SHIFT LOCK SYSTEM (A750F)

400D0–05

ON–VEHICLE INSPECTION

1. CHECK SHIFT LOCK OPERATION

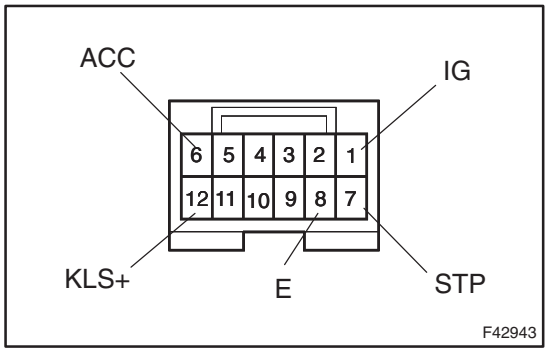
(a) Move the shift lever to the P position.
(b) Turn the ignition switch to the LOCK position.
(c) Check that the shift lever cannot be moved to any position other than P.
(d) Turn the ignition switch to the ON position, depress the brake pedal and check that the shift lever can be moved to another position.

2. CHECK SHIFT LOCK RELEASE BUTTON OPERATION

(a) Using a screwdriver, remove the shift lever cap.
(b) When operating the shift lever with the shift lock release button pressed, check that the lever can be moved to any position other than P.

3. CHECK KEY INTERLOCK OPERATION

(a) Turn the ignition switch to the ON position.
(b) Depress the brake pedal and move the shift lever to any position other than P.
(c) Check that the ignition key cannot be turned to the LOCK position.
(d) Move the shift lever to the P position, turn the ignition key to the LOCK position and check that the ignition key can be removed.



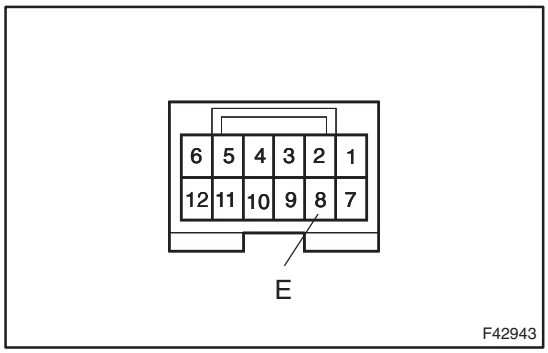
4. INSPECT SHIFT LOCK CONTROL ECU SUB–ASSY

(a) Using a voltmeter, measure the voltage at each terminal.

HINT:

Do not disconnect the shift lock control ECU connector.

Terminal	MeasuringCondition	Voltage (V)
12 (KLS+) – 8 (E)	(1) Ignition switch ACC and shift lever in P position (2) Ignition switch ACC and shift lever not in P position (3) Ignition switch ACC and shift lever not in P position (After approx. 1 second)	0 7.5 to 11 6 to 9
6 (ACC) – 8 (E)	Ignition switch ON	10 to 14
	Ignition switch ACC	10 to 14
	Ignition switch OFF	0
7 (STP) – 8 (E)	Depress brake pedal	10 to 14
	Release brake pedal	0
1 (IG) – 8 (E)	Ignition switch ON	10 to 14
	Ignition switch OFF	0



(b) Using an ohmmeter, measure the resistance between terminal E (8) and body ground.

HINT:

Do not disconnect the shift lock control ECU connector.

Terminal	MeasuringCondition	Specified Value
8 (E) – Body ground	Always	Below 1Ω