Automatic Shift Schedule (A241 E)

POSITION		Throttle valve fully open [] Fully closed km/h (mph)								
		1→2	2→3	3 → O/D	[3 → O/D]	[O/D → 31]	$O/D \rightarrow 3$	3→2	2 → 1	
D	NORM	53–60 (33–37)	98–110 (61–68)	130–145 (81–90)	[39–45] [(24–28)]	[18–23] [(11–14)]	125–139 (78–86)	89–101 (55–63)	42–49 (26–30)	
	PWR	53–60 (33–37)	98–110 (61– 68)	131–146 (81–91)	[59–66] [(37–41)]	[18–23] [1–14)]	125–139 (78–86)	93– 106 (58–66)	42–49 (26–30)	
2	NORM PWR	53–60 (33–37)	_		-	-	_	_	42–49 (26–30)	
L	NORM PWR	_	_	_	_	-		_	47–54 (29–34)	

POSITION		Throttle valve opening 5% km/h (mph)					
		Lock-up ON	Lock-up OFF				
		O/D	O/D				
D	NORM	65–72 (40–45)	59–66 (37–4i)				
	PWR	76–84 (47–52)	70–78 (43–48)				

HINT:

- (1) In the 2 and L positions, all stages lack-up is OFF.
- (2)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 switch is ON.
- (3) Shift up to O/D will not occur when the engine coolant temp. is below 53°C(127° F)

km/h. (mph)

Differential	D position (Throttle valve fully open)							L position	
gear ratio	1 → 2	2 → 3	3 → O/D	Lock-up ON	Lock-up OFF	O/D → 3	3 →2	2 →1	2 → 1
3.034	44–59 (27 – 37)	87– 101 (54–63)	_ *1	_ *2	- *3	_ *4	83–99 (52–62)	32–42 (20–26)	40–51 (25– 32)

^{*1 3} \rightarrow O/D up–shift point with closed throttle valve is at 25 – 38 km/h (16 – 24 mph).

 $^{^{*}2}$ Lock-up "ON" point with closed throttle valve is at 71 - 80 km/h (44 - 50 mph).

^{*3} Lock-up "OFF" point with closed throttle valve is at 60 – 69 km/h (37 – 43 mph).

^{*4} $O/D \rightarrow 3$ down–shift is possible up to maximum speed.