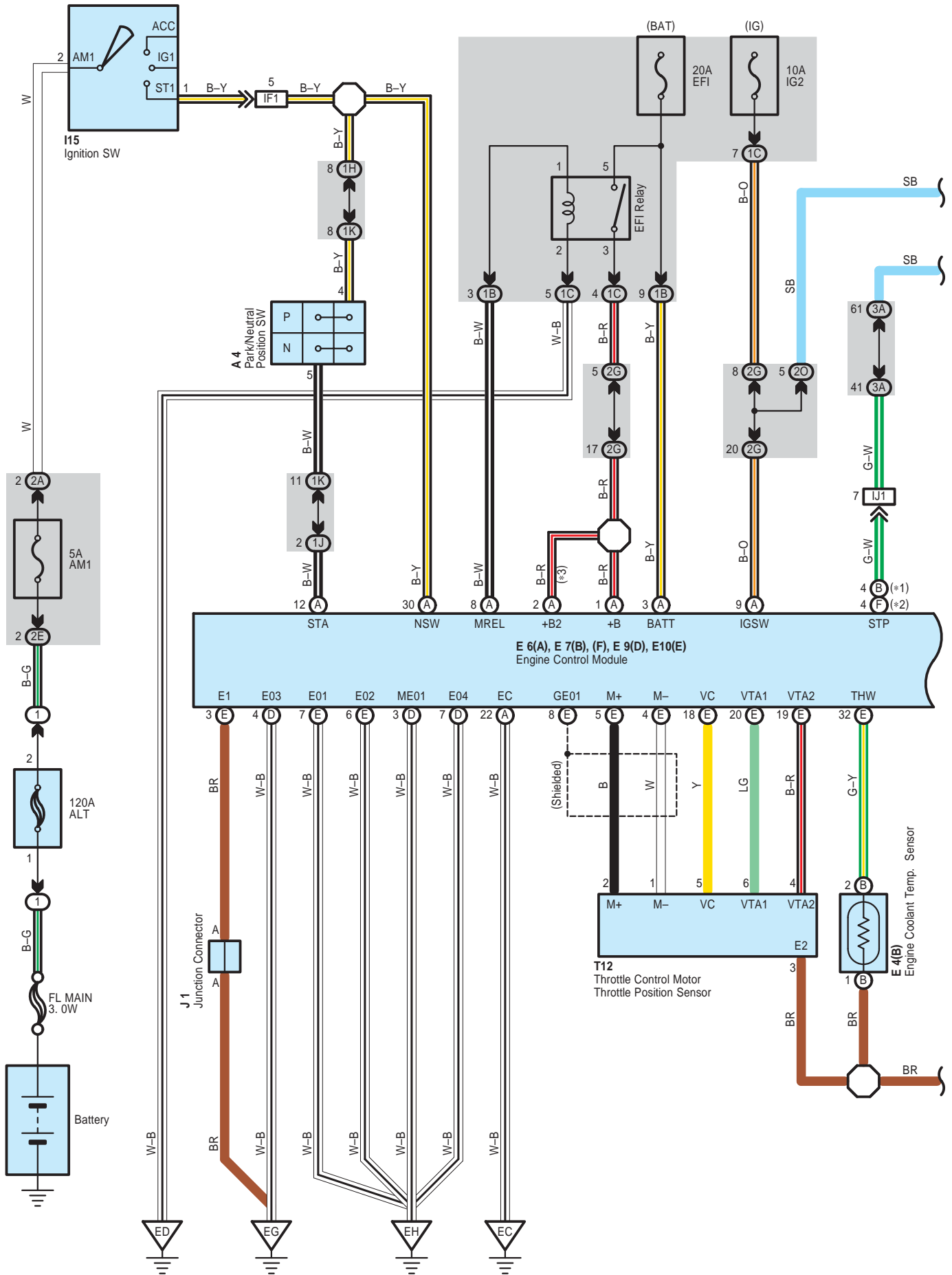
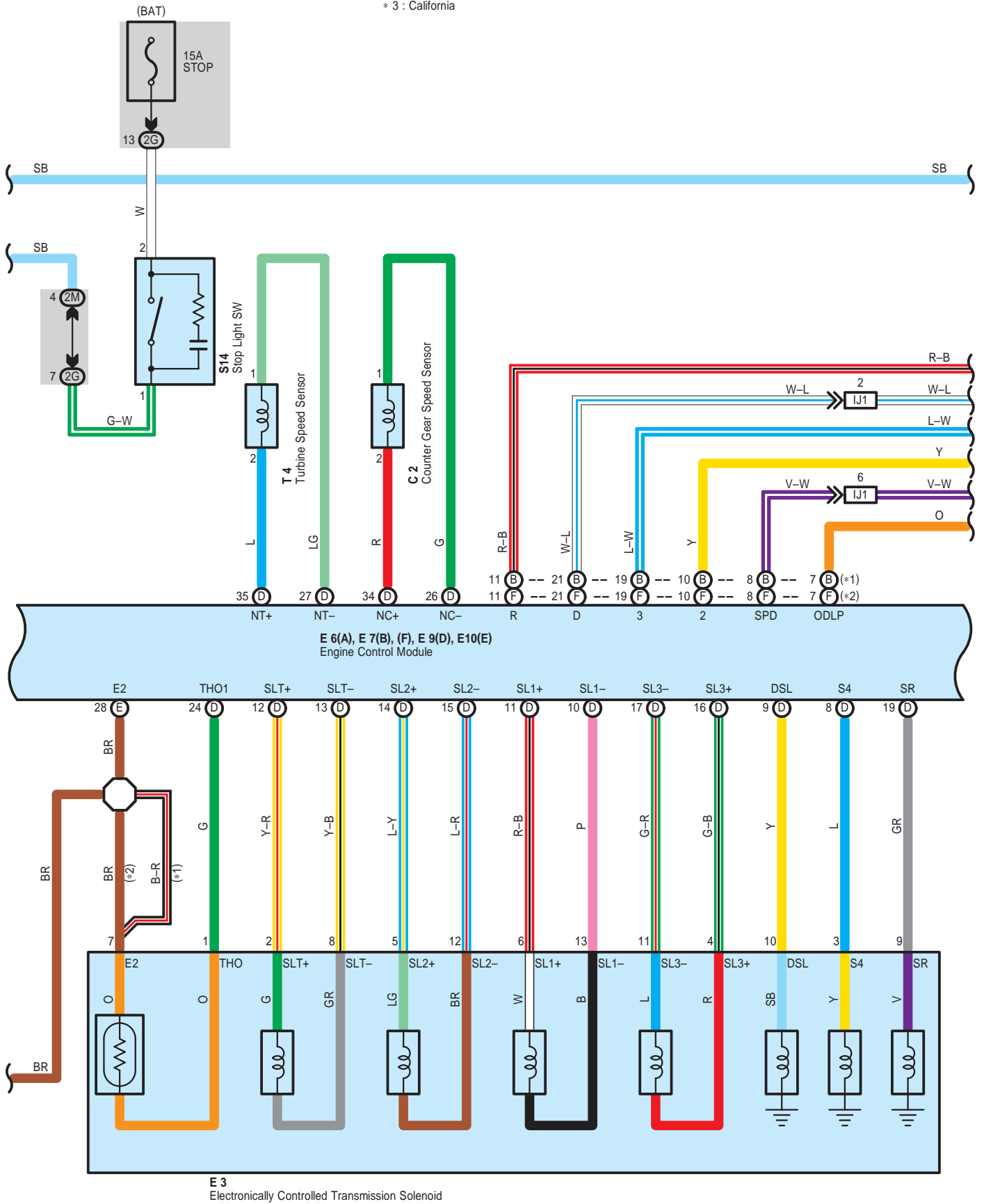
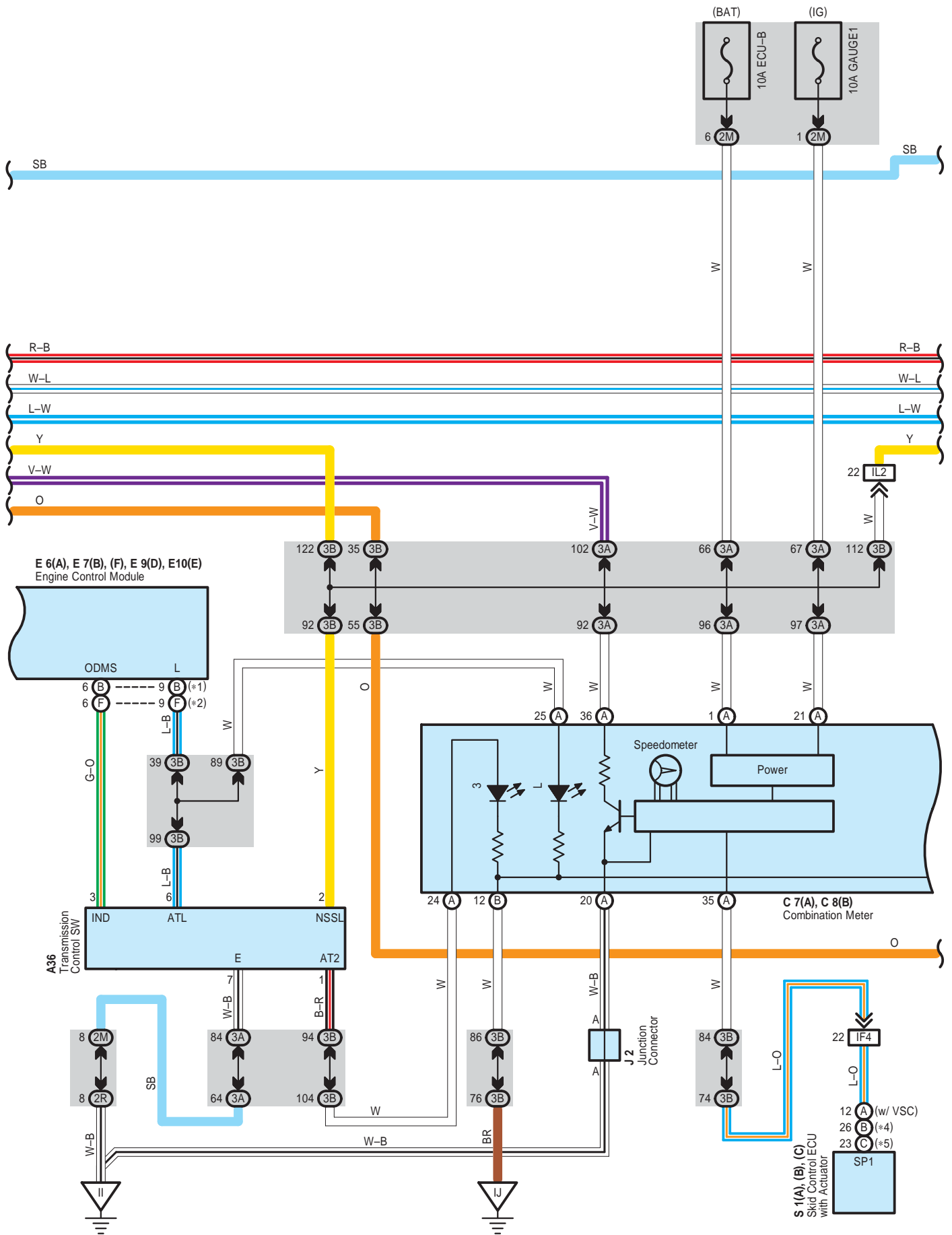


# ECT and A/T Indicator for 2AZ-FE



- \* 1 : TMC Made
- \* 2 : TMMK Made
- \* 3 : California







# 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

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.

### 4. Overdrive Circuit

#### \* Overdrive on

When the engine is turned on from ignition off, the engine control module turns the O/D on. When the O/D main SW is pushed while the O/D is off, a signal is input into TERMINAL ODMS of the engine control module, and the O/D is turned on by the engine control module. In this case, the engine control module controls the gear shift according to the vehicle's driving condition, using the O/D range. At this time, the O/D off indicator light is off.

#### \* Overdrive off

When the O/D main SW is pushed while the O/D is on, a signal is input into TERMINAL ODMS of the engine control module, and the O/D is turned off. At this time, the current flows through the O/D off indicator light to TERMINAL ODLF of the engine control module. As a result, the O/D off indicator light turns on, and the engine control module controls the gear shift according to the vehicle's driving condition, without using the O/D range.

## ○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
A4	40 (*2)	E6	A 42	J2	43
A36	42	E7	B 42	S1	A 41 (*2)
C2	40 (*2)		F 42		B 41 (*2)
C7	A 42	E9	D 42		C 41 (*2)
C8	B 42	E10	E 42	S14	43
E3	40 (*2)	I15	43	T4	41 (*2)
E4	B 40 (*2)	J1	43	T12	41 (*2)

## ○ : Relay Blocks

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

\* 1 : 1MZ-FE, 3MZ-FE      \* 2 : 2AZ-FE      \* 3 : w/ Power Seat      \* 4 : w/o Power Seat

**: Junction Block and Wire Harness Connector**

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	25	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
1C		
1H		
1J		
1K	25	Engine Wire and Engine Room J/B (Engine Compartment Left)
2A	28	Instrument Panel Wire and Driver Side J/B (Lower Finish Panel)
2B		
2E	28	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
2G		
2L	29	Instrument Panel Wire and Driver Side J/B (Lower Finish Panel)
2M		
2O		
2R		
3A	34	Instrument Panel Wire and Passenger Side J/B (Instrument Panel Brace RH)
3B		

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

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IF1	50	Engine Room Main Wire and Instrument Panel Wire (Right Side of Steering Column Tube)
IF4		
IJ1	51	Instrument Panel Wire and Instrument Panel Wire (Instrument Panel Reinforcement RH)
IL1	51	Engine Wire and Instrument Panel Wire (Behind the Glove Box)
IL2		

**: Ground Points**

Code	See Page	Ground Points Location
EC	49 (*2)	Left Fender
ED		
EG	49 (*2)	Left Side of Cylinder Head
EH	49 (*2)	Intake Side of Cylinder Block
II	50	Cowl Side Panel LH
IJ	50	Instrument Panel Brace LH

\* 1 : 1MZ-FE, 3MZ-FE      \* 2 : 2AZ-FE      \* 3 : w/ Power Seat      \* 4 : w/o Power Seat