

Blower Controls (cont'd)

– How the Circuit Works

Manual A/C

The blower motor is controlled by the heater control panel. With the ignition switch in ON (II), the heater control panel receives battery voltage through fuse 19. The heater control panel is grounded at G303.

Battery voltage is supplied through fuse 37 to the blower motor relay contacts at all times. With the ignition switch in ON (II), the blower motor relay is energized and battery voltage is supplied to the blower motor. The power transistor controls the blower motor in all speeds except HIGH. The power transistor is controlled by the heater control panel. When you turn the blower switch to its highest speed, the heater control panel grounds the blower motor HIGH relay coil, the relay is energized, connecting the blower motor directly to ground, and the blower runs at high speed.

Climate Control

The blower motor is controlled by the climate control unit which receives battery voltage at all times through fuse 56. With the ignition switch in ON (II), battery voltage is supplied to the control unit through fuse 19. The control unit is grounded at G303.

Battery voltage to the blower motor relay contacts is applied through fuse 37 at all times. With the ignition switch in ON (II), the blower motor relay is energized and battery voltage is supplied to the blower motor. The power transistor controls the blower motor in all speeds except HIGH. The power transistor is controlled by the control unit. When the control unit requests HIGH blower speed it grounds the blower motor HIGH relay coil, the relay is energized, which connects the blower motor directly to ground, making the blower run at high speed.

When the climate control unit is in the auto mode and requests heat, the blower motor will not turn on until the engine coolant is warm (the radiator fan comes on).