



Tech Bulletin

May 2008

** Important Notice

We have found three different levels of “pre-wire”, which affects the ease in which our Part # 250-1731 Cruise Switch Kit will adapt to the vehicle.

The Corolla is manufactured at three different plants:

Japanese (often referred to as TMC) built models have VIN numbers beginning “JTD”.

* A *full pre-wire* is a vehicle that has cruise activation and ground wire circuits closed and complete from the clock spring connector (E6) to ground and the ECM (A50) in the engine compartment. **Part #250-1731 is all that is required to activate cruise on a full pre-wired vehicle.**

Canadian (often referred to as TMCC or “Cambridge”) built models have VIN numbers beginning with “2T1”.

A *no pre-wire* is a vehicle with open cruise activation or ground circuits and must be fully wired for the cruise to activate. The circuit from AE6 to the ECM is open. **Part #250-1731 will require an additional ECM harness and ground wire which will be available as a service part 250-2706 and will be included in the kit. ETA will be week of 5/12/08.**

Domestic (often referred to as NUMMI in Fremont, California) built models have VIN numbers beginning with “1NX”.

A *half pre-wire* is a vehicle that has a complete circuit from the clock spring to ground, but the cruise activation wire only runs from the clock spring to an intermediate connector (AE6) in the dash. **Part #250-1731 will require an additional ECM harness & ground wire #250-2706 which will be available as a service part and will be included in the kit. ETA will be week of 5/12/08.

Prius: Part #250-1731 will require a Toyota brake switch with a 4 pin connector P/N 250-2707 and will be available from Rostra as a service part week of 5/4/08.

Tacoma: Part #250-1731 will require an additional ECM harness P/N 250-2705 which will be available as a service part and will be included in the kit. ETA will be week of 5/12/08.

Tundra: Part #250-1731 will require an additional ECM harness 250-2709 ETA TBA

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.

85 to cold brake (+12 when brake is pressed)

86 to ground

87 N/A

87A to violet wire from cruise harness

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.

New Cruise Releases Coming Soon...

07 Silverado, 07 Sierra, 07 Torrent



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