

# Cruise Control

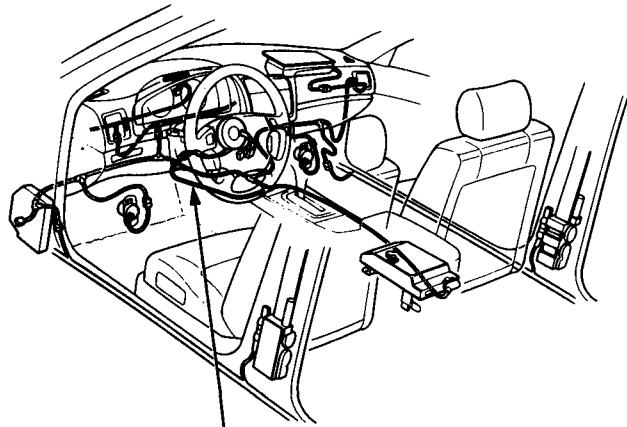
## Control Unit Input Test

### CAUTION:

- All SRS wiring harnesses are covered with yellow outer insulation.
- Before disconnecting any part of the SRS wire harness, install the short connectors (see page 23-407).
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.

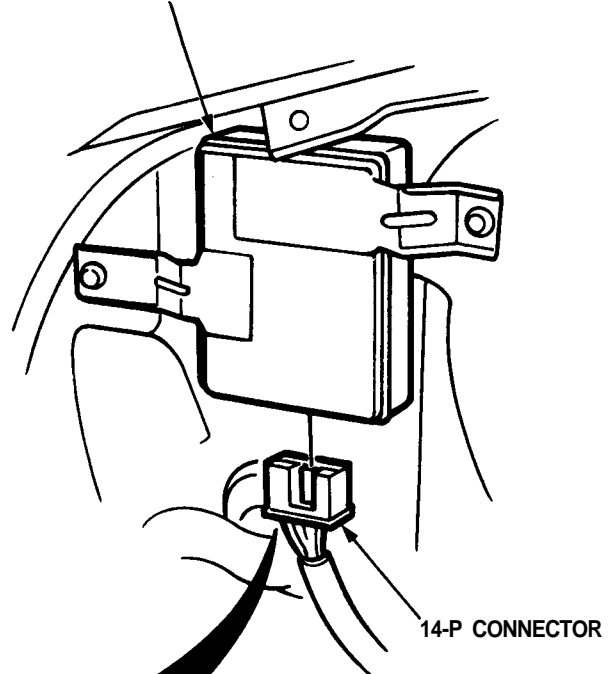
Remove the glove box, then disconnect the 14-P connector from the control unit. Inspect the connector and socket terminals to be sure they are all making good contact.

- If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector.
  - If any test indicates a problem, find and correct the cause, then recheck the system.
  - If all the input tests prove OK, the control unit must be faulty; replace it.

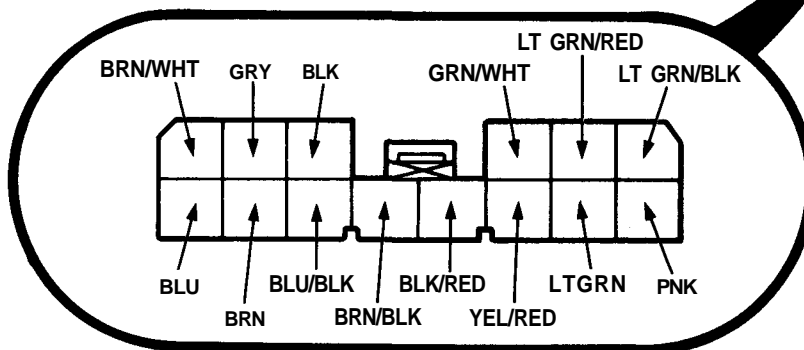


SRS MAIN HARNESS  
(Covered with yellow outer insulation)

CRUISE CONTROL UNIT



14-P CONNECTOR



View from wire side



No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G301, G302, G303)</li> <li>• An open in the wire</li> </ul>
2	BLK/RED	Ignition switch to ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 20 (7.5 A) fuse</li> <li>• An open in the wire</li> </ul>
3	LT GRN	Ignition switch to ON (II) and main switch to ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 20 (7.5 A) fuse</li> <li>• Faulty main switch</li> <li>• An open in the wire</li> </ul>
4	LT GRN/BLK	RESUME button pushed	Ground each terminal: Horns should sound as the switch is pushed.	<ul style="list-style-type: none"> <li>• Blown No. 39 (20 A) fuse</li> <li>• Faulty SET/RESUME/CANCEL switch</li> <li>• Faulty cable reel</li> <li>• An open in the wire</li> </ul>
5	LT GRN/RED	SET button pushed		
6	PNK	M/T: Clutch pedal pushed A/T: Shift lever in <span style="border: 1px solid black; padding: 0 2px;">2</span> , <span style="border: 1px solid black; padding: 0 2px;">D3</span> or <span style="border: 1px solid black; padding: 0 2px;">D4</span>	Check for continuity to ground: There should be continuity. NOTE: There should be no continuity when the clutch pedal is released or when the shift lever is in other positions.	<ul style="list-style-type: none"> <li>• Faulty or misadjusted clutch switch (M/T)</li> <li>• Faulty A/T gear position switch</li> <li>• Poor ground (G301, G302, G303 or G501)</li> <li>• An open in the wire</li> </ul>
7	BLU	Start the engine.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Faulty ignition system or ECM (M/T) or PCM (A/T)</li> <li>• An open in the wire</li> </ul>
8	YEL/RED	Ignition switch to ON (II) and main switch to ON. Raise the front of the car and rotate one wheel slowly with the other wheel blocked.	Check for voltage between the YEL/RED $\oplus$ and BLK $\ominus$ terminals: There should be 0–5–0–5 V or more repeatedly.	<ul style="list-style-type: none"> <li>• Faulty vehicle speed sensor (VSS)</li> <li>• An open in the wire</li> <li>• Short to ground</li> </ul>
9	GRY	Ignition switch to ON (II), main switch to ON and brake pedal pushed, then released	Check for voltage to ground: There should be 0 V with the pedal pushed and battery voltage with the pedal released.	<ul style="list-style-type: none"> <li>• Faulty brake switch</li> <li>• An open in the wire</li> </ul>
10	GRN/WHT	Brake pedal pushed, then released	Check for voltage to ground: There should be battery voltage with the pedal pushed, and 0 V with the pedal released.	<ul style="list-style-type: none"> <li>• Blown No. 39 (20 A) fuse</li> <li>• Faulty brake switch</li> <li>• An open in the wire</li> </ul>
11	BLU/BLK	Ignition switch to ON (II)	Attach to ground: Indicator light in the gauge assembly comes on.	<ul style="list-style-type: none"> <li>• Blown bulb</li> <li>• Blown No. 13 (7.5 A) fuse</li> <li>• Faulty dimming circuit in the gauge assembly</li> <li>• An open in the wire</li> </ul>
12	BRN	Connect battery power to the BRN terminal and ground to the BRN/BLK terminal.	Check the operation of the actuator motor: You should be able to hear the motor.	<ul style="list-style-type: none"> <li>• Faulty actuator</li> <li>• An open in the wire</li> </ul>
13	BRN/BLK			
14	BRN/WHT	Connect battery power to the BRN/WHT terminal.	Check the operation of the magnetic clutch: Clutch should click and output link should be locked.	<ul style="list-style-type: none"> <li>• Faulty actuator</li> <li>• An open in the wire</li> <li>• Poor ground (G152)</li> </ul>