

## **Self Diagnostic Procedure 250-1223/250-1316 Global Cruise**

### **1. LED light is staying on during testing procedure**

**Answer:** If LED stays on during test, (1) you have a poor ground on black wire main ground of unit or (2) Violet wire at cold side of brake is not seeing ground through brake light system or (3) switch 12 of programming switches is in wrong position.

### **2. LED will not come on during test procedure.**

**Answer:** If LED does not light up, then there is a power related problem. Check red wire hot side

Brake +12 constant or brown wire accessory power +12 when key is on.

### **3. Installed LED tail lights and cruise stopped working.**

**Answer:** When using LED tail lights, violet wire at cold brake will not see ground through brake system, you must wire in **relay five** function to let violet see ground and then lose ground when brake is applied.

### **4. When setting programming switch, what is Gain (Sensitivity)?**

**Answer:** Gain is how cruise reacts to road conditions and motor size. Always start at Mid gain if vehicle surges, change gain. Fast surge, go down to low or extra low if needed to tune cruise. If you have a slow surge, go to high.

### **5. What is Engine/Setup Timer?**

**Answer:** Engine/Setup timer is how fast cruise retracts in cable on set. Always start at low. If vehicle drops below set speed but then recovers, go to high or extra high if still not acceptable.

**NOTE: All settings are based on 1/8 inch slack in cable.**

**More slack will cause cruise to surge or lose speed on set.**

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