DIAGNOSIS AND TESTING (Continued)

VOLTAGE MEASUREMENT—DC					
CIRCUIT NAME	PIN	CIRCUIT	WIRE COLOR	TEST CONDITION	APPROXIMATE VOLTAGE
Fused Accy Feed	7	296	W/P	Ignition in RUN position	Battery voltage (12 V)
Deactivator Switch	9	636	O	No brakes applied Brake applied[1]	Battery voltage (12 V) Less than 1/2 volt
Stoplamp Switch to Stoplamp	4	810	R/LG	No brakes applied Brake pedal depressed	Less than 1/2 volt Battery voltage (12 V)
Speed Control Switch to Servo	5	151	LB/BK	No switches pressed Press and hold ON switch	Less than 1/2 volt Battery voltage (12 V)

VOLTAGE MEASUREMENT—AC					
CIRCUIT NAME	PIN	CIRCUIT	WIRE COLOR	TEST CONDITION	APPROXIMATE VOLTAGE
VSS Output Signal to Speed Control Servo	3	150	DG/W	Vehicle on road about 30 mph Vehicle on road about 45 mph	1.4 volts AC minimum 1.6 volts AC minimum

Resistance Measurements

Remove 14290 harness connector at speed control servo. Connect an ohmmeter between the designated circuits with ignition in OFF position.

RESISTANCE MEASUREMENTS					
CIRCUIT NAME	PIN	CIRCUIT	WIRE COLOR	TEST CONDITION	APPROXIMATE RESISTANCE
Stoplamp Switch to Ground	4 to 10	8101 to 57	R/LG to BK	Brakes not applied	Less than 10 ohms
VSS Signal to Ground	3 to 10	150 to 57	DG/W to BK	Harness disconnected from servo	200-300 ohms
Command Signal to Command Return	5 to 6	151 to 461	LB/BK to O	No switches pressed Press OFF switch Press COAST switch Press ACCEL switch Press RESUME switch	Greater than 3000 ohms Less than 4 ohms 114-126 ohms 646-714 ohms 2090-2310
Command Signal to Command Return	6 to 10	461 to 57	O to BK	No switches pressed	Open circuit

1 Increased brake pedal efforts will be required to trigger switch with engine OFF.