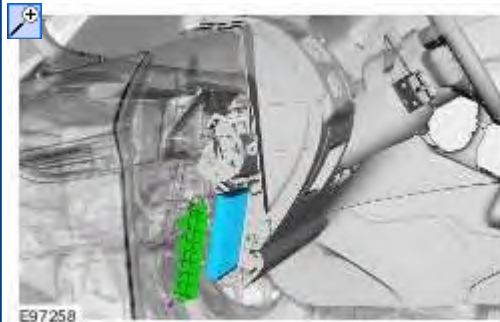


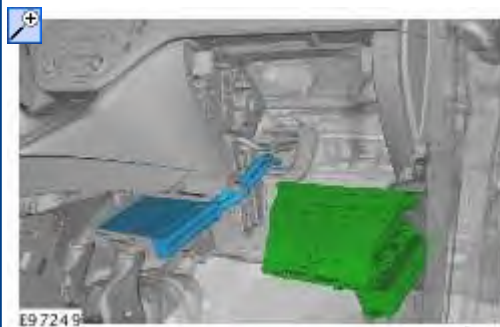
Description and Operation

Pollen filter



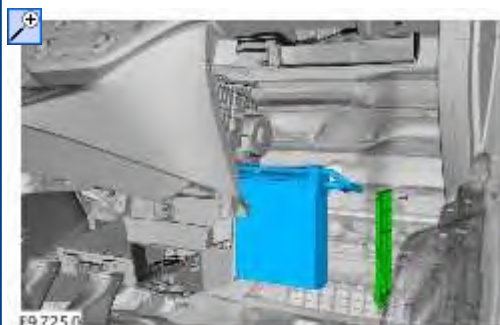
The pollen filter must be changed at intervals in accordance with the service schedule. A special production pollen filter is installed in the factory, and this must be cut through when the filter is changed. The service pollen filter is flexible and can be pushed together during installation or removal.

Heat exchanger



The heat exchanger is accessible from the right-hand side of the climate control housing (LHD and RHD). It can be removed and installed with the climate control housing still installed in the vehicle. During removal, the coolant pipes of the production heater core must be sawn through. During servicing, a heater core with separate coolant pipes is installed.

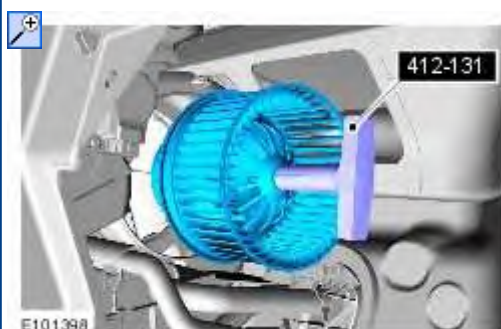
Evaporator assembly



The evaporator is located on the right-hand side of the climate control housing (LHD and RHD). It can only be removed and installed with the climate control housing still installed in the vehicle, and the heat exchanger must be removed at the same time.

Blower motor

 **NOTICE:** Make sure that the blower motor and fan assembly is placed on the bench with the fan pointing upwards.



To prevent damage to the fan wheel vanes, the fan wheel must not be touched. For this reason, a special tool (412-131) has been introduced for removal and installation of the blower motor. This tool is pushed onto the central shaft in order to lift out the blower motor.

Fault Memory Interrogation without diagnostics unit - vehicles with automatic temperature control

NOTE: On vehicles equipped with a DVD navigation system with touchscreen, the fault memory can only be interrogated using the Ford diagnostic tool.

The climate control and heating system features a on-board diagnosis function which can detect and store both current permanent faults as well as intermittent faults which have occurred during normal operation of the vehicle. It is also possible to read out these faults via the display on the control panel of the climate control system. To read out the fault memory, the ignition key must be turned to the "ON" position and the battery voltage must be between 9 V and 16 V.

To activate the on-board diagnosis at the control panel for the climate control system, PRESS the "OFF" and "FOOTWELL" buttons simultaneously for exactly 2 seconds, then PRESS "AUTO" within 1.5 seconds. The on-board diagnosis which then starts lasts a few seconds. An animated display appears in the display of the control panel for the climate control system during this time. Any faults found are displayed on both displays of the control panel for the climate control system in the form of trouble codes.

To read out saved errors at the control panel for the climate control system, PRESS the "OFF" and "FOOTWELL" buttons simultaneously for exactly 2 seconds, then PRESS "HEAD AREA" within 1.5 seconds. Any stored faults are shown on the display of the control panel for the climate control system and should be noted for safety reasons. By PRESSING the "DEFROST" button, the fault memory is cleared and diagnosis mode is ended. To end the diagnostic mode without clearing the DTCs, PRESS any other operating button on the control panel for the climate control system.

To read out the software version at the control panel for the climate control system, PRESS the "OFF" and "FOOTWELL" buttons simultaneously for exactly 2 seconds, then PRESS "A/C" within 1.5 seconds. The software version is shown on the display of the control panel for the climate control system. The output mode can be exited by PRESSING any button on the control panel for the climate control system.

Switch over from Celsius to Fahrenheit

The switch from Celsius to Fahrenheit is performed on the display of the instrument cluster and is then transmitted via the CAN bus to the module of the two-zone air conditioning system.