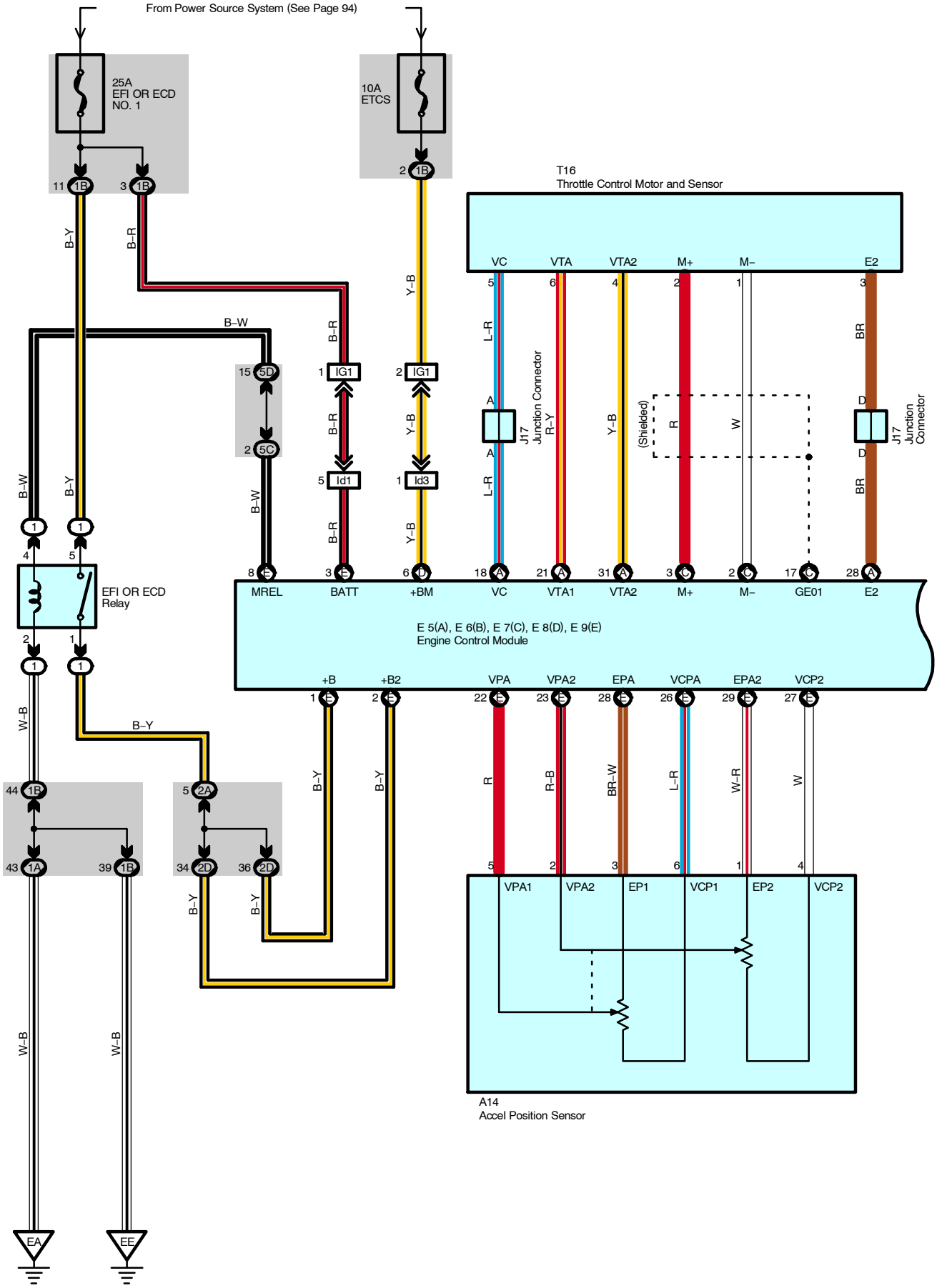
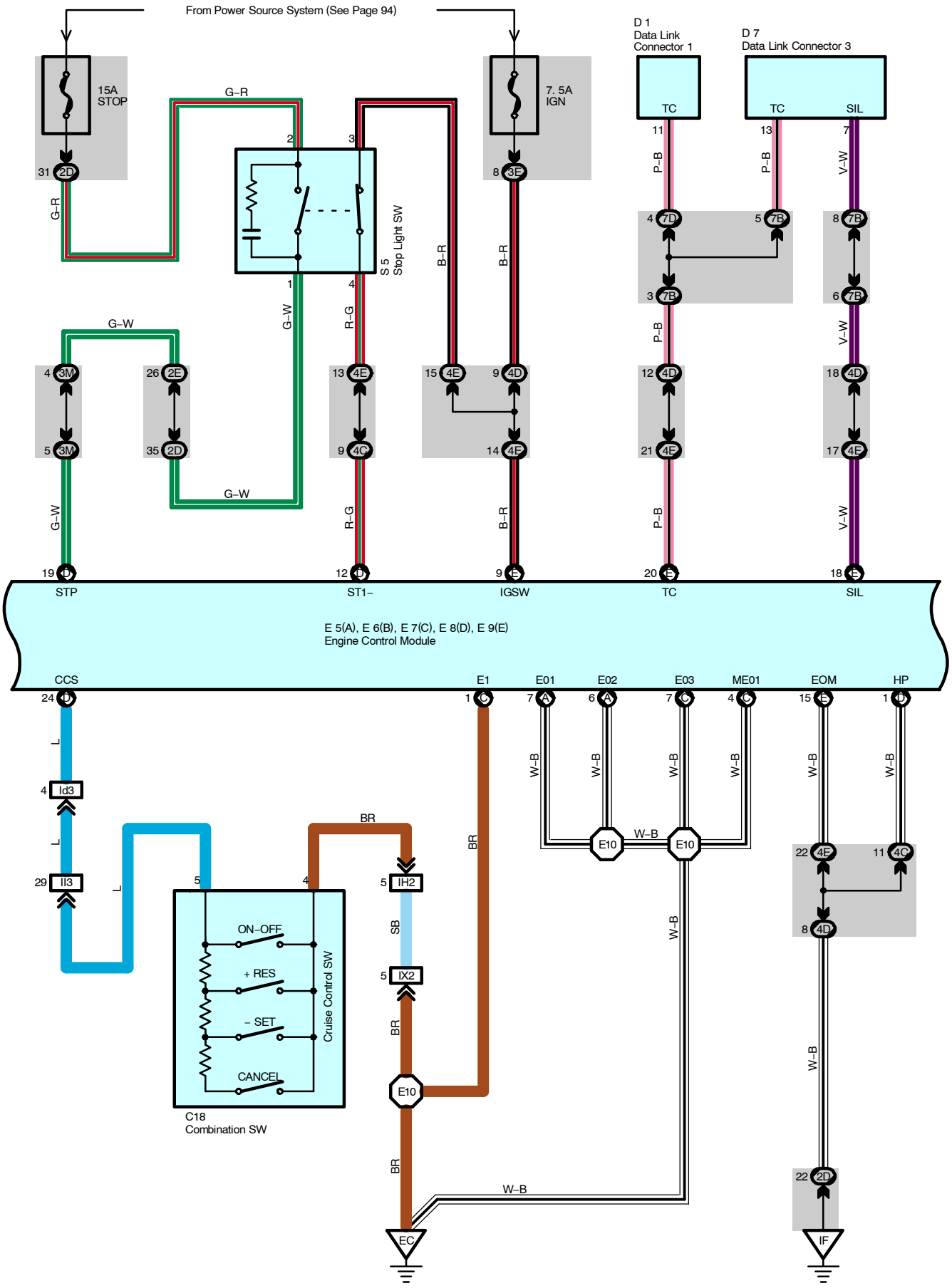
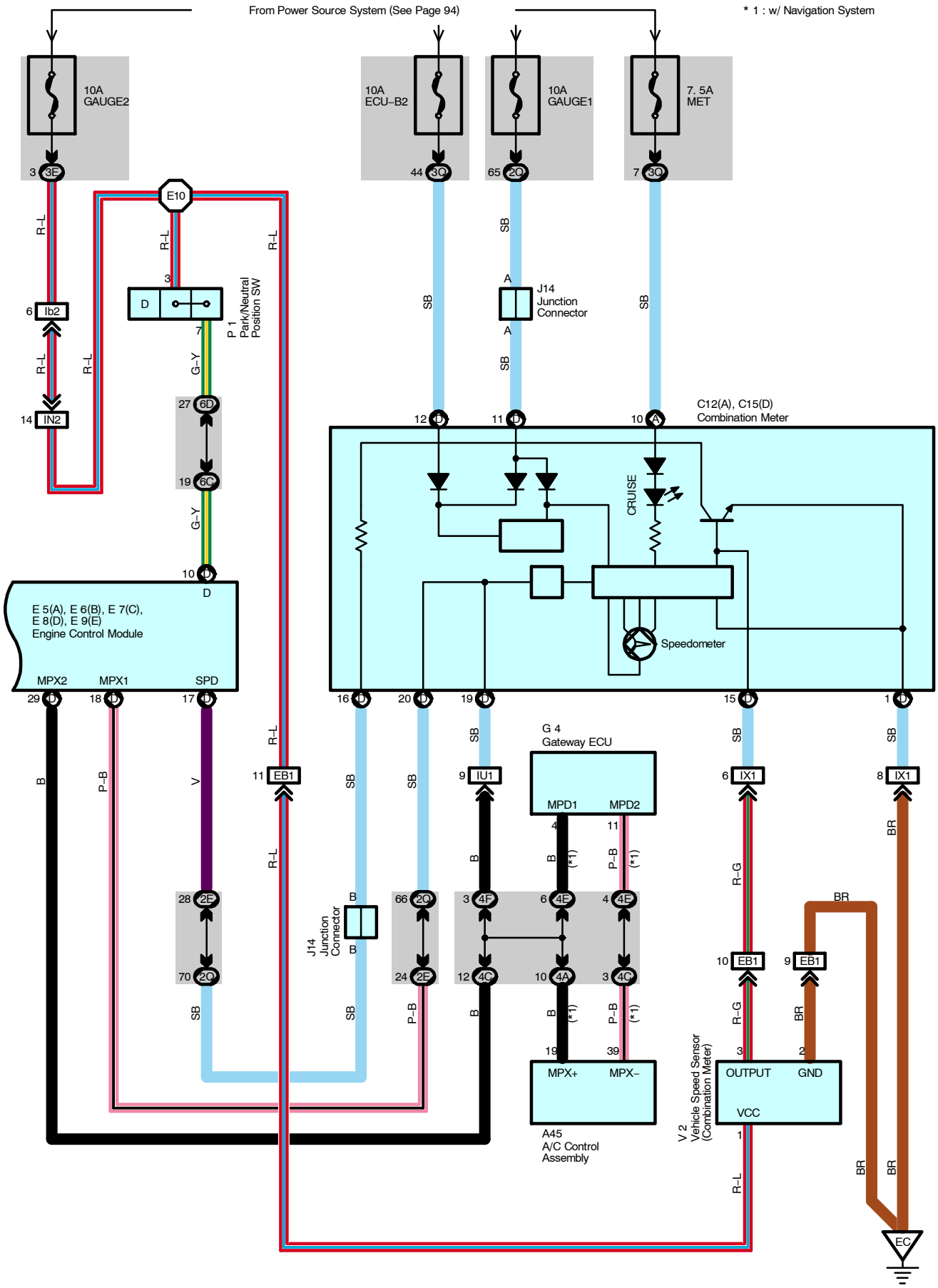

From Power Source System (See Page 94)
25A
EFI OR ECD
NO. 1
10A
ETCS
T16
Throttle Control Motor and Sensor
VC
VTA
VTA2
M+
M–
E2
J17
Junction Connector
(Shielded)
EFI OR ECD
Relay
MREL
BATT
+BM
VC
VTA1
VTA2
M+
M–
GE01
E2
E 5(A), E 6(B), E 7(C), E 8(D), E 9(E)
Engine Control Module
+B
+B2
VPA
VPA2
EPA
VCPA
EPA2
VCP2
VPA1
VPA2
EP1
VCP1
EP2
VCP2
A14
Accel Position Sensor
EA
EE


From Power Source System (See Page 94)
15A
STOP
7. 5A
IGN
G–R
G–W
R–G
B–R
P–B
V–W
S 5
Stop Light SW
D 1
Data Link
Connector 1
D 7
Data Link Connector 3
TC
SIL
STP
ST1–
IGSW
E 5(A), E 6(B), E 7(C), E 8(D), E 9(E)
Engine Control Module
CCS
E1
E01
E02
E03
ME01
EOM
HP
W–B
BR
L
SB
ON–OFF
+ RES
– SET
CANCEL
Cruise Control SW
C18
Combination SW
E10
EC
IF


From Power Source System (See Page 94)
* 1 : w/ Navigation System
10A GAUGE2
10A ECU-B2
10A GAUGE1
7.5A MET
E10
Ib2
IN2
D
P 1 Park/Neutral Position SW
J14 Junction Connector
C12(A), C15(D) Combination Meter
CRUISE
Speedometer
E 5(A), E 6(B), E 7(C), E 8(D), E 9(E) Engine Control Module
MPX2
MPX1
SPD
EB1
IU1
IX1
G 4 Gateway ECU
MPD1
MPD2
A45 A/C Control Assembly
MPX+
MPX-
V 2 Vehicle Speed Sensor (Combination Meter)
OUTPUT
GND
VCC
EC
R-L
SB
G-Y
B
P-B
V
R-G
BR

## System Outline

The cruise control system is a constant vehicle speed controller which controls the opening angle of the engine throttle valve by the SW, and allows driving at a constant speed without depressing the accelerator pedal.

**Set Operation**

When the ON−OFF SW is turned on, the systems starts preparations for cruise control and turns on the indicator light in the combination meter.

**Set Speed Control**

When the − SET SW is operated with the ON−OFF SW turned on during driving, the speed is controlled at a constant speed.

**Coast Control**

When the − SET SW is kept turned on during cruise control driving, the engine control module controls the throttle valve to decelerate the vehicle speed.
Every time the − SET SW is turned on instantaneously, the vehicle speed is decelerated by approx. 1.5 km/h.

**Accel Control**

When the + RES SW is kept turned on during cruise control driving, the engine control module controls the throttle valve to accelerate the vehicle speed.
Every time the + RES SW is turned on instantaneously, the vehicle speed is accelerated by approx. 1.5 km/h.

**Resume Control**

If the vehicle speed is within the low speed limit (Approx. 40 km/h, 25 mph) when canceling the cruise control, operation of the + RES SW accelerates the vehicle speed and resumes the level before canceling the cruise control.

**Manual Cancel Mechanism**

If any of the following signals are input during cruise control driving, the cruise control is canceled.
* The stop light SW is on
* The CANCEL SW is turned on
* The ON−OFF SW is turned off
* Gear is shifted from D position to other positions than D.

**Auto Cancel Function**

If any of the following conditions are detected, the cruise control is canceled:
* Failure in the stop light SW wiring
* Abnormality in the vehicle speed signal
* Malfunction in the electronically controlled throttle parts
* When the vehicle speed gets slower than the low speed limit.
* When the vehicle speed falls to 16 km/h less than the set speed.

**Overdrive Function**

The overdrive may be canceled if the vehicle travels on a upward slope during cruise control driving. When the throttle opening information indicates the hill climbing is finished after the overdrive is canceled, the vehicle returns to overdrive mode again as the overdrive return timer is completed.

## Service Hints

**E7 (C), E8 (D), E9 (E) Engine Control Module**

BATT−E1 : Always 9.0−14.0 volts
IGSW−E1 : 9.0−14.0 volts with ignition SW at ON or ST position
STP−E1 : 9.0−14.0 volts with brake pedal is depressed
: Below 1.5 volts with brake pedal is released

**C18 Combination SW**

5−4 : Approx. 1540 Ω with CANCEL SW on
: Approx. 240 Ω with + RES SW on
: Approx. 630 Ω with − SET SW on

### : Parts Location

| Code | See Page | Code | See Page | Code | See Page |
|---|---|---|---|---|---|
| A14 | 70 | E5 A | 70 | J17 | 71 |
| A45 | 70 | E6 B | 70 | P1 | 69 |
| C12 A | 70 | E7 C | 70 | S5 | 71 |
| C15 D | 70 | E8 D | 70 | T16 | 69 |
| C18 | 70 | E9 E | 70 | V2 | 69 |
| D1 | 68 | G4 | 70 | | |
| D7 | 70 | J14 | 71 | | |

### : Relay Blocks

| Code | See Page | Relay Blocks (Relay Block Location) |
|---|---|---|
| 1 | 22 | Engine Room R/B (Engine Compartment Left) |

### : Junction Block and Wire Harness Connector

| Code | See Page | Junction Block and Wire Harness (Connector Location) |
|---|---|---|
| 1A | 24 | Engine Room Main Wire and Engine Room J/B (Engine Compartment Left) |
| 1B | 24 | Engine Room No.2 Wire and Engine Room J/B (Engine Compartment Left) |
| 2A | 28 | Engine Room No.2 Wire and Cowl Side J/B LH (Left Kick Panel) |
| 2D | 28 | Dash Wire and Cowl Side J/B LH (Left Kick Panel) |
| 2E | | |
| 2Q | 30 | Instrument Panel Integration Wire and Cowl Side J/B LH (Left Kick Panel) |
| 3E | 40 | Dash Wire and Cowl Side J/B RH (Right Kick Panel) |
| 3M | 43 | |
| 3Q | 42 | Instrument Panel Integration Wire and Cowl Side J/B RH (Right Kick Panel) |
| 4A | 52 | Dash Wire and J/B No.4 (Instrument Panel Center) |
| 4C | | |
| 4D | | |
| 4E | | |
| 4F | | |
| 5C | 56 | Dash Wire and J/B No.5 (Behind the Combination Meter) |
| 5D | 56 | Engine Room No.2 Wire and J/B No.5 (Behind the Combination Meter) |
| 6C | 60 | Dash Wire and J/B No.6 (Behind the Grove Box) |
| 6D | 60 | Engine Wire and J/B No.6 (Behind the Grove Box) |
| 7B | 64 | Dash Wire and J/B No.7 (Behind the Grove Box) |
| 7D | 64 | Engine Room No.2 Wire and J/B No.7 (Behind the Grove Box) |

### : Connector Joining Wire Harness and Wire Harness

| Code | See Page | Joining Wire Harness and Wire Harness (Connector Location) |
|---|---|---|
| EB1 | 76 | Engine Wire and Transmission Wire (On the Transmission) |
| IG1 | 78 | Engine Room No.2 Wire and Dash Wire (Behind the Combination Meter) |
| IH2 | 80 | Instrument Panel Integration Wire and Column Wire (Near the Ignition SW) |
| II3 | 80 | Dash Wire and Column Wire (Near the Ignition SW) |
| IN2 | 80 | Engine Wire and Dash Wire (Behind the Glove Box) |
| IU1 | 82 | Instrument Panel Integration Wire and Dash Wire (Behind the Glove Box) |
| IX1 | 82 | Instrument Panel Integration Wire and Engine Wire (Behind the Glove Box) |
| IX2 | | |
| Ib2 | 84 | Dash Wire and Dash Wire (Behind the Combination Meter) |
| Id1 | 84 | Dash Wire and Dash Wire (Instrument Panel Center) |
| Id3 | | |

 **: Ground Points**

| Code | See Page | Ground Points Location |
|---|---|---|
| EA | 76 | Front Right Side of Fender Apron |
| EC | 76 | Rear Bank of Right Cylinder Head |
| EE | 76 | Front Left Side of Fender Apron |
| IF | 78 | Set Bolt of Cowl Side J/B LH |

 **: Splice Points**

| Code | See Page | Wire Harness with Splice Points | Code | See Page | Wire Harness with Splice Points |
|---|---|---|---|---|---|
| E10 | 76 | Engine Wire | | | |