

# Cruise Control

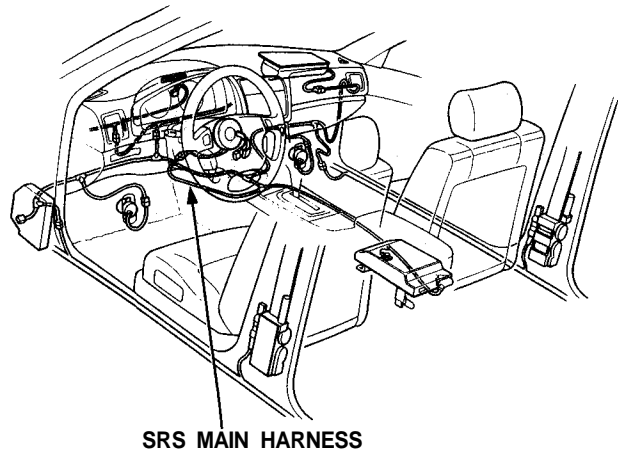
## Control Unit Input Test

### CAUTION:

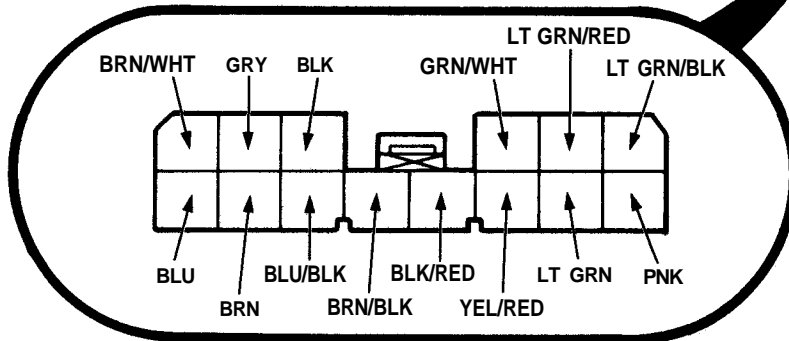
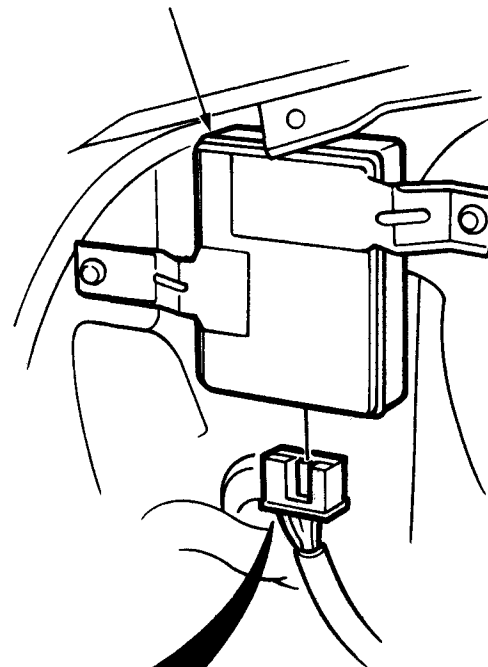
- All SRS wiring harnesses are covered with yellow outer insulation.
- Before disconnecting any part of the SRS wire harness, install the short connectors (see page 23-407).
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.

Remove the glove box, then disconnect the 14-P connector from the control unit. Make the following tests at the connector terminals:

NOTE: Recheck the connections between the 14-P connector and the control unit, then replace the control unit if all input tests prove OK.



CRUISE CONTROL UNIT



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 (G304).</li> <li>• An open in the wire.</li> </ul>
2	BLK/RED	Ignition switch to ON.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 20 (7.5A) fuse.</li> <li>• An open in the wire.</li> </ul>
3	LT GRN	Ignition switch to ON 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 (7.5A) fuse.</li> <li>• Faulty main switch.</li> <li>• An open in the LT GRN 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 (20A) fuse.</li> <li>• Faulty SET/RESUME/CANCEL switch.</li> <li>• Faulty cable reel.</li> <li>• An open in the WHT/GRN, BLU/RED, LT GRN/BLK or LT GRN/RED wire.</li> </ul>
5	LT GRN/ RED	SET button pushed.		
6	PNK	M/T: Clutch pedal pushed. A/T: Shift lever in 2, D3 or D4.	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 shift lever position switch (A/T).</li> <li>• Poor ground (G301 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 ECU.</li> <li>• An open in the wire.</li> </ul>
8	YEL/RED	Ignition switch to ON and main switch to ON. Raise the front of the car and rotate one wheel slowly.	Check for voltage between the LT GRN ⊕ and YEL/RED ⊖ terminals: There should be 0—5—0—5 V repeatedly.	<ul style="list-style-type: none"> <li>• Faulty speed sensor.</li> <li>• An open in the wire.</li> <li>• Short to ground.</li> </ul>
9	GRY	Ignition switch to ON, 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 light switch.</li> <li>• An open in the GRY or LT GRN 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 (20A) fuse.</li> <li>• Faulty brake light switch.</li> <li>• An open in the wire.</li> </ul>
11	BLU/BLK	Ignition switch to ON.	Attach to ground: Indicator light in the gauge assembly comes on.	<ul style="list-style-type: none"> <li>• Blown bulb.</li> <li>• Blown No. 20 (7.5A) 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>