

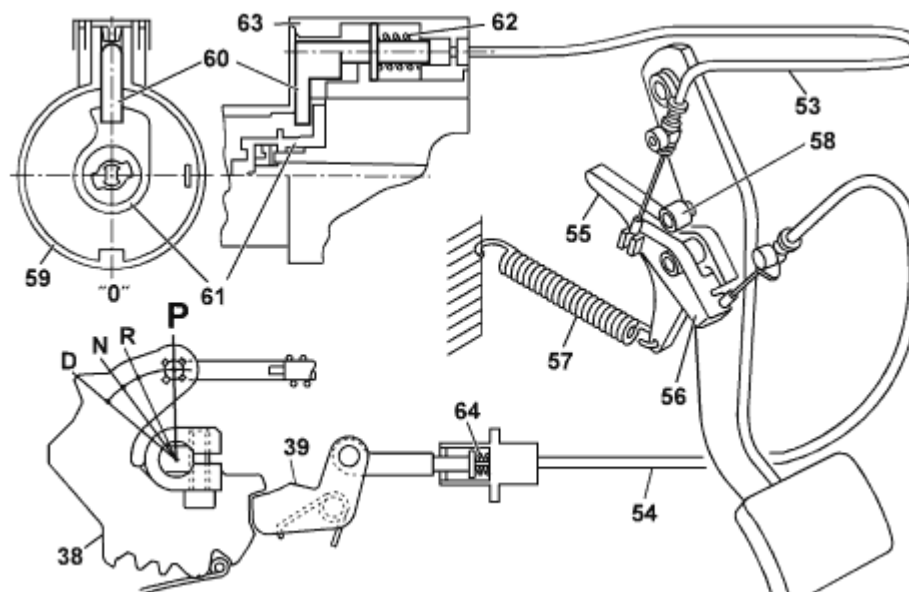
GF27.10-P-3002G

Park pawl interlock, function

11.1.02

TRANSMISSION 722.6 in MODEL 129

- "0" Ignition key position 0  
 38 Detent plate  
 39 Locking pawl  
 53 Control cable (ignition switch)  
 54 Cable (transmission)  
 55 Locking lever  
 56 Release lever  
 57 Tensile spring  
 58 Roller  
 59 Steering lock  
 60 Locking valve  
 61 Locking cam  
 62 Compression spring  
 63 Ignition lock adapter housing  
 64 Compression spring



P27.10-0319-05

### Operation

The parking lock interlock prevents unauthorized release of the parking lock.

If the parking lock is engaged, the ignition key has been removed and the service brake is not activated, the locking pawl (39) blocks the detent plate (38). The park pawl cannot be released. The park pawl can only be released by turning the ignition key to position "1" and pressing the brake pedal. Starting from ignition key position "1" the locking cam (61) in the steering lock releases the control cable (53). When the brake pedal is depressed, the lock lever (55) and roller (58) are twisted down, the return spring at the brake pedal (57) is tensioned and the release lever (56) is released.

The force of the pressure spring (64) is now applied via the cables (53, 54) against the lesser force of the pressure spring (62) and pulls the locking valve (60) in front of the contour of the locking cam (61). The locking pawl (39) is simultaneously turned via the link rod and lifts up off the detent plate (38).

The parking lock can now be released.

The design of the parking lock interlock is the same as for the steering lock interlock and it functions with reciprocal action to the steering lock interlock.

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|  | Parking lock, location / task / design /<br>function |  | <a href="#">GF27.10-P-5100G</a> |
|--|--|--|---------------------------------|