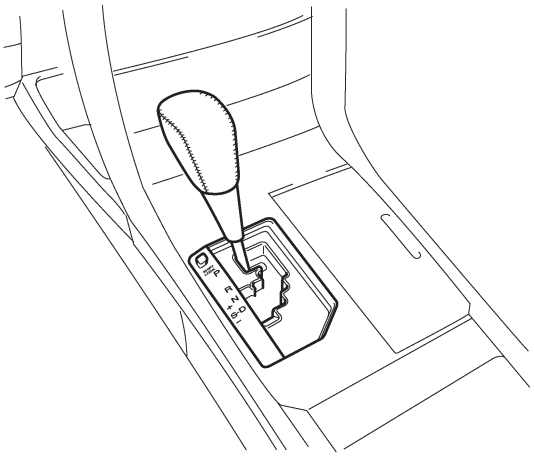
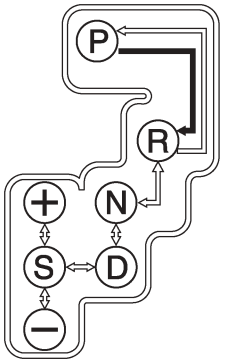
■ SHIFT CONTROL MECHANISM

1. General

- A gate type shift lever is used in conjunction with the 5-speed automatic transaxle. 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).
- On the shift lever with multi-mode automatic transmission model, an S mode position is provided on the Side of the D position.
- The shift control cable with a length adjustment mechanism is used.
- A shift lock system is used.

▶ Models with Multi-mode Automatic Transmission ◀



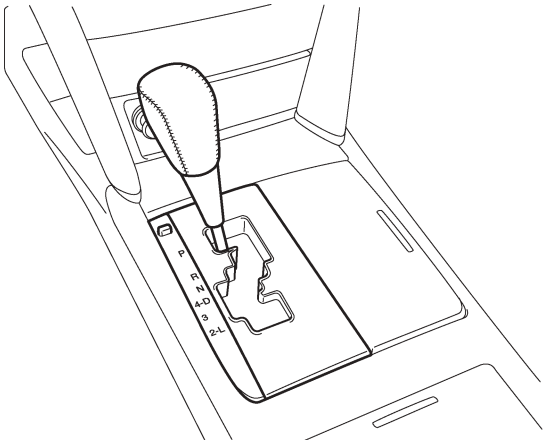


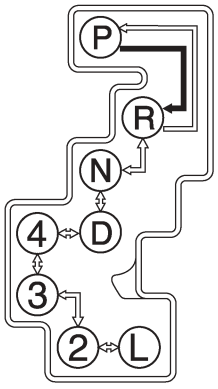
: The shift lever can be moved only with the power source IG-ON* position and the brake pedal depressed.

: The shift lever can be moved at anytime.

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▶ Models without Multi-mode Automatic Transmission ◀





: The shift lever can be moved only with the power source IG-ON* position and the brake pedal depressed.

: The shift lever can be moved at anytime.

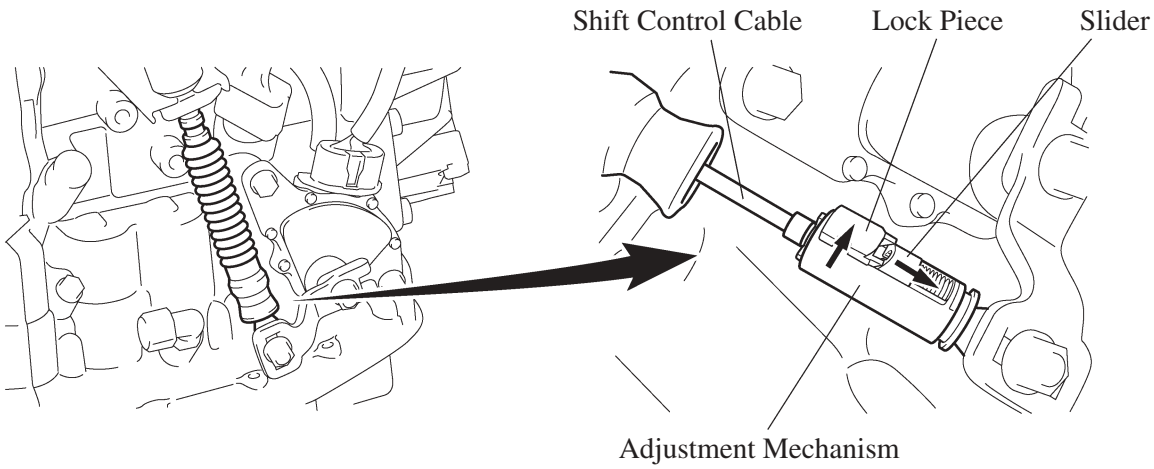
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*: The power source condition can be changed by operating the engine switch on models with the smart entry and start system, and the ignition switch on models without smart entry and start system

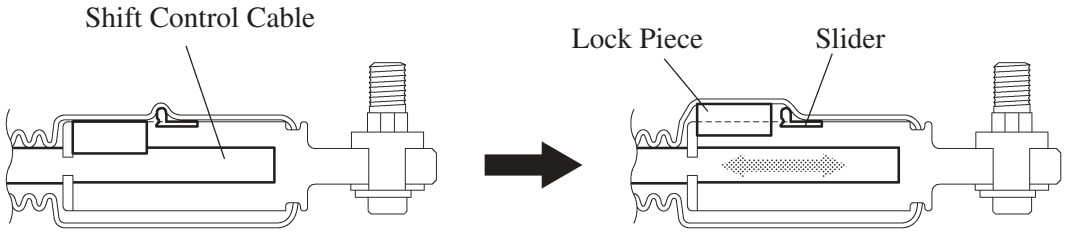
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Service Tip

The shift control cable is fixed by the lock piece of the adjustment mechanism. Adjustment of the shift control cable is possible by releasing the lock piece from the cable. For details, see the Camry Repair Manual.



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Adjustment Mechanism Cross Section

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2. Shift Lock System

General

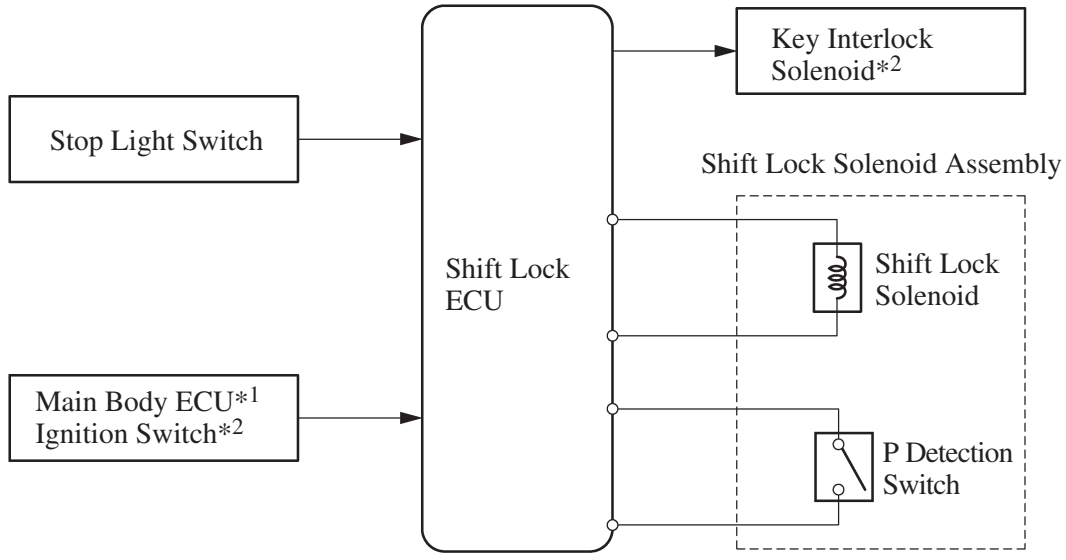
The shift lock system function setting is as follows:

Function	Without Smart Entry and Start System	With Smart Entry and Start System
Key Interlock	○	—
Shift Lock	○	○

- The key interlock device prevents the key from being pulled out after the ignition switch is turned OFF, unless the shift lever is moved to the P position. Thus, the driver is urged to park the vehicle in the P position.
- The shift lock mechanism prevents the shift lever from being shifted to any position other than the P position, unless the ignition switch is ON (unless the IG-ON mode is selected)*1, and the brake pedal is depressed. This mechanism helps to prevent unintentional acceleration.
- The shift lock system mainly consists of the shift lock ECU, shift lock solenoid, key interlock solenoid*2 and shift lock override button.
- The shift lock solenoid has a built-in P detection switch.

*1: Models with smart entry and start system
*2: Models without smart entry and start system

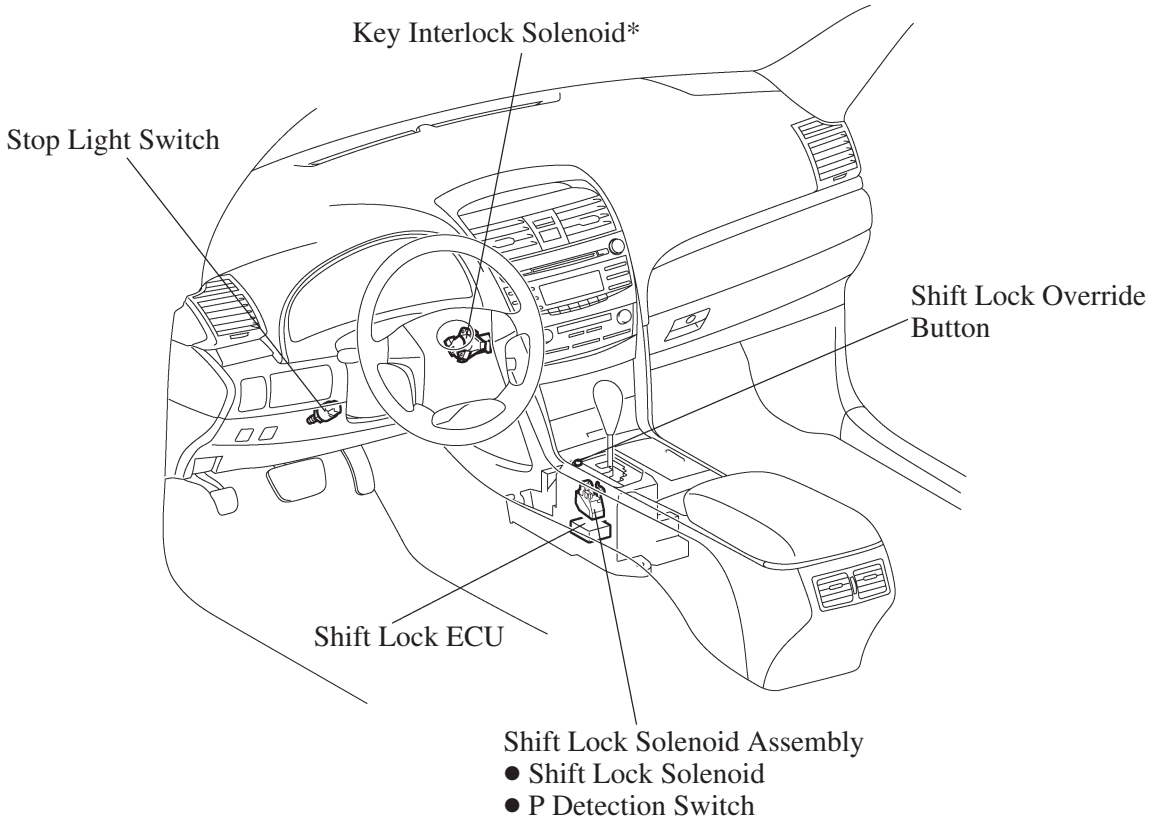
▶ System Diagram ◀



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*1: Models with smart entry and start system
*2: Models without smart entry and start system

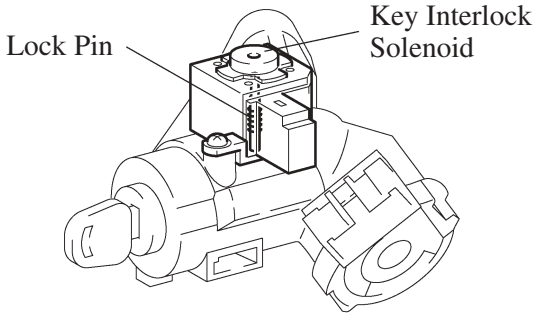
Layout of Main Components



*: Models without smart entry and smart system

Key Interlock Solenoid

The activation of the key interlock solenoid that is mounted on the upper column bracket moves the lock pin to restrict the movement of the key cylinder. Therefore, if the shift lever is shifted to any position other than "P", the ignition key cannot be moved from "ACC" to the "LOCK" position.



System Operation

- Models with smart entry and start system: 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 main body ECU. Upon receiving these signals, the shift lock ECU turns ON the shift lock solenoid in order to release the shift lock.
- Models without smart entry and start system: 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 ignition switch. Upon receiving these signals, the shift lock ECU turns ON the key interlock solenoid and the shift lock solenoid in order to release the key interlock and shift lock.
- A shift lock override button, which manually overrides the shift lock mechanism, is used.