After installation, make sure to carry out “Initial Settings”.

After having installed this product, make sure to make settings for your car’s special characteristics by carrying out the “Initial Settings” on Page 5. If the “Initial Settings” are not carried out, a CHECK Lamp may go on. Also, the unit will remain in NORMAL Mode even if the Mode is switched.

Worried about Installation?

If you are worried about carrying out wiring or other installation procedures please consult your dealer.

Only use with Manufacturer’s Original ECU.

Do not install this product if the ECU is not the original one or when a sub-ECU is being used.

Set to Normal Mode upon Removal of Product.

When uninstalling the product, make sure to return it to Normal (Normal) Mode before carrying out any work. Reconnecting this product in a different mode may cause the CHECK Lamp to come on.

Modifying this Product is Forbidden.

Under no circumstances should modifications or changes be made to this product. Doing so may cause damage not only to the product, but to the car and the operation of the car in which it is installed.

CONTENTS

BEFORE USING · CAUTION · NOTE · CONTENTS 1
FEATURES 2
CONNECTING THE WIRES 3
INSTALLING THE PRODUCT · PART NAMES 4
INITIAL SETTINGS (Degree of Acceleration Setting) 5
HOW TO OPERATE 6
OVERVIEW OF CHANGE CHARACTERISTICS 7
TROUBLESHOOTING 8

Please check the contents of the package

Controller (3-drive FLAT) [50×34×14 (D) mm]
Controller (3-DRIVE) [51×35×22 (D) mm]
Unit [60×20×50 (D) mm]
Black Extension Cord
Double-sided Tapes [25×35mm] x2
Cut Connectors x4
Male Connector with Covers x2
Zip tie
User’s Manual

WARNING

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

1 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.
2 When making adjustments, please begin at the lowest setting and slowly make changes while running.
3 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.
4 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.
5 While driving it is extremely dangerous to operate switches or pay prolonged attention to the display.
6 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.

CAUTION

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

1 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.
2 Please confirm that the type of vehicle you wish to install into is listed in the list of compatible models.
3 When installing this product, we recommend that if technical knowledge becomes necessary please consult a qualified mechanic.
4 If the device is improperly installed or settings have been improperly made a check lamp may go on.
5 Do not use electrolyte. 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.
6 Please wipe with a soft dry cloth (a lens cloth).
7 Please do not use alcohol or benzine. This may cause damage to the painted surface or cracks in the plastic.
8 Do not, in any manner, process, take apart, or make changes to this product.
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 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 sporty driving to slower acceleration for eco-driving.

**Performance**

<table>
<thead>
<tr>
<th>FLAT CONTROLLER</th>
<th>The simple 14mm-thin case design allows for unobtrusive installation even in prominent places.</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPORTS MODE</td>
<td>High response for sporty situations. (ideal for circuit, mountain driving, etc...)</td>
</tr>
<tr>
<td>ECO MODE</td>
<td>Low response for eco-driving situations. (perfect for city and fuel conscious driving)</td>
</tr>
<tr>
<td>NORMAL MODE</td>
<td>Regular response for normal conditions.</td>
</tr>
<tr>
<td>3 MODES 12 STEPS</td>
<td>One-touch selection between 3 modes and 12 steps. (SPORTS MODE = 7 steps ECO MODE = 5 steps)</td>
</tr>
</tbody>
</table>

**ACCELERATION MONITOR**

Displays the amount of pressure on the accelerator and helps to prevent poor fuel efficiency due to over acceleration.

**Examples of Throttle Opening**

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

**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. ※1

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

**Connection Method**

1. **Select the mode status you wish to use when re-starting**

   **Key ON.**

   **A.** Upon restart use Previous Mode (usual)
   - This will start up using the same settings that were used up to the previous time.
   - [Diagram of previous mode selection]

   **B.** Upon restart use only Normal Mode
   - Offering extra safety this will start up using only normal mode.
   - [Diagram of normal mode selection]

   **SELECT**

   - The power connection should be to the diagnostic monitoring connector.
   - [Diagram showing connection method]

   - **See Point of Installation 1 on page 3**

2. **Select the mode status you wish to use when using reverse**

   **SELECT**

   **A.** When using reverse use control mode as is set (usual)
   - [Diagram showing reverse mode selection]
   - **No Wiring**

   **B.** When using reverse use normal mode
   - Offering extra safety when backing up this will use only normal mode.
   - [Diagram showing normal mode selection]
   - Wire to the reverse gear. **to page 4**

   **3 Carry out wiring**
   - **to page 3**

**Features**

- **MONITOR**
  - **ACCELERATION**
  - **12 STEPS**
  - **3 MODES**
    - **NORMAL MODE**
    - **ECO MODE**
    - **SPORTS MODE** (SP7)

**Installation**

- **EASY INSTALLATION**
  - Easy installation using car model specific coupling harness. (sold separately)

**Initial Settings**

- **SAFE INSTALLATION**
  - 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.

**Settings**

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

**Road Grip**

- **Slippery**
  - No slip

**FUEL EFFICIENCY**

<table>
<thead>
<tr>
<th>RESPONSE</th>
<th>MODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good</td>
<td>1 6 4 2 1</td>
</tr>
</tbody>
</table>
| Bad | 5 3 2 1 | ECO

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

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

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

**Features**

- **MONITOR**
  - **ACCELERATION**
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Even in ECO mode, if rapid acceleration is carried out over and over again during acceleration, fuel efficiency will not increase.
# CONNECTING THE WIRES

For details about connecting a specialized harness, see the explanation sheet which comes with the harness.

### 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 8)

### Basic Wiring

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

#### 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.

![Connect to Power Diagram](image)

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

<table>
<thead>
<tr>
<th>Car Manufacturer</th>
<th>Female Coupler Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOYOTA</td>
<td>Ignition switch box</td>
</tr>
<tr>
<td>NISSAN</td>
<td>Instrument panel</td>
</tr>
<tr>
<td>HONDA</td>
<td>Ignition switch box</td>
</tr>
<tr>
<td>MITSUBISHI</td>
<td>Ignition switch box</td>
</tr>
<tr>
<td>BMW, MINI</td>
<td>Ignition switch box</td>
</tr>
<tr>
<td>VW, AUDI</td>
<td>Ignition switch box</td>
</tr>
</tbody>
</table>

**CAUTION**

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

### How to use the Connectors

1. Peel off of the vinyl cover at connection.
2. Peel off of the vinyl cover at the end of the product’s wire.
3. Wrap around both wire coils.
4. Close tightly with cut connector.
5. Insulate with vinyl tape.

**NOTE:** When crimping, please use crimpers or use pliers to bend and then solder together.

### How to use the Male Connectors

1. Pull the cable through the male sleeve.
2. Remove about 10 mm of the cable casing.
3. Turn back the tip of the wires.
4. Connect the male connector to the end of the cable.
5. Crimp down with crimpers to make sure that the inner wires are firmly connected to the inner part of the connector and that the cable section is connected to the outer part of the connector.
6. Affix the male sleeve to the places as mentioned above.

**NOTE:** After connecting the male and female connectors, make sure to firmly twist the male sleeve inside the female sleeve.
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 procedure

1. Disconnect the power source (OBD2 Connector) from the car.
2. Carry out Wiring to Reverse.
3. Reconnect to the power source (OBD2 Connector).
4. Carry out Initial Settings (see Page 5).

If wiring to the back up lights signal.

Reverse switch
Backup Light

Black Extension Cord (included)
Black wire for Remote Control
Wire which has a tube connected onto its end about 10cm. from the unit.

If wiring to the optional connector of the genuine navigation system.

Optional connector of the car maker’s original navigation system
Other company’s navigation systems or back cameras.

= Use Cut Connector (included)

Wiring place : Backup Light Signal
Check Wiring

When key is ON (engine not running) and in

P (Park) or N (Neutral) = 0V
R (Reverse Gear) = 12V

When put into reverse, if it is in normal the small dot will light up.

INSTALLING THE PRODUCTS

Controller
Affix with double-sided tape to a position which is easy to see and which allows for easy operation.

3-drive·FLAT (THF)
3-DRIVE (THR)

Common name to 3-drive·FLAT and 3-DRIVE

Part Names

1. Display
   ● Mode Display
   ● Degree of Acceleration Display (15 - 100%)
   ● For Initial Settings

2. SET Switch
   ● For Adjusting the Change Ratio for each Mode
   ● Initial Settings

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.
※ When turning off, the degree of acceleration will flash on; this is not a malfunction.

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.
### INITIAL SETTINGS (Degree of Acceleration Setting)

**Make sure to carry out these settings.**

<table>
<thead>
<tr>
<th>Operational Procedure</th>
<th>Controller Display Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> Key ON.</td>
<td>nor</td>
</tr>
<tr>
<td>(engine not running)</td>
<td>(nor Display)</td>
</tr>
<tr>
<td></td>
<td><em>Make sure to only use “Normal” mode when carrying this out.</em></td>
</tr>
<tr>
<td></td>
<td><em>If wiring to reverse the display will show either nor or nor.</em></td>
</tr>
<tr>
<td><strong>2</strong> Press the “SET” switch until “0” is displayed.</td>
<td>7...6...1...0</td>
</tr>
<tr>
<td></td>
<td>Count down from 7 to 0 after the ---.</td>
</tr>
<tr>
<td><strong>3</strong> When “0” appears release the “SET” switch.</td>
<td>L1.5 Blink</td>
</tr>
<tr>
<td></td>
<td>Voltage Display (Ex = L1.5)</td>
</tr>
<tr>
<td><strong>4</strong> Pedal is not pressed down.</td>
<td>L1.5 Blink</td>
</tr>
<tr>
<td>(Release the accelerator to 0%)</td>
<td>Voltage Display (Ex = L1.5)</td>
</tr>
<tr>
<td><strong>5</strong> Press the “SET” switch.</td>
<td>SET</td>
</tr>
<tr>
<td></td>
<td>(SEt Display)</td>
</tr>
<tr>
<td><strong>6</strong> Pedal is completely pressed down.</td>
<td>H4.5 Blink</td>
</tr>
<tr>
<td>(Press in on the accelerator to 100%)</td>
<td>Voltage Display (Ex = H4.5)</td>
</tr>
</tbody>
</table>

**Operational Procedure**

**7** With the accelerator at 100%, press the “SET” switch.

- **SET** Press to Set to 100%
- **100** (100 Display)

**8** Once the display changes to 100 release the accelerator.

- **100** (100 Display)
- nor (nor Display)

**9** Setting Completed

If the device is re-installed into a different vehicle, make sure to carry out these settings again. After having finished settings and the battery or wires have been disconnected it is not necessary to carry out “Initial Settings”.

**Check the Settings**

- **Do not press in on pedal**

- **Set down on pedal**

- **Press in on pedal**

- **100** (100 Display)

**If Err is displayed at 7**

- If the display is incorrect start again from step 2 above.

- If Err is shown the display returns to as shown in 1 (“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 ON.

*2 The values shown in the display will vary depending on the type of car.
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.
3. When switching modes and E is displayed.

ECO Mode  NORMAL Mode  SPORTS Mode

* For safety, when changing modes always go through (NORMAL) one time.

Switching the Change Ratio for ECO mode

ECO 1 → ECO 2 → ECO 3 → ECO 4 → ECO 5

Smallest Change Ratio (-10%)  (-20%)  (-30%)  (-40%)  Greatest Change Ratio (-50%)

Switching the Change Ratio for SPORTS mode

SPORTS 1 → SPORTS 2 → SPORTS 3 → ... → SPORTS 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.

The change ratio and mode is set into the memory when the key switched to OFF and can be used as is the next time the key is switched ON. (when power connection is normal)

If while in “Normal” Mode, the SET switch is pressed in for a long time, the unit will return to “Initial Settings”; if this happens stop all operations and return to the normal display.

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

MODE  SPORTS  NORMAL  ECO

RESPONSE

Good  7  6  5  4  3  2  1  ▼  1  2  3  4  5

Bad

FUEL EFFICIENCY

Good

Bad

*ECO Mode increases fuel efficiency over normal conditions by suppressing rapid acceleration; if rapid acceleration is purposely 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) [15 - 100%, 5% unit . 70 - 100%, 10% unit]

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 2 Check acceleration during regular driving

Please use to check the degree of acceleration for any type of driving, not just ECO.

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 65% (A65) and if placed in Ec mode the display should change to 25% (A25).

[See the above Graph of “Basic Control Features”]

*The actual display may differ slightly.

Troubleshooting

Before Using  
Features  
Connecting the Wires  
Installing the Product  
How to Operate  
Control Features  
Trouble-Shooting  
Initial Settings

TROUBLE-SHOOTING

BEFORE USING

INITIAL SETTINGS

CONNECTING THE WIRES

INSTALLING THE PRODUCT

HOW TO OPERATE

FEATURES

HOW TO OPERATE

CONTROL FEATURES

TROUBLE-SHOOTING

INITIAL SETTINGS
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

<table>
<thead>
<tr>
<th>SP7</th>
<th>Nor</th>
<th>W</th>
</tr>
</thead>
</table>

SP7 - Condition similar to wire throttle (degree of acceleration at app. 10 - 35%)

Example of Changes in ECO MODE

<table>
<thead>
<tr>
<th>Ec1</th>
<th>Ec2</th>
<th>Ec3</th>
</tr>
</thead>
</table>

Ec1 - 5 = Low Acceleration (for all degrees of acceleration)
# IF THE PRODUCT DOES NOT OPERATE PROPERLY

<table>
<thead>
<tr>
<th>Trouble</th>
<th>Possible Causes</th>
<th>Possible Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>If \textit{nor}, does not appear in the Initial Settings.</td>
<td>Wiring to Reverse was carried out without disconnecting the power source (OBD2 connector) from the car.</td>
<td>Disconnect the power source (OBD2 connector) from the car and then reconnect it. Make the settings by following the directions under \textit{Initial Settings} found on page 5 of this Manual.</td>
</tr>
<tr>
<td>The display shows \textit{nor}, when shifting to other than reverse.</td>
<td>After wiring to reverse, “Initial Settings” were not carried out.</td>
<td>Make the settings by following the directions under \textit{Initial Settings} found on page 5 of this Manual.</td>
</tr>
<tr>
<td>When in reverse, \textit{nor}, does not appear in the display.</td>
<td>The wiring to reverse was carried out improperly or there is a bad connection.</td>
<td>Please reconfirm whether wiring and connections are correct or not.</td>
</tr>
<tr>
<td></td>
<td>The unit is connected to the reverse wire of a navigation system from another company.</td>
<td>Follow the instructions for wiring to reverse found in this Manual (\textit{Page 4}).</td>
</tr>
<tr>
<td></td>
<td>The back up lights have been changed to LED lamps.</td>
<td>\begin{itemize} \item Replace the back up lights with the car maker’s original lights. \item Do not carry out wiring to reverse. \end{itemize}</td>
</tr>
</tbody>
</table>

# TROUBLESHOOTING

<table>
<thead>
<tr>
<th>Trouble</th>
<th>Possible Causes</th>
<th>Possible Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>The key switch is set to ON but the display will not light up.</td>
<td>Poor connection of OBD2 connector.</td>
<td>Please reconfirm whether wiring and connections are correct or not.</td>
</tr>
<tr>
<td></td>
<td>If wiring has been direct to power the red and black wires may have been improperly wired or there is a poor connection.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Poor connection of specialized harness.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The specialized harness being used is incorrect.</td>
<td></td>
</tr>
<tr>
<td>A CHECK lamp in vehicle has gone on.</td>
<td>The accelerator connector was disconnected within 15 minutes after having turned the key to OFF.</td>
<td>Follow the instructions in this Manual (\textit{Page 3}) to connect to Accelerator Connector, and follow the directions “How to Turn Off the CHECK Lamp” as bellow to turn off the lamp.</td>
</tr>
<tr>
<td></td>
<td>With the key switch in the ON position disconnect the accelerator connector or the connector attached to the unit.</td>
<td>Turn off by following the directions “How to Turn Off the CHECK Lamp” as bellow.</td>
</tr>
<tr>
<td></td>
<td>The “Initial Settings” have not been properly carried out.</td>
<td>Make the settings by following the directions under \textit{Initial Settings} found on page 5 of this Manual, and follow the directions “How to Turn Off the CHECK Lamp” as below to turn off the lamp.</td>
</tr>
<tr>
<td></td>
<td>While making “Initial Settings” an \textit{Err} appears in the display.</td>
<td>Make the settings by following the directions under \textit{Initial Settings} found on page 5 of this Manual.</td>
</tr>
<tr>
<td></td>
<td>The “Initial Settings” have not been properly carried out.</td>
<td></td>
</tr>
<tr>
<td>Even if the mode is changed, the changes cannot be felt.</td>
<td>The “Initial Settings” have not been properly carried out.</td>
<td>Make the settings by following the directions under \textit{Initial Settings} found on page 5 of this Manual.</td>
</tr>
<tr>
<td>The engine seems to stall easily.</td>
<td>The change ratio under ECO mode is too great.</td>
<td>Set the change ratio under ECO mode to a smaller value.</td>
</tr>
<tr>
<td>Even when the display is turned off, the degree of acceleration temporarily appears.</td>
<td>This is a specification of the system.</td>
<td>This is normal and is not a malfunction.</td>
</tr>
<tr>
<td>The engine has been turned OFF but the display remain on.</td>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

## 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.

- 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 characters, circuitry and circuitry layout.
- We strictly prohibit the unlicensed use of the PIVOT trademark and the unauthorized use of PIVOT User’s Manual.