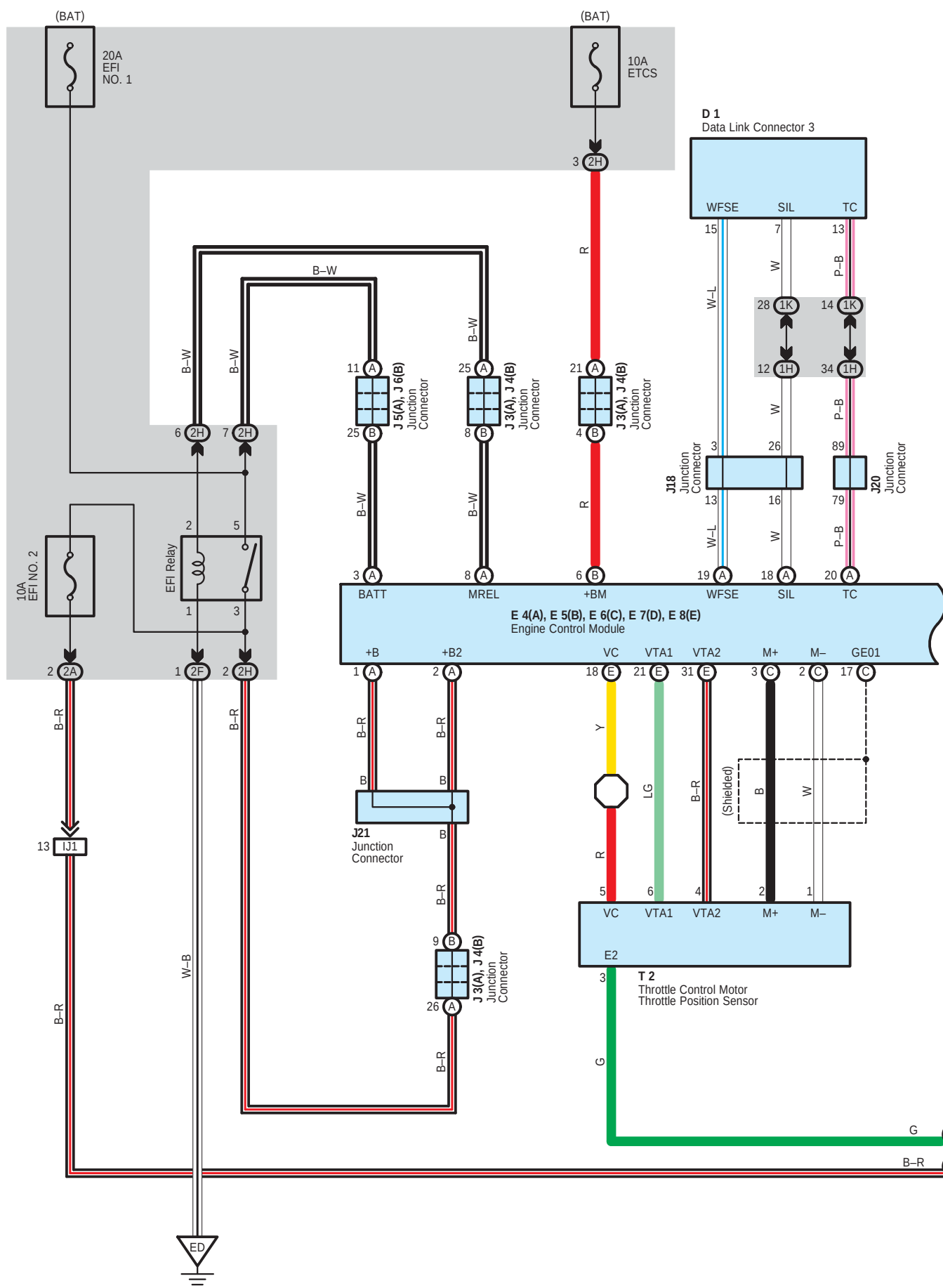
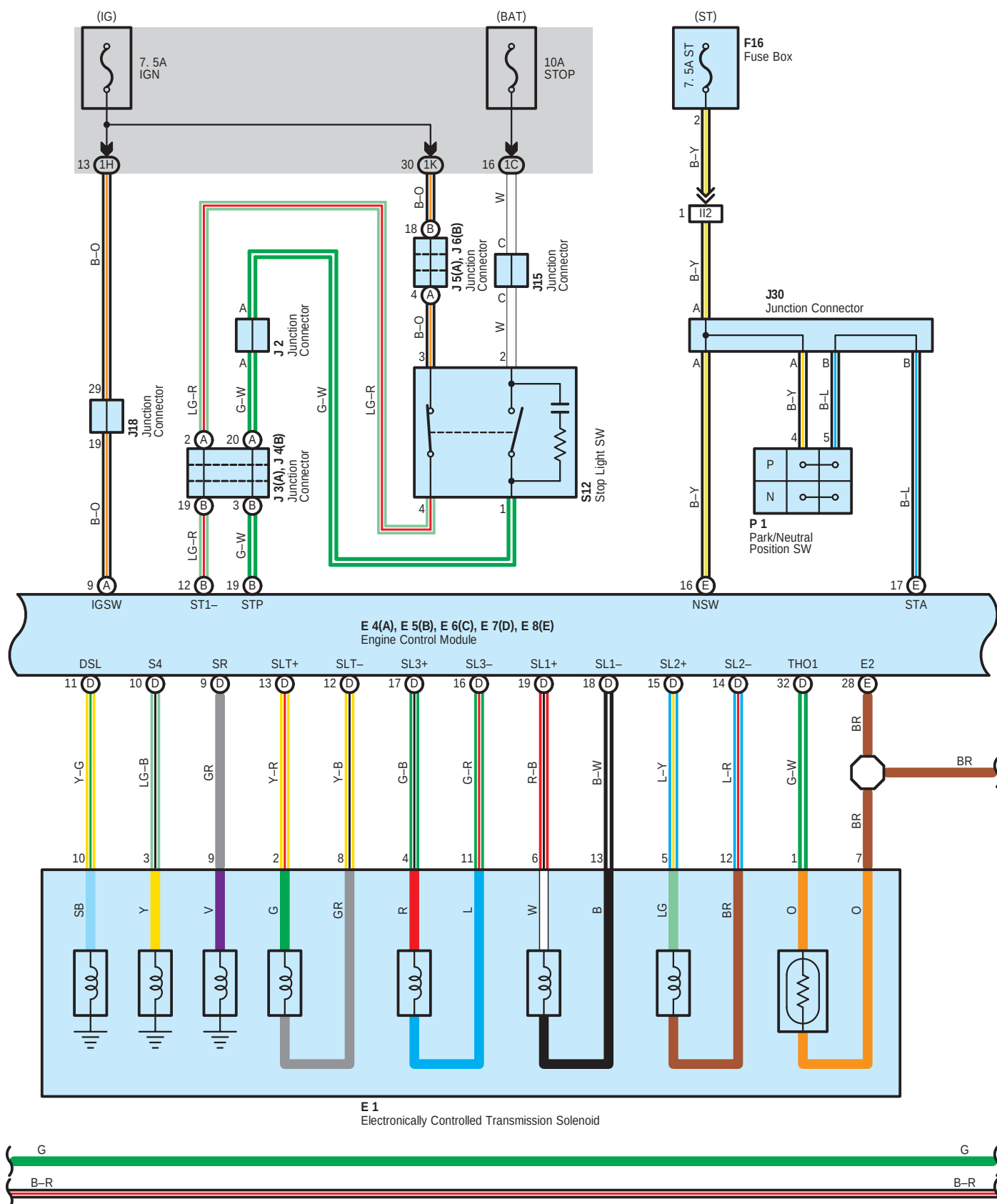
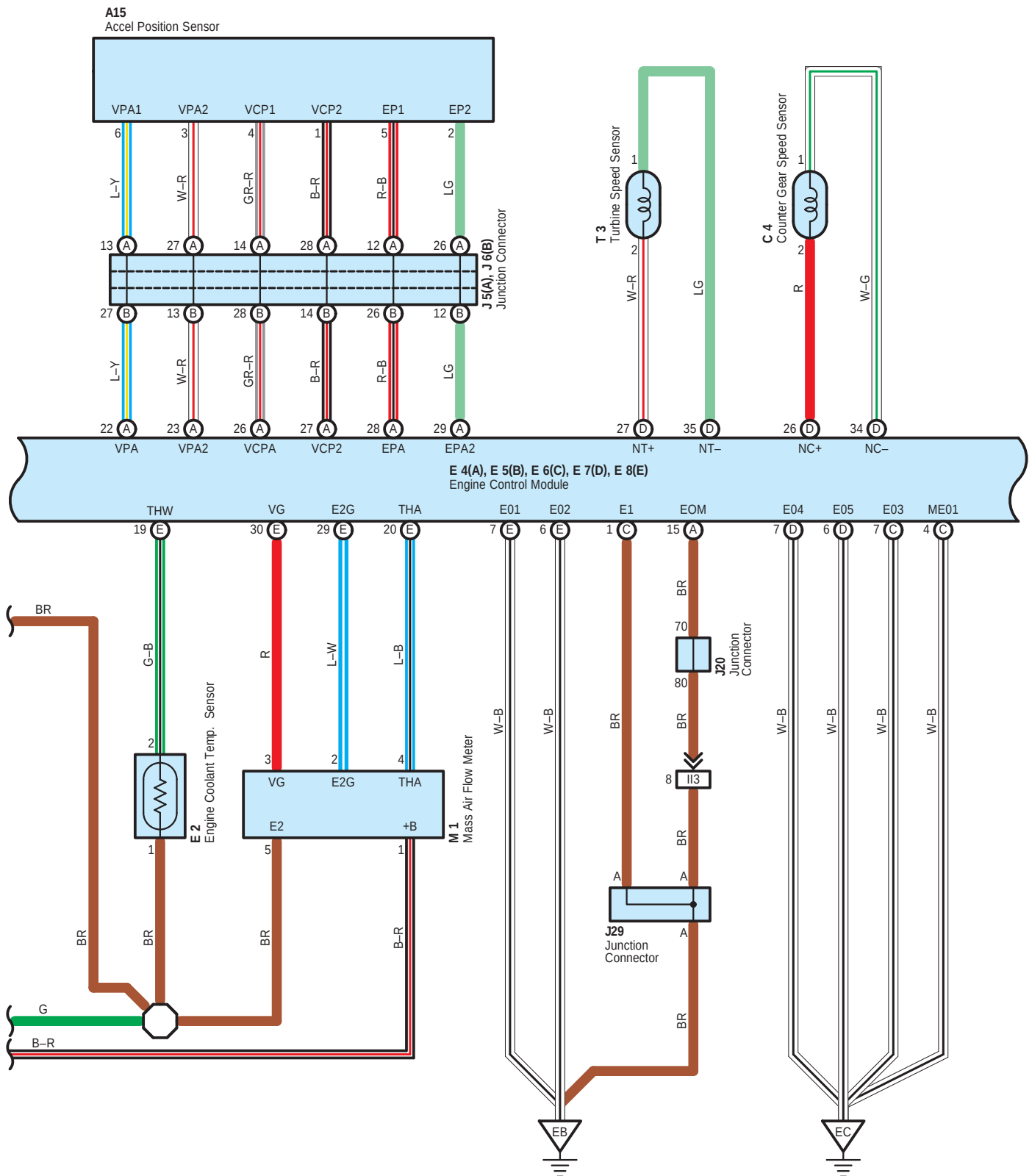
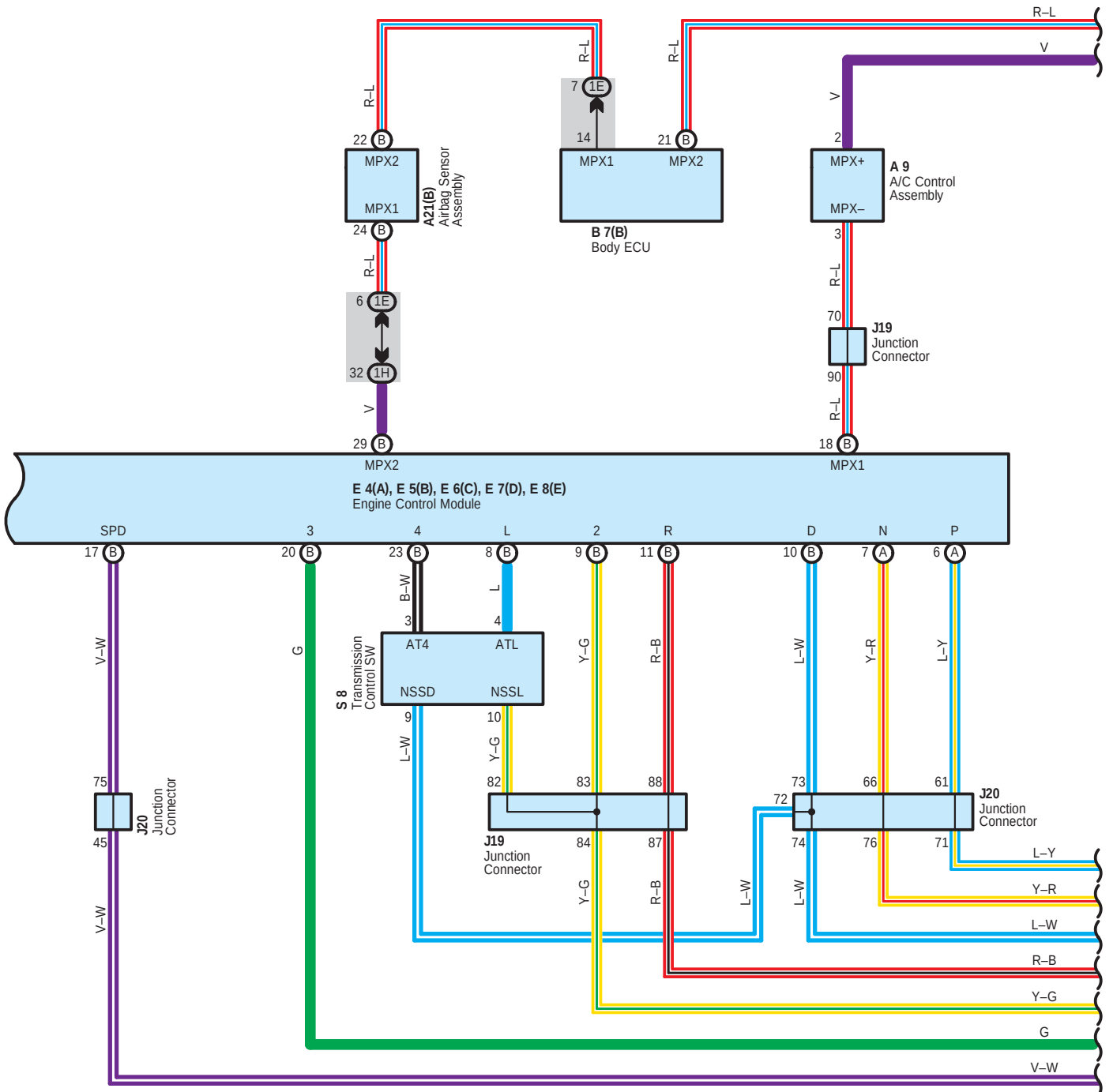




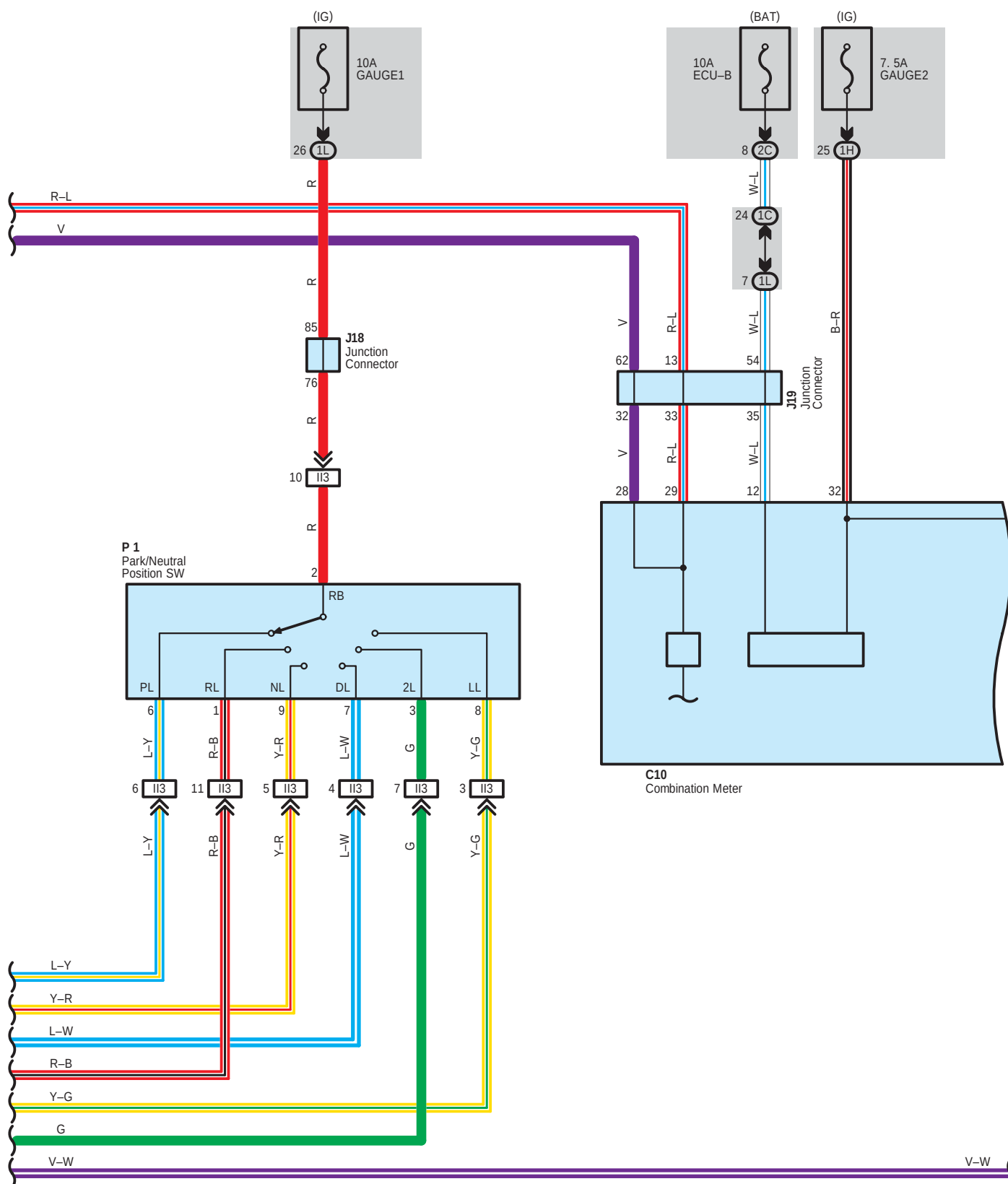


ECT and A/T Indicator

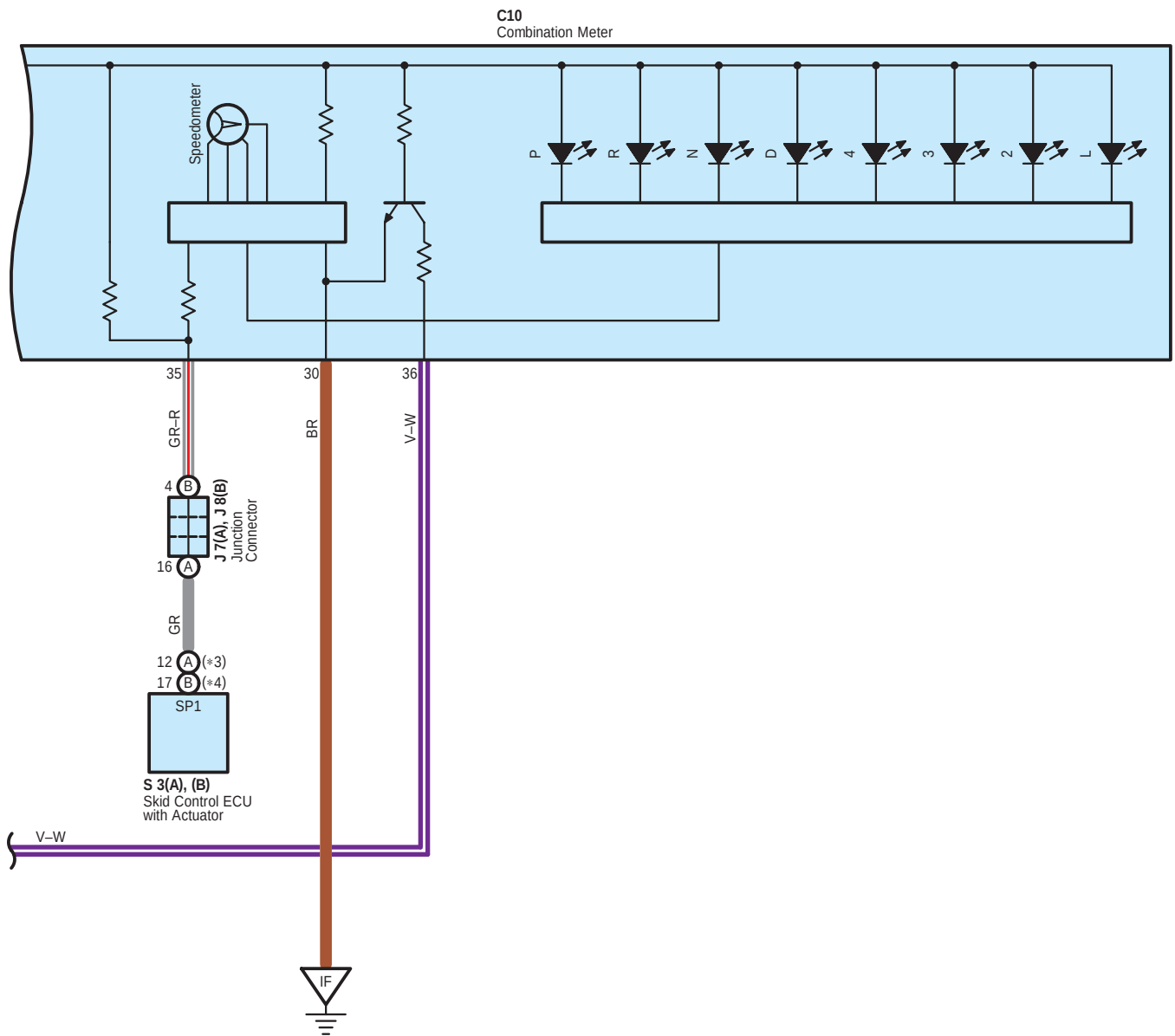




ECT and A/T Indicator



* 3 : w/ VSC
 * 4 : w/o VSC



ECT and A/T Indicator

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

When driving, the engine warm up condition is input as a signal to TERMINAL THW of the engine control module from the engine coolant temp. sensor and the vehicle speed signal is input to TERMINAL SPD of the engine control module. At the same time, the throttle valve opening signal from the throttle position sensor is input to TERMINALS VTA1 and VTA2 of the engine control module as throttle angle signal.

Based on these signals, the engine control module selects the best shift position for the driving conditions and sends current to the electronically controlled transmission solenoid.

2. Lock-Up Operation

When each signal makes engine control module recognize that LOCK-UP condition is satisfied, the current flows from engine control module TERMINAL DSL to electronically controlled transmission solenoid TERMINAL 10. At the same time, the current flows engine control module TERMINAL SL1+ to electronically controlled transmission solenoid TERMINAL 6 and from TERMINAL 13 to engine control module TERMINAL SL1-. This works LOCK-UP solenoid to perform LOCK-UP operation.

3. Stop Light SW Circuit

If the brake pedal is depressed (Stop light 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.

○ : Parts Location

Code		See Page		Code		See Page		Code		See Page	
A9		38		E8	E	39		J21		40	
A15		38		F16		39		J29		40	
A21	B	38		J2		37		J30		40	
B7	B	38		J3	A	40		M1		37	
C4		36		J4	B	40		P1		37	
C10		39		J5	A	40		S3	A	37	
D1		39		J6	B	40			B	37	
E1		36		J7	A	40		S8		41	
E2		36		J8	B	40		S12		41	
E4	A	39		J15		40		T2		37	
E5	B	39		J18		40		T3		37	
E6	C	39		J19		40					
E7	D	39		J20		40					

○ : Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C	31	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
1E	31	Instrument Panel Wire and Driver Side J/B (Lower Finish Panel)
1H	30	
1K	31	
1L		
2A	24	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2C		
2F		
2H		

 : **Connector Joining Wire Harness and Wire Harness**

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
II2	53	Engine Wire and Instrument Panel Wire (Right Kick Panel)
II3		
IJ1	53	Engine Wire and Engine Room Main Wire (Right Kick Panel)

 : **Ground Points**

Code	See Page	Ground Points Location
EB	50	Rear Bank of Right Cylinder Head
EC	50	Rear Bank of Left Cylinder Head
ED	50	Front Side of the Left Fender Apron
IF	52	Instrument Panel Brace LH