

Troubleshooting

Flowchart — Compressor

Compressor clutch does not engage.

Remove the compressor clutch relay from the under-hood relay box C.

Turn the ignition switch ON.

Measure voltage between the No. ④ terminal (+) and body ground (-).

Is there battery voltage?

YES

Measure voltage between the No. ③ terminal (+) and body ground (-).

Is there battery voltage?

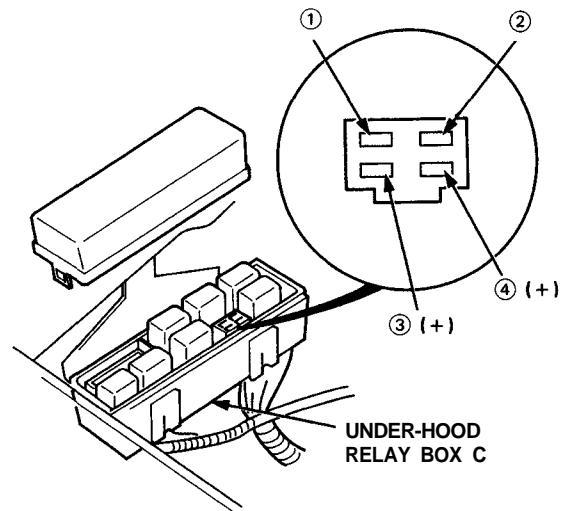
YES

Turn the ignition switch OFF.

NO

Repair open in the YEL/BLK wire between the compressor clutch relay in the under-hood relay box C and the No. 3 (15 A) fuse in the under-dash fuse/relay box.

NO



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From page 22-40

Using a jumper wire, connect the No. ① and No. ③ terminals.

Start the engine.

Does the compressor clutch engage?

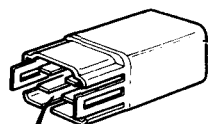
NO

Check for an open in the RED wire between the compressor clutch relay in the under-hood relay box C and the compressor clutch. If the wire is OK, inspect the compressor clutch (see page 21-76), and adjust clearance between the pressure plate and the pulley or replace the field coil.

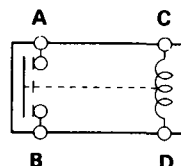
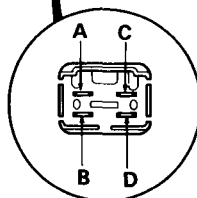
YES

Turn the ignition switch OFF.

Test the compressor clutch relay (see page 21-66).



COMPRESSOR CLUTCH RELAY



Is the relay OK?

NO

Replace the compressor clutch relay.

YES

Reinstall the compressor clutch relay into the under-hood relay box C.

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(cont'd)

Troubleshooting

Flowchart — Compressor (cont'd)

From page 22-41

Disconnect the 12P connector from the fan control unit.

Using a jumper wire, connect the BLU/BLK wire terminal to body ground.

Start the engine.

Does the compressor clutch engage?

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YES

Turn the ignition switch OFF.

Measure resistance between the BLU/WHT and BLU/GRN wire terminals.

Is there 0.5–1.2 k Ω ?

NO

Check for an open in the BLU/WHT and BLU/GRN wires between the fan control unit and the radiator fan control sensor. If the wires are OK, replace the radiator fan control sensor.

YES

Disconnect the 2P connector from the radiator fan control sensor (see section 23).

Check for continuity to body ground at the BLU/WHT wire terminal and BLU/GRN wire terminal.

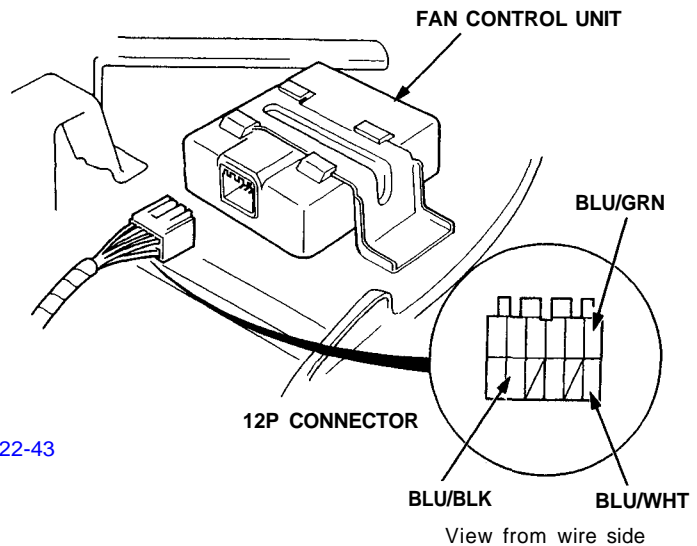
Is there continuity?

NO

Replace the fan control unit.

YES

Repair short to body ground in the BLU/WHT or BLU/GRN wire.





From page 22-42

Turn the ignition switch OFF.

Disconnect the four connectors from the *ECM or PCM, then connect the test harness between them and *ECM or PCM.

Check for continuity in the BLU/BLK wire between the fan control unit and the C3 terminal of the test harness.

Is there continuity?

NO

Repair open in the BLU/BLK wire between the fan control unit and the *ECM or PCM.

YES

Turn the ignition switch ON.

Measure voltage between the A15 terminal (+) of the test harness and body ground (-).

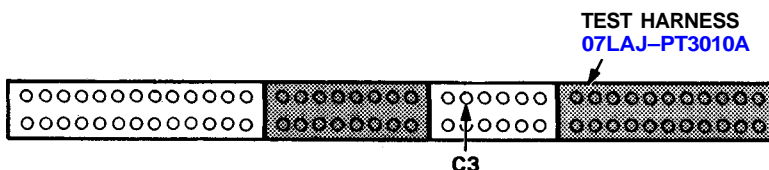
Is there battery voltage?

NO

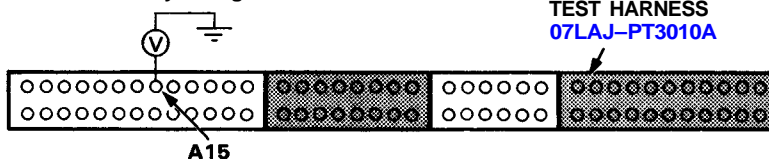
Repair open in the RED/BLU wire between the compressor clutch relay and the ECM (M/T) or PCM (A/T).

YES

Substitute a known-good ECM (M/T) or PCM (A/T) and recheck. If symptom/indication goes away, replace the original *ECM or PCM.



Battery voltage?



*ECM: Engine control module for M/T
PCM: Powertrain control module for M/T