

SECTION **BRC**

BRAKE CONTROL SYSTEM

A
B
C
D
E
BRC
G
H
I
J
K
L
M

CONTENTS

VDC/TCS/ABS	
PRECAUTIONS	3
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	3
Precautions for Brake System	3
Precautions for Brake Control	3
PREPARATION	5
Special Service Tools	5
Commercial Service Tools	5
ON-VEHICLE SERVICE	6
Adjustment of Steering Angle Sensor Neutral Position	6
Calibration of Decel G Sensor (AWD Models)	7
SYSTEM DESCRIPTION	8
System Diagram	8
Functions	8
VDC	8
TCS	8
ABS	9
EBD	9
Fail-Safe Function	9
VDC / TCS SYSTEM	9
ABS, EBD SYSTEM	9
Hydraulic Circuit Diagram	10
CAN Communication	10
SYSTEM DESCRIPTION	10
TROUBLE DIAGNOSIS	11
Fail-Safe Function	11
VDC/TCS SYSTEM	11
ABS, EBD SYSTEM	11
How to Proceed with Diagnosis	11
BASIC CONCEPT	11
DIAGNOSIS FLOWCHART	12
ASKING COMPLAINTS	13
EXAMPLE OF DIAGNOSIS SHEET	13
Component Installation Location	14
Schematic	15
Wiring Diagram — VDC —	16
Control Unit Input/Output Signal Standard	22
REFERENCE VALUE FROM CONSULT-II	22
CONSULT-II Functions (ABS)	24
CONSULT-II MAIN FUNCTION	24
CONSULT-II SETTING PROCEDURE	24
Self-Diagnosis	25
DESCRIPTION	25
OPERATION PROCEDURE	25
ERASE MEMORY	25
DISPLAY ITEM LIST	26
Data Monitor	29
OPERATION PROCEDURE	29
DISPLAY ITEM LIST	29
Active Test	31
OPERATION PROCEDURE	31
TEST ITEM	32
For Fast and Accurate Diagnosis	33
PRECAUTIONS FOR DIAGNOSIS	33
Basic Inspection	34
BRAKE FLUID AMOUNT, LEAKS, AND BRAKE PADS INSPECTION	34
POWER SYSTEM TERMINAL LOOSENESS AND BATTERY INSPECTION	34
ABS WARNING LAMP, VDC OFF INDICATOR LAMP, SLIP INDICATOR LAMP AND BRAKE WARNING LAMP INSPECTION	34
TROUBLE DIAGNOSIS FOR SYSTEM	36
Wheel Sensor Circuit	36
INSPECTION PROCEDURE	36
Engine System	38
INSPECTION PROCEDURE	38
VDC/TCS/ABS Control Unit Circuit	38
INSPECTION PROCEDURE	38
Pressure Sensor Circuit	39
INSPECTION PROCEDURE	39
Steering Angle Sensor Circuit	41
INSPECTION PROCEDURE	41
Yaw Rate/Side G Sensor (2WD Models), Yaw Rate/Side/Decel G Sensor (AWD Models) Circuit	42
INSPECTION PROCEDURE	42
Solenoid and VDC Change-Over Valve Circuit	44

INSPECTION PROCEDURE	44	The ABS Function Does Not Operate	54
Actuator Motor Circuit	45	Pedal Vibration or ABS Operation Sound Occurs...	54
INSPECTION PROCEDURE	45	Vehicle Jerks During VDC/TCS/ABS Control	55
ABS Actuator and Electric Unit (Control Unit) Power		WHEEL SENSORS	57
Supply and Ground Circuit	46	Removal and Installation	57
INSPECTION PROCEDURE	46	REMOVAL	57
Stop Lamp Switch Circuit	48	INSTALLATION	57
INSPECTION PROCEDURE	48	SENSOR ROTOR	59
Brake Fluid Level Switch Circuit	50	Removal and Installation	59
INSPECTION PROCEDURE	50	REMOVAL	59
When "ST ANG SEN SIGNAL" Appears on Self-		INSTALLATION	59
diagnosis Results Display	51	ACTUATOR AND ELECTRIC UNIT (ASSEMBLY)...	60
INSPECTION PROCEDURE	51	Removal and Installation	60
When "DECEL G SEN SET" Appears on Self-diag-		REMOVAL	60
nostic Results Display (AWD Models)	51	INSTALLATION	61
INSPECTION PROCEDURE	51	G SENSOR	62
CAN Communication Circuit	52	Removal and Installation	62
INSPECTION PROCEDURE	52	REMOVAL	62
Component Inspection	52	INSTALLATION	62
VDC OFF SWITCH	52	STEERING ANGLE SENSOR	63
TROUBLE DIAGNOSIS FOR SYMPTOMS	53	Removal and Installation	63
Excessive ABS Function Operation Frequency	53	REMOVAL	63
Unexpected Pedal Reaction	53	INSTALLATION	63
The Braking Distance is Long	54		

PRECAUTIONS

PF0:00001

Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

NFS000MW

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 and SB section of this Service Manual.

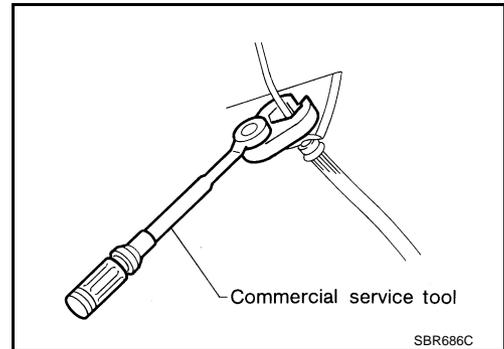
WARNING:

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

Precautions for Brake System

NFS000MX

- Recommended fluid is brake fluid “DOT 3”. Refer to [MA-12, "RECOMMENDED FLUIDS AND LUBRICANTS"](#).
- Do not reuse drained brake fluid.
- Be careful not to splash brake fluid on painted areas such as body. If brake fluid is splashed, wipe it off and flush area with water immediately.
- Do not use mineral oils such as gasoline or kerosene to clean. They will ruin rubber parts and cause improper operation.
- Using a flare nut crowfoot and torque wrench, securely tighten brake tube flare nuts.
- 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.
- Before working, turn ignition switch OFF and disconnect electrical connectors of ABS actuator and electric unit (control unit) or battery negative terminal.
- When installing brake piping, be sure to check torque.



WARNING:

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

Precautions for Brake Control

NFS000MY

- During VDC/TCS/ABS operation, brake pedal lightly vibrates and a mechanical noise may be heard. This is normal.
- Just after starting vehicle after turning ignition switch ON, brake pedal may vibrate or motor operating noise may be heard from engine room. This is a normal status of operation check.
- Stopping distance may be longer than that of vehicles without ABS when vehicle drives on rough, gravel, or snow-covered (fresh, deep snow) roads.
- When an error is indicated by ABS or another warning lamp, collect all necessary information from customer (what symptoms are present under what conditions) and check for simple causes before starting diagnostic servicing. Besides electrical system inspection, check booster operation, brake fluid level, and fluid 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.

A
B
C
D
E
BRC
G
H
I
J
K
L
M

PRECAUTIONS

[VDC/TCS/ABS]

- If there is a radio, antenna, or antenna lead-in wire (including wiring) near control module, VDC/TCS/ABS function may have a malfunction or error.
- If aftermarket parts (car stereo, CD player, etc.) have been installed, check for incidents such as harness pinches, open circuits, and improper wiring.
- If the following components are replaced with non-genuine components or converted, VDC OFF indicator lamp and SLIP indicator lamp may turn on or the VDC system may not operate properly. Components related to suspension (shock absorber, strut, spring, bushing, etc.), Tires, wheels (exclude specified size), components related to brake (pad, rotor, caliper, etc.), components related to engine (muffler, ECM, etc.), components related to body reinforcement (roll bar, tower bar, etc.).
- Driving in the condition of breakage or excessive wear of suspension, tires or components related to the brakes may cause VDC OFF indicator lamp and SLIP indicator lamp turn on, and the VDC system may not operate properly.
- When the TCS or VDC is activated by sudden acceleration or sudden turn, some noise may occur. The noise is a result of the normal operation of the TCS and VDC.
- When driving on roads which have extreme slopes (such as mountainous roads) or high banks (such as sharp curves on a freeway), the VDC may not operate normally, or VDC OFF indicator lamp and SLIP indicator lamp may turn on. However, this is not a malfunction, if normal operation can be resumed after restarting engine.
- Sudden turns (such as spin turns, acceleration turns), drifting, etc. When VDC function is OFF (VDC OFF SW ON) may cause the G sensor system indicate a malfunction. However, this is not a malfunction, if normal operation can be resumed after restarting engine.
- Change 4 tires at a time. Be sure to use specified-size tires that have the same brand name and pattern. Wheel sensor errors can be detected by self-diagnosis when tires have wide abrasion variations or the size is different from the genuine tires.

PREPARATION

[VDC/TCS/ABS]

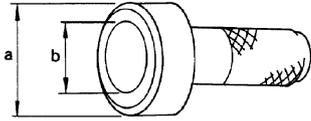
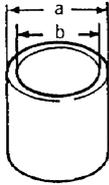
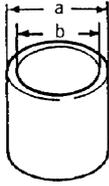
PREPARATION

PPF:00002

Special Service Tools

NFS000MZ

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

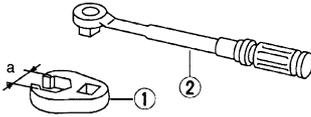
Tool number (Kent-Moore No.) Tool name	Description
ST30720000 (J-25405) Drift a: 77 mm (3.03 in) dia. b: 55.5 mm (2.185 in) dia.	 <p style="text-align: right;">ZZA0701D</p>
ST27863000 (—) Drift a: 74.5 mm (2.933 in) dia. b: 62.5 mm (2.461 in) dia.	 <p style="text-align: right;">ZZA0832D</p>
KV40104710 (—) Drift a: 76.3 mm (3.004 in) dia. b: 67.9 mm (2.673 in) dia.	 <p style="text-align: right;">ZZA0832D</p>

A
B
C
D
E
F
G
H
I
J
K
L
M

BRC

Commercial Service Tools

NFS000N0

Tool name	Description
1: Flare nut crowfoot a: 10 mm (0.39 in)/ 12 mm (0.47 in) 2: Torque wrench	 <p style="text-align: right;">S-NT360</p>

ON-VEHICLE SERVICE

PFP:00000

Adjustment of Steering Angle Sensor Neutral Position

NFS000N1

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

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

CAUTION:

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

1. Stop vehicle with front wheels in straight-ahead position.
2. Perform "CONSULT-II Start Procedure". Refer to [GI-38, "CONSULT-II Start Procedure"](#) .
3. Touch "ABS", "WORK SUPPORT" and "ST ANGLE SENSOR ADJUSTMENT" on CONSULT-II screen in this order.
4. Touch "START".

CAUTION:

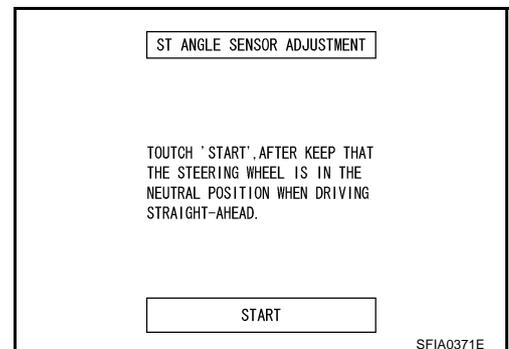
Do not touch steering wheel while adjusting steering angle sensor.

5. After approximately 10 seconds, touch "END". (After approximately 60 seconds, it ends automatically.)
6. Turn ignition switch OFF, then turn it ON again.

CAUTION:

Be sure to perform above operation.

7. Run vehicle with front wheels in straight-ahead position, then stop.
8. Select "DATA MONITOR", "SELECTION FROM MENU", and "STR ANGLE SIG" on CONSULT-II screen. Then make sure "STR ANGLE SIG" is within 0 ± 3.5 deg. If value is more than specification, repeat steps 3 to 7.
9. Erase memory of ABS actuator and electric unit (control unit) and ECM.
10. Turn ignition switch OFF.



Calibration of Decel G Sensor (AWD Models)

NOTE:

After removing/installing or replacing yaw rate/side/decel G sensor, ABS actuator and electric unit (control unit), suspension components, or after adjusting wheel alignment, make sure to calibration of decel G sensor before running vehicle.

CAUTION:

To calibrate decel G sensor, make sure to use CONSULT-II. (Adjustment can not be done without CONSULT-II.)

1. Stop vehicle with front wheels in straight-ahead position.

CAUTION:

- The work should be done at a horizontal place when vehicle is in the unloaded vehicle condition.
- Keep all tires inflated to correct pressures. Adjust the tire pressure to the specified pressure value.

2. Perform "CONSULT-II Start Procedure". Refer to [GI-38, "CONSULT-II Start Procedure"](#).
3. Touch "ABS", "WORK SUPPORT" and "DECEL G-SEN CALIBRATION" on CONSULT-II screen in this order.
4. Touch "START".

CAUTION:

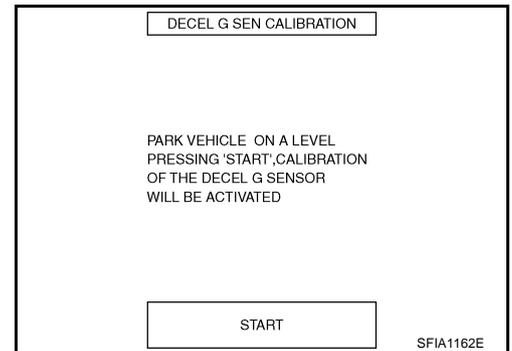
Set vehicle as shown in the display.

5. After approximately 10 seconds, touch "END". (After approximately 60 seconds, it ends automatically.)
6. Turn ignition switch OFF, then turn it ON again.

CAUTION:

Be sure to perform above operation.

7. Run vehicle with front wheels in straight-ahead position, then stop.
8. Select "DATA MONITOR", "SELECTION FROM MENU", and "DECEL G-SEN" on CONSULT-II screen. Then make sure "DECEL G-SEN" is within 0 ± 0.08 G. If value is more than specification, repeat steps 3 to 7.
9. Erase memory of ABS actuator and electric unit (control unit) and ECM.
10. Turn ignition switch OFF.



A

B

C

D

E

BRC

G

H

I

J

K

L

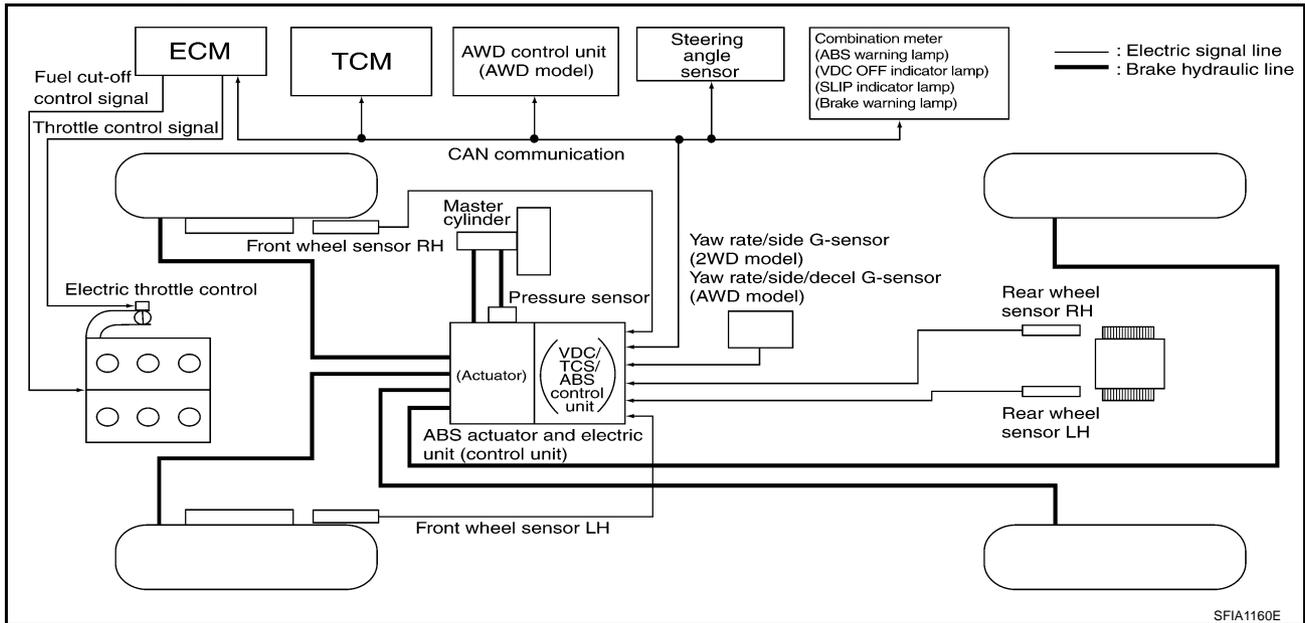
M

SYSTEM DESCRIPTION

PFP:00000

System Diagram

NFS000N3



Functions

VDC

NFS000N4

- In addition to the TCS/ABS function, the driver steering amount and brake operation amount are detected from steering angle sensor and pressure sensor, and the vehicle's driving status (amount of under steering / over steering) is determined from information from G sensor, wheel sensor, etc., and this information is used to improve vehicle stability by controlling the braking and engine power to all four wheels.
- SLIP indicator lamp flashes to inform the driver of VDC operation.
- During VDC operation, body and brake pedal lightly vibrate and mechanical noises may be heard. This is normal.
- ABS warning lamp, VDC OFF indicator lamp, and SLIP indicator lamp might turn on when vehicle is subject to strong shaking or large vibration, such as when vehicle is on a turn table, a ship or a steep slope such as bank while engine is running. In this case, restart engine on a normal road, and if ABS warning lamp, VDC OFF indicator lamp, and SLIP indicator lamp turn off, there is no malfunction.

TCS

- The wheel spin of the drive wheels is detected by ABS actuator and electric unit (control unit) from the wheel speed signals from four wheels, so if wheel spin occurs, drive wheel right and left brake fluid pressure control and engine fuel cut are performed while throttle value is restricted to reduce the engine torque and decrease the amount of wheel spin. In addition, the degree throttle is opened is controlled to achieve the optimum engine torque.
- Depending on road circumstances, the driver may have a sluggish feel. This is normal, because the optimum traction has the highest priority under TCS operation.
- TCS may be activated any time vehicle suddenly accelerates, suddenly down/upshifts, or is driven on a road with a varying surface friction coefficient.
- During TCS operation, it informs a driver of system operation by flashing SLIP indicator lamp.

ABS

- The Anti-Lock Braking System is a function that detects wheel revolution while braking, and it improves handling stability during sudden braking by electrically preventing 4 wheel lock. Maneuverability is also improved for avoiding obstacles. A
- If the electrical system malfunctions, then the fail-safe function starts, the ABS becomes inoperative, and ABS warning lamp turns on. B
- Electrical system diagnosis by CONSULT-II is available. C
- During ABS operation, brake pedal lightly vibrates and a mechanical noise may be heard. This is normal. C
- When starting engine, or just after starting vehicle, brake pedal may vibrate or motor operating noises may be heard from engine compartment. This is a normal status of operation check. D
- Stopping distance may be longer than that of vehicles without ABS when vehicle drives on rough, gravel, or snow-covered (fresh, deep snow) roads. D

EBD

- The Electronic Brake Distribution is a function that detects subtle slippages between front and rear wheels during braking, and it improves handling stability by electronically controlling the brake fluid pressure which results in reduced rear wheel slippage. E
- In case of electrical system malfunction, the fail-safe function is activated, EBD and ABS becomes inoperative, and ABS warning lamp and brake warning lamp are turned on. BRC
- Electrical system diagnosis by CONSULT-II is available. G
- During EBD operation, brake pedal lightly vibrates and a mechanical noise may be heard. This is normal. G
- When starting engine, or just after starting vehicle, brake pedal may vibrate or motor operating noises may be heard from engine compartment. This is a normal status of operation check. H
- Stopping distance may be longer than that of vehicles without EBD when vehicle drives on rough, gravel, or snow-covered (fresh, deep snow) roads. H

Fail-Safe Function VDC / TCS SYSTEM

NFS000N8

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

CAUTION:

If the fail-safe function is activated, then perform the self-diagnosis for VDC/TCS/ABS control system. J

ABS, EBD SYSTEM

In case of electrical malfunctions with the ABS, ABS warning lamp, VDC OFF indicator lamp and 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. K

- For malfunction of ABS, only the EBD is activated and the condition of vehicle is the same condition of vehicles without TCS/ABS system. L

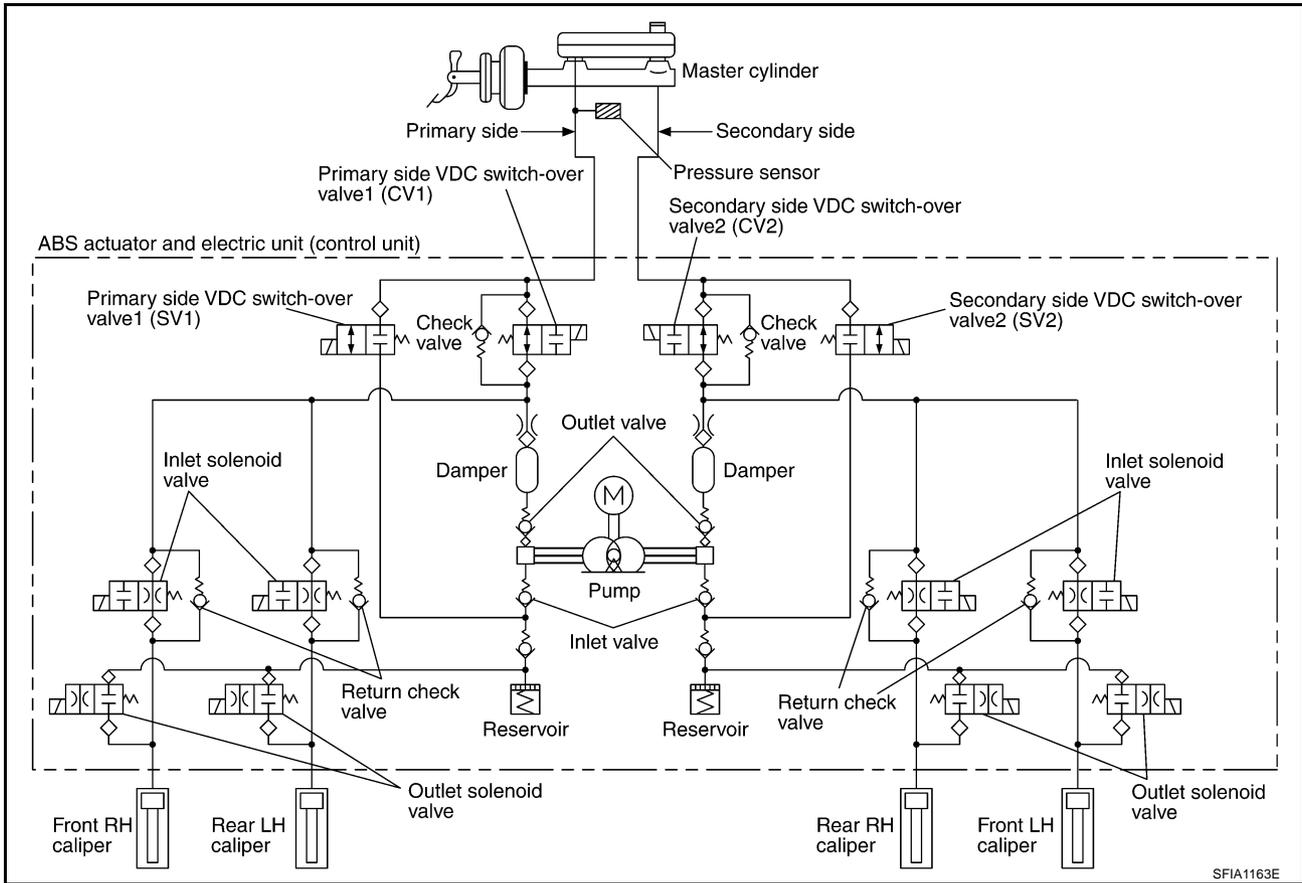
NOTE:

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. M

- 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.

Hydraulic Circuit Diagram

NFS000N9



CAN Communication SYSTEM DESCRIPTION

NFS0000L

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. Refer to [LAN-49, "CAN System Specification Chart"](#).

TROUBLE DIAGNOSIS

PFP:00004

Fail-Safe Function
VDC/TCS SYSTEM

NFS0000M

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

CAUTION:

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

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.

How to Proceed with Diagnosis

NFS000NB

BASIC CONCEPT

- Most important point to perform diagnosis is to understand systems (control and mechanism) in vehicle thoroughly.

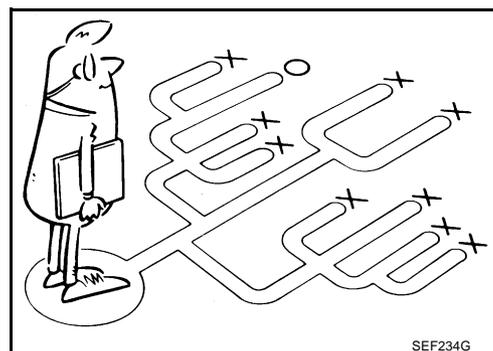
- It is also important to clarify customer complaints before inspection.

First of all, reproduce symptom, and understand it fully.

Ask customer about his/her complaints carefully. In some cases, it will be necessary to check symptom by driving vehicle with customer.

NOTE:

Customers are not professionals. Do not assume "maybe customer means..." or "maybe customer mentioned this symptom".

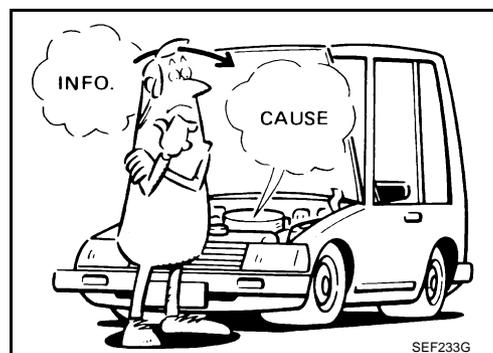


SEF234G

- It is essential to check symptoms right from beginning in order to repair a malfunction completely.

For an intermittent malfunction, it is important to reproduce symptom based on interview with customer and past examples. Do not perform inspection on ad hoc basis. Most intermittent malfunctions are caused by poor contacts. In this case, it will be effective to shake suspected harness or connector by hand. When repairs are performed without any symptom check, no one can judge if malfunction has actually been eliminated.

- After diagnosis, make sure to perform "erase memory". Refer to [BRC-25, "Self-Diagnosis"](#).
- For an intermittent malfunction, move harness or harness connector by hand to check poor contact or false open circuit.
- Always read "GI General Information" to confirm general precautions. Refer to [GI-4, "General Precautions"](#).

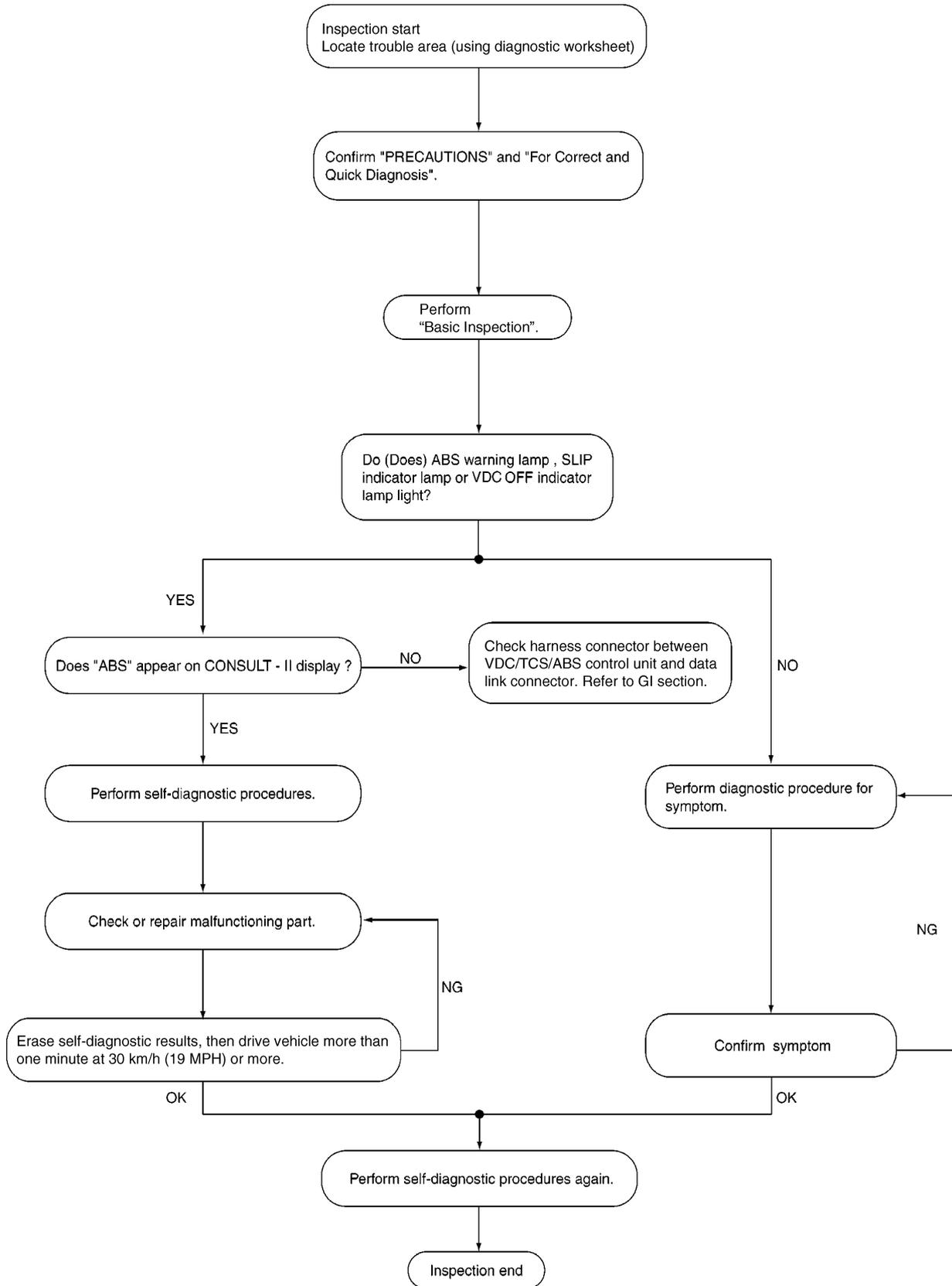


SEF233G

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

DIAGNOSIS FLOWCHART



SFIA3272E

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

ASKING COMPLAINTS

- Complaints against malfunction vary depending on each person. It is important to clarify customer complaints.
- Ask customer about what symptoms are present and under what conditions. Use information to reproduce symptom while driving.
- It is also important to use diagnosis sheet so as not to miss information.

KEY POINTS	
WHAT	Vehicle model
WHEN	Date, Frequencies
WHERE	Road conditions
HOW	Operating conditions, Weather conditions, Symptoms

SBR339B

EXAMPLE OF DIAGNOSIS SHEET

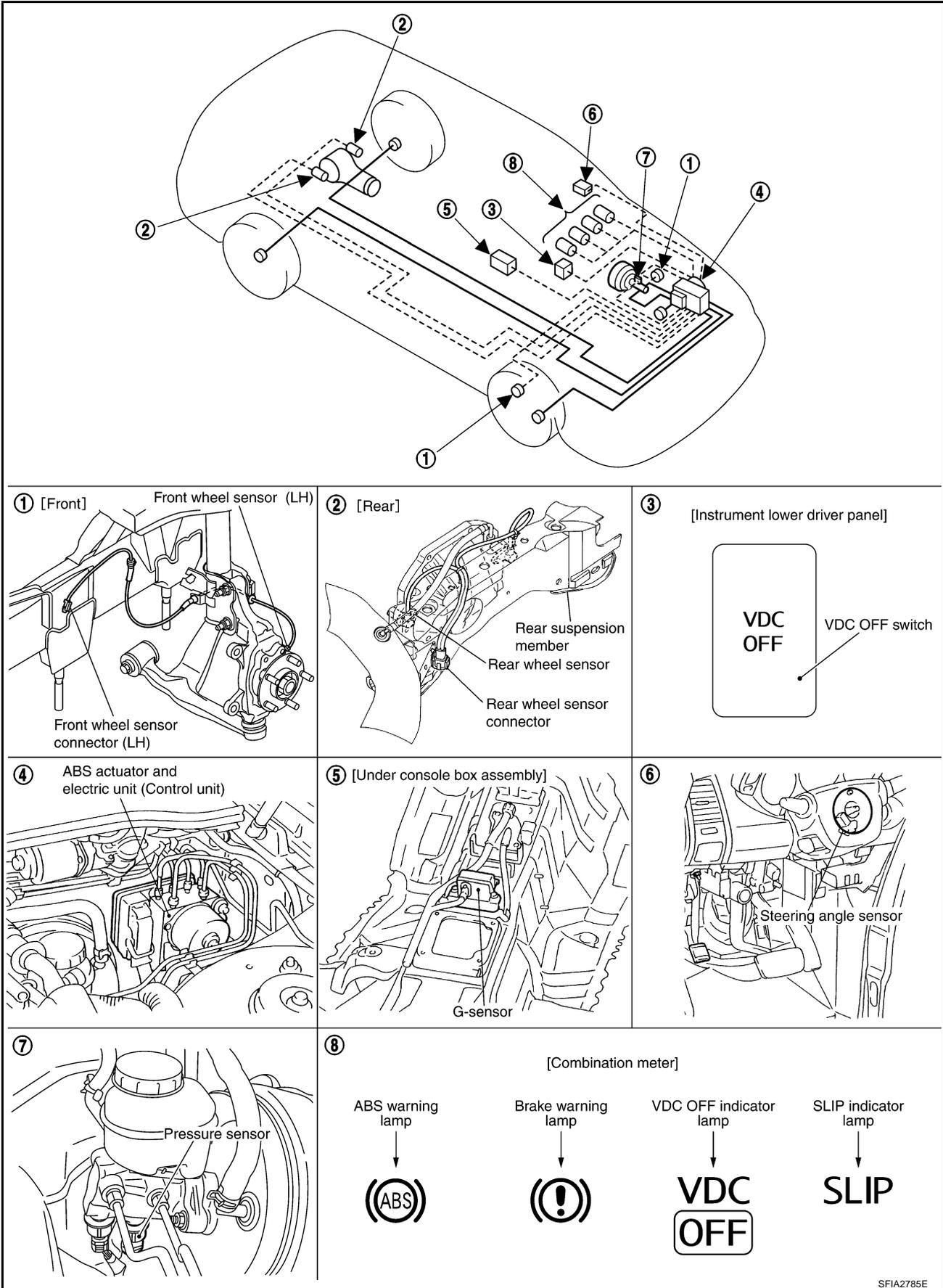
Customer name MR/MS	Model & Year		VIN
Engine #	Trans.		Mileage
Incident Date	Manuf. Date		In Service Date
Symptoms	<input type="checkbox"/> Noise and vibration (from engine compartment) <input type="checkbox"/> Noise and vibration (from axle)	<input type="checkbox"/> Warning / Indicator activate	<input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

SFIA3265E

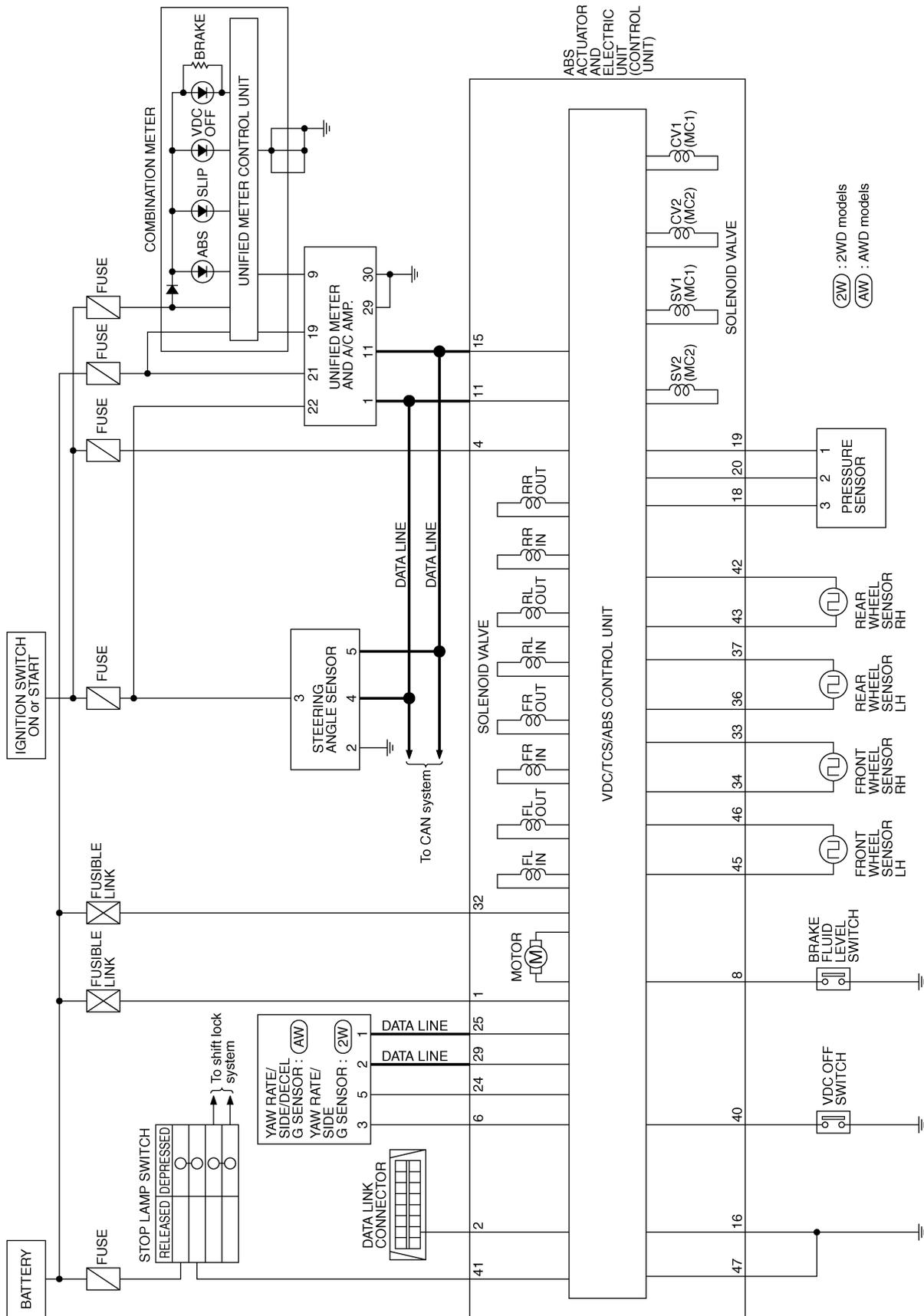
A
B
C
D
E
F
G
H
I
J
K
L
M

BRC

Component Installation Location



Schematic



A
B
C
D
E
F
G
H
I
J
K
L
M

BRC

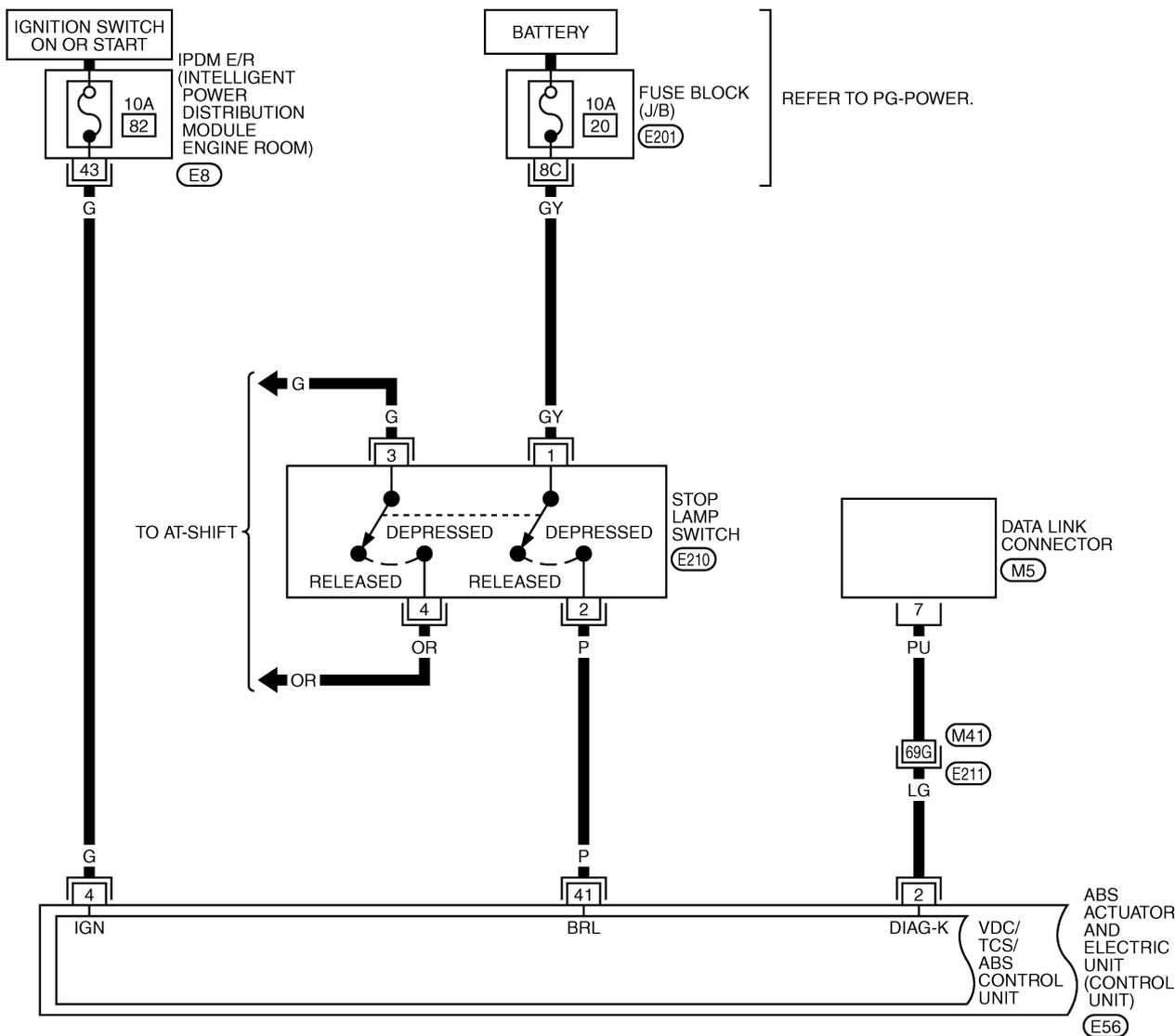
TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Wiring Diagram — VDC —

NFS000NE

BRC-VDC-01



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

(M5) W

37	36	35	34	33
44	43	42	41	40
39	38			

(E8) W



32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47
1	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

(E56) B

4	3
2	1

(E210) W

REFER TO THE FOLLOWING.

- (E211) -SUPER MULTIPLE JUNCTION (SMJ)
- (E201) -FUSE BLOCK-JUNCTION BOX (J/B)

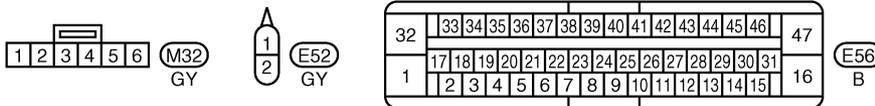
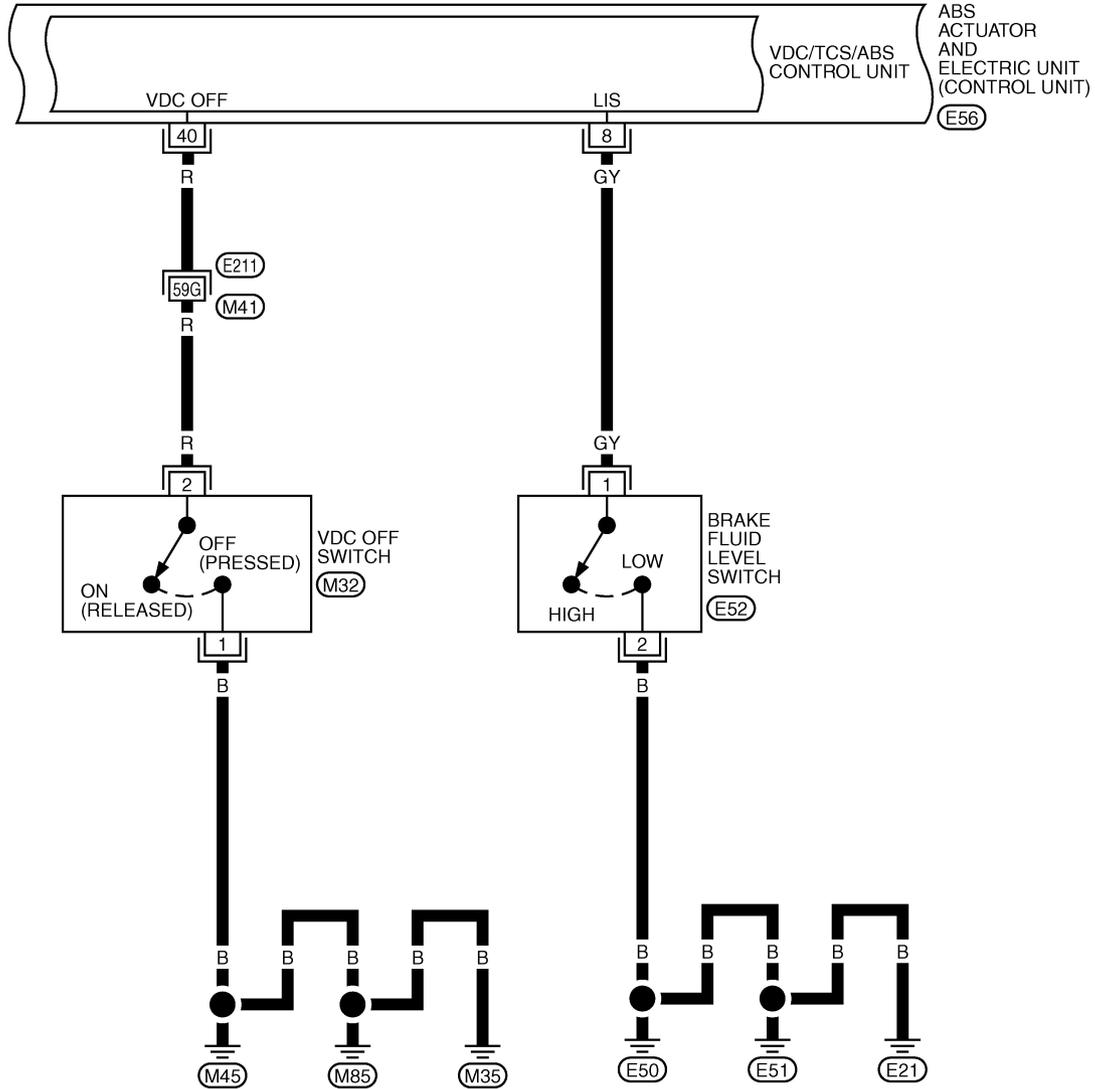
TFWM0230E

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

BRC-VDC-02

A
B
C
D
E
BRC
G
H
I
J
K
L
M



REFER TO THE FOLLOWING.

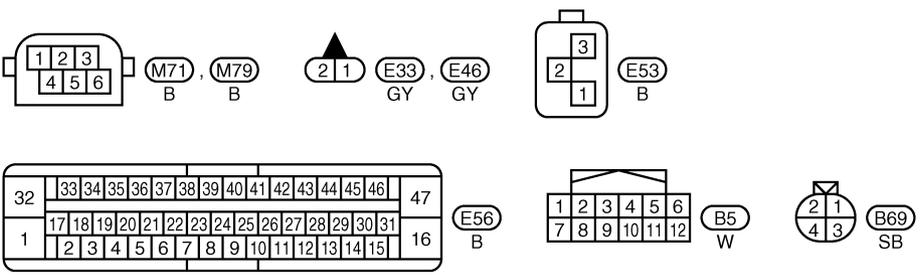
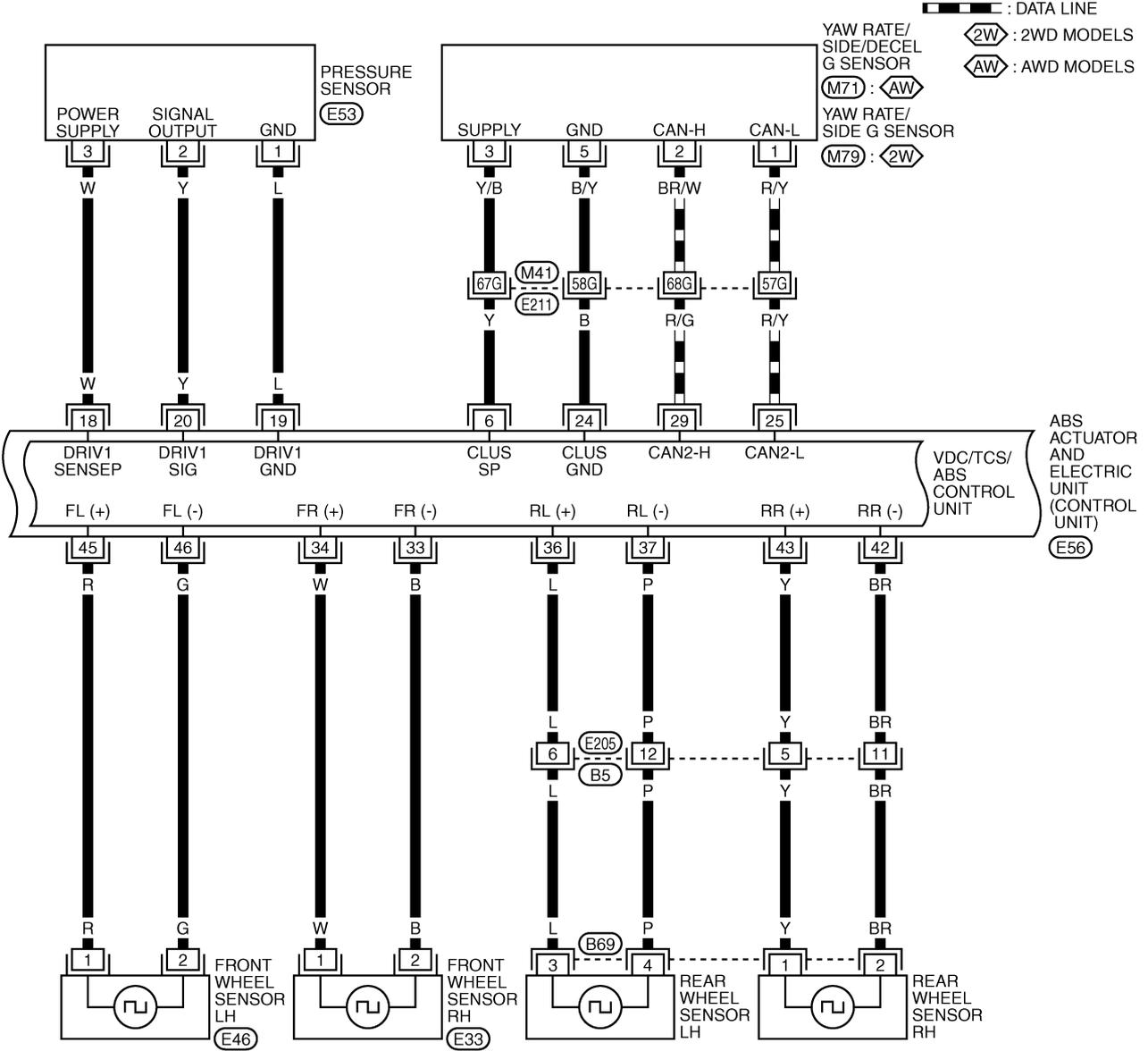
(E211) -SUPER MULTIPLE JUNCTION (SMJ)

TFWM0231E

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

BRC-VDC-03



REFER TO THE FOLLOWING.

(E211) -SUPER MULTIPLE JUNCTION (SMJ)

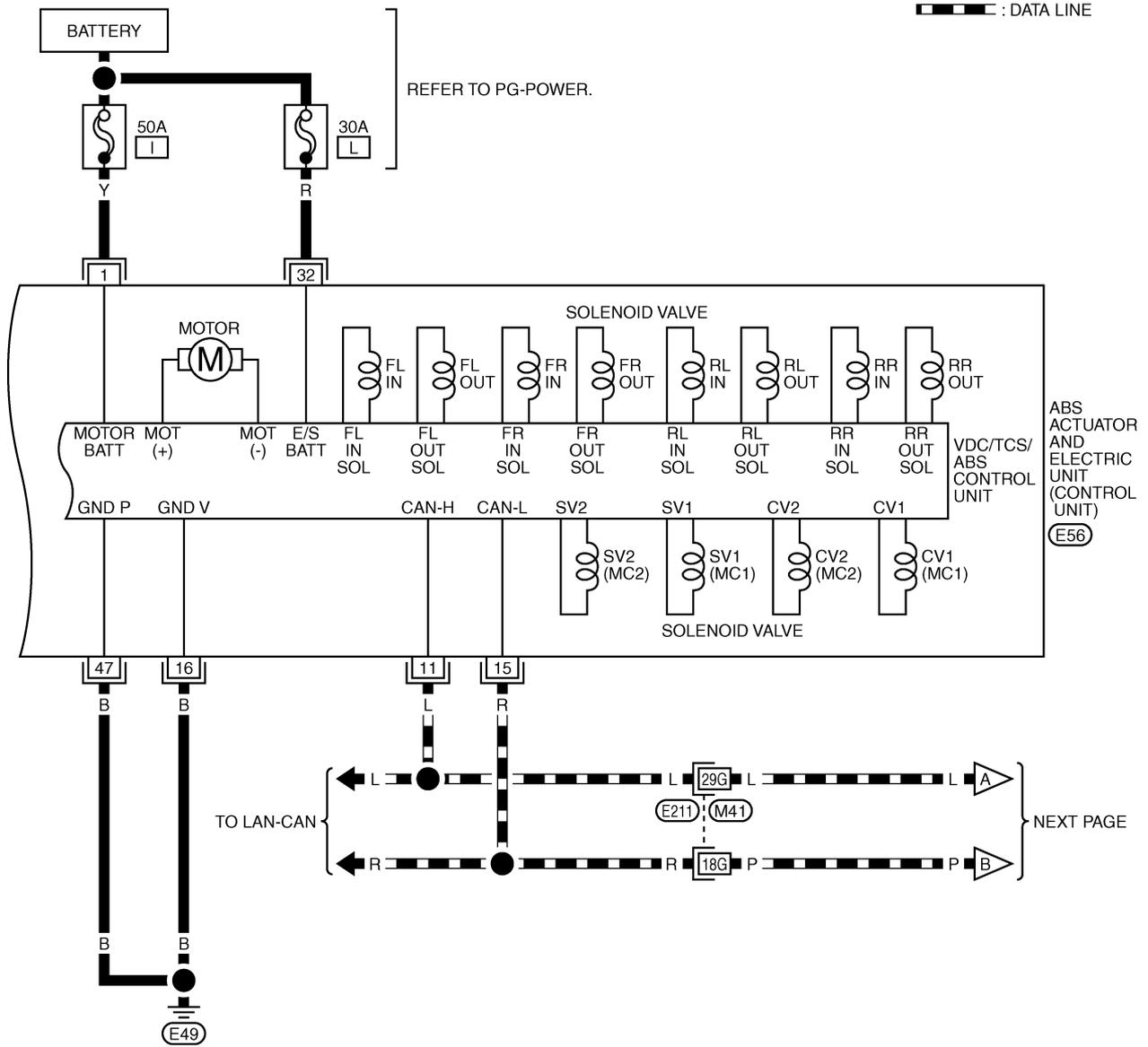
TFWM0232E

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

BRC-VDC-04

A
B
C
D
E
F
G
H
I
J
K
L
M



32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47
1	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

E56
B

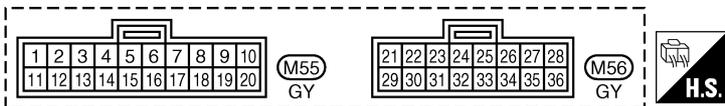
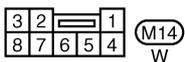
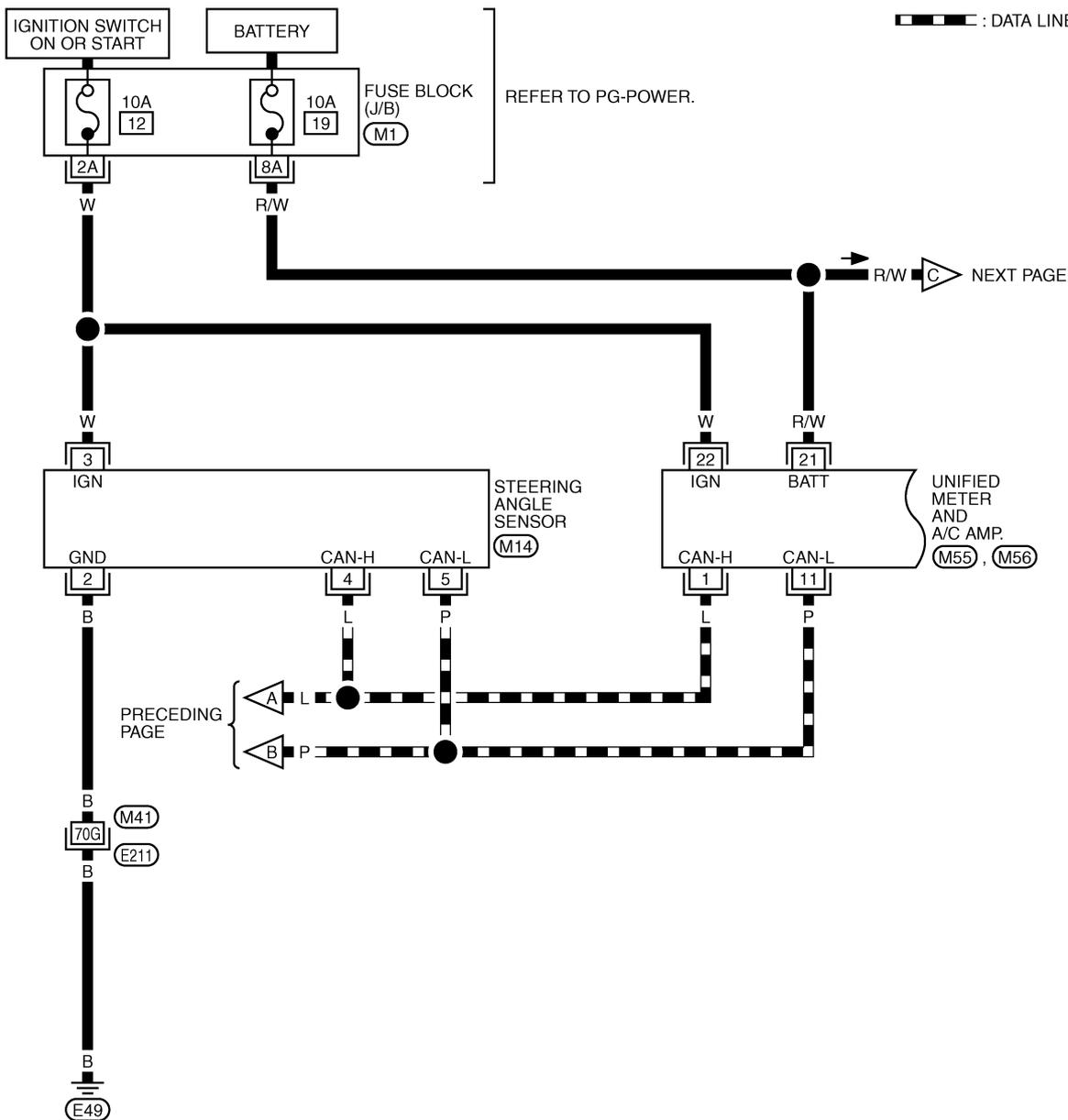
REFER TO THE FOLLOWING.
 (E211) -SUPER MULTIPLE JUNCTION (SMJ)

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

BRC-VDC-05

▬ : DATA LINE



REFER TO THE FOLLOWING.

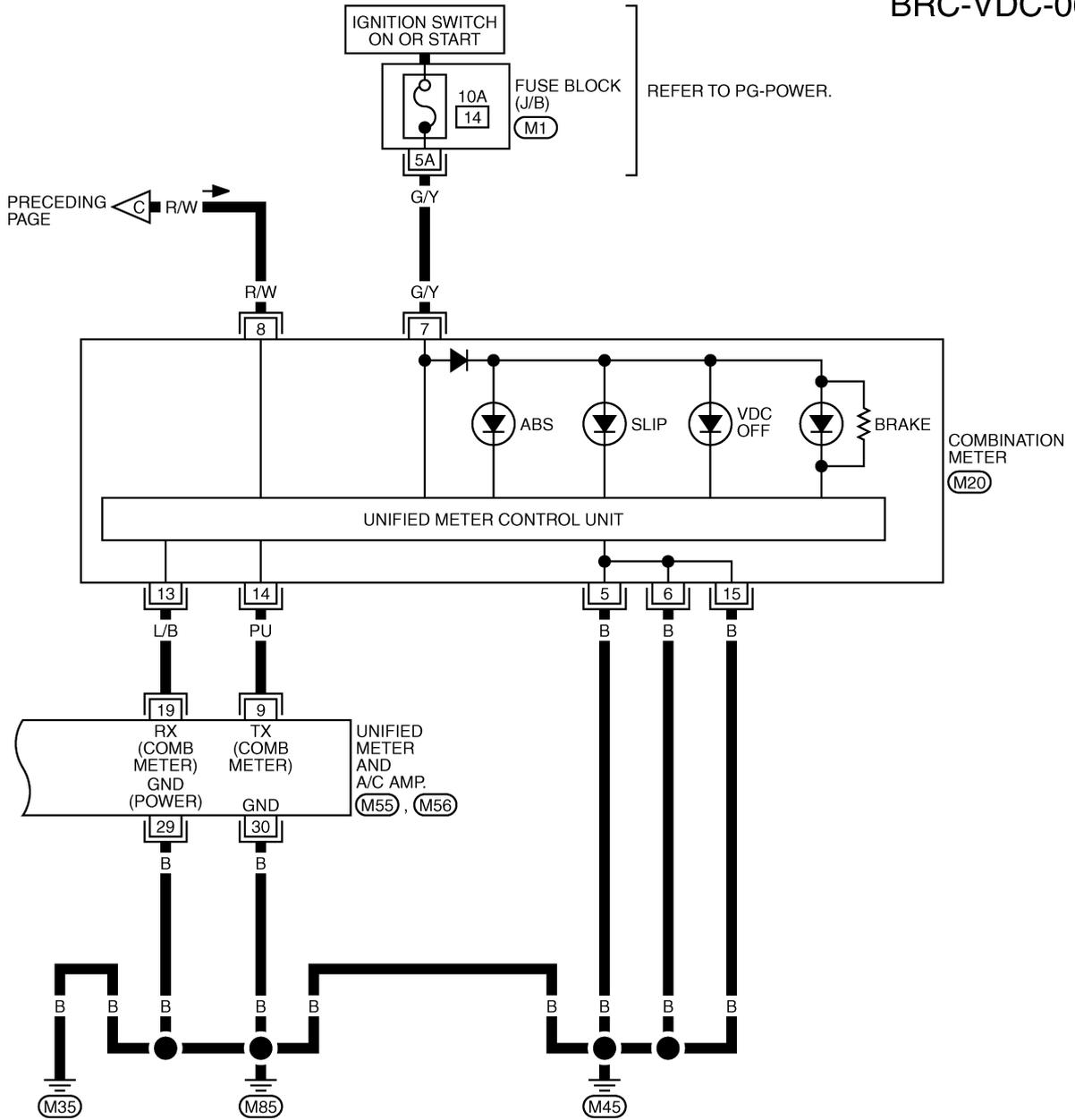
- (E21) -SUPER MULTIPLE JUNCTION (SMJ)
- (M1) -FUSE BLOCK-JUNCTION BOX (J/B)

TFWM0234E

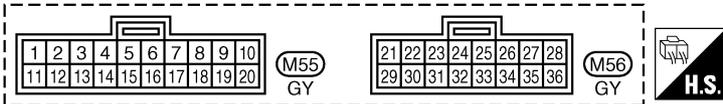
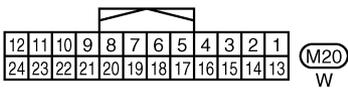
TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

BRC-VDC-06



A
B
C
D
E
BRC
G
H
I
J
K
L
M



REFER TO THE FOLLOWING.
 (M1) - FUSE BLOCK-JUNCTION BOX (J/B)

TFWM0235E

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Control Unit Input/Output Signal Standard

NFS000NF

REFERENCE VALUE FROM CONSULT-II

CAUTION:

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

Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
SLCT LVR POSI	A/T shift position	P: P position R: R position N: N position D: D position	
GEAR	A/T gear position	1: 1st gear 2: 2nd gear 3: 3rd gear 4: 4th gear 5: 5th gear	
FR RH SENSOR FR LH SENSOR RR RH SENSOR RR LH SENSOR	Wheel speed	Vehicle stopped	0 [km/h (MPH)]
		Vehicle running (Note 1)	Almost in accordance with speedometer display (within $\pm 10\%$)
ACCEL POS SIG	Open/close condition of throttle valve (linked with accelerator pedal)	Accelerator pedal not depressed (Engine stopped)	0 %
		Depress accelerator pedal (Engine stopped)	0 to 100 %
ENGINE SPEED	With engine running	With engine stopped	0 rpm
		Engine running	Almost in accordance with tachometer display
STR ANGLE SIG	Steering angle detected by steering angle sensor	Straight-ahead	Approx. 0 deg
		Steering wheel turned	-756 to 756 deg
YAW RATE SEN	Yaw rate detected by yaw rate sensor	Vehicle stopped	Approx. 0 d/s
		Vehicle running	-100 to 100 d/s
SIDE G-SENSOR	Transverse G detected by side G sensor	Vehicle stopped	Approx. 0 m/s ²
		Vehicle running	-16.7 to 16.7 m/s ²
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	0 to 170 bar
BATTERY VOLT	Battery voltage supplied to ABS actuator and electric unit (control unit)	Ignition switch ON	10 to 16 V
STOP LAMP SW	Brake pedal operation	Brake pedal depressed	ON
		Brake pedal not depressed	OFF
OFF SW	VDC OFF switch ON/OFF status	VDC OFF switch ON (When VDC OFF indicator lamp is ON)	ON
		VDC OFF switch OFF (When VDC OFF indicator lamp is OFF)	OFF
ABS WARN LAMP	ABS warning lamp ON condition (Note 2)	ABS warning lamp ON	ON
		ABS warning lamp OFF	OFF

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
MOTOR RELAY	Operation status of motor and motor relay	Ignition switch ON or engine running (ABS not operated)	OFF
		Ignition switch ON or engine running (ABS operated)	ON
ACTUATOR RLY	Actuator relay operation status	Actuator (solenoid) is active ("ACTIVE TEST" with CONSULT-II)	ON
		When actuator relay is inactive (in fail-safe mode)	OFF
OFF LAMP	VDC OFF indicator lamp status (Note 3)	When VDC OFF indicator lamp is ON	ON
		When VDC OFF indicator lamp is OFF	OFF
SLIP LAMP	SLIP indicator lamp status (Note 4)	When SLIP indicator lamp is ON	ON
		When SLIP indicator lamp is OFF	OFF
FR LH IN SOL FR LH OUT SOL FR RH IN SOL FR RH OUT SOL RR RH IN SOL RR RH OUT SOL RR LH IN SOL RR LH OUT SOL	Solenoid valve operation	Actuator (solenoid) is active ("ACTIVE TEST" with CONSULT-II) and actuator relay is active (ignition switch ON)	ON
		When actuator (solenoid) is not active or actuator relay is inactive (in fail-safe mode)	OFF
CV1 CV2 SV1 SV2	VDC/TCS switch-over valve status	When actuator (switch-over valve) is active ("ACTIVE TEST" with CONSULT-II) and actuator relay is active (ignition switch ON)	ON
		When actuator (switch-over valve) is not active or actuator relay is inactive (in fail-safe mode)	OFF
DECEL G-SEN	Longitudinal acceleration detected by decel G sensor (Note 5)	Vehicle stopped	Approx. 0 G
		Vehicle running	-1.7 to +1.7 G
FLUID LEV SW	ON/OFF status of brake fluid level switch	When brake fluid level switch ON	ON
		When brake fluid level switch OFF	OFF
VDC FAIL SIG TCS FAIL SIG ABS FAIL SIG EBD FAIL SIG	Fail signal status	VDC fail TCS fail ABS fail EBD fail	ON
		VDC normal TCS normal ABS normal EBD normal	OFF
EBD WARN LAMP	Brake warning lamp on condition (Note 6)	Brake warning lamp ON	ON
		Brake warning lamp OFF	OFF
EBD SIGNAL	EBD operation	EBD active	ON
		EBD not active	OFF
ABS SIGNAL	ABS operation	ABS active	ON
		ABS not active	OFF
TCS SIGNAL	TCS operation	TCS active	ON
		TCS not active	OFF
VDC SIGNAL	VDC operation	VDC active	ON
		VDC not active	OFF

A
B
C
D
E
BRC
G
H
I
J
K
L
M

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Monitor item	Display content	Data monitor	
		Condition	Reference value in normal operation
CRANKING SIG	CRANKING status	Cranking	ON
		Not cranking	OFF
4WD FAIL REQ	ETS fail status (Note 5)	ETS fail	ON
		ETS normal	OFF
2WD/4WD	Drive axle	2WD model	2WD
		AWD model	AWD

Note 1: Confirm tire pressure is normal.

Note 2: ON/OFF timing of ABS warning lamp

ON: Approx. Within 2 seconds after ignition switch is turned ON, or when a malfunction is detected.

OFF: Approx. 2 seconds after ignition switch is turned ON (when system is in normal operation) and VDC/TCS function is not activated.

Note 3: ON/OFF timing of VDC OFF indicator lamp

ON: Approx. Within 2 seconds after ignition switch is turned ON, or when a malfunction is detected and VDC OFF switch is ON.

OFF: Approx. 2 seconds after ignition switch is turned ON (when system is in normal operation.) And when VDC OFF switch is OFF.

Note 4: ON/OFF timing of SLIP indicator lamp

ON: Approx. Within 2 seconds after ignition switch is turned ON, or when a malfunction is detected and VDC/TCS function is activated while driving.

OFF: Approx. 2 seconds after ignition switch is turned ON (when system is in normal operation) and VDC/TCS function is not activated.

Flashing: VDC/TCS function is active during driving

Note 5: Only AWD models.

Note 6: Serves as EBD warning lamp.

CONSULT-II Functions (ABS) CONSULT-II MAIN FUNCTION

NFS000NG

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

Diagnostic test mode	Function	Reference
WORK SUPPORT	This mode enables a technician to adjust some devices faster and more accurately by following the indications on CONSULT-II.	BRC-6, "ON-VEHICLE SERVICE"
SELF-DIAG RESULTS	Self-diagnostic results can be read and erased quickly.	BRC-25, "Self-Diagnosis"
DATA MONITOR	Input/Output data in the ABS actuator and electric unit (control unit) can be read.	BRC-29, "Data Monitor"
CAN DIAG SUPPORT MNTR	The results of transmit/receive diagnosis of communication can be read.	LAN-44, "CAN Diagnostic Support Monitor"
ACTIVE TEST	Diagnostic Test Mode in which CONSULT-II drives some actuators apart from the ABS actuator and electric unit (control unit) and also shifts some parameters in a specified range.	BRC-31, "Active Test"
FUNCTION TEST	Performed by CONSULT-II instead of a technician to determine whether each system is "OK" or "NG".	—
ECU PART NUMBER	ABS actuator and electric unit (control unit) part number can be read.	—

CONSULT-II SETTING PROCEDURE

Refer to [GI-38, "CONSULT-II Start Procedure"](#) .

Self-Diagnosis**DESCRIPTION**

- If an error is detected in the system, ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp on the combination meter turn on. In this case, perform self-diagnosis as follows:
- While CONSULT-II is used, ABS warning lamp, VDC OFF indicator lamp, SLIP indicator lamp may be turned on in a case of no malfunctioning.

OPERATION PROCEDURE

1. Turn ignition switch OFF.
2. Perform "CONSULT-II Start Procedure". Refer to [GI-38, "CONSULT-II Start Procedure"](#).
3. Turn ignition switch ON.
4. Start engine and drive at approximately 30 km/h (19 MPH) or more for approximately 1 minute.
5. After stopping vehicle, with the engine running, touch "ABS", "SELF-DIAG RESULTS" in order on the CONSULT-II screen.

CAUTION:

If "START (NISSAN BASED VHCL)" is touched immediately after starting engine or turning on the ignition switch, "ABS" might not be displayed in the "SELECT SYSTEM" screen. In this case, repeat the operation from step 1. If it can not be shown after several attempts, ABS actuator and electric unit (control unit) may have malfunctioned.

6. The self-diagnostic results are displayed. (If necessary, the self-diagnostic results can be printed out by touching "PRINT".)
 - When "NO FAILURE" is displayed, check ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp.
7. Perform the appropriate inspection from the display item list, and repair or replace the malfunctioning component.
8. Drive the vehicle at approximately 30 km/h (19 MPH) or more for approximately 1 minute.

CAUTION:

In a case that a wheel sensor is malfunctioning, ABS warning lamp, VDC OFF indicator lamp, SLIP indicator lamp will turn on. If vehicle is not driven at approximately 30 km/h (19 MPH) or more for at least approximately 1 minute after repair of the wheel sensor system, ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp may not turn off even if everything is normal. Check again to make sure that there is no malfunction on other parts.

ERASE MEMORY

1. Turn ignition switch OFF.
2. Start the engine and touch "ABS", "SELF-DIAG RESULTS", "ERASE MEMORY" in order on the CONSULT-II screen to erase the error memory.

CAUTION:

If the error memory is not erased, re-conduct the operation from step 4.

3. Perform self-diagnosis again, and make sure that diagnostic memory is erased.
4. 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 and SLIP indicator lamp turn off.

NOTE:

VDC OFF switch should not stay "ON" position.

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

DISPLAY ITEM LIST

Self-diagnostic item	Malfunction detecting condition	Check system	
RR RH SENSOR- 1 [C1101]	Circuit of rear RH wheel sensor is open, shorted or sensor power voltage is unusual.		
RR LH SENSOR- 1 [C1102]	Circuit of rear LH wheel sensor is open, shorted or sensor power voltage is unusual.		
FR RH SENSOR- 1 [C1103]	Circuit of front RH wheel sensor is open, shorted or sensor power voltage is unusual.		
FR LH SENSOR- 1 [C1104]	Circuit of front LH wheel sensor is open, shorted or sensor power voltage is unusual.		
RR RH SENSOR- 2 [C1105]	ABS actuator and electric unit (control unit) can not identify sensor pulses, because of large gap between wheel sensor and sensor rotor.		BRC-36. "Wheel Sensor Circuit" (Note 1)
RR LH SENSOR- 2 [C1106]	ABS actuator and electric unit (control unit) can not identify sensor pulses, because of large gap between wheel sensor and sensor rotor.		
FR RH SENSOR- 2 [C1107]	ABS actuator and electric unit (control unit) can not identify sensor pulses, because of large gap between wheel sensor and sensor rotor.		
FR LH SENSOR- 2 [C1108]	ABS actuator and electric unit (control unit) can not identify sensor pulses, because of large gap between wheel sensor and sensor rotor.		
ABS SENSOR [ABNORMAL SIGNAL] [C1115]	Wheel sensor input is malfunction.		
BATTERY VOLTAGE [ABNORMAL] [C1109]	ABS actuator and electric unit (control unit) power voltage is too low.	BRC-46. "ABS Actuator and Electric Unit (Control Unit) Power Supply and Ground Circuit"	
CONTROLLER FAILURE [C1110]	Internal malfunction of ABS actuator and electric unit (control unit)	BRC-38. "VDC/TCS/ABS Control Unit Circuit"	
PUMP MOTOR [C1111] (Note 3)	During actuator motor operation with ON, when actuator motor turns OFF or when control line for actuator motor relay is open.	BRC-45. "Actuator Motor Circuit"	
	During actuator motor operation with OFF, when actuator motor turns ON or when control line for relay is shorted to ground.		
G - SENSOR [C1113] (Note 4)	Decel G sensor is malfunctioning, or signal line of decel G sensor is open or shorted.	BRC-42. "Yaw Rate/Side G Sensor (2WD Models). Yaw Rate/Side/Decel G Sensor (AWD Models) Circuit"	
STOP LAMP SW [C1116]	Stop lamp switch circuit is open or shorted.	BRC-48. "Stop Lamp Switch Circuit"	

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Self-diagnostic item	Malfunction detecting condition	Check system	
FR LH IN ABS SOL [C1120]	Circuit of front LH IN ABS solenoid is open or shorted, or control line is open or shorted to power supply or ground.	BRC-44. "Solenoid and VDC Change-Over Valve Circuit"	
FR LH OUT ABS SOL [C1121]	Circuit of front LH OUT ABS solenoid is open or shorted, or control line is open or shorted to power supply or ground.		
FR RH IN ABS SOL [C1122]	Circuit of front RH IN ABS solenoid is open or shorted, or control line is open or shorted to power supply or ground.		
FR RH OUT ABS SOL [C1123]	Circuit of front RH OUT ABS solenoid is open or shorted, or control line is open or shorted to power supply or ground.		
RR LH IN ABS SOL [C1124]	Circuit of rear LH IN ABS solenoid is open or shorted, or control line is open or shorted to power supply or ground.		
RR LH OUT ABS SOL [C1125]	Circuit of rear LH OUT ABS solenoid is open or shorted, or control line is open or shorted to power supply or ground.		
RR RH IN ABS SOL [C1126]	Circuit of rear RH IN ABS solenoid is open or shorted, or control line is open or shorted to power supply or ground.		
RR RH OUT ABS SOL [C1127]	Circuit of rear RH OUT ABS solenoid is open or shorted, or control line is open or shorted to power supply or ground.		
CV1 [C1164]	Primary side VDC switch-over solenoid valve 1 (cut valve 1) is open or shorted, or control line is open or shorted to power supply or ground.		
CV2 [C1165]	Secondary side VDC switch-over solenoid valve 2 (cut valve 2) is open or shorted, or control line is open or shorted to power supply or ground.		
SV1 [C1166]	Primary side VDC switch-over solenoid valve 1 (suction valve 1) is open or shorted, or control line is open or shorted to power supply or ground.		
SV2 [C1167]	Secondary side VDC switch-over solenoid valve 2 (suction valve 2) is open or shorted, or control line is open or shorted to power supply or ground.		
ACTUATOR RLY [C1140] (Note 3)	<ul style="list-style-type: none"> ● Actuator solenoid valve relay is ON, even if control unit sends off signal. ● Actuator solenoid valve relay is OFF, even if control unit sends on signal. 		BRC-45. "Actuator Motor Circuit"
PRESS SEN CIRCUIT [C1142]	Pressure sensor signal line is open or shorted, or sensor power voltage is unusual, or pressure sensor is malfunctioning.		BRC-39. "Pressure Sensor Circuit"
ST ANG SEN CIRCUIT [C1143]	Neutral position of steering angle sensor is dislocated, or steering angle sensor is malfunctioning.	BRC-41. "Steering Angle Sensor Circuit"	
ST ANG SEN SIGNAL [C1144]	Neutral position correction of steering angle sensor is not finished.	BRC-6. "Adjustment of Steering Angle Sensor Neutral Position"	
YAW RATE SENSOR [C1145]	Yaw rate sensor has generated an error, or yaw rate sensor signal line is open or shorted.	BRC-42. "Yaw Rate/Side G Sensor (2WD Models), Yaw Rate/Side/Decel G Sensor (AWD Models) Circuit"	
SIDE G-SEN CIRCUIT [C1146]	Side G sensor is malfunctioning, or signal line of side G sensor is open or shorted.	BRC-42. "Yaw Rate/Side G Sensor (2WD Models), Yaw Rate/Side/Decel G Sensor (AWD Models) Circuit"	
BR FLUID LEVEL LOW [C1155]	Brake fluid level drops or circuit between ABS actuator and electric unit (control unit) and brake fluid level switch is open or shorted.	BRC-50. "Brake Fluid Level Switch Circuit"	
ST ANG SEN COM CIR [C1156]	CAN communication line or steering angle sensor has generated an error.	BRC-41. "Steering Angle Sensor Circuit" BRC-52. "CAN Communication Circuit"	

A
B
C
D
E
G
H
I
J
K
L
M

BRC

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Self-diagnostic item	Malfunction detecting condition	Check system
DECEL G SEN SET [C1160] (Note 4)	Neutral position correction of decel G sensor is not finished.	BRC-51, "When "DECEL G SEN SET" Appears on Self-diagnostic Results Display (AWD Models)" BRC-7, "Calibration of Decel G Sensor (AWD Models)"
VARIANT CODING [C1170]	V coding is not functioning.	ABS actuator and electric unit (control unit) and circuit
ENGINE SIGNAL 1 [C1130]	Based on the signal from ECM, ABS actuator and electric unit (control unit) judges that engine fuel cut system is malfunctioning.	BRC-38, "Engine System"
ENGINE SIGNAL 2 [C1131]	Based on the signal from ECM, ABS actuator and electric unit (control unit) judges that engine ETC system is malfunctioning.	
ENGINE SIGNAL 3 [C1132]	Based on the signal from ECM, ABS actuator and electric unit (control unit) judges that engine CAN system is malfunctioning.	
ENGINE SIGNAL 4 [C1133]	Based on the signal from ECM, ABS actuator and electric unit (control unit) judges that engine torque down system is malfunctioning.	
ENGINE SIGNAL 6 [C1136]	Based on the signal from ECM, ABS actuator and electric unit (control unit) judges that engine control system is malfunctioning.	
CAN COMM CIRCUIT [U1000]	When a ABS actuator and electric unit (control unit) is not transmitting or receiving CAN communication signal for 2 seconds or more.	

Note 1: After completing repairs of shorted sensor circuit, when turning ignition switch ON, ABS warning lamp turned on. Make that ABS warning lamp turned off while driving vehicle at approximately 30 km/h (19 MPH) or more for approximately 1 minute according to self-diagnosis procedure. In addition, if wheel sensor 2 is displayed for wheels, check wheel sensor circuit and also check ABS actuator and electric unit (control unit) power voltage.

Note 2: If multiple malfunctions are detected including CAN communication line [U1000], perform diagnosis for CAN communication line first.

Note 3: "ACTUATOR RLY" on the CONSULT-II self-diagnostic results indicates the malfunction of actuator relay or circuit. Actuator relay is imbedded in ABS actuator and electric unit (control unit).

Note 4: Only AWD models.

Data Monitor**OPERATION PROCEDURE**

1. After turning ignition switch OFF, perform "CONSULT-II Start Procedure". Refer to [GI-38, "CONSULT-II Start Procedure"](#).
2. Turn ignition switch ON.
3. Touch "ABS", "DATA MONITOR" in order on the CONSULT-II screen.

CAUTION:

When "START (NISSAN BASED VHCL)" is touched immediately after starting engine or turning on ignition switch, "ABS" might not be displayed in the "SELECT SYSTEM" screen. In this case, repeat the operation from step 1.

4. Return to the Monitor Item Selection screen, and touch "ECU INPUT SIGNALS", "MAIN SIGNALS" or "SELECTION FROM MENU". Refer to the following information.
5. When "START" is touched, the data monitor screen is displayed.

DISPLAY ITEM LIST

Item (Unit)	Data monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
GEAR	×	×	×	Gear position judged by PNP switch signal is displayed.
SLCT LVR POSI	×	×	×	Shift position judged by PNP switch signal.
FR RH SENSOR [km/h (MPH)]	×	×	×	Wheel speed calculated by front RH wheel sensor signal is displayed.
FR LH SENSOR [km/h (MPH)]	×	×	×	Wheel speed calculated by front LH wheel sensor signal is displayed.
RR RH SENSOR [km/h (MPH)]	×	×	×	Wheel speed calculated by rear RH wheel sensor signal is displayed.
RR LH SENSOR [km/h (MPH)]	×	×	×	Wheel speed calculated by rear LH wheel sensor signal is displayed.
BATTERY VOLT (V)	×	×	×	Voltage supplied to ABS actuator and electric unit (control unit) is displayed.
ENGINE SPEED (rpm)	×	×	×	Engine speed judged by CAN communication signal is displayed.
DECEL G-SEN (G) (AWD models)	×	×	×	Longitudinal acceleration detected by decel G sensor is displayed.
OFF SW (ON/OFF)	×	×	×	VDC OFF switch (ON/OFF) status is displayed.
STOP LAMP SW (ON/OFF)	×	×	×	Stop lamp switch (ON/OFF) status is displayed.
YAW RATE SEN (d/s)	×	×	—	Yaw rate detected by yaw rate sensor is displayed.
ACCEL POS SIG (%)	×	—	—	Throttle valve open/close status judged by CAN communication signal is displayed.
STR ANGLE SIG (deg)	×	—	—	Steering angle detected by steering angle sensor is displayed.
SIDE G-SENSOR (m/s ²)	×	—	—	Lateral acceleration detected by side G sensor is displayed.
PRESS SENSOR (bar)	×	—	—	Brake fluid pressure detected by pressure sensor is displayed.
FLUID LEV SW (ON/OFF)	×	—	—	Brake fluid level switch (ON/OFF) status is displayed.
ABS WARN LAMP (ON/OFF)	—	×	×	ABS warning lamp (ON/OFF) status is displayed.
SLIP LAMP (ON/OFF)	—	×	×	SLIP indicator lamp (ON/OFF) status is displayed.

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Item (Unit)	Data monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
FR LH IN SOL (ON/OFF)	-	×	×	Front LH IN ABS solenoid (ON/OFF) status is displayed.
FR LH OUT SOL (ON/OFF)	-	×	×	Front LH OUT ABS solenoid (ON/OFF) status is displayed.
RR RH IN SOL (ON/OFF)	-	×	×	Rear RH IN ABS solenoid (ON/OFF) status is displayed.
RR RH OUT SOL (ON/OFF)	-	×	×	Rear RH OUT ABS solenoid (ON/OFF) status is displayed.
FR RH IN SOL (ON/OFF)	-	×	×	Front RH IN ABS solenoid (ON/OFF) status is displayed.
FR RH OUT SOL (ON/OFF)	-	×	×	Front RH OUT ABS solenoid (ON/OFF) status is displayed.
RR LH IN SOL (ON/OFF)	-	×	×	Rear LH IN ABS solenoid (ON/OFF) status is displayed.
RR LH OUT SOL (ON/OFF)	-	×	×	Rear LH OUT ABS solenoid (ON/OFF) status is displayed.
OFF LAMP (ON/OFF)	-	×	×	OFF Lamp (ON/OFF) status is displayed.
MOTOR RELAY (ON/OFF)	-	×	×	ABS motor relay signal (ON/OFF) status is displayed.
ACTUATOR RLY (ON/OFF)	-	×	×	ABS actuator relay signal (ON/OFF) status is displayed.
CV1 (ON/OFF)	-	-	×	Primary side switch-over solenoid valve 1 (cut valve 1) (ON/OFF) status is displayed.
CV2 (ON/OFF)	-	-	×	Secondary side switch-over solenoid valve 2 (cut-valve 2) (ON/OFF) status is displayed.
SV1 (ON/OFF)	-	-	×	Primary side switch-over solenoid valve 1 (suction valve 1) (ON/OFF) status is displayed.
SV2 (ON/OFF)	-	-	×	Secondary side switch-over solenoid valve 2 (suction valve 2) (ON/OFF) status is displayed.
VDC FAIL SIG (ON/OFF)	-	-	×	VDC fail signal (ON/OFF) status is displayed.
TCS FAIL SIG (ON/OFF)	-	-	×	TCS fail signal (ON/OFF) status is displayed.
ABS FAIL SIG (ON/OFF)	-	-	×	ABS fail signal (ON/OFF) status is displayed.
EBD FAIL SIG (ON/OFF)	-	-	×	EBD fail signal (ON/OFF) status is displayed.
EBD SIGNAL (ON/OFF)	-	-	×	EBD operation (ON/OFF) status is displayed.
ABS SIGNAL (ON/OFF)	-	-	×	ABS operation (ON/OFF) status is displayed.
TCS SIGNAL (ON/OFF)	-	-	×	TCS operation (ON/OFF) status is displayed.
VDC SIGNAL (ON/OFF)	-	-	×	VDC operation (ON/OFF) status is displayed.
EBD WARN LAMP (ON/OFF)	-	-	×	Brake warning lamp (ON/OFF) status is displayed. (Note)
CRANKING SIG (ON/OFF)	-	-	×	Cranking condition (ON/OFF) status is displayed.

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Item (Unit)	Data monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
4WD FAIL REQ (ON/OFF)	–	–	×	AWD fail-safe signal (ON/OFF) status is displayed.
2WD/4WD (2WD/4WD)	–	–	×	Distinguish 2WD and AWD

×:Applicable

–:Not applicable

Note: Serves as EBD warning lamp.

Active Test

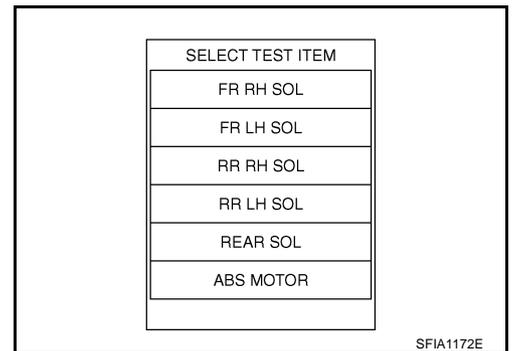
NFS000RF

CAUTION:

- Do not perform active test while driving.
- Make sure to completely bleed air from the brake system.
- Active test can not be performed when EBD, ABS, TCS or VDC operation is malfunction.
- ABS and brake warning lamps turn on during the active test.

OPERATION PROCEDURE

1. Perform "CONSULT-II Start Procedure". Refer to [GI-38, "CONSULT-II Start Procedure"](#).
2. Touch "ACTIVE TEST".
3. The test item selection screen is displayed.
4. Touch necessary test item.
5. With the "MAIN SIGNALS" display shown in reverse, touch "START".
6. The "ACTIVE TEST" screen will be displayed, so perform the following test.



For Fast and Accurate Diagnosis

PRECAUTIONS FOR DIAGNOSIS

- Before performing diagnosis, always read precautions. Refer to [BRC-11, "How to Proceed with Diagnosis"](#).
- If ABS actuator and electric unit (control unit), steering angle sensor, steering system parts or suspension system parts have been replaced, or if alignment has been adjusted, be sure to adjust neutral position of steering angle sensor before driving. Refer to [BRC-6, "Adjustment of Steering Angle Sensor Neutral Position"](#).
- After diagnosis is finished, be sure to erase memory. Refer to [BRC-25, "Self-Diagnosis"](#).
- When checking continuity and voltage between units, be sure to check for disconnection, looseness, bend, or collapse of connector terminals. If any malfunction is found, repair or replace connector terminals.
- For intermittent symptoms, possible cause is malfunction in harness, harness connector, or terminals. Move harness, harness connector, and terminals to check for poor connections.
- If a circuit tester is used for the check, be careful not to forcibly extend any connector terminal.
- To use CONSULT-II to perform self-diagnosis of ABS actuator and electric unit (control unit), active tests, or work support, first stop work, then connect CONSULT-II and select "ABS".
- While self-diagnostic results of CONSULT-II shows malfunction, if CONSULT-II active test is performed, an engine system error may be indicated. In this case, start engine to resume the normal screen.
- VDC/TCS/ABS system electronically controls brake operation and engine output. The following symptoms may be caused by normal operations:

Symptom	Symptom description	Result
Motor operation noise	This is noise of motor inside ABS actuator and electric unit (control unit). Slight noise may occur during VDC, TCS, and ABS operation.	Normal
	When the vehicle speed goes over 20 km/h (12.5 MPH), motor and valves operating noise may be heard. It happens only once after ignition switch is ON. This is a normal status of the system operation check.	
System operation check noise	When engine starts, slight "click" noise may be heard from engine room. This is normal and is part of system operation check.	Normal
VDC/TCS operation (SLIP indicator lamp blinking)	TCS may activate momentarily if wheel speed changes when driving over location where friction coefficient varies, when up/downshifting, or when fully depressing accelerator pedal.	Normal Cancel the VDC/TCS function for the inspection on a chassis dynamometer.
	For inspection of speedometer or other instruments, press VDC OFF switch to turn VDC/TCS function off.	
	When accelerator pedal is depressed on a chassis dynamometer (fixed front-wheel type), vehicle speed will not increase. This is not normal. It is result of TCS being activated by stationary front wheels. Warning lamp may also illuminate to indicate "sensor system error". This is also normal, and is the result of the stationary front wheels being detected. To be certain, restart engine, and drive vehicle at 30 km/h (19 MPH) or more. Make sure warning lamp does not illuminate.	
ABS operation (Longer stopping distance)	On roads with low friction coefficients, such as snowy roads or gravel roads, vehicles with ABS may require a longer stopping distance. Therefore, when driving on such roads, avoid overconfidence and keep speed sufficiently low.	Normal
Insufficient feeling of acceleration	Depending on road conditions, driver may feel that feeling of acceleration is insufficient. This is because traction control, which controls engine and brakes to achieve optimal traction, has the highest priority (for safety). As a result, there may be times when acceleration is slightly less than usual for the same accelerator pedal operation.	Normal

Basic Inspection

BRAKE FLUID AMOUNT, LEAKS, AND BRAKE PADS INSPECTION

1. Check fluid level in the brake reservoir tank. If fluid level is low, refill brake fluid.
2. Check brake piping and around ABS actuator and electric unit (control unit) for leaks. If there is leaking or oozing fluid, check the following items.
 - If ABS actuator and electric unit (control unit) connection is loose, tighten piping to the specified torque and re-perform the leak inspection to make sure there are no leaks.
 - If there is damage to the connection flare nut or ABS actuator and electric unit (control unit) screw, replace the damaged part and re-perform the leak inspection to make sure there are no leaks.
 - When there is fluid leaking or oozing from a part other than ABS actuator and electric unit (control unit) connection, if fluid is just oozing out, use a clean cloth to wipe off the oozing fluid and re-check for leaks. If fluid is still oozing out, replace the damaged part.
 - When there is fluid leaking or oozing at ABS actuator and electric unit (control unit), if fluid is just oozing out, use a clean cloth to wipe off oozing fluid and re-check for leaks. If fluid is still oozing out, replace ABS actuator and electric unit (control unit) body.

CAUTION:

ABS actuator and electric unit (control unit) body can not be disassembled.

3. Check brake pad degree of wear. Refer to [BR-19, "PAD WEAR INSPECTION"](#) in "Front Disc Brake" and [BR-25, "PAD WEAR INSPECTION"](#) in "Rear Disc Brake"

POWER SYSTEM TERMINAL LOOSENESS AND BATTERY INSPECTION

Make sure battery positive cable, negative cable and ground connection are not loose. If looseness is detected, tighten the cables. In addition, check the battery voltage to make sure it has not dropped and alternator is normal.

ABS WARNING LAMP, VDC OFF INDICATOR LAMP, SLIP INDICATOR LAMP AND BRAKE WARNING LAMP INSPECTION

×: ON -: OFF

Condition	ABS warning lamp	VDC OFF indicator lamp	SLIP indicator lamp	Brake warning lamp (Note 1)	Remarks
Ignition switch OFF.	-	-	-	—	—
Approx. 2 seconds after ignition switch is turned ON.	×	×	×	× (Note 2)	—
Approx. 2 seconds later after ignition switch ON.	-	-	-	× (Note 2)	Go out 2 seconds after ignition switch is turned ON.
VDC OFF switch is turned ON. (VDC/TCS function is OFF.)	-	×	-	—	—
VDC/TCS/ABS error.	×	×	×	—	There is an ABS actuator and electric unit (control unit) error. (Power, ground or system malfunction)
When VDC/TCS is not functioning normally.	-	×	×	—	—
EBD error.	×	×	×	×	—

Note 1: Brake warning lamp will turn on in case of operating parking brake (switch turned on) or of actuating brake fluid level switch (brake fluid is insufficient).

Note 2: After starting engine, turn OFF.

1. Make sure ABS warning lamp, VDC OFF indicator lamp (when VDC OFF switch is OFF), and SLIP indicator lamp turn on approximately 2 second, and brake warning lamp turns on when ignition switch is turned ON. If they do not, check VDC OFF indicator lamp and then VDC OFF switch. Refer to [BRC-52, "VDC OFF SWITCH"](#). Check CAN communications. Refer to "CAN Communication Inspection". If there are no errors with VDC OFF switch and CAN communication system, check combination meter. Refer to [DI-5, "COMBINATION METERS"](#).
2. Make sure ABS warning lamp, VDC OFF indicator lamp, SLIP indicator lamp turn off approximately 2 second after turn ignition switch ON, and brake warning lamp turns off after engine starts. If lamps do not turn off, perform self-diagnosis.

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

3. With engine running, make sure VDC OFF indicator lamp turns on and off when VDC OFF switch is turned ON and OFF. If indicator lamp status does not correspond to switch operation, check the VDC OFF switch system. Refer to [BRC-52, "VDC OFF SWITCH"](#) .
4. Make sure ABS warning lamp, VDC OFF indicator lamp, and SLIP indicator lamp turn off 2 seconds after engine is started. If ABS warning lamp, VDC OFF indicator lamp, and SLIP indicator lamp have not turned off 10 seconds after engine has been started, perform self-diagnosis of ABS actuator and electric unit (control unit).
5. After performing the self-diagnosis, be sure to erase the error memory. Refer to [BRC-25, "Self-Diagnosis"](#)

NOTE:

Brake warning lamp turns on when parking brake is operated (switch on) and brake fluid level switch is activated (leak of brake fluid).

A
B
C
D
E
G
H
I
J
K
L
M

BRC

TROUBLE DIAGNOSIS FOR SYSTEM

PFP:00000

Wheel Sensor Circuit

NFS000NJ

DTC C1101-C1108, C1115

After using the CONSULT-II SELF-DIAG RESULTS to determine the location of the malfunctioning wheel sensor, check all areas to determine the component to be replaced.

CAUTION:

- Do not measure the resistance value and also voltage between sensor terminal with tester etc., because sensor is an active sensor.
- Do not expand terminal of connector with a tester terminal stick, when it does the inspection with tester.

INSPECTION PROCEDURE**1. CHECK TIRE**

Check air pressure, wear and size.

Are air pressure, wear, and size within the standard values?

YES >> GO TO 2.

NO >> Adjust air pressure, or replace tire.

2. CHECK SENSOR AND SENSOR ROTOR

- Check condition of the sensor mount (for looseness, etc.).
- Check surface of front sensor rotor rubber for damage.
- Check rear sensor rotor for damage.

OK or NG

OK >> GO TO 3.

NG >> Repair sensor mount or replace sensor rotor.

3. CHECK SELF-DIAGNOSTIC RESULTS

Check the self-diagnostic results.

Self-diagnostic results
FR RH SENSOR-1,-2
FR LH SENSOR- 1,-2
RR RH SENSOR-1,-2
RR LH SENSOR-1,- 2
ABS SENSOR [ABNORMAL SIGNAL]

Is the above displayed in the self-diagnosis display items?

YES >> GO TO 4.

NO >> INSPECTION END

4. CHECK CONNECTOR

1. Disconnect ABS actuator and electric unit (control unit) connector and malfunctioning wheel sensor connector E46 (FR-LH), E33 (FR-RH) or B69 (RR). Check terminal for deformation, open circuit, poor contact, etc., and repair or replace if any malfunctioning condition is found.
2. Reconnect connectors, drive at a speed of approximately 30 km/h (19 MPH) or more for approximately 1 minute, and perform self-diagnosis.

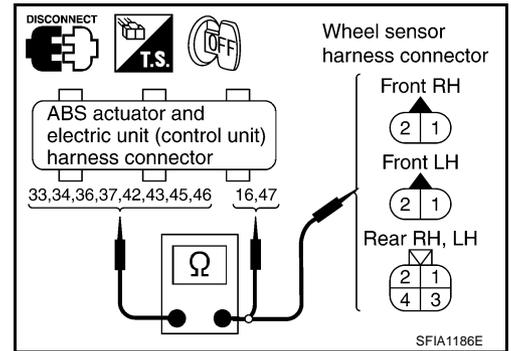
OK or NG

OK >> Connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 5.

5. CHECK WHEEL SENSOR HARNESS

- Turn ignition switch OFF and disconnect malfunctioning wheel sensor connector E46 (FR-LH), E33 (FR-RH) or B69 (RR) and ABS actuator and electric unit (control unit) connector E56.
- Check continuity between terminals. (Also check the continuity when steering wheel is turned right and left and when sensor harness inside wheel well is moved.)



Wheel	Power supply circuit		Signal circuit		Ground circuit	
	ABS actuator and electric unit (control unit)	Wheel sensor	ABS actuator and electric unit (control unit)	Wheel sensor	ABS actuator and electric unit (control unit) (signal)	ABS actuator and electric unit (control unit) (ground)
Front RH	34	1	33	2	33, 34	16, 47
Front LH	45	1	46	2	45, 46	
Rear RH	43	1	42	2	43, 42	
Rear LH	36	3	37	4	36, 37	

- Power supply circuit** : Continuity should exist.
- Signal circuit** : Continuity should exist.
- Ground circuit** : Continuity should not exist.

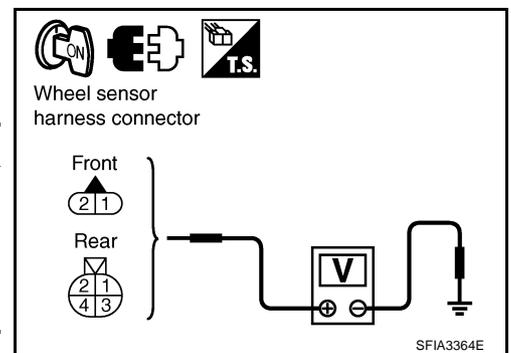
OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace harness and connector that have malfunction.

6. CHECK WHEEL SENSOR POWER SUPPLY CIRCUIT

- Disconnect malfunctioning wheel sensor connector.
- Turn ignition switch ON and check voltage between wheel sensor harness connector power supply terminal and ground.

Wheel	Wheel sensor	Ground	Voltage
Front RH	1	—	8 V or more
Front LH	1		
Rear RH	1		
Rear LH	3		



OK or NG?

- OK >> Replace wheel sensor.
- NG >> Replace ABS actuator and electric unit (control unit).

Engine System

NFS000NK

DTC C1130-C1133, C1136

INSPECTION PROCEDURE**1. CHECK SELF-DIAGNOSTIC RESULTS**

Check the self-diagnostic results.

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

Is the above displayed in the self-diagnosis display items?

YES >> GO TO 2.

NO >> INSPECTION END

2. CHECK ENGINE SYSTEM

1. Perform an ECM self-diagnosis and repair or replace malfunctioning items. Perform ECM self-diagnosis again.
2. Perform ABS actuator and electric unit (control unit) self-diagnosis again.

OK or NG

OK >> INSPECTION END

NG >> Repair or replace malfunctioning items. Perform the self-diagnosis again.

VDC/TCS/ABS Control Unit Circuit

NFS000NL

DTC C1110

INSPECTION PROCEDURE**1. CHECK SELF-DIAGNOSTIC RESULTS**

Check the self-diagnostic results.

Self-diagnostic results
CONTROLLER FAILURE

Is the above displayed in the self-diagnosis display items?

YES >> Replace ABS actuator and electric unit (control unit). Perform the self-diagnosis again.

NO >> INSPECTION END

Pressure Sensor Circuit

DTC C1142

INSPECTION PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Check the self-diagnostic results.

Self-diagnostic results
PRESS SEN CIRCUIT

Is the above displayed in the self-diagnosis display items?

- YES >> GO TO 2.
- NO >> INSPECTION END

2. CHECK STOP LAMP SWITCH CONNECTOR

1. Disconnect stop lamp switch connector and ABS actuator and electric unit (control unit) connector, check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminal.
2. Reconnect connectors and perform ABS actuator and electric unit (control unit) self-diagnosis again.

OK or NG

- OK >> Connector terminal contact is loose, damaged, open or shorted.
- NG >> GO TO 3.

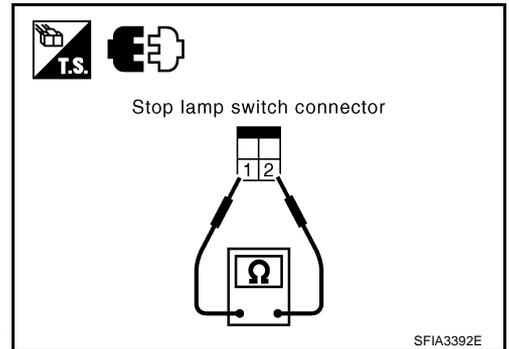
3. CHECK STOP LAMP SWITCH

1. Turn ignition switch OFF and disconnect stop lamp switch harness connector.
2. Operate stop lamp switch and check continuity between stop lamp switch harness connector terminals.

Terminal	Condition	Continuity
1 - 2	Release stop lamp switch (When brake pedal is depressed.)	Yes
	Push stop lamp switch (When brake pedal is released.)	No

OK or NG

- OK >> GO TO 4.
- NG >> Replace stop lamp switch. Refer to [BR-7, "Components"](#).



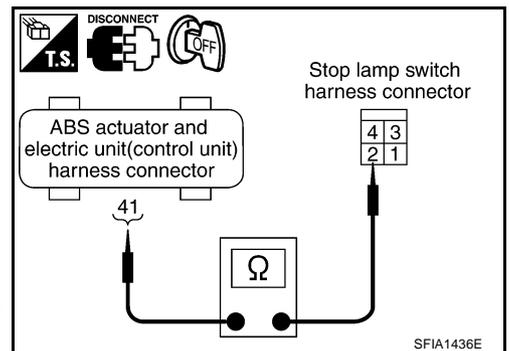
4. CHECK STOP LAMP SWITCH CIRCUIT

1. Turn ignition switch OFF and disconnect stop lamp switch connector E210 and ABS actuator and electric unit (control unit) connector E56.
2. Check continuity between stop lamp switch harness connector and ABS actuator and electric unit (control unit) harness connector.

ABS actuator and electric unit (control unit)	Stop lamp switch	Continuity
41	2	Yes

OK or NG

- OK >> GO TO 5.
- NG >> Open or short in harness between stop lamp switch and ABS actuator and electric unit (control unit). Repair or replace applied harness.



A
B
C
D
E
BRC
G
H
I
J
K
L
M

5. CHECK PRESSURE SENSOR CONNECTOR

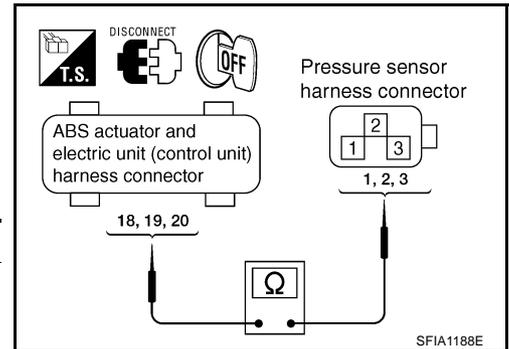
1. Disconnect pressure sensor connector and ABS actuator and electric unit (control unit) connector, check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminal.
2. Reconnect connectors and perform ABS actuator and electric unit (control unit) self-diagnosis again.

OK or NG

- OK >> Connector terminal contact is loose, damaged, open or shorted.
 NG >> GO TO 6.

6. CHECK PRESSURE SENSOR HARNESS

1. Turn ignition switch OFF and disconnect pressure sensor connector E53 and ABS actuator and electric unit (control unit) connector E56.
2. Check continuity between ABS actuator and electric unit (control unit) harness connector and pressure sensor harness connector.



ABS actuator and electric unit (control unit)	Pressure sensor	Continuity
19	1	Yes
20	2	
18	3	

OK or NG

- OK >> GO TO 7.
 NG >> If the open or short in harness, repair or replace harness.

7. CHECK PRESSURE SENSOR

1. Connect pressure sensor connector and ABS actuator and electric unit (control unit) connector.
2. Perform "DATA MONITOR" of the "PRESS SENSOR" to check if the status is normal.

Condition	Data monitor display
When brake pedal is depressed.	0 to 170 bar
When brake pedal is released.	Approx. 0 bar

OK or NG

- OK >> INSPECTION END
 NG >> Pressure sensor is damaged or malfunctioning, replace pressure sensor.

Steering Angle Sensor Circuit

DTC C1143, C1156

INSPECTION PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Check the self-diagnostic results.

Self-diagnostic results
ST ANG SEN CIRCUIT
ST ANG SEN COM CIR

Is the above displayed in the self-diagnosis item?

- YES >> GO TO 2.
 NO >> INSPECTION END

2. CHECK CONNECTOR

1. Disconnect steering angle sensor connector and ABS actuator and electric unit (control unit) connector and check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminal.
2. Reconnect connectors and perform an ABS actuator and electric unit (control unit) self-diagnosis again.

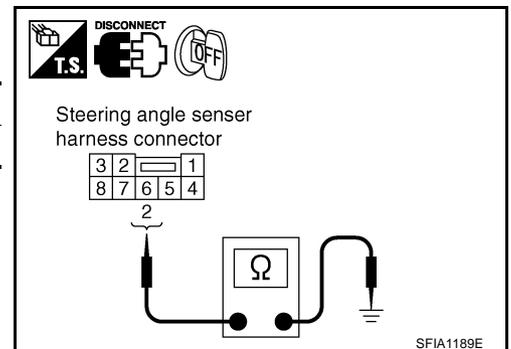
OK or NG

- OK >> Connector terminal contact is loose, damaged, open or shorted.
 NG >> GO TO 3.

3. CHECK STEERING ANGLE SENSOR HARNESS

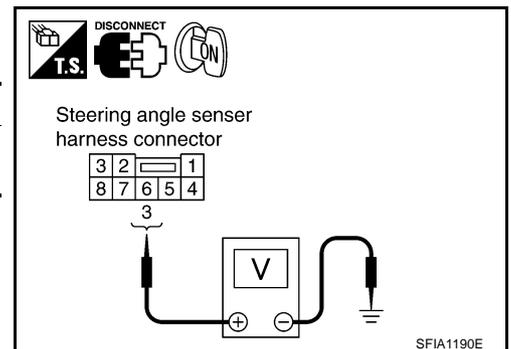
1. Check CAN communication circuit. Refer to [BRC-52, "CAN Communication Circuit"](#).
2. Turn ignition switch OFF and disconnect steering angle sensor connector M14.
3. Check continuity between steering angle sensor harness connector and ground.

Steering angle sensor	Ground	Continuity
2	—	Yes



4. Check voltage between steering angle sensor harness connector and ground.

Steering angle sensor	Ground	Voltage
3	—	Battery voltage (Approx. 12 V)



OK or NG

- OK >> GO TO 4.
 NG >> If the open or short in harness, repair or replace harness.

4. CHECK STEERING WHEEL PLAY

Check steering wheel play. Refer to [PS-10, "CHECKING STEERING WHEEL PLAY"](#) .

OK or NG

- OK >> GO TO 5
 NG >> Adjust steering wheel play.

5. PERFORM DATA MONITOR

1. Connect steering angle sensor and ABS actuator and electric unit (control unit) connectors.
2. Perform "DATA MONITOR" of the "STEERING ANGLE SIGNAL" to check if the status is normal.

Steering condition	Data monitor display
Straight-ahead	-3.5 deg - +3.5 deg
Turn wheel to the right by 90°.	Approx. -90 deg
Turn wheel to the left by 90°.	Approx. +90 deg

OK or NG

- OK >> Perform ABS actuator and electric unit (control unit) self-diagnosis again.
 NG >> Replace steering angle sensor and adjust neutral position of steering angle sensor. Refer to [BRC-6, "Adjustment of Steering Angle Sensor Neutral Position"](#) .

Yaw Rate/Side G Sensor (2WD Models), Yaw Rate/Side/Decel G Sensor (AWD Models) Circuit

NFS000NO

DTC C1113, C1145, C1146

CAUTION:

Sudden turns (such as spin turns, acceleration turns), drifting, etc. may cause the G sensor circuit indicate a malfunction. However, this is not a malfunction, if normal operation can be resumed after restarting engine.

INSPECTION PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Check the self-diagnostic results.

Self-diagnostic results
YAW RATE SENSOR
SIDE G-SEN CIRCUIT
G-SENSOR (AWD models)

CAUTION:

When on a turntable, such as at a parking structure entrance, or when on a moving object with engine running, VDC OFF indicator lamp might turn on and self-diagnosis using CONSULT-II the yaw rate sensor system might be displayed, but in this case there is no malfunction in yaw rate sensor circuit. As soon as vehicle leaves turntable or moving object, restart engine to return the system to normal.

Is the above displayed in the self-diagnosis display items?

- YES >> GO TO 2.
 NO >> INSPECTION END

2. CHECK CONNECTOR

1. Disconnect G sensor connector and ABS actuator and electric unit (control unit) connector and check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminal.
2. Reconnect connectors and perform a ABS actuator and electric unit (control unit) self-diagnosis again.

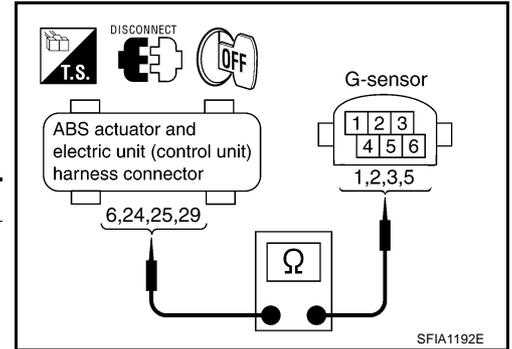
OK or NG

- OK >> Connector terminal contact is loose, damaged, open or shorted.
 NG >> GO TO 3.

3. CHECK G SENSOR HARNESS

1. Turn ignition switch OFF and disconnect G sensor connector M79 (2WD models) or M71 (AWD models) and ABS actuator and electric unit (control unit) connector E56.
2. Check continuity between ABS actuator and electric unit (control unit) harness connector and G sensor harness connector.

ABS actuator and electric unit (control unit)	G sensor	Continuity
6	3	Yes
24	5	
25	1	
29	2	



OK or NG

- OK >> GO TO 4.
 NG >> If the open or short in harness, repair or replace harness.

4. CHECK G SENSOR

1. Connect G sensor connector and ABS actuator and electric unit (control unit) connector.
2. Use CONSULT-II "DATA MONITOR" to check if G sensor are normal.

Vehicle status	Yaw rate sensor (Data monitor standard)	Side G sensor (Data monitor standard)	Decel G sensor (AWD models) (Data monitor standard)
When stopped	- 4 to + 4 deg/s	- 1.1 to + 1.1 m/s ²	- 0.11 to + 0.11G
Right turn	Negative value	Negative value	—
Left turn	Positive value	Positive value	—
Speed up	—	—	Negative value
Speed down	—	—	Positive value

OK or NG

- OK >> Perform ABS actuator and electric unit (control unit) self-diagnosis again.
 NG >> Replace malfunctioning G sensor, and then perform self-diagnosis for ABS actuator and electric unit (control unit) again.

Solenoid and VDC Change-Over Valve Circuit

DTC C1120-C1127, C1164-C1167

INSPECTION PROCEDURE**1. CHECK SELF-DIAGNOSTIC RESULTS**

Check the self-diagnostic results.

Self-diagnostic results
FR LH IN ABS SOL
FR LH OUT ABS SOL
RR RH IN ABS SOL
RR RH OUT ABS SOL
FR RH IN ABS SOL
FR RH OUT ABS SOL
RR LH IN ABS SOL
RR LH OUT ABS SOL
CV 1
CV 2
SV 1
SV 2

Is the above displayed in the self-diagnosis display items?

YES >> GO TO 2.

NO >> INSPECTION END

2. CHECK CONNECTOR

1. Disconnect ABS actuator and electric unit (control unit) connector check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminal.
2. Securely reconnect connector and perform self-diagnosis.

OK or NG

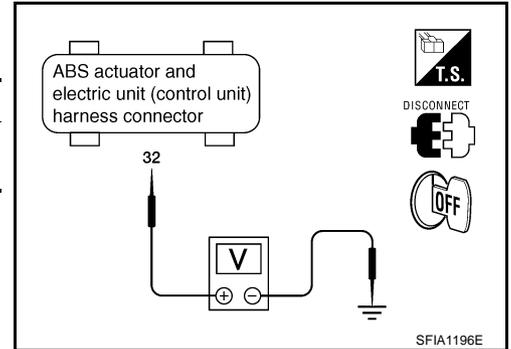
OK >> Connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 3.

3. CHECK SOLENOID POWER AND GROUND CIRCUIT

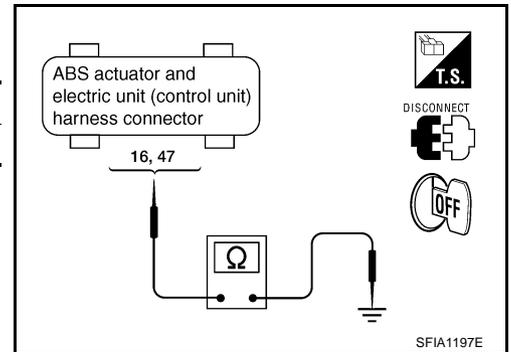
1. Turn ignition switch OFF and disconnect ABS actuator and electric unit (control unit) connector E56.
2. Check voltage between ABS actuator and electric unit (control unit) harness connector and ground.

ABS actuator and electric unit (control unit)	Ground	Voltage
32	—	Battery voltage (Approx. 12 V)



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

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



OK or NG

- OK >> Perform self-diagnosis again. If the same results appear, replace ABS actuator and electric unit (control unit). Refer to [BRC-60, "ACTUATOR AND ELECTRIC UNIT \(ASSEMBLY\)"](#).
- NG >> Repair or replace harness or connectors.

Actuator Motor Circuit

DTC C1111, C1140

INSPECTION PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS (1)

Check the self-diagnostic results.

Self-diagnostic results
PUMP MOTOR
ACTUATOR RLY

Is the above displayed in the self-diagnostic display items?

- YES >> GO TO 2.
 NO >> Inspection is completed.

2. CHECK SELF-DIAGNOSTIC RESULTS (2)

1. Disconnect ABS actuator and electric unit (control unit) connector. Then reconnect it securely.
2. Perform self-diagnosis again.

Do any self-diagnosis item appear?

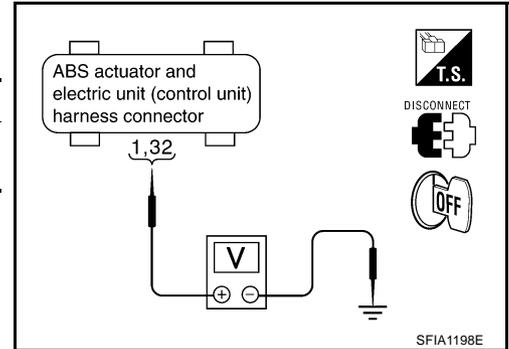
- YES >> GO TO 3.
 NO >> Poor connection. Repair or replace the applicable connector.

A
B
C
D
E
BRC
G
H
I
J
K
L
M

3. CHECK ABS MOTOR AND MOTOR RELAY POWER SUPPLY CIRCUIT

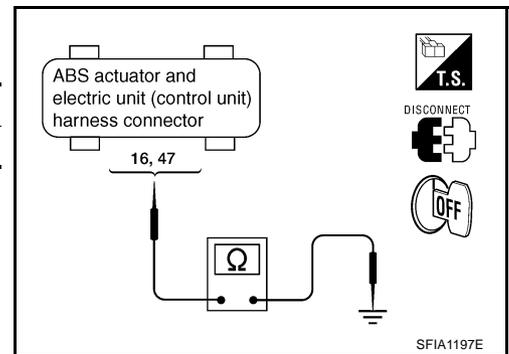
1. Turn ignition switch OFF and disconnect ABS actuator and electric unit (control unit) connector E56.
2. Check voltage between ABS actuator and electric unit (control unit) harness connector and ground.

ABS actuator and electric unit (control unit)	Ground	Voltage
1, 32	—	Battery voltage (Approx. 12 V)



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

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



OK or NG

- OK >> Perform self-diagnosis again. If the same result appears, replace ABS actuator and electric unit (control unit). Refer to [BRC-60, "ACTUATOR AND ELECTRIC UNIT \(ASSEMBLY\)"](#).
- NG >> Repair harness or connectors.

ABS Actuator and Electric Unit (Control Unit) Power Supply and Ground Circuit

NFS000NR

DTC C1109

INSPECTION PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS (1)

Check the self-diagnostic results.

Self-diagnostic results
BATTERY VOLTAGE [ABNORMAL]

Does "BATTERY VOLTAGE" appear in self-diagnostic results display?

- YES >> GO TO 2.
 NO >> INSPECTION END

2. CHECK SELF-DIAGNOSTIC RESULTS (2)

1. Disconnect ABS actuator and electric unit (control unit) connector. Then reconnect it securely.
2. Perform self-diagnosis.

Do any self-diagnosis item appear?

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

TROUBLE DIAGNOSIS FOR SYSTEM

[VDC/TCS/ABS]

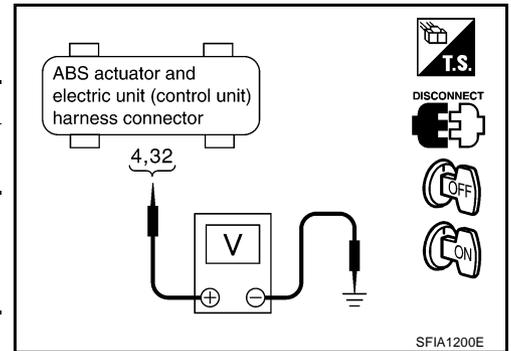
3. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) POWER SUPPLY CIRCUIT (1)

1. Disconnect ABS actuator and electric unit (control unit) connector E56.
2. Turn ignition switch OFF. Check voltage between ABS actuator and electric unit (control unit) harness connector and ground.

ABS actuator and electric unit (control unit)	Ground	Voltage
32	—	Battery voltage (Approx. 12 V)

3. Turn ignition switch ON (but do not start engine). Check voltage between ABS actuator and electric unit (control unit) harness connector and ground.

ABS actuator and electric unit (control unit)	Ground	Voltage
4	—	Battery voltage (Approx. 12 V)



OK or NG

- OK >> GO TO 4.
- NG >> GO TO 5.

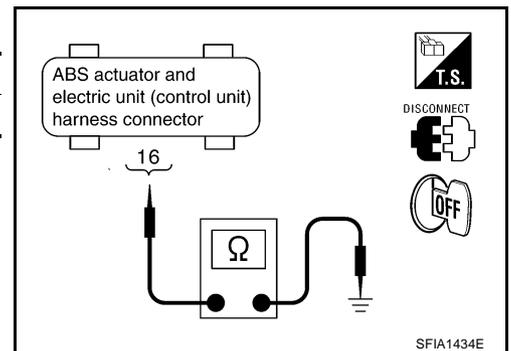
4. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) GROUND CIRCUIT

Check ABS actuator and electric unit (control unit) ground circuit.

ABS actuator and electric unit (control unit)	Ground	Continuity
16	—	Yes

OK or NG

- OK >> Perform ABS actuator and electric unit (control unit) self-diagnosis again.
- NG >> Repair or replace harness or connectors.



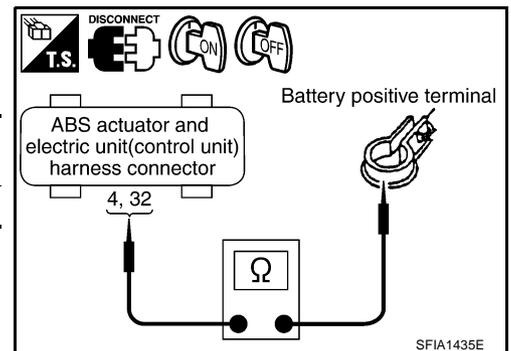
5. CHECK ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) POWER SUPPLY CIRCUIT (2)

1. Check fuse 10 A (terminal 4) and 30 A (terminal 32).
2. Turn ignition switch OFF and check continuity between battery positive terminal and ABS actuator and electric unit (control unit) harness connector E56.

ABS actuator and electric unit (control unit)	Battery positive terminal	Continuity
4, 32	—	Yes

OK or NG

- OK >> Check for non-standard conditions in battery (terminal looseness, low voltage, etc.) and alternator.
- NG >>
 - Replace fuse 10 A or 30 A.
 - Open or short in harness.



Stop Lamp Switch Circuit

DTC C1116

INSPECTION PROCEDURE**1. CHECK SELF-DIAGNOSTIC RESULTS**

Check the self-diagnostic results.

Self-diagnostic results

STOP LAMP SW

Is the above displayed in the self-diagnosis display item?

YES >> GO TO 2.

NO >> INSPECTION END

2. CHECK CONNECTOR

1. Disconnect stop lamp switch connector and ABS actuator and electric unit (control unit) connector E56 and check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminal.
2. Securely reconnect connectors.
3. Perform self-diagnosis again.

OK or NG

OK >> Connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 3.

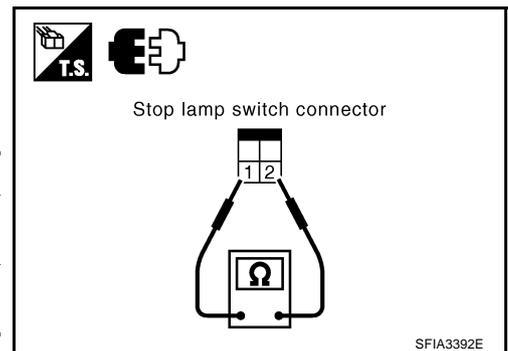
3. CHECK STOP LAMP SWITCH

1. Turn ignition switch OFF and disconnect stop lamp switch harness connector.
2. Operate stop lamp switch and check continuity between stop lamp switch harness connector terminals.

Terminal	Condition	Continuity
1 - 2	Release stop lamp switch (When brake pedal is depressed.)	Yes
	Push stop lamp switch (When brake pedal is released.)	No

OK or NG

OK >> GO TO 4.

NG >> Replace stop lamp switch. Refer to [BR-7, "Components"](#) .

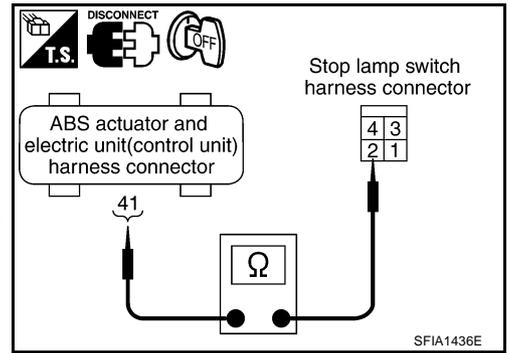
4. CHECK STOP LAMP SWITCH CIRCUIT

1. Turn ignition switch OFF and disconnect stop lamp switch connector E210 and ABS actuator and electric unit (control unit) connector E56.
2. Check continuity between stop lamp switch harness connector and ABS actuator and electric unit (control unit) harness connector.

ABS actuator and electric unit (control unit)	Stop lamp switch	Continuity
41	2	Yes

OK or NG

- OK >> Connect connectors and perform an ABS actuator and electric unit (control unit) self-diagnosis.
- NG >> Open or short in harness between stop lamp switch and ABS actuator and electric unit (control unit). Repair or replace applied harness.



A
B
C
D
E
G
H
I
J
K
L
M

BRC

Brake Fluid Level Switch Circuit

DTC C1155

INSPECTION PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

1. Check fluid level in brake fluid reservoir tank. If the level is low, add brake fluid.
2. Clear the stored self-diagnostic results and check self-diagnostic results.

Self-diagnostic results

BR FLUID LEVEL LOW

Is the above displayed in the self-diagnosis display item?

YES >> GO TO 2.

NO >> INSPECTION END

2. CHECK CONNECTOR

1. Disconnect brake fluid level switch connector and ABS actuator and electric unit (control unit) connector and check terminal for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace terminal.
2. Securely reconnect connectors and perform self-diagnosis again.

OK or NG

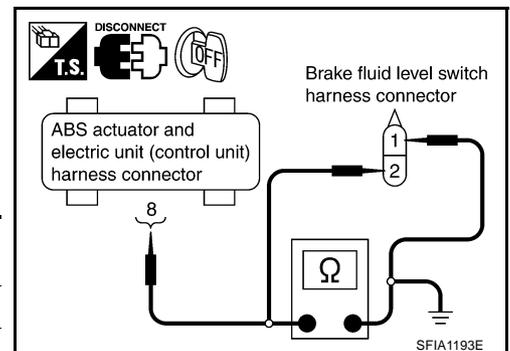
OK >> Connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 3.

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

1. Turn ignition switch OFF and disconnect brake fluid level switch connector E52 and ABS actuator and electric unit (control unit) connector E56.
2. Check continuity between brake fluid level switch harness connector and ABS actuator and electric unit (control unit) harness connector.

ABS actuator and electric unit (control unit)	Brake fluid level switch	Continuity
8	1	Yes
8	Ground	No
Ground	2	Yes



OK or NG

OK >> Connect connectors and perform an ABS actuator and electric unit (control unit) self-diagnosis.

NG >> If open or short in harness, repair or replace applied harness.

When “ST ANG SEN SIGNAL” Appears on Self-diagnosis Results Display

NFS000NU

DTC C1144

INSPECTION PROCEDURE**1. CHECK SELF-DIAGNOSTIC RESULTS (1)**

Check self-diagnostic results.

Self-diagnostic results

ST ANG SEN SIGNAL

Does anything besides “ST ANG SEN SIGNAL” appear on self-diagnostic results display?

YES >> Inspect and repair the indicated items. Then perform self-diagnosis again.

NO >> Perform adjustment of steering angle sensor neutral position. Then GO TO 2.

2. CHECK SELF DIAGNOSIS RESULTS (2)

Turn ignition switch OFF and ON to erase self-diagnostic results, and perform ABS actuator and electric unit (control unit) self-diagnosis again.

Does anything appear on self-diagnostic results display?

YES >> Replace steering angle sensor. Then perform adjustment of neutral position and perform self-diagnosis again.

NO >> INSPECTION END

When “DECEL G SEN SET” Appears on Self-diagnostic Results Display (AWD Models)

NFS000NV

DTC C1160

INSPECTION PROCEDURE**1. CHECK SELF- DIAGNOSTIC RESULTS (1)**

Check self-diagnostic results.

Self-diagnostic results

DECEL G SEN SET

Does anything besides “DECEL G SEN SET” appear on self-diagnostic results display?

YES >> Inspect and repair the indicated items. Then perform self-diagnosis again.

NO >> Perform calibration of decel G sensor. Then GO TO 2.

2. CHECK SELF-DIAGNOSIS RESULTS (2)

Turn ignition switch OFF and ON to erase self-diagnostic results, and perform ABS actuator and electric unit (control unit) self-diagnosis again.

Does anything appear on self-diagnostic results display?

YES >> Replace yaw rate/side/decel G sensor. Then perform calibration of decel G sensor and perform self-diagnosis again.

NO >> INSPECTION END

CAN Communication Circuit

NFS000NW

DTC U1000, C1156

INSPECTION PROCEDURE**1. CHECK CONNECTOR**

1. Turn ignition switch OFF, disconnect the ABS actuator and electric unit (control unit) connector, and check the terminal for deformation, disconnection, looseness, and so on. If there is a malfunction, repair or replace the terminal.
2. Reconnect connector to perform self-diagnosis.

Is "CAN COMM CIRCUIT" or "ST ANG SEN COM CIR" displayed in the self-diagnosis display items?

- YES >> Print out the self-diagnostic results, and refer to [LAN-49, "CAN System Specification Chart"](#).
- NO >> Connector terminal connection is loose, damaged, open, or shorted.

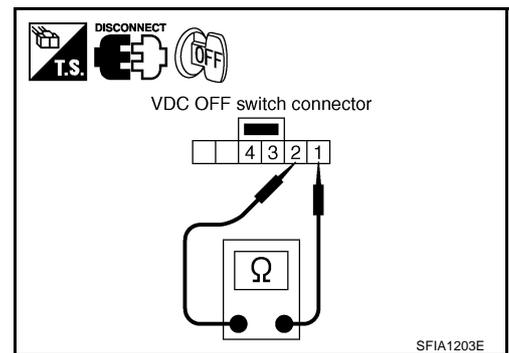
Component Inspection

NFS000NX

VDC OFF SWITCH

- Turn ignition switch OFF and disconnect VDC OFF switch connector, and check continuity between VDC OFF switch connector M32 terminals 1 and 2.

- 1 -2 : Continuity should exist when pushing switch.**
Continuity should not exist when releasing switch.



TROUBLE DIAGNOSIS FOR SYMPTOMS

PFP:00007

Excessive ABS Function Operation Frequency

NFS000NY

1. CHECK FRONT AND REAR AXLE

Make sure there is no excessive looseness in the front and rear axles.

OK or NG

- OK >> GO TO 2.
 NG >> Check front or rear axle system.

2. CHECK WHEEL SENSOR

Perform following inspection for wheel sensor:

- Sensor mount and damage inspection
- Sensor rotor mount and damage inspection
- Sensor connector connection inspection
- Sensor harness inspection

OK or NG

- OK >> GO TO 3.
 NG >> Replace sensor or sensor rotor.

3. CHECK ABS WARNING LAMP DISPLAY

Make sure warning lamp turns off approximately 2 seconds after the ignition switch is turned ON or when driving.

OK or NG

- OK >> Normal
 NG >> Perform self-diagnosis. Refer to [BRC-25, "Self-Diagnosis"](#) .

Unexpected Pedal Reaction

NFS000NZ

1. CHECK BRAKE PEDAL STROKE

Check brake pedal stroke.

Is the stroke too long?

- YES >> ● Bleed air from brake piping.
 ● Check brake pedal, brake booster, and master cylinder mount for play, looseness, and brake system for fluid leaks, etc. If any malfunctions are found, make repair.

NO >> GO TO 2.

2. CHECK FUNCTION

Disconnect ABS actuator and electric unit (control unit) connector E56 and make sure that braking force is sufficient when ABS is not operating. After the inspection, reconnect connector.

OK or NG

- OK >> GO TO 2. CHECK WHEEL SENSOR. Refer to [BRC-53, "Excessive ABS Function Operation Frequency"](#) .
 NG >> Check brake system.

The Braking Distance is Long

NFS00000

CAUTION:

On slippery road surfaces, the stopping distance might be longer with the ABS operating than when the ABS is not operating.

1. CHECK FUNCTION

Disconnect ABS actuator and electric unit (control unit) connector E56 to deactivate ABS. In this condition, check stopping distance. After inspection, connect connector.

OK or NG

OK >> ● Bleed air from brake piping.
● Check brake system.

NG >> GO TO 2. CHECK WHEEL SENSOR. Refer to [BRC-53, "Excessive ABS Function Operation Frequency"](#).

The ABS Function Does Not Operate

NFS00001

CAUTION:

The ABS does not operate when the speed is 10 km/h (6 MPH) or less.

1. CHECK ABS WARNING LAMP DISPLAY

Make sure warning lamp turns off approximately 2 seconds after the ignition switch is turned ON or when driving.

OK or NG

OK >> GO TO 2. CHECK WHEEL SENSOR. Refer to [BRC-53, "Excessive ABS Function Operation Frequency"](#).

NG >> Perform self-diagnosis. Refer to [BRC-25, "Self-Diagnosis"](#).

Pedal Vibration or ABS Operation Sound Occurs

NFS00002

CAUTION:

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

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

1. SYMPTOM CHECK 1

Check if pedal vibration or operation sound occurs when engine is started.

OK or NG

OK >> Perform self-diagnosis. Refer to [BRC-25, "Self-Diagnosis"](#).

NG >> GO TO 2.

2. SYMPTOM CHECK 2

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

Does the symptom occur when the electrical component (head lamp, etc.) switches are operated?

YES >> Check if there is a radio, antenna, antenna lead wire, or wiring close to ABS actuator and electric unit (control unit) (or its wiring), and if there is, move it farther away.

NO >> GO TO 2. CHECK WHEEL SENSOR. Refer to [BRC-53, "Excessive ABS Function Operation Frequency"](#).

Vehicle Jerks During VDC/TCS/ABS Control

NFS00003

1. CHECK ENGINE SPEED SIGNAL

Perform CONSULT-II "DATA MONITOR" to check engine speed.

Is engine speed at idle 400 rpm or higher?

- YES >> GO TO 3.
NO >> GO TO 2.

2. CHECK ABS WARNING LAMP DISPLAY

Make sure warning lamp turns off approximately 2 seconds after the ignition switch is turned ON or when driving.

OK or NG

- OK >> System is normal.
NG >> GO TO 3.

3. CHECK ECM SELF-DIAGNOSTIC RESULTS

Perform ECM self-diagnosis.

Are self-diagnosis items displayed?

- YES >> Check the corresponding items. Refer to [EC-87, "TROUBLE DIAGNOSIS"](#) (VQ35DE), [EC-749, "TROUBLE DIAGNOSIS"](#) (VK45DE) in "Engine Control (EC section)".
NO >> GO TO 4.

4. CHECK A/T SELF-DIAGNOSTIC RESULTS

Perform A/T self-diagnosis.

OK or NG

- OK >> GO TO 5.
NG >> Check the corresponding items. Refer to [AT-44, "TROUBLE DIAGNOSIS"](#) in "A/T".

5. CHECK SELF-DIAGNOSTIC RESULTS 1

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

Are self-diagnosis items displayed?

- YES >> Check the corresponding items, make repairs, and perform ABS actuator and electric unit (control unit) self-diagnosis again.
NO >> GO TO 6.

6. CHECK CONNECTOR

1. Disconnect ABS actuator and electric unit (control unit) connector E56 and ECM connector, check terminals for deformation, disconnection, looseness, and so on. If any malfunction is found, repair or replace connector.
2. Securely reconnect connector and perform self-diagnosis.

OK or NG

- OK >> If poor connect, damaged, open or short circuit is found, repair or replace connector terminal.
NG >> GO TO 7.

7. CHECK SELF-DIAGNOSTIC RESULTS 2

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

Are self-diagnosis items displayed?

- YES >> Repair or replace malfunctioning items.
NO >> GO TO 8.

8. CHECK CIRCUIT BETWEEN ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) AND ECM

Check CAN communication circuit. Refer to [BRC-52, "CAN Communication Circuit"](#) .

OK or NG

OK >> INSPECTION END

NG >> Connect connectors, and perform ABS actuator and electric unit (control unit) self-diagnosis again.

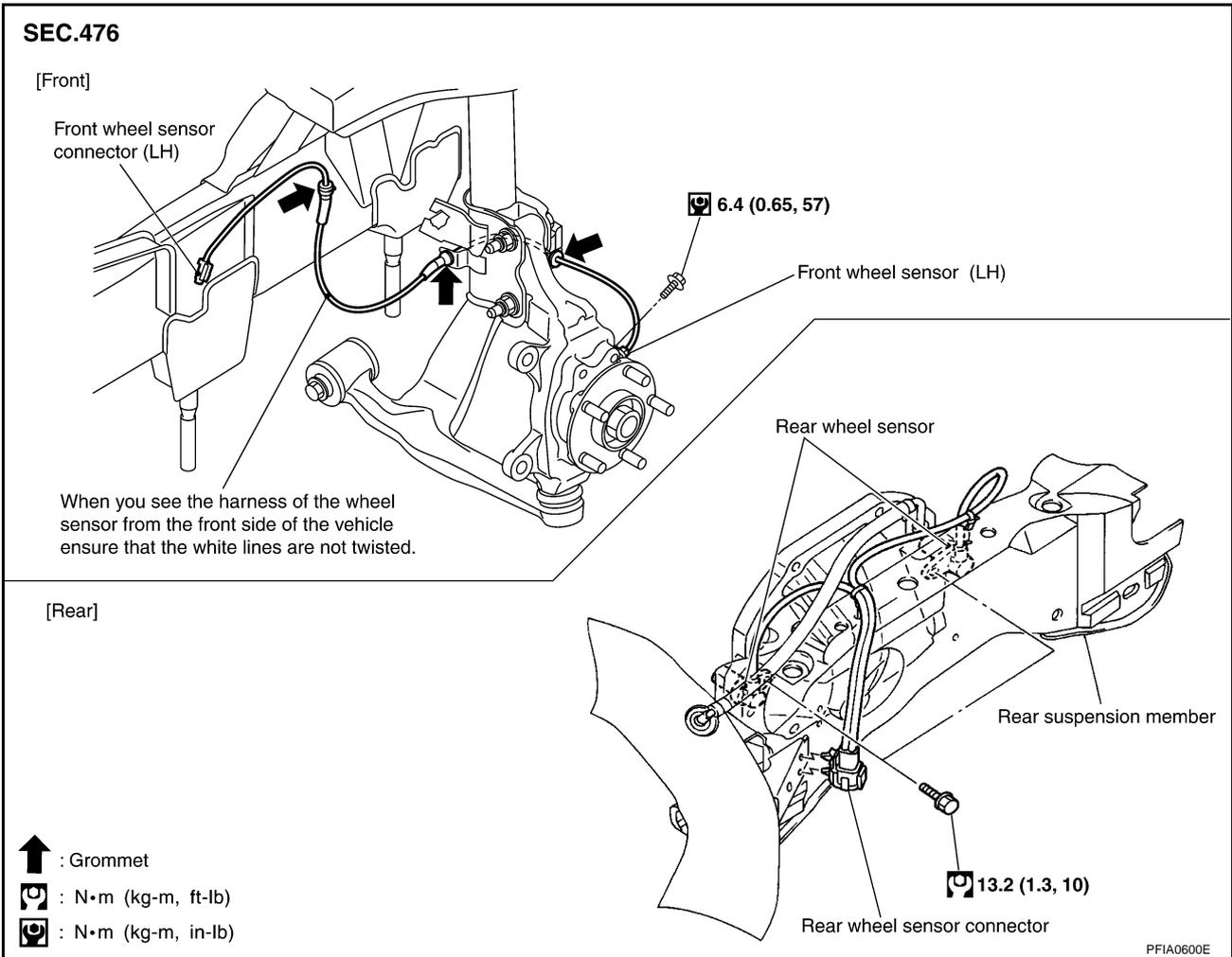
WHEEL SENSORS

PFP:47910

Removal and Installation

NFS00004

A
B
C
D
E
BRC
G
H
I
J
K
L
M



REMOVAL

1. Disconnect wheel sensor connector.
2. Remove wheel sensor mounting bolts, grommets (front sensor) and clip.
3. Remove wheel sensor.

CAUTION:

Be careful of the following when installing sensor.

- As much as possible, avoid rotating sensor when removing it. Pull sensors out without pulling on sensor harness.
- Take care to avoid damaging sensor edges or rotor teeth. Remove wheel sensor first before removing front wheel hub and bearing assembly and rear final drive. This is to avoid damage to sensor wiring and loss of sensor function.

INSTALLATION

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

CAUTION:

Be careful of the following when installing sensor. Tighten installation bolts to specified torques.

- When installing, make sure there is no foreign material such as iron chips on pick-up and mounting hole of sensor. Make sure no foreign material has been caught in the sensor rotor. Remove any foreign material and clean the mount.
- When installing front sensor, be sure to press rubber grommets in until they lock at the three locations shown in the figure (2 at shock absorbers and 1 at body panel). When installed, harness must not be twisted. White line on harness must be visible from front.

WHEEL SENSORS

[VDC/TCS/ABS]

-
- When installing rear sensor, attach harness at rear suspension member securely. Besides, harness must not be twisted when installed.

SENSOR ROTOR

PFM:47970

Removal and Installation

NFS00005

REMOVAL

Front

Sensor rotor cannot be disassembled. To replace sensor rotor, replace wheel hub and bearing assembly. Refer to [FAX-4, "Removal and Installation"](#) (2WD models), [FAX-10, "Removal and Installation"](#) (AWD models).

Rear

- Follow procedure below to remove rear sensor rotor.
- Remove side flange. Refer to [RFD-14, "Removal and Installation"](#).
- Using a bearing replacer and puller, remove sensor rotor from side flange.

INSTALLATION

Front

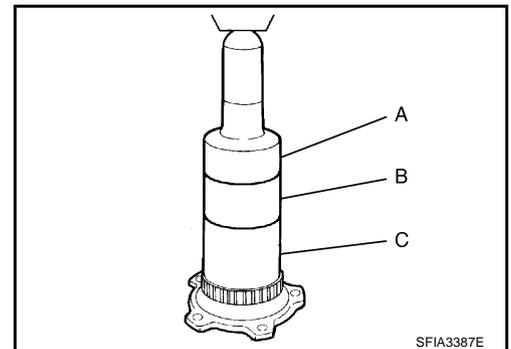
Sensor rotor cannot be disassembled. To replace sensor rotor, replace wheel hub and bearing assembly. Refer to [FAX-4, "Removal and Installation"](#) (2WD models), [FAX-10, "Removal and Installation"](#) (AWD models).

Rear

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

Tool number **A: ST30720000 (J-25405)**
 B: ST27863000 (—)
 C: KV40104710 (—)

- Install side flange. Refer to [RFD-14, "Removal and Installation"](#).



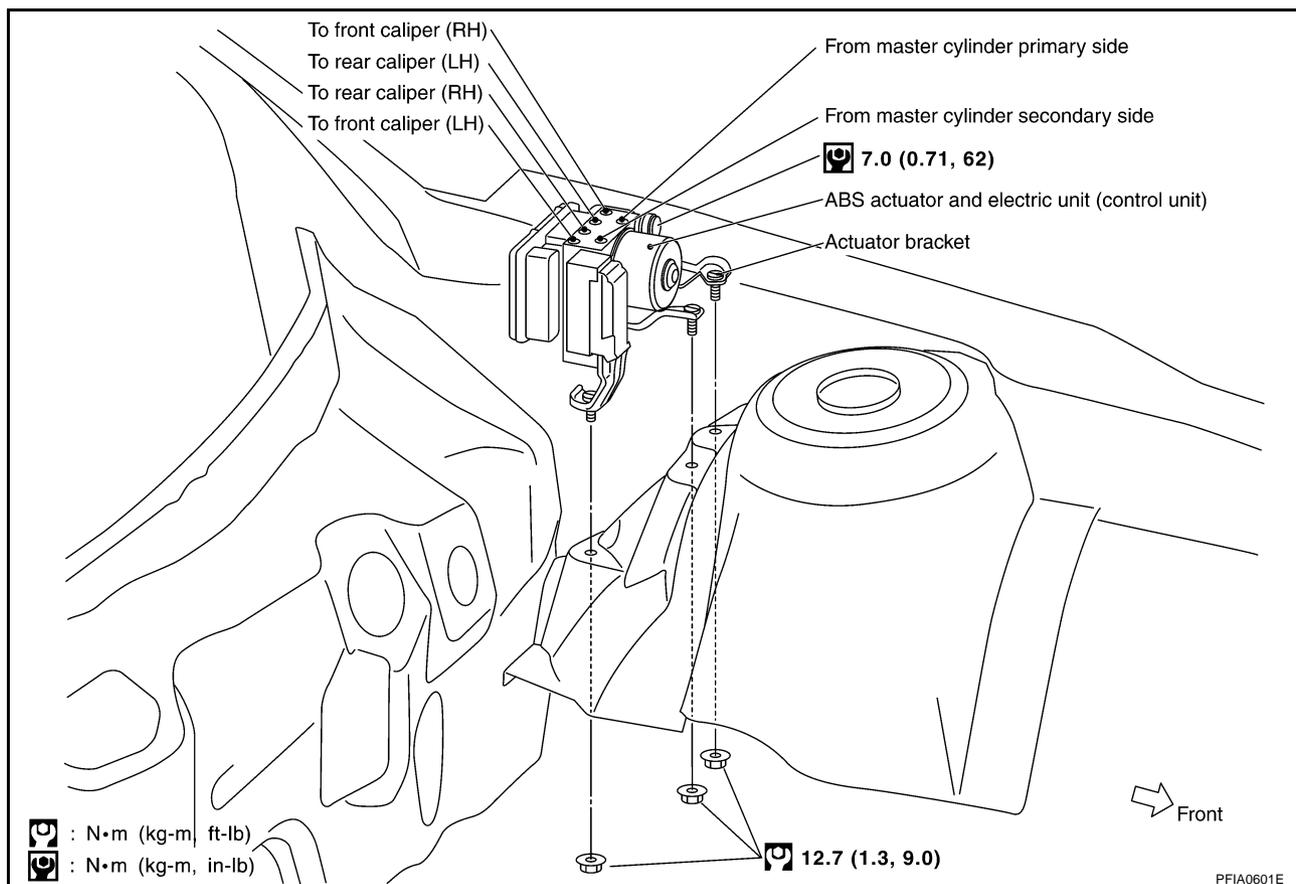
A
B
C
D
E
BRC
G
H
I
J
K
L
M

ACTUATOR AND ELECTRIC UNIT (ASSEMBLY)

PFP:47660

Removal and Installation

NFS00006



REMOVAL

1. Disconnect ABS actuator and electric unit (control unit) connector.
2. Loosen brake tube flare nuts, then remove brake tubes from ABS actuator and electric unit (control unit).
3. Remove LH side fender protector. Refer to [EI-24, "FENDER PROTECTOR"](#).
4. Remove ABS actuator and electric unit (control unit) mounting nuts.
5. Remove ABS actuator and electric unit (control unit) from vehicle.

CAUTION:

Be careful of the following when removing ABS actuator and electric unit (control unit).

- If the part number on the part number label (pasted on actuator upper surface) is the same, ABS actuator and electric unit (control unit) can not be used on another vehicle. If it is used on another vehicle, ABS warning lamp, SLIP indicator lamp and VDC OFF indicator lamp may turn ON or VDC/TCS/ABS may not operate normally. When replacing ABS actuator and electric unit (control unit), must use new service parts.
- Before servicing, disconnect battery cables.
- To remove brake tube, use a flare nut torque wrench to prevent flare nuts and brake tube from being damaged. To install, use a flare nut torque wrench (commercial service tool) and tighten to the specified torque.
- Do not apply excessive impact to actuator, such as dropping it.
- Do not remove and install ABS actuator and electric unit (control unit) by holding harness.

ACTUATOR AND ELECTRIC UNIT (ASSEMBLY)

[VDC/TCS/ABS]

INSTALLATION

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

CAUTION:

Be careful of the following when installing ABS actuator and electric unit (control unit).

- Tighten the mounting bolts and nuts to the specified torque.
- After the work, bleed air from brake piping. Refer to [BR-10, "Bleeding Brake System"](#) .
- After installing vehicle harness connector in the actuator, make sure connector is securely locked.
- When replacing ABS actuator and electric unit (control unit), calibrate steering angle sensor neutral position and decel G sensor. Refer to [BRC-6, "ON-VEHICLE SERVICE"](#) .

A

B

C

D

E

BRC

G

H

I

J

K

L

M

G SENSOR

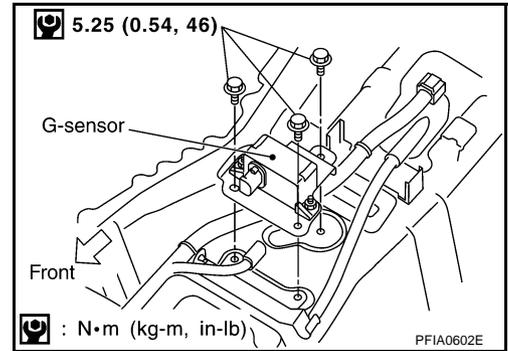
Removal and Installation

REMOVAL

1. Remove center console. Refer to [IP-12, "\(H\) Center Console"](#) .
2. Disconnect G sensor harness connector.
3. Remove G sensor mounting bolts. Then remove G sensor from vehicle.

CAUTION:

- Do not drop or strike G sensor, because it has little endurance to impact.
- Do not use power tool etc., because G sensor is weak for the impact.



INSTALLATION

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

CAUTION:

- Do not drop or strike G sensor, because it has little endurance to impact.
- After performing above works, calibrate decel G sensor (AWD models). Refer to [BRC-7, "Calibration of Decel G Sensor \(AWD Models\)"](#) .

STEERING ANGLE SENSOR

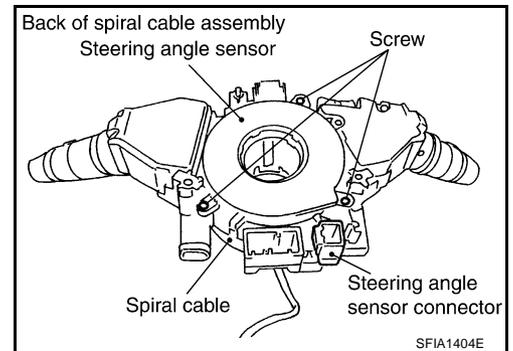
PFP:25554

Removal and Installation

NFS00008

REMOVAL

1. Remove spiral cable assembly. Refer to [SRS-44, "SPIRAL CABLE"](#) .
2. Remove steering angle sensor from spiral cable assembly.

**INSTALLATION**

Installation is the reverse order of removal.

CAUTION:

After work, make sure to adjust neutral position of steering angle sensor. Refer to [BRC-6, "Adjustment of Steering Angle Sensor Neutral Position"](#) .

A

B

C

D

E

BRC

G

H

I

J

K

L

M

