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Refer to Climate Controlled Seats for schematic and connector information.

Normal Operation and Fault Conditions

The SCME is supplied voltage at all times, but the climate controlled seat system only operates with the engine running. The system can be operated with the ignition ON engine OFF by using a scan tool to bypass the climate controlled seat switches on the touchscreen interface. When commanding a heat or cool mode operation in this manner, the climate controlled seat system only operates in 15 second intervals. Both voltage supply circuits are spliced together internal to the SCME, so if one circuit becomes open, both seats can still be operated. However, if a fault occurs setting a DTC specific to either climate controlled seat, only the affected seat is disabled by the SCME.

Cabin air is drawn through and distributed to each of the blower motors located in the seat cushion and backrest. The blower motors then heat or cool the air. The air is then directed into the foam pad where it is distributed along the surface of the cushion and backrest of the seat. Once the system is activated, the SCME uses a set of flexible algorithms to control the heating/cooling modes and the blower speed dependant on the commanded climate controlled seat settings.

DTC Fault Trigger Conditions

DTC	Description	Fault Trigger Conditions
B103D	Blower Driver Overtemperature	If the SCME outputs to the driver seat blower or any components within these circuit loops are shorted to ground or cause an excessive current draw, the SCME overheats, shuts down the driver seat system and sets this DTC.

Possible Causes

- Wiring, terminals or connectors
- Backrest blower motor
- Cushion blower motor
- SCME

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 **WARNING:** Incorrect repair techniques or actions can cause an accidental Supplemental Restraint System (SRS) deployment. Never compromise or depart from these instructions. Failure to precisely follow all instructions could result in serious