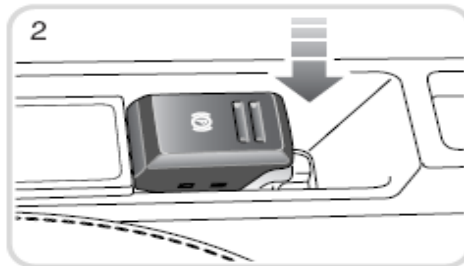
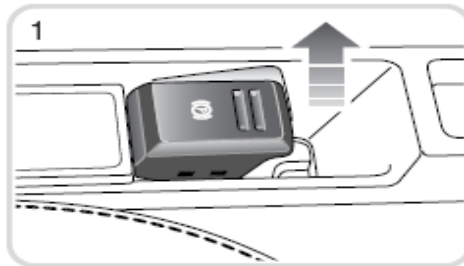


Brakes

PARKBRAKE

Your vehicle is equipped with an electrically operated parkbrake (EPB).



Applying the parkbrake manually

With the vehicle stationary, pull up the lever (1) located alongside the gear selector, and release it. The lever will return to the neutral position and the red parkbrake warning indicator in the instrument pack will illuminate.

It is important to confirm that the red indicator is continuously illuminated (not flashing). This indicates that the parkbrake has been correctly applied. If the lever is operated while the vehicle is travelling at less than 3 km/h (2 mph), the vehicle will be brought to a stop abruptly. The stop lamps will not illuminate.

If the system detects a fault with the parkbrake, the yellow parkbrake warning indicator will illuminate and the message 'Parkbrake fault' will appear on the instrument pack. If a fault is detected while EPB is operated, the red warning indicator will flash and the yellow indicator will illuminate. Also the message 'Parkbrake fault. System not functional.' will appear on the instrument pack. The red indicator will continue to be illuminated for at least ten seconds after the ignition has been switched off.

WARNING

DO NOT rely on the parkbrake system to hold the vehicle stationary if the yellow parkbrake warning indicator is illuminated and/or the red warning indicator is flashing. Seek qualified assistance urgently.

Note: Text messages described within this section are only available where a vehicle is fitted with a driver information module.

Dynamic operation

In an emergency, the parkbrake can be applied 'dynamically', i.e. with the vehicle travelling at more than 3 km/h (2 mph). Pulling up on the lever and holding it up gives a gradual reduction in speed. The brake warning indicator will illuminate accompanied by a harsh sound and 'Caution! Parkbrake applied' appears on the message screen. The stop lamps will illuminate. Releasing or depressing the lever will cancel the parkbrake application.

Brakes

The parkbrake should not be used regularly to decelerate the vehicle or to bring it to a standstill; this facility is intended for emergency use only.

Caution: Driving the vehicle with the parkbrake applied (other than in the emergency situation described above) or repeated use of the parkbrake to decelerate the vehicle may cause serious damage to the brake system.

Releasing the parkbrake manually

To disengage the parkbrake, the ignition must be on. Apply pressure to the footbrake or accelerator pedal on automatic transmission vehicles, (footbrake and/or clutch pedal in vehicles with a manual gearbox) while pressing down on the lever (2).

It is not possible to manually release the parkbrake without pressing:

- footbrake or accelerator - automatic transmission vehicles
- footbrake and/or clutch pedal - manual gearbox vehicles

To perform a hill start on vehicles with a manual gearbox, it is necessary for the driver to co-ordinate the parkbrake release command (pressing down on EPB switch) with the release of the clutch and application of the accelerator in a similar manner to a conventional handbrake system.

WARNING

The parkbrake operates on the rear wheels of the vehicle and hence secure parking of the vehicle is dependent on sufficient tyre-to-road friction.

DO NOT rely on the parkbrake to operate effectively if the vehicle has been subjected to immersion in mud and water.

Applying the parkbrake automatically

On manual transmission vehicles the parkbrake will be applied automatically when the starter key is removed. This operation must only be carried out when the vehicle is stationary. This feature can be inhibited by pressing down on the lever while removing the starter key.

WARNING

DO NOT rely on the parkbrake system to hold the vehicle stationary if the yellow parkbrake warning indicator is illuminated and/or the red warning indicator is flashing. **Seek qualified assistance urgently.**

Releasing the parkbrake automatically

Note: *This feature is only available on vehicles equipped with automatic transmission.*

If the vehicle is stationary with the parkbrake applied, pressing the accelerator will release the parkbrake and allow the vehicle to move off.

It is not possible to automatically release the parkbrake without pressing the accelerator. If you want to move the vehicle without pressing the accelerator, then manual release should be used. Automatic release is available in first, second and reverse gears in HIGH range, and first, second, third and reverse gears in LOW range.

To delay the automatic release feature, hold the lever in the 'apply' position, then at the desired point, release it.

Brakes

To assist in a smooth drive-away, the system anticipates the requirement and reduces the system load depending on the gradient. (It may be possible to hear this 'pre-arm' operation).

If the reduction in load causes the vehicle to move before the clutch is released, the full system load will be re-applied to the parkbrake. This may cause a small reduction in the refinement of the subsequent drive-away. It is also possible to override this load reduction by lifting the parkbrake lever after gear engagement.

In the event of a fault, 'Parkbrake Fault. Auto Release not functional' will appear in the instrument pack.

Under most conditions the EPB system will release seamlessly as the accelerator is applied, allowing the vehicle to move forward. However, release times may be extended for an initial time period at the start of a journey when changing into gear from 'P' or 'N'. This is normal and is to allow for the extended gear engagement times that may occur under certain circumstances.

Releasing the parkbrake in an emergency

If the vehicle has the parkbrake applied and an electrical fault prevents the system operating normally, there is provision for mechanically releasing the parkbrake.

Note: *Whenever possible, this operation should be carried out by Roadside Assistance.*

WARNING

As this operation removes the static braking on the vehicle, chocks must be placed on both sides of one of the wheels or the foot brake must be applied before releasing the cable.

This could take considerable physical effort.

Using a suitable tool such as a screwdriver, lift out the coin tray situated on the opposite side of the gear shift lever from the parkbrake; this reveals a stirrup cable end. Attach the jack handle to the cable loop, insert the screwdriver shaft into the jack handle and pull to release the parkbrake cable.

