JL PWM-CAN FAN CONTROLLER (POSITIVE)

- (30) SW12 volts (PINK)
- (31) Ground   (BLACK)
- (C) Positive Fan Input   (VIOLET) *optional*
- (87) PWM Signal Output (GREY)
- (H) CAN High   (BROWN)
- (L) CAN Low   (YELLOW)

Pink   Wire to switched 12volts
Black   Wire to ground
GREY   Wire to PWM fan signal wire
VIOLET   INPUT 2 (*optional*)
BROWN   Wire to CAN High
YELLOW   Wire to CAN Low

Operation:
When the engine is running the PWM fan will run at a ***low Idle*** speed (15%).

When the module reads the engine temp it will command the fan to the desired %.
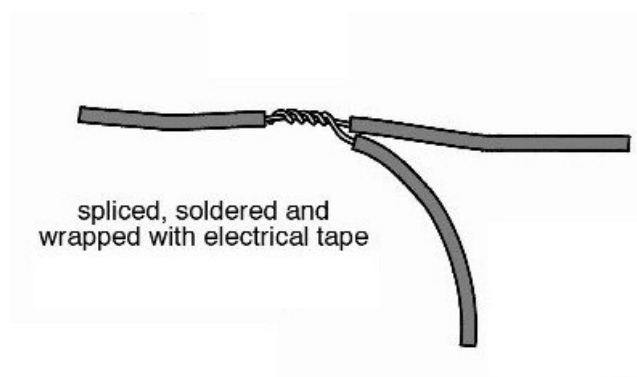
Fahrenheit
199 degrees = 30%
205 degrees = 50%
212 degrees = 75%
218+ degrees = 100%

Override inputs: *These are optional inputs depending on if you ordered them.*
These inputs will run the fan as long as the unit is powered up, the engine does **not** have to be running for these to work. You can use these in various ways.
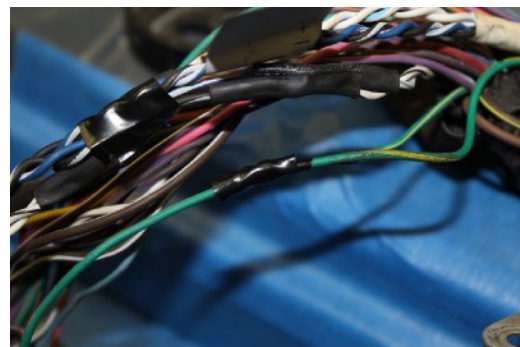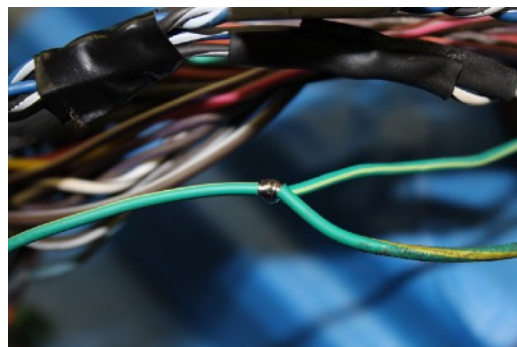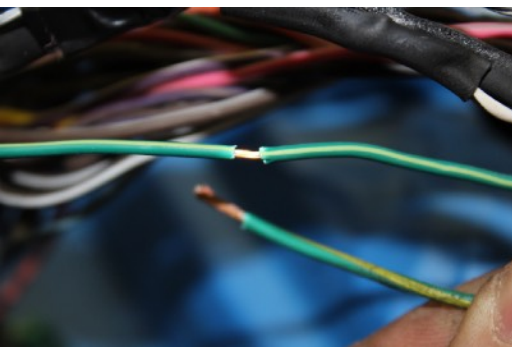Example:

: When the (VIOLET) wire has 12 volts applied the fan will run at **MAX** speed.

You will be splicing into the CAN wires:
Find the wire you want to splice into and peel back a little insulation. Take the new wire and strip off a little insulation and wrap it around the exposed wire. Solder and tape up as seen in the picture below.

spliced, soldered and wrapped with electrical tape
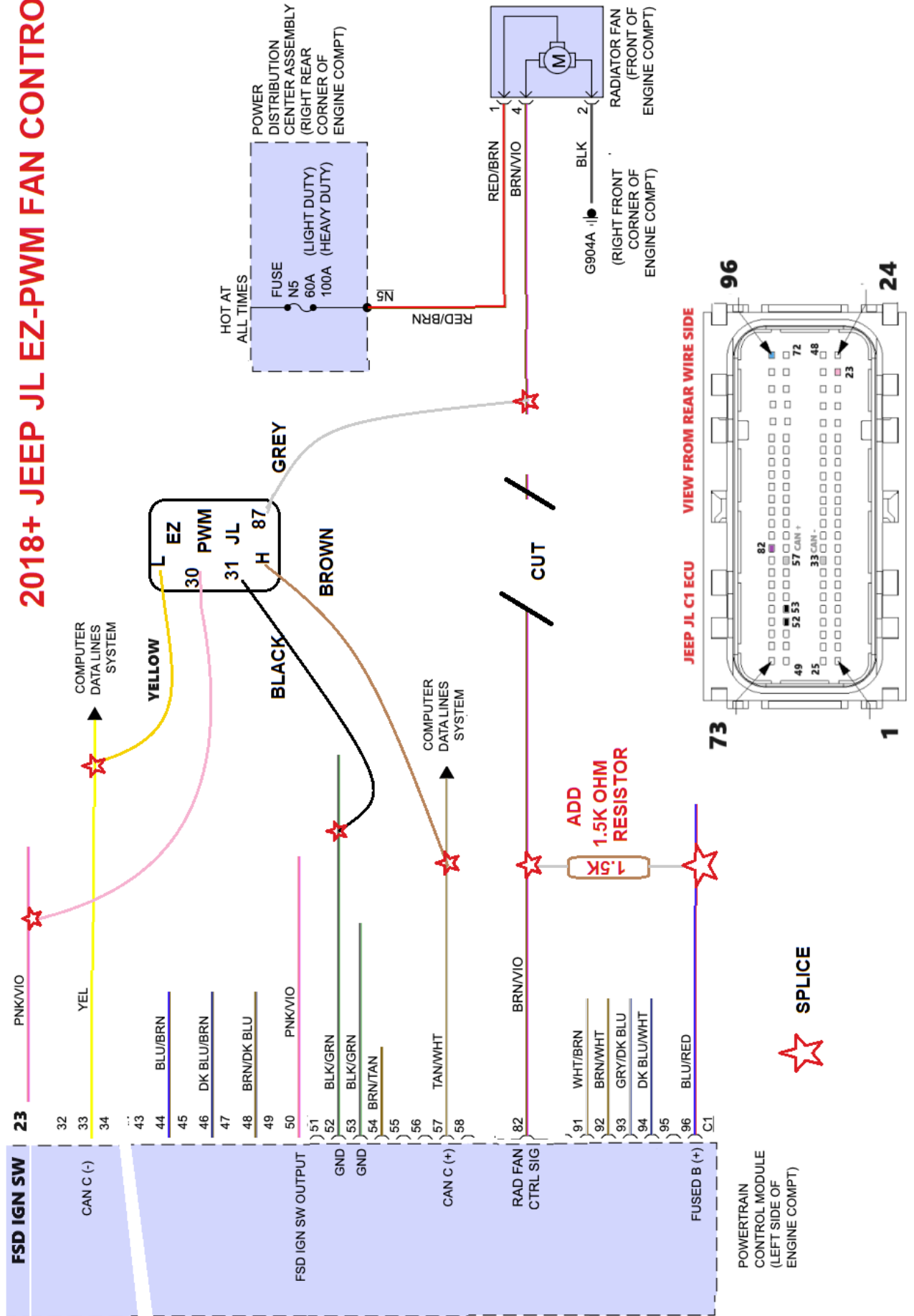
_____
The JEEP ECU has two connectors. C1 is closest to the front of the Jeep.

C1-57 TAN/WHITE.   CAN + HIGH.   (BROWN)
C1-33 YELLOW.   CAN - LOW.   (YELLOW)
C1-23 PINK/VIOLET.   IGN 12Volts. (PINK)
C1-52 BLACK/GREEN.   GROUND.   (BLACK)
C1-82 BROWN/VIOLET. PWM FAN. / CUT- ATTACH / as diagram below

2018+ JEEP JL EZ-PWM FAN CONTROL

POWER DISTRIBUTION CENTER ASSEMBLY (RIGHT REAR CORNER OF ENGINE COMPT)

FUSE N5 60A (LIGHT DUTY) 100A (HEAVY DUTY)

HOT AT ALL TIMES

RADIATOR FAN (FRONT OF ENGINE COMPT)

G904A (RIGHT FRONT CORNER OF ENGINE COMPT)

RED/BRN
BRN/VIO
BLK
RED/BRN

GREY
BROWN
BLACK
YELLOW

EZ PWM JL
30 31 87 H

CUT

ADD 1.5K OHM RESISTOR

SPLICE

JEEP JL C1 ECU   VIEW FROM REAR WIRE SIDE

96 73 24 1

COMPUTER DATA LINES SYSTEM

FSD IGN SW

FSD IGN SW OUTPUT

CAN C (-)
CAN C (+)
RAD FAN CTRL SIG
FUSED B (+)

PNK/VIO
YEL
BLU/BRN
DK BLU/BRN
BRN/DK BLU
PNK/VIO
BLK/GRN
BLK/GRN
BRN/TAN
TAN/WHT
BRN/VIO
WHT/BRN
BRN/WHT
GRY/DK BLU
DK BLU/WHT
BLU/RED

23 32 33 34 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 82 91 92 93 94 95 96 C1

GND GND

POWERTRAIN CONTROL MODULE (LEFT SIDE OF ENGINE COMPT)

PWM CONNECTION AND RESISTOR ADD ON:

Find the original signal wire at ECU C1-82. It will be a Brown/Violet wire. Go about 4" from the ECU connector and cut this wire.
Attach the (GREY) signal wire from the PWM module to the wire that goes towards the main harness. This is our PWM feed.

For the wire that goes back into the ECU you will need to the 1.5k ohm resistor between the old signal wire (Brown/Violet) and C1-96 BLUE/RED.
This will help keep the check engine light off and the ECU from setting a fan code.
It doesn't matter which direction you attach the resistor, but we normally put the red wire to C1-96 (BLUE/RED) and the BLUE wire to C1-82 (BROWN/VIOLET)