

	GROUP TRA	MODEL ≥ 2011MY
	NUMBER 055	DATE October 2014
TECHNICAL SERVICE BULLETIN		
SUBJECT: INHIBITOR SWITCH DIAGNOSIS INFORMATION		

When addressing a customer concern related to the following symptoms:

- Intermittent no crank and no start
- Erratic or harsh shifting
- Malfunction Indicator Lamp (MIL) on with DTC P0705 - Transmission Range Sensor (TRS) Circuit Malfunction (in active or history)
- EPB and Hold lights illuminated intermittently and CAN DTC's related to EPB operation
- Slight engine stumble when placed into Park ('P') position after a long drive
- Lack of Key OFF indicated after placing the selector lever into the 'P' position and depressing the Start/Stop button. **Note: When this condition occurs, the 'P' position is not indicated on the instrument cluster.**

All of the concerns listed above may be due to the Inhibitor Switch or related circuits not allowing the correct gear position signal to be sent to the TCM. This condition occurs more often following a heat soak, after long periods of driving in regions with high ambient temperatures or during the summer months. Attempt to duplicate the customer's concern as described in the repair order under the correct heat soak conditions.

### \* NOTICE

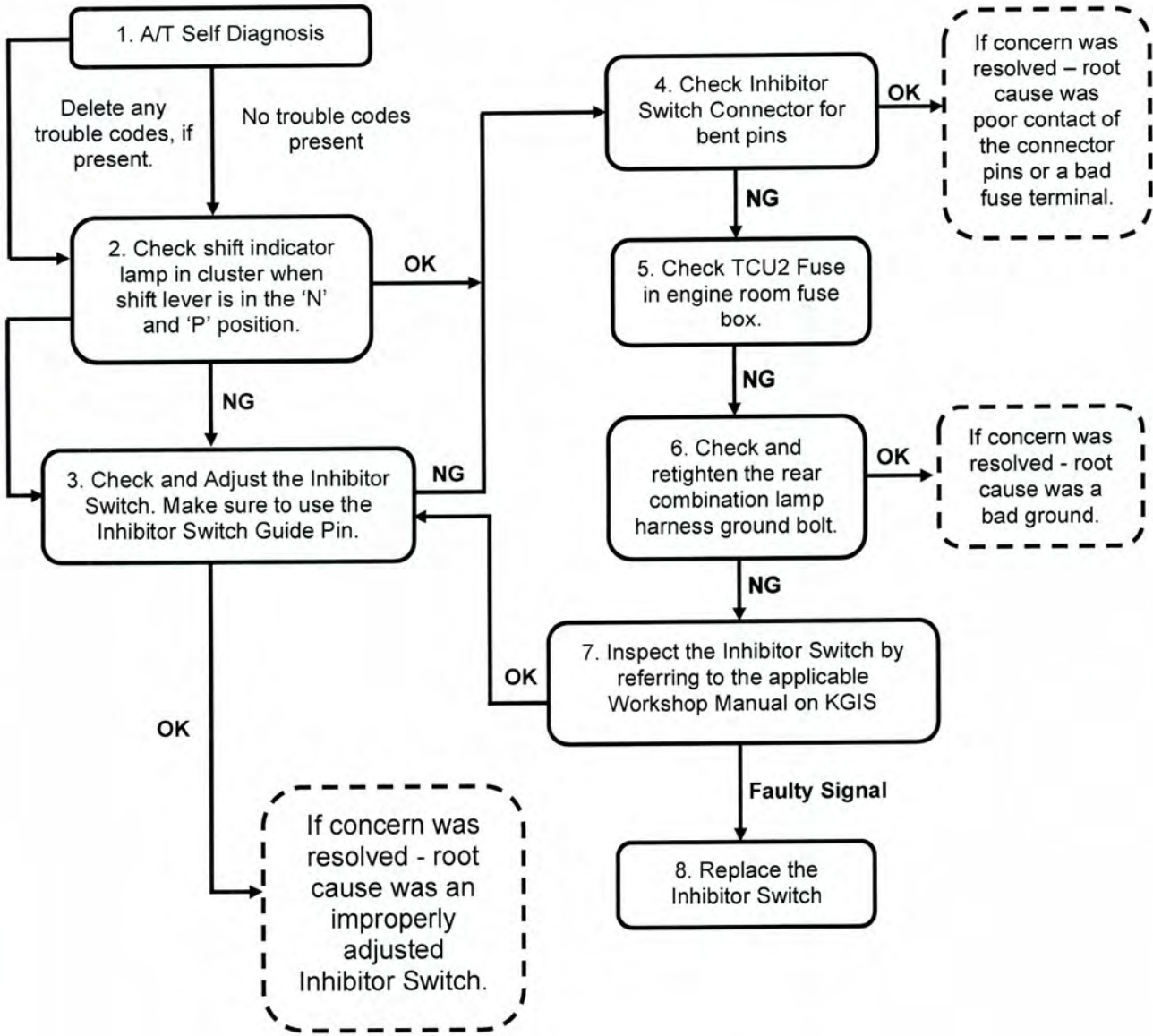
In some cases, part numbers will supersede and the replacement inhibitor switch may appear different from the part being replaced, as shown below. Refer to EPC for correct application and part number.



File Under: Transmission

Circulate To:  General Manager     Service Manager     Parts Manager  
 Service Advisors     Technicians     Body Shop Manager     Fleet Repair

Diagnostic Flowchart:

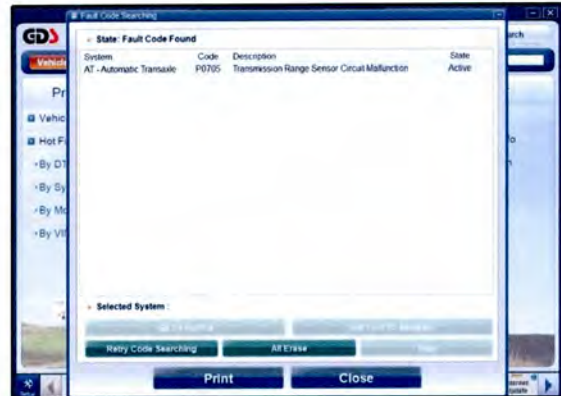


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**Service Procedure:**

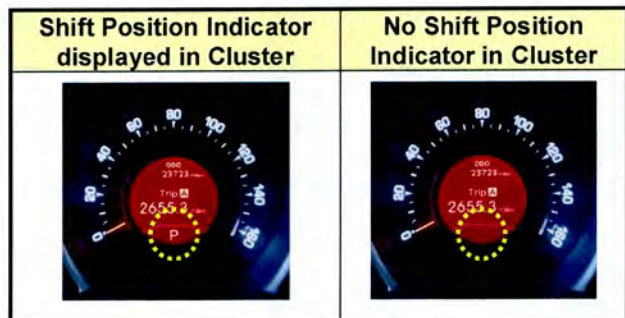
1. Connect GDS to the vehicle and perform a self-diagnosis.

**NOTE:**

- If no DTC(s) are found, proceed to step 2.
- If DTC P0705 or any other DTC(s) are found, delete the DTC and proceed to step 2.



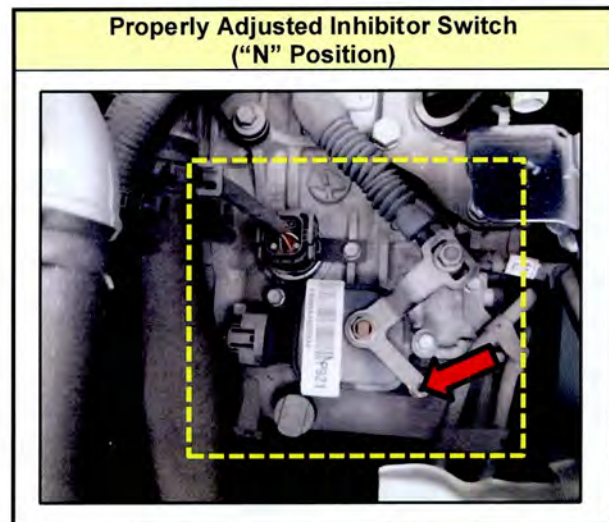
2. Place the shifter in Park ("P") and Neutral ('N') position and visually inspect the shift lever position indicator in the cluster.



3. Place the shifter in Neutral ("N") and visually inspect the Inhibitor Switch for proper adjustment.

**NOTE:**

- If while in "N" position the inhibitor switch is properly adjusted, proceed to step 4.
- If while in "N" position the Inhibitor Switch is out of adjustment, refer to "Automatic Transaxle System > Automatic Transaxle Control System > Inhibitor Switch" chapter, in the applicable Workshop Manual, to adjust the Inhibitor Switch. Make sure to use the Inhibitor Switch Guide Pin (SST P/N 09480 A3800) while performing the Inhibitor switch adjustment procedure.
- If after adjusting the Inhibitor Switch the condition persists, proceed to step 5.



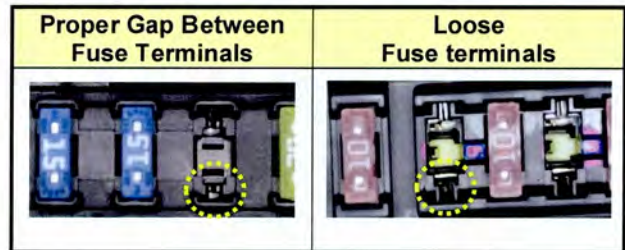
**SUBJECT:**

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4. **Inhibitor Switch Connector and Fuse Block Inspection Items**

- Check the connector for foreign matter intrusion.
- Check the Fuse Block for loose fuse terminals.

Correct or repair as required.

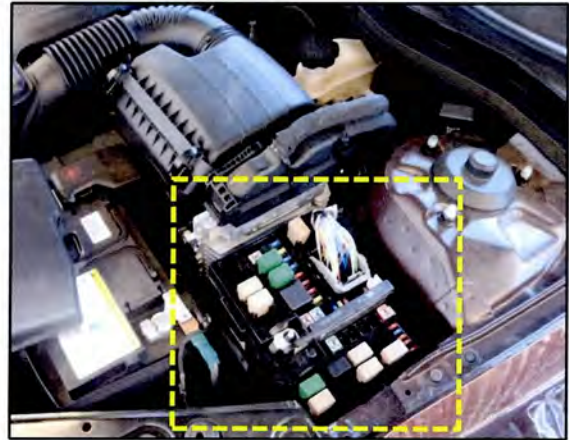


5. Locate the Junction Box in the engine compartment and check the TCU2 fuse and the Inhibitor Switch connector.

**Inspect the following items:**

- Check the fuse capacity
- Check for a burned-out fuse
- Check the fuse holder
- Check for pinched wires, foreign matter intrusion and for bent pins in the connector.

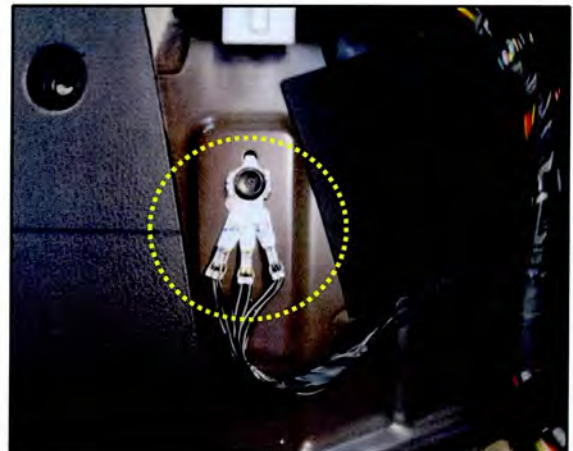
Correct or repair as required.



6. Check the rear combination lamp harness for a proper ground.

**NOTE:**

If the rear combination lamp is properly grounded, replace the inhibitor switch. If not, check/clean ground and tighten the bolt.



7. Check the Inhibitor Switch by referring to “Automatic Transaxle System > Automatic Transaxle Control System > Inhibitor Switch” chapter in the applicable Workshop Manual on KGIS.

8. Replace the Inhibitor Switch if faulty signal is found.