The ECU makes the low speed relay operating after receiving the A/C switch closed signal, then the fan begins to work. When the water temperature is higher than certain degree, ECU will make the fan‘s high speed relay operating automatically, then the high speed fan works.

The pressure switch in this circuit is fitted on the side of the high pressure loop (i.e. drying bottle mouth) of the air conditioning cooling midum loop, its function is to protect refrigeration loop when abnormal pressures occurs due to over-charged refrigerant or gas leakage. Pressure switch signals are sent to the ECU that will stop the compressor by disconnecting the air conditioner relay when the pressure switch disconnects for some reasons.

The temperature sensor in this circuit is an electric one (thermistor), the resistance value of which changes as temperature changes. So the thermistor connects or disconnects the electric magnetic clutch, drive or stop the compressor by sensing air temperature blew by air conditioner. Therefore it can control the interior temperature and avoid frosting to make a constant temperature.

The ECU controls the compressor’s electric magnetic clutch and condensator fan motor on basis of detecting the running condition for engine and signals from sensors. ECU will connect air conditioner and condensator fan only when the following conditions are met:

Engine rotate speed: 600-6000r/min

Engine cooling temperature:below 110℃

Evaporator temperature:over 4℃

Refrigerant pressure switch:on

AC switch and the air blower switch:on

Section 2 Safety Cautions for Air conditioning System

1. Do not deal with the refrigerant in closed place or colse to fire.
2. Be sure to take safety goggles.
3. Take good care of the refrigerant. Avoid the liquid refrigerant to splash into your