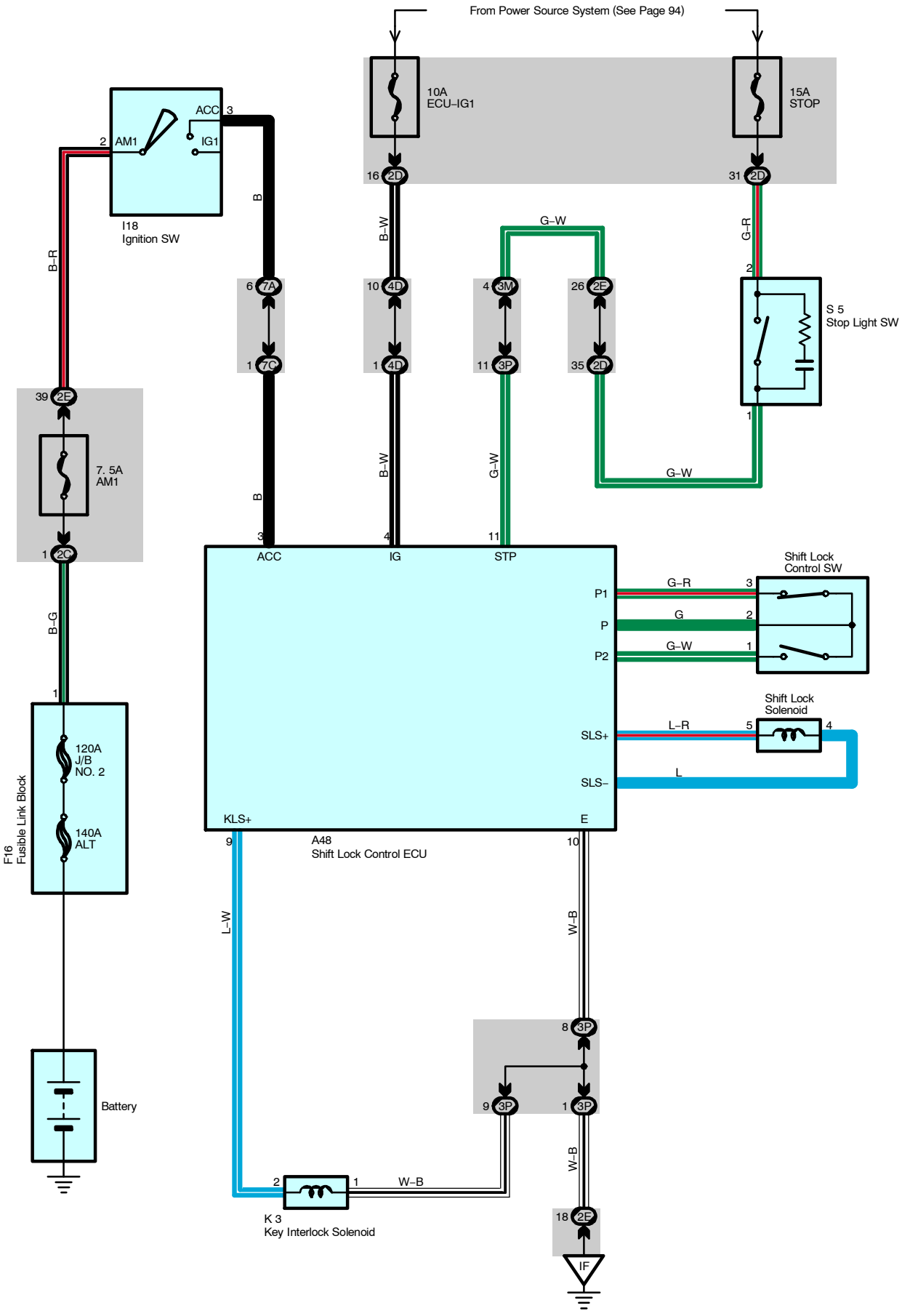
From Power Source System (See Page 94)
10A
ECU–IG1
15A
STOP
16 2D
31 2D
ACC 3
2 AM1
IG1
I18
Ignition SW
B
B–R
B–W
G–W
G–R
6 7A
1 7C
10 4D
1 4D
4 3M
11 3P
26 2E
35 2D
2
1
S 5
Stop Light SW
39 2E
7. 5A
AM1
1 2C
B
B–W
G–W
G–W
3
4
11
ACC
IG
STP
Shift Lock
Control SW
P1
P
P2
G–R
G
G–W
3
2
1
B–G
1
Shift Lock
Solenoid
SLS+
SLS–
L–R
L
5
4
120A
J/B
NO. 2
140A
ALT
F16
Fusible Link Block
KLS+
E
9
10
A48
Shift Lock Control ECU
L–W
W–B
8 3P
9 3P
1 3P
W–B
2
1
W–B
K 3
Key Interlock Solenoid
18 2E
IF
Battery

System Outline

1. Shift Lock Mechanism

When the brake pedal is depressed with the ignition SW is turned on (Stop light SW on), the shift lock control ECU is activated and allows the driver to change the shift lever to a position other than P position.

2. Key Interlock Mechanism

When the ignition SW is turned on and the shift lever is at a position other than P position, shift lock control ECU is activated to flow current to the key interlock solenoid. This inhibits to turn the ignition SW from on to OFF position.

Service Hints

A48 Shift Lock Control ECU

3–Ground : Approx. 12 volts with ignition SW at ACC or ON position
4–Ground : Approx. 12 volts with ignition SW at ON or ST position
11–Ground : Approx. 12 volts with brake pedal depressed
10–Ground : Always continuity

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
A48	70	I18	70	S5	71
F16	68	K3	71		

⬭ : Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
2C	28	Dash Wire and Cowl Side J/B LH (Left Kick Panel)
2D		
2E		
3M	43	Dash Wire and Cowl Side J/B RH (Right Kick Panel)
3P		
4D	52	Dash Wire and J/B No.4 (Instrument Panel Center)
7A	64	Dash Wire and J/B No.7 (Behind the Glove Box)
7C		

▽ : Ground Points

Code	See Page	Ground Points Location
IF	78	Set Bolt of Cowl Side J/B LH