

# ATC

## SECTION ATC

### AUTOMATIC AIR CONDITIONER

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# PRECAUTIONS

## PRECAUTIONS

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

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The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

#### **WARNING:**

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

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

BJS0003S

#### **CAUTION:**

- 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 malfunction 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, never remove the caps (unseal) until just before connecting the components. Connect all refrigerant loop components as quickly as possible to minimize the entry of moisture into system.
  - Only use the specified lubricant from a sealed container. Immediately reseal containers of lubricant. Without proper sealing, lubricant will become moisture saturated and should not be used.
  - Avoid breathing A/C refrigerant and lubricant vapor or mist. Exposure may irritate eyes, nose and throat. Remove HFC-134a (R-134a) from the A/C system, using certified service equipment meeting requirements of SAE J-2210 [HFC-134a (R-134a) recycling equipment], or J-2209 [HFC-134a (R-134a) recovery equipment]. If accidental system discharge occurs, ventilate work area before resuming service. Additional health and safety information may be obtained from refrigerant and lubricant manufacturers.
  - Never allow lubricant (Nissan A/C System Oil Type S or R) to come in contact with styrofoam parts. Damage may result.

# PRECAUTIONS

## General Refrigerant Precautions

BJS0003T

### WARNING:

- Never 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.
- Never store or heat refrigerant containers above 52°C (125°F).
- Never 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.
- Never 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.
- Never pressure test or leak test HFC-134a (R-134a) service equipment and/or vehicle air conditioning systems with compressed air during repair. Some mixtures of air and HFC-134a (R-134a) have been shown to be combustible at elevated pressures. These mixtures, if ignited, may cause injury or property damage. Additional health and safety information may be obtained from refrigerant manufacturers.

## Precautions for Refrigerant Connection

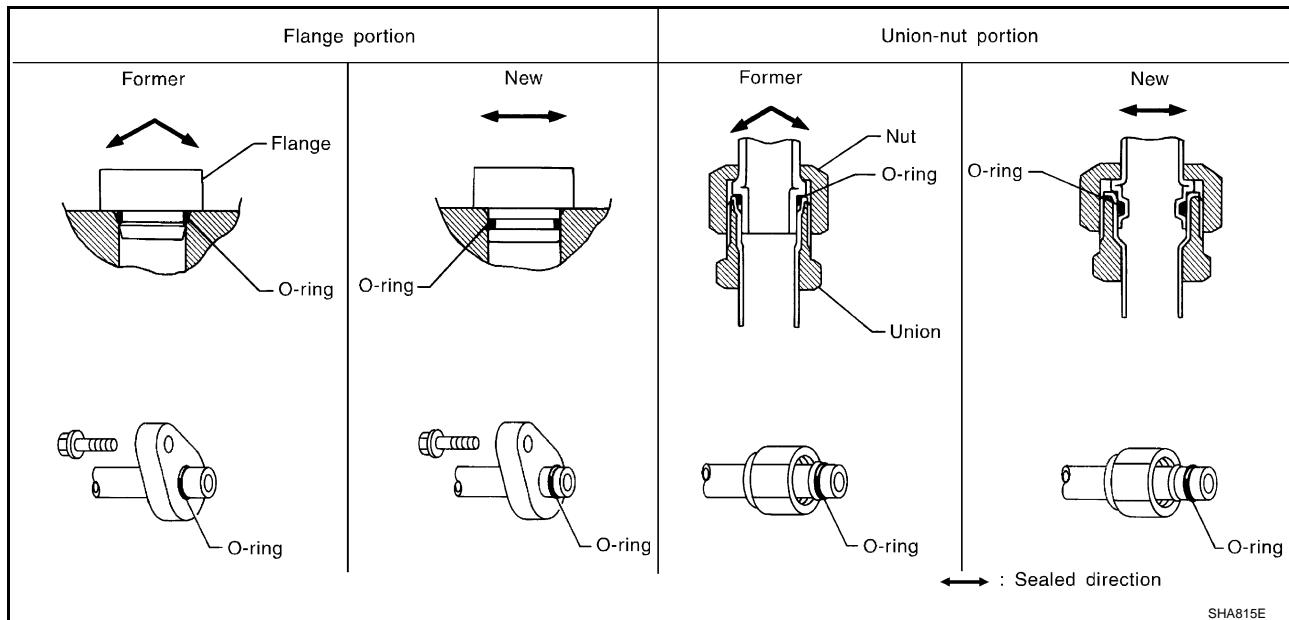
BJS0003V

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.



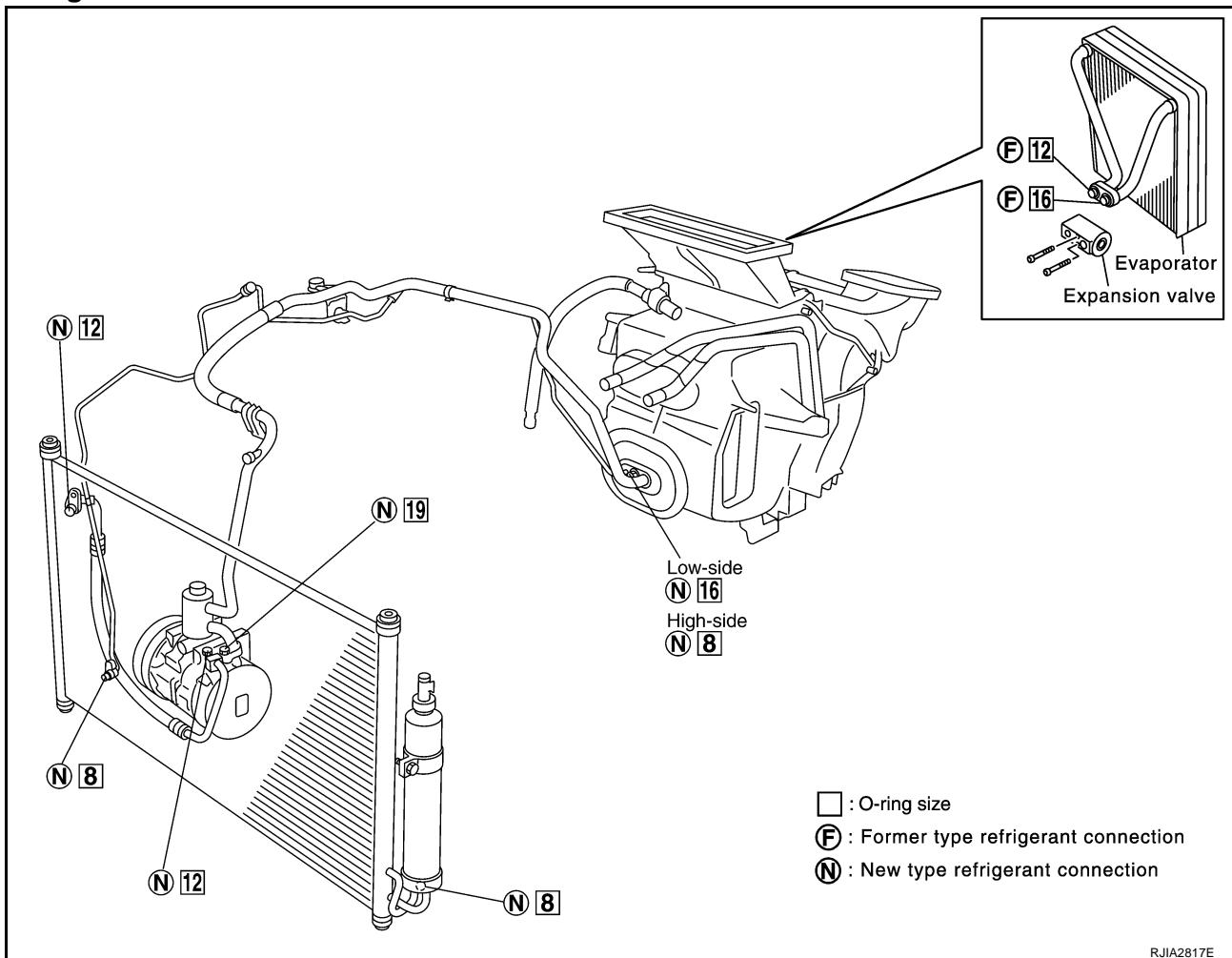
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# PRECAUTIONS

## O-RING AND REFRIGERANT CONNECTION

QR Engine



**NOTE:**

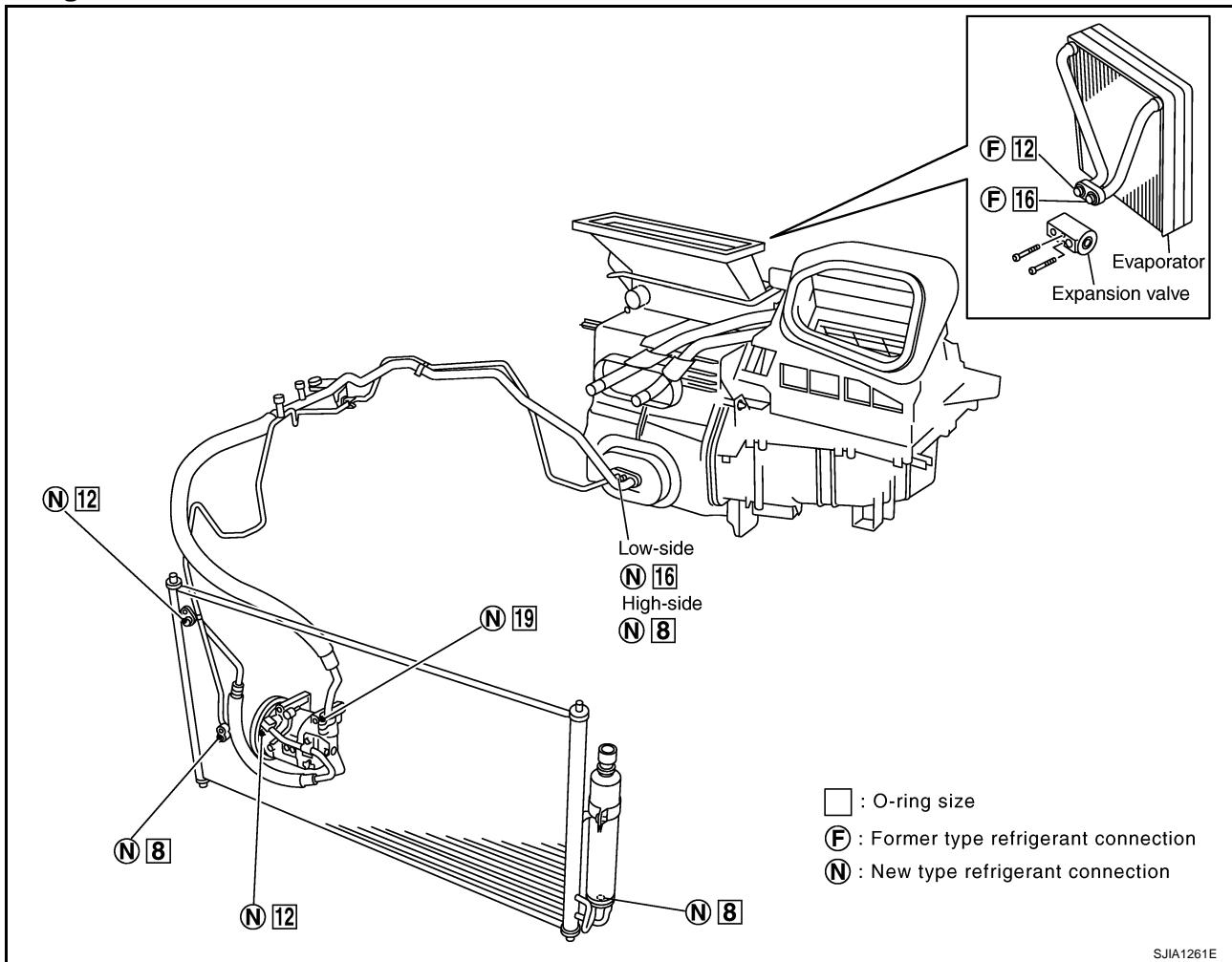
This figure is for RHD models. The blower and heater & cooling unit layouts for LHD models are symmetrically opposite.

**CAUTION:**

The new and former refrigerant connections use different O-ring configurations. Never confuse O-rings since they are not interchangeable. If a wrong O-ring is installed, refrigerant will leak at, or around, the connection.

## PRECAUTIONS

### YD Engine



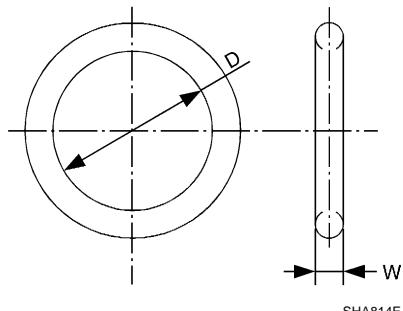
#### NOTE:

This figure is for RHD models. The blower and heater & cooling unit layouts for LHD models are symmetrically opposite.

#### CAUTION:

The new and former refrigerant connections use different O-ring configurations. Never 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



Connec-tion type	O-ring size	Part number	D mm (in)	W mm (in)
New	8	92471 N8210	6.80 (0.2680)	1.85 (0.0728)
		92470 N8200	6.07 (0.2390)	1.78 (0.0701)
Former	10	J2476 89956	9.25 (0.3642)	1.78 (0.0701)
		92472 N8210	10.90 (0.429)	2.43 (0.0957)
Former	12	92475 71L00	11.00 (0.433)	2.40 (0.0940)
		92473 N8210	13.60 (0.535)	2.43 (0.0957)
New	16	92475 72L00	14.30 (0.563)	2.30 (0.0910)
		92474 N8210	16.50 (0.650)	2.43 (0.0957)
Former	19	92477 N8200	17.12 (0.674)	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.

## PRECAUTIONS

### CAUTION:

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

- When the compressor is removed, store it in the same way 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 at the final stage of the operation. Never 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.

QR engine:  
(CWV-615M compressor)

YD engine:  
(DKV-11G compressor)

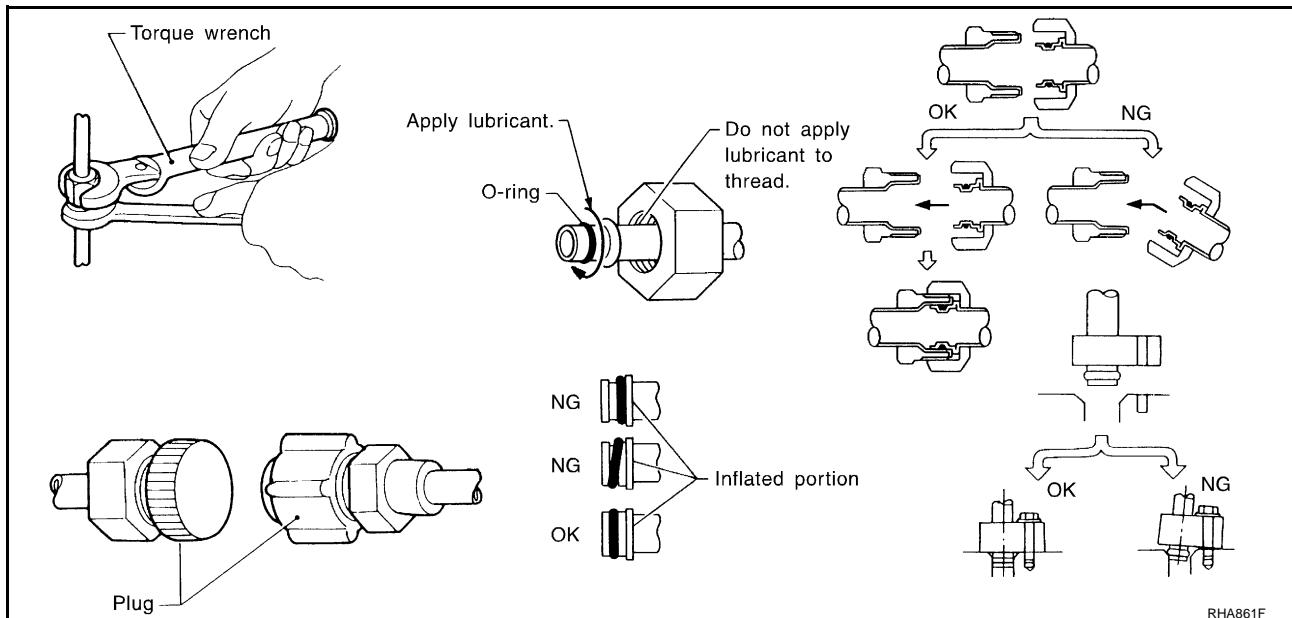
Lubricant name : Nissan A/C System Oil Type S

Nissan A/C System Oil Type R

Part number : KLH00-PAGS1P

KLH00-PAGR1P

- 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 a click can be heard, then tighten the nut or bolt by hand until snug. Make sure that the O-ring is installed to tube correctly.
- After connecting line, perform leak test and make sure that there is no leakage from connections. When the refrigerant leaking point is found, disconnect that line and replace the O-ring. Then tighten connections of seal seat to the specified torque.



# PRECAUTIONS

## Precautions for Servicing Compressor

BJS0003W

- Plug all openings to prevent moisture and foreign matter from entering.
- When the compressor is removed, store it in the same way as it is when mounted on the car.
- When replacing or repairing compressor, follow "Maintenance of Lubricant Quantity in Compressor" exactly. Refer to ATC-23, "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 for Service Equipment

BJS0003X

### RECOVERY/RECYCLING EQUIPMENT

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

### ELECTRONIC LEAK DETECTOR

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

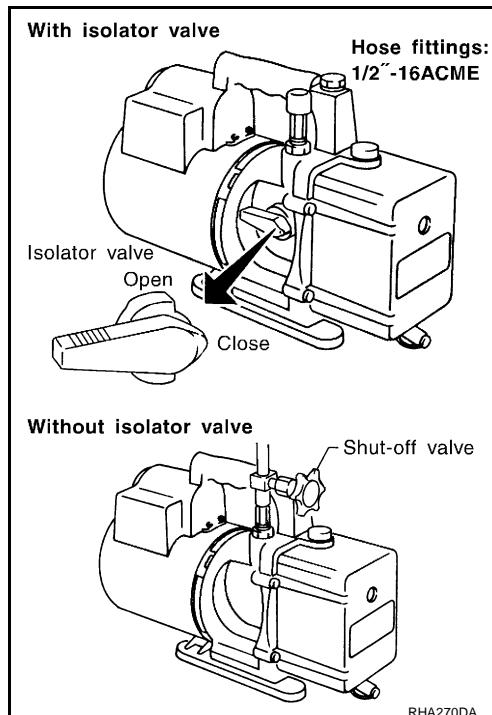
### VACUUM PUMP

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.

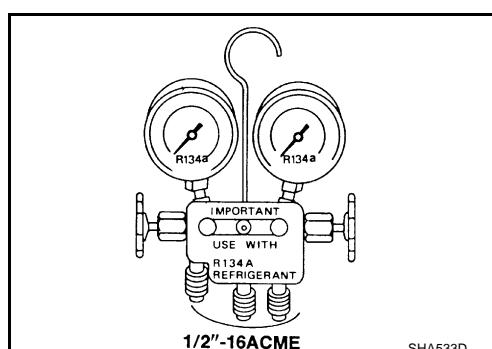
Some one-way valves open when vacuum is applied and close under no vacuum condition. Such valves may restrict the pump's ability to pull a deep vacuum and are not recommended.



RHA270DA

### MANIFOLD GAUGE SET

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

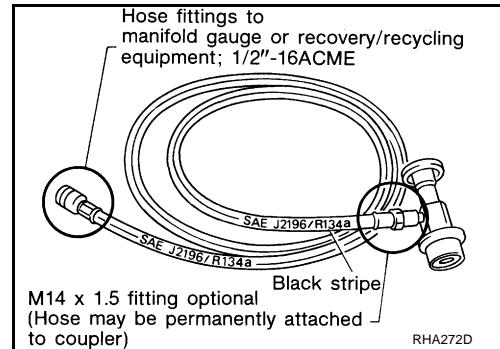


SHA533D

# PRECAUTIONS

## SERVICE HOSES

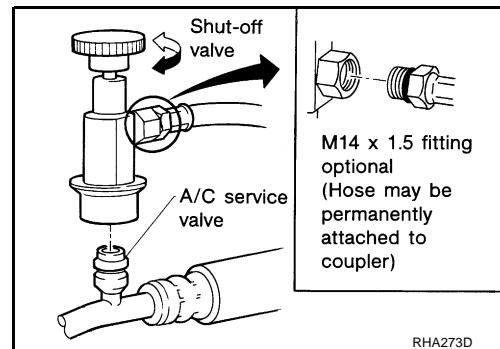
Be certain that the service hoses display the markings described (colored hose with black stripe). All hoses must include positive shut-off devices (either manual or automatic) near the end of the hoses opposite to the manifold gauge.



## SERVICE COUPLERS

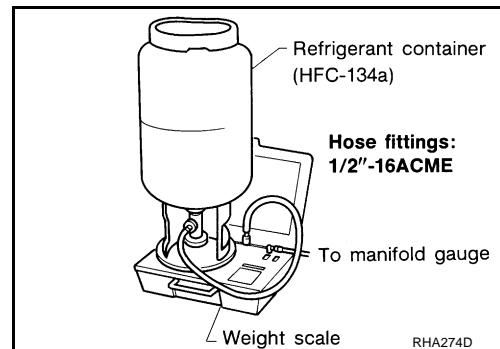
Never attempt to connect HFC-134a (R-134a) service couplers to a CFC-12 (R-12) A/C system. The HFC-134a (R-134a) couplers will not properly connect to the CFC-12 (R-12) system. However, if an improper connection is attempted, discharging and contamination may occur.

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



## 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.

# PRECAUTIONS

## 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

BJS0003Y

- 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 goggles 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 (SST) to 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.
- 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 (SST).
- Always remove any remaining dye from the leak area after repairs are completed to avoid a misdiagnosis during a future service.
- Never 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.
- Never spray the fluorescent dye cleaning agent on hot surfaces (engine exhaust manifold, etc.).
- Never use more than one refrigerant dye bottle (1/4 ounce / 7.4 cc) per A/C system.
- Leak detection dyes for HFC-134a (R-134a) and CFC-12 (R-12) A/C systems are different. Never use HFC-134a (R-134a) leak detection dye in CFC-12 (R-12) A/C system or CFC-12 (R-12) leak detection dye in HFC-134a (R-134a) A/C system, or A/C system damage may result.
- The fluorescent properties of the dye will remain for three years or a little over unless a compressor malfunction occurs.

## IDENTIFICATION

ATC

### 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 the identification label on the front side of hood.

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# PREPARATION

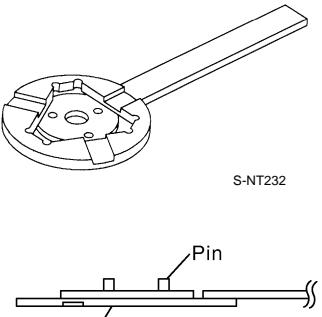
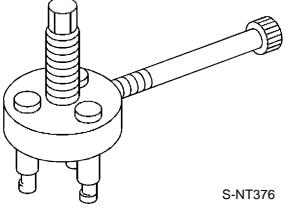
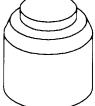
## PREPARATION

PFP:00002

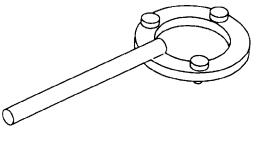
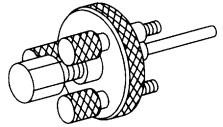
### Special Service Tools

#### QR ENGINE (CWV-615M COMPRESSOR)

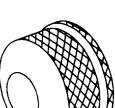
BJS00040

Tool number Tool name	Description
KV99106100 Clutch disc wrench	 <p>S-NT232</p> <p>Removing shaft nut and clutch disc</p>
KV99232340 Clutch disc puller	 <p>S-NT376</p> <p>Removing clutch disc</p>
KV99106200 Pulley installer	 <p>S-NT235</p> <p>Installing pulley</p>

#### YD ENGINE (DKV-11G COMPRESSOR)

Tool number Tool name	Description
KV99231260 Clutch disc wrench	 <p>RJIA0475E</p> <p>Removing shaft nut and clutch disc</p>
KV992T0001 Clutch disc puller	 <p>RJIA0476E</p> <p>Removing clutch disc</p>

## PREPARATION

Tool number	Tool name	Description	A
KV992T0002	Pulley installer	 RJIA0477E	B
KV99233130	Pulley puller	 RJIA0478E	C

ATC

## PREPARATION

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

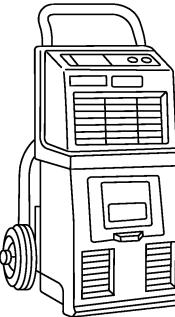
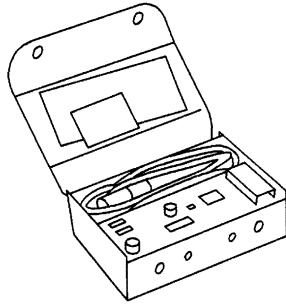
BJS00041

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

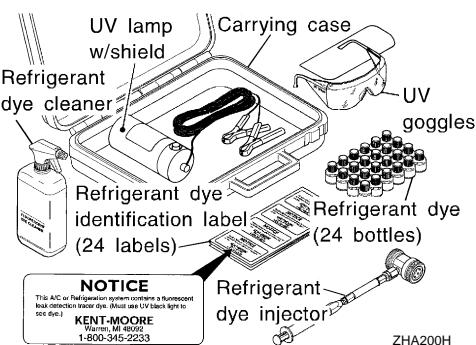
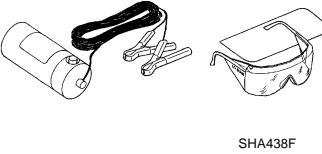
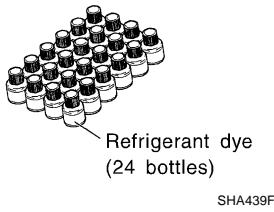
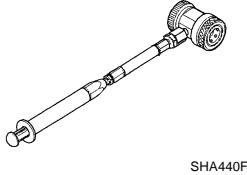
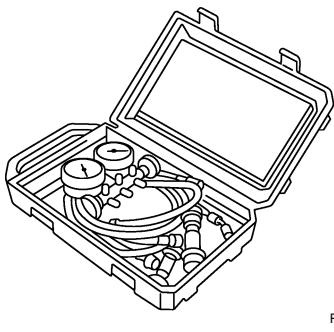
Separate and non-interchangeable service equipment must be used for handling each type of refrigerant/lubricant.

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.

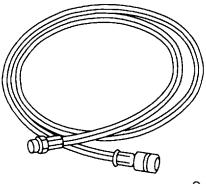
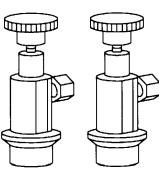
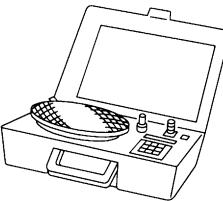
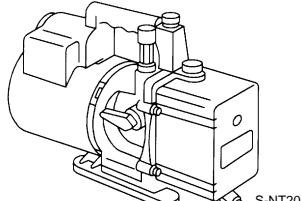
Never use adapters that convert one size fitting to another: refrigerant/lubricant contamination will occur and compressor malfunction will result.

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>
QR engine (CWV-615M): KLH00-PAGS1P Nissan A/C System Oil Type S (DH-PS)  YD engine (DKV-11G): KLH00-PAGR1P Nissan A/C System Oil Type R (DH-PR)	 <p>QR engine (CWV-615M): Type: Polyalkylene glycol oil (PAG), type S (DH-PS) Application: HFC-134a (R-134a) wobble (swash) plate compressors (Nissan only) YD engine (DKV-11G): Type: Polyalkylene glycol oil (PAG), type R (DH-PR) Application: HFC-134a (R-134a) vane rotary compressors (Nissan only) Capacity: 40 mℓ (1.4 Imp fl oz)</p>
Recovery/Recycling Recharging equipment (ACR4)	 <p>Function: Refrigerant recovery, recycling and recharging</p>
Electrical leak detector	 <p>Power supply: DC 12 V (Battery terminal)</p>

# PREPARATION

Tool number Tool name	Description
(J-43926) Refrigerant dye leak detection kit Kit includes: (J-42220) UV lamp and UV safety goggles (J-41459) HFC-134a (R-134a) dye injector Use with J-41447, 1/4 ounce bottle (J-41447) HFC-134a (R-134a) fluorescent leak detection dye (Box of 24, 1/4 ounce bottles) (J-43872) Refrigerant dye cleaner	 <p>Power supply: DC 12 V (Battery terminal)</p>
(J-42220) UV lamp and UV safety goggles	 <p>Power supply: DC 12 V (Battery terminal) For checking refrigerant leak when fluorescent dye is installed in A/C system Includes: UV lamp and UV safety goggles</p>
(J-41447) HFC-134a (R-134a) fluorescent leak detection dye (Box of 24, 1/4 ounce bottles)	 <p>Application: For HFC-134a (R-134a) PAG oil Container: 1/4 ounce (7.4cc) bottle (Includes self-adhesive dye identification labels for affixing to vehicle after charging system with dye.)</p>
(J-41459) HFC-134a (R-134a) dye injector Use with J-41447, 1/4 ounce bottle	 <p>For injecting 1/4 ounce of fluorescent leak detection dye into A/C system</p>
(J-43872) Refrigerant dye cleaner	 <p>For cleaning dye spills</p>
Manifold gauge set (with hoses and couplers)	 <p>Identification:  <ul style="list-style-type: none"> <li>The gauge face indicates HFC-134a (R-134a).</li> </ul> Fitting size: Thread size  <ul style="list-style-type: none"> <li>1/2" -16 ACME</li> </ul> </p>

## PREPARATION

Tool number Tool name	Description
Service hoses <ul style="list-style-type: none"> <li>● High-pressure side hose</li> <li>● Low-pressure side hose</li> <li>● Utility hose</li> </ul>	 S-NT201 Hose color: <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> Hose fitting to gauge: <ul style="list-style-type: none"> <li>● 1/2"-16 ACME</li> </ul>
Service couplers <ul style="list-style-type: none"> <li>● High-pressure side coupler</li> <li>● Low-pressure side coupler</li> </ul>	 S-NT202 Hose fitting to service hose: <ul style="list-style-type: none"> <li>● M14 x 1.5 fitting is optional or permanently attached.</li> </ul>
Refrigerant weight scale	 S-NT200 For measuring of refrigerant Fitting size: Thread size <ul style="list-style-type: none"> <li>● 1/2" -16 ACME</li> </ul>
Vacuum pump (Including the isolator valve)	 S-NT203 Capacity: <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> </ul> Fitting size: Thread size <ul style="list-style-type: none"> <li>● 1/2" -16 ACME</li> </ul>

# REFRIGERATION SYSTEM

## REFRIGERATION SYSTEM

PFP:KA990

### Refrigerant Cycle

BJS00042

### REFRIGERANT FLOW

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 is controlled by an externally equalized expansion valve, located inside the evaporator case.

### FREEZE PROTECTION (QR ENGINE: CWV-615M COMPRESSOR)

To prevent evaporator frozen up, the evaporator air temperature is monitored, and the voltage signal to the auto amp. will make the A/C relay go OFF and stop the compressor.

### Refrigerant System Protection

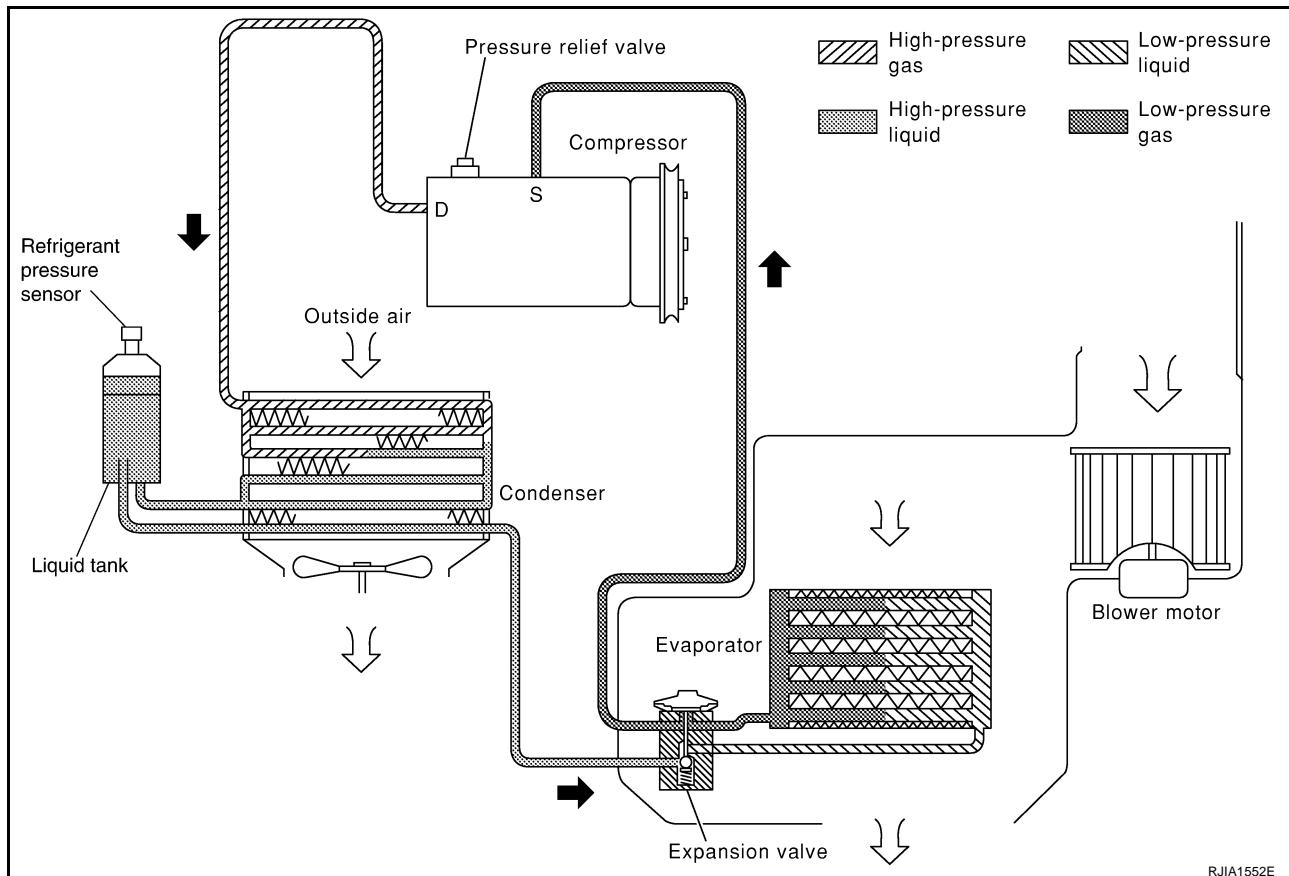
BJS00043

### REFRIGERANT PRESSURE SENSOR

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 (27.46 bar, 28 kg/cm<sup>2</sup>, 398 psi), or below about 134 kPa (1.34 bar, 1.4 kg/cm<sup>2</sup>, 20 psi).

### PRESSURE RELIEF VALVE (QR ENGINE: CWV-615M COMPRESSOR)

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 unusual level [more than 3,727 kPa (37.27 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.



## V-6 Variable Displacement Compressor (QR Engine: CWV-615M Compressor)

BJS00044

### 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 wobble (swash) plate has changed and is not a malfunction.
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.

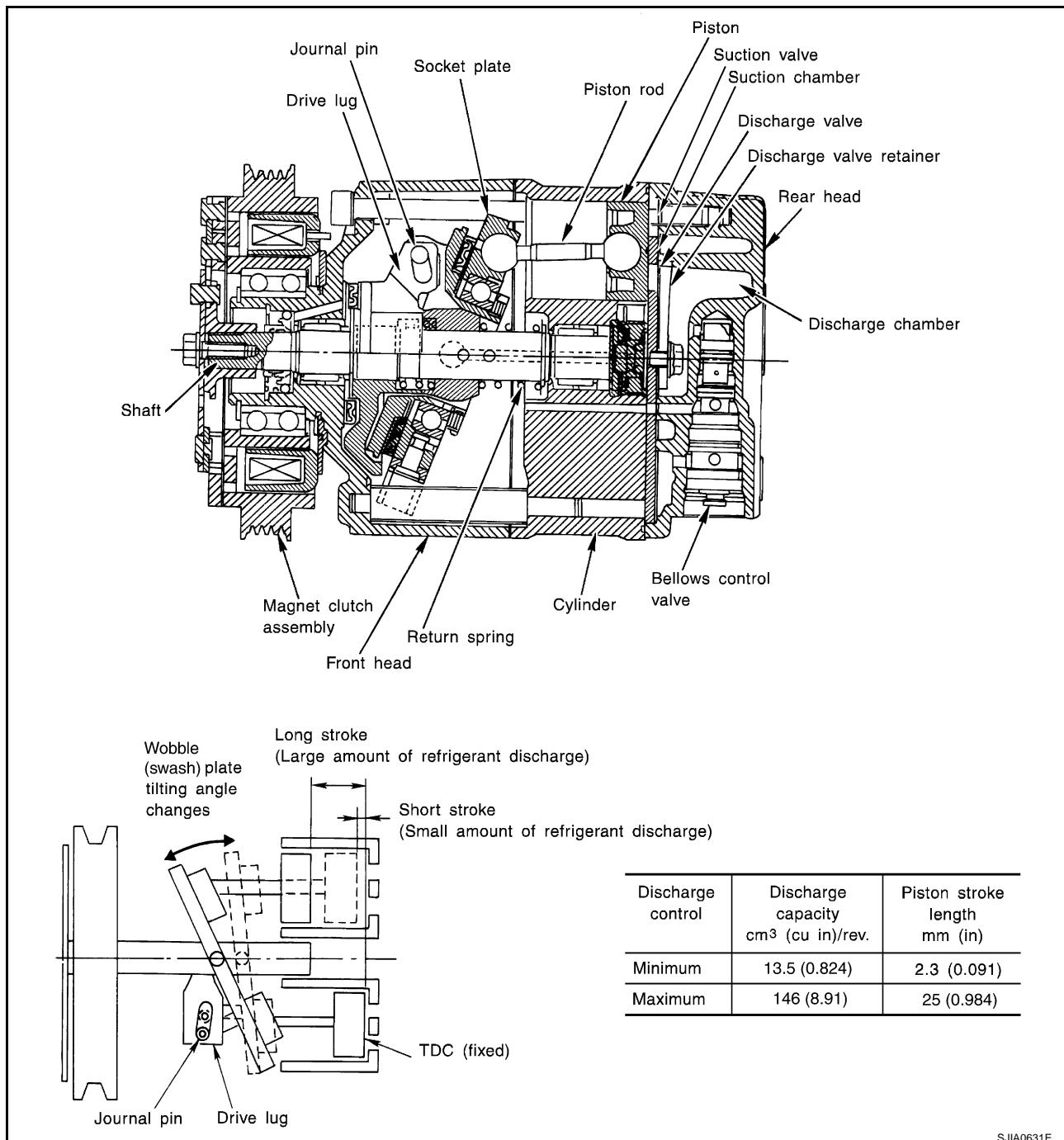
# REFRIGERATION SYSTEM

## DESCRIPTION

### General

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

The tilt of the wobble (swash) plate allows the piston's stroke to change so that refrigerant discharge can be continuously changed from 13.5 to 146 cm<sup>3</sup> (0.824 to 8.91 cu in).



# REFRIGERATION SYSTEM

## 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 wobble (swash) plate is controlled by pressure difference between the crankcase's internal pressure and the piston cylinder pressure.

### 2. Maximum Cooling

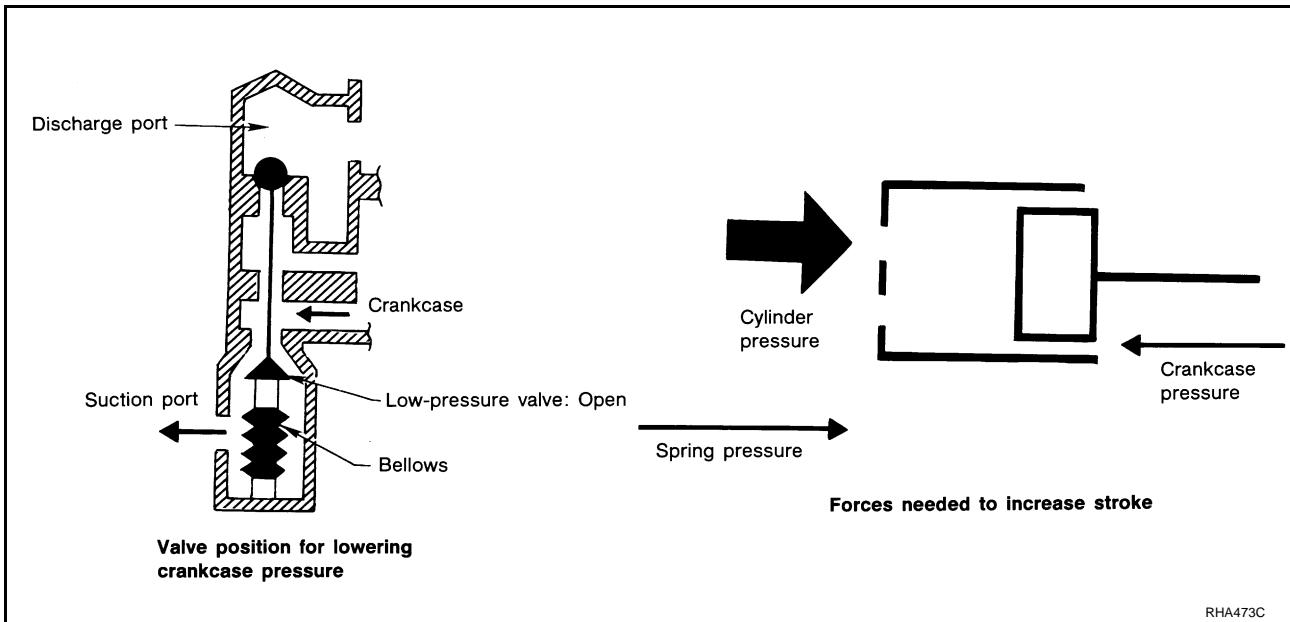
Refrigerant pressure on the low-pressure side increases with an increase in heat loads.

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.
- The cylinder's internal pressure to be greater than the crankcase's internal pressure.

Under this condition, the wobble (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.

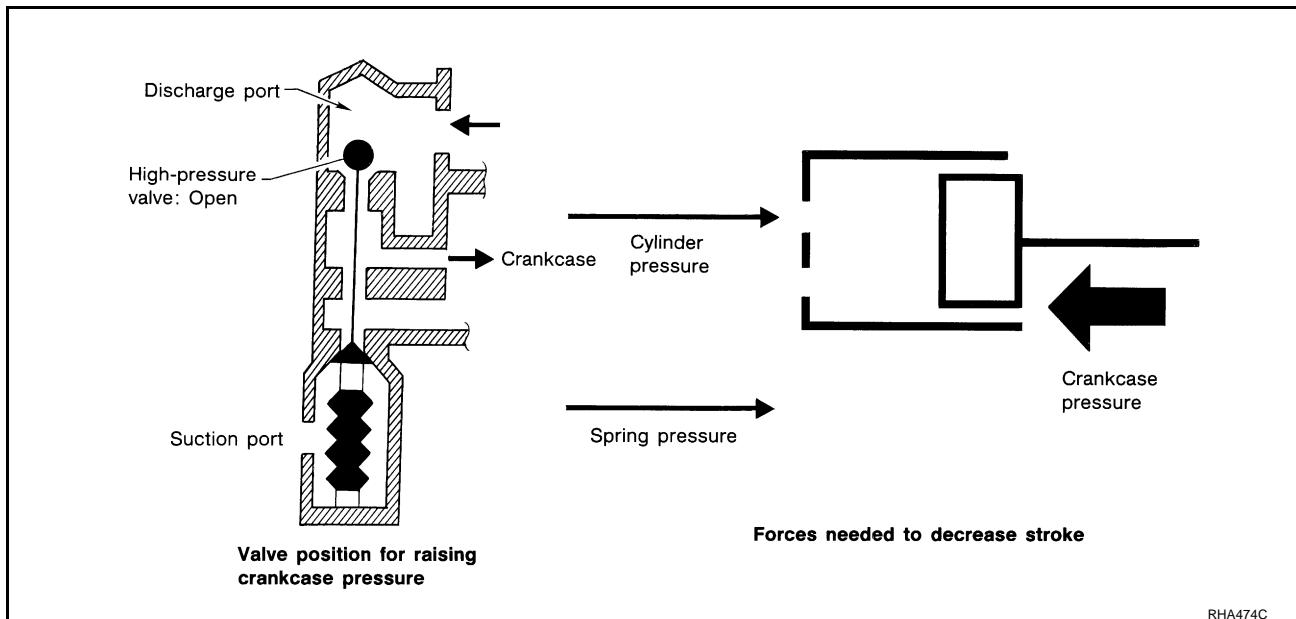
- The bellows expands when refrigerant pressure on the suction pressure side drops below approximately 177 kPa (1.77 bar, 1.8 kg/cm<sup>2</sup>, 26 psi).

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 (wobble) plate, and is generated by the pressure difference between 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 close to suction pressure  $P_s$ . If crankcase pressure  $P_c$  rises due to capacity control, the force around the journal pin makes the wobble (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 wobble (swash) plate.

# REFRIGERATION SYSTEM



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# REFRIGERATION SYSTEM

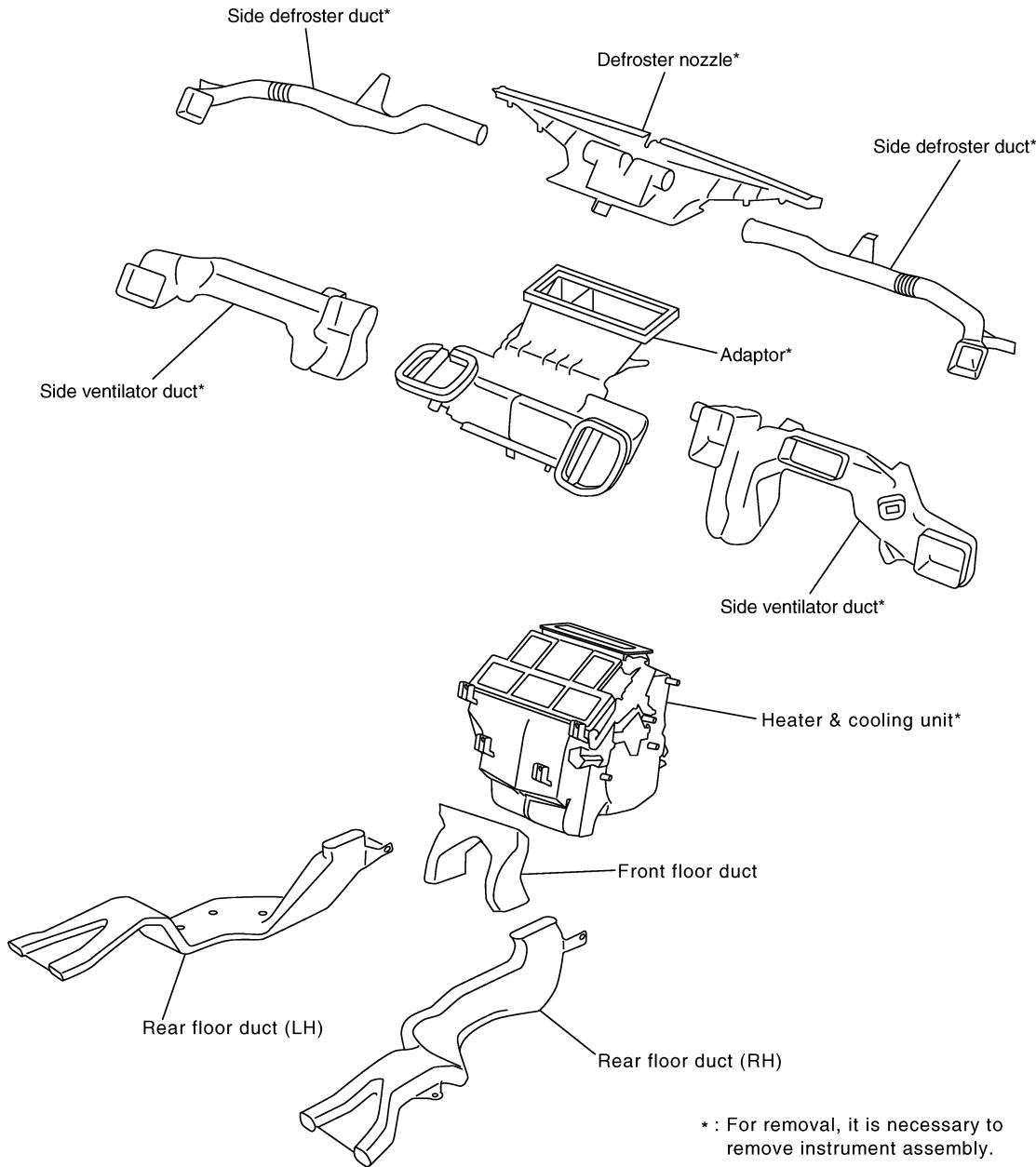
## Component Layout

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### NOTE:

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

SEC. 271•273



SJIA1233E

## LUBRICANT

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### Maintenance of Lubricant Quantity in Compressor

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The lubricant in the compressor circulates through the system with the refrigerant. Add lubricant to compressor when replacing any component or after a large refrigerant leakage 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

**QR engine:**  
(CWV-615M Compressor)

**YD engine:**  
(DKV-11G Compressor)

**Name** : Nissan A/C System Oil Type S  
**Part number** : KLH00-PAGS1P

**Nissan A/C System Oil Type R**  
**KLH00-PAGR1P**

### 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.

**CAUTION:**

If excessive lubricant leakage is noted, never perform the lubricant return operation.

OK or NG

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

#### 2. PERFORM LUBRICANT RETURN OPERATION, PROCEEDING AS FOLLOWS:

ATC

1. Start engine, and set the following conditions:
  - Engine speed: Idling to 1,200 rpm
  - A/C switch: ON
  - Blower speed: Max. position
  - Temp. control: Optional [Set so that intake air temperature is 22 to 26°C (72 to 79°F).]
  - Intake position: Recirculation (REC)
2. Perform lubricant return operation for about 10 minutes.
3. Stop engine.

>> GO TO 3.

#### 3. CHECK REPLACEMENT PART

Should the compressor be replaced?

YES >> GO TO [ATC-24, "LUBRICANT ADJUSTING PROCEDURE FOR COMPRESSOR REPLACEMENT"](#).

NO >> GO TO [ATC-24, "LUBRICANT ADJUSTING PROCEDURE FOR COMPONENTS REPLACEMENT EXCEPT COMPRESSOR"](#).

## LUBRICANT

### 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 $m\ell$ (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 <sup>*1</sup>

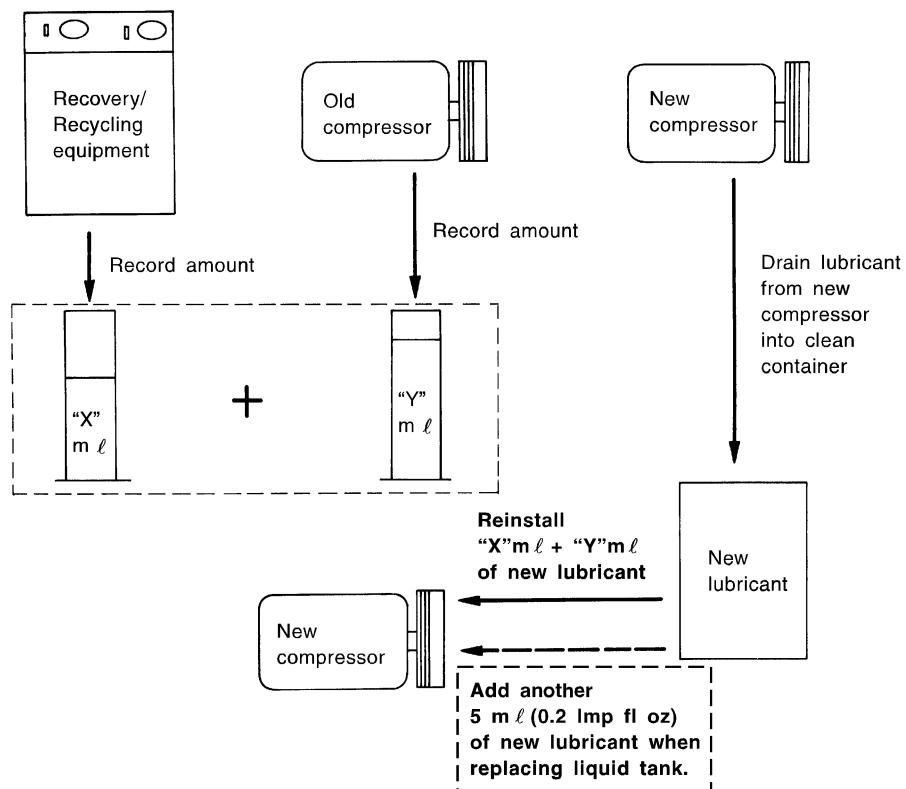
\*1: If refrigerant leak is small, no addition of lubricant is needed.

### 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 another 5  $m\ell$  (0.2 Imp fl oz) of lubricant at this time. Do not add this 5  $m\ell$  (0.2 Imp fl oz) of lubricant only when replaces the compressor.

# LUBRICANT

Lubricant adjusting procedure for compressor replacement



SJIA0596E

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# AIR CONDITIONER CONTROL

## AIR CONDITIONER CONTROL

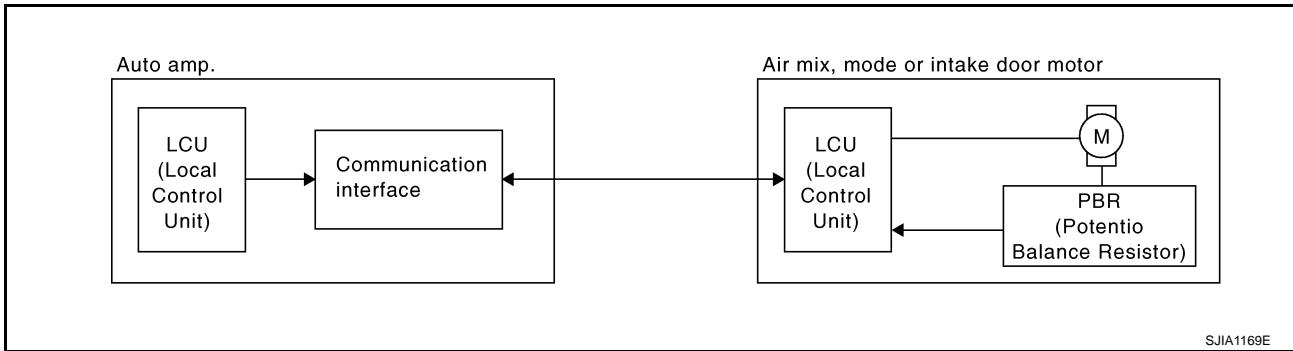
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### Description of Air Conditioner LAN Control System

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The LAN (Local Area Network) 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 figure below.



### System Construction

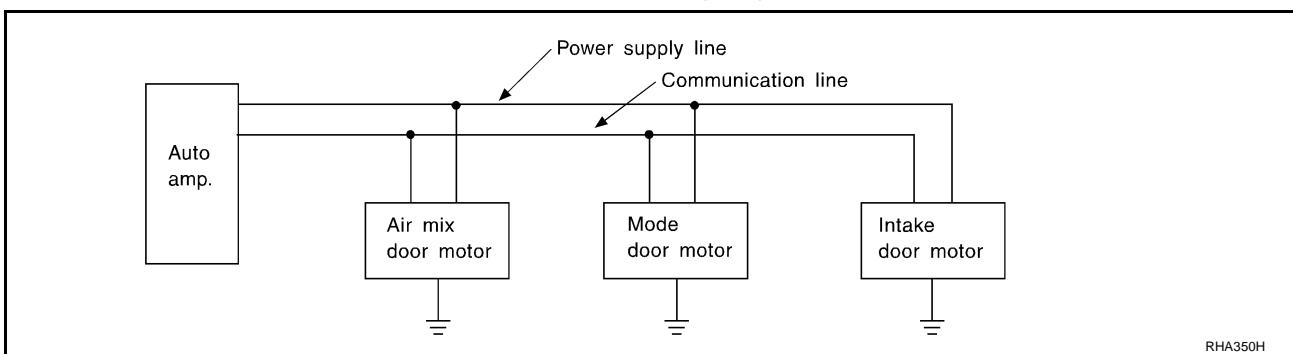
BJS00048

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

Addresses, motor opening angle signals, motor stop signals and error checking messages are all transmitted through the data transmission lines connecting the auto amp. and each door motor.

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

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

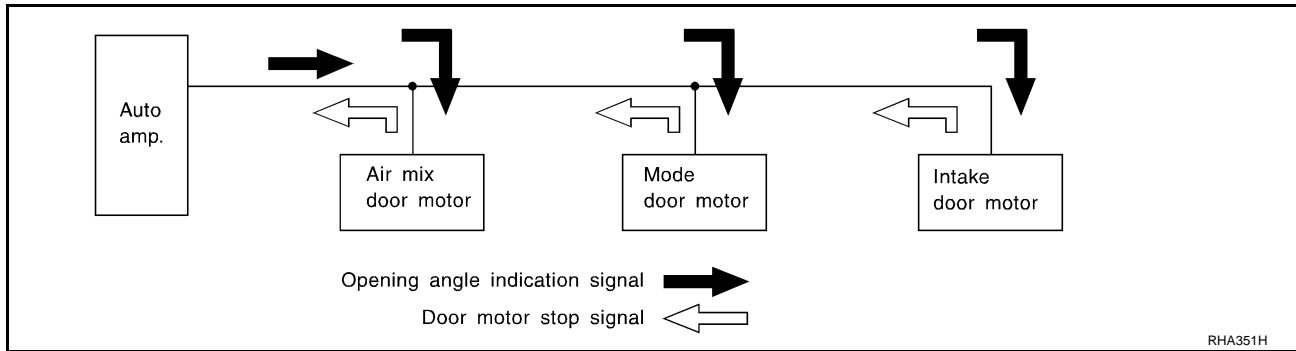


### OPERATION

The auto amp. receives data from each of the sensors. The auto amp. 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 amp. and each of the motor position sensors are compared by the LCUs in each door motor with the existing decision and opening angles. Subsequently, HOT/COLD, DEF/VENT and FRESH/RECIRCULATION operation is selected. The new selection data is returned to the auto amp.

# AIR CONDITIONER CONTROL



## TRANSMISSION DATA AND TRANSMISSION ORDER

Auto amp. data is transmitted consecutively to 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 amp. are 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 have no errors, door control begins.

If an error exists, the received data are 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 are then compiled. The error check prevents corrupted data from being used by the air mix door motor, the mode door motor and the intake door motor. Error data can be related to the following symptoms.

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

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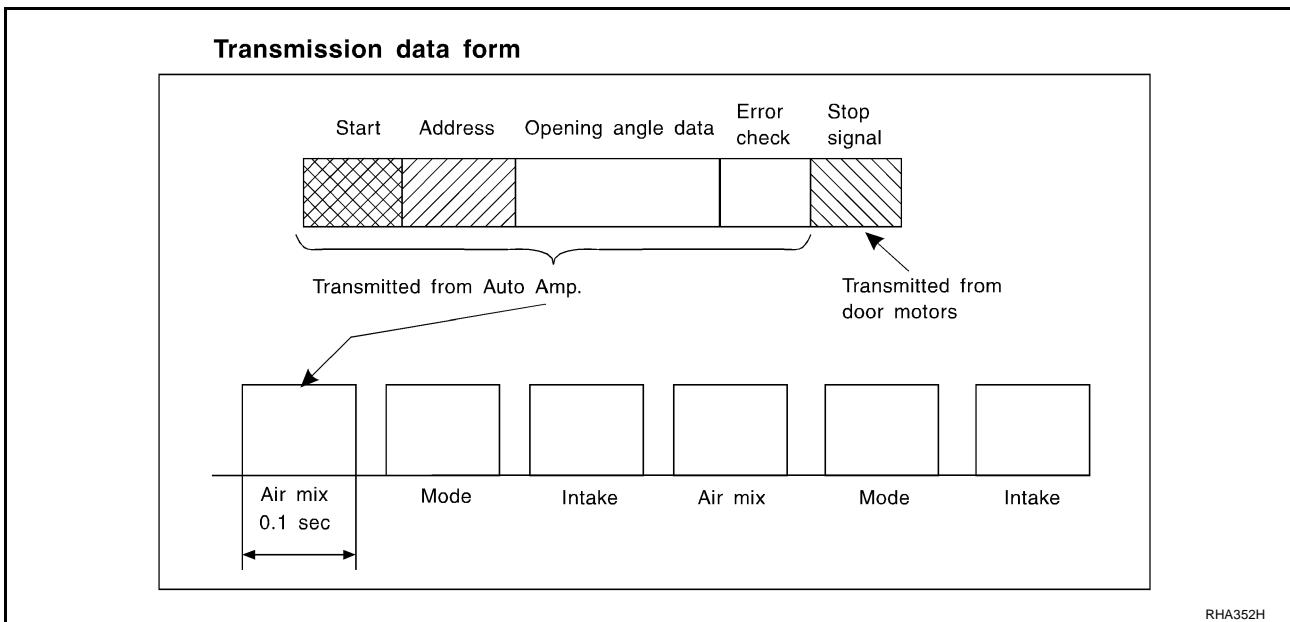
ATC

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# AIR CONDITIONER CONTROL

## Stop Signal:

At the end of each transmission, a stop operation, in-operation, or internal malfunction message is delivered to the auto amp. 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.

## FAN SPEED CONTROL

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

With FAN control dial 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.

## MODE DOOR CONTROL

The mode 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 throttle position sensor, refrigerant pressure sensor and auto amp.

## SELF-DIAGNOSIS SYSTEM

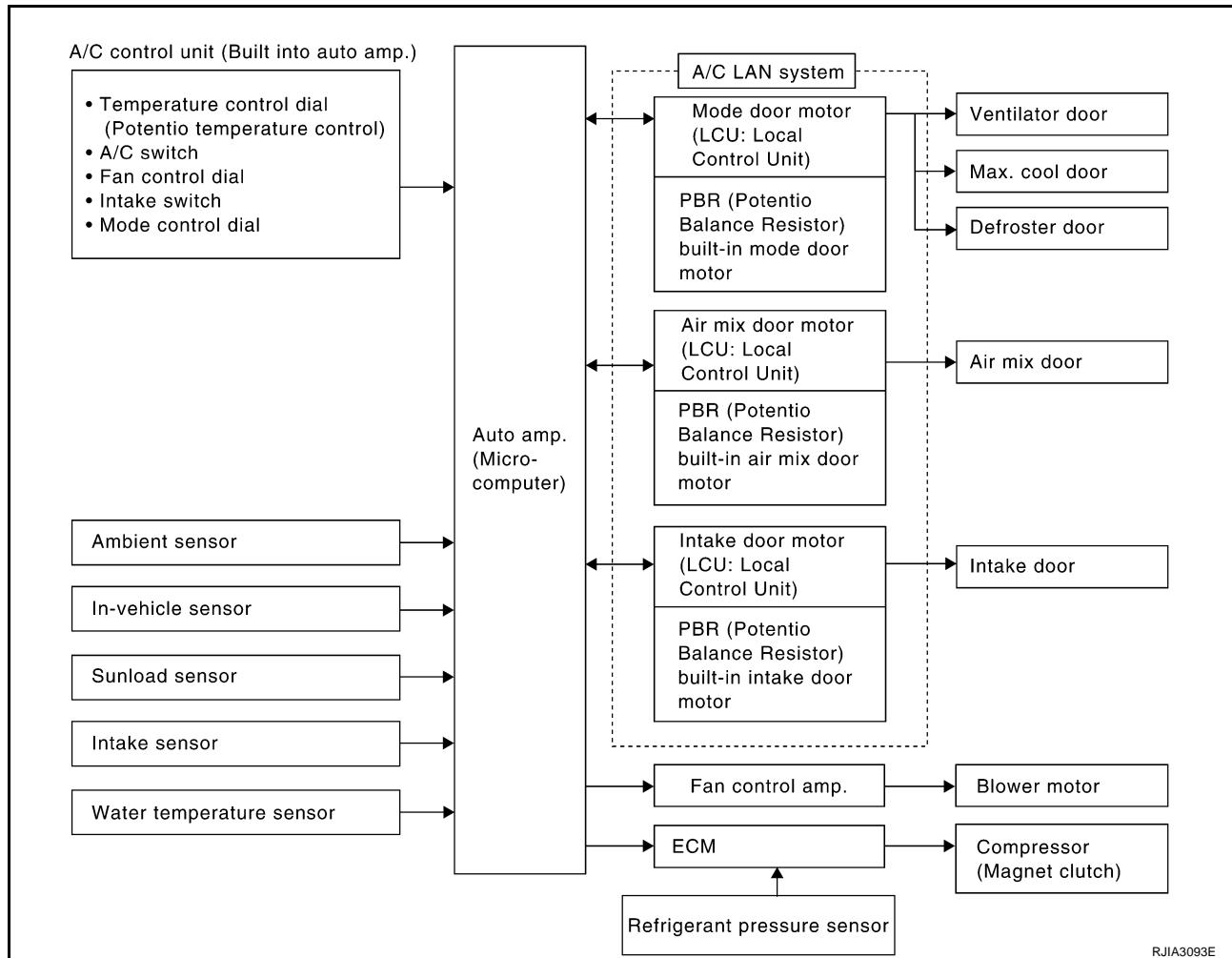
The self-diagnosis system is built into the auto amp. to quickly locate the cause of symptoms.

# AIR CONDITIONER CONTROL

## Description of Control System

BJS00049

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

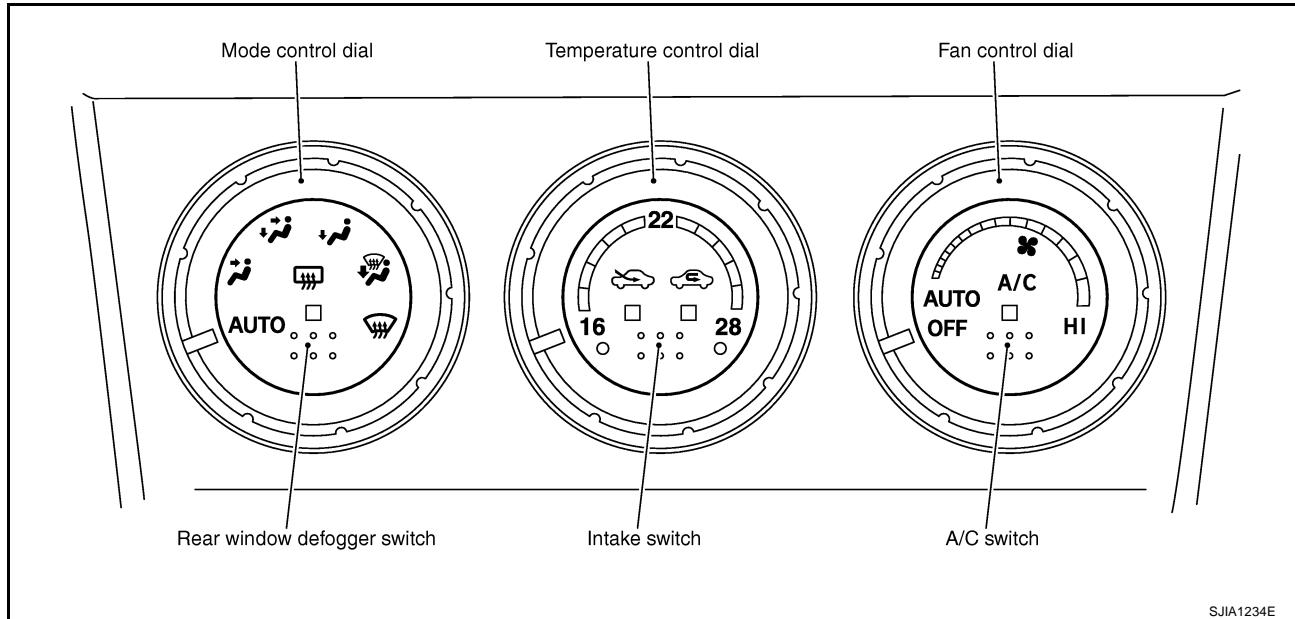


RJIA3093E

# AIR CONDITIONER CONTROL

## Control Operation

BJS0004A



### MODE CONTROL DIAL

The air discharge outlets is controlled by this dial.

Mode doors are set to the defrost position with this dial. Also, intake doors are set to the outside air position. When shifting mode control dial to DEF, D/F or D/F2 position under the following conditions, compressor is turned ON. (A/C LED ON)

- FAN: ON
- A/C: OFF

### TEMPERATURE CONTROL DIAL (POTENTIO TEMPERATURE CONTROL)

The set temperature is increased or decreased with this dial.

### FAN CONTROL DIAL

The blower speed is automatically or manually controlled with this dial. Twenty-five speeds are available for manual control.

Shifting fan control dial to AUTO, compressor is turned ON automatically.

### REAR WINDOW DEFOGGER SWITCH

When illumination is ON, rear window is defogged.

### INTAKE SWITCH

- When intake switch is ON, FRE indicator turns ON, and air inlet is fixed to FRE.
- When press intake switch again, REC indicator turns ON, and air inlet is fixed to REC.
- When intake switch is pressed for approximately 1.5 seconds or longer, REC and FRE indicators blink twice. Then, automatic control mode is entered. Inlet status is displayed even during automatic control.
- Intake switch is automatically fixed to FRE mode when mode control dial is turned in DEF, D/F or D/F2, or when compressor is turned from ON to OFF. Press intake switch to enter REC mode.

### A/C SWITCH

Compressor is ON or OFF.

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

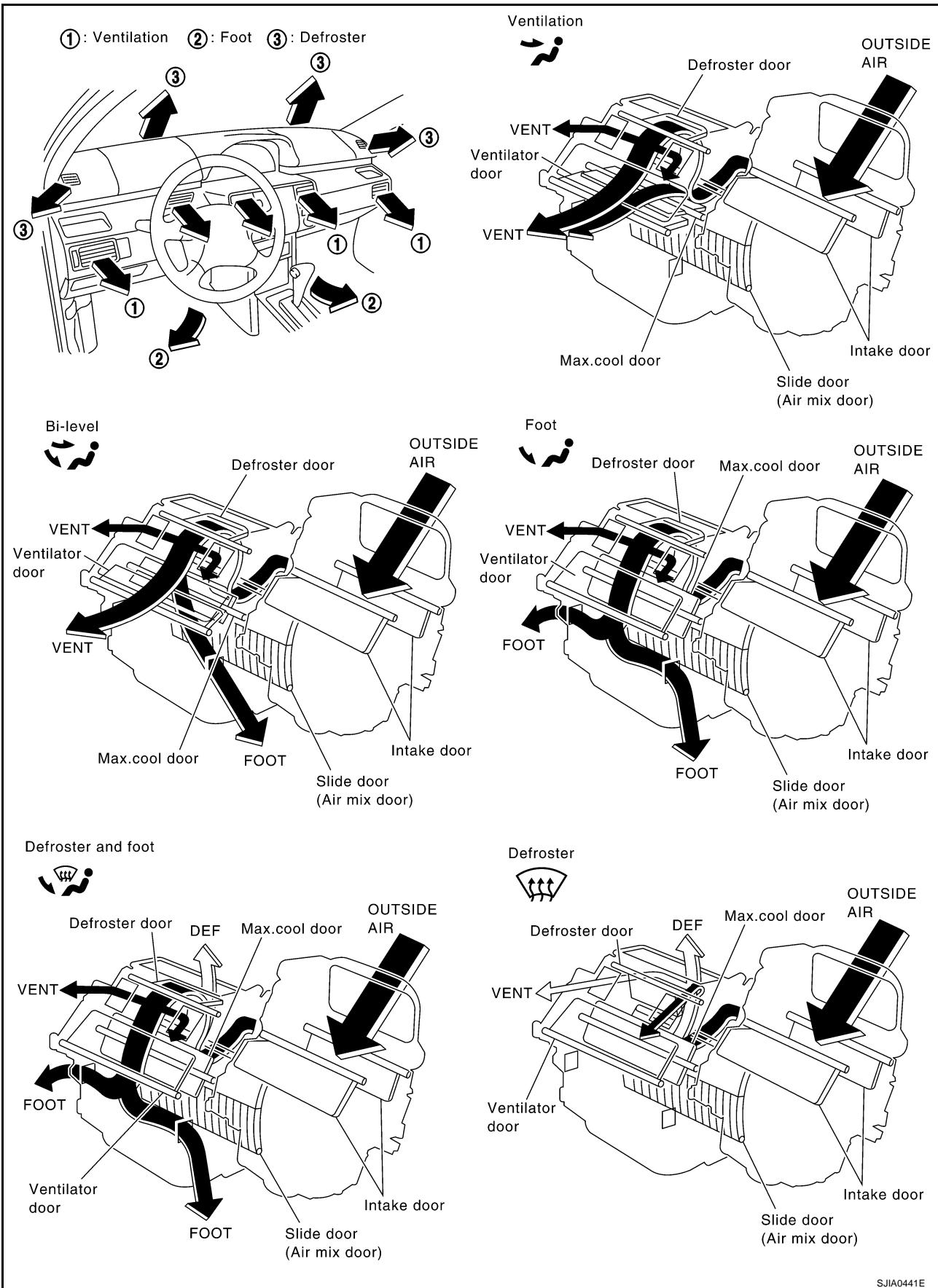
# AIR CONDITIONER CONTROL

## Discharge Air Flow

BJS0004B

### NOTE:

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

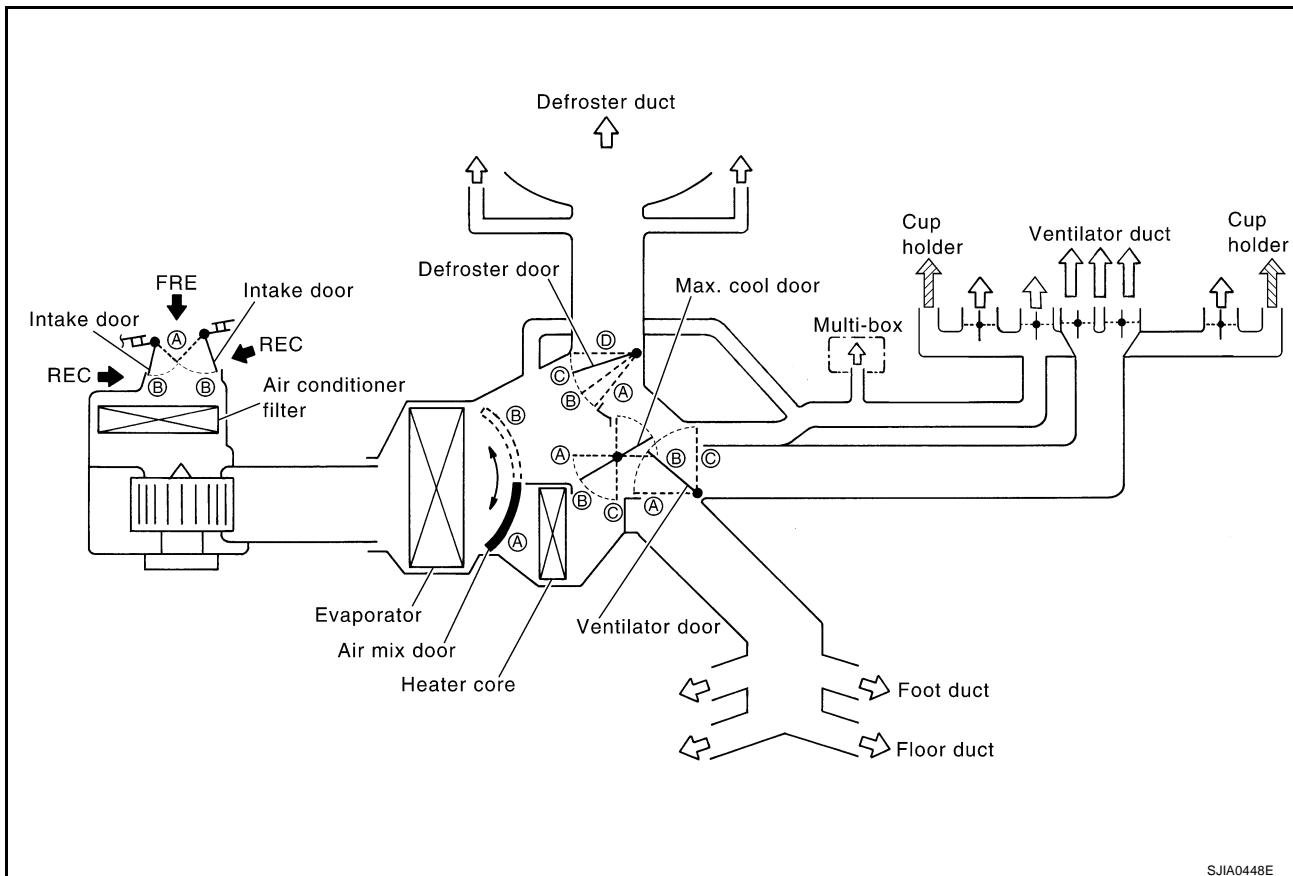


A  
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D  
E  
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G  
H  
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ATC  
K  
L  
M

# AIR CONDITIONER CONTROL

## System Description SWITCHES AND THEIR CONTROL FUNCTION

BJS0004C



SJIA0448E

Position or switch	MODE control dial						Intake SW	Temperature control dial			
	VENT	B/L	FOOT	D/F	DEF	AUTO					
Door						—			16°C	~	28°C
Ventilator door						—	—	—	—	—	
Max. cool door						AUTO	—	—	—	—	
Defroster door						AUTO	—	—	—	—	
Intake door	—	—			—	—			—	—	
Air mix door	—	—	—	—	—	—	—		AUTO		

\*1: This door position is switched by self-diagnosis STEP-6.

\*2: Inlet status is displayed during automatic control.

SJIA1235E

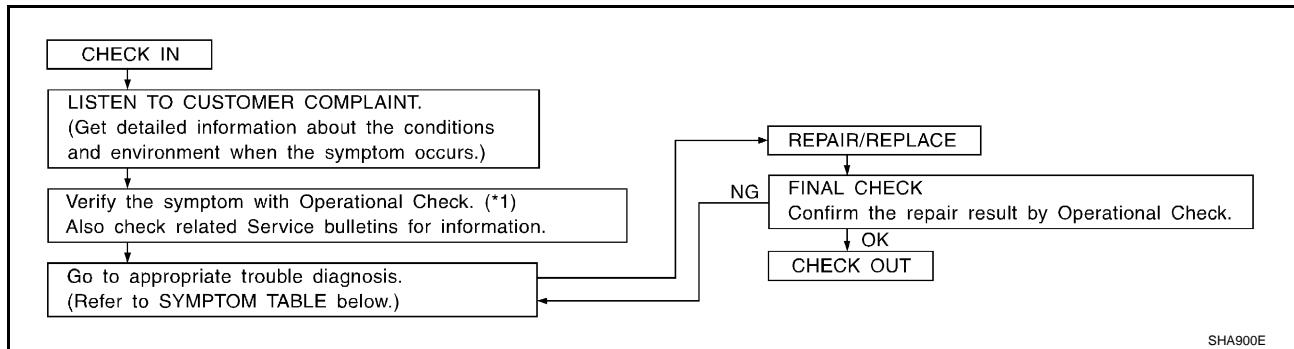
# TROUBLE DIAGNOSIS

## TROUBLE DIAGNOSIS

PFP:00004

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

BJS0004D



\*1 [ATC-63, "Operational Check"](#)

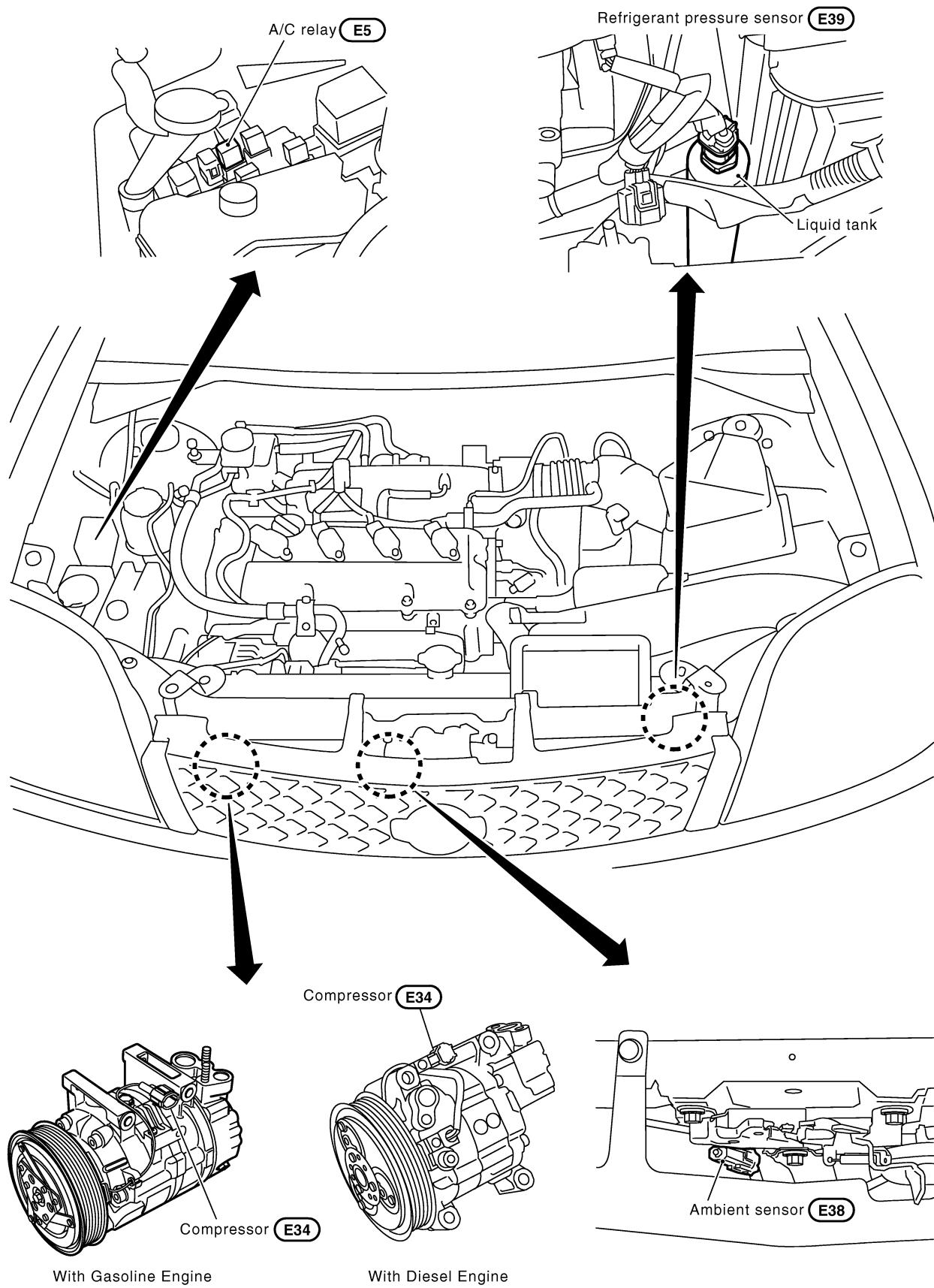
### SYMPTOM TABLE

Symptom	Reference Page
A/C system does not come on.	Go to Trouble Diagnosis Procedure for A/C System.
Air outlet does not change.	<a href="#">ATC-64, "Power Supply and Ground Circuit for Auto Amp."</a>
Mode door motor does not operate normally.	Go to Trouble Diagnosis Procedure for Mode Door Motor. (LAN)
Discharge air temperature does not change.	<a href="#">ATC-70, "Mode Door Motor Circuit"</a>
Air mix door motor does not operate normally.	Go to Trouble Diagnosis Procedure for Air Mix Door Motor. (LAN)
ATC	<a href="#">ATC-73, "Air Mix Door Motor Circuit"</a>
Intake door does not change.	Go to Trouble Diagnosis Procedure for Intake Door Motor. (LAN)
Intake door motor does not operate normally.	<a href="#">ATC-76, "Intake Door Motor Circuit"</a>
Blower motor operation is malfunctioning.	Go to Trouble Diagnosis Procedure for Blower Motor.
<a href="#">ATC</a>	<a href="#">ATC-79, "Blower Motor Circuit"</a>
Magnet clutch does not engage.	Go to Trouble Diagnosis Procedure for Magnet Clutch.
<a href="#">K</a>	<a href="#">ATC-85, "Magnet Clutch Circuit"</a>
Insufficient cooling	Go to Trouble Diagnosis Procedure for Insufficient Cooling.
<a href="#">L</a>	<a href="#">ATC-92, "Insufficient Cooling"</a>
Insufficient heating	Go to Trouble Diagnosis Procedure for Insufficient Heating.
<a href="#">M</a>	<a href="#">ATC-102, "Insufficient Heating"</a>
Noise	Go to Trouble Diagnosis Procedure for Noise.
	<a href="#">ATC-104, "Noise"</a>
Self-diagnosis cannot be performed.	Go to Trouble Diagnosis Procedure for Self-diagnosis.
	<a href="#">ATC-105, "Self-diagnosis"</a>

# TROUBLE DIAGNOSIS

## Component Parts and Harness Connector Location ENGINE COMPARTMENT

BJS0004E



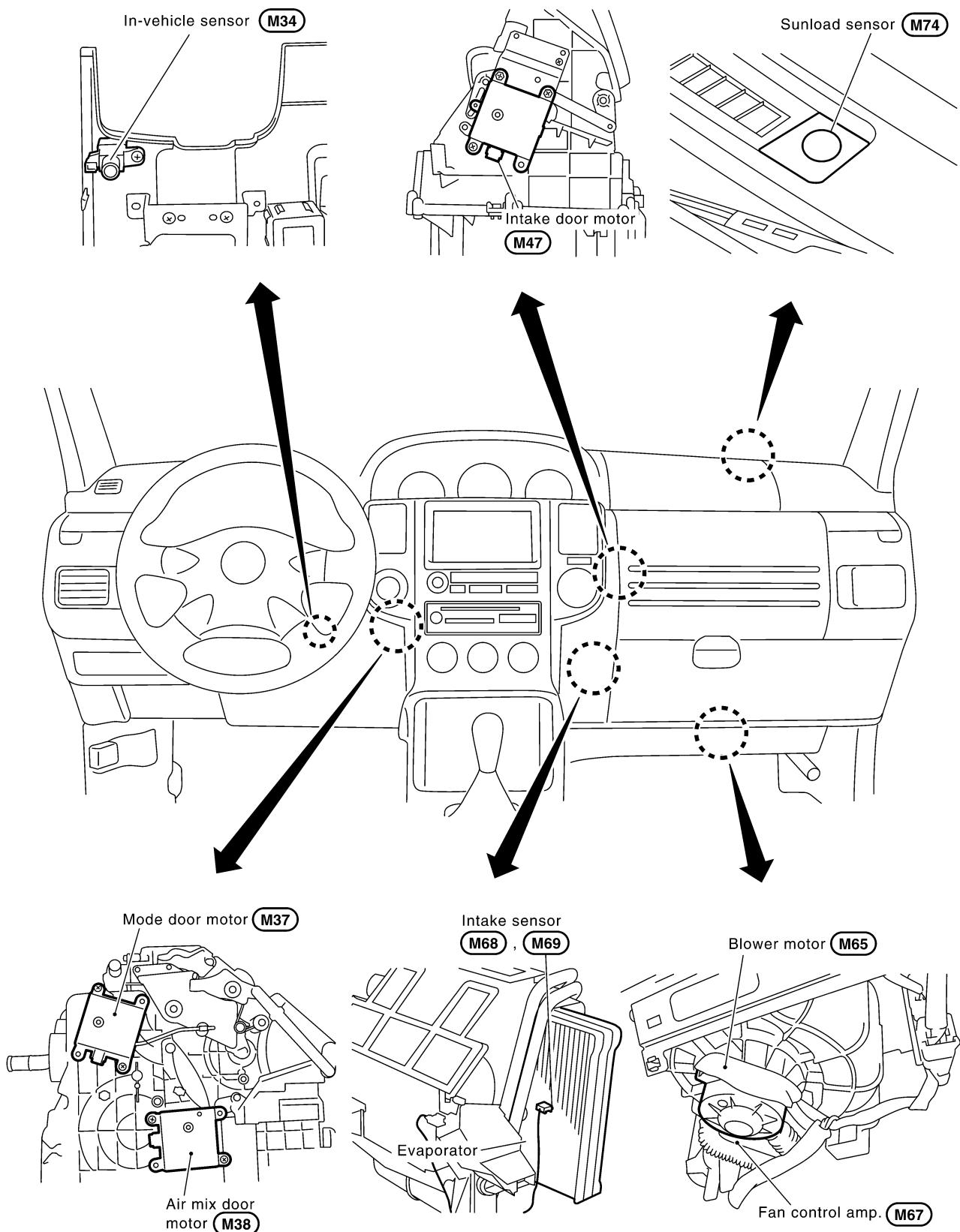
With Gasoline Engine

With Diesel Engine

SJIA1270E

# TROUBLE DIAGNOSIS

## PASSENGER COMPARTMENT



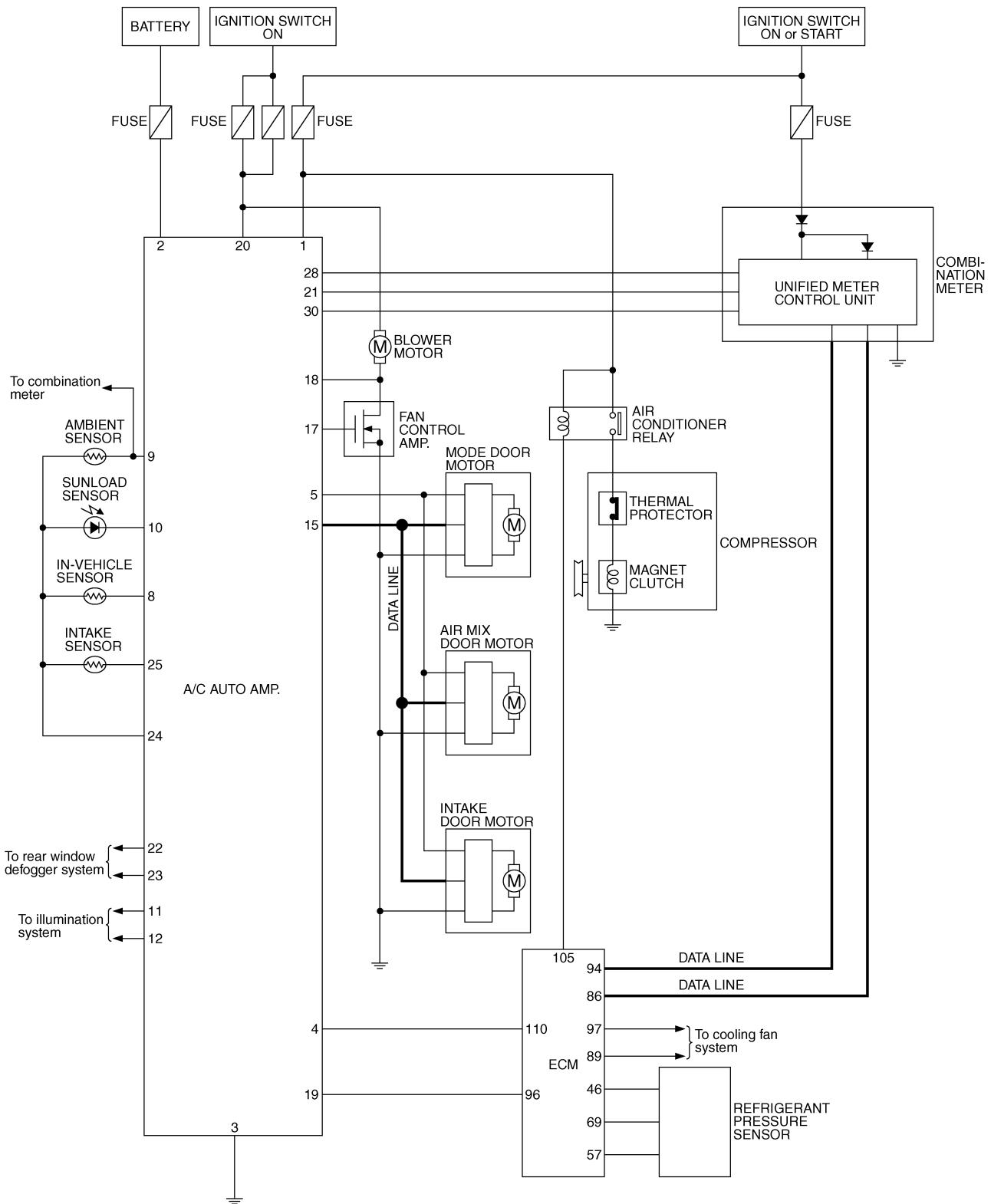
A  
B  
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H  
I  
ATC  
K  
L

M

## **TROUBLE DIAGNOSIS**

## **Schematic WITH GASOLINE ENGINE**

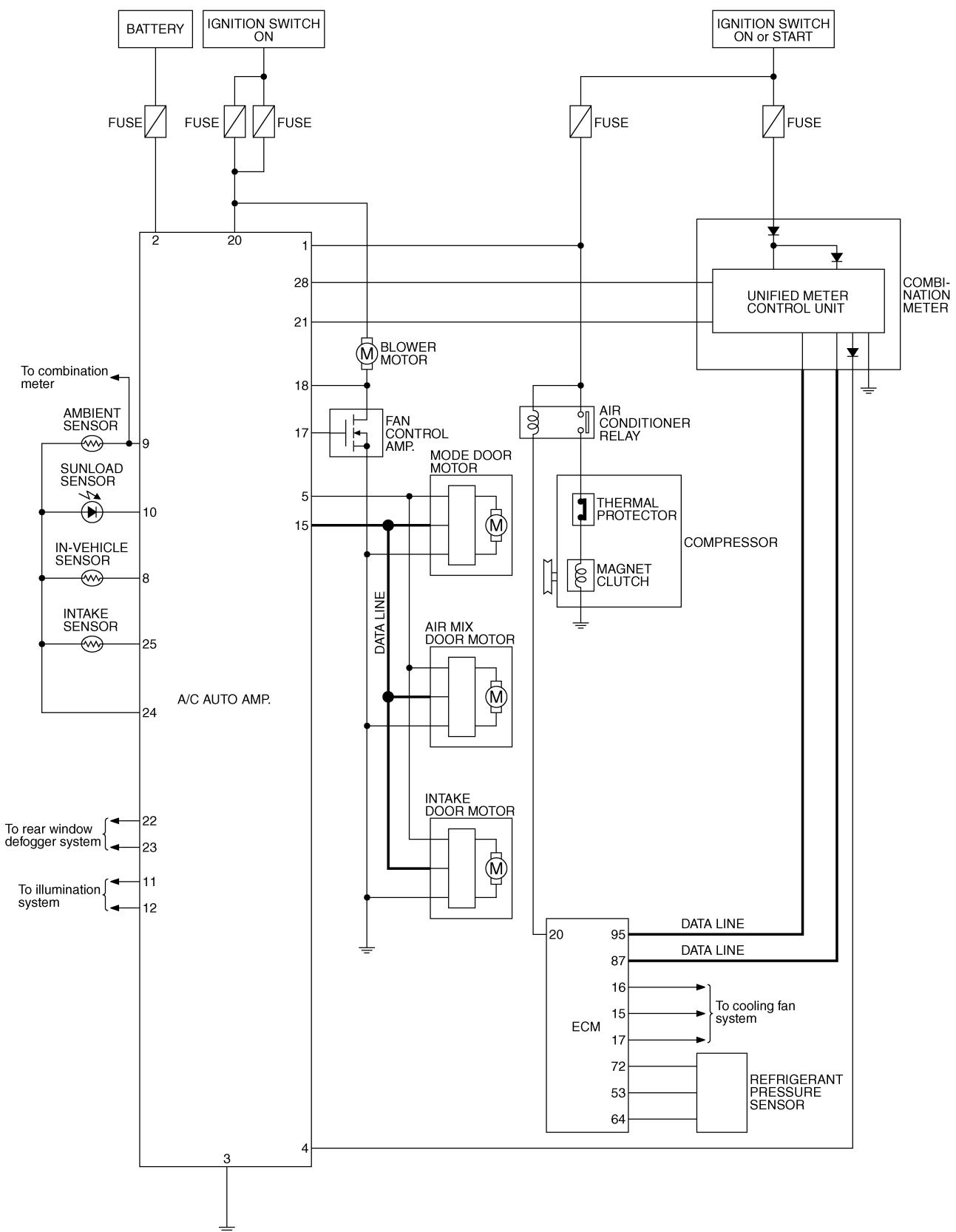
*BJS0004F*



TJWA0077E

# TROUBLE DIAGNOSIS

## WITH DIESEL ENGINE

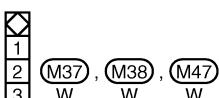
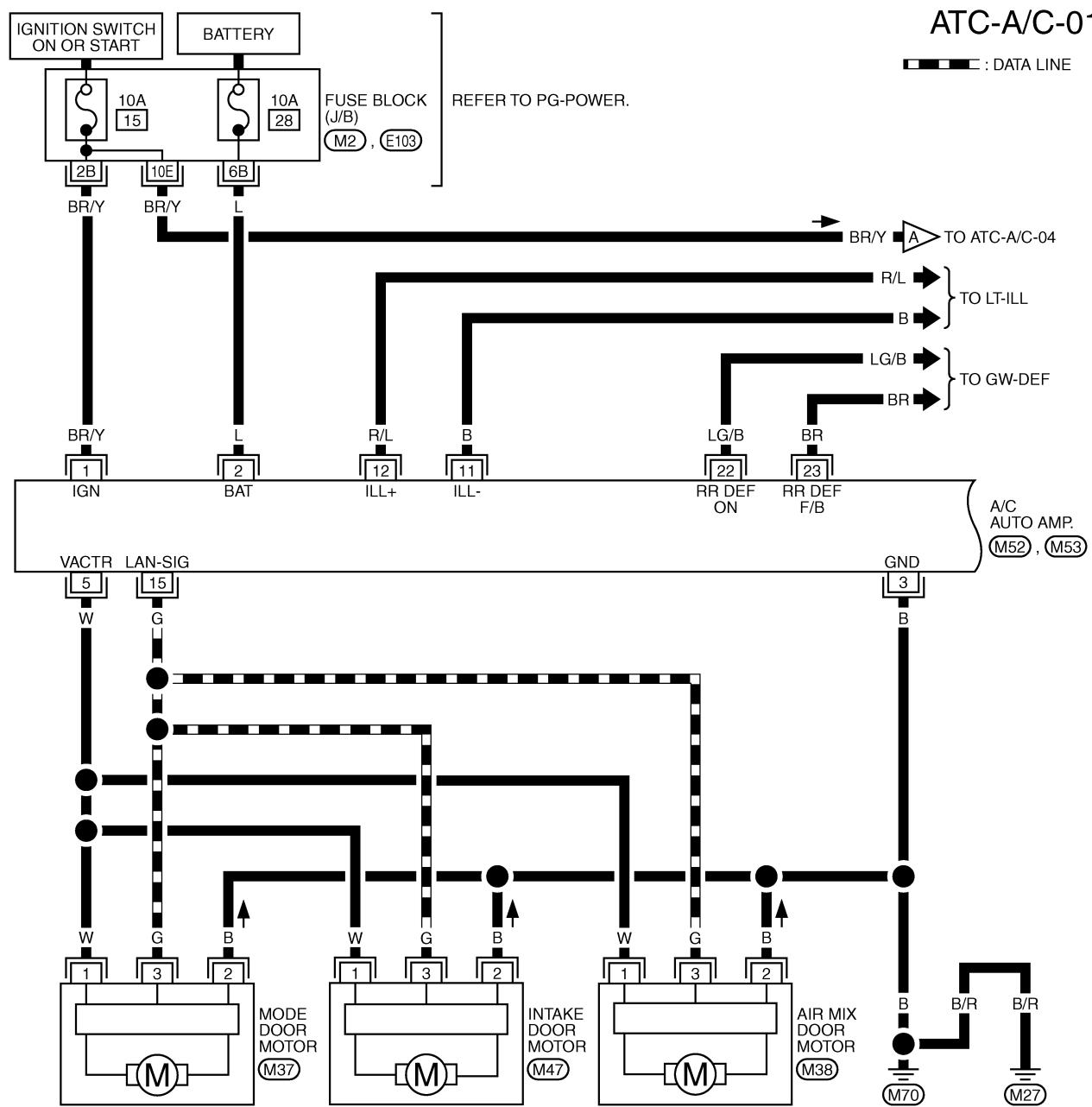


TJWB0175E

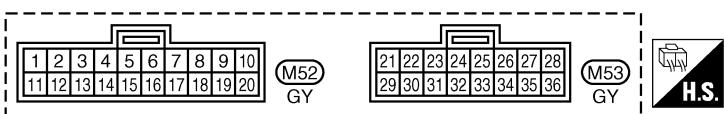
## **TROUBLE DIAGNOSIS**

## **Wiring Diagram —A/C— WITH GASOLINE ENGINE / LHD MODELS**

*BJS0004G*

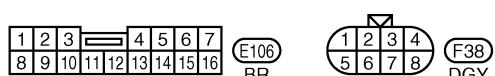
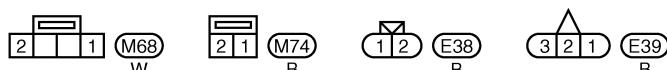
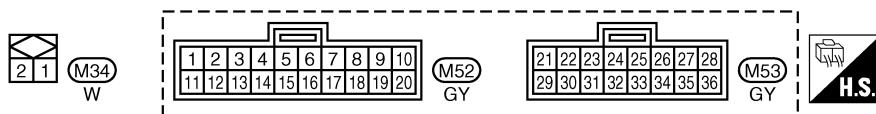
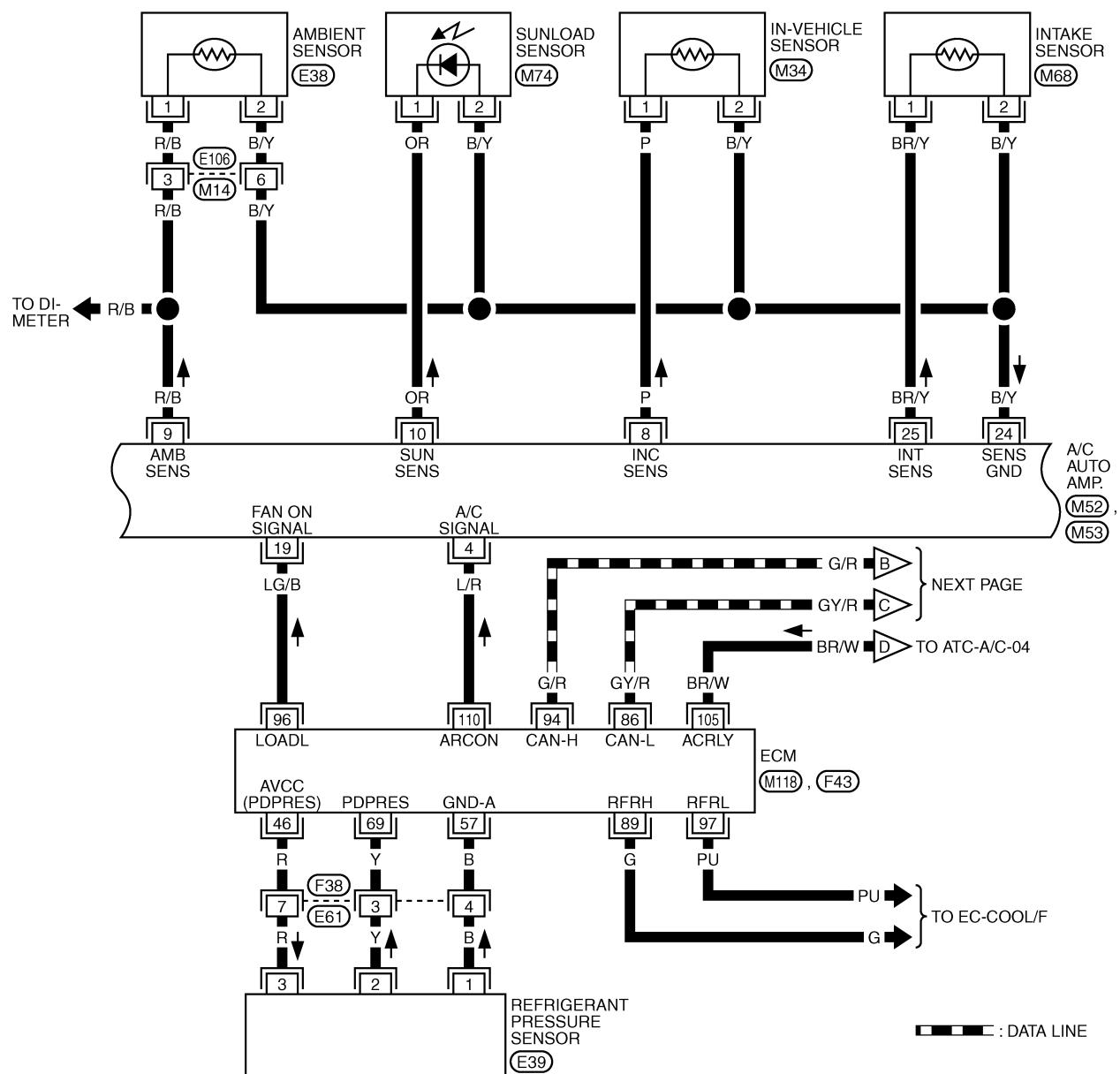


REFER TO THE FOLLOWING.  
**(M2 , E103 -FUSE BLOCK-  
JUNCTION BOX (I/B)**



# TROUBLE DIAGNOSIS

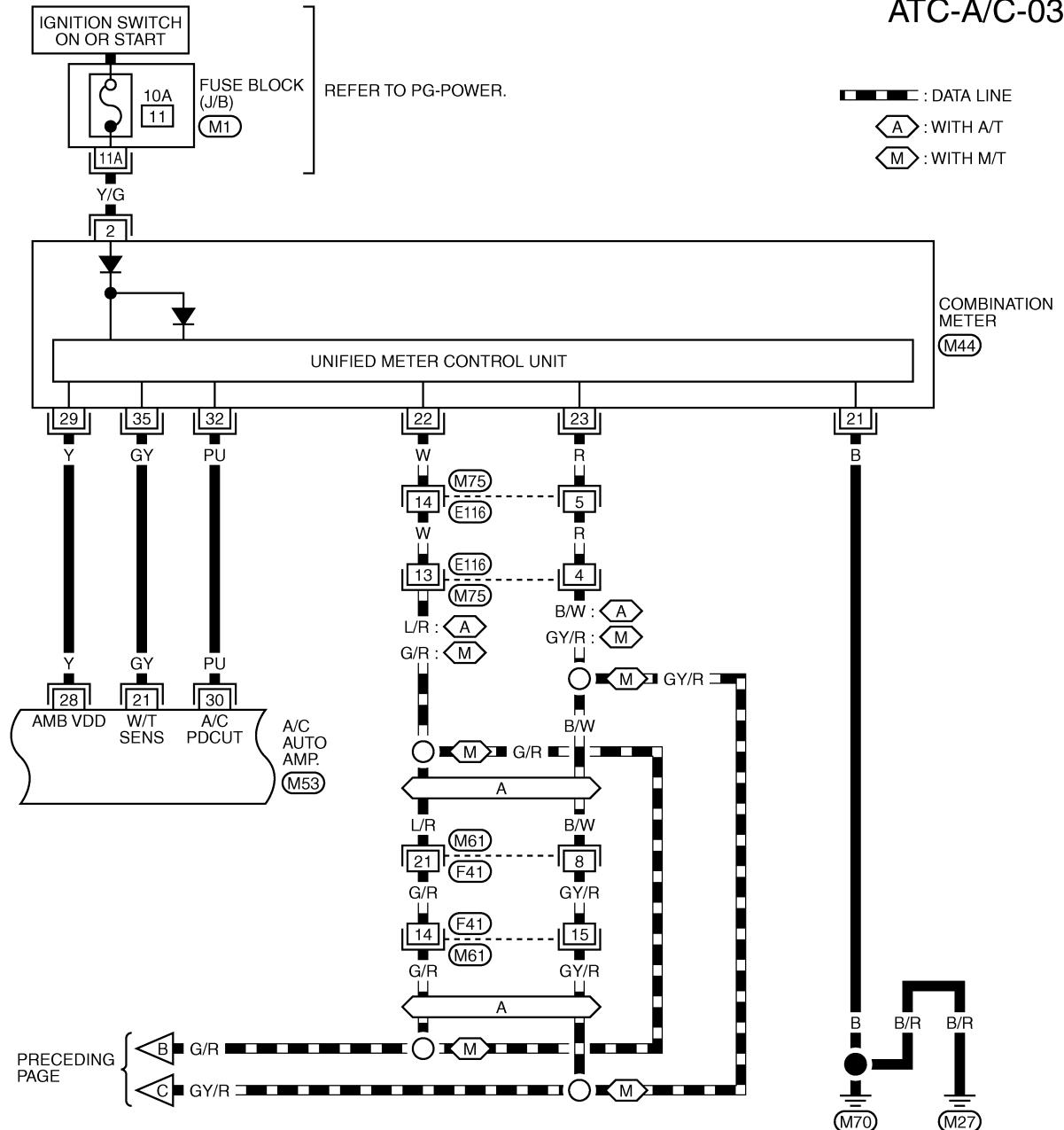
ATC-A/C-02



REFER TO THE FOLLOWING.  
**(M118, F43)** -ELECTRICAL  
 UNITS

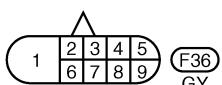
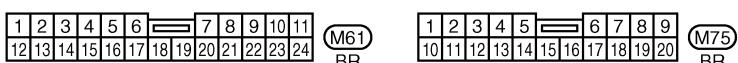
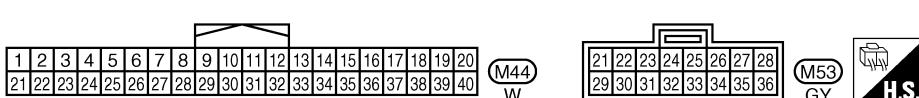
## TROUBLE DIAGNOSIS

ATC-A/C-03



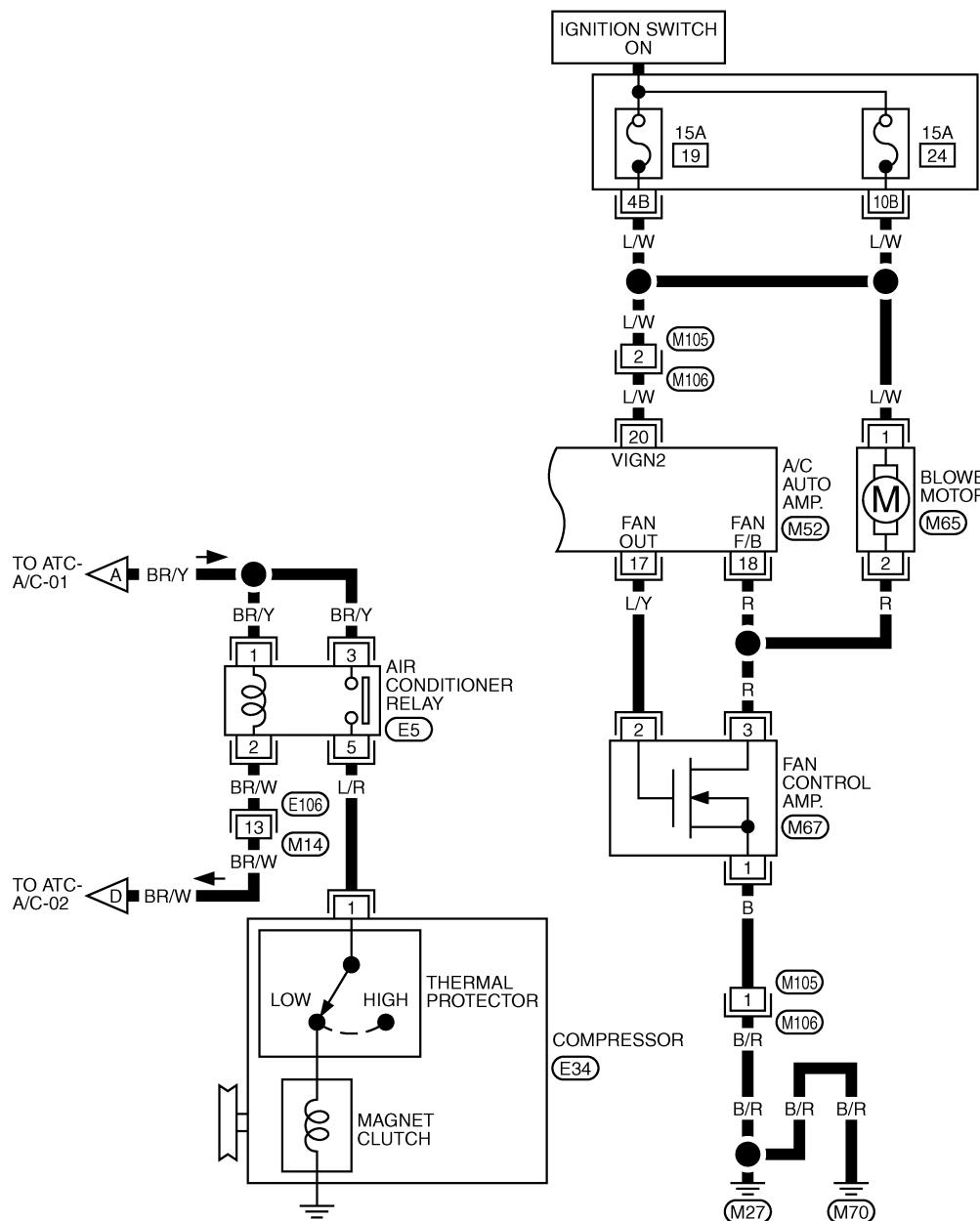
I REFER TO THE FOLLOWING

**M1 - FUSE BLOCK-JUNCTION  
BOX (J/B)**

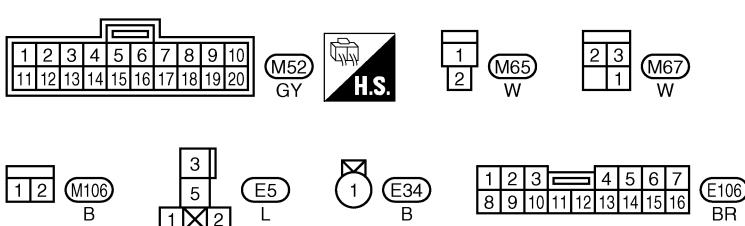


## TROUBLE DIAGNOSIS

ATC-A/C-04

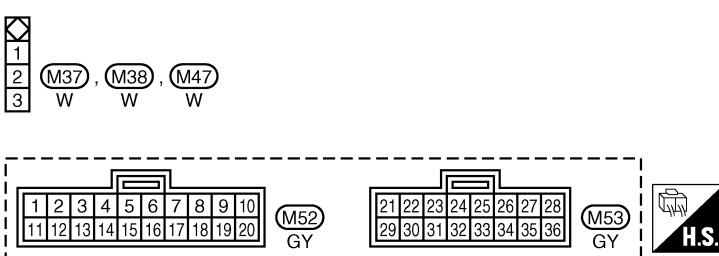
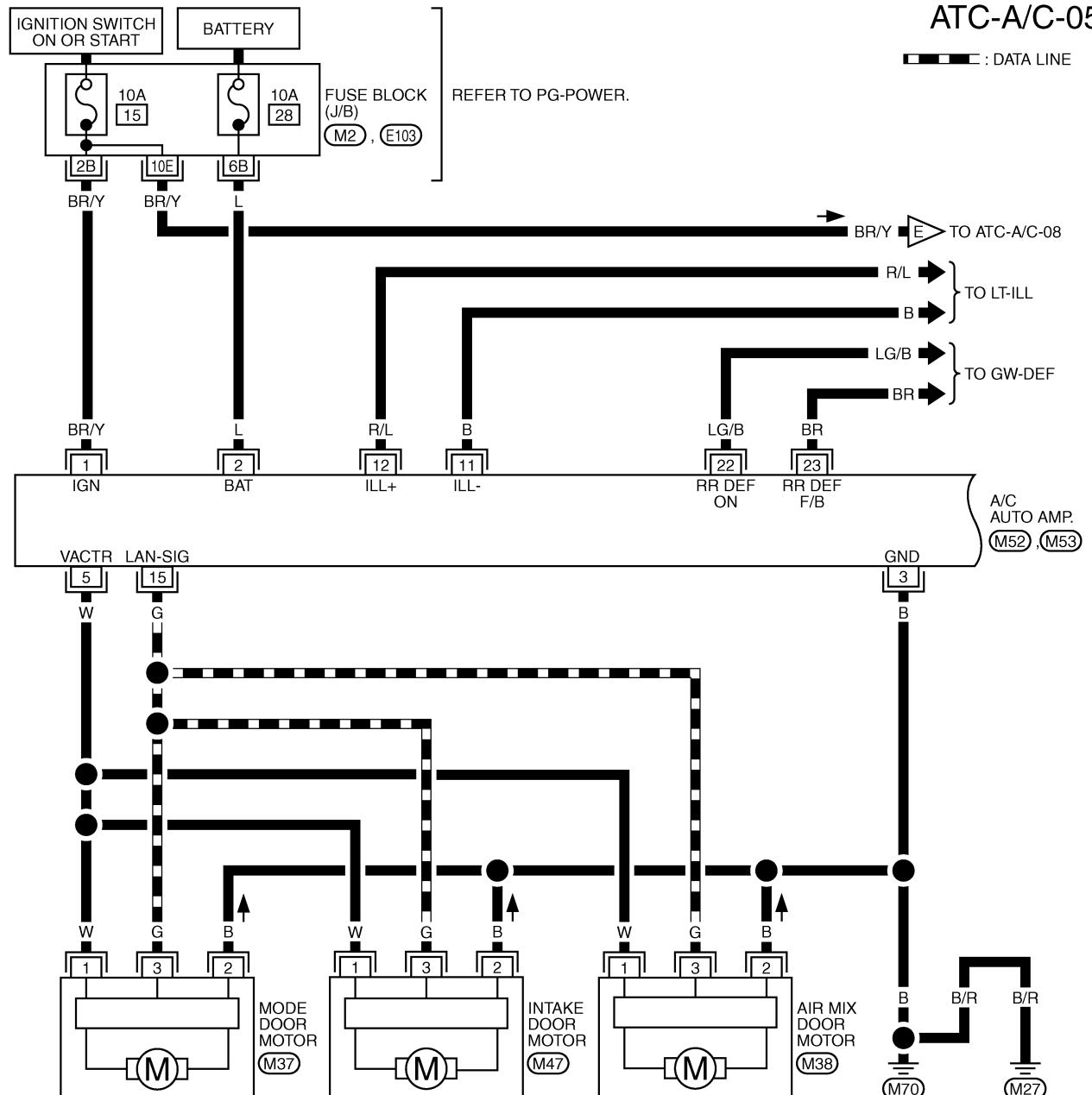


REFER TO THE FOLLOWING.  
**M2** -FUSE BLOCK-JUNCTION  
BOX (J/B)



## **TROUBLE DIAGNOSIS**

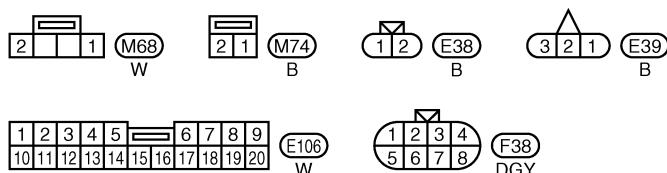
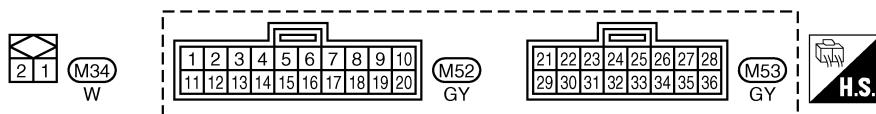
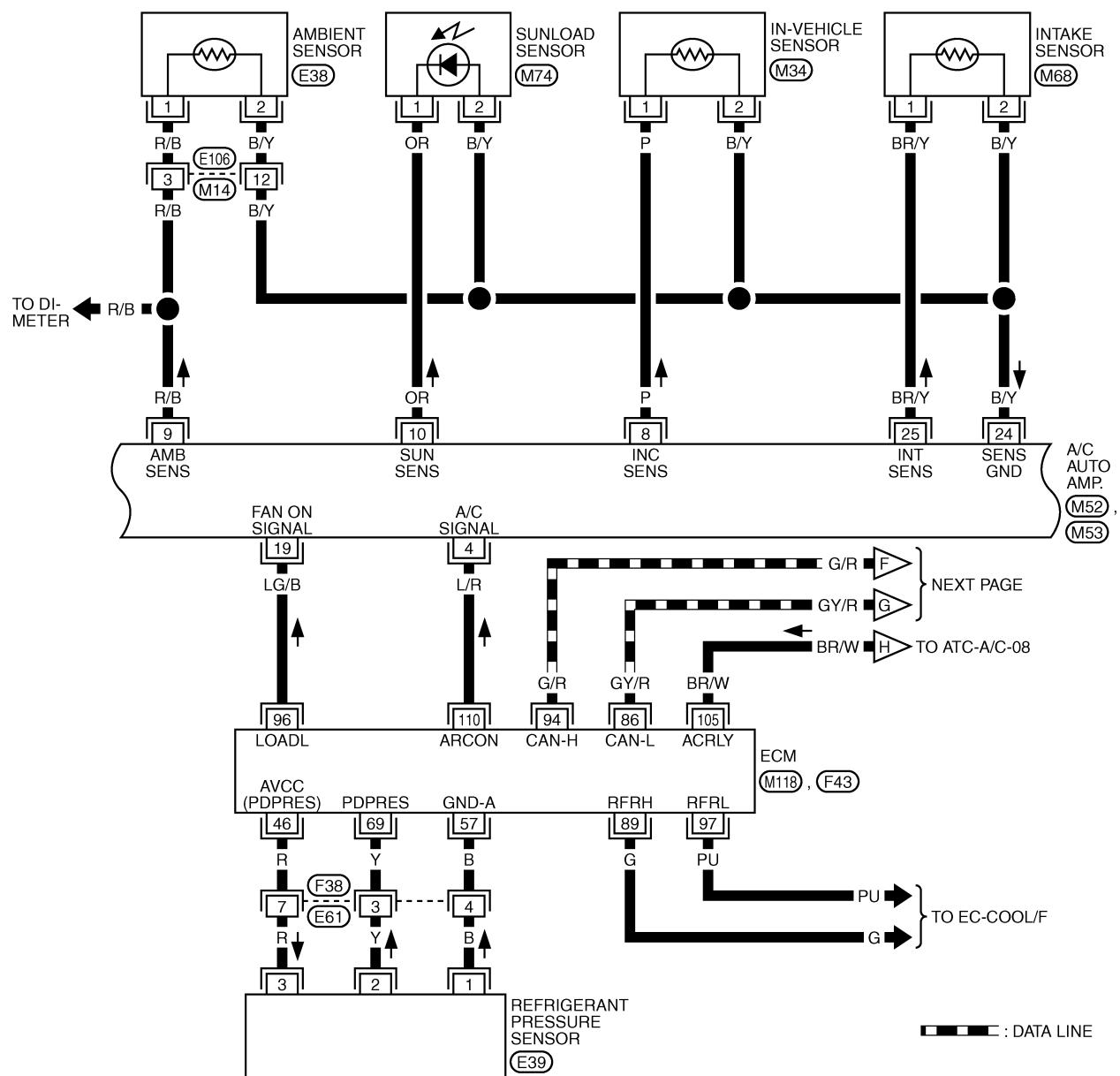
**WITH GASOLINE ENGINE / RHD MODELS**



REFER TO THE FOLLOWING.  
**(M2, E103 -FUSE BLOCK-JUNCTION BOX (J/B)**

# TROUBLE DIAGNOSIS

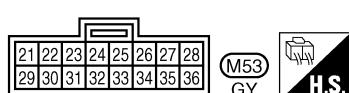
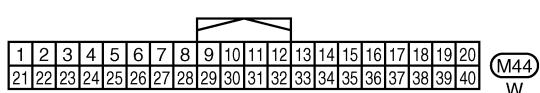
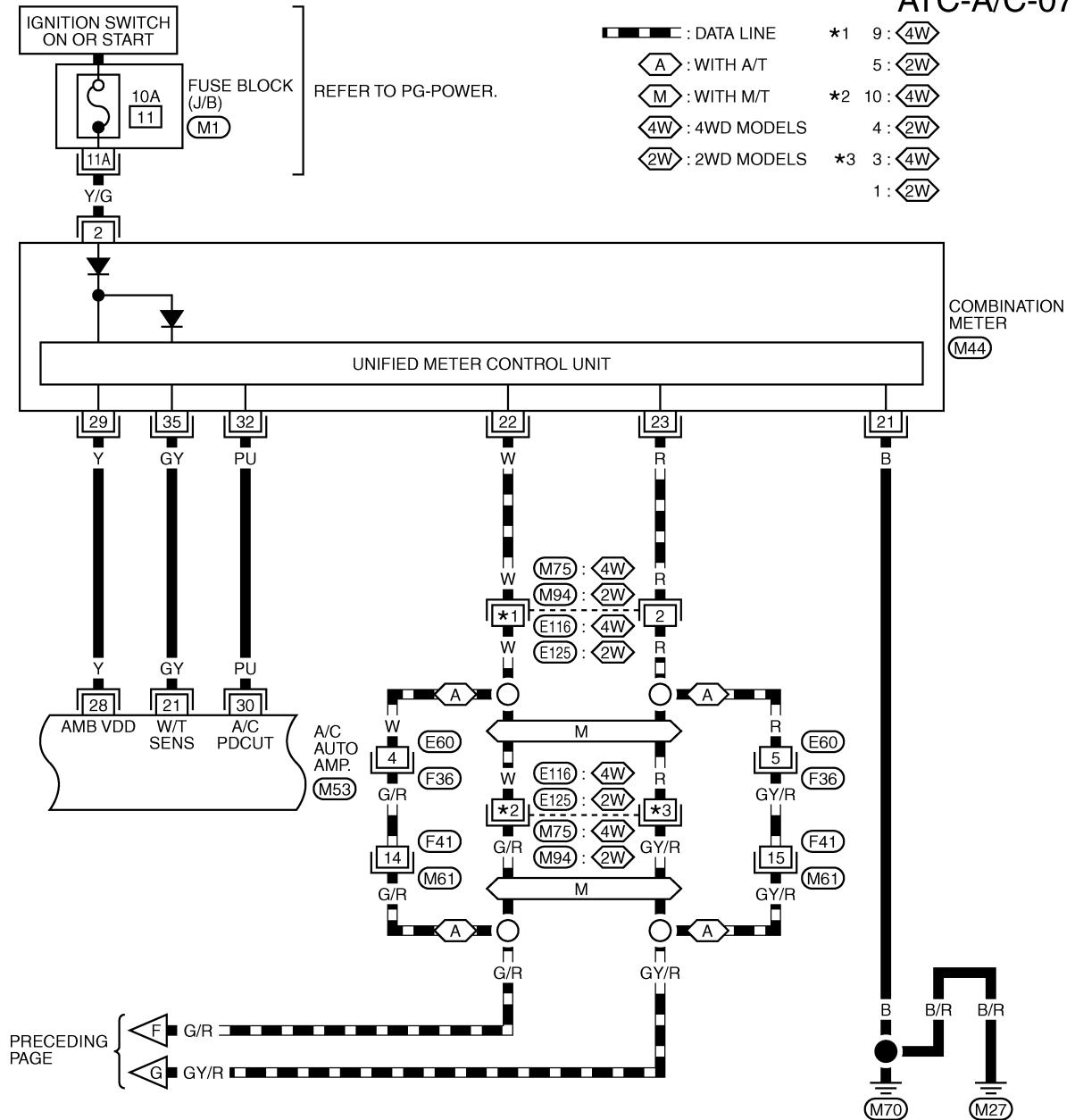
ATC-A/C-06



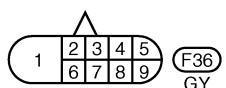
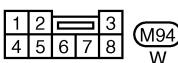
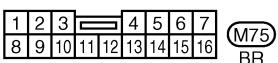
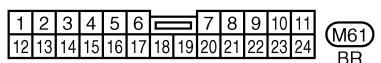
REFER TO THE FOLLOWING.  
M118, F43 -ELECTRICAL UNITS

## TROUBLE DIAGNOSIS

ATC-A/C-07

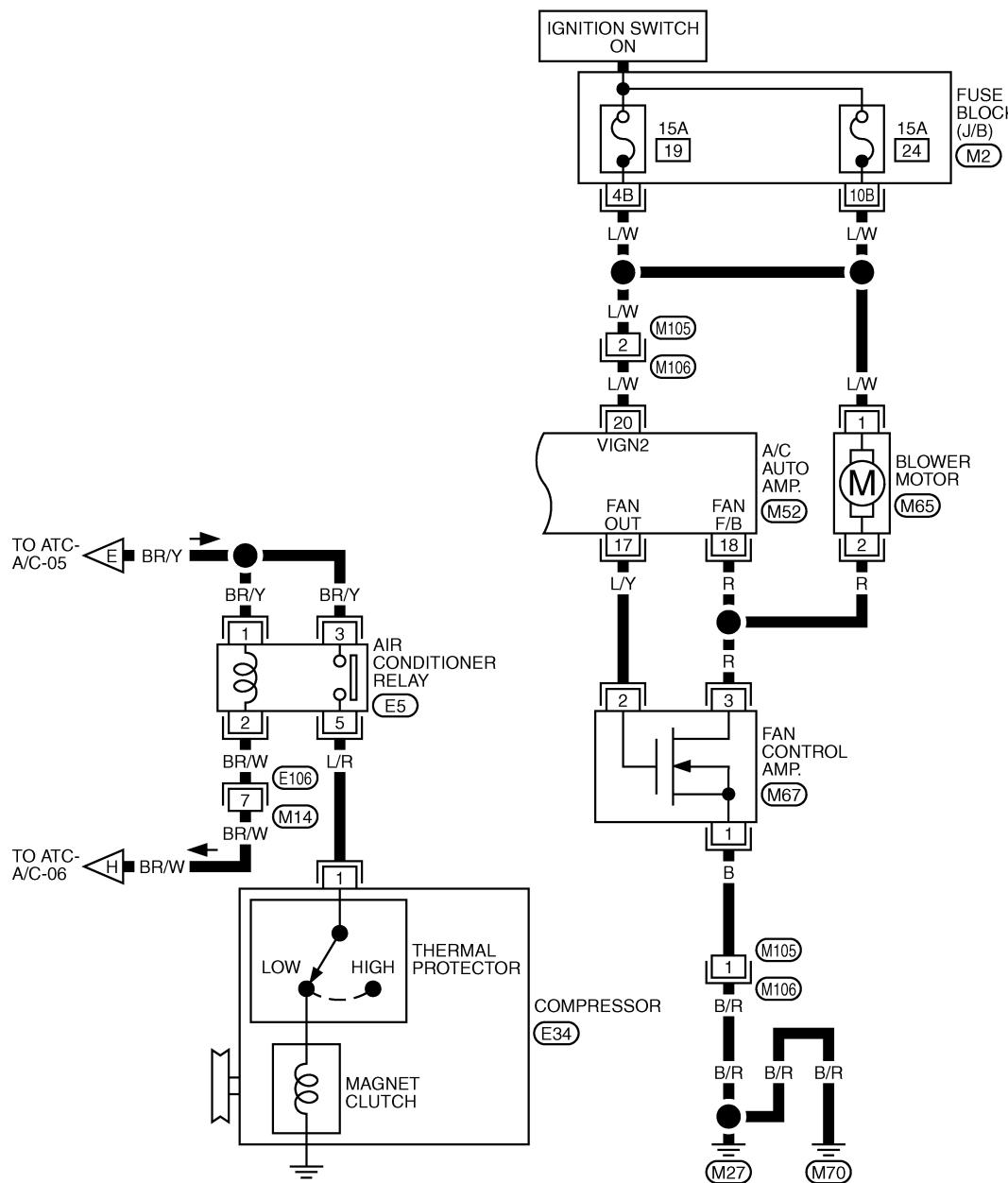


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**M1** -FUSE BLOCK-JUNCTION  
BOX (1/8)

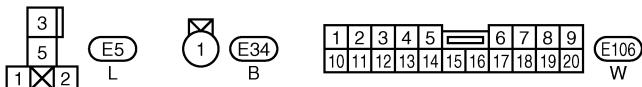
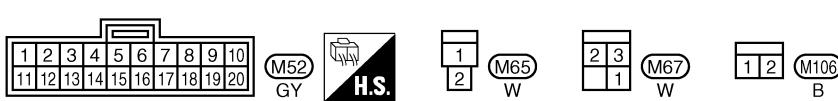


## TROUBLE DIAGNOSIS

ATC-A/C-08

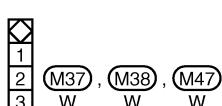
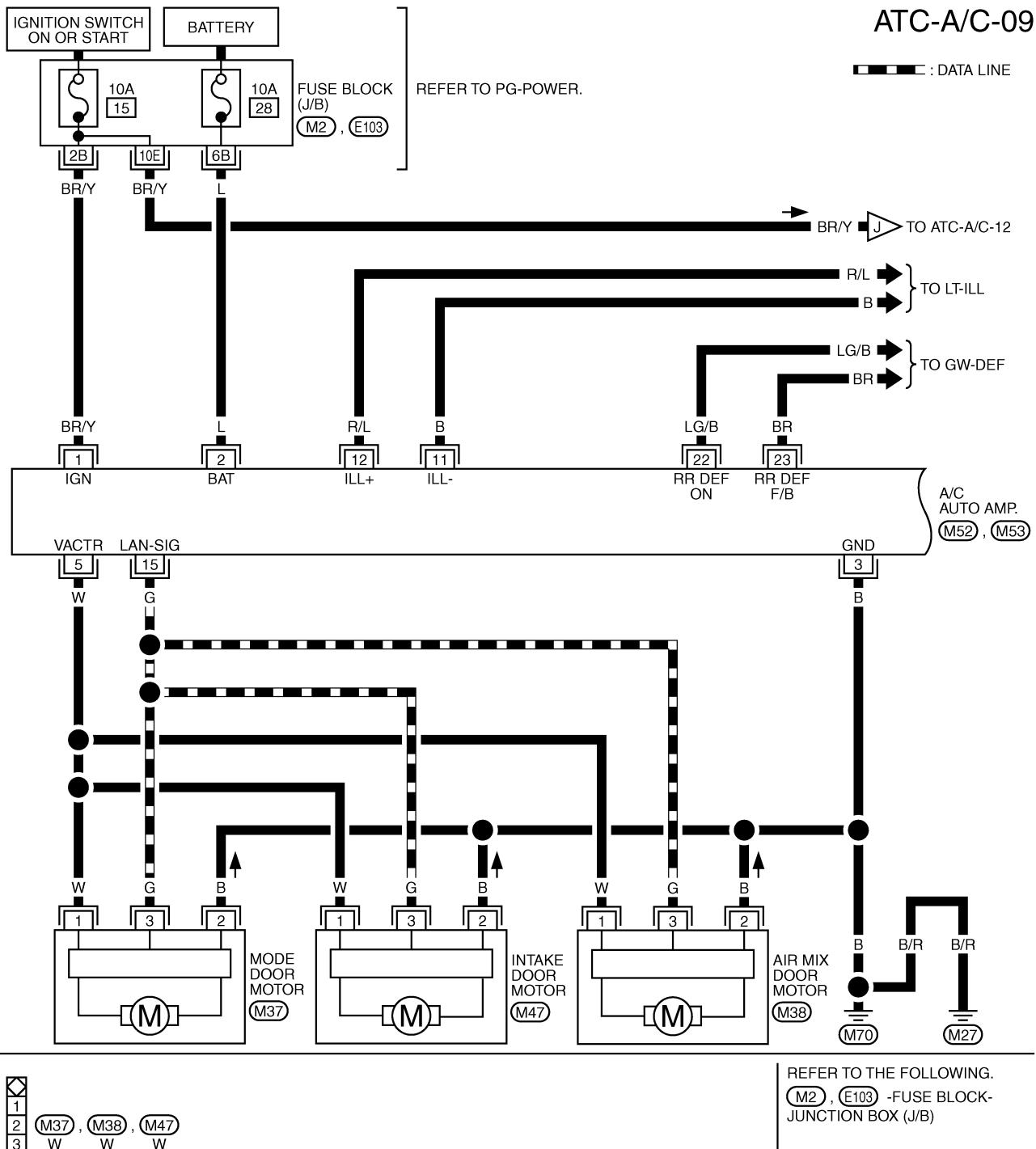


REFER TO THE FOLLOWING.  
**M2** -FUSE BLOCK-JUNCTION  
BOX (1/B)



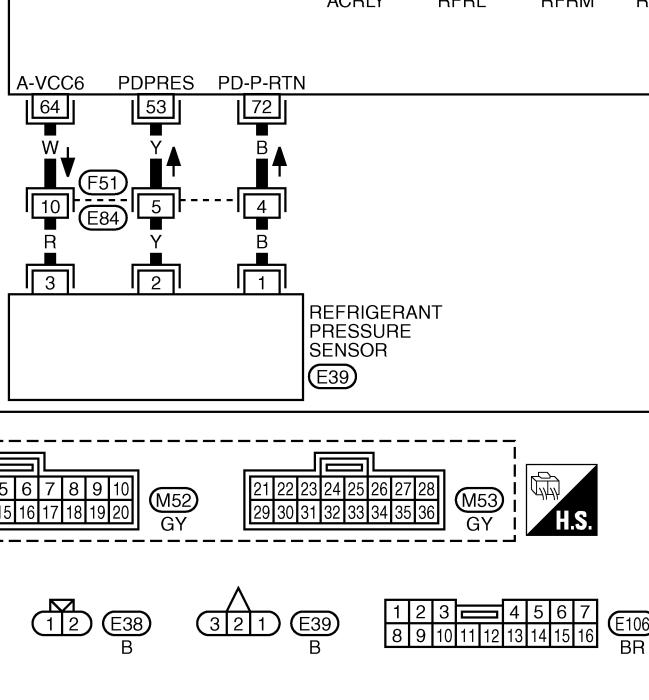
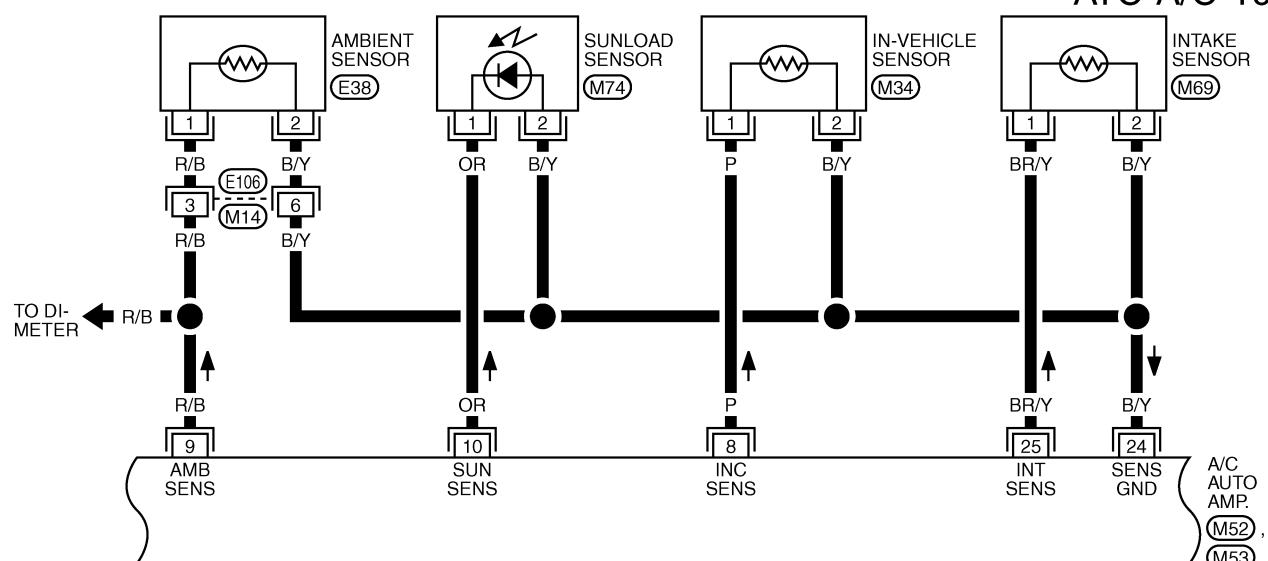
# TROUBLE DIAGNOSIS

## WITH DIESEL ENGINE / LHD MODELS



# TROUBLE DIAGNOSIS

ATC-A/C-10

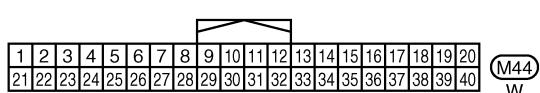
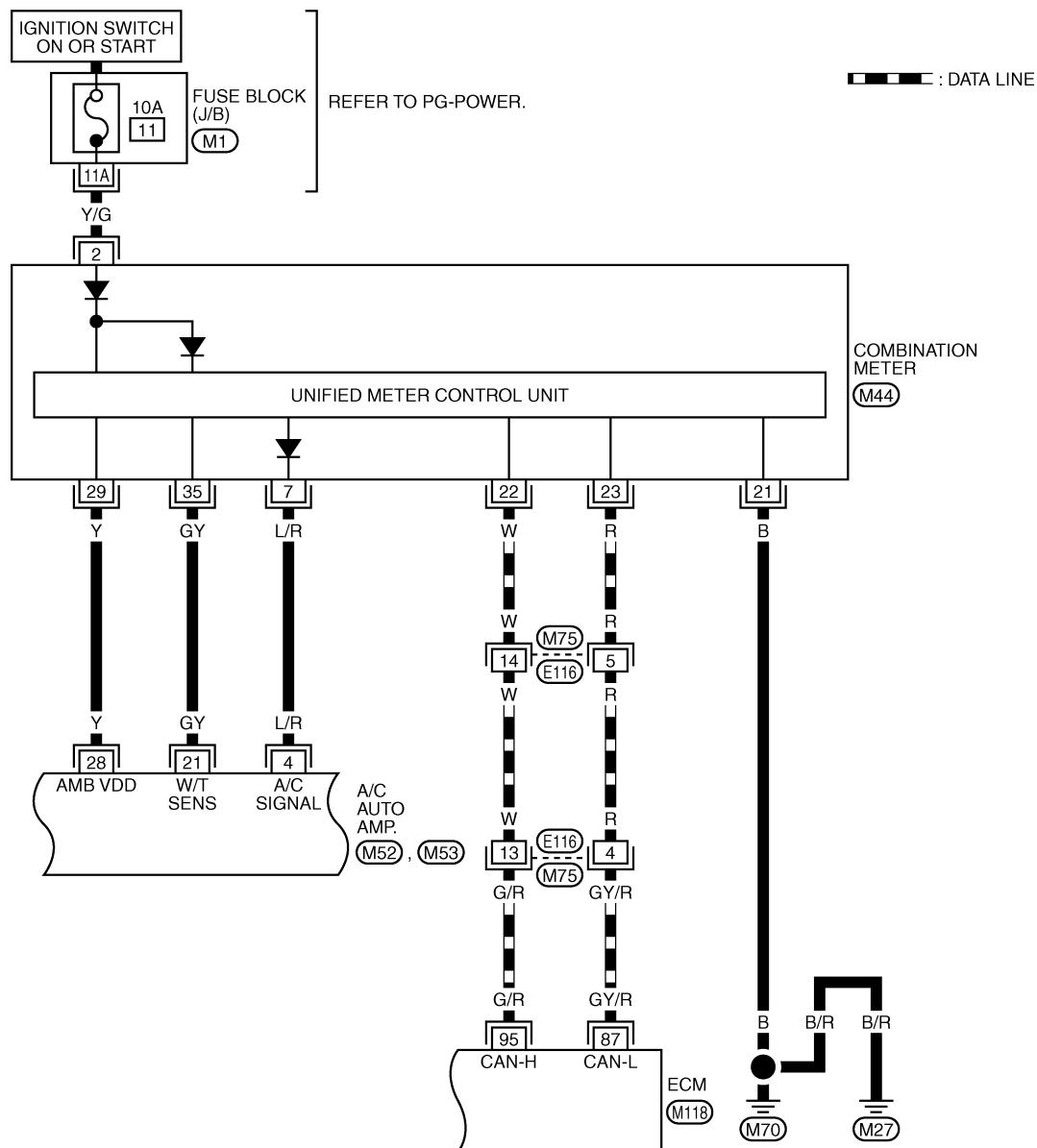


REFER TO THE FOLLOWING.  
**F43** -ELECTRICAL UNITS

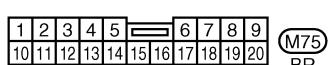
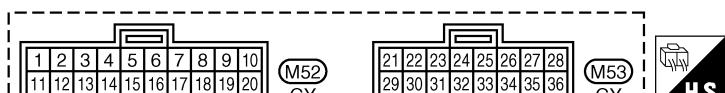
TJWB0176E

# TROUBLE DIAGNOSIS

ATC-A/C-11

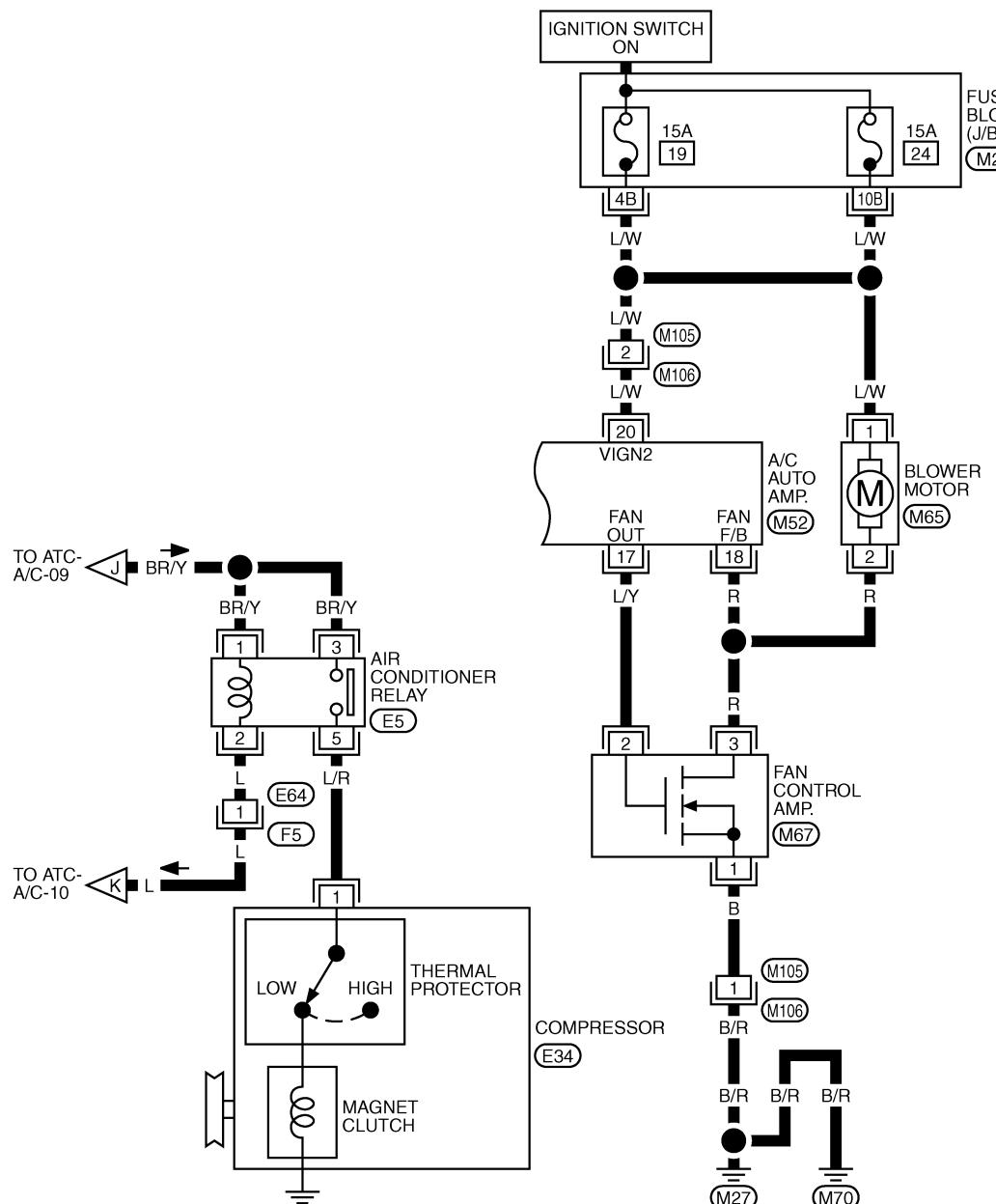


REFER TO THE FOLLOWING.  
**M1** -FUSE BLOCK-JUNCTION  
BOX (J/B)  
**M118** -ELECTRICAL UNITS



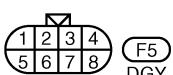
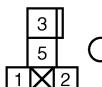
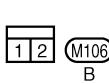
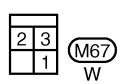
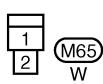
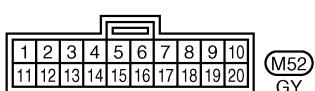
## **TROUBLE DIAGNOSIS**

ATC-A/C-12



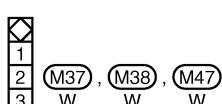
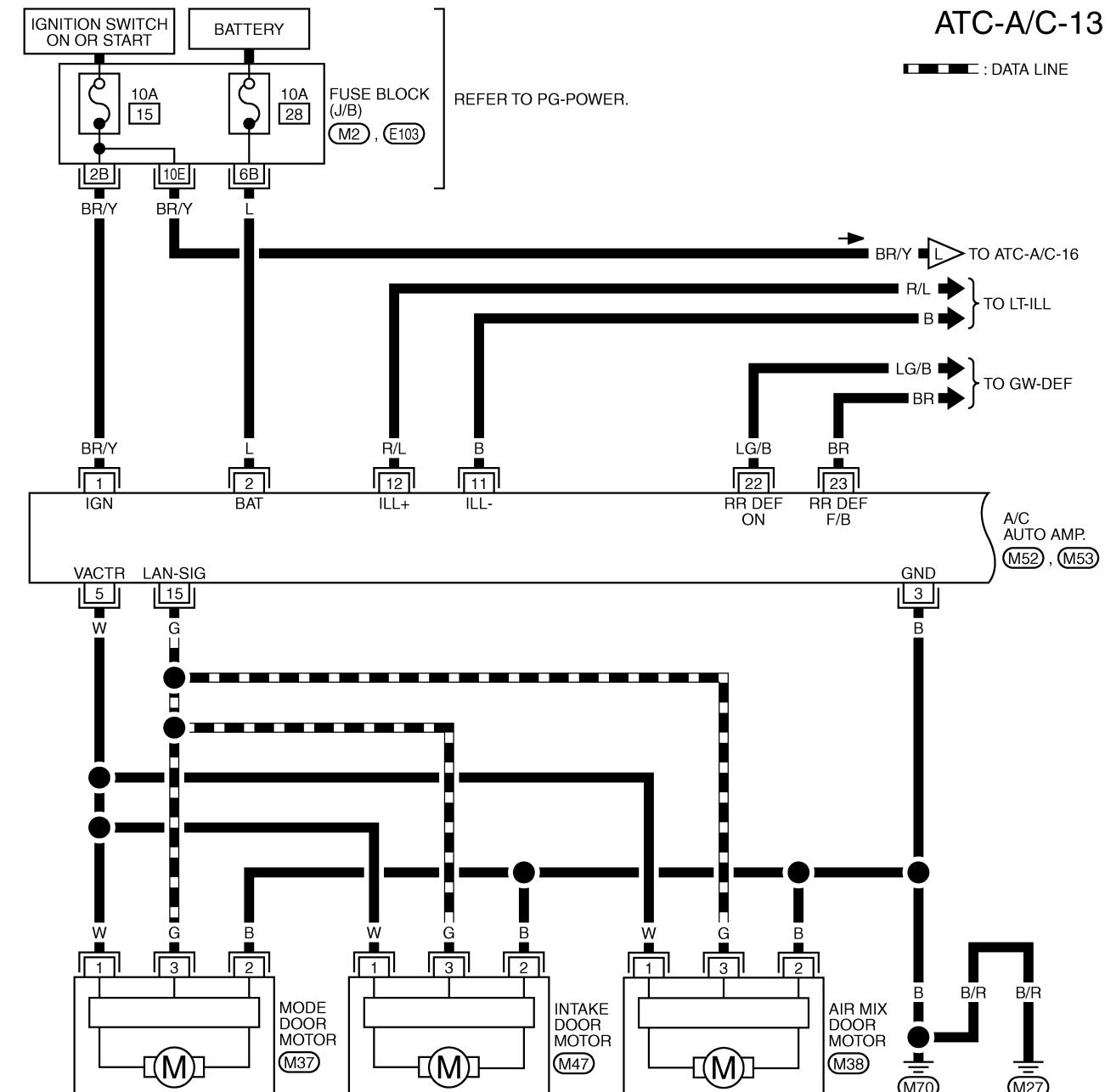
REFER TO THE FOLLOWING

**M2 -FUSE BLOCK-JUNCTION  
BOX (J/B)**

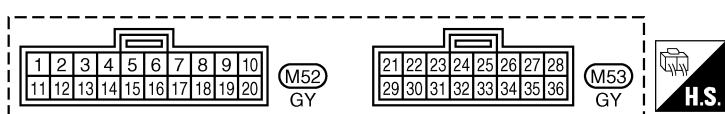


## **TROUBLE DIAGNOSIS**

**WITH DIESEL ENGINE / RHD MODELS**

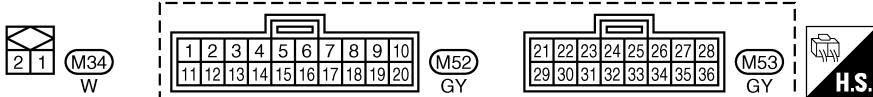
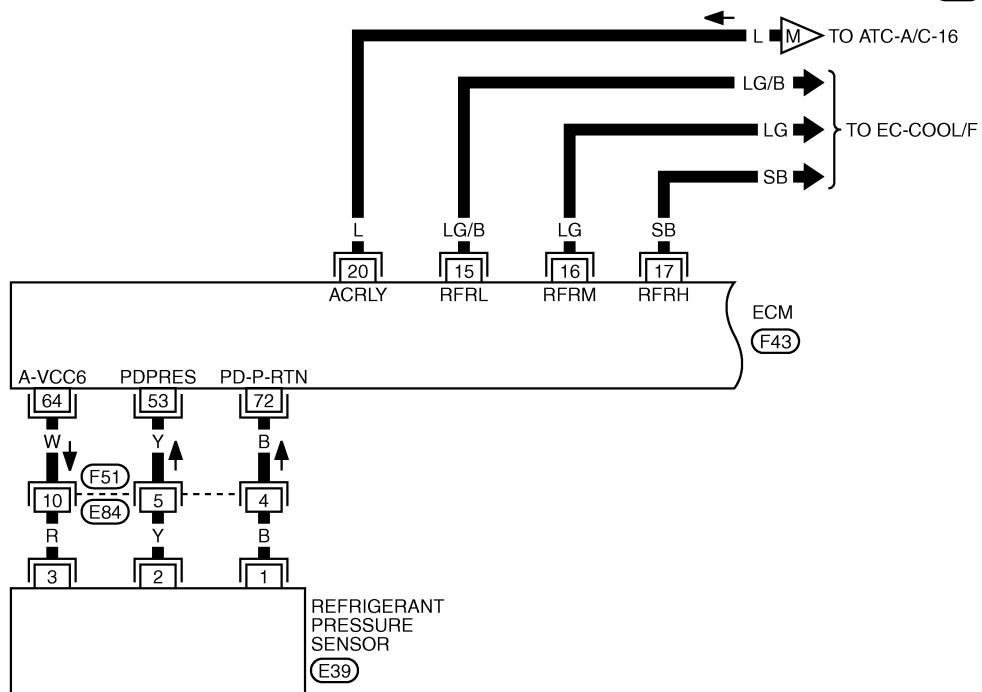
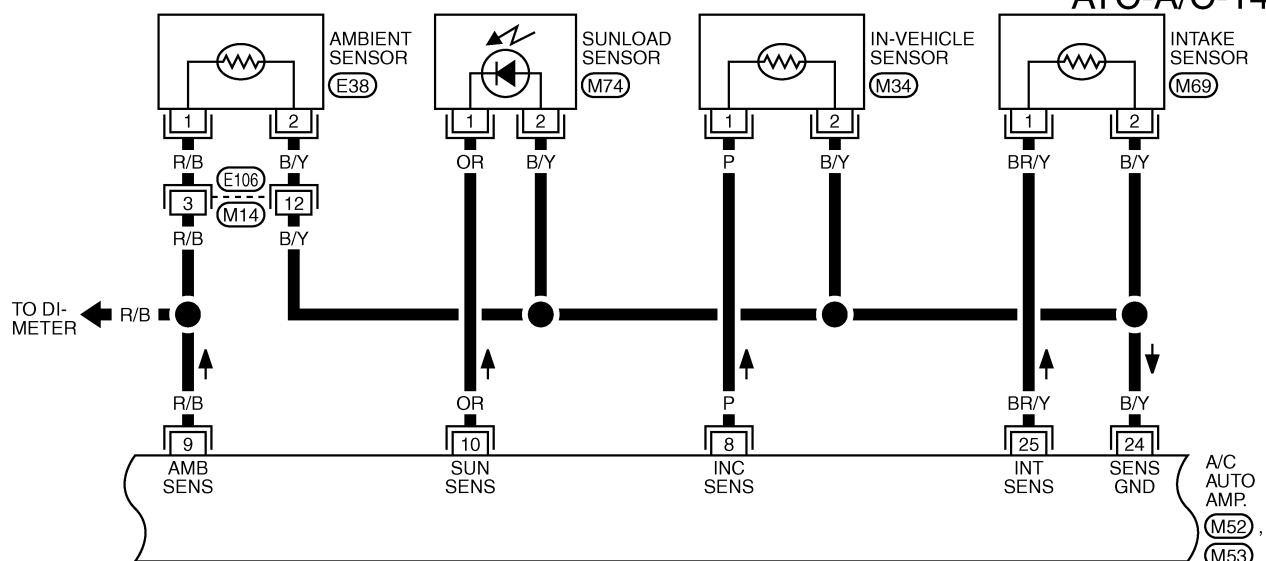


REFER TO THE FOLLOWING.  
M2 , E103 -FUSE BLOCK-  
JUNCTION BOX (J/B)

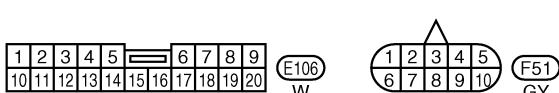


# TROUBLE DIAGNOSIS

ATC-A/C-14



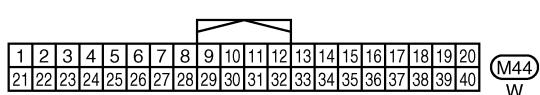
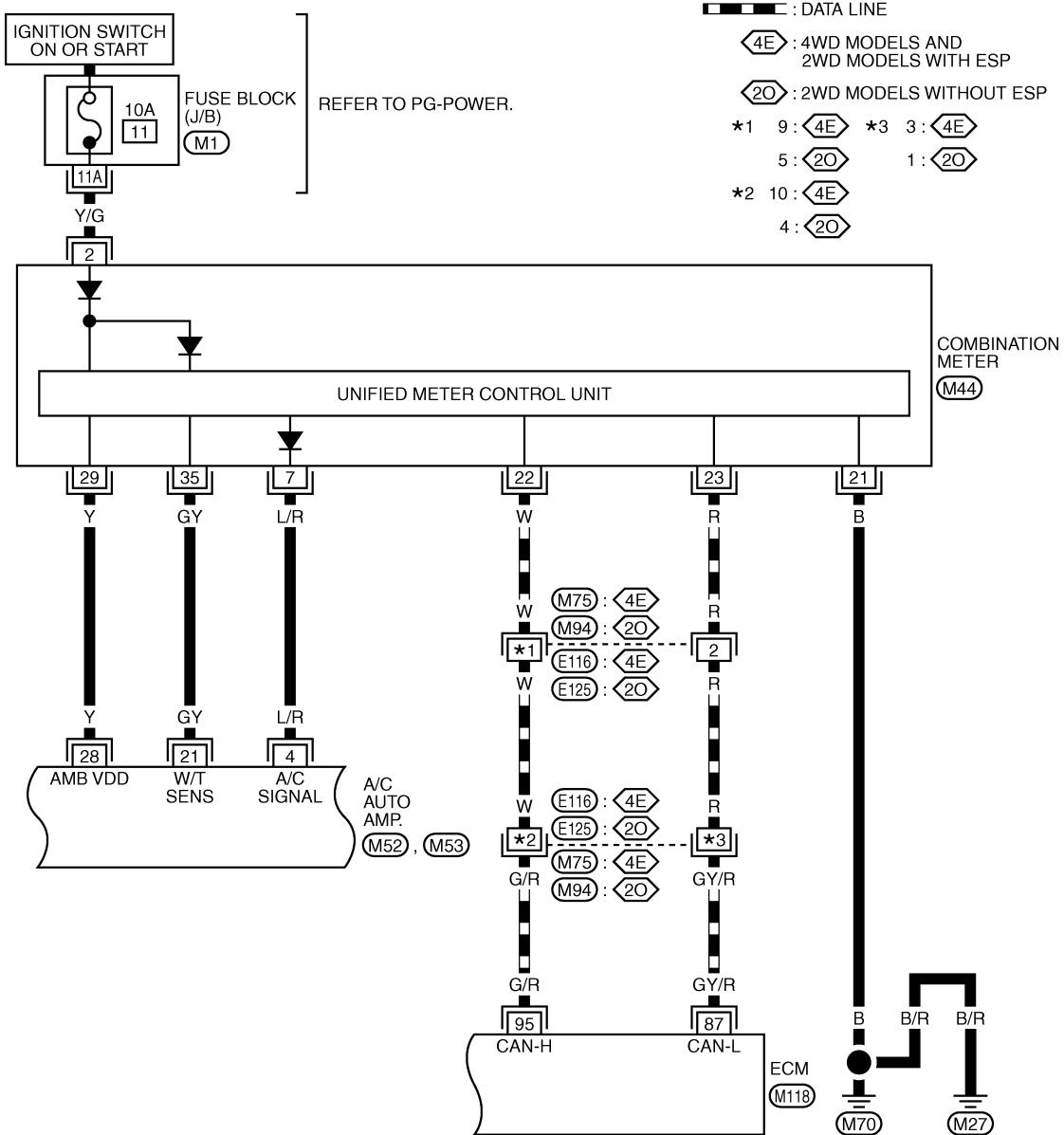
REFER TO THE FOLLOWING.  
F43 - ELECTRICAL UNITS



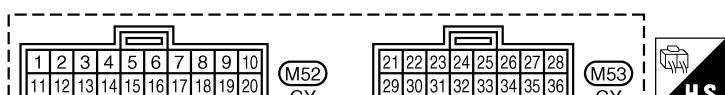
ATC-51

# TROUBLE DIAGNOSIS

ATC-A/C-15

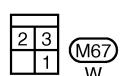
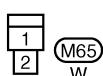
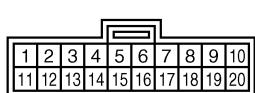
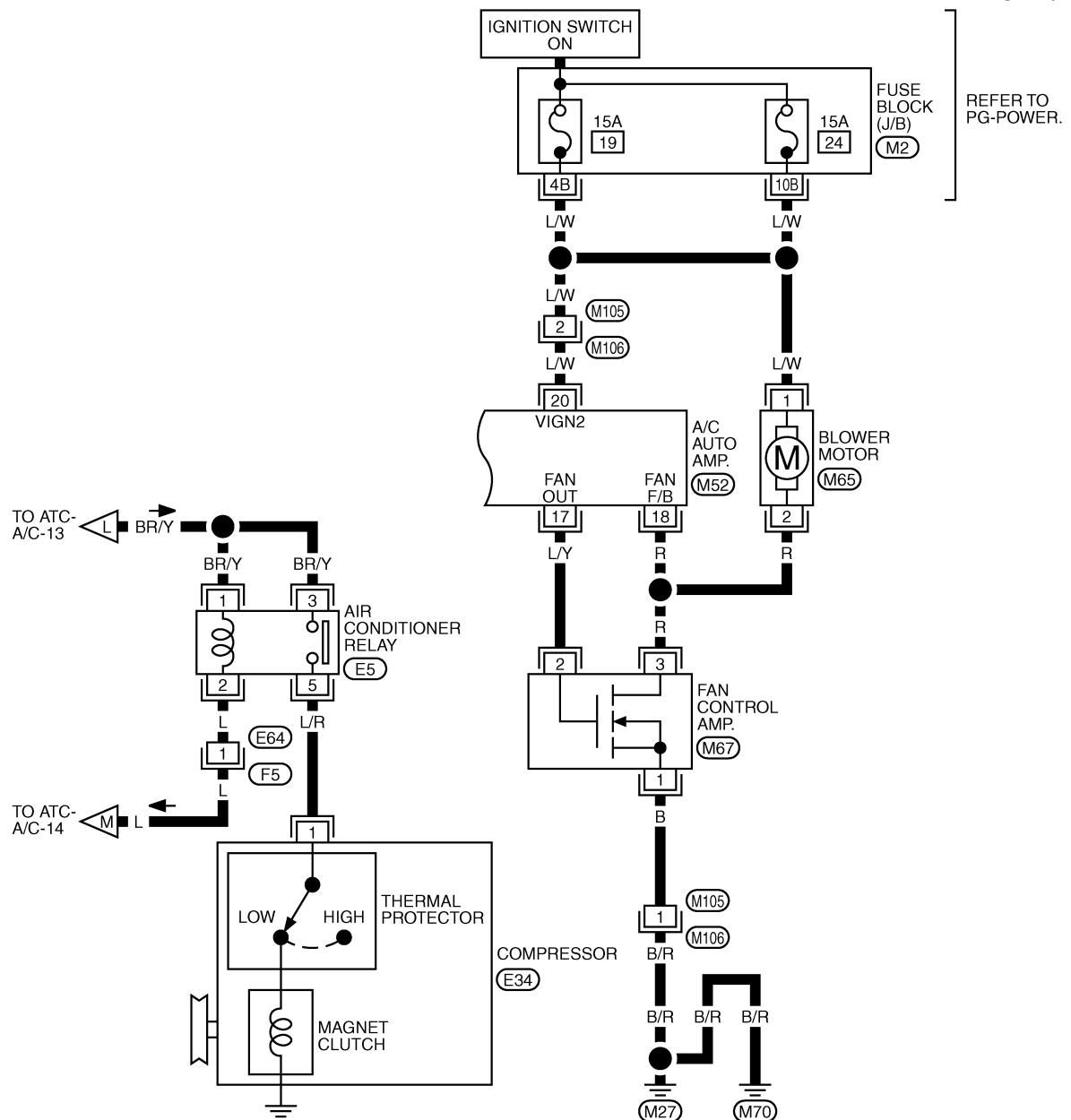


REFER TO THE FOLLOWING.  
 (M1) -FUSE BLOCK-JUNCTION BOX (J/B)  
 (M118) -ELECTRICAL UNITS

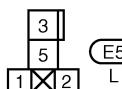


## TROUBLE DIAGNOSIS

ATC-A/C-16



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

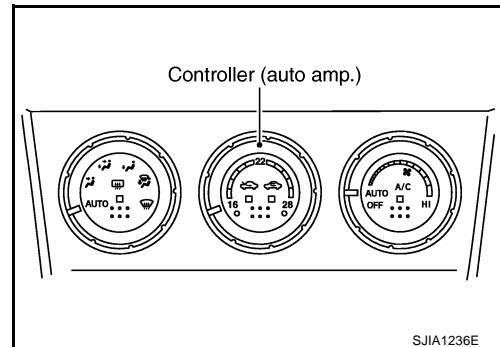


# TROUBLE DIAGNOSIS

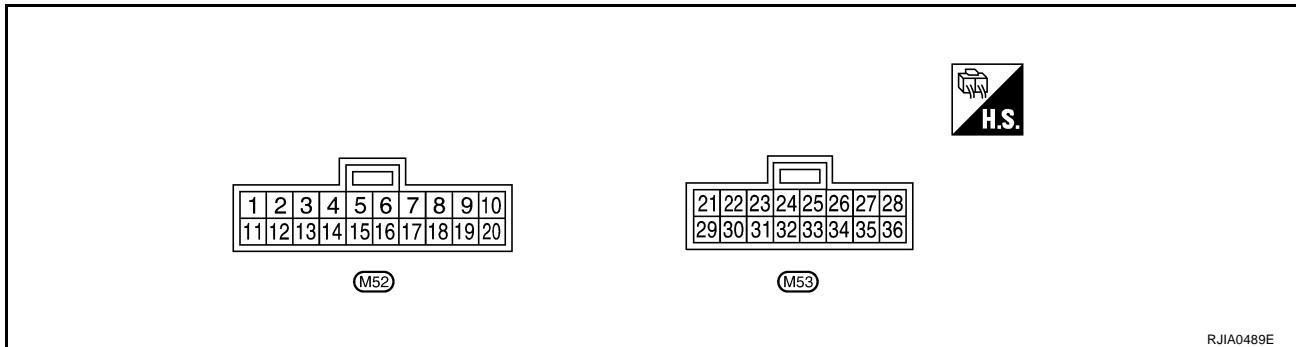
## Auto Amp. Terminals and Reference Value

BJS0004H

Measure voltage between each terminal and ground by referring terminals and reference value for auto amp.



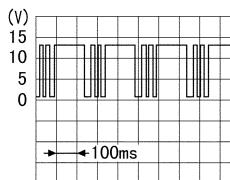
## PIN CONNECTOR TERMINAL LAYOUT



## TERMINALS AND REFERENCE VALUE FOR AUTO AMP.

Terminal No.	Wire color	Item	Ignition switch	Condition	Voltage (V)
1	BR/Y	Power supply for IGN	ON	—	Battery voltage
2	L	Power supply for BAT	OFF	—	Battery voltage
3	B	Ground	ON	—	Approx. 0
4	L/R	A/C (Compressor ON) signal	ON	Compressor: ON	Approx. 0
				Compressor: OFF	Approx. 5
5	W	Power supply for each door motor	ON	—	Battery voltage
8	P	In-vehicle sensor	—	—	—
9	R/B	Ambient sensor	—	—	—
10	OR	Sunload sensor	—	—	—
11	B	Illumination ground	ON	Light switch: ON	Approx. 0
12	R/L	Power supply for illumination	ON	Light switch: ON	Approx. 12
15	G	LAN signal	ON	—	
17	L/Y	Fan control amp. control signal	ON	Fan speed: 1st - 24th speed	Approx. 2.5 - 3.5
				Fan speed: 25th speed	Approx. 9.0
18	R	Blower motor feedback	ON	Fan speed: 1st speed	Approx. 8.0
19	LG/B	Fan ON signal (With gasoline engine)	ON	Blower fan: ON	Approx. 0
				Blower fan: OFF	Approx. 5
20	L/W	Power supply for IGN2	ON	—	Battery voltage

## TROUBLE DIAGNOSIS

Terminal No.	Wire color	Item	Ignition switch	Condition	Voltage (V)
21	GY	Water temperature sensor	ON	At idle [after warming up, approx. 80°C (176°F)] <b>CAUTION:</b> <b>The waveforms vary depending on coolant temperature</b>	 SKIA0056J
22	LG/B	Rear window defogger ON signal	ON	Rear window defogger switch: ON	Approx. 0
				Rear window defogger switch: OFF	Approx. 12
23	B/W	Rear window defogger feed back signal	ON	Rear window defogger switch: ON	Approx. 12
				Rear window defogger switch: OFF	Approx. 0
24	B/Y	Sensor ground	ON	—	Approx. 0
25	BR/Y	Intake sensor	—	—	—
28	Y	Power supply for ambient temperature display	ON	—	Approx. 5
30	PU	Compressor feed back signal	ON	—	Approx. 0
				When refrigerant pressure sensor connector is disconnected	Approx. 5

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# TROUBLE DIAGNOSIS

## Self-Diagnosis Function DESCRIPTION

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The self-diagnosis system diagnoses sensors, door motors, blower motor, etc. by system line. Self-diagnosis is STEP-1 to 7. There are two ways of changing method during self-diagnosis.

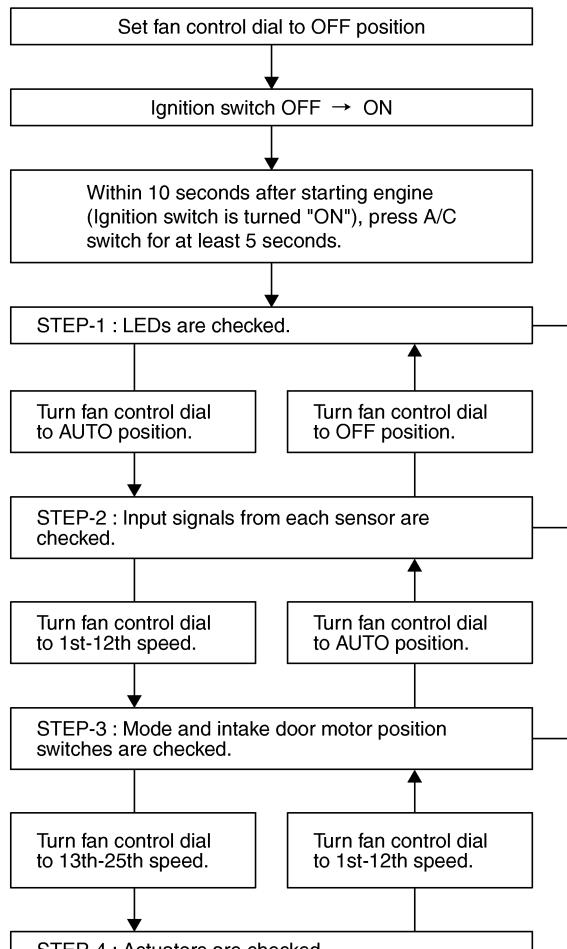
- Switching to self-diagnosis STEP-1 to 4.

Shifting from usual control to the self-diagnosis system is accomplished by starting the engine (turning the ignition switch from OFF to ON) and pressing A/C switch for at least 5 seconds. The A/C switch must be pressed within 10 seconds after starting the engine (ignition switch is turned ON). This system will be canceled by either pressing intake switch or turning the ignition switch OFF. Shifting from one step to another is accomplished by means of turning fan control dial, as required.

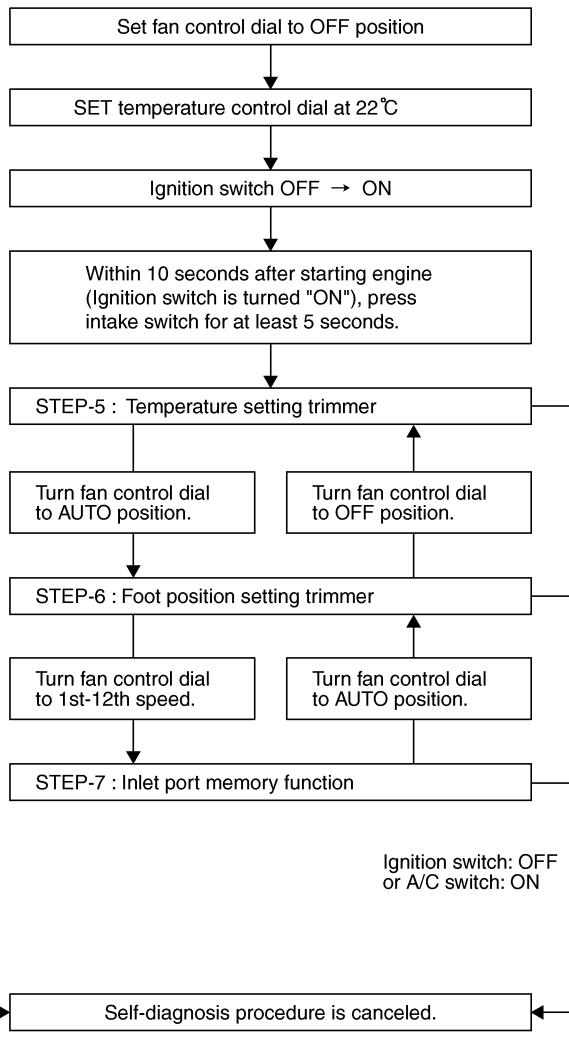
- Switching to self-diagnosis STEP-5 to 7 (Auxiliary mechanism).

Shifting from usual control to the self-diagnosis system is accomplished by starting the engine (turning the ignition switch from OFF to ON) and pressing intake switch for at least 5 seconds. The intake 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 fan control dial, as required.

STEP - 1 to 4



STEP - 5 to 7 (Auxiliary mechanism)



# TROUBLE DIAGNOSIS

## FUNCTION CONFIRMATION PROCEDURE

### 1. SET IN SELF-DIAGNOSIS MODE (STEP-1 TO 4)

1. Set the fan control dial to OFF position.
2. Turn ignition switch ON.
3. Set in self-diagnosis mode as follows. Within 10 seconds after starting engine (ignition switch is turned ON.), press A/C switch for at least 5 seconds.

**CAUTION:**

If battery voltage drops below 12 V during diagnosis STEP-3, door motor 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.

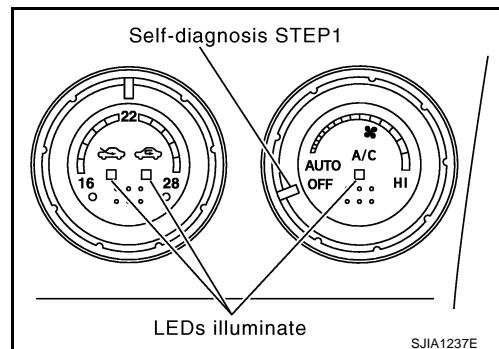
>> GO TO 2.

### 2. STEP-1: LEDs ARE CHECKED

Check intake and A/C switch LEDs illumination.

OK >> GO TO 3.

NG >> Refer to [ATC-105, "Self-diagnosis"](#).



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

1. Turn fan control dial to AUTO position.

**CAUTION:**

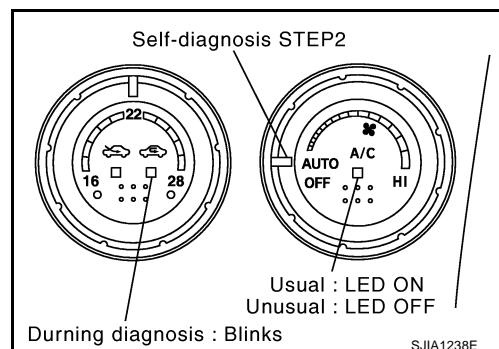
When switched to STEP-2, LED of REC position blinks for approximately 25 seconds.

2. Check A/C switch LED illumination.

Advance to self-diagnosis STEP-2?

YES >> GO TO 4.

NO >> Replace controller. (Fan control dial is malfunctioning.)



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

Turn fan control dial to OFF position.

Return to self-diagnosis STEP-1?

YES >> GO TO 5.

NO >> Replace controller. (Fan control dial is malfunctioning.)

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# TROUBLE DIAGNOSIS

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

1. Turn fan control dial to AUTO position.
2. Turn mode control dial to AUTO position.

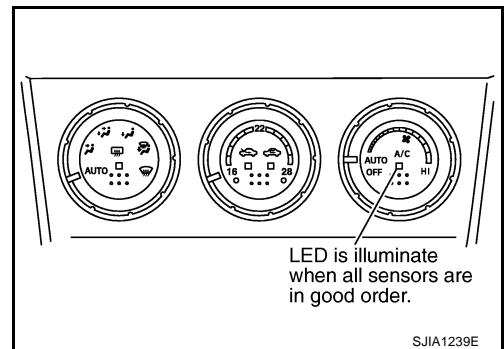
**CAUTION:**

**When switched to STEP-2, LED of REC position blinks for approximately 25 seconds.**

3. Check A/C switch LED is illuminate.

OK or NG

OK      >> GO TO 6.  
NG      >> GO TO 9.



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

1. Turn fan control dial to 1st - 12th speed.

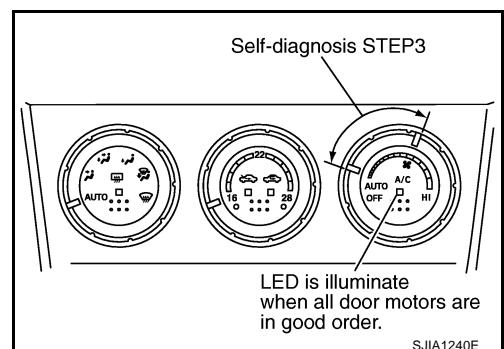
**CAUTION:**

**When switched to STEP-3, LED of REC position blinks for approximately 50 seconds.**

2. Check A/C switch LED is illuminate.

OK or NG

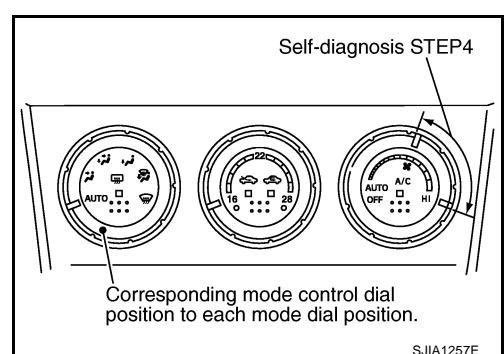
OK      >> GO TO 7.  
NG      >> GO TO 10.



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

1. Turn fan control dial to 13th - 25th speed.
2. Change operation status of air conditioner by changing mode control dial position.

>> GO TO 8.



# TROUBLE DIAGNOSIS

## 8. CHECK ACTUATORS

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

Mode door position	Discharge air flow		
	Air outlet/distribution	Vent	Foot
	100%	—	—
	50%	50%	—
	24%	76%	—
	18%	54%	28%
	20%	—	80%

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STEP-No.*1	STEP-41	STEP-42	STEP-43	STEP-44	STEP-45	STEP-46
Mode control dial position	AUTO	VENT	B/L	FOOT or FOOT2	D/F or D/F2	DEF
Mode door position	VENT	VENT	B/L	FOOT*2	D/F	DEF
Intake door position	REC	REC	REC	FRE	FRE	FRE
Air mix door position	FULL COLD	FULL COLD	FULL COLD	FULL HOT	FULL HOT	FULL HOT
Blower motor voltage	Approx. 4.5 V	Approx. 10.5 V	Approx. 8.5 V	Approx. 8.5 V	Approx. 8.5 V	Approx. 12 V
Compressor	ON	ON	OFF	OFF	ON	ON

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

\*1: STEP-No. 41 to 46 are for differentiation and will not be displayed.

\*2: FOOT position during automatic control. Refer to [ATC-61, "AUXILIARY MECHANISM: FOOT POSITION SETTING TRIMMER"](#).

### OK or NG

OK      >> 1. Turn ignition switch OFF or intake switch ON.  
 2. INSPECTION END

NG      >> ● Air outlet does not change.  
 Go to Mode Door Motor Circuit. Refer to [ATC-70, "Mode Door Motor Circuit"](#) .

● Intake door does not change.  
 Go to Intake Door Motor Circuit. Refer to [ATC-76, "Intake Door Motor Circuit"](#) .

● Blower motor operation is malfunctioning.  
 Go to Blower Motor Circuit. Refer to [ATC-79, "Blower Motor Circuit"](#) .

● Magnet clutch does not engage.  
 Go to Magnet Clutch Circuit. Refer to [ATC-85, "Magnet Clutch Circuit"](#) .

● Discharge air temperature does not change.  
 Go to Air Mix Door Motor Circuit. Refer to [ATC-73, "Air Mix Door Motor Circuit"](#) .

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# TROUBLE DIAGNOSIS

## 9. CHECK MALFUNCTIONING SENSOR

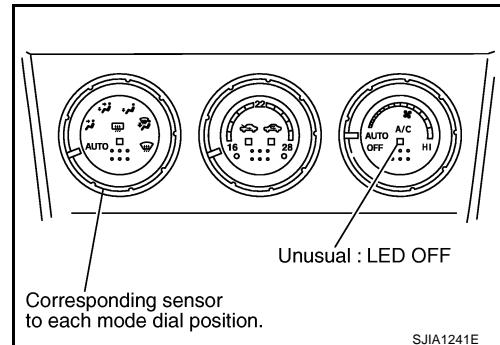
Refer to the following chart.

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

When performing indoors, aim a light (more than 60 W) at sunload sensor, otherwise LED of A/C switch will not indicate despite that sunload sensor is functioning properly.

**CAUTION:**

**When switched to STEP-2, LED of REC position blinks for approximately 25 seconds.**



Mode control dial position	Unusual	Malfunctioning sensor (Including circuits)	Reference page
VENT	A/C LED: OFF	Ambient sensor	*2
B/L		In-vehicle sensor	*3
FOOT or FOOT2		Sunload sensor *1	*4
D/F or D/F2		Intake sensor	*5
DEF		Air mix door motor (LCU) PBR	*6

\*2: [ATC-106, "DIAGNOSIS PROCEDURE FOR AMBIENT SENSOR"](#) .

\*3: [ATC-109, "DIAGNOSIS PROCEDURE FOR IN-VEHICLE SENSOR"](#) .

\*4: [ATC-111, "DIAGNOSIS PROCEDURE FOR SUNLOAD SENSOR"](#) .

\*5: [ATC-114, "DIAGNOSIS PROCEDURE FOR INTAKE SENSOR"](#) .

\*6: [ATC-75, "DIAGNOSIS PROCEDURE FOR AIR MIX DOOR MOTOR PBR"](#) .

>> INSPECTION END

## 10. CHECK MALFUNCTIONING DOOR MOTOR POSITION SWITCH

Mode and/or intake door motor PBR(s) is/are malfunctioning.

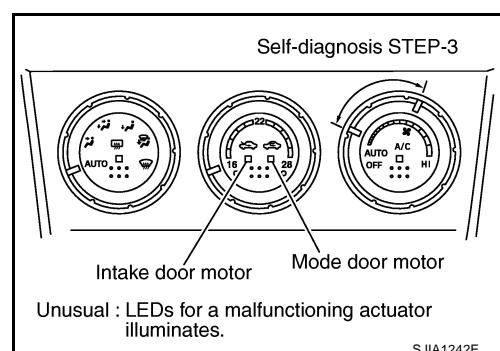
**CAUTION:**

**When switched to STEP-3, LED of REC position blinks for approximately 50 seconds.**

Unusual	Mode or intake door position	Reference page
REC LED: ON	Mode door motor	*1
FRE LED: ON	Intake door motor	*2

\*1: [ATC-72, "DIAGNOSIS PROCEDURE FOR MODE DOOR MOTOR"](#) .

\*2: [ATC-78, "DIAGNOSIS PROCEDURE FOR INTAKE DOOR MOTOR"](#) .



>> INSPECTION END

# TROUBLE DIAGNOSIS

## AUXILIARY MECHANISM: TEMPERATURE SETTING TRIMMER

The trimmer compensates for differences in range of  $\pm 3^{\circ}\text{C}$  between temperature setting (Temperature control dial position) and temperature felt by customer.

Operating procedures for this trimmer are as follows:

1. Set temperature control dial at  $22^{\circ}\text{C}$ .
2. Set fan control dial to OFF.
3. Turn ignition switch ON.
4. Set in self-diagnosis mode as follows. Within 10 seconds after starting engine (ignition switch is turned ON.), press intake switch for at least 5 seconds.
5. Turn temperature control dial as desired. Temperature will change at a rate of  $1^{\circ}\text{C}$  each time a dial is turned.

Setting temperature	LED status of each switch		
	FRE	REC	A/C
$-3^{\circ}\text{C}$	ON	ON	ON
$-2^{\circ}\text{C}$	ON	ON	OFF
$-1^{\circ}\text{C}$	ON	OFF	ON
$0^{\circ}\text{C}$ (Initial setting)	OFF	OFF	OFF
$1^{\circ}\text{C}$	OFF	OFF	ON
$2^{\circ}\text{C}$	OFF	ON	OFF
$3^{\circ}\text{C}$	OFF	ON	ON

When battery cable is disconnected, trimmer operation is canceled. Temperature set becomes that of initial condition, i.e.  $0^{\circ}\text{C}$ .

## AUXILIARY MECHANISM: FOOT POSITION SETTING TRIMMER

Wind distribution ratio in FOOT mode can be set.

Operating procedures for this trimmer are as follows:

1. Set temperature control dial at  $22^{\circ}\text{C}$ .
2. Set fan control dial to AUTO.
3. Turn ignition switch ON.
4. Set in self-diagnosis mode as follows. Within 10 seconds after starting engine (ignition switch is turned ON.), press intake switch for at least 5 seconds.
5. Turn temperature control dial as desired.

Type	Discharge air flow					
	Automatically controls the mode door			Manually controls the mode door		
	VENT	FOOT	DEF	VENT	FOOT	DEF
Type-A (initial setting)	22%	61%	17%	24%	76%	—
Type-B	22%	61%	17%	22%	61%	17%
Type-C	24%	76%	—	22%	61%	17%
Type-D	24%	76%	—	24%	76%	—

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## TROUBLE DIAGNOSIS

Type	LED status of each switch		
	FRE	REC	A/C
Type-A (initial setting)	OFF	OFF	ON
Type-B	OFF	ON	OFF
Type-C	OFF	ON	ON
Type-D	ON	OFF	OFF

### AUXILIARY MECHANISM: INLET PORT MEMORY FUNCTION

When ignition switch is turned from OFF to ON, inlet port can be set to AUTO or manual.

Operating procedures for this trimmer are as follows:

1. Set fan control dial to 1st - 12th speed.
2. Turn ignition switch ON.
3. Set in self-diagnosis mode as follows. Within 10 seconds after starting engine (ignition switch is turned ON.), press intake switch for at least 5 seconds.
4. Press intake switch as desired.

LED status of FRE position	LED status of REC position	Setting status		Setting changeover method
		FRE	REC	
OFF	OFF	AUTO control	AUTO control	Intake SW: ON
OFF	ON	AUTO control (Initial setting)	Manual REC status is memorized. (Initial setting)	
ON	OFF	Manual FRE status is memorized.	AUTO control	
ON	ON	Manual FRE status is memorized.	Manual REC status is memorized.	

## Operational Check

BJS0004J

The purpose of the operational check is to check if the individual system operates properly.

**Conditions : Engine running at normal operating temperature**

### CHECKING BLOWER

1. Turn fan control dial to 1st speed. Blower should operate on low speed.
2. Turn fan control dial to 2nd speed, and continue checking blower speed until all speeds are checked.
3. Leave blower on max. speed.

If NG, go to trouble diagnosis procedure for [ATC-79, "Blower Motor Circuit"](#) .

If OK, continue the check.

### CHECKING DISCHARGE AIR

1. Turn mode control dial to each position.
2. Confirm that discharge air comes out according to the air distribution table. Refer to [ATC-31, "Discharge Air Flow"](#) .

If NG, go to trouble diagnosis procedure for [ATC-70, "Mode Door Motor Circuit"](#) .

If OK, continue the check.

#### NOTE:

Confirm that the compressor clutch is engaged (sound or visual inspection) and intake door position is at FRESH when the D/F, D/F2 or DEF position is selected.

Mode door position	Discharge air flow		
	Vent	Foot	Defroster
	100%	–	–
	50%	50%	–
	24%	76%	–
	18%	54%	28%
	20%	–	80%

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### CHECKING INTAKE AIR

1. Press intake switch. Recirculation indicator should illuminate.
2. Press intake switch again. Fresh indicator should illuminate.
3. Listen for intake door position change. (Slight change of blower sound can be heard.)

If NG, go to trouble diagnosis procedure for [ATC-76, "Intake Door Motor Circuit"](#) .

If OK, continue the check.

### CHECKING TEMPERATURE DECREASE

1. Turn temperature control dial until 16°C.
2. Check for cold air at discharge air outlets.

If NG, go to trouble diagnosis procedure for [ATC-92, "Insufficient Cooling"](#) .

If OK, continue the check.

### CHECKING TEMPERATURE INCREASE

1. Turn temperature control dial until 28°C.
2. Check for hot air at discharge air outlets.

If NG, go to trouble diagnosis procedure for [ATC-102, "Insufficient Heating"](#) .

If OK, continue the check.

### CHECKING A/C SWITCH

1. Turn fan control dial to AUTO position.
2. Press A/C switch.
  - Confirm that the compressor clutch engages (sound or visual inspection). (Discharge air and blower speed will depend on ambient, in-vehicle, and set temperatures.)

If NG, go to trouble diagnosis procedure for [ATC-64, "Power Supply and Ground Circuit for Auto Amp."](#) , then if necessary, trouble diagnosis procedure for [ATC-85, "Magnet Clutch Circuit"](#) .

If all operational checks are OK (symptom cannot be duplicated), go to Incident Simulation Tests in [GI-23, "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-33, "SYMPTOM TABLE"](#) and perform applicable trouble diagnosis procedures.

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# TROUBLE DIAGNOSIS

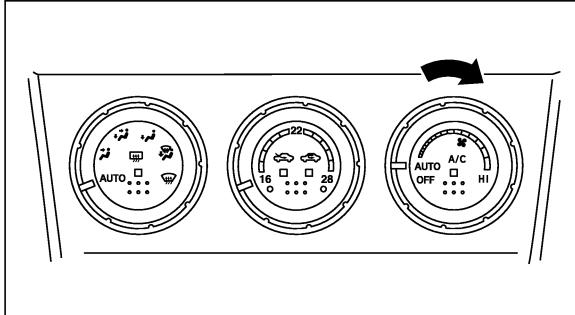
## Power Supply and Ground Circuit for Auto Amp.

BJS0004K

SYMPTOM: A/C system does not come on.

### INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



#### OPERATIONAL CHECK

a. Set fan control dial to AUTO position.  
(Compressor is turned ON automatically.)  
Confirm that the compressor clutch engages  
(sound or visual inspection).  
(Blower speed will depend  
on ambient, in-vehicle and set temperatures.)

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

2. Check for any service bulletins.

3. Check main power supply and ground circuit. (\*2)

OK

4. Replace controller (auto amp).

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\*1 [ATC-63, "Operational Check"](#)

\*2 [ATC-65, "DIAGNOSIS PROCEDURE FOR A/C SYSTEM"](#)

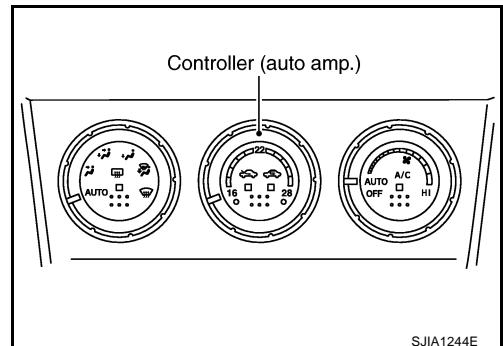
### COMPONENT DESCRIPTION

#### Auto Amp. (Automatic Amplifier)

The auto amp. 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.

When the various switches and temperature control dial are directly entered into auto amp.

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

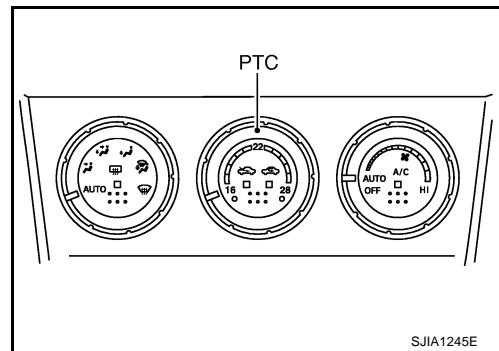


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# TROUBLE DIAGNOSIS

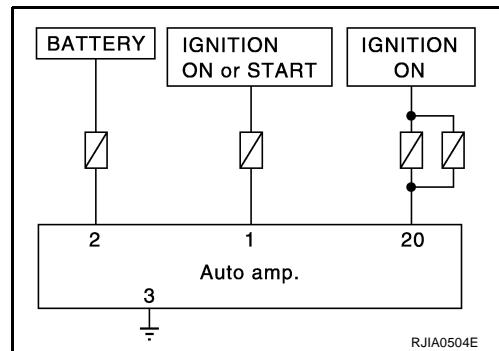
## Potentio Temperature Control (PTC)

The PTC is built into the auto amp. It can be set at an interval of 1°C in the 16°C to 28°C temperature range by turning the temperature control dial.



## DIAGNOSIS PROCEDURE FOR A/C SYSTEM

SYMPTOM: A/C system does not come on.



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

1. Disconnect auto amp. connector.
2. Check voltage between auto amp. harness connector M52 terminal 1, 2, 20 and ground.

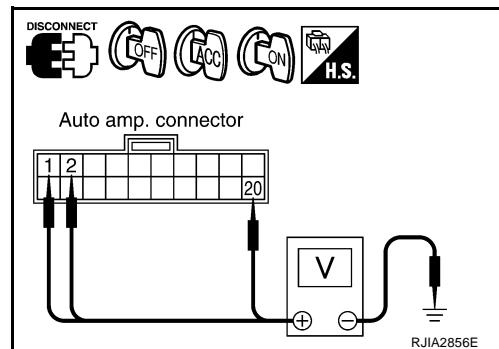
Terminals		Ignition switch position		
(+)		(-)	OFF	ACC
Auto amp. connector	Terminal No.		ON	
M52	1	Ground	Approx. 0 V	Approx. 0 V
M52	2		Battery voltage	Battery voltage
M52	20		Approx. 0 V	Approx. 0 V

OK or NG

OK >> GO TO 2.

NG >> Check 10 A fuses (Nos. 15 and 28) and 15 A fuses (Nos. 19 and 24), located in the fuse block (J/B). Refer to [PG-79, "FUSE BLOCK - JUNCTION BOX \(J/B\)"](#).

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



# TROUBLE DIAGNOSIS

## 2. CHECK GROUND CIRCUIT FOR AUTO AMP.

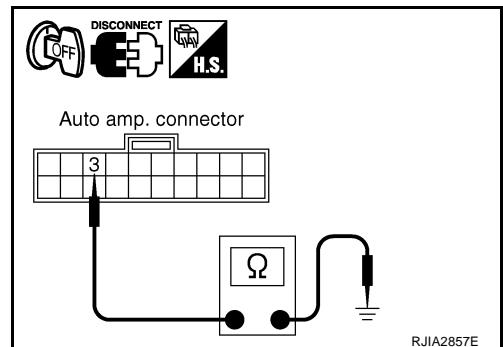
1. Turn ignition switch OFF.
2. Check continuity between auto amp. harness connector M52 terminal 3 and ground.

**3 – Ground**

**: Continuity should exist.**

OK or NG

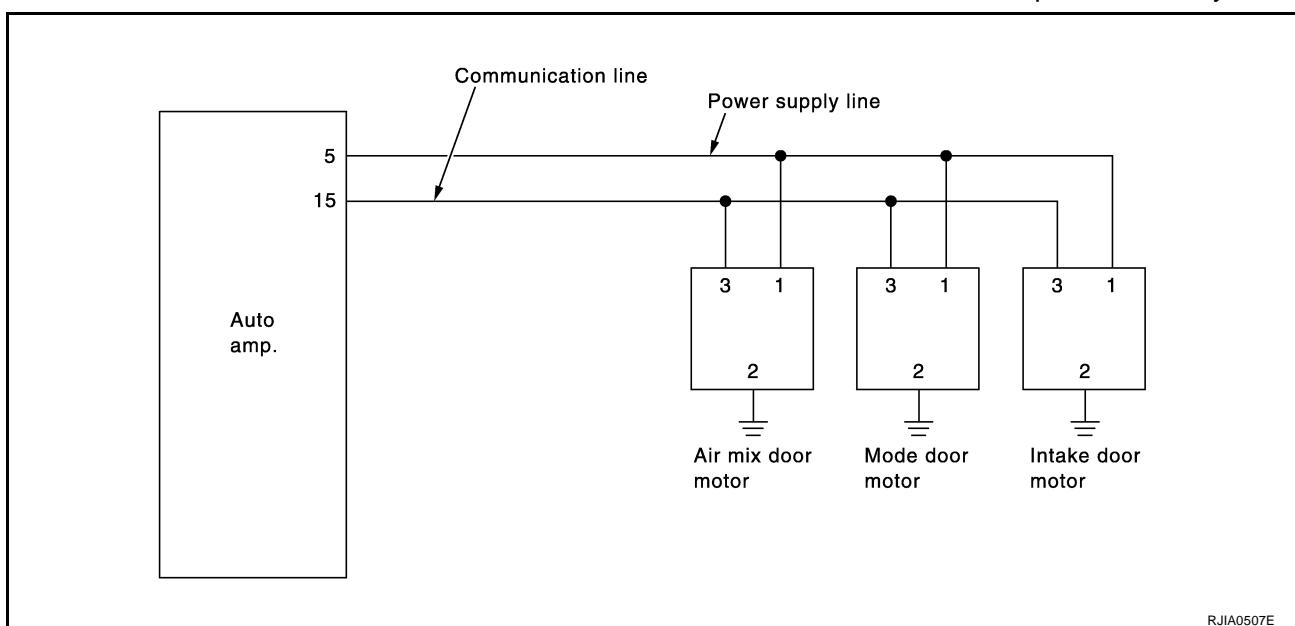
OK    >> Replace auto amp.  
NG    >> Repair harness or connector.



## LAN System Circuit

BJS0004L

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



## DIAGNOSIS PROCEDURE FOR LAN CIRCUIT

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

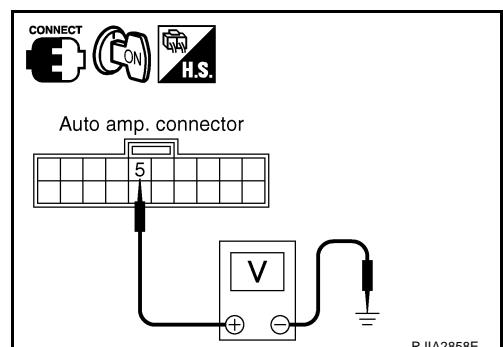
1. Turn ignition switch ON.
2. Check voltage between auto amp. harness connector M52 terminal 5 and ground.

**5 – Ground**

**: Battery voltage**

OK or NG

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

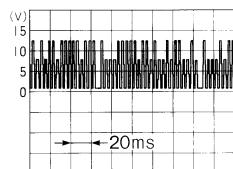


# TROUBLE DIAGNOSIS

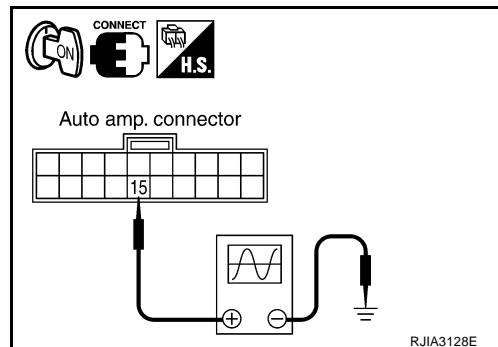
## 2. CHECK SIGNAL FOR AUTO AMP.

Confirm A/C LAN signal between auto amp. harness connector M52 terminal 15 and ground using an oscilloscope.

Terminals		Voltage
(+)	(-)	
Auto amp. connector	Terminal No.	
M52	15	Ground



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OK or NG

OK >> GO TO 3.

NG >> Replace auto amp.

## 3. CHECK POWER SUPPLY FOR EACH DOOR MOTOR

Check voltage between each door motor harness connector M37, M38, M47 terminal 1 and ground.

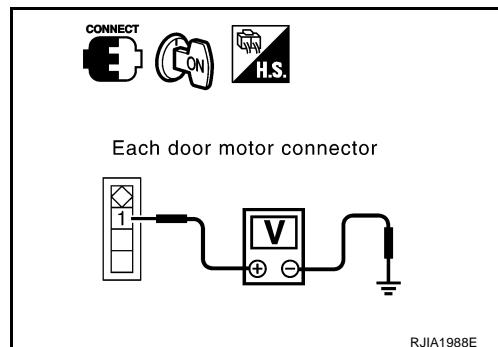
**1 – Ground**

**: Battery voltage**

OK or NG

OK >> GO TO 4.

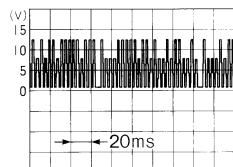
NG >> Repair harness or connector.



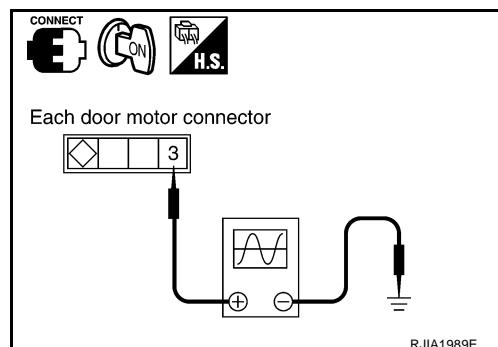
## 4. CHECK SIGNAL FOR EACH DOOR MOTOR

Confirm A/C LAN signal between each door motor harness connector M37, M38, M47 terminal 3 and ground using an oscilloscope.

Terminals		Voltage
(+)	(-)	
Door motor connector	Terminal No.	
Mode door : M37	3	Ground
Air mix door : M38	3	
Intake door : M47	3	



HAK0652D



OK or NG

OK >> GO TO 5.

NG >> Repair harness or connector.

# TROUBLE DIAGNOSIS

## 5. CHECK MOTOR GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect each door motor connector.
3. Check continuity between each door motor harness connector M37, M38, M47 terminal 2 and ground.

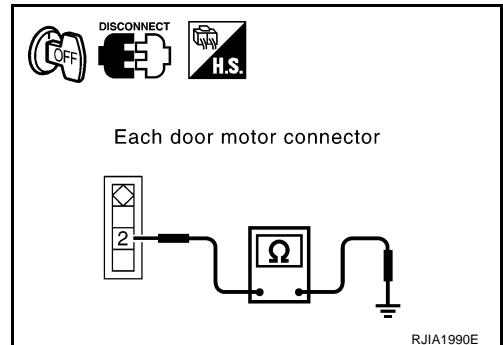
**2 – Ground**

**: Continuity should exist.**

OK or NG

OK      >> GO TO 6.

NG      >> Repair harness or connector.



## 6. CHECK MOTOR OPERATION

1. Reconnect each door motor connector.
2. Turn ignition switch ON.
3. Confirm operation of each door motor.

OK or NG

OK      >> (Return to operate normally.)

- Poor contact in motor connector.

NG      >> (Does not operate normally.)

- GO TO 7.

## 7. CHECK OPERATION OF AIR MIX DOOR MOTOR AND INTAKE DOOR MOTOR

1. Turn ignition switch OFF.
2. Disconnect mode door motor, air mix door motor, and intake door motor connectors.
3. Reconnect air mix and intake door motor connectors.
4. Turn ignition switch ON.
5. Confirm operation of air mix door motor and intake door motor.

OK or NG

OK      >> (Air mix and intake door motors operate normally.)

- Replace mode door motor.

NG      >> (Air mix and intake door motors does not operate normally.)

- GO TO 8.

## 8. CHECK OPERATION OF MODE DOOR MOTOR AND INTAKE DOOR MOTOR

1. Turn ignition switch OFF.
2. Disconnect air mix door motor connector.
3. Reconnect mode door motor connector.
4. Turn ignition switch ON.
5. Confirm operation of mode door motor and intake door motor.

OK or NG

OK      >> (Mode and intake door motors operate normally.)

- Replace air mix door motor.

NG      >> (Mode and intake door motors does not operate normally.)

- GO TO 9.

## TROUBLE DIAGNOSIS

### 9. CHECK OPERATION OF MODE DOOR MOTOR AND AIR MIX DOOR MOTOR

1. Turn ignition switch OFF.
2. Disconnect intake door motor connector.
3. Reconnect air mix door motor connector.
4. Turn ignition switch ON.
5. Confirm operation of mode door motor and air mix door motor.

#### OK or NG

OK      >> (Mode and air mix door motors operate normally.)

- Replace intake door motor.

NG      >> (Mode and air mix door motors does not operate normally.)

- Replace auto amp.

A

B

C

D

E

F

G

H

I

ATC

K

L

M

# TROUBLE DIAGNOSIS

## Mode Door Motor Circuit

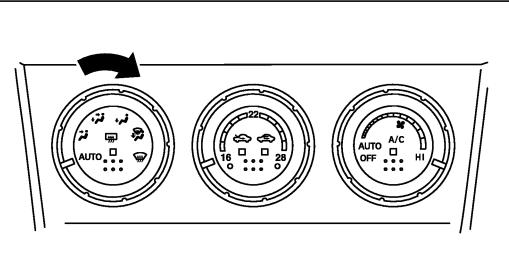
BJS0004M

### SYMPTOM:

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

### INSPECTION FLOW

1. Confirm symptom by performing the following operational check.



#### OPERATIONAL CHECK – Discharge air

a. Turn mode control dial to each position.

#### Discharge air flow

Mode door position	Air outlet/distribution		
	Vent	Foot	Defroster
	100%	–	–
	50%	50%	–
	24%	76%	–
	18%	54%	28%
	20%	–	80%

b. 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 (sound or visual inspection) and intake door position is at FRESH when DEF , D/F , or D/F2 is selected.

2. Check for any service bulletins.

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

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

OK      Go to appropriate malfunctioning sensor circuit. (\*10)

NG      Go to DIAGNOSIS PROCEDURE FOR LAN SYSTEM CIRCUIT. (\*11)

OK      Go to 5.

NG      Go to 6.

OK      Go to 7.

NG      Go to 8.

OK      Go to 9.

NG      Go to 10.

OK      Go to 11.

NG      Go to 11.

OK      Go to 7.

NG      Go to 8.

OK      Go to 9.

NG      Go to 10.

OK      Go to 11.

NG      Go to 11.

OK      Go to 7.

NG      Go to 8.

OK      Go to 9.

NG      Go to 10.

OK      Go to 11.

NG      Go to 11.

OK      Go to 7.

NG      Go to 8.

OK      Go to 9.

NG      Go to 10.

OK      Go to 11.

NG      Go to 11.

YES      Go to Trouble Diagnosis for related symptoms.

[Another symptom exists.]

NO      Replace auto amp.

INSPECTION END

SJIA1246E

\*1 [ATC-31, "Discharge Air Flow"](#)

\*2 [ATC-63, "Operational Check"](#)

\*3 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 1.](#)

\*4 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 5 to 7.](#)

\*5 [ATC-106, "Ambient Sensor Circuit"](#)

\*6 [ATC-108, "In-vehicle Sensor Circuit"](#)

\*7 [ATC-111, "Unload Sensor Circuit"](#)

\*8 [ATC-114, "Intake Sensor Circuit"](#)

\*9 [ATC-73, "Air Mix Door Motor Circuit"](#)

## **TROUBLE DIAGNOSIS**

- \*10 ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 9.
- \*13 ATC-33, "SYMPTOM TABLE"

\*11 ATC-66, "LAN System Circuit"

\*12 ATC-131, "MODE DOOR MOTOR"

## SYSTEM DESCRIPTION

## Component Parts

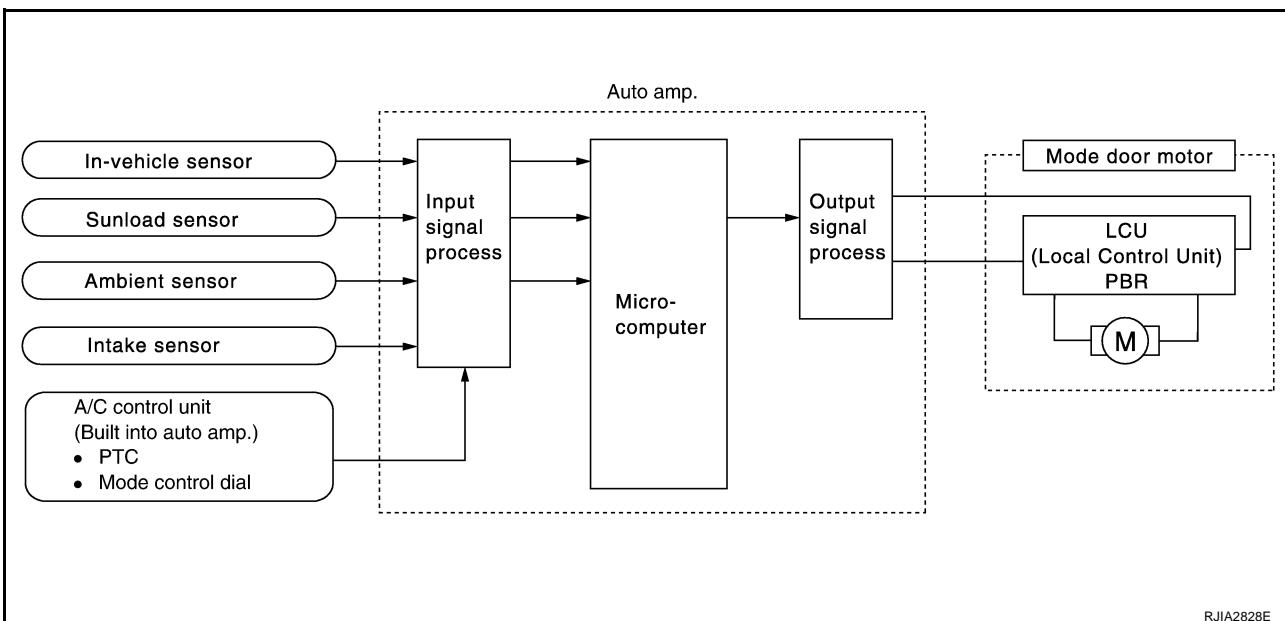
Mode door control system components are:

- 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

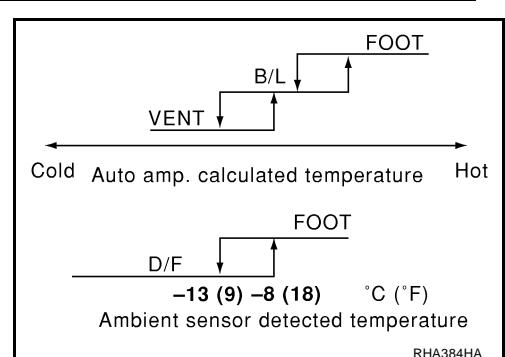
## System Operation

The auto amp. receives data from each of the sensors. The auto amp. 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 amp. and each of the motor position sensors are compared by the LCUs in each door motor with the existing decision and opening angles. Subsequently, HOT/COLD, DEF/VENT and FRESH/RECIRCULATION operation is selected. The new selection data are returned to the auto amp.



## Mode Door Control Specification

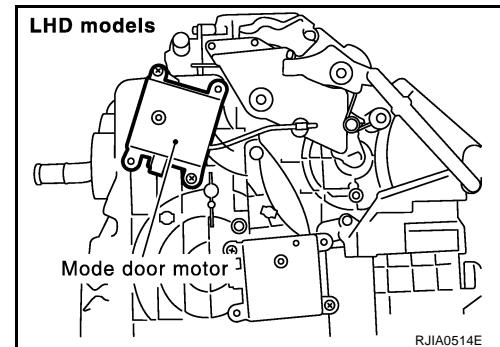
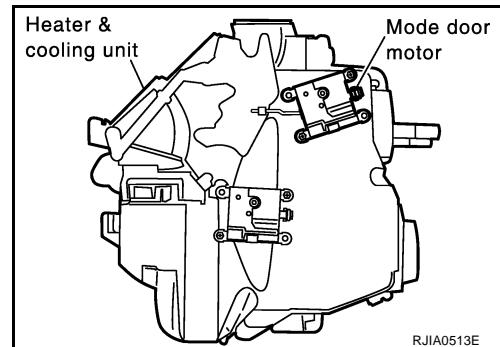


# TROUBLE DIAGNOSIS

## 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 amp. Motor rotation is conveyed to a link which activates the mode door.



## DIAGNOSIS PROCEDURE FOR MODE DOOR MOTOR

SYMPTOM: Mode door motor does not operate normally.

Perform diagnosis procedure. Refer to [ATC-66, "DIAGNOSIS PROCEDURE FOR LAN CIRCUIT"](#) .

# TROUBLE DIAGNOSIS

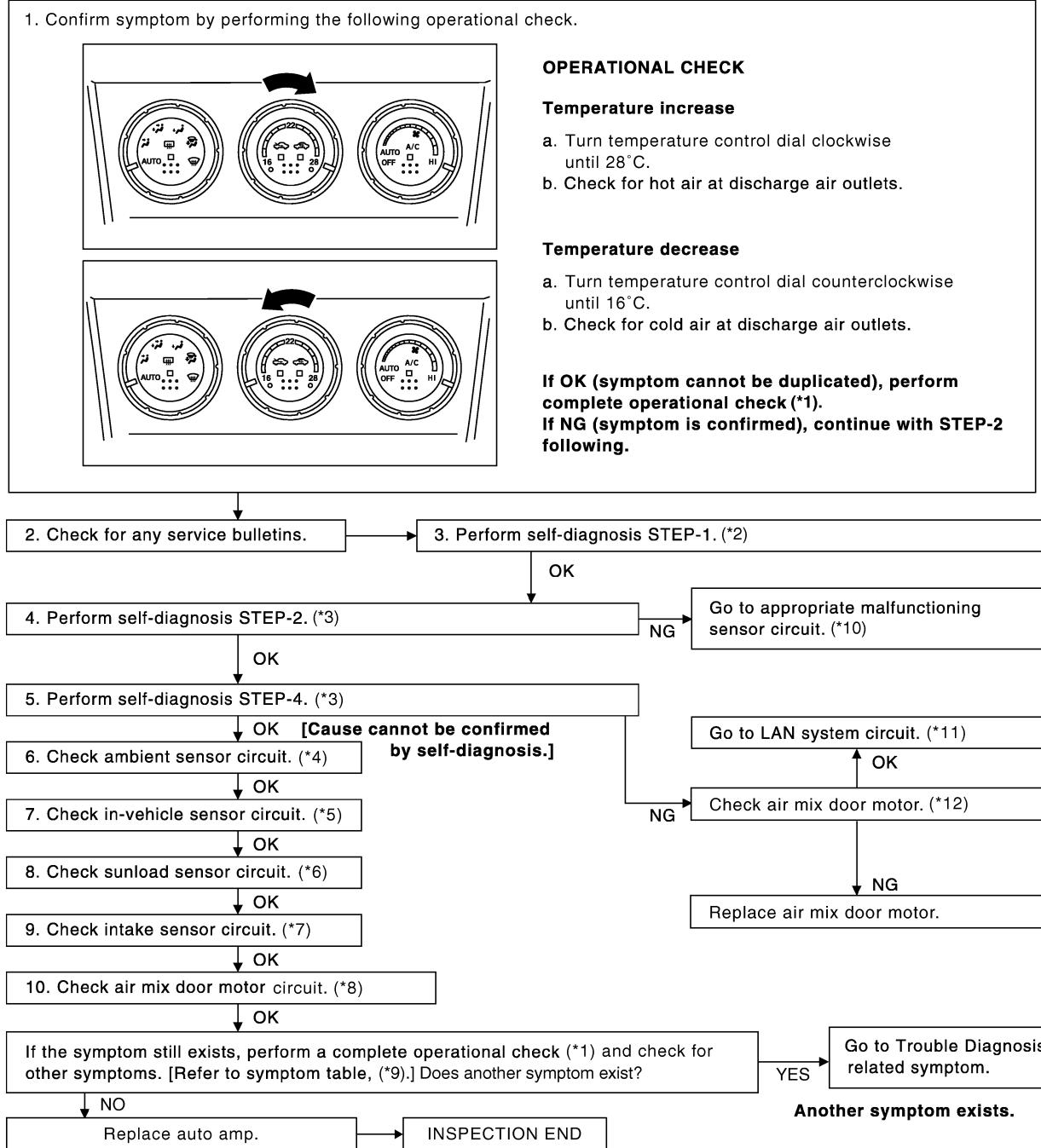
## Air Mix Door Motor Circuit

BJS0004N

### SYMPTOM:

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

### INSPECTION FLOW



SJIA1247E

\*1 [ATC-63, "Operational Check"](#)

\*2 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 1.](#)

\*3 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 5 to 7.](#)

\*4 [ATC-106, "Ambient Sensor Circuit"](#)

\*5 [ATC-108, "In-vehicle Sensor Circuit"](#)

\*6 [ATC-111, "Sunload Sensor Circuit"](#)

\*7 [ATC-114, "Intake Sensor Circuit"](#)

\*8 [ATC-75, "DIAGNOSIS PROCEDURE FOR AIR MIX DOOR MOTOR PBR"](#)

\*9 [ATC-33, "SYMPTOM TABLE"](#)

\*10 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 9.](#)

\*11 [ATC-66, "LAN System Circuit"](#)

\*12 [ATC-73, "Air Mix Door Motor Circuit"](#)

# TROUBLE DIAGNOSIS

## SYSTEM DESCRIPTION

### Component Parts

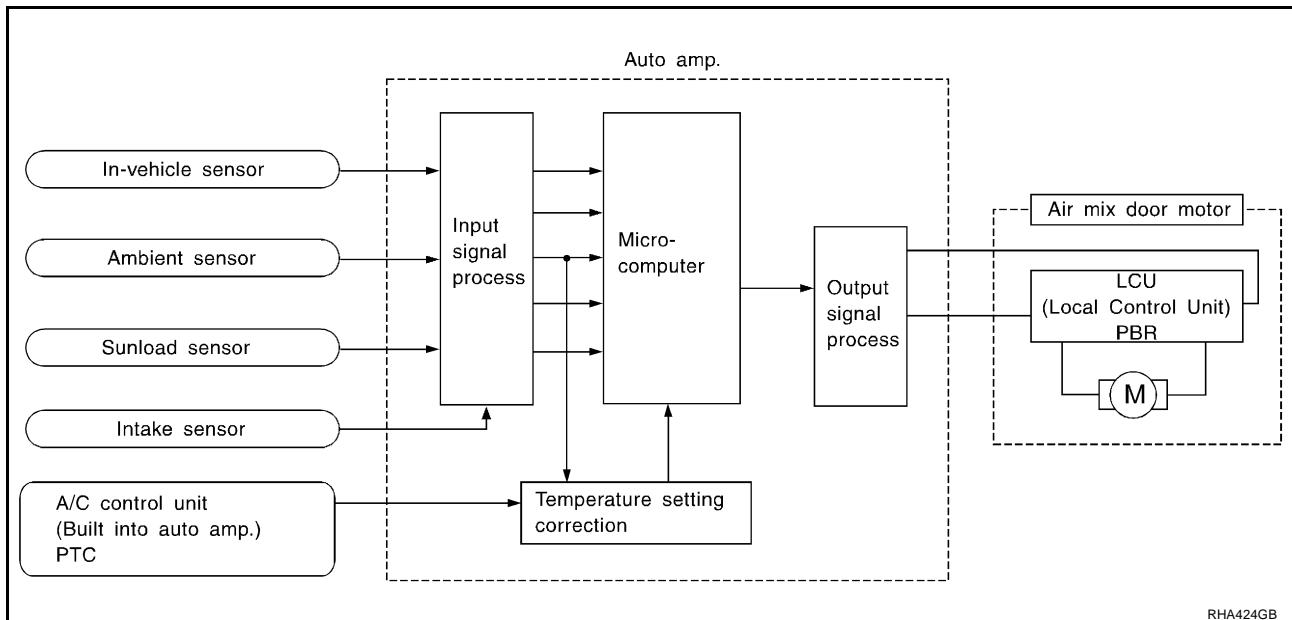
Air mix door control system components are:

- 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

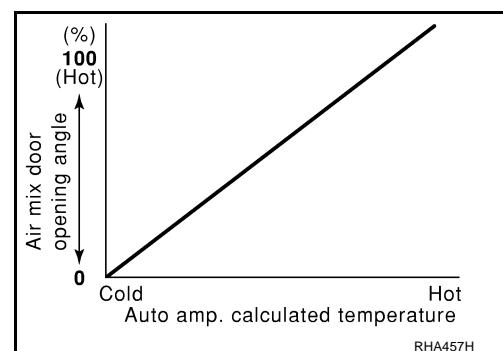
### System Operation

The auto amp. receives data from each of the sensors. The auto amp 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 amp. and each of the motor position sensors are compared by the LCUs in each door motor with the existing decision and opening angles. Subsequently, HOT/COLD, DEF/VENT and FRESH/RECIRCULATION operation is selected. The new selection data are returned to the auto amp.



### Air Mix Door Control Specification

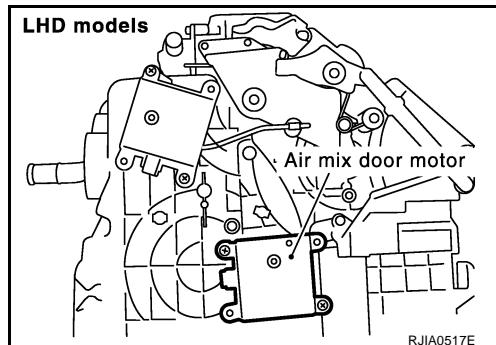
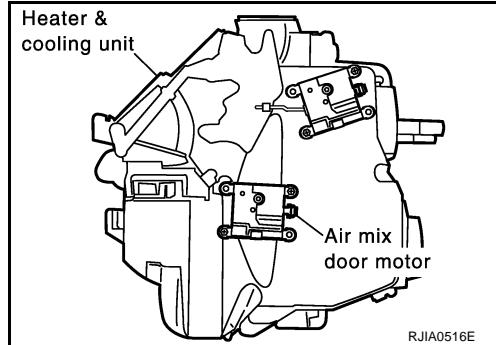


# TROUBLE DIAGNOSIS

## 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 amp. Motor rotation is then sent conveyed through a shaft and the air mix door position feedback is then sent to the auto amp. by PBR built-in air mix door motor.



## DIAGNOSIS PROCEDURE FOR AIR MIX DOOR MOTOR

SYMPTOM: Discharge air temperature does not change.

Perform diagnosis procedure. Refer to [ATC-66, "DIAGNOSIS PROCEDURE FOR LAN CIRCUIT"](#) .

### Air Mix Door Motor PBR Circuit

BJS0006R ATC

SYMPTOM:

- Discharge air temperature does not change.
- PBR circuit is open or shorted.

## DIAGNOSIS PROCEDURE FOR AIR MIX DOOR MOTOR PBR

Perform diagnosis procedure. Refer to [ATC-66, "DIAGNOSIS PROCEDURE FOR LAN CIRCUIT"](#) .

# TROUBLE DIAGNOSIS

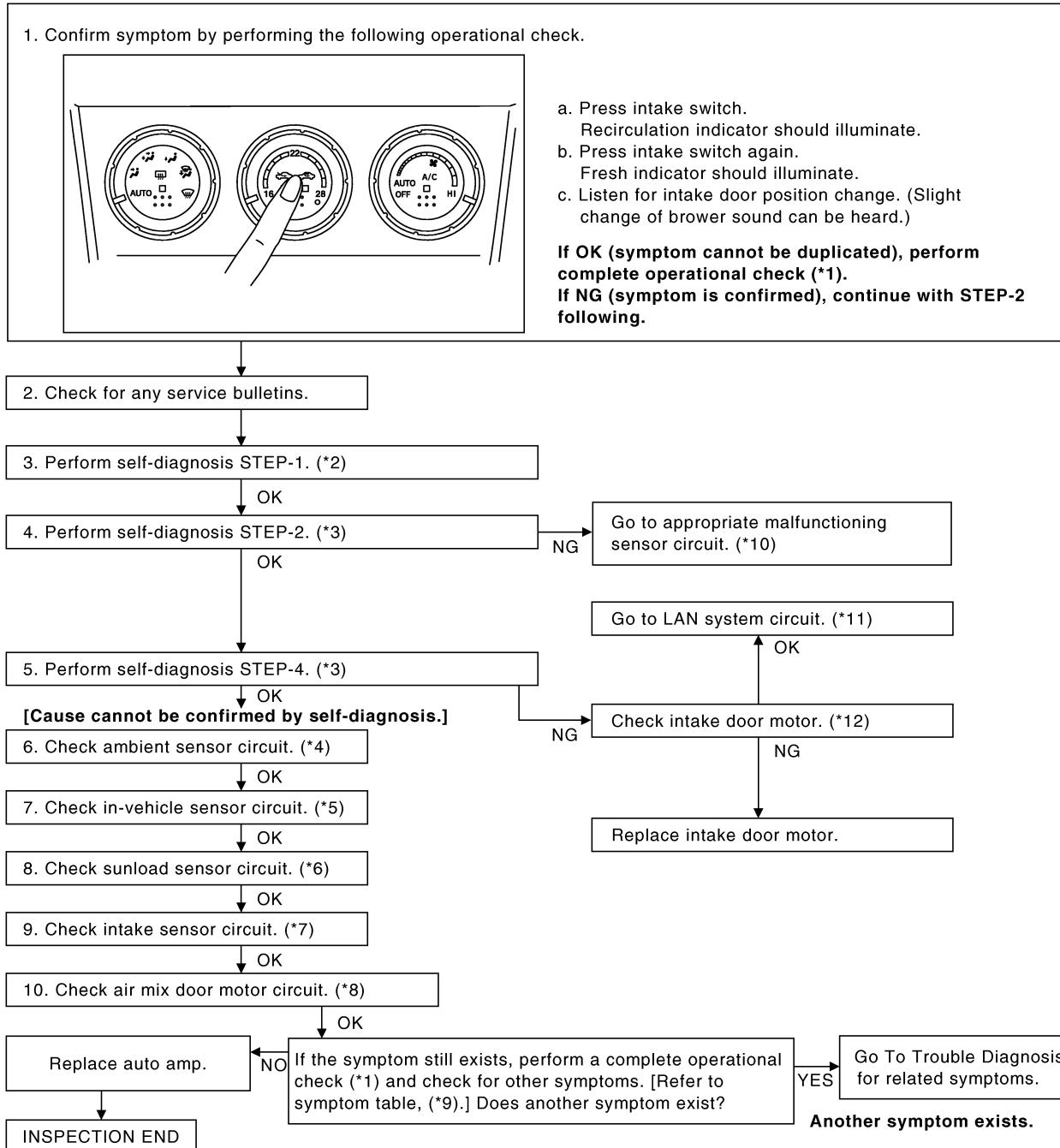
## Intake Door Motor Circuit

BJS00040

### SYMPTOM:

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

### INSPECTION FLOW



SJIA1248E

\*1 [ATC-63, "Operational Check"](#)

\*2 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 1.](#)

\*3 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 5 to 7.](#)

\*4 [ATC-106, "Ambient Sensor Circuit"](#)

\*5 [ATC-108, "In-vehicle Sensor Circuit"](#)

\*6 [ATC-111, "Sunload Sensor Circuit"](#)

\*7 [ATC-114, "Intake Sensor Circuit"](#)

\*8 [ATC-75, "Air Mix Door Motor PBR Circuit"](#)

\*9 [ATC-33, "SYMPTOM TABLE"](#)

\*10 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 9.](#)

\*11 [ATC-66, "LAN System Circuit"](#)

\*12 [ATC-76, "Intake Door Motor Circuit"](#)

# TROUBLE DIAGNOSIS

## SYSTEM DESCRIPTION

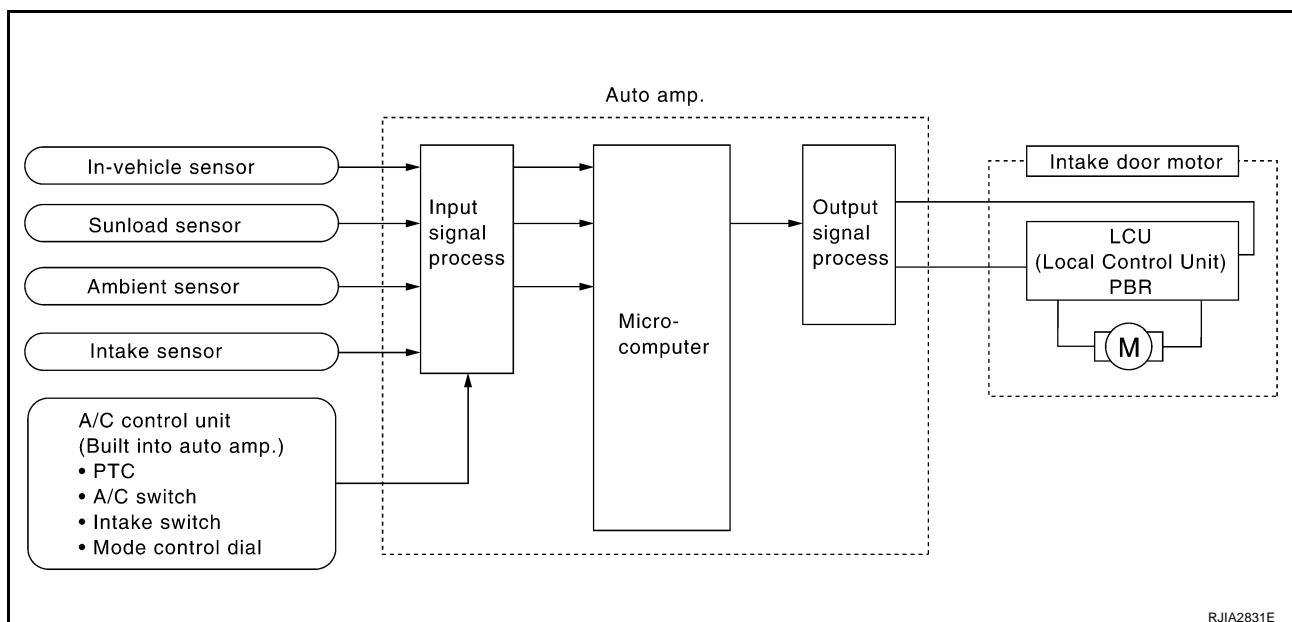
### Component Parts

Intake door control system components are:

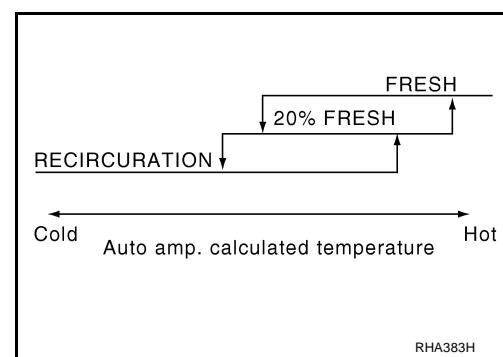
- Auto amp.
- Intake door motor (LCU)
- A/C LAN system (PBR built-in air mix door motor, mode door motor and intake door motor)
- In-vehicle sensor
- Ambient sensor
- Sunload sensor
- Intake sensor

### System Operation

The intake door control determines intake door position based on the ambient temperature, the intake air temperature and the in-vehicle temperature. When setting mode control dial to D/F, D/F2 or DEF position, or fan control dial OFF position, the auto amp. sets the intake door at the FRESH position.



### Intake Door Control Specification

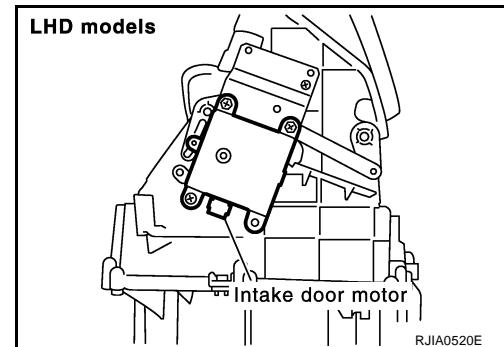
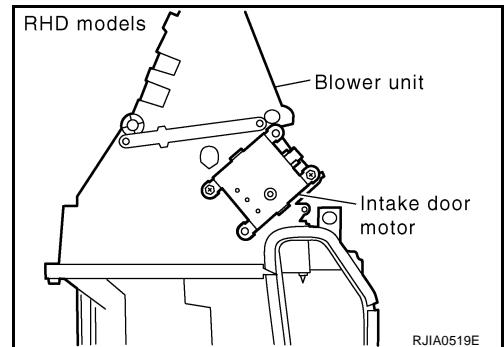


# TROUBLE DIAGNOSIS

## COMPONENT DESCRIPTION

### Intake Door Motor

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



## DIAGNOSIS PROCEDURE FOR INTAKE DOOR MOTOR

SYMPTOM: Intake door motor does not operate normally.

Perform diagnosis procedure. Refer to [ATC-66, "DIAGNOSIS PROCEDURE FOR LAN CIRCUIT"](#) .

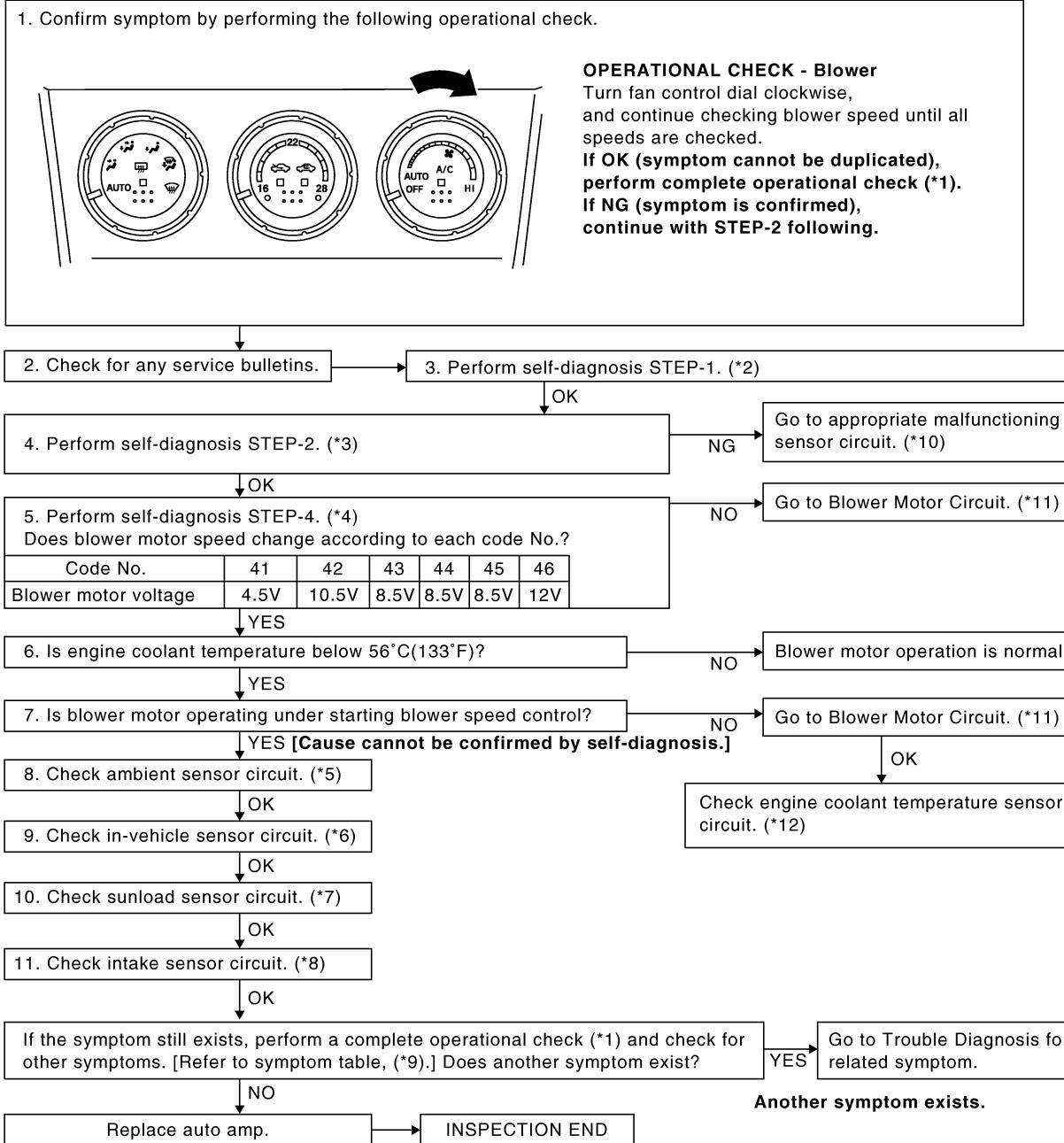
# TROUBLE DIAGNOSIS

## Blower Motor Circuit

BJS0004P

SYMPTOM: Blower motor operation is malfunctioning.

### INSPECTION FLOW



SJIA1249E

\*1 [ATC-63. "Operational Check"](#)

\*2 [ATC-57. "FUNCTION CONFIRMATION PROCEDURE"](#), see No. 1.

\*3 [ATC-57. "FUNCTION CONFIRMATION PROCEDURE"](#), see No. 5.

\*4 [ATC-57. "FUNCTION CONFIRMATION PROCEDURE"](#), see No. 7.

\*5 [ATC-106. "Ambient Sensor Circuit"](#)

\*6 [ATC-108. "In-vehicle Sensor Circuit"](#)

# TROUBLE DIAGNOSIS

*7 <a href="#">ATC-111, "Sunload Sensor Circuit"</a>	*8 <a href="#">ATC-114, "Intake Sensor Circuit"</a>	*9 <a href="#">ATC-33, "SYMPTOM TABLE"</a>
*10 <a href="#">ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 9.</a>	*11 <a href="#">ATC-81, "DIAGNOSIS PROCEDURE FOR BLOWER MOTOR"</a>	*12 <a href="#">EC-168, "DTC P0117, P0118 ECT SENSOR" (QR engine: WITH EURO-OBD), <a href="#">EC-654, "DTC P0117, P0118 ECT SENSOR" (QR engine: WITHOUT EURO-OBD), <a href="#">EC-1107, "DTC P0117, P0118 ECT SENSOR" (YD engine: WITH EURO-OBD) or <a href="#">EC-1557, "DTC P0117, P0118 ECT SENSOR" (YD engine: WITHOUT EURO-OBD)</a></a></a></a>

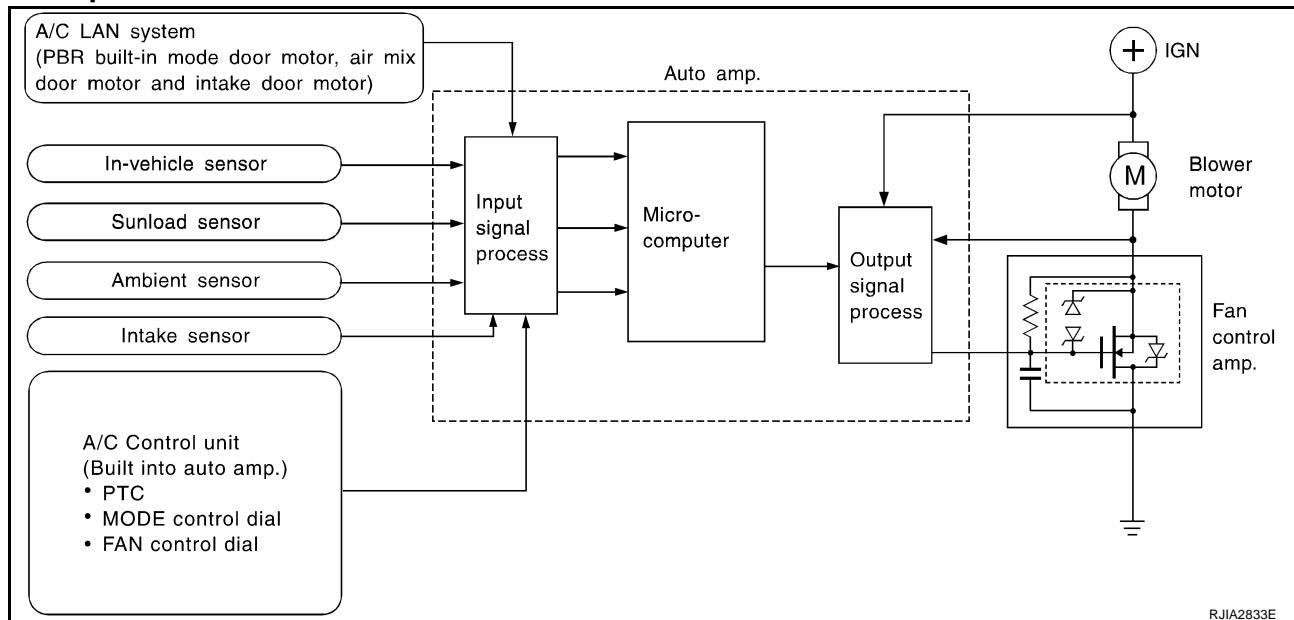
## SYSTEM DESCRIPTION

### 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 auto amp. based on the 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 12 V), the auto amp. supplies a gate voltage to the fan control amp. Based on this voltage, the fan control amp. controls the voltage supplied to the blower motor.

# TROUBLE DIAGNOSIS

## Starting Fan Speed Control

Start up from COLD SOAK Condition (Automatic mode)

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), and then the blower speed will increase to the objective speed.

Start up from usual or HOT SOAK Condition (Automatic mode)

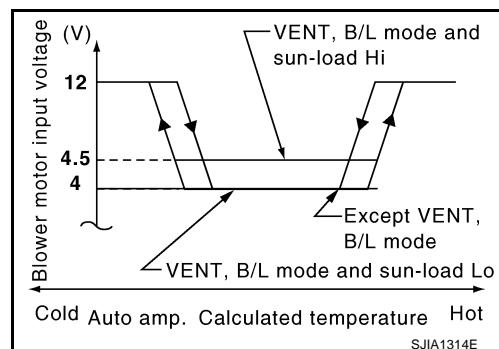
The blower will begin operation momentarily after the A/C switch is pushed. The blower speed will gradually rise to the objective speed over a time period of 3 seconds or less (actual time depends on the objective blower speed).

## 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 speed is low (approx. 4 V). During high sunload conditions, the auto amp. raise the blower fan speed. (Approx. 4.5 V)

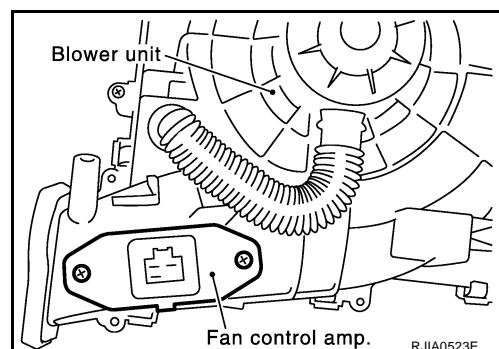
## Fan Speed Control Specification



## COMPONENT DESCRIPTION

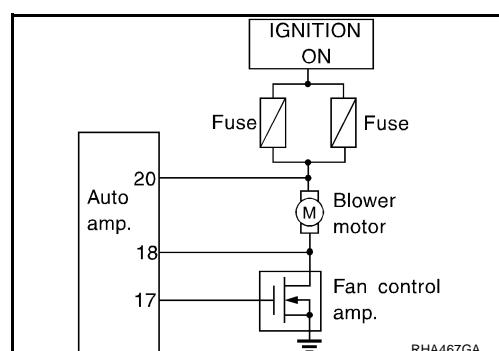
### Fan Control Amp.

The fan control amp. is located on the blower 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.



## DIAGNOSIS PROCEDURE FOR BLOWER MOTOR

SYMPTOM: Blower motor operation is malfunctioning.



# TROUBLE DIAGNOSIS

## 1. CHECK POWER SUPPLY FOR BLOWER MOTOR

1. Disconnect blower motor connector.
2. Turn ignition switch ON.
3. Check voltage between blower motor harness connector M65 terminal 1 and ground.

**1 – Ground**

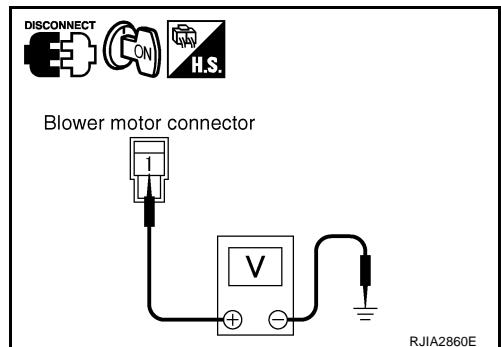
**: Battery voltage**

OK or NG

OK >> GO TO 2.

NG >> Check power supply circuit and 15 A fuses [Nos. 19 and 24, located in the fuse block (J/B)]. Refer to [PG-79.](#)  
["FUSE BLOCK - JUNCTION BOX \(J/B\)"](#).

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



## 2. CHECK FAN FEEDBACK CIRCUIT

1. Turn ignition switch OFF.
2. Reconnect blower motor connector.
3. Turn ignition switch ON.
4. Check voltage between auto amp. harness connector M52 terminal 18 and ground.

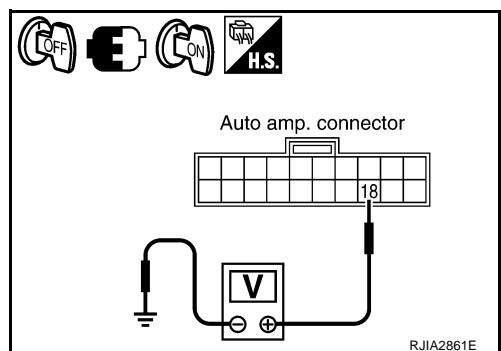
**18 – Ground**

**: Battery voltage**

OK or NG

OK >> GO TO 3.

NG >> GO TO 9.



## 3. CHECK BLOWER MOTOR

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

OK or NG

OK >> GO TO 4.

NG >> Replace blower motor.

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

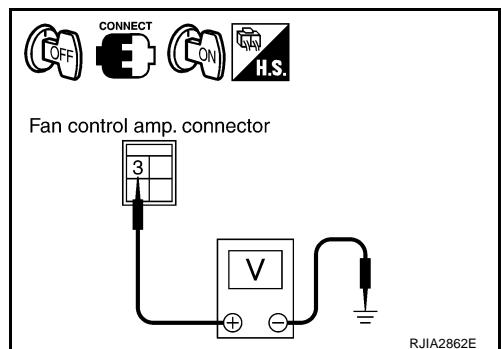
1. Turn ignition switch ON.
2. Check voltage between fan control amp. harness connector M67 terminal 3 and ground.

Terminals		Condition	Voltage
(+)	(-)		
Fan control amp. connector	Terminal No.		
M67	3	Ground	Fan speed: 1st Approx. 8 V

OK or NG

OK >> GO TO 5.

NG >> Repair harness or connector.



# TROUBLE DIAGNOSIS

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

1. Turn ignition switch OFF.
2. Disconnect fan control amp. connector.
3. Check continuity between fan control amp. harness connector M67 terminal 1 and ground.

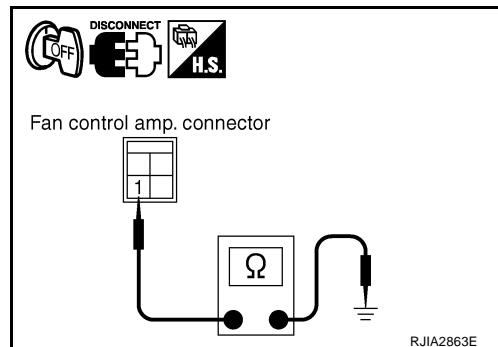
**1 – Ground**

**: Continuity should exist.**

OK or NG

OK >> GO TO 6.

NG >> Repair harness or connector.



## 6. CHECK FOR AUTO AMP. OUTPUT SIGNAL

1. Reconnect fan control amp. connector.
2. Turn ignition switch ON.
3. Check voltage between fan control amp. harness connector M67 terminal 2 and ground.

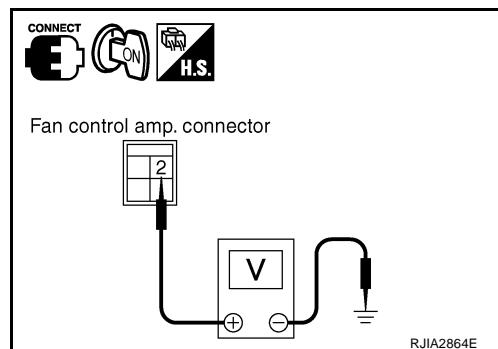
Terminals		Condition	Voltage
(+)	(-)		
Fan control amp. connector	Terminal No.		
M67	2	Ground	Fan speed: 1st - 24th Approx. 2.5 - 3.5 V
			Fan speed: 25th Approx. 9.0 V

OK or NG

OK >> GO TO 9.

NG >> • If the voltage is less than 2.5 V: GO TO 7.

• If the voltage is more than 9.0 V: GO TO 8.



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

1. Turn ignition switch OFF.
2. Disconnect auto amp. connector and fan control amp. connector.
3. Check continuity between auto amp. harness connector M52 terminal 17 and fan control amp. harness connector M67 terminal 2.

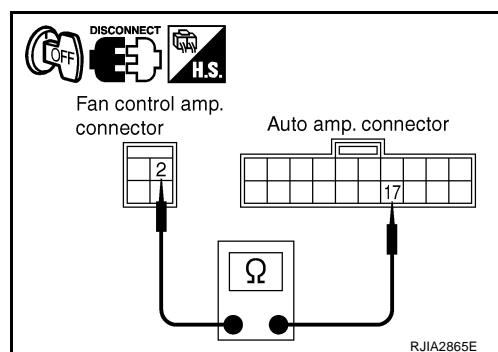
**17 – 2**

**: Continuity should exist.**

OK or NG

OK >> Replace fan control amp.

NG >> Repair harness or connector.



# TROUBLE DIAGNOSIS

## 8. CHECK FAN CONTROL AMP.

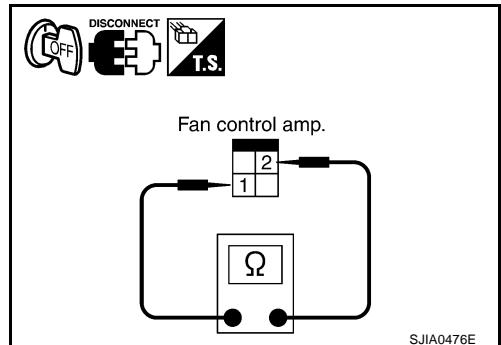
1. Turn ignition switch OFF.
2. Disconnect fan control amp. connector.
3. Check continuity between fan control amp. connector M67 terminal 2 and 1.

**2 – 1**

**: Continuity should exist.**

OK or NG

OK      >> GO TO 9.  
NG      >> Replace fan control amp.



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

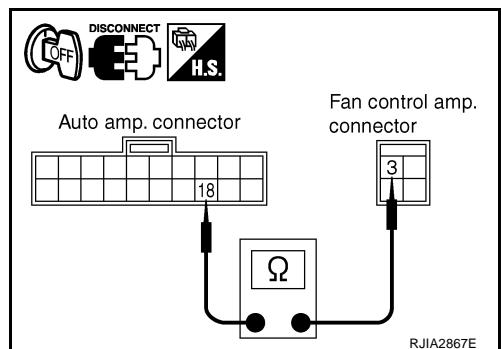
1. Disconnect auto amp. connector.
2. Check continuity between auto amp. harness connector M52 terminal 18 and fan control amp. harness connector M67 terminal 3.

**18 – 3**

**: Continuity should exist.**

OK or NG

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

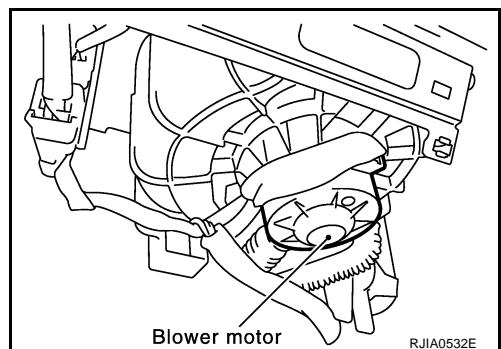


## COMPONENT INSPECTION

### Blower Motor

Confirm smooth rotation of blower motor.

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



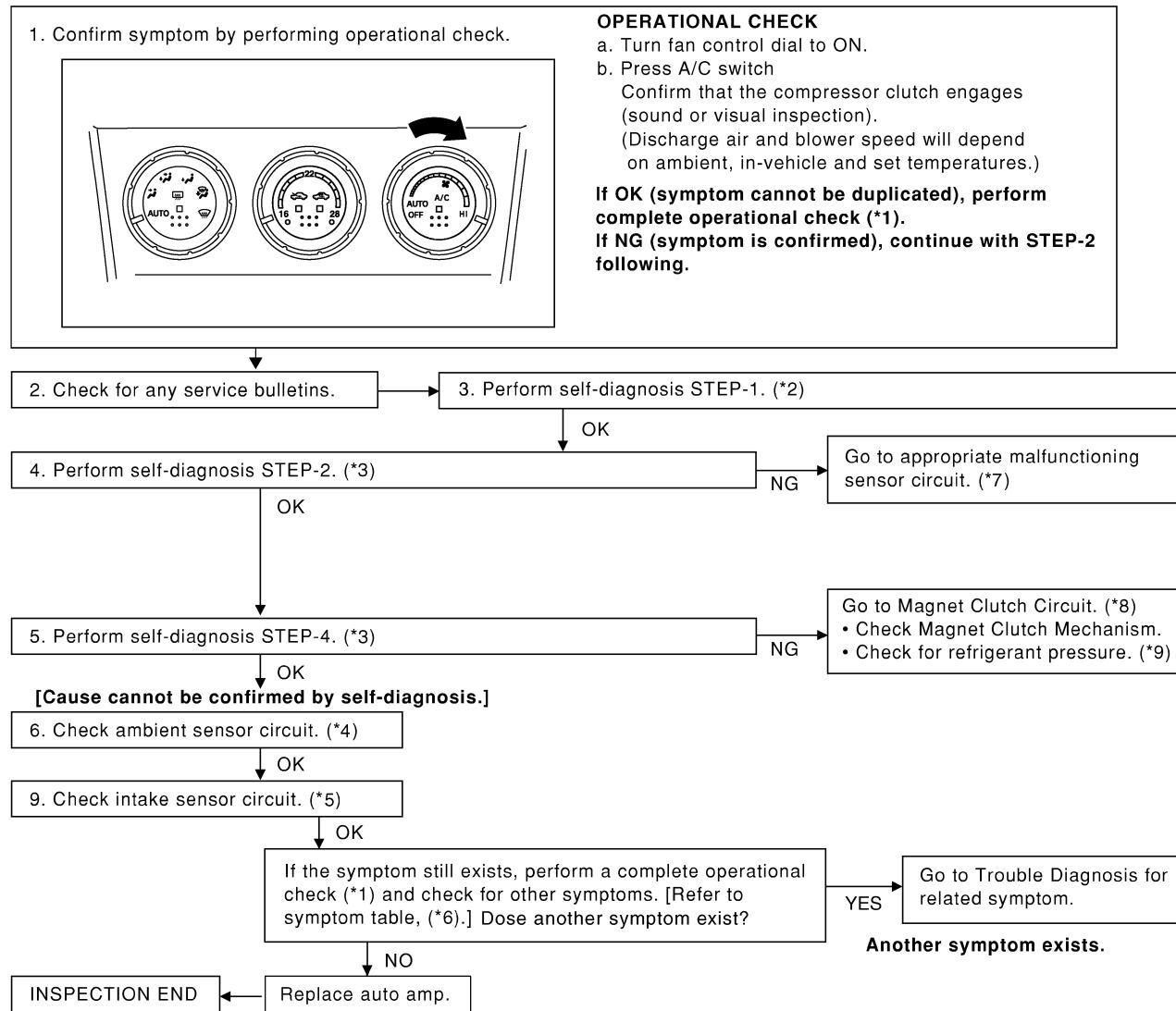
# TROUBLE DIAGNOSIS

## Magnet Clutch Circuit

BJS0004Q

SYMPTOM: Magnet clutch does not engage.

### INSPECTION FLOW



\*1 [ATC-63, "Operational Check"](#)

\*2 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 1.](#)

\*3 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 5 to 7.](#)

\*4 [ATC-106, "Ambient Sensor Circuit"](#)

\*5 [ATC-114, "Intake Sensor Circuit"](#)

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

\*7 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 9.](#)

\*8 [ATC-86, "DIAGNOSIS PROCEDURE FOR MAGNET CLUTCH"](#)

\*9 [ATC-98, "TROUBLE DIAGNOSIS FOR UNUSUAL PRESSURE"](#)

SJIA1250E

# TROUBLE DIAGNOSIS

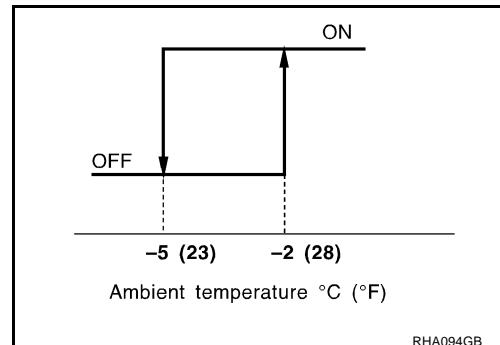
## SYSTEM DESCRIPTION

Auto amp. controls compressor operation by ambient temperature, intake air temperature (YD engine) and signal from ECM.

### Low Temperature Protection Control (QR Engine)

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

When ambient temperature is higher than  $-2^{\circ}\text{C}$  ( $28^{\circ}\text{F}$ ), compressor turns ON. Compressor turns OFF when ambient temperature is lower than  $-5^{\circ}\text{C}$  ( $23^{\circ}\text{F}$ ).

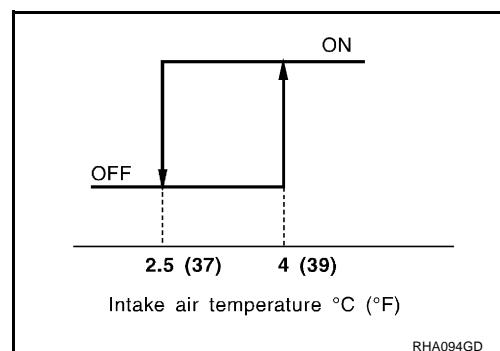


RHA094GB

### Evaporator Freeze Protection Control (YD Engine)

Auto amp. will turn compressor ON or OFF as determined by a signal detected by intake sensor.

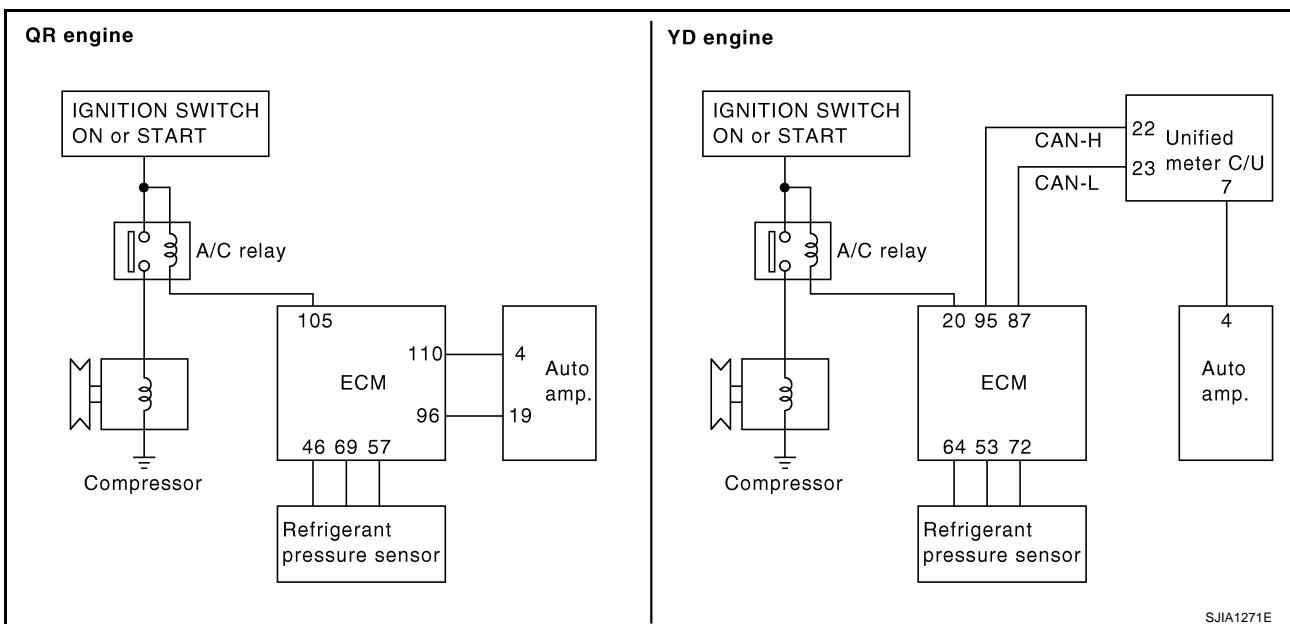
When intake air temperature is higher than  $4^{\circ}\text{C}$  ( $39^{\circ}\text{F}$ ), compressor turns ON. Compressor turns OFF when intake temperature is lower than  $2.5^{\circ}\text{C}$  ( $37^{\circ}\text{F}$ ).



RHA094GD

## DIAGNOSIS PROCEDURE FOR MAGNET CLUTCH

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



SJIA1271E

# TROUBLE DIAGNOSIS

## 1. CHECK POWER SUPPLY FOR COMPRESSOR

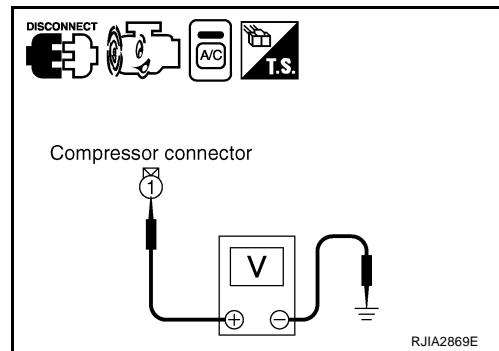
1. Disconnect compressor connector.
2. Start the engine.
3. Turn fan control dial to AUTO position.
4. Press A/C switch.
5. Check voltage between compressor harness connector E34 terminal 1 and ground.

**1 – Ground**

**: Battery voltage**

OK or NG

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



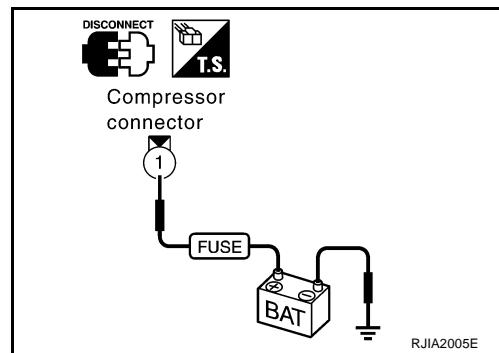
## 2. CHECK MAGNET CLUTCH CIRCUIT

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

OK or NG

OK      >> 1. Repair harness or connector.  
2. Go to self-diagnosis procedure [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-4. Confirm that magnet clutch operation is usual.

NG      >> 1. Replace magnet clutch. Refer to [ATC-144, "Removal and Installation of Compressor Clutch"](#).  
2. Go to self-diagnosis procedure [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-4. Confirm that magnet clutch operation is usual.



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

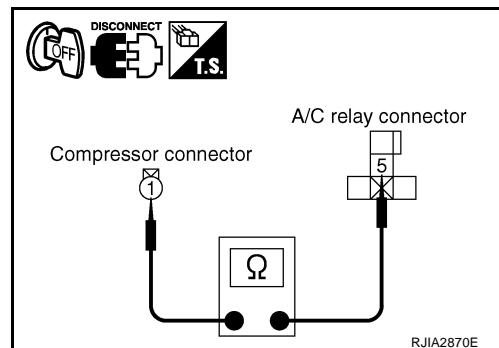
1. Turn ignition switch OFF.
2. Disconnect A/C relay connector.
3. Check continuity between A/C relay harness connector E5 terminal 5 and compressor harness connector E34 terminal 1.

**5 – 1**

**: Continuity should exist.**

OK or NG

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



# TROUBLE DIAGNOSIS

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

1. Turn ignition switch ON.
2. Check voltage between A/C relay harness connector E5 terminal 1, 3 and ground.

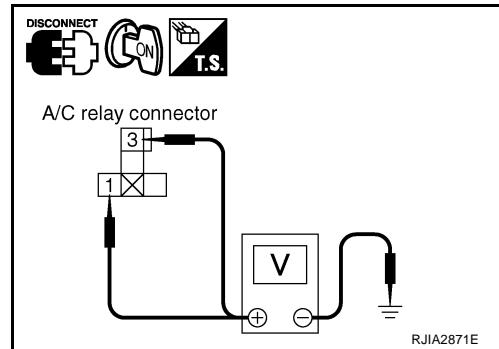
1 – Ground : Battery voltage  
3 – Ground : Battery voltage

OK or NG

OK >> GO TO 5.

NG >> Check power supply circuit and 10 A fuse [No. 15 located in the fuse block (J/B)]. Refer to [PG-79, "FUSE BLOCK - JUNCTION BOX \(J/B\)"](#).

- If fuse is OK, check harness for open circuit. Repair or replace if necessary.
- If fuse is NG, replace fuse and check harness for short circuit. Repair or replace if necessary.



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

Refer to [ATC-90, "A/C Relay"](#).

OK or NG

OK >> GO TO 6.

NG >> 1. Replace A/C relay.

2. Go to self-diagnosis procedure [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-4. Confirm that magnet clutch operation is normal.

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

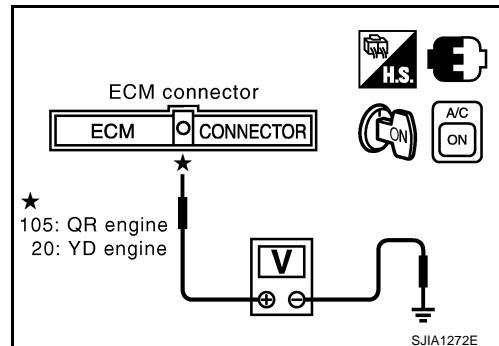
1. Turn ignition switch OFF.
2. Reconnect A/C relay connector.
3. Turn ignition switch ON.
4. Check voltage between ECM harness connector F43 terminal 105 or 20 and ground.

105 – Ground (QR engine) : Battery voltage  
20 – Ground (YD engine) : Battery voltage

OK or NG

OK >> GO TO 7.

NG >> Repair harness or connector.



## 7. CHECK AMBIENT SENSOR

Refer to [ATC-106, "Ambient Sensor Circuit"](#).

OK or NG

OK >> GO TO 8.

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

## 8. CHECK REFRIGERANT PRESSURE SENSOR

Refer to [ATC-91, "Refrigerant Pressure Sensor"](#).

OK or NG

OK >> GO TO 9.

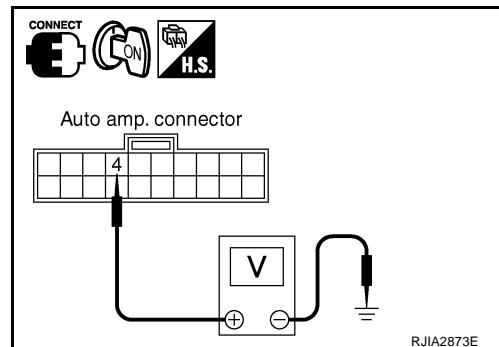
NG >> Repair or replace the malfunctioning part(s).

# TROUBLE DIAGNOSIS

## 9. CHECK VOLTAGE FOR AUTO AMP. (COMPRESSOR ON SIGNAL)

1. Turn ignition switch ON.
2. Check voltage between auto amp. harness connector M52 terminal 4 and ground.

Terminals		Condition	Voltage
(+)	(-)		
Auto amp. connector	Terminal No.		
M52	4	Ground	A/C SW: ON (Blower motor operates.)
			Approx. 0 V
			A/C SW: OFF
			Approx. 5 V



### OK or NG

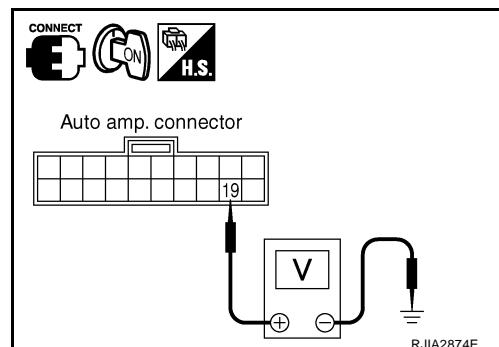
OK    >> ● QR engine: GO TO 10.  
       ● YD engine: Replace auto amp.

NG    >> ● If the voltage is approx. 5 V when A/C switch is ON: Replace auto amp.  
       ● If the voltage is approx. 0 V when A/C switch is OFF: GO TO 12 (QR engine) or GO TO 13 (YD engine).

## 10. CHECK VOLTAGE FOR AUTO AMP. (FAN ON SIGNAL)

Check voltage between auto amp. harness connector M52 terminal 19 and ground.

Terminals		Condition	Voltage
(+)	(-)		
Auto amp. connector	Terminal No.		
M52	19	Ground	Blower fan: ON (Blower motor operates.)
			Approx. 0 V
			Fan control dial: OFF
			Approx. 5 V



### OK or NG

OK    >> Replace auto amp.

NG    >> ● If the voltage is approx. 5 V when blower motor is ON: Replace auto amp.  
       ● If the voltage is approx. 0 V when blower motor is OFF: GO TO 11.

## 11. CHECK CIRCUIT CONTINUITY BETWEEN ECM AND AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect ECM connector and auto amp. connector.
3. Check continuity between ECM harness connector F43 terminal 96 and auto amp. harness connector M52 terminal 19.

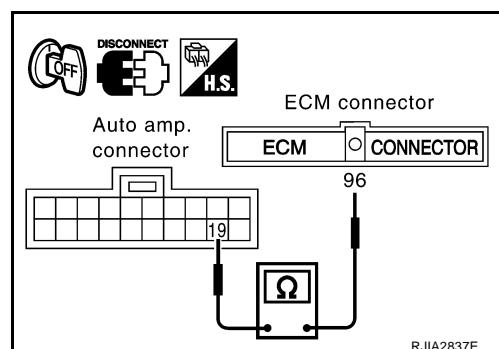
**96 – 19**

**: Continuity should exist.**

### OK or NG

OK    >> Replace auto amp.

NG    >> Repair harness or connector.



# TROUBLE DIAGNOSIS

## 12. CHECK CIRCUIT CONTINUITY BETWEEN ECM AND AUTO AMP. (QR ENGINE)

1. Turn ignition switch OFF.
2. Disconnect ECM connector and auto amp. connector.
3. Check continuity between ECM harness connector F43 terminal 110 and auto amp. harness connector M52 terminal 4.

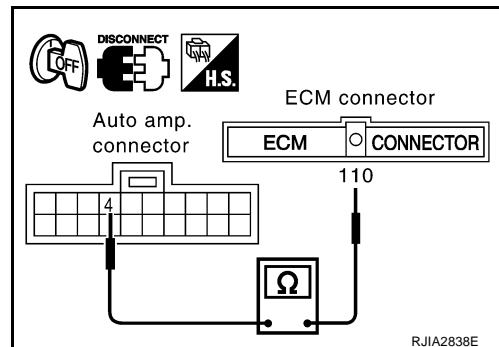
**110 – 4**

**: Continuity should exist.**

OK or NG

OK >> Replace ECM.

NG >> Repair harness or connector.



## 13. CHECK CIRCUIT CONTINUITY BETWEEN COMBINATION METER AND AUTO AMP. (YD ENGINE)

1. Turn ignition switch OFF.
2. Disconnect combination meter connector and auto amp. connector.
3. Check continuity between auto amp. harness connector M52 terminal 4 and combination meter harness connector M44 terminal 7.

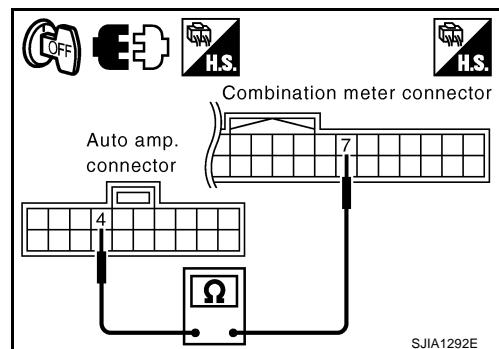
**4 – 7**

**: Continuity should exist.**

OK or NG

OK >> Check [DI-24, "Trouble Diagnosis Chart for Symptom"](#) .

NG >> Repair harness or connector.



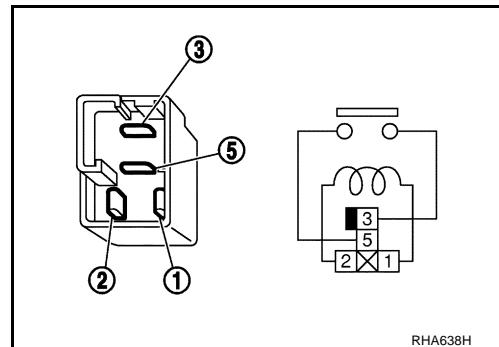
## COMPONENT INSPECTION

### A/C Relay

Check continuity between terminal Nos. 3 and 5.

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

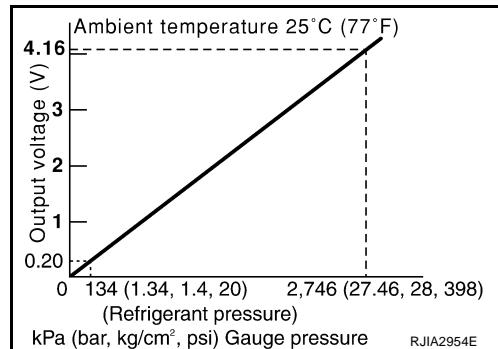
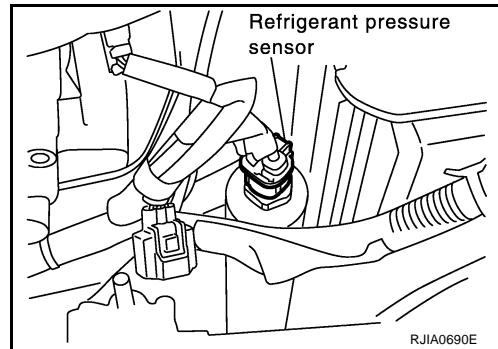
If NG, replace relay.



# TROUBLE DIAGNOSIS

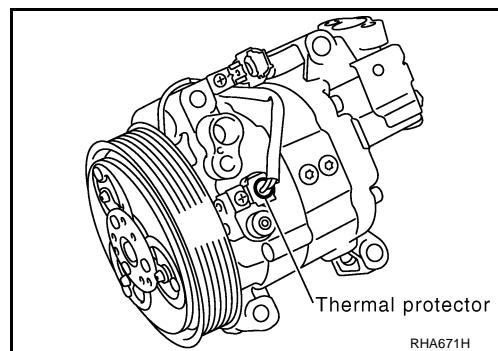
## Refrigerant Pressure Sensor

The refrigerant pressure sensor is attached to the liquid tank. Make sure that the A/C refrigerant pressure and the sensor output voltage are within the specified range as shown in the A/C operating condition figure. Refer to [EC-477, "REFRIGERANT PRESSURE SENSOR"](#) (QR engine: WITH EURO-OBD), [EC-916, "REFRIGERANT PRESSURE SENSOR"](#) (QR engine: WITHOUT EURO-OBD), [EC-1436, "REFRIGERANT PRESSURE SENSOR"](#) (YD engine: WITH EURO-OBD) or [EC-1804, "REFRIGERANT PRESSURE SENSOR"](#) (YD engine: WITHOUT EURO-OBD).



## Thermal Protector (YD engine)

Check continuity between compressor harness terminal and field coil.



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# TROUBLE DIAGNOSIS

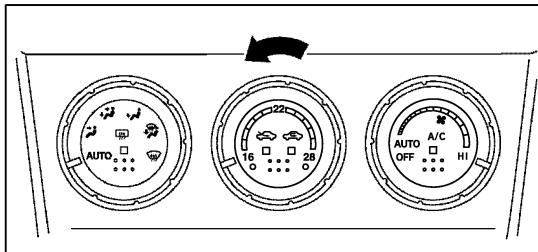
## Insufficient Cooling

BJS0004R

SYMPTOM: Insufficient cooling

### INSPECTION FLOW

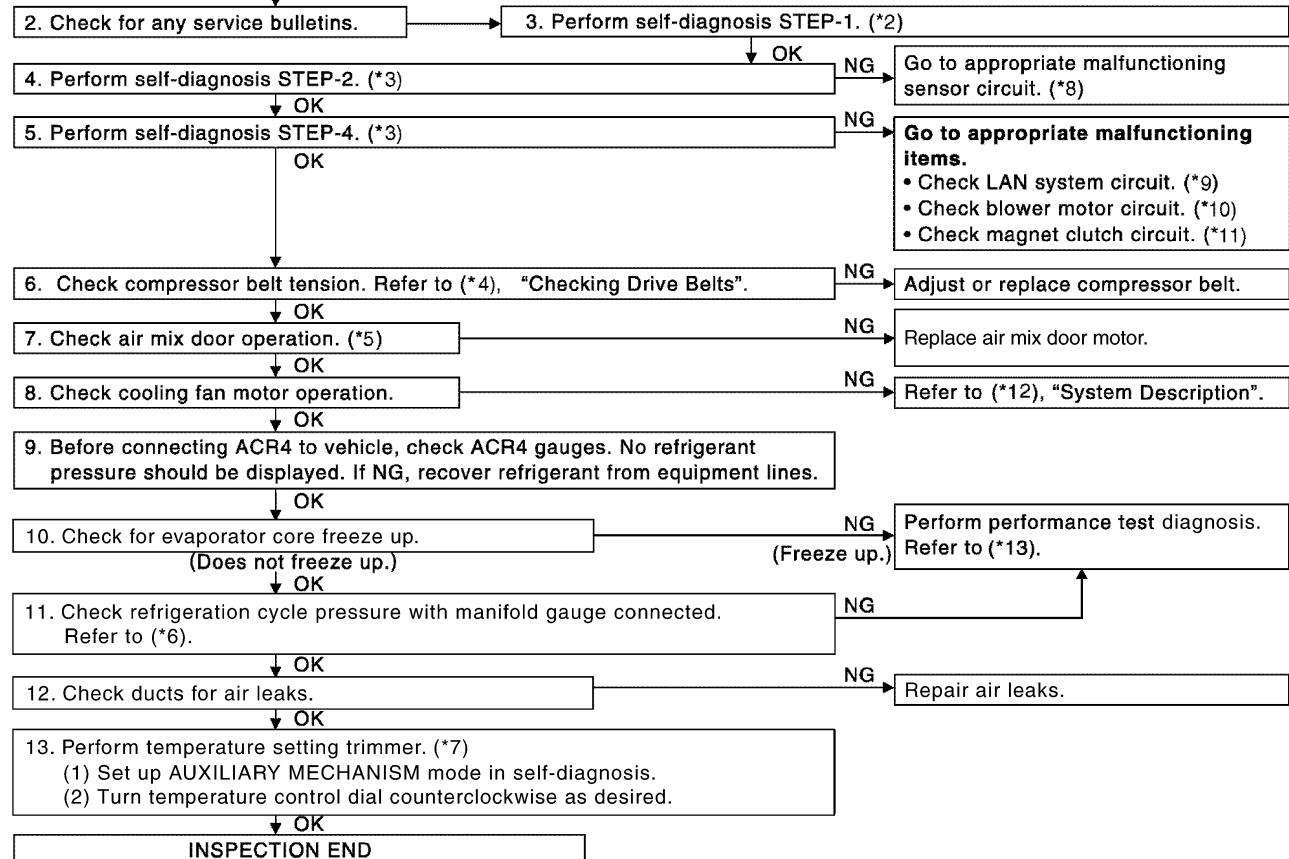
1. Confirm symptom by performing the following operational check.



#### OPERATIONAL CHECK – Temperature decrease

- Turn temperature control dial counterclockwise until 16°C.
- Check for cold air at discharge air outlets.

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



SJIA1251E

\*1 [ATC-63, "Operational Check"](#)

\*2 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 1.](#)

\*3 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 5 to 7.](#)

\*4 [EM-13, "Checking Drive Belts" \(QR engine\) or \[EM-139, "Checking Drive Belts" \\(YD engine\\)\]\(#\)](#)

\*5 [ATC-73, "Air Mix Door Motor Circuit"](#)

\*6 [ATC-96, "Test Reading \(QR Engine\)" or \[ATC-97, "Test Reading \\(YD Engine\\)"\]\(#\)](#)

\*7 [ATC-61, "AUXILIARY MECHANISM: TEMPERATURE SETTING TRIMMER"](#)

\*8 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 9.](#)

\*9 [ATC-66, "LAN System Circuit"](#)

## TROUBLE DIAGNOSIS

\*10 [ATC-79, "Blower Motor Circuit"](#)

\*11 [ATC-85, "Magnet Clutch Circuit"](#)

\*12 [EC-355, "System Description"](#) (QR engine: WITH EURO-OBD), [EC-757, "System Description"](#) (QR engine: WITHOUT EURO-OBD), [EC-1160, "System Description"](#) (YD engine: WITH EURO-OBD) or [EC-1589, "System Description"](#) (YD engine: WITHOUT EURO-OBD)

\*13 [ATC-94, "PERFORMANCE TEST DIAGNOSIS"](#)

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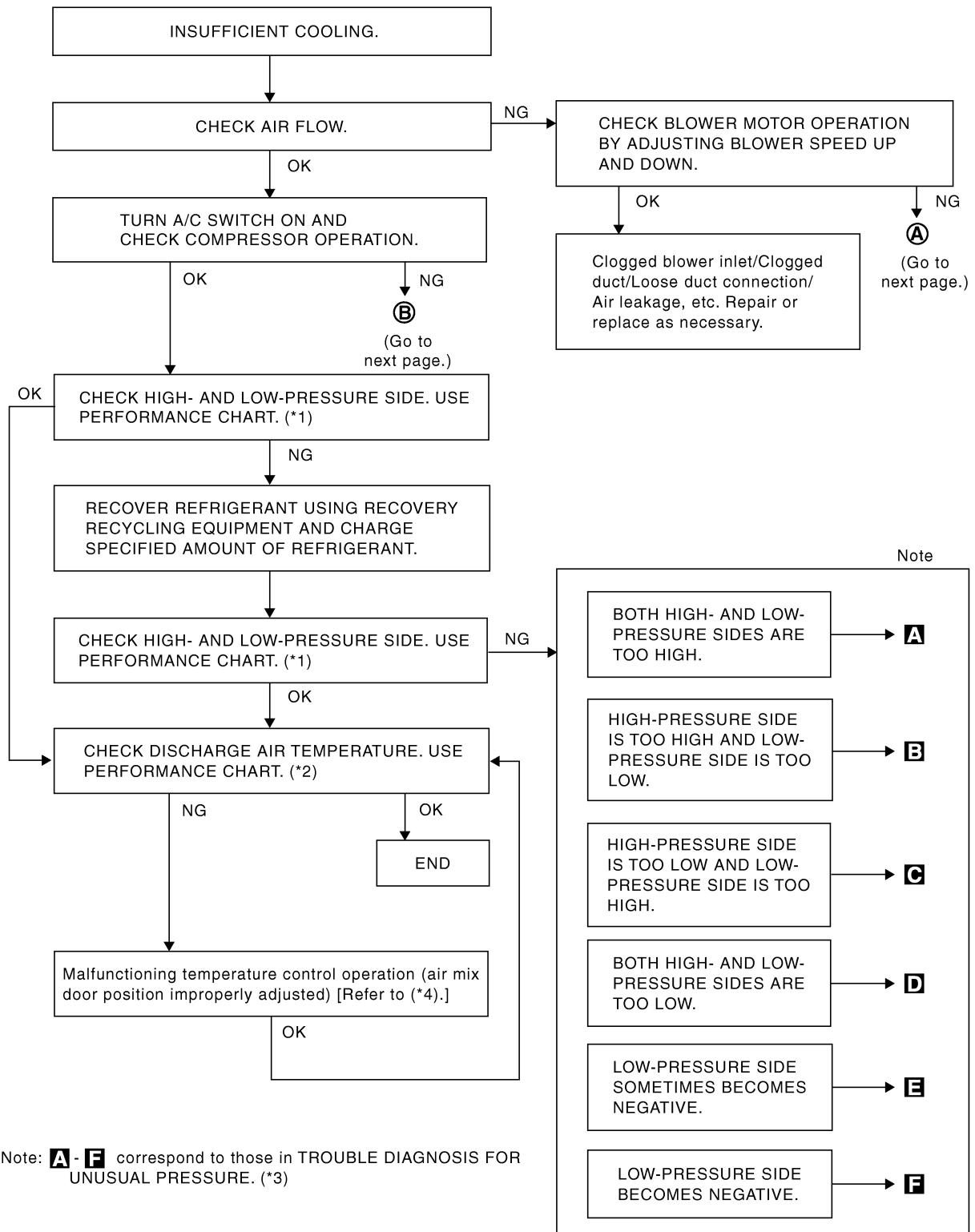
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# TROUBLE DIAGNOSIS

## PERFORMANCE TEST DIAGNOSIS

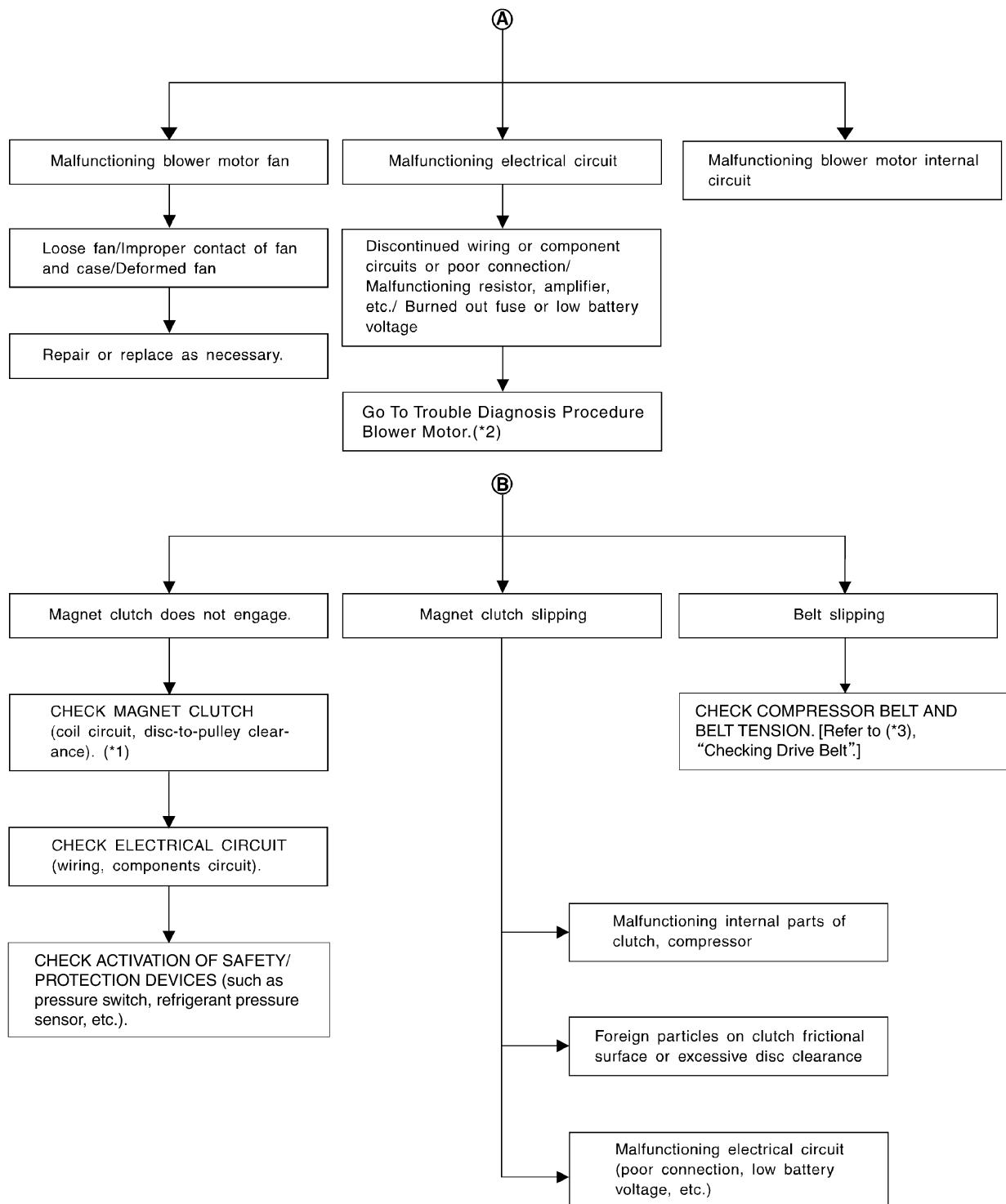


SJA1226E

\*1 [ATC-96, "PERFORMANCE CHART"](#) \*2 [ATC-96, "PERFORMANCE CHART"](#) \*3 [ATC-98, "TROUBLE DIAGNOSIS FOR UNUSUAL PRESSURE"](#)

\*4 [ATC-73, "Air Mix Door Motor Circuit"](#)

# TROUBLE DIAGNOSIS



\*1 [ATC-144, "Removal and Installation of Compressor Clutch"](#)

\*2 [ATC-79, "Blower Motor Circuit"](#)

\*3 [EM-13, "Checking Drive Belts" \(QR engine\)](#) or [EM-139, "Checking Drive Belts" \(YD engine\)](#)

RJIA3107E

# 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 control dial	 (Ventilation) set
Intake switch	 (Recirculation) set
 Fan (blower) speed	Max. speed set
Engine speed	Idle speed

Operate the air conditioning system for 10 minutes before taking measurements.

### Test Reading (QR 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

Relative humidity %	Ambient air Air temperature °C (°F)	High-pressure (Discharge side) kPa (bar, kg/cm <sup>2</sup> , psi)	Low-pressure (Suction side)
			kPa (bar, kg/cm <sup>2</sup> , psi)
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)

# TROUBLE DIAGNOSIS

## Test Reading (YD 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)	12.0 - 14.0 (54 - 57)
	30 (86)	15.5 - 18.8 (60 - 66)
	35 (95)	20.4 - 24.0 (69 - 75)
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)	24.0 - 27.0 (75 - 81)

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

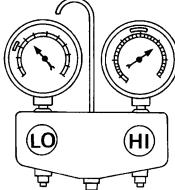
Ambient air		High-pressure (Discharge side) kPa (bar, kg/cm <sup>2</sup> , psi)	Low-pressure (Suction side) kPa (bar, kg/cm <sup>2</sup> , psi)
Relative humidity %	Air temperature °C (°F)		
50 - 70	20 (68)	765 - 922 (7.65 - 9.22, 7.8 - 9.4, 111 - 134)	177 - 226 (1.77 - 2.26, 1.8 - 2.3, 26 - 33)
	25 (77)	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, 14.0 - 17.0, 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)

# TROUBLE DIAGNOSIS

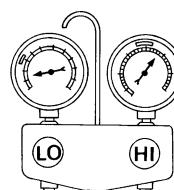
## TROUBLE DIAGNOSIS FOR UNUSUAL PRESSURE

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

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

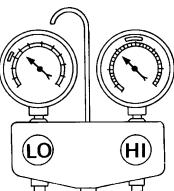
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
	Pressure is reduced soon after water is splashed on condenser.	Excessive refrigerant charge in refrigeration cycle.	Reduce refrigerant until specified pressure is obtained.
	Air suction by cooling fan is insufficient.	Insufficient condenser cooling performance. ↓ 1. Condenser fins are clogged. 2. Improper fan rotation of cooling fan.	● Clean condenser. ● Check and repair cooling fan as necessary.
Both high- and low-pressure sides are too high.   AC359A	<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. ↓ Improper expansion valve adjustment.</li> </ul>	Replace expansion valve.

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

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
High-pressure side is too high and low-pressure side is too low.   AC360A	Upper side of condenser and high-pressure side are hot, however, liquid tank is not so hot.	High-pressure tube or parts located between compressor and condenser are clogged or crushed.	<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
High-pressure side is too low and low-pressure side is too high.  AC356A	High- and low-pressure sides become equal soon after compressor operation stops.	Compressor pressure operation is improper. ↓ Damaged inside compressor packings.	Replace compressor.
		No temperature difference between high- and low-pressure sides.	Compressor pressure operation is improper. ↓ Damaged inside compressor packings.

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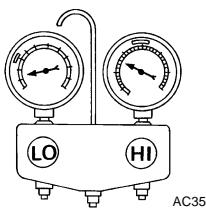
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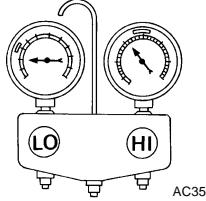
M

# TROUBLE DIAGNOSIS

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

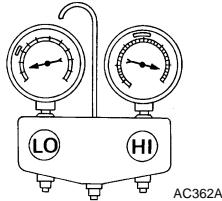
Gauge indication	Refrigerant cycle	Probable cause	Corrective action
Both high- and low-pressure sides are too low.   AC353A	<ul style="list-style-type: none"> <li>There is a big temperature difference between liquid tank outlet and inlet. Outlet temperature is extremely low.</li> <li>Liquid tank inlet 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 liquid tank 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 slightly cool when touched.	Low refrigerant charge. ↓ Leaking fittings or components.	Check refrigerant for leaks. Refer to <a href="#">ATC-159, "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 expansion valve. 3. Outlet and inlet may be clogged.	<ul style="list-style-type: none"> <li>Remove foreign particles by using compressed air.</li> <li>Replace expansion valve.</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-114, "Intake Sensor Circuit"</a> (With diesel engine).</li> <li>Replace compressor.</li> <li>Repair evaporator fins.</li> <li>Replace evaporator.</li> <li>Refer to <a href="#">ATC-79, "Blower Motor Circuit"</a>.</li> </ul>

## Low-pressure Side Sometimes Becomes Negative

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
Low-pressure side sometimes becomes negative.   AC354A	<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>	Refrigerant does not discharge cyclically. ↓ Moisture is frozen at expansion valve outlet and inlet. ↓ Water is mixed with refrigerant.	<ul style="list-style-type: none"> <li>Drain water from refrigerant or replace refrigerant.</li> <li>Replace liquid tank.</li> </ul>

## TROUBLE DIAGNOSIS

### Low-pressure Side Becomes Negative

Gauge indication	Refrigerant cycle	Probable cause	Corrective action
<p>Low-pressure side becomes negative.</p> 	<p>Liquid tank or front/rear side of expansion valve's pipe is frosted or dewed.</p>	<p>High-pressure side is closed and refrigerant does not flow. ↓ 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>

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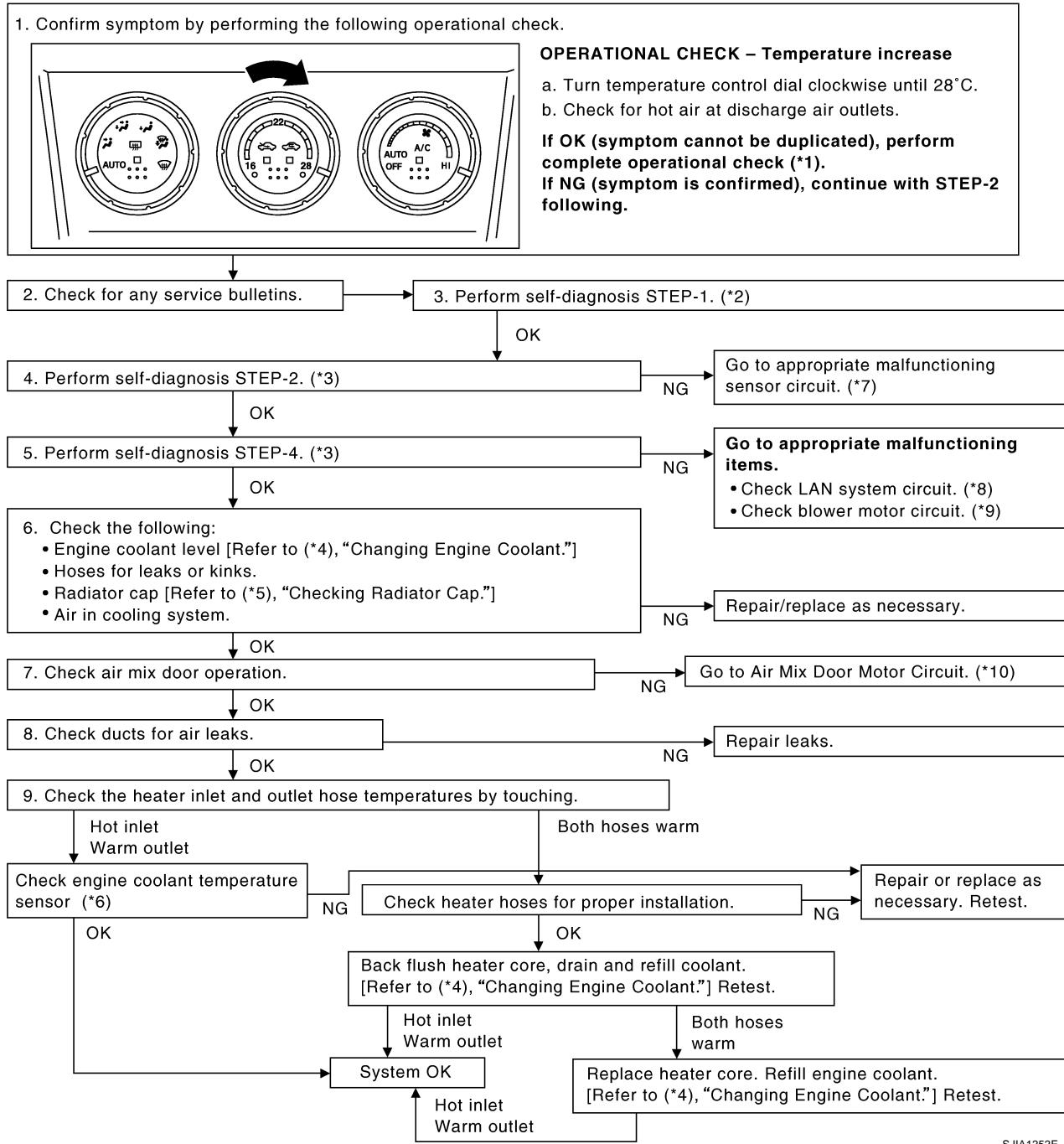
## **TROUBLE DIAGNOSIS**

## Insufficient Heating

BJ50004S

## SYMPTOM: Insufficient heating

## INSPECTION FLOW



\*1 ATC-63, "Operational Check"

\*2 ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 1.

\*3 ATC-57, "FUNCTION CONFIRMATION PROCEDURE", see No. 5 to 7.

\*4 CO-9, "Changing Engine Coolant"  
(QR engine) or CO-32, "Changing Engine Coolant" (YD engine)

- \*5 CO-13. "Checking Radiator Cap"  
(QR engine) or CO-36. "Checking Radiator Cap" (YD engine)

- \*6 [EC-168, "DTC P0117, P0118 ECT SENSOR"](#) (QR engine: WITH EURO-OBD), [EC-654, "DTC P0117, P0118 ECT SENSOR"](#) (QR engine: WITHOUT EURO-OBD), [EC-1107, "DTC P0117, P0118 ECT SENSOR"](#) (YD engine: WITH EURO-OBD) or [EC-1557, "DTC P0117, P0118 ECT SENSOR"](#) (YD engine: WITHOUT EURO-OBD)

## TROUBLE DIAGNOSIS

\*7 [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#), see No. 9.

\*8 [ATC-66, "LAN System Circuit"](#)

\*9 [ATC-79, "Blower Motor Circuit"](#)

\*10 [ATC-73, "Air Mix Door Motor Circuit"](#)

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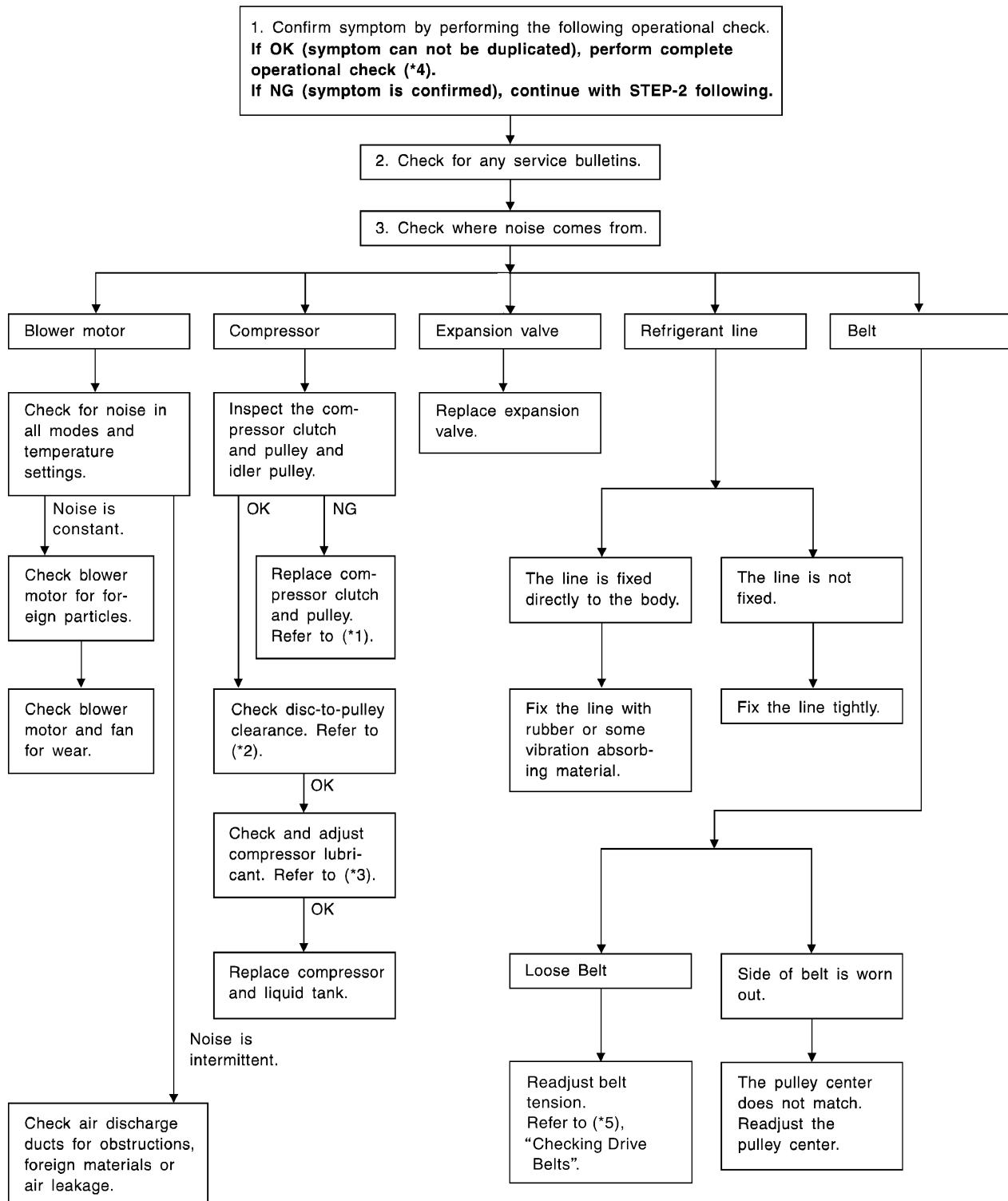
# TROUBLE DIAGNOSIS

## Noise

BJS0004T

SYMPTOM: Noise

### INSPECTION FLOW



RJIA3108E

# TROUBLE DIAGNOSIS

\*1 Compressor clutch, [ATC-144, "REMOVAL"](#).  
\*4 [ATC-63, "Operational Check"](#)

\*2 Compressor clutch, [ATC-148, "INSTALLATION"](#).  
\*5 [EM-13, "Checking Drive Belts" \(QR engine\)](#) or [EM-139, "Checking Drive Belts" \(YD engine\)](#)

\*3 [ATC-23, "Maintenance of Lubricant Quantity in Compressor"](#)

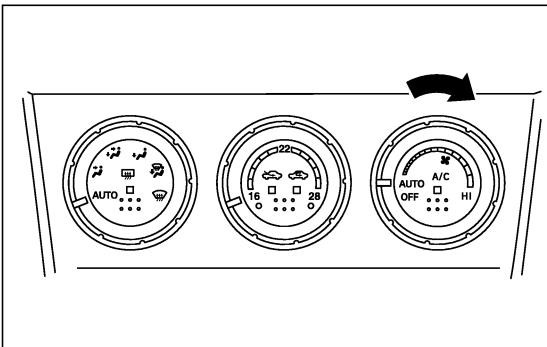
## Self-diagnosis

BJS0004U

SYMPTOM: Self-diagnosis cannot be performed.

## INSPECTION FLOW

1. Confirm symptom by performing operational check.



### OPERATIONAL CHECK

- Set mode control dial and fan control dial to AUTO position.
- Press A/C switch.  
Confirm that the compressor clutch engages (sound or visual inspection).  
(Discharge air and blower speed will depend on ambient, in-vehicle and set temperatures.)

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

2. Check for any service bulletins.

3. Check Main Power Supply and Ground Circuit. (\*2)

OK

Cause cannot be confirmed by self-diagnosis.

If the symptom still exists, perform a complete operational check (\*1) and check for other symptoms.  
[Refer to symptom table, (\*3).]  
Does another symptom exist?

NO

INSPECTION END

Replace auto amp.

YES

Go to Trouble Diagnosis for related symptom.

Another symptom exists.

\*1 [ATC-63, "Operational Check"](#)

\*2 [ATC-64, "Power Supply and Ground Circuit for Auto Amp."](#)

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

SJIA1253E

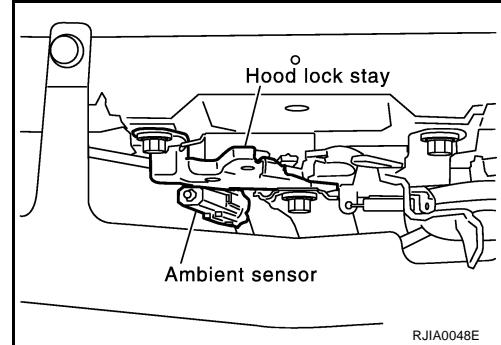
# TROUBLE DIAGNOSIS

## Ambient Sensor Circuit COMPONENT DESCRIPTION

BJS0004V

### 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 amp.



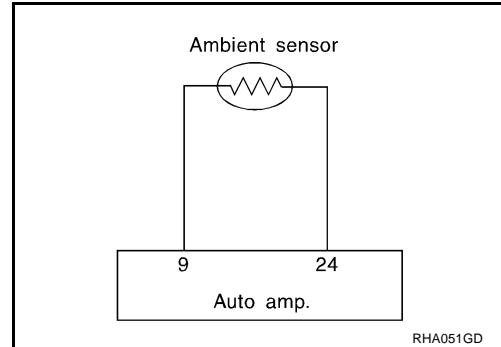
## AMBIENT TEMPERATURE INPUT PROCESS

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

As an example, consider stopping for a few minutes 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.

## DIAGNOSIS PROCEDURE FOR AMBIENT SENSOR

**SYMPTOM:** Ambient sensor circuit is open or shorted. (LED of A/C switch does not illuminate as a result of performing self-diagnosis STEP-2.)



## 1. CHECK VOLTAGE BETWEEN AMBIENT SENSOR AND GROUND

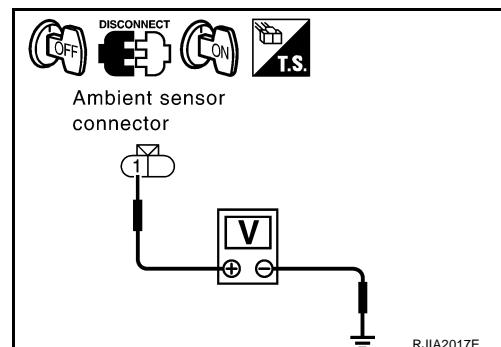
1. Disconnect ambient sensor connector.
2. Turn ignition switch ON.
3. Check voltage between ambient sensor harness connector E38 terminal 1 and ground.

**1 – Ground**

**: Approx. 5 V**

OK or NG

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



# TROUBLE DIAGNOSIS

## 2. CHECK CIRCUIT BETWEEN CONTINUITY AMBIENT SENSOR AND AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect auto amp. connector.
3. Check continuity between ambient sensor harness connector E38 terminal 2 and auto amp. harness connector M53 terminal 24.

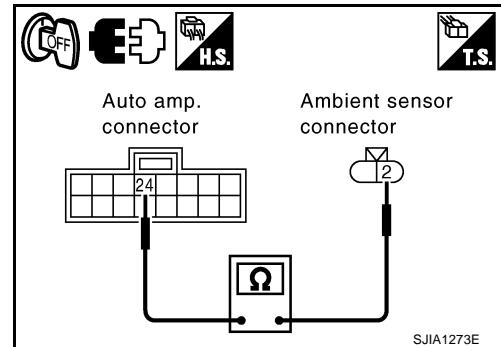
**2 – 24**

**: Continuity should exist.**

OK or NG

OK >> GO TO 3.

NG >> Repair harness or connector.



## 3. CHECK AMBIENT SENSOR

Refer to [ATC-108, "Ambient Sensor"](#).

OK or NG

OK >> 1. Replace auto amp.

2. Go to self-diagnosis [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2.

NG >> 1. Replace ambient sensor.

2. Go to self-diagnosis [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2.

## 4. CHECK CIRCUIT CONTINUITY BETWEEN AMBIENT SENSOR AND AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect auto amp. connector.
3. Check continuity between ambient sensor harness connector E38 terminal 1 and auto amp. harness connector M52 terminal 9.

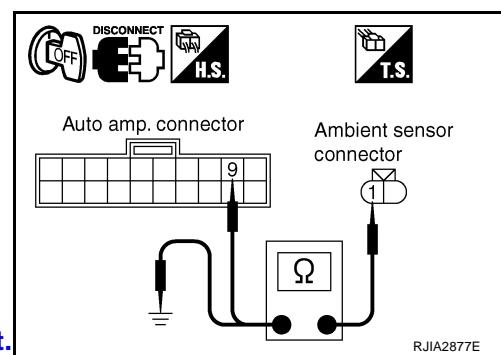
**1 – 9**

**: Continuity should exist.**

4. Check continuity between ambient sensor harness connector E38 terminal 1 and ground.

**1 – Ground**

**: Continuity not should exist.**



OK or NG

OK >> 1. Replace auto amp.

2. Go to self-diagnosis [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2.

NG >> Repair harness or connector.

# TROUBLE DIAGNOSIS

## COMPONENT INSPECTION

### Ambient Sensor

After disconnecting ambient sensor connector E38, measure resistance between terminals 1 and 2 at sensor 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.

### In-vehicle Sensor Circuit

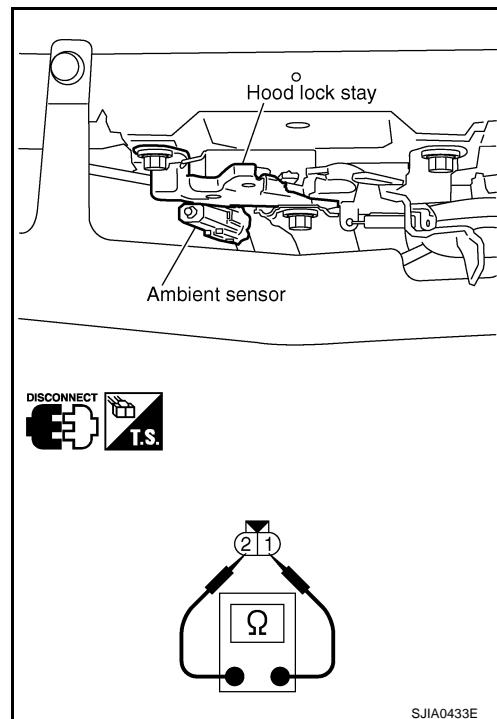
#### COMPONENT DESCRIPTION

##### In-vehicle Sensor

The in-vehicle sensor is located on instrument driver 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 amp.

##### NOTE:

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



SJIA0433E

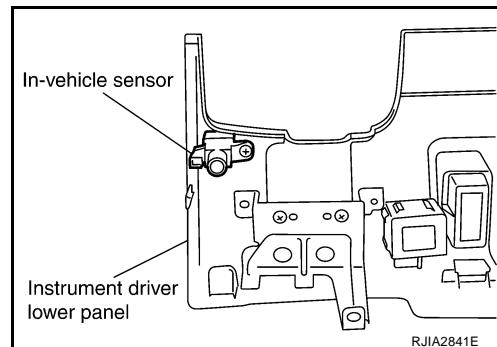
BJS0004W

##### Aspirator

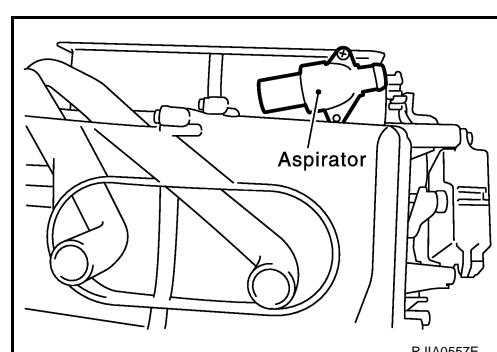
The aspirator is located on front side of heater & cooling unit. It produces vacuum pressure due to air discharged from the heater & cooling unit, continuously taking compartment air in the aspirator.

##### NOTE:

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

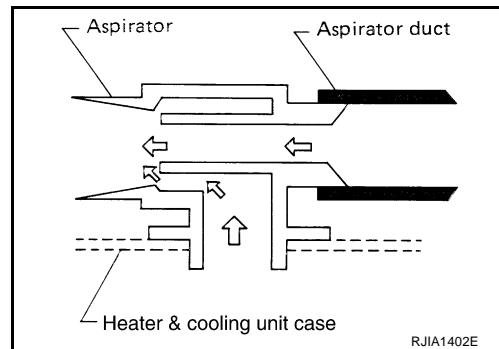


RJIA2841E



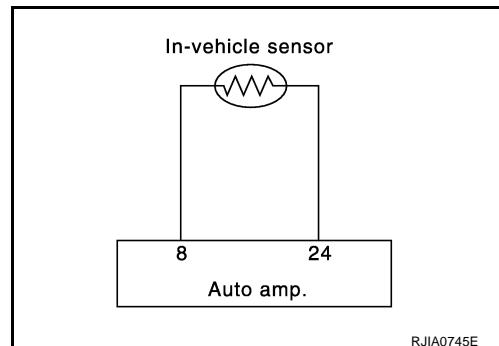
RJIA0557E

# TROUBLE DIAGNOSIS



## DIAGNOSIS PROCEDURE FOR IN-VEHICLE SENSOR

**SYMPTOM:** In-vehicle sensor circuit is open or shorted. (LED of A/C switch does not illuminate as a result of performing self-diagnosis STEP-2.)



### 1. CHECK VOLTAGE BETWEEN IN-VEHICLE SENSOR AND GROUND

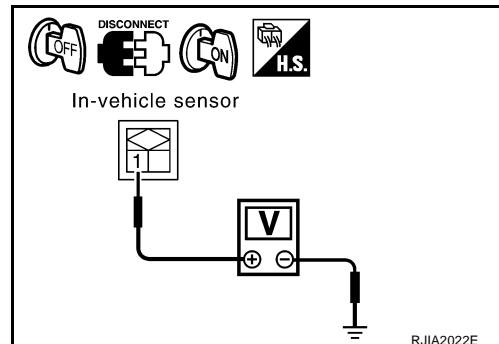
1. Disconnect in-vehicle sensor connector.
2. Turn ignition switch ON.
3. Check voltage between in-vehicle sensor harness connector M34 terminal 1 and ground.

**1 – Ground**

**: Approx. 5 V**

OK or NG

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



### 2. CHECK CIRCUIT CONTINUITY BETWEEN IN-VEHICLE SENSOR AND AUTO AMP.

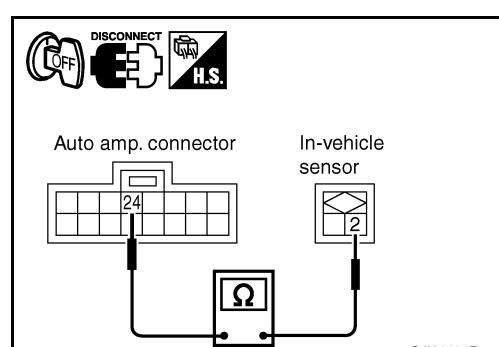
1. Turn ignition switch OFF.
2. Disconnect auto amp. connector.
3. Check continuity between in-vehicle sensor harness connector M34 terminal 2 and auto amp. harness connector M53 terminal 24.

**2 – 24**

**: Continuity should exist.**

OK or NG

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



# TROUBLE DIAGNOSIS

## 3. CHECK IN-VEHICLE SENSOR

Refer to ATC-110, "In-vehicle Sensor" .

OK or NG

OK >> 1. Replace auto amp.

2. Go to self-diagnosis [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2.

NG >> 1. Replace in-vehicle sensor.

2. Go to self-diagnosis [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2.

## 4. CHECK CIRCUIT CONTINUITY BETWEEN IN-VEHICLE SENSOR AND AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect auto amp. connector.
3. Check continuity between in-vehicle sensor harness connector M34 terminal 1 and auto amp. harness connector M52 terminal 8.

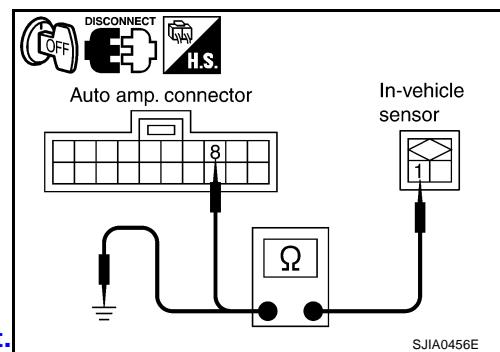
**1 – 8**

**: Continuity should exist.**

4. Check continuity between in-vehicle sensor harness connector M34 terminal 1 and ground.

**1 – Ground**

**: Continuity not should exist.**



OK or NG

OK >> 1. Replace auto amp.

2. Go to self-diagnosis [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2.

NG >> Repair harness or connector.

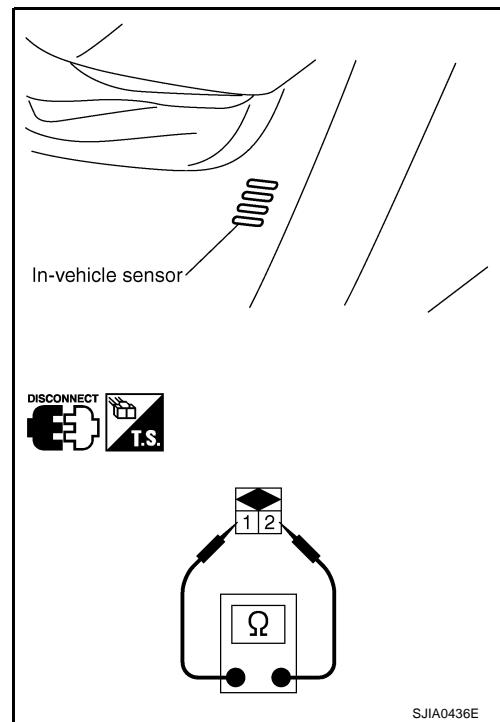
## COMPONENT INSPECTION

### In-vehicle Sensor

After disconnecting in-vehicle sensor connector M34, measure resistance between terminals 1 and 2 at sensor 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

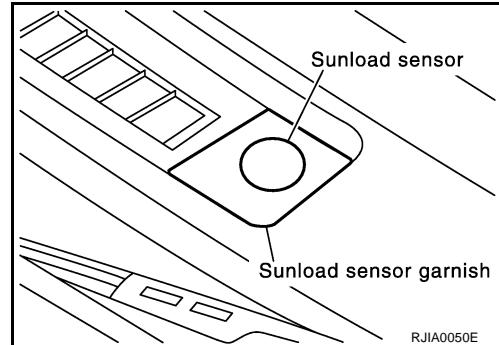
BJS0004X

### Sunload Sensor

The sunload sensor is located on the defroster grille (passenger side). 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 amp.

#### NOTE:

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



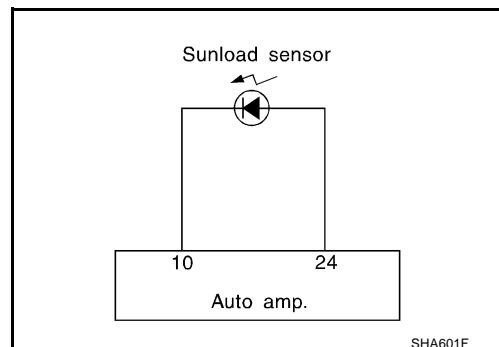
### SUNLOAD INPUT PROCESS

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 ATC system operation due to small or quick variations in detected sunload.

For example, consider driving along a road bordered by an occasional group of large trees. The sunload detected by the 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 ATC system operation. On the other hand, shortly after entering a long tunnel, the system will recognize the change in sunload, and the system will react accordingly.

### DIAGNOSIS PROCEDURE FOR SUNLOAD SENSOR

**SYMPTOM:** Sunload sensor circuit is open or shorted. (LED of A/C switch does not illuminate as a result of performing self-diagnosis STEP-2.)



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

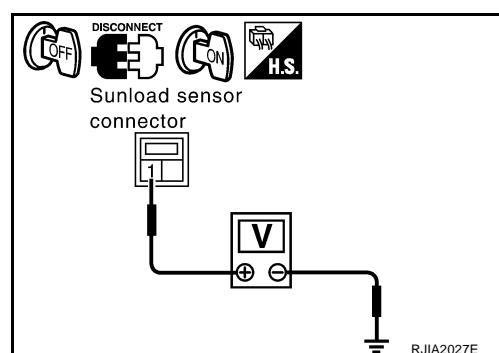
1. Disconnect sunload sensor connector.
2. Turn ignition switch ON.
3. Check voltage between sunload sensor harness connector M74 terminal 1 and ground.

1 – Ground

: Approx. 5 V

OK or NG

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



# TROUBLE DIAGNOSIS

## 2. CHECK CIRCUIT CONTINUITY BETWEEN SUNLOAD SENSOR AND AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect auto amp. connector.
3. Check continuity between sunload sensor harness connector M74 terminal 2 and auto amp. harness connector M53 terminal 24.

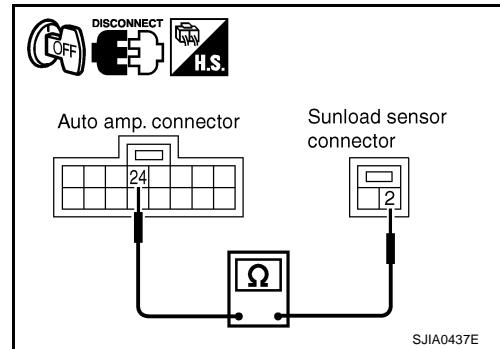
**2 – 24**

**: Continuity should exist.**

OK or NG

OK >> GO TO 3.

NG >> Repair harness or connector.



## 3. CHECK SUNLOAD SENSOR.

1. Reconnect sunload sensor connector and auto amp. connector.
2. Refer to [ATC-113, "Sunload Sensor"](#).

OK or NG

OK >> 1. Replace auto amp.

2. Go to self-diagnosis [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2.

NG >> 1. Replace sunload sensor.

2. Go to self-diagnosis [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2.

## 4. CHECK CIRCUIT CONTINUITY BETWEEN SUNLOAD SENSOR AND AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect auto amp. connector.
3. Check continuity between sunload sensor harness connector M74 terminal 1 and auto amp. harness connector M52 terminal 10.

**1 – 10**

**: Continuity should exist.**

4. Check continuity between sunload sensor harness connector M74 terminal 1 and ground.

**1 – Ground**

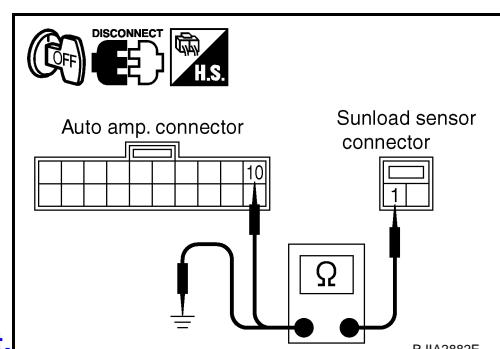
**: Continuity not should exist.**

OK or NG

OK >> 1. Replace auto amp.

2. Go to self-diagnosis [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2.

NG >> Repair harness or connector.

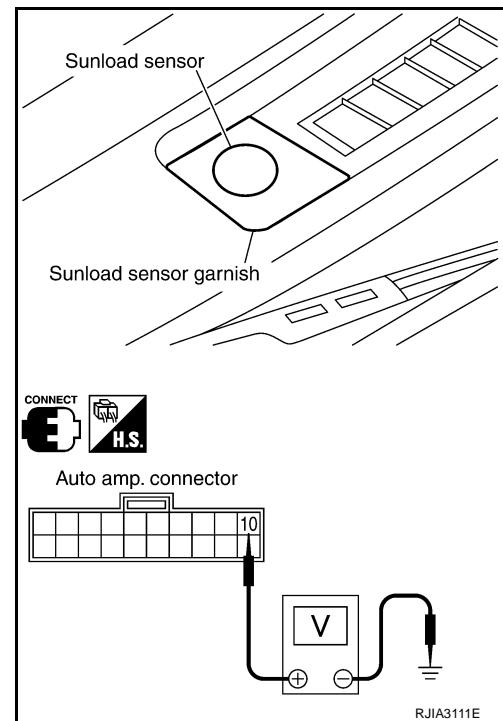


# TROUBLE DIAGNOSIS

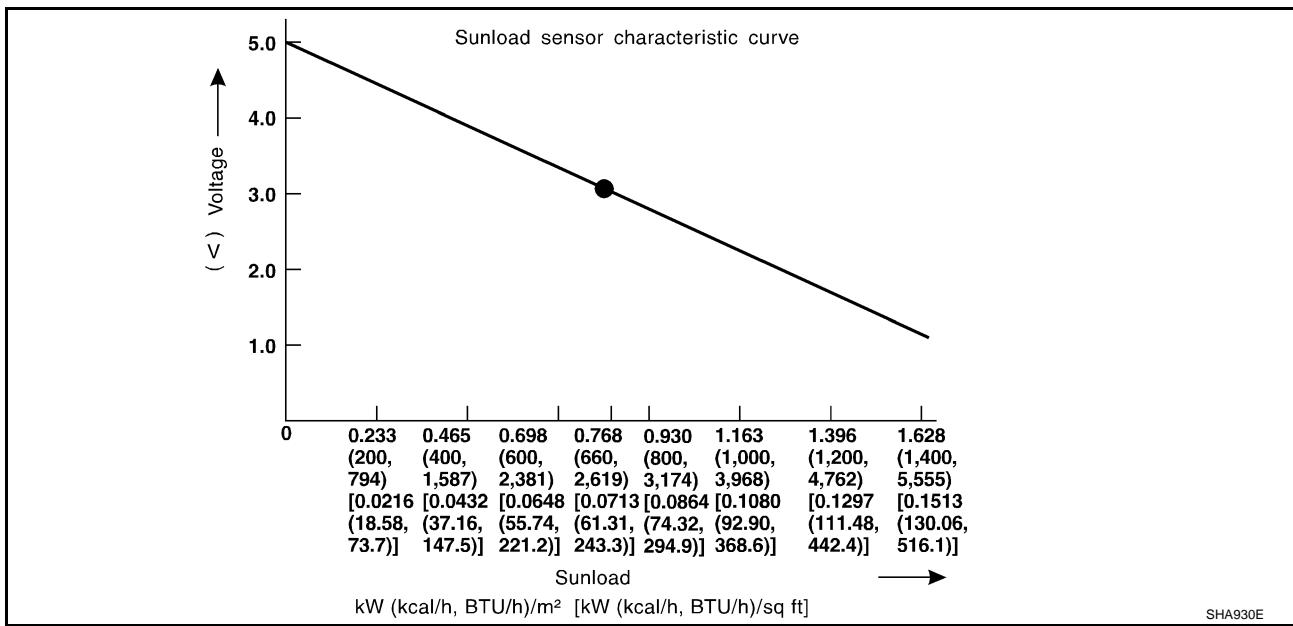
## COMPONENT INSPECTION

### Sunload Sensor

Measure voltage between auto amp. harness connector M52 terminal 10 and ground.



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



If NG, replace sunload sensor.

# TROUBLE DIAGNOSIS

## Intake Sensor Circuit COMPONENT DESCRIPTION

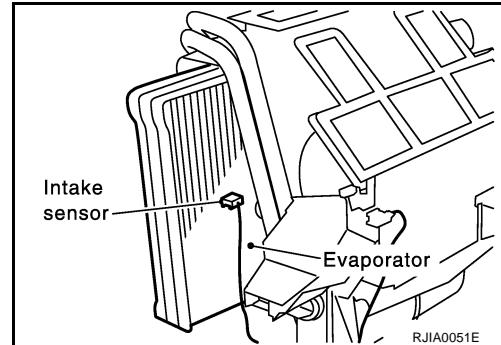
BJS0004Y

### Intake Sensor

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

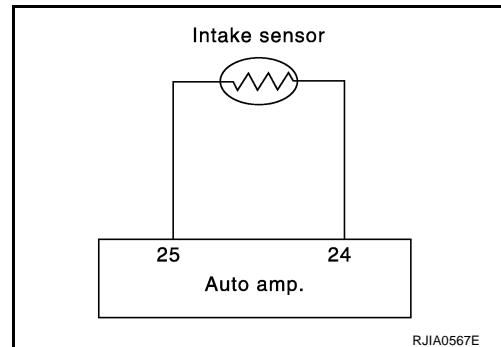
#### NOTE:

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



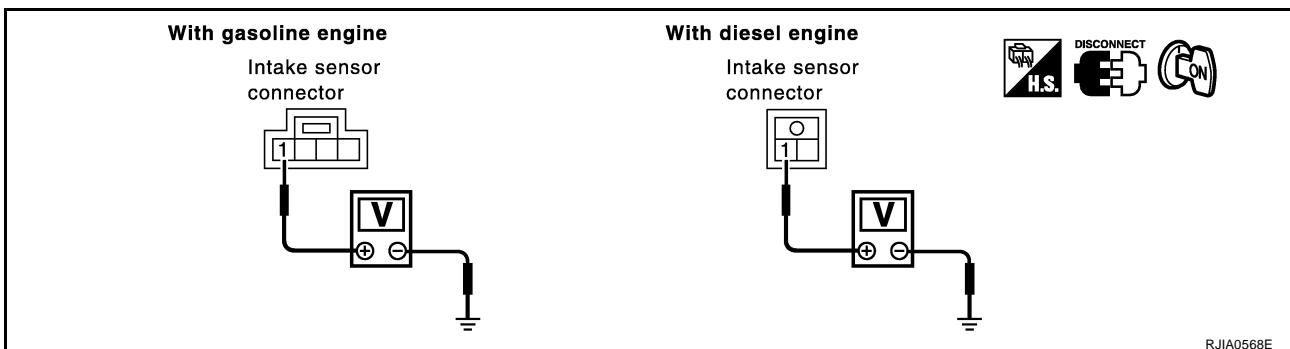
## DIAGNOSIS PROCEDURE FOR INTAKE SENSOR

**SYMPTOM:** Intake sensor circuit is open or shorted. (LED of A/C switch does not illuminate as a result of performing self-diagnosis STEP-2.)



## 1. CHECK VOLTAGE BETWEEN INTAKE SENSOR AND GROUND

1. Disconnect intake sensor connector.
2. Turn ignition switch ON.
3. Check voltage between intake sensor harness connector M68 (QR engine) or M69 (YD engine) terminal 1 and ground.



**1 – Ground**

**: Approx. 5 V**

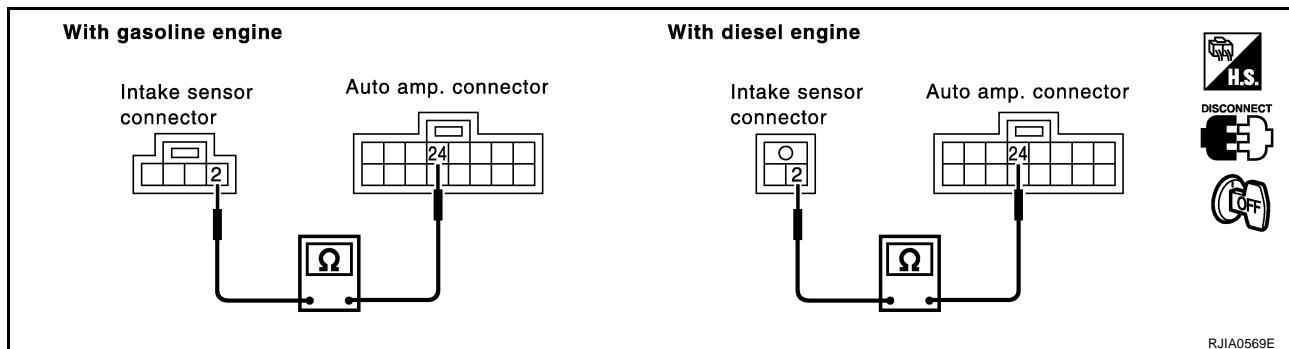
OK or NG

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

# TROUBLE DIAGNOSIS

## 2. CHECK CIRCUIT CONTINUITY BETWEEN INTAKE SENSOR AND AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect auto amp. connector.
3. Check continuity between intake sensor harness connector M68 (QR engine) or M69 (YD engine) terminal 2 and auto amp. harness connector M53 terminal 24.



**2 – 24**

: Continuity should exist.

OK or NG

OK    >> GO TO 3.

NG    >> Repair harness or connector.

## 3. CHECK INTAKE SENSOR

Refer to [ATC-116, "Intake Sensor"](#) .

OK or NG

OK    >> 1. Replace auto amp.

2. Go to self-diagnosis [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2.

NG    >> 1. Replace intake sensor.

2. Go to self-diagnosis [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2.

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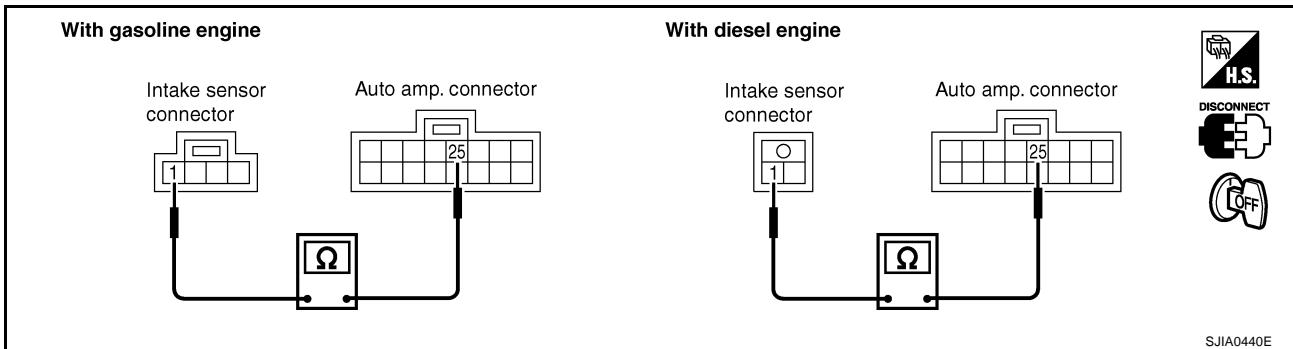
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# TROUBLE DIAGNOSIS

## 4. CHECK CIRCUIT CONTINUITY BETWEEN INTAKE SENSOR AND AUTO AMP.

1. Turn ignition switch OFF.
2. Disconnect auto amp. connector.
3. Check continuity between intake sensor harness connector M68 (QR engine) or M69 (YD engine) terminal 1 and auto amp. harness connector M53 terminal 25.



**1 – 25**

: Continuity should exist.

OK or NG

OK >> 1. Replace auto amp.

2. Go to self-diagnosis [ATC-57, "FUNCTION CONFIRMATION PROCEDURE"](#) and perform self-diagnosis STEP-2.

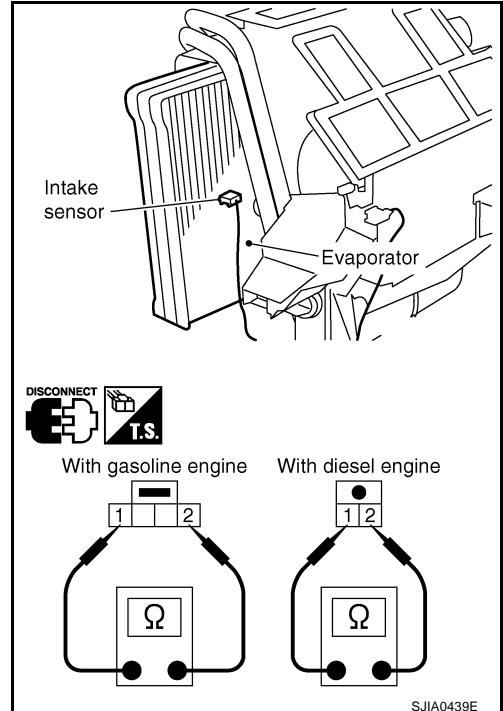
NG >> Repair harness or connector.

## COMPONENT INSPECTION

### Intake Sensor

After disconnecting intake sensor connector M68 (QR engine) or M69 (YD engine), measure resistance between terminals 1 and 2 at sensor side, using the table below.

Temperature °C (°F)	Resistance kΩ	
	QR engine	YD 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.

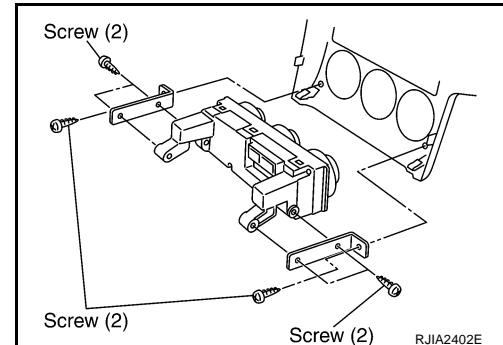
## CONTROLLER

PFP:27500

### Removal and Installation REMOVAL

BJS0004Z

1. Remove cluster lid C. Refer to [IP-11, "Removal and Installation"](#) .
2. Remove mounting screws, and then remove controller.



### INSTALLATION

Installation is basically the reverse order of removal.

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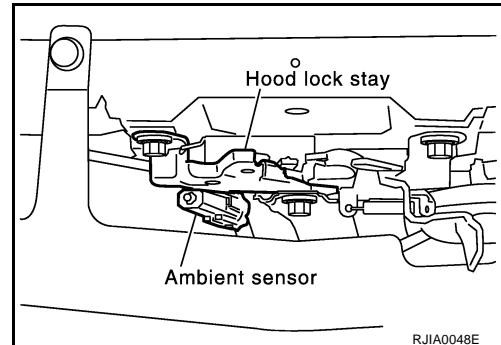
## AMBIENT SENSOR

PFP:27722

### Removal and Installation

#### REMOVAL

1. Remove front grille. Refer to [EI-19, "FRONT GRILLE"](#) .
2. Disconnect ambient sensor connector, and then remove ambient sensor.



#### INSTALLATION

Installation is basically the reverse order of removal.

## IN-VEHICLE SENSOR

PFP:27720

### Removal and Installation

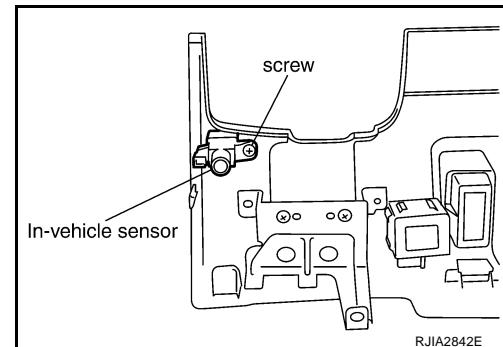
BJS00051

#### REMOVAL

1. Remove instrument driver lower panel. Refer to [IP-11, "Removal and Installation"](#) .
2. Remove mounting screw, and then remove in-vehicle sensor.

##### NOTE:

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



#### INSTALLATION

Installation is basically the reverse order of removal.

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# SUNLOAD SENSOR

## SUNLOAD SENSOR

PFP:27721

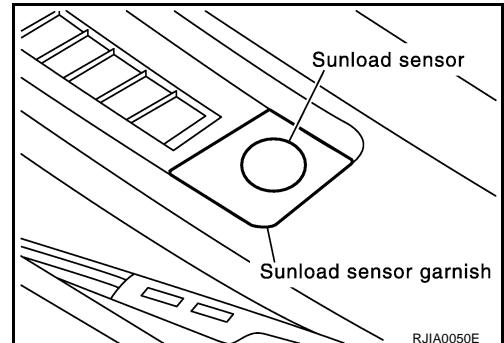
### Removal and Installation

#### REMOVAL

1. Remove sunload sensor garnish.
2. Disconnect sunload sensor connector, and then remove sunload sensor.

#### NOTE:

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



### INSTALLATION

Installation is basically the reverse order of removal.

## INTAKE SENSOR

PFP:27723

### Removal and Installation

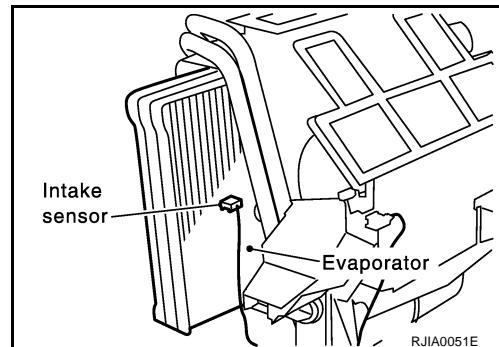
BJS00053

#### REMOVAL

1. Remove evaporator. Refer to [ATC-157, "Removal and Installation of Evaporator"](#) .
2. Remove intake sensor from evaporator.

#### NOTE:

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



#### INSTALLATION

Installation is basically the reverse order of removal.

#### CAUTION:

- Replace O-rings of A/C piping with new ones, and then apply compressor oil to it when installing it.
- Mark the mounting position of intake sensor bracket prior to removal so that the reinstalled sensor can be located in the same position.
- When recharging refrigerant, check for leaks.

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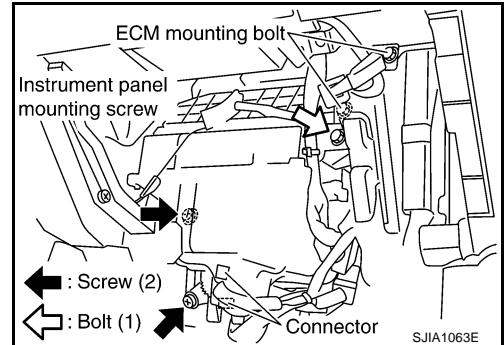
## BLOWER UNIT

PFP:27200

### Removal and Installation

#### REMOVAL

1. Remove glove box, glove box cover and instrument passenger lower panel. Refer to [IP-11, "Removal and Installation"](#).
2. Remove ECM mounting bolt, and then remove ECM with ECM bracket attached.
3. Remove instrument panel mounting screw.
4. Remove blower unit mounting bolt and screws.
5. Disconnect blower motor connector and fan control amp. connector.



6. Disconnect intake door motor connector, and then remove harness clips.
7. Remove blower unit.

**CAUTION:**

**Slide the blower unit toward the right, remove location pins (2 parts), then move it downward.**

**NOTE:**

These figures are for LHD models. The layout for RHD models is symmetrically opposite.



#### INSTALLATION

Installation is basically the reverse order of removal.

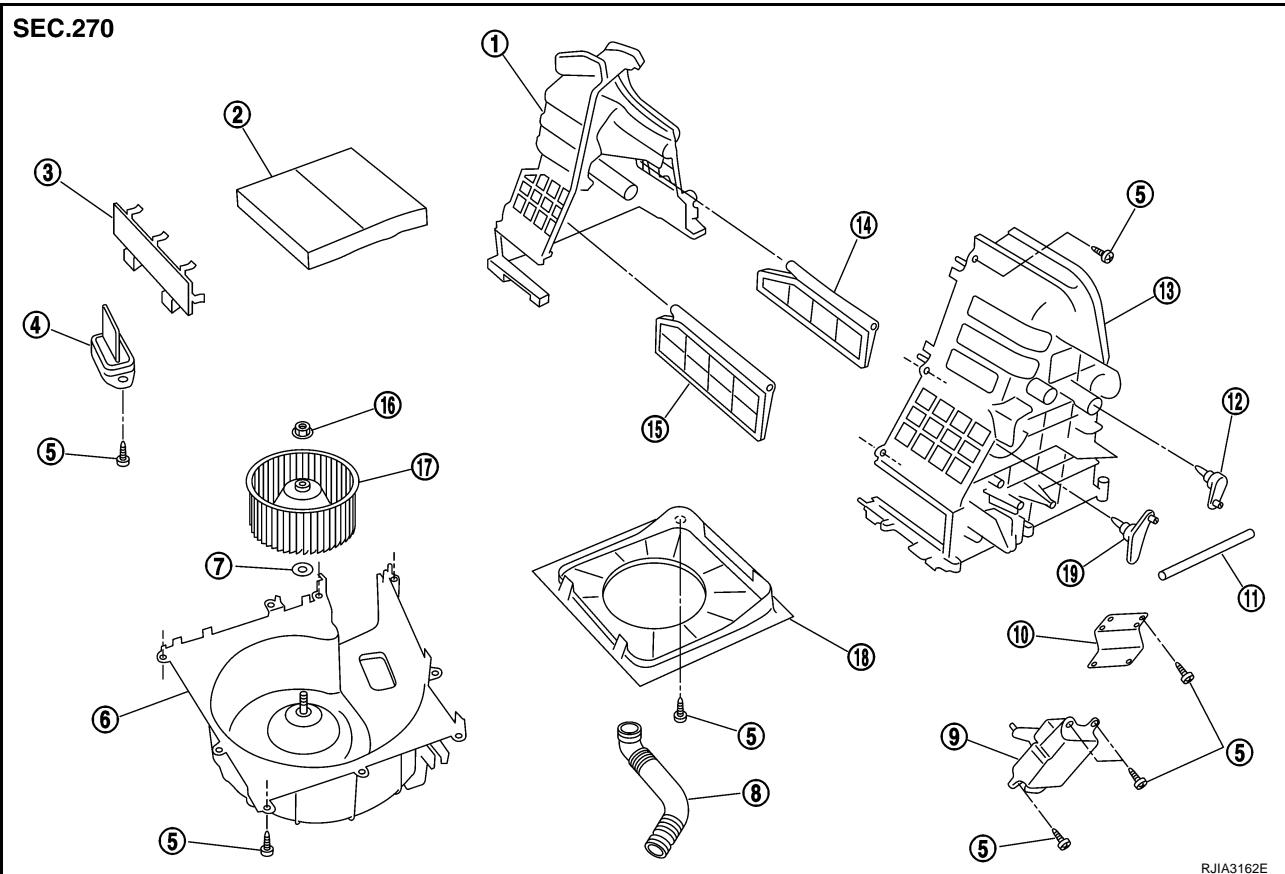
**CAUTION:**

**Make sure location pins (2 parts) are securely installed.**

# BLOWER UNIT

## Disassembly and Assembly

BJS00055



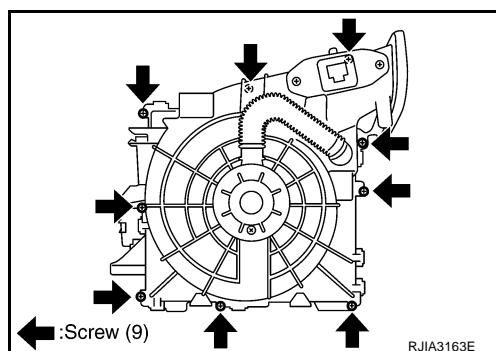
1. Upper case 2	2. Air conditioner filter	3. Filter cover
4. Fan control amp.	5. Screw	6. Blower fan motor assembly
7. Washer	8. Cooling hose	9. Intake door motor
10. Motor bracket (LHD models only)	11. Intake door link	12. Intake door lever 2
13. Upper case 1	14. Intake door 2	15. Intake door 1
16. Nut	17. Blower fan	18. Bell mouth
19. Intake door lever 1		

### CAUTION:

If retaining tabs are damaged while disassembling blower unit, use 9 screws (27111-2Y000) to assemble blower unit.

### NOTE:

These figures are for LHD models. The layout for RHD models is symmetrically opposite.



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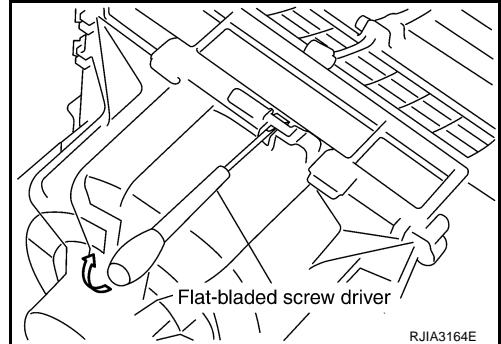
## BLOWER MOTOR

PFP:27226

### Removal and Installation

#### REMOVAL

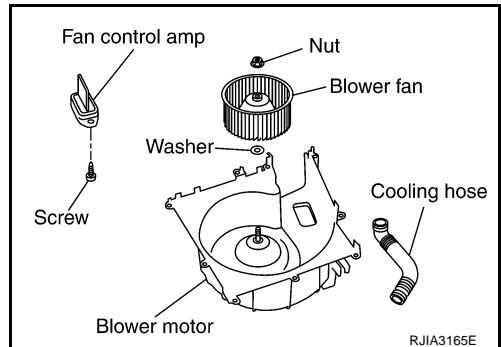
1. Remove blower unit. Refer to [ATC-122, "BLOWER UNIT"](#) .
2. Separate blower motor from blower unit .



3. Remove cooling hose, fan control amp. and blower fan.

**NOTE:**

These figures are for LHD models. The layout for RHD models is symmetrically opposite.



#### INSTALLATION

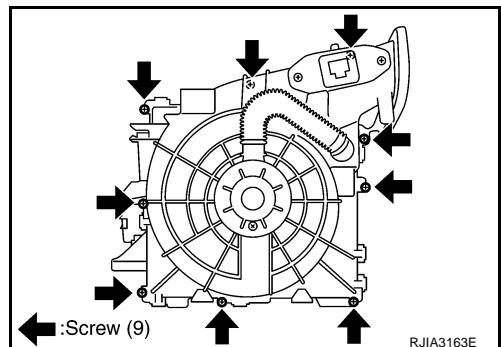
Installation is basically the reverse order of removal.

**CAUTION:**

If retaining tabs are damaged while disassembling blower unit, use 9 screws (27111-2Y000) to assemble blower unit.

**NOTE:**

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



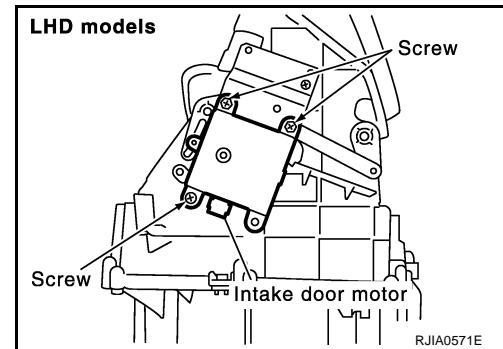
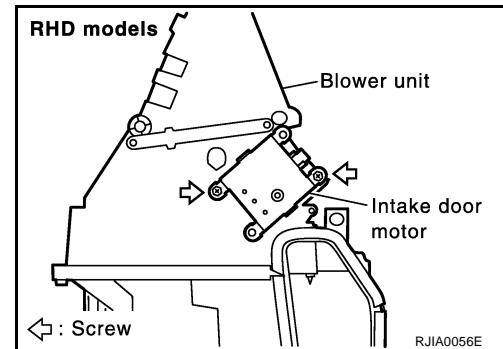
## INTAKE DOOR MOTOR

PFP:27730

### Removal and Installation REMOVAL

BJS00057

1. Remove blower unit. Refer to [ATC-122, "BLOWER UNIT"](#).
2. Remove mounting screws, and then intake door motor from blower unit.



### INSTALLATION

Installation is basically the reverse order of removal.

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# FAN CONTROL AMPLIFIER

## FAN CONTROL AMPLIFIER

PFP:27761

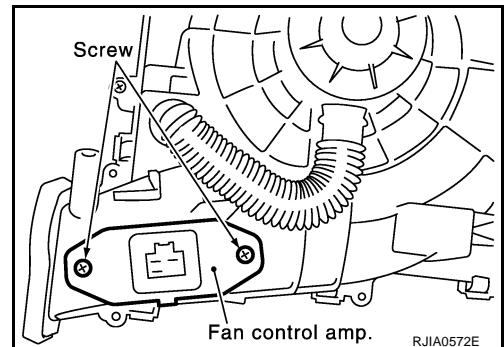
### Removal and Installation

#### REMOVAL

1. Remove blower unit. Refer to [ATC-122, "BLOWER UNIT"](#) .
2. Remove mounting screws, and then remove fan control amp.

#### NOTE:

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



### INSTALLATION

Installation is basically the reverse order of removal.

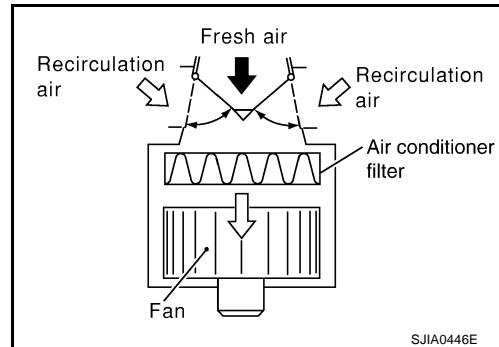
## AIR CONDITIONER FILTER

PFP:27277

### Removal and Installation FUNCTION

BJS00059

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



### REPLACEMENT TIMING

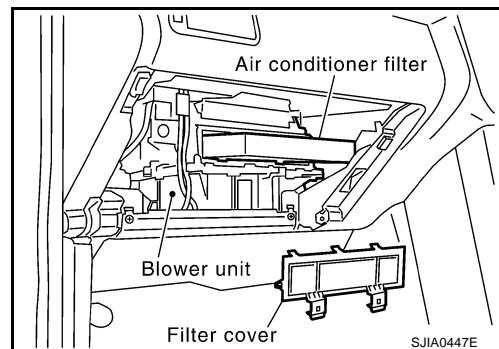
Replace air conditioner filter. Refer to [MA-8, "CHASSIS AND BODY MAINTENANCE \(QR20DE AND QR25DE PETROL ENGINE\)"](#) or [MA-9, "CHASSIS AND BODY MAINTENANCE \(YD22DDTi DIESEL ENGINE\)"](#).

### REPLACEMENT PROCEDURES

1. Remove glove box and glove box cover. Refer to [IP-11, "Removal and Installation"](#).
2. Remove filter cover.
3. Take out air conditioner filter from blower unit.
4. Replace with new one and reinstall on blower unit.
5. Reinstall glove box and glove box cover.

#### NOTE:

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



# HEATER & COOLING UNIT ASSEMBLY

## HEATER & COOLING UNIT ASSEMBLY

PFP:27110

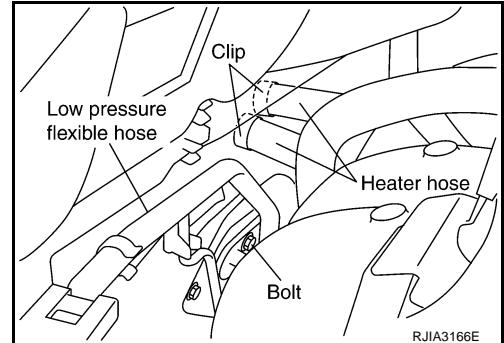
### Removal and Installation REMOVAL

BJS0005A

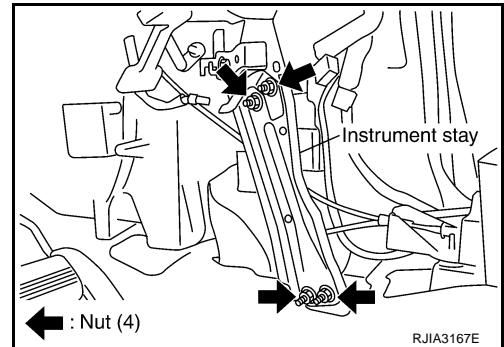
1. Use a refrigerant collecting equipment (for HFC-134a) to discharge the refrigerant.
2. Drain coolant from cooling system. Refer to [CO-9, "Changing Engine Coolant"](#) (QR engine) or [CO-32, "Changing Engine Coolant"](#) (YD engine).
3. Disconnect two heater hoses from heater core pipe.
4. Remove mounting bolt from low-pressure flexible hose.

#### CAUTION:

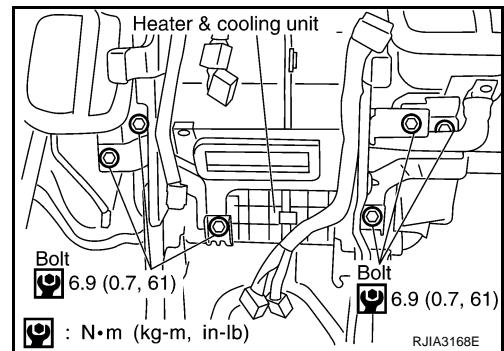
Cap or wrap the joint of the pipe with suitable material such as vinyl tape to avoid the entry of air.



5. Remove blower unit. Refer to [ATC-122, "BLOWER UNIT"](#) .
6. Remove instrument panel. Refer to [IP-11, "Removal and Installation"](#) .
7. Remove mounting nuts, and then remove instrument stay.



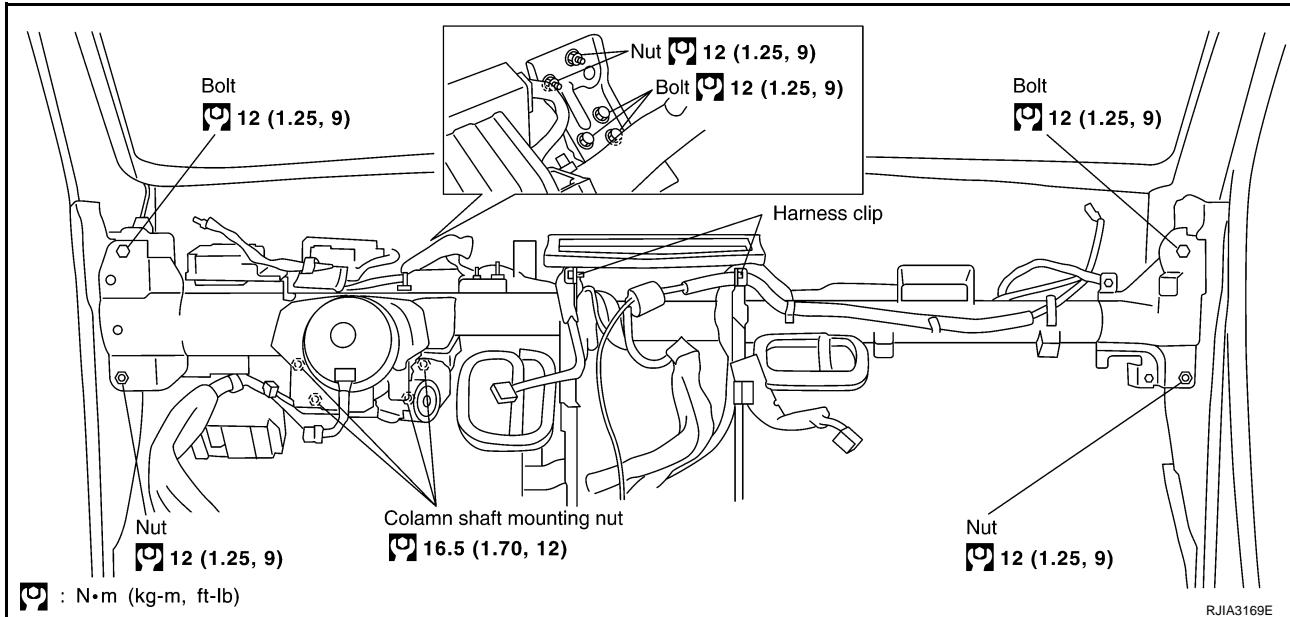
8. Remove mounting bolts from heater & cooling unit.



9. Remove clips of vehicle harness from steering member.
10. Remove column shaft mounting nuts.

# HEATER & COOLING UNIT ASSEMBLY

11. Remove mounting bolts and nuts, and then remove steering member.



12. Remove heater & cooling unit assembly.

**NOTE:**

These figures are for LHD models. The layout for RHD models is symmetrically opposite.

## INSTALLATION

Installation is basically the reverse order of removal.

**CAUTION:**

- Replace O-rings of low-pressure flexible hose and high-pressure pipe with new ones, and then apply compressor oil to it when installing it.
- When recharging refrigerant, check for leaks.

**NOTE:**

- When filling radiator with coolant, refer to [CO-9, "Changing Engine Coolant"](#) (QR engine) or [CO-32, "Changing Engine Coolant"](#) (YD engine).
- Recharge the refrigerant.

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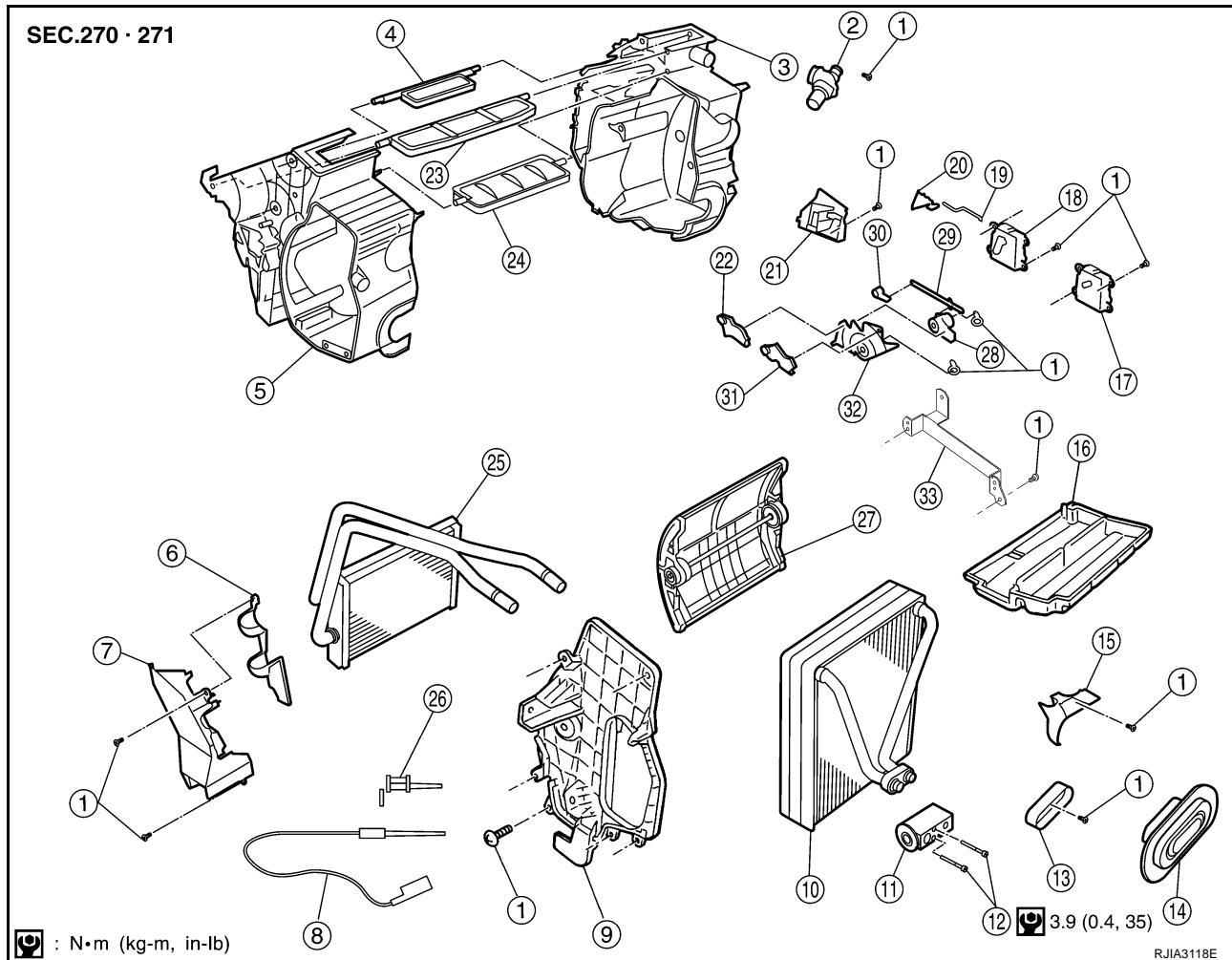
# HEATER & COOLING UNIT ASSEMBLY

## Disassembly and Assembly

BJS0005B

### NOTE:

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



1. Screw	2. Aspirator	3. Heater & cooling unit case (left)
4. Defroster door	5. Heater & cooling unit case (right)	6. Heater core cover
7. Foot duct (right)	8. Intake sensor	9. Evaporator cover
10. Evaporator	11. Expansion valve	12. Hexagonal socket screw
13. Expansion valve cover	14. Cooler grommet	15. Heater pipe support
16. Insulator	17. Air mix door motor	18. Mode door motor
19. Rod	20. Rod holder	21. Foot duct (left)
22. Defroster door lever	23. Ventilator door	24. Max. cool door
25. Heater core	26. Intake sensor bracket	27. Slide door unit (Air mix door)
28. Ventilator door link 2	29. Ventilator door link 1	30. Ventilator door lever
31. Max. cool door lever	32. Main link	33. Harness bracket (LHD models only)

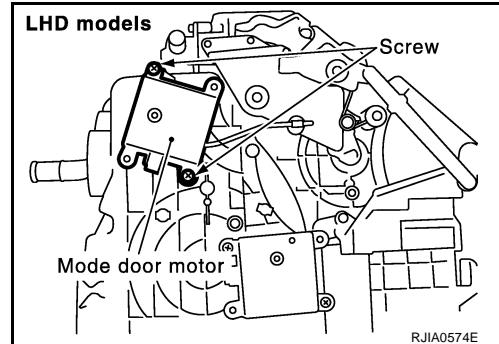
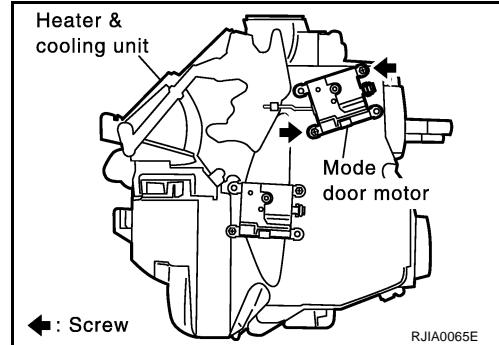
## MODE DOOR MOTOR

PFP:27731

### Removal and Installation

#### REMOVAL

1. Remove rod from rod holder.
2. Remove mounting screws, and then remove mode door motor.
3. Disconnect mode door motor connector.



#### INSTALLATION

1. Install rod to mode door.
2. Reconnect mode door motor connector.
3. Install mode door motor.
4. Turn ignition switch ON.
5. Turn mode control dial to VENT position.
6. Turn side link clockwise, and then install rod to rod holder.

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# AIR MIX DOOR MOTOR

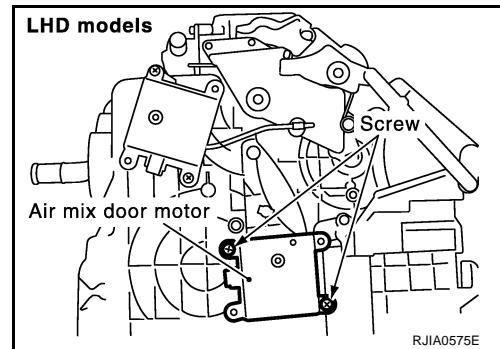
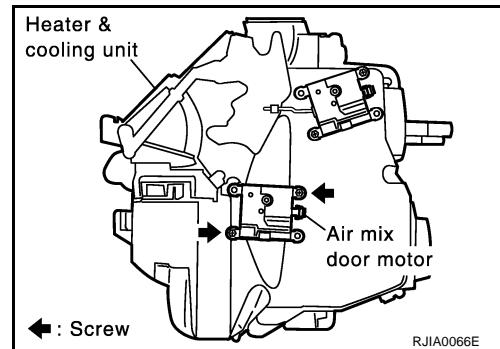
## AIR MIX DOOR MOTOR

PFP:27732

### Removal and Installation REMOVAL

BJS0005D

1. Set the temperature control dial at 16°C, and then disconnect the battery cable from the negative terminal.
2. Disconnect air mix door motor connector.
3. Remove mounting screws, and then remove air mix door motor.



### INSTALLATION

Installation is basically the reverse order of removal.

## HEATER CORE

PFP:27140

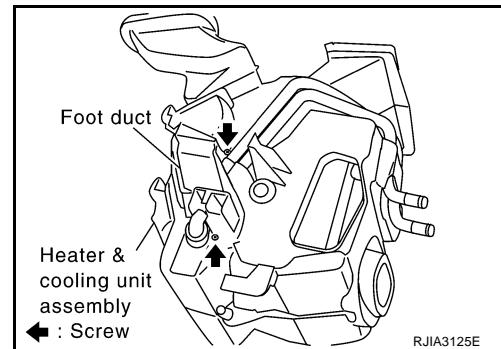
### Removal and Installation

#### REMOVAL

1. Remove heater & cooling unit assembly. Refer to [ATC-128, "HEATER & COOLING UNIT ASSEMBLY"](#) .
2. Remove heater pipe support.
3. Remove mounting screws, and then remove foot duct and heater core cover.
4. Remove heater core from heater & cooling unit assembly.

#### NOTE:

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



#### INSTALLATION

Installation is basically the reverse order of removal.

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# DUCTS AND GRILLES

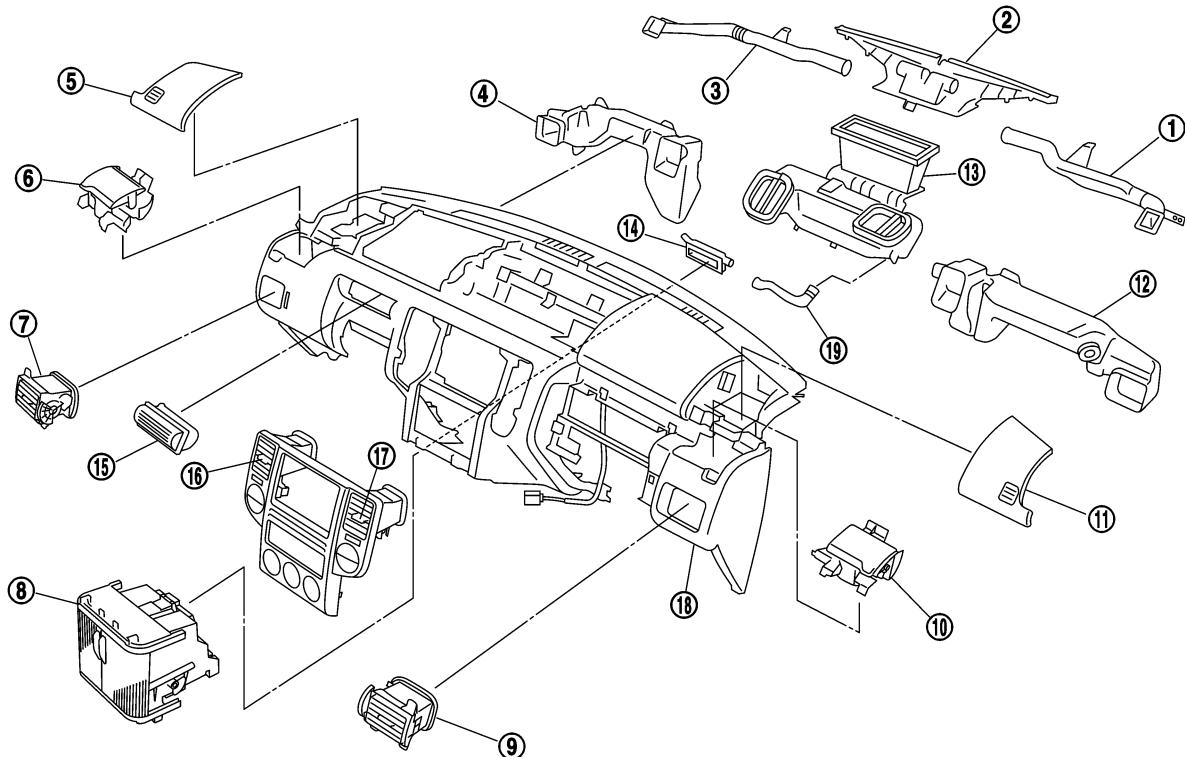
## DUCTS AND GRILLES

PFP:27860

### Removal and Installation REMOVAL LHD Models

BJS0005F

SEC.273-680-685



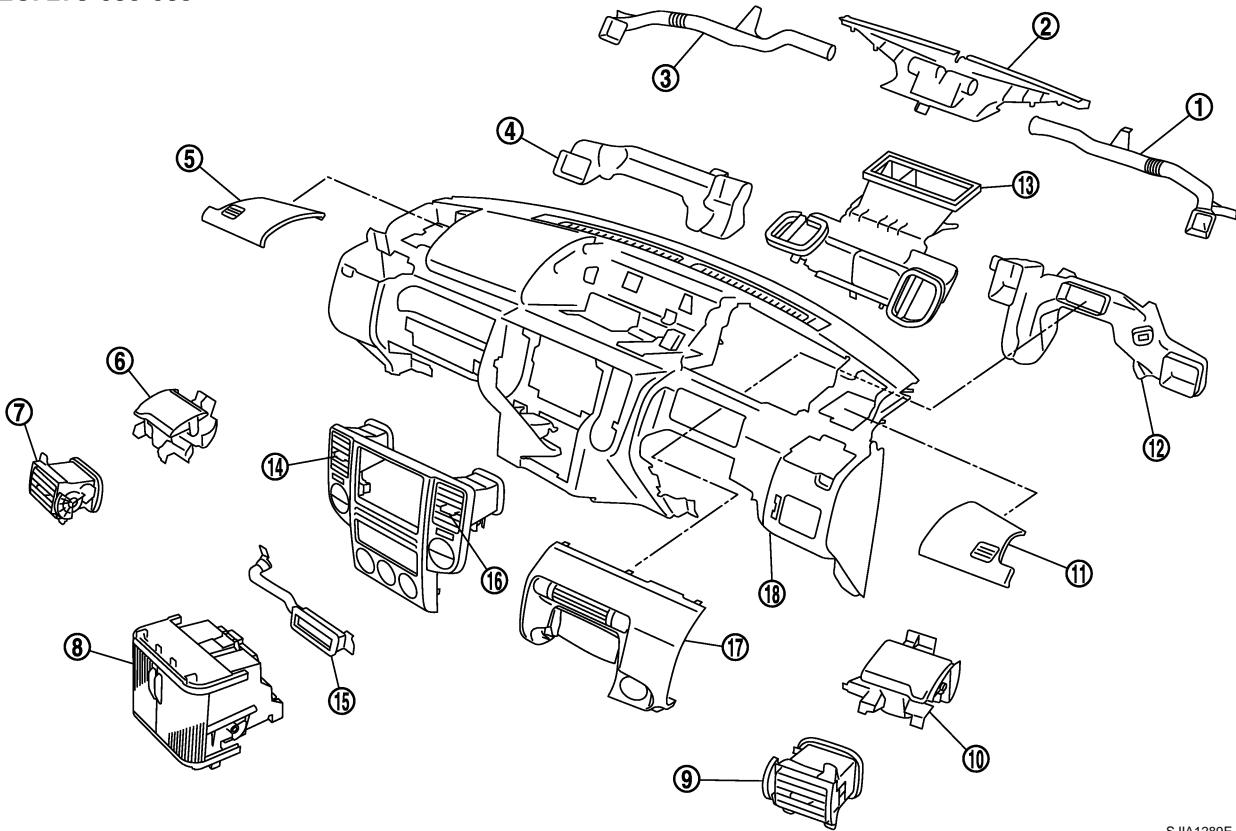
RJIA3170E

1. Side defroster duct (right)	2. Defroster nozzle	3. Side defroster duct (left)
4. Side ventilator duct (left)	5. Front speaker grille (left)	6. Cup holder (left)
7. Side ventilator grille (left)	8. Multi-box (Instrument center lower panel)	9. Side ventilator grille (right)
10. Cup holder (right)	11. Front speaker grille (right)	12. Side ventilator duct (right)
13. Adaptor	14. Multi-box duct 2	15. Driver ventilator grille
16. Center ventilator grille (left)	17. Center ventilator grille (right)	18. Instrument panel
19. Multi-box duct 1		

# DUCTS AND GRILLES

## RHD Models

SEC. 273-680-685

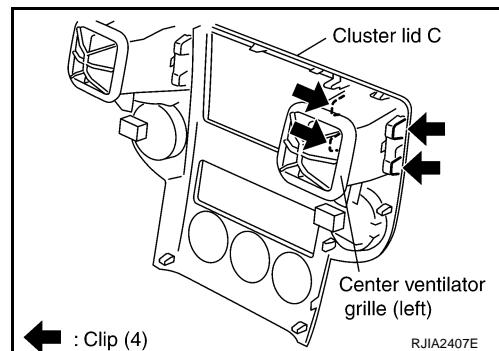


SJIA1289E

1. Side defroster duct (right)
2. Defroster nozzle
3. Side defroster duct (left)
4. Side ventilator duct (left)
5. Front speaker grille (left)
6. Cup holder (left)
7. Side ventilator grille (left)
8. Multi-box (Instrument center lower panel)
9. Side ventilator grille (right)
10. Cup holder (right)
11. Front speaker grille (right)
12. Side ventilator duct (right)
13. Adaptor
14. Center ventilator grille (left)
15. Multi-box duct
16. Center ventilator grille (right)
17. Driver ventilator grille
18. Instrument panel

## Removal of Center Ventilator Grilles

1. Remove cluster lid C. Refer to [IP-11, "Removal and Installation"](#) .
2. Remove mounting clips, and then remove center ventilator grilles.

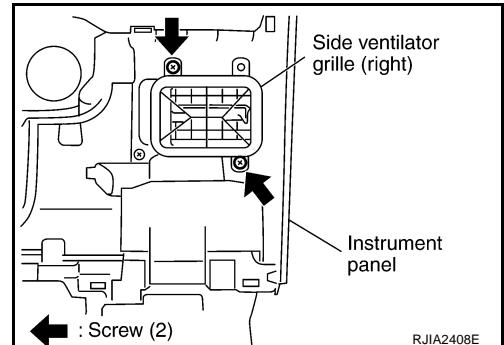


RJIA2407E

# DUCTS AND GRILLES

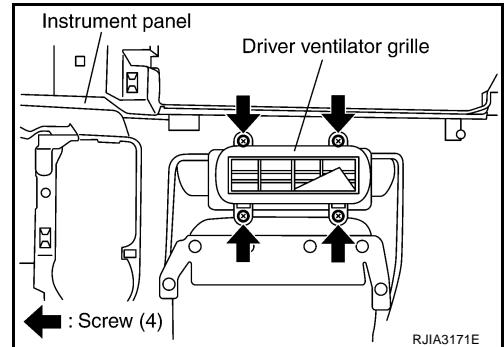
## Removal of Side Ventilator Grilles

1. Remove instrument panel. Refer to [IP-11, "Removal and Installation"](#) .
2. Remove side ventilator ducts. Refer to [ATC-137, "Removal of Defroster Nozzle, Ducts and Side Ventilator Ducts"](#) .
3. Remove mounting screws, and then side ventilator grilles.

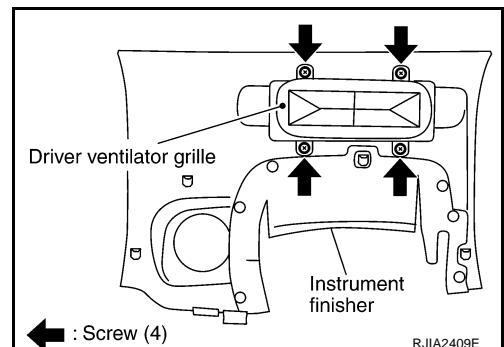


## Removal of Driver Ventilator Grille

1. Remove instrument panel (LHD models) or instrument finisher (RHD models). Refer to [IP-11, "Removal and Installation"](#) .
2. Remove mounting screws, and then remove driver ventilator grille.  
LHD models



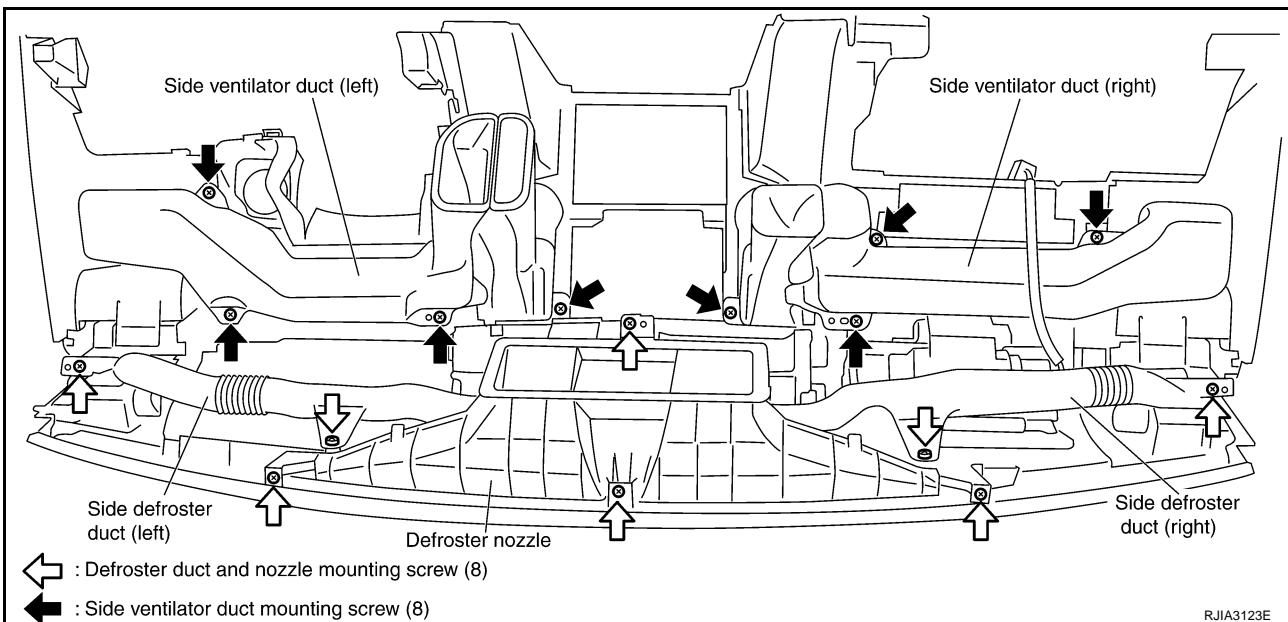
RHD models



# DUCTS AND GRILLES

## Removal of Defroster Nozzle, Ducts and Side Ventilator Ducts

1. Remove instrument panel. Refer to [IP-11, "Removal and Installation"](#) .
2. Remove mounting screws, and then remove side defroster ducts with defroster nozzle.



3. Remove mounting screws, and then remove side ventilator ducts.

**NOTE:**

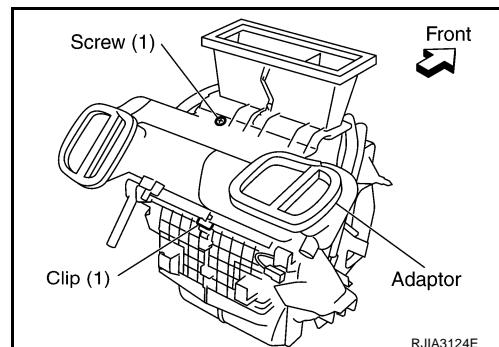
This figure is for LHD models. The layout for RHD models is symmetrically opposite.

## Removal of Adaptor

1. Remove heater & cooling unit assembly. Refer to [ATC-128, "HEATER & COOLING UNIT ASSEMBLY"](#) .
2. Remove adaptor mounting screw and clip.
3. Slide adaptor toward vehicle front, and then remove adaptor.

**NOTE:**

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

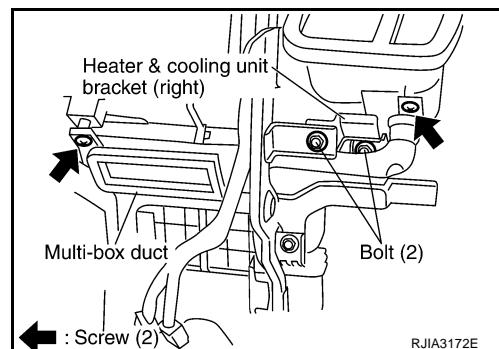


## Removal of Multi-box Duct

1. Remove instrument panel. Refer to [IP-11, "Removal and Installation"](#) .
2. Remove mounting screws, and then disconnect multi-box duct from heater & cooling unit.
3. Remove mounting bolts, and then remove heater & cooling unit bracket (passenger side).
4. Remove multi-box duct from passenger side.

**NOTE:**

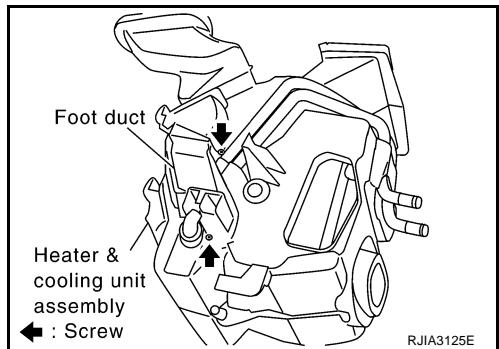
This figure is for LHD models. The layout for RHD models is symmetrically opposite.



# DUCTS AND GRILLES

## Removal of Foot Ducts

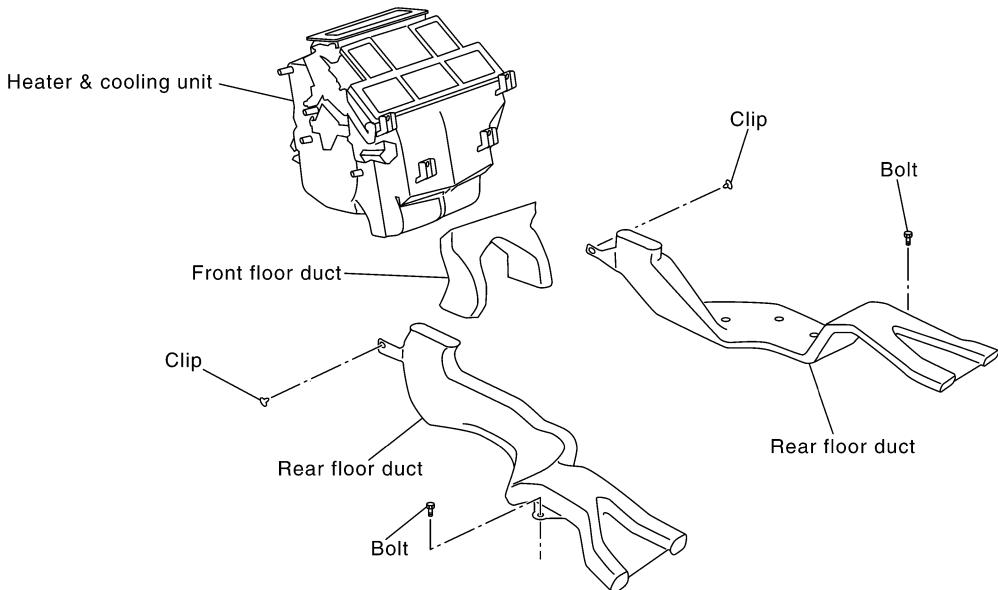
1. Remove multi-box duct. Refer to [ATC-137, "Removal of Multi-box Duct"](#) .
2. Remove mounting screws, and then remove foot ducts.



## Removal of Floor Ducts

1. Remove front seats. Refer to [SE-24, "FRONT SEAT"](#) .
2. Remove multi-box (Instrument center lower panel). Refer to [IP-11, "Removal and Installation"](#) .
3. Peel back the floor trim to a point where the floor duct is visible.
4. Remove mounting bolts and clips, then remove rear floor ducts.

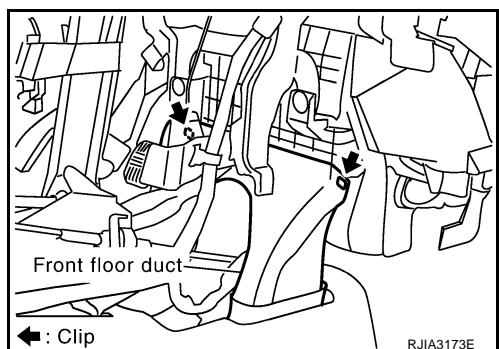
### SEC. 273



5. Remove mounting clips, and then remove front floor duct.

#### NOTE:

These figures are for LHD models. The layout for RHD models is symmetrically opposite.



## INSTALLATION

Installation is basically the reverse order of removal.

## REFRIGERANT LINES

PFP:92600

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

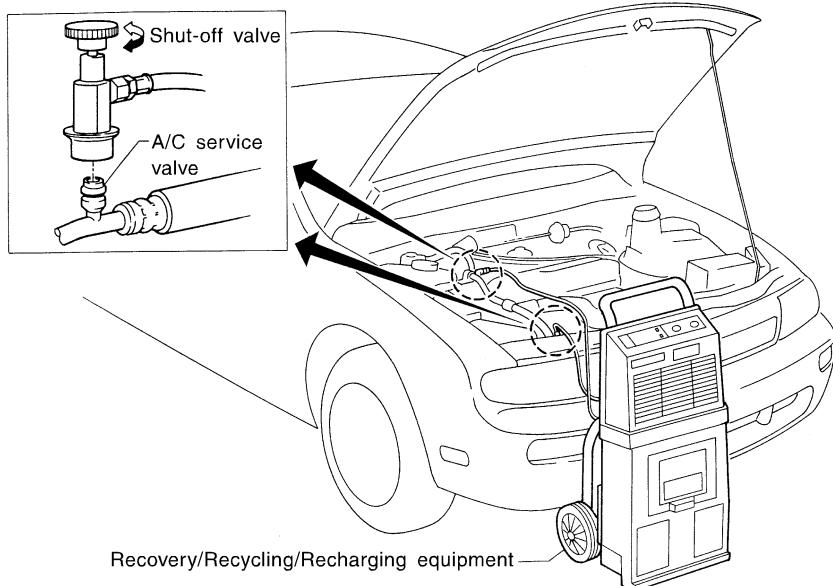
BJS0005G

## 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

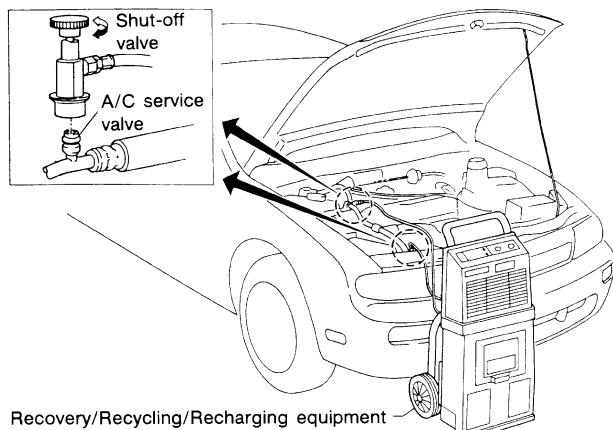


SHA539DE

## Evacuating System and Charging Refrigerant

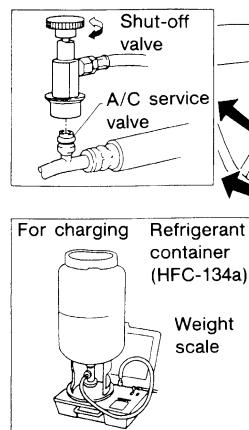
## Example

## Preferred (Best) method



Recovery/Recycling/Recharging equipment

## Alternate method



For charging  
Refrigerant container (HFC-134a)  
Weight scale

Manifold gauge set

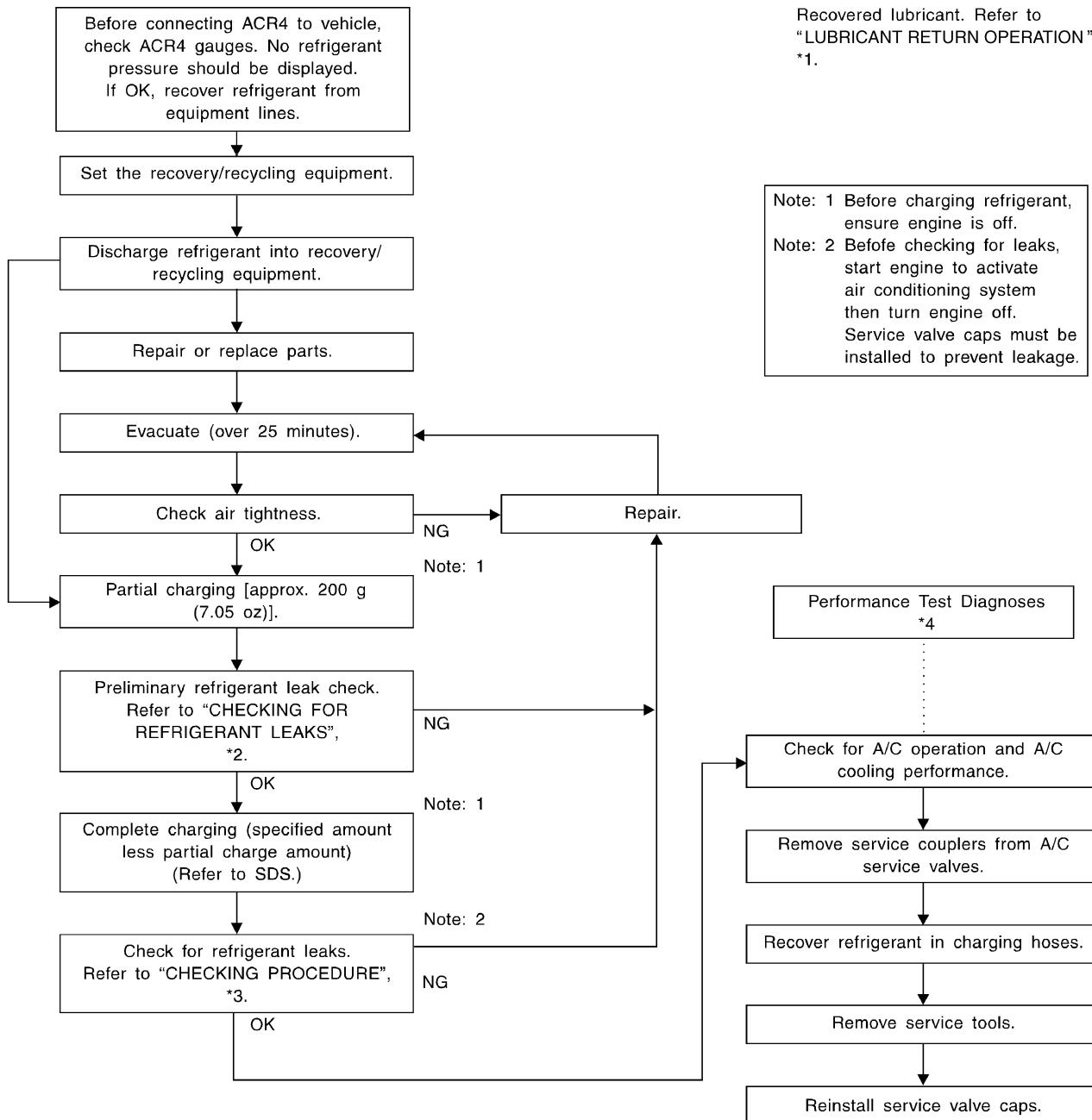
For evacuating  
vacuum pump

SHA540DC

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# REFRIGERANT LINES



RJIA2143E

\*1 [ATC-23, "LUBRICANT RETURN OPERATION"](#)

\*2 [ATC-159, "Checking for Refrigerant Leaks"](#)

\*3 [ATC-161, "CHECKING PROCEDURE"](#)

\*4 [ATC-94, "PERFORMANCE TEST DIAGNOSIS"](#)

# REFRIGERANT LINES

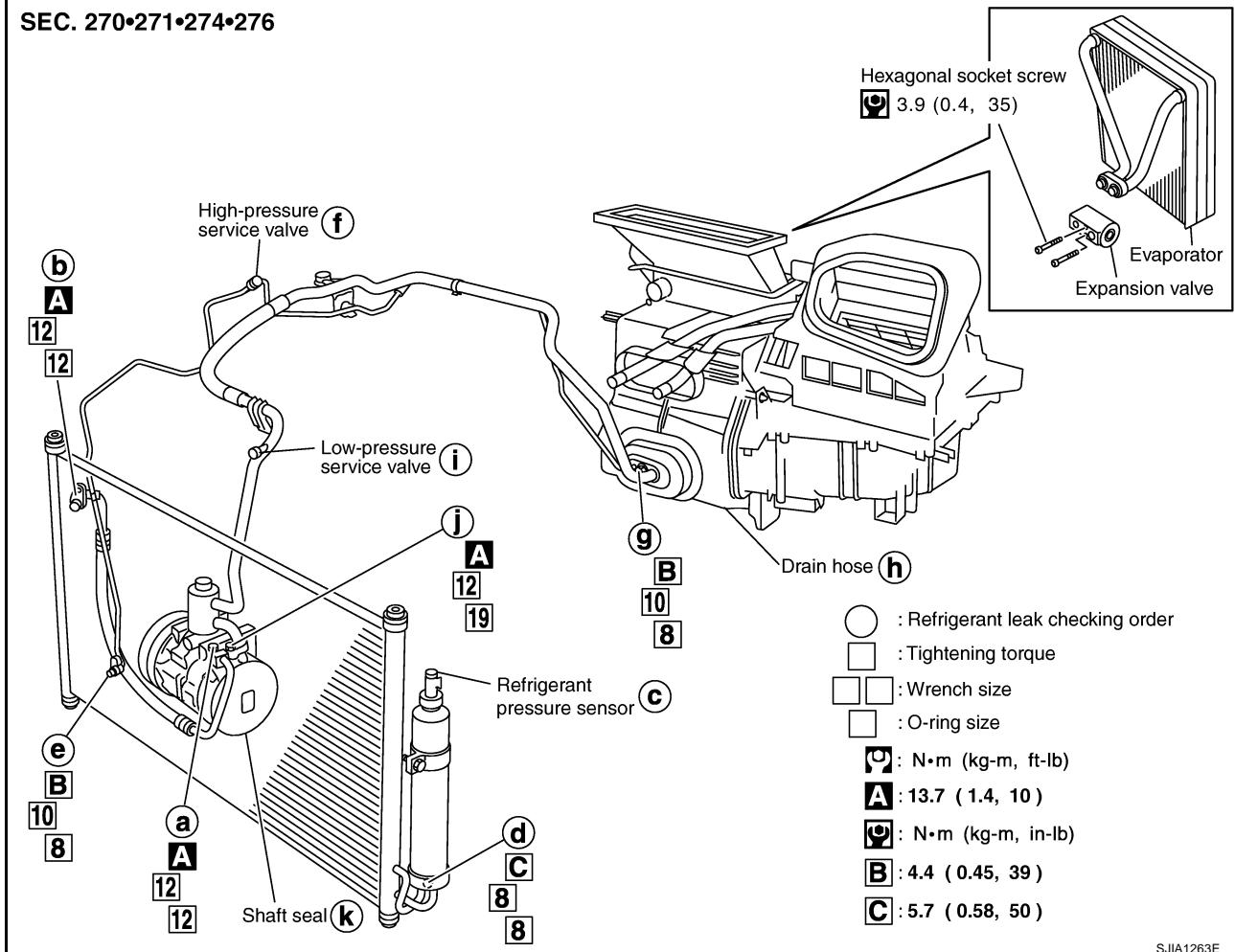
## Components

BJS0005H

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

### QR ENGINE

SEC. 270•271•274•276



#### NOTE:

This figure is for RHD models. The blower unit and heater & cooling unit layouts for LHD models are symmetrically opposite.

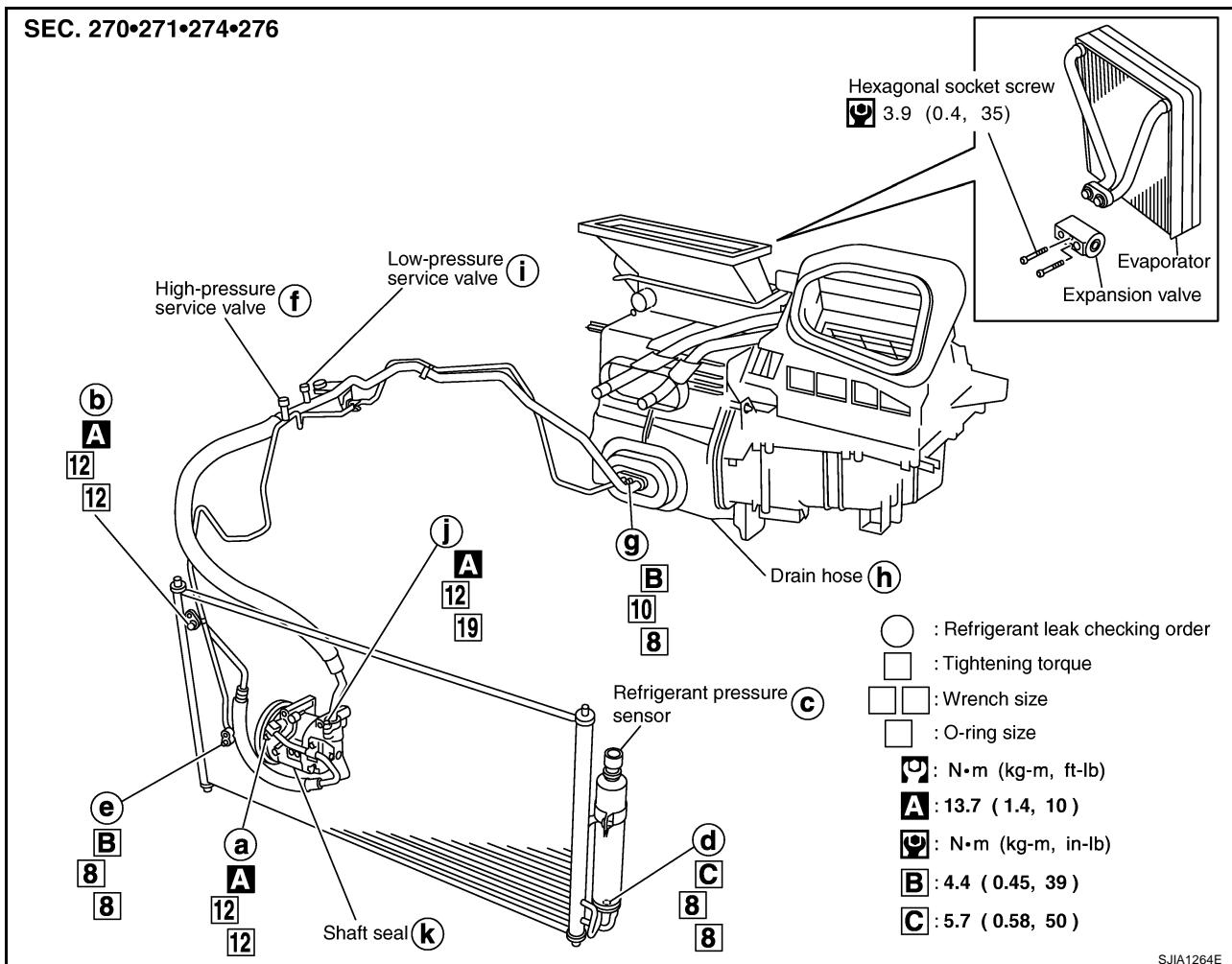
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# REFRIGERANT LINES

## YD ENGINE

SEC. 270•271•274•276



### NOTE:

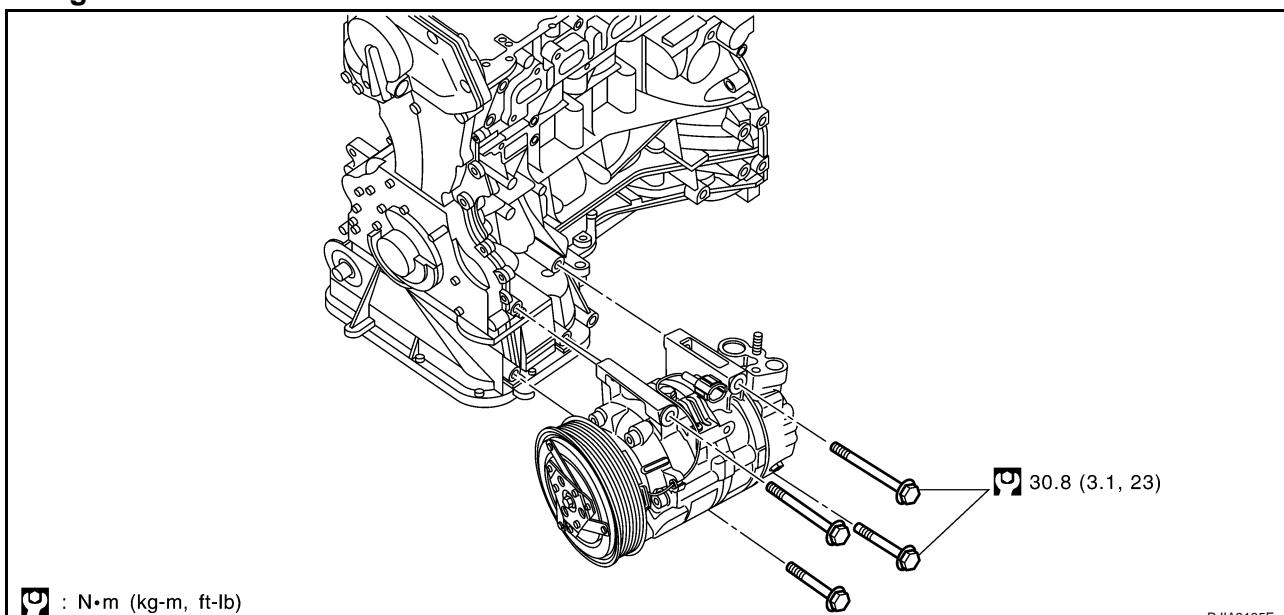
This figure is for RHD models. The blower unit and heater & cooling unit layouts for LHD models are symmetrically opposite.

## Removal and Installation of Compressor

### REMOVAL

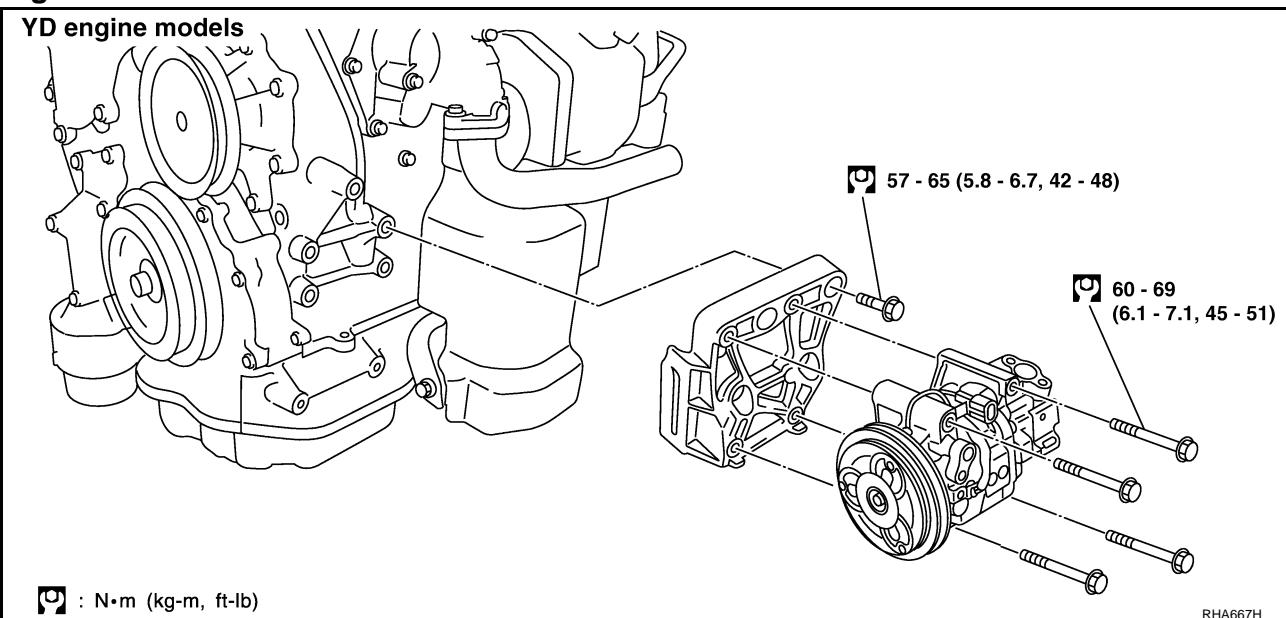
### QR Engine

BJS0005I



# REFRIGERANT LINES

## YD Engine



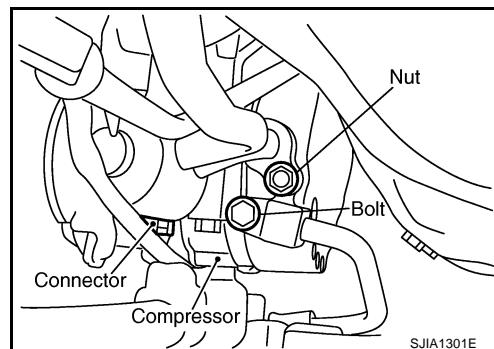
1. Use a refrigerant collecting equipment (for HFC-134a) to discharge the refrigerant.
2. Remove engine undercover.
3. Remove compressor-alternator belt. Refer to [EM-13, "DRIVE BELTS"](#) (QR engine) or [EM-139, "DRIVE BELTS"](#) (YD engine).
4. Remove mounting bolt(s) from high-pressure flexible hose.

**CAUTION:**

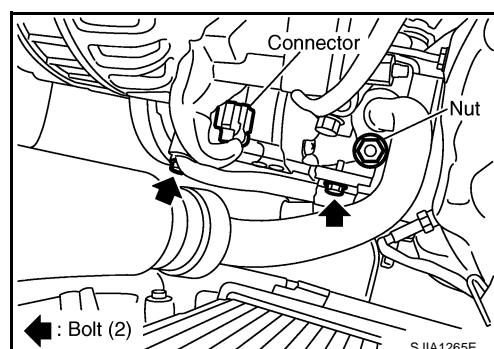
Cap or wrap the joint of the pipe with suitable material such as vinyl tape to avoid the entry of air.

5. Remove mounting nut from low-pressure flexible hose.
6. Disconnect compressor connector.

QR engine



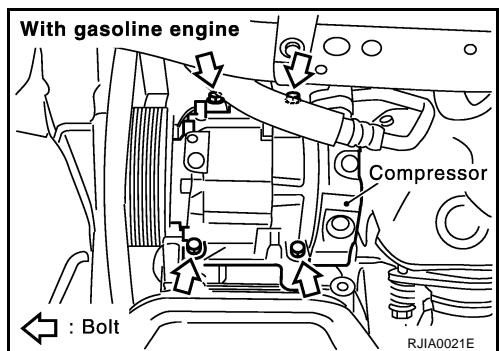
YD engine



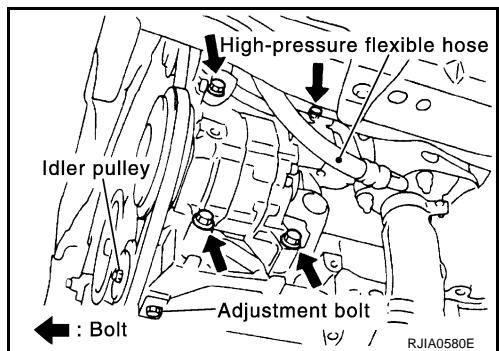
7. Remove mounting bolts from compressor.

# REFRIGERANT LINES

QR engine



YD engine



8. Remove compressor from the downward of the vehicle.

## INSTALLATION

Installation is basically the reverse order of removal.

### CAUTION:

- Replace O-rings of low-pressure flexible hose and high-pressure flexible hose with new ones, and then apply compressor oil to it when installing it.
- When recharging refrigerant, check for leaks.

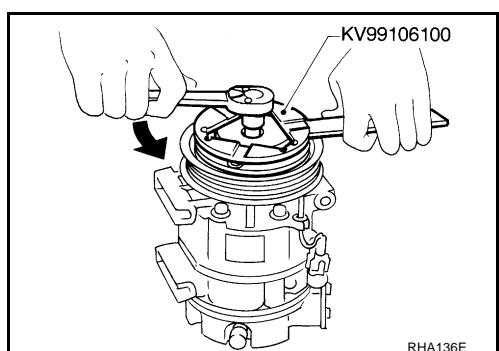
## Removal and Installation of Compressor Clutch

BJS0005J

### REMOVAL

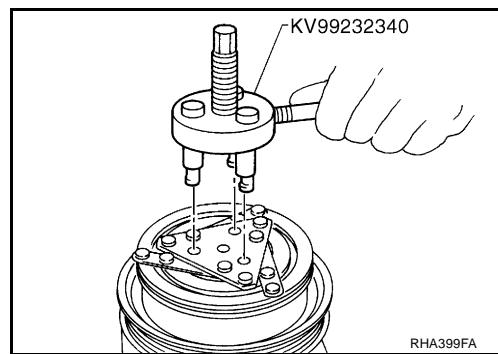
#### Overhaul (QR Engine: CWV-615M Compressor)

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



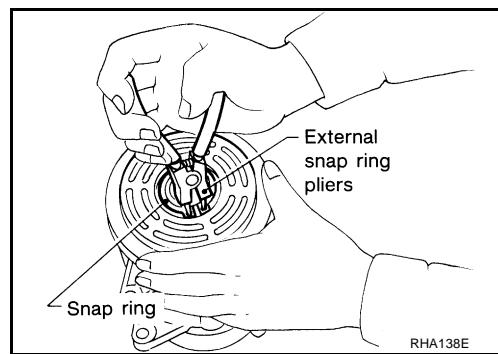
## REFRIGERANT LINES

2. Remove clutch disc using clutch disc puller (SST).



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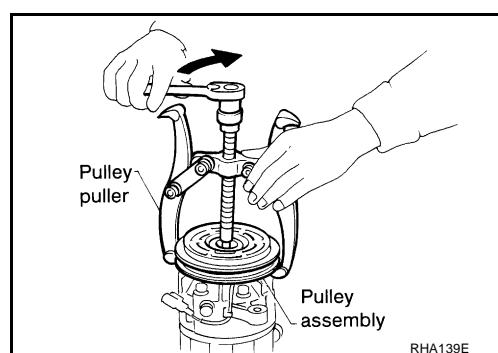
3. Remove snap ring using external snap ring pliers.



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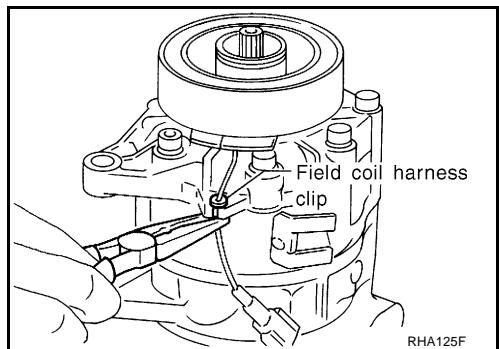
4. Position center pulley puller on the end of the drive shaft, and remove pulley assembly using any commercially available pulley puller.

To prevent pulley groove from being deformed, puller claws should be positioned into the edge of the pulley assembly.

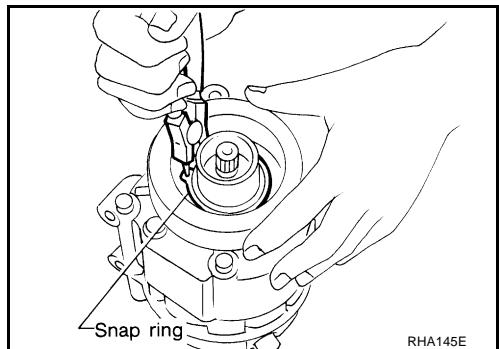


## REFRIGERANT LINES

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

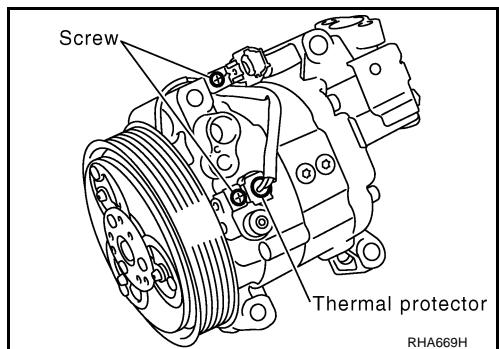


6. Remove snap ring using external snap ring pliers.

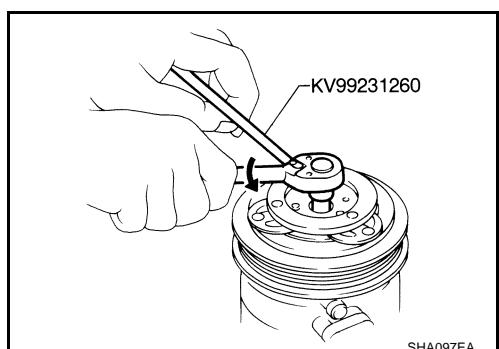


### Overhaul (YD Engine: DVK-11G Compressor)

1. Remove two screws holding connector bracket, thermal protector to compressor.

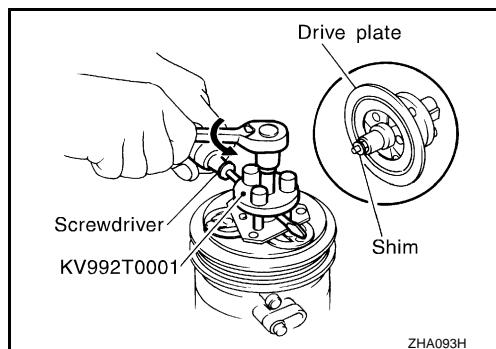


2. When removing center bolt, hold clutch disc with clutch disc wrench (SST).

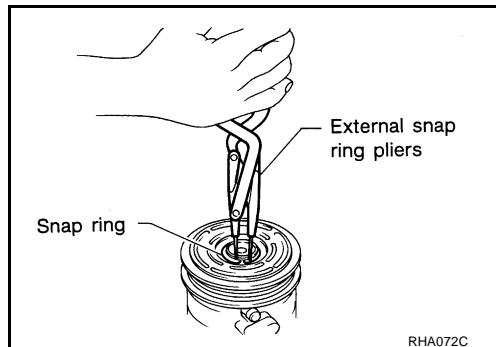


## REFRIGERANT LINES

3. Remove drive plate using clutch disc puller (SST).
4. Insert holder's three pins into the drive plate. Rotate holder clockwise to hook it onto plate.
5. Tighten center bolt to remove drive plate.
6. While tightening center bolt, insert a screwdriver between two of the pins (as shown in the figure) to prevent rotation.
7. After removing drive plate, remove shims from either drive shaft or drive plate.



8. Remove snap ring using external snap ring pliers.



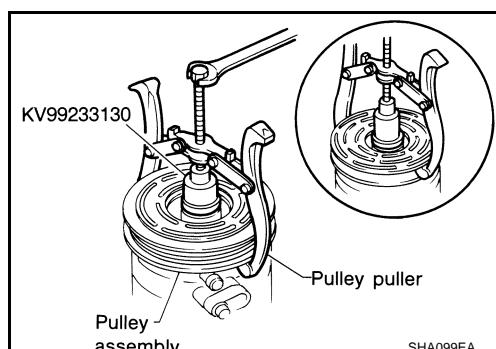
9. Remove pulley assembly with puller using a commercially available pulley puller (SST). (Position center of puller on end of drive shaft.)

For pressed pulleys:

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

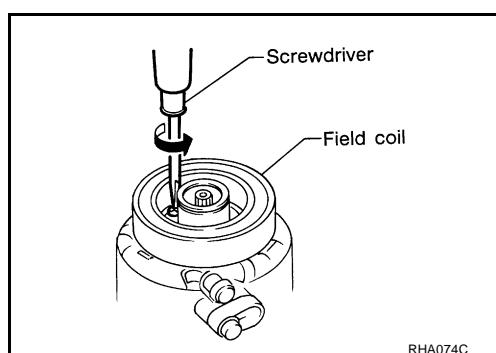
For machine lathed pulleys:

Align pulley puller groove with pulley groove, and then remove pulley assembly.



10. Remove field coil harness clip using a screwdriver.

11. Then remove three field coil fixing screws and remove field coil.



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# REFRIGERANT LINES

## Inspection

### Clutch disc

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

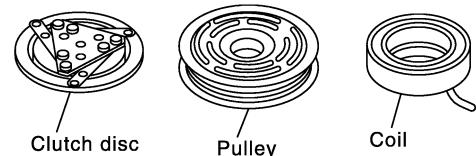
### Pulley

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

### Coil

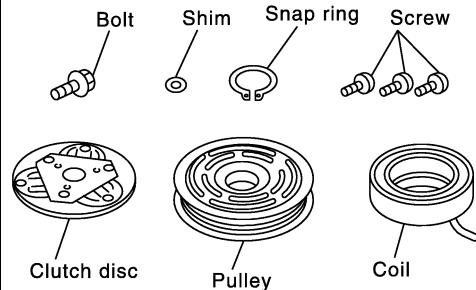
Check coil for loose connection or cracked insulation.

### With gasoline engine



RJIA0582E

### With diesel engine



RJIA0583E

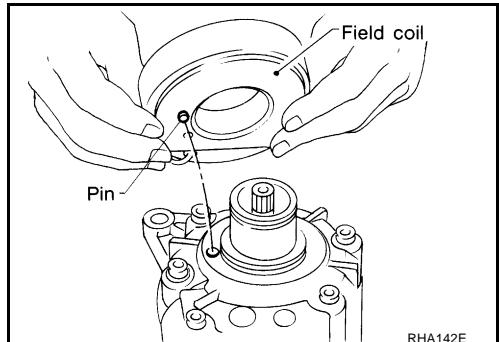
## INSTALLATION

### QR Engine (CWV-615M Compressor)

1. Install field coil.

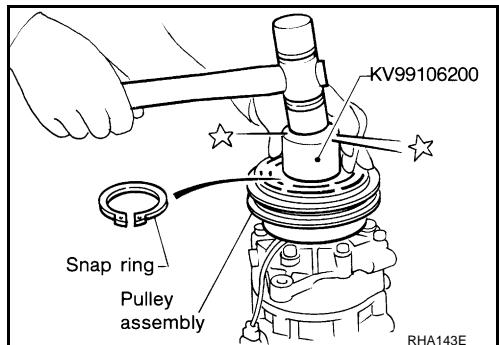
Be sure to align the coil's pin with the hole in the compressor's front head.

2. Install field coil harness clip using a screwdriver.



RHA142E

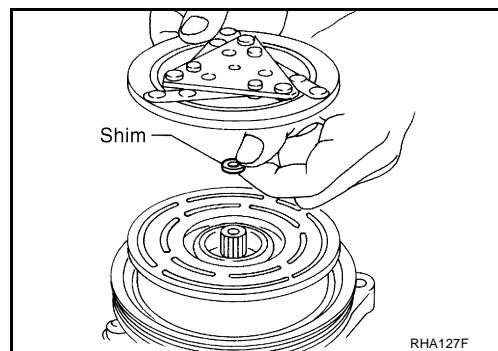
3. Install pulley assembly using pulley installer (SST) and a hand press, and then install snap ring using snap ring pliers.



RHA143E

## REFRIGERANT LINES

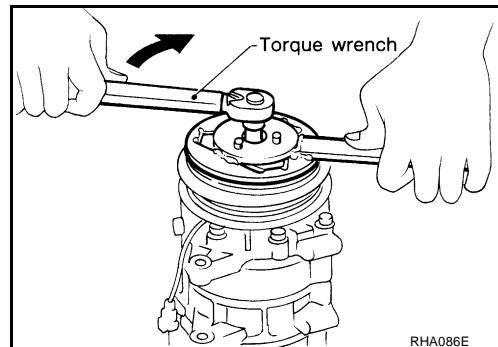
4. Install clutch disc on drive shaft, together with original shim(s). Press clutch disc down by hand.



5. Using the holder to prevent clutch disc rotation.

 : 14 N·m (1.4 kg·m, 10 ft-lb)

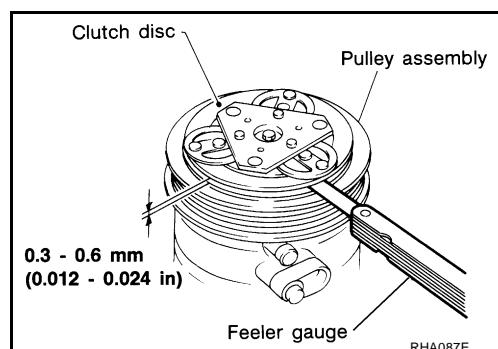
After tightening the bolt, make sure pulley rotates smoothly.



6. Check clearance around entire periphery of clutch disc.

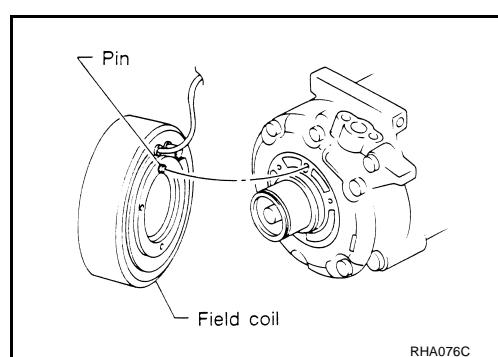
**Disc to pulley clearance : 0.3 - 0.6 mm (0.012 - 0.024 in)**

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



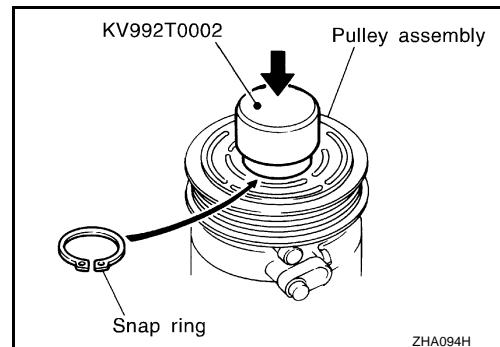
### YD Engine (DKV-11G Compressor)

1. Install field coil.  
Be sure to align the coil's pin with the hole in the compressor's front head.
2. Install field coil harness clip using a screwdriver.

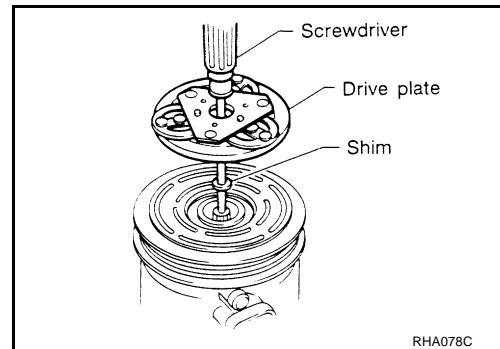


## REFRIGERANT LINES

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



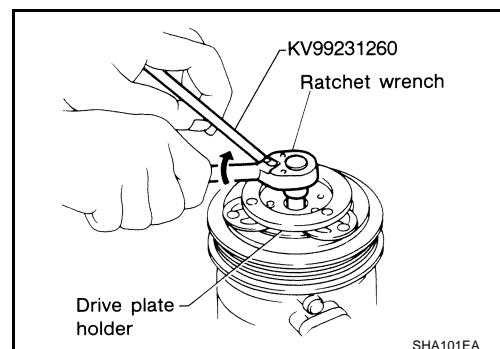
4. Install drive plate on drive shaft, together with original shim(s). Press clutch disc down by hand.



5. Using the holder to prevent clutch disc rotation.

 : 14 N·m (1.4 kg·m, 10 ft-lb)

After tightening the bolt, make sure pulley rotates smoothly.

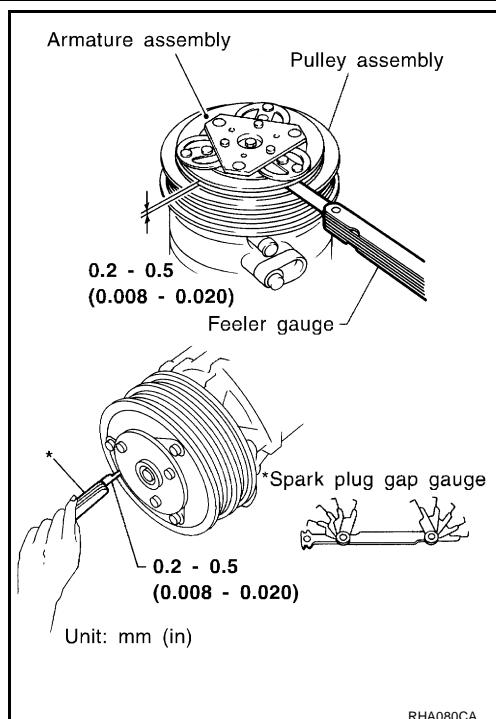


# REFRIGERANT LINES

6. Check clearance around entire periphery of clutch disc.

**Disc to pulley clearance : 0.2 - 0.5 mm (0.008 - 0.020 in)**

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



## Break-In Operation

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

## Removal and Installation of Low-Pressure Flexible Hose

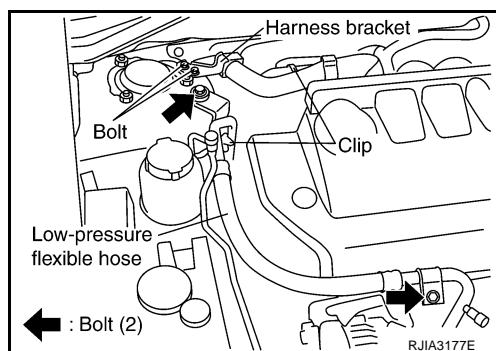
### REMOVAL

1. Use a refrigerant collecting equipment (for HFC-134a) to discharge the refrigerant.
2. Remove extension cowl top panel.
3. Remove clips from low-pressure flexible hose.
4. Remove harness bracket mounting bolt (QR engine).
5. Remove mounting bolt(s) from low-pressure flexible hose bracket.

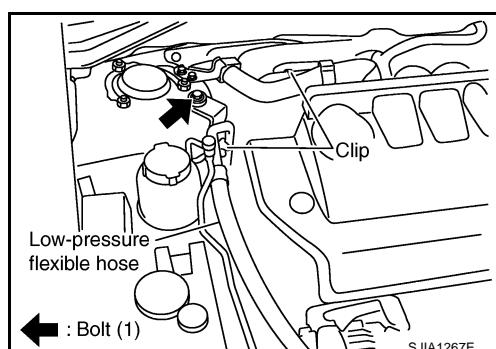
QR engine

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ATC



YD engine

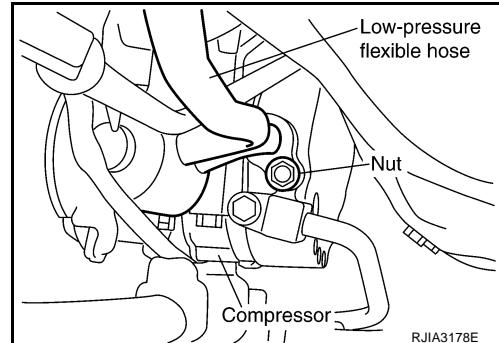


## REFRIGERANT LINES

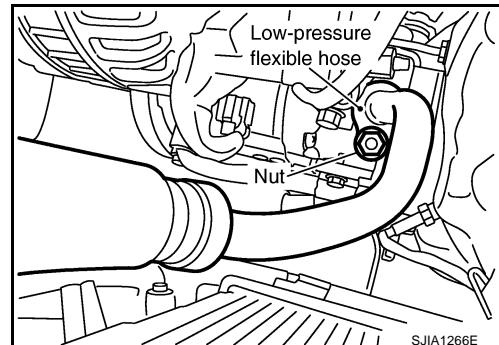
6. Remove mounting nut from low-pressure flexible hose.

**CAUTION:**

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



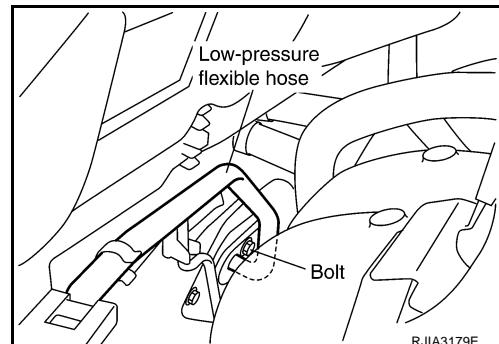
YD engine



7. Remove mounting bolt, and then remove 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

Installation is basically the reverse order of removal.

**CAUTION:**

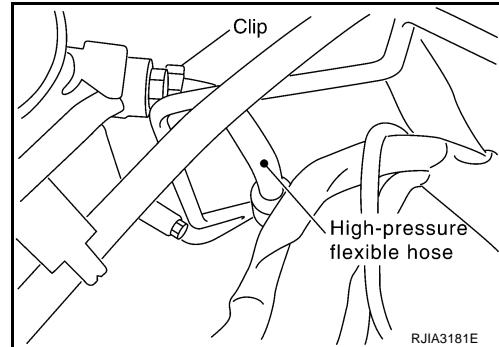
- Replace O-rings of low-pressure flexible hose with new ones, and then apply compressor oil to it when installing it.
- When recharging refrigerant, check for leaks.

## Removal and Installation of High-Pressure Flexible Hose

BJS0005L

## REMOVAL

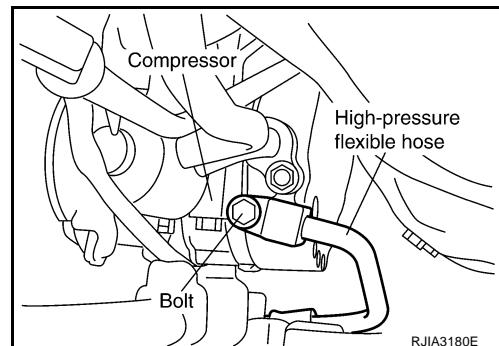
1. Use a refrigerant collecting equipment (for HFC-134a) to discharge the refrigerant.
2. Remove high-pressure flexible hose mounting clip.



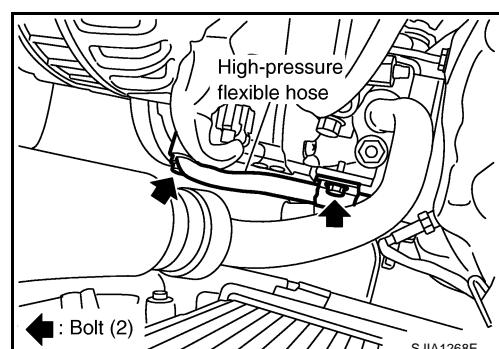
3. Remove mounting bolt(s), and then remove high-pressure flexible hose.

**CAUTION:**

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



YD engine



## INSTALLATION

Installation is basically the reverse order of removal.

**CAUTION:**

- Replace O-rings of high-pressure flexible hose with new ones, and then apply compressor oil to it when installing it.
- When recharging refrigerant, check for leaks.

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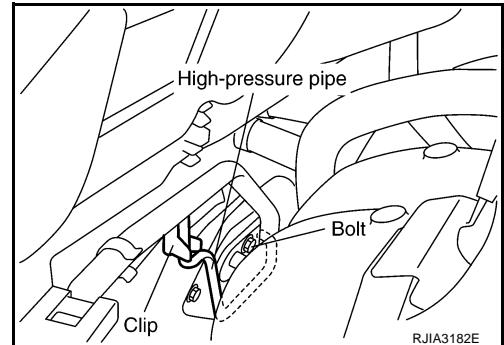
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**Removal and Installation of High-Pressure Pipe**

BJS0005M

**REMOVAL**

1. Use a refrigerant collecting equipment (for HFC-134a) to discharge the refrigerant.
2. Remove low-pressure flexible hose. Refer to [ATC-151, "Removal and Installation of Low-Pressure Flexible Hose"](#).
3. Remove high-pressure pipe from clip.

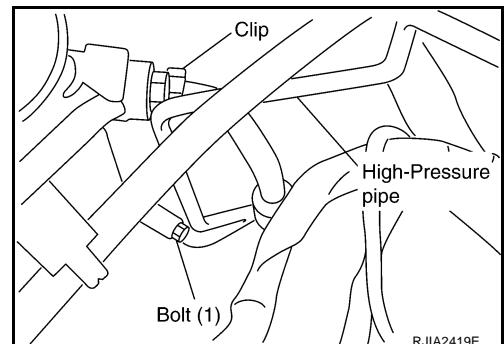


4. Remove mounting bolt from high-pressure pipe.

**CAUTION:**

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

5. Remove high-pressure pipe.

**INSTALLATION**

Installation is basically the reverse order of removal.

**CAUTION:**

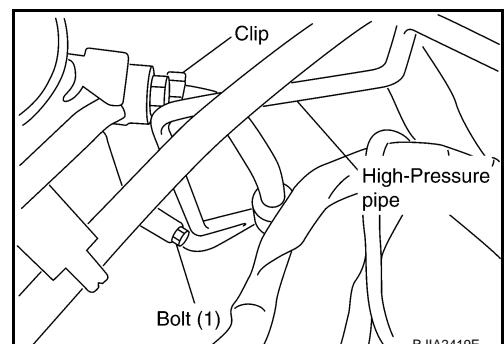
- Replace O-rings of high-pressure pipe with new ones, and then apply compressor oil to it when installing it.
- When recharging refrigerant, check for leaks.

**Removal and Installation of Condenser**

BJS0005N

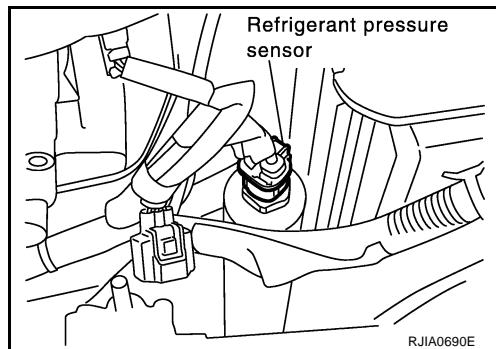
**REMOVAL**

1. Use a refrigerant collecting equipment (for HFC-134a) to discharge the refrigerant.
2. Disconnect high-pressure flexible hose and high-pressure pipe from condenser.
3. Remove air duct (inlet). Refer to [EM-16, "AIR CLEANER AND AIR DUCT"](#). (QR engine)
4. Remove battery and battery tray. Refer to [SC-4, "BATTERY"](#).



# REFRIGERANT LINES

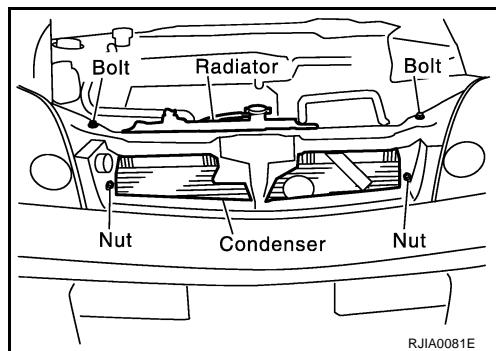
5. Disconnect refrigerant pressure sensor connector.



6. Remove front grille and radiator mounting bracket. Refer to [EI-19, "FRONT GRILLE"](#) and [CO-12, "RADIATOR"](#) (QR engine) or [CO-35, "RADIATOR"](#) (YD engine)
7. Remove mounting nuts from condenser.
8. Remove radiator from lower mount, move it to engine side, and then remove condenser.

**CAUTION:**

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



## INSTALLATION

Installation is basically the reverse order of removal.

**CAUTION:**

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

**Condenser mounting nuts**

 : 4.2 N·m (0.43 kg·m, 37 in-lb)

ATC

## Removal and Installation of Liquid Tank

BJS00050

### REMOVAL

1. Remove condenser. Refer to [ATC-154, "Removal and Installation of Condenser"](#) .
2. Clean liquid tank and its surrounding area, and remove dirt and rust from liquid tank.

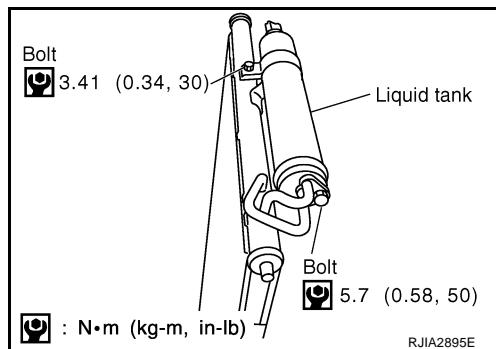
**CAUTION:**

Be sure to clean carefully.

3. Remove mounting bolt for liquid tank.

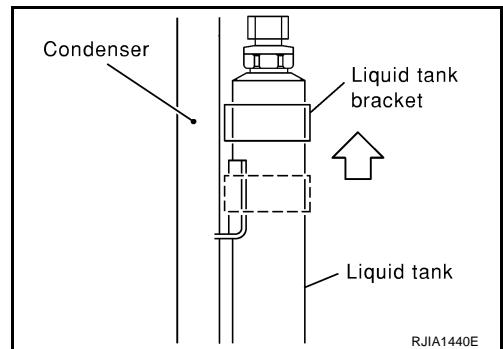
**CAUTION:**

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



## REFRIGERANT LINES

4. Lift liquid tank bracket upward. Remove bracket from protruding part of condenser.
5. Slide liquid tank upward, and then remove liquid tank.

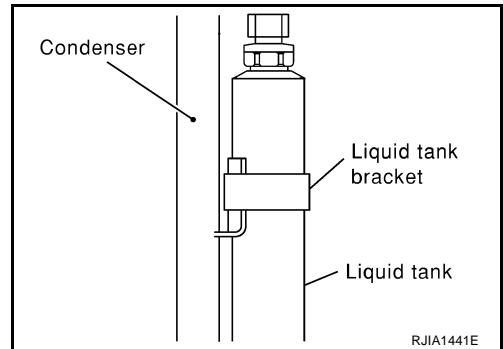


### INSTALLATION

Installation liquid tank, and then install liquid tank bracket on condenser.

**CAUTION:**

- Make sure liquid tank bracket is securely at protrusion of condenser. (Make sure liquid tank bracket does not move to a position below center of liquid tank.)
- Replace O-rings of condenser pipe with new ones, and then apply compressor oil to it when installing it.
- When recharging refrigerant, check for leaks.



### Removal and Installation of Refrigerant Pressure Sensor

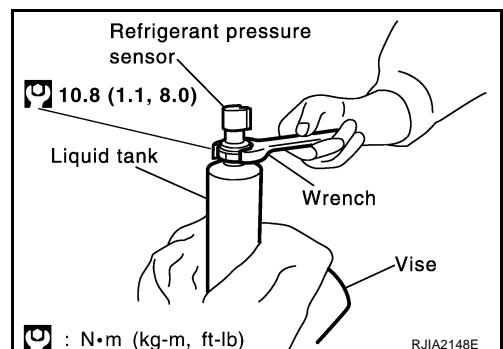
BJS0005P

#### REMOVAL

1. Remove liquid tank. Refer to [ATC-155, "Removal and Installation of Liquid Tank"](#).
2. Using a vise, secure liquid tank, and then remove refrigerant pressure sensor.

**CAUTION:**

Be careful not to damage liquid tank.



### INSTALLATION

Installation is basically the reverse order of removal.

**CAUTION:**

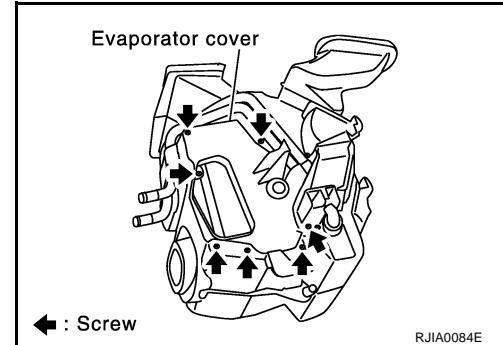
- Apply compressor oil to the O-ring of the refrigerant pressure sensor when installing it.
- When recharging refrigerant, check for leaks.

## Removal and Installation of Evaporator

## REMOVAL

BJS0005R

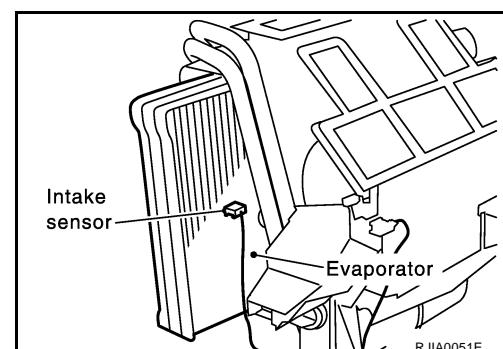
1. Remove expansion valve. Refer to [ATC-157, "Removal and Installation of Expansion Valve"](#) .
2. Remove blower unit. Refer to [ATC-122, "BLOWER UNIT"](#) .
3. Remove foot duct (passenger side). Refer to [ATC-138, "Removal of Foot Ducts"](#) .
4. Remove mounting screws, and then remove evaporator cover.



5. Slide evaporator, and then remove it from heater & cooling unit assembly.
6. Remove intake sensor from evaporator, and then remove evaporator.

**NOTE:**

These figures are for RHD models. The layout for LHD models is symmetrically opposite.



## INSTALLATION

Installation is basically the reverse order of removal.

**CAUTION:**

- Replace O-rings of low-pressure flexible hose and high-pressure pipe with new ones, and then apply compressor oil to it when installing it.
- Mark the mounting position of intake sensor bracket prior to removal so that the reinstalled sensor can be located in the same position.
- When recharging refrigerant, check for leaks.

## Removal and Installation of Expansion Valve

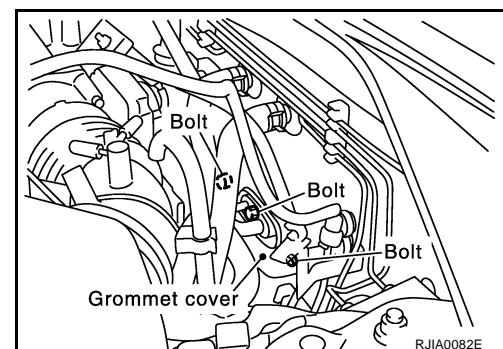
## REMOVAL

BJS0005S

1. Use a refrigerant collecting equipment (for HFC-134a) to discharge the refrigerant.
2. Remove extension cowl top panel.
3. Remove mounting bolts, and then disconnect low-pressure flexible hose and high-pressure pipe from evaporator.

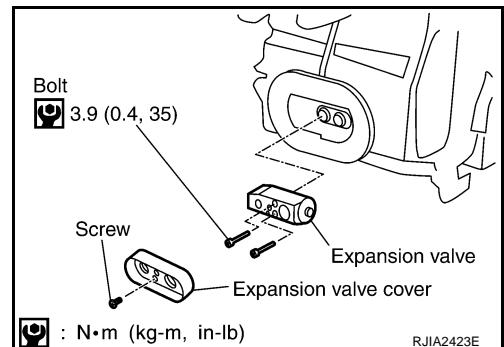
**CAUTION:**

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



## REFRIGERANT LINES

4. Remove mounting screw, and then remove expansion valve cover.
5. Remove mounting bolts, and then remove expansion valve.



## INSTALLATION

Installation is basically the reverse order of removal.

### CAUTION:

- Replace O-rings of expansion valve and piping with new ones, and then apply compressor oil to it when installing it.
- When recharging refrigerant, check for leaks.

## Checking for Refrigerant Leaks

BJS0005T

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 (SST: J-42220).

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

BJS0005U

1. Check A/C system for leaks using the UV lamp and safety goggles (SST: 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 expansion valve) 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 (SST: 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.

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## Dye Injection

BJS0005V

(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, 3.52 kg/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 (SST: J-41459).
3. Connect the injector tool to the A/C low-pressure side service valve.
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 (SST: J-41459) (refer to the manufacturer's operating instructions).
6. With the engine still running, disconnect the injector tool from the service valve.

### 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.
8. Attach a blue label as necessary.

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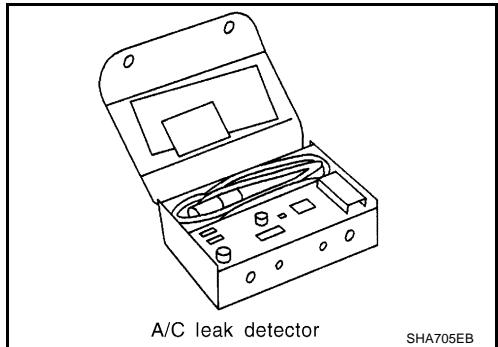
# REFRIGERANT LINES

## Electronic Refrigerant Leak Detector PRECAUTIONS FOR HANDLING LEAK DETECTOR

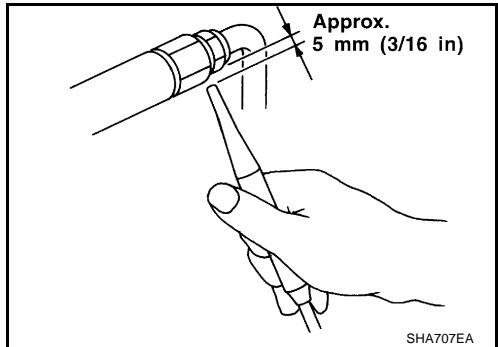
BJS0005W

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

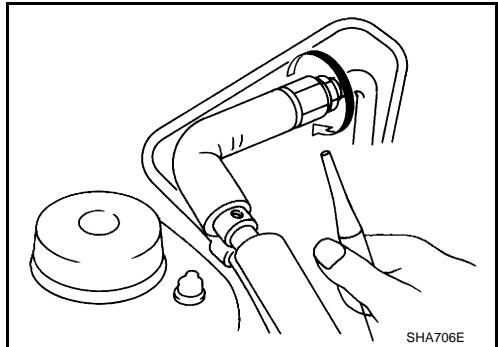
The leak detector is a delicate device. In order to use the leak detector properly, read the operating instructions and perform any specified maintenance.



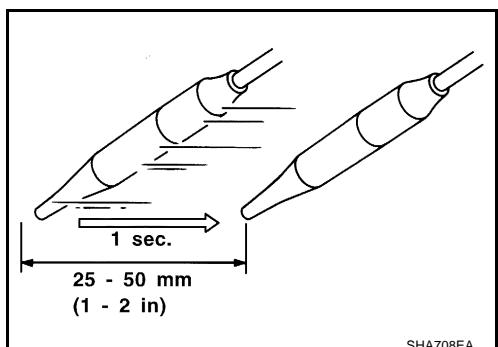
1. Position probe approximately 5 mm (3/16 in) away from point to be checked.



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



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



# REFRIGERANT LINES

## 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. Stop engine.
2. Connect a suitable A/C manifold gauge set (SST) to the A/C service valves.
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 (3.45 bar, 3.52 kg/cm<sup>2</sup>, 50 psi).

4. Perform the leak test from the high-pressure side (compressor discharge a to evaporator inlet g) to the low-pressure side (evaporator drain hose h to shaft seal k). Refer to [ATC-141, "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.

#### Compressor

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

#### Condenser

Check the fitting of high-pressure flexible hose and pipe.

#### Liquid tank

Check the fitting of 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. Mode control dial: VENT (Ventilation)
  - c. Intake position: Recirculation
  - d. Temperature control dial: Max. cold
  - e. Fan speed: High
9. Run engine at 1,500 rpm for at least 2 minutes.

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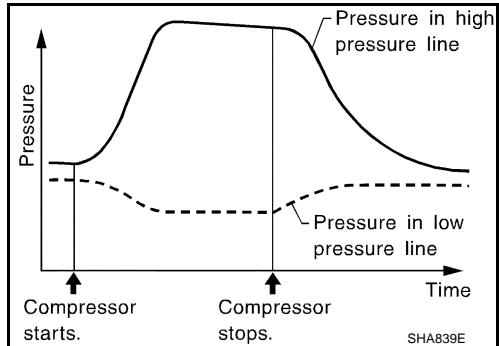
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## REFRIGERANT LINES

10. Stop engine 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.
12. Discharge A/C system using approved refrigerant recovery equipment. Repair the leaking fitting or component if necessary.
13. Evacuate and recharge A/C system and perform the leak test to confirm no refrigerant leaks.
14. Perform A/C performance test to ensure system works properly.

# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### Compressor

BJS0005X

Model		QR engine	YD engine
		Calsonic Kansei make CWV-615M	
Type		V-6 variable displacement	
Displacement cm <sup>3</sup> (cu in)/rev	Max.	146 (8.91)	110 (6.71)
	Min.	13.5 (0.824)	
Cylinder bore × stroke mm (in)		35.2 (1.386) × [2.3 - 25.0 (0.091 - 0.984)]	—
Direction of rotation		Clockwise (viewed from drive end)	
Drive belt		Poly V	A type (single)

### Lubricant

BJS0005Y

Model		QR engine	YD engine
		Calsonic Kansei make CWV-615M	
Name		Nissan A/C System Oil Type S (DH-PS)	Nissan A/C System Oil Type R (DH-PR)
Part number		KLH00-PAGS1P	KLH00-PAGR1P
Capacity m ℥ (Imp fl oz)	Total in system	180 (6.3)	
	Compressor (Service part) charging amount	180 (6.3)	

### Refrigerant

BJS0005Z

Type	HFC-134a (R-134a)
Capacity kg (lb)	0.55 (1.21)

### Engine Idling Speed

BJS00060

Refer to [EC-48, "Idle Speed and Ignition Timing Check"](#) (QR engine: WITH EURO-OBD), [EC-561, "Idle Speed and Ignition Timing Check"](#) (QR engine: WITHOUT EURO-OBD), [EC-1018, "Basic Inspection"](#) (YD engine: WITH EURO-OBD) or [EC-1487, "Basic Inspection"](#) (YD engine: WITHOUT EURO-OBD).

### Belt Tension

BJS00061

Refer to [EM-13, "DRIVE BELTS"](#) (QR engine) or [EM-139, "DRIVE BELTS"](#) (YD engine).

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## **SERVICE DATA AND SPECIFICATIONS (SDS)**

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