

Cruise Control

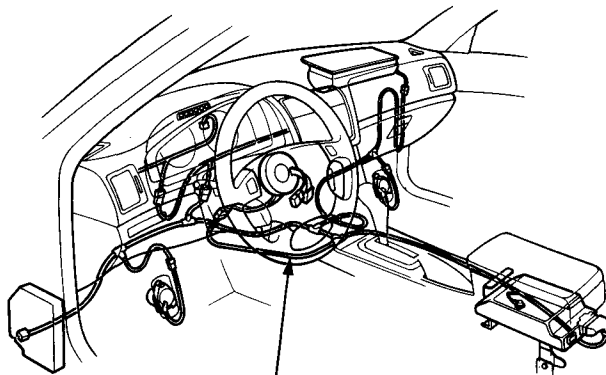
Control Unit Input Test

CAUTION:

- All SRS electrical wiring harnesses are covered with yellow outer insulation.
- When disconnecting the SRS wire harness, install the short connector to the airbag(s) then disconnect the wire harness (See page 23-344).
- Replace the entire affected SRS harness assembly if there is an open circuit or damage to the wiring.

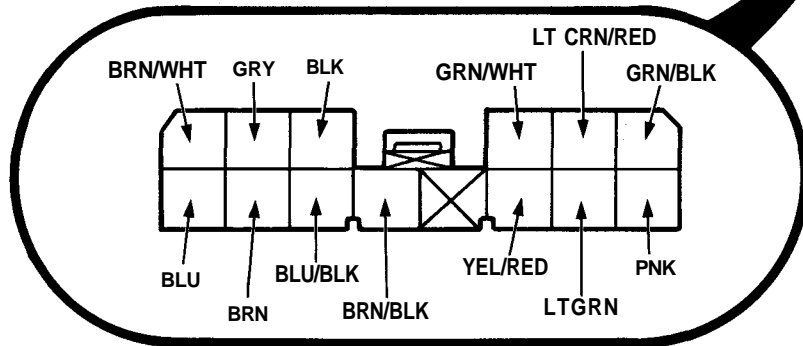
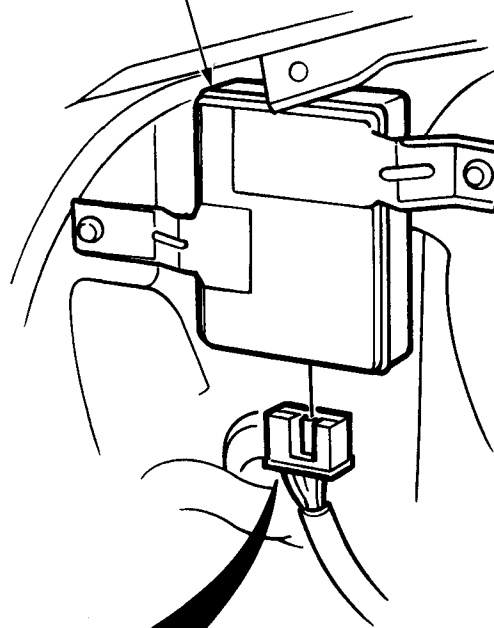
Remove the glove box, then disconnect the 14-P connector from the control unit. Make the following tests at harness pins:

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



SRS MAIN WIRE HARNESS

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: should be continuity. | <ul style="list-style-type: none"> Poor ground (G304). An open in the wire. |
| 2 | LT GRN | Ignition switch ON and main switch ON. | Check for voltage to ground: should be battery voltage. | <ul style="list-style-type: none"> Blown No. 20 (7.5A) fuse. Faulty main switch. An open in the LT GRN or YEL wire. |
| 3 | LT GRN/BLK | RESUME button pushed. | Ground each terminal: Horns should sound as the switch is pushed. | <ul style="list-style-type: none"> Blown No. 39 (20A) fuse. Faulty SET/RESUME switch. Faulty cable reel. An open in the WHT/GRN, BLU/RED, LT GRN/BLK or LT GRN/RED wire. |
| 4 | LT GRN/RED | SET button pushed. | | |
| 5 | PNK | M/T: Clutch pedal pushed. A/T: Shift lever in 2, 3 or D. | Check for continuity to ground: should be continuity. | <ul style="list-style-type: none"> Faulty or misadjusted clutch switch (M/T). Faulty shift position console switch (A/T). Poor ground (G251, G301). An open in the wire. |
| 6 | BLU | Start the engine. | Check for voltage to ground: should be battery voltage. | <ul style="list-style-type: none"> Faulty ignition system or PGM-FI ECU. An open in the wire. |
| 7 | YEL/RED | Ignition switch ON and main switch ON. Raise the front of the car rotate one wheel slowly. | Check for voltage between the LT GRN \oplus and YEL/RED \ominus terminals: should be 0—5—0—5 V repeatedly. | <ul style="list-style-type: none"> Faulty speed sensor. An open in the wire. |
| 8 | GRY | Ignition switch ON, main switch ON and brake pedal pushed, then released. | Check for voltage to ground: should be 0 V with the pedal pushed and battery voltage with the pedal released. | <ul style="list-style-type: none"> Faulty brake light switch. An open in the GRY or LT GRN wire. |
| 9 | GRN/WHT | Brake pedal pushed, then released. | Check for voltage to ground: should be battery voltage with the pedal pushed, and 0 V with the pedal released. | <ul style="list-style-type: none"> Faulty brake light switch. An open in the wire. |
| 10 | BLU/BLK | Ignition switch ON. | Attach to ground: Indicator light in the gauge assembly comes on. | <ul style="list-style-type: none"> Blown bulb. Blown No. 20 (7.5A) fuse. Faulty dimming circuit in the gauge assembly. An open in the wire. |
| 11 | BRN | Connect the battery positive to the BRN terminal and negative to the BRN/BLK terminal. | Check the operation of the actuator motor: should be able to hear motor. | <ul style="list-style-type: none"> Faulty actuator. An open in the wire |
| 12 | BRN/BLK | | | |
| 13 | BRN/WHT | Connect the battery positive 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"> Faulty actuator. An open in the wire. Poor ground (G152). |