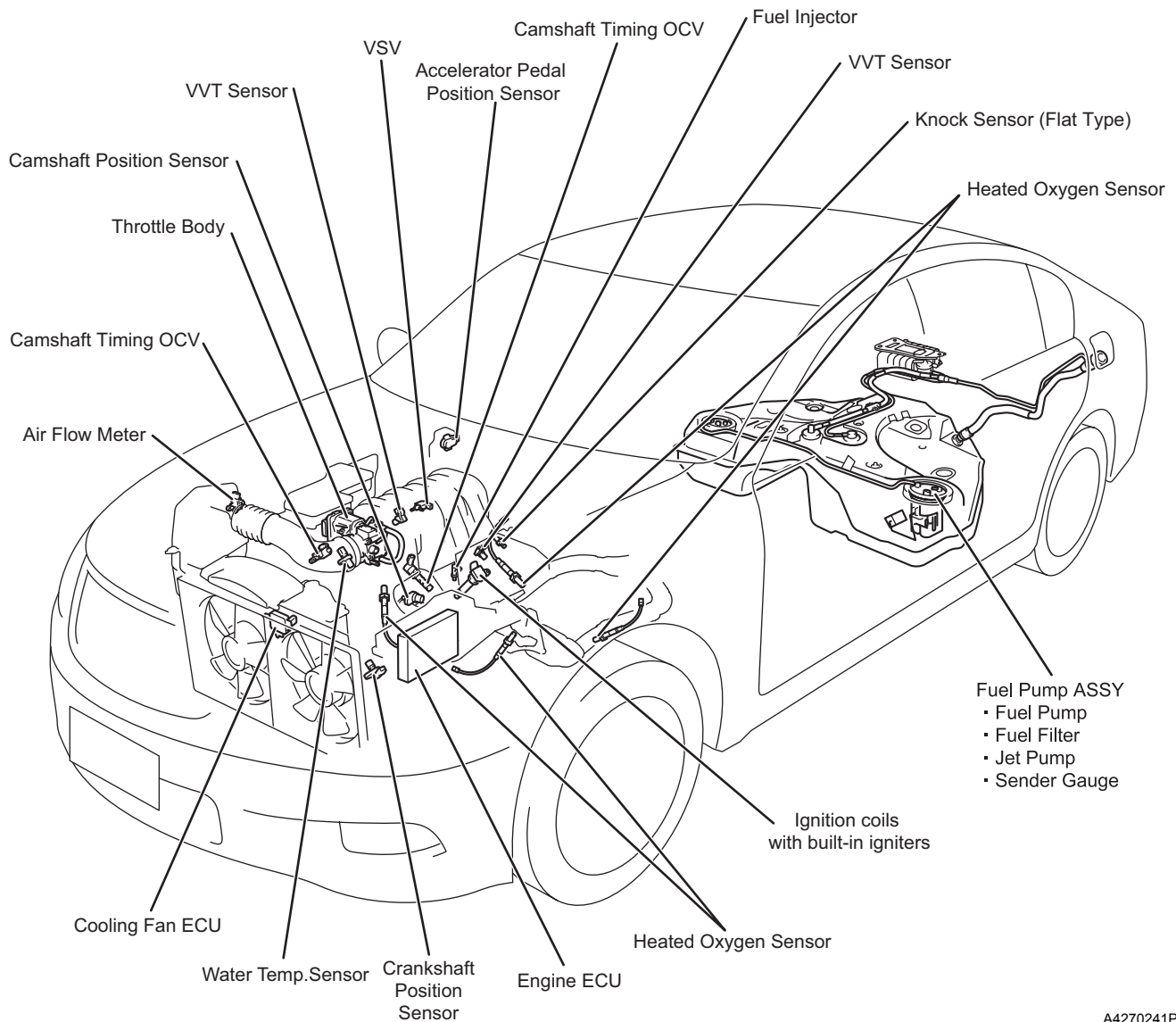


3UZ-FE ENGINE CONTROL SYSTEM

Engine Control System Description

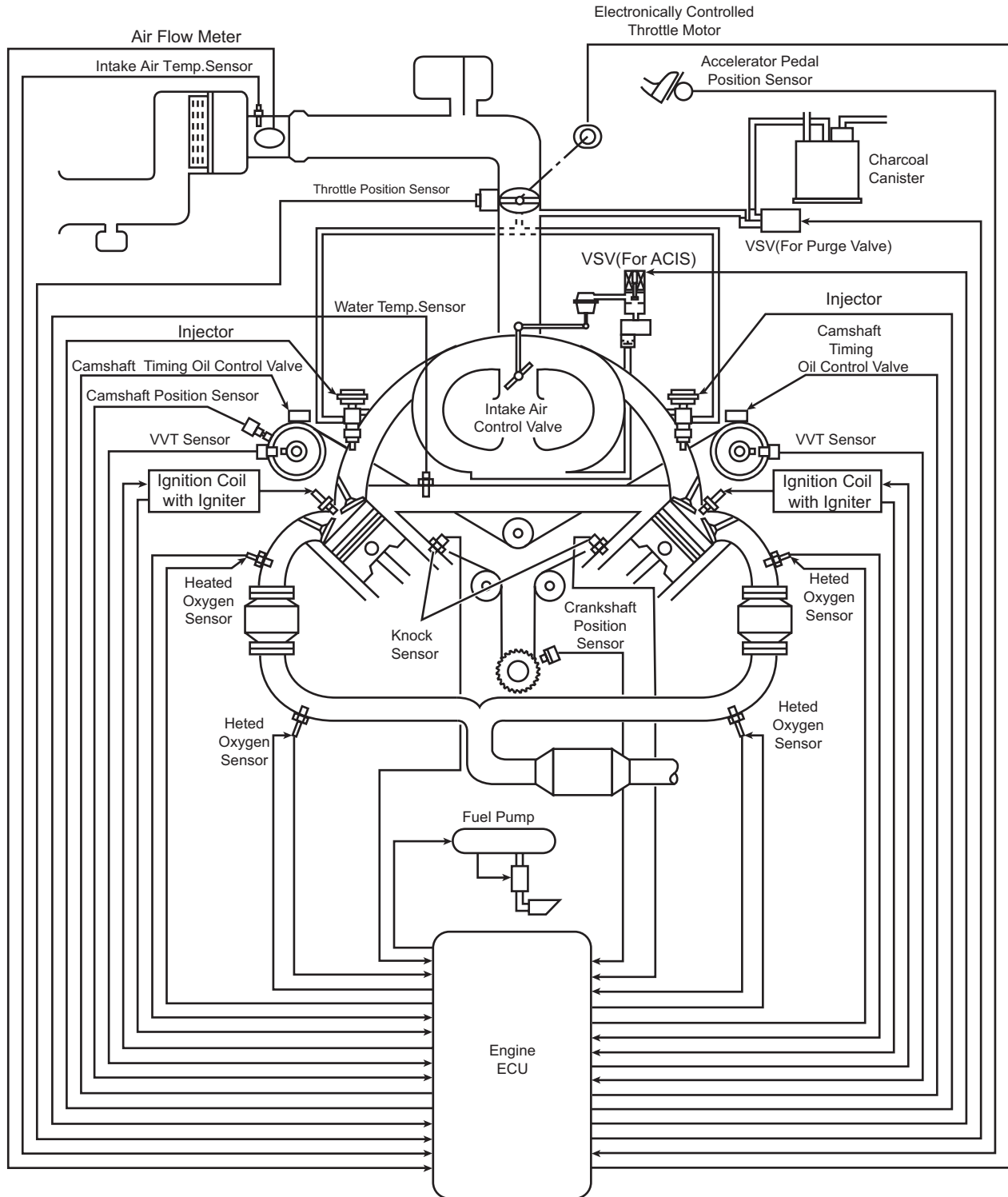
EG

- This engine controls the following systems in a highly accurate manner: Electronic Fuel Injection (EFI), Electronic Spark Advance (ESA), Electronic Throttle Control System-intelligent (ETCS-i), and Variable Valve Timing-intelligent (VVT-i). As a result, high performance, high power output, fuel economy, and improved exhaust emission performance have been achieved.
- Diagnostic and failsafe functions have also been provided to ensure serviceability and safety.

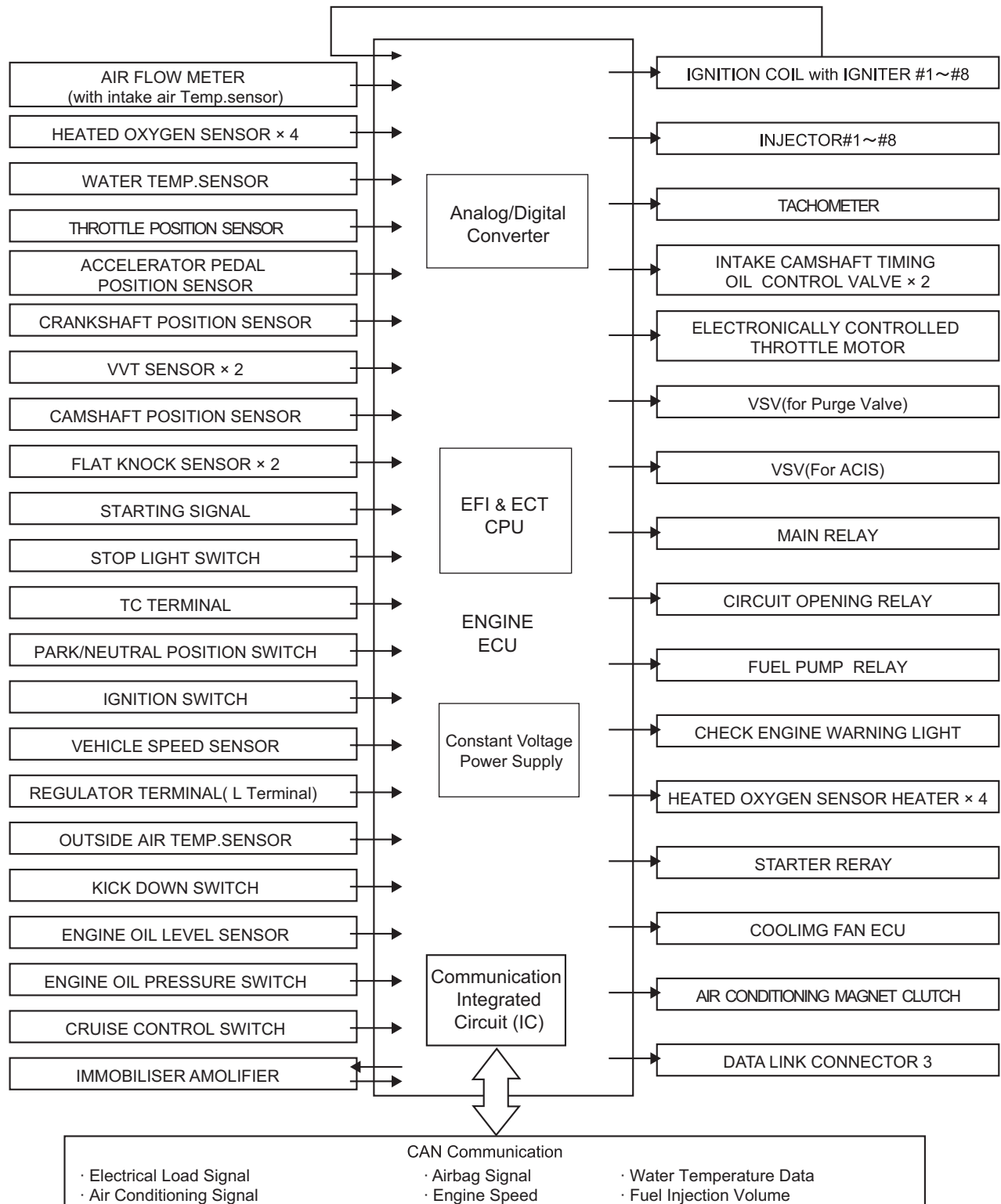


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Engine Control System Diagram



Construction



Control List

System	Outline	
EFI (Electronic Fuel Injection)	An L-type EFI system directly detects the intake air mass with a hot wire type air flow meter	
ESA (Electronic Spark Advance)	Ignition timing is determined by the Engine ECU based on signals from various sensors. Corrects ignition timing in response to engine knocking.	
	Knocking Judgment Control(KCS)	2 knock sensors are used to improve knock detection.
	ECT Shifting Torque Control	The torque control correction during gear shifting has been used to minimize the shift shock.
ETCS-i (Electronic Throttle Control System-intelligent)	Based on the signals provided by the sensors, this system applies corrections to the throttle position that has been calculated in accordance with the condition of the engine, in order to achieve an appropriate throttle position.	
	VSC Control	Controls the throttle valve position when the VSC is operating.
	Maximum Speed Control	When the vehicle speed reaches 240 km/h, this control closes the throttle valve to suppress the increase in vehicle speed.
	Idle Speed Control(ISC)	Controls the fast idle speed in accordance with the water temperature, and the idle speed after the engine has been warmed up. It controls the idle speed by regulating the fuel injection volume and the throttle position.
VVT-i (Variable ValveTiming-intelligent)	Controls the intake camshaft to an optimal valve timing in accordance with the engine condition.	
	Torque activated power train control has been adopted.	
ACIS (Acoustic Control Induction System)	The intake air passage are switched according to the engine speed and throttle valve angle to increase performance in all speed ranges.	
Cooling Fan Control	An electric cooling fan system has been adopted. The Engine ECU steplessly controls the speed of the fans in accordance with the water temperature, vehicle speed, engine speed, and air conditioning operating conditions. As a result, the cooling performance has been improved.	
Fuel Pump Control	Turns the fuel pump ON/OFF in accordance with the starter signal and the engine speed signal. Stops the operation of the fuel pump in accordance with the signals from the airbag ECU.	
Cranking Hold Control	After the starter starts to crank the engine, this control continues to apply current to the starter until the engine starts. Thus, it prevents the failure of the engine to start when the driver inadvertently turns the ignition switch to OFF just before the engine fires.	
Heated Oxygen Sensor Heater Control	Maintains the temperature of the heated oxygen sensor at an appropriate level to increase accuracy of detection of the oxygen concentration in the exhaust gas.	
Evaporative Emission Control	The Engine ECU controls the purge flow of evaporative emissions (HC) in the charcoal canister in accordance with engine conditions.	
Air ConditioningCut-Off Control	By controlling the air conditioning compressor ON or OFF in accordance with the engine condition, drivability is maintained.	
Engine Immobiliser	Prohibits fuel delivery and ignition if an attempt is made to start the engine with an invalid ignition key.	

System	Outline
Function to communicate with multiplex communication system	Communicates with the meter ECU, A/C ECU, etc., on the body side, to input/output necessary signals.
Diagnosis	Enables the accurate and detailed diagnosis of malfunctions through the use of the Intelligent Tester II diagnostic tool to access the SAE-prescribed DTC (Diagnostic Trouble Code) and data, as well as to perform active tests.
Fail-Safe	When the Engine ECU detects a malfunction, the Engine ECU stops or controls the engine according to the data already stored in the memory.

■ Service Tip ■

The uses the CAN protocol for diagnostic communication. Therefore, a Intelligent Tester II and a dedicated adapter [CAN VIM (Vehicle Interface Module)] are required for accessing diagnostic data. For details, see the 2005 Lexus GS430/300 Repair Manual(Pub. No. RM1168E)

Sensor List

Name	Function and Construction	EFI	ESA	ISC	VVT-i
Air Flow Meter	Detects the intake air volume.	○	○	○	○
Intake Air Temperature Sensor	Detects the intake air temperature.	○	○	○	○
Camshaft Position Sensor	Identifies the cylinder.	○	○		○
VVT Sensor	Detects the actual camshaft position.	○	○	○	○
Crankshaft Position Sensor	Detects the crankshaft position.	○	○	○	○
Accelerator Pedal Position Sensor	It is attached to the accelerator pedal to detect the accelerator pedal position.	○	○	○	○
Throttle Position Sensor	Detects the throttle valve position.	○	○	○	○
Water Temp.Sensor	Detects the water temperature.	○	○	○	○
Heated Oxygen Sensor	Detects the oxygen concentration in the exhaust gas.	○			
Igniter	Sends the ignition verification signal.		○		
Starter Signal	Sends the starter voltage in the form of a signal when the engine is started.	○	○	○	○
Neutral Start Switch	Detects the P, N, and D positions of the automatic transmission.	○	○	○	○
Knock Sensor	Detects the knocking of the engine by way of the resonance of the piezoelectric element.		○		
Vehicle Speed Signal	Detects vehicle speed.	○	○	○	○

Actuator List

Name	Function and Construction
Main Relay	Supplies main power to the EFI, ESA system, etc.
Circuit Opening Relay	Supplies power to the fuel pump system.

Name	Function and Construction
Fuel Injector	Injects an optimal volume of fuel at an optimal timing.
Heated Oxygen Sensor Heater	Heats the heated oxygen sensor to promote feedback control when the engine is cold.
Igniter	Turns the current to the ignition coil ON/OFF at an optimal timing.
Electronically Controlled Throttle Motor	Controls the position of the throttle valve in accordance with driving conditions.
Camshaft Timing OCV	Controls the phases of the intake camshaft to achieve an optimal valve timing.
VSV(For ACIS)	Opens and closes the intake air control valve in accordance with the driving conditions.
Evaporative Purging VSV	Regulates the purge volume of the canister.

EFI (Electronic Fuel Injection) System

- An L-type EFI system directly detects the intake air mass with a hot wire type air flow meter.
- An independent injection system (in which fuel is injected once into each cylinder for each two revolutions of the crankshaft) has been adopted.
- There are two types of fuel injection: One is synchronous injection in which corrections based on the signals from the sensors are added to the basic injection time so that injection occurs always at the same position. The other is non-synchronous injection in which injection is effected by detecting the requests from the signals of the sensors regardless of the crankshaft angle. Furthermore, to protect the engine and improve fuel economy, the system effects fuel cutoff in which the injection of fuel is stopped temporarily in accordance with the driving conditions.

