

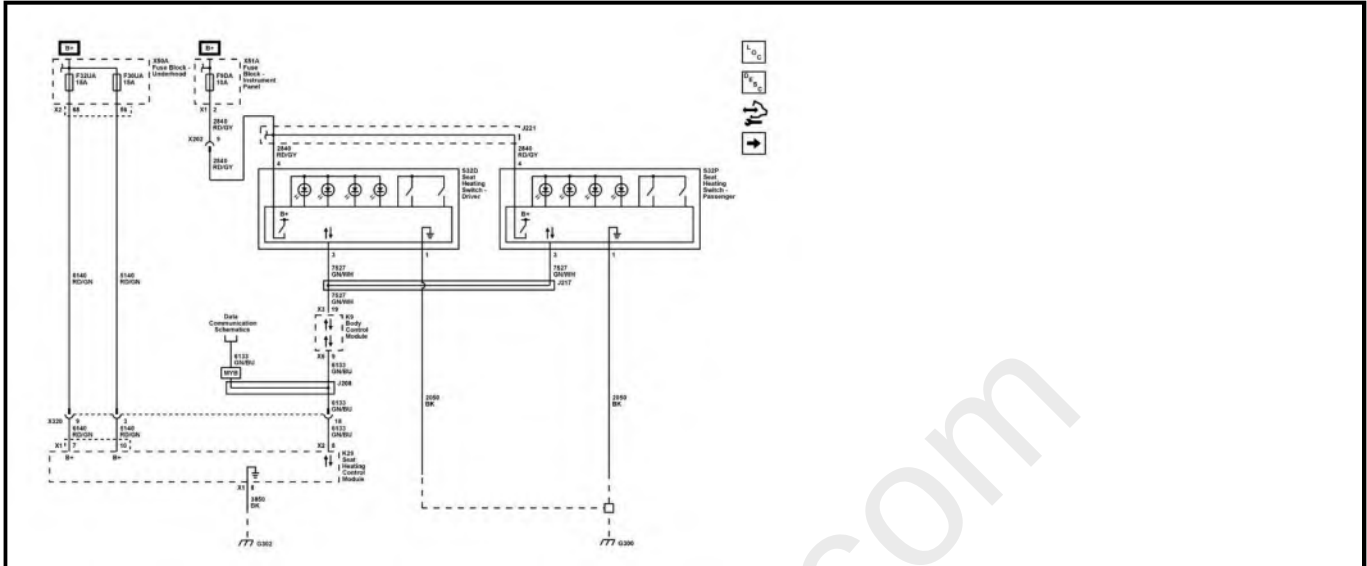
2021 ACCESSORIES & EQUIPMENT

Seat Heating System And Seat Cooling System- Canyon, Colorado

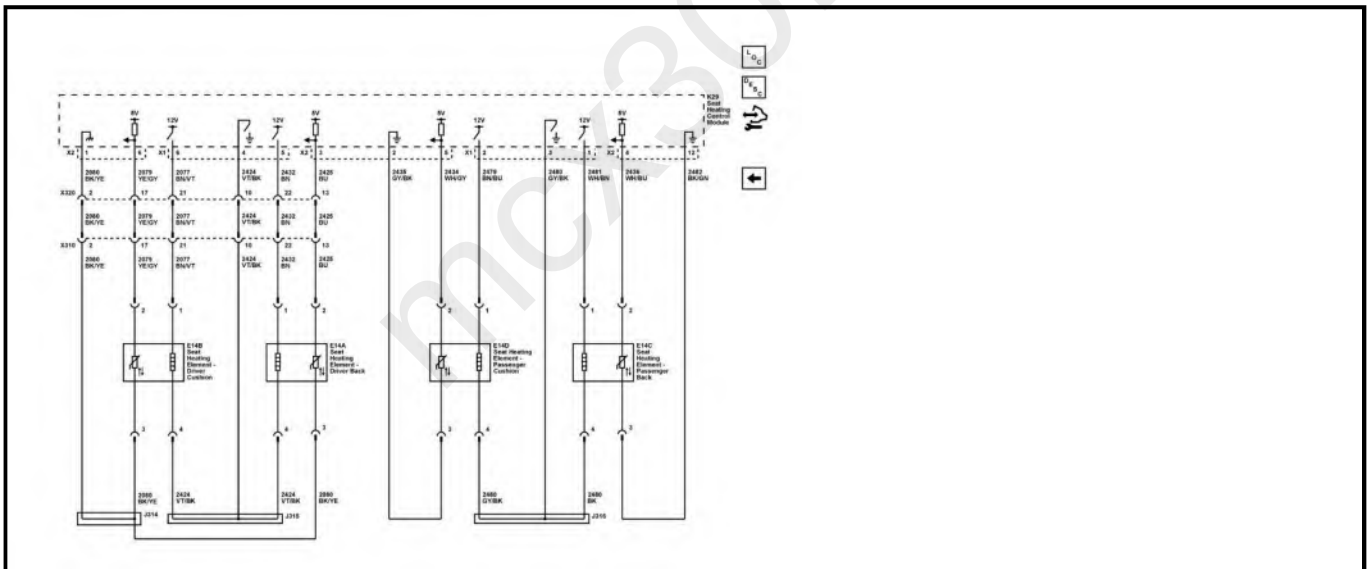
SCHEMATIC WIRING DIAGRAMS

HEATED/COOLED SEAT WIRING SCHEMATICS

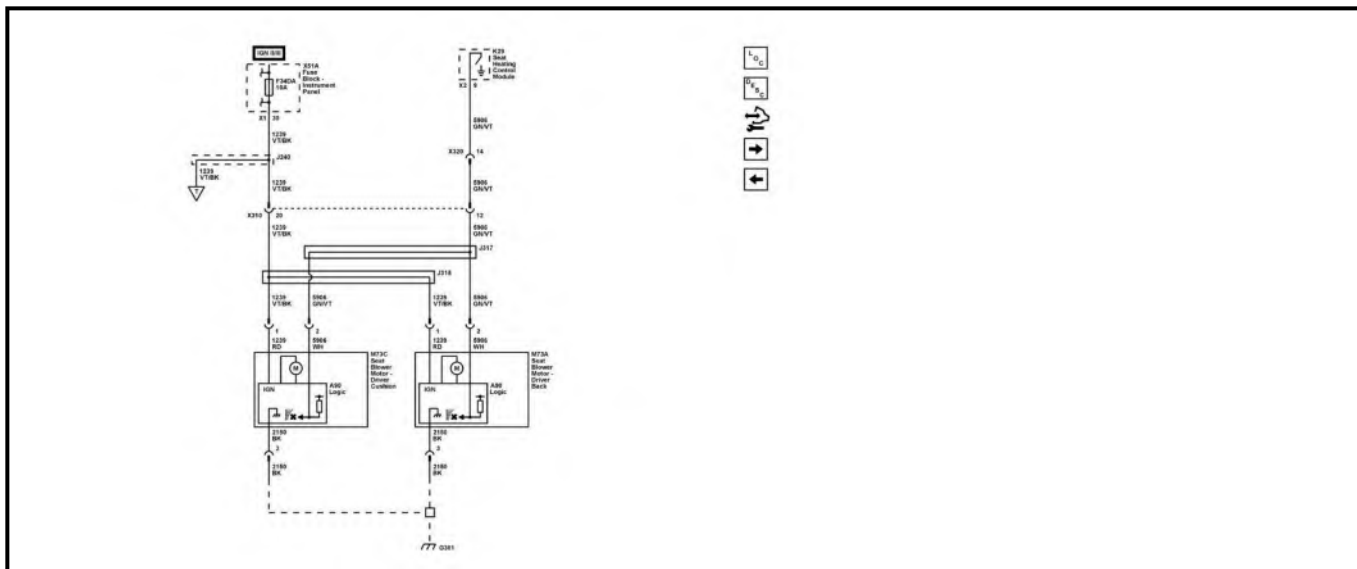
Power, Ground, Serial Data and Switches (KA1)



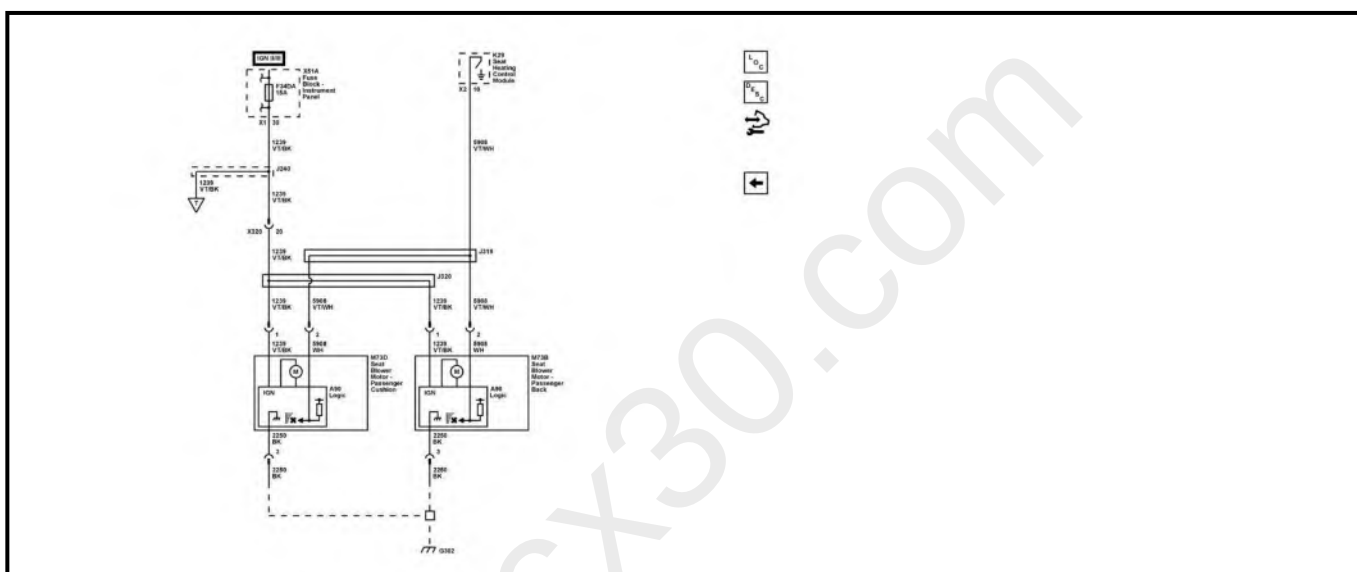
Heating Elements (KA1)



Vented Seat - Driver (KU1)



Vented Seat - Passenger (KU1)



DIAGNOSTIC INFORMATION AND PROCEDURES

DTC B191A

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B191A 00

Front Heated Seat Module

Circuit/System Description

An internal fault is detected inside the control module. No external circuits are involved

Conditions for Running the DTC

Ignition ON.

Conditions for Setting the DTC

The control module detects an internal fault.

Action Taken When the DTC Sets

The seat heating control module will disable all heated seat functions.

Conditions for Clearing the DTC

- The DTC clears when the diagnostic runs and passes.
- The history DTC will clear after 40 consecutive fault-free ignition cycles have occurred.

Reference Information

Schematic Reference

Heated/Cooled Seat Wiring Schematics

Connector End View Reference

Master Electrical Component List , or Inline Harness Connector End Views - Index or Component Connector End Views - Index

Description and Operation

Heated/Vented Seat Description and Operation

Electrical Information Reference

- Circuit Testing
- Connector Repairs
- Testing for Intermittent Conditions and Poor Connections
- Wiring Repairs

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify DTC B191A is not set.
 - **If the DTC is set**

Replace the K29F Seat Heating Control Module - Front.
 - **Go to next step: If the DTC is not set**
3. All OK.

Repair Instructions

Perform the Diagnostic Repair Verification after completing the repair.

Control Module References for K29F Seat Heating Control Module - Front replacement, programming and setup

SYMPTOMS - SEAT HEATING AND COOLING

NOTE: The following steps must be completed before using the symptom tables.

1. Perform the [Diagnostic System Check - Vehicle](#) before using the symptom tables in order to verify that all of the following are true:
 - There are no DTCs set.
 - The control modules can communicate via the serial data link.
2. Refer to the [Heated/Vented Seat Description and Operation](#) in order to familiarize yourself with the system functions.

Visual/Physical Inspection

- Inspect for aftermarket devices which could affect the operation of the power seats. Refer to [Checking Aftermarket Accessories](#).
- Inspect the easily accessible or visible system components for obvious damage or conditions which could cause the symptom.
- Inspect the seat adjuster track for conditions which may cause binding or objects within the seat adjustment range which obstruct movement or interfere with wiring.

Intermittent

Faulty electrical connections or wiring may be the cause of intermittent conditions. Refer to [Testing for Intermittent Conditions and Poor Connections](#).

Symptom List

Refer to a symptom diagnostic procedure from the following list in order to diagnose the symptom:

- [Front Heated Seat Malfunction](#)
- [Vented Seat Malfunction](#)

FRONT HEATED SEAT MALFUNCTION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
B+ Terminal 10 X1	U1524	U1524	-	-
B+ Terminal 7 X1	6	6	-	-
Driver Heated Seat Switch LIN Serial Data	U1550, U1558	U1550	U1550, U1558	-
Driver Heated Seat Back Temperature Sensor Signal	3	5	5	-
Driver Heated Seat Back Temperature Sensor Low Reference	-	5	-	-
Driver Heated Seat Element Ground Control Terminal 4 X1	1	2	1	-
Driver Heated Seat Back Element Voltage Control	1	3	1	-

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Driver Heated Seat Back Element Ground Control	1	3	1	-
Driver Heated Seat Cushion Temperature Sensor Signal	4	5	5	-
Driver Heated Seat Cushion Temperature Sensor Low Reference	-	5	-	-
Driver Heated Seat Cushion Element Voltage Control	1	4	1	-
Driver Heated Seat Cushion Element Ground Control	1	4	1	-
Passenger Heated Seat Switch LIN Serial Data	U1550, U1558	U1558	U1550, U1558	-
Passenger Heated Seat Back Temperature Sensor Signal	7	9	9	-
Passenger Heated Seat Back Temperature Sensor Low Reference	-	9	-	-
Passenger Heated Seat Element Ground Control Terminal 3 X1	1	6	1	-
Passenger Heated Seat Back Element Voltage Control	1	7	1	-
Passenger Heated Seat Back Element Ground Control	1	7	1	-
Passenger Heated Seat Cushion Temperature Sensor Signal	8	9	9	-
Passenger Heated Seat Cushion Temperature Sensor Low Reference	-	9	-	-
Passenger Heated Seat Cushion Element voltage Control	1	8	1	-
Passenger Heated Seat Cushion Element Ground Control	1	8	1	-
Front Seat Heating Control Module Ground	-	U1524	-	-
1. Driver and passenger heated seats are inoperative. 2. Driver heated seat is inoperative 3. Driver seat back heat function is inoperative 4. Driver seat cushion heat function is inoperative 5. Degraded driver heated seat operation 6. Passenger heated seat is inoperative 7. Passenger seat back heat function is inoperative 8. Passenger seat cushion heat function is inoperative 9. Degraded passenger heated seat operation				

Circuit/System Description

The driver and passenger heated seats are controlled by separate heated seat switches located on the center stack. The engine must be running for heated seat operation. When a heated seat switch is pressed, a LIN Bus message is sent from the switch to the body control module (BCM) indicating the heated seat request. The BCM serves as the heated seat system master to determine the requested operating mode. It then sends a LIN Bus message to the seat heating control module indicating the heated seat command. In response to this message, the seat heating control module attempts to drive the appropriate seat heating elements per the BCM

command. The BCM then sends a LIN Bus message back to the switch panel to either illuminate or turn off the appropriate temperature indicator.

The seat heating control module controls heated seat operation for the driver and passenger seats. When active, power is applied to the seat cushion and back heater elements through a common pulse width modulated (PWM) voltage supply control circuit. Each individual heater element is switched to ground by the module through a common low side drive control circuit.

The seat back and cushion temperature sensors (thermistors) are packaged with the seat heating elements located just under the seat covers. The seat heating control module supplies each temperature sensor with a 5 V reference signal circuit and a low reference circuit. The module monitors the voltage from the signal circuit to determine the temperature of the seat.

The temperature sensor varies in resistance based on the temperature of the heating element causing the signal voltage to change. Once the module senses the seat reached the set temperature, it will then begin regulate the current flow through the heater elements in order to maintain the desired seat temperature based on the feedback voltage from the sensor.

Diagnostic Aids

- A short to ground or B+ in either the heating element voltage control circuit or ground control circuit will cause both the driver and passenger heated seats to be inoperative.
- An open in the ground control circuit between the module and the splice will cause the seat cushion and seat back the heated seat function to be inoperative for that seat.
- An open in the ground control circuit between the splice and the heating element will cause just that one heating element to be inoperative.
- The following faults will cause a degraded heated seat operation for a particular heating element.
 - An open or a short to ground on the temperature sensor signal circuit.
 - An open in either the seat cushion or seat back temperature sensor signal or low reference circuit.
 - A fault in the temperature sensor.
- A short to B+ on a temperature sensor signal circuit may cause a degraded heated seat operation for both the seat back and seat cushion or just one heating element.
- A broken wire in a heating element may cause a degraded heated seat operation for that particular heating element.
- When inactive the seat heating control module connects the heating element low side outputs to a common reference point internal to the module which is biased to approximately 3.5 V. The module uses this biased voltage in order to check the high side and low side control circuits for a short to battery or ground before enabling the driver and passenger seat heating elements.
- With both the seat cushion and seat back heater elements disconnected, if the high side output of the module is measured it will display a low current 12 V bleed off voltage. This bleed off voltage does not have a meaningful diagnostic purpose. With one or both of the heater elements connected you would just see the 3.5 V biased voltage from this circuit.
- If the heated seats are on high, the temperature level may automatically be lowered after approximately 30 min of operation.

Reference Information

Schematic Reference

Heated/Cooled Seat Wiring Schematics

Connector End View Reference

[Master Electrical Component List](#) , or [Inline Harness Connector End Views - Index](#) or [Component Connector End Views - Index](#)

Description and Operation

Heated/Vented Seat Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

NOTE: Review the Diagnostic Fault Information table and Diagnostic Aids in order to get a better understanding of the possible heated seat system faults before proceeding Circuit/System Verification and Circuit/System Testing.

1. Engine ON.
2. Verify the scan tool Body Control Module Driver Seat Heating/Venting/Cooling Mode parameter changes between Off and Seat Back and Cushion Heating when pressing the driver heated seat back and cushion switch.
 - **If the parameter does not change**
Replace the S32D Seat Heating Switch - Driver.
 - **Go to next step: If the parameter changes**
3. Verify the scan tool Driver Seat Heating/Venting/Cooling Mode parameter changes between Off and Seat Back Heating when pressing the driver heated seat back only switch.
 - **If the parameter does not change**
Replace the S32D Seat Heating Switch - Driver.
 - **Go to next step: If the parameter changes**
4. Verify the scan tool Passenger Seat Heating/Venting/Cooling Mode parameter changes between Off and Seat Back and Cushion Heating when pressing the passenger heated seat back and cushion switch.
 - **If the parameter does not change**
Replace the S32P Seat Heating Switch - Passenger.
 - **Go to next step: If the parameter changes**
5. Verify the scan tool Passenger Seat Heating/Venting/Cooling Mode parameter changes between Off and Seat Back Heating when pressing the passenger heated seat back only switch.
 - **If the parameter does not change**
Replace the S32P Seat Heating Switch - Passenger.
 - **Go to next step: If the parameter changes**
6. Verify the driver and passenger heated seats operate.
 - **If the driver and passenger heated seats are inoperative**
Refer to Circuit/System Testing - Both Heated Seats are Inoperative

- **If the seat cushion and back heating elements are inoperative of one seat**

Refer to Circuit/System Testing - One Heated Seat Inoperative

- **If just one of the heating elements is inoperative**

Refer to Circuit/System Testing - One Heating Element is Inoperative.

- **If the driver seat exhibits a degraded heated seat operation**

Refer to Circuit/System Testing - Degraded Heated Seat Operation Driver Seat

- **If the passenger seat exhibits a degraded heated seat operation**

Refer to Circuit/System Testing - Degraded Heated Seat Operation Passenger Seat

- **Go to next step: If both heated seats operate**

7. All OK.

Circuit/System Testing

Both Heated Seats are Inoperative

NOTE: Circuit/System Verification must be performed before proceeding with Circuit/System Testing.

1. Ignition OFF, disconnect the X1 harness connector at the K29F Seat Heating Control Module - Front, ignition ON.
2. Verify a test lamp illuminates between the B+ circuit terminal 7 and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition OFF, remove the test lamp
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition/Vehicle OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K29F Seat Heating Control Module - Front.
 - **Go to next step: If the test lamp illuminates**
3. Ignition OFF.
4. Test for infinite resistance between each control circuit terminal listed below and ground, one at a time.
 - Terminal 2
 - Terminal 6
 - **If less than infinite resistance**

Repair the short to ground on the circuit.
 - **Go to next step: If infinite resistance**
5. Ignition ON.
6. Test for less than 1 V between each control circuit terminal listed below and ground, one at a time.
 - Terminal 2
 - Terminal 6

- **If 1 V or greater**

Repair the short to voltage on the circuit.

- **Go to next step: If less than 1 V**

7. Replace the K29F Seat Heating Control Module - Front.

One Heated Seat is Inoperative

NOTE: **Circuit/System Verification must be performed before proceeding with Circuit/System Testing**

1. Ignition OFF, disconnect the X1 harness connector at the K29F Seat Heating Control Module - Front, ignition ON.
2. Verify a test lamp illuminates between the B+ circuit terminal 7 and ground.
 - **If the test lamp does not illuminate and the circuit fuse is good**
 1. Ignition OFF, remove the test lamp
 2. Test for less than 2 Ω in the B+ circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.
 - **If the test lamp does not illuminate and the circuit fuse is open**
 1. Ignition OFF, remove the test lamp.
 2. Test for infinite resistance between the B+ circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance, replace the K29F Seat Heating Control Module - Front.
 - **Go to next step: If the test lamp illuminates**
3. Ignition OFF.
4. Connect the X1 harness connector at the K29F Seat Heating Control Module - Front. Disconnect the harness connector at the E14 Seat Heating Element - Cushion and the E14 Seat Heating Element - Back.
5. Ignition ON.

NOTE: **When performing this test ensure that you are testing from the correct terminal. Testing from the incorrect terminal will cause a misdiagnosis of the circuit. Three of the four terminals in this connector will not only display a voltage reading but a different voltage reading.**

6. Test for 4.8 - 5.2 V between each signal circuit terminal listed below and ground, one at a time.
 - E14 Seat Heating Element - Cushion terminal 2
 - E14 Seat Heating Element - Back terminal 2
 - **If less than 4.8 V**
 1. Ignition OFF, disconnect the X2 harness connector at the K29F Seat Heating Control Module - Front.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - Go to next step: If infinite resistance
 3. Test for less than 2 Ω in the signal circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K29F Seat Heating Control Module - Front.
 - **If greater than 5.2 V**

1. Ignition OFF, disconnect the X2 harness connector at the K29F Seat Heating Control Module - Front, ignition ON.
2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K29F Seat Heating Control Module - Front.
- **Go to next step: If between 4.8 - 5.2 V**
7. Connect a test lamp between control circuit terminal 1 and control circuit terminal 4 of the E14 Seat Heating Element - Back, Engine ON.

NOTE: The test lamp should turn ON for approximately 10 s after the heated seat is commanded ON.

8. Verify the test lamp turns ON after pressing the seat heating switch.
 - **If the test lamp is always OFF**
 1. Ignition OFF, remove the test lamp, disconnect the X1 harness connector at the K29F Seat Heating Control Module - Front.
 2. Test for less than 2 Ω in each control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K29F Seat Heating Control Module - Front.
 - **Go to next step: If the test lamp turns ON**
9. Ignition OFF, connect the harness connector at the E14 Seat Heating Element - Cushion, Engine ON.
10. Verify the test lamp turns ON after pressing the heated seat switch.
 - **If the test lamp is always OFF**

NOTE: Because of the type of material used in the heater element, a reliable resistance value is unavailable for a component test.

Test or replace the E14 Seat Heating Element - Cushion.

- **Go to next step: If the test lamp turns ON**

NOTE: Because of the type of material used in the heater element, a reliable resistance value is unavailable for a component test.

11. Test or replace the E14 Seat Heating Element - Back.

One Heating Element is Inoperative

NOTE: Circuit/System Verification must be performed before proceeding with Circuit/System Testing.

1. Ignition OFF, disconnect the harness connector at the appropriate E14 Seat Heating Element.
2. Connect a test lamp between control circuit terminal 1 and control circuit terminal 4, engine ON.

NOTE: After commanding the heated seat ON, the test lamp should turn On for approximately 10 s then turn OFF.

3. Verify the test lamp turns ON after pressing the heated seat switch.
 - **If the test lamp is always OFF**
 1. Ignition OFF, remove the test lamp, disconnect the X1 harness connector at the K29F Seat Heating Control Module - Front.
 2. Test for less than 2 Ω in each control circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K29F Seat Heating Control Module - Front.
- **Go to next step: If the test lamp turns ON**

NOTE: Because of the type of material used in the heater element, a reliable resistance value is unavailable for a component test.

4. Test or replace the E14 Seat Heating Element.

Degraded Heated Seat Operation Driver Seat

NOTE: Circuit/System Verification must be performed before proceeding with Circuit/System Testing

1. Ignition OFF, disconnect the harness connector at each component listed below. It may take up to 2 min for all vehicle systems to power down.
 - E14B Seat Heating Element - Driver Cushion
 - E14A Seat Heating Element - Driver Back
2. Test for less than 40 Ω between each low reference circuit terminal listed below and ground, one at a time.
 - E14B Seat Heating Element - Driver Cushion terminal 3
 - E14A Seat Heating Element - Driver Back terminal 3
 - **If 40 Ω or greater**
 1. Ignition OFF, disconnect the X2 harness connector at the K29F Seat Heating Control Module - Front.
 2. Test for less than 2 Ω in the low reference circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K29F Seat Heating Control Module - Front.
 - **Go to next step: If less than 40 Ω**
3. Ignition ON.
4. Test for 4.8 - 5.2 V between each signal circuit terminal listed below and ground, one at a time.
 - E14B Seat Heating Element - Driver Cushion terminal 2
 - E14A Seat Heating Element - Driver Back terminal 2
 - **If less than 4.8 V**
 1. Ignition OFF, disconnect the X2 harness connector at the K29F Seat Heating Control Module - Front.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - Go to next step: If infinite resistance
 3. Test for less than 2 Ω in the signal circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K29F Seat Heating Control Module - Front.
 - **If greater than 5.2 V**
 1. Ignition OFF, disconnect the X2 harness connector at the K29F Seat Heating Control Module - Front, ignition ON.
 2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K29F Seat Heating Control Module - Front.
 - **Go to next step: If between 4.8 - 5.2 V**

5. Ignition OFF, connect the harness connector at the E14B Seat Heating Element - Driver Cushion and the E14A Seat Heating Element - Driver Back. Disconnect the X2 harness connector at the K29F Seat Heating Control Module - Front.
6. Test for 500 Ω - 300 k Ω between the signal circuit and the low reference circuit terminals listed below, one at a time.
 - E14B Seat Heating Element - Driver Cushion terminal 6 and terminal 1
 - E14A Seat Heating Element - Driver Back terminal 3 and terminal 1
 - **If not between 500 Ω - 300 k Ω**

Replace the E14 Seat Heating Element.

- **Go to next step: If between 500 Ω - 300 k Ω**

7. Replace the K29F Seat Heating Control Module - Front.

Degraded Heated Seat Operation Passenger Seat

NOTE: **Circuit/System Verification must be performed before proceeding with Circuit/System Testing**

1. Ignition OFF, disconnect the harness connector at the appropriate component listed below. It may take up to 2 min for all vehicle systems to power down.
 - E14D Seat Heating Element - Passenger Cushion
 - E14C Seat Heating Element - Passenger Back
2. Test for less than 40 Ω between each low reference circuit terminal listed below and ground, one at a time.
 - E14D Seat Heating Element - Passenger Cushion terminal 3
 - E14C Seat Heating Element - Passenger Back terminal 3
 - **If 40 Ω or greater**
 1. Ignition OFF, disconnect the X2 harness connector at the K29F Seat Heating Control Module - Front.
 2. Test for less than 2 Ω in the low reference circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K29F Seat Heating Control Module - Front.
 - **Go to next step: If less than 40 Ω**
3. Ignition ON.

NOTE: **When performing this test ensure that you are testing from the correct terminal. Testing from the incorrect terminal will cause a misdiagnosis of the circuit. Three of the four terminals in this connector will not only display a voltage reading but a different voltage reading.**

4. Test for 4.8 - 5.2 V between the signal circuit terminal 2 and ground.
 - **If less than 4.8 V**
 1. Ignition OFF, disconnect the X2 harness connector at the K29F Seat Heating Control Module - Front.
 2. Test for infinite resistance between the signal circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - Go to next step: If infinite resistance
 3. Test for less than 2 Ω in the signal circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , replace the K29F Seat Heating Control Module - Front.

- **If greater than 5.2 V**

1. Ignition OFF, disconnect the X2 harness connector at the K29F Seat Heating Control Module - Front, ignition ON.
2. Test for less than 1 V between the signal circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K29F Seat Heating Control Module - Front.

- **Go to next step: If between 4.8 - 5.2 V**

5. Ignition OFF, connect the harness connector at the E14D Seat Heating Element - Passenger Cushion and the E14C Seat Heating Element - Passenger Back. Disconnect the X2 harness connector at the K29F Seat Heating Control Module - Front.
6. Test for 500 Ω - 300 k Ω between the signal circuit and the low reference circuit terminals listed below, one at a time.
 - E14D Seat Heating Element - Passenger Cushion terminal 5 and terminal 2
 - E14C Seat Heating Element - Passenger Back terminal 4 and terminal 12
 - **If not between 500 Ω - 300 k Ω**

Replace the E14 Seat Heating Element.

- **Go to next step: If between 500 Ω - 300 k Ω**

7. Replace the K29F Seat Heating Control Module - Front.

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Front Seat Heater Switch Replacement](#)
- [Front Seat Back Heater Replacement](#)
- [Front Seat Cushion Heater Replacement](#)
- [Control Module References](#) for K29F Seat Heating Control Module - Front replacement, programming and setup

VENTED SEAT MALFUNCTION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Seat Back Blower Motor - Ignition	1	2	-	-
Seat Blower Motor Control - Back	1	2	1	-
Seat Back Blower Motor - Ground	-	2	-	-
Seat Cushion Blower Motor - Ignition	1	3	-	-
Seat Blower Motor Control - Cushion	1	3	1	-

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Seat Cushion Blower Motor - Ground	-	3	-	-
1. Seat cushion and seat back ventilation functions are inoperative 2. Seat back ventilation function is inoperative 3. Seat cushion ventilation function is inoperative				

Circuit/System Description

The driver and passenger vented seats are controlled by separate vented seat switches located on the center stack. The engine must be running for vented seat operation. When a vented seat switch is pressed, a serial data message is sent from the switch to the body control module (BCM) indicating the vented seat command. The BCM serves as the heated and vented seat system master to determine the requested operating mode. The BCM then sends a serial data message to the seat heating control module indicating the vented seat command. In response to this message, the seat heating control module applies a low side pulse width modulation (PWM) signal through the seat blower motor control circuit to the seat cushion and seat back blower motors indicating the vented seat command. The logic in the blower motors set the blower speed to the switch set point.

Reference Information

Schematic Reference

Heated/Cooled Seat Wiring Schematics

Connector End View Reference

[Master Electrical Component List](#) , or [Inline Harness Connector End Views - Index](#) or [Component Connector End Views - Index](#)

Description and Operation

Heated/Vented Seat Description and Operation

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Engine ON.
2. Verify the heated seat system operates.
 - **If the heated seat system does not operate**
Refer to [Front Heated Seat Malfunction](#)
 - **Go to next step: If the heated seat system operates**
3. Verify the scan tool Body Control Module Driver Seat Heating/Venting/Cooling Mode parameter changes between Off and Seat Venting/Cooling - High when pressing the driver vented seat switch.
 - **If the parameter does not change**

Replace the S32D Seat Heating Switch - Driver.

- **Go to next step: If the parameter changes**

4. Verify the scan tool Body Control Module Passenger Seat Heating/Venting/Cooling Mode parameter changes between Off and Seat Venting/Cooling - High when pressing the passenger vented seat switch.

- **If the parameter does not change**

Replace the S32P Seat Heating Switch - Passenger.

- **Go to next step: If the parameter changes**

5. Verify the seat cushion and seat back blower motors turn ON.

- **If either one or both the seat cushion and seat back blower motors are inoperative**

Refer to Circuit/System Testing.

- **Go to next step: If the seat cushion and seat back blower motors operate**

6. All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the appropriate seat blower motor listed below. It may take up to 2 min for all vehicle systems to power down.

- M73C Seat Blower Motor - Driver Cushion
- M73A Seat Blower Motor - Driver Back
- M73D Seat Blower Motor - Passenger Cushion
- M73B Seat Blower Motor - Passenger Back

2. Test for less than 10 Ω between the ground circuit terminal 3 and ground.

- **If 10 Ω or greater**

1. Ignition OFF.

2. Test for less than 2 Ω in the ground circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **Go to next step: If less than 10 Ω**

3. Ignition ON.

4. Verify a test lamp illuminates between the ignition circuit terminal 1 and ground.

- **If the test lamp does not illuminate**

1. Ignition OFF.

2. Test for infinite resistance between the B+ circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.
- Go to next step: If infinite resistance

3. Test for less than 2 Ω in the ignition circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , verify the fuse is OK and there is voltage at the fuse.

- **Go to next step: If the test lamp illuminates**

5. Test for less than 1 V between the control circuit terminal 2 and B+.

- **If 1 V or greater**

1. Ignition OFF, disconnect the X2 harness connector at the K29F Seat Heating Control Module - Front.

2. Test for infinite resistance between the control circuit and ground.

- If less than infinite resistance, repair the short to ground on the circuit.

- If infinite resistance, replace the K29F Seat Heating Control Module - Front.

- **Go to next step: If less than 1 V**

6. Engine ON.

7. Test for 9 V or greater between the control circuit terminal 2 and B+ after pressing the vented seat switch.

- **If less than 9 V**

1. Ignition OFF, remove the DMM, disconnect the X2 harness connector at the K29F Seat Heating Control Module - Front and the other M73 Blower Motor - Cushion or Back, ignition ON.

2. Test for less than 1 V between the control circuit and ground.

- If 1 V or greater, repair the short to voltage on the circuit.
- Go to next step: If less than 1 V

3. Test for less than 2 Ω in the control circuit end to end.

- If 2 Ω or greater, repair the open/high resistance in the circuit.
- If less than 2 Ω , replace the K29F Seat Heating Control Module - Front.

- **Go to next step: If 9 V or greater**

8. Replace the M73 Seat Blower Motor.

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Front Seat Back Ventilation Blower Replacement**
- **Front Seat Cushion Ventilation Blower Replacement**
- **Control Module References** for K29F Seat Heating Control Module - Front replacement, programming and setup

REPAIR INSTRUCTIONS

WIRE TO WIRE REPAIR - SEATS

Special Tools

- **J-38125-8** GMNA Splice Sleeve Crimping Tool
- **EL-38125-10** Except GMNA Splice Sleeve Crimping Tool
- **EL-38125-5A** Ultra Torch Special Tool
- DuraSeal splice sleeves

For equivalent regional tools, refer to **Special Tools** .

WARNING:

In order to reduce the risk of personal injury, loss of high voltage isolation to ground and higher system impedance, do not attempt to repair any HV wiring, connector, or terminal that is damaged. High voltage coaxial type cables are not repairable. Never attempt to repair a coaxial type cable. The entire cable/harness or component must be replaced. In order to maintain system integrity and personal safety, never attempt to repair any high voltage wiring, cables, or terminals. Performing this procedure on high voltage circuits may result in serious injury or death.

NOTE:

If the wiring harness internal to the transmission is damaged, the wiring harness must be replaced. The use of splice sleeves in an attempt to repair the internal transmission wires, connectors, or terminals could result in performance issues.

NOTE:

Do not splice wires in Door Harness Grommets.

NOTE:

- Use only DuraSeal splice sleeves. Other splice sleeves may not protect the splice from moisture or provide a good electrical connection.
- When performing wire-to-wire repairs with wires of different sizes (Example: installation of Terminated Leads or Pigtails), refer to the Folded-Over Wire Selection Table Refer to: [Folded-Over Wire Repair](#)

Use DuraSeal splice sleeves to form a one-to-one splice on all types of insulation except high voltage and specialty cables. Use DuraSeal splice sleeves where there are special requirements such as moisture sealing. Follow the instructions below in order to splice copper wire using DuraSeal splice sleeves.

Splice Sleeve Color	Crimp Tool Nest Color		Wire Gauge mm ² / (AWG)
	3 Crimp Nests	4 Crimp Nests	
Salmon (Yellow-Pink) 19300089	Red (1) or Red/Green (1)	Red (2)	0.13-0.35/(22 - 26) *
Salmon (Yellow-Pink) 19300089	Red (1) or Red/Green (1)	Red (2)	0.5 - 0.8/(18 - 20)
Blue 19300090	Blue (2)	Blue (3)	1.0 - 2.6/(14 - 16)
Yellow 19300091	Yellow (3)	Yellow (4)	3.0 - 5.0/(10 - 12)
* Refer to: Folded-Over Wire Repair			

NOTE:

You must perform the following procedures in the listed order. Repeat the procedure if any wire strands are damaged. You must obtain a clean strip with all of the wire strands intact.

1. Open the harness by removing any tape:

- Use a sewing seam ripper, available from sewing supply stores, in order to cut open the harness in order to avoid wire insulation damage.
- Use the DuraSeal splice sleeves on all types of insulation except Tefzel and coaxial.
- Do not use the crimp and DuraSeal splice sleeve to form a splice with more than 2 wires coming together.

2. Cut as little wire off the harness as possible. You may need the extra length of wire in order to change the location of a splice.

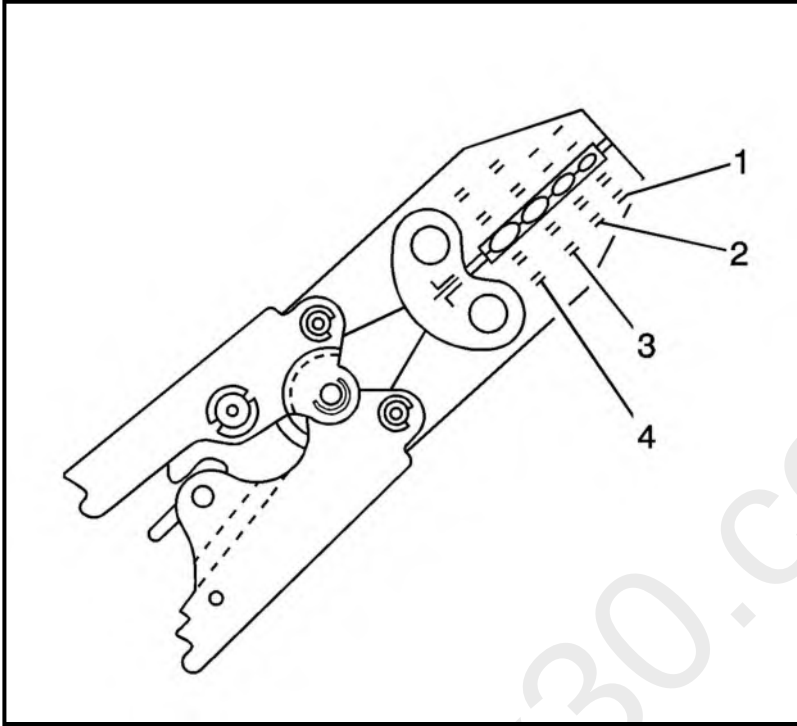
Adjust splice locations so that each splice is at least 40 mm (1.5 in) away from the other splices, harness branches, or connectors.

3. Strip the insulation:

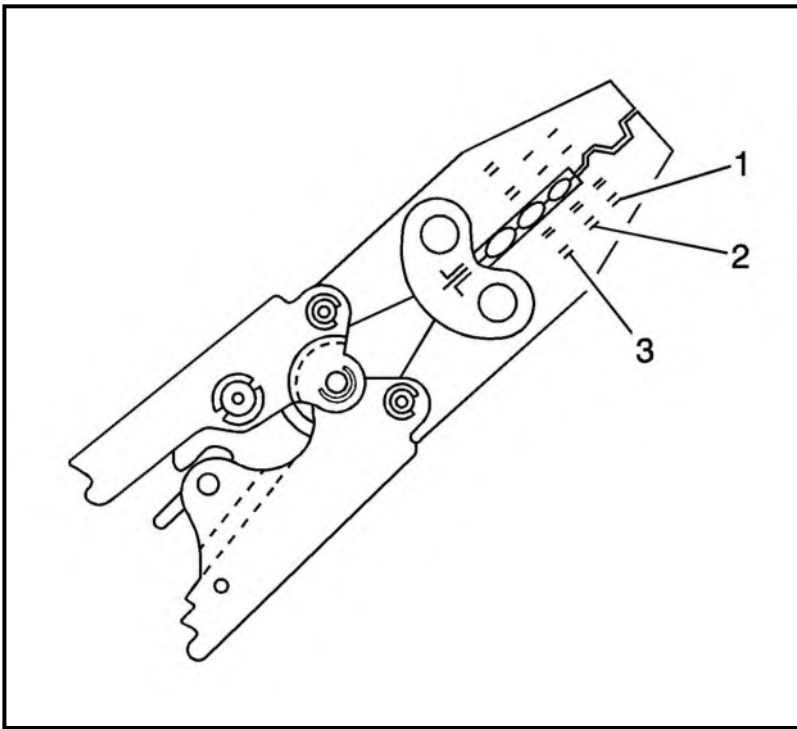
- When adding a length of wire to the existing harness, use the same size wire as the original wire.
- Perform one of the following items in order to find the correct wire size:
 - Find the wire on the schematic and convert to regional wiring gauge size.
 - If you are unsure of the wire size, begin with the largest opening in the wire stripper and work down until achieving a clean strip of the insulation.
- Strip approximately 5.0 mm (0.20 in) of insulation from each wire to be spliced.
- Do not nick or cut any of the strands. Inspect the stripped wire for nicks or cut strands.
- If the wire is damaged, repeat this procedure after removing the damaged section.

4. For high temperature wiring 150B°C (302B°F) continuous or 175B°C (347B°F) excursion, use high temperature heat shrink tube (Raychem SCT1) over the DuraSeal splice area. Refer to High Temperature Wiring Repairs below.

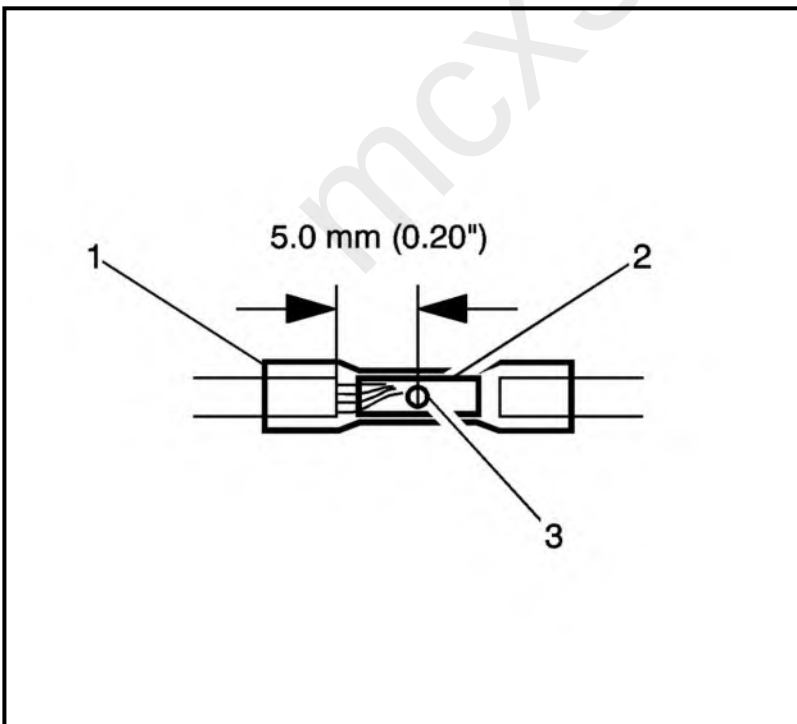
5. Select the proper DuraSeal splice sleeve according to the wire size. Refer to the table above, at the beginning of the repair procedure for the color coding of the DuraSeal splice sleeves and the crimp tool nests.
6. Non GMNA Crimping Tool **EL-38125-10** Splice Sleeve Crimping Tool has four crimp nests. The largest crimp nest (4) is used for crimping 5.0 and 3.0 mm² (10 and 12 gauge) wires. The second largest crimp nest (3) is used for crimping 2.0 and 1.0 mm² (14 and 16 gauge) wires. The third largest crimp nest (2) is used for crimping 0.75 and 0.50 mm² (18 and 20 gauge) wires. The smallest crimp nest (1) is used for crimping 0.35 and 0.13 mm² (22 to 26 gauge) wires. The crimp nests are referenced in the table (farther above) under the crimp tool nest color.



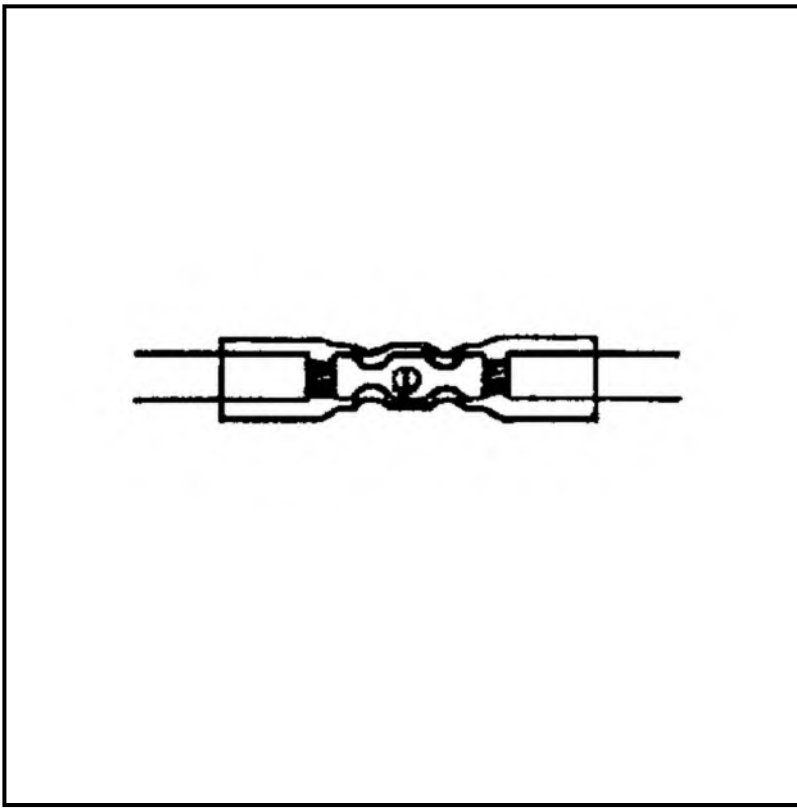
7. GMNA crimping tool **J-38125-8** splice sleeve crimping tool has three crimp nests. The largest crimp nest (3) is used for crimping 5.0 and 3.0 mm² (10 and 12 gauge). The second largest crimp nest (2) is used for crimping 2.0 and 1.0 mm² (14 and 16 gauge) wires. The smallest crimp nest (1) is used for crimping 0.75 and 0.50 mm² (18 and 20 gauge) wires. The crimp nests are referenced in the table (farther above) under the crimp tool nest color.



8. Use the splice sleeve crimp tool in order to position the DuraSeal splice sleeve in the proper color nest of the splice sleeve crimp tool. For the four crimp nest tool, use the three largest crimp nests to crimp the splice sleeves. For the three crimp nest tool, use all three crimp nests to crimp the splice sleeves. Use the four and three crimp tool diagrams (above) and the table (farther above) to match the splice sleeve with the correct crimp nest. The crimp tool diagram call out numbers match the numbers in the table (under crimp tool nest color).
9. Place the DuraSeal splice sleeve in the nest. Ensure that the crimp falls midway between the end of the barrel and the stop. The sleeve has a stop (3) in the middle of the barrel (2) in order to prevent the wire (1) from going further. Close the hand crimper handles slightly in order to firmly hold the DuraSeal splice sleeve in the proper nest.



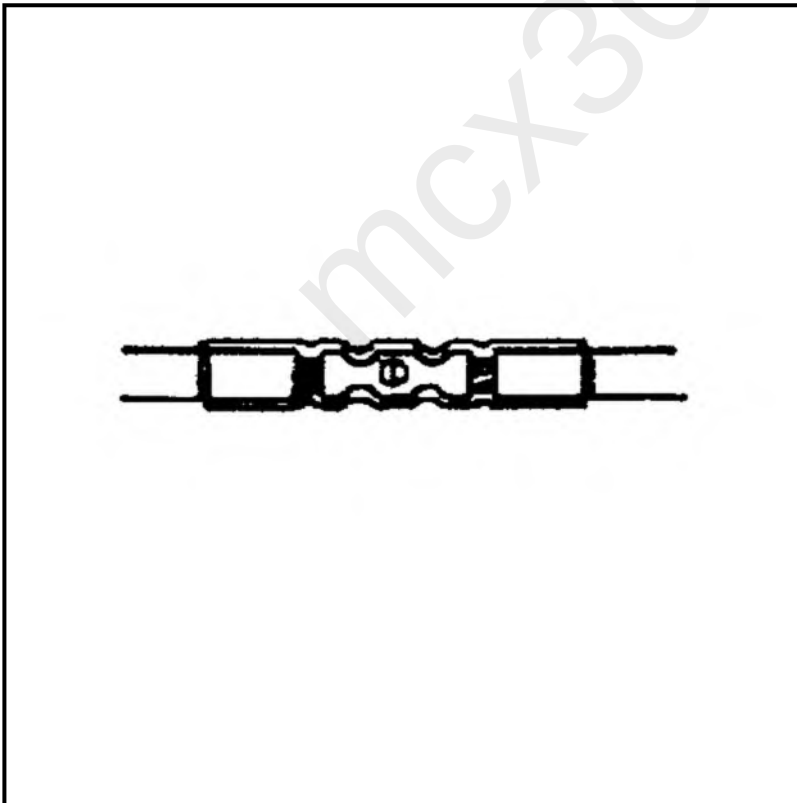
10. Insert the wire into the splice sleeve barrel until the wire hits the barrel stop. Refer to [Folded-Over Wire Repair](#) for splicing wires 0.35 and 0.13 mm² (22 to 26 gauge) wires and for splicing wires of different gauges.



11. Tightly close the handles of the crimp tool until the crimper handles open when released.

The crimper handles will not open until you apply the proper amount of pressure to the DuraSeal splice sleeve. Repeat steps 4 and 6 for the opposite end of the splice.

12. Using the **EL-38125-5A** Ultra Torch Special Tool, apply heat to the crimped area of the barrel.

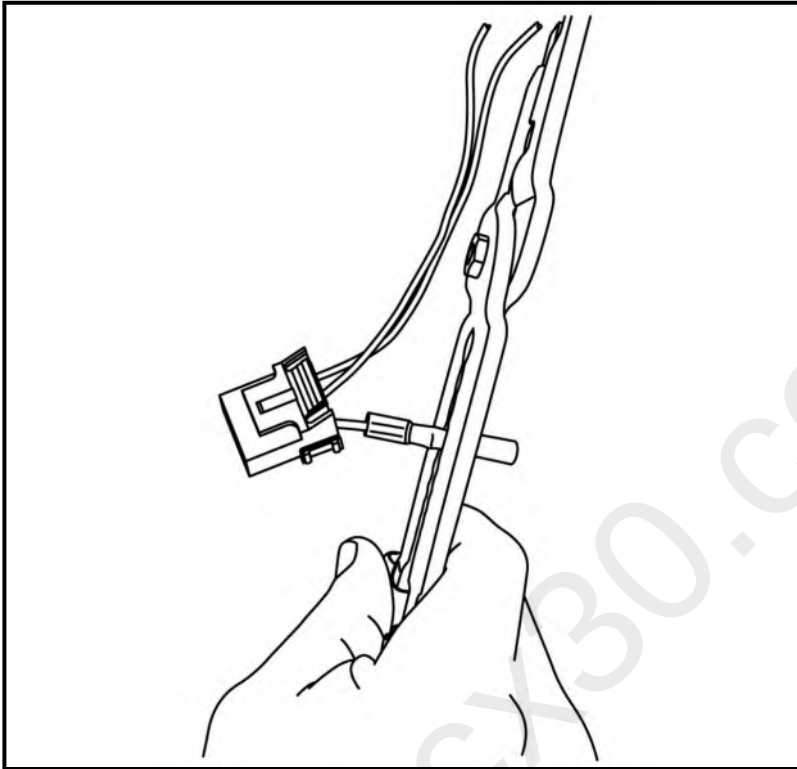


13. Start in the middle and gradually move the heat barrel to the open ends of the tubing:

- The tubing will shrink completely as the heat is moved along the insulation.
- A small amount of sealant will come out of the end of the tubing when sufficient shrinkage is achieved.

NOTE: Some replacement pigtail connectors may be delivered without the terminated leads installed into the connector. For Weatherpack™ connectors, all terminated leads included in the package should to be installed into the connector. If the connector end view shows that a terminal is not occupied, the extra terminated lead(s) need to be installed and the end(s) sealed using a DuraSeal splice sleeve and taped back into the harness.

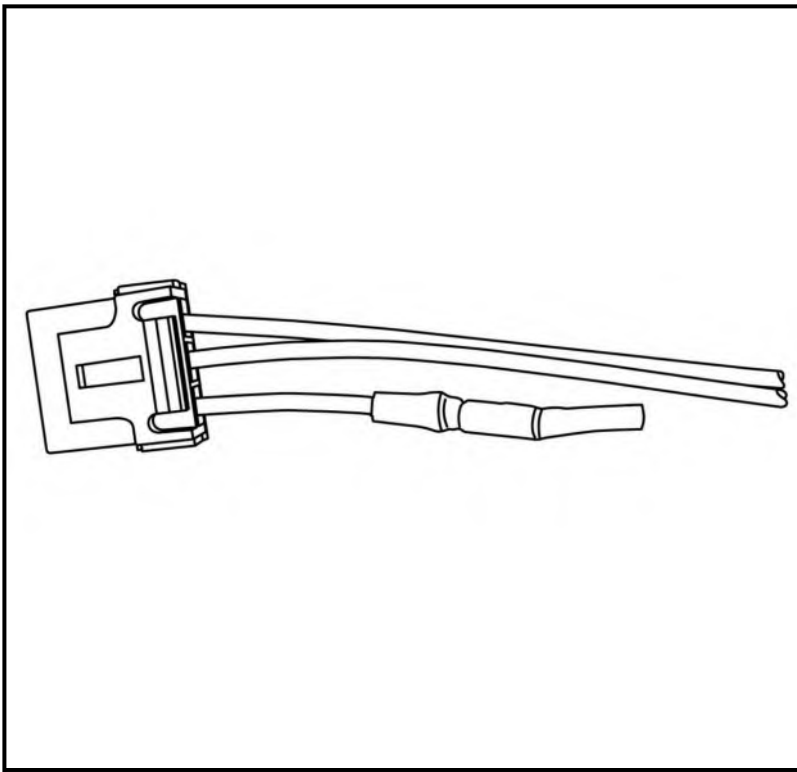
1. Insert the wire into the splice sleeve barrel until the wire hits the barrel stop. Refer to [Folded-Over Wire Repair](#) for splicing wires 0.35 and 0.13 mm² (22 to 26 gauge) wires and for splicing wires of different gauges.



2. Tightly close the handles of the crimp tool until the crimper handles open when released.

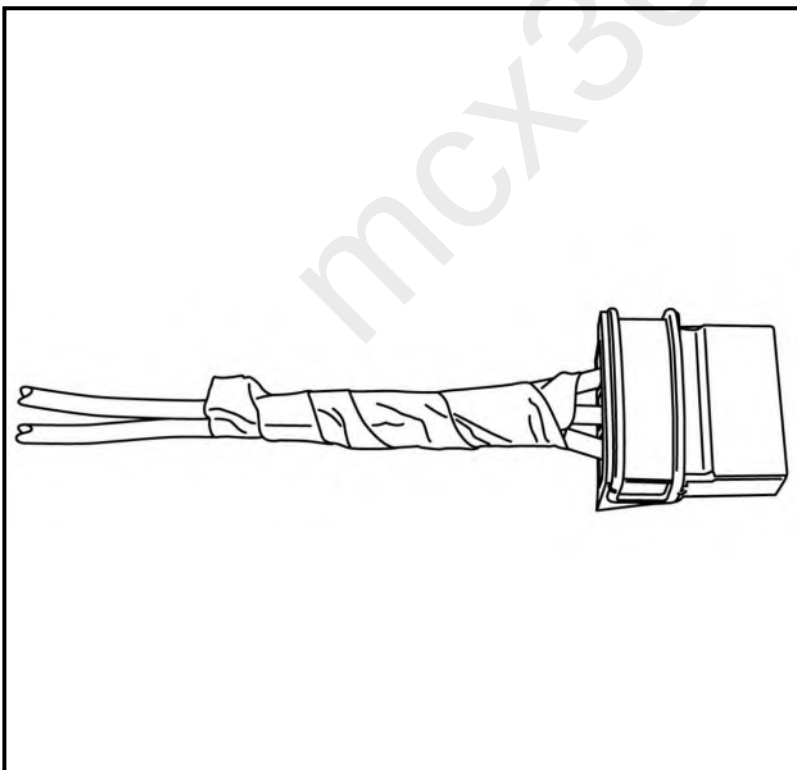
The crimper handles will not open until you apply the proper amount of pressure to the DuraSeal splice sleeve. Holding the DuraSeal with one hand gently tug on the wire to ensure it is crimped in the DuraSeal.

3. Using the **EL-38125-5A** Ultra Torch Special Tool, apply heat to the crimped area of the barrel.
4. Start in the middle and gradually move the heat barrel to the open ends of the tubing:



- The tubing will shrink completely as the heat is moved along the insulation.
- A small amount of sealant will come out of the end of the tubing when sufficient shrinkage is achieved.

5. Tape the excess terminated lead(s) back into the harness. The tape should cover the harness by 25 mm (1 Inch). Use care to make sure the taping does not cause strain on the wiring and terminals, Improper taping can cause wire and terminal fretting.



High Temperature Wiring Repairs

Use the following procedures to perform high temperature wiring repairs:

NOTE: All wiring repairs need to be 200 mm from the heat zone. Areas of consideration would be any area located near the exhaust manifolds, catalytic converter,

exhaust pipes, and turbocharged engines.

Items Required

- DuraSeal splice sleeves to crimp and seal connections
- High temperature heat shrink tubing (Raychem SCT1) to protect the splice sleeves
- Terminated leads or pigtails
- The correct tools to remove the terminals from the connectors

NOTE: Use high temperature bulk wire rated at 150B°C (302B°F) continuous temperature of the same or larger gauge size as the original wire when repair damage wire. Also replace any reflective tape that you remove during the repair.

Wiring that is exposed to high temperatures 150B°C (302B°F) continuous or 175B°C (347B°F) excursion for prolonged periods of time may use materials i.e. wires, connectors, and shielding that has a higher heat rating than typical wiring. When making a repair in a high temperature area observe the following:

Wire to Wire Repair Incl High Temp

- Use GM approved high temperature bulk wire rated at 150B°C (302B°F) continuous temperature to replace any damaged wire.
- Replace any heat shielding that is removed.
- Cover any DuraSeal splice sleeves with high temperature heat shrink tubing (Raychem SCT1).
- After making a wiring repair, ensure that the location of the wiring is not moved closer to the heat source.

CONNECTOR RECONNECTION - SEATS

Special Tools

EL-35616 Terminal Test Probe Kit

For equivalent regional tools, refer to [Special Tools](#).

When the condition is not currently present, but is indicated in DTC history, the cause may be intermittent. An intermittent may also be the cause when there is a customer complaint, but the symptom cannot be duplicated. Refer to the Symptom Table of the system that is suspect of causing the condition before trying to locate an intermittent condition.

Most intermittent conditions are caused by faulty electrical connections or wiring. Inspect for the following items:

- Loose, corroded, or painted terminal stud/fastener
- Wiring broken inside the insulation
- Poor connection between the male and female terminal at a connector
- A terminal not seated all the way into the connector body
- Poor terminal to wire connection - Some conditions which fall under this description are poor crimps, poor solder joints, crimping over the wire insulation rather than the wire itself, and corrosion in the wire to terminal contact area, etc.
- Pierced or damaged insulation can allow moisture to enter the wiring causing corrosion. The conductor can corrode inside the insulation, with little visible evidence. Look for swollen and stiff sections of wire in the suspect circuits.
- Wiring which has been pinched, cut, or its insulation rubbed through may cause an intermittent open or short as the bare area touches other wiring or parts of the vehicle.
- Wiring that comes in contact with hot or exhaust components

- Refer to [Inducing Intermittent Fault Conditions](#) in order to duplicate the conditions required, in order to verify the customer concern.
- Refer to [Testing for Electrical Intermittents](#) for test procedures to detect intermittent open, high resistance, short to ground, and short to voltage conditions.
- Refer to [Scan Tool Snapshot Procedure](#) for advanced intermittent diagnosis and Vehicle Data Recorder operation.

Testing for Terminal Fretting

Some intermittent conditions can be caused by wire terminal fretting corrosion. Fretting corrosion is a build-up of insulating, oxidized wear debris that can form when there is a small motion between electrical contacts. The oxidized wear debris can pile up enough at the electrical contact spots that the electrical resistance across the connection increases. Movement between the contacting surfaces as small as 10 to 100 microns can cause fretting. To put this in perspective, a sheet of paper is about 100 microns thick, so fretting motion is small and hard to see. Vibration and thermal expansion/contraction are the main sources that create fretting motion. Since vehicles vibrate and can experience large temperature swings, they are a good source for fretting motion. Tin, copper, nickel, and iron surfaces are all susceptible to fretting corrosion. Fretting corrosion can be difficult to see but it looks like small, dark smudges on the terminals contact surface.

To correct a fretting condition disconnect the suspect connector and add dielectric grease/lubricant (Nyogel 760G or equivalent, meeting GM specification 12345579) to both sides of the connector terminals. Then reconnect the connector and wipe away any excess lubricant. This will correct the additional terminal contact resistance due to the terminal fretting corrosion.

Testing for Proper Terminal Contact

It is important to test terminal contact at the component and any inline connectors before replacing a suspect component. Mating terminals must be inspected to ensure good terminal contact. A poor connection between the male and female terminal at a connector may be the result of contamination or deformation.

Contamination may be caused by the connector halves being improperly connected. A missing or damaged connector seal, damage to the connector itself, or exposing the terminals to moisture and dirt can also cause contamination. Contamination, usually in the underhood or underbody connectors, leads to terminal corrosion, causing an open circuit or intermittently open circuit.

Deformation is caused by probing the mating side of a connector terminal without the proper adapter. Always use the **EL-35616** kit when probing connectors. Other causes of terminal deformation are improperly joining the connector halves, or repeatedly separating and joining the connector halves. Deformation, usually to the female terminal contact tang, can result in poor terminal contact causing an open or intermittently open circuit.

Testing for Proper Terminal Contact in Bussed Electrical Centers

It is very important to use the correct test adapter when testing for proper terminal contact of fuses and relays in a bussed electrical center. Use the **EL-35616** kit to test for proper terminal contact. Failure to use the **EL-35616** kit can result in improper diagnosis of the bussed electrical center.

Follow the procedure below in order to test terminal contact:

1. Separate the connector halves.
2. Visually inspect the connector halves for contamination. Contamination may result in a white or green build-up within the connector body or between terminals. This causes high terminal resistance, intermittent contact, or an open circuit. An underhood or underbody connector that shows signs of contamination should be replaced in its entirety: terminals, seals, and connector body.
3. Using an equivalent male terminal/terminated lead, verify that the retention force is significantly different between a known good terminal and the suspect terminal. Replace the female terminal in question.

Flat Wire Connectors

There are no serviceable parts for flat wire connectors on the harness side or the component side.

Follow the procedure below in order to test terminal contact:

1. Remove the component in question.
2. Visually inspect each side of the connector for signs of contamination. Avoid touching either side of the connector as oil from your skin may be a source of contamination as well.
3. Visually inspect the terminal bearing surfaces of the flat wire circuits for splits, cracks, or other imperfections that could cause poor terminal contact. Visually inspect the component side connector to ensure that all of the terminals are uniform and free of damage or deformation.
4. Insert the appropriate adapter into the flat wire harness connector in order to test the circuit in question.

Control Module/Component Voltage and Grounds

Poor voltage or ground connections can cause widely varying symptoms.

- Test all control module voltage supply circuits. Many vehicles have multiple circuits supplying voltage to a control module. Other components in the system may have separate voltage supply circuits that may also need to be tested. Inspect connections at the module/component connectors, fuses, and any intermediate connections between the voltage source and the module/component. A test lamp or a DMM may indicate that voltage is present, but neither tests the ability of the circuit to carry sufficient current. Operate the component to test the ability of the circuit to carry sufficient current. Refer to [Circuit Testing](#) , or [Power Distribution Wiring Schematics](#) .
- Test all control module ground and system ground circuits. The control module may have multiple ground circuits. Other components in the system may have separate grounds that may also need to be tested. Inspect grounds for clean and tight connections at the grounding point (screw or stud). Inspect the connections at the component and in splice packs, where applicable. Operate the component to test the ability of the circuit to carry sufficient current. Refer to [Circuit Testing](#) , or [Ground Distribution Wiring Schematics](#) .

Temperature Sensitivity

- An intermittent condition may occur when a component/connection reaches normal operating temperature. The condition may occur only when the component/connection is cold, or only when the component/connection is hot.
- Freeze Frame, Failure Records, Snapshot, or Vehicle Data Recorder data may help with this type of intermittent condition, where applicable.
- If the intermittent is related to heat, review the data for a relationship with the following:
 - High ambient temperatures
 - Underhood/engine generated heat
 - Circuit generated heat due to a poor connection, or high electrical load
 - Higher than normal load conditions, towing, etc.
- If the intermittent is related to cold, review the data for the following:
 - Low ambient temperatures - In extremely low temperatures, ice may form in a connection or component. Inspect for water intrusion.
 - The condition only occurs on a cold start.
 - The condition goes away when the vehicle warms up.
- Information from the customer may help to determine if the trouble follows a pattern that is temperature related.
- If temperature is suspected of causing an intermittent fault condition, attempt to duplicate the condition. Refer to [Inducing Intermittent Fault Conditions](#) in order to duplicate the conditions required.

Electromagnetic Interference and Electrical Noise

Some electrical components/circuits are sensitive to electromagnetic interference or other types of electrical noise. Inspect for the following conditions:

- A mis-routed harness that is too close to high voltage/high current devices such as secondary ignition components, motors, generator etc. - These components may induce electrical noise on a circuit that could interfere with normal circuit operation.
- Electrical system interference caused by a malfunctioning relay, or a control module driven solenoid or switch - These conditions can cause a sharp electrical surge. Normally, the condition will occur when the malfunctioning component is operating.
- Installation of non-factory or aftermarket add on accessories such as lights, 2-way radios, amplifiers, electric motors, remote starters, alarm systems, cell phones, etc. - These accessories may create interference in other circuits while operating and the interference would disappear when the accessory is not operating. Refer to [Checking Aftermarket Accessories](#) .
- Test for an open diode across the A/C compressor clutch and for other open diodes. Some relays may contain a clamping diode.
- The generator may be allowing AC noise into the electrical system.

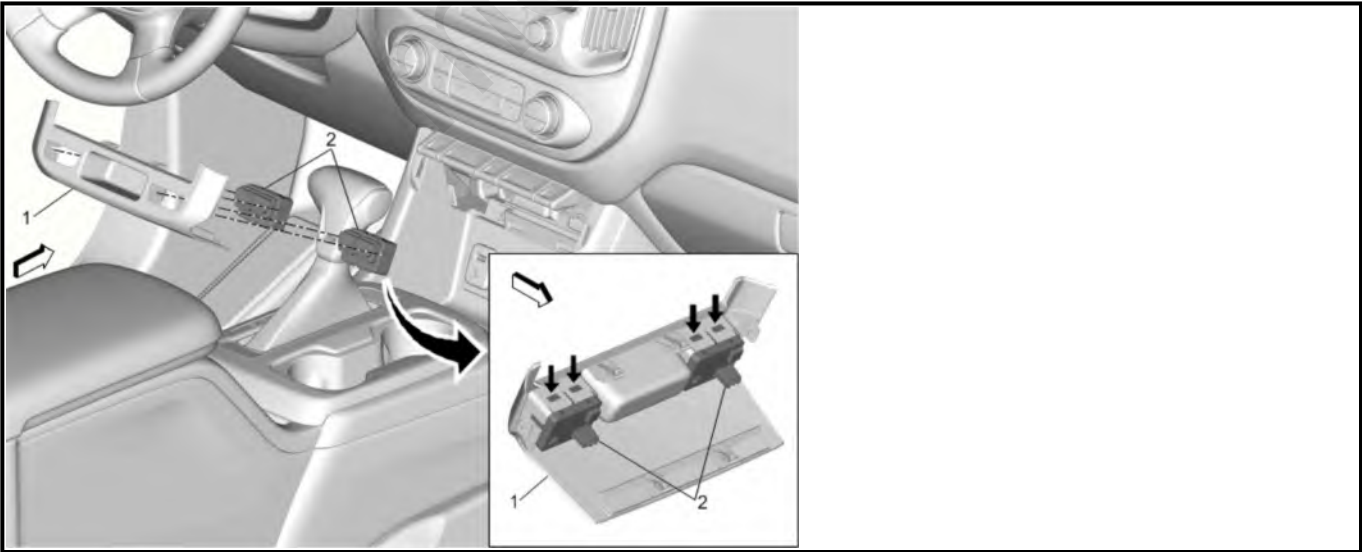
Incorrect Control Module

- There are only a few situations where reprogramming a control module is appropriate:
 - A new service control module is installed.
 - A control module from another vehicle is installed.
 - Revised software/calibration files have been released for this vehicle.

NOTE: **DO NOT re-program the control module with the SAME software/calibration files that are already present in the control module. This is not an effective repair for any type of concern.**

- Verify that the control module contains the correct software/calibration. If incorrect programming is found, reprogram the control module with the most current software/calibration. Refer to [Control Module References](#) for replacement, setup, and programming.

FRONT SEAT HEATER SWITCH REPLACEMENT

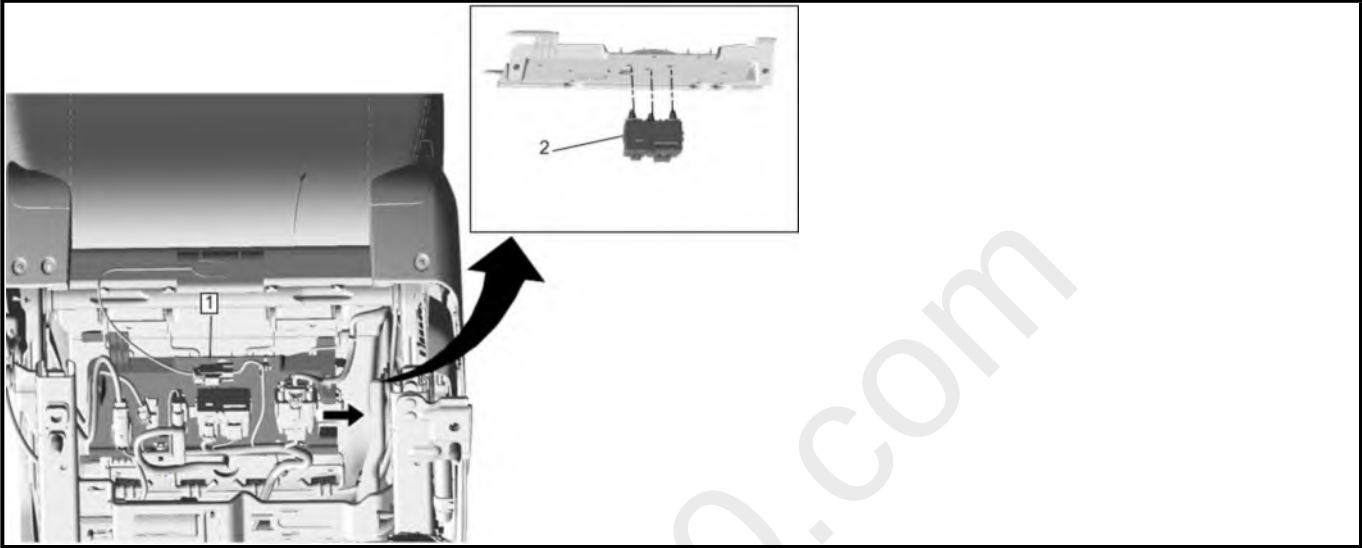


NOTE: Callouts in the following chart represent components shown in graphic above.

Callout	Component Name
Preliminary Procedure	
Remove the instrument panel accessory bezel. Refer to Instrument Panel Accessory Bezel	

Callout	Component Name
Replacement .	
1	Instrument Panel Accessory Bezel
2	Front Seat Heater Switch (Qty: 2) Procedure 1. Disconnect the electrical connectors. 2. Use a flat-bladed plastic trim tool to remove the switch from the accessory bezel.

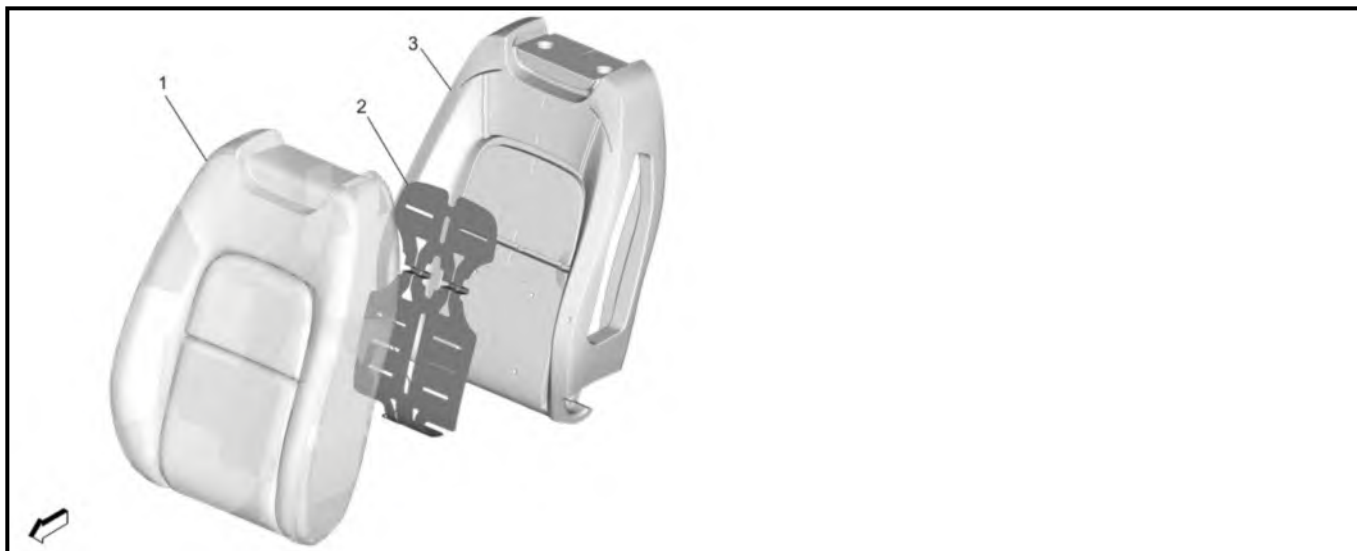
FRONT SEAT HEATER CONTROL MODULE REPLACEMENT



NOTE: Callouts in the following chart represent components shown in graphic above.

Callout	Component Name
Preliminary Procedure	
Front Seat Removal and Installation	
1	Wiring Harness Bracket
2	Front Seat Heater Control Module Procedure 1. Disconnect the electrical connector. 2. Refer to Control Module References for programing and setup information.

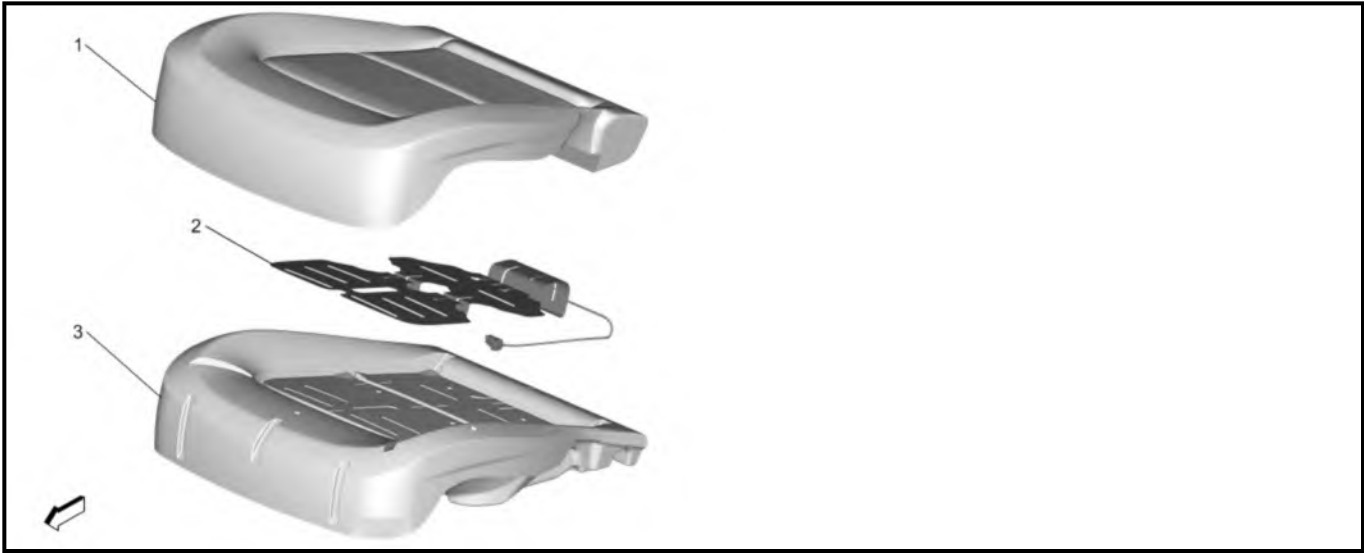
FRONT SEAT BACK HEATER REPLACEMENT



NOTE: Callouts in the following chart represent components shown in graphic above.

Callout	Component Name
WARNING: Refer to SIR Warning .	
Preliminary Procedure 1. Disable the SIR system. Refer to. SIR Disabling and Enabling 2. Remove the driver or passenger seat. Refer to. Front Seat Removal and Installation 3. Remove the driver or passenger seat back cover and pad. Refer to Front Seat Back Cover and Pad Replacement .	
1	Driver or Passenger Seat Back Cushion Cover
2	Driver or Passenger Seat Back Cushion Heater Procedure 1. Note the routing of the wiring harness and connector location for installation. 2. Disconnect the heater element and peel away from the cushion to remove. NOTE: Apply low heat with a heat gun to soften the adhesive before removal.
3	Driver or Passenger Seat Back Cushion Pad

FRONT SEAT CUSHION HEATER REPLACEMENT



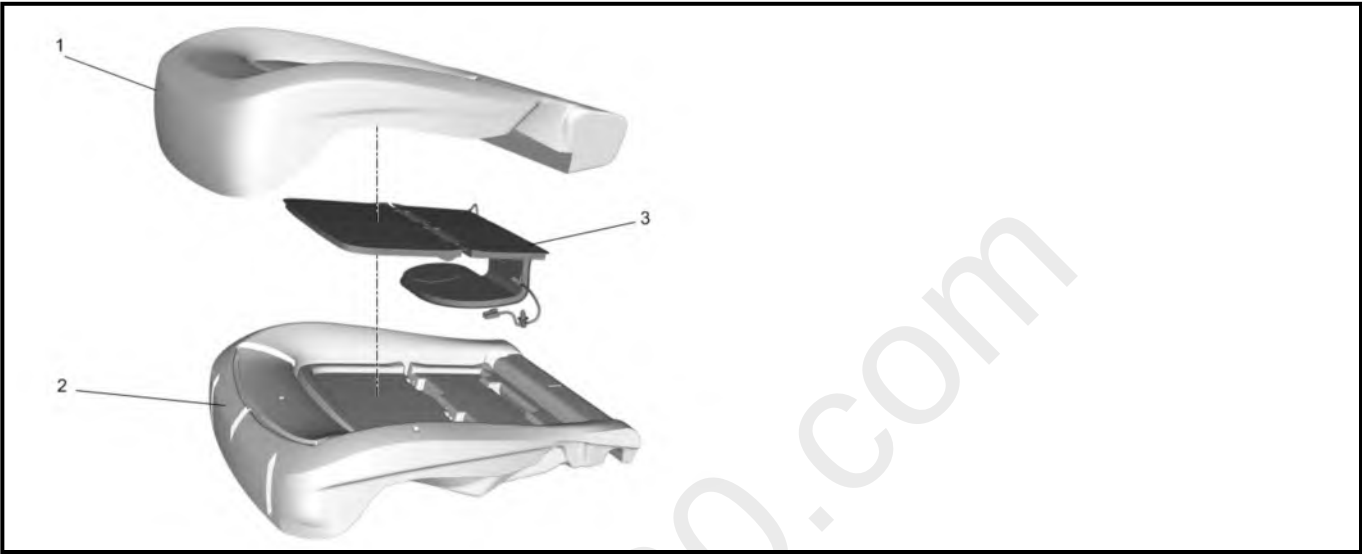
NOTE: Callouts in the following chart represent components shown in graphic above.

Callout	Component Name
WARNING: Refer to SIR Warning .	
WARNING: To avoid personal injury, perform a passenger presence sensor rezeroing/learn on the passenger presence system whenever you remove or replace the seat cushion trim. Failure to do so may cause the system to malfunction.	
WARNING: The passenger seat cushion assembly is serviced in a kit with the airbag front passenger presence module,	

Callout	Component Name
cushion pad (and if equipped, heat mat, vent mat, vent mat support, comfort pads). All components in the service kit are assembled and calibrated as a unit and must be replaced as a complete assembly to prevent possible injury to the occupant. Using only some of the components in the service kit will cause the passenger presence system to operate improperly. Preliminary Procedure 1. Disable the SIR system. Refer to. SIR Disabling and Enabling 2. Remove the driver or passenger seat. Refer to. Front Seat Removal and Installation 3. Remove the front seat cushion cover and pad. Refer to Front Seat Cushion Cover and Pad Replacement .	
1	Driver or Passenger Seat Cushion Cover
2	Driver or Passenger Seat Cushion Heater Procedure 1. Note the routing of the wiring harness and connector location for installation. 2. Disconnect the heater element and peel away from the cushion to remove. 3. If working on the passenger seat, program the inflatable restraint passenger presence system after replacement. Refer to Control Module References

Callout	Component Name
	NOTE: Apply low heat with a heat gun to soften the adhesive before removal.
3	Driver or Passenger Seat Cushion Pad

FRONT SEAT VENT FAN MAT REPLACEMENT



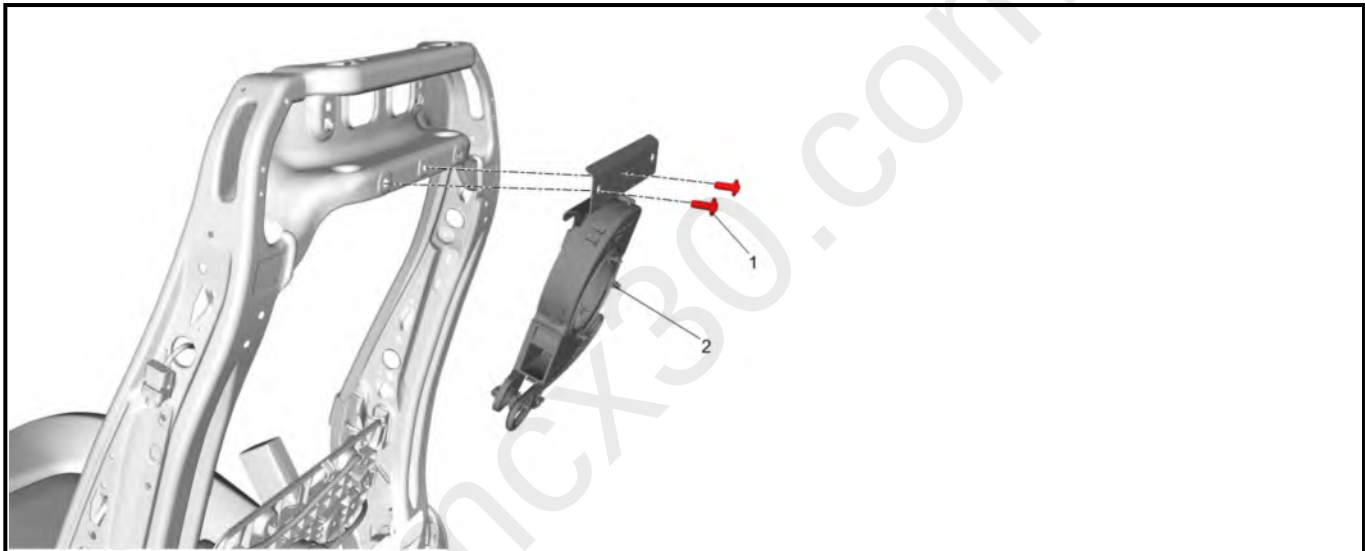
NOTE: Callouts in the following chart represent components shown in graphic above.

Callout	Component Name
WARNING: To avoid personal injury, perform a passenger presence sensor rezeroing/learn on the passenger presence system whenever you remove or replace the seat cushion trim. Failure to do so may cause the system to malfunction.	
WARNING:	

Callout	Component Name
The passenger seat cushion assembly is serviced in a kit with the airbag front passenger presence module, cushion pad (and if equipped, heat mat, vent mat, vent mat support, comfort pads). All components in the service kit are assembled and calibrated as a unit and must be replaced as a complete assembly to prevent possible injury to the occupant. Using only some of the components in the service kit will cause the passenger presence system to operate improperly. Preliminary Procedure 1. <u>Front Seat Cushion Cover and Pad Replacement</u> 2. Disconnect the front seat cushion ventilation blower from the front seat vent fan mat. <u>Front Seat Cushion Ventilation Blower Replacement</u>	
1	Front Seat Cushion Cover
2	Front Seat Cushion Pad

Callout	Component Name
3	Front Seat Vent Fan Mat Procedure 1. Remove the mat leaving the old adhesive strips intact on the seat cushion. The new mat adhesive strips will be placed over the old adhesive strips. 2. If servicing the passenger seat, re-zero the passenger presence system. Passenger Presence System Rezeroing NOTE: Apply low heat with a heat gun to soften the adhesive before removal.

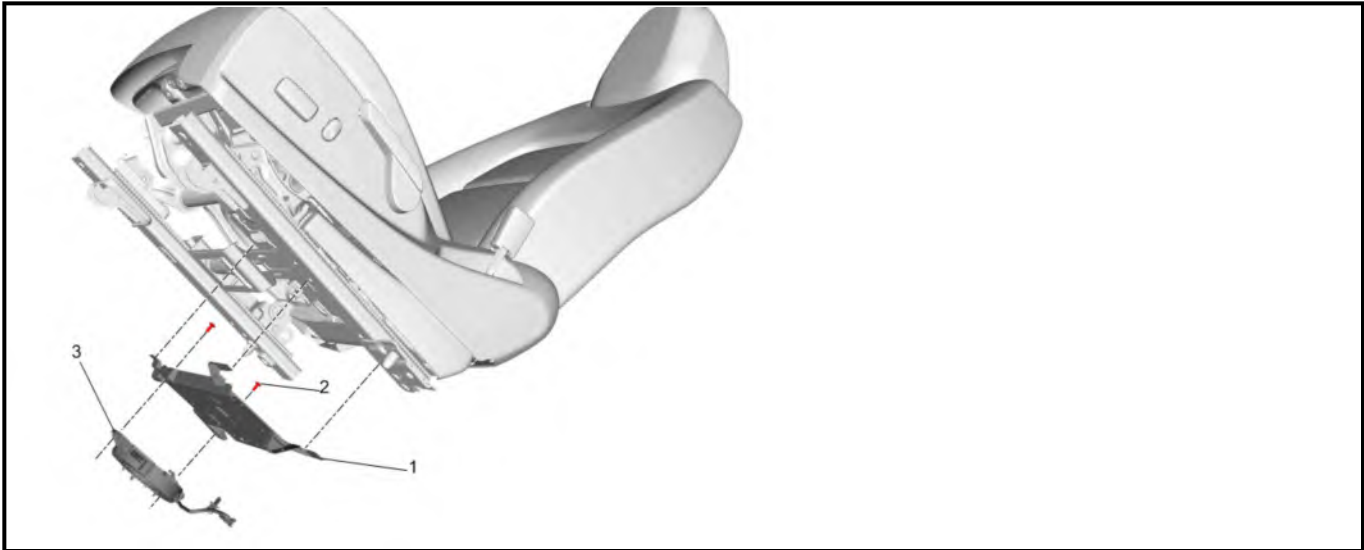
FRONT SEAT BACK VENTILATION BLOWER REPLACEMENT



NOTE: Callouts in the following chart represent components shown in graphic above.

Callout	Component Name
WARNING: Refer to Eye Protection Warning . Preliminary Procedure Front Seat Back Cover and Pad Replacement	
1	Front Seat Back Ventilation Blower Rivet [2x]
2	Front Seat Back Ventilation Blower Procedure Disconnect and reposition harness as necessary.

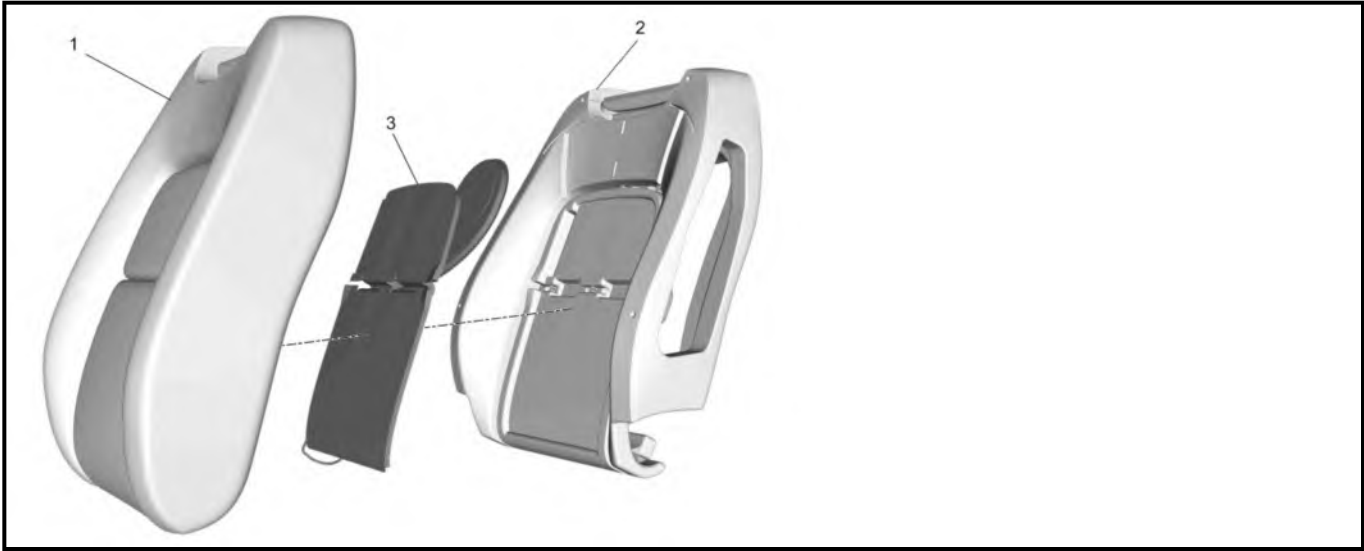
FRONT SEAT CUSHION VENTILATION BLOWER REPLACEMENT



NOTE: Callouts in the following chart represent components shown in graphic above.

Callout	Component Name
Preliminary Procedures <u>Front Seat Removal and Installation</u> - Disconnect the front seat cushion ventilation blower from the front seat vent fan mat.	
1	Wiring Harness Bracket
2	Front Seat Cushion Ventilation Blower Bolt [2x] CAUTION: Refer to Fastener Caution . Tighten 2.5 N.m (22 lb in)
3	Front Seat Cushion Ventilation Blower Procedure Disconnect and reposition harness as necessary.

FRONT SEAT BACK VENT FAN MAT REPLACEMENT



NOTE: Callouts in the following chart represent components shown in graphic above.

Callout	Component Name
Preliminary Procedure <u>Front Seat Back Cover and Pad Replacement</u>	
1	Front Seat Back Cover
2	Front Seat Back Pad
3	Front Seat Back Cushion Vent Fan Mat Procedure Remove the mat leaving the old adhesive strips intact on the seat cushion. The new mat adhesive strips will be placed over the old adhesive strips. NOTE: Apply low heat with a heat gun to soften the adhesive before removal.

DESCRIPTION AND OPERATION

HEATED/VENTED SEAT DESCRIPTION AND OPERATION

Heated/Vented Seat Components

The heated/vented seat system consists of the following components:

- Heated and vented seat switches
- Body control module
- Seat heating control module
- Driver seat cushion heating element
- Driver seat cushion temperature sensor
- Driver seat back heating element
- Driver seat back temperature sensor
- Driver seat temperature control module
- Driver seat cushion blower motor
- Driver seat back blower motor
- Passenger seat cushion heating element
- Passenger seat cushion temperature sensor
- Passenger seat back heating element
- Passenger seat back temperature sensor
- Passenger seat temperature control module
- Passenger seat cushion blower motor
- Passenger seat back blower motor

Heated/Vented Seat Switches

The driver and passenger heated and vented seats are controlled by separate heated/vented seat switches located on the center stack near the HVAC controls. To operate the engine must be running. The BCM is the heated and vented seat system master. It monitors heated/vented seat switch activations to determine user requested

operating mode. Based on the requested operating mode, the BCM sends a LIN Bus serial data message to the Seat Heating Control Module how to drive the self-regulated heating pads or ventilation motors. The BCM also controls the indicators used to provide the operator with feedback as to the operating status of the system. With each press of the switch, the system will cycle through High, Medium, Low, and then back to Off again. The BCM also controls the seat temperature and mode indicators, via the serial data line, used to provide the operator with feedback as to the operating status of the system.

Heated Seat Operation

The seat heating control module controls heated seat operation for the driver and passenger seats. There are two modes for heated seat operation; seat back and cushion heat mode and seat back only heat mode. When active, power is applied to the seat cushion and back heater elements through individual pulse width modulated (PWM) voltage supply control circuits. Each individual heater element is switched to ground by the module through a common low side drive control circuit.

When inactive the seat heating control module connects the heating element low side outputs to a common reference point internal to the module which is biased to approximately 3.5 V. The module uses this biased voltage in order to check the high side and low side control circuits for a short to battery or ground before enabling the driver and passenger seat heating elements. During heated seat operation, the seat heating control module interrupts control of the heating elements every 10 s for approximately 10 ms to make this biased voltage check.

With both the seat cushion and seat back heater elements disconnected, if the high side output of the module is measured it will display a low current 12 V bleed off voltage. This bleed off voltage does not have a meaningful diagnostic purpose. With the heater element connected you would just see the 3.5 V biased voltage from this circuit.

Temperature Regulation

The seat back and cushion temperature sensors (thermistors) are packaged with the seat heating elements located just under the seat covers. The seat heating control module supplies each temperature sensor with a 5 V reference signal circuit and a low reference circuit. The module monitors the voltage from the signal circuit to determine the temperature of the seat.

The temperature sensor varies in resistance based on the temperature of the heating element causing the signal voltage to change. Once the module senses the seat reached the set temperature, it will then begin regulate the current flow through the heater elements in order to maintain the desired seat temperature based on the feedback voltage from the sensor.

If the heated seats are on high, the temperature level may automatically be lowered after approximately 30 min of operation.

Vented Seat Operation

Each vented seat system consists of 2 blower motors; one in the seat back and one in the seat cushion. During vented seat operation, the vented seat blower motors move cabin air through channels in the foam pad and small holes in the seat covers causing a cooling effect to the occupant.

Battery voltage is supplied to the blower motors through a 15 A fuse located in the left instrument panel fuse block. Ground for each blower motor is provided through separate ground circuits and a common ground connection.

When the seat heating control module receives a ventilation seat command, it sends a low side drive pulse width modulation (PWM) signal through the blower motor control circuit to each blower motor indicating the seat ventilation command. The logic in the blower motors interprets this signal then sets the blower speed to the switch set point. The blower motors run causing a cooling effect to the occupant.

Heated and Vented Seat Operation During Remote Start

Refer to Vehicle Personalization in the Owner's Manual for Remote Start Auto Heated and Ventilation Seats.

During remote start, the heated seats will turn ON when the ambient temperature is below 10B° C (50B° F).

During remote start, the seat ventilation system will turn ON when the ambient temperature is above 27B° C (80B° F).

Load Shed Management

The electrical power management function is designed to monitor the vehicle electrical load and determine when the battery is potentially in a high discharge condition. The heated seat system is one of the vehicle loads that is subject to reduction during a battery discharge condition. For more information on load management refer to [**Electrical Power Management Description and Operation**](#) .

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