

SYSTEM OUTLINE

SYSTEM OPERATION

If the ignition SW is turned to ON, the current from the FR-IG fuse is sent to the coil side and the FAN relay is turned to ON. Then the current flows to TERMINAL 3 of the cooling fan ECU. At the same time, the conditions of the A/C SW, A/C dual pressure SW and engine rotation are sent to the TERMINAL 2 as signals from the TERMINAL RFC of the engine control module. As a result of that, the cooling fan ECU continuously controls the rotation of the fan motor and keeps a balance between the cooling efficiency and silentness with the optimal fan rotation.

SERVICE HINTS

C22 (A), C23 (B), C24 (C) COOLING FAN ECU

(A) 1, (C) 1, (C) 2-GROUND : Always continuity

(A) 3, (B) 1-GROUND : Approx. 12 volts with ignition SW at ON or ST position

○ : PARTS LOCATION

Code		See Page	Code	See Page	Code	See Page	
C22	A	112 (LHD)	E4	112 (LHD)	J7	114 (LHD)	
C23	B	112 (LHD)	J1	114 (LHD)	S1	A	115 (LHD)
C24	C	112 (LHD)	J3	114 (LHD)	S2	B	115 (LHD)

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	81	Engine Room No.1 R/B (Engine Compartment Left)
4	84 (LHD)	Fusible Link Block (Engine Compartment Right)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
4F	84 (LHD)	Engine Room Main Wire and Fusible Link Block (Engine Compartment Left)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
EC	140 (LHD)	Radiator Side Support LH
ED	140 (LHD)	Cowl Top Side LH

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	140 (LHD)	Engine Room Main Wire			