Flow Chart — Recirculation Control

Recirculation control door does not change between FRESH and REC.

Inspect No. 18 (10A) fuse.

Is the No. 18 fuse OK? NO → **Replace the No. 18 fuse.**

YES

Push the FRESH button and turn the ignition switch ON.

Does the motor run all the time? YES → **· Repair short in GRN/RED wire between recirc. motor and switch. · Replace the control switch.**

NO

Turn off the ignition switch.

Push the REC button and turn the ignition switch ON.

Does the motor run all the time? YES → **· Repair short in GRN/WHT wire between recirc. motor and switch. · Replace the control switch.**

NO

Turn off the ignition switch.

Disconnect the 4P connector from the recirc. motor at the bottom of the blower assembly.

Turn the ignition switch on.

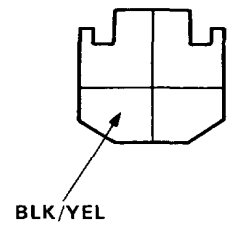
Measure the voltage between the BLK/YEL (+) and body ground (−).

Is there battery voltage? NO → **Repair open in BLK/YEL wire between the fuse box and recirc. motor.**

YES

Turn the ignition switch off and reconnect the 4P connector.

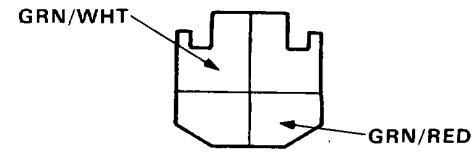
(To page 15-13)



View from wire side

(From page 15-12)

Connect the GRN/RED and GRN/WHT terminals to the body ground using a jumper wire. Turn the ignition switch ON.



View from wire side

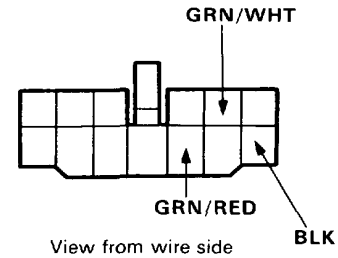
Does the motor run all the time?

NO → **Replace the recirculation control motor.**

YES

Turn the ignition switch OFF. Remove the heater control panel and disconnect the 13P connector.

Connect the GRN/WHT and GRN/RED terminals to BLK terminal using a jumper wire. Turn the ignition switch ON.



View from wire side

Does the motor run all the time?

YES → **Replace the heater control panel.**

NO

Check for continuity between the BLK terminal to body ground.

Is there continuity?

NO → **Repair the poor ground (G201) or open in BLK wire between the heater control panel and blower.**

YES

Repair open in GRN/RED or GRN/WHT between the heater control panel and blower.