



SURFACE VEHICLE RECOMMENDED PRACTICE



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Electric Blower Motor Switch - Trucks, Buses, and Multipurpose Vehicles

RATIONALE

This standard should be "Stabilized" because it covers technology which is mature and not likely to change in the foreseeable future and there is not expertise on the committee available to recommend any revisions.

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1. **Scope**—This SAE Recommended Practice establishes for trucks, buses, and multipurpose passenger vehicles with GVW of 4500 kg (10 000 lb) or greater:
 - a. Minimum performance requirements for the electric blower motor switch.
 - b. Uniform test procedures that include those tests that can be conducted on uniform test equipment by commercially available laboratory facilities.
2. **References**
 - 2.1 **Related Publications**—The following publications are provided for information purposes only and are not a required part of this document.
 - 2.1.1 SAE PUBLICATION—Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

SAE J235—Electric Blower Motor Switch
 - 2.1.2 ISO PUBLICATION—Available from ANSI, 25 West 43rd Street, New York, NY 10036-8002.

ISO 3468—Passenger Car—Windscreen Defrosting System
 3. **Definitions**
 - 3.1 **Electric Blower Motor Switch**—That part of a defrosting/defogging system by which the operator of a vehicle causes a blower motor to function.
 4. **Temperature Test**
 - 4.1 To insure basic function, the switch shall be manually cycled for 10 cycles at design electrical load at $24\text{ }^{\circ}\text{C} \pm 5.5\text{ }^{\circ}\text{C}$ ($75\text{ }^{\circ}\text{F} \pm 10\text{ }^{\circ}\text{F}$); $74, +0, -2.8\text{ }^{\circ}\text{C}$ ($165, +0, -5\text{ }^{\circ}\text{F}$); and $-32, +2.8, -0\text{ }^{\circ}\text{C}$ ($-25, +5, -0\text{ }^{\circ}\text{F}$) after a 1 h exposure at each of these temperatures. The switch shall be electrically and mechanically operable during each of these cycles.
 - 4.2 This same switch shall be used for the endurance test described in Section 5.