

The TRC & VSC solenoid operates in accordance with signals from the ECU and raises the fluid pressure in and releases it from the brake cylinders.

Fail safe function:

If trouble occurs in the actuator solenoid circuit, the ECU cuts off current to the ABS solenoid relay and prohibits ABS & TRC & VSC controls and the brake system becomes normal.

**LHD**

**Engine Room No.2 R/B**  
**ABS Solenoid Relay**

**Engine Room No.1 R/B**

**Hydraulic Brake Booster**

**ABS & TRAC & VSC ECU**

**Battery**

**ABS**

**ALT**

**J5 Junction connector**

**Check Connector**

**Wiring Details:**

- Battery:** Connected to the main power line (B-L) and ground.
- Engine Room No.1 R/B:** Contains the ABS and ALT components. The ABS is connected to the main power line (B-L) and ground. The ALT is connected to the main power line (B-L) and ground.
- Engine Room No.2 R/B:** Contains the ABS Solenoid Relay. The relay has four terminals: 1 (top left), 2 (bottom left), 3 (bottom right), and 4 (top right). The relay is connected to the main power line (B-L) and ground.
- Hydraulic Brake Booster:** Contains four solenoids labeled A5, A5, A5, and A5. The solenoids are connected to the main power line (B-L) and ground.
- ABS & TRAC & VSC ECU:** Contains the R1+, SR, SA1, SA2, SA3, and STR components. The R1+ is connected to the main power line (B-L) and ground. The SR is connected to the main power line (B-L) and ground. The SA1, SA2, SA3, and STR are connected to the main power line (B-L) and ground.

The diagram illustrates the electrical system for the ABS, showing the following components and connections:

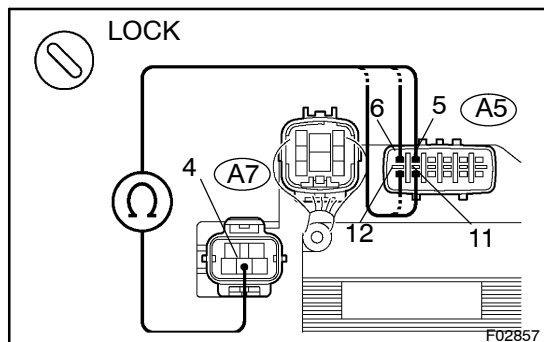
- Battery:** Connected to the system via the B-L wire.
- Engine Room No.1 R/B:** Contains the ABS and ALT relays. The ABS relay is connected to the B-L wire and the Engine Room No.2 R/B. The ALT relay is connected to the B-L wire and the Engine Room No.2 R/B.
- Engine Room No.2 R/B:** Contains the ABS Solenoid Relay. It is connected to the Engine Room No.1 R/B and the ABS & TRC & VSC ECU.
- ABS Solenoid Relay:** Controls the ABS solenoid. It is connected to the Engine Room No.2 R/B and the ABS & TRC & VSC ECU.
- ABS & TRC & VSC ECU:** The central control unit for the ABS, TRC, and VSC. It is connected to the ABS Solenoid Relay and the Hydraulic Brake Booster.
- Hydraulic Brake Booster:** Provides hydraulic pressure for the brakes. It is connected to the ABS & TRC & VSC ECU.

The diagram includes labels for various wires (R, W-B, LG-B, O, R-G, R-Y, R-L, R-W, GR-B, B-L) and connectors (A, A7, A22). The diagram also includes a note to "Check Connector" between the Engine Room No.2 R/B and the ABS & TRC & VSC ECU.

(\*2) : Europe

## INSPECTION PROCEDURE

## 1 Check TRC &amp; VSC solenoid.

**PREPARATION:**

Disconnect the 2 connectors from hydraulic brake booster.

**CHECK:**

Check continuity between terminals A7 - 4 and A5 - 5, 6, 11 and 12 of hydraulic brake booster.

**OK:****Continuity****HINT:**

Resistance of each solenoid at 20°C (68°F)

SA1, SA2, STR: 3.5 - 3.9 Ω

SA3: 4.75 - 5.25 Ω

NG

Replace hydraulic brake booster.

OK

## 2 Check for open and short circuit in harness and connector between ABS &amp; TRC &amp; VSC ECU and hydraulic brake booster (See page IN-29).

NG

Repair or replace harness or connector.

OK

If the same code is still output after the DTC is deleted, check the contact condition of each connection. If the connections are normal, the ECU may be defective.