RJIA0807E

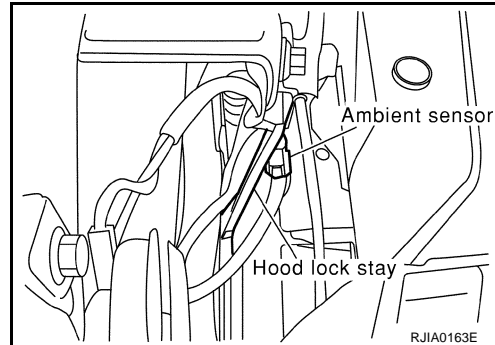
# TROUBLE DIAGNOSIS

## Ambient Sensor Circuit COMPONENT DESCRIPTION

EJS001P4

### Ambient Sensor

The ambient sensor is attached on the hood lock stay. It detects ambient temperature and converts it into a resistance value which is then input into the auto amplifier.

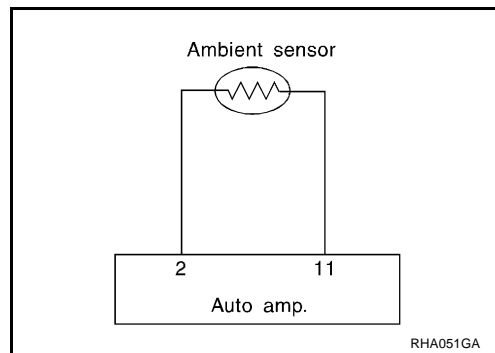


### AMBIENT TEMPERATURE INPUT PROCESS

The automatic amplifier 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 auto amp. function. It only allows the auto amp. to recognize an ambient temperature increase of 0.33°C (0.6°F) per 100 seconds. As an example, consider stopping for a cup of coffee after high speed driving. Although the actual ambient temperature has not changed, the temperature detected by the ambient sensor will increase. This is because the heat from the engine compartment can radiate to the front grille area, location of the ambient sensor.

### DIAGNOSTIC PROCEDURE FOR AMBIENT SENSOR

SYMPTOM: Ambient sensor circuit is open or shorted. (21 or -21 is indicated on auto amp. As a result of conducting Self-diagnosis STEP 2.)



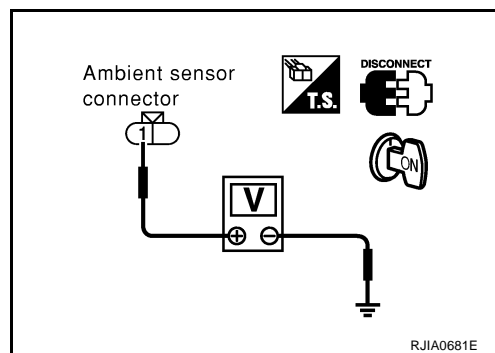
## 1. CHECK VOLTAGE BETWEEN AMBIENT SENSOR HARNESS CONNECTOR AND GROUND

Disconnect ambient sensor harness connector.

Terminal		(-)	Voltage
(+)	Terminal No. (Wire color)		
Ambient sensor connector	1 (W/G)	Ground	Approx. 5V

Yes or No

Yes >> GO TO 2.  
No >> GO TO 4.





# TROUBLE DIAGNOSIS

## 2. CHECK AMBIENT SENSOR CIRCUIT BETWEEN AMBIENT SENSOR AND AUTO AMP. (LCU)

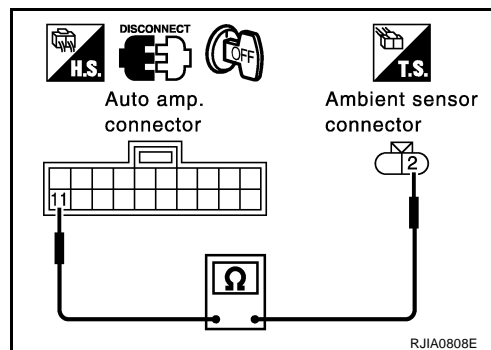
Disconnect auto amp. (LCU) harness connector.

Terminal				Continuity
(+)		(-)		
Ambient sensor connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
E34	2 (B/Y)	M75	11 (B/Y)	Yes

OK or NG

OK >> GO TO 3.

NG >> Repair harness or connector.



## 3. CHECK AMBIENT SENSOR

Refer to [ATC-98, "Ambient Sensor"](#)

OK or NG

OK >> 1. Replace auto amp. (LCU).

2. Go to [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"ATC-43](#) and perform self-diagnosis STEP-2. Confirm that code No. 20 is displayed.

NG >> Replace ambient sensor.

## 4. CHECK AMBIENT SENSOR CIRCUIT BETWEEN AMBIENT SENSOR AND AUTO AMP. (LCU)

Disconnect auto amp. (LCU) harness connector.

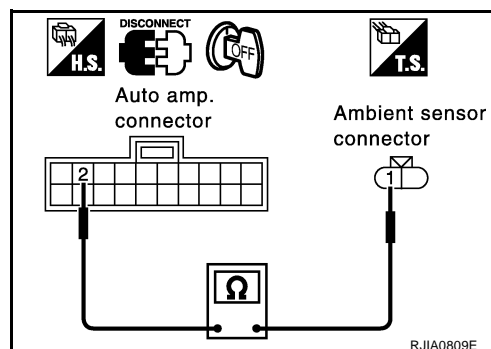
Terminal				Continuity
(+)		(-)		
Ambient sensor connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
E34	1 (W/G)	M75	2 (W/G)	Yes

OK or NG

OK >> 1. Replace auto amp. (LCU).

2. Go to [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2. Confirm that code No. 20 is displayed.

NG >> Repair harness or connector.



# TROUBLE DIAGNOSIS

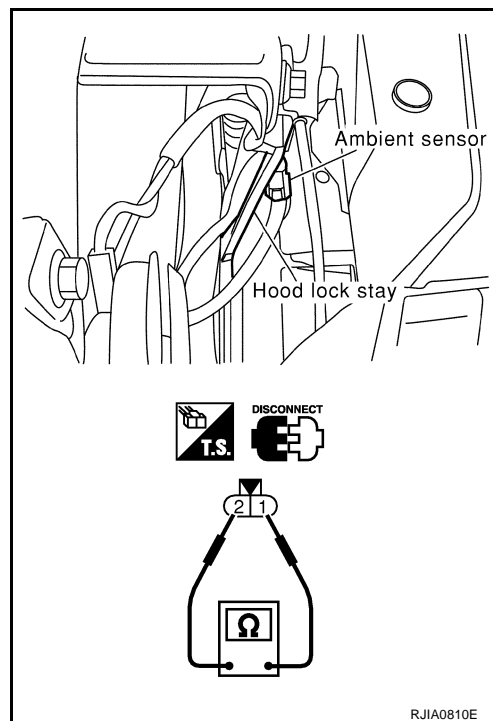
## COMPONENT INSPECTION

### Ambient Sensor

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

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

If NG, replace ambient sensor.

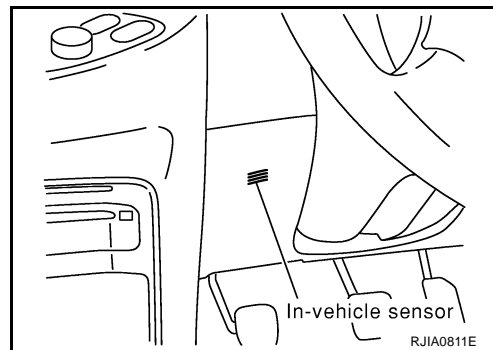


EJS001P5

### In-vehicle Sensor Circuit COMPONENT DESCRIPTION

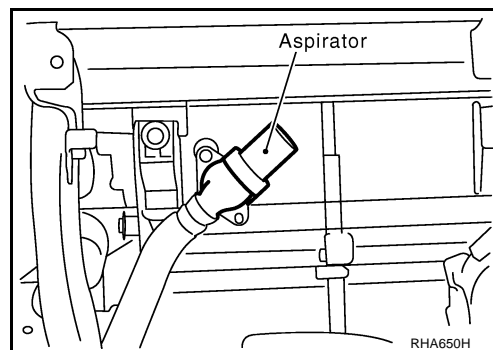
#### In-vehicle sensor

The in-vehicle sensor is located on instrument lower panel. It converts variations in temperature of compartment air drawn from the aspirator into a resistance value. It is then input into the auto amplifier.

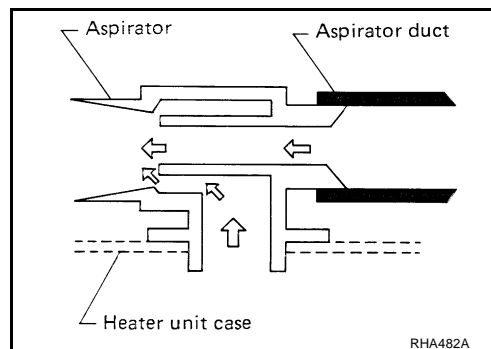


#### Aspirator

The aspirator is located on heater & cooling unit. It produces vacuum pressure due to air discharged from the heater & cooling unit, continuously taking compartment air in the aspirator.

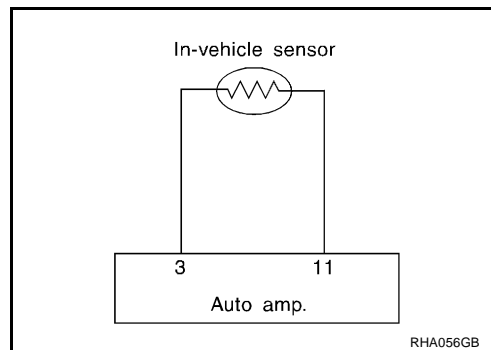


# TROUBLE DIAGNOSIS



## DIAGNOSTIC PROCEDURE FOR IN-VEHICLE SENSOR

SYMPTOM: In-vehicle sensor circuit is open or shorted. (22 or -22 is indicated on auto amp. as a result of conducting Self-diagnosis STEP 2.)



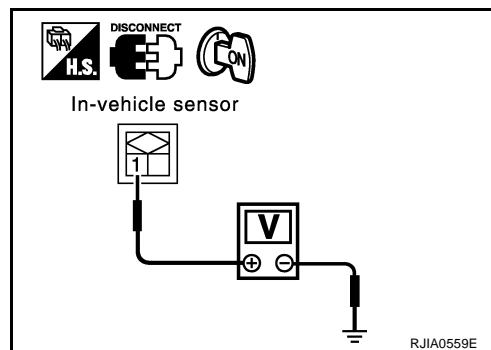
### 1. CHECK IN-VEHICLE SENSOR CIRCUIT BETWEEN IN-VEHICLE SENSOR AND BODY GROUND

Disconnect in-vehicle sensor harness connector.

Terminal		Voltage
(+)	(-)	
In-vehicle sensor connector	Terminal No. (Wire color)	
M39	1 (OR/L)	Ground
		Approx. 5V

Yes or No

Yes >> GO TO 2.  
No >> GO TO 4.



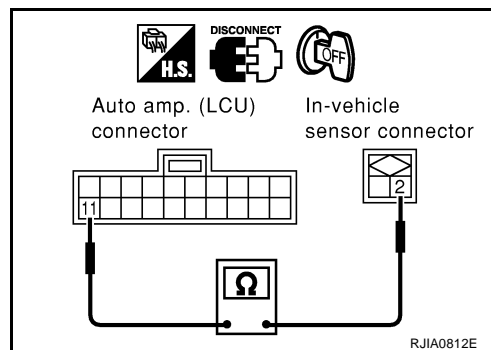
### 2. CHECK IN-VEHICLE SENSOR CIRCUIT BETWEEN IN-VEHICLE SENSOR AND AUTO AMP. (LCU)

Disconnect auto amp. (LCU) harness connector.

Terminal		Continuity
(+)	(-)	
In-vehicle sensor connector	Terminal No. (Wire color)	Auto amp. connector
M39	2 (B/Y)	M75
		11 (B/Y)
		Yes

OK or NG

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



# TROUBLE DIAGNOSIS

## 3. CHECK IN-VEHICLE SENSOR

Refer to [ATC-100, "In-vehicle Sensor"](#)

OK or NG

- OK >> 1. Replace auto amp.  
 2. Go to [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2. Confirm that code No. 20 is displayed.
- NG >> 1. Replace in-vehicle sensor.  
 2. Go to [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2. Confirm that code No. 20 is displayed.

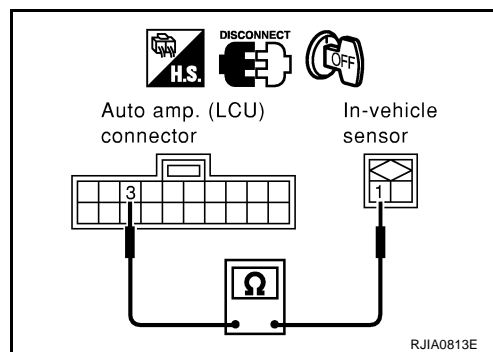
## 4. CHECK IN-VEHICLE SENSOR CIRCUIT BETWEEN AMBIENT SENSOR AND AUTO AMP. (LCU)

Disconnect auto amp. (LCU) harness connector.

Terminal				Continuity
(+)		(-)		
In-vehicle sensor connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
M39	1 (OR/L)	M75	3 (OR/L)	Yes

OK or NG

- OK >> 1. Replace auto amp. (LCU).  
 2. Go to [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2. Confirm that code No. 20 is displayed.
- NG >> Repair harness or connector.

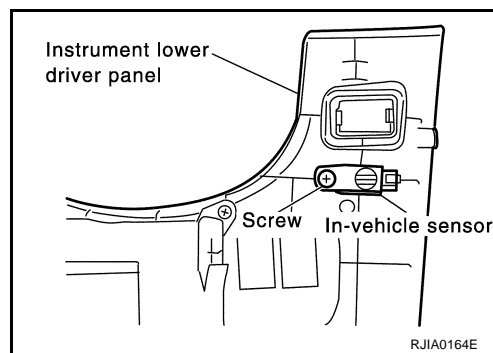


## COMPONENT INSPECTION

### In-vehicle Sensor

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

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



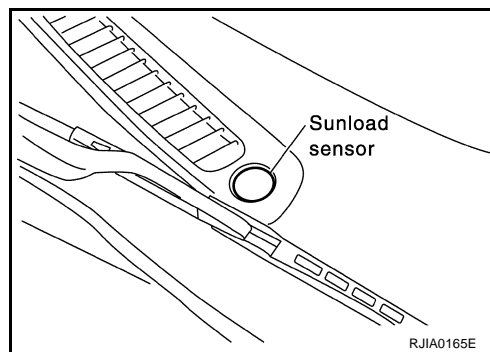
If NG, replace in-vehicle sensor.

# TROUBLE DIAGNOSIS

## Sunload Sensor Circuit COMPONENT DESCRIPTION

EJS001P6

The sunload sensor is located on 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 auto amplifier.



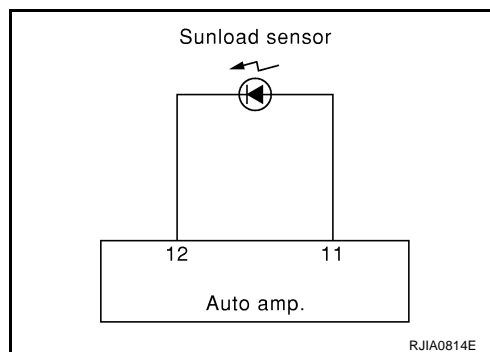
## SUNLOAD INPUT PROCESS

The auto amp. also includes a processing circuit which averages the variations in detected sunload over a period of time. This prevents drastic swings in the A/C 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 sunload 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 A/C 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.

## DIAGNOSTIC PROCEDURE FOR SUNLOAD SENSOR

SYMPTOM: Sunload sensor circuit is open or shorted. (25 or -25) is indicated on auto amp. as a result of conducting Self-diagnosis STEP 2.)



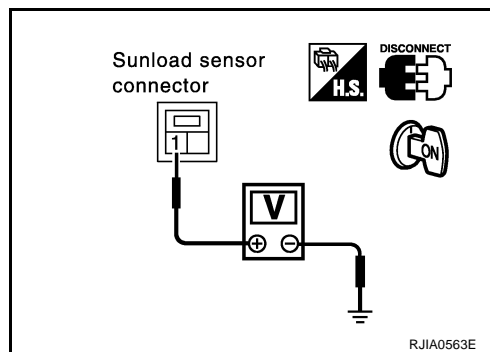
## 1. CHECK SUNLOAD SENSOR CIRCUIT BETWEEN SUNLOAD SENSOR AND GROUND

Disconnect sunload sensor harness connector.

Terminal		Voltage
(+)	(-)	
Sunload sensor connector	Terminal No. (Wire color)	
M82	1 (O/R)	Ground
		Approx. 5V

OK or NG

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



# TROUBLE DIAGNOSIS

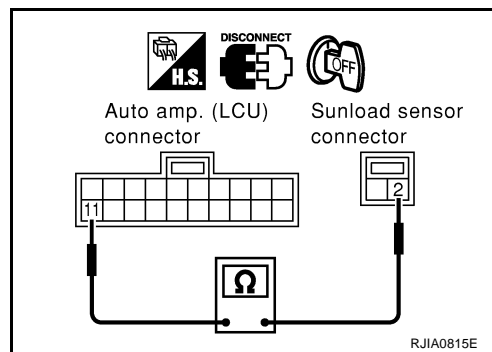
## 2. CHECK SUNLOAD SENSOR CIRCUIT BETWEEN SUNLOAD SENSOR AND AUTO AMP. (LCU)

Disconnect auto amp. (LCU) harness connector.

Terminal				Continuity
(+)		(-)		
Sunload sensor connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
M82	2 (B/Y)	M75	11 (B/Y)	Yes

OK or NG

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



## 3. CHECK SUNLOAD SENSOR.

Refer to [ATC-103, "Sunload Sensor"](#).

OK or NG

- OK >> 1. Replace auto amp. (LCU).  
2. Go to [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2. Confirm that code No. 20 is displayed.
- NG >> 1. Replace sunload sensor.  
2. Go to [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2. Confirm that code No. 20 is displayed.

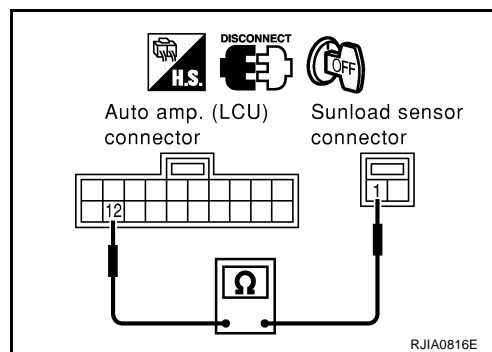
## 4. CHECK SUNLOAD SENSOR CIRCUIT BETWEEN SUNLOAD SENSOR AND AUTO AMP. (LCU)

Disconnect auto amp. (LCU) harness connector.

Terminal				Continuity
(+)		(-)		
Sunload sensor connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
M82	1 (OR)	M75	12(OR)	Yes

OK or NG

- OK >> 1. Replace auto amp.  
2. Go to self-diagnosis function confirmation procedure [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2. Confirm that code No. 20 is displayed.
- NG >> Repair harness or connector.

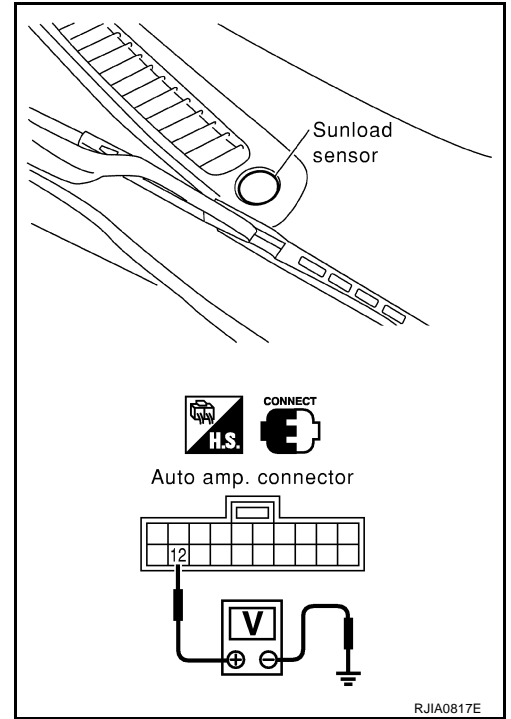


# TROUBLE DIAGNOSIS

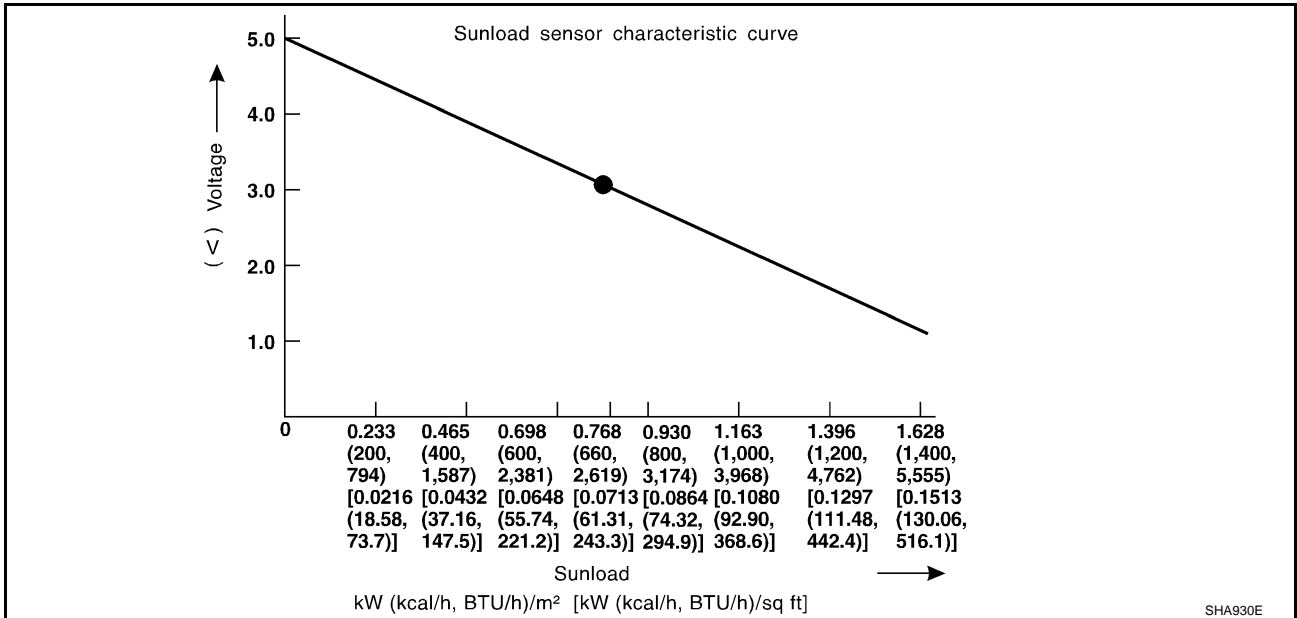
## COMPONENT INSPECTION

### Sunload Sensor

Measure voltage between auto amp. terminal 12 and body ground.  
If NG, replace auto amp.



- When checking sunload sensor, select a place where sun shines directly on it.



# TROUBLE DIAGNOSIS

## Intake Sensor Circuit COMPONENT DESCRIPTION

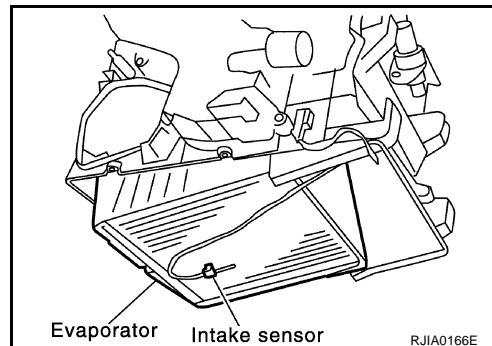
EJS001P7

### Intake Sensor

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

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

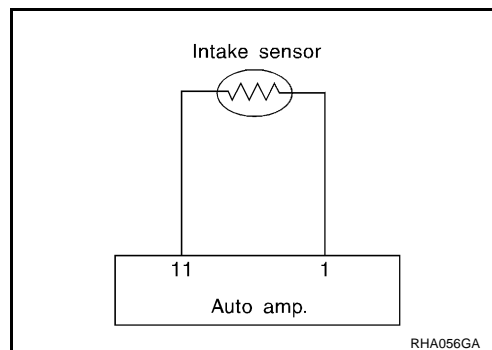
Temperature °C (°F)	Resistance kΩ	
	With gasoline engine	With diesel engine
-15 (5)	12.34	18.63
-10 (14)	9.62	14.15
-5 (23)	7.56	10.86
0 (32)	6.00	8.41
5 (41)	4.80	6.58
10 (50)	3.87	5.19
15 (59)	3.15	4.12
20 (68)	2.57	3.30
25 (77)	2.12	2.67
30 (86)	1.76	2.17
35 (95)	1.47	1.78
40 (104)	1.23	1.46
45 (113)	1.04	1.21



If NG, replace intake sensor.

### DIAGNOSTIC PROCEDURE FOR INTAKE SENSOR

SYMPTOM: Intake sensor circuit is open or shorted. (24 or -24) is indicated on auto amp. as a result of conducting Self-diagnosis STEP 2.)



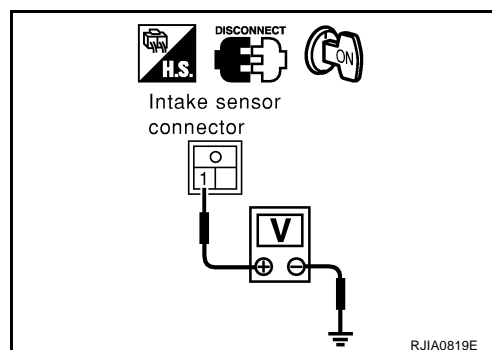
## 1. CHECK INTAKE SENSOR CIRCUIT BETWEEN INTAKE SENSOR AND BODY GROUND

Disconnect intake sensor harness connector.

Terminal		Voltage
(+)	(-)	
Intake sensor connector	Terminal No. (Wire color)	
M64	1 (OR/B)	Ground
		Approx. 5V

Yes or No

Yes >> GO TO 2.  
No >> GO TO 4.





# TROUBLE DIAGNOSIS

## 2. CHECK INTAKE SENSOR CIRCUIT BETWEEN INTAKE SENSOR AND AUTO AMP. (LCU)

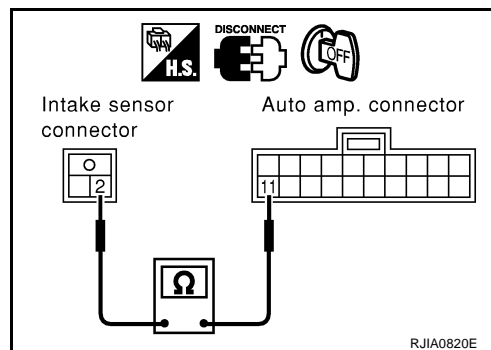
Disconnect auto amp. (LCU) harness connector.

Terminal				Continuity
(+)		(-)		
Intake sensor connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
M64	2 (B/Y)	M75	11 (B/Y)	Yes

OK or NG

OK >> GO TO 3.

NG >> Repair harness or connector.



## 3. CHECK INTAKE SENSOR

Refer to [ATC-104, "Intake Sensor"](#).

OK or NG

OK >> 1. Replace auto amp.

2. Go to self-diagnosis function confirmation procedure [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2. Confirm that code No. 20 is displayed.

NG >> 1. Replace intake sensor.

2. Go to self-diagnosis function confirmation procedure [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2. Confirm that code No. 20 is displayed.

## 4. CHECK INTAKE SENSOR CIRCUIT BETWEEN AMBIENT SENSOR AND AUTO AMP. (LCU)

Disconnect auto amp. (LCU) harness connector.

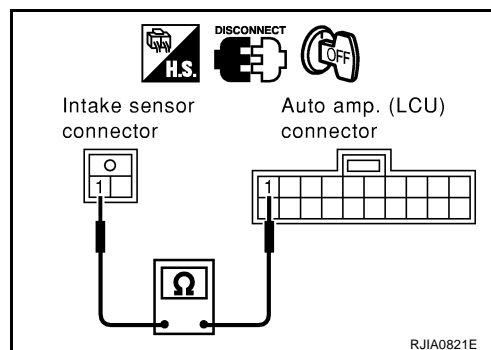
Terminal				Continuity
(+)		(-)		
Intake sensor connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
M64	1 (OR/B)	M75	1 (OR/B)	Yes

OK or NG

OK >> 1. Replace auto amp.

2. Go to self-diagnosis function confirmation procedure [ATC-43, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2. Confirm that code No. 20 is displayed.

NG >> Repair harness or connector.

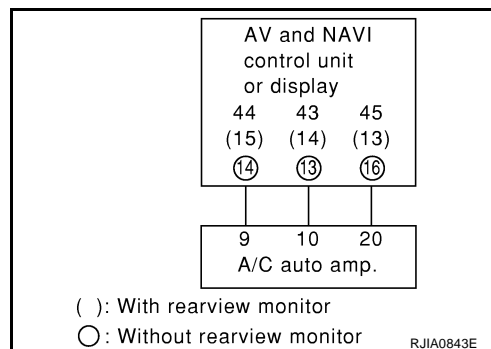


## Multiplex Communication Circuit

### DIAGNOSTIC PROCEDURE FOR MULTIPLEX COMMUNICATION CIRCUIT

SYMPTOM:

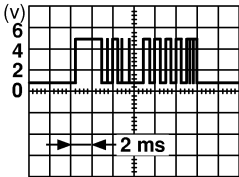
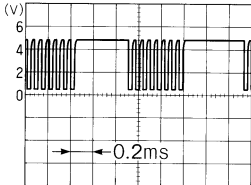
- A/C system cannot be controlled.



# TROUBLE DIAGNOSIS

## 1. CHECK FOR AUTO AMP. OUTPUT

Confirm multiplex communication signal using an oscilloscope.

Terminal		Voltage
Auto amp. connector	Terminal No. (Wire color)	
M75	9 (L/W)	 RJIA0212E
	20 (L)	 HAK0363D

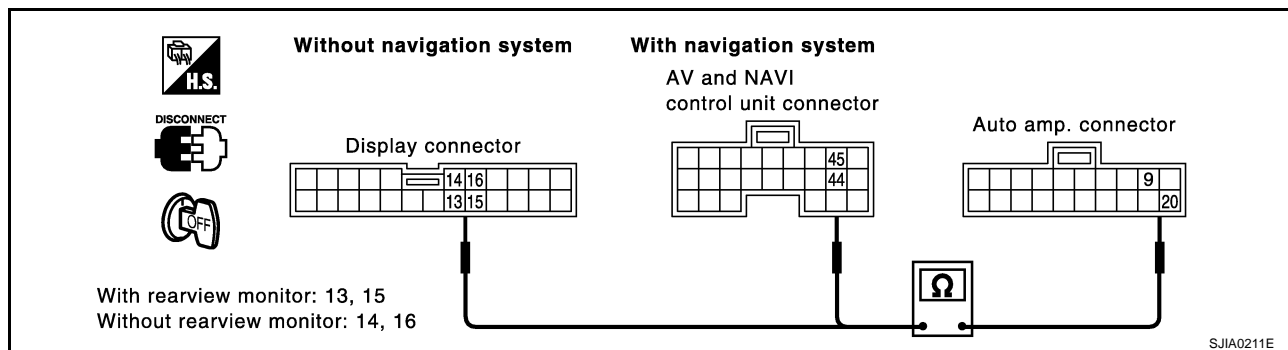
OK or NG

- OK >> GO TO 2.
- NG >> Replace auto amp.

# TROUBLE DIAGNOSIS

## 2. CHECK CIRCUIT CONTINUITY BETWEEN AUTO AMP. AND DISPLAY (OR AV AND NAVI CONTROL UNIT)

Disconnect DISPLAY (or AV AND NAVI CONTROL UNIT) and auto amp. connector.



Without navigation system

Terminal				Continuity
(+)		(-)		
DISPLAY connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
M61	With rearview monitor: 15 (L/W) Without rearview monitor: 14 (L/W)	M75	9 (L/W)	Yes
	With rearview monitor: 13 (L) Without rearview monitor: 16 (L)		20 (L)	

With navigation system

Terminal				Continuity
(+)		(-)		
AV AND NAVI CONTROL UNIT connector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
M55	44 (L/W)	M75	9 (L/W)	Yes
	45 (L)		20 (L)	

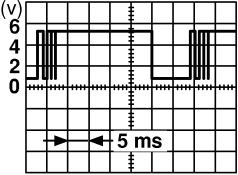
OK or NG

- OK >> Reconnect DISPLAY (OR AV AND NAVI CONTROL UNIT) and auto amp. connector. And GO TO 3.
- NG >> Repair harness or connector.

## TROUBLE DIAGNOSIS

### 3. CHECK FOR AUTO AMP. INPUT

Confirm multiplex communication signal using an oscilloscope.

Terminal		Voltage
Auto amp. connector	Terminal No. (Wire color)	
M75	10 (L/R)	 RJIA0213E

OK or NG

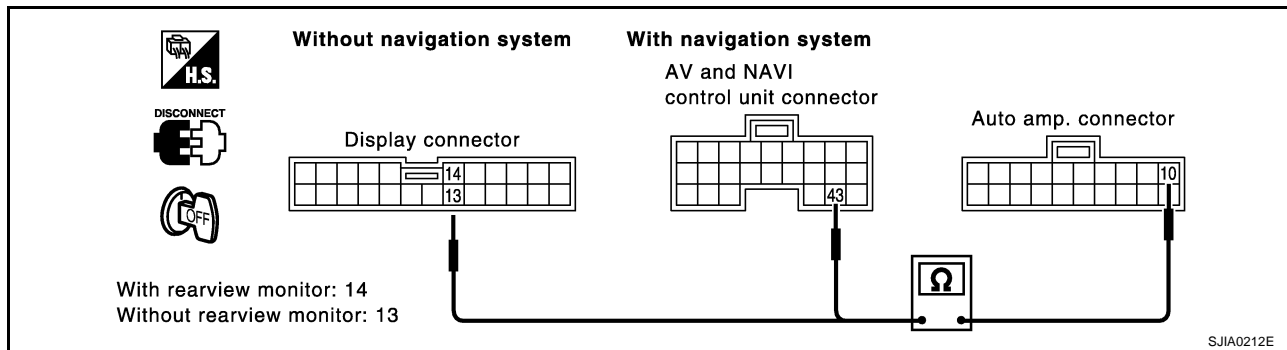
OK >> INSPECTION END

NG >> GO TO 4.

## TROUBLE DIAGNOSIS

### 4. CHECK CIRCUIT CONTINUITY BETWEEN DISPLAY (OR AV AND NAVI CONTROL UNIT) AND AUTO AMP.

Disconnect DISPLAY (or AV AND NAVI CONTROL UNIT) and auto amp. connector.



Without navigation system

Terminal				Continuity
(+)		(-)		
DISPLAY con- nector	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
M61	With rearview monitor: 14 (L/R) Without rear- view monitor: 13 (L/R)	M75	10 (L/R)	Yes

With navigation system

Terminal				Continuity
(+)		(-)		
AV AND NAVI CONTROL UNIT connec- tor	Terminal No. (Wire color)	Auto amp. connector	Terminal No. (Wire color)	
M55	43 (L/R)	M75	10 (L/R)	Yes

OK or NG

- OK >> Replace auto amp.
- NG >> Repair harness or connector.

---

## CONTROLLER

PFP:27500

### Removal and Installation

EJS001IP

1. Remove multifunction switch. Refer to [AV-118, "Removal and Installation of Multifunction Switch"](#).

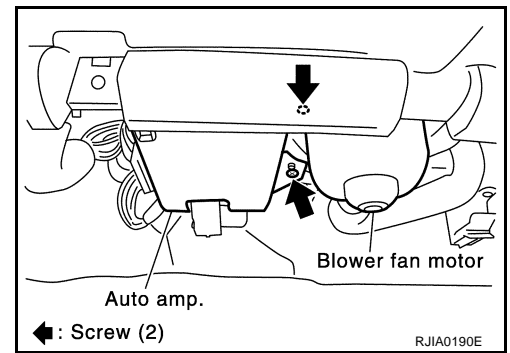
## AUTO AMP

PFP:27760

## REMOVAL AND INSTALLATION

EJS001PH

1. Remove the instrument lower assist panel.
2. Remove the auto amp. fixing screw.
3. Disconnect the auto amp. connector, then remove the auto amp.



A

B

C

D

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# AMBIENT SENSOR

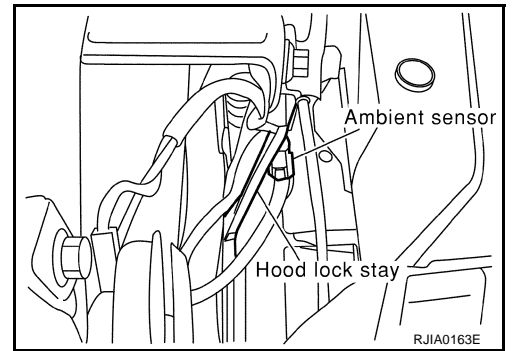
## AMBIENT SENSOR

PFP:27722

### Removal and Installation

EJS0011R

1. Remove the front grille.
2. Remove the ambient sensor.





# IN-VEHICLE SENSOR

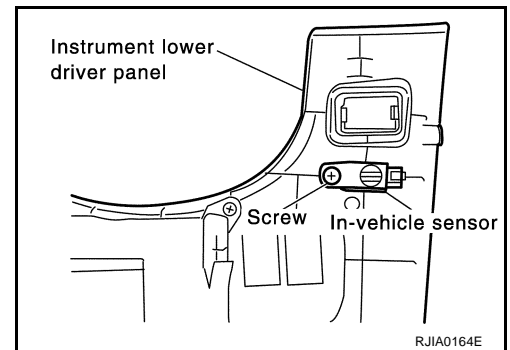
## IN-VEHICLE SENSOR

PFP:27720

### Removal and Installation

EJS001/S

1. Remove the instrument lower driver panel.
2. Remove the in-vehicle sensor.



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# SUNLOAD SENSOR

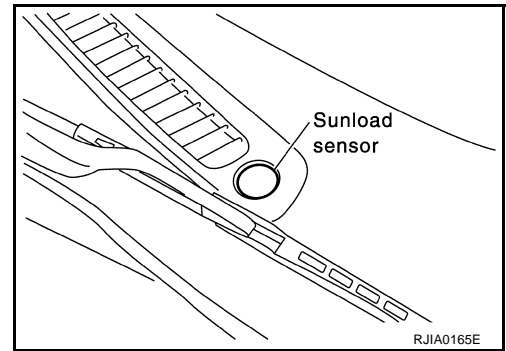
## SUNLOAD SENSOR

PFP:27721

### Removal and Installation

EJS0011T

1. Remove the instrument panel.
2. Remove the sunload sensor.



# INTAKE SENSOR CIRCUIT

## INTAKE SENSOR CIRCUIT

PPF:27723

### Removal and Installation

EJS001IU

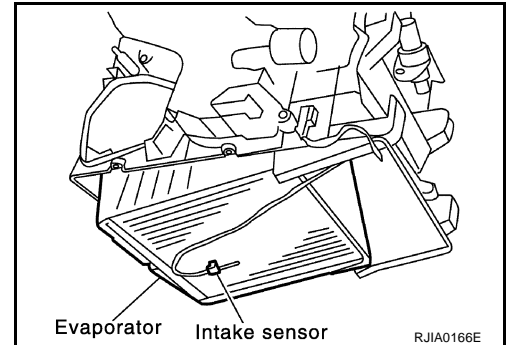
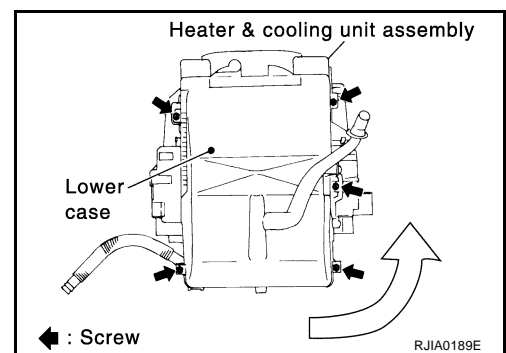
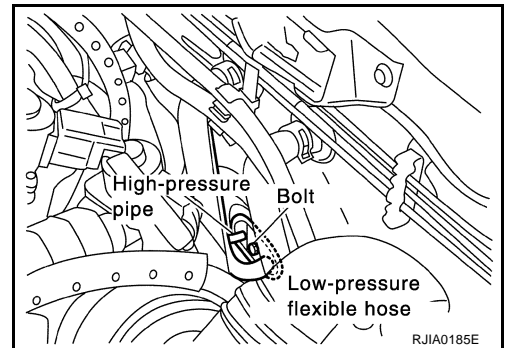
1. Use the refrigerant collecting equipment (for HFC-134a), to discharge the refrigerant from A/C system.
2. Remove the cowl top panel.
3. Remove the canister from canister bracket. (With QR engine)
4. Disconnect low-pressure flexible hose and high-pressure pipe from the evaporator.

#### **CAUTION:**

**Cap or wrap the joint of the low-pressure flexible hose and the high-pressure pipe with a suitable tool such as a vinyl tape to avoid the entry of air.**

5. Hold expansion valve and move it slightly upward. Push evaporator toward rear of vehicle.
6. Remove the drain hose and lower case mounting screw.
7. Swivel rear of lower case toward passenger seat to remove lower case.

8. Remove the intake sensor from evaporator.



# BLOWER UNIT

PFP:27200

EJS001P9

## BLOWER UNIT

### Removal and Installation

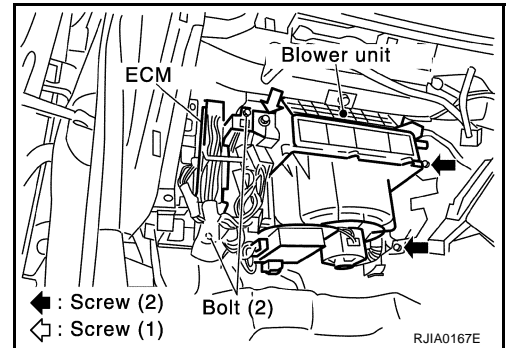
#### REMOVAL

1. Remove the glove box assembly.
2. Remove the glove box cover and instrument lower assist panel.
3. Remove the ECM with ECM bracket.
4. Remove the blower unit fixing bolt and screw.
5. Disconnect the blower motor connector and auto amp. connector.
6. Move the blower unit downwards, then disconnect the intake door motor connector.

#### CAUTION:

Slide the blower unit toward the passenger side, remove location pins (2 pieces), then move it downwards.

7. Remove the blower unit.



#### INSTALLATION

#### CAUTION:

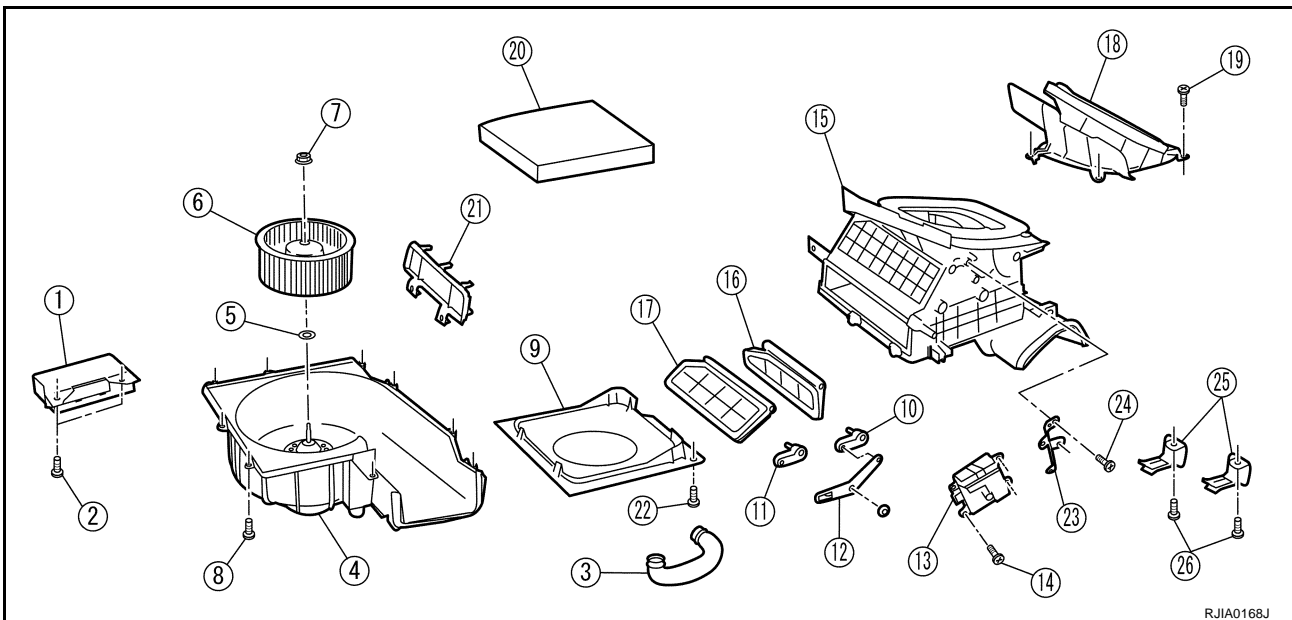
- Make sure the location pins (2 pieces) are securely installed.

### Disassembly and Assembly

EJS001PA

#### NOTE:

This illustration is for RHD models. The layout for LHD models is symmetrically opposite.



- |                              |                            |                      |
|------------------------------|----------------------------|----------------------|
| 1. Auto amplifier            | 2. Screw                   | 3. Cooling hose      |
| 4. Blower fan motor assembly | 5. Washer                  | 6. Blower fan        |
| 7. Nut                       | 8. Screw                   | 9. Intake bellmouth  |
| 10. Intake door lever 2      | 11. Intake door lever 1    | 12. Intake door link |
| 13. Intake door motor        | 14. Screw                  | 15. Upper case       |
| 16. Intake door 2            | 17. Intake door 1          | 18. Adapter assembly |
| 19. Screw                    | 20. Ventilation air filter | 21. Filter cover     |
| 22. Screw                    | 23. Bracket                | 24. Screw            |
| 25. Under cover clip         | 26. Screw                  |                      |

# BLOWER MOTOR

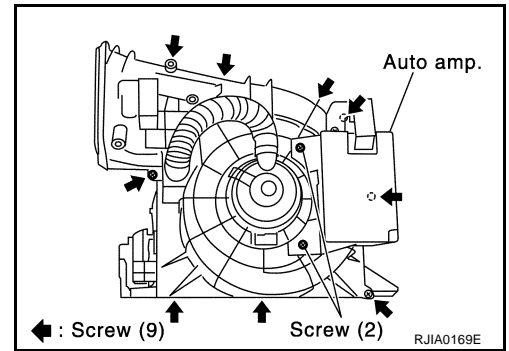
## BLOWER MOTOR

PFP:27226

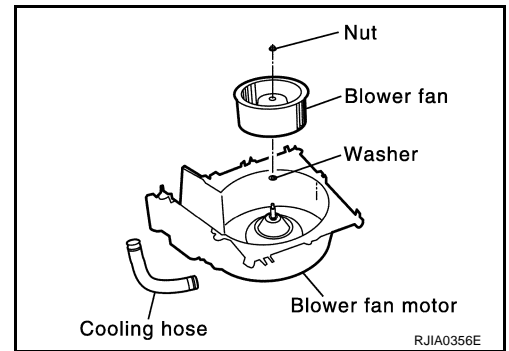
### Removal and Installation

EJS001IX

1. Remove the blower unit. Refer to [ATC-116, "Removal and Installation"](#).
2. Remove the auto amp.
3. Remove the blower unit fixing screw, then separate the blower unit.



4. Remove the cooling hose and blower fan.



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# INTAKE DOOR MOTOR

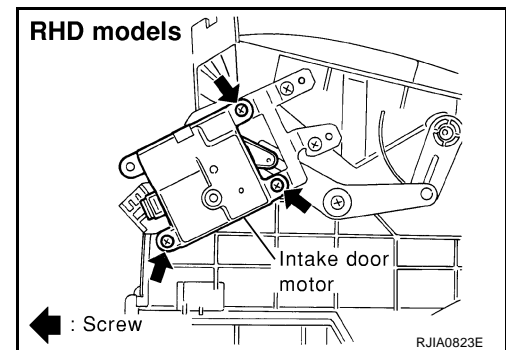
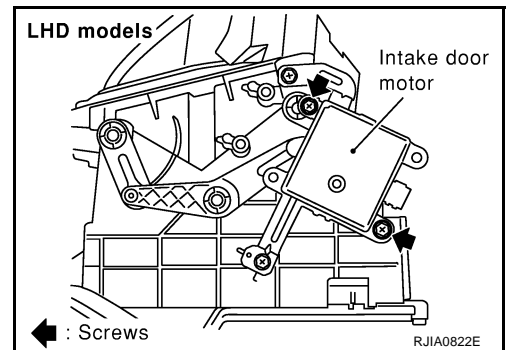
## INTAKE DOOR MOTOR

PFP:27730

### Removal and Installation

EJS0011Y

1. Remove the blower unit. Refer to [ATC-116, "Removal and Installation"](#)
2. Remove the intake door motor from the blower unit.



# HEATER & COOLING UNIT ASSEMBLY

## HEATER & COOLING UNIT ASSEMBLY

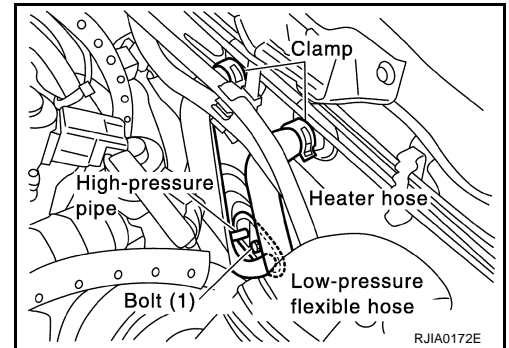
PFP:27110

### Removal and Installation

EJS001J1

#### REMOVAL

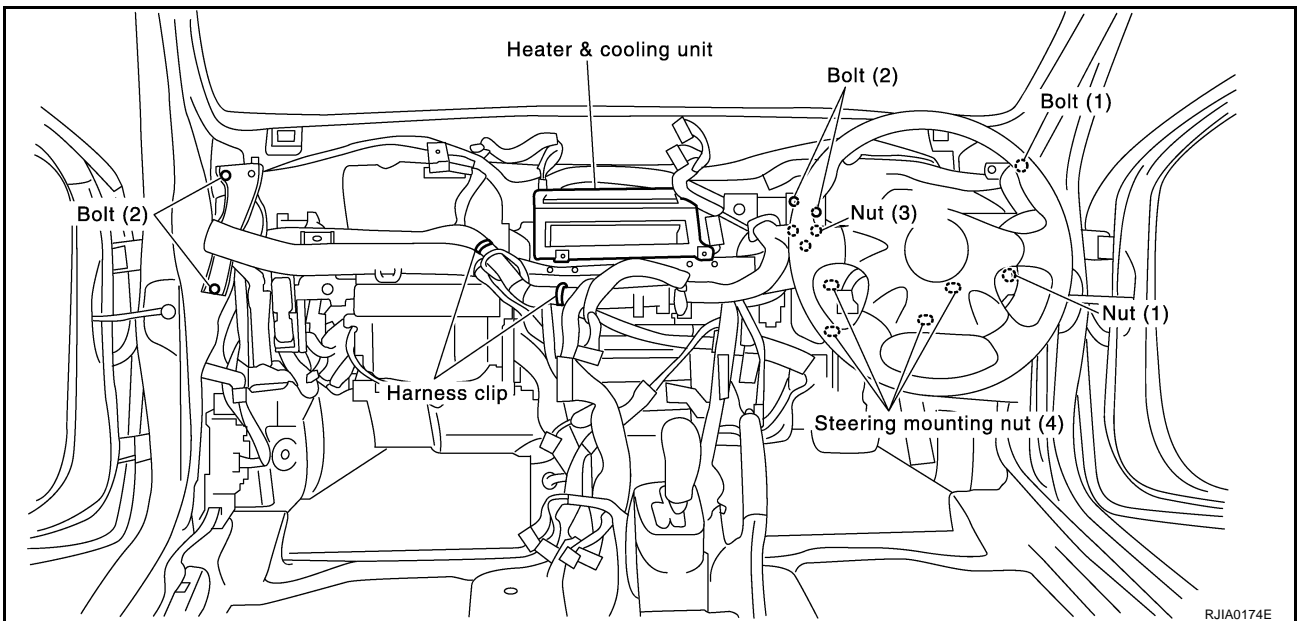
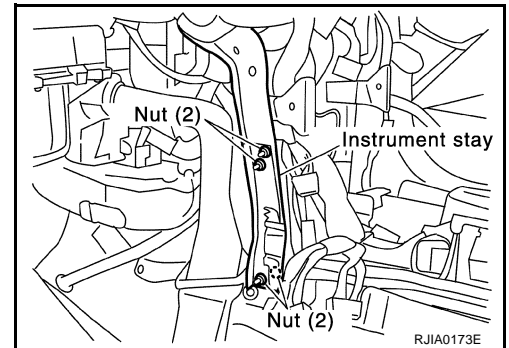
1. Use the refrigerant collecting equipment (For HFC-134a) to discharge the refrigerant from A/C system.
2. Drain coolant from cooling system. Refer to [CO-28, "Changing Engine Coolant"](#) for QR engine, [CO-8, "Changing Engine Coolant"](#) for QG engine, [CO-47, "Changing Engine Coolant"](#) for YD engine.
3. Remove the cowl top panel.
4. Disconnect two heater hoses from heater core pipe.
5. Disconnect the low-pressure flexible hose and high-pressure pipe from the evaporator.



#### CAUTION:

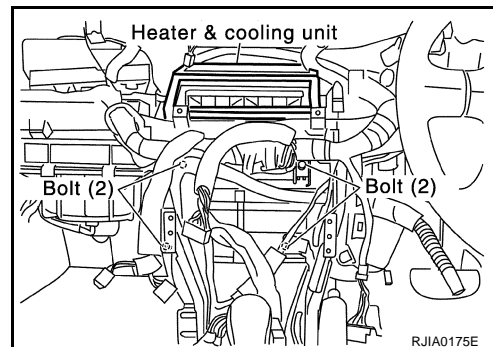
Cap or wrap the joint of the low-pressure flexible hose and the high-pressure pipe with a suitable tool such as a vinyl tape to avoid the entry of air.

6. Remove the instrument panel assembly.
7. Remove the blower unit.
8. Remove clips of vehicle harness from steering member.
9. Remove the instrument stay.



# HEATER & COOLING UNIT ASSEMBLY

10. Remove the fixing bolts from heater & cooling unit.
11. Remove the steering member.
12. Remove the heater & cooling unit.



## INSTALLATION

1. Installation is basically the reverse order of removal.

### NOTE:

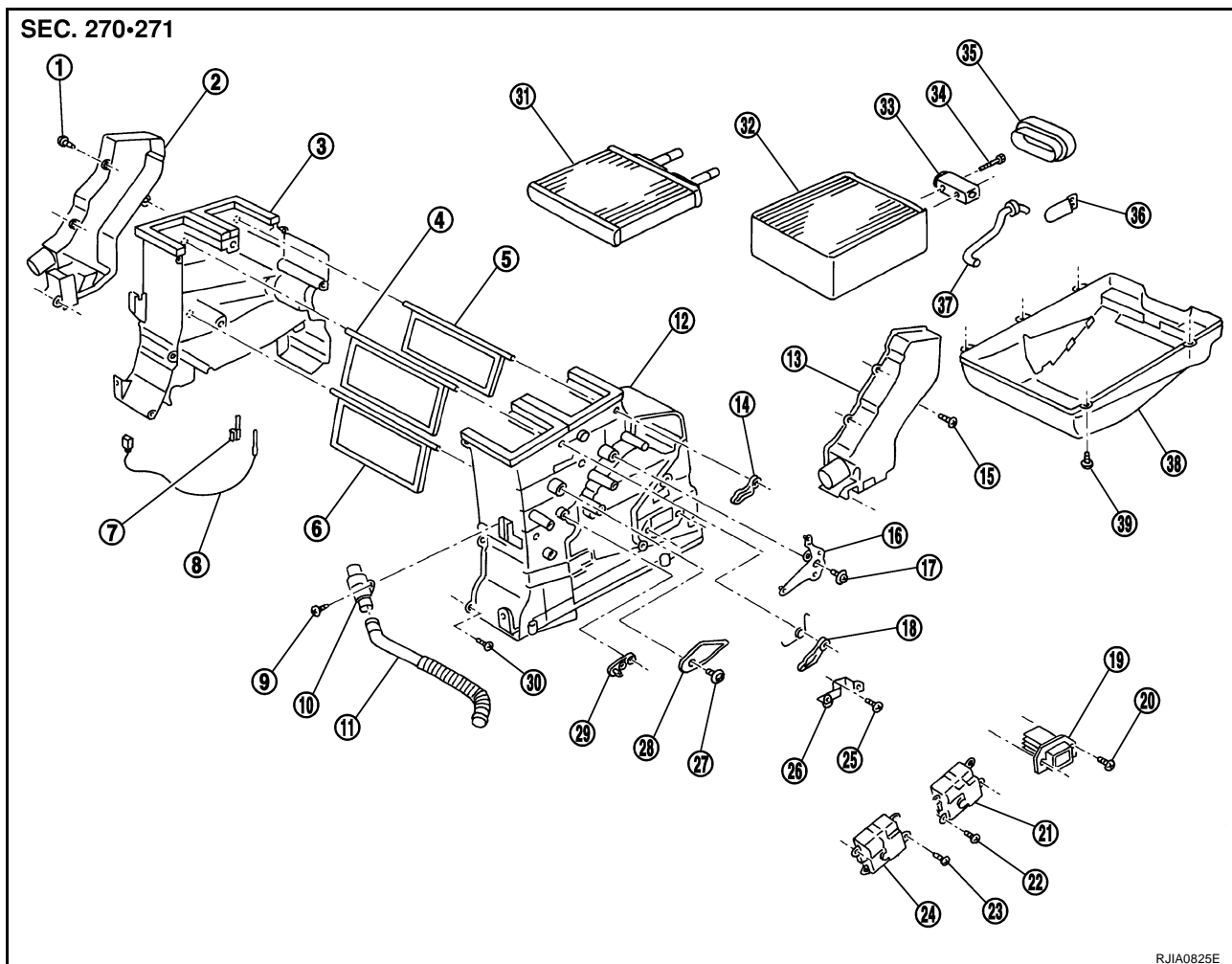
When filling radiator with coolant, refer to [CO-28, "Changing Engine Coolant"](#) for QR engine, [CO-8, "Changing Engine Coolant"](#) for QG engine, [CO-47, "Changing Engine Coolant"](#) for YD engine.

## Disassembly and Assembly

EJS001J2

### NOTE:

This illustration is for RHD models. The layout for LHD models is symmetrically opposite.



- |                       |                       |  |
|-----------------------|-----------------------|--|
| 1. Screw              | 2. Foot duct (left)   | 3. Heater & cooling unit case (left)   |
| 4. Ventilator door    | 5. Defroster door     | 6. Air mix door                        |
| 7. Sensor bracket     | 8. Intake sensor      | 9. Screw                               |
| 10. Aspirator         | 11. Aspirator duct    | 12. Heater & cooling unit case (right) |
| 13. Foot duct (right) | 14. Mode door lever 2 | 15. Screw                              |



## HEATER & COOLING UNIT ASSEMBLY

---

16. Mode door link 2	17. Screw	18. Mode door lever 1
19. Fan control amp.	20. Screw	21. Mode door motor
22. Screw	23. Screw	24. Air mix door motor
25. Screw	26. Actuator bracket	27. Screw
28. Mode door link	29. Air mix door lever	30. Screw
31. Heater core	32. Evaporator	33. Expansion valve
34. Bolt	35. Cooler grommet	36. Instrument bracket
37. Drain hose	38. Lower case	39. Screw

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# MODE DOOR MOTOR

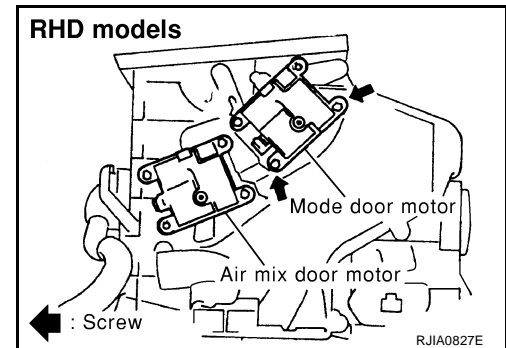
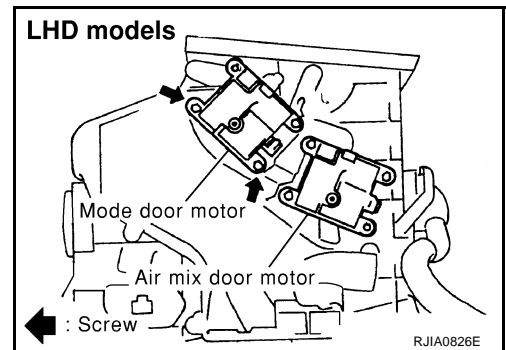
## MODE DOOR MOTOR

PFP:27731

### Removal and Installation

EJS001J3

1. Disconnect the mode door motor connector.
2. Remove the mode door motor.



# AIR MIX DOOR MOTOR

## AIR MIX DOOR MOTOR

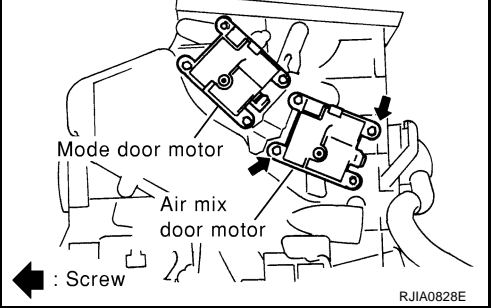
PFP:27732

### Removal and Installation

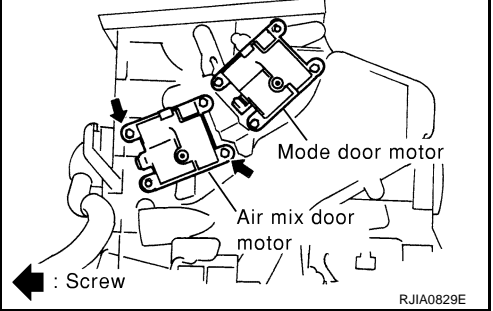
1. Disconnect the air mix door motor connector.
2. Remove the air mix door motor.

EJS001J4

#### LHD models



#### RHD models



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# FAN CONTROL AMPLIFIER

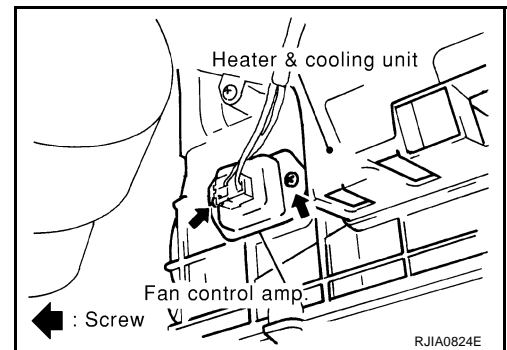
## FAN CONTROL AMPLIFIER

PFP:27761

### Removal and Installation

EJS001PG

1. Remove the fan control amp.



# VENTILATION AIR FILTER

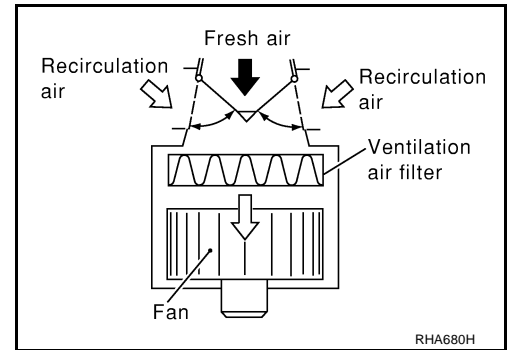
## VENTILATION AIR FILTER

PFP:27277

### Removal and Installation FUNCTION

EJS001PJ

Air inside passenger compartment is kept clean at either recirculation or fresh mode by installing ventilation air filter into blower unit.

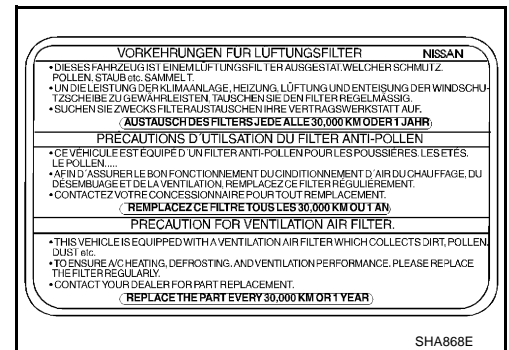


### REPLACEMENT TIMING

Replace ventilation air filter.

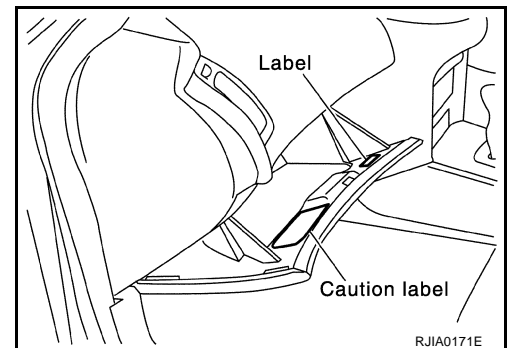
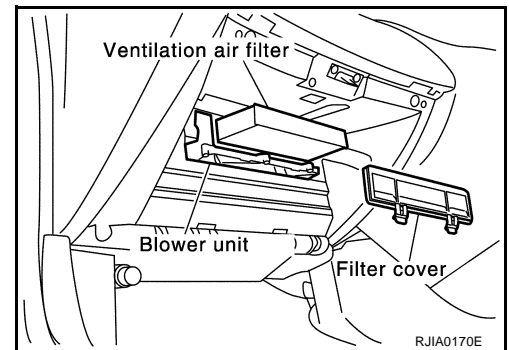
Refer to [MA-36, "CHASSIS AND BODY MAINTENANCE"](#) in SCHEDULE 1 and 2.

Caution label is fixed inside the glove box.



### REPLACEMENT AND PROCEDURES

1. Remove the glove box.
2. Remove the ventilation air filter cover.
3. Take out the ventilation air filter from blower unit.
4. Replace with new one and reinstall on blower unit.
5. Reinstall the glove box.
6. Fill in the necessary details on the label and attach in to the glove box in the position shown at right.



# HEATER CORE

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## HEATER CORE

PFP:27140

### Removal and Installation

EJS001J5

1. Remove the heater & cooling unit. Refer to [ATC-119, "Removal and Installation"](#) .
2. Separate the heater & cooling unit, then remove the heater core. Refer to [ATC-120, "Disassembly and Assembly"](#) .

# DUCTS AND GRILLES

## DUCTS AND GRILLES

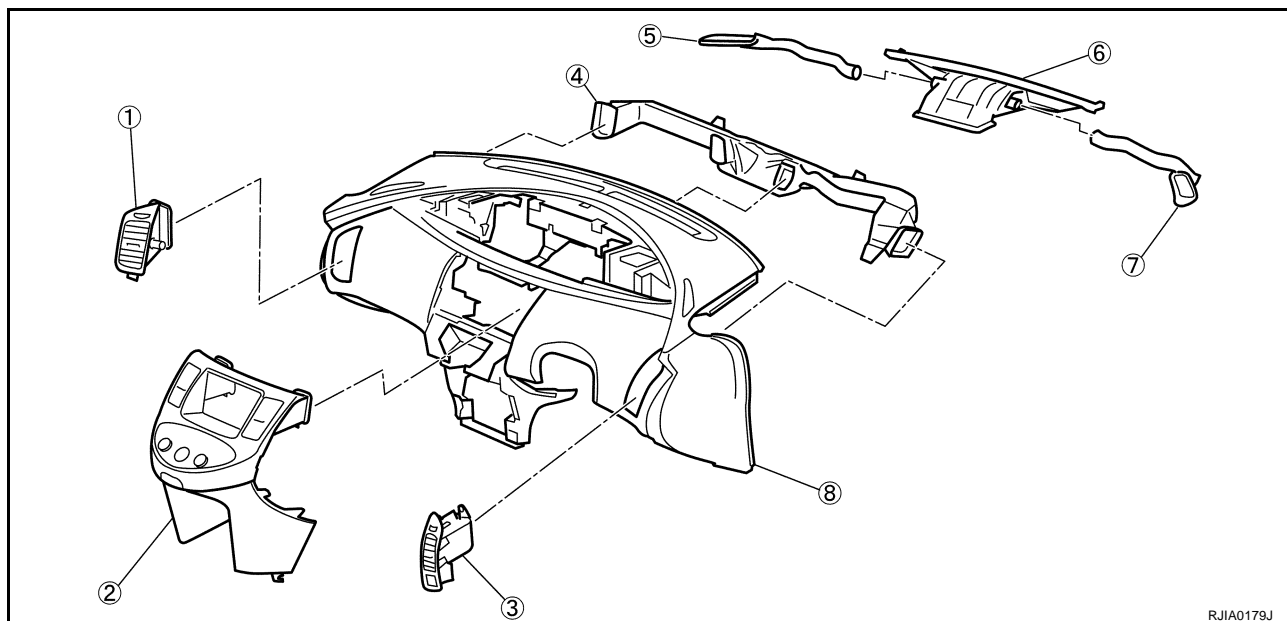
PFP:27860

### Removal and Installation

#### VENTILATOR DUCT, DEFROSTER NOZZLE AND DEFROSTER DUCTS

##### NOTE:

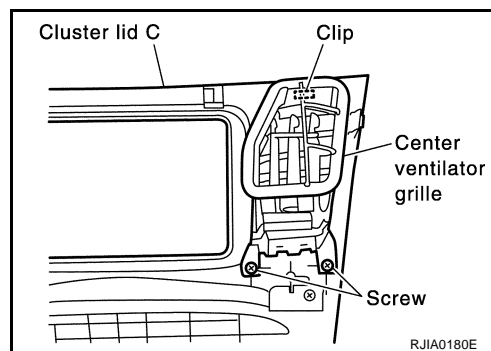
This illustration is for RHD models. The layout for LHD models is symmetrically opposite.



- |                                  |   |                                   |
|----------------------------------|---|-----------------------------------|
| 1. Side ventilator grille (left) | 2. Cluster lid C (center ventilator grille) | 3. Side ventilator grille (right) |
| 4. Ventilator duct               | 5. Side defroster duct                      | 6. Side defroster nozzle          |
| 7. Side defroster duct (right)   | 8. Instrument panel                         |                                   |

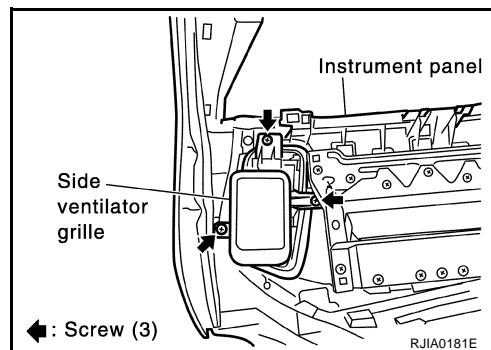
### CENTER VENTILATOR GRILLE

1. Remove the cluster lid C. Refer to [IP-6, "CLUSTER LID C"](#).
2. Remove the center ventilator grille.



### SIDE VENTILATOR GRILLE

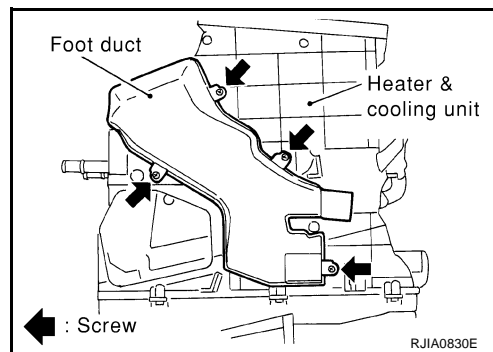
1. Remove the instrument panel.
2. Remove the side ventilator grille.



## DUCTS AND GRILLES

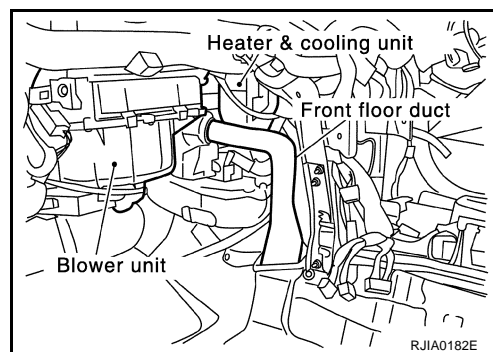
### FOOT DUCT

1. Remove the heater & cooling unit. Refer to [ATC-119, "Removal and Installation"](#).
2. Remove the foot duct.

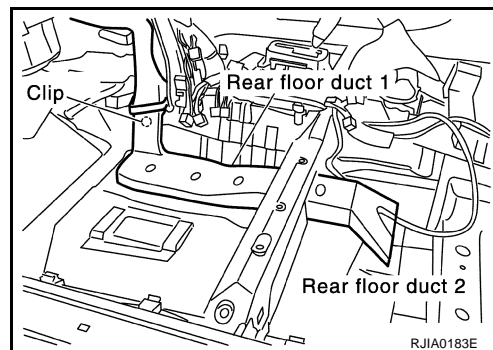


### FLOOR DUCT

1. Remove the front seats.
2. Remove the instrument panel.
3. Remove the front floor duct.
4. Peel back the floor trim to a point where the floor duct is visible.



5. Remove the rear floor duct 2.
6. Remove the clip, then rear floor duct 1.





# REFRIGERANT LINES

## REFRIGERANT LINES

PFP:92600

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

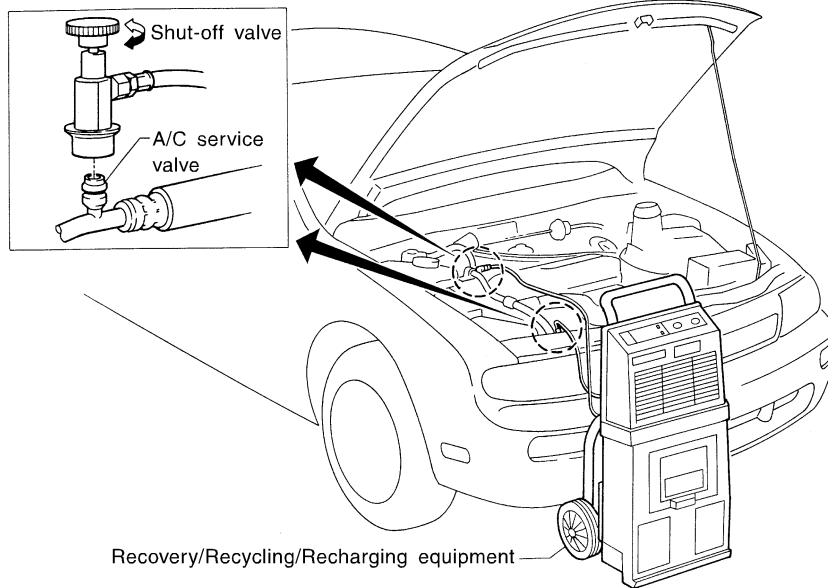
EJS001J7

#### Discharging Refrigerant

##### **WARNING:**

Avoid breathing A/C refrigerant and lubricant vapor or mist. Exposure may irritate eyes, nose and throat. Use only approved recovery/recycling equipment to discharge HFC-134a (R-134a) refrigerant. If accidental system discharge occurs, ventilate work area before resuming service. Additional health and safety information may be obtained from refrigerant and lubricant manufacturers.

##### Example

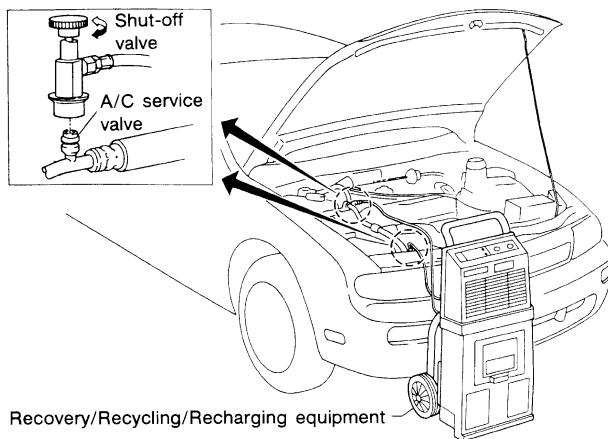


SHA539DE

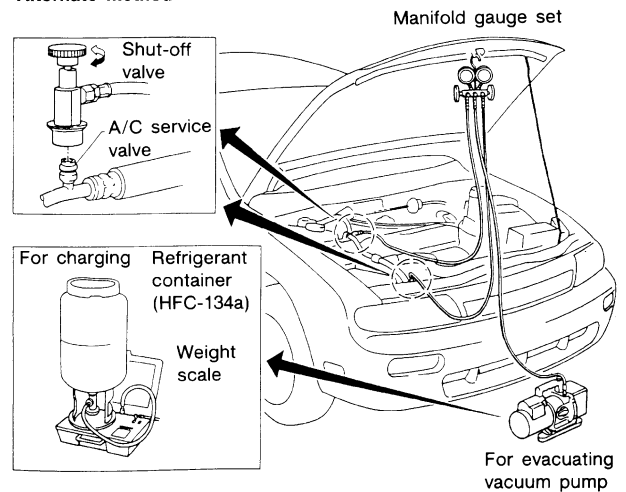
#### Evacuating System and Charging Refrigerant

##### Example

##### Preferred (Best) method



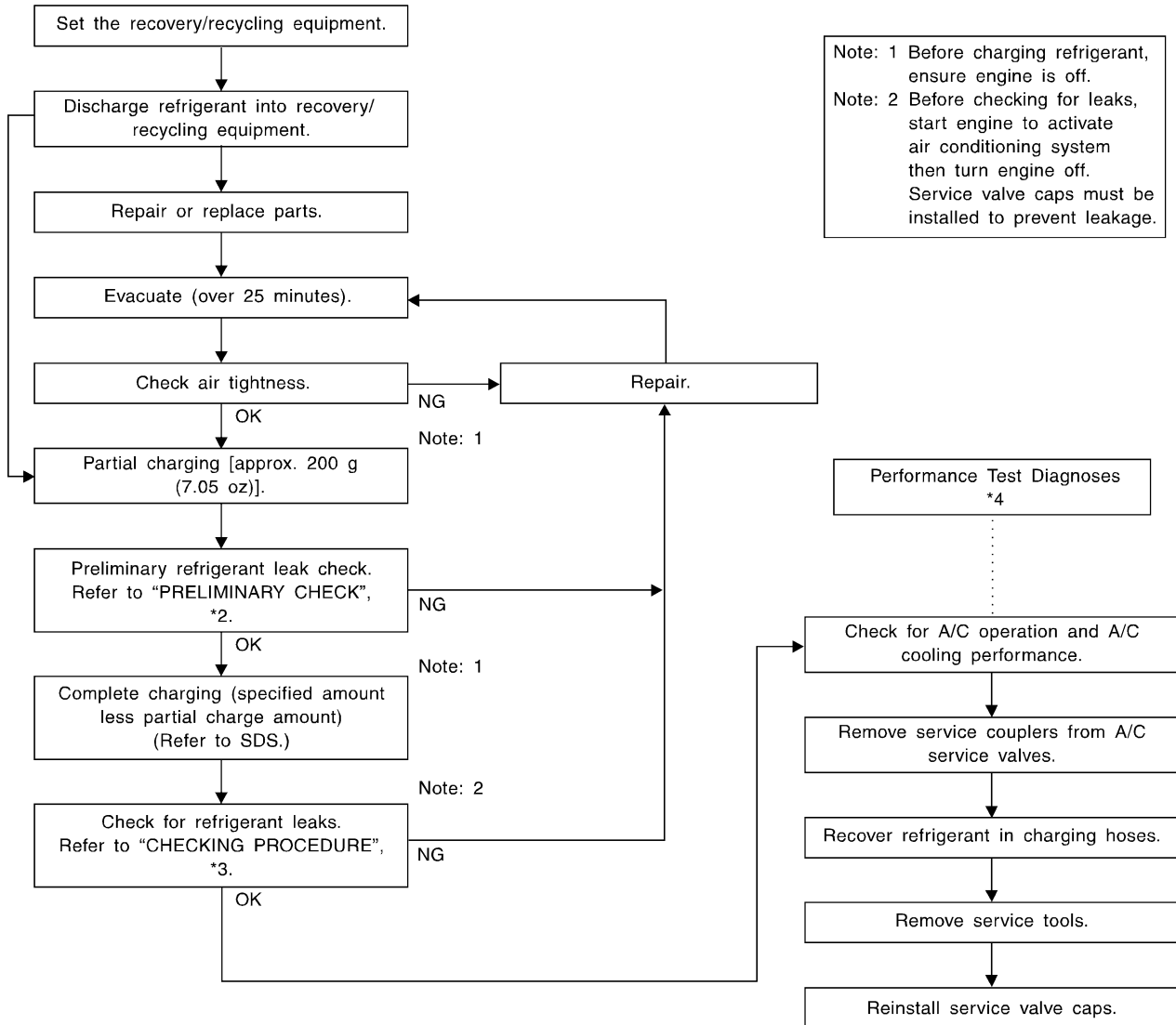
##### Alternate method



SHA540DC

# REFRIGERANT LINES

Recovered lubricant. Refer to "CHECKING AND ADJUSTING", \*1.



\*1 [ATC-21, "LUBRICANT RETURN OPERATION"](#)

\*4 [ATC-84, "PERFORMANCE TEST DIAGNOSES"](#)

\*2 [ATC-144, "Checking for Refrigerant Leaks"](#)

\*3 [ATC-144, "Checking for Refrigerant Leaks"](#)

SHA383F

## Components

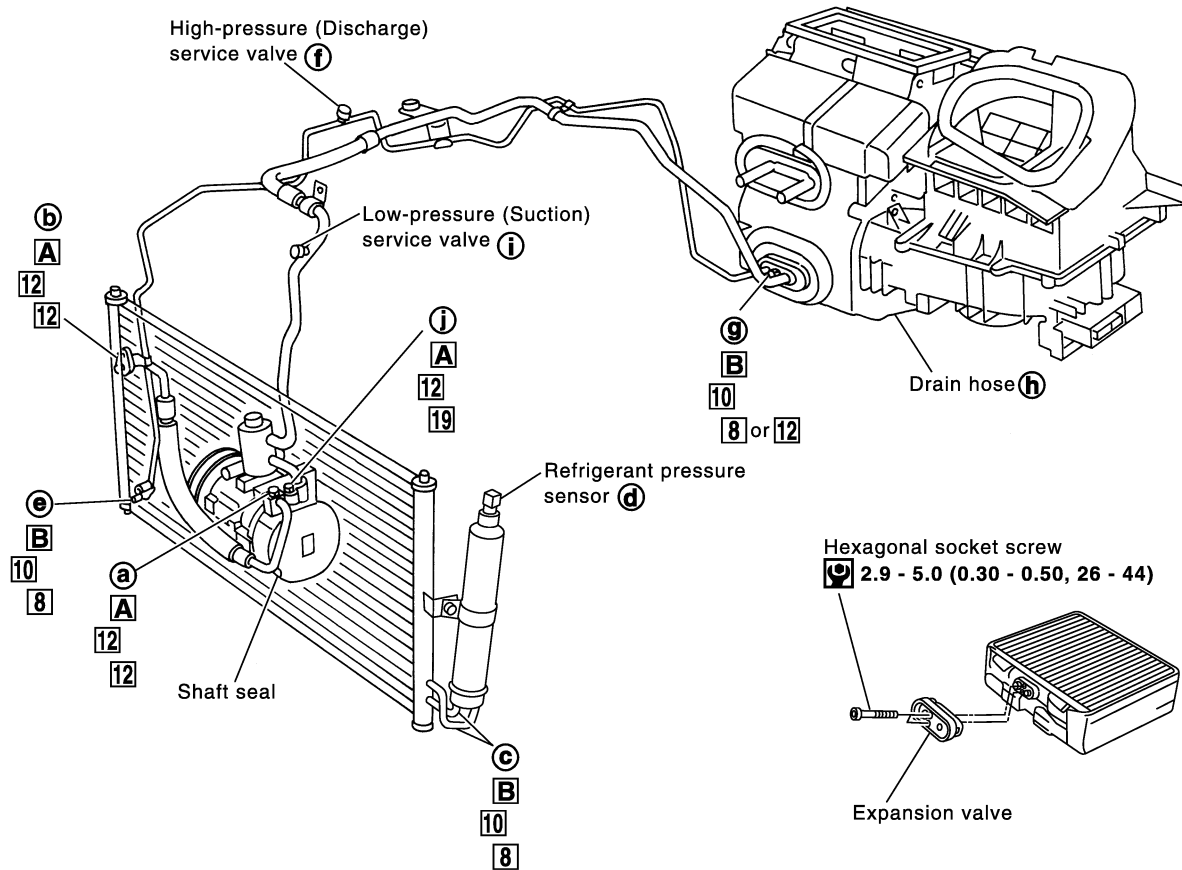
EJS001J8

Refer to page [ATC-5, "Precautions for Refrigerant Connection"](#) .

### SEC. 271•274

#### RHD MODELS WITH QR ENGINE

The heater & cooling unit layout for LHD models is symmetrically opposite.



○ : Refrigerant leak checking order

□ (Tightening torque)

□ (Wrench size)

□ (O-ring size)

⊙ : N•m (kg-m, in-lb)

**A** : 7.8 - 19.6 (0.8 - 2.0, 69 - 173)

**B** : 2.9 - 5.9 (0.29 - 0.60, 26 - 52)

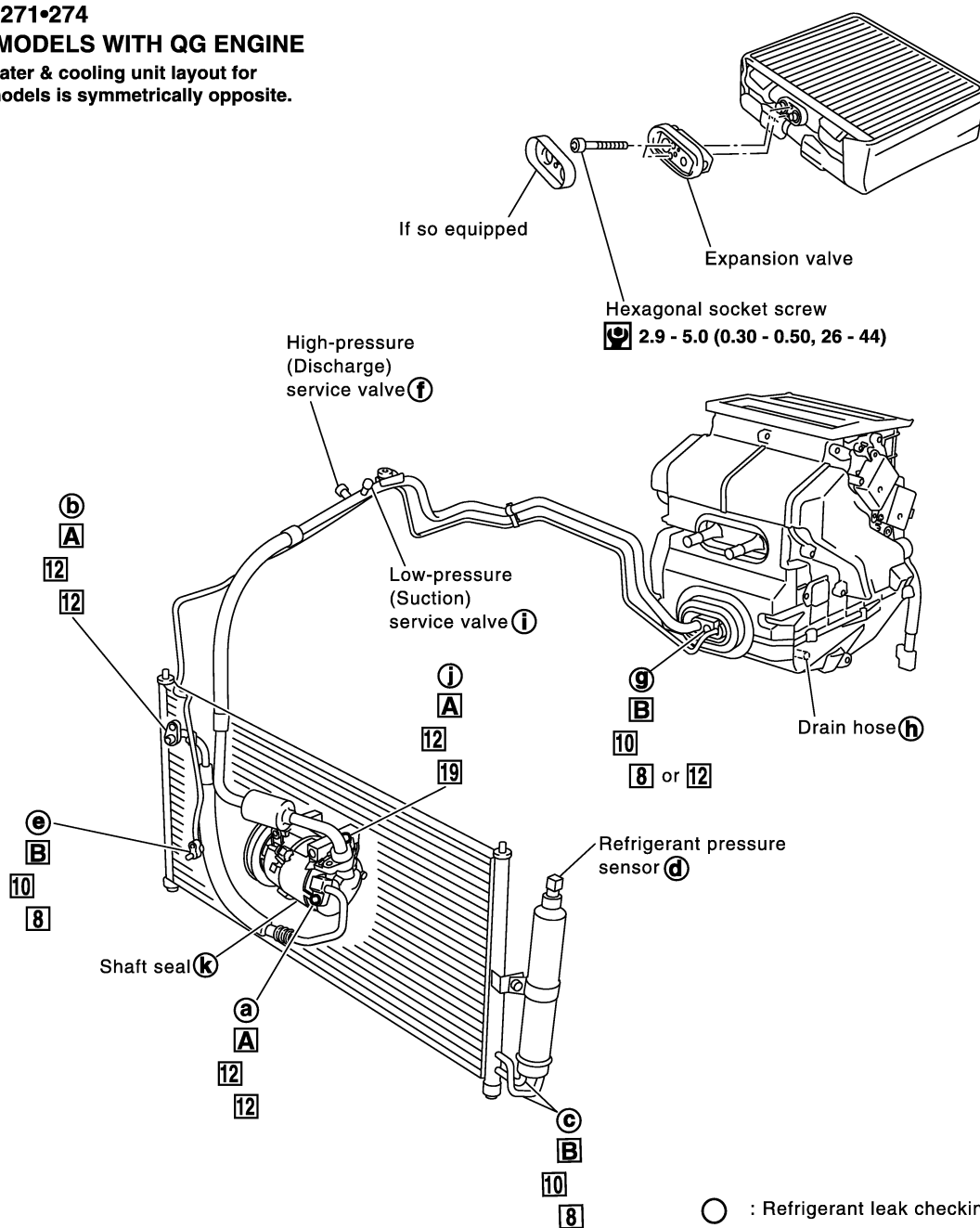
SJIA0213E

# REFRIGERANT LINES

## SEC. 271•274

### LHD MODELS WITH QG ENGINE

The heater & cooling unit layout for RHD models is symmetrically opposite.



- : Refrigerant leak checking order
- (Tightening torque)
- (Wrench size)
- (O-ring size)
- ⊙ : N•m (kg-m, in-lb)
- A** : 7.8 - 19.6 (0.8 - 2.0, 69 - 173)
- B** : 2.9 - 5.9 (0.29 - 0.60, 26 - 52)

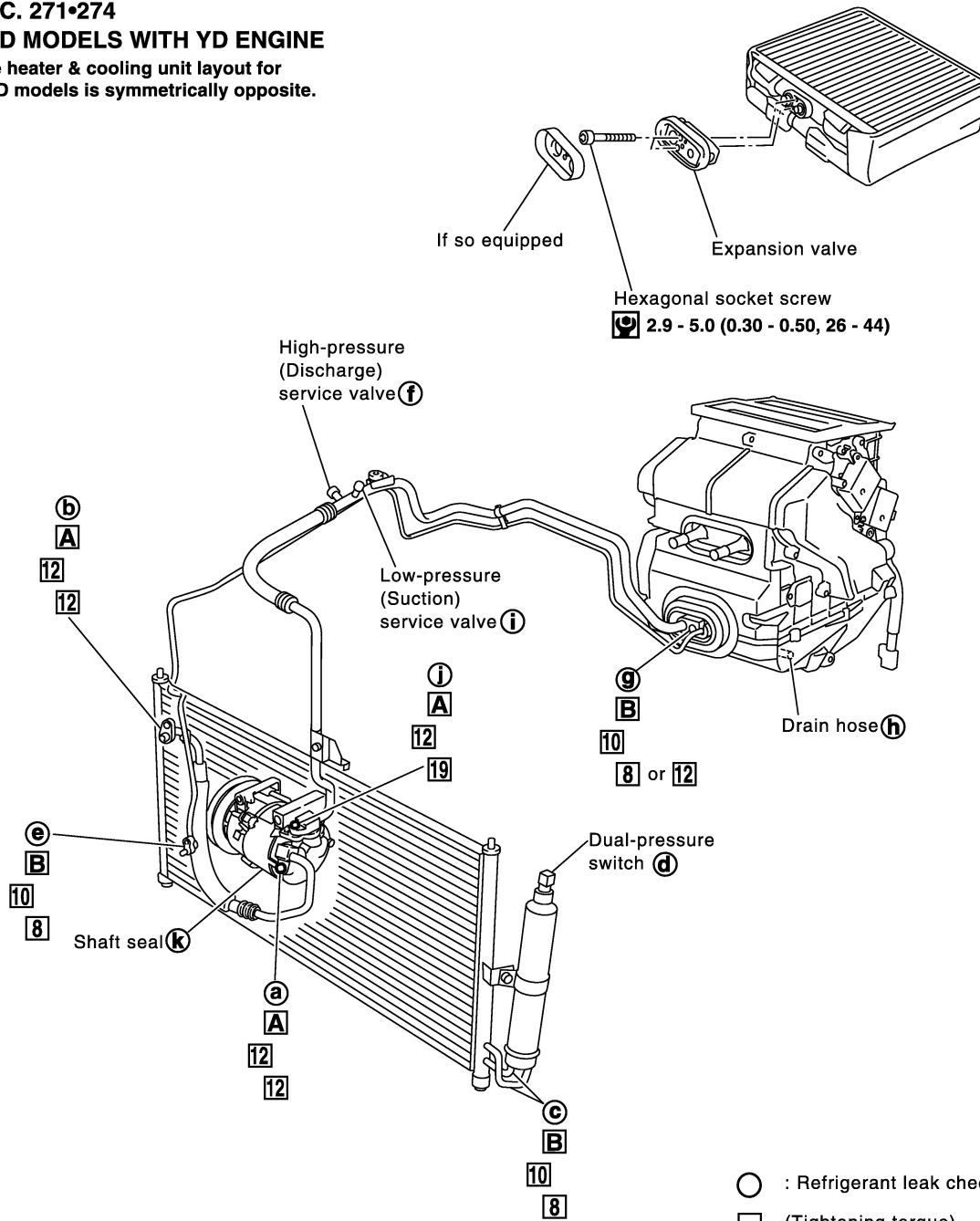
SJIA0214E

# REFRIGERANT LINES

## SEC. 271•274

### LHD MODELS WITH YD ENGINE

The heater & cooling unit layout for RHD models is symmetrically opposite.



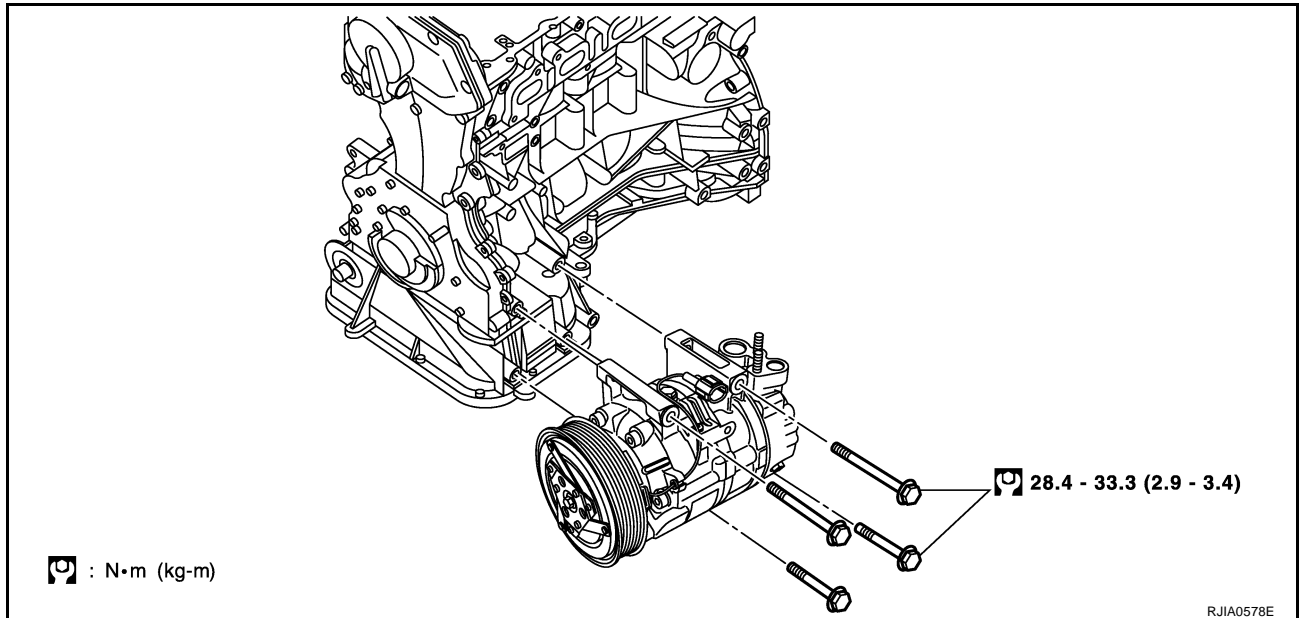
- : Refrigerant leak checking order
- (Tightening torque)
- □ (Wrench size)
- (O-ring size)
- ⊙ : N·m (kg-m, in-lb)
- A** : 7.8 - 19.6 (0.8 - 2.0, 69 - 173)
- B** : 2.9 - 5.9 (0.29 - 0.60, 26 - 52)

SJIA0215E

# REFRIGERANT LINES

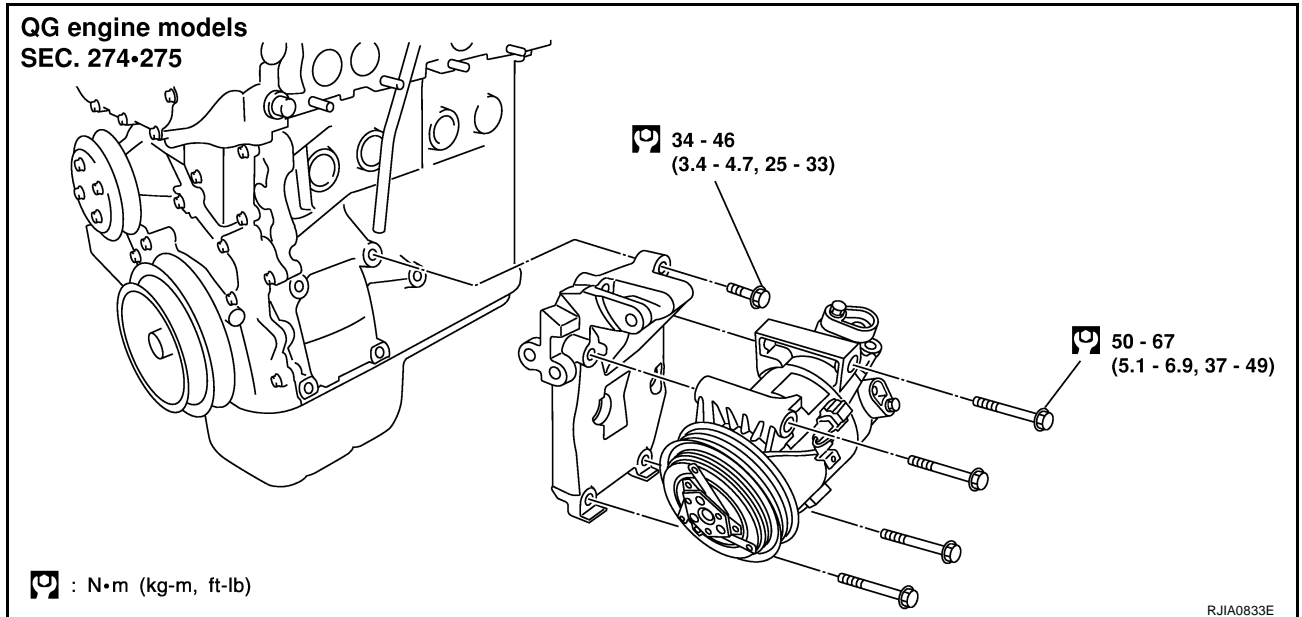
## Compressor REMOVAL With QR Engine

EJS001J9



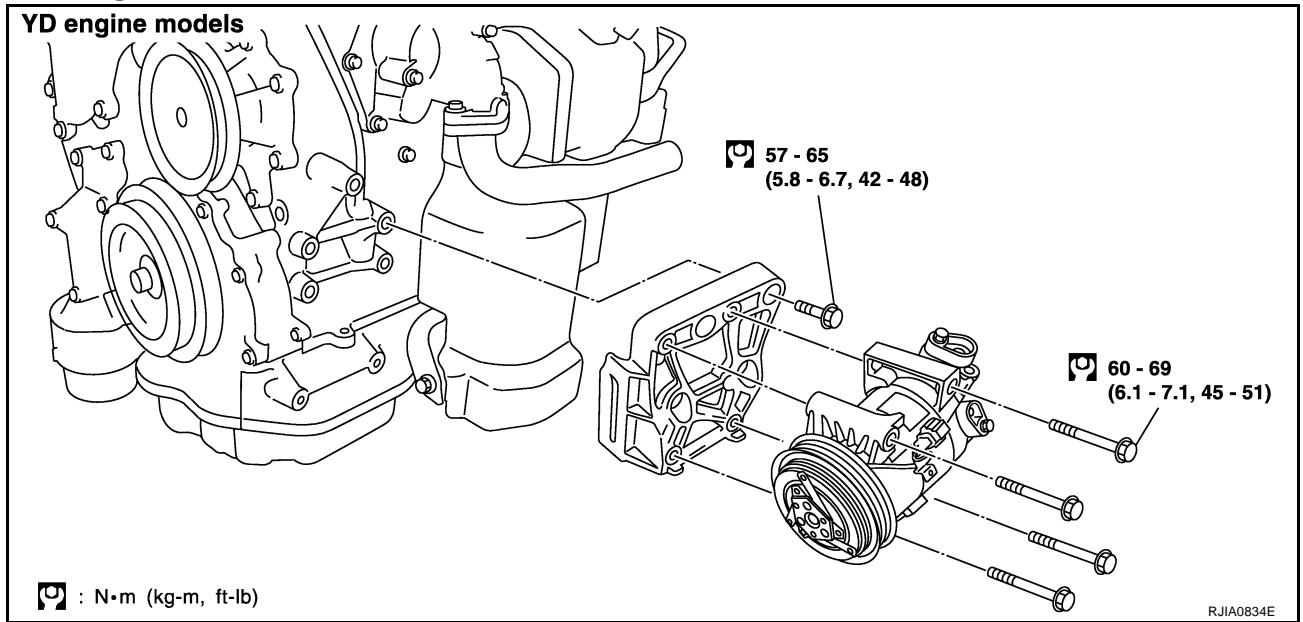
## With QG Engine

QG engine models  
SEC. 274-275

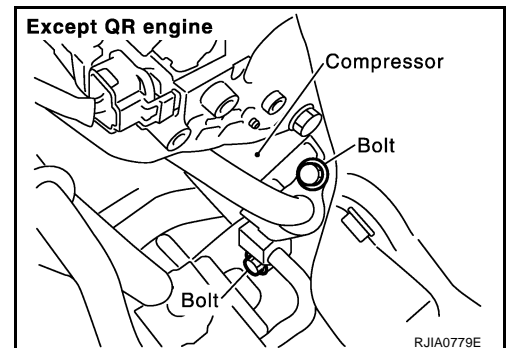
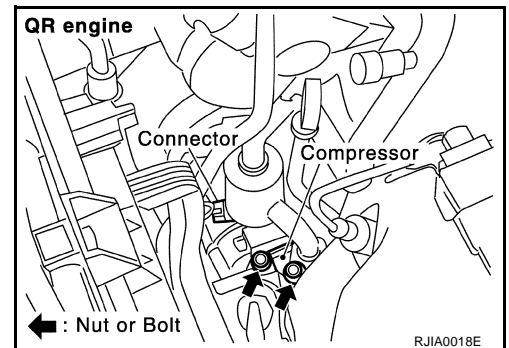


# REFRIGERANT LINES

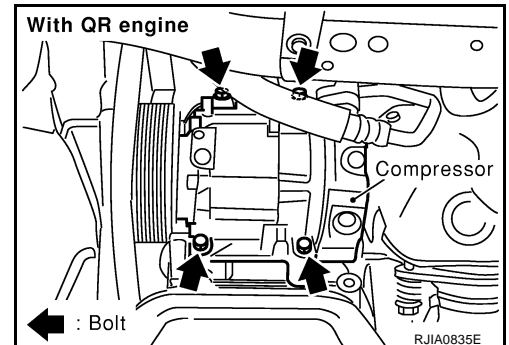
## With YD Engine



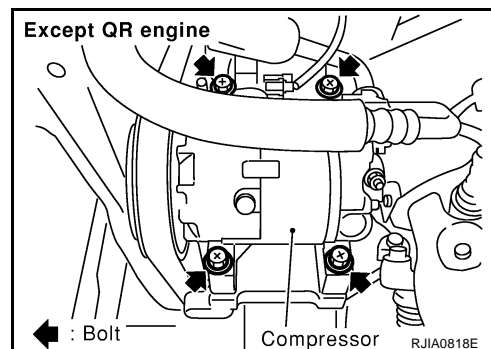
1. Use refrigerant collecting equipment (for HFC-134a) to discharge refrigerant.
2. Disconnect the compressor connector.
3. Remove the engine under cover (right side).
4. Remove the compressor-alternator belt.  
Refer to [EM-120, "Removal and Installation"](#) (QR engine), [EM-17, "Removal and Installation"](#) (QG engine), [EM-222, "Removal and Installation"](#) (YD engine).



5. Remove the mounting nuts (bolts) from the high-pressure flexible hose and low-pressure flexible hose.  
**CAUTION:**  
**Cap or wrap the joint of the pipe with suitable material such as vinyl tape to avoid the entry of air.**
6. Remove the mounting bolts from compressor.
7. Remove the compressor from the lower side of the vehicle.



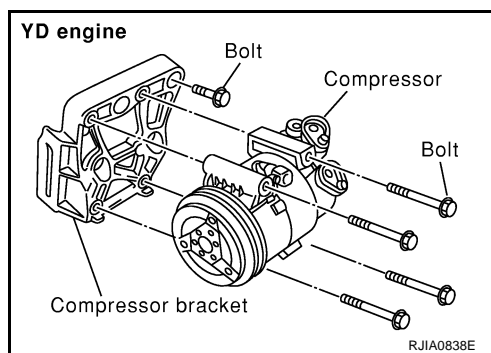
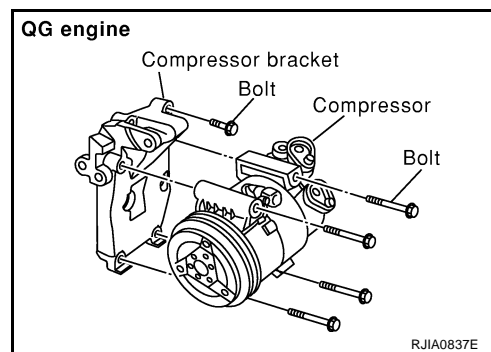
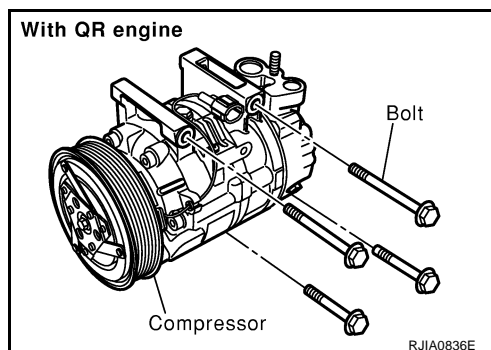
# REFRIGERANT LINES



## INSTALLATION

### CAUTION:

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



### Compressor mounting bolt (QR engine)

Tightening torque : 28.4 - 33.3 N-m (2.9 - 3.4 kg-m, 21 - 24 ft-lb)

### Compressor mounting bolt (QG engine)

Tightening torque : 50 - 60 N-m (5.1 - 6.9 kg-m , 37 - 49 ft-lb)

### Compressor mounting bolt (YD engine)

Tightening torque : 60 - 69 N-m (6.1 - 7.1 kg-m , 45 - 51 ft-lb)

### Compressor bracket mounting bolt (QG engine)

Tightening torque : 34 - 46 N-m (3.4 - 4.7 kg-m , 25 - 33 ft-lb)

### Compressor bracket mounting bolt (YD engine)

Tightening torque : 57 - 65 N-m (5.8 - 6.7 kg-m , 42 - 48 ft-lb)

Nut (bolt) mounting the high-pressure flexible hose



# REFRIGERANT LINES

Tightening torque : 7.8 - 19.6 N-m (0.8 - 2.0 kg-m, 69 - 173in-lb)

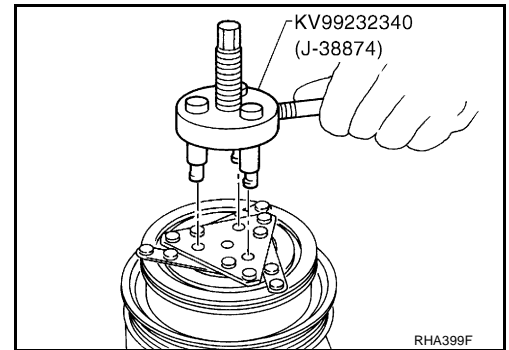
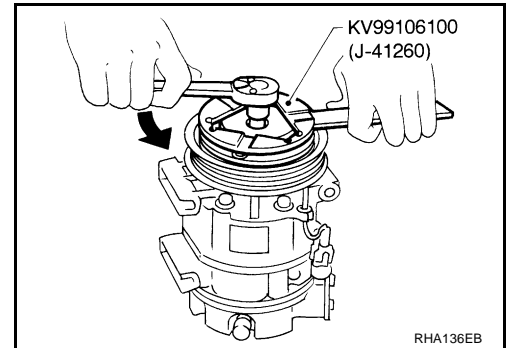
Nut (bolt) mounting the low-pressure flexible hose

Tightening torque : 7.8 - 19.6 N-m (0.8 - 2.0 kg-m, 69 - 173in-lb)

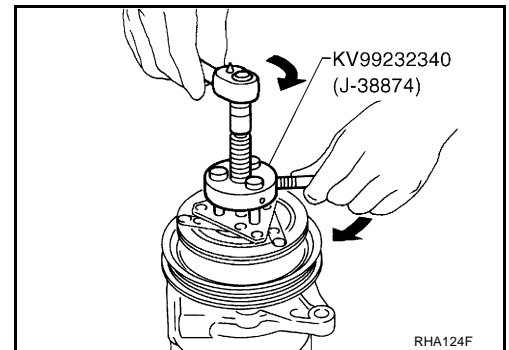
## Compressor Clutch REMOVAL

### Overhaul

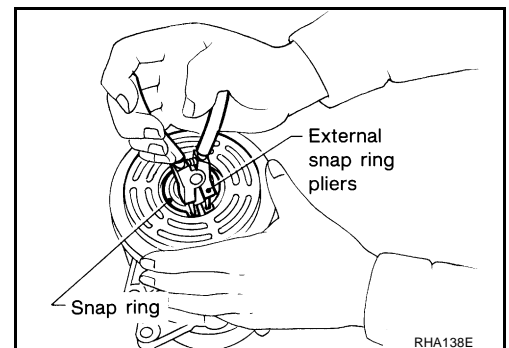
1. When removing center bolt, hold clutch disc with wrench.



2. Remove the clutch disc using the clutch disc puller.

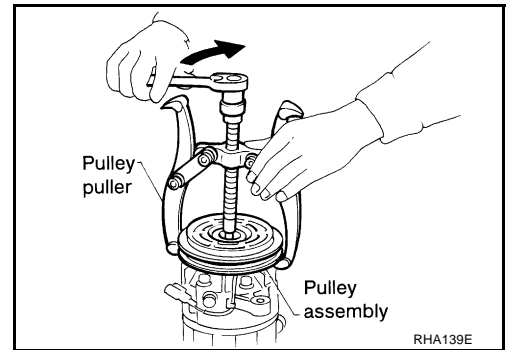


3. Remove the snap ring using external snap ring pliers.

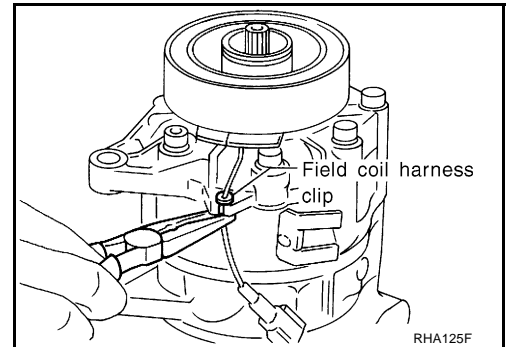


## REFRIGERANT LINES

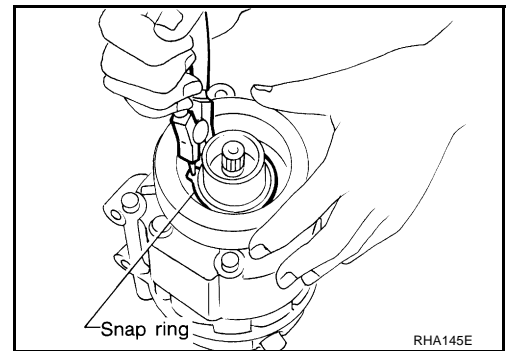
4. Position the center pulley puller on the end of the drive shaft, and remove the pulley assembly using any commercially available pulley puller.  
To prevent the pulley groove from being deformed, the puller claws should be positioned into the edge of the pulley assembly.



5. Remove the field coil harness clip using a pair of pliers.



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



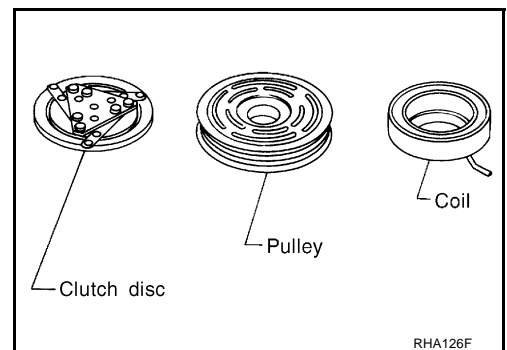
### Inspection

#### Clutch disc

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

#### Pulley

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



### Coil

Check coil for loose connection or cracked insulation.

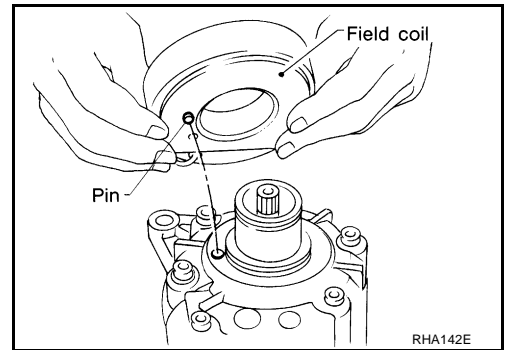
### INSTALLATION

1. Install the field coil.

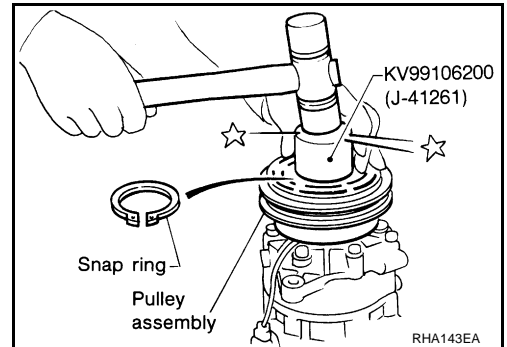
## REFRIGERANT LINES

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

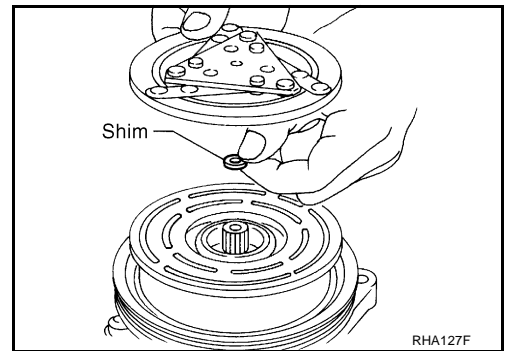
2. Install the field coil harness clip using a screwdriver.



3. Install the pulley assembly using the installer and a hand press, and then install the snap ring using snap ring pliers.



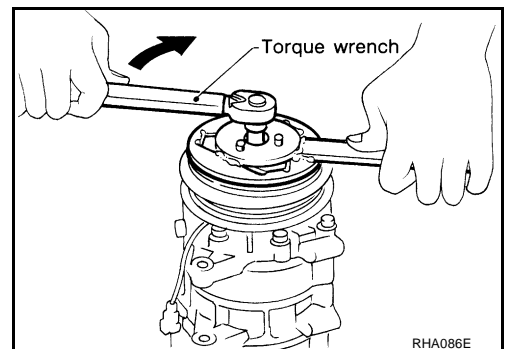
4. Install the clutch disc on the drive shaft, together with the original shim(s). Press the clutch disc down by hand.



5. Using the holder to prevent clutch disc rotation.

**Tightening torque : 14 N-m (1.4 kg-m, 10 ft-lb)**

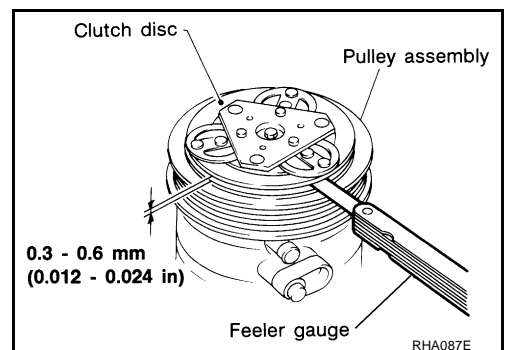
After tightening the bolt, check that the pulley rotates smoothly.



6. Check clearance around the entire periphery of clutch disc.

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

If the specified clearance is not obtained, replace adjusting spacer and readjust.



# REFRIGERANT LINES

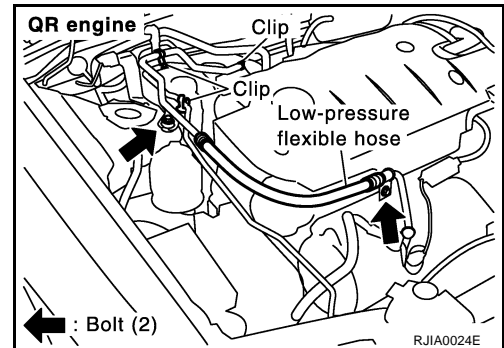
## Break-In Operation

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

## Low-pressure Flexible Hose REMOVAL

EJS001JB

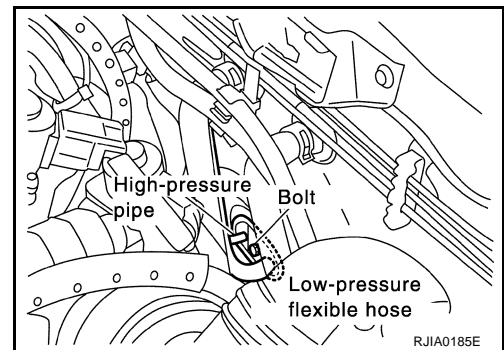
1. Use refrigerant collecting equipment (for HFC-134a) to discharge refrigerant.
2. Remove the cowl top panel.
3. Remove the canister from bracket. (With QR engine)
4. Remove the clip from the low-pressure flexible hose.



5. Remove the mounting bolts from the low-pressure flexible hose.
6. Remove the low-pressure flexible hose.

### CAUTION:

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



## INSTALLATION

### CAUTION:

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

Low-pressure flexible hose and bolts mounting the high-pressure pipe (evaporator side)

Tightening torque :2.9 - 5.9 N-m (0.29 - 0.6 kg-m, 26 - 52 in-lb)

Nut (Bolt) mounting the low-pressure flexible hose (compressor side)

Tightening torque :7.8 - 19.6 N-m (0.8 - 2.0 kg-m, 70 - 173 in-lb)

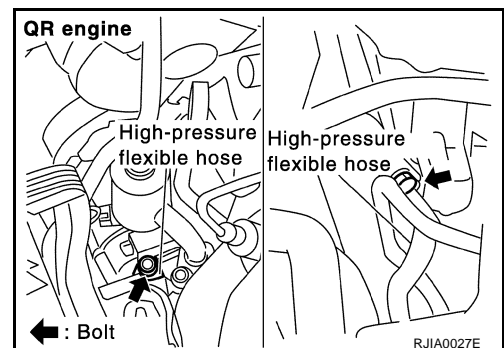
## High-pressure Flexible Hose REMOVAL

EJS001JC

1. Use refrigerant collecting equipment (for HFC-134a) to discharge refrigerant.
2. Remove the clip from high-pressure flexible hose.
3. Remove the mounting bolt and nut from the high-pressure flexible hose, then remove it.

### CAUTION:

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



# REFRIGERANT LINES

## INSTALLATION

### CAUTION:

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

**Bolt and nut mounting the high-pressure flexible hose**

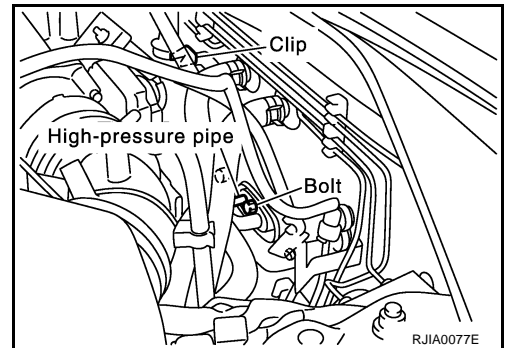
**Tightening torque**

**:7.8 - 19.6 N-m (0.8 - 2.0 kg-m, 70 - 173 in-lb)**

## High-pressure Pipe REMOVAL

EJS001JD

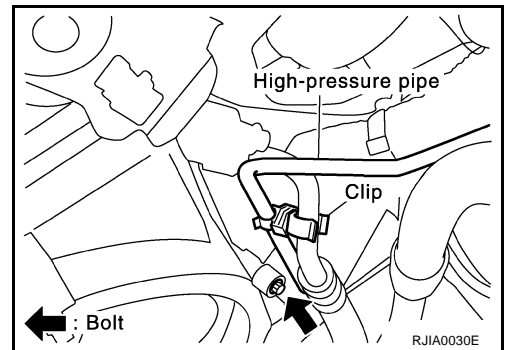
1. Use refrigerant collecting equipment (for HFC-134a) to discharge refrigerant.
2. Remove the cowl top panel.
3. Remove the low-pressure flexible hose. Refer to [ATC-140](#), "[Low-pressure Flexible Hose](#)".
4. Remove the high-pressure pipe from the clip.



5. Remove the mounting bolt from the high-pressure pipe.
6. Remove the high-pressure pipe.

### CAUTION:

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



## INSTALLATION

### CAUTION:

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

**Bolts mounting the high-pressure pipe (condenser side, evaporator side)**

**Tightening torque**

**:2.9 - 5.9 N-m (0.29 - 0.6 kg-m, 26 - 52 in-lb)**

## Refrigerant Pressure Sensor REMOVAL AND INSTALLATION

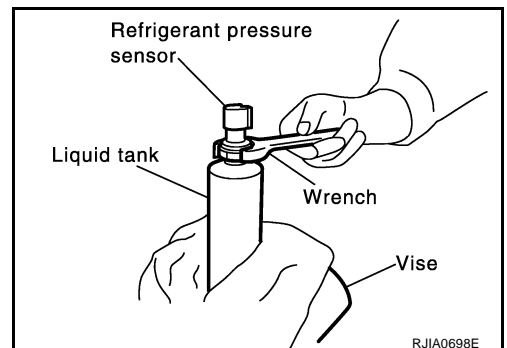
EJS001PC

1. Use refrigerant collecting equipment (for HFC-134a) to discharge refrigerant.
2. Remove the liquid tank.
3. Using a vise, secure liquid tank, and remove refrigerant pressure sensor.

### CAUTION:

- When working, be careful not to damage the compressor fan.
- Apply compressor oil to the O-ring of the refrigerant pressure sensor when installing it.

**Tightening torque** :9.8 - 11.7 N-m (1.0 - 1.2kg-m, 87 - 104 in-lb)



# REFRIGERANT LINES

## Dual-pressure Switch REMOVAL AND INSTALLATION

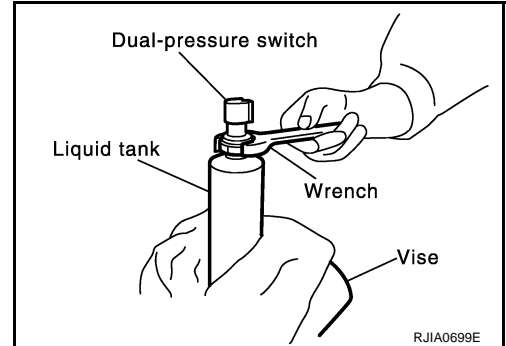
EJS001PD

1. Use refrigerant collecting equipment (for HFC-134a) to discharge refrigerant.
2. Remove the liquid tank.
3. Using a vise, secure liquid tank, and remove dual-pressure switch.

### CAUTION:

- When working, be careful not to damage the compressor fan.
- Apply compressor oil to the O-ring of the refrigerant pressure sensor when installing it.

**Tightening torque** :9.8 - 11.7 N-m (1.0 - 1.2kg-m, 87 - 104 in-lb)



## Condenser Assembly REMOVAL

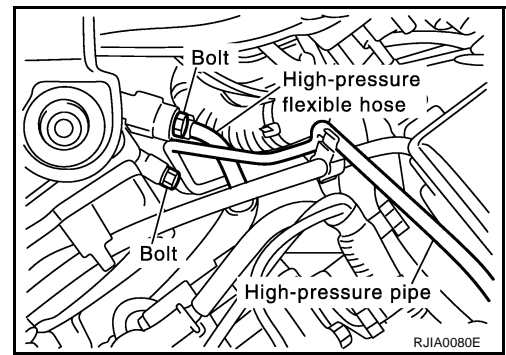
EJS001JG

1. Use refrigerant collecting equipment (for HFC-134a) to discharge refrigerant.
2. Disconnect the high-pressure flexible hose and the high-pressure pipe from the condenser.

### CAUTION:

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

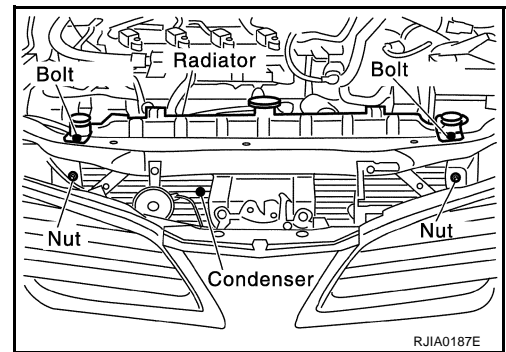
3. Remove the battery and battery tray.



4. Remove the front grille and radiator mounting bracket.
5. Remove the mounting nuts from the condenser upper bracket.
6. Remove the radiator from the lower mount, move it to the engine side, then remove the condenser between the radiator and the radiator core support.

### CAUTION:

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



## INSTALLATION

### CAUTION:

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

**High-pressure flexible hose mounting bolts**

**Tightening torque** :7.8 - 19.6 N-m (0.8 - 2.0 kg-m, 70 - 173 in-lb)

**High-pressure pipe mounting bolts**

**Tightening torque** :2.9 - 5.9 N-m (0.29 - 0.6 kg-m, 26 - 52 in-lb)

**Condenser mounting bolts**

**Tightening torque** :3.82 - 4.51 N-m (0.39 - 0.46 kg-m, 34 - 39 in-lb)

# REFRIGERANT LINES

## Evaporator REMOVAL

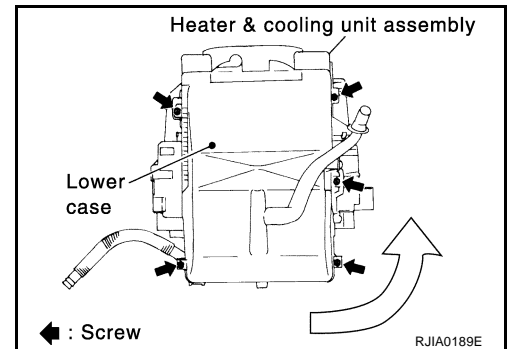
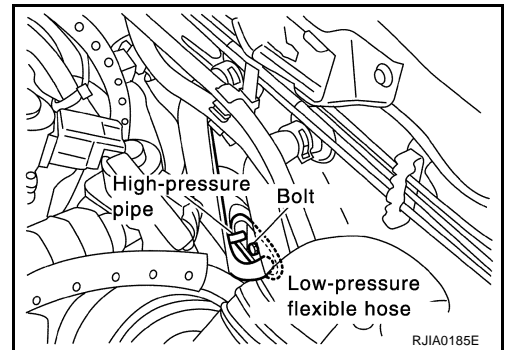
EJS001JH

1. Use refrigerant collecting equipment (for HFC-134a) to discharge refrigerant.
2. Remove the cowl top panel.
3. Remove the canister from bracket. (With QR engine)
4. Disconnect the low-pressure flexible hose and the high-pressure pipe from the evaporator.

### CAUTION:

**Cap or wrap the joint of the low-pressure flexible hose and the high-pressure pipe with a suitable tool such as a vinyl tape to avoid the entry of air.**

5. Hold expansion valve and move it slightly upward. Push evaporator toward rear of vehicle.
6. Remove the drain hose and lower cover mounting screw.
7. Swivel rear of lower case toward passenger seat to remove lower case.
8. Remove the intake sensor from evaporator.
9. Slide the evaporator to backward, then remove it from the heater & cooling unit.



## INSTALLATION

### CAUTION:

- Replace the O-rings of the low-pressure flexible hose and the high-pressure pipe with new ones, then apply compressor oil to them when installing them.
- Mark the mounting position of the intake sensor bracket.

## Expansion Valve REMOVAL

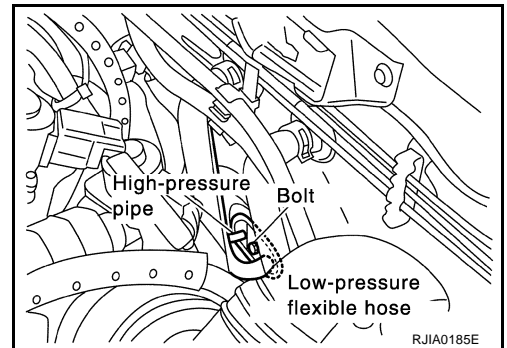
EJS001PE

1. Use refrigerant collecting equipment (for HFC-134a) to discharge refrigerant.
2. Disconnect the low-pressure flexible hose and high-pressure pipe from the evaporator.

### CAUTION:

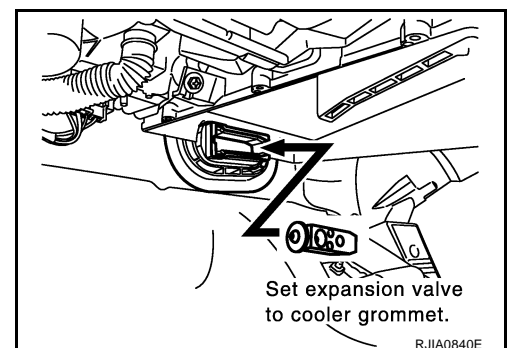
**Cap or wrap the joint of the low-pressure flexible hose and the high-pressure pipe with a suitable tool such as a vinyl tape to avoid the entry of air.**

3. Remove the evaporator. Refer to [ATC-143, "REMOVAL"](#).
4. Remove the expansion valve from evaporator.



## INSTALLATION

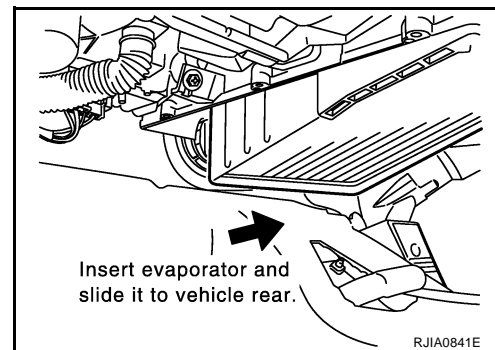
1. Set the expansion valve to cooler grommet.





## REFRIGERANT LINES

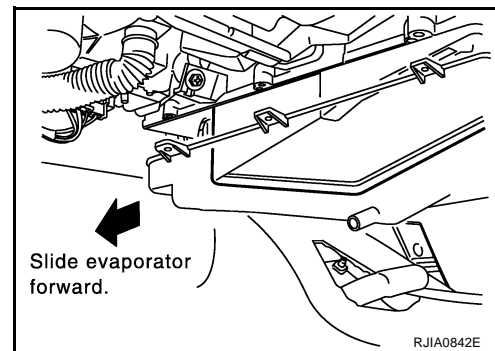
2. Install the evaporator to heater & cooling unit.



3. Install the lower cover, then slide evaporator to forward.
4. Install the expansion valve from engine compartment

### Expansion valve mounting bolts

**Tightening torque :2.9 - 5.0 N-m (0.30 - 0.50 kg-m, 26 - 44 in-lb)**



## Checking for Refrigerant Leaks

EJS001JK

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

If dye is observed, confirm the leak with an electronic refrigerant leak detector. It is possible a prior leak was repaired and not properly cleaned.

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

When searching for refrigerant leaks using an electronic leak detector, move the probe along the suspected leak area at 1 to 2 inches per second and no further than 1/4 inch from the component.

### CAUTION:

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

## Checking System for Leaks Using the Fluorescent Leak Detector

EJS001JL

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

### NOTE:

Other gases in the work area or substances on the A/C components, for example, anti-freeze, windshield washer fluid, solvents and lubricants, may falsely trigger the leak detector. Make sure the surfaces to be checked are clean.

Clean with a dry cloth or blow off with shop air.

Do not allow the sensor tip of the detector to contact with any substance. This can also cause false readings and may damage the detector.



# REFRIGERANT LINES

## Dye Injection

EJS001JM

(This procedure is only necessary when recharging the system or when the compressor has seized and was replaced.)

1. Check A/C system static (at rest) pressure. Pressure must be at least 345 kPa (3.45 bar, 3.52kg/cm<sup>2</sup> , 50 psi).
2. Pour one bottle (1/4 ounce / 7.4 cc) of the A/C refrigerant dye into the injector tool (J-41459).
3. Connect the injector tool to the A/C LOW PRESSURE side service fitting.
4. Start engine and switch A/C ON.
5. When the A/C operating (compressor running), inject one bottle (1/4 ounce / 7.4 cc) of fluorescent dye through the low-pressure service valve using dye injector tool J-41459 (refer to the manufacture's operating instructions).
6. With the engine still running, disconnect the injector tool from the service fitting.

### CAUTION:

**Be careful the A/C system or replacing a component, pour the dye directly into the open system connection and proceed with the service procedures.**

7. Operate the A/C system for a minimum of 20 minutes to mix the dye with the system oil. Depending on the leak size, operating conditions and location of the leak, it may take from minutes to days for the dye to penetrate a leak and become visible.

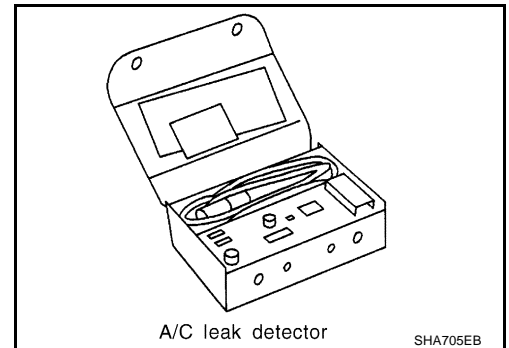
## Electronic Refrigerant Leak Detector

EJS001JN

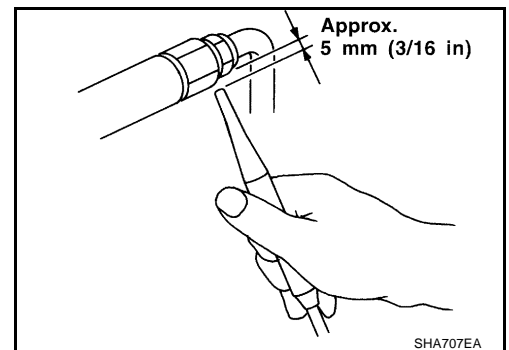
### PRECAUTIONS FOR HANDLING LEAK DETECTOR

When performing a refrigerant leak check, use an A/C leak detector or equivalent. Ensure that the instrument is calibrated and set properly per the operating instructions.

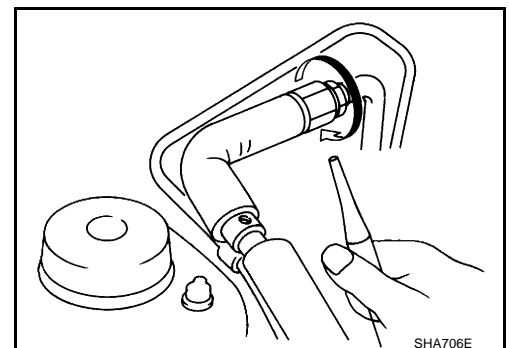
The leak detector is a delicate device. In order to use the leak detector properly, read the operating instructions and perform any specified maintenance.



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

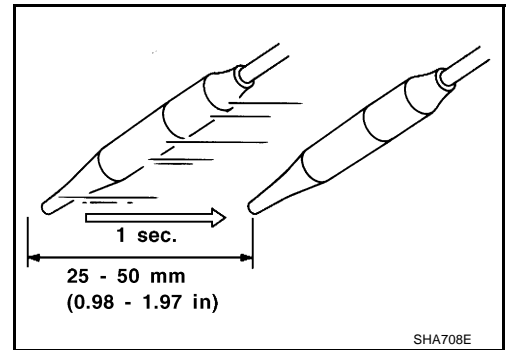


2. When testing, circle each fitting completely with probe.



## REFRIGERANT LINES

3. Move probe along component approximately 25 to 50 mm (1 to 2 in)/sec.



### CHECKING PROCEDURE

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

1. Turn engine OFF.
2. Connect a suitable A/C manifold gauge set to the A/C service ports.
3. Check if the A/C refrigerant pressure is at least 345 kPa (3.45 bar, 3.52 kg/cm<sup>2</sup>, 50 psi) above 16°C (61°F). If less than specification, recover/evacuate and recharge the system with the specified amount of refrigerant.

#### NOTE:

At temperatures below 16°C (61°F), leaks may not be detected since the system may not reach 345 kPa (3.54 kg/cm<sup>2</sup>, 50 psi).

4. Conduct the leak test from the high side (compressor discharge a to evaporator inlet f) to the low side (evaporator drain hose g to shaft seal i). Refer to [ATC-131, "Components"](#). Perform a leak check for the following areas carefully. Clean the component to be checked and move the leak detected probe completely around the connection/component. [ATC-131, "Components"](#).

Compressor

Check the fitting of high and low pressure hoses, relief valve and shaft seal.

Liquid tank

Check the refrigerant pressure sensor.

Service valves

Check all around the service valves. Ensure service valve caps are secured on the service valves (to prevent leaks).

#### NOTE:

After removing A/C manifold gauge set from service valves, wipe any residue from valves to prevent any false readings by leak detector.

Cooling unit (Evaporator)

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

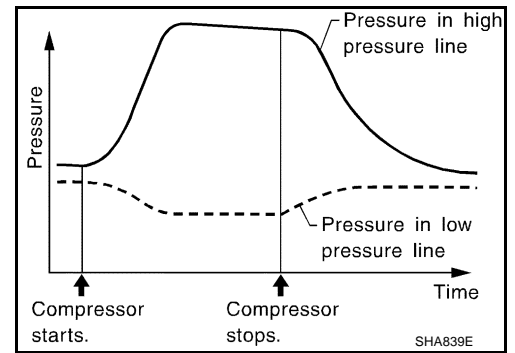
Keep the probe inserted for at least 10 seconds. Use caution not to contaminate the probe tip with water or dirt that may be in the drain hose.

5. If a leak detector detects a leak, verify at least once by blowing compressed air into area of suspected leak, then repeat check as outlined above.
6. Do not stop when one leak is found. Continue to check for additional leaks at all system components. If no leaks are found, perform steps 7 - 10.
7. Start engine.
8. Set the heater A/C control as follows;
  - a. A/C switch: ON
  - b. Face mode
  - c. Intake position: Recirculation
  - d. Max cold temperature
  - e. Fan speed: High

## REFRIGERANT LINES

9. Run engine at 1,500 rpm for at least 2 minutes.
10. Turn engine OFF and perform leak check again following steps 4 through 6 above.

Refrigerant leaks should be checked immediately after stopping the engine. Begin with the leak detector at the compressor. The pressure on the high-pressure side will gradually drop after refrigerant circulation stops and pressure on the low-pressure side will gradually rise, as shown in the graph. Some leaks are more easily detected when pressure is high.



11. Before connecting ACR4 to vehicle, check ACR4 gauges. No refrigerant pressure should be displayed. If pressure is displayed, recover refrigerant from equipment lines and then check refrigerant purity.
12. Discharge A/C system using approved refrigerant recovery equipment. Repair the leaking fitting or component as necessary.
13. Evacuate and recharge A/C system and perform the leak test to confirm no refrigerant leaks.
14. Conduct A/C performance test to ensure system works properly.

ATC

# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### Compressor

EJS001UZ

Model		With QR engine	Without QR engine
		Calsonic Kansei make CWV-615	Calsonic Kansei make CSV-613
Type		V-6 variable displacement	
Displacement cm <sup>3</sup> (cu. in)/rev	Max.	146 (8.91)	125 (7.628)
	Min.	14.5 (0.885)	6.0(0.366)
Cylinder bore × stroke mm (in)		37 (1.46) × [2.3 - 28.6 (0.091 - 1.126)]	32 (1.26) × [1.2 - 25.9 (0.047 - 1.020)]
Direction of rotation		Clockwise (viewed from drive end)	
Drive belt		With gasoline engine: Poly V With diesel engine: Type A	

### Lubricant

EJS001V0

Model		All models
Name		Nissan A/C System Oil Type S
Part number		KLH00-PAGS0
Capacity ml (Imp fl oz)	Total in system	180 (6.3)
	Compressor (Service part) charging amount	180 (6.3)

### Refrigerant

EJS001V1

Type	HFC-134a (R-134a)
Capacity kg (lb)	0.50 (1.10)

### Engine Idling Speed

EJS001V2

Refer to [EC-52, "IDLE SPEED"](#) for QG engine(WITH EURO-OBD),[EC-624, "IDLE SPEED"](#) for QG engine(WITHOUT EURO-OBD),[EC-1018, "IDLE SPEED"](#) for QR engine (WITH EURO-OBD),[EC-1495, "IDLE SPEED"](#) for QG engine(WITHOUT EURO-OBD),[EC-1813, "Basic Inspection"](#) Check IDLE SPEED for YD engine.

### Belt Tension

EJS001V3

Refer to [EM-120, "Tension Adjustment"](#) for QR engine, [EM-16, "Tension Adjustment"](#) for QG engine, [EM-221, "Tension Adjustment"](#) for YD engine.