

OPERATION CHECK

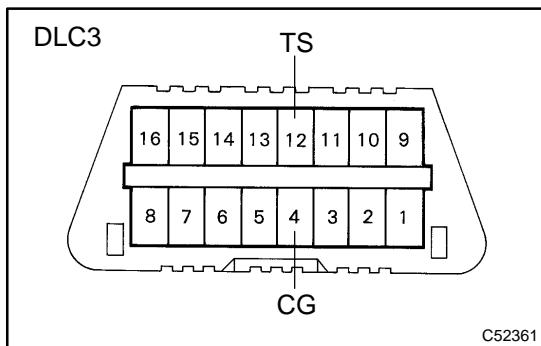
1. SENSOR SIGNAL CHECK (TEST MODE) (USING SST CHECK WIRE)

NOTICE:

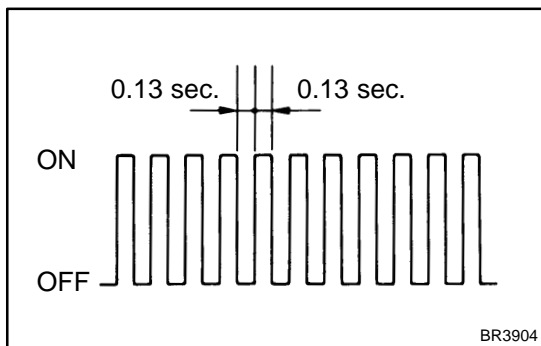
After replacing the yaw rate sensor and/or brake actuator assembly (skid control ECU), perform zero point calibration of the yaw rate sensor (See page 05-279).

HINT:

If the ignition switch is turned from ON to ACC or LOCK during test mode, the DTCs will be erased.



- (a) Procedures for the test mode:
- (1) Turn the ignition switch OFF.
 - (2) Using SST, it connects terminal Ts and CG of DLC3.
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 - (3) Check that the steering wheel is in the straight-ahead position and shift the shift lever to P range.
 - (4) Turn the ignition switch to the ON position.



- (5) Check that the ABS warning light and VSC warning light blink.

HINT:

If the ABS warning light does not blink, inspect the ABS warning light circuit or Ts terminal circuit.

Trouble area	See Page
ABS warning light circuit	05-334
VSC warning light circuit	05-339

- (b) Check the master cylinder pressure sensor.
- (1) Leaving the vehicle in a stationary condition and the brake pedal in free condition for 1 sec. or more, continue to quickly depress the brake pedal with a force of 98 N (10 kgf, 22 lbf) or more for 1 sec. or more.

HINT:

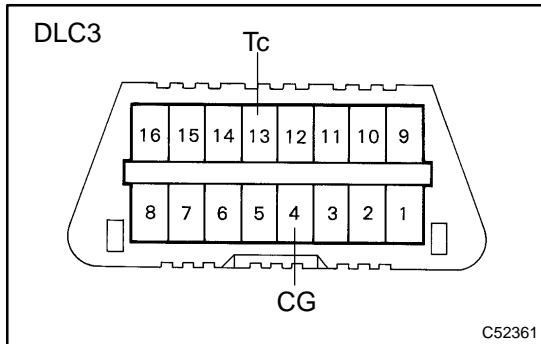
At this time, the ABS warning light goes on for 3 sec.

- (c) Check the speed sensor signal.
- (1) Drive the vehicle straight forward at the speed of 45 km/h (28 mph) or over for several seconds and check that the ABS warning light comes off.

HINT:

The sensor check may not be completed if the wheels spin or the steering wheels are steered during this check.

(2) Stop the vehicle.



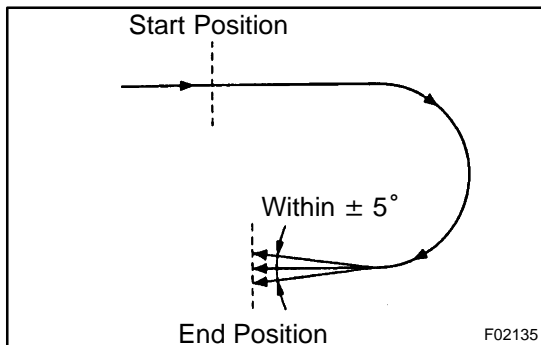
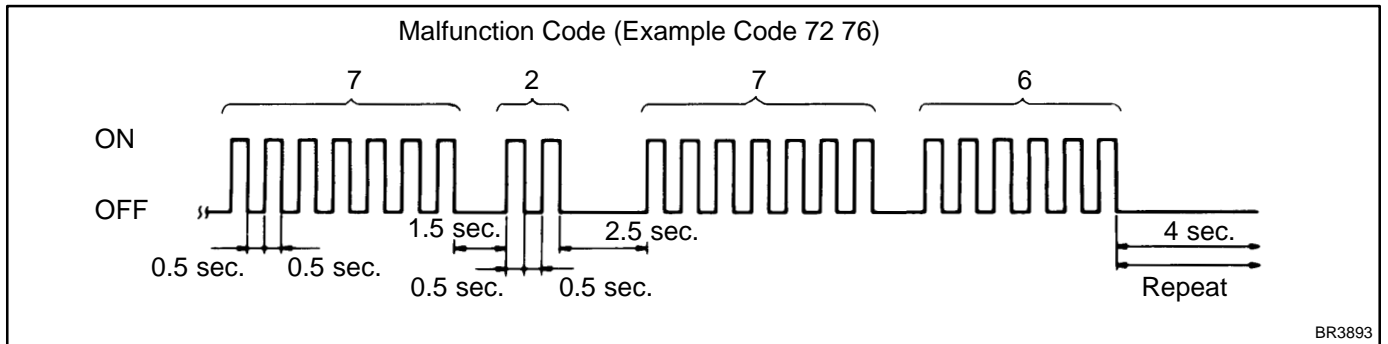
(3) Using SST, it connects terminal Tc and CG of DLC3.

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(4) Read the number of blinks of the ABS warning light.

HINT:

- See the list of DTC on page 05-281.
- If every sensors are normal, the normal code is output (A cycle of 0.25 sec. ON and 0.25 sec. OFF is repeated).
- If more than 1 malfunctions are detected at the same time, the lowest numbered code will be displayed first.



(5) After the check, disconnect the SST from terminal Tc and CG of the DLC3.

(d) Check the yaw rate sensor.

(1) Shift the shift lever to the D range and drive the vehicle at the vehicle speed of approx. 5 km/h (3 mph), turn the steering wheel either to left or right 90° or more, and maintain 180° circular drive for the vehicle.

(2) Stop the vehicle and shift the shift lever to the P position, check that the skid control buzzer sounds for 3 sec.

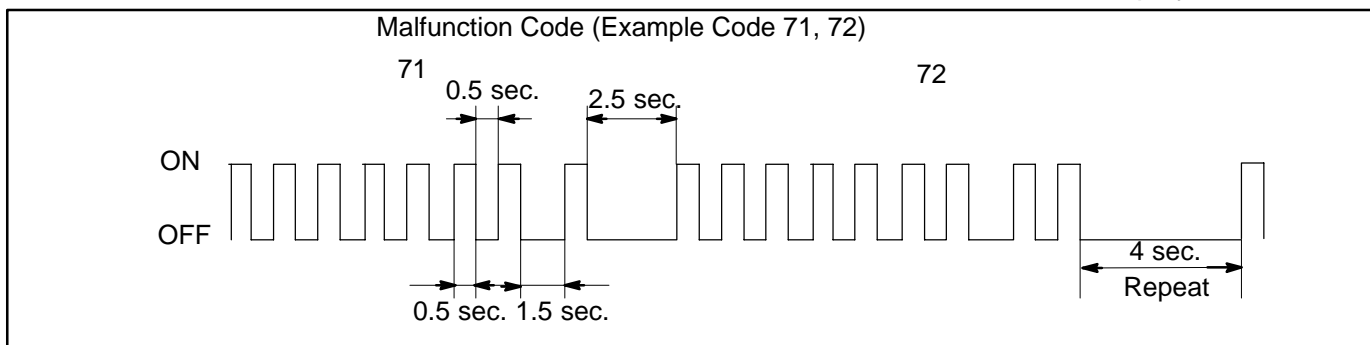
HINT:

- If the skid control buzzer sounds, the sensor check is completed normally.
 - If the skid control buzzer does not sound, check the skid control buzzer circuit (See page 05-353), then perform the sensor check again.
 - If the skid control buzzer still won't sound, there is a malfunction in the VSC sensor, so check the DTC.
 - Drive the vehicle in a 180° circle. At the end of the turn, the direction of the vehicle should be within 180° ± 5° of its start position.
 - Do not spin the wheels.
- (3) Using SST, connect terminals Tc and CG of DLC3.
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(4) Read the number of blinks of the VSC warning light.

HINT:

- See the list of DTC (See page 05-281).
- If every sensor is normal, there is a normal code output. (A cycle of 0.25 sec. ON and 0.25 sec. OFF is repeated.)
- If 2 or more malfunctions are indicated at the same time, the lowest numbered code will be displayed 1st.



(5) After performing the check, disconnect the SST from terminals Ts and CG, Tc and CG of DLC3 and turn the ignition switch OFF.

**2. SENSOR SIGNAL CHECK (TEST MODE)
(USING HAND-HELD TESTER)**

NOTICE:

After replacing the yaw rate sensor and/or brake actuator assembly (skid control ECU), perform zero point calibration of the yaw rate sensor (See page 05-279).

HINT:

- If the ignition switch is turned from ON to ACC or LOCK during test mode, DTC of sensor check function will be erased.
- During test mode, ECU records all DTC of sensor check function. By performing sensor signal check, the codes are erased if normality is confirmed. The codes left over are the codes where abnormality was found.

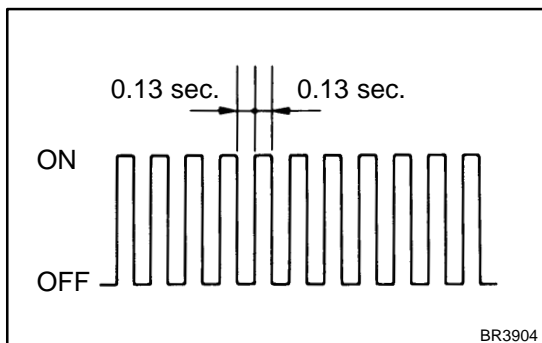
(a) Procedures for test mode:

- (1) Turn the ignition switch off.
- (2) Check that the shift lever position is at P position.
- (3) Connect the hand-held tester to the DLC3.
- (4) Operate the hand-held tester to test mode.

(5) Check that the ABS warning light and VSC warning light blink.

HINT:

If the ABS warning light and VSC warning light do not blink, inspect the ABS warning light circuit and VSC warning light circuit.



Trouble area	See Page
ABS warning light	05-334
VSC warning light	05-339

- (b) Check the master cylinder pressure sensor.
- (1) Leaving the vehicle in a stationary condition and the brake pedal in free condition for 1 sec. or more, continue to quickly depress the brake pedal with a force of 98 N (10 kgf-cm, 22 ft-lbf) or more for 1 sec. or more.

HINT:

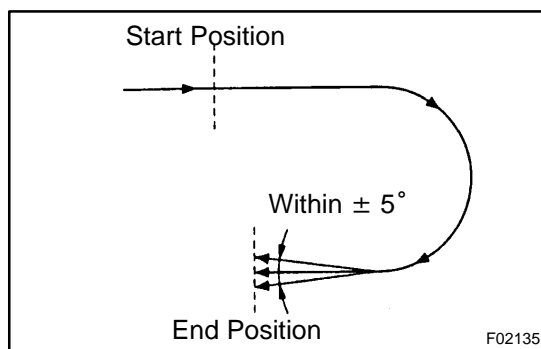
At this time, ABS warning light comes on for 3 seconds.

- (c) Check the speed sensor.
- (1) Drive vehicle straight forward.
When driving the vehicle at the speed of 45 km/h (28 mph) or higher for several seconds, check that the ABS warning light goes off.

HINT:

The sensor check may not be completed if the vehicle has its wheel spin or its steering wheel steered during this check.

- (2) Stop the vehicle.
- (3) Read the DTCs.



- (d) Check the yaw rate.
- (1) Shift the shift lever to the D position and drive the vehicle at the vehicle speed of approx. 5 km/h (3 mph), turn the steering wheel either to left or right for 90° or more, and maintain 180° circular drive for the vehicle.
 - (2) Stop the vehicle and shift the shift lever to the P position, check that the VSC buzzer sounds for 3 sec.

HINT:

- If the skid control buzzer sounds, the sensor check is in normal completion.
- If the skid control buzzer does not sound, check the skid control buzzer circuit (See page 05-353), then perform the sensor check again. If the skid control buzzer still won't sound, there is a malfunction in the VSC sensor, so check the DTC.
- Drive the vehicle circularly by 180°. At the end of the turn, the direction of the vehicle should be within 180° ± 5° of its start position.
- Do not spin the wheels.

- (e) Read the DTC by following the tester screen.

HINT:

Please refer to the hand-held tester operator's manual for further details.