ABS WITH EBD & BA & TRAC & VSC SYSTEM

05FAE−02

PRECAUTION

- **When there is a malfunction in the contact point of the terminals or installation problems with parts, removal and installation of the suspected parts may return the system to normal condition perfectly or temporarily.**
- **In order to determine the malfunctioning area, be sure to check the conditions as of the malfunction occurrence such as by the DTC output and the freeze frame data output and record it before disconnecting each connector or removing and installing the parts.**
- **Since the ABS with EBD & BA & TRAC & VSC system may be influenced by a malfunction in the other systems, be sure to check the DTCs in the other systems.**
- **Be sure to remove and install the skid control ECU, brake actuator assy and each sensor with the IG switch OFF unless specified as the inspection procedure.**
- **When removing and installing the skid control ECU, brake actuator assy and each sensor, be sure to check that the normal display is output in test mode inspection and in DTC output inspection after installing all the parts.**
- **After replacing the yaw rate sensor and/or the brake actuator assembly, make sure to perform yaw rate sensor and deceleration sensor zero point calibration.**
  (SEE PAGE 05−987)
- **A CAN communication system is used for data communication between the skid control ECU (included in the actuator), the steering angle sensor, and the yaw rate sensor (the deceleration sensor is included). If there is trouble in the CAN communication line, the DTC in the communication line is output.**
- **If the DTC in the CAN communication line is output, repair the malfunction in the communication line and troubleshoot the ABS with EBD & BA & TRAC & VSC system under the condition that the data communication is normal.**
- **Since the CAN communication line has its own length and route, it can not be repaired temporarily with the bypass wire, etc.**