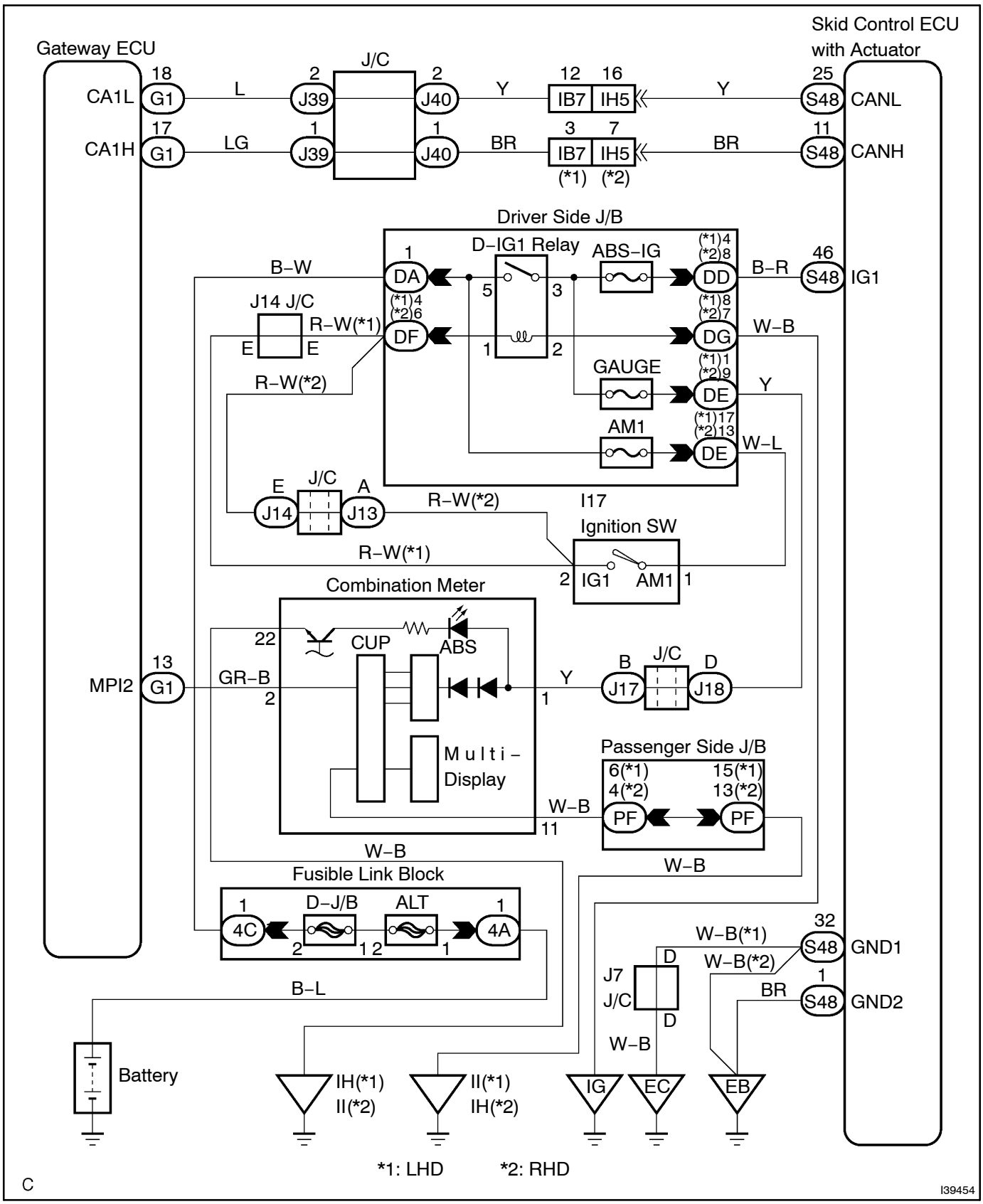
ABS WARNING LIGHT CIRCUIT (REMAINS ON)

CIRCUIT DESCRIPTION

During DTC read by SST (Check Wire), if the ABS warning light remains on, trouble shoot by following this inspection flow.

WIRING DIAGRAM



INSPECTION PROCEDURE

1	CHECK DTC

(a) Is DTC output for ABS, CAN and/or MPX?
OK:

DTC is not output	A
DTC is output	B

B → **REPAIR CIRCUIT INDICATED BY OUTPUT CODE**

A

2	INSPECT SKID CONTROL ECU CONNECTOR (SEE PAGE 32–53)

(a) Check the ECU connector's connecting condition.
OK:
The connector is securely connected.

NG → **CONNECT CONNECTOR TO ECU CORRECTLY**

OK

3	INSPECT BATTERY

(a) Check the battery voltage.
Standard:
Voltage: 10 to 14 V

NG → **INSPECT CHARGING SYSTEM (SEE PAGE 19–23)**

OK

4 INSPECT SKID CONTROL ECU TERMINAL VOLTAGE(IG1 TERMINAL)

(a) Connect the intelligent tester II to the DLC3.
(b) Start the engine.
(c) Select the DATA LIST mode on the intelligent tester II.

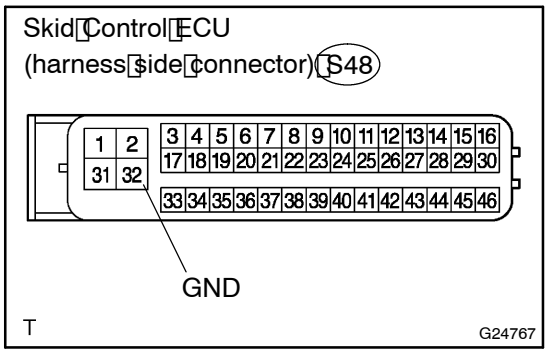
Item	Measurement Item / Range (Display)	Normal Condition
ECU IG Power Voltage	ECU power supply voltage / UNDER / NORMAL / OVER	OVER: 14 V or over NORMAL: 9.5 V to 14 V UNDER: Below 9.5 V

(d) Read the voltage condition output from the ECU displayed on the intelligent tester II.
OK:
"Normal" is displayed.

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

5 CHECK HARNESS AND CONNECTOR(SKID CONTROL ECU – BODY GROUND)



(a) Disconnect the skid control ECU connector.
(b) Measure the resistance according to the value(s) in the table below.
Standard:

Tester Connection	Specified Condition
S48–32 (GND) – Body ground	Below 1 Ω

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

REPLACE ABS & TRACTION ACTUATOR ASSY (SEE PAGE 32–53)

NOTICE:
When replacing ABS & TRACTION ACTUATOR assy, perform zero point calibration (see page 05–387).