

# BRC

## SECTION

### BRAKE CONTROL SYSTEM

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## PRECAUTIONS

### Precautions for Battery Service

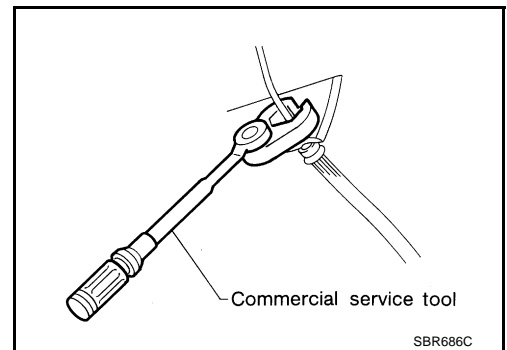
AFS0028N

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

AFS0028O

- 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

AFS0028P

- 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.

# PREPARATION

[ABS]

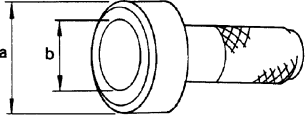
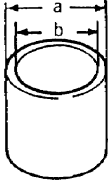
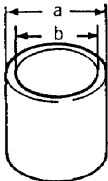
## PREPARATION

PFP:00002

### Special Service Tools

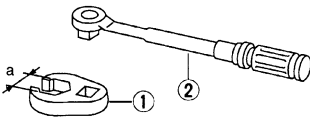
AFS0028R

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.  ZZA0701D	
ST2786 3000 ( — ) Drift a: 75 mm (2.95 in) dia. b: 62 mm (2.44 in) dia.  ZZA0832D	Installation rear sensor rotor
KV401 04710 ( — ) Drift a: 76 mm (2.99 in) dia. b: 68.5 mm (2.697in) dia.  ZZA0832D	

### Commercial Service Tools

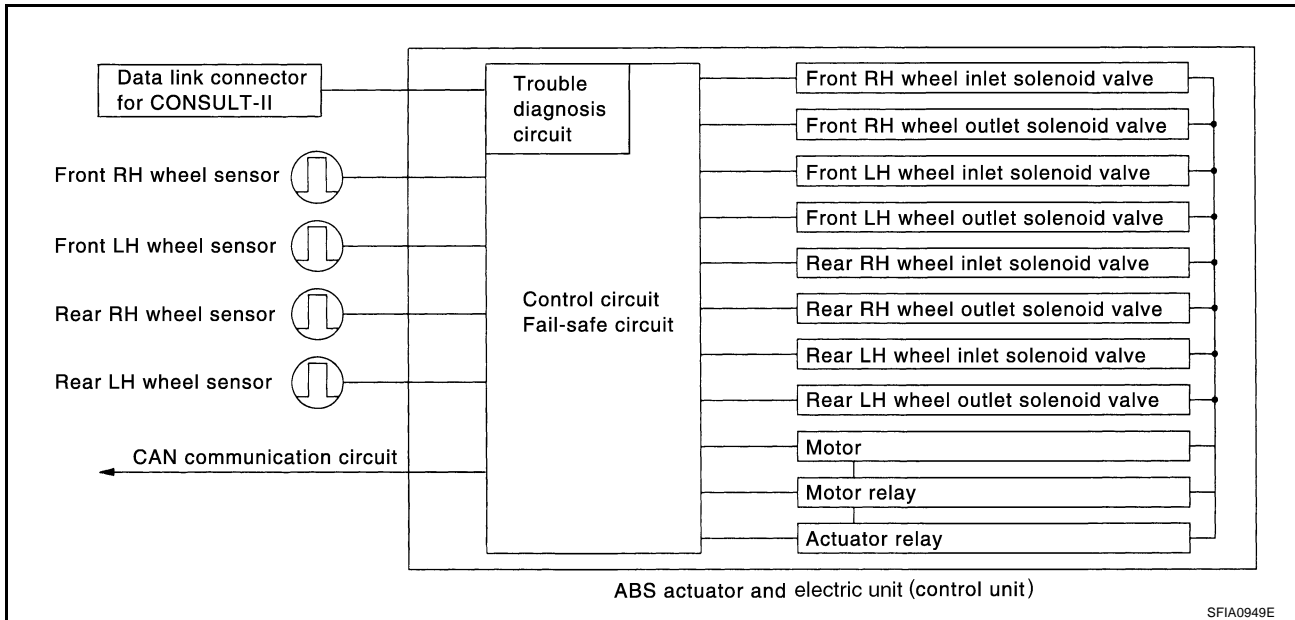
AFS0028S

Tool name	Description
1. Flare nut crowfoot a: 10 mm (0.39 in)/12 mm (0.47 in) 2. Torque wrench  S-NT360	Removing and installing each brake piping

## SYSTEM DESCRIPTION

### System Diagram

AFS0028T



### ABS Function

AFS0028U

- 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

AFS0028V

- 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

AFS0028W

#### ABS, EBD SYSTEM

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:

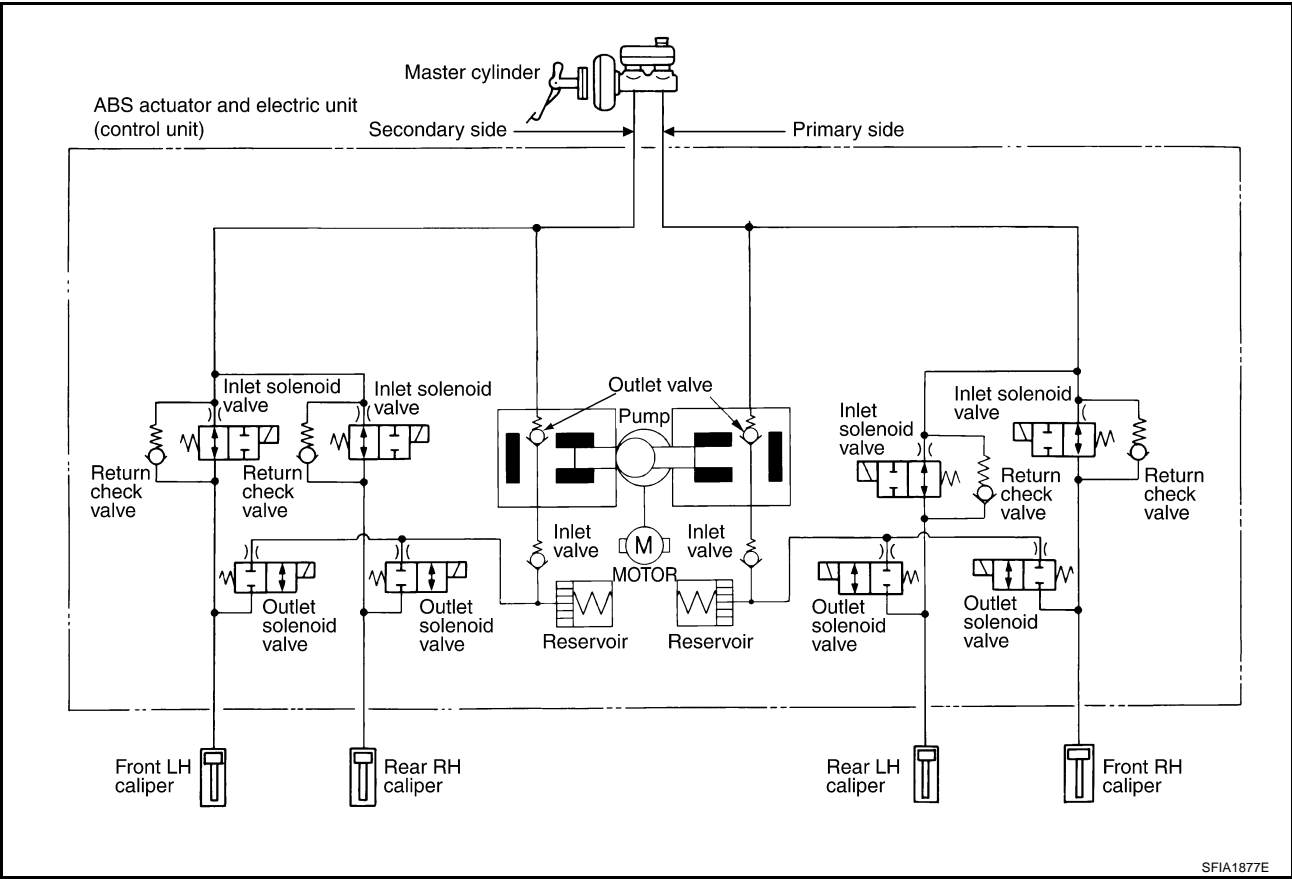
In condition 1 described above, an ABS Self Diagnosis sound may be heard. That is a normal condition because a self diagnosis for "Key Switch ON" and "the First Starting" are being performed.

Hydraulic Circuit Diagram

AFS0028X

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## CAN COMMUNICATION

PFP:23710

### System Description

AFS0028Y

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. Refer to [LAN-5, "CAN Communication Unit"](#).



## 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.

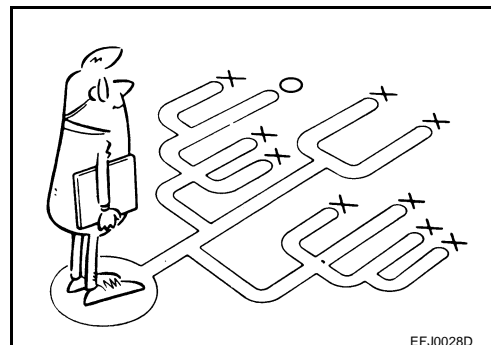
- It is also important to clarify customer complaints before inspection.

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:**

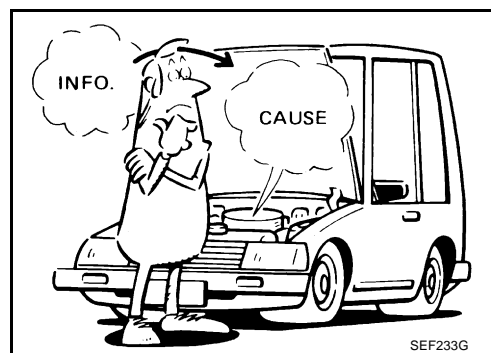
Customers are not professionals. Do not assume "maybe customer means..." or "maybe customer mentioned this symptom".



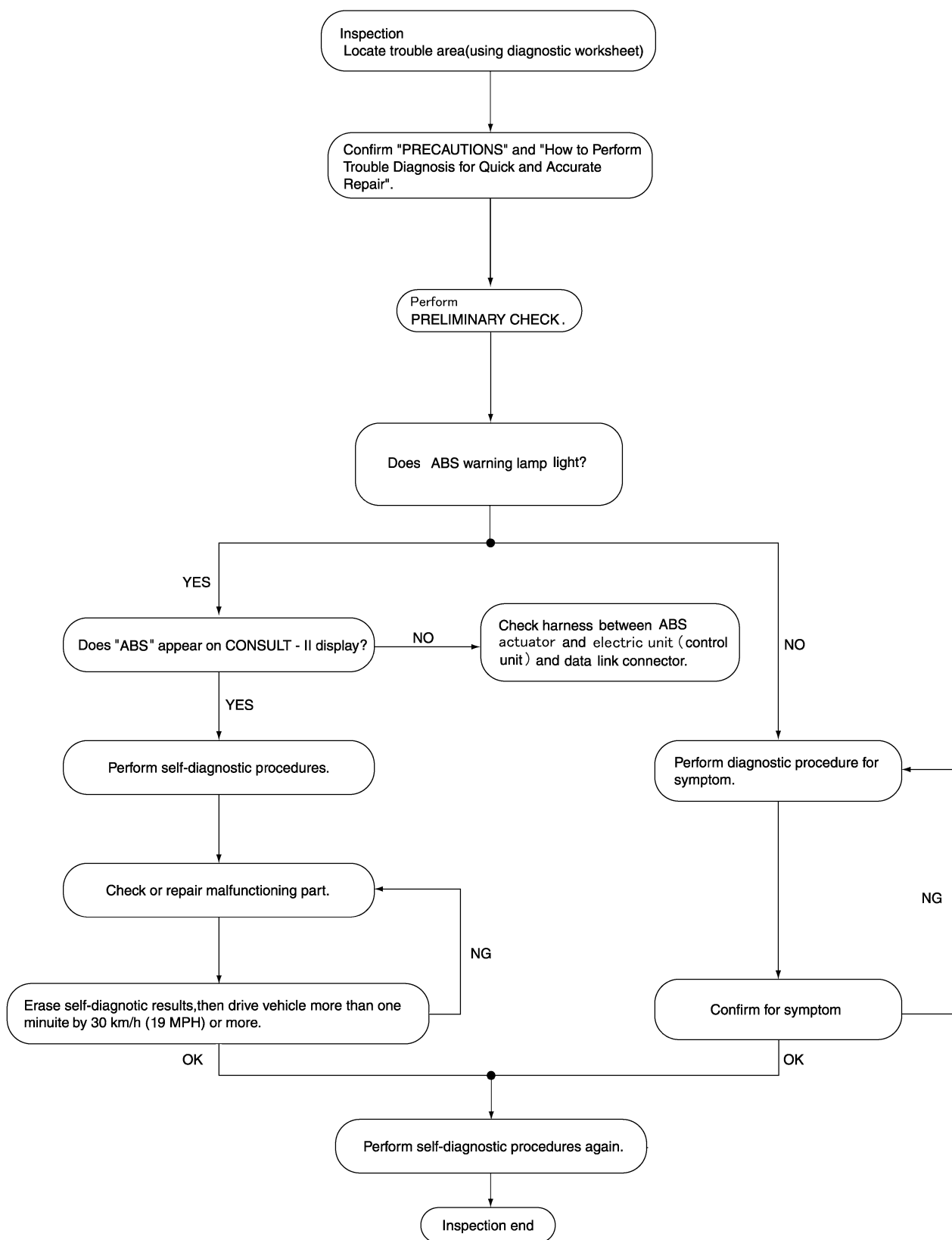
- It is essential to check symptoms right from beginning in order to repair a malfunction completely.

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-21, "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"](#).



## DIAGNOSIS FLOWCHART



# 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

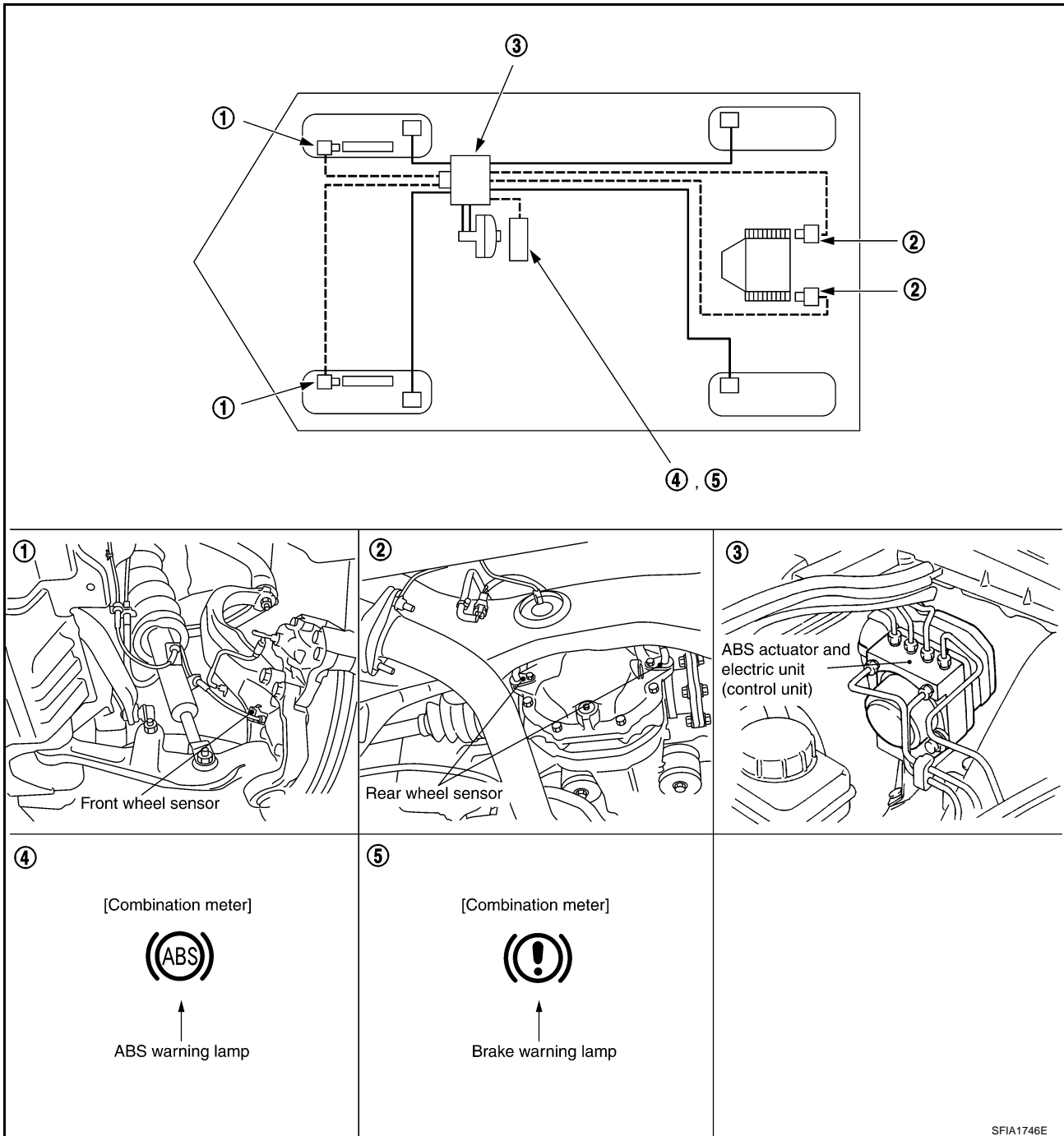
## EXAMPLE OF DIAGNOSIS SHEET

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

### Component Parts Location

AFS00291



**[ABS]**

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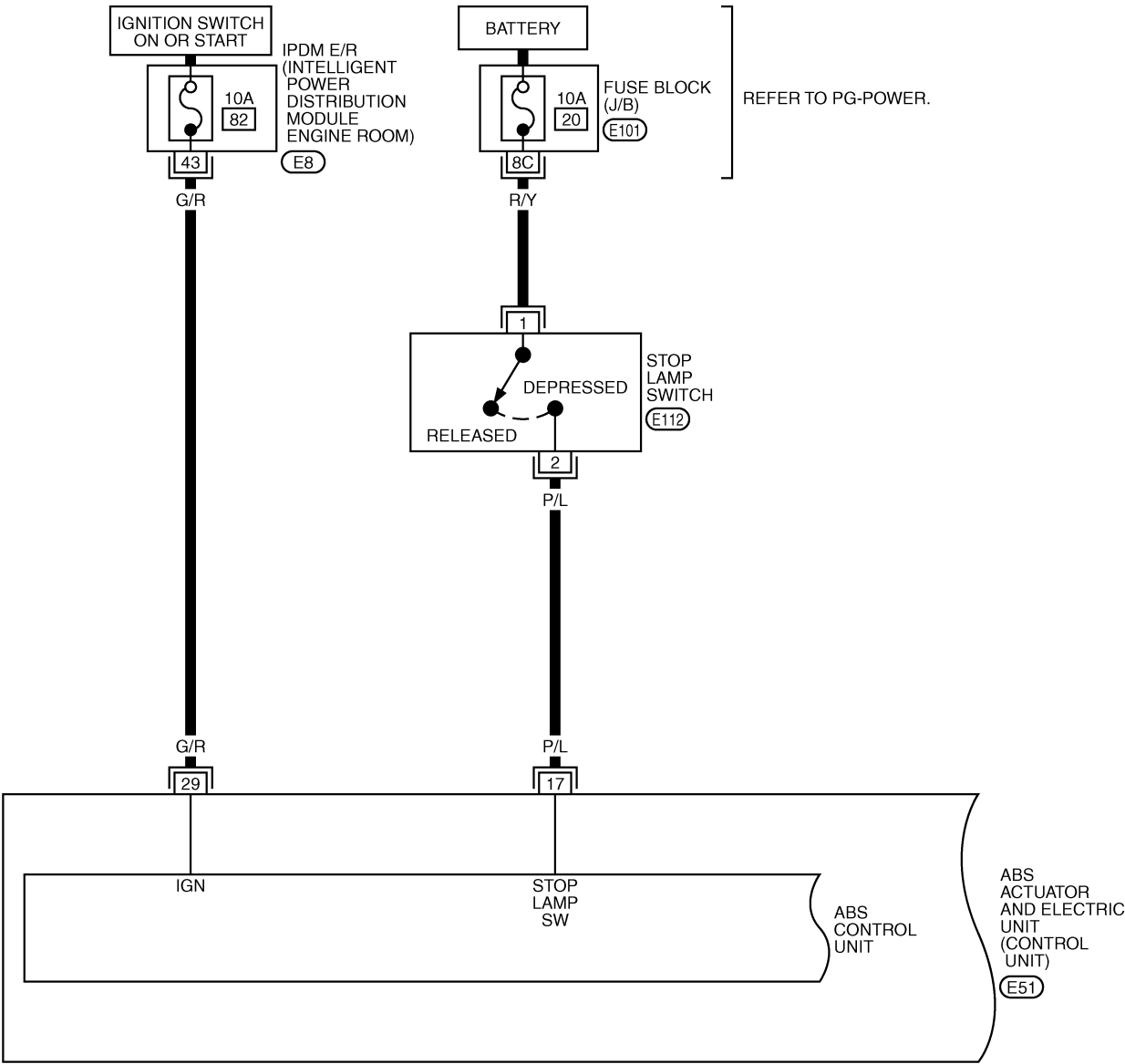
BRC



Wiring Diagram — ABS —

AFS00293

BRC-ABS-01



37	36	35	34	33
44	43	42	41	40
39	38			

(E8)  
W



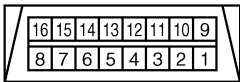
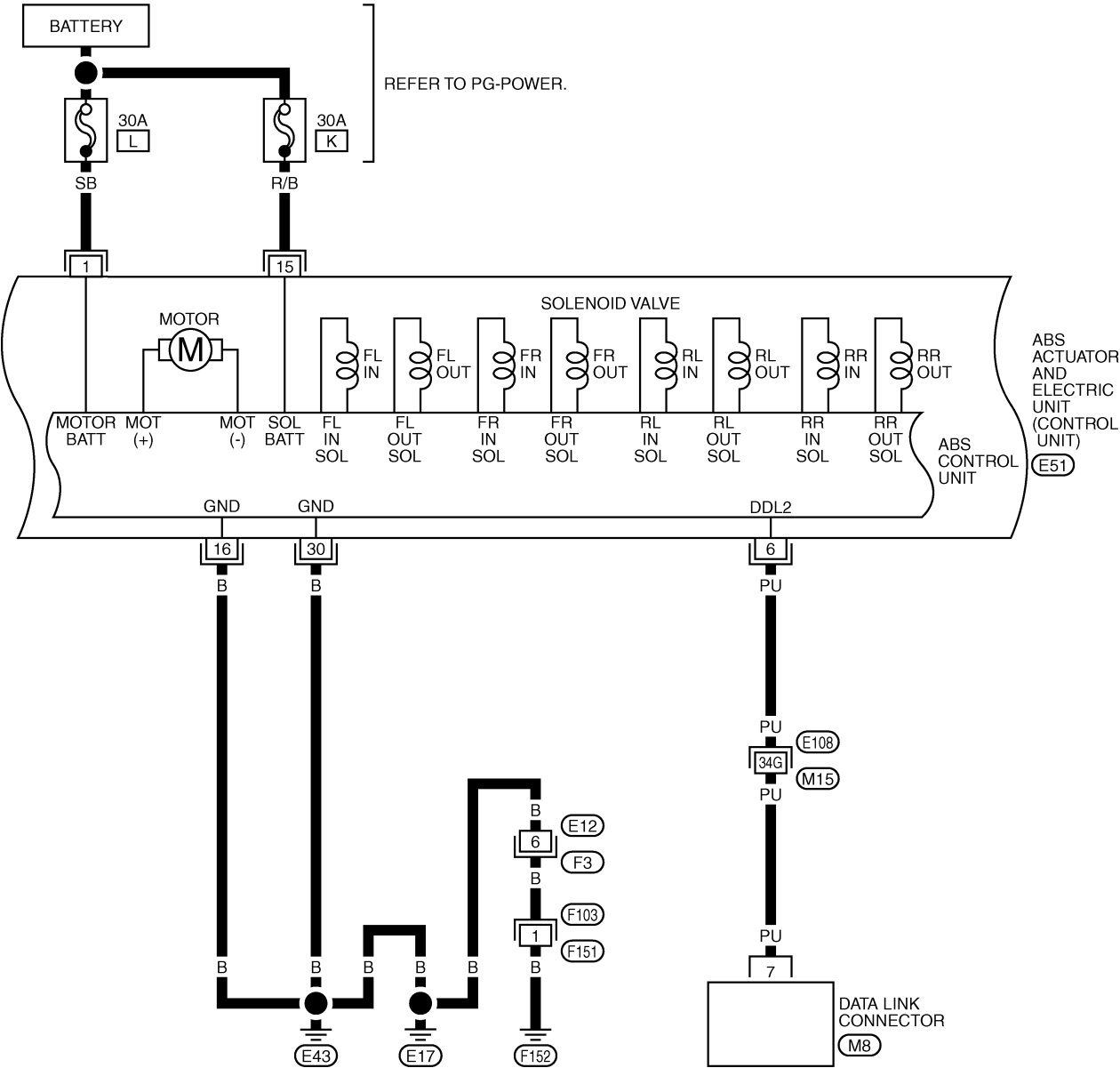
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(E51)  
GY

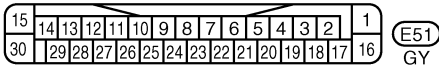
1	2
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(E112)  
B

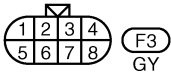
REFER TO THE FOLLOWING.  
(E101) -FUSE BLOCK-JUNCTION BOX (J/B)



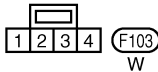
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F103  
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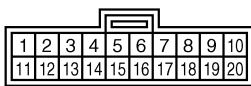
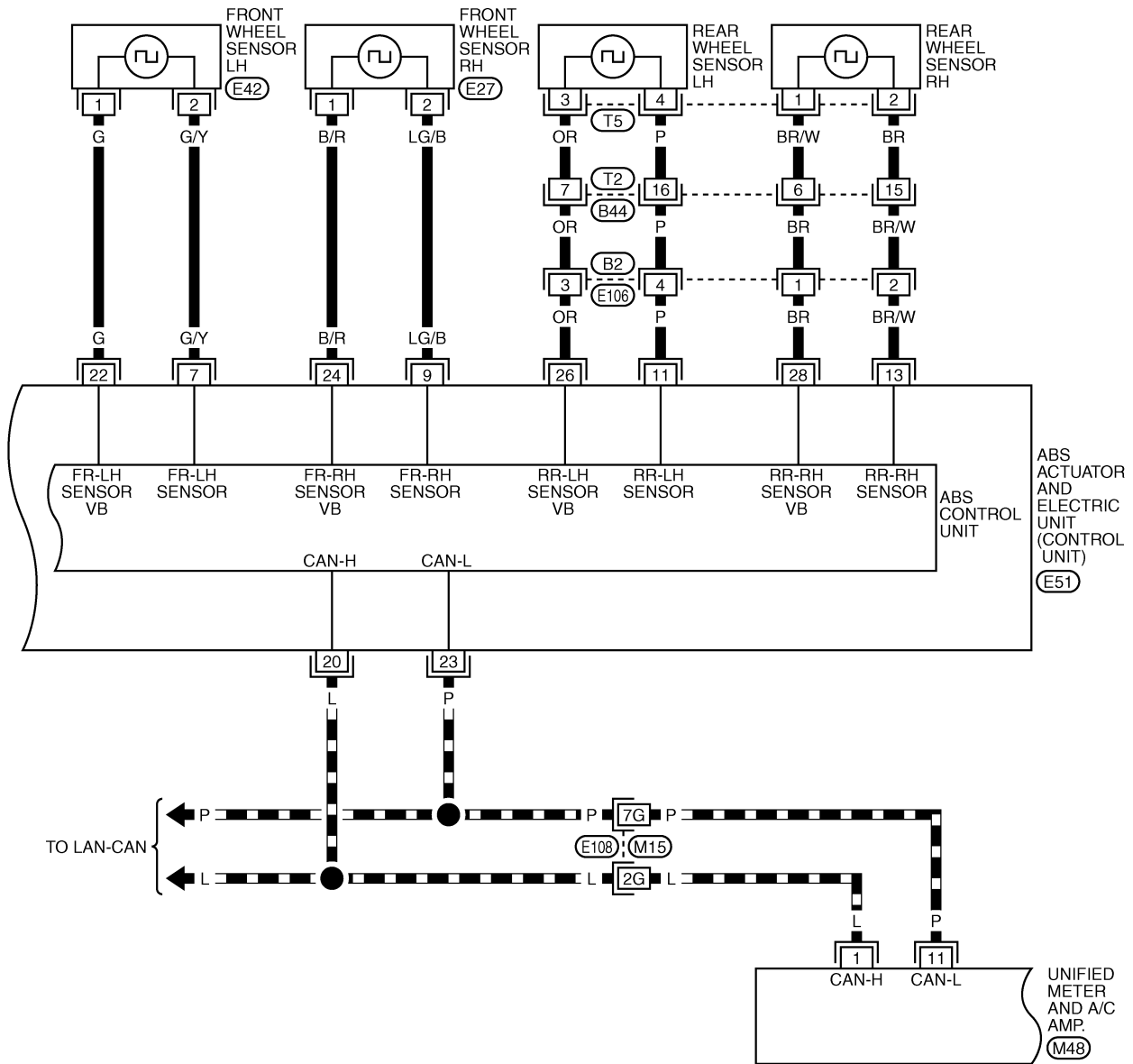
REFER TO THE FOLLOWING.  
E108 -SUPER MULTIPLE JUNCTION (SMJ)

# TROUBLE DIAGNOSIS

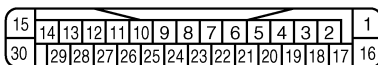
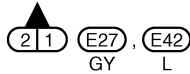
[ABS]

BRC-ABS-03

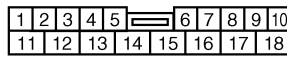
DATA LINE



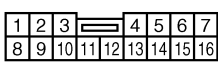
M48  
GY



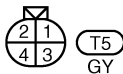
E51  
GY



B2  
W



B44  
W

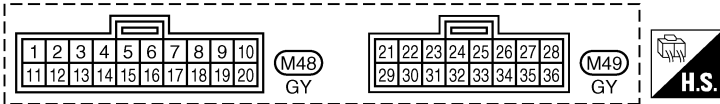
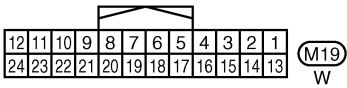
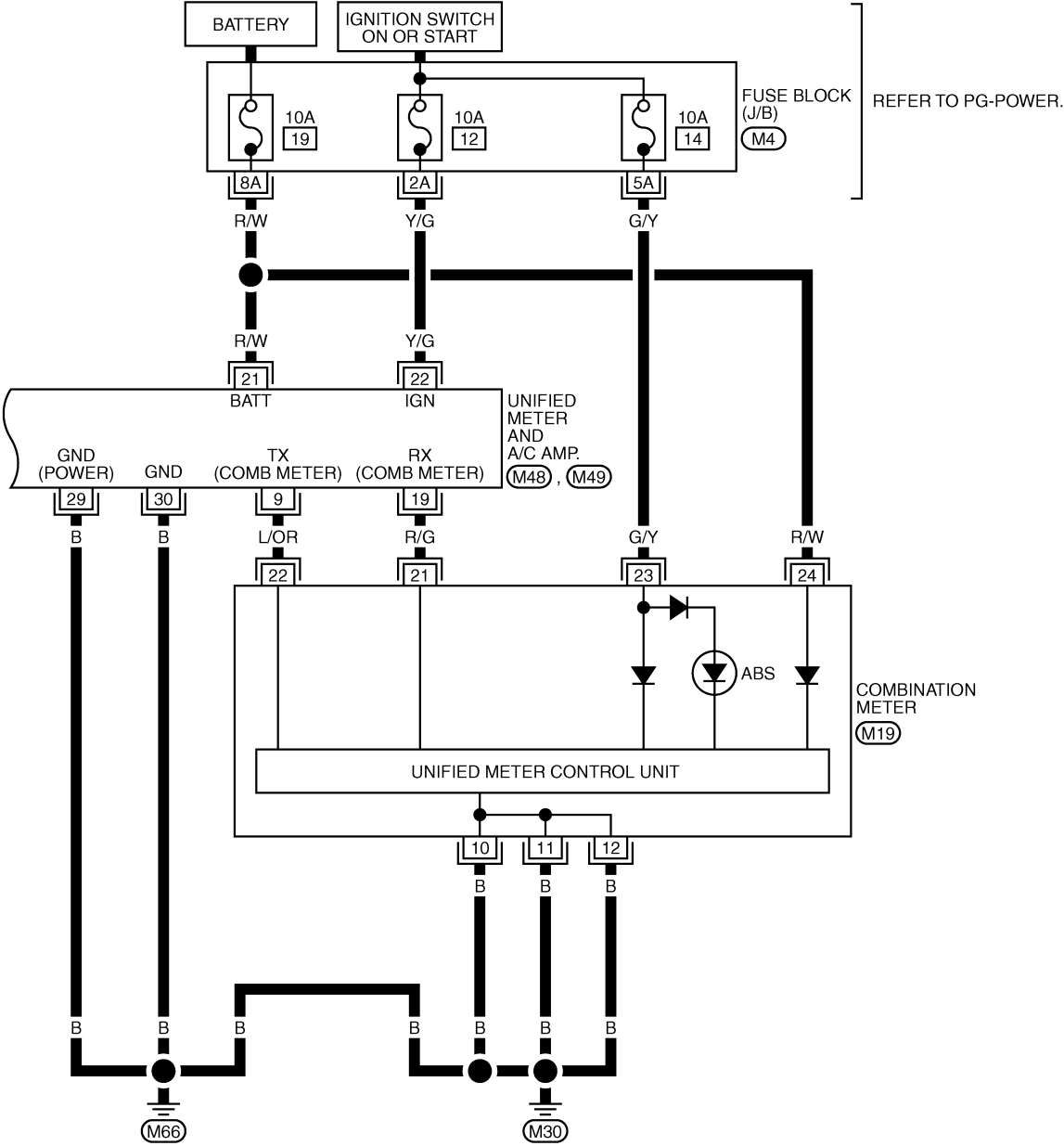


T5  
GY

REFER TO THE FOLLOWING.

(E108) -SUPER MULTIPLE JUNCTION (SMJ)





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

# TROUBLE DIAGNOSIS

[ABS]

## Control Unit Input/Output Signal Standard

AFS00294

### 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)	<a href="#">BRC-29, "Inspection 1 Wheel Sensor System"</a>
		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	<a href="#">BRC-34, "Inspection 6 Stop Lamp Switch System"</a>
		Brake pedal not depressed	OFF	
ABS MOTOR RELAY	Motor and motor relay operation status	When the motor relay and motor are operating	ON	<a href="#">BRC-33, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"</a>
		When the motor relay and motor are not operating	OFF	
ABS ACTUATOR RELAY	Actuator relay operation status	When the actuator relay is operating	OFF	<a href="#">BRC-33, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"</a>
		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	<a href="#">BRC-31, "Inspection 4 ABS Actuator and Electric Unit (Control unit) Power and Ground Systems"</a>
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 EBD fail-safe	ON	ABS system EBD system
CAN COMMUNICATION	CAN communication condition	CAN communications normal	OK	<a href="#">BRC-35, "Inspection 8 CAN Communication System"</a>
		CAN communication error	NG	
CAN SYSTEM1	CAN communication condition	CAN communications normal	OK	
		CAN communication error	UNKWN	
CAN SYSTEM2	CAN communication condition	CAN communications normal	OK	
		CAN communication error	UNKWN	

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

AFS00295

### CAUTION:

- Do not use the “function test” for diagnosis. For more information, refer to the separate volume “CONSULT-II OPERATION MANUAL (Function Test)”.
- When communicating with CONSULT-II, the ABS warning lamp are on.
- When TCS conducts a self-diagnosis, data monitoring, or executes the active test function, EBD, ABS, and TCS control are not conducted.
- When a self-diagnosis, active test, work support, etc., ABS control unit is conducted using CONSULT-II, stop engine temporarily and connect CONSULT-II and then select “ABS”.
- CONSULT-II self-diagnosis results are displayed without regard to occurrence timing. In some cases later ones (timing value is small) appear on the next screen.

### CONSULT-II FUNCTION APPLICATION TABLE (MAIN ITEMS)

Items	Self-diagnosis	Data monitor	Active test
FR RH WHEEL SENSOR	×	×	—
FR LH WHEEL SENSOR	×	×	—
RR RH WHEEL SENSOR	×	×	—
RR LH WHEEL SENSOR	×	×	—
STOP LAMP SWITCH	×	×	—
FR RH IN ABS SOL	×	×	×
FR RH OUT ABS SOL	×	×	×
FR LH IN ABS SOL	×	×	×
FR LH OUT ABS SOL	×	×	×
RR RH IN ABS SOL	×	×	×
RR RH OUT ABS SOL	×	×	×
RR LH IN ABS SOL	×	×	×
RR LH OUT ABS SOL	×	×	×
ABS ACTUATOR RELAY	×	×	—
ABS MOTOR RELAY	×	×	—
ABS WARNING LAMP	—	×	—
BATTERY VOLTAGE	×	×	—
ABS ACTUATOR AND ELECTRIC UNIT (CONTORL UNIT)	×	—	—
ABS MOTOR	×	×	×
CAN COMMUNICATION	×	×	—
ENGINE SPEED SIGNAL	—	×	—
GEAR	—	×	—

×: Applicable

—: Not applicable

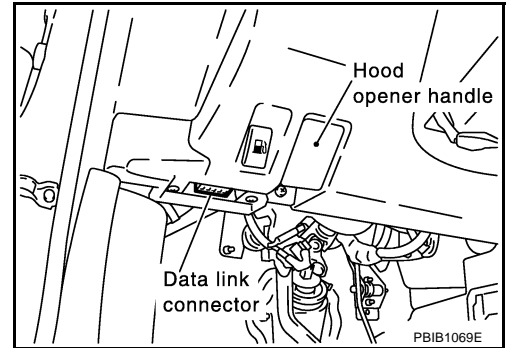
### CONSULT-II BASIC OPERATION PROCEDURE

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

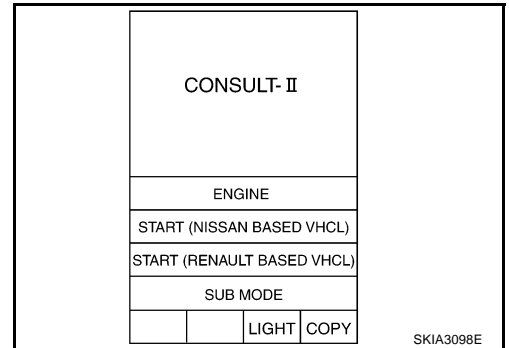
#### CAUTION:

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.

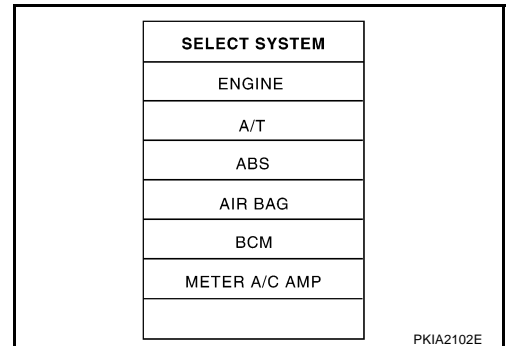
3. Turn ignition switch ON.



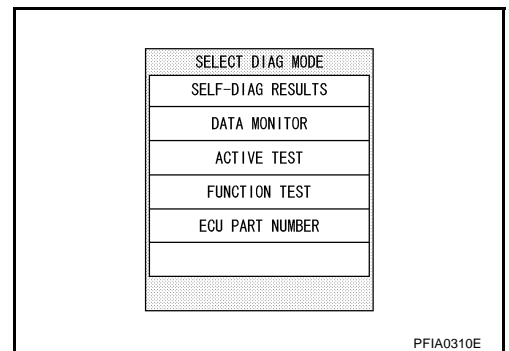
4. Touch "START (NISSAN BASED VHCL)".



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



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.  
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.	<a href="#">BRC-29, "Inspection 1 Wheel Sensor System"</a> (Note 1)
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.	<a href="#">BRC-33, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"</a>
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.	
STOP LAMP SW	When a stop lamp switch open-circuit is detected.	
FR LH IN ABS SOL	When the control unit detects an error in the front left inlet solenoid 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.	<a href="#">BRC-34, "Inspection 6 Stop Lamp Switch System"</a>
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.	<a href="#">BRC-31, "Inspection 4 ABS Actuator and Electric Unit (Control unit) Power and Ground Systems"</a>
EMERGENCY BRAKE	When the ABS actuator and electric unit (control unit) malfunctions (pressure increase is too much or too little).	<a href="#">BRC-35, "Inspection 7 ABS Actuator and Electric Unit (Control Unit) 2"</a>

# 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).	<a href="#">BRC-31, "Inspection 3 ABS Actuator and Electric Unit (Control unit)"</a>
CAN COMM CIRCUIT	When there is an error in the CAN communication system.	<a href="#">BRC-35, "Inspection 8 CAN Communication System" (Note 2)</a>
ENGINE SIGNAL	When there is an error in an engine system main component	<a href="#">BRC-31, "Inspection 2 Engine System"</a>

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	CAN DIAG SUPPORT MNTR	
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	CAN DIAG SUPPORT MNTR	
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.
CAN COMM (OK/NG)	—	—	—	×	CAN communication (OK/NG) status is displayed.
CAN CIRC 1 (OK/UNKWN)	—	—	—	×	CAN communication (OK/UNKWN) status is displayed.
CAN CIRC 2 (OK/UNKWN)	—	—	—	×	

×: 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.

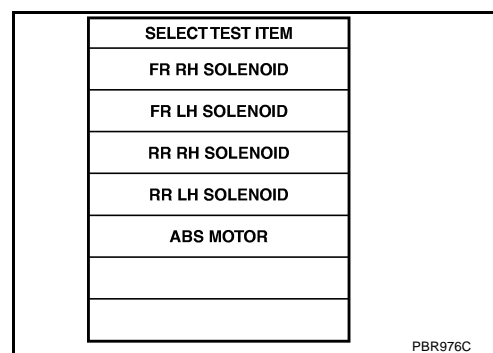
## Operation Procedure

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.

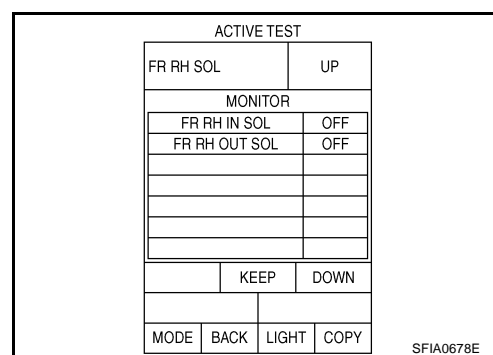
## Test Item

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.

ACTIVE TEST

ABS MOTOR

OFF

MONITOR

MOTOR RELAY

OFF

ACTUATOR RLY

ON

ON

MODE

BACK

LIGHT

COPY

SFIA0593E

## 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-19, "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****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-35, "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-19, "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 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) or more for approximately 1 minute, and conduct self-diagnosis.

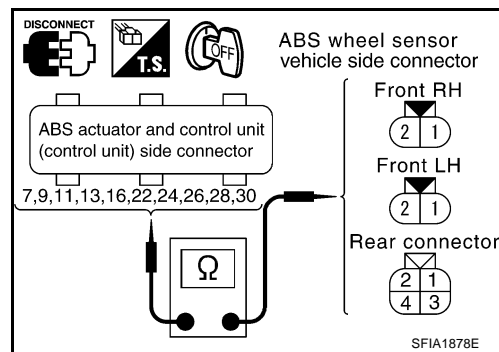
OK or NG

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

NG >> GO TO 5.

## 5. WHEEL SENSOR HARNESS INSPECTION

1. Turn ignition switch OFF and disconnect the wheel sensor connector E42 (FR - LH) or E27 (FR - RH) or T5 (RR - RH, LH) and ABS control unit (control unit) connector.
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.)



	Power system		Signal system		Ground system	
Wheel	ABS actuator and electric unit (control unit) (harness connector E51)	Wheel sensor (harness connector)	ABS actuator and electric unit (control unit) (harness connector E51)	Wheel sensor (harness connector)	ABS actuator and electric unit (control unit) (signal) (harness connector E51)	ABS actuator and electric unit (control unit) (GND) (harness connector E51)
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.

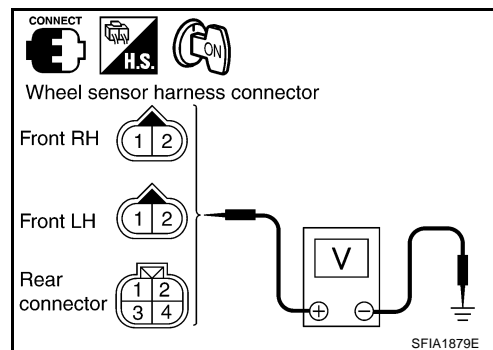
**Voltage**

**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**

AFS00299

## 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 &gt;&gt; GO TO 2.

NO &gt;&gt; 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 &gt;&gt; Inspection End

NG &gt;&gt; Repair or replace any non-standard items. Re-conduct the self-diagnosis.

**Inspection 3 ABS Actuator and Electric Unit (Control unit)**

AFS0029A

## 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 &gt;&gt; Replace the ABS actuator and electric unit (control unit). Re-conduct ABS actuator and electric unit (control unit) self-diagnosis.

NO &gt;&gt; Inspection End

**Inspection 4 ABS Actuator and Electric Unit (Control unit) Power and Ground Systems**

AFS0029B

## 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 &gt;&gt; GO TO 2.

NO &gt;&gt; Inspection End

## 2. CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit (control unit) control unit connector 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.

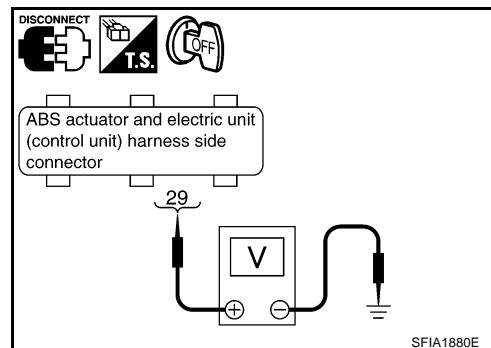
OK or NG

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

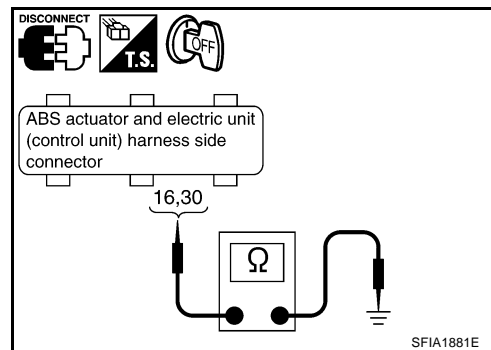
NG >> GO TO 3.

## 3. ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) POWER AND GROUND CIRCUIT INSPECTION

Disconnect ABS actuator and electric unit (control unit) connector. 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



Terminal number	Signal name	Measuring condition	Measured value
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**

AFS0029C

## 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 &gt;&gt; GO TO 2.

NO &gt;&gt; Inspection End

**2. CONNECTOR INSPECTION**

1. Disconnect the ABS actuator and electric unit (control 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.

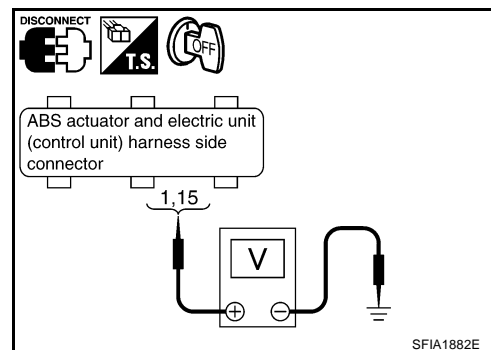
OK or NG

OK &gt;&gt; The connector terminal contact is loose, damaged, open or shorted.

NG &gt;&gt; GO TO 3.

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

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

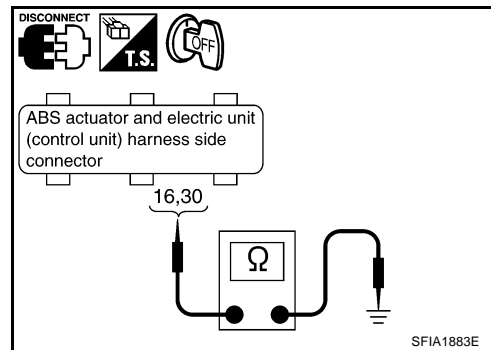
OK or NG

OK &gt;&gt; GO TO 4

NG &gt;&gt; Error in the circuit between the battery and the ABS actuator and electric unit (control unit). Repair the circuit.

#### 4. ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) GROUND CIRCUIT INSPECTION

Check the ABS actuator and electric unit (control unit) ground circuit.



ABS actuator and electric unit (control 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 (control unit).  
 NG >> Open or short in harness. Repair or replace the harness.

### Inspection 6 Stop Lamp Switch System

AFS0029D

#### 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

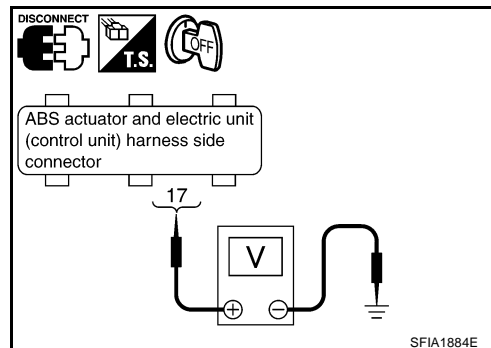
1. Disconnect the ABS actuator and electric unit (control unit) connector E51 and stop lamp switch connector E112, check the terminal for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Securely reconnect the connector and conduct self-diagnosis.
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 ignition switch OFF and disconnect ABS actuator and electric unit (control unit) connector E51.
2. Check the voltage between the ABS actuator and electric unit (control unit) connector terminal and the ground.



ABS actuator and electric unit (control 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 Unit (Control Unit) 2

AFS0029E

#### 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 (control unit).

NO >> Inspection End

### Inspection 8 CAN Communication System

AFS0029F

#### INSPECTION PROCEDURE

#### 1. CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit (control unit) connector, 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.

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

YES >> Print out the self-diagnosis results and go to 2.

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

---

## 2. CAN COMMUNICATION SYSTEM CHECK

---

Check the data monitor item "CAN Diag Support MNTR".

Normal	Error (example)
CAN COMM: OK	CAN COMM: NG
CAN CIRC 1: OK	CAN CIRC 1: UNKWN
CAN CIRC 2: OK	CAN CIRC 2: UNKWN
CAN CIRC 3: UNKWN	CAN CIRC 3: UNKWN

>> After printing out the monitor item, go to the CAN system. Refer to [LAN-3, "Precautions When Using CONSULT-II"](#) .

**Symptom 1 Excessive ABS Function Operation Frequency**

AFS0029G

**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-21, "SELF-DIAGNOSIS"](#).

**Symptom 2 Unexpected Pedal Reaction**

AFS0029H

**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 (control unit) connector, 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-37, "Symptom 1 Excessive ABS Function Operation Frequency"](#).

NG >> Check brake system.

## Symptom 3 The Braking Distance Is Long

AFS0029I

### 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 (control unit) connector 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-37, "Symptom 1 Excessive ABS Function Operation Frequency"](#).

## Symptom 4 The ABS Function Does Not Operate

AFS0029J

### 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-37, "Symptom 1 Excessive ABS Function Operation Frequency"](#).

NG >> Perform self-diagnosis. Refer to [BRC-21, "SELF-DIAGNOSIS"](#).

## Symptom 5 Pedal Vibration or ABS Operation Sound Occurs

AFS0029K

### 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-21, "SELF-DIAGNOSIS"](#).

### 2. SYMPTOM CHECK 2

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

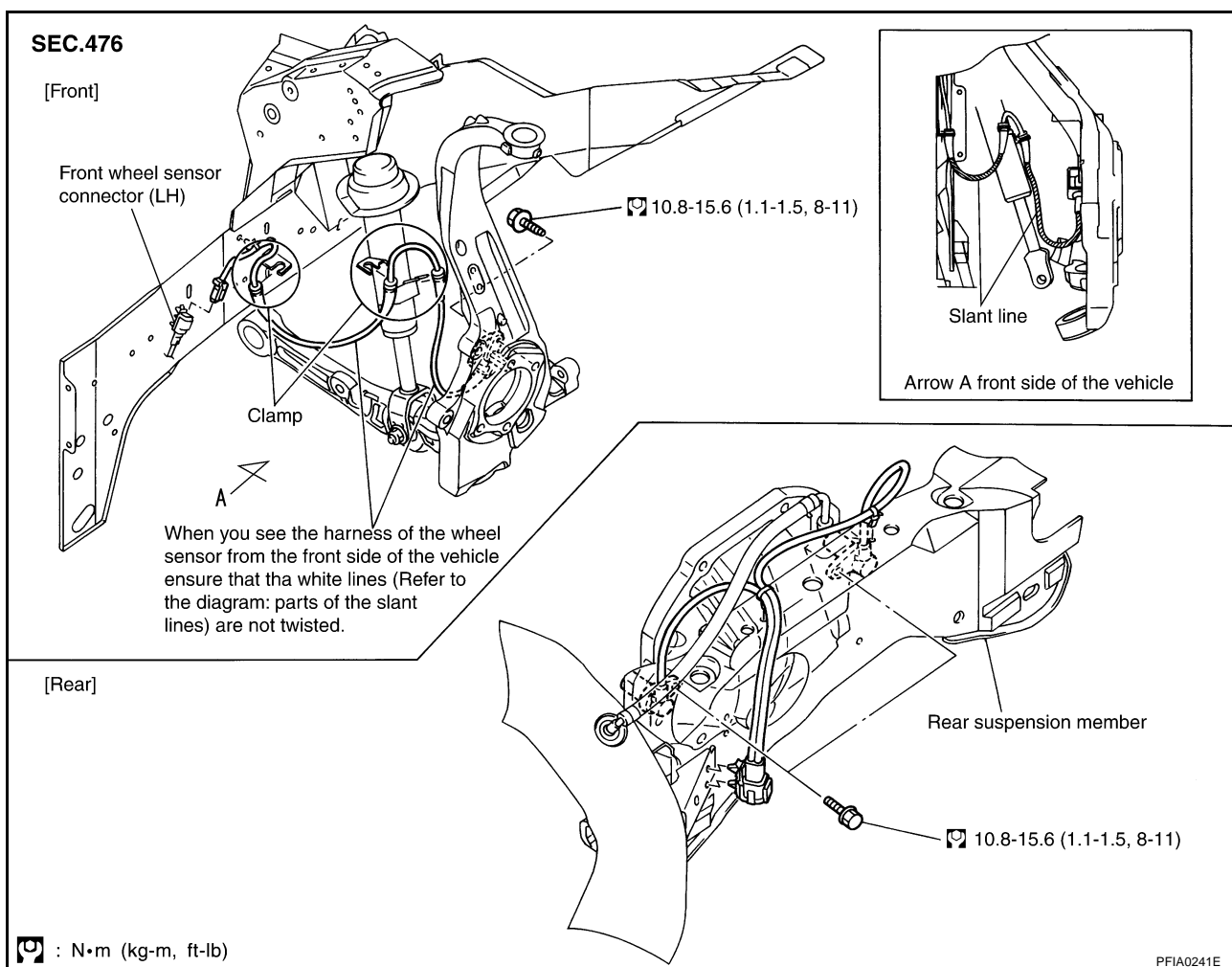
Does the symptom occur when the electrical component (head lamp, etc.) Switches are operated?

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-37, "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

### Removal and Installation

#### 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.

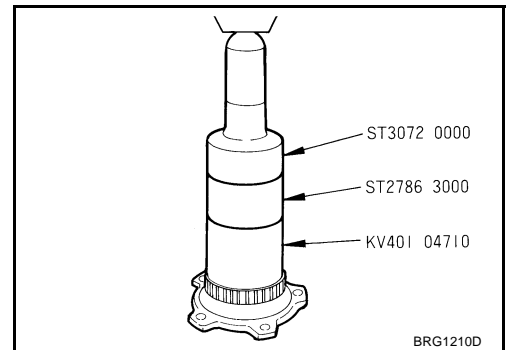
#### INSTALLATION

##### 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

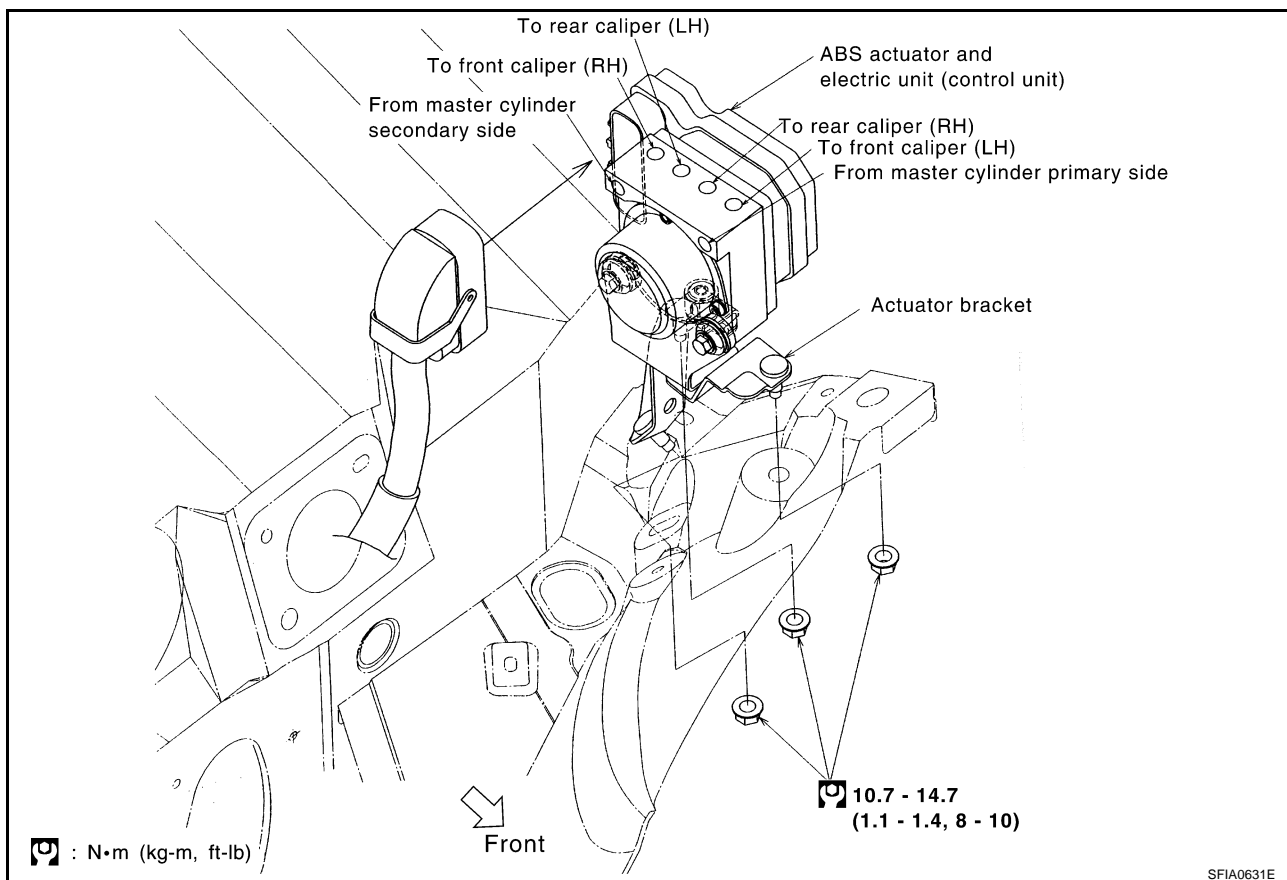
- Follow procedure below to install rear sensor rotor.
  - Using a drift (special service tool), press rear sensor rotor onto the side flange.
  - Install side flange. Refer to [RFD-8, "SIDE OIL SEAL"](#) in "Rear Final Drive" in "RFD" section.





## ABS ACTUATOR AND ELECTRIC UNIT (ASSEMBLY)

### 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-10, "Bleeding Brake System"](#).
- Be sure to securely connect the ground cable.

### PRECAUTIONS

PFP:00001

#### Precautions for Battery Service

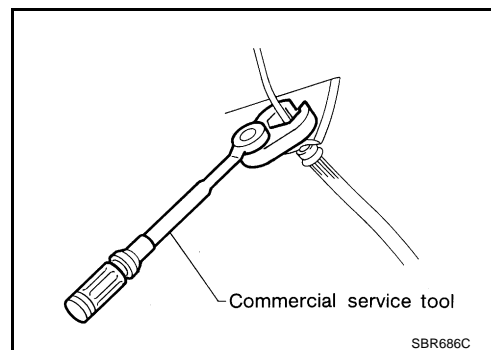
AFS0016F

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 negative terminal.
- 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.

# PREPARATION

[TCS/ABS]

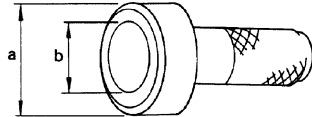
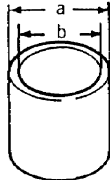
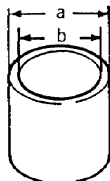
## PREPARATION

PFP:00002

### Special Service Tools

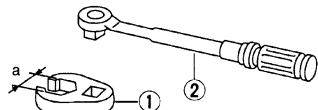
AFS0014X

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.	 ZZA0701D	Installation rear sensor rotor
ST2786 3000 ( — ) Drift a: 75 mm (2.95 in) dia. b: 62 mm (2.44 in) dia.	 ZZA0832D	
KV401 04710 ( — ) a: 76 mm (2.99 in) dia. b: 68.5 mm (2.697 in) dia.	 ZZA0832D	

### Commercial Service Tools

AFS0009B

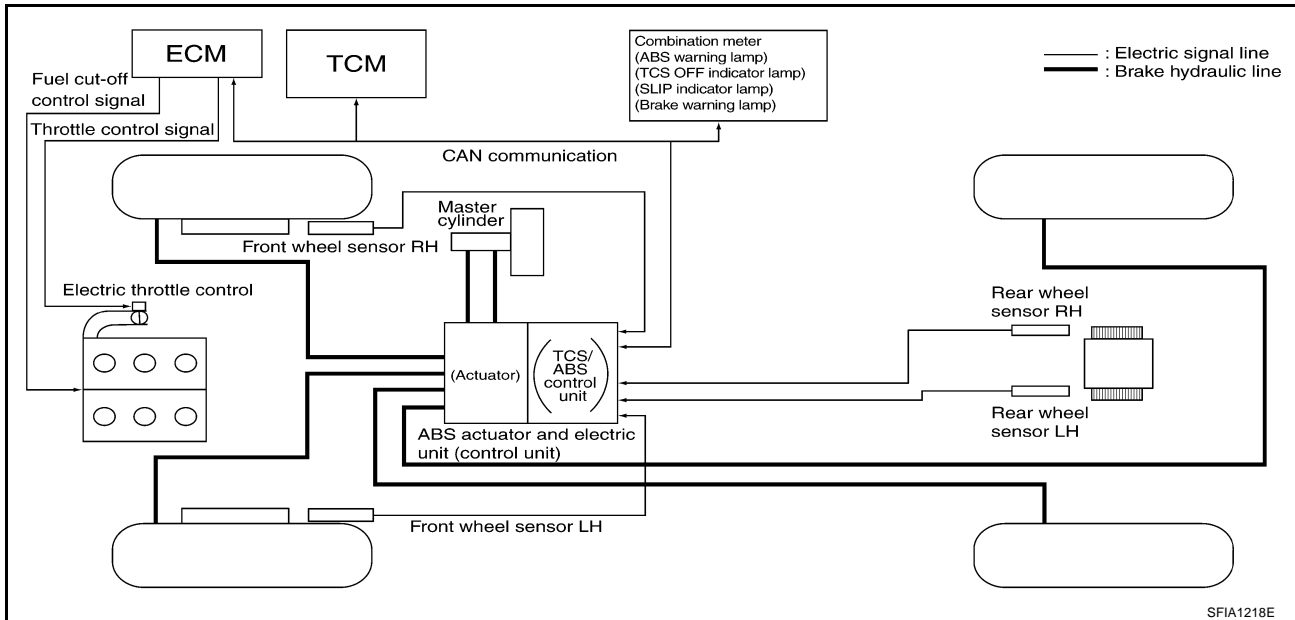
Tool name	Description
<div>1. Flare nut crowfoot a: 10 mm (0.39 in)/12mm (0.47 in) 2. Torque wrench</div> <div></div> <div>S-NT360</div>	Removing and installing each brake piping

## SYSTEM DESCRIPTION

PFP:00000

### System Diagram

AFS000YN



### TCS Function

AFS000YQ

- The wheel spin occurrence of the drive wheels is detected by the ABS actuator and electric unit (control 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.

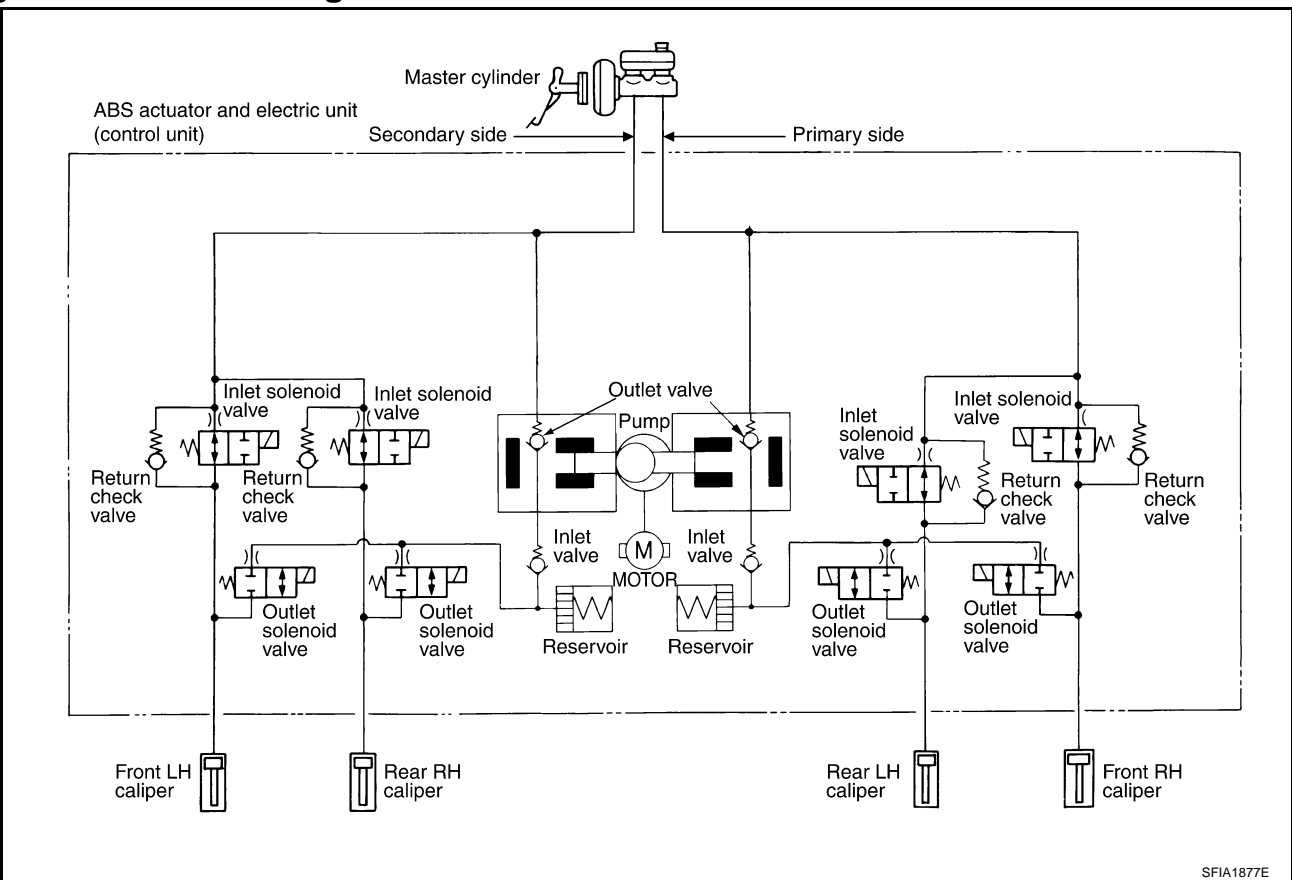
1. For ABS trouble, only the EBD is activated and the condition of the vehicle is the same condition of vehicles without TCS/ABS equipment.
2. For EBD trouble, the EBD and ABS become inoperative, and the condition of the vehicle is the same as the condition of vehicles without TCS/ABS, EBD equipment.

## 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



BRC

G

H

I

J

K

L

M

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## 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. Refer to [LAN-5, "CAN Communication Unit"](#).

## 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.

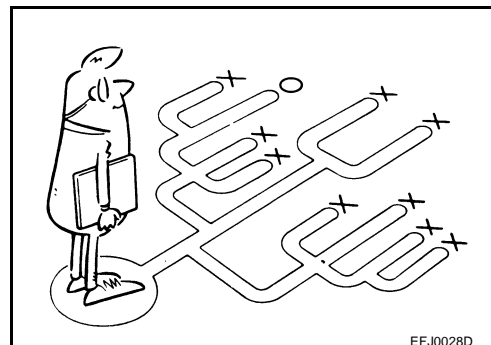
- It is also important to clarify customer complaints before inspection.

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:**

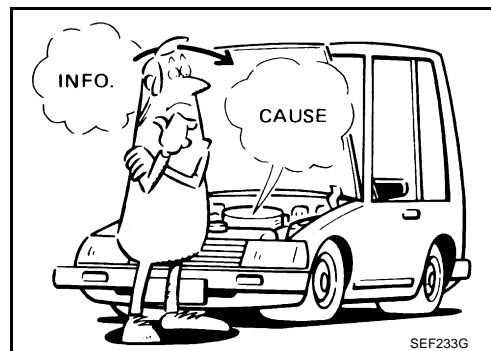
Customers are not professionals. Do not assume "maybe customer means..." or "maybe customer mentioned this symptom".



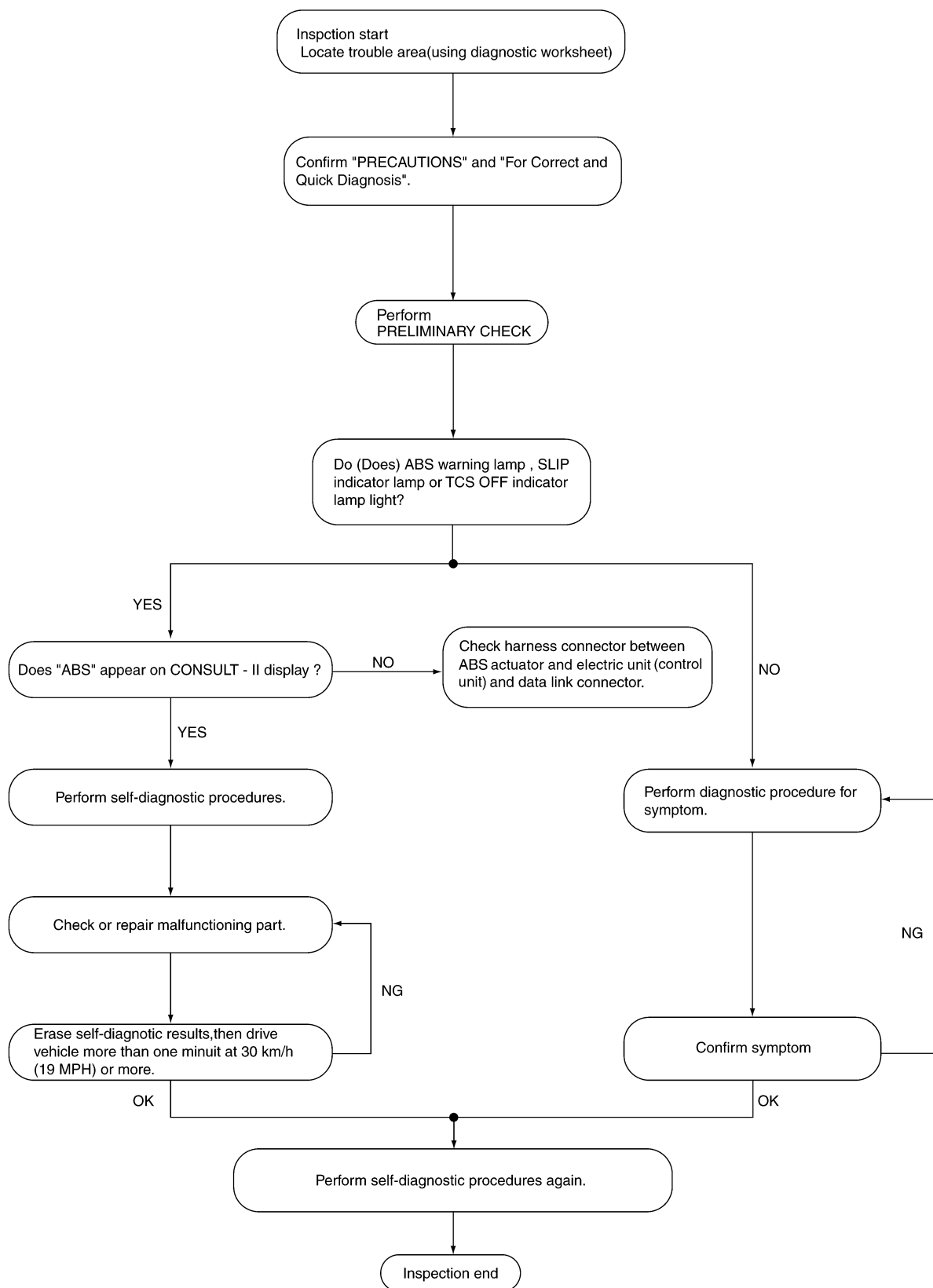
- It is essential to check symptoms right from beginning in order to repair a malfunction completely.

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-65, "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"](#).



## DIAGNOSIS FLOWCHART





## 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

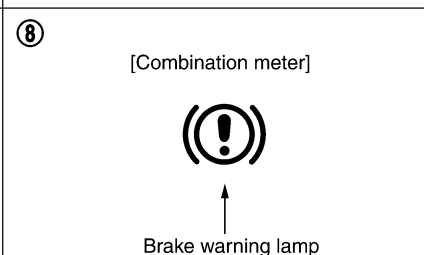
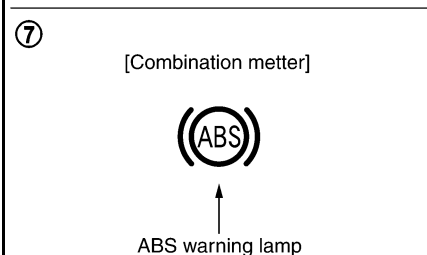
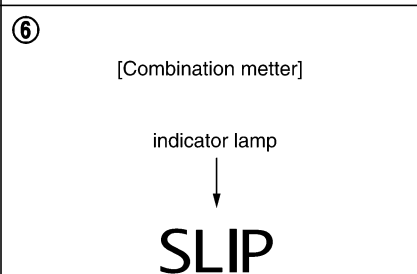
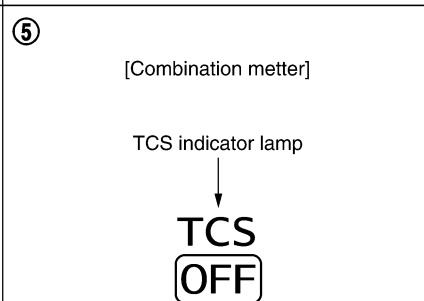
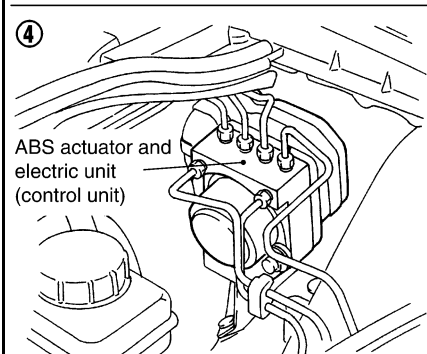
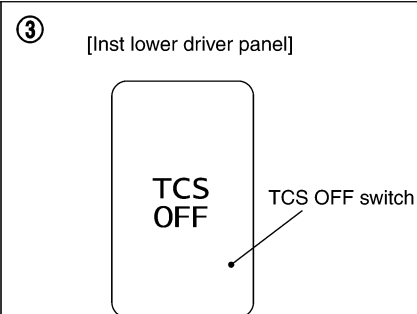
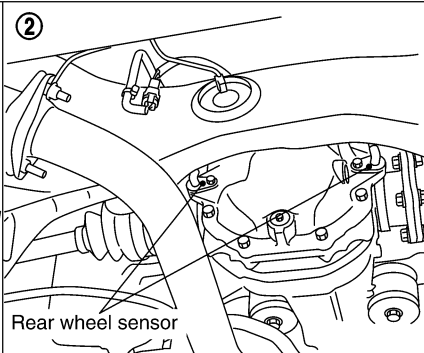
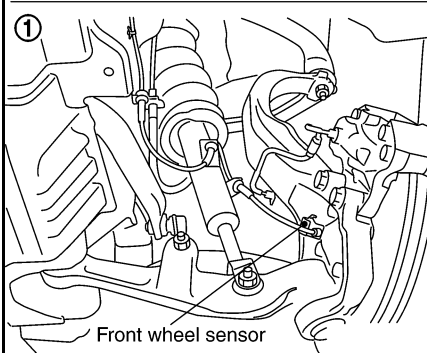
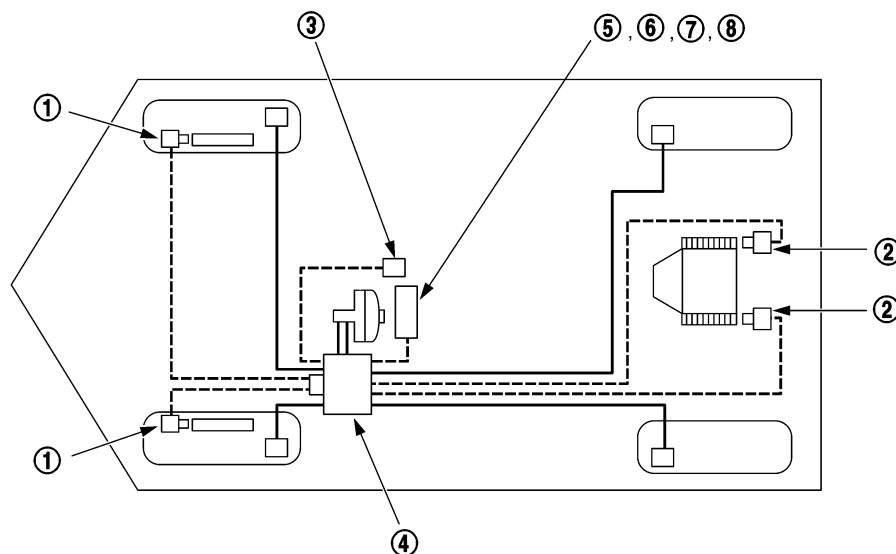
## EXAMPLE OF DIAGNOSIS SHEET

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

AFS0009K

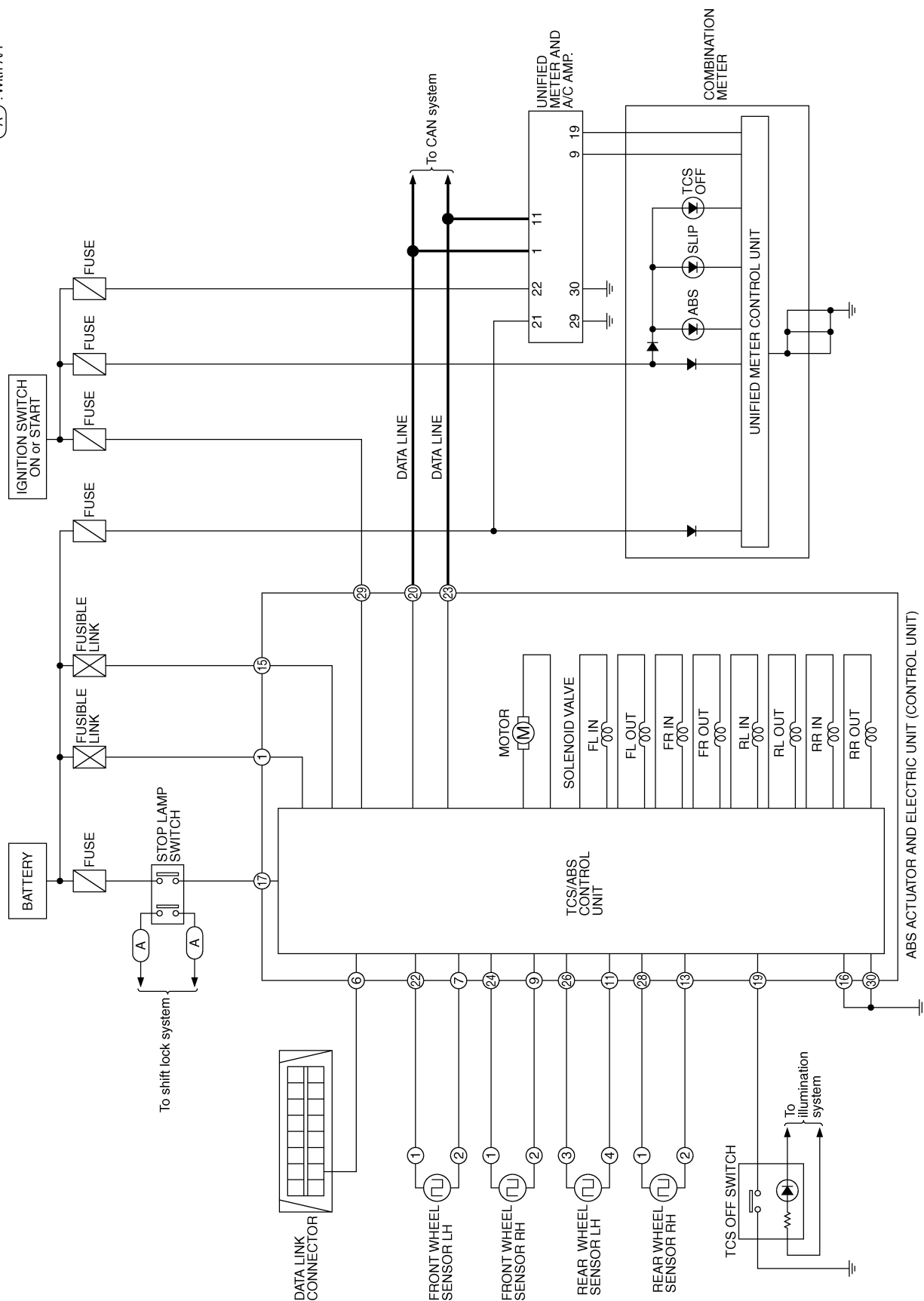


SFIA1747E

## Schematic— TCS —

AFS000XQ

A : With A/T



TFWT0106E

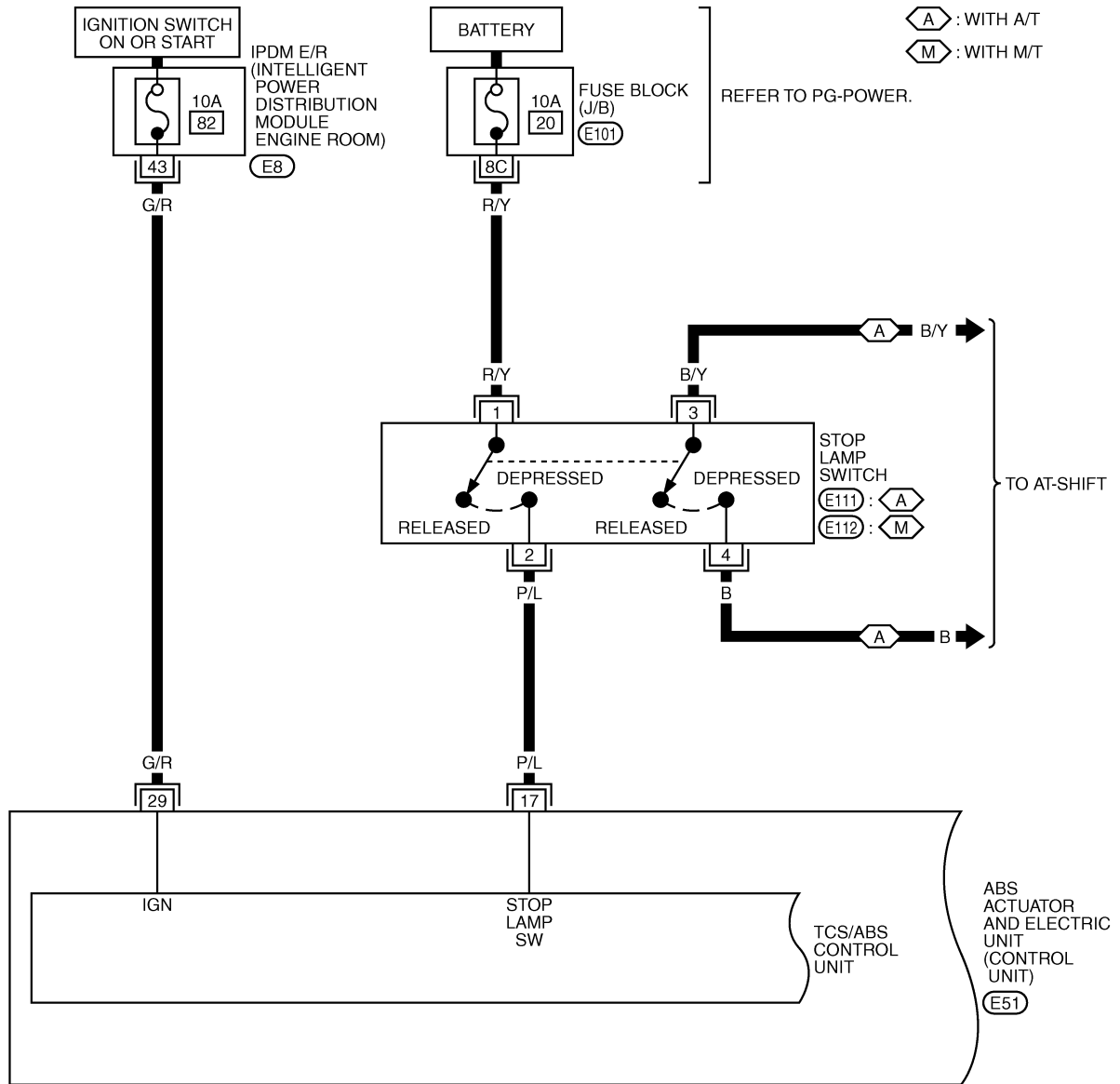
# TROUBLE DIAGNOSIS

[TCS/ABS]

## Wiring Diagram — TCS —

AFS000XR

BRC-TCS-01



37	36	35	34	33
44	43	42	41	40

(E8)  
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

4	3
2	1

(E111)  
W

1	2
---	---

(E112)  
B

REFER TO THE FOLLOWING.

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

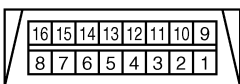
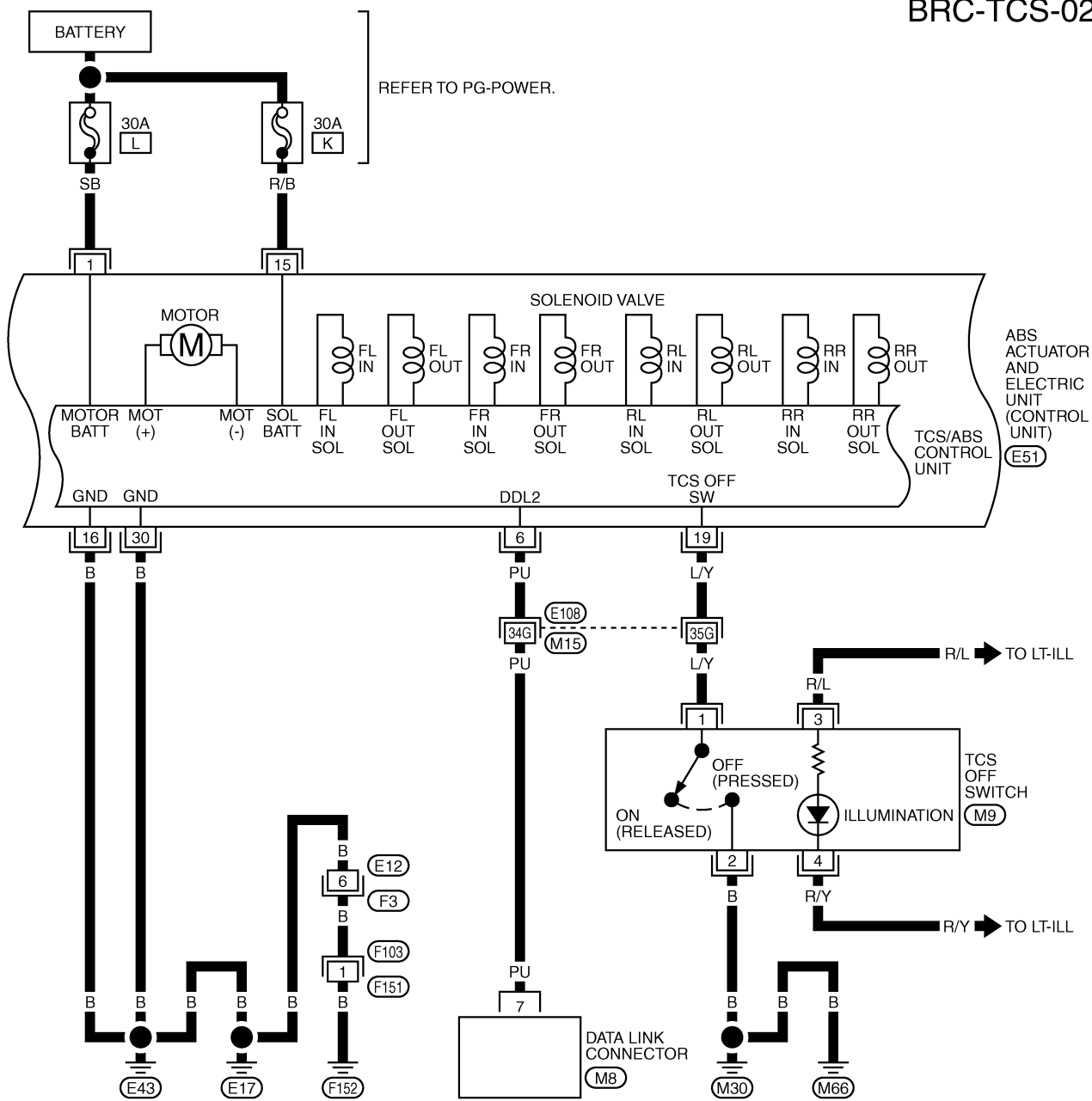
# TROUBLE DIAGNOSIS

[TCS/ABS]

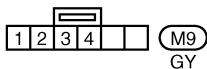
BRC-TCS-02

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

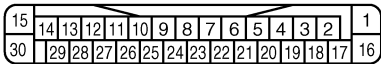
BRC



(M8)  
W



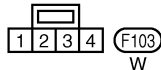
(M9)  
GY



(E51)  
GY



(F3)  
GY



(F103)  
W

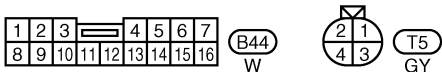
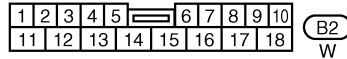
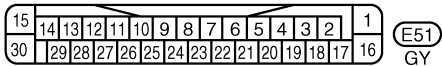
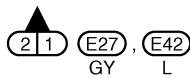
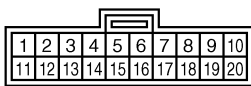
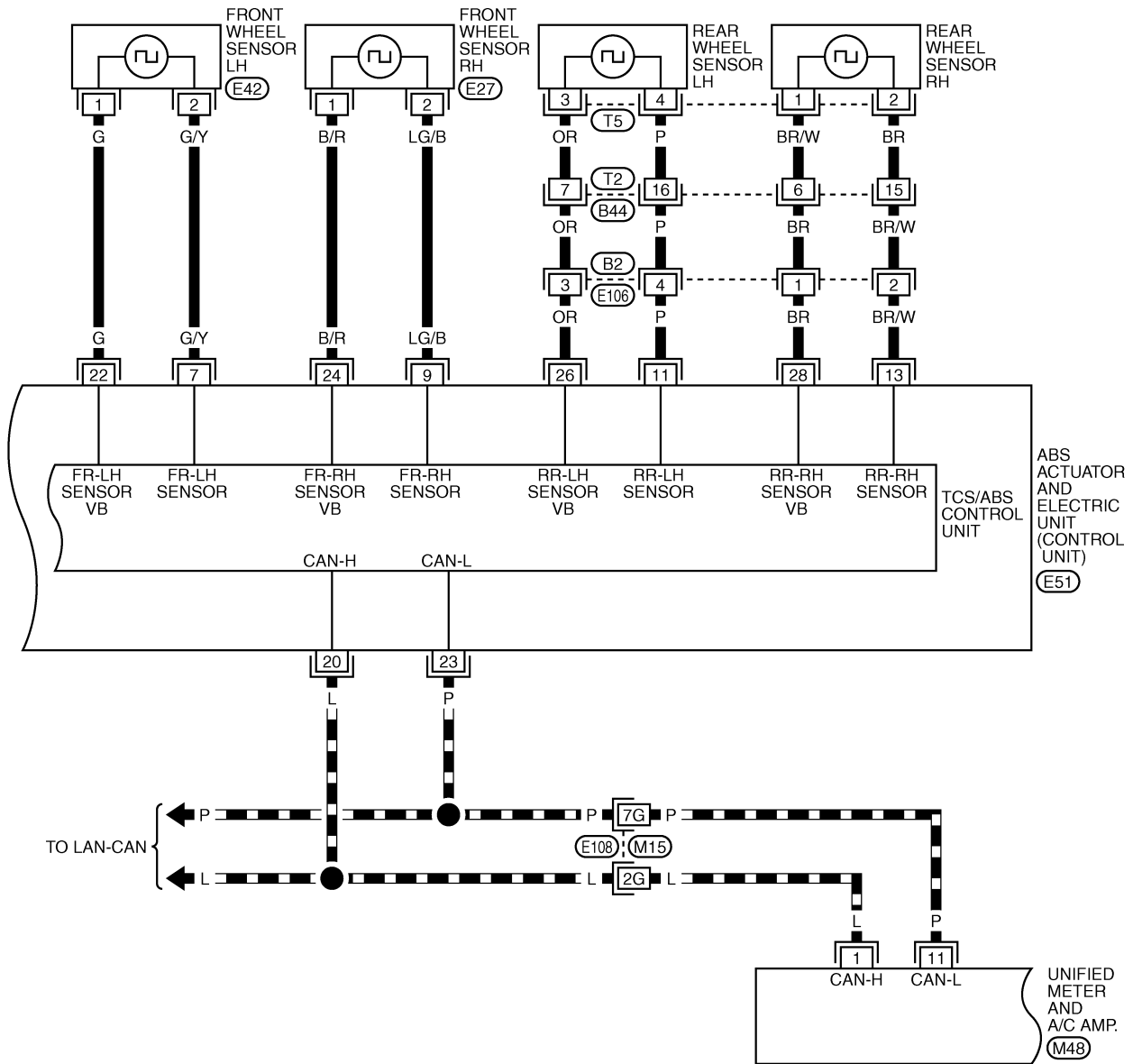
REFER TO THE FOLLOWING.  
(E108) -SUPER MULTIPLE JUNCTION (SMJ)

# TROUBLE DIAGNOSIS

[TCS/ABS]

BRC-TCS-03

DATA LINE



REFER TO THE FOLLOWING.

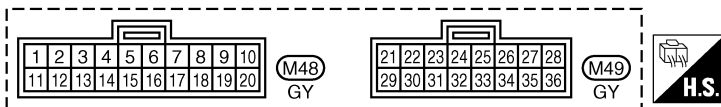
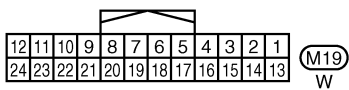
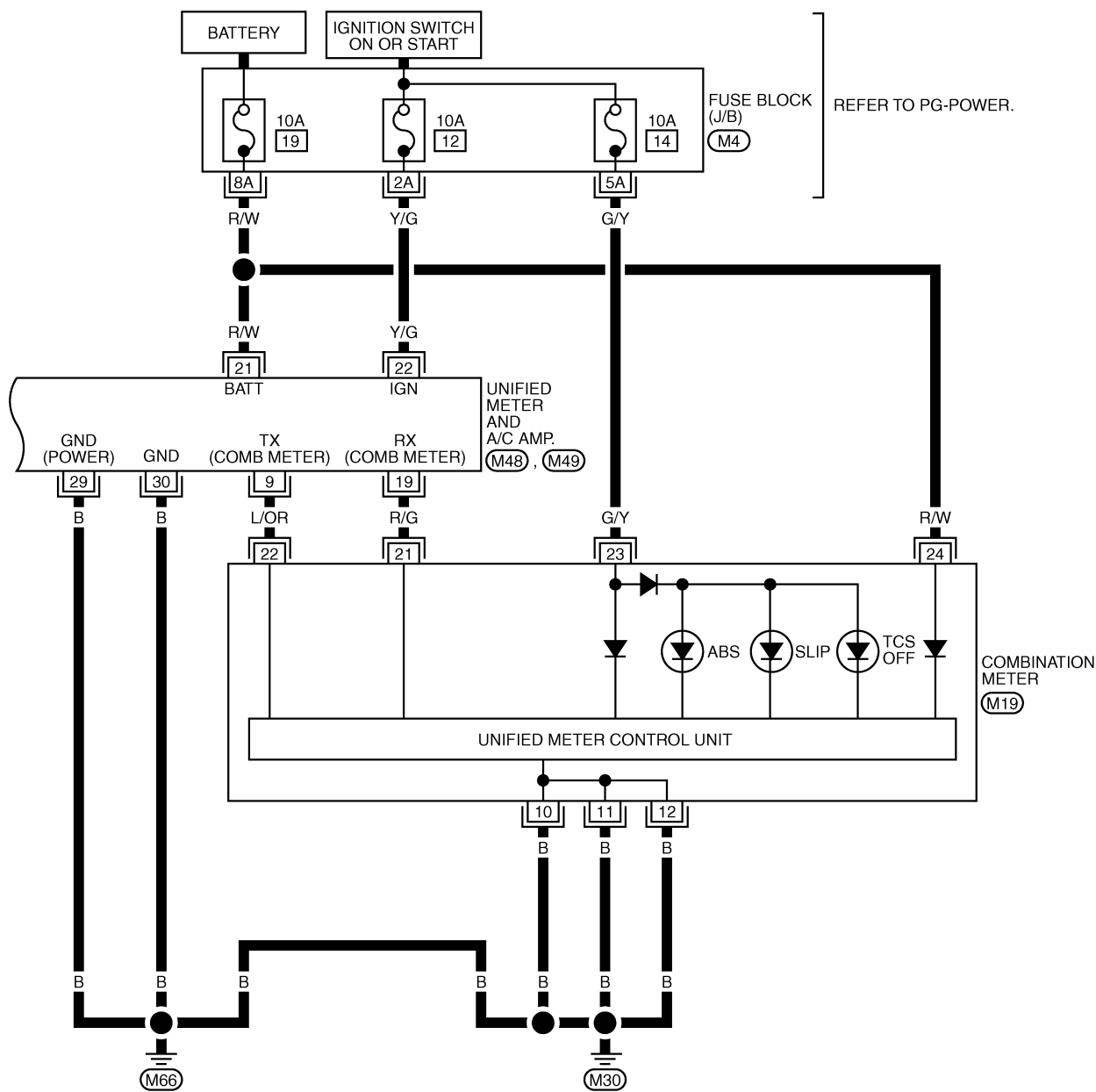
(E108) -SUPER MULTIPLE JUNCTION (SMJ)

TFWT0157E

TROUBLE DIAGNOSIS

[TCS/ABS]

BRC-TCS-04



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

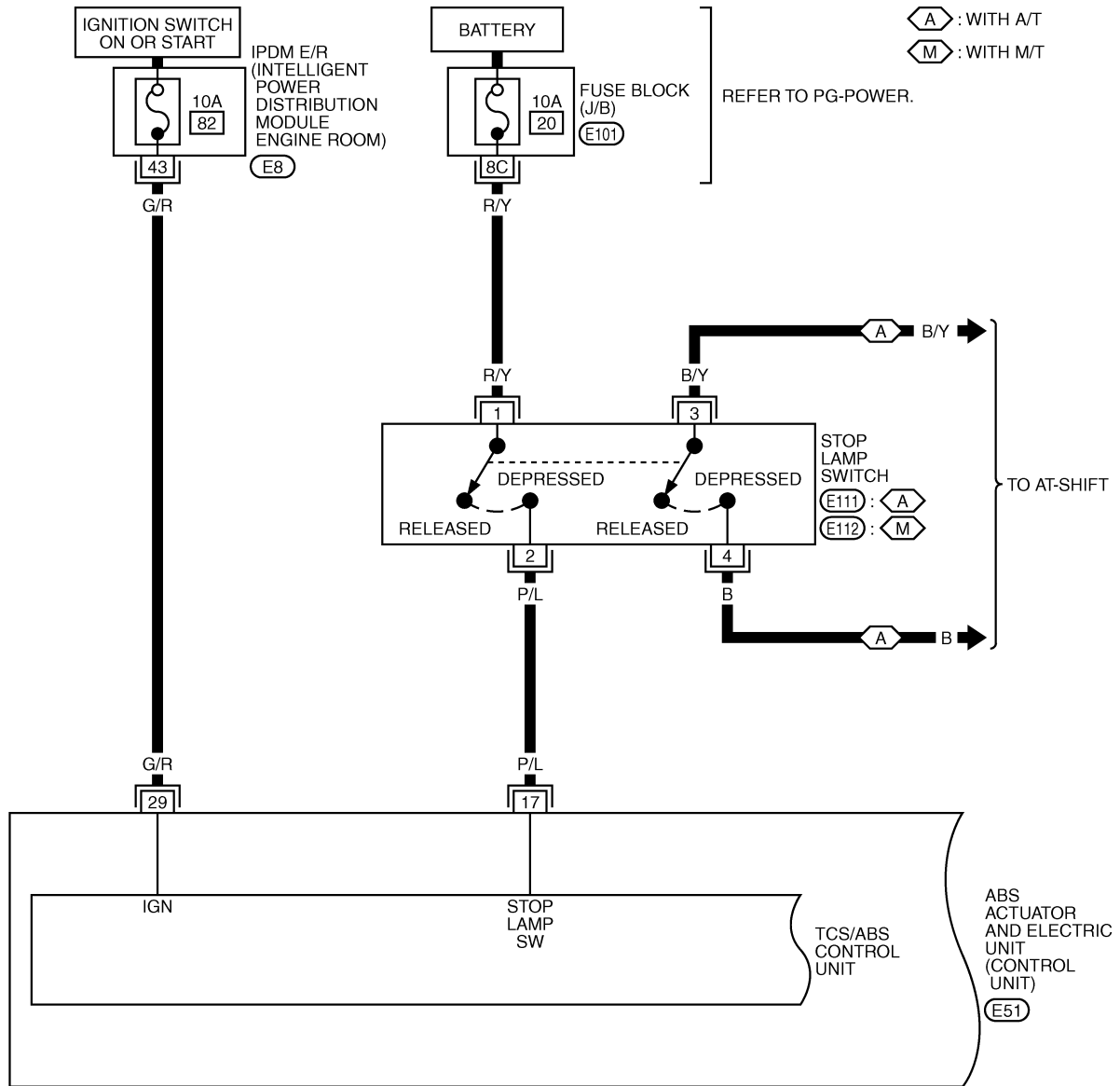
# TROUBLE DIAGNOSIS

[TCS/ABS]

## Wiring Diagram — TCS —ROAD STAR

AFS0026F

BRC-TCS-05



37	36	35	34	33
44	43	42	41	40

(E8)  
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

4	3
2	1

(E111)  
W

1	2
---	---

(E112)  
B

REFER TO THE FOLLOWING.

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



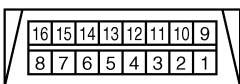
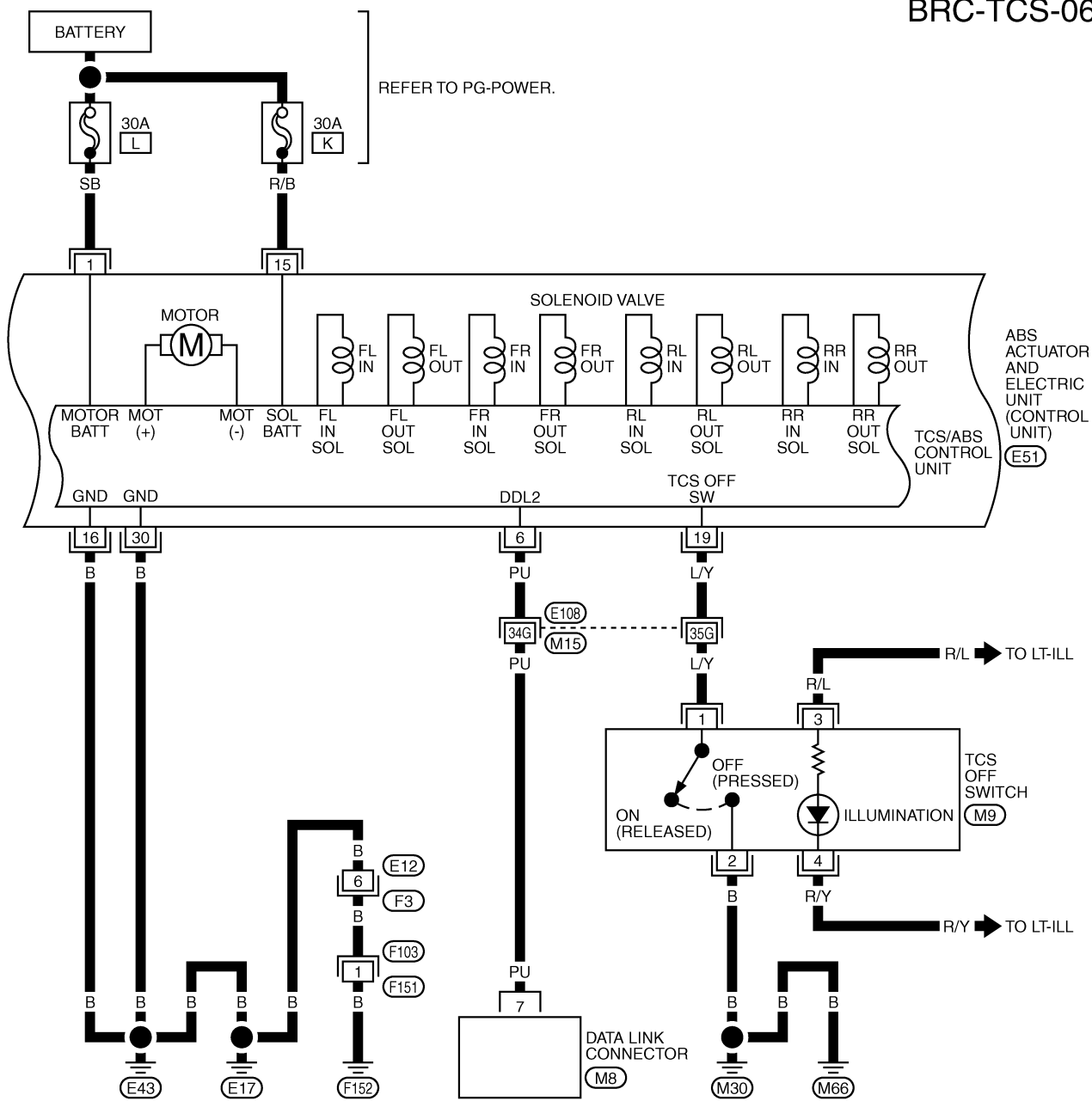
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[TCS/ABS]

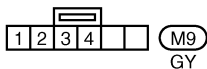
BRC-TCS-06

A  
B  
C  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

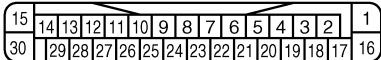
BRC



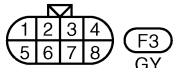
(M8)  
W



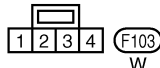
(M9)  
GY



(E51)  
GY



(F3)  
GY



(F103)  
W

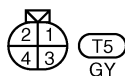
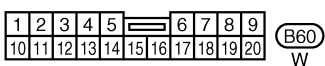
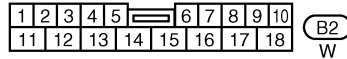
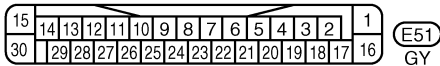
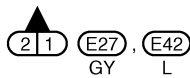
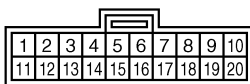
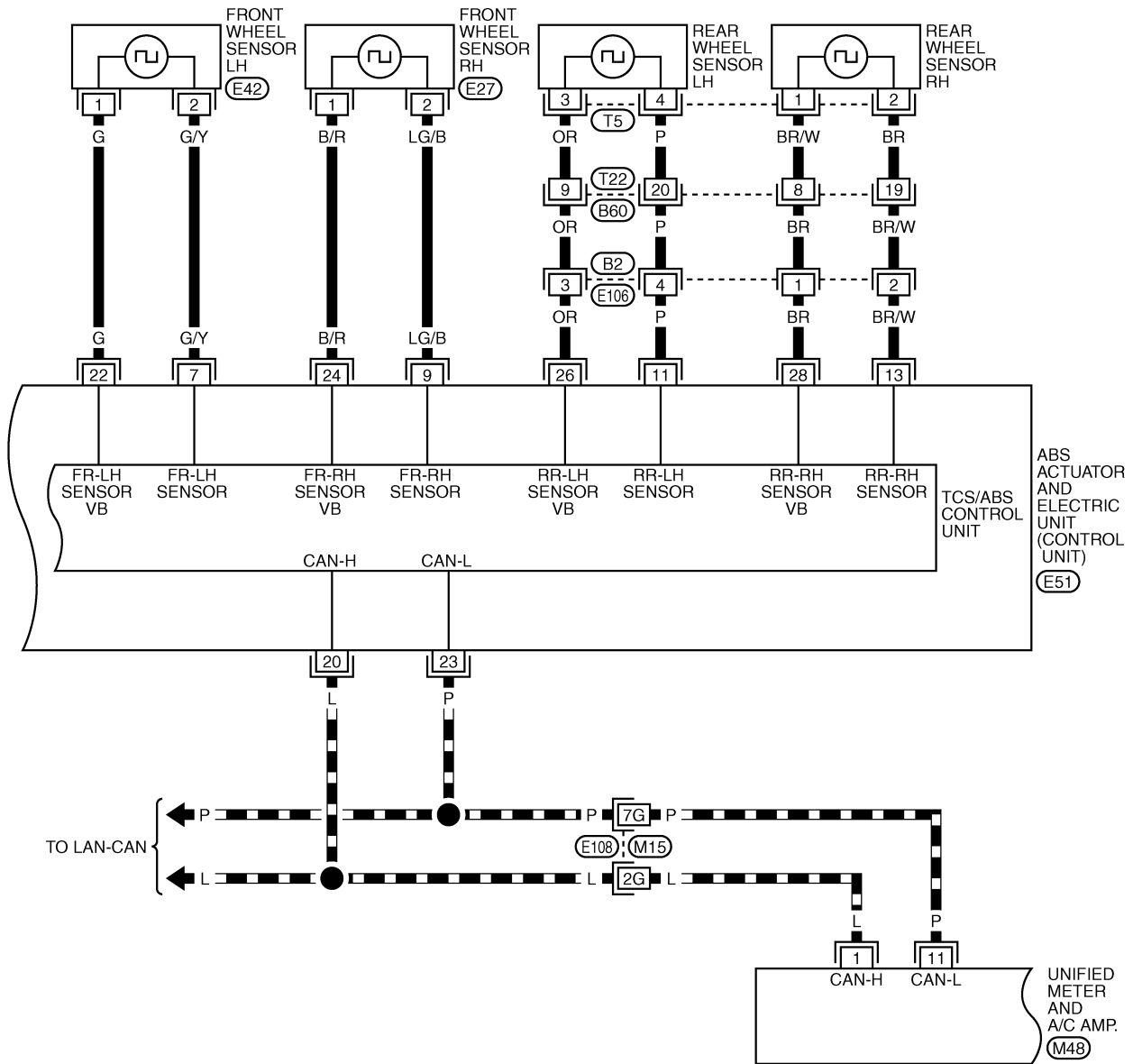
REFER TO THE FOLLOWING.  
(E108) -SUPER MULTIPLE JUNCTION (SMJ)

# TROUBLE DIAGNOSIS

[TCS/ABS]

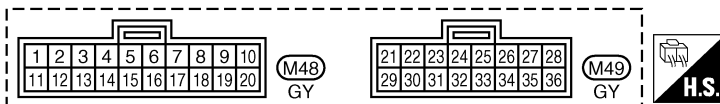
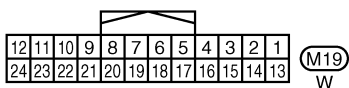
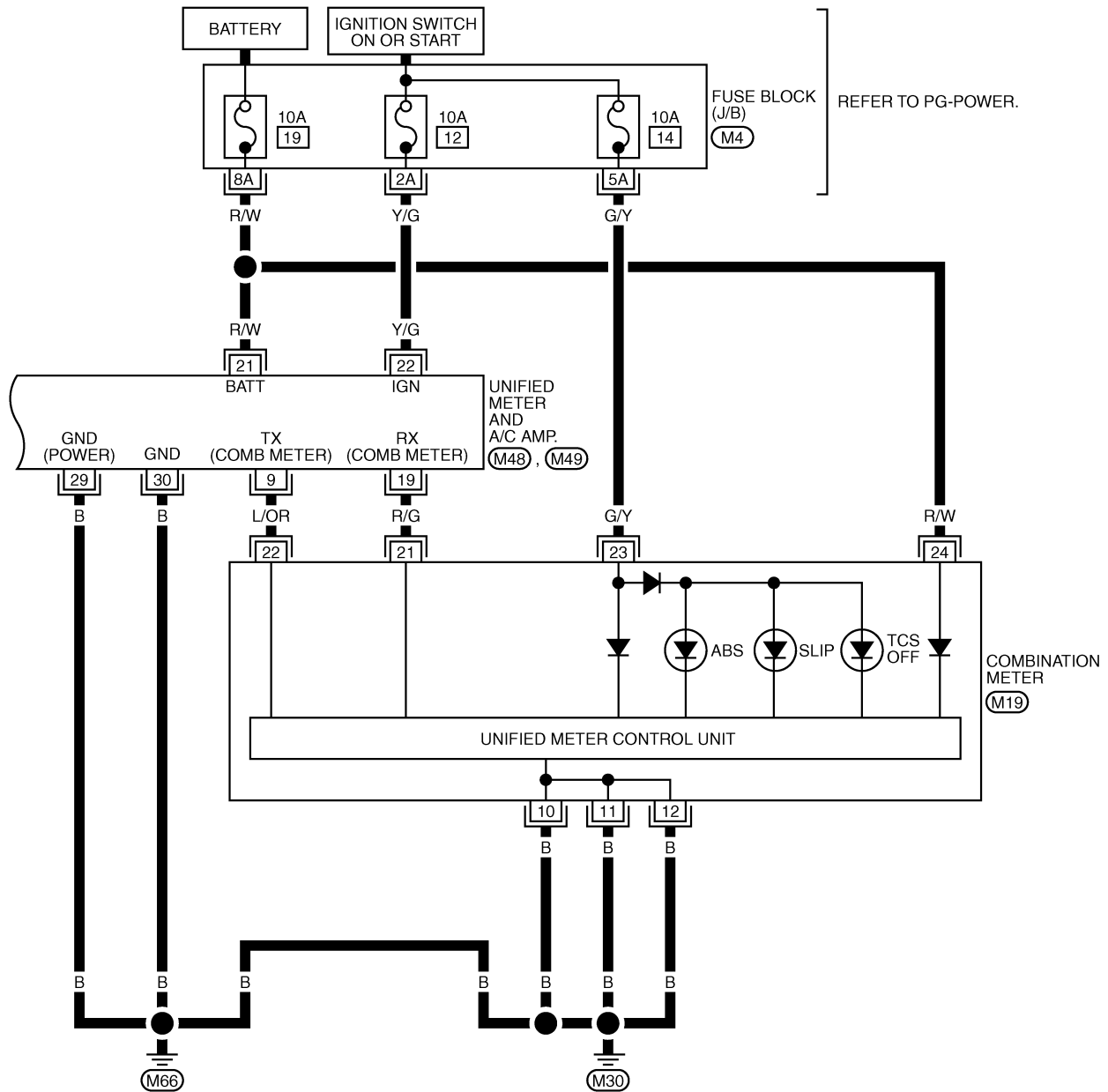
BRC-TCS-07

DATA LINE



REFER TO THE FOLLOWING.

(E108) -SUPER MULTIPLE JUNCTION (SMJ)



REFER TO THE FOLLOWING.

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

# 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)	<a href="#">BRC-74, "Inspection 1 Wheel Sensor System"</a>
		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	<a href="#">BRC-73, "BASIC INSPECTION 3 ABS WARNING LAMP, TCS OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"</a>
		Brake warning lamp OFF	OFF	
STOP LAMP SWITCH	Brake pedal operation	Brake pedal depressed	ON	<a href="#">BRC-79, "Inspection 6 Stop Lamp Switch System"</a>
		Brake pedal not depressed	OFF	
ABS MOTOR RELAY	Motor and motor relay operation status	When the motor relay and motor are operating	ON	<a href="#">BRC-77, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"</a>
		When the motor relay and motor are not operating	OFF	
ABS ACTUATOR RELAY	Actuator relay operation status	When the actuator relay is operating	OFF	<a href="#">BRC-77, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"</a>
		When the actuator relay is not operating	ON	
ABS WARNING LAMP	ABS warning lamp on condition (Note 2)	ABS warning lamp ON	ON	<a href="#">BRC-73, "BASIC INSPECTION 3 ABS WARNING LAMP, TCS OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"</a>
		ABS warning lamp OFF	OFF	
OFF LAMP	TCS OFF indicator lamp on condition (Note 3)	TCS OFF indicator lamp ON	ON	<a href="#">BRC-73, "BASIC INSPECTION 3 ABS WARNING LAMP, TCS OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"</a>
		TCS OFF indicator lamp OFF	OFF	
OFF SWITCH	TCS switch ON-OFF status	TCS OFF switch ON (TCS OFF indicator lamp ON)	ON	<a href="#">BRC-81, "TCS OFF SWITCH"</a>
		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	<a href="#">BRC-73, "BASIC INSPECTION 3 ABS WARNING LAMP, TCS OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"</a>
		SLIP indicator lamp OFF	OFF	
BATTERY VOLTAGE	Battery voltage supplied to TCS/ABS control unit	Ignition switch ON	10 - 16V	<a href="#">BRC-76, "Inspection 4 ABS Actuator and Electric Unit (Control Unit) Power and Ground Systems"</a>
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	ON	TCS system ABS system EBD system
CAN COMMUNICATION	CAN communication condition	CAN communications normal	OK	<a href="#">BRC-80, "Inspection 8 CAN Communication System"</a>
		CAN communication error	NG	
CAN CIRCUIT 1	CAN communication condition	CAN communications normal	OK	
		CAN communication error	UNKWN	
CAN CIRCUIT 2	CAN communication condition	CAN communications normal	OK	
		CAN communication error	UNKWN	
CAN CIRCUIT 3	CAN communication condition	CAN communications normal	OK (Note 6)	
		CAN communication error	UNKWN	
ACCELERATOR POSITION SIGNAL	Open/close condition of throttle valve (linked with accelerator pedal).	Accelerator pedal not depressed (ignition switch is ON)	0 %	Communication circuit between TCS/ABS control unit and ECM
		Depress accelerator pedal (ignition switch is ON)	0 to 100 %	

**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.

Note 6: M/T vehicle is UNKWN.

## CONSULT- II Functions

AFS000YU

### CAUTION:

- Do not use the “function test” for diagnosis. For more information, refer to the separate volume “CONSULT-II OPERATION MANUAL (Function Test)”.
- When communicating with CONSULT-II, the ABS warning lamp and TCS OFF indicator lamp are on. When communication has been broken off, the SLIP indicator lamp will flash for about 1 sec.
- When TCS conducts a self-diagnosis, data monitoring, or executes the active test function, EBD, ABS, and TCS control are not conducted.
- When a self-diagnosis, active test, work support, etc., of the TCS/ABS control unit is conducted using CONSULT-II, stop engine temporarily and connect CONSULT-II and then select “TCS/ABS”.
- CONSULT-II self-diagnosis results are displayed without regard to occurrence timing. In some cases later ones (timing value is small) appear on the next screen.

### CONSULT-II FUNCTION APPLICATION TABLE (MAIN ITEMS)

Items	Self-diagnosis	Data monitor	Active test
FR RH WHEEL SENSOR	×	×	—
FR LH WHEEL SENSOR	×	×	—
RR RH WHEEL SENSOR	×	×	—
RR LH WHEEL SENSOR	×	×	—
STOP LAMP SWITCH	×	×	—
FR RH IN ABS SOL	×	×	×
FR RH OUT ABS SOL	×	×	×
FR LH IN ABS SOL	×	×	×
FR LH OUT ABS SOL	×	×	×
RR RH IN ABS SOL	×	×	×
RR RH OUT ABS SOL	×	×	×
RR LH IN ABS SOL	×	×	×
RR LH OUT ABS SOL	×	×	×
ABS ACTUATOR RELAY	×	×	—
ABS MOTOR RELAY	×	×	—
ABS WARNING LAMP	—	×	—
BATTERY VOLTAGE	×	×	—
ABS actuator and electric unit (control unit)	×	—	—
ABS MOTOR	×	—	×
CAN COMMUNICATION	×	×	—
ENGINE SPEED	—	×	—
ENGINE SIGNAL	×	—	—
GEAR	—	×	—
TCS OFF SWITCH	—	×	—
TCS OFF INDICATOR LAMP	—	×	—
SLIP INDICATOR LAMP	—	×	—

# TROUBLE DIAGNOSIS

[TCS/ABS]

Items	Self-diagnosis	Data monitor	Active test
ACCELERATOR POSITION SIGNAL	—	×	—
POSITION SIGNAL	—	×	—
EMERGENCY BRAKE	×	—	—

×: Applicable  
—: Not applicable

- A
- B
- C
- D
- E
- BRC
- G
- H
- I
- J
- K
- L
- M

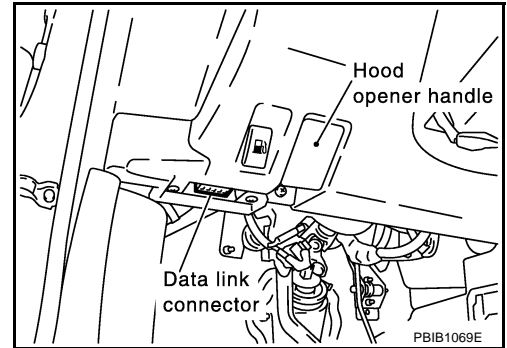
## CONSULT-II BASIC OPERATION PROCEDURE

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

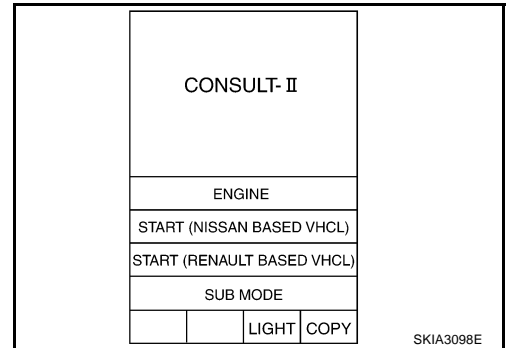
### CAUTION:

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.

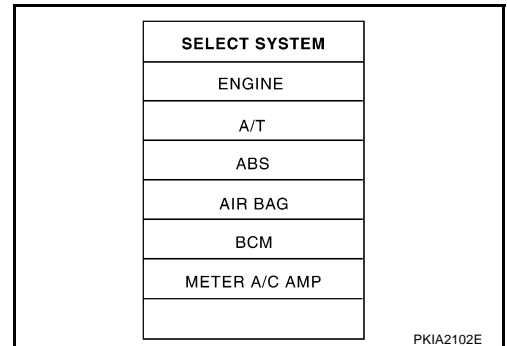
3. Turn ignition switch ON.



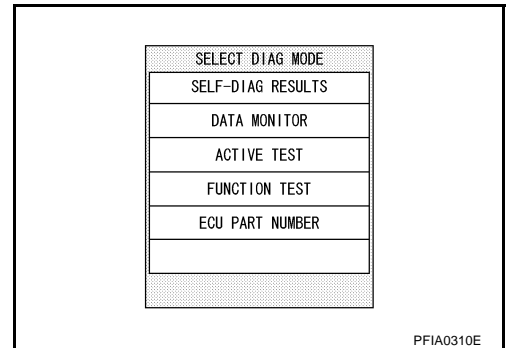
4. Touch "START (NISSAN BASED VHCL)".



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



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, 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.	<a href="#">BRC-74, "Inspection 1 Wheel Sensor System"</a> (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.	<a href="#">BRC-77, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"</a>
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.	<a href="#">BRC-79, "Inspection 6 Stop Lamp Switch System"</a>
STOP LAMP SW	When a stop lamp switch open-circuit is detected.	—
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.	<a href="#">BRC-76, "Inspection 4 ABS Actuator and Electric Unit (Control Unit) Power and Ground Systems"</a>
EMERGENCY BRAKE	When the ABS actuator and electric unit (control unit) malfunctions (pressure increase is too much or too little).	<a href="#">BRC-80, "Inspection 7 ABS Actuator and Electric Unit (Control Unit) 2"</a>

# 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.	<a href="#">BRC-77, "Inspection 5 ABS Actuator Relay or ABS Motor Relay Power System"</a>
ABS CONTROLLER	When there is an internal error in the ABS actuator and electric unit (control unit).	<a href="#">BRC-76, "Inspection 3 ABS Actuator and Electric Unit (Control Unit)"</a>
CAN COMM CIRCUIT	When there is an error in the CAN communication system.	<a href="#">BRC-80, "Inspection 8 CAN Communication System"</a> (Note 2)
ENGINE SIGNAL	When there is an error in an engine system main component	<a href="#">BRC-76, "Inspection 2 Engine System"</a>

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 "ECU INPUT SIGNALS" or "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
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	CAN DIAG SUP-PORT MNTR	
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.

# TROUBLE DIAGNOSIS

**[TCS/ABS]**

Item (Unit)	Monitor item selection				Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	CAN DIAG SUP-PORT MNTR	
FR LH IN SOL (ON/OFF)	—	×	×	—	Front left inlet ABS solenoid valve (ON/OFF) status is displayed.
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.

# TROUBLE DIAGNOSIS

[TCS/ABS]

Item (Unit)	Monitor item selection				Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	CAN DIAG SUP-PORT MNTR	
P POSI SIG (ON/OFF) (Note1)	—	—	×	—	Shift position determined from the A/T PNP switch signal is displayed.
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.
CAN COMM (OK/NG)	—	—	—	×	CAN communication (OK/NG) status is displayed.
CAN CIRC 1 (OK/UNKWN)	—	—	—	×	CAN communication (OK/UNKWN) status is displayed.
CAN CIRC 2 (OK/UNKWN)	—	—	—	×	
CAN CIRC 3 (OK/UNKWN) (Note2)	—	—	—	×	

×: Applicable

—: Not applicable

(Note1): A/T model.

A  
B  
C  
D  
E  
BRC  
G  
H  
I  
J  
K  
L  
M

**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.

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.

<b>SELECT TEST ITEM</b>
<b>FR RH SOLENOID</b>
<b>FR LH SOLENOID</b>
<b>RR RH SOLENOID</b>
<b>RR LH SOLENOID</b>
<b>ABS MOTOR</b>

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

## 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”.

ACTIVE TEST					
FR RH SOL			UP		
MONITOR					
FR RH IN SOL			OFF		
FR RH OUT SOL			OFF		
		KEEP		DOWN	
MODE		BACK		LIGHT COPY	

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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.

ACTIVE TEST

ABS MOTOR	OFF
MONITOR	
MOTOR RELAY	OFF
ACTUATOR RLY	ON
ON	
MODE	BACK LIGHT COPY

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## 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-62, "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 more 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, TCS OFF Indicator Lamp, SLIP Indicator Lamp On/Off Timing

×: 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	×	×	×	—
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)	—	×	—	—



# TROUBLE DIAGNOSIS

[TCS/ABS]

Condition	ABS warning lamp	TCS OFF indicator lamp	SLIP indicator lamp	Remarks
TCS/ABS error	×	×	×	—
	×	×	—	When there is an ABS actuator and electric unit (control unit) error (power or ground error)
TCS error	—	×	×	—

## Basic Inspection

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

- Check fluid level in the brake reservoir tank. If fluid level is low, refill the brake fluid.
- 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.**

- 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

- 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-81, "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"](#).
- 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.
- 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-81, "TCS OFF SWITCH"](#).
- 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.
- After conducting the self-diagnosis, be sure to erase the error memory. Refer to [BRC-62, "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 TCS/ABS control unit connector 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) or more for approximately 1 minute, and conduct self-diagnosis.

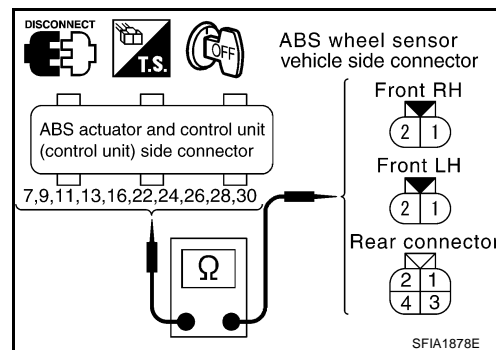
OK or NG

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

NG >> GO TO 5.

## 5. WHEEL SENSOR HARNESS INSPECTION

1. Turn ignition switch OFF and disconnect the wheel sensor connector E42 (FR - LH) or E27 (FR - RH) or T5 (RR - RH, LH) and ABS actuator and electric unit (control unit) connector.
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.)



	Power system		Signal system		Ground system	
Wheel	ABS actuator and electric unit (control unit) (harness connector E51)	Wheel sensor (harness connector)	ABS actuator and electric unit (control unit) (harness connector E51)	Wheel sensor (harness connector)	ABS actuator and electric unit (control unit) (Signal) (harness connector E51)	ABS actuator and electric unit (control unit) (GND) (harness connector E51)
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 ABS actuator and electric unit (control unit) connector.
2. Turn on the ignition switch ON and check the voltage between the power terminal and the ground.

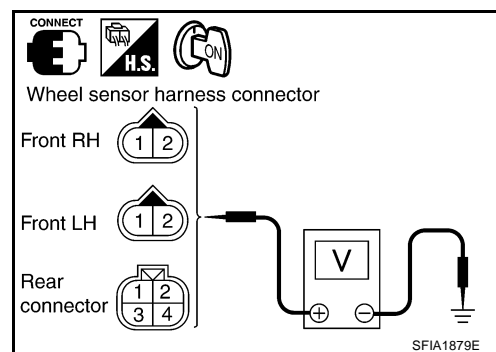
**Voltage**

**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 &gt;&gt; GO TO 2.

NO &gt;&gt; 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 actuator and electric unit (control unit) self-diagnosis.

OK or NG

OK &gt;&gt; Inspection End

NG &gt;&gt; Repair or replace any non-standard items. Re-conduct the self-diagnosis.

**Inspection 3 ABS Actuator and Electric Unit (Control Unit)**

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 &gt;&gt; Replace ABS actuator and electric unit (control unit). Re-conduct the self-diagnosis.

NO &gt;&gt; Inspection End

**Inspection 4 ABS Actuator and Electric Unit (Control 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 &gt;&gt; GO TO 2.

NO &gt;&gt; Inspection End

## 2. CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit (control unit) connector, 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.

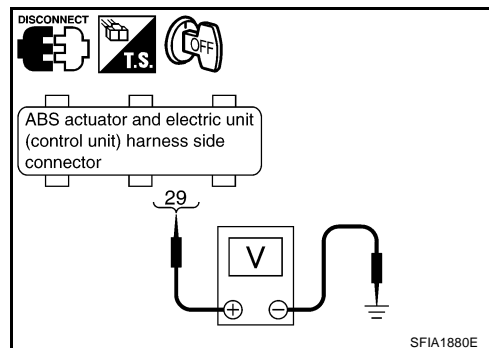
OK or NG

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

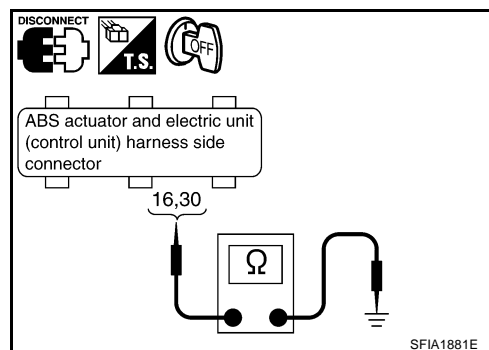
NG >> GO TO 3.

## 3. ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) POWER AND GROUND CIRCUIT INSPECTION

Disconnect ABS actuator and electric unit connector. 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



Terminal number	Signal name	Measuring condition	Measured value
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

AFS000Z2

### 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 (control unit) connector, 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.

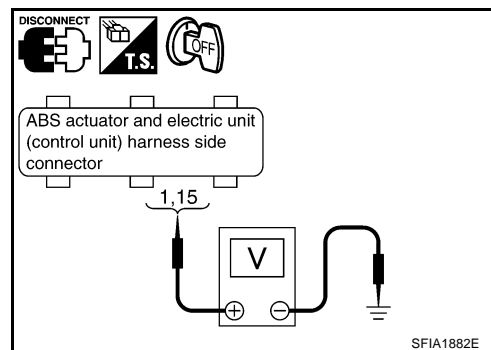
OK or NG

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

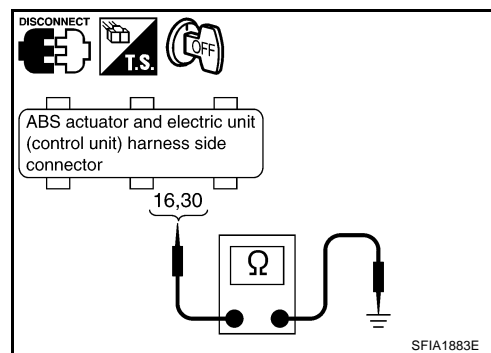
OK or NG

OK >> GO TO 4

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

## 4. ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) GROUND CIRCUIT INSPECTION

Check the ABS actuator and electric unit (control unit) ground circuit.



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

OK or NG

OK >> Replace the ABS actuator and electric unit (control unit).

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

## Inspection 6 Stop Lamp Switch System

AFS000Z3

### 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 (control unit) connector 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

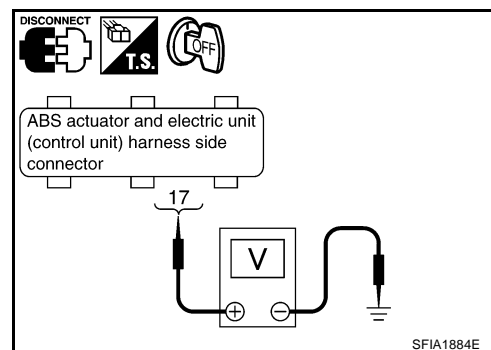
OK or NG

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 (control unit) connector.
2. Check the voltage between the ABS actuator and electric unit (control unit) connector terminal and the ground.



ABS actuator and electric unit (control 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 (control unit) and the stop lamp switch. Repair or replace the harness.

## Inspection 7 ABS Actuator and Electric Unit (Control 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 (control unit).  
 NO >> Inspection End

## Inspection 8 CAN Communication System

AFS000Z5

### INSPECTION PROCEDURE

#### 1. CONNECTOR INSPECTION

1. Disconnect the ABS actuator and electric unit (control unit) connector, 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.

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

- YES >> Print out the self-diagnosis results and go to 2.  
 NO >> Connector terminal connection is loose, damaged, open or shorted.

#### 2. CAN COMMUNICATION SYSTEM CHECK

Check the data monitor item “CAN DIAG SUPPORT MNTR”.

Normal	Error (example)
CAN COMM: OK	CAN COMM: NG
CAN CIRC 1: OK	CAN CIRC 1: UNKWN
CAN CIRC 2: OK	CAN CIRC 2: UNKWN
CAN CIRC 3: OK	CAN CIRC 3: UNKWN
NOTE: M/T vehicle is UNKWN.	CAN CIRC 3: UNKWN
CAN CIRC 4: OK	CAN CIRC 4: UNKWN

>> After printing out the monitor item, go to the CAN system. Refer to [LAN-3, "Precautions When Using CONSULT-II"](#).



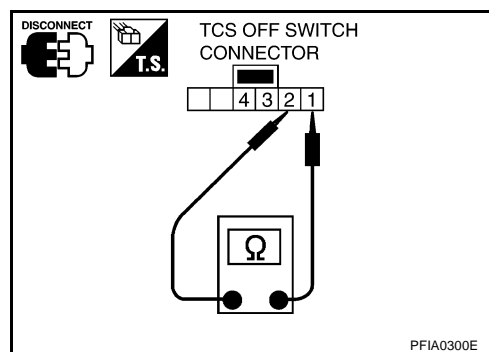
**Component Inspection**

AFS00026

**TCS OFF SWITCH**

- Turn ignition switch OFF, 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.**

**Symptom 1 Excessive ABS Function Operation Frequency**

AFS00027

**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-65, "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 (control unit) connector, 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-81, "Symptom 1 Excessive ABS Function Operation Frequency"](#) .
- NG >> Check brake system.

### Symptom 3 The Braking Distance Is Long

AFS000Z9

#### 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 (control unit) connector 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-81, "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-81, "Symptom 1 Excessive ABS Function Operation Frequency"](#) .
- NG >> Perform self-diagnosis. Refer to [BRC-62, "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-65, "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-81, "Symptom 1 Excessive ABS Function Operation Frequency"](#)

**Symptom 6 The Vehicle Jerks Around During TCS/ABS Control**

AFS0002C

**1. ENGINE SPEED SIGNAL INSPECTION**

Conduct CONSULT-II ABS actuator and electric unit (control 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-72, "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-39, "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 (control unit).

Are self-diagnosis items displayed?

YES >> Check the corresponding items, make repairs, and re-conduct the ABS actuator and electric unit (control unit) self-diagnosis.

NO >> GO TO 7.

---

## 7. CONNECTOR INSPECTION

---

1. Disconnect the ABS actuator and electric unit (control unit) connector 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 (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 ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) AND THE ECM

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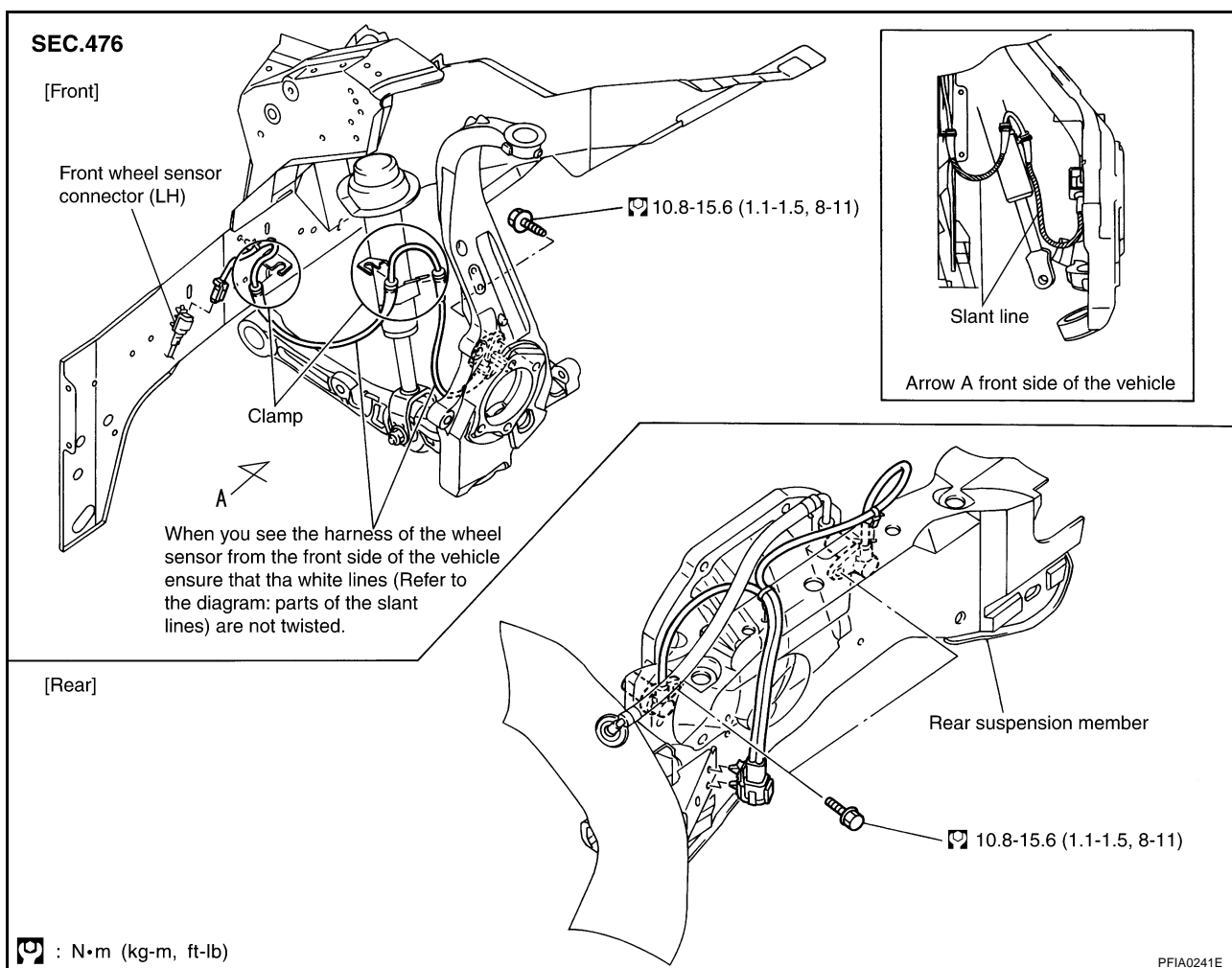
Check the CAN communication system. Refer to [BRC-80, "Inspection 8 CAN Communication System"](#) .

OK or NG

- OK >> Inspection End
- NG >> Connect the connector and re-conduct the ABS actuator and electric unit (control unit) self-diagnosis.

## 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

### Removal and Installation

#### 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.

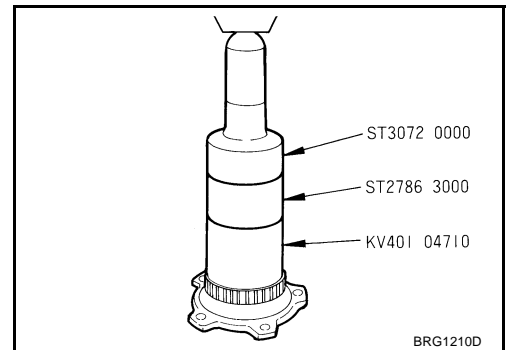
#### INSTALLATION

##### 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.

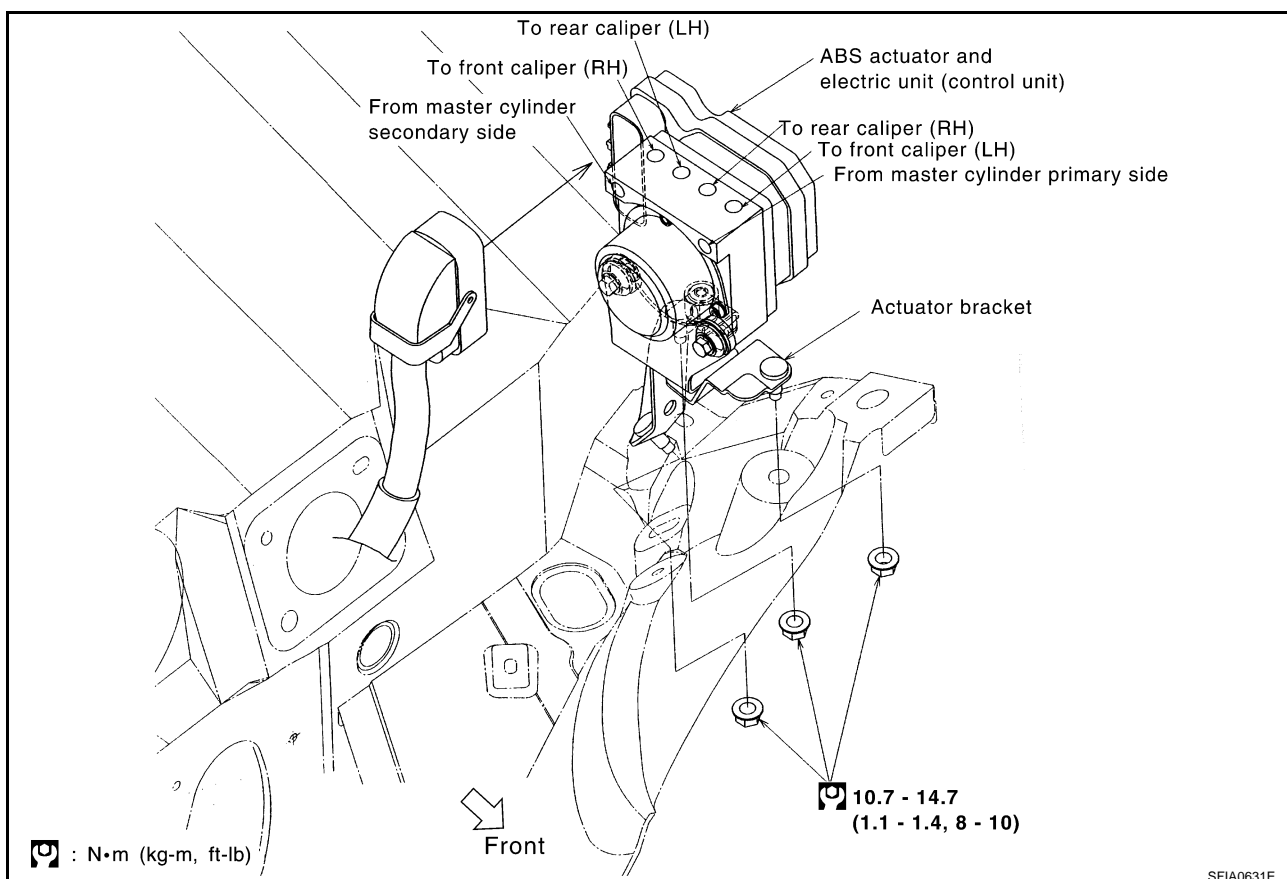


## ABS ACTUATOR AND ELECTRIC UNIT (ASSEMBLY)

PFP:47660

### Removal and Installation

AFS000AB



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.

## PRECAUTIONS

PFP:00001

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

AFS00275

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 Battery Service

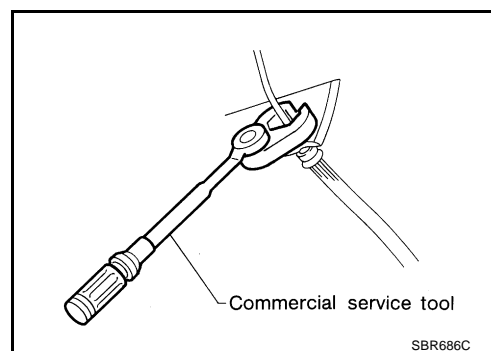
AFS00276

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

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 negative terminal.
- When installing brake piping, be sure to check torque.



SBR686C



### 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.
- 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 lamp 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 curves 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.

A  
B  
C  
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BRC  
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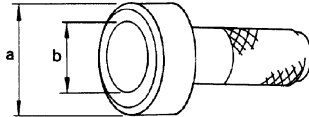


## PREPARATION

PFP:00002

### Special Service Tools

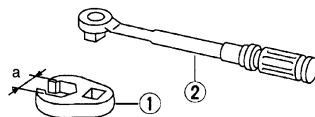
AFS0014Z

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
<p>ST3072 0000 (J 25405) Drift a: 77 mm (0.03 in) dia. b: 55 mm (2.17 in) dia.</p>  <p>ZZA0701D</p>	Installation rear sensor rotor
<p>ST2786 3000 ( — ) Drift a: 75 mm (2.95 in) dia. b: 62 mm (2.44 in) dia.</p>  <p>ZZA0832D</p>	
<p>kV401 04710 ( — ) a: 76 mm (2.99 in) dia. b: 68.5 mm (2.697 in) dia.</p>  <p>ZZA0832D</p>	

### Commercial Service Tools

AFS000AH

Tool name	Description
<div>1. Flare nut crowfoot a: 10mm (0.39 in) /12mm (0.47 in)</div> <div>2. Torque wrench</div> <div></div> <div>S-NT360</div>	<div>Removing and installing each brake piping</div>

## ON-VEHICLE SERVICE

PFP:00000

## Adjustment of Steering Angle Sensor Neutral Position

AFS0026C

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	×
Change 4 tires to new ones	—
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-111, "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-111, "CONSULT-II Functions"](#).
4. Touch "START".

**CAUTION:**

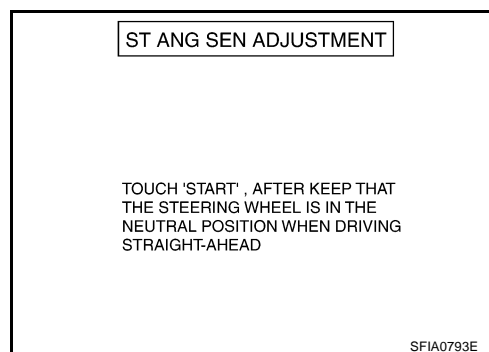
**Do not touch steering wheel while adjusting steering angle sensor.**

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.**

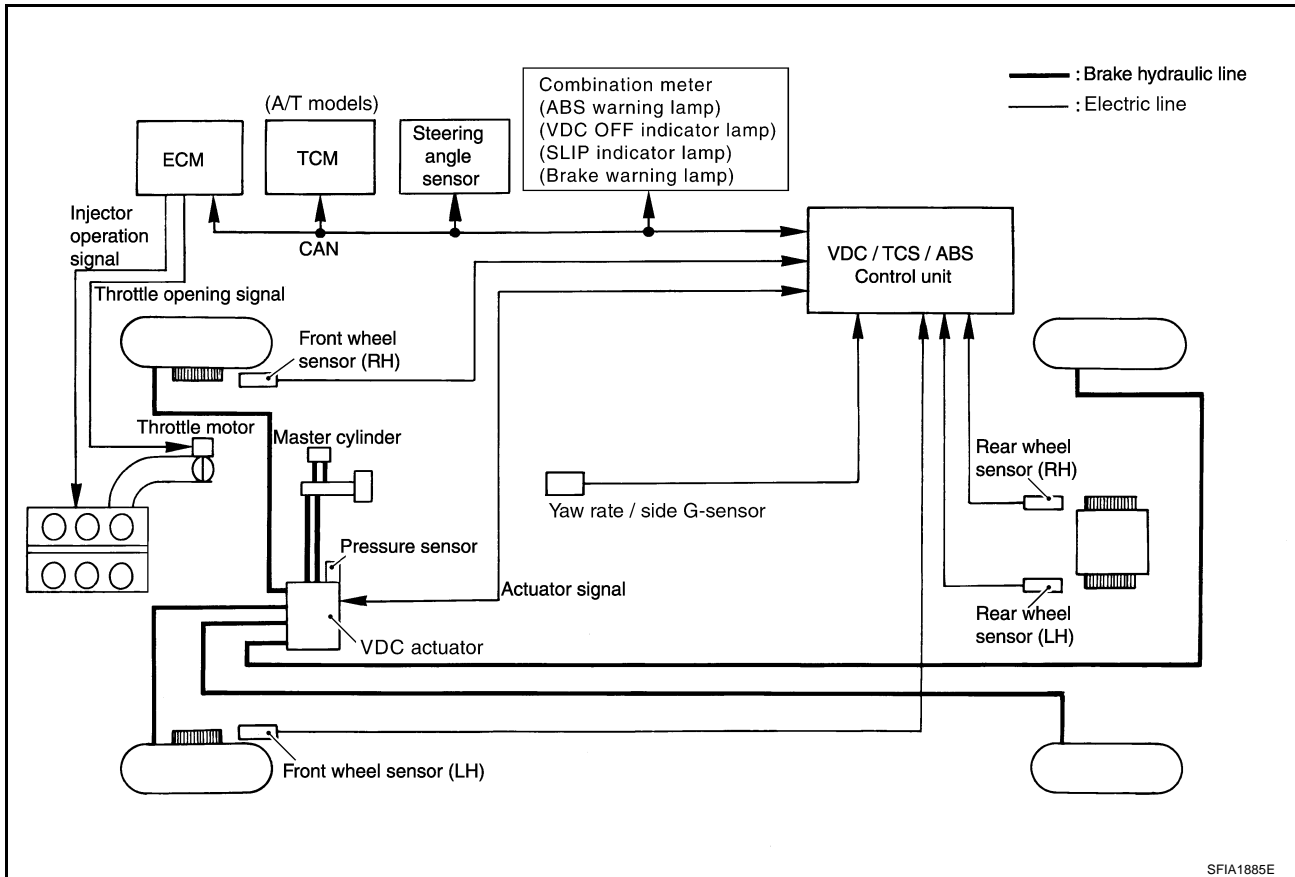
7. Run vehicle with front wheels in straight-ahead position, then stop.
8. Select "DATA MONITOR", "CONTROL MODULE INPUT ITEM", and "STEERING ANGLE SIGNAL" on CONSULT-II screen. Then check that "STEERING ANGLE SIGNAL" is within  $0 \pm 2.5$  deg. If value is more than specification, repeat steps 1 to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



## SYSTEM DESCRIPTION

### System Diagram

AFS000ZD



### VDC Function

AFS000ZF

- 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 under-steering / over-steering) 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**

AFS0010F

**VDC / TCS SYSTEM**

BRC

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.

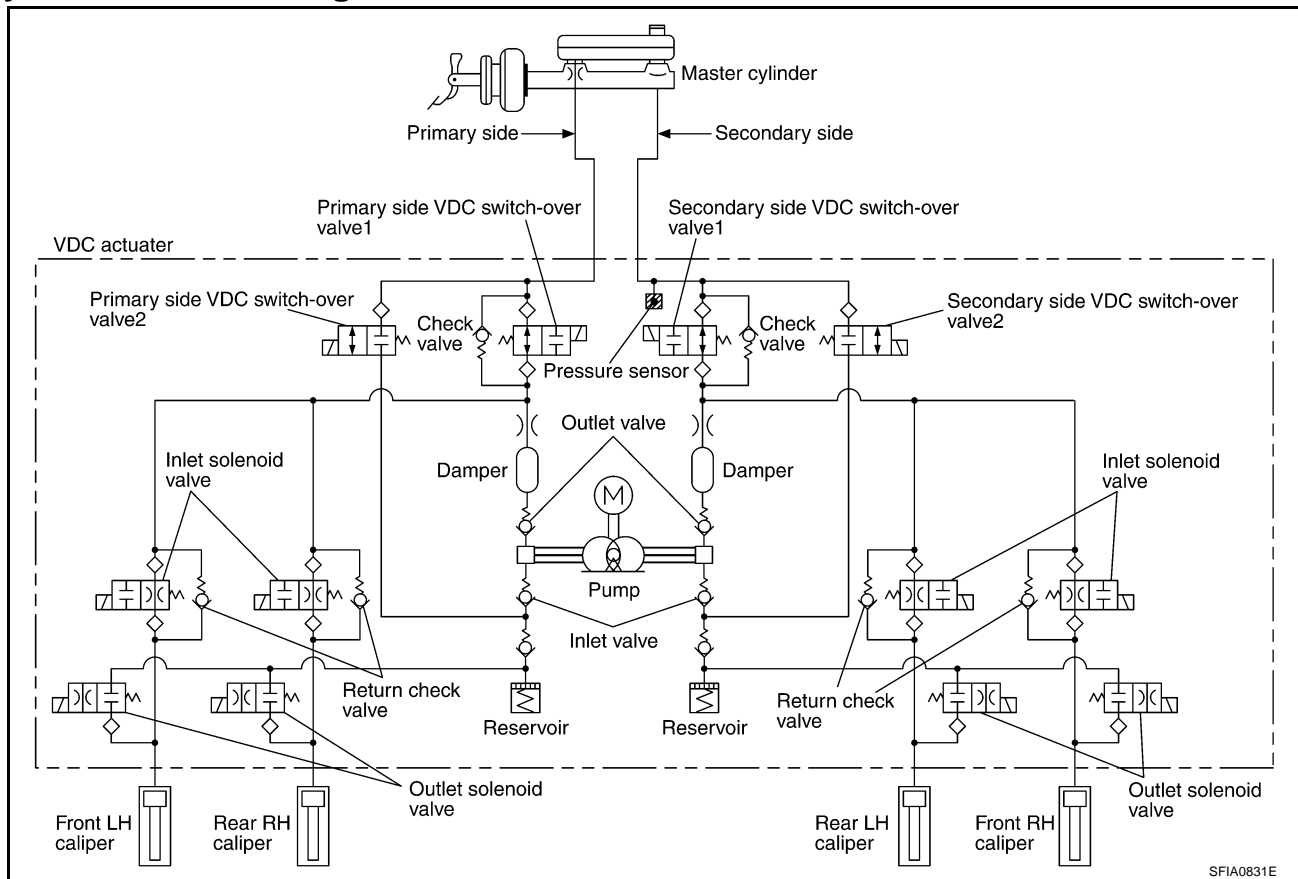
1. For ABS trouble, only the EBD is activated and the condition of the vehicle is the same condition of vehicles without TCS/ABS equipment.
2. For EBD trouble, the EBD and ABS become inoperative, and the condition of the vehicle is the same as the condition of vehicles without TCS/ABS, EBD equipment.

**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.

## Hydraulic Circuit Diagram

AFS0010G



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. Refer to [LAN-5, "CAN Communication Unit"](#).

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## TROUBLE DIAGNOSIS

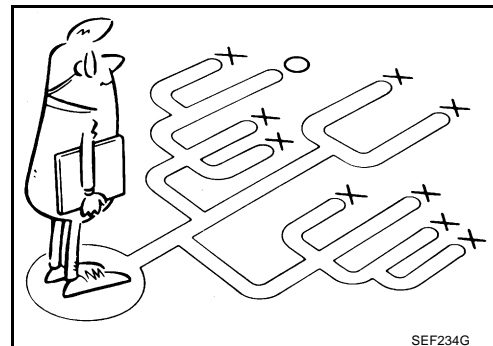
### How to Proceed With Diagnosis BASIC CONCEPT

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

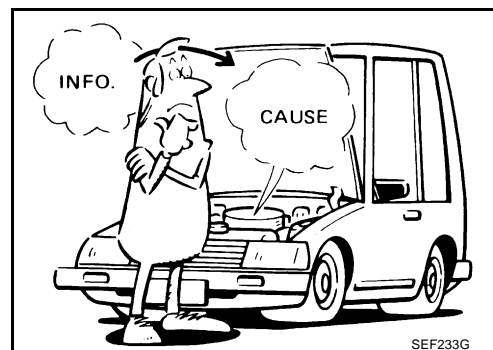
- It is also important to clarify customer complaints before inspection.  
First of all, reproduce symptom, and understand it fully.  
Ask customer about his/her complaints carefully. In some cases, it will be necessary to check symptom by driving vehicle with customer.

**NOTE:**

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



- 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-112, "SELF-DIAGNOSIS"](#).
- 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"](#)





## DIAGNOSIS FLOWCHART

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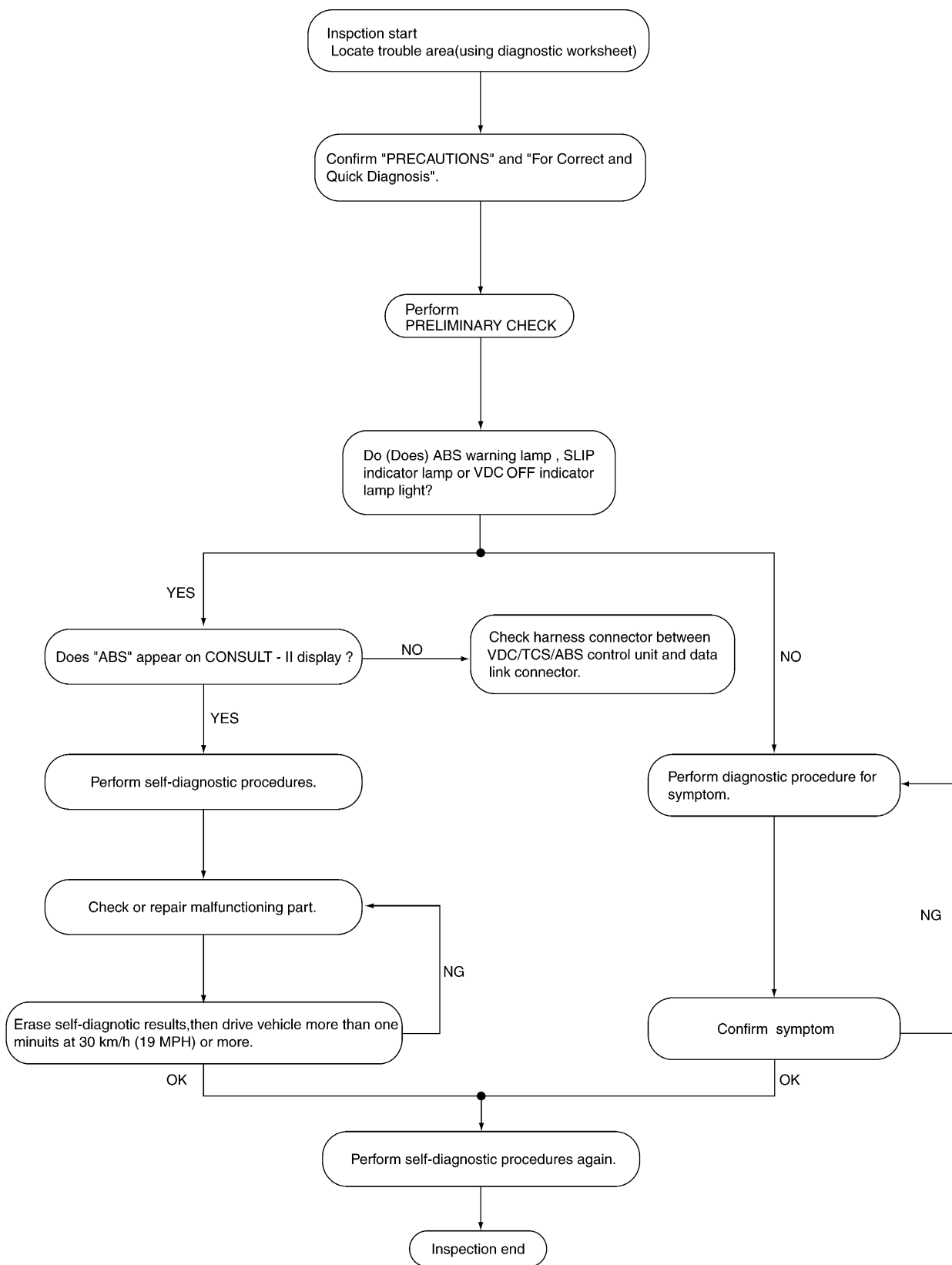
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# TROUBLE DIAGNOSIS

[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

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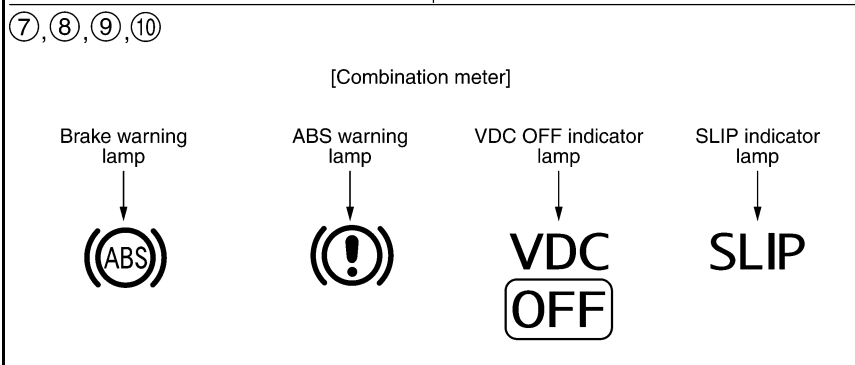
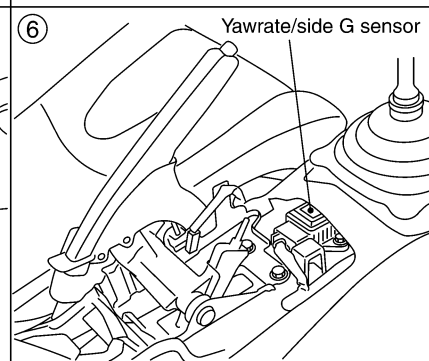
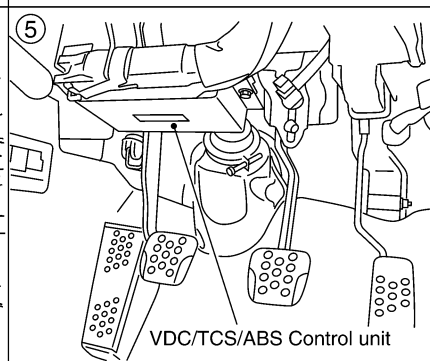
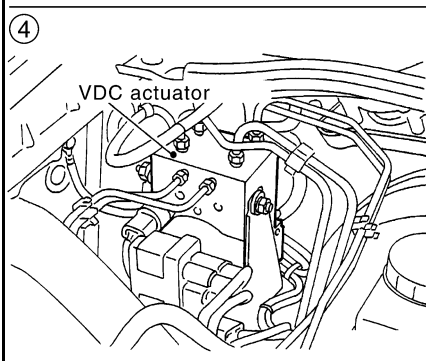
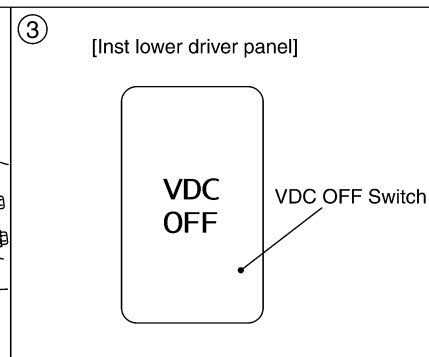
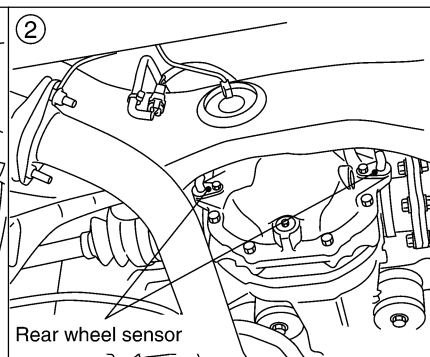
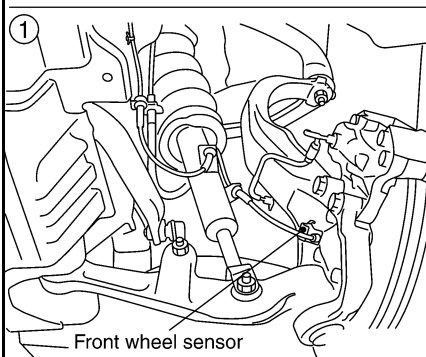
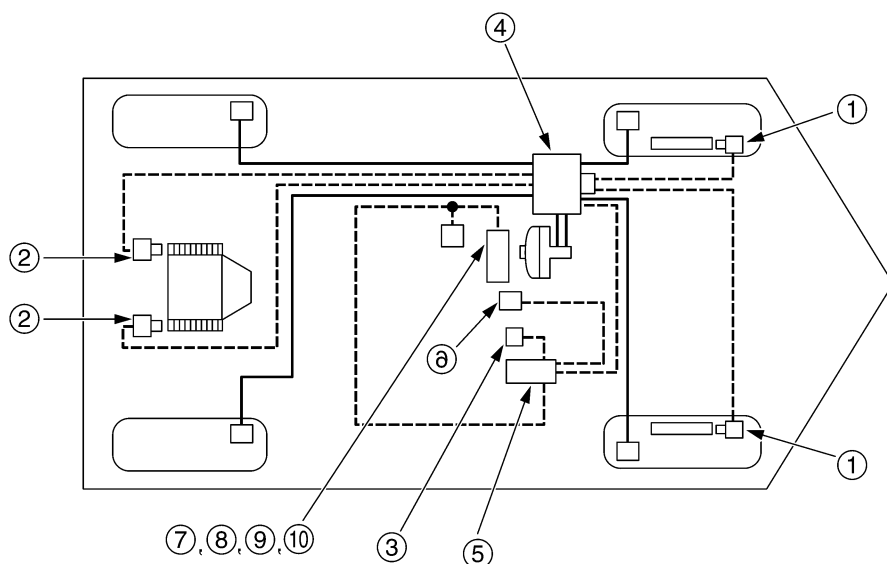
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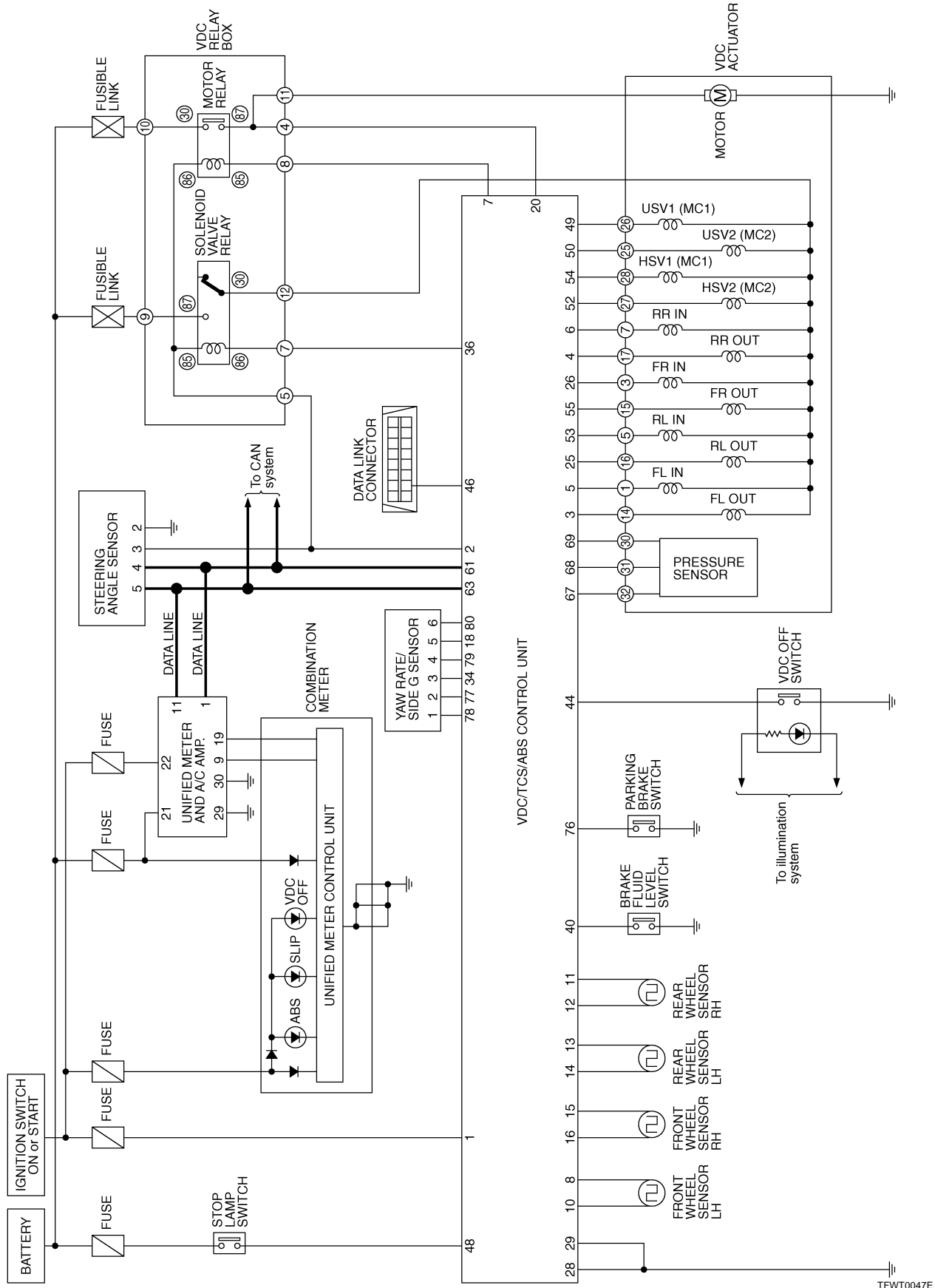
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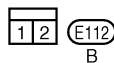
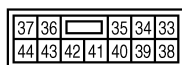
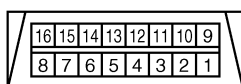
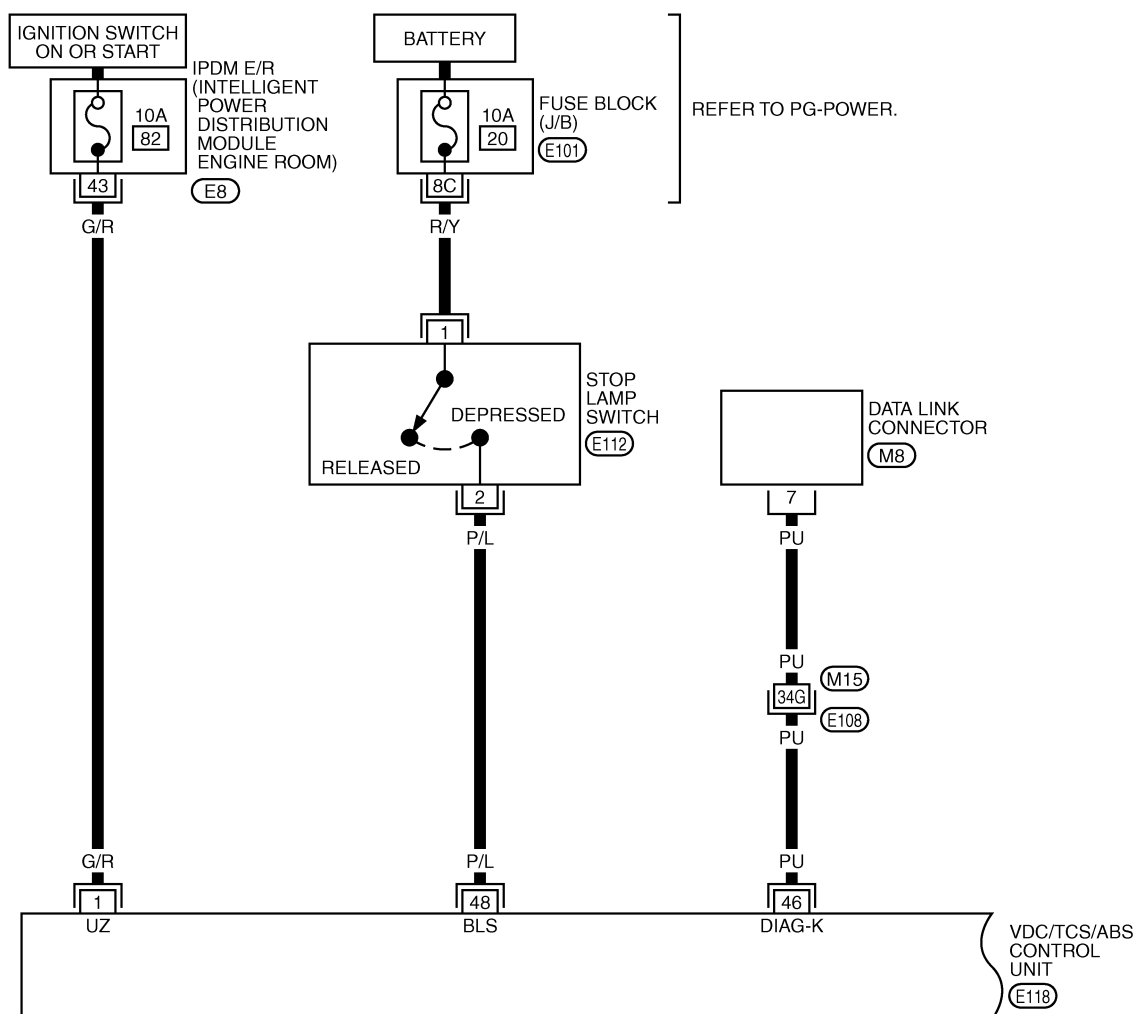
## Schematic



**[VDC/TCS/ABS]**

AFS0000411

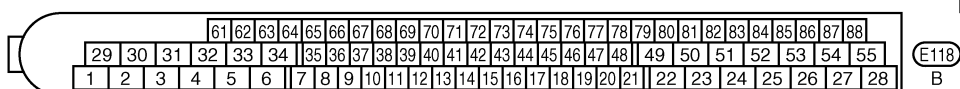
BRC-VDC-01

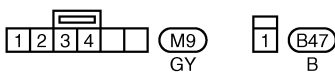
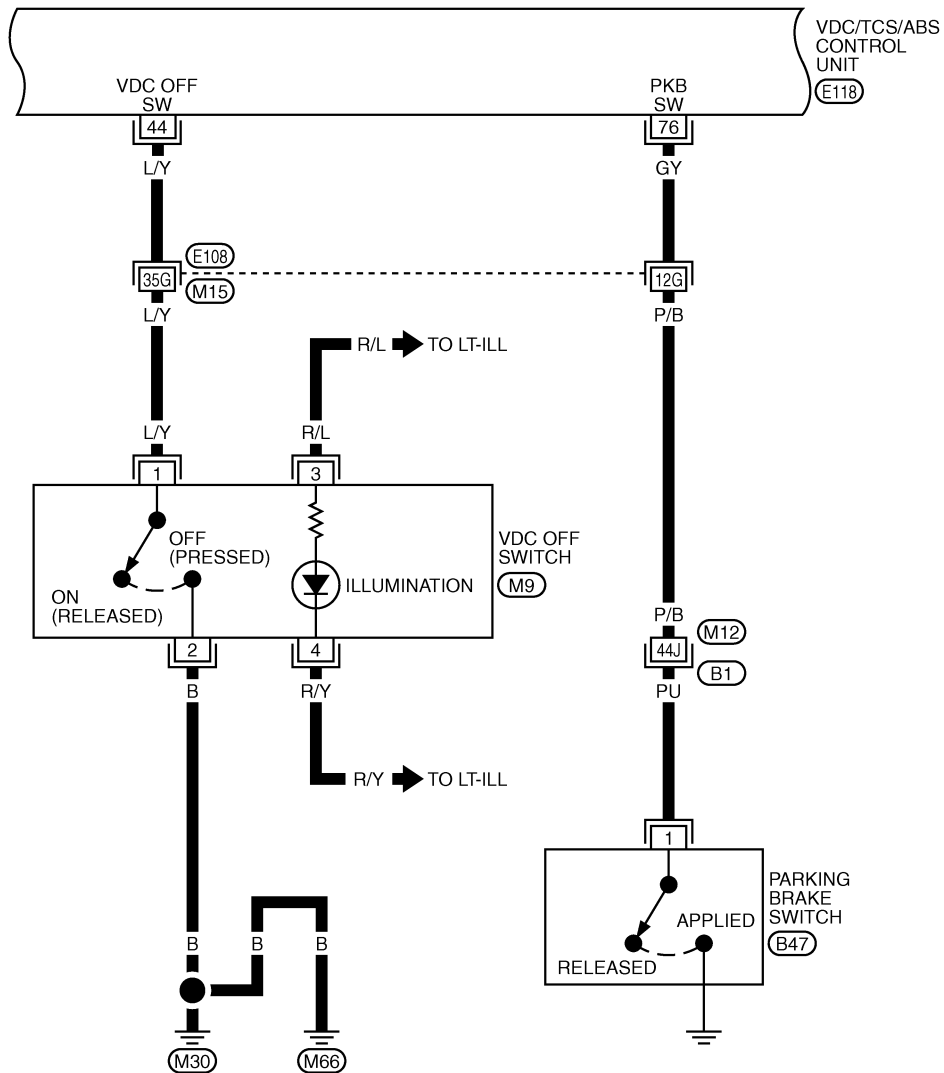


REFER TO THE FOLLOWING.

**(E108) -SUPER MULTIPLE JUNCTION (SMJ)**

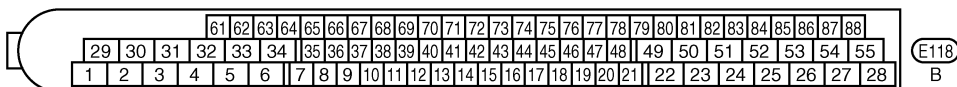
**(E101) -FUSE BLOCK-JUNCTION  
BOX (J/B)**





REFER TO THE FOLLOWING.

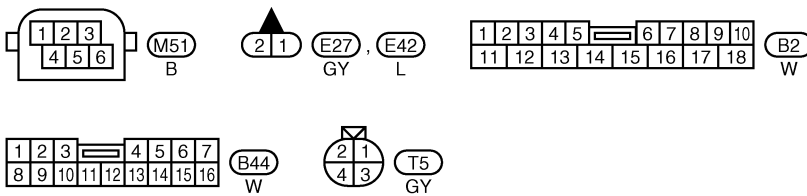
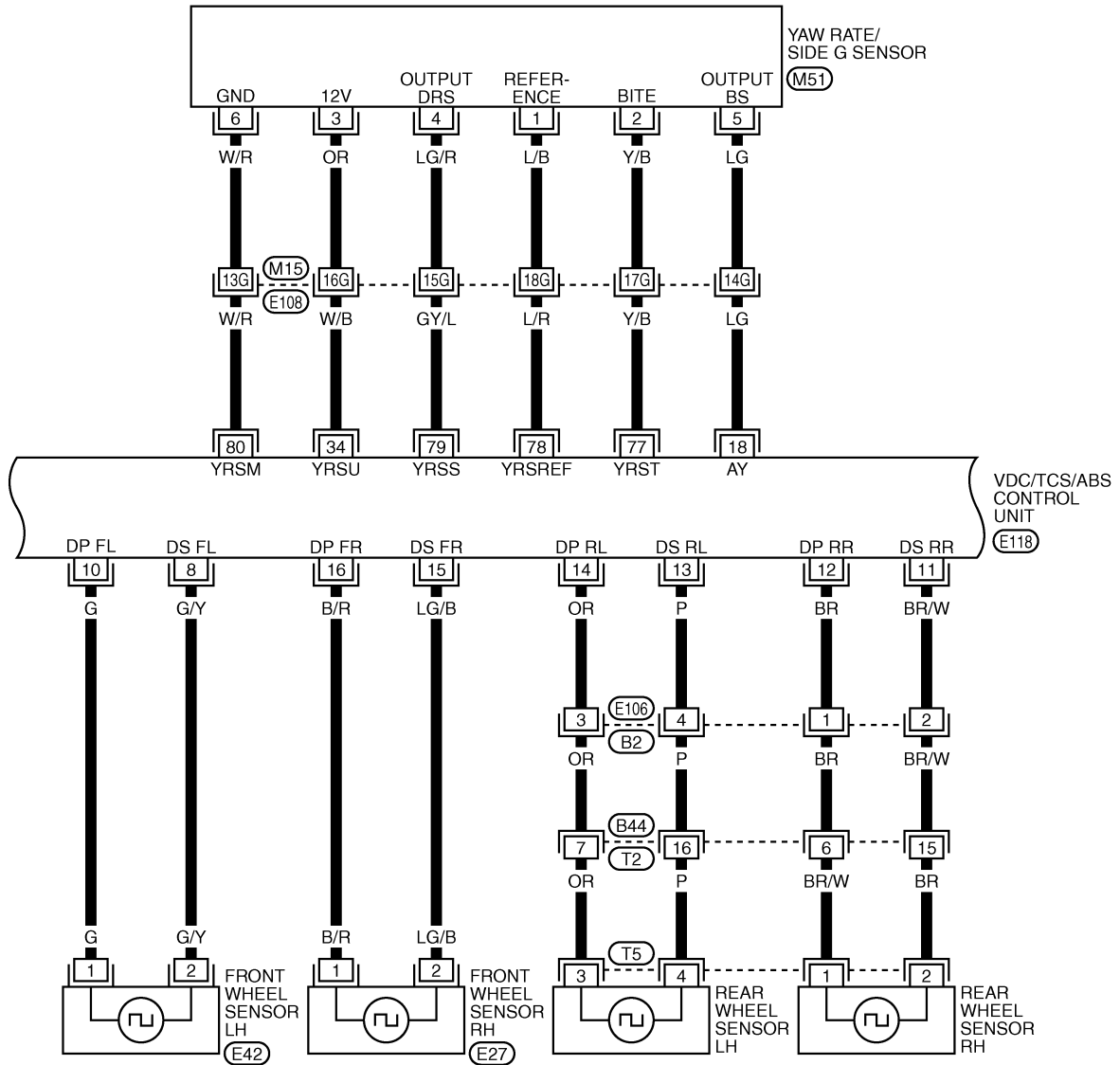
(E108), (B1) -SUPER MULTIPLE  
JUNCTION (SMJ)



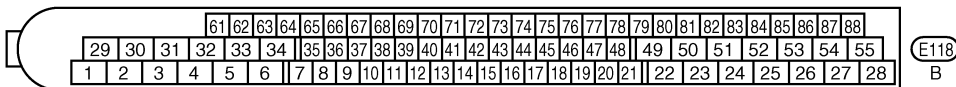
# TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

BRC-VDC-03



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



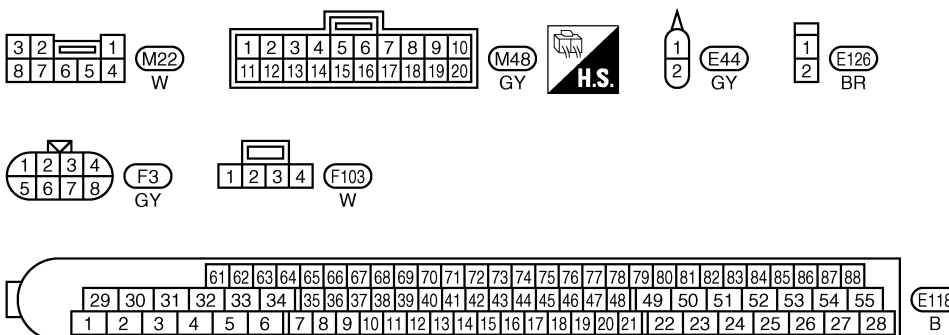
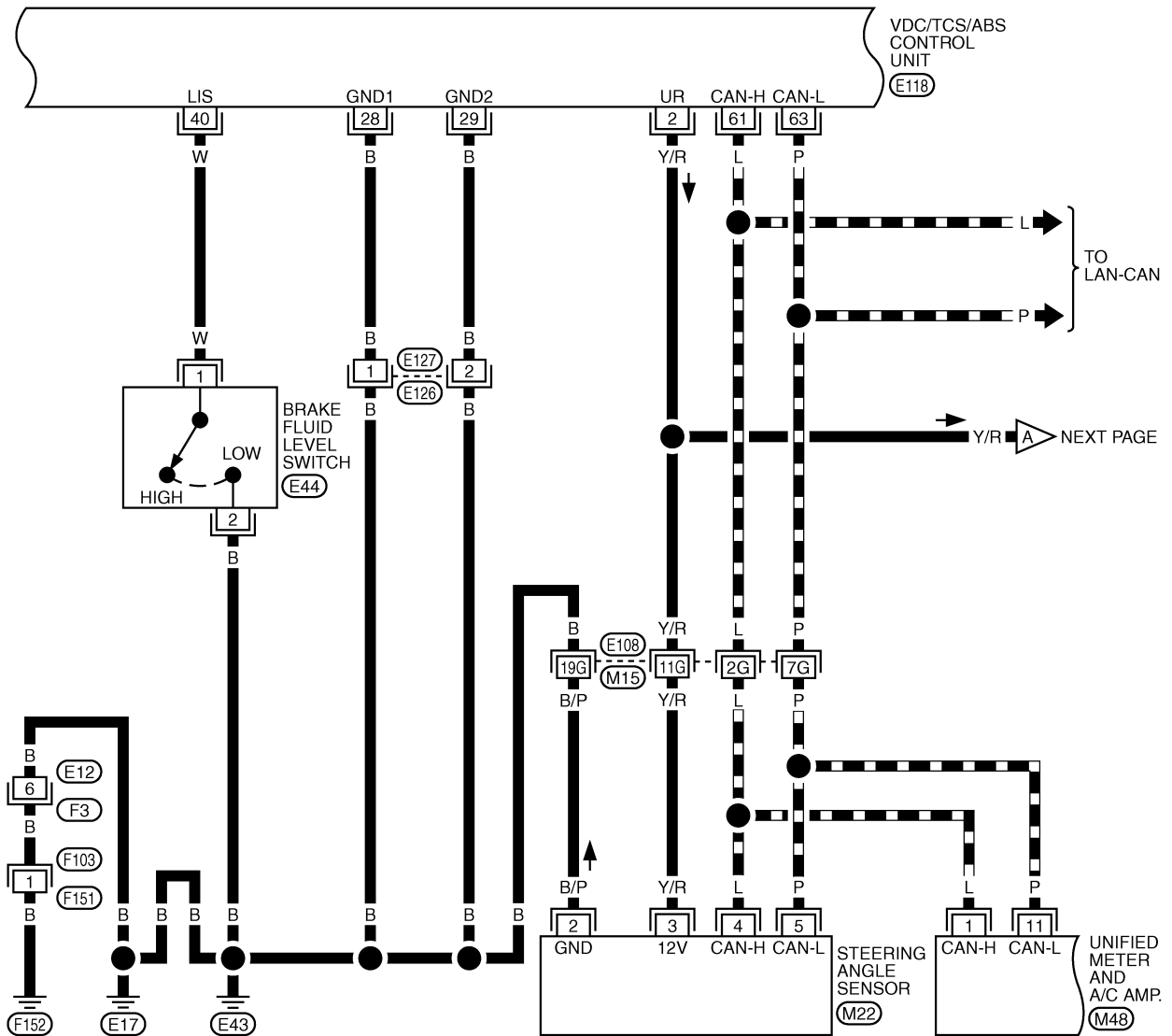
TFWT0166E

# TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

BRC-VDC-04

— : DATA LINE

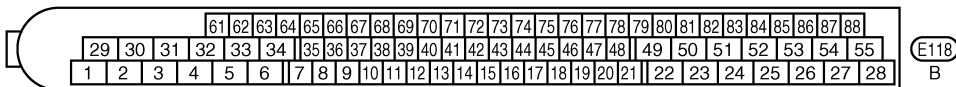
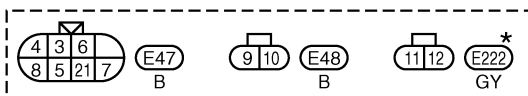
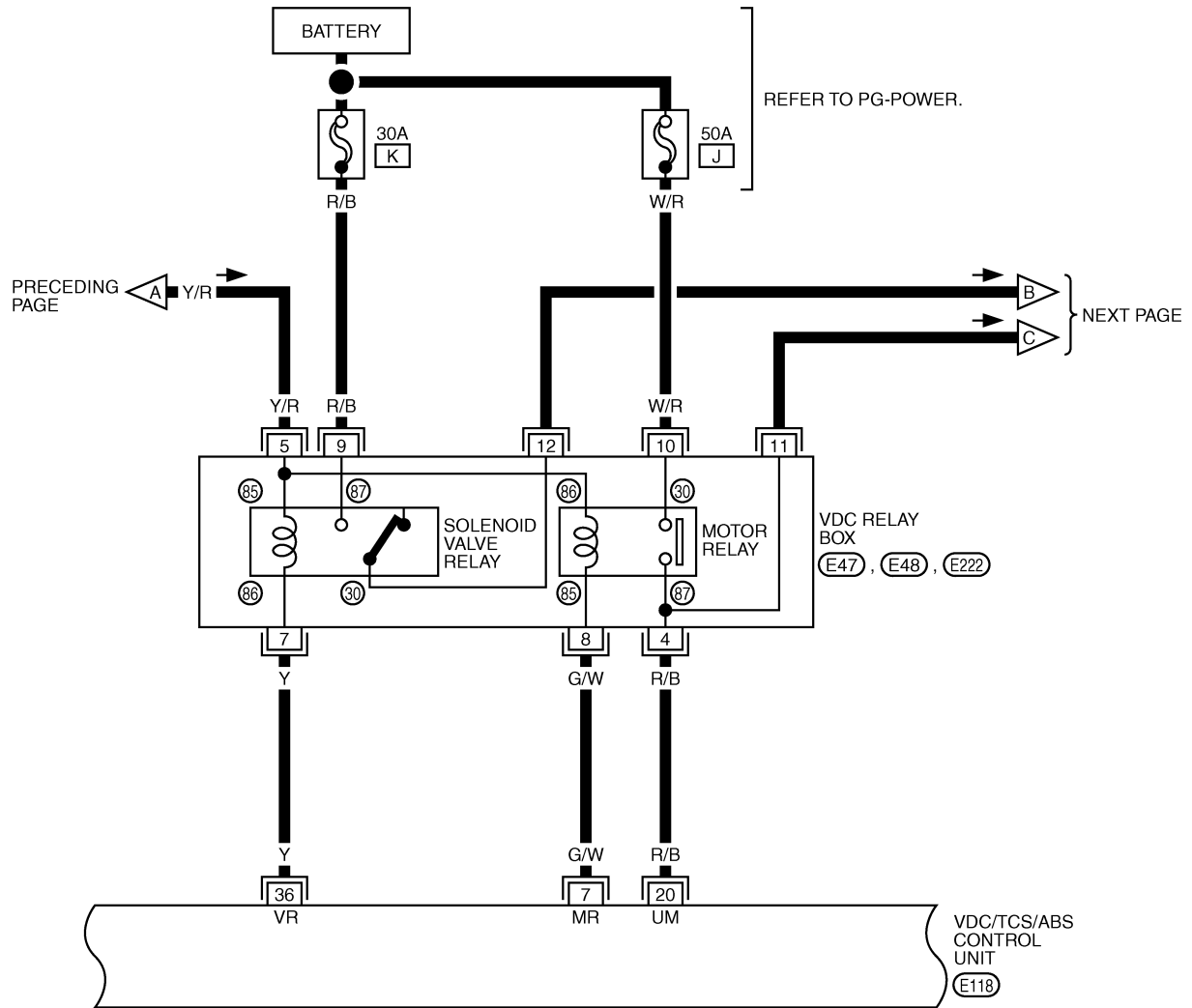


REFER TO THE FOLLOWING.

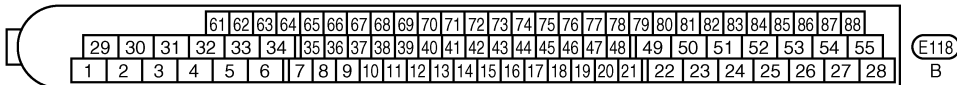
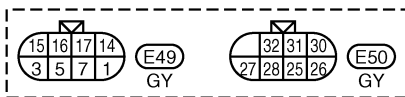
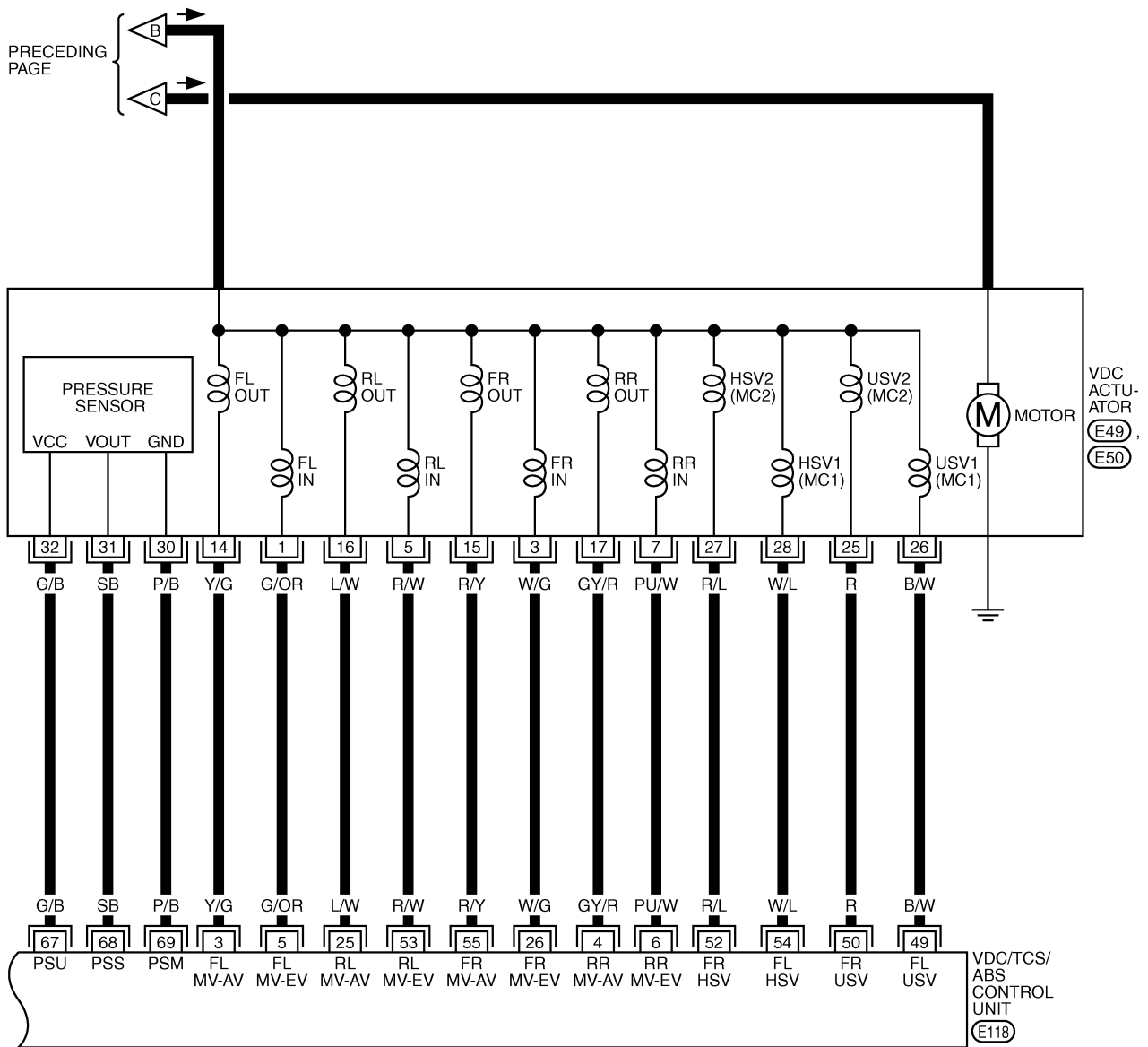
(E108) -SUPER MULTIPLE JUNCTION (SMJ)

TFWT0163E





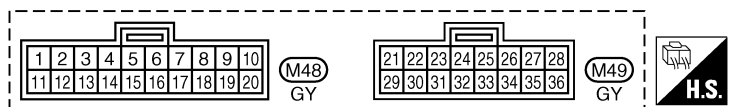
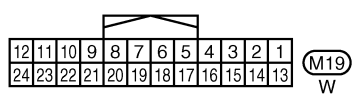
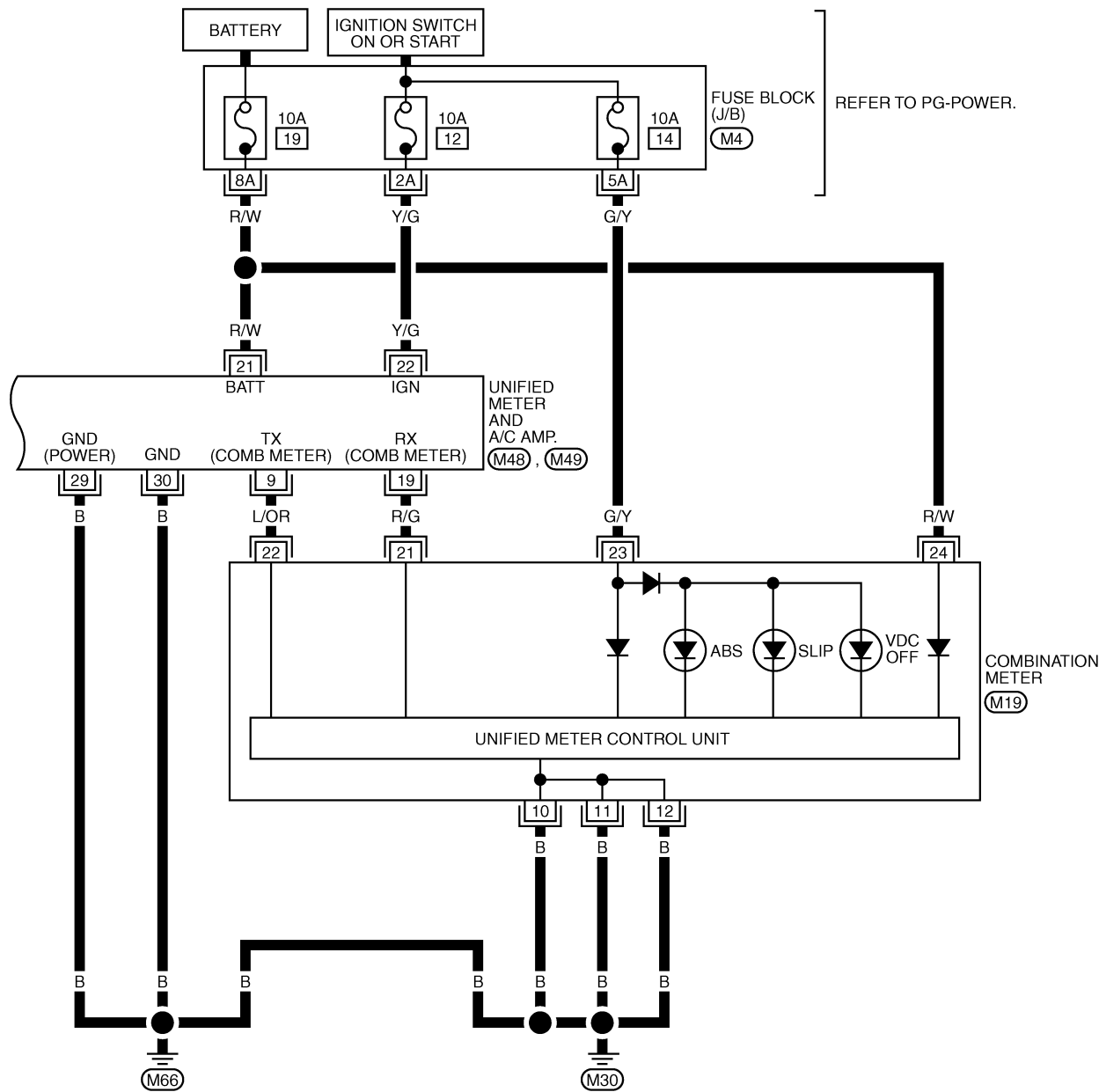
★: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.



TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

BRC-VDC-07



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

# 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)	<a href="#">BRC-122, "Inspection 1 Wheel Sensor System"</a>
		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	<a href="#">BRC-130, "Inspection 7 Solenoid and VDC Change-Over Valve System"</a>
		When the actuator relay operates and the actuator solenoid does not operate	OFF	
STOP LAMP SWITCH	Brake pedal operation	Brake pedal depressed	ON	<a href="#">BRC-136, "Inspection 10 Stop Lamp Switch System"</a>
		Brake pedal not depressed	OFF	
ABS MOTOR RELAY	Motor and motor relay operation status	When the motor relay and motor are operating	ON	<a href="#">BRC-132, "Inspection 8 ABS Motor and Motor Relay System"</a>
		When the motor relay and motor are not operating	OFF	
ABS ACTUATOR RELAY	Actuator relay operation status	When the actuator relay is operating	OFF	<a href="#">BRC-135, "Inspection 9 Actuator Relay System"</a>
		When the actuator relay is not operating	ON	
ABS WARNING LAMP	ABS warning lamp on condition (Note 2)	ABS warning lamp ON	ON	<a href="#">BRC-122, "BASIC INSPECTION 3 ABS WARNING LAMP, VDC OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"</a>
		ABS warning lamp OFF	OFF	
OFF LAMP	VDC OFF indicator lamp on condition (Note 3)	When the VDC OFF indicator lamp on	ON	<a href="#">BRC-122, "BASIC INSPECTION 3 ABS WARNING LAMP, VDC OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"</a>
		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	<a href="#">BRC-141, "VDC OFF SWITCH"</a>
		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	<a href="#">BRC-122, "BASIC INSPECTION 3 ABS WARNING LAMP, VDC OFF INDICATOR LAMP, SLIP INDICATOR LAMP INSPECTION"</a>
		When SLIP indicator lamp is OFF	OFF	
POWER SUPPLY VOLTAGE	Battery voltage supplied to VDC/TCS/ABS control unit	Ignition switch ON	10 - 16V	<a href="#">BRC-137, "Inspection 11 VDC/TCS/ABS Control Unit Power and Ground Systems"</a>

# 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	<a href="#">BRC-128, "Inspection 6 Yaw Rate Sensor /Side G Sensor System"</a>
		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 <sup>2</sup>	<a href="#">BRC-128, "Inspection 6 Yaw Rate Sensor /Side G Sensor System"</a>
		While driving	-24.3 - 24.1 m/s <sup>2</sup>	
STEERING ANGLE SIGNAL	Steering angle detected by steering angle sensor	Straight-ahead condition	Approx. 0 deg.	<a href="#">BRC-127, "Inspection 5 Steering Angle Sensor System"</a>
		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	<a href="#">BRC-125, "Inspection 4 Pressure Sensor System"</a>
		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	
SNOW MODE SWITCH	Snow mode switch ON/OFF condition	Snow mode switch ON	ON	—
		Snow mode switch OFF	OFF	
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	<a href="#">BRC-130, "Inspection 7 Solenoid and VDC Change-Over Valve System"</a>
		When the actuator relay operates and the actuator change-over valve does not operate	OFF	—

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# 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	<a href="#">BRC-135, "Inspection 9 Actuator Relay System"</a>
		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	<a href="#">BRC-132, "Inspection 8 ABS Motor and Motor Relay System"</a>
		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	<a href="#">BRC-139, "Inspection 13 Brake Fluid Level Sensor System"</a>
		When the brake fluid level sensor is off	OFF	
FAIL SIGNAL	Fail signal status	During VDC fail-safe During TCS fail-safe During ABS fail-safe During EBD fail-safe	ON	VDC system TCS system ABS system EBD system
CAN COMMUNICATION	CAN communication condition	CAN communications normal	OK	<a href="#">BRC-140, "Inspection 14 CAN Communication System"</a>
		CAN communication error	NG	
CAN SYSTEM 1	CAN communication condition	CAN communications normal	OK	
		CAN communication error	UNKWN	
CAN SYSTEM 2	CAN communication condition	CAN communications normal	OK	
		CAN communication error	UNKWN	
CAN SYSTEM 3	CAN communication condition	CAN communications normal	OK (Note 5)	
		CAN communication error	UNKWN	
CAN SYSTEM 4	CAN communication condition	CAN communications normal	OK	
		CAN communication error	UNKWN	
CAN SYSTEM 5	CAN communication condition	CAN communications normal	OK	
		CAN communication error	UNKWN	

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

Note5: M/T vehicle is UNKWN.

## CONSULT-II Functions

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**CAUTION:**

- Do not use the “function test” for diagnosis. For more information, refer to the separate volume “CONSULT-II OPERATION MANUAL (Function Test)”.
- When the CONSULT-II is connected and communicating, the ABS warning lamp, SLIP indicator lamp, and VDC OFF indicator lamp turn on, and when the communication is interrupted, the lamps will turn off after approximately 2 to 3 sec.
- When the self-diagnosis, data monitor, or active test functions are being executed, EBD, ABS, TCS, and VDC control is not conducted.
- When using CONSULT-II to conduct VDC/TCS/ABS control unit self-diagnosis, active test, work support, etc., first stop engine, connect the CONSULT-II, and select “ABS”.
- CONSULT-II self-diagnosis results are displayed without regard to occurrence timing. In some cases later ones (timing value is small) appear on the next screen.
- When an error is shown by the CONSULT-II SELF - DIAG RESULTS and CONSULT-II is used to conduct an active test, an engine system malfunction may be shown, but restarting the engine will return the status to normal.

## CONSULT-II FUNCTION APPLICATION TABLE (MAIN ITEMS)

Items	Self-diagnosis	Data monitor	Active test
FR RH WHEEL SENSOR	×	×	—
FR LH WHEEL SENSOR	×	×	—
RR RH WHEEL SENSOR	×	×	—
RR LH WHEEL SENSOR	×	×	—
STOP LAMP SWITCH	×	×	—
FR RH IN ABS SOL	×	×	×
FR RH OUT ABS SOL	×	×	×
FR LH IN ABS SOL	×	×	×
FR LH OUT ABS SOL	×	×	×
RR RH IN ABS SOL	×	×	×
RR RH OUT ABS SOL	×	×	×
RR LH IN ABS SOL	×	×	×
RR LH OUT ABS SOL	×	×	×
ABS ACTUATOR RELAY	×	×	—
ABS MOTOR RELAY	×	×	—
ABS WARNING LAMP	—	×	×
BATTERY VOLTAGE	×	×	—
VDC/TCS/ABS CONTROL UNIT	×	—	—
ABS MOTOR	×	—	×
CAN COMMUNICATION	×	×	—
ENGINE SPEED SIGNAL	—	×	—
GEAR	—	×	—
VDC OFF SWITCH	—	×	—
VDC OFF INDICATOR LAMP	—	×	×
SLIP INDICATOR LAMP	—	×	×
THROTTLE POSITION	—	×	—
POSITION SIGNAL	—	×	—

×: Applicable

—: Not applicable

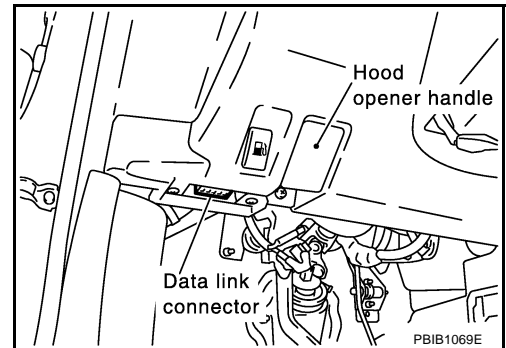
**CONSULT-II BASIC OPERATION PROCEDURE**

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

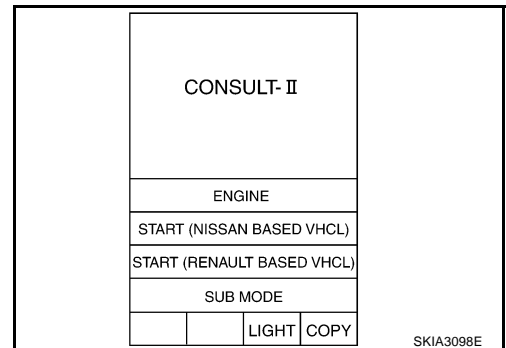
**CAUTION:**

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.

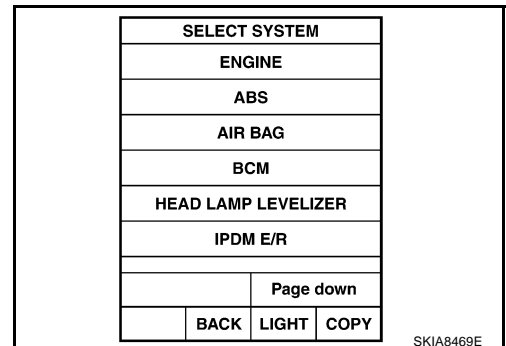
3. Turn ignition switch ON.



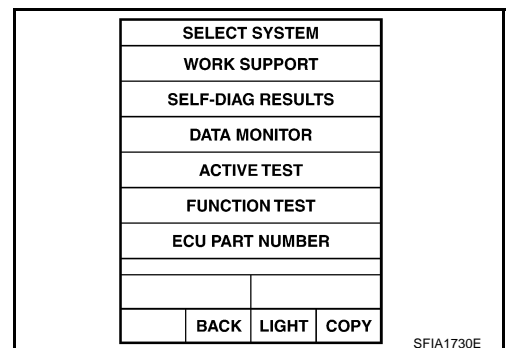
4. Touch "START (NISSAN BASED VHCL)".



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



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.  
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.	<a href="#">BRC-122, "Inspection 1 Wheel Sensor System"</a> (Note 1)
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.	
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.	

# TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Suspect Systems	Malfunction is detected when	Inspection system
MAINE RELAY	When the control unit detects an error in the actuator relay system.	<a href="#">BRC-135, "Inspection 9 Actuator Relay System"</a>
STOP LAMP SW	When a stop lamp switch open-circuit is detected.	<a href="#">BRC-136, "Inspection 10 Stop Lamp Switch System"</a>
PRESS SEN CIRCUIT	Pressure sensor open-circuit. When a short-circuit is detected. Or, when a pressure sensor error is detected.	<a href="#">BRC-125, "Inspection 4 Pressure Sensor System"</a>
ST ANG CIRCUIT	When the steering angle sensor neutral point has deviated. Or, when a steering angle sensor error is detected.	<a href="#">BRC-127, "Inspection 5 Steering Angle Sensor System"</a>
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.	<a href="#">BRC-128, "Inspection 6 Yaw Rate Sensor /Side G Sensor System"</a>
FR LH IN ABS SOL	When the VDC/TCS/ABS control unit detects an error in the front left inlet solenoid system.	<a href="#">BRC-130, "Inspection 7 Solenoid and VDC Change-Over Valve System"</a>
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.	<a href="#">BRC-130, "Inspection 7 Solenoid and VDC Change-Over Valve System"</a>
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.	<a href="#">BRC-132, "Inspection 8 ABS Motor and Motor Relay System"</a>
LOW POWER VOLTAGE	When the VDC/TCS/ABS power voltage is lower than normal.	<a href="#">BRC-137, "Inspection 11 VDC/TCS/ABS Control Unit Power and Ground Systems"</a>
STEERING ANGLE SENSOR HAS NOT BEEN CORRECTED	Neutral position correction of steering angle sensor is not finished.	<a href="#">BRC-91, "Adjustment of Steering Angle Sensor Neutral Position"</a>
STEERING ANGLE SENSOR COMMUNICATION LINE	CAN communication line or steering angle sensor has generated an error.	<a href="#">BRC-140, "Inspection 14 CAN Communication System"</a>
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.	<a href="#">BRC-128, "Inspection 6 Yaw Rate Sensor /Side G Sensor System"</a>

# TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Suspect Systems	Malfunction is detected when	Inspection system
EMERGENCY BRAKE	When the VDC/TCS/ABS control unit is malfunctioning (excessive pressure increase or insufficient pressure increase).	<a href="#">BRC-139, "Inspection 12 VDC/TCS/ABS Control Unit 2"</a>
ABS CONTROLLER	When there is an internal error in the VDC/TCS/ABS control unit.	<a href="#">BRC-125, "Inspection 3 VDC/TCS/ABS Control Unit 1"</a>
CAN COMM CURUIT	When there is an error in the CAN communication system.	<a href="#">BRC-140, "Inspection 14 CAN Communication System"</a> (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.	<a href="#">BRC-139, "Inspection 13 Brake Fluid Level Sensor System"</a>
ENGINE SIGNAL	When there is an error in an engine system main component	<a href="#">BRC-125, "Inspection 2 Engine System"</a>

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

- 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 "ECU 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
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	CAN DIAG SUPPORT MNTR	
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.

# TROUBLE DIAGNOSIS

**[VDC/TCS/ABS]**

Item (Unit)	Monitor item selection				Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	CAN DIAG SUPPORT MNTR	
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.
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.

# TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Item (Unit)	Monitor item selection				Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	CAN DIAG SUPPORT MNTR	
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 <sup>2</sup> )	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.
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.

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# TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Item (Unit)	Monitor item selection				Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	CAN DIAG SUPPORT MNTR	
CRANKING SIG (ON/OFF)	—	—	x	—	Ignition switch START position signal input status is displayed.
CAN COMM START (ON/OFF)	—	—	x	—	CAN communication system communication 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.
CAN COMM (OK/NG)	—	—	—	x	CAN communication (OK/NG) status is displayed.
CAN CIRC 1 (OK/UNKWN)	—	—	—	x	CAN communication (OK/UNKWN) status is displayed.
CAN CIRC 2 (OK/UNKWN)	—	—	—	x	
CAN CIRU 3 (OK/UNKWN)	—	—	—	x	
CAN CIRC 4 (OK/UNKWN)	—	—	—	x	
CAN CIRC 5 (OK/UNKWN)	—	—	—	x	

×: Applicable

—: Not applicable

**ACTIVE TEST FUCK****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.

SELECT TESTITEM	
FR RH SOL	
FR LH SOL	
RR RH SOL	
RR LH SOL	
ABS MOTOR	
FR RH ABS SOLENOID (ACT)	
Page Down	
MODE	BACK LIGHT COPY

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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.

ACTIVE TEST	
FR RH SOL	UP
MONITOR	
FR RH IN SOL	OFF
FR RH OUT SOL	OFF
USV[FR-RL]	OFF
HSV[FR-RL]	OFF
KEEP	DOWN
▽	
MODE	BACK LIGHT COPY

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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.

ACTIVE TEST			
ABS MOTOR		OFF	
MONITOR			
MOTOR RELAY		OFF	
ACTUATOR RLY		ON	
ON			
MODE	BACK	LIGHT	COPY

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## Correct and Quick Diagnosis

### DIAGNOSIS PRECAUTIONS

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- Before performing the trouble diagnosis, always read the general information (GI) to confirm the general precautions. Refer to [GI-4, "General Precautions"](#).
- When replacing 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-91, "Adjustment of Steering Angle Sensor Neutral Position"](#).
- After completing service, always erase the self-diagnosis results. Refer to [BRC-112, "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



# TROUBLE DIAGNOSIS

[VDC/TCS/ABS]

Symptom	Symptom description	Result
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

## ON and OFF Timing for ABS Warning Lamp, VDC OFF Indicator Lamp, SLIP Indicator Lamp, Brake Warning Lamp

×: ON    —: OFF

Condition	ABS warning lamp	VDC OFF indicator lamp	SLIP indicator lamp	Brake warning lamp [Note 1]	Remarks
Ignition SW OFF.	—	—	—	—	—
Approx. Within 1 seconds after ignition SW is turned ON.	×	×	×	×	—
Approx. 1 seconds after ignition switch ON.	—	—	—	×	Turns OFF 2 seconds after engine starts.
VDC OFF SW is turned ON. (VDC function is OFF.)	—	×	—	—	—
VDC/TCS/ABS error.	×	×	—	—	There is a malfunction in VDC/TCS/ABS control unit, SLIP indicator lamp turns off (when the power supply or ground circuits return an error).
	×	×	×	—	
When VDC/TCS is not functioning normally.	—	×	×	—	—
EBD error.	×	×	×	×	—

### NOTE:

- Brake warning lamp will turn on in case of operating parking brake (switch turned on) or of actuating brake fluid level switch (brake fluid is insufficient).

## Basic Inspection

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

AFS000Z0

- Check fluid level in the brake reservoir tank. If fluid level is low, refill the brake fluid.
- Check the brake piping and around the VDC actuator for leaks. If there is leaking or oozing fluid, check the following items.
  - If VDC 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 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 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 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 VDC actuator body.

**CAUTION:**

**VDC 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-141, "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-141, "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-111, "CONSULT-II Functions"](#).

**Inspection 1 Wheel Sensor System  
INSPECTION PROCEDURE**

AFS0002P

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 VDC/TCS/ABS control unit connector 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) or more for approximately 1minute, and conduct self-diagnosis.

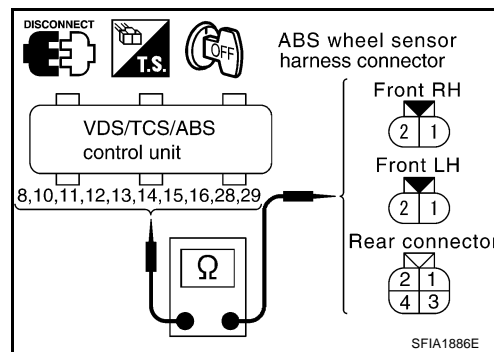
OK or NG

- OK     >> The connector terminal contact is loose, damaged, open or shorted.  
 NG     >> GO TO 5.

A  
B  
C  
D  
E  
BRC  
G  
H  
I  
J  
K  
L  
M

## 5. WHEEL SENSOR HARNESS INSPECTION

1. Turn ignition switch OFF and disconnect the wheel sensor connector E42 (FR - LH), E27 (FR - RH), T5 (RR - RH, LH) and VDC/TCS/ABS control unit connector.
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.)



	Power system		Signal system		Ground system	
Wheel	VDC/TCS/ABS control unit (harness connector E118)	Wheel sensor (harness connector)	VDC/TCS/ABS control unit (harness connector E118)	Wheel sensor (harness connector)	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.

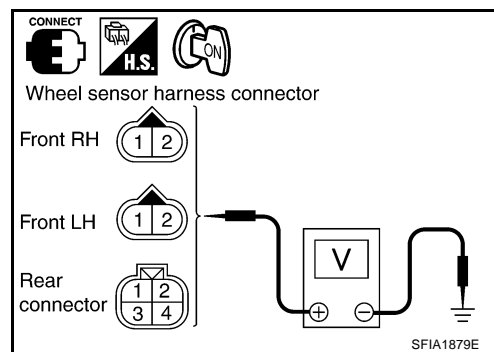
NG >> Repair harness and connector between control unit and wheel sensor.

## 6. WHEEL SENSOR POWER CIRCUIT INSPECTION

1. Connect the wheel sensor connector E42 (FR - LH), E27 (FR - RH), T5 (RR - RH, LH) and VDC/TCS/ABS control unit connector.
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 VDC/TCS/ABS 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 &gt;&gt; GO TO 2.

NO &gt;&gt; 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 &gt;&gt; Inspection End

NG &gt;&gt; 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 &gt;&gt; Replace VDC/TCS/ABS control unit. Re-conduct the self-diagnosis.

NO &gt;&gt; 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 &gt;&gt; GO TO 2.

NO &gt;&gt; Inspection End

## 2. CONNECTOR INSPECTION

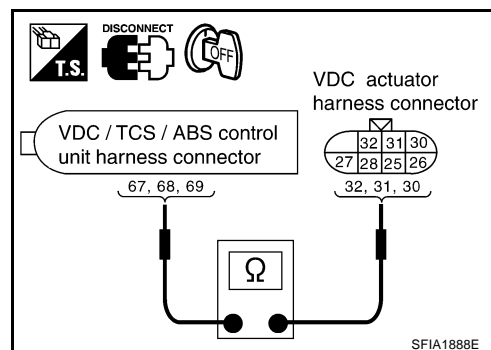
1. Disconnect pressure sensor connector E50 and VDC/TCS/ABS control unit connector, check the terminals for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Reconnect the connectors and Re-conduct VDC/TCS/ABS control unit self-diagnosis.

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



VDC/TCS/ABS control unit (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 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 and VDC/TCS/ABS control unit connector 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.

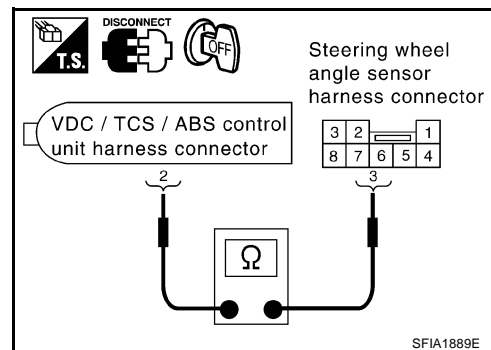
OK or NG

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-140, "Inspection 14 CAN Communication System"](#).
2. Turn ignition switch OFF and disconnect the steering angle sensor connector M22 and VDC/TCS/ABS control unit connector.
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 control unit (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-91, "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 G 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 and VDC/TCS/ABS control unit connector 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.

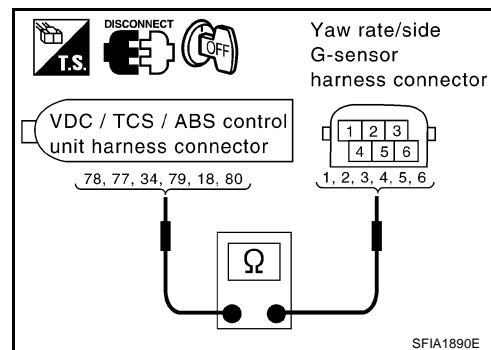
### OK or NG

- 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 ignition switch OFF and disconnect yaw rate sensor/side G sensor connector and VDC/TCS/ABS control unit connector.
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 control unit (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 <sup>2</sup>
Right 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 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.

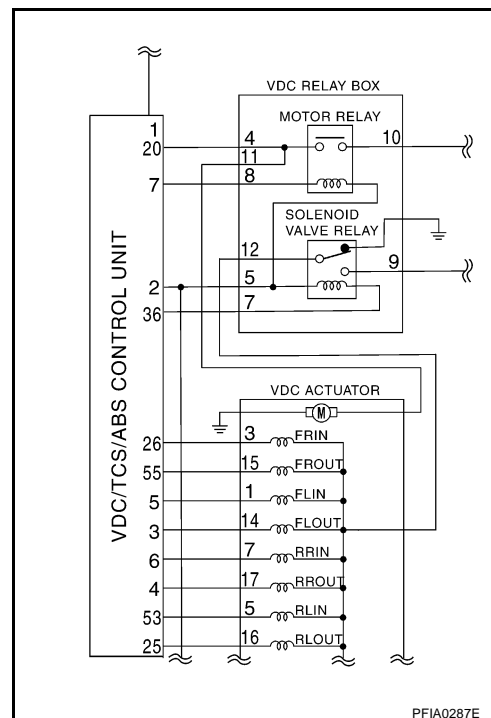
OK or NG

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

NG >> GO TO 3.

### 3. SOLENOID INPUT SIGNAL INSPECTION

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



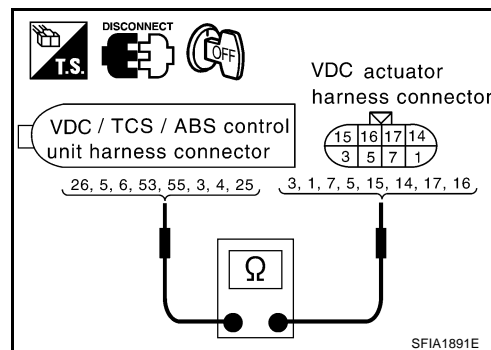
VDC/TCS/ABS control unit (Harness connector E118)	Body ground	Resistance value
26 (W/G)	—	6.0 - 11Ω
5 (G/OR)	—	6.0 - 11Ω
6 (PU/W)	—	6.0 - 11Ω
53 (R/W)	—	6.0 - 11Ω
55 (R/Y)	—	3.0 - 5.0Ω
3 (Y/G)	—	3.0 - 5.0Ω
4 (GY/R)	—	3.0 - 5.0Ω
25 (L/W)	—	3.0 - 5.0Ω
49(B/W)	—	6.0 - 11Ω
50(R)	—	6.0 - 11Ω
54(W/L)	—	3.0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

OK or NG

- OK >> Check the VDC/TCS/ABS control unit power system. Refer to [BRC-137, "Inspection 11 VDC/TCS/ABS Control Unit Power and Ground Systems"](#).
- NG >> GO TO 4.

## 4. SOLENOID HARNESS INSPECTION

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



VDC/TCS/ABS control unit (Harness connector E118)	VDC 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.
49(B/W)	26(B/W)	Continuity should exist.
50(R)	25(R)	Continuity should exist.
54(W/L)	28(W/L)	Continuity should exist.
52(R/L)	27(R/L)	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

AFS000ZW

### 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

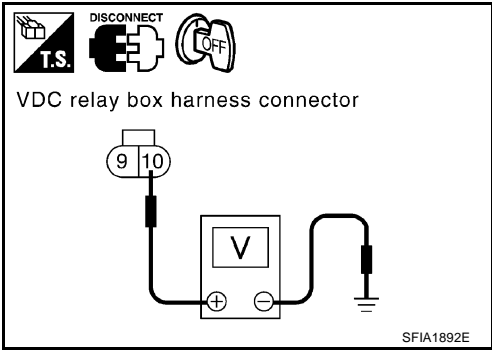
1. Disconnect the relay box connector E47, E48, E222 and VDC/TCS/ABS control unit connector and check the terminals for deformation, disconnection, looseness, and so on. If there is an error, repair or replace the terminal.
2. Securely reconnect the connectors and conduct self-diagnosis.

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 VDC relay box connectors E48.
- 2. Check the voltage between the VDC relay box connector and the ground.



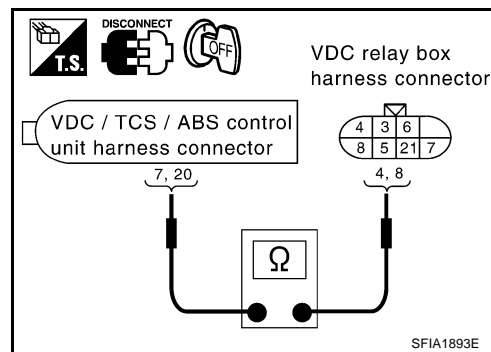
VDC relay box (Harness connector E48)	Body ground	Voltage
10 (W/R)	—	Battery voltage (approx. 12V)

OK or NG

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

#### 4. ABS MOTOR AND MOTOR RELAY HARNESS INSPECTION

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

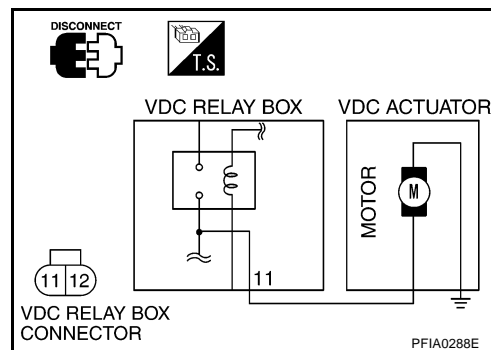


VDC/TCS/ABS control unit (Harness connector E118)	VDC relay box (Harness connector E47)	Continuity
20 (R/B)	4 (R/B)	Continuity should exist.
7 (G/W)	8 (G/W)	Continuity should exist.

3. Check if the actuator motor operates when a 12V voltage is applied to the VDC 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-141, "ABS MOTOR RELAY AND ACTUATOR RELAY"](#)

OK or NG

OK >> Replace VDC actuator assembly.

NG >> Replace the VDC relay box.

**Inspection 9 Actuator Relay System**

AFS000ZX

## 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 &gt;&gt; GO TO 2.

NO &gt;&gt; Inspection End

**2. CONNECTOR INSPECTION**

1. Disconnect the relay box connector E47, E48, E222 and VDC/TCS/ABS control unit connector 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.

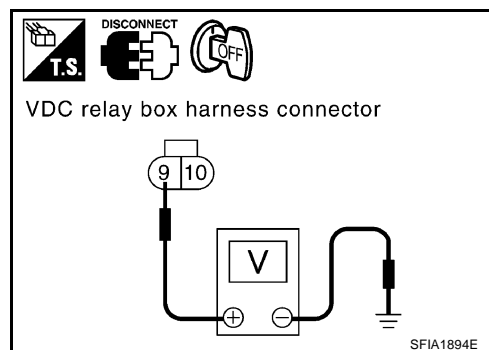
OK or NG

OK &gt;&gt; The connector terminal contact is loose, damaged, open or shorted.

NG &gt;&gt; GO TO 3.

**3. ACTUATOR RELAY POWER SYSTEM INSPECTION**

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



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

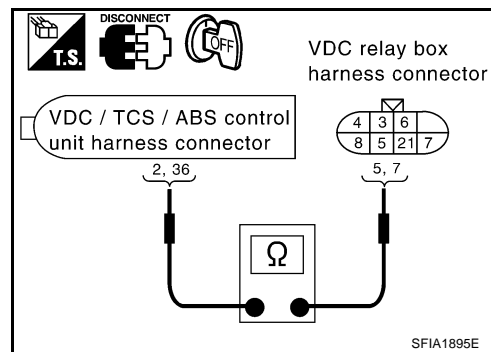
OK or NG

OK &gt;&gt; GO TO 4.

NG &gt;&gt; The circuit between the battery and VDC relay box harness connector E48 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 VDC relay box connector E47.



VDC/TCS/ABS control unit (Harness connector E118)	VDC 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 VDC actuator relay. Refer to [BRC-141, "ABS MOTOR RELAY AND ACTUATOR RELAY"](#).

OK or NG

OK >> Replace VDC actuator assembly.

NG >> Replace the VDC 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 and VDC/TCS/ABS control unit connector 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

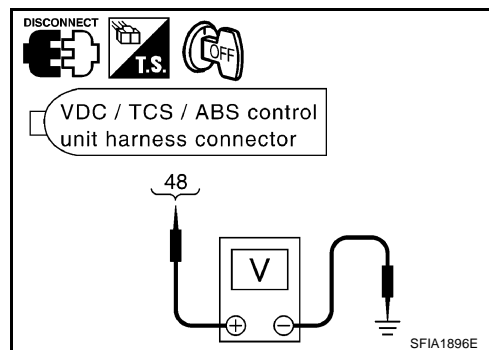
1. Turn ignition switch OFF and disconnect the VDC/TCS/ABS control unit connector.
2. Check the voltage between the VDC/TCS/ABS control unit connector E118 terminal 48 (P/L) and the ground.

**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

BRC

### 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 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.

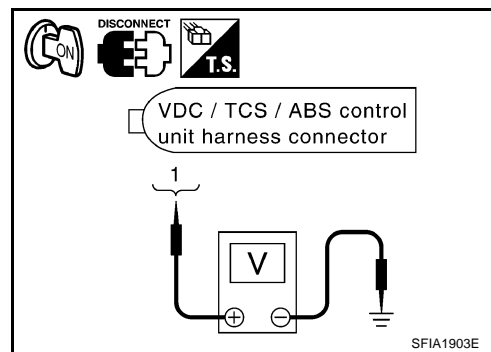
OK or NG

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

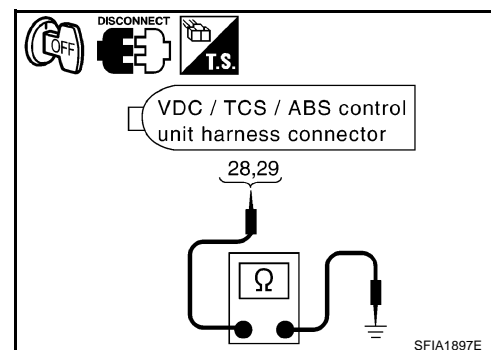
NG >> GO TO 3.

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

1. Disconnect VDC/TCS/ABS control unit connector.
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 control unit (Harness connector E118)	Ground	Measured value
Power supply	1 (G/R)	—	Battery voltage (Approx. 12V)



Signal name	VDC/TCS/ABS control unit (Harness connector E118)	Ground	Measured value
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**

AFS00101

## 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 and VDC/TCS/ABS control unit connector 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

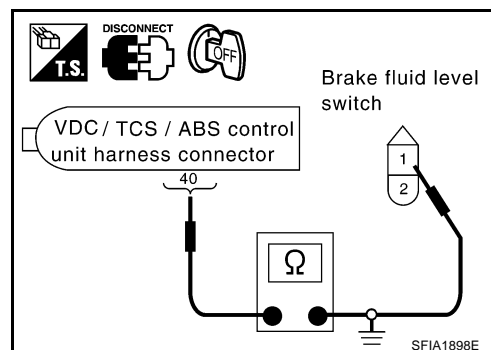
OK >> The connector terminal contact is loose, damaged, open or shorted.

NG >> GO TO 3.

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

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

VDC/TCS/ABS control unit (Harness connector E118)	Brake fluid level switch (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

AFS00102

### INSPECTION PROCEDURE

#### 1. 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 conduct self-diagnosis.

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

- YES >> Print out the self-diagnosis results and go to 2.  
 NO >> Connector terminal connection is loose, damaged, open or shorted.

#### 2. CAN COMMUNICATION SYSTEM CHECK

Check the data monitor item "CAN DIAG SUPPORT MNTR".

Normal	Error (example)
CAN COMM: OK	CAN COMM: NG
CAN CIRU 1: OK	CAN CIRU 1: UNKWN
CAN CIRU 2: OK	CAN CIRU 2: UNKWN
CAN CIRU 3: OK	CAN CIRU 3: UNKWN
NOTE: M/T vehicle is UNKWN.	
CAN CIRU 4: OK	CAN CIRU 4: UNKWN
CAN CIRU 5: OK	CAN CIRU 5: UNKWN

>> After printing out the monitor items, go to CAN system. Refer to [LAN-3. "Precautions When Using CONSULT-II"](#).

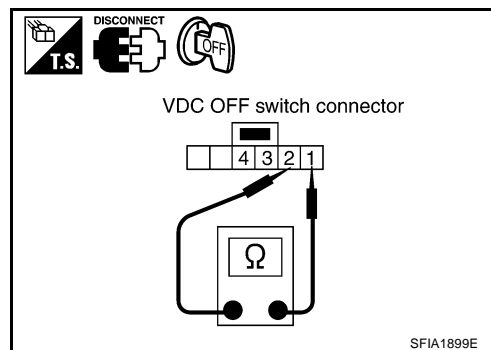
## Component Inspection

### VDC OFF SWITCH

AFS00103

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

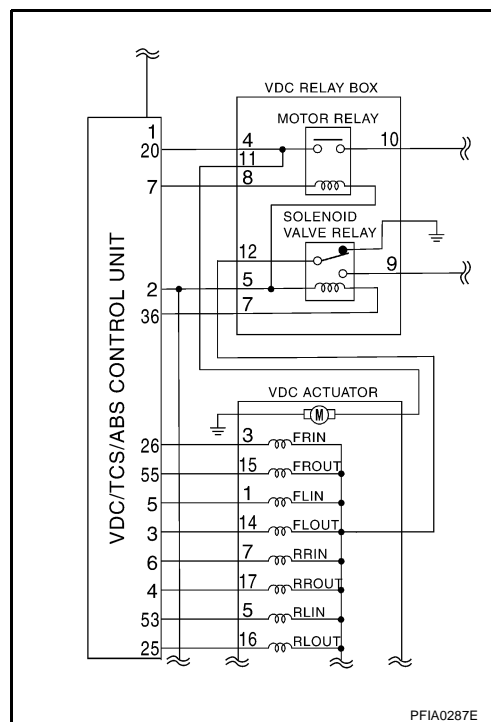
**1 - 2** :Continuity should exist when pushing the switch.  
continuity should not exist when releasing the switch.



### ABS MOTOR RELAY AND ACTUATOR RELAY

- Turn ignition switch OFF and disconnect the VDC 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**

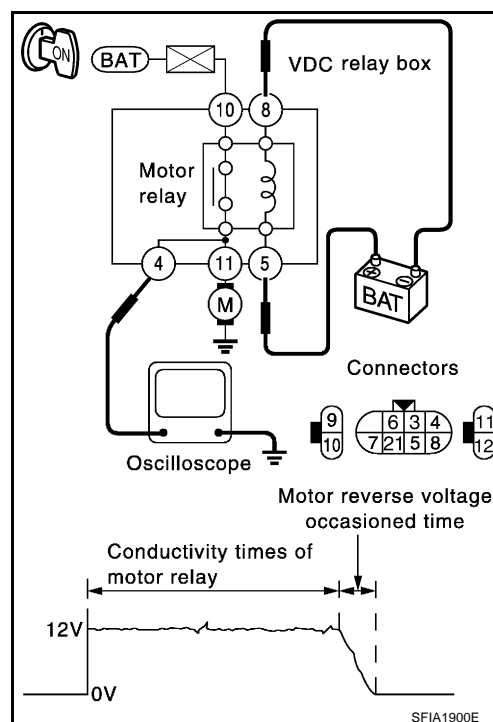
1. Turn ignition switch ON, apply a voltage of 12V between the relay box terminal 5 and 8, use an oscilloscope to measure the motor voltage at this time (between terminal 11 and the ground), and check the motor reverse voltage occurrence time when operation is stopped.

**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-112, "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 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-142, "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 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-142, "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-142, "Symptom 1 Excessive ABS Function Operation Frequency"](#).

NG >> Perform self-diagnosis. Refer to [BRC-111, "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-112, "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-142, "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-72, "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-39, "TROUBLE DIAGNOSIS"](#) in "A/T".



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**5. SYMPTOM CHECK 2**

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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 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**

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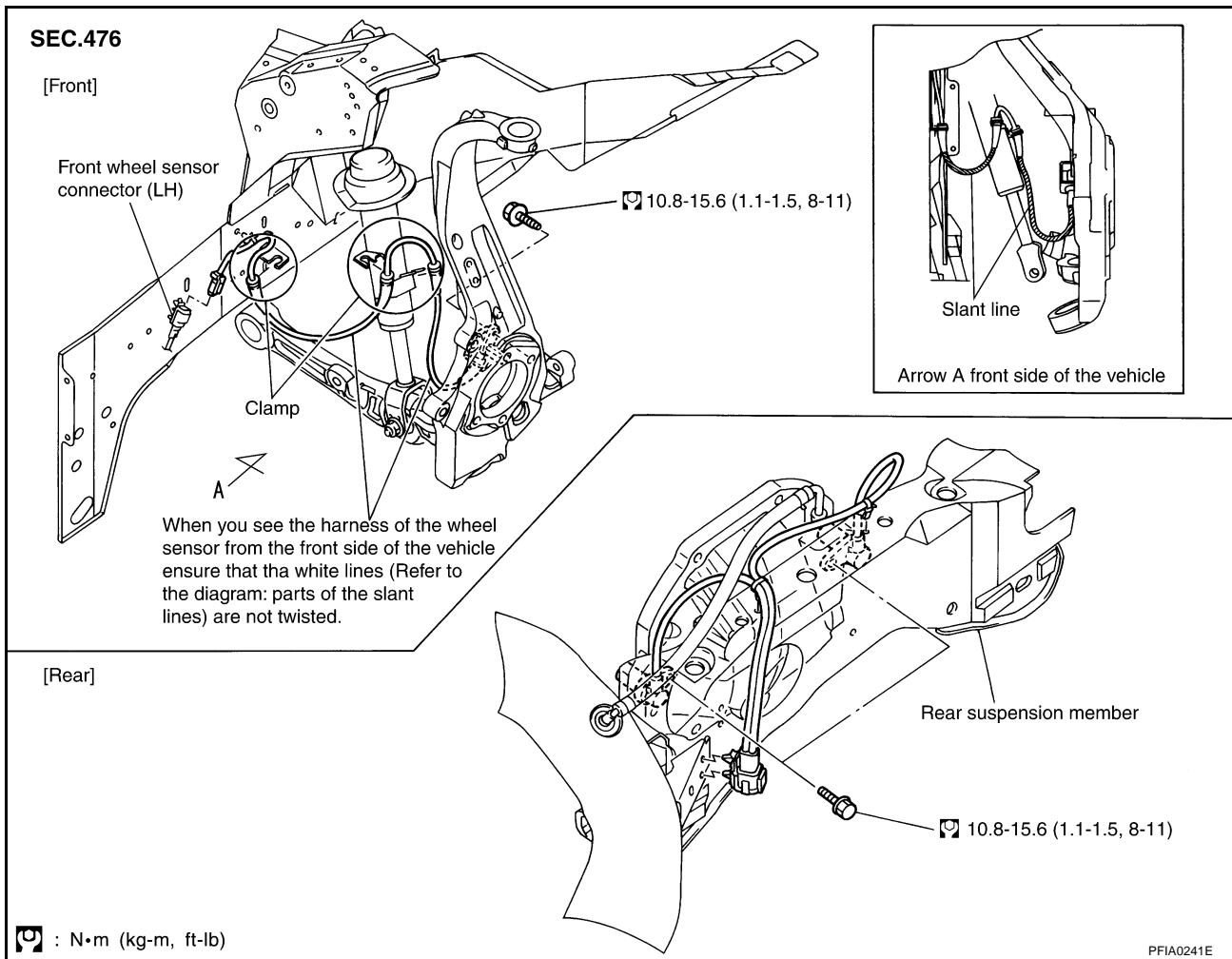
Check the CAN communication system. Refer to [BRC-140, "Inspection 14 CAN Communication System"](#).

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



### 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

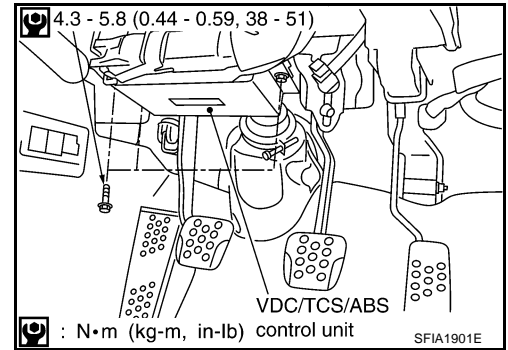
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## Removal and Installation

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.

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## SENSOR ROTOR

### Removal and Installation

#### 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.

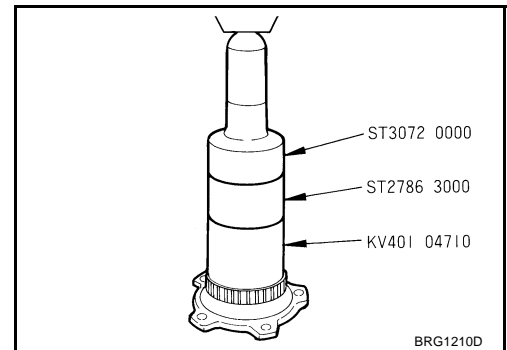
#### INSTALLATION

##### 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.

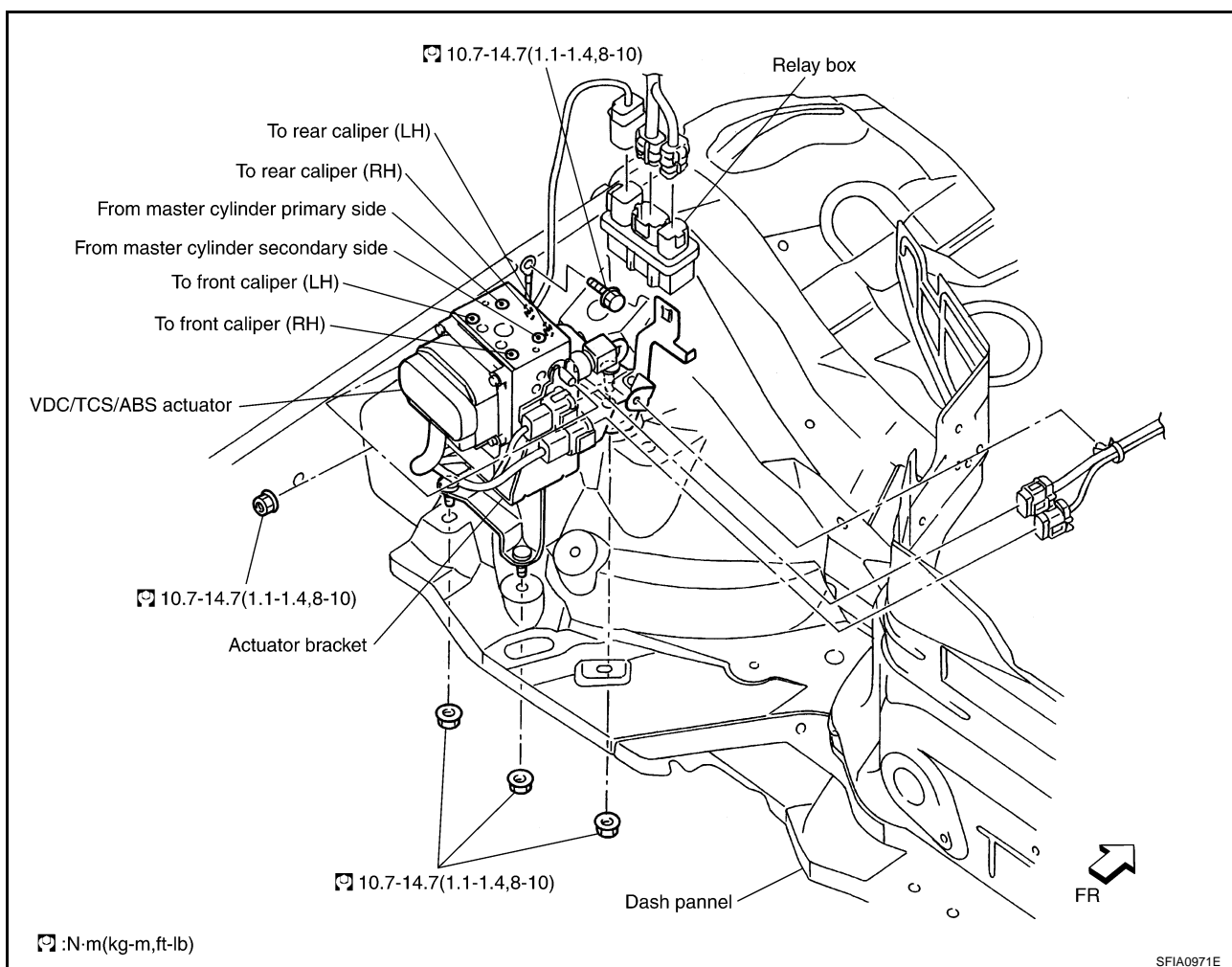
##### Rear

- 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.



## 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-10, "Bleeding Brake System"](#).
- Be sure to securely connect the ground cable.

## G SENSOR

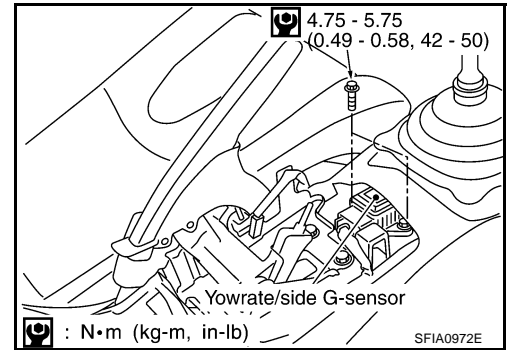
### Removal and Installation

#### REMOVAL

1. Install center console. Refer to [IP-16, "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

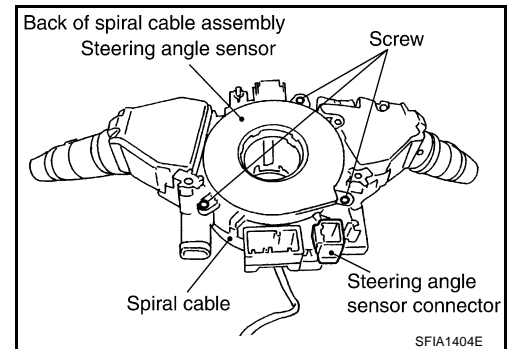
To install, follow procedure for removal in reverse order.

#### CAUTION:

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

**STEERING ANGLE SENSOR****Removal and Installation****REMOVAL**

1. Remove spiral cable assembly. Refer to [SRS-43, "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-91, "Adjustment of Steering Angle Sensor Neutral Position"](#) .

