

L (LOCK-UP OR HOLD)

- 38 The 'L' (Lock-up or Hold) position on the selector enables you to either keep in a low gear or to use a lower gear. In heavy and slow traffic, you might find that using D may cause unnecessary upward and downward automatic gear changes. Using L would override the automatic mechanism and keep you in the lower gear.
- 39 Similarly, if you want to change to a lower gear – for example, to go down a long steep hill – you need to use L. Many automatic transmissions have three forward gears, and the L position is usually arranged to allow you to select or to hold either the middle or the lowest of these.
- 40 With most types of automatics, if you select L when in second gear, it will hold that gear only at speeds above about 10 kmph. If the speed drops so low that the bottom gear comes in, the L position will then hold the transmission down to that gear. In other words, there will be no change back to second gear – unless, of course, you select D again. The lock-up arrangements on some versions of automatics allow any gear to be selected and held; on others, any gear except the top gear may be held.

KICK-DOWN

- 41 Many automatics have a form of foot control called 'kick-down'.
- 42 A short sharp pressure right down on the accelerator pedal, past the fully open position, causes a quick change down to the next lower gear.
- 43 This ability to override the automatic mechanism is very useful for quick acceleration when you need it – e.g. for overtaking. To return to the higher gear again, merely ease the pressure on the accelerator pedal.

SWITCHES AND THEIR USAGE



(a) Ignition switch
(or starter switch)

(b) Direction indicator lever

(c) Windscreen wiper
and washer

(d) Horn

(e) Light switch

(f) Hazard warning switch

(g) Demister