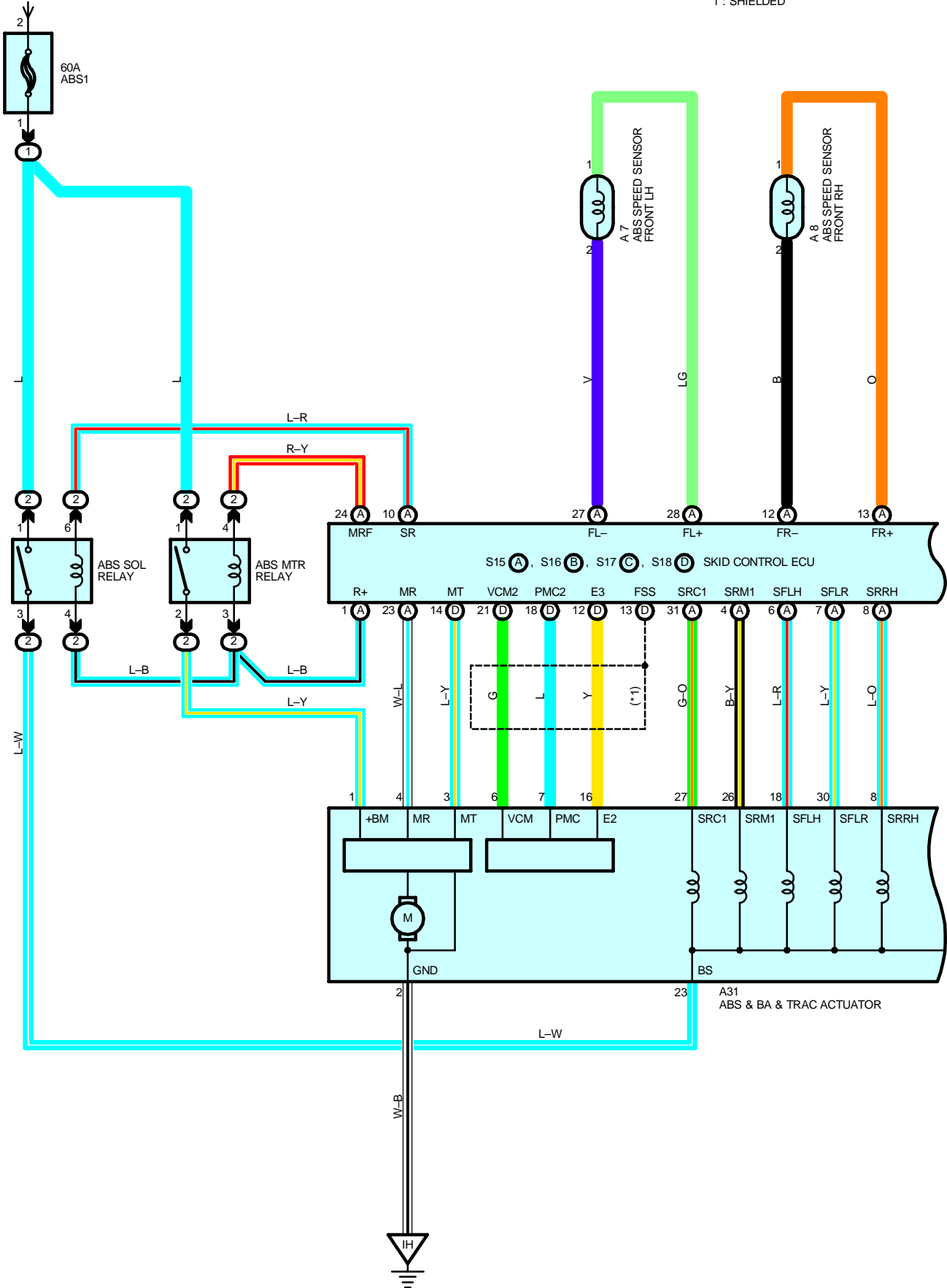


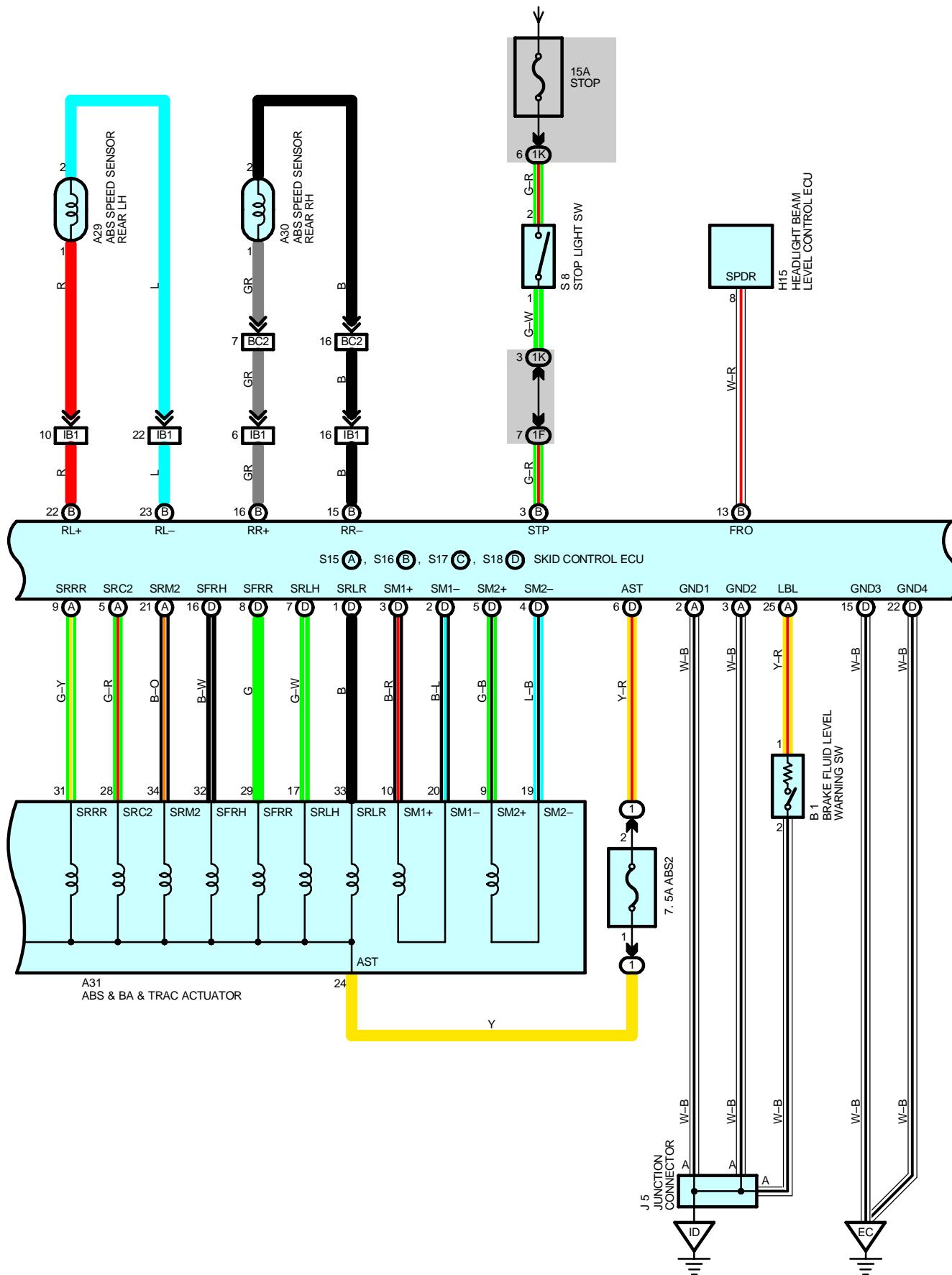
ABS AND TRACTION CONTROL

FROM POWER SOURCE SYSTEM (SEE PAGE 56)

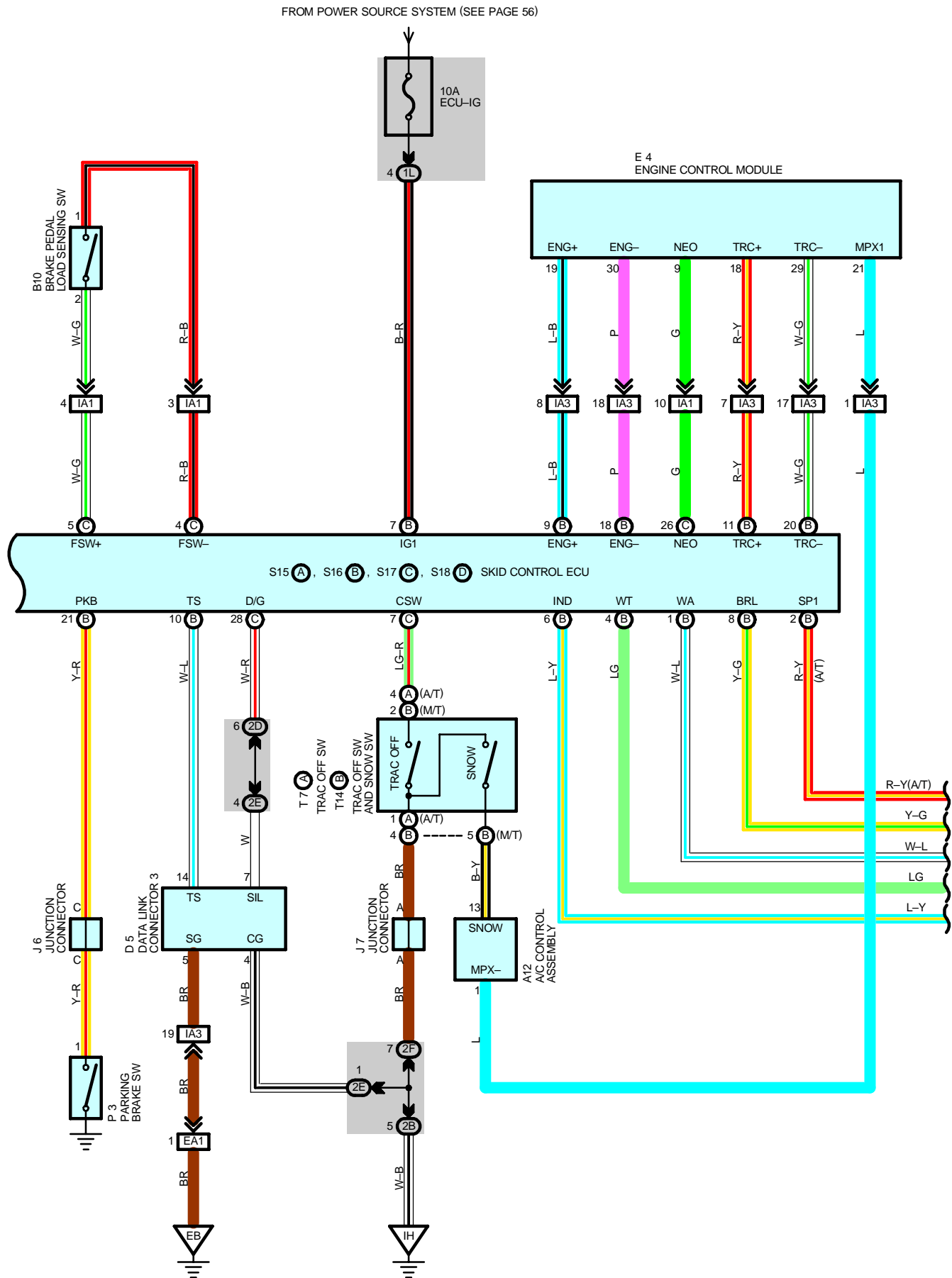
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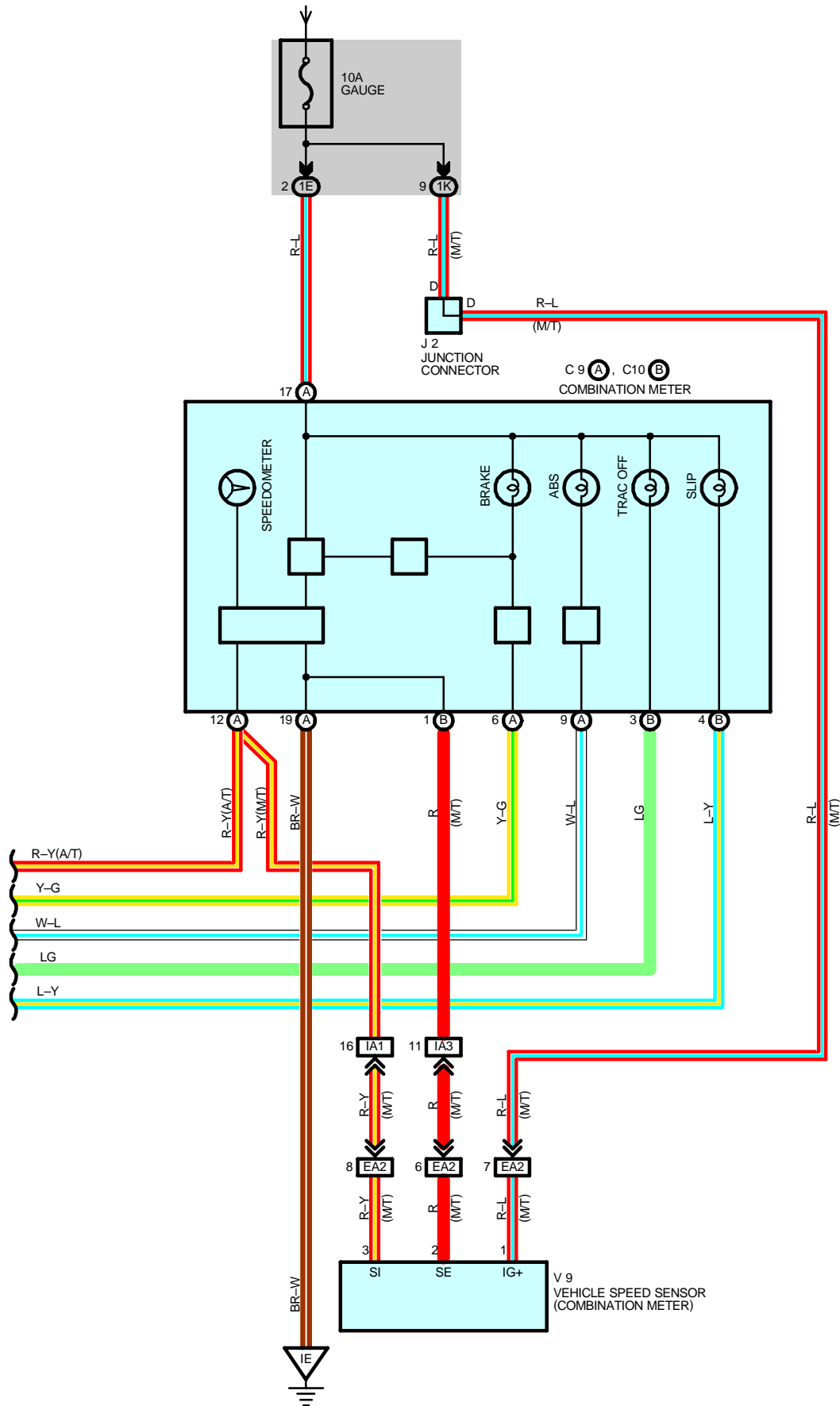
FROM POWER SOURCE SYSTEM (SEE PAGE 56)



ABS AND TRACTION CONTROL



FROM POWER SOURCE SYSTEM (SEE PAGE 56)



ABS AND TRACTION CONTROL

SYSTEM OUTLINE

1. ABS OPERATION

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

2. TRACTION CONTROL OPERATION

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

Traction control SW

The traction control SW is used to stop the TRAC function. After the engine is started, the TRAC system is stopped (turned off) and the TRAC OFF indicator light lights up. When the traction control SW is pressed again, the TRAC system enters the stand-by mode. If the engine is stopped and restarted, the TRAC system enters the stand-by mode regardless of the traction control SW.

SERVICE HINTS

S15 (A), S16 (B), S18 (D) SKID CONTROL ECU

IG1-GROUND : 10–14 volts with the ignition SW at **ON** position

STP-GROUND : 0–1.5 volts with the stop light SW off

: 8–14 volts with the stop light SW on

GND1, GND2, GND3, GND4-GROUND : Always continuity

S8 STOP LIGHT SW

2-1 : Closed with the brake pedal depressed

A7, A8 ABS SPEED SENSOR FRONT LH, RH

1-2 : Approx. 1.6 kΩ at 20°C (68°F)

A29, A30 ABS SPEED SENSOR REAR LH, RH

1-2 : Approx. 1.0 kΩ at 25°C (77°F)

: PARTS LOCATION

Code	See Page	Code		See Page	Code		See Page
A7	32	C9	A	34	S8		35
A8	32	C10	B	34	S15	A	35
A12	34	D5		34	S16	B	35
A29	36 (S/D)	E4		32	S17	C	35
	38 (W/G)	H15		35	S18	D	35
A30	36 (S/D)	J2		33	T7	A	35
	38 (W/G)	J5		35	T14	B	35
A31	32	J6		35	V9		33
B1	32	J7		35			
B10	34	P3		35			

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	22	Engine Room No.1 R/B (Engine Compartment Right)
2	22	Engine Room No.2 R/B (Engine Compartment Right)

**: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR**

Code	See Page	Junction Block and Wire Harness (Connector Location)
1E	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
1F		
1K	24	Engine Room Main Wire and Driver Side J/B (Left Kick Panel)
1L	24	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
2B	26	Engine Room Main Wire and Passenger Side J/B (Right Kick Panel)
2D	26	Instrument Panel Wire and Passenger Side J/B (Right Kick Panel)
2E		
2F		

**: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS**

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	42	Engine Wire and Engine Room Main Wire (Inside of the ECU Box)
EA2		
IA1	44	Instrument Panel Wire and Engine Room Main Wire (Near the Driver Side J/B)
IA3		
IB1	44	Instrument Panel Wire and Floor No.2 Wire (Near the Driver Side J/B)
BC2	48 (S/D)	Floor No.2 Wire and Floor Wire (Rear Floor Partition Panel RH)
	50 (W/G)	Floor No.2 Wire and Floor Wire (Rear Floor Partition Panel Center)

**: GROUND POINTS**

Code	See Page	Ground Points Location
EB	42	Center Side of the Intake Manifold
EC	42	Left Fender Apron
ID	44	Cowl Side Panel LH
IE	44	Front Floor Panel Center LH
IH	44	Cowl Side Panel RH

MEMO
