

4) DC motor driven, compact, two-shaft actuators, which control both the spring rate and damping force at the same time, have been developed.

5) A time-sharing multiplex signal transmission method is used for data communication between the ECU and the vehicle height sensors to reduce the number of wire harnesses.

6) The diagnosis function has been enhanced to improve system reliability

7) Communication of the suspension information to the driver is facilitated in displaying it on the MultiDisplay System.

REFERENCES

- [1] T. Kawamura *et al.*, "Toyota's new single-chip microcomputer based engine and transmission control system," SAE 850289, Mar. 1985.