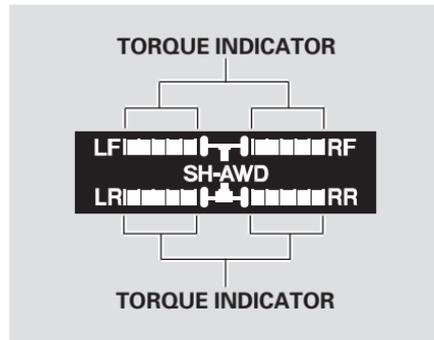


SH-AWD System

The 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



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.

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 cruise control is on while driving, the torque distribution monitor is not shown.

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 on the instrument panel stays on, and the multi-information display shows an SH-AWD message, there is a problem with the 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.

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.

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 trunk or take them with you.
 - Lock the doors.
- 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

Your vehicle is equipped with disc brakes at all four wheels. A power assist helps reduce the effort needed on the brake pedal. Emergency Brake Assist System gains the stopping force when you depressed the brake pedal hard in an emergent situation. The anti-lock brake system (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 the 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 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

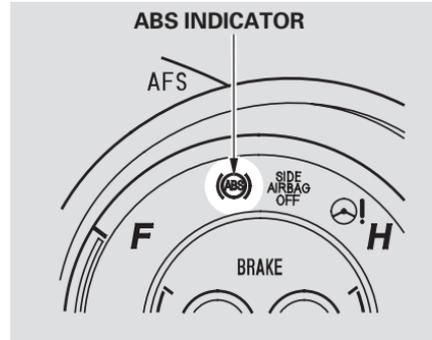
If the brake pads need replacing, you will hear a distinctive, metallic screeching sound when you apply the brake pedal. If you do not have the brake pads replaced, they will screech all the time. It is normal for the brakes to occasionally squeal or squeak when you apply them.

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.

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. 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.

When the ABS indicator comes on, you will also see a “CHECK ABS SYSTEM” message on the multi-information display.

If the ABS indicator comes on while driving, test the brakes as shown on page [411](#).

Anti-lock Brakes (ABS)

Important Safety Reminders

ABS does not reduce the time or distance it takes to stop the vehicle. It only helps with 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 the 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.