

<https://www.vwt4forum.co.uk/threads/cruise-control-not-working-require-info-wiring-photos-in-thread.952073/>

I'm trying to fix my brother's 2008 VW Transporter T5 TDI (electric windows). He purchased it second hand and believes the cruise control is original with the car, not retro-fitted. I've done a forum search but have not found the info I'm looking for. The symptoms are;

The cruise control began to work intermittently, sometimes it would turn on (dash light come on), sometimes it wouldnt (no dash light/cruise), until eventually stopped working completely

When switching the cruise control switch to ON, no lights show up on the dash

With cruise control ON, and attempting to engage cruise control, it does not engage

A brake light was blown, but I replaced and still the above symptoms remain

I assume the brake switch works, as the brake lights turn on/off with the brake pedal as per normal

My brother replaced the clutch switch prior to getting me involved, still no change

I have checked fuse SC13 (and every other 5A fuse in the fuse boxes in the lower centre dash) and they are all fine

I've got the 'T5_Basic_Elec_2005-7.PDF' wiring diagrams and the wire colours don't match those that I have in the cruise control stalk.

I've checked the switches in the stalk (ON/OFF on top of stalk, UP/DOWN on end of stalk) and the 6 wires connecting to the stalk and the voltages and connections I get from testing are shown in the diagram below;

Photos of cruise control switch wiring;

Initial questions I have are;

Should the cruise control dash light come on when you switch CC to ON, or only when you engage the CC?

If the dash light comes on when you switch CC to ON, does this happen when car is stationary and IGN is in ON position, or does it have to be driving?

Do the wire colours for the CC stalk look original, or retro-fitted?

Can anybody help with what I should troubleshoot next?

I'll post the solution if I find it so it helps future forum readers.

59peejay

143 posts · Joined 2011

#3 · Jun 2, 2016

Brake switch has TWO contacts, one for lights, one for ecu !, check both are ok.

triffic

12418 posts · Joined 2012

#4 · Jun 2, 2016

As far as I'm aware, the colours of the wires in your photo are irrelevant. VW do not consider the insides of the stalk to be serviceable (you are supposed to throw it away and buy a new one) so their documentation would not include these colours. The colour coding in their docs would be at the big multi-way connector inside the steering column shroud.

The normal behaviour for a pre-2010 van is that the green light in the dash should come on with the CC switch On, whether CC is engaged or not. Post-2010 the light should only come on with CC engaged. However... we know from other recent posts that retro-fitted CC, using VW supplied parts, may not obey that

"rule".

My fix:

- I removed the cap off the cruise control stalk to expose the green PCB and wiring, as shown in the photos above.
- I bridged the yellow and blue wires and found that the cruise control light turned on (however leaving these bridged didn't fix the issue, cruise control still turned off after a few km's.)
- I removed the steering wheel and removed the stalk. I checked contact/continuity and found that there was no continuity on the yellow wire. It was very easy to replace this wire and re-solder. This completely FIXED my issue 100%

I did not do anything with VAG COM, or clear any codes, etc..

Tools I needed were a M12 spline to remove the steering wheel, a Torx T20/25/30 and a Torx T8

Removing the steering wheel and everything to get to the stalk was a hassle, but well worth it as it has saved me a fortune. I recommend this to anyone else having intermittent issues as rewiring the stalk is easy and can save you heaps. When you look at the wiring as it goes through the stalk there is also a sharp 90 degree bend which is what I suspect caused my wire to fail in the first place.

Norsk

trist

12418 innlegg · Ble med i 2012

#4 · 2. juni 2016

Så vidt jeg er klar over, er fargene på ledningene på bildet ditt irrelevante. VW anser ikke innsiden av stilken for å være brukbar (du skal kaste den og kjøpe en ny), så dokumentasjonen deres vil ikke inkludere disse fargene. Fargekodingen i dokumentene deres vil være ved den store flerveiskontakten inne i rattstammen.

Normal oppførsel for en varebil før 2010 er at det grønne lyset i dashbordet skal tennes med CC-bryteren på, enten CC er aktivert eller ikke. Etter 2010 skal lyset bare tennes med CC aktivert. Men ... vi vet fra andre nylige innlegg at ettermontert CC, som bruker VW-leverte deler, kanskje ikke følger den "regelen".

Min løsning:

- Jeg fjernet hetten av cruisekontrollspaken for å avsløre det grønne kretskortet og ledningene, som vist på bildene over.
- Jeg slo bro mellom de gule og blå ledningene og fant ut at cruisekontrolllyset slo på (men det å la disse broen løste ikke problemet, cruisekontrollen slo seg fortsatt av etter noen få km.)
- Jeg fjernet rattet og fjernet stilken. Jeg sjekket kontakt/kontinuitet og fant ut at det ikke var kontinuitet på den **gule ledningen**. Det var veldig enkelt å bytte ut denne ledningen og lodde på nytt. Dette løste problemet mitt 100%

Jeg gjorde ikke noe med VAG COM, eller fjernet noen koder osv.

Verktøy jeg trengte var en M12 spline for å fjerne rattet, en Torx T20/25/30 og en Torx T8

Å fjerne rattet og alt for å komme til stilken var et problem, men vel verdt det

da det har spart meg for en formue. Jeg anbefaler dette til alle andre som har periodiske problemer, da det er enkelt å koble om stilken og kan spare deg for massevis. Når du ser på ledningene mens den går gjennom stilken, er det også en skarp 90 graders bøyning som er det jeg mistenker at ledningen min sviktet i utgangspunktet.

Hooting_Owl

A common problem that stops the CC from working is a broken clutch switch. It sits at the top of the clutch pedal much like the brake light switch. Just in case someone is searching this thread in the future...

PSDK84

Great post, i have a t5 1.9 2007. When the battery (old) has gone low voltage My cruise control does the same, the i know its time to recharge it again. (bad generator) + voltage drain some where.. New battery will turn bad ind 1 year.. Recharge every 6mounth..