

## ABS WARNING LIGHT CIRCUIT (REMAINS ON)

### CIRCUIT DESCRIPTION

Inform the driver that there is trouble with ABS by illuminating the ABS warning light.

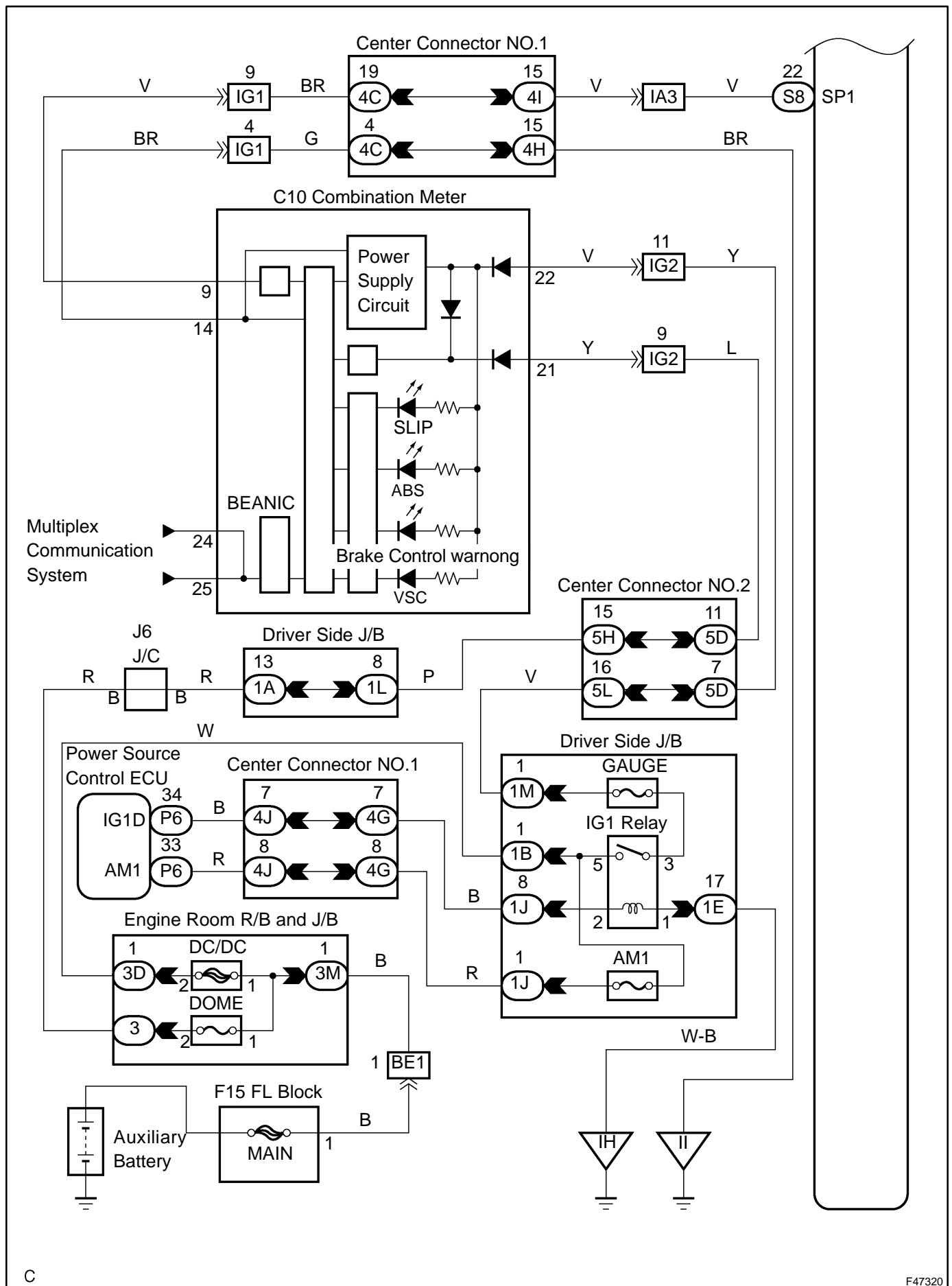
When DTC output is normal and the ABS warning lamp remains on, perform troubleshooting as indicated below.

The diagram illustrates the electrical connections for the 2005 Nissan Altima 2.5S. It shows the following components and their interconnections:

- Gateway ECU:** Connected to CA1L (18, G1), CA1H (17, G1), and MPD2 (12, G1).
- J16 J/C:** A junction connector connecting the Gateway ECU to the J15 J/C.
- J15 J/C:** A junction connector connecting the J16 J/C to the Skid Control ECU.
- Skid Control ECU:** Connected to CAN-L (18, S8) and CAN-H (19, S8).
- Center Connector NO.2:** A central connector with multiple pins (4, 13, 8, 5C, 5J, 5K, 5J) and ground connections (GR).
- A/C Control Assembly:** Connected to MPX+ (3, A8) and MPX2+ (11, A8).
- Driver Side J/B:** A junction block connecting the A/C Control Assembly to the Body ECU.
- Body ECU:** Connected to MPX1 (15, B5) and MPX2 (17, 1G).
- Transponder Key Computer:** Connected to MPX2 (16, T5) and MPX1 (17, T5).
- Center Connector NO.1:** A central connector with multiple pins (11, 4D, 4F, 2, 4D, 4I) and ground connections (GR).
- Transmission Control ECU:** Connected to MPX1 (19, T4) and MPX2 (18, T4).
- Smart Key ECU:** Connected to MPX1 (31, S11) and MPX2 (32, S11).
- Center Connector NO.1:** A central connector with multiple pins (7, 4I, 4L, 2, 4C, 4L) and ground connections (GR).
- C10 Combination Meter:** Connected to MPX+ (24, B) and MPX- (25, GR).
- Center Connector NO.2:** A central connector with multiple pins (13, 5D, 5G, 8, 5C, 5G) and ground connections (GR).
- Power Source Control ECU:** Connected to MPX1 (7, P6) and MPX2 (24, P6).
- Brake Control Power Supply:** Connected to BS2 (7, S10) and BS1 (3, S7).

The diagram uses various symbols for connectors, ground points, and signal lines. The labels for the components and connectors are as follows:

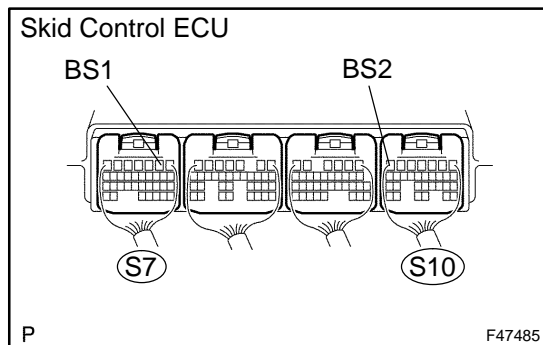
- Gateway ECU
- J16 J/C
- J15 J/C
- Skid Control ECU
- Center Connector NO.2
- A/C Control Assembly
- Driver Side J/B
- Body ECU
- Transponder Key Computer
- Center Connector NO.1
- Transmission Control ECU
- Smart Key ECU
- C10 Combination Meter
- Center Connector NO.2
- Power Source Control ECU
- Brake Control Power Supply
- Brake Control Power Supply



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## INSPECTION PROCEDURE

### 1 INSPECT SKID CONTROL ECU TERMINAL VOLTAGE (BS1, BS2)



- (a) Measure the voltage according to the value(s) in the table below.

**HINT:**

Measure the voltage from behind the connector with the connector connected to the skid control ECU.

**Standard:**

Tester Connection	Specified Condition
S7-3 (BS1) - Body ground	10 to 14 V
S10-7 (BS2) - Body ground	10 to 14 V

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REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

### 2 PERFORM ACTIVE TEST BY HAND-HELD TESTER(ABS WARNING LIGHT)

- (a) Connect the hand-held tester to the DLC3.  
 (b) Turn the power switch ON (READY).  
 (c) Select the item "ABS WARN LIGHT" in the ACTIVE TEST and operate the ABS warning light on the hand-held tester.

Item	Vehicle Condition / Test Details	Diagnostic Note
ABS WARN LIGHT	Turns ABS warning light ON / OFF	Observe combination meter

- (d) Check that "ON" and "OFF" of the ABS warning light can be shown on the combination meter by the hand-held tester.

**OK:**

The ABS warning light turns on or off in accordance with the hand-held tester.

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REPAIR OR REPLACE COMBINATION METER ASSY (SEE PAGE 05-1985 )

OK

REPLACE SKID CONTROL ECU ASSY (SEE PAGE 32-68 )

**NOTICE:**

When replacing the skid control ECU assy, perform initialization of linear solenoid valve and calibration (see page 05-956 ).