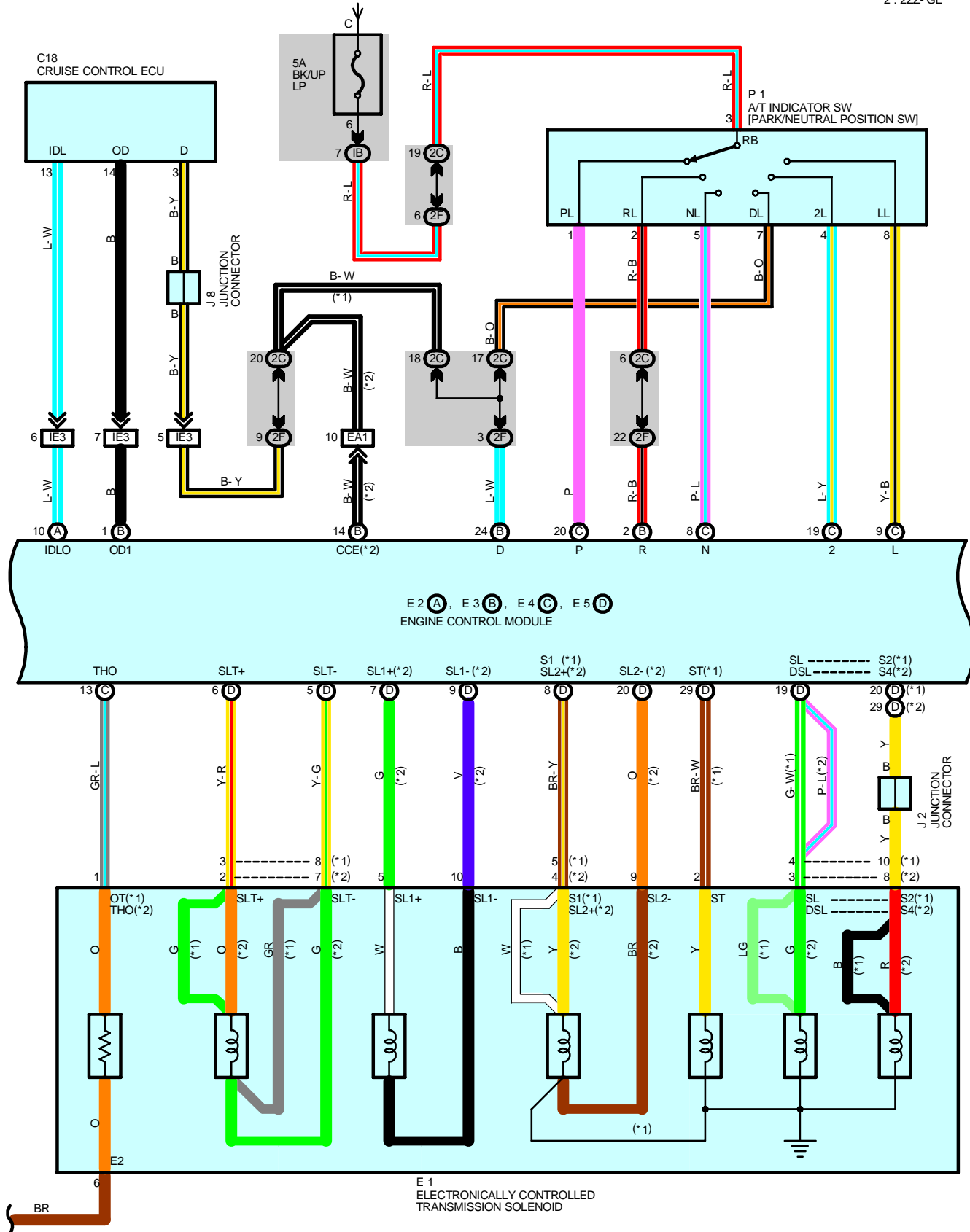


142

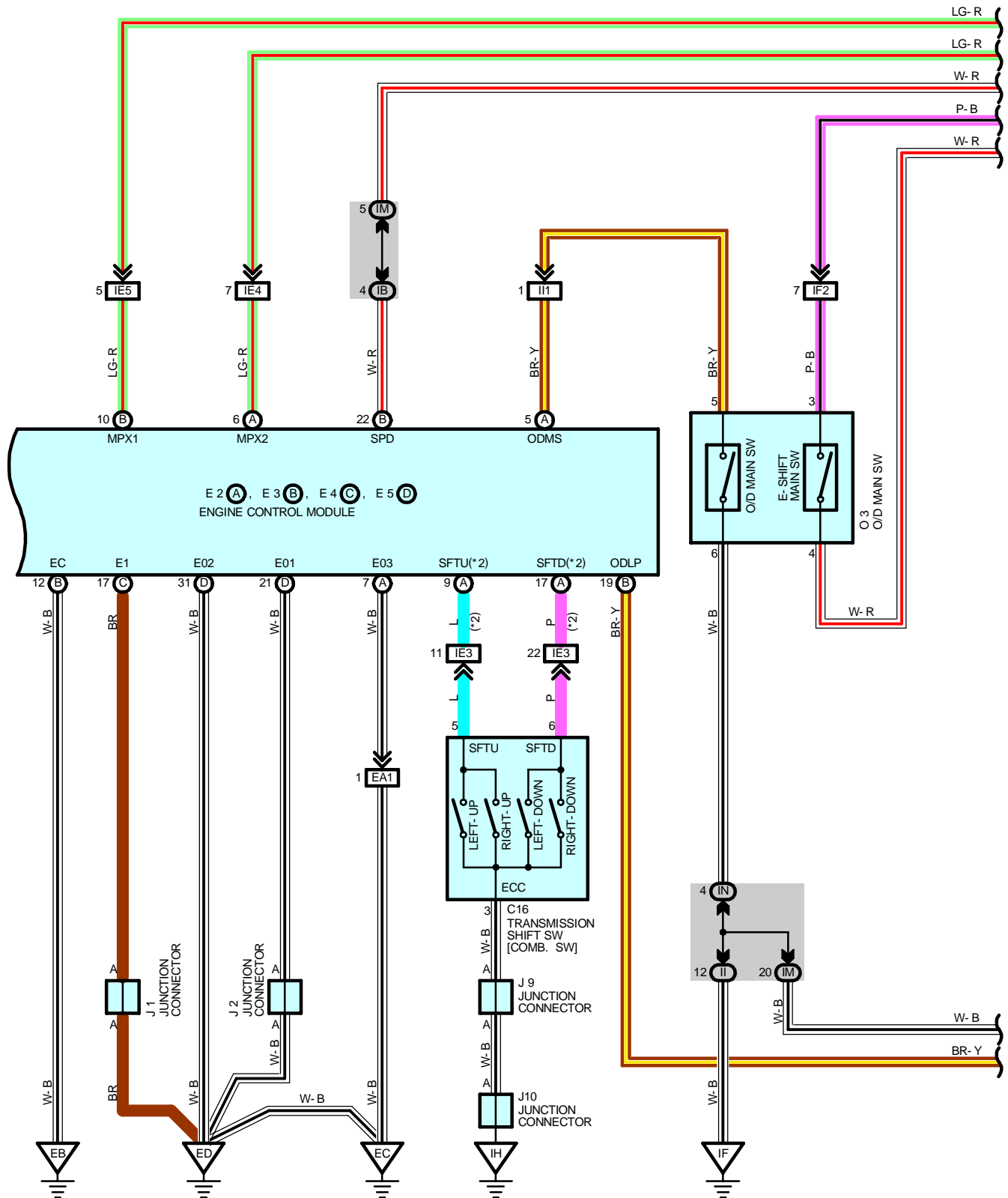


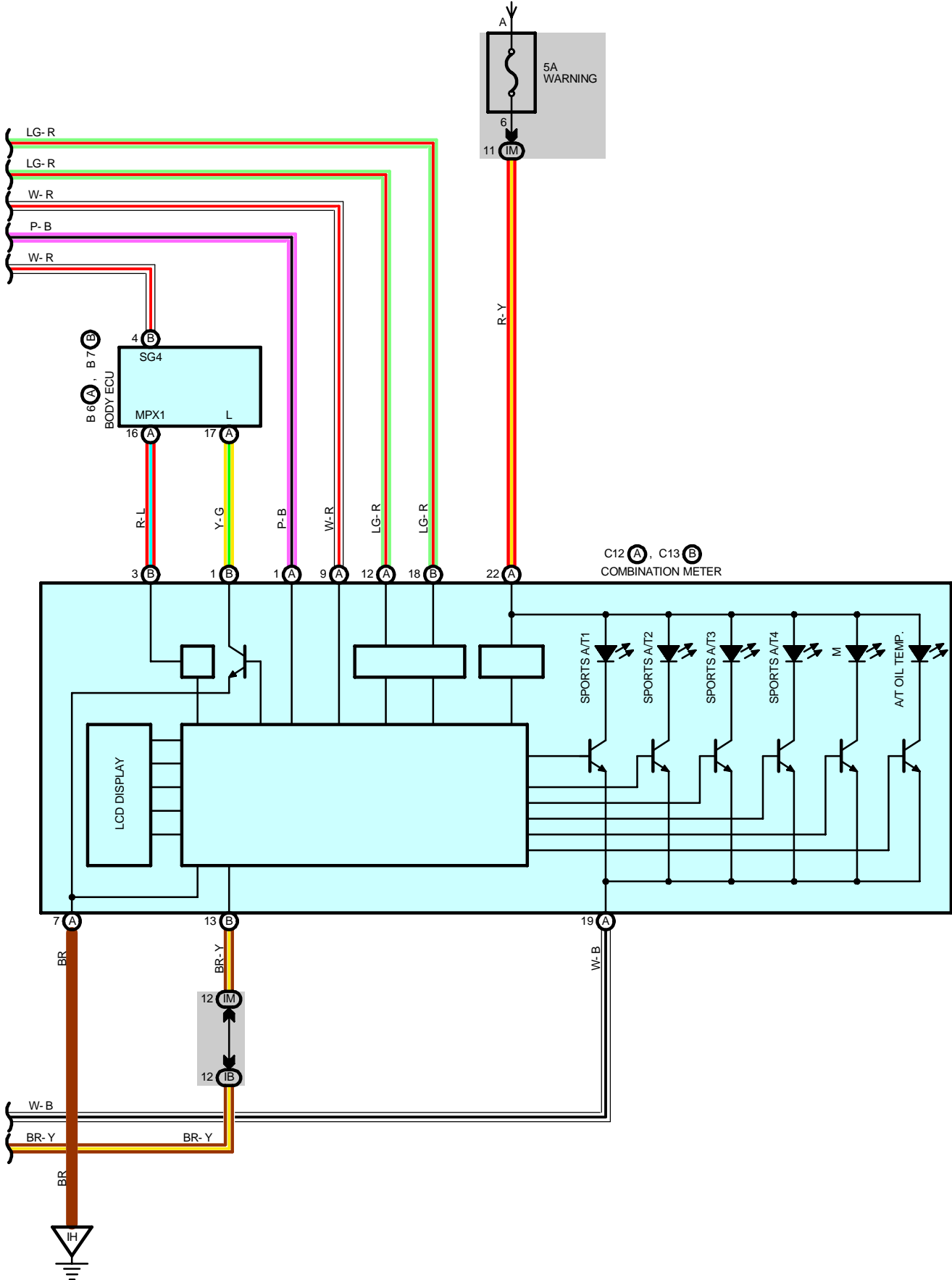
FROM POWER SOURCE SYSTEM (SEE PAGE 52)

* 1 : 1ZZ- FE
* 2 : 2ZZ- GE



ELECTRONICALLY CONTROLLED TRANSMISSION AND A/T INDICATOR





ELECTRONICALLY CONTROLLED TRANSMISSION AND A/T INDICATOR

SYSTEM OUTLINE

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 from vehicle speed sensor is input to TERMINAL NT+ of the engine control module. At the same time, the throttle valve opening signal from the throttle position sensor is input to TERMINAL VTA 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. E-SHIFT SYSTEM (2ZZ-GE)

When the shift lever is set to the M position, the shift range can be switched with the UP or DOWN switch on the steering. (This limits to the maximum gear step and enables automatic shift-up and shift-down within the allowable range.)

SERVICE HINTS

E1 ELECTRONICALLY CONTROLLED TRANSMISSION SOLENOID

2-8 : 5.1- 5.5 Ω

3-9 : 3.5- 3.9 Ω

4-10 : 5.1- 5.5 Ω

5, 6, 11, 12-GROUND : 11- 15 Ω

V2 VEHICLE SPEED SENSOR (ELECTRONICALLY CONTROLLED TRANSMISSION)

1-2 : 560- 680 Ω

O1 O/D DIRECT CLUTCH SPEED SENSOR

1-2 : 560- 680 Ω

E3 (B), E5 (D) ENGINE CONTROL MODULE

BATT-E1 : Always approx. 12 volts

+B-E1 : Approx. 12 volts with ignition SW **ON** or **ST** position

MREL-E1 : Approx. 12 volts with ignition SW **ON** or **ST** position

P1 A/T INDICATOR LIGHT SW [PARK / NEUTRAL POSITION SW]

3-1 : Closed with shift lever in **P** position

3-2 : Closed with shift lever in **R** position

3-5 : Closed with shift lever in **N** position

3-7 : Closed with shift lever in **D** position

3-4 : Closed with shift lever in **2** position

3-8 : Closed with shift lever in **L** position

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code	See Page
B6	A	36	E4	C	32 (1ZZ-FE)	M1	33 (1ZZ-FE)
B7	B	36			34 (2ZZ-GE)		35 (2ZZ-GE)
C12	A	36	E5	D	32 (1ZZ-FE)	O1	35 (2ZZ-GE)
C13	B	36			34 (2ZZ-GE)	O3	37
C16		36	E6		32 (1ZZ-FE)	P1	33 (1ZZ-FE)
C18		36			34 (2ZZ-GE)		35 (2ZZ-GE)
D1		36	J1		33 (1ZZ-FE)	S8	37
E1		32 (1ZZ-FE)			35 (2ZZ-GE)	T1	33 (1ZZ-FE)
		34 (2ZZ-GE)	33 (1ZZ-FE)	35 (2ZZ-GE)			
E2	A	32 (1ZZ-FE)	J2	35 (2ZZ-GE)	V2	33 (1ZZ-FE)	
		34 (2ZZ-GE)		37		35 (2ZZ-GE)	
E3	B	32 (1ZZ-FE)	J8	37			
		34 (2ZZ-GE)	J9	37			
			J10	37			

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
IB	25	Engine Room Main Wire and Instrument Panel J/B (Instrument Panel Brace RH)
II	25	Instrument Panel Wire and Instrument Panel J/B (Instrument Panel Brace RH)
IK		
IM		
IN	25	Floor Wire and Instrument Panel J/B (Instrument Panel Brace RH)
2C	23	Engine Wire and Engine Room J/B (Engine Compartment Left)
2F	23	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2G		
2H		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	40 (1ZZ-FE)	Engine Wire and Engine Room Main Wire (Inside of Engine Room R/B No.1)
	42 (2ZZ-GE)	
IE3	44	Engine Room Main Wire and Instrument Panel Wire (Instrument Panel Brace LH)
IE4		
IE5		
IF2	46	Floor Wire and Instrument Panel Wire (Instrument Panel Brace LH)
II1	46	Engine Room Main Wire and Floor Wire (Instrument Panel Brace LH)

: GROUND POINTS

Code	See Page	Ground Points Location
EB	40 (1ZZ-FE)	Front Left Fender
	42 (2ZZ-GE)	
EC	40 (1ZZ-FE)	Cylinder Head Cover LH
	42 (2ZZ-GE)	
ED	40 (1ZZ-FE)	Front Left Fender
	42 (2ZZ-GE)	
EM	44	Instrument Panel Brace RH
IH	44	Cowl Side Panel RH

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E2	40 (1ZZ-FE)	Engine Wire	E2	42 (2ZZ-GE)	Engine Wire