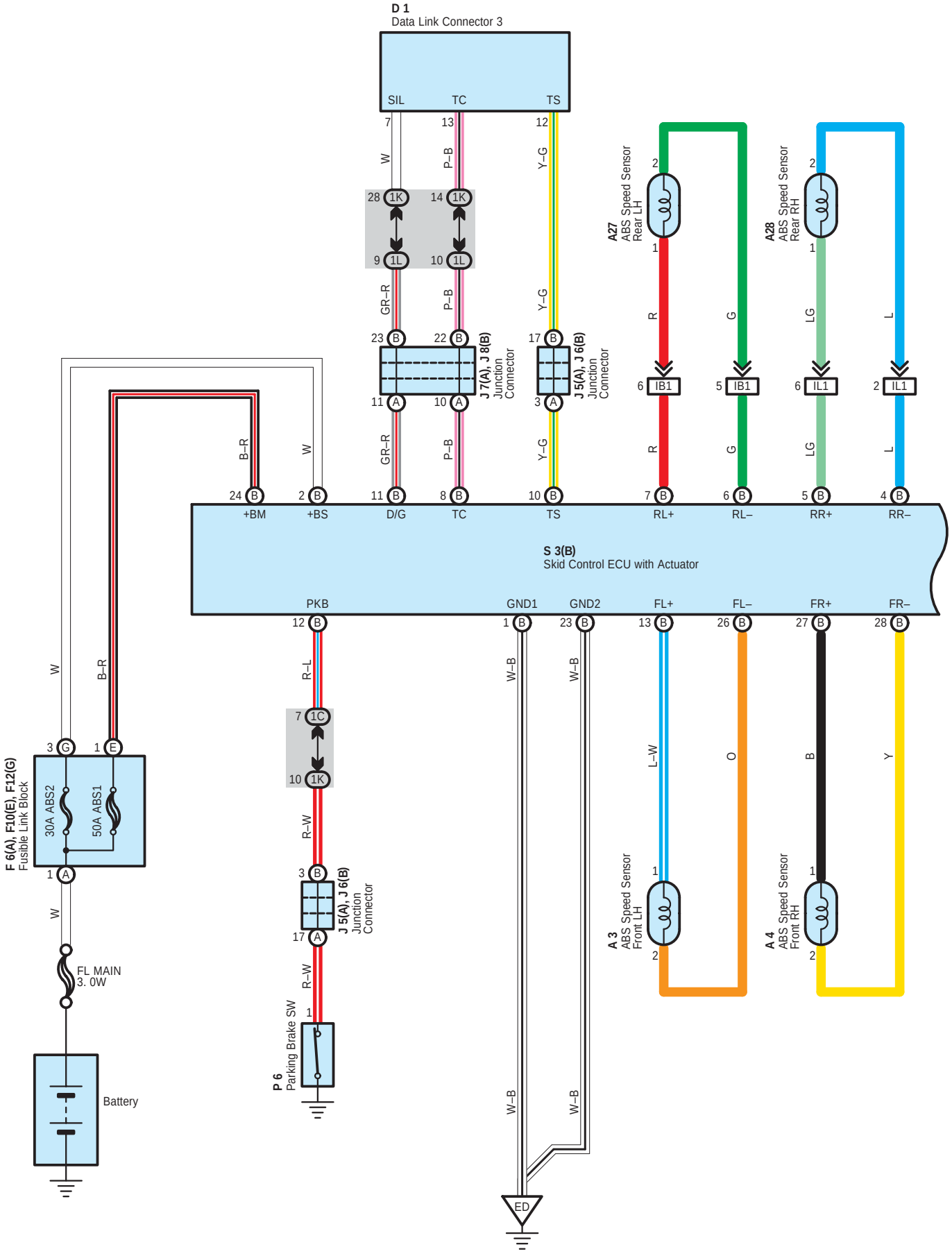
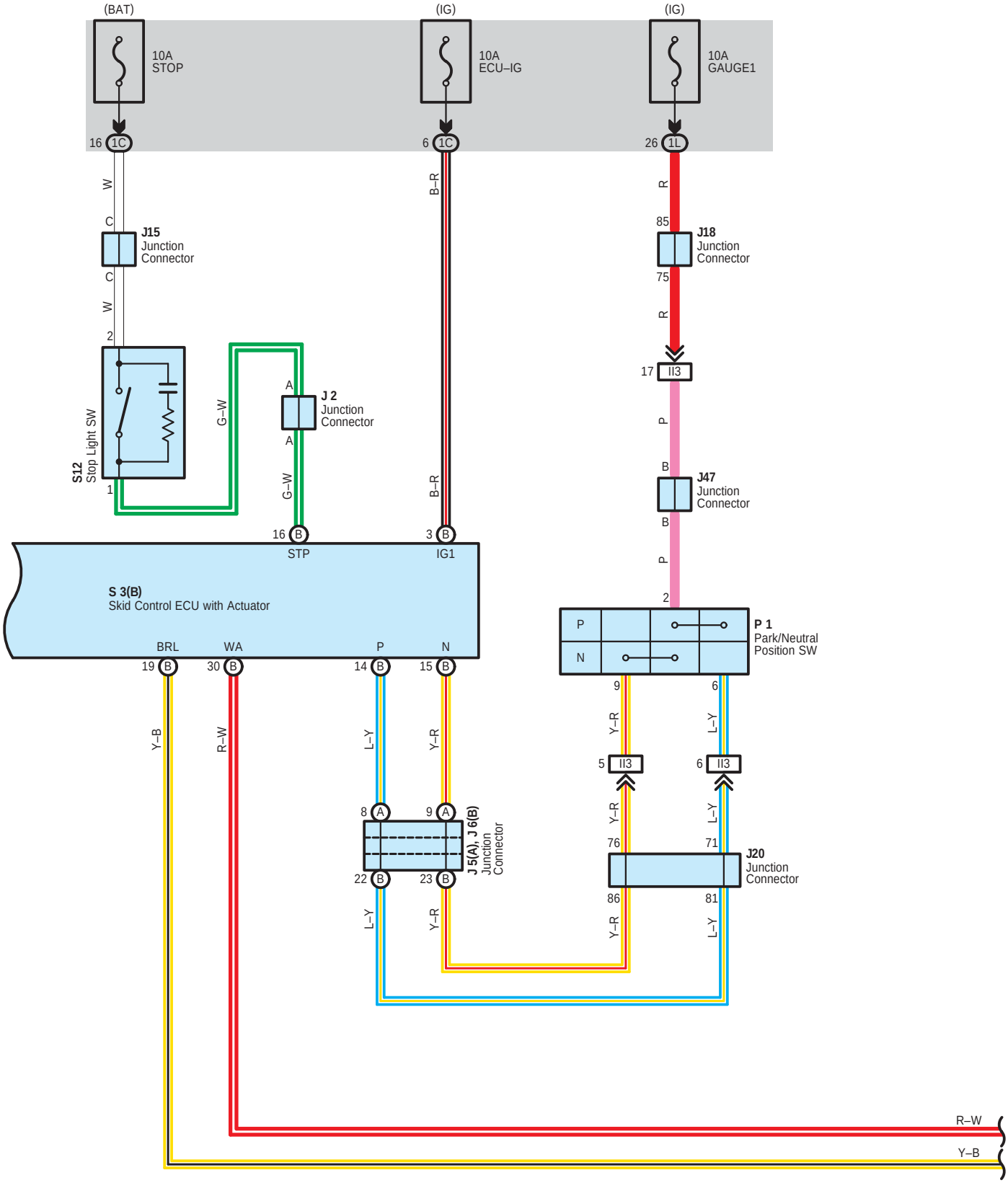
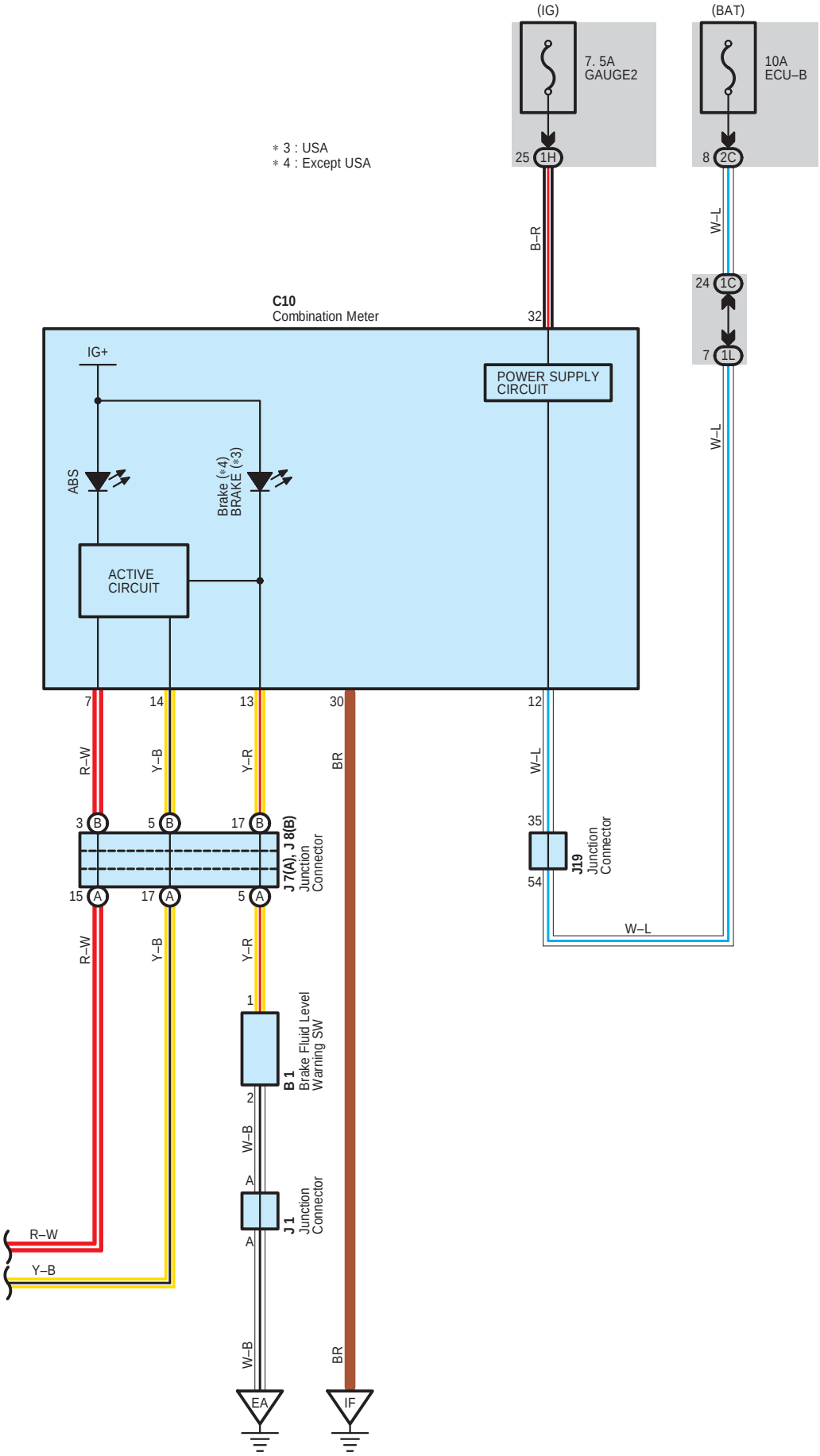

D 1
Data Link Connector 3
SIL
TC
TS
W
P–B
Y–G
GR–R
P–B
Y–G
J 7(A), J 8(B)
Junction Connector
J 5(A), J 6(B)
Junction Connector
A27
ABS Speed Sensor
Rear LH
A28
ABS Speed Sensor
Rear RH
R
G
LG
L
IB1
IL1
B–R
W
+BM
+BS
D/G
TC
TS
RL+
RL–
RR+
RR–
S 3(B)
Skid Control ECU with Actuator
PKB
GND1
GND2
FL+
FL–
FR+
FR–
R–L
R–W
W–B
L–W
O
B
Y
F 6(A), F10(E), F12(G)
Fusible Link Block
30A ABS2
50A ABS1
FL MAIN
3. 0W
Battery
P 6
Parking Brake SW
A 3
ABS Speed Sensor
Front LH
A 4
ABS Speed Sensor
Front RH
ED


(BAT)
(IG)
(IG)
10A
STOP
10A
ECU–IG
10A
GAUGE1
16 1C
6 1C
26 1L
W
C
C
W
2
B–R
R
85
J15
Junction
Connector
J18
Junction
Connector
75
R
17 II3
P
B
J47
Junction
Connector
B
P
2
S12
Stop Light SW
1
G–W
A
J 2
Junction
Connector
A
G–W
B–R
16 B
STP
3 B
IG1
S 3(B)
Skid Control ECU with Actuator
BRL
WA
P
N
19 B
30 B
14 B
15 B
P
N
P 1
Park/Neutral
Position SW
9
6
Y–B
R–W
L–Y
Y–R
Y–R
L–Y
5 II3
6 II3
8 A
9 A
J 5(A), J 6(B)
Junction
Connector
Y–R
L–Y
76
71
J20
Junction
Connector
22 B
23 B
86
81
L–Y
Y–R
Y–R
L–Y
R–W
Y–B


(IG)
(BAT)
7. 5A
GAUGE2
10A
ECU–B
∗ 3 : USA
∗ 4 : Except USA
25 1H
8 2C
B–R
W–L
24 1C
7 1L
W–L
C10
Combination Meter
32
IG+
POWER SUPPLY
CIRCUIT
ABS
Brake (∗4)
BRAKE (∗3)
ACTIVE
CIRCUIT
7
14
13
30
12
R–W
Y–B
Y–R
BR
W–L
3 B
5 B
17 B
J 7(A), J 8(B)
Junction
Connector
35
J19
Junction
Connector
54
W–L
15 A
17 A
5 A
R–W
Y–B
Y–R
1
B 1
Brake Fluid Level
Warning SW
2
W–B
A
J 1
Junction
Connector
A
R–W
Y–B
W–B
BR
EA
IF

System Outline

ABS system controls the respective brake fluid pressures acting on the disc brake cylinders of the four wheels when the brakes are applied in a panic stop, so that the wheels do not lock. This results in improved directional stability and steerability during panic braking.

Tire pressure warning system turns on the tire pressure warning light and warns the driver of low tire pressure, when driving with a low tire pressure, which may cause trouble driving.
However, this system can detect the low tire pressure condition only if one of the tires has such a condition in particular compared to other tires, and it cannot detect. Therefore, it can not detect natural (Gradual) air loss occurring to the tires.

1. Input Signals

(1) Speed sensor signal
The speed of the wheels is detected and input to TERMINALS FL+, FR+, RL+ and RR+ of the skid control ECU with actuator.

(2) Stop light SW signal
A signal is input to TERMINAL STP of the skid control ECU with actuator when the brake pedal is operated.

(3) Parking position signal
A signal is input to TERMINAL P of the skid control ECU with actuator when the Shift lever at ”P” position.

(4) Neutral position signal
A signal is input to TERMINAL N of the skid control ECU with actuator when the Shift lever at ”N” position.

2. ABS System Operation

During sudden braking the skid control ECU with actuator has signals input from each sensor, which controls the current to the solenoid inside the actuator and lets the hydraulic pressure acting on each wheel cylinder escape to the reservoir. The pump inside the actuator is also operating at this time, and it returns the brake fluid from the reservoir to the master cylinder, thus preventing locking of the vehicle wheels.
If the skid control ECU with actuator judges that the hydraulic pressure acting on the wheel cylinder is insufficient, the current on the solenoid is controlled and the hydraulic pressure is increased. Holding of the hydraulic pressure is also controlled by the skid control ECU with actuator, by the same method as above. Pressure reduction, holding and increase are repeated to maintain vehicle stability and to improve steerability during sudden braking.

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
A3	36	F12 G	36	J19	40
A4	36	J1	37	J20	40
A27	42	J2	37	J47	40
A28	42	J5 A	40	P1	37
B1	36	J6 B	40	P6	41
C10	39	J7 A	40	S3 B	37
D1	39	J8 B	40	S12	41
F6 A	36	J15	40		
F10 E	36	J18	40		

: Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C	31	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
1H	30	Instrument Panel Wire and Driver Side J/B (Lower Finish Panel)
1K	31	
1L		
2C	24	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)

: Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IB1	52	Engine Room Main Wire and Floor No.1 Wire (Left Cowl Side Panel)
II3	53	Engine Wire and Instrument Panel Wire (Right Kick Panel)
IL1	53	Engine Room Main Wire and Floor No.2 Wire (Right Kick Panel)

▽ : **Ground Points**

Code	See Page	Ground Points Location
EA	50	Front Side of the Right Fender Apron
ED	50	Front Side of the Left Fender Apron
IF	52	Instrument Panel Brace LH