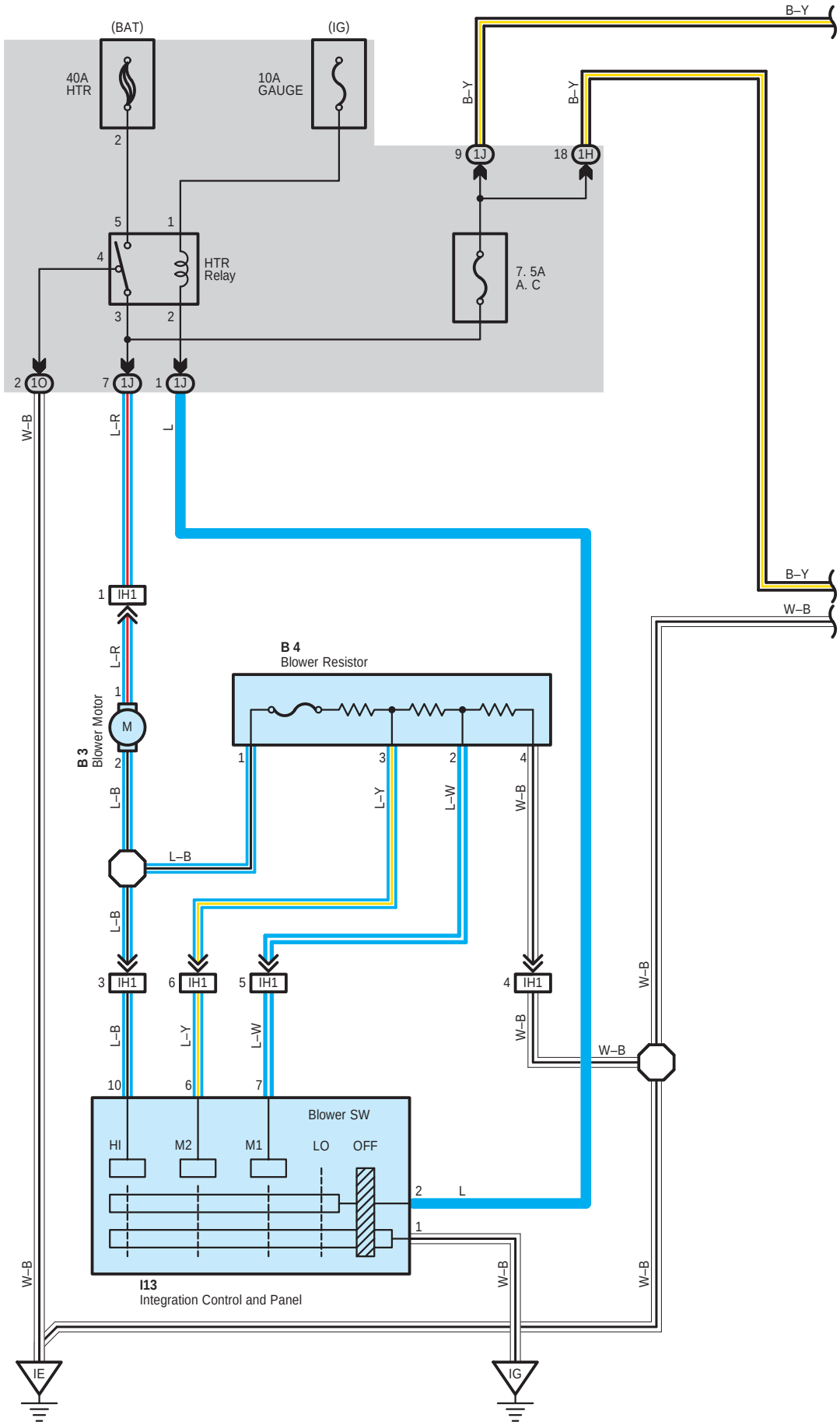
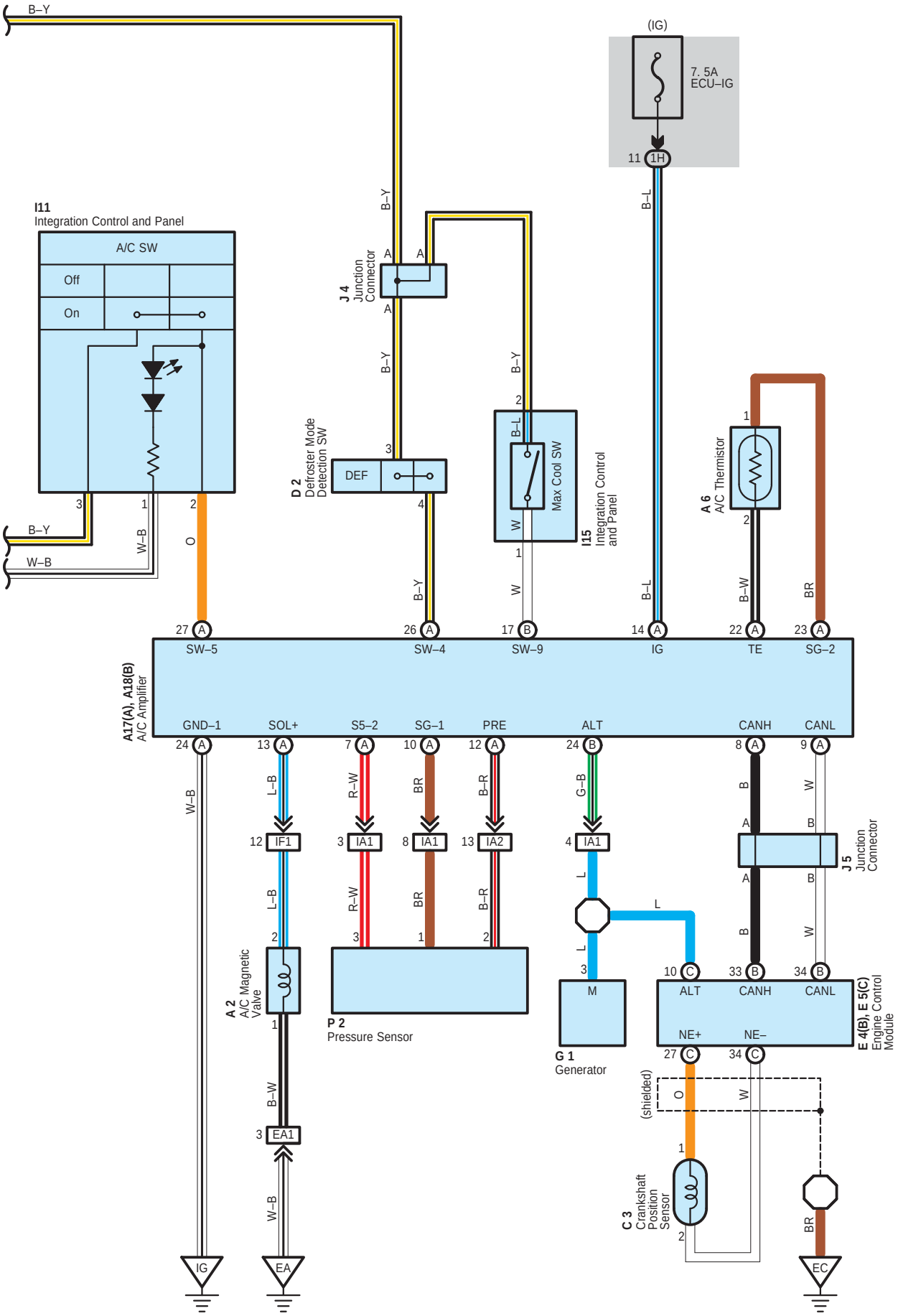

(BAT)
(IG)
40A
HTR
10A
GAUGE
B–Y
B–Y
B–Y
9 1J
18 1H
2
5
1
4
HTR
Relay
3
2
7. 5A
A. C
2 1O
7 1J
1 1J
W–B
L–R
L
1 IH1
B–Y
W–B
B 4
Blower Resistor
L–R
1
M
B 3
Blower Motor
2
1
3
2
4
L–B
L–Y
L–W
W–B
L–B
L–B
3 IH1
6 IH1
5 IH1
4 IH1
W–B
L–B
L–Y
L–W
W–B
W–B
10
6
7
W–B
Blower SW
HI
M2
M1
LO
OFF
2
L
1
W–B
W–B
I13
Integration Control and Panel
IE
IG


(IG)
7. 5A
ECU–IG
11
1H
B–L
I11
Integration Control and Panel
A/C SW
Off
On
3
1
2
B–Y
W–B
O
J 4
Junction
Connector
A
B–Y
D 2
Defroster Mode
Detection SW
DEF
4
I15
Integration Control
and Panel
Max Cool SW
W
A 6
A/C Thermistor
B–W
BR
27
SW–5
26
SW–4
17
SW–9
14
IG
22
TE
23
SG–2
A17(A), A18(B)
A/C Amplifier
GND–1
SOL+
S5–2
SG–1
PRE
ALT
CANH
CANL
24
13
7
10
12
8
9
W–B
L–B
R–W
BR
B–R
G–B
B
W
IF1
IA1
IA2
J 5
Junction
Connector
A 2
A/C Magnetic
Valve
EA1
P 2
Pressure Sensor
G 1
Generator
M
L
33
34
E 4(B), E 5(C)
Engine Control
Module
NE+
NE–
(shielded)
C 3
Crankshaft
Position
Sensor
IG
EA
EC

System Outline

Current is applied at all times through the HTR fuse to TERMINAL 5 of the HTR relay.
When the ignition SW is turned on, the current flows through the GAUGE fuse to TERMINAL 1 of the HTR relay to TERMINAL 2 to TERMINAL 2 of the blower SW.

1. Heater Blower Motor Operation

* Low speed operation
When the blower SW is moved to LO position, the current flows to TERMINAL 2 of the blower SW to TERMINAL 1 to GROUND, causing the HTR relay to turn on. This causes the current flows from the HTR fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 1 of the blower motor to TERMINAL 2 to TERMINAL 1 of the blower resistor to TERMINAL 4 to GROUND, rotating the blower motor at low speed.

* Medium speed operation (Operation at M1, M2)
When the blower SW is moved to M1 position, the current flows to TERMINAL 2 of the blower SW to TERMINAL 1 to GROUND, causing the HTR relay to turn on. This causes the current flows from the HTR fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 1 of the blower motor to TERMINAL 2 to TERMINAL 1 of the blower resistor to TERMINAL 2 to TERMINAL 7 of the blower SW to TERMINAL 1 to GROUND. At this time, the blower resistance of the blower resistor is smaller than at low speed, so the blower motor rotates at medium low speed.
When the blower SW is moved to M2 position, the current flows through the HTR relay to TERMINAL 1 of the blower motor to TERMINAL 2 to TERMINAL 1 of the blower resistor to TERMINAL 3 to TERMINAL 6 of the blower SW to TERMINAL 1 to GROUND. At this time, resistance of the blower resistor is smaller than at M1 position, so the blower motor rotates at medium high speed.

* High speed operation
When the blower SW is moved to HI position, the current flows to TERMINAL 2 of the blower SW to TERMINAL 1 to GROUND, causing the HTR relay to turn on.
This causes the current flows from the HTR fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 1 of the blower motor to TERMINAL 2 to TERMINAL 10 of the blower SW to TERMINAL 1 to GROUND, rotating the blower motor at high speed.

2. Air Conditioning Operation

When the blower SW is set on, the current flows from the HTR fuse to the HTR relay (Point side) to the A.C fuse to the TERMINAL 3 of the A/C SW. If the A/C SW is turned on, at this time a signal is input into the A/C amplifier. This activates the A/C amplifier.

3. DEF or FOOT & DEF Synchronized Control Function

When the blower SW is on and the heater control lever (Air vent mode control lever) turned to DEF position, it causes A/C to run whether A/C SW is on or not.

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
A2	28	C3	28	I13	30
A6	30	D2	30	I15	30
A17 A	30	E4 B	30	J4	31
A18 B	30	E5 C	30	J5	31
B3	30	G1	28	P2	29
B4	30	I11	30		

: Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
1H	25	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1J		
1O		

: Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	34	Engine Wire and Engine Room Main Wire (Inside of Engine Room R/B)
IA1	35	Engine Room Main Wire and Instrument Panel Wire (Behind the Reinforcement LH)
IA2		
IF1	35	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
IH1	35	Instrument Panel Wire and A/C Sub Wire (Right Side of A/C Unit)

: Ground Points

Code	See Page	Ground Points Location
EA	34	Front Right Fender Apron
EC	34	Engine Block
IE	35	Left Kick Panel
IG	35	Right Kick Panel