

Transmission Design

Park Lock

The park lock secures the parked vehicle from rolling away. It is mechanically operated by the selector lever via the selector lever cable, the selector shaft, and a linkage with pin and compression spring.

The park lock wheel is integral with the driven gear of the intermediate shaft. It simultaneously serves as the sensor wheel for the Transmission Output Speed (RPM) Sensor G195.

The locking pawl engages in the teeth of the park lock wheel to lock the final drive. There is an adjustment/equalization of the wheels the axle is partially raised.

Securing against rolling away for a partially raised front axle (e.g., when changing tires using the car jack) is not possible. It is imperative to use the parking brake.

When on a steep incline, the parking brake should be used before engaging the selector lever position "P" to protect the selector lever cable and to ease the operation of the selector lever.

Tension between the locking pawl and the park lock wheel is thus prevented. When driving away, the selector lever must first be shifted out of "P" and the parking brake must be released next.

