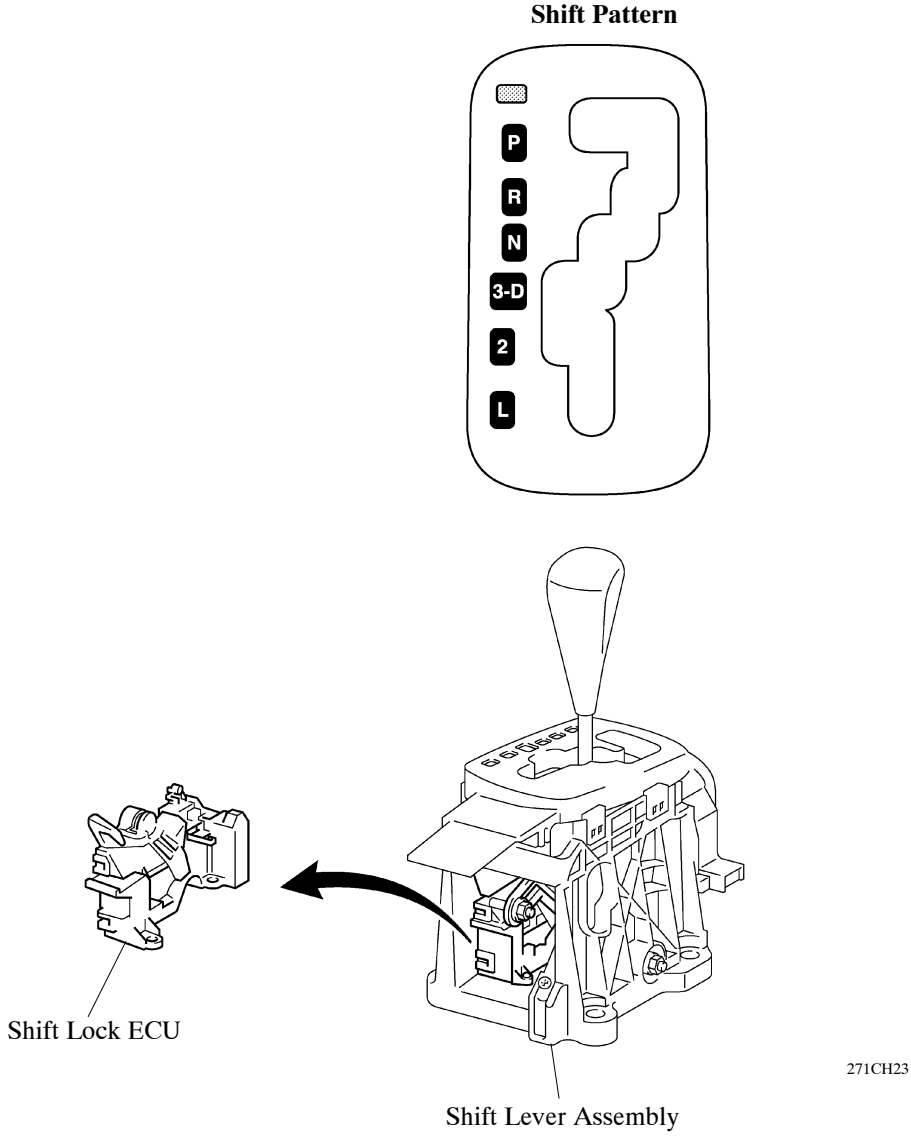
■SHIFT CONTROL MECHANISM

1. General

- A gate type shift lever is used. With the gate type, the shift lever button and the overdrive switch of the straight type shift lever have been discontinued. Similar functions are achieved through a single-shift operation (fore-aft and side-to-side).
- This shift lever mainly consists of a shift lock ECU, a shift lever plate, and a shift lever sub-assembly.
- The shift lock ECU has a built-in transmission control switch, P detection switch, and shift lock solenoid.
- The shift lock system consists of a key interlock device and a shift lock mechanism.



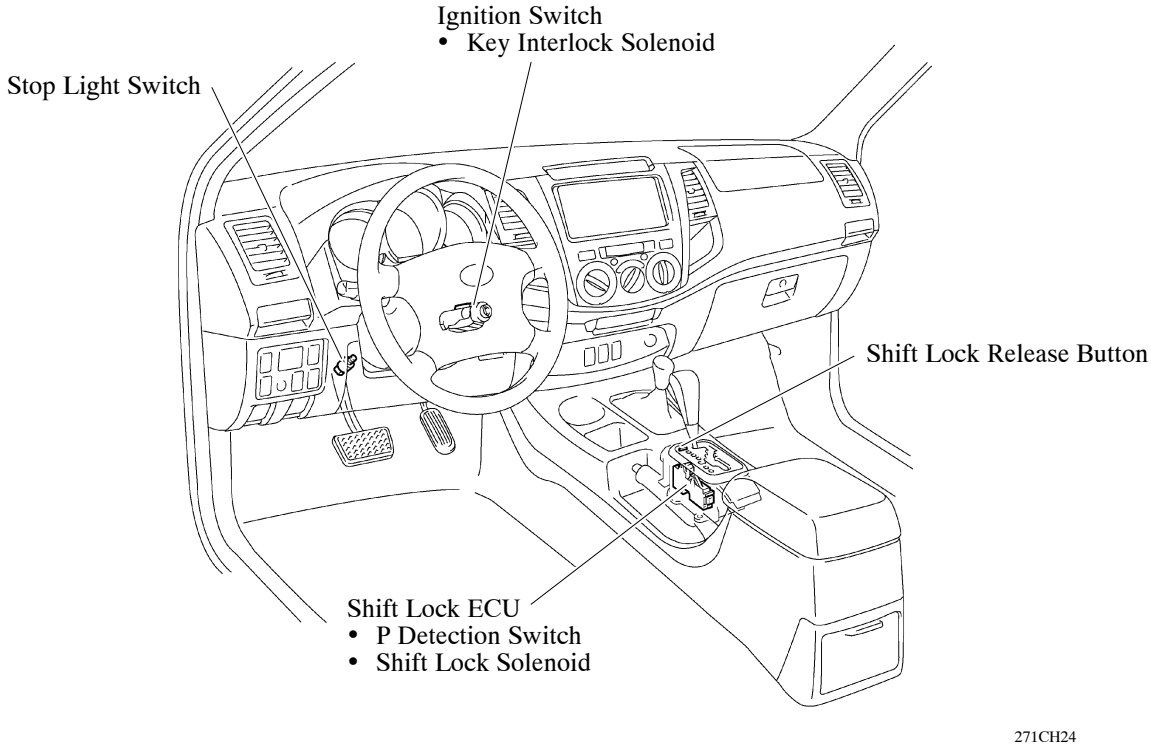
LHD Model

2. Shift Lock System

General

- 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 a position other than the P position, unless the ignition switch is ON and the brake pedal is pressed. This prevents the vehicle from starting off suddenly against the wish of the driver.

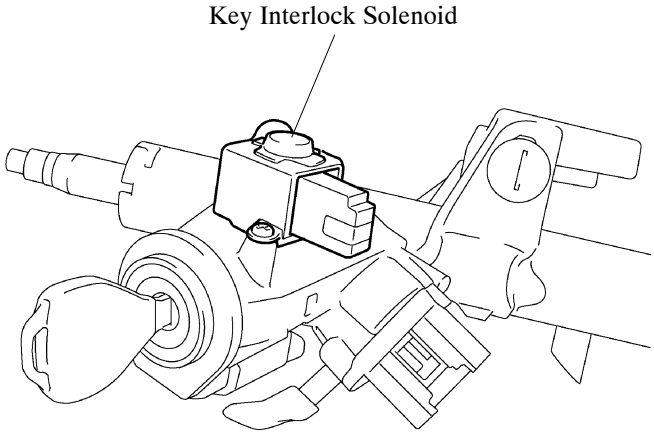
Layout of Main Components



LHD Model

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.

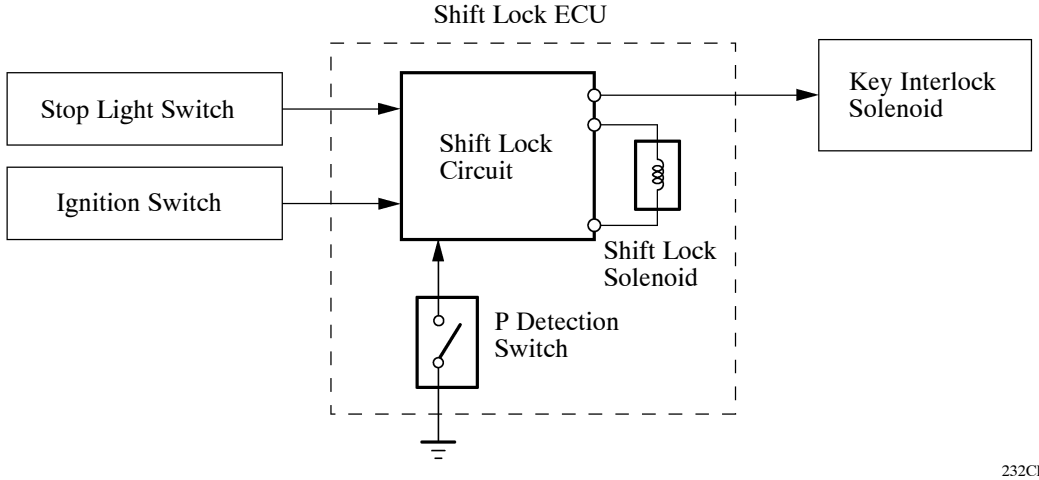


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System Operation

- The shift lock ECU uses the P detection switch to detect the shift lever position, and receives output signals from the stop light switch and ignition switch signals. 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 release button, which manually releases the shift lock mechanism, is used.

▶ System Diagram ◀



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