DESCRIPTION AND OPERATION (Continued)

Manual Overrides

There are six manual override buttons along the lower edge of the control assembly. Each affects system operation as follows.

(7) MAX A/C

Depressing the MAX A/C button will display "60 MAX A/C" in the display window. The system will go to high blower with a maximum cool discharge temperature while also going into recirculation function.

(8) VENT

Depressing the VENT button will display "VENT" in the display window. The system will operate with fresh air in the panel function. The A/C clutch will be turned off.

(9) PNL/FLR

Depressing the PNL-FLR button will display "PANEL FLOOR" in the display window. The air will be discharged equally between the panel and the floor. The A/C clutch will be on.

(10) FLOOR

Depressing the FLOOR button will display "FLOOR" in the display window. The majority of the air distribution will be directed through the floor ducts with a small bleed to the side window demisters and the defroster nozzle.

(11) FLR-DEF

Depressing the FLR DEF button will display "FLOOR DEFROST" in the display window and results in a mix position, with the air distributed equally between the defroster nozzle and the floor ducts, with a small bleed out the side window demisters.

(12) DEFROST

Depressing the DEFROST button lights the "DEFROST" indicator and directs the majority of the airflow through the defroster nozzle, with a small bleed to the side window demisters and the floor ducts.

(13) Blower Speed Override Thumbwheel

Rotating the blower speed override thumbwheel more than 10 degrees will turn on the AUTOMATIC blower indicator and provide manual control of the blower speed. Rotating the wheel fully down against its lower stop locks the blower at its lowest speed. Rotating the wheel fully up against the stop, locks the blower at its highest speed.

Depressing the AUTOMATIC button will resume automatic blower control and the AUTO blower indicator will turn off.

Constant Control Relay Module (CCRM)

Vehicles equipped with an engine mounted in the transverse position are also equipped with an electric engine cooling fan. A constant control relay module (CCRM) incorporates circuit control provisions for various engine functions as well as for the engine cooling fan and the A/C compressor clutch coil. When the engine coolant temperature reaches approximately 105°C (221°F), the cooling fan is energized. If an A/C function is chosen, the compressor clutch coil will energize only when the engine cooling fan is operating.

NOTE: The following conditions may cause the A/C compressor to disengage due to the CCRM:

1. Wide Open Throttle (WOT)
2. Very high or too low engine speed
3. Engine cranking
4. High engine coolant temperature of 118°C (245°F)

The following illustrations provide schematics of the circuit involved. They also illustrate and chart the pin-outs in the integral connector for the module.