Cruise Control

Control Unit Input Test

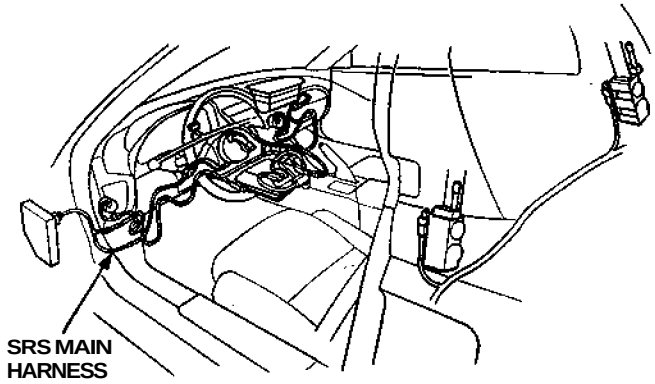
CAUTION:
- **AH SRS wiring harnesses are covered with yellow outer Insulation.**
- **Before disconnecting any part of the SRS wire harness, install the short connectors (see page 24-10).**
- Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.

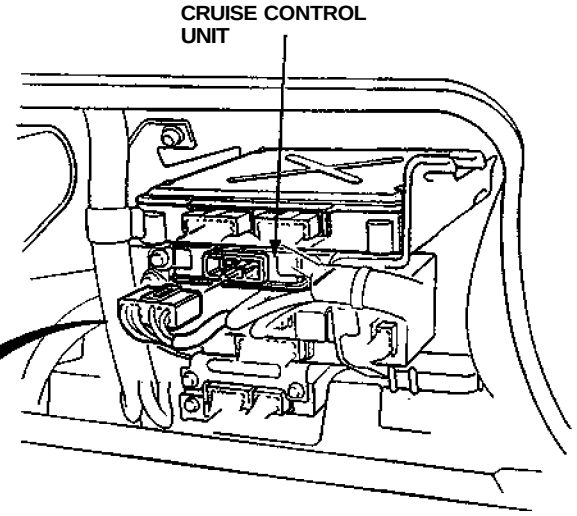
Remove the glove box, then disconnect the 14-P connector from the control unit and make the following tests.

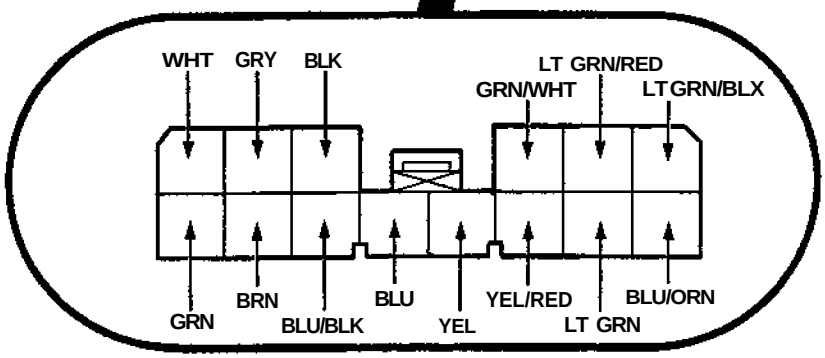
Inspect the connector terminals to be sure they are all making good contact.

- 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.







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.	• Poor ground (G401, G402). • An open in the wire.
2	YEL	Ignition switch ON.	Check for voltage to ground: There should be battery voltage.	• Blown No. 5 (10 A) fuse. • An open in the wire.
3	LT GRN	Ignition switch ON and main switch ON.	Check for voltage to ground: There should be battery voltage.	• Blown No. 5 (10 A) fuse. • Faulty main switch. • An open in the wire.
4	LT GRN/BLK	RESUME button pushed.	Ground each terminal: Horns should sound as the switch is pushed.	• Blown No. 45 (20 A) fuse. • Faulty SET/RESUME switch. • Faulty cable reel. • An open in the wire.
5	LT GRN/RED	SET button pushed.		
6	BLU/ORN	M/T: Clutch pedal pushed. A/T: Shift lever in 2, 3 or D.	Check for continuity to ground: There should be continuity.	• Faulty or misadjusted clutch switch (M/T). • Faulty A/T gear position switch (A/T). • Poor ground (G401, G402). • An open in the wire.
7	GRN	Start the engine.	Check for voltage to ground: There should be about 6 V.	• Faulty ignition system or ECM. • An open in the wire.
8	YEL/RED	Ignition switch ON and main switch ON. Raise the rear of the car and rotate one wheel slowly.	Check for voltage between the YEL/RED ⊕ and BLK ⊖ terminals: There should be 0—5 V or more —0—5 V or more repeatedly.	• Faulty vehicle speed sensor (VSS). • An open in the wire.
9	GRY	Ignition switch ON, main switch 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.	• Faulty brake switch. • An open in the wire.
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.	• Faulty brake switch. • An open in the wire.
11	BLU/BLK	Ignition switch ON.	Attach to ground: The indicator light in the gauge assembly should come on.	• Blown bulb. • Blown No. 5 (10 A) fuse. • Faulty dimming circuit in the gauge assembly. • An open in the wire.
12	BRN	Connect battery power to the BRN terminal and ground to the BLU terminal.	Check the operation of the actuator motor: You should be able to hear the motor.	• Faulty actuator. • An open in the wire.
13	BLU			
14	WHT	Connect battery power to the WHT terminal.	Check the operation of the magnetic clutch: The clutch should click and the output linkage should be locked.	• Faulty actuator. • An open in the wire. • Poor ground (G302).