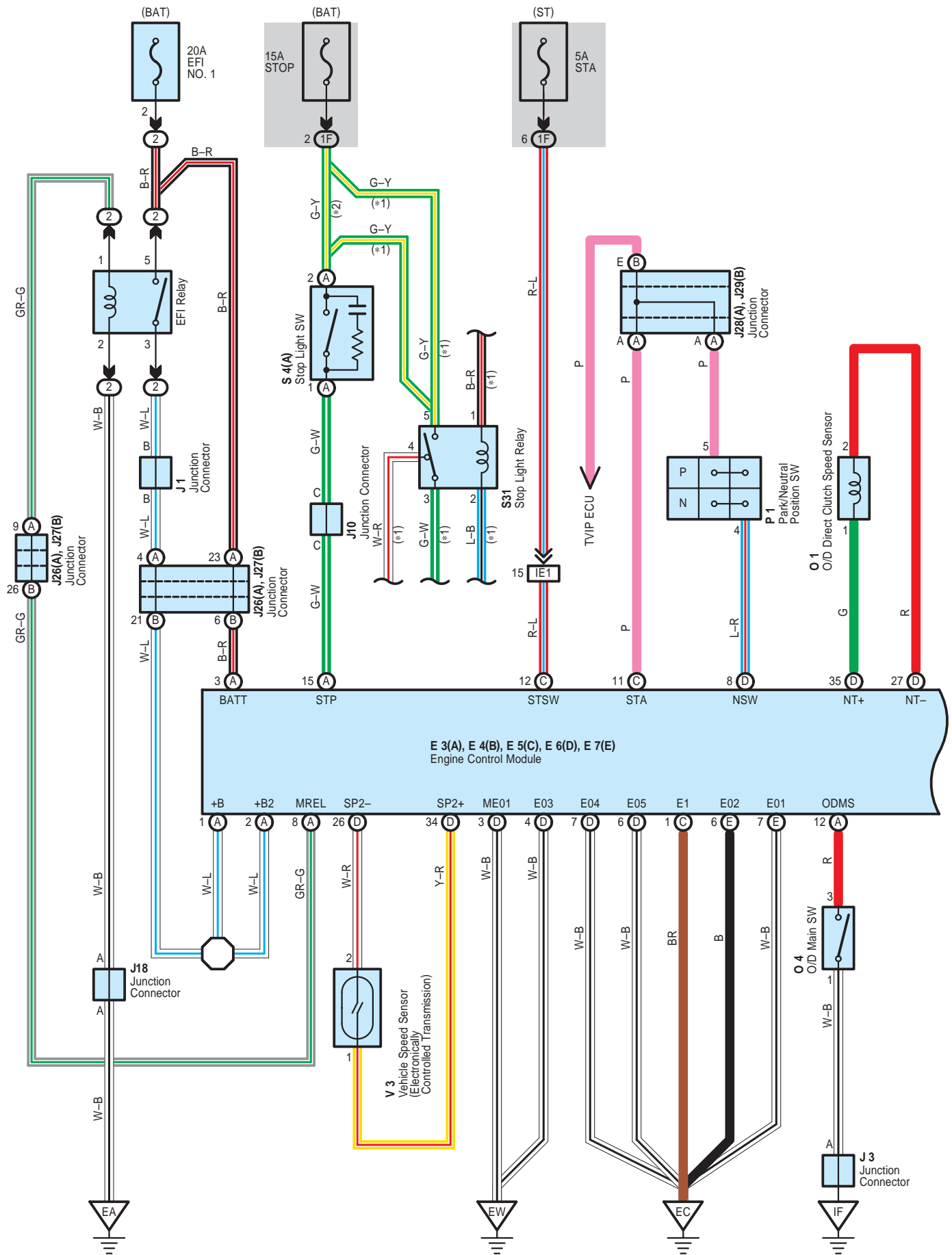
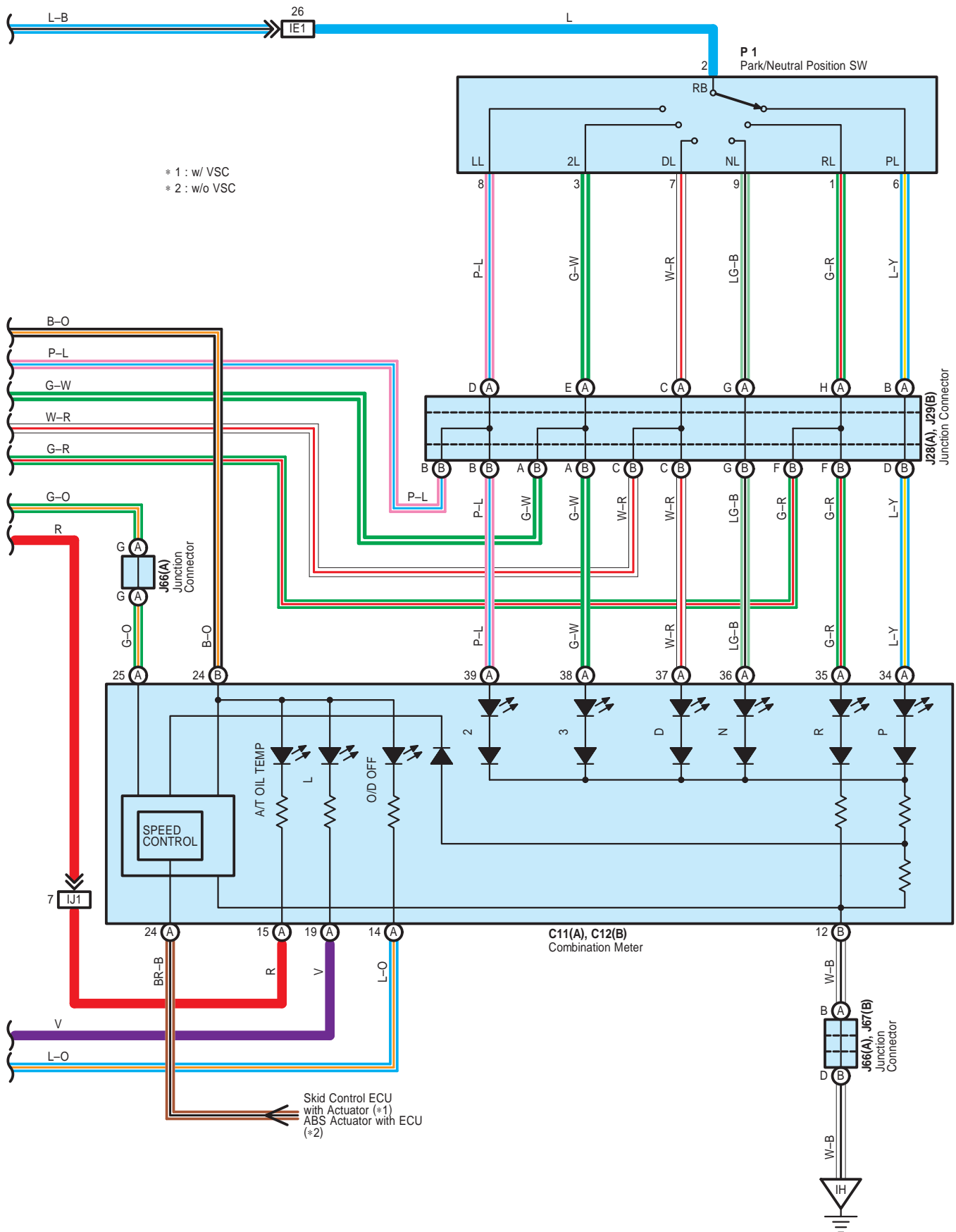


ECT and A/T Indicator for 2UZ-FE (Access/Standard Cab)



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System Outline

The electronically controlled transmission electrically controls the, throttle pressure, lock-up pressure, and accumulator pressure etc. through the solenoid valve.

The electronically controlled transmission is a system which precisely controls the 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 of the 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 control signal from the engine coolant temp. sensor to TERMINAL THW of the engine control module, and the vehicle speed is input to TERMINAL SP2+ of the engine control module from the vehicle speed sensor. At the same time, the throttle valve opening signal from the throttle position sensor is input to TERMINALS VTA1, VTA2 of the engine control module as a 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 the engine control module decides based on each signal that the lock-up condition has been met, the current flows through TERMINAL SLU+ of the engine control module to TERMINAL 5 of the electronically controlled transmission solenoid to TERMINAL 13 to TERMINAL SLU- of the engine control module to GROUND.

3. Stop Light SW Circuit

If the brake pedal is depressed (Stop light SW on) when driving in lock-up position, a signal is input to TERMINAL STP of the engine control module. As a result, the engine control module cuts the current to the solenoid to release the lock-up.

4. Overdrive Circuit

* O/D main SW on

When the O/D main SW is switched to ON position, a signal is input to TERMINAL ODMS of the engine control module, and enables shift change to the overdrive range, through the control of the engine control module.

* O/D main SW off

When the O/D main SW is switched to OFF position, a signal is input to TERMINAL ODMS of the engine control module, and prohibits shift change to the overdrive range through the control of the engine control module. When in the overdrive range already, shift down is made.

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
C11	A 60	J1	57 (2UZ-FE)	J66	A 62
C12	B 60	J3	62	J67	B 62
D8	61	J8	62	O1	57 (2UZ-FE)
E1	56 (2UZ-FE)	J9	62	O4	62
E2	B 56 (2UZ-FE)	J10	62	P1	57 (2UZ-FE)
E3	A 61	J18	57 (2UZ-FE)	S4	A 63
E4	B 61	J26	A 62	S31	63
E5	C 61	J27	B 62	T14	57 (2UZ-FE)
E6	D 61	J28	A 62	V3	57 (2UZ-FE)
E7	E 61	J29	B 62		

○ : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
2	24	Engine Room R/B (Engine Compartment Left)

○ : Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
1F	26 (*1) 30 (*2)	Cowl Wire and Driver Side J/B (Lower Finish Panel)
1G	26 (*1) 30 (*2)	

* 1 : w/o Daytime Running Light

* 2 : w/ Daytime Running Light

* 3 : Access Cab

* 4 : Standard Cab

* 5 : Access Cab Captain Seat

* 6 : Access Cab Separate Seat

* 7 : Standard Cab Bench Seat

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: Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	83	Engine Wire and Cowl Wire (Right Side of Instrument Panel)
IJ1	83	Cowl Wire and Cowl Wire (Right Side of Instrument Panel)

: Ground Points

Code	See Page	Ground Points Location
EA	80 (2UZ-FE)	Front Left Fender
EC	80 (2UZ-FE)	Rear Bank of Left Cylinder Head
EW	80 (2UZ-FE)	Front Left Side of Cylinder Head
IF	82	Left Kick Panel
IH	82	Right Kick Panel

