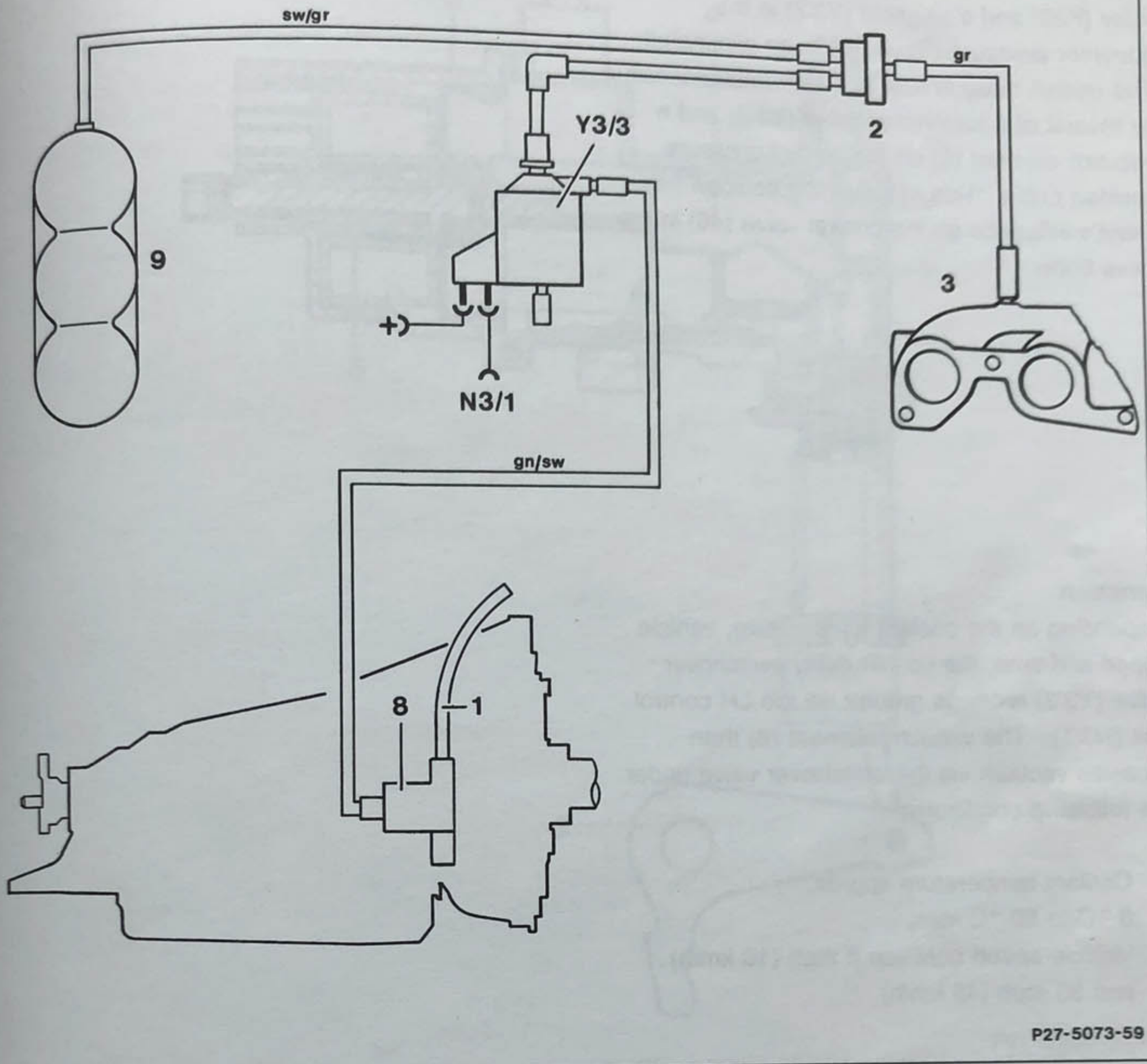
Upshift delay



1	Control pressure cable	N3/1	LH control unit
2	Check valve	Y3/3	Upshift delay switchover valve
3	Intake manifold		
8	Upshift delay vacuum element		
9	Vacuum reservoir		

Modified upshift delay for rapid heating of catalyst (gasoline models only)

The upshift delay previously controlled by a relay (K29) and a solenoid (Y3/2) in the governor pressure circuit has been eliminated. The upshift delay is now actuated pneumatically by means of a switchover valve (Y3/3) and a vacuum element (8) on the control pressure bowden cable. This modifies the bowden cable's influence on the control valve (46) in the valve body.

Function

Depending on the coolant temperature, vehicle speed and time, the upshift delay switchover valve (Y3/3) receives ground via the LH control unit (N3/1). The vacuum element (8) then receives vacuum via the switchover valve under the following conditions:

- Coolant temperature approx. 0 °C to 50 °C max,
- Vehicle speed between 6 mph (10 km/h) and 30 mph (48 km/h).

The upshift delay remains active for maximum of 80 seconds. Under light throttle, the shift point for the 2 – 3 upshift is raised, thereby increasing the engine rpm and the heating the catalyst quicker. The above mentioned values are nominal values and can vary depending on engine version.

For additional information on the upshift delay, refer to Group 07.4, Engine 119.970/971 of this introduction manual.