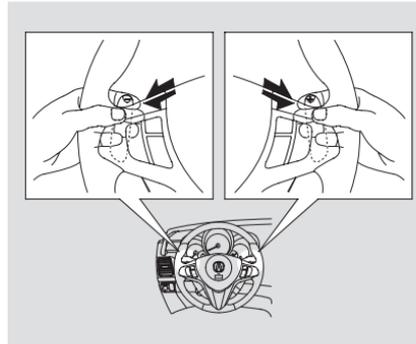


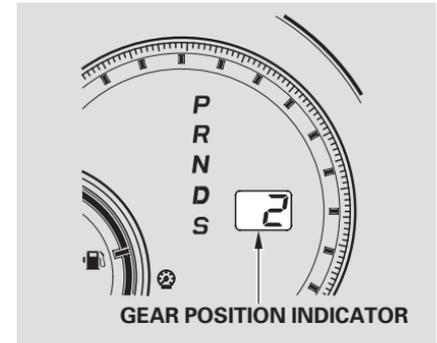
### Using the Paddle Shifters in D position (D-Paddle Shift Mode)

When you are driving in D position, pulling the either paddle shifter switches from the ordinary automatic transmission [drive mode (D)] to the D-paddle shift mode. You can shift the transmission up or down manually with the paddle shifters.

Downshifting gives you more power when climbing, and provides engine braking when going down a steep hill.



To shift up or down, use the + (right) or - (left) paddle shifter on each side of the steering wheel.



Each time you pull the + (right), the transmission shifts to a higher gear. Pull the - (left) to downshift. You will see the selected gear number on the instrument panel.

When you pull either paddle shifter, the gear position indicator shows you the selected gear number.

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## Driving with the Paddle Shifters

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The transmission control system monitors the accelerator pedal use and your driving conditions. When you press the accelerator pedal as in the normal driving, the system judges that you are driving at a constant cruising speed without using the paddle shifters. Under these conditions, D-paddle shift mode is canceled, and the transmission automatically returns to drive mode (D).

When the transmission returns to drive mode (D), the displayed gear number goes out.

The transmission remains in the selected gear if you do not accelerate.

Each time you pull either paddle shifter, the transmission shifts one gear up or down. If you want to shift up or down more than two gears, pull the paddle shifter twice, pause, and then pull it again.

The automatic transmission will not allow you to change shift if:

- You downshift before the engine speed reaches the upper limit of the lower gear.

If you try to do this, the gear position indicator will flash the number of the lower gear several times, then return to a higher gear.

- You upshift before the engine speed reaches the lower limit of the higher gear.
- You press both paddle shifters at the same time.
- You press one of the two paddle shifters with another paddle shifter being pressed.

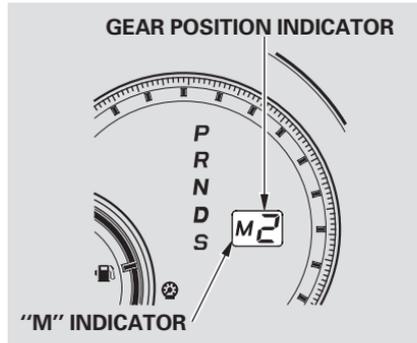
The transmission downshifts to first gear and returns to drive mode (D) when the vehicle comes to a complete stop and the vehicle speed is about 6 mph (10 km/h).

If there is a problem in the transmission while you are driving with the paddle shifters, the D indicator flashes, the D-paddle shift mode is canceled, and the transmission returns to drive mode (D).

### Using the Paddle Shift in S position (Sequential Shift Mode)

With the shift lever in S position, you can select the sequential shift mode to shift gears; much like a manual transmission using the paddle shifters, but without a clutch pedal.

To enter the sequential shift mode, press the release button on the front of the shift lever, move the lever to the S position, then pull either paddle shifter. To cancel the sequential shift mode and return to the ordinary automatic transmission, move the shift lever from S position. When moving the shift lever, be careful not to operate incorrectly. While you are driving in the sequential shift mode, the transmission will not automatically return to ordinary automatic transmission.



When you move the shift lever from “D” to “S” position and pull either paddle shifter, the gear position indicator displays on “M” along with the selected gear number.

To upshift, pull the + (right) paddle shifter. To downshift, pull the – (left) paddle shifter.

When you accelerate from a stop, the transmission starts in first gear, and you must manually upshift between first and fifth gears. Make sure you upshift before the engine speed reaches the tachometer’s red zone.

The transmission remains in the selected gear (5, 4, 3, 2, or 1). There is no automatic downshift when you push the accelerator pedal to the floor.

When you are driving in 4th or 5th gear, the transmission downshifts to the lower gear under the following conditions:

- The vehicle slows down to a certain speed.
- You press the brake pedal.

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## Driving with the Paddle Shifters

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Downshifting with the paddle shifter allows you to increase the engine braking when going down steep or long hills, and provides more power when climbing uphill. You can upshift the transmission manually to reduce the rpm. Driving in the higher gear helps fuel economy.

The transmission also shifts automatically as the vehicle comes to a complete stop. It downshifts to first gear when the vehicle speed reaches 6 mph (10 km/h) or less.

The automatic transmission will not allow you to change shift if:

- You downshift before the engine speed reaches the upper limit of the lower gear.

If you try to do this, the gear position indicator will flash the number of the lower gear several times, then return to a higher gear.

- You upshift before the engine speed reaches the lower limit of the higher gear.
- You try to shift to third or a higher gear when the vehicle is stationary.
- You press both paddle shifters at the same time.
- You press one of the two paddle shifters with another paddle shifter being pressed.

Here are the speed ranges for upshifting and downshifting.

To shift from	Speed range
1 → 2	over 0 mph (0 km/h)
2 → 3	over 8 mph (13 km/h)
3 → 4	over 17 mph (27 km/h)
4 → 5	over 47 mph (75 km/h)

To shift from	Speed range
2 → 1	under 29 mph (47 km/h)
3 → 2	under 63 mph (100 km/h)
4 → 3	under 94 mph (150 km/h)
5 → 4	under 114 mph (182 km/h)

## Driving with the Paddle Shifter, Super Handling-All Wheel Drive (SH-AWD) System

### *Starting in Second Gear*

When you are in sequential shift mode, and the vehicle is stopped, pull the + (right) paddle shifter to shift to second gear. You will see “M 2” in the display. Starting in second gear helps to reduce wheelspin in deep snow or on a slippery surface.

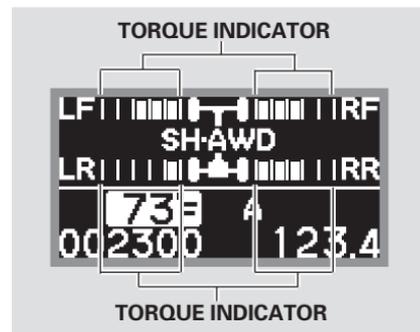
### **Super Handling-All Wheel Drive (SH-AWD) system**

The super handling-all wheel drive (SH-AWD) system is a full time all-wheel-drive system that automatically controls and transfers varying amounts of engine torque to all wheels independently, according to the driving conditions.

While the SH-AWD system helps to enhance the vehicle’s driving stability in all situations, it is still your responsibility to drive and corner at reasonable speeds and to leave a sufficient margin of safety.

### **SH-AWD Torque Distribution Monitor**

*On RDX with Technology Package model*



The SH-AWD torque distribution monitor on the multi-information display shows you the amount of torque being sent to the wheels. Each wheel: right front (RF), left front (LF), right rear (RR), and left rear (LR), has its own torque indicator.

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## Super Handling-All Wheel Drive (SH-AWD) System

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Each torque indicator is displayed as a bar graph divided into 5 segments. The number of segments represents the amount of torque distributed to each wheel.

When there is only a slight change in torque distribution while driving, such as cruising on level roads at the same speed, the torque distribution monitor may stop displaying the amount of torque. This is not a system problem. The monitor will show the amount if the system senses any change in torque distribution.

If the SH-AWD indicator blinks while driving, it indicates the differential temperature is too high. You will also see an “SH-AWD DIFF TEMP HIGH” message on the multi-information display. If this happens, pull to the side of the road when it is safe, shift to Park, and let the engine idle until the indicator goes out. If the indicator does not go out, take your vehicle to a dealer to have it checked,

If the SH-AWD indicator on the instrument panel stays on, and the “CHECK SH-AWD SYSTEM” message also appears on the multi-information display, there is problem with the SH-AWD system.

Your vehicle still has normal front-wheel drive with vehicle stability assist (VSA), but does not have the advantages of SH-AWD. Have your vehicle checked by a dealer as soon as possible.

Always use the parking brake when you park your vehicle. Make sure the parking brake is set firmly, or your vehicle may roll if it is parked on an incline.

Set the parking brake before you put the transmission in Park. This keeps the vehicle from moving and putting pressure on the parking mechanism in the transmission.

### **Parking Tips**

- Make sure the moonroof and the windows are closed.
- Turn off the lights.
- Place any packages, valuables, etc. in the cargo area or take them with you.
- Lock the doors and the tailgate.
- Never park over dry leaves, tall grass, or other flammable materials. The hot three way catalytic converter could cause these materials to catch on fire.
- If the vehicle is facing uphill, turn the front wheels away from the curb.
- If the vehicle is facing downhill, turn the front wheels toward the curb.
- Check the indicator on the instrument panel to verify that the security system is set.
- Make sure the parking brake is fully released before driving away. Driving with the parking brake partially set can overheat or damage the rear brakes.

## Braking System

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Your vehicle is equipped with disc brakes at all four wheels. A power assist using negative pressure generated by the engine and the electric vacuum pump helps reduce the effort needed on the brake pedal. The anti-lock brake system (ABS) helps you retain steering control when braking very hard.

When the electric vacuum pump is in operation, it makes some mechanical noises come from the engine compartment. This is normal.

When you drive in cold weather or thinner air at high altitude, the electric vacuum pump operates more frequently after the engine is started.

For more information about the electric vacuum pump, see page [396](#).

Resting your foot on the pedal keeps the brakes applied lightly, builds up heat, and reduces their effectiveness. It also keeps your brake lights on all the time, confusing drivers behind you.

Constant application of the brakes when going down a long hill builds up heat and reduces their effectiveness. Use the engine to assist the brakes by taking your foot off the accelerator and downshifting to a lower gear.

Check your brakes after driving through deep water. Apply the brakes moderately to see if they feel normal. If not, apply them gently and frequently until they do. Be extra cautious and alert in your driving.

### **Braking System Design**

The hydraulic system that operates the brakes has two separate circuits. Each circuit works diagonally across the vehicle (the left-front brake is connected with the right-rear brake, etc.). If one circuit should develop a problem, you will still have braking at two wheels.

### **Brake Pad Wear Indicators**

All four brakes have audible brake wear indicators.

If the brake pads need replacing, you will hear a distinctive, metallic screeching sound when you apply the brake pedal. If you do not have the brake pads replaced, they will screech all the time. It is normal for the brakes to occasionally squeal or squeak when you apply them.

The anti-lock brake system (ABS) helps prevent the brakes from locking up, and helps you retain steering control by pumping the brakes rapidly, much faster than a person can do it.

The ABS also balances the front-to-rear braking distribution according to vehicle loading.

*You should never pump the brake pedal. Let the ABS work for you by always keeping firm, steady pressure on the brake pedal. This is sometimes referred to as “stomp and steer.”*

You will feel a pulsation in the brake pedal when the ABS activates, and you may hear some noise. This is normal: it is the ABS rapidly pumping the brakes. On dry pavement, you will need to press on the brake pedal very hard before the ABS activates. However, you may feel the ABS activate immediately if you are trying to stop on snow or ice.



### ABS Indicator

If this indicator comes on, the anti-lock function of the braking system has shut down. The brakes still work like a conventional system, but without anti-lock. You should have your dealer inspect your vehicle as soon as possible.

*On RDX with Technology Package model*

You will also see a “CHECK ABS SYSTEM” message on the multi-information display (see page [85](#) ).

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## Anti-lock Brakes (ABS)

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If the ABS indicator and the brake system indicator come on together, and the parking brake is fully released, the front-to-rear braking distribution system may also be shut down.

Test your brakes as instructed on page 395. If the brakes feel normal, drive slowly and have your vehicle repaired by your dealer as soon as possible. Avoid sudden hard braking which could cause the rear wheels to lock up and possibly lead to a loss of control.

The VSA indicator will come on along with the ABS indicator.

**Important Safety Reminders**  
**ABS does not reduce the time or distance it takes to stop the vehicle.** It only helps with the steering control during braking.

**ABS will not prevent a skid that results from changing direction abruptly,** such as trying to take a corner too fast or making a sudden lane change. Always drive at a safe speed for the road and weather conditions.

**ABS cannot prevent a loss of stability.** Always steer moderately when you are braking hard. Severe or sharp steering wheel movement can still cause your vehicle to veer into oncoming traffic or off the road.

**A vehicle with ABS may require a longer distance to stop** on loose or uneven surfaces, such as gravel or snow, than a vehicle without anti-lock.