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Forget it was never open in the previous one, and I saw 120-130 degrees one or two times. In the meantime, when the previous client's gasket was boiled on top of it, it was thrown off, and the leaked man blew the water from there. I bought water in every grocery store until I returned to the industry. plastic is albeit but it looks like checksum. I burn, I burn, I burn out to antifreeze carelessness and insomnia has been a bit of a pain but for now it seems like no problem Car: Peugeot 308Variant: manual Model Year: 2008 Categories: Running Rough, Starting & Power Loss The blower motor is the central component of the air conditioning system in Peugeot 3008, responsible for blowing hot or cold air through the AC vents. If the blower motor stops working due to a fault, the air will not flow out of the vents when you switch on the AC in your 3008. Peugeot 3008 (Gabriel Nica / Shutterstock) The most common causes for AC fan blower motor not working in Peugeot 3008 are blown fuse, bad relay, resistor or control module malfunction and faulty blower motor. However, a bad electrical connector or broken wire, or a defect in the climate control unit can also cause the blower motor to stop working. The AC blower motor in Peugeot 3008 needs electricity to work. In case of a faulty fuse, the circuit is interrupted and the motor can not work. Check the owners manual of your 3008 or the fuse box cover to find the exact location of the fuse for the blower motor. If the fuse is blown, replace it with a new one with the specified amp rating. To check the fuse, pull it out of the fuse box using a fuse puller or needle nose plier and hold it against the light. If the metal strip is broken in the middle, the fuse has blown. You must replace it with one of the same amperage and therefore the same color. It does not matter in which direction you insert the fuse. Relays are electromagnetic switches that are used to switch electrical loads on and off. A bad relay can also be the cause of AC blower motor failure in your Peugeot 3008. First of all, you should find out where the blower motor relay is located in your particular model of 3008. The information may be listed in your vehicles owners manual. Typically relays are located in the engine compartment or under the steering wheel on the left-hand side. If you are lucky, the wiring diagram will be drawn on the facing. You can test the relay by swapping it with other relays in the fuse box with similar amp rating. But before you begin the replacement, it is highly recommended to disconnect the vehicles battery.Note: Vehicles with auto climate control may not have a blower motor relay. The blower motor is the central component of the air conditioning system in Peugeot 508, responsible for blowing hot or cold air through the AC vents. If the blower motor stops working due to a fault, the air will not flow out of the vents when you switch on the AC in your 508. Peugeot 508 (Domagoj Kovacic / Shutterstock) The most common causes for AC fan blower motor not working in Peugeot 508 are blown fuse, bad relay, resistor or control module malfunction and faulty blower motor. However, a bad electrical connector or broken wire, or a defect in the climate control unit can also cause the blower motor to stop working. The AC blower motor in Peugeot 508 needs electricity to work. In case of a faulty fuse, the circuit is interrupted and the motor can not work. Check the owners manual of your 508 or the fuse box cover to find the exact location of the fuse for the blower motor. If the fuse is blown, replace it with a new one with the specified amp rating. To check the fuse, pull it out of the fuse box using a fuse puller or needle nose plier and hold it against the light. If the metal strip is broken in the middle, the fuse has blown. You must replace it with one of the same amperage and therefore the same color. It does not matter in which direction you insert the fuse. Relays are electromagnetic switches that are used to switch electrical loads on and off. A bad relay can also be the cause of AC blower motor failure in your Peugeot 508. First of all, you should find out where the blower motor relay is located in your particular model of 508. The information may be listed in your vehicles owners manual. Typically relays are located in the engine compartment or under the steering wheel on the left-hand side. If you are lucky, the wiring diagram will be drawn on the facing. You can test the relay by swapping it with other relays in the fuse box with similar amp rating. But before you begin the replacement, it is highly recommended to disconnect the vehicles battery.Note: Vehicles with auto climate control may not have a blower motor relay. At 40amps its controlling a lot more than just the heater fan if its blown this fuse then I would imagine the car will not go. I would check first if you have 12v at the fan motor . Reply | Report as offensive | Link The heater blower motor faults on these are a real pain.The most common issue with these is the fan speed resistor overheats and burns the pins and connector plug.Peugeot do a repair loom and resistor for around 100 but fitting is very awkward and requires removal of various parts of the dash.The other point to remember is the fan circuit only works with the engine running.hth Reply | Report as offensive | Link According to the diagram, it is the only unit protected by that fuse. It does seem a high rating, the external fuses for the engine cooling fan are lower rated but I suppose there are relays involved there.... If you are also having trouble with the stereo or instrument panel there is another fuse to check but if those work then that isnt the trouble. I hate car electrics frankly, especially on the French ones! Reply | Report as offensive | Link Use a meter before the resistor pack to see if there is any voltage present. If yes then probably the resistor pack is now 100% open circuit or the connectors are bad. Take your time and be methodical in your approach. This will eventually lead you to the problem. Q. Reply | Report as offensive | Link Peugeot/Citroen fans were notorious for burning out fuses and fuse holders, the original 30 amp fuse was not heavy enough so was replaced by a 40a an later models. Reply | Report as offensive | Link I do not believe you need a 40amp fuse for a tiny motor dont forget there are two types of fuse quick and slow blow ,a slow blow will carry 60 amps before it blows as much current as some car batteries can produce you may as well use a 6" nail. I do not dispute there is a 40amp fuse for the fan but there must be something drastically wrong with the circuit design. wbsatwestmount.blogspot.de/2007/09/diy-fix-broken-... Interesting reading if you want to change the parts yourself. Edited by Collos25 on 08/01/2013 at 10:00 Reply | Report as offensive | Link Many thanks to all who replied with help & assistance, fault traced to faulty fan speed resistor and burnt wiring, both replaced and all is now OK. Again many thanks Wellman Reply | Report as offensive | Link Hello Many thanks for your email, unfortunately I am still unable to locate the problem. Both the Peugeot and Haynes manuals do not appear to tie up with the fuses on the car, the only fuse shown in the wiring diagram in the Haynes manual is F12 10A for the BIS interface. The Haynes manual does list F18 40A for the air conditioning as located in the main fuse box but the air conditioning works fine, under the bonnett F18 is a yellow fuse which I understand is rated at 20A and is not blown, the Peugeot book does say this is rated at 40A ffor the blower motor but Haynes shows this as rated at 10A for the diagnostic connector so all is confusion. Obvious the weather at present does not help in trying to locate the fault as I do not have covered facilities It looks like a job for a repair centre. Many thanks for your help Regards Wellman Reply | Report as offensive | Link Hello Many thanks for your email, unfortunately I am still unable to locate the problem. Both the Peugeot and Haynes manuals do not appear to tie up with the fuses on the car, the only fuse shown in the wiring diagram in the Haynes manual is F12 10A for the BIS interface. 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Many thanks for your help Regards Wellman Reply | Report as offensive | Link Put the fuses aside for the moment.Take out the glovebox and just to the right ,clipped onto the side of the heater box,is a black connector plug.There are 2 large wires.The red is the power supply to the fan motor,via switch and speed resistor,,and the black is earth/ground.Check power to the red wire,engine running.If power is present ,then the fuse is ok.hth Reply | Report as offensive | Link I have checked the actual blower motor current while I was repairing the burnt out reostat plug connections on my 307 HDI. It was 30 amps. Close to half a horsepower. Nearly jumped out of my hands so watch your fingers. Regards, chickC Reply | Report as offensive | Link

**Peugeot 208 radiator fan not working. Peugeot 206 radiator fan not working. Peugeot 308 heater fan not working. Peugeot 2008 fan not working. Peugeot boxer heater fan not working. Peugeot 3008 heater fan not working. Peugeot cooling fan not working. Peugeot 308 fan not working. Peugeot 307 fan not working. Peugeot 207 fan not working. Peugeot partner fan not working. Peugeot 208 fan not working. Peugeot 307 radiator fan not working. Peugeot 206 fan not working. Peugeot 2008 heater fan not working.**