

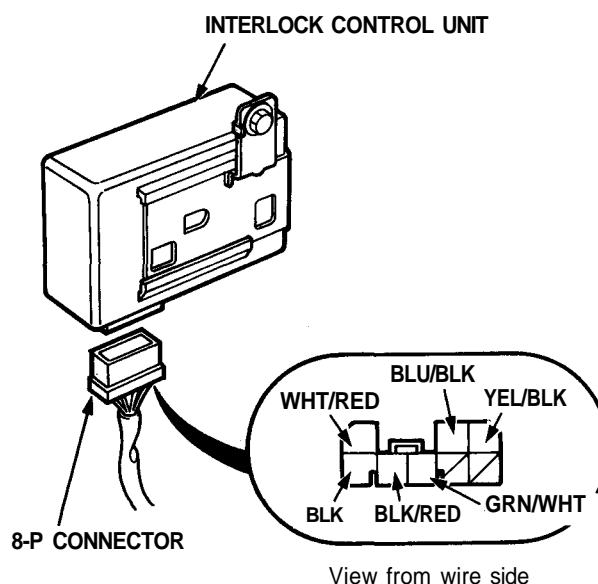


Control Unit Input Test

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 23-160 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)• 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