Tech Tips



TT 87-09-03

Date: June 26, 2009

[040204]

2000-2004 Golf/Jetta/New Beetle 1.8L and 2.0L (Except Engine Code BBW), Fan Module J293 Pinout Chart

September 27, 2013: Update to Information.

<u>Coolant Fan Control Module J293 Pinout – Vehicles With A/C Pressure Sensor G65</u> 2000-2004 Golf/Jetta/ New Beetle 1.8L and 2.0L (Except Engine Code BBW)

TERMINAL T4a or T4e as IN/ OUT SIGNAL PURPOSE SIGNAL TYPE applicable Battery power for the Coolant Fan Control Module 30 power via Fuse S164 T4/1 Input Power to run Coolant Fans V7 and V35 at 1st speed when the A/C is Power via Fuse S180 when all conditions to turn ON the A/C are met, see T4/2 Output turned ON T14/3 and T14/8 T4/3 Battery power for the Coolant Fan Control Module Input 30 power via Fuse S180 Power to run Coolant Fans V7 and V35 at 2nd speed (Ignition ON only) Power via Fuse S164 when either the Coolant Fan Control Thermal Switch F18 terminal 3 sends power to the Coolant Fan Control Module or the A/C T4/4 Output Pressure Sensor G65 sends the appropriate signal to the Coolant Fan Control Module, see T14/3 The After-Run Coolant Pump V51 runs for approximately 10 minutes when Power to run the After-Run Coolant Pump V51 (If so equipped) T14/1 Output the ignition is switched OFF regardless of engine coolant temperature A/C pressure signal from the High Pressure Sensor G65 Duty cycle signal; see VESIS for specifications. T14/2 Input A/C load cut-out signal, shuts off the A/C compressor clutch during high Ground from the Engine Control Module to disengage the A/C compressor engine load or automatic transmission kick-down during high engine load or automatic transmission kick-down, this signal is T14/3 Input also the source of the compressor engagement delay when switching the A/C ON Battery power for the Coolant Fan Control Module 30 power via Fuse S16 T14/4 Input Signal from the Ambient Temperature Switch F38 Power via the Ambient Temperature Switch F38 when the ambient T14/5 Input temperature is above 30°F (-1°C), see T14/14 T14/6 Ground for the Coolant Fan Control Module Input Ground Signal from the Coolant Fan Control Thermal Switch F18 terminal 3 to 30 power via Fuse S180 when coolant temperature exceeds 210-221 °F (99-T14/7 Input 105°C) switch Coolant Fans V7 and V35 to 2nd speed Signal to turn on the A/C via the Fresh Air Blower Switch E9 and the X power via Fuse S225 when the A/C and fan switches are turned ON T14/8 Input A/C Switch E35 Switched power for the Coolant Fan Control Module 15 power via Fuse S5 T14/9 Input Power to the A/C Compressor Clutch N25 Power via Fuse S16 when all conditions to turn on the A/C compressor are T14/10 Output met, see T14/2, T14/3, T14/5, T14/8 and T14/13 T14/11 Unused Unused Unused T14/12 Unused Unused Unused Variable duty cycle signal from the Instrument Cluster J285 when the engine Engine overheat signal from the Engine Coolant Temperature Sensor G2 via the Instrument Cluster J285 is not overheating, 0% duty cycle when the engine is overheating. Use the T14/13 VAS 5051 DSO to read this signal: 5 V/Div, 100 ms/Div. Note: When Input overheating, this signal will switch the A/C compressor OFF and switch the radiator fan to 2ⁿ¹ speed. Positive reference voltage for the Ambient Temperature Switch F38, see Reference voltage for the Ambient Temperature Switch F38 T14/14 Output T14/5

This information is for training purposes only and is subject to change at any time. When working on a vehicle, always refer to ELSA, Technical Bulletins and Wiring Diagrams to insure that you have the most up to date repair information.

Please note that if there is no power on pin T14/4, the cooling fans will stay on with the key off and could drain the battery.

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