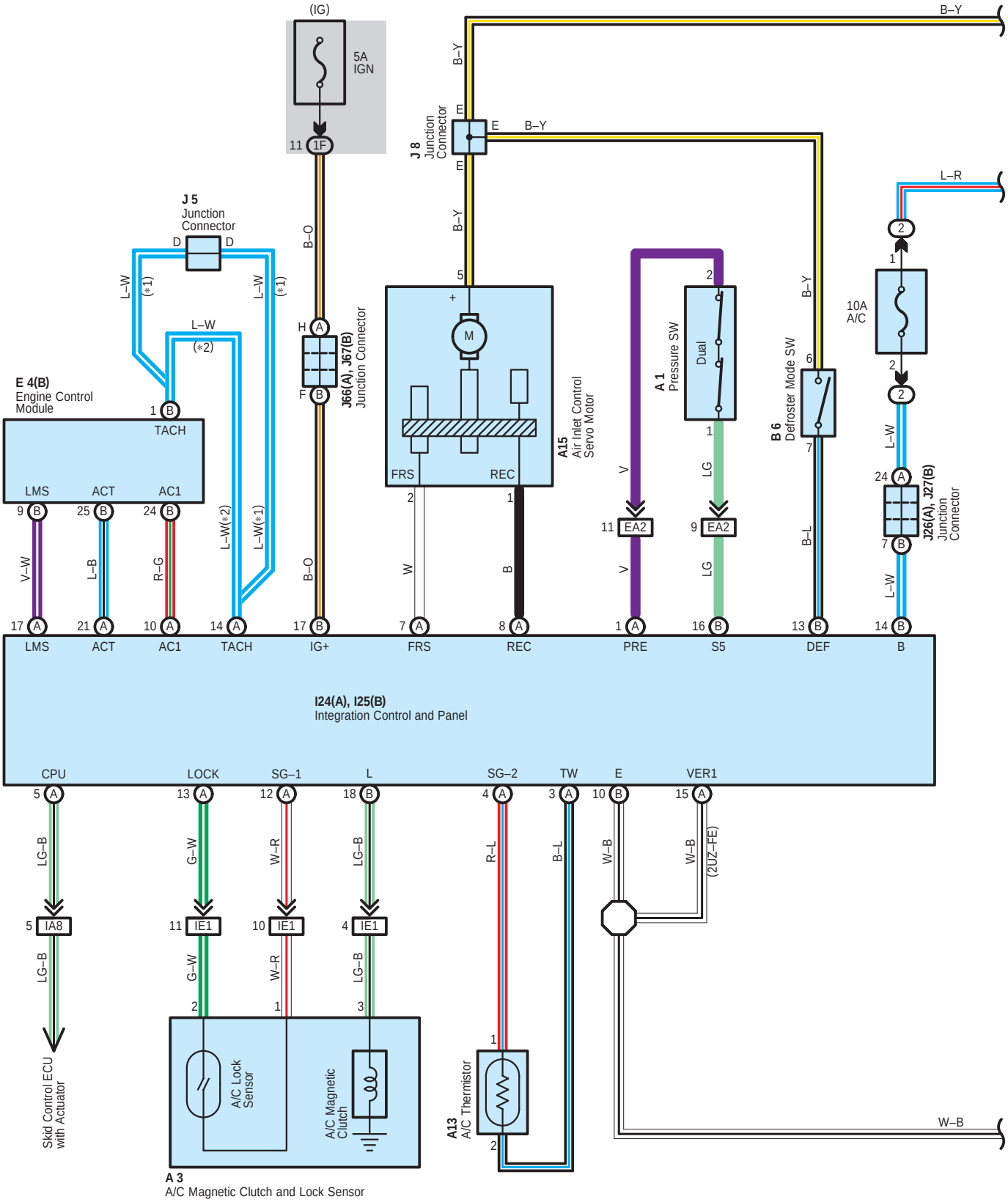
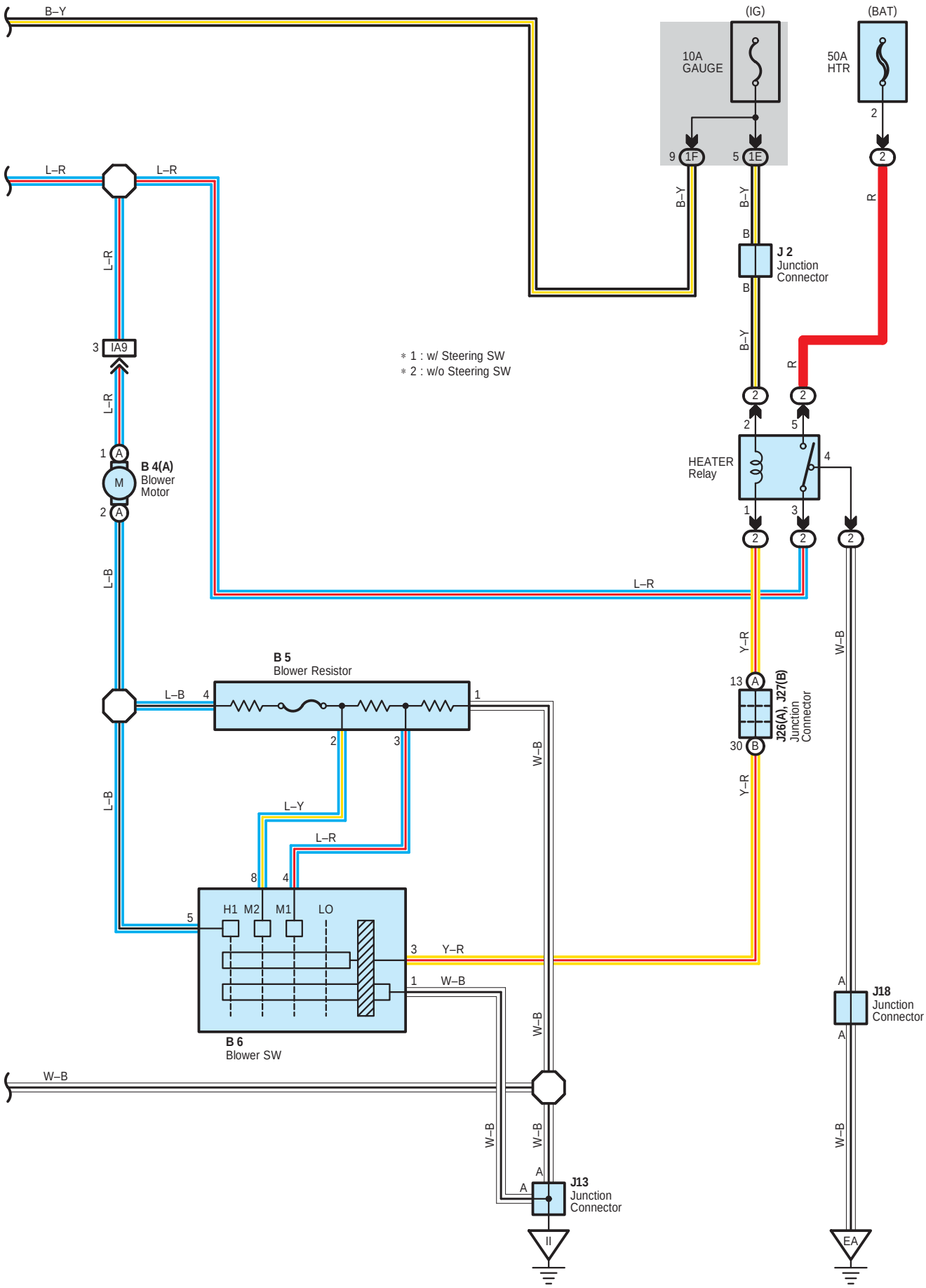

(IG)
5A IGN
11 1F
B–Y
J 8 Junction Connector
E
B–Y
J 5 Junction Connector
D
L–W (*1)
L–W (*2)
B–O
H A
F B
J66(A), J67(B) Junction Connector
5
M
FRS
REC
A15 Air Inlet Control Servo Motor
A 1 Pressure SW
Dual
V
LG
11 EA2
9 EA2
2
1
B 6 Defroster Mode SW
6
7
B–L
10A A/C
L–R
L–W
24 A
7 B
J26(A), J27(B) Junction Connector
E 4(B) Engine Control Module
1 B
TACH
LMS
ACT
AC1
9 B
25 B
24 B
V–W
L–B
R–G
L–W(*2)
L–W(*1)
17 A
21 A
10 A
14 A
17 B
7 A
8 A
1 A
16 B
13 B
14 B
W
B
LMS
ACT
AC1
TACH
IG+
FRS
REC
PRE
S5
DEF
B
I24(A), I25(B)
Integration Control and Panel
CPU
LOCK
SG–1
L
SG–2
TW
E
VER1
5 A
13 A
12 A
18 B
4 A
3 A
10 B
15 A
LG–B
G–W
W–R
R–L
W–B
(2UZ–FE)
5 IA8
11 IE1
10 IE1
4 IE1
Skid Control ECU with Actuator
A/C Lock Sensor
A/C Magnetic Clutch
A13 A/C Thermistor
W–B
A 3
A/C Magnetic Clutch and Lock Sensor


B–Y
(IG)
(BAT)
10A
GAUGE
50A
HTR
9 1F
5 1E
2
L–R
L–R
B–Y
B–Y
R
B
J 2
Junction
Connector
B
3 IA9
＊1 : w/ Steering SW
＊2 : w/o Steering SW
L–R
B–Y
R
2
2
2
5
1 A
M
2 A
B 4(A)
Blower
Motor
HEATER
Relay
4
1
3
2
2
2
L–B
L–R
B 5
Blower Resistor
L–B
4
1
2
3
W–B
13 A
30 B
J26(A), J27(B)
Junction
Connector
Y–R
Y–R
W–B
L–B
L–Y
L–R
8
4
5
H1 M2 M1 LO
3 Y–R
1 W–B
W–B
A
J18
Junction
Connector
A
B 6
Blower SW
W–B
W–B
W–B
W–B
A
A
J13
Junction
Connector
W–B
II
EA

System Outline

1. Heater Blower Motor Operation

Current is applied at all times through the HTR fuse to TERMINAL 5 of the HTR relay.
When the ignition SW is turned on, current flows through the GAUGE fuse to TERMINAL 2 of the HTR relay to the coil side to TERMINAL 1 to TERMINAL 3 of the blower SW.

* Low speed operation
When the blower SW is moved to LO position, current flows to TERMINAL 3 of the blower SW to TERMINAL 1 to GROUND, causing the HTR relay to switch on. This causes the current to flow from the HTR fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 1 of the blower motor to TERMINAL 2 to TERMINAL 4 of the blower resistor to TERMINAL 1 to GROUND, causing the blower motor to rotate at low speed.

* Medium speed operation (Operation at M1, M2)
When the blower SW is moved to M1 position, current flows to TERMINAL 3 of the blower SW to TERMINAL 1 to GROUND, turning the HTR relay to switch on. This causes the current to flow from the HTR fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 1 of the blower motor to TERMINAL 2 to TERMINAL 4 of the blower resistor to TERMINAL 3 to TERMINAL 4 of the blower SW to TERMINAL 1 to GROUND. At this time, the blower resistance of the blower resistor is less than at low speed, so the blower motor rotates at medium low speed.
When the blower SW is moved to M2 position, current flows through the motor flows from TERMINAL 4 of the blower resistor to TERMINAL 2 to TERMINAL 8 of the blower SW to TERMINAL 1 to GROUND. At this time, resistance of the blower resistor is less than at M1 position, so the blower motor rotates at medium high speed.

* High speed operation
When the blower SW is moved to HIGH position, current flows to TERMINAL 3 of the blower SW to TERMINAL 1 to GROUND, turning the HTR relay to switch on.
This causes the current to flow from the HTR fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 1 of the blower motor to TERMINAL 2 to TERMINAL 5 of the blower SW to TERMINAL 1 to GROUND, causing the blower motor to rotate at high speed.

2. Operation of Air Inlet Control Servo Motor

* Switching from FRESH to RECIRC
With the ignition SW turned on, current flows from the GAUGE fuse to TERMINAL 5 of the air inlet control servo motor. When the RECIRC/FRESH SW is switched to the RECIRC side, current flows from TERMINAL 5 of the air inlet control servo motor to TERMINAL 1 to TERMINAL (A) 8 of the integration control and panel to TERMINAL (B) 1 to GROUND. The motor rotates and the damper moves to the RECIRC side. When it is in the RECIRC position, current is cut inside the servo motor and the damper stops at that position.

* Switching from RECIRC to FRESH
With the ignition SW turned on, when the RECIRC/FRESH SW is switched to the FRESH side, current flows from TERMINAL 5 of the air inlet control servo motor to TERMINAL 2 to TERMINAL (A) 7 of the integration control and panel to TERMINAL (B) 1 to GROUND, the motor rotates and the damper moves to the FRESH side. when it is in the FRESH position, current is cut inside the servo motor and the damper stops at that position. When the ignition SW turned on, and mode SW (Integration control and panel) is at DEF or F/DEF position, it causes the damper to move to the FRESH side. Whether the RECIRC/FRESH SW (Integration control and panel) is on or not.

3. Air Conditioning Operation

When the blower SW is on, current flows from the GAUGE fuse to the HTR relay (Coil side) to TERMINAL 3 of the blower SW to TERMINAL 1 to GROUND, activating the HTR relay. This causes current to flow from the HTR fuse to the HTR relay (Point side) to A/C fuse to TERMINAL (B) 12 of the A/C SW (Integration control and panel). When the A/C SW (Integration Control and panel) is turned on. Current flows from the A/C fuse to TERMINAL (B) 14 of the integration control and panel to TERMINAL (B) 18 to A/C magnetic clutch. Causing The compressor to operate.
When blower SW is on and mode SW (Integration control and panel) is at DEF or F/DEF position, it causes A/C to run whether A/C SW (Integration control and panel) is on or not.

: Parts Location

Code	See Page	Code	See Page	Code	See Page
A1	56 (2UZ–FE)	B6	60	J13	62
	58 (1GR–FE)	E4 B	61	J18	57 (2UZ–FE)
A3	56 (2UZ–FE)	I24 A	61		59 (1GR–FE)
	58 (1GR–FE)	I25 B	61	J26 A	62
A13	60	J2	57 (2UZ–FE)	J27 B	62
A15	60		59 (1GR–FE)	J66 A	62
B4 A	60	J5	62	J67 B	62
B5	60	J8	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)
1E	26 (*1)	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
	30 (*2)	
1F	26 (*1)	Cowl Wire and Driver Side J/B (Lower Finish Panel)
	30 (*2)	

: Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA2	80 (2UZ–FE)	Cowl Wire and Engine Room Main Wire (Right Fender)
	81 (1GR–FE)	
IA8	82	Engine Room Main Wire and Cowl Wire (Left Kick Panel)
IA9		
IE1	83	Engine Wire and Cowl Wire (Right Side of Instrument Panel)

: Ground Points

Code	See Page	Ground Points Location
EA	80 (2UZ–FE)	Front Left Fender
	81 (1GR–FE)	
II	82	Right Kick Panel

* 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