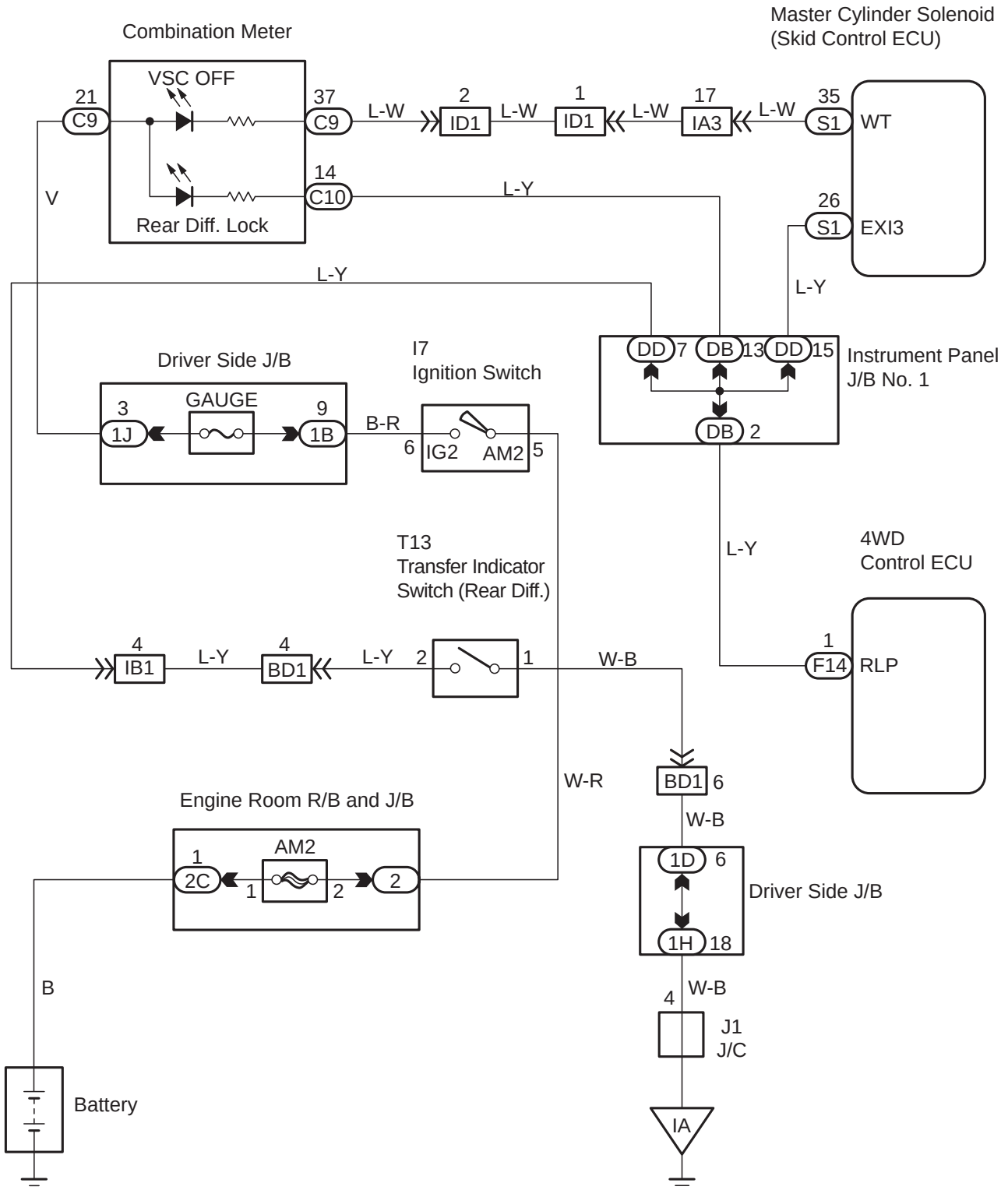


VSC OFF Indicator Light Remains ON**DESCRIPTION**

When the rear differential is locked or during the 4WD mode, VSC control turns off and the VSC OFF indicator illuminates. Also, the VSC OFF indicator light is ON when the VSC system is in fail-safe control.

WIRING DIAGRAM

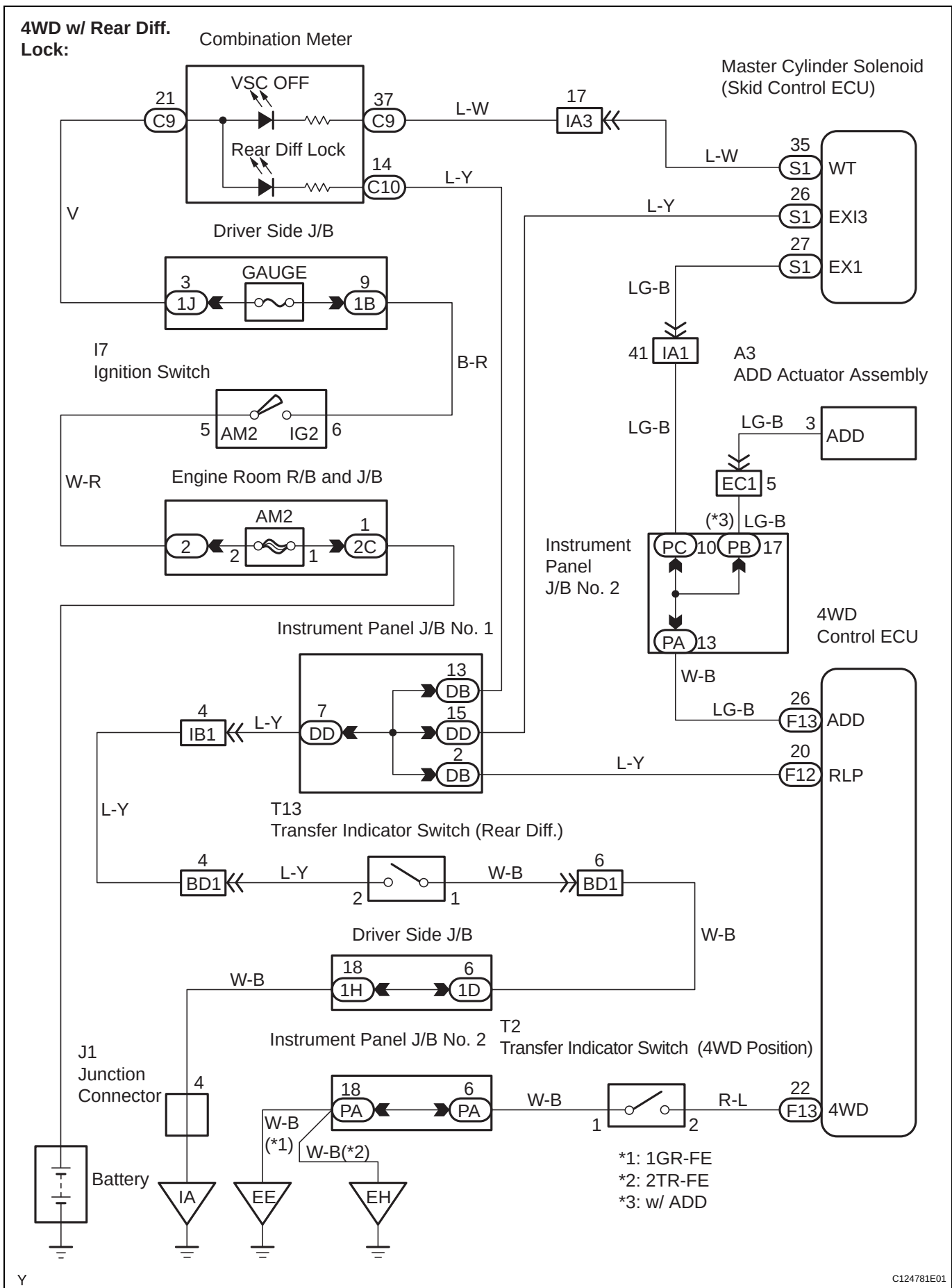
2WD w/ Rear Diff. Lock:

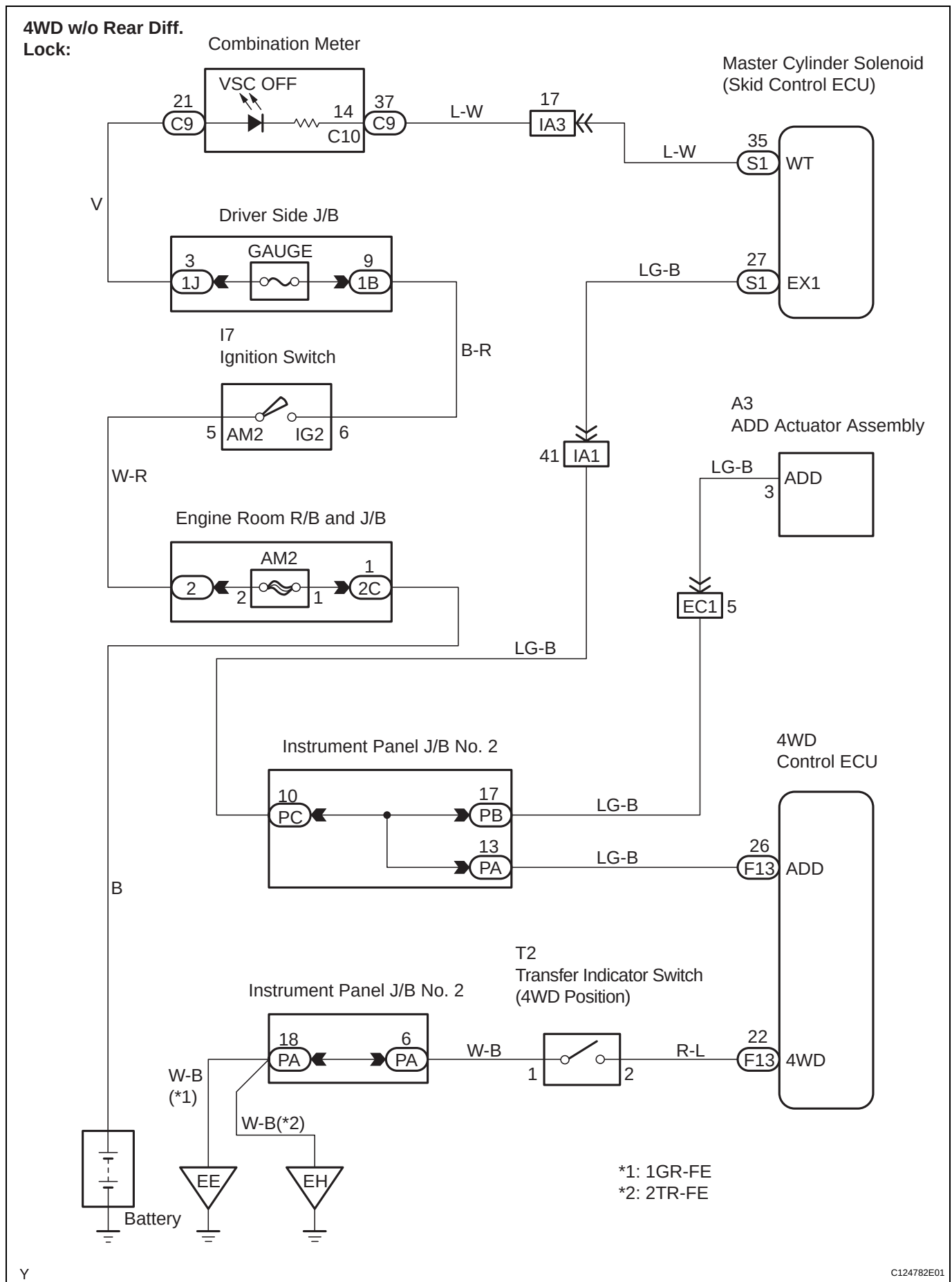


Y

C124783E01

4WD w/ Rear Diff.
Lock:





NOTICE:

When replacing the master cylinder solenoid, perform zero point calibration (See page [BC-99](#)).

1 CHECK DTC

(a) Check if DTCs for VSC are recorded.

Result	Proceed to
DTC not output	A
DTC output	B

B

REPAIR CIRCUITS INDICATED BY OUTPUT DTCs

A**2 CHECK SKID CONTROL ECU CONNECTOR**

(a) Check the ECU connector's connecting condition.

OK:

The connector is securely connected.

NG

CONNECT CONNECTOR CORRECTLY

OK**3 INSPECT SKID CONTROL ECU (IG1 TERMINAL VOLTAGE)**

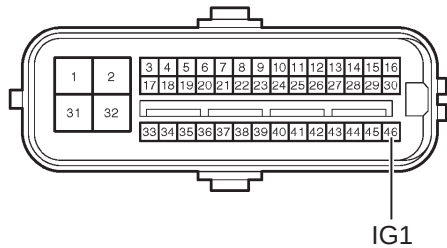
(a) When using intelligent tester:

- (1) Connect the intelligent tester to the DLC3.
- (2) Start the engine.
- (3) Turn the intelligent tester ON.
- (4) Select the DATA LIST mode on the intelligent tester.
- (5) Measure the voltage output from the ECU displayed on the intelligent tester.

Item	Measurement Item / Range (Display)	Normal Condition	Diagnostic Note
IG VOLTAGE	ECU power supply voltage: TOO LOW / NORMAL / TOO HIGH	TOO HIGH: 14 V or more NORMAL: 9.5 to 14 V TOO LOW: Below 9.5 V	-

OK:

"Normal" is displayed.

**Skid Control ECU
(harness side connector):**


C121700E02

- (b) When not using intelligent tester:
- (1) Disconnect the skid control ECU connector.
 - (2) Turn the ignition switch to the ON position.
 - (3) Measure the voltage.

Tester Connection	Specified Condition
S1-46 (IG1) - Body ground	10 to 14 V

- (4) Turn the ignition switch to OFF.
- (5) Reconnect the skid control ECU connector.

Result	Proceed to
OK (models with rear diff. lock)	A
OK (models without rear diff. lock)	B
NG	C

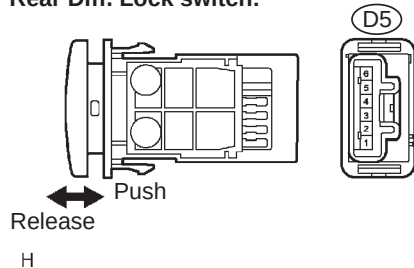
B

Go to step 6

C

**REPAIR OR REPLACE HARNESS OR
CONNECTOR**

A

4 INSPECT REAR DIFFERENTIAL LOCK SWITCH
Rear Diff. Lock switch:


I044055E01

- (a) Remove the rear diff. lock switch.
- (b) Disconnect the rear diff. lock switch connector.
- (c) Measure the resistance.

Standard

Tester Connection	Switch Condition	Specified Condition
D5-3 - D5-4	Released	10 k Ω or higher
D5-3 - D5-4	Pushed in	Below 1 Ω

- (d) Reinstall the rear diff. lock switch.
- (e) Reconnect the rear diff. lock switch connector.

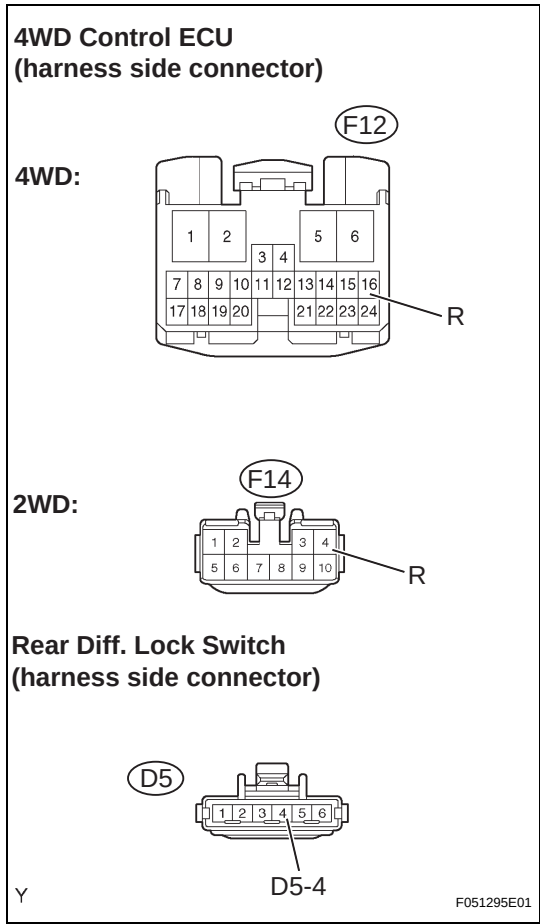
NG

**REPLACE REAR DIFFERENTIAL LOCK
SWITCH**

OK

5

CHECK HARNESS AND CONNECTOR (4WD CONTROL ECU - REAR DIFFERENTIAL LOCK SWITCH)



- (a) Disconnect the 4WD control ECU connector.
- (b) Disconnect the rear diff. lock connector.
- (c) Measure the resistance.

Standard (4WD)

Tester Connection	Specified Condition
F12-16 (R) - D5-4	Below 1 Ω
F12-16 (R) - Body ground	10 kΩ or higher

Standard (2WD)

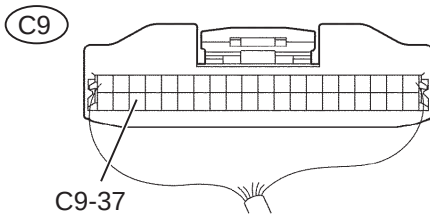
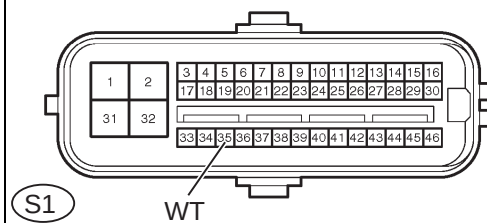
Tester Connection	Specified Condition
F14-4 (R) - D5-4	Below 1 Ω
F14-4 (R) - Body ground	10 kΩ or higher

- (d) Reconnect the rear diff. lock connector.
- (e) Reconnect the 4WD control ECU connector.

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

6**CHECK HARNESS AND CONNECTOR (SKID CONTROL ECU - COMBINATION METER)****Combination Meter (harness side view)****Skid Control ECU (harness side connector)**

F049577E05

- (a) Disconnect the skid control ECU connector.
- (b) Disconnect the combination meter connector.
- (c) Measure the resistance.

Standard

Tester Connection	Specified Condition
S1-35 (WT) - C9-37	Below 1 Ω

- (d) Measure the resistance.

Standard

Tester Connection	Specified Condition
S1-35 (WT) - Body ground	10 k Ω or higher

- (e) Reconnect the combination meter connector.
- (f) Reconnect the skid control ECU connector.

NG**REPAIR OR REPLACE HARNESS OR CONNECTOR****OK****7****INSPECT COMBINATION METER ASSEMBLY**

- (a) Check the combination meter system (See page [ME-8](#)).

OK:**Combination meter is normal.****NG****REPLACE COMBINATION METER ASSEMBLY****OK****REPLACE MASTER CYLINDER SOLENOID**