

## DIAGNOSIS AND TESTING (Continued)

(Continued)

## HEATER AND DEFROSTER DIAGNOSIS (Continued)

CONDITION	POSSIBLE SOURCE	ACTION
<ul style="list-style-type: none"> <li>Blower Does Not Operate Properly.</li> </ul>	<ul style="list-style-type: none"> <li>Blower motor</li> <li>Blower resistor.</li> <li>Blower wire harness.</li> <li>Blower switch(es).</li> <li>Vacuum selector valve.</li> </ul>	<ul style="list-style-type: none"> <li>Run a No. 10 gauge jumper wire directly from the (grounded) negative battery terminal to the negative lead (black wire) of the blower motor. If the motor runs the problem must be external to the motor. If the motor will not run, check the ground connection for good electrical contact. If this connection is good, the motor is inoperative and should be replaced.</li> <li>Check continuity of resistors for opens or check thermal limiter for continuity, if so equipped. (A blown thermal limiter will allow motor operation on Hi blower only). Service or replace as required.</li> <li>Check for proper installation of harness connector terminal connectors.</li> <li>Check wire-to-terminal continuity.</li> <li>Check continuity of wires in harness for shorts (a short to ground will cause motor to operate with no control over the motor), opens, abrasion, etc.</li> <li>Service as required.</li> <li>Check blower switch(es) for proper contact. Replace switch(es) as required.</li> <li>Check vacuum selector valve for proper contacts. Replace if required.</li> </ul>
<ul style="list-style-type: none"> <li>Airflow Changes Direction When Vehicle is Accelerated</li> </ul>	<ul style="list-style-type: none"> <li>Vacuum system leak (if applicable).</li> </ul>	<ul style="list-style-type: none"> <li>Check vacuum system with hand vacuum pump from control assembly connector. Service tubing, or replace damaged components as required.</li> </ul>

## REFRIGERANT SYSTEM SERVICE

**Refrigerant-12 (R-12) System**

Most Taurus/Sable vehicles use A/C systems that require the use of R-12 as a refrigerant. This type of system is very similar to the fixed orifice tube systems used previously. If there are no special R-134a identifying tags on the A/C system components and refrigerant lines, the system requires the use of R-12 refrigerant.

**Refrigerant-134a (R-134a) Systems**

**NOTE:** R-12 refrigerant and refrigerant oil is not compatible with R-134a and R-134a refrigerant oil.

**CAUTION:** Never mix the two refrigerants or the oils.

In an effort to avoid the use of CFC refrigerants that may harm the ozone layer of the atmosphere, Ford Motor Company has introduced a new refrigerant system on some 3.0L Taurus vehicles that requires the use of a Non-CFC based refrigerant known as R-134a. This new type of refrigerant has many of the same properties as R-12 and is similar in form and function. However, R-134a is a hydrofluorocarbon (HFC) based refrigerant while R-12 is a chlorofluorocarbon (CFC) based refrigerant. Because of the absence of chlorine in its molecular structure, the use of R-134a refrigerant will not have any harmful effects on the ozone layer of the atmosphere.