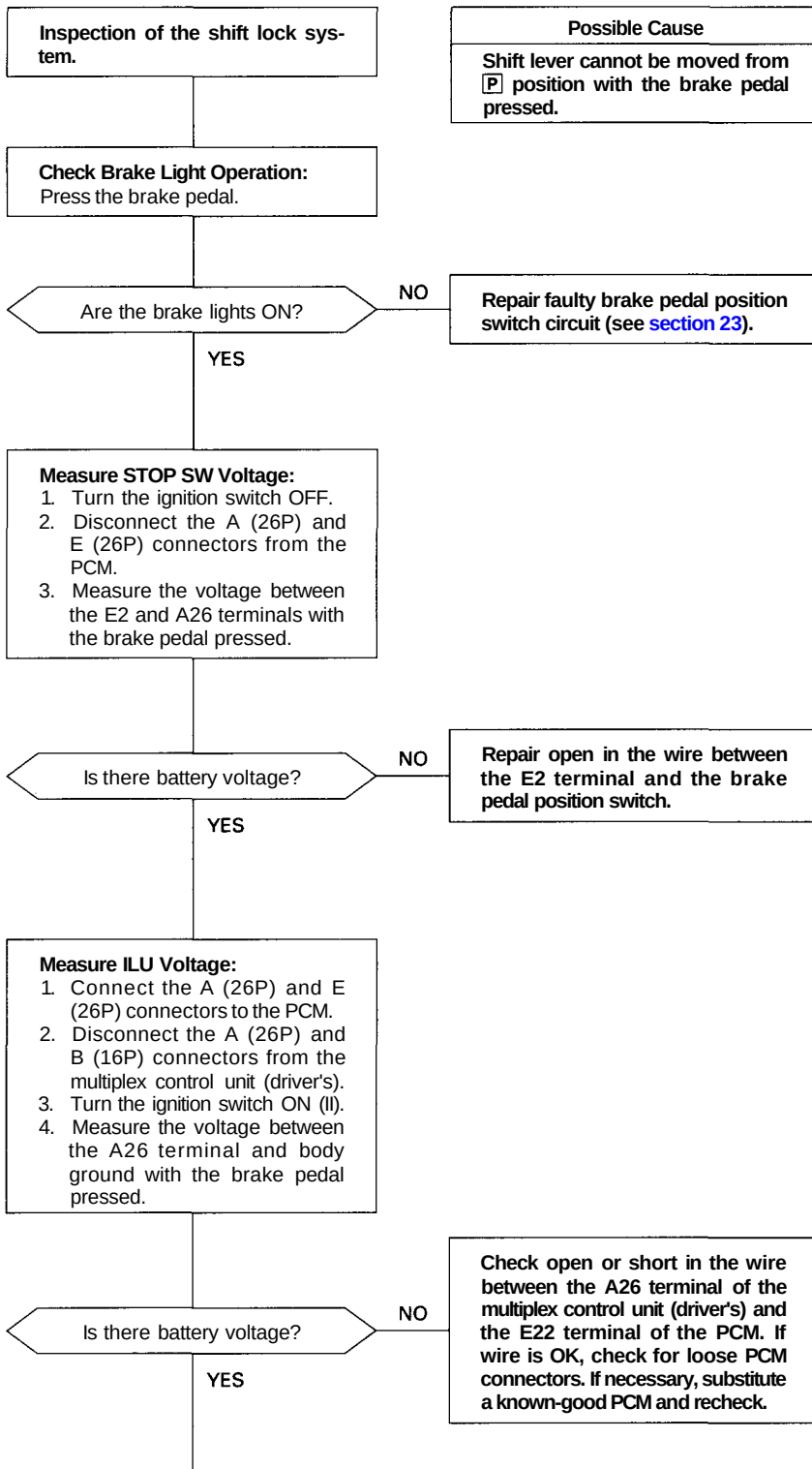


Electrical Troubleshooting

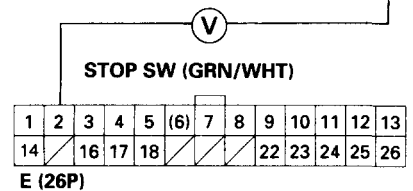
Troubleshooting Flowchart — Interlock System - Shift Lock System



PCM CONNECTORS

1	2	3	4	5	6	7	8		10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

LG1 (BRN/BLK)



Wire side of female terminals

MULTIPLEX CONTROL UNIT (DRIVER'S) A (26P) CONNECTOR

	2		4	5	6	7	8	9	10	11	12	13
	15	16		18	19	20	21	22	23		25	26

ILU (WHT/GRN)



Wire side of female terminals

To page [14-83](#)



From page 14-82

Measure ATP P Voltage:

Measure the voltage between the B2 terminal of the multiplex control unit (driver's) and body ground.

NOTE: Shift lever must be in **P**.

Is there voltage?

YES

Repair open in the wire between the B2 terminal and the transmission range switch.

NO

Check Shift Lock Solenoid for a Open Circuit:

1. Turn the ignition switch OFF.
2. Disconnect the shift lock solenoid connector.
3. Check for continuity between the B10 terminal of the multiplex control unit (driver's) and the No. 2 terminal of the shift lock solenoid connector.

Is there continuity?

NO

Repair open in the wire between the B10 terminal and the shift lock solenoid.

YES

Check Shift Lock Solenoid Operation:

1. Connect the No. 1 terminal of the shift lock solenoid connector to the battery positive terminal, and connect the No. 2 terminal to the battery negative terminal.
2. Check the shift lock solenoid operation.

NOTE: Do not connect the No. 2 terminal to the battery positive terminal or you will damage the diode inside the shift lock solenoid.

Does the shift lock solenoid operate properly?

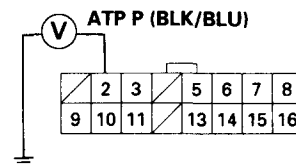
NO

Replace the shift lock solenoid.

YES

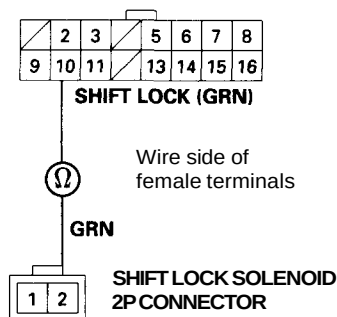
Check for loose multiplex control unit (driver's) connectors. If necessary, substitute a known-good multiplex control unit (driver's) and recheck.

MULTIPLEX CONTROL UNIT (DRIVER'S) B (16P) CONNECTOR



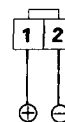
Wire side of female terminals

MULTIPLEX CONTROL UNIT (DRIVER'S) B (16P) CONNECTOR



Terminal side of male terminals

SHIFT LOCK SOLENOID 2P CONNECTOR



Wire side of female terminals