

2012 - Mazda6 - HVAC

NO.3 AMOUNT OF AIR BLOWN FROM REAR VENTS DOES NOT CHANGE [FULL-AUTO AIR CONDITIONER]

3	Amount of air blown from rear vents does not change (with rear fan system)
DESCRIPTION	• Problem with each rear vent. • It does not go out of rear though it goes out of the reception desk normally.
POSSIBLE CAUSE	• Malfunction in rear fan switch. • Malfunction in rear vent system. ▪ Open or short to rear fan switch connector and climate control unit connector. • Malfunction in climate control unit. • Malfunction in rear vent actuator. ▪ Open or short to rear vent actuator and climate control unit connector.

- When performing an asterisked (*) troubleshooting inspection, shake the wiring harness and connectors while performing the inspection to discover whether poor contact points are the cause of any intermittent malfunctions. If there is a problem, inspect to make sure connectors, terminals and wiring harnesses are connected correctly and undamaged.

Diagnostic procedure

STEP	INSPECTION	ACTION
1	VERIFY THAT WHETHER MALFUNCTION IS FRONT SYSTEM OR REAR SYSTEM EXISTS • Verify that the front HVAC system for air blow. • Is the air blown from front air duct normally?	Yes Go to the next step.
		No Perform the symptom "No.2 Amount of air blown from vents does not change" troubleshooting procedure.
2	VERIFY WHETHER MALFUNCTION IS IN ELECTRICAL PART OR DUCT	Yes Go to the next step.

	• Rear fan switch Lo or Hi position. • Verify that the rear vent actuator operation. • Does rear vent actuator operate normally?	No	Go to Step 10.
3*	INSPECT TO SEE WHETHER MALFUNCTION IS IN REAR BLOWER RELAY SYSTEM OR REAR POWER MOS FET SYSTEM • Switch the ignition to ON. • Turn the fan switch to OFF position. • Measure the voltage at the following rear blower motor terminal. ▪ Terminal A (blower motor operation signal) • Is the voltage approx. 12 V?	Yes	Go to Step 5.
		No	Go to the next step.
4*	INSPECT TO SEE WHETHER MALFUNCTION IS IN WIRING HARNESS (LACK OF CONTINUITY BETWEEN FUSE BLOCK AND REAR BLOWER RELAY) OR ELSEWHERE • Measure the voltage at the following blower relay terminal. ▪ Terminal D (B+ signal) • Is the voltage approx. 12 V?	Yes	Inspect the rear blower relay. Replace the rear blower relay, if necessary. Go to step 29.
		No	Repair the wiring harness between the rear blower relay and BLOWER2 15 A fuse, then go to Step 29.
5*	INSPECT TO SEE WHETHER MALFUNCTION IS IN WIRING HARNESS (LACK OF CONTINUITY BETWEEN REAR POWER MOS FET AND GROUND) OR ELSEWHERE • Measure the voltage at the following rear power MOS FET terminal. ▪ Terminal F (GND) • Is the voltage approx. 0 V?	Yes	Go to the next step.
		No	Repair the wiring harness between the rear power MOS FET and ground, then go to Step 29.
6	INSPECT REAR BLOWER UNIT • Inspect the rear blower unit. ▪ Is the fan free of interference with the rear blower unit case? ▪ Is the fan free of foreign material and obstruction? • Is the fan normal?	Yes	Go to the next step.
		No	Remove obstruction, repair or replace the fan and rear blower unit case, then go to Step 29.

7*	INSPECT TO SEE WHETHER MALFUNCTION IS IN REAR POWER MOS FET OR ELSEWHERE • Disconnect power MOS FET connector. • Turn the fan switch to 1st position from off. • Measure the voltage at the following power MOS FET terminal. ▪ Terminal E (rear blower motor speed control signal) • Is the voltage approx. 10 V?	Yes Replace the rear power MOS FET, then go to Step 29. No Go to the next step.
8*	INSPECT TO SEE WHETHER MALFUNCTION IS IN WIRING HARNESS (LACK OF CONTINUITY BETWEEN REAR POWER MOS FET AND REAR FAN SWITCH) OR ELSEWHERE • Switch the ignition to off. • Disconnect climate control unit connector. • Inspect for continuity at the following terminals between the rear power MOS FET and rear fan switch. ▪ Terminal E—J (rear blower motor speed control signal) • Is there continuity?	Yes Go to the next step. No Repair the wiring harness between the rear power MOS FET and climate control unit, then go to Step 29.
9*	INSPECT TO SEE WHETHER MALFUNCTION IS IN CLIMATE CONTROL UNIT OR WIRING HARNESS (SHORT TO GROUND IN WIRING HARNESS BETWEEN REAR POWER MOS FET AND REAR FAN SWITCH) • Inspect for continuity at the following terminals between the rear power MOS FET and ground. ▪ Terminal E (rear blower motor control signal) • Is there continuity?	Yes Repair the wiring harness between the rear power MOS FET and ground, then go to the next step. No Replace the rear fan switch, then go to the next step.
10*	INSPECT WIRING HARNESS BETWEEN REAR FAN SWITCH AND CONTROL UNIT FOR OPEN CIRCUIT • Switch the ignition to off. • Disconnect rear fan switch connector and climate control unit connector. • Inspect the continuity between the following	Yes Go to the next step. No Repair or replace for open circuit. Go to the Step 29.

	wiring terminals. ▪ Rear fan switch connector terminal F—climate control unit connector terminal 1X • Is there continuity?		
11*	INSPECT WIRING HARNESS BETWEEN REAR FAN SWITCH AND CONTROL UNIT FOR SHORT TO GROUND • Switch the ignition to off. • Disconnect rear fan switch connector and climate control unit connector. • Inspect the continuity between rear fan switch connector terminal F and GND. • Is there continuity?	Yes	Repair or replace for short to ground circuit. Go to Step 29.
		No	Go to the next step.
12	INSPECT REAR FAN SWITCH • Inspect the rear fan switch. • Is the rear fan switch normal?	Yes	Go to the next step.
		No	Replace the rear fan switch. Go to Step 29.
13*	INSPECT TO SEE WHETHER MALFUNCTION IS IN REAR BLOWER UNIT OR REAR VENT ACTUATOR • Switch the ignition to ON. • Measure the voltage at climate control unit terminal 2H (12-pin) when rear fan switch on and off. • Is the voltage normal?	Yes	Go to Step 23.
		No	Go to the next step.
14*	INSPECT TO SEE WHETHER MALFUNCTION IS IN POSITION OR ELSEWHERE • Switch the ignition to ON. • Measure the voltage at climate control unit terminal 2A and 2C (12-pin) when temperature controls dial at MAX HOT and MAX COLD. • Are voltage normal?	Yes	Go to Step 17.
		No	Go to the next step.
15*	INSPECT TO SEE WHETHER MALFUNCTION (LACK OF CONTINUITY OR SHORT TO BATTERY POWER OR GROUND) IS IN POSITION SENSOR POWER SUPPLY (CLIMATE CONTROL UNIT TERMINAL 2K) OR	Yes	Go to the next step.
		No	Repair the wiring harness between climate control unit terminal 2K and follows:

	ELSEWHERE • Switch the ignition to ON. • Measure the voltage at climate control unit terminal 2K (12-pin). • Is the voltage approx. 5 V?		• Airflow mode actuator terminal F • Driver side air mix actuator terminal D • Passenger side air mix actuator terminal F • Rear vent actuator terminal F Then go to Step 29.
16*	INSPECT TO SEE WHETHER MALFUNCTION (LACK OF CONTINUITY OR OPEN) IS IN POSITION SENSOR GND (CLIMATE CONTROL UNIT TERMINAL 2L) OR ELSEWHERE • Measure the voltage at climate control unit terminal 2L (12-pin). • Is the voltage approx. 1.0 V?	Yes	Go to the next step.
		No	Repair the wiring harness between climate control unit terminal 2L and follows: • Airflow mode actuator terminal D • Driver side air mix actuator terminal F • Passenger side air mix actuator terminal D • Rear vent actuator terminal D Then go to Step 29.
17*	INSPECT TO SEE WHETHER MALFUNCTION (SHORT TO POWER) IS IN WIRING HARNESS (REAR VENT POSITION SIGNAL) OR ELSEWHERE • Is climate control unit terminal 2H voltage approx. 12 V, at Step 18?	Yes	Repair the wiring harness between climate control unit terminal 2H and rear vent actuator terminal E. Then go to Step 29.
		No	Go to the next step.
18*	INSPECT TO SEE WHETHER MALFUNCTION (LACK OF CONTINUITY) IS IN WIRING	Yes	Go to the next step.

	HARNESS (REAR VENT POSITI ON SI GNAL) OR ELSEWHERE • Switch the ignition to off. • Disconnect climate control unit and airflow mode actuator connectors. • Verify continuity between the climate control unit terminal 2H (12-pin) and airflow mode actuator terminal E at harness side connector. • Is there continuity?	No	Repair the wiring harness between the climate control unit terminal 2H and rear vent actuator terminal E, then go to Step 29.
19*	INSPECT TO SEE WHETHER MALFUNCTION (SHORT TO GND) IS IN WIRING HARNESS (REAR VENT POSITION SIGNAL) OR POSITION SENSOR COMMON (POWER SUPPLY OR GND) HARNESS • Verify continuity between the climate control unit harness side connector 2H (12-pin) and GND. • Is there continuity?	Yes	Repair the wiring harness between the climate control unit terminal 2H and rear vent actuator terminal E, then go to Step 29.
		No	Inspection and repair for open circuit following. • Between rear vent actuator terminal F and junction point to each air mix actuator (position sensor power supply) • Between rear vent actuator terminal D and junction point to each air mix actuator (position sensor GND) Then go to Step 29.
20*	INSPECT TO SEE WHETHER MALFUNCTION (LACK OF CONTINUITY) IS IN REAR VENT ACTUATOR WIRING HARNESS (BETWEEN CLIMATE CONTROL UNIT AND AIRFLOW MODE ACTUATOR) OR ELSEWHERE • Switch the ignition to ON. • Measure the voltage following terminals of climate control unit ▪ Terminal 1T (24-pin, rear vent close signal)	Yes	Go to the next step.
		No	Go to Step 22.

	▪ Terminal 1V (24-pin, rear vent open signal)		
	• Are voltage okay?		
21*	INSPECT TO SEE WHETHER MALFUNCTION (LACK OF CONTINUITY) IS IN REAR VENT ACTUATOR OR WIRING HARNESS (BETWEEN CLIMATE CONTROL UNIT AND REAR VENT ACTUATOR) • Measure the voltage following terminals of climate control unit ▪ Terminal 1T (24-pin, rear vent close signal) ▪ Terminal 1V (24-pin, rear vent open signal) • Are voltages as shown below? ▪ Rear vent close signal: approx. 10 V during rear vent close and approx. 0.5 V during rear vent open. ▪ VENT mode motor drive signal: approx. 0.5 V during rear vent close and approx. 10 V during rear vent open.	Yes	Go to Step 26.
		No	Repair the wiring harness between the climate control unit and rear vent actuator. Then go to Step 29.
22*	INSPECT TO SEE WHETHER MALFUNCTION IS IN REAR VENT ACTUATOR OR ELSEWHERE • Disconnect the rear vent actuator. • Measure the voltage following terminals of climate control unit ▪ Terminal 1T (24-pin, rear vent close signal) ▪ Terminal 1V (24-pin, rear vent open signal) • Are voltage okay?	Yes	Go to Step 25.
		No	Go to the next step.
23*	INSPECT WIRING HARNESS BETWEEN REAR VENT ACTUATOR AND CLIMATE CONTROL UNIT FOR OPEN CIRCUIT • Switch the ignition to off. • Disconnect the rear fan switch connector and climate control unit connector. • Inspect for continuity between the following wiring terminals.	Yes	Go to the next step.
		No	Repair or replace for open circuit. Go to the Step 29.

	▪ Rear vent actuator terminal A—climate control unit connector terminal 1T ▪ Rear vent actuator terminal B—climate control unit connector terminal 1V • Is there continuity?		
24*	INSPECT WIRING HARNESS BETWEEN REAR VENT ACTUATOR AND CLIMATE CONTROL UNIT FOR SHORT TO GROUND • Switch the ignition to off. • Disconnect the rear vent actuator connector and climate control unit connector. • Inspect the continuity between the following wiring terminals and ground. ▪ Rear vent actuator terminal A ▪ Rear vent actuator terminal B • Is there continuity?	Yes	Repair or replace for open circuit. Go to the Step 29.
		No	Replace the climate control unit. Go to the Step 29.
25	INSPECT REAR VENT ACTUATOR • Inspect the rear vent actuator. • Is the rear vent actuator normal?	Yes	Go to the next step.
		No	Replace the rear vent actuator, then go to Step 29.
26	INSPECT REAR VENT LINK • Inspect airflow mode links. ▪ Is grease on link? ▪ Are links securely and properly installed? ▪ Are links free of obstructions and hindrances? • Are above items okay?	Yes	Go to the next step.
		No	Apply grease to links. If any links are damaged, replace the malfunctioning part. Then go to Step 29.
27	INSPECT TO SEE WHETHER MALFUNCTION IS IN CLIMATE CONTROL UNIT OR REAR VENT DOOR • Inspect blower unit rear vent door. ▪ Is door free of obstructions, cracks and damage? ▪ Are door securely and properly	Yes	Go to the next step.
		No	Remove the obstruction, or install door in proper position. If any door cracked or damaged, replace them. Then go to Step 29.

	installed? • Are above items okay?		
28	VERIFY THAT DUCTS INSTALLATION CONDITION • Is rear vent ducts installed properly?	Yes	Inspect ducts for clogging, deformatly, and air leakage, then go to the next step.
		No	Install the suspected ducts properly, then go to the next step.
29	CONFIRM THAT MALFUNCTION SYMPTOM DOES NOT RECUR AFTER REPAIR • Does air blow out?	Yes	Troubleshooting completed. Explain repairs to customer.
		No	Recheck malfunction symptoms, then repeat from Step 1 if the malfunction recurs.

[< Previous](#) [Next >](#)

[Back to Top](#)

2012 - Mazda6 - HVAC

NO.3 AMOUNT OF AIR BLOWN FROM REAR VENTS DOES NOT CHANGE [FULL-AUTO AIR CONDITIONER]

3	Amount of air blown from rear vents does not change (with rear fan system)
DESCRIPTION	• Problem with each rear vent. • It does not go out of rear though it goes out of the reception desk normally.
POSSIBLE CAUSE	• Malfunction in rear fan switch. • Malfunction in rear vent system. ▪ Open or short to rear fan switch connector and climate control unit connector. • Malfunction in climate control unit. • Malfunction in rear vent actuator. ▪ Open or short to rear vent actuator and climate control unit connector.

- When performing an asterisked (*) troubleshooting inspection, shake the wiring harness and connectors while performing the inspection to discover whether poor contact points are the cause of any intermittent malfunctions. If there is a problem, inspect to make sure connectors, terminals and wiring harnesses are connected correctly and undamaged.

Diagnostic procedure

STEP	INSPECTION	ACTION
1	VERIFY THAT WHETHER MALFUNCTION IS FRONT SYSTEM OR REAR SYSTEM EXISTS • Verify that the front HVAC system for air blow. • Is the air blown from front air duct normally?	Yes Go to the next step.
		No Perform the symptom "No.2 Amount of air blown from vents does not change" troubleshooting procedure.
2	VERIFY WHETHER MALFUNCTION IS IN ELECTRICAL PART OR DUCT	Yes Go to the next step.

	• Rear fan switch Lo or Hi position. • Verify that the rear vent actuator operation. • Does rear vent actuator operate normally?	No	Go to Step 10.
3*	INSPECT TO SEE WHETHER MALFUNCTION IS IN REAR BLOWER RELAY SYSTEM OR REAR POWER MOS FET SYSTEM • Switch the ignition to ON. • Turn the fan switch to OFF position. • Measure the voltage at the following rear blower motor terminal. ▪ Terminal A (blower motor operation signal) • Is the voltage approx. 12 V?	Yes	Go to Step 5.
		No	Go to the next step.
4*	INSPECT TO SEE WHETHER MALFUNCTION IS IN WIRING HARNESS (LACK OF CONTINUITY BETWEEN FUSE BLOCK AND REAR BLOWER RELAY) OR ELSEWHERE • Measure the voltage at the following blower relay terminal. ▪ Terminal D (B+ signal) • Is the voltage approx. 12 V?	Yes	Inspect the rear blower relay. Replace the rear blower relay, if necessary. Go to step 29.
		No	Repair the wiring harness between the rear blower relay and BLOWER2 15 A fuse, then go to Step 29.
5*	INSPECT TO SEE WHETHER MALFUNCTION IS IN WIRING HARNESS (LACK OF CONTINUITY BETWEEN REAR POWER MOS FET AND GROUND) OR ELSEWHERE • Measure the voltage at the following rear power MOS FET terminal. ▪ Terminal F (GND) • Is the voltage approx. 0 V?	Yes	Go to the next step.
		No	Repair the wiring harness between the rear power MOS FET and ground, then go to Step 29.
6	INSPECT REAR BLOWER UNIT • Inspect the rear blower unit. ▪ Is the fan free of interference with the rear blower unit case? ▪ Is the fan free of foreign material and obstruction? • Is the fan normal?	Yes	Go to the next step.
		No	Remove obstruction, repair or replace the fan and rear blower unit case, then go to Step 29.

7*	INSPECT TO SEE WHETHER MALFUNCTION IS IN REAR POWER MOS FET OR ELSEWHERE • Disconnect power MOS FET connector. • Turn the fan switch to 1st position from off. • Measure the voltage at the following power MOS FET terminal. ▪ Terminal E (rear blower motor speed control signal) • Is the voltage approx. 10 V?	Yes Replace the rear power MOS FET, then go to Step 29. No Go to the next step.
8*	INSPECT TO SEE WHETHER MALFUNCTION IS IN WIRING HARNESS (LACK OF CONTINUITY BETWEEN REAR POWER MOS FET AND REAR FAN SWITCH) OR ELSEWHERE • Switch the ignition to off. • Disconnect climate control unit connector. • Inspect for continuity at the following terminals between the rear power MOS FET and rear fan switch. ▪ Terminal E—J (rear blower motor speed control signal) • Is there continuity?	Yes Go to the next step. No Repair the wiring harness between the rear power MOS FET and climate control unit, then go to Step 29.
9*	INSPECT TO SEE WHETHER MALFUNCTION IS IN CLIMATE CONTROL UNIT OR WIRING HARNESS (SHORT TO GROUND IN WIRING HARNESS BETWEEN REAR POWER MOS FET AND REAR FAN SWITCH) • Inspect for continuity at the following terminals between the rear power MOS FET and ground. ▪ Terminal E (rear blower motor control signal) • Is there continuity?	Yes Repair the wiring harness between the rear power MOS FET and ground, then go to the next step. No Replace the rear fan switch, then go to the next step.
10*	INSPECT WIRING HARNESS BETWEEN REAR FAN SWITCH AND CONTROL UNIT FOR OPEN CIRCUIT • Switch the ignition to off. • Disconnect rear fan switch connector and climate control unit connector. • Inspect the continuity between the following	Yes Go to the next step. No Repair or replace for open circuit. Go to the Step 29.

	wiring terminals. ▪ Rear fan switch connector terminal F—climate control unit connector terminal 1X • Is there continuity?		
11*	INSPECT WIRING HARNESS BETWEEN REAR FAN SWITCH AND CONTROL UNIT FOR SHORT TO GROUND • Switch the ignition to off. • Disconnect rear fan switch connector and climate control unit connector. • Inspect the continuity between rear fan switch connector terminal F and GND. • Is there continuity?	Yes	Repair or replace for short to ground circuit. Go to Step 29.
		No	Go to the next step.
12	INSPECT REAR FAN SWITCH • Inspect the rear fan switch. • Is the rear fan switch normal?	Yes	Go to the next step.
		No	Replace the rear fan switch. Go to Step 29.
13*	INSPECT TO SEE WHETHER MALFUNCTION IS IN REAR BLOWER UNIT OR REAR VENT ACTUATOR • Switch the ignition to ON. • Measure the voltage at climate control unit terminal 2H (12-pin) when rear fan switch on and off. • Is the voltage normal?	Yes	Go to Step 23.
		No	Go to the next step.
14*	INSPECT TO SEE WHETHER MALFUNCTION IS IN POSITION OR ELSEWHERE • Switch the ignition to ON. • Measure the voltage at climate control unit terminal 2A and 2C (12-pin) when temperature controls dial at MAX HOT and MAX COLD. • Are voltage normal?	Yes	Go to Step 17.
		No	Go to the next step.
15*	INSPECT TO SEE WHETHER MALFUNCTION (LACK OF CONTINUITY OR SHORT TO BATTERY POWER OR GROUND) IS IN POSITION SENSOR POWER SUPPLY (CLIMATE CONTROL UNIT TERMINAL 2K) OR	Yes	Go to the next step.
		No	Repair the wiring harness between climate control unit terminal 2K and follows:

	ELSEWHERE • Switch the ignition to ON. • Measure the voltage at climate control unit terminal 2K (12-pin). • Is the voltage approx. 5 V?		• Airflow mode actuator terminal F • Driver side air mix actuator terminal D • Passenger side air mix actuator terminal F • Rear vent actuator terminal F Then go to Step 29.
16*	INSPECT TO SEE WHETHER MALFUNCTION (LACK OF CONTINUITY OR OPEN) IS IN POSITION SENSOR GND (CLIMATE CONTROL UNIT TERMINAL 2L) OR ELSEWHERE • Measure the voltage at climate control unit terminal 2L (12-pin). • Is the voltage approx. 1.0 V?	Yes	Go to the next step.
		No	Repair the wiring harness between climate control unit terminal 2L and follows: • Airflow mode actuator terminal D • Driver side air mix actuator terminal F • Passenger side air mix actuator terminal D • Rear vent actuator terminal D Then go to Step 29.
17*	INSPECT TO SEE WHETHER MALFUNCTION (SHORT TO POWER) IS IN WIRING HARNESS (REAR VENT POSITION SIGNAL) OR ELSEWHERE • Is climate control unit terminal 2H voltage approx. 12 V, at Step 18?	Yes	Repair the wiring harness between climate control unit terminal 2H and rear vent actuator terminal E. Then go to Step 29.
		No	Go to the next step.
18*	INSPECT TO SEE WHETHER MALFUNCTION (LACK OF CONTINUITY) IS IN WIRING	Yes	Go to the next step.

	HARNESS (REAR VENT POSITI ON SI GNAL) OR ELSEWHERE • Switch the ignition to off. • Disconnect climate control unit and airflow mode actuator connectors. • Verify continuity between the climate control unit terminal 2H (12-pin) and airflow mode actuator terminal E at harness side connector. • Is there continuity?	No	Repair the wiring harness between the climate control unit terminal 2H and rear vent actuator terminal E, then go to Step 29.
19*	INSPECT TO SEE WHETHER MALFUNCTION (SHORT TO GND) IS IN WIRING HARNESS (REAR VENT POSITION SIGNAL) OR POSITION SENSOR COMMON (POWER SUPPLY OR GND) HARNESS • Verify continuity between the climate control unit harness side connector 2H (12-pin) and GND. • Is there continuity?	Yes	Repair the wiring harness between the climate control unit terminal 2H and rear vent actuator terminal E, then go to Step 29.
		No	Inspection and repair for open circuit following. • Between rear vent actuator terminal F and junction point to each air mix actuator (position sensor power supply) • Between rear vent actuator terminal D and junction point to each air mix actuator (position sensor GND) Then go to Step 29.
20*	INSPECT TO SEE WHETHER MALFUNCTION (LACK OF CONTINUITY) IS IN REAR VENT ACTUATOR WIRING HARNESS (BETWEEN CLIMATE CONTROL UNIT AND AIRFLOW MODE ACTUATOR) OR ELSEWHERE • Switch the ignition to ON. • Measure the voltage following terminals of climate control unit ▪ Terminal 1T (24-pin, rear vent close signal)	Yes	Go to the next step.
		No	Go to Step 22.

	▪ Terminal 1V (24-pin, rear vent open signal) • Are voltage okay?		
21*	INSPECT TO SEE WHETHER MALFUNCTION (LACK OF CONTINUITY) IS IN REAR VENT ACTUATOR OR WIRING HARNESS (BETWEEN CLIMATE CONTROL UNIT AND REAR VENT ACTUATOR) • Measure the voltage following terminals of climate control unit ▪ Terminal 1T (24-pin, rear vent close signal) ▪ Terminal 1V (24-pin, rear vent open signal) • Are voltages as shown below? ▪ Rear vent close signal: approx. 10 V during rear vent close and approx. 0.5 V during rear vent open. ▪ VENT mode motor drive signal: approx. 0.5 V during rear vent close and approx. 10 V during rear vent open.	Yes	Go to Step 26.
		No	Repair the wiring harness between the climate control unit and rear vent actuator. Then go to Step 29.
22*	INSPECT TO SEE WHETHER MALFUNCTION IS IN REAR VENT ACTUATOR OR ELSEWHERE • Disconnect the rear vent actuator. • Measure the voltage following terminals of climate control unit ▪ Terminal 1T (24-pin, rear vent close signal) ▪ Terminal 1V (24-pin, rear vent open signal) • Are voltage okay?	Yes	Go to Step 25.
		No	Go to the next step.
23*	INSPECT WIRING HARNESS BETWEEN REAR VENT ACTUATOR AND CLIMATE CONTROL UNIT FOR OPEN CIRCUIT • Switch the ignition to off. • Disconnect the rear fan switch connector and climate control unit connector. • Inspect for continuity between the following wiring terminals.	Yes	Go to the next step.
		No	Repair or replace for open circuit. Go to the Step 29.

	▪ Rear vent actuator terminal A—climate control unit connector terminal 1T ▪ Rear vent actuator terminal B—climate control unit connector terminal 1V • Is there continuity?		
24*	INSPECT WIRING HARNESS BETWEEN REAR VENT ACTUATOR AND CLIMATE CONTROL UNIT FOR SHORT TO GROUND • Switch the ignition to off. • Disconnect the rear vent actuator connector and climate control unit connector. • Inspect the continuity between the following wiring terminals and ground. ▪ Rear vent actuator terminal A ▪ Rear vent actuator terminal B • Is there continuity?	Yes	Repair or replace for open circuit. Go to the Step 29.
		No	Replace the climate control unit. Go to the Step 29.
25	INSPECT REAR VENT ACTUATOR • Inspect the rear vent actuator. • Is the rear vent actuator normal?	Yes	Go to the next step.
		No	Replace the rear vent actuator, then go to Step 29.
26	INSPECT REAR VENT LINK • Inspect airflow mode links. ▪ Is grease on link? ▪ Are links securely and properly installed? ▪ Are links free of obstructions and hindrances? • Are above items okay?	Yes	Go to the next step.
		No	Apply grease to links. If any links are damaged, replace the malfunctioning part. Then go to Step 29.
27	INSPECT TO SEE WHETHER MALFUNCTION IS IN CLIMATE CONTROL UNIT OR REAR VENT DOOR • Inspect blower unit rear vent door. ▪ Is door free of obstructions, cracks and damage? ▪ Are door securely and properly	Yes	Go to the next step.
		No	Remove the obstruction, or install door in proper position. If any door cracked or damaged, replace them. Then go to Step 29.

	installed? • Are above items okay?		
28	VERIFY THAT DUCTS INSTALLATION CONDITION • Is rear vent ducts installed properly?	Yes	Inspect ducts for clogging, deformatly, and air leakage, then go to the next step.
		No	Install the suspected ducts properly, then go to the next step.
29	CONFIRM THAT MALFUNCTION SYMPTOM DOES NOT RECUR AFTER REPAIR • Does air blow out?	Yes	Troubleshooting completed. Explain repairs to customer.
		No	Recheck malfunction symptoms, then repeat from Step 1 if the malfunction recurs.