

DTC	11, 12	ABS Control (Solenoid) Relay Circuit
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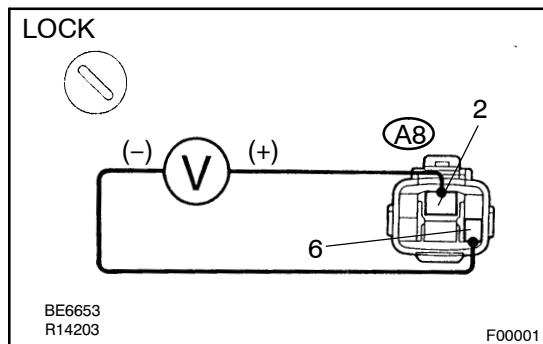
This relay supplies power to each ABS solenoid. After the ignition switch is turned ON, if the initial check is OK, the relay goes on.

Fail safe function:
If trouble in the ABS control (solenoid) relay circuit, the ECU cuts off current to the ABS control (solenoid) relay and prohibits ABS control.

[illegible]

INSPECTION PROCEDURE

- | | |
|----------|--|
| 1 | Check voltage between terminals A8 - 2 and A8 - 6 of ABS control relay connector. |
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**PREPARATION:**

Disconnect the ABS control relay connector.

CHECK:

Measure the voltage between terminals A8 - 2 and A8 - 6 of ABS control relay harness side connector.

OK:

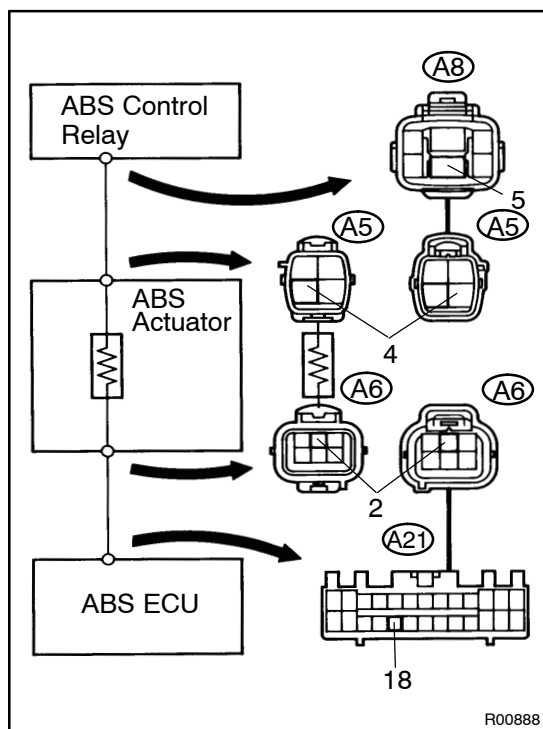
Voltage: 10 - 14 V

NG

Check and repair harness or connector.

OK

- | | |
|----------|--|
| 2 | Check continuity between terminals A8 - 5 and A5 - 4, A5 - 4 and A6 - 2, A6 - 2 and A21 - 18. |
|----------|--|

**PREPARATION:**

Disconnect the 2 connectors from ABS actuator.

CHECK:

Check the continuity between terminals A8 - 5 and A5 - 4, A5 - 4 and A6 - 2, A6 - 2 and A21 - 18.

OK:

Continuity

HINT:

There is a resistance of 4 - 6 Ω between terminals A5 - 4 and A6 - 2.

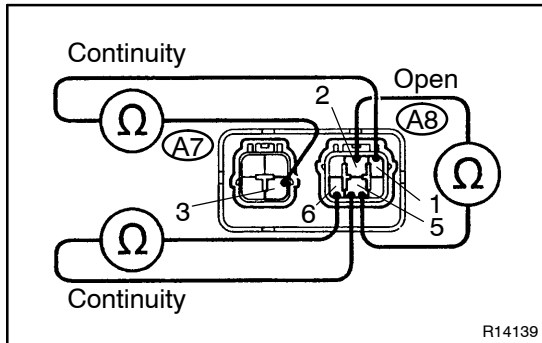
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Repair or replace harness or ABS actuator.

OK

3

Check ABS control (solenoid) relay.

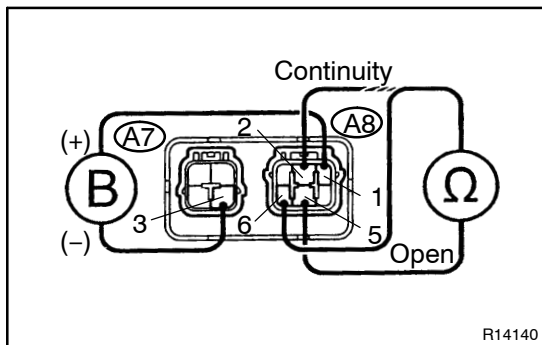


CHECK:

Check the continuity between each terminal of ABS control (solenoid) relay.

OK:

Terminals A8 - 1 and A7 - 3	Continuity (Reference value approx. 80 Ω)
Terminals A8 - 5 and A8 - 6	Continuity
Terminals A8 - 2 and A8 - 5	Open



CHECK:

- Apply battery positive voltage between terminals A8 - 1 and A7 - 3.
- Check the continuity between each terminal of ABS control (solenoid) relay.

OK:

Terminals A8 - 5 and A8 - 6	Open
Terminals A8 - 2 and A8 - 5	Continuity

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Replace ABS control relay.

OK

4

Check for open and short in harness and connector between ABS control (solenoid) relay and ABS ECU (See page IN-27).

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Repair or replace harness or connector.

OK

If the same code is still output after the DTC is deleted, check the contact condition of each connection. If connections are normal, the ECU may be defective.