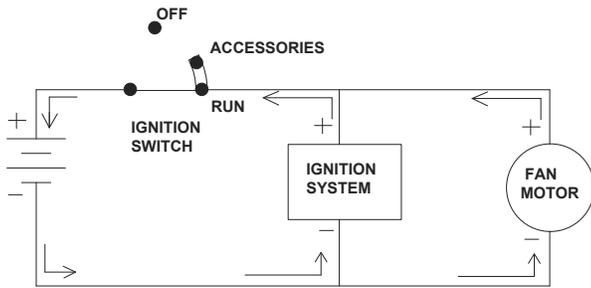
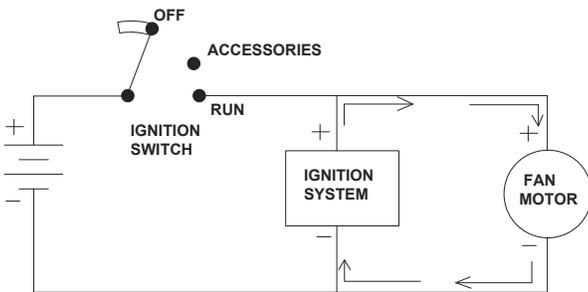


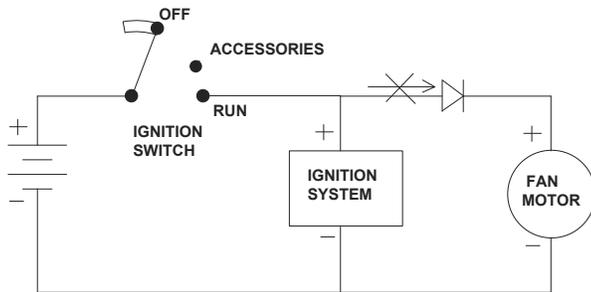
ENGINE RUN-ON CAUSED BY COOLING FAN SPIN-DOWN



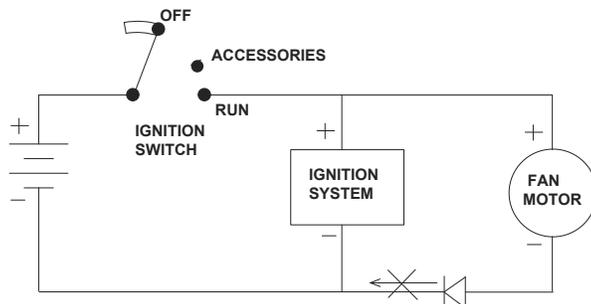
Normal circuit configuration. Ignition Switch in the Run Position. Current flowing thru the Ignition System and thru the Fan Motor. Polarities are shown.



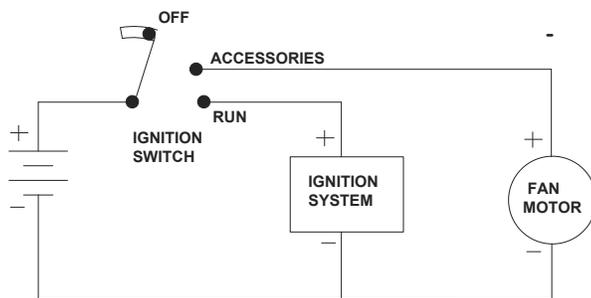
Engine Running On. Ignition Switch in the OFF Position. Current flowing thru the Ignition System from the Fan Motor. Polarities are shown. This occurs because the Fan Motor acts as a generator while the fan is running down. Occurance depends on Fan capacity and Ignition System type and power requirements.



FIX #1: Insert a diode in the power lead to each Fan. Engine Run-On Prevented. Ignition Switch in the OFF Position. The diode will block current flow thru the Ignition System from the Fan Motor. Polarities are shown. The diode will allow the fan to run when the ignition switch is in the Run position. Fan voltage will be reduced $\sim 0.7V$ from normal.



FIX #2: Insert a diode in the ground lead from each Fan. Engine Run-On Prevented. Ignition Switch in the OFF Position. The diode will block current flow thru the Ignition System from the Fan Motor. Polarities are shown. The diode will allow the fan to run when the ignition switch is in the Run position. Fan voltage will be reduced $\sim 0.7V$ from normal.



FIX #3: Reassign the Fans to the Accessories bus. Engine Run-On Prevented. Fans connected to the Accessories position of the Ignition Switch cannot provide current thru the Ignition System. Fans will operate normally in the Accessories and Run positions of the Ignition Switch but will be disabled in the Start position. All wiring changes can be made at the Fuse Block. No Additional components or wiring required.