

Reverse Lockout System

Troubleshooting

Reverse lockout system does not work.

Check the PGM-FI system for any diagnostic trouble codes (DTCs).

Are there any codes?

YES

Perform the indicated PGM-FI system troubleshooting (see [section 11](#)).

NO

Check fuse No. 13 (7.5 A) in the under-dash fuse/relay box.

Is the fuse OK?

NO

Replace the fuse.

YES

Remove the reverse lockout relay from the under-hood relay box C, and test the relay (see page [13-12](#)).

Is the relay OK?

NO

Replace the relay.

YES

Turn the ignition switch on.

Measure voltage between terminals C and D in the reverse lockout relay connector and body ground.

Is there battery voltage?

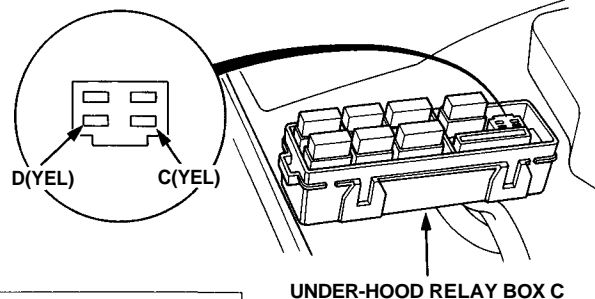
NO

Repair open in the YEL¹ wire between the No. 13 fuse (7.5 A) and the under-hood relay box C.

YES

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View from terminal side.





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Turn the ignition switch off.

Install the reverse lockout relay. Connect the test harness between the ECM and the connector (see section 11).

Turn the ignition switch on.

Measure the voltage between A8 (+) of the test harness and body ground.

Is there battery voltage?

YES

Disconnect the 3-P connector to the reverse lockout solenoid.

Connect a jumper lead between A8 terminal of the test harness and body ground.

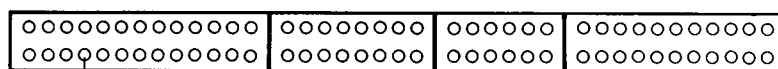
Check for voltage between the GRN/WHT (+) in the wire harness side of the 3-P connector and body ground.

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ENGINE CONTROL MODULE (ECM)

DIGITAL MULTIMETER
KS-AHM-32-003 or
commercially
available

TEST HARNESS
07LAJ-PT3010A



A8 (+)
Battery voltage?

NO

Disconnect the A connector from the ECM.

Is there battery voltage?

YES

Check for poor connections or loose wires at the ECM. If OK, substitute a known-good ECM and retest.

NO

Repair open or short to ground in the RED/WHT wire between the under-hood relay box C and the ECM.

View from wire side.

GRN/WHT (+)

3-P CONNECTOR

(cont'd)

Reverse Lockout System

Troubleshooting (cont'd)

