



## SYSTEM OUTLINE

With the ignition SW turned on, the current through the ECU-IG fuse flows to the FAN NO.1 relay (Coil side), FAN NO.2 relay (Coil side) and FAN NO.3 relay (Coil side).

### 1. LOW SPEED OPERATION

Only when the A/C system is activated, the A/C condenser fan motor and the radiator fan motor rotates at low speed.

When the A/C system is activated, the current from ECU-IG fuse flows to the FAN NO.3 relay (Coil side) to TERMINAL 2 of the diode (A/C) to TERMINAL 3 to TERMINAL (A) 16 of the engine control module, causing the FAN NO.3 relay to turn on. As a result, the current through the CDS FAN fuse flows to FAN NO.3 relay (Point side) to TERMINAL 2 of the A/C condenser fan motor to TERMINAL 1 to TERMINAL 3 of the FAN NO.2 relay to TERMINAL 4 to TERMINAL 2 of the radiator fan motor to TERMINAL 1 to GROUND. As this flowing in series for the motors, the motors rotate at low speed.

### 2. HIGH SPEED OPERATION

With the A/C single pressure SW is turned on and/or the water temp. SW is turned on, the A/C condenser fan motor and the radiator fan motor rotate at high speed.

When the A/C single pressure SW is turned on, the current through the ECU-IG fuse flows to the FAN NO.1 and NO.2 relay (Coil side) to TERMINAL 3 of the A/C single pressure SW to TERMINAL 2 to GROUND, and the current through the ECU-IG fuse flows to the FAN NO.3 relay (Coil side) to TERMINAL 2 of the diode (A/C) to TERMINAL 1 to TERMINAL 3 of the A/C single pressure SW to TERMINAL 2 to GROUND. As a result, FAN NO.1, NO.2. and NO.3 relay is turned on. At the same time, the current from the RDI FAN fuse flows to FAN NO.1 relay (Point side) to TERMINAL 2 of the radiator fan motor to TERMINAL 1 to GROUND, and the current from the CDS FAN fuse flows to FAN NO.3 relay (Point side) to TERMINAL 2 of the A/C condenser fan motor to TERMINAL 1 to TERMINAL 3 of the FAN NO.2 relay to TERMINAL 5 to GROUND.

As the current flowing in parallel for motors as above, the motors rotate at high speed.

When the water temp. SW is turned on, the current through the ECU-IG fuse flows to the FAN NO.1 and NO.2 relay (Coil side) to TERMINAL 2 of the water temp. SW to TERMINAL 1 to GROUND, and the current through the ECU-IG fuse flows to the FAN NO.3 relay (Coil side) to TERMINAL 2 of the diode (A/C) to TERMINAL 1 to TERMINAL 2 of the water temp. SW to TERMINAL 1 to GROUND. As a result, FAN NO.1, NO.2 and NO.3 relay is turned on. At the same time, the current from the RDI FAN fuse flows to FAN NO.1 relay (Point side) to TERMINAL 2 of the radiator fan motor to TERMINAL 1 to GROUND, and the current from the CDS FAN fuse flows to FAN NO.3 relay (Point side) to TERMINAL 2 of the A/C condenser fan motor to TERMINAL 1 to TERMINAL 3 of the FAN NO.2 relay to TERMINAL 5 to GROUND.

As the current flowing in parallel for motors as above, the motors rotate at high speed.

## SERVICE HINTS

### A4 A/C SINGLE PRESSURE SW

3-2 : Close above approx. **15.5 kgf/cm<sup>2</sup> (220 psi, 1520 kpa)**

Open below approx. **12.5 kgf/cm<sup>2</sup> (178 psi, 1226 kpa)**

### W2 WATER TEMP. SW

1-2 : Close above approx. **95°C (203°F)**

## ○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page	
A2	<a href="#">32</a>	E3	A	<a href="#">32</a>	J19	<a href="#">35</a>
A4	<a href="#">32</a>	E7	E	<a href="#">32</a>	R1	<a href="#">33</a>
D7	<a href="#">34</a>	J3		<a href="#">33</a>	W2	<a href="#">33</a>

## ○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	<a href="#">22</a>	Engine Room No.1 R/B (Engine Compartment Right)
3	<a href="#">23</a>	Engine Room No.3 R/B (Engine Compartment Left)

## ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1H	<a href="#">24</a>	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
2A	<a href="#">26</a>	Engine Room Main Wire and Passenger Side J/B (Right Kick Panel)
2H	<a href="#">26</a>	Instrument Panel Wire and Passenger Side J/B (Right Kick Panel)

# RADIATOR FAN AND CONDENSER FAN

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 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA3	<a href="#">42</a>	Engine Wire and Engine Room Main Wire (Inside of the ECU Box)

 : GROUND POINTS

Code	See Page	Ground Points Location
EC	<a href="#">42</a>	Left Fender Apron
IH	<a href="#">44</a>	Cowl Side Panel RH

 : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	<a href="#">42</a>	Engine Room Main Wire			

