

ELECTRONIC CONTROL SYSTEM

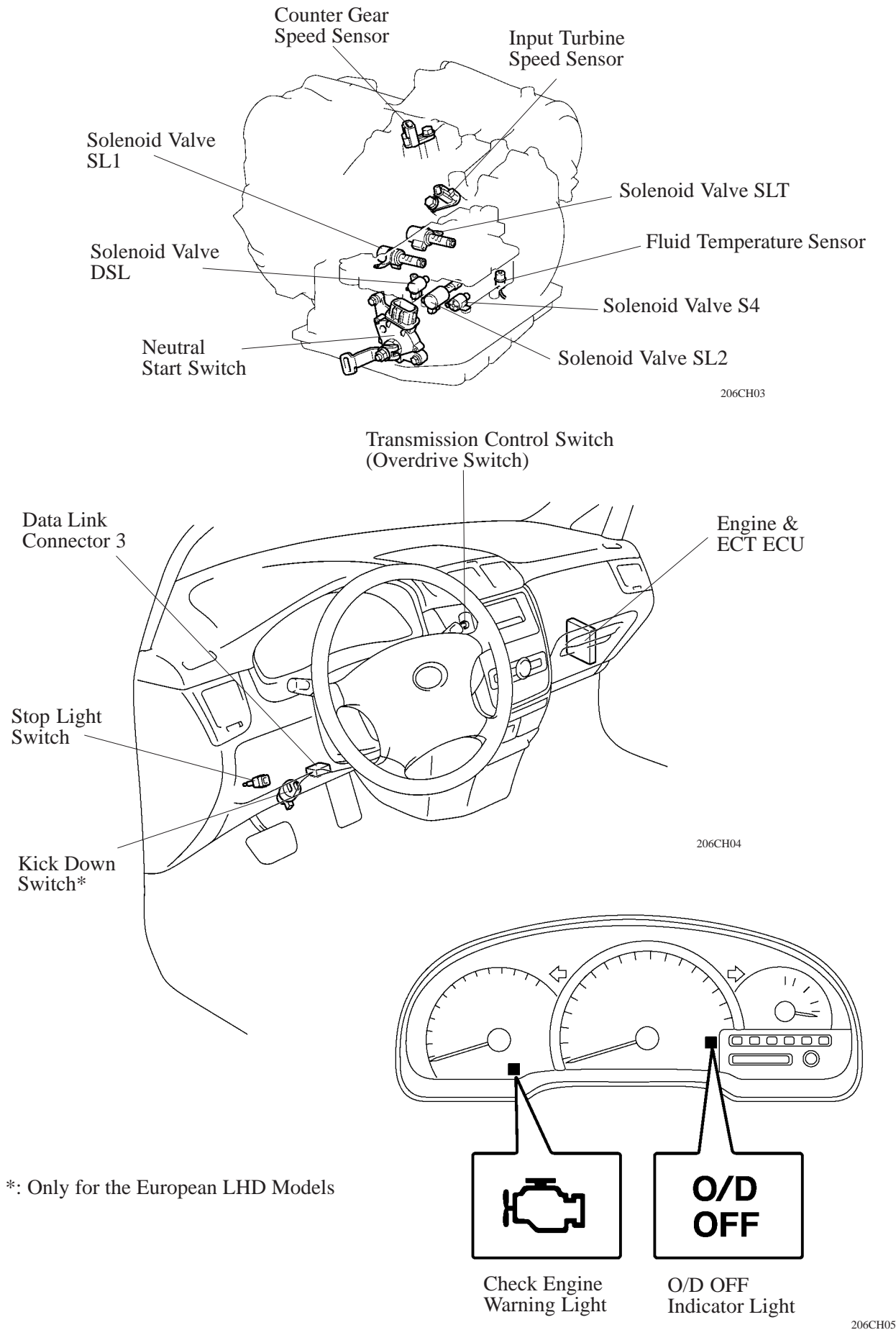
1. Construction

The configuration of the electronic control system in the U214E automatic transaxle is as shown in the following chart.



\*: Only for the European LHD Models.

2. Layout of Components

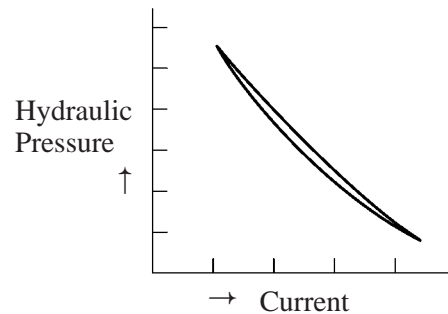
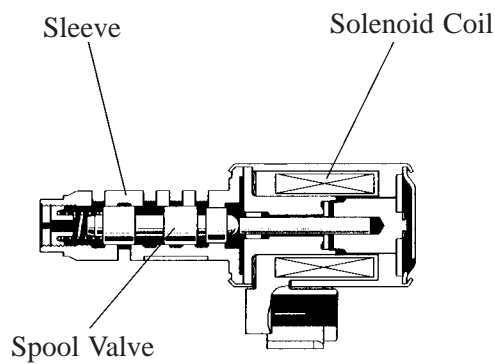


### 3. Solenoid Valve

#### Solenoid Valve SL1, SL2, and SLT

In order to provide a hydraulic pressure that is proportion to current that flows to the solenoid coil, the solenoid valve SL1, SL2 and SLT linearly controls the line pressure and clutch and brake engagement pressure based on the signals it receives from the engine & ECT ECU.

Solenoid Valve	Function
SL1	<ul style="list-style-type: none"> <li>• B<sub>1</sub> brake pressure control</li> <li>• Lock-up clutch pressure control</li> </ul>
SL2	C <sub>2</sub> clutch pressure control
SLT	<ul style="list-style-type: none"> <li>• Line pressure control</li> <li>• Secondary pressure control</li> </ul>

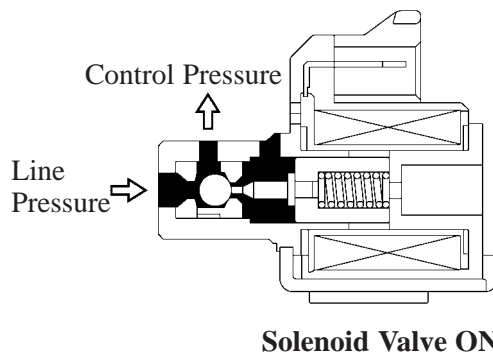


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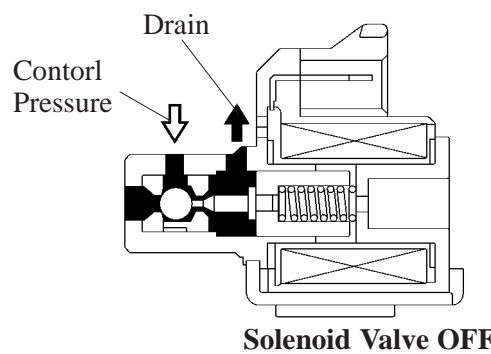
#### Solenoid Valve S4 and DSL

Solenoid Valve	Type	Function
S4	3-way	Switches the 3 – 4 shift valve.
DSL	3-way	<ul style="list-style-type: none"> <li>• Controls the B<sub>2</sub> control valve via the C<sub>2</sub> lock valve.</li> <li>• Controls the lock-up relay via the C<sub>2</sub> lock valve.</li> </ul>



Solenoid Valve ON

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Solenoid Valve OFF

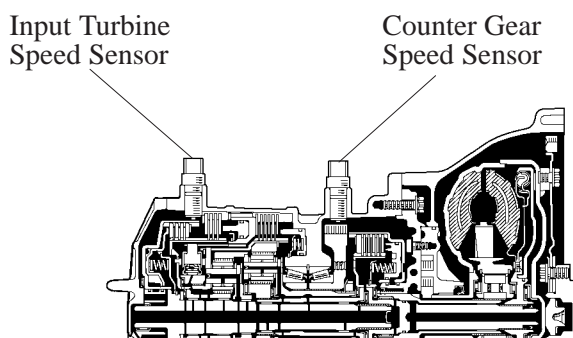
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#### 4. Fluid Temperature Sensor

A fluid temperature sensor is installed inside the valve body for direct detection of the fluid temperature. Fluid temperature sensor is used for revision of clutches and brakes pressure to keep smooth shift quality every time.

#### 5. Speed Sensors

The U241E automatic transaxle has adopted an input turbine speed sensor (for the NT signal) and a counter gear speed sensor (for the NC signal). Thus, the engine & ECT ECU can detect the timing of the shifting of the gears and appropriately control the engine torque and hydraulic pressure in response to the various conditions.



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