Your Ultimate Source for OEM Repair Manuals

FactoryManuals.net is a great resource for anyone who wants to save money on repairs by doing their own work. The manuals provide detailed instructions and diagrams that make it easy to understand how to fix a vehicle.

2014 MAZDA BT-50 OEM Service and Repair Workshop Manual

Go to manual page

Step	Inspection		Action
18*	**INSPECT TO SEE WHETHER MALFUNCTION IS IN WIRING HARNESS (SHORT TO B+ BETWEEN CLIMATE CONTROL UNIT AND AIR INTAKE ACTUATOR) OR ELSEWHERE** • Connect the negative battery terminal. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Switch the ignition ON (engine off or on). • Measure voltage at the following terminals (wiring harness-side). — Climate control unit terminal D (RECIRCULATE mode motor drive signal) — Climate control unit terminal B (FRESH mode motor drive signal) • Are voltages approx. 0 V?	Yes	Go to the next step.
		No	Refer to the wiring diagram and verify whether or not there is a common connector between climate control unit terminal and air intake actuator terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness for a short to power supply. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness which has a short to power supply. Go to Step 22.
19*	**INSPECT TO SEE WHETHER MALFUNCTION IS IN WIRING HARNESS (SHORT TO GROUND BETWEEN CLIMATE CONTROL UNIT AND AIR INTAKE ACTUATOR) OR ELSEWHERE** • Switch the ignition off. • Inspect for continuity between the following terminals (wiring harness-side) and body ground: — Climate control unit terminal D (RECIRCULATE mode motor drive signal) — Climate control unit terminal B (FRESH mode motor drive signal) • Is there continuity?	Yes	Refer to the wiring diagram and verify whether or not there is a common connector between climate control unit terminal and air intake actuator terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness for a short to ground. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness which has a short to ground. Go to Step 22.
		No	Go to the next step.
20	**INSPECT AIR INTAKE ACTUATOR** • Inspect air intake actuator. (See AIR INTAKE ACTUATOR INSPECTION [MANUAL AIR CONDITIONER].) • Is air intake actuator normal?	Yes	Replace the climate control unit. (See CLIMATE CONTROL UNIT REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) Go to Step 22.
		No	Replace the air intake actuator. (See AIR INTAKE ACTUATOR REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) Then go to Step 22.
21	**INSPECT AIR INTAKE LINK** • Inspect air intake links. (See AIR INTAKE ACTUATOR REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) — Is grease on link? — Are links securely and properly installed? — Are links free of obstructions and hindrances? • Are the above items normal?	Yes	Inspect the air intake doors. (See BLOWER UNIT DISASSEMBLY/ASSEMBLY.) • If any doors are cracked or damaged, replace them. • If any doors are not installed securely and properly. Install them in proper positions. • If there are any obstructions, remove them. Go to the next step.
		No	Apply grease to links. If any links are damaged, replace malfunctioning part. Then go to the next step.
22	**VERIFY THAT MALFUNCTION SYMPTOM DOES NOT RECUR AFTER REPAIR** • Does the air intake mode change smoothly?	Yes	Troubleshooting completed. Explain repairs to customer.
		No	Recheck malfunction symptoms, then repeat from Step 1 if the malfunction recurs.

Step	Inspection		Action
7*	INSPECT TO SEE WHETHER MALFUNCTION (SHORT TO POWER SUPPLY) IS IN POSITION SENSOR GROUND OR ELSEWHERE • Measure voltage at the following terminal (wiring harness-side). — Climate control unit terminal R • Is the voltage below 1.0 V?	Yes	Refer to wiring diagram and inspect for open circuit following. • Between climate control unit terminal L and junction point to actuators / sensors (position sensor power supply). • Between climate control unit terminal R and junction point to actuators / sensors (position sensor ground). Repair or replace the malfunctioning part or wiring harness. Go to Step 24.
		No	Refer to the wiring diagram and verify whether or not there is a common connector between climate control unit terminal and each actuator / sensor terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness. Go to Step 24.
8	INSPECT TO SEE WHETHER MALFUNCTION (SHORT TO POWER SUPPLY) IS IN WIRING HARNESS (AIR MIX POSITION SIGNAL) OR ELSEWHERE • Is the voltage B+, at Step 4?	Yes	Refer to the wiring diagram and verify whether or not there is a common connector between climate control unit terminal and air mix actuator terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness for a short to power supply. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness which has a short to power supply. Go to Step 24.
		No	Go to the next step.
9	INSPECT CLIMATE CONTROL UNIT CONNECTOR CONNECTION CONDITION • Switch the ignition off. • Disconnect the negative battery terminal. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Inspect the climate control unit connector engagement and connection condition. (See CLIMATE CONTROL UNIT REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) • Is the connector normal?	Yes	Go to the next step.
		No	Reconnect the climate control unit connector properly. Go to Step 24.
10	INSPECT CLIMATE CONTROL UNIT CONNECTOR TERMINAL CONDITION • Disconnect the climate control unit connector. (See CLIMATE CONTROL UNIT REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) • Inspect the connector and terminals (corrosion, damage, pin disconnection). • Are the connector and terminals normal?	Yes	Go to the next step.
		No	Repair/replace the connector or terminal. Go to Step 24.

Step	Inspection		Action
19*	**INSPECT TO SEE WHETHER MALFUNCTION IS IN WIRING HARNESS (SHORT TO B+ BETWEEN CLIMATE CONTROL UNIT AND AIR MIX ACTUATOR) OR ELSEWHERE** • Climate control unit and air mix actuator connectors are disconnected. • Connect the negative battery terminal. (See CLIMATE CONTROL UNIT REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) • Switch the ignition ON (engine off or on). • Measure voltage at the following terminals (wiring harness-side). — Climate control unit terminal C (COLD motor drive signal) — Climate control unit terminal A (HOT motor drive signal) • Are voltages approx. 0 V?	Yes	Go to the next step.
		No	Refer to the wiring diagram and verify whether or not there is a common connector between climate control unit terminal and air mix actuator terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness for a short to power supply. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness which has a short to power supply. Go to Step 24.
20*	**INSPECT TO SEE WHETHER MALFUNCTION IS IN WIRING HARNESS (SHORT TO GROUND BETWEEN CLIMATE CONTROL UNIT AND AIR MIX ACTUATOR) OR ELSEWHERE** • Switch the ignition off. • Climate control unit and air mix actuator connectors disconnected. • Inspect for continuity between the following terminals (wiring harness-side) and body ground. — Climate control unit terminal C (COLD motor drive signal) — Climate control unit terminal A (HOT motor drive signal) • Is there continuity?	Yes	Refer to the wiring diagram and verify whether or not there is a common connector between climate control unit terminal and air mix actuator terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness for a short to ground. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness which has a short to ground. Go to Step 24.
		No	Go to the next step.
21	**INSPECT AIR MIX ACTUATOR** • Inspect the air mix actuator. (See AIR MIX ACTUATOR INSPECTION [MANUAL AIR CONDITIONER].) • Is air mix actuator normal?	Yes	Replace the climate control unit. (See CLIMATE CONTROL UNIT REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) Go to Step 24.
		No	Replace the air mix actuator. (See AIR MIX ACTUATOR REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) Then go to Step 24.
22	**INSPECT AIR MIX LINK** • Inspect the air mix links. (See AIR MIX ACTUATOR REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) — Is grease on link? — Are links securely and properly installed? — Are links free of obstructions and hindrances? • Are the above items normal?	Yes	Go to the next step.
		No	Apply grease to links. If any links are damaged. Replace malfunctioning part. (See AIR MIX ACTUATOR REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) Then go to Step 24.

Step	Inspection		Action
3*	**INSPECT TO SEE WHETHER MALFUNCTION (OPEN CIRCUIT) IS IN B+ SIGNAL WIRING HARNESS (BETWEEN FUSE BLOCK AND CLIMATE CONTROL UNIT) OR ELSEWHERE** • Disconnect the climate control unit connector. (See CLIMATE CONTROL UNIT REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) • Connect the negative battery terminal. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Switch the ignition ON (engine off or on). • Measure voltage at the following terminal (wiring harness-side). — Climate control unit terminal W • Is the voltage B+?	Yes	Go to the next step.
		No	Refer to the wiring diagram and verify whether or not there is a common connector between climate control unit terminal and fuse block terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness for an open circuit. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness which has an open circuit. Go to Step 23.
4*	**INSPECT TO SEE WHETHER MALFUNCTION IS IN BLOWER UNIT OR AIR INTAKE ACTUATOR** • Switch the ignition off. • Disconnect the negative battery terminal. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Connect the climate control unit connector. (See CLIMATE CONTROL UNIT REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) • Connect the negative battery terminal. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Switch the ignition ON (engine off or on). • Measure and record voltage at the following terminal (wiring harness-side) when air intake mode at RECIRCULATE and FRESH. — Climate control unit terminal G • Is voltage normal?	Yes	Go to Step 22.
		No	Go to the next step.
5*	**INSPECT TO SEE WHETHER MALFUNCTION IS IN POSITION SENSOR OR ELSEWHERE** • Measure voltage at the following terminal (wiring harness-side) when airflow mode at VENT and DEFROSTER. — Climate control unit terminal K • Is voltage normal?	Yes	Go to Step 8.
		No	Go to the next step.
6*	**INSPECT TO SEE WHETHER MALFUNCTION (SHORT TO POWER SUPPLY OR GROUND) IS IN POSITION SENSOR POWER SUPPLY OR ELSEWHERE** • Measure voltage at the following terminal (wiring harness-side). — Climate control unit terminal L • Is voltage approx. 5 V?	Yes	Go to the next step.
		No	Refer to the wiring diagram and verify whether or not there is a common connector between climate control unit terminal and each actuator / sensor terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness. Go to Step 23.

Step	Inspection		Action
16*	**INSPECT TO SEE WHETHER MALFUNCTION (OPEN CIRCUIT) IS IN POSITION SENSOR GROUND OR ELSEWHERE** • Inspect for continuity between the following terminal (wiring harness-side) and junction point to other actuators / sensors (position sensor ground). — Air intake actuator terminal E • Is there continuity?	Yes	Go to the next step.
		No	Refer to the wiring diagram and verify whether or not there is a common connector between air intake actuator terminal and junction point to other actuators / sensor terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness for an open circuit. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness which has an open circuit. Go to Step 23.
17*	**INSPECT TO SEE WHETHER MALFUNCTION IS IN AIR INTAKE ACTUATOR OR WIRING HARNESS (BETWEEN CLIMATE CONTROL UNIT AND AIR INTAKE ACTUATOR)** • Connect the climate control unit connector. (See CLIMATE CONTROL UNIT REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) • Connect the negative battery terminal. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Switch the ignition ON (engine off or on). • Measure voltage at the following terminals (wiring harness-side). — Air intake actuator terminal B (RECIRCULATE mode motor drive signal) — Air intake actuator terminal A (FRESH mode motor drive signal) • Are voltages normal?	Yes	Go to Step 21.
		No	Go to the next step.
18*	**INSPECT TO SEE WHETHER MALFUNCTION IS IN WIRING HARNESS (LACK OF CONTINUITY BETWEEN CLIMATE CONTROL UNIT AND AIR INTAKE ACTUATOR) OR ELSEWHERE** • Switch the ignition off. • Disconnect the negative battery terminal. (See NEGATIVE BATTERY TERMINAL DISCONNECTION/CONNECTION.) • Disconnect the climate control unit connector. (See CLIMATE CONTROL UNIT REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) • Inspect for continuity between the following terminals (wiring harness-side): — Climate control unit terminal D – air intake actuator terminal B (RECIRCULATE mode motor drive signal) — Climate control unit terminal B – air intake mode actuator terminal A (FRESH mode motor drive signal) • Is there continuity?	Yes	Go to the next step.
		No	Refer to the wiring diagram and verify whether or not there is a common connector between climate control unit terminal and air intake actuator terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness. Go to Step 23.

Step	Inspection		Action
3	INSPECT REFRIGERANT PRESSURE TO LOCATE MALFUNCTION • Perform refrigerant pressure check. (See REFRIGERANT PRESSURE CHECK.) • Is the refrigerant pressure normal?	Yes	Go to the next step.
		No	Record the inspection result. • If the refrigerant high-pressure and low-pressure values are both high, go to Step 7. • If the refrigerant high-pressure and low-pressure values are approximately the same, go to Step 10. • If the refrigerant high-pressure and low-pressure values are both low, go to Step 12. • If there is a vacuum on the low pressure side and extremely low pressure on the high pressure side, go to Step 18. • If there is low pressure on the high pressure side and high pressure on the low pressure side, replace the A/C compressor, then go to Step 22. (See A/C COMPRESSOR REMOVAL/INSTALLATION [SKYACTIV-G 2.5].) (See A/C COMPRESSOR REMOVAL/INSTALLATION [SKYACTIV-G 2.5T].) (See A/C COMPRESSOR REMOVAL/INSTALLATION [SKYACTIV-D 2.2].) • If the refrigerant pressure is other than above condition, go to Step 20.
4	INSPECT REFRIGERANT SYSTEM PERFORMANCE • Perform refrigerant system performance test. (See REFRIGERANT SYSTEM PERFORMANCE TEST.) • Is the operation normal?	Yes	Operation is normal. (Recheck malfunction symptoms.)
		No	Go to the next step.
5	INSPECT DRIVE BELT • Inspect the drive belt. (See DRIVE BELT INSPECTION [SKYACTIV-G 2.5 (WITHOUT CYLINDER DEACTIVATION)].) (See DRIVE BELT INSPECTION [SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION)].) (See DRIVE BELT INSPECTION [SKYACTIV-G 2.5T].) (See DRIVE BELT INSPECTION [SKYACTIV-D 2.2].) • Is it normal?	Yes	Go to the next step.
		No	Adjust or replace the drive belt, then the next step. (See DRIVE BELT REMOVAL/INSTALLATION [SKYACTIV-G 2.5 (WITHOUT CYLINDER DEACTIVATION)].) (See DRIVE BELT REMOVAL/INSTALLATION [SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION)].) (See DRIVE BELT REMOVAL/INSTALLATION [SKYACTIV-G 2.5T].) (See DRIVE BELT REMOVAL/INSTALLATION [SKYACTIV-D 2.2].)
6	INSPECT REFRIGERANT PRESSURE SENSOR • Inspect the refrigerant pressure sensor. (See REFRIGERANT PRESSURE SENSOR INSPECTION [MANUAL AIR CONDITIONER].) • Is it normal?	Yes	Go to the next step.
		No	Repair or replace malfunctioning part according to inspection result, then go to Step 22.
7	INSPECT COOLING FAN OPERATION • Verify the cooling fan operation. (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-G 2.5 (WITHOUT CYLINDER DEACTIVATION)].) (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-G 2.5 (WITH CYLINDER DEACTIVATION)].) (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-G 2.5T].) (See ENGINE CONTROL SYSTEM OPERATION INSPECTION [SKYACTIV-D 2.2].) • Is the cooling fan operation normal?	Yes	Go to the next step.
		No	Repair or replace the malfunctioning location according to the inspection results. Then go to Step 22.
8	VISUALLY INSPECT CONDENSER • Is the condenser fin clogged or obstructed by foreign material?	Yes	Remove the foreign material. Repair the condenser fin. Then go to Step 22.
		No	Go to the next step.

Step	Inspection		Action
18	**CHECK TO SEE WHETHER MALFUNCTION IS WATER IN REFRIGERANT SYSTEM OR ELSEWHERE** • Is there is no refrigerant pressure on the low pressure side, or is it normal? (See REFRIGERANT PRESSURE CHECK.)	Yes	Replace the condenser. (Water in refrigerant system) (See CONDENSER REMOVAL/INSTALLATION [SKYACTIV-G 2.5].) (See CONDENSER REMOVAL/INSTALLATION [SKYACTIV-G 2.5T].) (See CONDENSER REMOVAL/INSTALLATION [SKYACTIV-D 2.2].) Go to Step 22.
		No	Go to the next step.
19	**CHECK TO SEE WHETHER MALFUNCTION IS IN RECEIVER DRYER FILTER OR EXPANSION VALVE** • Remove the expansion valve and verify its condition. (See EXPANSION VALVE REMOVAL/INSTALLATION.) • Is there refrigerant leakage or valve clogging?	Yes	**If there is foreign matter clogging the valve:** • Remove the foreign matter. **If there is refrigerant leakage or clogging:** • Replace the expansion valve. (See EXPANSION VALVE REMOVAL/INSTALLATION.) Perform discharge, charge with new refrigerant, and then go to Step 22.
		No	Replace the condenser. (Receiver/Dryer filter is clogged.) (See CONDENSER REMOVAL/INSTALLATION [SKYACTIV-G 2.5].) (See CONDENSER REMOVAL/INSTALLATION [SKYACTIV-G 2.5T].) (See CONDENSER REMOVAL/INSTALLATION [SKYACTIV-D 2.2].) Then go to Step 22.
20	**INSPECT EVAPORATIVE TEMPERATURE SENSOR** • Inspect the evaporator temperature sensor. (See EVAPORATOR TEMPERATURE SENSOR INSPECTION [MANUAL AIR CONDITIONER].) • Is it normal?	Yes	Verify the evaporator temperature sensor position. (See A/C UNIT DISASSEMBLY/ASSEMBLY.) Then go to Step 22.
		No	Replace the evaporator temperature sensor. (See EVAPORATOR TEMPERATURE SENSOR REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].) Then go to Step 22.
21	**INSPECT AIR MIX DOOR RELATED PART INSTALLATION** • Measure the voltages at the following climate control unit terminal when the temperature control dial are set to MAX COLD and MAX HOT. — Climate control unit terminal I • Are voltages normal?	Yes	Go to the next step.
		No	• Inspect the air mix link, air mix crank, and air mix rod of the A/C unit correctly and securely installed to their positions. (See A/C UNIT DISASSEMBLY/ASSEMBLY.) • Repair or install correctly for suspect part according to inspection result, then go to next Step.
22	**VERIFY THAT MALFUNCTION SYMPTOM DOES OCCURS AFTER REPAIR** • If the refrigerant discharged during inspection has not been recharged, discharge and charge with new refrigerant to the specified level. • Does cool air blow out? (Are results of refrigerant system performance test normal?) (See REFRIGERANT SYSTEM PERFORMANCE TEST.)	Yes	Troubleshooting completed. Explain repairs to customer.
		No	Recheck malfunction symptoms, then repeat from Step 1 if malfunction recurs.

Step	Inspection		Action
7	DETERMINE IF MALFUNCTION CAUSE IS EVAPORATOR TEMPERATURE SENSOR OPERATIONAL SIGNAL OR ELSEWHERE • Access climate control unit PID EVA_TMP_SEN. (See PID/DATA MONITOR TABLE [CLIMATE CONTROL UNIT (MANUAL AIR CONDITIONER)].) • Monitor the EVA_TMP_SEN PID while turning on and off the air conditioner by switching the control panel. (See PID/DATA MONITOR TABLE [CLIMATE CONTROL UNIT (MANUAL AIR CONDITIONER)].) • Is the PID normal?	Yes	Go to Step 9.
		No	Go to the next step.
8	INSPECT EVAPORATOR TEMPERATURE SENSOR • Inspect the evaporator temperature sensor. (See EVAPORATOR TEMPERATURE SENSOR INSPECTION [MANUAL AIR CONDITIONER].) • Is the evaporator temperature sensor normal?	Yes	Refer to the wiring diagram and verify whether or not there is a common connector between evaporator temperature sensor terminal and climate control unit terminal. **If there is a common connector:** • Determine the malfunctioning part by inspecting the common connector and the terminal for corrosion, damage, or pin disconnection, and the common wiring harness. • Repair or replace the malfunctioning part. **If there is no common connector:** • Repair or replace the wiring harness. Go to Step 15.
		No	Replace the evaporator temperature sensor, then go to Step 15. (See EVAPORATOR TEMPERATURE SENSOR REMOVAL/INSTALLATION [MANUAL AIR CONDITIONER].)
9*	INSPECT TO SEE WHETHER MALFUNCTION (LACK OF CONTINUITY) IS IN A/C CONTROL SIGNAL CIRCUIT (BETWEEN A/C RELAY AND PCM) OR ELSEWHERE • Measure the voltage between A/C relay terminal D and body ground under the following conditions. — A/C switch is off. — A/C switch is on. • Is the voltage as follows? — A/C on: below 1.0 V — A/C off: B+	Yes	Go to Step 14.
		No	Go to the next step.

Step	Inspection		Action
14	INSPECT TO SEE WHETHER MALFUNCTION IS IN MAGNETIC CLUTCH OR ELSEWHERE • Inspect the magnetic clutch. (See MAGNETIC CLUTCH INSPECTION [SKYACTIV-G 2.5].) (See MAGNETIC CLUTCH INSPECTION [SKYACTIV-G 2.5T].) (See MAGNETIC CLUTCH INSPECTION [SKYACTIV-D 2.2].) • Is the magnetic clutch normal?	Yes	Inspect wiring harness between A/C relay and magnetic clutch. • If above wiring harness is normal, go to the next step. • If above wiring harness malfunctions, repair wiring harness, then go to the next step.
		No	Replace the magnetic clutch, then go to the next step. (See MAGNETIC CLUTCH DISASSEMBLY/ASSEMBLY [SKYACTIV-G 2.5].) (See MAGNETIC CLUTCH DISASSEMBLY/ASSEMBLY [SKYACTIV-G 2.5T].) (See MAGNETIC CLUTCH DISASSEMBLY/ASSEMBLY [SKYACTIV-D 2.2].)
15	VERIFY THAT MALFUNCTION SYMPTOMS DO NOT RECUR AFTER REPAIR • Does cool air discharge from the vents? (Are the results of refrigerant system performance test normal?) (See REFRIGERANT SYSTEM PERFORMANCE TEST.)	Yes	Troubleshooting completed Explain repairs to customer.
		No	Recheck malfunction symptoms, then repeat from Step 1 if malfunction recurs.