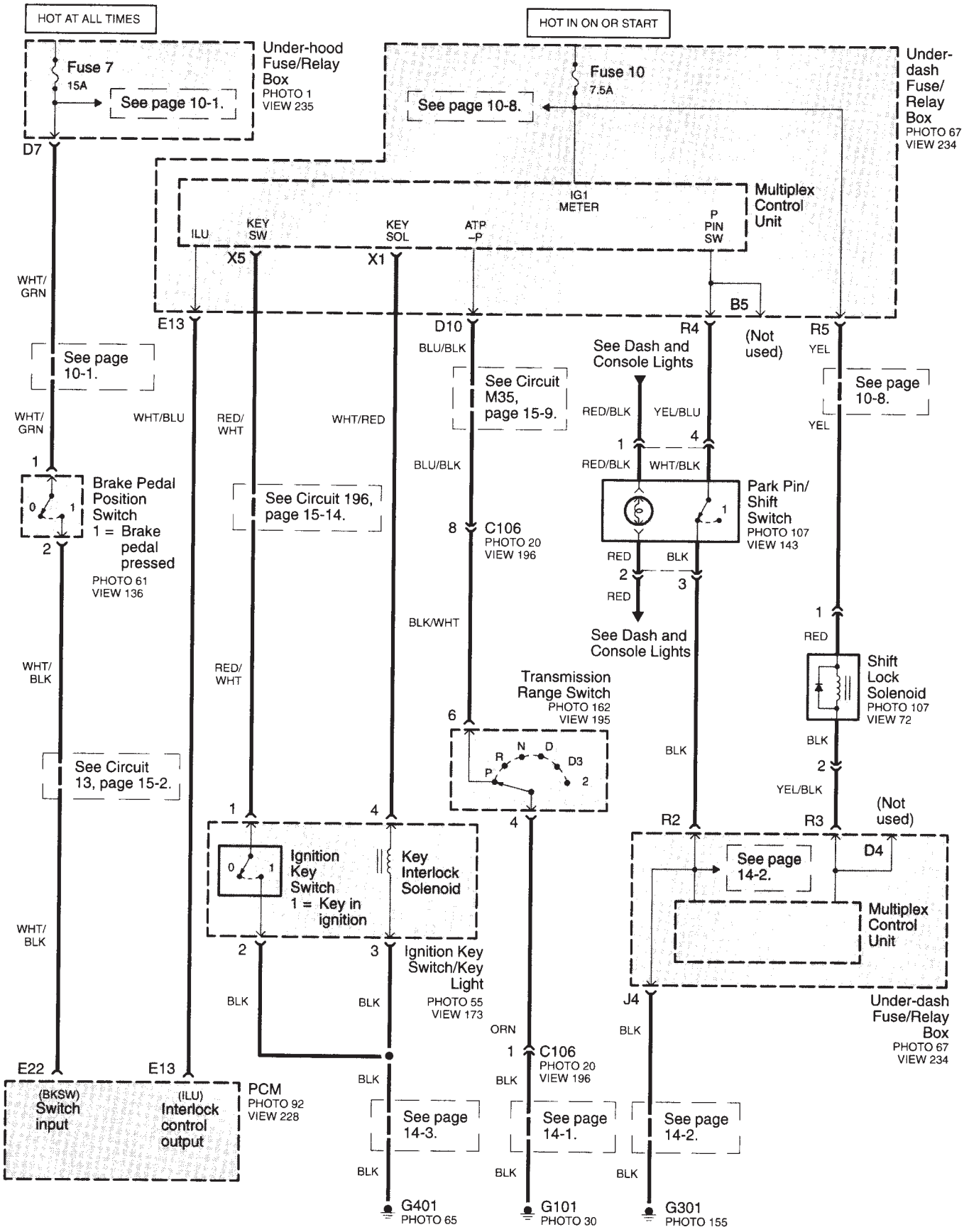
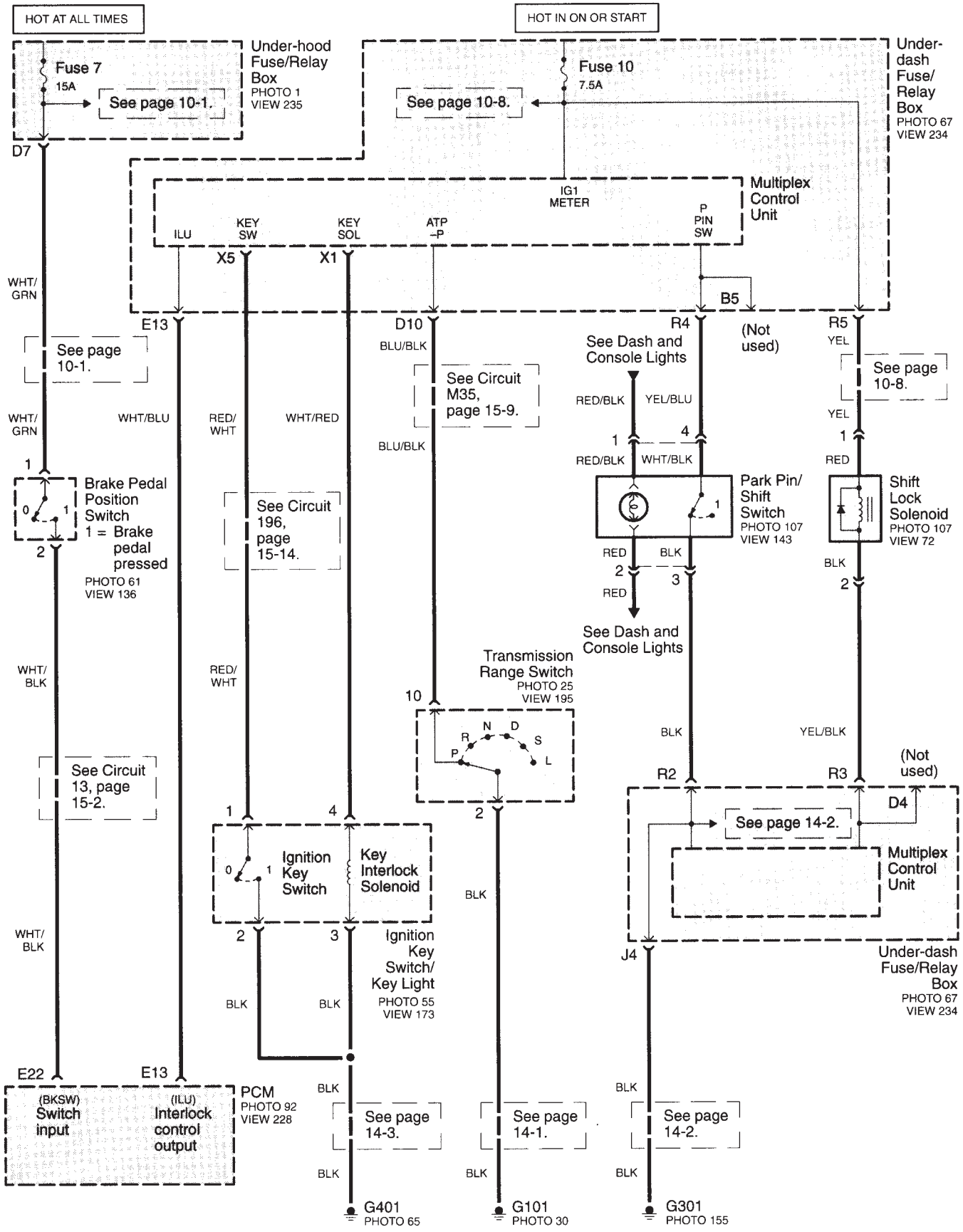
Interlock System

– except CVT



– CVT


HOT AT ALL TIMES
HOT IN ON OR START
Fuse 7
15A
See page 10-1.
Under-hood Fuse/Relay Box
PHOTO 1
VIEW 235
Fuse 10
7.5A
See page 10-8.
Under-dash Fuse/ Relay Box
PHOTO 67
VIEW 234
Multiplex Control Unit
IG1 METER
ILU
KEY SW
KEY SOL
ATP –P
P PIN SW
D7
X5
X1
B5
E13
D10
R4
R5
(Not used)
See page 10-1.
See Circuit M35, page 15-9.
See Dash and Console Lights
See page 10-8.
WHT/ GRN
WHT/BLU
RED/ WHT
WHT/RED
BLU/BLK
RED/BLK
YEL/BLU
WHT/BLK
YEL
RED
Brake Pedal Position Switch
1 = Brake pedal pressed
PHOTO 61
VIEW 136
See Circuit 196, page 15-14.
Park Pin/ Shift Switch
PHOTO 107
VIEW 143
Shift Lock Solenoid
PHOTO 107
VIEW 72
See Dash and Console Lights
WHT/ BLK
Transmission Range Switch
PHOTO 25
VIEW 195
P R N D S L
BLK
YEL/BLK
See Circuit 13, page 15-2.
R2
R3
(Not used)
D4
See page 14-2.
Multiplex Control Unit
Ignition Key Switch
Key Interlock Solenoid
Ignition Key Switch/ Key Light
PHOTO 55
VIEW 173
J4
Under-dash Fuse/Relay Box
PHOTO 67
VIEW 234
E22
E13
(BKSW) Switch input
(ILU) Interlock control output
PCM
PHOTO 92
VIEW 228
See page 14-3.
See page 14-1.
See page 14-2.
G401
PHOTO 65
G101
PHOTO 30
G301
PHOTO 155

Interlock System

– How the Circuit Works

Key Interlock

When you push the key into the ignition switch, a ground signal is provided to the multiplex control unit. If the A/T shift lever is in PARK, the multiplex control unit provides voltage to the key interlock solenoid, energizing the solenoid and allowing the key to be turned to the LOCK (0) position.

Shift Position Interlock

Battery voltage is supplied at all times through fuse 7 to the brake switch. With the ignition in ON (II) or START (III), battery voltage is supplied through fuse 10 (in the under-dash fuse/relay box) to the shift lock solenoid. When you push the brake pedal, battery voltage is applied through the WHT/BLK wire to the PCM. If, at the same time, you do not push the accelerator pedal, a low voltage signal is sent through the WHT/BLU wire to the multiplex control unit. The multiplex control unit then applies ground through the YEL/BLK wire to the shift lock solenoid. The solenoid is then energized allowing the A/T shift lever to be moved from the PARK position.

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