

S W C U B E

***intel*B**

trouble shooting

SWCUBE_(DC)_TS_17-12-2018

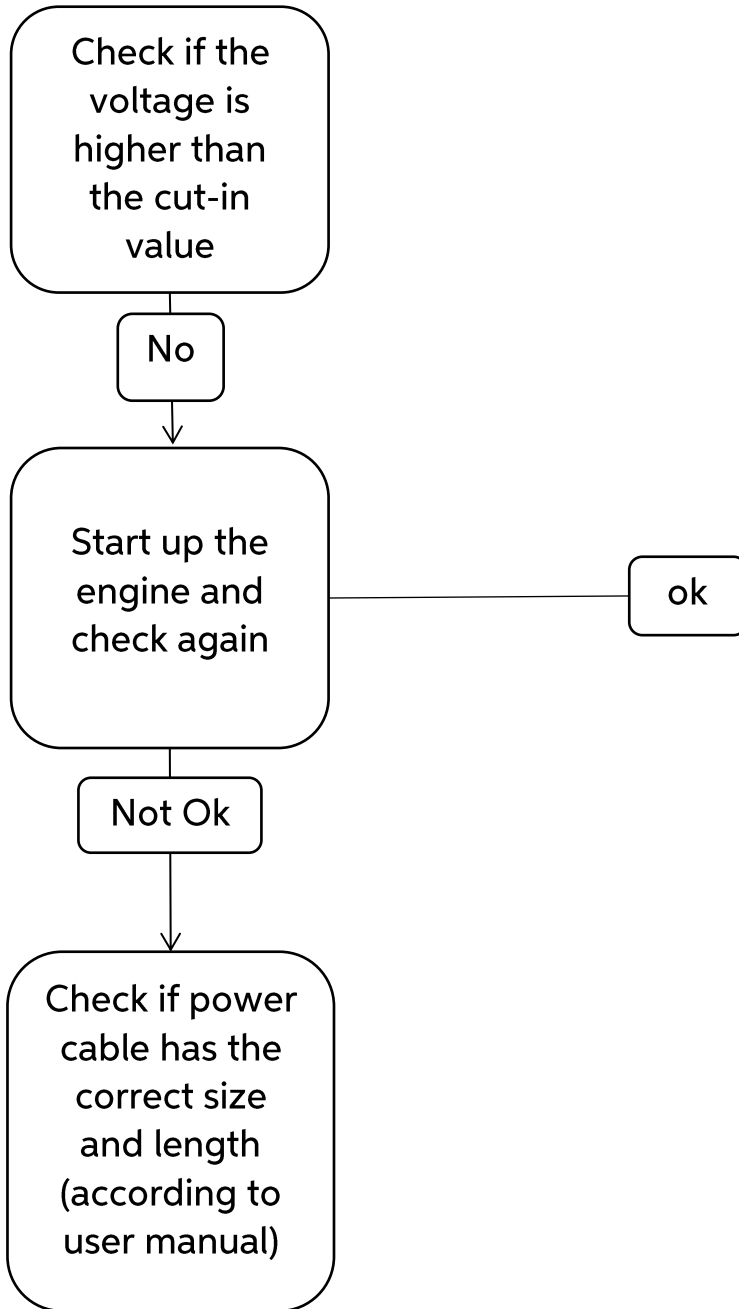
SW CUBE

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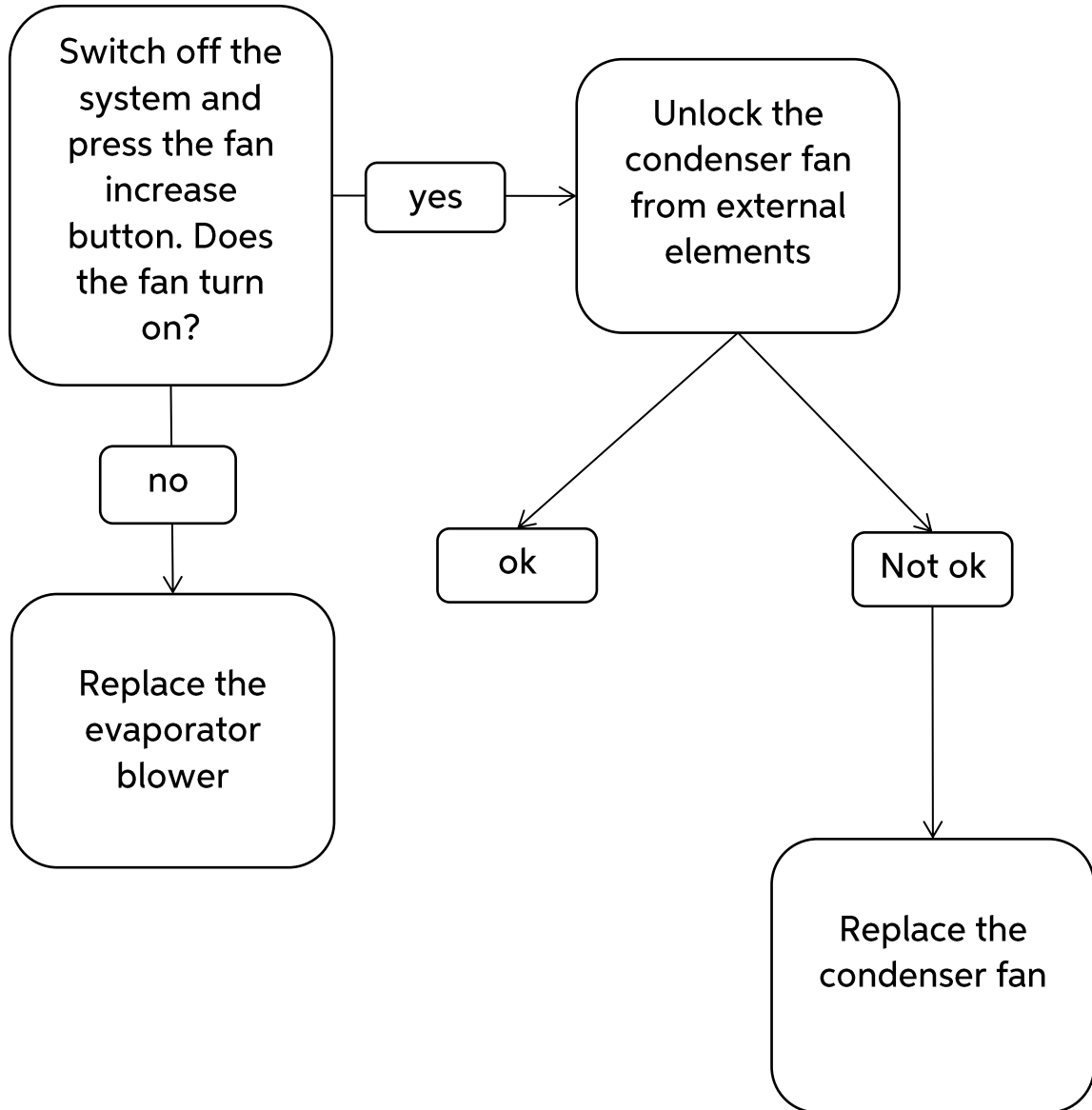
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SWCUBE_(DC)_TS_17-12-2018

- ERROR E1: Battery voltage



- ERROR E2: Fan over-current cut-out



- ERROR E3: Compressor locked

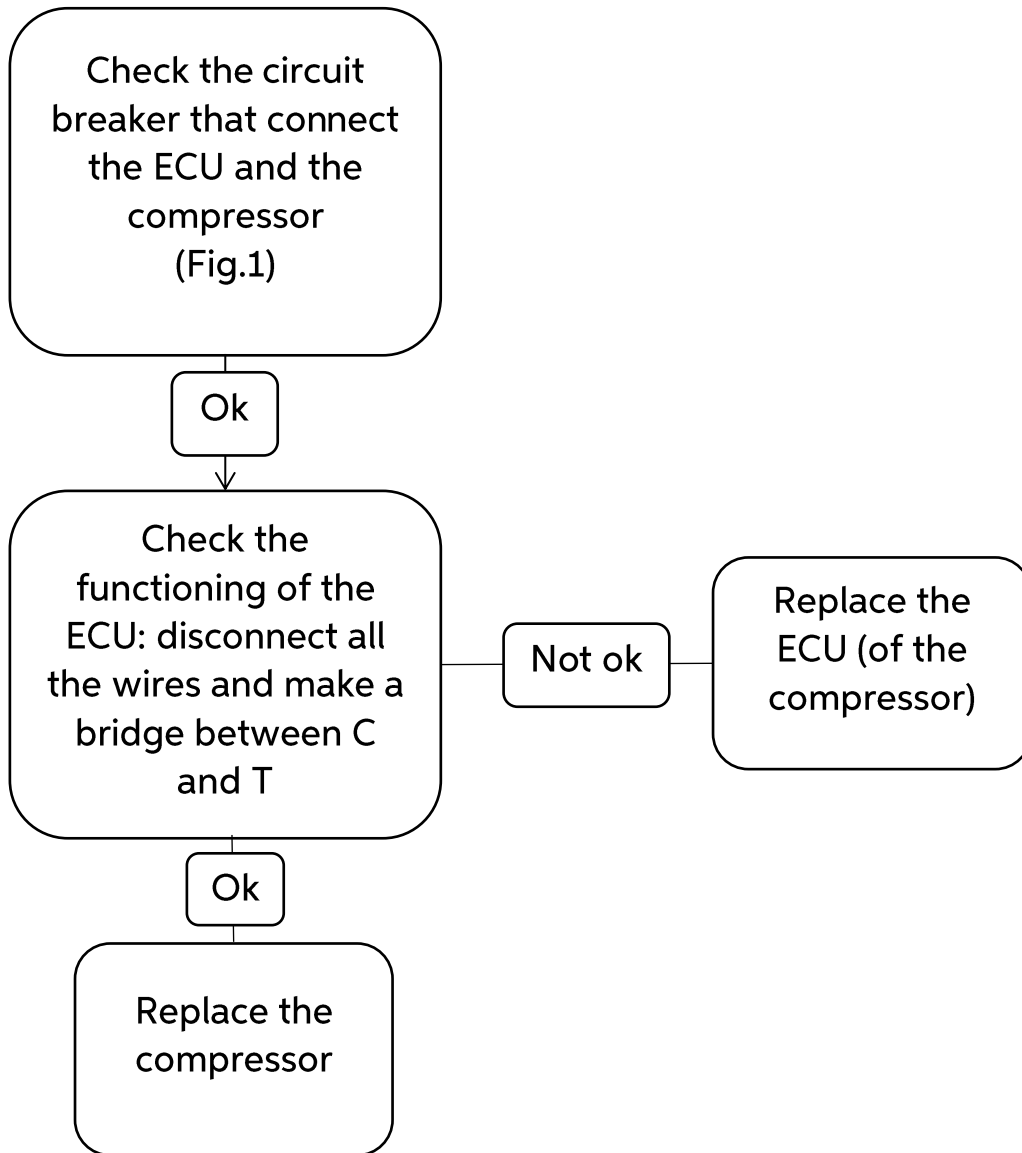
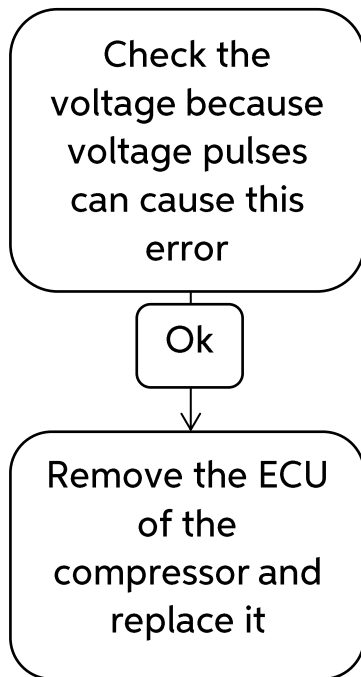
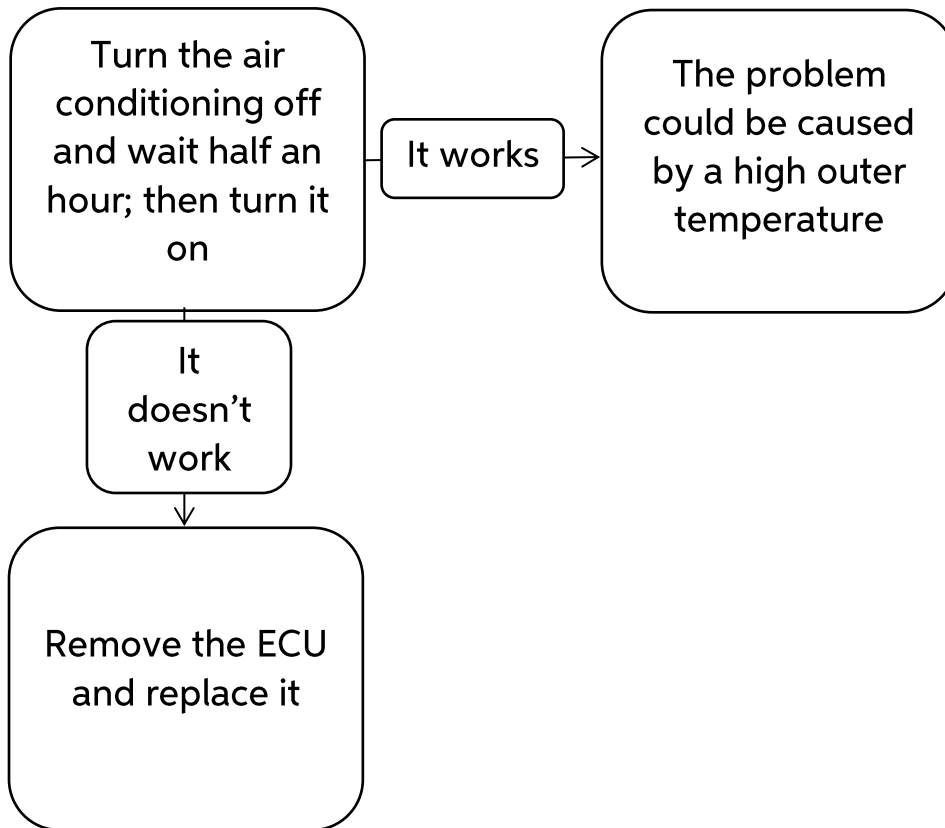


Fig. 1

ERROR E4: Minimum compressor rotation speed



- **ERROR E5: Thermal cut-out of electronic unit**



- ERROR E6: Communication error

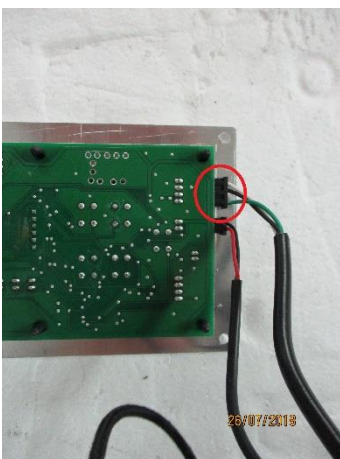
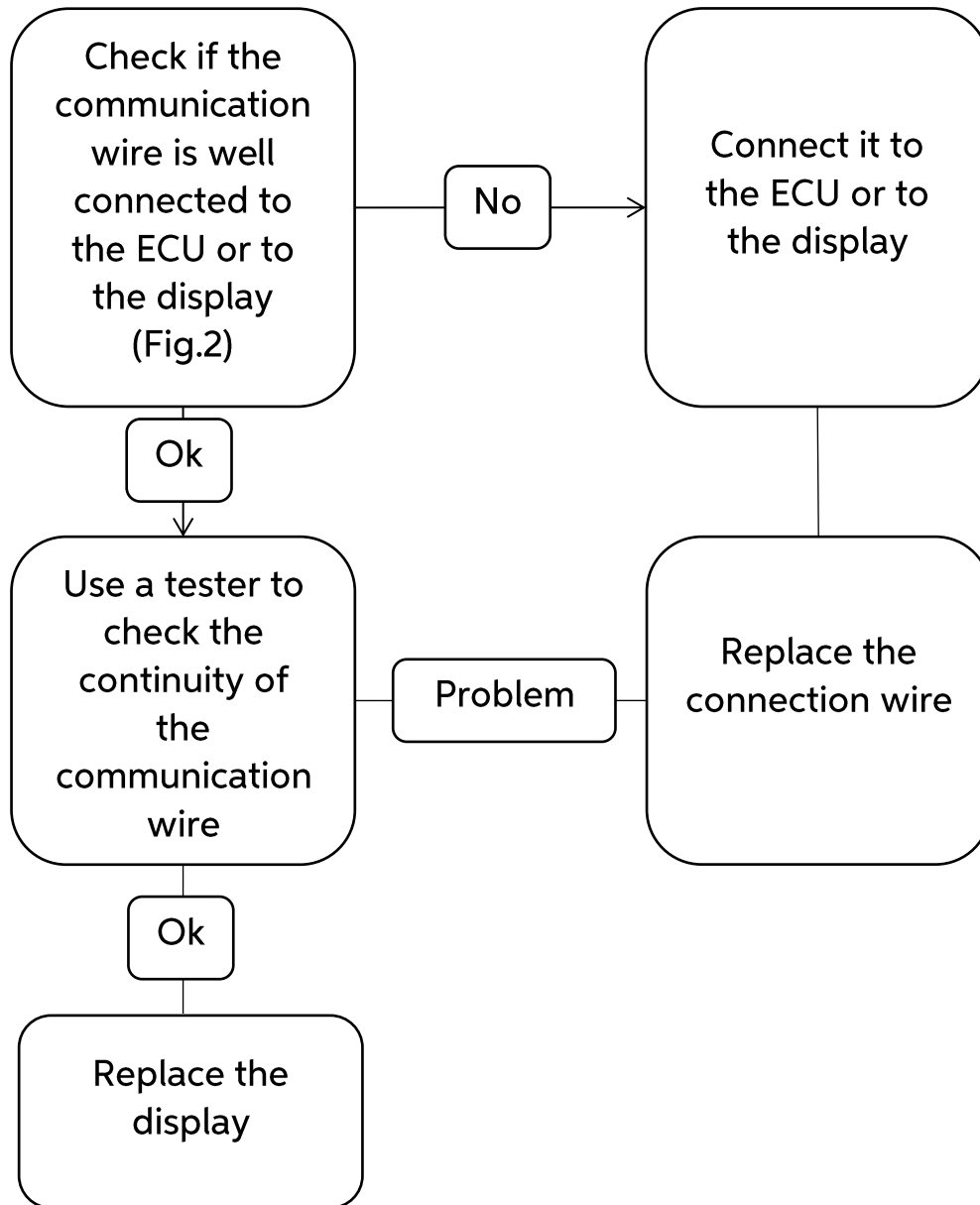


Fig. 2

- ERROR E7: Faulty temperature probe

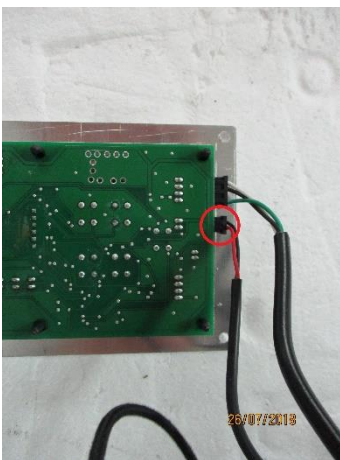
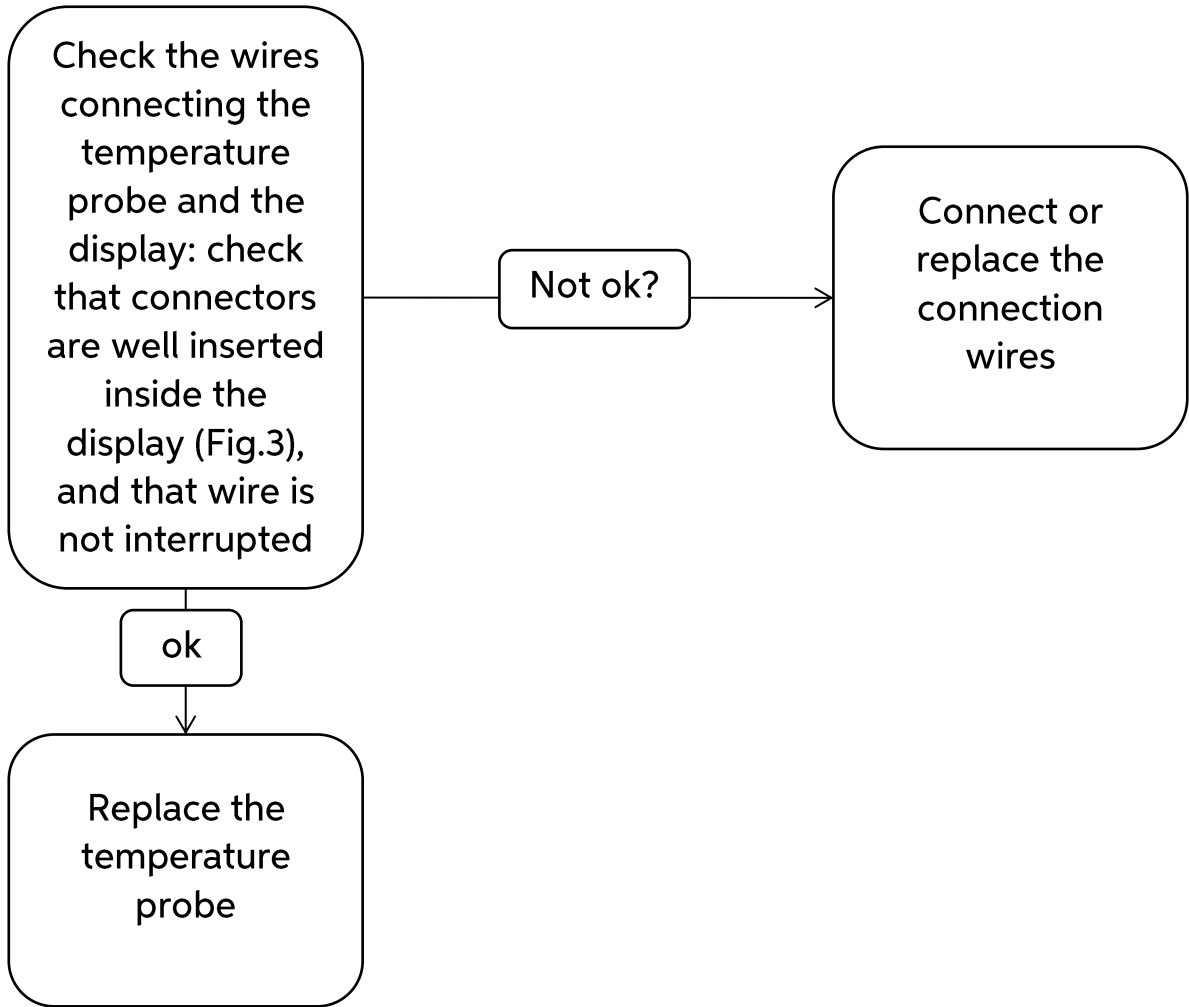
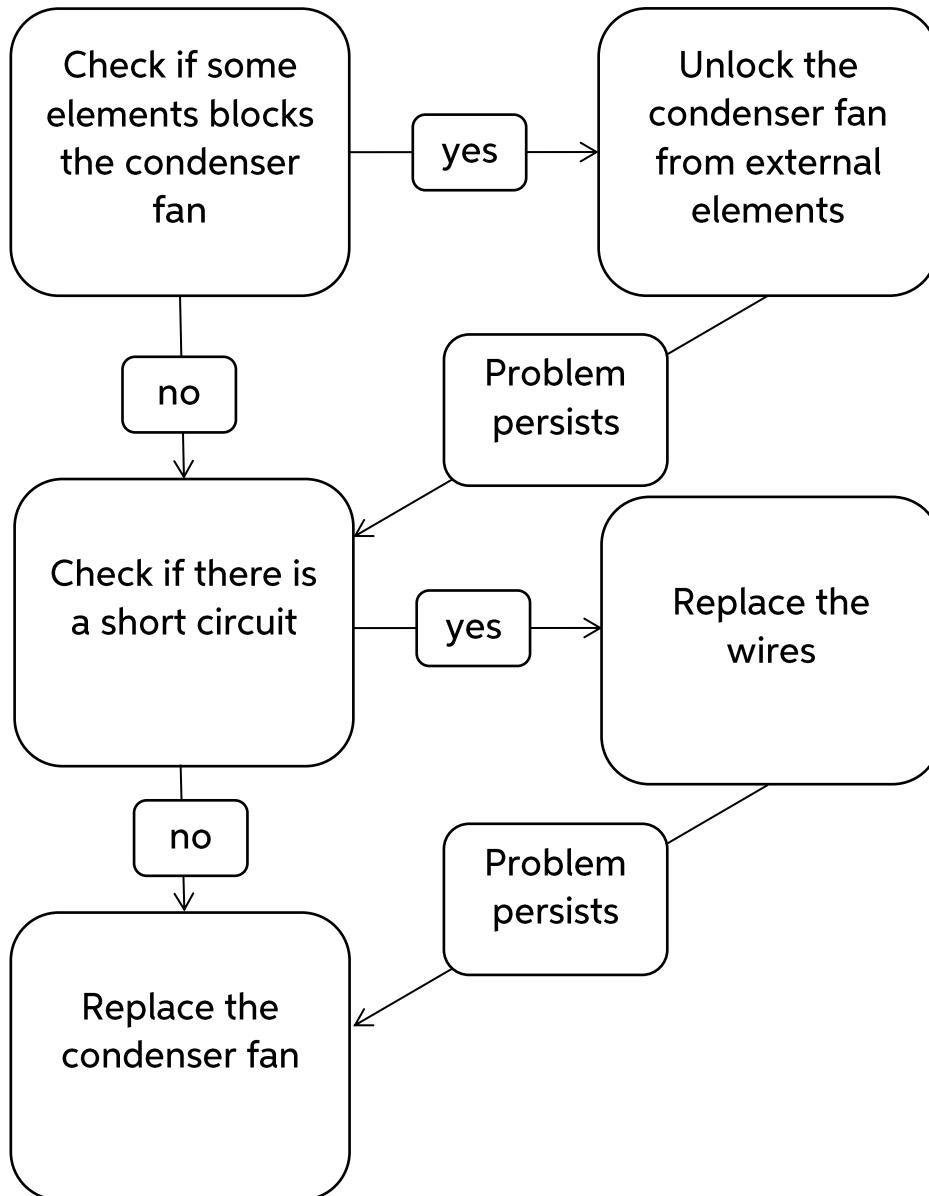


Fig. 3

- **ERROR E9: Power overload from the condenser fan fan**



HOW TO REPLACE THE CONDENSER TEMPERATURE PROBE



1. Unscrew the 2 handles (4 bolts)



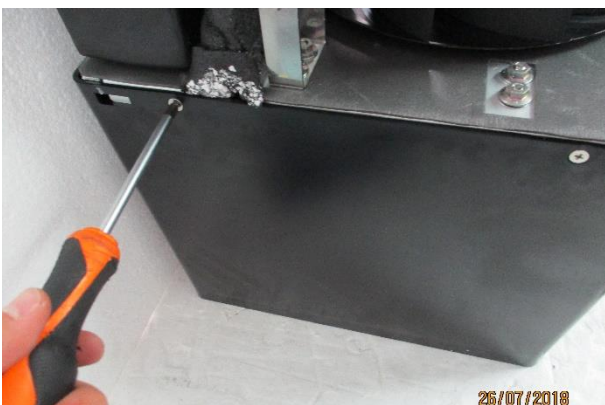
2. Unscrew the lid (interlockings: 3 frontals, 2 rears, 1 in each lateral face)



3. Use a cutter to remove the display's label



4. Unscrew the display (4 bolts) and disconnect the 2 wires connected



5. Unscrew the carter (8 bolts) and remove it



6. Remove the temperature's probe



7. Disconnect the probe's wires from the ECU and reverse the procedure to replace the probe

HOW TO REPLACE THE EVAPORATOR TEMPERATURE PROBE



1. Unscrew the 2 handles (4 bolts)



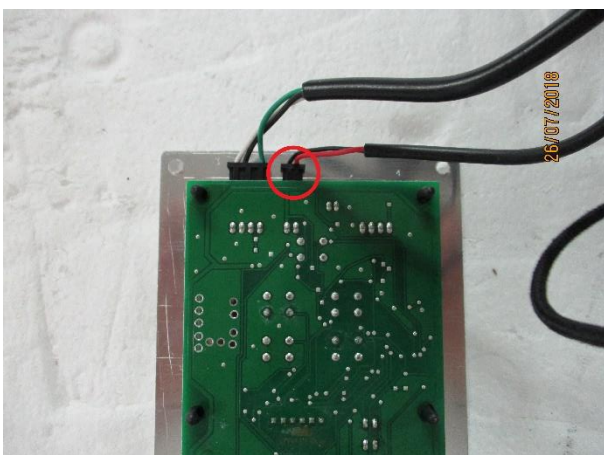
2. Unscrew the lid (interlockings: 3 frontals, 2 rears, 1 in each lateral face)



3. Use a cutter to remove the display's label



4. Unscrew the display (4 bolts) and disconnect the 2 wires connected



5. Disconnect the probe's wire



6. Remove the probe reverse the procedure to replace it

HOW TO REPLACE THE CONDENSER FAN



1. Unscrew the 2 handles (4 bolts)



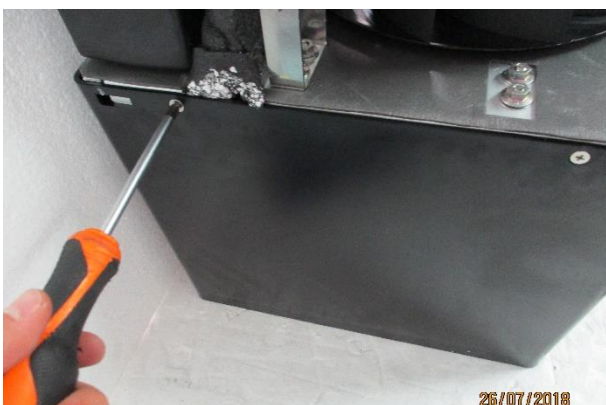
2. Unscrew the lid (interlockings: 3 frontals, 2 rears, 1 in each lateral face)



3. Use a cutter to remove the display's label



4. Unscrew the display (4 bolts) and disconnect the 2 wires connected



5. Unscrew the carter (8 bolts) and remove it



6. Unscrew the 4 brackets (8 bolts)



7. Unscrew the condenser's fan (3 bolts) and remove it



8. Use a cutter to remove the gasket and remove the fan

WARNING! Pass the fan's wires between the bracket and the rubber element:



HOW TO REPLACE THE EVAPORATOR BLOWER



1. Unscrew the 2 handles (4 bolts)



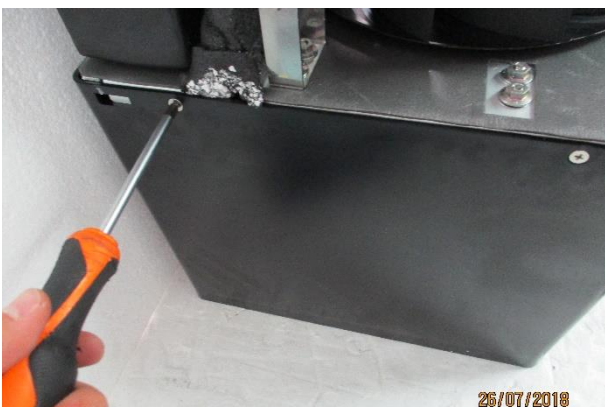
2. Unscrew the lid (interlockings: 3 frontals, 2 rears, 1 in each lateral face)



3. Use a cutter to remove the display's label



4. Unscrew the display (4 bolts) and disconnect the 2 wires connected



5. Unscrew the carter (8 bolts) and remove it



6. Unscrew the 4 brackets (8 bolts)



7. Remove the pin holding the evaporator fan



8. Unscrew the 2 upper bolts of the ECU and rotate it



9. Cut the protection sponge near the 3 bolts fixing the evaporator fan



10. Watch from the upper side to see the location of the 3 bolts (one screw is behind the ECU so you need to rotate it)



11. Unscrew the 3 bolts fixing the blower, disconnect the blower's wires from the ECU, and reverse the procedure to replace it

HOW TO REPLACE THE ECU (1)



1. Unscrew the 2 handles (4 bolts)



2. Unscrew the lid (interlockings: 3 frontals, 2 rears, 1 in each lateral face)



3. Use a cutter to remove the display's label



4. Unscrew the display (4 bolts) and disconnect the 2 wires connected



5. Unscrew the carter (8 bolts) and remove it



6. Unscrew the 3 bolts fixing the ECU, disconnect the wires and

HOW TO REPLACE THE ECU (2)



1. Unscrew the 2 handles (4 bolts)



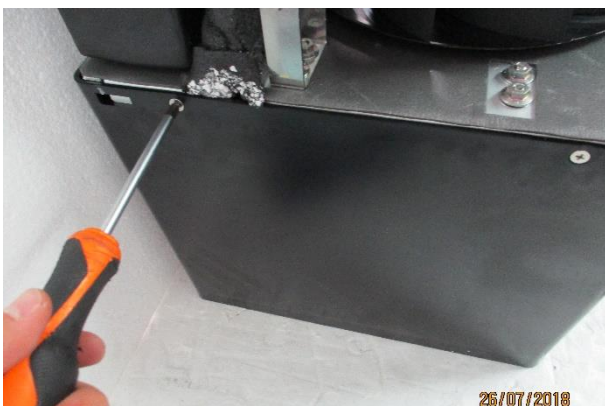
2. Unscrew the lid (interlockings: 3 frontals, 2 rears, 1 in each lateral face)



3. Use a cutter to remove the display's label



4. Unscrew the display (4 bolts) and disconnect the 2 wires connected



5. Unscrew the carter (8 bolts) and remove it



6. Unscrew the 2 bolts fixing the ECU, disconnect the wires and remove it; then reverse the procedure to replace it

NON-REPORTED ERROR

There are two kind of error that aren't reported on the display:

1. THE SYSTEM CANNOT BE TURNED OFF USING THE ON/OFF BUTTON:
The communication wire is completely disconnected.
Connect the communication wire and press the ON/OFF button to turn off the system.
2. THE DISPLAY IS FUNCTIONING, BUT THE COMPRESSOR AND THE FAN AREN'T
The voltage is too low, but his value is over the value that causes error E1.
Disconnect the feeding harness, turn on the vehicle and then connect again the feeding harness.