

# AUTOMATIC TRANSMISSION/TRANSAXLE

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## PRINCIPLES OF OPERATION

For a detailed description of the automatic transmission/transaxle and operation, refer to the relevant Description and Operation section in the workshop manual. REFER to: (307-01 Automatic Transmission/Transaxle)

[Transmission Description](#) (Description and Operation),

[Transmission Description](#) (Description and Operation),

[Transmission Description](#) (Description and Operation).

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## FLUID LEVEL AND CONDITION CHECK

The vehicle should not be driven if the fluid level is low as internal failure can result.

The transmission fluid temperature must not be allowed to exceed 50°C (122°F) whilst checking level. Should the temperature rise above this figure, abort the check and allow the transmission fluid to cool to below 30°C (86°F).

This vehicle is not equipped with a fluid level indicator. An incorrect level may affect the transmission operation and could result in transmission damage. To correctly check and add fluid to the transmission.

## **HIGH FLUID LEVEL**

A fluid level that is too high may cause the fluid to become aerated due to the churning action of the rotating internal parts. This will cause erratic control pressure, foaming, loss of fluid from the vent tube and possible transmission damage. If an overfill condition is identified, with the engine at idle ensure the fluid temperature is within the specified range and allow the excess fluid to drain until a small thread of fluid runs from the filler/level plug hole.

## **LOW FLUID LEVEL**

A low fluid level could result in poor transmission engagement, slipping, or damage. This could also indicate a leak in one of the transmission seals or gaskets.

## **ADDING FLUID**

The use of any other type of transmission fluid other than that specified can result in transmission damage.

If fluid needs to be added, add fluid in 0.50 litre increments through the fill hole Opening. Do not overfill the fluid. For fluid type, refer to the General Specification chart in this section.

# FLUID CONDITION CHECK

Check the fluid level.

Observe the colour and the odour of the fluid. The colour under normal circumstances should be Honey.

Allow the fluid to drip onto a facial tissue and examine the stain.

If evidence of solid material is found, the transmission fluid pan should be removed for further inspection.

NOTE: In the event of a transmission unit replacement for internal failure, the oil cooler and pipes must also be replaced.

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## INSPECTION AND VERIFICATION

Verify the customer concern.

Visually inspect for obvious signs of damage and system integrity.

<ul style="list-style-type: none"><li>▪ Damaged/stuck shift mechanism</li><li>▪ Damaged automatic transmission casing</li></ul>	<ul style="list-style-type: none"><li>▪ Blown fuse(s)</li><li>▪ Damaged, loose or corroded connectors</li><li>▪ Wiring harness</li></ul>	<ul style="list-style-type: none"><li>▪ Fluid level too high/low</li><li>▪ Poor condition of fluid</li><li>▪ Fluid leak</li></ul>
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If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

If the cause is not visually evident, check for Diagnostic Trouble Codes (DTCs) and refer to the DTC Index.

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## 8-SPEED TRANSMISSION ISSUES - OIL LEAK DETECTION

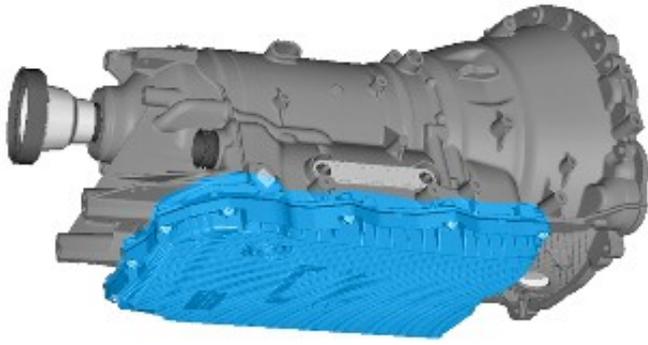
Oil leak from underneath the vehicle or a leak is discovered during routine service	Oil leak	Follow the service instruction below
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### SERVICE INSTRUCTION

- Slight surface oil dampness without drops are acceptable and should not be repaired as a leak.
- Be aware that oil leaks from above the transmission will cause oil to collect on the transmission oil pan i.e. engine leaks, oil cooler pipe leaks, even diesel fuel leak.
- Fixing the incorrect leak does not satisfy the customer.

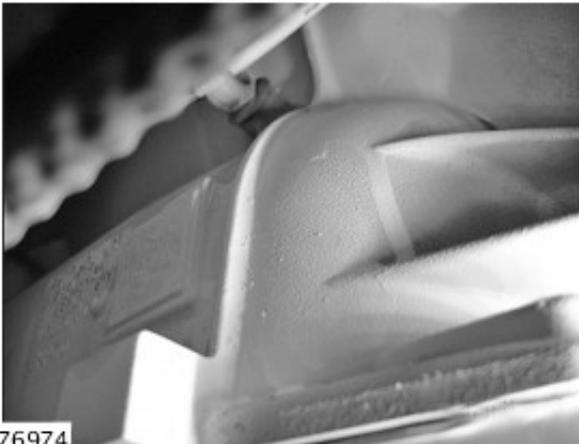
Remove the transmission undershield to gain access to the transmission area (REFER to: Workshop Manual Section 501-02).

Using a suitable degreaser, thoroughly degrease the transmission oil pan and transmission oil pan seal all the way around the transmission, as well as approximately 25-50mm (1-2 inches) above the seal.



E178340

Using a suitable detector spray, thoroughly coat the transmission oil pan, going all the way around the transmission. Coat the oil pan seal and 25-50mm (1-2 inches) above the seal.



E176974

Install the transmission undershield (REFER to: Workshop Manual

## Section 501-02)

Complete a suitable road test and make sure that the engine gets to normal operating temperature

Note the exact source of the transmission oil leak.

Remove the transmission undershield (REFER to: Workshop Manual Section 501-02)

Make sure the oil leak is definitely coming from the transmission oil pan body or the transmission oil pan seal

If you find that the transmission oil pan or the transmission oil pan seal are not leaking, DO NOT change these components

Continue diagnosis until the exact source of the leak is found.

Check the tightening torque figures for the transmission oil pan before suspecting loose screws. REFER to: Specifications (307-01A Automatic Transmission/Transaxle - Vehicles With: 8HP70 8-Speed Automatic Transmission AWD/8HP45 8-Speed Automatic Transmission AWD/8HP45 8-Speed Automatic Transmission RWD, Specifications)

To install, reverse the removal procedure.

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## DTC INDEX

For a list of Diagnostic Trouble Codes (DTCs) that could be logged on this vehicle, please refer to Section 100-00.

REFER to: [Diagnostic Trouble Code Index - DTC: Transmission Control Module \(TCM\)](#) (100-00 General Information, Description and Operation) /

[Diagnostic Trouble Code Index - DTC: Transmission Shift Module \(GSM\)](#) (100-00 General Information, Description and Operation).



# AUTOMATIC TRANSMISSION/TRANSAXLE EXTENSION HOUSING SEAL

[G1271942]

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## SPECIAL TOOL(S)



**100-  
012**

Slide Hammer



## 100-012-01

Slide Hammer Adapter



## 204-264

Pinion Seal Replacer



## 205-053

Retainer, Differential Pinion Flange



## 303-D121

Puller, General Purpose



## 308-375

Remover, Input and Output Seal

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### REMOVAL



All vehicles

1. Refer to: [Battery Disconnect and Connect \(414-01 Battery, Mounting and Cables, General Procedures\)](#).
- 2.

Make sure to support the vehicle with axle stands.

Raise and support the vehicle.



Vehicles with diesel engine

3. Refer to: [Driveshaft - TDV6 3.0L Diesel \(205-01 Driveshaft, Removal and Installation\)](#).
4. Refer to: [Transmission Support Insulator - TDV6 3.0L Diesel \(307-01 Automatic Transmission/Transaxle, Removal and Installation\)](#).



## Vehicles with petrol engine

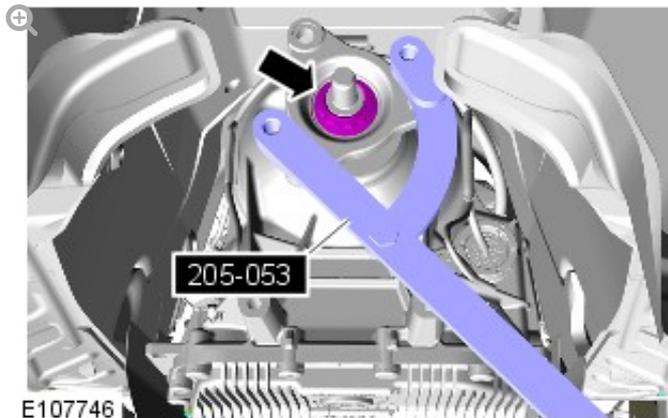
5. Refer to: [Driveshaft - V8 N/A 5.0L Petrol/V8 S/C 5.0L Petrol](#) (205-01 Driveshaft, Removal and Installation).
6. Refer to: [Transmission Support Insulator - V8 N/A 5.0L Petrol/V8 S/C 5.0L Petrol](#) (307-01 Automatic Transmission/Transaxle, Removal and Installation).



## All vehicles

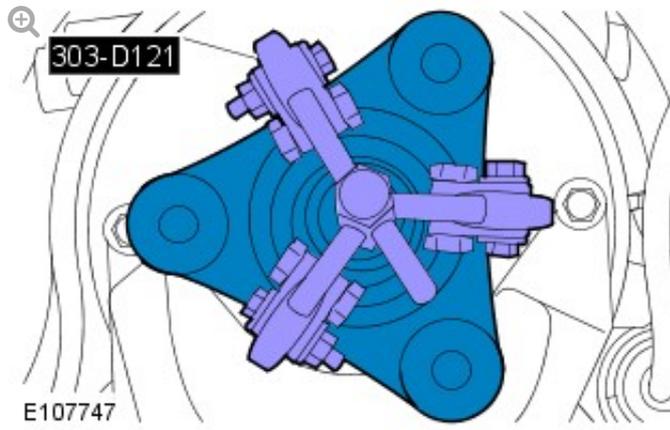
7.

Discard the nut.



*Special Tool(s):* [205-053](#)

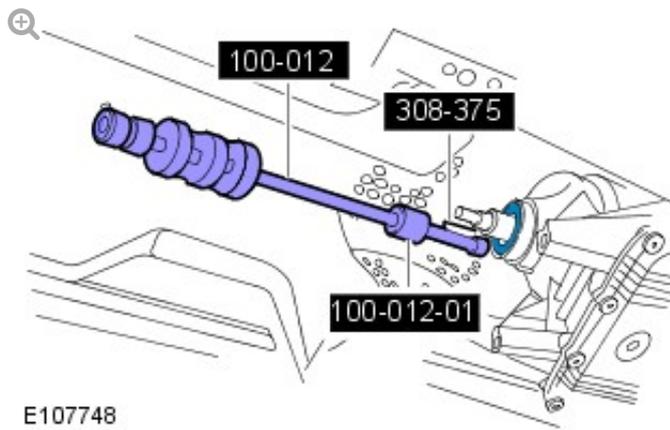
8.



Special Tool(s): 303-D121

9.

Discard the seal.



Special Tool(s): 100-012, 100-012-01, 308-375

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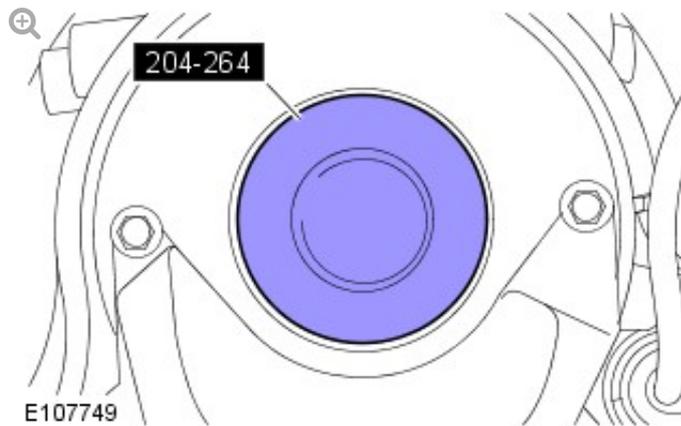
## INSTALLATION



All vehicles

1.

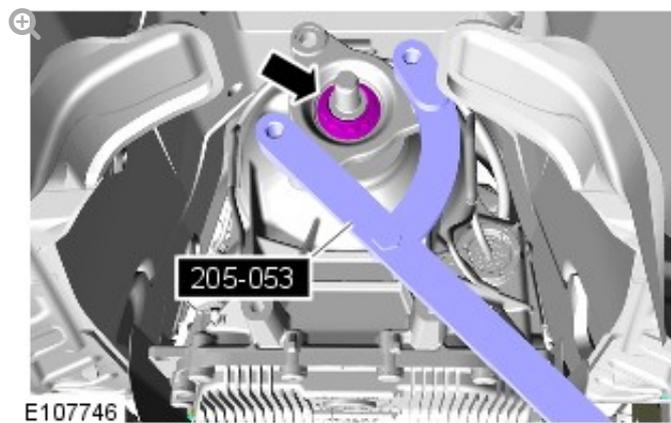
- Make sure that the mating faces are clean and free of foreign material.
- Install a new seal.



*Special Tool(s):* [204-264](#)

2.

Make sure that a new nut is installed.



*Torque:* **60 Nm**





### Vehicles with petrol engine

3. Refer to: [Transmission Support Insulator - V8 N/A 5.0L Petrol/V8 S/C 5.0L Petrol](#) (307-01 Automatic Transmission/Transaxle, Removal and Installation).
4. Refer to: [Driveshaft - V8 N/A 5.0L Petrol/V8 S/C 5.0L Petrol](#) (205-01 Driveshaft, Removal and Installation).



### Vehicles with diesel engine

5. Refer to: [Transmission Support Insulator - TDV6 3.0L Diesel](#) (307-01 Automatic Transmission/Transaxle, Removal and Installation).
6. Refer to: [Driveshaft - TDV6 3.0L Diesel](#) (205-01 Driveshaft, Removal and Installation).



### All vehicles

7. Refer to: [Battery Disconnect and Connect](#) (414-01 Battery, Mounting and Cables, General Procedures).

**AUTOMATIC  
TRANSMISSION/TRANSAXLE**

**INPUT SHAFT SEAL** [G1271940]

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**SPECIAL TOOL(S)**



**100-  
012**

Slide Hammer



## 100-012-01

Slide Hammer Adapter



## 307-613

Holding Pins, Torque Converter



## 308-246

Installer, Front Seal



## 308-375

Remover, Input and Output Seal

## REMOVAL

Removal steps in this procedure may contain installation details.



All vehicles

1. Refer to: [Battery Disconnect and Connect](#) (414-01 Battery, Mounting and Cables, General Procedures).
- 2.

Make sure to support the vehicle with axle stands.

Raise and support the vehicle.



Vehicles with 3.0L diesel engine

3. Refer to: [Transmission - TDV6 3.0L Diesel](#) (307-01 Automatic Transmission/Transaxle, Removal).



Vehicles with 3.0L engine

4. Refer to: [Transmission - TDV6 3.0L Diesel](#) (307-01 Automatic Transmission/Transaxle, Removal).



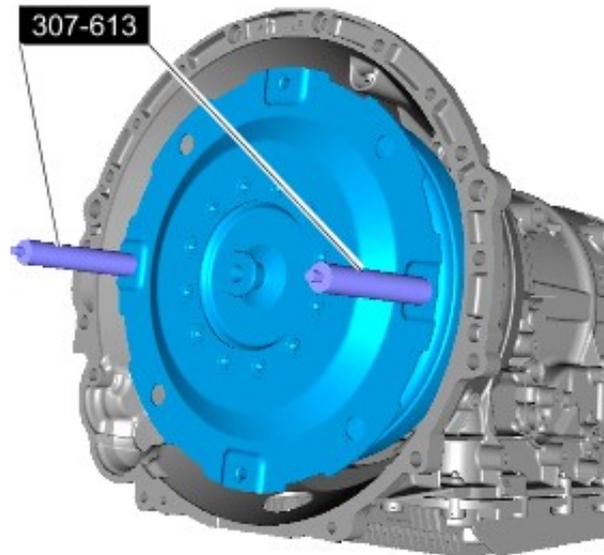
Vehicles with 5.0L NA or 5.0L SC engine

5. Refer to: [Transmission - V8 N/A 5.0L Petrol/V8 S/C 5.0L Petrol \(307-01 Automatic Transmission/Transaxle, Removal\)](#).



All vehicles

6.

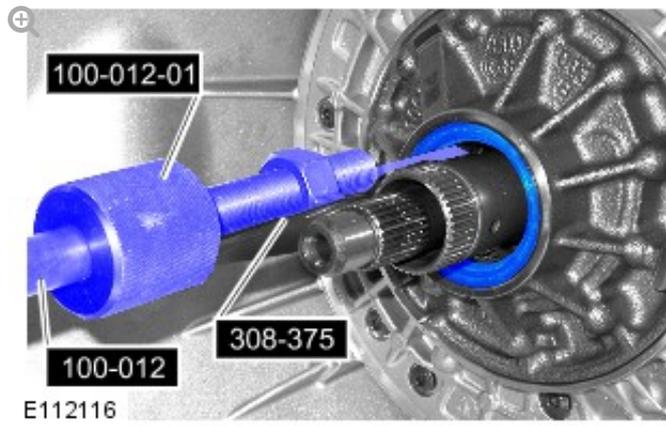


E112115

*Special Tool(s):* [307-613](#)

7.

- Take extra care not to damage the edges of the component.
- Discard the seal.



*Special Tool(s):* 100-012, 100-012-01, 308-375

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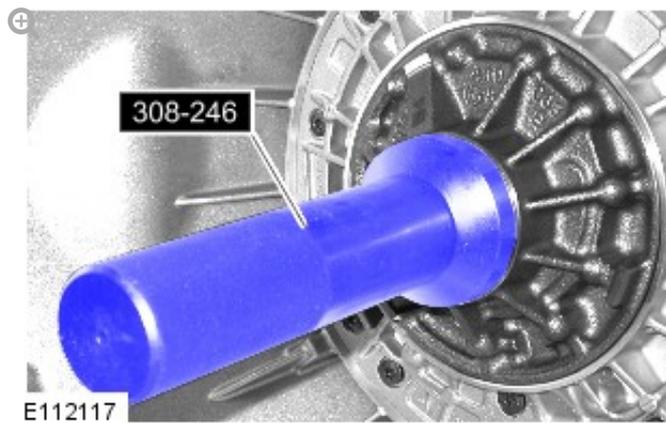
## INSTALLATION



All vehicles

1.

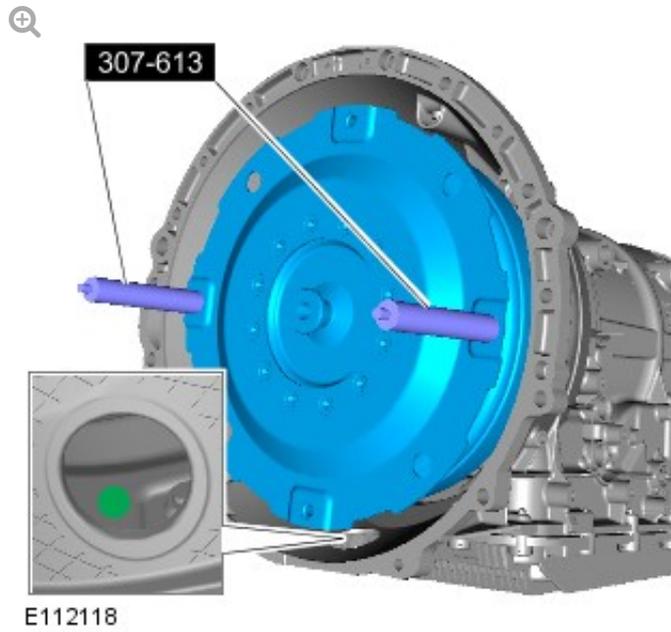
Install a new seal.



*Special Tool(s):* 308-246

2.

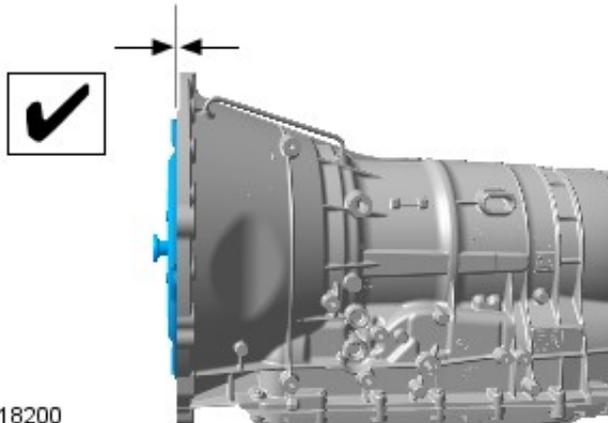
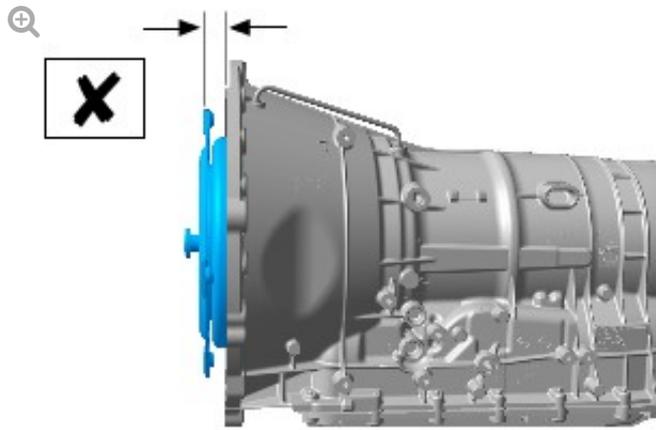
Make sure that the alignment mark is visible through the inspection hole as illustrated.



*Special Tool(s):* 307-613

3.

Make sure the torque converter is fully located into the oil pump drive.



E118200



Vehicles with 5.0L NA or 5.0L SC engine

4. Refer to: [Transmission - V8 N/A 5.0L Petrol/V8 S/C 5.0L Petrol \(307-01 Automatic Transmission/Transaxle, Installation\)](#).



Vehicles with 3.0L engine

5. Refer to: [Transmission - TDV6 3.0L Diesel \(307-01 Automatic Transmission/Transaxle, Installation\)](#).



Vehicles with 3.0L diesel engine

6. Refer to: [Transmission - TDV6 3.0L Diesel \(307-01 Automatic Transmission/Transaxle, Installation\)](#).





All vehicles

7. Refer to: [Battery Disconnect and Connect](#) (414-01 Battery, Mounting and Cables, General Procedures).

# AUTOMATIC TRANSMISSION/TRANSAXLE

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CAUTION: Use only Shell M1375.4 Automatic transmission fluid. Use of any other fluids may result in a transmission malfunction or failure.

Normal maintenance	Filled for life.
Severe duty maintenance	Change the fluid at 48,000 km (30,000 miles) intervals.

## Lubricants, Fluids, Sealers and Adhesives

Transmission fluid	Shell M1375.4
Sealant	WSS-M4G323-A6
Metal surface cleaner	WSW-M5B392-A
High temperature grease	Molecote FB180

## General Specifications

XJ	All vehicles	10.0	10.57
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## Torque Specifications

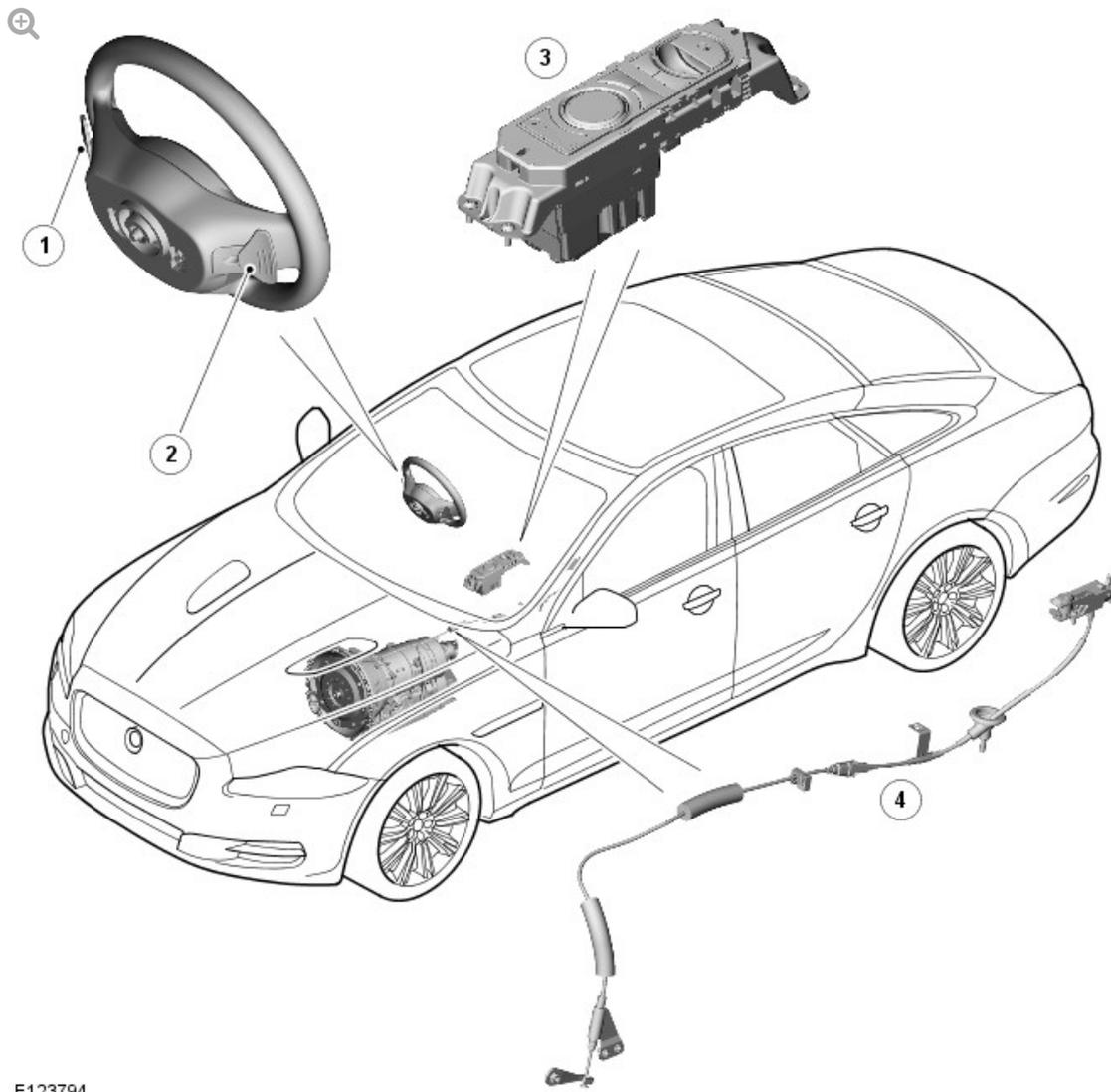
Transmission retaining bolts	48	35	-
Transmission mount retaining bolts	51	38	-
Transmission fluid fill plug	A	A	A
Transmission control module (TCM) and main control valve body retaining bolts	8	-	53
Output shaft flange retaining nut	60	44	-
Torque converter retaining bolts	62	46	-
Transmission fluid cooler tube retaining bolt	22	16	-
Transmission fluid drain plug	8	-	53
Transmission fluid pan, gasket and filter retaining bolts	8	-	53
A = refer to the procedure for correct torque sequence			



**AUTOMATIC  
TRANSMISSION/TRANSAXLE  
EXTERNAL CONTROLS**

**EXTERNAL CONTROLS -  
COMPONENT LOCATION** [G1269494]

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E123794

1	Upshift (+) paddle switch
2	Downshift (-) paddle switch
3	JaguarDrive selector
4	Emergency park release

# AUTOMATIC TRANSMISSION/TRANSAXLE EXTERNAL CONTROLS

## DOWNSHIFT PADDLE SWITCH

[G1268354]



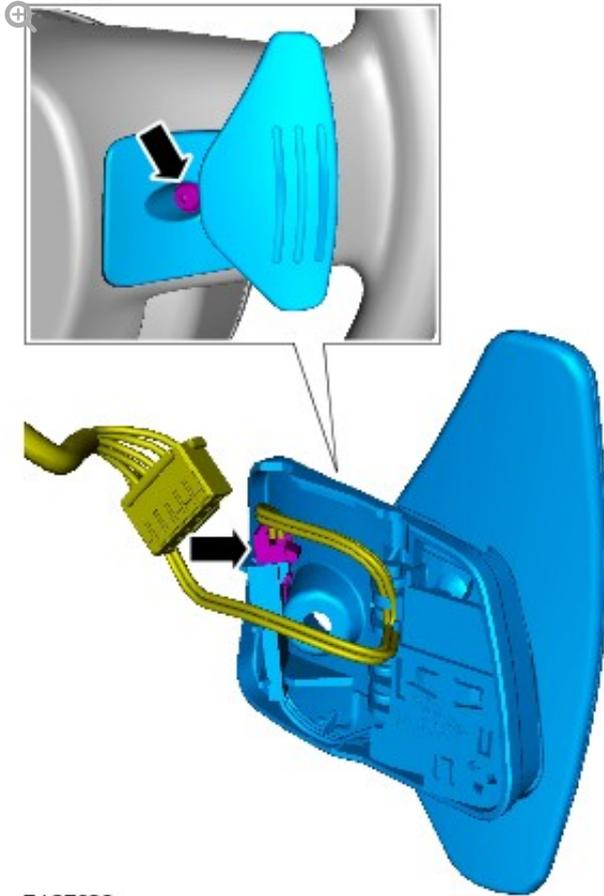
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### REMOVAL

- Removal steps in this procedure may contain installation details.
- Some variation in the illustrations may occur, but the essential information is always correct.

1.

Make sure that the harness is routed to the position noted on removal.



E127936

*Torque: 3 Nm*

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## INSTALLATION

1. To install, reverse the removal procedure.

**AUTOMATIC  
TRANSMISSION/TRANSAXLE  
EXTERNAL CONTROLS**

**EMERGENCY PARK POSITION  
RELEASE LEVER** [G1268352]



**REMOVAL**

Removal steps in this procedure may contain installation details.



All vehicles

1.

Do not work on or under a vehicle supported only by a jack.  
Always support the vehicle on safety stands.

Raise and support the vehicle.

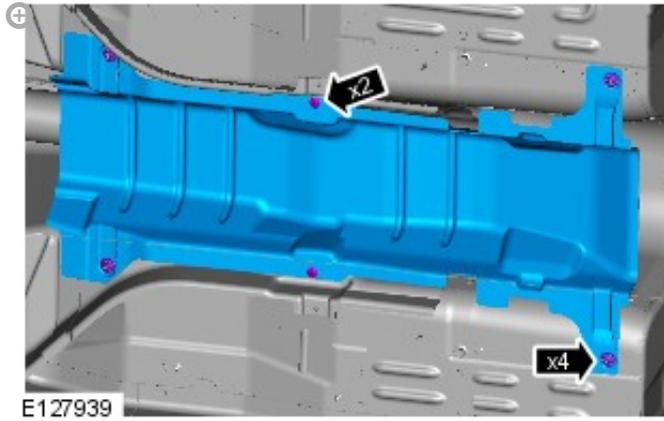




Vehicles with 3.0L diesel engine

2. Refer to: [Diesel Particulate Filter](#) (309-00A Exhaust System - TDV6 3.0L Diesel, Removal and Installation).

3.



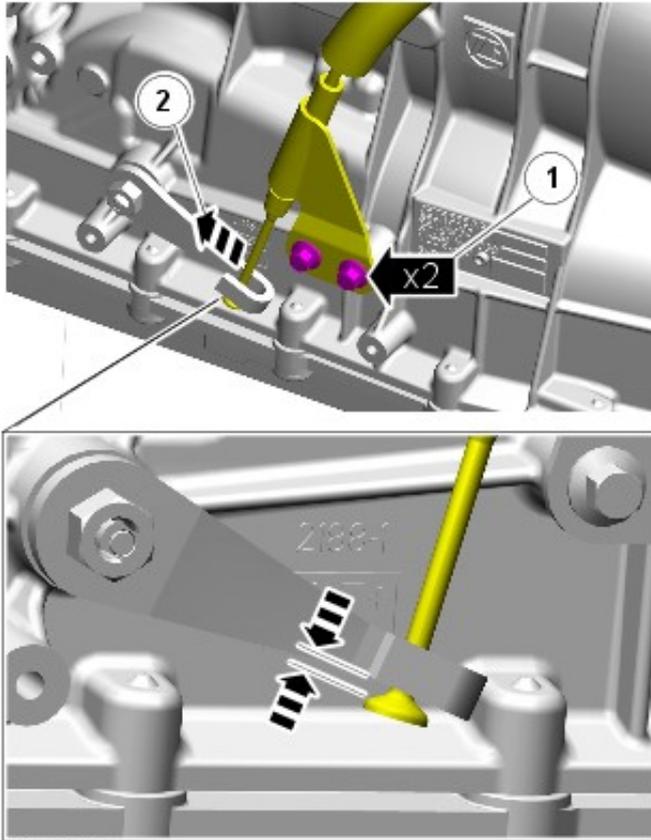
- Remove the 2 rivets.



All vehicles

4.

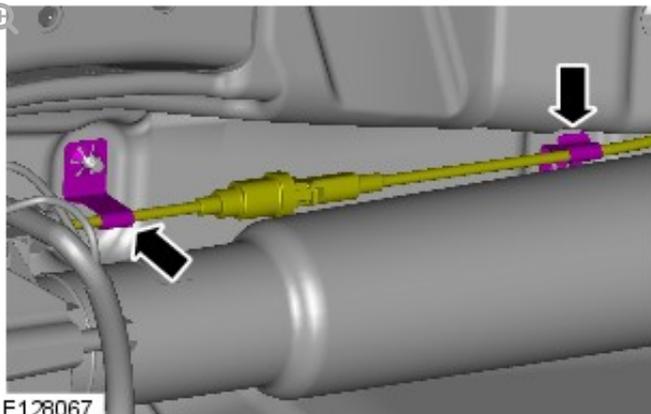
Make sure to support the vehicle with axle stands.



E100350

*Torque: 11 Nm*

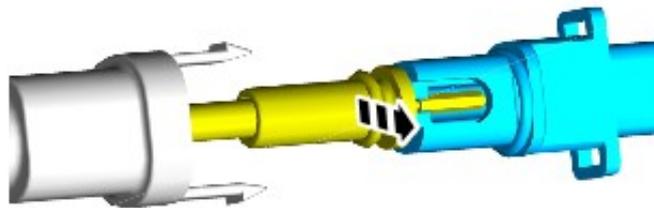
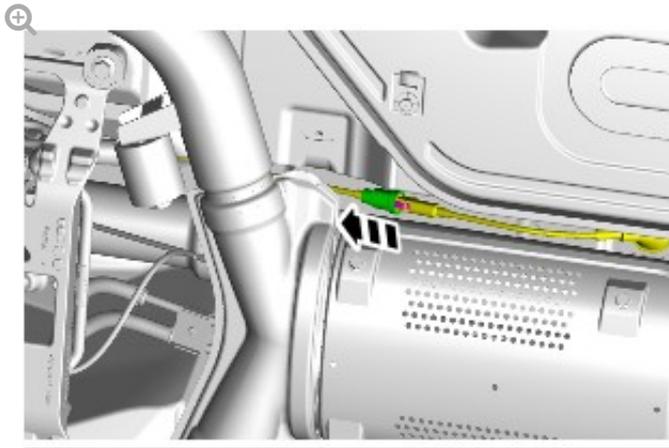
5.



E128067

6.

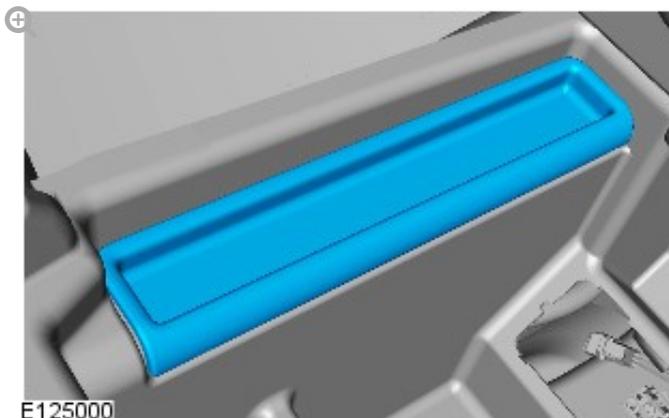
Some variation in the illustrations may occur, but the essential information is always correct.



E100061

7. Lower the vehicle.
8. Refer to: [Floor Console Side Trim Panel](#) (501-12 Instrument Panel and Console, Removal and Installation).

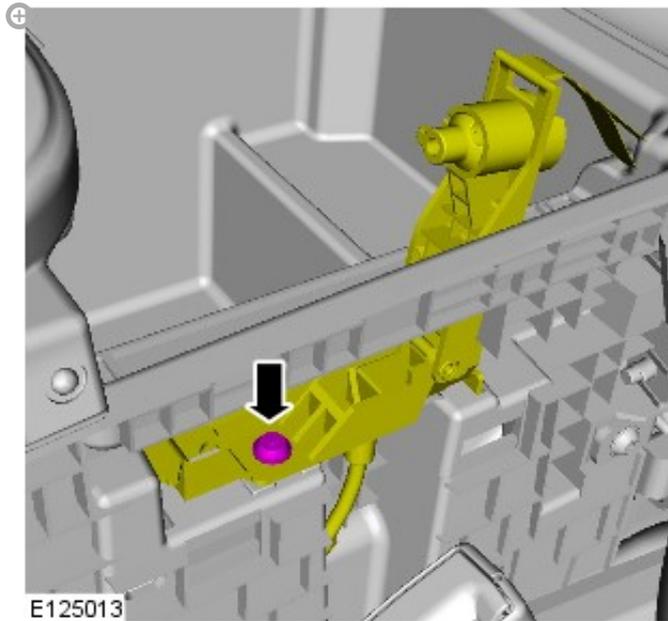
9.



E125000

10.

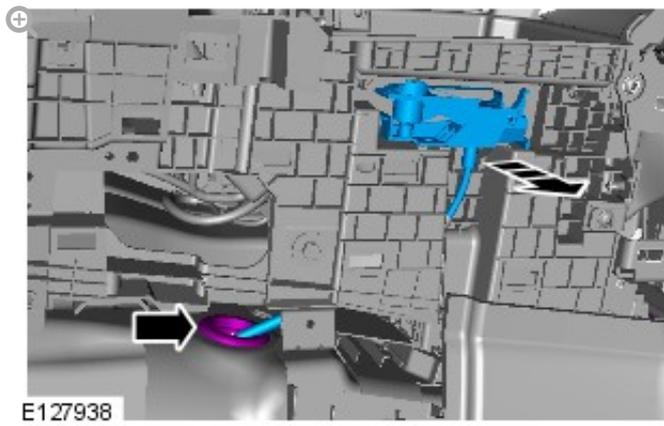
- Make sure that the vehicle is parked on level ground.
- Apply the parking brake, chock the wheels and ensure that all personnel are clear of the vehicle before carrying out the following procedure.



*Torque:* **2.5 Nm**

11.

Some variation in the illustrations may occur, but the essential information is always correct.

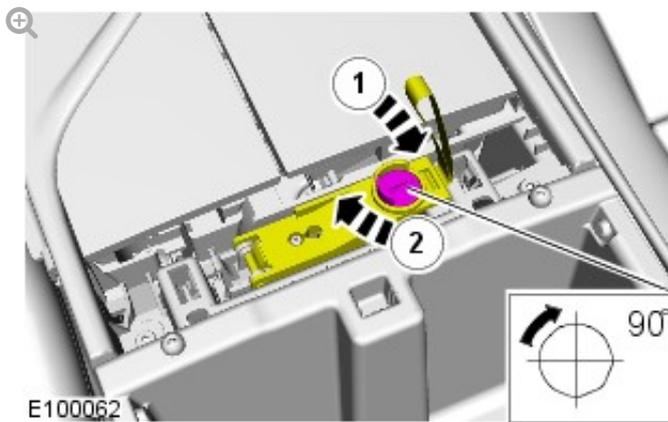


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## INSTALLATION

1.

Some variation in the illustrations may occur, but the essential information is always correct.



To install, reverse the removal procedure.

# AUTOMATIC TRANSMISSION/TRANSAXLE EXTERNAL CONTROLS

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## PRINCIPLES OF OPERATION

For a detailed description of the transmission external controls, refer to the relevant Description and Operation sections in the workshop manual. REFER to: (307-05 Automatic Transmission/Transaxle External Controls)

[External Controls](#) (Description and Operation),

[External Controls](#) (Description and Operation),

[External Controls](#) (Description and Operation).

## INSPECTION AND VERIFICATION

Diagnosis by substitution from a donor vehicle is **NOT** acceptable. Substitution of control modules does not guarantee confirmation of a fault, and may also cause additional faults in the vehicle being tested and/or the donor vehicle.

Verify the customer concern.

Visually inspect for obvious signs of damage and system integrity.

<ul style="list-style-type: none"> <li>▪ Check for stuck/jammed switches and buttons</li> <li>▪ Visibly damaged or worn components</li> <li>▪ Loose or missing fasteners</li> </ul>	<ul style="list-style-type: none"> <li>▪ Fuse(s)</li> <li>▪ Loose or corroded electrical connector(s)</li> <li>▪ Transmission control module</li> <li>▪ Transmission control switch</li> </ul>
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If an obvious cause for an observed or reported concern is found, correct the cause (if possible) before proceeding to the next step.

If the cause is not visually evident, check for Diagnostic Trouble Codes (DTCs) and refer to the DTC Index.

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## DTC INDEX

For a list of DTCs that could be logged on this vehicle, please refer to Section 100-00.

REFER to: [Diagnostic Trouble Code Index - DTC: Transmission Control Module \(TCM\)](#) (100-00 General Information, Description and Operation) /

[Diagnostic Trouble Code Index - DTC: Transmission Shift Module \(GSM\)](#) (100-00 General Information, Description and Operation).

# AUTOMATIC TRANSMISSION/TRANSAXLE EXTERNAL CONTROLS

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Uppshift paddle switch to steering wheel retaining bolt	3	-	27
Downshift paddle switch to steering wheel retaining bolt	3	-	27
Transmission control switch (TCS) to floor console bracket retaining bolts	4	-	35
Emergency park position release lever cable bracket to transmission housing retaining bolts	11	8	-

# AUTOMATIC TRANSMISSION/TRANSAXLE EXTERNAL CONTROLS

## EXTERNAL CONTROLS - OVERVIEW [G1269495]

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### OVERVIEW

The external controls for the transmission consist of a JaguarDrive selector, two paddle switches and an emergency park release.

The JaguarDrive selector transmits driver transmission selections to the TCM (transmission control module). The paddle switches can be used to initiate gear changes, with the JaguarDrive selector in either the D or S position, causing a change of operating mode from automatic gear selection to manual gear selection. The emergency park release ensures the transmission is kept in neutral during vehicle recovery operations.

Four additional switches adjacent to the JaguarDrive selector control the JaguarDrive control functions. Refer to: Ride and Handling Optimization (204-06, Description and Operation).

**AUTOMATIC  
TRANSMISSION/TRANSAXLE  
EXTERNAL CONTROLS**

**EXTERNAL CONTROLS -  
SYSTEM OPERATION AND  
COMPONENT DESCRIPTION**

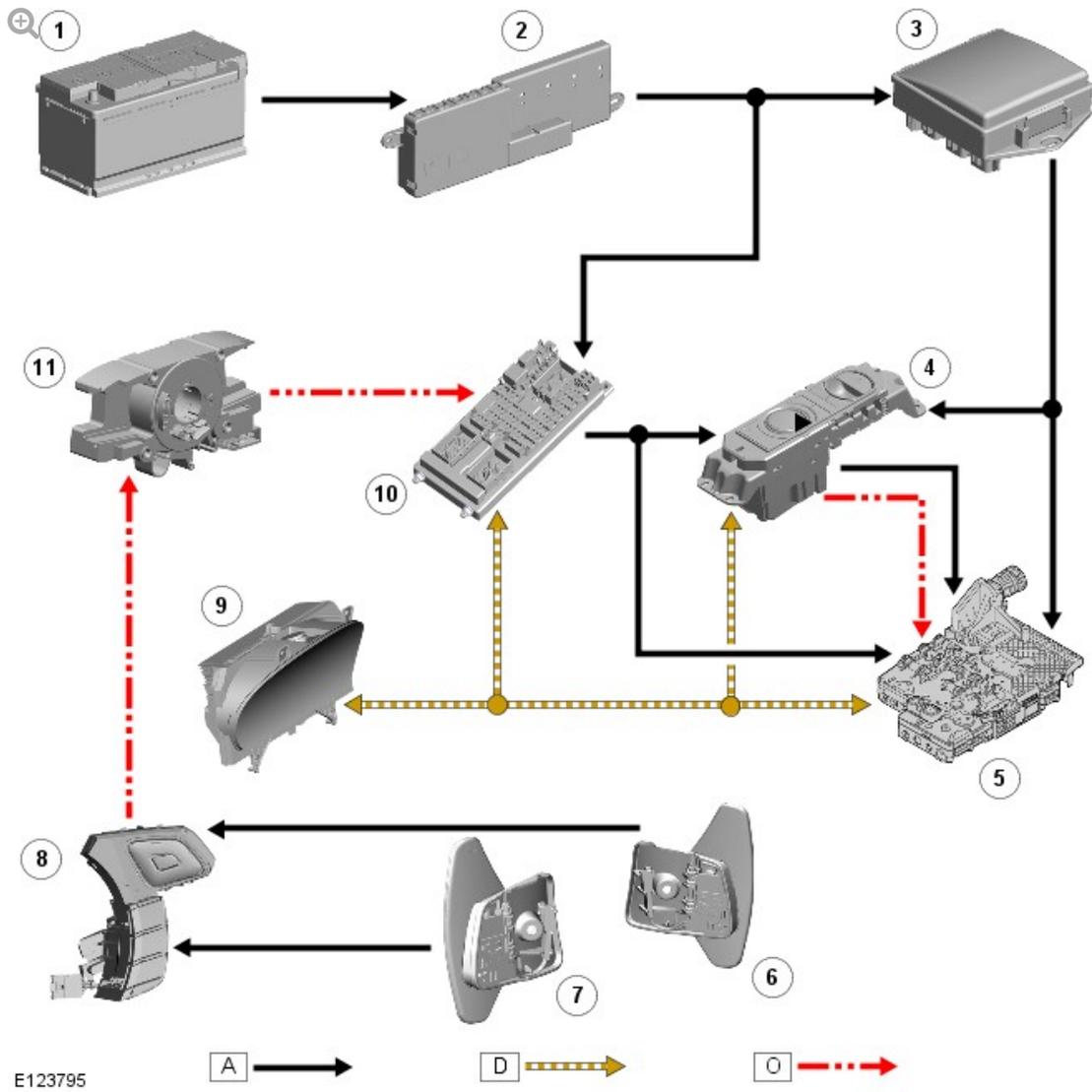
[G1269496]

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**CONTROL DIAGRAM**

A = Hardwired; D = High speed CAN (controller area network) bus; O = LIN (local interconnect network) bus.



1	Battery
2	BJB (battery junction box) (250 A megafuse)
3	EJB (engine junction box)
4	JaguarDrive selector
5	TCM (transmission control module)
6	Upshift paddle switch
7	Downshift paddle switch
8	Steering wheel RH switchpack
9	Instrument cluster
10	CJB (central junction box)

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## SYSTEM OPERATION

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### JAGUARDRIVE SELECTOR

Rotation of the JaguarDrive selector to any of the five positions is sensed by the TCM (transmission control module) via the high speed CAN bus. A LIN bus connection is also provided, but is only used in the event of a CAN bus failure as a back-up. The TCM then reacts according to the selected position. The JaguarDrive selector is a magnetic system using Hall effect sensors to determine the position of the selector.

The S (sport) position selection allows the TCM to operate the transmission using the semi-automatic Jaguar sequential shift. Gear selections are sensed by the TCM when the driver operates the steering wheel paddle switches. Once the JaguarDrive selector position is confirmed, the TCM outputs appropriate information on the high speed CAN bus which is received by the instrument cluster to display the gear selection information in the message center.

Refer to: [Information and Message Center](#) (413-08 Information and Message Center, Description and Operation).

The paddles can also be used on a temporary basis when the JaguarDrive selector is in the D (drive) position to override the automatic gear selection if required.

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### PARK INTERLOCK AND NEUTRAL LOCK

Neutral lock is a requirement for the JaguarDrive selector. The selector is always locked at ignition on when the engine is not running, except after an engine stall when the selector is not in P (park) or N (neutral).

If, when driving with the JaguarDrive selector in S, D or R (reverse) at a speed

of more than 5 km/h (3 mph), the driver selects P or N:

- Without the brake pedal pressed, the JaguarDrive selector will be immediately locked once the vehicle speed falls to below 5 km/h (3 mph).
- With the brake pedal pressed, the JaguarDrive selector will remain unlocked for as long as the brake pedal remains pressed, regardless of vehicle speed.

The transmission will only engage park once the vehicle speed is less than 2 km/h (1 mph).

If the driver selects N and releases the brake pedal with a vehicle speed of less than 5 km/h (3 mph), the JaguarDrive selector will be locked 2 seconds after N is selected. The selector will remain locked until the driver presses the brake pedal again.

To ensure that a driver request to change from a non-driving range (N for example) to a driving range (D for example), the park interlock and neutral lock features are used in conjunction with the intermediate position.

If the transmission receives a range change request without the brake pedal pressed, the TCM initiates a soft lock function. The transmission will remain in park or neutral, depending on the starting position.

If a transmission position letter is flashing in the message center and the vehicle has no drive, the driver must:

- Press the brake pedal.
- Reselect N or P on the JaguarDrive selector.
- Select the required driving range, ensuring that the brake pedal is pressed.

The rocking function compliments the neutral lock function. For all changes from a non-driving range to a driving range, it is necessary to press the brake pedal (to release either the park interlock or neutral lock).

In situations where the driver will require to change the gear selection from R to D, or from D to R, without brake pedal input (car park maneuvering, 3 point turns or 'rocking' the vehicle from a slippery surface for example), the rocking function gives a 2 second lock delay when N is selected on the JaguarDrive selector and the brake pedal is not pressed.

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## COMPONENT DESCRIPTION

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### JAGUARDRIVE SELECTOR



E123796

The Jaguardrive selector is a rotary selector installed in the top of the JaguarDrive selector module. The JaguarDrive selector module is located in the floor console and controls the vehicle optimization functions on the vehicle. Refer to: Ride and Handling Optimization (204-06, Description and Operation).

By selecting P, R, N, D or S on the JaguarDrive selector, the transmission functions as any conventional automatic unit.

Rotation of the JaguarDrive selector allows the selection of P, R, N and D. By depressing the JaguarDrive selector and rotating clockwise from the D position, S mode can be selected. The JaguarDrive selector is fully electronic rotary transmission selector with no mechanical connection to the transmission.

The JaguarDrive selector rises from the JaguarDrive selector module once the engine is running. When the engine is stopped with the JaguarDrive selector in any position other than N, it retracts into the JaguarDrive selector module again. If the selector is in position N when the engine is stopped, it remains in the raised position for up to 10 minutes, for use in a drive through car wash for example. After 10 minutes the selector automatically retracts into the JaguarDrive selector module. The selector also retracts if P is selected within the 10 minute period, or the vehicle is locked.

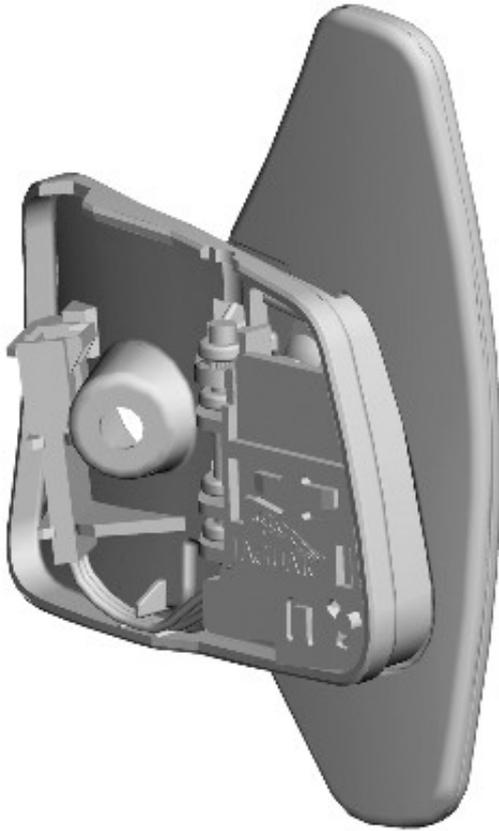
If the JaguarDrive selector does not rise from the console when the engine is started, but electrical power is supplied to the selector, the retracted selector can still be rotated to make selections. If electrical power to the JaguarDrive selector is lost, the selector will not rise from the console when the engine is started and the retracted selector will not rotate.

The JaguarDrive selector contains an internal interlock solenoid to prevent the selector from being rotated when the engine is not running.

The engine can be stopped with the JaguarDrive selector in any position. Once the engine is stopped the selector will automatically reset to the P position and the transmission park lock will be engaged, except if the selector is moved to the N position when the engine is stopped.

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## PADDLE SWITCHES



E115235

Two gear change 'paddle' switches are fitted at the rear of the steering wheel and allow the driver to operate the transmission as a semi-automatic manual gearbox using the Jaguar sequential shift feature.

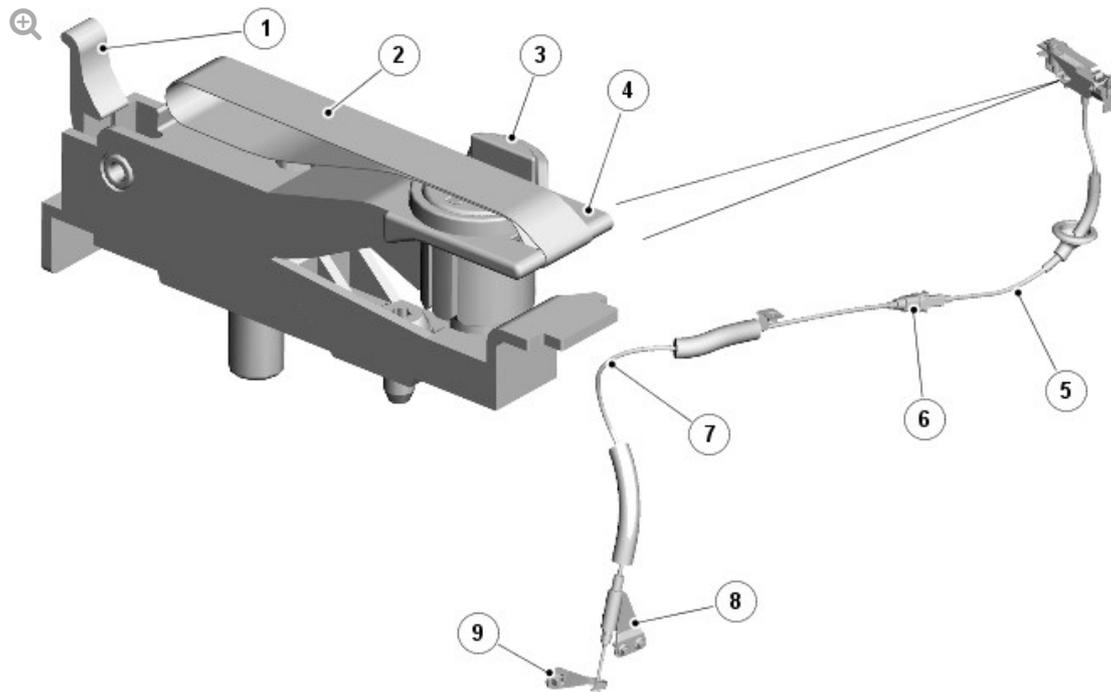
Each paddle switch has three connections; ground, illumination PWM (pulse width modulation) supply and ground switch signal. The paddle switches are hardwired to the steering wheel RH (right-hand) switch assembly. Operation of the paddle switch completes a ground path to the switch assembly. The switch assembly converts the completed ground signal into a LIN bus signal which is passed via the clockspring to the CJB (central junction box). The CJB converts the signal into a high speed CAN bus signal to the TCM.

Pulling the LH (left-hand) downshift - paddle provides down changes and pulling the RH upshift (+) paddle provides up changes. The first operation of either paddle, after sport mode is selected, puts the transmission into permanent manual Jaguar sequential shift mode. Rotation of the JaguarDrive selector back to the D position, returns the transmission to conventional automatic operation.

Temporary operation of manual Jaguar sequential shift mode can also be operated with the JaguarDrive selector in the D position. Operation of either the upshift or downshift paddles activates the manual mode operation. If the JaguarDrive selector is in D, Jaguar sequential shift will cancel after a time period or can be cancelled by pressing and holding the + paddle for approximately 1.2 seconds.

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## EMERGENCY PARK RELEASE



E118503

1	Latch
2	Strap
3	Locking cylinder
4	Operating lever
5	Upper cable
6	Cable joint
7	Lower cable
8	Cable bracket

If a vehicle requires recovery/transportation, the emergency park release mechanism is used to manually disengage the park lock and engage the transmission in neutral.

The emergency park release mechanism consists of an operating lever that is connected to a park interlock lever on the transmission by an upper and lower cable assembly.

The operating lever is installed in the floor console, under a trim panel in the cubby box. The park interlock lever is attached to the transmission selector shaft.

One end of the operating lever is attached to a base by a hinge pin. A locking cylinder is installed in the other end of the operating lever, to secure the operating lever to the base. The operating lever is raised by pulling on a strap.

When operated, the emergency park release mechanism turns the transmission selector shaft.

To disengage the park lock:

- Open the cubby box lid.
- Remove the trim panel from left side of the cubby box.
- Rotate the locking cylinder of the emergency park release lever 90 degrees counterclockwise.
- Apply the footbrake, pull the operating lever upwards and ensure it locks in the vertical position.

Raising the operating lever causes the emergency park release cable to rotate the park interlock lever on the transmission, which disengages the parking pawl and engages neutral. This allows the vehicle to freewheel.

To re-engage the park lock:

- Hold the strap on the operating lever, release the latch and lower the operating lever to the horizontal position.
- Lock the operating lever by turning the locking cylinder 90 degrees clockwise.
- Install the trim panel.
- Close the cubby box lid.

**AUTOMATIC  
TRANSMISSION/TRANSAXLE  
EXTERNAL CONTROLS**

**TRANSMISSION CONTROL  
SWITCH** [G1268350]



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**REMOVAL**

Removal steps in this procedure may contain installation details.

1.

Take extra care not to damage the edges of the component.