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**Step #1** User requests A/C.

**Step #2** Digital signal goes from heater control to Body Control Module (BCM).

**Step #3** BCM sends digital signal to PCM.

**Step #4** PCM checks A/C refrigerant pressure switch to see if system has enough refrigerant.

**Step #5** If pressure is good, PCM provides ground to A/C relay coil. Coil energizes and operates relay to switch power to clutch coil. Clutch engages and turns compressor shaft to start pumping refrigerant.

**Step #6** PCM completes ground to radiator fan relay #1. Power flows to the left radiator fan. The ground for the left fan flows to the S/P relay (which is NOT energized), which then flows to the right radiator fan. So both fans operate at low speed.

**Step #7** PCM detects rise in engine coolant temperature and determines more radiator cooling is needed. OR, the PCM detects a high pressure reading from the A/C refrigerant pressure switch and determines more condenser coil cooling is needed. PCM provides ground to radiator S/P relay coil. S/P switch connects left fan motor directly to ground, so it runs at high speed. Power flows to the left radiator fan. The ground for the left fan flows to the S/P relay, which then flows to the right radiator fan. So both fans operate at low speed.

**Step #8** Same as Step 7. But since the relay coil in Fan Relay #2 is tied to the ground from the S/P coil, Fan Relay #2 switches, providing full power to right radiator cooling fan. So it runs at high speed.