

SPEED CONTROL SYSTEM

CONTENTS

	page		page
CHECKING FOR FAULT CODE	4	SERVO VACUUM TEST	9
DIAGNOSIS PROCEDURES	2	SPEED CONTROL SWITCH REMOVAL	10
ENGINE CONTROLLER ELECTRICAL TEST	8	SPEED CONTROL SWITCH TEST	8
GENERAL INFORMATION	1	SPEED CONTROL SYSTEM ELECTRICAL	
INOPERATIVE SYSTEM	4	TESTS	7
ROAD TEST	2	STOP LAMP SPEED CONTROL SWITCH TEST ..	9
SERVO ELECTRICAL TESTS	7	VACUUM SUPPLY TEST	9
SERVO UNIT	9		

GENERAL INFORMATION

The speed control system is electronically controlled and vacuum operated. The electronic control is integrated into the engine controller, located next to battery. The controls are located on the steering wheel and consist of the ON/OFF, RESUME/ACCEL and SET/DECEL buttons (Fig. 1). For identification and location of the major components (Fig. 2 through 8).

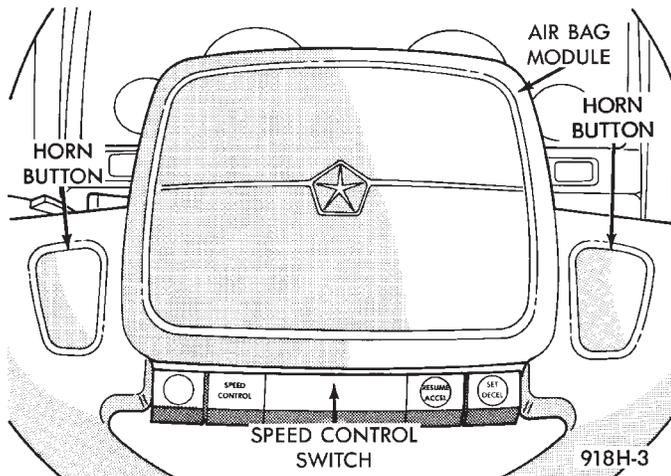
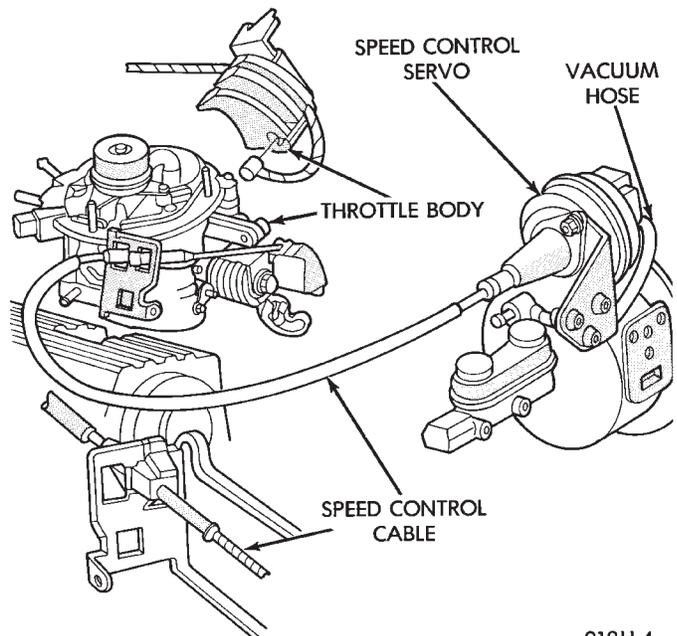


Fig. 1 Speed Control Switch

The system is designed to operate at speeds above 35 mph (50 km/h).

WARNING: THE USE OF SPEED CONTROL IS NOT RECOMMENDED WHEN DRIVING CONDITIONS DO NOT PERMIT MAINTAINING A CONSTANT SPEED, SUCH AS IN HEAVY TRAFFIC OR ON ROADS THAT ARE WINDING, ICY, SNOW COVERED, OR SLIPPERY.

TO ACTIVATE: The ON/OFF button to the depressed latched position, ON, the speed control function is now ready for use.



918H-4

Fig. 2 Speed Control System—2.2L and 2.5L

TO DEACTIVATE: A soft tap of the brake pedal, normal brake application or depressing the clutch pedal while the system is engaged will disengage speed control without erasing memory. A sudden increase in engine rpm may be experienced if the clutch pedal is depressed while the speed control system is engaged. Pushing the ON/OFF button to the unlatched position or turning off the ignition erases the memory.

TO SET SPEED: When the vehicle has reached the desired speed push the SET/DECEL button to engage system which will then automatically maintain the desired speed.

TO DECELERATE: When speed control is engaged, holding the SET/DECEL button depressed allows the vehicle to coast to a lower speed setting.

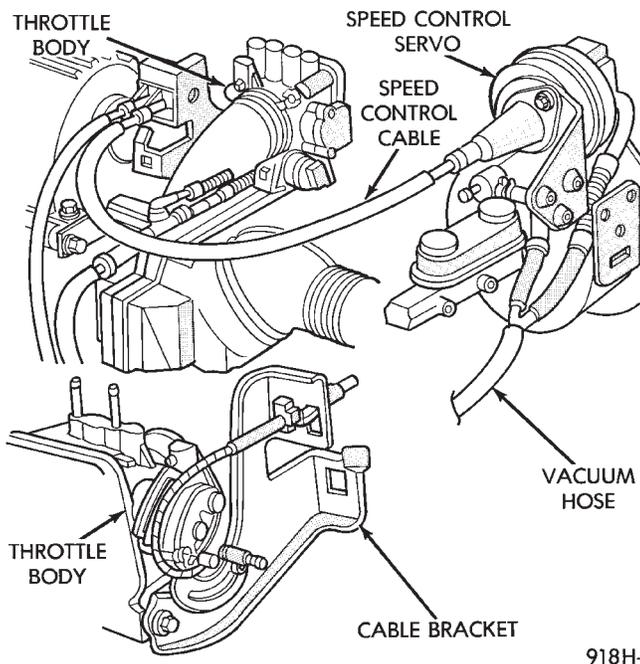


Fig. 3 Speed Control System—Turbo

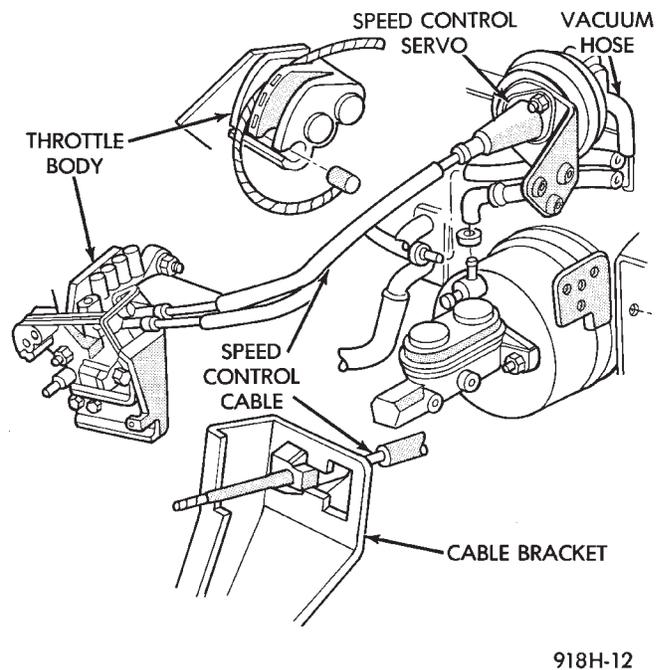


Fig. 5 Speed Control System—2.2L Turbo III

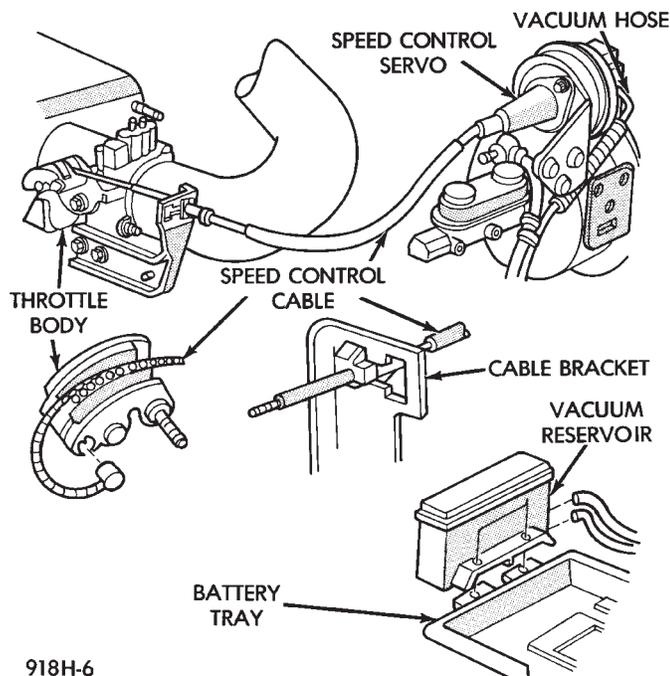


Fig. 4 Speed Control System—3.0L

TO RESUME: After disengaging the speed control system by tapping the brake pedal or clutch pedal, push the RESUME/ACCEL button to return vehicle to the previously set speed.

TO ACCELERATE: While speed control is engaged, hold the RESUME/ACCEL button depressed and release at a new desired speed. This will allow the vehicle to continuously accelerate and set at a higher speed setting.

TAP-UP: When the speed control system is engaged, tapping the RESUME/ACCEL button will increase the speed setting by 2 mph (3 km/h). The system will respond to multiple tap-ups.

TO ACCELERATE for PASSING: Depress the accelerator as you would normally. When the pedal is released the vehicle will return to the speed setting in memory.

DIAGNOSIS PROCEDURES

Whenever a speed control malfunction occurs, first verify that the speed control wire harness is properly connected to all connectors before starting normal diagnosis and repair procedures. Refer to Electronic Speed Control System Diagnosis Chart or Speed Control Circuit (Fig. 9, 10 and 11).

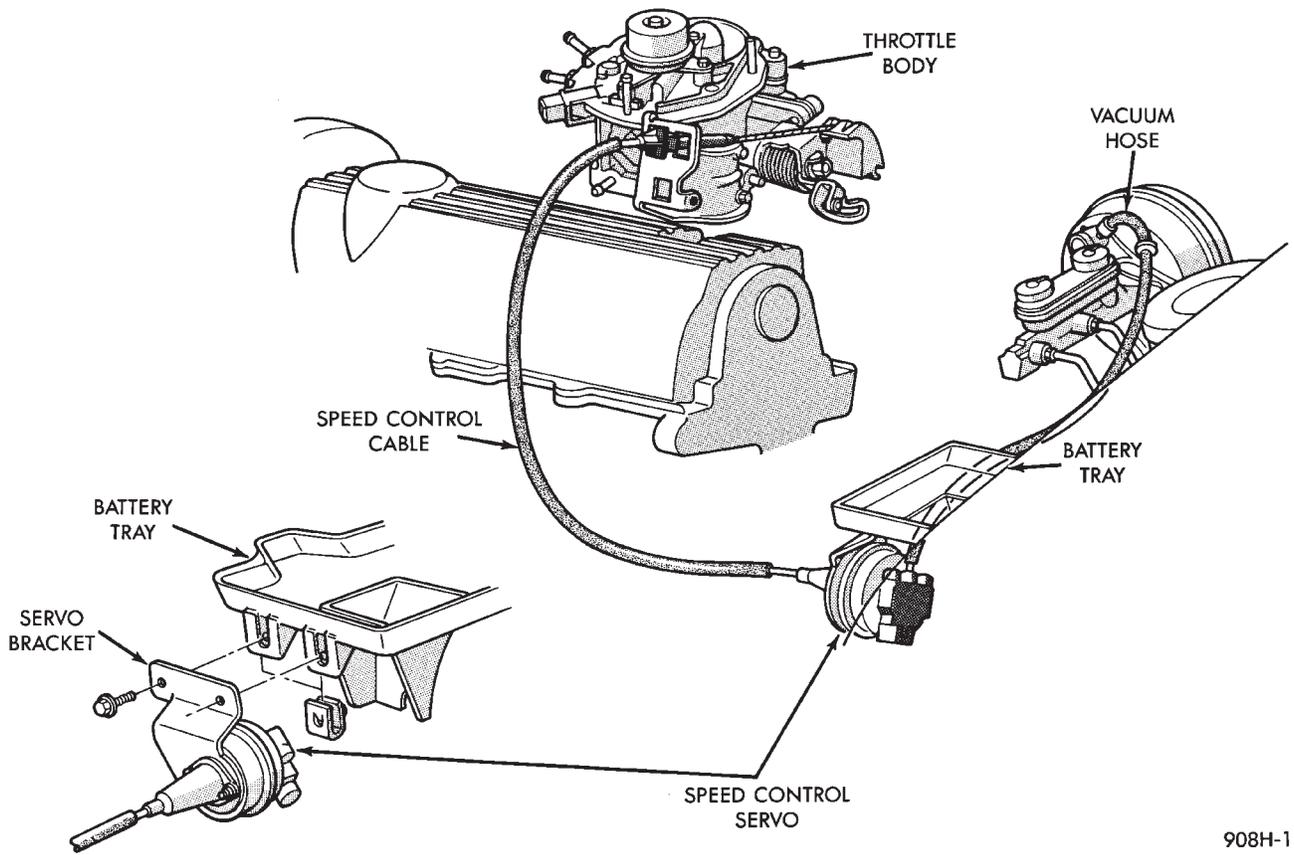
A poor connection can cause a complete or intermittent malfunction and is also the only connection in the circuit, that can not be tested. For this reason, a loose connection may be misdiagnosed as a component malfunction.

Also, check all vacuum connections for tightness and cracked hoses.

ROAD TEST

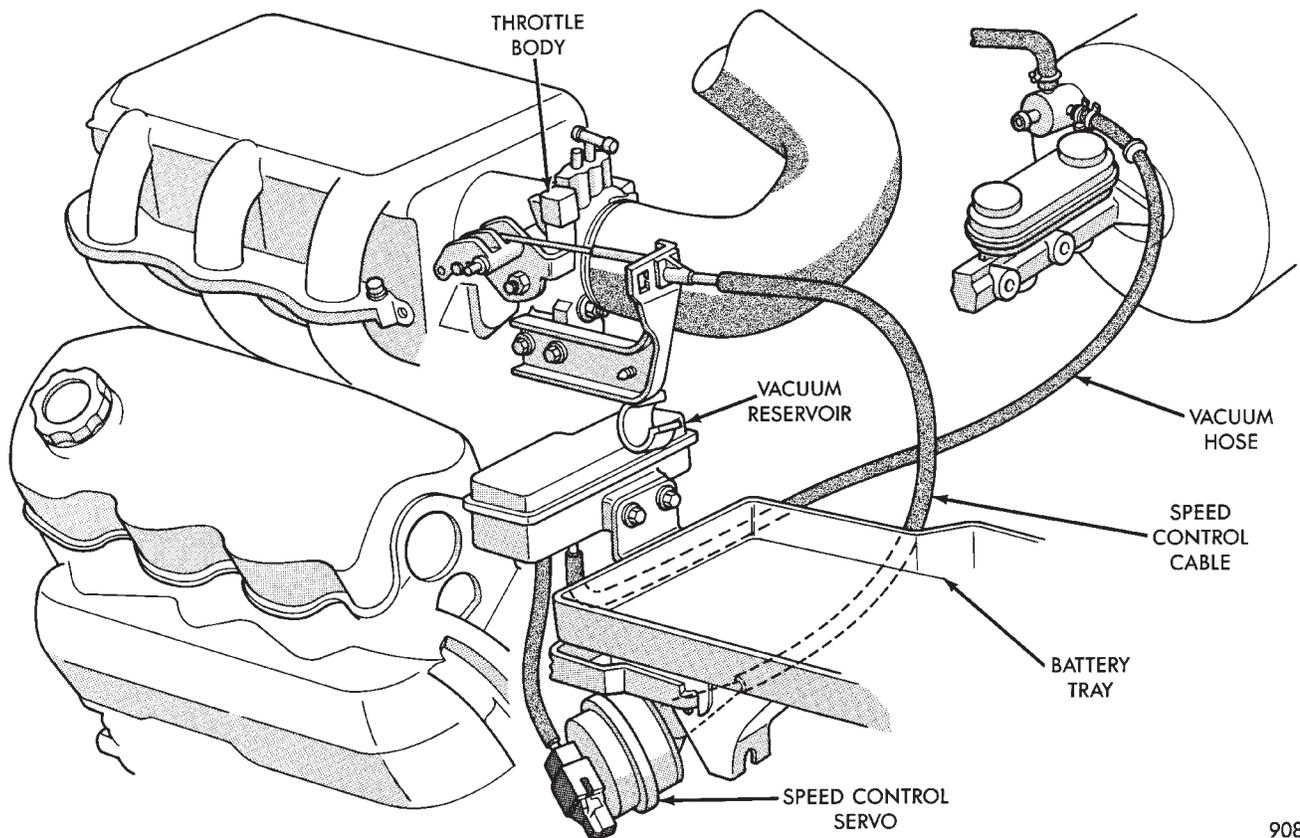
Road test vehicle to verify reports of speed control system malfunction. The road test should include attention to the speedometer. Speedometer operation should be smooth and without flutter at all speeds.

Flutter in the speedometer indicates a problem which might cause surging in the speed control system. The cause of any speedometer deficiencies should be corrected before proceeding.



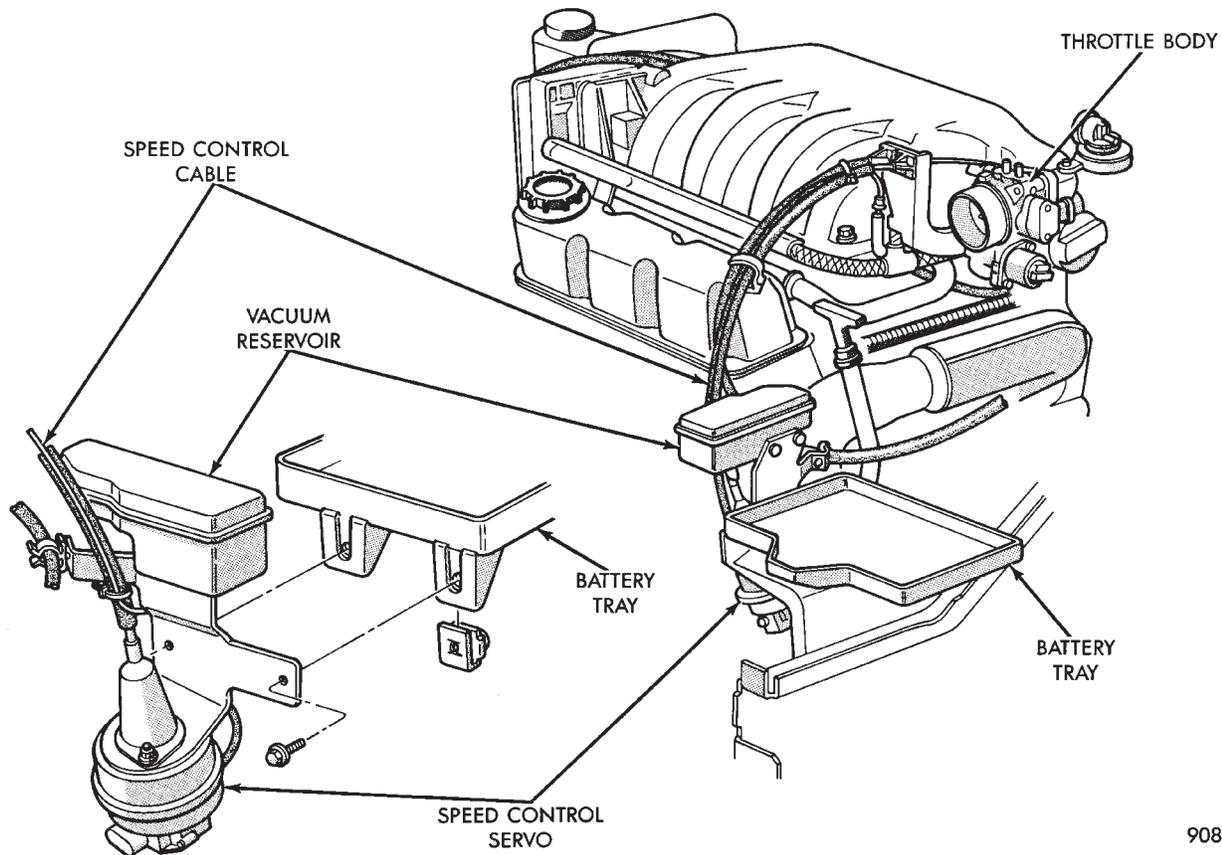
908H-1

Fig. 6 Speed Control System—AC & AY Bodies with 2.5L



908H-3

Fig. 7 Speed Control System—AC & AY Bodies with 3.0L



908H-4

Fig. 8 Speed Control System—AC & AY Bodies with 3.3/3.8L

INOPERATIVE SYSTEM

If road test verifies an inoperative system with a correct speedometer operation:

- Inspect fuse
- Check for loose electrical and vacuum connections at the servo
- Check for correct position of the vacuum check valve in the hose from servo to vacuum source. The word VAC on the valve must point toward the vacuum source.
- Corrosion should be removed from electrical terminals and a light coating of Mopar Multi-Purpose Grease, or equivalent, applied.
- Inspection should also be made to verify that both ends of the speed control cable are securely attached. If either end is loose, the speed control system will be inoperative.

CHECKING FOR FAULT CODE

(1) When trying to verify a speed control system electronic malfunction:

- (a) Connect a DRB II if available.
- (b) Plug DRB II into the diagnostic connector in the engine compartment.
- (c) Check that either a Fault Code 34 or Fault Code 15 is indicated.
- (d) An inoperative speed control may still occur without either fault code being indicated.

(e) With key inserted in ignition switch, cycle switch to ON position three times. On third cycle, leave switch in ON position.

(f) After switch has been cycled three times, observe CHECK ENGINE indicator on instrument cluster. If a Fault Code is present, indicator will flash (blink) in a series which will show which Fault Code is the problem. EXAMPLE: A series of three flashes in rapid succession, a slight pause, then four flashes in rapid succession would indicate Fault Code 34.

(2) If no Fault Code appears, or Fault Code 34 is observed, refer to:

- The Servo Electrical Test.
- The Engine Controller Electrical Test.

(3) If a fault code 15 is observed, test distance sensor.

For testing distance sensor and related components refer to the Powertrain Diagnostics Test Procedure Manual.

(4) Correct any problems found when performing these tests and recheck for Fault Code if changes were made.

(5) If no problems were found above, replace engine controller.

WARNING: THE USE OF "SPEED CONTROL" IS NOT RECOMMENDED WHEN DRIVING CONDITIONS DO NOT PERMIT MAINTAINING A CONSTANT SPEED, SUCH AS HEAVY TRAFFIC OR ON ROADS THAT ARE WINDING, ICY, SNOW COVERED OR SLIPPERY

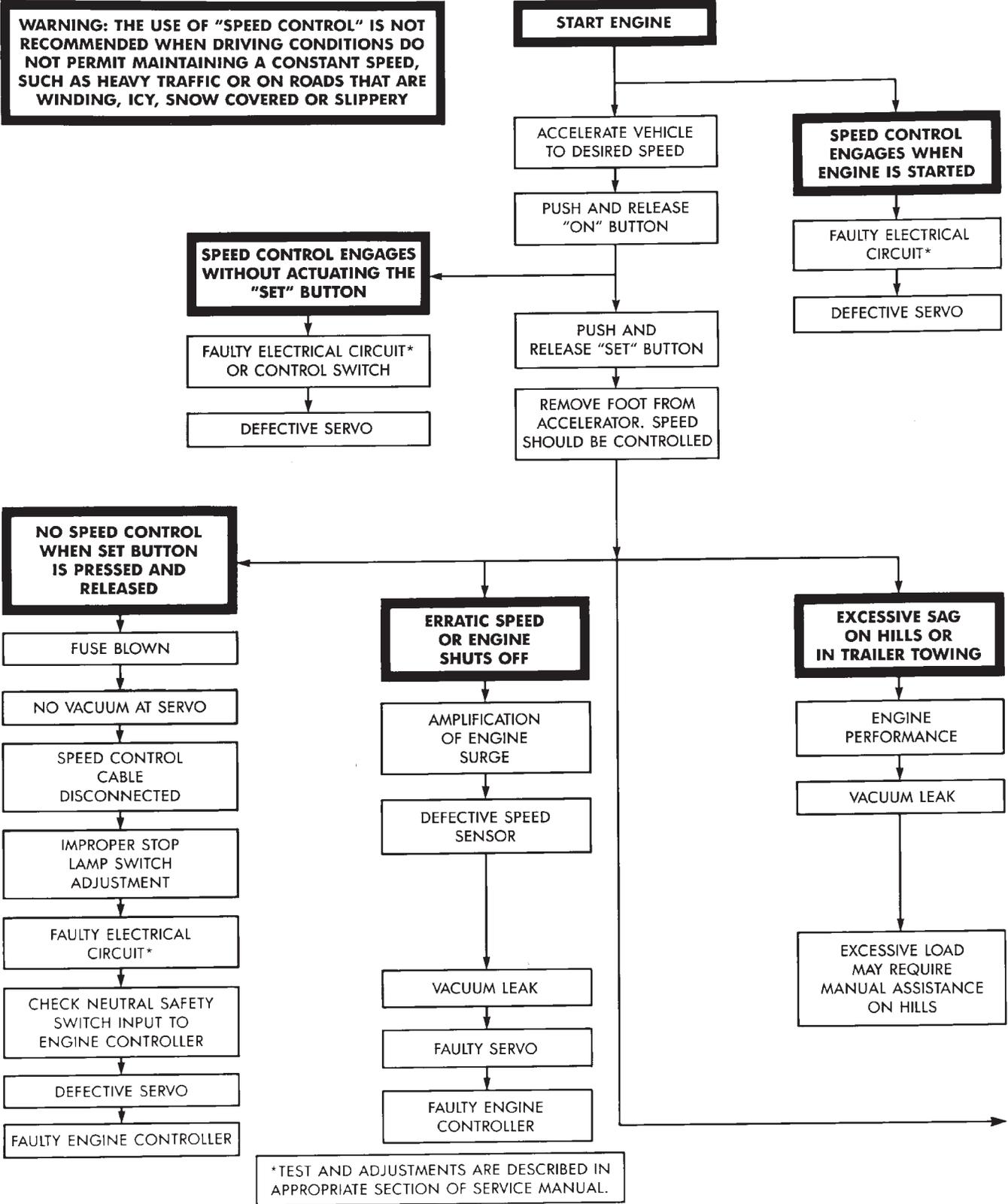


Fig. 9 System Diagnosis

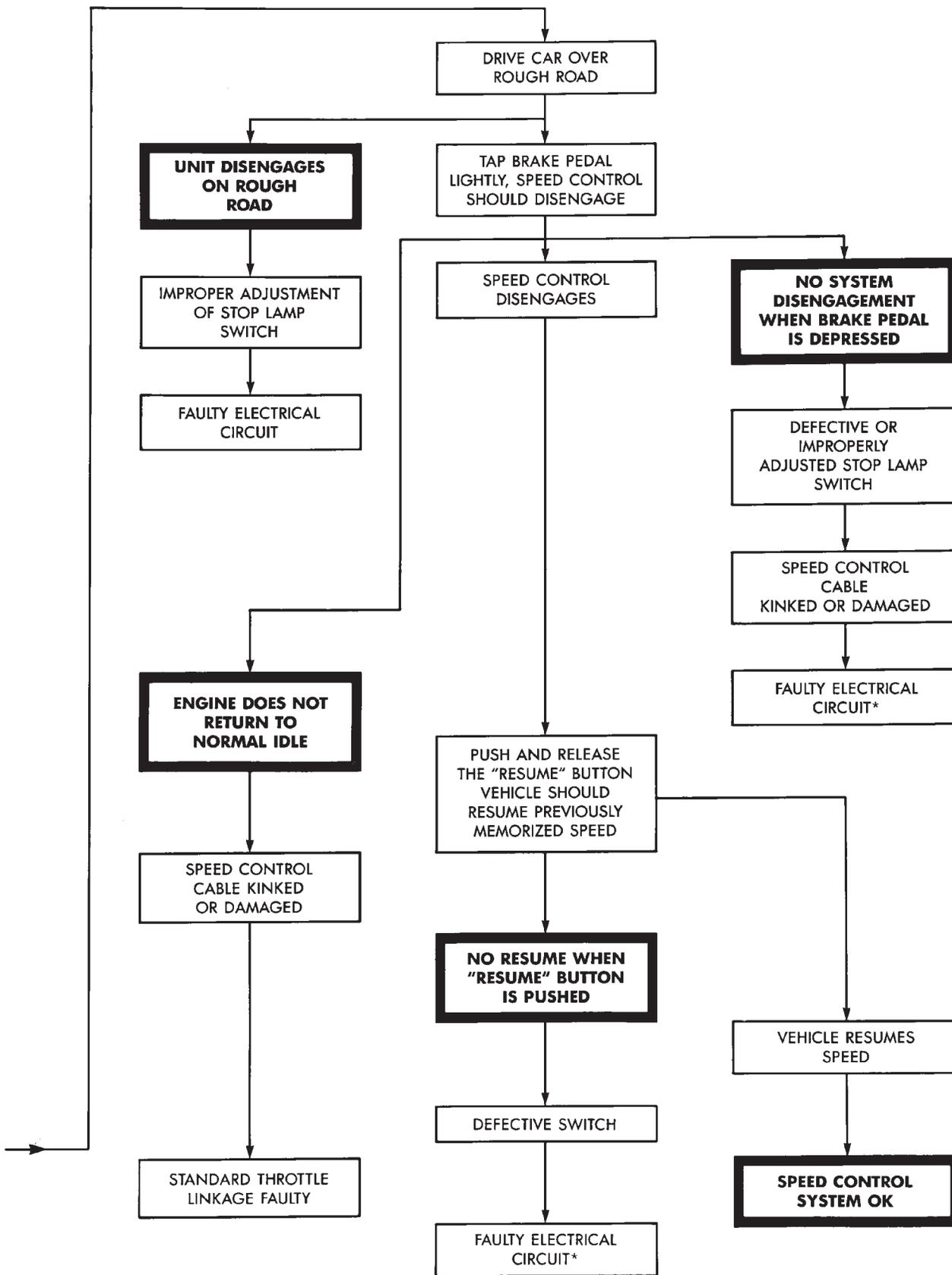


Fig. 10 System Diagnosis—Continued

ENGINE CONTROLLER ELECTRICAL TEST

WARNING: ON VEHICLES EQUIPPED WITH AIR-BAG, SEE GROUP 8M, RESTRAINT SYSTEMS FOR AIRBAG, STEERING WHEEL OR COLUMN REMOVAL PROCEDURES.

(1) Unplug 60-way connector from the engine controller, located next to the battery (Fig. 13).

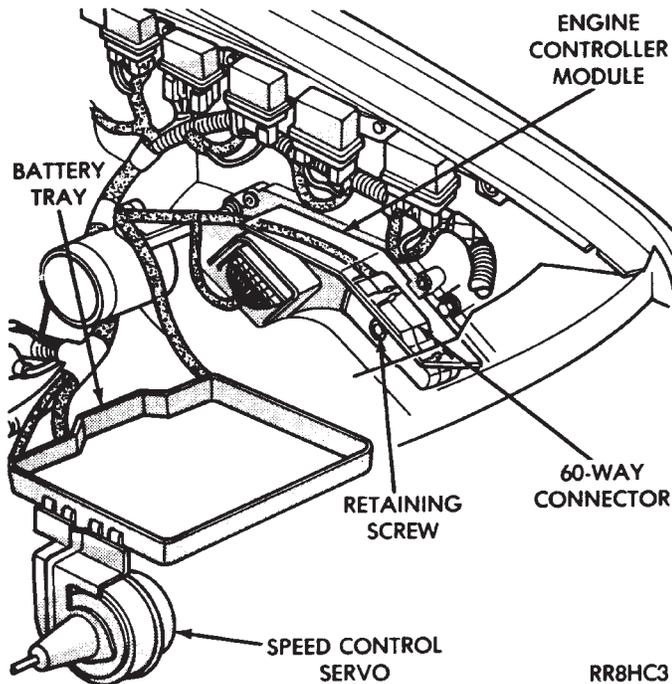


Fig. 13 Engine Controller and Connector Location

(2) Remove speed control switch. Refer to Speed Control Switch Removal. Disconnect the 4-way connector.

(3) Using an ohmmeter test continuity between pin 23 of engine controller and pin 4 of the speed control switch harness. Refer to Fig. 14 for controller terminal locations.

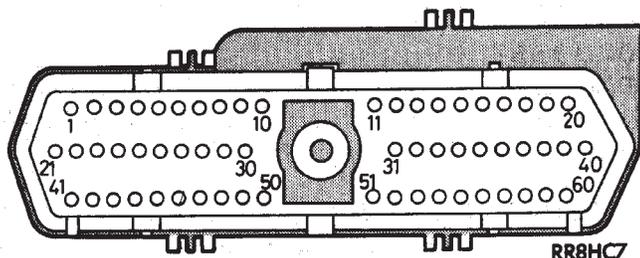


Fig. 14 Engine Controller 60-Way Connector Shown from Terminal End

- (a) If no continuity, repair wire circuit as necessary.
- (b) Continuity OK, refer to Speed Control Switch Test.
- (4) Connect the 4-way connector to speed control switch.

(5) Connect negative lead of voltmeter to a good body ground near the engine controller.

(4) Turn ignition switch ON.

(5) Place speed control switch in the OFF position. Touch the positive lead of the voltmeter to pin 53, the voltmeter should read 0 volts.

(6) Place speed control switch in the ON position. Touch the positive lead of the voltmeter to pin 53, the voltmeter should read battery voltage.

(7) If no voltage, repair the wire between pin 53 and pin 3 of the speed control servo (Fig. 6). If voltage is OK go to step 8.

(8) Place speed control switch in the OFF position. Touch the positive lead of the voltmeter to pin 33, voltmeter should read 0 volts.

(9) Place speed control switch in the ON position. Touch the positive lead of the voltmeter to pin 33, the voltmeter should read battery voltage.

(10) If no voltage, repair the wire between pin 33 and pin 4 of the speed control servo (Fig. 6). If voltage is OK go to step 11.

(11) Using an ohmmeter, connect one lead to a good body ground and touch the other lead to pin 29. With the brake pedal released, the meter should show continuity. When the pedal is depressed, the meter should show no continuity. If no continuity perform the following test. Continuity OK, go to step 12.

(a) Using an ohmmeter test continuity between pin 29 of engine controller and pin 3 of the stop lamp switch connector.

(b) If no continuity, repair as necessary.

(c) If continuity, refer to Stop Lamp Switch Test.

(d) If stop lamp switch test OK, Test continuity between pin 6 of stop lamp switch and ground.

(12) Using an ohmmeter, touch one lead to a good body ground and touch the other lead to pin 30. The meter should show no continuity when transmission is in DRIVE and continuity when in PARK or NEUTRAL. If not test Neutral Start and Back-Up switch using DRB II.

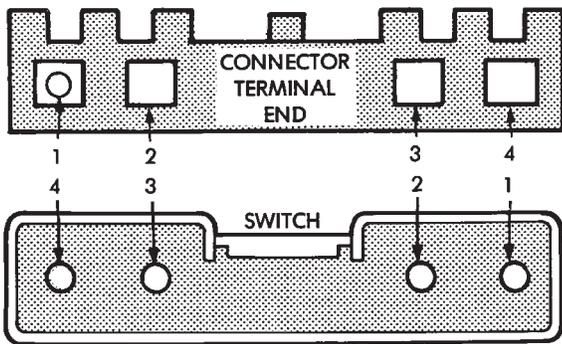
SPEED CONTROL SWITCH TEST

WARNING: IF REMOVAL OF AIR BAG MODULE IS NECESSARY, REFER TO GROUP 8M, RESTRAINT SYSTEMS.

(1) Remove the switch and disconnect 4-way connector.

(2) Using an ohmmeter, test continuity at the four pins of the speed control switch. Refer to Speed Control Switch Continuity (Fig. 15).

(3) If there is no continuity or incorrect continuity at any one of the switch positions, replace the switch.



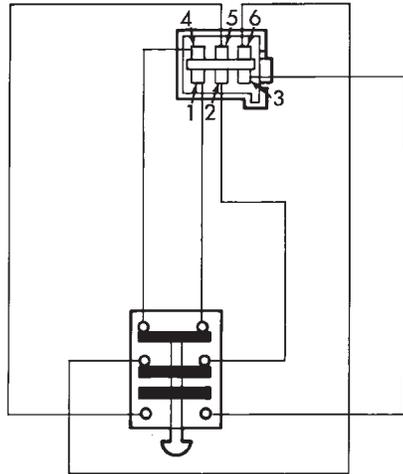
SWITCH POSITION	CONTINUITY BETWEEN	RANGE
OFF	PIN 3 AND PIN 4	5890-6510
	PIN 1 AND PIN 3	NO CONTINUITY
ON	PIN 1 AND PIN 4	5890-6510
	PIN 1 AND PIN 3	CONTINUITY
ON/SET	PIN 3 AND PIN 4	1020-1130 Ω
ON/RESUME	PIN 3 AND PIN 4	2040-2260 Ω

928H-2

Fig. 15 Speed Control Switch Continuity

STOP LAMP SPEED CONTROL SWITCH TEST

(1) Disconnect the six way connector at the stop lamp switch (Fig.16). Using an ohmmeter, continuity may be checked at the switch side of the connector as follows:



STOP LAMP AND SPEED CONTROL SWITCH
SWITCH SHOWN WITH BRAKE PEDAL RELEASED

928H-3

Fig. 16 Stop Lamp and Speed Control Switch Wiring

- (a) With brake pedal released, there should be continuity:
- Between pin 1 and pin 4
 - Between pin 3 and pin 6
 - No continuity between pin 2 and pin 5
- (b) With brake pedal depressed, there should be no continuity:
- Between pin 1 and pin 4
 - Between pin 3 and pin 6
 - Continuity between pin 2 and pin 5
- (2) If the above results are not obtained, the stop lamp switch is defective or out of adjustment.

(3) Stop lamp switch adjustment is detailed in Group 5, Brakes.

VACUUM SUPPLY TEST

(1) Disconnect vacuum hose at the servo and install a vacuum gauge in the hose (Fig. 17).

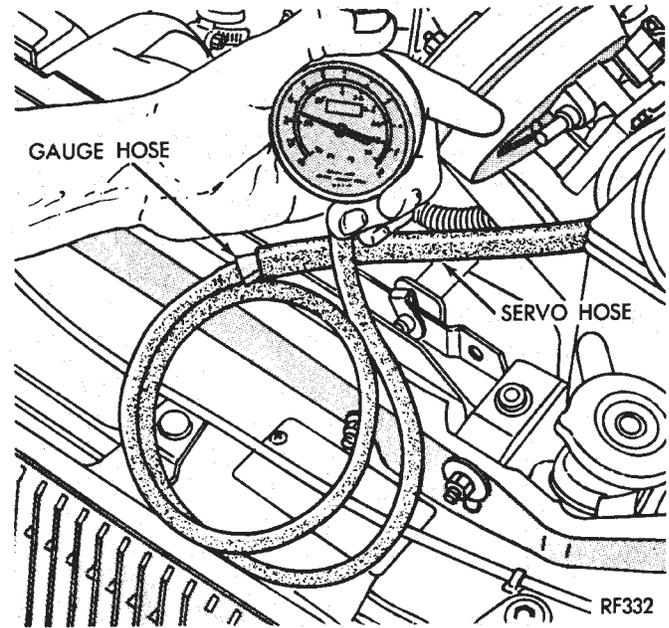


Fig. 17 Vacuum Gauge Test

(2) Start engine and observe gauge at idle. Vacuum gauge should read at least ten inches of mercury. Shut off engine, the vacuum should continue to hold 10 inches of mercury.

(3) If vacuum does not meet this requirement, check and correct the following vacuum leaks:

- Vacuum lines
- Check valve
- Vacuum reservoir
- Servo, refer to Servo Vacuum Test
- Poor engine performance

SERVO VACUUM TEST

- (1) Remove the speed control cable at the throttle body end.
- (2) Disconnect the 4-way electrical connector and the vacuum harness at the servo (Refer to Fig. 12).
- (3) Connect battery voltage to pin 2 of the servo.
- (4) Ground the remaining three servo pins 1, 3 and 4.
- (5) Connect a hand held vacuum pump to the servo vacuum nipple and apply 10 to 15 inches of vacuum.
- (6) The cable should pull in and hold for as long as vacuum is applied.

SERVO UNIT

REMOVAL

(1) Remove two nuts attaching speed control cable and mounting bracket to servo.



(2) Remove screws attaching servo mounting bracket.

(3) Remove servo mounting bracket.

(4) Disconnect electrical connector and vacuum hose.

(5) Pull cable away from servo to expose retaining clip and remove clip attaching cable to servo.

INSTALLATION

(1) With throttle in full open position align hole in speed control cable sleeve with hole in servo pin and install retaining clip.

(2) Connect vacuum hose to servo.

(3) Connect electrical connector.

(4) Position mounting bracket and install screws attaching bracket and tighten to 12 N•m (105 in. lbs.) torque.

(5) Insert servo studs through holes in speed control cable and mounting bracket.

(6) Install nuts, tighten to 7 N•m (60 in. lbs.) torque.

SPEED CONTROL SWITCH REMOVAL

The speed control switch is mounted in the steering wheel and wired through the clock spring device under the steering wheel hub (Fig.1).

WARNING: IF REMOVAL OF AIR BAG MODULE IS NECESSARY, REFER TO GROUP 8M, RESTRAINT SYSTEMS.

REMOVAL

(1) Turn off ignition.

(2) Remove two screws from back side of steering wheel.

(3) Rock switch away from air bag or horn pad while lifting switch out of steering wheel.

(4) Disconnect 4-way electrical connector.

INSTALLATION

(1) Turn off ignition.

(2) Connect 4-way electrical connector from clock spring to switch.

(3) Place switch in steering wheel, sliding the forward edge of switch under air bag or horn pad. Line up locating pins on switch with holes in steering wheel frame.

(4) Attach switch to wheel with two screws starting with the screw at the left end of the switch.