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

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

: PARTS LOCATION

Code		See Page	Code	See Page	Code		See Page
C22	A	126 (RHD)	E4	126 (RHD)	J7		128 (RHD)
C23	B	126 (RHD)	J1	128 (RHD)	S1	A	129 (RHD)
C24	C	126 (RHD)	J3	128 (RHD)	S2	B	129 (RHD)

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	81	Engine Room No.1 R/B (Engine Compartment Left)
4	85 (RHD)	Fusible Link Block (Engine Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
4F	85 (RHD)	Engine Room Main Wire and Fusible Link Block (Engine Compartment Left)

: GROUND POINTS

Code	See Page	Ground Points Location
ED	152 (RHD)	Under the Fusible Link Block

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	152 (RHD)	Engine Room Main Wire			