SECTION BRC
BRAKE CONTROL SYSTEM

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BASIC INSPECTION

APPLICATION NOTICE

Application Notice

INFOID:0000000010710595

Service information	Remarks
TYPE 1	VDC/TCS/ABS
TYPE 2	HILL DESCENT CONTROL/HILL START ASSIST/VDC/TCS/ABS

DIAGNOSIS AND REPAIR WORKFLOW

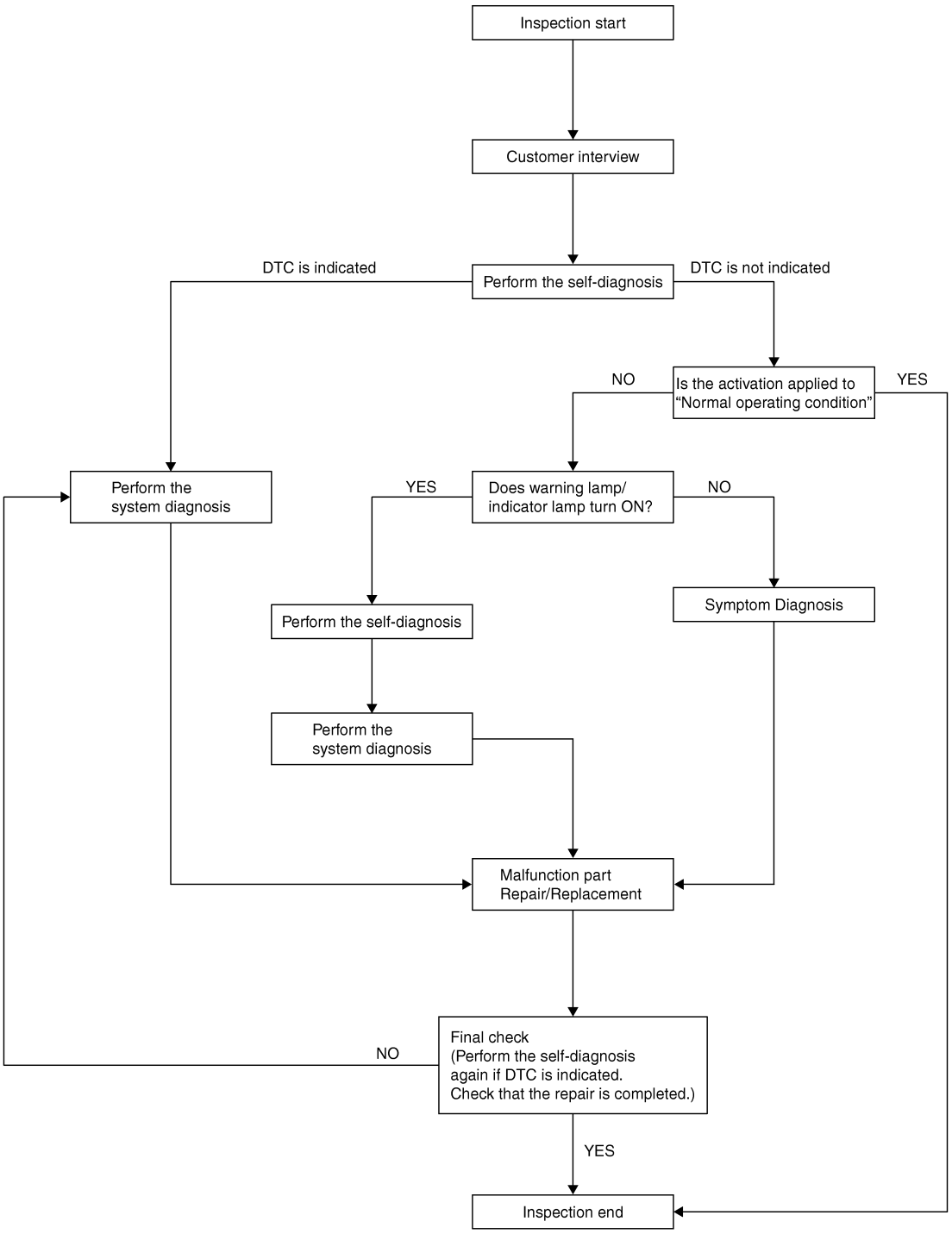
Work Flow

INFOID:0000000010710596

PRECAUTIONS FOR DIAGNOSIS

If steering angle sensor, steering system parts, suspension system parts, ABS actuator and electric unit (control unit) or tires have been replaced, or if wheel alignment has been adjusted, be sure to adjust neutral position of steering angle sensor before driving. Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

OVERALL SEQUENCE



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DETAILED FLOW

1.COLLECT THE INFORMATION FROM THE CUSTOMER

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using the diagnosis worksheet. Refer to BRC-11, "Diagnostic Work Sheet".

>> GO TO 2

2.PERFORM THE SELF-DIAGNOSIS

Check the DTC display with the self-diagnosis function. Refer to BRC-29, "CONSULT Function (ABS)".

Is there any DTC displayed?

YES >> GO TO 3
NO >> GO TO 4

3.PERFORM THE SYSTEM DIAGNOSIS

Perform the diagnosis applicable to the displayed DTC. Refer to BRC-88, "DTC No. Index".

>> GO TO 7

4.CHECK THE SYMPTOM THAT IS NOT CONSIDERED A SYSTEM MALFUNCTION

Check that the symptom is a normal operation that is not considered a system malfunction. Refer to BRC-107, "Description".

Is the symptom a normal operation?

YES >> Inspection End
NO >> GO TO 5

5.CHECK THE WARNING LAMP AND INDICATOR LAMP FOR ILLUMINATION

Check that the warning lamp and indicator lamp illuminate.
- ABS warning lamp: Refer to BRC-78, "Description".
- Brake warning lamp: Refer to BRC-79, "Description".
- VDC OFF indicator lamp: Refer to BRC-80, "Description".
- SLIP indicator lamp: Refer to BRC-82, "Description".

Is ON/OFF timing normal?

YES >> GO TO 6
NO >> GO TO 2

6.PERFORM THE DIAGNOSIS BY SYMPTOM

Perform the diagnosis applicable to the symptom.

>> GO TO 7

7.REPAIR OR REPLACE THE MALFUNCTIONING PARTS

Repair or replace the specified malfunctioning parts.

>> GO TO 8

8.FINAL CHECK

Perform the self-diagnosis again, and check that the malfunction is repaired completely. After checking, erase the self-diagnosis memory. Refer to BRC-29, "CONSULT Function (ABS)".

Is no other DTC present and the repair completed?

YES >> Inspection End
NO >> GO TO 3

Diagnostic Work Sheet

INFOID:0000000010710597

Customer name MR/MS	Model &Year		VIN
Engline #	Trans.		Mileage
Incident Date	Manuf. Date		In Service Date
Symptoms	☐ Noise and vibration (from engine compartment) ☐ Noise and vibration (from axle)	☐ Warning/Indicator activate	☐ Firm pedal operation Large stroke pedal operation
	☐ TCS dose not work (Drive wheels slip when accelerating)	☐ ABS dose not work (Wheels lock when braking)	☐ lack of sense of acceleration
Engine conditions	☐ When starting ☐ After starting		
Road conditions	☐ Low friction road (☐ Snow ☐ Gravel ☐ Other) ☐ Bumps / potholes		
Driving conditions	☐ Full-acceleration ☐ High speed cornering ☐ Vehicle speed: Greater than 10 km/h (6 MPH) ☐ Vehicle speed: 10 km/h (6 MPH) or less ☐ Vehicle is stopped		
Applying brake conditions	☐ Suddenly ☐ Gradually		
Other conditions	☐ Operation of electrical equipment ☐ Shift change ☐ Other descriptions		

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INSPECTION AND ADJUSTMENT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Description

INFOID:0000000010710598

After replacing the ABS actuator and electric unit (control unit), perform the following procedures:
- Neutral position adjustment for the steering angle sensor
- Calibration of the decel G sensor

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement

INFOID:0000000010710599

1.PERFORM THE NEUTRAL POSITION ADJUSTMENT FOR THE STEERING ANGLE SENSOR

Perform the neutral position adjustment for the steering angle sensor.

>> Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement", GO TO 2

2.PERFORM CALIBRATION OF THE DECEL G SENSOR

Perform calibration of the decel G sensor.

>> Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Special Repair Requirement".

ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description

INFOID:0000000010710600

Refer to the table below to determine if adjustment of steering angle sensor neutral position is required.

×: Required –: Not required

Situation	Adjustment of steering angle sensor neutral position
Removing/Installing ABS actuator and electric unit (control unit)	—
Replacing ABS actuator and electric unit (control unit)	×
Removing/Installing steering angle sensor	×
Replacing steering angle sensor	×
Removing/Installing steering components	×
Replacing steering components	×
Removing/Installing suspension components	×
Replacing suspension components	×
Change tires to new ones	—
Tire rotation	—
Adjusting wheel alignment	×
Battery disconnection	×

ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement

INFOID:0000000010710601

ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

CAUTION:

To adjust neutral position of steering angle sensor, make sure to use CONSULT (Adjustment cannot be done without CONSULT)

1.ALIGN THE VEHICLE STATUS

Stop vehicle with front wheels in straight-ahead position.

>> GO TO 2

2. PERFORM THE NEUTRAL POSITION ADJUSTMENT FOR THE STEERING ANGLE SENSOR

1. On the CONSULT screen, touch “WORK SUPPORT” and “ST ANGLE SENSOR ADJUSTMENT” in order.
2. Touch “START”.
   CAUTION:
   Do not touch steering wheel while adjusting steering angle sensor.
3. After approximately 10 seconds, touch “END”.
   NOTE:
   After approximately 60 seconds, it ends automatically.
4. Turn ignition switch OFF, then turn it ON again.
   CAUTION:
   Be sure to perform above operation.

>> GO TO 3

3. CHECK DATA MONITOR

1. Run vehicle with front wheels in straight-ahead position, then stop.
2. Select “DATA MONITOR”. Then make sure “STR ANGLE SIG” is within 0±3.5°.

Is the steering angle within the specified range?

YES >> GO TO 4
NO >> Perform the neutral position adjustment for the steering angle sensor again, GO TO 1

4. ERASE THE SELF-DIAGNOSIS MEMORY

Erase the self-diagnosis memory of the ABS actuator and electric unit (control unit) and ECM.
- ABS actuator and electric unit (control unit): Refer to BRC-29, "CONSULT Function (ABS)".
- ECM: Refer to EC-518, "CONSULT Function".

Are the memories erased?

YES >> Inspection End
NO >> Check the items indicated by the self-diagnosis.

CALIBRATION OF DECEL G SENSOR

CALIBRATION OF DECEL G SENSOR : Description

INFOID:0000000010710602

Refer to the table below to determine if calibration of the decel G sensor is required.

×: Required –: Not required

Situation	Calibration of decel G sensor
Removing/Installing ABS actuator and electric unit (control unit)	—
Replacing ABS actuator and electric unit (control unit)	×
Removing/Installing steering components	—
Replacing steering components	×
Removing/Installing suspension components	—
Replacing suspension components	—
Change tires to new ones	—
Tire rotation	—
Adjusting wheel alignment	×
Removing/Installing yaw rate/side/decel G sensor	×
Replacing yaw rate/side/decel G sensor	×

CALIBRATION OF DECEL G SENSOR : Special Repair Requirement

INFOID:0000000010710603

CALIBRATION OF DECEL G SENSOR

CAUTION:
To calibrate the decel G sensor, make sure to use CONSULT

(Calibration cannot be done without CONSULT)

1.ALIGN THE VEHICLE STATUS

Stop vehicle with front wheels in straight-ahead position.

>> GO TO 2

2.PERFORM CALIBRATION OF DECEL G SENSOR

1. On the CONSULT screen, touch “WORK SUPPORT” and “DECEL G SEN CALIBRATION” in order.
2. Touch “START”.
3. After approximately 10 seconds, touch “END”.
   NOTE:
   After approximately 60 seconds, it ends automatically.
4. Turn ignition switch OFF, then turn it ON again.
   CAUTION:
   Be sure to perform above operation.

>> GO TO 3

3.CHECK DATA MONITOR

1. Run vehicle with front wheels in straight-ahead position, then stop.
2. Select “DATA MONITOR”. Then make sure “DECEL G SEN” is within ± 0.08G.

Is the inspection result normal?

YES >> GO TO 4
NO >> Perform calibration of decel G sensor again, GO TO 1

4.ERASE THE SELF-DIAGNOSIS MEMORY

Erase the self-diagnosis memory of the ABS actuator and electric unit (control unit) and ECM.
- ABS actuator and electric unit (control unit): Refer to BRC-29, "CONSULT Function (ABS)".
- ECM: Refer to EC-518, "CONSULT Function".

Are the memories erased?

YES >> Inspection End
NO >> Check the items indicated by the self-diagnosis.

SYSTEM DESCRIPTION

APPLICATION NOTICE

Application Notice

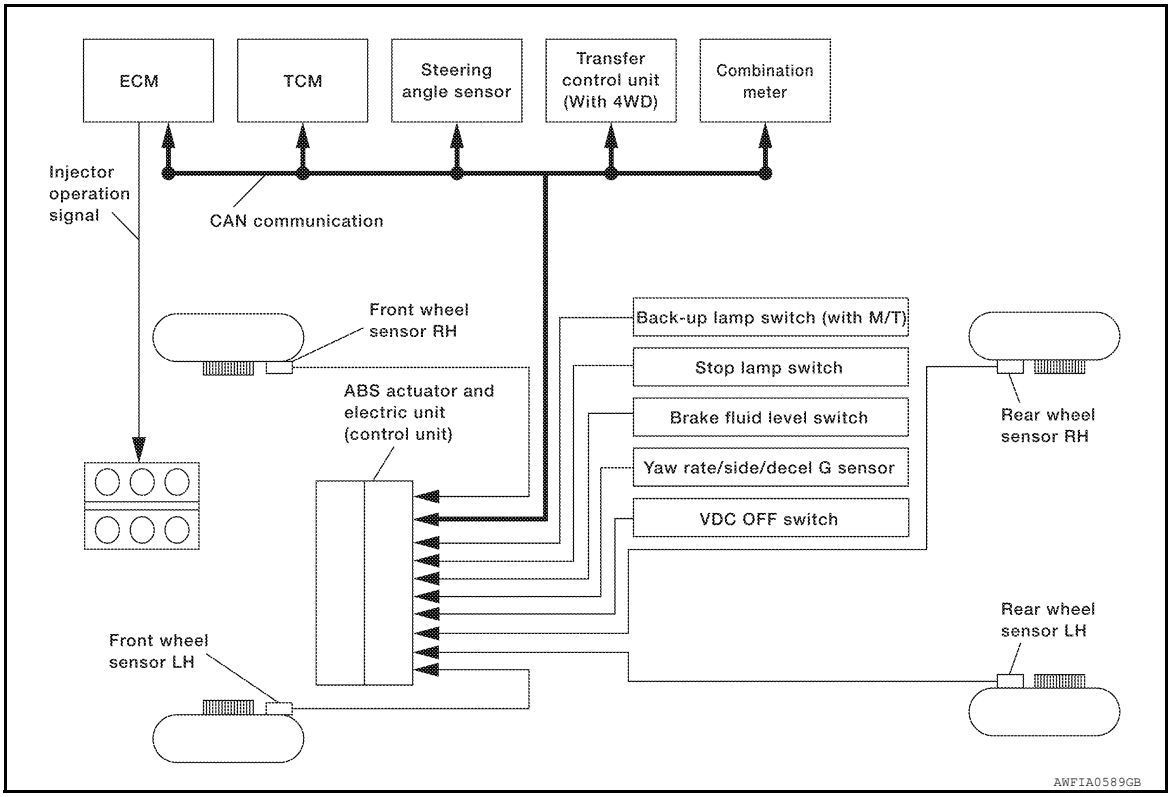
INFOID:0000000010710604

Service information	Remarks
TYPE 1	VDC/TCS/ABS
TYPE 2	HILL DESCENT CONTROL/HILL START ASSIST/VDC/TCS/ABS

VDC

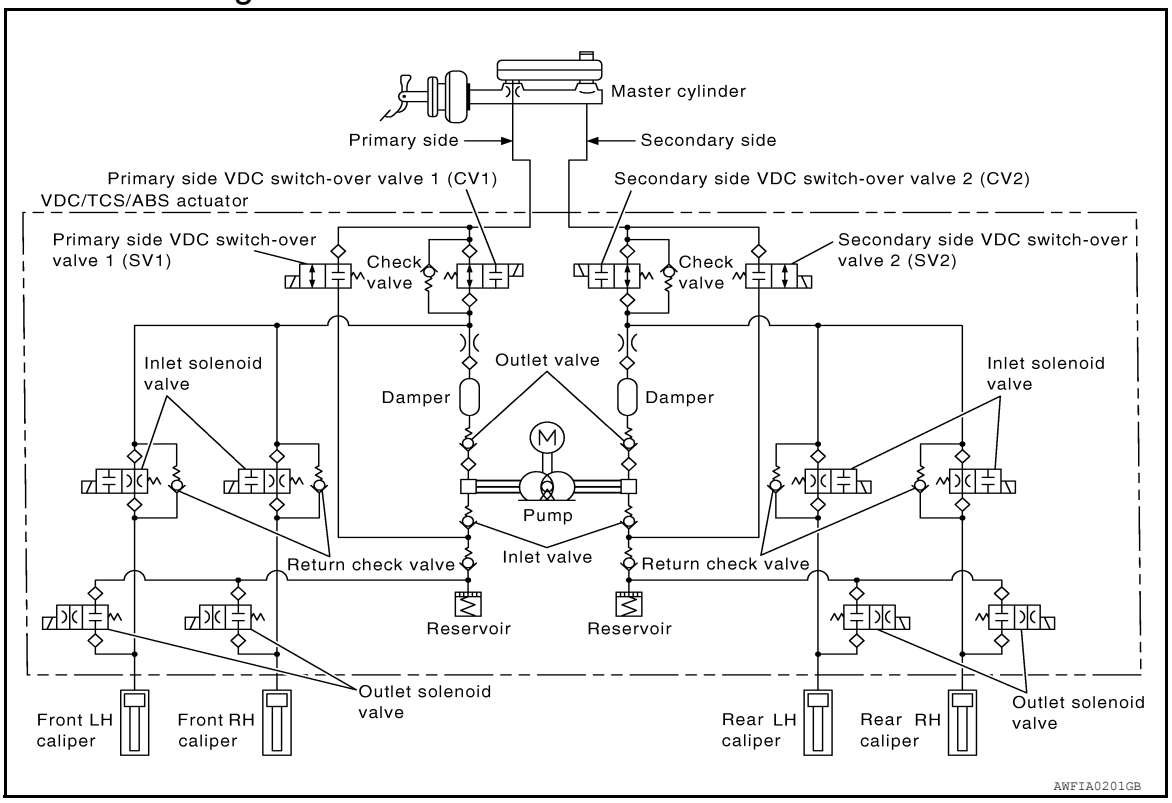
System Diagram

INFOID:0000000010710605



Hydraulic Circuit Diagram

INFOID:0000000010710606



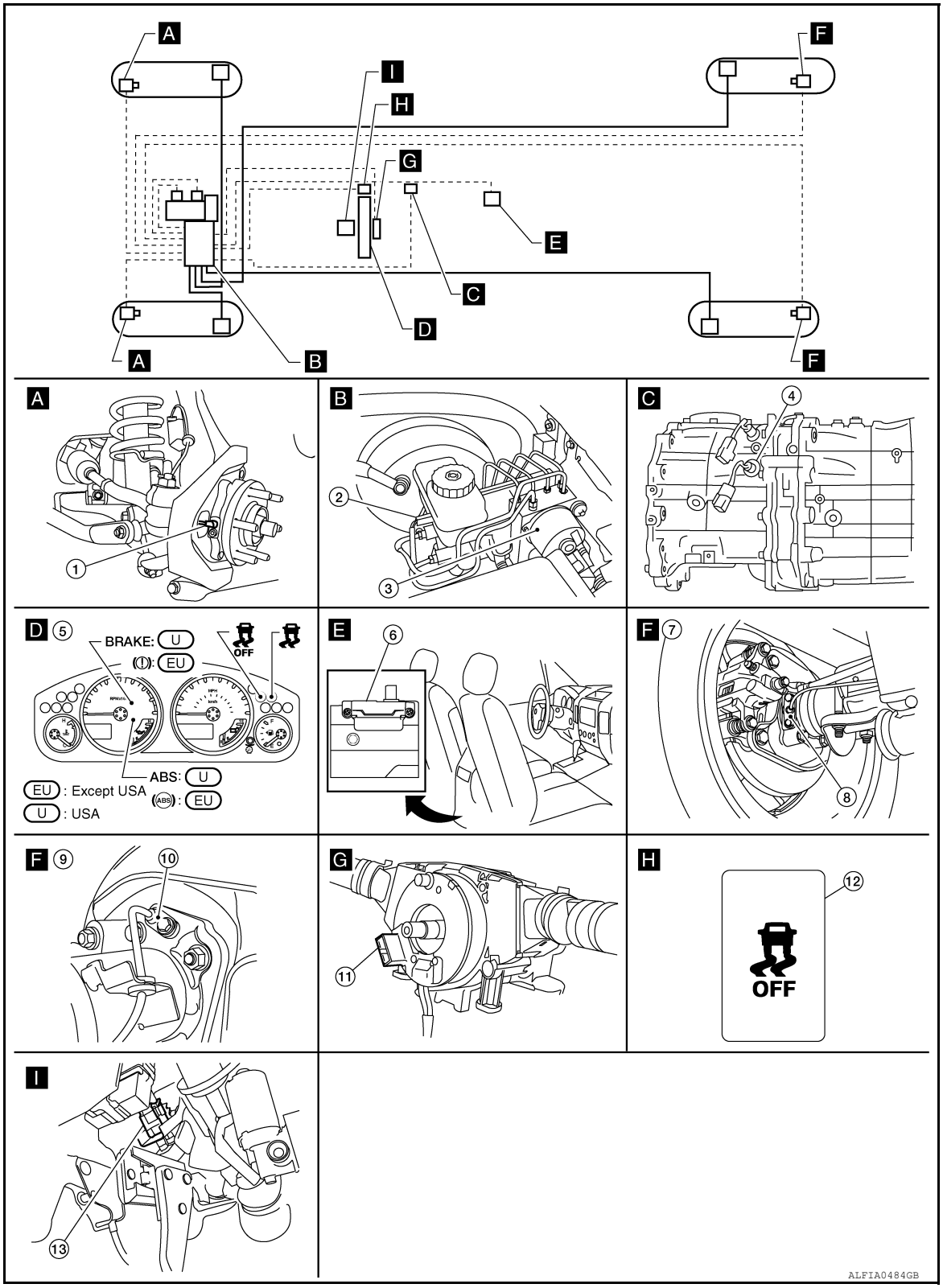
System Description

INFOID:0000000010710607

- Vehicle Dynamics Control system detects driver′s steering operation amount and brake pedal travel from steering angle sensor. Using information from yaw rate/side/decel G sensor and wheel sensor, VDC judges driving condition (conditions of under steer and over steer) to improve vehicle driving stability by controlling brake application to 4 wheels and engine output.
- During VDC operation, it informs driver of system operation by flashing SLIP indicator lamp.
- Electrical system diagnosis by CONSULT is available.

Component Parts Location

INFOID:0000000010710608



1. Front wheel sensor LH E18
   Front wheel sensor RH E117
2. Brake fluid level switch E21
3. ABS actuator and electric unit (control unit) E127
4. Back-up lamp switch F69
5. Combination meter M24
6. Yaw rate/side/decel G sensor B73
7. C200 rear axle
8. Rear wheel sensor LH C11
   Rear wheel sensor RH C10
9. M226 rear axle

10. Rear wheel sensor LH C11
Rear wheel sensor RH C10
11. Steering angle sensor (behind spiral cable) M47
(Steering wheel removed for clarity)
12. VDC OFF switch M154
13. Stop lamp switch (with M/T) E38
Stop lamp switch (with A/T) E39

Component Description

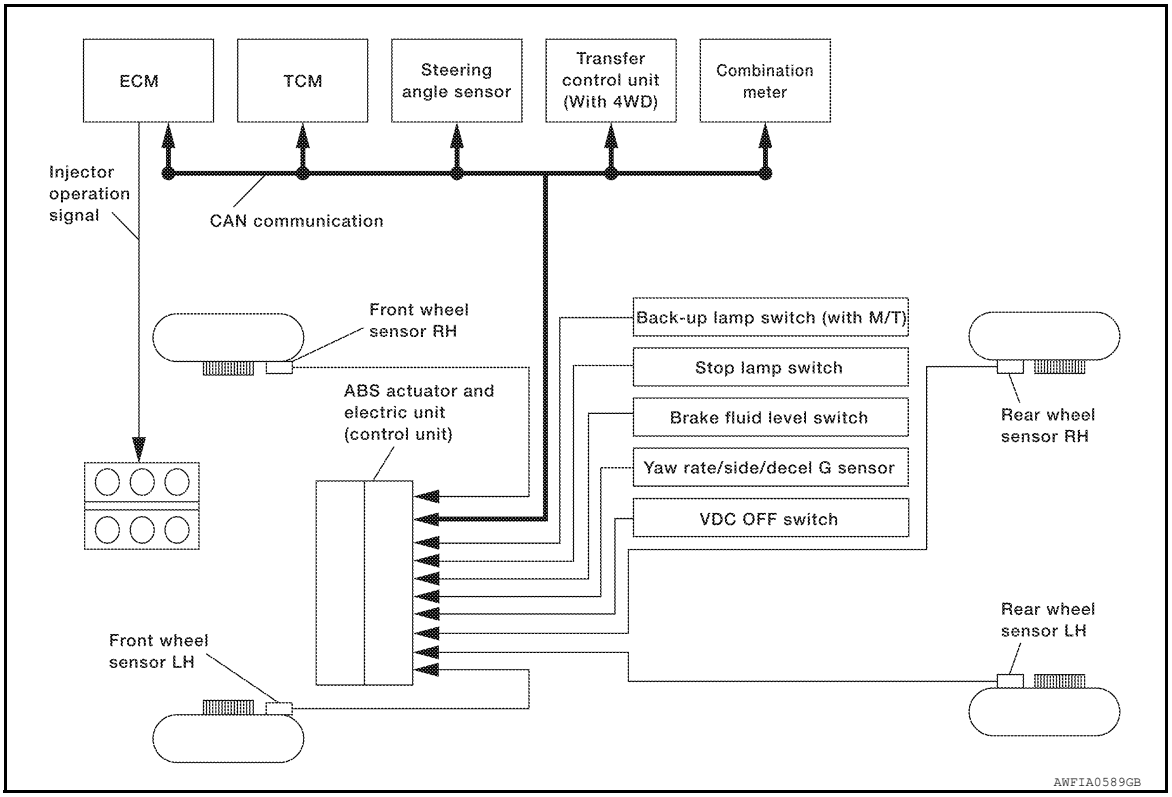
INFOID:0000000010710609

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-44, "Description"
	Motor	
	Actuator relay	BRC-60, "Description"
	Solenoid valve	BRC-53, "Description"
	VDC switch-over valve (CV1, CV2, SV1, SV2)	BRC-71, "Description"
Wheel sensor		BRC-48, "Description"
Yaw rate/side/decel G sensor		BRC-46, "Description"
Stop lamp switch		BRC-51, "Description"
Steering angle sensor		BRC-62, "Description"
Brake fluid level switch		BRC-65, "Description"
VDC OFF switch		BRC-76, "Description"
ABS warning lamp		BRC-78, "Description"
Brake warning lamp		BRC-79, "Description"
VDC OFF indicator lamp		BRC-80, "Description"
SLIP indicator lamp		BRC-82, "Description"

TCS

System Diagram

INFOID:0000000010710610



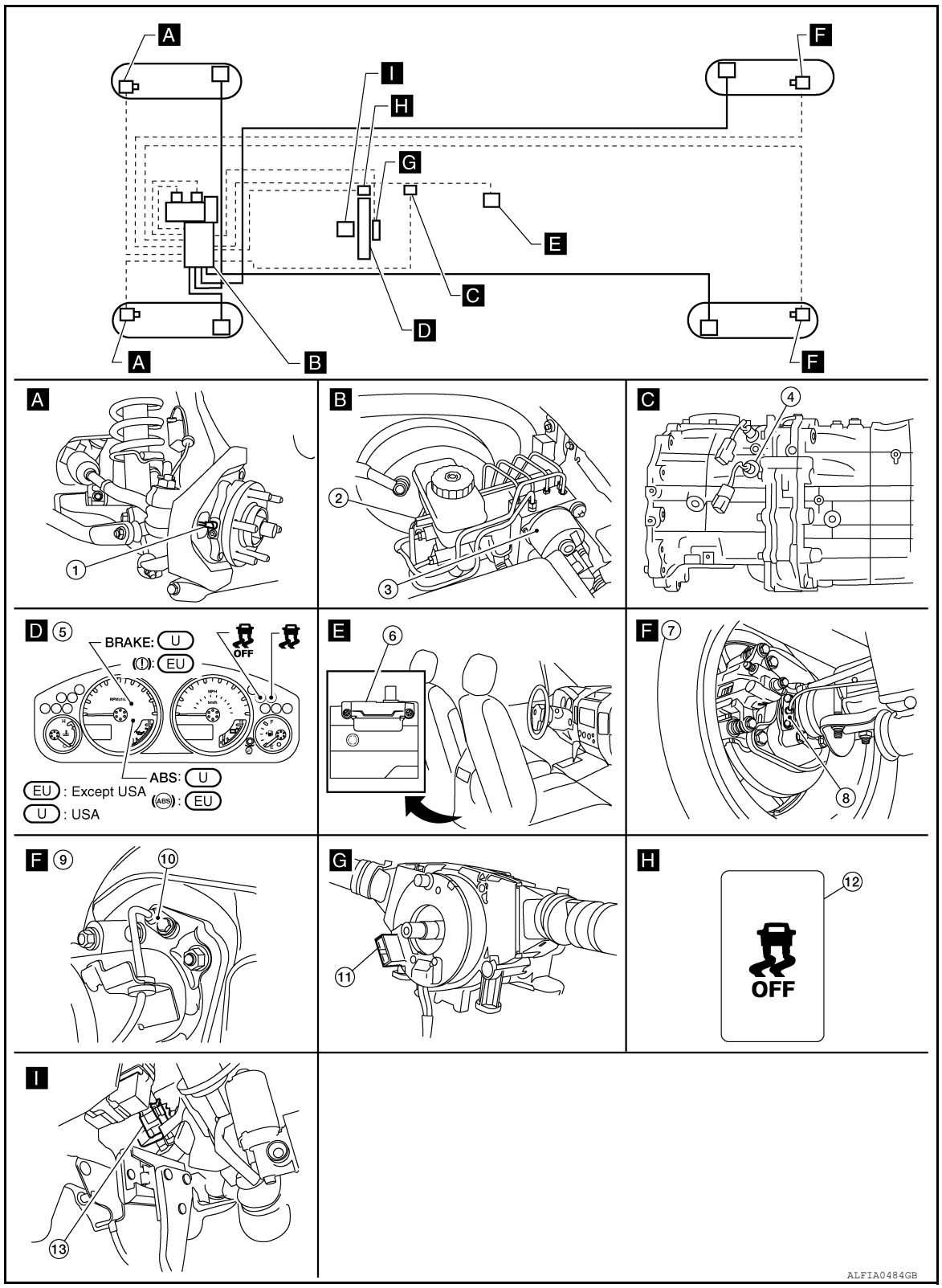
System Description

INFOID:0000000010710611

- Traction Control System is a function that electronically controls engine torque, brake fluid pressure and A/T gear position to ensure the optimum slippage ratio at drive wheels by computing wheel speed signals from 4 wheel sensors. When ABS actuator and electric unit (control unit) detects a spin at drive wheels (rear wheels), it compares wheel speed signals from all 4 wheels. At this time, LH and RH rear brake fluid pressure are controlled, while fuel being cut to engine and throttle valve being closed to reduce engine torque by the control unit. Further more, throttle position is continuously controlled to ensure the optimum engine torque at all times.
- During TCS operation, it informs driver of system operation by flashing SLIP indicator lamp.
- Electrical system diagnosis by CONSULT is available.

Component Parts Location

INFOID:0000000010710612



1. Front wheel sensor LH E18
   Front wheel sensor RH E117
2. Brake fluid level switch E21
3. ABS actuator and electric unit (control unit) E127
4. Back-up lamp switch F69
5. Combination meter M24
6. Yaw rate/side/decel G sensor B73
7. C200 rear axle
8. Rear wheel sensor LH C11
   Rear wheel sensor RH C10
9. M226 rear axle

10. Rear wheel sensor LH C11
Rear wheel sensor RH C10
11. Steering angle sensor (behind spiral cable) M47
(Steering wheel removed for clarity)
12. VDC OFF switch M154
13. Stop lamp switch (with M/T) E38
Stop lamp switch (with A/T) E39

Component Description

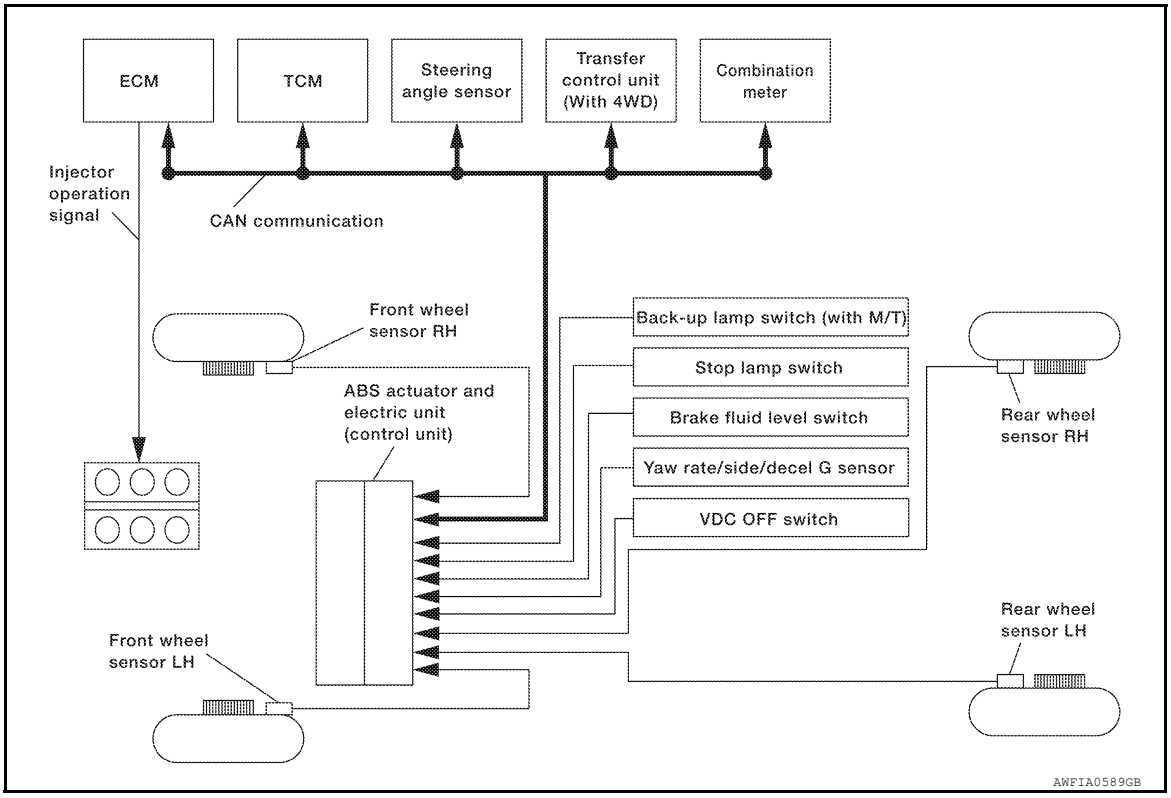
INFOID:0000000010710613

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-44, "Description"
	Motor	
	Actuator relay	BRC-60, "Description"
	Solenoid valve	BRC-53, "Description"
	VDC switch-over valve (CV1, CV2, SV1, SV2)	BRC-71, "Description"
Wheel sensor		BRC-48, "Description"
Yaw rate/side/decel G sensor		BRC-46, "Description"
Stop lamp switch		BRC-51, "Description"
Steering angle sensor		BRC-62, "Description"
Brake fluid level switch		BRC-65, "Description"
VDC OFF switch		BRC-76, "Description"
ABS warning lamp		BRC-78, "Description"
Brake warning lamp		BRC-79, "Description"
VDC OFF indicator lamp		BRC-80, "Description"
SLIP indicator lamp		BRC-82, "Description"

ABS

System Diagram

INFOID:0000000010710614



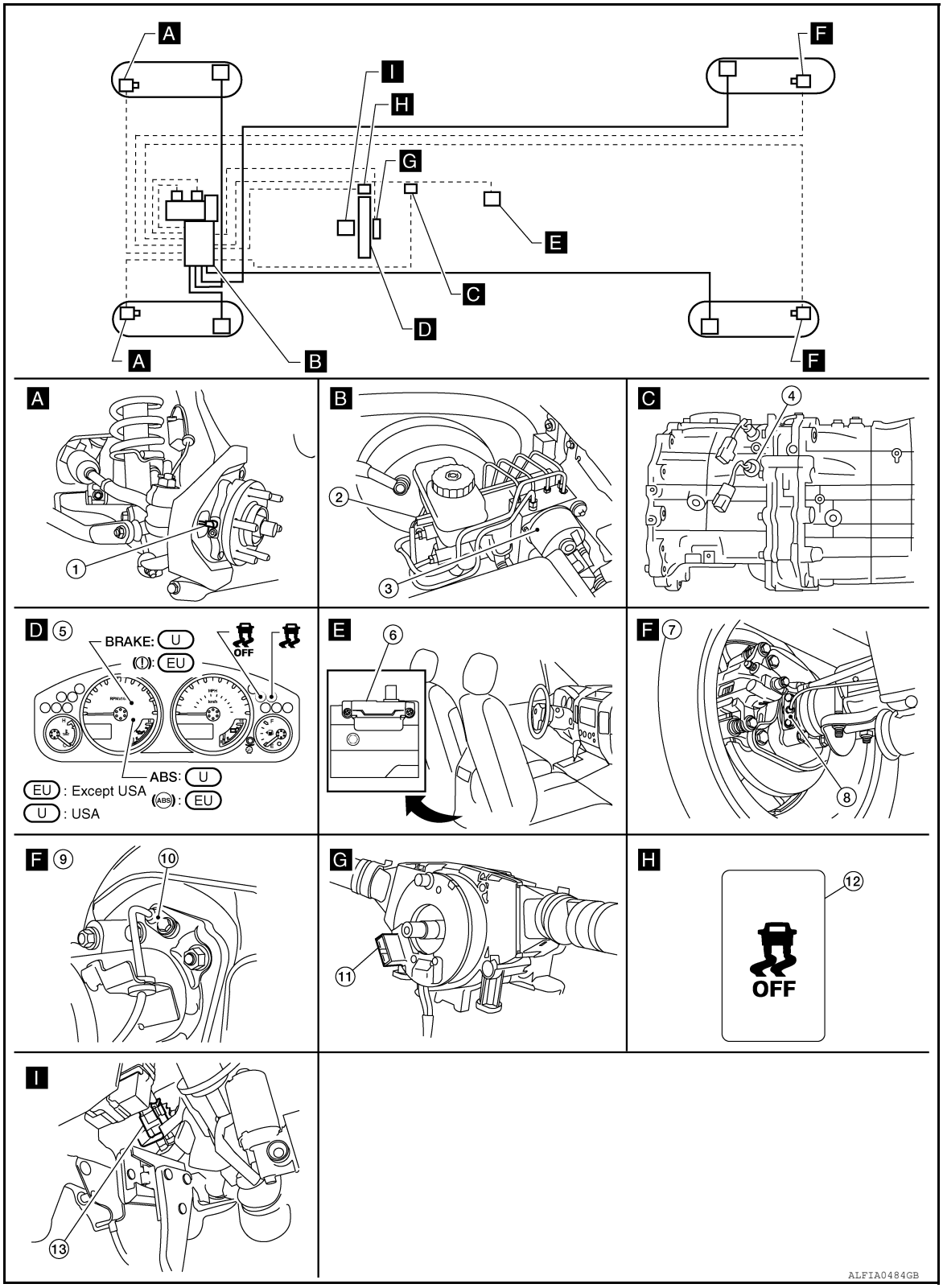
System Description

INFOID:0000000010710615

- Anti-Lock Braking System is a function that detects wheel revolution while braking, electronically controls braking force, and prevents wheel locking during sudden braking. It improves handling stability and maneuverability for avoiding obstacles.
- Electrical system diagnosis by CONSULT is available.

Component Parts Location

INFOID:0000000010710616



1. Front wheel sensor LH E18
   Front wheel sensor RH E117
2. Brake fluid level switch E21
3. ABS actuator and electric unit (control unit) E127
4. Back-up lamp switch F69
5. Combination meter M24
6. Yaw rate/side/decel G sensor B73
7. C200 rear axle
8. Rear wheel sensor LH C11
   Rear wheel sensor RH C10
9. M226 rear axle

10. Rear wheel sensor LH C11
Rear wheel sensor RH C10
11. Steering angle sensor (behind spiral cable) M47
(Steering wheel removed for clarity)
12. VDC OFF switch M154
13. Stop lamp switch (with M/T) E38
Stop lamp switch (with A/T) E39

Component Description

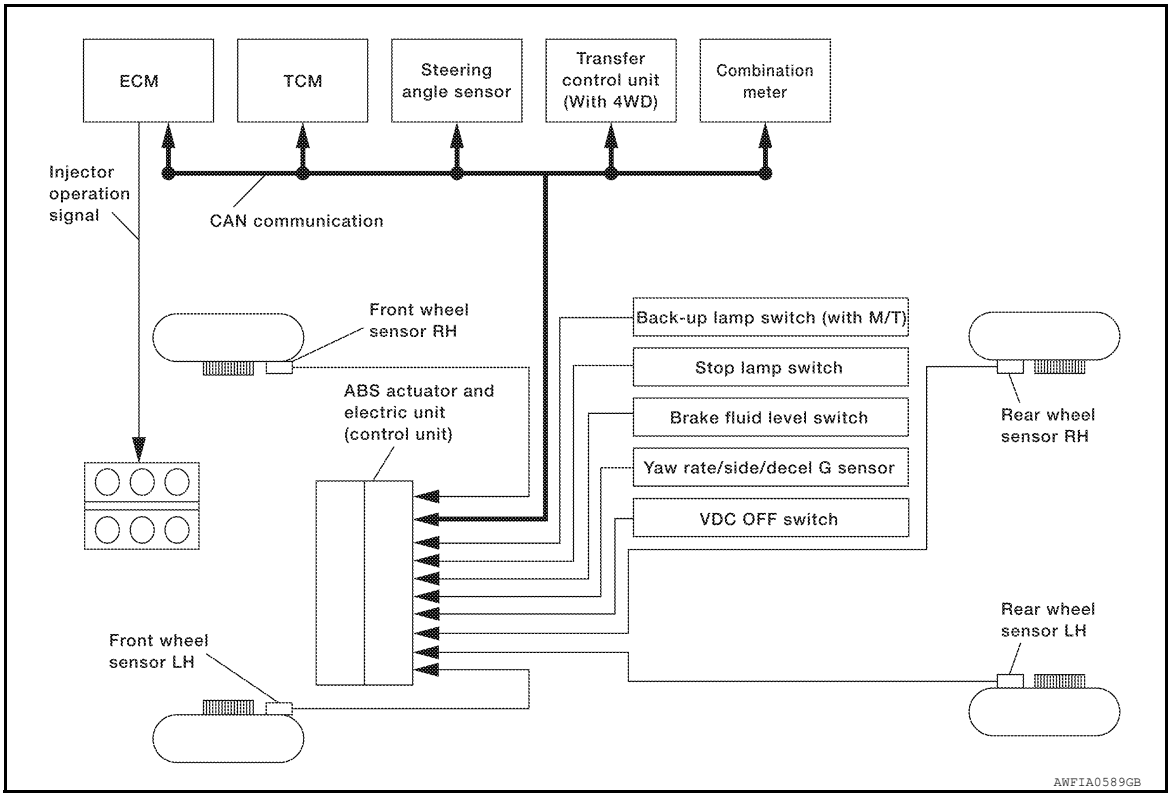
INFOID:0000000010710617

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-44, "Description"
	Motor	
	Actuator relay	BRC-60, "Description"
	Solenoid valve	BRC-53, "Description"
	VDC switch-over valve (CV1, CV2, SV1, SV2)	BRC-71, "Description"
Wheel sensor		BRC-48, "Description"
Yaw rate/side/decel G sensor		BRC-46, "Description"
Stop lamp switch		BRC-51, "Description"
Steering angle sensor		BRC-62, "Description"
Brake fluid level switch		BRC-65, "Description"
VDC OFF switch		BRC-76, "Description"
ABS warning lamp		BRC-78, "Description"
Brake warning lamp		BRC-79, "Description"
VDC OFF indicator lamp		BRC-80, "Description"
SLIP indicator lamp		BRC-82, "Description"

EBD

System Diagram

INFOID:0000000010710618



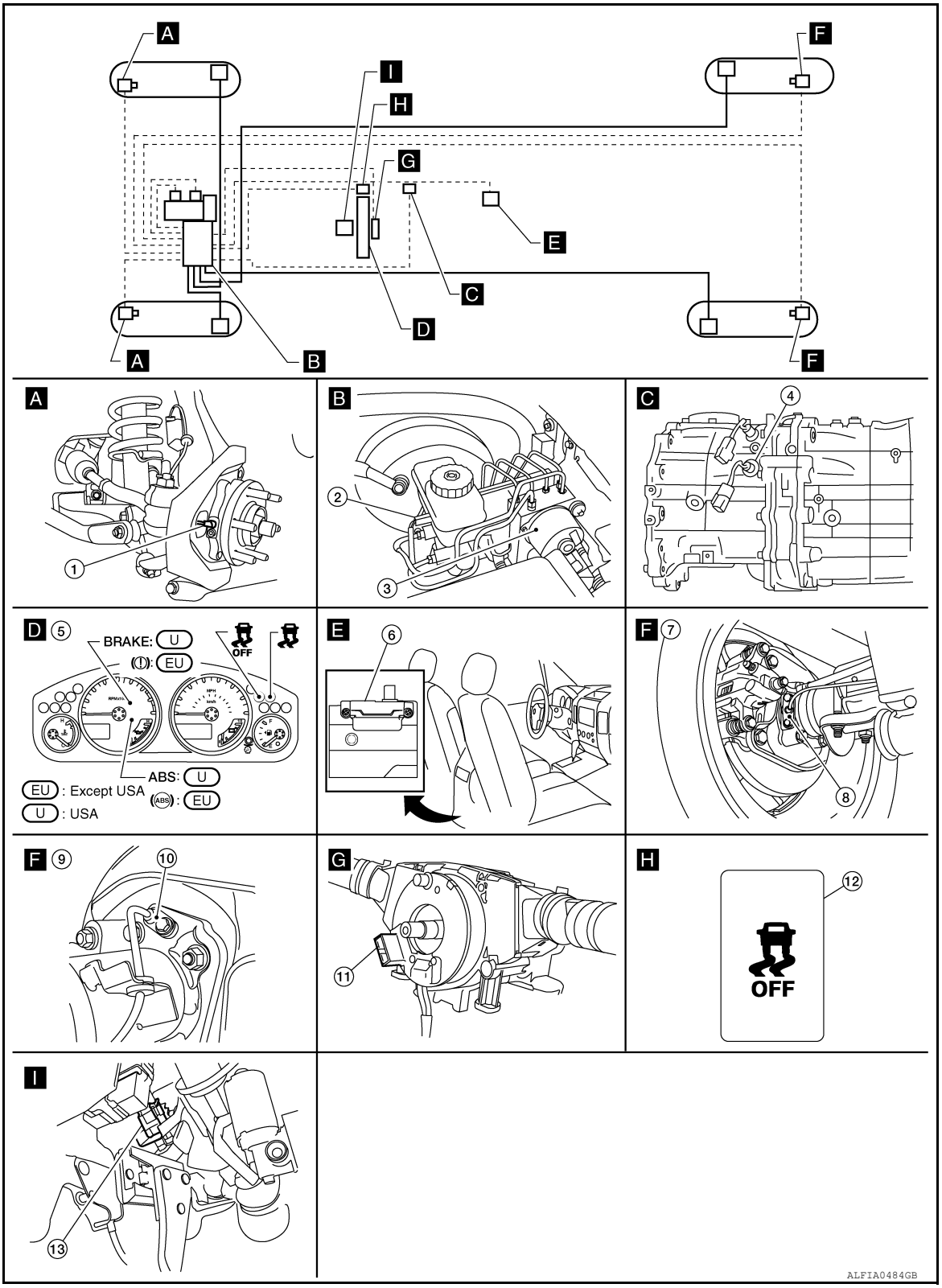
System Description

INFOID:0000000010710619

- Electric Brake force Distribution is a following function. ABS actuator and electric unit (control unit) detects subtle slippages between the front and rear wheels during braking. Then it electronically controls the rear braking force (brake fluid pressure) to reduce rear wheel slippage. Accordingly, it improves vehicle stability.
- Electrical system diagnosis by CONSULT is available.

Component Parts Location

INFOID:0000000010710620



1. Front wheel sensor LH E18
   Front wheel sensor RH E117
2. Brake fluid level switch E21
3. ABS actuator and electric unit (control unit) E127
4. Back-up lamp switch F69
5. Combination meter M24
6. Yaw rate/side/decel G sensor B73
7. C200 rear axle
8. Rear wheel sensor LH C11
   Rear wheel sensor RH C10
9. M226 rear axle

10. Rear wheel sensor LH C11
Rear wheel sensor RH C10
11. Steering angle sensor (behind spiral cable) M47
(Steering wheel removed for clarity)
12. VDC OFF switch M154
13. Stop lamp switch (with M/T) E38
Stop lamp switch (with A/T) E39

Component Description

INFOID:0000000010710621

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-44, "Description"
	Motor	
	Actuator relay	BRC-60, "Description"
	Solenoid valve	BRC-53, "Description"
	VDC switch-over valve (CV1, CV2, SV1, SV2)	BRC-71, "Description"
Wheel sensor		BRC-48, "Description"
Yaw rate/side/decel G sensor		BRC-46, "Description"
Stop lamp switch		BRC-51, "Description"
Steering angle sensor		BRC-62, "Description"
Brake fluid level switch		BRC-65, "Description"
VDC OFF switch		BRC-76, "Description"
ABS warning lamp		BRC-78, "Description"
Brake warning lamp		BRC-79, "Description"
VDC OFF indicator lamp		BRC-80, "Description"
SLIP indicator lamp		BRC-82, "Description"

DIAGNOSIS SYSTEM [ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)]

CONSULT Function (ABS)

INFOID:0000000010710622

FUNCTION

CONSULT can display each diagnostic item using the following direct diagnostic modes.

Direct Diagnostic Mode	Description
ECU Identification	The ABS actuator and electric unit (control unit) part number is displayed.
Self Diagnostic Result	The ABS actuator and electric unit (control unit) self diagnostic results are displayed.
Data Monitor	The ABS actuator and electric unit (control unit) input/output data is displayed in real time.
Active Test	The ABS actuator and electric unit (control unit) activates outputs to test components.
Work support	The settings for ABS actuator and electric unit (control unit) functions can be changed.
CAN Diag Support Mntr	The result of transmit/receive diagnosis of CAN communication is displayed.

SELF DIAGNOSTIC RESULT

Operation Procedure

1. Before performing the self-diagnosis, start engine and drive vehicle at 30 km/h (19 MPH) or more for approximately 1 minute.

How to Erase Self-diagnosis Results

1. After erasing DTC memory, start engine and drive vehicle at 30 km/h (19 MPH) or more for approximately 1 minute as the final inspection, and make sure that the ABS warning lamp, VDC OFF indicator lamp, SLIP indicator lamp and brake warning lamp turn OFF.
   CAUTION:
   If memory cannot be erased, perform applicable diagnosis.
   NOTE:
   - When the wheel sensor malfunctions, after inspecting the wheel sensor system, the ABS warning lamp, VDC OFF indicator lamp, SLIP indicator lamp and brake warning lamp will not turn OFF even when the system is normal unless the vehicle is driving at approximately 30 km/h (19 MPH) or more for approximately 1 minute.
   - Brake warning lamp will turn ON in case of parking brake operation (when switch is ON) or of brake fluid level switch operation (when brake fluid is insufficient).
   - VDC OFF switch should not stay “ON” position.

Display Item List

Refer to BRC-88, "DTC No. Index".

DATA MONITOR

Item (Unit)	Data monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
FR LH SENSOR (km/h, mph)	×	×	×	Wheel speed calculated by front LH wheel sensor signal is displayed.
FR RH SENSOR (km/h, mph)	×	×	×	Wheel speed calculated by front RH wheel sensor signal is displayed.
RR LH SENSOR (km/h, mph)	×	×	×	Wheel speed calculated by rear LH wheel sensor signal is displayed.
RR RH SENSOR (km/h, mph)	×	×	×	Wheel speed calculated by rear RH wheel sensor signal is displayed.
DECEL G-SEN (G)	×	×	×	Longitudinal acceleration detected by decel G-sensor is displayed.

Item (Unit)	Data monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
FR RH IN SOL (ON/OFF)	–	×	×	Front RH IN ABS solenoid (ON/OFF) status is displayed.
FR RH OUT SOL (ON/OFF)	–	×	×	Front RH OUT ABS solenoid (ON/OFF) status is displayed.
FR LH IN SOL (ON/OFF)	–	×	×	Front LH IN ABS solenoid (ON/OFF) status is displayed.
FR LH OUT SOL (ON/OFF)	–	×	×	Front LH OUT ABS solenoid (ON/OFF) status is displayed.
RR RH IN SOL (ON/OFF)	–	×	×	Rear RH IN ABS solenoid (ON/OFF) status is displayed.
RR RH OUT SOL (ON/OFF)	–	×	×	Rear RH OUT ABS solenoid (ON/OFF) status is displayed.
RR LH IN SOL (ON/OFF)	–	×	×	Rear LH IN ABS solenoid (ON/OFF) status is displayed.
RR LH OUT SOL (ON/OFF)	–	×	×	Rear LH OUT ABS solenoid (ON/OFF) status is displayed.
EBD WARN LAMP (ON/OFF)	–	–	×	Brake warning lamp (ON/OFF) status is displayed.
STOP LAMP SW (ON/OFF)	×	×	×	Stop lamp switch (ON/OFF) status is displayed.
MOTOR RELAY (ON/OFF)	–	×	×	ABS motor relay signal (ON/OFF) status is displayed.
ACTUATOR RLY (ON/OFF)	–	×	×	ABS actuator relay signal (ON/OFF) status is displayed.
ABS WARN LAMP (ON/OFF)	–	×	×	ABS warning lamp (ON/OFF) status is displayed.
OFF LAMP (ON/OFF)	–	×	×	OFF Lamp (ON/OFF) status is displayed.
OFF SW (ON/OFF)	×	×	×	VDC OFF switch (ON/OFF) status is displayed.
SLIP LAMP (ON/OFF)	–	×	×	SLIP indicator lamp (ON/OFF) status is displayed.
BATTERY VOLT (V)	×	×	×	Voltage supplied to ABS actuator and electric unit (control unit) is displayed.
GEAR (1, 2, 3, 4, 5)	×	×	×	Gear position determined by TCM is displayed.
SLCT LVR POSI (P, R, N, D)	×	×	×	Shift position judged by PNP switch signal.
ENGINE SPEED (rpm)	×	×	×	Engine speed judged by CAN communication signal is displayed.
YAW RATE SEN (d/s)	×	×	×	Yaw rate detected by yaw rate sensor is displayed.
R POSI SIG (ON/OFF)	–	–	×	Shift position judged by PNP switch signal.
N POSI SIG (ON/OFF)	–	–	×	Shift position judged by PNP switch signal.
P POSI SIG (ON/OFF)	–	–	×	Shift position judged by PNP switch signal.

Item (Unit)	Data monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
CV1 (ON/OFF)	–	–	×	Front side switch-over solenoid valve (cut valve) (ON/OFF) status is displayed.
CV2 (ON/OFF)	–	–	×	Rear side switch-over solenoid valve (cut-valve) (ON/OFF) status is displayed.
SV1 (ON/OFF)	–	–	×	Front side switch-over solenoid valve (suction valve) (ON/OFF) status is displayed.
SV2 (ON/OFF)	–	–	×	Rear side switch-over solenoid valve (suction valve) (ON/OFF) status is displayed.
2WD/4WD (2WD/4WD)	–	–	×	It recognizes on software whether it is 2WD and whether it is in 4WD state.
ACCEL POS SIG (%)	×	–	×	Throttle valve open/close status judged by CAN communication signal is displayed.
SIDE G-SENSOR (m/s^2)	×	–	×	Transverse acceleration detected by side G-sensor is displayed.
STR ANGLE SIG (deg)	×	–	×	Steering angle detected by steering angle sensor is displayed.
PRESS SENSOR (bar)	×	–	×	Brake pressure detected by pressure sensor is displayed.
EBD SIGNAL (ON/OFF)	–	–	×	EBD operation (ON/OFF) status is displayed.
ABS SIGNAL (ON/OFF)	–	–	×	ABS operation (ON/OFF) status is displayed.
TCS SIGNAL (ON/OFF)	–	–	×	TCS operation (ON/OFF) status is displayed.
VDC SIGNAL (ON/OFF)	–	–	×	VDC operation (ON/OFF) status is displayed.
ABS FAIL SIG (ON/OFF)	–	–	×	ABS fail signal (ON/OFF) status is displayed.
TCS FAIL SIG (ON/OFF)	–	–	×	TCS fail signal (ON/OFF) status is displayed.
VDC FAIL SIG (ON/OFF)	–	–	×	VDC fail signal (ON/OFF) status is displayed.
CRANKING SIG (ON/OFF)	–	–	×	The input state of the key SW START position signal is displayed.
FLUID LEV SW (ON/OFF)	×	–	×	Brake fluid level switch (ON/OFF) status is displayed.
DLOCK SW	–	–	×	Indicates condition of differential lock.
DLOCK CHG SW	–	–	×	Indicates the condition of differential mode switch

×: Applicable

–: Not applicable

WORK SUPPORT

Conditions	Description
ST ANGLE SENSOR ADJUSTMENT	Steering angle sensor neutral position adjustment can be performed. Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".
DECEL G SEN CALIBRATION	Decel G sensor calibration can be performed. Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

ACTIVE TEST

CAUTION:

- **Do not perform active test while driving vehicle.**
- **Make sure to completely bleed air from brake system.**
- **The active test cannot be performed with the ABS warning lamp, VDC OFF indicator lamp, SLIP indicator lamp or brake warning lamp on.**
- **ABS warning lamp, VDC OFF indicator lamp, SLIP indicator lamp and brake warning lamp are on during active test.**

NOTE:

- When active test is performed while depressing the pedal, the pedal depression amount will change. This is normal. (Only solenoid valve and ABS motor.)
- “TEST IS STOPPED” is displayed 10 seconds after operation start.
- After “TEST IS STOPPED” is displayed, to perform test again, touch BACK.

Test Item

SOLENOID VALVE

- When performing an active test of the ABS function, select the “MAIN SIGNALS” for each test item. In addition, when performing an active test of the VDC/TCS function, select the item menu for each test item.
- For ABS solenoid valve, touch “Up”, “Keep”, and “Down” on the display screen. For ABS solenoid valve (ACT), touch “Up”, “ACT UP”, “ACT KEEP” and confirm that solenoid valves operate as shown in the table below.

Operation		ABS solenoid valve			ABS solenoid valve (ACT)		
		Up	Keep	Down	Up	ACT UP	ACT KEEP
FR RH SOL	FR RH IN SOL	Off	On	On	—	—	—
	FR RH OUT SOL	Off	Off	On*	—	—	—
FR LH SOL	FR LH IN SOL	Off	On	On	—	—	—
	FR LH OUT SOL	Off	Off	On*	—	—	—
RR RH SOL	RR RH IN SOL	Off	On	On	—	—	—
	RR RH OUT SOL	Off	Off	On*	—	—	—
RR LH SOL	RR LH IN SOL	Off	On	On	—	—	—
	RR LH OUT SOL	Off	Off	On*	—	—	—
FR RH ABS SOLENOID (ACT)	FR RH IN SOL	—	—	—	Off	Off	Off
	FR RH OUT SOL	—	—	—	Off	Off	Off
FR LH ABS SOLENOID (ACT)	FR LH IN SOL	—	—	—	Off	Off	Off
	FR LH OUT SOL	—	—	—	Off	Off	Off
RR RH ABS SOLENOID (ACT)	RR RH IN SOL	—	—	—	Off	Off	Off
	RR RH OUT SOL	—	—	—	Off	Off	Off
RR LH ABS SOLENOID (ACT)	RR LH IN SOL	—	—	—	Off	Off	Off
	RR LH OUT SOL	—	—	—	Off	Off	Off
REAR SOL	RR RH IN SOL	Off	On	On	Off	Off	Off
	RR RH OUT SOL	Off	Off	On*	Off	Off	Off
	RR LH IN SOL	Off	On	On	Off	Off	Off
	RR LH OUT SOL	Off	Off	On*	Off	Off	Off

*: ON for 1 to 2 seconds after the touch, and then OFF

ABS MOTOR

- Touch “On” and “Off” on screen. Make sure motor relay and actuator relay operates as shown in table below.

Operation	On	Off
MOTOR RELAY	On	Off
ACTUATOR RLY	On	On

DTC/CIRCUIT DIAGNOSIS

APPLICATION NOTICE

Application Notice

INFOID:0000000010710623

Service information	Remarks
TYPE 1	VDC/TCS/ABS
TYPE 2	HILL DESCENT CONTROL/HILL START ASSIST/VDC/TCS/ABS

C1101, C1102, C1103, C1104 WHEEL SENSOR

DTC Logic

INFOID:0000000011327018

DTC DETECTION LOGIC

DTC	Display Item	Malfunction detected condition	Possible causes
C1101	RR RH SENSOR-1	• When power supply voltage of rear wheel sensor RH is low. • When an open or shorted circuit is detected in rear wheel sensor RH circuit.	• Harness or connector • Wheel sensor • ABS actuator and electric unit (control unit)
C1102	RR LH SENSOR-1	• When power supply voltage of rear wheel sensor LH is low. • When an open or shorted circuit is detected in rear wheel sensor LH circuit.	
C1103	FR RH SENSOR-1	• When power supply voltage of front wheel sensor RH is low. • When an open or shorted circuit is detected in front wheel sensor RH circuit.	
C1104	FR LH SENSOR-1	• When power supply voltage of front wheel sensor LH is low. • When an open or shorted circuit is detected in front wheel sensor LH circuit.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSTIC RESULT

With CONSULT.
1. Start engine and drive vehicle at approximately 21 km/h (13 MPH) or more for approximately 5 minutes.
2. Perform self-diagnostic result.

Is DTC C1101, C1102, C1103 or C1104 detected?

YES >> Proceed to diagnosis procedure. Refer to BRC-35, "Diagnosis Procedure".
NO >> Inspection End.

Diagnosis Procedure

INFOID:0000000011327019

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

1.CONFIRM DTC

With CONSULT
1. Perform self-diagnostic result of ABS and record all active DTCs.
2. Clear all DTCs.
3. Perform DTC confirmation procedure. Refer to BRC-35, "DTC Logic".

Does DTC C1101, C1102, C1103 or C1104 reset?

YES >> GO TO 2.
NO >> Refer to GI-42, "Intermittent Incident".

2.INSPECT WHEEL SENSOR

Inspect the suspect wheel sensor for damage or deformation.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace as necessary.

3.HARNESS AND CONNECTOR INSPECTION

1. Disconnect ABS actuator and electric unit (control unit) connector E127 and wheel sensor connector of suspect wheel.
2. Check harness, connectors and terminals for corrosion, deformation, disconnection, looseness or damage.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace as necessary.

4. CHECK WHEEL SENSOR OUTPUT SIGNAL

1. Connect ABS active wheel sensor tester (J-45741) to wheel sensor using appropriate adapter.
2. Turn on the ABS active wheel sensor tester power switch.
   NOTE:
   The green POWER indicator should illuminate. If the POWER indicator does not illuminate, replace the battery in the ABS active wheel sensor tester before proceeding.
3. Spin the wheel of the vehicle by hand and observe the red SENSOR indicator on the ABS active wheel sensor tester. The red SENSOR indicator should flash ON and OFF to indicate an output signal.
   NOTE:
   If the red SENSOR indicator illuminates but does not flash, reverse the polarity of the tester leads and retest.

Does the ABS active wheel sensor tester detect a signal?

YES >> GO TO 5.
NO >> Replace the wheel sensor. Refer to BRC-112, "Removal and Installation".

5. CHECK WIRING HARNESS FOR SHORT TO VOLTAGE

1. Turn ignition switch ON.
2. Check voltage between wheel sensor harness connector terminals of suspect wheel and ground.

Wheel Sensor			Ground	Voltage
Wheel	Connector	Terminal		
Front LH	E18	1	—	0V
		2		
Front RH	E117	1		
		2		
Rear LH	C11	1		
		2		
Rear RH	C10	1		
		2		

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair the circuit.

6. CHECK WIRING HARNESS FOR SHORT TO GROUND

1. Turn ignition switch OFF.
2. Check continuity between wheel sensor harness connector terminals of suspect wheel and ground.

Wheel Sensor			Ground	Continuity
Wheel	Connector	Terminal		

Front LH	E18	1	—	No
		2		
Front RH	E117	1		
		2		
Rear LH	C11	1		
		2		
Rear RH	C10	1		
		2		

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair the circuit.

7. CHECK WIRING HARNESS FOR SHORT BETWEEN CIRCUITS

Check continuity between wheel sensor harness connector terminals of suspect wheel.

Wheel Sensor		(+)	(-)	Continuity
Wheel	Connector	Terminal	Terminal	
Front LH	E18	1	2	No
Front RH	E117			
Rear LH	C11			
Rear RH	C10			

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair the circuit.

8. CHECK WIRING HARNESS FOR OPEN CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) harness connector E127 and harness connector of suspect wheel sensor.

Wheel sensor	ABS actuator and electric unit (control unit)		Wheel sensor		Continuity
	Connector	Terminal	Connector	Terminal	
Front LH	E127	45	E18	1	Yes
		46		2	
Front RH		34	E117	1	
		33		2	
Rear LH		36	C11	1	
		37		2	
Rear RH		43	C10	1	
		42		2	

Is the inspection result normal?

YES >> GO TO 9.
NO >> Repair the circuit.

9. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) POWER SUPPLY CIRCUIT

1. Turn ignition switch ON.
2. Check voltage between ABS actuator and electric unit (control unit) harness connector E127 terminal and ground.

ABS actuator and electric unit (control unit)		Ground	Condition	Voltage (Approx.)
Connector	Terminal			
E127	8	—	Ignition switch ON	Battery voltage
			Ignition switch OFF	0V

Is the inspection result normal?

YES >> GO TO 10.
NO >> Check the following:
- 10A fuse No. 50 located in the IPDM E/R
- Harness between ABS actuator and electric unit (control unit) and IPDM E/R

10. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	1	Ground	Yes
	2		

Is the inspection result normal?

YES >> GO TO 11.
NO >> Repair or replace malfunctioning components.

11. CHECK WHEEL SENSOR INPUT VOLTAGE

1. Connect ABS actuator and electric unit (control unit) connector E127.
2. Turn ignition switch ON.
3. Check voltage between suspect wheel sensor harness connector terminals.

Wheel Sensor		(+)	(-)	Voltage (Approx.)
Wheel	Connector	Terminal	Terminal	
Front LH	E18	1	2	Battery voltage
Front RH	E117			
Rear LH	C11			
Rear RH	C10			

Is the inspection result normal?

YES >> Replace wheel sensor. Refer to BRC-112, "Removal and Installation". Then, GO TO 12.
NO >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".

12. CONFIRM REPAIR

With CONSULT
1. Clear all DTCs.
2. Perform DTC confirmation procedure. Refer to BRC-35, "DTC Logic".

Does DTC C1101, C1102, C1103 or C1104 reset?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Inspection End.

C1105, C1106, C1107, C1108 WHEEL SENSOR

DTC Logic

INFOID:0000000011327021

DTC DETECTION LOGIC

DTC	Display Item	Malfunction detected condition	Possible causes
C1105	RR RH SENSOR-2	• When distance between rear wheel sensor RH and rear wheel sensor RH rotor is large. • When installation of rear wheel sensor RH or rear wheel sensor RH rotor is not normal.	• Wheel sensor • ABS actuator and electric unit (control unit) • Sensor rotor
C1106	RR LH SENSOR-2	• When distance between rear wheel sensor LH and rear wheel sensor LH rotor is large. • When installation of rear wheel sensor LH or rear wheel sensor LH rotor is not normal.	
C1107	FR RH SENSOR-2	• When distance between front wheel sensor RH and front wheel sensor RH rotor is large. • When installation of front wheel sensor RH or front wheel sensor RH rotor is not normal.	
C1108	FR LH SENSOR-2	• When distance between front wheel sensor LH and front wheel sensor LH rotor is large. • When installation of front wheel sensor LH or front wheel sensor LH rotor is not normal.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSTIC RESULT

With CONSULT.
1. Start engine and drive vehicle at approximately 21 km/h (13 MPH) or more for approximately 5 minutes.
2. Perform self-diagnostic result.

Is DTC C1105, C1106, C1107 or C1108 detected?

YES >> Proceed to diagnosis procedure. Refer to BRC-39, "Diagnosis Procedure".
NO >> Inspection End.

Diagnosis Procedure

INFOID:0000000011327022

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CONFIRM DTC

With CONSULT
1. Perform self-diagnostic result of ABS and record all active DTCs.
2. Clear all DTCs.
3. Perform DTC confirmation procedure. Refer to BRC-39, "DTC Logic".

Does DTC C1105, C1106, C1107 or C1108 reset?

YES >> GO TO 2.
NO >> Refer to GI-42, "Intermittent Incident".

2.CHECK TIRE PRESSURE AND TIRE WEAR

Check tires for excessive wear and proper inflation. Refer to WT-48, "Adjustment".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace as necessary.

3.CHECK WHEEL SENSOR

Check wheel sensor for the following:

- Proper installation
- Physical damage
- Contamination

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace as necessary.

4.CHECK SENSOR ROTOR

Check sensor rotor for the following:
- Contamination
- Physical damage (missing teeth, cracks, etc.)
- Foreign material
- Looseness

Is the inspection result normal?

YES >> Replace the wheel sensor. Refer to BRC-112, "Removal and Installation". Then, GO TO 5.
NO >> Repair or replace as necessary.

5.CONFIRM REPAIR

With CONSULT
1. Clear all DTCs.
2. Perform DTC confirmation procedure. Refer to BRC-39, "DTC Logic".

Does DTC C1105, C1106, C1107 or C1108 reset?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Inspection End.

C1109 POWER AND GROUND SYSTEM

Description

INFOID:0000000010710634

Supplies electric power to the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710635

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1109	BATTERY VOLTAGE [ABNORMAL]	When the ABS actuator and electric unit (control unit) power supply voltage is lower than normal.	• Harness or connector • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
BATTERY VOLTAGE [ABNORMAL]

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-41, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710636

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

2.CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) POWER SUPPLY CIRCUIT AND GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check voltage between ABS actuator and electric unit (control unit) connector E127 terminal 8 and ground.

ABS actuator and electric unit (control unit)		—	Condition	Voltage
Connector	Terminal			
E127	8	Ground	Ignition switch: ON	Battery voltage
			Ignition switch: OFF	Approx. 0V

4. Turn ignition switch OFF.
5. Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals 16, 47 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16, 47	Ground	Yes

Is the inspection result normal?

YES >> Check battery for terminal looseness, low voltage, etc. If any malfunction is found, repair malfunctioning parts.
NO >> Repair or replace malfunctioning components.

Special Repair Requirement

INFOID:0000000010710637

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1110, C1170 ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

DTC Logic

INFOID:0000000010710638

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1110	CONTROLLER FAILURE	When there is an internal malfunction in the ABS actuator and electric unit (control unit).	• ABS actuator and electric unit (control unit)
C1170	VARIANT CODING	In a case where VARIANT CODING is different.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
CONTROLLER FAILURE
VARIANT CODING

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-43, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710639

1.REPLACE ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

>> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".

Special Repair Requirement

INFOID:0000000010710640

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1111 ABS MOTOR, MOTOR RELAY SYSTEM

Description

INFOID:0000000010710641

PUMP

The pump returns the brake fluid stored in the reservoir to the master cylinder by reducing the pressure.

MOTOR

The motor drives the pump according to the signals transmitted by the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710642

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1111	PUMP MOTOR	During the actuator motor operating with ON, when the actuator motor turns OFF, or when the control line for actuator motor relay is open.	• Harness or connector • ABS actuator and electric unit (control unit)
		During the actuator motor operating with OFF, when the actuator motor turns ON, or when the control line for relay is shorted to ground.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
PUMP MOTOR

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-44, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710643

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnect, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

2.CHECK ABS MOTOR AND MOTOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check voltage between the ABS actuator and electric unit (control unit) connector E127 terminal 1 and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E127	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals 16, 47 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16, 47	Ground	Yes

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000010710644

1.CHECK ACTIVE TEST

1. On “ACTIVE TEST”, select “ABS MOTOR”.
2. Touch On and Off on screen. Make sure motor relay and actuator relay operate as shown in table below.

Operation	On	Off
MOTOR RELAY	On	Off
ACTUATOR RLY	On	On

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-44, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710645

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1113, C1145, C1146 YAW RATE/SIDE/DECEL G SENSOR

Description

INFOID:0000000010710646

The yaw rate/side/decel G sensor detects the yaw rate/side/decel G affecting the vehicle, and transmits the data to the ABS actuator and electric unit (control unit) as an analog voltage signal.

DTC Logic

INFOID:0000000010710647

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1113	G-SENSOR	Longitudinal G-sensor is malfunctioning, or signal line of longitudinal G-sensor is open or shorted.	• Harness or connector • ABS actuator and electric unit (control unit) • Yaw rate/side/decel G sensor
C1145	YAW RATE SENSOR	Yaw rate sensor is malfunctioning, or the yaw rate sensor signal line is open or shorted.	
C1146	SIDE G-SEN CIRCUIT	Side G sensor is malfunctioning, or circuit of side G sensor is open or shorted.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
G-SENSOR
YAW RATE SENSOR
SIDE G-SEN CIRCUIT

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-46, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710648

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

CAUTION:

- **Sudden turns (such as spin turns, acceleration turns), drifting, etc. when VDC function is OFF may cause the yaw rate/side/decel G sensor system to indicate a malfunction. This is not a malfunction if normal operation can be resumed after restarting the engine.**
- **If vehicle is on turn table at entrance to parking garage, or on other moving surface, VDC OFF indicator lamp may illuminate and CONSULT self-diagnosis may indicate yaw rate sensor system malfunction. However, in this case there is no malfunction in yaw rate sensor system. Take vehicle off of turn table or other moving surface, and start engine. Results will return to normal.**

1.CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit (control unit) connector and yaw rate/side/decel G sensor connector.
2. Check the terminals for deformation, disconnection, looseness or damage.

Is the inspection result normal?

YES >> GO TO 2
NO >> Repair or replace as necessary.

2.YAW RATE/SIDE/DECEL G SENSOR HARNESS INSPECTION

Check continuity between the ABS actuator and electric unit (control unit) connector E127 terminals 18, 19, 22, 29 and the yaw rate/side/decel G sensor connector B73 terminals 3, 2, 4, 1.

ABS actuator and electric unit (control unit)		Yaw rate/side/decel G sensor		Continuity
Connector	Terminal	Connector	Terminal	
E127	18	B73	3	Yes
	19		2	
	22		4	
	29		1	

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace as necessary.

3.YAW RATE/SIDE/DECEL G SENSOR INSPECTION

Perform the yaw rate/side/decel G sensor component inspection. Refer to BRC-47, "Component Inspection".

Is the inspection result normal?

YES >> Replace the ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Replace the yaw rate/side/decel G sensor. Refer to BRC-117, "Removal and Installation".

Component Inspection

INFOID:0000000010710649

1.CHECK DATA MONITOR

Select “YAW RATE SEN”, “SIDE G-SENSOR”, “DECEL G-SEN” in “DATA MONITOR” and check yaw rate/side/decel G sensor signal.

Vehicle condition	YAW RATE SEN (DATA MONITOR)	SIDE G-SENSOR (DATA MONITOR)	DECEL G-SEN (DATA MONITOR)
Stopped	-4 to +4 deg/s	-1.1 to +1.1 m/s	-0.08 G to +0.08 G
Turning right	Negative value	Negative value	-
Turning left	Positive value	Positive value	-
Speed up	-	-	Negative value
Speed down	-	-	Positive value

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-46, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710650

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1115 ABS SENSOR [ABNORMAL SIGNAL]

Description

INFOID:0000000010710651

When the sensor rotor rotates, the magnetic field changes. It converts the magnetic field changes to current signals (rectangular wave) and transmits them to the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710652

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1115	ABS SENSOR [ABNORMAL SIGNAL]	When wheel sensor input signal is malfunctioning.	• Harness or connector • Wheel sensor • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ABS SENSOR [ABNORMAL SIGNAL]

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-48, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710653

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

CAUTION:
Do not check between wheel sensor terminals.

1.CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit (control unit) connector and wheel sensor of malfunctioning code.
2. Check the terminals for deformation, disconnection, looseness or damage.

Is the inspection result normal?

YES >> GO TO 2
NO >> Repair or replace as necessary.

2.CHECK WHEEL SENSOR OUTPUT SIGNAL

1. Connect ABS active wheel sensor tester (J-45741) to wheel sensor using appropriate adapter.
2. Turn on the ABS active wheel sensor tester power switch.
   NOTE:
   The green POWER indicator should illuminate. If the POWER indicator does not illuminate, replace the battery in the ABS active wheel sensor tester before proceeding.
3. Spin the wheel of the vehicle by hand and observe the red SENSOR indicator on the ABS active wheel sensor tester. The red SENSOR indicator should flash on and off to indicate an output signal.
   NOTE:
   If the red SENSOR indicator illuminates but does not flash, reverse the polarity of the tester leads and retest.

Does the ABS active wheel sensor tester detect a signal?

YES >> GO TO 3

NO >> Replace the wheel sensor. Refer to BRC-112, "Removal and Installation".

3.CHECK TIRES

Check the inflation pressure, wear and size of each tire.

Is the inspection result normal?

YES >> GO TO 4
NO >> Adjust tire pressure or replace tire(s).

4.CHECK WHEEL BEARINGS

Check wheel bearing axial end play. Refer to FAX-5, "On-Vehicle Inspection and Service" (front), RAX-6, "Rear Axle Bearing" (C200 rear), or RAX-18, "Rear Axle Bearing" (M226 rear).

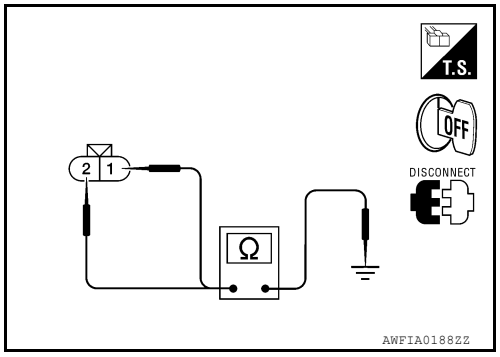
Is the inspection result normal?

YES >> GO TO 5
NO >> Repair or replace as necessary. Refer to FAX-8, "Removal and Installation" (front), RAX-12, "Removal and Installation" (C200 rear), or RAX-23, "Removal and Installation" (M226 rear).

5.CHECK WIRING HARNESS FOR SHORT CIRCUIT

1. Disconnect ABS actuator and electric unit (control unit) connector and wheel sensor connector of malfunction code No.
2. Check continuity between wheel sensor connector terminals and ground.

Continuity should not exist.



Is the inspection result normal?

YES >> GO TO 6
NO >> Repair the circuit.

6.CHECK WIRING HARNESS FOR OPEN CIRCUIT

1. Check continuity between ABS actuator and electric unit (control unit) connector and the malfunctioning wheel sensor connector.

Wheel sensor	ABS actuator and electric unit (control unit)		Wheel sensor		Continuity
	Connector	Terminal	Connector	Terminal	
Front LH	E127	45	E18	1	Yes
		46		2	
Front RH		34	E117	1	
		33		2	
Rear LH		36	C11	1	
		37		2	
Rear RH		43	C10	1	
		42		2	

Is the inspection result normal?

YES >> Replace the ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Repair the circuit.

Component Inspection

INFOID:0000000010710654

1.CHECK DATA MONITOR

On “DATA MONITOR”, select “FR LH SENSOR”, “FR RH SENSOR”, “RR LH SENSOR”, and “RR RH SENSOR”, and check the vehicle speed.

Wheel sensor	Vehicle speed (DATA MONITOR)
FR LH SENSOR	Nearly matches the speedometer display (±10% or less)
FR RH SENSOR	
RR LH SENSOR	
RR RH SENSOR	

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-48, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710655

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1116 STOP LAMP SWITCH

Description

INFOID:0000000010710656

The stop lamp switch transmits the stop lamp switch signal (ON/OFF) to the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710657

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1116	STOP LAMP SW	When stop lamp switch circuit is open.	• Harness or connector • Stop lamp switch • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
STOP LAMP SW

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-51, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710658

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit (control unit) connector and stop lamp switch connector.
2. Check the terminals for deformation, disconnection, looseness or damage.

Is the inspection result normal?

YES >> GO TO 2
NO >> Repair or replace as necessary.

2.STOP LAMP SWITCH INSPECTION

1. Connect the stop lamp switch connector.
2. Check the voltage between the ABS actuator and electric unit (control unit) connector E127 terminal 39 and body ground.

Brake pedal depressed : Battery voltage (approx. 12V)
Brake pedal released : Approx. 0V

Is the inspection result normal?

YES >> Perform self-diagnosis again. If the same results appear, replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> GO TO 3

3.STOP LAMP SWITCH CIRCUIT INSPECTION

1. Disconnect the stop lamp switch connector.

2. Check the continuity between the ABS actuator and electric unit (control unit) connector E127 terminal 39 and stop lamp switch connector E39 terminal 2 (with A/T) or E38 terminal 2 (with M/T).

Continuity should exist.

Is the inspection result normal?

YES >> Refer to BRC-8, "Work Flow".
NO >> Repair or replace malfunctioning components.

Special Repair Requirement

INFOID:0000000010710659

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1120, C1122, C1124, C1126 IN ABS SOL

Description

INFOID:0000000010710660

The solenoid valve increases, holds or decreases the fluid pressure of each brake caliper according to the signals transmitted by the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710661

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1120	FR LH IN ABS SOL	When the control unit detects a malfunction in the front LH inlet solenoid circuit.	• ABS actuator and electric unit (control unit)
C1122	FR RH IN ABS SOL	When the control unit detects a malfunction in the front RH inlet solenoid circuit.	
C1124	RR LH IN ABS SOL	When the control unit detects a malfunction in the rear LH inlet solenoid circuit.	
C1126	RR RH IN ABS SOL	When the control unit detects a malfunction in the rear RH inlet solenoid circuit.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
FR LH IN ABS SOL
FR RH IN ABS SOL
RR LH IN ABS SOL
RR RH IN ABS SOL

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-53, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710662

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

1.CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

2.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.

3. Check voltage between ABS actuator and electric unit (control unit) connector E127 terminal 32 and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E127	32	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals 16, 47 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16, 47	Ground	Yes

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000010710663

1.CHECK ACTIVE TEST

1. Select each test menu item on “ACTIVE TEST”.
2. On the display, touch “Up”, “Keep”, and “Down”, and check that the system operates as shown in the table below.

Operation		ABS solenoid valve		
		Up	Keep	Down
FR RH SOL	FR RH IN SOL	Off	On	On
	FR RH OUT SOL	Off	Off	On*
FR LH SOL	FR LH IN SOL	Off	On	On
	FR LH OUT SOL	Off	Off	On*
RR RH SOL	RR RH IN SOL	Off	On	On
	RR RH OUT SOL	Off	Off	On*
RR LH SOL	RR LH IN SOL	Off	On	On
	RR LH OUT SOL	Off	Off	On*

*: ON for 1 to 2 seconds after the touch, and then OFF

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-53, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710664

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1121, C1123, C1125, C1127 OUT ABS SOL

Description

INFOID:0000000010710665

The solenoid valve increases, holds or decreases the fluid pressure of each brake caliper according to the signals transmitted by the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710666

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1121	FR LH OUT ABS SOL	When the control unit detects a malfunction in the front LH outlet solenoid circuit.	• ABS actuator and electric unit (control unit)
C1123	FR RH OUT ABS SOL	When the control unit detects a malfunction in the front RH outlet solenoid circuit.	
C1125	RR LH OUT ABS SOL	When the control unit detects a malfunction in the rear LH outlet solenoid circuit.	
C1127	RR RH OUT ABS SOL	When the control unit detects a malfunction in the rear RH outlet solenoid circuit.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
FR LH OUT ABS SOL
FR RH OUT ABS SOL
RR LH OUT ABS SOL
RR RH OUT ABS SOL

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-56, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710667

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

1.CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

2.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.

3. Check voltage between ABS actuator and electric unit (control unit) connector E127 terminal 32 and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E127	32	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals 16, 47 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16, 47	Ground	Yes

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000010710668

1.CHECK ACTIVE TEST

1. Select each test menu item on “ACTIVE TEST”.
2. On the display, touch “Up”, “Keep”, and “Down”, and check that the system operates as shown in the table below.

Operation		ABS solenoid valve		
		Up	Keep	Down
FR RH SOL	FR RH IN SOL	Off	On	On
	FR RH OUT SOL	Off	Off	On*
FR LH SOL	FR LH IN SOL	Off	On	On
	FR LH OUT SOL	Off	Off	On*
RR RH SOL	RR RH IN SOL	Off	On	On
	RR RH OUT SOL	Off	Off	On*
RR LH SOL	RR LH IN SOL	Off	On	On
	RR LH OUT SOL	Off	Off	On*

*: ON for 1 to 2 seconds after the touch, and then OFF

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-56, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710669

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1130, C1131, C1132, C1133, C1136 ENGINE SIGNAL

Description

INFOID:0000000010710670

ABS actuator and electric unit (control unit) and ECM exchange the engine signal with CAN communication line.

DTC Logic

INFOID:0000000010710671

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1130	ENGINE SIGNAL 1	Based on the signal from ECM, ABS actuator and electric unit (control unit) judges that engine fuel cut system is malfunctioning.	• Harness or connector • ABS actuator and electric unit (control unit) • ECM • CAN communication line
C1131	ENGINE SIGNAL 2		
C1132	ENGINE SIGNAL 3		
C1133	ENGINE SIGNAL 4		
C1136	ENGINE SIGNAL 6		

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ENGINE SIGNAL 1
ENGINE SIGNAL 2
ENGINE SIGNAL 3
ENGINE SIGNAL 4
ENGINE SIGNAL 6

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-59, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710672

1.CHECK ENGINE SYSTEM

1. Perform ECM self-diagnosis. Repair or replace items indicated, then perform ECM self-diagnosis again. Refer to EC-518, "CONSULT Function".
2. Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> Repair or replace the affected part.
NO >> Inspection End

C1140 ACTUATOR RLY

Description

INFOID:0000000010710673

Activates or deactivates each solenoid valve according to the signals transmitted by the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710674

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1140	ACTUATOR RLY	ABS actuator relay or circuit malfunction.	• Harness or connector • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ACTUATOR RLY

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-60, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710675

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

1.CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

2.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check voltage between ABS actuator and electric unit (control unit) connector E127 terminal 32 and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E127	32	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3

NO >> Repair or replace malfunctioning components.

3.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals 16, 47 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16, 47	Ground	Yes

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".

NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000010710676

1.CHECK ACTIVE TEST

1. On “ACTIVE TEST”, select “ABS MOTOR”.
2. Touch On and Off on screen. Make sure motor relay and actuator relay operate as shown in table below.

Operation	On	Off
MOTOR RELAY	On	Off
ACTUATOR RLY	On	On

Is the inspection result normal?

YES >> Inspection End

NO >> Go to diagnosis procedure. Refer to BRC-60, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710677

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1143, C1144 STEERING ANGLE SENSOR

Description

INFOID:0000000010710678

The steering angle sensor detects the rotation amount, angular velocity and direction of the steering wheel, and transmits the data to the ABS actuator and electric unit (control unit) via CAN communication.

DTC Logic

INFOID:0000000010710679

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1143	ST ANG SEN CIRCUIT	Neutral position of steering angle sensor is dislocated, or the steering angle sensor is malfunctioning.	• Harness or connector • Steering angle sensor • ABS actuator and electric unit (control unit)
C1144	ST ANG SEN SIGNAL	Neutral position of steering angle sensor is not finished.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ST ANG SEN CIRCUIT
ST ANG SEN SIGNAL

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-62, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710680

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

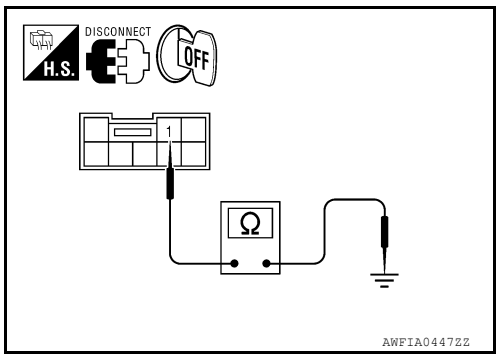
1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Disconnect steering angle sensor connector.
4. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
5. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

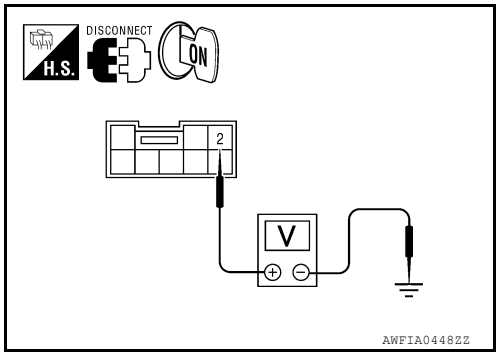
2.CHECK STEERING ANGLE SENSOR HARNESS

1. Turn ignition switch OFF.
2. Disconnect steering angle sensor connector.
3. Check continuity between steering angle sensor connector M47 terminal 1 and ground.



Steering angle sensor		—	Continuity
Connector	Terminal		
M47	1	Ground	Yes

4. Turn ignition switch ON.
5. Check voltage between steering angle sensor connector M47 terminal 2 and ground.



Steering angle sensor		—	Voltage
Connector	Terminal		
M47	2	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK DATA MONITOR

Perform the steering angle sensor component inspection. Refer to BRC-63, "Component Inspection".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Replace steering angle sensor and adjust neutral position of steering angle sensor. Refer to BRC-116, "Removal and Installation".

Component Inspection

INFOID:0000000010710681

1.CHECK DATA MONITOR

Select “STR ANGLE SIG” in “DATA MONITOR” and check steering angle sensor signal.

Steering condition	STR ANGLE SIG (DATA MONITOR)
Driving straight	0±3.5 °
Turn 90 ° to left	Approx. +90 °
Turn 90 ° to right	Approx. −90 °

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-62, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710682

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1155 BRAKE FLUID LEVEL SWITCH

Description

INFOID:0000000010710683

The brake fluid level switch converts the brake fluid level to an electric signal and transmits it to the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710684

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1155	BR FLUID LEVEL LOW	Brake fluid level is low or communication line between the ABS actuator and electric unit (control unit) and brake fluid level switch is open or shorted.	• Harness or connector • Brake fluid level switch • Brake fluid level

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
BR FLUID LEVEL LOW

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-65, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710685

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

1. Disconnect ABS actuator and electric unit (control unit) connector and brake fluid level switch connector.
2. Check the terminals for deformation, disconnection, looseness or damage.

Is the inspection result normal?

YES >> GO TO 2
NO >> Repair or replace as necessary.

2.CHECK HARNESS BETWEEN BRAKE FLUID LEVEL SWITCH AND ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

1. Check continuity between ABS actuator and electric unit (control unit) connector E127 Terminal 28 and brake fluid level switch connector E21 terminal 1.

ABS actuator and electric unit (control unit)		Brake fluid level switch		Continuity
Connector	Terminal	Connector	Terminal	
E127	28	E21	1	Yes

2. Check continuity between ABS actuator and electric unit (control unit) connector E127 Terminal 28 and ground.

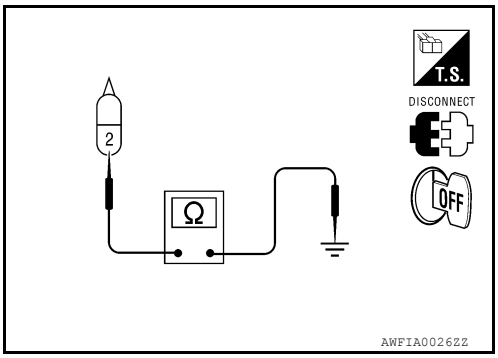
ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	28	Ground	No

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK BRAKE FLUID LEVEL SWITCH GROUND

Check continuity between brake fluid level switch connector E21 terminal 2 and ground.



Brake fluid level switch		—	Continuity
Connector	Terminal		
E21	2	Ground	Yes

Is the inspection result normal?

YES >> GO TO 4
NO >> Repair or replace malfunctioning components.

4.CHECK BRAKE FLUID LEVEL SWITCH

Perform the brake fluid level switch component inspection. Refer to BRC-66, "Component Inspection".

Is the inspection result normal?

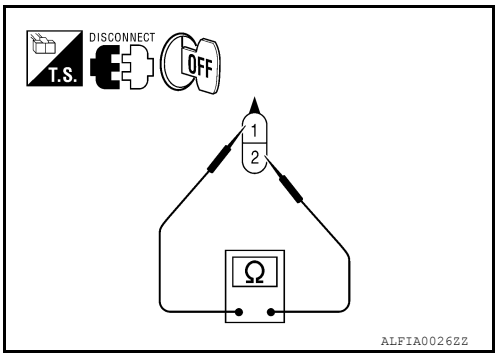
YES >> Perform self-diagnosis again. If the same results appear, replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Replace brake fluid level switch.

Component Inspection

INFOID:0000000010710686

1.CHECK BRAKE FLUID LEVEL SWITCH

1. Turn ignition switch OFF.
2. Disconnect brake fluid level switch connector.
3. Check continuity between brake fluid level switch terminals.



Brake fluid level switch terminals	Condition	Continuity
1 – 2	Brake fluid reservoir is full.	No
	Brake fluid reservoir is empty.	Yes

Is the inspection result normal?

YES >> Inspection End
NO >> Replace brake fluid level switch.

Special Repair Requirement

INFOID:0000000010710687

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1156 ST ANG SEN COM CIR

Description

INFOID:0000000010710688

The steering angle sensor is connected to the ABS actuator and electric unit (control unit) in addition to CAN lines. CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

DTC Logic

INFOID:0000000010710689

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1156	ST ANG SEN COM CIR	When steering angle sensor is not transmitting CAN communication signal to the ABS actuator and electric unit (control unit).	• Harness or connector • CAN communication line • Steering angle sensor • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ST ANG SEN COM CIR

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-68, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710690

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connector and perform self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Self-diagnosis results
CAN COMM CIRCUIT
ST ANG SEN COM CIR

Is above displayed on the self-diagnosis display?

YES >> Refer to LAN-14, "Trouble Diagnosis Flow Chart".
NO >> Inspection End

C1160 DECEL G SEN SET

Description

INFOID:0000000010710691

The yaw rate/side/decel G sensor detects the yaw rate/side/decel G affecting the vehicle, and transmits the data to the ABS actuator and electric unit (control unit) as an analog voltage signal.

DTC Logic

INFOID:0000000010710692

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1160	DECEL G SEN SET	ABS decel G sensor adjustment is incomplete.	• Decel G sensor calibration • Yaw rate/side/decel G sensor • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
DECEL G SEN SET

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-69, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710693

1.PERFORM SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Self-diagnosis results
DECEL G SEN SET

Do self-diagnosis results indicate anything other than shown above?

YES >> Perform repair or replacement for the item indicated.
NO >> Perform calibration of decel G sensor. Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description". GO TO 2

2.PERFORM SELF-DIAGNOSIS AGAIN

1. Turn the ignition switch to OFF and then to ON and erase self-diagnosis results. Refer to BRC-29, "CONSULT Function (ABS)".
2. Perform ABS actuator and electric unit (control unit) self-diagnosis again. Refer to BRC-29, "CONSULT Function (ABS)".

Are any self-diagnosis results displayed?

YES >> Replace yaw rate/side/decel G sensor. Refer to BRC-117, "Removal and Installation".
NO >> Inspection End

C1163 ST ANGLE SEN SAFE

Description

INFOID:0000000010710694

The steering angle sensor detects the rotation amount, angular velocity and direction of the steering wheel, and transmits the data to the ABS actuator and electric unit (control unit) via CAN communication.

DTC Logic

INFOID:0000000010710695

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1163	ST ANGL SEN SAFE	When steering angle sensor is in safe mode.	• Adjust steering angle sensor neutral position

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ST ANGL SEN SAFE

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-70, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710696

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Adjust steering angle sensor neutral position. Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.INDICATOR LAMP CHECK

Check that VDC OFF indicator lamp is off.

Is VDC OFF indicator lamp off?

YES >> Inspection End
NO >> Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

C1164, C1165, C1166, C1167 CV/SV SYSTEM

Description

INFOID:0000000010710697

CV1, CV2 (CUT VALVE)

The cut valve shuts off the normal brake fluid path from the master cylinder, when VDC/TCS is activated.

SV1, SV2 (SUCTION VALVE)

The suction valve supplies the brake fluid from the master cylinder to the pump, when VDC/TCS is activated.

DTC Logic

INFOID:0000000010710698

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1164	CV1	VDC switch-over solenoid valve (CV1) on the primary side is open circuit or shorted, or the control line is open or shorted to the power supply or the ground.	• Harness or connector • ABS actuator and electric unit (control unit)
C1165	CV2	VDC switch-over solenoid valve (CV2) on the primary side is open circuit or shorted, or the control line is open or shorted to the power supply or the ground.	
C1166	SV1	VDC switch-over solenoid valve (SV1) on the primary side is open circuit or shorted, or the control line is open or shorted to the power supply or the ground.	
C1167	SV2	VDC switch-over solenoid valve (SV2) on the primary side is open circuit or shorted, or the control line is open or shorted to the power supply or the ground.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
CV1
CV2
SV1
SV2

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-71, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710699

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

1.CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

2.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check voltage between ABS actuator and electric unit (control unit) connector E127 terminal 32 and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E127	32	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals 16, 47 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16, 47	Ground	Yes

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000010710700

1.CHECK ACTIVE TEST

1. Select each test menu item on “ACTIVE TEST”.
2. On the display, touch “Up”, “ACT UP”, and “ACT KEEP”, and check that the system operates as shown in the table below.

Operation		ABS solenoid valve (ACT)		
		Up	ACT UP	ACT KEEP
FR RH ABS SOLENOID (ACT)	FR RH IN SOL	Off	Off	Off
	FR RH OUT SOL	Off	Off	Off
FR LH ABS SOLENOID (ACT)	FR LH IN SOL	Off	Off	Off
	FR LH OUT SOL	Off	Off	Off
RR RH ABS SOLENOID (ACT)	RR RH IN SOL	Off	Off	Off
	RR RH OUT SOL	Off	Off	Off
RR LH ABS SOLENOID (ACT)	RR LH IN SOL	Off	Off	Off
	RR LH OUT SOL	Off	Off	Off

*: ON for 1 to 2 seconds after the touch, and then OFF

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-71, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710701

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2. CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1187 DIFFERENTIAL LOCK CONTROL UNIT

Description

INFOID:0000000010710702

The differential lock control unit is connected to the ABS actuator and electric unit (control unit) via CAN lines. CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

DTC Logic

INFOID:0000000010710703

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1187	ABS DIFLOCK CONTROLLER NG	Differential lock controller malfunction.	• Harness or connector • CAN communication line • Differential lock control unit • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ABS DIFLOCK CONTROLLER NG

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-74, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710704

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connector and perform self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Self-diagnosis results
ABS DIFLOCK CONTROLLER NG

Is above displayed on the self-diagnosis display?

YES >> Refer to LAN-14, "Trouble Diagnosis Flow Chart".
NO >> Inspection End

U1000 CAN COMM CIRCUIT

Description

INFOID:0000000010710705

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

DTC Logic

INFOID:0000000010710706

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
U1000	CAN COMM CIRCUIT	When ABS actuator and electric unit (control unit) is not transmitting or receiving CAN communication signal for 2 seconds or more.	• CAN communication line • ABS actuator and electric unit (control unit)

Diagnosis Procedure

INFOID:0000000010710707

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect the ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connector and perform self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Is “CAN COMM CIRCUIT” displayed in self-diagnosis display items?

YES >> Print out the self-diagnostic results, and refer to LAN-14, "Trouble Diagnosis Flow Chart".
NO >> Connector terminal is loose, damaged, open, or shorted.

VDC OFF SWITCH

Description

INFOID:0000000010710708

VDC OFF switch can deactivate (turn OFF) the VDC/TCS function by pressing the VDC OFF switch.

Component Function Check

INFOID:0000000010710709

1.CHECK VDC OFF SWITCH OPERATION

Press and release the VDC OFF switch, then press and release the VDC OFF switch again and check that the VDC OFF indicator lamp in the combination meter turns ON/OFF correctly.

Condition	VDC OFF indicator lamp illumination status
VDC OFF switch: pressed and released	ON
VDC OFF switch: pressed and released	OFF

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-76, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000010710710

Regarding Wiring Diagram information, refer to BRC-90, "Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST".

1.CHECK VDC OFF SWITCH

Perform the VDC OFF switch component inspection. Refer to BRC-77, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 2
NO >> Replace VDC OFF switch.

2.CHECK VDC OFF SWITCH HARNESS

1. Disconnect ABS actuator and electric unit (control unit) connector.
2. Check continuity between ABS actuator and electric unit (control unit) connector E127 terminal 6 and VDC OFF switch connector M154 terminal 1.

ABS actuator and electric unit (control unit)		VDC OFF switch		Continuity
Connector	Terminal	Connector	Terminal	
E127	6	M154	1	Yes

3. Check continuity between ABS actuator and electric unit (control unit) connector E127 terminal 6 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	6	Ground	No

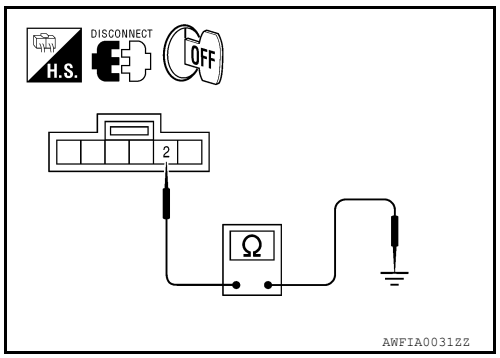
Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace harness.

3.CHECK VDC OFF SWITCH GROUND

Check continuity between VDC OFF switch connector M154 and ground.

VDC OFF switch		—	Continuity
Connector	Terminal		
M154	2	Ground	Yes



Is the inspection result normal?

YES >> GO TO 4
NO >> Repair or replace harness.

4. CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-25, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Replace combination meter. Refer to MWI-91, "Removal and Installation".

Component Inspection

INFOID:0000000010710711

1. CHECK VDC OFF SWITCH

1. Turn ignition switch OFF.
2. Disconnect VDC OFF switch connector.
3. Check continuity between VDC OFF switch terminals.

VDC OFF switch terminals	Condition	Continuity
1 – 2	VDC OFF switch pressed.	Yes
	VDC OFF switch released.	No

Is the inspection result normal?

YES >> Inspection End
NO >> Replace VDC OFF switch.

Special Repair Requirement

INFOID:0000000010710712

1. ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2. CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

ABS WARNING LAMP

Description

INFOID:0000000010710713

×: ON –: OFF

Condition	ABS warning lamp
Ignition switch OFF	–
For 2 seconds after turning ON ignition switch	×
2 seconds later after turning ON ignition switch	–
ABS function is malfunctioning.	×
EBD function is malfunctioning.	×

Component Function Check

INFOID:0000000010710714

1.CHECK ABS WARNING LAMP OPERATION

Check that the lamp illuminates for approximately 2 seconds after the ignition switch is turned ON.

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-78, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000010710715

1.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Is the inspection result normal?

YES >> GO TO 2
NO >> Check items displayed by self-diagnosis.

2.CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-25, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Replace combination meter. Refer to MWI-91, "Removal and Installation".

Special Repair Requirement

INFOID:0000000010710716

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

BRAKE WARNING LAMP

Description

INFOID:0000000010710717

×: ON –: OFF

Condition	Brake warning lamp (Note 1)
Ignition switch OFF	–
Ignition switch ON	× (Note 2)
EBD function is malfunctioning.	×

NOTE:

- 1: Brake warning lamp will turn on in case of parking brake operation (when switch is ON) or of brake fluid level switch operation (when brake fluid is insufficient).
- 2: After starting engine, brake warning lamp is turned off.

Component Function Check

INFOID:0000000010710718

1.BRAKE WARNING LAMP OPERATION CHECK

Check that the lamp illuminates after the ignition switch is turned ON, and turns OFF after the engine is started.

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-79, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000010710719

1.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis. refer to BRC-29, "CONSULT Function (ABS)".

Is the inspection result normal?

YES >> GO TO 2
NO >> Check items displayed by self-diagnosis.

2.CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-25, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Replace combination meter. Refer to MWI-91, "Removal and Installation".

Special Repair Requirement

INFOID:0000000010710720

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

VDC OFF INDICATOR LAMP

Description

INFOID:0000000010710721

×: ON –: OFF

Condition	VDC OFF indicator lamp
Ignition switch OFF	–
For 2 seconds after turning ON ignition switch	×
2 seconds later after turning ON ignition switch	–
VDC OFF switch turned ON. (VDC function is OFF.)	×
VDC/TCS function is malfunctioning.	×
ABS function is malfunctioning.	×
EBD function is malfunctioning.	×

Component Function Check

INFOID:0000000010710722

1.VDC OFF INDICATOR LAMP OPERATION CHECK 1

Check that the lamp illuminates for approximately 2 seconds after the ignition switch is turned ON.

Is the inspection result normal?

YES >> GO TO 2
NO >> Go to diagnosis procedure. Refer to BRC-80, "Diagnosis Procedure".

2.VDC OFF INDICATOR LAMP OPERATION CHECK 2

Check that the VDC OFF indicator lamp in the combination meter turns ON/OFF correctly when operating the VDC OFF switch.

Is the inspection result normal?

YES >> Inspection End
NO >> Check VDC OFF switch. Refer to BRC-76, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000010710723

1.CHECK VDC OFF SWITCH

Check that the VDC OFF indicator lamp in the combination meter turns ON/OFF correctly when operating the VDC OFF switch.

Is the inspection result normal?

YES >> GO TO 2
NO >> Check VDC OFF switch. Refer to BRC-76, "Diagnosis Procedure".

2.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Is the inspection result normal?

YES >> GO TO 3
NO >> Check items displayed by self-diagnosis.

3.CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-25, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Replace combination meter. Refer to MWI-91, "Removal and Installation".

Special Repair Requirement

INFOID:0000000010710724

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

SLIP INDICATOR LAMP

Description

INFOID:0000000010710725

×: ON –: OFF

Condition	SLIP indicator lamp
Ignition switch OFF	–
For 2 seconds after turning ON ignition switch	×
2 seconds later after turning ON ignition switch	–
VDC/TCS function is malfunctioning.	×
ABS function is malfunctioning.	×
EBD function is malfunctioning.	×

Component Function Check

INFOID:0000000010710726

1.CHECK SLIP INDICATOR LAMP OPERATION

Check that the lamp illuminates for approximately 2 seconds after the ignition switch is turned ON.

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-82, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000010710727

1.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

Is the inspection result normal?

YES >> GO TO 2
NO >> Check items displayed by self-diagnosis.

2.CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-25, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".
NO >> Replace combination meter. Refer to MWI-91, "Removal and Installation".

Special Repair Requirement

INFOID:0000000010710728

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

ECU DIAGNOSIS INFORMATION

APPLICATION NOTICE

Application Notice

INFOID:0000000010710729

Service information	Remarks
TYPE 1	VDC/TCS/ABS
TYPE 2	HILL DESCENT CONTROL/HILL START ASSIST/VDC/TCS/ABS

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Reference Value

INFOID:0000000010710730

VALUES ON THE DIAGNOSIS TOOL

CAUTION:

The display shows the control unit calculation data, so a normal value might be displayed even in the event the output circuit (harness) is open or short-circuited.

CONSULT MONITOR ITEM

Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
FR LH SENSOR	Wheel speed	0 [km/h (MPH)]	Vehicle stopped
		Nearly matches the speed meter display (± 10% or less)	Vehicle running (Note 1)
FR RH SENSOR	Wheel speed	0 [km/h (MPH)]	Vehicle stopped
		Nearly matches the speed meter display (± 10% or less)	Vehicle running (Note 1)
RR LH SENSOR	Wheel speed	0 [km/h (MPH)]	Vehicle stopped
		Nearly matches the speed meter display (± 10% or less)	Vehicle running (Note 1)
RR RH SENSOR	Wheel speed	0 [km/h (MPH)]	Vehicle stopped
		Nearly matches the speed meter display (± 10% or less)	Vehicle running (Note 1)
DECEL G-SEN	Longitudinal acceleration detected by Decel G-Sensor	Vehicle stopped	Approx. 0 G
		Vehicle running	-1.7 to 1.7 G
FR RH IN SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
FR RH OUT SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
FR LH IN SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
FR LH OUT SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off

Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
RR RH IN SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
RR RH OUT SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
RR LH IN SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
RR LH OUT SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
EBD WARN LAMP	EBD warning lamp	When EBD warning lamp is ON	On
		When EBD warning lamp is OFF	Off
STOP LAMP SW	Stop lamp switch signal status	When brake pedal is depressed	On
		When brake pedal is released	Off
MOTOR RELAY	Motor and motor relay operation	When the motor relay and motor are operating	On
		When the motor relay and motor are not operating	Off
ACTUATOR RLY	Actuator relay operation	When the actuator relay is operating	On
		When the actuator relay is not operating	Off
ABS WARN LAMP	ABS warning lamp (Note 2)	When ABS warning lamp is ON	On
		When ABS warning lamp is OFF	Off
OFF LAMP	VDC OFF indicator lamp (Note 2)	When VDC OFF indicator lamp is ON	On
		When VDC OFF indicator lamp is OFF	Off
OFF SW	VDC OFF switch ON/OFF	VDC OFF switch ON (When VDC OFF indicator lamp is ON)	On
		VDC OFF switch OFF (When VDC OFF indicator lamp is OFF)	Off
SLIP LAMP	SLIP indicator lamp (Note 2)	When SLIP indicator lamp is ON	On
		When SLIP indicator lamp is OFF	Off
BATTERY VOLT	Battery voltage supplied to the ABS actuator and electric unit (control unit)	Ignition switch ON	10 – 16 V
GEAR	Gear position determined by TCM	1st gear 2nd gear 3rd gear 4th gear 5th gear	1 2 3 4 5

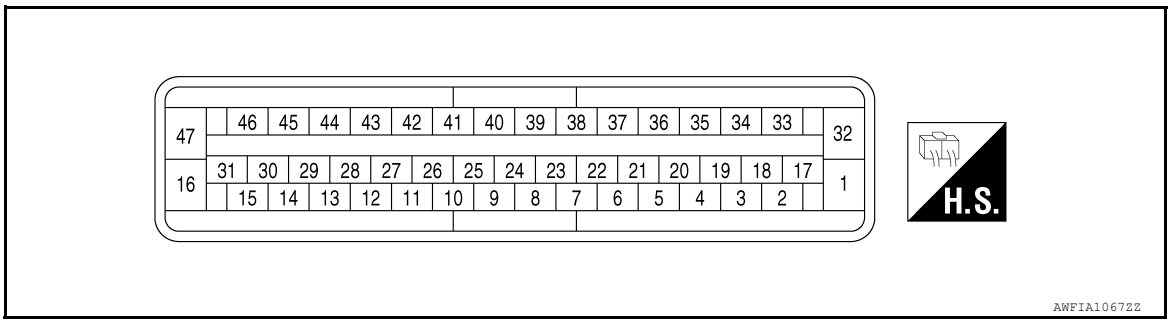
Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
SLCT LVR POSI	A/T selector lever position	P position R position N position D position	P R N D
ENGINE SPEED	With engine running	With engine stopped	0 rpm
		Engine running	Almost in accordance with tachometer display
YAW RATE SEN	Yaw rate detected by yaw rate/side/decel G sensor	When vehicle is stopped	Approx. 0 d/s
		When vehicle turning	−75 to 75 d/s
R POSI SIG	PNP switch signal ON/OFF condition	A/T shift position = R position	On
		A/T shift position = other than R position	Off
N POSI SIG	PNP switch signal ON/OFF condition	A/T shift position = N position	On
		A/T shift position = other than N position	Off
P POSI SIG	PNP switch signal ON/OFF condition	A/T shift position = P position	On
		A/T shift position = other than P position	Off
CV1	VDC switch-over valve	When actuator (switch-over valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (when in fail-safe mode)	On
		When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON)	Off
CV2	VDC switch-over valve	When actuator (switch-over valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (when in fail-safe mode)	On
		When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON)	Off
SV1	VDC switch-over valve	When actuator (switch-over valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (when in fail-safe mode)	On
		When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON)	Off
SV2	VDC switch-over valve	When actuator (switch-over valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (when in fail-safe mode)	On
		When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON)	Off
2WD/4WD	Drive axle	2WD model	2WD
		4WD model	4WD
ACCEL POS SIG	Throttle actuator opening/closing is displayed (linked with accelerator pedal)	Accelerator pedal not depressed (ignition switch is ON)	0 %
		Accelerator pedal depressed (ignition switch is ON)	0 - 100 %

Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
SIDE G-SENSOR	Transverse G detected by side G sensor	Vehicle stopped	Approx. 0 m/s^2
		Vehicle turning right	Negative value (m/s^2)
		Vehicle turning left	Positive value (m/s^2)
STR ANGLE SIG	Steering angle detected by steering angle sensor	Straight-ahead	Approx. 0±2.5°
		Steering wheel turned	–720 to 720°
PRESS SENSOR	Brake fluid pressure detected by front pressure sensor	With ignition switch turned ON and brake pedal released	Approx. 0 bar
		With ignition switch turned ON and brake pedal depressed	–40 to 300 bar
EBD SIGNAL	EBD operation	EBD is active	On
		EBD is inactive	Off
ABS SIGNAL	ABS operation	ABS is active	On
		ABS is inactive	Off
TCS SIGNAL	TCS operation	TCS is active	On
		TCS is inactive	Off
VDC SIGNAL	VDC operation	VDC is active	On
		VDC is inactive	Off
ABS FAIL SIG	ABS fail-safe signal	In ABS fail-safe	On
		ABS is normal	Off
TCS FAIL SIG	TCS fail-safe signal	In TCS fail-safe	On
		TCS is normal	Off
VDC FAIL SIG	VDC fail-safe signal	In VDC fail-safe	On
		VDC is normal	Off
CRANKING SIG	Crank operation	Crank is active	On
		Crank is inactive	Off
FLUID LEV SW	Brake fluid level switch signal status	When brake fluid level switch ON	On
		When brake fluid level switch OFF	Off

NOTE:

- 1: Confirm tire pressure is normal.
- 2: On and off timing for warning lamp and indicator lamp.
- ABS warning lamp: Refer to BRC-78, "Description".
- Brake warning lamp: Refer to BRC-79, "Description".
- VDC OFF indicator lamp: Refer to BRC-80, "Description".
- SLIP indicator lamp: Refer to BRC-82, "Description".

TERMINAL LAYOUT



Fail-Safe

INFOID:0000000010710731

CAUTION:
If the Fail-Safe function is activated, perform Self Diagnosis for ABS/TCS/VDC system.

ABS/EBD SYSTEM

In case of an electrical malfunction with the ABS, the ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp will turn on. In case of an electrical malfunction with the EBD system, the BRAKE warning lamp, ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp will turn on.
The system will revert to one of the following conditions of the Fail-Safe function.

1. For ABS malfunction, only the EBD is operative and the condition of the vehicle is the same condition of vehicles without ABS/TCS/VDC system.
2. For EBD malfunction, the EBD and ABS become inoperative, and the condition of the vehicle is the same as the condition of vehicles without ABS/TCS/VDC or EBD system.

VDC/TCS SYSTEM

In case of TCS/VDC system malfunction, the VDC OFF indicator lamp and SLIP indicator lamp are turned on and the condition of the vehicle is the same as the condition of vehicles without TCS/VDC system. In case of an electrical malfunction with the TCS/VDC system, the ABS control continues to operate normally without TCS/VDC control.

DTC No. Index

INFOID:0000000010710732

DTC	Items (CONSULT screen terms)	Reference
C1101	RR RH SENSOR-1	BRC-35, "DTC Logic"
C1102	RR LH SENSOR-1	
C1103	FR RH SENSOR-1	
C1104	FR LH SENSOR-1	
C1105	RR RH SENSOR-2	BRC-39, "DTC Logic"
C1106	RR LH SENSOR-2	
C1107	FR RH SENSOR-2	
C1108	FR LH SENSOR-2	
C1109	BATTERY VOLTAGE [ABNORMAL]	BRC-41, "Description"
C1110	CONTROLLER FAILURE	BRC-43, "DTC Logic"
C1111	PUMP MOTOR	BRC-44, "Description"
C1113	G-SENSOR	BRC-46, "Description"
C1115	ABS SENSOR [ABNORMAL SIGNAL]	BRC-48, "Description"
C1116	STOP LAMP SW	BRC-51, "Description"
C1120	FR LH IN ABS SOL	BRC-53, "Description"
C1121	FR LH OUT ABS SOL	BRC-56, "Description"
C1122	FR RH IN ABS SOL	BRC-53, "Description"
C1123	FR RH OUT ABS SOL	BRC-56, "Description"
C1124	RR LH IN ABS SOL	BRC-53, "Description"
C1125	RR LH OUT ABS SOL	BRC-56, "Description"
C1126	RR RH IN ABS SOL	BRC-53, "Description"
C1127	RR RH OUT ABS SOL	BRC-56, "Description"
C1130	ENGINE SIGNAL 1	BRC-59, "Description"
C1131	ENGINE SIGNAL 2	
C1132	ENGINE SIGNAL 3	
C1133	ENGINE SIGNAL 4	
C1136	ENGINE SIGNAL 6	

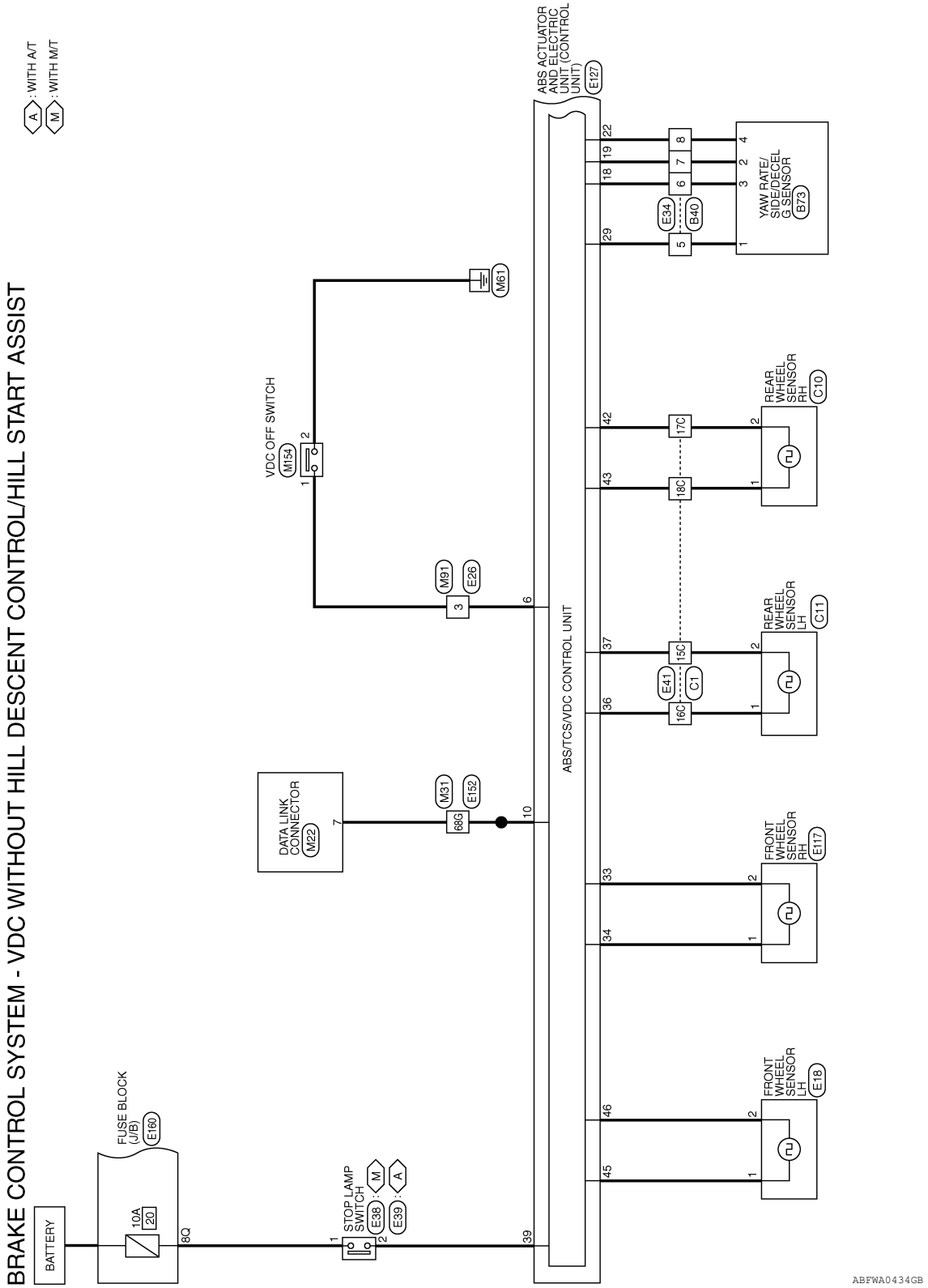
DTC	Items (CONSULT screen terms)	Reference
C1140	ACTUATOR RLY	BRC-60, "Description"
C1143	ST ANG SEN CIRCUIT	BRC-62, "Description"
C1144	ST ANG SEN SIGNAL	
C1145	YAW RATE SENSOR	BRC-46, "Description"
C1146	SIDE G-SEN CIRCUIT	
C1155	BR FLUID LEVEL LOW	BRC-65, "Description"
C1156	ST ANG SEN COM CIR	BRC-68, "Description"
C1160	DECEL G SEN SET	BRC-69, "Description"
C1163	ST ANGL SEN SAFE	BRC-70, "Description"
C1164	CV1	BRC-71, "Description"
C1165	CV2	
C1166	SV1	
C1167	SV2	
C1170	VARIANT CODING	BRC-43, "DTC Logic"
C1187	ABS DIFLOCK CONTROLLER NG	BRC-74, "Description"
U1000	CAN COMM CIRCUIT	BRC-75, "Description"

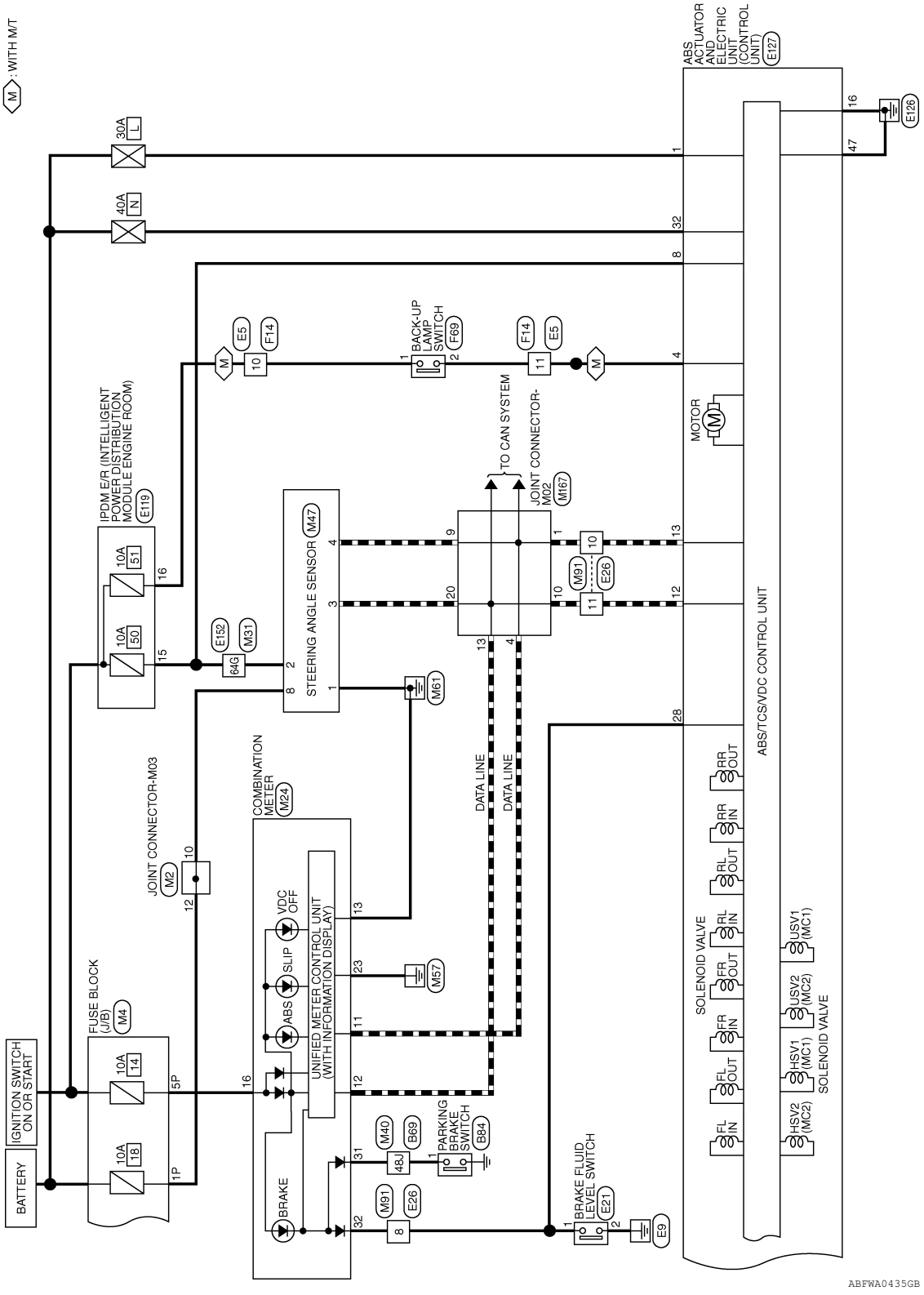
WIRING DIAGRAM

BRAKE CONTROL SYSTEM - VDC

Wiring Diagram - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST

INFOID:0000000010710733




M : WITH M/T
BATTERY
IGNITION SWITCH ON OR START
FUSE BLOCK (J/B) M4
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) E19
JOINT CONNECTOR-M03
JOINT CONNECTOR-M02
COMBINATION METER M24
UNIFIED METER CONTROL UNIT (WITH INFORMATION DISPLAY)
STEERING ANGLE SENSOR M47
BACK-UP LAMP SWITCH F69
PARKING BRAKE SWITCH B84
BRAKE FLUID LEVEL SWITCH E21
ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) E127
ABS/TCS/VDC CONTROL UNIT
SOLENOID VALVE
MOTOR
TO CAN SYSTEM
DATA LINE
DATA LINE
ABFWA0435GB

BRAKE CONTROL SYSTEM CONNECTORS - VDC WITHOUT HILL DESCENT CONTROL/HILL START ASSIST

Connector No.	M2
Connector Name	JOINT CONNECTOR-M03
Connector Color	GREEN

H.S.

9	8	7	6	5	4	3	2	1	
20	19	18	17	16	15	14	13	12	11	10

Terminal No.	Color of Wire	Signal Name
10	R	–
12	R/B	–

Connector No.	M4
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE

H.S.

7P	6P	5P	4P	3P	2P	1P
16P	15P	14P	13P	12P	11P	10P	9P	8P

Terminal No.	Color of Wire	Signal Name
1P	R/B	–
5P	W/G	–

Connector No.	M22
Connector Name	DATA LINK CONNECTOR
Connector Color	WHITE

H.S.

9	10	11	12	13	14	15	16	
1	2	3	4	5	6	7	8

Terminal No.	Color of Wire	Signal Name
7	W	– (FOR MEXICO)
7	V	– (EXCEPT FOR MEXICO)

Connector No.	M24
Connector Name	COMBINATION METER
Connector Color	WHITE

H.S.

20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	
40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21

Terminal No.	Color of Wire	Signal Name
11	P	CAN-L
12	L	CAN-H
13	GR	GROUND
16	W/G	RUN START
23	B	POWER GND
31	G	PARK BRAKE SW
32	SB	BRAKE OIL SWITCH

Connector No.	M31
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1G	2G	3G	4G	5G
6G	7G	8G	9G	10G

11G	12G	13G	14G	15G	16G	17G	18G	19G	20G	21G
22G	23G	24G	25G	26G	27G	28G	29G	30G
31G	32G	33G	34G	35G	36G	37G	38G	39G	40G	41G
42G	43G	44G	45G	46G	47G	48G	49G	50G
51G	52G	53G	54G	55G	56G	57G	58G	59G	60G	61G
62G	63G	64G	65G	66G	67G	68G	69G	70G
71G	72G	73G	74G	75G	76G	77G	78G	79G	80G	81G
82G	83G	84G	85G	86G	87G	88G	89G	90G
91G	92G	93G	94G	95G
96G	97G	98G	99G	100G

Terminal No.	Color of Wire	Signal Name
64G	W/R	–
68G	W	– (FOR MEXICO)
68G	V	– (EXCEPT FOR MEXICO)

Connector No.	M40
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1J	2J	3J	4J	5J
6J	7J	8J	9J	10J

11J	12J	13J	14J	15J	16J	17J	18J	19J	20J	21J
22J	23J	24J	25J	26J	27J	28J	29J	30J
31J	32J	33J	34J	35J	36J	37J	38J	39J	40J	41J
42J	43J	44J	45J	46J	47J	48J	49J	50J
51J	52J	53J	54J	55J	56J	57J	58J	59J	60J	61J
62J	63J	64J	65J	66J	67J	68J	69J	70J
71J	72J	73J	74J	75J	76J	77J	78J	79J	80J	81J
82J	83J	84J	85J	86J	87J	88J	89J	90J
91J	92J	93J	94J	95J
96J	97J	98J	99J	100J

Terminal No.	Color of Wire	Signal Name
48J	G	–

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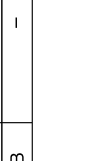
Connector No.	M154
Connector Name	VDC OFF SWITCH
Connector Color	GRAY

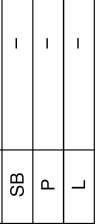
H.S.



Terminal No.	Color of Wire	Signal Name
1	GR	–
2	B	–

Connector No.	M91
Connector Name	WIRE TO WIRE
Connector Color	WHITE

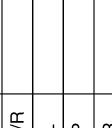
H.S.



Terminal No.	Color of Wire	Signal Name
3	GR	–
8	SB	–
10	P	–
11	L	–

Connector No.	M47
Connector Name	STEERING ANGLE SENSOR
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire	Signal Name
1	B	–
2	W/R	–
3	L	–
4	P	–
8	R	–

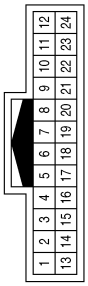
Connector No.	E18
Connector Name	FRONT WHEEL SENSOR LH
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	G	–
2	R	–

Connector No.	E5
Connector Name	WIRE TO WIRE
Connector Color	WHITE

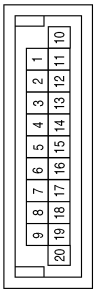
H.S.



Terminal No.	Color of Wire	Signal Name
10	W/G	–
11	SB	–

Connector No.	M167
Connector Name	JOINT CONNECTOR-M02
Connector Color	BLUE

H.S.



Terminal No.	Color of Wire	Signal Name
1	P	–
4	P	–
9	P	–
10	L	–
13	L	–
20	L	–

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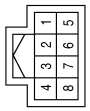
Connector No.	E34
Connector Name	WIRE TO WIRE
Connector Color	WHITE

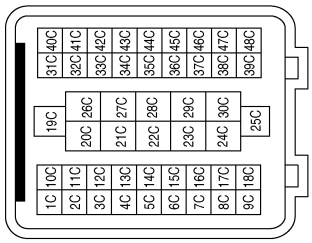
H.S.



Terminal No.	Color of Wire	Signal Name
5	BR	–
6	BG	–
7	W	–
8	Y	–

Connector No.	E41
Connector Name	WIRE TO WIRE
Connector Color	BLACK

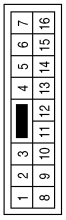
H.S.



Terminal No.	Color of Wire	Signal Name
15C	P	–
16C	L	–
17C	V	–
18C	LG	–

Connector No.	E26
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire	Signal Name
3	GR	–
8	SB	–
10	P	–
11	L	–

Connector No.	E39
Connector Name	STOP LAMP SWITCH (WITH A/T)
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
1	R/B	–
2	Y	–

Connector No.	E21
Connector Name	BRAKE FLUID LEVEL SWITCH
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	SB	–
2	B	–

Connector No.	E38
Connector Name	STOP LAMP SWITCH (WITH M/T)
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	R/B	–
2	Y	–

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Connector No.	E117
Connector Name	FRONT WHEEL SENSOR RH
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	B	–
2	W	–

Connector No.	E119
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
15	W/R	ABS IGN SUPPLY
16	W/G	REVERSE LAMP

Connector No.	E127
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	R	MOTOR SUPPLY
2	–	–
3	–	–
4	V	REV SW
5	–	–
6	GR	VDC OFF SW
7	–	–
8	W/R	IGN
9	–	–
10	SB	DIAG K
11	–	–
12	L	CAN-H
13	P	CAN-L
14	–	–
15	–	–
16	B	VALVE ECU GND
17	–	–
18	BG	CAN2-H
19	W	CAN2-L
20	–	–
21	–	–
22	Y	CLUS SUP
23	–	–
24	–	–
25	–	–
26	–	–
27	–	–
28	GR	FLUID LEVEL SW
29	BR	CLUS GND
30	–	–
31	–	–
32	Y	VALVE ECU SUPPLY
33	W	FR RH SIG
34	B	FR RH PWR
35	–	–
36	L	RR LH PWR
37	P	RR LH SIG
38	–	–
39	SB	STOP LAMP SW
40	–	–
41	–	–
42	V	RR RH SIG
43	LG	RR RH PWR
44	–	–
45	G	FR LH PWR
46	R	FR LH SIG
47	B	MOTOR GND

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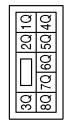
Connector No.	E160
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE

H.S.

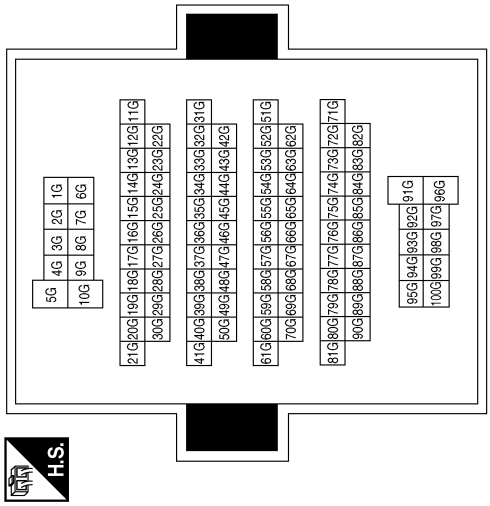


Terminal No.	Color of Wire	Signal Name
8Q	R/B	–

Terminal No.	Color of Wire	Signal Name
64G	W/R	–
68G	W	– (FOR MEXICO)
68G	V	– (EXCEPT FOR MEXICO)

Connector No.	E152
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.



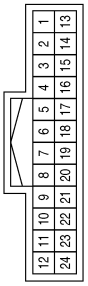
Connector No.	F69
Connector Name	BACK-UP LAMP SWITCH
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
1	W/G	–
2	SB	–

Connector No.	F14
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire	Signal Name
10	W/G	–
11	SB	–

ABFIA0753GB

Connector No.	C10
Connector Name	REAR WHEEL SENSOR RH
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	LG	–
2	V	–

Terminal No.	Color of Wire	Signal Name
15C	P	–
16C	L	–
17C	V	–
18C	LG	–

Connector No.	B40
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
5	BR	–
6	BG	–
7	W	–
8	Y	–

Connector No.	C1
Connector Name	WIRE TO WIRE
Connector Color	BLACK

H.S.

Connector No.	C11
Connector Name	REAR WHEEL SENSOR LH
Connector Color	BROWN

H.S.

Terminal No.	Color of Wire	Signal Name
1	L	–
2	P	–

ABFIA0905GB

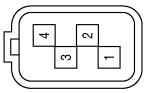
Connector No.	B84
Connector Name	PARKING BRAKE SWITCH
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	G	–

Connector No.	B73
Connector Name	YAW RATE/SIDE/DECEL G SENSOR
Connector Color	BLACK

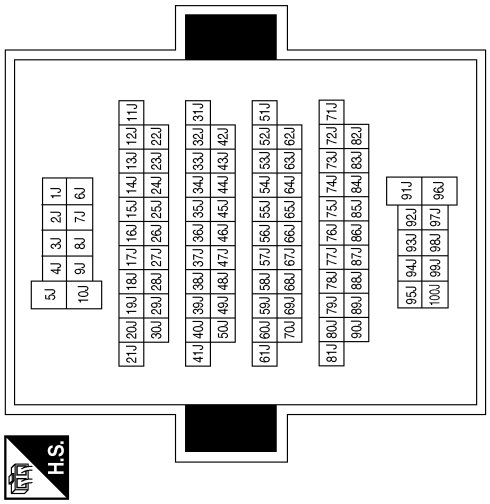
H.S.



Terminal No.	Color of Wire	Signal Name
1	BR	–
2	W	–
3	BG	–
4	Y	–

Connector No.	B69
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire	Signal Name
48J	G	–

ABFIA0906GB

SYMPTOM DIAGNOSIS

APPLICATION NOTICE

Application Notice

INFOID:0000000010710734

Service information	Remarks
TYPE 1	VDC/TCS/ABS
TYPE 2	HILL DESCENT CONTROL/HILL START ASSIST/VDC/TCS/ABS

VDC/TCS/ABS

Symptom Table

INFOID:0000000010710735

If ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp turn ON, perform self-diagnosis.

Symptom	Check item	Reference
Excessive ABS function operation frequency	Brake force distribution	BRC-101, "Diagnosis Procedure"
	Looseness of front and rear axle	
	Wheel sensor and rotor system	
Unexpected pedal reaction	Brake pedal stroke	BRC-102, "Diagnosis Procedure"
	Make sure the braking force is sufficient when the ABS is not operating.	
The braking distance is long	Check stopping distance when the ABS is not operating.	BRC-103, "Diagnosis Procedure"
ABS function does not operate (Note 1)	ABS actuator and electric unit (control unit)	BRC-104, "Diagnosis Procedure"
Pedal vibration or ABS operation sound occurs (Note 2)	Brake pedal	BRC-105, "Diagnosis Procedure"
	ABS actuator and electric unit (control unit)	
Vehicle jerks during VDC/TCS/ABS control	ABS actuator and electric unit (control unit)	BRC-106, "Diagnosis Procedure"
	TCM	
	ECM	

NOTE:

- 1: The ABS does not operate when the speed is 10 km/h (6 MPH) or less.
- 2: Under the following conditions, ABS is activated and vibration is felt when brake pedal is lightly depressed. However, this is normal.

- When shifting gears
- When driving on slippery road
- During cornering at high speed
- When passing over bumps or grooves [at approximately 50 mm (1.97 in) or more]
- When pulling away just after starting engine [at approximately 10 km/h (6 MPH) or higher]

EXCESSIVE ABS FUNCTION OPERATION FREQUENCY

Diagnosis Procedure

INFOID:0000000010710736

1.CHECK START

Check front and rear brake force distribution using a brake tester.

Is the inspection result normal?

YES >> GO TO 2
NO >> Check brake system.

2.CHECK FRONT AND REAR AXLE

Make sure that there is no excessive play in the front and rear axles. Refer to front: FAX-5, "On-Vehicle Inspection and Service", Rear: RAX-6, "Rear Axle Bearing" (C200) or RAX-18, "Rear Axle Bearing" (M226).

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK WHEEL SENSOR AND SENSOR ROTOR

Check the following.
- Wheel sensor installation for damage.
- Sensor rotor installation for damage.
- Wheel sensor connector connection.
- Wheel sensor harness inspection.

Is the inspection result normal?

YES >> GO TO 4
NO >>
- Replace wheel sensor or sensor rotor. Refer to BRC-112, "Removal and Installation" or BRC-113, "Removal and Installation".
- Repair harness.

4.CHECK ABS WARNING LAMP DISPLAY

Make sure that the ABS warning lamp is turned off after the ignition switch is turned ON or when driving.

Is the ABS warning lamp illuminated?

YES >> Perform self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".
NO >> Inspection End.

UNEXPECTED PEDAL REACTION

Diagnosis Procedure

INFOID:0000000010710737

1.CHECK BRAKE PEDAL STROKE

Check brake pedal stroke. Refer to BR-17, "Inspection and Adjustment".

Is the stroke too large?

YES >> • Bleed air from brake tube and hose. Refer to BR-19, "Bleeding Brake System".
• Check brake pedal, brake booster, and master cylinder for mount play, looseness, brake system fluid leakage, etc. Refer to BR-17, "Inspection and Adjustment" (brake pedal), BR-12, "On Board Inspection" (master cylinder), BR-10, "Inspection" (brake booster).

NO >> GO TO 2

2.CHECK FUNCTION

Disconnect ABS actuator and electric unit (control unit) connector to deactivate ABS. Check if braking force is normal in this condition. Connect connector after inspection.

Is the inspection result normal?

YES >> Inspection End.
NO >> Check brake system.

THE BRAKING DISTANCE IS LONG

Diagnosis Procedure

INFOID:0000000010710738

CAUTION:
The stopping distance on slippery road surfaces might be longer with the ABS operating than when the ABS is not operating.

1.CHECK FUNCTION

Turn ignition switch OFF and disconnect ABS actuator and electric unit (control unit) connector to deactivate ABS. In this condition, check stopping distance. After inspection, connect connector.

Is the inspection result normal?

YES >> Inspection End.
NO >> Check brake system.

ABS FUNCTION DOES NOT OPERATE

Diagnosis Procedure

INFOID:0000000010710739

CAUTION:
ABS does not operate when speed is 10 km/h (6 MPH) or lower.

1.CHECK ABS WARNING LAMP DISPLAY

Make sure that the ABS warning lamp turns OFF after ignition switch is turned ON or when driving.

Is the inspection result normal?

YES >> Inspection End.
NO >> Perform self-diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

PEDAL VIBRATION OR ABS OPERATION SOUND OCCURS

Diagnosis Procedure

INFOID:0000000010710740

CAUTION:

Under the following conditions, ABS is activated and vibration is felt when brake pedal is lightly depressed. However, this is normal.

- **When shifting gears**
- **When driving on slippery road**
- **During cornering at high speed**
- **When passing over bumps or grooves [at approximately 50 mm (1.97 in) or more]**
- **When pulling away just after starting engine [at approximately 10 km/h (6 MPH) or higher]**

1.SYMPTOM CHECK 1

Check that there are pedal vibrations when the engine is started.

Do vibrations occur?

YES >> GO TO 2
NO >> Inspect the brake pedal.

2.SYMPTOM CHECK 2

Check that there are ABS operation noises when the engine is started.

Do the operation noises occur?

YES >> GO TO 3
NO >> Perform self -diagnosis. Refer to BRC-29, "CONSULT Function (ABS)".

3.SYMPTOM CHECK 3

Check symptoms when electrical component (headlamps, etc.) switches are operated.

Do symptoms occur?

YES >> Check if there is a radio, antenna, antenna lead wire, or wiring close to the control unit. If there is, move it farther away.
NO >> Inspection End.

VEHICLE JERKS DURING VDC/TCS/ABS CONTROL

Diagnosis Procedure

INFOID:0000000010710741

1.SYMPTOM CHECK

Check if the vehicle jerks during VDC/TCS/ABS control.

Is the inspection result normal?

YES >> Inspection End.
NO >> GO TO 2

2.CHECK SELF-DIAGNOSIS RESULTS

Perform self-diagnosis of ABS actuator and electric unit (control unit). Refer to BRC-29, "CONSULT Function (ABS)".

Are self-diagnosis results indicated?

YES >> Check corresponding items, make repairs, and perform ABS actuator and electric unit (control unit) self-diagnosis.
NO >> GO TO 3

3.CHECK CONNECTOR

- Turn ignition switch OFF and disconnect ABS actuator and electric unit (control unit) connector and check terminal for deformation, disconnection, looseness, etc.
- Securely connect connectors and perform ABS actuator and electric unit (control unit) self-diagnosis.

Are self-diagnosis results indicated?

YES >> If poor contact, damage, open or short circuit of connector terminal is found, repair or replace.
NO >> GO TO 4

4.CHECK ECM AND TCM SELF-DIAGNOSIS RESULTS

Perform ECM and TCM self-diagnosis.

Are self-diagnosis results indicated?

YES >> Check the corresponding items.
- ECM: Refer to EC-518, "CONSULT Function".
- TCM: Refer to TM-157, "CONSULT Function (TRANSMISSION)".

NO >> Replace ABS actuator and electric unit (control unit). Refer to BRC-114, "Removal and Installation".

NORMAL OPERATING CONDITION

Description

INFOID:0000000010710742

Symptom	Result
Slight vibrations are felt on the brake pedal and the operation noises occur, when VDC, TCS or ABS is activated.	This is a normal condition due to the VDC, TCS or ABS activation.
Stopping distance is longer than that of vehicles without ABS when the vehicle drives on rough, gravel, or snow-covered (fresh, deep snow) roads.	
The brake pedal moves and generates noises, when TCS or VDC is activated due to rapid acceleration or sharp turn.	
The brake pedal vibrates and motor operation noises occur from the engine room, after the engine starts and just after the vehicle starts.	This is normal, and it is caused by the ABS operation check.
Depending on the road conditions, the driver may experience a sluggish feel.	This is normal, because TCS places the highest priority on the optimum traction (stability).
TCS may activate momentarily if wheel speed changes when driving over location where friction coefficient varies, when downshifting, or when fully depressing accelerator pedal.	
The ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp may turn ON when the vehicle is subject to strong shaking or large vibration, such as when the vehicle is rotating on a turntable or located on a ship while the engine is running.	In this case, restart the engine on a normal road. If the normal condition is restored, there is no malfunction. At that time, erase the self-diagnosis memory.
VDC may not operate normally or the ABS warning lamp, VDC OFF indicator lamp, and SLIP indicator lamp may illuminate, when running on a special road that is extremely slanted (e.g. bank in a circuit course).	
A malfunction may occur in the yaw rate/side/decel G sensor system, when the vehicle turns sharply, such as during a spin turn, axle turn, or drift driving, while the VDC function is off (VDC OFF indicator lamp illuminated).	
The vehicle speed will not increase even though the accelerator pedal is depressed, when inspecting the speedometer on a 2-wheel chassis dynamometer.	Normal (Deactivate the VDC/TCS function before performing an inspection on a chassis dynamometer.)
VDC OFF indicator lamp and SLIP indicator lamp may simultaneously turn on when low tire pressure warning lamp turns on.	This is not a VDC system error but results from characteristic change of tire.

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:0000000010710743

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- **When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.**
- **When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery and wait at least three minutes before performing any service.**

Precaution for Brake System

INFOID:0000000011274679

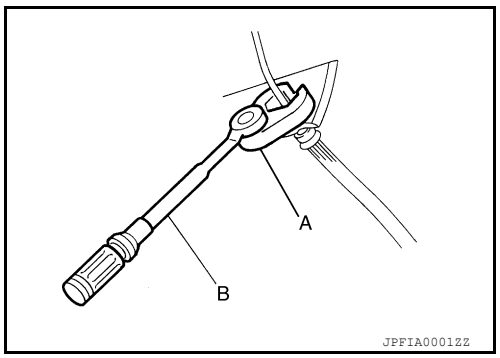
WARNING:

Clean any dust from the front brake and rear brake with a vacuum dust collector. Do not blow with compressed air.

- Brake fluid use refer to MA-16, "FOR USA AND CANADA : Fluids and Lubricants". (United States and Canada) and MA-19, "FOR MEXICO : Fluids and Lubricants" (Mexico).
- Do not reuse drained brake fluid.
- Do not spill or splash brake fluid on painted surfaces. Brake fluid may seriously damage paint. Wipe it off immediately and wash with water if it gets on a painted surface.
- Always confirm the specified tightening torque when installing the brake pipes.
- After pressing the brake pedal more deeply or harder than normal driving, such as air bleeding, inspect the brake pedal height and play. Adjust brake pedal if it is outside the standard value.
- Always clean with new brake fluid when cleaning the brake caliper and other components.
- Do not use mineral oils such as gasoline or light oil to clean. They may damage rubber parts and cause improper operation.
- Always loosen the brake tube flare nut with a flare nut wrench.

- Tighten the brake tube flare nut to the specified torque with a crow-foot (A) and torque wrench (B).
- Brake system is an important safety part. If a brake fluid leak is detected, always disassemble the affected part. If a malfunction is detected, replace part with a new one.
- Always connect the battery terminals when moving the vehicle.
- Check that no brake fluid leakage is present after replacing the parts.
- Burnish the brake contact surfaces after refinishing or replacing disc brake rotors, after replacing brake pads, or if a soft pedal occurs at very low mileage.

- Front brake pad: Refer to BR-7, "BRAKE PAD : Inspection".
- Front disc brake rotor: Refer to BR-7, "DISC ROTOR : Inspection".
- Rear brake pad: Refer to BR-9, "BRAKE PAD : Inspection".
- Rear disc brake rotor: Refer to BR-9, "DISC ROTOR : Inspection".



Precaution for Brake Control

INFOID:0000000010710745

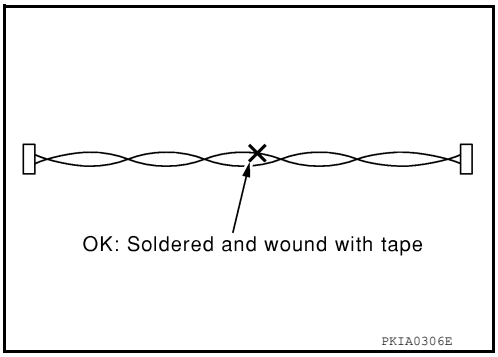
- During ABS operation, the brake pedal may vibrate lightly and a mechanical noise may be heard. This is normal.
- Just after starting vehicle, the brake pedal may vibrate or a motor operating noise may be heard from engine compartment. This is a normal status of operation check.
- Stopping distance may be longer than that of vehicles without ABS when vehicle drives on rough, gravel, or snow-covered (fresh, deep snow) roads.
- When an error is indicated by ABS or another warning lamp, collect all necessary information from customer (what symptoms are present under what conditions) and check for simple causes before starting diagnosis. Besides electrical system inspection, check brake booster operation, brake fluid level, and fluid leaks.
- If incorrect tire sizes or types are installed on the vehicle or brake pads are not Genuine NISSAN parts, stopping distance or steering stability may deteriorate.
- If there is a radio, antenna or related wiring near control module, ABS function may have a malfunction or error.
- If aftermarket parts (car stereo, CD player, etc.) have been installed, check for incidents such as harness pinches, open circuits or improper wiring.
- If the following components are replaced with non-genuine components or modified, the VDC OFF indicator lamp and SLIP indicator lamp may turn on or the VDC system may not operate properly. Components related to suspension (shock absorbers, struts, springs, bushings, etc.), tires, wheels (exclude specified size), components related to brake system (pads, rotors, calipers, etc.), components related to engine (muffler, ECM, etc.), components related to body reinforcement (roll bar, tower bar, etc.).
- Driving with broken or excessively worn suspension components, tires or brake system components may cause the VDC OFF indicator lamp and the SLIP indicator lamp to turn on, and the VDC system may not operate properly.
- When the TCS or VDC is activated by sudden acceleration or sudden turn, some noise may occur. The noise is a result of the normal operation of the TCS and VDC.
- When driving on roads which have extreme slopes (such as mountainous roads) or high banks (such as sharp curves on a freeway), the VDC may not operate normally, or the VDC warning lamp and the SLIP indicator lamp may turn on. This is not a problem if normal operation can be resumed after restarting the engine.
- Sudden turns (such as spin turns, acceleration turns), drifting, etc. with VDC turned off may cause the yaw rate/side/decel G sensor to indicate a problem. This is not a problem if normal operation can be resumed after restarting the engine.
- If battery is removed or steering angle sensor is disconnected, power to steering angle sensor is lost and the screen goes into steering angle sensor safe mode.
- When screen goes into steering angle sensor safe mode, perform "Adjustment of Steering Angle Sensor Neutral Position" with CONSULT and check that VDC OFF indicator turns off. Additionally, perform self-diagnosis, check that only "Steering Angle Sensor Safe Mode" is shown for self-diagnostic result, and then delete the memory. (If the self-diagnostic result shows an indication other than "Steering Angle Sensor Safe Mode", repair the relevant part and restart self-diagnosis.) The steering angle sensor is released and returns to normal condition by performing the above operation.
- When checking, if only "Steering Angle Sensor Safe Mode" is shown in the self-diagnostic result and VDC OFF indicator is off, delete history of malfunction. This happens when battery power supply is lost and the screen goes into Steering Angle Sensor Safe Mode, and then screen returns to normal mode automatically by driving the vehicle in a straight forward direction [for approximately 30 seconds at 20 km/h (12 MPH) or more] after power is supplied again.

NOTE:
VDC OFF indicator lamp is on when VDC OFF switch is on.

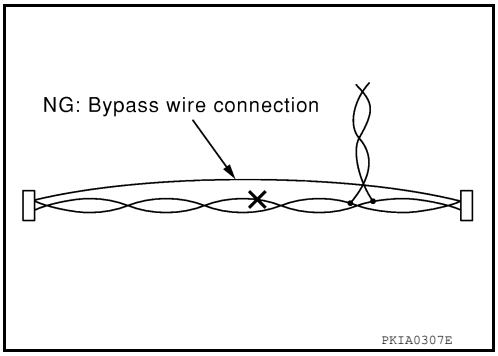
Precaution for CAN System

INFOID:0000000010710746

- Do not apply voltage of 7.0V or higher to terminal to be measured.
- Maximum open terminal voltage of tester in use must be less than 7.0V.
- Before checking harnesses, turn ignition switch OFF and disconnect battery negative cable.
- Area to be repaired must be soldered and wrapped with tape. Make sure that fraying of twisted wire is within 110 mm (4.33 in).



- Do not make a bypass connection to repaired area. (If the circuit is bypassed, characteristics of twisted wire will be lost.)



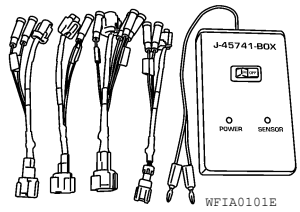
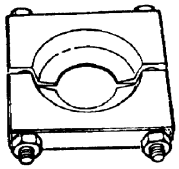
PREPARATION

PREPARATION

Special Service Tool

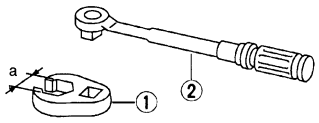
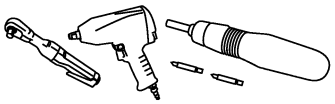
INFOID:0000000010710747

The actual shape of the tools may differ from those illustrated here.

Tool number (TechMate No.) Tool name	Description
KV991J0080 (J-45741) ABS active wheel sensor tester  WFIA0101E	Checking operation of ABS active wheel sensors
ST30031000 (—) Bearing puller  ZZA0700D	Removing sensor rotor

Commercial Service Tool

INFOID:0000000010710748

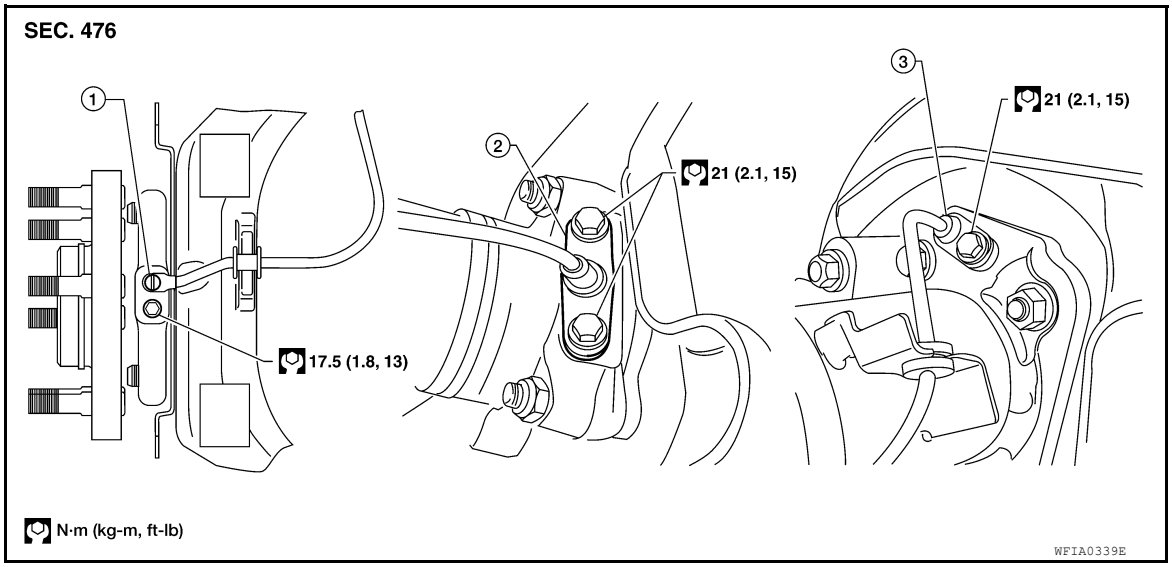
Tool name	Description
1. Flare nut crowfoot 2. Torque wrench  S-NT360	Tightening brake tube flare nuts **a: 10 mm (0.39 in)/12 mm (0.47 in)**
Power tool  PIIB1407E	Loosening nuts, screws and bolts

UNIT REMOVAL AND INSTALLATION

WHEEL SENSOR

Removal and Installation

INFOID:0000000010710749



1. Front wheel sensor
2. Rear wheel sensor (C200)
3. Rear wheel sensor (M226)

REMOVAL

1. Remove wheel sensor bolt.
   - When removing the front wheel sensor, first remove the disc rotor to gain access to the front wheel sensor. Refer to BR-36, "Removal and Installation of Brake Caliper and Disc Rotor".
2. Pull the wheel sensor straight out, being careful to turn it as little as possible.
   CAUTION:
   - **Be careful not to damage the wheel sensor edge and sensor rotor teeth.**
   - **Do not pull on the wheel sensor harness.**
3. Disconnect wheel sensor harness connector, then remove the wheel sensor harness from the mounts to remove the wheel sensor.

INSTALLATION

Installation is in the reverse order of removal.

- Before installing wheel sensors do the following:
- Inspect and replace the wheel sensor if damaged.
- Clean the wheel sensor hole and mating surface with brake cleaner and a lint-free cloth. Be careful that dirt and debris do not enter the hub and bearing assembly or the rear axle.

SENSOR ROTOR

Removal and Installation

INFOID:0000000010710750

FRONT

Removal and Installation

The wheel sensor rotors are built into the wheel hubs and are not removable. If damaged, replace wheel hub and bearing assembly. Refer to FAX-8, "Removal and Installation"

REAR (C200)

Removal and Installation

It is necessary to disassemble the rear axle to replace the sensor rotor. Perform the axle shaft assembly removal procedure to replace sensor rotor. Refer to RAX-7, "Removal and Installation".

REAR (M226)

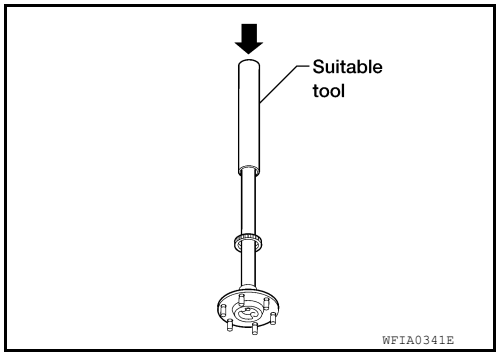
Removal

1. Remove the axle shaft assembly. Refer to RAX-19, "Removal and Installation".
2. Pull the sensor rotor off of the axle shaft using Tool and a suitable press.

Tool number : ST30031000 (—)

Installation

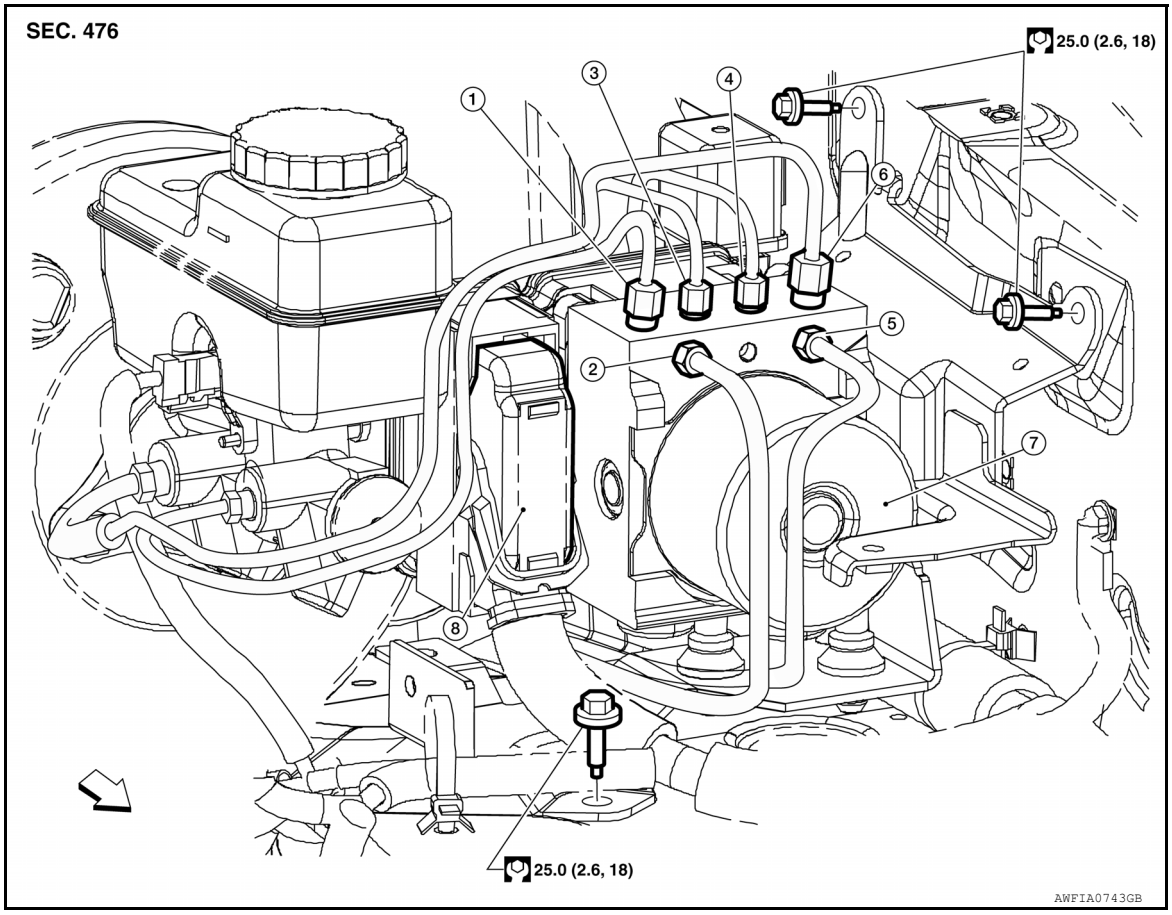
1. Install the new sensor rotor on the axle shaft using a suitable length steel tube and a press. Make sure the sensor rotor is fully seated.
   CAUTION:
   Do not reuse the old sensor rotor.
2. Install the axle shaft assembly. Refer to RAX-19, "Removal and Installation".
   CAUTION:
   Do not reuse the axle oil seal. The axle oil seal must be replaced every time the axle shaft assembly is removed from the axle shaft housing.



ACTUATOR AND ELECTRIC UNIT (ASSEMBLY)

Removal and Installation

INFOID:0000000010710751



1. From master cylinder secondary side 18.2 N·m (1.9 kg-m, 13 ft-lb)
2. To rear right disc brake 13.0 N·m (1.3 kg-m, 10 ft-lb)
3. To rear left disc brake 13.0 N·m (1.3 kg-m, 10 ft-lb)
4. To front right disc brake 13.0 N·m (1.3 kg-m, 10 ft-lb)
5. To front left disc brake 13.0 N·m (1.3 kg-m, 10 ft-lb)
6. From master cylinder primary side 18.2 N·m (1.9 kg-m, 13 ft-lb)
7. ABS actuator and electric unit (control unit)
8. Harness connector

⇦ Front

NOTE:
When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

REMOVAL

1. Disconnect the negative battery terminal. Refer to PG-89, "Removal and Installation".
2. Remove air cleaner case. Refer to EM-141, "Exploded View".
3. Disconnect the harness connector from the ABS actuator and electric unit (control unit).
   CAUTION:
   - **To remove the brake tubes, use a flare nut wrench to prevent the flare nuts and brake tubes from being damaged.**
   - **Be careful not to splash brake fluid on painted areas.**
4. Disconnect the brake tubes.
5. Remove the three bolts and remove the ABS actuator and electric unit (control unit).
6. Remove the bolt and remove the bracket from the ABS actuator and electric unit (control unit).

INSTALLATION

Installation is in the reverse order of removal.

- If the ABS actuator and electric unit (control unit) is replaced, make sure to adjust position of steering angle sensor. Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement".

ABS actuator and electric unit (control unit) bolt (LH side) : 7.0 N·m (0.7 kg-m, 62 in-lb)

CAUTION:

- **All hoses and piping (tubes) must be free from excessive bending, twisting and pulling.**
- **Make sure there is no interference with other parts when turning steering both clockwise and counterclockwise.**
- **The brake piping is an important safety part. If a brake fluid leak is detected, always disassemble the parts. Replace applicable part with a new one, if necessary.**
- **Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.**
- **Do not bend or twist brake hose sharply, or strongly pull it.**
- **When removing components, cover connections so that no dirt, dust, or other foreign matter gets in.**
- **Do not reuse drained brake fluid.**
- **After installation of the ABS actuator and electric unit (control unit), refill brake system with new brake fluid, then bleed the air from the brake system. Refer to BR-19, "Bleeding Brake System".**

STEERING ANGLE SENSOR

Removal and Installation

INFOID:0000000010710752

REMOVAL

1. Remove the spiral cable. Refer to SR-13, "Removal and Installation".
2. Remove the screws and remove the steering angle sensor from the spiral cable.

INSTALLATION

Installation is in the reverse order of removal.

- Reset the neutral position of the steering angle sensor. Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement".

CAUTION:

Any time the steering angle sensor is removed and installed or replaced, you must reset the neutral position of the steering angle sensor. Refer to BRC-12, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement".

YAW RATE/SIDE/DECEL G SENSOR

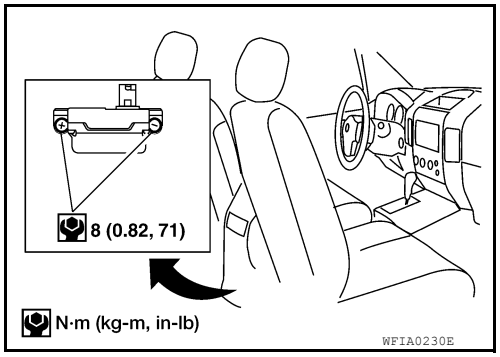
Removal and Installation

INFOID:0000000010710753

REMOVAL

1. Remove center console rear base. Refer to IP-14, "Exploded View".
2. Remove yaw rate/side/decel G sensor attaching nuts as shown.
   - The location of the yaw rate/side/decel G sensor is the same for all models.

   CAUTION:
   - **Do not use power tools to remove or install yaw rate/side/decel G sensor.**
   - **Do not drop or strike the yaw rate/side/decel G sensor.**
3. Disconnect harness connector and remove the yaw rate/side/decel G sensor.



INSTALLATION

Installation is in the reverse order of removal.

NOTE:

After performing the above work, calibrate the yaw rate/side/decel G sensor. Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Special Repair Requirement".

BASIC INSPECTION

APPLICATION NOTICE

Application Notice

INFOID:0000000010710754

Service information	Remarks
TYPE 1	VDC/TCS/ABS
TYPE 2	HILL DESCENT CONTROL/HILL START ASSIST/VDC/TCS/ABS

DIAGNOSIS AND REPAIR WORKFLOW

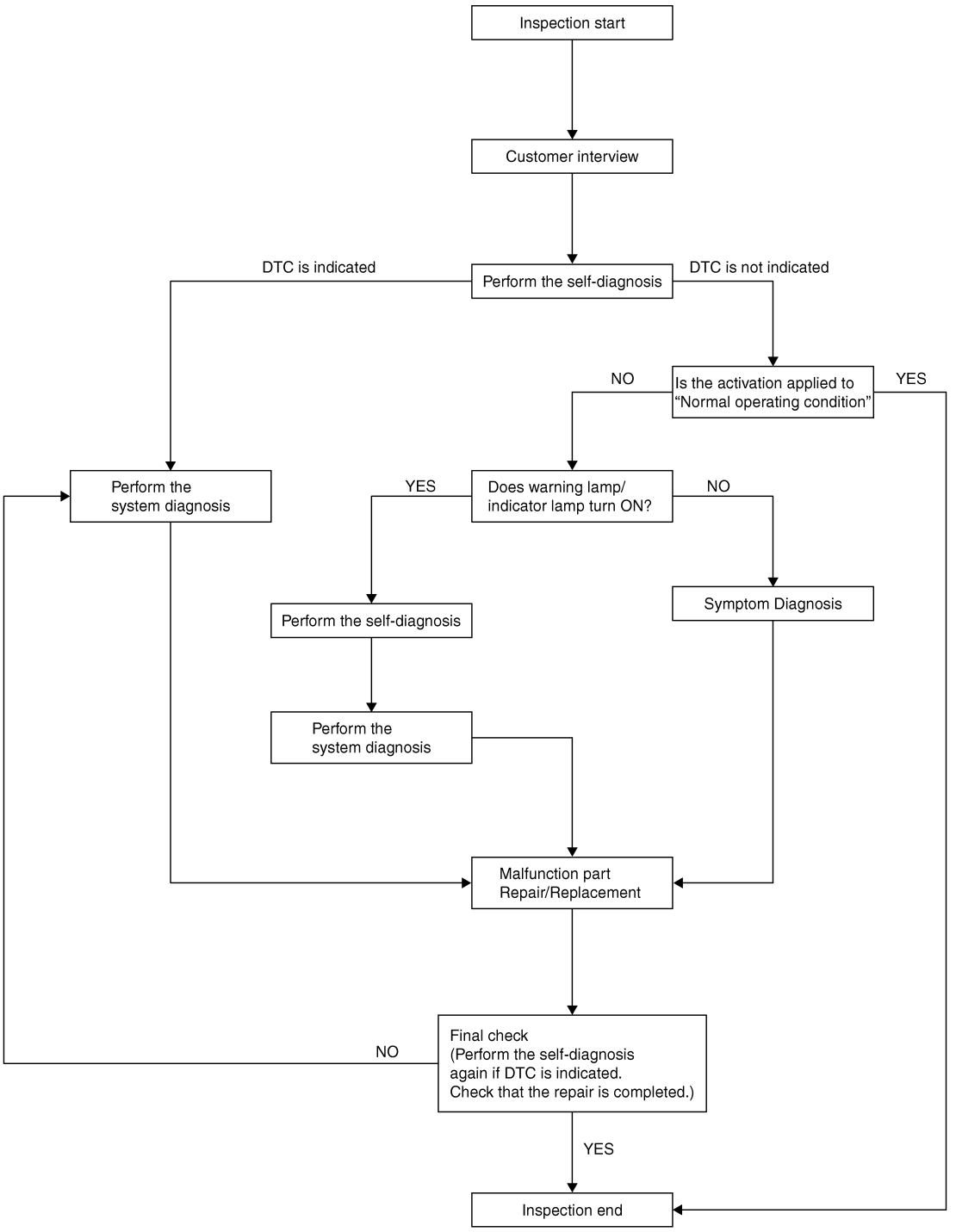
Work Flow

INFOID:0000000010710755

PRECAUTIONS FOR DIAGNOSIS

If steering angle sensor, steering system parts, suspension system parts, ABS actuator and electric unit (control unit) or tires have been replaced, or if wheel alignment has been adjusted, be sure to adjust neutral position of steering angle sensor before driving. Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

OVERALL SEQUENCE



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DETAILED FLOW

1. COLLECT THE INFORMATION FROM THE CUSTOMER

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using the diagnosis worksheet. Refer to BRC-122, "Diagnostic Work Sheet".

>> GO TO 2

2.PERFORM THE SELF-DIAGNOSIS

Check the DTC display with the self-diagnosis function. Refer to BRC-146, "CONSULT Function (ABS)".

Is there any DTC displayed?

YES >> GO TO 3
NO >> GO TO 4

3.PERFORM THE SYSTEM DIAGNOSIS

Perform the diagnosis applicable to the displayed DTC. Refer to BRC-208, "DTC No. Index".

>> GO TO 7

4.CHECK THE SYMPTOM THAT IS NOT CONSIDERED A SYSTEM MALFUNCTION

Check that the symptom is a normal operation that is not considered a system malfunction. Refer to BRC-226, "Description".

Is the symptom a normal operation?

YES >> Inspection End
NO >> GO TO 5

5.CHECK THE WARNING LAMP AND INDICATOR LAMP FOR ILLUMINATION

Check that the warning lamp and indicator lamp illuminate.
- ABS warning lamp: Refer to BRC-197, "Description".
- Brake warning lamp: Refer to BRC-198, "Description".
- VDC OFF indicator lamp: Refer to BRC-200, "Description".
- SLIP indicator lamp: Refer to BRC-202, "Description".
- Hill descent control indicator lamp: Refer to BRC-199, "Description".

Is ON/OFF timing normal?

YES >> GO TO 6
NO >> GO TO 2

6.PERFORM THE DIAGNOSIS BY SYMPTOM

Perform the diagnosis applicable to the symptom.

>> GO TO 7

7.REPAIR OR REPLACE THE MALFUNCTIONING PARTS

Repair or replace the specified malfunctioning parts.

>> GO TO 8

8.FINAL CHECK

Perform the self-diagnosis again, and check that the malfunction is repaired completely. After checking, erase the self-diagnosis memory. Refer to BRC-146, "CONSULT Function (ABS)".

Is no other DTC present and the repair completed?

YES >> Inspection End
NO >> GO TO 3

Diagnostic Work Sheet

INFOID:0000000010710756

Customer name MR/MS	Model &Year		VIN
Engline #	Trans.		Mileage
Incident Date	Manuf. Date		In Service Date
Symptoms	☐ Noise and vibration (from engine compartment) ☐ Noise and vibration (from axle)	☐ Warning/Indicator activate	☐ Firm pedal operation Large stroke pedal operation
	☐ TCS dose not work (Drive wheels slip when accelerating)	☐ ABS dose not work (Wheels lock when braking)	☐ lack of sense of acceleration
Engine conditions	☐ When starting ☐ After starting		
Road conditions	☐ Low friction road (☐ Snow ☐ Gravel ☐ Other) ☐ Bumps / potholes		
Driving conditions	☐ Full-acceleration ☐ High speed cornering ☐ Vehicle speed: Greater than 10 km/h (6 MPH) ☐ Vehicle speed: 10 km/h (6 MPH) or less ☐ Vehicle is stopped		
Applying brake conditions	☐ Suddenly ☐ Gradually		
Other conditions	☐ Operation of electrical equipment ☐ Shift change ☐ Other descriptions		

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INSPECTION AND ADJUSTMENT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Description

INFOID:0000000010710757

After replacing the ABS actuator and electric unit (control unit), perform the following procedures:
- Neutral position adjustment for the steering angle sensor
- Calibration of the decel G sensor

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement

INFOID:0000000010710758

1.PERFORM THE NEUTRAL POSITION ADJUSTMENT FOR THE STEERING ANGLE SENSOR

Perform the neutral position adjustment for the steering angle sensor.

>> Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement", GO TO 2

2.PERFORM CALIBRATION OF THE DECEL G SENSOR

Perform calibration of the decel G sensor.

>> Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Special Repair Requirement".

ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description

INFOID:0000000010710759

Refer to the table below to determine if adjustment of steering angle sensor neutral position is required.

×: Required –: Not required

Situation	Adjustment of steering angle sensor neutral position
Removing/Installing ABS actuator and electric unit (control unit)	—
Replacing ABS actuator and electric unit (control unit)	×
Removing/Installing steering angle sensor	×
Replacing steering angle sensor	×
Removing/Installing steering components	×
Replacing steering components	×
Removing/Installing suspension components	×
Replacing suspension components	×
Change tires to new ones	—
Tire rotation	—
Adjusting wheel alignment	×
Battery disconnection	×

ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement

INFOID:0000000010710760

ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

CAUTION:

To adjust neutral position of steering angle sensor, make sure to use CONSULT (Adjustment cannot be done without CONSULT)

1.ALIGN THE VEHICLE STATUS

Stop vehicle with front wheels in straight-ahead position.

>> GO TO 2

2. PERFORM THE NEUTRAL POSITION ADJUSTMENT FOR THE STEERING ANGLE SENSOR

1. On the CONSULT screen, touch “WORK SUPPORT” and “ST ANGLE SENSOR ADJUSTMENT” in order.
2. Touch “START”.
   CAUTION:
   Do not touch steering wheel while adjusting steering angle sensor.
3. After approximately 10 seconds, touch “END”.
   NOTE:
   After approximately 60 seconds, it ends automatically.
4. Turn ignition switch OFF, then turn it ON again.
   CAUTION:
   Be sure to perform above operation.

>> GO TO 3

3. CHECK DATA MONITOR

1. Run vehicle with front wheels in straight-ahead position, then stop.
2. Select “DATA MONITOR”. Then make sure “STR ANGLE SIG” is within 0±3.5°.

Is the steering angle within the specified range?

YES >> GO TO 4
NO >> Perform the neutral position adjustment for the steering angle sensor again, GO TO 1

4. ERASE THE SELF-DIAGNOSIS MEMORY

Erase the self-diagnosis memory of the ABS actuator and electric unit (control unit) and ECM.
- ABS actuator and electric unit (control unit): Refer to BRC-146, "CONSULT Function (ABS)".
- ECM: Refer to EC-518, "CONSULT Function".

Are the memories erased?

YES >> Inspection End
NO >> Check the items indicated by the self-diagnosis.

CALIBRATION OF DECEL G SENSOR

CALIBRATION OF DECEL G SENSOR : Description

INFOID:0000000010710761

Refer to the table below to determine if calibration of the decel G sensor is required.

×: Required –: Not required

Situation	Calibration of decel G sensor
Removing/Installing ABS actuator and electric unit (control unit)	—
Replacing ABS actuator and electric unit (control unit)	×
Removing/Installing steering components	—
Replacing steering components	×
Removing/Installing suspension components	—
Replacing suspension components	—
Change tires to new ones	—
Tire rotation	—
Adjusting wheel alignment	×
Removing/Installing yaw rate/side/decel G sensor	×
Replacing yaw rate/side/decel G sensor	×

CALIBRATION OF DECEL G SENSOR : Special Repair Requirement

INFOID:0000000010710762

CALIBRATION OF DECEL G SENSOR

CAUTION:
To calibrate the decel G sensor, make sure to use CONSULT

(Calibration cannot be done without CONSULT)

1.ALIGN THE VEHICLE STATUS

Stop vehicle with front wheels in straight-ahead position.

>> GO TO 2

2.PERFORM CALIBRATION OF DECEL G SENSOR

1. On the CONSULT screen, touch “WORK SUPPORT” and “DECEL G SEN CALIBRATION” in order.
2. Touch “START”.
3. After approximately 10 seconds, touch “END”.
   NOTE:
   After approximately 60 seconds, it ends automatically.
4. Turn ignition switch OFF, then turn it ON again.
   CAUTION:
   Be sure to perform above operation.

>> GO TO 3

3.CHECK DATA MONITOR

1. Run vehicle with front wheels in straight-ahead position, then stop.
2. Select “DATA MONITOR”. Then make sure “DECEL G SEN” is within ± 0.08G.

Is the inspection result normal?

YES >> GO TO 4
NO >> Perform calibration of decel G sensor again, GO TO 1

4.ERASE THE SELF-DIAGNOSIS MEMORY

Erase the self-diagnosis memory of the ABS actuator and electric unit (control unit) and ECM.
- ABS actuator and electric unit (control unit): Refer to BRC-146, "CONSULT Function (ABS)".
- ECM: Refer to EC-518, "CONSULT Function".

Are the memories erased?

YES >> Inspection End
NO >> Check the items indicated by the self-diagnosis.

SYSTEM DESCRIPTION

APPLICATION NOTICE

Application Notice

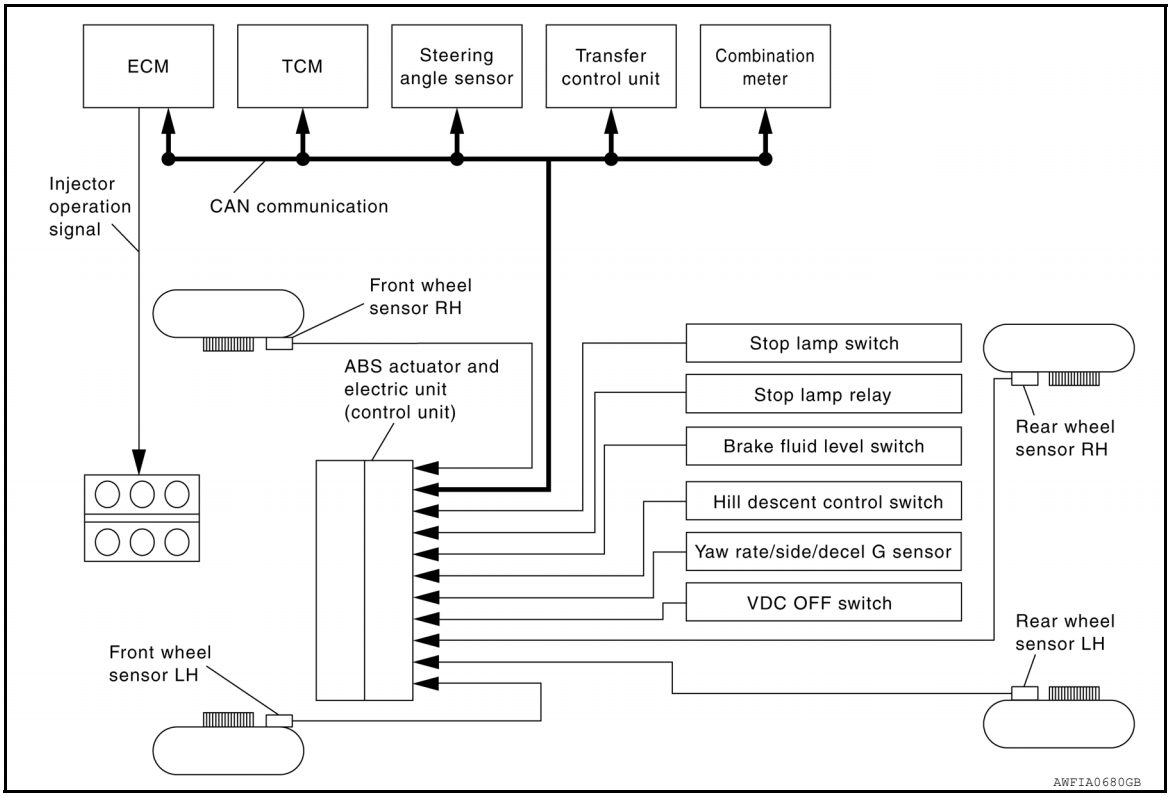
INFOID:0000000010710763

Service information	Remarks
TYPE 1	VDC/TCS/ABS
TYPE 2	HILL DESCENT CONTROL/HILL START ASSIST/VDC/TCS/ABS

HILL DESCENT CONTROL

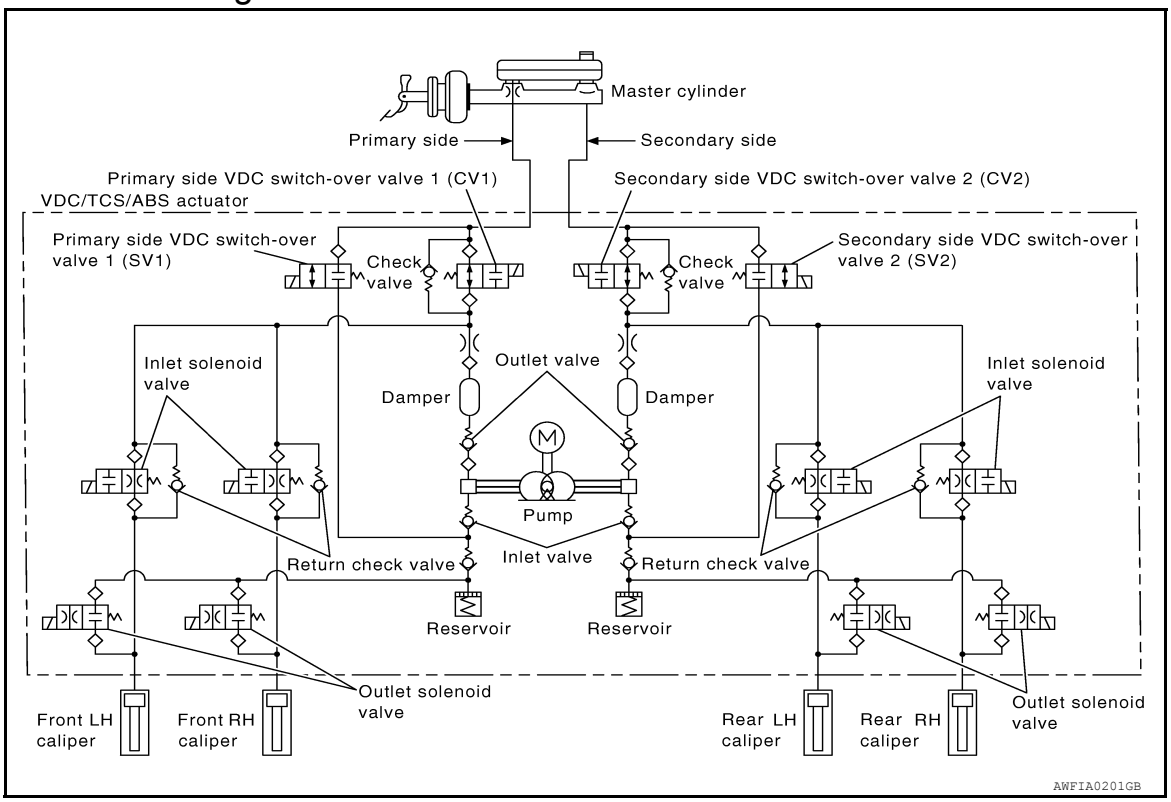
System Diagram

INFOID:0000000010710764



Hydraulic Circuit Diagram

INFOID:0000000010710765



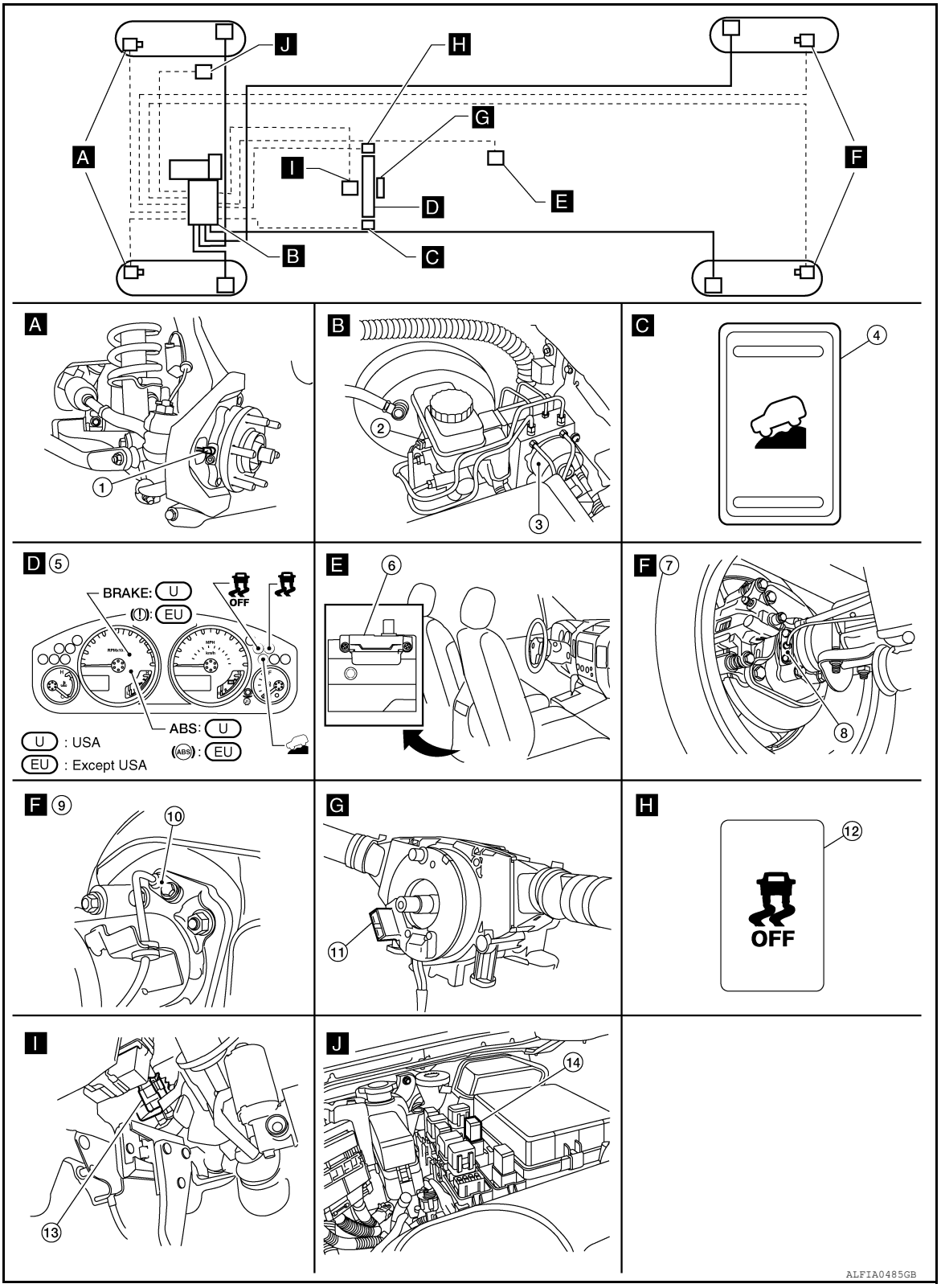
System Description

INFOID:0000000010710766

- The hill descent control system will help maintain vehicle speed when driving under 25-35 km/h (15-21 MPH) on steeper downhill grades. Hill descent control will provide braking allowing the driver to concentrate on steering while reducing the burden of brake and accelerator operation.
- To operate the system, set the 4WD switch to 4H or 4LO and push the hill descent control switch. The hill descent control indicator in the combination meter will turn on. While hill descent control is operating, the stop/tail lamps will illuminate.
- If the accelerator or brake pedal is depressed while the hill descent control system is on, the system will stop operating.
- During hill descent control operation, a mechanical noise may be heard. This is normal.
- Electrical system diagnosis by CONSULT is available.

Component Parts Location

INFOID:0000000010710767



1. Front wheel sensor LH E18
   Front wheel sensor RH E117
2. Brake fluid level switch E21
3. ABS actuator and electric unit (control unit) E127
4. Hill descent control switch M155
5. Combination meter M24
6. Yaw rate/side/decel G sensor B73
7. C200 rear axle
8. Rear wheel sensor LH C11
   Rear wheel sensor RH C10
9. M226 rear axle

10. Rear wheel sensor LH C11
Rear wheel sensor RH C10
11. Steering angle sensor (behind spiral cable) M47
(Steering wheel removed for clarity)
12. VDC OFF switch M154
13. Stop lamp switch E39
14. Stop lamp relay E12

Component Description

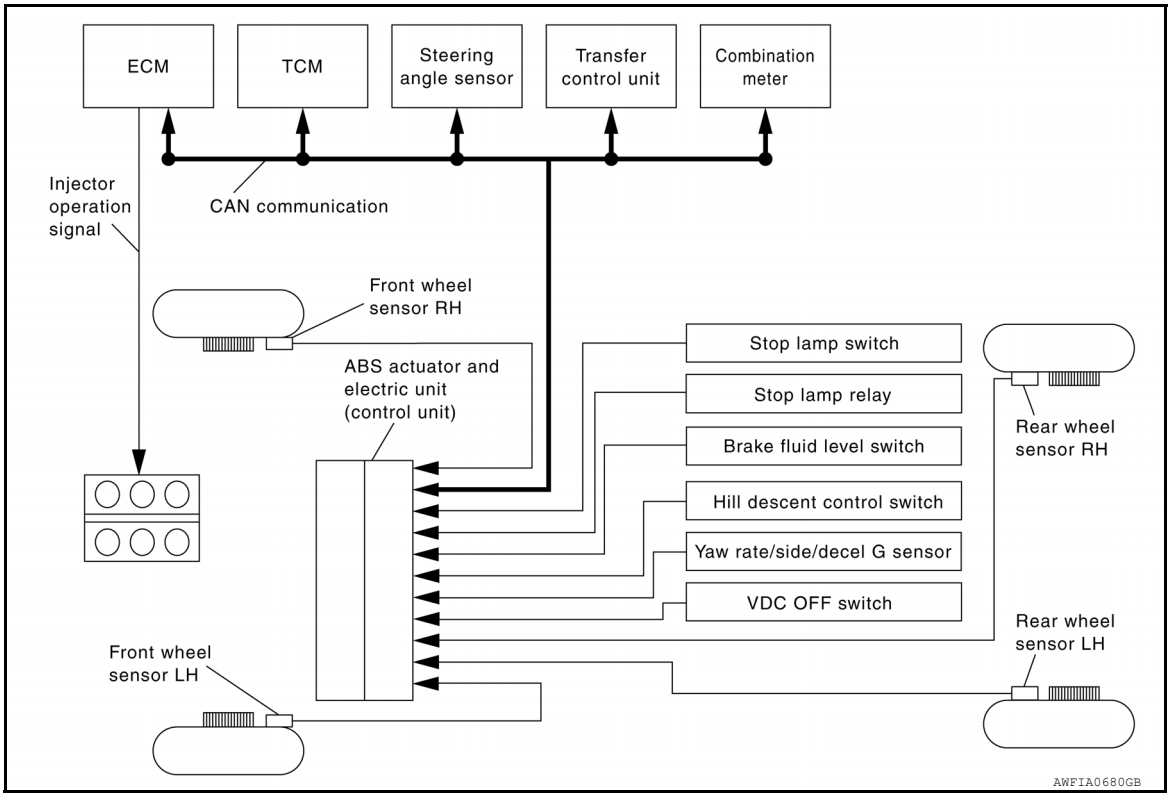
INFOID:0000000010710768

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-161, "Description"
	Motor	
	Actuator relay	BRC-177, "Description"
	Solenoid valve	BRC-170, "Description"
	VDC switch-over valve (CV1, CV2, SV1, SV2)	BRC-188, "Description"
Wheel sensor		BRC-165, "Description"
Yaw rate/side/decel G sensor		BRC-163, "Description"
Stop lamp switch		BRC-168, "Description"
Steering angle sensor		BRC-179, "Description"
Brake fluid level switch		BRC-182, "Description"
Hill descent control switch		BRC-193, "Description"
VDC OFF switch		BRC-195, "Description"
ABS warning lamp		BRC-197, "Description"
Brake warning lamp		BRC-198, "Description"
Hill descent control indicator lamp		BRC-199, "Description"
VDC OFF indicator lamp		BRC-200, "Description"
SLIP indicator lamp		BRC-202, "Description"

HILL START ASSIST

System Diagram

INFOID:0000000010710769



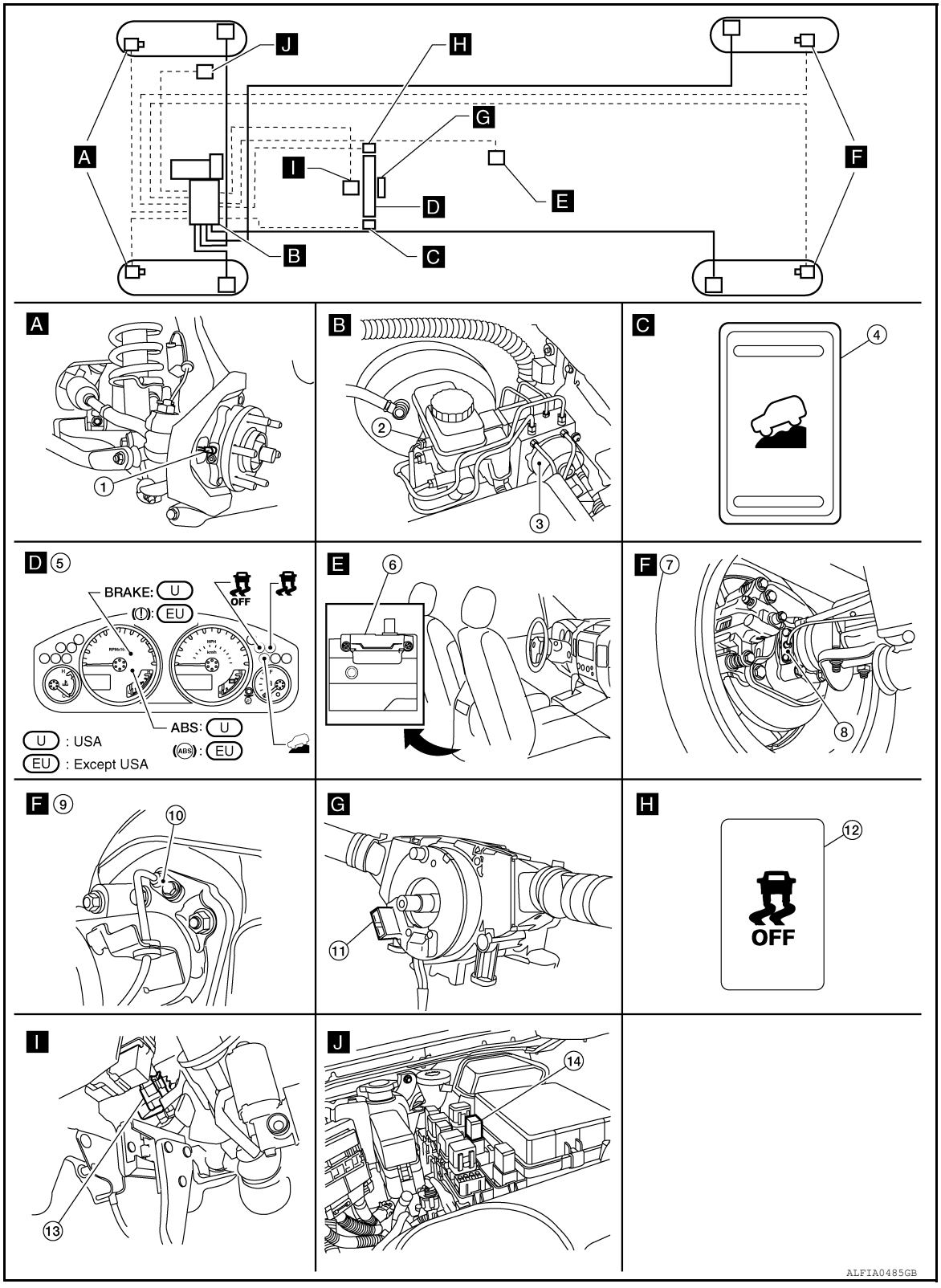
System Description

INFOID:0000000010710770

- The hill start assist system will assist the driver by applying the brake automatically and preventing the vehicle from rolling backward when starting on an uphill.
- The maximum holding time is 2 seconds. After 2 seconds, the vehicle will begin to roll back gradually and then hill start assist will stop operating completely.

Component Parts Location

INFOID:0000000010710771



1. Front wheel sensor LH E18
   Front wheel sensor RH E117
2. Brake fluid level switch E21
3. ABS actuator and electric unit (control unit) E127
4. Hill descent control switch M155
5. Combination meter M24
6. Yaw rate/side/decel G sensor B73
7. C200 rear axle
8. Rear wheel sensor LH C11
   Rear wheel sensor RH C10
9. M226 rear axle

10. Rear wheel sensor LH C11
Rear wheel sensor RH C10
11. Steering angle sensor (behind spiral cable) M47
(Steering wheel removed for clarity)
12. VDC OFF switch M154
13. Stop lamp switch E39
14. Stop lamp relay E12

Component Description

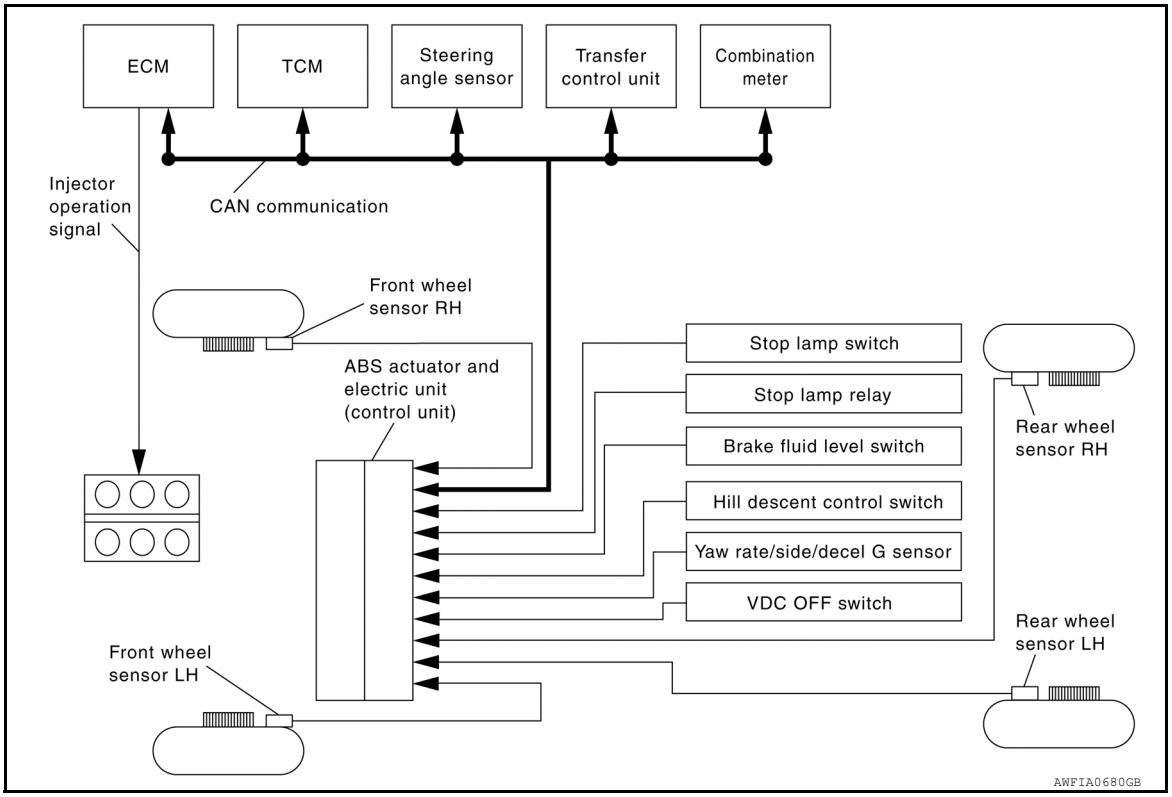
INFOID:0000000010710772

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-161, "Description"
	Motor	
	Actuator relay	BRC-177, "Description"
	Solenoid valve	BRC-170, "Description"
	VDC switch-over valve (CV1, CV2, SV1, SV2)	BRC-188, "Description"
Wheel sensor		BRC-165, "Description"
Yaw rate/side/decel G sensor		BRC-163, "Description"
Stop lamp switch		BRC-168, "Description"
Steering angle sensor		BRC-179, "Description"
Brake fluid level switch		BRC-182, "Description"
Hill descent control switch		BRC-193, "Description"
VDC OFF switch		BRC-195, "Description"
ABS warning lamp		BRC-197, "Description"
Brake warning lamp		BRC-198, "Description"
Hill descent control indicator lamp		BRC-199, "Description"
VDC OFF indicator lamp		BRC-200, "Description"
SLIP indicator lamp		BRC-202, "Description"

VDC

System Diagram

INFOID:0000000010710773



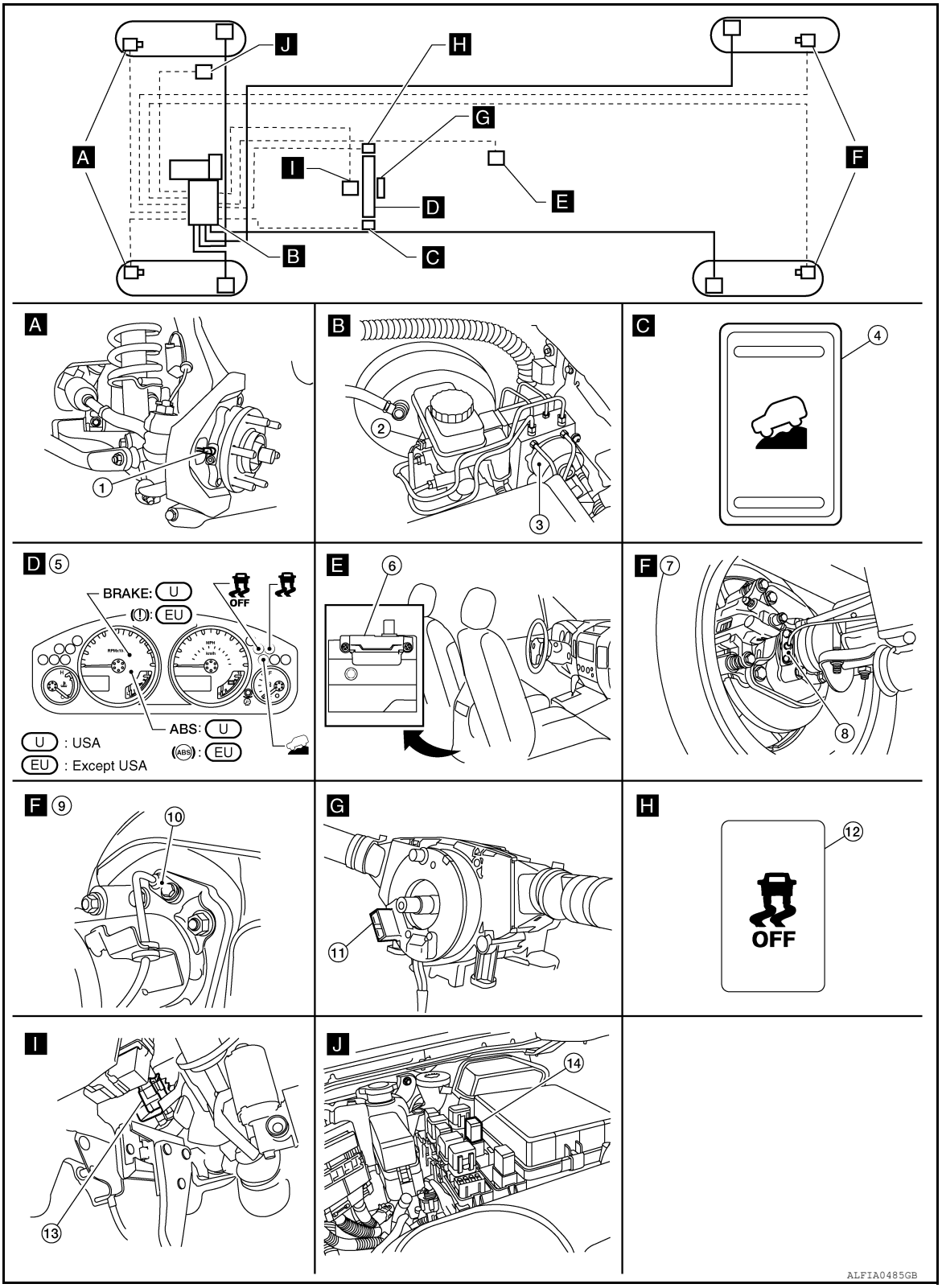
System Description

INFOID:0000000010710774

- Vehicle Dynamics Control system detects driver's steering operation amount and brake pedal travel from steering angle sensor. Using information from yaw rate/side/decel G sensor and wheel sensor, VDC judges driving condition (conditions of under steer and over steer) to improve vehicle driving stability by controlling brake application to 4 wheels and engine output.
- During VDC operation, it informs driver of system operation by flashing SLIP indicator lamp.
- Electrical system diagnosis by CONSULT is available.

Component Parts Location

INFOID:0000000010710775



1. Front wheel sensor LH E18
   Front wheel sensor RH E117
2. Brake fluid level switch E21
3. ABS actuator and electric unit (control unit) E127
4. Hill descent control switch M155
5. Combination meter M24
6. Yaw rate/side/decel G sensor B73
7. C200 rear axle
8. Rear wheel sensor LH C11
   Rear wheel sensor RH C10
9. M226 rear axle

10. Rear wheel sensor LH C11
Rear wheel sensor RH C10
11. Steering angle sensor (behind spiral cable) M47
(Steering wheel removed for clarity)
12. VDC OFF switch M154
13. Stop lamp switch E39
14. Stop lamp relay E12

Component Description

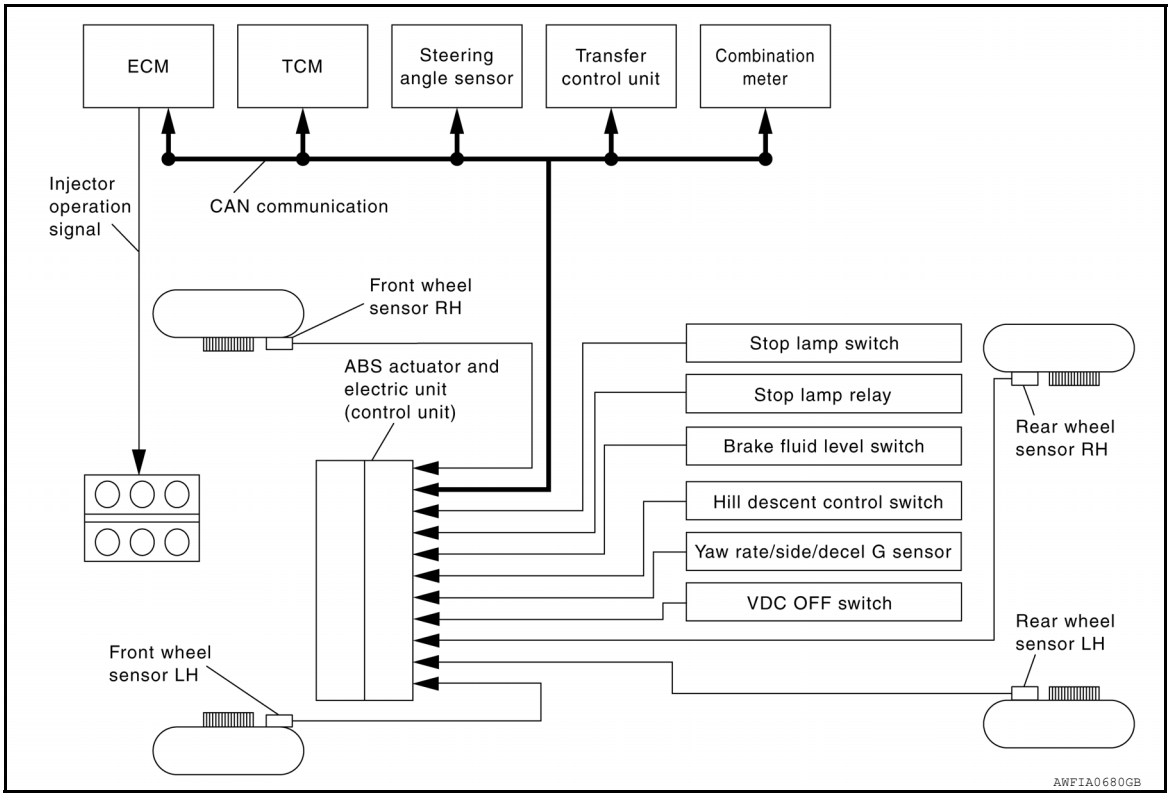
INFOID:0000000010710776

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-161, "Description"
	Motor	
	Actuator relay	BRC-177, "Description"
	Solenoid valve	BRC-170, "Description"
	VDC switch-over valve (CV1, CV2, SV1, SV2)	BRC-188, "Description"
Wheel sensor		BRC-165, "Description"
Yaw rate/side/decel G sensor		BRC-163, "Description"
Stop lamp switch		BRC-168, "Description"
Steering angle sensor		BRC-179, "Description"
Brake fluid level switch		BRC-182, "Description"
Hill descent control switch		BRC-193, "Description"
VDC OFF switch		BRC-195, "Description"
ABS warning lamp		BRC-197, "Description"
Brake warning lamp		BRC-198, "Description"
Hill descent control indicator lamp		BRC-199, "Description"
VDC OFF indicator lamp		BRC-200, "Description"
SLIP indicator lamp		BRC-202, "Description"

TCS

System Diagram

INFOID:0000000010710777



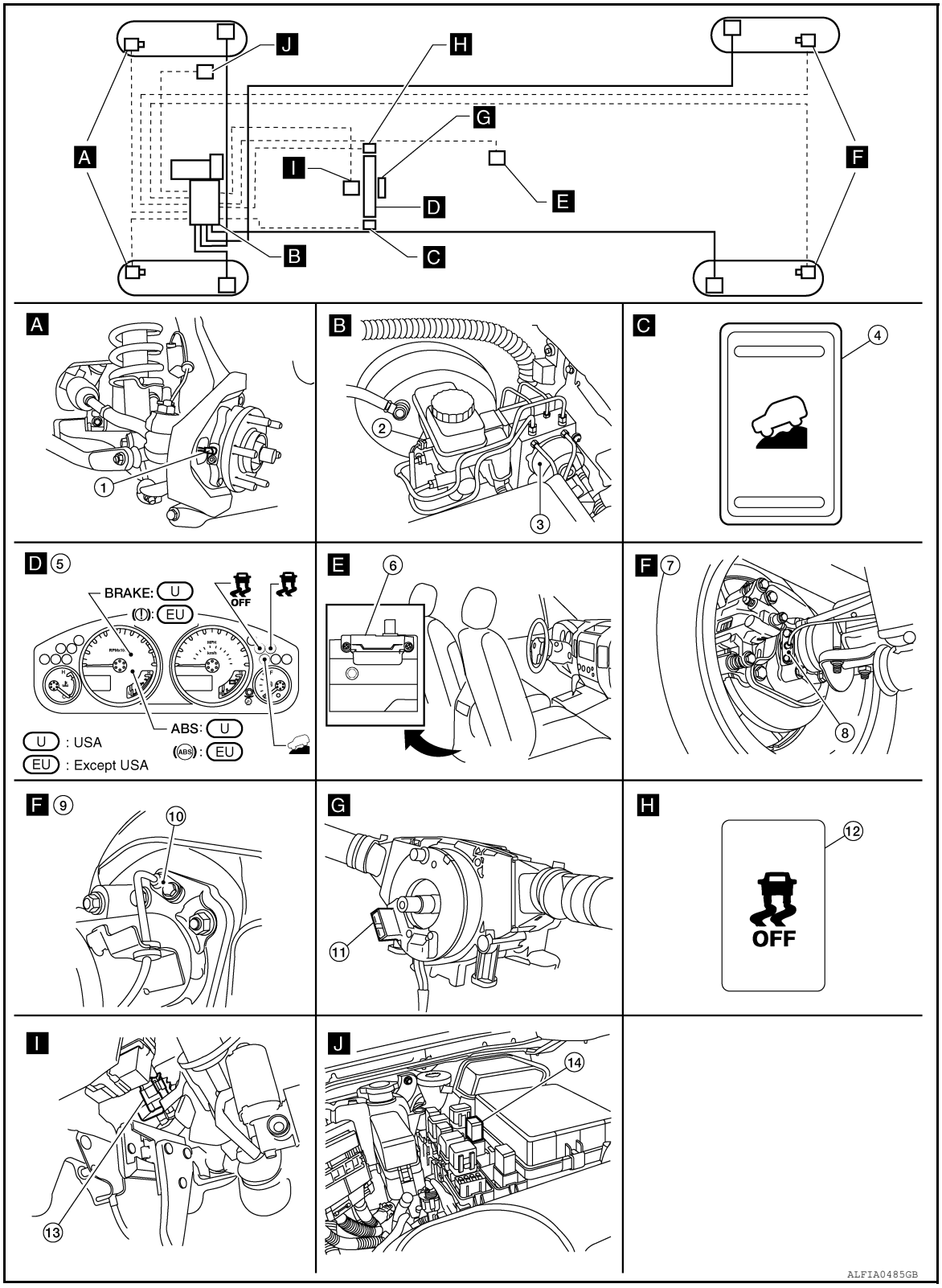
System Description

INFOID:0000000010710778

- Traction Control System is a function that electronically controls engine torque, brake fluid pressure and A/T gear position to ensure the optimum slippage ratio at drive wheels by computing wheel speed signals from 4 wheel sensors. When ABS actuator and electric unit (control unit) detects a spin at drive wheels (rear wheels), it compares wheel speed signals from all 4 wheels. At this time, LH and RH rear brake fluid pressure are controlled, while fuel being cut to engine and throttle valve being closed to reduce engine torque by the control unit. Further more, throttle position is continuously controlled to ensure the optimum engine torque at all times.
- During TCS operation, it informs driver of system operation by flashing SLIP indicator lamp.
- Electrical system diagnosis by CONSULT is available.

Component Parts Location

INFOID:0000000010710779



1. Front wheel sensor LH E18
   Front wheel sensor RH E117
2. Brake fluid level switch E21
3. ABS actuator and electric unit (control unit) E127
4. Hill descent control switch M155
5. Combination meter M24
6. Yaw rate/side/decel G sensor B73
7. C200 rear axle
8. Rear wheel sensor LH C11
   Rear wheel sensor RH C10
9. M226 rear axle

10. Rear wheel sensor LH C11
Rear wheel sensor RH C10
11. Steering angle sensor (behind spiral cable) M47
(Steering wheel removed for clarity)
12. VDC OFF switch M154
13. Stop lamp switch E39
14. Stop lamp relay E12

Component Description

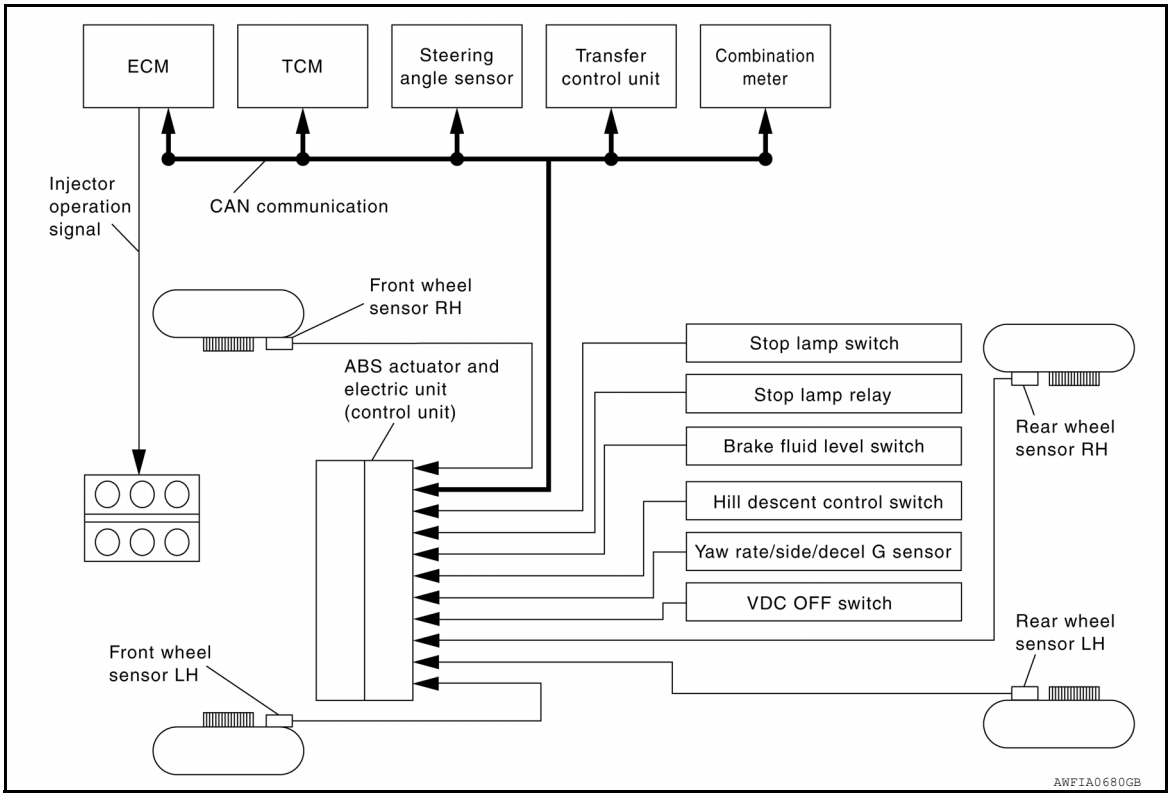
INFOID:0000000010710780

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-161, "Description"
	Motor	
	Actuator relay	BRC-177, "Description"
	Solenoid valve	BRC-170, "Description"
	VDC switch-over valve (CV1, CV2, SV1, SV2)	BRC-188, "Description"
Wheel sensor		BRC-165, "Description"
Yaw rate/side/decel G sensor		BRC-163, "Description"
Stop lamp switch		BRC-168, "Description"
Steering angle sensor		BRC-179, "Description"
Brake fluid level switch		BRC-182, "Description"
Hill descent control switch		BRC-193, "Description"
VDC OFF switch		BRC-195, "Description"
ABS warning lamp		BRC-197, "Description"
Brake warning lamp		BRC-198, "Description"
Hill descent control indicator lamp		BRC-199, "Description"
VDC OFF indicator lamp		BRC-200, "Description"
SLIP indicator lamp		BRC-202, "Description"

ABS

System Diagram

INFOID:0000000010710781



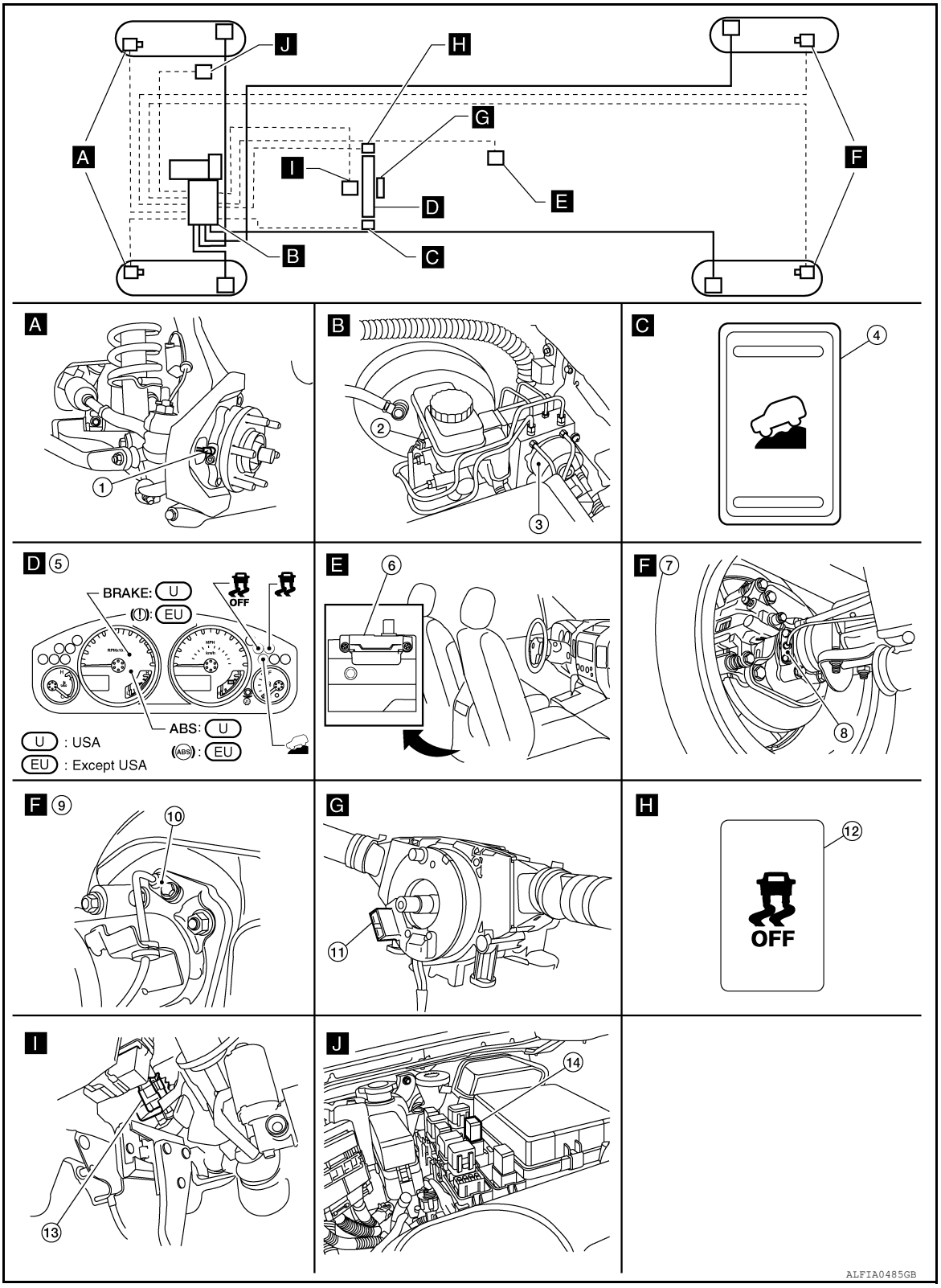
System Description

INFOID:0000000010710782

- Anti-Lock Braking System is a function that detects wheel revolution while braking, electronically controls braking force, and prevents wheel locking during sudden braking. It improves handling stability and maneuverability for avoiding obstacles.
- Electrical system diagnosis by CONSULT is available.

Component Parts Location

INFOID:0000000010710783



1. Front wheel sensor LH E18
   Front wheel sensor RH E117
2. Brake fluid level switch E21
3. ABS actuator and electric unit (control unit) E127
4. Hill descent control switch M155
5. Combination meter M24
6. Yaw rate/side/decel G sensor B73
7. C200 rear axle
8. Rear wheel sensor LH C11
   Rear wheel sensor RH C10
9. M226 rear axle

10. Rear wheel sensor LH C11
Rear wheel sensor RH C10
11. Steering angle sensor (behind spiral cable) M47
(Steering wheel removed for clarity)
12. VDC OFF switch M154
13. Stop lamp switch E39
14. Stop lamp relay E12

Component Description

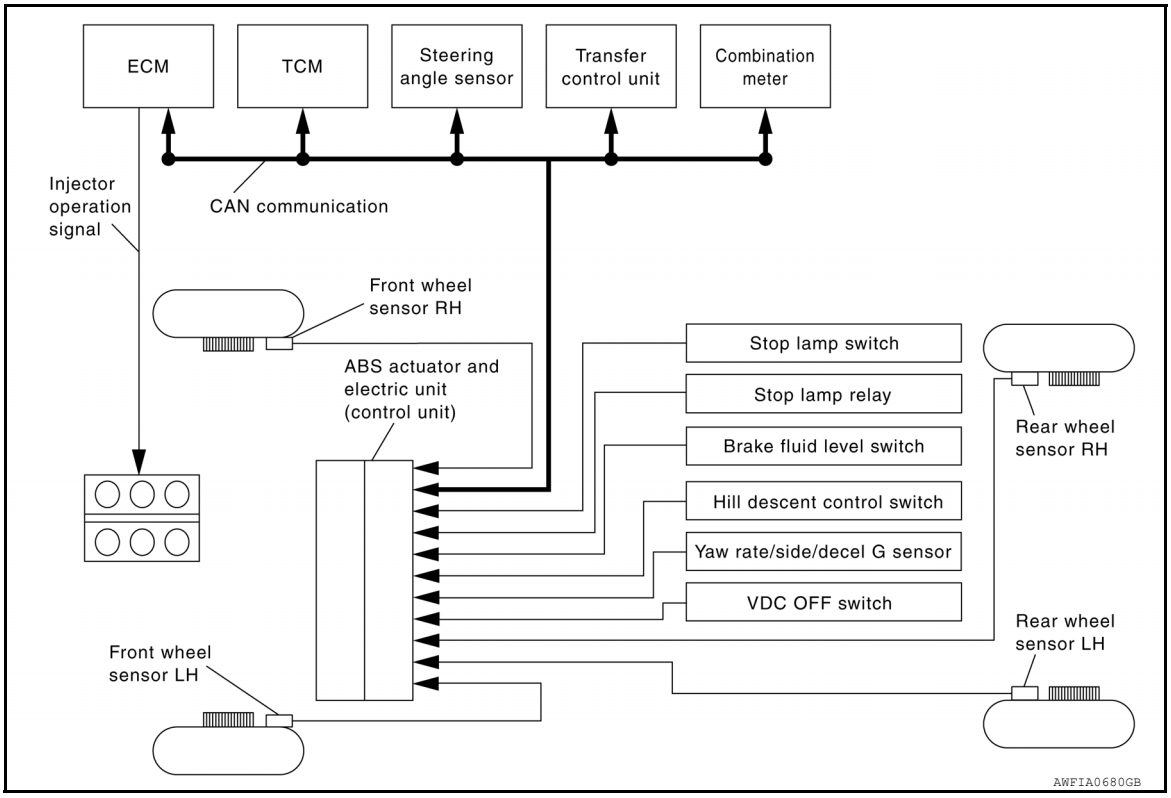
INFOID:0000000010710784

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-161, "Description"
	Motor	
	Actuator relay	BRC-177, "Description"
	Solenoid valve	BRC-170, "Description"
	VDC switch-over valve (CV1, CV2, SV1, SV2)	BRC-188, "Description"
Wheel sensor		BRC-165, "Description"
Yaw rate/side/decel G sensor		BRC-163, "Description"
Stop lamp switch		BRC-168, "Description"
Steering angle sensor		BRC-179, "Description"
Brake fluid level switch		BRC-182, "Description"
Hill descent control switch		BRC-193, "Description"
VDC OFF switch		BRC-195, "Description"
ABS warning lamp		BRC-197, "Description"
Brake warning lamp		BRC-198, "Description"
Hill descent control indicator lamp		BRC-199, "Description"
VDC OFF indicator lamp		BRC-200, "Description"
SLIP indicator lamp		BRC-202, "Description"

EBD

System Diagram

INFOID:0000000010710785



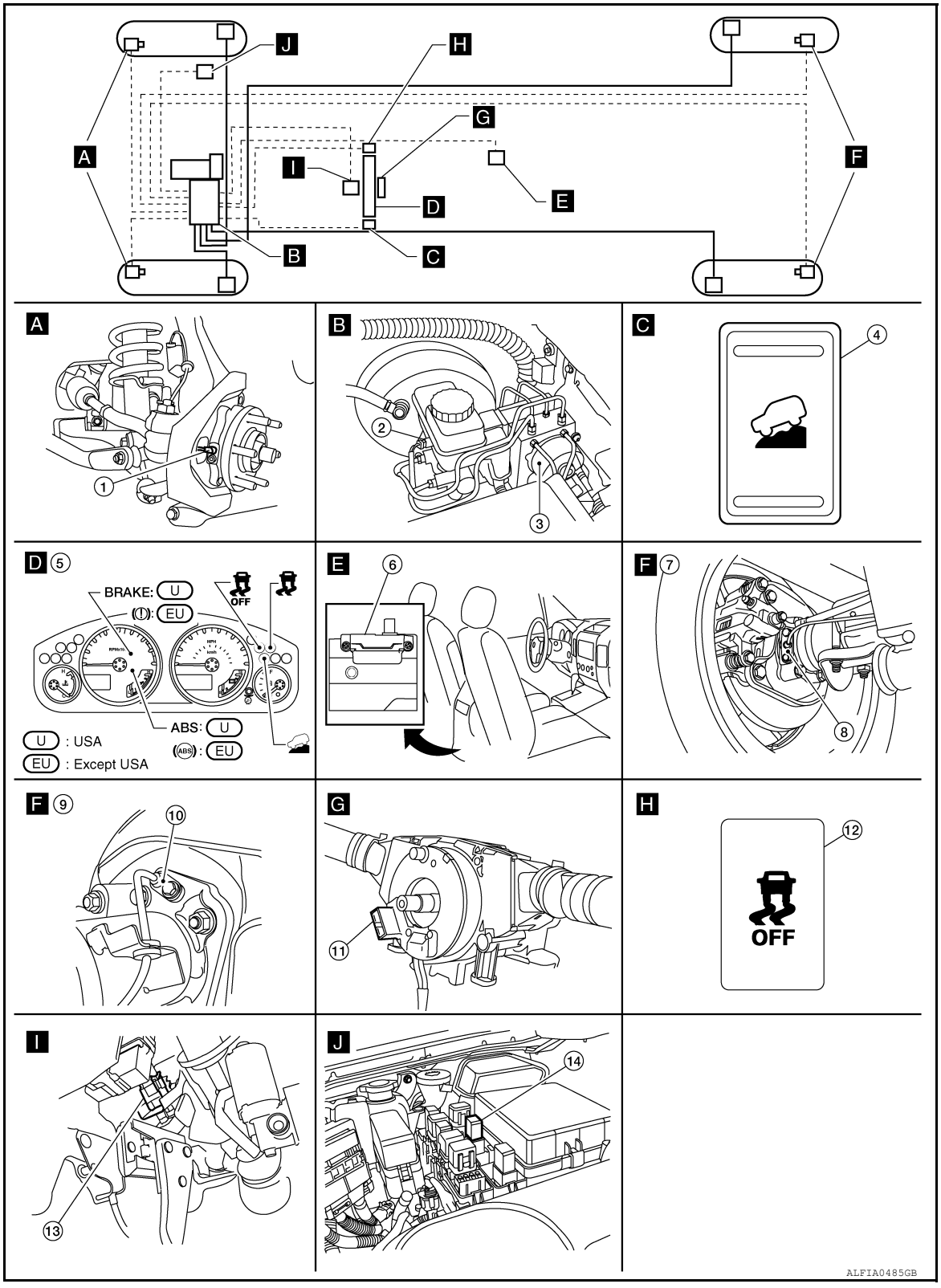
System Description

INFOID:0000000010710786

- Electric Brake force Distribution is a following function. ABS actuator and electric unit (control unit) detects subtle slippages between the front and rear wheels during braking. Then it electronically controls the rear braking force (brake fluid pressure) to reduce rear wheel slippage. Accordingly, it improves vehicle stability.
- Electrical system diagnosis by CONSULT is available.

Component Parts Location

INFOID:0000000010710787



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10. Rear wheel sensor LH C11
Rear wheel sensor RH C10
11. Steering angle sensor (behind spiral cable) M47
(Steering wheel removed for clarity)
12. VDC OFF switch M154
13. Stop lamp switch E39
14. Stop lamp relay E12

Component Description

INFOID:0000000010710788

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-161, "Description"
	Motor	
	Actuator relay	BRC-177, "Description"
	Solenoid valve	BRC-170, "Description"
	VDC switch-over valve (CV1, CV2, SV1, SV2)	BRC-188, "Description"
Wheel sensor		BRC-165, "Description"
Yaw rate/side/decel G sensor		BRC-163, "Description"
Stop lamp switch		BRC-168, "Description"
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Brake warning lamp		BRC-198, "Description"
Hill descent control indicator lamp		BRC-199, "Description"
VDC OFF indicator lamp		BRC-200, "Description"
SLIP indicator lamp		BRC-202, "Description"

DIAGNOSIS SYSTEM [ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)]

CONSULT Function (ABS)

INFOID:0000000010710789

FUNCTION

CONSULT can display each diagnostic item using the following direct diagnostic modes.

Direct Diagnostic Mode	Description
ECU Identification	The ABS actuator and electric unit (control unit) part number is displayed.
Self Diagnostic Result	The ABS actuator and electric unit (control unit) self diagnostic results are displayed.
Data Monitor	The ABS actuator and electric unit (control unit) input/output data is displayed in real time.
Active Test	The ABS actuator and electric unit (control unit) activates outputs to test components.
Work support	The settings for ABS actuator and electric unit (control unit) functions can be changed.
CAN Diag Support Mntr	The result of transmit/receive diagnosis of CAN communication is displayed.

SELF DIAGNOSTIC RESULT

Operation Procedure

1. Before performing the self-diagnosis, start engine and drive vehicle at 30 km/h (19 MPH) or more for approximately 1 minute.

How to Erase Self-diagnosis Results

1. After erasing DTC memory, start engine and drive vehicle at 30 km/h (19 MPH) or more for approximately 1 minute as the final inspection, and make sure that the ABS warning lamp, VDC OFF indicator lamp, SLIP indicator lamp and brake warning lamp turn OFF.
   CAUTION:
   If memory cannot be erased, perform applicable diagnosis.
   NOTE:
   - When the wheel sensor malfunctions, after inspecting the wheel sensor system, the ABS warning lamp, VDC OFF indicator lamp, SLIP indicator lamp and brake warning lamp will not turn OFF even when the system is normal unless the vehicle is driving at approximately 30 km/h (19 MPH) or more for approximately 1 minute.
   - Brake warning lamp will turn ON in case of parking brake operation (when switch is ON) or of brake fluid level switch operation (when brake fluid is insufficient).
   - VDC OFF switch should not stay “ON” position.

Display Item List

Refer to BRC-208, "DTC No. Index".

DATA MONITOR

Item (Unit)	Data monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
FR LH SENSOR (km/h, mph)	×	×	×	Wheel speed calculated by front LH wheel sensor signal is displayed.
FR RH SENSOR (km/h, mph)	×	×	×	Wheel speed calculated by front RH wheel sensor signal is displayed.
RR LH SENSOR (km/h, mph)	×	×	×	Wheel speed calculated by rear LH wheel sensor signal is displayed.
RR RH SENSOR (km/h, mph)	×	×	×	Wheel speed calculated by rear RH wheel sensor signal is displayed.
DECEL G-SEN (G)	×	×	×	Longitudinal acceleration detected by decel G-sensor is displayed.

Item (Unit)	Data monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
FR RH IN SOL (On/Off)	–	×	×	Front RH IN ABS solenoid (On/Off) status is displayed.
FR RH OUT SOL (On/Off)	–	×	×	Front RH OUT ABS solenoid (On/Off) status is displayed.
FR LH IN SOL (On/Off)	–	×	×	Front LH IN ABS solenoid (On/Off) status is displayed.
FR LH OUT SOL (On/Off)	–	×	×	Front LH OUT ABS solenoid (On/Off) status is displayed.
RR RH IN SOL (On/Off)	–	×	×	Rear RH IN ABS solenoid (On/Off) status is displayed.
RR RH OUT SOL (On/Off)	–	×	×	Rear RH OUT ABS solenoid (On/Off) status is displayed.
RR LH IN SOL (On/Off)	–	×	×	Rear LH IN ABS solenoid (On/Off) status is displayed.
RR LH OUT SOL (On/Off)	–	×	×	Rear LH OUT ABS solenoid (On/Off) status is displayed.
EBD WARN LAMP (On/Off)	–	–	×	Brake warning lamp (On/Off) status is displayed.
STOP LAMP SW (On/Off)	×	×	×	Stop lamp switch (On/Off) status is displayed.
MOTOR RELAY (On/Off)	–	×	×	ABS motor relay signal (On/Off) status is displayed.
ACTUATOR RLY (On/Off)	–	×	×	ABS actuator relay signal (On/Off) status is displayed.
ABS WARN LAMP (On/Off)	–	×	×	ABS warning lamp (On/Off) status is displayed.
OFF LAMP (On/Off)	–	×	×	OFF Lamp (On/Off) status is displayed.
OFF SW (On/Off)	×	×	×	VDC OFF switch (On/Off) status is displayed.
SLIP LAMP (On/Off)	–	×	×	SLIP indicator lamp (On/Off) status is displayed.
BATTERY VOLT (V)	×	×	×	Voltage supplied to ABS actuator and electric unit (control unit) is displayed.
GEAR (1, 2, 3, 4, 5)	×	×	×	Gear position determined by TCM is displayed.
SLCT LVR POSI (P, R, N, D)	×	×	×	Shift position judged by PNP switch signal.
ENGINE SPEED (rpm)	×	×	×	Engine speed judged by CAN communication signal is displayed.
YAW RATE SEN (d/s)	×	×	×	Yaw rate detected by yaw rate sensor is displayed.
R POSI SIG (On/Off)	–	–	×	Shift position judged by PNP switch signal.
N POSI SIG (On/Off)	–	–	×	Shift position judged by PNP switch signal.
P POSI SIG (On/Off)	–	–	×	Shift position judged by PNP switch signal.

Item (Unit)	Data monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
CV1 (On/Off)	–	–	×	Front side switch-over solenoid valve (cut valve) (On/Off) status is displayed.
CV2 (On/Off)	–	–	×	Rear side switch-over solenoid valve (cut-valve) (On/Off) status is displayed.
SV1 (On/Off)	–	–	×	Front side switch-over solenoid valve (suction valve) (On/Off) status is displayed.
SV2 (On/Off)	–	–	×	Rear side switch-over solenoid valve (suction valve) (On/Off) status is displayed.
2WD/4WD (2WD/4WD)	–	–	×	It recognizes on software whether it is 2WD and whether it is in 4WD state.
ACCEL POS SIG (%)	×	–	×	Throttle valve open/close status judged by CAN communication signal is displayed.
SIDE G-SENSOR (m/s^2)	×	–	×	Transverse acceleration detected by side G-sensor is displayed.
STR ANGLE SIG (deg)	×	–	×	Steering angle detected by steering angle sensor is displayed.
PRESS SENSOR (bar)	×	–	×	Brake pressure detected by pressure sensor is displayed.
EBD SIGNAL (On/Off)	–	–	×	EBD operation (On/Off) status is displayed.
ABS SIGNAL (On/Off)	–	–	×	ABS operation (On/Off) status is displayed.
TCS SIGNAL (On/Off)	–	–	×	TCS operation (On/Off) status is displayed.
VDC SIGNAL (On/Off)	–	–	×	VDC operation (On/Off) status is displayed.
ABS FAIL SIG (On/Off)	–	–	×	ABS fail signal (On/Off) status is displayed.
TCS FAIL SIG (On/Off)	–	–	×	TCS fail signal (On/Off) status is displayed.
VDC FAIL SIG (On/Off)	–	–	×	VDC fail signal (On/Off) status is displayed.
CRANKING SIG (On/Off)	–	–	×	The input state of the key SW START position signal is displayed.
FLUID LEV SW (On/Off)	×	–	×	Brake fluid level switch (On/Off) status is displayed.
DLOCK SW (On/Off)	–	–	×	Indicates condition of differential lock.
DLOCK CHG SW (On/Off)	–	–	×	Indicates condition of differential lock mode switch.
STP ON RLY (On/Off)	–	–	×	Stop lamp relay signal (On/Off) status is displayed.
DDS SW (Note 1) (On/Off)	–	–	×	Hill descent control switch (On/Off) status is displayed.

Item (Unit)	Data monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
DDS SIG (Note 1) (On/Off)	–	–	×	Hill descent control operation (On/Off) status is displayed.
USS SIG (Note 2) (On/Off)	–	–	×	Hill start assist operation (On/Off) status is displayed.

×: Applicable

–: Not applicable

NOTE:

- 1: The CONSULT will display DDS (Downhill Drive Support) when referring to the Hill Descent Control system.
- 2: The CONSULT will display USS (Uphill Start Support) when referring to the Hill Start Assist system.

WORK SUPPORT

Conditions	Description
ST ANGLE SENSOR ADJUSTMENT	Steering angle sensor neutral position adjustment can be performed. Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".
DECEL G SEN CALIBRATION	Decel G sensor calibration can be performed. Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

ACTIVE TEST

CAUTION:

- **Do not perform active test while driving vehicle.**
- **Make sure to completely bleed air from brake system.**
- **The active test cannot be performed with the ABS warning lamp, VDC OFF indicator lamp, SLIP indicator lamp or brake warning lamp on.**
- **ABS warning lamp, VDC OFF indicator lamp, SLIP indicator lamp and brake warning lamp are on during active test.**

NOTE:

- When active test is performed while depressing the pedal, the pedal depression amount will change. This is normal. (Only solenoid valve and ABS motor.)
- “TEST IS STOPPED” is displayed 10 seconds after operation start.
- After “TEST IS STOPPED” is displayed, to perform test again, touch BACK.

Test Item

SOLENOID VALVE

- When performing an active test of the ABS function, select the “MAIN SIGNALS” for each test item. In addition, when performing an active test of the VDC/TCS function, select the item menu for each test item.
- For ABS solenoid valve, touch “Up”, “Keep”, and “Down” on the display screen. For ABS solenoid valve (ACT), touch “Up”, “ACT UP”, “ACT KEEP” and confirm that solenoid valves operate as shown in the table below.

Operation		ABS solenoid valve			ABS solenoid valve (ACT)		
		Up	Keep	Down	Up	ACT UP	ACT KEEP
FR RH SOL	FR RH IN SOL	Off	On	On	—	—	—
	FR RH OUT SOL	Off	Off	On*	—	—	—
FR LH SOL	FR LH IN SOL	Off	On	On	—	—	—
	FR LH OUT SOL	Off	Off	On*	—	—	—
RR RH SOL	RR RH IN SOL	Off	On	On	—	—	—
	RR RH OUT SOL	Off	Off	On*	—	—	—
RR LH SOL	RR LH IN SOL	Off	On	On	—	—	—
	RR LH OUT SOL	Off	Off	On*	—	—	—

Operation		ABS solenoid valve			ABS solenoid valve (ACT)		
		Up	Keep	Down	Up	ACT UP	ACT KEEP
FR RH ABS SOLENOID (ACT)	FR RH IN SOL	—	—	—	Off	Off	Off
	FR RH OUT SOL	—	—	—	Off	Off	Off
FR LH ABS SOLENOID (ACT)	FR LH IN SOL	—	—	—	Off	Off	Off
	FR LH OUT SOL	—	—	—	Off	Off	Off
RR RH ABS SOLENOID (ACT)	RR RH IN SOL	—	—	—	Off	Off	Off
	RR RH OUT SOL	—	—	—	Off	Off	Off
RR LH ABS SOLENOID (ACT)	RR LH IN SOL	—	—	—	Off	Off	Off
	RR LH OUT SOL	—	—	—	Off	Off	Off
REAR SOL	RR RH IN SOL	Off	On	On	Off	Off	Off
	RR RH OUT SOL	Off	Off	On*	Off	Off	Off
	RR LH IN SOL	Off	On	On	Off	Off	Off
	RR LH OUT SOL	Off	Off	On*	Off	Off	Off

*: ON for 1 to 2 seconds after the touch, and then OFF

ABS MOTOR
- Touch “On” and “Off” on screen. Make sure motor relay and actuator relay operate as shown in table below.

Operation	On	Off
MOTOR RELAY	On	Off
ACTUATOR RLY	On	On

STOP LAMP ON RELAY
- Touch “On” and “Off” on screen. Make sure stop lamp relay operates as shown in table below. Brake lamps will illuminate when relay is “On”.

Operation	On	Off
STP ON RLY	On	Off

DTC/CIRCUIT DIAGNOSIS

APPLICATION NOTICE

Application Notice

INFOID:0000000010710790

Service information	Remarks
TYPE 1	VDC/TCS/ABS
TYPE 2	HILL DESCENT CONTROL/HILL START ASSIST/VDC/TCS/ABS

C1101, C1102, C1103, C1104 WHEEL SENSOR

DTC Logic

INFOID:0000000011330406

DTC DETECTION LOGIC

DTC	Display Item	Malfunction detected condition	Possible causes
C1101	RR RH SENSOR-1	• When power supply voltage of rear wheel sensor RH is low. • When an open or shorted circuit is detected in rear wheel sensor RH circuit.	• Harness or connector • Wheel sensor • ABS actuator and electric unit (control unit)
C1102	RR LH SENSOR-1	• When power supply voltage of rear wheel sensor LH is low. • When an open or shorted circuit is detected in rear wheel sensor LH circuit.	
C1103	FR RH SENSOR-1	• When power supply voltage of front wheel sensor RH is low. • When an open or shorted circuit is detected in front wheel sensor RH circuit.	
C1104	FR LH SENSOR-1	• When power supply voltage of front wheel sensor LH is low. • When an open or shorted circuit is detected in front wheel sensor LH circuit.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSTIC RESULT

With CONSULT.
1. Start engine and drive vehicle at approximately 21 km/h (13 MPH) or more for approximately 5 minutes.
2. Perform self-diagnostic result.

Is DTC C1101, C1102, C1103 or C1104 detected?

YES >> Proceed to diagnosis procedure. Refer to BRC-152, "Diagnosis Procedure".
NO >> Inspection End.

Diagnosis Procedure

INFOID:0000000011330407

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CONFIRM DTC

With CONSULT
1. Perform self-diagnostic result of ABS and record all active DTCs.
2. Clear all DTCs.
3. Perform DTC confirmation procedure. Refer to BRC-152, "DTC Logic".

Does DTC C1101, C1102, C1103 or C1104 reset?

YES >> GO TO 2.
NO >> Refer to GI-42, "Intermittent Incident".

2.INSPECT WHEEL SENSOR

Inspect the suspect wheel sensor for damage or deformation.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace as necessary.

3.HARNESS AND CONNECTOR INSPECTION

1. Disconnect ABS actuator and electric unit (control unit) connector E125 and wheel sensor connector of suspect wheel.
2. Check harness, connectors and terminals for corrosion, deformation, disconnection, looseness or damage.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace as necessary.

4. CHECK WHEEL SENSOR OUTPUT SIGNAL

1. Connect ABS active wheel sensor tester (J-45741) to wheel sensor using appropriate adapter.
2. Turn on the ABS active wheel sensor tester power switch.
   NOTE:
   The green POWER indicator should illuminate. If the POWER indicator does not illuminate, replace the battery in the ABS active wheel sensor tester before proceeding.
3. Spin the wheel of the vehicle by hand and observe the red SENSOR indicator on the ABS active wheel sensor tester. The red SENSOR indicator should flash ON and OFF to indicate an output signal.
   NOTE:
   If the red SENSOR indicator illuminates but does not flash, reverse the polarity of the tester leads and retest.

Does the ABS active wheel sensor tester detect a signal?

YES >> GO TO 5.
NO >> Replace the wheel sensor. Refer to BRC-233, "Removal and Installation".

5. CHECK WIRING HARNESS FOR SHORT TO VOLTAGE

1. Turn ignition switch ON.
2. Check voltage between wheel sensor harness connector terminals of suspect wheel and ground.

Wheel Sensor			Ground	Voltage
Wheel	Connector	Terminal		
Front LH	E18	1	—	0V
		2		
Front RH	E117	1		
		2		
Rear LH	C11	1		
		2		
Rear RH	C10	1		
		2		

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair the circuit.

6. CHECK WIRING HARNESS FOR SHORT TO GROUND

1. Turn ignition switch OFF.
2. Check continuity between wheel sensor harness connector terminals of suspect wheel and ground.

Wheel Sensor			Ground	Continuity
Wheel	Connector	Terminal		

Front LH	E18	1	—	No
		2		
Front RH	E117	1		
		2		
Rear LH	C11	1		
		2		
Rear RH	C10	1		
		2		

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair the circuit.

7. CHECK WIRING HARNESS FOR SHORT BETWEEN CIRCUITS

Check continuity between wheel sensor harness connector terminals of suspect wheel.

Wheel Sensor		(+)	(-)	Continuity
Wheel	Connector	Terminal	Terminal	
Front LH	E18	1	2	No
Front RH	E117			
Rear LH	C11			
Rear RH	C10			

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair the circuit.

8. CHECK WIRING HARNESS FOR OPEN CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) harness connector E127 and harness connector of suspect wheel sensor.

Wheel sensor	ABS actuator and electric unit (control unit)		Wheel sensor		Continuity
	Connector	Terminal	Connector	Terminal	
Front LH	E127	45	E18	1	Yes
		46		2	
Front RH		34	E117	1	
		33		2	
Rear LH		36	C11	1	
		37		2	
Rear RH		43	C10	1	
		42		2	

Is the inspection result normal?

YES >> GO TO 9.
NO >> Repair the circuit.

9. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) POWER SUPPLY CIRCUIT

1. Turn ignition switch ON.
2. Check voltage between ABS actuator and electric unit (control unit) harness connector E127 terminal and ground.

ABS actuator and electric unit (control unit)		Ground	Condition	Voltage (Approx.)
Connector	Terminal			
E127	8	—	Ignition switch ON	Battery voltage
			Ignition switch OFF	0V

Is the inspection result normal?

YES >> GO TO 10.
NO >> Check the following:
- 10A fuse No. 50 located in the IPDM E/R
- Harness between ABS actuator and electric unit (control unit) and IPDM E/R

10. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16	Ground	Yes
	47		

Is the inspection result normal?

YES >> GO TO 11.
NO >> Repair or replace malfunctioning components.

11. CHECK WHEEL SENSOR INPUT VOLTAGE

1. Connect ABS actuator and electric unit (control unit) connector E125.
2. Turn ignition switch ON.
3. Check voltage between suspect wheel sensor harness connector terminals.

Wheel Sensor		(+)	(-)	Voltage (Approx.)
Wheel	Connector	Terminal	Terminal	
Front LH	E18	1	2	Battery voltage
Front RH	E117			
Rear LH	C11			
Rear RH	C10			

Is the inspection result normal?

YES >> Replace wheel sensor. Refer to BRC-231, "Removal and Installation". Then, GO TO 12.
NO >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".

12. CONFIRM REPAIR

With CONSULT
1. Clear all DTCs.
2. Perform DTC confirmation procedure. Refer to BRC-152, "DTC Logic".

Does DTC C1101, C1102, C1103 or C1104 reset?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Inspection End.

C1105, C1106, C1107, C1108 WHEEL SENSOR

DTC Logic

INFOID:0000000011330408

DTC DETECTION LOGIC

DTC	Display Item	Malfunction detected condition	Possible causes
C1105	RR RH SENSOR-2	• When distance between rear wheel sensor RH and rear wheel sensor RH rotor is large. • When installation of rear wheel sensor RH or rear wheel sensor RH rotor is not normal.	• Wheel sensor • ABS actuator and electric unit (control unit) • Sensor rotor
C1106	RR LH SENSOR-2	• When distance between rear wheel sensor LH and rear wheel sensor LH rotor is large. • When installation of rear wheel sensor LH or rear wheel sensor LH rotor is not normal.	
C1107	FR RH SENSOR-2	• When distance between front wheel sensor RH and front wheel sensor RH rotor is large. • When installation of front wheel sensor RH or front wheel sensor RH rotor is not normal.	
C1108	FR LH SENSOR-2	• When distance between front wheel sensor LH and front wheel sensor LH rotor is large. • When installation of front wheel sensor LH or front wheel sensor LH rotor is not normal.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSTIC RESULT

With CONSULT.
1. Start engine and drive vehicle at approximately 21 km/h (13 MPH) or more for approximately 5 minutes.
2. Perform self-diagnostic result.

Is DTC C1105, C1106, C1107 or C1108 detected?

YES >> Proceed to diagnosis procedure. Refer to BRC-156, "Diagnosis Procedure".
NO >> Inspection End.

Diagnosis Procedure

INFOID:0000000011330409

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CONFIRM DTC

With CONSULT
1. Perform self-diagnostic result of ABS and record all active DTCs.
2. Clear all DTCs.
3. Perform DTC confirmation procedure. Refer to BRC-152, "DTC Logic".

Does DTC C1105, C1106, C1107 or C1108 reset?

YES >> GO TO 2.
NO >> Refer to GI-42, "Intermittent Incident".

2.CHECK TIRE PRESSURE AND TIRE WEAR

Check tires for excessive wear and proper inflation. Refer to WT-48, "Adjustment".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace as necessary.

3.CHECK WHEEL SENSOR

Check wheel sensor for the following:

- Proper installation
- Physical damage
- Contamination

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace as necessary.

4.CHECK SENSOR ROTOR

Check sensor rotor for the following:
- Contamination
- Physical damage (missing teeth, cracks, etc.)
- Foreign material
- Looseness

Is the inspection result normal?

YES >> Replace the wheel sensor. Refer to BRC-231, "Removal and Installation" . Then, GO TO 5.
NO >> Repair or replace as necessary.

5.CONFIRM REPAIR

With CONSULT
1. Clear all DTCs.
2. Perform DTC confirmation procedure. Refer to BRC-152, "DTC Logic".

Does DTC C1105, C1106, C1107 or C1108 reset?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Inspection End.

C1109 POWER AND GROUND SYSTEM

Description

INFOID:0000000010710801

Supplies electric power to the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710802

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1109	BATTERY VOLTAGE [ABNORMAL]	When the ABS actuator and electric unit (control unit) power supply voltage is lower than normal.	• Harness or connector • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
BATTERY VOLTAGE [ABNORMAL]

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-158, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710803

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

2.CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) POWER SUPPLY CIRCUIT AND GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check voltage between ABS actuator and electric unit (control unit) connector E127 terminal 8 and ground.

ABS actuator and electric unit (control unit)		—	Condition	Voltage
Connector	Terminal			
E127	8	Ground	Ignition switch: ON	Battery voltage
			Ignition switch: OFF	Approx. 0V

4. Turn ignition switch OFF.
5. Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals 16, 47 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16, 47	Ground	Yes

Is the inspection result normal?

YES >> Check battery for terminal looseness, low voltage, etc. If any malfunction is found, repair malfunctioning parts.
NO >> Repair or replace malfunctioning components.

Special Repair Requirement

INFOID:0000000010710804

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1110, C1170 ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

DTC Logic

INFOID:0000000010710805

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1110	CONTROLLER FAILURE	When there is an internal malfunction in the ABS actuator and electric unit (control unit).	• ABS actuator and electric unit (control unit)
C1170	VARIANT CODING	In a case where VARIANT CODING is different.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
CONTROLLER FAILURE
VARIANT CODING

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-160, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710806

1.REPLACE ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

>> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".

Special Repair Requirement

INFOID:0000000010710807

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1111 ABS MOTOR, MOTOR RELAY SYSTEM

Description

INFOID:0000000010710808

PUMP

The pump returns the brake fluid stored in the reservoir to the master cylinder by reducing the pressure.

MOTOR

The motor drives the pump according to the signals transmitted by the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710809

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1111	PUMP MOTOR	During the actuator motor operating with ON, when the actuator motor turns OFF, or when the control line for actuator motor relay is open.	• Harness or connector • ABS actuator and electric unit (control unit)
		During the actuator motor operating with OFF, when the actuator motor turns ON, or when the control line for relay is shorted to ground.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
PUMP MOTOR

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-161, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710810

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnect, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

2.CHECK ABS MOTOR AND MOTOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check voltage between the ABS actuator and electric unit (control unit) connector E127 terminal 1 and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E127	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals 16, 47 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16, 47	Ground	Yes

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000010710811

1.CHECK ACTIVE TEST

1. On “ACTIVE TEST”, select “ABS MOTOR”.
2. Touch On and Off on screen. Make sure motor relay and actuator relay operate as shown in table below.

Operation	On	Off
MOTOR RELAY	On	Off
ACTUATOR RLY	On	On

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-161, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710812

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1113, C1145, C1146 YAW RATE/SIDE/DECEL G SENSOR

Description

INFOID:0000000010710813

The yaw rate/side/decel G sensor detects the yaw rate/side/decel G affecting the vehicle, and transmits the data to the ABS actuator and electric unit (control unit) as an analog voltage signal.

DTC Logic

INFOID:0000000010710814

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1113	G-SENSOR	Longitudinal G-sensor is malfunctioning, or signal line of longitudinal G-sensor is open or shorted.	• Harness or connector • ABS actuator and electric unit (control unit) • Yaw rate/side/decel G sensor
C1145	YAW RATE SENSOR	Yaw rate sensor is malfunctioning, or the yaw rate sensor signal line is open or shorted.	
C1146	SIDE G-SEN CIRCUIT	Side G sensor is malfunctioning, or circuit of side G sensor is open or shorted.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
G-SENSOR
YAW RATE SENSOR
SIDE G-SEN CIRCUIT

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-163, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710815

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

CAUTION:

- **Sudden turns (such as spin turns, acceleration turns), drifting, etc. when VDC function is OFF may cause the yaw rate/side/decel G sensor system to indicate a malfunction. This is not a malfunction if normal operation can be resumed after restarting the engine.**
- **If vehicle is on turn table at entrance to parking garage, or on other moving surface, VDC OFF indicator lamp may illuminate and CONSULT self-diagnosis may indicate yaw rate sensor system malfunction. However, in this case there is no malfunction in yaw rate sensor system. Take vehicle off of turn table or other moving surface, and start engine. Results will return to normal.**

1.CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit (control unit) connector and yaw rate/side/decel G sensor connector.
2. Check the terminals for deformation, disconnection, looseness or damage.

Is the inspection result normal?

YES >> GO TO 2
NO >> Repair or replace as necessary.

2.YAW RATE/SIDE/DECEL G SENSOR HARNESS INSPECTION

Check continuity between the ABS actuator and electric unit (control unit) connector E127 terminals 18, 19, 22, 29 and the yaw rate/side/decel G sensor connector B73 terminals 3, 2, 4, 1.

ABS actuator and electric unit (control unit)		Yaw rate/side/decel G sensor		Continuity
Connector	Terminal	Connector	Terminal	
E127	18	B73	3	Yes
	19		2	
	22		4	
	29		1	

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace as necessary.

3.YAW RATE/SIDE/DECEL G SENSOR INSPECTION

Perform the yaw rate/side/decel G sensor component inspection. Refer to BRC-164, "Component Inspection".

Is the inspection result normal?

YES >> Replace the ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Replace the yaw rate/side/decel G sensor. Refer to BRC-236, "Removal and Installation".

Component Inspection

INFOID:0000000010710816

1.CHECK DATA MONITOR

Select “YAW RATE SEN”, “SIDE G-SENSOR”, “DECEL G-SEN” in “DATA MONITOR” and check yaw rate/side/decel G sensor signal.

Vehicle condition	YAW RATE SEN (DATA MONITOR)	SIDE G-SENSOR (DATA MONITOR)	DECEL G-SEN (DATA MONITOR)
Stopped	-4 to +4 deg/s	-1.1 to +1.1 m/s	-0.08 G to +0.08 G
Turning right	Negative value	Negative value	-
Turning left	Positive value	Positive value	-
Speed up	-	-	Negative value
Speed down	-	-	Positive value

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-163, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710817

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1115 ABS SENSOR [ABNORMAL SIGNAL]

Description

INFOID:0000000010710818

When the sensor rotor rotates, the magnetic field changes. It converts the magnetic field changes to current signals (rectangular wave) and transmits them to the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710819

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1115	ABS SENSOR [ABNORMAL SIGNAL]	When wheel sensor input signal is malfunctioning.	• Harness or connector • Wheel sensor • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ABS SENSOR [ABNORMAL SIGNAL]

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-165, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710820

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

CAUTION:
Do not check between wheel sensor terminals.

1.CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit (control unit) connector and wheel sensor of malfunctioning code.
2. Check the terminals for deformation, disconnection, looseness or damage.

Is the inspection result normal?

YES >> GO TO 2
NO >> Repair or replace as necessary.

2.CHECK WHEEL SENSOR OUTPUT SIGNAL

1. Connect ABS active wheel sensor tester (J-45741) to wheel sensor using appropriate adapter.
2. Turn on the ABS active wheel sensor tester power switch.
   NOTE:
   The green POWER indicator should illuminate. If the POWER indicator does not illuminate, replace the battery in the ABS active wheel sensor tester before proceeding.
3. Spin the wheel of the vehicle by hand and observe the red SENSOR indicator on the ABS active wheel sensor tester. The red SENSOR indicator should flash on and off to indicate an output signal.
   NOTE:
   If the red SENSOR indicator illuminates but does not flash, reverse the polarity of the tester leads and retest.

Does the ABS active wheel sensor tester detect a signal?

YES >> GO TO 3

NO >> Replace the wheel sensor. Refer to BRC-231, "Removal and Installation".

3.CHECK TIRES

Check the inflation pressure, wear and size of each tire.

Is the inspection result normal?

YES >> GO TO 4
NO >> Adjust tire pressure or replace tire(s).

4.CHECK WHEEL BEARINGS

Check wheel bearing axial end play. Refer to FAX-5, "On-Vehicle Inspection and Service" (front), RAX-6, "Rear Axle Bearing" (C200 rear), or RAX-18, "Rear Axle Bearing" (M226 rear).

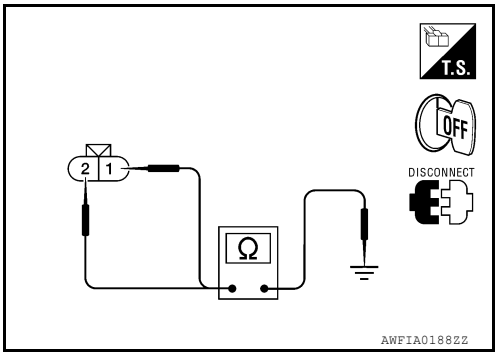
Is the inspection result normal?

YES >> GO TO 5
NO >> Repair or replace as necessary. Refer to FAX-8, "Removal and Installation" (front), RAX-12, "Removal and Installation" (C200 rear), or RAX-23, "Removal and Installation" (M226 rear).

5.CHECK WIRING HARNESS FOR SHORT CIRCUIT

1. Disconnect ABS actuator and electric unit (control unit) connector and wheel sensor connector of malfunction code No.
2. Check continuity between wheel sensor connector terminals and ground.

Continuity should not exist.



Is the inspection result normal?

YES >> GO TO 6
NO >> Repair the circuit.

6.CHECK WIRING HARNESS FOR OPEN CIRCUIT

1. Check continuity between ABS actuator and electric unit (control unit) connector and the malfunctioning wheel sensor connector.

Wheel sensor	ABS actuator and electric unit (control unit)		Wheel sensor		Continuity
	Connector	Terminal	Connector	Terminal	
Front LH	E127	45	E18	1	Yes
		46		2	
Front RH		34	E117	1	
		33		2	
Rear LH		36	C11	1	
		37		2	
Rear RH		43	C10	1	
		42		2	

Is the inspection result normal?

YES >> Replace the ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Repair the circuit.

Component Inspection

INFOID:0000000010710821

1.CHECK DATA MONITOR

On “DATA MONITOR”, select “FR LH SENSOR”, “FR RH SENSOR”, “RR LH SENSOR”, and “RR RH SENSOR”, and check the vehicle speed.

Wheel sensor	Vehicle speed (DATA MONITOR)
FR LH SENSOR	Nearly matches the speedometer display (±10% or less)
FR RH SENSOR	
RR LH SENSOR	
RR RH SENSOR	

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-165, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710822

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1116 STOP LAMP SWITCH

Description

INFOID:0000000010710823

The stop lamp switch transmits the stop lamp switch signal (ON/OFF) to the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710824

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1116	STOP LAMP SW	When stop lamp switch circuit is open.	• Harness or connector • Stop lamp switch • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
STOP LAMP SW

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-168, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710825

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit (control unit) connector and stop lamp switch connector.
2. Check the terminals for deformation, disconnection, looseness or damage.

Is the inspection result normal?

YES >> GO TO 2
NO >> Repair or replace as necessary.

2.STOP LAMP SWITCH INSPECTION

1. Connect the stop lamp switch connector.
2. Check the voltage between the ABS actuator and electric unit (control unit) connector E127 terminal 39 and body ground.

Brake pedal depressed : Battery voltage (approx. 12V)
Brake pedal released : Approx. 0V

Is the inspection result normal?

YES >> Perform self-diagnosis again. If the same results appear, replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> GO TO 3

3.STOP LAMP SWITCH CIRCUIT INSPECTION

1. Disconnect the stop lamp switch connector.

2. Check the continuity between the ABS actuator and electric unit (control unit) connector E127 terminal 39 and stop lamp switch connector E39 terminal 2.

Continuity should exist.

Is the inspection result normal?

YES >> Refer to BRC-119, "Work Flow".
NO >> Repair or replace malfunctioning components.

Special Repair Requirement

INFOID:0000000010710826

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1120, C1122, C1124, C1126 IN ABS SOL

Description

INFOID:0000000010710827

The solenoid valve increases, holds or decreases the fluid pressure of each brake caliper according to the signals transmitted by the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710828

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1120	FR LH IN ABS SOL	When the control unit detects a malfunction in the front LH inlet solenoid circuit.	• ABS actuator and electric unit (control unit)
C1122	FR RH IN ABS SOL	When the control unit detects a malfunction in the front RH inlet solenoid circuit.	
C1124	RR LH IN ABS SOL	When the control unit detects a malfunction in the rear LH inlet solenoid circuit.	
C1126	RR RH IN ABS SOL	When the control unit detects a malfunction in the rear RH inlet solenoid circuit.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
FR LH IN ABS SOL
FR RH IN ABS SOL
RR LH IN ABS SOL
RR RH IN ABS SOL

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-170, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710829

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

2.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.

3. Check voltage between ABS actuator and electric unit (control unit) connector E127 terminal 32 and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E127	32	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals 16, 47 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16, 47	Ground	Yes

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000010710830

1.CHECK ACTIVE TEST

1. Select each test menu item on “ACTIVE TEST”.
2. On the display, touch “Up”, “Keep”, and “Down”, and check that the system operates as shown in the table below.

Operation		ABS solenoid valve		
		Up	Keep	Down
FR RH SOL	FR RH IN SOL	Off	On	On
	FR RH OUT SOL	Off	Off	On*
FR LH SOL	FR LH IN SOL	Off	On	On
	FR LH OUT SOL	Off	Off	On*
RR RH SOL	RR RH IN SOL	Off	On	On
	RR RH OUT SOL	Off	Off	On*
RR LH SOL	RR LH IN SOL	Off	On	On
	RR LH OUT SOL	Off	Off	On*

*: ON for 1 to 2 seconds after the touch, and then OFF

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-170, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710831

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1121, C1123, C1125, C1127 OUT ABS SOL

Description

INFOID:0000000010710832

The solenoid valve increases, holds or decreases the fluid pressure of each brake caliper according to the signals transmitted by the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710833

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1121	FR LH OUT ABS SOL	When the control unit detects a malfunction in the front LH outlet solenoid circuit.	• ABS actuator and electric unit (control unit)
C1123	FR RH OUT ABS SOL	When the control unit detects a malfunction in the front RH outlet solenoid circuit.	
C1125	RR LH OUT ABS SOL	When the control unit detects a malfunction in the rear LH outlet solenoid circuit.	
C1127	RR RH OUT ABS SOL	When the control unit detects a malfunction in the rear RH outlet solenoid circuit.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
FR LH OUT ABS SOL
FR RH OUT ABS SOL
RR LH OUT ABS SOL
RR RH OUT ABS SOL

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-173, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710834

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

2.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.

3. Check voltage between ABS actuator and electric unit (control unit) connector E127 terminal 32 and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E127	32	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals 16, 47 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16, 47	Ground	Yes

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000010710835

1.CHECK ACTIVE TEST

1. Select each test menu item on “ACTIVE TEST”.
2. On the display, touch “Up”, “Keep”, and “Down”, and check that the system operates as shown in the table below.

Operation		ABS solenoid valve		
		Up	Keep	Down
FR RH SOL	FR RH IN SOL	Off	On	On
	FR RH OUT SOL	Off	Off	On*
FR LH SOL	FR LH IN SOL	Off	On	On
	FR LH OUT SOL	Off	Off	On*
RR RH SOL	RR RH IN SOL	Off	On	On
	RR RH OUT SOL	Off	Off	On*
RR LH SOL	RR LH IN SOL	Off	On	On
	RR LH OUT SOL	Off	Off	On*

*: ON for 1 to 2 seconds after the touch, and then OFF

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-173, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710836

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1130, C1131, C1132, C1133, C1136 ENGINE SIGNAL

Description

INFOID:0000000010710837

ABS actuator and electric unit (control unit) and ECM exchange the engine signal with CAN communication line.

DTC Logic

INFOID:0000000010710838

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1130	ENGINE SIGNAL 1	Based on the signal from ECM, ABS actuator and electric unit (control unit) judges that engine fuel cut system is malfunctioning.	• Harness or connector • ABS actuator and electric unit (control unit) • ECM • CAN communication line
C1131	ENGINE SIGNAL 2		
C1132	ENGINE SIGNAL 3		
C1133	ENGINE SIGNAL 4		
C1136	ENGINE SIGNAL 6		

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ENGINE SIGNAL 1
ENGINE SIGNAL 2
ENGINE SIGNAL 3
ENGINE SIGNAL 4
ENGINE SIGNAL 6

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-176, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710839

1.CHECK ENGINE SYSTEM

1. Perform ECM self-diagnosis. Repair or replace items indicated, then perform ECM self-diagnosis again. Refer to EC-518, "CONSULT Function".
2. Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> Repair or replace the affected part.
NO >> Inspection End

C1140 ACTUATOR RLY

Description

INFOID:0000000010710840

Activates or deactivates each solenoid valve according to the signals transmitted by the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710841

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1140	ACTUATOR RLY	ABS actuator relay or circuit malfunction.	• Harness or connector • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ACTUATOR RLY

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-177, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710842

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

2.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check voltage between ABS actuator and electric unit (control unit) connector E127 terminal 32 and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E127	32	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3

NO >> Repair or replace malfunctioning components.

3.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals 16, 47 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16, 47	Ground	Yes

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".

NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000010710843

1.CHECK ACTIVE TEST

1. On “ACTIVE TEST”, select “ABS MOTOR”.
2. Touch On and Off on screen. Make sure motor relay and actuator relay operate as shown in table below.

Operation	On	Off
MOTOR RELAY	On	Off
ACTUATOR RLY	On	On

Is the inspection result normal?

YES >> Inspection End

NO >> Go to diagnosis procedure. Refer to BRC-177, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710844

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1143, C1144 STEERING ANGLE SENSOR

Description

INFOID:0000000010710845

The steering angle sensor detects the rotation amount, angular velocity and direction of the steering wheel, and transmits the data to the ABS actuator and electric unit (control unit) via CAN communication.

DTC Logic

INFOID:0000000010710846

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1143	ST ANG SEN CIRCUIT	Neutral position of steering angle sensor is dislocated, or the steering angle sensor is malfunctioning.	• Harness or connector • Steering angle sensor • ABS actuator and electric unit (control unit)
C1144	ST ANG SEN SIGNAL	Neutral position of steering angle sensor is not finished.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ST ANG SEN CIRCUIT
ST ANG SEN SIGNAL

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-179, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710847

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

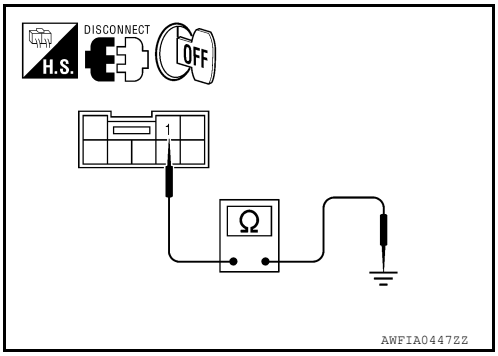
1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Disconnect steering angle sensor connector.
4. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
5. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

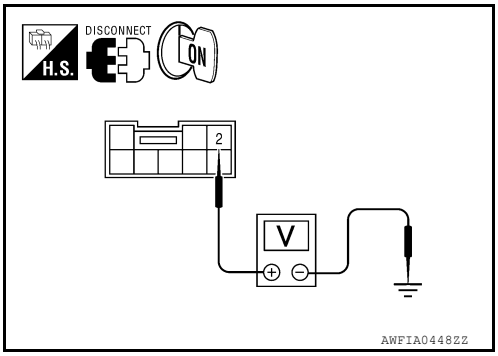
2.CHECK STEERING ANGLE SENSOR HARNESS

1. Turn ignition switch OFF.
2. Disconnect steering angle sensor connector.
3. Check continuity between steering angle sensor connector M47 terminal 1 and ground.



Steering angle sensor		—	Continuity
Connector	Terminal		
M47	1	Ground	Yes

4. Turn ignition switch ON.
5. Check voltage between steering angle sensor connector M47 terminal 2 and ground.



Steering angle sensor		—	Voltage
Connector	Terminal		
M47	2	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK DATA MONITOR

Perform the steering angle sensor component inspection. Refer to BRC-180, "Component Inspection".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Replace steering angle sensor and adjust neutral position of steering angle sensor. Refer to BRC-235, "Removal and Installation".

Component Inspection

INFOID:0000000010710848

1.CHECK DATA MONITOR

Select “STR ANGLE SIG” in “DATA MONITOR” and check steering angle sensor signal.

Steering condition	STR ANGLE SIG (DATA MONITOR)
Driving straight	0±3.5 °
Turn 90 ° to left	Approx. +90 °
Turn 90 ° to right	Approx. –90 °

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-179, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710849

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1155 BRAKE FLUID LEVEL SWITCH

Description

INFOID:0000000010710850

The brake fluid level switch converts the brake fluid level to an electric signal and transmits it to the ABS actuator and electric unit (control unit).

DTC Logic

INFOID:0000000010710851

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1155	BR FLUID LEVEL LOW	Brake fluid level is low or communication line between the ABS actuator and electric unit (control unit) and brake fluid level switch is open or shorted.	• Harness or connector • Brake fluid level switch • Brake fluid level

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
BR FLUID LEVEL LOW

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-182, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710852

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

1. Disconnect ABS actuator and electric unit (control unit) connector and brake fluid level switch connector.
2. Check the terminals for deformation, disconnection, looseness or damage.

Is the inspection result normal?

YES >> GO TO 2
NO >> Repair or replace as necessary.

2.CHECK HARNESS BETWEEN BRAKE FLUID LEVEL SWITCH AND ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

1. Check continuity between ABS actuator and electric unit (control unit) connector E127 Terminal 28 and brake fluid level switch connector E21 terminal 1.

ABS actuator and electric unit (control unit)		Brake fluid level switch		Continuity
Connector	Terminal	Connector	Terminal	
E127	28	E21	1	Yes

2. Check continuity between ABS actuator and electric unit (control unit) connector E127 Terminal 28 and ground.

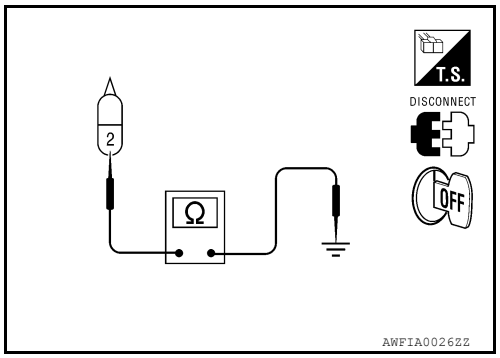
ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	28	Ground	No

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK BRAKE FLUID LEVEL SWITCH GROUND

Check continuity between brake fluid level switch connector E21 terminal 2 and ground.



Brake fluid level switch		—	Continuity
Connector	Terminal		
E21	2	Ground	Yes

Is the inspection result normal?

YES >> GO TO 4
NO >> Repair or replace malfunctioning components.

4.CHECK BRAKE FLUID LEVEL SWITCH

Perform the brake fluid level switch component inspection. Refer to BRC-183, "Component Inspection".

Is the inspection result normal?

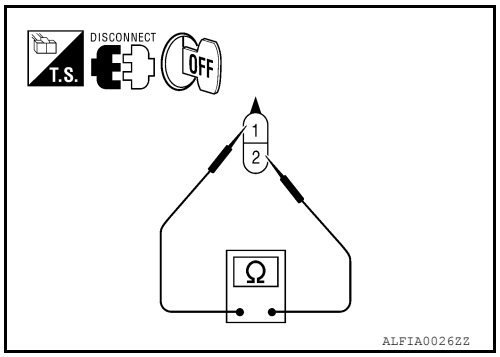
YES >> Perform self-diagnosis again. If the same results appear, replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Replace brake fluid level switch.

Component Inspection

INFOID:0000000010710853

1.CHECK BRAKE FLUID LEVEL SWITCH

1. Turn ignition switch OFF.
2. Disconnect brake fluid level switch connector.
3. Check continuity between brake fluid level switch terminals.



Brake fluid level switch terminal	Condition	Continuity
1 – 2	Brake fluid reservoir is full.	No
	Brake fluid reservoir is empty.	Yes

Is the inspection result normal?

YES >> Inspection End
NO >> Replace brake fluid level switch.

Special Repair Requirement

INFOID:0000000010710854

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1156 ST ANG SEN COM CIR

Description

INFOID:0000000010710855

The steering angle sensor is connected to the ABS actuator and electric unit (control unit) in addition to CAN lines. CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

DTC Logic

INFOID:0000000010710856

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1156	ST ANG SEN COM CIR	When steering angle sensor is not transmitting CAN communication signal to the ABS actuator and electric unit (control unit).	• Harness or connector • CAN communication line • Steering angle sensor • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ST ANG SEN COM CIR

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-185, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710857

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connector and perform self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Self-diagnosis results
CAN COMM CIRCUIT
ST ANG SEN COM CIR

Is above displayed on the self-diagnosis display?

YES >> Refer to LAN-14, "Trouble Diagnosis Flow Chart".
NO >> Inspection End

C1160 DECEL G SEN SET

Description

INFOID:0000000010710858

The yaw rate/side/decel G sensor detects the yaw rate/side/decel G affecting the vehicle, and transmits the data to the ABS actuator and electric unit (control unit) as an analog voltage signal.

DTC Logic

INFOID:0000000010710859

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1160	DECEL G SEN SET	ABS decel G sensor adjustment is incomplete.	• Decel G sensor calibration • Yaw rate/side/decel G sensor • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
DECEL G SEN SET

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-186, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710860

1.PERFORM SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Self-diagnosis results
DECEL G SEN SET

Do self-diagnosis results indicate anything other than shown above?

YES >> Perform repair or replacement for the item indicated.
NO >> Perform calibration of decel G sensor. Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description". GO TO 2

2.PERFORM SELF-DIAGNOSIS AGAIN

1. Turn the ignition switch to OFF and then to ON and erase self-diagnosis results. Refer to BRC-146, "CONSULT Function (ABS)".
2. Perform ABS actuator and electric unit (control unit) self-diagnosis again. Refer to BRC-146, "CONSULT Function (ABS)".

Are any self-diagnosis results displayed?

YES >> Replace yaw rate/side/decel G sensor. Refer to BRC-236, "Removal and Installation".
NO >> Inspection End

C1163 ST ANGLE SEN SAFE

Description

INFOID:0000000010710861

The steering angle sensor detects the rotation amount, angular velocity and direction of the steering wheel, and transmits the data to the ABS actuator and electric unit (control unit) via CAN communication.

DTC Logic

INFOID:0000000010710862

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1163	ST ANGL SEN SAFE	When steering angle sensor is in safe mode.	• Adjust steering angle sensor neutral position

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ST ANGL SEN SAFE

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-187, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710863

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Adjust steering angle sensor neutral position. Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.INDICATOR LAMP CHECK

Check that VDC OFF indicator lamp is off.

Is VDC OFF indicator lamp off?

YES >> Inspection End
NO >> Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

C1164, C1165, C1166, C1167 CV/SV SYSTEM

Description

INFOID:0000000010710864

CV1, CV2 (CUT VALVE)

The cut valve shuts off the normal brake fluid path from the master cylinder, when VDC/TCS is activated.

SV1, SV2 (SUCTION VALVE)

The suction valve supplies the brake fluid from the master cylinder to the pump, when VDC/TCS is activated.

DTC Logic

INFOID:0000000010710865

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1164	CV1	VDC switch-over solenoid valve (CV1) on the primary side is open circuit or shorted, or the control line is open or shorted to the power supply or the ground.	• Harness or connector • ABS actuator and electric unit (control unit)
C1165	CV2	VDC switch-over solenoid valve (CV2) on the primary side is open circuit or shorted, or the control line is open or shorted to the power supply or the ground.	
C1166	SV1	VDC switch-over solenoid valve (SV1) on the primary side is open circuit or shorted, or the control line is open or shorted to the power supply or the ground.	
C1167	SV2	VDC switch-over solenoid valve (SV2) on the primary side is open circuit or shorted, or the control line is open or shorted to the power supply or the ground.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
CV1
CV2
SV1
SV2

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-188, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710866

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connectors and then perform the self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2
NO >> Poor connection of connector terminals. Repair or replace connector.

2.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check voltage between ABS actuator and electric unit (control unit) connector E127 terminal 32 and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E127	32	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK SOLENOID, VDC SWITCH-OVER VALVE AND ACTUATOR RELAY GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) connector E127 terminals 16, 47 and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	16, 47	Ground	Yes

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000010710867

1.CHECK ACTIVE TEST

1. Select each test menu item on “ACTIVE TEST”.
2. On the display, touch “Up”, “ACT UP”, and “ACT KEEP”, and check that the system operates as shown in the table below.

Operation		ABS solenoid valve (ACT)		
		Up	ACT UP	ACT KEEP
FR RH ABS SOLENOID (ACT)	FR RH IN SOL	Off	Off	Off
	FR RH OUT SOL	Off	Off	Off
FR LH ABS SOLENOID (ACT)	FR LH IN SOL	Off	Off	Off
	FR LH OUT SOL	Off	Off	Off
RR RH ABS SOLENOID (ACT)	RR RH IN SOL	Off	Off	Off
	RR RH OUT SOL	Off	Off	Off
RR LH ABS SOLENOID (ACT)	RR LH IN SOL	Off	Off	Off
	RR LH OUT SOL	Off	Off	Off

*: ON for 1 to 2 seconds after the touch, and then OFF

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-188, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000010710868

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2. CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

C1187 DIFFERENTIAL LOCK CONTROL UNIT

Description

INFOID:0000000010710869

The differential lock control unit is connected to the ABS actuator and electric unit (control unit) via CAN lines. CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

DTC Logic

INFOID:0000000010710870

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1187	ABS DIFLOCK CONTROLLER NG	Differential lock controller malfunction.	• Harness or connector • CAN communication line • Differential lock control unit • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ABS DIFLOCK CONTROLLER NG

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-191, "Diagnosis Procedure".
NO >> Inspection End

Diagnosis Procedure

INFOID:0000000010710871

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connector and perform self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Self-diagnosis results
ABS DIFLOCK CONTROLLER NG

Is above displayed on the self-diagnosis display?

YES >> Refer to LAN-14, "Trouble Diagnosis Flow Chart".
NO >> Inspection End

U1000 CAN COMM CIRCUIT

Description

INFOID:0000000010710872

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

DTC Logic

INFOID:0000000010710873

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
U1000	CAN COMM CIRCUIT	When ABS actuator and electric unit (control unit) is not transmitting or receiving CAN communication signal for 2 seconds or more.	• CAN communication line • ABS actuator and electric unit (control unit)

Diagnosis Procedure

INFOID:0000000010710874

1.CONNECTOR INSPECTION

1. Turn ignition switch OFF.
2. Disconnect the ABS actuator and electric unit (control unit) connector.
3. Check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminals.
4. Reconnect connector and perform self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is “CAN COMM CIRCUIT” displayed in self-diagnosis display items?

YES >> Print out the self-diagnostic results, and refer to LAN-14, "Trouble Diagnosis Flow Chart".
NO >> Connector terminal is loose, damaged, open, or shorted.

HILL DESCENT CONTROL SWITCH

Description

INFOID:0000000010710875

The hill descent control switch activates (turn ON) the hill descent control function when the hill descent control switch is pressed.

Component Function Check

INFOID:0000000010710876

1.CHECK HILL DESCENT CONTROL SWITCH OPERATION

Turn ON/OFF the hill descent control switch and check that the hill descent control indicator lamp in the combination meter turns ON/OFF correctly.

Condition	Hill descent control indicator lamp illumination status
Hill descent control switch: ON	ON
Hill descent control switch: OFF	OFF

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-193, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000010710877

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CHECK HILL DESCENT CONTROL SWITCH

Perform the hill descent control switch component inspection. Refer to BRC-194, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 2
NO >> Replace hill descent control switch.

2.CHECK HILL DESCENT CONTROL SWITCH HARNESS

1. Disconnect ABS actuator and electric unit (control unit) connector.
2. Check continuity between ABS actuator and electric unit (control unit) connector E127 terminal 25 and hill descent control switch connector M155 terminal 2.

ABS actuator and electric unit (control unit)		Hill descent control switch		Continuity
Connector	Terminal	Connector	Terminal	
E127	25	M155	2	Yes

3. Check continuity between ABS actuator and electric unit (control unit) connector E127 terminal 25 and ground.

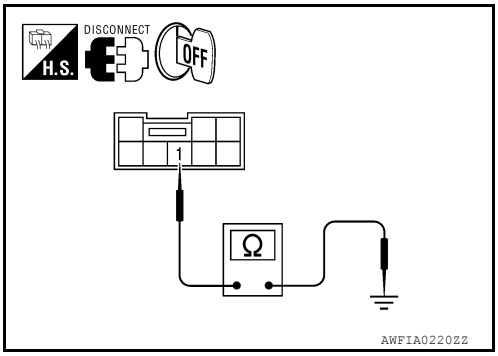
ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	25	Ground	No

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace harness.

3.CHECK HILL DESCENT CONTROL SWITCH GROUND

Check continuity between hill descent control switch connector M155 terminal 1 and ground.



Hill descent control switch		—	Continuity
Connector	Terminal		
M155	1	Ground	Yes

Is the inspection result normal?

YES >> GO TO 4
NO >> Repair or replace harness.

4. CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-25, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Replace combination meter. Refer to MWI-91, "Removal and Installation".

Component Inspection

INFOID:0000000010710878

1. CHECK HILL DESCENT CONTROL SWITCH

1. Turn ignition switch OFF.
2. Disconnect hill descent control switch connector.
3. Check continuity between hill descent control switch terminals.

Hill descent control switch terminals	Condition	Continuity
1 – 2	Hill descent control switch is ON.	Yes
	Hill descent control switch is OFF.	No

Is the inspection result normal?

YES >> Inspection End
NO >> Replace hill descent control switch.

Special Repair Requirement

INFOID:0000000010710879

1. ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2. CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

VDC OFF SWITCH

Description

INFOID:0000000010710880

VDC OFF switch can deactivate (turn OFF) the VDC/TCS function by pressing the VDC OFF switch.

Component Function Check

INFOID:0000000010710881

1.CHECK VDC OFF SWITCH OPERATION

Press and release the VDC OFF switch, then press and release the VDC OFF switch again and check that the VDC OFF indicator lamp in the combination meter turns ON/OFF correctly.

Condition	VDC OFF indicator lamp illumination status
VDC OFF switch: pressed and released	ON
VDC OFF switch: pressed and released	OFF

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-195, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000010710882

Regarding Wiring Diagram information, refer to BRC-210, "Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST".

1.CHECK VDC OFF SWITCH

Perform the VDC OFF switch component inspection. Refer to BRC-196, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 2
NO >> Replace VDC OFF switch.

2.CHECK VDC OFF SWITCH HARNESS

1. Disconnect ABS actuator and electric unit (control unit) connector.
2. Check continuity between ABS actuator and electric unit (control unit) connector E127 terminal 6 and VDC OFF switch connector M154 terminal 1.

ABS actuator and electric unit (control unit)		VDC OFF switch		Continuity
Connector	Terminal	Connector	Terminal	
E127	6	M154	1	Yes

3. Check continuity between ABS actuator and electric unit (control unit) connector E127 terminal 6 and ground.

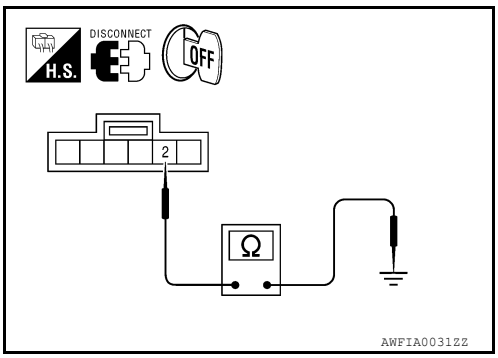
ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E127	6	Ground	No

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace harness.

3.CHECK VDC OFF SWITCH GROUND

Check continuity between VDC OFF switch connector M154 terminal 2 and ground.



VDC OFF switch		—	Continuity
Connector	Terminal		
M154	2	Ground	Yes

Is the inspection result normal?

YES >> GO TO 4
NO >> Repair or replace harness.

4. CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-25, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Replace combination meter. Refer to MWI-91, "Removal and Installation".

Component Inspection

INFOID:0000000010710883

1. CHECK VDC OFF SWITCH

1. Turn ignition switch OFF.
2. Disconnect VDC OFF switch connector.
3. Check continuity between VDC OFF switch terminals.

VDC OFF switch terminals	Condition	Continuity
1 – 2	VDC OFF switch pressed.	Yes
	VDC OFF switch released.	No

Is the inspection result normal?

YES >> Inspection End
NO >> Replace VDC OFF switch.

Special Repair Requirement

INFOID:0000000010710884

1. ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2. CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

ABS WARNING LAMP

Description

INFOID:0000000010710885

×: ON –: OFF

Condition	ABS warning lamp
Ignition switch OFF	–
For 2 seconds after turning ON ignition switch	×
2 seconds later after turning ON ignition switch	–
ABS function is malfunctioning.	×
EBD function is malfunctioning.	×

Component Function Check

INFOID:0000000010710886

1.CHECK ABS WARNING LAMP OPERATION

Check that the lamp illuminates for approximately 2 seconds after the ignition switch is turned ON.

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-197, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000010710887

1.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is the inspection result normal?

YES >> GO TO 2
NO >> Check items displayed by self-diagnosis.

2.CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-25, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Replace combination meter. Refer to MWI-91, "Removal and Installation".

Special Repair Requirement

INFOID:0000000010710888

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

BRAKE WARNING LAMP

Description

INFOID:0000000010710889

×: ON –: OFF

Condition	Brake warning lamp (Note 1)
Ignition switch OFF	–
Ignition switch ON	× (Note 2)
EBD function is malfunctioning.	×

NOTE:

- 1: Brake warning lamp will turn on in case of parking brake operation (when switch is ON) or of brake fluid level switch operation (when brake fluid is insufficient).
- 2: After starting engine, brake warning lamp is turned off.

Component Function Check

INFOID:0000000010710890

1.BRAKE WARNING LAMP OPERATION CHECK

Check that the lamp illuminates after the ignition switch is turned ON, and turns OFF after the engine is started.

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-198, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000010710891

1.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis. refer to BRC-146, "CONSULT Function (ABS)".

Is the inspection result normal?

YES >> GO TO 2
NO >> Check items displayed by self-diagnosis.

2.CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-25, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Replace combination meter. Refer to MWI-91, "Removal and Installation".

Special Repair Requirement

INFOID:0000000010710892

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

HILL DESCENT CONTROL INDICATOR LAMP

Description

INFOID:0000000010710893

×: ON –: OFF

Condition	Hill descent control indicator lamp
Ignition switch OFF	–
For 2 seconds after turning ON ignition switch	×
2 seconds later after turning ON ignition switch	–
Hill descent control function is malfunctioning.	–

Component Function Check

INFOID:0000000010710894

1.CHECK HILL DESCENT CONTROL INDICATOR LAMP OPERATION

Check that the lamp illuminates for approximately 2 seconds after the ignition switch is turned ON.

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-199, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000010710895

1.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is the inspection result normal?

YES >> GO TO 2
NO >> Check items displayed by self-diagnosis.

2.CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-25, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Replace combination meter. Refer to MWI-91, "Removal and Installation".

Special Repair Requirement

INFOID:0000000010710896

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

VDC OFF INDICATOR LAMP

Description

INFOID:0000000010710897

×: ON –: OFF

Condition	VDC OFF indicator lamp
Ignition switch OFF	–
For 2 seconds after turning ON ignition switch	×
2 seconds later after turning ON ignition switch	–
VDC OFF switch turned ON. (VDC function is OFF.)	×
VDC/TCS function is malfunctioning.	×
ABS function is malfunctioning.	×
EBD function is malfunctioning.	×

Component Function Check

INFOID:0000000010710898

1.VDC OFF INDICATOR LAMP OPERATION CHECK 1

Check that the lamp illuminates for approximately 2 seconds after the ignition switch is turned ON.

Is the inspection result normal?

YES >> GO TO 2
NO >> Go to diagnosis procedure. Refer to BRC-200, "Diagnosis Procedure".

2.VDC OFF INDICATOR LAMP OPERATION CHECK 2

Check that the VDC OFF indicator lamp in the combination meter turns ON/OFF correctly when operating the VDC OFF switch.

Is the inspection result normal?

YES >> Inspection End
NO >> Check VDC OFF switch. Refer to BRC-195, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000010710899

1.CHECK VDC OFF SWITCH

Check that the VDC OFF indicator lamp in the combination meter turns ON/OFF correctly when operating the VDC OFF switch.

Is the inspection result normal?

YES >> GO TO 2
NO >> Check VDC OFF switch. Refer to BRC-195, "Diagnosis Procedure".

2.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is the inspection result normal?

YES >> GO TO 3
NO >> Check items displayed by self-diagnosis.

3.CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-25, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Replace combination meter. Refer to MWI-91, "Removal and Installation".

Special Repair Requirement

INFOID:0000000010710900

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

SLIP INDICATOR LAMP

Description

INFOID:0000000010710901

×: ON –: OFF

Condition	SLIP indicator lamp
Ignition switch OFF	–
For 2 seconds after turning ON ignition switch	×
2 seconds later after turning ON ignition switch	–
VDC/TCS function is malfunctioning.	×
ABS function is malfunctioning.	×
EBD function is malfunctioning.	×

Component Function Check

INFOID:0000000010710902

1.CHECK SLIP INDICATOR LAMP OPERATION

Check that the lamp illuminates for approximately 2 seconds after the ignition switch is turned ON.

Is the inspection result normal?

YES >> Inspection End
NO >> Go to diagnosis procedure. Refer to BRC-202, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000010710903

1.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

Is the inspection result normal?

YES >> GO TO 2
NO >> Check items displayed by self-diagnosis.

2.CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-25, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".
NO >> Replace combination meter. Refer to MWI-91, "Removal and Installation".

Special Repair Requirement

INFOID:0000000010710904

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform neutral position adjustment for the steering angle sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> GO TO 2

2.CALIBRATION OF DECEL G SENSOR

Always perform calibration of decel G sensor when replacing the ABS actuator and electric unit (control unit). Refer to BRC-124, "CALIBRATION OF DECEL G SENSOR : Description".

>> END

ECU DIAGNOSIS INFORMATION

APPLICATION NOTICE

Application Notice

INFOID:0000000010710905

Service information	Remarks
TYPE 1	VDC/TCS/ABS
TYPE 2	HILL DESCENT CONTROL/HILL START ASSIST/VDC/TCS/ABS

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Reference Value

INFOID:0000000010710906

VALUES ON THE DIAGNOSIS TOOL

CAUTION:

The display shows the control unit calculation data, so a normal value might be displayed even in the event the output circuit (harness) is open or short-circuited.

CONSULT MONITOR ITEM

Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
FR LH SENSOR	Wheel speed	0 [km/h (MPH)]	Vehicle stopped
		Nearly matches the speed meter display (± 10% or less)	Vehicle running (Note 1)
FR RH SENSOR	Wheel speed	0 [km/h (MPH)]	Vehicle stopped
		Nearly matches the speed meter display (± 10% or less)	Vehicle running (Note 1)
RR LH SENSOR	Wheel speed	0 [km/h (MPH)]	Vehicle stopped
		Nearly matches the speed meter display (± 10% or less)	Vehicle running (Note 1)
RR RH SENSOR	Wheel speed	0 [km/h (MPH)]	Vehicle stopped
		Nearly matches the speed meter display (± 10% or less)	Vehicle running (Note 1)
DECEL G-SEN	Longitudinal acceleration detected by Decel G-Sensor	Vehicle stopped	Approx. 0 G
		Vehicle running	-1.7 to 1.7 G
FR RH IN SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
FR RH OUT SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
FR LH IN SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
FR LH OUT SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off

Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
RR RH IN SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
RR RH OUT SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
RR LH IN SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
RR LH OUT SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (in fail-safe mode)	On
		When the actuator (solenoid valve) is not active and actuator relay is active (ignition switch ON)	Off
EBD WARN LAMP	EBD warning lamp	When EBD warning lamp is ON	On
		When EBD warning lamp is OFF	Off
STOP LAMP SW	Stop lamp switch signal status	When brake pedal is depressed	On
		When brake pedal is released	Off
MOTOR RELAY	Motor and motor relay operation	When the motor relay and motor are operating	On
		When the motor relay and motor are not operating	Off
ACTUATOR RLY	Actuator relay operation	When the actuator relay is operating	On
		When the actuator relay is not operating	Off
ABS WARN LAMP	ABS warning lamp (Note 2)	When ABS warning lamp is ON	On
		When ABS warning lamp is OFF	Off
OFF LAMP	VDC OFF indicator lamp (Note 2)	When VDC OFF indicator lamp is ON	On
		When VDC OFF indicator lamp is OFF	Off
OFF SW	VDC OFF switch ON/OFF	VDC OFF switch ON (When VDC OFF indicator lamp is ON)	On
		VDC OFF switch OFF (When VDC OFF indicator lamp is OFF)	Off
SLIP LAMP	SLIP indicator lamp (Note 2)	When SLIP indicator lamp is ON	On
		When SLIP indicator lamp is OFF	Off
BATTERY VOLT	Battery voltage supplied to the ABS actuator and electric unit (control unit)	Ignition switch ON	10 – 16 V
GEAR	Gear position determined by TCM	1st gear 2nd gear 3rd gear 4th gear 5th gear	1 2 3 4 5

Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
SLCT LVR POSI	A/T selector lever position	P position R position N position D position	P R N D
ENGINE SPEED	With engine running	With engine stopped	0 rpm
		Engine running	Almost in accordance with tachometer display
YAW RATE SEN	Yaw rate detected by yaw rate/side/decel G sensor	When vehicle is stopped	Approx. 0 d/s
		When vehicle turning	−75 to 75 d/s
R POSI SIG	PNP switch signal ON/OFF condition	A/T shift position = R position	On
		A/T shift position = other than R position	Off
N POSI SIG	PNP switch signal ON/OFF condition	A/T shift position = N position	On
		A/T shift position = other than N position	Off
P POSI SIG	PNP switch signal ON/OFF condition	A/T shift position = P position	On
		A/T shift position = other than P position	Off
CV1	VDC switch-over valve	When actuator (switch-over valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (when in fail-safe mode)	On
		When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON)	Off
CV2	VDC switch-over valve	When actuator (switch-over valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (when in fail-safe mode)	On
		When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON)	Off
SV1	VDC switch-over valve	When actuator (switch-over valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (when in fail-safe mode)	On
		When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON)	Off
SV2	VDC switch-over valve	When actuator (switch-over valve) is active (“ACTIVE TEST” with CONSULT) or actuator relay is inactive (when in fail-safe mode)	On
		When actuator (switch-over valve) is not active and actuator relay is active (ignition switch ON)	Off
2WD/4WD	Drive axle	2WD model	2WD
		4WD model	4WD
ACCEL POS SIG	Throttle actuator opening/closing is displayed (linked with accelerator pedal)	Accelerator pedal not depressed (ignition switch is ON)	0 %
		Accelerator pedal depressed (ignition switch is ON)	0 - 100 %

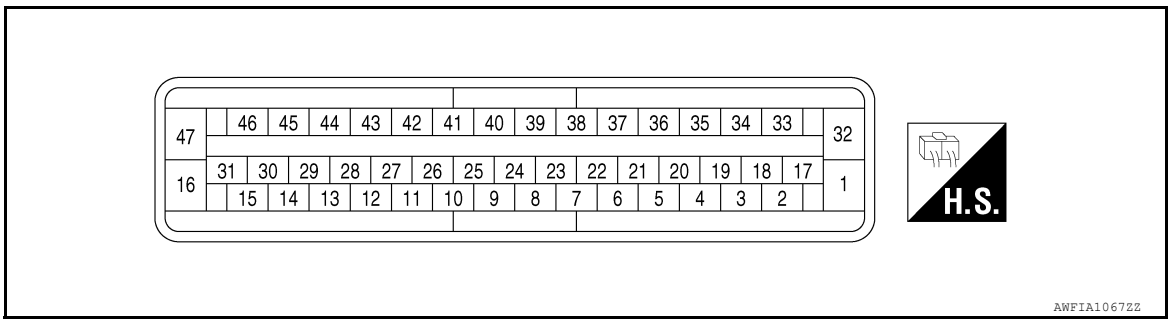
Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
SIDE G-SENSOR	Transverse G detected by side G sensor	Vehicle stopped	Approx. 0 m/s^2
		Vehicle turning right	Negative value (m/s^2)
		Vehicle turning left	Positive value (m/s^2)
STR ANGLE SIG	Steering angle detected by steering angle sensor	Straight-ahead	Approx. 0±2.5°
		Steering wheel turned	–720 to 720°
PRESS SENSOR	Brake fluid pressure detected by front pressure sensor	With ignition switch turned ON and brake pedal released	Approx. 0 bar
		With ignition switch turned ON and brake pedal depressed	–40 to 300 bar
EBD SIGNAL	EBD operation	EBD is active	On
		EBD is inactive	Off
ABS SIGNAL	ABS operation	ABS is active	On
		ABS is inactive	Off
TCS SIGNAL	TCS operation	TCS is active	On
		TCS is inactive	Off
VDC SIGNAL	VDC operation	VDC is active	On
		VDC is inactive	Off
ABS FAIL SIG	ABS fail-safe signal	In ABS fail-safe	On
		ABS is normal	Off
TCS FAIL SIG	TCS fail-safe signal	In TCS fail-safe	On
		TCS is normal	Off
VDC FAIL SIG	VDC fail-safe signal	In VDC fail-safe	On
		VDC is normal	Off
CRANKING SIG	Crank operation	Crank is active	On
		Crank is inactive	Off
FLUID LEV SW	Brake fluid level switch signal status	When brake fluid level switch ON	On
		When brake fluid level switch OFF	Off
STP ON RLY	Stop lamp on relay status	When hill descent control is operating	On
		When hill descent control is not operating	Off
DDS SW (Note 3)	Hill descent control switch ON/OFF	Hill descent control switch ON	On
		Hill descent control switch OFF	Off
DDS SIG (Note 3)	Hill descent control operation	Hill descent control is active	On
		Hill descent control is inactive	Off
USS SIG (Note 4)	Hill start assist operation	Hill start assist is active	On
		Hill start assist is inactive	Off

NOTE:

- 1: Confirm tire pressure is normal.
- 2: On and off timing for warning lamp and indicator lamp.
  - ABS warning lamp: Refer to BRC-78, "Description".
  - Brake warning lamp: Refer to BRC-79, "Description".
  - VDC OFF indicator lamp: Refer to BRC-80, "Description".
  - SLIP indicator lamp: Refer to BRC-82, "Description".
- 3: The CONSULT will display DDS (Downhill Drive Support) when referring to the Hill Descent Control system.

• 4: The CONSULT will display USS (Uphill Start Support) when referring to the Hill Start Assist system.

TERMINAL LAYOUT



Fail-Safe

INFOID:0000000010710907

CAUTION:
If the Fail-Safe function is activated, perform Self Diagnosis for ABS/TCS/VDC system.

ABS/EBD SYSTEM

In case of an electrical malfunction with the ABS, the ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp will turn on. In case of an electrical malfunction with the EBD system, the BRAKE warning lamp, ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp will turn on.
The system will revert to one of the following conditions of the Fail-Safe function.

1. For ABS malfunction, only the EBD is operative and the condition of the vehicle is the same condition of vehicles without ABS/TCS/VDC system.
2. For EBD malfunction, the EBD and ABS become inoperative, and the condition of the vehicle is the same as the condition of vehicles without ABS/TCS/VDC or EBD system.

HILL DESCENT CONTROL/HILL START ASSIST SYSTEM

In case of hill descent control system malfunction, the hill descent control indicator lamp will remain off even though the hill descent control switch is operated and the condition of the vehicle is the same as the condition of vehicles without hill descent control system.
In case of hill start assist system malfunction, the VDC OFF and SLIP indicator lamps are turned on and the condition of the vehicle is the same as the condition of vehicles without hill start assist system.

VDC/TCS SYSTEM

In case of TCS/VDC system malfunction, the VDC OFF indicator lamp and SLIP indicator lamp are turned on and the condition of the vehicle is the same as the condition of vehicles without TCS/VDC system. In case of an electrical malfunction with the TCS/VDC system, the ABS control continues to operate normally without TCS/VDC control.

DTC No. Index

INFOID:0000000010710908

DTC	Items (CONSULT screen terms)	Reference
C1101	RR RH SENSOR-1	BRC-35, "DTC Logic"
C1102	RR LH SENSOR-1	
C1103	FR RH SENSOR-1	
C1104	FR LH SENSOR-1	
C1105	RR RH SENSOR-2	BRC-39, "DTC Logic"
C1106	RR LH SENSOR-2	
C1107	FR RH SENSOR-2	
C1108	FR LH SENSOR-2	
C1109	BATTERY VOLTAGE [ABNORMAL]	BRC-158, "Description"
C1110	CONTROLLER FAILURE	BRC-160, "DTC Logic"
C1111	PUMP MOTOR	BRC-161, "Description"
C1113	G-SENSOR	BRC-163, "Description"

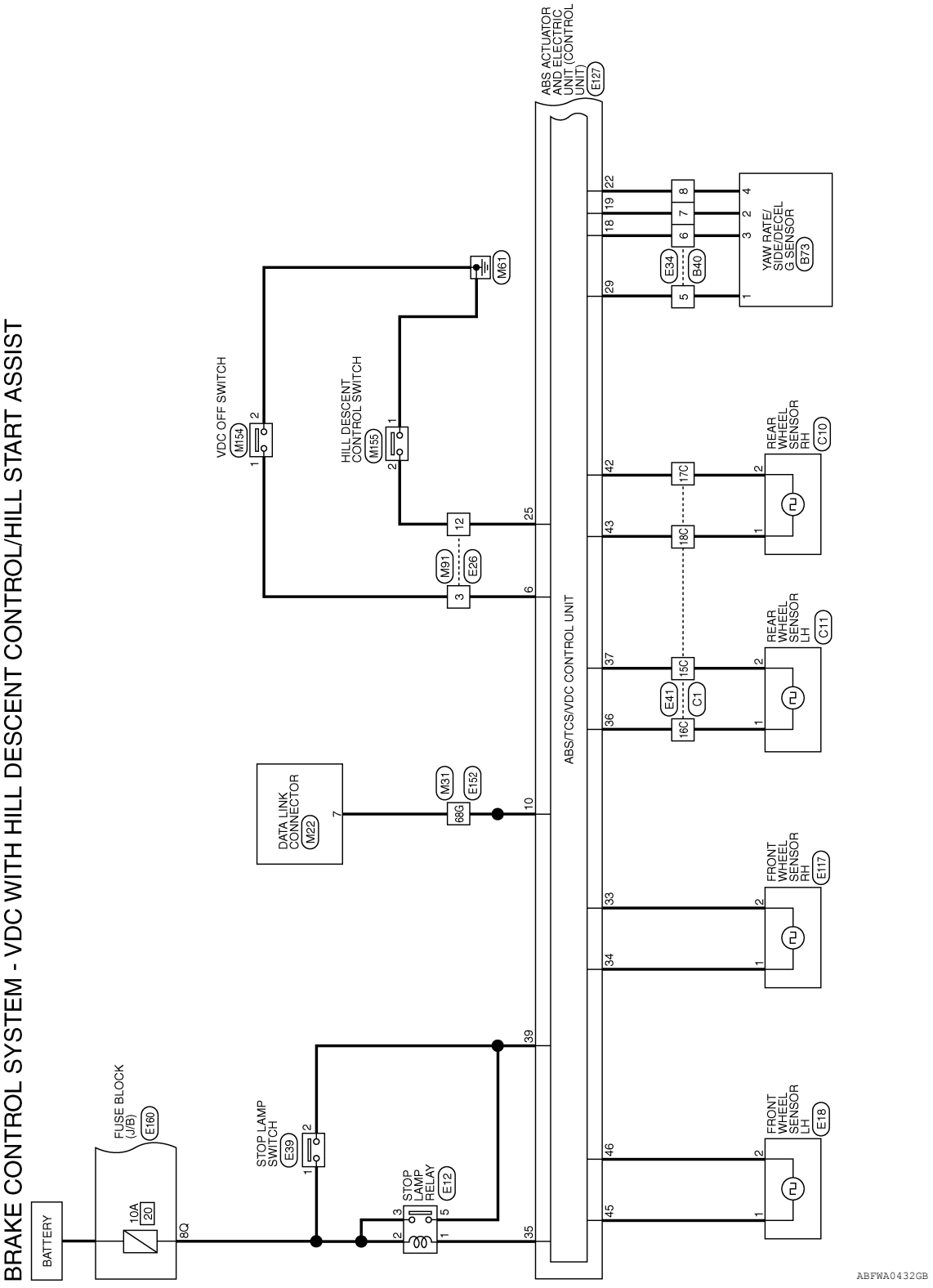
DTC	Items (CONSULT screen terms)	Reference
C1115	ABS SENSOR [ABNORMAL SIGNAL]	BRC-165, "Description"
C1116	STOP LAMP SW	BRC-168, "Description"
C1120	FR LH IN ABS SOL	BRC-170, "Description"
C1121	FR LH OUT ABS SOL	BRC-173, "Description"
C1122	FR RH IN ABS SOL	BRC-170, "Description"
C1123	FR RH OUT ABS SOL	BRC-173, "Description"
C1124	RR LH IN ABS SOL	BRC-170, "Description"
C1125	RR LH OUT ABS SOL	BRC-173, "Description"
C1126	RR RH IN ABS SOL	BRC-170, "Description"
C1127	RR RH OUT ABS SOL	BRC-173, "Description"
C1130	ENGINE SIGNAL 1	BRC-176, "Description"
C1131	ENGINE SIGNAL 2	
C1132	ENGINE SIGNAL 3	
C1133	ENGINE SIGNAL 4	
C1136	ENGINE SIGNAL 6	
C1140	ACTUATOR RLY	BRC-177, "Description"
C1143	ST ANG SEN CIRCUIT	BRC-179, "Description"
C1144	ST ANG SEN SIGNAL	
C1145	YAW RATE SENSOR	BRC-163, "Description"
C1146	SIDE G-SEN CIRCUIT	
C1155	BR FLUID LEVEL LOW	BRC-182, "Description"
C1156	ST ANG SEN COM CIR	BRC-185, "Description"
C1160	DECEL G SEN SET	BRC-186, "Description"
C1163	ST ANGL SEN SAFE	BRC-187, "Description"
C1164	CV1	BRC-188, "Description"
C1165	CV2	
C1166	SV1	
C1167	SV2	
C1170	VARIANT CODING	BRC-160, "DTC Logic"
C1187	ABS DIFLOCK CONTROLLER NG	BRC-191, "Description"
U1000	CAN COMM CIRCUIT	BRC-192, "Description"

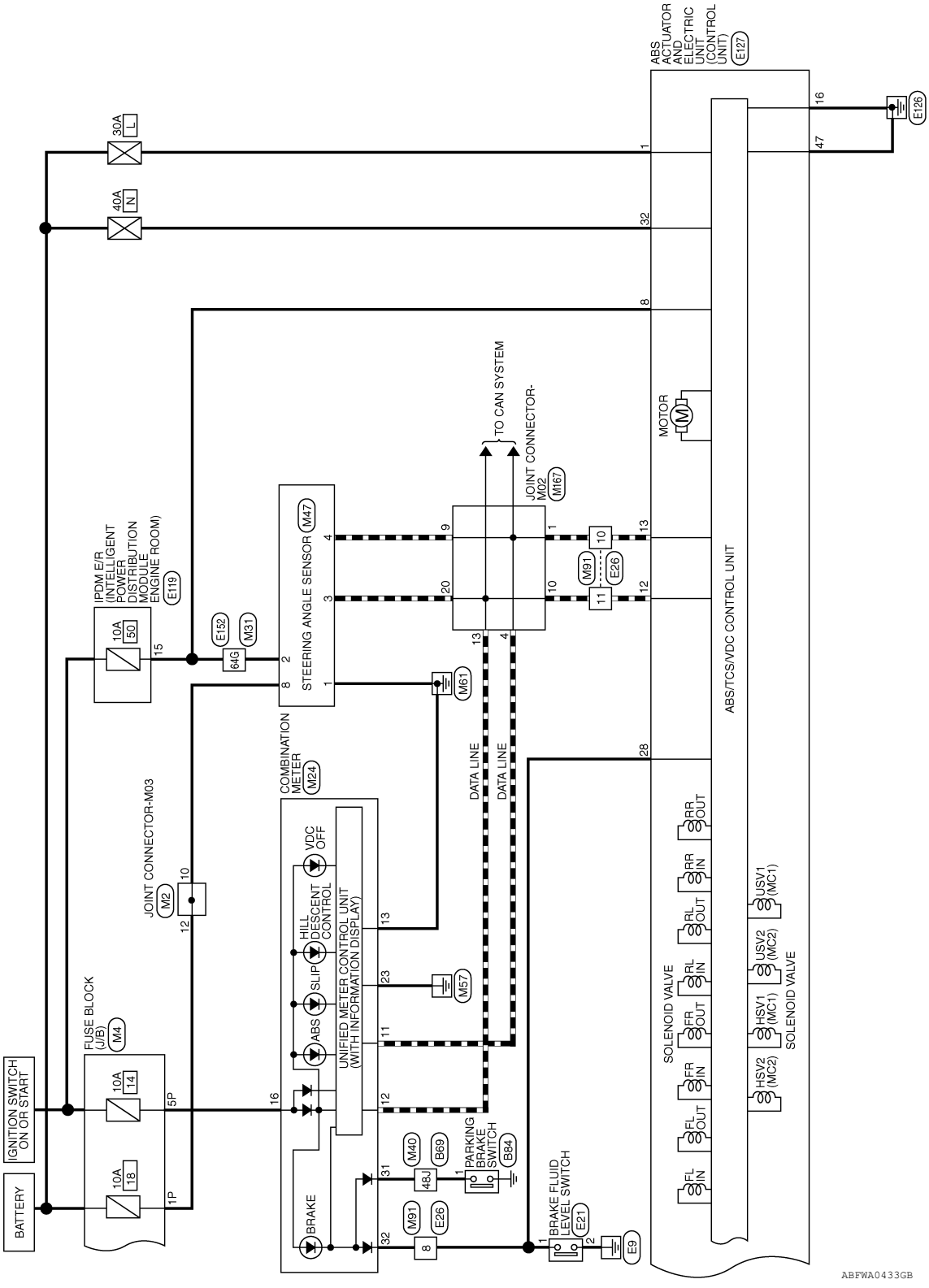
WIRING DIAGRAM

BRAKE CONTROL SYSTEM - VDC

Wiring Diagram - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST

INFOID:0000000010710909




ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) E127
E126
30A L
40A N
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) E119
10A 50
E152
64G
M31
STEERING ANGLE SENSOR M47
TO CAN SYSTEM
JOINT CONNECTOR M02 M167
MOTOR
ABS/TCS/VDC CONTROL UNIT
M91
E26
M61
COMBINATION METER M24
DATA LINE
JOINT CONNECTOR-M03
M2
FUSE BLOCK (J/B) M4
10A 14
10A 18
IGNITION SWITCH ON OR START
BATTERY
UNIFIED METER CONTROL UNIT (WITH INFORMATION DISPLAY)
VDC OFF
HILL DESCENT CONTROL
SLIP
ABS
BRAKE
M57
M40
B69
48J
PARKING BRAKE SWITCH B84
BRAKE FLUID LEVEL SWITCH E21
E9
SOLENOID VALVE
RR OUT
RR IN
RL OUT
RL IN
FR OUT
FR IN
FL OUT
FL IN
USV1 (MC1)
USV2 (MC2)
HSV1 (MC1)
HSV2 (MC2)
ABFWA0433GB

BRAKE CONTROL SYSTEM CONNECTORS - VDC WITH HILL DESCENT CONTROL/HILL START ASSIST

Connector No.	M2
Connector Name	JOINT CONNECTOR-M03
Connector Color	GREEN

H.S.

9	8	7	6	5	4	3	2	1	
20	19	18	17	16	15	14	13	12	11	10

Terminal No.	Color of Wire	Signal Name
10	R	–
12	R/B	–

Connector No.	M4
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE

H.S.

7P	6P	5P	4P	3P	2P	1P
16P	15P	14P	13P	12P	11P	10P	9P	8P

Terminal No.	Color of Wire	Signal Name
1P	R/B	–
5P	W/G	–

Connector No.	M22
Connector Name	DATA LINK CONNECTOR
Connector Color	WHITE

H.S.

9	10	11	12	13	14	15	16	
1	2	3	4	5	6	7	8

Terminal No.	Color of Wire	Signal Name
7	W	– (FOR MEXICO)
7	V	– (EXCEPT FOR MEXICO)

Connector No.	M24
Connector Name	COMBINATION METER
Connector Color	WHITE

H.S.

20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21

Terminal No.	Color of Wire	Signal Name
11	P	CAN-L
12	L	CAN-H
13	GR	GROUND
16	W/G	RUN START
23	B	POWER GND
31	G	PARK BRAKE SW
32	SB	BRAKE OIL SWITCH

Connector No.	M31
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1G	2G	3G	4G	5G
6G	7G	8G	9G	10G

11G	12G	13G	14G	15G	16G	17G	18G	19G	20G	21G
22G	23G	24G	25G	26G	27G	28G	29G	30G
31G	32G	33G	34G	35G	36G	37G	38G	39G	40G	41G
42G	43G	44G	45G	46G	47G	48G	49G	50G
51G	52G	53G	54G	55G	56G	57G	58G	59G	60G	61G
62G	63G	64G	65G	66G	67G	68G	69G	70G
71G	72G	73G	74G	75G	76G	77G	78G	79G	80G	81G
82G	83G	84G	85G	86G	87G	88G	89G	90G
91G	92G	93G	94G	95G
96G	97G	98G	99G	100G

Terminal No.	Color of Wire	Signal Name
64G	W/R	–
68G	W	– (FOR MEXICO)
68G	V	– (EXCEPT FOR MEXICO)

Connector No.	M40
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1J	2J	3J	4J	5J
6J	7J	8J	9J	10J

11J	12J	13J	14J	15J	16J	17J	18J	19J	20J	21J
22J	23J	24J	25J	26J	27J	28J	29J	30J
31J	32J	33J	34J	35J	36J	37J	38J	39J	40J	41J
42J	43J	44J	45J	46J	47J	48J	49J	50J
51J	52J	53J	54J	55J	56J	57J	58J	59J	60J	61J
62J	63J	64J	65J	66J	67J	68J	69J	70J
71J	72J	73J	74J	75J	76J	77J	78J	79J	80J	81J
82J	83J	84J	85J	86J	87J	88J	89J	90J
91J	92J	93J	94J	95J
96J	97J	98J	99J	100J

Terminal No.	Color of Wire	Signal Name
48J	G	–

ABFIA0896GB

Connector No.	M154
Connector Name	VDC OFF SWITCH
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	GR	–
2	B	–

Connector No.	M91
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
3	GR	–
8	SB	–
10	P	–
11	L	–
12	Y	–

Connector No.	E12
Connector Name	STOP LAMP RELAY
Connector Color	BLUE

H.S.

Terminal No.	Color of Wire	Signal Name
1	V	–
2	R/B	–
3	R/B	–
5	G	–

Connector No.	M47
Connector Name	STEERING ANGLE SENSOR
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
1	B	–
2	W/R	–
3	L	–
4	P	–
8	R	–

Connector No.	M167
Connector Name	JOINT CONNECTOR-M02
Connector Color	BLUE

H.S.

Terminal No.	Color of Wire	Signal Name
1	P	–
4	P	–
9	P	–
10	L	–
13	L	–
20	L	–

Connector No.	M155
Connector Name	HILL DESCENT CONTROL SWITCH
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
1	B	–
2	Y	–

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Connector No.	E26
Connector Name	WIRE TO WIRE
Connector Color	WHITE

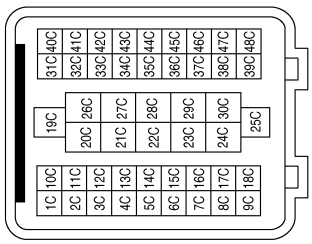
H.S.

1	2	3		4	5	6	7
8	9	10	11	12	13	14	15	16

Terminal No.	Color of Wire	Signal Name
3	GR	–
8	SB	–
10	P	–
11	L	–
12	Y	–

Connector No.	E41
Connector Name	WIRE TO WIRE
Connector Color	BLACK

H.S.



Terminal No.	Color of Wire	Signal Name
15C	P	–
16C	L	–
17C	V	–
18C	LG	–

Connector No.	E21
Connector Name	BRAKE FLUID LEVEL SWITCH
Connector Color	GRAY

H.S.

1
2

Terminal No.	Color of Wire	Signal Name
1	SB	–
2	B	–

Connector No.	E39
Connector Name	STOP LAMP SWITCH (WITH A/T)
Connector Color	WHITE

H.S.

3	4
1	2

Terminal No.	Color of Wire	Signal Name
1	R/B	–
2	Y	–

Connector No.	E18
Connector Name	FRONT WHEEL SENSOR LH
Connector Color	GRAY

H.S.

1	2

Terminal No.	Color of Wire	Signal Name
1	G	–
2	R	–

Connector No.	E34
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

4	3	2	1
8	7	6	5

Terminal No.	Color of Wire	Signal Name
5	BR	–
6	BG	–
7	W	–
8	Y	–

ABFIA0898GB

Connector No.	E117
Connector Name	FRONT WHEEL SENSOR RH
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	B	–
2	W	–

Connector No.	E119
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
15	W/R	ABS IGN SUPPLY

Connector No.	E127
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Color	BLACK

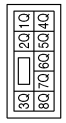
H.S.

Terminal No.	Color of Wire	Signal Name
1	R	MOTOR SUPPLY
2	–	–
3	–	–
4	–	–
5	–	–
6	GR	VDC OFF SW
7	–	–
8	W/R	IGN
9	–	–
10	SB	DIAG K
11	–	–
12	L	CAN-H
13	P	CAN-L
14	–	–
15	–	–
16	B	VALVE ECU GND
17	–	–
18	BG	CAN2-H
19	W	CAN2-L
20	–	–
21	–	–
22	Y	CLUS SUP
23	–	–
24	–	–
25	Y	HDC SW
26	–	–
27	–	–
28	GR	FLUID LEVEL SW
29	BR	CLUS GND
30	–	–
31	–	–
32	Y	VALVE ECU SUPPLY
33	W	FR RH SIG
34	B	FR RH PWR
35	V	STOP LAMP SW ON
36	L	RR LH PWR
37	P	RR LH SIG
38	–	–
39	SB	STOP LAMP SW
40	–	–
41	–	–
42	V	RR RH SIG
43	LG	RR RH PWR
44	–	–
45	G	FR LH PWR
46	R	FR LH SIG
47	B	MOTOR GND

ABFIA0899GB

Connector No.	E160
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire	Signal Name
8Q	R/B	–

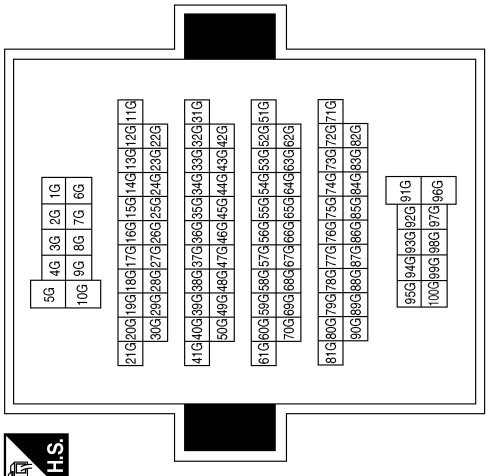
Connector No.	C10
Connector Name	REAR WHEEL SENSOR RH
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	LG	–
2	V	–

Connector No.	E152
Connector Name	WIRE TO WIRE
Connector Color	WHITE

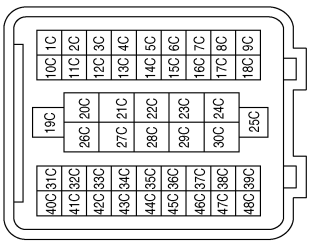
H.S.



Terminal No.	Color of Wire	Signal Name
64G	W/R	–
68G	W	– (FOR MEXICO)
68G	V	– (EXCEPT FOR MEXICO)

Connector No.	C1
Connector Name	WIRE TO WIRE
Connector Color	BLACK

H.S.



Terminal No.	Color of Wire	Signal Name
15C	P	–
16C	L	–
17C	V	–
18C	LG	–

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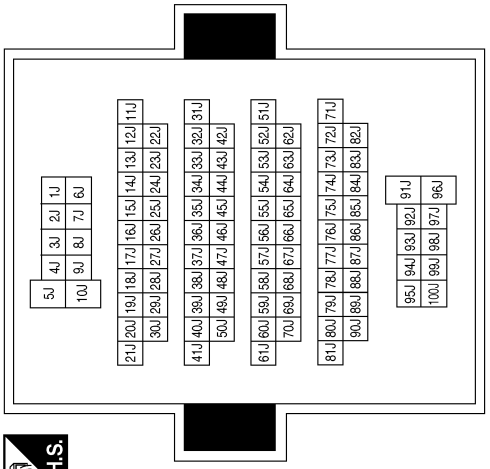
Connector No.	B69
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire	Signal Name
48J	G	–

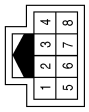
Connector No.	B84
Connector Name	PARKING BRAKE SWITCH
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	G	–

Connector No.	B40
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire	Signal Name
5	BR	–
6	BG	–
7	W	–
8	Y	–

Terminal No.	Color of Wire	Signal Name
1	BR	–
2	W	–
3	BG	–
4	Y	–

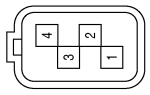
Connector No.	C11
Connector Name	REAR WHEEL SENSOR LH
Connector Color	BROWN

H.S.

Terminal No.	Color of Wire	Signal Name
1	L	–
2	P	–

Connector No.	B73
Connector Name	YAW RATE/SIDE/DECEL G SENSOR
Connector Color	BLACK

H.S.



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SYMPTOM DIAGNOSIS

APPLICATION NOTICE

Application Notice

INFOID:0000000010710910

Service information	Remarks
TYPE 1	VDC/TCS/ABS
TYPE 2	HILL DESCENT CONTROL/HILL START ASSIST/VDC/TCS/ABS

VDC/TCS/ABS

Symptom Table

INFOID:0000000010710911

If ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp turn ON, perform self-diagnosis.

Symptom	Check item	Reference
Excessive ABS function operation frequency	Brake force distribution	BRC-220, "Diagnosis Procedure"
	Looseness of front and rear axle	
	Wheel sensor and rotor system	
Unexpected pedal reaction	Brake pedal stroke	BRC-221, "Diagnosis Procedure"
	Make sure the braking force is sufficient when the ABS is not operating.	
The braking distance is long	Check stopping distance when the ABS is not operating.	BRC-222, "Diagnosis Procedure"
ABS function does not operate (Note 1)	ABS actuator and electric unit (control unit)	BRC-223, "Diagnosis Procedure"
Pedal vibration or ABS operation sound occurs (Note 2)	Brake pedal	BRC-224, "Diagnosis Procedure"
	ABS actuator and electric unit (control unit)	
Vehicle jerks during VDC/TCS/ABS control	ABS actuator and electric unit (control unit)	BRC-225, "Diagnosis Procedure"
	TCM	
	ECM	

NOTE:

- 1: The ABS does not operate when the speed is 10 km/h (6 MPH) or less.
- 2: Under the following conditions, ABS is activated and vibration is felt when brake pedal is lightly depressed. However, this is normal.

- When shifting gears
- When driving on slippery road
- During cornering at high speed
- When passing over bumps or grooves [at approximately 50 mm (1.97 in) or more]
- When pulling away just after starting engine [at approximately 10 km/h (6 MPH) or higher]

EXCESSIVE ABS FUNCTION OPERATION FREQUENCY

Diagnosis Procedure

INFOID:0000000010710912

1.CHECK START

Check front and rear brake force distribution using a brake tester.

Is the inspection result normal?

YES >> GO TO 2
NO >> Check brake system.

2.CHECK FRONT AND REAR AXLE

Make sure that there is no excessive play in the front and rear axles. Refer to front: FAX-5, "On-Vehicle Inspection and Service", Rear: RAX-6, "Rear Axle Bearing" (C200) or RAX-18, "Rear Axle Bearing" (M226).

Is the inspection result normal?

YES >> GO TO 3
NO >> Repair or replace malfunctioning components.

3.CHECK WHEEL SENSOR AND SENSOR ROTOR

Check the following.
- Wheel sensor installation for damage.
- Sensor rotor installation for damage.
- Wheel sensor connector connection.
- Wheel sensor harness inspection.

Is the inspection result normal?

YES >> GO TO 4
NO >>
- Replace wheel sensor or sensor rotor. Refer to BRC-231, "Removal and Installation" or BRC-232, "Removal and Installation".
- Repair harness.

4.CHECK ABS WARNING LAMP DISPLAY

Make sure that the ABS warning lamp is turned off after the ignition switch is turned ON or when driving.

Is the ABS warning lamp illuminated?

YES >> Perform self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".
NO >> Inspection End.

UNEXPECTED PEDAL REACTION

Diagnosis Procedure

INFOID:0000000010710913

1.CHECK BRAKE PEDAL STROKE

Check brake pedal stroke. Refer to BR-17, "Inspection and Adjustment".

Is the stroke too large?

YES >> • Bleed air from brake tube and hose. Refer to BR-19, "Bleeding Brake System".
• Check brake pedal, brake booster, and master cylinder for mount play, looseness, brake system fluid leakage, etc. Refer to BR-17, "Inspection and Adjustment" (brake pedal), BR-12, "On Board Inspection" (master cylinder), BR-10, "Inspection" (brake booster).

NO >> GO TO 2

2.CHECK FUNCTION

Disconnect ABS actuator and electric unit (control unit) connector to deactivate ABS. Check if braking force is normal in this condition. Connect connector after inspection.

Is the inspection result normal?

YES >> Inspection End.
NO >> Check brake system.

THE BRAKING DISTANCE IS LONG

Diagnosis Procedure

INFOID:0000000010710914

CAUTION:

The stopping distance on slippery road surfaces might be longer with the ABS operating than when the ABS is not operating.

1.CHECK FUNCTION

Turn ignition switch OFF and disconnect ABS actuator and electric unit (control unit) connector to deactivate ABS. In this condition, check stopping distance. After inspection, connect connector.

Is the inspection result normal?

YES >> Inspection End.
NO >> Check brake system.

ABS FUNCTION DOES NOT OPERATE

Diagnosis Procedure

INFOID:0000000010710915

CAUTION:
ABS does not operate when speed is 10 km/h (6 MPH) or lower.

1. CHECK ABS WARNING LAMP DISPLAY

Make sure that the ABS warning lamp turns OFF after ignition switch is turned ON or when driving.

Is the inspection result normal?

YES >> Inspection End.
NO >> Perform self-diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

PEDAL VIBRATION OR ABS OPERATION SOUND OCCURS

Diagnosis Procedure

INFOID:0000000010710916

CAUTION:

Under the following conditions, ABS is activated and vibration is felt when brake pedal is lightly depressed. However, this is normal.

- **When shifting gears**
- **When driving on slippery road**
- **During cornering at high speed**
- **When passing over bumps or grooves [at approximately 50 mm (1.97 in) or more]**
- **When pulling away just after starting engine [at approximately 10 km/h (6 MPH) or higher]**

1.SYMPTOM CHECK 1

Check that there are pedal vibrations when the engine is started.

Do vibrations occur?

YES >> GO TO 2
NO >> Inspect the brake pedal.

2.SYMPTOM CHECK 2

Check that there are ABS operation noises when the engine is started.

Do the operation noises occur?

YES >> GO TO 3
NO >> Perform self -diagnosis. Refer to BRC-146, "CONSULT Function (ABS)".

3.SYMPTOM CHECK 3

Check symptoms when electrical component (headlamps, etc.) switches are operated.

Do symptoms occur?

YES >> Check if there is a radio, antenna, antenna lead wire, or wiring close to the control unit. If there is, move it farther away.
NO >> Inspection End.

VEHICLE JERKS DURING VDC/TCS/ABS CONTROL

Diagnosis Procedure

INFOID:0000000010710917

1.SYMPTOM CHECK

Check if the vehicle jerks during VDC/TCS/ABS control.

Is the inspection result normal?

YES >> Inspection End.
NO >> GO TO 2

2.CHECK SELF-DIAGNOSIS RESULTS

Perform self-diagnosis of ABS actuator and electric unit (control unit). Refer to BRC-146, "CONSULT Function (ABS)".

Are self-diagnosis results indicated?

YES >> Check corresponding items, make repairs, and perform ABS actuator and electric unit (control unit) self-diagnosis.
NO >> GO TO 3

3.CHECK CONNECTOR

- Turn ignition switch OFF and disconnect ABS actuator and electric unit (control unit) connector and check terminal for deformation, disconnection, looseness, etc.
- Securely connect connectors and perform ABS actuator and electric unit (control unit) self-diagnosis.

Are self-diagnosis results indicated?

YES >> If poor contact, damage, open or short circuit of connector terminal is found, repair or replace.
NO >> GO TO 4

4.CHECK ECM AND TCM SELF-DIAGNOSIS RESULTS

Perform ECM and TCM self-diagnosis.

Are self-diagnosis results indicated?

YES >> Check the corresponding items.
- ECM: Refer to EC-518, "CONSULT Function".
- TCM: Refer to TM-157, "CONSULT Function (TRANSMISSION)".

NO >> Replace ABS actuator and electric unit (control unit). Refer to BRC-233, "Removal and Installation".

NORMAL OPERATING CONDITION

Description

INFOID:0000000010710918

Symptom	Result
Slight vibrations are felt on the brake pedal and the operation noises occur, when VDC, TCS or ABS is activated.	This is a normal condition due to the VDC, TCS or ABS activation.
Stopping distance is longer than that of vehicles without ABS when the vehicle drives on rough, gravel, or snow-covered (fresh, deep snow) roads.	
The brake pedal moves and generates noises, when TCS or VDC is activated due to rapid acceleration or sharp turn.	
The brake pedal vibrates and motor operation noises occur from the engine room, after the engine starts and just after the vehicle starts.	This is normal, and it is caused by the ABS operation check.
Depending on the road conditions, the driver may experience a sluggish feel.	This is normal, because TCS places the highest priority on the optimum traction (stability).
TCS may activate momentarily if wheel speed changes when driving over location where friction coefficient varies, when downshifting, or when fully depressing accelerator pedal.	
The ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp may turn ON when the vehicle is subject to strong shaking or large vibration, such as when the vehicle is rotating on a turntable or located on a ship while the engine is running.	In this case, restart the engine on a normal road. If the normal condition is restored, there is no malfunction. At that time, erase the self-diagnosis memory.
VDC may not operate normally or the ABS warning lamp, VDC OFF indicator lamp, and SLIP indicator lamp may illuminate, when running on a special road that is extremely slanted (e.g. bank in a circuit course).	
A malfunction may occur in the yaw rate/side/decel G sensor system, when the vehicle turns sharply, such as during a spin turn, axle turn, or drift driving, while the VDC function is off (VDC OFF indicator lamp illuminated).	
The vehicle speed will not increase even though the accelerator pedal is depressed, when inspecting the speedometer on a 2-wheel chassis dynamometer.	Normal (Deactivate the VDC/TCS function before performing an inspection on a chassis dynamometer.)
VDC OFF indicator lamp and SLIP indicator lamp may simultaneously turn on when low tire pressure warning lamp turns on.	This is not a VDC system error but results from characteristic change of tire.

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:0000000010710919

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

- **When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.**
- **When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery and wait at least three minutes before performing any service.**

Precaution for Brake System

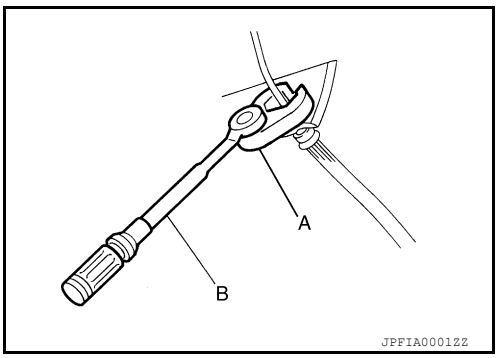
INFOID:0000000011274775

WARNING:

Clean any dust from the front brake and rear brake with a vacuum dust collector. Do not blow with compressed air.

- Brake fluid use refer to MA-16, "FOR USA AND CANADA : Fluids and Lubricants". (United States and Canada) and MA-19, "FOR MEXICO : Fluids and Lubricants" (Mexico).
- Do not reuse drained brake fluid.
- Do not spill or splash brake fluid on painted surfaces. Brake fluid may seriously damage paint. Wipe it off immediately and wash with water if it gets on a painted surface.
- Always confirm the specified tightening torque when installing the brake pipes.
- After pressing the brake pedal more deeply or harder than normal driving, such as air bleeding, inspect the brake pedal height and play. Adjust brake pedal if it is outside the standard value.
- Always clean with new brake fluid when cleaning the brake caliper and other components.
- Do not use mineral oils such as gasoline or light oil to clean. They may damage rubber parts and cause improper operation.
- Always loosen the brake tube flare nut with a flare nut wrench.

- Tighten the brake tube flare nut to the specified torque with a crow-foot (A) and torque wrench (B).
- Brake system is an important safety part. If a brake fluid leak is detected, always disassemble the affected part. If a malfunction is detected, replace part with a new one.
- Always connect the battery terminals when moving the vehicle.
- Check that no brake fluid leakage is present after replacing the parts.
- Burnish the brake contact surfaces after refinishing or replacing disc brake rotors, after replacing brake pads, or if a soft pedal occurs at very low mileage.



- Front brake pad: Refer to BR-7, "BRAKE PAD : Inspection".
- Front disc brake rotor: Refer to BR-7, "DISC ROTOR : Inspection".
- Rear brake pad: Refer to BR-9, "BRAKE PAD : Inspection".
- Rear disc brake rotor: Refer to BR-9, "DISC ROTOR : Inspection".

Precaution for Brake Control

INFOID:0000000010710921

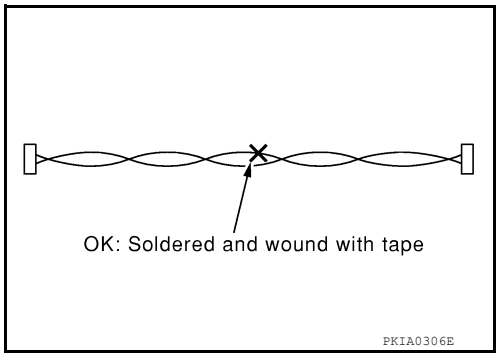
- During ABS operation, the brake pedal may vibrate lightly and a mechanical noise may be heard. This is normal.
- Just after starting vehicle, the brake pedal may vibrate or a motor operating noise may be heard from engine compartment. This is a normal status of operation check.
- Stopping distance may be longer than that of vehicles without ABS when vehicle drives on rough, gravel, or snow-covered (fresh, deep snow) roads.
- When an error is indicated by ABS or another warning lamp, collect all necessary information from customer (what symptoms are present under what conditions) and check for simple causes before starting diagnosis. Besides electrical system inspection, check brake booster operation, brake fluid level, and fluid leaks.
- If incorrect tire sizes or types are installed on the vehicle or brake pads are not Genuine NISSAN parts, stopping distance or steering stability may deteriorate.
- If there is a radio, antenna or related wiring near control module, ABS function may have a malfunction or error.
- If aftermarket parts (car stereo, CD player, etc.) have been installed, check for incidents such as harness pinches, open circuits or improper wiring.
- If the following components are replaced with non-genuine components or modified, the VDC OFF indicator lamp and SLIP indicator lamp may turn on or the VDC system may not operate properly. Components related to suspension (shock absorbers, struts, springs, bushings, etc.), tires, wheels (exclude specified size), components related to brake system (pads, rotors, calipers, etc.), components related to engine (muffler, ECM, etc.), components related to body reinforcement (roll bar, tower bar, etc.).
- Driving with broken or excessively worn suspension components, tires or brake system components may cause the VDC OFF indicator lamp and the SLIP indicator lamp to turn on, and the VDC system may not operate properly.
- When the TCS or VDC is activated by sudden acceleration or sudden turn, some noise may occur. The noise is a result of the normal operation of the TCS and VDC.
- When driving on roads which have extreme slopes (such as mountainous roads) or high banks (such as sharp curves on a freeway), the VDC may not operate normally, or the VDC warning lamp and the SLIP indicator lamp may turn on. This is not a problem if normal operation can be resumed after restarting the engine.
- Sudden turns (such as spin turns, acceleration turns), drifting, etc. with VDC turned off may cause the yaw rate/side/decel G sensor to indicate a problem. This is not a problem if normal operation can be resumed after restarting the engine.
- If battery is removed or steering angle sensor is disconnected, power to steering angle sensor is lost and the screen goes into steering angle sensor safe mode.
- When screen goes into steering angle sensor safe mode, perform "Adjustment of Steering Angle Sensor Neutral Position" with CONSULT and check that VDC OFF indicator turns off. Additionally, perform self-diagnosis, check that only "Steering Angle Sensor Safe Mode" is shown for self-diagnostic result, and then delete the memory. (If the self-diagnostic result shows an indication other than "Steering Angle Sensor Safe Mode", repair the relevant part and restart self-diagnosis.) The steering angle sensor is released and returns to normal condition by performing the above operation.
- When checking, if only "Steering Angle Sensor Safe Mode" is shown in the self-diagnostic result and VDC OFF indicator is off, delete history of malfunction. This happens when battery power supply is lost and the screen goes into Steering Angle Sensor Safe Mode, and then screen returns to normal mode automatically by driving the vehicle in a straight forward direction [for approximately 30 seconds at 20 km/h (12 MPH) or more] after power is supplied again.

NOTE:
VDC OFF indicator lamp is on when VDC OFF switch is on.

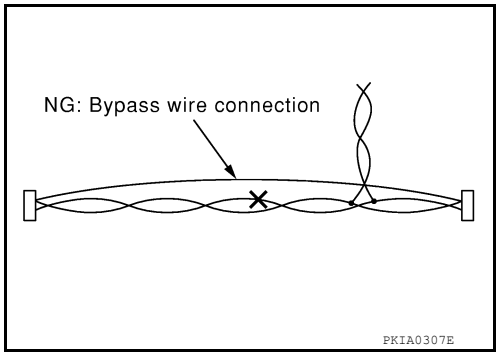
Precaution for CAN System

INFOID:0000000010710922

- Do not apply voltage of 7.0V or higher to terminal to be measured.
- Maximum open terminal voltage of tester in use must be less than 7.0V.
- Before checking harnesses, turn ignition switch OFF and disconnect battery negative cable.
- Area to be repaired must be soldered and wrapped with tape. Make sure that fraying of twisted wire is within 110 mm (4.33 in).



- Do not make a bypass connection to repaired area. (If the circuit is bypassed, characteristics of twisted wire will be lost.)



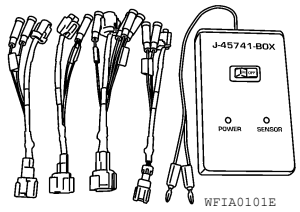
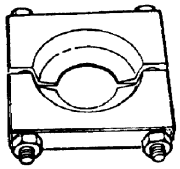
PREPARATION

PREPARATION

Special Service Tool

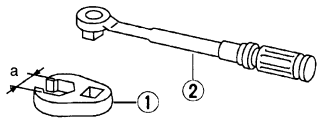
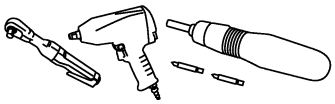
INFOID:0000000010710923

The actual shape of the tools may differ from those illustrated here.

Tool number (TechMate No.) Tool name	Description
KV991J0080 (J-45741) ABS active wheel sensor tester  WFIA0101E	Checking operation of ABS active wheel sensors
ST30031000 (—) Bearing puller  ZZA0700D	Removing sensor rotor

Commercial Service Tool

INFOID:0000000010710924

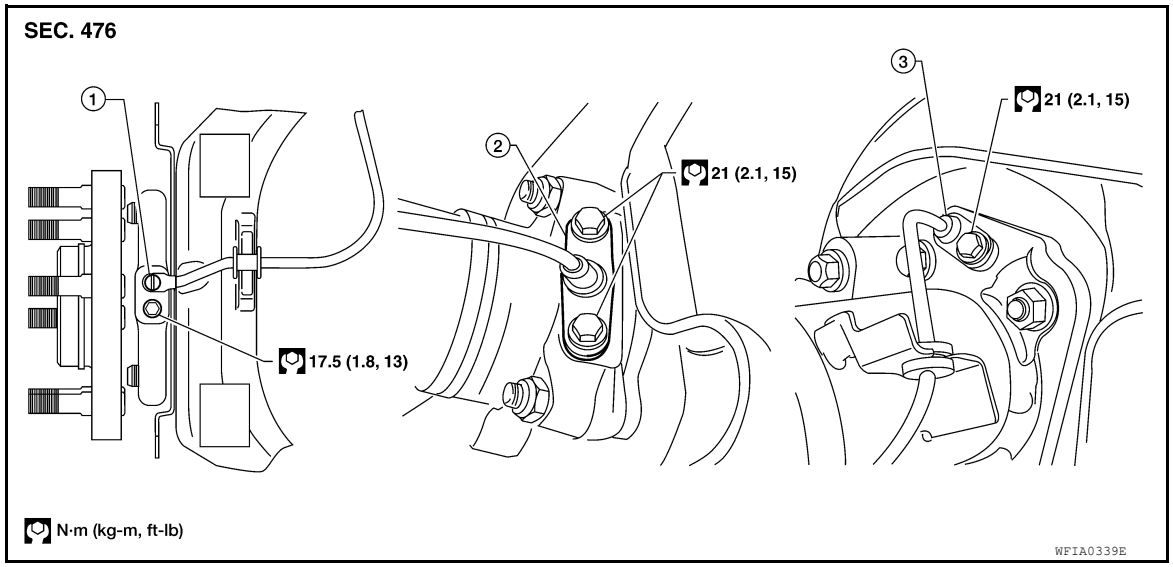
Tool name	Description
1. Flare nut crowfoot 2. Torque wrench  S-NT360	Tightening brake tube flare nuts **a: 10 mm (0.39 in)/12 mm (0.47 in)**
Power tool  PIIB1407E	Loosening nuts, screws and bolts

UNIT REMOVAL AND INSTALLATION

WHEEL SENSOR

Removal and Installation

INFOID:0000000010710925



1. Front wheel sensor
2. Rear wheel sensor (C200)
3. Rear wheel sensor (M226)

REMOVAL

1. Remove wheel sensor bolt.
   - When removing the front wheel sensor, first remove the disc rotor to gain access to the front wheel sensor. Refer to BR-36, "Removal and Installation of Brake Caliper and Disc Rotor".
2. Pull the wheel sensor straight out, being careful to turn it as little as possible.
   CAUTION:
   - **Be careful not to damage the wheel sensor edge and sensor rotor teeth.**
   - **Do not pull on the wheel sensor harness.**
3. Disconnect wheel sensor harness connector, then remove the wheel sensor harness from the mounts to remove the wheel sensor.

INSTALLATION

Installation is in the reverse order of removal.

- Before installing wheel sensors do the following:
- Inspect and replace the wheel sensor if damaged.
- Clean the wheel sensor hole and mating surface with brake cleaner and a lint-free cloth. Be careful that dirt and debris do not enter the hub and bearing assembly or the rear axle.

SENSOR ROTOR

Removal and Installation

INFOID:0000000010710926

FRONT

Removal and Installation

The wheel sensor rotors are built into the wheel hubs and are not removable. If damaged, replace wheel hub and bearing assembly. Refer to FAX-8, "Removal and Installation"

REAR (C200)

Removal and Installation

It is necessary to disassemble the rear axle to replace the sensor rotor. Perform the axle shaft assembly removal procedure to replace sensor rotor. Refer to RAX-7, "Removal and Installation".

REAR (M226)

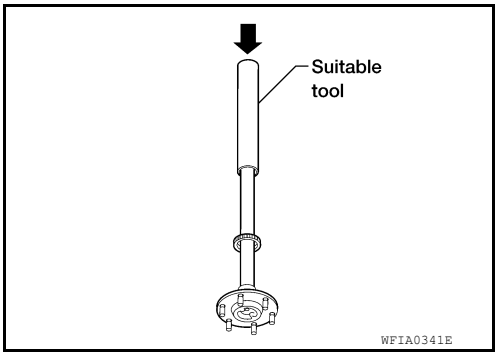
Removal

1. Remove the axle shaft assembly. Refer to RAX-19, "Removal and Installation".
2. Pull the sensor rotor off of the axle shaft using Tool and a suitable press.

Tool number : ST30031000 (—)

Installation

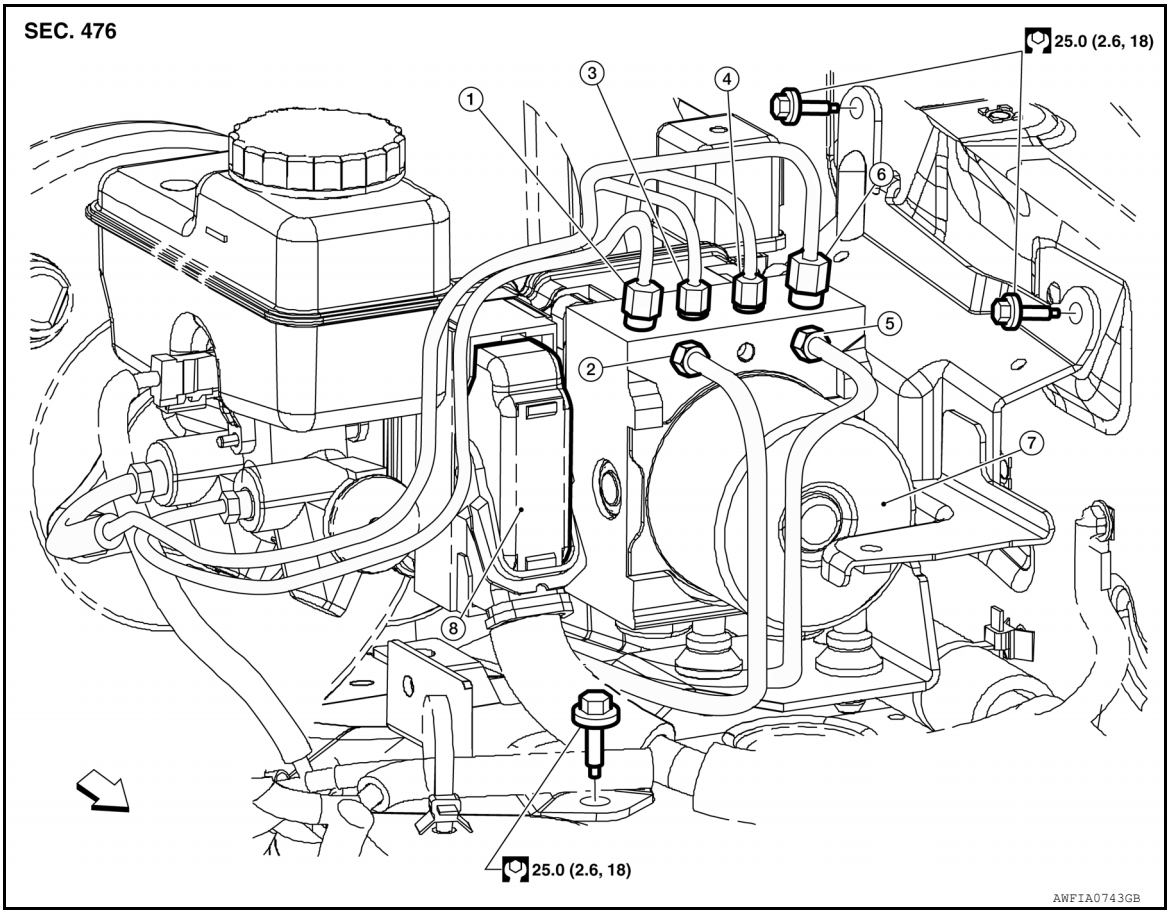
1. Install the new sensor rotor on the axle shaft using a suitable length steel tube and a press. Make sure the sensor rotor is fully seated.
   CAUTION:
   Do not reuse the old sensor rotor.
2. Install the axle shaft assembly. Refer to RAX-19, "Removal and Installation".
   CAUTION:
   Do not reuse the axle oil seal. The axle oil seal must be replaced every time the axle shaft assembly is removed from the axle shaft housing.



ACTUATOR AND ELECTRIC UNIT (ASSEMBLY)

Removal and Installation

INFOID:0000000010710927



1. From master cylinder secondary side 18.2 N·m (1.9 kg-m, 13 ft-lb)
2. To rear right disc brake 13.0 N·m (1.3 kg-m, 10 ft-lb)
3. To rear left disc brake 13.0 N·m (1.3 kg-m, 10 ft-lb)
4. To front right disc brake 13.0 N·m (1.3 kg-m, 10 ft-lb)
5. To front left disc brake 13.0 N·m (1.3 kg-m, 10 ft-lb)
6. From master cylinder primary side 18.2 N·m (1.9 kg-m, 13 ft-lb)
7. ABS actuator and electric unit (control unit)
8. Harness connector

⇦ Front

NOTE:
When removing components such as hoses, tubes/lines, etc., cap or plug openings to prevent fluid from spilling.

REMOVAL

1. Disconnect the negative battery terminal. Refer to PG-89, "Removal and Installation".
2. Remove air cleaner case. Refer to EM-141, "Exploded View".
3. Disconnect the harness connector from the ABS actuator and electric unit (control unit).
   CAUTION:
   - **To remove the brake tubes, use a flare nut wrench to prevent the flare nuts and brake tubes from being damaged.**
   - **Be careful not to splash brake fluid on painted areas.**
4. Disconnect the brake tubes.
5. Remove the three bolts and remove the ABS actuator and electric unit (control unit).
6. Remove the bolt and remove the bracket from the ABS actuator and electric unit (control unit).

INSTALLATION

Installation is in the reverse order of removal.

- If the ABS actuator and electric unit (control unit) is replaced, make sure to adjust position of steering angle sensor. Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement".

ABS actuator and electric unit (control unit) bolt (LH side) : 7.0 N·m (0.7 kg-m, 62 in-lb)

CAUTION:

- **All hoses and piping (tubes) must be free from excessive bending, twisting and pulling.**
- **Make sure there is no interference with other parts when turning steering both clockwise and counterclockwise.**
- **The brake piping is an important safety part. If a brake fluid leak is detected, always disassemble the parts. Replace applicable part with a new one, if necessary.**
- **Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.**
- **Do not bend or twist brake hose sharply, or strongly pull it.**
- **When removing components, cover connections so that no dirt, dust, or other foreign matter gets in.**
- **Do not reuse drained brake fluid.**
- **After installation of the ABS actuator and electric unit (control unit), refill brake system with new brake fluid, then bleed the air from the brake system. Refer to BR-19, "Bleeding Brake System".**

STEERING ANGLE SENSOR

Removal and Installation

INFOID:0000000010710928

REMOVAL

1. Remove the spiral cable. Refer to SR-13, "Removal and Installation".
2. Remove the screws and remove the steering angle sensor from the spiral cable.

INSTALLATION

Installation is in the reverse order of removal.

- Reset the neutral position of the steering angle sensor. Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement".

CAUTION:

Any time the steering angle sensor is removed and installed or replaced, you must reset the neutral position of the steering angle sensor. Refer to BRC-123, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement".

YAW RATE/SIDE/DECEL G SENSOR

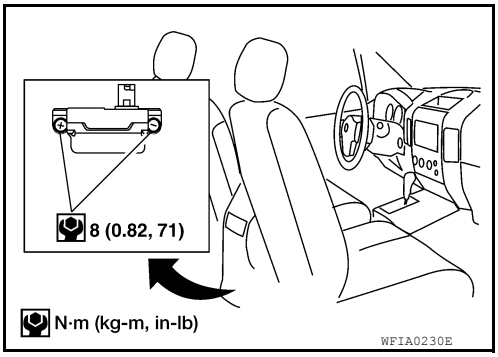
Removal and Installation

INFOID:0000000010710929

REMOVAL

1. Remove center console rear base. Refer to IP-14, "Exploded View".
2. Remove yaw rate/side/decel G sensor attaching nuts as shown.
   - The location of the yaw rate/side/decel G sensor is the same for all models.

   CAUTION:
   - **Do not use power tools to remove or install yaw rate/side/decel G sensor.**
   - **Do not drop or strike the yaw rate/side/decel G sensor.**
3. Disconnect harness connector and remove the yaw rate/side/decel G sensor.



INSTALLATION

Installation is in the reverse order of removal.

NOTE:

After performing the above work, calibrate the yaw rate/side/decel G sensor. Refer to BRC-13, "CALIBRATION OF DECEL G SENSOR : Special Repair Requirement".