



## Control Unit Input Test

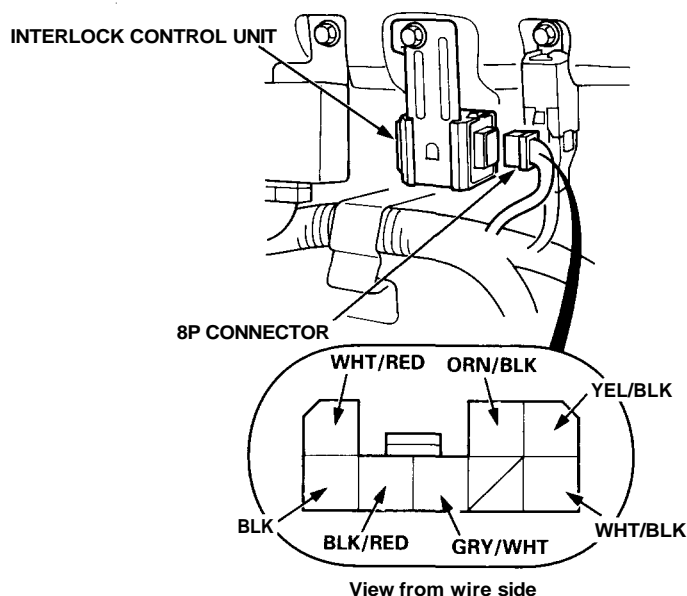
Disconnect the 8P connector from the control unit.  
Inspect the connector and socket terminals to be sure they are all making good contact.

- 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 a 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 (II) (the shift lever in **P** position), the shift lock system is electronically OK. If the shift lever cannot be shifted from **P** position, see page 23-162 and section 14.

### Shift Lock System:

Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
ORN/BLK	Ignition switch ON (II) Brake pedal pushed	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 45 (20 A) fuse</li> <li>• Faulty brake switch</li> <li>• Faulty throttle position (TP) sensor</li> <li>• Faulty transmission control module (TCM)</li> <li>• An open in the wire</li> </ul>
	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.	
GRY/WHT	Shift lever in <b>P</b> position	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Faulty A/T gear position switch</li> <li>• Poor ground (G401, G402, G403)</li> <li>• An open in the wire</li> </ul>
YEL/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 5 (15 A) fuse</li> <li>• Faulty shift lock solenoid</li> <li>• An open in the wire</li> </ul>



### Key Interlock System:

Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G401, G402, G403)</li> <li>• An open in the wire</li> </ul>
GRY/WHT	Shift lever in <b>P</b> position	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Faulty A/T gear position switch</li> <li>• Poor ground (G401, G402, G403)</li> <li>• An open in the wire</li> </ul>
WHT/RED	Ignition switch turned to ACC (I) and the key pushed all the way in	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 45 (20 A) fuse</li> <li>• Faulty steering lock assembly (key interlock solenoid)</li> <li>• An open in the wire</li> </ul>
BLK/RED	Ignition switch turned to ACC (I) and the key pushed all the way in	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 45 (20 A) fuse</li> <li>• Faulty steering lock assembly (key interlock switch)</li> <li>• An open in the wire</li> </ul>
WHT/BLK	Shift lever in <b>P</b> , push button pressed	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Faulty parking pin switch</li> <li>• Poor ground (G401, G402, G403)</li> <li>• An open in the wire</li> </ul>
	Shift lever in <b>P</b> , push button released	Check for continuity to ground: There should be no continuity.	<ul style="list-style-type: none"> <li>• Faulty parking pin switch</li> <li>• Short to ground</li> </ul>