



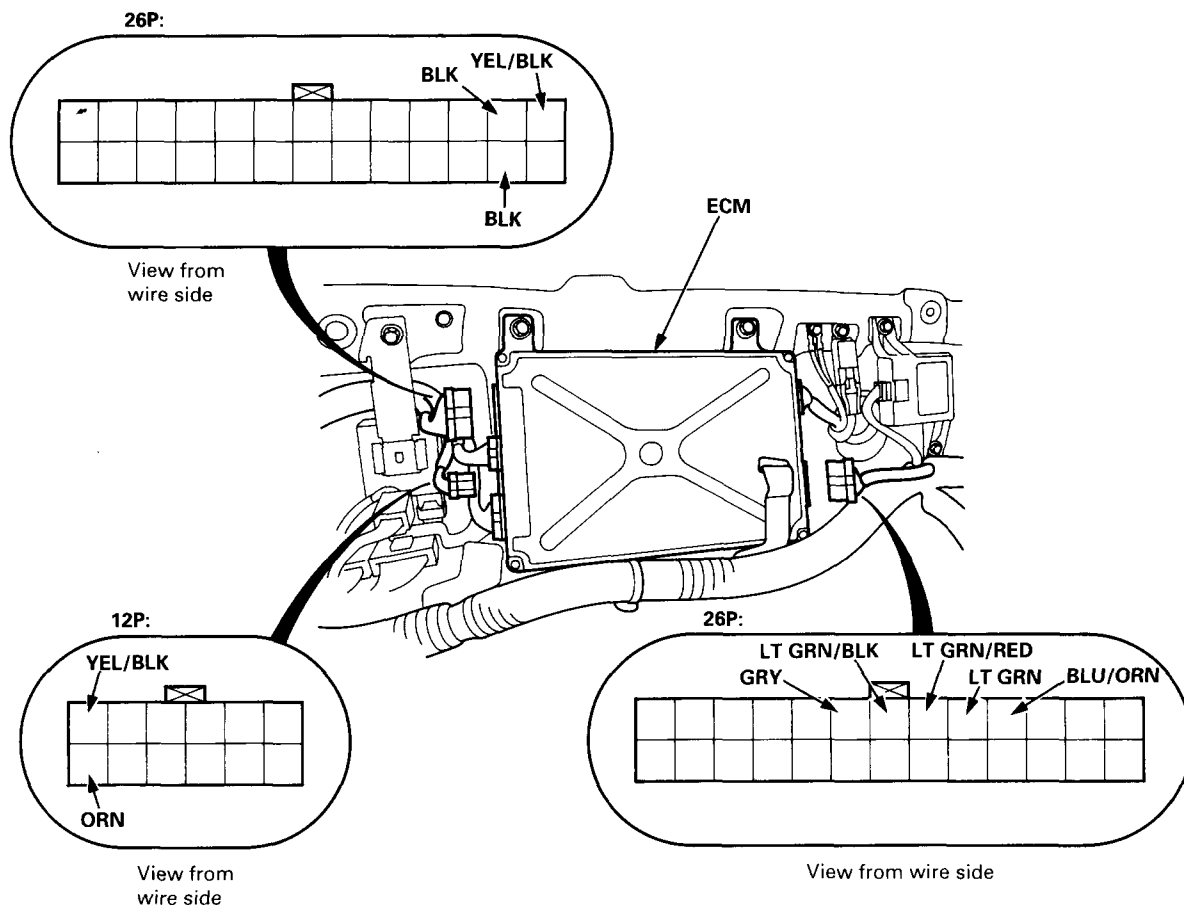
Control Unit Input Test

SRS components are located in this area. Review the SRS component locations, precautions, and procedures in the SRS [section 24](#) before performing repairs or service.

Remove the bulkhead panel, then disconnect the connectors from the ECM and make the following tests.

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

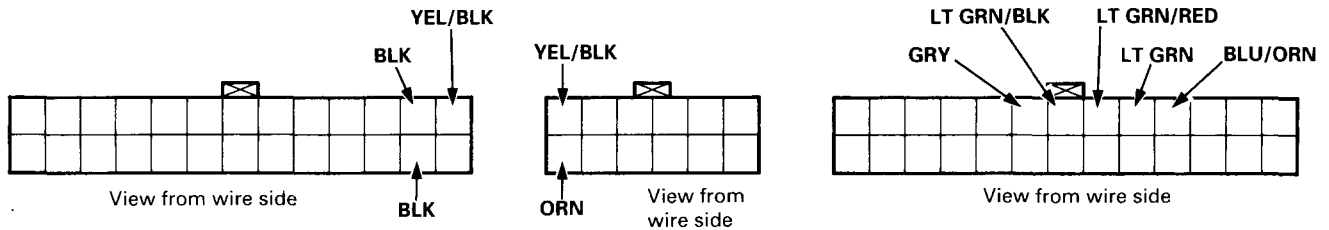
- If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK,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



(cont'd)

Cruise Control

Control Unit Input Test (cont'd)



Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G101) • An open in the wire
YEL/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 18 (20 A) fuse • An open in the wire
LTGRN	Ignition switch ON (II) and control switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 5 (15 A) fuse • Faulty control switch • An open in the wire
LTGRN/ BLK	RESUME button pushed	Ground each terminal: Horns should sound as the switch is pushed.	<ul style="list-style-type: none"> • Blown No. 45 (20 A) fuse • Faulty SET/RESUME switch • Faulty cable reel • An open in the wire
LT GRN/ RED	SET button pushed		
BLU/ORN	M/T: Clutch pedal released A/T: Shift lever in 2 , 3/M or D	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Faulty or misadjusted clutch switch (M/T) • Faulty A/T gear position switch (A/T) • Poor ground (G401, G402, G403) • An open in the wire
ORN	Ignition switch ON (II) 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.	<ul style="list-style-type: none"> • Faulty vehicle speed sensor (VSS) • An open in the wire
GRY	Ignition switch ON (II), main switch ON; 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"> • Faulty brake switch • An open in the wire
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"> • Faulty brake switch • An open in the wire
BLU/BLK	Ignition switch ON (II)	Attach to ground: The indicator light in the gauge assembly should come on.	<ul style="list-style-type: none"> • Blown bulb • Blown No. 5 (15 A) fuse • Faulty dimming circuit in the gauge assembly • An open in the wire