

Failure of the fan levels 1 to 3 at Senator A and Monza

If the fan partially and / or completely fails, it is not only expensive, who can not repair itself, which must also reckon with high costs in the workshop.

The reason for this is the necessary complete removal and replacement of the entire instrument panel with all switches, as well as the ventilation box incl. Heating radiator. It has a few hours to go to the country ... and the time clock in the workshop is ticking inexorably the Euros out of your wallet!

But if the fans of the interior in stage 4 still works, then there is an inexpensive and quick to execute alternative!

Here are the instructions:

Required for repair the following parts:

2 pcs. High load resistors 1.5 Ohm (1R5) with min. 10 Watts of power handling

4 pcs. 6.3 mm plug connections AMP

2 pcs. Fully insulated Receptacles 6.3mm AMP

Shrink Tubing Assortment

Insulating tape

Cable ties

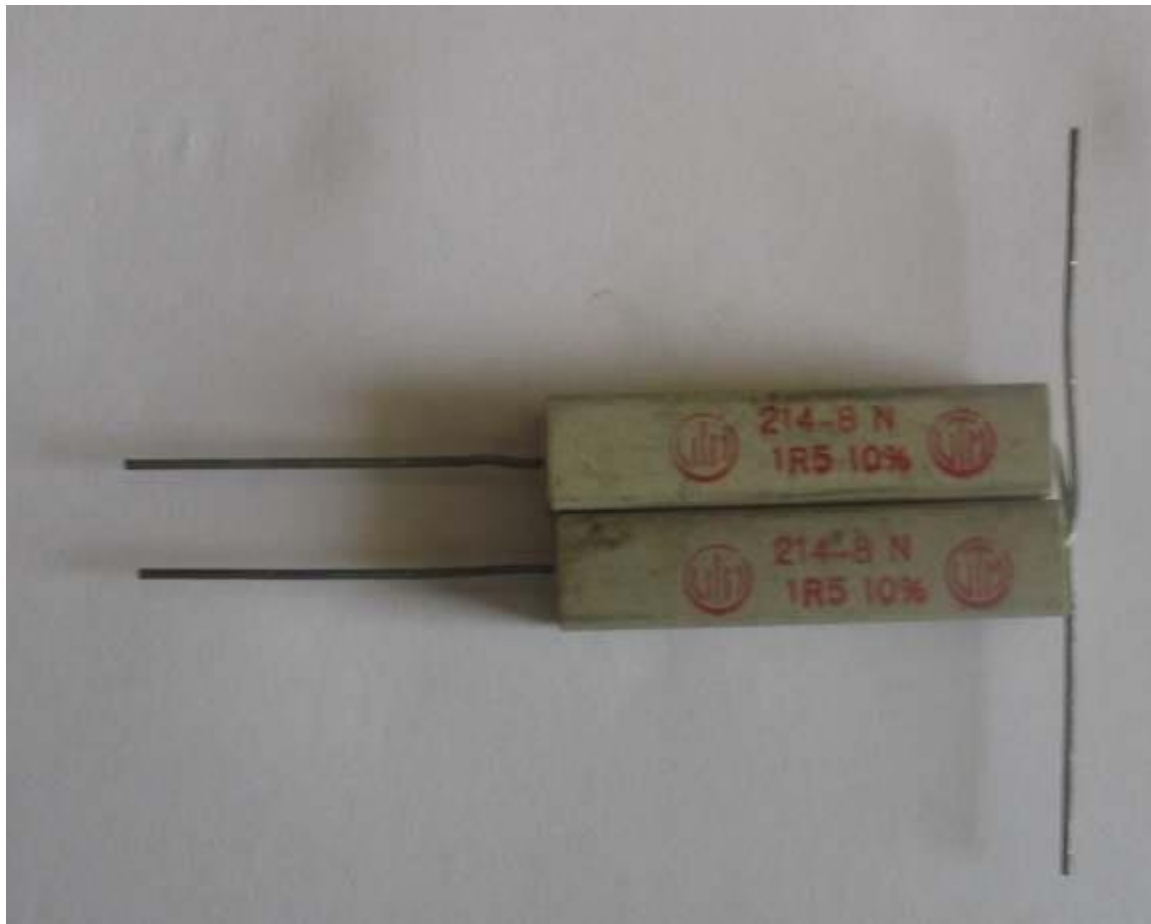
Soldering iron and solder

Crimping tool for AMP plug

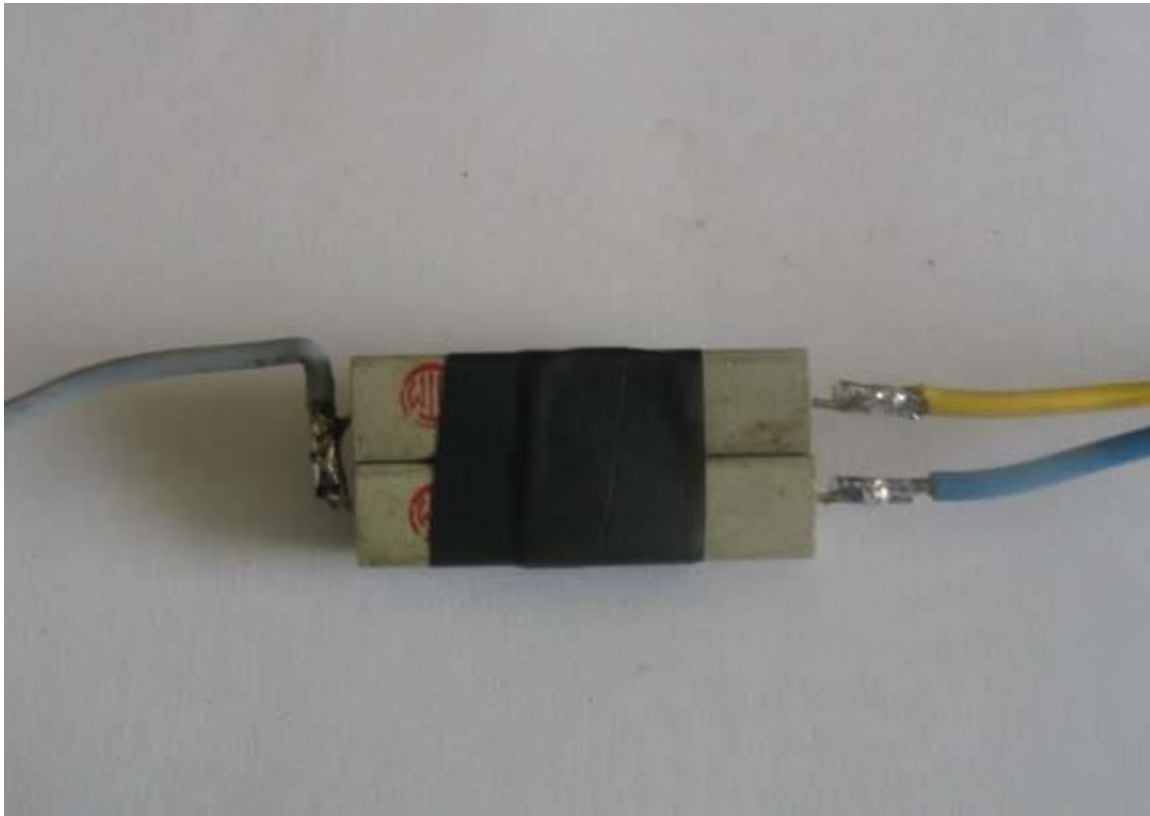
Cables in various colors (yellow, blue, gray, black) approximately 30 cm long

The resistors and the plug are in the electronics store in every major city or halt in mail such as Conrad of Hirschau.

First we solder the two resistors together as in the following image.



Now we solder the cable 3 gray, yellow and blue as the next image to be seen. For this, we can fix the two resistors temporarily with some tape together.



Now we slide approximately 5 cm long shrink tubes matching the diameter on the two individual cables, the side with the gray cable we provided prudent with large heat shrink tubing, which protrudes slightly through the resistors, but please only about 2-3 mm.



Now we cut the 3 cable ends after about 25 cm length evenly and squeeze each one PLUG-tongue, which at the yellow cable end we insert another yellow cable. This cable should have a length of about 12 cm. We're now finished in black cable to another bridge with a male tongue and a socket at the free end of the yellow cable, we also squeeze a STECKHÜLSE. Now we can wrap the individual cables carefully with electrical tape.

The whole thing looks like this:



Now to mount our spare-dropping resistor of ventilation.

We deny in the engine compartment out the rubber seal between the bonnet and bulkhead cover and can then carefully remove the black plastic cover above the ventilation motor and the wiper linkage found. Here we find the plug-in connection of the fan motor and the main wiring harness.



We pull apart the connector and then insert the plug blade in the corresponding color terminals on the side of the main wiring harness: gray on gray, yellow to yellow, blue on blue, black on white-black.

On the motor connection side we put each one STECKHÜLSE on Yellow on yellow, black on black and white.



As the resistances in operation are warm / hot ... they have to be cooled. We can accomplish this in 2 ways:

As factory in the air flow of the intake of the fan, or with some additional case cooling. Here first the positioning of the air stream, these should be carried out carefully, the equivalent resistance combination can be well placed and secured with cable ties.



Also offers the following site for a passive cooling housing, please attach but with several cable ties good quality.



Now we can install all covers and the ventilation is working again at all levels. The cost of materials is about 10, - to 15, - Euro and about 1 hour installation time for the untrained wrench ... no comparison for a conventional repair in time and expense.