

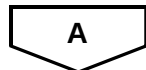
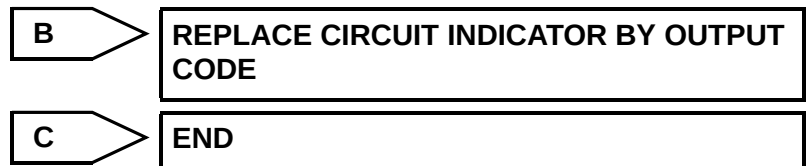
|     |          |                                                            |
|-----|----------|------------------------------------------------------------|
| DTC | U0100/65 | Lost Communication with ECM / PCM                          |
| DTC | U0121/94 | CAN Communication Function Fault                           |
| DTC | U0123/62 | Lost Communication with Yaw Rate Sensor Module             |
| DTC | U0124/95 | Lost Communication with Lateral Acceleration Sensor Module |
| DTC | U0126/63 | Lost Communication with Steering Angle Sensor Module       |

|   |               |
|---|---------------|
| 1 | RECONFIRM DTC |
|---|---------------|

- (a) Clear the DTC (see page [BC-16](#)).
- (b) Turn the ignition switch ON.
- (c) Drive the vehicle at a speed of 15 km/h (9 mph) and turn the steering wheel to the right and left.
- (d) Check for DTC (see page [BC-16](#)). If a DTC of the ABS and VSC is output, make a note of them.

**Result**

| Result                                                              | Proceed to |
|---------------------------------------------------------------------|------------|
| DTC is output for the CAN communication system <a href="#">CA-6</a> | A          |
| DTC is output (ABS and VSC DTCs are output)                         | B          |
| DTC is not output                                                   | C          |



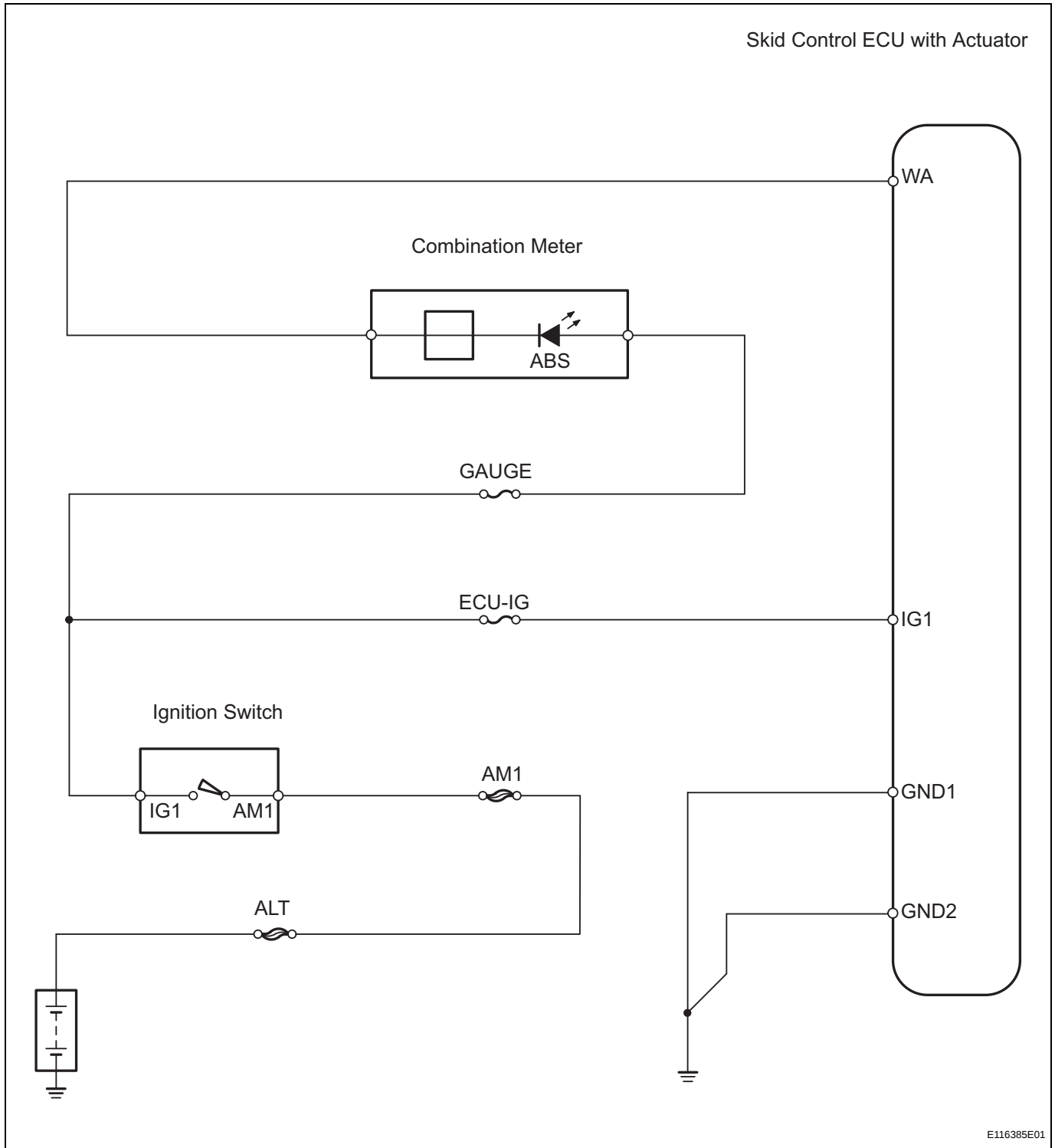
|                                |
|--------------------------------|
| GO TO CAN COMMUNICATION SYSTEM |
|--------------------------------|

ABS Warning Light Remains ON

DESCRIPTION

| DTC No.   | DTC Detection Condition                                                                                                                                  | Trouble Area                                                                                                                                                                  |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Always ON | Either condition (1. or 2.) is detected<br>1. Voltage of ECU terminal IG1 remains at more than 17 V<br>2. There is a malfunction in ECU internal circuit | <ul style="list-style-type: none"><li>• Power source circuit</li><li>• ABS warning light circuit</li><li>• Skid control ECU with actuator</li><li>• Charging system</li></ul> |

## WIRING DIAGRAM



BC

1

CHECK FOR DTC

- (a) Turn the ignition switch ON.
- (b) Check that the ABS warning light illuminates.
- (c) Check for DTCs (see page [BC-16](#)).

**Result**

| Result                                                | Proceed to |
|-------------------------------------------------------|------------|
| DTC is not output (when using intelligent tester)     | A          |
| DTC is not output (when not using intelligent tester) | B          |
| DTC is output                                         | C          |

**B****Go to step 7****C****REPAIR CIRCUIT INDICATED BY OUTPUT DTC****A****2****INSPECT SKID CONTROL ECU CONNECTOR**

- (a) Check that each ECU connector is properly installed.

**OK:****Each ECU connector is properly installed.****NG****CONNECT CONNECTOR TO ECU CORRECTLY****OK****3****READ VALUE OF INTELLIGENT TESTER (IG1 VOLTAGE)**

- (a) Check the DATA LIST for proper functioning of the IG voltage.

**Skid control ECU with actuator**

| Item       | Measurement Item / Range (Display)          | Normal Condition                            | Diagnostic Note |
|------------|---------------------------------------------|---------------------------------------------|-----------------|
| IG VOLTAGE | ECU power supply voltage / NORMAL / TOO LOW | NORMAL: 9.5 to 14 V<br>TOO LOW: Below 9.5 V | -               |

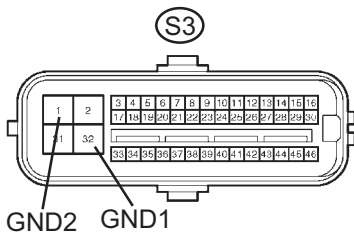
**Result**

| Result                | Proceed to |
|-----------------------|------------|
| Display is NORMAL     | A          |
| Display is not NORMAL | B          |

**B****Go to step 11****A**

4 CHECK WIRE HARNESS (SKID CONTROL ECU - BODY GROUND)

Wire Harness Side



- Disconnect the S3 ECU connector.
- Measure the resistance of the wire harness side connector.

Standard resistance

| Tester Connection          | Specified Condition |
|----------------------------|---------------------|
| S3-32 (GND1) - Body ground | Below 1 Ω           |
| S3-1 (GND2) - Body ground  |                     |

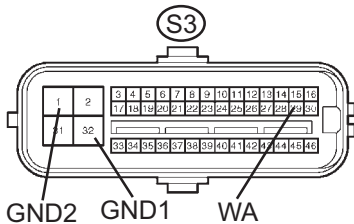
NG

REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

5 CHECK ABS WARNING LIGHT

Wire Harness Side



- Disconnect the S3 ECU connector.
- Turn the ignition switch ON.
- Using a service wire, connect terminal S3-29 (WA) to S3-32 (GND1) or S3-1 (GND2) of the connector. Check the ABS warning light.

OK:

ABS warning light turns off.

- Turn the ignition switch OFF.
- Remove the service wire.
- Turn the ignition switch ON.
- Check the ABS warning light.

OK:

ABS warning light illuminates.

HINT:

When replacing the skid control ECU with actuator, perform the zero point calibration (see page [BC-11](#)).

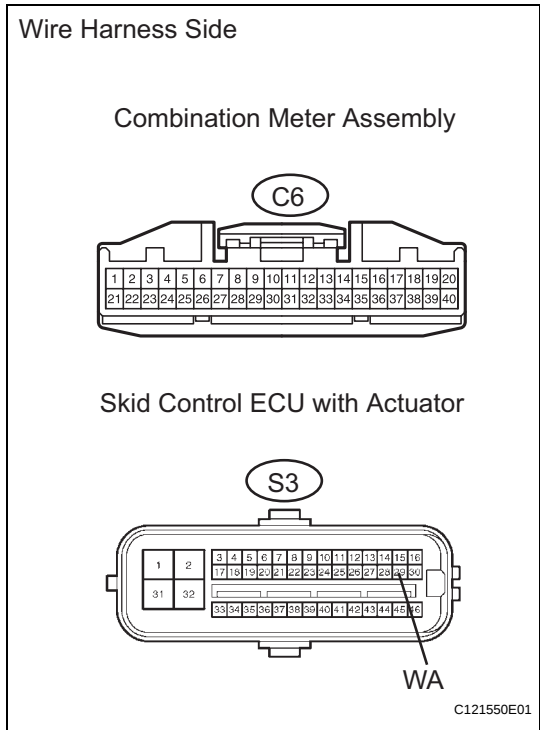
OK

REPLACE BRAKE ACTUATOR ASSEMBLY

NG

6

CHECK WIRE HARNESS (COMBINATION METER - SKID CONTROL ECU AND BODY GROUND)



- (a) Disconnect the S3 ECU connector.
- (b) Disconnect the C6 meter connector.
- (c) Measure the resistance of the wire harness side connectors.

Standard resistance

| Tester Connection        | Specified Condition |
|--------------------------|---------------------|
| S3-29 (WA) - C6-11       | Below 1 Ω           |
| S3-29 (WA) - Body ground | 10 kΩ or higher     |

NG

REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

REPLACE COMBINATION METER ASSEMBLY

7

INSPECT SKID CONTROL ECU CONNECTOR

- (a) Check that each ECU connector is properly installed.
- OK:

Each ECU connector is properly installed.

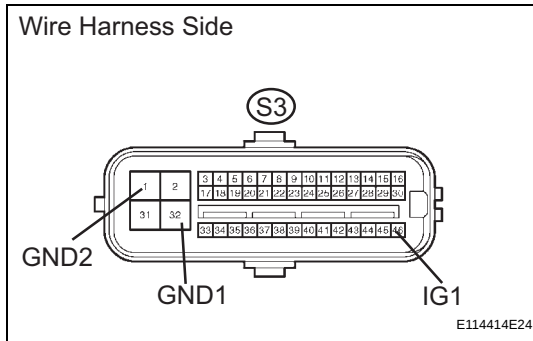
NG

CONNECT CONNECTOR TO ECU CORRECTLY

OK

**8 CHECK WIRE HARNESS (SKID CONTROL ECU - BATTERY AND BODY GROUND)**

Wire Harness Side



- (a) Disconnect the S3 ECU connector.  
 (b) Measure the voltage of the wire harness side connector.

**Standard voltage**

| Tester Connection         | Condition          | Specified Condition |
|---------------------------|--------------------|---------------------|
| S3-46 (IG1) - Body ground | Ignition switch ON | 10 to 14 V          |

- (c) Measure the resistance of the wire harness side connector.

**Standard resistance**

| Tester Connection          | Specified Condition |
|----------------------------|---------------------|
| S3-32 (GND1) - Body ground | Below 1 $\Omega$    |
| S3-1 (GND2) - Body ground  |                     |

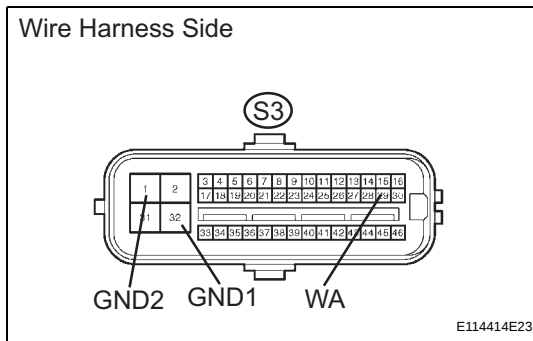
NG

**REPAIR OR REPLACE HARNESS AND CONNECTOR**

OK

**9 CHECK ABS WARNING LIGHT**

Wire Harness Side



- (a) Disconnect the S3 ECU connector.  
 (b) Turn the ignition switch ON.  
 (c) Using a service wire, connect terminal S3-29 (WA) to S3-32 (GND1) or S3-1 (GND2) of the connector. Check the ABS warning light.

**OK:****ABS warning light turns off.**

- (d) Turn the ignition switch OFF.  
 (e) Remove the service wire.  
 (f) Turn the ignition switch ON.  
 (g) Check the ABS warning light.

**OK:****ABS warning light illuminates.****HINT:**

When replacing the skid control ECU with actuator, perform the zero point calibration (see page [BC-11](#)).

OK

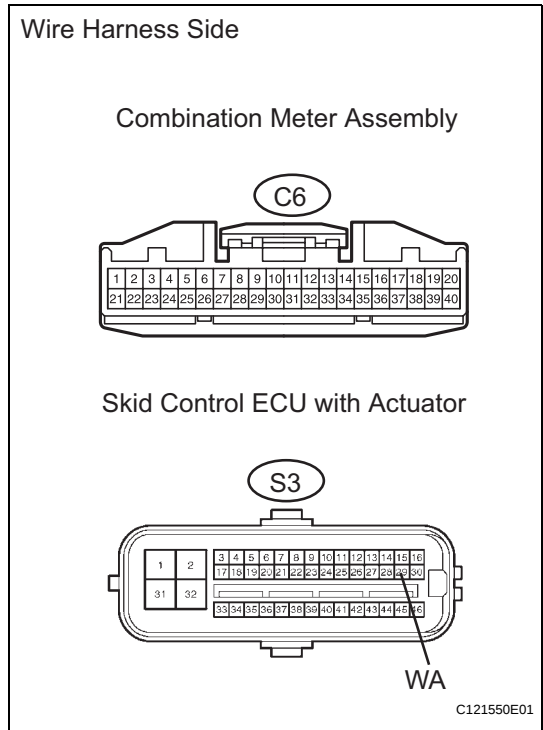
**REPLACE BRAKE ACTUATOR ASSEMBLY**

NG

**BC**

10

CHECK WIRE HARNESS (COMBINATION METER - SKID CONTROL ECU AND BODY GROUND)



- (a) Disconnect the S3 ECU connector.
- (b) Disconnect the C6 meter connector.
- (c) Measure the resistance of the wire harness side connectors.

Standard resistance

| Tester Connection        | Specified Condition |
|--------------------------|---------------------|
| S3-29 (WA) - C6-11       | Below 1 Ω           |
| S3-29 (WA) - Body ground | 10 kΩ or higher     |

NG

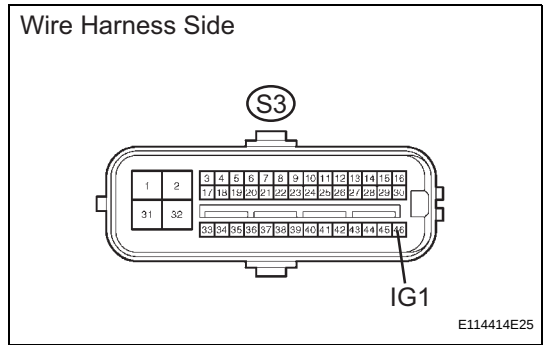
REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

REPLACE COMBINATION METER ASSEMBLY

11

CHECK WIRE HARNESS (SKID CONTROL ECU - BATTERY)



- (a) Disconnect the S3 ECU connector.
  - (b) Measure the voltage of the wire harness side connector.
- Standard voltage

| Tester Connection         | Condition          | Specified Condition |
|---------------------------|--------------------|---------------------|
| S3-46 (IG1) - Body ground | Ignition switch ON | 10 to 14 V          |

HINT:  
When replacing the skid control ECU with actuator, perform the zero point calibration (see page BC-11).

NG

REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

REPLACE BRAKE ACTUATOR ASSEMBLY