

# USER'S MANUAL

# 3 drive·COMPACT THROTTLE CONTROLLER

Thank you for purchasing PIVOT "3-drive·COMPACT".  
Please read these instructions carefully before installing or using this device.

- If this product is given to another user, make sure to include this User's Manual.



## After installation, make sure to carry out "INITIAL SETTINGS" (⇒Page 5) before using the product.

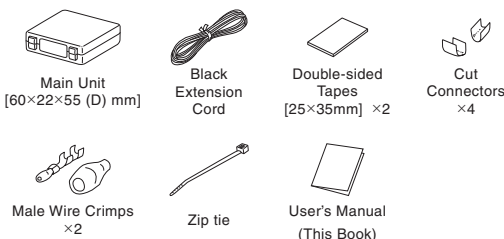
If the "Initial Settings" are not carried out, the unit will remain in **Normal Mode** even if the mode is switched. Also, if the product is re-installed in a different model of car, make sure to carry out "Initial Settings" before using. If settings have been improperly made a **CHECK Lamp** may go on.

**When uninstalling the product, make sure to return it to Normal Mode before carrying out any work.**

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## Please check the contents of the package



## CAUTION

Improper use or disregard of these warnings may result in the injury or death of people.

- When making initial settings make sure to stop the engine and place in Park or Neutral; it is dangerous to carry out these settings while the engine is running.
- When making adjustments, please begin at the lowest setting and slowly make changes while running.
- Do not work in areas where there is excessive exhaust. Due to vehicle exhaust emission poisoning or fire may result in a damage to humans.
- Do not crush the cable. Please be careful that the cable does not get crushed by the seat rail or car door steel plate, nor cut by any sharp steel plate as this may cause a poor connection or an electric short leading to fire or other danger.
- While driving it is extremely dangerous to operate switches or pay prolonged attention to the display.
- Make sure that all wiring and fastening down of the product does not interfere with driving nor be done in such a way as to cause poor connections.

## NOTE

Improper use or disregard of these warnings may cause injury to persons, damage the product and / or other things.

- PIVOT Corporation accepts no responsibility, in any manner whatsoever, for damage and/or trouble to your vehicle or product, nor for any accidents that are the result of the misuse of this product.
- Please confirm that the type of vehicle you wish to install into is listed in the list of compatible models.
- When installing this product, we recommend that if technical knowledge becomes necessary please consult a qualified mechanic.
- If the device is improperly installed or settings have been improperly made a check lamp may go on.
- Do not use electrotap. Wiring should be carried out using the attached "cut connector" or by soldering, make sure to securely insulate all wiring parts with insulation tape, and confirm that no wires are sticking out.
- Please wipe with a soft dry cloth (a lens cloth).
- Please do not use alcohol or benzene. This may cause damage to the painted surface or cracks in the plastic.
- Do not, in any manner, process, take apart, or make changes to this product.

BEFORE USING

FEATURES

CONNECTING THE WIRES

FASTENING THE PRODUCTS

INITIAL SETTINGS

HOW TO OPERATE

TROUBLE-SHOOTING

CONTROL FEATURES

# FEATURES

SPORTS & ECO

BEFORE USING

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CONTROL FEATURES

## Control Acceleration and Fuel Efficiency!

**SPORTS Mode** is for higher response driving.

**ECO Mode** is for better fuel efficiency, more comfort or when on slippery roads.

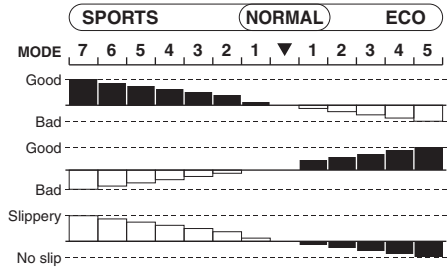
Select the kind of response to match your driving.

3-drive · COMPACT enables changing the response for electronic throttle car models and gives you, the driver, the freedom to select the type of acceleration response you need or desire: quick acceleration for speedy driving to slower acceleration for eco-driving.

**RESPONSE**

**FUEL EFFICIENCY**

**ROAD GRIP (during acceleration)**

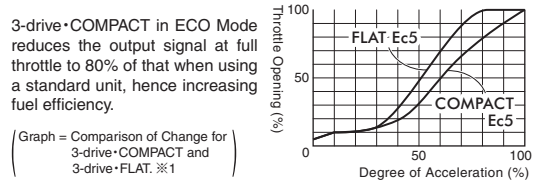


※ Even in ECO Mode, if rapid acceleration is carried out over and over again fuel efficiency will not increase.

## Performance

<b>SPORTS MODE</b>	High response for sporty situations. (ideal for circuit, mountain driving, etc...)
<b>ECO MODE</b>	Low response for eco-driving situations. (perfect for city and fuel conscious driving)
<b>NORMAL MODE</b>	Regular response for normal conditions.
<b>ACCELERATION MONITOR</b>	Displays the amount of pressure on the accelerator and helps to prevent poor fuel efficiency due to over acceleration.
<b>3 MODES 12 STEPS</b>	One-touch selection between 3 modes and 12 steps. (SPORTS MODE = 7 steps, ECO MODE = 5 steps)
<b>Compact All-in-One Body</b>	This compact all-in-one body makes it possible to install in out of the way places such as storage box or near the steering wheel.
<b>MODE MEMORY + SAFETY START</b>	Select from three modes in which to start the engine: "Same as Last" mode, "Normal" mode or in "Safety" mode which restarts the engine in SP3 mode when the setting is SP4 or above.
<b>EASY INSTALLATION</b>	Easy installation using car model specific coupling harness. (sold separately)

## Improved Results in ECO Mode

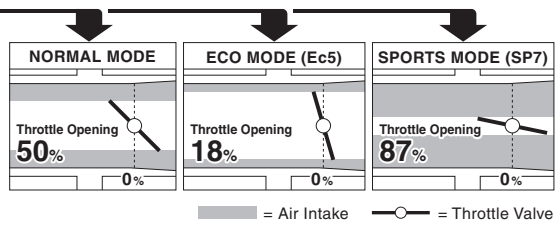
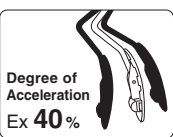
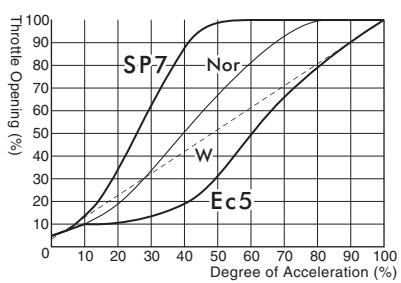


**INITIAL SETTINGS MODE** Stable balanced control is possible by running the "Initial Settings" program after having finished installation; this will help reduce troubles caused by voltage differences found in each car model.

## Safety

1. Prevents sudden starts by reverting to same response as under normal setting.
  2. Normal Control when in Reverse. (wiring where necessary)
  3. Returns to Normal in case of faulty wiring or circuitry. ※2
  4. Discrete 2 Signal Control for Safety.
- ※2 When using the OBD2 connector for running tests, disconnecting the connector will not cause any harm to the car.

## Examples of Throttle Opening ※1



SP7= Best SPORTS Mode (7 steps) W= For models with wire-type throttle  
Ec5= Best ECO Mode (5 steps) Nor= Standard Response

※Fine tune control with 7 steps for Sports Mode and 5 for ECO Mode.  
※1 The measurements for standard response were taken with a Suzuki Swift model car and depending on your model may differ.

# INSTALLATION to INITIAL SETTINGS

Please make sure to follow all directions from installation to initial settings from **procedure 1** to **procedure 3** as they are written in the User's Manual.

**procedure 1**

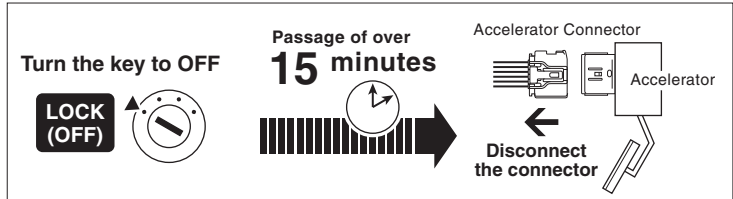
# CONNECTING THE WIRES

- When installing make sure to use the correct specialized harness for your car model (sold separately). (Models which have no settings for the Specialized Model Specific Harness are not compatible.)
- ⚠ For details about connecting a specialized harness, see the "User's Manual" which comes with the harness.
- The Specialized Model Specific Harness is only for PIVOT products. Do not use with another company's product; if so used we can not guarantee its performance.

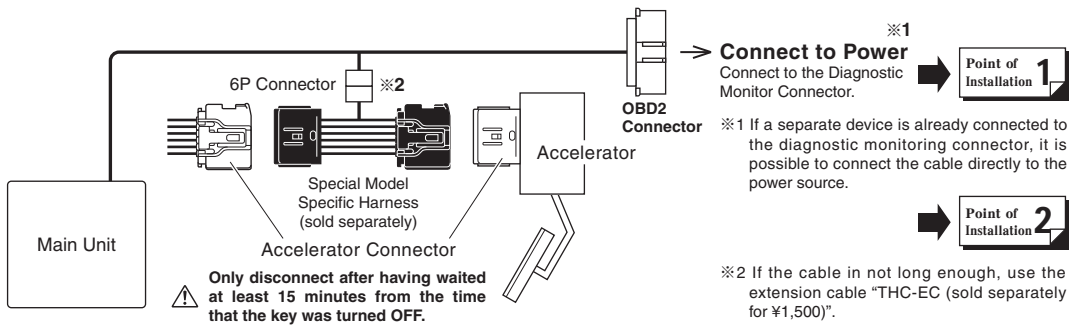
## Preparation for Wiring

Only disconnect the accelerator connector after having waited **at least 15 minutes from the time that the key was turned OFF.**

Depending on the type of vehicle, if the connector is disconnected before the ECU power is switched OFF the Check Lamp may go on. (How to Turn Off the CHECK Lamp → Page 7)

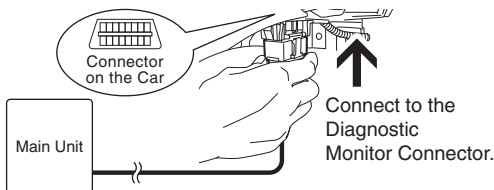


## Basic Wiring When installing, make sure to use the correct specialized harness for your model of car.



### Point of Installation 1 Connect to Power

Connect the OBD2 Connector with key switch OFF.



※ When using the OBD2 connector for running tests, disconnecting the connector will not cause any harm to the car.

### [Data] Placement Diagram for Diagnostic Monitoring Connector

TOYOTA	①②③④⑦	MAZDA	②④
NISSAN	①②③④⑤⑦	SUBARU	②③
HONDA	②④⑤⑥⑧⑨	SUZUKI	②④
mitsubishi	②③④⑤	DAIHATSU	②③④⑤
BMW,MINI	②③④⑤	VW,AUDI	②③④

- ① By the accelerator pedal
- ② At the right foot of the driver seat (with lid)
- ③ At foot of driver seat in the center
- ④ At the left foot of the driver seat (with lid)
- ⑤ At the right side of the center console
- ⑥ At the right foot of the passenger seat
- ⑦ Behind right side of steering panel (with lid)
- ⑧ At the left foot of the passenger seat
- ⑨ At the left side of the center console

### [Reference 1] Notes about using the OBD2 Connector.

Make sure to grip the distended portions when pulling it out or inserting it.

**If you unable to get a grip on the distended portions.**

With some car models it may be difficult to get a good grip on the connector.

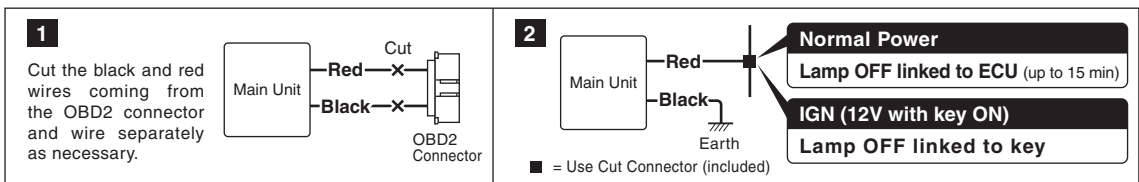
In such cases, use a lock tie to push or pull the connector.

**CAUTION**

Do not pull on the wires when trying to remove the connector; the wires may become disconnected.

### Point of Installation 2 If Power comes from Other Source

If the diagnostic monitoring connector cannot be used for safety purposes when the key is ON under normal conditions please follow the wiring directions as written below.



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## About Wiring for Reverse Gear

If this wiring procedure is used, when the vehicle is put into reverse it will automatically return to normal acceleration.

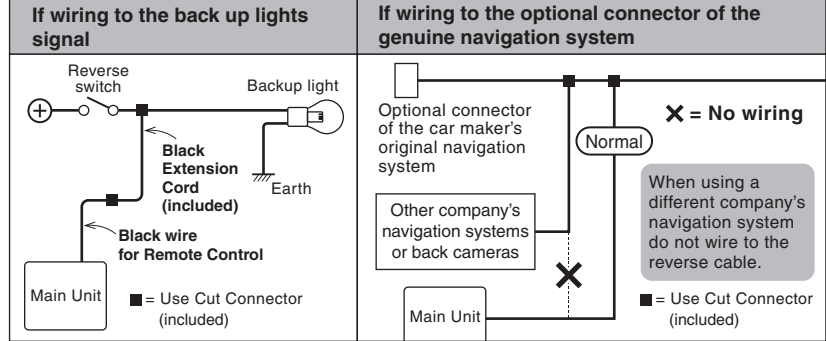
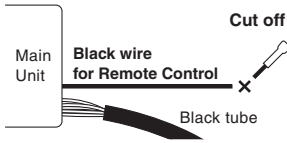
### ⚠ Usually there is no need to wire to reverse.

Usually when using reverse the degree of acceleration is at most about 10%; in this range there is hardly any change so it is not necessary to wire for using reverse.

Wiring place : Backup Light Signal	Check Wiring
When key is ON (engine not running) and in <b>P</b> (Park) or <b>N</b> (Neutral) = 0V <b>R</b> (Reverse Gear) = 12V	 When the reverse signal is input, no matter which mode it is in the dot will light up; only when in SP Mode will it switch to Normal Mode.

### Wiring Method

Pull out the black wire from the black tube in which the wires are bundles and cut off the insulation tube at the tip. Connect the supplied extension wire to the cut off black wire and wire to signal for the back up lights.



### [Reference 2] How to use the Connectors

#### How to use the Cut Connectors

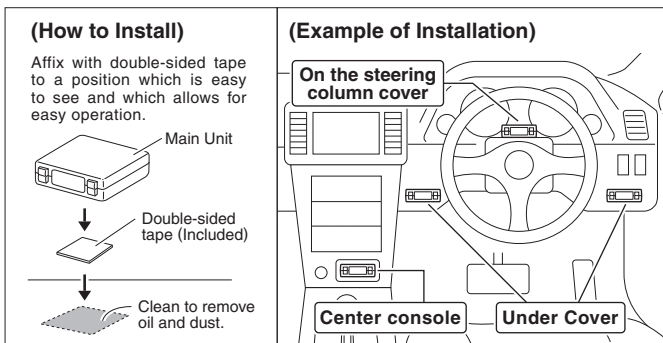
<b>1</b>  Peel off about 10mm of the vinyl cover at connection.	<b>2</b>  Peel off about 10mm of the vinyl cover at the end of the product's wire.	※ Use a crushing tool to press the cut connector, if you do not have such a tool, use pliers or such to fold and crush the connector together for a secure contact. ※ After covering, make sure to insulate properly with vinyl tape.
<b>3</b>  Twist the uncovered wires.	<b>4</b>  Close tightly with cut connector.	

#### How to use the Male Wire Crimps

<b>1</b>  Peel off about 10mm of vinyl covering from the tip of the wire.	<b>2</b>  Bend the outside wires around the core to make the wire thicker.	<b>3</b>  Pull the wire through the cover.	<b>4</b>  Place the wire onto the crimp.
<b>5</b>  Crush the center tabs of the crimp down to hold the center of the wire.	<b>6</b>  Crush down the outer tab of the crimp over the vinyl covering.	※ Securely connect the male and female crimps, making sure to twist the male cover firmly into the female cover.	

## procedure 2

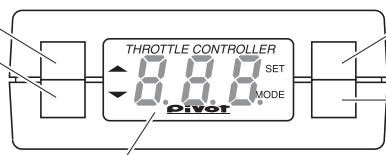
# INSTALLING THE PRODUCT



### ⚠ Please be sure to bundle away all wires with tape, etc...

It is very dangerous to pull tangled wires by force or allow tangled wires to interfere with driving.

## Part Names



<b>1 UP Switch</b> ● For Adjusting the Change Ratio for each Mode. ● For Mode Settings when Restarting the Engine.	<b>4 SET Switch</b> ● For Settings
<b>2 DOWN Switch</b> ● For Adjusting the Change Ratio for each Mode. ● For Mode Settings when Restarting the Engine.	<b>5 MODE Switch</b> ● For Switching Modes
<b>3 Display</b> ● Mode Display ● Degree of Acceleration Display (10 - 100%) ● Settings Displays	

### Turning off the Display

※ This product is interlocked with the ECU (engine computer) power. Depending on the model of car, the display may remain on for up to 15 minutes even after the engine has been turned off; this is normal. (For connection using the OBD2 connector or for connection to Normal Power)

# INITIAL SETTINGS (Degree of Acceleration Setting)

Make sure to carry out these settings.

When installing for the first time



When installing into a different car



- This operation sets the car's accelerator characteristics into the controller unit.
- If the "Initial Settings" are not carried out, the unit will remain in Normal Mode even if the mode is switched.
- If this settings have been improperly made a check lamp may go on.

## Before making the "Initial Settings"

1. Make settings only after having completed all wiring (connector installation).
2. Make settings with the **key in the ON (engine not running)** position and the gear in **P** (Parking) or **N** (Neutral).

## [Making the Settings]

Operational Procedure	Main Unit Display Area
<b>1</b> Key ON. <sup>※1</sup> (Engine not running) 	 (nor Display) ※Make sure to only use "Normal" Mode when carrying this out. ※If either SP or Ec is shown in the display, press down on the MODE switch until nor appears.
<b>2</b> Press down on the "SET" switch for 12 seconds or longer to change the display to "0". Press until "0" appears	 - 5 - - 4 - ... - 0 - Count down from 5 to 0 after the "cAr" blink.
<b>3</b> When "0" appears release the "SET" switch. Release	(Ex) <sup>※2</sup>  Voltage Display (Ex = L1.5)
<b>4</b> Pedal is not pressed down. (Release the accelerator to 0%) 	(Ex) <sup>※2</sup>  Voltage Display (Ex = L1.5)
<b>5</b> Press the "SET" switch. Press	 (SEt Display)
<b>6</b> Pedal is completely pressed down. (Press in on the accelerator to 100%) 	(Ex) <sup>※2</sup>  Voltage Display (Ex = H4.5)

Operational Procedure	Main Unit Display Area
<b>7</b> With the accelerator at 100%, press the "SET" switch. Press	 (SEt Display) ↓ (nor will be displayed for 1 second) ↓  (100 Display)
<b>8</b> Once the display changes to 100 release the accelerator. 	 (100 Display) ↓  (nor Display)
<b>9</b> Setting Completed ⚠ If the device is re-installed into a different vehicle, make sure to carry out these settings again. After having disconnected the OBD2 connector for running tests there is not need to carry out the Initial Settings again upon reconnecting the OBD2 connector.	

**Check the Settings** <sup>※ If the display is incorrect start again from step 2 above.</sup>

**Do not press in on pedal** →

**Press down on pedal** →

※ Depending on characteristics of the accelerator or on how the accelerator is stepped on the display may read "A99" (99%)

⚠ If Err is displayed at 7 If after the "Err" is shown the display returns to as shown in 4 ("L1.5" or so on), it means that the degree of acceleration settings have not been confirmed properly. Re-do the settings from step 4.

※1 If the car has standard push start system, follow the User's Manual of the car to turn the Key to OFF.  
 ※2 The values shown in the display will vary depending on the type of car.

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 FASTENING THE PRODUCTS  
 INITIAL SETTINGS  
**Make sure to carry out this operation.**  
 HOW TO OPERATE  
 TROUBLE-SHOOTING  
 CONTROL FEATURES

# HOW TO OPERATE

⚠ After completing operations do not turn the key OFF for at least two seconds. The settings will not be saved.

## Switching the Mode and Change Ratio

It is possible to switch between "Normal", "Eco" and "Sports" Modes, as well as, switch the change ratios respectively within "Eco" and "Sports" Modes.

In Sports Mode the larger the number the stronger the response will be and in ECO Mode the larger the number the weaker the response (less fuel consumption) will be.

**1** Key ON.  
(Engine Start)



**2** The mode will change with each pressing of the "MODE" switch.



ECO Mode    NORMAL Mode    SPORTS Mode

*Ec* 0 ↔ *nor* ↔ *SP* 0

※ For safety, when changing modes always go through *nor* (NORMAL) one time.

**3** When Switching Modes **2** and *Ec* 0 is displayed, the ratio will change with each pressing of the "UP/DOWN" switch.



Switching the Change Ratio for ECO Mode

*Ec* 5 ↔ *Ec* 4 ↔ *Ec* 3 ... *Ec* 1

Greatest Change Ratio (-50%)    (-40%)    (-30%)    Smallest Change Ratio (-10%)

When Switching Modes **2** and *SP* 0 is displayed, the ratio will change with each pressing of the "UP/DOWN" switch.



Switching the Change Ratio for SPORTS Mode

*SP* 1 ↔ *SP* 2 ↔ *SP* 3 ... *SP* 7

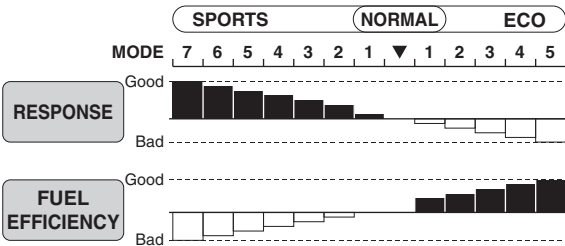
Smallest Change Ratio (+10%)    (+20%)    (+30%)    Greatest Change Ratio (+50%)

Even if the mode is switched the respective change ratio settings will not be changed.

For more details about the modes for when restarting the engine see P. 7 [Mode Settings for when Restarting the Engine].

⚠ If while in "Normal" Mode, the SET switch is pressed in for a long time the unit will go to "Initial Settings", and if in "Sports" Mode the SET switch is pressed in for a long time, the unit will go to "Mode Settings for when Restarting the Engine"; if this happens stop all operations and return to the normal display.

### Examples of changes in fuel consumption and response depending on change ratios



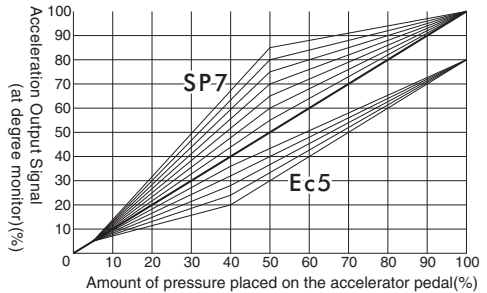
※ ECO Mode increases fuel efficiency over normal conditions by suppressing rapid acceleration; if rapid acceleration is purposefully carried out fuel efficiency will be reduced.

※ The changes in response will be greater as the vehicle's power is greater.

### Basic Control Features

The changes within each mode will be controlled smoothly without perceptible steps.

#### Acceleration output signal based on amount of pressure placed on accelerator pedal

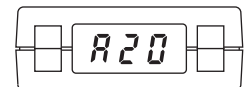


### Degree of Acceleration Monitor

Displays the amount of pressure placed on the accelerator pedal. (output signal) [10 - 100%, 1% unit]

- Degree of Acceleration Monitor shows the rate of acceleration output to the ECU where 0 represents the pedal not being pressed in and 100 equals when the pedal is fully pressed down.
- The display will show when degree is above 10%.

※ When in Ec Mode, even if the accelerator is stepped on a full 100% the output signal will only be 80%.  
 ※ Depending on characteristics of the accelerator or on how the accelerator is stepped on the display may read up to 99%.



Degree of Acceleration (output) 20%

### USE 1 Check acceleration during ECO driving

To ensure reduced fuel consumption during acceleration the degree of acceleration should be between 15% and 25%. To further improve results use ECO Mode when wishing to save fuel.

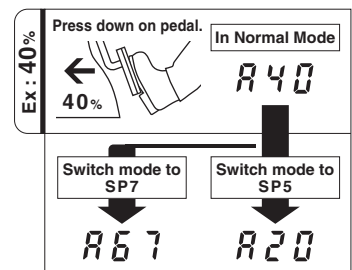


### USE 3 Check control status

With the key in the ON position and under Normal Mode press in the pedal until it reaches 40% (A40), if the mode is changed to SP7 the display should read 67% (A67) and if placed in Ec5 mode the display should change to 20% (A20).

[See the above Graph of "Basic Control Features"]

※ The actual display may differ slightly.



## Mode Settings for when Restarting the Engine [Safety Start Settings]

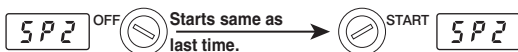
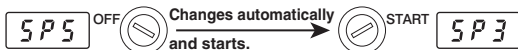
Select from three modes in which to start the engine: "Same as Last" Mode, "Normal" Mode or "Safety" Mode.

Display	Name	Status at Engine Restart
Loc	Lock	Change Ratios and Modes when Key is turned OFF.
nor	Normal	Normal Mode.
SFF	Safety Mode	When the key is turned OFF and "Sports" Mode had been set at SP4 or higher it will automatically change to SP3.

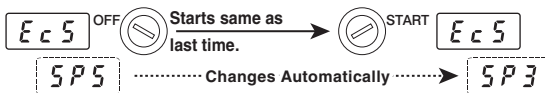
### About Safety Mode

If the change ratio for "Sports" Mode has been set at SP4 or higher, when the key is turned to the OFF position, to improve safety the ratio will be changed to SP3 when the engine is restarted. The change ratio in "Sports" Mode will automatically changed from SP4 or higher to SP3 even if when the key is turned off the unit is in "Normal" Mode or "ECO" Mode.

#### ● In Sports Mode when key is turned OFF



#### ● In Normal or ECO-Mode when key is turned OFF



Operational Procedure	Main Unit Display Area
<b>1</b> Setting into SP Mode.	SP0
<b>2</b> Press down on the SET switch for at least 6 seconds. Press the switch for 6 seconds	IGN Blink ↓ (Ex) nor After "IGN" has flashed for 3 seconds the current setting will be displayed. (Factory setting = Normal Mode)
<b>3</b> The ratio will change with each pressing of the "UP/DOWN" switch. Press UP DOWN	Loc (LOCK) DOWN ↑ UP nor (NORMAL) DOWN ↑ UP SFF (SAFETY MODE)
<b>4</b> If no operation is carried out for 5 seconds, the display returns to show the mode.	SP0
<b>5</b> Setting Completed	

## TROUBLESHOOTING

Trouble	Possible Causes	Possible Solutions
The key switch is set to ON but the display will not light up.	<ul style="list-style-type: none"> <li>● Poor connection of OBD coupler.</li> <li>● If wiring has been direct to power the red and black wires may have been improperly wired or there is a poor connection.</li> <li>● Poor connection of specialized harness.</li> <li>● The specialized harness being used is incorrect.</li> </ul>	Please reconfirm whether wiring and connections are correct or not.
A CHECK lamp in vehicle has gone on.	The accelerator connector was disconnected within 15 minutes after having turned the key to OFF.	Follow the instructions in this Manual (⇒Page 3) to connect to Accelerator Connector, and follow the directions "How to Turn Off the CHECK Lamp" as below to turn off the lamp.
	With the key switch in the ON position disconnect the accelerator connector or the connector attached to the unit.	Turn off by following the directions "How to Turn Off the CHECK Lamp" as below.
	The "Initial Settings" have not been properly carried out.	Turn off by following the directions "How to Turn Off the CHECK Lamp" as below, and make the settings by following the directions under <b>procedure 3</b> "Initial Settings" found on Page 5 of this Manual.
While making "Initial Settings" an Err appears in the display.	The "Initial Settings" have not been properly carried out.	Make the settings by following the directions under <b>procedure 3</b> "Initial Settings" found on page 5 of this Manual.
Even if the mode is changed, the changes cannot be felt.	The "Initial Settings" have not been properly carried out.	Make the settings by following the directions under <b>procedure 3</b> "Initial Settings" found on page 5 of this Manual.
The engine seems to stall easily.	The change ratio under ECO Mode is too great.	Set the change ratio under ECO Mode to a smaller value.
When in reverse, 888v (dot blink) does not appear in the display.	The wiring to reverse was carried out improperly or there is a bad connection.	Please reconfirm whether wiring and connections are correct or not.
	The unit is connected to the reverse wire of a navigation system from another company.	Follow the instructions for wiring to reverse found in the User's Manual (⇒Page 4).
	The back up lights have been changed to LED lamps.	<ul style="list-style-type: none"> <li>● Replace the back up lights with the car maker's original lights.</li> <li>● Do not carry out wiring to reverse.</li> </ul>
The mode and/or the setting can not be saved.	The key was has been turned OFF immediately after having finished the settings or changing the mode.	After having made settings or changing the mode, wait for at least two seconds before turning the key OFF.

### Note

#### How to Turn Off the CHECK Lamp.

If the CHECK lamp comes on due to some operational mistake, please follow the directions below to turn it off.

- ① Under normal conditions, start and stop the engine several times.
- ② If that does not turn off the lamp, disconnect the cable from terminal of the battery for about 10 minutes.
- ③ If that does not turn off the lamp, please consult your local car dealer and have them turn it off.



BEFORE USING

FEATURES

CONNECTING THE WIRES

FASTENING THE PRODUCTS

INITIAL SETTINGS

HOW TO OPERATE

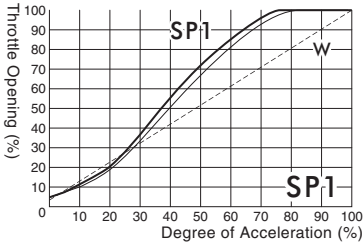
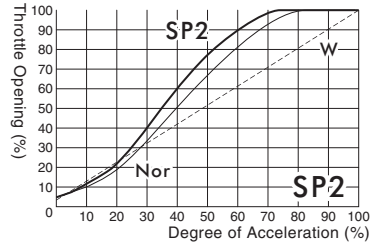
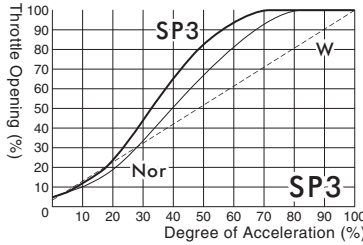
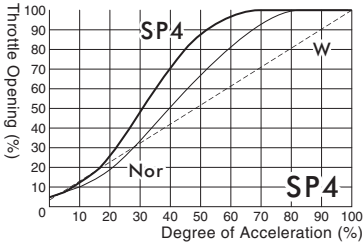
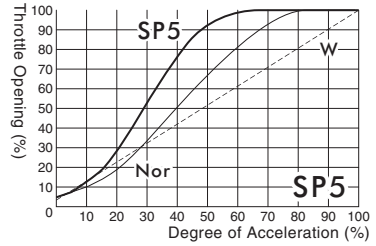
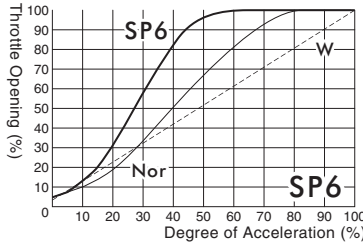
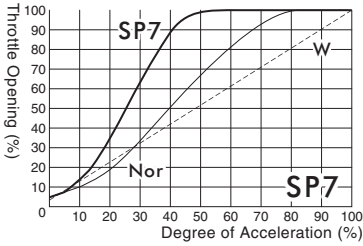
TROUBLE-SHOOTING

CONTROL FEATURES

# OVERVIEW OF CHANGE CHARACTERISTICS

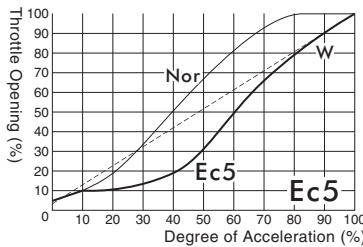
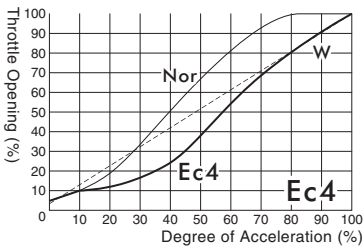
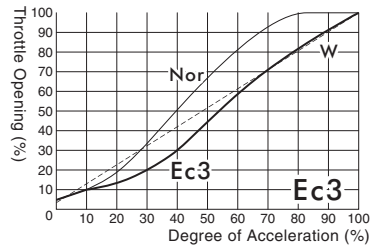
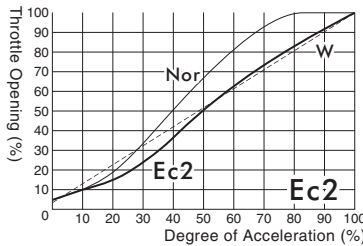
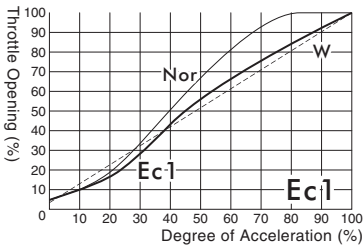
※Data are actual measurements for operations using a Swift Sports engine. ※Wire Type beginning at 3% is for when bypassing device.  
 ※Characteristics will differ slightly depending upon make and model of car.  
 ※W = For models with wire-type throttle      Nor = Standard Response

## Example of Changes in SPORTS MODE



SP1 - 3 = Condition similar to wire throttle (degree of acceleration at app. 10 - 35%)  
 SP4 - 7 = Above + high throttle (degree of acceleration at around or above 35%)

## Example of Changes in ECO MODE



Ec1 - 5 = Low Acceleration  
 (for all degrees of acceleration)

※ Our products have already been recognized as our Industrial Property or are in the process of receiving Industrial Property status.  
 ※ We plan in the near future to take all possible legal measures to protect against unfair competition from look-alike products using similar designs, regulating characteristics, circuitry and circuitry layout.  
 ※ We strictly prohibit the unlicensed use of the PIVOT trademark and the unauthorized use of PIVOT User's Manual.