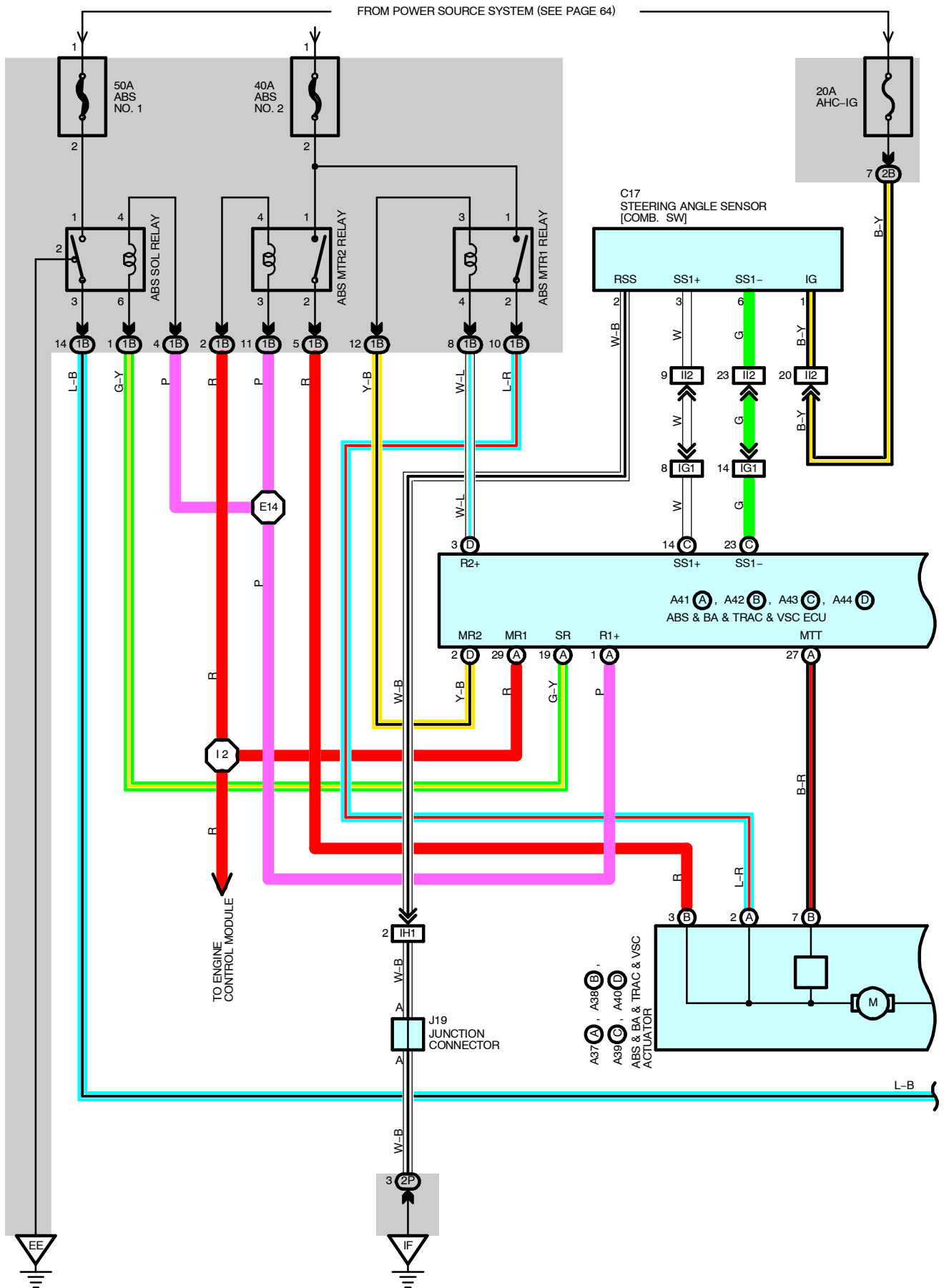
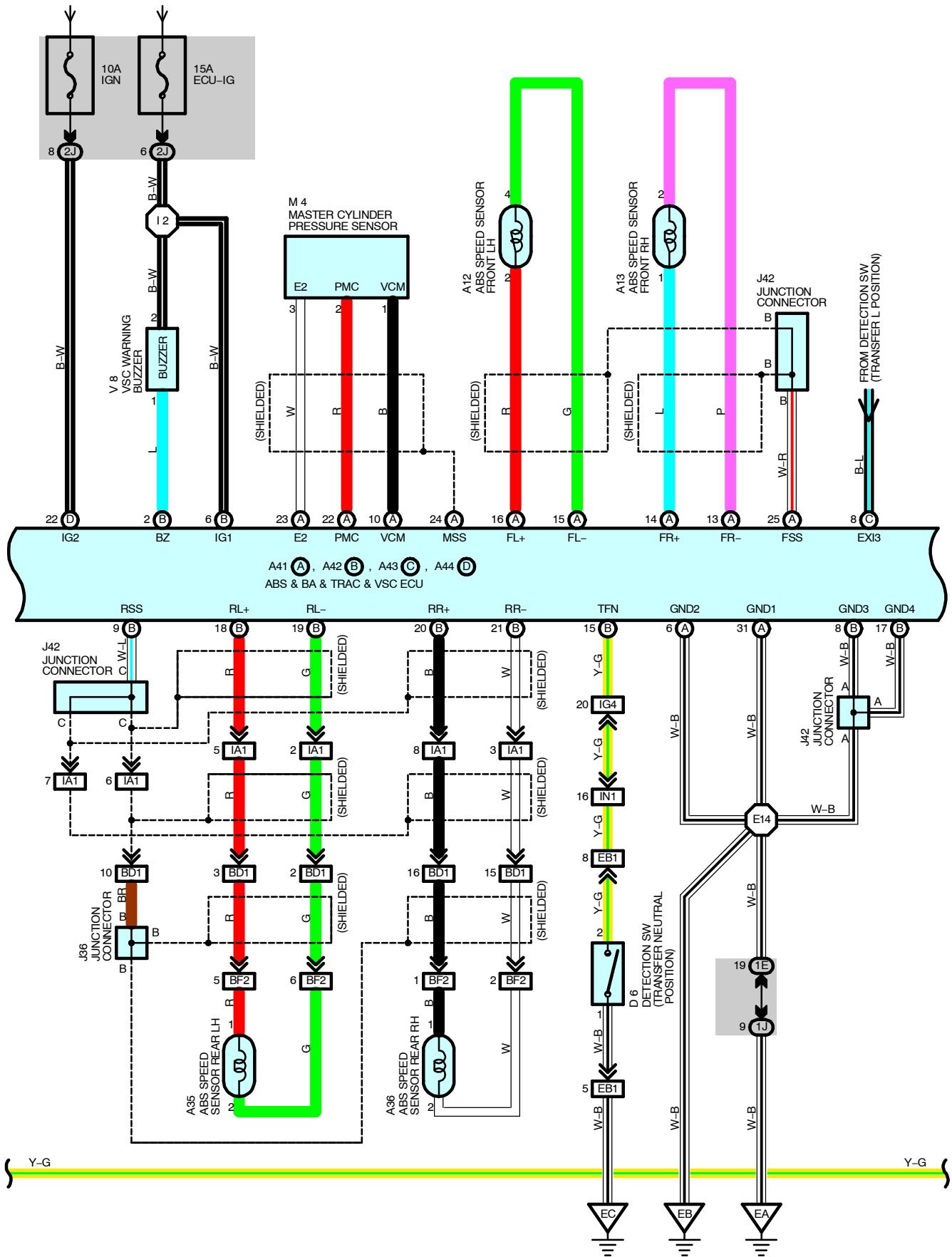


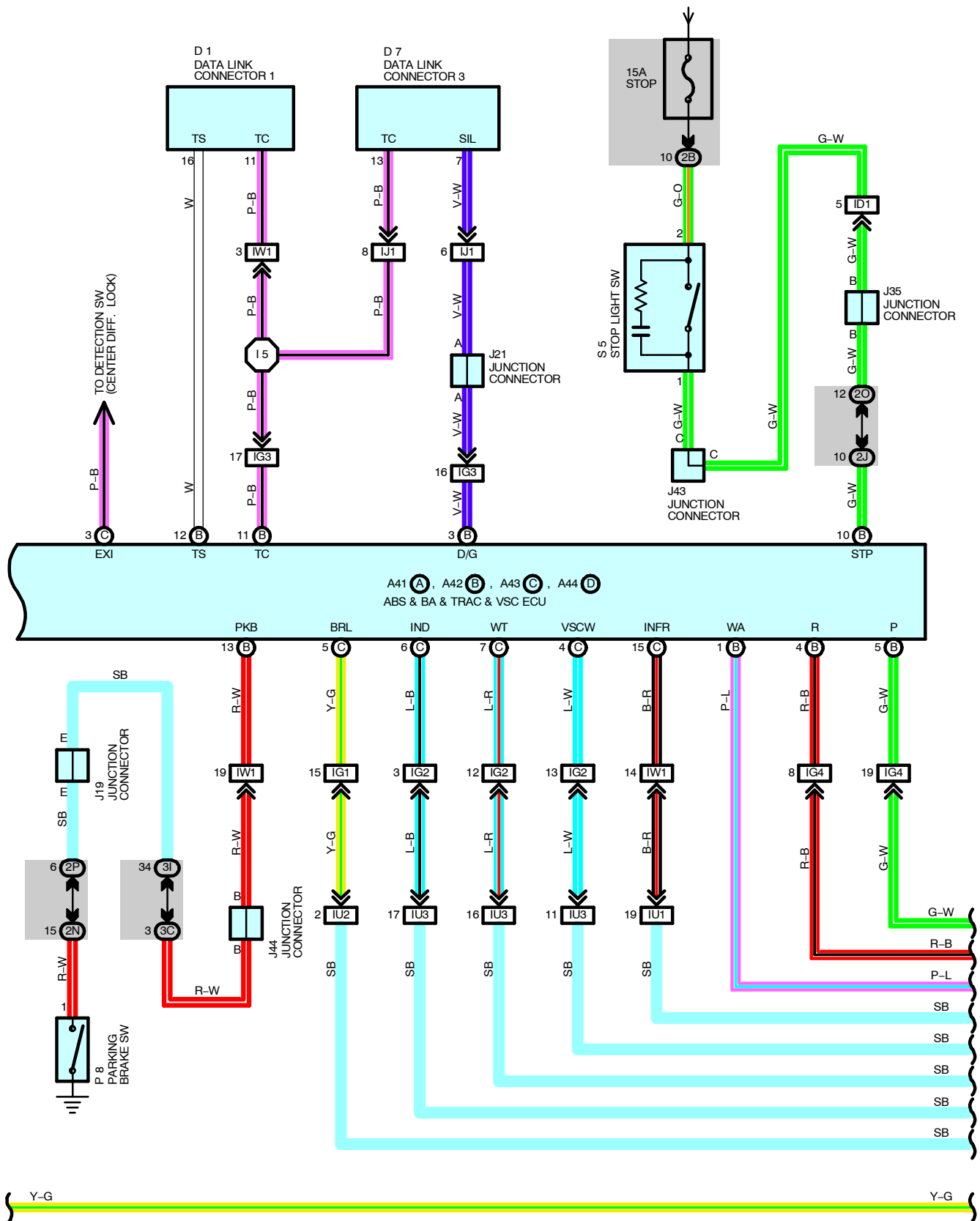




FROM POWER SOURCE SYSTEM (SEE PAGE 64)



FROM POWER SOURCE SYSTEM (SEE PAGE 64)





## SYSTEM OUTLINE

### 1. ABS OPERATION

If the brake pedal is depressed suddenly, the ABS controls the hydraulic pressure of the wheel cylinders for all the four wheels to automatically avoid wheel locking and ensure the directional and steering stability of the vehicle. If the brake pedal is depressed suddenly, the ABS & BA & TRAC & VSC ECU controls the solenoids in the actuators using the signals from the sensors to move the brake fluid to the reservoir in order to release the braking pressure applied to the wheel cylinder. If the ABS & BA & TRAC & VSC ECU detects that the fluid pressure in the wheel cylinder is insufficient, the ECU controls the solenoids in the actuators to increase the braking pressure.

### 2. TRACTION CONTROL OPERATION

The traction control system controls the engine torque, the hydraulic pressure of the driving wheel cylinders, slipping of the wheels which may occur at start or acceleration of the vehicle, to ensure an optimal driving power and vehicle stability corresponding to the road conditions.

### 3. VSC OPERATION

Unexpected road conditions, vehicle speed, emergency situation, and any other external factors may cause large under- or over-steering of the vehicle. If this occurs, the VSC system automatically controls the engine power and wheel brakes to reduce the under- or over-steering.

To reduce large over-steering :

If the VSC system determines that the over-steering is large, it activates the brakes for the outer turning wheels depending on the degree of the over-steering to produce the moment toward the outside of the vehicle and reduce the over-steering.

To reduce large under-steering :

If the VSC system determines that the under-steering is large, it controls the engine power and activates the rear wheel brakes to reduce the under-steering.

VSC indicator light

If an error occurs in the VSC system, the VSC indicator lights up to warn the driver.

### 4. TRACTION MODE AND VSC FUNCTION

When the center differential of the transfer is locked, the VSC function is turned off. At this time, the VSC OFF indicator light in the combination meter will come on, and informs the driver that the VSC function is OFF.

### 5. MUTUAL SYSTEM CONTROL

To efficiently operate the VSC system at its optimal level, the VSC system and other control systems are mutually controlled while the VSC system is being operated.

Engine throttle control

The engine power does not interfere with the VSC brake control by controlling the opening of the throttle and reducing the engine output.

Engine control and electronically controlled transmission control

The strong braking force does not interfere with the braking force control of the VSC system by turning off the accel. and reducing changes in the driving torque at shift-down.

VSC system operation indication

The slip indicator light flashes and the buzzer sounds intermittently to warn the driver that the current road is slippery, while the VSC system is being operated.

### 6. FAIL SAFE FUNCTION

If an error occurs in the ABS & BA & TRAC & VSC ECU, sensor signals, and/or actuators, the ABS & BA & TRAC & VSC ECU inhibits the brake actuator control and inputs the error signal to the engine control module. According to the error signal, the brake actuator turns off the solenoid and the engine control module rejects any electronically controlled throttle open request from the VSC system. As a result, the vehicle functions without the ABS, BA, TRAC, and VSC systems.

## SERVICE HINTS

### A41 (A), A42 (B), A44 (D) ABS & BA & TRAC & VSC ECU

(B) 6-GROUND : Approx. 12 volts with ignition SW at **ON** or **ST** position

(D)22-GROUND : Approx. 12 volts with ignition SW at **ON** or **ST** position

(B)10-GROUND : Approx. 12 volts with brake pedal depressed

(A) 6, (A) 31, (B) 8, (B) 17-GROUND : Always continuity

(B)12-GROUND : Approx. 12 volts with ignition SW at **ON** position and data link connector 1 **TS-E1** not connected

(B)11-GROUND : Approx. 12 volts with ignition SW at **ON** position and data link connector 1 **TC-E1** not connected

### A12 ABS SPEED SENSOR FRONT LH

2-4 : Approx. 1.07 kΩ (20 °C, 68 °F)

### A13 ABS SPEED SENSOR FRONT RH

1-2 : Approx. 1.07 kΩ (20 °C, 68 °F)

### A35, A36 ABS SPEED SENSOR REAR LH, RH

1-2 : Approx. 1.2 kΩ (25 °C, 77 °F)

## ○ : PARTS LOCATION

| Code |   | See Page | Code |   | See Page | Code | See Page |
|------|---|----------|------|---|----------|------|----------|
| A12  |   | 38       | C14  | C | 40       | J35  | 42       |
| A13  |   | 38       | C15  | D | 40       | J36  | 42       |
| A35  |   | 42       | C17  |   | 40       | J42  | 41       |
| A36  |   | 42       | D1   |   | 38       | J43  | 41       |
| A37  | A | 38       | D6   |   | 38       | J44  | 41       |
| A38  | B | 38       | D7   |   | 40       | M4   | 39       |
| A39  | C | 38       | D25  |   | 40       | P1   | 39       |
| A40  | D | 38       | E8   |   | 40       | P8   | 43       |
| A41  | A | 40       | J14  |   | 41       | S5   | 41       |
| A42  | B | 40       | J19  |   | 41       | V8   | 41       |
| A43  | C | 40       | J21  |   | 41       | Y1   | 41       |
| A44  | D | 40       | J23  |   | 41       |      |          |
| C12  | A | 40       | J28  |   | 41       |      |          |

## ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| Code | See Page | Junction Block and Wire Harness (Connector Location)                      |
|------|----------|---------------------------------------------------------------------------|
| 1B   | 23       | Engine Room No.2 Wire and Engine Room J/B (Engine Compartment Left)       |
| 1E   |          |                                                                           |
| 1J   | 23       | Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)       |
| 2B   | 26       | Dash Wire and Cowl Side J/B LH (Left Kick Panel)                          |
| 2D   |          |                                                                           |
| 2J   | 26       | Engine Room No.2 Wire and Cowl Side J/B LH (Left Kick Panel)              |
| 2N   | 26       | Floor Wire and Cowl Side J/B LH (Left Kick Panel)                         |
| 2O   |          |                                                                           |
| 2P   | 28       | Instrument Panel Integration Wire and Cowl Side J/B LH (Left Kick Panel)  |
| 3C   | 32       | Dash Wire and Cowl Side J/B RH (Right Kick Panel)                         |
| 3I   | 32       | Instrument Panel Integration Wire and Cowl Side J/B RH (Right Kick Panel) |

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| Code | See Page | Joining Wire Harness and Wire Harness (Connector Location)               |
|------|----------|--------------------------------------------------------------------------|
| EB1  | 46       | Engine Wire and Transmission Wire (On the Transmission)                  |
| IA1  | 48       | Floor Wire and Engine Room No.2 Wire (Left Kick Panel)                   |
| ID1  | 48       | Dash Wire and Floor Wire (Left Kick Panel)                               |
| IG1  | 50       | Engine Room No.2 Wire and Dash Wire (Behind the Combination Meter)       |
| IG2  |          |                                                                          |
| IG3  |          |                                                                          |
| IG4  |          |                                                                          |
| IH1  | 50       | Instrument Panel Integration Wire and Column Wire (Near the Ignition SW) |
| II2  | 50       | Column Wire and Dash Wire (Near the Ignition SW)                         |
| IJ1  | 50       | Dash Wire and Detector Wire (Instrument Panel Center)                    |
| IK2  | 50       | Console Box Wire and Dash Wire (Left Side of Front Console)              |
| IN1  | 52       | Engine Wire and Dash Wire (Behind the Glove Box)                         |
| IO1  |          |                                                                          |
| IU1  | 52       | Instrument Panel Integration Wire and Dash Wire (Behind the Glove Box)   |
| IU2  |          |                                                                          |
| IU3  |          |                                                                          |
| IW1  | 54       | Engine Room No.2 Wire and Dash Wire (Behind the Glove Box)               |
| BD1  | 56       | Floor No.3 Wire and Floor Wire (Left Rear Side Quarter Panel)            |
| BF2  | 56       | Frame Wire and Floor No.3 Wire (Left Side of Rear Floor Crossmember)     |

 : GROUND POINTS

| Code | See Page | Ground Points Location           |
|------|----------|----------------------------------|
| EA   | 46       | Front Right Side of Fender Apron |
| EB   |          |                                  |
| EC   | 46       | Rear Bank of Right Cylinder Head |
| EE   | 46       | Front Left Side of Fender Apron  |
| IF   | 48       | Set Bolt of Cowl Side J/B LH     |

 : SPLICE POINTS

| Code | See Page | Wire Harness with Splice Points | Code | See Page | Wire Harness with Splice Points |
|------|----------|---------------------------------|------|----------|---------------------------------|
| E13  | 46       | Engine Room No.2 Wire           | I2   | 50       | Engine Room No.2 Wire           |
| E14  |          |                                 | I5   | 50       | Dash Wire                       |