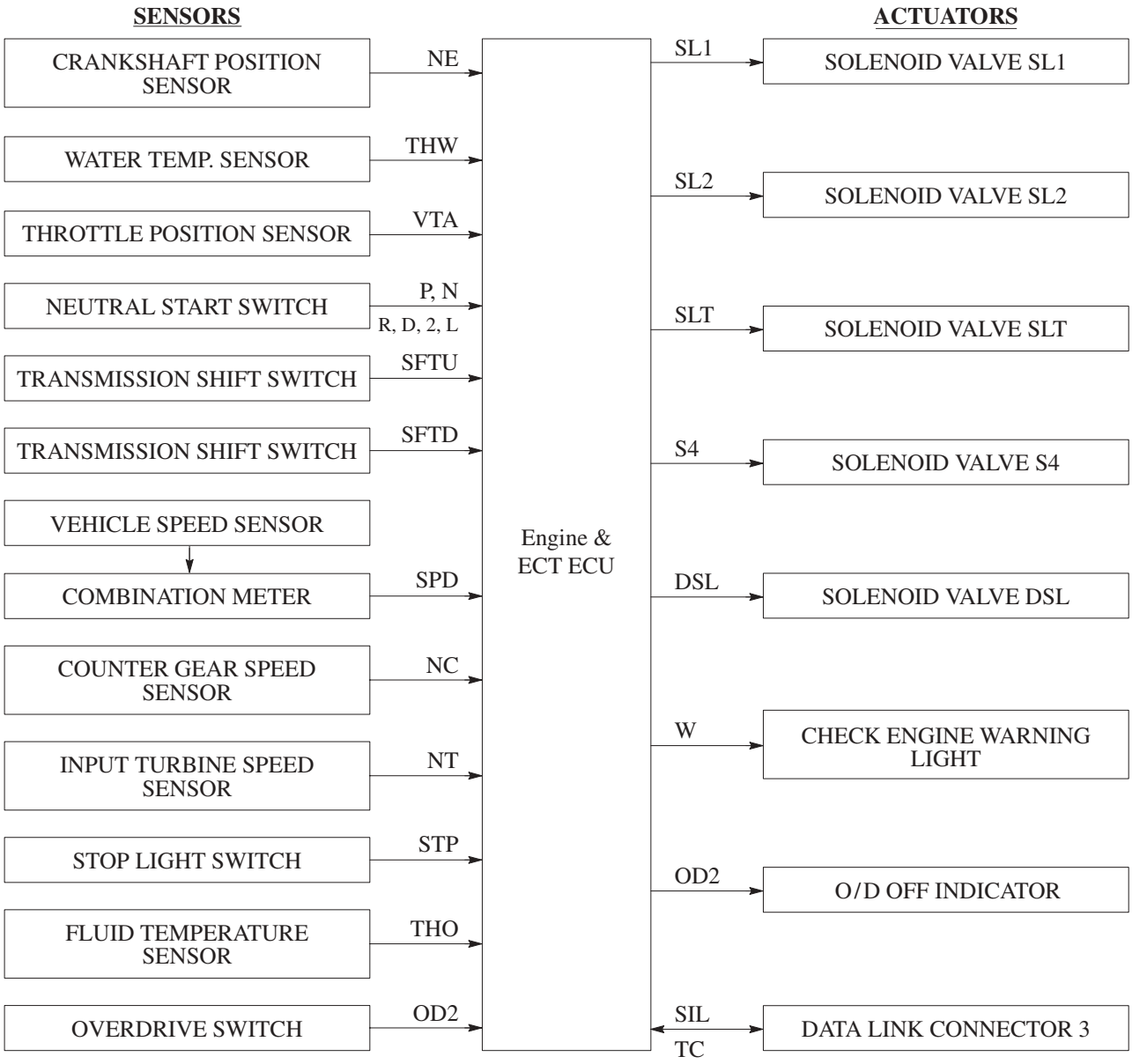
■ ELECTRONIC CONTROL SYSTEM

1. Construction

The configuration of the electronic control system in the U240E automatic transaxle is as shown in the following chart.

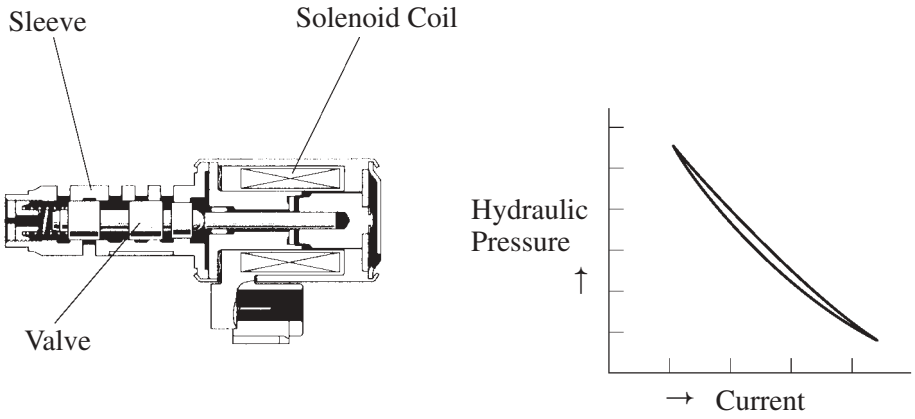


2. Solenoid Valves

Solenoid Valves SL1, SL2 and SLT

1) General

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 based on the signals it receives from the engine & ECT ECU.
The solenoid valves SL1, SL2 and SLT have the same basic structure.



2) Functions of Solenoid Valve SL1, SL2 and SLT

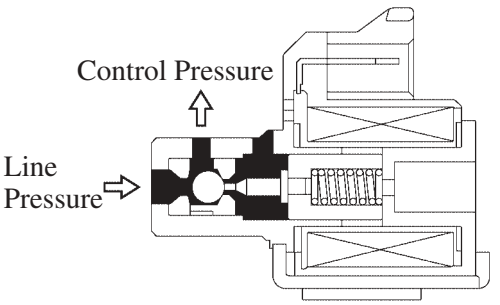
Solenoid Valve	Action	Function
SL1	For clutch engagement pressure control	● B_1 brake pressure control ● Lock-up clutch pressure control
SL2		C_2 clutch pressure control
SLT	For line pressure control	● Line pressure control ● Secondary pressure control

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Solenoid Valves S4 and DSL

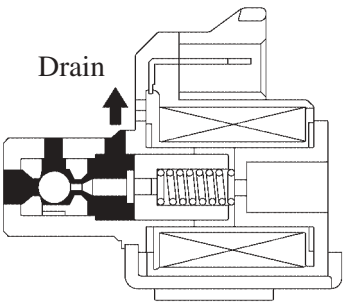
1) General

The solenoid valves S4 and DSL use a three-way solenoid valve.



Solenoid Valve ON

161ES65

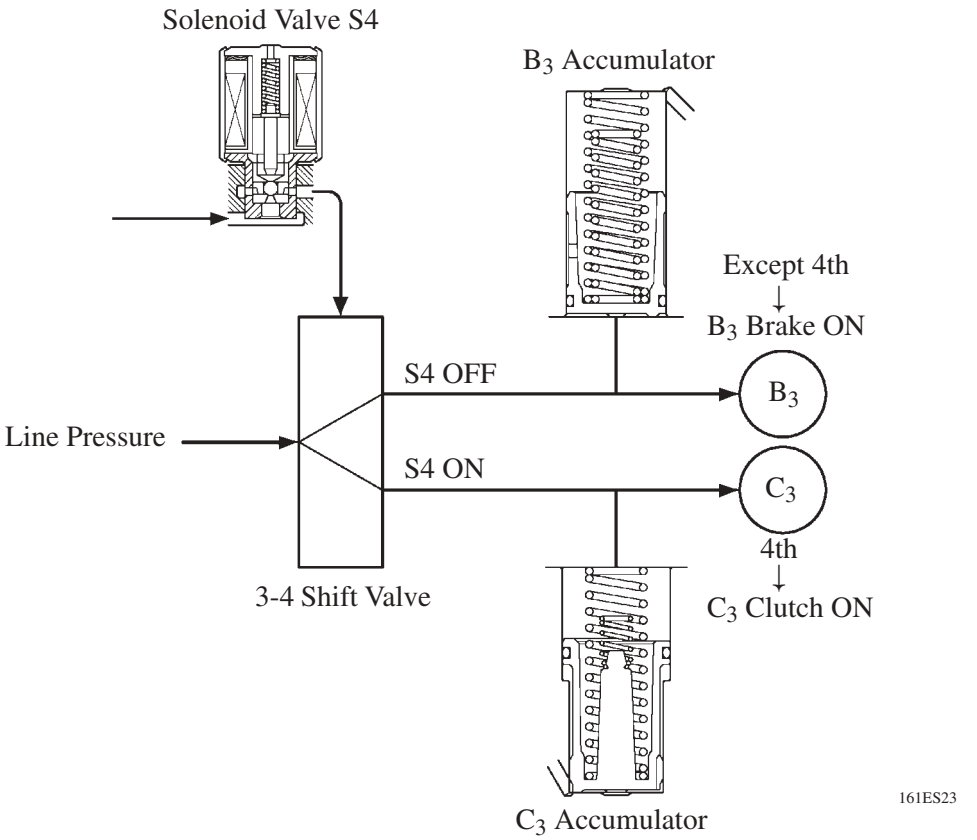


Solenoid Valve OFF

161ES64

2) Function of Solenoid Valve S4

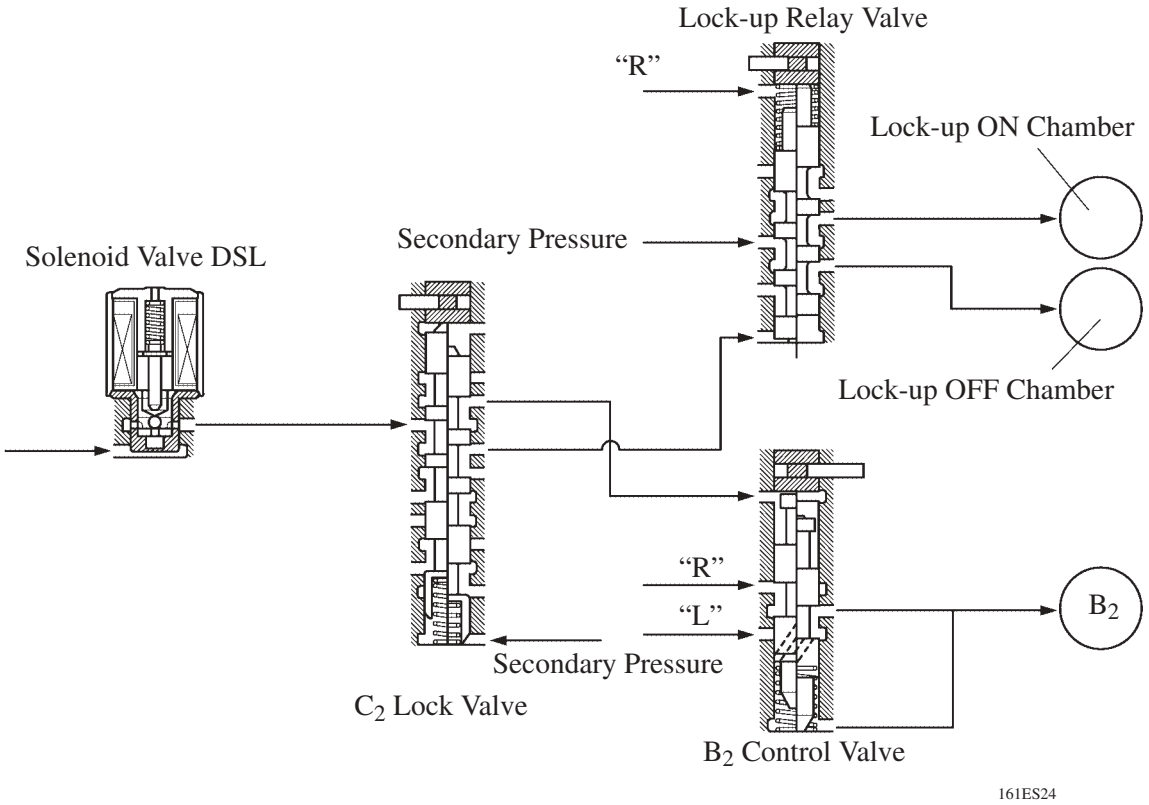
The solenoid valves S4 when set to ON controls the 3-4 shift valve to establish the 4th by changing over the fluid pressure applied to B_3 brake and C_3 clutch.



161ES23

3) Function of Solenoid Valve DSL

The solenoid valve DSL controls the B_2 control valve when the transaxle is shifted in the R or L position. During lock-up, the lock-up relay valve is controlled via the C_2 lock valve.



3. Fluid Temperature Sensor

A fluid temperature sensor is installed inside the valve body for direct detection of the fluid temperature.

4. Speed Sensors

The U240E 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 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.