

SECTION **BRC**

BRAKE CONTROL SYSTEM

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BRC

PRECAUTIONS

PFP:00001

Precautions for Battery Service

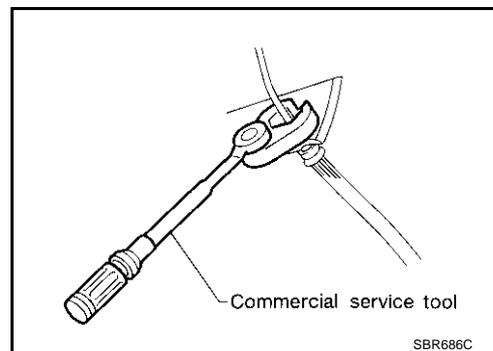
AFS0016E

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

Precautions for Brake System

AFS0010P

- Recommended fluid is brake fluid "DOT 3".
- Never reuse drained brake fluid.
- Be careful not to splash brake fluid on painted areas such as body. If brake fluid is splashed, wipe it off and flush area with water immediately.
- Never use mineral oils such as gasoline or kerosene to clean. They will ruin rubber parts and cause improper operation.
- Using a flare nut torque wrench, securely tighten brake tube flare nuts.
- Brake system is an important safety part. If a brake fluid leak is detected, always disassemble the affected part. If a malfunction is detected, replace part with a new one.
- Before working, turn ignition switch OFF.
- When installing brake piping, be sure to check torque.



Precautions for Brake Control

AFS0010Q

- During ABS operation, brake pedal lightly vibrates and a mechanical noise may be heard. This is normal.
- Just after starting vehicle after ignition switch ON, brake pedal may vibrate or motor operating noise may be heard from engine compartment. This is a normal status of operation check.
- Stopping distance may be longer than that of vehicles without ABS when vehicle drives on rough, gravel, or snow-covered (fresh, deep snow) roads.
- When an error is indicated by ABS or another warning lamp, collect all necessary information from customer (what symptoms are present under what conditions) and check for simple causes before starting diagnostic servicing. Besides electrical system inspection, check booster operation, brake fluid level, and oil leaks.
- If tire size and type are used in an improper combination, or brake pads are not Genuine NISSAN parts, stopping distance or steering stability may deteriorate.
- If there is a radio, antenna, or antenna lead-in wire (including wiring) near control module, ABS function may have a malfunction or error.
- If aftermarket parts (car stereo, CD player, etc.) Have been installed, check for incidents such as harness pinches, open circuits, and improper wiring.

Diagnosis Precaution CAN SYSTEM

AFS0010R

- Do not apply voltage of 7.0V or higher to terminal to be measured.
- Maximum open terminal voltage of tester in use shall be 7.0V or lower.
- Before checking harnesses, turn ignition switch to OFF and disconnect battery negative cable.

PREPARATION

[ABS]

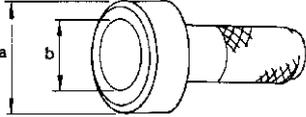
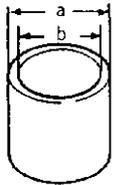
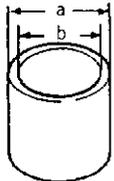
PF0:00002

PREPARATION

Special Service Tools

AFS0014U

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

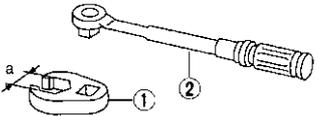
Tool number (Kent-Moore No.) Tool name	Description
<p>ST3072 0000 (J 25405) Drift a: 77 mm (0.03 in) dia. b: 55 mm (2.17 in) dia.</p>  <p style="text-align: right;">ZZA0701D</p>	
<p>ST2786 3000 (—) Drift a: 75 mm (2.95 in) dia. b: 62 mm (2.44 in) dia.</p>  <p style="text-align: right;">ZZA0832D</p>	Installation rear sensor rotor
<p>KV401 04710 (—) Drift a: 76 mm (2.99 in) dia. b: 68.5 mm (2.697in) dia.</p>  <p style="text-align: right;">ZZA0832D</p>	

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Commercial Service Tools

AFS0010T

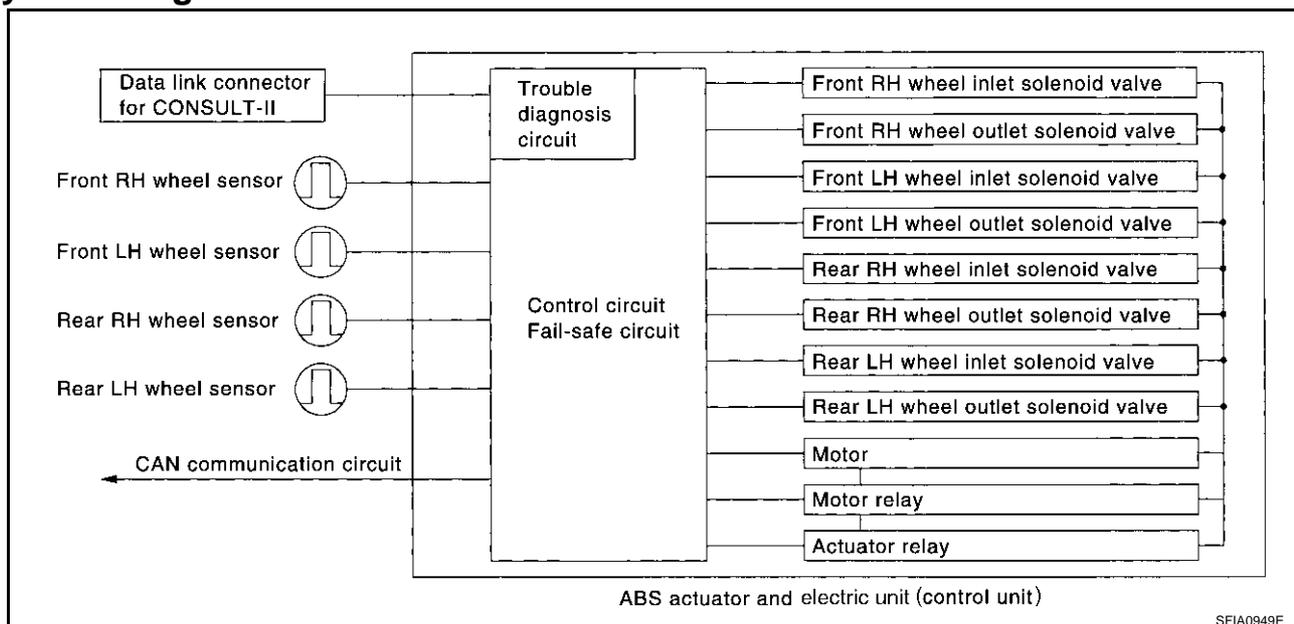
Tool name	Description
<p>1. Flare nut crowfoot a: 10mm (0.39 in) 2. Torque wrench</p>  <p style="text-align: right;">S-NT360</p>	Removing and installing each brake piping

SYSTEM DESCRIPTION

PFP:00000

System Diagram

AFS0010U



SFIA0949E

ABS Function

AFS0010X

- The Anti-Lock Brake System is a function that detects wheel revolution while braking, and it improves handling stability during sudden braking by electrically preventing 4 wheel lock. Maneuverability is also improved for avoiding obstacles.
- If the electrical system breaks down, then the Fail-Safe function starts, the ABS becomes inoperative, and the ABS warning lamp turns on.
- Electrical System Diagnosis by CONSULT-II is available.

EBD Function

AFS0010Y

- Electronic Brake Distributor is a function that detects subtle slippages between the front and rear wheels during braking, and it improves handling stability by electronically controlling the Brake Fluid Pressure which results in reduced rear wheel slippage.
- In case of electrical system break down, the Fail-Safe function is activated, the EBD and ABS becomes inoperative, and the ABS warning lamp and brake warning lamp are turned on.
- Electrical System Diagnosis by CONSULT-II is available.

Fail-Safe Function ABS, EBD SYSTEM

AFS0010Z

In case of electrical problems with the ABS, the ABS warning lamp will turn on. In case of electrical problem with the EBD, Brake warning lamp, ABS warning lamp will turn on. Simultaneously, the ABS become one of the following conditions of the Fail-Safe function.

1. For ABS trouble, only the EBD is activated and the condition of the vehicle is the same condition of vehicles without ABS equipment.
2. For EBD trouble, the EBD and ABS become inoperative, and the condition of the vehicle is the same as the condition of vehicles without ABS, EBD equipment.

NOTE:

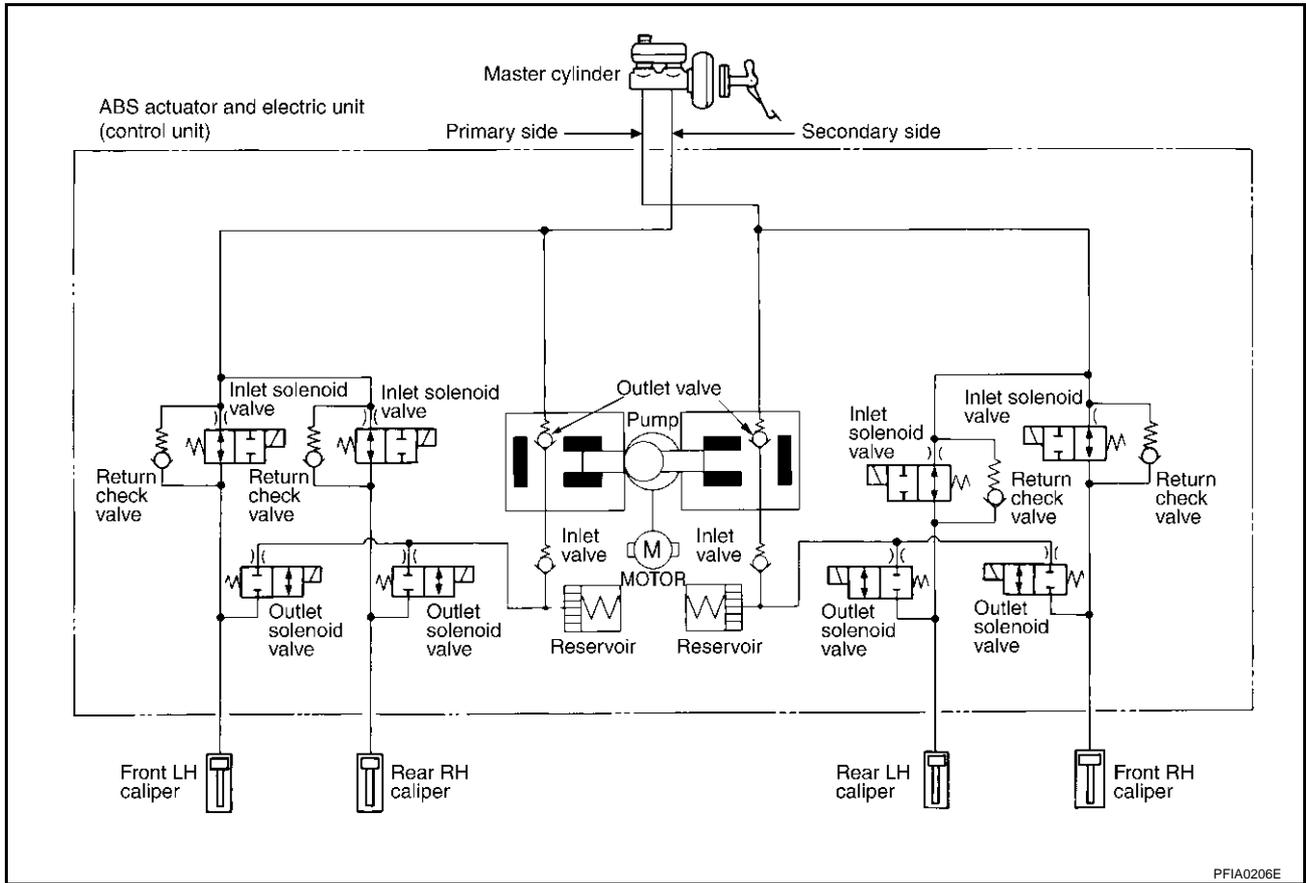
In condition 1 described above, an ABS Self Diagnosis sound may be heard. That is a normal condition because a self diagnosis for "Key Switch ON" and "the First Starting" are being performed.

SYSTEM DESCRIPTION

[ABS]

Hydraulic Circuit Diagram

AFS00110



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CAN COMMUNICATION

System Description

AFS00111

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

CAN Communication Unit

AFS00112

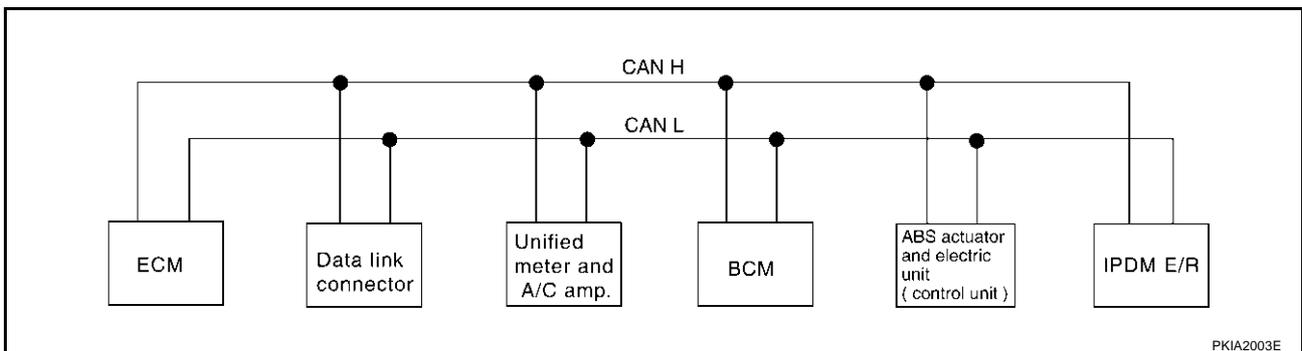
Body type	Coupe						
Axle	2WD						
Engine	VQ35DE						
Transmission	A/T	M/T					
Brake control	TCS	ABS		TCS		VDC	
Low tire pressure warning system	Not applicable	Not applicable	Applicable	Not applicable	Applicable	Not applicable	Applicable
CAN communication unit							
ECM	×	×	×	×	×	×	×
TCM	×						
Data link connector	×	×	×	×	×	×	×
Unified meter and A/C amp.	×	×	×	×	×	×	×
BCM	×	×	×	×	×	×	×
Low tire pressure warning control unit			×		×		×
Steering angle sensor						×	×
ABS actuator and electric unit (control unit)	×	×	×	×	×		
VDC/TCS/ABS control unit						×	×
IPDM E/R	×	×	×	×	×	×	×
CAN communication type	BRC-48. "TYPE 1"	BRC-8. "TYPE 2/ TYPE3"		BRC-50. "TYPE 4/ TYPE5"		BRC-98. "TYPE 6/ TYPE7"	

×: Applicable

TYPE 2/TYPE3

System diagram

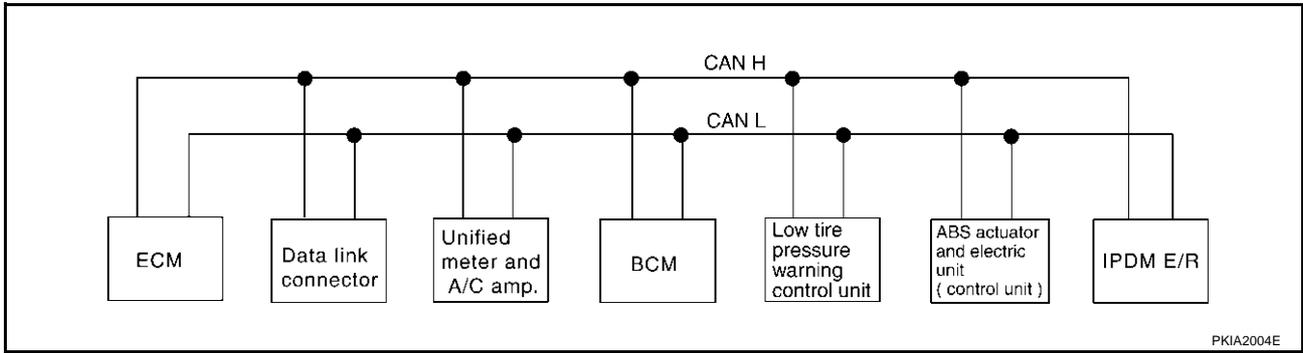
- Type2



CAN COMMUNICATION

[ABS]

● Type3



Input/output signal chart

T: Transmit R: Receive

Signals	ECM	Unified meter and A/C amp.	BCM	Low tire pressure warning control unit	ABS actuator and electric unit (control unit)	IPDM E/R
Engine speed signal	T	R			R	
Engine coolant temperature signal	T	R				
Accelerator pedal position signal	T				R	
Fuel consumption monitor signal	T	R				
A/C switch signal	R		T			
A/C compressor request signal	T					R
A/C compressor feedback signal	T	R				
Blower fan motor switch signal	R		T			
Cooling fan speed request signal	T					R
Position lights request signal			R	T		R
Low beam request signal			T			R
Low beam status signal	R					T
High beam request signal		R	T			R
High beam status signal	R					T
Vehicle speed signal	R	R	R	R	T	
Sleep request 1 signal		R	T			
Sleep request 2 signal			T			R
Wake up request 1 signal		R	T			
Door switch signal		R	T			R
Turn indicator signal		R	T			
Seat belt buckle switch signal		T	R			
Buzzer output signal		R	T			
Fuel level sensor signal	R	T				
Malfunction indicator lamp signal	T	R				
ASCD SET lamp signal	T	R				
ASCD CRUISE lamp signal	T	R				
Front wiper request signal			T			R
Front wiper stop position signal			R			T
Rear window defogger switch signal			T			R

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CAN COMMUNICATION

[ABS]

Signals	ECM	Unified meter and A/C amp.	BCM	Low tire pressure warning control unit	ABS actuator and electric unit (control unit)	IPDM E/R
Rear window defogger control signal	R					T
Hood switch signal			R			T
Theft warning horn request signal			T			R
Horn chirp signal			T			R
Tire pressure signal		R		T		
ABS warning lamp signal		R			T	
Brake warning lamp signal		R			T	

TROUBLE DIAGNOSIS

How to Proceed With Diagnosis

BASIC CONCEPT

- Most important point to perform diagnosis is to understand systems (control and mechanism) in vehicle thoroughly.

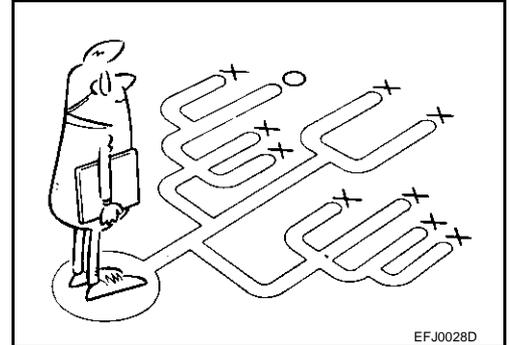
- It is also important to clarify customer complaints before inspection.

First of all, reproduce symptom, and understand it fully.

Ask customer about his/her complaints carefully. In some cases, it will be necessary to check symptom by driving vehicle with customer.

NOTE:

Customers are not professionals. Do not assume "maybe customer means..." or "maybe customer mentioned this symptom".

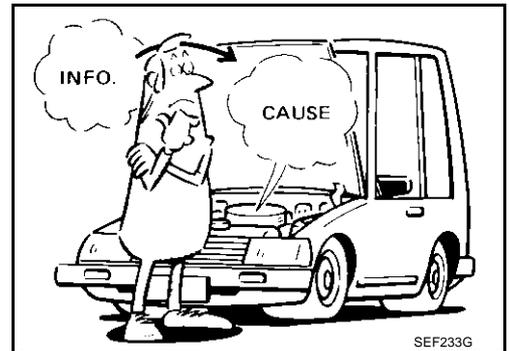


EFJ0028D

- It is essential to check symptoms right from beginning in order to repair a malfunction completely.

For an intermittent malfunction, it is important to reproduce symptom based on interview with customer and past examples. Do not perform inspection on ad hoc basis. Most intermittent malfunctions are caused by poor contacts. In this case, it will be effective to shake suspected harness or connector by hand. When repairs are performed without any symptom check, no one can judge if malfunction has actually been eliminated.

- After diagnosis, make sure to carry out "erase memory". Refer to [BRC-23, "Operation Procedure"](#).
- For an intermittent malfunction, move harness or harness connector by hand to check poor contact or false open circuit.
- Always read "GI General Information" to confirm general precautions. Refer to [GI-4, "General Precautions"](#).



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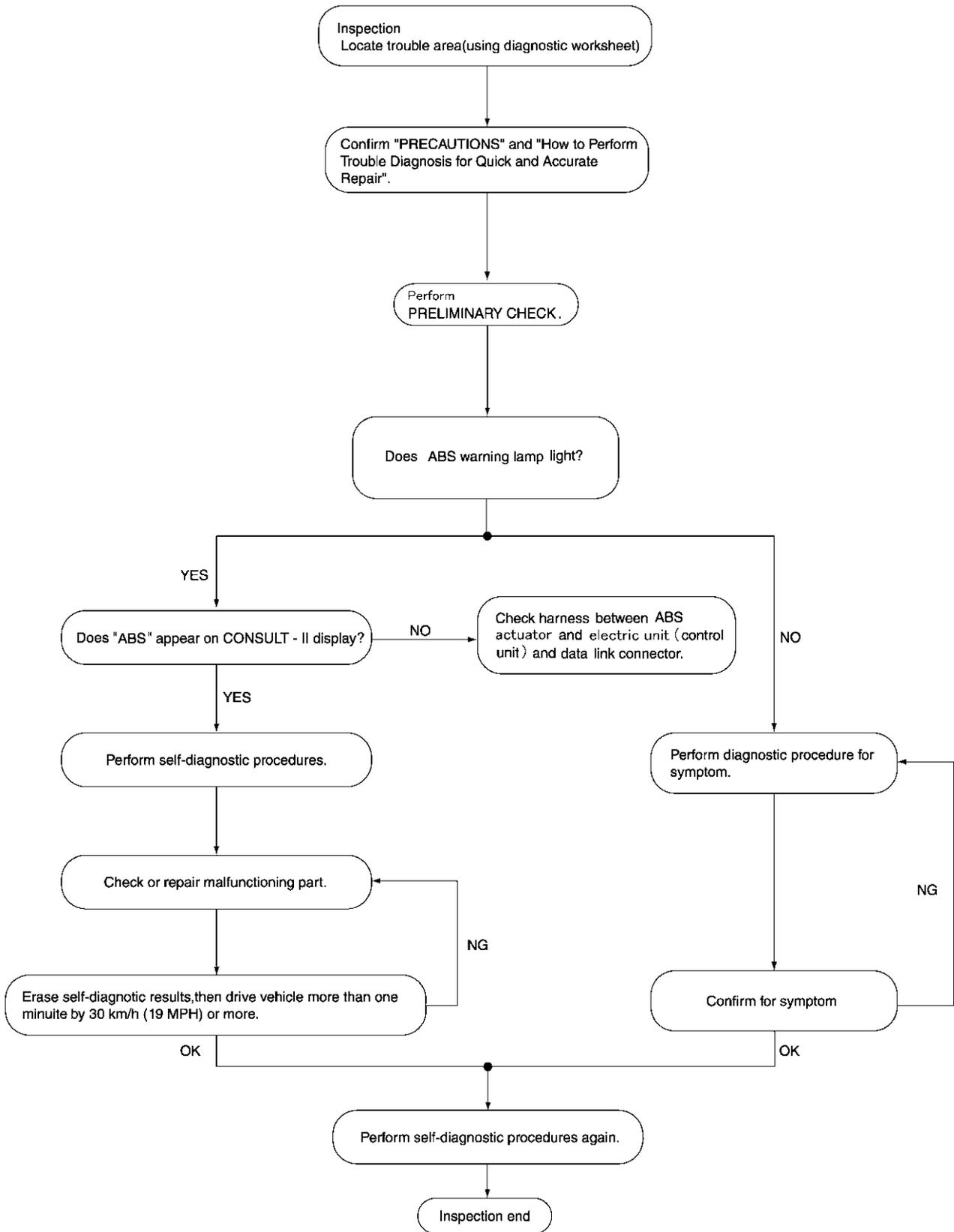
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DIAGNOSIS FLOWCHART



SFIA0953E

TROUBLE DIAGNOSIS

[ABS]

ASKING COMPLAINTS

- Complaints against malfunction vary depending on each person. It is important to clarify customer complaints.
- Ask customer about what symptoms are present and under what conditions. Use information to reproduce symptom while driving.
- It is also important to use diagnosis sheet so as not to miss information.

KEY POINTS	
WHAT	Vehicle model
WHEN	Date, Frequencies
WHERE	Road conditions
HOW	Operating conditions, Weather conditions, Symptoms

SBR339B

EXAMPLE OF DIAGNOSIS SHEET

Customer name MR/MS	Model & Year		VIN
Engine #	Trans.		Mileage
Incident Date	Manuf. Date		In Service Date
Symptoms	<input type="checkbox"/> Noise and vibration (from engine compartment) <input type="checkbox"/> Noise and vibration (from axle)	<input type="checkbox"/> Warning / Indicator activate	<input type="checkbox"/> Firm pedal operation Large stroke pedal operation
	<input type="checkbox"/> TCS does not work (Rear wheels slip when accelerating)	<input type="checkbox"/> ABS does not work. (wheels slip when braking)	<input type="checkbox"/> Lack of sense of acceleration
Engine conditions	<input type="checkbox"/> When starting <input type="checkbox"/> After starting		
Road conditions	<input type="checkbox"/> Low friction road (<input type="checkbox"/> Snow <input type="checkbox"/> Gravel <input type="checkbox"/> Other) <input type="checkbox"/> Bumps / potholes		
Driving conditions	<input type="checkbox"/> Full-acceleration <input type="checkbox"/> High speed cornering <input type="checkbox"/> Vehicle speed: Greater than 10 km/h (6 MPH) <input type="checkbox"/> Vehicle speed: 10 km/h (6 MPH) or less <input type="checkbox"/> Vehicle is stopped		
Applying brake conditions	<input type="checkbox"/> Suddenly <input type="checkbox"/> Gradually		
Other conditions	<input type="checkbox"/> Operation of electrical equipment <input type="checkbox"/> Shift change <input type="checkbox"/> Other descriptions		

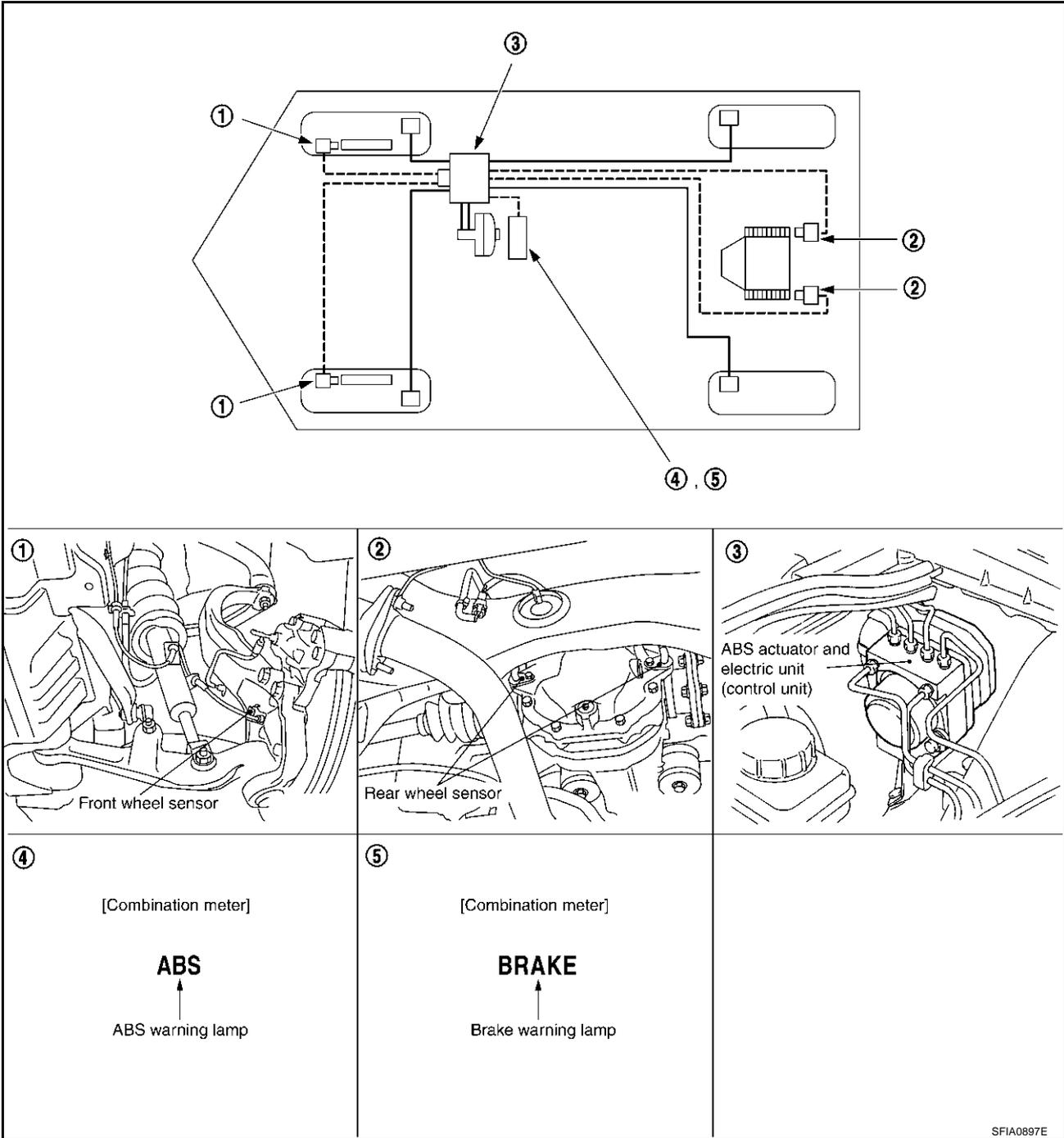
SFIA0791E

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Component Parts Location

AFS00114

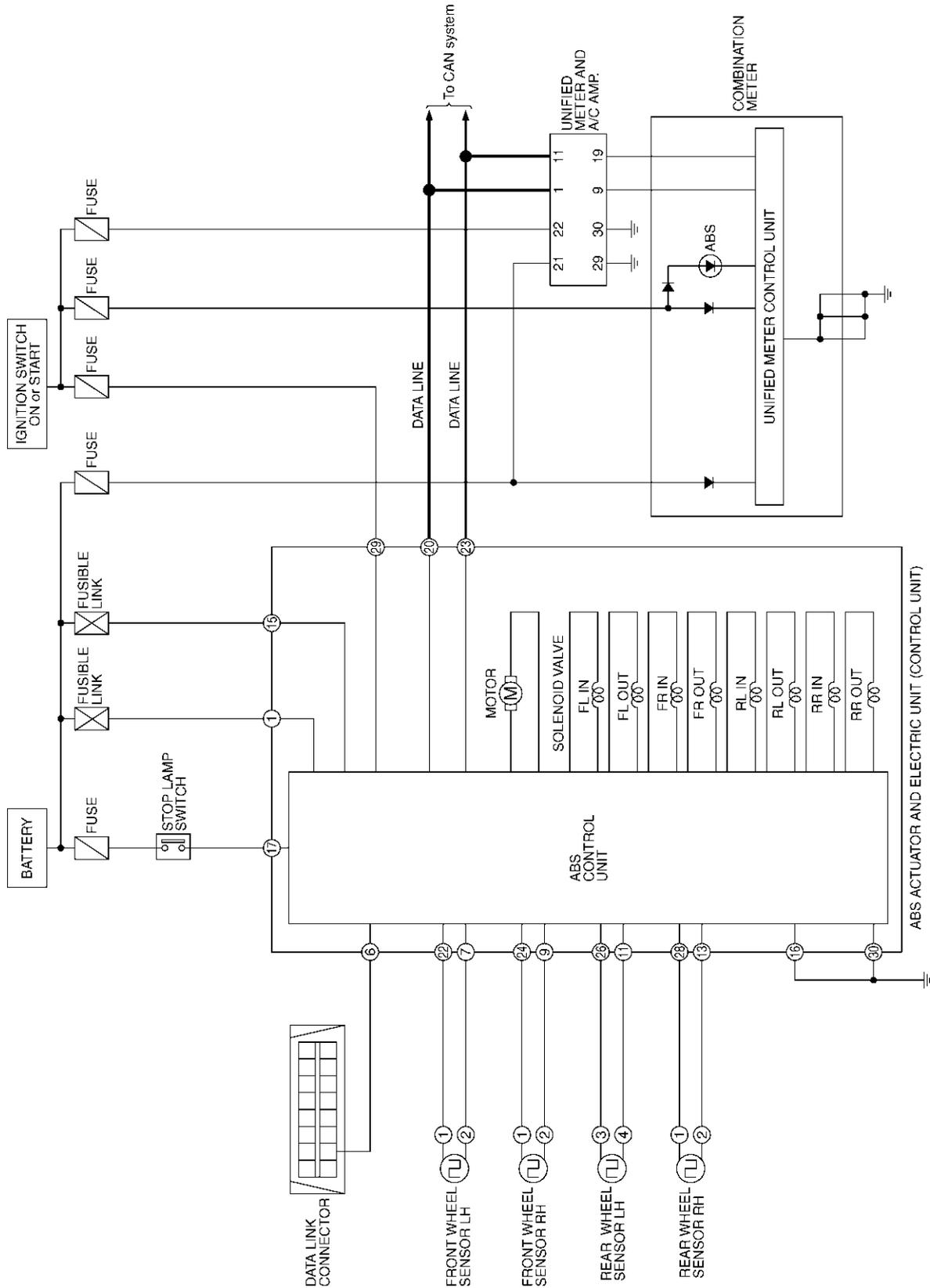


TROUBLE DIAGNOSIS

[ABS]

Schematic — ABS —

AFS00117



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TFWT0042E

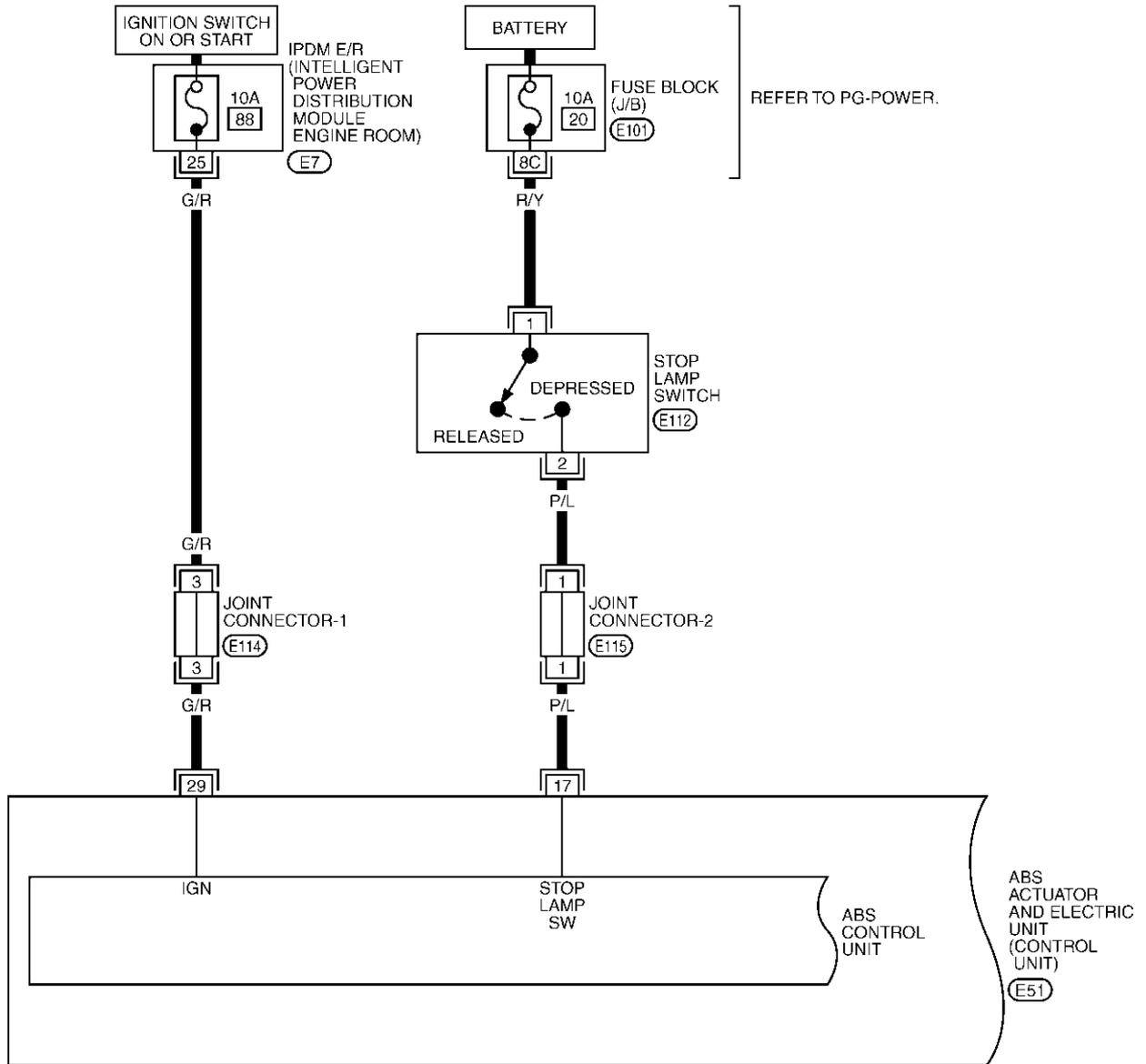
TROUBLE DIAGNOSIS

[ABS]

Wiring Diagram — ABS —

AFS00118

BRC-ABS-01



21	20	19	18	17
28	27	26	25	24
23	22			

(E7) W

15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
30	29	28	27	26	25	24	23	22	21	20	19	18	17	16

(E51) GY

1	2
---	---

(E112) B

1	1	1	2	2	2	3	3	3
4	4	4	4	4	4	4	4	4

(E114) BR

1	1	1	2	2	2	3	3	3
4	4	4	4	4	4	4	4	3

(E115) G

REFER TO THE FOLLOWING.

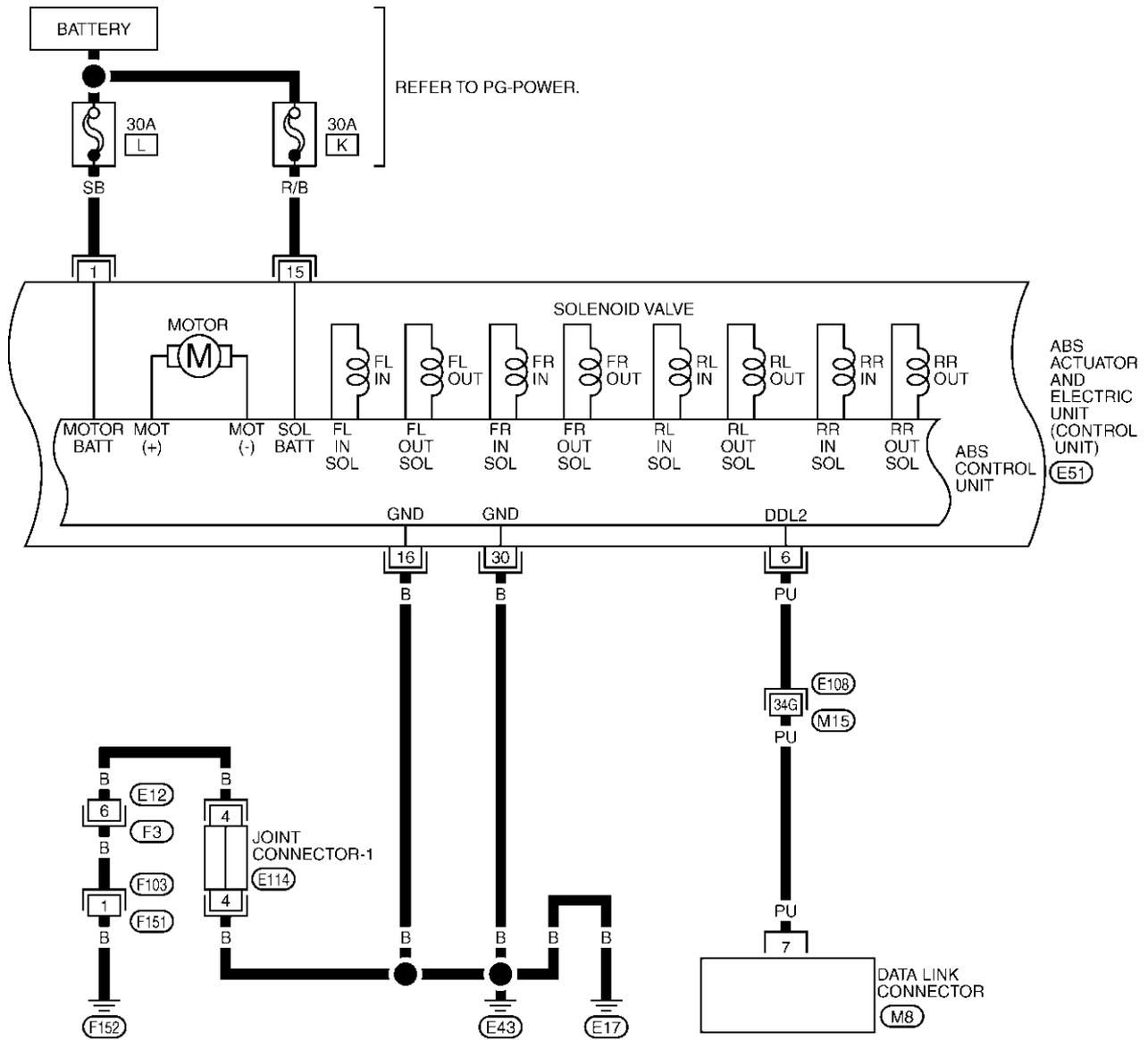
(E101) - FUSE BLOCK-JUNCTION BOX (J/B)

TFWT0043E

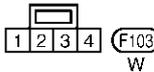
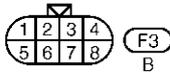
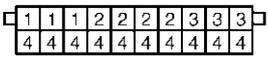
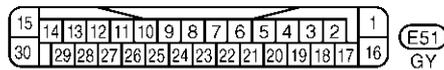
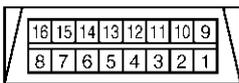
TROUBLE DIAGNOSIS

[ABS]

BRC-ABS-02



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REFER TO THE FOLLOWING.

E108 -SUPER MULTIPLE JUNCTION (SMJ)

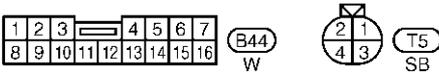
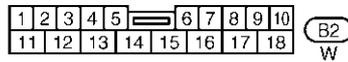
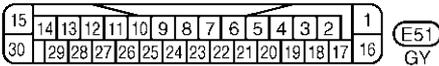
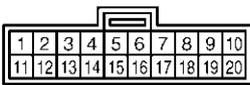
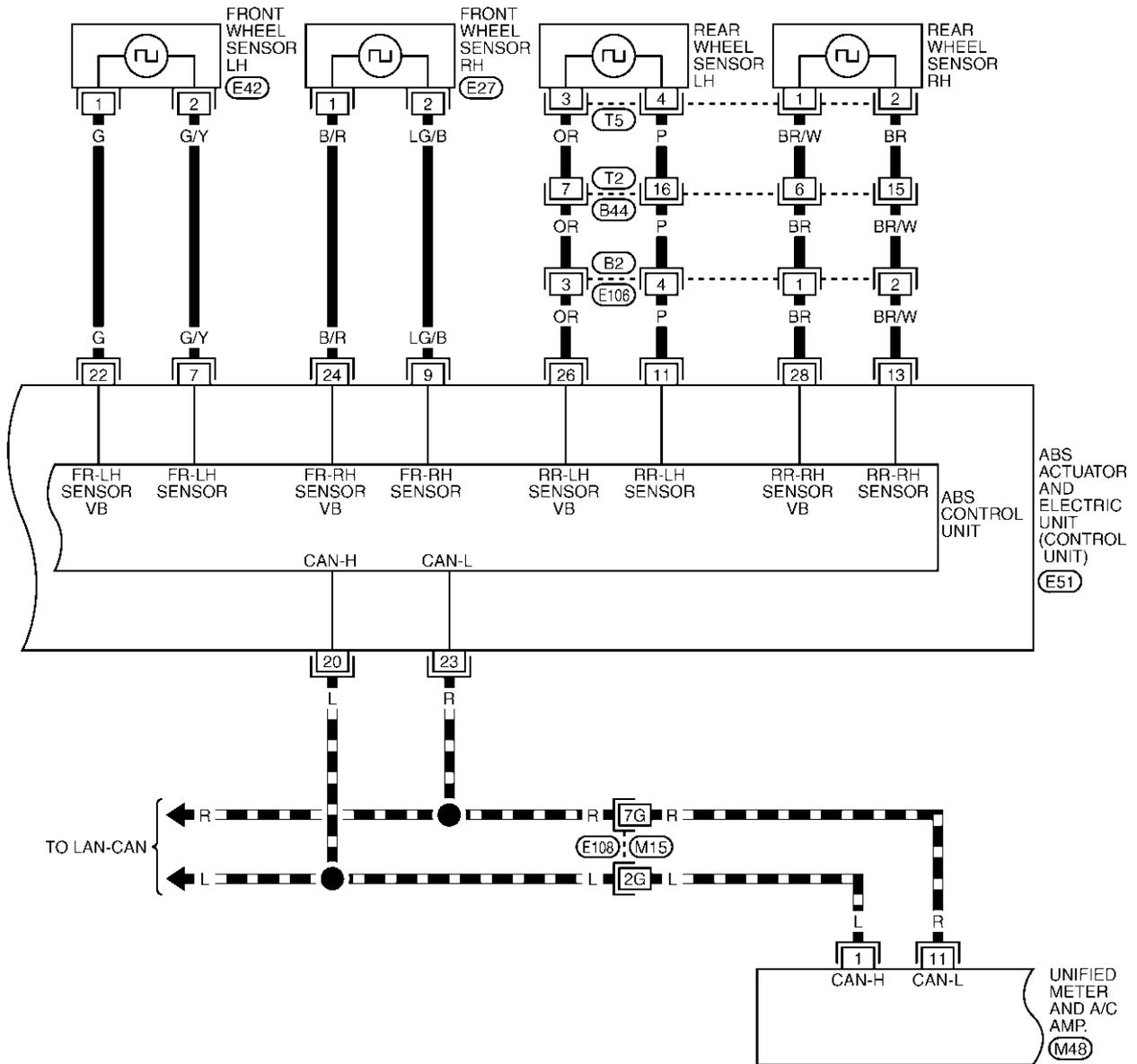
TFWT0044E

TROUBLE DIAGNOSIS

[ABS]

BRC-ABS-03

— : DATA LINE



REFER TO THE FOLLOWING.

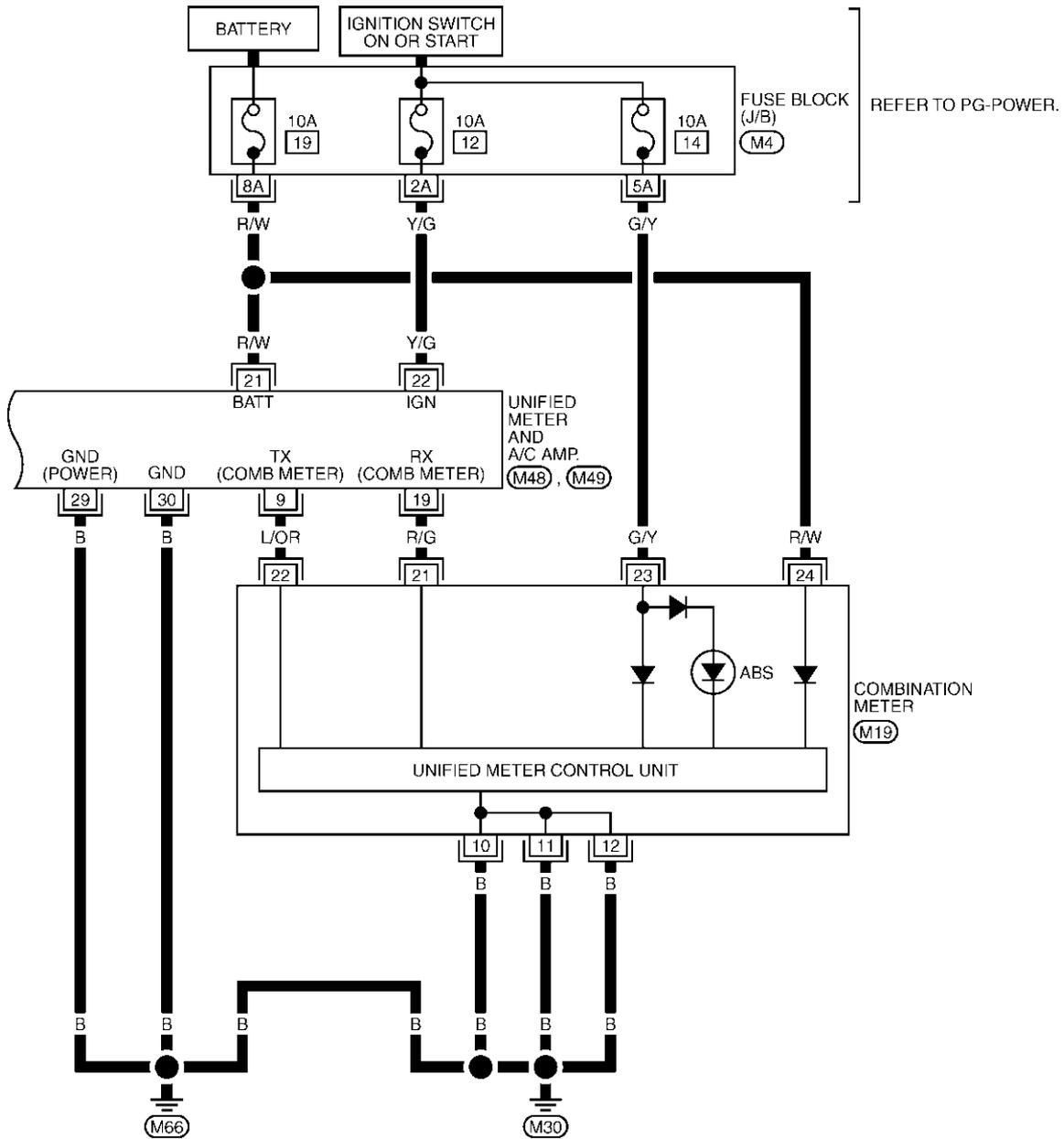
(E108) -SUPER MULTIPLE JUNCTION (SMJ)

TFWT0045E

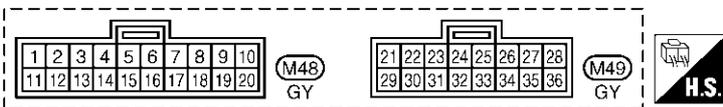
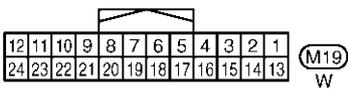
TROUBLE DIAGNOSIS

[ABS]

BRC-ABS-04



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REFER TO THE FOLLOWING.
(M4) - FUSE BLOCK-JUNCTION BOX (J/B)

TFWT0046E

TROUBLE DIAGNOSIS

[ABS]

Control Unit Input/Output Signal Standard

AFS00119

REFERENCE VALUE FROM CONSULT-II

CAUTION:

The display shows the control unit calculation data, so a normal value might be displayed even in the event the output circuit (harness) is open or short - circuited.

Monitor item	Display Content	Data monitor		Reference: Error inspection checklist
		Condition	Reference values for normal operation	
WHEEL SENSOR	Wheel speed calculated using signals from all four wheel sensors	Vehicle stopped	0 km/h (0 MPH)	BRC-31, "Inspection 1 Wheel Sensor System"
		While driving (Note 1)	Nearly matches the speedometer display ($\pm 10\%$ or less)	
IN ABS S/V OUT ABS S/V	Operation status of all solenoids	When the actuator solenoid operates or during a fail-safe	ON	—
		When the actuator relay operates and the actuator solenoid does not operate	OFF	
EBD warning lamp	Brake warning lamp on condition (Note 2)	Brake warning lamp ON	ON	—
		Brake warning lamp OFF	OFF	
Stop lamp switch	Brake pedal operation	Brake pedal depressed	ON	BRC-36, "Inspection 6 Stop Lamp Switch System"
		Brake pedal not depressed	OFF	
ABS motor relay	Motor and motor relay operation status	When the motor relay and motor are operating	ON	BRC-34, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"
		When the motor relay and motor are not operating	OFF	
ABS ACTUATOR RELAY	Actuator relay operation status	When the actuator relay is operating	OFF	BRC-34, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"
		When the actuator relay is not operating	ON	
ABS warning lamp	ABS warning lamp on condition (Note 2)	ABS warning lamp ON	ON	—
		ABS warning lamp OFF	OFF	
Power supply voltage	Battery voltage supplied to TCS/ABS control unit	Ignition switch ON	10 - 16V	BRC-33, "Inspection 4 ABS Actuator and Electric Unit Power and Ground Systems"
Gear	Determined gear shift position from the A/T PNP switch signal	Driving	M/T vehicles are always left in 1.	—
Engine speed	Engine running	With engine stopped	0 rpm	Engine speed signal system
		With engine running	Almost in accordance with tachometer display	
Fail signal	Fail signal status	During ABS fail-safe During fail-safe	OFF	ABS system EBD system

Note 1: Confirm tire pressure is normal.

Note 2: ABS warning lamp ON/OFF timing

ON: For approximately 1 second after the ignition switch is turned on or when an error is detected.

OFF: Approximately 1 second after the ignition switch is turned on (when system is normal).

CONSULT- II Functions CONSULT-II MAIN FUNCTION

In a diagnosis function (main function), there are “SELF-DIAGNOSTIC RESULTS”, “DATA MONITOR”, “CAN DIAG SUPPORT MNTR”, “ACTIVE TEST”, “FUNCTION TEST”, “ECU PART NUMBER”.

Diagnostic test mode	Function	Reference
SELF-DIAG-NOSTIC RESULTS	Self-diagnostic results can be read and erased quickly.	BRC-23. "SELF-DIAGNOSIS"
DATA MONI-TOR	Input/Output data in the ABS actuator and electric unit (control unit) can be read.	BRC-25. "DATA MONITOR"
CAN DIAG SUPPORT MNTR	The results of transmit/receive diagnosis of communication can be read.	—
ACTIVE TEST	Diagnostic Test Mode in which CONSULT-II drives some actuators apart from the ABS actuator and electric unit (control unit) and also shifts some parameters in a specified range.	BRC-27. "ACTIVE TEST"
FUNCTION TEST	Conducted by CONSULT-II instead of a technician to determine whether each system is “OK” or “NG”.	—
ECU PART NUMBER	ABS actuator and electric unit (control unit) part number can be read.	—

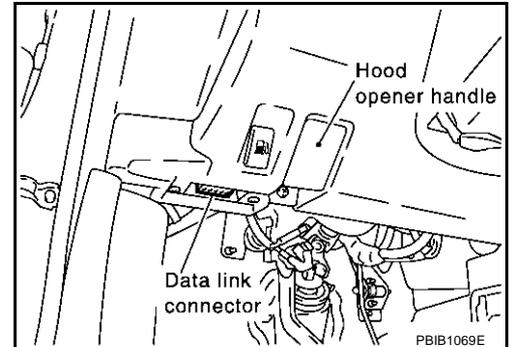
CONSULT-II BASIC OPERATION PROCEDURE

1. Turn ignition switch OFF.
2. Connect CONSULT-II and CONSULT-II CONVERTER to the data link connector.

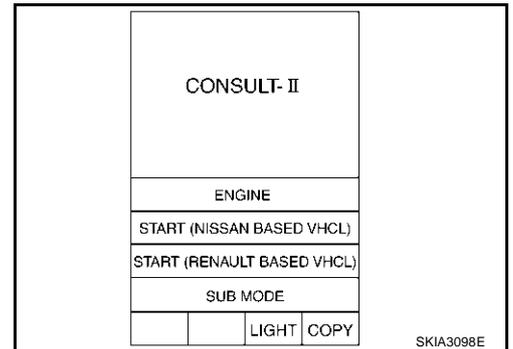
CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

3. Turn ignition switch ON.



4. Touch “START (NISSAN BASED VHCL)”.



5. Touch “ABS” in the “SELECT SYSTEM” screen.

TROUBLE DIAGNOSIS

[ABS]

If "ABS" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).

SELECT SYSTEM
ENGINE
A/T
ABS
AIR BAG
BCM
METER A/C AMP

PKIA2102E

6. Select the required diagnostic location from the "SELECT SYSTEM" screen.
 For further information, see the CONSULT-II Operation Manual.

SELECT DIAG MODE			
SELF-DAIG RESULTS			
DATA MONITOR			
CAN DIAG SUPPORT MNTR			
ACTIVE TEST			
FUNCTION TEST			
ECU PART NUMBER			
	BACK	LIGHT	COPY

SFIA2435E

SELF-DIAGNOSIS**Description**

If an error is detected in the system, ABS warning lamp on the combination meter turn on. In this case, perform self-diagnosis as follows:

Operation Procedure

1. Turn ignition switch OFF.
2. Connect CONSULT-II and CONSULT-II CONVERTER to the data link connector.

CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

3. Turn ignition switch ON.
4. Start engine and drive at approximately 30 km/h (19 MPH) or more for approximately 1 minute.
5. After stopping the vehicle, with the engine running, touch "START (NISSAN BASED VHCL)", "ABS", "SELF-DIAG RESULTS" in order on the CONSULT-II screen.
If "ABS" is not indicated, go to [GI-39. "CONSULT-II Data Link Connector \(DLC\) Circuit"](#) .

CAUTION:

If "START (NISSAN BASED VHCL)" is touched immediately after starting the engine or turning on the ignition switch, "ABS" might not be displayed in the System Selection screen. In this case, repeat the operation from step 1.

6. The self-diagnostic results are displayed. (If necessary, the self-diagnostic results can be printed out by touching "PRINT".)
 - When "NO FAILURE" is displayed, check the ABS warning lamp.
7. Conduct the appropriate inspection from the display item list, and repair or replace the malfunctioning component.
8. Start engine and drive at approximately 30 km/h (19 MPH) or more for approximately 1 minute.

CAUTION:

● When a wheel sensor "short-circuit" is detected, if the vehicle is not driven at 30 km/h (19 MPH) or more for at least 1 minute, the ABS warning lamp will not turn off even if everything is normal.

9. Turn ignition switch OFF to prepare for erasing the memory.
10. Start the engine and touch "START (NISSAN BASED VHCL)", "ABS", "SELF-DIAG RESULTS", "ERASE MEMORY" in order on the CONSULT-II screen to erase the error memory.

CAUTION:

If the error memory is not erased, re-conduct the operation from step 5.

11. For the final inspection, drive at approximately 30 km/h (19 MPH) or more for approximately 1 minute and confirm that the ABS warning lamp a off.

TROUBLE DIAGNOSIS

[ABS]

Display Item List

Suspect Systems	Malfunction is detected when	Inspection system	
RR RH SENSOR-1	When the circuit in the rear RH wheel sensor is open.		
FR LH SENSOR-1	When the circuit in the front LH wheel sensor is open.		
FR RH SENSOR-1	When the circuit in the front RH wheel sensor is open.		
RR LH SENSOR-1	When the circuit in the rear LH wheel sensor is open.		
FR LH SENSOR-2	When the circuit in the front LH wheel sensor is short-circuited. Or when the sensor power voltage is outside the standard. When the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.		
RR RH SENSOR-2	When the circuit in the rear RH wheel sensor is short-circuited. Or when the sensor power voltage is outside the standard. When the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.		
FR RH SENSOR-2	When the circuit in the front RH wheel sensor is short-circuited. Or when the sensor power voltage is outside the standard. When the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.		
RR LH SENSOR-2	When the circuit in the rear LH wheel sensor is short-circuited. Or when the sensor power voltage is outside the standard. When the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.		
MAIN RELAY	When the control unit detects an error in the actuator relay system.		BRC-31. "Inspection 1 Wheel Sensor System" (Note 1)
STOP LAMP SW	When a stop lamp switch open-circuit is detected.		BRC-34. "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"
FR LH IN ABS SOL	When the control unit detects an error in the front left inlet solenoid system.	BRC-36. "Inspection 6 Stop Lamp Switch System"	
FR LH OUT ABS SOL	When the control unit detects an error in the front left outlet solenoid system.		
RR RH IN ABS SOL	When the control unit detects an error in the rear right inlet solenoid system.		
RR RH OUT ABS SOL	When the control unit detects an error in the rear right outlet solenoid system.		
FR RH IN ABS SOL	When the control unit detects an error in the front right inlet solenoid system.		
FR RH OUT ABS SOL	When the control unit detects an error in the front right outlet solenoid system.		
RR LH IN ABS SOL	When the control unit detects an error in the rear left inlet solenoid system.		
RR LH OUT ABS SOL	When the control unit detects an error in the rear left outlet solenoid system.		
LOW POWER VOLTAGE	When the ABS actuator and electric unit (control unit) power voltage is lower than normal.		BRC-33. "Inspection 4 ABS Actuator and Electric Unit Power and Ground Systems"
EMERGENCY BRAKE	When the ABS actuator and electric unit (control unit) malfunctions (pressure increase is too much or too little).		BRC-37. "Inspection 7 ABS Actuator and Electric Unit2"

TROUBLE DIAGNOSIS

[ABS]

Suspect Systems	Malfunction is detected when	Inspection system
ABS CONTROLLER	When there is an internal error in the ABS actuator and electric unit (control unit).	BRC-33, "Inspection 3 ABS Actuator and Electric Unit"
CAN COMM CIRCUIT	When there is an error in the CAN communication system.	BRC-37, "Inspection 8 CAN Communication System" (Note 2)
ENGINE SIGNAL	When there is an error in an engine system main component	BRC-33, "Inspection 2 Engine System"

Note 1: After completing repairs of the shorted sensor circuit, when ignition switch is turned ON, ABS warning lamp turns on. Check that ABS warning lamp turns off while driving the vehicle at approximately 30 km/h (19 MPH) or more for approximately 1 minute according to self-diagnosis procedure. In addition, if wheel sensor 2 is displayed for the wheels, check the wheel sensor circuit and also check the control unit power voltage.

Note 2: When errors are detected in several systems, including the CAN communication system [U1000], troubleshoot the CAN communication system.

DATA MONITOR

Operation Procedure

- After turning OFF the ignition switch, connect CONSULT-II and the CONVERTER to the data link connector.

CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

- Touch "START (NISSAN BASED VHCL)", "ABS", "DATA MONITOR" in order on the CONSULT-II screen. If "ABS" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).

CAUTION:

When "START (NISSAN BASED VHCL)" is touched immediately after starting the engine or turning on the ignition switch, "ABS" might not be displayed in the system selection screen. In this case, repeat the operation from step 2.

- Return to the Monitor Item Selection screen, and touch "ECM INPUT SIGNALS", "MAIN SIGNALS" or "SELECTION FROM MENU". Refer to the following information.
- When "START" is touched, the data monitor screen is displayed.

Display Item List

Item (Unit)	Monitor item selection			Remarks
	ECM INPUT SIGNALS	MAIN SIGNALS	SELECTION MENU	
FR LH SENSOR [km/h (MPH)]	×	×	×	Wheel speed calculated by front LH wheel sensor signal is displayed.
FR RH SENSOR [km/h (MPH)]	×	×	×	Wheel speed calculated by front RH wheel sensor signal is displayed.
RR LH SENSOR [km/h (MPH)]	×	×	×	Wheel speed calculated by rear LH wheel sensor signal is displayed.
RR RH SENSOR [km/h (MPH)]	×	×	×	Wheel speed calculated by rear RH wheel sensor signal is displayed.
FR LH IN SOL (ON/OFF)	—	×	×	Front left inlet ABS solenoid valve (ON/OFF) status is displayed.

TROUBLE DIAGNOSIS

[ABS]

Item (Unit)	Monitor item selection			Remarks
	ECM INPUT SIGNALS	MAIN SIGNALS	SELECTION MENU	
FR LH OUT SOL (ON/OFF)	-	×	×	Front left outlet ABS solenoid valve (ON/OFF) status is displayed.
RR RH IN SOL (ON/OFF)	-	×	×	Rear right inlet ABS solenoid valve (ON/OFF) status is displayed.
RR RH OUT SOL (ON/OFF)	-	×	×	Rear right outlet ABS solenoid valve (ON/OFF) status is displayed.
FR RH IN SOL (ON/OFF)	-	×	×	Front right inlet ABS solenoid valve (ON/OFF) status is displayed.
FR RH OUT SOL (ON/OFF)	-	×	×	Front right outlet ABS solenoid valve (ON/OFF) status is displayed.
RR LH IN SOL (ON/OFF)	-	×	×	Rear left wheel inside ABS solenoid valve (ON/OFF) status is displayed.
RR LH OUT SOL (ON/OFF)	-	×	×	Rear left outlet ABS solenoid valve (ON/OFF) status is displayed.
EBD WARN LAMP (ON/OFF)	-	×	×	Brake warning lamp (ON/OFF) status is displayed.
STOP LAMP SW (ON/OFF)	×	×	×	Stop lamp switch (ON/OFF) status is displayed.
MOTOR RELAY (ON/OFF)	-	×	×	ABS motor relay (ON/OFF) condition is displayed.
ACTUATOR RLY (ON/OFF)	-	×	×	ABS actuator relay (ON/OFF) status is displayed.
ABS WARN LAMP (ON/OFF)	-	×	×	ABS warning lamp (ON/OFF) status is displayed.
BATTERY VOLT (V)	×	×	×	The voltage supplied to the ABS control unit is displayed.
EBD SIGNAL (ON/OFF)	-	-	×	EBD operation (ON/OFF) status is displayed.
ABS SIGNAL (ON/OFF)	-	-	×	ABS operation (ON/OFF) status is displayed.
EBD FAIL SIG (ON/OFF)	-	-	×	EBD fail-safe signal (ON/OFF) status is displayed.
ABS FAIL SIG (ON/OFF)	-	-	×	ABS fail-safe signal (ON/OFF) status is displayed.

×: Applicable

-: Not applicable

ACTIVE TEST

CAUTION:

- Do not perform active test while driving.
- Make sure to completely bleed air from the brake system.
- The ABS and brake warning lamps turn on during the active test.

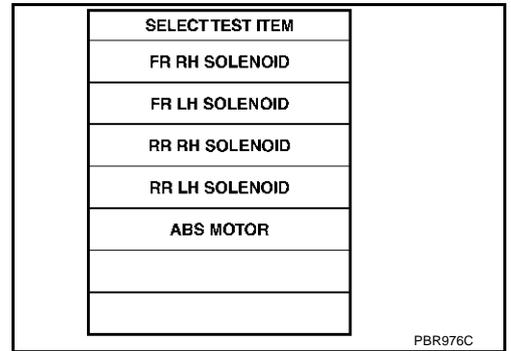
Operation Procedure

1. Connect the CONSULT-II and CONVERTER to the data link connector and start the engine.

CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

2. Touch "START (NISSAN BASED VHCL) " on the display screen.
3. Touch "ABS".
If "ABS" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#)
4. Touch "ACTIVE TEST".
5. The test item selection screen is displayed.
6. Touch necessary test item.



7. With the "MAIN ITEM" display shown in reverse, touch "START".
8. The "Active Test" screen will be displayed, so conduct the following test.

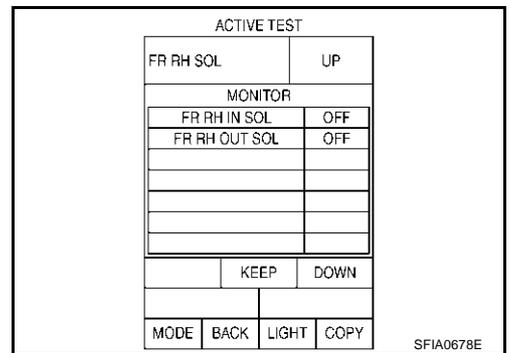
Test Item

Solenoid valve

CAUTION:

The example shown is for the front right wheel. The procedure for the other wheels is the same as given below.

1. For ABS solenoid valve, touch "UP", "KEEP", and "DOWN". Then use screen monitor to check that solenoid valve operates as shown in Solenoid Valve Operation Chart. Refer to "Solenoid Valve Operation Chart".



Operation		ABS solenoid valve		
		UP	KEEP	DOWN
Front RH ABS S/V	ABS inlet S/VAR-FR	OFF	ON	ON
	ABS outlet S/VAR-FR	OFF	OFF	ON*
Front LH ABS S/V	ABS inlet S/VAL-FL	OFF	ON	ON
	ABS outlet S/VAL-FL	OFF	OFF	ON*

TROUBLE DIAGNOSIS

[ABS]

Operation		ABS solenoid valve		
		UP	KEEP	DOWN
Rear RH ABS S/V	ABS inlet S/VAR-RR	OFF	ON	ON
	ABS outlet S/V-RR	OFF	OFF	ON*
Rear LH ABS S/V	ABS inlet S/V-RL	OFF	ON	ON
	ABS outlet S/V-RL	OFF	OFF	ON*

*: ON for 1 to 2 seconds after the touch, and then OFF

NOTE:

- When the active test is conducted while depressing the pedal, the pedal depression amount will change, but this is normal.
- Approximately 10 seconds after the operation is begun, "TEST STOP" will be displayed.
- To conduct retest after "TEST STOP" is displayed touch "BACK"

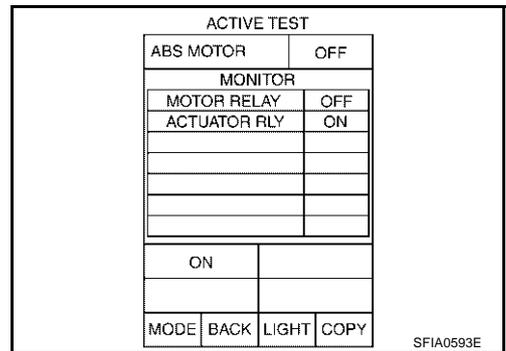
ABS Motor

Touch "ON", "OFF" on the display screen and make sure the ABS motor relay is operating as shown in the table below.

Operation	ON	OFF
MOTOR RELAY	ON	OFF
ACTUATOR RLY	ON	ON

NOTE:

- When the active test is conducted while depressing the pedal, the pedal depression amount will change, but this is normal.
- Approximately 10 seconds after the operation is begun, "TEST STOP" will be displayed.
- To conduct a retest after "TEST STOP" is displayed, touch "BACK" and conduct the test from the step6.



Correct and Quick Diagnosis DIAGNOSIS PRECAUTIONS

- Before performing the trouble diagnosis, always read the general information (GI) to confirm the general precautions. Refer to
- After completing service, always erase the self-diagnosis results. Refer to [BRC-21, "CONSULT- II Functions"](#).
- When inspection of the continuity or voltage between units is performed, check connector terminals for disconnection, looseness, bend, or collapse. If any non-standard condition is detected, repair or replace applicable part.
- Intermittent errors may be caused by a poor connection in the harness, connector, or terminal. Move harnesses, harness connectors, or terminals by hand to make sure all connections are solid and undamaged.
- If a circuit tester is used for the check, be careful not to forcibly extend any connector terminal.
- ABS is a system that uses electronic control to perform brake control and engine power control. Therefore, phenomena like those shown in the following table may occur, but this is because the system is working normally.

Symptom	Symptom description	Result
Motor operation noise	This is the sound of the motor operating inside ABS actuator, and there may be some low sounds while the TCS or ABS is operating.	Normal
	Just after the engine starts, the motor operating noise may be heard. This is a normal status of the system operation check.	
System operation check noise	When the engine is started, you may barely be able to hear a slight thudding sound from the engine room, but this sound is made by the system operation check and is normal.	Normal
ABS operation (longer stopping distance)	Stopping distance may be longer for vehicles with ABS when the vehicle drives on rough or snow-covered roads. Use lower speeds when driving on these kinds of roads.	Normal

ABS Warning Lamp, TCS OFF Indicator Lamp, SLIP Indicator Lamp On/Off Timing

×: ON -: OFF

Condition	ABS warning lamp	Remarks
Ignition switch OFF	-	—
For approximately "1" second after ignition switch ON	×	—
After approximately "1" second after ignition switch ON. (When system is normal)	-	Turns off 2 second after engine start
ABS error	×	When there is an ABS actuator and electric unit error (power or ground error)

×: Applicable
-: Not applicable

Basic Inspection

AFS0011C

BASIC INSPECTION 1 BRAKE FLUID AMOUNT, LEAKS, AND BRAKE PADS INSPECTION

1. Check fluid level in the brake reservoir tank. If fluid level is low, refill the brake fluid.
2. Check the brake piping and around the ABS actuator for leaks. If there is leaking or oozing fluid, check the following items.
 - If ABS actuator connection is loose, tighten the piping to the specified torque and re-conduct the leak inspection to make sure there are no leaks.
 - If there is damage to the connection flare nut or ABS actuator screw, replace the damaged part and re-conduct the leak inspection to make sure there are no leaks.
 - When there is fluid leaking or oozing from a part other than ABS actuator connection, if the fluid is just oozing out, use a clean cloth to wipe off the oozing fluid and re-check for leaks. If fluid is still oozing out, replace the damaged part.
 - When there is fluid leaking or oozing at ABS actuator, if the fluid is just oozing out, use a clean cloth to wipe off the oozing fluid and re-check for leaks. If fluid is still oozing out, replace ABS actuator body.

CAUTION:**ABS actuator body cannot be disassembled.**

3. Check the brake pad degree of wear. Refer to [BR-26, "Removal and Installation of Brake Pad"](#) or [BR-32, "Removal and Installation of Brake Pad"](#) in "Front Disc Brake" and [BR-39, "Removal and Installation of Brake Pad"](#) or [BR-45, "Removal and Installation of Brake Pad"](#) in "Rear Disc Brake".

BASIC INSPECTION 2 POWER SYSTEM TERMINAL LOOSENESS AND BATTERY INSPECTION

Make sure the battery positive cable, negative cable and ground connection are not loose. In addition, check the battery voltage to make sure it has not dropped.

BASIC INSPECTION 3 ABS WARNING LAMP INSPECTION

1. Make sure ABS warning lamp turned on approximately 1 second when the ignition switch is turned ON. Check CAN communications. Refer to [BRC-37, "Inspection 8 CAN Communication System"](#).
2. Make sure lamp turns off approximately 1 second after the ignition switch is turned on. If the lamp does not turn off, conduct self-diagnosis.
3. Make sure the ABS warning lamp turn off 2 seconds after the engine is started. If ABS warning lamp has not turned off 10 seconds after the engine has been started, conduct self-diagnosis of the ABS actuator and electric unit.
4. After conducting the self-diagnosis, be sure to erase the error memory. Refer to [BRC-21, "CONSULT- II Functions"](#)

Inspection 1 Wheel Sensor System**INSPECTION PROCEDURE**

After using the CONSULT-II SELF-DIAG RESULTS to determine the location of the malfunctioning wheel sensor, check all areas to determine the component to be replaced.

CAUTION:

- Do not measure the resistance value and also voltage between the sensor terminal with tester etc., because the sensor is an active sensor.
- Do not expand the terminal of the connector with a/the tester terminal stick, when it does the inspection with the tester.

1. TIRE INSPECTION

Check air pressure, wear, and size.

Are the air pressure, wear, and size within the standard values?

YES >> GO TO 2.

NO >> Adjust air pressure, or replace tire.

2. SENSOR AND SENSOR ROTOR INSPECTION

- Check the condition of the sensor mount (for looseness, etc.).
- Check the surface of the front sensor rotor rubber for damage.
- Check the rear sensor rotor for damage.

OK or NG

OK >> GO TO 3.

NG >> Repair the sensor mount or replace the sensor rotor.

3. SELF-DIAGNOSIS RESULT CHECK

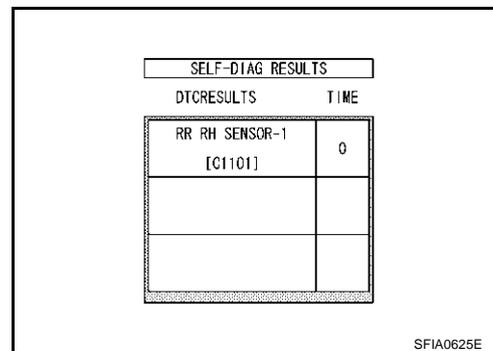
Check self-diagnosis results.

Self-diagnosis results
FR RH SENSOR -1, -2
FR LH SENSOR-1, -2
RR RH SENSOR-1, -2
RR LH SENSOR-1, -2

Is the above displayed in the self-diagnosis display items?

YES >> GO TO 4.

NO >> Inspection End

**4. CONNECTOR INSPECTION**

1. Disconnect ABS control unit connector E51 and the malfunctioning wheel sensor connector E42 (FR - LH) or E27 (FR - RH) or T5 (RR - RH, LH). Check the terminal to see if it is deformed, disconnected, loose, etc., and replace it if any non-standard condition is found.
2. Reconnect the connector, drive at a speed of approximately 30 km/h (19 MPH) for approximately 1 minute, and conduct self-diagnosis.

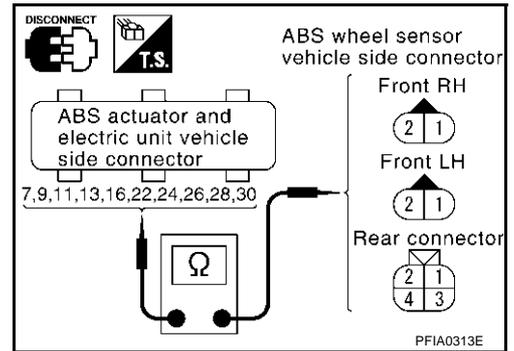
OK or NG

OK >> The connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 5.

5. WHEEL SENSOR HARNESS INSPECTION

1. Turn off the ignition switch and disconnect the wheel sensor connector E42 (FR - LH) or E27 (FR - RH) or T5 (RR - RH, LH) and ABS control unit connector E51.
2. Check the continuity between terminals. (Also check the continuity when the steering wheel is turned right and left and when the sensor harness inside the wheel well is moved.)



Wheel	Power system		Signal system		Ground system	
	ABS control unit	Wheel sensor	ABS control unit	Wheel sensor	ABS control unit (Signal)	ABS control unit (GND)
Front RH	24 (B/R)	1 (B/R)	9 (LG/B)	2 (LG/B)	9 (LG/B), 24 (G)	16 (B), 30(B)
Front LH	22 (G)	1 (G)	7 (G/Y)	2 (G/Y)	7 (G/Y), 22 (G)	16(B), 30(B)
Rear RH	28 (BR)	1 (BR/W)	13 (BR/W)	2 (BR)	13 (BR/W), 28 (BR)	16 (B), 30(B)
Rear LH	26 (OR)	3 (OR)	11(P)	4 (P)	11 (P), 26 (OR)	16 (B), 30(B)

- Power system** : Continuity should exist.
- Signal system** : Continuity should exist.
- Ground system** : Continuity should not exist.

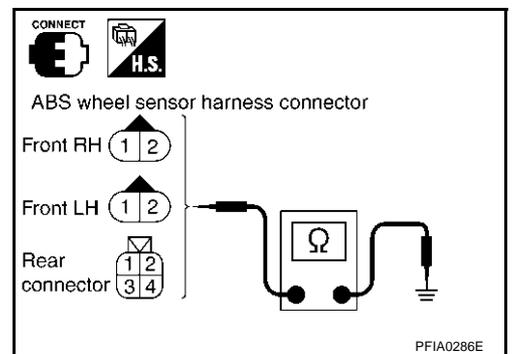
OK or NG

- OK >> GO TO 6.
- NG >> Repair harness and connector between control unit and wheel sensor.

6. WHEEL SENSOR POWER CIRCUIT INSPECTION

1. Connect the wheel sensor connector E42 (FR - LH) or E27 (FR - RH) or T5 (RR - RH, LH) and ABS control unit connector E51.
2. Turn on the ignition switch and check the voltage between the power terminal and the ground.

- Voltage**
- Front RH** 1 (B/R) - Ground : 8V or more
 - Front LH** 1 (G) - Ground : 8V or more
 - Rear RH** 1 (BR/W) - Ground : 8V or more
 - Rear LH** 3 (OR) - Ground : 8V or more



OK or NG

- OK >> Replace wheel sensor.
- NG >> Replace the control unit.

Inspection 2 Engine System

AFS0011E

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results

ENGINE SIGNAL 1

ENGINE SIGNAL 2

ENGINE SIGNAL 3

ENGINE SIGNAL 4

ENGINE SIGNAL 5

ENGINE SIGNAL 6

Is the above displayed in the self-diagnosis display items?

YES >> GO TO 2.

NO >> Inspection End

2. ENGINE SYSTEM INSPECTION

1. Conduct an ECM self-diagnosis and repair or replace any non-standard items. Re-conduct ECM self-diagnosis.
2. Re-conduct ABS control unit self-diagnosis.

OK or NG

OK >> Inspection End

NG >> Repair or replace any non-standard items. Re-conduct the self-diagnosis.

Inspection 3 ABS Actuator and Electric Unit

AFS0011F

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results

ABS CONTROLLER

Is the above displayed in the self-diagnosis display items?

YES >> Replace the ABS actuator and electric unit. Re-conduct ABS actuator and electric unit self-diagnosis.

NO >> Inspection End

Inspection 4 ABS Actuator and Electric Unit Power and Ground Systems

AFS0011G

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results

LOW BATTERY VOLTAGE

Is the above displayed in the self-diagnosis display items?

YES >> GO TO 2.

NO >> Inspection End

2. CONNECTOR INSPECTION

1. Disconnect the VDC/TCS/ABS control unit connector E118 and check the terminal for deformation, disconnection, looseness, and so on, If there is an error, repair or replace the terminal.
2. Securely reconnect the connector and re-conduct self-diagnosis.

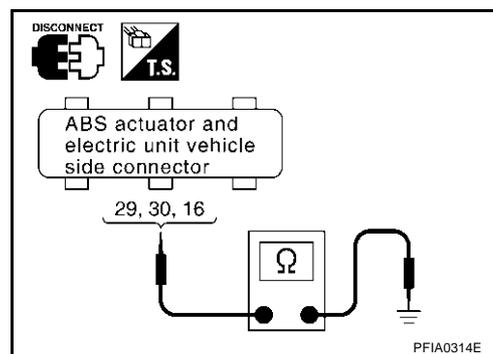
OK or NG

OK >> The connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 3.

3. ABS ACTUATOR AND ELECTRIC UNIT POWER AND GROUND CIRCUIT INSPECTION

Disconnect ABS actuator and electric unit connector E51. Check continuity and voltage between connector terminals and ground.



Terminal number	Signal name	Measuring condition	Measured value
29 (G/R)	Power supply	Ignition switch ON	Battery voltage (approx. 12V)
		Ignition switch OFF	Approx. 0V
30 (B), 16 (B)	Ground	Ignition switch OFF	Continuity should exist.

OK or NG

OK >> Check battery (terminal looseness, power drop, etc.) Error. If there is an error, make repairs.

NG >> Corresponding harness circuit error. Repair the circuit.

Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System

AFS0011H

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results
IN ABS SOL
OUT ABS SOL
MAIN RELAY

Is the above displayed in the self-diagnosis item?

YES >> GO TO 2.

NO >> Inspection End

2. CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit connector E51, check the terminal to see if it is deformed, disconnected, loose, etc., and if there is an error, repair or replace the terminal.
2. Securely reconnect the connector and conduct self-diagnosis.

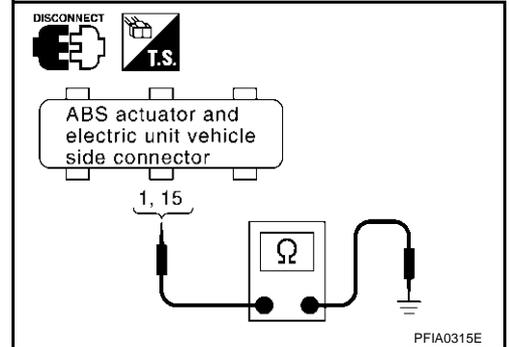
OK or NG

OK >> The connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 3.

3. ABS ACTUATOR RELAY OR ABS MOTOR RELAY POWER CIRCUIT INSPECTION

1. Disconnect the ABS actuator and electric unit connector E51.
2. For the ABS actuator relay, measure the voltage between the connector terminal 1 (SB) and the ground. For the ABS motor relay, measure the voltage between the connector terminal 15 (R/B) and the ground.



ABS actuator and electric unit (Harness connector E51)	Ground	Voltage
1 (SB)	—	Battery voltage (approx. 12V)
15 (R/B)	—	Battery voltage (approx. 12V)

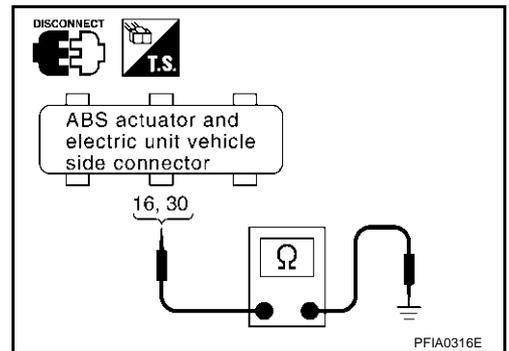
OK or NG

OK >> GO TO 4

NG >> Error in the circuit between the battery and the ABS actuator and electric unit. Repair the circuit.

4. ABS ACTUATOR AND ELECTRIC UNIT GROUND CIRCUIT INSPECTION

Check the ABS actuator and electric unit ground circuit.



ABS actuator and electric unit (Harness connector E51)	Ground	Continuity
16 (B) and 30 (B)	—	Continuity should exist.

OK or NG

OK >> Replace the ABS actuator and electric unit.

NG >> Open or short in harness. Repair or replace the harness.

Inspection 6 Stop Lamp Switch System

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results
STOP LAMP SW

Is the above displayed in the self-diagnosis display item?

YES >> GO TO 2.

NO >> Inspection End

2. CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit connector E51 and stop lamp switch connector E112, check the terminal for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Securely reconnect the connector and conduct self-diagnosis.
3. Start engine.
4. Repeat Pumping brake pedal carefully several times, then perform self-diagnosis again.

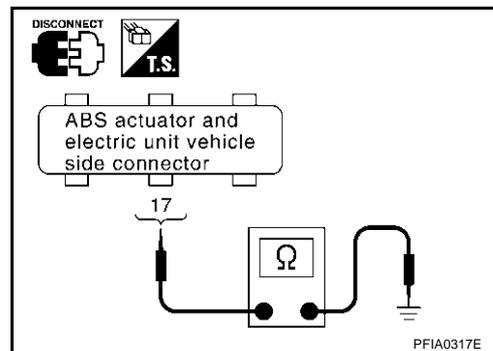
OK or NG

OK >> The connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 3.

3. STOP LAMP SWITCH CIRCUIT INSPECTION

1. Turn off the ignition switch and disconnect ABS actuator and electric unit connector E51.
2. Check the voltage between the ABS actuator and electric unit connector terminal and the ground.



ABS actuator and electric unit (Harness connector E51)	Ground	Measuring condition	Voltage
17 (P/L)	-	Brake pedal depressed	Battery voltage (approx. 12V)
		Brake pedal not depressed	0V

OK or NG

OK >> Inspection End

NG >> Open or short in harness between the ABS actuator and electric unit and the stop lamp switch.
Repair or replace the harness.

Inspection 7 ABS Actuator and Electric Unit2

AFS0011J

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results

EMERGENCY BRAKE

When any item other than “emergency brake” is indicated in self-diagnosis display, follow the instructions below.

CAUTION:

“Emergency brake” is indicated when control unit itself is detected as an error. If this display item is indicated, replace control unit.

Is the above displayed in the self-diagnosis display items?

YES >> Replace the ABS actuator and electric unit.

NO >> Inspection End

Inspection 8 CAN Communication System

AFS002QM

INSPECTION PROCEDURE

1. CHECK CONNECTOR

1. Turn ignition switch OFF, disconnect the ABS actuator and electric unit (control unit) connector, and check the terminal for deformation, disconnection, looseness, and so on. If there is a malfunction, repair or replace the terminal.

2. Reconnect connector to perform self-diagnosis.

Is “CAN COMM CIRCUIT” displayed in the self-diagnosis display items?

YES >> Print out the self-diagnostic results, and refer to [LAN-4, "Precautions When Using CONSULT-II"](#) .

NO >> Connector terminal connector is loose, damaged, open, or shorted.

Symptom 1 Excessive ABS Function Operation Frequency

AFS0011M

1. INSPECTION START

Check brake force distribution.

OK or NG

OK >> GO TO 2.

NG >> Check brake system.

2. FRONT AND REAR AXLE INSPECTION

Make sure there is no excessive play in the front and rear axles.

OK or NG

OK >> GO TO 3.

NG >> Repair.

3. WHEEL SENSOR INSPECTION

Wheel Sensor Inspection

- Sensor mount and damage inspection
- Sensor rotor mount and damage inspection
- Sensor connector connection inspection
- Sensor harness inspection

OK or NG

OK >> GO TO 4.

NG >> Sensor or sensor rotor replacement

4. ABS WARNING LAMP DISPLAY CHECK

Make sure the warning lamp turns off approximately 1 second after the ignition switch is turned on or when driving.

OK or NG

OK >> Normal

NG >> Perform self-diagnosis. Refer to [BRC-23, "SELF-DIAGNOSIS"](#) .

Symptom 2 Unexpected Pedal Reaction

AFS0011N

1. BRAKE PEDAL STROKE INSPECTION

Check brake pedal stroke.

Is the stroke too big?

YES >> ● Bleed air from the brake piping.

- Check the brake pedal, brake booster, and master cylinder mount for play, looseness, and brake system for fluid leaks, etc. If any malfunctions are found, make repairs.

NO >> GO TO 2.

2. PERFORMANCE CHECK

Disconnect the ABS actuator and electric unit connector E51, and make sure the braking force is sufficient when the ABS is not operating. After the inspection, reconnect the connector.

OK or NG

OK >> GO TO 3.WHEEL SENSOR INSPECTION in [BRC-38, "Symptom 1 Excessive ABS Function Operation Frequency"](#) .

NG >> Check brake system.

Symptom 3 The Braking Distance Is Long

AFS00110

CAUTION:

On slippery road surfaces, the stopping distance might be longer with the ABS operating than when the ABS is not operating.

1. PERFORMANCE CHECK

Disconnect ABS actuator and electric unit connector E51 to deactivate ABS. In this condition, check stopping distance. After inspection, connect connector.

OK or NG

OK >> ● Bleed air from the brake piping.
● Check brake system.

NG >> GO TO 3.WHEEL SENSOR INSPECTION in [BRC-38, "Symptom 1 Excessive ABS Function Operation Frequency"](#) .

Symptom 4 The ABS Function Does Not Operate

AFS0011P

CAUTION:

The ABS does not operate when the speed is 10 km/h (6 MPH) or less.

1. ABS WARNING LAMP DISPLAY CHECK

Make sure the warning lamp turns off approximately 1 second after the ignition switch is turned on or when driving.

OK or NG

OK >> GO TO 3.WHEEL SENSOR INSPECTION in [BRC-38, "Symptom 1 Excessive ABS Function Operation Frequency"](#) .

NG >> Perform self-diagnosis. Refer to [BRC-23, "SELF-DIAGNOSIS"](#) .

Symptom 5 Pedal Vibration or ABS Operation Sound Occurs

AFS0011Q

CAUTION:

Under the following conditions, when brake pedal is lightly depressed (just place a foot on it), ABS is activated and vibration is felt. However, this is normal.

- When shifting gears
- When driving on slippery road
- During cornering at high speed
- When passing over bumps or grooves [50 mm (1.97 in) or more]
- When pulling away just after starting engine [at approximately 10 km/h (6 MPH) or higher]

1. SYMPTOM CHECK 1

Check if pedal vibration or operation sound occurs when the engine is started.

OK or NG

OK >> GO TO 2.

NG >> Perform self-diagnosis. Refer to [BRC-23, "SELF-DIAGNOSIS"](#) .

2. SYMPTOM CHECK 2

Check the symptom when electrical component (headlamps, etc.) Switches are operated.

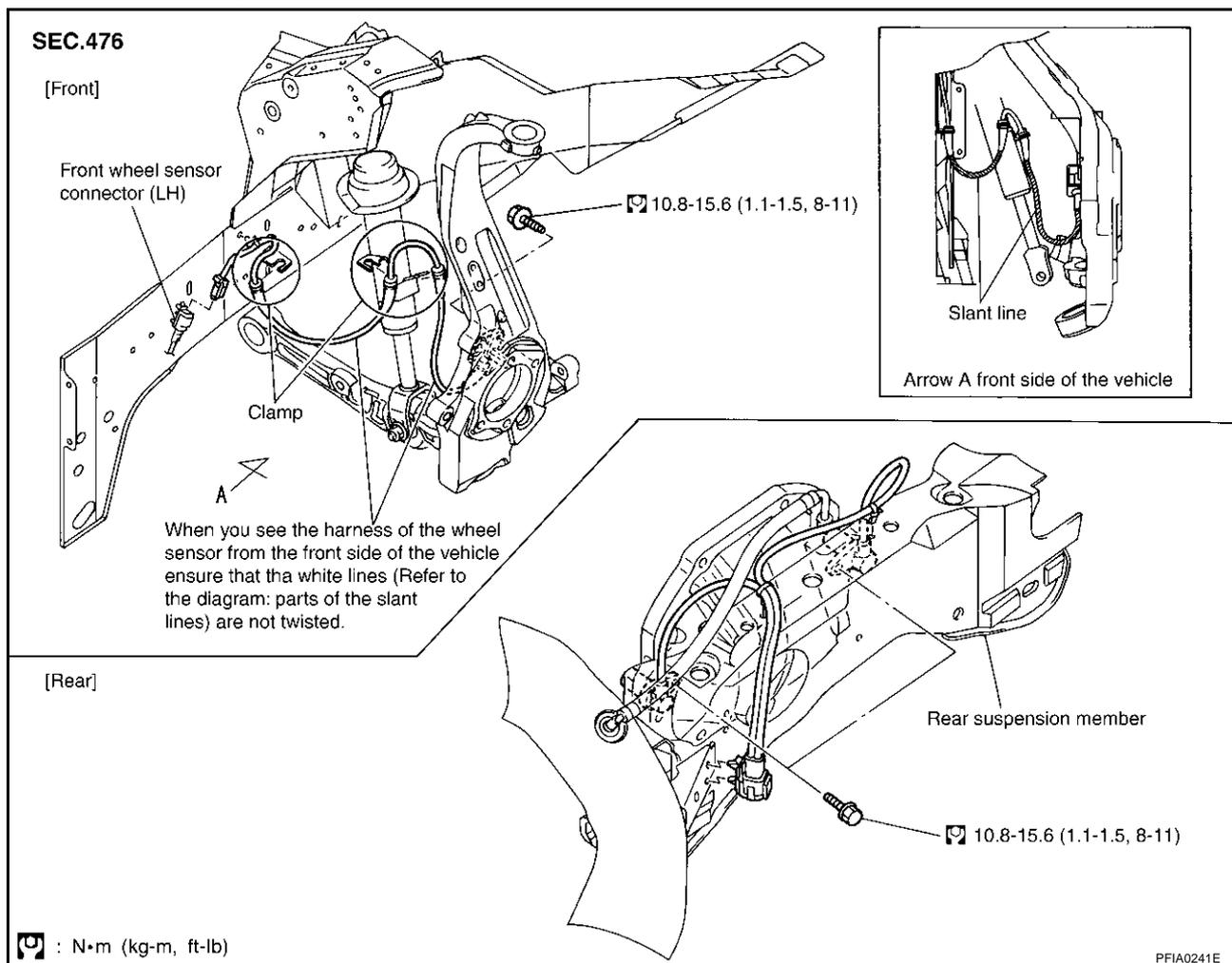
Does the symptom occur when the electrical component (head lamp, etc.) Switches are operated?

YES >> Check if there is a radio, antenna, antenna lead wire, or wiring close to the control unit (or its wiring), and if there is, move it farther away.

NO >> GO TO 3.WHEEL SENSOR INSPECTION in [BRC-38, "Symptom 1 Excessive ABS Function Operation Frequency"](#) .

WHEEL SENSORS

Removal and Installation



REMOVAL

Pay attention to the following when removing sensor.

CAUTION:

- As much as possible, avoid rotating sensor when removing it. Pull sensors out without pulling on sensor harness.
- Take care to avoid damaging sensor edges or rotor teeth. Remove wheel sensor first before removing front or rear wheel hub. This is to avoid damage to sensor wiring and loss of sensor function.

INSTALLATION

Pay attention to the following when installing sensor. Tighten installation bolts and nuts to specified torques.

- When installing, check that there is no foreign material such as iron chips on pick-up and mounting hole of the sensor. Check that no foreign material has been caught in the sensor rotor motor. Remove any foreign material and clean the mount.
- When installing front sensor, be sure to press rubber grommets in until they lock at the three locations shown in diagram (2 at shock absorbers and 1 at body panel). When installed, harness must not be twisted. White line on harness (shaded part) must be visible from front.

SENSOR ROTOR

PFP:47970

Removal and Installation

AFS0011T

REMOVAL

Front
Sensor rotor cannot be disassembled. To replace sensor rotor, replace hub bearing assembly. Refer to [FAX-4, "Removal and Installation"](#) in "Front Axle/Drive Shaft" in "FAX" section.

Rear

- Follow procedure below to remove rear sensor rotor.
- Remove side flange. Refer to [RFD-8, "SIDE OIL SEAL"](#) in "Rear Final Drive" in "RFD" section.
- Using a bearing replacer (special service tool) and puller (commercial service tool), remove sensor rotor from the companion flange.

INSTALLATION

Front

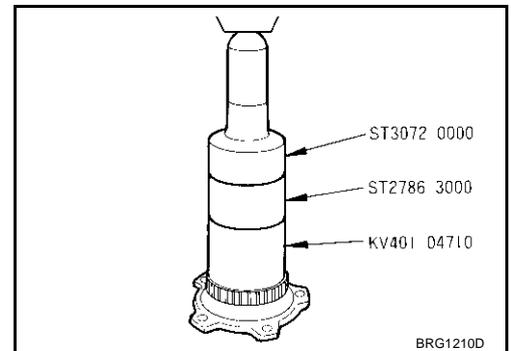
Sensor rotor cannot be disassembled. To replace sensor rotor, replace hub bearing assembly. Refer to [FAX-4, "Removal and Installation"](#) in "Front Axle/Drive Shaft" in "FAX" section.

Rear

- Follow procedure below to install rear sensor rotor.
- Using a drift (special service tool), press rear sensor rotor onto the side flange.
- Install side flange. Refer to [RFD-8, "SIDE OIL SEAL"](#) in "Rear Final Drive" in "RFD" section.

Number of sensor rotor teeth

Rear : 46



A
B
C
D
E
BRC
G
H
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J
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L
M

ABS ACTUATOR AND ELECTRIC UNIT (ASSEMBLY)

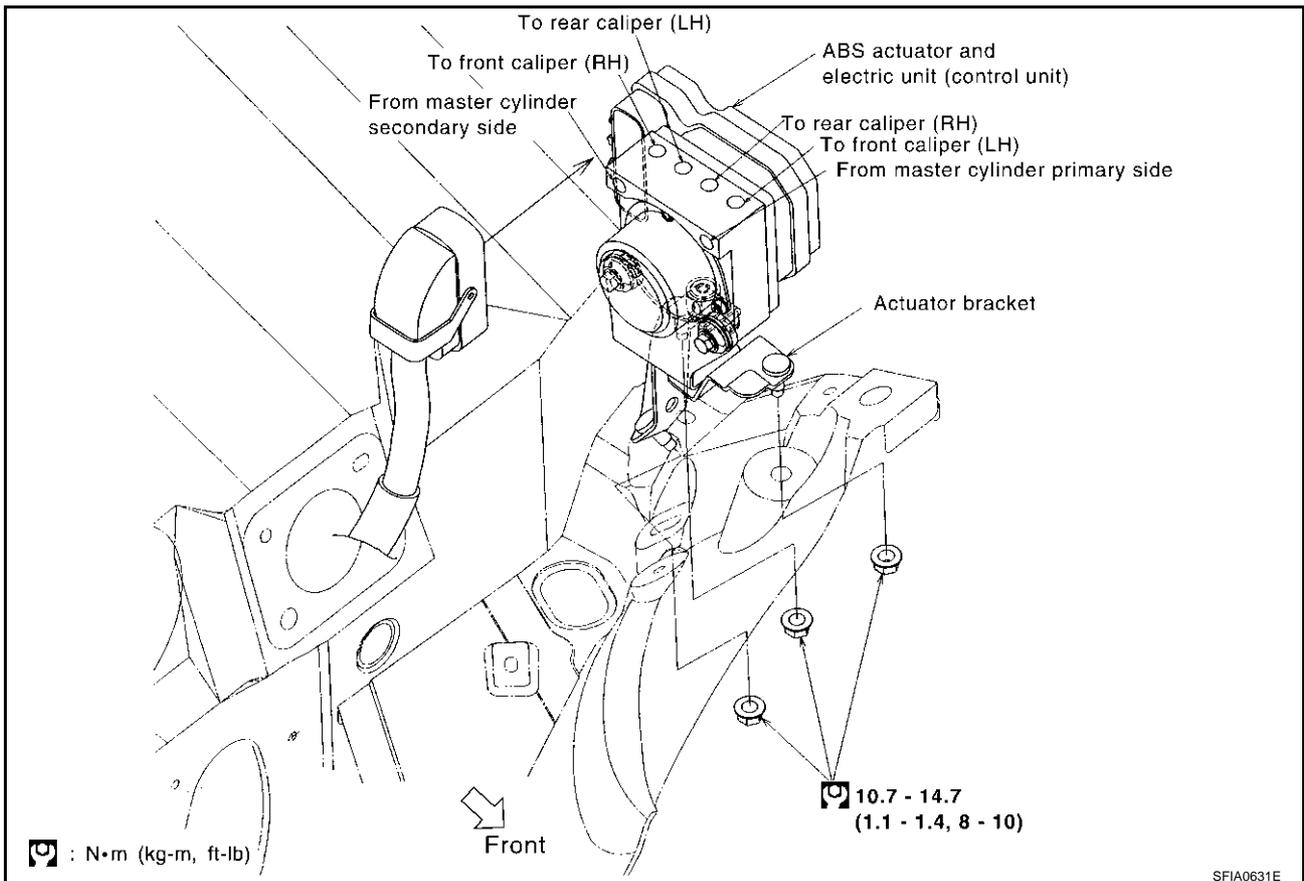
[ABS]

ABS ACTUATOR AND ELECTRIC UNIT (ASSEMBLY)

PF:47660

Removal and Installation

AFS0011U



Pay attention to the following when removing actuator.

CAUTION:

- Before servicing, disconnect battery cables.
- To remove brake tube, use flare nut wrench to prevent flare nuts and brake tube from being damaged. To install, use flare nut wrench (commercial service tool).
- Do not remove and install actuator by holding harness.
- After work is completed, bleed air from brake piping. Refer to [BR-10. "Bleeding Brake System"](#).
- Be sure to securely connect the ground cable.

PRECAUTIONS

PFP:00001

Precautions for Battery Service

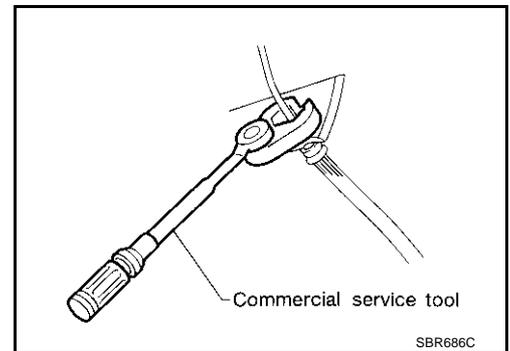
AFS0016F

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

Precautions for Brake System

AFS00097

- Recommended fluid is brake fluid "DOT 3".
- Never reuse drained brake fluid.
- Be careful not to splash brake fluid on painted areas such as body. If brake fluid is splashed, wipe it off and flush area with water immediately.
- Never use mineral oils such as gasoline or kerosene to clean. They will ruin rubber parts and cause improper operation.
- Using a flare nut torque wrench, securely tighten brake tube flare nuts.
- Brake system is an important safety part. If a brake fluid leak is detected, always disassemble the affected part. If a malfunction is detected, replace part with a new one.
- Before working, turn ignition switch OFF and disconnect electrical connectors of ABS actuator and control module or battery terminals.
- When installing brake piping, be sure to check torque.



Precautions for Brake Control

AFS00098

- During ABS operation, brake pedal lightly vibrates and a mechanical noise may be heard. This is normal.
- Just after starting vehicle after ignition switch ON, brake pedal may vibrate or motor operating noise may be heard from engine compartment. This is a normal status of operation check.
- Stopping distance may be longer than that of vehicles without ABS when vehicle drives on rough, gravel, or snow-covered (fresh, deep snow) roads.
- When an error is indicated by ABS or another warning lamp, collect all necessary information from customer (what symptoms are present under what conditions) and check for simple causes before starting diagnostic servicing. Besides electrical system inspection, check booster operation, brake fluid level, and oil leaks.
- If tire size and type are used in an improper combination, or brake pads are not Genuine NISSAN parts, stopping distance or steering stability may deteriorate.
- If there is a radio, antenna, or antenna lead-in wire (including wiring) near control module, ABS function may have a malfunction or error.
- If aftermarket parts (car stereo, CD player, etc.) Have been installed, check for incidents such as harness pinches, open circuits, and improper wiring.

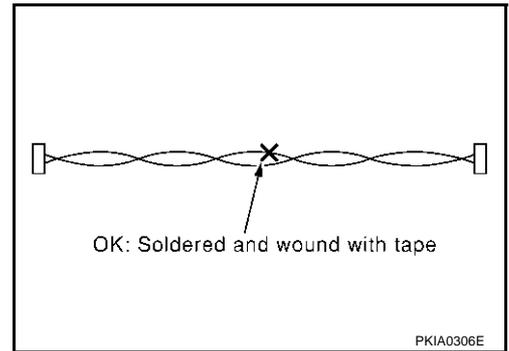
Diagnosis Precaution CAN SYSTEM

AFS00099

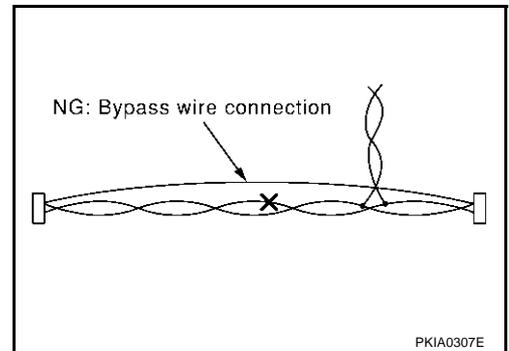
- Do not apply voltage of 7.0V or higher to terminal to be measured.
- Maximum open terminal voltage of tester in use shall be 7.0V or lower.
- Before checking harnesses, turn ignition switch to OFF and disconnect battery negative cable.

Precaution for Harness Repair CAN SYSTEM

- Area to be repaired shall be soldered, and wrapped with a tape (be sure that fraying of twisted wire shall be within 110 mm 4.33 in)).



- Do not make a bypass connection to repaired area. (If it is done, branch part will be removed and characteristics of twisted wire will be lost.)



PREPARATION

[TCS/ABS]

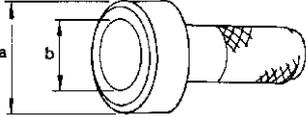
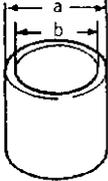
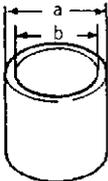
PREPARATION

PFP:00002

Special Service Tools

AFS0014X

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

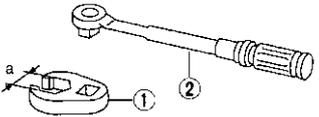
Tool number (Kent-Moore No.) Tool name	Description
ST3072 0000 (J 25405) Drift a: 77 mm (0.03 in) dia. b: 55 mm (2.17 in) dia.	 <p style="text-align: right;">ZZA0701D</p>
ST2786 3000 (—) Drift a: 75 mm (2.95 in) dia. b: 62 mm (2.44 in) dia.	 <p style="text-align: right;">ZZA0832D</p>
KV401 04710 (—) a: 76 mm (2.99 in) dia. b: 68.5 mm (2.697 in) dia.	 <p style="text-align: right;">ZZA0832D</p>

A
B
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BRC

Commercial Service Tools

AFS0009B

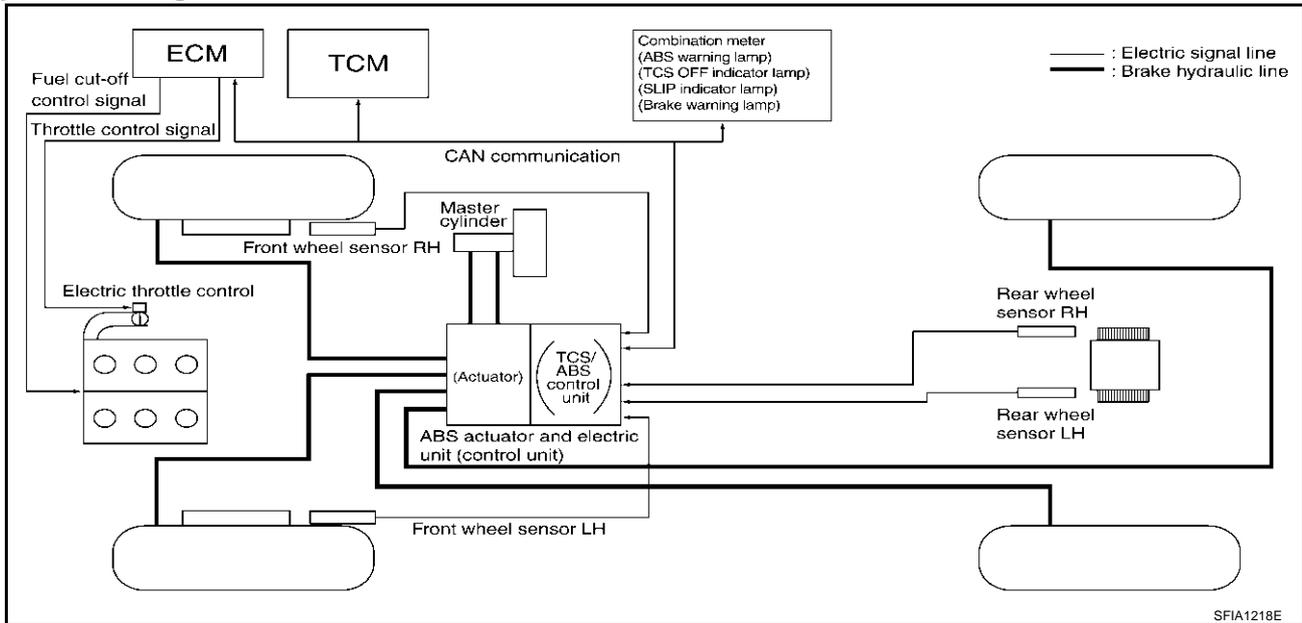
Tool name	Description
1. Flare nut crowfoot a: 10 mm (0.39 in) 2. Torque wrench	 <p style="text-align: right;">S-NT360</p>

SYSTEM DESCRIPTION

PF0:0000

System Diagram

AFS000YN



TCS Function

AFS000YP

- The wheel spin occurrence of the drive wheels is detected by the ABS actuator and electric unit using the wheel speed signals from all four wheels, so when wheel spin occurs, the amount of wheel spin is reduced by controlling the hydraulic brakes on the right and left rear wheels, cutting the fuel to the engine, and partially closing the throttle valve to reduce the engine torque. The throttle opening is also controlled to obtain the optimum engine torque.
- Depending on road circumstances, the driver may have a sluggish feel. This is normal, because the optimum traction has the highest priority under TCS operation.
- TCS may be activated any time the vehicle suddenly accelerates, suddenly downshifts, or is driven on a road with a varying surface friction coefficient.
- During TCS operation, it informs a driver of system operation by flashing SLIP indicator lamp.

ABS Function

AFS000YQ

- The Anti-Lock Brake System is a function that detects wheel revolution while braking, and it improves handling stability during sudden braking by electrically preventing 4 wheel lock. Maneuverability is also improved for avoiding obstacles.
- If the electrical system breaks down, then the Fail-Safe function starts, the ABS becomes inoperative, and the ABS warning lamp turns on.
- Electrical System Diagnosis by CONSULT-II is available.

EBD Function

AFS0010E

- Electronic Brake Distributor is a function that detects subtle slippages between the front and rear wheels during braking, and it improves handling stability by electronically controlling the Brake Fluid Pressure which results in reduced rear wheel slippage.
- In case of electrical system break down, the Fail-Safe function is activated, the EBD and ABS becomes inoperative, and the ABS warning lamp and brake warning lamp are turned on.
- Electrical System Diagnosis by CONSULT-II is available.

Fail-Safe Function
TCS SYSTEM

AFS000YR

In case of Throttle Control System trouble, the TCS OFF indicator lamp and SLIP indicator lamp are turned on, and the condition of the vehicle is the same as the condition of vehicles without TCS equipment. In case of trouble to the Throttle Control System, the ABS control continues to operate normally without TCS control.

CAUTION:

If the Fail-Safe function is activated, then perform the Self Diagnosis for TCS/ABS control system.

ABS, EBD SYSTEM

In case of electrical problems with the ABS, the ABS warning lamp, TCS OFF indicator lamp and SLIP indicator lamp will turn on. In case of electrical problem with the EBD, Brake warning lamp, ABS warning lamp, TCS OFF indicator lamp and SLIP indicator lamp will turn on. Simultaneously, the TCS/ABS become one of the following conditions of the Fail-Safe function.

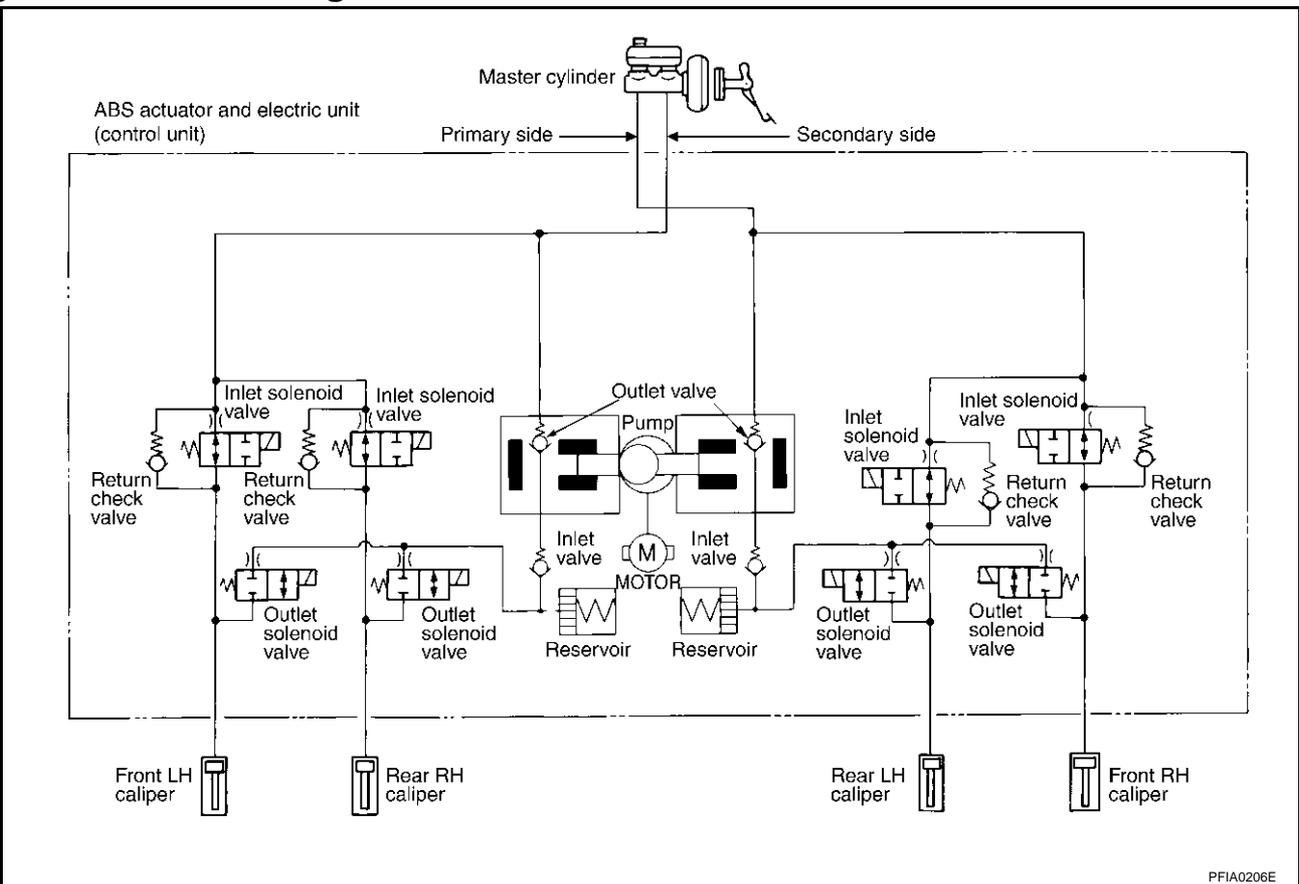
1. For ABS trouble, only the EBD is activated and the condition of the vehicle is the same condition of vehicles without TCS/ABS equipment.
2. For EBD trouble, the EBD and ABS become inoperative, and the condition of the vehicle is the same as the condition of vehicles without TCS/ABS, EBD equipment.

NOTE:

In condition 1 described above, an ABS Self Diagnosis sound may be heard. That is a normal condition because a self diagnosis for "Key Switch ON" and "the First Starting" are being performed.

Hydraulic Circuit Diagram

AFS000YS



PFIA0206E

BRC

CAN COMMUNICATION

PFP:23710

System Description

AFS0010A

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

CAN Communication Unit

AFS0010B

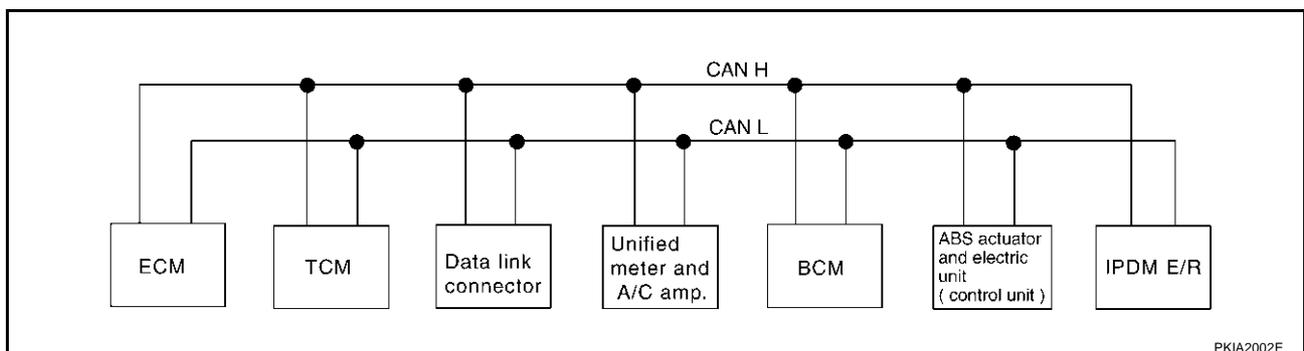
Body type	Coupe						
Axle	2WD						
Engine	VQ35DE						
Transmission	A/T	M/T					
Brake control	TCS	ABS		TCS		VDC	
Low tire pressure warning system	Not applicable	Not applicable	Applicable	Not applicable	Applicable	Not applicable	Applicable
CAN communication unit							
ECM	×	×	×	×	×	×	×
TCM	×						
Data link connector	×	×	×	×	×	×	×
Unified meter and A/C amp.	×	×	×	×	×	×	×
BCM	×	×	×	×	×	×	×
Low tire pressure warning control unit			×		×		×
Steering angle sensor						×	×
ABS actuator and electric unit (control unit)	×	×	×	×	×		
VDC/TCS/ABS control unit						×	×
IPDM E/R	×	×	×	×	×	×	×
CAN communication type	<u>BRC-48, "TYPE 1"</u>	<u>LAN-8, "TYPE 2/TYPE3"</u>		<u>BRC-50, "TYPE 4/TYPE5"</u>		<u>LAN-11, "TYPE 6/TYPE7"</u>	

×: Applicable

TYPE 1

System diagram

- Type1



CAN COMMUNICATION

[TCS/ABS]

Input/output signal chart

T: Transmit R: Receive

Signals	ECM	TCM	Unified meter and A/C amp.	BCM	ABS actuator and electric unit (control unit)	IPDM E/R
Engine speed signal	T	R	R		R	
Engine torque signal	T	R			R	
Engine coolant temperature signal	T	R	R			
Accelerator pedal position signal	T	R			R	
Closed throttle position signal	T	R				
Wide open throttle position signal	T	R				
Battery voltage signal	T	R				
Stop lamp switch signal		R	T			
Fuel consumption monitor signal	T		R			
A/T self-diagnosis signal	R	T				
A/T CHECK indicator lamp signal		T	R			
A/T position indicator signal		T	R		R	
Manual mode gear position signal		T	R			
ABS operation signal		R			T	
A/T shift schedule change demand signal		R			T	
A/C switch signal	R			T		
A/C compressor request signal	T					R
A/C compressor feedback signal	T		R			
Blower fan motor switch signal	R			T		
Cooling fan speed request signal	T					R
Position lights request signal			R	T		R
Low beam request signal				T		R
Low beam status signal	R					T
High beam request signal			R	T		R
High beam status signal	R					T
Vehicle speed signal	R	R	T	R	T	
Sleep request 1 signal			R	T		
Sleep request 2 signal				T		R
Wake up request 1 signal			R	T		
Door switch signal			R	T		R
Turn indicator signal			R	T		
Seat belt buckle switch signal			T	R		
Buzzer output signal			R	T		
Fuel level sensor signal	R		T			
Malfunction indicator lamp signal	T		R			
ASCD SET lamp signal	T		R			
ASCD operation signal	T	R				
ASCD CRUISE lamp signal	T		R			
ASCD OD cancel request signal	T	R				

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CAN COMMUNICATION

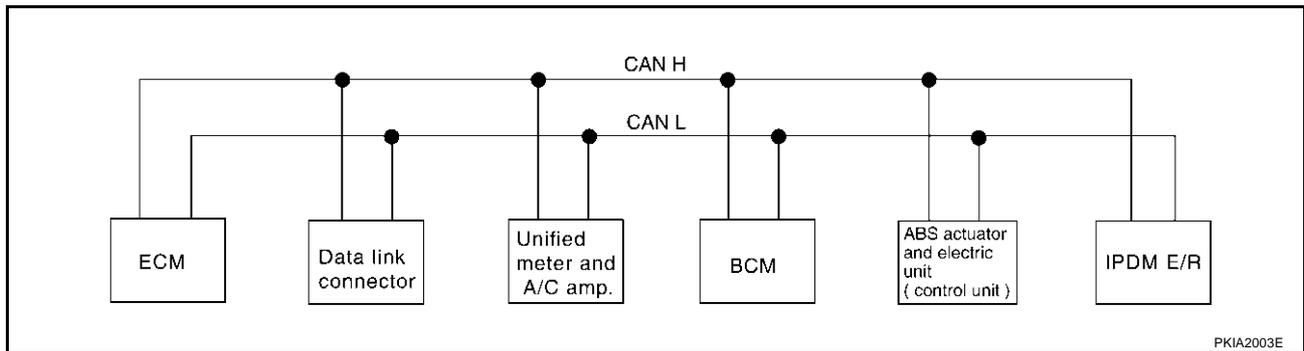
[TCS/ABS]

Signals	ECM	TCM	Unified meter and A/C amp.	BCM	ABS actuator and electric unit (control unit)	IPDM E/R
Output shaft revolution signal	R	T				
Turbine revolution signal	R	T				
Front wiper request signal				T		R
Front wiper stop position signal				R		T
Rear window defogger switch signal				T		R
Rear window defogger control signal	R					T
Manual mode signal		R	T			
Not manual mode signal		R	T			
Manual mode shift up signal		R	T			
Manual mode shift down signal		R	T			
Manual mode indicator signal		T	R			
Hood switch signal				R		T
Theft warning horn request signal				T		R
Horn chirp signal				T		R
ABS warning lamp signal			R		T	
TCS OFF indicator lamp signal			R		T	
SLIP indicator lamp signal			R		T	
Brake warning lamp signal			R		T	

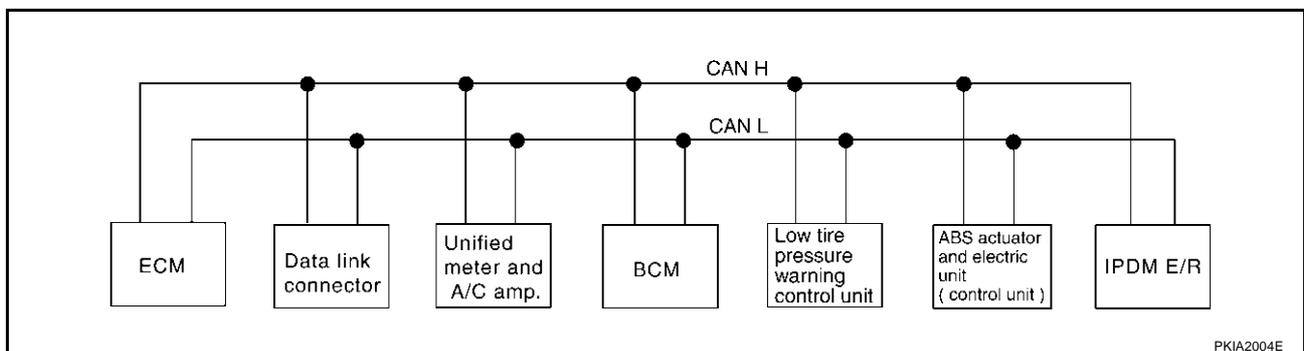
TYPE 4/TYP5

System diagram

- Type4



- Type5



CAN COMMUNICATION

[TCS/ABS]

Input/output signal chart

T: Transmit R: Receive

Signals	ECM	Unified meter and A/C amp.	BCM	Low tire pressure warning control unit	ABS actuator and electric unit (control unit)	IPDM E/R
Engine speed signal	T	R			R	
Engine torque signal	T				R	
Engine coolant temperature signal	T	R				
Accelerator pedal position signal	T				R	
Fuel consumption monitor signal	T	R				
A/C switch signal	R		T			
A/C compressor request signal	T					R
A/C compressor feedback signal	T	R				
Blower fan motor switch signal	R		T			
Cooling fan speed request signal	T					R
Position lights request signal		R	T			R
Low beam request signal			T			R
Low beam status signal	R					T
High beam request signal		R	T			R
High beam status signal	R					T
Vehicle speed signal	R	R			T	
Sleep request 1 signal		R	T			
Sleep request 2 signal			T			R
Wake up request 1 signal		R	T			
Door switch signal		R	T			R
Turn indicator signal		R	T			
Seat belt buckle switch signal		T	R			
Buzzer output signal		R	T			
Fuel level sensor signal	R	T				
Malfunction indicator lamp signal	T	R				
ASCD SET lamp signal	T	R				
ASCD CRUISE lamp signal	T	R				
Front wiper request signal			T			R
Front wiper stop position signal			R			T
Rear window defogger switch signal			T			R
Rear window defogger control signal	R					T
Hood switch signal			R			T
Theft warning horn request signal			T			R
Horn chirp signal			T			R
Tire pressure signal		R		T		
ABS warning lamp signal		R			T	
TCS OFF indicator lamp signal		R			T	

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CAN COMMUNICATION

[TCS/ABS]

Signals	ECM	Unified meter and A/C amp.	BCM	Low tire pressure warning control unit	ABS actuator and electric unit (control unit)	IPDM E/R
SLIP indicator lamp signal		R			T	
Brake warning lamp signal		R			T	

TROUBLE DIAGNOSIS

PFP:00004

How to Proceed With Diagnosis

BASIC CONCEPT

AFS0009J

- Most important point to perform diagnosis is to understand systems (control and mechanism) in vehicle thoroughly.

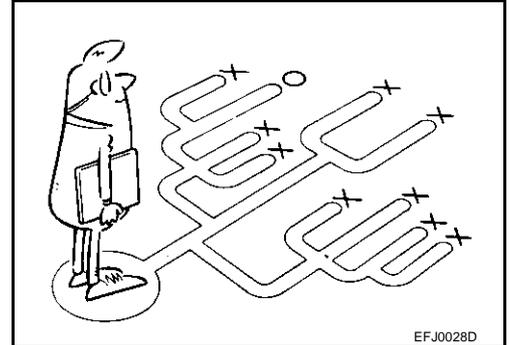
- It is also important to clarify customer complaints before inspection.

First of all, reproduce symptom, and understand it fully.

Ask customer about his/her complaints carefully. In some cases, it will be necessary to check symptom by driving vehicle with customer.

NOTE:

Customers are not professionals. Do not assume "maybe customer means..." or "maybe customer mentioned this symptom".

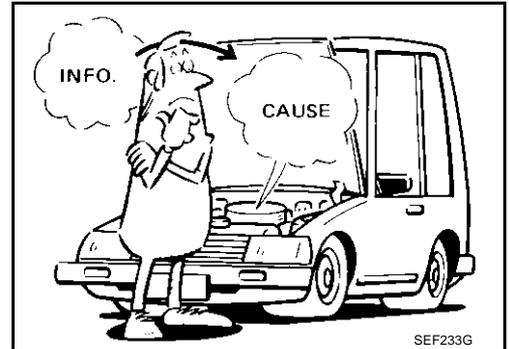


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- It is essential to check symptoms right from beginning in order to repair a malfunction completely.

For an intermittent malfunction, it is important to reproduce symptom based on interview with customer and past examples. Do not perform inspection on ad hoc basis. Most intermittent malfunctions are caused by poor contacts. In this case, it will be effective to shake suspected harness or connector by hand. When repairs are performed without any symptom check, no one can judge if malfunction has actually been eliminated.

- After diagnosis, make sure to carry out "erase memory". Refer to [BRC-66, "Operation Procedure"](#).
- For an intermittent malfunction, move harness or harness connector by hand to check poor contact or false open circuit.
- Always read "GI General Information" to confirm general precautions. Refer to [GI-4, "General Precautions"](#)



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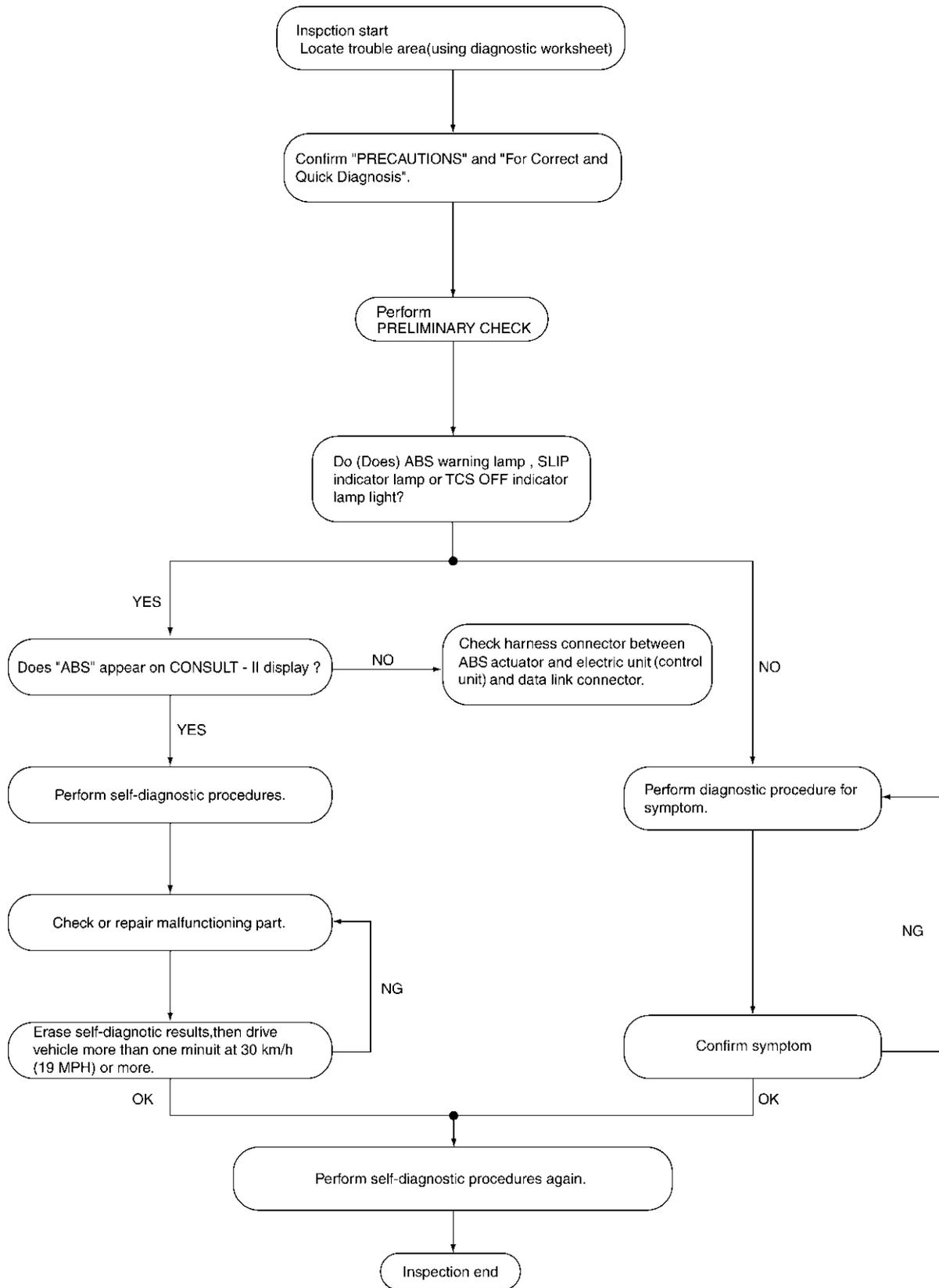
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TROUBLE DIAGNOSIS

[TCS/ABS]

DIAGNOSIS FLOWCHART



SFIA0952E

TROUBLE DIAGNOSIS

[TCS/ABS]

ASKING COMPLAINTS

- Complaints against malfunction vary depending on each person. It is important to clarify customer complaints.
- Ask customer about what symptoms are present and under what conditions. Use information to reproduce symptom while driving.
- It is also important to use diagnosis sheet so as not to miss information.

KEY POINTS	
WHAT	Vehicle model
WHEN	Date, Frequencies
WHERE	Road conditions
HOW	Operating conditions, Weather conditions, Symptoms

SBR339B

EXAMPLE OF DIAGNOSIS SHEET

Customer name MR/MS	Model & Year		VIN
Engine #	Trans.		Mileage
Incident Date	Manuf. Date		In Service Date
Symptoms	<input type="checkbox"/> Noise and vibration (from engine compartment) <input type="checkbox"/> Noise and vibration (from axle)	<input type="checkbox"/> Warning / Indicator activate	<input type="checkbox"/> Firm pedal operation Large stroke pedal operation
	<input type="checkbox"/> TCS does not work (Rear wheels slip when accelerating)	<input type="checkbox"/> ABS does not work. (wheels slip when braking)	<input type="checkbox"/> Lack of sense of acceleration
Engine conditions	<input type="checkbox"/> When starting <input type="checkbox"/> After starting		
Road conditions	<input type="checkbox"/> Low friction road (<input type="checkbox"/> Snow <input type="checkbox"/> Gravel <input type="checkbox"/> Other) <input type="checkbox"/> Bumps / potholes		
Driving conditions	<input type="checkbox"/> Full-acceleration <input type="checkbox"/> High speed cornering <input type="checkbox"/> Vehicle speed: Greater than 10 km/h (6 MPH) <input type="checkbox"/> Vehicle speed: 10 km/h (6 MPH) or less <input type="checkbox"/> Vehicle is stopped		
Applying brake conditions	<input type="checkbox"/> Suddenly <input type="checkbox"/> Gradually		
Other conditions	<input type="checkbox"/> Operation of electrical equipment <input type="checkbox"/> Shift change <input type="checkbox"/> Other descriptions		

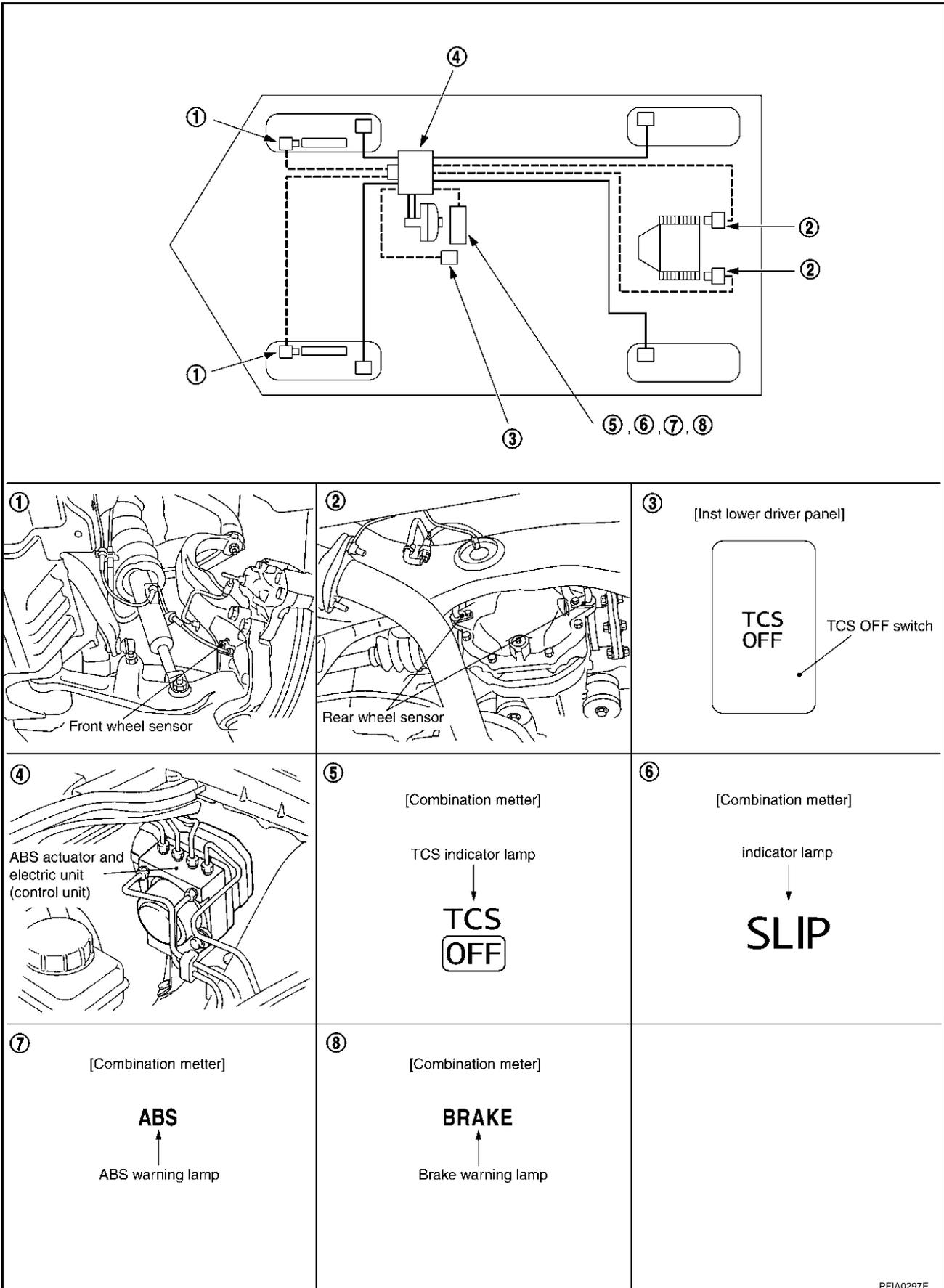
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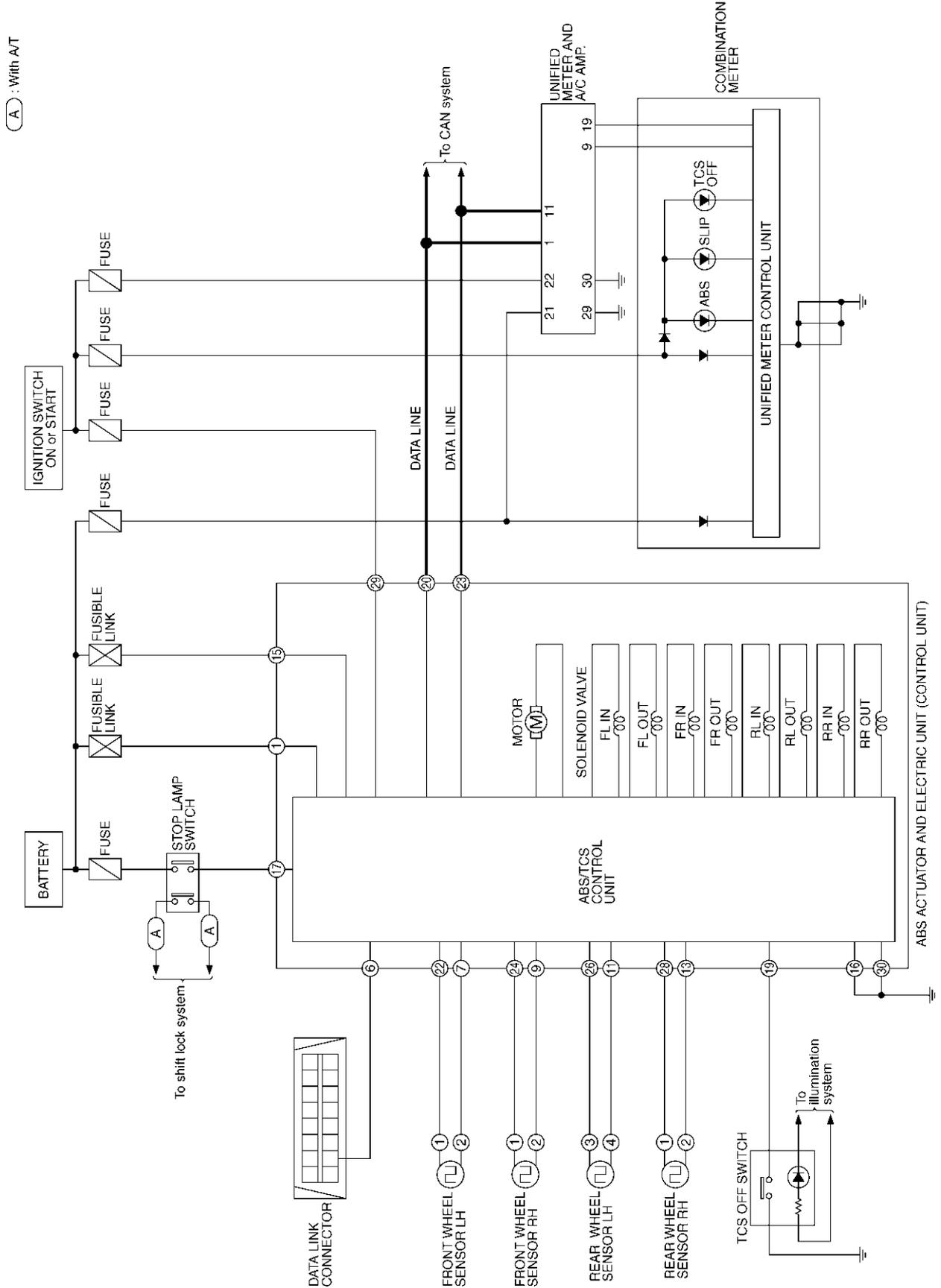
Component Parts Location

AFS0009K



Schematic— TCS —

AFS000XQ



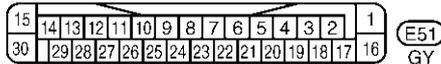
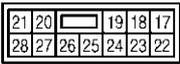
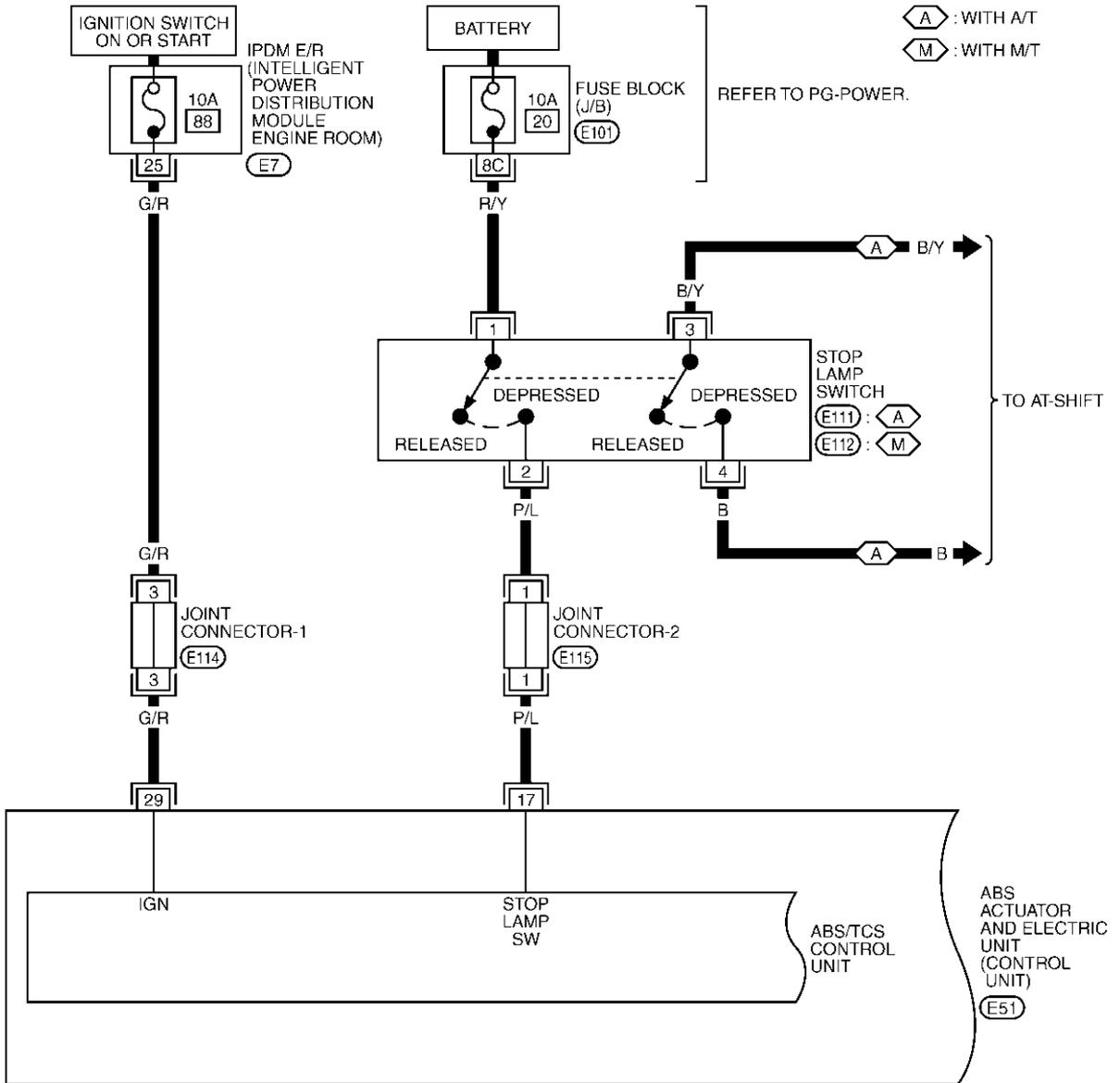
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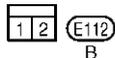
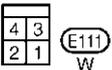
Wiring Diagram — TCS —

BRC-TCS-01



REFER TO THE FOLLOWING.

(E101) - FUSE BLOCK-JUNCTION BOX (J/B)



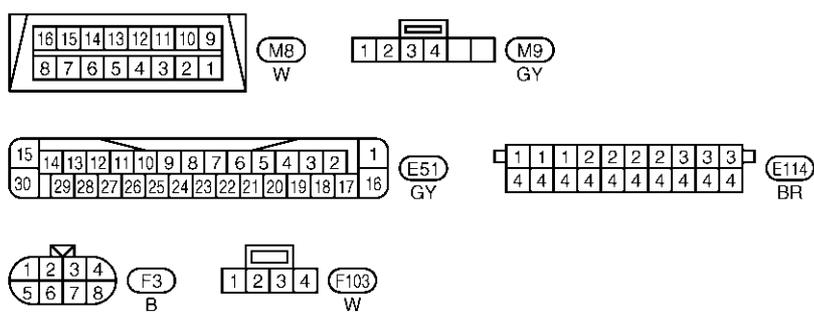
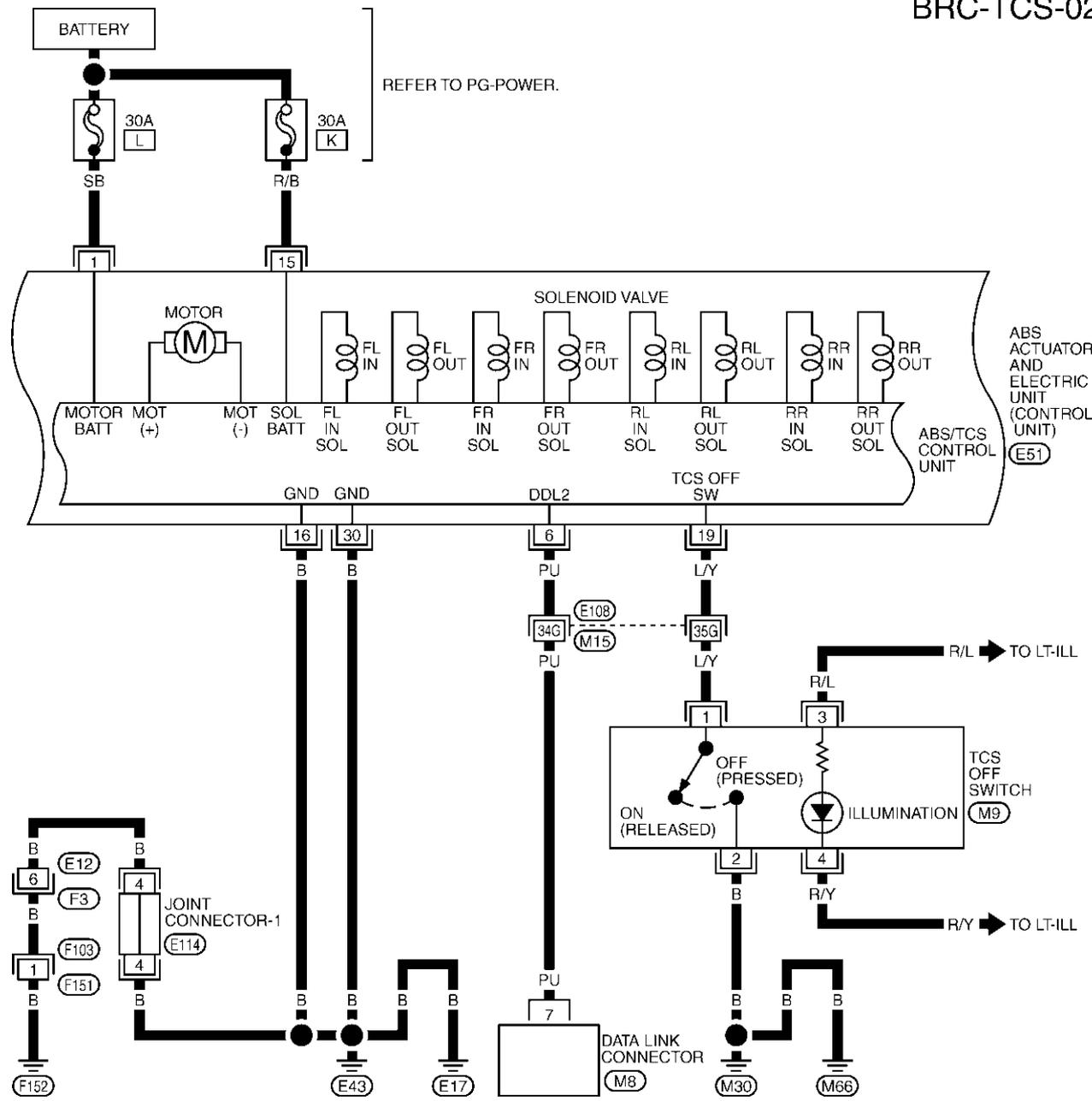
TROUBLE DIAGNOSIS

[TCS/ABS]

BRC-TCS-02

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REFER TO THE FOLLOWING.
 (E108) -SUPER MULTIPLE JUNCTION (SMJ)

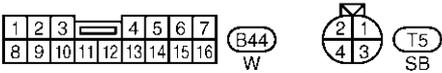
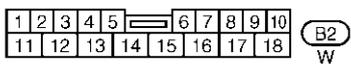
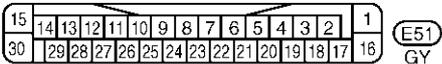
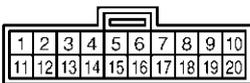
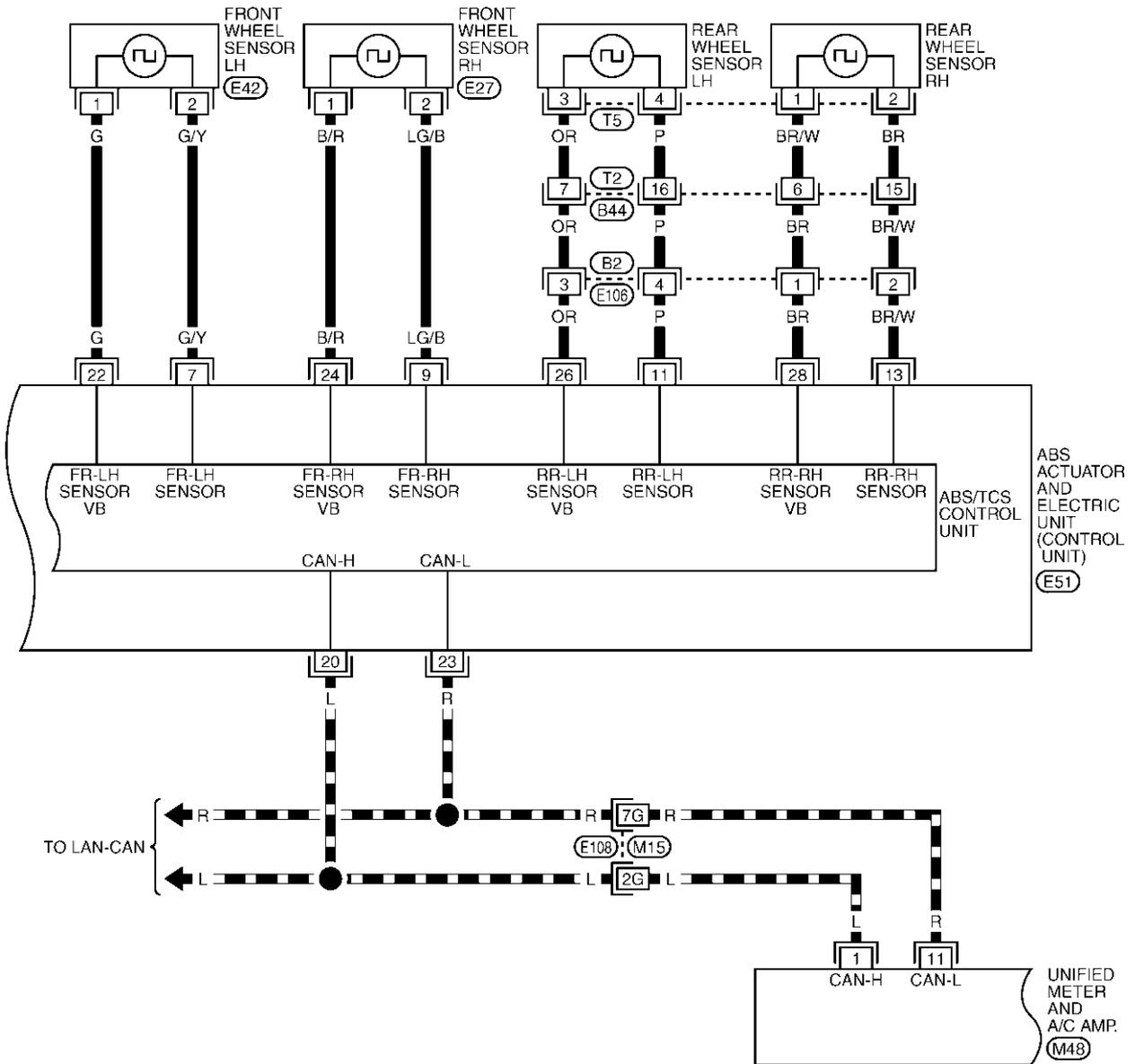
TFWT0039E

TROUBLE DIAGNOSIS

[TCS/ABS]

BRC-TCS-03

— : DATA LINE



REFER TO THE FOLLOWING.

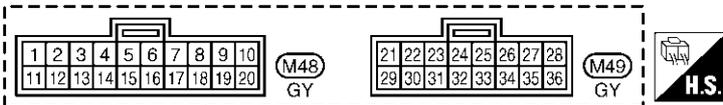
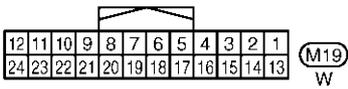
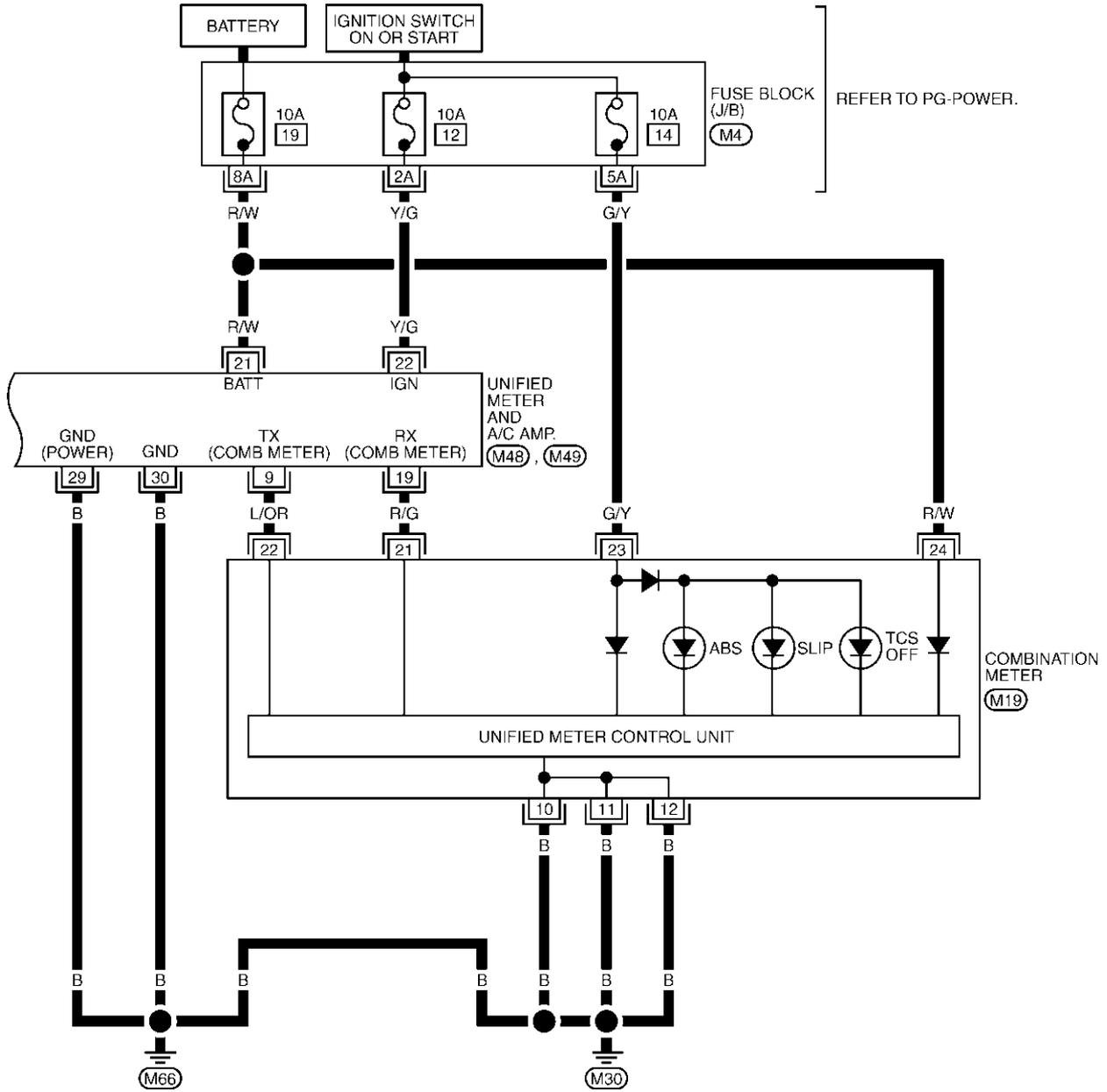
(E108) -SUPER MULTIPLE JUNCTION (SMJ)

TFWT0040E

TROUBLE DIAGNOSIS

[TCS/ABS]

BRC-TCS-04



REFER TO THE FOLLOWING.
 (M4) -FUSE BLOCK-JUNCTION BOX (J/B)

TFWT0041E

TROUBLE DIAGNOSIS

[TCS/ABS]

Control Unit Input/Output Signal Standard

AFS000YT

REFERENCE VALUE FROM CONSULT-II

CAUTION:

The display shows the control unit calculation data, so a normal value might be displayed even in the event the output circuit (harness) is open or short - circuited.

Monitor item	Display Content	Data monitor		Reference: Error inspection checklist
		Condition	Reference values for normal operation	
WHEEL SENSOR	Wheel speed calculated using signals from all four wheel sensors	Vehicle stopped	0 km/h (0 MPH)	BRC-76, "Inspection 1 Wheel Sensor System"
		While driving (Note 1)	Nearly matches the speedometer display ($\pm 10\%$ or less)	
IN ABS S/V OUT ABS S/V	Operation status of all solenoids	When the actuator solenoid operates or during a fail-safe	ON	---
		When the actuator relay operates and the actuator solenoid does not operate	OFF	
EBD warning lamp	Brake warning lamp on condition (Note 2)	Brake warning lamp ON	ON	BRC-75, "BASIC INSPECTION 3 ABS WARNING LAMP, TCS OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"
		Brake warning lamp OFF	OFF	
Stop lamp switch	Brake pedal operation	Brake pedal depressed	ON	BRC-81, "Inspection 6 Stop Lamp Switch System"
		Brake pedal not depressed	OFF	
ABS motor relay	Motor and motor relay operation status	When the motor relay and motor are operating	ON	BRC-79, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"
		When the motor relay and motor are not operating	OFF	
ABS ACTUATOR RELAY	Actuator relay operation status	When the actuator relay is operating	OFF	BRC-79, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"
		When the actuator relay is not operating	ON	
ABS warning lamp	ABS warning lamp on condition (Note 2)	ABS warning lamp ON	ON	BRC-75, "BASIC INSPECTION 3 ABS WARNING LAMP, TCS OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"
		ABS warning lamp OFF	OFF	
OFF lamp	TCS OFF indicator lamp on condition (Note 3)	TCS OFF indicator lamp ON	ON	BRC-75, "BASIC INSPECTION 3 ABS WARNING LAMP, TCS OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"
		TCS OFF indicator lamp OFF	OFF	
OFF switch	TCS switch ON-OFF status	TCS OFF switch ON (TCS OFF indicator lamp ON)	ON	BRC-82, "TCS OFF SWITCH"
		TCS OFF switch OFF (TCS OFF indicator lamp OFF)	OFF	

TROUBLE DIAGNOSIS

[TCS/ABS]

Monitor item	Display Content	Data monitor		Reference: Error inspection checklist
		Condition	Reference values for normal operation	
SLIP lamp	SLIP indicator lamp on condition (Note 4)	SLIP indicator lamp ON	ON	BRC-75. "BASIC INSPECTION 3 ABS WARNING LAMP, TCS OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"
		SLIP indicator lamp OFF	OFF	
Power supply voltage	Battery voltage supplied to TCS/ABS control unit	Ignition switch ON	10 - 16V	BRC-78. "Inspection 4 ABS Actuator and Electric Unit Power and Ground Systems"
Gear	Determined gear shift position from the A/T PNP switch signal	Driving	1 - 5 ● Differs depending on the transmission status. (M/T vehicles are always left in 1.)	—
Engine speed	Engine running	With engine stopped	0 rpm	Engine speed signal system
		With engine running	Almost in accordance with tachometer display	
N position signal	Determined gear shift position from the A/T PNP switch signal (Note 5)	N position	ON	—
		Other than N position	OFF	
P position signal	Determined gear shift position from the A/T PNP switch signal (Note5)	P position	ON	—
		Other than P position	OFF	
Fail signal	Fail signal status	During TCS fail-safe During ABS fail-safe During EBD fail-safe	OFF	TCS system ABS system EBD system

Note 1: Confirm tire pressure is normal.

Note 2: ABS warning lamp ON/OFF timing

ON: For approximately 1 second after the ignition switch is turned on or when an error is detected.

OFF: Approximately 1 second after the ignition switch is turned on (when system is normal).

Note 3: TCS OFF indicator lamp ON/OFF timing

ON: For approximately 1 second after the ignition switch is turned on, when an error is detected, or when the TCS OFF switch is on.

OFF: Approximately 1 second after the ignition switch is turned on (when system is normal), when TCS OFF switch is off.

Note 4: SLIP indicator lamp ON/OFF timing

ON: For approximately 1 second after the ignition switch is turned on or when an error is detected.

OFF: Approximately 1 second after the ignition switch is turned on (when system is normal), when TCS function is not operating

Flash: When the TCS function is operating during driving.

Note 5: A/T model.

CONSULT- II Functions CONSULT-II MAIN FUNCTION

AFS002QN

In a diagnosis function (main function), there are "SELF-DIAGNOSTIC RESULTS", "DATA MONITOR", "CAN DIAG SUPPORT MNTR", "ACTIVE TEST", "FUNCTION TEST", "ECU PART NUMBER".

TROUBLE DIAGNOSIS

[TCS/ABS]

Diagnostic test mode	Function	Reference
SELF-DIAGNOSTIC RESULTS	Self-diagnostic results can be read and erased quickly.	BRC-66. "SELF-DIAGNOSIS"
DATA MONITOR	Input/Output data in the ABS actuator and electric unit (control unit) can be read.	BRC-68. "DATA MONITOR"
CAN DIAG SUPPORT MNTR	The results of transmit/receive diagnosis of communication can be read.	—
ACTIVE TEST	Diagnostic Test Mode in which CONSULT-II drives some actuators apart from the ABS actuator and electric unit (control unit) and also shifts some parameters in a specified range.	BRC-71. "ACTIVE TEST"
FUNCTION TEST	Conducted by CONSULT-II instead of a technician to determine whether each system is "OK" or "NG".	—
ECU PART NUMBER	ABS actuator and electric unit (control unit) part number can be read.	—

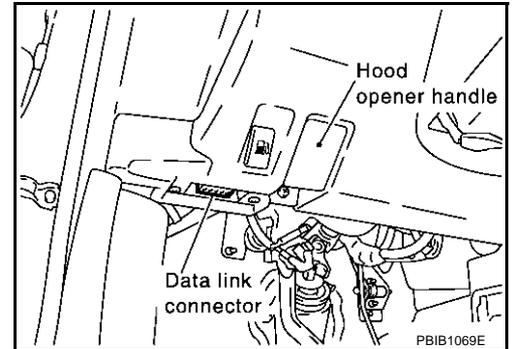
CONSULT-II BASIC OPERATION PROCEDURE

1. Turn ignition switch OFF.
2. Connect CONSULT-II and CONSULT-II CONVERTER to the data link connector.

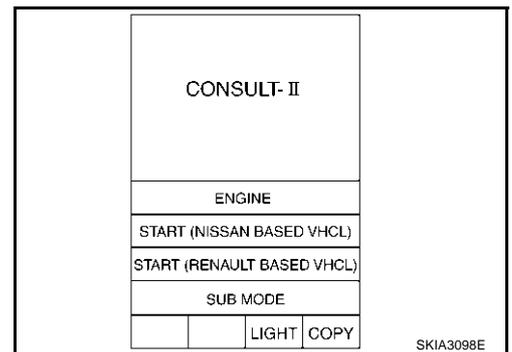
CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

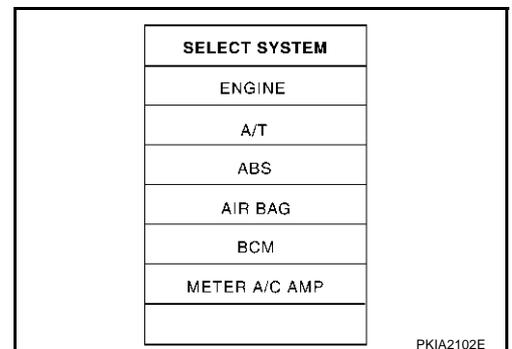
3. Turn ignition switch ON.



4. Touch "START (NISSAN BASED VHCL)".



5. Touch "ABS" in the "SELECT SYSTEM" screen.
If "ABS" is not indicated, go to [GI-39. "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).



TROUBLE DIAGNOSIS

[TCS/ABS]

6. Select the required diagnostic location from the "SELECT SYSTEM" screen.
For further information, see the CONSULT-II Operation Manual.

SELECT DIAG MODE			
SELF-DAIG RESULTS			
DATA MONITOR			
CAN DIAG SUPPORT MNTR			
ACTIVE TEST			
FUNCTION TEST			
ECU PART NUMBER			
BACK	LIGHT	COPY	

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SELF-DIAGNOSIS**Description**

If an error is detected in the system, ABS warning lamp, TCS OFF indicator lamp and SLIP indicator lamp on the combination meter turn on. In this case, perform self-diagnosis as follows:

Operation Procedure

1. Turn ignition switch OFF.
2. Connect CONSULT-II and CONSULT-II CONVERTER to the data link connector.

CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

3. Turn ignition switch ON.
4. Start engine and drive at approximately 30 km/h (19 MPH) or more for approximately 1 minute.
5. After stopping the vehicle, with the engine running, touch "START (NISSAN BASED VHCL)", "ABS", "SELF-DIAG RESULTS" in order on the CONSULT-II screen.

CAUTION:

If "START (NISSAN BASED VHCL)" is touched immediately after starting the engine or turning on the ignition switch, "ABS" might not be displayed in the System Selection screen. In this case, repeat the operation from step 1.

6. The self-diagnostic results are displayed. (If necessary, the self-diagnostic results can be printed out by touching "PRINT".)
 - When "NO FAILURE" is displayed, check the ABS warning lamp, TCS OFF indicator lamp, and SLIP indicator lamp.
7. Conduct the appropriate inspection from the display item list, and repair or replace the malfunctioning component.
8. Start engine and drive at approximately 30 km/h (19 MPH) or more for approximately 1 minute.

CAUTION:

● When a wheel sensor "short-circuit" is detected, if the vehicle is not driven at 30 km/h (19 MPH) or more for at least 1 minute, the ABS warning lamp will not turn off even if everything is normal.

9. Turn ignition switch OFF to prepare for erasing the memory.
10. Start the engine and touch "START (NISSAN BASED VHCL)", "ABS", "SELF-DIAG RESULTS", "ERASE MEMORY" in order on the CONSULT-II screen to erase the error memory.
If "ABS" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).

CAUTION:

If the error memory is not erased, re-conduct the operation from step 5.

11. For the final inspection, drive at approximately 30 km/h (19 MPH) or more for approximately 1 minute and confirm that the ABS warning lamp, TCS OFF indicator lamp, and SLIP indicator lamp are off.

TROUBLE DIAGNOSIS

[TCS/ABS]

Display Item List

Suspect Systems	Malfunction is detected when	Inspection system	
RR RH SENSOR-1	When the circuit in the rear RH wheel sensor is open.	BRC-76, "Inspection 1 Wheel Sensor System"(Note 1)	
RR LH SENSOR-1	When the circuit in the rear LH wheel sensor is open.		
FR RH SENSOR-1	When the circuit in the front RH wheel sensor is open.		
FR LH SENSOR-1	When the circuit in the front LH wheel sensor is open.		
FR LH SENSOR-2	When the circuit in the front LH wheel sensor is short-circuited. Or when the sensor power voltage is outside the standard. When the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.		
RR RH SENSOR-2	When the circuit in the rear RH wheel sensor is short-circuited. Or when the sensor power voltage is outside the standard. When the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.		
FR RH SENSOR-2	When the circuit in the front RH wheel sensor is short-circuited. Or when the sensor power voltage is outside the standard. When the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.		
RR LH SENSOR-2	When the circuit in the rear LH wheel sensor is short-circuited. Or when the sensor power voltage is outside the standard. When the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.		
MAIN RELAY	When the ABS actuator and electric unit (control unit) detects an error in the actuator relay system.		BRC-79, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"
STOP LAMP SW	When a stop lamp switch open-circuit is detected.		BRC-81, "Inspection 6 Stop Lamp Switch System"
FR LH IN ABS SOL	When the ABS actuator and electric unit (control unit) detects an error in the front left inlet solenoid system.		—
FR LH OUT ABS SOL	When the ABS actuator and electric unit (control unit) detects an error in the front left outlet solenoid system.		
RR RH IN ABS SOL	When the ABS actuator and electric unit (control unit) detects an error in the rear right inlet solenoid system.		
RR RH OUT ABS SOL	When the ABS actuator and electric unit (control unit) detects an error in the rear right outlet solenoid system.		
FR RH IN ABS SOL	When the ABS actuator and electric unit (control unit) detects an error in the front right inlet solenoid system.		
FR RH OUT ABS SOL	When the ABS actuator and electric unit (control unit) detects an error in the front right outlet solenoid system.		
RR LH IN ABS SOL	When the ABS actuator and electric unit (control unit) detects an error in the rear left inlet solenoid system.		
RR LH OUT ABS SOL	When the ABS actuator and electric unit (control unit) detects an error in the rear left outlet solenoid system.		
LOW POWER VOLTAGE	When the ABS actuator and electric unit (control unit) power voltage is lower than normal.	BRC-78, "Inspection 4 ABS Actuator and Electric Unit Power and Ground Systems"	
EMERGENCY BRAKE	When the ABS actuator and electric unit (control unit) malfunctions (pressure increase is too much or too little).	BRC-82, "Inspection 7 ABS Actuator and Electric Unit 2"	

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TROUBLE DIAGNOSIS

[TCS/ABS]

Suspect Systems	Malfunction is detected when	Inspection system
PUMP MOTOR, MOTOR RELAY SYSTEM	When the ABS actuator and electric unit (control unit) detects an error in the motor or motor relay.	BRC-79, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"
ABS CONTROLLER	When there is an internal error in the ABS actuator and electric unit (control unit).	BRC-78, "Inspection 3 ABS Actuator and Electric Unit 1"
CAN COMM CIRCUIT	When there is an error in the CAN communication system.	BRC-82, "Inspection 8 CAN Communication System" (Note 2)
ENGINE SIGNAL	When there is an error in an engine system main component	BRC-78, "Inspection 2 Engine System"

Note 1: After completing repairs of the shorted sensor circuit, when ignition switch is turned ON, ABS warning lamp turns on. Check that ABS warning lamp turns off while driving the vehicle at approximately 30 km/h (19 MPH) or more for approximately 1 minute according to self-diagnosis procedure. In addition, if wheel sensor 2 is displayed for the wheels, check the wheel sensor circuit and also check the control unit power voltage.

Note 2: When errors are detected in several systems, including the CAN communication system [U1000], troubleshoot the CAN communication system.

DATA MONITOR

Operation Procedure

1. After turning OFF the ignition switch, connect CONSULT-II and the CONVERTER to the data link connector.

CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

2. Touch "START (NISSAN BASED VHCL)", "ABS", "DATA MONITOR" in order on the CONSULT-II screen. If "ABS" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).

CAUTION:

When "START (NISSAN BASED VHCL)" is touched immediately after starting the engine or turning on the ignition switch, "ABS" might not be displayed in the system selection screen. In this case, repeat the operation from step 2.

3. Return to the Monitor Item Selection screen, and touch "ECU INPUT SIGNALS" or "MAIN SIGNALS" or "SELECTION FROM MENU". Refer to the following information.
4. When "START" is touched, the data monitor screen is displayed.

Display Item List

Item (Unit)	Monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
FR LH SENSOR [km/h (MPH)]	×	×	×	Wheel speed calculated by front LH wheel sensor signal is displayed.
FR RH SENSOR [(km/h (MPH)]	×	×	×	Wheel speed calculated by front RH wheel sensor signal is displayed.
RR LH SENSOR [km/h (MPH)]	×	×	×	Wheel speed calculated by Rear LH wheel sensor signal is displayed.
RR RH SENSOR [km/h (MPH)]	×	×	×	Wheel speed calculated by Rear RH wheel sensor signal is displayed.
FR LH IN SOL (ON/OFF)	—	×	×	Front left inlet ABS solenoid valve (ON/OFF) status is displayed.

TROUBLE DIAGNOSIS

[TCS/ABS]

Item (Unit)	Monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
FR LH OUT SOL (ON/OFF)	-	×	×	Front left outlet ABS solenoid valve (ON/OFF) status is displayed.
RR RH IN SOL (ON/OFF)	-	×	×	Rear right inlet ABS solenoid valve (ON/OFF) status is displayed.
RR RH OUT SOL (ON/OFF)	-	×	×	Rear right outlet ABS solenoid valve (ON/OFF) status is displayed.
FR RH IN SOL (ON/OFF)	-	×	×	Front right inlet ABS solenoid valve (ON/OFF) status is displayed.
FR RH OUT SOL (ON/OFF)	-	×	×	Front right outlet ABS solenoid valve (ON/OFF) status is displayed.
RR LH IN SOL (ON/OFF)	-	×	×	Rear left rear wheel inside ABS solenoid valve (ON/OFF) status is displayed.
RR LH OUT SOL (ON/OFF)	-	×	×	Rear left outlet ABS solenoid valve (ON/OFF) status is displayed.
EBD WARN LAMP (ON/OFF)	-	×	×	Brake warning lamp (ON/OFF) status is displayed.
STOP LAMP SW (ON/OFF)	×	×	×	Stop lamp switch (ON/OFF) status is displayed.
MOTOR RELAY (ON/OFF)	-	×	×	ABS motor relay (ON/OFF) condition is displayed.
ACTUATOR RLY (ON/OFF)	-	×	×	ABS actuator relay (ON/OFF) status is displayed.
ABS WARN LAMP (ON/OFF)	-	×	×	ABS warning lamp (ON/OFF) status is displayed.
OFF LAMP (ON/OFF)	-	×	×	TCS OFF indicator lamp (ON/OFF) status is displayed.
OFF SW (ON/OFF)	×	×	×	TCS OFF switch (ON/OFF) status is displayed.
SLIP LAMP (ON/OFF)	-	×	×	SLIP indicator lamp (ON/OFF) status is displayed.
BATTERY VOLT (V)	×	×	×	The voltage supplied to the ABS actuator and electric unit (control unit) is displayed.
GEAR (Note1)	×	×	×	The gear position determined from the A/T PNP switch signal is displayed.
ENGINE SPEED (rpm) (Note2)	×	×	×	Engine speed status determined from the CAN communication signal is displayed.
N POSI SIG (ON/OFF) (Note1)	-	-	×	Shift position determined from the A/T PNP switch signal is displayed.
P POSI SIG (ON/OFF) (Note1)	-	-	×	Shift position determined from the A/T PNP switch signal is displayed.

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TROUBLE DIAGNOSIS

[TCS/ABS]

Item (Unit)	Monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
ACCEL POS SIG (%)	×	-	×	Throttle position status determined from the CAN communication signal is displayed.
EBD SIGNAL (ON/OFF)	-	-	×	EBD operation (ON/OFF) status is displayed.
ABS SIGNAL (ON/OFF)	-	-	×	ABS operation (ON/OFF) status is displayed.
TCS SIGNAL (ON/OFF) (Note2)	-	-	×	TCS operation (ON/OFF) status is displayed.
EBD FAIL SIG (ON/OFF)	-	-	×	EBD fail-safe signal (ON/OFF) status is displayed.
ABS FAIL SIG (ON/OFF)	-	-	×	ABS fail-safe signal (ON/OFF) status is displayed.
TCS FAIL SIG (ON/OFF) (Note2)	-	-	×	TCS fail-safe signal (ON/OFF) status is displayed.
CRANKING SIG (ON/OFF) (Note2)	-	-	×	Ignition switch START position signal input status is displayed.
ASCD SIGNAL (ON/OFF)	-	-	×	ASCD (ON/OFF) status is displayed.

×: Applicable

-: Not applicable

(Note1): A/T model.

ACTIVE TEST

CAUTION:

- Do not perform active test while driving.
- Make sure to completely bleed air from the brake system.
- The ABS and brake warning lamps turn on during the active test.

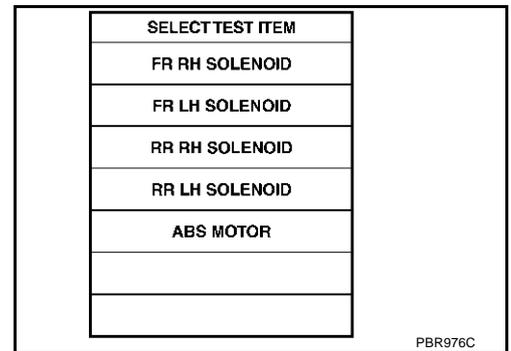
Operation Procedure

1. Connect the CONSULT-II and CONVERTER to the data link connector and start the engine.

CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

2. Touch "START (NISSAN BASED VHCL) " on the display screen.
3. Touch "ABS".
If "ABS" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit" .](#)
4. Touch "ACTIVE TEST".
5. The test item selection screen is displayed.
6. Touch necessary test item.



7. With the "MAIN SIGNALS" display shown in reverse, touch "START".
8. The Active Test screen will be displayed, so conduct the following test.

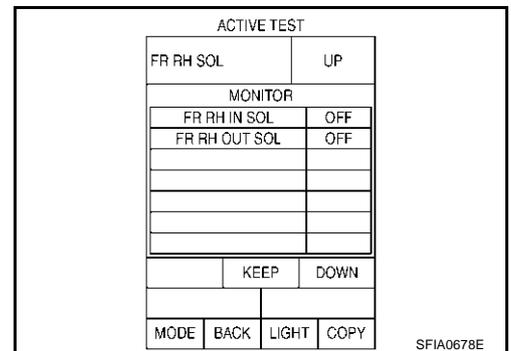
Test Item

Solenoid valve

CAUTION:

The example shown is for the front right wheel. The procedure for the other wheels is the same as given below.

1. For ABS solenoid valve, touch "UP", "KEEP", and "DOWN". Then use screen monitor to check that solenoid valve operates as shown in Solenoid Valve Operation Chart. Refer to "Solenoid Valve Operation Chart".



Operation		ABS solenoid valve		
		UP	KEEP	DOWN
Front RH ABS S/V	ABS inlet S/VAR-FR	OFF	ON	ON
	ABS outlet S/VAR-FR	OFF	OFF	ON*
Front LH ABS S/V	ABS inlet S/VAL-FL	OFF	ON	ON
	ABS outlet S/VAL-FL	OFF	OFF	ON*

TROUBLE DIAGNOSIS

[TCS/ABS]

Operation		ABS solenoid valve		
		UP	KEEP	DOWN
Rear OH ABS S/V	ABS inlet S/VAR-RR	OFF	ON	ON
	ABS outlet S/V-RR	OFF	OFF	ON*
Rear LH ABS S/V	ABS inlet S/V-RL	OFF	ON	ON
	ABS outlet S/V-RL	OFF	OFF	ON*

*: ON for 1 to 2 seconds after the touch, and then OFF

NOTE:

- When the active test is conducted while depressing the pedal, the pedal depression amount will change, but this is normal.
- Approximately 10 seconds after the operation is begun, "TEST STOP" will be displayed.
- To conduct a retest after "TEST STOP" is displayed, touch "BACK" and conduct the from the step 6.

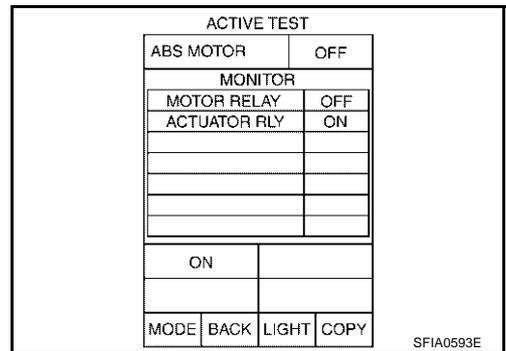
ABS Motor

Touch "ON", "OFF" on the display screen and make sure the ABS motor relay is operating as shown in the table below.

Operation	ON	OFF
MOTOR RELAY	ON	OFF
ACTUATOR RLY	ON	ON

NOTE:

- When the active test is conducted while depressing the pedal, the pedal depression amount will change, but this is normal.
- Approximately 10 seconds after the operation is begun, "TEST STOP" will be displayed.



Correct and Quick Diagnosis DIAGNOSIS PRECAUTIONS

- Before performing the trouble diagnosis, always read the general information (GI) to confirm the general precautions. Refer to [GI-4, "General Precautions"](#) .
- After completing service, always erase the self-diagnosis results. Refer to [BRC-63, "CONSULT- II Functions"](#) .
- When inspection of the continuity or voltage between units is performed, check connector terminals for disconnection, looseness, bend, or collapse. If any non-standard condition is detected, repair or replace applicable part.
- Intermittent errors may be caused by a poor connection in the harness, connector, or terminal. Move harnesses, harness connectors, or terminals by hand to make sure all connections are solid and undamaged.
- If a circuit tester is used for the check, be careful not to forcibly extend any connector terminal.
- TCS/ABS is a system that uses electronic control to perform brake control and engine power control. Therefore, phenomena like those shown in the following table may occur, but this is because the system is working normally.

Symptom	Symptom description	Result
Motor operation noise	This is the sound of the motor operating inside ABS actuator and electric unit (control unit), and there may be some low sounds while TCS or ABS is operating.	Normal
	Just after the engine starts, the motor operating noise may be heard. This is a normal status of the system operation check.	
System operation check noise	When the engine is started, you may barely be able to hear a slight thudding sound from the engine room, but this sound is made by the system operation check and is normal.	Normal
TCS operation (SLIP indicator lamp ON)	TCS may be activated any time the vehicle suddenly accelerates, suddenly downshifts, or is driven on a road with a varying surface friction coefficient.	Normal When conducting the inspection on a chassis dynamometer, cancel the TCS function.
	When inspecting the speedometer, etc., press TCS OFF switch to turn off TCS function before conducting the work.	
	When accelerator pedal is depressed on a chassis dynamometer (front wheel fixing type), the vehicle speed will not increase. This is normal, because TCS is activated by the stationary front wheels. The warning lamp may also turn on to show "sensor system error" in this case. This is not a malfunction either, because the stationary front wheels are detected. Restart engine, and drive the vehicle at 30 km/h (19 MPH) or higher to check that the warning lamp no longer turns on.	
ABS operation (longer stopping distance)	Stopping distance may be longer for vehicles with ABS when the vehicle drives on rough or snow-covered roads. Use lower speeds when driving on these kinds of roads.	Normal
Sluggish feel	Depending on road circumstances, the driver may have a sluggish feel. This is normal, because under TCS operation optimum traction has the highest priority (safety first). Sometimes the driver has a slight sluggish feel in response to substantial accelerator pedal operation.	Normal

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TROUBLE DIAGNOSIS

[TCS/ABS]

ABS Warning Lamp, TCS OFF Indicator Lamp, SLIP Indicator Lamp On/Off Timing

x: ON - : OFF

Condition	ABS warning lamp	TCS OFF indicator lamp	SLIP indicator lamp	Remarks
Ignition switch OFF	-	-	-	—
For approximately "1" second after ignition switch ON	x	x	x	—
After approximately "1" second after ignition switch ON (When system is normal)	-	-	-	Turns off 2 second after engine start
When the TCS OFF switch is turned on (TCS function off)	-	x	-	—
TCS/ABS error	x	x	x	—
	x	x	-	When there is an ABS actuator and electric unit error (power or ground error)
TCS error	-	x	x	—

Basic Inspection

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BASIC INSPECTION 1 BRAKE FLUID AMOUNT, LEAKS, AND BRAKE PADS INSPECTION

1. Check fluid level in the brake reservoir tank. If fluid level is low, refill the brake fluid.
2. Check the brake piping and around the ABS actuator and electric unit (control unit) for leaks. If there is leaking or oozing fluid, check the following items.
 - If ABS actuator and electric unit (control unit) connection is loose, tighten the piping to the specified torque and re-conduct the leak inspection to make sure there are no leaks.
 - If there is damage to the connection flare nut or ABS actuator and electric unit (control unit) screw, replace the damaged part and re-conduct the leak inspection to make sure there are no leaks.
 - When there is fluid leaking or oozing from a part other than ABS actuator and electric unit (control unit) connection, if the fluid is just oozing out, use a clean cloth to wipe off the oozing fluid and re-check for leaks. If fluid is still oozing out, replace the damaged part.
 - When there is fluid leaking or oozing at ABS actuator and electric unit (control unit), if the fluid is just oozing out, use a clean cloth to wipe off the oozing fluid and re-check for leaks. If fluid is still oozing out, replace the ABS actuator and electric unit (control unit) body.

CAUTION:

ABS actuator body cannot be disassembled.

3. Check the brake pad degree of wear. Refer to [BR-26, "Removal and Installation of Brake Pad"](#) or [BR-32, "Removal and Installation of Brake Pad"](#) in "Front Disc Brake" and [BR-39, "Removal and Installation of Brake Pad"](#) or [BR-45, "Removal and Installation of Brake Pad"](#) in "Rear Disc Brake".

BASIC INSPECTION 2 POWER SYSTEM TERMINAL LOOSENESS AND BATTERY INSPECTION

Make sure the battery positive cable, negative cable and ground connection are not loose. In addition, check the battery voltage to make sure it has not dropped.

BASIC INSPECTION 3 ABS WARNING LAMP, TCS OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION

1. Make sure ABS warning lamp, TCS OFF indicator lamp (when TCS OFF switch is OFF), and SLIP indicator lamp turns ON approximately 1 second when the ignition switch is turned ON. If they do not, check the TCS OFF indicator lamp and then TCS OFF switch. Refer to [BRC-82, "TCS OFF SWITCH"](#) . Check CAN communications. Refer to "CAN Communication Inspection". If there are no errors with TCS OFF switch and CAN communication system, check combination meter. Refer to [DI-4, "COMBINATION METERS"](#) .
2. Make sure the lamp turns off approximately 1 second after the ignition switch is turned on. If the lamp does not turn off, conduct self-diagnosis.
3. With the engine running, make sure TCS OFF indicator lamp turns on and off when TCS OFF switch is turned on and off. If the indicator lamp status does not correspond to switch operation, check the TCS OFF switch system. Refer to [BRC-82, "TCS OFF SWITCH"](#) .
4. Make sure ABS warning lamp, TCS OFF indicator lamp, and SLIP indicator lamp turn off 2 seconds after the engine is started. If ABS warning lamp, TCS OFF indicator lamp, and SLIP indicator lamp have not turned off 10 seconds after the engine has been started, conduct self-diagnosis of the ABS actuator and electric unit.
5. After conducting the self-diagnosis, be sure to erase the error memory. Refer to [BRC-63, "CONSULT- II Functions"](#)

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Inspection 1 Wheel Sensor System

INSPECTION PROCEDURE

After using the CONSULT-II SELF-DIAG RESULTS to determine the location of the malfunctioning wheel sensor, check all areas to determine the component to be replaced.

CAUTION:

- Do not measure the resistance value and also voltage between the sensor terminal with tester etc., because the sensor is an active sensor.
- Do not expand the terminal of the connector with a/the tester terminal stick, when it does the inspection with the tester.

1. TIRE INSPECTION

Check air pressure, wear, and size.

Are the air pressure, wear, and size within the standard values?

YES >> GO TO 2.

NO >> Adjust air pressure, or replace tire.

2. SENSOR AND SENSOR ROTOR INSPECTION

- Check the condition of the sensor mount (for looseness, etc.).
- Check the surface of the front sensor rotor rubber for damage.
- Check the rear sensor rotor for damage.

OK or NG

OK >> GO TO 3.

NG >> Repair the sensor mount or replace the sensor rotor.

3. SELF-DIAGNOSIS RESULT CHECK

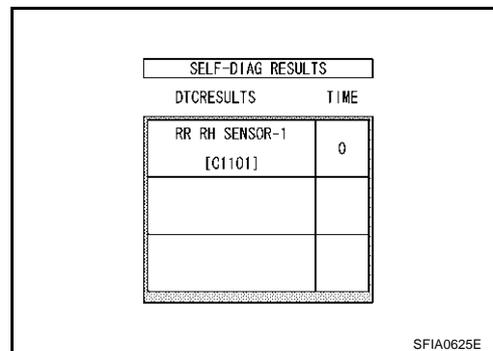
Check self-diagnosis results.

Self-diagnosis results
FR RH SENSOR -1, -2
FR LH SENSOR-1, -2
RR RH SENSOR-1, -2
RR LH SENSOR-1, -2

Is the above displayed in the self-diagnosis display items?

YES >> GO TO 4.

NO >> Inspection End



4. CONNECTOR INSPECTION

1. Disconnect TCS/ABS control unit connector E51 and the malfunctioning wheel sensor connector E42 (FR - LH) or E27 (FR - RH) or T5 (RR - RH, LH). Check the terminal to see if it is deformed, disconnected, loose, etc., and replace it if any non-standard condition is found.
2. Reconnect the connector, drive at a speed of approximately 30 km/h (19 MPH) for approximately 1 minute, and conduct self-diagnosis.

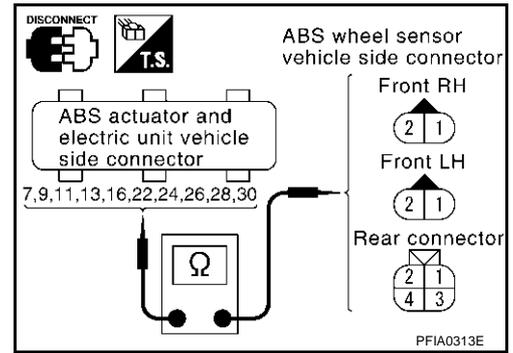
OK or NG

OK >> The connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 5.

5. WHEEL SENSOR HARNESS INSPECTION

1. Turn off the ignition switch and disconnect the wheel sensor connector E42 (FR - LH) or E27 (FR - RH) or T5 (RR - RH, LH) and TCS/ABS control unit connector E51.
2. Check the continuity between terminals. (Also check the continuity when the steering wheel is turned right and left and when the sensor harness inside the wheel well is moved.)



Wheel	Power system		Signal system		Ground system	
	ABS actuator and electric unit (control unit)	Wheel sensor	ABS actuator and electric unit (control unit)	Wheel sensor	ABS actuator and electric unit (control unit) (Signal)	ABS actuator and electric unit (control unit) (GND)
Front RH	24 (B/R)	1 (B/R)	9 (LG/B)	2 (LG/B)	9 (LG/B), 24 (B/R)	16 (B), 30(B)
Front LH	22 (G)	1 (G)	7 (G/Y)	2 (G/Y)	7 (G/Y), 22 (G)	16(B), 30(B)
Rear RH	28 (BR)	1 (BR/W)	13 (BR/W)	2 (BR)	13 (BR/W), 28 (BR)	16 (B), 30(B)
Rear LH	26 (OR)	3 (OR)	11(P)	4 (P)	11 (P), 26 (OR)	16 (B), 30(B)

- Power system** : Continuity should exist.
- Signal system** : Continuity should exist.
- Ground system** : Continuity should not exist.

OK or NG

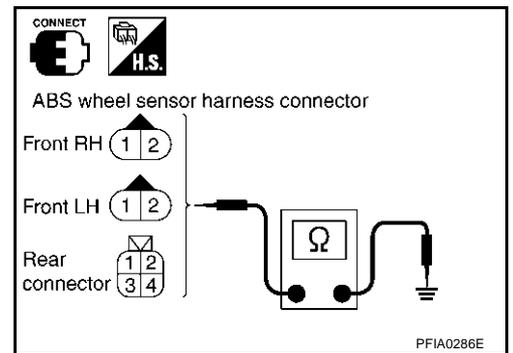
OK >> GO TO 6.

NG >> Repair harness and connector between control unit and wheel sensor.

6. WHEEL SENSOR POWER CIRCUIT INSPECTION

1. Connect the wheel sensor connector E42 (FR - LH) or E27 (FR - RH) or T5 (RR - RH, LH) and TCS/ABS control unit connector E51.
2. Turn on the ignition switch and check the voltage between the power terminal and the ground.

- Voltage**
- Front RH** 1 (B/R) - Ground : 8V or more
- Front LH** 1 (G) - Ground : 8V or more
- Rear RH** 1 (BR/W) - Ground : 8V or more
- Rear LH** 3 (OR) - Ground : 8V or more



OK or NG

OK >> Replace wheel sensor.

NG >> Replace the control unit.

Inspection 2 Engine System

AFS000YZ

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

 Self-diagnosis results

 ENGINE SIGNAL 1

 ENGINE SIGNAL 2

 ENGINE SIGNAL 3

 ENGINE SIGNAL 4

 ENGINE SIGNAL 5

 ENGINE SIGNAL 6

Is the above displayed in the self-diagnosis display items?

YES >> GO TO 2.

NO >> Inspection End

2. ENGINE SYSTEM INSPECTION

1. Conduct an ECM self-diagnosis and repair or replace any non-standard items. Re-conduct ECM self-diagnosis.
2. Re-conduct TCS/ABS control unit self-diagnosis.

OK or NG

OK >> Inspection End

NG >> Repair or replace any non-standard items. Re-conduct the self-diagnosis.

Inspection 3 ABS Actuator and Electric Unit 1

AFS000Z0

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

 Self-diagnosis results

 ABS CONTROLLER

Is the above displayed in the self-diagnosis display items?

YES >> Replace ABS actuator and electric unit. Re-conduct the self-diagnosis.

NO >> Inspection End

Inspection 4 ABS Actuator and Electric Unit Power and Ground Systems

AFS000Z1

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

 Self-diagnosis results

 LOW BATTERY VOLTAGE

Is the above displayed in the self-diagnosis display items?

YES >> GO TO 2.

NO >> Inspection End

2. CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit connector E51, check the terminal to see if it is deformed, disconnected, loose, etc., and if there is an error, repair or replace the terminal.
2. Securely reconnect the connector and conduct self-diagnosis.

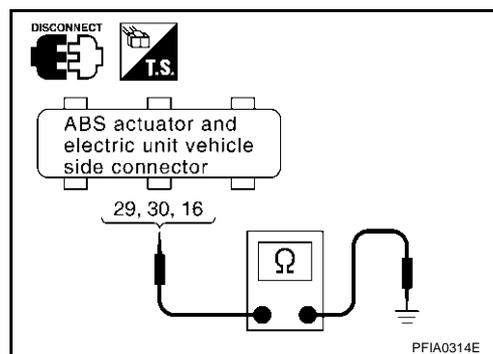
OK or NG

OK >> The connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 3.

3. ABS ACTUATOR AND ELECTRIC UNIT POWER AND GROUND CIRCUIT INSPECTION

Disconnect ABS actuator and electric unit connector E51. Check continuity and voltage between connector terminals and ground.



Terminal number	Signal name	Measuring condition	Measured value
29 (G/R)	Power supply	Ignition switch ON	Battery voltage (approx. 12V)
		Ignition switch OFF	Approx. 0V
30 (B), 16 (B)	Ground	Ignition switch OFF	Continuity should exist.

OK or NG

OK >> Check battery (terminal looseness, power drop, etc.) Error. If there is an error, make repairs.

NG >> Corresponding harness circuit error. Repair the circuit.

Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System

AFS0002Z

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Is the above displayed in the self-diagnosis item?

YES >> GO TO 2.

NO >> Inspection End

2. CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit connector E51, check the terminal to see if it is deformed, disconnected, loose, etc., and if there is an error, repair or replace the terminal.
2. Securely reconnect the connector and conduct self-diagnosis.

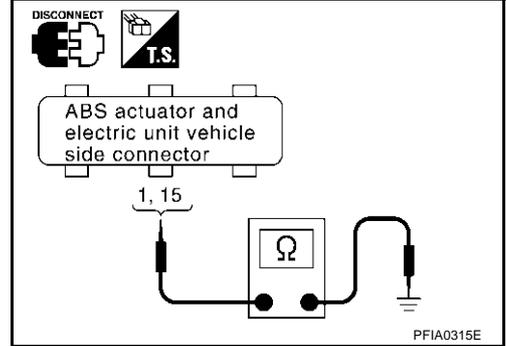
OK or NG

OK >> The connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 3.

3. ABS ACTUATOR RELAY OR ABS MOTOR RELAY POWER CIRCUIT INSPECTION

1. Disconnect the ABS actuator and electric unit connector E51.
2. For the ABS actuator relay, measure the voltage between the connector terminal 1 (SB) and the ground. For the ABS motor relay, measure the voltage between the connector terminal 15 (R/B) and the ground.



ABS actuator and electric unit (Harness connector)	Ground	Voltage
1 (SB)	—	Battery voltage (approx. 12V)
15 (R/B)	—	Battery voltage (approx. 12V)

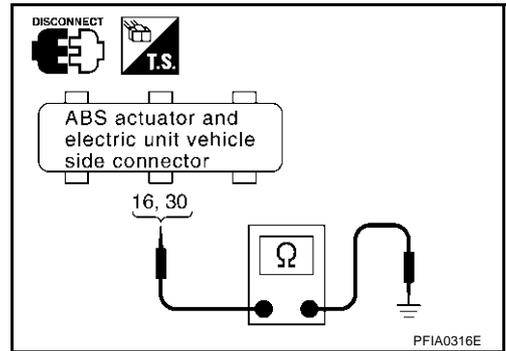
OK or NG

OK >> GO TO 4

NG >> Error in the circuit between the battery and the ABS actuator and electric unit. Repair the circuit.

4. ABS ACTUATOR AND ELECTRIC UNIT GROUND CIRCUIT INSPECTION

Check the ABS actuator and electric unit ground circuit.



ABS actuator and electric unit (Harness connector)	Ground	Continuity
16 (B) and 30 (B)	—	Continuity should exist.

OK or NG

OK >> Replace the ABS actuator and electric unit.

NG >> Open or short in harness. Repair or replace the harness.

Inspection 6 Stop Lamp Switch System

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results

STOP LAMP SW

Is the above displayed in the self-diagnosis display item?

- YES >> GO TO 2.
- NO >> Inspection End

2. CONNECTOR INSPECTION

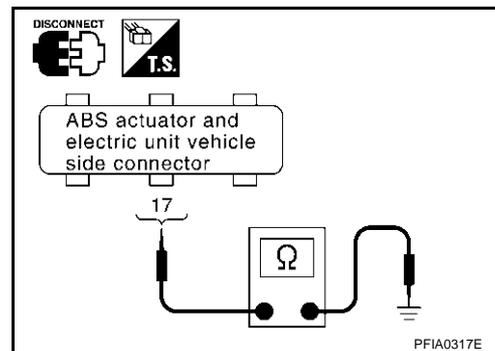
1. Disconnect the ABS actuator and electric unit connector E51 and stop lamp switch connector E112 (M/T model) or E111 (A/T model), check the terminal for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Securely reconnect the connector and conduct self-diagnosis.
3. Start engine
4. Repeat pumping brake pedal carefully several time, then perform self-diagnosis again

OK or NG

- OK >> The connector terminal contact is loose, damaged, open or shorted.
- NG >> GO TO 3.

3. STOP LAMP SWITCH CIRCUIT INSPECTION

1. Turn off the ignition switch and disconnect ABS actuator and electric unit connector E51.
2. Check the voltage between the ABS actuator and electric unit connector terminal and the ground.



ABS actuator and electric unit (Harness connector)	Ground	Measuring condition	Voltage
17 (P/L)	-	Brake pedal depressed	Battery voltage (approx. 12V)
		Brake pedal not depressed	0V

OK or NG

- OK >> Inspection End
- NG >> Open or short in harness between the ABS actuator and electric unit and the stop lamp switch.
Repair or replace the harness.

Inspection 7 ABS Actuator and Electric Unit 2

AFS000Z4

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results
EMERGENCY BRAKE

When any item other than “emergency brake” is indicated in self-diagnosis display, follow the instructions below.

CAUTION:

“Emergency brake” is indicated when control unit itself is detected as an error. If this display item is indicated, replace control unit.

Is the above displayed in the self-diagnosis display items?

- YES >> Replace the ABS actuator and electric unit.
- NO >> Inspection End

Inspection 8 CAN Communication System

AFS002Q0

INSPECTION PROCEDURE

1. CHECK CONNECTOR

1. Turn ignition switch OFF, disconnect the ABS actuator and electric unit (control unit) connector, and check the terminal for deformation, disconnection, looseness, and so on. If there is a malfunction, repair or replace the terminal.
2. Reconnect connector to perform self-diagnosis.

Is “CAN COMM CIRCUIT” displayed in the self-diagnosis display items?

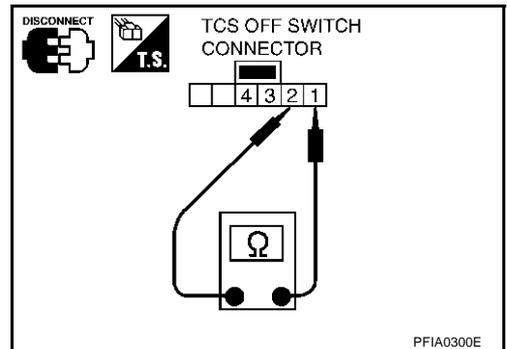
- YES >> Print out the self-diagnostic results, and refer to [LAN-4, "Precautions When Using CONSULT-II"](#) .
- NO >> Connector terminal connection is loose, damaged, open, or shorted.

**Component Inspection
TCS OFF SWITCH**

AFS000Z6

- Turn off the ignition switch, disconnect the TCS OFF switch connector M9, and check the continuity between terminals 1 and 2.

- 1 - 2 : Continuity should exist when pushing the switch.**
- : Continuity should not exist when releasing the switch.**



PF1A0300E

Symptom 1 Excessive ABS Function Operation Frequency

AFS000Z7

1. INSPECTION START

Check brake force distribution.

OK or NG

- OK >> GO TO 2.
- NG >> Check brake system.

2. FRONT AND REAR AXLE INSPECTION

Make sure there is no excessive play in the front and rear axles.

OK or NG

- OK >> GO TO 3.
NG >> Repair.

3. WHEEL SENSOR INSPECTION

Wheel Sensor Inspection

- Sensor mount and damage inspection
- Sensor rotor mount and damage inspection
- Sensor connector connection inspection
- Sensor harness inspection

OK or NG

- OK >> GO TO 4.
NG >> Sensor or sensor rotor replacement

4. ABS WARNING LAMP DISPLAY CHECK

Make sure the warning lamp turns off approximately 1 second after the ignition switch is turned on or when driving.

OK or NG

- OK >> Normal
NG >> Perform self-diagnosis. Refer to [BRC-66, "SELF-DIAGNOSIS"](#).

Symptom 2 Unexpected Pedal Reaction

AFS00028

1. BRAKE PEDAL STROKE INSPECTION

Check brake pedal stroke.

Is the stroke too big?

- YES >> ● Bleed air from the brake piping.
● Check the brake pedal, brake booster, and master cylinder mount for play, looseness, and brake system for fluid leaks, etc. If any malfunctions are found, make repairs.
- NO >> GO TO 2.

2. PERFORMANCE CHECK

Disconnect the ABS actuator and electric unit connector E51, and make sure the braking force is sufficient when the ABS is not operating. After the inspection, reconnect the connector.

OK or NG

- OK >> GO TO 3.WHEEL SENSOR INSPECTION in [BRC-82, "Symptom 1 Excessive ABS Function Operation Frequency"](#).
NG >> Check brake system.

Symptom 3 The Braking Distance Is Long

AFS00029

CAUTION:

On slippery road surfaces, the stopping distance might be longer with the ABS operating than when the ABS is not operating.

1. PERFORMANCE CHECK

Disconnect ABS actuator and electric unit connector E51 to deactivate ABS. In this condition, check stopping distance. After inspection, connect connector.

OK or NG

OK >> ● Bleed air from the brake piping.
● Check brake system.

NG >> GO TO 3.WHEEL SENSOR INSPECTION in [BRC-82, "Symptom 1 Excessive ABS Function Operation Frequency"](#).

Symptom 4 The ABS Function Does Not Operate

AFS000ZA

CAUTION:

The ABS does not operate when the speed is 10 km/h (6 MPH) or less.

1. ABS WARNING LAMP DISPLAY CHECK

Make sure the warning lamp turns off approximately 1 second after the ignition switch is turned on or when driving.

OK or NG

OK >> GO TO 3.WHEEL SENSOR INSPECTION in [BRC-82, "Symptom 1 Excessive ABS Function Operation Frequency"](#).

NG >> Perform self-diagnosis. Refer to [BRC-63, "CONSULT- II Functions"](#).

Symptom 5 Pedal Vibration or ABS Operation Sound Occurs

AFS000ZB

CAUTION:

Under the following conditions, when brake pedal is lightly depressed (just place a foot on it), ABS is activated and vibration is felt. However, this is normal.

- When shifting gears
- When driving on slippery road
- During cornering at high speed
- When passing over bumps or grooves [50 mm (1.97 in) or more]
- When pulling away just after starting engine [at approximately 10 km/h (6 MPH) or higher]

1. SYMPTOM CHECK 1

Check if pedal vibration or operation sound occurs when the engine is started.

OK or NG

OK >> GO TO 2.

NG >> Perform self-diagnosis. Refer to [BRC-66, "SELF-DIAGNOSIS"](#).

2. SYMPTOM CHECK 2

Check the symptom when electrical component (headlamps, etc.) Switches are operated.

Does the symptom occur when the electrical component (head lamp, etc.) Switches are operated?

YES >> Check if there is a radio, antenna, antenna lead wire, or wiring close to the control unit (or its wiring), and if there is, move it farther away.

NO >> GO TO 3.WHEEL SENSOR INSPECTION in [BRC-82, "Symptom 1 Excessive ABS Function Operation Frequency"](#).

Symptom 6 The Vehicle Jerks Around During TCS/ABS Control

AFS000ZC

1. ENGINE SPEED SIGNAL INSPECTION

Conduct CONSULT-II ABS actuator and electric unit "Data Monitor".

Is the speed during idling 400 rpm or higher?

YES >> GO TO 3.

NO >> GO TO 2.

2. ECM SELF-DIAGNOSIS RESULT ITEM CHECK

Perform ECM self-diagnosis.

Are self-diagnosis items displayed?

- YES >> Check the corresponding items. Refer to [EC-80, "TROUBLE DIAGNOSIS"](#) in "Engine Control (EC section)".
- NO >> GO TO 3.

3. SYMPTOM CHECK 1

Check if the vehicle jerks during TCS/ABS control.

OK or NG

- OK >> Inspection End
- NG >> GO TO 4.

4. A/T SELF-DIAGNOSIS RESULT ITEM CHECK

Perform A/T self-diagnosis.

OK or NG

- OK >> GO TO 5.
- NG >> Check the corresponding items. Refer to [AT-40, "TROUBLE DIAGNOSIS"](#) in "A/T".

5. SYMPTOM CHECK 2

Check if the vehicle jerks during TCS/ABS control.

OK or NG

- OK >> Inspection End
- NG >> GO TO 6.

6. SELF-DIAGNOSIS RESULT ITEM INSPECTION 1

Conduct self-diagnosis of the ABS actuator and electric unit.

Are self-diagnosis items displayed?

- YES >> Check the corresponding items, make repairs, and re-conduct the ABS actuator and electric unit self-diagnosis.
- NO >> GO TO 7.

7. CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit connector E51 and the ECM connectors, check the terminals for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the connector.
2. Securely reconnect the connector and conduct self-diagnosis.

OK or NG

- OK >> If the connector terminal contact is loose, damaged, open or shorted, repair or replace the connector terminal.
- NG >> GO TO 8.

8. SELF-DIAGNOSIS RESULT ITEM INSPECTION 2

Re-conduct the ABS actuator and electric unit self-diagnosis.

Are self-diagnosis items displayed?

- YES >> Repair or replace any non-standard items.
- NO >> GO TO 9.

9. INSPECTION OF CIRCUIT BETWEEN ABS ACTUATOR AND ELECTRIC UNIT AND THE ECM

Check the CAN communication system. Refer to [BRC-82, "Inspection 8 CAN Communication System"](#) .

OK or NG

OK >> Inspection End

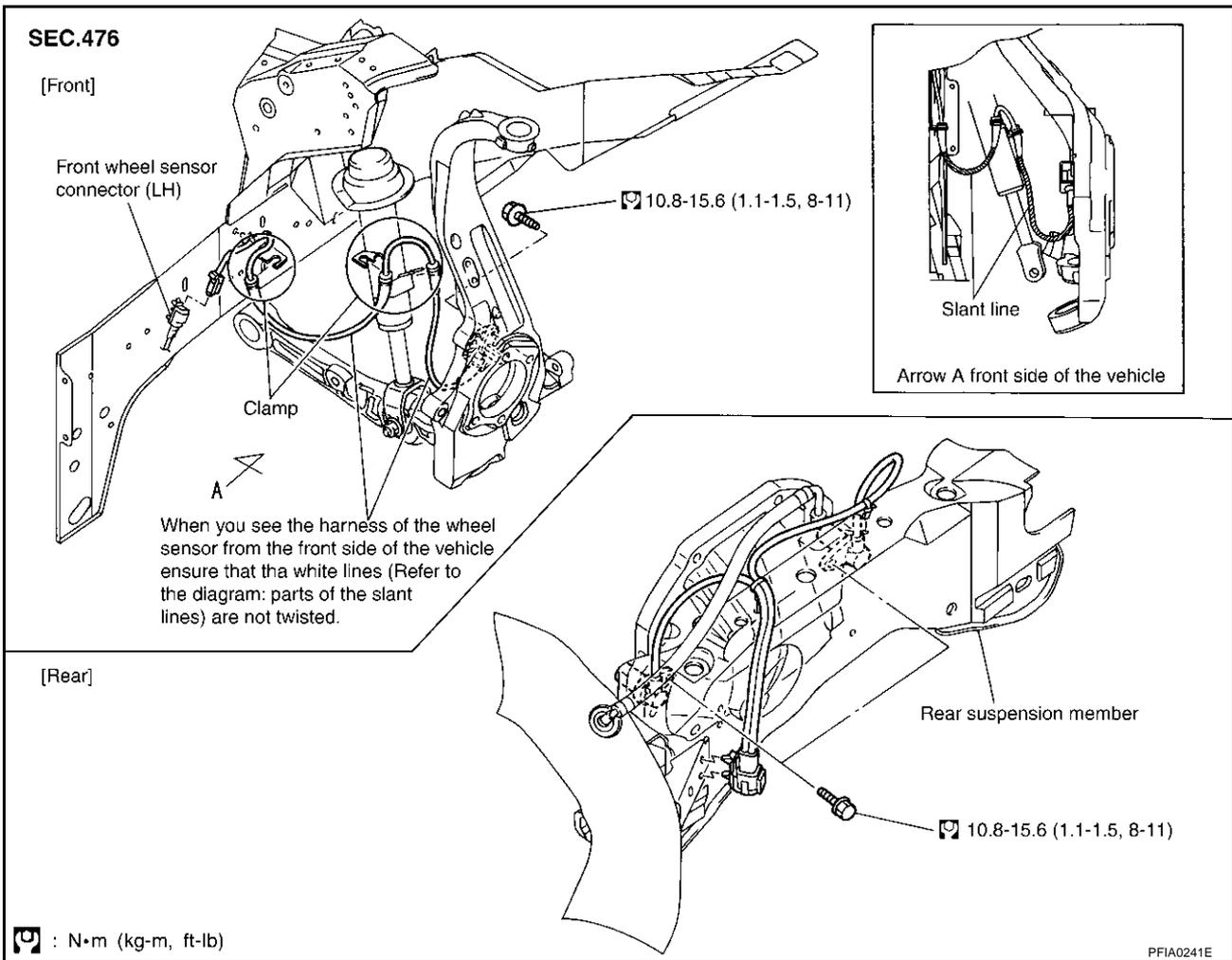
NG >> Connect the connector and re-conduct the ABS actuator and electric unit self-diagnosis.

WHEEL SENSORS

PFP:47910

Removal and Installation

AFS000A9



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REMOVAL

Pay attention to the following when removing sensor.

CAUTION:

- As much as possible, avoid rotating sensor when removing it. Pull sensors out without pulling on sensor harness.
- Take care to avoid damaging sensor edges or rotor teeth. Remove wheel sensor first before removing front or rear wheel hub. This is to avoid damage to sensor wiring and loss of sensor function.

INSTALLATION

Pay attention to the following when installing sensor. Tighten installation bolts and nuts to specified torques.

- When installing, check that there is no foreign material such as iron chips on pick-up and mounting hole of the sensor. Check that no foreign material has been caught in the sensor rotor motor. Remove any foreign material and clean the mount.
- When installing front sensor, be sure to press rubber grommets in until they lock at the three locations shown in diagram (2 at shock absorbers and 1 at body panel). When installed, harness must not be twisted. White line on harness (shaded part) must be visible from front.

SENSOR ROTOR

PFP:47970

Removal and Installation

AFS0011V

REMOVAL

Front

Sensor rotor cannot be disassembled. To replace sensor rotor, replace hub bearing assembly. Refer to [FAX-4, "Removal and Installation"](#) in "Front Axle/Drive Shaft" in "FAX" section.

Rear

- Follow procedure below to remove rear sensor rotor.
- Remove side flange. Refer to [RFD-8, "SIDE OIL SEAL"](#) in "Rear Final Drive" in "RFD" section.
- Using a bearing replacer (special service tool) and puller (commercial service tool), remove sensor rotor from the side flange.

INSTALLATION

Front

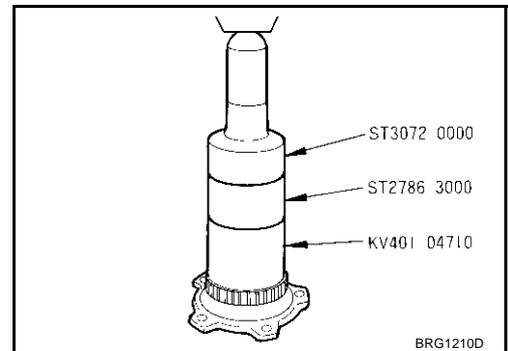
Sensor rotor cannot be disassembled. To replace sensor rotor, replace hub bearing assembly. Refer to [FAX-4, "Removal and Installation"](#) in "Front Axle/Drive Shaft" in "FAX" section.

Rear

- Follow procedure below to install rear sensor rotor.
- Using a drift (special service tool), press rear sensor rotor onto the side flange.
- Install side flange. Refer to [RFD-8, "SIDE OIL SEAL"](#) in "Rear Final Drive" in "RFD" section.

Number of sensor rotor teeth

Rear : 46

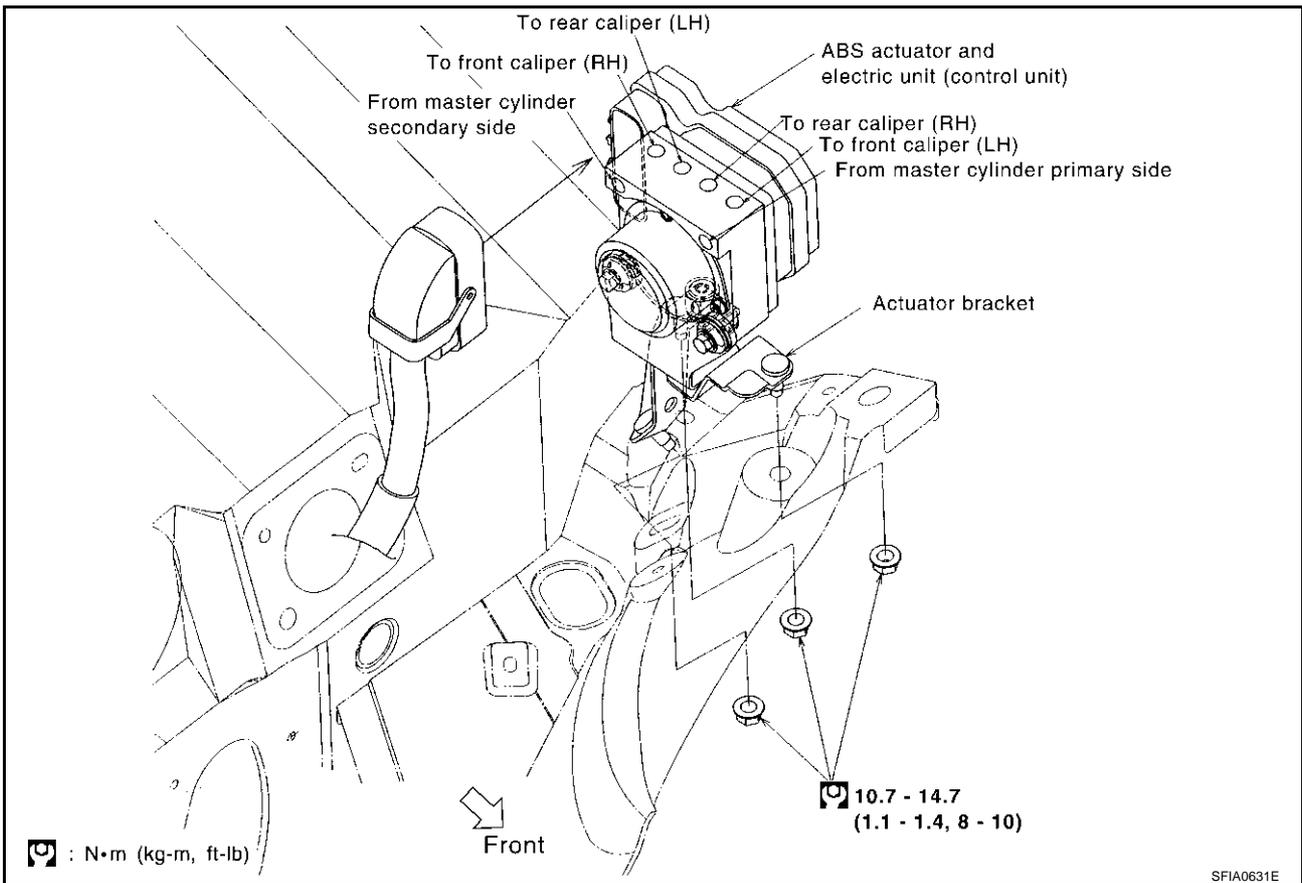


ABS ACTUATOR AND ELECTRIC UNIT (ASSEMBLY)

PFP:47660

Removal and Installation

AFS000AB



SFIA0631E

Pay attention to the following when removing actuator.

CAUTION:

- Before servicing, disconnect battery cables.
- To remove brake tube, use a flare nut wrench to prevent flare nuts and brake tube from being damaged. To install, use flare nut wrench (commercial service tool).
- Do not remove and install actuator by holding harness.
- After work is completed, bleed air from brake piping. Refer to [BR-10. "Bleeding Brake System"](#).
- Be sure to securely connect the ground cable.

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PRECAUTIONS

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Precautions for Battery Service

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Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

AFS000AC

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

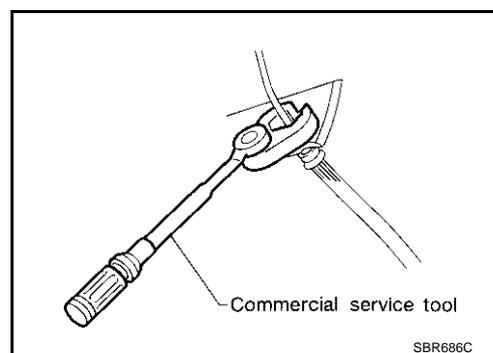
WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

Precautions for Brake System

AFS000AD

- Recommended fluid is brake fluid “DOT 3”.
- Never reuse drained brake fluid.
- Be careful not to splash brake fluid on painted areas such as body. If brake fluid is splashed, wipe it off and flush area with water immediately.
- Never use mineral oils such as gasoline or kerosene to clean. They will ruin rubber parts and cause improper operation.
- Using a flare nut torque wrench, securely tighten brake tube flare nuts.
- Brake system is an important safety part. If a brake fluid leak is detected, always disassemble the affected part. If a malfunction is detected, replace part with a new one.
- Before working, turn ignition switch OFF and disconnect electrical connectors of VDC/TCS/ABS control unit or battery terminals.
- When installing brake piping, be sure to check torque.



Precautions for Battery Service

AFS00150

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

Precautions for Brake Control

AFS000AE

- During ABS operation, brake pedal lightly vibrates and a mechanical noise may be heard. This is normal.
- Just after starting vehicle after ignition switch ON, brake pedal may vibrate or motor operating noise may be heard from engine compartment. This is a normal status of operation check.

PRECAUTIONS

[VDC/TCS/ABS]

- Stopping distance may be longer than that of vehicles without ABS when vehicle drives on rough, gravel, or snow-covered (fresh, deep snow) roads.
- When an error is indicated by ABS or another warning lamp, collect all necessary information from customer (what symptoms are present under what conditions) and check for simple causes before starting diagnostic servicing. Besides electrical system inspection, check booster operation, brake fluid level, and oil leaks.
- If tire size and type are used in an improper combination, or brake pads are not Genuine NISSAN parts, stopping distance or steering stability may deteriorate.
- If there is a radio, antenna, or antenna lead-in wire (including wiring) near control module, ABS function may have a malfunction or error.
- If aftermarket parts (car stereo, CD player, etc.) Have been installed, check for incidents such as harness pinches, open circuits, and improper wiring.
- If the following components are replaced with non-genuine components or converted, the VDC OFF indicator lamp and SLIP indicator lamp may turn on or the VDC system may not operate properly. Components related to suspension (Shock Absorber, Strut, Spring, Bush, etc.), Tires, wheels (exclude specified size), components related to brake (Pad, Rotor, Caliper, etc.), Components related to engine (Muffler, ECM, etc.), Components related to body reinforcement (Roll bar, Tower bar, etc.).
- Driving in the condition of breakage or excessive wear of the suspension, tires or components related to the brakes may cause the VDC OFF indicator lump and the SLIP indicator lamp to turn on, and the VDC system may not operate properly.
- When the TCS or VDC is activated by sudden acceleration or sudden turn, some noise may occur if the brake pedal is used. The noise is a result of the normal operation of the TCS and VDC.
- When driving on roads which have extreme slopes (such as mountainous roads) or high banks (such as sharp carves on a freeway), the VDC may not operate normally, or the VDC warning lamp may turn on. However, this is not a problem if normal operation can be resumed after restarting the engine.
- Sudden turns (such as spin turns, acceleration turns), drifting, etc. When VDC function is OFF (VDC SW ON) may cause the yaw rate/side G -sensor system indicate a problem. However this is not a problem if normal operation can be resumed after restarting the engine.

Diagnosis Precaution CAN SYSTEM

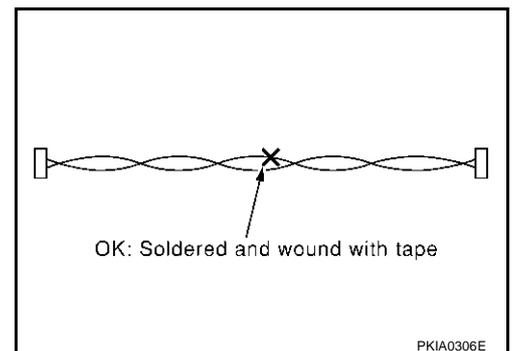
AFS000AF

- Do not apply voltage of 7.0V or higher to terminal to be measured.
- Maximum open terminal voltage of tester in use shall be 7.0V or lower.
- Before checking harnesses, turn ignition switch to OFF and disconnect battery negative cable.

Precaution for Harness Repair CAN SYSTEM

AFS000AG

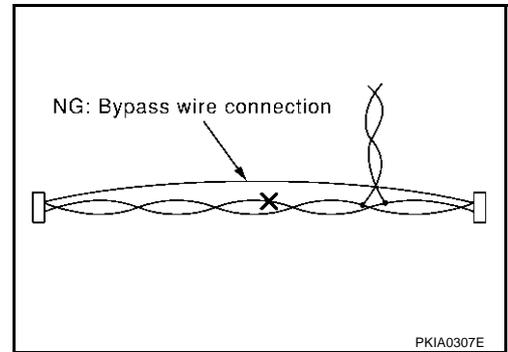
- Area to be repaired shall be soldered, and wrapped with a tape (be sure that fraying of twisted wire shall be within 110 mm 4.33 in)).



PRECAUTIONS

[VDC/TCS/ABS]

- Do not make a bypass connection to repaired area. (If it is done, branch part will be removed and characteristics of twisted wire will be lost.)



PREPARATION

[VDC/TCS/ABS]

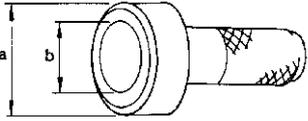
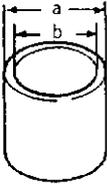
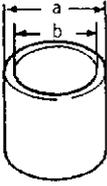
PREPARATION

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Special Service Tools

AFS0014Z

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
ST3072 0000 (J 25405) Drift a: 77 mm (0.03 in) dia. b: 55 mm (2.17 in) dia.	 <p style="text-align: right;">ZZA0701D</p>
ST2786 3000 (—) Drift a: 75 mm (2.95 in) dia. b: 62 mm (2.44 in) dia.	 <p style="text-align: right;">ZZA0832D</p>
kV401 04710 (—) a: 76 mm (2.99 in) dia. b: 68.5 mm (2.697 in) dia.	 <p style="text-align: right;">ZZA0832D</p>

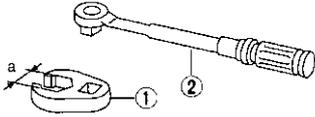
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Commercial Service Tools

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Tool name	Description
1. Flare nut crowfoot a: 10mm (0.39 in) 2. Torque wrench	 <p style="text-align: right;">S-NT360</p>

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ON-VEHICLE SERVICE

PFP:00000

Adjustment of Steering Angle Sensor Neutral Position

AFS000AI

In case of doing work that applies to the list below, make sure to adjust neutral position of steering angle sensor before running vehicle.

Situation	Adjustment of Steering Angle Sensor Neutral Position
Removing/Installing VDC/TCS/ABS control unit	-
Replacing VDC/TCS/ABS control unit	-
Removing/Installing steering angle sensor	×
Removing/Installing steering components	×
Removing/Installing suspension components	×
Removing/Installing the same tire to the same position	-
Change 4 tires to new ones	-
Change some of 4 tires to new ones (not 4 tires)	-
Tire rotation	-
Adjusting wheel alignment	×

×: Required

-: Not required

1. Stop vehicle with front wheels in straight-ahead position.
2. Connect the CONSULT-II and converter to the vehicle side DDL2 diagnosis connectors. Refer to [BRC-116, "CONSULT-II Functions"](#).
3. Turn the ignition switch on and in the following order touch "ABS" "WORK SUPPORT" "ANGLE SENSOR ADJUSTMENT" in the CONSULT-II screen. Refer to [BRC-116, "CONSULT-II Functions"](#).
4. Touch "START".

CAUTION:
Do not touch steering wheel while adjusting steering angle sensor.
5. After approximately 10 seconds, touch "END". (After approximately 60 seconds, it ends automatically.)
6. Turn ignition switch OFF, then turn it ON again.

CAUTION:
Be sure to carry out above operation.
7. Run vehicle with front wheels in straight-ahead position, then stop.
8. Select "DATA MONITOR", "CONTROL MODULE INPUT ITEM", and "STEERING ANGLE SIGNAL" on CONSULT-II screen. Then check that "STEERING ANGLE SIGNAL" is within 0 ± 2.5 deg. If value is more than specification, repeat steps 1 to 5.
9. Erase memory of VDC/TCS/ABS control unit and ECM.
10. Turn ignition switch to OFF.

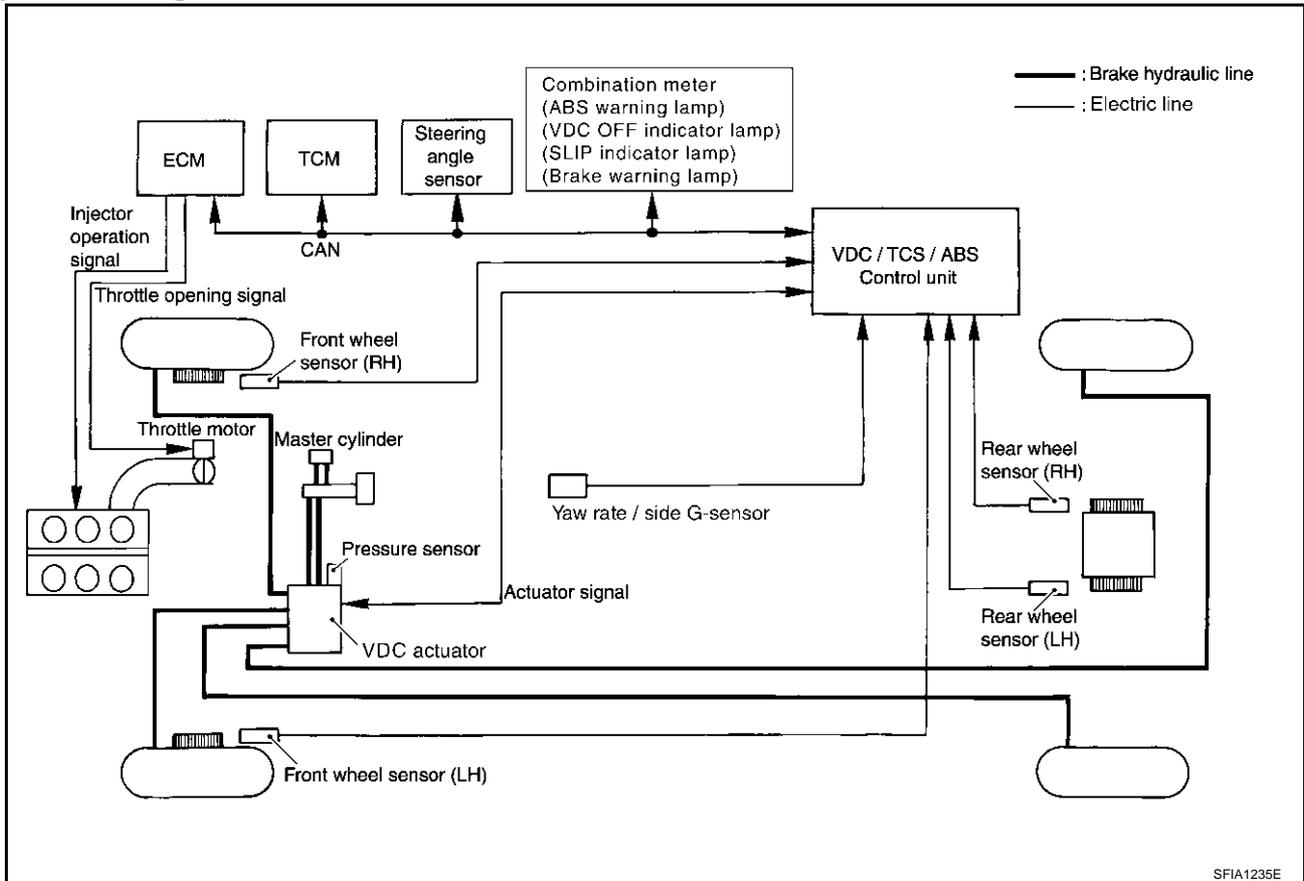


SYSTEM DESCRIPTION

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System Diagram

AFS000ZD



SFIA1235E

VDC Function

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- In addition to the TCS/ABS function, the driver steering amount and brake operation amount are detected from the steering angle sensor and pressure sensor, and the vehicle's driving status (amount of understeering / oversteering) is determined from information from the yaw rate sensor/side G sensor, wheel sensor, etc., and this information is used to improve vehicle stability by controlling the braking and engine power to all four wheels.
- The SLIP indicator lamp flashes to inform the driver of VDC operation.
- During VDC operation, the body and brake pedal lightly vibrate and mechanical noises may be heard. This is normal.
- The ABS warning lamp, VDC OFF indicator lamp, and SLIP indicator lamp might turn on when the vehicle is subject to strong shaking or large vibration, such as when the vehicle is on a turn table or a ship while the engine is running. In this case, restart the engine on a normal road, and if the ABS warning lamp, VDC OFF indicator lamp, and SLIP indicator lamp turn off, there is no problem.

TCS Function

AFS000ZG

- The wheel spin of the drive wheels is detected by the VDC/TCS/ABS control unit from the wheel speed signals from the four wheels, so if wheel spin occurs, the rear wheel right and left brake fluid pressure control and engine fuel cut are conducted while the throttle value is restricted to reduce the engine torque and decrease the amount of wheel spin. In addition, the degree the throttle is opened is controlled to achieve the optimum engine torque.
- Depending on road circumstances, the driver may have a sluggish feel. This is normal, because the optimum traction has the highest priority under TCS operation.
- TCS may be activated any time the vehicle suddenly accelerates, suddenly downshifts, or is driven on a road with a varying surface friction coefficient.
- During TCS operation, it informs a driver of system operation by flashing SLIP indicator lamp.

ABS Function

AFS0010J

- The Anti-Lock Brake System is a function that detects wheel revolution while braking, and it improves handling stability during sudden braking by electrically preventing 4 wheel lock. Maneuverability is also improved for avoiding obstacles.
- If the electrical system breaks down, then the Fail-Safe function starts, the ABS becomes inoperative, and the ABS warning lamp turns on.
- Electrical System Diagnosis by CONSULT-II is available.

EBD Function

AFS0010K

- Electronic Brake Distributor is a function that detects subtle slippages between the front and rear wheels during braking, and it improves handling stability by electronically controlling the Brake Fluid Pressure which results in reduced rear wheel slippage.
- In case of electrical system break down, the Fail-Safe function is activated, the EBD and ABS becomes inoperative, and the ABS warning lamp and brake warning lamp are turned on.
- Electrical System Diagnosis by CONSULT-II is available.

**Fail-Safe Function
VDC / TCS SYSTEM**

AFS0010F

In case of Throttle Control System trouble, the VDC OFF indicator lamp and SLIP indicator lamp are turned on, and the condition of the vehicle is the same as the condition of vehicles without VDC / TCS equipment. In case of trouble to the Throttle Control System, the ABS control continues to operate normally without VDC / TCS control.

CAUTION:

If the Fail-Safe function is activated, then perform the Self Diagnosis for VDC/TCS/ABS control system.

ABS, EBD SYSTEM

In case of electrical problems with the ABS, the ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp will turn on. In case of electrical problem with the EBD, Brake warning lamp, ABS warning lamp, VDC OFF indicator lamp and SLIP indicator lamp will turn on. Simultaneously, the VDC/ TCS/ABS become one of the following conditions of the Fail-Safe function.

1. For ABS trouble, only the EBD is activated and the condition of the vehicle is the same condition of vehicles without TCS/ABS equipment.
2. For EBD trouble, the EBD and ABS become inoperative, and the condition of the vehicle is the same as the condition of vehicles without TCS/ABS, EBD equipment.

NOTE:

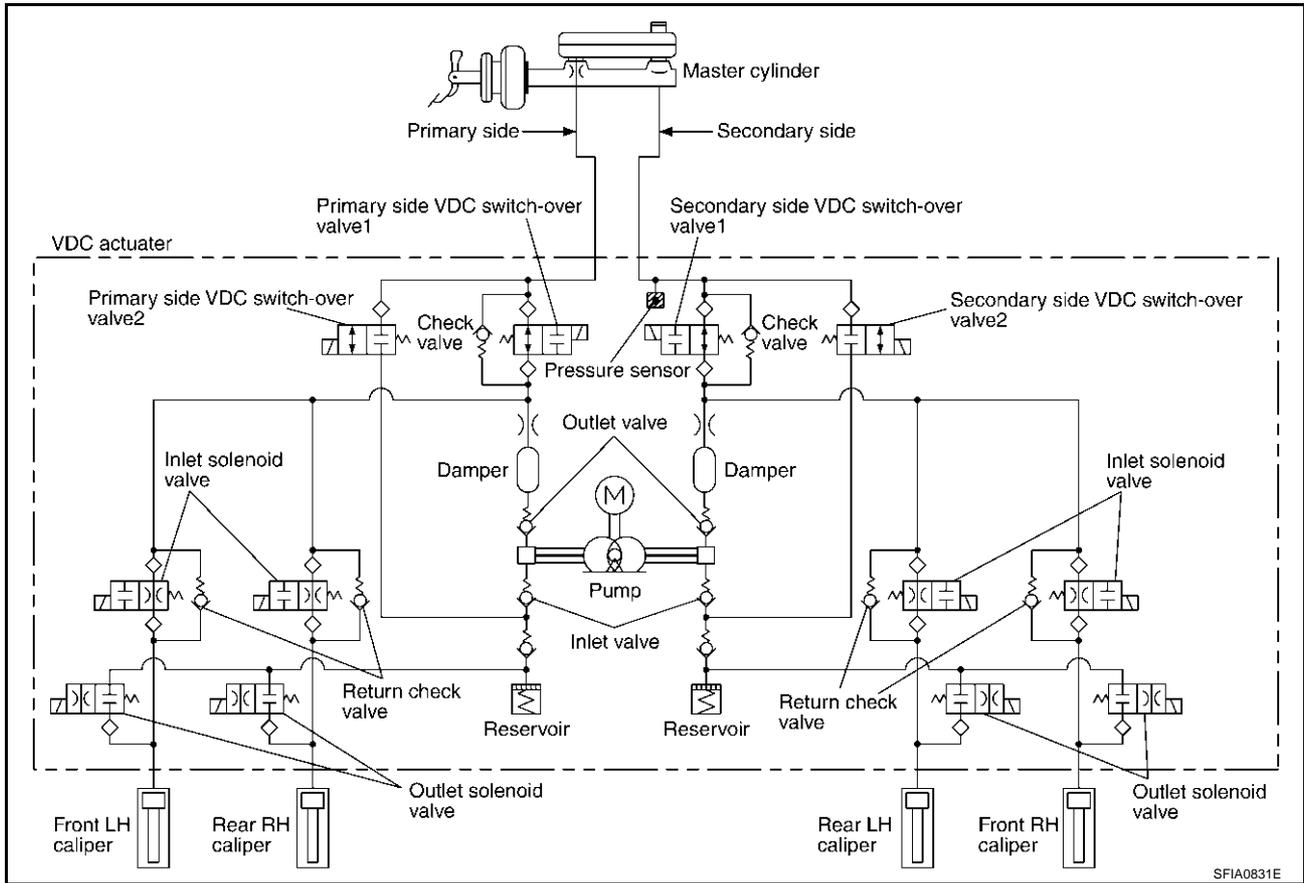
In condition 1 described above, an ABS Self Diagnosis sound may be heard. That is a normal condition because a self diagnosis for "Key Switch ON" and "the First Starting" are being performed.

SYSTEM DESCRIPTION

[VDC/TCS/ABS]

Hydraulic Circuit Diagram

AFS0010G



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CAN COMMUNICATION

PFP:23710

System Description

AFS0010H

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

CAN Communication Unit

AFS0010I

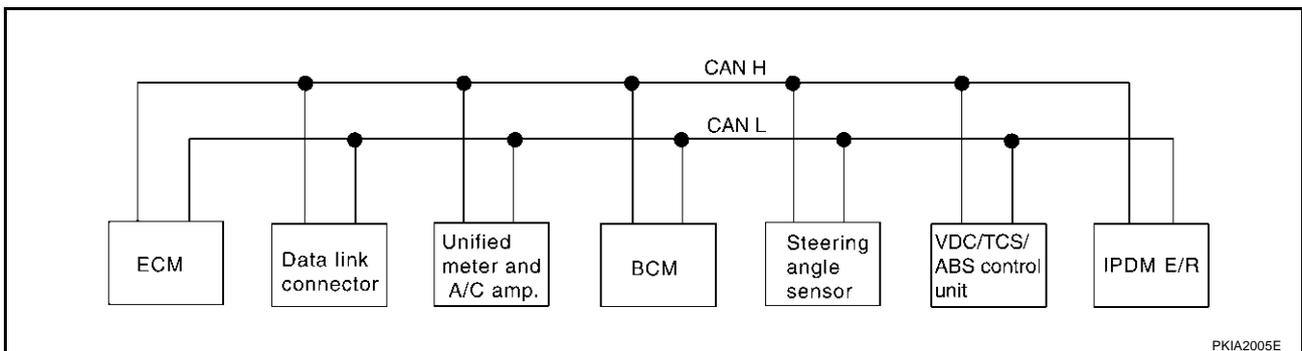
Body type	Coupe						
Axle	2WD						
Engine	VQ35DE						
Transmission	A/T	M/T					
Brake control	TCS	ABS		TCS		VDC	
Low tire pressure warning system	Not applicable	Not applicable	Applicable	Not applicable	Applicable	Not applicable	Applicable
CAN communication unit							
ECM	×	×	×	×	×	×	×
TCM	×						
Data link connector	×	×	×	×	×	×	×
Unified meter and A/C amp.	×	×	×	×	×	×	×
BCM	×	×	×	×	×	×	×
Low tire pressure warning control unit			×		×		×
Steering angle sensor						×	×
ABS actuator and electric unit (control unit)	×	×	×	×	×		
VDC/TCS/ABS control unit						×	×
IPDM E/R	×	×	×	×	×	×	×
CAN communication type	BRC-48, "TYPE 1"	LAN-8, "TYPE 2/TYPE3"		BRC-50, "TYPE 4/TYPE5"		LAN-11, "TYPE 6/TYPE7"	

×: Applicable

TYPE 6/TYPE7

System diagram

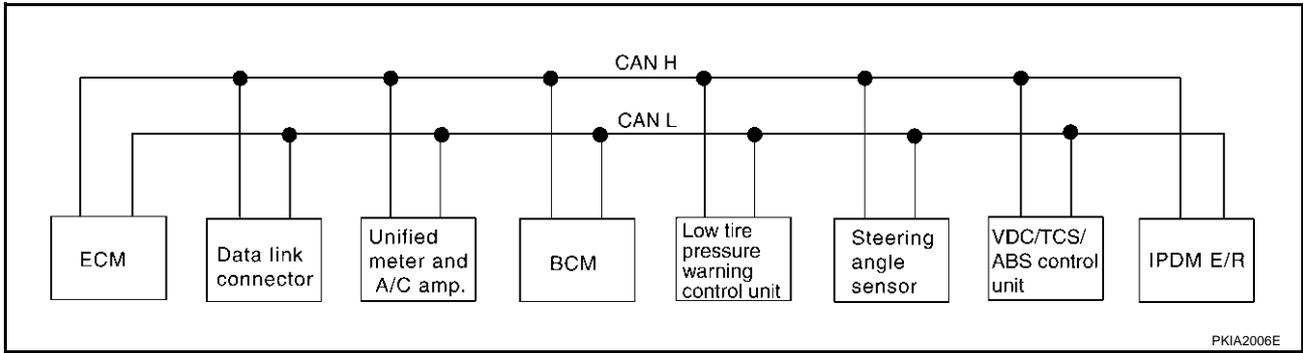
- Type6



CAN COMMUNICATION

[VDC/TCS/ABS]

● Type7



Input/output signal chart

T: Transmit R: Receive

Signals	ECM	Unified meter and A/C amp.	BCM	Low tire pressure warning control unit	Steering angle sensor	VDC/TCS/ABS control unit	IPDM E/R
Engine speed signal	T	R				R	
Engine torque signal	T					R	
Engine coolant temperature signal	T	R					
Accelerator pedal position signal	T					R	
Fuel consumption monitor signal	T	R					
A/C switch signal	R		T				
A/C compressor request signal	T						R
A/C compressor feedback signal	T	R					
Blower fan motor switch signal	R		T				
Cooling fan speed request signal	T						R
Position lights request signal		R	T				R
Low beam request signal			T				R
Low beam status signal	R						T
High beam request signal		R	T				R
High beam status signal	R						T
Vehicle speed signal	R	R	R	R		T	
Sleep request 1 signal		R	T				
Sleep request 2 signal			T				R
Wake up request 1 signal		R	T				
Door switch signal		R	T				R
Turn indicator signal		R	T				
Seat belt buckle switch signal		T	R				
Buzzer output signal		R	T				
Fuel level sensor signal	R	T					
Malfunction indicator signal	T	R					
ASCD SET lamp signal	T	R					
ASCD CRUISE lamp signal	T	R					
Front wiper request signal			T				R
Front wiper stop position signal			R				T
Rear window defogger switch signal			T				R

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BRC

CAN COMMUNICATION

[VDC/TCS/ABS]

Signals	ECM	Unified meter and A/C amp.	BCM	Low tire pressure warning control unit	Steering angle sensor	VDC/TCS/ABS control unit	IPDM E/R
Rear window defogger control signal	R						T
Hood switch signal			R				T
Theft warning horn request signal			T				R
Horn chirp signal			T				R
Steering angle sensor signal					T	R	
Tire pressure signal		R		T			
ABS warning lamp signal		R				T	
VDC OFF indicator lamp signal		R				T	
SLIP indicator lamp signal		R				T	
Brake warning lamp signal		R				T	

TROUBLE DIAGNOSIS

PFP:00004

How to Proceed With Diagnosis

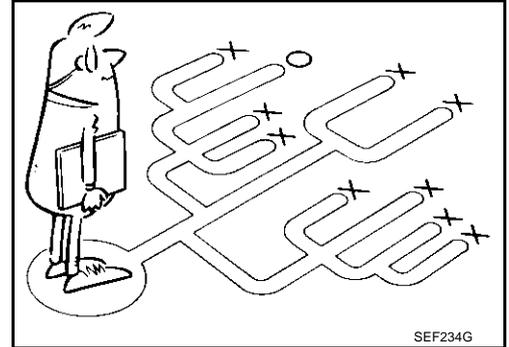
BASIC CONCEPT

AFS000AR

- Most important point to perform diagnosis is to understand systems (control and mechanism) in vehicle thoroughly.
- It is also important to clarify customer complaints before inspection.
First of all, reproduce symptom, and understand it fully.
Ask customer about his/her complaints carefully. In some cases, it will be necessary to check symptom by driving vehicle with customer.

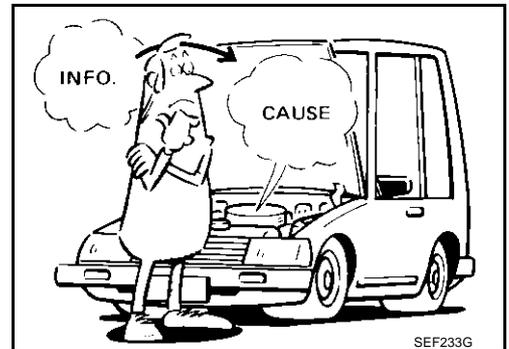
NOTE:

Customers are not professionals. Do not assume “maybe customer means...” or “maybe customer mentioned this symptom”.



SEF234G

- It is essential to check symptoms right from beginning in order to repair a malfunction completely.
For an intermittent malfunction, it is important to reproduce symptom based on interview with customer and past examples. Do not perform inspection on ad hoc basis. Most intermittent malfunctions are caused by poor contacts. In this case, it will be effective to shake suspected harness or connector by hand. When repairs are performed without any symptom check, no one can judge if malfunction has actually been eliminated.
- After diagnosis, make sure to carry out “erase memory”. Refer to [BRC-117, "Operation Procedure"](#) .
- For an intermittent malfunction, move harness or harness connector by hand to check poor contact or false open circuit.
- Always read “GI General Information” to confirm general precautions. Refer to [GI-4, "General Precautions"](#)

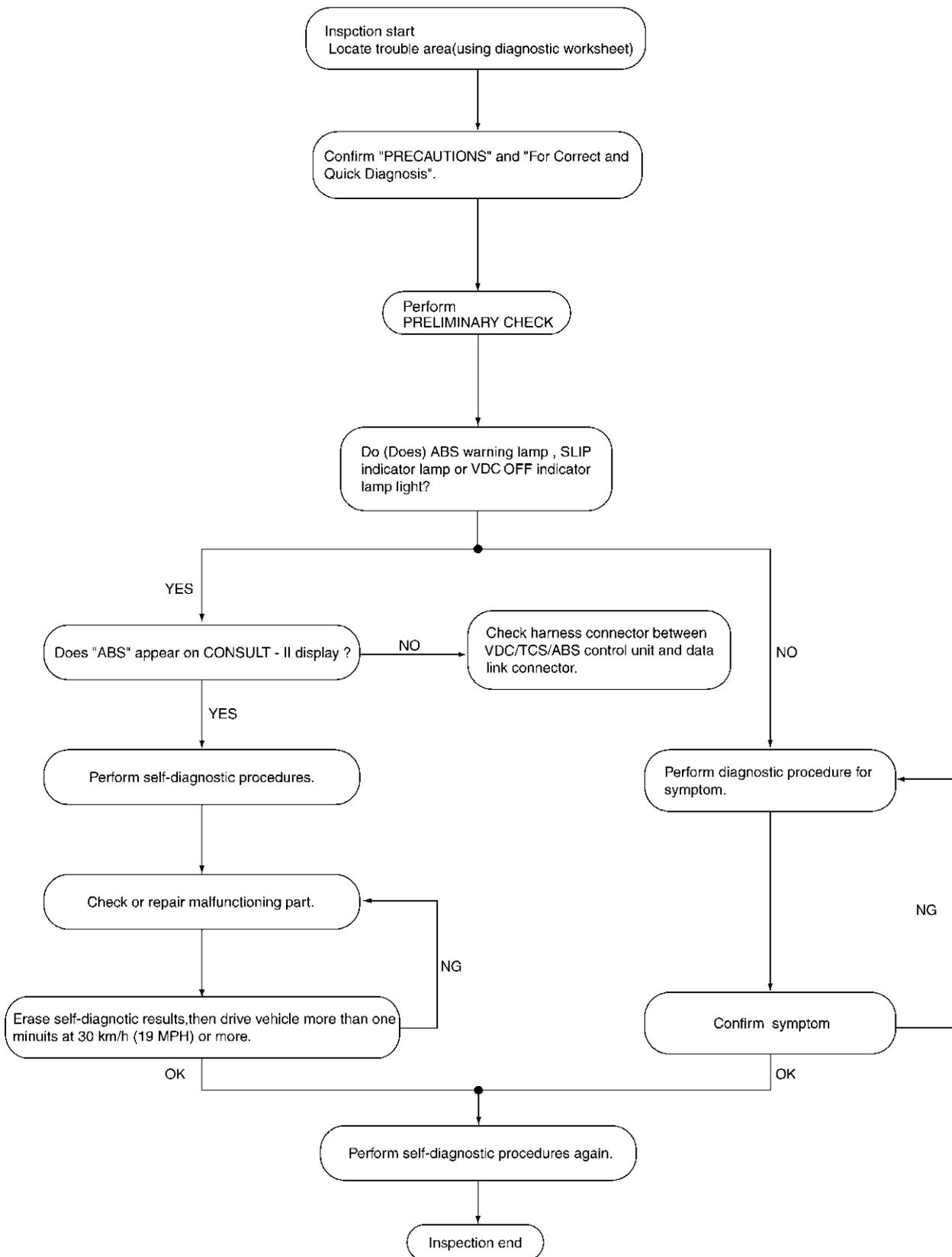


SEF233G

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

DIAGNOSIS FLOWCHART



SFIA0951E

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

ASKING COMPLAINTS

- Complaints against malfunction vary depending on each person. It is important to clarify customer complaints.
- Ask customer about what symptoms are present and under what conditions. Use information to reproduce symptom while driving.
- It is also important to use diagnosis sheet so as not to miss information.

KEY POINTS	
WHAT	Vehicle model
WHEN	Date, Frequencies
WHERE	Road conditions
HOW	Operating conditions, Weather conditions, Symptoms

SBR339B

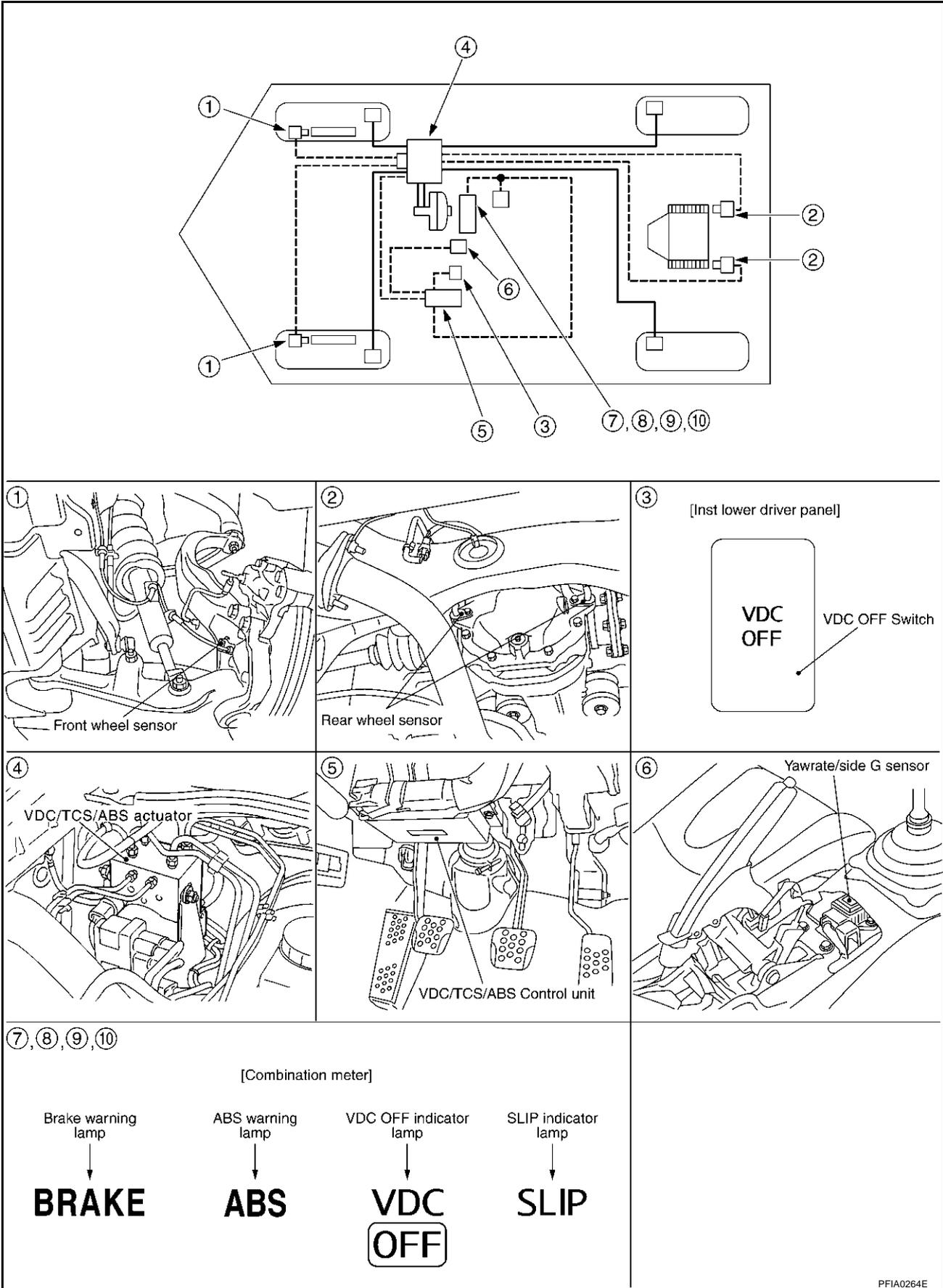
EXAMPLE OF DIAGNOSIS SHEET

Customer name MR/MS	Model & Year	VIN	
Engine #	Trans.	Mileage	
Incident Date	Manuf. Date	In Service Date	
Symptoms	<input type="checkbox"/> Noise and vibration (from engine compartment) <input type="checkbox"/> Noise and vibration (from axle)	<input type="checkbox"/> Warning / Indicator activate	<input type="checkbox"/> Firm pedal operation Large stroke pedal operation
	<input type="checkbox"/> TCS does not work (Rear wheels slip when accelerating)	<input type="checkbox"/> ABS does not work. (wheels slip when braking)	<input type="checkbox"/> Lack of sense of acceleration
Engine conditions	<input type="checkbox"/> When starting <input type="checkbox"/> After starting		
Road conditions	<input type="checkbox"/> Low friction road (<input type="checkbox"/> Snow <input type="checkbox"/> Gravel <input type="checkbox"/> Other) <input type="checkbox"/> Bumps / potholes		
Driving conditions	<input type="checkbox"/> Full-acceleration <input type="checkbox"/> High speed cornering <input type="checkbox"/> Vehicle speed: Greater than 10 km/h (6 MPH) <input type="checkbox"/> Vehicle speed: 10 km/h (6 MPH) or less <input type="checkbox"/> Vehicle is stopped		
Applying brake conditions	<input type="checkbox"/> Suddenly <input type="checkbox"/> Gradually		
Other conditions	<input type="checkbox"/> Operation of electrical equipment <input type="checkbox"/> Shift change <input type="checkbox"/> Other descriptions		

SFIA0791E

Component Parts Location

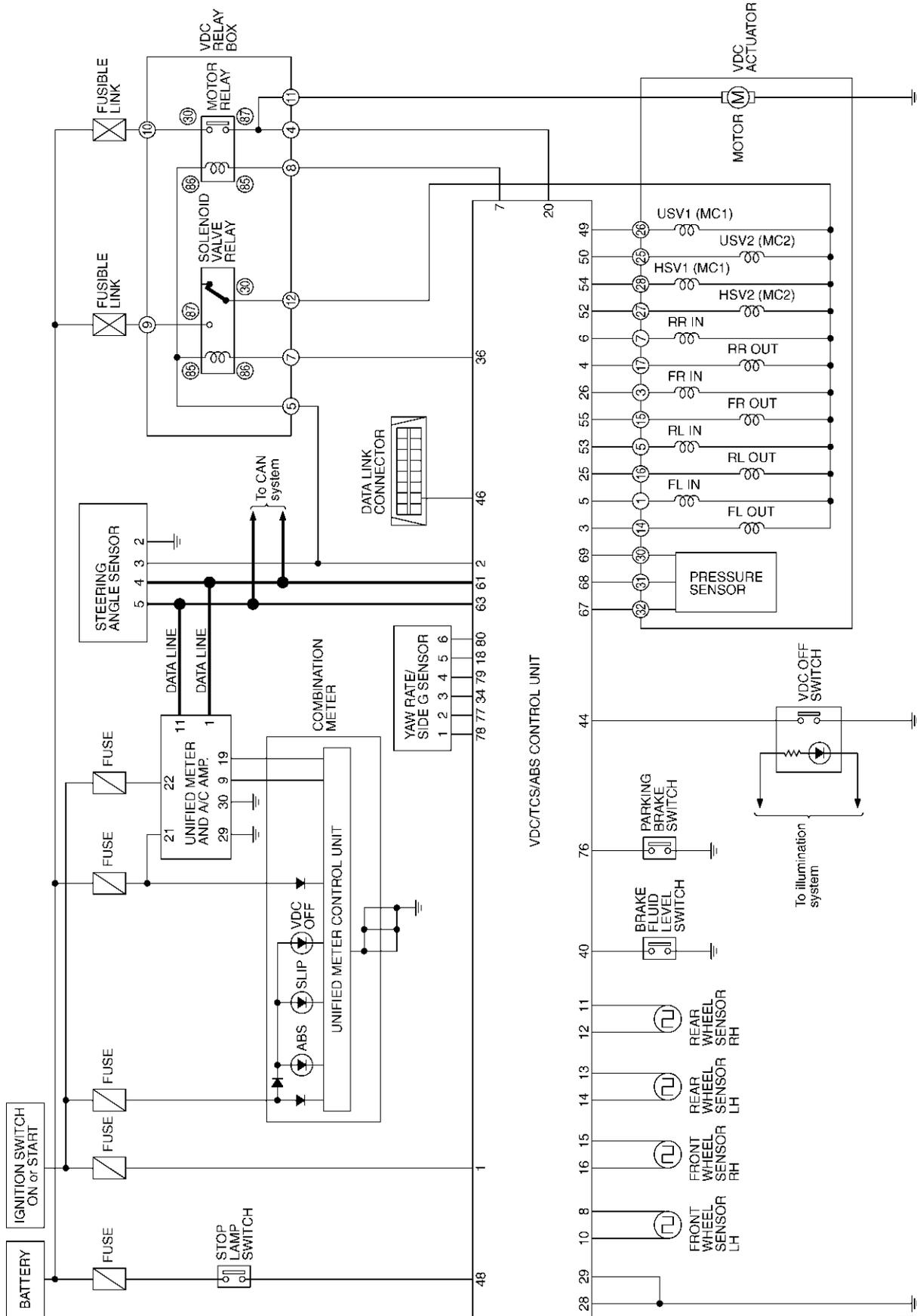
AFS000AS



PFIA0264E

Schematic

AFS000AT



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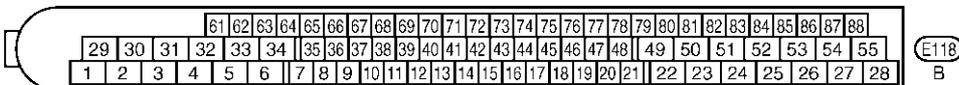
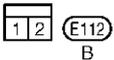
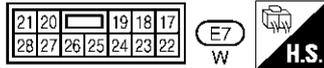
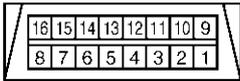
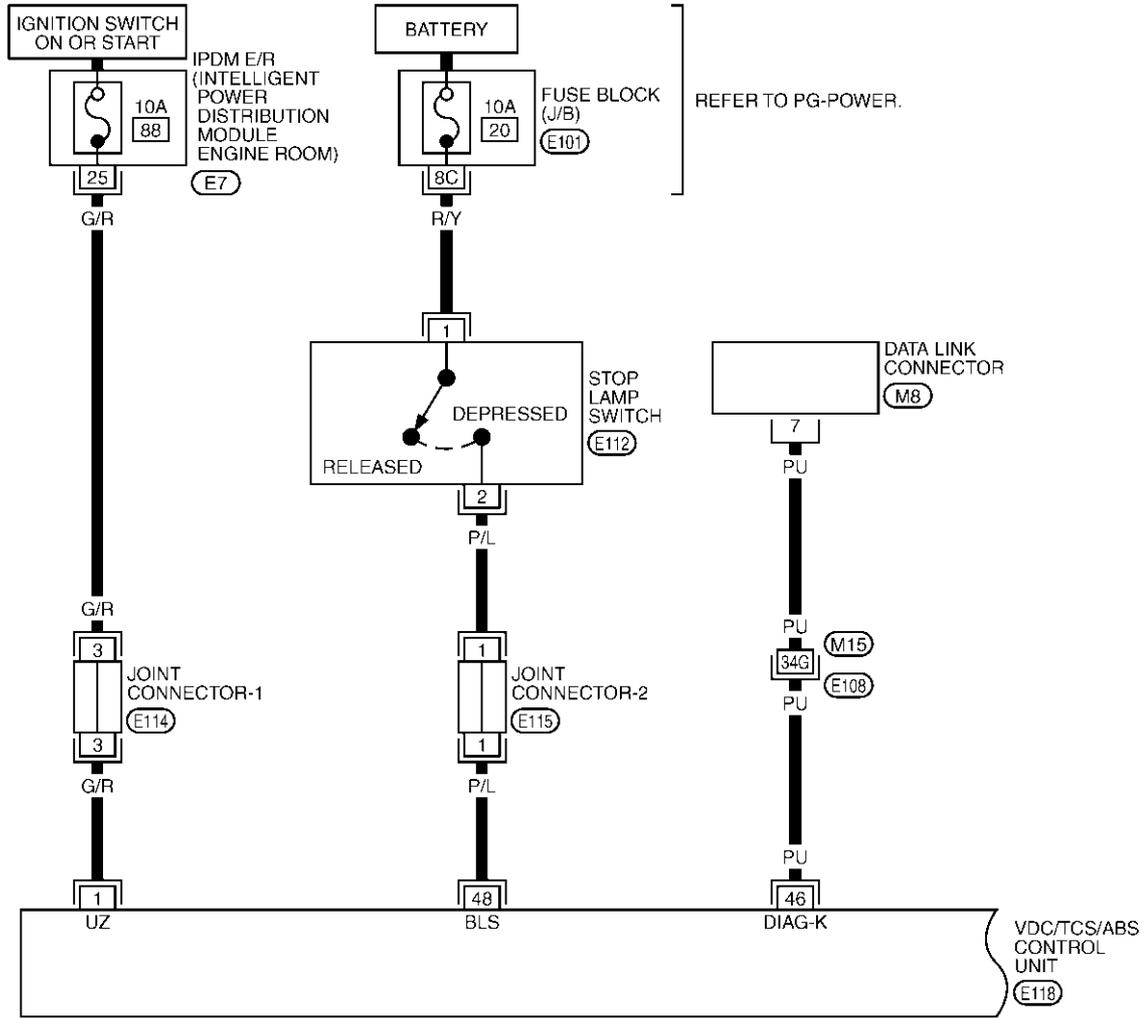
TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Wiring Diagram — VDC —

AFS000AU

BRC-VDC-01



REFER TO THE FOLLOWING.

(E108) - SUPER MULTIPLE JUNCTION (SMJ)

(E101) - FUSE BLOCK-JUNCTION BOX (J/B)

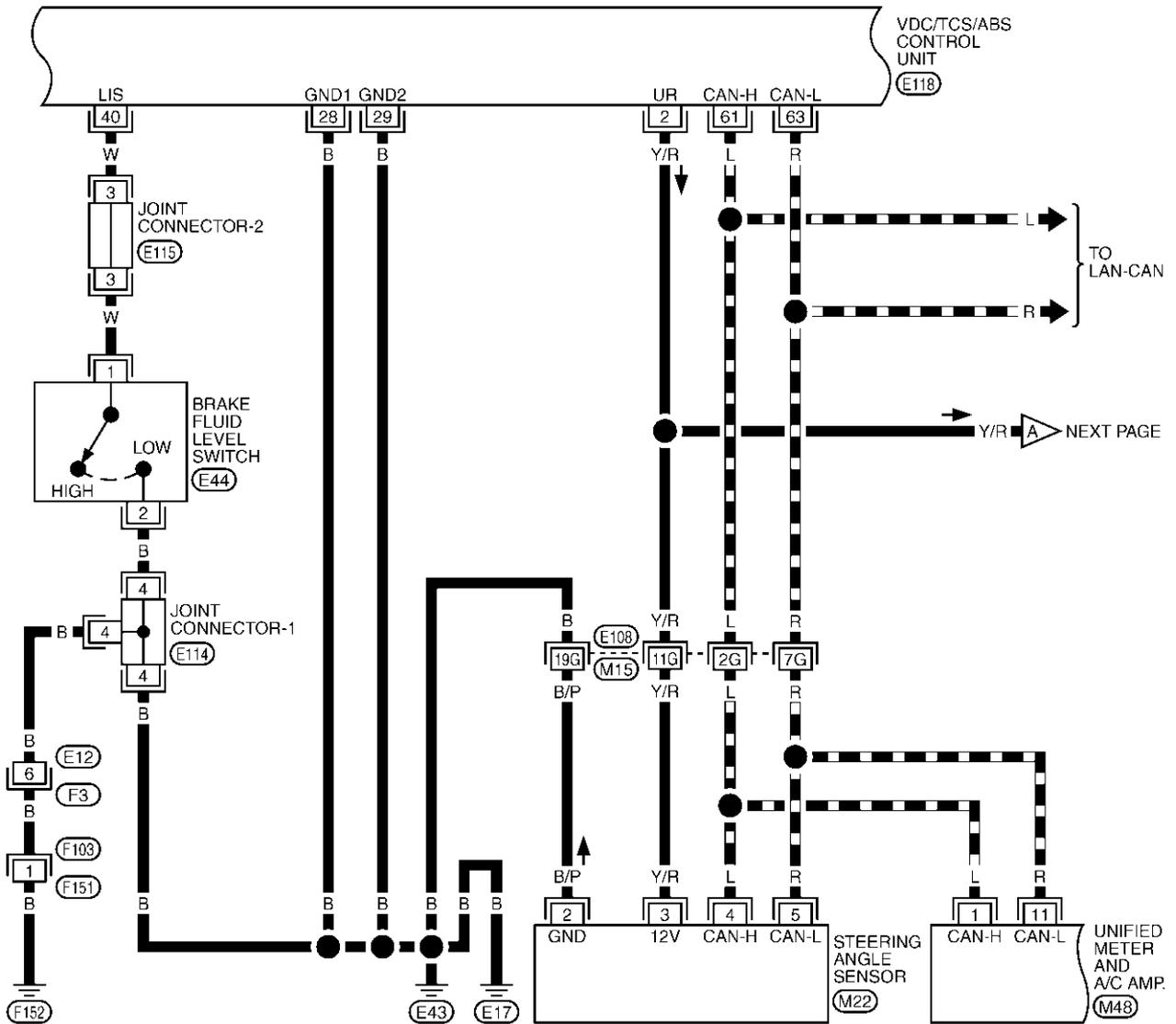
TFWT0048E

TROUBLE DIAGNOSIS

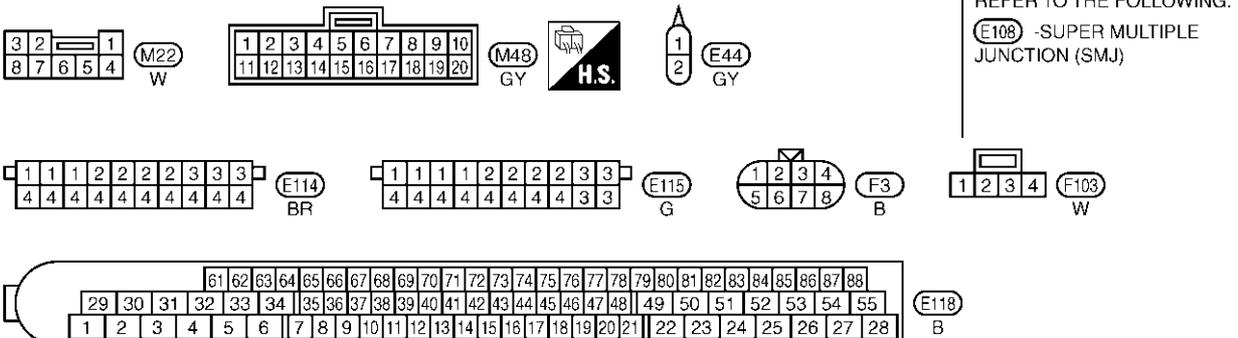
[VDC/TCS/ABS]

BRC-VDC-04

▬ : DATA LINE



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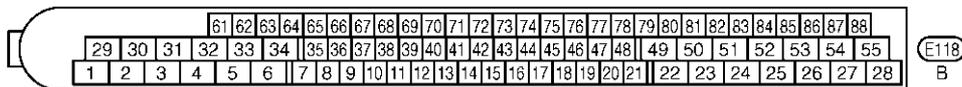
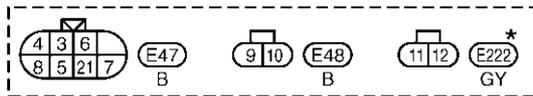
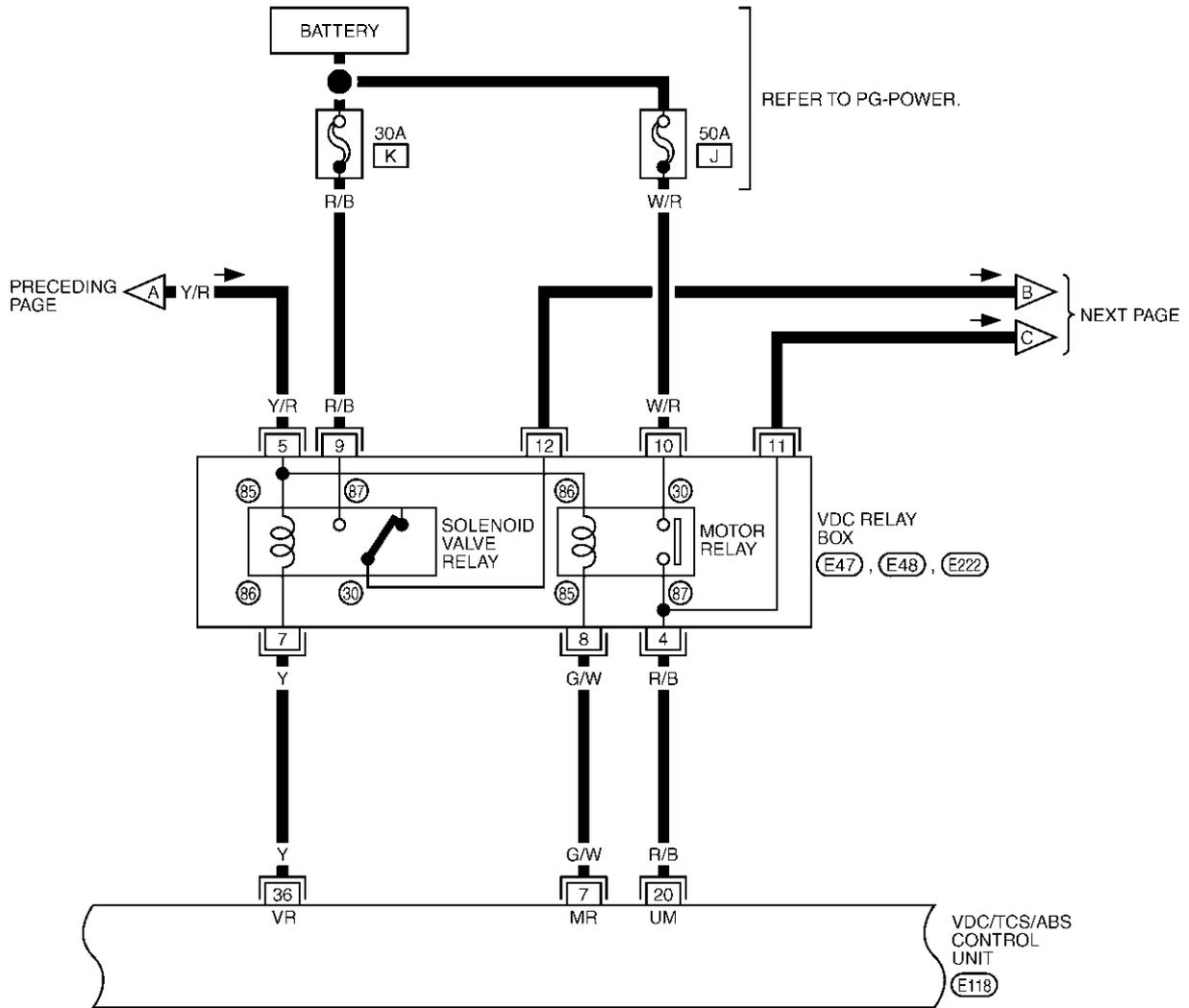


TFWT0051E

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

BRC-VDC-05



*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

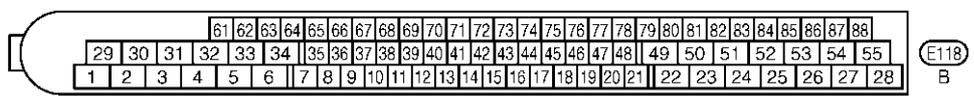
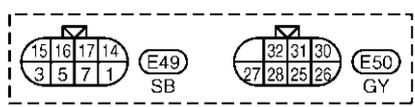
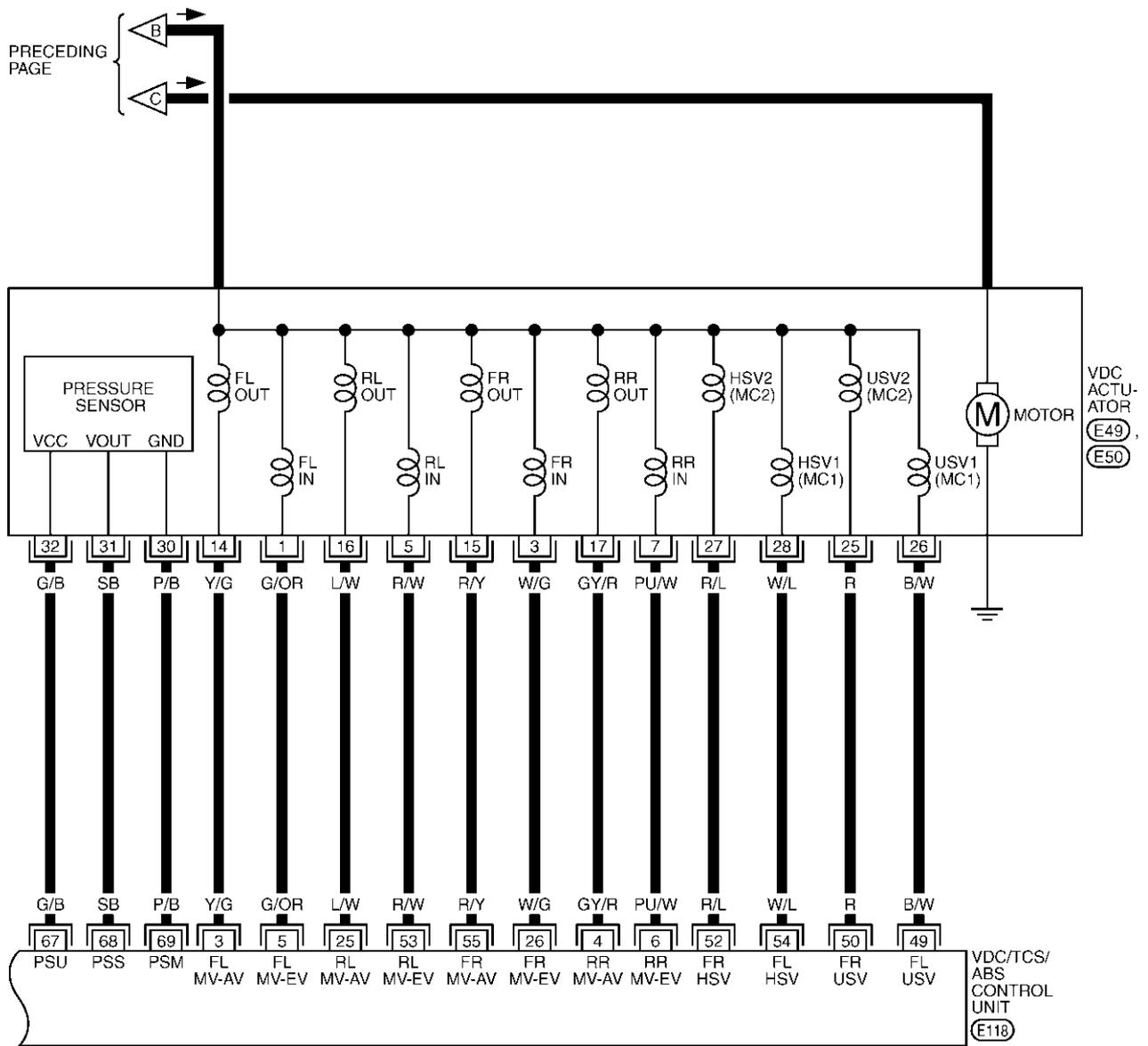
TFWT0052E

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

BRC-VDC-06

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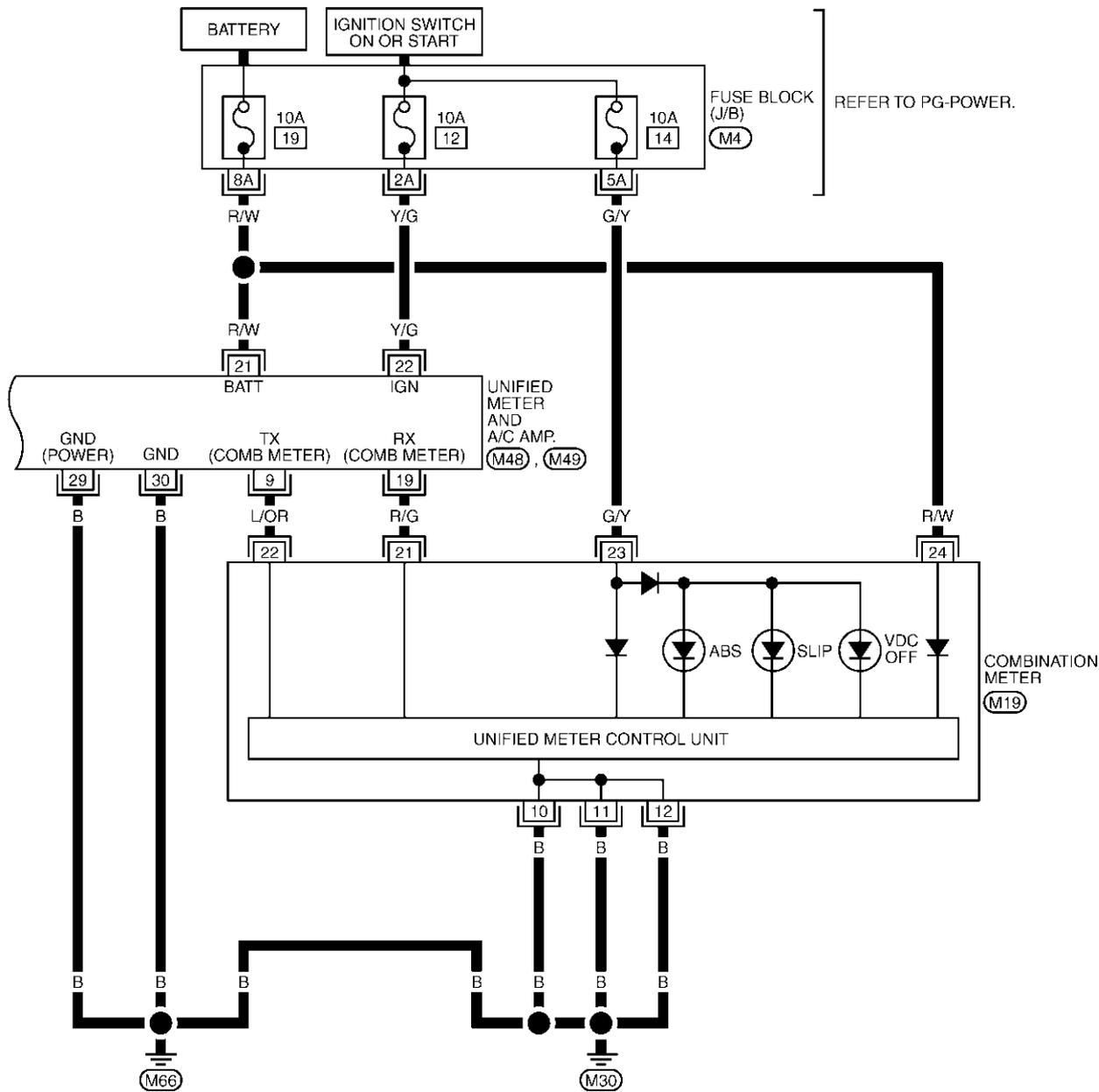


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TROUBLE DIAGNOSIS

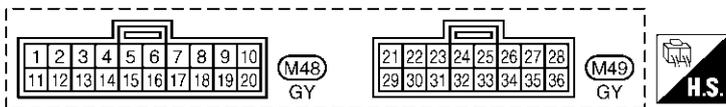
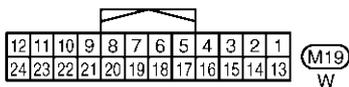
[VDC/TCS/ABS]

BRC-VDC-07



REFER TO THE FOLLOWING.

(M4) - FUSE BLOCK-JUNCTION BOX (J/B)



TFWT0054E

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Control Unit Input/Output Signal Standard

AFS000ZK

REFERENCE VALUE FROM CONSULT-II

CAUTION:

The display shows the control unit calculation data, so a normal value might be displayed even in the event the output circuit (harness) is open or short - circuited.

Monitor item	Display Content	Data monitor		Reference: Error inspection checklist
		Condition	Reference values for normal operation	
WHEEL SENSOR	Vehicle speed calculated using signals from all four wheel sensors	Vehicle stopped	0 km/h (0 MPH)	BRC-127, "Inspection 1 Wheel Sensor System"
		While driving (Note 1)	Nearly matches the speedometer display ($\pm 10\%$ or less)	
In ABS S/V Out ABS S/V	Operation status of all solenoids	When the actuator solenoid operates or during a fail-safe	ON	BRC-134, "Inspection 7 Solenoid and VDC Change-Over Valve System"
		When the actuator relay operates and the actuator solenoid does not operate	OFF	
Stop lamp switch	Brake pedal operation	Brake pedal depressed	ON	BRC-140, "Inspection 10 Stop Lamp Switch System"
		Brake pedal not depressed	OFF	
ABS motor relay	Motor and motor relay operation status	When the motor relay and motor are operating	ON	BRC-136, "Inspection 8 ABS Motor and Motor Relay System"
		When the motor relay and motor are not operating	OFF	
ABS ACTUATOR RELAY	Actuator relay operation status	When the actuator relay is operating	OFF	BRC-139, "Inspection 9 Actuator Relay System"
		When the actuator relay is not operating	ON	
ABS warning lamp	ABS warning lamp on condition (Note 2)	ABS warning lamp ON	ON	BRC-126, "BASIC INSPECTION 3 ABS WARNING LAMP, VDC OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"
		ABS warning lamp OFF	OFF	
OFF lamp	VDC OFF indicator lamp on condition (Note 3)	When the VDC OFF indicator lamp on	ON	BRC-126, "BASIC INSPECTION 3 ABS WARNING LAMP, VDC OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"
		When the VDC OFF indicator lamp off	OFF	
OFF switch	VDC OFF switch ON-OFF status	VDC OFF switch ON (When the VDC OFF indicator lamp on)	ON	BRC-144, "VDC OFF SWITCH"
		When VDC OFF switch OFF (When the VDC OFF indicator lamp off)	OFF	
SLIP lamp	SLIP indicator lamp on condition (Note 4)	When SLIP indicator lamp is ON	ON	BRC-126, "BASIC INSPECTION 3 ABS WARNING LAMP, VDC OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"
		When SLIP indicator lamp is OFF	OFF	
Power supply voltage	Battery voltage supplied to VDC/TCS/ABS control unit	Ignition switch ON	10 - 16V	BRC-141, "Inspection 11 VDC/TCS/ABS Control Unit Power and Ground Systems"

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Monitor item	Display Content	Data monitor		Reference: Error inspection checklist
		Condition	Reference values for normal operation	
Gear	Determined gear shift position from the A/T PNP switch signal	Always	1 (M/T vehicles normally remain at 1)	—
Position	Shift position determined by the A/T PNP switch signal	Always	## (M/T vehicles normally remain at ##)	—
Yaw rate sensor	Yaw rate detected by yaw rate sensor	Vehicle stopped	Approx. 0 d/s	BRC-132. "Inspection 6 Yaw Rate Sensor /Side G Sensor System"
		While driving	-70 - 70d/s	
Throttle position	Throttle open/close status (linked to the accelerator pedal)	Do not step on the accelerator pedal (When ignition switch is on)	0%	Communication system between VDC/TCS/ABS control unit and ECM
		Step on the Brake pedal (When ignition switch is on)	0 to 100%	
Side G sensor	Side G detected by side G sensor	Vehicle stopped	Approx. 0 m/s ²	BRC-132. "Inspection 6 Yaw Rate Sensor /Side G Sensor System"
		While driving	-24.3 - 24.1 m/s ²	
STEERING ANGLE SIGNAL	Steering angle detected by steering angle sensor	Straight-ahead condition	Approx. 0 deg.	BRC-131. "Inspection 5 Steering Angle Sensor System"
		Steering wheel turned	-720 - 720 deg.	
Pressure sensor	Brake fluid pressure detected by pressure sensor	Do not step on the Brake pedal (When ignition switch is on)	Approx. 0 bar	BRC-129. "Inspection 4 Pressure Sensor System"
		Step on the accelerator pedal (When ignition switch is on)	-40 - 300 bar	
Engine speed	Engine running	With engine stopped	0rpm	Engine speed signal system
		Engine running	Almost in accordance with tachometer display	
Control booster	Boost control status	When control booster is operating	ON	—
		When control booster is not operating	OFF	
M mode	A/T manual mode status	Always	OFF (M/T vehicles normally remain OFF)	—
OD cancel switch	A/T OD switch status	Always	OFF (M/T vehicles normally remain OFF)	—
P brake switch	Parking brake status	Parking brake depressed	ON	Parking brake switch and system
		Parking brake not depressed	OFF	
USV HSV	VDC switch-over valve status	During actuator change-over valve operation or during a fail-safe	ON	BRC-134. "Inspection 7 Solenoid and VDC Change-Over Valve System"
		When the actuator relay operates and the actuator change-over valve does not operate	OFF	

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Monitor item	Display Content	Data monitor		Reference: Error inspection checklist
		Condition	Reference values for normal operation	
V/R power	Actuator relay activated (ON/OFF)	When actuator relay is active (engine is running).	ON	BRC-139, "Inspection 9 Actuator Relay System"
		When actuator relay is not active (before engine starts and in fail-safe mode).	OFF	
M/R output	Actuator motor and motor relay status (ON/OFF)	When actuator motor and motor relay are active ("ACTIVE TEST" with CONSULT-II).	ON	BRC-136, "Inspection 8 ABS Motor and Motor Relay System"
		When the actuator motor and motor relay are not operating	OFF	
Brake fluid level switch	Brake fluid level sensor ON/OFF status	When brake fluid level sensor is on	ON	BRC-143, "Inspection 13 Brake Fluid Level Sensor System"
		When the brake fluid level sensor is off	OFF	
Fail signal	Fail signal status	During a VDC fail-safe During TCS fail-safe During ABS fail-safe During EBD fail-safe	OFF	VDC system TCS system ABS system EBD system

Note 1: Confirm tire pressure is normal.

Note 2: ON/OFF timing of ABS warning lamp

ON: Approximately 1 sec. After turning on the ignition switch or when an error is detected.

OFF: Approximately 1 sec. After the ignition switch is turned on (when system is normal).

Note 3: VDC OFF indicator lamp ON/OFF timing

ON: Approximately 1 sec. After the ignition switch is turned on, an error is detected, or the VDC OFF switch is on

OFF: Approximately 1 sec. After the ignition switch is turned on (when system is normal) and the VDC OFF switch is off

Note 4: SLIP indicator lamp ON/OFF timing

ON: Approximately 1 sec. After turning on the ignition switch or when an error is detected.

OFF: Approximately 1 sec. After the ignition switch is turned on (when system is normal) and the VDC/TCS function is not operating

Flashing: VDC/TCS function is active during driving

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CONSULT-II Functions CONSULT-II MAIN FUNCTION

In a diagnosis function (main function), there are "WORK SUPPORT", "SELF-DIAGNOSTIC RESULTS", "DATA MONITOR", "CAN DIAG SUPPORT MNTR", "ACTIVE TEST", "FUNCTION TEST", "ECU PART NUMBER".

Diagnostic test mode	Function	Reference
WORK SUPPORT	This mode enables a technician to adjust some devices faster and more accurately by following the indications on CONSULT-II.	BRC-94. "Adjustment of Steering Angle Sensor Neutral Position"
SELF-DIAGNOSTIC RESULTS	Self-diagnostic results can be read and erased quickly.	BRC-117. "SELF-DIAGNOSIS"
DATA MONITOR	Input/Output data in the VDC/TCS/ABS control unit can be read.	BRC-120. "DATA MONITOR"
CAN DIAG SUPPORT MNTR	The results of transmit/receive diagnosis of communication can be read.	—
ACTIVE TEST	Diagnostic Test Mode in which CONSULT-II drives some actuators apart from the VDC/TCS/ABS control unit and also shifts some parameters in a specified range.	BRC-123. "ACTIVE TEST"
FUNCTION TEST	Conducted by CONSULT-II instead of a technician to determine whether each system is "OK" or "NG".	—
ECU PART NUMBER	VDC/TCS/ABS control unit part number can be read.	—

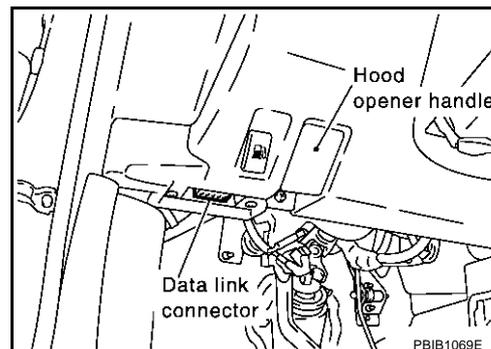
CONSULT-II BASIC OPERATION PROCEDURE

1. Turn ignition switch OFF.
2. Connect CONSULT-II and CONSULT-II CONVERTER to the data link connector.

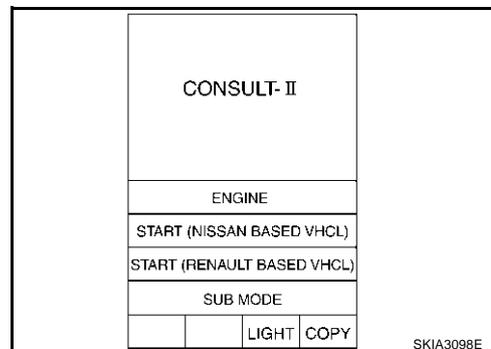
CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

3. Turn ignition switch ON.



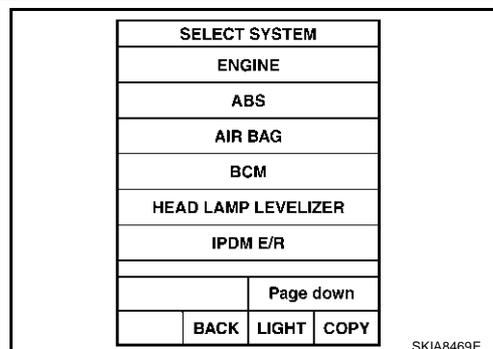
4. Touch "START (NISSAN BASED VHCL)".



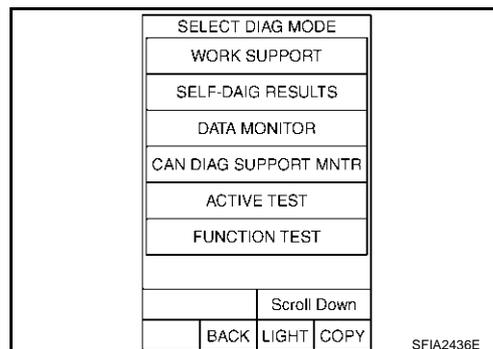
TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

5. Touch "ABS" in the "SELECT SYSTEM" screen.
If "ABS" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).



6. Select the required diagnostic location from the "SELECT SYSTEM" screen.
For further information, see the CONSULT-II Operation Manual.



SELF-DIAGNOSIS

Description

If an error is detected in the system, ABS warning lamp on the combination meter turn on. In this case, perform self-diagnosis as follows:

Operation Procedure

1. Turn ignition switch OFF.
2. Connect CONSULT-II and CONSULT-II CONVERTER to the data link connector.

CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

3. Turn ignition switch ON.
4. Start engine and drive at approximately 30 km/h (19 MPH) or more for approximately 1 minute.
5. After stopping the vehicle, with the engine running, touch "START (NISSAN BASED VHCL)", "ABS", "SELF-DIAG RESULTS" in order on the CONSULT-II screen.

CAUTION:

If "START (NISSAN BASED VHCL)" is touched immediately after starting the engine or turning on the ignition switch, "ABS" might not be displayed in the System Selection screen. In this case, repeat the operation from step 1.

6. The self-diagnostic results are displayed. (If necessary, the self-diagnostic results can be printed out by touching "PRINT".)
 - When "NO FAILURE" is displayed, check the ABS warning lamp, VDC OFF indicator lamp, and SLIP indicator lamp.
7. Conduct the appropriate inspection from the display item list, and repair or replace the malfunctioning component.
8. Start engine and drive at approximately 30 km/h (19 MPH) or more for approximately 1 minute.

CAUTION:

● When a wheel sensor "short-circuit" is detected, if the vehicle is not driven at 30 km/h (19 MPH) for at least 1 minute, the ABS warning lamp will not turn off even if everything is normal.

9. Turn ignition switch OFF to prepare for erasing the memory.
10. Start the engine and touch "START (NISSAN BASED VHCL)", "ABS", "SELF-DIAG RESULTS", "ERASE MEMORY" in order on the CONSULT-II screen to erase the error memory.

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

If "ABS" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#) .

CAUTION:

If the error memory is not erased, re-conduct the operation from step 5.

11. For the final inspection, drive at approximately 30 km/h (19 MPH) or more for approximately 1 minute and confirm that the ABS warning lamp, VDC OFF indicator lamp, and SLIP indicator lamp are off.

Display Item List

Suspect Systems	Malfunction is detected when	Inspection system
FR LH SENSOR - 1	When the circuit in the front LH wheel sensor is open.	
RR RH SENSOR -1	When the circuit in the rear RH wheel sensor is open.	
FR RH SENSOR - 1	When the circuit in the front RH wheel sensor is open.	
RR LH SENSOR - 1	When the circuit in the rear LH wheel sensor is open.	
FR LH SENSOR - 2	When the circuit in the front LH wheel sensor is short-circuited. Or when the sensor power voltage is outside the standard. When the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.	
RR RH SENSOR -2	When the circuit in the rear RH wheel sensor is short-circuited. Or when the sensor power voltage is outside the standard. When the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.	BRC-127, "Inspection 1 Wheel Sensor System" (Note 1)
FR RH SENSOR -2	When the circuit in the front RH wheel sensor is short-circuited. Or when the sensor power voltage is outside the standard. When the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.	
RR LH SENSOR - 2	When the circuit in the rear LH wheel sensor is short-circuited. Or when the sensor power voltage is outside the standard. When the distance between the wheel sensor and sensor rotor is too large and the sensor pulse cannot be recognized by the control unit.	
MAINE RELAY	When the control unit detects an error in the actuator relay system.	BRC-139, "Inspection 9 Actuator Relay System"
STOP LAMP SW	When a stop lamp switch open-circuit is detected.	BRC-140, "Inspection 10 Stop Lamp Switch System"
PRESS SEN CIRCUIT	Pressure sensor open-circuit. When a short-circuit is detected. Or, when a pressure sensor error is detected.	BRC-129, "Inspection 4 Pressure Sensor System"
ST ANG CIRCUIT	When the steering angle sensor neutral point has deviated. Or, when a steering angle sensor error is detected.	BRC-131, "Inspection 5 Steering Angle Sensor System"
YAW RATE SENSOR	When a yaw rate sensor error is detected. Or, when the yaw rate sensor circuit is open. When a short-circuit is detected.	BRC-132, "Inspection 6 Yaw Rate Sensor /Side G Sensor System"

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Suspect Systems	Malfunction is detected when	Inspection system	
FR LH IN ABS SOL	When the VDC/TCS/ABS control unit detects an error in the front left inlet solenoid system.	BRC-134. " Inspection 7 Solenoid and VDC Change-Over Valve System "	
FR LH OUT ABS SOL	When the VDC/TCS/ABS control unit detects an error in the front left outlet solenoid system.		
RR RH IN ABS SOL	When the VDC/TCS/ABS control unit detects an error in the rear left inlet solenoid system.		
RR RH OUT ABS SOL	When the VDC/TCS/ABS control unit detects an error in the rear right outlet solenoid system.		
FR RH IN ABS SOL	When the VDC/TCS/ABS control unit detects an error in the front right inlet solenoid system.		
FR RH OUT ABS SOL	When the VDC/TCS/ABS control unit detects an error in the front right outlet solenoid system.		
RR LH IN ABS SOL	When the VDC/TCS/ABS control unit detects an error in the rear left inlet solenoid system.		
RR LH OUT ABS SOL	When the VDC/TCS/ABS control unit detects an error in the rear left outlet solenoid system.		
PRIMARY SIDE USV CIRCUIT	When the primary side VDC change-over valve 1 circuit is open or short-circuited.		BRC-134. " Inspection 7 Solenoid and VDC Change-Over Valve System "
SECONDARY SIDE USV CIRCUIT	When the secondary side VDC change-over valve 1 circuit is open or short-circuited.		
PRIMARY SIDE HSV CIRCUIT	When the primary side VDC change-over valve 2 circuit is open or short-circuited.		
SECONDARY SIDE HSV CIRCUIT	When the secondary side VDC change-over valve 2 circuit is open or short-circuited.		
PUMP MOTOR, MOTOR RELAY SYSTEM	When the control unit detects an error in the motor or motor relay.	BRC-136. " Inspection 8 ABS Motor and Motor Relay System "	
LOW POWER VOLTAGE	When the VDC/TCS/ABS power voltage is lower than normal.	BRC-141. " Inspection 11 VDC/TCS/ABS Control Unit Power and Ground Systems "	
STEERING ANGLE SENSOR HAS NOT BEEN CORRECTED	Neutral position correction of steering angle sensor is not finished.	BRC-94. " Adjustment of Steering Angle Sensor Neutral Position "	
STEERING ANGLE SENSOR COMMUNICATION LINE	CAN communication line or steering angle sensor has generated an error.	BRC-143. " Inspection 14 CAN Communication System "	
SIDE G - SENSOR	When there is an error in the side G sensor. Or, when the side G sensor circuit is open or short-circuited.	BRC-132. " Inspection 6 Yaw Rate Sensor /Side G Sensor System "	
EMERGENCY BRAKE	When the VDC/TCS/ABS control unit is malfunctioning (excessive pressure increase or insufficient pressure increase).	BRC-142. " Inspection 12 VDC/TCS/ABS Control Unit 2 "	
ABS CONTROLLER	When there is an internal error in the VDC/TCS/ABS control unit.	BRC-129. " Inspection 3 VDC/TCS/ABS Control Unit 1 "	
CAN COMM CURUIT	When there is an error in the CAN communication system.	BRC-143. " Inspection 14 CAN Communication System " (Note 2)	
LOW FLUID LEVEL	The brake fluid level has dropped. Or, when there is a short to ground in the circuit between the VDC/TCS/ABS control unit and the fluid level sensor.	BRC-143. " Inspection 13 Brake Fluid Level Sensor System "	
ENGINE SIGNAL	When there is an error in an engine system main component	BRC-129. " Inspection 2 Engine System "	

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Note 1: After completing repairs of the shorted sensor circuit, when ignition switch is turned ON, ABS warning lamp turns on. Check that ABS warning lamp turns off while driving the vehicle at approximately 30 km/h (19 MPH) for approximately 1 minute according to self-diagnosis procedure. In addition, if wheel sensor 2 is displayed for the wheels, check the wheel sensor circuit and also check the control unit power voltage.

Note 2: When errors are detected in several systems, including the CAN communication system [U1000], troubleshoot the CAN communication system.

DATA MONITOR

Operation Procedure

1. After turning OFF the ignition switch, connect CONSULT-II and the CONVERTER to the data link connector.

CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

2. Touch "START (NISSAN BASED VHCL)", "ABS", "DATA MONITOR" in order on the CONSULT-II screen. If "ABS" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).

CAUTION:

When "START (NISSAN BASED VHCL)" is touched immediately after starting the engine or turning on the ignition switch, "ABS" might not be displayed in the system selection screen. In this case, repeat the operation from step 2.

3. Return to the Monitor Item Selection screen, and touch "ECU INPUT SIGNALS", "MAIN SIGNALS" or "SELECTION FROM MENU". Refer to the following information.
4. When "START" is touched, the data monitor screen is displayed.

Display Item List

Item (Unit)	Monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
FR LH SENSOR [km/h (MPH)]	x	x	x	Wheel speed calculated by front LH wheel sensor signal is displayed.
FR RH SENSOR [km/h (MPH)]	x	x	x	Wheel speed calculated by front RH wheel sensor signal is displayed.
RR RH SENSOR [km/h (MPH)]	x	x	x	Wheel speed calculated by Rear RH wheel sensor signal is displayed.
RR LH SENSOR [km/h (MPH)]	x	x	x	Wheel speed calculated by Rear LH wheel sensor signal is displayed.
FR LH IN SOL (ON/OFF)	—	x	x	Front left inlet ABS solenoid valve (ON/OFF) status is displayed.
FR LH OUT SOL (ON/OFF)	—	x	x	Front left outlet ABS solenoid valve (ON/OFF) status is displayed.
RR RH IN SOL (ON/OFF)	—	x	x	Rear right inlet ABS solenoid valve (ON/OFF) status is displayed.
RR RH OUT SOL (ON/OFF)	—	x	x	Rear right outlet ABS solenoid valve (ON/OFF) status is displayed.
FR RH IN SOL (ON/OFF)	—	x	x	Front right inlet ABS solenoid valve (ON/OFF) status is displayed.

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Item (Unit)	Monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
FR RH OUT SOL (ON/OFF)	–	x	x	Front right outlet ABS solenoid valve (ON/OFF) status is displayed.
RR LH IN SOL (ON/OFF)	–	x	x	Rear left inlet ABS solenoid valve (ON/OFF) status is displayed.
RR LH OUT SOL (ON/OFF)	–	x	x	Rear left outlet ABS solenoid valve (ON/OFF) status is displayed.
STOP LAMP SW (ON/OFF)	x	x	x	Stop lamp switch (ON/OFF) status is displayed.
MOTOR RELAY (ON/OFF)	–	x	x	ABS motor relay (ON/OFF) condition is displayed.
ACTUATOR REL (ON/OFF)	–	x	x	ABS actuator relay (ON/OFF) status is displayed.
ABS WARN LAMP (ON/OFF)	–	x	x	ABS warning lamp (ON/OFF) status is displayed.
OFF LAMP (ON/OFF)	–	x	x	VDC OFF indicator lamp (ON/OFF) status is displayed.
OFF SW (ON/OFF)	x	x	x	VDC OFF switch (ON/OFF) status is displayed.
SLIP LAMP (ON/OFF)	–	x	x	SLIP indicator lamp (ON/OFF) status is displayed.
BATTERY VOLT (V)	x	x	x	The voltage supplied to the VDC/TCS/ABS control unit is displayed.
GEAR	x	x	x	The gear position determined from the A/T PNP switch signal is displayed.
SLCT LVR POSI (For A/T models)	x	x	x	Shift position determined from the A/T PNP switch signal is displayed.
YAW RATE SEN (d/s)	x	x	x	Yaw rate detected by the yaw rate sensor is displayed.
ACCEL POS SIG (%)	x	–	x	Throttle position status determined from the CAN communication signal is displayed.
SIDE G SENSOR (m/s ²)	x	–	x	Side G detected by the side G sensor is displayed.
STR ANGLE SIG (deg)	x	–	x	Steering angle detected by the steering angle sensor is displayed.
PRESS SENSOR (bar)	x	–	x	Brake hydraulic pressured detected by the pressure sensor is displayed.
ENGINE RPM (rpm)	x	–	x	The engine speed status determined from the CAN communication signal is displayed.
SNOW MODE SW (ON/OFF)	–	–	x	Snow mode switch (ON/OFF) status determined from the CAN communication signal is displayed.

A
B
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TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Item (Unit)	Monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
BST OPER SIG (ON/OFF)	-	-	x	Control booster operation signal (ON/OFF) status determined from the CAN communication signal is displayed.
M - MODE SIG (ON/OFF)	-	-	x	M mode (ON/OFF) status determined from the CAN communication signal is displayed.
OD OFF SW (ON/OFF)	-	-	x	OD cancel switch (ON/OFF) status determined from the CAN communication signal is displayed.
EBD SIGNAL (ON/OFF)	-	-	x	EBD operation (ON/OFF) status is displayed.
ABS SIGNAL (ON/OFF)	-	-	x	ABS operation (ON/OFF) status is displayed.
TCS SIGNAL (ON/OFF)	-	-	x	TCS operation (ON/OFF) status is displayed.
VDC SIGNAL (ON/OFF)	-	-	x	VDC operation (ON/OFF) status is displayed.
EBD FAIL SIG (ON/OFF)	-	-	x	EBD fail-safe signal (ON/OFF) status is displayed.
ABS FAIL SIG (ON/OFF)	-	-	x	ABS fail-safe signal (ON/OFF) status is displayed.
TCS FAIL SIG (ON/OFF)	-	-	x	TCS fail-safe signal (ON/OFF) status is displayed.
VDC FAIL SIG (ON/OFF)	-	-	x	The VDC fail-safe signal (ON/OFF) status is displayed.
CRANKING SIG (ON/OFF)	-	-	x	Ignition switch START position signal input status is displayed.
ASCD SIGNAL (ON/OFF)	-	-	x	ASCD (ON/OFF) status is displayed.
FLUID LEV (ON/OFF)	x	-	x	Brake fluid level sensor (ON/OFF) status is displayed.
PARKING BRAKE SW (ON/OFF)	x	-	x	Parking brake switch (ON/OFF) status is displayed.
USV FL-RR (ON/OFF)	-	-	x	Primary side USV solenoid valve (ON/OFF) status is displayed.
USV FR-RL (ON/OFF)	-	-	x	Secondary side USV solenoid valve (ON/OFF) status is displayed.
HSV FL-RR (ON/OFF)	-	-	x	Primary side HSV solenoid valve (ON/OFF) status is displayed.
HSV FR-RL (ON/OFF)	-	-	x	Secondary side HSV solenoid valve (ON/OFF) status is displayed.
V/R OUTPUT (ON/OFF)	-	-	x	Valve relay operation signal (ON/OFF) status is displayed.
M/R OUTPUT (ON/OFF)	-	-	x	Monitor relay operation signal (ON/OFF) status is displayed.

x: Applicable

-: Not applicable

ACTIVE TEST

CAUTION:

- Do not perform active test while driving.
- Make sure to completely bleed air from the brake system.
- The ABS and brake warning lamps turn on during the active test.

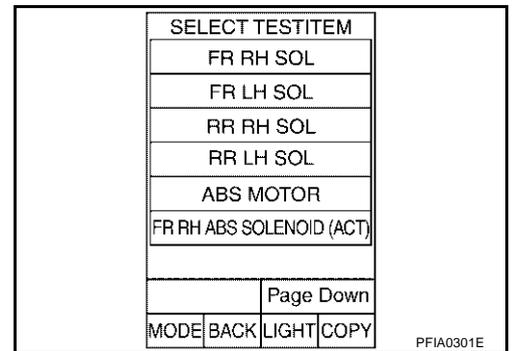
Operation Procedure

1. Connect the CONSULT-II and CONVERTER to the data link connector and start the engine.

CAUTION:

If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

2. Touch "START (NISSAN BASED VHCL)" on the display screen.
3. Touch "ABS".
If "ABS" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).
4. Touch "ACTIVE TEST".
5. The test item selection screen is displayed.
6. Touch necessary test item.



7. With the "MAIN ITEM" display shown in reverse, touch "START".
8. The Active Test screen will be displayed, so conduct the following test.

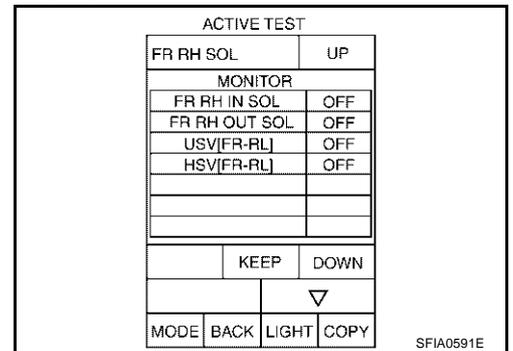
Test Item

Solenoid valve

CAUTION:

The example shown is for the front right wheel. The procedure for the other wheels is the same as given below.

- When conducting an active test of the ABS function, select the main item for each test item. In addition, when conducting an active test of the VDC/TCS function, select the item menu for each test item.
- For the ABS solenoid valve, touch "UP", "KEEP", "DOWN" on the display screen. For the ABS solenoid valve (ACT), touch "UP", "ACT UP", "ACT KEEP" and confirm that the solenoid valves (in, out, USV, HSV) operate as shown in the table below.



Operation	ABS solenoid valve			ABS solenoid valve (ACT)		
	UP	KEEP	DOWN	UP	ACT UP	ACT KEEP
IN ABS/VFR	OFF	ON	ON	OFF	OFF	OFF
OUT ABS S/VFR	OFF	OFF	ON*	OFF	OFF	OFF

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Operation	ABS solenoid valve			ABS solenoid valve (ACT)		
	UP	KEEP	DOWN	UP	ACT UP	ACT KEEP
USV [FR - RL]	OFF	OFF	OFF	OFF	ON	ON
HSV [FR - RR]	OFF	OFF	OFF	OFF	ON*	OFF

*: ON for 1 to 2 seconds after the touch, and then OFF

NOTE:

- When the active test is conducted while depressing the pedal, the pedal depression amount will change, but this is normal.
- Approximately 10 seconds after the operation is begun, "TEST STOP" will be displayed.
- To conduct a retest after "TEST STOP" is displayed, touch "BACK" and conduct the test from the step 6.

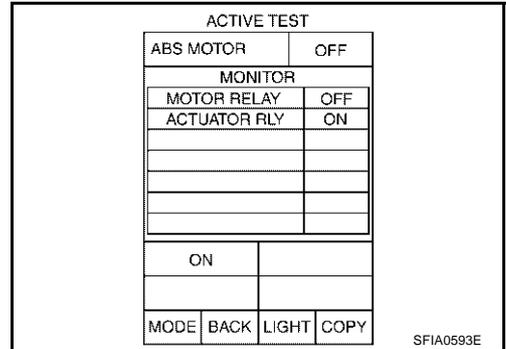
ABS Motor

Touch "ON", "OFF" on the display screen and make sure the ABS motor relay is operating as shown in the table below.

Operation	ON	OFF
MOTOR RELAY	ON	OFF
ACTUATOR RLY	ON	ON

NOTE:

- When the active test is conducted while depressing the pedal, the pedal depression amount will change, but this is normal.
- Approximately 10 seconds after the operation is begun, "TEST STOP" will be displayed.



Correct and Quick Diagnosis DIAGNOSIS PRECAUTIONS

- Before performing the trouble diagnosis, always read the general information (GI) to confirm the general precautions. Refer to [GI-4, "General Precautions"](#) .
- When replacing VDC/TCS/ABS control unit, steering angle sensor, steering system components or suspension system components, and when adjusting the alignment, be sure to adjust the steering angle sensor neutral position before driving. Refer to [BRC-94, "Adjustment of Steering Angle Sensor Neutral Position"](#) .
- After completing service, always erase the self-diagnosis results. Refer to [BRC-117, "SELF-DIAGNOSIS"](#) .
- When inspection of the continuity or voltage between units is performed, check connector terminals for disconnection, looseness, bend, or collapse. If any non-standard condition is detected, repair or replace applicable part.
- Intermittent errors may be caused by a poor connection in the harness, connector, or terminal. Move harnesses, harness connectors, or terminals by hand to make sure all connections are solid and undamaged.
- If a circuit tester is used for the check, be careful not to forcibly extend any connector terminal.
- VDC/TCS/ABS is a system that uses electronic control to perform brake control and engine power control. Therefore, phenomena like those shown in the following table may occur, but this is because the system is working normally.

Symptom	Symptom description	Result
Motor operation noise	The is a motor operation sound inside VDC/TCS/ABS actuator, and sometimes there is a slight sound when VDC, TCS, or ABS operates.	Normal
	Just after the engine starts, the motor operating noise may be heard. This is a normal status of the system operation check.	
System operation check noise	When the engine is started, you may barely be able to hear a slight thudding sound from the engine room, but this sound is made by the system operation check and is normal.	Normal
TCS operation (SLIP indicator lamp ON)	TCS may be activated any time the vehicle suddenly accelerates, suddenly downshifts, or is driven on a road with a varying surface friction coefficient.	Normal Cancel the VDC/TCS function for the inspection on a chassis dynamometer.
	When inspecting the speedometer, etc., press VDC OFF switch to turn off TCS function before conducting the work.	
	When accelerator pedal is depressed on a chassis dynamometer (front wheel fixing type), the vehicle speed will not increase. This is normal, because TCS is activated by the stationary front wheels. The warning lamp may also turn on to show "sensor system error" in this case. This is not a malfunction either, because the stationary front wheels are detected. Restart engine, and drive the vehicle at 30 km/h (19 MPH) or higher to check that the warning lamp no longer turns on.	
ABS operation (longer stopping distance)	Stopping distance may be longer for vehicles with ABS when the vehicle drives on rough or snow-covered roads. Use lower speeds when driving on these kinds of roads.	Normal
Sluggish feel	Depending on road circumstances, the driver may have a sluggish feel. This is normal, because under TCS operation optimum traction has the highest priority (safety first). Sometimes the driver has a slight sluggish feel in response to substantial accelerator pedal operation.	Normal

ABS Warning Lamp, VDC OFF Indicator Lamp, and SLIP Indicator Lamp On/Off Timing

x: ON –: OFF

Condition	ABS warning lamp	VDC OFF indicator lamp	SLIP indicator lamp	Remarks
Ignition switch OFF	–	–	–	–
For approximately "1" second after ignition switch ON	x	x	x	–
After approximately "1" second after ignition switch ON (When system is normal)	–	–	–	The lamps turn off approximately 2 sec. After the engine is started.

TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Condition	ABS warning lamp	VDC OFF indicator lamp	SLIP indicator lamp	Remarks
When the VDC OFF switch is turned on. (VDC function OFF)	—	x	—	—
VDC/TCS/ABS error	x	x	x	—
	x	x	—	When there is a VDC/TCS/ABS control unit error, the SLIP indicator lamp turns off (when the power or ground circuits return an error).
VDC/TCS error	—	x	x	—

Basic Inspection

AFS000ZO

BASIC INSPECTION 1 BRAKE FLUID AMOUNT, LEAKS, AND BRAKE PADS INSPECTION

1. Check fluid level in the brake reservoir tank. If fluid level is low, refill the brake fluid.
2. Check the brake piping and around the VDC/TCS/ABS actuator for leaks. If there is leaking or oozing fluid, check the following items.
 - If VDC/TCS/ABS actuator connection is loose, tighten the piping to the specified torque and re-conduct the leak inspection to make sure there are no leaks.
 - If there is damage to the connection flare nut or VDC/TCS/ABS actuator screw, replace the damaged part and re-conduct the leak inspection to make sure there are no leaks.
 - When there is fluid leaking or oozing from a part other than VDC/TCS/ABS actuator connection, if the fluid is just oozing out, use a clean cloth to wipe off the oozing fluid and re-check for leaks. If fluid is still oozing out, replace the damaged part.
 - When there is fluid leaking or oozing at VDC/TCS/ABS actuator, if the fluid is just oozing out, use a clean cloth to wipe off the oozing fluid and re-check for leaks. If fluid is still oozing out, replace the TCS/ABS actuator body.

CAUTION:

ABS actuator body cannot be disassembled.

3. Check the brake pad degree of wear. Refer to [BR-26, "Removal and Installation of Brake Pad"](#) or [BR-32, "Removal and Installation of Brake Pad"](#) in "Front Disc Brake" and [BR-39, "Removal and Installation of Brake Pad"](#) or [BR-45, "Removal and Installation of Brake Pad"](#) in "Rear Disc Brake".

BASIC INSPECTION 2 POWER SYSTEM TERMINAL LOOSENESS AND BATTERY INSPECTION

Make sure the battery positive cable, negative cable and ground connection are not loose. In addition, check the battery voltage to make sure it has not dropped.

BASIC INSPECTION 3 ABS WARNING LAMP, VDC OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION

1. Make sure ABS warning lamp, VDC OFF indicator lamp (when VDC OFF switch is OFF), and SLIP indicator lamp turns ON approximately 1 second when the ignition switch is turned ON. If they do not, check the VDC OFF indicator lamp and then VDC OFF switch. Refer to [BRC-144, "VDC OFF SWITCH"](#). Check CAN communications. Refer to "CAN Communication Inspection". If there are no errors with VDC OFF switch and CAN communication system, check combination meter. Refer to [DI-4, "COMBINATION METERS"](#).
2. Make sure the lamp turns off approximately 1 second after the ignition switch is turned on. If the lamp does not turn off, conduct self-diagnosis.
3. With the engine running, make sure VDC OFF indicator lamp turns on and off when VDC OFF switch is turned on and off. If the indicator lamp status does not correspond to switch operation, check the VDC OFF switch system. Refer to [BRC-144, "VDC OFF SWITCH"](#).
4. Make sure ABS warning lamp, VDC OFF indicator lamp, and SLIP indicator lamp turn off 2 seconds after the engine is started. If ABS warning lamp, VDC OFF indicator lamp, and SLIP indicator lamp have not turned off 10 seconds after the engine has been started, conduct self-diagnosis of the ABS actuator and electric unit.
5. After conducting the self-diagnosis, be sure to erase the error memory. Refer to [BRC-116, "CONSULT-II Functions"](#).

Inspection 1 Wheel Sensor System**INSPECTION PROCEDURE**

After using the CONSULT-II SELF-DIAG RESULTS to determine the location of the malfunctioning wheel sensor, check all areas to determine the component to be replaced.

CAUTION:

- Do not measure the resistance value and also voltage between the sensor terminal with tester etc., because the sensor is an active sensor.
- Do not expand the terminal of the connector with a/the tester terminal stick, when it does the inspection with the tester.

1. TIRE INSPECTION

Check air pressure, wear, and size.

Are air pressure, wear, and size within the standard values?

YES >> GO TO 2.

NO >> Adjust air pressure, or replace tire.

2. SENSOR AND SENSOR ROTOR INSPECTION

- Check the condition of the sensor mount (for looseness, etc.).
- Check the surface of the front sensor rotor rubber for damage.
- Check the rear sensor rotor for damage.

OK or NG

OK >> GO TO 3.

NG >> Repair the sensor mount or replace the sensor rotor.

3. SELF-DIAGNOSIS RESULT CHECK

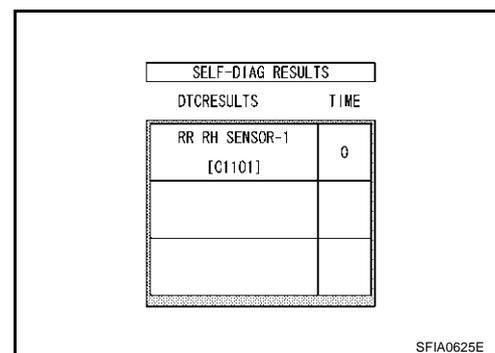
Check self-diagnosis results.

Self-diagnosis results
FR RH SENSOR-1,-2
FR LH SENSOR- 1,-2
RR RH SENSOR-1,-2
RR LH SENSOR-1,- 2

Is the above displayed in the self-diagnosis display items?

YES >> GO TO 4.

NO >> Inspection End

**4. CONNECTOR INSPECTION**

1. Disconnect TCS/ABS control unit connector E51 and the malfunctioning wheel sensor connector E42 (FR - LH) or E27 (FR - RH) or T5 (RR - RH, LH). Check the terminal to see if it is deformed, disconnected, loose, etc., and replace it if any non-standard condition is found.
2. Reconnect the connectors, drive at a speed of approximately 30 km/h (19 MPH) for approximately 1minute, and conduct self-diagnosis.

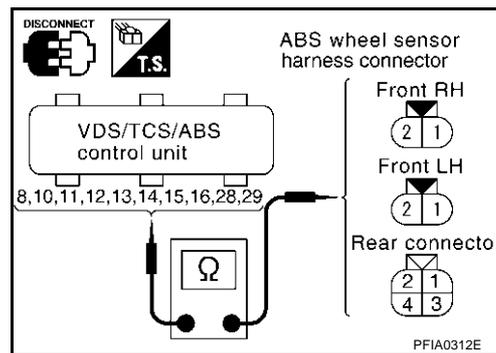
OK or NG

OK >> The connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 5.

5. WHEEL SENSOR HARNESS INSPECTION

- Turn off the ignition switch and disconnect the wheel sensor connector E42 (FR - LH), E27 (FR - RH), T5 (RR - RH, LH) and VDC/TCS/ABS control unit connector E118.
- Check the continuity between terminals. (Also check the continuity when the steering wheel is turned right and left and when the sensor harness inside the wheel well is moved.)



Wheel	Power system		Signal system		Ground system	
	VDC/TCS/ABS control unit	Wheel sensor	VDC/TCS/ABS control unit	Wheel sensor	VDC/TCS/ABS control unit (signal)	VDC/TCS/ABS control unit (ground)
Front RH	16 (B/R)	1 (B/R)	15 (LG/B)	2(LG/B)	16(B/R), 15(LG/B)	28(B), 29(B)
Front LH	10 (G)	1 (G)	8 (G/Y)	2(G/Y)	10 (G), 8 (G/Y)	
Rear RH	12 (BR)	1 (BR/W)	11 (BR/W)	2(BR)	12 (BR), 11 (BR/W)	
Rear LH	14 (OR)	3 (OR)	13 (P)	4 (P)	14 (OR), 13 (P)	

- Power system** : Continuity should exist.
- Signal system** : Continuity should exist.
- Ground system** : Continuity should not exist.

OK or NG

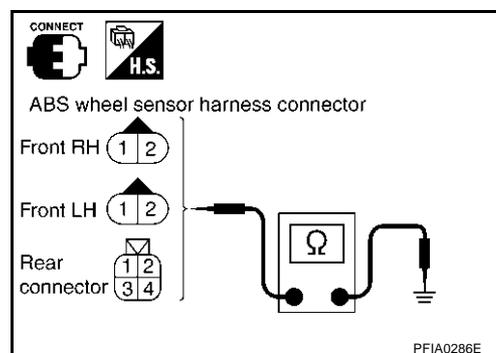
- OK >> GO TO 6.
- NG >> Repair harness and connector between control unit and wheel sensor.

6. WHEEL SENSOR POWER CIRCUIT INSPECTION

- Connect the wheel sensor connector E42 (FR - LH), E27 (FR - RH), T5 (RR - RH, LH) and VDC/TCS/ABS control unit connector E118.
- Turn on the ignition switch and check the voltage between the power terminal and the ground.

Voltage

Front RH	1 (B/R) - Ground	: 8V or more
Front LH	1 (G) - Ground	: 8V or more
Rear RH	1 (BR/W) - Ground	: 8V or more
Rear LH	3 (OR) - Ground	: 8V or more



OK or NG

- OK >> Replace wheel sensor.
- NG >> Replace the control unit.

Inspection 2 Engine System

AFS000ZQ

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results

ENGINE SIGNAL 1

ENGINE SIGNAL 2

ENGINE SIGNAL 3

ENGINE SIGNAL 4

ENGINE SIGNAL 5

ENGINE SIGNAL 6

Is the above displayed in the self-diagnosis display items?

YES >> GO TO 2.

NO >> Inspection End

2. ENGINE SYSTEM INSPECTION

1. Conduct an ECM self-diagnosis and repair or replace any non-standard items. Re-conduct the ECM self-diagnosis.
2. Re-conduct the VDC/TCS/ABS control unit self-diagnosis.

OK or NG

OK >> Inspection End

NG >> Repair or replace any non-standard items. Re-conduct the self-diagnosis.

Inspection 3 VDC/TCS/ABS Control Unit 1

AFS000ZR

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results

ABS CONTROLLER

Is the above displayed in the self-diagnosis display items?

YES >> Replace VDC/TCS/ABS control unit. Re-conduct the self-diagnosis.

NO >> Inspection End

Inspection 4 Pressure Sensor System

AFS000ZS

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results

PRESS SEN SYSTEM

Is the above displayed in the self-diagnosis display items?

YES >> GO TO 2.

NO >> Inspection End

2. CONNECTOR INSPECTION

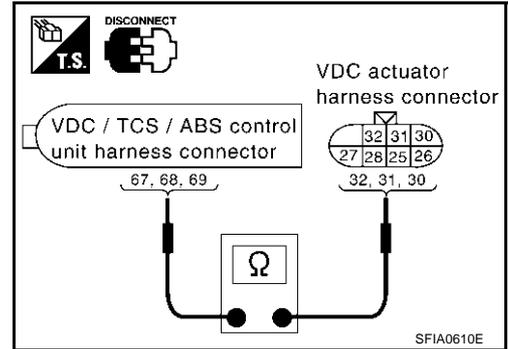
1. Disconnect pressure sensor connector E50 and VDC/TCS/ABS control unit connector E118, check the terminals for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Reconnect the connectors and Re-conduct VDC/TCS/ABS control unit self-diagnosis.

OK or NG

- OK >> The connector terminal contact is loose, damaged, open or shorted.
- NG >> GO TO 3.

3. PRESSURE SENSOR HARNESS INSPECTION

1. Turn off the ignition switch and disconnect Pressure sensor connector E50 and VDC/TCS/ABS control unit connector E118.
2. Check the continuity between VDC/TCS/ABS control unit connector and pressure sensor connector.



VDC/TCS/ABS C/U (Harness connector E118)	Pressure sensor (Harness connector E50)	Continuity
69 (P/B)	30 (P/B)	Continuity should exist.
68 (S/B)	31 (S/B)	Continuity should exist.
67 (G/B)	32 (G/B)	Continuity should exist.

OK or NG

- OK >> GO TO 4.
- NG >> If the open or short in harness, repair or replace the harness.

4. PRESSURE SENSOR INSPECTION

1. Connect pressure sensor and VDC/TCS/ABS control unit connectors.
2. Use "Data Monitor" to check the pressure sensor value.

Condition	Data monitor display
When brake pedal is depressed.	Positive value
When brake pedal is released.	Approx. 0 bar

OK or NG

- OK >> Inspection End
- NG >> If the pressure sensor is damaged or malfunctioning, replace the VDC/TCS/ABS actuator (pressure sensor it built in).

Inspection 5 Steering Angle Sensor System

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results

Steering angle sensor system

Is the above displayed in the self-diagnosis item?

- YES >> GO TO 2.
- NO >> Inspection End

2. CONNECTOR INSPECTION

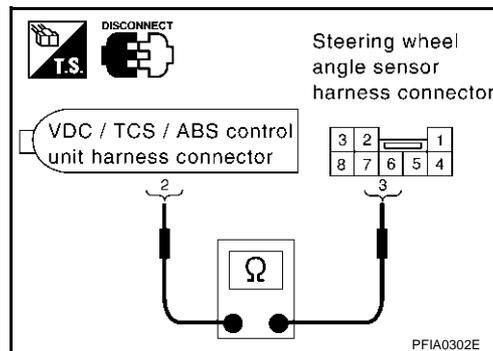
1. Disconnect the steering angle sensor connector M22 and VDC/TCS/ABS control unit connector E118 and check the terminals for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Reconnect the connectors and Re-conduct a VDC/TCS/ABS control unit self-diagnosis.

OK or NG

- OK >> The connector terminal contact is loose, damaged, open or shorted.
- NG >> GO TO 3.

3. STEERING ANGLE SENSOR HARNESS INSPECTION

1. Check the CAN communication system. Refer to [BRC-143, "Inspection 14 CAN Communication System"](#).
2. Turn off the ignition switch and disconnect the steering angle sensor connector M22 and VDC/TCS/ABS control unit connector E118.
3. Check the continuity between VDC/TCS/ABS control unit connector terminal 2 (Y/R) and steering angle sensor connector terminal 3 (Y/R).



VDC/TCS/ABS C/U (Harness connector E118)	Steering angle sensor (Harness connector M22)	Continuity
2 (Y/R)	3 (Y/R)	Continuity should exist.

OK or NG

- OK >> GO TO 4.
- NG >> If the open or short in harness, repair or replace the harness.

4. DATA MONITOR CHECK

1. Connect the steering angle sensor and VDC/TCS/ABS control unit connectors.
2. Conduct "Data Monitor" of the "STEERING ANGLE SIGNAL" to check if the status is normal.

Steering condition	Data monitor
Straight-ahead	-5deg - +5deg
Turn wheel to the right by 90°.	Approx. + 90deg
Turn wheel to the left by 90°.	Approx. -90deg

OK or NG

- OK >> Re-conduct the VDC/TCS/ABS control unit self-diagnosis.
 NG >> Replace spiral cable (steering angle sensor) and adjust neutral position of steering angle sensor.
 Refer to [BRC-94, "Adjustment of Steering Angle Sensor Neutral Position"](#).

Inspection 6 Yaw Rate Sensor /Side G Sensor System

AFS000ZU

CAUTION:

Sudden turns (such as spin turns, acceleration turns), drifting, etc. When VDC function is OFF (VDC SW ON) may cause the yaw rate/side G - sensor system indicate a problem. However this is not a problem if normal operation can be resumed after restarting the engine.

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results
YAW RATE SENSOR
SIDE SENSOR

CAUTION:

When on a turntable, such as at a parking structure entrance, or when on a moving object with the engine running, the VDC OFF indicator lamp might turn on and the self-diagnosis using the CONSULT-II the yaw rate sensor system might be displayed, but in this case there is no problem with the yaw rate sensor system. As soon as the vehicle leaves the turntable or moving object, restart the engine to return the system to normal.

Is the above displayed in the self-diagnosis display items?

- YES >> GO TO 2.
 NO >> Inspection End

2. CONNECTOR INSPECTION

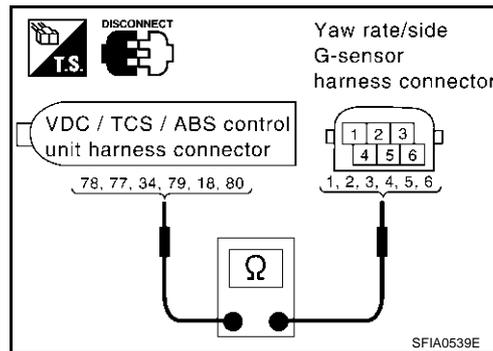
1. Disconnect yaw rate/side G sensor connector M51 and VDC/TCS/ABS control unit connector E118 and check the terminals for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Reconnect the connectors and Re-conduct a VDC/TCS/ABS control unit self-diagnosis.

OK or NG

- OK >> The connector terminal contact is loose, damaged, open or shorted.
 NG >> GO TO 3.

3. YAW RATE SENSOR/SIDE G SENSOR HARNESS INSPECTION

1. Turn off the ignition switch and disconnect yaw rate sensor/side G sensor connector M51 and VDC/TCS/ABS control unit connector E118.
2. Check the continuity between the VDC/TCS/ABS control unit vehicle side connector and the yaw rate/side G sensor vehicle side connector.



VDC/TCS/ABS C/U (Harness connector E118)	Yaw rate/side G sensor (Harness connector M51)	Continuity
18 (LG)	5 (LG)	Continuity should exist.
34 (W/B)	3 (OR)	Continuity should exist.
77 (Y/B)	2 (Y/B)	Continuity should exist.
78 (L/R)	1 (L/B)	Continuity should exist.
79 (GY/L)	4 (LG/R)	Continuity should exist.
80 (W/R)	6 (W/R)	Continuity should exist.

OK or NG

OK >> GO TO 4.

NG >> If the open or short in harness, repair or replace the harness.

4. YAW RATE SENSOR/SIDE G SENSOR INSPECTION

1. Connect the yaw rate sensor/side G sensor and VDC/TCS/ABS control unit connectors.
2. Use "Data Monitor" to check if the yaw rate sensor/side G sensor are normal.

Vehicle status	Yaw rate sensor (Data monitor standard)	Side G sensor (Data monitor standard)
When stopped	- 4 to +4deg/s	- 1.1 to +1.1 m/s ²
Right hand turn	Negative value	Negative value
Left turn	Positive value	Positive value

OK or NG

OK >> Inspection End

NG >> Replace the malfunctioning yaw rate sensor/side G sensor, and then re-conduct the VDC/TCS/ABS control unit self-diagnosis.

Inspection 7 Solenoid and VDC Change-Over Valve System

AFS000ZV

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results
FR LH IN ABS SOL
FR LH OUT ABS SOL
RR RH IN ABS SOL
RR RH OUT ABS SOL
FR RH IN ABS SOL
FR RH OUT ABS SOL
RR LH IN ABS SOL
RR LH OUT ABS SOL
Primary side USV circuit
Secondary side USV circuit
Primary side HSV circuit
Secondary side HSV circuit

Is the above displayed in the self-diagnosis display items?

- YES >> GO TO 2.
- NO >> Inspection End

2. CONNECTOR INSPECTION

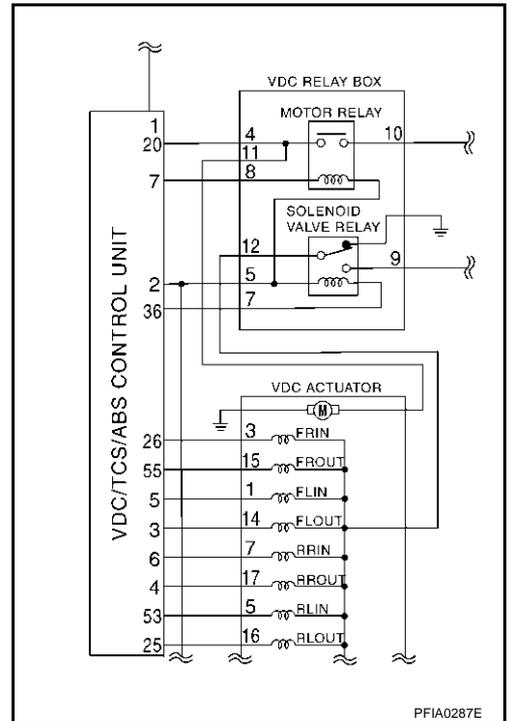
1. Disconnect the VDC/TCS/ABS control unit connector E118 and solenoid connector E49, E50 and check the terminals for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Securely reconnect the connectors and conduct self-diagnosis.

OK or NG

- OK >> The connector terminal contact is loose, damaged, open or shorted.
- NG >> GO TO 3.

3. SOLENOID INPUT SIGNAL INSPECTION

1. Turn off the ignition switch and disconnect the VDC/TCS/ABS control unit connector E118.
2. Check the resistance between the VDC/TCS/ABS control unit connector and the ground.



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VDC/TCS/ABS C/U (Harness connector E118)	Body ground	Resistance value
26 (W/G)	—	6.0 - 11Ω
5 (G/OR)	—	6.0 - 11Ω
6 (PU/W)	—	6.0 - 11Ω
53 (R/W)	—	6.0 - 11Ω
55 (R/Y)	—	3.0 - 5.0Ω
3 (Y/G)	—	3.0 - 5.0Ω
4 (GY/R)	—	3.0 - 5.0Ω
25 (L/W)	—	3.0 - 5.0Ω

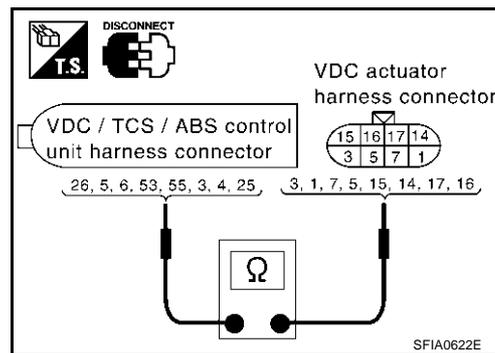
OK or NG

- OK >> Check the VDC/TCS/ABS control unit power system. Refer to [BRC-141, "Inspection 11 VDC/TCS/ABS Control Unit Power and Ground Systems"](#) .
- NG >> GO TO 4.

M

4. SOLENOID HARNESS INSPECTION

1. Disconnect VDC/TCS/ABS actuator connector E49.
2. Check the continuity between the VDC/TCS/ABS control unit connector and the VDC/TCS/ABS actuator connector.



VDC/TCS/ABS C/U (Harness connector E118)	VDC/TCS/ABS actuator (Harness connector E49)	Continuity
26 (W/G)	3 (W/G)	Continuity should exist.
5 (G/OR)	1 (G/OR)	Continuity should exist.
6 (PU/W)	7 (PU/W)	Continuity should exist.
53 (R/W)	5 (R/W)	Continuity should exist.
55 (R/Y)	15 (R/Y)	Continuity should exist.
3 (Y/G)	14 (Y/G)	Continuity should exist.
4 (GY/R)	17 (GY/R)	Continuity should exist.
25 (L/W)	16 (L/W)	Continuity should exist.

OK or NG

- OK >> Replace VDC/TCS/ABS actuator assembly.
- NG >> Open or short in harness. Repair or replace the harness.

Inspection 8 ABS Motor and Motor Relay System

AFS0002W

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results
Pump motor, motor relay system

Is the above displayed in the self-diagnosis display items?

- YES >> GO TO 2.
- NO >> Inspection End

2. CONNECTOR INSPECTION

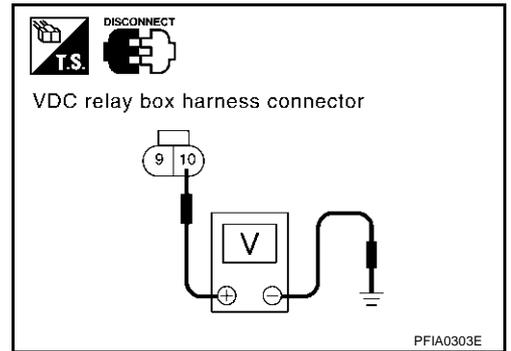
1. Disconnect the relay box connector E47, E48, E222 and VDC/TCS/ABS control unit connector E118 and check the terminals for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Securely reconnect the connectors and conduct self-diagnosis.

OK or NG

- OK >> The connector terminal contact is loose, damaged, open or shorted.
- NG >> GO TO 3.

3. ABS MOTOR AND MOTOR RELAY POWER SYSTEM INSPECTION

1. Disconnect the relay box connectors E48.
2. Check the voltage between the relay box connector and the ground.



Relay box (Harness connector E48)	Body ground	Voltage
10 (W/R)	—	Battery voltage (approx. 12V)

OK or NG

OK >> GO TO 4.

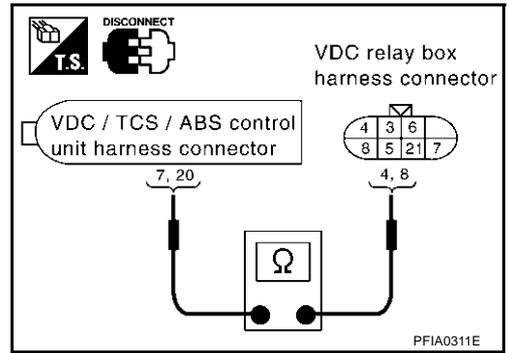
NG >> The circuit between the battery and the relay box terminal 9 is open or shorted. Repair the circuit.

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4. ABS MOTOR AND MOTOR RELAY HARNESS INSPECTION

1. Turn off the ignition switch and disconnect the VDC/TCS/ABS control unit connector E118 and relay box connector E47.
2. Check the continuity between the VDC/TCS/ABS control unit connector and the relay box vehicle side connector.

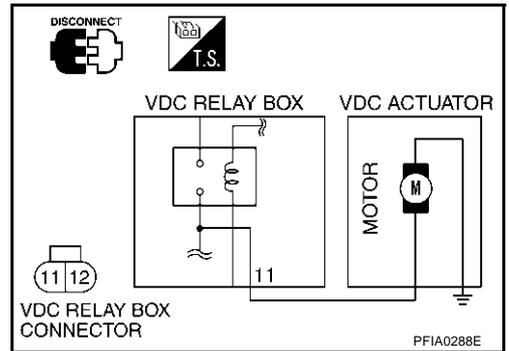


VDC/TCS/ABS C/U (Harness connector E118)	Relay box (Harness connector E47)	Continuity
20 (R/B)	4 (R/B)	Continuity should exist.
7 (G/W)	8 (G/W)	Continuity should exist.

3. Check if the actuator motor operates when a 12V voltage is applied to the relay box connector E222 terminal 12.

CAUTION:

Operate the actuator motor for 4 seconds or less to prevent heat generation.



OK or NG

OK >> GO TO 5.

NG >> The actuator motor or actuator motor circuit open or short in harness. Repair or replace the actuator motor or actuator motor circuit harness.

5. ABS MOTOR RELAY INSPECTION

ABS motor relay independent inspection. Refer to [BRC-144, "ABS MOTOR RELAY AND ACTUATOR RELAY"](#)

OK or NG

OK >> Replace VDC/TCS/ABS actuator assembly.

NG >> Replace the VDC/TCS/ABS relay box.

Inspection 9 Actuator Relay System

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results
Actuator relay circuit

Is the above displayed in the self-diagnosis display items?

- YES >> GO TO 2.
- NO >> Inspection End

2. CONNECTOR INSPECTION

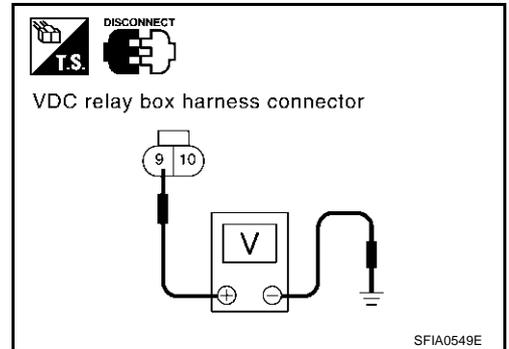
1. Disconnect the relay box connector E47, E48, E222 and VDC/TCS/ABS control unit connector E118 and check the terminals for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Securely reconnect the connectors and Re-conduct self-diagnosis.

OK or NG

- OK >> The connector terminal contact is loose, damaged, open or shorted.
- NG >> GO TO 3.

3. ACTUATOR RELAY POWER SYSTEM INSPECTION

1. Turn off the ignition switch and disconnect the relay box connector E48.
2. Check the voltage between the relay box connector and the ground.



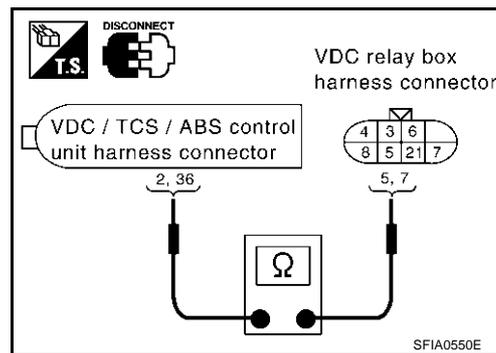
Relay box (Harness Connector E48)	Body ground	Voltage
9 (R/B)	—	Battery voltage (approx. 12V)

OK or NG

- OK >> GO TO 4.
- NG >> The circuit between the battery and relay unit terminal 9 is open or shorted. Repair the circuit.

4. ACTUATOR RELAY HARNESS INSPECTION

1. Disconnect the VDC/TCS/ABS control unit connector E47.
2. Check the continuity between the VDC/TCS/ABS control unit connector E118 and the relay box connector E47.



VDC/TCS/ABS C/U (Harness connector E118)	Relay box (Harness connector E47)	Continuity
2 (Y/R)	5 (Y/R)	Continuity should exist.
36 (Y)	7 (Y)	Continuity should exist.

OK or NG

- OK >> GO TO 5.
- NG >> Open or short in harness. Repair or replace the harness.

5. ACTUATOR RELAY INSPECTION

Independently check the actuator relay. Refer to [BRC-144, "ABS MOTOR RELAY AND ACTUATOR RELAY"](#).

OK or NG

- OK >> Replace VDC/TCS/ABS actuator assembly.
- NG >> Replace the VDC/TCS/ABS relay box.

Inspection 10 Stop Lamp Switch System

AFS000ZY

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results
STOP LAMP SW

Is the above displayed in the self-diagnosis display items?

- YES >> GO TO 2.
- NO >> Inspection End

2. CONNECTOR INSPECTION

1. Disconnect the stop lamp switch connector E112 and VDC/TCS/ABS control unit connector E118 and check the terminals for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Securely reconnect the connectors.
3. Start engine.
4. Repeat pumping brake pedal carefully several times, then perform self-diagnosis again.

OK or NG

- OK >> The connector terminal contact is loose, damaged, open or shorted.
- NG >> GO TO 3.

3. STOP LAMP SWITCH INSPECTION

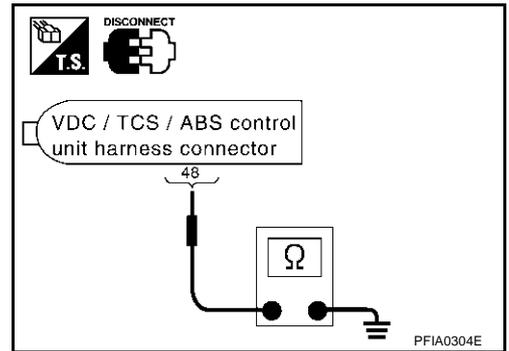
1. Turn off the ignition switch and disconnect the VDC/TCS/ABS control unit connector E118.
2. Check the voltage between the VDC/TCS/ABS control unit connector E118 terminal 48 (P/L) and the ground.

48 (P/L) - Ground

Brake pedal depressed:

Battery voltage (approx. 12V)

Brake pedal not depressed : Approx. 0V



OK or NG

- OK >> Connect the connectors and conduct a VDC/TCS/ABS control unit self-diagnosis.
- NG >> Open or short in harness. Repair or replace the harness.

Inspection 11 VDC/TCS/ABS Control Unit Power and Ground Systems

AFS000ZZ

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INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results
LOW POWER VOLTAGE

Is the above displayed in the self-diagnosis item?

- YES >> GO TO 2.
- NO >> Inspection End

2. CONNECTOR INSPECTION

1. Disconnect the VDC/TCS/ABS control unit connector E118 and check the terminal for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Securely reconnect the connector and Re-conduct self-diagnosis.

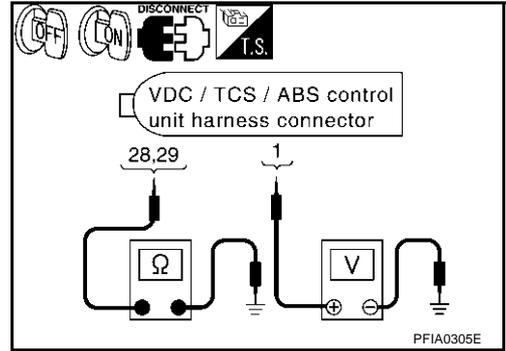
OK or NG

- OK >> The connector terminal contact is loose, damaged, open or shorted.
- NG >> GO TO 3.

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3. VDC/TCS/ABS CONTROL UNIT POWER AND GROUND CIRCUIT INSPECTION

1. VDC/TCS/ABS disconnect control unit connector E118.
2. With the ignition switch turned on and off, check the voltage and continuity between the VDC/TCS/ABS control unit connector E118 and the ground.



Signal name	VDC/TCS/ABS C/U (Harness connector E118)	Ground	Measured value
Power supply	1 (G/R)	—	Battery voltage (Approx. 12V)
Ground	28 (B)	—	Continuity should exist.
	29 (B)	—	Continuity should exist.

OK or NG

- OK >> Check the battery (terminal looseness, low voltage, etc.) For any non-standard condition. If any non-standard condition exists, recharge or replace the battery as necessary.
- NG >> The corresponding harness circuit is open or shorted. Repair the circuit.

Inspection 12 VDC/TCS/ABS Control Unit 2

AFS00100

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

Check self-diagnosis results.

Self-diagnosis results
EMERGENCY BRAKE

When any item other than “emergency brake” is indicated in self-diagnosis display, follow the instructions below.

CAUTION:

“Emergency brake” is indicated when control unit itself is detected as an error. If this display item is indicated, replace control unit.

Is the above displayed in the self-diagnosis display items?

- YES >> Replace the VDC/TCS/ABS control unit and re-conduct the self-diagnosis.
- NO >> Inspection End

Inspection 13 Brake Fluid Level Sensor System

INSPECTION PROCEDURE

1. SELF-DIAGNOSIS RESULT CHECK

1. Check the brake reservoir tank fluid level. If the level is low, add brake fluid.
2. Erase the self-diagnosis results and check the self-diagnosis results.

Self-diagnosis results

Brake fluid level switch

Is the above displayed in the self-diagnosis display items?

- YES >> GO TO 2.
NO >> Inspection End

2. CONNECTOR INSPECTION

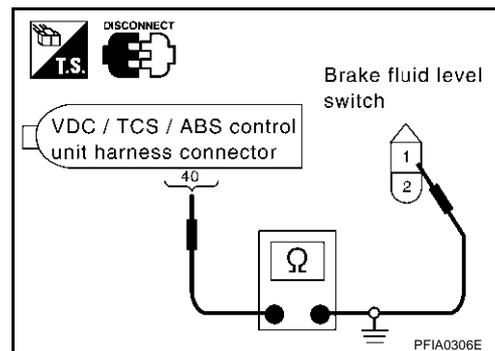
1. Disconnect the brake fluid level sensor connector E44 and VDC/TCS/ABS control unit connector E118 and check the terminal for deformation, disconnection, looseness, and so on. If there is any non-standard condition, repair or replace the terminal.
2. Securely reconnect the connectors and Re-conduct self-diagnosis.

OK or NG

- OK >> The connector terminal contact is loose, damaged, open or shorted.
NG >> GO TO 3.

3. CHECK THE HARNESS BETWEEN THE BRAKE FLUID LEVEL SENSOR AND THE VDC/TCS/ABS CONTROL UNIT

1. Turn off the ignition switch and disconnect the brake fluid level sensor connector E44, VDC/TCS/ABS control unit, connectors E118.
2. Check the continuity between the brake fluid level sensor connector E44 and the VDC/TCS/ABS control unit connector E118.



VDC/TCS/ABS C/U (Harness connector E118)	Brake fluid level sensor (Harness connector E44)	Continuity
40 (W)	1 (W)	Continuity should exist.
40 (W)	Ground	Continuity should not exist.
Ground	2 (B)	continuity should exist.

OK or NG

- OK >> Connect the connectors and conduct a VDC/TCS/ABS control unit self-diagnosis.
NG >> If the open or short in harness, repair or replace the harness.

Inspection 14 CAN Communication System

1. CHECK CONNECTOR

1. Turn ignition switch OFF, disconnect the VDC/TCS/ABS control unit connector, and check the terminal for deformation, disconnection, looseness, and so on. If there is a malfunction, repair or replace the terminal.
2. Reconnect connector to perform self-diagnosis.

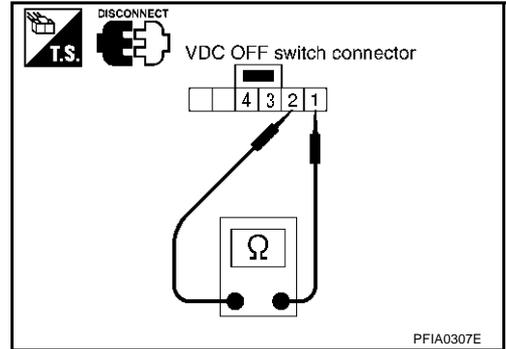
Is "CAN COMM CIRCUIT" displayed in the self-diagnosis display items?

- YES >> Print out the self-diagnostic results, and refer to [LAN-4, "Precautions When Using CONSULT-II"](#).
NO >> Connector terminal connection is loose, damaged, open, or shorted.

Component Inspection
VDC OFF SWITCH

- Turn off the ignition switch, and disconnect the VDC OFF switch connector M9, and check the continuity between terminals 1 (L/Y) and 2.

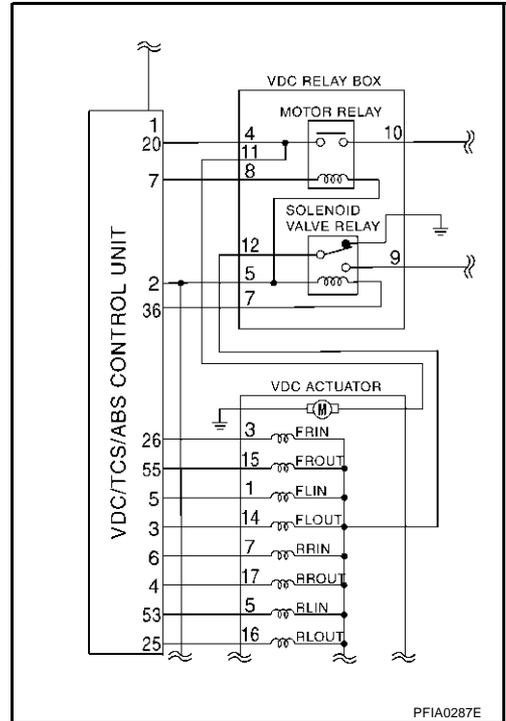
1 - 2 :Continuity should exist when pushing the switch.
continuity should not exist when releasing the switch.



ABS MOTOR RELAY AND ACTUATOR RELAY

- Turn off the ignition switch and disconnect the VDC/TCS/ABS relay box connector E47, E48, E222.
- Apply a voltage of 12V between the ABS motor relay terminal 8 (G/W) and the actuator relay terminal 7 (Y/R) and then check the continuity between the following terminals.

ABS motor relay	Between terminal 4 to 10	Continuity should exist.
Actuator relay	Between terminal 9 to 12	Continuity should exist.



VDC/TCS/ABS ACTUATOR**Actuator Operation Inspection**

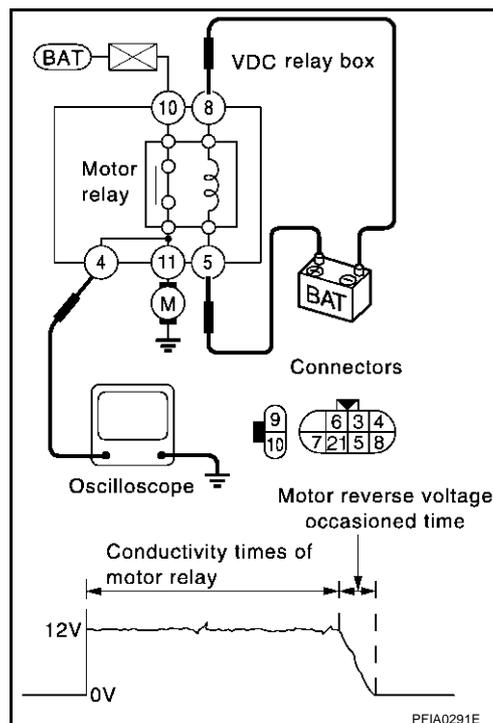
1. Turn on the ignition switch, apply a voltage of 12V between the relay box terminal 5 and 8, use an oscilloscope to measure the motor voltage at this time (between terminal 11 and the ground), and check the motor reverse voltage occurrence time when operation is stopped.

Motor counter-electromotive force duration:

0.1 second or more

CAUTION:

- The above check should be performed after motor relay unit inspection to make sure relay operates normally.
- To prevent overheating, do not drive actuator motor more than 4 seconds.
- The motor reverse voltage occurrence time is standard when the battery voltage is 12V and the air temperature is 20°C (68°F), and this time is a little shorter when the battery voltage is low or the air temperature is low.

**Symptom 1 Excessive ABS Function Operation Frequency**

AFS00104

1. INSPECTION START

Check brake force distribution.

OK or NG

- OK >> GO TO 2.
- NG >> Check brake system

2. FRONT AND REAR AXLE INSPECTION

Make sure there is no excessive play in the front and rear axles.

OK or NG

- OK >> GO TO 3.
- NG >> Repair.

3. WHEEL SENSOR INSPECTION

Wheel Sensor Inspection

- Sensor mount and damage inspection
- Sensor rotor mount and damage inspection
- Sensor connector connection inspection
- Sensor harness inspection

OK or NG

- OK >> GO TO 4.
- NG >> Sensor or sensor rotor replacement

4. ABS WARNING LAMP DISPLAY CHECK

Make sure the warning lamp turns off approximately 1 sec. After the ignition switch is turned on or when driving.

OK or NG

OK >> Normal

NG >> Perform self-diagnosis. Refer to [BRC-117, "SELF-DIAGNOSIS"](#) .

Symptom 2 Unexpected Pedal Reaction

AFS00105

1. BRAKE PEDAL STROKE INSPECTION

Check brake pedal stroke.

Is the stroke too big?

YES >> ● Bleed air from the brake piping.

- Check the brake pedal, brake booster, and master cylinder mount for play, looseness, and brake system for fluid leaks, etc. If any malfunctions are found, make repair.

NO >> GO TO 2.

2. PERFORMANCE CHECK

Disconnect the VDC/TCS/ABS control unit connector E118 and make sure the braking force is sufficient when the ABS is not operating. After the inspection, reconnect the connector.

OK or NG

OK >> GO TO 3. Refer to [BRC-145, "Symptom 1 Excessive ABS Function Operation Frequency"](#) .

NG >> Check brake system.

Symptom 3 The Braking Distance Is Long

AFS00106

CAUTION:

On slippery road surfaces, the stopping distance might be longer with the ABS operating than when the ABS is not operating.

1. PERFORMANCE CHECK

Disconnect VDC/TCS/ABS control unit connector E118 to deactivate ABS. In this condition, check stopping distance. After inspection, connect connector.

OK or NG

OK >> ● Bleed air from the brake piping.

- Check brake system.

NG >> GO TO 3. Refer to [BRC-145, "Symptom 1 Excessive ABS Function Operation Frequency"](#) .

Symptom 4 The ABS Function Does Not Operate

AFS00107

CAUTION:

The ABS does not operate when the speed is 10 km/h (6 MPH) or less.

1. ABS WARNING LAMP DISPLAY CHECK

Make sure the warning lamp turns off approximately 1 second after the ignition switch is turned on or when driving.

OK or NG

OK >> GO TO 3. Wheel Sensor Inspection in [BRC-145, "Symptom 1 Excessive ABS Function Operation Frequency"](#) .

NG >> Perform self-diagnosis. Refer to [BRC-116, "CONSULT-II Functions"](#) .

Symptom 5 Pedal Vibration or ABS Operation Sound Occurs

AFS00108

CAUTION:

Under the following conditions, when brake pedal is lightly depressed (just place a foot on it), ABS is activated and vibration is felt. However, this is normal.

- When shifting gears
- When driving on slippery road
- During cornering at high speed
- When passing over bumps or grooves [50 mm (1.97 in) or more]
- When pulling away just after starting engine (at approximately 10 km/h (6MPH) or higher)

1. SYMPTOM CHECK 1

Check if pedal vibration or operation sound occurs when the engine is started.

OK or NG

OK >> GO TO 2.

NG >> Perform self-diagnosis. Refer to [BRC-117, "SELF-DIAGNOSIS"](#).

2. SYMPTOM CHECK 2

Check the symptom when electrical component (headlamps, etc.) Switches are operated.

Does the symptom occur when the electrical component (head lamp, etc.) Switches are operated?

YES >> Check if there is a radio, antenna, antenna lead wire, or wiring close to the control unit (or its wiring), and if there is, move it farther away.

NO >> GO TO 3. Wheel Sensor Inspection in [BRC-145, "Symptom 1 Excessive ABS Function Operation Frequency"](#).

Symptom 6 Vehicle Jerks During VDC/TCS/ABS Control

AFS00109

1. ENGINE SPEED SIGNAL INSPECTION

Conduct CONSULT-II VDC/TCS/ABS control unit "Data Monitor".

Is engine speed at idle 400 rpm or higher?

YES >> GO TO 3.

NO >> GO TO 2.

2. ECM SELF-DIAGNOSIS RESULT ITEM CHECK

Perform ECM self-diagnosis.

Are self-diagnosis items displayed?

YES >> Check the corresponding items. Refer to [EC-80, "TROUBLE DIAGNOSIS"](#) in "Engine Control (EC section)".

NO >> GO TO 3.

3. SYMPTOM CHECK 1

Check if the vehicle jerks during VDC/TCS/ABS control.

OK or NG

OK >> Inspection End

NG >> GO TO 4.

4. A/T SELF-DIAGNOSIS RESULTS ITEM CHECK

Perform A/T self-diagnosis.

OK or NG

OK >> GO TO 5.

NG >> Check the corresponding items. Refer to [AT-40, "TROUBLE DIAGNOSIS"](#) in "A/T".

5. SYMPTOM CHECK 2

Check if the vehicle jerks during VDC/TCS/ABS control.

OK or NG

- OK >> Inspection End
NG >> GO TO 6.

6. SELF-DIAGNOSIS RESULT ITEM INSPECTION 1

Conduct self-diagnosis of the VDC/TCS/ABS control unit.

Are self-diagnosis items displayed?

- YES >> Check the corresponding items, make repairs, and re-conduct the VDC/TCS/ABS control unit self-diagnosis.
NO >> GO TO 7.

7. CONNECTOR INSPECTION

1. Disconnect the VDC/TCS/ABS control unit E118 and the ECM connectors, check the terminals for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the connector.
2. Securely reconnect the connector and conduct self-diagnosis.

OK or NG

- OK >> If the connector terminal contact is loose, damaged, open or shorted, repair or replace the connector terminal.
NG >> GO TO 8.

8. SELF-DIAGNOSIS RESULT ITEM INSPECTION 2

Re-conduct the VDC/TCS/ABS control unit self-diagnosis.

Are self-diagnosis items displayed?

- YES >> Repair or replace any non-standard items.
NO >> GO TO 9.

9. INSPECTION OF CIRCUIT BETWEEN VDC/TCS/ABS CONTROL UNIT AND THE ECM

Check the CAN communication system. Refer to [BRC-143, "Inspection 14 CAN Communication System"](#).

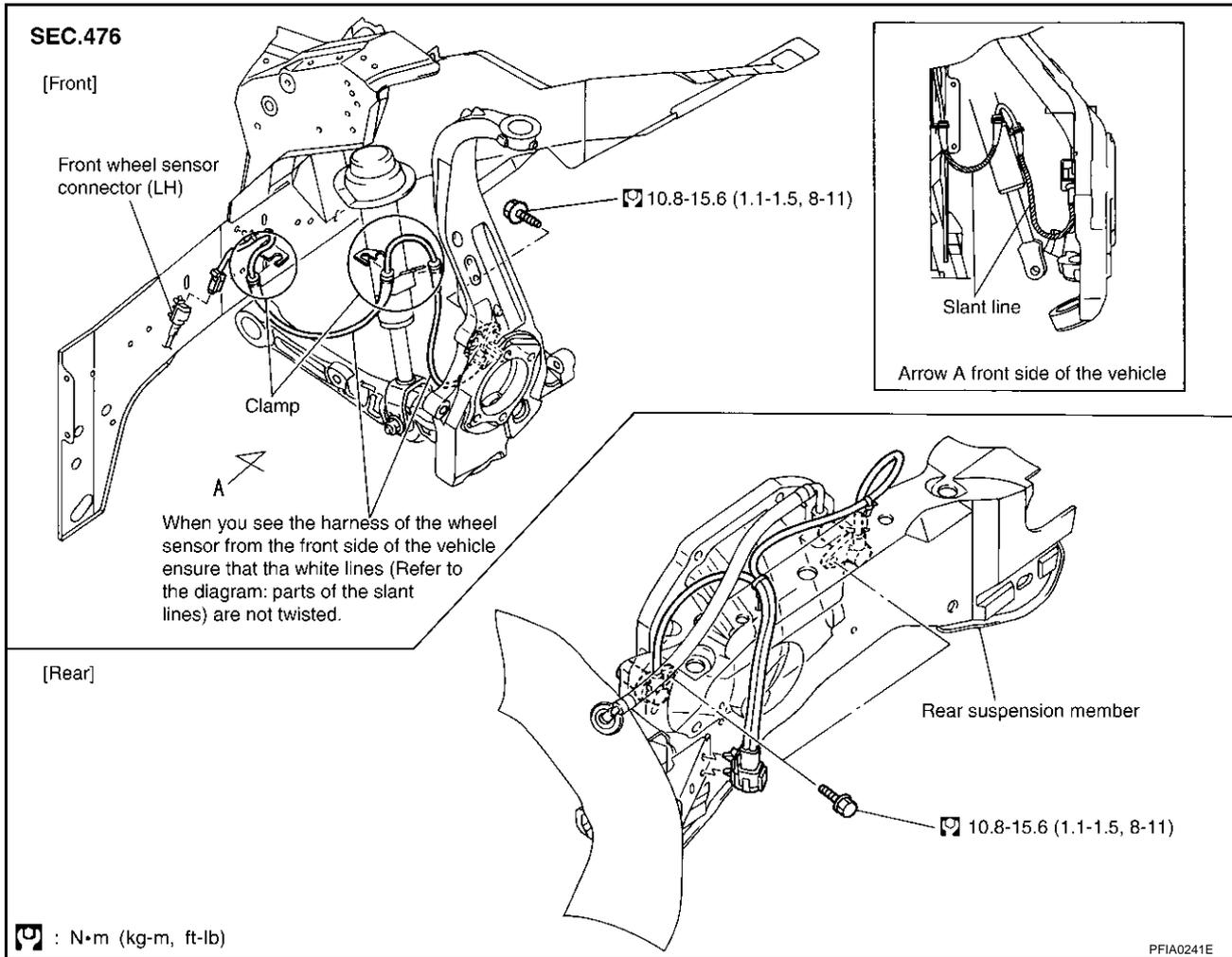
OK or NG

- OK >> Inspection End
NG >> Connect the connectors, and re-conduct the VDC/TCS/ABS control unit self-diagnosis.

WHEEL SENSORS

Removal and Installation

AFS00100



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REMOVAL

Pay attention to the following when removing sensor.

CAUTION:

- As much as possible, avoid rotating sensor when removing it. Pull sensors out without pulling on sensor harness.
- Take care to avoid damaging sensor edges or rotor teeth. Remove wheel sensor first before removing front or rear wheel hub. This is to avoid damage to sensor wiring and loss of sensor function.

INSTALLATION

Pay attention to the following when installing sensor. Tighten installation bolts and nuts to specified torques.

- When installing, check that there is no foreign material such as iron chips on pick-up and mounting hole of the sensor. Check that no foreign material has been caught in the sensor rotor motor. Remove any foreign material and clean the mount.
- When installing front sensor, be sure to press rubber grommets in until they lock at the three locations shown in diagram (2 at shock absorbers and 1 at body panel). When installed, harness must not be twisted. White line on harness (shaded part) must be visible from front.

VDC/TCS/ABS CONTROL UNIT

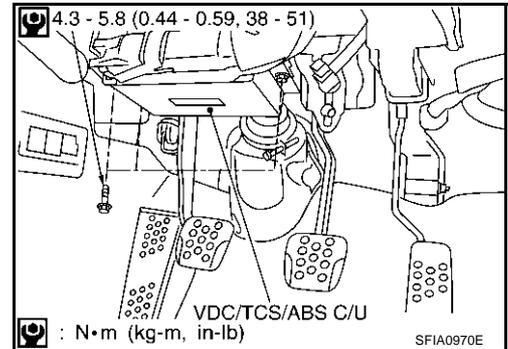
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Removal and Installation

AFS000BP

REMOVAL

1. Remove driver-side lower instrument panel. Refer to [IP-10](#), "[INSTRUMENT PANEL ASSEMBLY](#)".
2. Remove VDC/TCS/ABS control unit.

**INSTALLATION**

Install in the reverse order of removal.

SENSOR ROTOR

PFP:47970

Removal and Installation

AFS0011W

REMOVAL

Front
Sensor rotor cannot be disassembled. To replace sensor rotor, replace hub bearing assembly. Refer to [FAX-4, "Removal and Installation"](#) in "Front Axle/Drive Shaft" in "FAX" section.

Rear

- Follow procedure below to remove rear sensor rotor.
- Remove side flange. Refer to [RFD-8, "SIDE OIL SEAL"](#) in "Rear Final Drive" in "RFD" section.
- Using a bearing replacer (special service tool) and puller (commercial service tool), remove sensor rotor from the companion flange.

INSTALLATION

Front

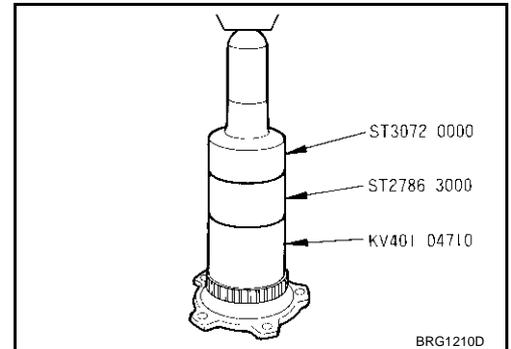
Sensor rotor cannot be disassembled. To replace sensor rotor, replace hub bearing assembly. Refer to [FAX-4, "Removal and Installation"](#) in "Front Axle/Drive Shaft" in "FAX" section.

Rear

- Follow procedure below to install rear sensor rotor.
- Using a drift (special service tool), press rear sensor rotor onto the side flange.
- Install side flange. Refer to [RFD-8, "SIDE OIL SEAL"](#) in "Rear Final Drive" in "RFD" section.

Number of sensor rotor teeth

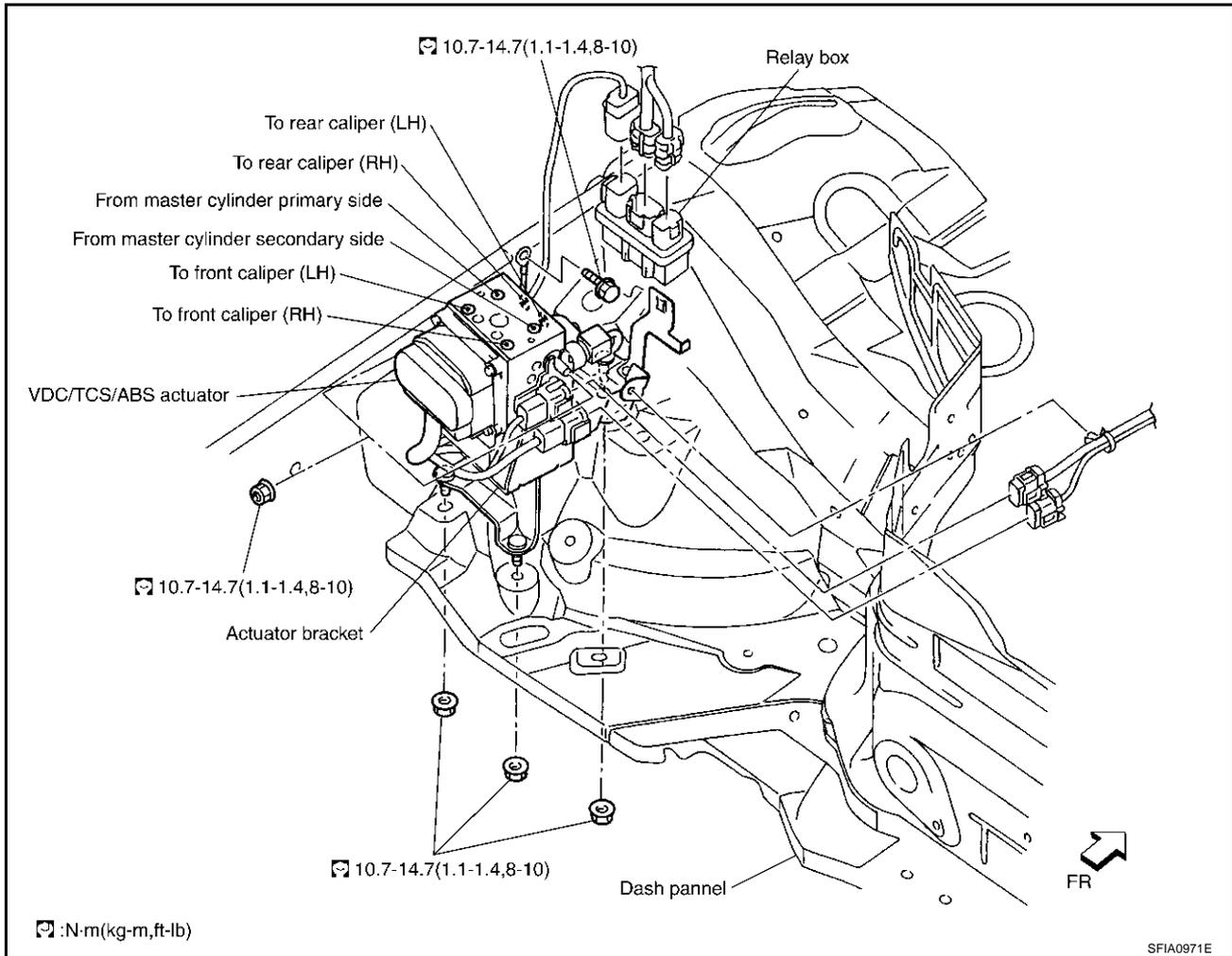
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VDC/TCS/ABS ACTUATOR

Removal and Installation



Pay attention to the following when removing actuator.

CAUTION:

- Before servicing, disconnect battery cables.
- To remove brake tube, use flare nut wrench to prevent flare nuts and brake tube from being damaged. To install, use flare nut wrench (commercial service tool).
- Do not remove and install actuator by holding harness.
- After work is completed, bleed air from brake piping. Refer to [BR-9, "BRAKE FLUID"](#) .
- Be sure to securely connect the ground cable.

G SENSOR

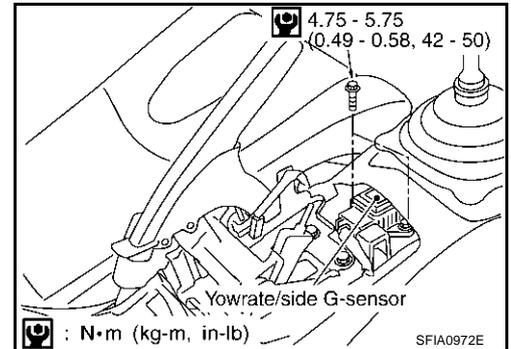
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Removal and Installation**REMOVAL**

1. Install center console. Refer to [IP-13, "CENTER CONSOLE"](#) .
2. Remove harness connector.
3. Remove installation bolts. Remove yaw rate/side G-sensor.

CAUTION:

- Do not drop or strike the yaw rate/side G-sensor, because it has little endurance to impact.
- Do not use power tool etc., because Yaw rate / Side G sensor is weak for the impact.

**INSTALLATION**

To install, follow procedure for removal in reverse order.

CAUTION:

- Do not drop or strike the yaw rate/side G-sensor, because it has little endurance to impact.

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STEERING ANGLE SENSOR

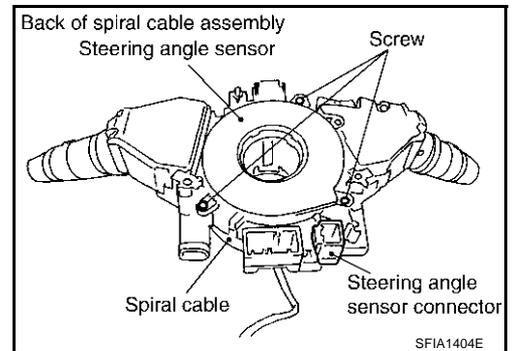
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Removal and Installation

AFS0025W

REMOVAL

1. Remove spiral cable assembly. Refer to [SRS-39, "SPIRAL CABLE"](#) .
2. Remove steering angle sensor.



INSTALLATION

Install in the reverse order of removal.

NOTE:

After work, make sure to adjust neutral position of steering angle sensor. Refer to [BRC-94, "Adjustment of Steering Angle Sensor Neutral Position"](#) .