

## DIAGNOSIS AND TESTING (Continued)

## DIAGNOSIS WHEN SELF-TEST INDICATES NO ERRORS FOUND (Continued)

CONDITION	POSSIBLE SOURCE	ACTION
<ul style="list-style-type: none"> <li>No Blower</li> </ul>	<ul style="list-style-type: none"> <li>Damaged CELO switch / wiring.</li> <li>Damaged blower speed controller.</li> <li>Damage HI blower relay.</li> <li>Damaged control assembly.</li> <li>Damaged blower motor.</li> <li>Damaged wiring.</li> </ul>	<ul style="list-style-type: none"> <li>Test per "No Blower" Section of Blower Speed Controller.</li> </ul>
<ul style="list-style-type: none"> <li>High Blower Only</li> </ul>	<ul style="list-style-type: none"> <li>Damaged control assembly.</li> <li>Damaged blower controller.</li> <li>Damaged wiring.</li> </ul>	<ul style="list-style-type: none"> <li>Test per "High Blower Only" Section of Blower Speed Controller.</li> </ul>
<ul style="list-style-type: none"> <li>Clutch is Engaged When System is Off</li> </ul>	<ul style="list-style-type: none"> <li>Damaged control assembly.</li> <li>Damaged wiring or interface components.</li> </ul>	<ul style="list-style-type: none"> <li>Test according to "Clutch Does Not Disengage When in OFF". A/C Compressor Clutch Circuit Diagnosis.</li> </ul>
<ul style="list-style-type: none"> <li>Control Assembly Digits and VFD Do Not Light Up, Blower Off</li> </ul>	<ul style="list-style-type: none"> <li>Fuse.</li> <li>Ignition Circuit 298 open.</li> <li>Ignition Circuit 797 open.</li> <li>Ground Circuit 57A open.</li> <li>Damaged control assembly.</li> </ul>	<ul style="list-style-type: none"> <li>Replace fuse.</li> <li>Check Circuit 298.</li> <li>Check Circuit 797.</li> <li>Check Circuit 57A.</li> <li>Replace control assembly.</li> </ul>
<ul style="list-style-type: none"> <li>Cold Air is Delivered During Heating When Engine is Cold</li> </ul>	<ul style="list-style-type: none"> <li>Damaged wiring.</li> <li>Damaged or inoperative engine temperature switch.</li> </ul>	<ul style="list-style-type: none"> <li>Place system at 90°F / Auto. With ignition off, ignition must be off when grounding Circuit 244 (for valid results) ground Circuit 244 at engine temp. switch. Start engine. If blower is off, replace cold engine lockout (CELO). If blower is on, check wiring. If OK, replace control assembly.</li> <li>Replace engine temperature switch.</li> </ul>
<ul style="list-style-type: none"> <li>Control Assembly Temperature Display Will Not Switch From Fahrenheit To Celsius grade When the E/M Trip Computer Button is Pushed</li> </ul>	<ul style="list-style-type: none"> <li>Damaged or inoperative wiring tripminder or control assembly.</li> </ul>	<p><b>CAUTION: Accidental shorting of the wrong pin could destroy the control assembly.</b></p> <ul style="list-style-type: none"> <li>Short Pin 20 of connector VA (Circuit 506) to ground. Turn on ignition. If the display does not switch from F to C, Circuit 506 is open at the control assembly and the control assembly is damaged. Otherwise check the wiring and the tripminder.</li> </ul>
<ul style="list-style-type: none"> <li>System Does Not Control Temperature</li> </ul>	<ul style="list-style-type: none"> <li>Sensor hose not connected to aspirator or sensor.</li> <li>Aspirator not secured to evaporator case.</li> <li>Sensor seal(s) missing or not installed properly.</li> <li>Aspirator or sensor hose blocked with foreign material or kinked.</li> <li>Damaged aspirator hose.</li> </ul>	<ul style="list-style-type: none"> <li>Inspect and service.</li> <li>Inspect and service.</li> <li>Inspect and service.</li> <li>Inspect and service.</li> <li>Inspect and service.</li> </ul>
<ul style="list-style-type: none"> <li>EATC Control Assembly Turns On and Off Erratically. No Control of System</li> </ul>	<ul style="list-style-type: none"> <li>Damaged charging system. EATC will not function with too low or too high battery voltage.</li> </ul>	<ul style="list-style-type: none"> <li>Check battery voltage. If battery voltage is less than 10 volts or greater than 16 volts, refer to charging system diagnosis, Section 14-00. Do not replace EATC control assembly.</li> </ul>

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