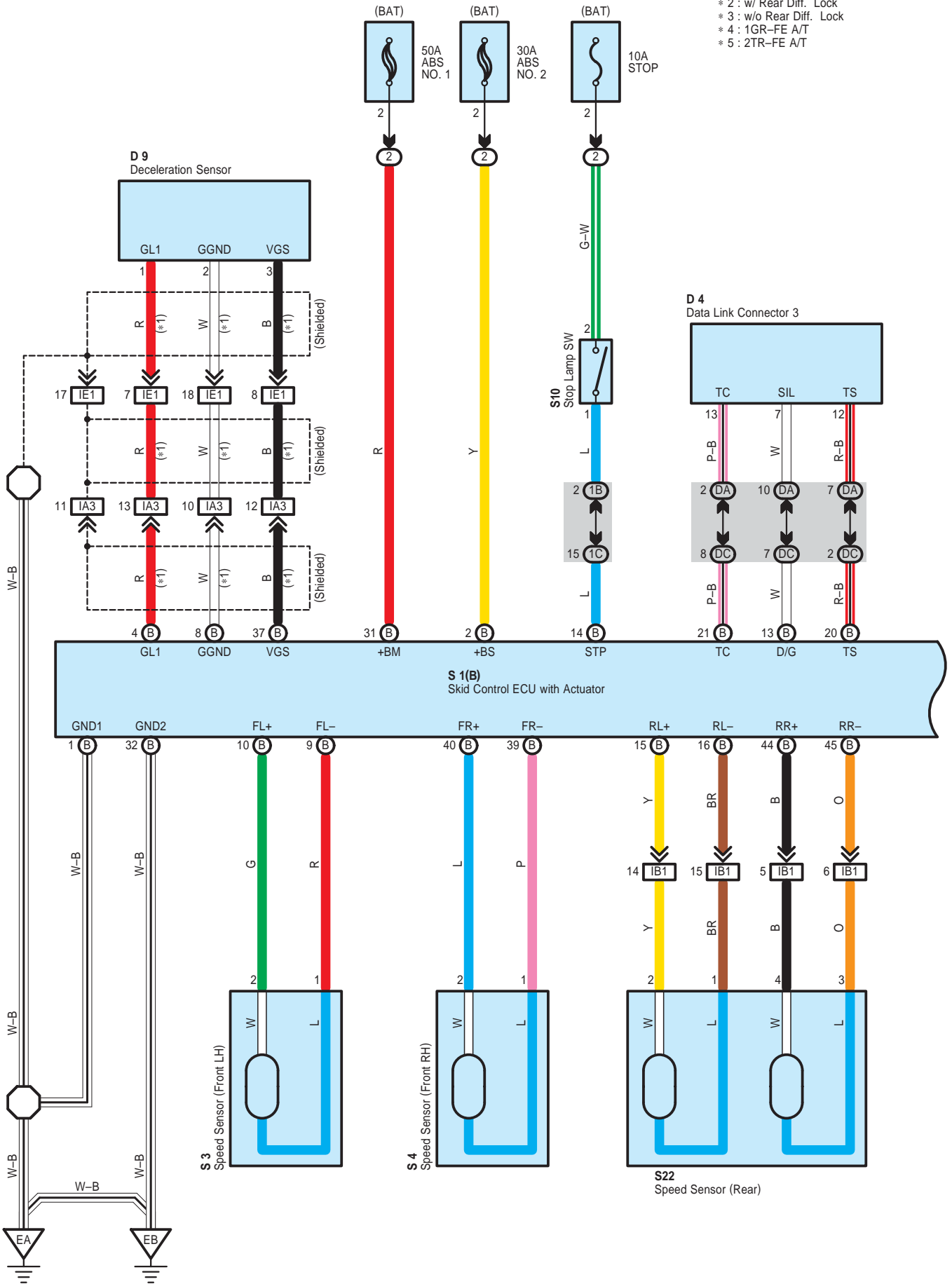
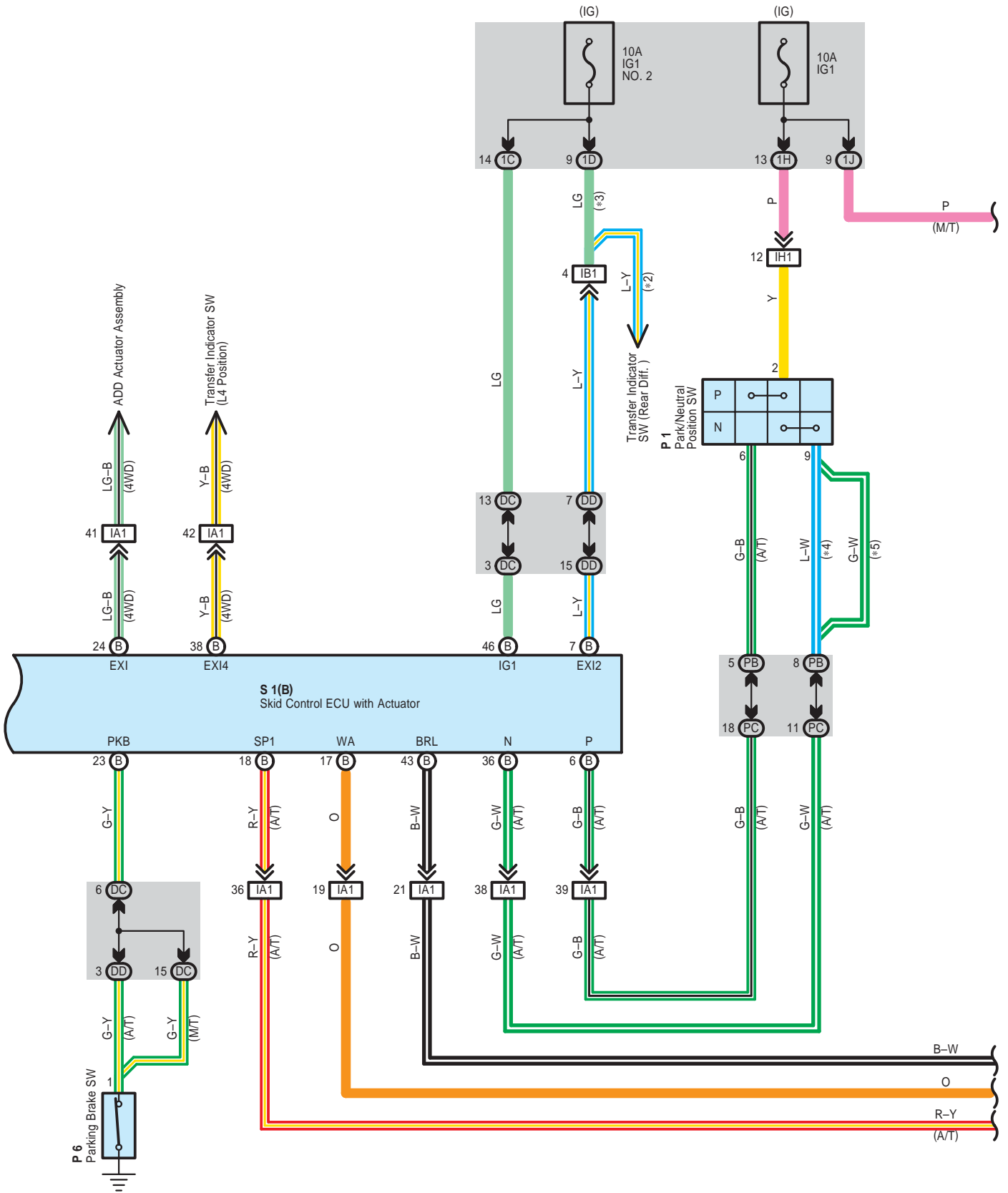
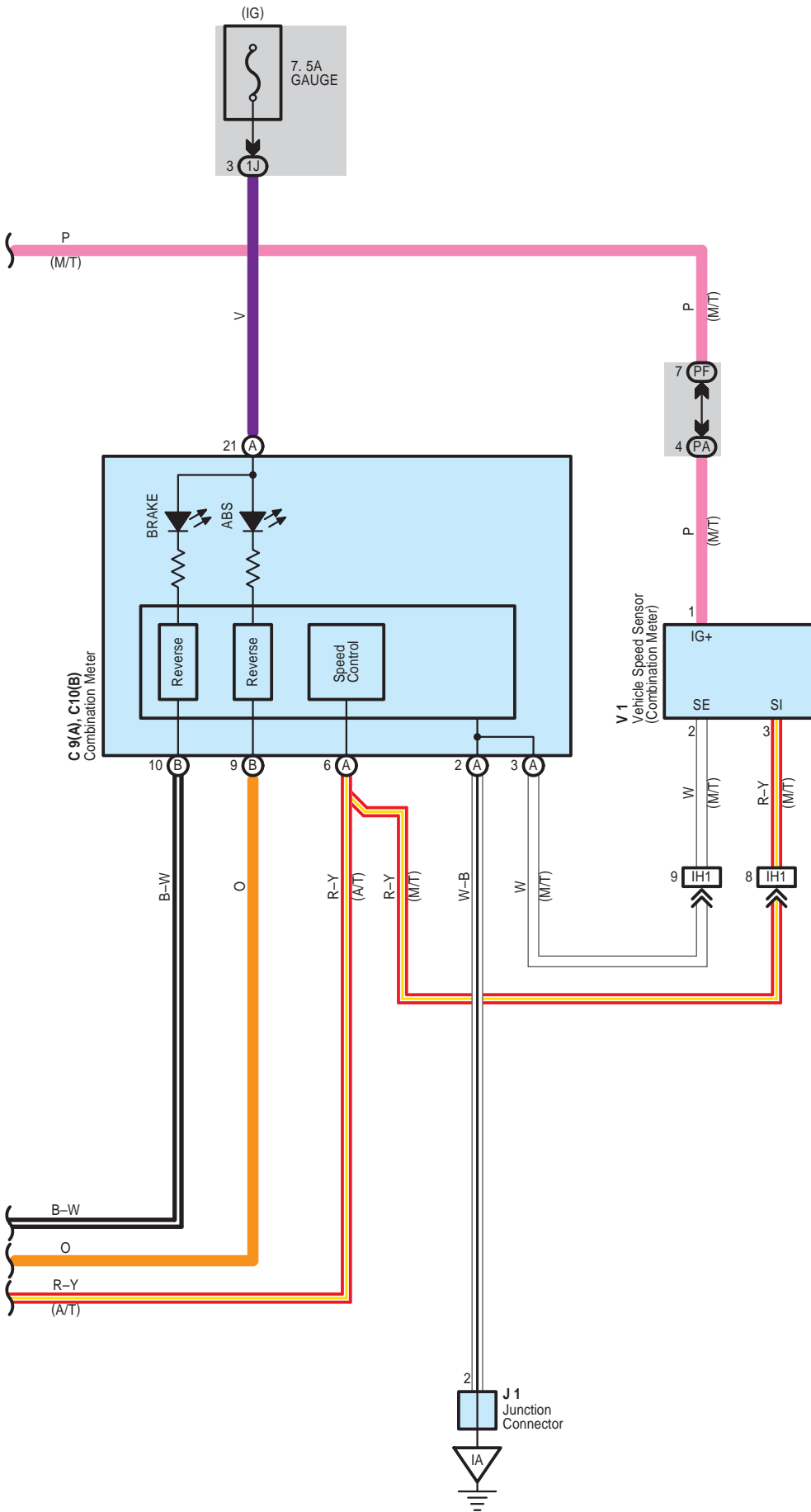


- \* 1 : 4WD, Prerunner
- \* 2 : w/ Rear Diff. Lock
- \* 3 : w/o Rear Diff. Lock
- \* 4 : 1GR-FE A/T
- \* 5 : 2TR-FE A/T







## System Outline

This system controls the respective brake fluid pressures acting on the disc brake cylinders of the right front wheel, left front wheel and rear wheels 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 (B) 10, (B) 15, (B) 40 and (B) 44 of the skid control ECU with actuator.

#### (2) Stop lamp SW signal

A signal is input to TERMINAL (B) 14 of the skid control ECU with actuator when the brake pedal is depressed.

### 2. System Operation

During sudden braking the skid control ECU with actuator has signals input from each sensor, which controls the current to the solenoid inside the actuator and lets the hydraulic pressure acting on each 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, thus preventing locking of the vehicle wheels.

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

## ○ : Parts Location

Code	See Page	Code	See Page	Code	See Page			
C9	A	44		P1	43 (2TR-FE)			
C10	B	44		P6	45			
D4		44		S1	B	41 (1GR-FE)	S22	47 (*1)
		46 (*1)				43 (2TR-FE)		48 (*2)
D9		48 (*2)		S3		41 (1GR-FE)	V1	41 (1GR-FE)
		49 (*3)			43 (2TR-FE)	43 (2TR-FE)		
J1		45		S4		41 (1GR-FE)		
P1		41 (1GR-FE)			43 (2TR-FE)			

## ○ : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
2	24	Engine Room R/B (Engine Compartment Left)

## ○ : Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	28	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
1C		
1D	28	Frame Wire and Driver Side J/B (Lower Finish Panel)
1H	29	Instrument Panel Wire and Driver Side J/B (Lower Finish Panel)
1J		
DA	34	Instrument Panel Wire and Instrument Panel J/B No.1 (Left Kick Panel)
DC	34	Engine Room Main Wire and Instrument Panel J/B No.1 (Left Kick Panel)
DD		
PA	36	Engine Wire and Instrument Panel J/B No.2 (Right Side of Glove Box)
PB		
PC	36	Instrument Panel Wire and Instrument Panel J/B No.2 (Right Side of Glove Box)
PF		

\* 1 : Double Cab    \* 2 : Access Cab    \* 3 : Regular Cab    \* 4 : Separate Seat    \* 5 : Bench Seat

# ABS

 : Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	54	Instrument Panel Wire and Engine Room Main Wire (Left Kick Panel)
IA3		
IB1	54	Frame Wire and Engine Room Main Wire (Left Kick Panel)
IE1	54	Instrument Panel Wire and Floor No.2 Wire (Left Kick Panel)
IH1	55	Engine Wire and Instrument Panel Wire (Right Side of Glove Box)

 : Ground Points

Code	See Page	Ground Points Location
EA	52 (1GR-FE)	Front Right Fender
	53 (2TR-FE)	
EB	52 (1GR-FE)	Front Left Fender
	53 (2TR-FE)	
IA	54	Left Kick Panel