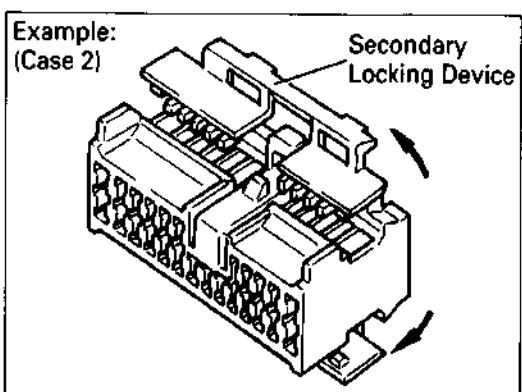
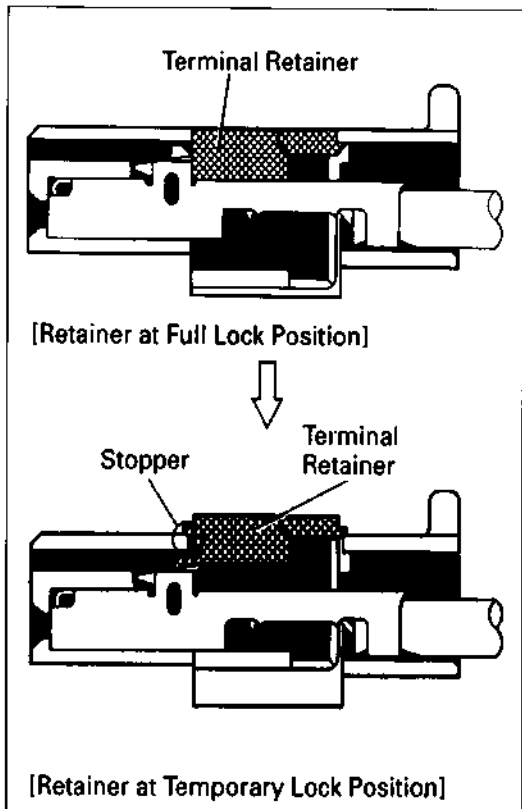
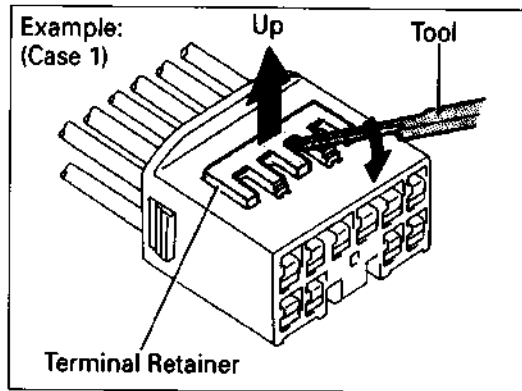
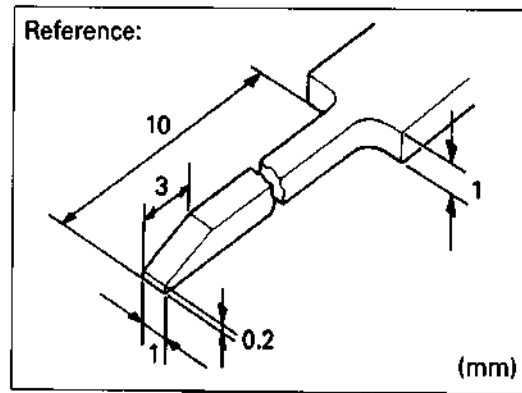


English



HOW TO REPLACE TERMINAL (with terminal retainer or secondary locking device)

1. PREPARE THE SPECIAL TOOL
HINT: To remove the terminal from the connector, please construct and use the special tool or like object shown on the left.
2. DISCONNECT CONNECTOR
3. DISENGAGE THE SECONDARY LOCKING DEVICE OR TERMINAL RETAINER.
 - (a) Locking device must be disengaged before the terminal locking clip can be released and the terminal removed from the connector.
 - (b) Use a special tool or the terminal pick to unlock the secondary locking device or terminal retainer.

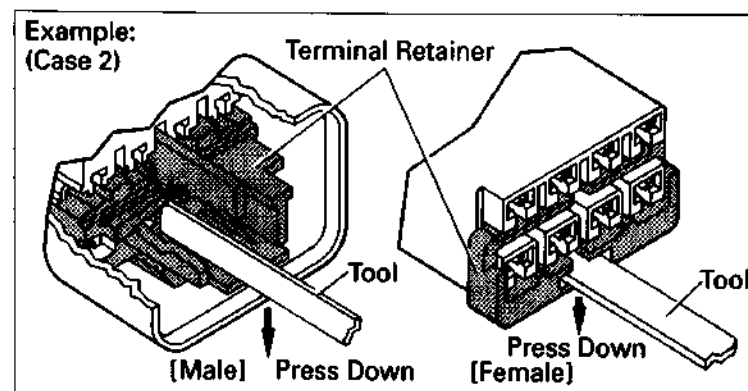
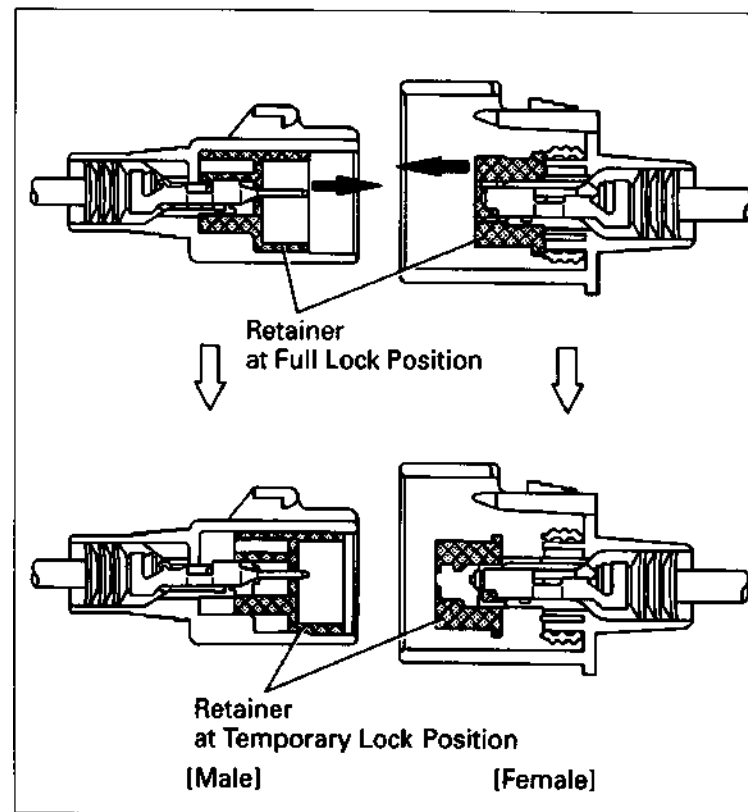
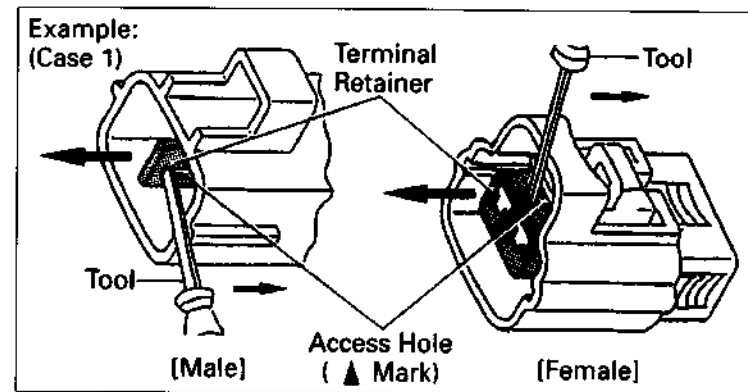
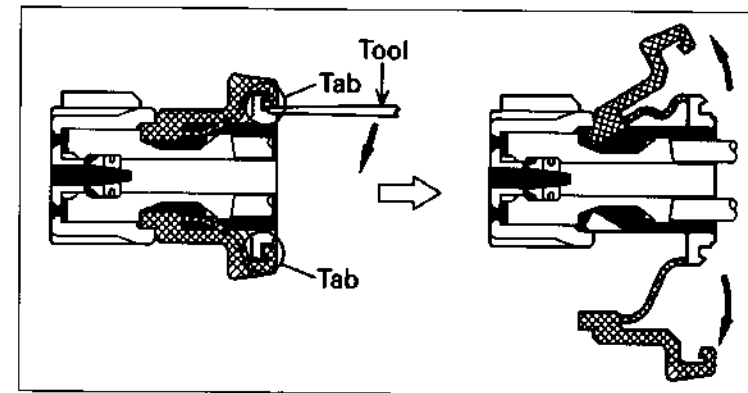
NOTICE:
Do not remove the terminal retainer from connector body.

Ⓐ For Non-Waterproof Type Connector

HINT: The needle insertion position varies according to the connector's shape (number of terminals etc.), so check the position before inserting it.

"Case 1"
Raise the terminal retainer up to the temporary lock position.

"Case 2"
Open the secondary locking device.



Ⓑ For Waterproof Type Connector

HINT: Terminal retainer color is different according to connector body.

Example:

Terminal Retainer	Connector Body
Black or White	Gray
Black or White	Dark Gray
Gray or White	Black

"Case 1"
Type where terminal retainer is pulled up to the temporary lock position (Pull Type).

Insert the special tool into the terminal retainer access hole (▲ Mark) and pull the terminal retainer up to the temporary lock position.

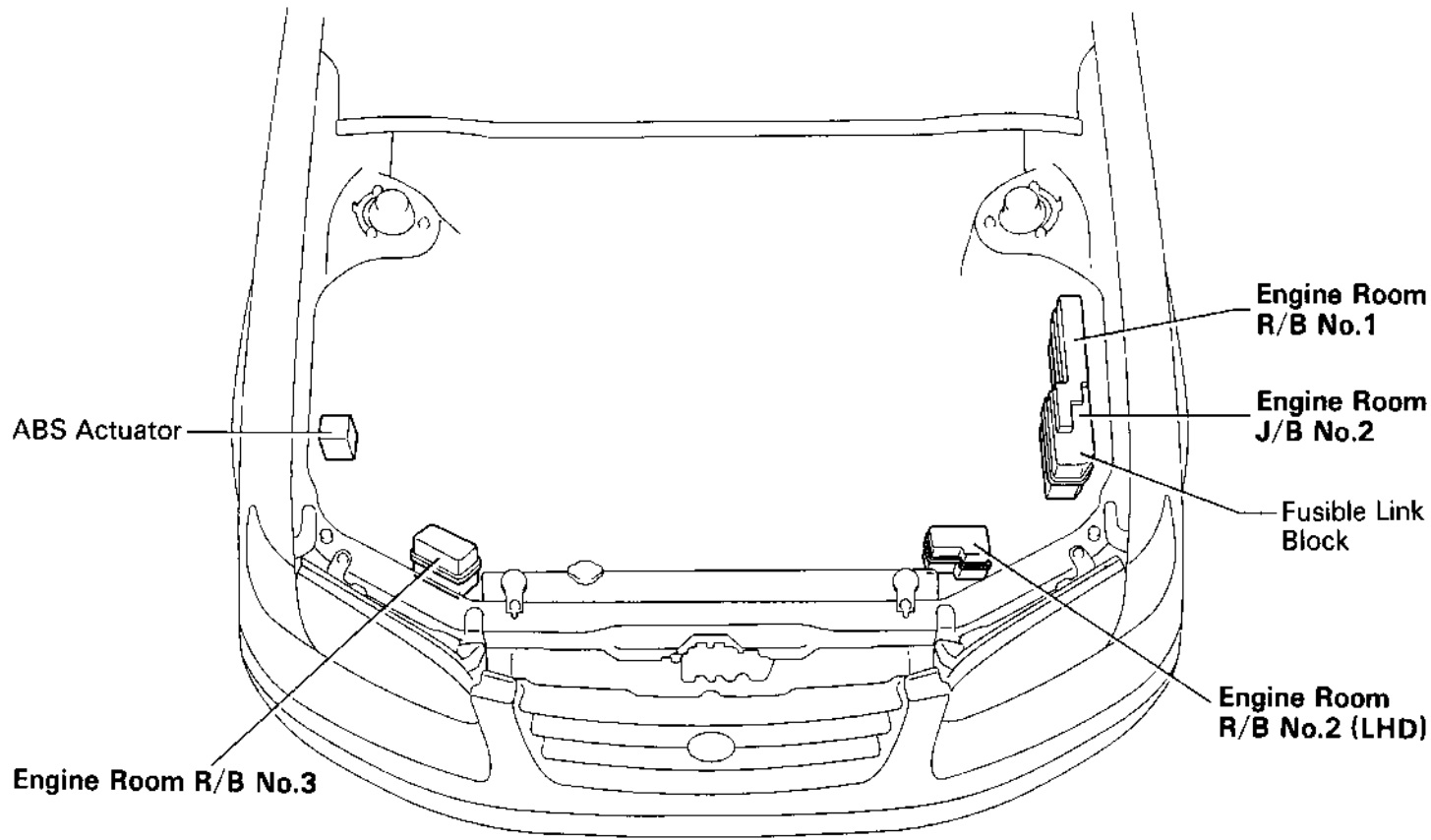
HINT: The needle insertion position varies according to the connector's shape (Number of terminals etc.), so check the position before inserting it.

"Case 2"
Type which cannot be pulled as far as Power Lock insert the tool straight into the access hole of terminal retainer as shown.

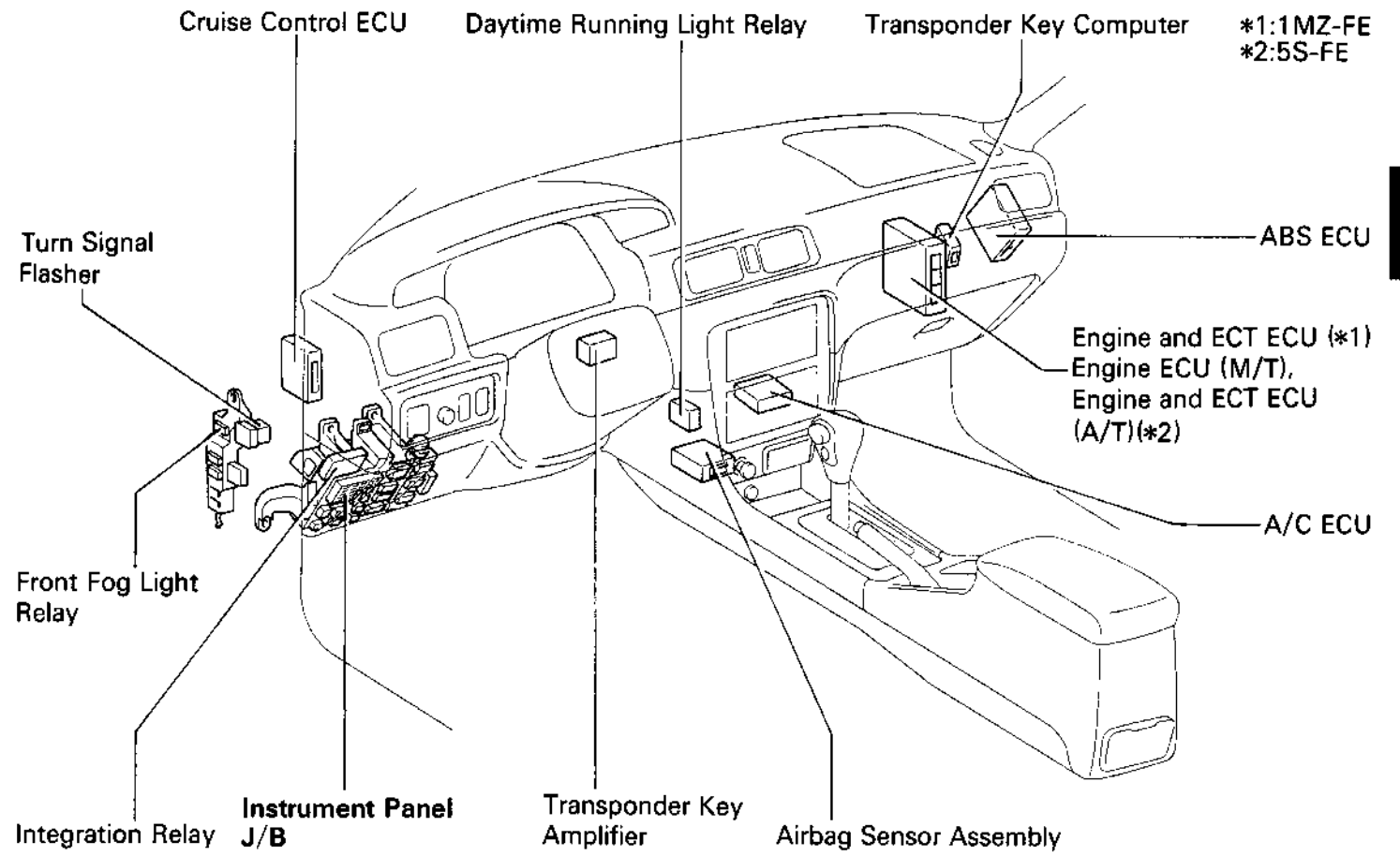
English

[Engine Compartment]

English

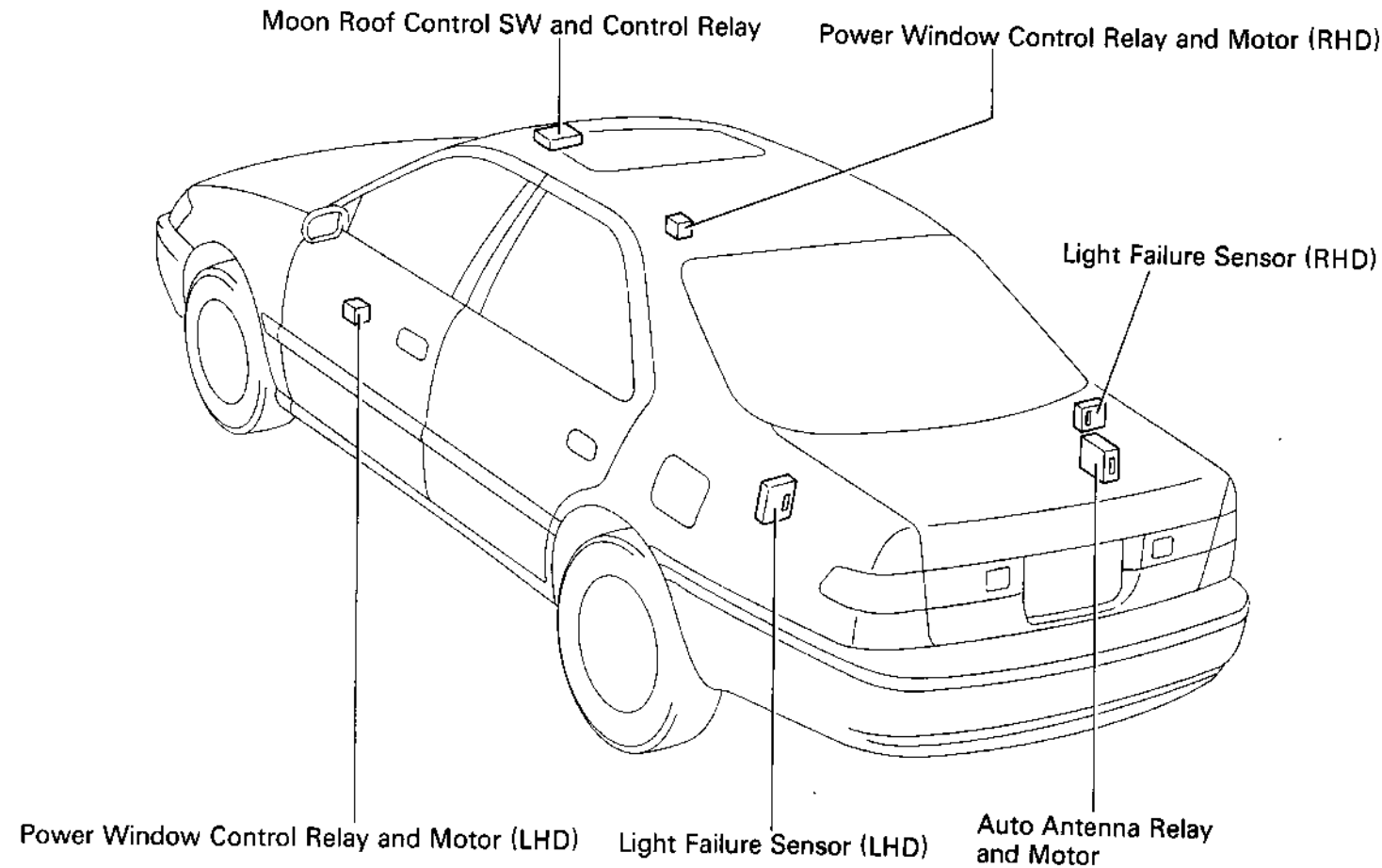


[Instrument Panel LHD]

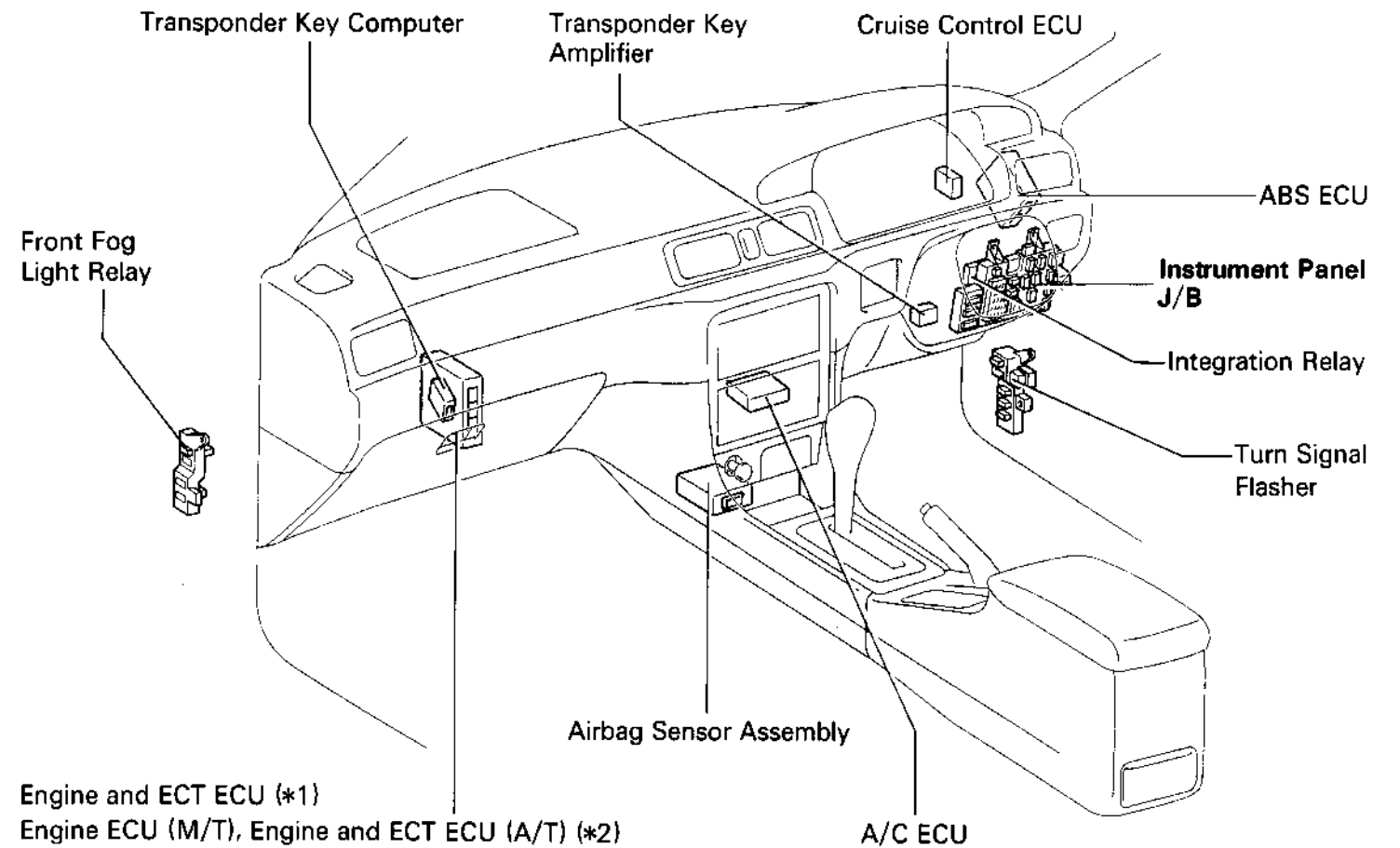


English

[Body]

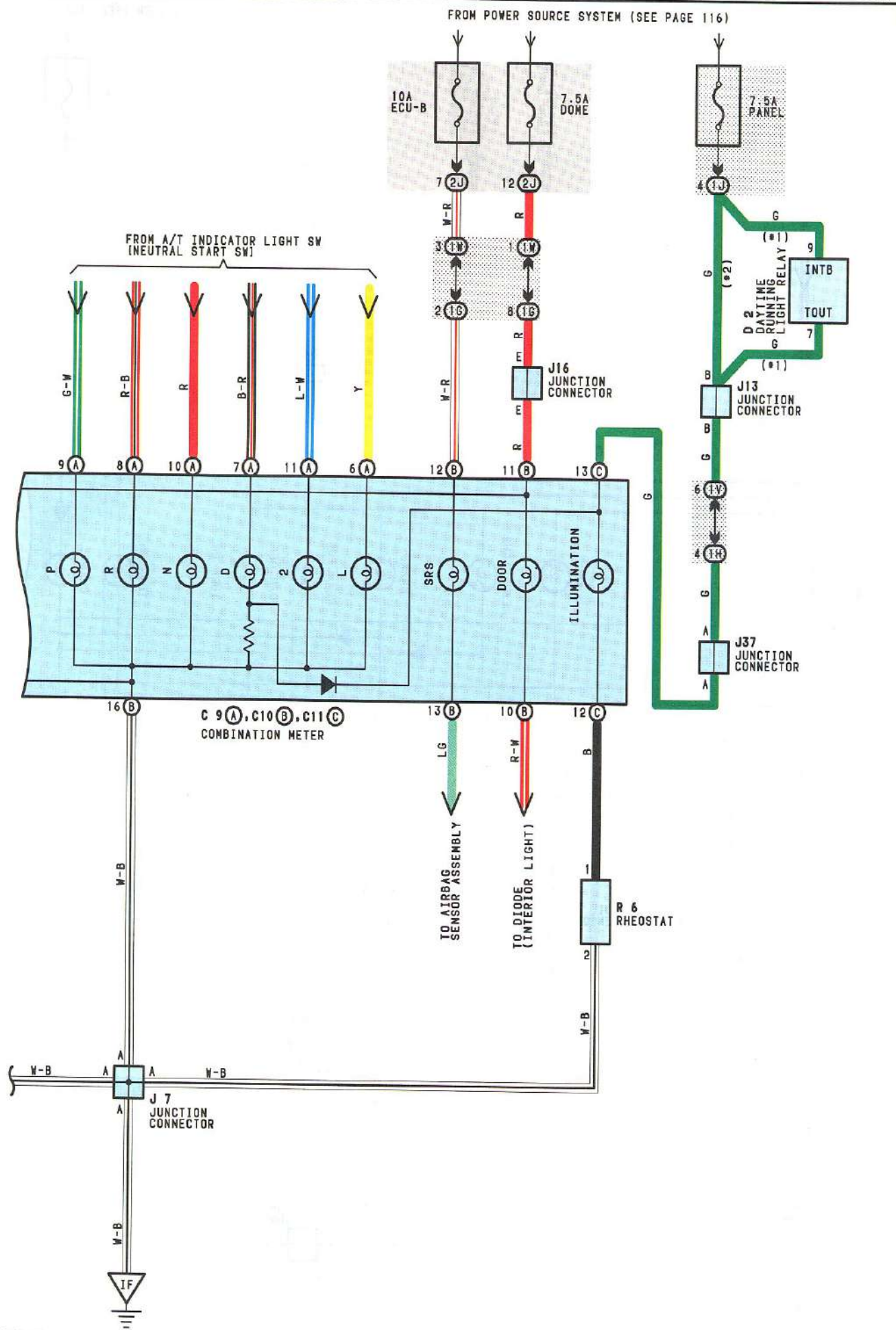


[Instrument Panel RHD]



COMBINATION METER(LHD)

• 1:W/ DAYTIME RUNNING LIGHT
• 2:W/O DAYTIME RUNNING LIGHT



SERVICE HINTS

- B 2 BRAKE FLUID LEVEL WARNING SW**
1-2:CLOSED WITH THE FLOAT DOWN
- C 9 (A), C10 (B), C11 (C) COMBINATION METER**
 - (A) 13, (C) 7-GROUND:APPROX. 12 VOLTS WITH THE IGNITION SW AT ON POSITION
 - (B) 11, (B) 12-GROUND:ALWAYS APPROX. 12 VOLTS
- (A) 2, (B) 16, (C) 5-GROUND:ALWAYS CONTINUITY**
- F19 FUEL SENDER**
1-2:APPROX. 3 Ω AT FUEL FULL
APPROX. 110 Ω AT FUEL EMPTY
- O 1 OIL PRESSURE SW**
1-GROUND:OPENED WITH THE OIL PRESSURE ABOVE APPROX. 20 KPA (2.8 PSI, 0.2 KG/CM²)
- P 2 PARKING BRAKE SW**
1-GROUND:CLOSED WITH THE PARKING BRAKE PEDAL DEPRESSED
- W 2 WATER TEMP. SENDER**
1-GROUND:APPROX. 160-240 Ω (50°C, 122°F)
APPROX. 17.1-20.4 Ω (120°C, 268°F)

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 2	60(1MZ-FE LHD)	J 5	66(LHD)	J40	66(LHD)
	62(5S-FE LHD)	J 7	66(LHD)		O 1
C 9	A 64(LHD)	J 8	66(LHD)	O 2	
	B 64(LHD)		J13		66(LHD)
C10	C 64(LHD)	J18	66(LHD)	R 6	66(LHD)
C11	C 64(LHD)	J21	66(LHD)	S 1	60(1MZ-FE LHD)
			J10		66(LHD)
D 2	60(1MZ-FE LHD)	J23	66(LHD)	W 2	60(1MZ-FE LHD)
	62(5S-FE LHD)		J28		A 66(LHD)
E 5	66(LHD)	J29	B 66(LHD)		
F19	66(LHD)	J37	66(LHD)		
J 3	66(LHD)				
J 4	66(LHD)				

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D		
1G	52(LHD)	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1H		
1J	52(LHD)	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1T	52(LHD)	INSTRUMENT PANEL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
1V		
1W	52(LHD)	COWL WIRE AND INSTRUMENT PANEL J/B (LOWER FINISH PANEL)
2J	56	COWL WIRE AND ENGINE ROOM J/B NO.2 (ENGINE COMPARTMENT LEFT)

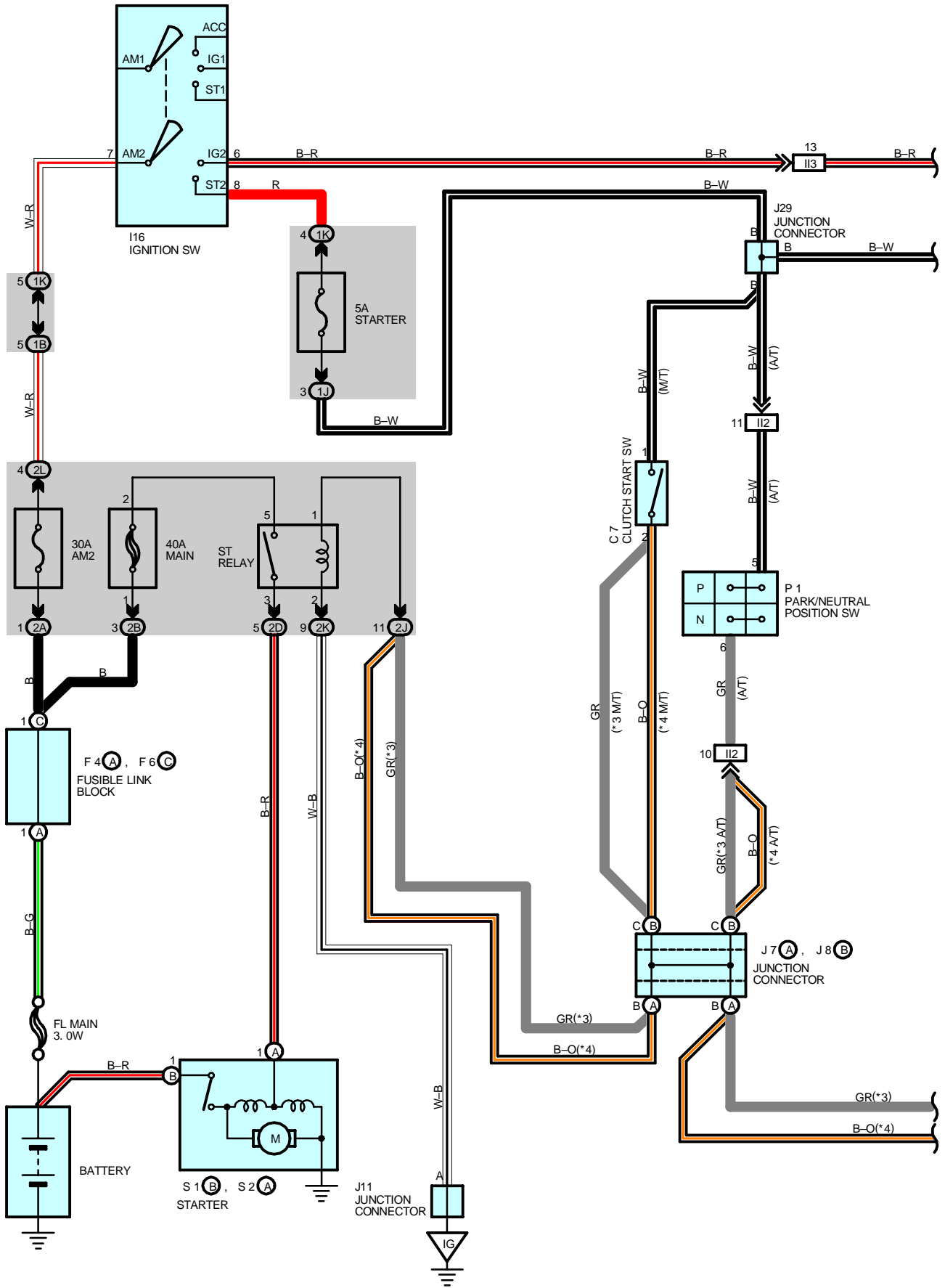
□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IF1	86(LHD)	FLOOR WIRE AND INSTRUMENT PANEL WIRE (LEFT KICK PANEL)
IG1	86(LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (LOWER FINISH PANEL)
IG3	86(LHD)	INSTRUMENT PANEL WIRE AND COWL WIRE (UNDER THE BLOWER MOTOR)
IL1	88(LHD)	
IL2	88(1MZ-FE LHD)	ENGINE WIRE AND COWL WIRE (UNDER THE BLOWER MOTOR)
IL3	88(LHD)	
IMI	88(LHD)	ENGINE WIRE AND INSTRUMENT PANEL WIRE (UNDER THE BLOWER MOTOR)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	82(1MZ-FE LHD)	REAR SIDE OF THE SURGE TANK
	84(5S-FE LHD)	BEHIND INTAKE MANIFOLD
IF	86(LHD)	LEFT KICK PANEL
IG	86(LHD)	INSTRUMENT PANEL BRACE LH
IH	86(LHD)	INSTRUMENT PANEL BRACE RH
II	86(LHD)	COWL SIDE PANEL RH

STARTING AND IGNITION (5S-FE)



SERVICE HINTS

E5 ENGINE COOLANT TEMP. SENSOR

- 1-2 : Approx. **15.04** k Ω (**-20**°C, **-4**°F)
- Approx. **5.74** k Ω (**0**°C, **32**°F)
- Approx. **2.45** k Ω (**20**°C, **68**°F)
- Approx. **1.15** k Ω (**40**°C, **104**°F)
- Approx. **0.584** k Ω (**60**°C, **140**°F)
- Approx. **0.318** k Ω (**80**°C, **176**°F)

E7 (A), E8 (B), E9 (C), E10 (D), E11 (E) ENGINE CONTROL MODULE

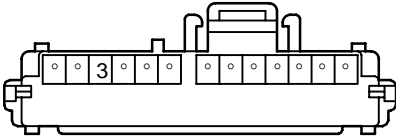
Voltage at engine control module wiring connector

- BATT-E1 : Always **9.0-14.0** volts
 - +B-E1 : **9.0-14.0** volts (Ignition SW at **ON** position)
- VC-E2 : Always **4.5-5.5** volts (Ignition SW at **ON** position)
- VTA1-E2 : **0.3-0.8** volts (Ignition SW on and throttle valve fully closed)
 - : **3.2-4.9** volts (Ignition SW on and throttle valve fully open)
- VG-E2G : **1.1-1.5** volts (Engine idling and A/C SW **OFF** position)
- THA-E2 : **0.5-3.4** volts (Engine idling and intake air temp. **20**°C, **68**°F)
- THW-E2 : **0.2-1.0** volts (Engine idling and engine coolant temp. **80**°C, **176**°F)
- IGF-E1 : **4.5-5.5** volts (Ignition SW at **ON** position)
 - Pulse generation (Engine idling)
- G22+-NE- : Pulse generation (Engine idling)
- NE+-NE- : Pulse generation (Engine idling)
- NSW-E1 : **9.0-14.0** volts (Ignition SW on and other shift position in **P** or **N** position)
 - Below **3.0** volts (Ignition SW on and shift position in **P** or **N** position)
- SPD-E1 : Pulse generation (Ignition SW on and rotate driving wheel slowly)
- TC-E1 : **9.0-14.0** volts (Ignition SW at **ON** Position)
- W-E1 : Below **3.0** volts
- A/C-E1 : Below **2.0** volts (Engine idling and A/C SW on)
 - 9.0-14.0** volts (A/C SW off)
- ACT-E1 : **9.0-14.0** volts (Engine idling and A/C SW on)
 - Below **2.0** volts (A/C SW off)
- ACIS-E01 : **9.0-14.0** volts (Ignition SW at **ON** position)
- STA-E1 : **6.0** volts or more (Engine cranking)
- THG-E2 : **4.5-5.5** volts (Ignition SW at **ON** position)
- ELS-E1 : **7.5-14.0** volts (Taillight SW at **ON** position)
 - 0-1.5** volts (Taillight SW at **OFF** position)
- ELS2-E1 : **7.5-14.0** volts (Defogger SW at **ON** position)
 - 0-1.5** volts (Defogger SW at **OFF** position)
- EGR-E01 : **9.0-14.0** volts (Ignition SW at **ON** position)
- FC-E1 : **9.0-14.0** volts (Ignition SW at **ON** position)
 - 0-3.0** volts (Engine idling)
- EVP1-E01 : **9.0-14.0** volts (Ignition SW at **ON** position)
- CF-E1 : **9.0-14.0** volts (Electric cooling fan is operating on high speed)
 - 0-2.0** volts (Electric cooling fan is operating on low speed or off)
- TACH-E1 : Pulse generation (Engine idling)
- TPC-E1 : **9.0-14.0** volts (Ignition SW on and disconnect the vacuum hose from the vapor pressure sensor)
- PTNK-E1 : **3.0-3.6** volts (Ignition SW at **ON** position)
 - 1.3-2.1** volts (Ignition SW on and apply vacuum **2.0** kpa (**15.0** mmHg, **0.6** in.Hg))
- STP-E1 : **7.5-14.0** volts (Ignition SW on and brake pedal depressed)
 - Below **1.5** volts (Ignition SW on and brake pedal released)
- SIL-E1 : Pulse generation (During transmission)
- RSC, RSO-E01 : **9.0-14.0** volts (Ignition SW on and disconnect **E 7** of engine control module connector)
- KNKL, KNKR-E1 : Pulse generation (Engine idling)
- HTS, HTL, HTR-E03 : **9.0-14.0** volts (Ignition SW at **ON** position)
 - 0-3.0** volts (Engine idling)
- OXS, OXL, OXR-E1 : Pulse generation (Maintain engine speed at **2500** rpm for two minutes after warning up)
- IGT1, IGT2, IGT3-E1 : Pulse generation (Engine idling)
- #10, #20, #30, #40, #50, #60-E01 : **9.0-14.0** volts (Ignition SW at **ON** position)
 - Pulse generation (Engine idling)

STOP LIGHT

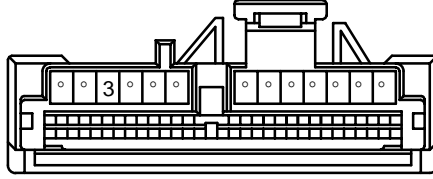
C8 (A)

(TMC Made) BLUE



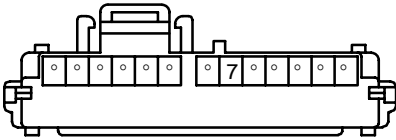
C8 (A)

(TMMK Made) BLUE



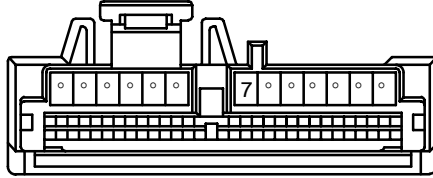
C10 (C)

(TMC Made) BROWN



C10 (C)

(TMMK Made) BROWN

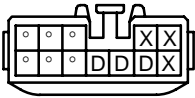


H10



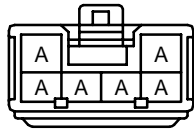
J4

BLACK



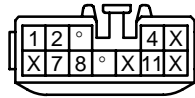
(Hint : See Page 7)

J40

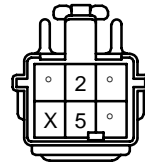


(Hint : See Page 7)

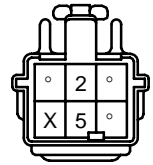
L3



R9

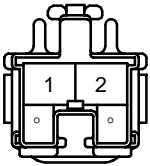


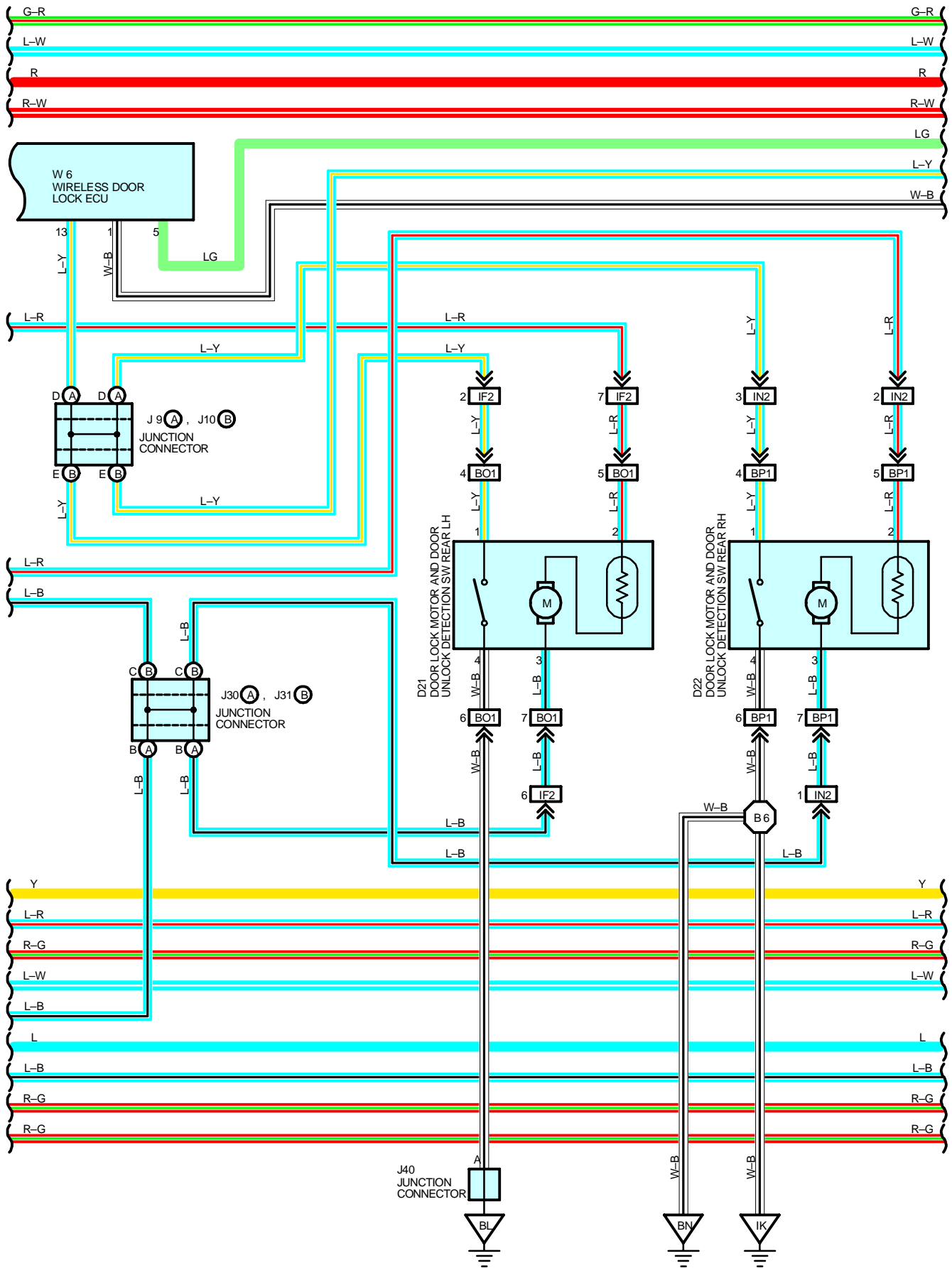
R11



S6

BLUE





CRUISE CONTROL

SYSTEM OUTLINE

Current is applied at all times through the STOP fuse to TERMINAL 2 of the stop light SW.

With the ignition SW turned on, current flows through the GAUGE fuse to TERMINAL (C) 7 of the combination meter and the current through the ECU-IG fuse flows to TERMINAL 9 of the cruise control ECU.

When the ignition SW is on and the cruise control SW is turned on, a signal is input from TERMINAL 5 of the cruise control SW to TERMINAL 11 of the cruise control ECU. As a result, the cruise control ECU functions and the current flows from the ECU-IG fuse to TERMINAL 9 of the cruise control ECU to TERMINAL 16 to GROUND, and the cruise control system is in a condition ready for operation.

At the same time, the current through the GAUGE fuse flows to TERMINAL (C) 7 of the cruise control indicator light to TERMINAL (C) 10 to TERMINAL 4 of the cruise control ECU to TERMINAL 16 to GROUND, causing the cruise control indicator light to light up, indicating that cruise control is ready for operation.

1. SET OPERATION

When the cruise control SW is turned on and the set SW is pushed with the vehicle speed within the set limit (Approx. 40 km/h, 25 mph to 200 km/h, 124 mph), a signal is input to TERMINAL 10 of the cruise control ECU and the vehicle speed at the time the set SW is released is memorized in the ECU as the set speed.

2. SET SPEED CONTROL

During cruise control driving, the cruise control ECU compares the set speed memorized in the cruise control ECU with the actual vehicle speed input into TERMINAL 12 of the cruise control ECU from the speed sensor, and controls the cruise control actuator to maintain the set speed.

When the actual speed is lower than the set speed, the ECU causes the current to the cruise control actuator to flow from TERMINAL 15 of the cruise control ECU to TERMINAL 1 of the cruise control actuator to TERMINAL 2 to TERMINAL 7 of the cruise control ECU. As a result, the motor in the cruise control actuator is rotated to open the than the set speed, the current to the cruise control actuator flows from TERMINAL 7 of the cruise control ECU to TERMINAL 2 of the cruise control actuator to TERMINAL 1 to TERMINAL 15 of the cruise control ECU.

This causes the motor in the cruise control actuator to rotate to close the throttle valve and return the throttle cable to decrease the vehicle speed.

3. COAST CONTROL

During cruise control driving, while the coast SW is on, the cruise control actuator returns the throttle cable to close the throttle valve and decrease the driving speed. The vehicle speed when the coast SW is turned off is memorized and the vehicle continues at the new set speed.

4. ACCEL CONTROL

During cruise control driving, while the accel SW is turned on, the cruise control actuator pulls the throttle cable to open the throttle valve and increase the driving speed.

The vehicle speed when the accel SW is turned off is memorized and the vehicle continues at the new set speed.

5. RESUME CONTROL

Unless the vehicle speed falls below the minimum speed limit (Approx. 40km/h, 25mph) after canceling the set speed by the cancel SW, pushing the resume SW will cause the vehicle to resume the speed set before cancellation.

6. MANUAL CANCEL MECHANISM

If any of the following operations occurs during cruise control operation, the magnetic clutch of the actuator turns off and the motor rotates to close the throttle valve and the cruise control is released.

- * Placing the shift lever except D position (Park/Neutral position SW except D position). "Signal is not input to TERMINAL 3 of the cruise control ECU" (A/T)
- * Depressing the clutch pedal (Cruise control clutch SW off). "Signal input to TERMINAL 3 of the cruise control ECU" (M/T)
- * Depressing the brake pedal (Stop light SW on). "Signal input to TERMINAL 2 of the cruise control ECU"
- * Pushing the cancel switch (Cancel SW on). "Signal input to TERMINAL 10 of the cruise control ECU"
- * Pushing the cruise switch off "signal input to TERMINAL 11 of the cruise control ECU".

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C	20	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1D	20	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1J	20	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1R		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

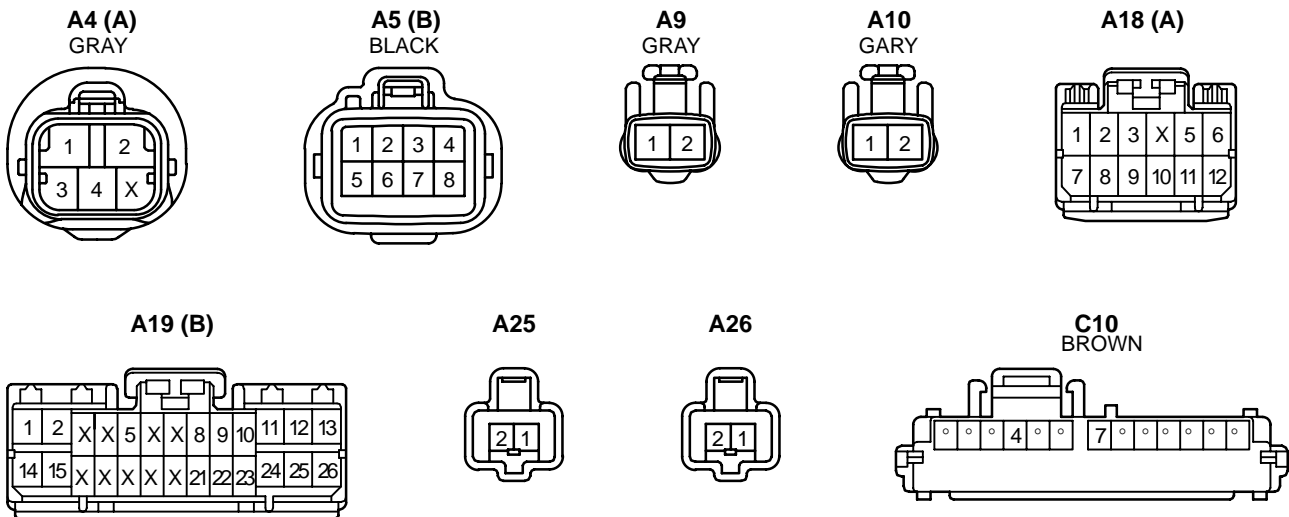
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
ID1	40	Floor Wire and Cowl Wire (Left Kick Panel)
IG3	40	Instrument Panel Wire and Cowl Wire (Under the Blower Motor)
II3	42	Engine Wire and Cowl Wire (Under the Blower Motor)
IK1	42	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
IK2		
IL1	42	Floor No.2 Wire and Cowl Wire (Right Kick Panel)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
EA	36 (1MZ-FE)	Right Radiator Side Support
	38 (5S-FE)	
EC	36 (1MZ-FE)	Surge Tank RH
	38 (5S-FE)	Intake Manifold
IG	40	Instrument Panel Brace LH

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	36 (1MZ-FE)	Engine Room Main Wire	E1	38 (5S-FE)	Engine Room Main Wire



○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1R	20	Cowl Wire and Instrument Panel J/B (Lower Finish Panel)
1V		
1W		
2C	22	Engine Room Main Wire and Engine Room J/B No.2 (Engine Compartment Left)
2J	22	Cowl Wire and Engine Room J/B No.2 (Engine Compartment Left)
2K		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

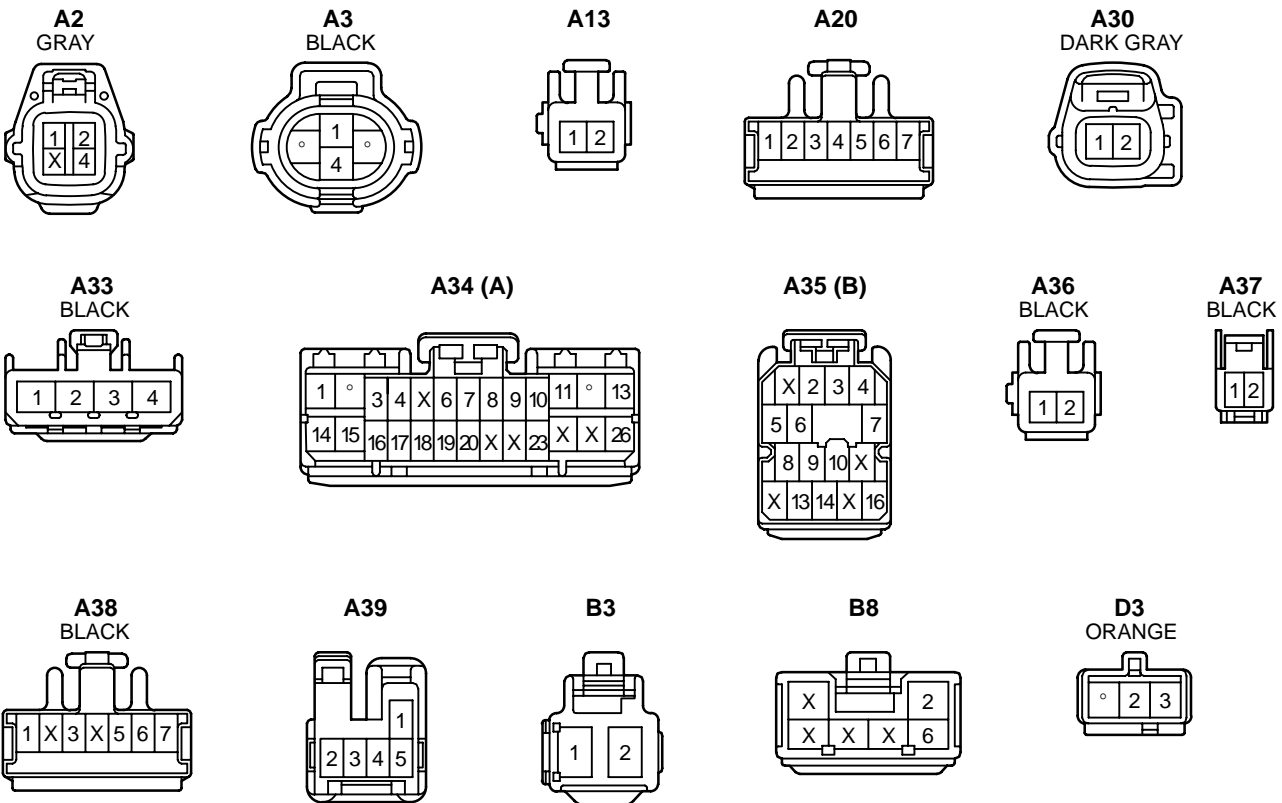
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EB2	36 (1MZ-FE)	Cowl Wire and Engine Room Main Wire (Under the Engine Room J/B No.2)
IG1	40	Instrument Panel Wire and Cowl Wire (Lower Finish Panel)
IK1	42	Engine Room Main Wire and Cowl Wire (Right Kick Panel)
IK2		
IK3		

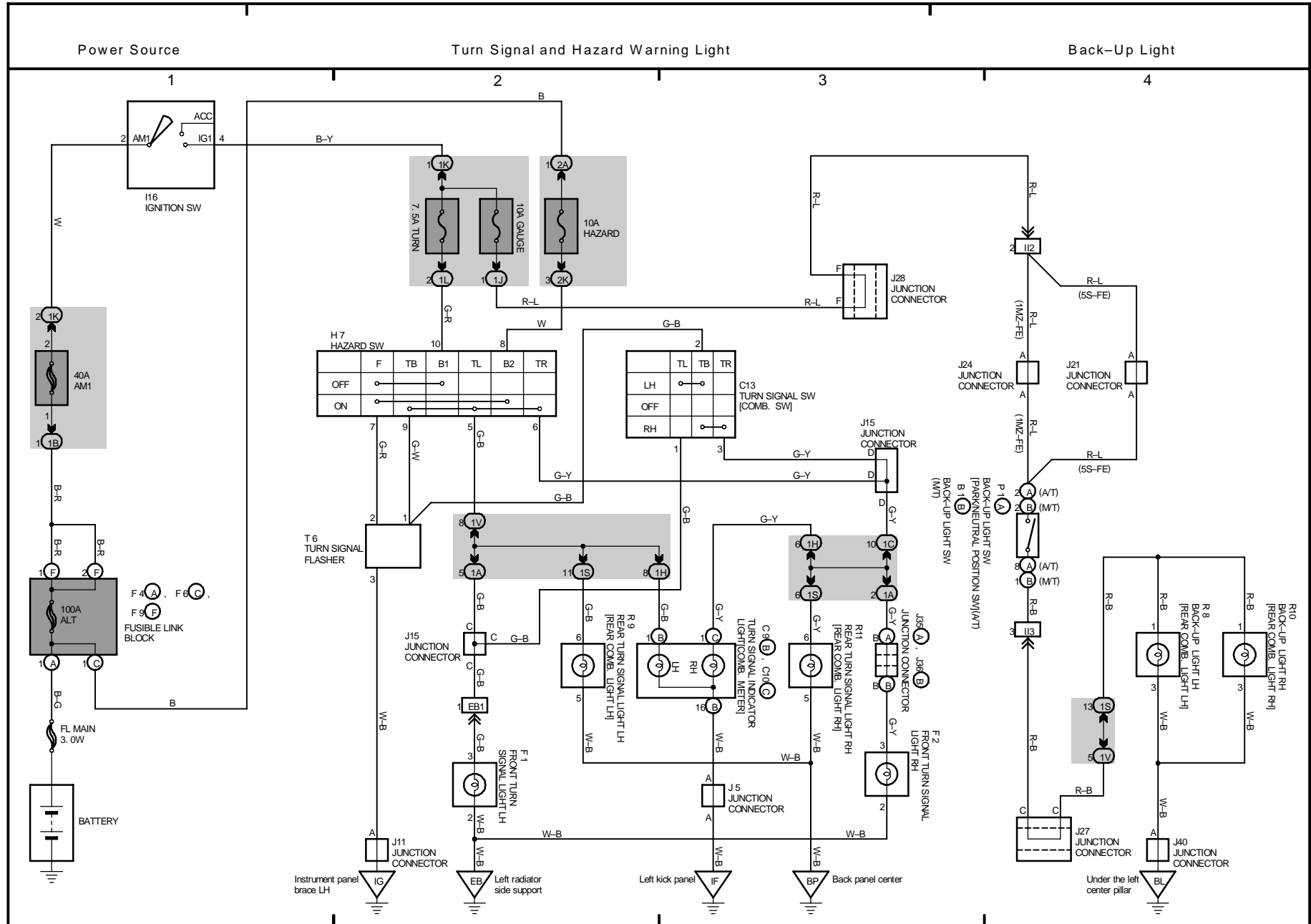
▽ : GROUND POINTS

Code	See Page	Ground Points Location
EB	36 (1MZ-FE)	Left Radiator Side Support
IG	40	Instrument Panel Brace LH
II	40	Cowl Side Panel RH

○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I7	42	Cowl Wire	I9	42	Cowl Wire
I8			I10		

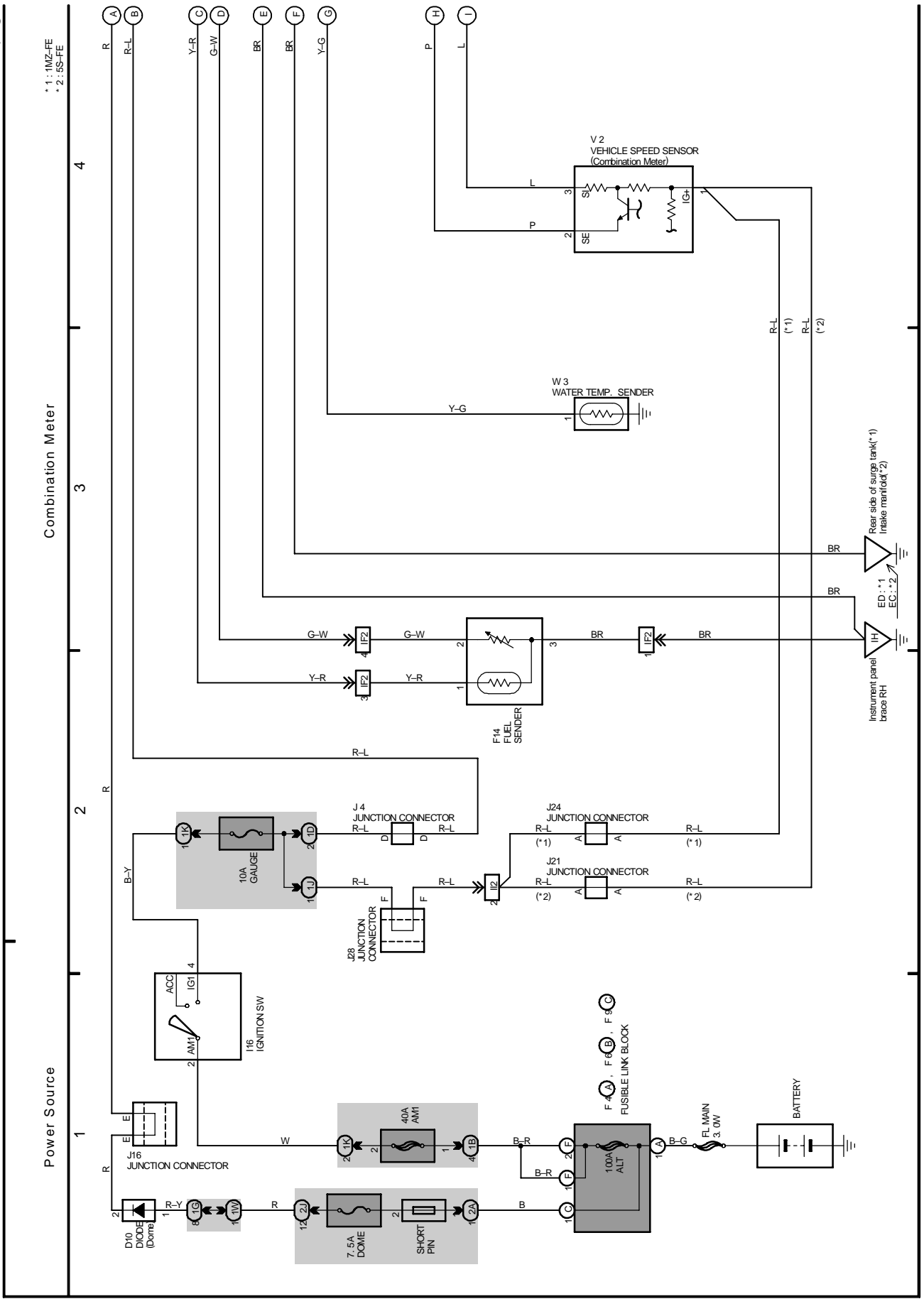




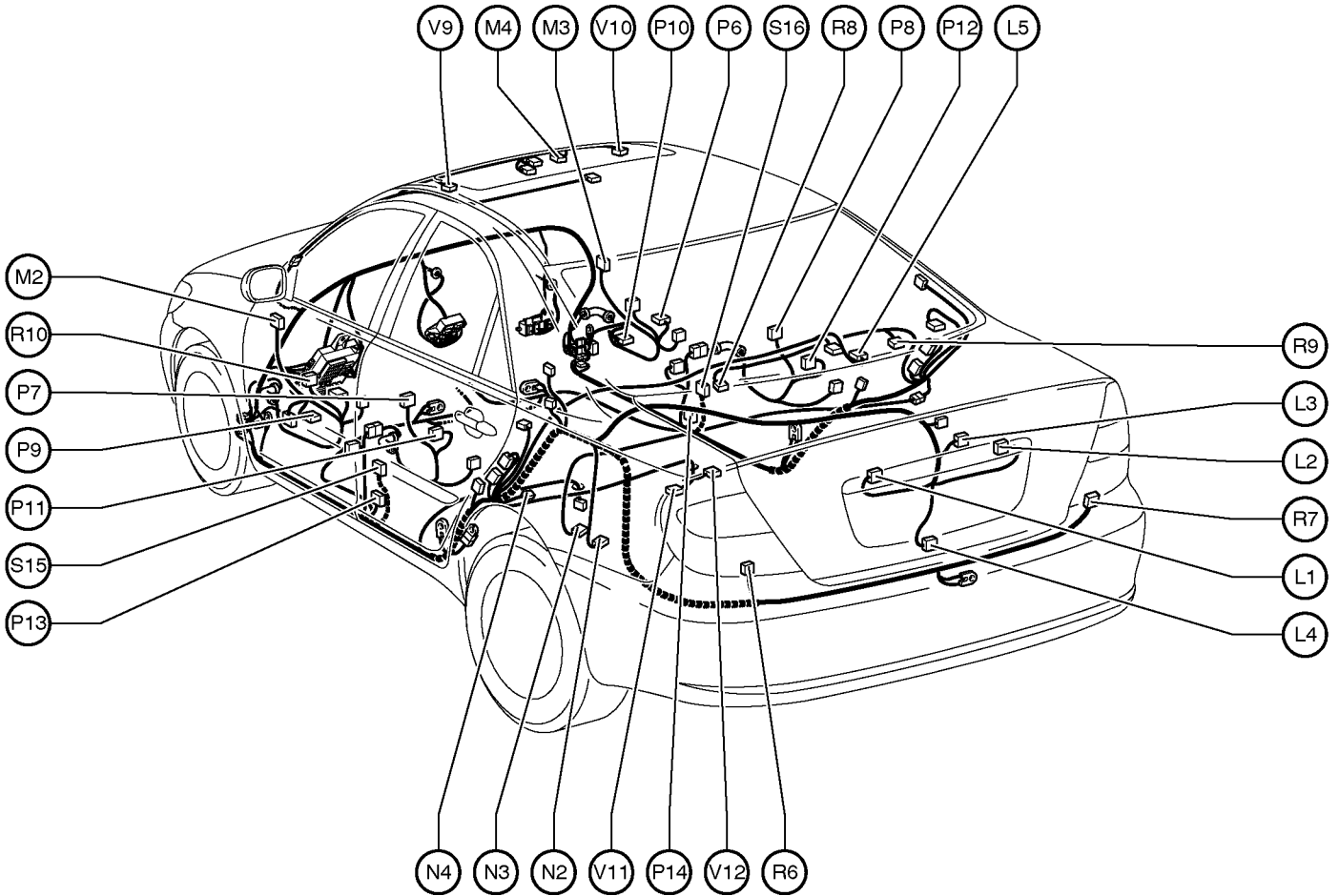
J OVERALL ELECTRICAL WIRING DIAGRAM

25 CAMRY

(Cont. next page)



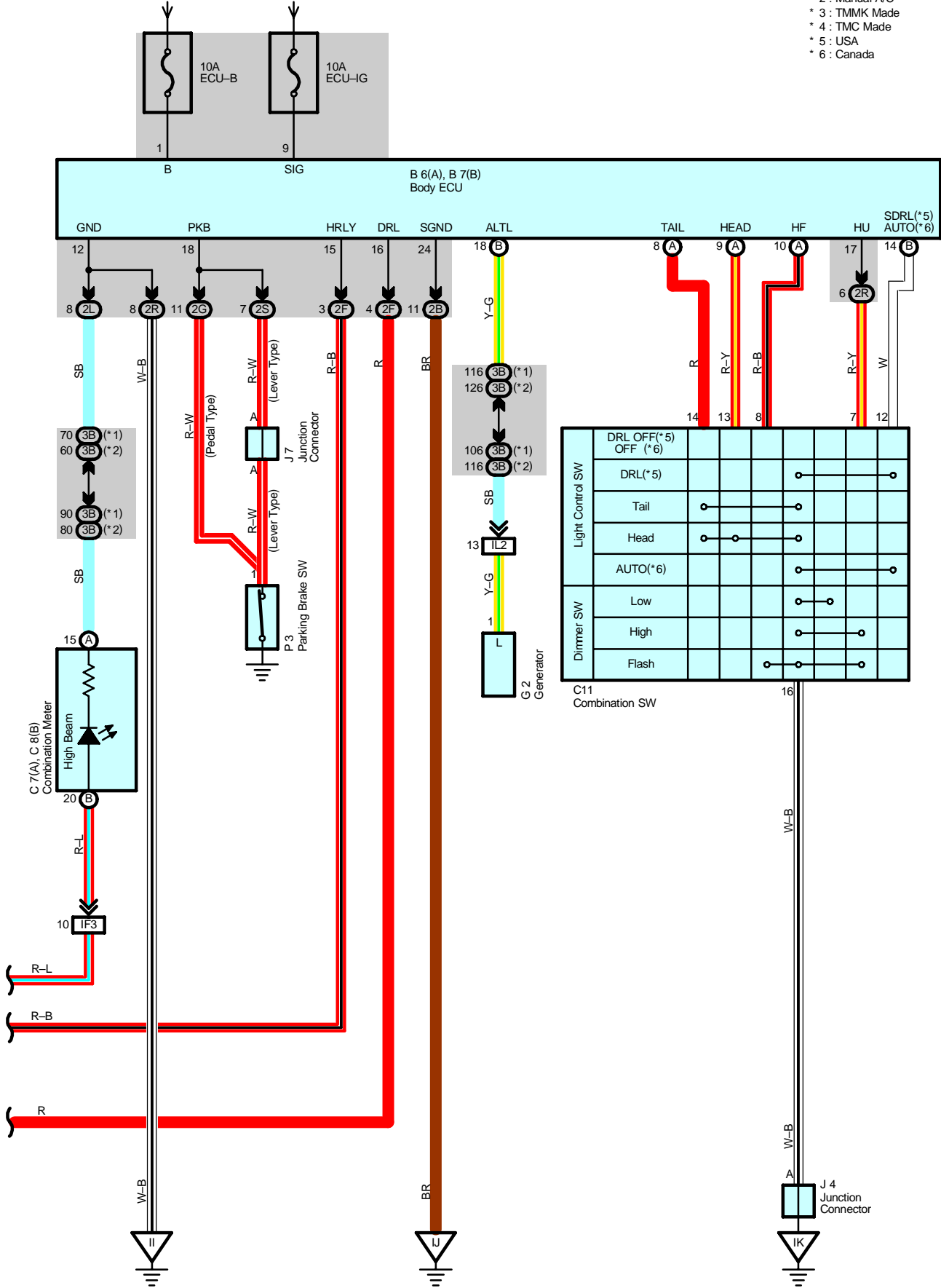
Position of Parts in Body



- | | |
|--|-------------------------------------|
| L 1 License Plate Light LH | R 6 Rear Combination Light LH |
| L 2 License Plate Light RH | R 7 Rear Combination Light RH |
| L 3 Luggage Compartment Door Key Unlock SW | R 8 Rear Speaker LH |
| L 4 Luggage Compartment Door Opener Motor | R 9 Rear Speaker RH |
| L 5 Luggage Compartment Light | R 10 Remote Control Mirror SW |
| M 2 Mirror Heater LH | S 15 Side Airbag Sensor LH |
| Remote Control Mirror LH | S 16 Side Airbag Sensor RH |
| M 3 Mirror Heater RH | V 9 Vanity Light LH |
| Remote Control Mirror RH | V 10 Vanity Light RH |
| M 4 Moon Roof Control ECU and Motor | V 11 Vapor Pressure Sensor |
| | V 12 VSV (Pressure Switching Valve) |
| N 2 Navigation ECU | |
| N 3 Navigation ECU | |
| N 4 Noise Filter | |
| P 6 Power Window Control SW Front RH | |
| P 7 Power Window Control SW Rear LH | |
| P 8 Power Window Control SW Rear RH | |
| P 9 Power Window Motor Front LH | |
| P 10 Power Window Motor Front RH | |
| P 11 Power Window Motor Rear LH | |
| P 12 Power Window Motor Rear RH | |
| P 13 Pretensioner LH | |
| P 14 Pretensioner RH | |

From Power Source System (See Page 62)

- * 1 : Automatic A/C
- * 2 : Manual A/C
- * 3 : TMMK Made
- * 4 : TMC Made
- * 5 : USA
- * 6 : Canada



System Outline

Fan Motor Operation (1MZ-FE)

With the ignition SW turned on, the current through the FAN RLY 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 or the water temp. SW No.2 is turned on, 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 FAN RLY fuse flows to the FAN NO.3 relay (Coil side) to TERMINAL 1 of the diode to TERMINAL 2 to TERMINAL (E) 3 of the engine control module causing the FAN NO.3 relay to turn on. As a result, the current through the CDS fuse flows to TERMINAL 5 of the FAN NO.3 relay to TERMINAL 3 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.

When the water temp. SW No.2 is turned on, the current from FAN RLY fuse flows to the FAN NO.3 relay (Coil side) to TERMINAL 1 of the water temp. SW No.2 to GROUND, causing the FAN NO.3 relay to turn on. As a result, the current through the CDS fuse flows the same route as above, rotating the motors at low speed.

2. High Speed Operation

With the pressure SW is turned on and/or the water temp. SW No.1 is turned on, the A/C condenser fan motor and the radiator fan motor rotate at high speed.

When the pressure SW is turned on, the current through the FAN RLY fuse flows to the FAN NO.1 and NO.2 relay (Coil side) to TERMINAL 3 of the pressure SW to TERMINAL 2 to GROUND, and the current through the FAN RLY fuse flows to the FAN NO.3 relay (Coil side) to TERMINAL 1 of the water temp. SW No.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 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 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 No.1 is turned on, the current through the FAN RLY fuse flows to the FAN NO.1 and NO.2 relay (Coil side) to TERMINAL 3 of the water temp. SW No.1 to TERMINAL 1 to GROUND, and the current through the FAN RLY fuse flows to the FAN NO.3 relay (Coil side) to TERMINAL 2 of the diode to TERMINAL 1 to TERMINAL 2 of the water temp. SW No.1 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 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 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.

Fan Motor Operation (2AZ-FE)

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

When the ignition SW is turned on and 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 FAN RLY fuse flows to the FAN NO.3 relay (Coil side) to TERMINAL 1 of the diode to TERMINAL 2 to TERMINAL (A) 2 of the engine control module causing the FAN NO.3 relay to turn on. As a result, the current through the CDS fuse flows to TERMINAL 5 of the FAN NO.3 relay to TERMINAL 3 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.