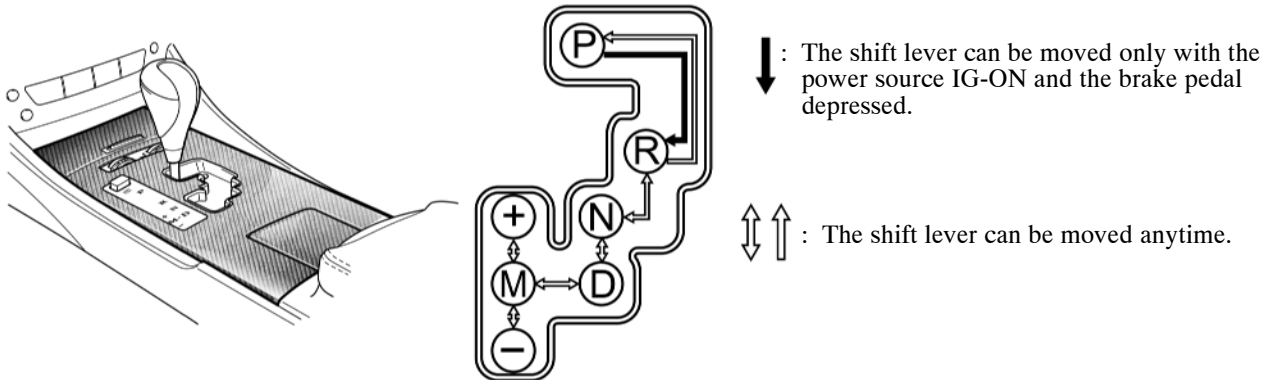


■ SHIFT CONTROL MECHANISM

1. General

- A gate type shift lever is used. 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 with the M position to the side of the D position.
- A shift lock system is used.



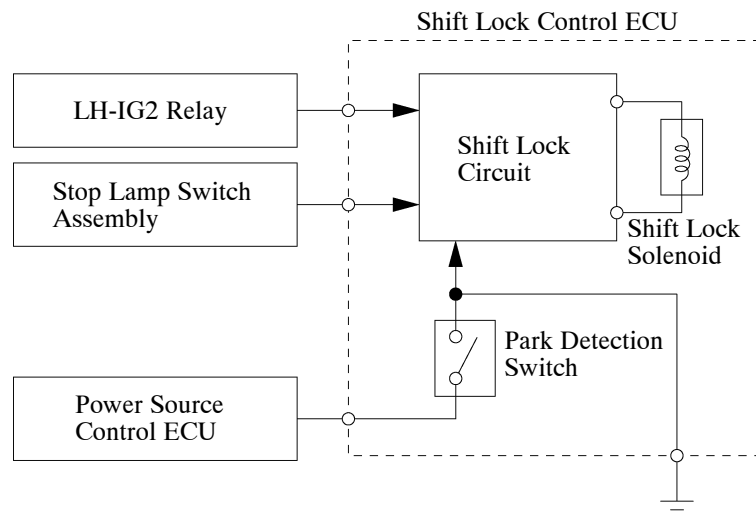
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2. Shift Lock System

General

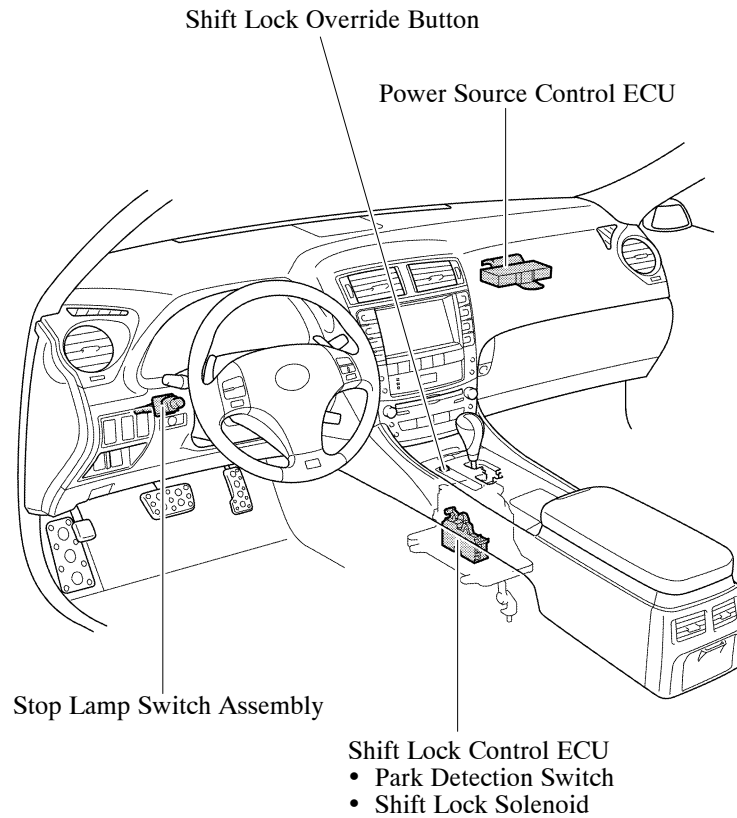
- The shift lock mechanism prevents the shift lever from being shifted from P, unless the engine switch is on (IG), and the brake pedal is depressed. This mechanism helps to prevent unintended acceleration.
- The shift lock system mainly consists of the shift lock control ECU and shift lock override button.
- The shift lock control ECU has a built-in park detection switch, and a shift lock solenoid.

► System Diagram ◀



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Layout of Main Components



CH

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System Operation

- The shift lock control ECU uses the park detection switch to detect the shift lever position, and receives inputs from the stop lamp switch assembly and the power source control ECU. Upon receiving these signals, the shift lock control ECU turns the shift lock solenoid on in order to release the shift lock.
- A shift lock override button, which manually overrides the shift lock mechanism, is used.