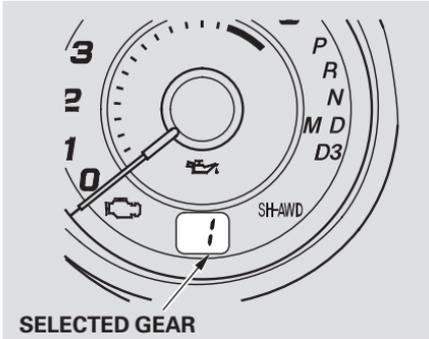
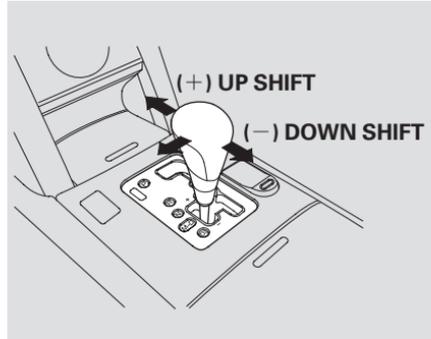


Sequential SportShift Mode



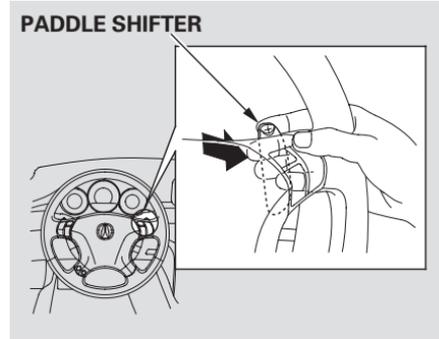
With the shift lever in “D” position, you can select the Sequential SportShift mode to shift gears much like a manual transmission, but without a clutch pedal.

When you move the shift lever from “D” to “M” position, the display shows the selected gear.



To enter the Sequential SportShift mode, move the shift lever further to the driver’s side. To return to “D,” move the shift lever to the passenger’s side.

In Sequential SportShift mode, each time you push forward on the shift lever, the transmission shifts to a higher gear. Pull back on the lever to downshift. The number of the gear selected is displayed on the instrument panel.



While in the Sequential SportShift mode, you can also shift up or down using the + (right side) or - (left side) paddle shifters on the right and left side of the steering wheel.

For up shift, press the right side (+) paddle shifter.

For down shift, press the left side (-) paddle shifter.

CONTINUED

Automatic Transmission

When you accelerate away from a stop, the transmission starts in first gear. You have to 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.

The transmission may automatically downshift from the higher gear to the lower gear under these conditions:

Driving on level roads and downhill

To shift from	Speed range
4 → 3	under 17 mph (27 km/h)
5 → 4	under 38 mph (60 km/h)

Driving uphill

To shift from	Speed range
4 → 3	under 41 mph (65 km/h)
5 → 4	under 47 mph (75 km/h)

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

The transmission also shifts automatically as the vehicle comes to a complete stop. It downshifts to first gear when the vehicle speed is under 8 mph (13 km/h).

If you try to manually downshift at a speed that would cause the engine to exceed the redline in a lower gear, the transmission does not downshift. The gear indicator will flash the number of the lower gear several times, then return to the higher gear.

If the vehicle speed slows to below the redline of the selected lower gear position while the indicator is flashing, the transmission downshifts, and the display shows the selected lower gear.

The table shows 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 37 mph (60 km/h)

To shift from	Speed range
3 → 2	under 56 mph (90 km/h)
4 → 3	under 93 mph (150 km/h)
5 → 4	under 130 mph (209 km/h)

Starting in Second Gear

When you are in Sequential SportShift mode, and the vehicle is stopped, push forward on the shift lever to shift to second gear. You will see “2” in the display. Starting out in second gear will help to reduce wheelspin in deep snow or on a slippery surface.

If you start out in second gear, the transmission will be fixed in that gear.

The transmission will not automatically downshift to first gear even when the vehicle speed is under 8 mph (13 km/h). You need to shift down to first gear manually.

CONTINUED

Automatic Transmission

Drive (D3) – This position is similar to D, except only the first three gears are selected. Use D3 when towing a trailer in hilly terrain, or to provide engine braking when going down a steep hill. D3 can also keep the transmission from cycling between third, fourth, and fifth gears in stop-and-go driving.

For faster acceleration when in D3 or D, you can get the transmission to automatically downshift by pushing the accelerator pedal to the floor. The transmission will shift down one, two, or three gears, depending on your speed.

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.

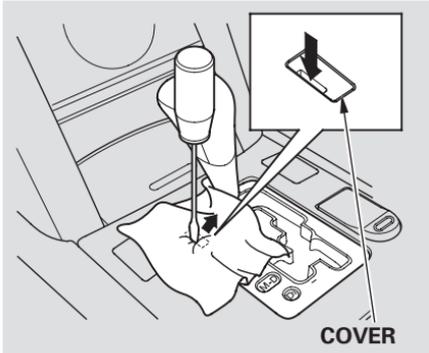
Before downshifting, make sure the engine will not go into the tachometer's red zone.

Shift Lock Release

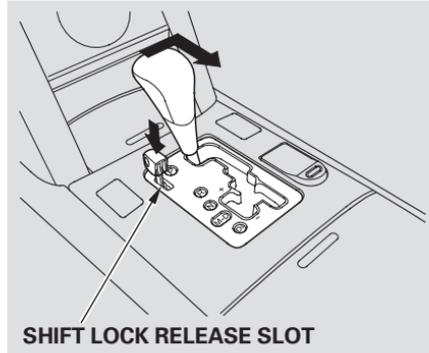
This allows you to move the shift lever out of Park if the normal method of pushing on the brake pedal does not work.

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 next to the shift lever. Use a small flat-tipped screwdriver or a metal fingernail file to remove the cover. Carefully pry on the edge of the cover.



4. Insert a built-in key into the shift lock release slot.
5. Push down on the built-in key, 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 built-in key from the shift lock release slot, then reinstall the cover. Make sure the notch on the cover is on the driver's 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 a dealer.