

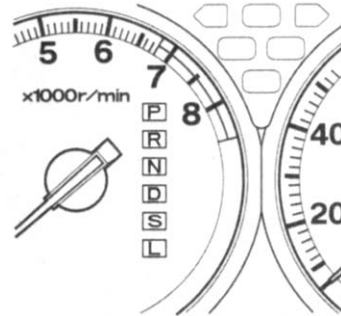
## Automatic Transmission (CVT)

### Continuously Variable Transmission (CVT)

*OR HX model*

Honda's Continuously Variable automatic transmission's unique design provides a smooth, constant flow of power. It is electronically controlled for more precise operation and better fuel economy.

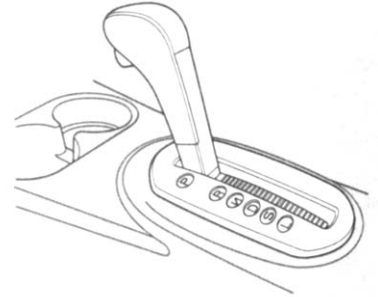
### Shift Lever Position Indicator



This indicator on the instrument panel shows which position the shift lever is in.

The "D" indicator comes on for a few seconds when you turn the ignition switch ON (II). If it flashes while driving (in any shift position), it indicates a possible problem in the transmission. Avoid rapid acceleration and have the transmission checked by an authorized Honda dealer as soon as possible.

### Shift Lever Positions



The shift lever has six positions. It must be in Park or Neutral to start the engine. When you are stopped in D, S, L, N or R, press firmly on the brake pedal and keep your foot off the accelerator pedal.

*CONTINUED*

## Automatic Transmission (CVT)

To shift from:	Do this:
P to R	Press the brake pedal and press the release button.
R to P N to R S to L	Press the release button.
L to S S to D D to S 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, have your foot off the accelerator pedal, and press the release button on the front of the shift lever.

If you have done all of the above and still cannot move the lever out of Park, see Shift Lock Release on page 184.



You must also press the release button 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.

## Automatic Transmission (CVT)

**Reverse (R)** — To shift from Reverse to Park, see the explanation under Park. To shift to Reverse from Neutral, come to a complete stop first. Press the release button before shifting into Reverse from Neutral,

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

**Drive (D)** — Use this position for your normal driving. The transmission automatically adjusts to keep the engine at the best speed for driving conditions. To help the engine warm up faster, the transmission will select ratios that allow the engine to run at higher speeds when it is cold.

**Second (S)** — Selecting Second shifts the transmission into a lower range of ratios for better acceleration and increased engine braking. Use Second when you are going down a steep hill, or in stop-and-go driving.

**Low (L)** — To shift to Low, press the release button on the front of the shift lever. Use Low to get more power when climbing, and for maximum engine braking when going down steep hills.

For faster acceleration when in D, S or L, the transmission will automatically "kick down" to a lower range of ratios by pushing the accelerator pedal to the floor.

### Maximum Allowable Speeds

The CVT shifts automatically to maintain proper engine speed in any shift position.

When the vehicle reaches the maximum speed in any shift position, you may feel the engine cut in and out. This is caused by a limiter (112 mph, 180 km/h) in the engine's computer controls. The engine will run normally when you reduce the speed below the maximum.

## Parking

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Always use the parking brake when you park your car. The indicator on the instrument panel shows that the parking brake is not fully released; it does not indicate that the parking brake is firmly set. Make sure the parking brake is set firmly or your car may roll if it is parked on an incline.

If your car has an automatic transmission, set the parking brake before you put the transmission in Park. This keeps the car from moving and putting pressure on the parking mechanism in the transmission — making it easier to move the shift lever out of Park when you want to drive away.

If the car is facing uphill, turn the front wheels away from the curb. If you have a manual transmission, put it in first gear.

If the car 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.

### Parking Tips

- Make sure the moonroof and the windows are closed.
- Turn off the lights.
- Place any packages, valuables, etc., in the trunk or take them with you.
- Lock the doors with the key or the remote transmitter.
- Never park over dry leaves, tall grass, or other flammable materials. The three way catalytic converter gets very hot, and could cause these materials to catch on fire.

All Civics are equipped with front disc brakes. The brakes on the rear wheels are drum. A power assist helps reduce the effort needed on the brake pedal.

Put your foot on the brake pedal only when you intend to brake. Resting your foot on the pedal keeps the brakes applied lightly, causing them to build up heat. Heat build-up can reduce how well your brakes work. 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 downshifting to a lower gear and taking your foot off the accelerator pedal.

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. Since a longer distance is needed to stop with wet brakes, be extra cautious and alert in your driving.

### **Brake Wear Indicators**

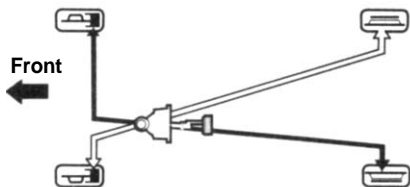
The front disc brakes on all models have audible brake wear indicators. When the brake pads need replacing, you will hear a distinctive metallic "screeching" sound when you apply the brakes. If you do not have the brake pads replaced, they will begin screeching all the time.

Your brakes may sometimes squeal or squeak when you apply them lightly. Do not confuse this with the brake wear indicators. They make a very audible "screeching."

## The Braking System

### Brake 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.



### Anti-lock Brakes

The U.S. EX model has an Anti-lock Brake System (ABS) as standard equipment.

ABS helps to prevent the wheels from locking up and skidding during hard braking, allowing you to retain steering control.

When the front tires skid, you lose steering control; the car continues straight ahead even though you turn the steering wheel. The ABS helps to prevent lock-up and helps you retain steering control by pumping the brakes rapidly; much faster than a person can do it.

**You should never pump the brake pedal**, this defeats the purpose of the ABS. Let the ABS work for you by always keeping firm, steady pressure on the brake pedal as you steer away from the hazard. 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.