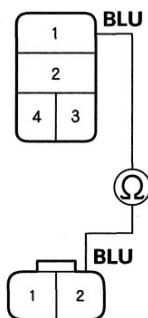




Radiator and A/C Condenser Fan Common Circuit Troubleshooting

10. Check for continuity between A/C condenser fan relay 4P socket terminal No. 1 and A/C condenser fan motor 2P connector terminal No. 2.

A/C CONDENSER FAN RELAY 4P SOCKET
Terminal side of female terminals



A/C CONDENSER FAN 2P MOTOR CONNECTOR
Wire side of female terminals

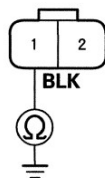
Is there continuity?

YES—Go to step 11.

NO—Repair an open in the wire between the A/C condenser fan relay and the A/C condenser fan motor. ■

11. Check for continuity between A/C condenser fan 2P motor connector terminal No. 1 and body ground.

A/C CONDENSER FAN 2P MOTOR CONNECTOR



Wire side of female terminals

Is there continuity?

YES—Replace the A/C condenser fan motor (see page 10-15). ■

NO—Check for an open in the wire between the A/C condenser fan motor and body ground. If the wire is OK, check for poor ground at G301 (see page 22-26). ■

NOTE:

- Do not use this troubleshooting procedure if the A/C compressor is inoperative. Refer to the symptom troubleshooting index.
- Before doing any symptom troubleshooting, check for powertrain DTCs (see page 11-3).

1. Remove the radiator fan relay and A/C condenser fan relay from the auxiliary under-hood relay box, and test them (see page 22-76).

Are the relays OK?

YES—Go to step 2.

NO—Replace the relays. ■

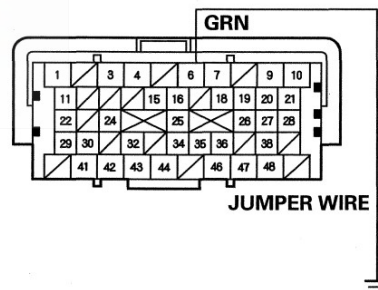
2. Reinstall the relays.

3. Jump the SCS line with the HDS.

NOTE: This step must be done to protect the engine control module/powertrain control module (ECM/PCM) from damage.

4. Disconnect ECM/PCM connector A (49P).
5. Connect the ECM/PCM connector A6 to body ground with a jumper wire.

ECM/PCM CONNECTOR A (49P)



Terminal side of female terminals

6. Turn the ignition switch to ON (II).

Do the fans run?

YES—Check for loose wires or poor connections at ECM/PCM connector A (49P). If the connections are good, substitute a known-good ECM/PCM (see page 11-7), and recheck. If the symptom/indication goes away, replace the original ECM/PCM (see page 11-215). ■

NO—Repair an open in the wire between the radiator fan relay, the A/C condenser fan relay, and the ECM/PCM. ■

Heating/Air Conditioning

A/C Compressor Clutch Circuit Troubleshooting

NOTE:

- It is normal for the A/C compressor to turn off under certain conditions, such as low idle, high engine coolant temperature, hard acceleration, or high/low refrigerant pressure.
- Do not use this troubleshooting procedure if the fans are also inoperative with the A/C on. Refer to the symptom troubleshooting index.
- Before doing any symptom troubleshooting, check for powertrain DTCs (see page 11-3).

1. Check the No. 43 (7.5 A) and the No. 10 (7.5 A) fuses in the under-dash fuse/relay box.

Are the fuses OK?

YES—Go to step 2.

NO—Replace the blown fuses, and recheck. If either fuse blown again, check for a short in the No. 43 (7.5 A) or No. 10 (7.5 A) fuse circuits.■

2. Connect the HDS to the DLC.

3. Start the engine.

4. Turn on the A/C.

5. Check the A/C CLUTCH in the PGM-FI Data List with the HDS.

Is the A/C CLUTCH on?

YES—Go to step 7.

NO—Go to step 6.

6. Check the engine coolant temperature and idle speed (use the HDS PGM-FI Data List if possible).

| | | |
|--------------|------------------------|-----------------|
| TP sensor | About 0.5 V at idle | |
| RPM | A/T | 740–840 at idle |
| | M/T | 700–800 at idle |
| ECT sensor 2 | 176–212 °F (80–100 °C) | |

Are all the values within the specifications?

YES—Go to A/C pressure switch circuit troubleshooting (see page 21-38).■

NO—Troubleshoot the value that is not within the specifications.■

7. Turn the ignition switch to LOCK (0).

8. Remove the A/C compressor clutch relay from the auxiliary under-hood relay box, and test it (see page 22-76).

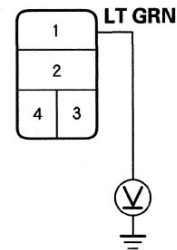
Is the relay OK?

YES—Go to step 9.

NO—Replace the A/C compressor clutch relay.■

9. Measure the voltage between A/C compressor clutch relay 4P socket terminal No. 1 and body ground.

A/C COMPRESSOR CLUTCH RELAY 4P SOCKET



Terminal side of female terminals

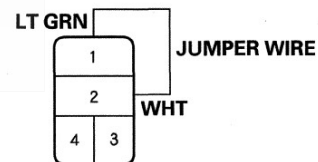
Is there battery voltage?

YES—Go to step 10.

NO—Repair an open in the wire between the No. 43 (7.5 A) fuse in the under-dash fuse/relay box and the A/C compressor clutch relay.■

10. Connect A/C compressor clutch relay 4P socket terminals No. 1 and No. 2 with a jumper wire.

A/C COMPRESSOR CLUTCH RELAY 4P SOCKET



Terminal side of female terminals

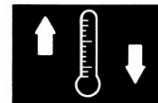
Does the A/C compressor clutch click?

YES—Go to step 11.

NO—Go to step 21.

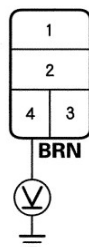
11. Disconnect the jumper wire.

12. Turn the ignition switch to ON (II).



13. Measure the voltage between A/C compressor clutch relay 4P socket terminal No. 4 and body ground.

A/C COMPRESSOR CLUTCH RELAY 4P SOCKET



Terminal side of female terminals

Is there battery voltage?

YES—Go to step 14.

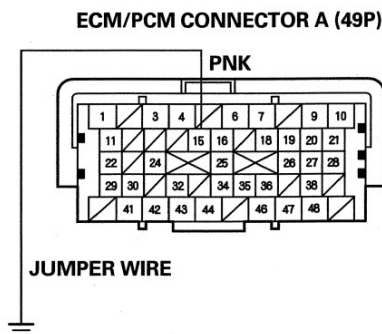
NO—Repair an open in the wire between the No. 10 (7.5 A) fuse in the under-dash fuse/relay box and the A/C compressor clutch relay. ■

14. Turn the ignition switch to LOCK (0).
15. Reinstall the A/C compressor clutch relay.
16. Make sure the A/C switch is OFF.
17. Jump the SCS line with the HDS.

NOTE: This step must be done to protect the engine control module/powertrain control module (ECM/PCM) from damage.

18. Disconnect ECM/PCM connector A (49P).

19. Connect the ECM/PCM connector A15 to body ground with a jumper wire.



Terminal side of female terminals

20. Turn the ignition switch to ON (II).

Does the A/C compressor clutch click?

YES—Check for loose wires or poor connections at ECM/PCM connector A (49P). If the connections are good, substitute a known-good ECM/PCM (see page 11-7), and recheck. If the symptom/indication goes away, replace the original ECM/PCM (see page 11-215). ■

NO—Repair an open in the wire between the A/C compressor clutch relay and the ECM/PCM. ■

21. Disconnect the jumper wire.
22. Disconnect the A/C compressor clutch 3P connector.

(cont'd)