

# Automatic Shift Schedule

		Throttle valve fully open						[ ] Fully closed		km/h (mph)	
		1→2	2→3	3→O/D	{3→O/D}	{O/D→3}	O/D→3	3→2	2→1		
D position	NORM	44-48 (27-30)	93-99 (58-61)	134-141 (83-87)	35-39 (22-24)	21-25 (13-16)	128-135 (79-84)	87-94 (54-58)	40-43 (25-27)		
	PW R	47-51 (29-32)	93-99 (58-61)	148-155 (92-96)	50-53 (31-33)	21-25 (13-16)	143-149 (89-92)	87-94 (54-58)	41-45 (25-28)		
2 position	NORM PW R	43-46 (27-29)	103-109 (64-68)	-	-	-	-	97-103 (60-64)	38-42 (24-26)		
L position	NORM PW R	-	-	-	-	-	-	82-89 (51-55)	47-51 (29-32)		

		Throttle valve opening 5%						km/h (mph)	
		Lock-up ON			Lock-up OFF				
		2nd	*3rd	O/D	2nd	*3rd	O/D		
D position	NORM	-	41-45 (25-28)	59-63 (37-39)	-	38-42 (24-26)	55-59 (34-37)		
	PWR	-	55-59 (34-37)	75-79 (47-49)	-	50-53 (31-33)	70-73 (43-45)		

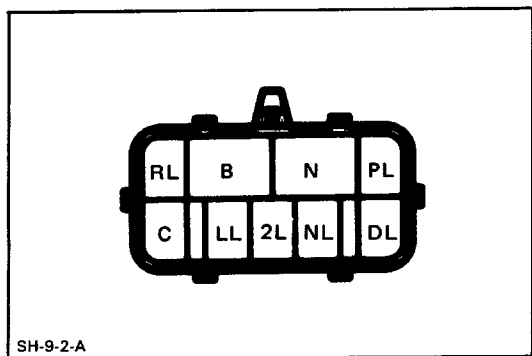
\* : O/D switch OFF

**HINT:**

- (1) Lock-up will not occur in 2nd gear unless the throttle valve opening is greater than 50%.
- (2) There is no lock-up in the 2 and L positions.
- (3) In the following cases, the lock-up will be released regardless of the lock-up pattern.
  - When the throttle is completely closed.
  - When the brake light switch is ON.

## Park Neutral Position Switch INSPECTION OF PARK/NEUTRAL POSITION SWITCH

Inspect that there is continuity between each terminals.



Terminal Shift Position	B	N	PL	RL	NL	DL	2L	LL	C
P	○—○	○—○	○—○						○—○
R				○—○					○—○
N	○—○	○—○			○—○				○—○
D						○—○			○—○
2							○—○		○—○
L								○—○	○—○