

## CHART C-12A (Page 1 of 2)

### ELECTRIC COOLING FAN CONTROL CIRCUIT DIAGNOSIS (NON A/C AND EARLY PRODUCTION A/C) 5.7L (VIN P) "F" CARLINE (SFI)

#### Circuit Description:

The cooling fans are controlled by the PCM based on various inputs. Battery voltage is supplied to the primary fan relay on terminal "D1" and on "F4" of the secondary fan relay. Ignition voltage is supplied to terminal "D5" of the primary fan relay and "F2" of the secondary fan relay. Grounding CKT 335 (relay terminal "D2") will energize the primary cooling fan relay (Fan 1) and supply battery voltage to the primary cooling fan motor. Grounding CKT 473 (relay terminal "F5") will energize the secondary cooling fan relay (Fan 2) and supply battery voltage to the secondary fan motor.

When certain Diagnostic Trouble Codes (DTCs) are set, the PCM will enable the cooling fans.

**Chart Test Description:** Number(s) below refer to circled number(s) on the diagnostic chart.

1. With the output/field service enable terminal grounded, the cooling fan control driver(s) will close, which should energize the fan control relay(s).

If vehicle is equipped with one cooling fan (non A/C) and cooling fan operation is OK, refer to diagnostic aids below for further diagnosis of cooling system.

2. Engine coolant temperature must be below 100°C (212°F) to perform this step. The cooling fans should come "ON" anytime A/C system is operating.
3. Comparing Tech 1 pressure and manifold gage set pressure will determine if the A/C refrigerant pressure sensor is out of range. An out of range A/C refrigerant pressure sensor can cause the cooling fans to operate at the wrong times.

**Diagnostic Aids:** If the owner complained of an overheating problem, it must be determined if the complaint was due to an actual boil over, or the warning indicator light, or engine coolant temperature gage indicated overheating.

The gage accuracy can also be checked by comparing the Engine Coolant Temperature (ECT) sensor reading using a Tech 1 and comparing its reading with the gage reading.

If the engine is actually overheating and the gage indicated overheating, but the cooling fan is not coming "ON," the Engine Coolant Temperature (ECT) sensor has probably shifted out of calibration and should be replaced.

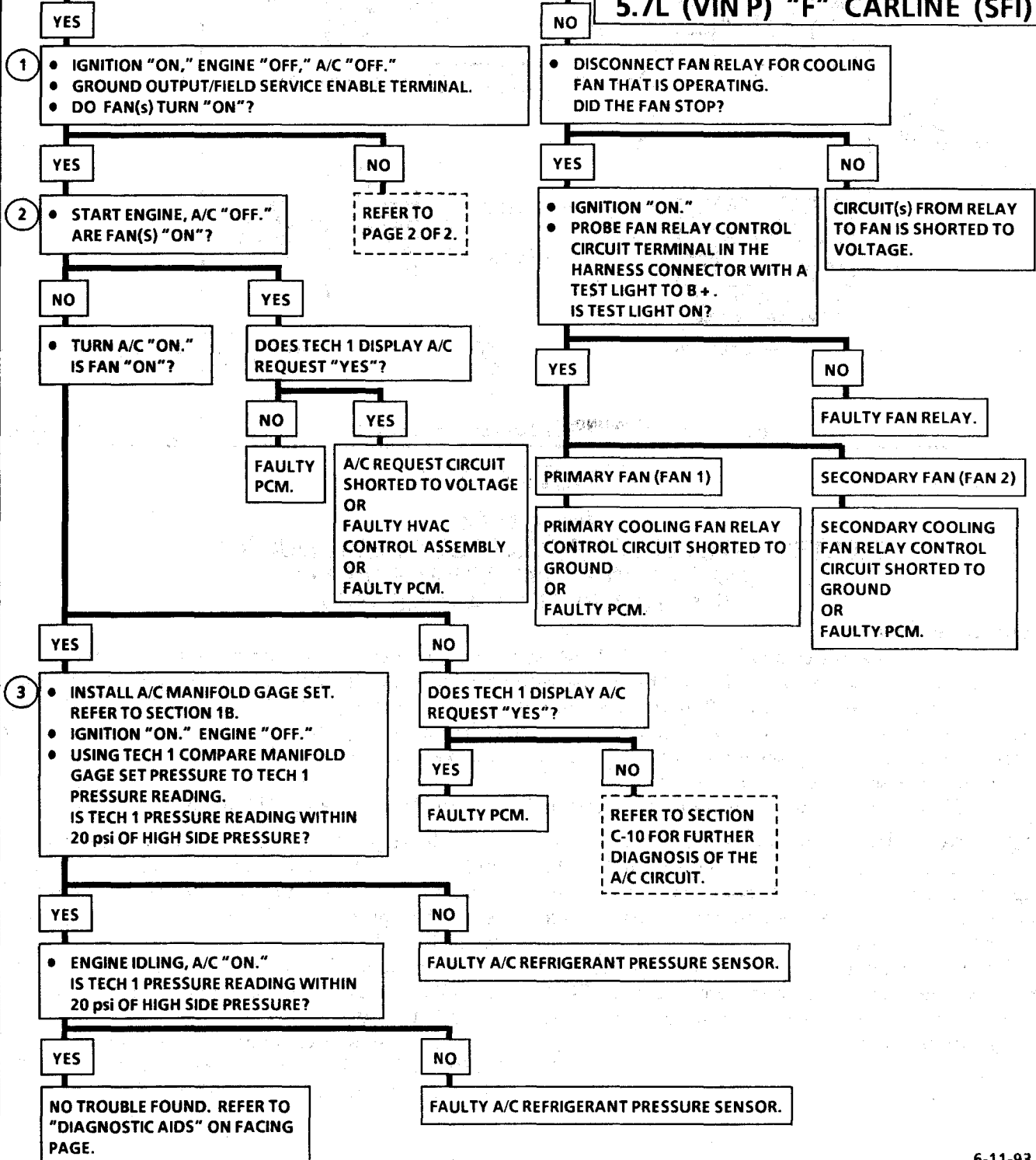
If the engine is overheating and the cooling fans are "ON," the cooling system should be checked, refer to SECTION 6B.

The PCM will command fan 1 "ON" at 108°C (226°F) and "OFF" at 105°C (221°F) and, fan 2 "ON" at 113°C (235°F) and "OFF" at 110°C (230°F).

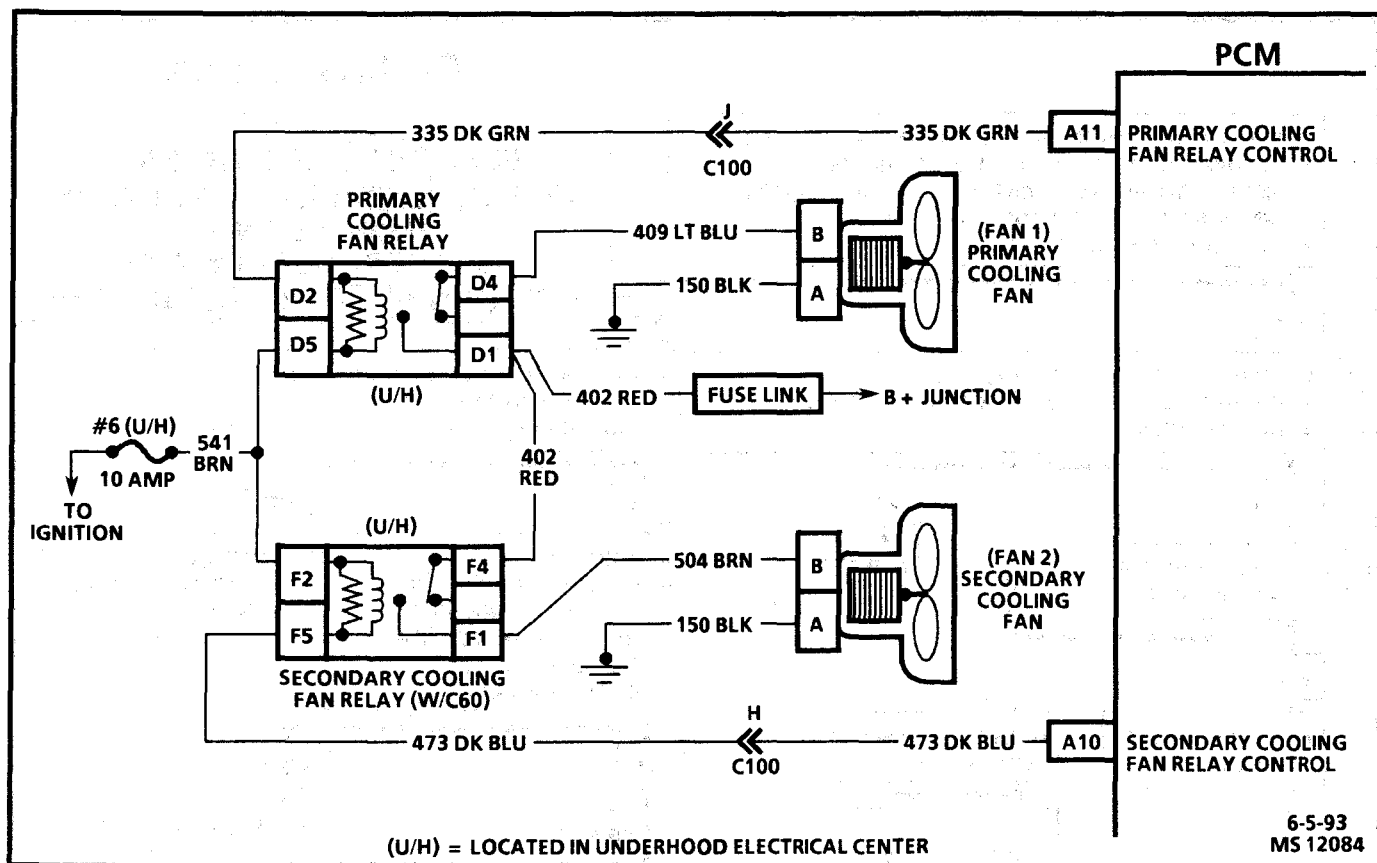
**CHART C-12A**

(Page 1 of 2)  
**ELECTRIC COOLING FAN  
 CONTROL CIRCUIT DIAGNOSIS**  
 (NON A/C AND  
 EARLY PRODUCTION A/C)  
 5.7L (VIN P) "F" CARLINE (SFI)

- IF ANY PCM DTC(s) ARE SET REFER TO DTC (s) CHART FIRST.
- BE SURE COOLING SYSTEM AND BELTS ARE OK.
- ENGINE COOLANT TEMPERATURE BELOW 100°C (212°F).
- IGNITION "ON," ENGINE "OFF," A/C "OFF."
- ARE COOLING FAN(S) "OFF"?



"AFTER REPAIRS," CONFIRM "CLOSED LOOP" OPERATION AND NO MIL (SERVICE ENGINE SOON).



## CHART C-12A

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### ELECTRIC COOLING FAN CONTROL CIRCUIT DIAGNOSIS (NON A/C AND EARLY PRODUCTION A/C) 5.7L (VIN P) "F" CARLINE (SFI)

#### Circuit Description:

The cooling fans are controlled by the PCM based on various inputs. Battery voltage is supplied to the primary fan relay on terminals "D1" and "F4" of the secondary fan relay. Ignition voltage is supplied to terminal "D5" of the primary fan relay and "F2" of the secondary fan relay. Grounding CKT 335 (relay terminal "D2") will energize the primary cooling fan relay (Fan 1) and supply battery voltage to the primary cooling fan motor. Grounding CKT 473 (relay terminal "F5") will energize the secondary cooling fan relay (Fan 2) and supply battery voltage to the secondary fan motor.

The PCM will enable the cooling fans, when certain Diagnostic Trouble Codes (DTCs) are set.

**Diagnostic Aids:** If the owner complained of an overheating problem, it must be determined if the complaint was due to an actual boil over, the warning indicator light, or engine coolant temperature gage indicated overheating.

The gage accuracy can also be checked by comparing the Engine Coolant Temperature (ECT) sensor reading using a Tech 1 and comparing its reading with the gage reading.

If the engine is actually overheating and the gage indicated overheating, but the cooling fan is not coming "ON," the Engine Coolant Temperature (ECT) sensor has probably shifted out of calibration and should be replaced.

If the engine is overheating and the cooling fans are "ON," the cooling system should be checked, refer to SECTION 6B.

The PCM will command fan 1 "ON" at 108°C (226°F) and "OFF" at 105°C (221°F) and an 2 "ON" at 113°C (235°F) and "OFF" at 110°C (230°F).

FROM  
CHART C-12  
(1 OF 2)

# CHART C-12A (Page 2 of 2)

## ELECTRIC COOLING FAN CONTROL CIRCUIT DIAGNOSIS (NON A/C AND EARLY PRODUCTION A/C) 5.7L (VIN P) "F" CARLINE (SFI)

### PRIMARY

- IGNITION "OFF."
- DISCONNECT PRIMARY COOLING FAN RELAY
- IGNITION "ON."
- PROBE FAN RELAY HARNESS TERMINALS "D1" AND "D5" WITH A TEST LIGHT CONNECTED TO GROUND.

LIGHT "ON" BOTH

- USING TECH 1 ACTIVATE "FAN CTRL PCM A11."
  - PROBE HARNESS TERMINAL "D2" WITH A TEST LIGHT CONNECTED TO B+.
- IS TEST LIGHT "ON"?

YES

- USING A FUSED JUMPER WIRE, JUMPER FAN RELAY HARNESS TERMINALS "D1" AND "D4" TOGETHER.
- DOES FAN OPERATE?

NO

- IGNITION "OFF."
  - DISCONNECT PRIMARY COOLING FAN ELECTRICAL CONNECTOR
  - IGNITION "ON."
  - JUMPER WIRE STILL INSTALLED AT RELAY HARNESS.
  - CONNECT A TEST LIGHT ACROSS COOLING FAN ELECTRICAL CONNECTOR TERMINALS.
- IS TEST LIGHT "ON"?

NO

- PROBE COOLING FAN MOTOR HARNESS CONNECTOR TERMINAL "B" WITH A TEST LIGHT CONNECTED TO GROUND.
- IS TEST LIGHT "ON"?

YES

FAULTY FAN MOTOR CONNECTION OR CIRCUIT 150 OPEN.

LIGHT "OFF" ONE OR BOTH

REPAIR OPEN OR SHORT TO GROUND IN CIRCUIT THAT DID NOT LIGHT.

NO

REPAIR OPEN OR SHORT TO VOLTAGE IN CKT 335. OR FAULTY PCM CONNECTION OR FAULTY PCM.

YES

FAULTY RELAY CONNECTION OR FAULTY RELAY.

### SECONDARY

- IGNITION "OFF."
- DISCONNECT SECONDARY COOLING FAN RELAY
- IGNITION "ON."
- PROBE FAN RELAY HARNESS TERMINALS "F2" AND "F4" WITH A TEST LIGHT CONNECTED TO GROUND.

LIGHT "ON" BOTH

- USING TECH 1 ACTIVATE "FAN CTRL PCM A10."
  - PROBE HARNESS TERMINAL "F5" WITH A TEST LIGHT CONNECTED TO B+.
- IS TEST LIGHT "ON"?

YES

- USING A FUSED JUMPER WIRE, JUMPER FAN RELAY HARNESS TERMINALS "F1" AND "F4" TOGETHER.
- DOES FAN OPERATE?

NO

- IGNITION "OFF."
  - DISCONNECT SECONDARY COOLING FAN ELECTRICAL CONNECTOR
  - IGNITION "ON."
  - JUMPER WIRE STILL INSTALLED AT RELAY HARNESS.
  - CONNECT A TEST LIGHT ACROSS COOLING FAN ELECTRICAL CONNECTOR TERMINALS.
- IS TEST LIGHT "ON"?

NO

- PROBE COOLING FAN MOTOR HARNESS CONNECTOR TERMINAL "B" WITH A TEST LIGHT CONNECTED TO GROUND.
- IS TEST LIGHT "ON"?

YES

FAULTY FAN MOTOR CONNECTION OR CIRCUIT 150 OPEN.

LIGHT "OFF" ONE OR BOTH

REPAIR OPEN OR SHORT TO GROUND IN CIRCUIT THAT DID NOT LIGHT.

NO

REPAIR OPEN OR SHORT TO VOLTAGE IN CKT 473. OR FAULTY PCM CONNECTION OR FAULTY PCM.

YES

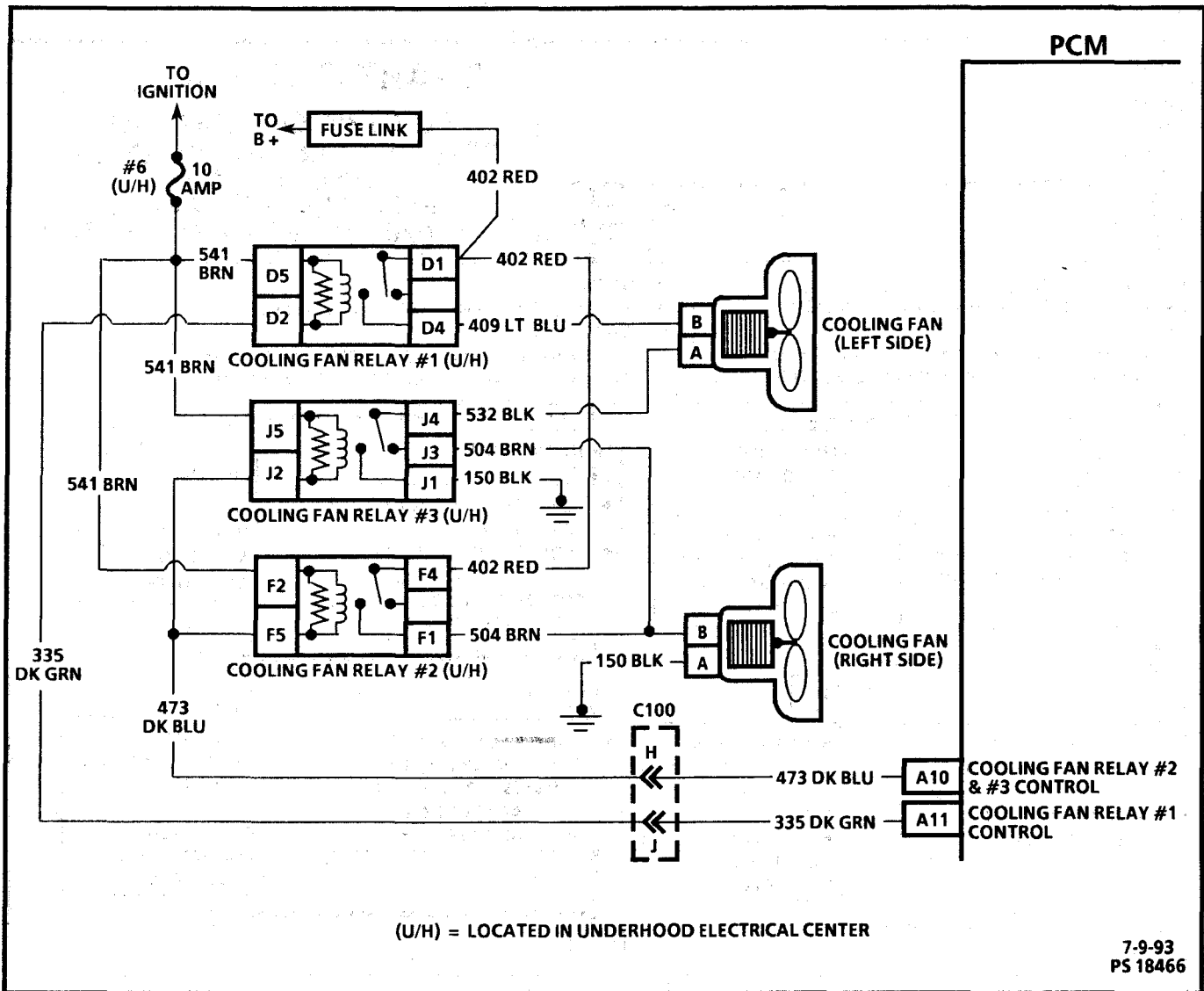
FAULTY RELAY CONNECTION OR FAULTY RELAY.

YES

FAULTY CONNECTION AT FAN MOTOR OR FAULTY FAN MOTOR.

NO

OPEN IN CIRCUIT 504 BETWEEN RELAY AND COOLING FAN MOTOR.



## CHART C-12B (Page 1 of 4)

### ELECTRIC COOLING FAN CONTROL CIRCUIT DIAGNOSIS (LATE PRODUCTION A/C)

#### 5.7 (VIN P) "F" CARLINE (SFI)

#### Circuit Description:

The cooling fans are controlled by the PCM based on various inputs. Ignition voltage is supplied to all three cooling fan relay coils on CKT 541. The PCM controls cooling fan relay #1 by providing the ground path through CKT 335. The PCM controls cooling fan relays #2 and #3 together by providing the ground path through CKT 473. When cooling fan relay #1 is energized the cooling fans are connected in series and operate together at low speed. When all three relays are energized the fans are connected in parallel and operate together at high speed. When certain DTCs are set, the PCM will enable cooling fans.

**Chart Test Description:** Number(s) below refer to circled number(s) on the diagnostic chart.

1. The cooling fans should come "ON" anytime A/C system is operating.
2. Comparing Tech 1 pressure and manifold gage set pressure will determine if the A/C refrigerant pressure sensor is out of range. An out of range A/C refrigerant pressure sensor can cause the cooling fans to operate at the wrong times.

**Diagnostic Aids:** If the owner complained of an overheating problem, it must be determined if the

complaint was due to an actual boil over, or the warning indicator light, or engine coolant temperature gage indicated overheating.

If the engine is overheating and the cooling fans are "ON," the cooling system should be checked, refer to SECTION 6B.

The PCM will command low speed fans "ON" at 108°C (226°F) and "OFF" at 105°C (221°F) and, high speed fans "ON" at 113°C (235°F) and "OFF" at 110°C (230°F).

**CHART C-12B**

(Page 1 of 4)

**ELECTRIC COOLING FAN CONTROL  
CIRCUIT DIAGNOSIS  
(LATE PRODUCTION A/C)  
5.7L (VIN P) "F" CARLINE (SFI)**

- IF ANY DTCs ARE SET PERFORM THOSE CHARTS FIRST.
- CHECK COOLING SYSTEM.
- COOLANT BELOW 100°C (212°F).
- IGNITION "ON," ENGINE "OFF," A/C "OFF."
- FANS SHOULD BE "OFF."
- ARE THEY?

YES

- USING TECH 1 ACTIVATE FAN CTRL PCM A11". DO BOTH FANS TURN "ON"?

YES

- USING TECH 1 ACTIVATE "FAN CTRL PCM A10". DO BOTH FANS SWITCH TO HIGH SPEED?

YES

- USING TECH 1 EXIT OUTPUTS START ENGINE, A/C "OFF." ARE FANS "ON"?

NO

1

- TURN A/C "ON." ARE FANS "ON"?

YES

2

- INSTALL A/C MANIFOLD GAGE SET. REFER TO SECTION 1B.
- IGNITION "ON." ENGINE "OFF."
- USING TECH 1 COMPARE MANIFOLD GAGE SET PRESSURE TO TECH 1 PRESSURE READING. IS TECH 1 PRESSURE READING WITHIN 20 psi OF HIGH SIDE PRESSURE?

YES

- ENGINE IDLING, A/C "ON." IS TECH 1 PRESSURE READING WITHIN 20 psi OF HIGH SIDE PRESSURE?

YES

NO TROUBLE FOUND. REFER TO "DIAGNOSTIC AIDS" ON FACING PAGE.

NO

- DISCONNECT FAN RELAY #1.
- FANS SHOULD BE "OFF."
- ARE THEY?

NO

- DISCONNECT FAN RELAY #3.
- FANS SHOULD BE "OFF."
- ARE THEY?

NO

- WITH TEST LIGHT TO B + PROBE FAN RELAY #3 CONNECTOR TERMINAL "F5". IS THE LIGHT ON?

YES

- WITH LIGHT STILL CONNECTED, DISCONNECT PCM CONNECTOR "A". IS LIGHT "ON"?

YES

- CONTROL CIRCUIT SHORT TO GROUND.

CIRCUITS 409 AND/OR 504 SHORTED TO B +.

NO

REFER TO SECTION C-10 FOR FURTHER DIAGNOSIS OF THE A/C CIRCUIT.

NO

FAULTY A/C REFRIGERANT PRESSURE SENSOR.

NO

FAULTY A/C REFRIGERANT PRESSURE SENSOR.

YES

- WITH TEST LIGHT TO B +, PROBE FAN RELAY #1 CONNECTOR TERMINAL "D2". IS THE LIGHT "ON"?

YES

- IGNITION "OFF."
- WITH LIGHT STILL CONNECTED, DISCONNECT PCM CONNECTOR "A".
- IGNITION "ON." IS LIGHT "ON"?

YES

- CONTROL CIRCUIT SHORT TO GROUND.

NO

FAULTY PCM

NO

FAULTY PCM

NO

FAULTY PCM

NO

FAULTY PCM

NO

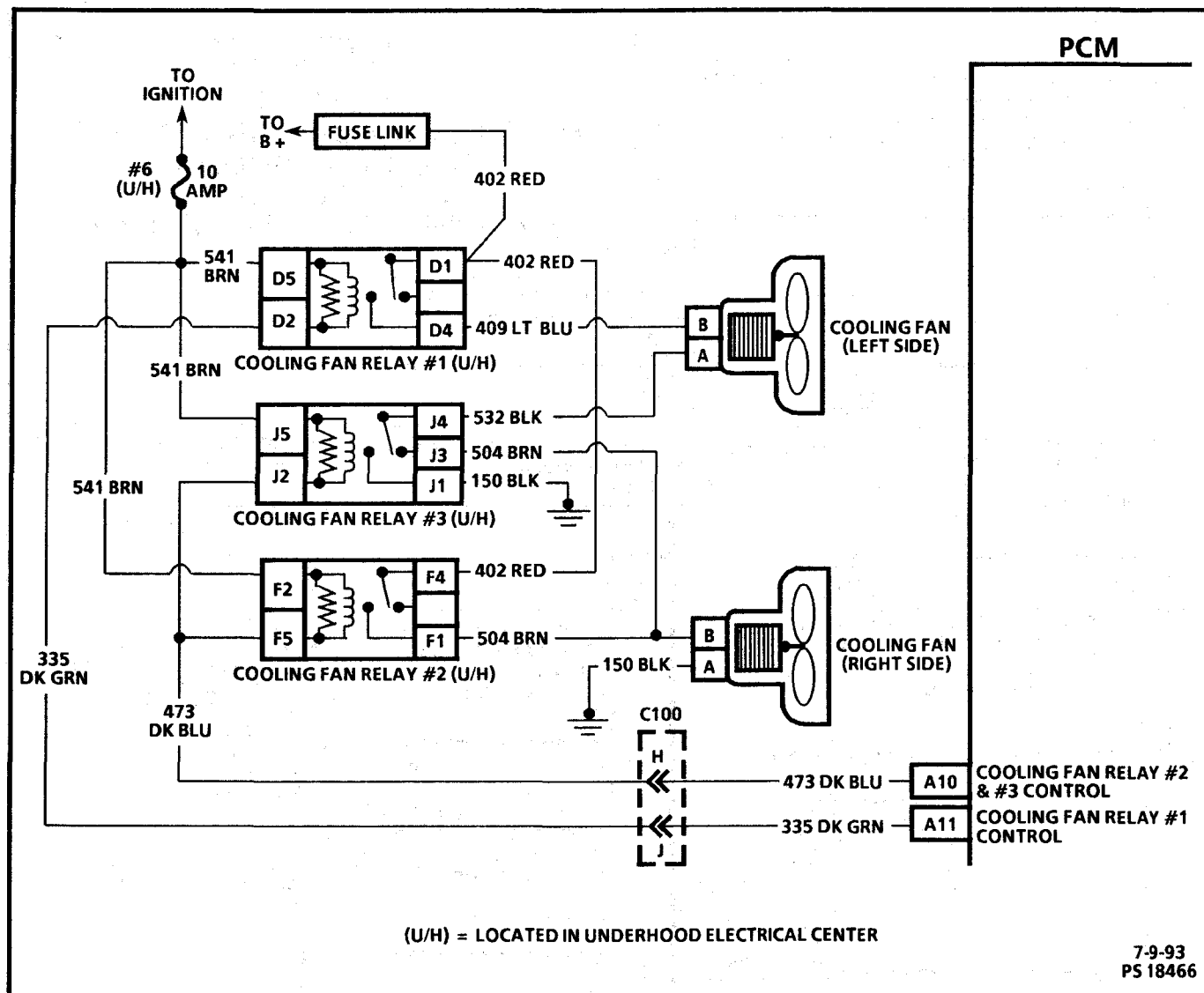
FAULTY PCM

NO

FAULTY PCM

NO

FAULTY PCM



## CHART C-12B (Page 2 of 4)

### ELECTRIC COOLING FAN CONTROL CIRCUIT DIAGNOSIS (LATE PRODUCTION A/C) 5.7 (VIN P) "F" CARLINE (SFI)

#### Circuit Description:

The cooling fans are controlled by the PCM based on various inputs. Ignition voltage is supplied to all three cooling fan relay coils on CKT 541. The PCM controls cooling fan relay #1 by providing the ground path through CKT 335. The PCM controls cooling fan relays #2 and #3 together by providing the ground path through CKT 473. When cooling fan relay #1 is energized the cooling fans are connected in series and operate together at low speed. When all three relays are energized the fans are connected in parallel and operate together at high speed. When certain DTCs are set, the PCM will enable cooling fans.

**Diagnostic Aids:** If the owner complained of an overheating problem, it must be determined if the complaint was due to an actual boil over, or the warning indicator light, or engine coolant temperature gage indicated overheating.

If the engine is overheating and the cooling fans are "ON," the cooling system should be checked, refer to SECTION 6B.

The PCM will command low speed fans "ON" at 108°C (226°F) and "OFF" at 105°C (221°F) and, high speed fans "ON" at 113°C (235°F) and "OFF" at 110°C (230°F).

**CHART C-12B**

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**ELECTRIC COOLING FAN CONTROL  
CIRCUIT DIAGNOSIS  
(LATE PRODUCTION A/C)  
5.7L (VIN P) "F" CARLINE (SFI)**FROM CHART C-12  
1 OF 4.DID EITHER FAN  
TURN "ON"?

NO

- USING TECH 1 ACTIVATE "FAN CTRL PCM A11".
- DISCONNECT FAN RELAY #1
- WITH TEST LIGHT TO B+, PROBE RELAY CONNECTOR TERMINAL "D2". IS LIGHT "ON"?

YES

- WITH TEST LIGHT TO GROUND PROBE FAN RELAY CONNECTOR TERMINALS "D5" AND "D1."
- LIGHT SHOULD BE "ON" FOR BOTH CIRCUITS. IS IT?

YES

REPAIR OPEN  
OR SHORT TO  
GROUND ON  
CIRCUIT THAT  
DID NOT LIGHT.

NO

NO

- TEST LIGHT STILL CONNECTED.
- IGNITION "OFF."
- DISCONNECT PCM CONNECTOR "A".
- PROBE PCM HARNESS CONNECTOR TERMINAL "A11" WITH FUSED JUMPER TO GROUND. IS LIGHT "ON"?

NO

RELAY  
CONTROL  
CIRCUIT OPEN  
OR SHORTED  
TO B+.

YES

FAULTY PCM  
CONNECTIONS  
OR  
FAULTY PCM.

YES

- USING TECH 1 ACTIVATE "FAN CTRL PCM A11".
- DISCONNECT THE FAN WHICH IS NOT OPERATING. DID THE OTHER FAN TURN "OFF"?

NO

- DISCONNECT FAN RELAY #2. DID THE FAN TURN "OFF"?

YES

RELAY #2 FAULTY.

YES

THE FAN WHICH  
WAS NOT  
OPERATING IS  
FAULTY.

NO

CIRCUIT 532 SHORTED  
TO GROUND.

NO

- DISCONNECT THE LEFT FAN.
- WITH A TEST LIGHT TO GROUND, PROBE FAN HARNESS CONNECTOR TERMINAL "B". IS THE LIGHT "ON"?

YES

- CONNECT A SECOND FUSED JUMPER WIRE BETWEEN FAN HARNESS CONNECTOR TERMINALS. IS THE RIGHT FAN "ON"?

NO

- RECONNECT LEFT FAN.
- DISCONNECT FAN RELAY #3.
- USING A TEST LIGHT TO GROUND. PROBE FAN RELAY #3 HARNESS CONNECTOR TERMINAL "J4." IS THE LIGHT "ON"?

YES

CONTINUED ON PAGE 3 OF 4.

YES

FAN RELAY #1 FAULTY

NO

OPEN CIRCUIT 409.

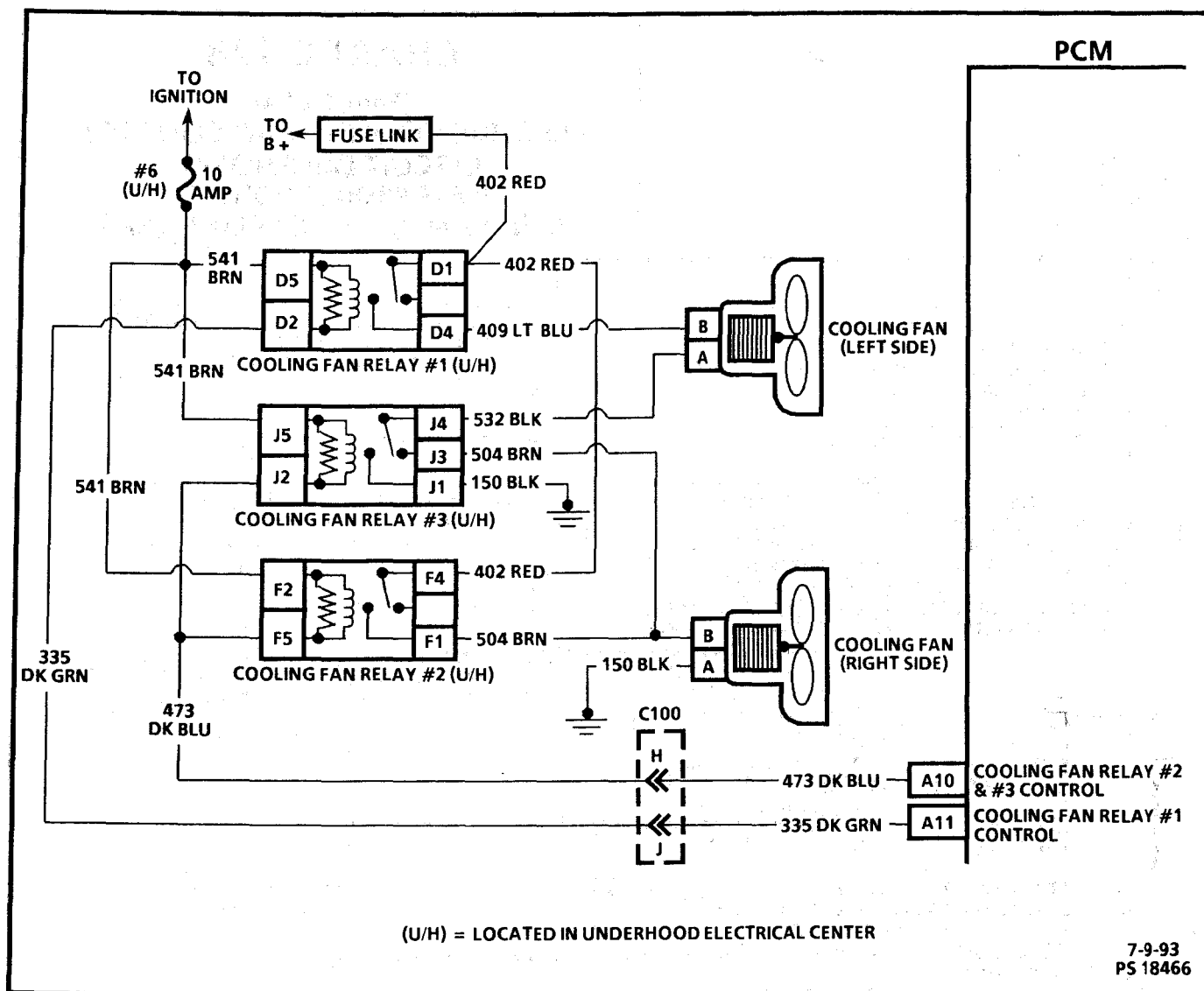
YES

FAULTY LEFT FAN MOTOR CONNECTIONS  
OR  
FAULTY LEFT FAN MOTOR.

NO

OPEN CIRCUIT 532.





## CHART C-12B (Page 3 of 4)

### ELECTRIC COOLING FAN CONTROL CIRCUIT DIAGNOSIS (LATE PRODUCTION A/C)

#### 5.7 (VIN P) "F" CARLINE (SFI)

#### Circuit Description:

The cooling fans are controlled by the PCM based on various inputs. Ignition voltage is supplied to all three cooling fan relay coils on CKT 541. The PCM controls cooling fan relay #1 by providing the ground path through CKT 335. The PCM controls cooling fan relays #2 and #3 together by providing the ground path through CKT 473. When cooling fan relay #1 is energized the cooling fans are connected in series and operate together at low speed. When all three relays are energized the fans are connected in parallel and operate together at high speed. When certain DTCs are set, the PCM will enable cooling fans.

**Diagnostic Aids:** If the owner complained of an overheating problem, it must be determined if the complaint was due to an actual boil over, or the warning indicator light, or engine coolant temperature gage indicated overheating.

If the engine is overheating and the cooling fans are "ON," the cooling system should be checked, refer to SECTION 6B.

The PCM will command low speed fans "ON" at 108°C (226°F) and "OFF" at 105°C (221°F) and, high speed fans "ON" at 113°C (235°F) and "OFF" at 110°C (230°F).

**CHART C-12B**

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**ELECTRIC COOLING FAN CONTROL  
CIRCUIT DIAGNOSIS  
(LATE PRODUCTION A/C)  
5.7L (VIN P) "F" CARLINE (SFI)**

CONTINUED FROM PAGE 2 OF 4

- USING THE SECOND JUMPER WIRE, CONNECT FAN RELAY #3 HARNESS CONNECTOR TERMINALS "J4" AND "J3." DO THE FANS COME "ON"?

NO

- RECONNECT FAN RELAY #3.
- DISCONNECT RIGHT FAN.
- WITH A TEST LIGHT TO GROUND, PROBE FAN HARNESS CONNECTOR TERMINAL "B". IS THE LIGHT "ON"?

YES

- CONNECT THE SECOND JUMPER WIRE BETWEEN FAN HARNESS CONNECTOR TERMINALS. IS THE LEFT FAN "ON"?

YES

FAULTY RIGHT FAN MOTOR CONNECTIONS  
OR  
FAULTY RIGHT FAN MOTOR.

YES

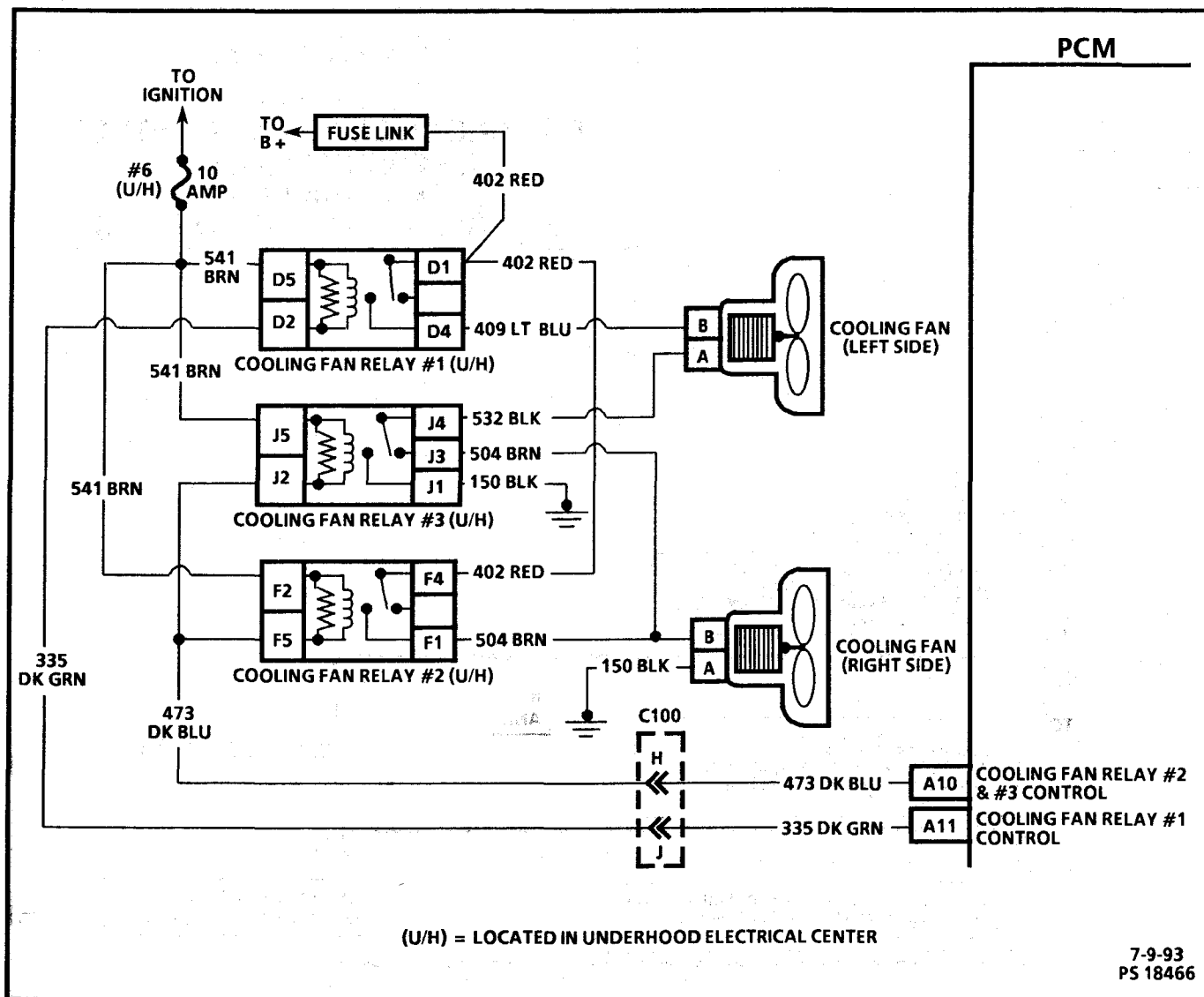
FAN RELAY #3 FAULTY.

NO

CKT 504 OPEN BETWEEN  
SPLICE AND FAN RELAY #3.

NO

CKT 150 OPEN.



### CHART C-12B (Page 4 of 4)

## ELECTRIC COOLING FAN CONTROL CIRCUIT DIAGNOSIS (LATE PRODUCTION A/C) 5.7 (VIN P) "F" CARLINE (SFI)

### Circuit Description:

The cooling fans are controlled by the PCM based on various inputs. Ignition voltage is supplied to all three cooling fan relay coils on CKT 541. The PCM controls cooling fan relay #1 by providing the ground path through CKT 335. The PCM controls cooling fan relays #2 and #3 together by providing the ground path through CKT 473. When cooling fan relay #1 is energized the cooling fans are connected in series and operate together at low speed. When all three relays are energized the fans are connected in parallel and operate together at high speed. When certain DTCs are set, the PCM will enable cooling fans.

**Chart Test Description:** Number(s) below refer to circled number(s) on the diagnostic chart.

1. It may be necessary to raise the vehicle and observe the cooling fans from underneath during this test. Both fans should operate at low speed when "FAN CTRL PCM A11" is activated. Both fans should operate at high speed when "FAN CTRL PCM A10" is activated.

**Diagnostic Aids:** If the owner complained of an overheating problem, it must be determined if the complaint was due to an actual boil over, or the warning indicator light, or engine coolant temperature gage indicated overheating.

If the engine is overheating and the cooling fans are "ON," the cooling system should be checked, refer to SECTION 6B.

The PCM will command low speed fans "ON" at 108°C (226°F) and "OFF" at 105°C (221°F) and, high speed fans "ON" at 113°C (235°F) and "OFF" at 110°C (230°F).

**CHART C-12B**

(Page 4 of 4)

**ELECTRIC COOLING FAN CONTROL  
CIRCUIT DIAGNOSIS  
(LATE PRODUCTION A/C)  
5.7L (VIN P) "F" CARLINE (SFI)**FROM CHART C-12  
1 OF 4.

1

- USING TECH 1 ACTIVATE "FAN CTRL PCM A11".
- WHILE OBSERVING FANS, ACTIVATE "FAN CTRL PCM A10".

**BOTH FANS OPERATE (NO CHANGE).**

- IGNITION "OFF."
  - DISCONNECT PCM CONNECTOR "A".
  - DISCONNECT FAN RELAY #1.
  - JUMPER RELAY HARNESS CONNECTOR TERMINAL "D1" TO "D4".
  - IGNITION "ON."
  - PROBE PCM HARNESS CONNECTOR TERMINAL "A10" WITH A FUSED JUMPER TO GROUND.
- DO THE FANS SWITCH FROM LOW TO HIGH SPEED?

NO

CKT 473 OPEN  
OR  
SHORTED TO B+.

YES

FAULTY PCM  
CONNECTIONS  
OR  
FAULTY PCM.

**LEFT FAN STOPS OPERATING.**

- DISCONNECT FAN RELAY #3.
  - PROBE RELAY HARNESS CONNECTOR TERMINAL "J2" WITH A TEST LIGHT TO B+.
  - USING TECH 1 ACTIVATE "FAN CTRL PCM A10".
- IS THE LIGHT "ON"?

YES

- PROBE FAN RELAY #3 HARNESS CONNECTOR TERMINAL "J1" WITH A TEST LIGHT TO B+.
- IS THE LIGHT "ON"?

YES

- PROBE FAN RELAY #3 HARNESS CONNECTOR TERMINAL "J5" WITH A TEST LIGHT TO GROUND.
- IS THE LIGHT "ON"?

YES

FAN RELAY #3  
FAULTY.

NO

CIRCUIT 473  
OPEN  
BETWEEN FAN  
RELAY #3  
AND SPLICE.

NO

CKT 150  
OPEN.

NO

CIRCUIT 541  
OPEN TO FAN  
RELAY #3.

**RIGHT FAN STOPS OPERATING.**

- DISCONNECT FAN RELAY #2.
  - PROBE RELAY HARNESS CONNECTOR TERMINAL "F5" WITH A TEST LIGHT TO B+.
  - USING TECH 1 ACTIVATE "FAN CTRL PCM A10".
- IS THE LIGHT "ON"?

YES

- PROBE FAN RELAY #2 HARNESS CONNECTOR TERMINAL "F2" WITH A TEST LIGHT TO GROUND.
- IS THE LIGHT "ON"?

YES

- PROBE RELAY #2 HARNESS CONNECTOR TERMINAL "F4" WITH A TEST LIGHT TO GROUND.
- IS THE LIGHT "ON"?

YES

- JUMPER RELAY #2 HARNESS CONNECTOR TERMINAL "F4" TO "F1".
- IS THE RIGHT FAN "ON"?

YES

FAN  
RELAY #2  
FAULTY.

NO

CIRCUIT 473  
OPEN  
BETWEEN  
FAN  
RELAY #2  
AND  
SPLICE.

NO

CIRCUIT 402  
OPEN BETWEEN  
RELAY #2 AND  
FUSELINK.

NO

CKT 541 OPEN  
TO FAN RELAY  
#2.

NO

CIRCUIT 504  
OPEN BETWEEN  
FAN  
RELAY #2 AND  
SPLICE.