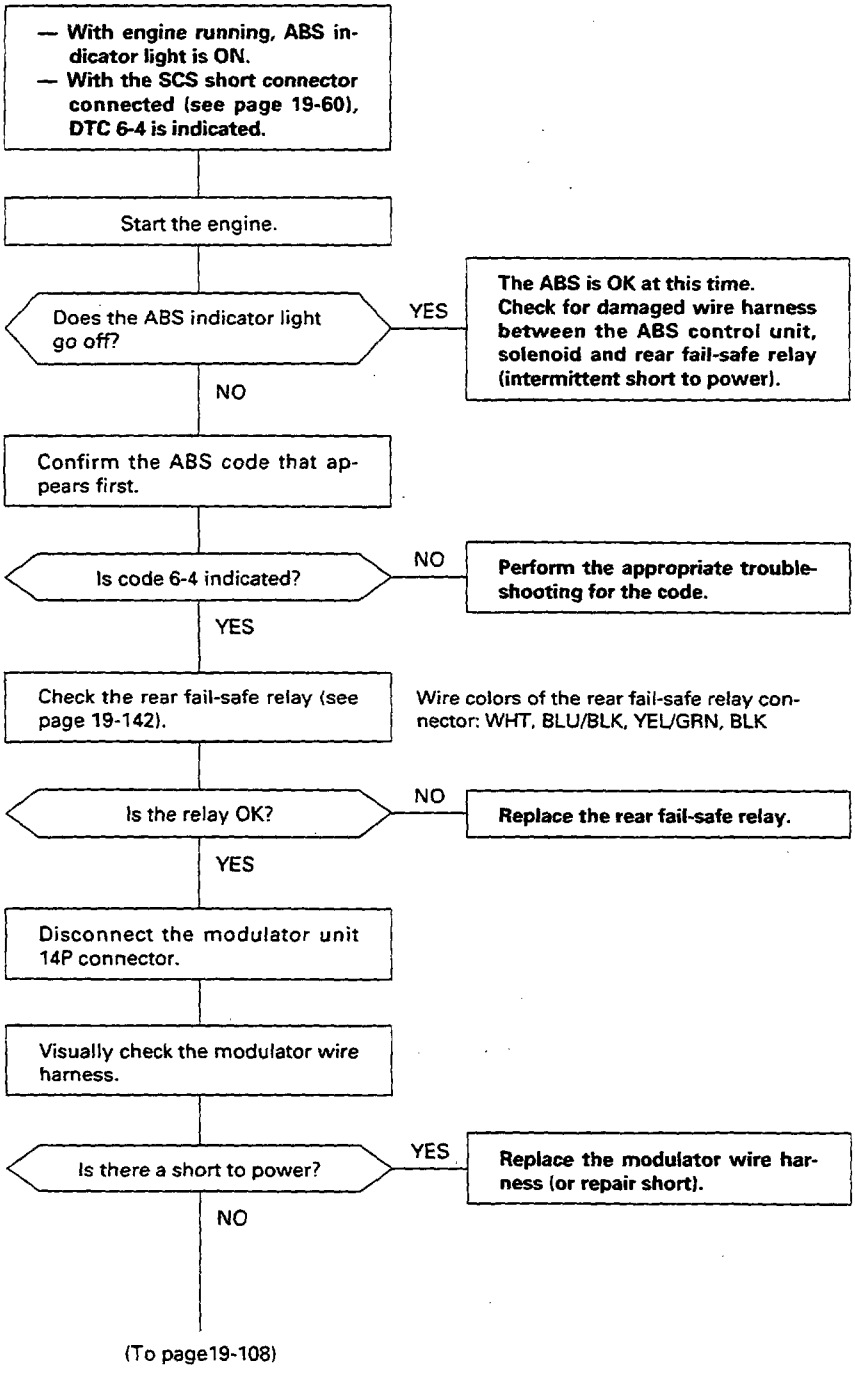
Rear Fail-safe Relay

Diagnostic Trouble Code (DTC) 6-4: Rear Fail-safe Relay Diagnosis

The ABS control unit monitors the voltage from the battery for the six solenoids during the initial diagnosis when the fail-safe relays are OFF.
The ABS control unit keeps the ABS indicator light on if it detects the battery voltage at the two rear solenoid circuits.
Possible causes:

- Rear fail-safe relay stuck ON
- Short to power in the solenoid drive circuits between the rear fail-safe relay and ABS control unit



(cont'd)

Rear Fail-safe Relay (cont'd)

(From page 19-107)

Start the engine.

Measure the voltage between the rear fail-safe relay connector No. 3 (BLU/BLK) terminal and body ground.

NOTE: The fail-safe relays are OFF when the ABS indicator light is kept on.

Is there battery voltage?

YES — **Repair short to power in the BLU/BLK wire between the rear fail-safe relay and modulator unit.**

NO

Turn the ignition switch OFF.

Disconnect the ABS control unit 26P connector.

Start the engine.

Measure the voltage between the ABS control unit 26P connector No. 3 (RED/WHT) terminal and body ground.

NOTE: Check with the modulator unit 14P connector disconnected.

Is there battery voltage?

YES — **Repair short to power in the RED/WHT wire between the ABS control unit and modulator unit.**

NO

Measure the voltage between the ABS control unit 26P connector No. 16 (YEL/WHT) terminal and body ground.

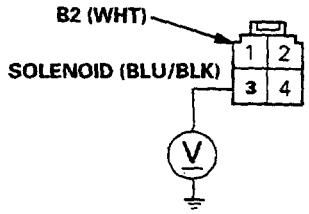
Is there battery voltage?

YES — **Repair short to power in the YEL/WHT wire between the ABS control unit and modulator unit.**

NO

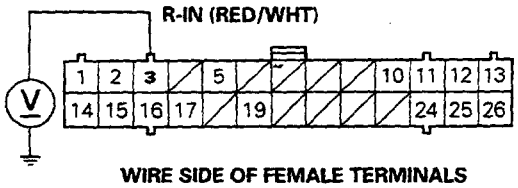
Check for loose ABS control unit connectors. If necessary, substitute a known-good ABS control unit and recheck.

REAR FAIL-SAFE RELAY CONNECTOR



WIRE SIDE OF FEMALE TERMINALS

ABS CONTROL UNIT 26P CONNECTOR



WIRE SIDE OF FEMALE TERMINALS