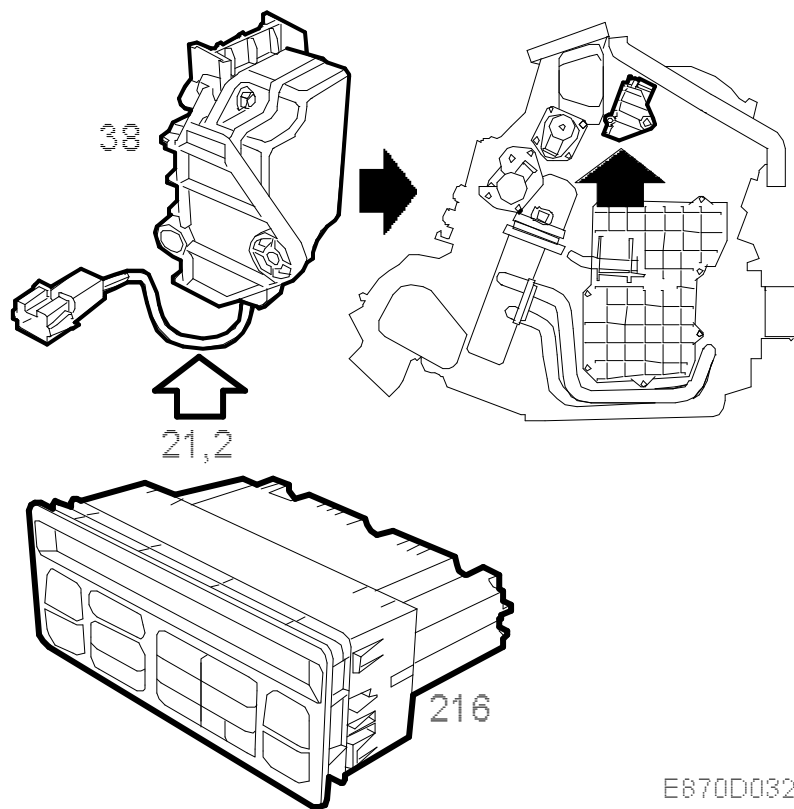
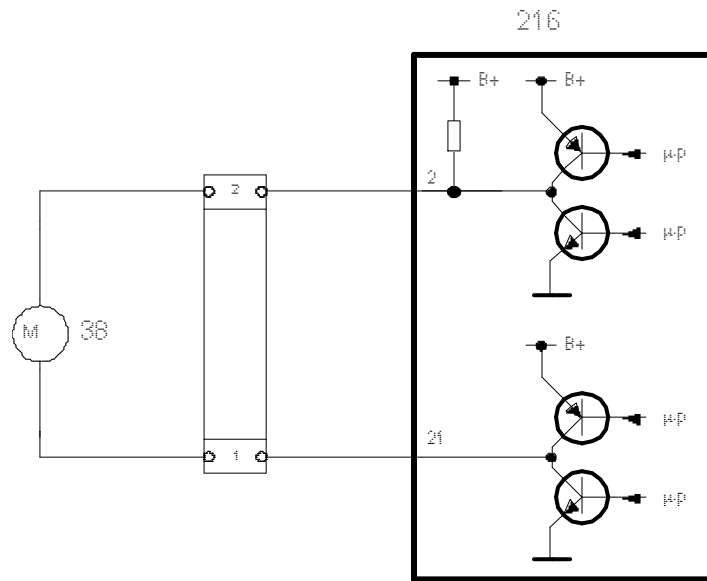


**Direct current motor, air recirculation flap**



E870D033

The climate system has two linked air recirculation flaps. Both flaps are manoeuvred by a DC motor fitted on the passenger side of the climate housing. With these flaps, the fan can be supplied with air from either outside or inside the cabin, there are no intermediate positions. The control module cuts the power after 10 seconds. The motor is supplied with current from pins 21 and 2 on the ACC unit. The output polarity is reversed to change the motor's direction of rotation.

If the ignition has been turned off for more than 10 minutes, recirculation is selected at the earliest 45 seconds after the engine has been started and only if the outside temperature exceeds 25°C, and the requested mixed-air temperature is the lowest possible for both zones (both zones must be significantly cooled after starting).

Air recirculation is then selected in the following three cases:

- at an outside temperature exceeding 37 °C if the solar intensity exceeds 200 W/m<sup>2</sup>.
- at an outside temperature exceeding 32°C if the requested mixed-air temperature is below 7°C for both zones and the vehicle speed is below 20 km/h for a longer period of time (A/C system cooling capacity decreases).
- at an outside temperature exceeding 20°C if the coolant temperature exceeds 118°C (coolant risks boiling). Fresh air is engaged again when the coolant temperature has dropped to 115°C.

Air recirculation can also be selected manually on the panel. A symbol in the display indicates when air recirculation is engaged.

With the ignition off, fresh air is selected after 10 seconds.

### **Adjustment**

With the diagnostics tool, the ACC can be adjusted to always start with the air recirculation flap in the position that was used the last time the car was driven. The flap then goes immediately to this position and air recirculation can only be selected manually on the panel.

### **Diagnostics**

In the event of an open circuit or short circuit, diagnostic trouble code B2410 is set and 21 is displayed instead of right-hand temperature when calibrating.