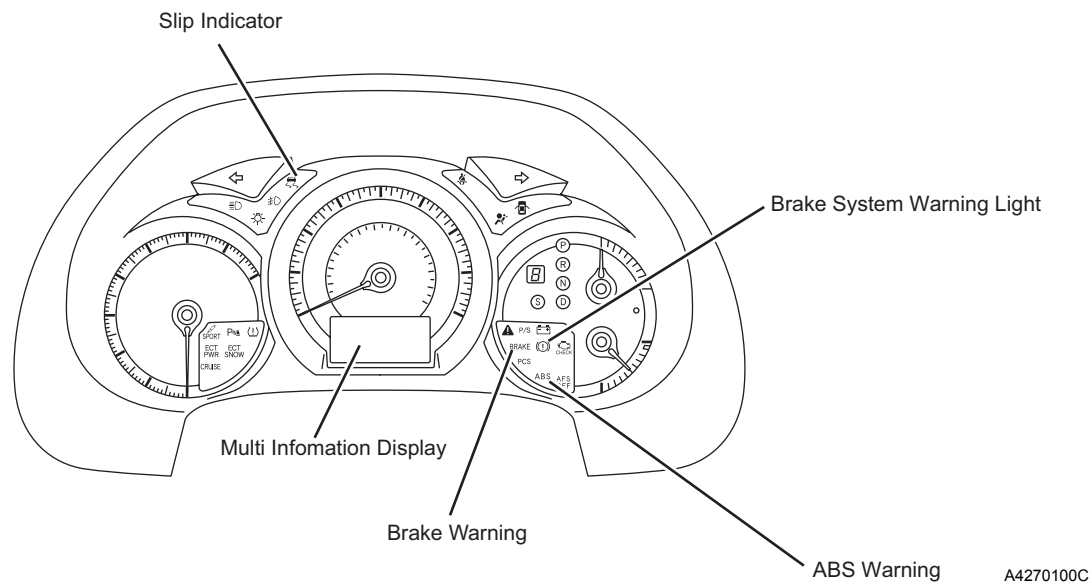


Detection Principle

- The magnetic rotor consists of a rubber matrix embedded with magnetic particles, with N/S poles (48 N and S poles each) arranged uniformly in the circumferential direction.
- The rotational movement of the magnetic rotor causes the magnetic field to change. The active sensor detects the changes and outputs them in the form of wheel speed pulses.
- In contrast to the widely used passive sensors, this sensor is able to detect vehicle speeds starting from approximately 0 km/h. In addition, because it can detect the rotational direction of the rotor, it enables the system to differentiate between the forward and reverse movement of the vehicle.

Warning & Indicator

- Indicators and warning lights are installed in the combination meter.



Warning & Indicator

Slip Indicator	The light flashes to alert the driver that ABS, TRC, hill start assist control or VSC is operating.
Brake Warning	Warns the driver during normal operation that the parking brake is ON, or that the brake fluid is low. In addition, if it lights at the same time as the ABS warning light, it warns the driver of an abnormality that prevents the operation not only of the ABS, but also the EBD.
ABS Warning	When an abnormality occurs in the ABS or the brake assist system the light goes on to alert the driver. In diagnosis mode, the diagnosis code is shown by the flashing light.
VSC Warning (on multi-information display)	If there is a failure in the VSC, the master caution light illuminates and "VSC System Check" appears on the multi-information display to inform the driver. In the diagnosis mode, the multi-information display will show a DTC (Diagnostic Trouble Code).

VSC Buzzer

- The buzzer sounds intermittently to inform the driver that the VSC is operating.