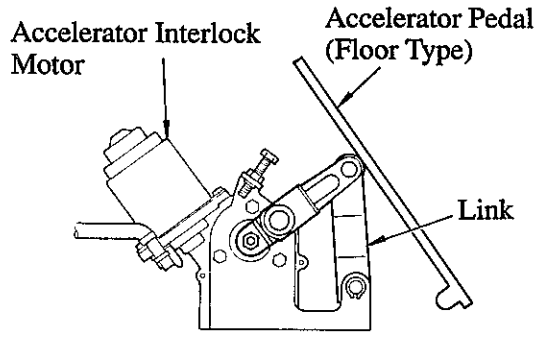
■ ACCELERATOR INTERLOCK SYSTEM

1. General

- An accelerator interlock system is used to prevent the vehicle from being driven with its automatic door open, in the same way as the previous model.
- In the new model, the accelerator pedal has been changed from the floor type to the suspended type. Due to this change, the accelerator interlock system has been modified from the previous single link to a double link type (for RHD models) or a rod protruding type (for LHD models). Also, the accelerator interlock motor has been changed to a smaller and lighter unit.

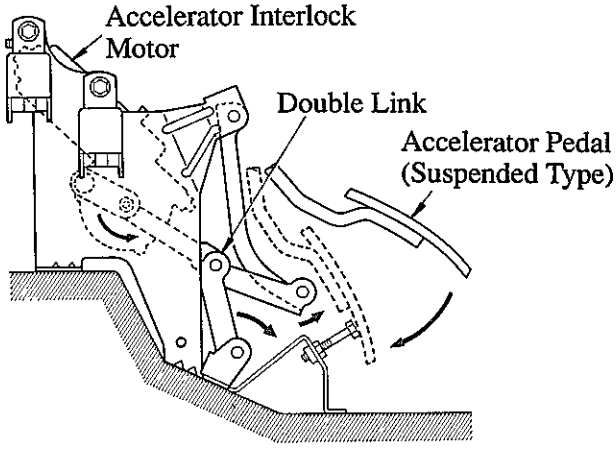


Previous (Single Link Type)

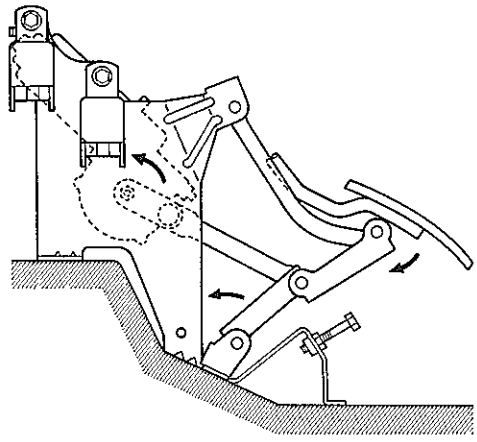
2. Construction and Operation

Double Link Type Locking System (for RHD Models)

Although this system adopts a double link mechanism, its operation is basically the same as that of the previous model.



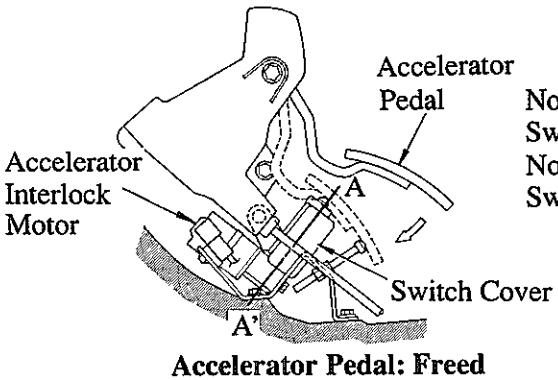
Accelerator Pedal: Freed



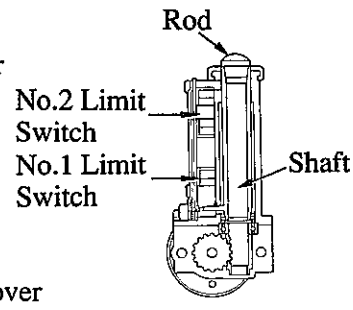
Accelerator Pedal: Locked

Rod Protruding Type Locking System (for LHD Models)

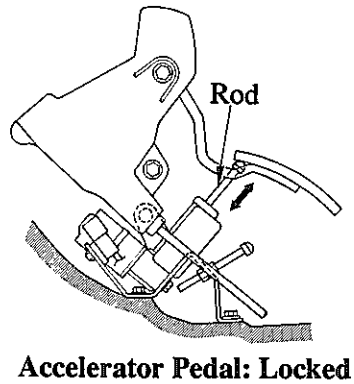
In this system, the accelerator pedal is locked by a rod which protrudes against the underside of the accelerator pedal, and is freed when the rod recedes away from the pedal. The limit switches which are enclosed inside the switch cover control the rotation direction of the motor by mechanically turning themselves on or off dependent upon the rod protrusion or retraction.



Accelerator Pedal: Freed

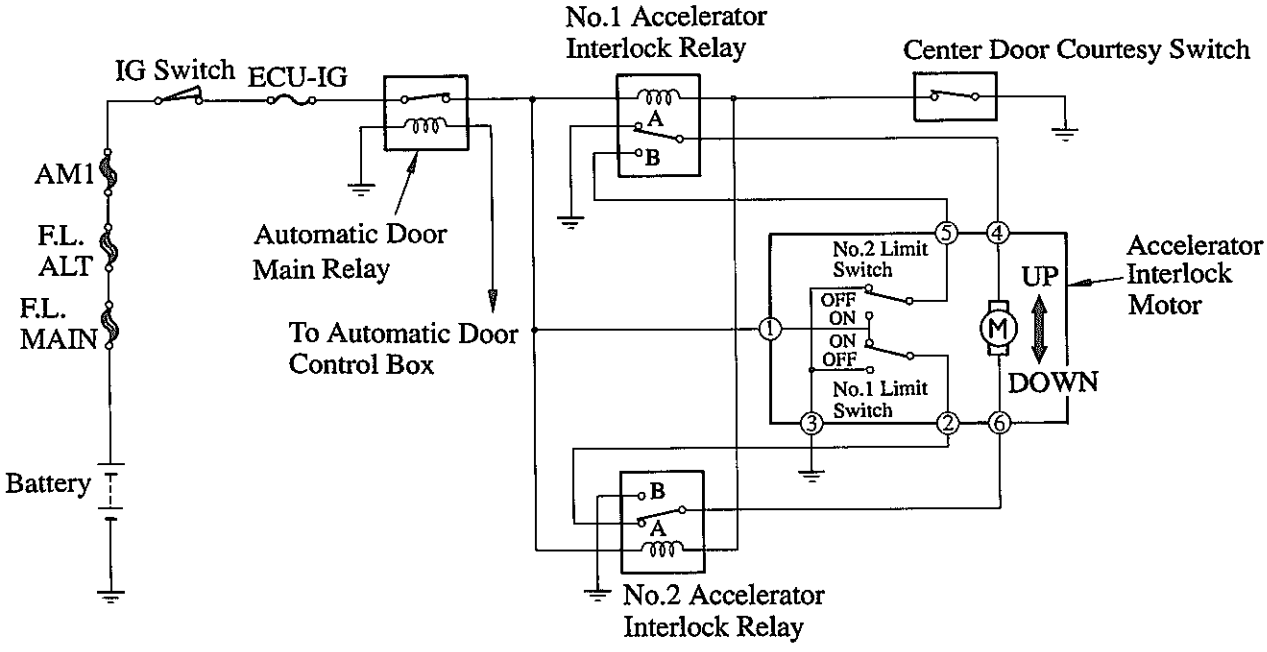


A–A' Cross Section



Accelerator Pedal: Locked

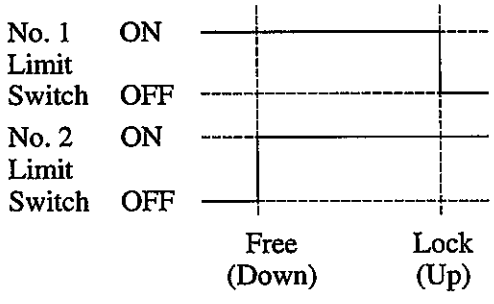
3. Wiring Diagram & Operation (For Rod Protruding Type Locking System)



Center Door Open

When the center door is opened by the operation of the automatic door switch, the center door courtesy switch is turned on, and the No.1 and No.2 accelerator interlock relays switch to the "A" direction. At this time, the No. 1 limit switch of the accelerator interlock motor, which is engaged, allows current to flow from terminals ①, ②, ⑥, to ④. The accelerator interlock motor will then turn in the direction in which the rod protrudes (upward), causing the accelerator pedal to lock.

▶Limit Switch Operation◀



Center Door Closed

When the center door is closed by the operation of the automatic door switch, the center door courtesy switch is turned off, and the No. 1 and No. 2 accelerator interlock relays switch to the "B" direction. At this time, the No. 2 limit switch of the accelerator interlock motor, which is engaged, allows current to flow from terminals ①, ⑤, ④, to ⑥. The accelerator interlock motor will then turn in the direction in which the rod retracts (downward), causing the accelerator pedal to be freed.

BE

– MEMO –