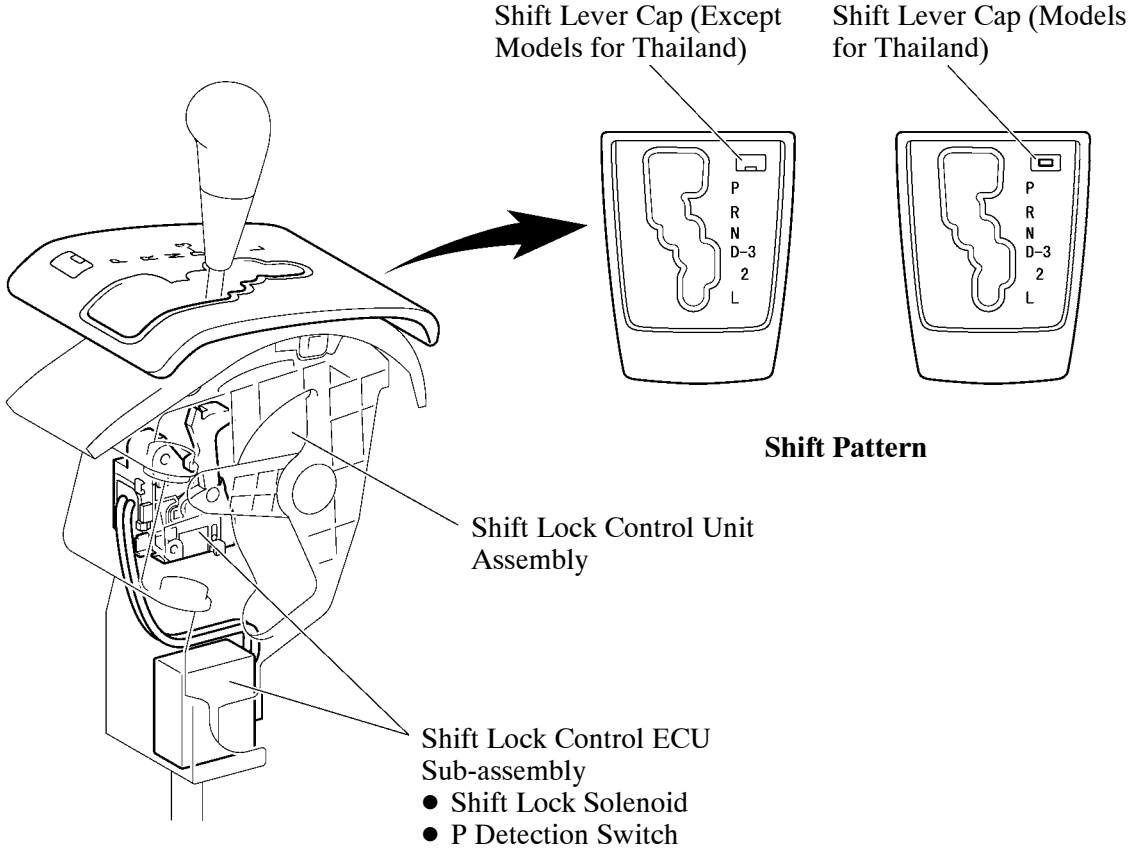
A340E AND A343E AUTOMATIC TRANSMISSIONS

■ SHIFT CONTROL MECHANISM

1. General

- By prohibiting the shift lever to move from the P position if the brake pedal is not depressed, the shift lock structure prevents the shift lever from being operated mistakenly.
- The shift lock can be released manually by removing the shift lever cap and inserting an object such as a key in the event of an emergency.
- The shift lock can be released manually by inserting an object such as a key into the hole of the shift lever cap in the event of an emergency.*
- When IG ON, the shift lock control ECU sub-assembly releases the shift lock by actuating the shift lock solenoid in accordance with the signal sent from the stop light switch assembly.

*: Models for Thailand



RHD Model

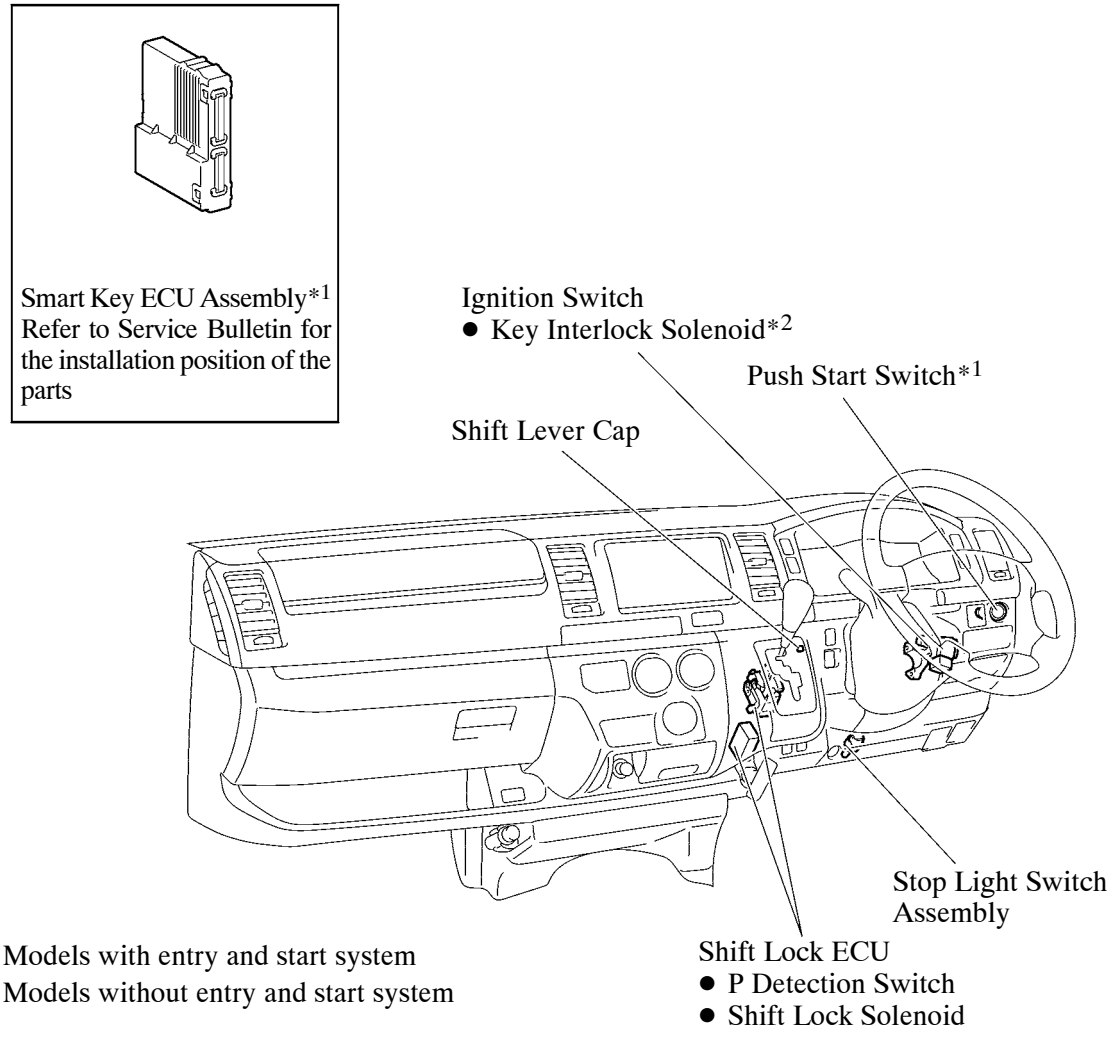
04Z8CH01D

2. Shift Lock System

General

- The shift lock control unit assembly has been changed for all models.
- By changing the design of the shift lever housing, its quality of product has been improved.
- In order to prevent the shift lock release button from being operated mistakenly, a shift lever cap has been provided on the shift lock release button.

Layout of Main Components



RHD Model

04Z8CH09

System Operation (Models with entry and start system)

- The shift lock system prevents the shift lever from being moved to any position other than P, unless the engine switch (push start switch) is turned on (IG) and the brake pedal is depressed. This prevents the vehicle from starting off suddenly.
- The shift lock system is controlled by the shift lock control ECU, and it has a shift lock function.
- The shift lock control ECU has a built-in P detection switch to detect the shift lever position, and receives input signals from the stop light switch assembly and engine switch (push start switch). Upon receiving these signals, the shift lock control ECU turns on the shift lock solenoid assembly in order to release the shift lock.
- The shift lock release button, which manually overrides the shift lock mechanism, is used.

▶ System Diagram ◀

