

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL 1** OF THE HEADLIGHT AUTO CUT ECU THROUGH **GAUGE FUSE**.

VOLTAGE IS APPLIED AT ALL TIMES TO **TERMINAL 8** OF THE HEADLIGHT AUTO CUT ECU THROUGH THE TAILLIGHT RELAY COIL, AND TO **TERMINAL 7** THROUGH THE HEADLIGHT RELAY COIL.

1. NORMAL LIGHTING OPERATION

< TURN TAILLIGHT ON >

WITH LIGHT CONTROL SW TURNED TO **TAIL** POSITION, A SIGNAL IS INPUT INTO **TERMINAL 2** OF THE HEADLIGHT AUTO CUT ECU. DUE TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL 8** OF THE ECU FLOWS TO **TERMINAL 2** → **TERMINAL 11** OF THE LIGHT CONTROL SW → **TERMINAL 10** → TO **GROUND** AND TAILLIGHT RELAY CAUSES TAILLIGHT TO TURN ON.

< TURN HEADLIGHT ON >

WITH LIGHT CONTROL SW TURNED TO **HEAD** POSITION, A SIGNAL IS INPUT INTO **TERMINALS 2 AND 3** OF THE HEADLIGHT AUTO CUT ECU. DUE TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL 7** OF THE ECU FLOWS TO **TERMINAL 3** → **TERMINAL 4** OF THE LIGHT CONTROL SW → **TERMINAL 10** → TO **GROUND** IN THE HEADLIGHT CIRCUIT, AND CAUSES TAILLIGHT AND HEADLIGHT RELAY TO TURN THE LIGHT ON. THE TAILLIGHT CIRCUIT IS SAME AS ABOVE.

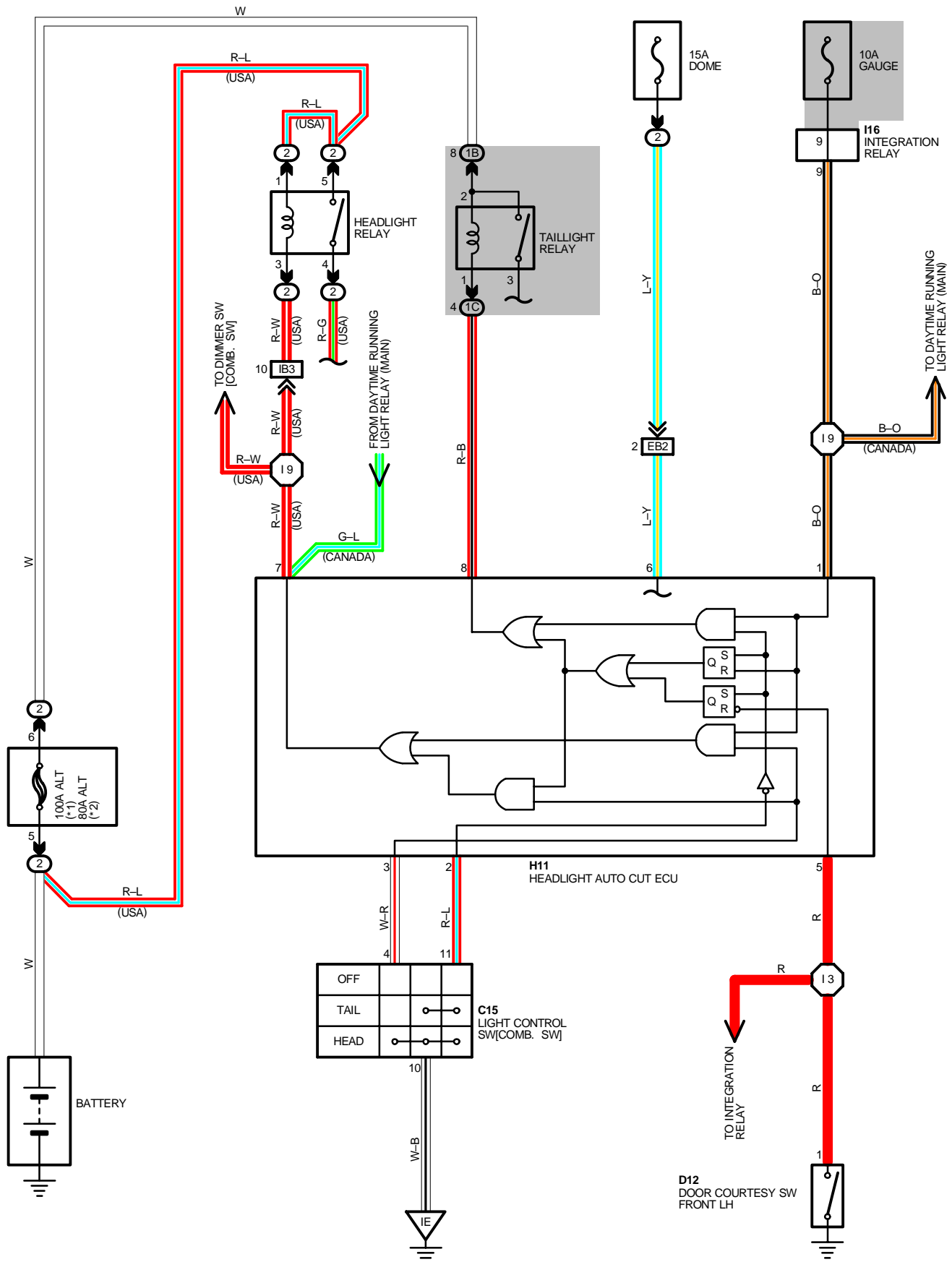
2. LIGHT AUTO TURN OFF OPERATION

WITH LIGHT ON AND IGNITION SW TURNED OFF (INPUT SIGNAL GOES TO **TERMINAL 1** OF THE ECU), WHEN THE DRIVER'S DOOR IS OPENED (INPUT SIGNAL GOES TO **TERMINAL 5** OF THE ECU), THE ECU OPERATES AND THE CURRENT IS CUT OFF WHICH FLOWS FROM **TERMINAL 8** OF THE ECU TO **TERMINAL 2** IN TAILLIGHT CIRCUIT AND FROM **TERMINAL 7** TO **TERMINAL 3** IN HEADLIGHT CIRCUIT.

AS A RESULT, ALL LIGHTS ARE TURNED OFF AUTOMATICALLY.

LIGHT AUTO TURN OFF

*1 : 22R-E A/T
*2 : 3VZ-E, 22R-E M/T



SERVICE HINTS

HEADLIGHT RELAY

- 5-4: CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION OR DIMMER SW AT **FLASH** POSITION (FOR USA)
 : CLOSED WITH ENGINE RUNNING AND PARKING BRAKE LEVER RELEASED (FOR CANADA)

TAILLIGHT RELAY

- 2-3: CLOSED WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION (FOR USA)

D12 DOOR COURTESY SW FRONT LH

- 1-GROUP : CLOSED WITH LH DOOR OPEN

H11 HEADLIGHT AUTO CUT ECU

- 1-GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW AT **ON** POSITION
 5-GROUND : CONTINUOUS WITH LH DOOR OPEN
 6-GROUND : ALWAYS APPROX. 12 VOLTS
 8-GROUND : ALWAYS APPROX. 12 VOLTS
 7-GROUND : ALWAYS APPROX. 12 VOLTS
 3-GROUND : CONTINUOUS WITH LIGHT CONTROL SW AT **HEAD** POSITION
 2-GROUND : CONTINUOUS WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

○ : PARTS LOCATION

| CODE | SEE PAGE | CODE | SEE PAGE | CODE | SEE PAGE |
|------------|--------------------|------------|--------------------|------|----------|
| C15 | 28 | H11 | 28 | | |
| D12 | 28 | I16 | 28 | | |

○ : RELAY BLOCKS

| CODE | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|----------|--------------------|--------------------------------------|
| 2 | 22 | R/B NO. 2 (ENGINE COMPARTMENT RIGHT) |

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|-----------|--------------------|---|
| 1B | 20 | ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL) |
| 1C | 20 | COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL) |

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------------|--|--|
| EB2 | 30 (3VZ-E) 32 (22R-E) | COWL WIRE AND ENGINE ROOM MAIN WIRE (R/B NO. 2) |
| IB3 | 34 | ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL) |

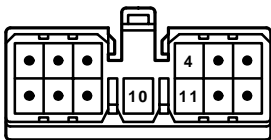
▽ : GROUND POINTS

| CODE | SEE PAGE | GROUND POINTS LOCATION |
|-----------|--------------------|------------------------|
| IE | 34 | LEFT KICK PANEL |

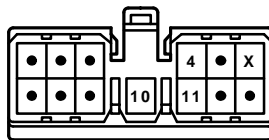
○ : SPLICE POINTS

| CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|-----------|--------------------|---------------------------------|-----------|--------------------|---------------------------------|
| I3 | 34 | COWL WIRE | I9 | 34 | COWL WIRE |

(USA) C15 BLACK



(CANADA) C15 BLACK



D12



H11



I16

