

return hose is much cooler than the supply hose, locate and repair the engine coolant flow obstruction in heater system.

OBSTRUCTED COOLANT FLOW

Possible locations or causes of obstructed coolant flow are as follows:

- Pinched or kinked heater hoses
- Improper heater hose routing
- Plugged heater hoses or supply and return ports at the cooling system connections
- Plugged heater core

If proper coolant flow through the cooling system is verified, and heater outlet air temperature is insufficient, a mechanical problem may exist.

- Obstructed heater system outlets
- Faulty blend-air door

TEMPERATURE CONTROL

If the heater outlet air temperature cannot be adjusted with the temperature control on the heater control panel, the following could require service:

- Faulty blend door actuator
- Faulty A/C-heater control
- Faulty related wiring harness or connection
- Faulty blend-air door

SPECIFICATIONS

HEATING-A/C SYSTEM

A/C SYSTEM

Item	Description	Notes
A/C Compressor	Denso 10S17 (3.8L engine) Denso 10S20 (3.5L engine)	ND-8 PAG Oil
Freeze-up Control	Evaporator Temperature Sensor	HVAC housing mounted - input to powertrain control module (PCM)
Low PSI Control	A/C Pressure Transducer	Liquid line mounted - voltage input to powertrain control module (PCM) - PCM opens compressor clutch relay below 0.451 volts
High PSI Control	A/C Pressure Transducer	Liquid line mounted - input to PCM - PCM opens compressor clutch relay above 4.519 volts
	High Pressure Relief Valve	A/C Compressor mounted - opens at a discharge pressure over 3445 - 4135 kPa (500 - 600 psi)
Refrigerant Charge Capacity	Refer to the A/C Underhood Specification Label located in the engine compartment	R-134a refrigerant
A/C Clutch Coil Draw	Denso 10S17 - 3.3 amps Denso 10S20 - 2.2 amps	@ 11.5 - 12V @ 21° C (70° F)

$$12V / 3.3A = 3.6 \text{ ohms}$$

$$12V / 2.2A = 5.5 \text{ ohms}$$