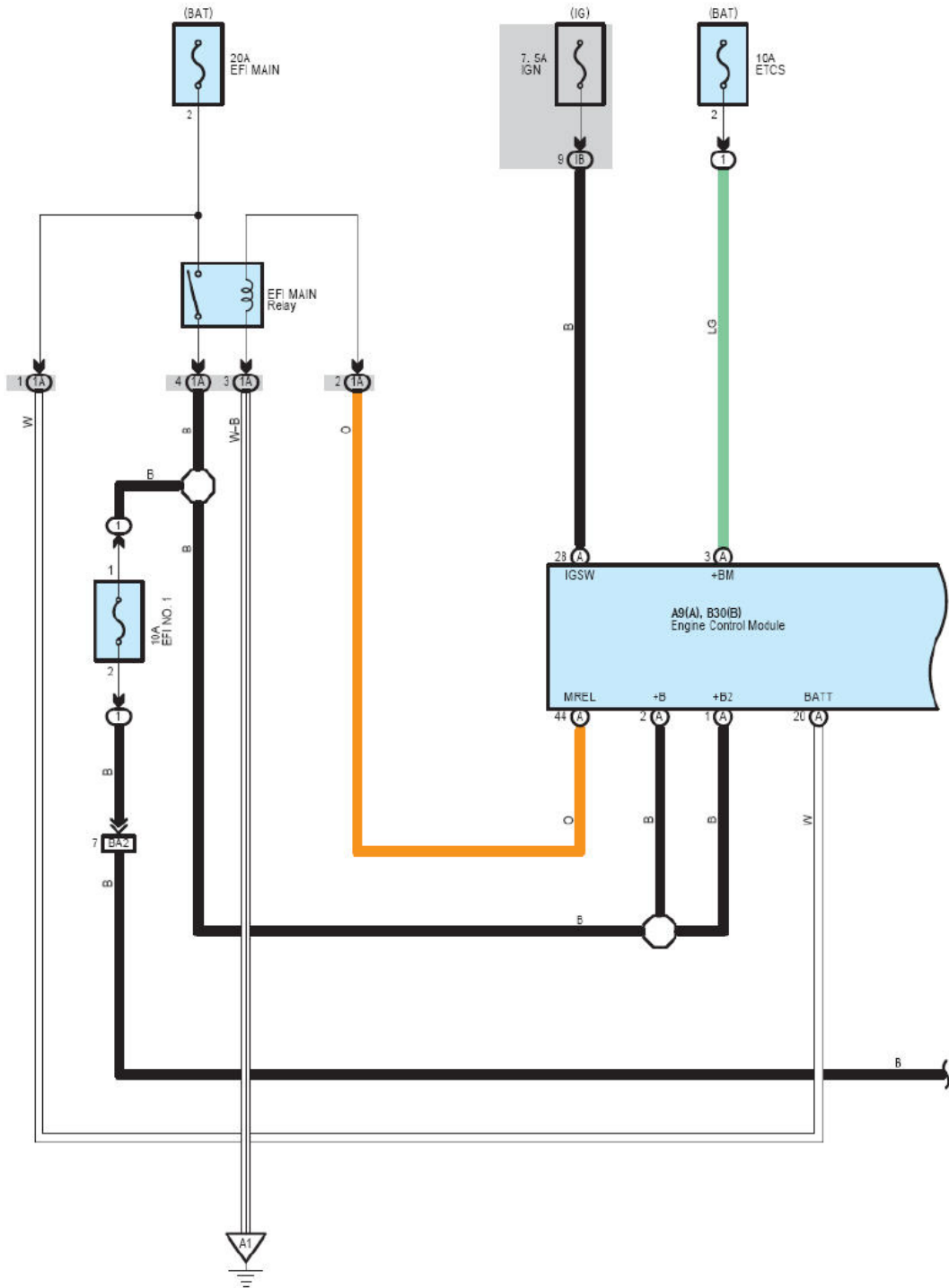
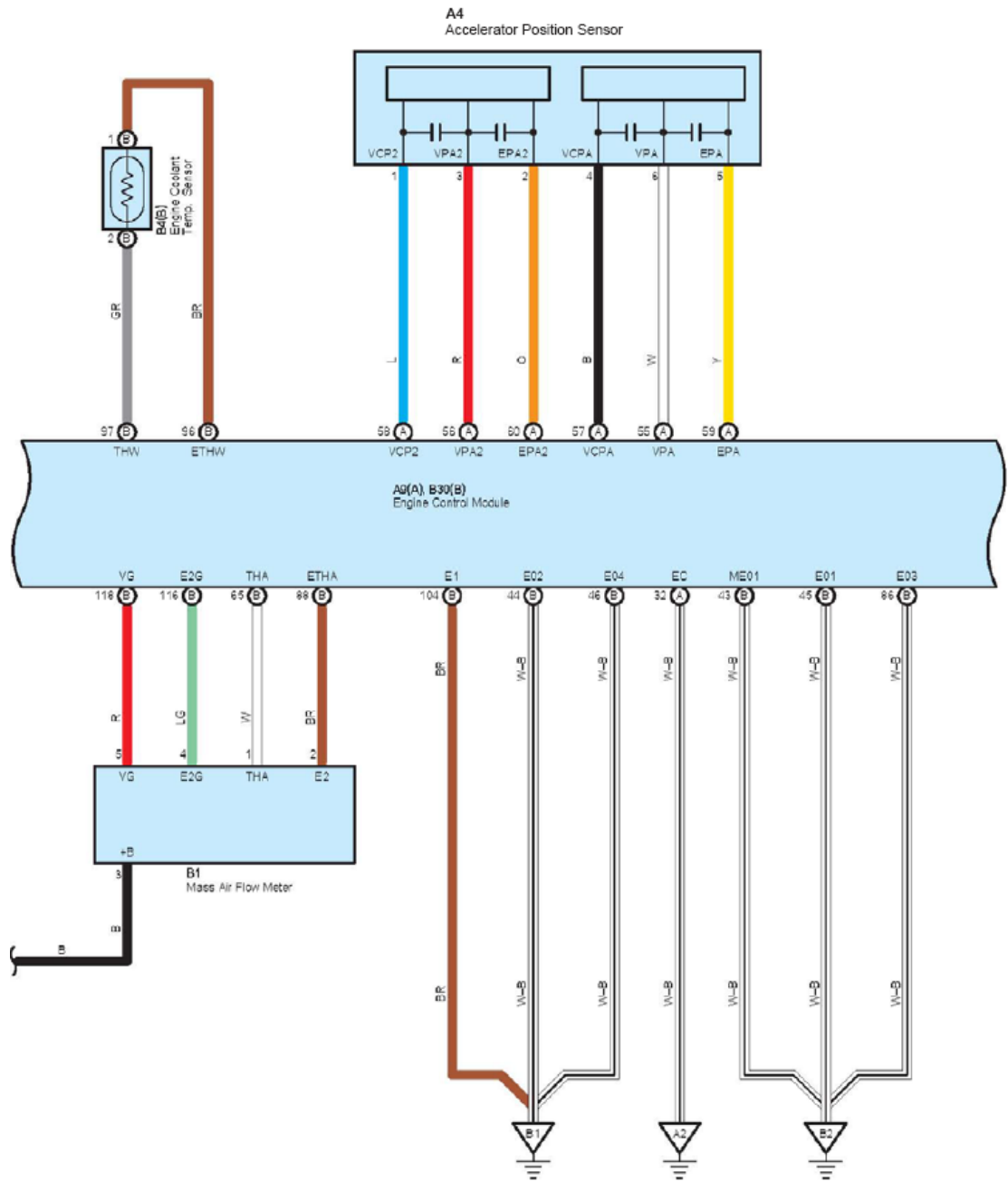
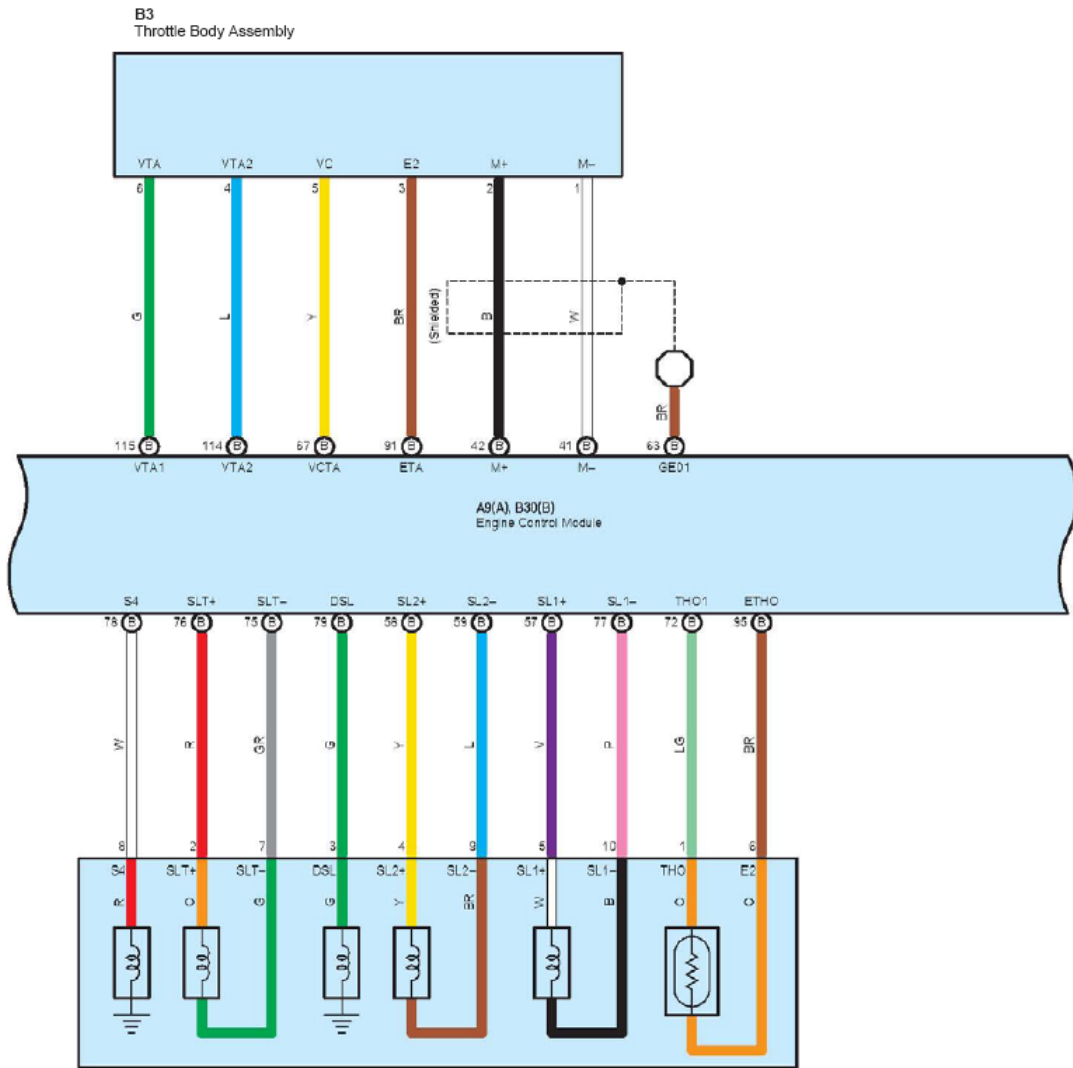
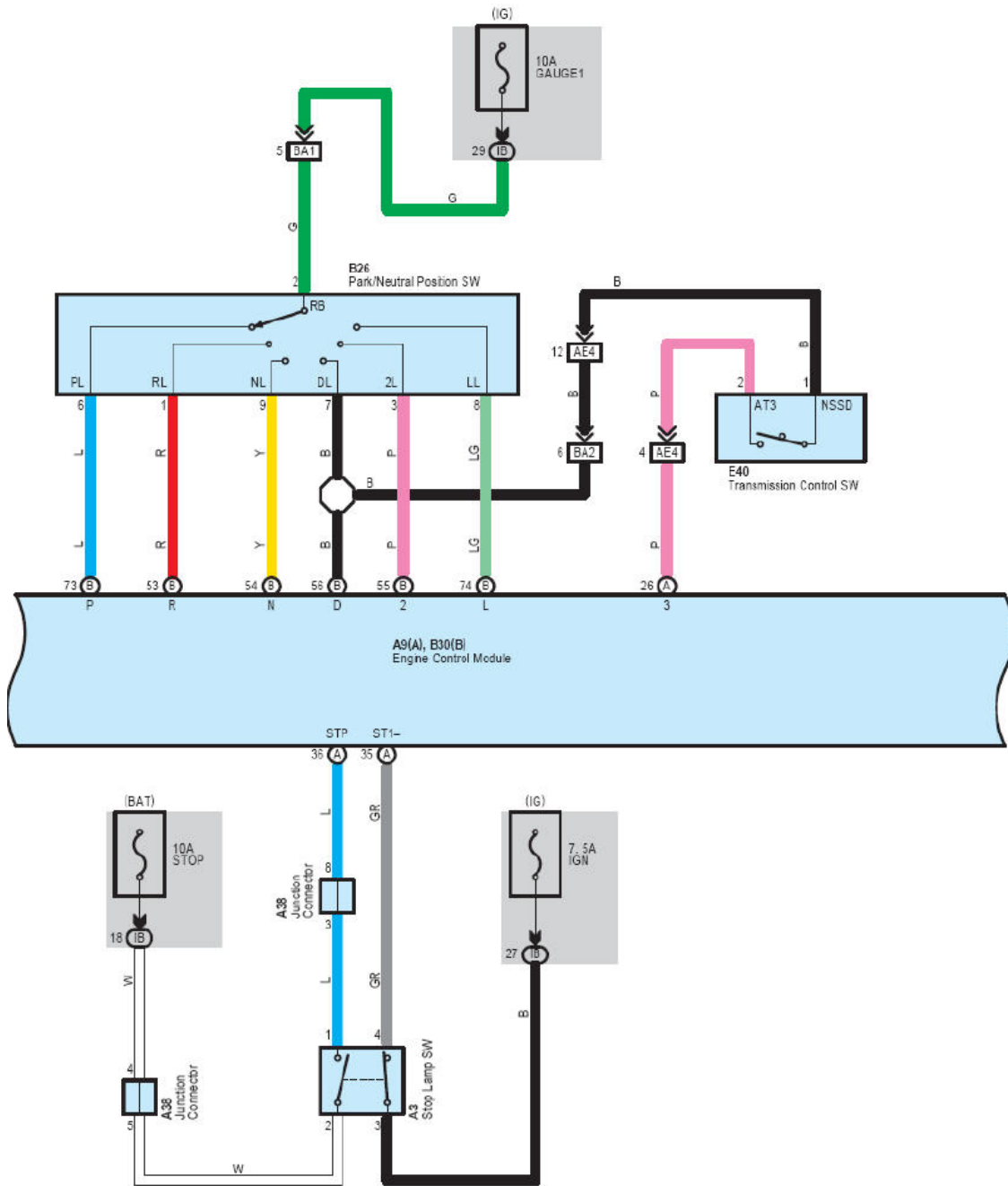


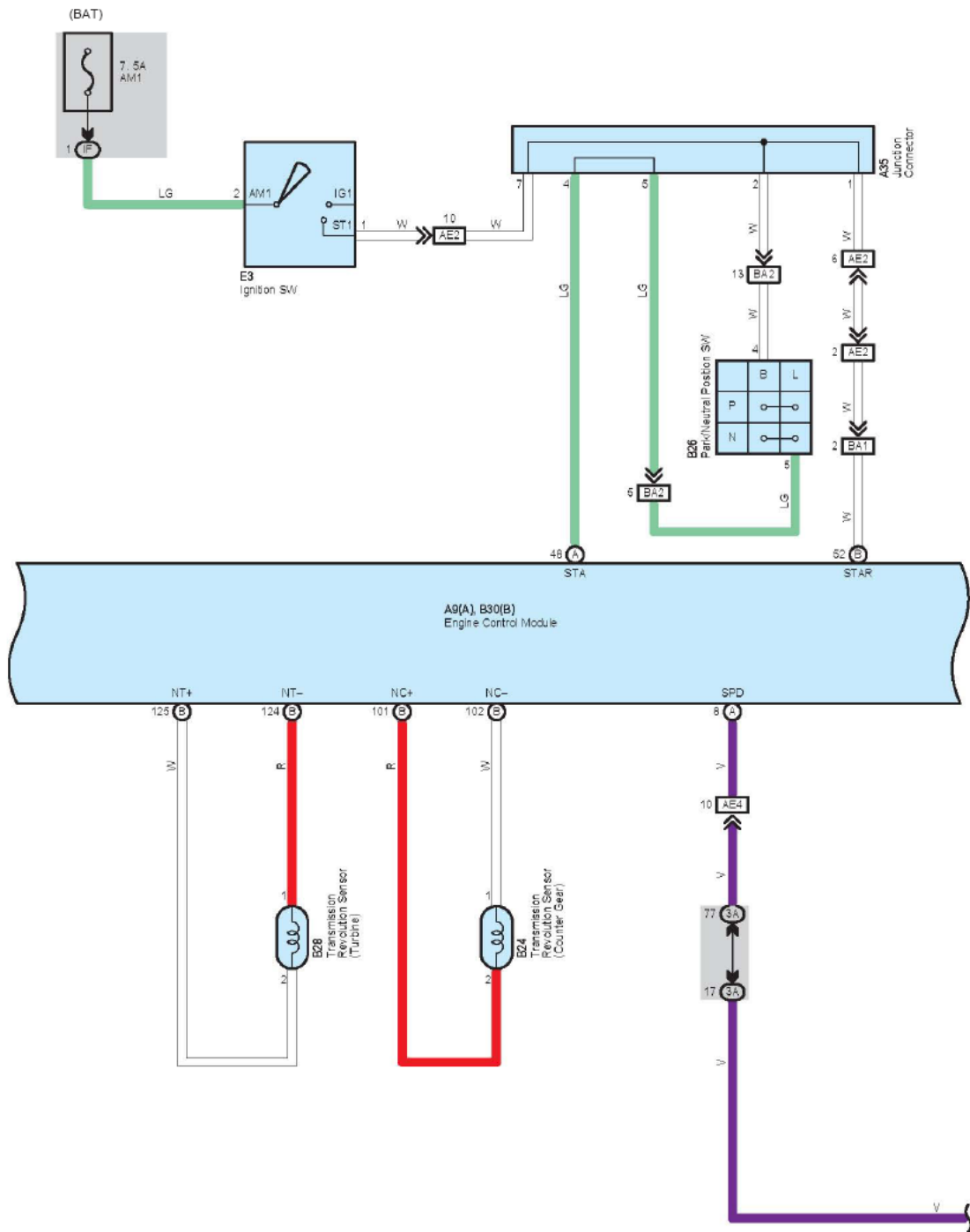
ECT and A/T Indicator for 2AZ-FE

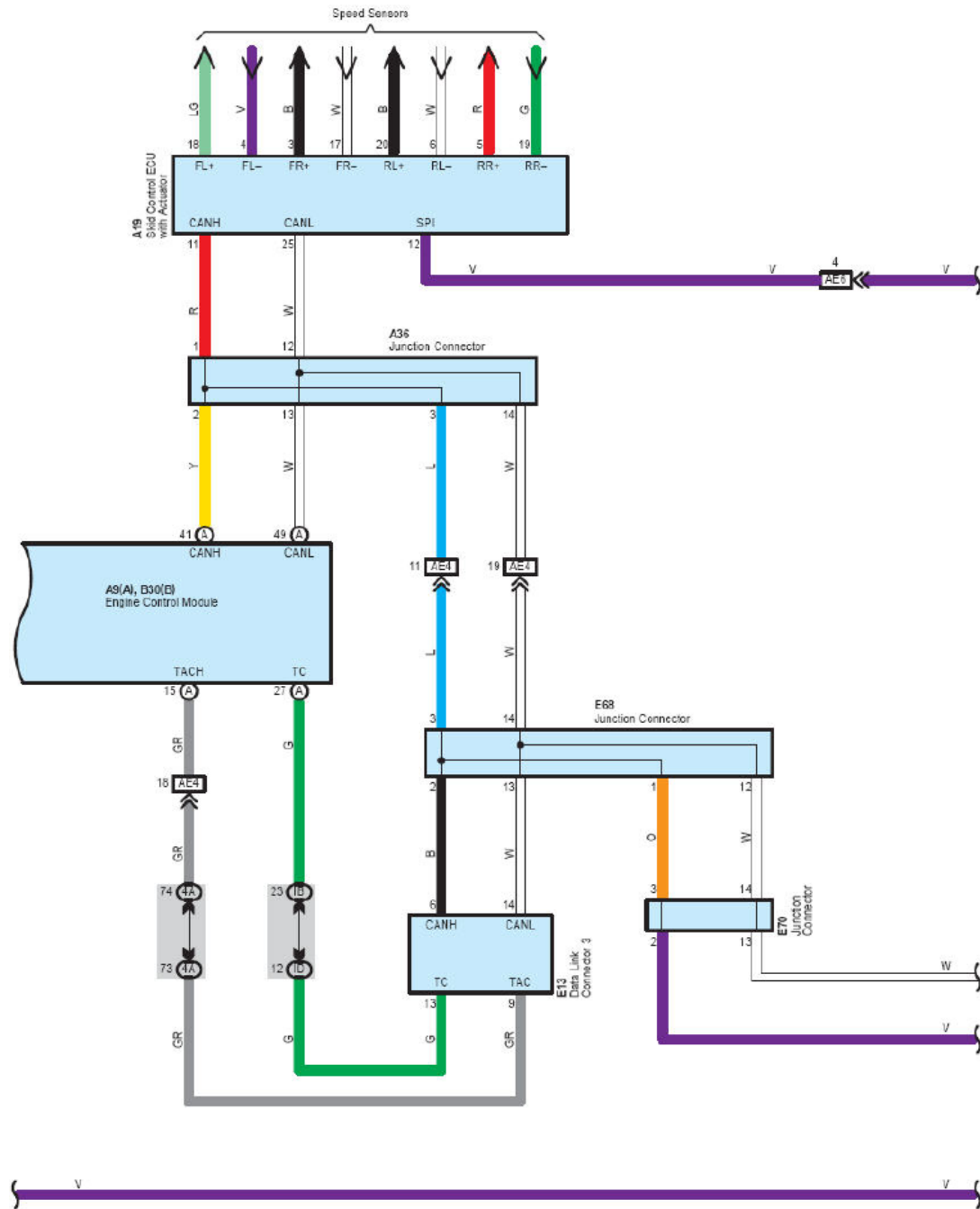


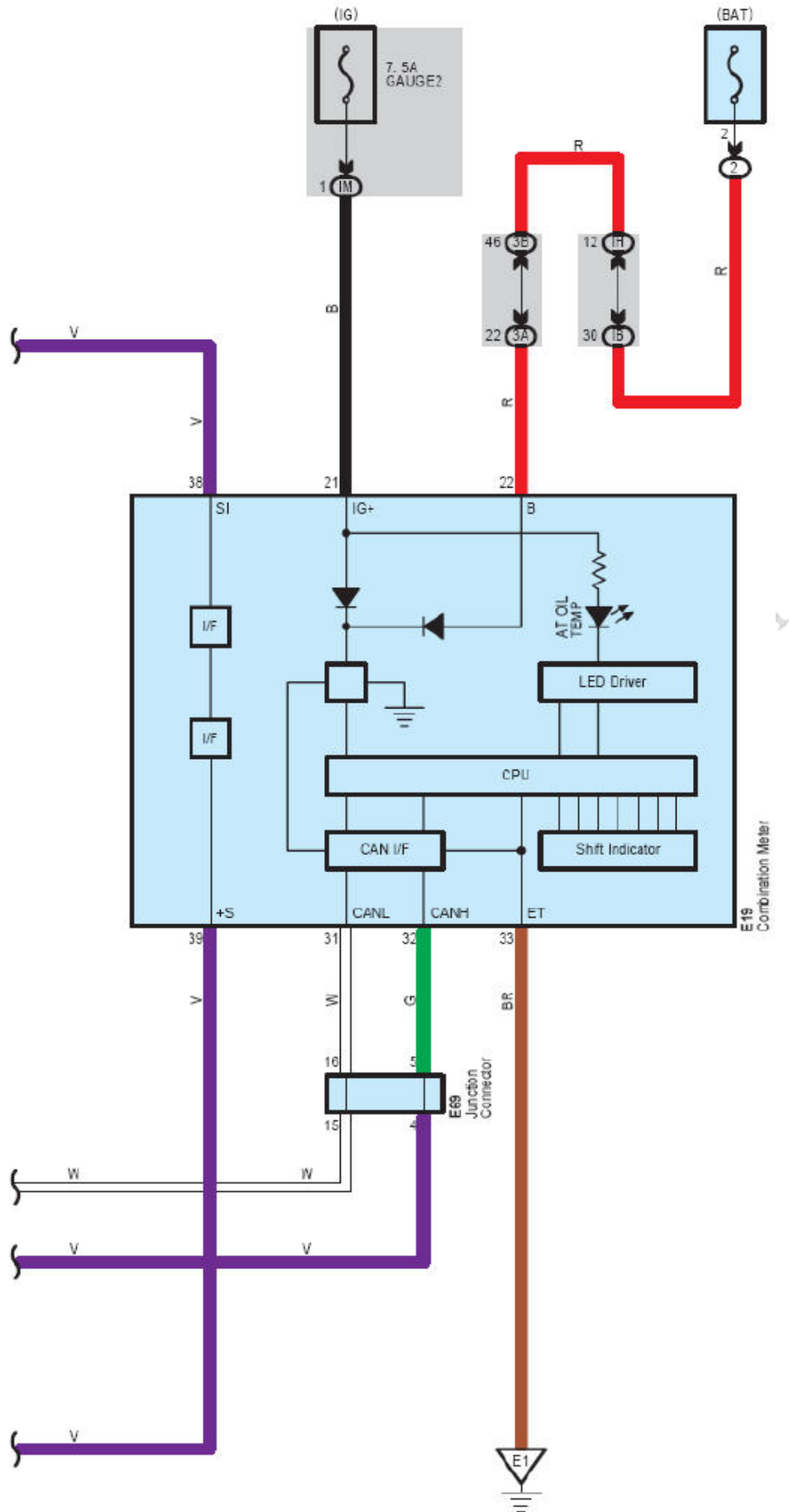












System Outline

Previous automatic transaxle have selected each gear shift using mechanically controlled throttle hydraulic pressure, governor hydraulic pressure and lock-up hydraulic pressure. The electronically controlled transmission, however, electrically controls the line pressure, throttle pressure, lock-up pressure and accumulator pressure etc. through the solenoid valve. The electronically controlled transmission is a system which precisely controls gear shift timing and lock-up timing in response to the vehicle's driving conditions and the engine condition detected by various sensors. It makes smooth driving possible by shift selection for each gear which is the most appropriate to the driving conditions at that time, and by preventing downing, squat and gear shift shock when starting off.

1. Gear Shift Operation

During driving the engine warm up condition signal is input from engine coolant temp. sensor to TERMINAL THW of the engine control module, and the vehicle speed signal is input from the speed sensor to skid control ECU with actuator, and are sent to the engine control module through communication control. At the same time, the throttle valve opening signal is sent from the throttle position sensor to the TERMINALS VTA1 and VTA2 of the engine control module, as the throttle angle signal.

2. Lock-Up Operation

When the engine control module decides based on each signal that the lock-up condition has been met, the current flows through TERMINAL DSL of the engine control module to TERMINAL 3 of the electronically controlled transmission solenoid to GROUND.

3. Stop Lamp SW Circuit

If the brake pedal is depressed (Stop lamp SW on) when driving in lock-up condition, a signal is input to TERMINAL STP of the engine control module. The engine control module operates and cuts the current to the solenoid to release lock-up.

Relay Blocks

Code	Relay Blocks (Relay Block Location)
1	Engine Room R/B No.1 (Engine Compartment Left)
2	Engine Room R/B No.2 (Engine Compartment Right)

Junction Block and Wire Harness Connector

Code	Junction Block and Wire Harness (Connector Location)
1A	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
3A	Instrument Panel Wire and J/B No.3 (Instrument Panel Center)Instrument Panel Wire and J/B No.3 (Instrument Panel Center)
3B _	
4A	Instrument Panel Wire and J/B No.4 (Instrument Panel Center)
IB	Engine Room Main Wire and Instrument Panel J/B (Cowl Side Left)
ID	Instrument Panel Wire and Instrument Panel J/B (Cowl Side Left)Instrument Panel Wire and Instrument Panel J/B (Cowl Side Left)
IF _	
IH _	
IM	

Connector Joining Wire Harness and Wire Harness

Code	Joining Wire Harness and Wire Harness (Connector Location)
AE2	Engine Room Main Wire and Instrument Panel Wire (Left Side of the Instrument Panel)Engine Room Main Wire and Instrument Panel Wire (Left Side of the Instrument Panel)
AE4 _	
AE6 _	
BA1	Engine Wire and Engine Room Main Wire (Inside of the Engine Room R/B No.1 and Engine Room J/B No.1)Engine Wire and Engine Room Main Wire (Inside of the Engine Room R/B No.1 and Engine Room J/B No.1)
BA2 _	

Ground Points

Code	Ground Points Location
A1	Front Left Fender
A2 _	
B1	Left Side of the Cylinder HeadLeft Side of the Cylinder Head
B2 _	
E1	Left Kick Panel