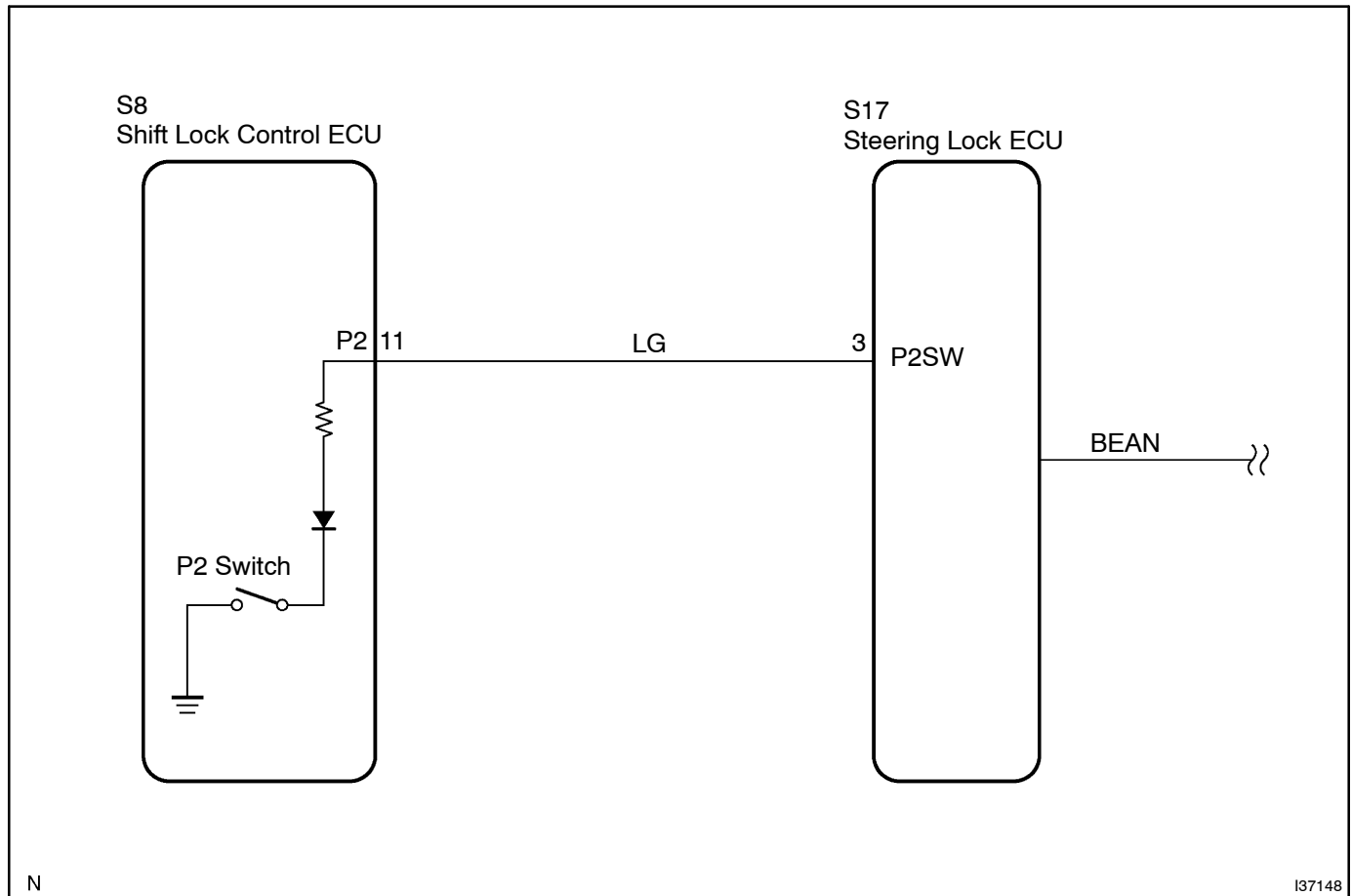


SHIFT LOCK CONTROL ECU COMMUNICATION CIRCUIT

CIRCUIT DESCRIPTION

The steering lock ECU monitors the P2 switch (P position signal) of the shift lock control ECU. It sends the P2 switch signals through BEAN to the theft deterrent ECU and the meter ECU in order to give various warnings. (Example of warning: A driver leaves the vehicle without setting the shift lever in the P position. When the driver comes back, a warning is given, telling that the shift lever is not in the P position and the vehicle cannot be driven.)

WIRING DIAGRAM



INSPECTION PROCEDURE

1 READ VALUE ON INTELLIGENT TESTER

- (a) Connect the intelligent tester to the DLC3.
- (b) Turn the intelligent tester on.
- (c) Select the item below in the DATA LIST, and read its value displayed on the intelligent tester to check the P2 switch.

Condition	Item	Standard
Shift lever is not in the P position	P2SW	"NOT P" is displayed
Shift lever is in the P position	P2SW	"P" is displayed

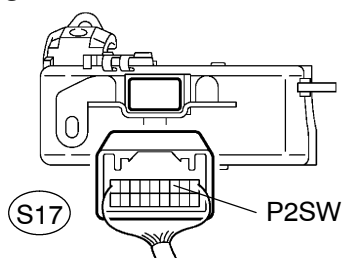
OK

CHECK COMBINATION METER SYSTEM
 (SEE PAGE 05-2148)

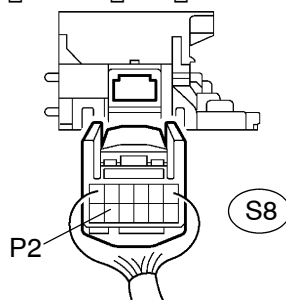
NG

2 CHECK HARNESS AND CONNECTOR (STEERING LOCK ECU - SHIFT LOCK CONTROL ECU SUB-ASSY)

Steering Lock ECU:



Shift Lock Control ECU Sub-assy:



F46560

- (a) Disconnect the S17 connector from the steering lock ECU.
- (b) Disconnect the S8 connector from the shift lock control ECU sub-assy.
- (c) Measure the resistance according to the value(s) in the table below.

Standard:

Tester connection (Symbols)	Condition	Specified condition
S17-3 (P2SW) - S8-11 (P2)	Always	Below 1 Ω
S17-3 (P2SW) - Body ground	Always	10 kΩ or higher

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

REPLACE SHIFT LOCK CONTROL ECU SUB-ASSY (SEE PAGE 40-45)