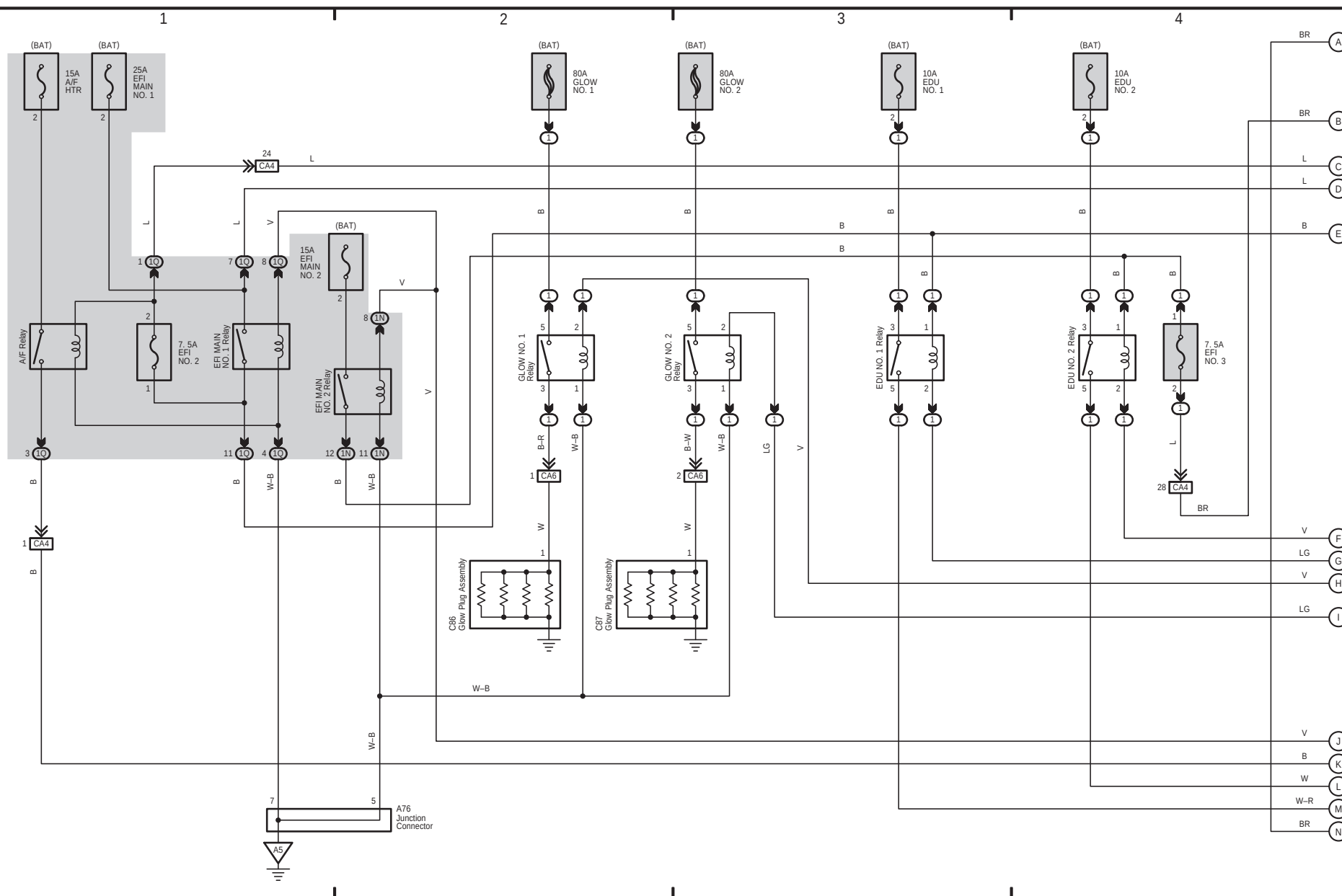
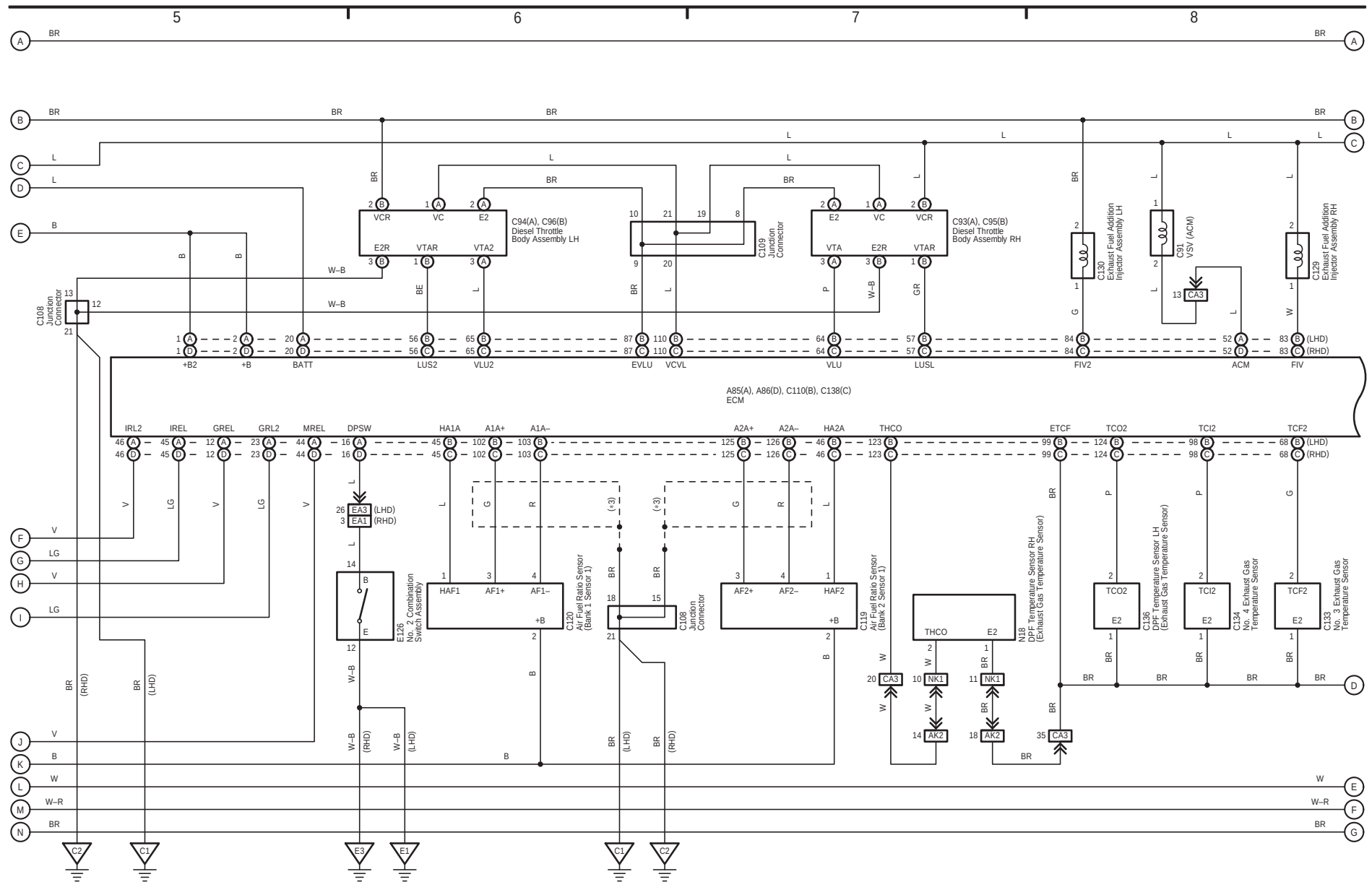


Engine Control (1VD-FTV w/ DPF) (From Sep. 2015 Production)

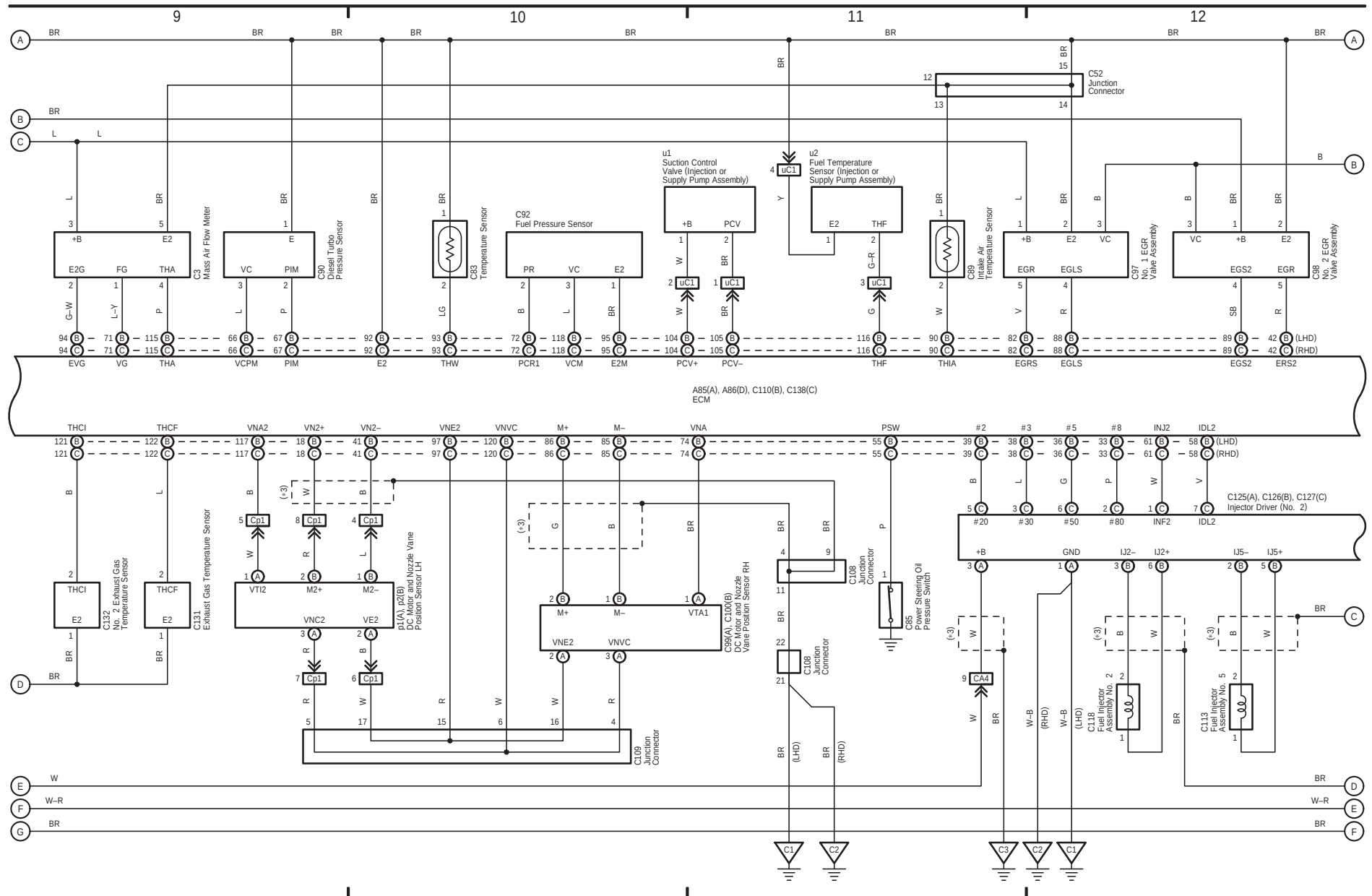


* 3 : Shielded



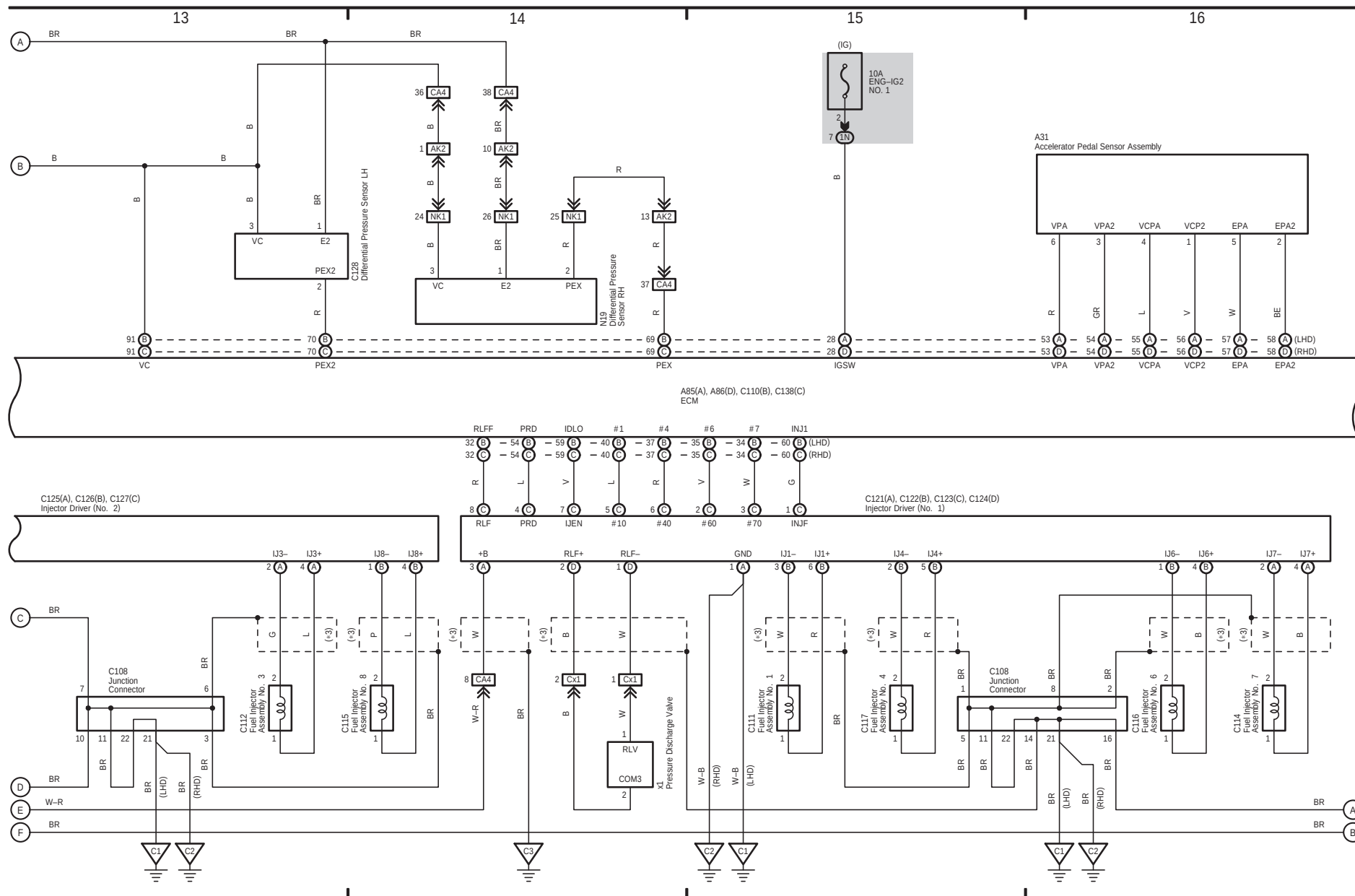
Engine Control (1VD-FTV w/ DPF) (From Sep. 2015 Production)

* 3 : Shielded



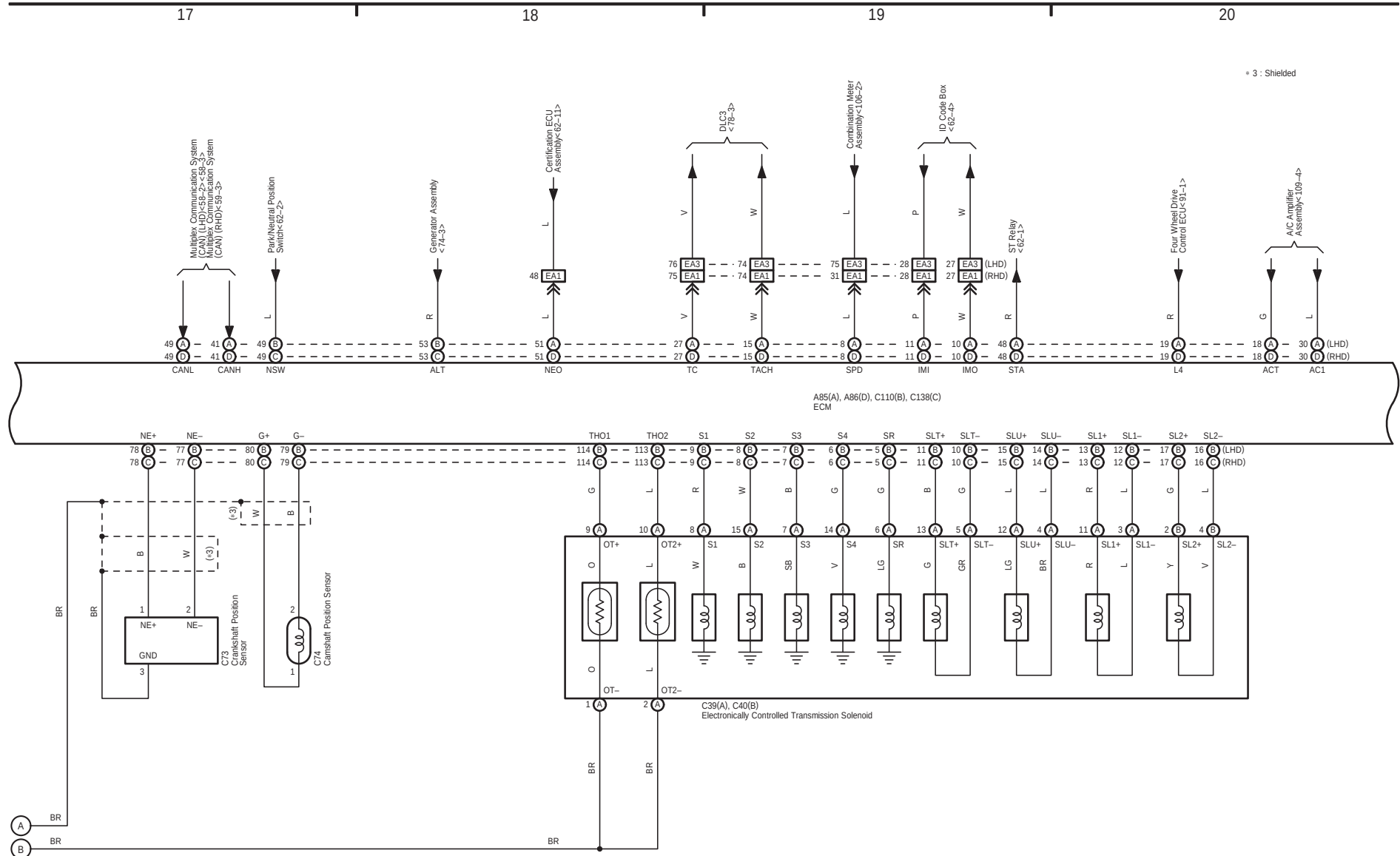
Engine Control (1VD-FTV w/ DPF) (From Sep. 2015 Production)

* 3 : Shielded



Engine Control (1VD-FTV w/ DPF)
(From Sep. 2015 Production)

ECT and A/T Indicator (1VD-FTV w/ DPF) (From Sep. 2015 Production)



The diagram illustrates the electrical system for the 2007-2008 Honda Civic LX 4-Door, focusing on the transmission, stop light, and center differential lock switch. The main components and their connections are as follows:

- Transmission Revolution Sensor (Counter Gear):** Labeled C42, it is connected to the SP2+ and SP2- terminals. The SP2+ terminal is connected to the 101 (B) and 101 (C) terminals. The SP2- terminal is connected to the 100 (B) and 100 (C) terminals.
- Transmission Revolution Sensor (Turbine):** Labeled C41, it is connected to the NT+ and NT- terminals. The NT+ terminal is connected to the 76 (B) and 76 (C) terminals. The NT- terminal is connected to the 75 (B) and 75 (C) terminals.
- Stop Light Switch Assembly:** Labeled A70, it is connected to the ST1- terminal. The ST1- terminal is connected to the 35 (A) (LHD) and 35 (D) (RHD) terminals. The assembly also includes a 10A IG2 NO. 1 fuse.
- ECM (ECM):** The ECM is connected to the A85(A), A86(D), C110(B), and C138(C) terminals. The A85(A) terminal is connected to the 13 (A) terminal. The A86(D) terminal is connected to the 13 (D) terminal. The C110(B) terminal is connected to the 13 (B) terminal. The C138(C) terminal is connected to the 13 (C) terminal.
- Center Differential Lock Switch:** Labeled V12, it is connected to the SPORT, NORMAL, and ECT 2nd terminals. The SPORT terminal is connected to the 1 (A) terminal. The NORMAL terminal is connected to the 1 (B) terminal. The ECT 2nd terminal is connected to the 1 (C) terminal. The switch also includes a 1 (D) terminal.
- Wiring Connections:** The diagram shows various wiring connections between the terminals and the components. For example, the 101 (B) and 101 (C) terminals are connected to the 100 (B) and 100 (C) terminals. The 76 (B) and 76 (C) terminals are connected to the 75 (B) and 75 (C) terminals. The 13 (A) and 13 (D) terminals are connected to the 13 (B) and 13 (C) terminals. The 35 (A) (LHD) and 35 (D) (RHD) terminals are connected to the 35 (B) and 35 (C) terminals. The 1 (A), 1 (B), 1 (C), and 1 (D) terminals are connected to the 1 (B), 1 (C), 1 (D), and 1 (A) terminals, respectively.

The diagram illustrates the electrical system for the transmission control in a 2008-2010 Toyota Camry Hybrid. Key components and their connections are as follows:

- ECM (A85(A), A86(D), C110(B), C139(C))**: The Engine Control Module, which receives signals from the Park/Neutral Position Switch and the Shift Position Indicator.
- E52 Transmission Control Switch**: A switch that provides input to the ECM. It has terminals for SFTU, SFTD, S, and IG.
- E54 Shift Position Indicator**: A sensor that provides input to the ECM. It has terminals for W-B, W, L, and R.
- E53 Back-Up Light System**: A system that provides input to the ECM. It has terminals for W-B, W, L, and R.
- C19 Park/Neutral Position Switch**: A switch that provides input to the ECM. It has terminals for P, R, N, D, S, and G.

The diagram shows the following wiring connections:

- ECM to E52**: Wires connect the ECM to the SFTU, SFTD, S, and IG terminals of the Transmission Control Switch.
- ECM to E54**: Wires connect the ECM to the W-B, W, L, and R terminals of the Shift Position Indicator.
- ECM to E53**: Wires connect the ECM to the W-B, W, L, and R terminals of the Back-Up Light System.
- ECM to C19**: Wires connect the ECM to the P, R, N, D, S, and G terminals of the Park/Neutral Position Switch.
- Grounding**: The system is grounded to the vehicle's battery (BE) and ground (G).

* 4 : Before Aug. 2017 Production
* 5 : From Aug. 2017 Production

