DTC	U0073/94	Control Module Communication Bus OFF
DTC	U0100/65	Lost Communication with ECM / PCM
DTC	U0123/62	Lost Communication with Yaw Rate Sensor Module
DTC	U0124/95	Lost Communication with Lateral Acceleration Sensor Module
DTC	U0126/63	Lost Communication with Steering Angle Sensor Module

INSPECTION PROCEDURE

Refer to CAN communication system (See page CA-5).

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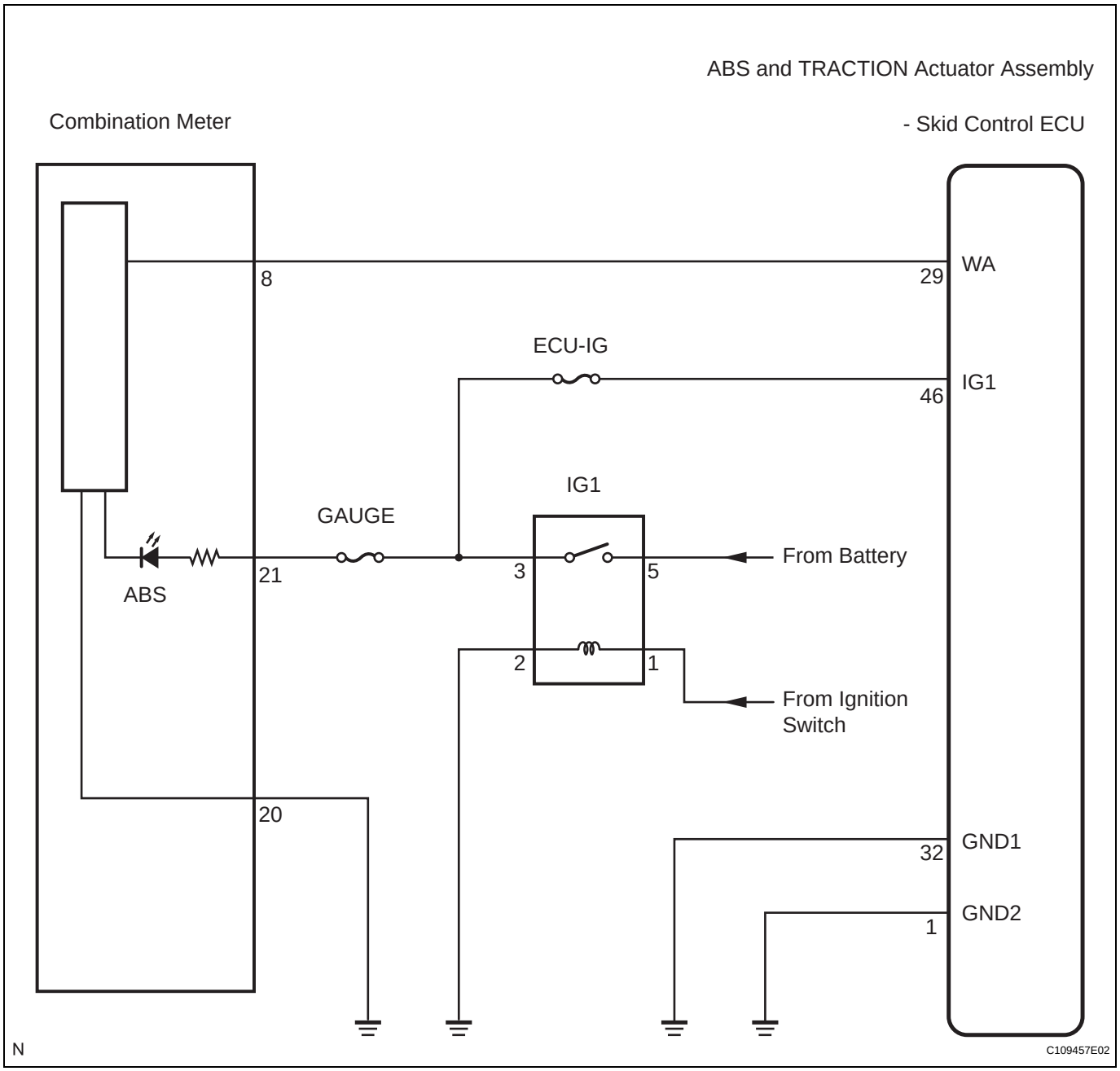
ABS Warning Light Remains ON

DESCRIPTION

If any of the following is detected, the ABS warning light remains on:
(a) The skid control ECU connectors are disconnected from the skid control ECU.
(b) There is a malfunction in the skid control ECU internal circuit.
(c) There is an open in the wire harness between the combination meter and skid control ECU.
HINT:
In some cases, the intelligent tester cannot be used when the skid control ECU is abnormal.

WIRING DIAGRAM



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INSPECTION PROCEDURE

NOTICE:

When replacing the ABS and TRACTION actuator assembly, perform zero point calibration (See page BC-80).

1 CHECK DTC

(a) Is a DTC output for ABS?

Result

Condition	Proceed to
DTC is not output	A
DTC is output	B

B → **REPAIR CIRCUIT INDICATED BY OUTPUT DTC**

A

2 INSPECT SKID CONTROL ECU CONNECTOR SECURELY CONNECTED

(a) Check the ECU connector's connecting condition.
OK:
The connector should be securely connected.

NG → **CONNECT CONNECTOR TO ECU CORRECTLY**

OK

3 INSPECT BATTERY

(a) Check the battery voltage.
Standard voltage:
11 to 14 V

NG → **INSPECT CHARGING SYSTEM**

OK

4 INSPECT SKID CONTROL ECU (IG1 TERMINAL)

(a) WHEN USING INTELLIGENT TESTER:
(1) Connect the intelligent tester to the DLC3.
(2) Start the engine.
(3) Select the DATA LIST mode on the intelligent tester.

Item	Measurement Item / Range (Display)	Normal Condition
IG VOLTAGE	ECU power supply voltage / TOO LOW / NORMAL / TOO HIGH	TOO LOW: 9.5 V or less NORMAL: 9.5 to 14.0 V TOO HIGH: 14.0 V or more

(4) Read the voltage condition output from the ECU displayed on the intelligent tester.

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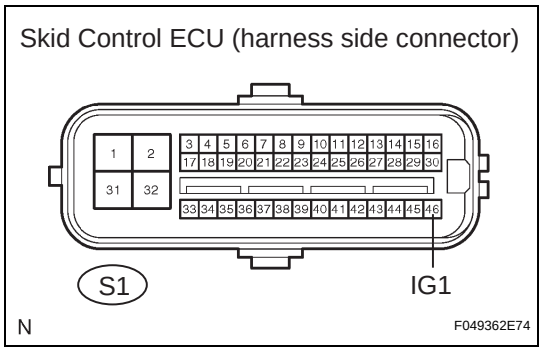
OK:
"Normal" is displayed.



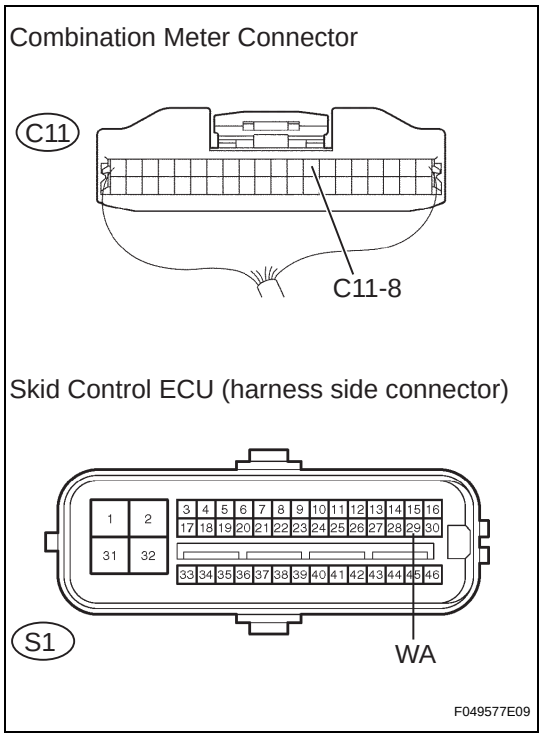
(b) WHEN NOT USING INTELLIGENT TESTER:
(1) Disconnect the skid control ECU connector.
(2) Turn the ignition switch to the ON position.
(3) Measure the voltage according to the value(s) in the table below.
Standard voltage

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

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR (IG1 CIRCUIT)**

OK

5 CHECK HARNESS AND CONNECTOR (SKID CONTROL ECU - COMBINATION METER)



(a) Disconnect the skid control ECU connector and combination meter connector.
(b) Measure the resistance according to the value(s) in the table below.
Standard resistance

Tester Connection	Specified Condition
C11-8 - S1-29 (WA)	Below 1 Ω

(c) Measure the resistance according to the value(s) in the table below.
Standard resistance

Tester Connection	Specified Condition
S1-29 (WA) - Body ground	10 kΩ or higher

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

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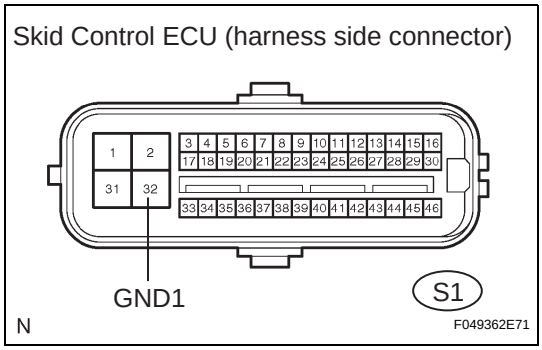
6	INSPECT SKID CONTROL ECU (GND TERMINAL)



(a) Disconnect the skid control ECU connector.
(b) Measure the resistance according to the value(s) in the table below.

Standard resistance

Tester Connection	Specified Condition
S1-32 (GND1) - Body ground	Below 1 Ω

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR (GND CIRCUIT)**

OK

7	INSPECT COMBINATION METER ASSEMBLY

(a) Check combination meter assembly (See page ME-3).

NG → **REPLACE COMBINATION METER ASSEMBLY**

OK

REPLACE ABS AND TRACTION ACTUATOR ASSEMBLY

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