



Control Unit Input Test

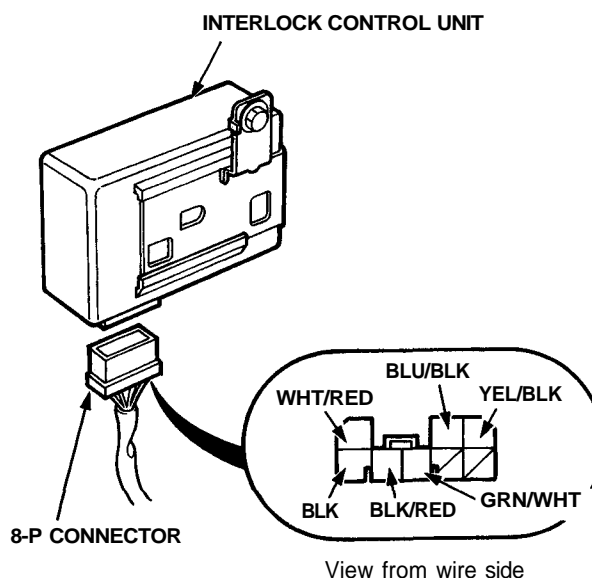
Disconnect the 8-P connector from the control unit. Inspect the connector and socket terminals to be sure they are all making good contact.

- 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 any 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 (with the shift lever in **P**), the shift lock system is electronically OK. If the shift lever cannot be shifted from **P**, see page 23-154 and section 14.



Shift Lock System:

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLU/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. 39 (20 A) fuse • Faulty brake switch • Faulty throttle position (TP) sensor • Faulty PCM • 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	GRN/WHT	Shift lever in P	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Faulty A/T gear position switch • Poor ground (G501) • 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. 13 (7.5 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 (G301, G302, G303) (G301 '91-'92) • An open in the wire
2	GRN/WHT	Shift lever in P	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Faulty A/T gear position switch • Poor ground (G501) • An open in the wire
3	WHT/RED	Ignition switch turned to ACC (I) and the key pushed in all the way	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 39 (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 in all the way	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 39 (20 A) fuse • Faulty steering lock assembly (key interlock solenoid) • An open in the wire

PCM: Powertrain control module for A/T