ABS

GENERAL

NOTICE

The ABS modulator may be damaged if dropped. Also if a connector is disconnected when current is flowing, the excessive voltage may damage the control unit. Always turn off the ignition switch before servicing.

- After troubleshooting, erase the DTC and perform the pre-start self-diagnosis to be sure that the ABS indicator is operating normally.
- Troubles not resulting from a faulty ABS (e.g. brake disc squeak, unevenly worn brake pad) cannot be recognized by the ABS diagnosis system.
- When the wheel speed sensor and/or pulser ring is replaced, check the clearance (air gap) between both components.
- The ABS control unit (ECU) is mounted on the modulator (the modulator with the built-in ECU). Do not disassemble the ABS modulator. Replace the ABS modulator as an assembly when it is faulty.
- Be careful not to damage the wheel speed sensor and pulser ring when removing and installing the wheel.

CONVENTIONAL ABS TECHNICAL FEATURE

SUMMARY

The Anti-lock Brake System (ABS) is designed to help prevent wheel lock up during hard braking or braking on loose or slippery surfaces. ABS momentarily reduces the brake caliper fluid pressure when the wheels are about to lock. When the system senses that the tendency for wheel lock is reduced, brake caliper fluid pressure is restored. ABS repeats this cycle as required for secure brake performance with minimum possibility of wheel lock. When the ABS control unit detects a problem in the system, the ABS stops its function and switches to the ordinary brake system.

ABS LOCATION