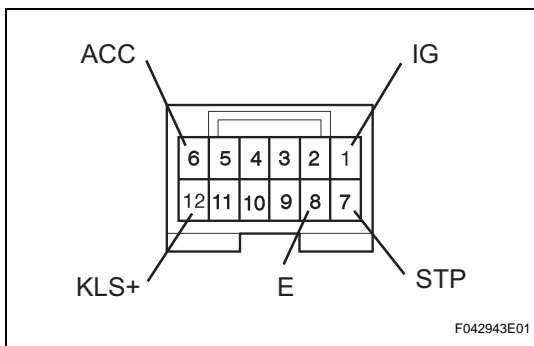


# SHIFT LOCK SYSTEM

## ON-VEHICLE INSPECTION

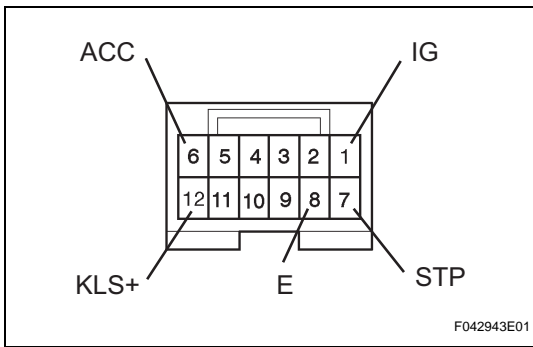
1. **CHECK SHIFT LOCK OPERATION**
  - (a) Shift the shift lever to the P position.
  - (b) Turn the ignition switch to LOCK.
  - (c) Check that the shift lever cannot be shifted to any positions other than P.
  - (d) Turn the ignition switch to ON, depress the brake pedal, and check that the shift lever can be shifted to other positions.
  
2. **CHECK SHIFT LOCK RELEASE LINK OPERATION**
  - (a) Using a small screwdriver, remove the shift lever cap.
  - (b) When operating the shift lever with the shift lock release link pressed, check that the lever can be shifted to any positions other than P.
  
3. **CHECK KEY INTERLOCK OPERATION**
  - (a) Turn the ignition switch to ON.
  - (b) Depress the brake pedal and shift the shift lever to any positions other than P.
  - (c) Check that the ignition key cannot be turned to LOCK.
  - (d) Shift the shift lever to the P position, turn the ignition key to LOCK, and check that the ignition key can be removed.



4. **INSPECT SHIFT LOCK CONTROL ECU SUB-ASSEMBLY**
  - (a) Using a voltmeter, measure the voltage of the connector.

**HINT:**  
Do not disconnect the shift lock control ECU connector.

Tester Connection	Condition	Specified Condition(V)
12 (KLS+) - 8 (E)	Ignition switch ACC and P position	0
	Ignition switch ACC and except P position	7.5 to 11
	Ignition switch ACC and except P position (After approx. 1 second)	6 to 9
6 (ACC) - 8 (E)	Ignition switch ON	10 to 14
	Ignition switch ACC	10 to 14
	Ignition switch OFF	0
7 (STP) - 8 (E)	Depress brake pedal	10 to 14
	Release brake pedal	0
1 (IG) - 8 (E)	Ignition switch ON	10 to 14
	Ignition switch OFF	0

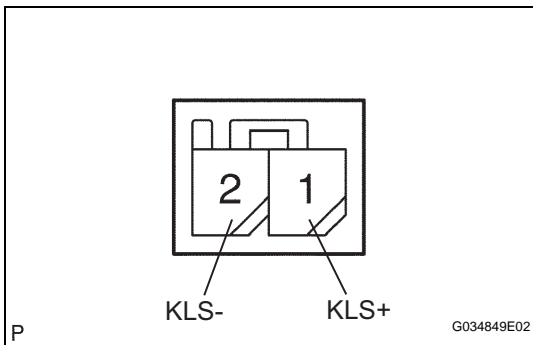


- (b) Using an ohmmeter, measure the resistance at terminal E (8) and body ground.

HINT:

Do not disconnect the shift lock control ECU connector.

Tester Connection	Condition	Specified Condition
8 (E) - Body ground	Always	Below 1 Ω



**5. INSPECT KEY INTER LOCK SOLENOID**

- (a) Disconnect the solenoid connector.
- (b) Connect KLS+ (1) terminal to the battery positive (+) terminal, and KLS- (2) terminal to the battery negative (-) terminal, and apply about 12 V between KLS+ and KLS- terminals.

Check that operation noise can be heard from the solenoid.

If the solenoid does not operate, replace the solenoid.