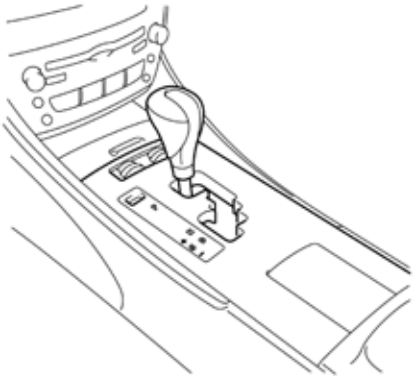
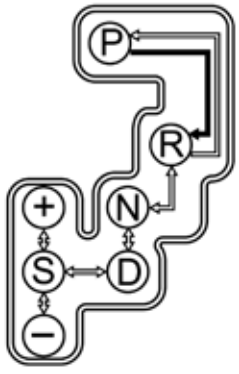
■SHIFT CONTROL MECHANISM

1. General

- A gate type shift lever is used in conjunction with the installation of the 6-speed automatic transmission. With the gate type lever, the shift lever button and the overdrive switch of the straight type shift lever are discontinued. Similar functions are achieved through a single-shift operation (fore-aft and side-to-side).
- Shift pattern is provided the S mode position on the side of the D position.
- A shift lock system is used.





: The shift lever can be moved only with the ignition switch in the ON position and the brake pedal depressed.

: The shift lever can be moved anytime.

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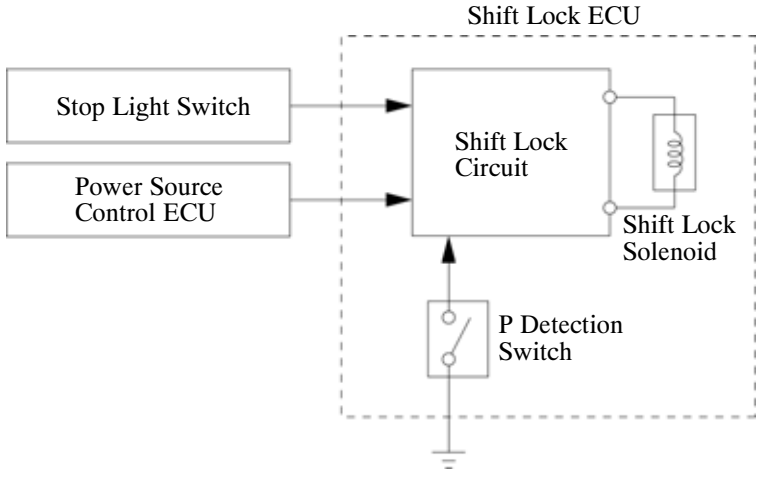
2. Shift Lock System

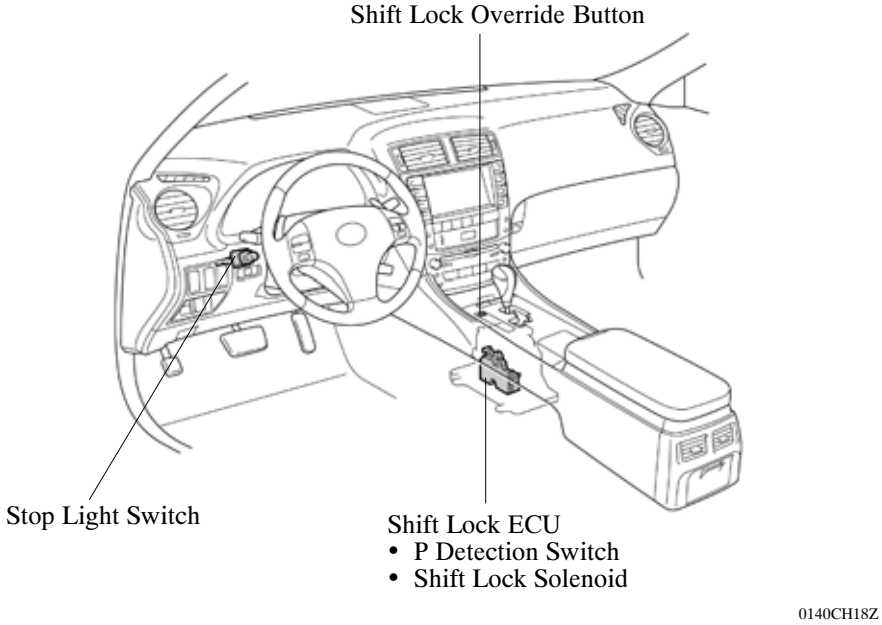
General

- The shift lock mechanism prevents the shift lever from being shifted to a position other than the P position, unless the IG ON mode is selected, and the brake pedal is pressed. This mechanism helps to prevent unintended acceleration.
- The shift lock system mainly consists of the Shift Lock ECU and shift lock override button.
- Shift Lock ECU has a built-in P detection switch, and shift lock solenoid.

▶ System Diagram ◀



Layout of Component



System Operation

- The Shift Lock ECU uses the P detection switch to detect the shift lever position, and receives inputs from the stop light switch and the Power Source Control ECU. Upon receiving these signals, the Shift Lock ECU turns ON the shift lock solenoid in order to release the shift lock.
- A shift lock override button, which manually overrides the shift lock mechanism, is used.

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