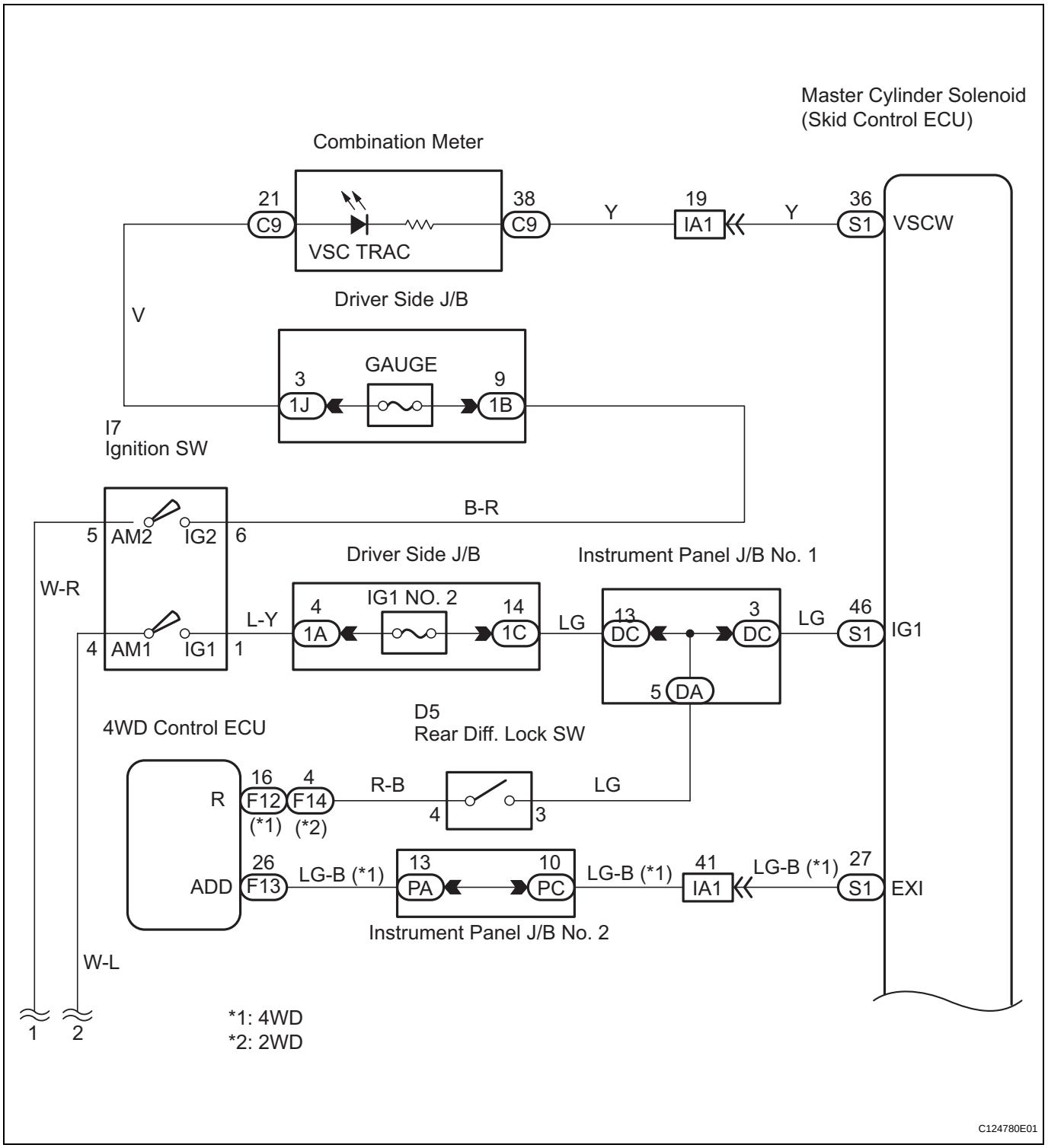
VSC TRAC Warning Light Remains ON

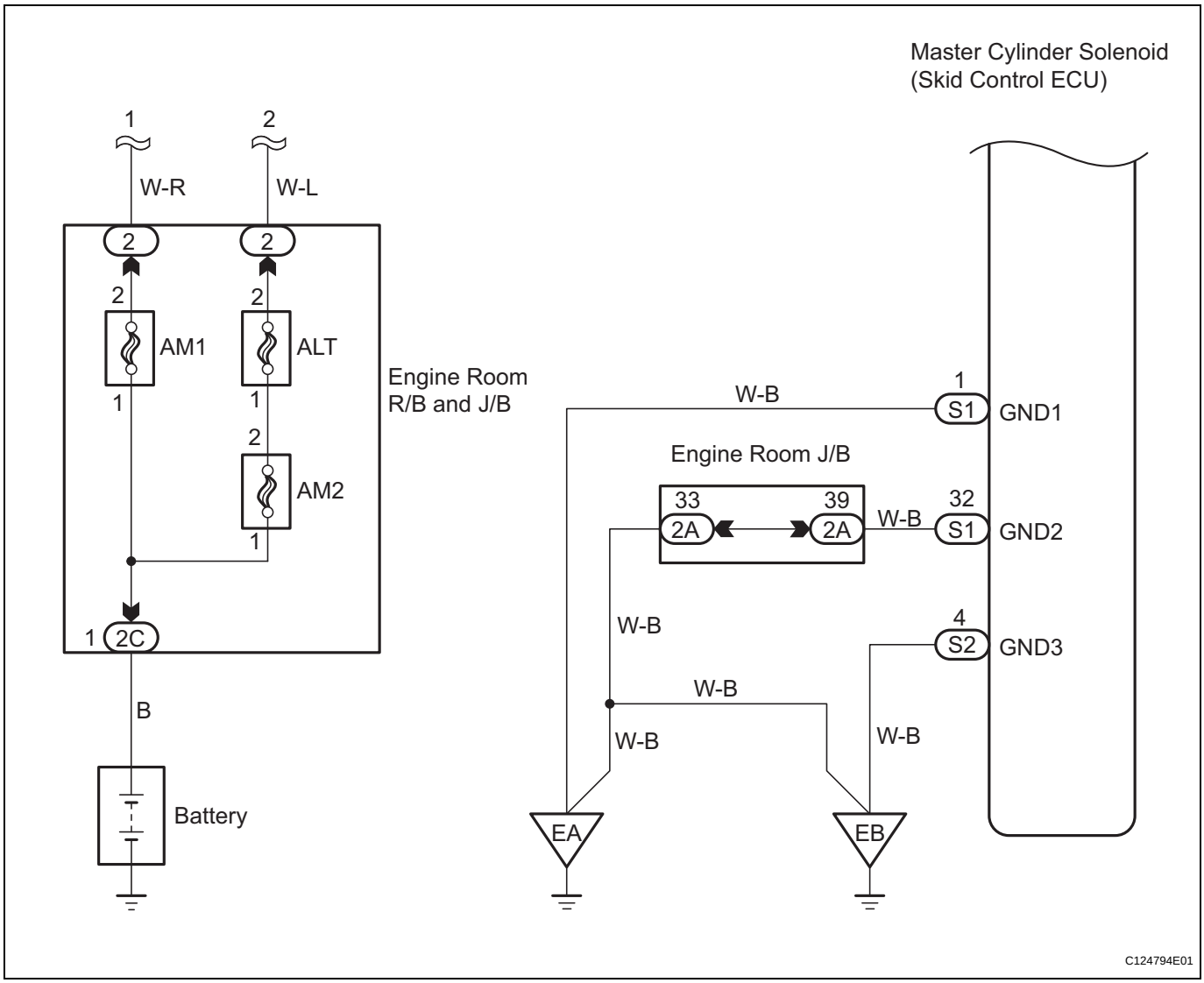
DESCRIPTION

When the skid control ECU stores DTCs, the VSC and TRAC functions are deactivated, the VSC TRAC warning light comes on in the combination meter.

WIRING DIAGRAM



BC



NOTICE:
When replacing the master cylinder solenoid, perform zero point calibration (See page BC-99).

1	CHECK DTC

(a) Check if DTCs for VSC are recorded.

Result	Proceed to
DTC not output	A
DTC output	B

B → **REPAIR CIRCUITS INDICATED BY OUTPUT DTCS**

A

2	INSPECT SKID CONTROL ECU CONNECTOR

(a) Check that the ECU connector is securely connected.

BC

OK:
The connector is securely connected.

NG → **CONNECT CONNECTOR CORRECTLY**

OK

3 INSPECT SKID CONTROL ECU TERMINAL VOLTAGE (IG1 TERMINAL)

(a) When using intelligent tester:
(1) Connect the intelligent tester to the DLC3.
(2) Start the engine.
(3) Select the DATA LIST mode on the intelligent tester.
(4) Measure the voltage output from the ECU displayed on the intelligent tester.

Item	Measurement Item / Range (Display)	Normal Condition	Diagnostic Note
IG VOLTAGE	ECU power supply voltage: TOO LOW / NORMAL / TOO HIGH	TOO HIGH: 14 V or more NORMAL: 9.5 to 14V TOO LOW: Below 9.5 V	-

OK:
"Normal" is displayed.

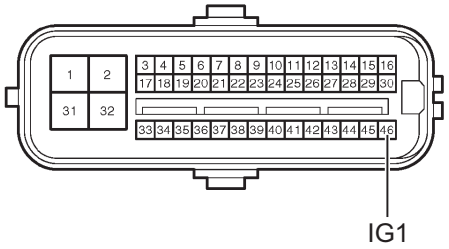
(b) When not using intelligent tester:
(1) Disconnect the skid control ECU connector.
(2) Turn the ignition switch to the ON position.
(3) Measure the voltage.

Standard

Tester Connection	Specified Condition
S1-46 (IG1) - Body ground	10 to 14 V

(4) Turn the ignition switch to OFF.
(5) Reconnect the skid control ECU connector.

Skid Control ECU (harness side connector):



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Result	Proceed to
OK (models with rear diff. lock)	A
OK (models without rear diff. lock)	B
NG	C

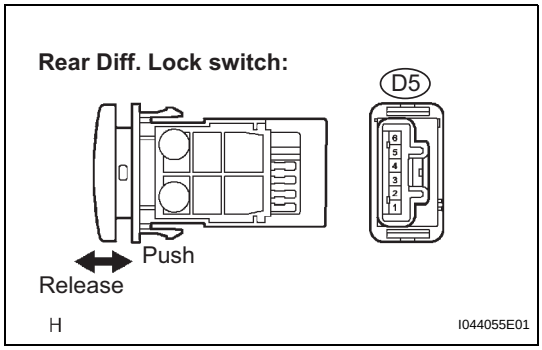
B → **Go to step 6**

C → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

A

BC

4 INSPECT REAR DIFFERENTIAL LOCK SWITCH



(a) Remove the rear diff. lock switch.
(b) Disconnect the rear diff. lock switch connector.
(c) Measure the resistance.

Standard

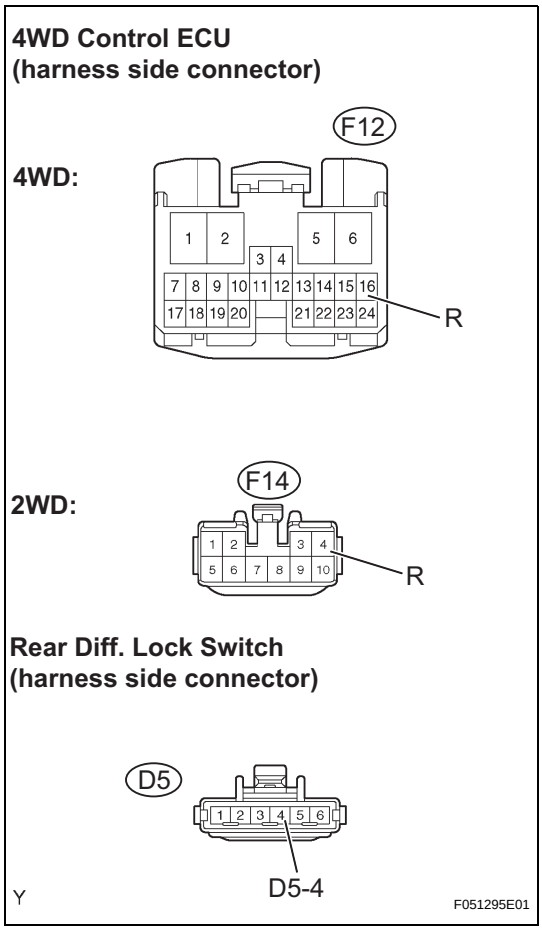
Tester Connection	Switch Condition	Specified Condition
D5-3 - D5-4	Released	10 kΩ or higher
D5-3 - D5-4	Pushed in	Below 1 Ω

(d) Reconnect the rear diff. lock switch connector.
(e) Reinstall the rear diff. lock switch.

NG → **REPLACE REAR DIFFERENTIAL LOCK SWITCH**

OK

5 CHECK HARNESS AND CONNECTOR (4WD CONTROL ECU - REAR DIFFERENTIAL LOCK SWITCH)



(a) Disconnect the 4WD control ECU connector.
(b) Disconnect the rear diff. lock connector
(c) Measure the resistance.

Standard (4WD)

Tester Connection	Specified Condition
F12-16 (R) - D5-4	Below 1 Ω
F12-16 (R) - Body ground	10 kΩ or higher

Standard (2WD)

Tester Connection	Specified Condition
F14-4 (R) - D5-4	Below 1 Ω
F14-4 (R) - Body ground	10 kΩ or higher

(d) Reconnect the rear diff. lock connector.
(e) Reconnect the 4WD control ECU connector.

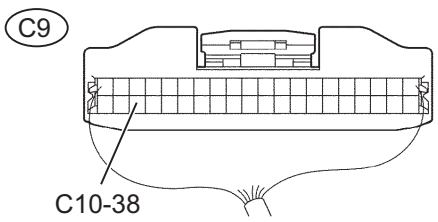
NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

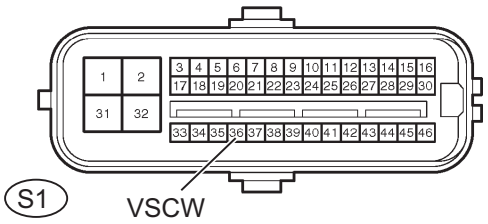
BC

6	CHECK HARNESS AND CONNECTOR (SKID CONTROL ECU - COMBINATION METER)

Combination Meter (harness side view)



Skid Control ECU (harness side connector)



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(a) Disconnect the skid control ECU connector.
(b) Disconnect the combination meter connector.
(c) Measure the resistance.
Standard

Tester Connection	Specified Condition
C9-38 - S1-36 (VSCW)	Below 1 Ω

(d) Measure the resistance.
Standard

Tester Connection	Specified Condition
S1-36 (VSCW) - Body ground	10 kΩ or higher

(e) Reconnect the combination meter connector.
(f) Reconnect the skid control ECU connector.

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

7	INSPECT COMBINATION METER ASSEMBLY

(a) Check the combination meter system (See page ME-8).
OK:
Combination meter is normal.

NG → **REPLACE COMBINATION METER ASSEMBLY**

OK

REPLACE MASTER CYLINDER SOLENOID

BC