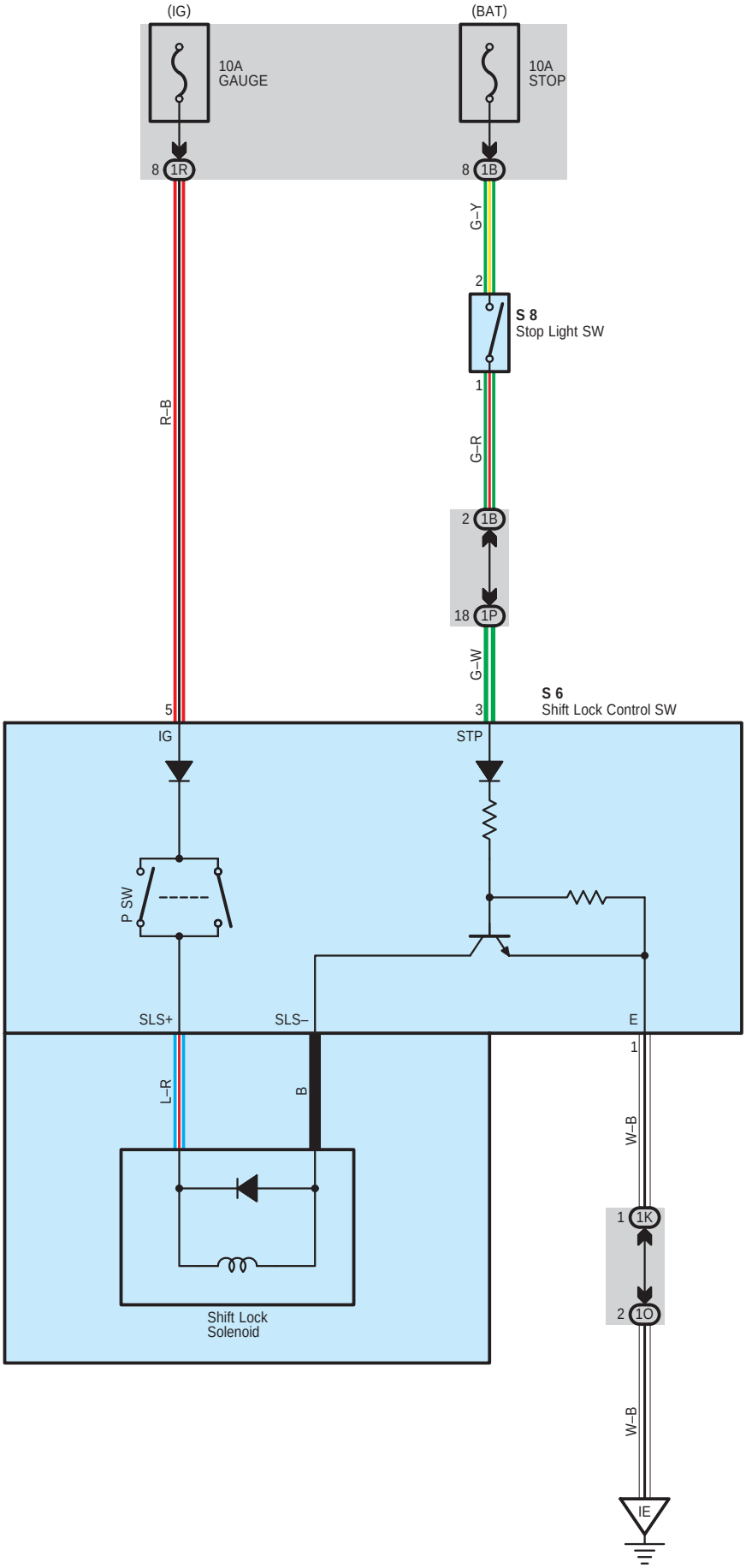
(IG)
(BAT)
10A
GAUGE
10A
STOP
8 1R
8 1B
G–Y
2
S 8
Stop Light SW
1
R–B
G–R
2 1B
18 1P
G–W
S 6
Shift Lock Control SW
5
3
IG
STP
P SW
SLS+
SLS–
E
L–R
B
1
W–B
1 1K
2 1O
W–B
Shift Lock
Solenoid
IE

System Outline

The current is applied at all times through the STOP fuse to TERMINAL 2 of the stop light SW.
When the ignition SW is turned to ON position, the current from the GAUGE fuse flows to TERMINAL 5 of the shift lock control ECU.

Shift Lock Mechanism

With the ignition SW at ON position, when a signal that the brake pedal is depressed (Stop light SW on) and a signal that the shift lever is put in P position (Continuity P SW) is input to the shift lock control SW, the shift lock control SW operates and the current flows from TERMINAL 5 of the shift lock control SW to TERMINAL SLS+ to the shift lock solenoid to TERMINAL SLS– of the shift lock control SW to TERMINAL 1 to GROUND. This causes the shift lock solenoid to turn on (Plate stopper disengages) and the shift lever can shift into position other than P position.

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
S6	31	S8	31		

⬭ : Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	24	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
1K	25	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
1O		
1P		
1R		

▽ : Ground Points

Code	See Page	Ground Points Location
IE	35	Left Kick Panel