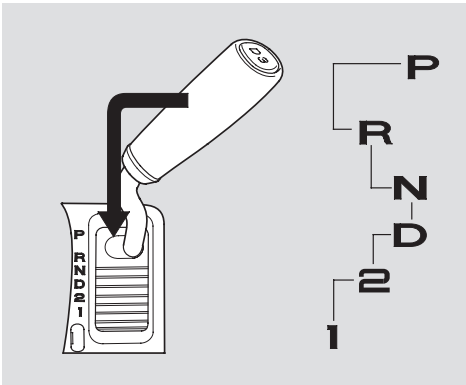
Automatic Transmission



To shift from:	Do this:
P to R	Press the brake pedal and pull the shift lever towards you.
R to P N to R D to 2 2 to 1	Pull the shift lever towards you.
1 to 2 2 to D D to N N to D R to N	Move the lever.

Park (P) — This position mechanically locks the transmission. Use Park whenever you are turning off or starting the engine. To shift out of Park, you must press on the brake pedal and have your foot off the accelerator pedal. Pull the shift lever towards you, then move it out of Park.

If you have done all of the above and still cannot move the lever out of Park, see **Shift Lock Release** on page 153 .

You must also pull the shift lever towards you to shift into Park. To avoid transmission damage, come to a complete stop before shifting into Park. The shift lever must be in Park before you can remove the key from the ignition switch.

Reverse (R) — Press the brake pedal and pull the shift lever towards you to shift from Park to Reverse. To shift from Reverse to Neutral, come to a complete stop, and then shift. Pull the shift lever towards you before shifting into Reverse from Neutral.

Your vehicle has a reverse lockout so you cannot accidentally shift to Reverse when the vehicle speed exceeds 5 mph (8 km/h).

If you cannot shift to Reverse when the vehicle is stopped, press the brake pedal and slowly shift to Neutral, and then to Reverse.

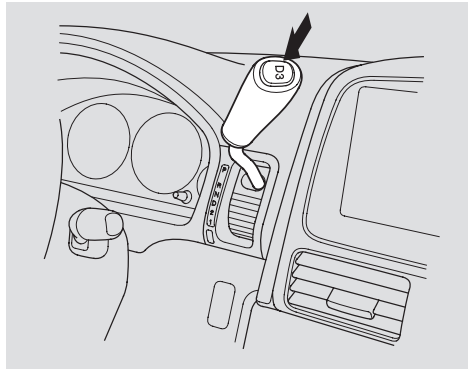
If there is a problem in the reverse lockout system, or your vehicle's battery is disconnected or goes dead, you cannot shift to Reverse. (Refer to **Shift Lock Release** on page 153).

Neutral (N) — Use Neutral if you need to restart a stalled engine, or if it is necessary to stop briefly with the engine idling. Shift to the Park position if you need to leave your vehicle for any reason. Press on the brake pedal when you are moving the shift lever from Neutral to another gear.

After you stop in D, 2, 1, N, or R position with the ignition switch in ACCESSORY (I) for an extended period, you may not be able to move the shift lever from Neutral to Reverse or Park. In this case, press the brake pedal and turn the ignition switch to the ON (II) position, then shift out of Neutral.

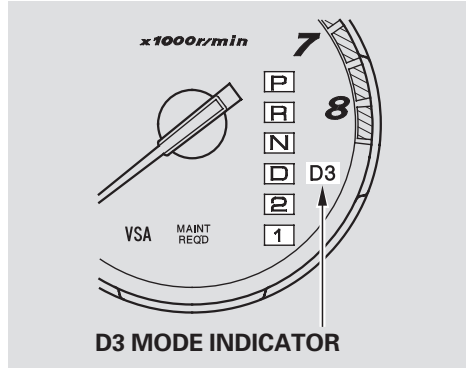
Drive (D) — Use this position for your normal driving. The transmission automatically selects a suitable gear (1 through 5) for your speed and acceleration. You may notice the transmission shifting up at higher speeds when the engine is cold. This helps the engine warm up faster.

D3 Mode



Press the D3 switch on the edge of the shift lever to turn this mode on or off; the D3 mode indicator comes on whenever the D3 mode is selected.

D3 mode can be turned on or off only when the ignition switch is in the ON (II) position and the shift lever is in the D position.



D3 MODE INDICATOR

When the D3 mode is on, the transmission selects only the first three gears. Use D3 mode when towing a trailer, or to provide engine braking when going down a steep hill. D3 mode can also keep the transmission from cycling between third and fourth gears in stop-and-go driving.

CONTINUED

Automatic Transmission

Shifting out from the D position will cancel the D3 mode, and the D3 indicator will go out. Selecting the D position again will resume the D3 mode and the indicator comes on.

Turning the ignition switch to LOCK (0) turns this mode off. When you restart the engine, select the D position and press the D3 mode switch again to use this mode.

The D3 mode indicator also comes on for a few seconds when you turn the ignition switch to ON (II).

Second (2) — To shift to Second, pull the shift lever towards you, then shift to the lower gear. This position locks the transmission in second gear. It does not downshift to first gear when you come to a stop.

Use Second gear:
- For more power when climbing.
- To increase engine braking when going down steep hills.
- For starting out on a slippery surface or in deep snow.
- To help reduce wheel spin.
- When driving downhill with a trailer.

First (1) — To shift from Second to First, pull the shift lever towards you, then shift to the lower gear. This position locks the transmission in First gear. By upshifting and downshifting through 1, 2, and D, you can operate this transmission much like a manual transmission without a clutch pedal.

If you shift into First position when the vehicle speed is above 31 mph (50 km/h), the transmission shifts into Second gear first to avoid sudden engine braking.

Engine Speed Limiter
If you exceed the maximum speed for the gear you are in, the engine speed will enter into the tachometer's red zone. If this occurs, you may feel the engine cut in and out. This is caused by a limiter in the engine's computer controls. The engine will run normally when you reduce the RPM below the red zone.

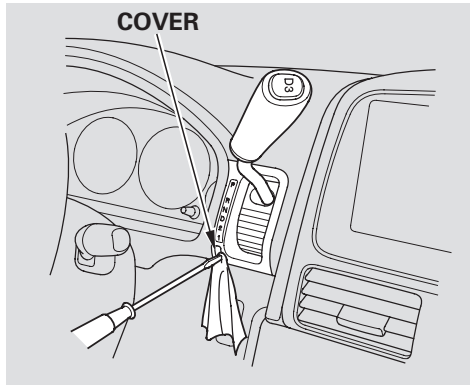
Shift Lock Release
This allows you to move the shift lever out of Park if the normal method of pushing on the brake pedal does not work. This procedure is also used to release the Reverse Lockout.

1. Set the Parking brake.

2. Make sure the ignition switch is in the LOCK (0) position.

   To release the reverse lockout, make sure the ignition switch is in the ACCESSORY (I) position.

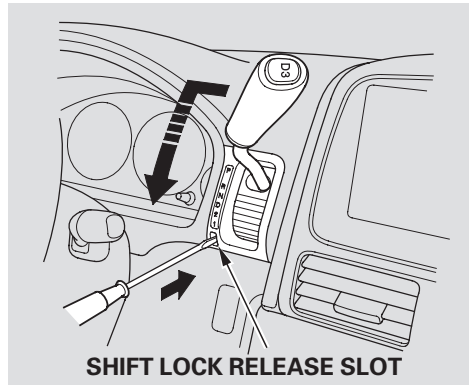
3. Put a cloth on the edge of the Shift Lock Release slot cover. Using a small flat-tipped screwdriver or metal fingernail file, carefully pry on the edge of the cover to remove it.



4. Insert a flat-tipped screwdriver into the shift lock release slot.

5. Push down on the screwdriver and move the shift lever out of Park to Neutral.

   To release the reverse lockout, move the shift lever from Neutral to Reverse, then to Park.



6. Remove the screwdriver from the Shift Lock Release slot, then reinstall the cover. Make sure the notch on the cover is on the right side. Press the brake pedal and restart the engine.

If you need to use the Shift Lock Release, it means your vehicle is developing a problem. Have the vehicle checked by your dealer.

Parking

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.

If your vehicle has an automatic transmission, 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 (if equipped) 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. Make sure the hatch glass is closed securely.
- 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 you have a manual transmission, put it in first gear.
- If the vehicle is facing downhill, turn the front wheels toward the curb. If you have a manual transmission, put it in reverse gear.
- 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.

Your vehicle is equipped with disc brakes at all four wheels. A power assist helps reduce the effort needed on the brake pedal. The ABS helps you retain steering control when braking very hard.

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 Wear Indicators
The front and rear disc brakes on all models 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.