

Automatic Shift Schedule

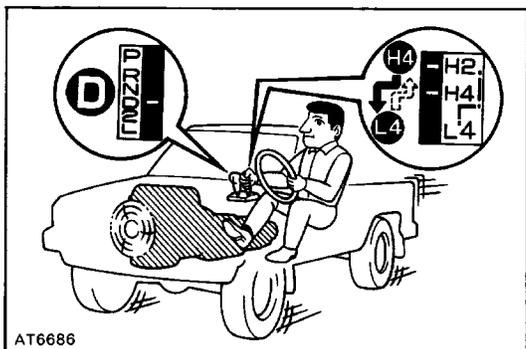
Transfer shift position "H2" or "H4"		Throttle valve fully open () Fully closed						km/h (mph)	
		1→2	2→3	3→O/D	[3→O/D]	[O/D→3]	O/D→3	3→2	2→1
D position	NORM	50–53 (31–33)	90–96 (56–60)	131–138 (81–86)	35–39 (22–24)	21–25 (13–16)	125–132 (78–82)	84–91 (52–57)	40–44 (25–27)
	PW R	50–53 (31–33)	90–96 (56–60)	131–138 (81–86)	38–42 (24–26)	21–25 (13–16)	125–132 (78–82)	84–91 (52–57)	40–44 (25–27)
2 position	NORM PWR	43–46 (27–29)	103–109 (64–68)	–	–	–	–	97–103 (60–64)	38–42 (24–42)
L position	NORM PWR	–	–	–	–	–	–	82–89 (51–55)	47–51 (29–32)

Transfer shift position "H2" or "H4"		Throttle valve opening 5%						km/h (mph)		
		Lock-up ON			Lock-up OFF					
		2nd	*3rd	O/D	2nd	*3rd	O/D			
D position	NORM	–	52 – 56 (32 – 35)	64 – 68 (40 – 42)	–	50 – 53 (31 – 33)	55 – 59 (34 – 37)			
	PW R	–	52 – 56 (32 – 35)	64 – 68 (40 – 42)	–	50 – 53 (31 – 33)	55 – 59 (34 – 37)			

* : O/D switch OFF

HINT:

- (1) Lock-up will not occur in 2nd gear unless the throttle valve opening is greater than 50%.
- (2) There is no lock-up in the 2 and L positions.
- (3) In the following cases, the lock-up will be released regardless of the lock-up pattern.
 - When the throttle is completely closed.
 - When the brake light switch is ON.



TRANSFER HIGH-LOW SHIFT RANGE

The A340H transfer differs from previous manual transfer in that high-low shifting is possible while the vehicle is in motion, though it is not possible at all vehicle speeds or throttle opening angles. The shifting possibility ranges for high-low shifting have been adopted with the idea of improving shifting performance and transfer conditions, and preventing engine overrun.

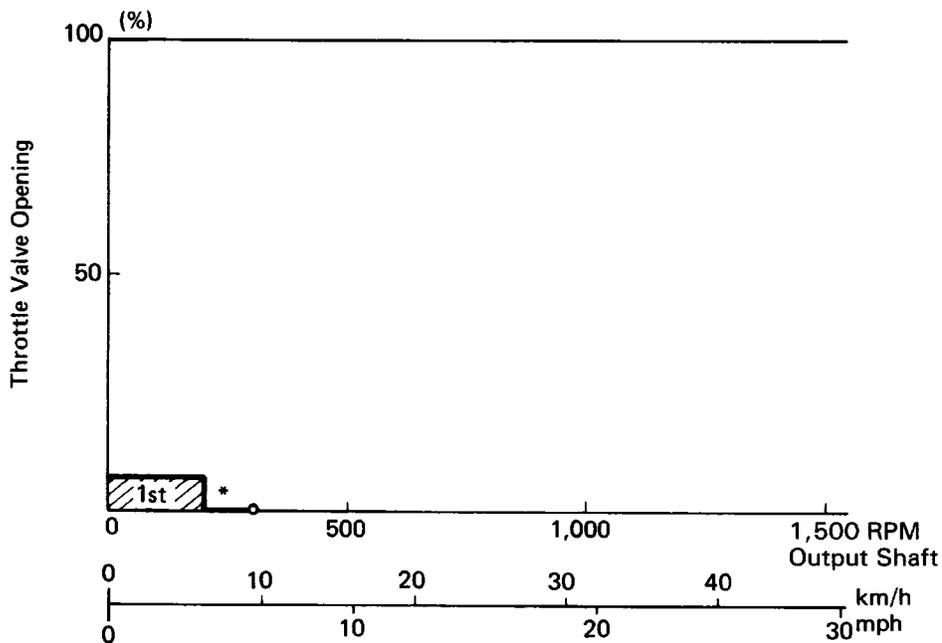
The shifting possibility ranges are controlled by ECM and when a high-low shift change is made within these ranges the ECM operates the No.4 solenoid which carries out the high-low transfer shift. However, if a transfer is attempted outside the shifting possibility range, the high-low shift will not take place until the vehicle speed and throttle opening angle come within the appropriate range. The high-low shifting possibility ranges are shown in the diagrams below.

There are three shifting possibility ranges for when the transmission gear is in first, second or third gear, which combine with the respective transmission shift positions (L, 2, D).

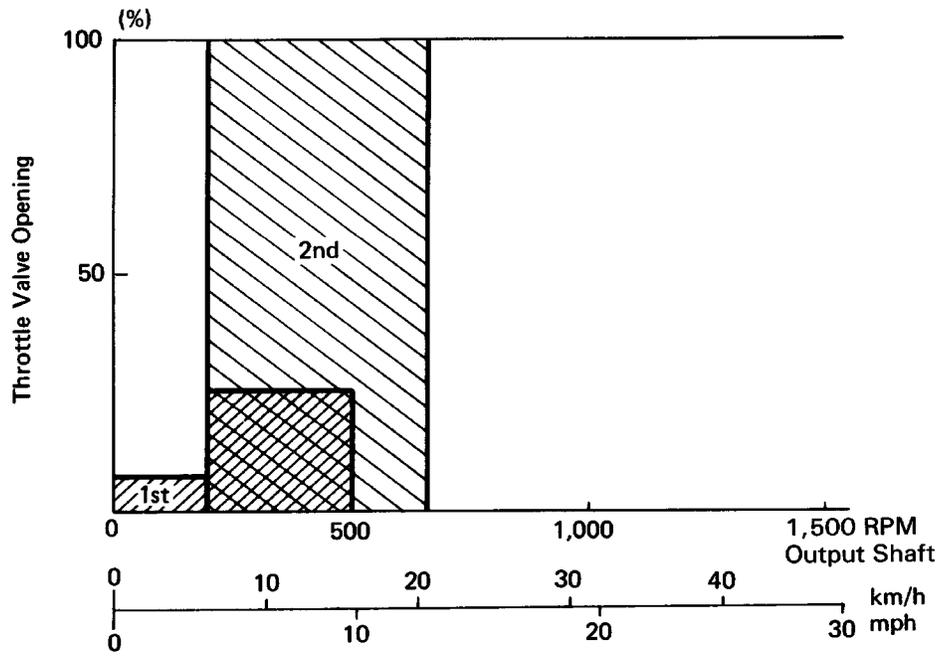
Although the high-low shift takes place in the 1st gear, 2nd gear and 3rd gear shifting positions with the gears in 1st gear, 2nd gear and 3rd gear respectively, when a high-low shift change is made in 1st gear while in the 2nd gear shifting possibility range only after the transmission has shifted up into second gear does the high-low shift take place. In the 2 position and D position high-low shifting possibility ranges where the 1st and 2nd positions overlap, the high-low shift will take place in first gear if the transmission is in first gear, or in second gear if the transmission is in second gear.

L Position: High-Low Shift Possibility Range

* : This transfer shift is only possible when the I D L contact points of the throttle position sensor are ON.

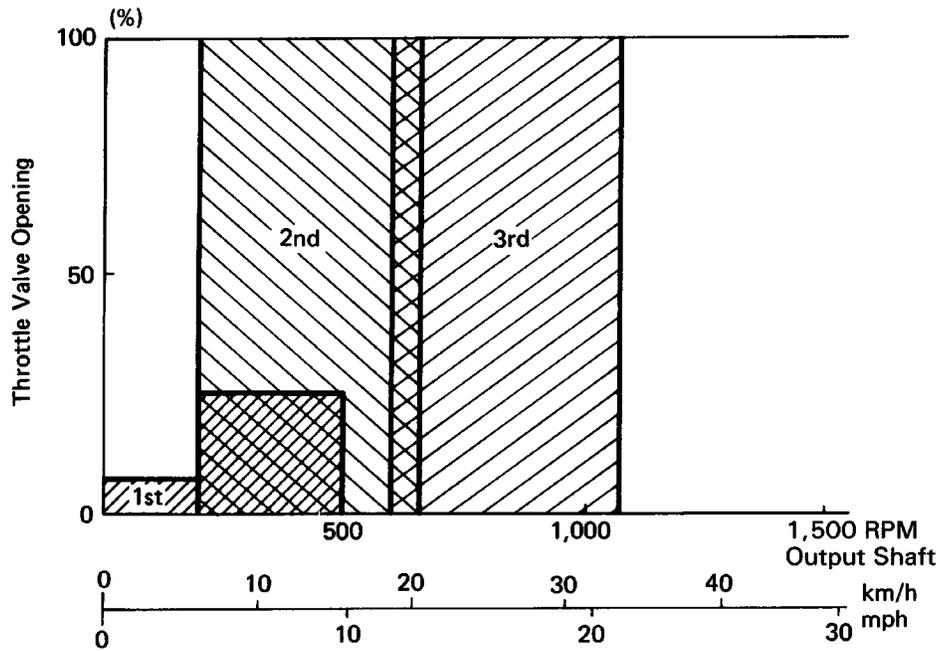


2 Position: High-Low Shift Possibility Range



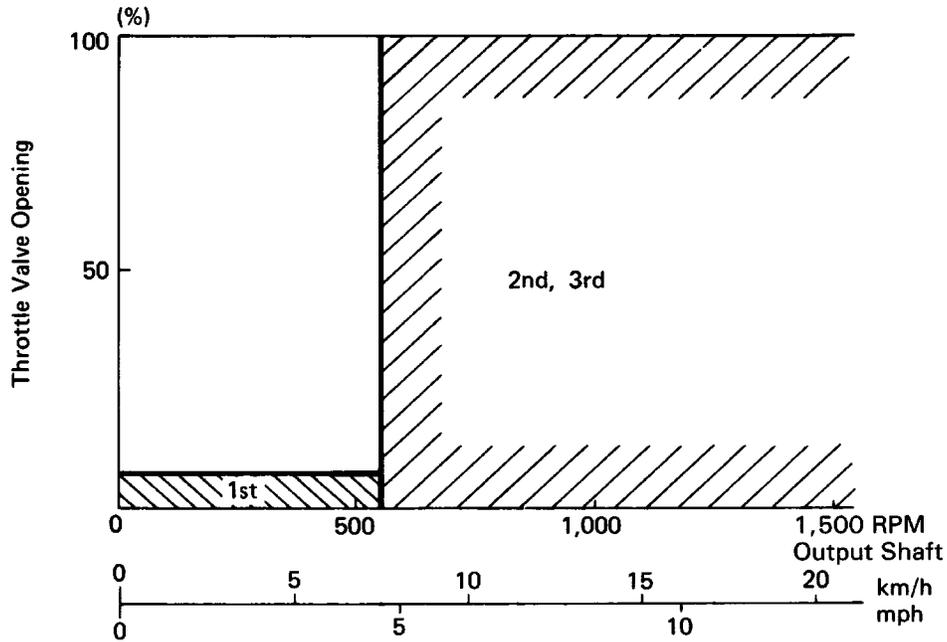
AT4663

D Position: High-Low Shift Possibility Range



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Low-High Shift Possibility Range (L, 2, D Position)



AT4665



SH-9-2-A

Park/Neutral Position Switch
INSPECTION OF PARK/NEUTRAL
POSITION SWITCH

Inspect that there is continuity between each terminals.

Terminal Shift Position	B	N	PL	RL	NL	DL	2L	LL	C
P	○—○	○—○	○—○	○—○	○—○	○—○	○—○	○—○	○—○
R				○—○	○—○	○—○	○—○	○—○	○—○
N	○—○	○—○			○—○	○—○	○—○	○—○	○—○
D						○—○	○—○	○—○	○—○
2							○—○	○—○	○—○
L								○—○	○—○