

Interlock System

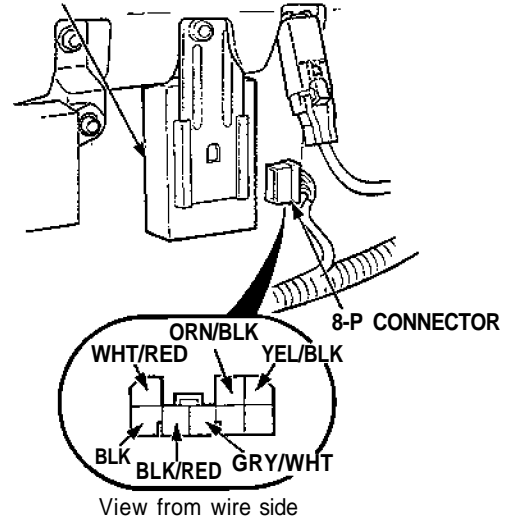
Control Unit Input Test

Disconnect the 8-P connector from the control unit. Inspect the connector and socket terminals to be sure they are all making good contact.

- If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector .
 - If a test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.

NOTE: If the shift lock solenoid clicks when you step on the brake pedal with the ignition switch ON (the Shift lever in **P** position), the shift lock system is electronically OK. If the shift lever cannot be shifted from **P** position, see page 23-160 ('93-'96) ('91-'92) and section 14.

INTERLOCK CONTROL UNIT



Shift Lock System:

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	ORN/BLK	Ignition switch ON (II) Brake pedal pushed	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 45 (20 A) fuse • Faulty brake switch • Faulty throttle position (TP) sensor • Faulty transmission control module (TCM) • An open in the wire
		Ignition switch ON (II); step on the brake pedal and the accelerator at the same time.	Check for voltage to ground: There should not be battery voltage.	
2	GRY/WHT	Shift lever in P position	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Faulty A/T gear position switch • Poor ground (G401, G402, G403) • An open in the wire
3	YEL/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 5 (15 A) fuse • Faulty shift lock solenoid • An open in the wire

Key Interlock System:

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401, G402, G403) • An open in the wire
2	GRY/WHT	Shift lever in P position	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Faulty A/T gear position switch • Poor ground (G401, G402, G403) • An open in the wire
3	WHT/RED	Ignition switch turned to ACC (I) and the key pushed all the way in	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 45 (20 A) fuse • Faulty steering lock assembly (key interlock solenoid) • An open in the wire
4	BLK/RED	Ignition switch turned to ACC (I) and the key pushed all the way in	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 45 (20 A) fuse • Faulty steering lock assembly (key interlock switch) • An open in the wire