

ALB Checker



Function Test

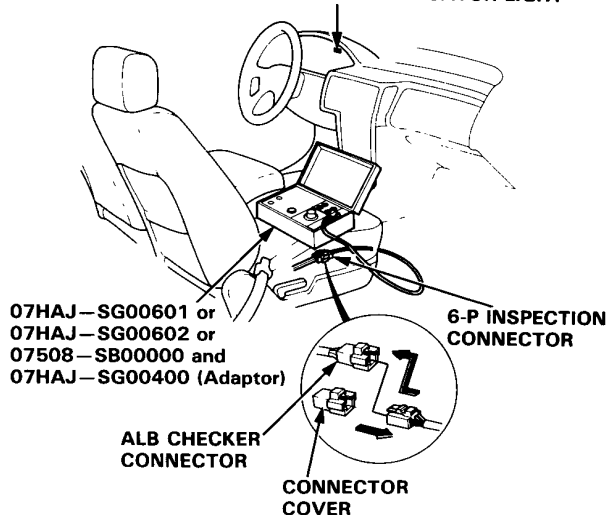
NOTE:

- The ALB checker is designed to confirm proper operation of the anti-lock brake system by simulating each system function and operating condition. Before using the checker, confirm that the anti-lock brake system indicator light is not indicating some other problem with the system. The light should go on when the ignition is first turned on and then go off and stay off one second after the engine is started.
- The checker should be used through modes 1–5 to confirm proper operation of the system in any one of the following situations:
 - After replacing any anti-lock brake system component.
 - After replacing or bleeding the system fluid (0 mode not necessary).
 - After any body or suspension repair that may have affected the sensors or their wiring.
- The procedure for modes 1–5 are on this page and 13-8, mode 0 (wheel sensor signal) is on page 13-9.
- Use the following models of ALB checkers:
 - 07HAJ–SG00601 or
 - 07HAJ–SG00602 or
 - 07508–SB00000 and
 - 07HAJ–SG00400 (Adaptor)

⚠ WARNING Disconnect the ALB checker before driving the car. A collision can result from a reduction, or complete loss, of braking ability causing severe personal injury or death.

1. With the ignition switch off, disconnect the 6-P inspection connector from the connector cover located on the cross-member under the passenger's seat and connect the 6-P inspection connector to the ALB checker.

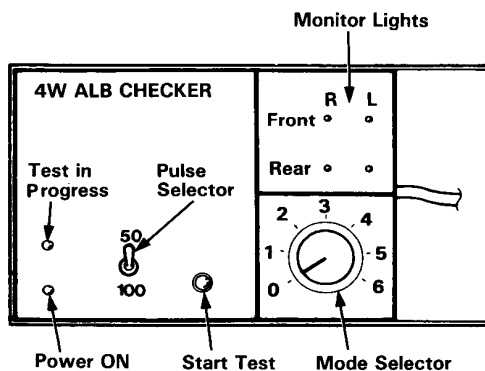
ANTI-LOCK BRAKE SYSTEM INDICATOR LIGHT



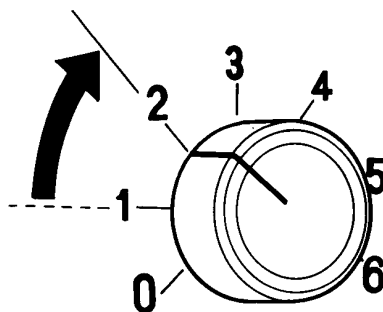
NOTE: Place the vehicle on level ground with the wheels blocked, put the transmission in neutral for manual transmission models, and in P for automatic transmission models.

2. Start the engine and release the parking brake.
3. Operate the ALB checker as follows:
 - (1) Set the pulse selector switch to 50.
 - (2) Turn the Mode Selector switch to "1".
 - (3) Push the Start Test switch:
 - The test in progress light should come ON.
 - In one or two more seconds, all four monitor lights should come on (If not the checker is faulty).
 - The anti-lock brake system indicator light should not come ON (If it comes on the checker harness to the 6-P connector connection is faulty).

NOTE: When the test in progress indicator light is ON. Don't turn the Mode Selector switch.



4. Turn the Mode Selector Switch to "2."



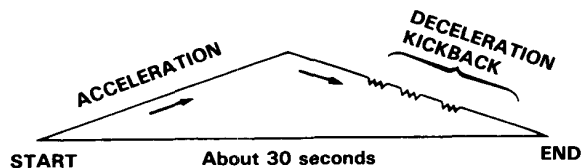
(cont'd)

ALB Checker

Function Test (cont'd)

5. Depress the brake pedal firmly and push the Start Test switch.
The anti-lock brake system indicator light should not go on while the Test in Progress light is ON. There should be kickback on the brake pedal. If not as described, go to troubleshooting, page 13-12.

NOTE: The operation sequence simulated by Modes 2, 3, 4 and 5:



6. Turn the Mode Selector switch to 3, 4 and 5.
Perform step 5 for each of the test mode positions.

Mode 1:

Sends the simulated driving signal 0 km/h (0 mph) → 180 km/h (112 mph) → 0 km/h (0 mph) of each wheel to the control unit to check the control unit self diagnosis circuit. There should be NO kickback.

Mode 2:

Sends the driving signal of each wheel, then sends the lock signal of the left rear wheel to the control unit. There should be kickback.

Mode 3:

Sends the driving signal of each wheel, then sends the lock signal of the right rear wheel to the control unit. There should be kickback.

Mode 4:

Sends the driving signal of each wheel, then sends the lock signal of the left front wheel to the control unit. There should be kickback.

Mode 5:

Sends the driving signal of each wheel, then sends the lock signal of the right front wheel to the control unit. There should be kickback.

Mode 6:

Not used on this model.

Inspection points:

1. The anti-lock brake system indicator light comes ON in mode 1.
 - Check the wiring.
2. There is no kickback in modes 2 through 5.
 - Shorted wires.
 - Faulty or disconnected power unit connector.
 - Faulty power unit.