SECTION BRC
BRAKE CONTROL SYSTEM

CONTENTS

VDC/TCS/ABS

BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

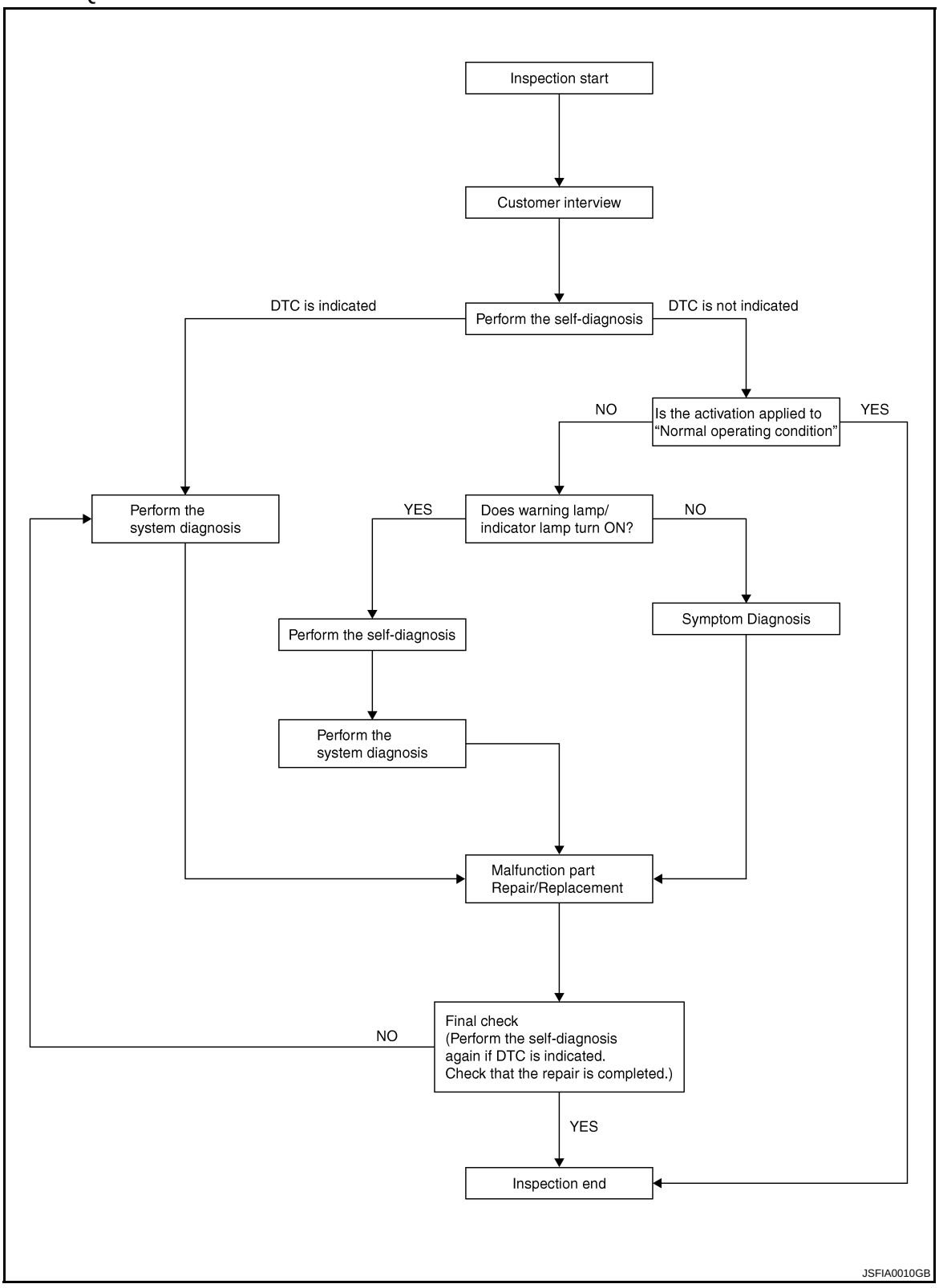
Work Flow

INFOID:0000000001635017

PRECAUTIONS FOR DIAGNOSIS

If steering angle sensor, steering system parts, suspension system parts, 4WAS 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-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

OVERALL SEQUENCE



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-7, "Diagnostic Work Sheet".

>> GO TO 2.

2.PERFORM THE SELF-DIAGNOSIS

Check the DTC display with the self-diagnosis function.

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-96, "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-75, "Description".
- Brake warning lamp: Refer to BRC-76, "Description".
- VDC OFF indicator lamp: Refer to BRC-77, "Description".
- SLIP indicator lamp: Refer to BRC-78, "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-26, "CONSULT-III Function".

Is no other DTC present and the repair completed?

YES >> INSPACTION END
NO >> GO TO 3.

Diagnostic Work Sheet

INFOID:0000000001635018

Customer name MR/MS	Model & Year		VIN
Engine #	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 does not work (Rear wheels slip when accelerating)	☐ ABS does 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		

SFIA3265E

INSPECTION AND ADJUSTMENT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Description

INFOID:0000000001635019

After replacing the ABS actuator and electric unit (control unit), perform the neutral position adjustment for the steering angle sensor.

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement

INFOID:0000000001635020

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

Perform the neutral position adjustment for the steering angle sensor.

>> Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement".

ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description

INFOID:0000000001635021

In case of doing work that applies to the list below, make sure to adjust neutral position of steering angle sensor before running vehicle.

×: 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 4WAS components	×
Replacing 4WAS components	×
Removing/Installing steering components	×
Replacing steering components	×
Removing/Installing suspension components	×
Replacing suspension components	×
Change tires to new ones	—
Tire rotation	—
Adjusting wheel alignment	×

ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Special Repair Requirement

INFOID:0000000001635022

ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

CAUTION:

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

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-III screen, touch "WORK SUPPORT" and “ST ANG SEN 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±2.5°.

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 memories of the ABS actuator and electric unit (control unit), ECM, 4WAS and ICC.
- ABS actuator and electric unit (control unit): Refer to BRC-26, "CONSULT-III Function".
- ECM: Refer to EC-120, "CONSULT-III Function".
- 4WAS
  - 4WAS FRONT CONTROL UNIT: Refer to STC-39, "CONSULT-III Function [4WAS(FRONT)]".
  - 4WAS MAIN CONTROL UNIT: Refer to STC-43, "CONSULT-III Function [4WAS(MAIN)/RAS/HICAS]".
- ICC: Refer to CCS-23, "CONSULT-III Function (ICC)".

Are the memories erased?

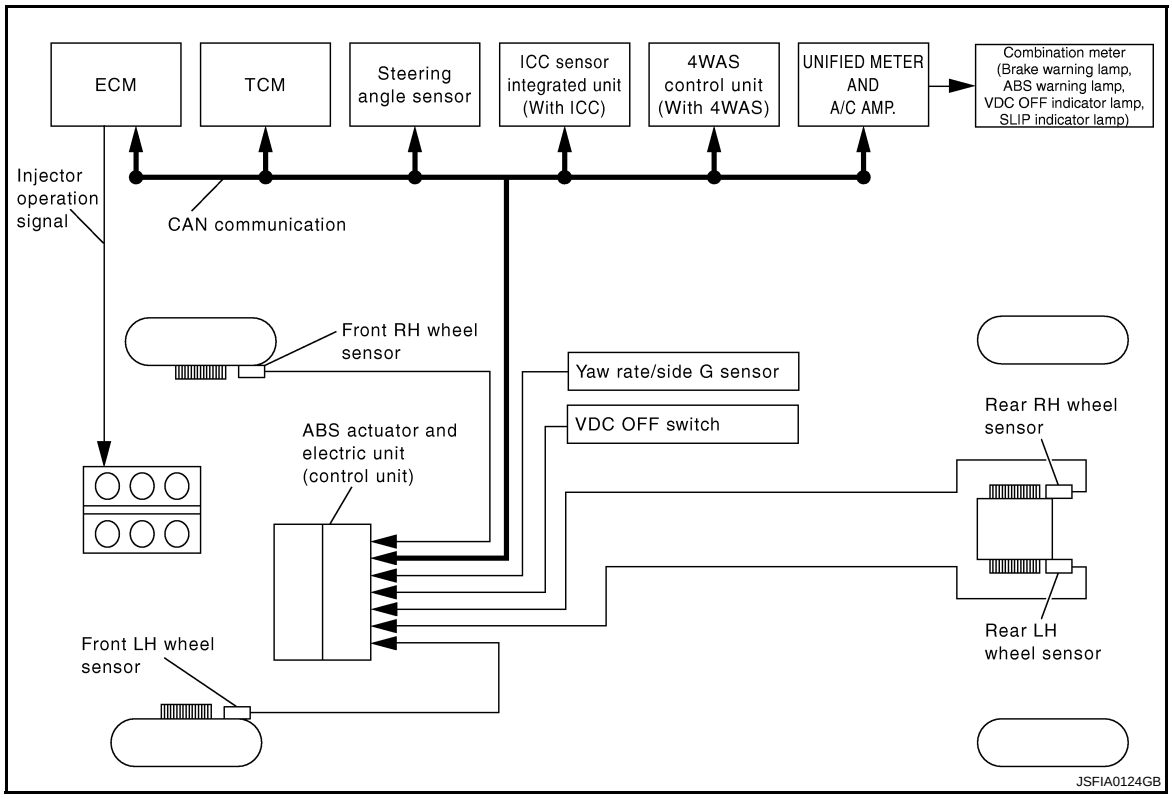
YES >> INSPECTION END
NO >> Check the items indicated by the self-diagnosis.

FUNCTION DIAGNOSIS

VDC

System Diagram

INFOID:0000000001635023



System Description

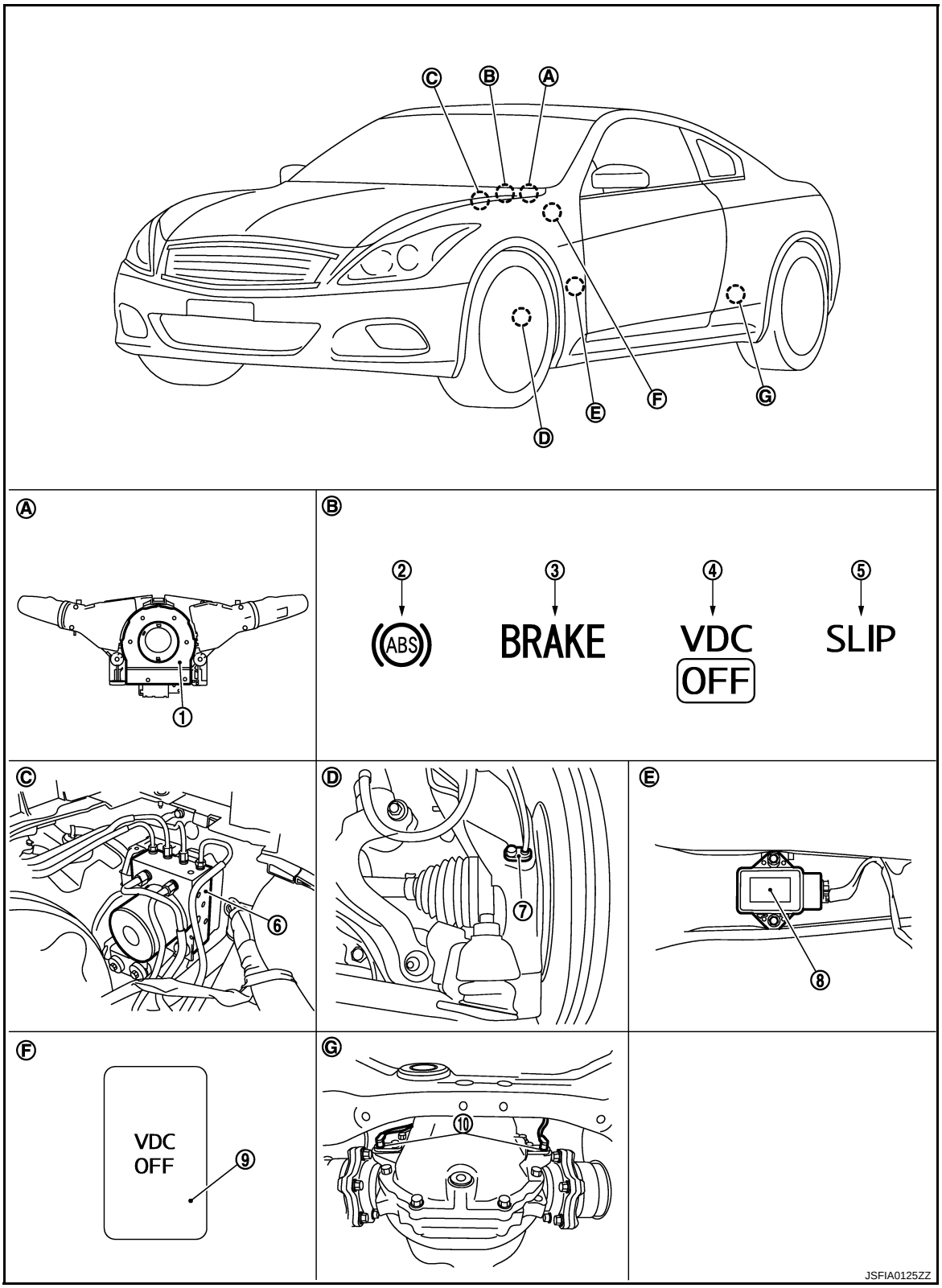
INFOID:0000000001635024

- Vehicle Dynamics Control system detects driver's steering operation amount and brake pedal travel from steering angle sensor and pressure sensor. Using information from yaw rate/side 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-III is available.

Component Parts Location

INFOID:0000000001635025

For USA

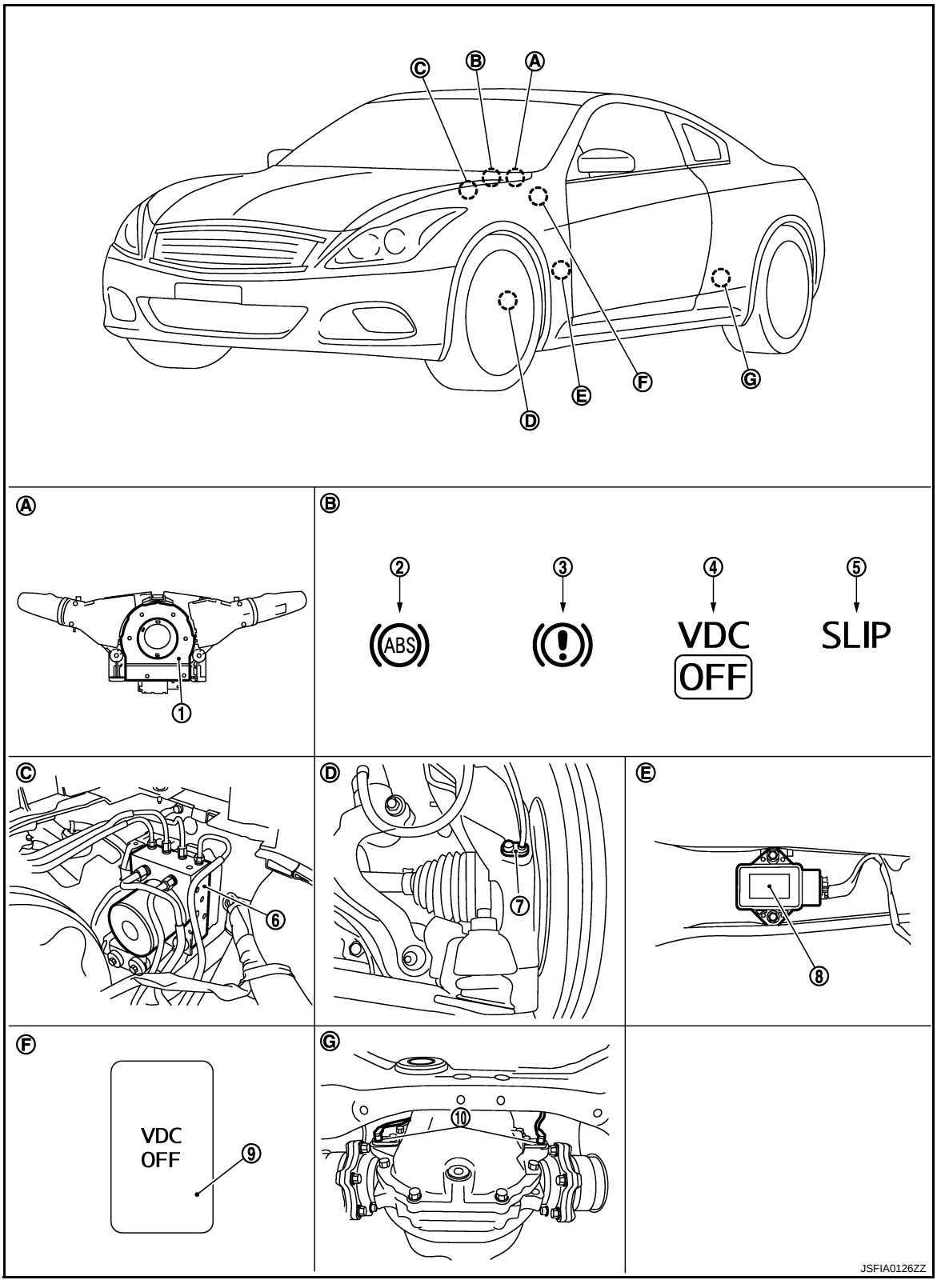


1. Steering angle sensor
2. ABS warning lamp
3. Brake warning lamp
4. VDC OFF indicator lamp
5. SLIP indicator lamp
6. ABS actuator and electric unit (control unit)

7. Front wheel sensor
8. Yaw rate/side G sensor
9. VDC OFF switch
10. Rear wheel sensor

A. Back of spiral cable assembly
B. Combination meter
C. Inside brake master cylinder cover
D. Steering knuckle
E. Under center console
F. Instrument driver lower panel
G. Rear final drive assembly

For Canada



1. Steering angle sensor
2. ABS warning lamp
3. Brake warning lamp
4. VDC OFF indicator lamp
5. SLIP indicator lamp
6. ABS actuator and electric unit (control unit)
7. Front wheel sensor
8. Yaw rate/side G sensor
9. VDC OFF switch
10. Rear wheel sensor

A. Back of spiral cable assembly
B. Combination meter
C. Inside brake master cylinder cover
D. Steering knuckle
E. Under center console
F. Instrument driver lower panel
G. Rear final drive assembly

Component Description

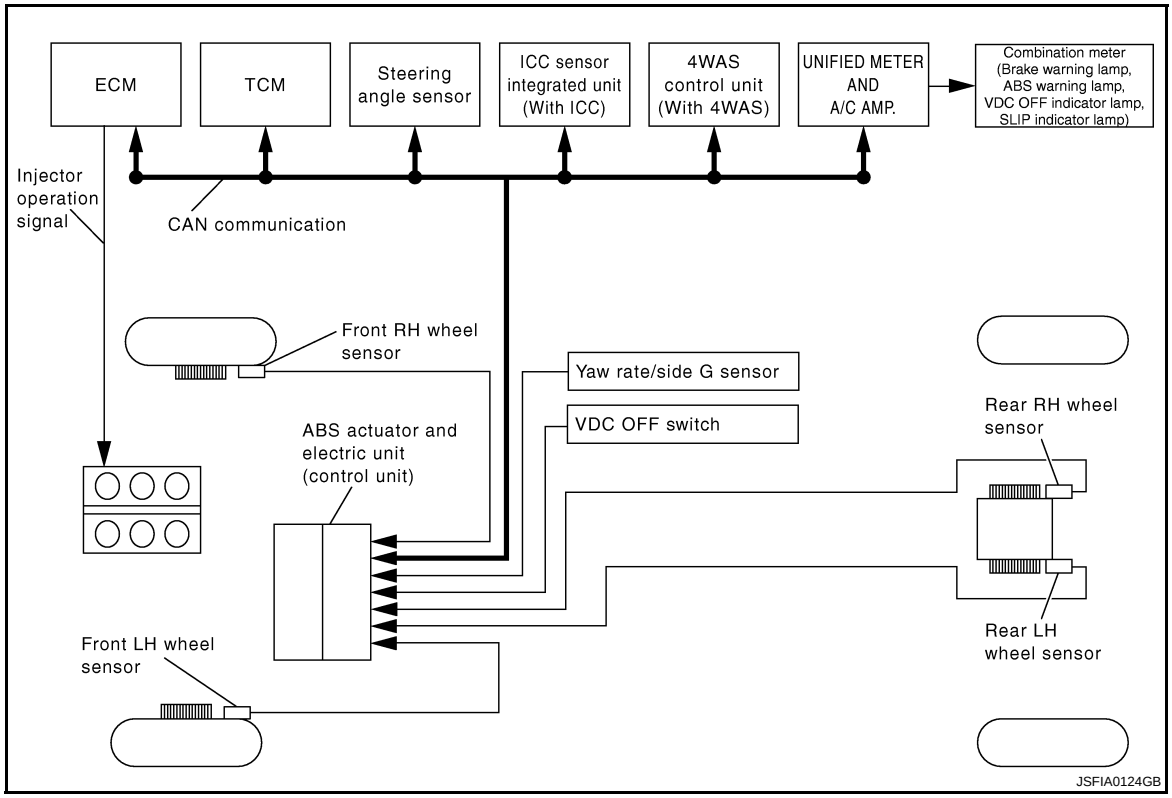
INFOID:0000000001635026

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-40, "Description"
	Motor	
	Actuator relay (Main relay)	BRC-42, "Description"
	Solenoid valve	BRC-49, "Description"
	Pressure sensor	BRC-57, "Description"
	VDC switch-over valve (USV1, USV2, HSV1, HSV2)	BRC-64, "Description"
Wheel sensor		BRC-31, "Description"
Yaw rate/side G sensor		BRC-61, "Description"
Steering angle sensor		BRC-59, "Description"
VDC OFF switch		BRC-73, "Description"
ABS warning lamp		BRC-75, "Description"
Brake warning lamp		BRC-76, "Description"
VDC OFF indicator lamp		BRC-77, "Description"
SLIP indicator lamp		BRC-78, "Description"

TCS

System Diagram

INFOID:0000000001645292



System Description

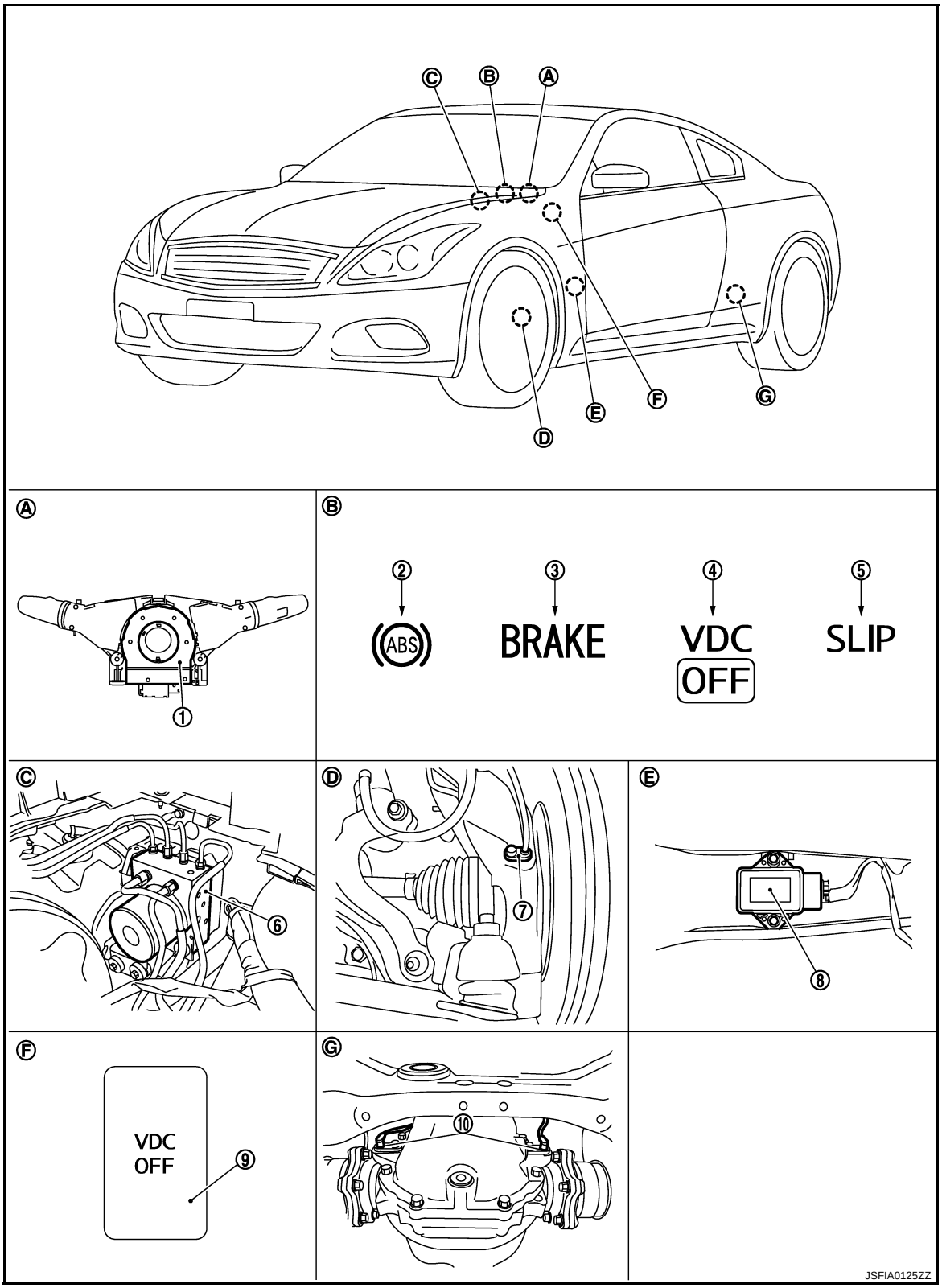
INFOID:0000000001635028

- 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-III is available.

Component Parts Location

INFOID:0000000001645293

For USA

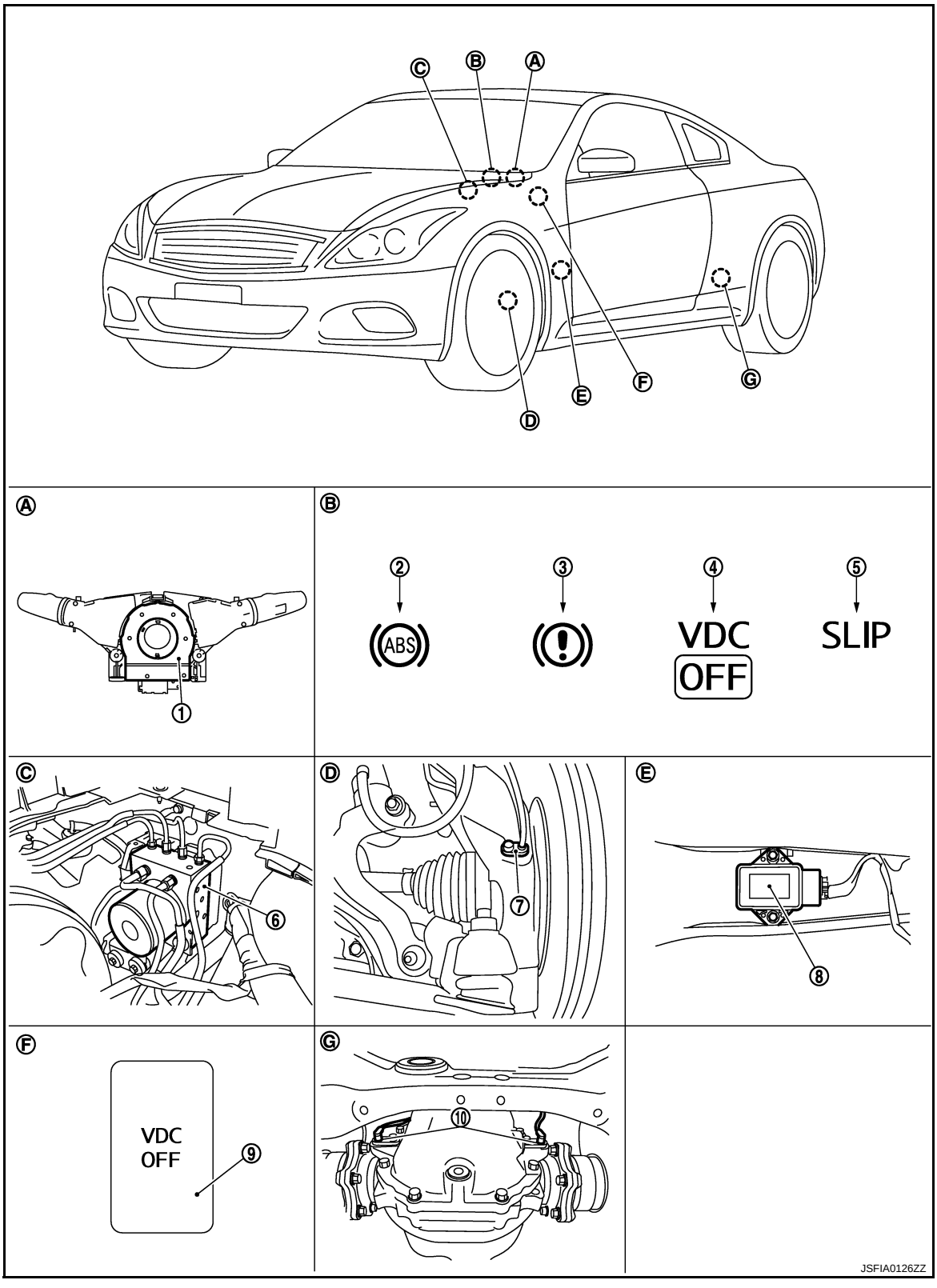


1. Steering angle sensor
2. ABS warning lamp
3. Brake warning lamp
4. VDC OFF indicator lamp
5. SLIP indicator lamp
6. ABS actuator and electric unit (control unit)

7. Front wheel sensor
8. Yaw rate/side G sensor
9. VDC OFF switch
10. Rear wheel sensor

A. Back of spiral cable assembly
B. Combination meter
C. Inside brake master cylinder cover
D. Steering knuckle
E. Under center console
F. Instrument driver lower panel
G. Rear final drive assembly

For Canada



1. Steering angle sensor
2. ABS warning lamp
3. Brake warning lamp
4. VDC OFF indicator lamp
5. SLIP indicator lamp
6. ABS actuator and electric unit (control unit)
7. Front wheel sensor
8. Yaw rate/side G sensor
9. VDC OFF switch
10. Rear wheel sensor

A. Back of spiral cable assembly
B. Combination meter
C. Inside brake master cylinder cover
D. Steering knuckle
E. Under center console
F. Instrument driver lower panel
G. Rear final drive assembly

Component Description

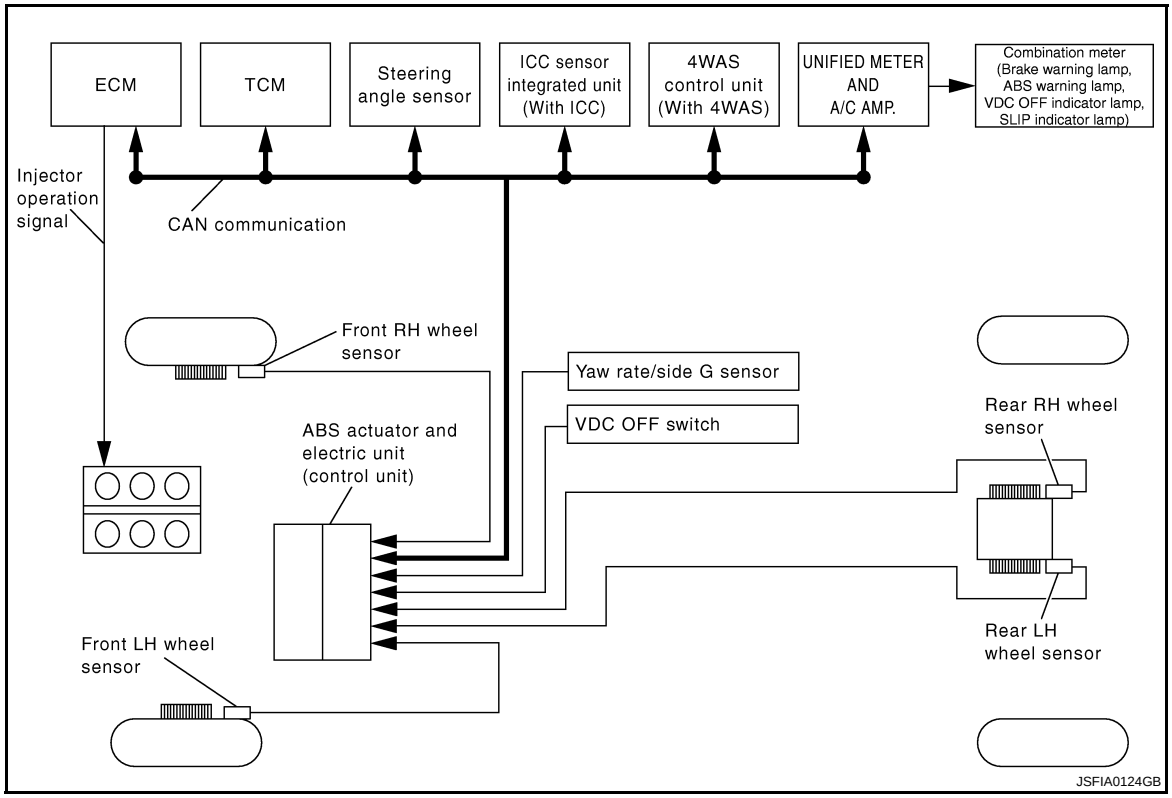
INFOID:0000000001645294

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-40, "Description"
	Motor	
	Actuator relay (Main relay)	BRC-42, "Description"
	Solenoid valve	BRC-49, "Description"
	Pressure sensor	BRC-57, "Description"
	VDC switch-over valve (USV1, USV2, HSV1, HSV2)	BRC-64, "Description"
Wheel sensor		BRC-31, "Description"
Yaw rate/side G sensor		BRC-61, "Description"
Steering angle sensor		BRC-59, "Description"
VDC OFF switch		BRC-73, "Description"
ABS warning lamp		BRC-75, "Description"
Brake warning lamp		BRC-76, "Description"
VDC OFF indicator lamp		BRC-77, "Description"
SLIP indicator lamp		BRC-78, "Description"

ABS

System Diagram

INFOID:0000000001645295



System Description

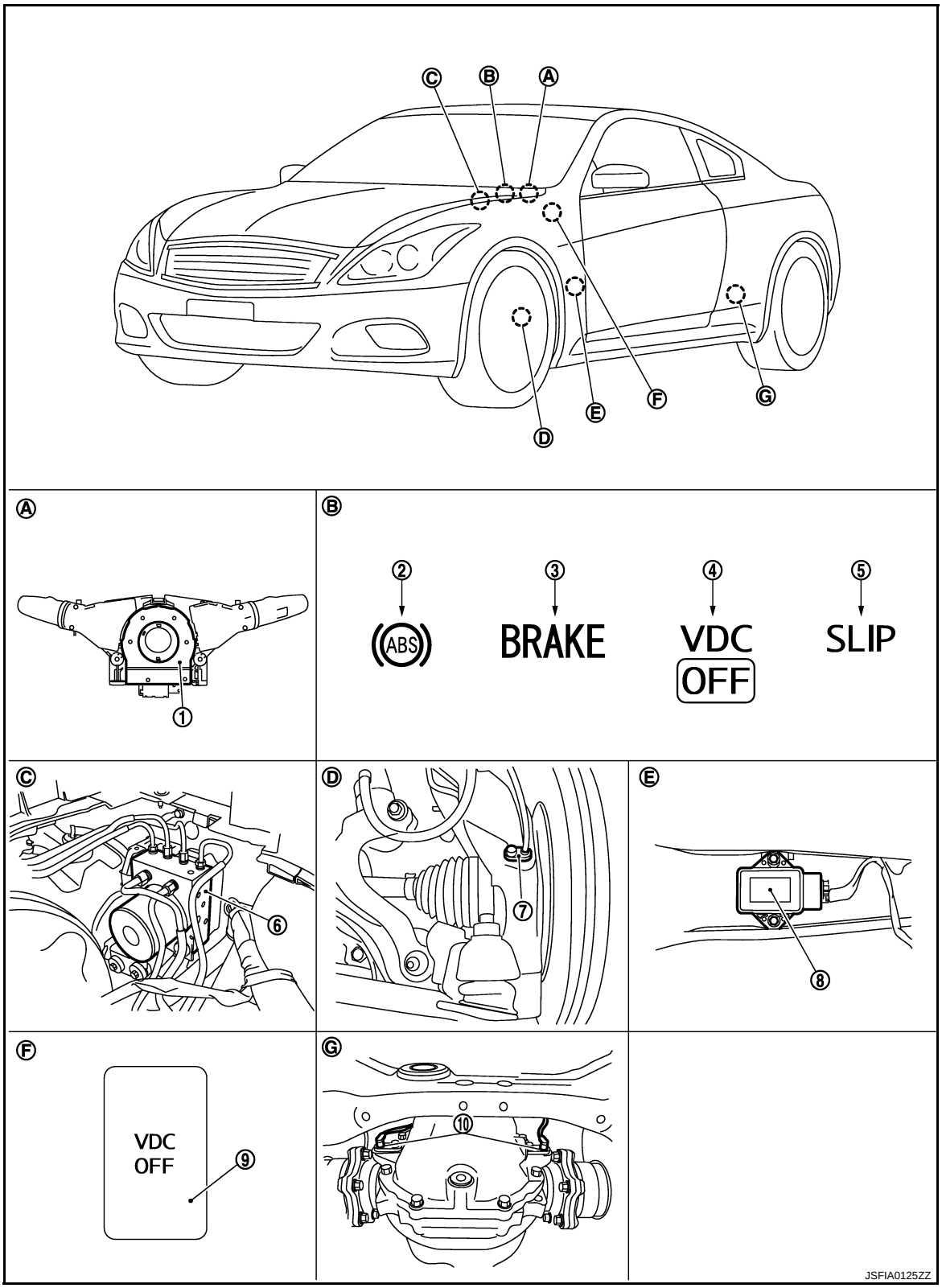
INFOID:0000000001635032

- 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-III is available.

Component Parts Location

INFOID:0000000001645296

For USA

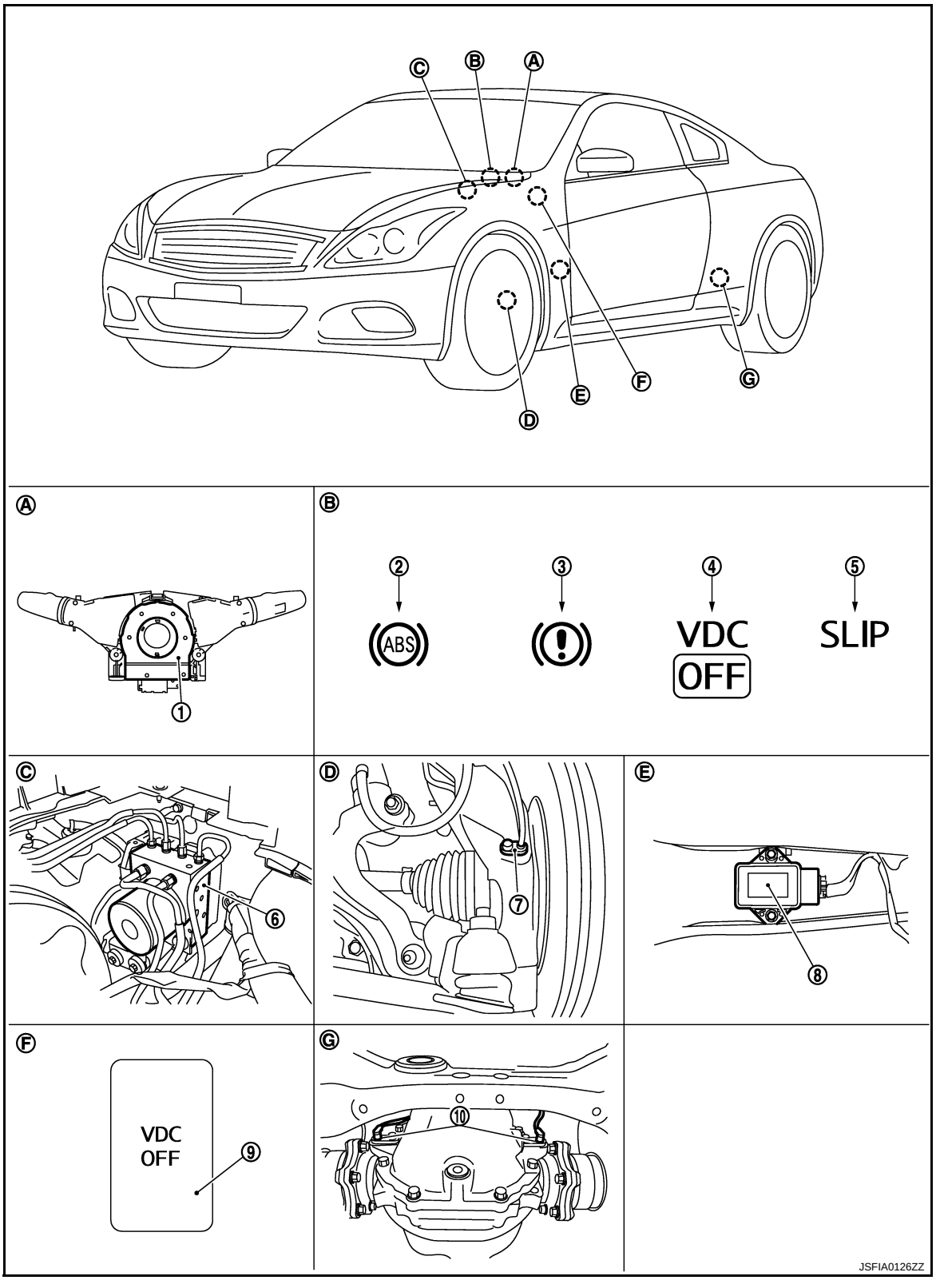


1. Steering angle sensor
2. ABS warning lamp
3. Brake warning lamp
4. VDC OFF indicator lamp
5. SLIP indicator lamp
6. ABS actuator and electric unit (control unit)

7. Front wheel sensor
8. Yaw rate/side G sensor
9. VDC OFF switch
10. Rear wheel sensor

A. Back of spiral cable assembly
B. Combination meter
C. Inside brake master cylinder cover
D. Steering knuckle
E. Under center console
F. Instrument driver lower panel
G. Rear final drive assembly

For Canada



1. Steering angle sensor
2. ABS warning lamp
3. Brake warning lamp
4. VDC OFF indicator lamp
5. SLIP indicator lamp
6. ABS actuator and electric unit (control unit)
7. Front wheel sensor
8. Yaw rate/side G sensor
9. VDC OFF switch
10. Rear wheel sensor

A. Back of spiral cable assembly
B. Combination meter
C. Inside brake master cylinder cover
D. Steering knuckle
E. Under center console
F. Instrument driver lower panel
G. Rear final drive assembly

Component Description

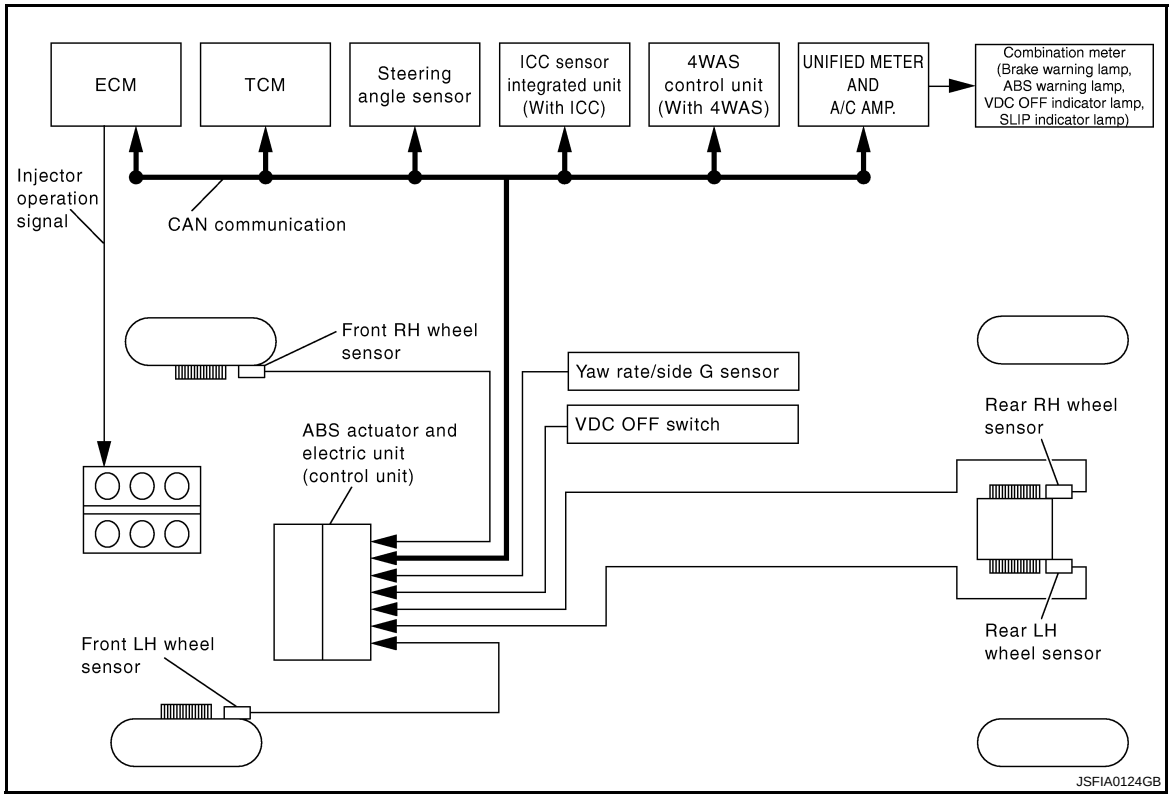
INFOID:0000000001645297

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-40, "Description"
	Motor	
	Actuator relay (Main relay)	BRC-42, "Description"
	Solenoid valve	BRC-49, "Description"
	Pressure sensor	BRC-57, "Description"
	VDC switch-over valve (USV1, USV2, HSV1, HSV2)	BRC-64, "Description"
Wheel sensor		BRC-31, "Description"
Yaw rate/side G sensor		BRC-61, "Description"
Steering angle sensor		BRC-59, "Description"
VDC OFF switch		BRC-73, "Description"
ABS warning lamp		BRC-75, "Description"
Brake warning lamp		BRC-76, "Description"
VDC OFF indicator lamp		BRC-77, "Description"
SLIP indicator lamp		BRC-78, "Description"

EBD

System Diagram

INFOID:0000000001645300



System Description

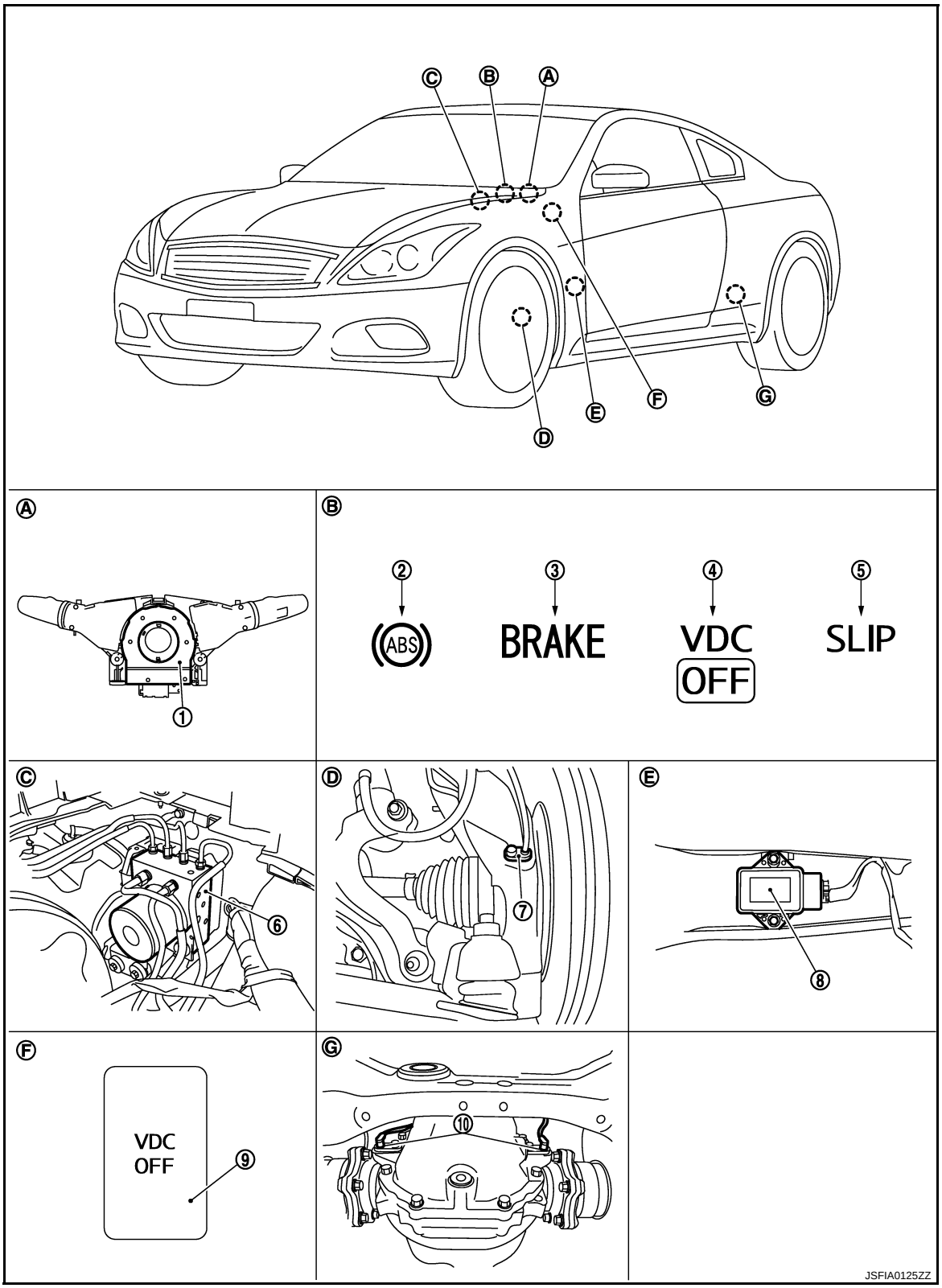
INFOID:0000000001635036

- 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 is electronically controls the rear braking force (brake fluid pressure) to reducing and reduces rear wheel slippage. Accordingly it improves vehicle stability.
- Electrical system diagnosis by CONSULT-III is available.

Component Parts Location

INFOID:0000000001645298

For USA

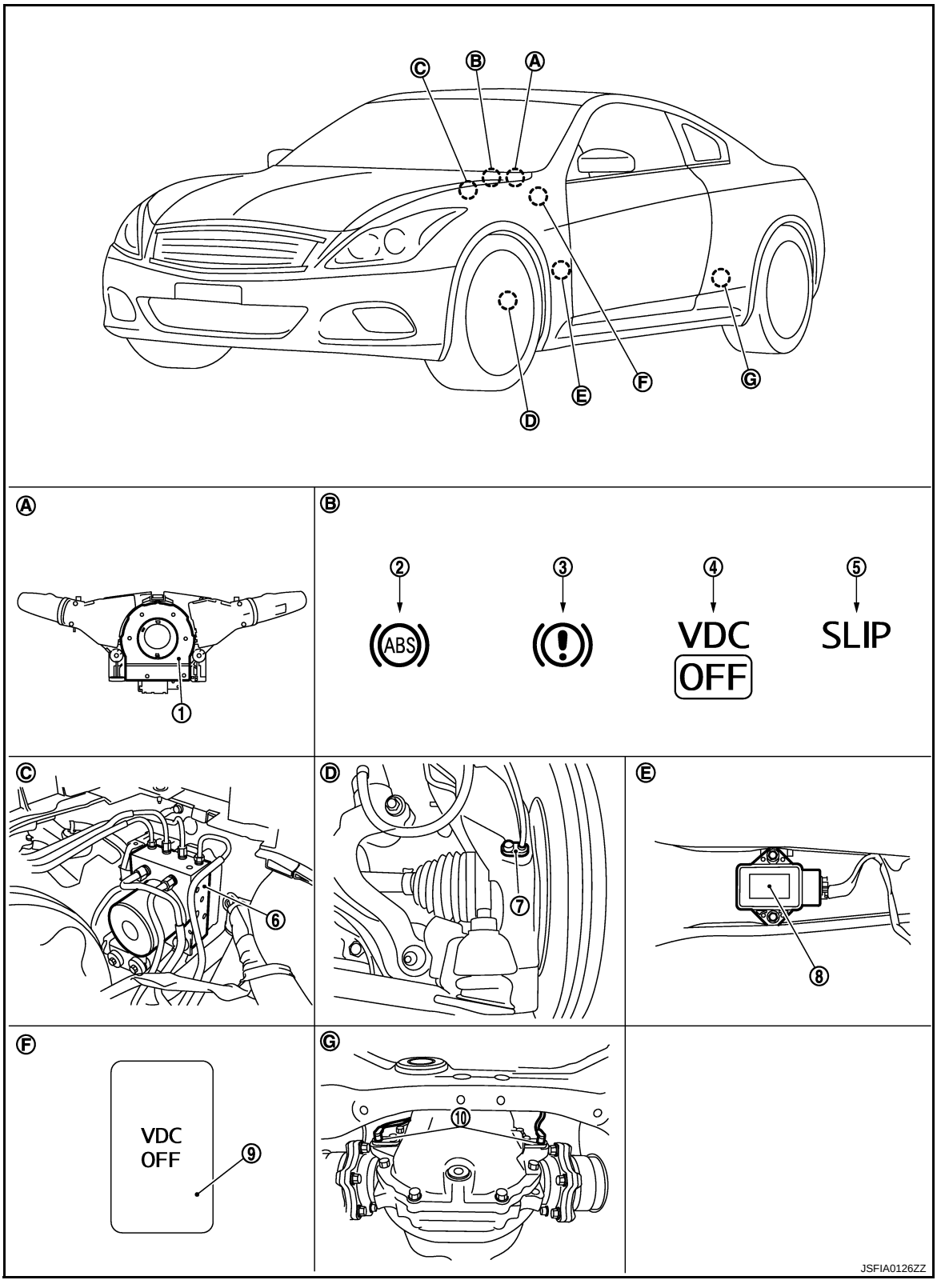


1. Steering angle sensor
2. ABS warning lamp
3. Brake warning lamp
4. VDC OFF indicator lamp
5. SLIP indicator lamp
6. ABS actuator and electric unit (control unit)

7. Front wheel sensor
8. Yaw rate/side G sensor
9. VDC OFF switch
10. Rear wheel sensor

A. Back of spiral cable assembly
B. Combination meter
C. Inside brake master cylinder cover
D. Steering knuckle
E. Under center console
F. Instrument driver lower panel
G. Rear final drive assembly

For Canada



1. Steering angle sensor
2. ABS warning lamp
3. Brake warning lamp
4. VDC OFF indicator lamp
5. SLIP indicator lamp
6. ABS actuator and electric unit (control unit)
7. Front wheel sensor
8. Yaw rate/side G sensor
9. VDC OFF switch
10. Rear wheel sensor

A. Back of spiral cable assembly
B. Combination meter
C. Inside brake master cylinder cover
D. Steering knuckle
E. Under center console
F. Instrument driver lower panel
G. Rear final drive assembly

Component Description

INFOID:0000000001645299

Component parts		Reference
ABS actuator and electric unit (control unit)	Pump	BRC-40, "Description"
	Motor	
	Actuator relay (Main relay)	BRC-42, "Description"
	Solenoid valve	BRC-49, "Description"
	Pressure sensor	BRC-57, "Description"
	VDC switch-over valve (USV1, USV2, HSV1, HSV2)	BRC-64, "Description"
Wheel sensor		BRC-31, "Description"
Yaw rate/side G sensor		BRC-61, "Description"
Steering angle sensor		BRC-59, "Description"
VDC OFF switch		BRC-73, "Description"
ABS warning lamp		BRC-75, "Description"
Brake warning lamp		BRC-76, "Description"
VDC OFF indicator lamp		BRC-77, "Description"
SLIP indicator lamp		BRC-78, "Description"

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

CONSULT-III Function

INFOID:0000000001635039

FUNCTION

CONSULT-III can display each diagnostic item using the diagnostic test modes shown following.

Diagnostic test mode	Function
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on CONSULT-III.
Self-diagnostic results	Self-diagnostic results can be read and erased quickly.
Data monitor	Input/Output data in the ABS actuator and electric unit (control unit) can be read.
Active test	Diagnostic test mode is which CONSULT-III drives some actuators apart from the ABS actuator and electric unit (control unit) and also shifts some parameters in a specified range.
ECU part number	ABS actuator and electric unit (control unit) part number can be read.

SELF-DIAG RESULTS MODE

Operation Procedure

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

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 MODE

Display Item List

×: Applicable ▼: Optional item

Monitor item (Unit)	SELECT MONITOR ITEM		Remarks
	ECU INPUT SIGNALS	MAIN SIGNLAS	
FR LH SENSOR [km/h (MPH)]	×	×	Wheel speed
FR RH SENSOR [km/h (MPH)]	×	×	
RR LH SENSOR [km/h (MPH)]	×	×	
RR RH SENSOR [km/h (MPH)]	×	×	
STOP LAMP SW (On/Off)	×	×	Stop lamp switch signal status

Monitor item (Unit)	SELECT MONITOR ITEM		Remarks
	ECU INPUT SIGNALS	MAIN SIGNLAS	
BATTERY VOLT (V)	×	×	Battery voltage supplied to the ABS actuator and electric unit (control unit)
SLCT LVR POSI	×	×	A/T selector lever position
OFF SW (On/Off)	×	×	VDC OFF switch
YAW RATE SEN (d/s)	×	×	Yaw rate detected by yaw rate/side G sensor
ACCEL POS SIG (%)	×	▼	Throttle actuator opening/closing is displayed (Linked with accelerator pedal)
SIDE G-SENSOR (m/s^2)	×	▼	Transverse G detected by yaw rate/side G sensor
STR ANGLE SIG (°)	×	▼	Steering angle detected by steering angle sensor
PRESS SENSOR (bar)	×	▼	Brake fluid pressure detected by pressure sensor
ENGINE RPM [tr/min (rpm)]	×	▼	Engine speed
FLUID LEV SW (On/Off)	×	▼	Brake fluid level switch signal status
PARK BRAKE SW (On/Off)	×	▼	Parking brake switch signal status
FR RH IN SOL (On/Off)	▼	×	Operation status of each solenoid valve
FR RH OUT SOL (On/Off)	▼	×	
FR LH IN SOL (On/Off)	▼	×	
FR LH OUT SOL (On/Off)	▼	×	
RR RH IN SOL (On/Off)	▼	×	
RR RH OUT SOL (On/Off)	▼	×	
RR LH IN SOL (On/Off)	▼	×	
RR LH OUT SOL (On/Off)	▼	×	
MOTOR RELAY (On/Off)	▼	×	Motor and motor relay operation
ACTUATOR RLY (On/Off)	▼	×	Actuator relay operation
ABS WARN LAMP (On/Off)	▼	×	ABS warning lamp
OFF LAMP (On/Off)	▼	×	VDC OFF indicator lamp
SLIP LAMP (On/Off)	▼	×	SLIP indicator lamp
BST OPER SIG	▼	▼	Not applied but displayed.
EBD SIGNAL (On/Off)	▼	▼	EBD operation

Monitor item (Unit)	SELECT MONITOR ITEM		Remarks
	ECU INPUT SIGNALS	MAIN SIGNLAS	
ABS SIGNAL (On/Off)	▼	▼	ABS operation
TCS SIGNAL (On/Off)	▼	▼	TCS operation
VDC SIGNAL (On/Off)	▼	▼	VDC operation
EBD FAIL SIG (On/Off)	▼	▼	EBD fail-safe signal
ABS FAIL SIG (On/Off)	▼	▼	ABS fail-safe signal
TCS FAIL SIG (On/Off)	▼	▼	TCS fail-safe signal
VDC FAIL SIG (On/Off)	▼	▼	VDC fail-safe signal
CRANKING SIG (On/Off)	▼	▼	Crank operation
USV [FR-RL] (On/Off)	▼	▼	VDC switch-over valve
USV [FL-RR] (On/Off)	▼	▼	
HSV [FR-RL] (On/Off)	▼	▼	
HSV [FL-RR] (On/Off)	▼	▼	
V/R OUTPUT (On/Off)	▼	▼	Solenoid valve relay activated
M/R OUTPUT (On/Off)	▼	▼	Actuator motor and motor relay activated

ACTIVE TEST MODE

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 and brake warning lamp are 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.

Test Item

ABS SOLENOID VALVE

- Touch “Up”, “Keep” and “Down”. Then use screen monitor to check that solenoid valve operates as shown in the table below.

Test item	Display item (Note)	Display		
		Up	Keep	Down
FR RH SOL	FR RH IN SOL	Off	On	On
	FR RH OUT SOL	Off	Off	On*
	USV [FR-RL]	Off	Off	Off
	HSV [FR-RL]	Off	Off	Off
FR LH SOL	FR LH IN SOL	Off	On	On
	FR LH OUT SOL	Off	Off	On*
	USV [FL-RR]	Off	Off	Off
	HSV [FL-RR]	Off	Off	Off
RR RH SOL	RR RH IN SOL	Off	On	On
	RR RH OUT SOL	Off	Off	On*
	USV [FL-RR]	Off	Off	Off
	HSV [FL-RR]	Off	Off	Off
RR LH SOL	RR LH IN SOL	Off	On	On
	RR LH OUT SOL	Off	Off	On*
	USV [FR-RL]	Off	Off	Off
	HSV [FR-RL]	Off	Off	Off

*: On for 1 to 2 seconds after the touch, and then Off.

NOTE:

A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.

ABS SOLENOID VALVE (ACT)

- Touch “Up”, “ACT UP” and “ACT KEEP”. Then use screen monitor to check that solenoid valve operates as shown in the table below.

Test item	Display item (Note)	Display		
		Up	ACT UP	ACT KEEP
FR RH ABS SOLENOID (ACT)	FR RH IN SOL	Off	Off	Off
	FR RH OUT SOL	Off	Off	Off
	USV [FR-RL]	Off	On	On
	HSV [FR-RL]	Off	On*	Off
FR LH ABS SOLENOID (ACT)	FR LH IN SOL	Off	Off	Off
	FR LH OUT SOL	Off	Off	Off
	USV [FL-RR]	Off	On	On
	HSV [FL-RR]	Off	On*	Off
RR RH ABS SOLENOID (ACT)	RR RH IN SOL	Off	Off	Off
	RR RH OUT SOL	Off	Off	Off
	USV [FL-RR]	Off	On	On
	HSV [FL-RR]	Off	On*	Off
RR LH ABS SOLENOID (ACT)	RR LH IN SOL	Off	Off	Off
	RR LH OUT SOL	Off	Off	Off
	USV [FR-RL]	Off	On	On
	HSV [FR-RL]	Off	On*	Off

*: On for 1 to 2 seconds after the touch, and then Off.

NOTE:

A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.

ABS MOTOR

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

Test item	Display item	Display	
		On	Off
ABS MOTOR	MOTOR RELAY	On	Off
	ACTUATOR RLY (Note)	On	On

NOTE:

A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.

COMPONENT DIAGNOSIS

C1101, C1102, C1103, C1104 WHEEL SENSOR-1

Description

INFOID:0000000001635040

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:0000000001635041

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1101	RR RH SENSOR-1	Circuit of rear RH wheel sensor is open. Or when the sensor power voltage is outside the standard.	• Harness or connector • Wheel sensor • ABS actuator and electric unit (control unit)
C1102	RR LH SENSOR-1	Circuit of rear LH wheel sensor is open. Or when the sensor power voltage is outside the standard.	
C1103	FR RH SENSOR-1	Circuit of front RH wheel sensor is open. Or when the sensor power voltage is outside the standard.	
C1104	FR LH SENSOR-1	Circuit of front LH wheel sensor is open. Or when the sensor power voltage is outside the standard.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
RR RH SENSOR-1
RR LH SENSOR-1
FR RH SENSOR-1
FR LH SENSOR-1

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-31, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001665601

CAUTION:
Do not check between wheel sensor terminals.

1.CHECK TIRES

Check air pressure, wear and size.

Are air pressure, wear and size within standard?

YES >> GO TO 2.
NO >> Adjust air pressure, or replace tire.

2.CHECK SENSOR AND SENSOR ROTOR

- Check sensor rotor for damage.
- Check wheel sensor for damage, disconnection or looseness.

Are the sensor and sensor rotor normal?

YES >> GO TO 3.
NO >> Repair wheel sensor mount or replace sensor rotor. Then perform the self-diagnosis.

3.CHECK CONNECTOR

1. Turn ignition switch OFF.

2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Disconnect malfunctioning wheel sensor connector.
4. Check terminal to see if it is deformed, disconnected, loose, etc., Repair or replace it if any malfunction condition is found.
5. Reconnect connectors and then perform the self-diagnosis.

Is any item indicated on the self-diagnosis display?

YES >> GO TO 4.
NO >> Poor connection of connector terminal. Repair or replace connector.

4. CHECK WHEEL SENSOR HARNESS

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Disconnect malfunctioning wheel sensor connector.
4. Check continuity between terminals. (Also check continuity when steering wheel is turned right and left and when sensor harness inside the wheel house is moved.)

Measurement terminal for power supply circuit

ABS actuator and electric unit (control unit)		Wheel sensor		Continuity
Connector	Terminal	Connector	Terminal	
E41	9	E27 (Front RH)	1	Existed
	26	E60 (Front LH)		
	7	B33 (Rear RH)		
	6	B34 (Rear LH)		

Measurement terminal for signal circuit

ABS actuator and electric unit (control unit)		Wheel sensor		Continuity
Connector	Terminal	Connector	Terminal	
E41	10	E27 (Front RH)	2	Existed
	5	E60 (Front LH)		
	29	B33 (Rear RH)		
	27	B34 (Rear LH)		

Measurement terminal for ground circuit

ABS actuator and electric unit (control unit)				Continuity
Connector	Terminal	Connector	Terminal	
E41	9, 10	E41	1, 4	Not existed
	26, 5			
	7, 29			
	6, 27			

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace malfunctioning components.

5. CHECK WHEEL SENSOR POWER SUPPLY CIRCUIT

1. Disconnect malfunctioning wheel sensor connector.
2. Turn ignition switch ON.
3. Check voltage between wheel sensor harness connector power supply terminal and ground.

Wheel sensor		—	Voltage
Connector	Terminal		
E27 (Front RH)	1	Ground	8 V or more
E60 (Front LH)			
B33 (Rear RH)			
B34 (Rear LH)			

Is the inspection result normal?

YES >> Replace applicable wheel sensor.
NO >> Replace ABS actuator and electric unit (control unit).

Component Inspection

INFOID:0000000001665602

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-31, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000001665603

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the “ST ANG SEN ADJUSTMENT” in “WORK SUPPORT”, when replacing the ABS actuator and electric unit (control unit).

>> END

C1105, C1106, C1107, C1108 WHEEL SENSOR-2

Description

INFOID:0000000001665608

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:0000000001635046

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1105	RR RH SENSOR-2	When the circuit in the rear RH wheel sensor is short-circuited. Or when the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.	• Harness or connector • Wheel sensor • ABS actuator and electric unit (control unit)
C1106	RR LH SENSOR-2	When the circuit in the rear LH wheel sensor is short-circuited. Or when the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.	
C1107	FR RH SENSOR-2	When the circuit in the front RH wheel sensor is short-circuited. Or when the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.	
C1108	FR LH SENSOR-2	When the circuit in the front LH wheel sensor is short-circuited. Or when the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
RR RH SENSOR-2
RR LH SENSOR-2
FR RH SENSOR-2
FR LH SENSOR-2

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-34, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001665605

CAUTION:
Do not check between wheel sensor terminals.

1.CHECK TIRES

Check air pressure, wear and size.

Are air pressure, wear and size within standard?

YES >> GO TO 2.
NO >> Adjust air pressure, or replace tire.

2.CHECK SENSOR AND SENSOR ROTOR

- Check sensor rotor for damage.
- Check wheel sensor for damage, disconnection or looseness.

Are the sensor and sensor rotor normal?

YES >> GO TO 3.
NO >> Repair wheel sensor mount or replace sensor rotor. Then perform the self-diagnosis.

3. CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Disconnect malfunctioning wheel sensor connector.
4. Check terminal to see if it is deformed, disconnected, loose, etc., Repair or replace it if any malfunction condition is found.
5. Reconnect connectors and then perform the self-diagnosis.

Is any item indicated on the self-diagnosis display?

YES >> GO TO 4.
NO >> Poor connection of connector terminal. Repair or replace connector.

4. CHECK WHEEL SENSOR HARNESS

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Disconnect malfunctioning wheel sensor connector.
4. Check continuity between terminals. (Also check continuity when steering wheel is turned right and left and when sensor harness inside the wheel house is moved.)

Measurement terminal for power supply circuit

ABS actuator and electric unit (control unit)		Wheel sensor		Continuity
Connector	Terminal	Connector	Terminal	
E41	9	E27 (Front RH)	1	Existed
	26	E60 (Front LH)		
	7	B33 (Rear RH)		
	6	B34 (Rear LH)		

Measurement terminal for signal circuit

ABS actuator and electric unit (control unit)		Wheel sensor		Continuity
Connector	Terminal	Connector	Terminal	
E41	10	E27 (Front RH)	2	Existed
	5	E60 (Front LH)		
	29	B33 (Rear RH)		
	27	B34 (Rear LH)		

Measurement terminal for ground circuit

ABS actuator and electric unit (control unit)				Continuity
Connector	Terminal	Connector	Terminal	
E41	9, 10	E41	1, 4	Not existed
	26, 5			
	7, 29			
	6, 27			

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace malfunctioning components.

5. CHECK WHEEL SENSOR POWER SUPPLY CIRCUIT

1. Disconnect malfunctioning wheel sensor connector.
2. Turn ignition switch ON.
3. Check voltage between wheel sensor harness connector power supply terminal and ground.

Wheel sensor		—	Voltage
Connector	Terminal		
E27 (Front RH)	1	Ground	8 V or more
E60 (Front LH)			
B33 (Rear RH)			
B34 (Rear LH)			

Is the inspection result normal?

YES >> Replace applicable wheel sensor.
NO >> Replace ABS actuator and electric unit (control unit).

Component Inspection

INFOID:0000000001665606

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-34, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000001665607

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the “ST ANG SEN ADJUSTMENT” in “WORK SUPPORT”, when replacing the ABS actuator and electric unit (control unit).

>> END

C1109 POWER AND GROUND SYSTEM

Description

INFOID:0000000001635050

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

DTC Logic

INFOID:0000000001635051

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-37, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001635052

1.CHECK CONNECTOR

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

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2.
NO >> Poor connection of connector terminal. 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. Turn ignition switch ON or OFF and check voltage between ABS actuator and electric unit (control unit) harness connector terminal and ground.

ABS actuator and electric unit (control unit)		—	Condition	Voltage
Connector	Terminal			
E41	28	Ground	Ignition switch: ON	Battery voltage
			Ignition switch: OFF	Approx. 0 V

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

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E41	1, 4	Ground	Existed

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:0000000001635053

1. ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the “ST ANG SEN ADJUSTMENT” in “WORK SUPPORT”, when replacing the ABS actuator and electric unit (control unit).

>> END

C1110, C1153, C1170 ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

DTC Logic

INFOID:0000000001635054

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)
C1153	EMERGENCY BRAKE	When ABS actuator and electric unit (control unit) is malfunctioning. (Pressure increase is too much or too little)	
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
EMERGENCY BRAKE
VARIANT CODING

Is above displayed on the self-diagnosis display?

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

Diagnosis Procedure

INFOID:0000000001635055

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

CAUTION:
Replace ABS actuator and electric unit (control unit) when self-diagnostic result shows items other than those applicable.

>> Replace ABS actuator and electric unit (control unit).

Special Repair Requirement

INFOID:0000000001635056

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the “ST ANG SEN ADJUSTMENT” in “WORK SUPPORT”, when replacing the ABS actuator and electric unit (control unit).

>> END

C1111 ABS MOTOR, MOTOR RELAY SYSTEM

Description

INFOID:0000000001635057

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:0000000001635058

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-40, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001635059

1.CHECK CONNECTOR

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

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2.
NO >> Poor connection of connector terminal. 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) harness connector terminal and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E41	2	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) harness connector terminals and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E41	1, 4	Ground	Existed

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000001635060

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 operates as shown in table below.

Test item	Display item	Display	
		On	Off
ABS MOTOR	MOTOR RELAY	On	Off
	ACTUATOR RLY (Note)	On	On

NOTE:

A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to diagnosis procedure. Refer to BRC-40, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000001635061

1. ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the “ST ANG SEN ADJUSTMENT” in “WORK SUPPORT”, when replacing the ABS actuator and electric unit (control unit).

>> END

C1114 ACTUATOR RELAY SYSTEM

Description

INFOID:0000000001635062

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

DTC Logic

INFOID:0000000001635063

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1114	MAIN RELAY	During the actuator relay operating with OFF, when the actuator relay turns ON, or when the control line for the relay is shorted to the ground.	• Harness or connector • ABS actuator and electric unit (control unit)
		During the actuator relay operating with ON, when the actuator relay turns ON, or when the control line for the relay is open.	

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
MAIN RELAY

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-42, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001635064

1.CHECK CONNECTOR

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

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2.
NO >> Poor connection of connector terminal. 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) harness connector terminal and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E41	3	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 ACUATOR RELAY GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) harness connector terminals and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E41	1, 4	Ground	Existed

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000001664572

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 operates as shown in table below.

Test item	Display item	Display	
		On	Off
ABS MOTOR	MOTOR RELAY	On	Off
	ACTUATOR RLY (Note)	On	On

NOTE:

A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to diagnosis procedure. Refer to BRC-40, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000001635066

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

C1115 WHEEL SENSOR

Description

INFOID:0000000001664566

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:0000000001635068

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-44, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001665620

CAUTION:
Do not check between wheel sensor terminals.

1.CHECK TIRES

Check air pressure, wear and size.

Are air pressure, wear and size within standard?

YES >> GO TO 2.
NO >> Adjust air pressure, or replace tire.

2.CHECK SENSOR AND SENSOR ROTOR

- Check sensor rotor for damage.
- Check wheel sensor for damage, disconnection or looseness.

Are the sensor and sensor rotor normal?

YES >> GO TO 3.
NO >> Repair wheel sensor mount or replace sensor rotor. Then perform the self-diagnosis.

3.CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Disconnect malfunctioning wheel sensor connector.
4. Check terminal to see if it is deformed, disconnected, loose, etc., Repair or replace it if any malfunction condition is found.
5. Reconnect connectors and then perform the self-diagnosis.

Is any item indicated on the self-diagnosis display?

YES >> GO TO 4.
NO >> Poor connection of connector terminal. Repair or replace connector.

4.CHECK WHEEL SENSOR HARNESS

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Disconnect malfunctioning wheel sensor connector.
4. Check continuity between terminals. (Also check continuity when steering wheel is turned right and left and when sensor harness inside the wheel house is moved.)

Measurement terminal for power supply circuit

ABS actuator and electric unit (control unit)		Wheel sensor		Continuity
Connector	Terminal	Connector	Terminal	
E41	9	E27 (Front RH)	1	Existed
	26	E60 (Front LH)		
	7	B33 (Rear RH)		
	6	B34 (Rear LH)		

Measurement terminal for signal circuit

ABS actuator and electric unit (control unit)		Wheel sensor		Continuity
Connector	Terminal	Connector	Terminal	
E41	10	E27 (Front RH)	2	Existed
	5	E60 (Front LH)		
	29	B33 (Rear RH)		
	27	B34 (Rear LH)		

Measurement terminal for ground circuit

ABS actuator and electric unit (control unit)				Continuity
Connector	Terminal	Connector	Terminal	
E41	9, 10	E41	1, 4	Not existed
	26, 5			
	7, 29			
	6, 27			

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace malfunctioning components.

5. CHECK WHEEL SENSOR POWER SUPPLY CIRCUIT

1. Disconnect malfunctioning wheel sensor connector.
2. Turn ignition switch ON.
3. Check voltage between wheel sensor harness connector power supply terminal and ground.

Wheel sensor		—	Voltage
Connector	Terminal		
E27 (Front RH)	1	Ground	8 V or more
E60 (Front LH)			
B33 (Rear RH)			
B34 (Rear LH)			

Is the inspection result normal?

YES >> Replace applicable wheel sensor.
NO >> Replace ABS actuator and electric unit (control unit).

Component Inspection

INFOID:0000000001665621

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-44, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000001665622

1. ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the “ST ANG SEN ADJUSTMENT” in “WORK SUPPORT”, when replacing the ABS actuator and electric unit (control unit).

>> END

C1116 STOP LAMP SWITCH

Description

INFOID:0000000001635072

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

DTC Logic

INFOID:0000000001635073

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-47, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001635074

1.CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Disconnect stop lamp switch connector.
4. Check terminal for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminal.
5. Reconnect connectors securely.
6. Start engine.
7. Repeat pumping brake pedal carefully several times, and perform self-diagnosis.

Is the inspection result normal?

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

2.CHECK STOP LAMP SWITCH

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

Stop lamp switch		Condition	Continuity
Connector	Terminal		
E110	1 – 2 (Without ICC models) 3 – 4 (With ICC models)	Release stop lamp switch (When brake pedal is depressed.)	Existed
		Push stop lamp switch (When brake pedal is released.)	Not existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Replace stop lamp switch.

3.CHECK STOP LAMP SWITCH CIRCUIT

1. Disconnect ABS actuator and electric unit (control unit) connector.
2. Connect stop lamp switch connector.
3. Check voltage between ABS actuator and electric unit (control unit) harness connector terminal and ground.

ABS actuator and electric unit (control unit)		Condition	Voltage
Connector	Terminal		
E41	30	Brake pedal is depressed	Battery voltage
		Brake pedal is released	Approx. 0 V

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000001635075

1.CHECK STOP LAMP SWITCH

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

Stop lamp switch		Condition	Continuity
Connector	Terminal		
E110	1 – 2 (Without ICC models) 3 – 4 (With ICC models)	Release stop lamp switch (When brake pedal is depressed.)	Existed
		Push stop lamp switch (When brake pedal is released.)	Not existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace stop lamp switch.

Special Repair Requirement

INFOID:0000000001635076

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

C1120, C1122, C1124, C1126 IN ABS SOL

Description

INFOID:0000000001635077

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:0000000001635078

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-49, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001635079

1.CHECK CONNECTOR

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

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2.
NO >> Poor connection of connector terminal. 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) harness connector terminal and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E41	3	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 ACUATOR RELAY GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) harness connector terminals and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E41	1, 4	Ground	Existed

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000001635080

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.

Test item	Display item (Note)	Display		
		Up	Keep	Down
FR RH SOL	FR RH IN SOL	Off	On	On
	FR RH OUT SOL	Off	Off	On*
	USV [FR-RL]	Off	Off	Off
	HSV [FR-RL]	Off	Off	Off
FR LH SOL	FR LH IN SOL	Off	On	On
	FR LH OUT SOL	Off	Off	On*
	USV [FL-RR]	Off	Off	Off
	HSV [FL-RR]	Off	Off	Off
RR RH SOL	RR RH IN SOL	Off	On	On
	RR RH OUT SOL	Off	Off	On*
	USV [FL-RR]	Off	Off	Off
	HSV [FL-RR]	Off	Off	Off
RR LH SOL	RR LH IN SOL	Off	On	On
	RR LH OUT SOL	Off	Off	On*
	USV [FR-RL]	Off	Off	Off
	HSV [FR-RL]	Off	Off	Off

*: On for 1 to 2 seconds after the touch, and then Off.

NOTE:

A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to diagnosis procedure. Refer to BRC-49, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000001635081

1. ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

C1121, C1123, C1125, C1127 OUT ABS SOL

Description

INFOID:0000000001664568

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:0000000001635083

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-52, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001664569

1.CHECK CONNECTOR

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

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2.
NO >> Poor connection of connector terminal. 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) harness connector terminal and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E41	3	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 ACUATOR RELAY GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) harness connector terminals and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E41	1, 4	Ground	Existed

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000001664570

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.

Test item	Display item (Note)	Display		
		Up	Keep	Down
FR RH SOL	FR RH IN SOL	Off	On	On
	FR RH OUT SOL	Off	Off	On*
	USV [FR-RL]	Off	Off	Off
	HSV [FR-RL]	Off	Off	Off
FR LH SOL	FR LH IN SOL	Off	On	On
	FR LH OUT SOL	Off	Off	On*
	USV [FL-RR]	Off	Off	Off
	HSV [FL-RR]	Off	Off	Off
RR RH SOL	RR RH IN SOL	Off	On	On
	RR RH OUT SOL	Off	Off	On*
	USV [FL-RR]	Off	Off	Off
	HSV [FL-RR]	Off	Off	Off
RR LH SOL	RR LH IN SOL	Off	On	On
	RR LH OUT SOL	Off	Off	On*
	USV [FR-RL]	Off	Off	Off
	HSV [FR-RL]	Off	Off	Off

*: On for 1 to 2 seconds after the touch, and then Off.

NOTE:

A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to diagnosis procedure. Refer to BRC-52, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000001664571

1. ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

C1130, C1131, C1132 ENGINE SIGNAL

Description

INFOID:0000000001635087

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

DTC Logic

INFOID:0000000001635088

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1130	ENGINE SIGNAL 1	Major engine components are malfunctioning.	• Harness or connector • ABS actuator and electric unit (control unit) • ECM • CAN communication line
C1131	ENGINE SIGNAL 2		
C1132	ENGINE SIGNAL 3		

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

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-55, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001635089

1.CHECK ENGINE SYSTEM

1. Perform ECM self-diagnosis. Repair or replace items indicated, then perform ECM self-diagnosis again.
2. Perform ABS actuator and electric unit (control unit) self-diagnosis.

Is any item indicated on the self-diagnosis display?

YES >> Repair or replace the affected part.
NO >> INSPECTION END

Special Repair Requirement

INFOID:0000000001635090

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

C1138 4WAS SYSTEM

Description

INFOID:0000000001635091

The ABS actuator and electric unit (control unit) and the 4WAS control unit exchange signals via the CAN communication line.

DTC Logic

INFOID:0000000001635092

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1138	4WAS CIRCUIT	Abnormal condition in major 4WAS parts.	• ABS actuator and electric unit (control unit) • 4WAS system • CAN communication line

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
4WAS CIRCUIT

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:0000000001635093

1.CHECK 4WAS SYSTEM

1. Perform 4WAS front control unit self-diagnosis and 4WAS main control unit self-diagnosis. Repair or replace items indicated, then perform 4WAS front control unit self-diagnosis and 4WAS main control unit self-diagnosis again.
2. Perform ABS actuator and electric unit (control unit) self-diagnosis.

Is any item indicated on the self-diagnosis display?

YES >> Repair or replace the affected part.
NO >> INSPECTION END

Special Repair Requirement

INFOID:0000000001635094

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

C1142 PRESS SENSOR

Description

INFOID:0000000001635095

The pressure sensor converts the brake fluid pressure to an electric signal and transmits it to the ABS actuator and electric unit (control unit). [The pressure sensor is integrated in the ABS actuator and electric unit (control unit).]

DTC Logic

INFOID:0000000001635096

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1142	PRESS SEN CIRCUIT	Pressure sensor signal line is open or shorted, or pressure sensor is malfunctioning.	• 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
PRESS SEN CIRCUIT

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-57, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001635097

1.CHECK STOP LAMP SWITCH CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Disconnect stop lamp switch connector.
4. Check terminal for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminal.
5. Reconnect connectors securely.
6. Start engine.
7. Repeat pumping brake pedal carefully several times, and perform self-diagnosis.

Is the inspection result normal?

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

2.CHECK STOP LAMP SWITCH

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

Stop lamp switch		Condition	Continuity
Connector	Terminal		
E110	1 – 2 (Without ICC models) 3 – 4 (With ICC models)	Release stop lamp switch (When brake pedal is depressed.)	Existed
		Push stop lamp switch (When brake pedal is released.)	Not existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace stop lamp switch.

3.CHECK STOP LAMP SWITCH CIRCUIT

1. Disconnect ABS actuator and electric unit (control unit) connector.
2. Connect stop lamp switch connector.
3. Check voltage between ABS actuator and electric unit (control unit) harness connector terminal and ground.

ABS actuator and electric unit (control unit)		Condition	Voltage
Connector	Terminal		
E41	30	Brake pedal is depressed	Battery voltage
		Brake pedal is released	Approx. 0 V

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000001635098

1.CHECK DATA MONITOR

On “DATA MONITOR”, select “PRESS SENSOR” and check the brake fluid pressure.

Condition	PRESS SENSOR (DATA MONITOR)
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

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to diagnosis procedure. Refer to BRC-57, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000001635099

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

C1143, C1144 STEERING ANGLE SENSOR

Description

INFOID:0000000001635100

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:0000000001635101

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1143	ST ANG SEN CIRCUIT	Steering angle sensor is malfunctioning.	• Harness or connector • Steering angle sensor • 4WAS control unit (4WAS models) • 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-59, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001635102

1.VEHICLE INSPECTION

Check that the vehicle equips 4WAS.

Does the vehicle equips 4WAS?

YES >> Check 4WAS system. Refer to STC-39, "CONSULT-III Function [4WAS(FRONT)]" (4WAS FRONT CONTROL UNIT), STC-43, "CONSULT-III Function [4WAS(MAIN)/RAS/HICAS]" (4WAS MAIN CONTROL UNIT).
NO >> GO TO 2.

2.CHECK CONNECTOR

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

Is any item indicated on the self-diagnosis display?

YES >> GO TO 3.
NO >> Poor connection of connector terminal. Repair or replace connector.

3.CHECK STEERING ANGLE SENSOR HARNESS

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

Steering angle sensor		—	Continuity
Connector	Terminal		
M37	7	Ground	Existed

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

Steering angle sensor		—	Voltage
Connector	Terminal		
M37	8	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace steering angle sensor and adjust neutral position of steering angle sensor.

4.CHECK DATA MONITOR

1. Connect the steering angle sensor connector and ABS actuator and electric unit (control unit) connector.
2. Select “STR ANGLE SIG” in “DATA MONITOR” and check steering angle sensor signal.

Steering condition	STR ANGLE SIG (DATA MONITOR)
Straight-ahead	±2.5 °
Turn 90 ° to right	Approx. +90 °
Turn 90 ° to left	Approx. –90 °

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Replace steering angle sensor and adjust neutral position of steering angle sensor.

Component Inspection

INFOID:0000000001635103

1.CHECK DATA MONITOR

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

Steering condition	STR ANGLE SIG (DATA MONITOR)
Straight-ahead	±2.5 °
Turn 90 ° to right	Approx. +90 °
Turn 90 ° to left	Approx. –90 °

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to diagnosis procedure. Refer to BRC-59, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000001635104

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the steering angle sensor or the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

C1145, C1146 YAW RATE/SIDE G SENSOR

Description

INFOID:0000000001635105

The yaw rate/side G sensor detects the yaw rate/side 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:0000000001635106

DTC DETECTION LOGIC

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

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-61, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001635107

CAUTION:

- **Sudden turns (such as spin turns, acceleration turns), drifting, etc., when VDC function is off (VDC OFF switch “ON”) may cause yaw rate/side G sensor system to indicate a malfunction. However, this is not a malfunction, if normal operation can be resumed after restarting engine. Then erase memory of self-diagnosis.**
- **If vehicle is on turn-table at entrance to parking garage, or on other moving surface, VDC OFF indicator lamp may illuminate and CONSULT-III 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. And after doing spin turns or acceleration turns with VDC function is being off (VDC OFF switch “ON”), too, the results will return to a normal condition by re-starting vehicle.**

INSPECTION PROCEDURE

1.CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Disconnect yaw rate/side G sensor connector.
4. Check terminal for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminal.
5. Reconnect connectors and then perform the self-diagnosis.

Is any item indicated on the self-diagnosis display?

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

2.CHECK YAW RATE/SIDE G SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect yaw rate/side G sensor connector.

3. Turn ignition switch ON or OFF and check voltage between yaw rate/side G sensor harness connector terminal and ground.

Yaw rate/side G sensor		—	Condition	Voltage
Connector	Terminal			
M143	4	Ground	Ignition switch: ON	Battery voltage
			Ignition switch: OFF	Approx. 0 V

Is the inspection result normal?

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

3.CHECK YAW RATE/SIDE G SENSOR GROUND CIRCUIT

Check continuity between yaw rate/side G sensor harness connector terminal and ground.

Yaw rate/side G sensor		—	Continuity
Connector	Terminal		
M143	1	Ground	Existed

Is the inspection result normal?

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

4.CHECK YAW RATE/SIDE G SENSOR HARNESS

1. Disconnect yaw rate/side G sensor connector and ABS actuator and electric unit (control unit) connector.
2. Check continuity between yaw rate/side G sensor harness connector terminals and ABS actuator and electric unit (control unit) harness connector terminals.

ABS actuator and electric unit (control unit)		Yaw rate/side G sensor		Continuity
Connector	Terminal	Connector	Terminal	
E41	25	M143	2	Existed
	45		3	

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace malfunctioning components.

5.CHECK DATA MONITOR

1. Connect the yaw rate/side G sensor connector and ABS actuator and electric unit (control unit) connector.
2. Select “YAW RATE SEN”, “SIDE G-SENSOR” in “DATA MONITOR” and check yaw rate/side G sensor signal.

Vehicle condition	YAW RATE SEN (DATA MONITOR)	SIDE G-SENSOR (DATA MONITOR)
Vehicle stopped	Approx. 0 d/s	Approx. 0 m/s^2
Turning right	Negative value	Negative value
Turning left	Positive value	Positive value

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Replace yaw rate/side G sensor.

Component Inspection

INFOID:0000000001635108

1.CHECK DATA MONITOR

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

Vehicle condition	YAW RATE SEN (DATA MONITOR)	SIDE G-SENSOR (DATA MONITOR)
Vehicle stopped	Approx. 0 d/s	Approx. 0 m/s^2
Turning right	Negative value	Negative value
Turning left	Positive value	Positive value

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to diagnosis procedure. Refer to BRC-61, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000001635109

1. ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

C1147, C1148, C1149, C1150 USV/HSV LINE

Description

INFOID:0000000001635110

USV1, USV2 (CUT VALVE)

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

HSV1, HSV2 (SUCTION VALVE)

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

DTC Logic

INFOID:0000000001635111

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1147	USV LINE [FL-RR]	VDC switch-over solenoid valve (USV1) 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)
C1148	USV LINE [FR-RL]	VDC switch-over solenoid valve (USV2) on the primary side is open circuit or shorted, or the control line is open or shorted to the power supply or the ground.	
C1149	HSV LINE [FL-RR]	VDC switch-over solenoid valve (HSV1) on the primary side is open circuit or shorted, or the control line is open or shorted to the power supply or the ground.	
C1150	HSV LINE [FR-RL]	VDC switch-over solenoid valve (HSV2) 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
USV LINE [FL-RR]
USV LINE [FR-RL]
HSV LINE [FL-RR]
HSV LINE [FR-RL]

Is above displayed on the self-diagnosis display?

YES >> Proceed to diagnosis procedure. Refer to BRC-64, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001635112

1.CHECK CONNECTOR

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

Is any item indicated on the self-diagnosis display?

YES >> GO TO 2.
NO >> Poor connection of connector terminal. 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) harness connector terminal and ground.

ABS actuator and electric unit (control unit)		—	Voltage
Connector	Terminal		
E41	3	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 ACUATOR RELAY GROUND CIRCUIT

Check continuity between ABS actuator and electric unit (control unit) harness connector terminals and ground.

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E41	1, 4	Ground	Existed

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000001635113

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.

Test item	Display item (Note)	Display		
		Up	ACT UP	ACT KEEP
FR RH ABS SOLENOID (ACT)	FR RH IN SOL	Off	Off	Off
	FR RH OUT SOL	Off	Off	Off
	USV [FR-RL]	Off	On	On
	HSV [FR-RL]	Off	On*	Off
FR LH ABS SOLENOID (ACT)	FR LH IN SOL	Off	Off	Off
	FR LH OUT SOL	Off	Off	Off
	USV [FL-RR]	Off	On	On
	HSV [FL-RR]	Off	On*	Off
RR RH ABS SOLENOID (ACT)	RR RH IN SOL	Off	Off	Off
	RR RH OUT SOL	Off	Off	Off
	USV [FL-RR]	Off	On	On
	HSV [FL-RR]	Off	On*	Off
RR LH ABS SOLENOID (ACT)	RR LH IN SOL	Off	Off	Off
	RR LH OUT SOL	Off	Off	Off
	USV [FR-RL]	Off	On	On
	HSV [FR-RL]	Off	On*	Off

*: On for 1 to 2 seconds after the touch, and then Off.

NOTE:

A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to diagnosis procedure. Refer to BRC-64, "Diagnosis Procedure".

Special Repair Requirement

INFOID:0000000001635114

1. ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

C1155 BRAKE FLUID LEVEL SWITCH

Description

INFOID:0000000001635115

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:0000000001635116

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 • Unified meter and A/C amp.

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-67, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000001635117

1.CHECK CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect brake fluid level switch connector and unified meter and A/C amp. connector.
3. Check terminal for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminal.
4. Reconnect connectors and then perform the self-diagnosis.

Is any item indicated on the self-diagnosis display?

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

2.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 connector terminals.

Brake fluid level switch		Condition	Continuity
Connector	Terminal		
E47	1 – 2	When brake fluid is full in the reservoir tank.	Not existed
		When brake fluid is empty in the reservoir tank.	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Brake fluid level switch is malfunction. Replace reservoir tank.

3.CHECK BRAKE FLUID LEVEL SWITCH CIRCUIT

1. Disconnect unified meter and A/C amp. connector.
2. Check continuity between brake fluid level switch harness connector terminals, unified meter and A/C amp. harness connector terminal and/or ground.

Unified meter and A/C amp.		Brake fluid level switch		Continuity
Connector	Terminal	Connector	Terminal	
M67	57	E47	1	Existed

Unified meter and A/C amp.		—	Continuity
Connector	Terminal		
M67	57	Ground	Not existed

Brake fluid level switch		—	Continuity
Connector	Terminal		
E47	2	Ground	Existed

Is the inspection result normal?

YES >> Replace unified meter and A/C amp.
NO >> Repair or replace malfunctioning components.

Component Inspection

INFOID:0000000001635118

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 connector terminals.

Brake fluid level switch		Condition	Continuity
Connector	Terminal		
E47	1 – 2	When brake fluid is full in the reservoir tank.	Not existed
		When brake fluid is empty in the reservoir tank.	Existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace reservoir tank.

Special Repair Requirement

INFOID:0000000001635119

1. ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

C1185 ICC UNIT

Description

INFOID:0000000001751278

The ABS actuator and electric unit (control unit) and the ICC sensor integrated unit exchange signals via the CAN communication line.

DTC Logic

INFOID:0000000001751279

DTC DETECTION LOGIC

DTC	Display item	Malfunction detected condition	Possible cause
C1185	ACC CONT	ICC sensor integrated unit internal malfunction.	• Harness or connector • ICC sensor integrated unit • ABS actuator and electric unit (control unit) • CAN communication line

DTC CONFIRMATION PROCEDURE

1.CHECK SELF-DIAGNOSIS RESULTS

Check the self-diagnosis results.

Self-diagnosis results
ACC CONT

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:0000000001751280

1.CHECK ICC SENSOR INTEGRATED UNIT CIRCUIT

Perform ICC sensor integrated unit self-diagnosis.

Is any item indicated on the self-diagnosis display?

YES >> Repair or replace malfunction components.
NO >> GO TO 2.

2.CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Perform ABS actuator and electric unit (control unit) self-diagnosis.

Is any item indicated on the self-diagnosis display?

YES >> Repair or replace malfunction components.
NO >> INSPECTION END

Special Repair Requirement

INFOID:0000000001751282

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

U1000, U1002 CAN COMM CIRCUIT

Description

INFOID:0000000001635120

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:0000000001635121

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)
U1002	SYSTEM COMM	When ABS actuator and electric unit (control unit) is not transmitting or receiving CAN communication signal for 2 seconds or less.	

Diagnosis Procedure

INFOID:0000000001635122

1.CHECK CONNECTOR

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

Self-diagnosis results
CAN COMM CIRCUIT
SYSTEM COMM

Is above displayed on the self-diagnosis display?

YES >> Go to LAN-25, "CAN System Specification Chart".
NO >> INSPECTION END

Special Repair Requirement

INFOID:0000000001635123

1.ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION

Always perform the neutral position adjustment for the steering angle sensor, when replacing the ABS actuator and electric unit (control unit). Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".

>> END

PARKING BRAKE SWITCH

Description

INFOID:0000000001635124

The parking brake switch converts the status of the parking brake lever (M/T models) or the parking brake pedal (A/T models) to an electric signal and transmits it to the ABS actuator and electric unit (control unit).

Component Function Check

INFOID:0000000001635125

1.CHECK PARKING BRAKE SWITCH OPERATION

Operate the parking brake lever (M/T models) or the parking brake pedal (A/T models). Then check that the brake warning lamp in the combination meter turns on/off correctly.

Condition	Brake warning lamp illumination status
When the parking brake switch is operation	ON
When the parking brake switch is not operation.	OFF

Is the inspection result normal?

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

Diagnosis Procedure

INFOID:0000000001635126

1.CHECK PARKING BRAKE SWITCH

1. Turn ignition switch OFF.
2. Disconnect parking brake switch connector.
3. Check continuity between parking brake switch connector terminal.

Parking brake switch		—	Condition	Continuity
Connector	Terminal			
B14 (M/T models) E107 (A/T models)	1	Ground	When the parking brake switch is operated.	Existed
			When the parking brake switch is not operated.	Not existed

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace parking brake switch.

2.CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-35, "Diagnosis Description".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace combination meter.

3.CHECK DATA MONITOR

On “DATA MONITOR”, select “PARK BRAKE SW” and perform the parking brake switch inspection.

Condition	PARK BRAKE SW (DATA MONITOR)
Parking brake switch is active	On
Parking brake switch is inactive	Off

Is the inspection result normal?

YES >> INSPECTION END
NO >> Check unified meter and A/C amp. Refer to MWI-37, "CONSULT-III Function (METER/M&A)".

Component Inspection

INFOID:0000000001635127

1. CHECK PARKING BRAKE SWITCH

1. Turn ignition switch OFF.
2. Disconnect parking brake switch connector.
3. Check continuity between parking brake switch connector terminal.

Parking brake switch		—	Condition	Continuity
Connector	Terminal			
B14 (M/T models) E107 (A/T models)	1	Ground	When the parking brake switch is operated.	Existed
			When the parking brake switch is not operated.	Not existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace parking brake switch.

VDC OFF SWITCH

Description

INFOID:0000000001635128

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

Component Function Check

INFOID:0000000001635129

1.CHECK VDC OFF SWITCH OPERATION

Turn ON/OFF the VDC OFF switch 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: ON	ON
VDC OFF switch: OFF	OFF

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to diagnosis procedure. Refer to BRC-73, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000001635130

1.CHECK VDC OFF SWITCH

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

VDC OFF switch		Condition	Continuity
Connector	Terminal		
M19	1 – 2	When VDC OFF switch is hold pressed.	Existed
		When releasing VDC OFF switch.	Not existed

Is the inspection result normal?

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

2.CHECK VDC OFF SWITCH HARNESS

1. Disconnect ABS actuator and electric unit (control unit) connector.
2. Check continuity between VDC OFF switch connector terminals and ABS actuator and electric unit (control unit) connector terminal and/or ground.

ABS actuator and electric unit (control unit)		VDC OFF switch		Continuity
Connector	Terminal	Connector	Terminal	
E41	31	M19	1	Existed

ABS actuator and electric unit (control unit)		—	Continuity
Connector	Terminal		
E41	31	Ground	Not existed

VDC OFF switch		—	Continuity
Connector	Terminal		
M19	2	Ground	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> If the open or short in harness, repair or replace harness.

3.CHECK COMBINATION METER

Check if the indication and operation of combination meter are normal. Refer to MWI-35, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Repair or replace combination meter.

Component Inspection

INFOID:0000000001635131

1.CHECK VDC OFF SWITCH

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

VDC OFF switch		Condition	Continuity
Connector	Terminal		
M19	1 – 2	When VDC OFF switch is hold pressed.	Existed
		When releasing VDC OFF switch.	Not existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace VDC OFF switch.

ABS WARNING LAMP

Description

INFOID:0000000001635132

×: ON –: OFF

Condition	ABS warning lamp
Ignition switch OFF	–
For 1 second after turning ON ignition switch	×
1 second later after turning ON ignition switch	–
ABS function is malfunctioning.	×
EBD function is malfunctioning.	×

Component Function Check

INFOID:0000000001635133

1.CHECK ABS WARNING LAMP OPERATION

Check that the lamp illuminates for approximately 1 second after the ignition switch is turned ON.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to diagnosis procedure. Refer to BRC-75, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000001635134

1.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis.

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-35, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Repair or replace combination meter.

BRAKE WARNING LAMP

Description

INFOID:0000000001635135

×: ON –: OFF

Condition	Brake warning lamp (Note 1)
Ignition switch OFF	–
For 1 second after turning ignition switch ON	× (Note 2)
1 second later after turning 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:0000000001635136

1.BRAKE WARNING LAMP OPERATION CHECK 1

Check that the lamp illuminates for approximately 1 second after the ignition switch is turned ON.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Go to diagnosis procedure. Refer to BRC-76, "Diagnosis Procedure".

2.BRAKE WARNING LAMP OPERATION CHECK 2

Check that the brake warning lamp in the combination meter turns ON/OFF correctly when operating the parking brake lever (M/T models) or the parking brake pedal (A/T models).

Is the inspection result normal?

YES >> INSPECTION END
NO >> Check parking brake switch. Refer to BRC-71, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000001635137

1.CHECK PARKING BRAKE SWITCH

Check that the brake warning lamp in the combination meter turns ON/OFF correctly when operating the parking brake lever (M/T models) or the parking brake pedal (A/T models).

Is the inspection result normal?

YES >> GO TO 2.
NO >> Check parking brake switch. Refer to BRC-71, "Diagnosis Procedure".

2.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis.

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-35, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Repair or replace combination meter.

VDC OFF INDICATOR LAMP

Description

INFOID:0000000001635138

×: ON –: OFF

Condition	VDC OFF indicator lamp
Ignition switch OFF	–
For 1 second after turning ignition switch ON	×
1 second later after turning ignition switch ON	–
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:0000000001635139

1.VDC OFF INDICATOR LAMP OPERATION CHECK 1

Check that the lamp illuminates for approximately 1 second after the ignition switch is turned ON.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Go to diagnosis procedure. Refer to BRC-77, "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-73, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000001635140

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-73, "Diagnosis Procedure".

2.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis.

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-35, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Repair or replace combination meter.

SLIP INDICATOR LAMP

Description

INFOID:0000000001635141

×: ON –: OFF

Condition	SLIP indicator lamp
Ignition switch OFF	–
For 1 second after turning ignition switch ON	×
1 second later after turning ignition switch ON	–
VDC/TCS function is malfunctioning.	×
ABS function is malfunctioning.	×
EBD function is malfunctioning.	×

Component Function Check

INFOID:0000000001635142

1.CHECK SLIP INDICATOR LAMP OPERATION

Check that the lamp illuminates for approximately 1 second 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:0000000001635143

1.CHECK SELF-DIAGNOSIS

Perform ABS actuator and electric unit (control unit) self-diagnosis.

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-35, "Diagnosis Description".

Is the inspection result normal?

YES >> Replace ABS actuator and electric unit (control unit).
NO >> Repair or replace combination meter.

ECU DIAGNOSIS

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Reference Value

INFOID:0000000001635144

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-III MONITOR ITEM

Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
FR LH SENSOR	Wheel speed	Vehicle stopped	0 [km/h (MPH)]
		Vehicle running (Note 1)	Nearly matches the speed meter display (± 10 % or less)
FR RH SENSOR	Wheel speed	Vehicle stopped	0 [km/h (MPH)]
		Vehicle running (Note 1)	Nearly matches the speed meter display (± 10 % or less)
RR LH SENSOR	Wheel speed	Vehicle stopped	0 [km/h (MPH)]
		Vehicle running (Note 1)	Nearly matches the speed meter display (± 10 % or less)
RR RH SENSOR	Wheel speed	Vehicle stopped	0 [km/h (MPH)]
		Vehicle running (Note 1)	Nearly matches the speed meter display (± 10 % or less)
STOP LAMP SW	Stop lamp switch signal status	When brake pedal is depressed	On
		When brake pedal is not depressed	Off
BATTERY VOLT	Battery voltage supplied to the ABS actuator and electric unit (control unit)	Ignition switch ON	10 – 16 V
SLCT LVR POSI	A/T selector lever position	P position R position N position D position	P R N D
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
YAW RATE SEN	Yaw rate detected by yaw rate/side G sensor	Vehicle stopped	Approx. 0 d/s
		Turning right	Negative value
		Turning left	Positive value
ACCEL POS SIG	Throttle actuator opening/closing is displayed (linked with accelerator pedal)	Accelerator pedal not depressed (ignition switch is ON)	0 %
		Depress accelerator pedal (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
		Turning right	Negative value (m/s^2)
		Turning left	Positive value (m/s^2)
STR ANGLE SIG	Steering angle detected by steering angle sensor	Straight-ahead	±2.5°
		Turn 90° to right	Approx. +90°
		Turn 90° to left	Approx. –90°
PRESS SENSOR	Brake fluid pressure detected by 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
ENGINE RPM	With engine running	With engine stopped	0 [tr/min (rpm)]
		Engine running	Almost in accordance with tachometer display
FLUID LEV SW	Brake fluid level switch signal status	When brake fluid level switch ON	On
		When brake fluid level switch OFF	Off
PARK BRAKE SW	Parking brake switch signal status	Parking brake switch is active	On
		Parking brake switch is inactive	Off
FR RH IN SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT-III) 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-III) 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-III) 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-III) 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 IN SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT-III) 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 OUT SOL	Operation status of each solenoid valve	Actuator (solenoid valve) is active (“ACTIVE TEST” with CONSULT-III) 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-III) 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-III) 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
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 (Note 2)	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 3)	When ABS warning lamp is ON	On
		When ABS warning lamp is OFF	Off
OFF LAMP	VDC OFF indicator lamp (Note 3)	When VDC OFF indicator lamp is ON	On
		When VDC OFF indicator lamp is OFF	Off
SLIP LAMP	SLIP indicator lamp (Note 3)	When SLIP indicator lamp is ON	On
		When SLIP indicator lamp is OFF	Off
BST OPER SIG	Not applied but displayed	—	Off
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
EBD FAIL SIG	EBD fail-safe signal	In EBD fail-safe	On
		EBD is normal	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

Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
CRANKING SIG	Crank operation	Crank is active	On
		Crank is inactive	Off
USV [FL-RR] (Note 2)	VDC switch-over valve	When actuator (switch-over valve) is active (“ACTIVE TEST” with CONSULT-III) 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
USV [FR-RL] (Note 2)	VDC switch-over valve	When actuator (switch-over valve) is active (“ACTIVE TEST” with CONSULT-III) 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
HSV [FL-RR] (Note 2)	VDC switch-over valve	When actuator (switch-over valve) is active (“ACTIVE TEST” with CONSULT-III) 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
HSV [FR-RL] (Note 2)	VDC switch-over valve	When actuator (switch-over valve) is active (“ACTIVE TEST” with CONSULT-III) 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
V/R OUTPUT (Note 2)	Solenoid valve relay activated	When the solenoid valve relay is active (When ignition switch OFF)	On
		When the solenoid valve relay is not active (in the fail-safe mode)	Off
M/R OUTPUT	Actuator motor and motor relay activated	When the actuator motor and motor relay are active (“ACTIVE TEST” with CONSULT-III)	On
		When the actuator motor and motor relay are inactive	Off

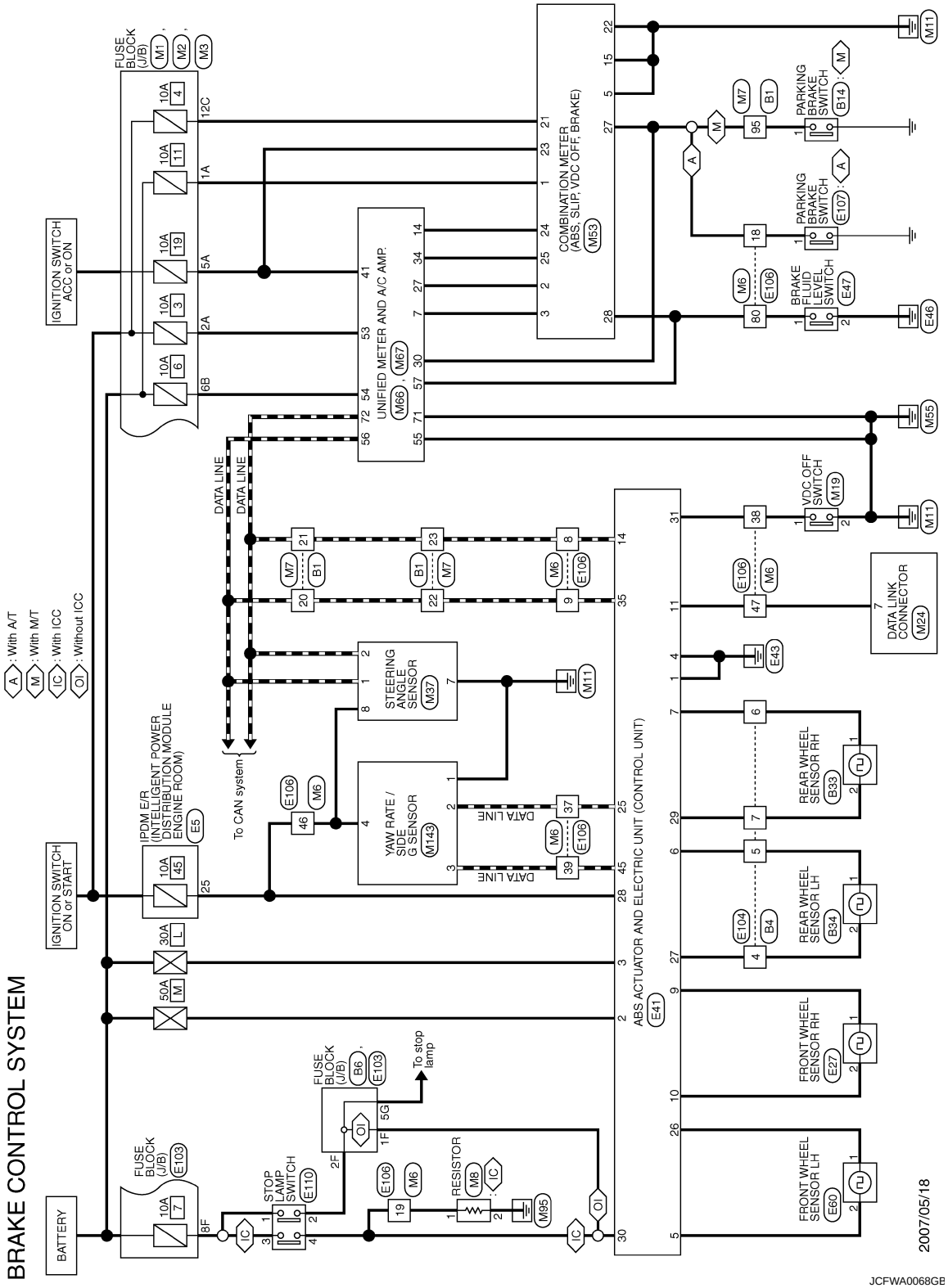
NOTE:

- 1: Confirm tire pressure is normal.
- 2: A brief moment of On/Off condition occurs every 20 seconds after ignition switch turned ON. This is not malfunction because it is an operation for checking.
- 3: On and off timing for warning lamp and indicator lamp.

- ABS warning lamp: Refer to BRC-75, "Description".
- Brake warning lamp: Refer to BRC-76, "Description".
- VDC OFF indicator lamp: Refer to BRC-77, "Description".
- SLIP indicator lamp: Refer to BRC-78, "Description".

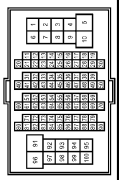
Wiring Diagram - BRAKE CONTROL SYSTEM -

INFOID:0000000001635145



BRAKE CONTROL SYSTEM

Connector No.	B1
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
20	L	–
21	P	–
22	L	–
23	P	–
95	V	–

Connector No.	B4
Connector Name	WIRE TO WIRE
Connector Type	NS08FW-CS

Terminal No.	Color of Wire	Signal Name [Specification]
4	GR	–
5	O	–
6	BR	–
7	LG	–

Connector No.	B6
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS12FBR-CS

Terminal No.	Color of Wire	Signal Name [Specification]
5G	LG	–

Connector No.	B14
Connector Name	PARKING BRAKE SWITCH (M/T)
Connector Type	P01FB-A

Terminal No.	Color of Wire	Signal Name [Specification]
1	V	–

Connector No.	B33
Connector Name	REAR WHEEL SENSOR RH
Connector Type	AAZ02FB1

Terminal No.	Color of Wire	Signal Name [Specification]
1	BR	–
2	LG	–

Connector No.	B34
Connector Name	REAR WHEEL SENSOR LH
Connector Type	AAZ02FB2

Terminal No.	Color of Wire	Signal Name [Specification]
1	O	–
2	GR	–

Connector No.	E5
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	TH20FW-CS12-M4-1V

Terminal No.	Color of Wire	Signal Name [Specification]
25	G	–

Connector No.	E27
Connector Name	FRONT WHEEL SENSOR RH
Connector Type	AAZ02FB1

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

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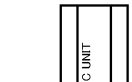
BRAKE CONTROL SYSTEM

Connector No.	E41
Connector Name	ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)
Connector Type	BAA42FB-AHZ4-LH



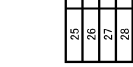
Terminal No.	Color of Wire	Signal Name [Specification]
1	B	GND
2	G	UBMR
3	R	UBVR
4	B	GND
5	Y	DS FL
6	O	DP RL
7	BR	DP RR
9	B	DP FR
10	W	DS FR
11	V	DIAG-K
14	P	CAN-L

25	Y	BUS-L
26	LG	DP FL
27	GR	DS RL
28	G	UZ
29	P	DS RR
30	SB	BLS
31	R	VDC OFF SW
35	L	CAN-H
45	B	BUS-H

Connector No.	E103
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS16FW-CS

Terminal No.	Color of Wire	Signal Name [Specification]
1F	SB	–
2F	W	–
8F	L	–

Connector No.	E104
Connector Name	WIRE TO WIRE
Connector Type	NS08MW-CS



Terminal No.	Color of Wire	Signal Name [Specification]
4	GR	–
5	O	–
6	BR	–
7	P	–

Connector No.	E47
Connector Name	BRAKE FLUID LEVEL SWITCH
Connector Type	YY02FGY

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

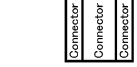
Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS16-TM4

Terminal No.	Color of Wire	Signal Name [Specification]
8	P	–
9	L	–
18	O	–
19	L	–
37	Y	–
38	R	–
39	B	–
46	W	–
47	V	–
80	W	–

Connector No.	E60
Connector Name	FRONT WHEEL SENSOR LH
Connector Type	AAZ02FB1

Terminal No.	Color of Wire	Signal Name [Specification]
1	LG	–
2	Y	–

Connector No.	E107
Connector Name	PARKING BRAKE SWITCH (A/T)
Connector Type	TB01FW



Terminal No.	Color of Wire	Signal Name [Specification]
1	O	–

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BRAKE CONTROL SYSTEM

Connector No.	E110
Connector Name	STOP LAMP SWITCH
Connector Type	M04FW-LC

Terminal No.	Color of Wire	Signal Name [Specification]
1	L	–
2	W	–
3	L	–
4	SB	–

Connector No.	M1
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS06FW-M2

Terminal No.	Color of Wire	Signal Name [Specification]
1A	V	–
2A	G	–
5A	L	–

Connector No.	M2
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS10FW-CS

Terminal No.	Color of Wire	Signal Name [Specification]
6B	Y	–

Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS12FW-CS

Terminal No.	Color of Wire	Signal Name [Specification]
12C	R	–

Connector No.	M6
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4

Terminal No.	Color of Wire	Signal Name [Specification]
8	P	–
9	L	–
18	O	–
19	L	–
37	Y	–
38	LG	–
39	SB	–
46	G	–
47	V	–
80	LG	–

Connector No.	M7
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4

Terminal No.	Color of Wire	Signal Name [Specification]
20	L	–
21	P	–
22	L	–
23	P	–
95	O	–

Connector No.	M8
Connector Name	RESISTOR
Connector Type	M02FBR-LC

Terminal No.	Color of Wire	Signal Name [Specification]
1	L	–
2	B	–

Connector No.	M19
Connector Name	VDC OFF SWITCH
Connector Type	TK06FGY

Terminal No.	Color of Wire	Signal Name [Specification]
1	LG	–
2	B	–

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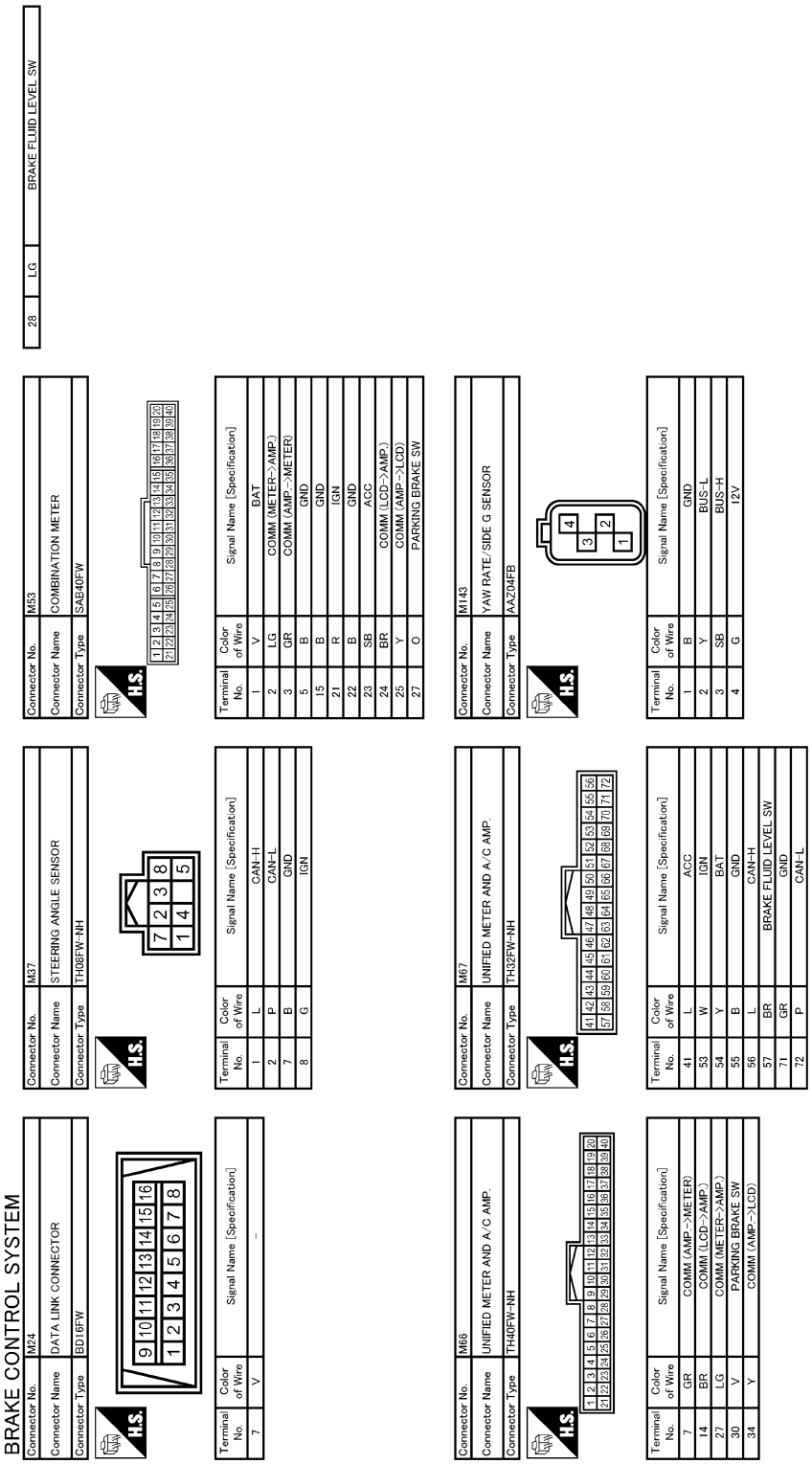

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Fail-Safe

INFOID:0000000001635146

ABS, EBD SYSTEM

In case of electrical malfunctions with the ABS, ABS warning lamp, VDC OFF indicator lamp, SLIP indicator lamp will turn on. In case of electrical malfunctions with the EBD, brake warning lamp, ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp will turn on. Simultaneously, the VDC/TCS/ABS become one of the following conditions of the fail-safe function.

- For malfunction of ABS, only the EBD is activated and the condition of vehicle is the same condition of vehicles without TCS/ABS system.
  NOTE:
  ABS self-diagnosis sound may be heard. That is a normal condition because a self-diagnosis for “Ignition switch ON” and “The first starting” are being performed.
- For malfunction of EBD, EBD and ABS become inoperative, and the condition of vehicle is the same as the condition of vehicles without TCS/ABS, EBD system.

VDC / TCS

In case of malfunction in the VDC/TCS/ABS system, VDC OFF indicator lamp, SLIP indicator lamp are turned on, and the condition of vehicle is the same as the condition of vehicles without VDC/TCS control.

CAUTION:

If the Fail-Safe function is activated, then perform self-diagnosis for VDC/TCS/ABS control system.

DTC No. Index

INFOID:0000000001635147

DTC	Items (CONSULT screen terms)	Reference
C1101	RR RH SENSOR-1	BRC-31, "DTC Logic"
C1102	RR LH SENSOR-1	
C1103	FR RH SENSOR-1	
C1104	FR LH SENSOR-1	
C1105	RR RH SENSOR-2	BRC-34, "DTC Logic"
C1106	RR LH SENSOR-2	
C1107	FR RH SENSOR-2	
C1108	FR LH SENSOR-2	
C1109	BATTERY VOLTAGE [ABNORMAL]	BRC-37, "DTC Logic"
C1110	CONTROLLER FAILURE	BRC-39, "DTC Logic"
C1111	PUMP MOTOR	BRC-40, "DTC Logic"
C1114	MAIN RELAY	BRC-42, "DTC Logic"
C1115	ABS SENSOR [ABNORMAL SIGNAL]	BRC-44, "DTC Logic"
C1116	STOP LAMP SW	BRC-47, "DTC Logic"
C1120	FR LH IN ABS SOL	BRC-49, "DTC Logic"
C1121	FR LH OUT ABS SOL	BRC-52, "DTC Logic"
C1122	FR RH IN ABS SOL	BRC-49, "DTC Logic"
C1123	FR RH OUT ABS SOL	BRC-52, "DTC Logic"
C1124	RR LH IN ABS SOL	BRC-49, "DTC Logic"
C1125	RR LH OUT ABS SOL	BRC-52, "DTC Logic"
C1126	RR RH IN ABS SOL	BRC-49, "DTC Logic"
C1127	RR RH OUT ABS SOL	BRC-52, "DTC Logic"
C1130	ENGINE SIGNAL 1	BRC-55, "DTC Logic"
C1131	ENGINE SIGNAL 2	
C1132	ENGINE SIGNAL 3	
C1138	4WAS CIRCUIT	BRC-56, "DTC Logic"
C1142	PRESS SEN CIRCUIT	BRC-57, "DTC Logic"
C1143	ST ANG SEN CIRCUIT	BRC-59, "DTC Logic"
C1144	ST ANG SEN SIGNAL	
C1145	YAW RATE SENSOR	BRC-61, "DTC Logic"
C1146	SIDE G-SEN CIRCUIT	

DTC	Items (CONSULT screen terms)	Reference
C1147	USV LINE [FL-RR]	BRC-64, "DTC Logic"
C1148	USV LINE [FR-RL]	
C1149	HSV LINE [FL-RR]	
C1150	HSV LINE [FR-RL]	
C1153	EMERGENCY BRAKE	BRC-39, "DTC Logic"
C1155	BR FLUID LEVEL LOW	BRC-67, "DTC Logic"
C1170	VARIANT CORDING	BRC-39, "DTC Logic"
C1185	ACC CONT	BRC-69, "DTC Logic"
U1000	CAN COMM CIRCUIT	BRC-70, "DTC Logic"
U1002	SYSTEM COMM	

SYMPTOM DIAGNOSIS

EXCESSIVE ABS FUNCTION OPERATION FREQUENCY

Diagnosis Procedure

INFOID:0000000001635149

1.CHECK START

Check front and rear brake force distribution using a brake tester. Refer to BR-63, "General Specifications".

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.
- Front: Refer to FAX-4, "Inspection".
- Rear: Refer to RAX-5, "Inspection".

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.
- 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-26, "CONSULT-III Function".
NO >> Normal

UNEXPECTED PEDAL REACTION

Diagnosis Procedure

INFOID:0000000001635150

1.CHECK BRAKE PEDAL STROKE

Check brake pedal stroke. Refer to BR-7, "Inspection and Adjustment".

Is the stroke too large?

YES >> • Bleed air from brake tube and hose. Refer to BR-12, "Bleeding Brake System".
• Check brake pedal, brake booster, and master cylinder for mount play, looseness, brake system fluid leakage, etc.
- Brake pedal: Refer to BR-7, "Inspection and Adjustment".
- Brake master cylinder: Refer to BR-13, "Inspection".
- Brake booster: Refer to BR-14, "Inspection".
- Brake fluid: Refer to BR-11, "Inspection".

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 >> Normal
NO >> Check brake system.

THE BRAKING DISTANCE IS LONG

Diagnosis Procedure

INFOID:0000000001635151

CAUTION:

The stopping distance on slippery road surfaces might be longer when the ABS is 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 >> Normal
NO >> Check brake system.

ABS FUNCTION DOES NOT OPERATE

Diagnosis Procedure

INFOID:0000000001635152

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 >> Normal
NO >> Perform self-diagnosis.

PEDAL VIBRATION OR ABS OPERATION SOUND OCCURS

Diagnosis Procedure

INFOID:0000000001635153

CAUTION:

Under the following conditions, ABS is activated and vibration is felt when brake pedal is lightly depressed (just place a foot on it). 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.

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 >> Normal

VEHICLE JERKS DURING VDC/TCS/ABS CONTROL

Diagnosis Procedure

INFOID:0000000001635154

1.SYMPTOM CHECK

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

Is the inspection result normal?

YES >> Normal.
NO >> GO TO 2.

2.CHECK SELF-DIAGNOSIS RESULTS

Perform self-diagnostic of ABS actuator and electric unit (control unit).

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

1. Turn ignition switch OFF and disconnect ABS actuator and electric unit (control unit) connector and check terminal for deformation, disconnection, looseness, etc.
2. 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 A/T SELF-DIAGNOSIS RESULTS

Perform ECM self-diagnosis and A/T self-diagnosis.

Are self-diagnosis results indicated?

YES >> Check the corresponding items.
NO >> Replace ABS actuator and electric unit (control unit).

NORMAL OPERATING CONDITION

Description

INFOID:0000000001635155

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 a 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 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:0000000001830769

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 “SRS AIRBAG” and “SEAT BELT” of this Service Manual.

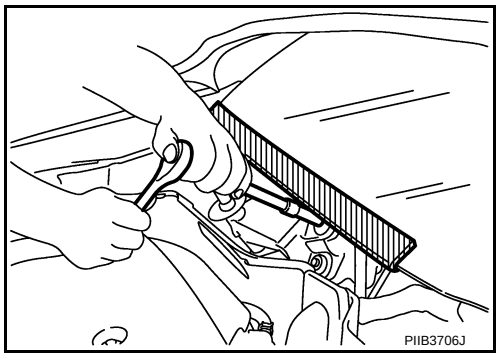
WARNING:

- **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 “SRS AIRBAG”.**
- **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.**

Precaution for Procedure without Cowl Top Cover

INFOID:0000000001830772

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



Precaution for Brake System

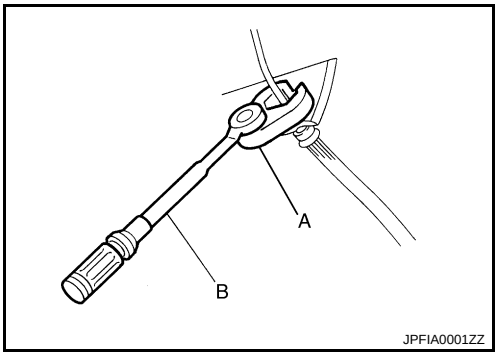
INFOID:0000000001635157

WARNING:

Clean brake pads and shoes with a waste cloth, then wipe with a dust collector.

- Only use DOT 3 brake fluid. Refer to MA-10, "Fluids and Lubricants".
- Never reuse drained brake fluid.
- Never 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.
- Never use mineral oils such as gasoline or light oil. 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).
- Always conform the specified tightening torque when installing the brake pipes.
- 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.
- Turn the ignition switch OFF and disconnect the ABS actuator and electric unit (control unit) connector or the battery negative terminal before performing the work.



JPFIA0001ZZ

Precaution for Brake Control

INFOID:0000000001635158

- When starting engine or when starting vehicle just after starting engine, brake pedal may vibrate or motor operating noise may be heard from engine compartment. This is normal condition.
- 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 estimate causes before starting diagnostic servicing. Besides electrical system inspection, check brake booster operation, brake fluid level, and oil leaks.
- If tire size and type are used in an improper combination, or brake pads are not Genuine NISSAN parts, stopping distance or steering stability may deteriorate.
- ABS might be out of order or malfunctions by putting a radio (wiring inclusive), an antenna and a lead-in wire near the control unit.
- If aftermarket parts (car stereo, CD player, etc.) have been installed, check for incidents such as harness pinches, open circuits, and improper wiring.
- VDC system may not operate normally or a VDC OFF indicator lamp or SLIP indicator lamp may light.
- When replacing the following parts with parts other than genuine parts or making modifications: Suspension related parts (shock absorber, spring, bushing, etc.), tires, wheels (other than specified sizes), brake-related parts (pad, rotor, caliper, etc.), engine-related parts (muffler, ECM, etc.) and body reinforcement-related parts (roll bar, tower bar, etc.).
- When driving with worn or deteriorated suspension, tires and brake-related parts.

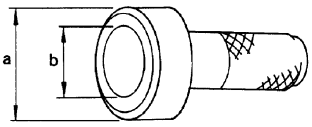
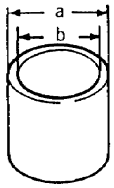
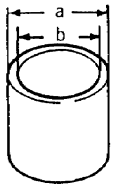
PREPARATION

PREPARATION

Special Service Tool

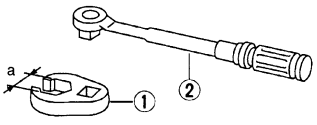
INFOID:0000000001635159

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name		Description
ST30720000 (J-25405) Drift a: 77 mm (3.03 in) dia. b: 55.5 mm (2.185 in) dia.	 ZZA0701D	Installing rear sensor rotor
ST27863000 (—) Drift a: 74.5 mm (2.933 in) dia. b: 62.5 mm (2.461 in) dia.	 ZZA0832D	
KV40104710 (—) a: 76.3 mm (3.004 in) dia. b: 67.9 mm (2.673 in) dia.	 ZZA0832D	

Commercial Service Tool

INFOID:0000000001635160

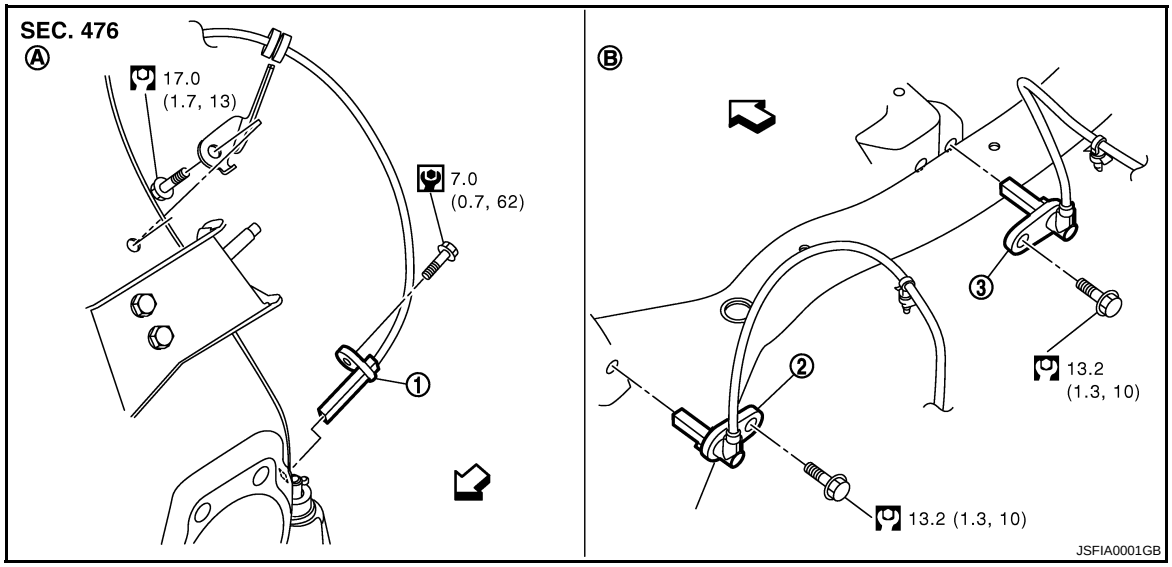
Tool name		Description
1. Flare nut crowfoot a: 10 mm (0.39 in) /12 mm (0.47 in) 2. Torque wrench	 S-NT360	Installing brake tube

ON-VEHICLE REPAIR

WHEEL SENSOR

Exploded View

INFOID:0000000001635161



1. Front LH wheel sensor
2. Rear LH wheel sensor
3. Rear RH wheel sensor

A. Front
B. Rear

⇦: Vehicle front

Refer to GI-4, "Components" for symbol marks in the figure.

NOTE:
The above figure (front side) shows left side. Right side is the mirror image.

Removal and Installation

INFOID:0000000001635162

REMOVAL

Pay attention to the following when removing sensor.

CAUTION:

- **Do not twist sensor harness as much as possible, when removing it. Pull sensors out without pulling sensor harness.**
- **Take care to avoid damaging sensor edges or rotor teeth. Remove wheel sensor first before removing front or rear wheel hub. This is to avoid damage to sensor wiring and loss of sensor function.**

INSTALLATION

Pay attention to the following when installing wheel sensor. Tighten installation bolts to the specified torques.

- When installing, make sure there is no foreign material such as iron chips on and in the mounting hole of the wheel sensor. Make sure no foreign material has been caught in the sensor rotor. Remove any foreign material and clean the mount.
- When installing wheel sensor, be sure to press rubber grommets in until they lock at locations shown above in the figure. When installed, harness must not be twisted.

SENSOR ROTOR

FRONT SENSOR ROTOR

FRONT SENSOR ROTOR : Exploded View

INFOID:0000000001635163

Refer to FAX-5, "Exploded View".

FRONT SENSOR ROTOR : Removal and Installation

INFOID:0000000001635164

REMOVAL

Sensor rotor cannot be disassembled. Remove the sensor rotor together with hub bearing assembly. Refer to FAX-5, "Exploded View".

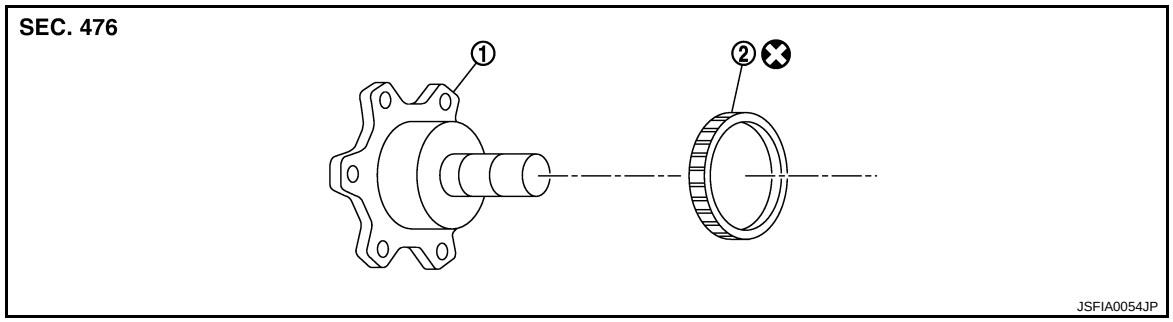
INSTALLATION

Sensor rotor cannot be disassembled. Remove the sensor rotor together with hub bearing assembly. Refer to FAX-5, "Exploded View".

REAR SENSOR ROTOR

REAR SENSOR ROTOR : Exploded View

INFOID:0000000001635165



1. Side flange
2. Rear wheel sensor rotor

Refer to GI-4, "Components" for symbol marks in the figure.

REAR SENSOR ROTOR : Removal and Installation

INFOID:0000000001635166

REMOVAL

- Follow the procedure below to remove rear sensor rotor.
- Remove side flange. Refer to RAX-10, "Exploded View".
- Using a bearing replacer (suitable tool) and puller (suitable tool), remove sensor rotor from side flange.

INSTALLATION

CAUTION:

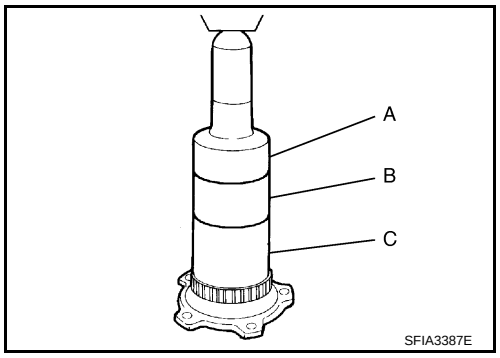
Do not reuse sensor rotor.

- Follow the procedure below to install rear sensor rotor.
- Using a drifts, press rear sensor rotor onto side flange.

A: Drift [SST: ST30720000 (J-25405)]

B: Drift [SST: ST27863000 (—)]

C: Drift [SST: KV40104710 (—)]

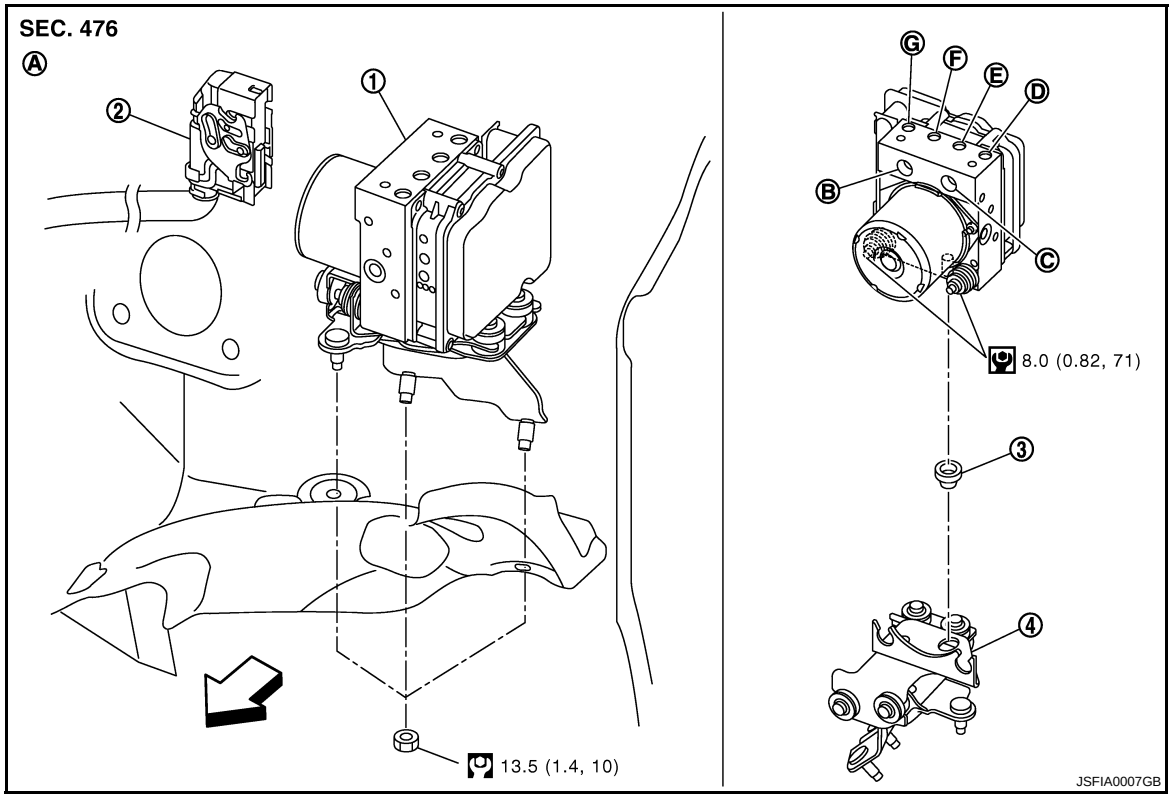


- Install side flange. Refer to RAX-10, "Exploded View".

ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Exploded View

INFOID:0000000001635167



1.	ABS actuator and electric unit (control unit)	2.	Connector	3.	Bushing
4.	Bracket				
A.	Left side of dash panel	B.	From master cylinder secondary side	C.	From master cylinder primary side
D.	To front LH brake caliper	E.	To rear RH brake caliper	F.	To Rear LH brake caliper
G.	To front RH brake caliper				

⇦: Vehicle front

Refer to GI-4, "Components" for symbol marks in the figure.

Removal and Installation

INFOID:0000000001635168

REMOVAL

CAUTION:

- **Before servicing, disconnect the battery cable from negative terminal.**
- **To remove brake tube, use a flare nut wrench to prevent flare nuts and brake tube from being damaged. To install, use flare nut crowfoot and torque wrench.**
- **Do not apply excessive impact to ABS actuator and electric unit (control unit), such as dropping it.**
- **Do not remove and install actuator by holding harness.**
- **After work is completed, bleed air from brake tube. Refer to BR-12, "Bleeding Brake System".**

1. Remove cowl top cover. Refer to EXT-21, "Exploded View".
2. Disconnect ABS actuator and electric unit (control unit) connector.
3. Loosen brake tube flare nuts, then remove brake tubes from ABS actuator and electric unit (control unit).
4. Remove tire (front LH side).
5. Remove fender protector (rear): (front LH side). Refer to EXT-24, "FENDER PROTECTOR : Exploded View".
6. Remove ABS actuator and electric unit (control unit) bracket mounting nut.

7. Remove ABS actuator and electric unit (control unit) from vehicle.

INSTALLATION

Note the following, and install in the reverse order of removal.

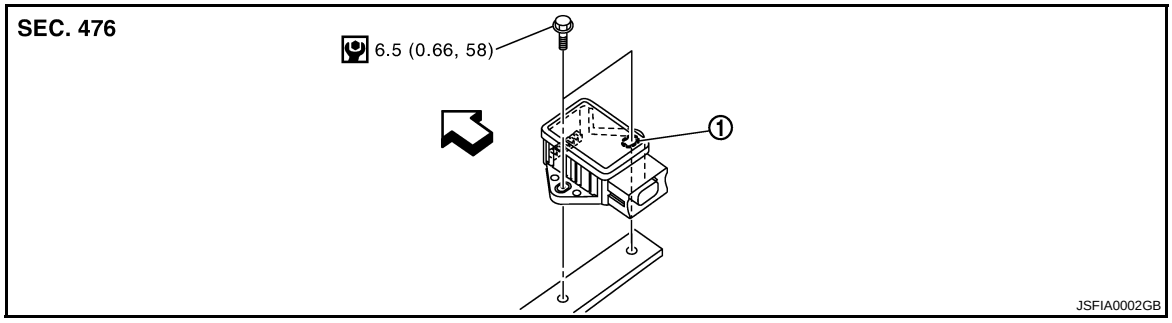
CAUTION:

- **Before servicing, disconnect the battery cable from negative terminal.**
- **To remove brake tube, use a flare nut wrench to prevent flare nuts and brake tube from being damaged. To install, use flare nut crowfoot and torque wrench.**
- **Do not apply excessive impact to ABS actuator and electric unit (control unit), such as dropping it.**
- **Do not remove and install actuator by holding harness.**
- **After work is completed, bleed air from brake tube. Refer to BR-12, "Bleeding Brake System".**
- **After installing harness connector in the ABS actuator and electric unit (control unit), make sure connector is securely locked.**
- **When replacing ABS actuator and electric unit (control unit), make sure to adjust neutral position of steering angle sensor. Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".**

YAW RATE/SIDE G SENSOR

Exploded View

INFOID:0000000001635169



1. Yaw rate/side G sensor

⇦: Vehicle front

Refer to GI-4, "Components" for symbol makes in the figure.

Removal and Installation

INFOID:0000000001635170

REMOVAL

CAUTION:

- **Do not drop or strike yaw rate/side G sensor, or do not use power tool etc., because yaw rate/side G sensor is sensitive to the impact.**

1. Remove center console. Refer to IP-23, "Exploded View".
2. Disconnect yaw rate/side G sensor harness connector.
3. Remove mounting bolts. Remove yaw rate/side G sensor.

INSTALLATION

Note the following, and install in the reverse order of removal.

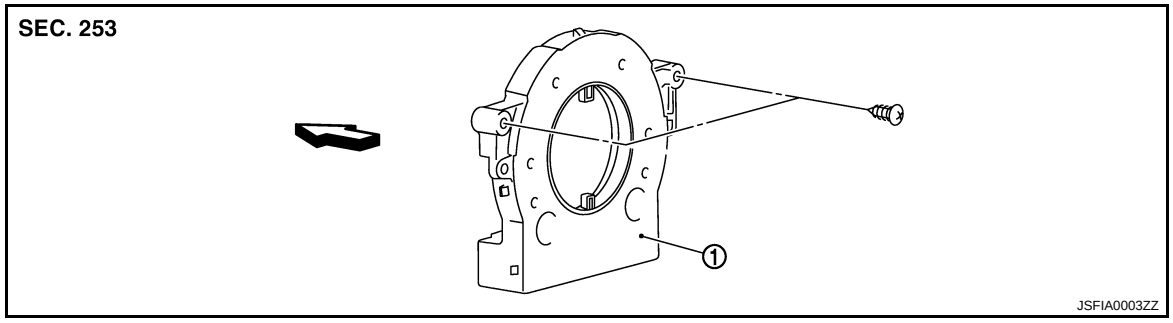
CAUTION:

- **Do not drop or strike yaw rate/side G sensor, or do not use power tool etc., because yaw rate/side G sensor is sensitive to the impact.**

STEERING ANGLE SENSOR

Exploded View

INFOID:0000000001635171



1. Steering angle sensor

⇦: Vehicle front

Removal and Installation

INFOID:0000000001635172

REMOVAL

1. Remove spiral cable assembly. Refer to SR-7, "Exploded View".
2. Remove steering angle sensor from spiral cable assembly.

INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

- **After work, make sure to adjust neutral position of steering angle sensor. Refer to BRC-8, "ADJUSTMENT OF STEERING ANGLE SENSOR NEUTRAL POSITION : Description".**
- **Perform 4WAS front actuator adjustment. Refer to STC-27, "4WAS FRONT ACTUATOR NEUTRAL POSITION ADJUSTMENT : Description".**