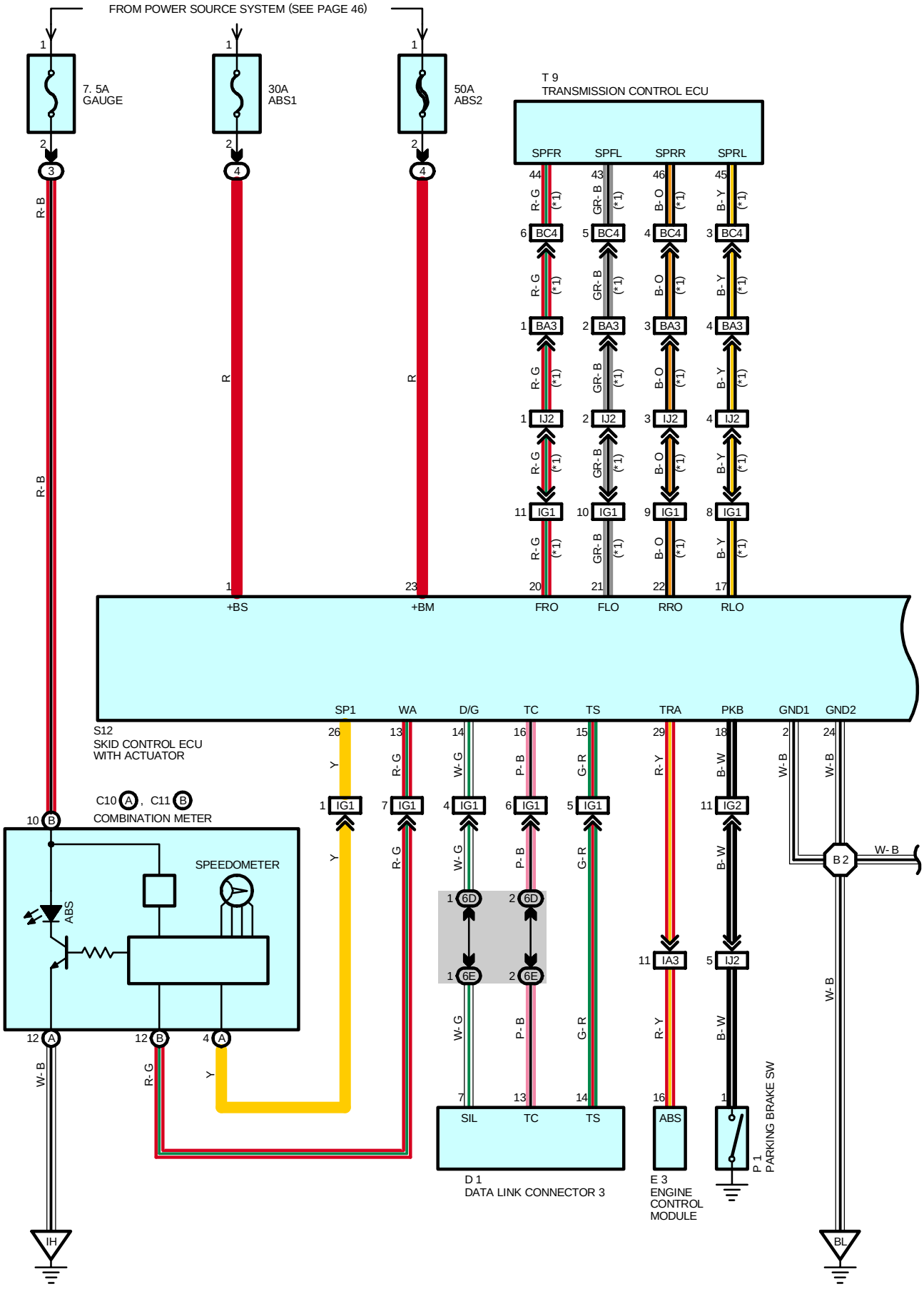
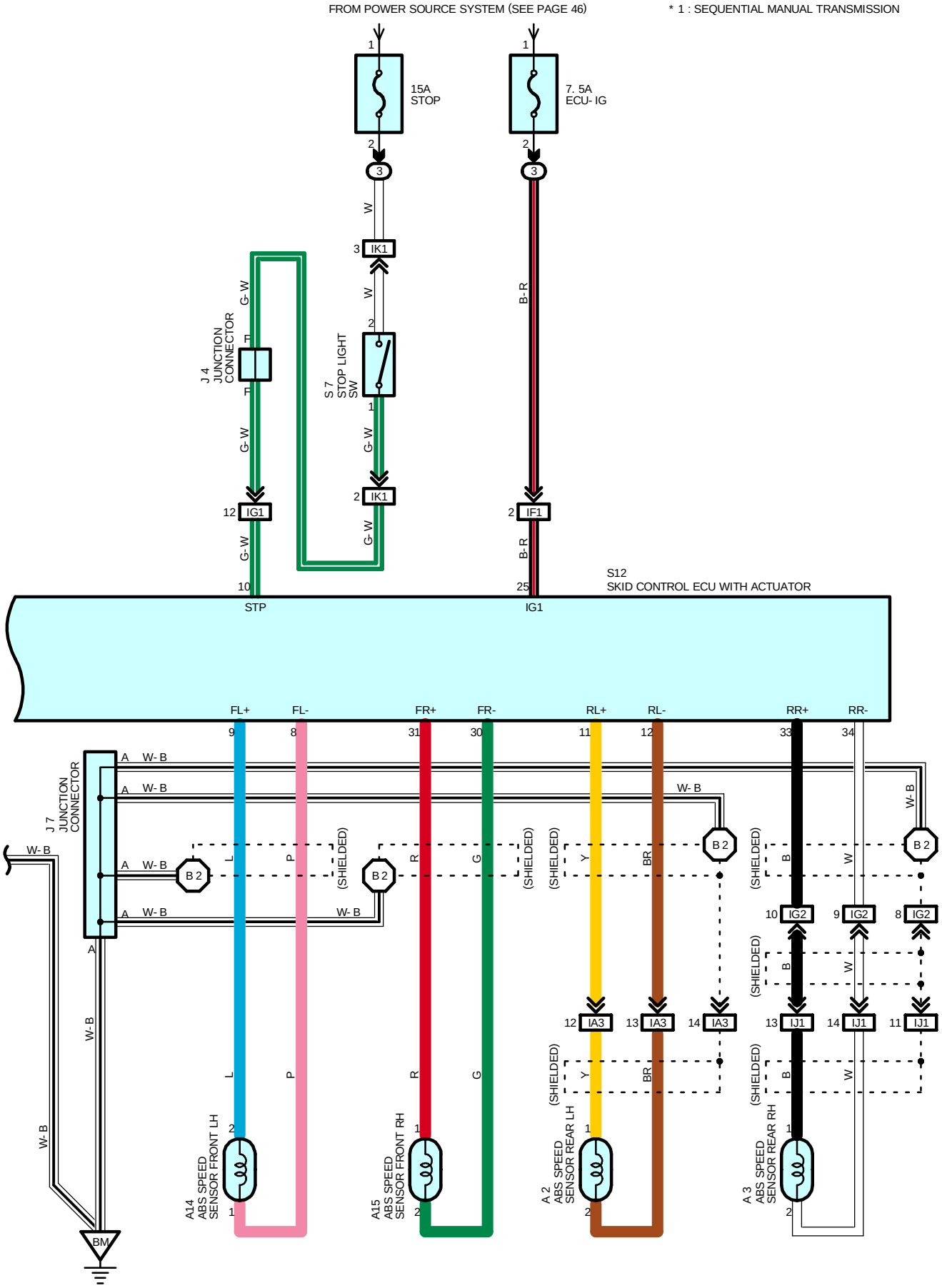

FROM POWER SOURCE SYSTEM (SEE PAGE 46)
7. 5A GAUGE
30A ABS1
50A ABS2
T 9
TRANSMISSION CONTROL ECU
SPFR
SPFL
SPRR
SPRL
BC4
BA3
IJ2
IG1
+BS
+BM
FRO
FLO
RRO
RLO
S12
SKID CONTROL ECU WITH ACTUATOR
SP1
WA
D/G
TC
TS
TRA
PKB
GND1
GND2
C10 A , C11 B
COMBINATION METER
SPEEDOMETER
ABS
IG2
IA3
6D
6E
SIL
D 1
DATA LINK CONNECTOR 3
E 3
ENGINE CONTROL MODULE
P 1
PARKING BRAKE SW
B 2
IH
BL


FROM POWER SOURCE SYSTEM (SEE PAGE 46)
* 1 : SEQUENTIAL MANUAL TRANSMISSION
15A
STOP
7. 5A
ECU- IG
J 4
JUNCTION
CONNECTOR
S 7
STOP LIGHT
SW
IK1
IG1
IF1
S12
SKID CONTROL ECU WITH ACTUATOR
STP
IG1
FL+
FL-
FR+
FR-
RL+
RL-
RR+
RR-
J 7
JUNCTION
CONNECTOR
B 2
IG2
IA3
IJ1
(SHIELDED)
A14
ABS SPEED
SENSOR FRONT LH
A15
ABS SPEED
SENSOR FRONT RH
A 2
ABS SPEED
SENSOR REAR LH
A 3
ABS SPEED
SENSOR REAR RH
BM

SYSTEM OUTLINE

This system controls the respective brake fluid pressures acting on the brake cylinders of the right front wheel, the left front wheel, the right rear wheel and the left rear wheel when the brakes are applied in a panic stop so that the wheels do not lock. This results in improved directional stability and steerability during panic braking.

1. INPUT SIGNALS

(1) Speed sensor signal

The speed of the wheels is detected and input to TERMINALS FL+, FR+, RL+ and RR+ of the skid control ECU with actuator.

(2) Stop light SW signal

A signal is input to TERMINAL STP of the skid control ECU with actuator when the brake pedal depressed.

2. SYSTEM OPERATION

During sudden braking the skid control ECU with actuator which has signals input from each of the sensor, controls current to the solenoid inside the actuator and causes the hydraulic pressure acting on each of the wheel cylinder escape to the reservoir. The pump inside the actuator is also operating at this time and it returns the brake fluid from the reservoir to the master cylinder, preventing locking of the vehicle wheels.

If the ECU judges that the hydraulic pressure acting on the wheel cylinder is insufficient, the current acting on the solenoid is controlled and the hydraulic pressure is increased. Holding of the hydraulic pressure is also controlled by the ECU, by the same method as above. By repeated pressure reduction, holding and increase are repeated to maintain vehicle stability and to improve steerability during sudden braking.

SERVICE HINTS

S12 SKID CONTROL ECU WITH ACTUATOR

25-GROUND : Approx. **12** volts with the ignition SW at **ON** position

10-GROUND : Approx. **12** volts with the brake pedal depressed

2, 24-GROUND : Always continuity

1, 23-GROUND : Always approx. **12** volts

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A2	30	C11 B	32	P1	33
A3	30	D1	32	S7	33
A14	34	E3	34	S12	35
A15	34	J4	33	T9	35
C10 A	32	J7	35		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
3	24	R/B No.3 (Left Side of Instrument Panel)
4	25	R/B No.4 (Front Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
6D	26	Instrument Panel Wire and J/B No.6 (Instrument Panel Brace LH)
6E		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA3	38	Engine Room Main Wire and Luggage Room Wire (Left Kick Panel)
IF1	40	Luggage Room Wire and Instrument Panel Wire (Instrument Panel Brace LH)
IG1	40	Luggage Room Wire and Instrument Panel Wire (Under the Instrument Panel Center)
IG2		
IJ1	40	Floor Wire and Instrument Panel Wire (Right Kick Panel)
IJ2		
IK1	40	Instrument Panel Wire and Switch Wire (Instrument Panel Brace LH)
BA3	42	Engine Room Main Wire and Floor Wire (Right Side of Room Partition Panel)
BC4	42	Engine Wire and Engine Room Main Wire (Quarter Panel LH)

: GROUND POINTS

Code	See Page	Ground Points Location
IH	38	Right Kick Panel
BL	42	Suspension Tower Front LH
BM		

: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
B2	42	Luggage Room Wire			