

## If you have a noisy HVAC blower, here's a fix

Discussion in 'VW Mk6 Golf, Jetta, Beetle, Sportwagen TDI forum' started by Type\_TDI, Jan 6, 2013.

Page 1 of 2 [1](#) [2](#) [Next >](#)

Jan 6, 2013 at 11:56 AM

#1



**Type\_TDI**

New Member

Joined: Feb 21, 2012  
 Messages: 124  
 Car: 2010 Golf TDi Tech

The blower motor on my 2010 Golf TDi was making awful noises when cold at either the 1st or 2nd fan speed positions. It started this shortly after the first few cold days (~0C) here in the Northeast.

<http://www.youtube.com/watch?v=edHNLo3b6K0&feature=youtu.be>

I'd read a few other posts on older Golf's (MKIV's and MKV's) where there was an issue with water creeping in and causing the bearings to seize up. You'd think VW would do something about it by now... There were a few DIY's for the older cars on how to remove the blower motor that helped get me going and the good news is the MKVI's seem to be much easier in comparison (i.e. no need to remove glove box).

My goal was to take the blower out and lubricate the bearings before replacing with a new (expensive) unit. So, here goes...

To remove, only the thin felt cover in the passenger foot well needs to be removed. Similar to what you'd do to replace the cabin air filter. The blower is on the far passenger side. To remove it, disconnect the two pin cable then look for a longer tab with an arrow on it that extends from the motor housing. Gently pull down on this tab while rotating the housing to unlock the motor/fan housing from the car (see 3rd picture from bottom). Now it will be free to come out, however it takes a bit of maneuvering. In the picture below you can see the blower motor already removed with the two pin connector hanging there.



Below is a view looking up into the blower housing. It looks like DENSO (Japan) is the manufacturer of the HVAC system (not sure about the motor though). As a side note, DENSO was used by Porsche on my old 86' 944 Turbo and all their other cars in that era for the HVAC components. The blower motor, actuators and compressor were over 20 years old and still going strong before I sold it. Perhaps even DENSO is going low cost these days.

If you look closely at the walls of the fan housing, you can see white dots where water was flung into the side of the housing. It was some sign water got in there, or perhaps condensed from fast temperature changes (i.e. from 20C garage to -10C outside).



Another thing to note, is that there really isn't any filter between the outside air intake and the blower motor. This is a bit different than in our old A4 where the cabin filter is the 1st thing to see the outside air, somewhat protecting the blower motor from moisture. I don't think this is a big deal, but the way it's done in the A4 makes more sense to me. Here's another view looking upward and you can see that besides a plastic grate, there isn't much else before you get to the engine bay.



Looks like some ICE crystals formed on the walls of the housing at one point.





Once you have the motor out, you'll see a bearing at the top of the fan. There's also one on the bottom side you can only get to after removing the motor/fan assembly from the plastic housing.

Here's a picture of the top bearing



To get to the bottom bearing, notice that there are three rubber "feet" sticking out through the housing. You just need to push these out, one by one and the motor/fan will come out. Be mindful that the power connector wire will stay connected to the other side so don't yank too hard. It's also tempting to use the squirrel cage to pull the motor out, but I stopped doing this for fear it would snap off and instead used the metal shaft. Also use a bit of oil to make it easier to push the rubber through.



After that, you can get to the bottom bearing and if you're lucky you'll have bonus black fuzzy nasty stuff too!



At this point it's time to lube the bearings. I searched online trying to find what oil would work best and didn't really find anything conclusive. I just used 75W-90 gear oil thinking it would be a bit thicker than 3in1, WD40 or even motor oil. Someone here might have a better thought on this, I'm no oil expert. Drip the oil in slowly on the tip of a screwdriver or similar, you don't want to saturate everything since you'll probably end up smelling it for some time to come. The other thing you might want to do, is heat the entire assembly to just above the boiling point of water to dry it out. I put mine in an oven at about 230F for 30 minutes, then added the oil to both bearings. If you do this (probably shouldn't ), let the oven hit 230F before sticking anything in since the direct heat of an element on full bore would surely cause issues! Preheat, just like with a frozen pizza.

In the end, this solved my problem and the motor bearings have been quiet for several days now so. We'll have to wait and see if it fixes the problem long term. I'm hoping it was



just a fluke that enough water got in to cause this much of an issue.

silvio navarro likes this.



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Jan 6, 2013 at 5:18 PM

#2



**[chittychittybangbang](#)**

Administrator

great writeup, will archive to FAQ!

It's now here: <http://www.myturbodiesel.com/wiki/noisy-cabin-air-fan-repair-and-removal-for-mk5-vw/>

Last edited: Feb 28, 2015

Joined: May 23, 2007  
Messages: 23,900  
Car: 2006 Jetta TDI  
Location: CT

Jan 30, 2013 at 5:59 AM

#3



**[Type\\_TDI](#)**

New Member

Thanks Chitty

This seems to still be working for me, the blower is still very quiet.

Joined: Feb 21, 2012  
Messages: 124  
Car: 2010 Golf TDi Tech

**Type TDI**

New Member

Joined: Feb 21, 2012  
Messages: 124  
Car: 2010 Golf TDi Tech

Just want to mention that several months after trying this the blower motor is good.

**wilcharl**

New Member

Joined: Jan 18, 2011  
Messages: 15  
Car: 2010 JETTA TDI

Thx for the post!

After having this happen twice, I drilled a small hole in the base of the fan unit (essentially in the bottom center of the fan) This allowed me to get my wd-40 can nozzle in there and shoot it without removal.... I would post this on the "other" forum, but I would probably start a debate on teh types of oil I should use and how drilling the hole could make my HPFP grenade

Notabiker likes this.

**xeno555**

Well-Known Member

Joined: Dec 12, 2011

**wilcharl said:** ↑

*Thx for the post!*

*After having this happen twice, I drilled a small hole in the base of the fan unit (essentially in the bottom center of the fan) This allowed me to get my wd-40 can nozzle in there and shoot it without removal.... I would post this on the "other" forum, but I would probably start a debate on teh types of oil I should*

Messages: 1,684  
Car: 2012 TDI Tech Package 6mt  
Location: Mile High  
Mods:  
Malone Stage II. Rawtek 3" from  
Turbo to Tail. Slammed on Koni.  
TSW Nurburg Rims. Whiteline  
Sway & Ends. Panzer Plate.

So you do know of the errors of your way...

May 18, 2013 at 8:06 AM

#7



**Type TDI**  
New Member

Joined: Feb 21, 2012  
Messages: 124  
Car: 2010 Golf TDi Tech

Haha on the dpf and I dig the easy access drill hole!

Nov 26, 2013 at 11:15 AM

#8



**wilcharl**  
New Member

Joined: Jan 18, 2011  
Messages: 15  
Car: 2010 JETTA TDI

Folks... So back in may I posted my solution (drilling a hole and spraying WD40) This solution lasted until early November when it got noisy again. A quick squirt of WD-40 and the noise went away. So a quick squirt every 6 months keeps the noises away

Nov 26, 2013 at 1:21 PM

#9



Were you guys noticing this problem since new or did it develop later in your ownership of the car?

**EastCoastGolf**

New Member

Joined: Sep 7, 2013  
Messages: 18  
Car: 2013 Golf TDI

Nov 26, 2013 at 2:51 PM

#10



**wilcharl**

New Member

Joined: Jan 18, 2011  
Messages: 15  
Car: 2010 JETTA TDI

My problem started when the car was about 2.5 yrs old.

Nov 26, 2013 at 3:16 PM

#11



**vwottawa**

Member

Joined: May 11, 2011  
Messages: 72  
Car: 2011 Jetta Sedan TDI DSG  
Highline  
Location: Ottawa  
Mods: VCDS Avail.

Mine started last winter, when is was 1.5 years old. It is still doing it so I need to get in there and do something, just not have found the time.

Jan 30, 2014 at 8:39 AM

#12

Mine blower motor noise started when the car was 14 years old, I take it out ( movie on youtube ) grease it 10w-40





**Theo Thiebou**

New Member

Joined: Jan 30, 2014  
Messages: 1  
Location: Den Helder, Netherlands  
Car: golf 4 variant 2.0  
Location: Den Helder, Noord-Holland  
Mods: no

Mar 12, 2014 at 8:05 PM

#13



**sportswagen**

New Member

Joined: Aug 21, 2013  
Messages: 1  
Car: 2011 VW Jetta Sportswagen TDI

**wilcharl said:** ↑

*Folks... So back in may I posted my solution (drilling a hole and spraying WD40) This solution lasted until early November when it got noisy again. A quick squirt of WD-40 and the noise went away. So a quick squirt every 6 months keeps the noises away*

wilcharl, do you have any images of exactly where you drilled holes?

Mar 13, 2014 at 5:46 PM

#14



**wilcharl**

New Member

Joined: Jan 18, 2011  
Messages: 15  
Car: 2010 JETTA TDI

I will be glad to take some tonight and I will upload them



**gerrywac**  
Member

Joined: Apr 29, 2013  
Messages: 106  
Car: Golf MkV 1.9TDI

Good write up and very useful to DIY forum members.

I don't wish to seem picky but would just like to make a few comments

Don't use oil, grease WD40 etc for assembly or disassembly. It makes things easier but many "rubber", plastic or painted parts may be permanently damaged. Far better is silicone oil which is generally inert and will not affect them

Wd40 and similar multi use products are very useful around the shop or home but contain damaging solvents detergents rust preventers etc (see above)and are generally not very good lubricants and should be avoided where medium to long term lubrication is required

For lubrication 3 in 1 is useful in the spray can and has good lubrication properties but again contains solvents, detergents and rust preventives which might damage other parts. Motor oils lubricate well but contain detergents and additives that are best kept in an engine . For general bearings the best lubricants would be light machine oil (plain bearings or a dab of lithium grease for ball bearings. Don't over oil or grease, packing ball bearings with grease can result in poorer lubrication than one lightly greased.



**xeno555**  
Well-Known Member

Joined: Dec 12, 2011  
Messages: 1,684  
Car: 2012 TDI Tech Package 6mt  
Location: Mile High  
Mods:  
Malone Stage II. Rawtek 3" from Turbo to Tail. Slammed on Koni. TSW Nurbmurg Rims. Whiteline Sway & Ends. Panzer Plate.

Yea I would probably skip wd40. Here is what wd40 site says:

***What does WD-40 stand for?***

*WD-40 literally stands for Water Displacement, 40th formula. That's the name straight out of the lab book used by the chemist who developed the product back in 1953. The chemist, Norm Larsen, was attempting to concoct a formula to prevent corrosion—a task which is done by displacing water. Norm's persistence paid off when he perfected the formula on his 40th try. Please see [Our History](#) for*

**NMJetta**

New Member

Joined: Dec 21, 2014  
 Messages: 1  
 Car: 2010 Jetta Wagen  
 Location: New Mexico

Great post and photos. It helped a lot. I was getting the annoying noise in the first and second fan settings. I pulled my fan and motor, which was covered in a very fine dust. I used my air compressor to blow all the dust out and clean the whole unit, installed it back in, and it's now running fine.

**Ol'Rattler**

Well-Known Member

Joined: Apr 24, 2011  
 Messages: 799  
 Car: 06 TDI Jetta  
 Location: Marysville, WA.

I have a theory on why blower fans get noisy. I believe it is because people turn them off for long periods of time allowing the commutator to oxides.

On my 2006, I always leave the fan speed at least on one, and so far, my fan has been fine.

**mikeme**

Active Member

Joined: Jan 29, 2013

So much for that theory, my 09 is always on 1, and just this week started to make a little noise. funny thing is it varies with the engine speed (from the voltage, I am guessing) so at first I thought it was something under the hood. but if I turn off the fan, the noise stops.

will pull the fan and investigate (and probably use some electric motor oil I have in a can)

<http://www.3inone.com/products/motor-oil/>

Messages: 637  
Car: 2009 JSW TDI  
Location: Northern Virginia

Feb 26, 2015 at 11:09 AM

#20



**Walkaboutman**

New Member

Joined: Feb 26, 2015  
Messages: 1  
Car: VW golf TDI highline 2012  
Location: Ontario, Canada

Thanks for the post! I'm sure this saved me a few hundred dollars and trip to the dealership. I removed the blower (frustrating due to lack of space), applied 3 in 1 white lithium grease to both bearings (recommended grease for bearings, not sure it infiltrated the bearings as well as other oils though). I did drill a small hole on the plastic cover directly over the bearing for easy access. I read comments that it was risky to do so, so I placed a piece of clay over the hole as a temporary plug. Seems to work great now, i'll see how long it takes before it squeaks again.

Page 1 of 2 [1](#) [2](#) [Next >](#)

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