

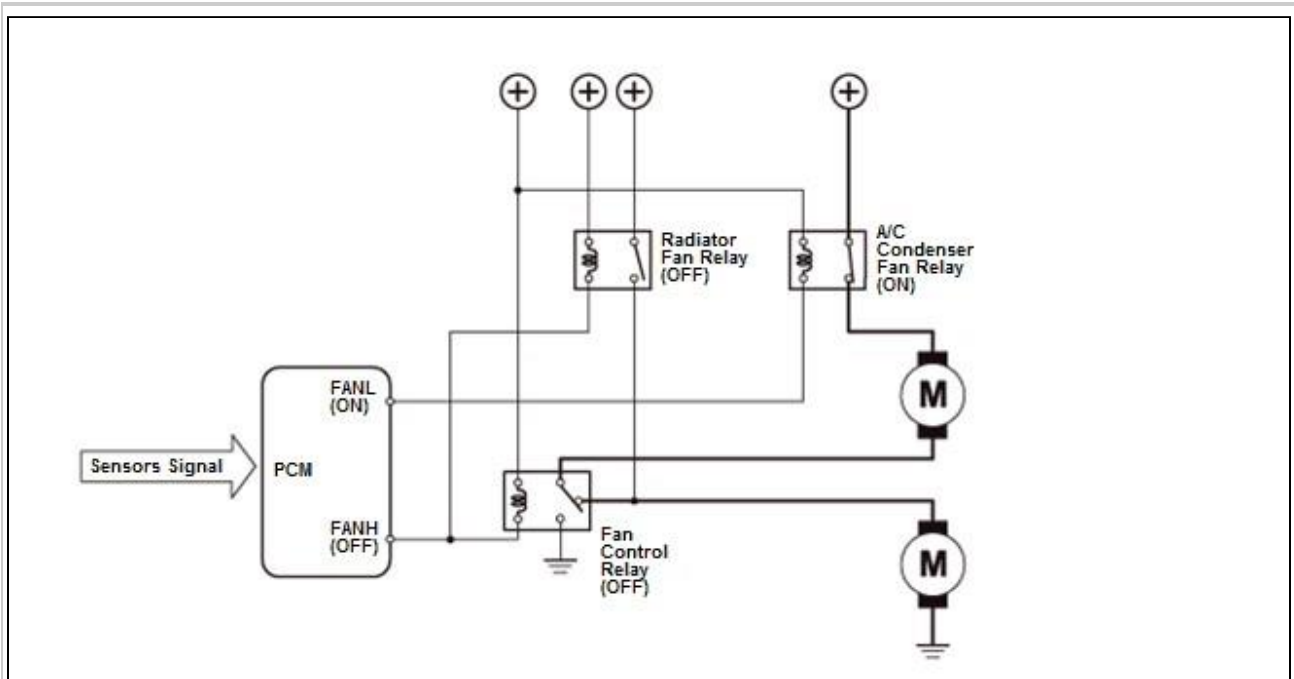
## DESCRIPTION > COOLING FAN CONTROLS SYSTEM DESCRIPTION - OVERVIEW (2013-18)

### Overview

Receiving various signals, such as coolant temperature signals and refrigerant compression signals, from sensors, the PCM performs the fan control switching the fan speed (HI/LO) as needed. This control efficiently operates the radiator fan and A/C condenser fan, and improves fuel efficiency by reducing electrical load.

### Fan LO Control Operation

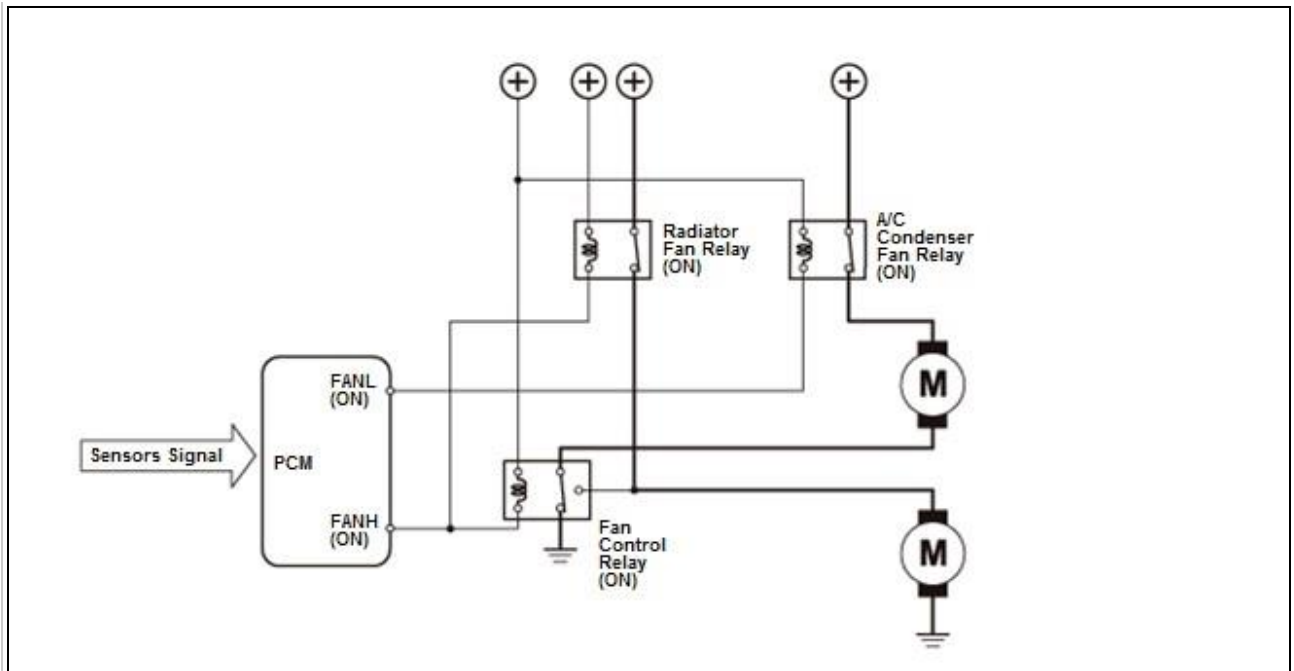
In fan LO control, the PCM switches the FANL terminal to the ON position, and that switches the A/C condenser fan relay to the ON position. Then, current flows from the 12 volt battery to the A/C condenser fan relay, A/C condenser fan motor, fan control relay and radiator fan motor. This completes a series connection between the A/C condenser fan motor and radiator fan motor, and causes the fan rotates at a low speed.



Courtesy of HONDA, U.S.A., INC.

### Fan HI Control Operation

In fan HI control, the PCM switches the FANL terminal and FANH terminal to the ON position, and that switches the radiator fan relay and A/C condenser fan relay to the ON position. At the same time, the fan control relay switches to the ON position, therefore current from the 12 volt battery flows in two different directions, the first direction is to the A/C condenser fan relay, A/C condenser fan motor and fan control relay, and another is to the radiator fan relay and radiator fan motor. This completes a parallel connection between the radiator fan motor and A/C condenser fan motor, and causes the fan rotates at a high speed.



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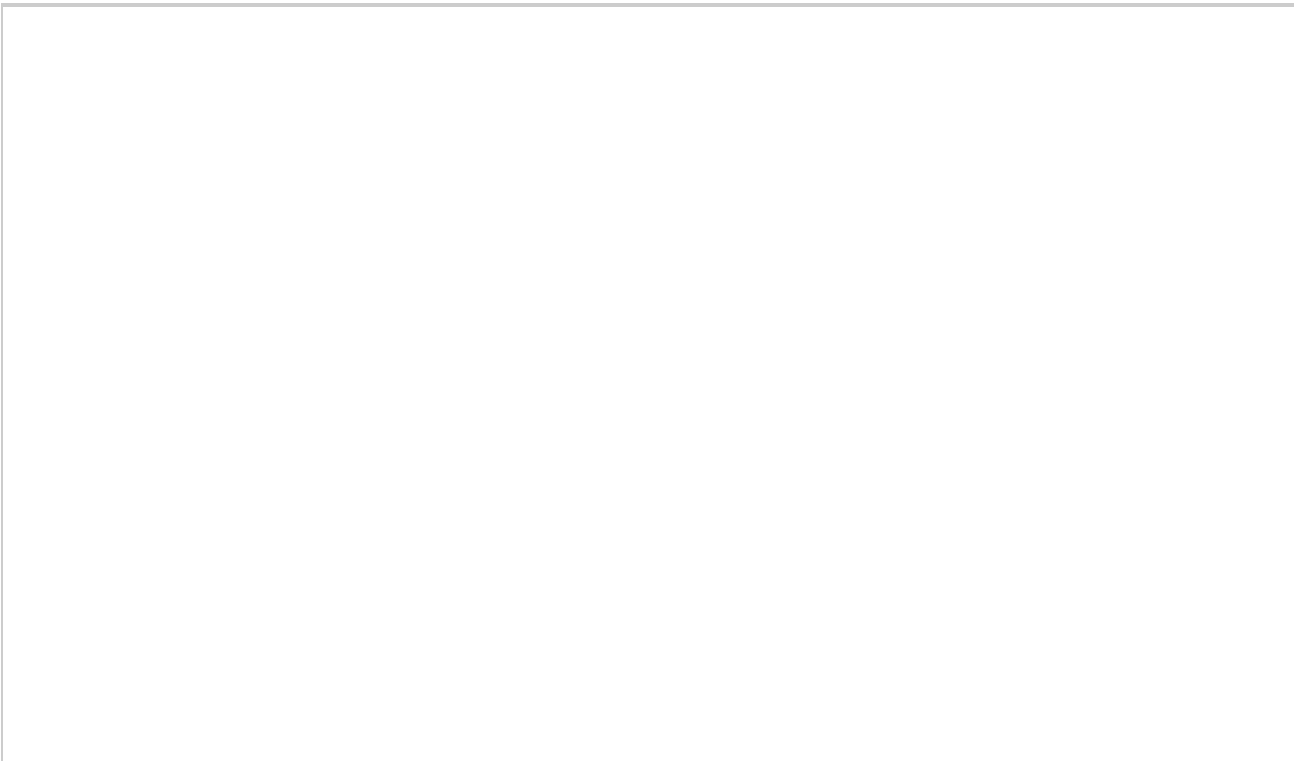
## DESCRIPTION > COOLING SYSTEM DESCRIPTION - COOLING CIRCUIT (2016-18)

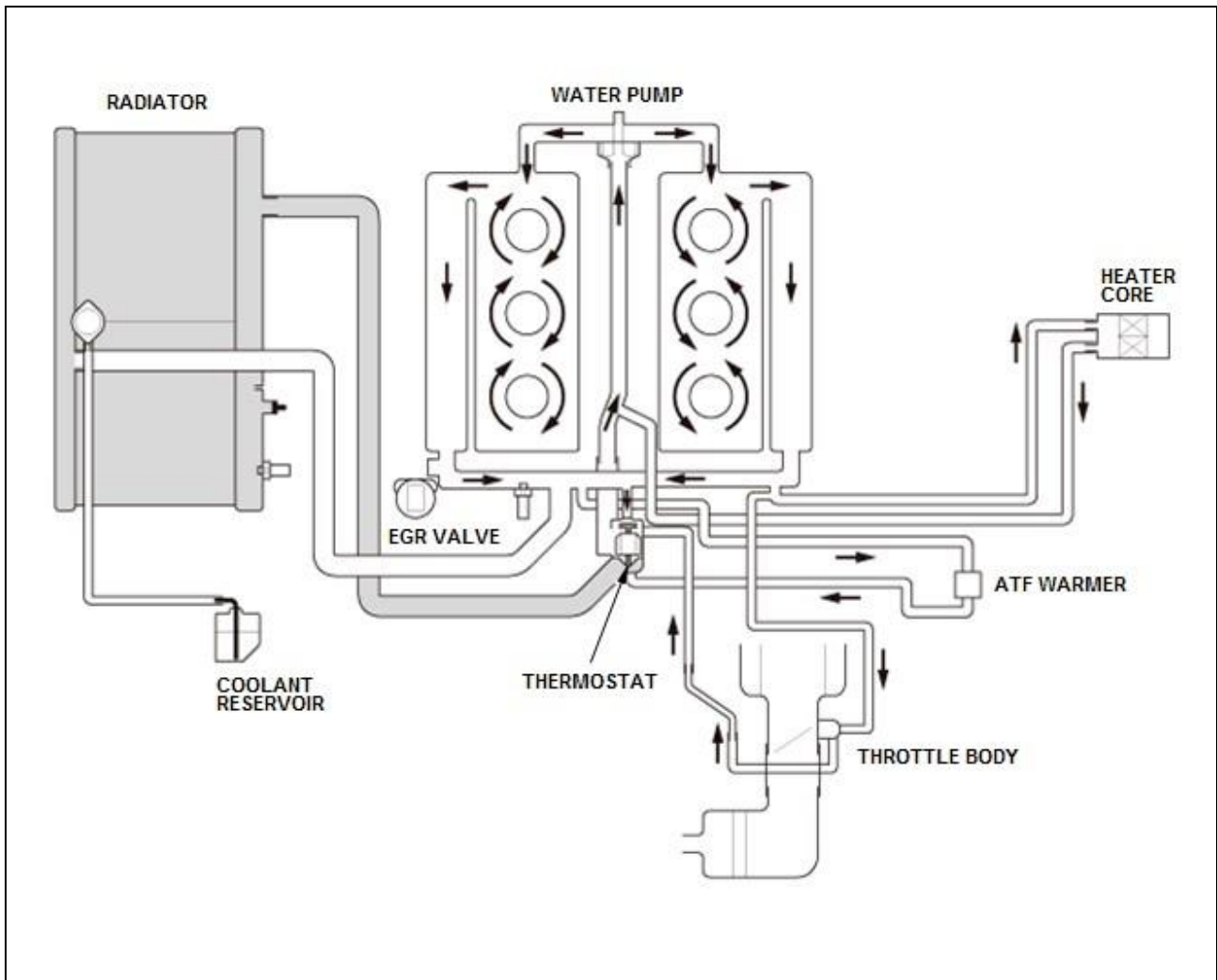
### Overview

The coolant system uses a liquid cooling pressure circulation type, which is a bottom bypass system with a thermostat located at the water inlet side.

### Cooling Circuit

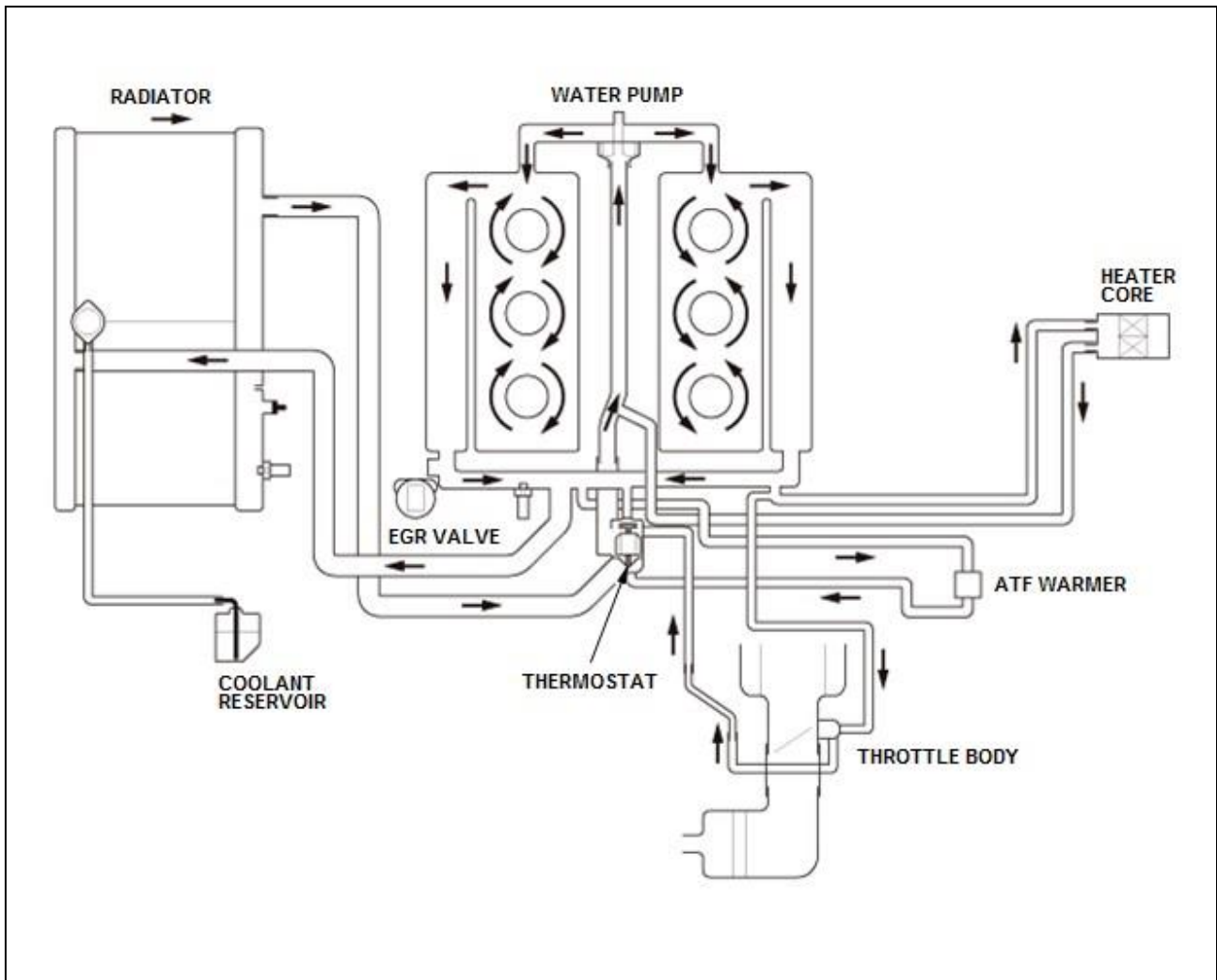
#### Thermostat closed





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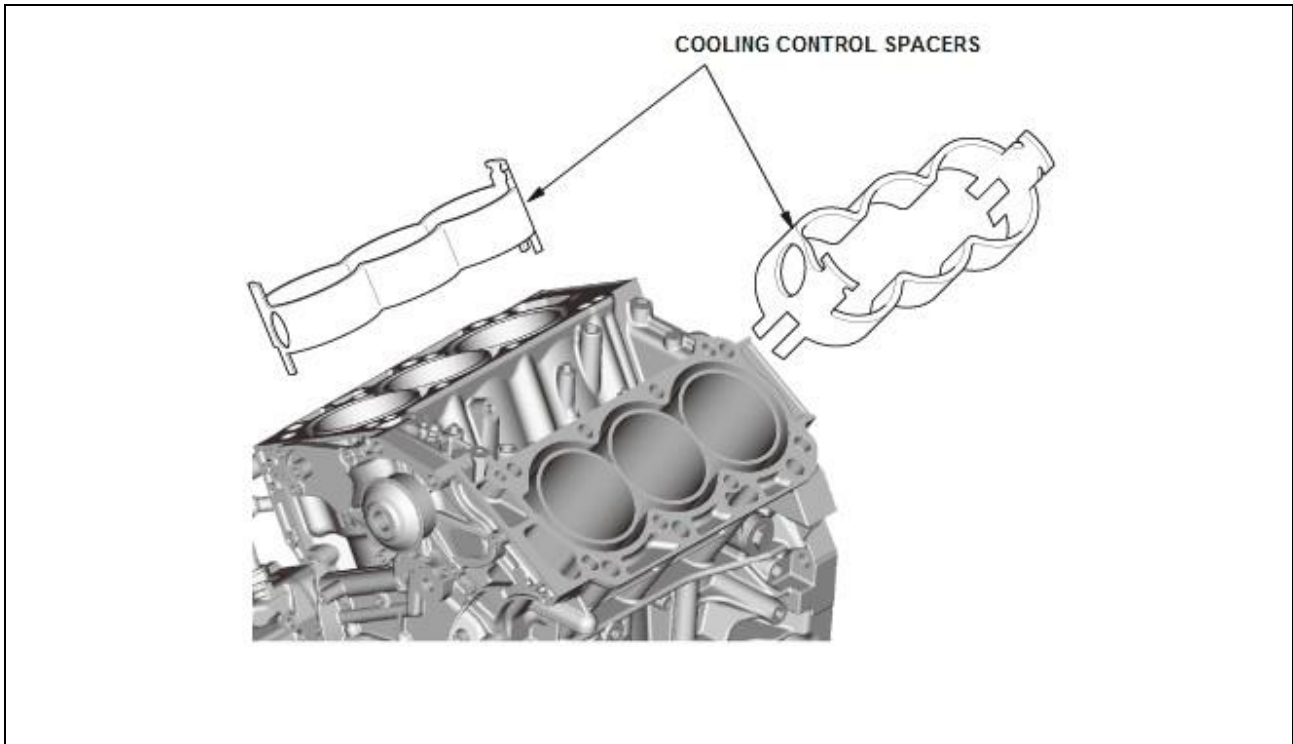
**Thermostat opened**



Courtesy of HONDA, U.S.A., INC.

### Cooling Control Spacer

By inserting a resin spacer into the the water jacket of the cylinder block, the coolant flow is distributed to the areas with higher cylinder bore temperatures. The effect is the areas with lower cylinder bore temperatures are heated the same as the higher bore temperature areas. This equalization of the coolant temperature around the cylinder walls reduces friction resulting in improved fuel efficiency.

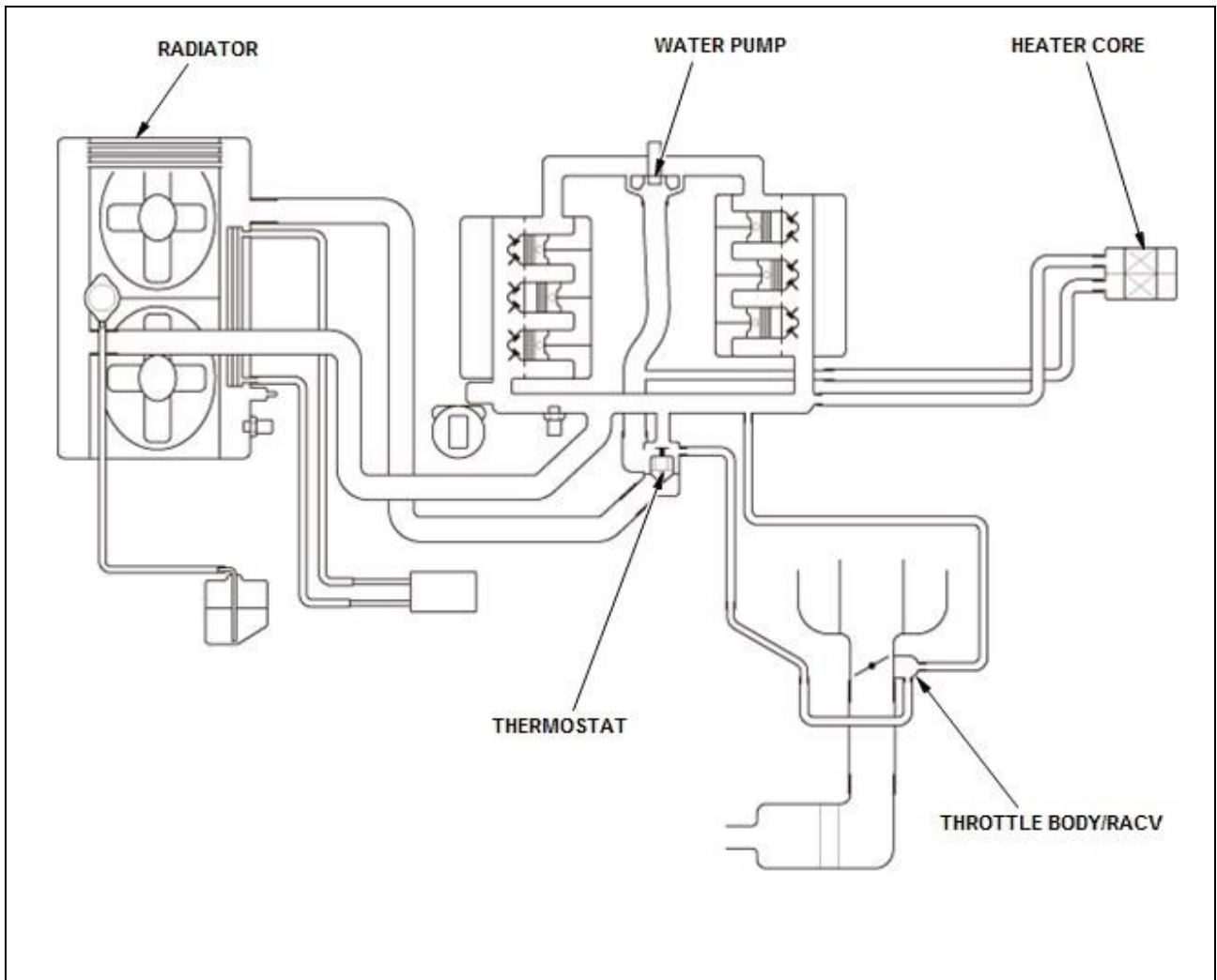


Courtesy of HONDA, U.S.A., INC.

**DESCRIPTION > COOLING SYSTEM DESCRIPTION (2013-18)**

**Outline**

The coolant system uses a liquid cooling pressure circulation type, which is a bottom bypass system with a thermostat located at the water inlet side.



Courtesy of HONDA, U.S.A., INC.