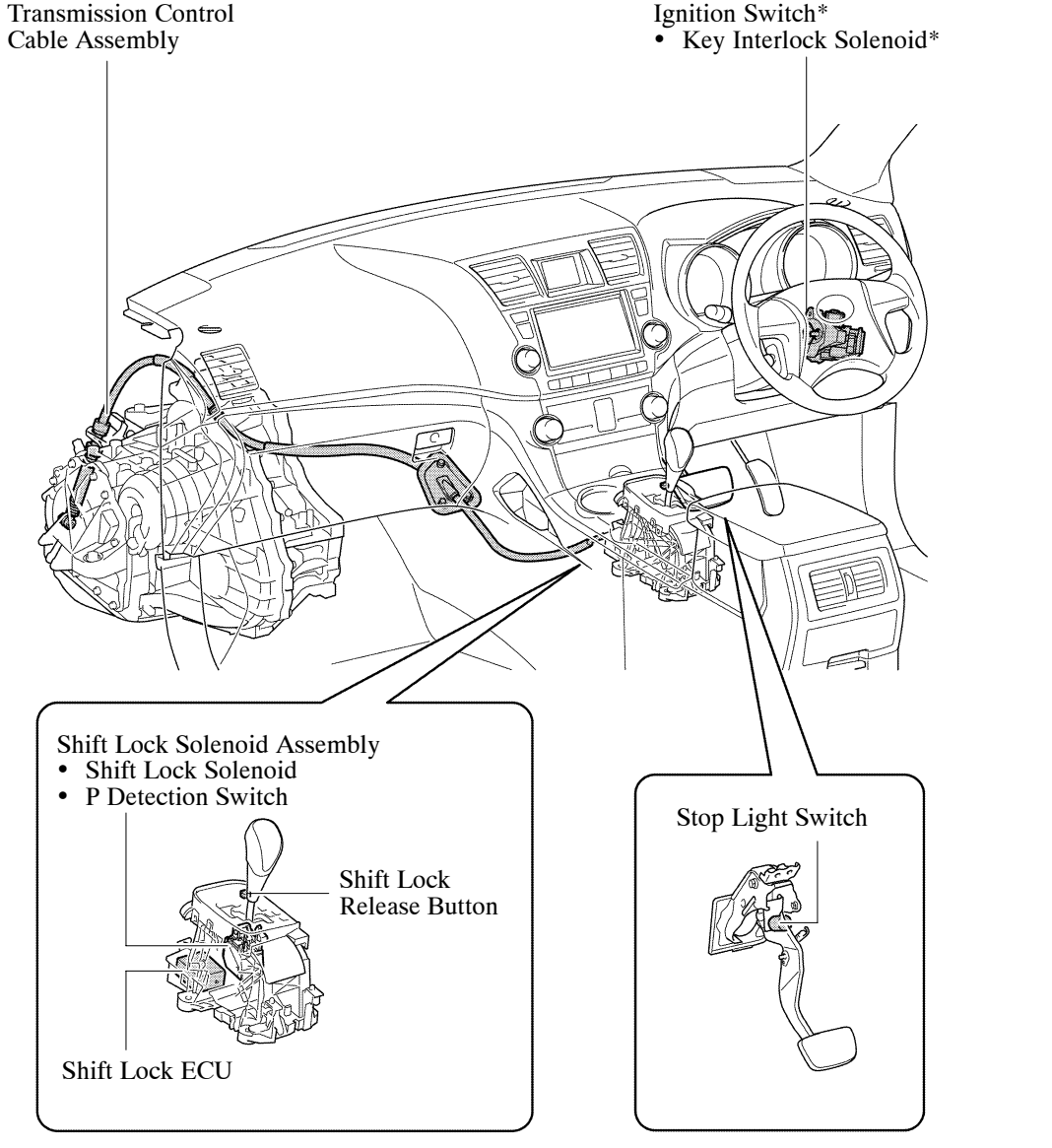
■SHIFT CONTROL MECHANISM

1. General

The shift control mechanism consists of the transmission control cable assembly, the shift lever assembly and the shift lock system.

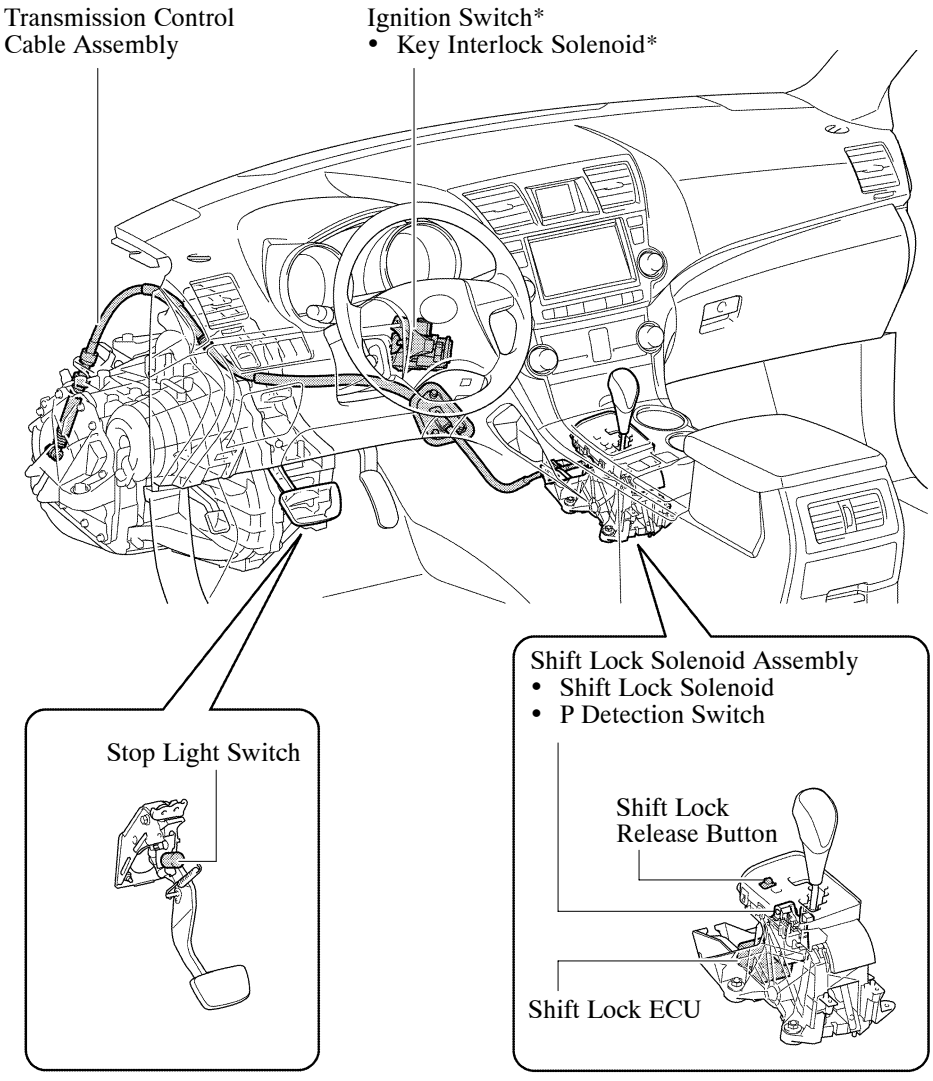
- A gate type shift lever that uses a transmission control cable assembly is used. Due to the adoption of the gate type, the shift lever button and the overdrive switch of the straight type shift lever are discontinued. Similar functions are achieved through a single-shift operation (front-to-back and side-to-side).
- A shift lock system that consists of a key interlock solenoid, shift lock solenoid and Shift Lock ECU is used.

▶ Models for Australia ◀



*: Models without Smart Entry and Start System

▶ Models for China ◀



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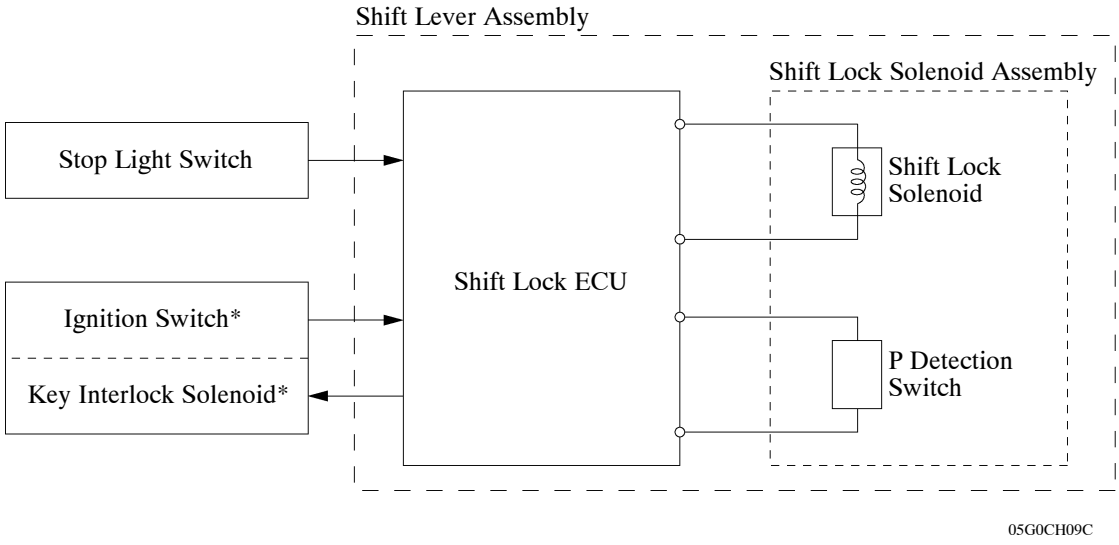
*: Models without Smart Entry and Start System

2. Shift Lock System

The shift lock system is controlled by the Shift Lock ECU and it has a key interlock function and shift lock function. The key interlock function is not available for models with the smart entry and start system.

- For models without the smart entry and start system, the key interlock function 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 vehicle must be parked in the P position.
- The shift lock function prevents the shift lever from being shifted from the P position, unless the IG ON is selected and the brake pedal is pressed.
- A concealed shift lock override button allows for a manual override of the shift lock system if this is necessary.

▶ System Diagram ◀



*: Models without Smart Entry and Start System