

Climate Control

Driver's Mode Control Motor Test

NOTE: Before testing, check for HVAC DTCs (see page 21-8).

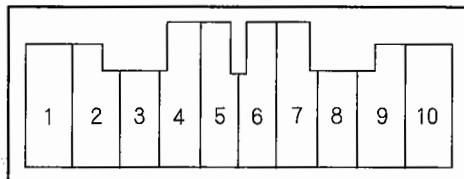
1. Disconnect the 10P connector from the driver's mode control motor.

NOTICE

Incorrectly applying power and ground to the driver's mode control motor will damage it. Follow the instructions carefully.

2. Connect battery power to the No. 2 terminal of the driver's mode control motor, and ground the No. 1 terminal; the driver's mode control motor should run smoothly, and stop at Vent. If it doesn't, reverse the connections; the driver's mode control motor should run smoothly, and stop at Defrost. When the driver's mode control motor stops running, disconnect battery power immediately.

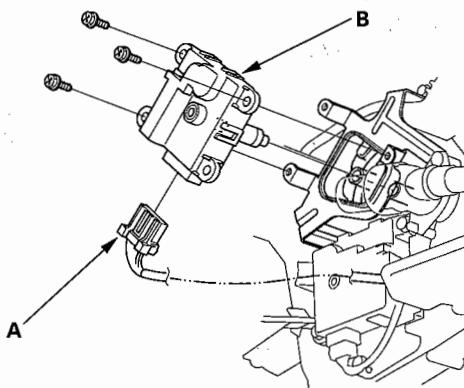
DRIVER'S MODE CONTROL MOTOR



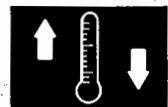
3. If the driver's mode control motor did not run in step 2, remove it, then check the driver's mode control linkage and doors for smooth movement.
 - If the linkage and doors move smoothly, replace the driver's mode control motor (see page 21-70).
 - If the linkage or doors stick or bind, repair them as needed.
 - If the driver's mode control motor runs smoothly, go to step 4.
4. Use a digital multimeter with an output of 1 mA or less at the $20\text{ k}\Omega$ range. With the driver's mode control motor running as in step 2, check for continuity between the No. 6, 7, 8 and 9 terminals and the No. 10 terminal individually. There should be continuity for a moment at each terminal as the motor moves past the switch's terminal.
5. If there is no continuity for a moment at each terminal, replace the driver's mode control motor (see page 21-70).

Driver's Mode Control Motor Replacement

1. Remove the driver's dashboard under cover (see page 20-83)
2. Disconnect the 10P connector (A) from the driver's mode control motor (B). Remove the self-tapping screws and the driver's mode control motor from the heater unit.



3. Install the motor in the reverse order of removal. After installation, make sure the motor runs smoothly.



Passenger's Mode Control Motor Test

NOTE: Before testing, check for HVAC DTCs (see page 21-8).

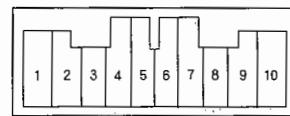
1. Disconnect the 10P connector from the passenger's mode control motor.

NOTICE

Incorrectly applying power and ground to the passenger's mode control motor will damage it. Follow the instructions carefully.

2. Connect battery power to the No. 2 terminal of the passenger's mode control motor, and ground the No. 1 terminal; the passenger's mode control motor should run smoothly, and stop at Vent. If it doesn't, reverse the connections; the passenger's mode control motor should run smoothly, and stop at Defrost. When the passenger's mode control motor stops running, disconnect battery power immediately.

PASSENGER'S MODE CONTROL MOTOR

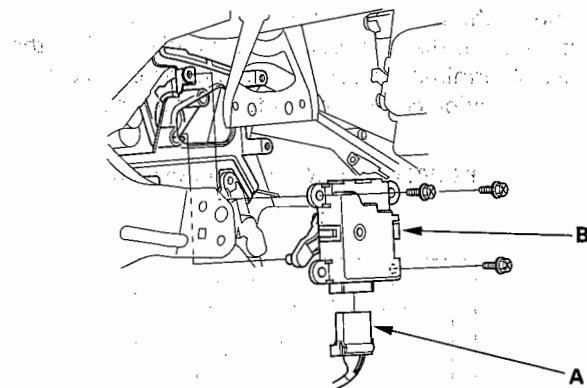


3. If the passenger's mode control motor did not run in step 2, remove it, then check the passenger's mode control linkage and doors for smooth movement.
 - If the linkage and doors move smoothly, replace the passenger's mode control motor (see page 21-71).
 - If the linkage or doors stick or bind, repair them as needed.
 - If the passenger's mode control motor runs smoothly, go to step 4.
4. Use a digital multimeter with an output of 1 mA or less at the $20\text{ k}\Omega$ range. With the passenger's mode control motor running as in step 2, check for continuity between the No. 6, 7, 8 and 9 terminals and the No. 10 terminal individually. There should be continuity for a moment at each terminal as the motor moves past the switch's terminal.
5. If there is no continuity for a moment at each terminal, replace the passenger's mode control motor (see page 21-71).

Passenger's Mode Control Motor Replacement

1. Turn the ignition switch OFF.
2. Set the passenger's mode to VENT.
3. Remove the glove box housing (see page 20-85).
4. Remove the throttle actuator control module (see page 11-216).
5. Remove the climate control unit (see page 21-73).

6. Disconnect the 10P connector (A) from the passenger's mode control motor (B). Remove the self-tapping screws and the passenger's mode control motor from the heater unit.



7. Install the motor in the reverse order of removal. After installation, make sure the motor runs smoothly.

Climate Control

Recirculation Control Motor Test

NOTE: Before testing, check for HVAC DTCs (see page 21-8).

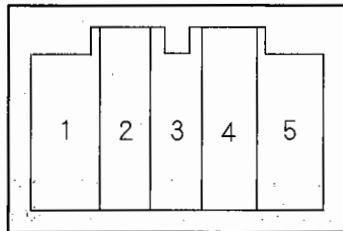
1. Disconnect the 5P connector from the recirculation control motor.

NOTICE

Incorrectly applying power and ground to the recirculation control motor will damage it. Follow the instructions carefully.

2. Connect battery power to the No. 5 terminal of the recirculation control motor, and ground the No. 1 and No. 2 terminals; the recirculation control motor should run smoothly. To avoid damaging the recirculation control motor, do not reverse power and ground. Disconnect the No. 1 or No. 2 terminals from ground; the recirculation control motor should stop at Fresh (when the No. 1 terminal is disconnected) or Recirculate (when the No. 2 terminal is disconnected). Don't cycle the recirculation control motor for a long time.

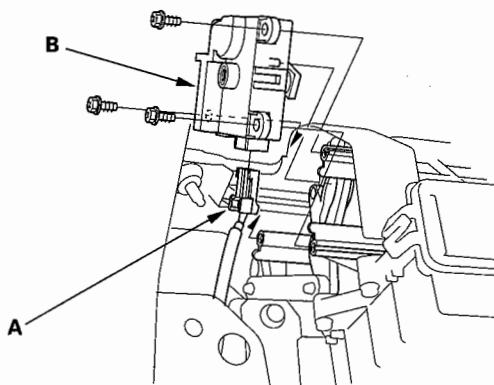
RECIRCULATION CONTROL MOTOR



3. If the recirculation control motor did not run in step 2, remove it, then check the recirculation control linkage and doors for smooth movement.
 - If the linkage and doors move smoothly, replace the recirculation control motor (see page 21-72).
 - If the linkage or doors stick or bind, repair them as needed.

Recirculation Control Motor Replacement

1. Turn the ignition switch OFF.
2. Remove the glove box housing (see page 20-85).
3. Remove the throttle actuator control module (see page 11-216).
4. Disconnect the 5P connector (A) from the recirculation control motor (B). Remove the self-tapping screws and the recirculation control motor from the blower unit.



5. Install the motor in the reverse order of removal. Make sure the pin on the motor is properly engaged with the linkage. After installation, make sure the motor runs smoothly.