



Interlock System

– How the Circuit Works

Key Interlock

Battery voltage is supplied at all times through fuse 39 to the key interlock switch. When you put the key in the ignition, battery voltage is supplied to the key interlock solenoid and the driver's multiplex control unit. When you move the A/T shift lever to PARK and release the push button, the driver's multiplex control unit removes ground from the key interlock solenoid, the solenoid is deenergized, and the key can be removed from the ignition.

Shift Position Interlock

Battery voltage is supplied at all times through fuse 39 to the brake pedal position switch. With the ignition in ON (II) or START (III), battery voltage is supplied through fuse 20 to the shift lock solenoid. When you push the brake pedal, battery voltage is applied through the GRN/WHT wire to the powertrain control module (PCM). If, at the same time, you do not push the accelerator pedal, a low voltage signal is sent through the RED/BLK wire to the PCM. The PCM then applies voltage through the WHT/GRN wire to the shift lock circuit in the driver's multiplex control unit. If the shift lever is in the PARK position, the shift lock circuit provides ground to the shift lock solenoid. The solenoid is then energized and the shift lever can be moved from the PARK position.

Refer to the Service Manual (Section 14, Automatic Transmission) for specific tests or troubleshooting procedures.

