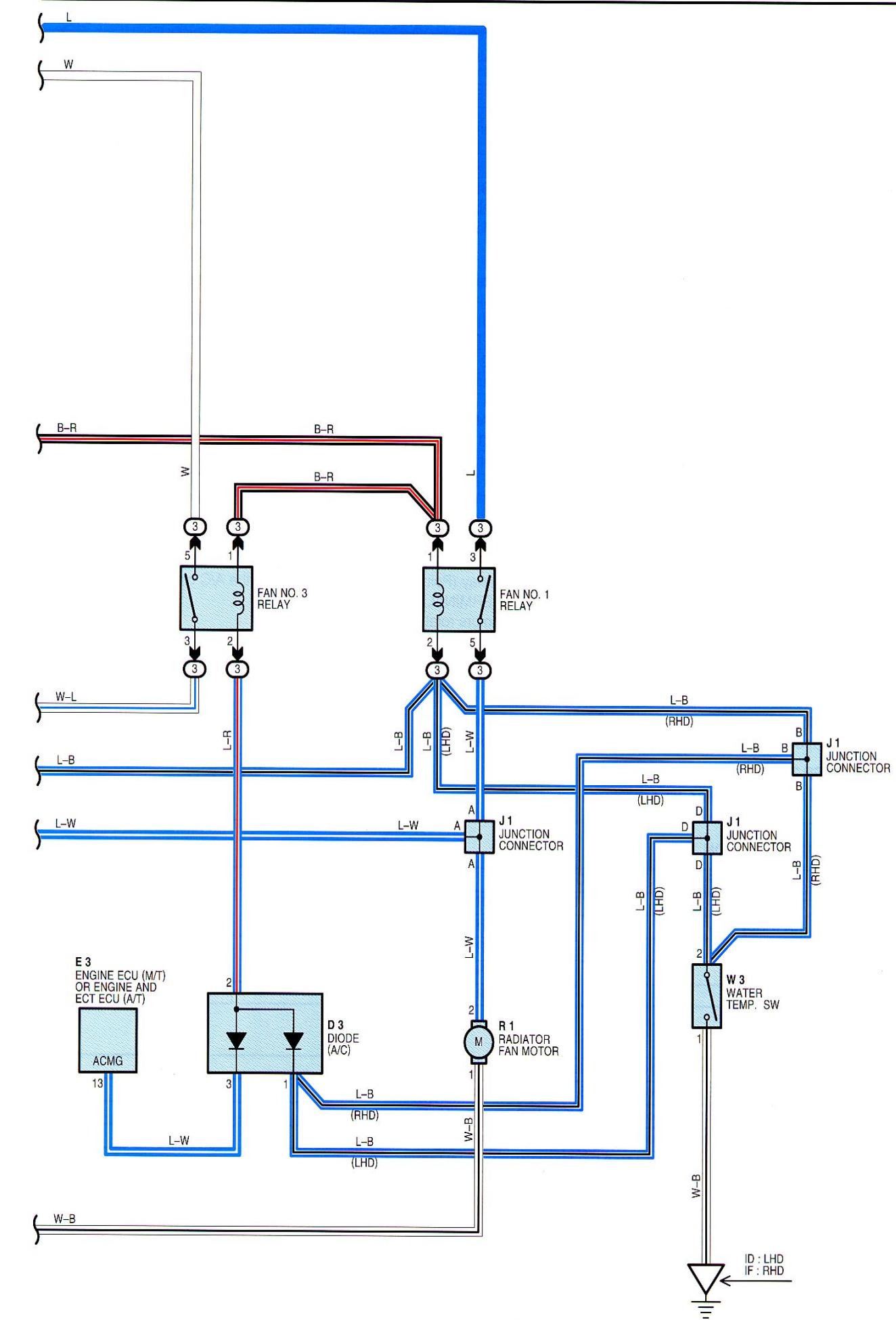
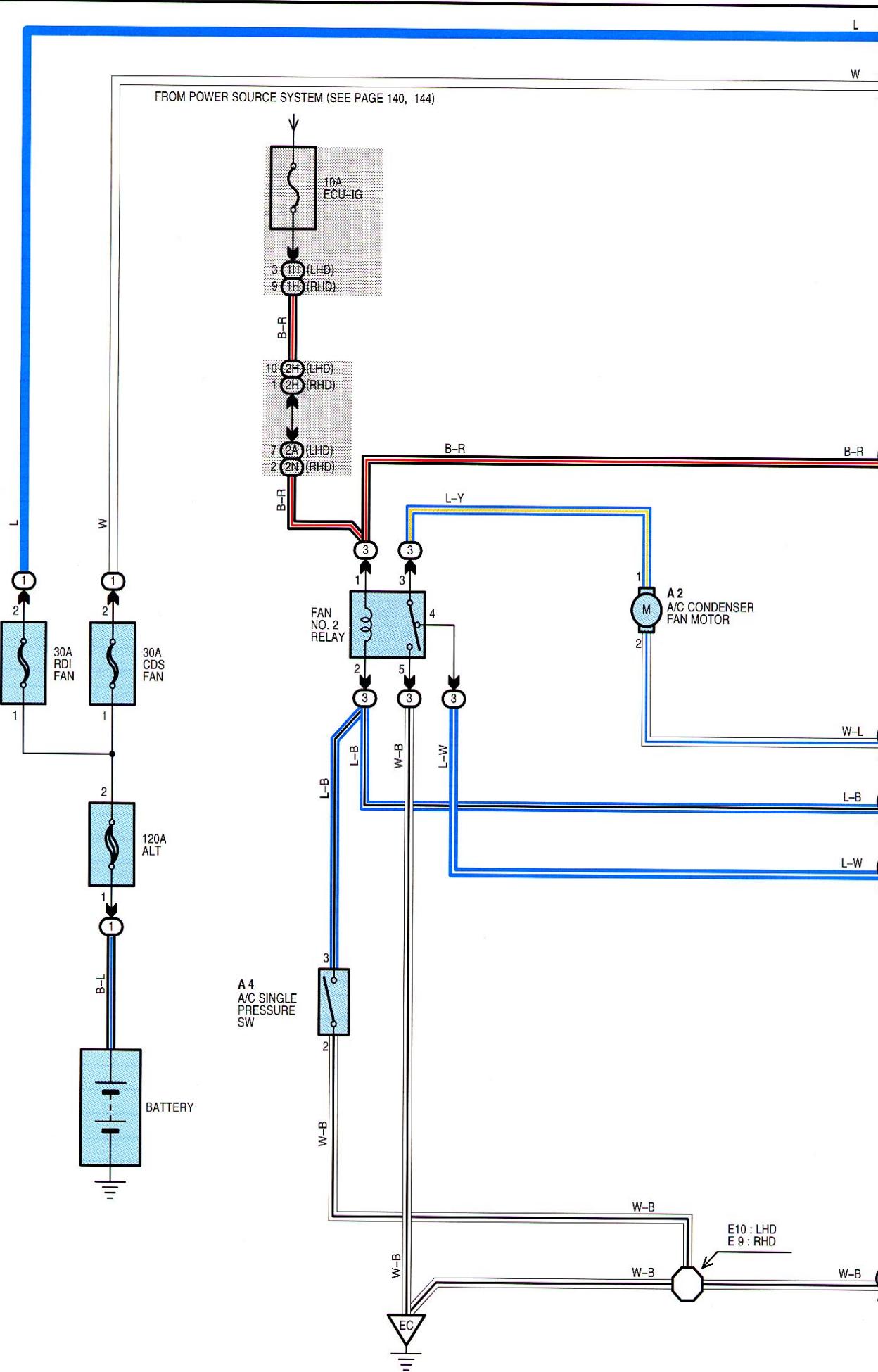


## **RADIATOR FAN AND CONDENSER FAN**



# RADIATOR FAN AND CONDENSER FAN

## 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 13 of the engine ECU (M/T) or engine and ECT ECU (A/T), 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)

### W3 WATER TEMP. SW

1-2 : Close above approx. 95 °C

## ○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A2	96 (LHD)	D3	106 (RHD)	R1	97 (LHD)
	104 (RHD)		96 (LHD)		105 (RHD)
A4	96 (LHD)	E3	104 (RHD)	W3	97 (LHD)
	104 (RHD)		97 (LHD)		105 (RHD)
D3	98 (LHD)	J1	105 (RHD)		

## ○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	80 (LHD)	Engine Room No.1 R/B (Engine Compartment Right)
	81 (RHD)	Engine Room No.1 R/B (Engine Compartment Left)
3	94 (LHD)	Engine Room No.3 R/B (Engine Compartment Right)
	94 (RHD)	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	82 (LHD)	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
	88 (RHD)	Instrument Panel Wire and Driver Side J/B (Right Kick Panel)
2A	84 (LHD)	Engine Room Main Wire and Passenger Side J/B (Right Kick Panel)
	84 (RHD)	Instrument Panel Wire and Passenger Side J/B (Right Kick Panel)
2H	90 (RHD)	Instrument Panel Wire and Passenger Side J/B (Left Kick Panel)
	90 (LHD)	Engine Room Main Wire and Passenger Side J/B (Left Kick Panel)
2N		

## ▽ : GROUND POINTS

Code	See Page	Ground Points Location
EC	112 (LHD)	Left Fender Apron
	122 (RHD)	
ID	114 (LHD)	Cowl Side Panel LH
	124 (RHD)	
IF		

## ○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E9	122 (RHD)	Engine Room Main Wire	E10	112 (LHD)	Engine Room Main Wire