



## Electronic Control System

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The electronic control system consists of the Powertrain Control Module (PCM), sensors, a linear solenoid and 4 solenoid valves. Shifting and lock-up are electronically controlled for comfortable driving under all conditions.

The PCM is located below the dashboard, under the front lower panel on the passenger's side.

#### Shift control

Shifting is related to engine torque through the linear solenoid used to operate throttle valve which is controlled by the PCM. Getting a signal from each sensor, the PCM determines the appropriate shift point and activates shift control solenoid valves A and/or B.

Shift control solenoid valve	A	B
Position (gear)		
<b>1</b> , <b>D<sub>4</sub></b> , <b>D<sub>3</sub></b> (1ST)	OFF	ON
<b>2</b> , <b>D<sub>4</sub></b> , <b>D<sub>3</sub></b> (2ND)	ON	ON
<b>D<sub>4</sub></b> , <b>D<sub>3</sub></b> (3RD)	ON	OFF
<b>D<sub>4</sub></b> (4TH)	OFF	OFF
<b>R</b> (Reverse)	ON	OFF

#### Lock-up control

From sensor input signals, the PCM determines whether to turn the lock-up clutch ON or OFF and activates lock-up control solenoid valve A and/or B accordingly.

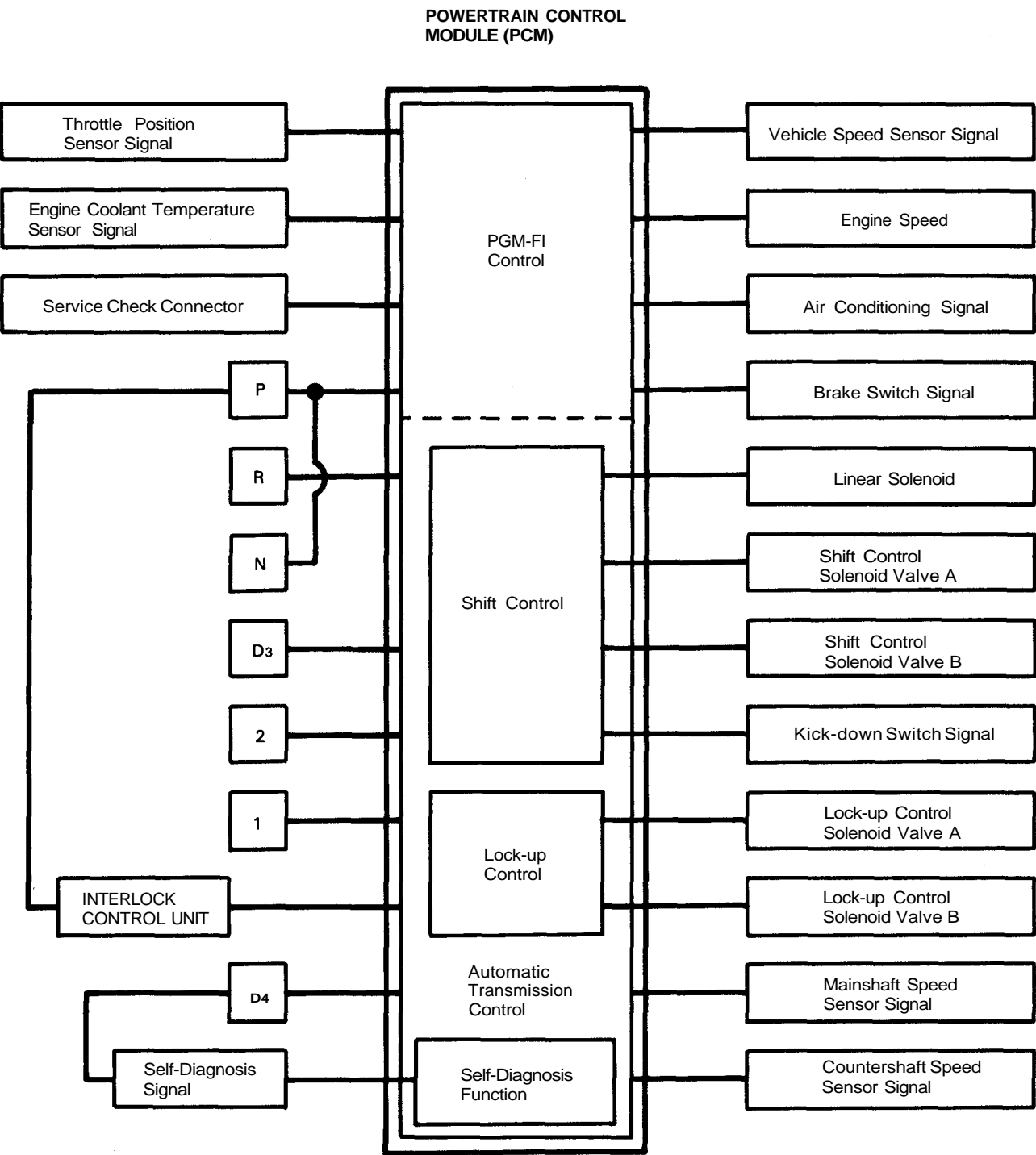
The combination of driving signals to lock-up control solenoid valves A and B is shown in the table below.

Lock-up control solenoid valve	A	B
Lock-up condition		
Lock-up OFF	OFF	OFF
Lock-up, slight	ON	OFF
Lock-up, half	ON	ON
Lock-up, full	ON	ON
Lock-up during deceleration	ON	Duty operation OFF ↔ ON

(cont'd)

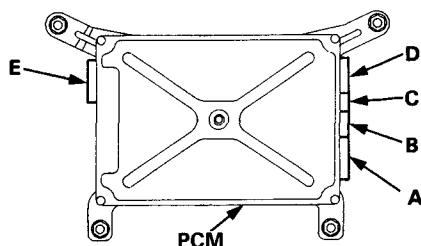
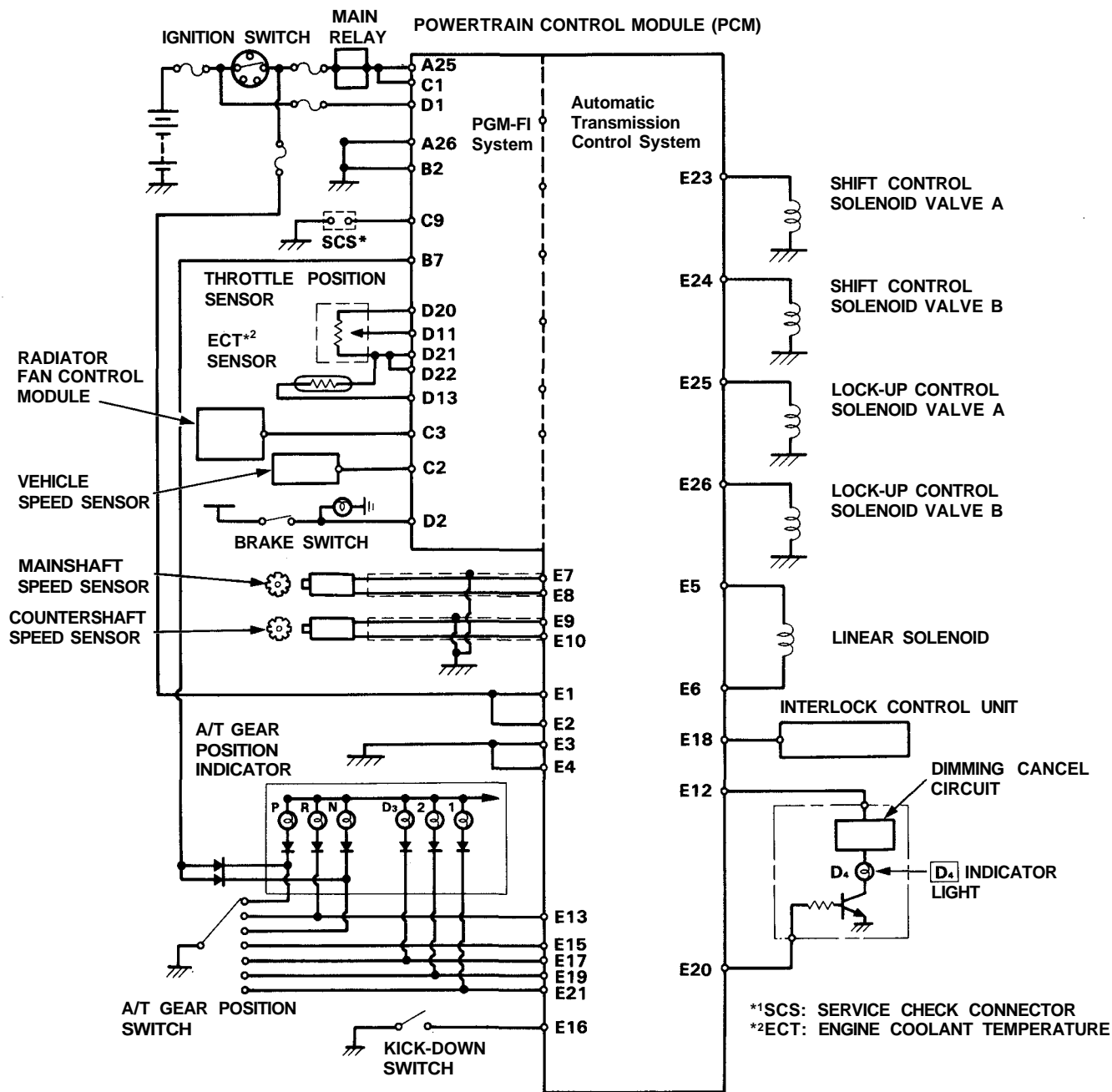
# Description

## Electronic Control System (cont'd)





Circuit Diagram



PCM TERMINAL LOCATION

A1	A3	A5	A7	A9	A11	A13	A15	A17	A19	A21	A23	A25
A2	A4	A6	A8	A10	A12	A14	A16	A18	A20	A22	A24	A26
B3	B5	B7	B9	B11	B13	B15	C1	C3	C5	C9	C11	D1
B2	B4	B6	B8	B10	B12	B14	C2	C4	C6	C8	C10	D2
D3	D5	D7	D9	D11	D13	D15	D17	D19	D21	D23	D25	D27
D4	D6	D8	D10	D12	D14	D16	D18	D20	D22	D24	D26	D28
E1	E3	E5	E7	E9	E11	E13	E15	E17	E19	E21	E23	E25
E2	E4	E6	E8	E10	E12	E14	E16	E18	E20	E22	E24	E26