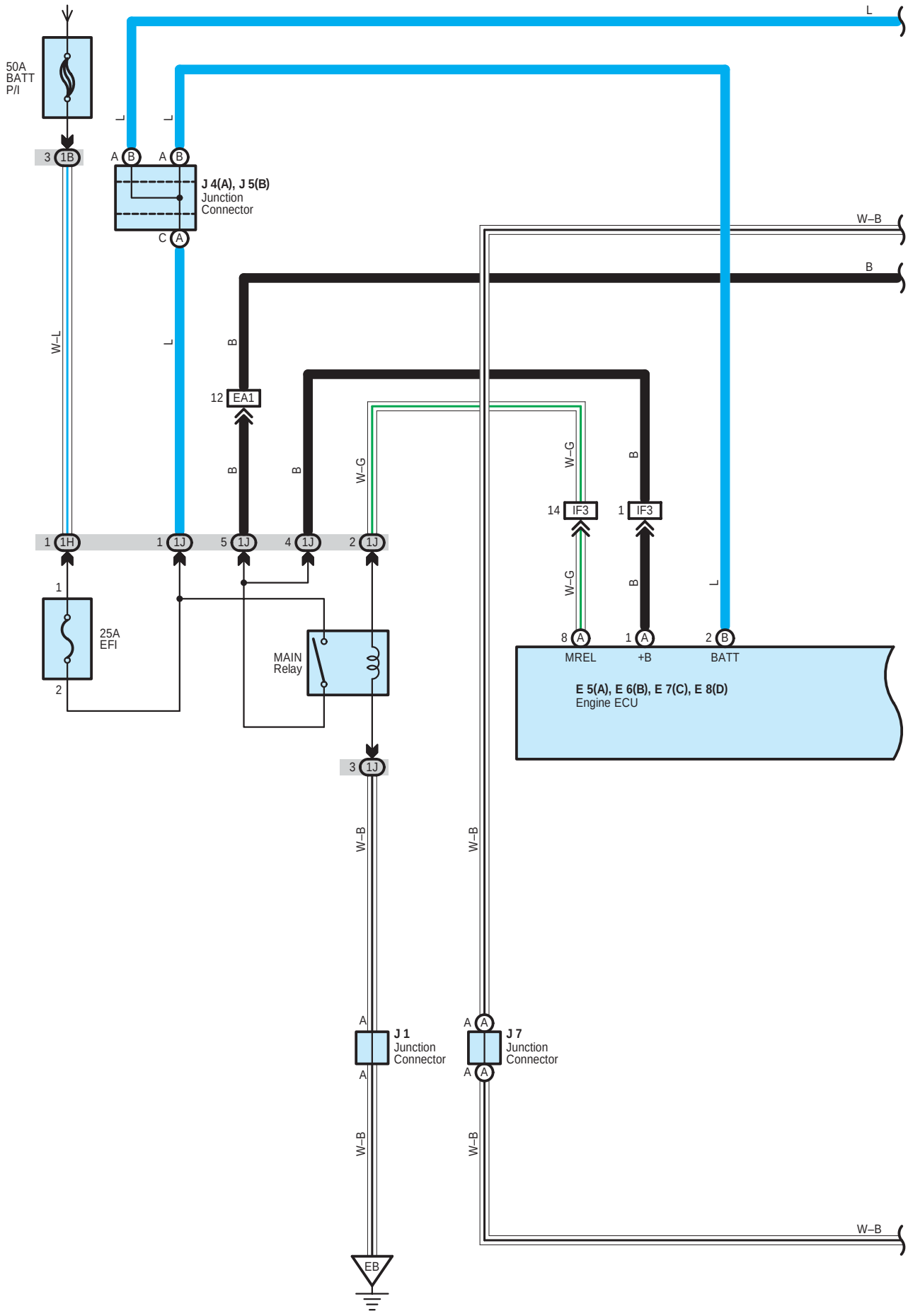
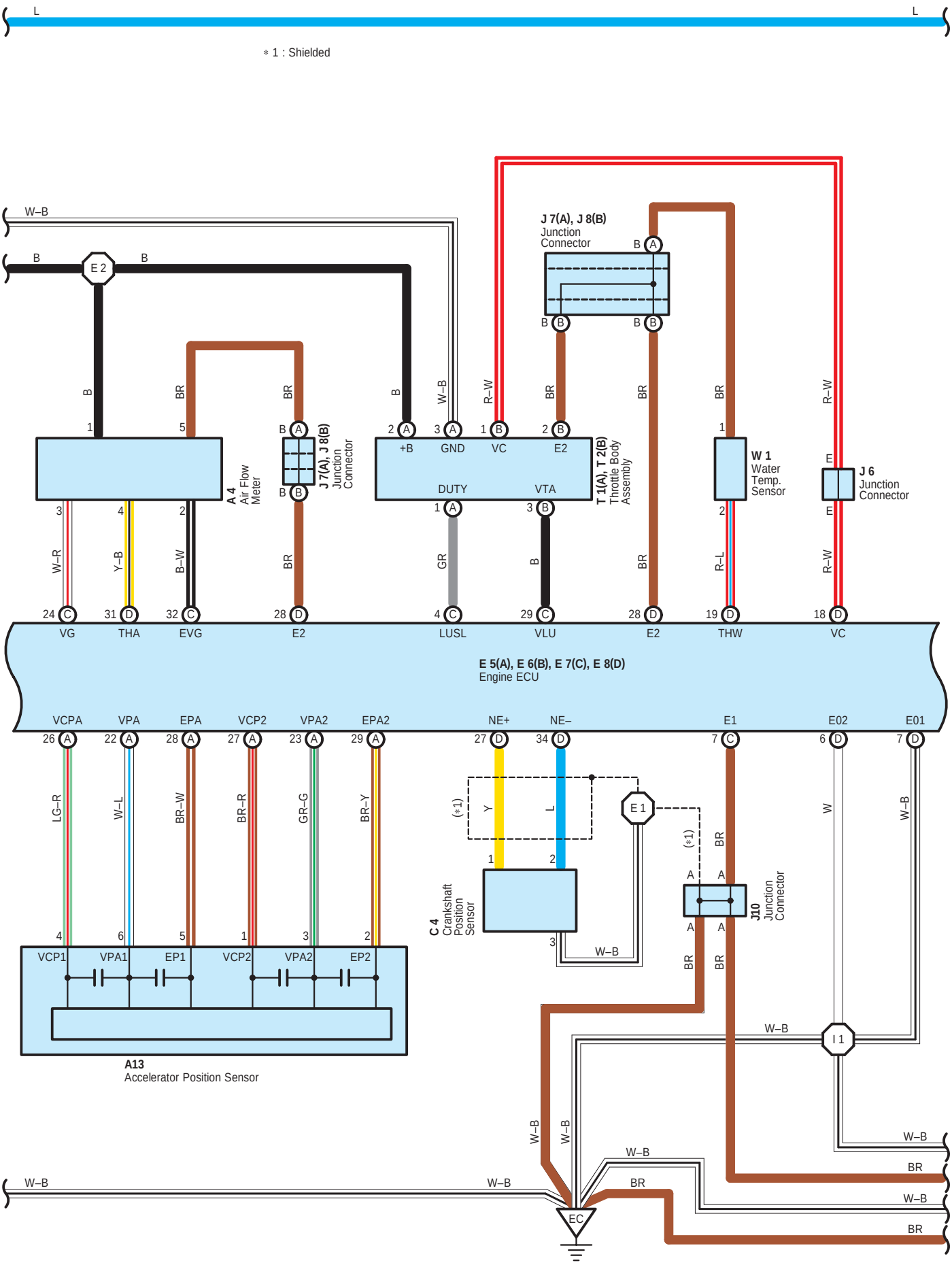
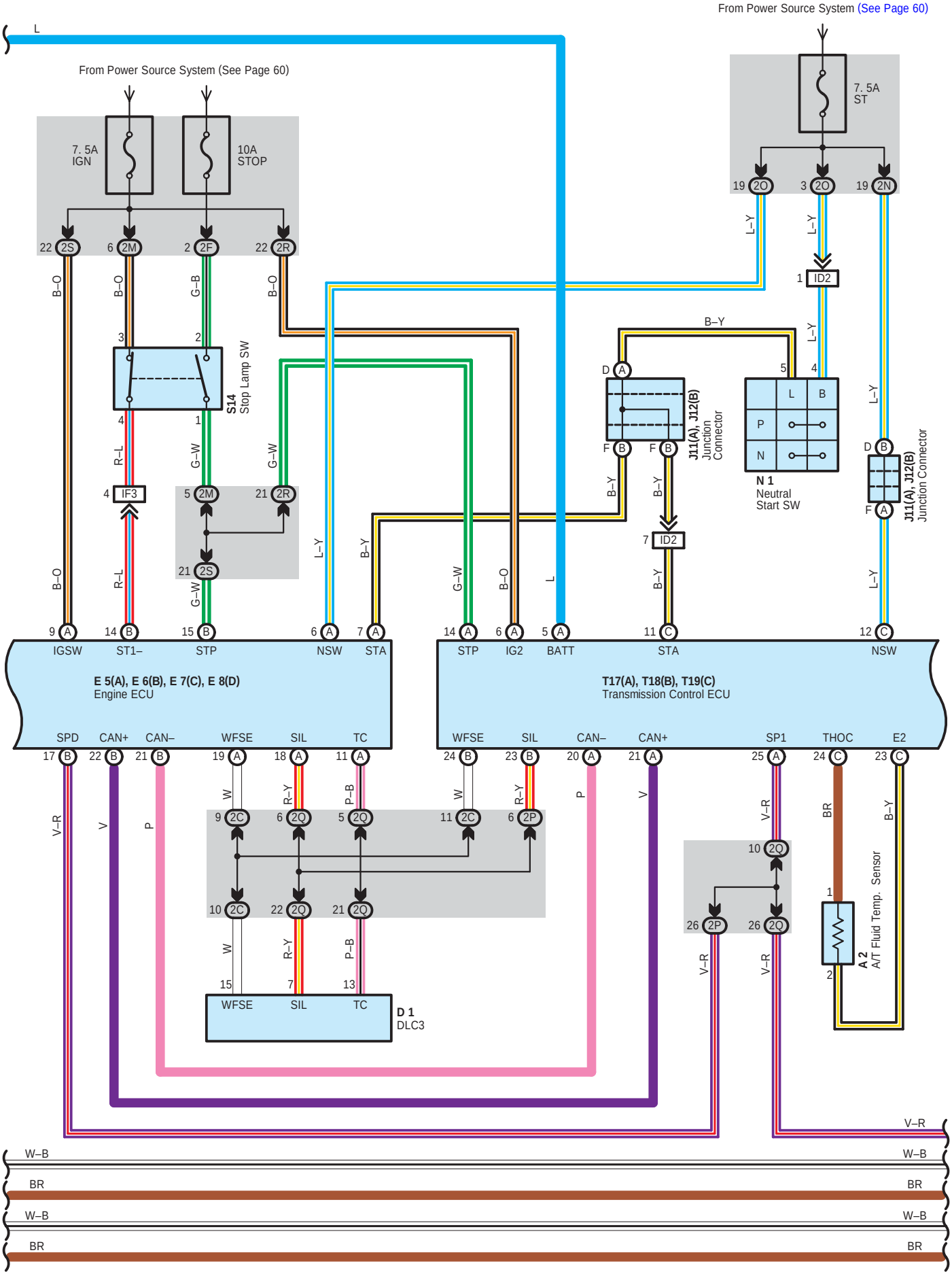
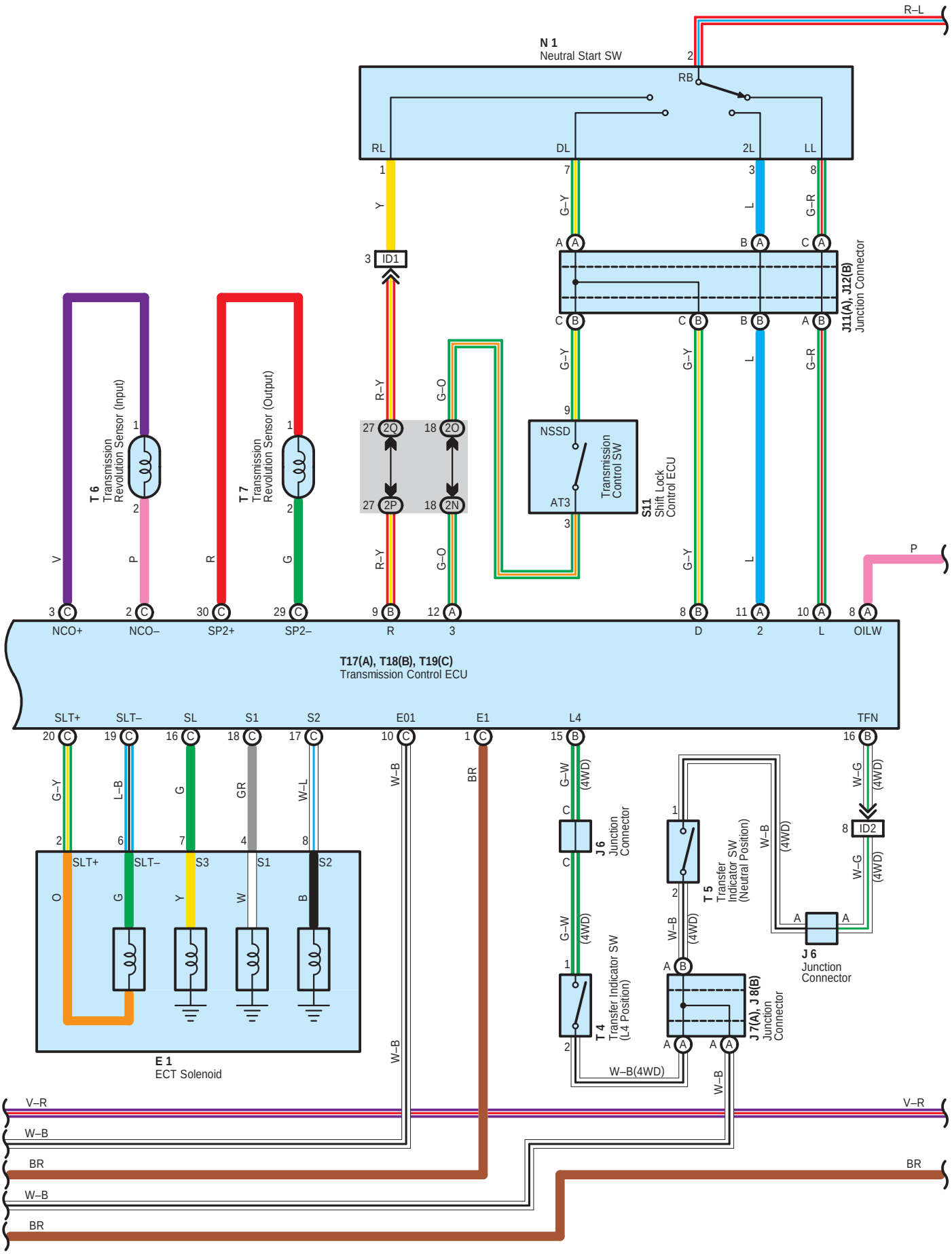
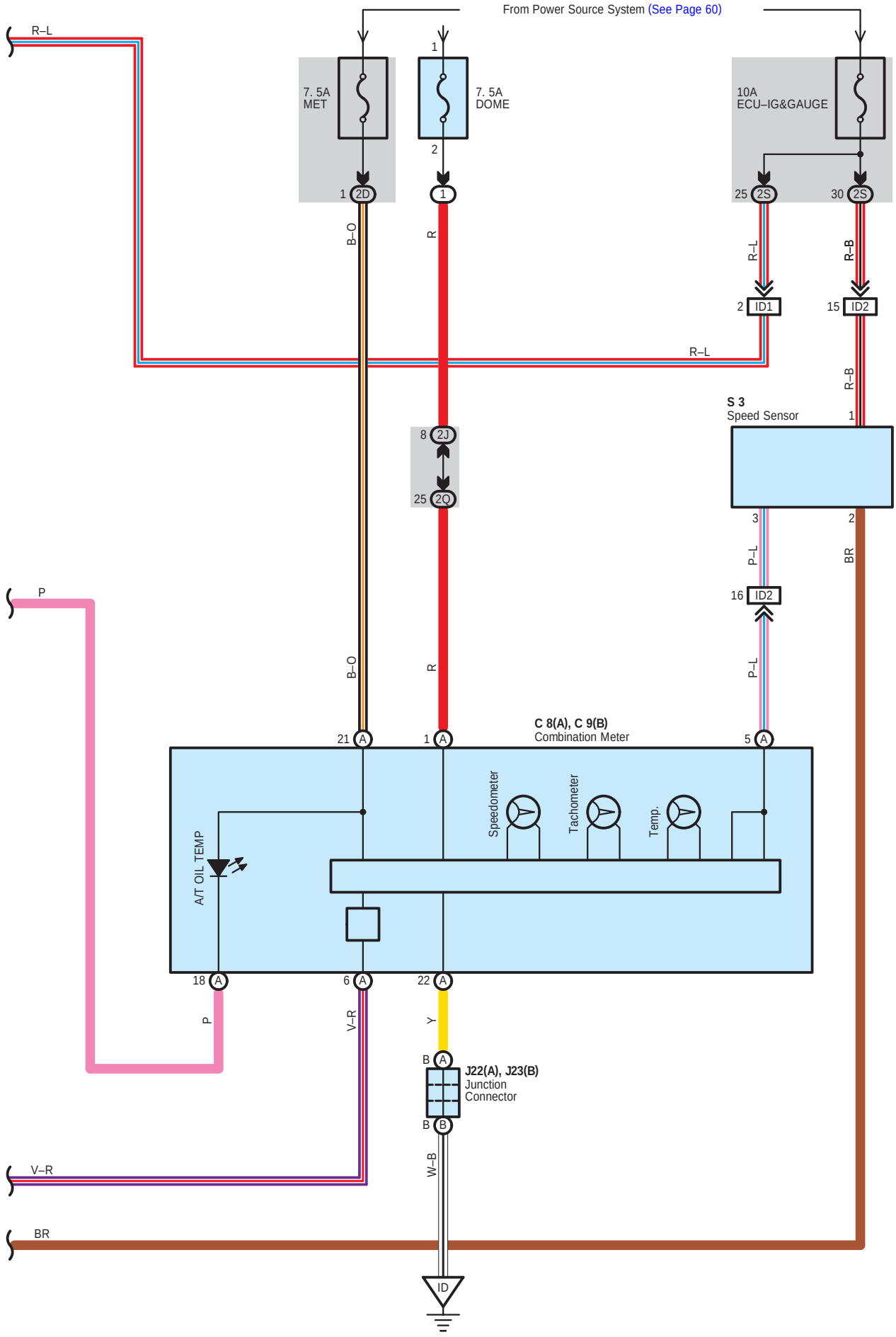
From Power Source System (See Page 60)




L
L
* 1 : Shielded
W–B
B
E 2
B
J 7(A), J 8(B)
Junction
Connector
B
A
B
B
B
B
B
BR
BR
B
W–B
R–W
BR
BR
BR
R–W
1
5
B
A
2
A
3
A
1
B
2
B
1
2
3
4
2
3
4
C
D
C
D
C
D
C
D
C
D
W–R
Y–B
B–W
BR
GR
B
BR
R–L
R–W
24
31
32
28
4
29
28
19
18
VG
THA
EVG
E2
LUSL
VLU
E2
THW
VC
A 4
Air Flow
Meter
J 7(A), J 8(B)
Junction
Connector
+B
GND
VC
E2
DUTY
VTA
T 1(A), T 2(B)
Throttle Body
Assembly
W 1
Water
Temp.
Sensor
E
E
J 6
Junction
Connector
E 5(A), E 6(B), E 7(C), E 8(D)
Engine ECU
VCPA
VPA
EPA
VCP2
VPA2
EPA2
NE+
NE–
E1
E02
E01
26
22
28
27
23
29
27
34
7
6
7
A
A
A
A
A
A
D
D
C
D
D
LG–R
W–L
BR–W
BR–R
GR–G
BR–Y
(*1)
Y
L
E 1
W
W–B
BR
(*1)
4
6
5
1
3
2
1
2
3
A
A
A
A
VCP1
VPA1
EP1
VCP2
VPA2
EP2
C 4
Crankshaft
Position
Sensor
W–B
J10
Junction
Connector
BR
BR
W–B
I 1
A13
Accelerator Position Sensor
W–B
W–B
W–B
W–B
BR
W–B
BR
W–B
W–B
EC
BR


From Power Source System (See Page 60)
From Power Source System (See Page 60)
7. 5A IGN
10A STOP
7. 5A ST
S14 Stop Lamp SW
N 1 Neutral Start SW
J11(A), J12(B) Junction Connector
J11(A), J12(B) Junction Connector
E 5(A), E 6(B), E 7(C), E 8(D) Engine ECU
T17(A), T18(B), T19(C) Transmission Control ECU
D 1 DLC3
A 2 A/T Fluid Temp. Sensor
IGSW
ST1–
STP
NSW
STA
STP
IG2
BATT
STA
NSW
SPD
CAN+
CAN–
WFSE
SIL
TC
WFSE
SIL
CAN–
CAN+
SP1
THOC
E2
WFSE
SIL
TC
W–B
BR
W–B
BR
W–B
BR


N 1
Neutral Start SW
RB
RL
DL
2L
LL
ID1
T 6
Transmission Revolution Sensor (Input)
T 7
Transmission Revolution Sensor (Output)
J11(A), J12(B)
Junction Connector
NSSD
AT3
Transmission Control SW
S11
Shift Lock Control ECU
NCO+
NCO–
SP2+
SP2–
R
3
D
2
L
OILW
T17(A), T18(B), T19(C)
Transmission Control ECU
SLT+
SLT–
SL
S1
S2
E01
E1
L4
TFN
E 1
ECT Solenoid
J 6
Junction Connector
T 4
Transfer Indicator SW (L4 Position)
T 5
Transfer Indicator SW (Neutral Position)
J 7(A), J 8(B)
Junction Connector
ID2
W–B(4WD)
V–R
W–B
BR


From Power Source System (See Page 60)
R–L
7. 5A
MET
7. 5A
DOME
10A
ECU–IG&GAUGE
1
2
1 2D
1
25 2S
30 2S
B–O
R
R–L
R–B
2 ID1
15 ID2
R–L
R–B
S 3
Speed Sensor
8 2J
25 2O
3
2
P–L
BR
16 ID2
P
P–L
B–O
R
C 8(A), C 9(B)
Combination Meter
21 A
1 A
5 A
Speedometer
Tachometer
Temp.
A/T OIL TEMP
18 A
6 A
22 A
P
V–R
Y
B A
J22(A), J23(B)
Junction
Connector
B B
W–B
V–R
BR
ID

System Outline

Previous automatic transmissions 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. Lock–Up Operation

When the transmission control ECU decides based on each signal that the lock–up condition has been met, the current flows through TERMINAL SL of the transmission control ECU to TERMINAL 7 of the ECT solenoid to GROUND, causing lock–up operation.

2. 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 transmission control ECU. The transmission control ECU operates and cuts the current to the solenoid to release lock–up.

Service Hints

T17 (A), T19 (C) Transmission Control ECU

(A) 6–Ground : Approx. 12 volts with the ignition SW at ON position
(A) 5–Ground : Always approx. 12 volts
(C) 12–Ground : Approx. 12 volts with the ignition SW at ST position
(A) 14–Ground : Approx. 12 volts with the brake pedal depressed
(C) 1, (C) 10–Ground : Always continuity

N1 Neutral Start SW

2–1 : Closed with the shift lever in R position
2–7 : Closed with the shift lever in D position
2–3 : Closed with the shift lever in 2 position
2–8 : Closed with the shift lever in L position

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
A2	36	J4 A	38	S14	39
A4	36	J5 B	38	T1	37
A13	38	J6	38	T2	37
C4	36	J7 A	38	T4	37
C8 A	38	J8 B	38	T5	37
C9 B	38	J10	38	T6	37
D1	38	J11 A	38	T7	37
E1	36	J12 B	38	T17 A	39
E5 A	38	J22 A	38	T18 B	39
E6 B	38	J23 B	38	T19 C	39
E7 C	38	N1	37	W1	37
E8 D	38	S3	37		
J1	37	S11	39		

▭ : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
1	22	Engine Room R/B (Engine Compartment Left)

: Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	23	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
1H	24	
1J		
2C	28	Instrument Panel Wire and Driver Side J/B (Instrument Panel Brace RH)
2D		
2F	28	Engine Room Main Wire and Driver Side J/B (Instrument Panel Brace RH)
2J		
2M		
2N	29	Instrument Panel Wire and Driver Side J/B (Instrument Panel Brace RH)
2O		
2P		
2Q		
2R		
2S		

: Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	46	Engine Wire and Engine Room Main Wire (Inside of Engine Room R/B and Engine Room J/B)
ID1	48	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
ID2		
IF3	50	Engine Room Main Wire and Instrument Panel Wire (Behind the Driver Side J/B)

: Ground Points

Code	See Page	Ground Points Location
EB	46	Left Side of the Fender Apron
EC	46	Rear Side of the Cylinder Block
ID	48	Instrument Panel Reinforcement Center

: Splice Points

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	46	Engine Wire	I1	50	Engine Wire
E2					