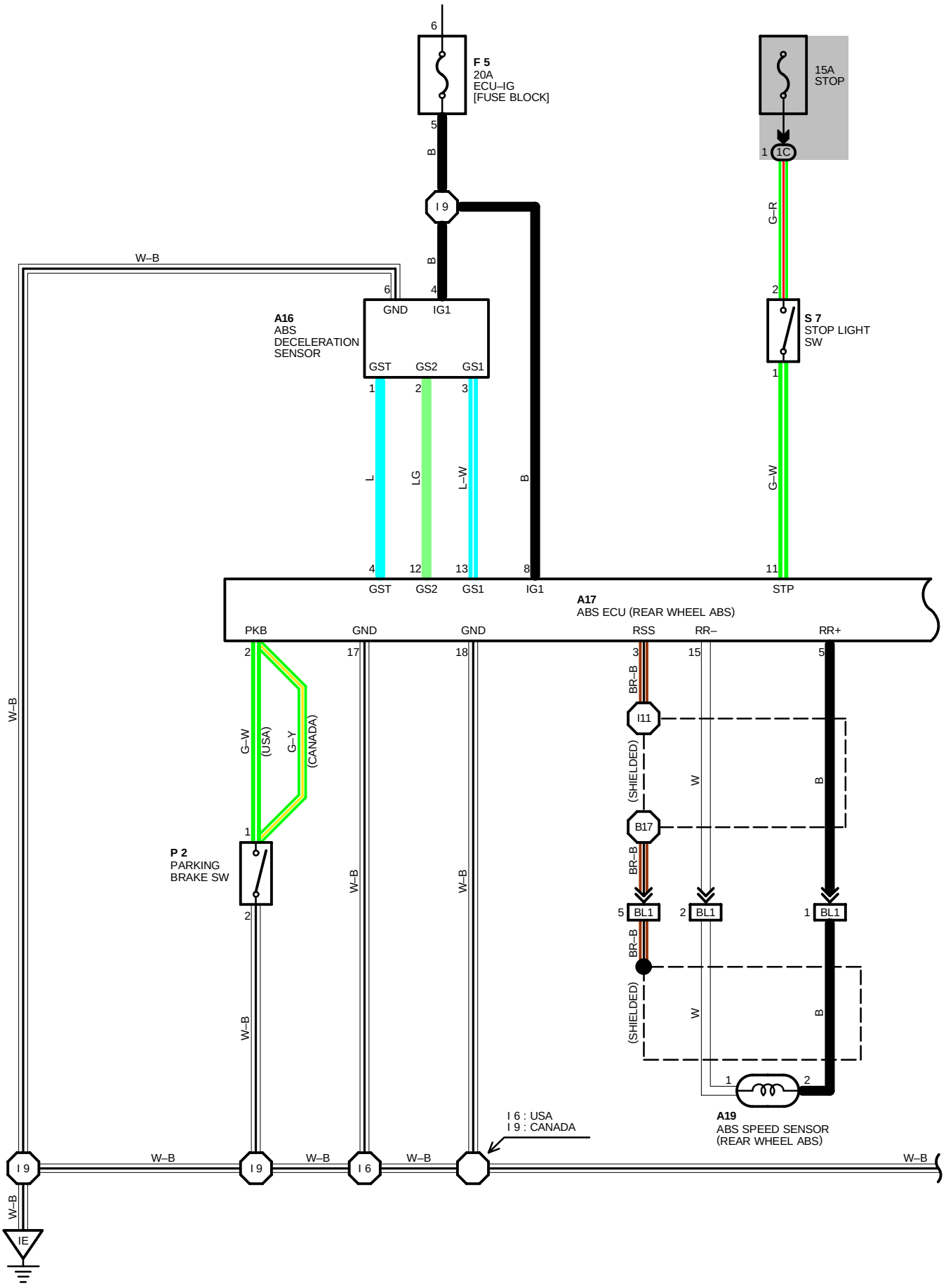
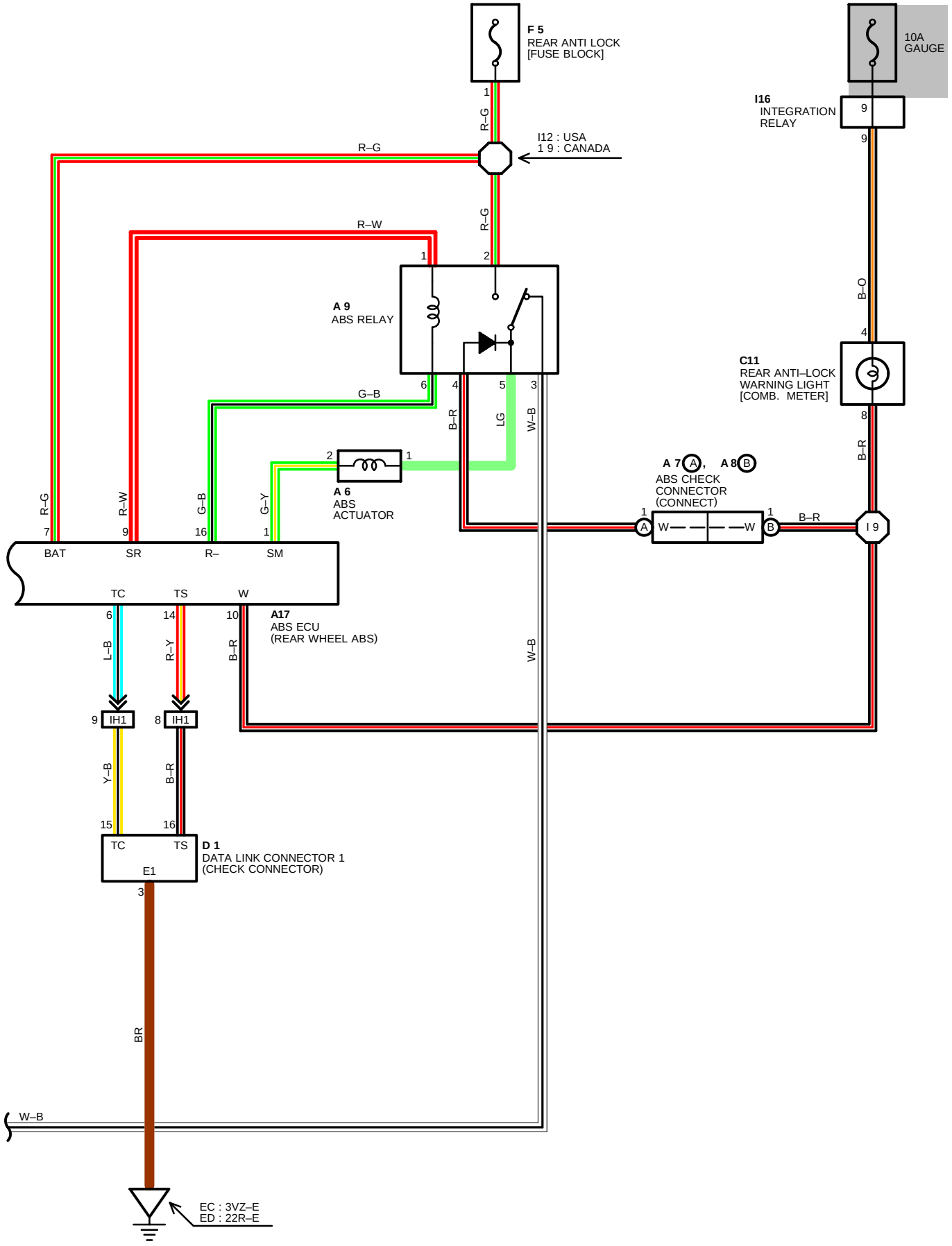
REAR WHEEL ANTI–LOCK BRAKE




F 5
REAR ANTI LOCK
[FUSE BLOCK]
10A
GAUGE
I16
INTEGRATION
RELAY
I12 : USA
1 9 : CANADA
A 9
ABS RELAY
C11
REAR ANTI–LOCK
WARNING LIGHT
[COMB. METER]
A 6
ABS
ACTUATOR
A 7 A , A 8 B
ABS CHECK
CONNECTOR
(CONNECT)
BAT
SR
R–
SM
TC
TS
W
A17
ABS ECU
(REAR WHEEL ABS)
IH1
IH1
D 1
DATA LINK CONNECTOR 1
(CHECK CONNECTOR)
E1
EC : 3VZ–E
ED : 22R–E
R–G
R–W
G–B
G–Y
B–R
LG
W–B
B–O
L–B
R–Y
Y–B
BR

REAR WHEEL ANTI–LOCK BRAKE

SYSTEM OUTLINE

THIS BRAKE SYSTEM HELPS TO MAINTAIN VEHICLE STABILITY DURING SUDDEN BRAKING BY CONTROLLING THE BRAKE FLUID PRESSURE OF EACH REAR WHEEL AND PREVENTING WHEEL LOCK–UP.

1. INPUT SIGNALS

(1) SPEED SENSOR SIGNAL
THE SPEED OF THE REAR WHEELS IS DETECTED AND INPUT AS A SIGNAL TO **TERMINAL RR+** OF THE ABS ECU.

(2) ANTI–LOCK DECELERATION SENSOR SIGNAL
VEHICLE DECELERATION IS DETECTED AND THE SIGNAL IS INPUT TO ABS ECU.

(3) STOP LIGHT SW SIGNAL
WHEN THE BRAKE PEDAL IS OPERATED, A SIGNAL IS INPUT TO **TERMINAL STP** OF ABS ECU.

2. SYSTEM OPERATION

DURING SUDDEN BRAKING, THE ANTI–LOCK ECU (WHICH HAS RECEIVED SIGNALS FROM EACH SENSOR) OPERATES TO CONTROL THE CURRENT ACTING ON THE SOLENOID INSIDE THE ACTUATOR AND REDUCE THE FLUID PRESSURE ACTING ON REAR CYLINDER.

IF THE ECU NEXT JUDGES THAT THE FLUID PRESSURE ACTING ON THE WHEEL IS NOT SUFFICIENT, CURRENT FLOW TO THE SOLENOID IS CONTROLLED AND FLUID PRESSURE IS INCREASED.

IN THE CASE OF THE FLUID PRESSURE HOLDING MODE ALSO, THE COMPUTER OPERATES IN THE SAME WAY AS BEFORE TO MAINTAIN THE FLUID PRESSURE.

BY REPEATED PRESSURE DECREASE, PRESSURE INCREASE AND PRESSURE HOLDING, STABLE BRAKING OF THE VEHICLE IS MAINTAINED.

SERVICE HINTS

A17 ABS ECU

11–GROUND : APPROX. **12** VOLTS WITH BRAKE PEDAL DEPRESSED
8–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
17, 18–GROUND : ALWAYS CONTINUOUS
2–GROUND : CONTINUOUS WITH PARKING BRAKE LEVER PULL UP AND BRAKE FLUID FLOAT UP

: PARTS LOCATION

CODE		SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 6		24 (3VZ–E)	**A 9**	24 (3VZ–E)	**D 1**	24 (3VZ–E)
		26 (22R–E)		26 (22R–E)		26 (22R–E)
A 7	A	24 (3VZ–E)	**A16**	28	**F 5**	28
		26 (22R–E)	**A17**	28	**I16**	28
A 8	B	24 (3VZ–E)	**A19**	29	**P 2**	28
		26 (22R–E)	**C11**	28	**S 7**	28

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1C	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IH1	34	ENGINE WIRE AND COWL WIRE (RIGHT KICK PANEL)
BL1	36	FRAME NO. 2 WIRE AND COWL WIRE (UNDER THE FRONT LH SEAT)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EC	30 (3VZ–E)	RH CYLINDER HEAD COVER REAR
ED	32 (22R–E)	INTAKE MANIFOLD
IE	34	LEFT KICK PANEL

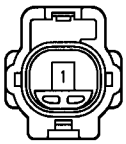
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 6	34	COWL WIRE	**I12**	34	COWL WIRE
I 9			**B17**	36	
I11					

A 6 GRAY

A 7 (A) GRAY

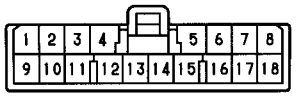
A 8 (B) GRAY



A 9 GRAY

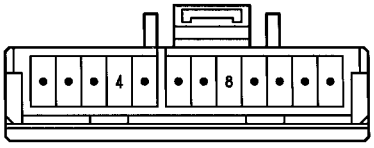
A16 GRAY

A17

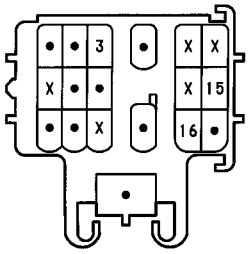


A19 GRAY

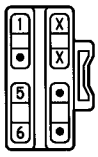
C11 BLUE



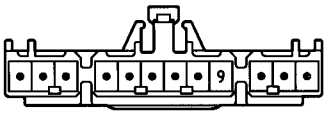
D 1 DARK GRAY



F 5

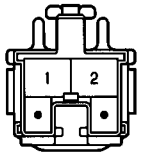


I16



P 2

(W/ CRUISE S 7 CONTROL)



(W/O CRUISE S 7 BLACK CONTROL)