

Repair:

corrosion (install new connector or terminals - clean module pins)

damaged or bent pins - install new terminals/pins

pushed-out pins - install new pins as necessary

Reconnect all PCM connectors. Make sure they seat and latch correctly.

Operate the system and determine if the concern is still present.

Is the concern still present?

Yes	CHECK OASIS for any applicable Technical Service Bulletins (TSBs). If a TSB exists for this concern, DISCONTINUE this test and FOLLOW TSB instructions. If no Technical Service Bulletins (TSBs) address this concern, INSTALL a new PCM. For 2.3L, REFER to: Powertrain Control Module (PCM) . For 3.7L, REFER to: Powertrain Control Module (PCM) . For 5.0L, REFER to: Powertrain Control Module (PCM) .
No	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector. ADDRESS the root cause of any connector or pin issues.

DIAGNOSIS AND TESTING > CLIMATE CONTROL SYSTEM - VEHICLES WITH: DUAL AUTOMATIC TEMPERATURE CONTROL (DATC) > PINPOINT TEST(S) > PINPOINT TEST B : P0645

Refer to Automatic Climate Control System for schematic and connector information.

Normal Operation and Fault Conditions

Voltage is provided to the A/C clutch relay. When A/C is requested and A/C line pressures allow, a ground is provided to the A/C clutch relay coil from the PCM, energizing the A/C clutch relay.

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
P0645	A/C Clutch Relay Control Circuit	This DTC sets when the PCM grounds the relay circuit and more voltage than expected is detected on the relay circuit. This DTC also sets when the relay circuit is off and no voltage is detected on the relay circuit. The PCM expects to detect voltage coming through the relay coil to the relay circuit when it is not grounding it.

Possible Sources