Ford fusion blower motor not working

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Having an issue with my blower motor. I check for power at motor and nothing. All fuses good and swapped relays still nothing. I read a forum suggested jumping pin 30 and 87 and it worked. I checked pin 86 for power and 85 for ground all good. I ran a jumper wire from pin 85 direct to ground and nothing. When I jump pin 30 and 87 blower works fine in all speeds. What am I missing? I dont think i can leave the relay bypassed for long. G A answered 3 months ago. Sounds like a bad relay. Jeremy answered 3 months ago. I swapped relay with another still same thing Can't be the relay im missing something else. Ok so 85 is relay ground, 86 is relay power in, 30 is battery voltage power in and 87 is battery power out. So if you have relay power on 86 and relay ground on 85 the the relay should click and if it clicks and your sure it is a good relay and you have battery volts on 30 it should transfer power through the relays points and power up You know what I noticed? Pin 30 to engine ground I get 12v. When I check Pin 30 to Pin 85 I get 8 volts. When I hooked up a wire from Pin 85 to engine ground it made no change. Where does wire 85 go to? Thank you so much for your help. I've been dealing with this for a few days and can't crack it. Found out there's a wire that goes from BCM to the Pin 85 on relay which would be ground. There must be a short or something going on to make it read only 8 volts. I hope it's something stupid but who knows at this point. If its too big an issue I'll just ship it to dealer to fix. Hopefully I can solve the problem by re-seating the connector for that specific wire. G A answered 2 months ago. Pin 85 should not have any voltage on it when the relay is out of the circuit. There will be power on it if the relay is in the circuit due to the windings of the internal coil, unless there is a diode on that wire, and that will be shown on the relays circuit diagram. Jeremy answered 2 months ago. The BCM supplies ground to the relay control Pin Ill have to take the glove box out and trace this wire all the way. For now I just ran a wire direct to ground on the relay and it works. It just doesn't shut off when keys off. Temporarily you could just put a toggle switch in the ground wire and turn it off that way. I check I have a Ford Focus that the blower has stopped working on. Had the relay replaced which didn't help. Replaced the blower motor and its still not working. Any idea on what could be wrong? I have also noticed that the outside temperature display, on the dash, does not work and the heated seats have quit working. Is th I have checked blower motor, fuse and relay. And changed resistor. Still nothing. Content submitted by Users is not endorsed by CarGurus, does not express the opinions of CarGurus, and should not be considered reviewed, screened, or approved by CarGurus. Please refer to CarGurus Terms of Use. 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Thomas answered 3 years ago. DunnoVMR6L answered 2 years ago. See repeat problems explained here In turn, not only does the resistor burn up, but the connector becomes damaged in the process. Seahorsessn answered 2 years ago. Jay answered 2 years ago. Tried connector as suggested - nothing. Working now, we'all see for how long. I think I'll need to replace fan eventually. Good thing is that it looks fairly easy to get at, exposed under glove box. GuruLT3LD answered about a year ago. I have a Ford fusion there's no power coming out of the wire going to the blower motor in the fuses are still good what could be the problem any help would be fantastic. Guru29FPC answered about a year ago. This continues all the time. Is it blower motor or the card? Blower motor in my fusion quit. When I plug the connect Checked blower resistor and blower no power to them. Checked blower when it has power it runs. Still no blower operation. Any input would be greatly apprecia My ac and heat r not working blower motor appears not to b working, fuses r all good where mite i find wire connections. Content submitted by Users is not endorsed by CarGurus, does not express the opinions of CarGurus, and should not be considered reviewed, screened, or approved by CarGurus. Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. You can read more here and make your cookie choices. By continuing to use this site you agree to us doing so. Heater blower motor won't run. Report Follow. Mark helpful. Your Answer:. Upload Photo Photo optional. Related Questions. Start a new Ford Fusion question. Search Ford Fusion Questions. CarGurus Experts. Find great deals from top-rated dealers Search. Related Models For Sale. Used Cars For Sale. Ford blower motor resistor problems remain the most common solution to interior fan malfunctions on Ford

cars and trucks. With that said, failed blower resistor assemblies don't solve all of the possible failures. This is why at the bottom of the article we include a F blower motor wire diagram. The interior fan is powered through two separate fuses and a blower motor relay. They control the HVAC circuit with a switch. On the automatic temperature control system they further complicate the system by using a module. First we'll cover the most common symptoms associated with a bad Ford blower motor resistor. Next, we cover the different parts used on the Ford climate control system found on the fancier Lariat and Eddie Bauer edition vehicles. In addition, the replacement parts are also less expensive. Before we move on I want to make one more important point. Whether you have a blower motor problem on a Ford escape, Ford F pickup truck or even an Expedition or Mercury mariner these blower motor control systems use the same parts. In addition, the wiring diagrams and the circuit operation also remain very much alike. However, the Ford Fusion blower motor resistor is a completely different animal. The thin card type Ford blower motor resistor is the most common part used for the interior fan speed control. It fits almost all of the truck and sport utility vehicles like the Ford Escape, Expedition, Explorer and Lincoln Navigator from through I'm also pretty sure this is the same part used in the Ford Crown Victoria. When this resistor module fails drivers often complain about losing individual blower motor speeds. Sometimes you will only have low and high speed settings. However, the most common complaint when this part fails is that only the high speed setting functions. If you look at the wiring diagram for the Ford F below, you'll see that the high speed setting bypasses the resistor assembly completely. I'll go one step further and say that if you're blower motor works on high and you have the card type Ford blower motor resistor, no further diagnosis is required. With the low cost of the replacement part and the high failure rate, I'll just go ahead and replace it. It would be nice if when you remove the old resistor module that you'd see the damage. Unfortunately, the part fails internally and often leaves no outward sign of malfunction. We have one more important point to make about this Ford blower motor electrical problem. The four wire connector that plugs into the resistor module needs a thorough inspection. Not only can the connector melt, but the heat can distort the terminals. If you observe any damage or discoloration of the terminal, you should always replace the connector. You can purchase these pigtail electrical connectors separately. When you have blower motor speed control problems on a Ford with ATC the failure can still point to a failed resistor module. However, the part looks a lot different than the card type module discussed above. It's important to verify the correct replacement part as variations exist throughout the different years and models. The Ford blower motor resistor deployed on the automatic temperature control systems is larger and has aluminum heat sinks incorporated into the design. These cooling fins channel heat away from the internal electrical components. Since the resistor fits into the heater case they direct air created by the spinning fan, called the squirrel cage, across the heat sink fins. This is an efficient way of cooling down the entire module assembly. Unfortunately, failure of the component still remains possible despite the best efforts of cooling the parts down. In fact, overheating of the resistor becomes more likely to damage the electrical connector that plugs into the assembly. For this reason they now sell replacement parts that include the replacement connector referred to as a pigtail. As you can see from the image, they also include heat shrink connectors. These butt style connectors crimp the wires together. Then you heat the plastic parts and they shrink to form a weather tight seal around the electrical wire repair. When you buy replacement blower motor resistor modules from the Ford dealer they are much more expensive and they sell the pigtail connectors separately. Before we get into other Ford blower motor speed control problems let's talk about what happens when the fan motor doesn't work at all. In many cases when this situation occurs, you have a blown fuse. As you can see from the wiring diagram below, there are two fuses protecting the circuit. Both of these need to be intact for the blower motor to operate properly. The question becomes, why did the fuse burn open? It's possible for the electrical failure of the blower motor resistor to take out one or both of these fuses as it melts. With that said, if the blower motor doesn't work at all it's also common to find a defective blower motor relay. Note that the interior fan circuit contains two relays in the same way that it contains two fuses. You can verify this in the Ford F blower motor diagram below. If the blower motor doesn't work at all, you probably have a defective relay. However, if the only speed the fan is missing is the high setting than the likely cause of the problem becomes the high-speed relay. Both the automatic temperature control and the standard air-conditioning systems use switches on the control panel. Although switch failure remains uncommon compared to all the other possibilities, it still remains possible for the switch to fail. You can use to get an idea of how the circuit operates on vehicles without automatic climate control. As an Amazon Associate I earn from qualifying purchases. The search results open in a convenient overlay. 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