

Electrical Troubleshooting

Troubleshooting Flowchart — Interlock System — Key Interlock System

Inspection of the key interlock system.

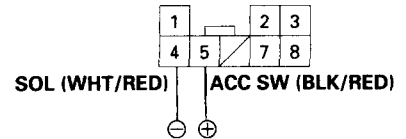
Possible Cause

Ignition key cannot be moved from ACC (I) position to LOCK (0) position while pushing the ignition key with the shift lever is in **P** position.

Check Key Interlock Solenoid Operation:

1. Disconnect the ignition switch connector (8P).
2. Connect the No. 5 terminal of the ignition switch connector to the battery positive terminal, and connect the No. 4 terminal to the battery negative terminal.
3. Check the key interlock solenoid operation. A clicking sound should be heard.

IGNITION SWITCH 8P CONNECTOR



Wire side of female terminals

Does the key interlock solenoid operate properly?

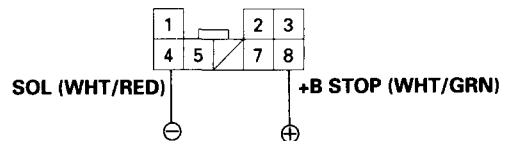
NO

Faulty the key interlock solenoid.
Replace the ignition key cylinder/
steering lock assembly.

YES

Check Key Interlock Switch Operation:

1. Connect the No. 8 terminal of the ignition switch connector to the battery positive terminal, and connect the No. 4 terminal to the battery negative terminal.
2. Turn the ignition switch to ACC (I), then push it.
3. Check the key interlock solenoid operation. A clicking sound should be heard while pushing the ignition key, and no sound should be heard when releasing the ignition key.



Does the key interlock solenoid operate properly?

NO

Faulty the key interlock switch.
Replace the ignition key cylinder/
steering lock assembly.

YES

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Check Key Interlock Solenoid for a Short Circuit:

1. Disconnect the A (26P) and B (16P) connectors from the multiplex control unit (driver's).
2. Check for continuity between the A2 terminal and body ground and between the A13 terminal and body ground individually.

Is there continuity?

YES

Repair short in the wire between the A2 or A13 terminal and the ignition switch connector.

NO

Check Park Pin Switch Operation:

Check for continuity between the B5 terminal and body ground.

Is there continuity?

YES

Check for short in the wire between the B5 terminal and the park pin switch. If wire is OK, check the park pin switch.

NO

Measure ATP P Voltage:

1. Turn the ignition switch ON (II).
2. Measure the voltage between the B2 terminal and body ground.

Is there voltage?

YES

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

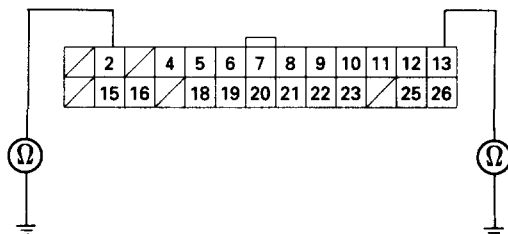
NO

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) A (26P) CONNECTOR

ACC SW (BLK/RED)

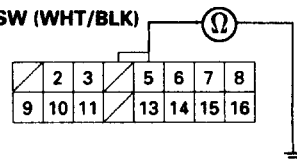
KEY LOCK SOL (WHT/RED)



Wire side of female terminals

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

P PIN SW (WHT/BLK)



Wire side of female terminals

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

ATP P (BLK/BLU)

