

OPERATION

FUEL FIRED BOOSTER HEATER – ALL MARKETS, EXCEPT NORTH AMERICAN SPECIFICATION

FFBH is controlled by a status message from the HVAC control module to the AHCM.

The vehicle must be in Power Mode 7 (engine running) and these conditions must be active:

	PETROL	DIESEL
<u>AAT</u>	Less than 1°C (34°F)	Less than 7°C (45°F)
<u>ECT</u>	Less than 75°C (167°F)	Less than 75°C (167°F)

Then the HVAC control module transmits a 'supplemental heat' message to the AHCM on the LIN.

The AHCM returns a 'supplemental heat' status message to the HVAC control module which initiates the FFBH start sequence.

If the engine is started and the FFBH is requested, the HVAC control module closes the recirculation flap when 1 of the following occurs:

- For the first 4 minutes.
- Until the vehicle road speed exceeds 16 km/h (10 mph).

Then the HVAC control module opens the recirculation flap to enable the ingress of fresh air. This feature is over ridden, if any of the following occur:

- The MAX demist switch on the Integrated Control Panel (FCIM) is selected.
- The HVAC control module detects a risk of fogging of the windshield.

The FFBH does not start, or discontinues operation, if any of the following occur:

- The AHCM is in the error lockout mode.
- The engine stops running for approximately 4 seconds. The time delay is included for stall detection.
- The HVAC control module communicates with the BCM/GWM through the High Speed (HS) Controller Area Network (CAN) power mode zero system bus. The BCM/GWM sends a 'fuel cut-off' message to the HVAC control module, when a crash signal is received from the Restraints Control Module (RCM).
For additional information, refer to: Airbag and Safety Belt Pretensioner Supplemental Restraint System - [+] 5 Seat Configuration/[+] 7 Seat Configuration (501-20B Supplementary Restraint System, Description and Operation).
For additional information, refer to: Airbag and Safety Belt Pretensioner Supplemental Restraint System - [+] 2 Seat Configuration (501-20B Supplementary Restraint System, Description and Operation).
- The HVAC control module receives a low fuel level message from the BCM/GWM on the HS CAN power mode zero system bus.
- The quiescent current relay in the PJB controlled by the BCM/GWM, disconnects the power supply to the FFBH.
For additional information, refer to: Battery, Mounting and Cables - [+] Non-Electric Vehicles (414-01A Battery, Mounting and Cables - Vehicles With: Non-Electric Vehicles, Description and Operation).

During supplementary heating, the HVAC control module starts or stops the FFBH operation if the HVAC control module detects the following conditions:

- The passenger compartment is warm to meet the individual need.
- The passenger compartment does not require supplementary heating anymore.