SHIFT LOCK SYSTEM (ATM)

400TM–01

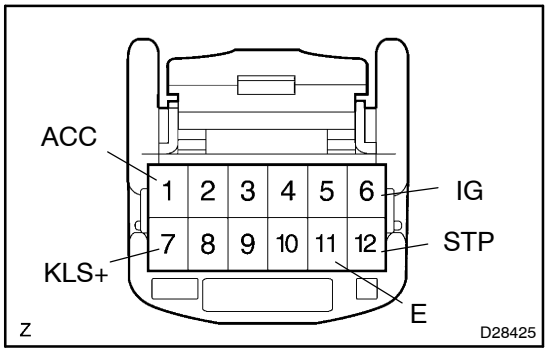
ON–VEHICLE INSPECTION

1. CHECK SHIFT LOCK OPERATION

(a) Shift the shift lever to P range.
(b) Turn the ignition switch to LOCK.
(c) Check that the shift lever cannot be shifted to any other range other than P.
(d) Turn the ignition switch to ON, depress the brake pedal and check that the shift lever can be shifted to any other positions.

2. CHECK KEY INTERLOCK OPERATION

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



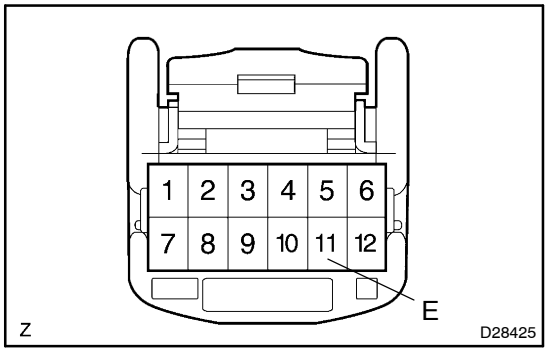
3. INSPECT SHIFT LOCK CONTROL EUC SUB–ASSY

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

HINT:

Do not disconnect the shift lock control ECU connector.

Terminal	Measuring Condition	Voltage (V)
7 (KLS+) – 11 (E)	(1) Ignition switch ACC and P range	0
	(2) Ignition switch ACC and except P range	7.5 – 11
	(3) Ignition switch ACC and except P range (After approx. 1 second)	6 – 9
1 (ACC) – 11 (E)	Ignition switch ON	10 – 14
	Ignition switch ACC	10 – 14
	Ignition switch OFF	0
12 (STP) – 11 (E)	Depress brake pedal	10 – 14
	Release brake pedal	0
6 (IG) – 11 (E)	Ignition switch ON	10 – 14
	Ignition switch OFF	0

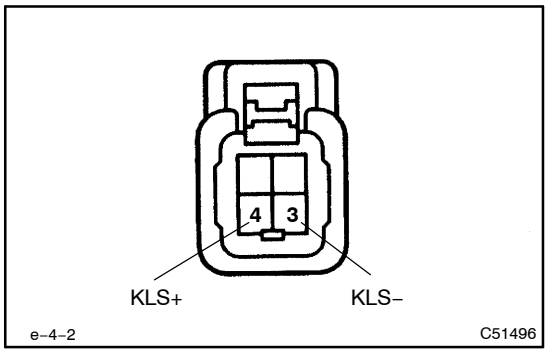


(b) Using an ohmmeter, measure the resistance at terminal E (11) and body ground.

HINT:

Do not disconnect the shift lock control ECU connector.

Terminal	Measuring Condition	Specified Value
11 (E) – Body ground	Always	Continuity



4. INSPECT KEY INTERLOCK SOLENOID

(a) Apply the battery positive voltage between terminal 3 and 4. Check that an operation an that the noise can be heard from the solenoid.

If the solenoid does not operate, replace the solenoid.