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The heater blower on my 2006 Renault Grand Scenic stopped working suddenly. It was fine at low speed but stopped when I turned it up. I checked the fuse and everything seemed fine, so I'm wondering if the motor is faulty or if there's something else going on. Any cheap fixes would be great because with two babies on the way, I need the heater to work. Update: The blower started working again after I parked my car, which makes me think it might not be a motor issue. Could leaves or debris in the system be causing the problem? antz suggested that the issue might be behind the instrument panel, specifically with the resistor and connector. This is a common problem, and Renault has a modification to fix it. The solution involves replacing the loom and connector, as well as the resistor. I'll try to get into the heater box and check for any debris before I consider the more extensive repair. Renault Synergie Car Troubleshooting DP initially reported issues with the heater motor in his Renault Synergie. The problem persisted despite the car's recall fix being implemented. To address this, DP plans to inspect the front scuttle for unwanted leaves. Concerns were raised about the cost of the repair, as it is not stated to be free under recall. However, DP can contact Renault customer services to discuss a potential contribution due to design faults. There have been reports of burnt plastic or wiring smells when switching on the heater motor. The issue may be related to overheating of the fan resistor pack, causing slower speeds and burning the connector. Access to the affected area is challenging, but checking the switch is recommended. The live feed into the motor comes from fuse 2C in the passenger fuse box, with a resistor block having four outputs. DP plans to test for continuity between pin 5 and pin 1 on the control panel's connector when the switch is set to 4. In the Haynes manual, it is recommended that the complete fascia be removed to access the resistor pack. This may result in a 3-speed fan if not addressed. Later, we discovered that switching to speed 3 had fixed the fan issue, and it was humming along nicely when we got home. Despite some tinkering with the switch or trying different settings, nothing seemed to resolve the problem for good. However, after a few iterations of turning it on and off, the fan miraculously started working again. As I'm typing this, everything seems to be functioning as expected. Some possible explanations for this issue include faulty solder joints on the resistor pack, problems with the switch or associated wiring, or even a loose connection. Replacing the switch might be the quickest fix, and it would also give us an opportunity to inspect some of the surrounding wiring while we're at it. Interestingly, I've had similar experiences in the past where my fan has stopped working on speed 4 during the summer months. It usually resolves itself after a few days, but this time around it's returned just before Christmas! The heater core plays a crucial role in allowing coolant to flow through it smoothly. However, if it becomes clogged or has low coolant levels, air may accumulate within its narrow internal channels. This can be resolved by properly bleeding the system, which should restore heat circulation. On the other hand, an excessively cold engine due to a stuck open thermostat or a malfunctioning water pump can cause the heater to blow cold air, especially in extremely low temperatures. When inspecting the coolant level in Renault Scenic models, one must locate the overflow reservoir and check if it's between the minimum and maximum marks. If the level is low, adding more coolant should resolve the issue. Furthermore, a clogged heater core can be identified by checking the temperature of the rubber hoses connected to it through the firewall area. To diagnose or address issues with the cooling system, one may need to flush the existing heater core using a flush kit available in the market. This process involves pushing water through the outlet hose and draining any accumulated debris from the inlet hose. Additionally, a faulty thermostat can hinder the engine's ability to reach its optimal operating temperature, leading to reduced heating efficiency or even complete failure. If the vehicle consumes more fuel than usual or struggles to maintain its optimal operating temperature, it may be worth investigating potential problems with the cooling system, including issues with the water pump or thermostat. Regular checks on coolant levels and system function can help prevent these types of malfunctions and ensure a smooth driving experience. Water pumps usually last over 100,000 miles but can fail anytime, causing overheating and engine damage if not diagnosed early on. A faulty blend door actuator in your Scenic can lead to poor heating performance by not fully opening the blend door towards the heater core. Diagnosing a failing water pump at an early stage is crucial to avoid expensive repairs later. In Renault Scenics, a common symptom of a bad blend door actuator is a slight clicking sound coming from under the dashboard when you turn on the air conditioning or adjust the temperature. A knocking noise behind the dashboard could indicate a faulty blend door actuator. A bad actuator can also cause one side to blow hot air while the other blows cold, especially in vehicles with dual zone climate control. The actuator is usually not repairable and must be replaced with a new one. Due to its complexity, it's not recommended as a DIY project. After replacement, the blend door actuator may require recalibration. A dirty cabin air filter is the leading cause of weak heater airflow in Renault Scenics. The pollen filter or microfilter is responsible for filtering the air inside the cabin, and a dirty one causes reduced heating and airflow. Manufacturers recommend replacing the cabin air filter every 10-20,000 miles, but it can get dirty sooner if driven in dusty or polluted environments or with frequent use of fresh outside air mode. It's generally recommended to replace the cabin air filter at the start of winter each year or clean it first using a vacuum cleaner or compressed air system to remove visible debris. The blower motor in a Renault Scenic plays a crucial role in providing airflow to the AC vents and maintaining heating performance. However, if the blower motor is not spinning fast enough due to an internal defect or faulty resistor/control module, it can lead to weakened airflow from the air vents and decreased heating capabilities. Lasting at least 100,000 miles with proper engine maintenance is essential for a long-lasting vehicle like yours. However, if your Scenic's head gasket blows, it can cause major issues. This leak can lead to coolant entering the combustion chambers and burning off, resulting in a loss of coolant. Fortunately, you don't need to visit a workshop to diagnose this issue - there are test kits available that allow you to check for leaks by inserting colored liquid into the radiator.