

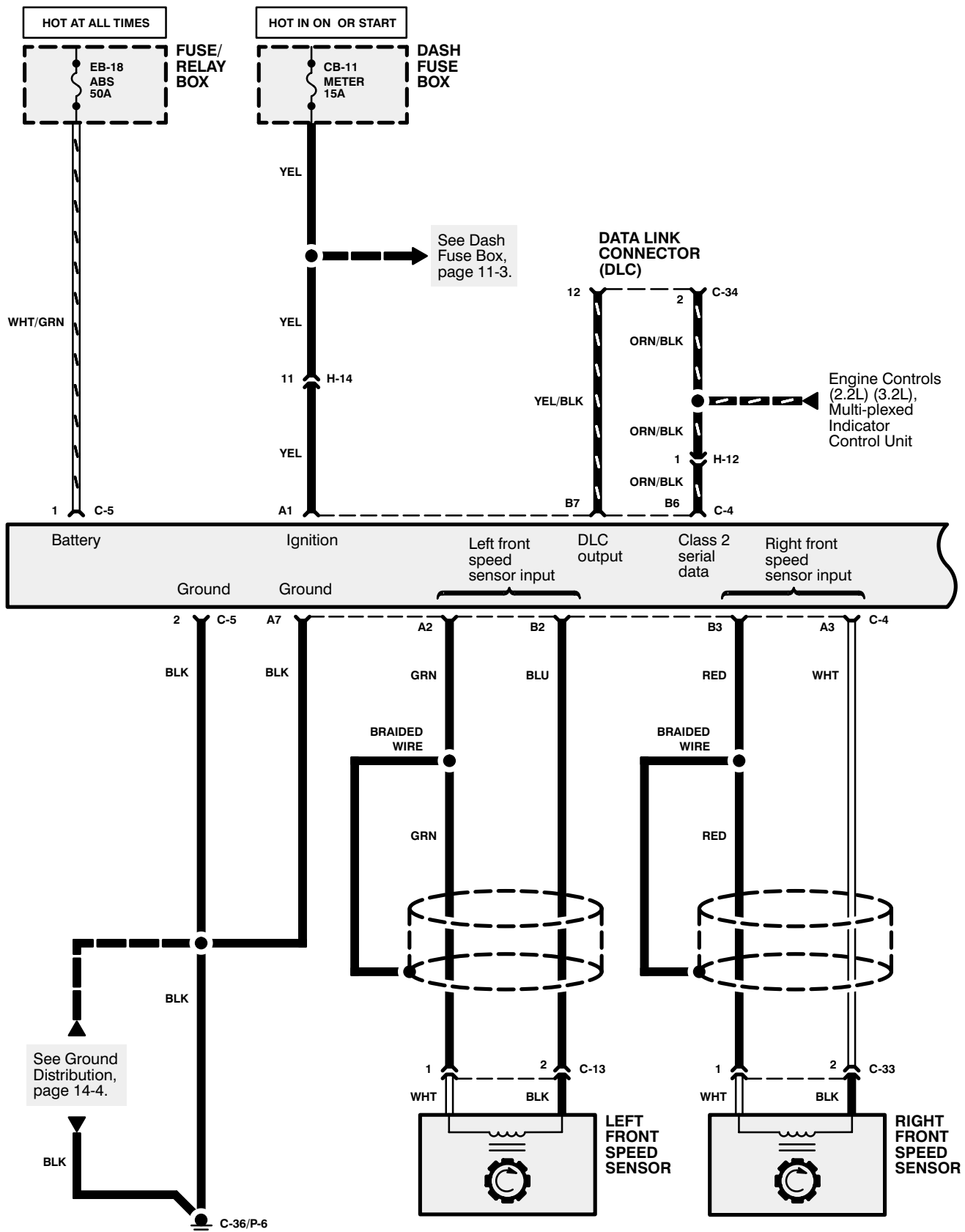
ANTI-LOCK BRAKE SYSTEM (ABS)

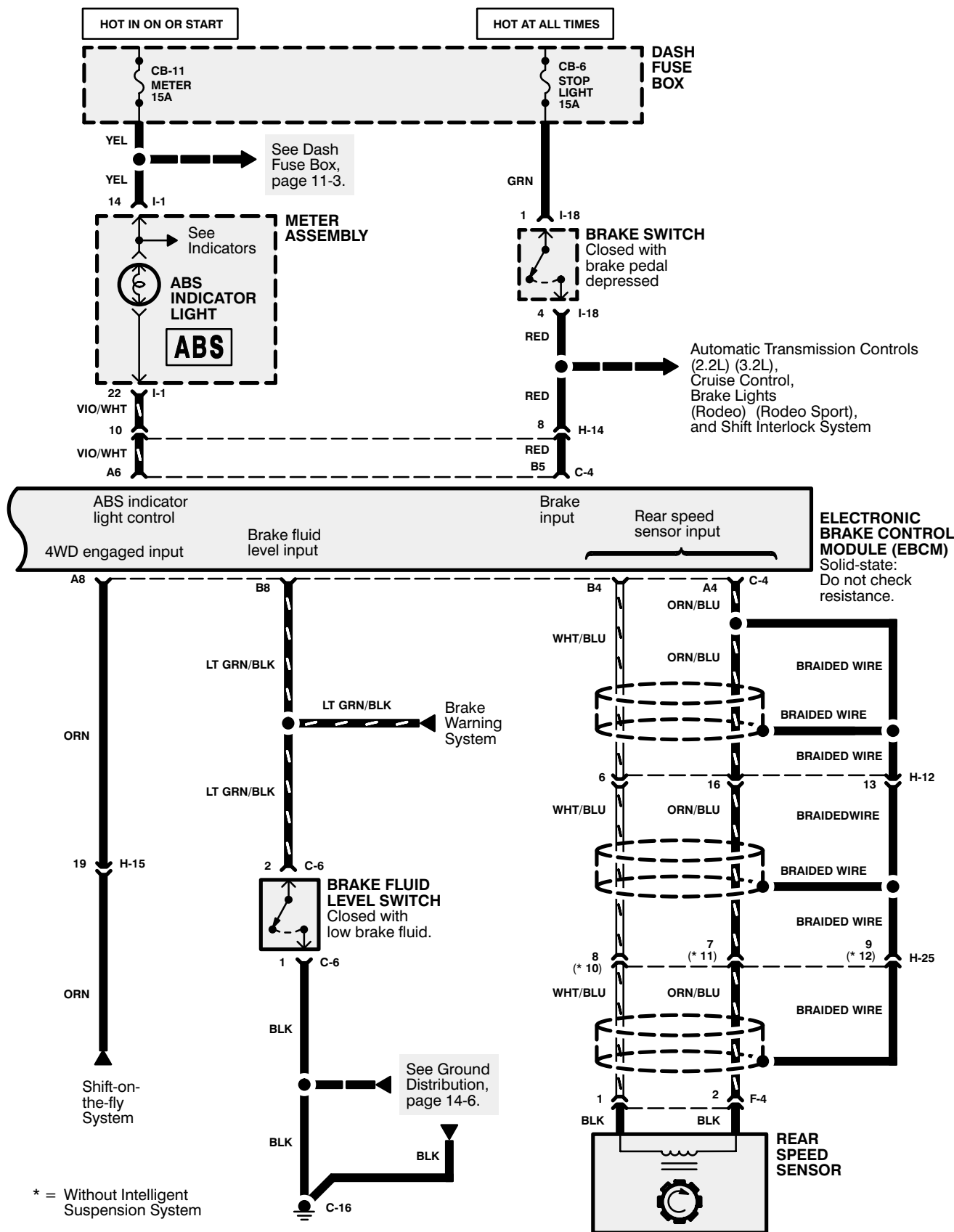
Component Index

- Brake Fluid Level Switch
- Brake Switch
- Dash Fuse Box
- Data Link Connector (DLC)
- Electronic Brake Control Module (EBCM)
- Fuse/Relay Box
- Left Front ABS Speed Sensor
- Rear Speed Sensor
- Right Front ABS Speed Sensor

ANTI-LOCK BRAKE SYSTEM (ABS)

Circuit Schematic





ANTI-LOCK BRAKE SYSTEM (ABS)

Component Location Index

(Refer to Section 201 for photographs.)

Component	Photo No.
Brake Fluid Level Switch	Left rear of engine compartment, in brake fluid reservoir 12
Brake Switch	Behind left side of I/P, on brake pedal support 68
Dash Fuse Box	Left side of I/P, behind panel 58
Data Link Connector (DLC)	
C-34 (16-BLK)	Below left side of I/P, near engine hood release 61
Electronic Brake Control	
Module (EBCM)	Right rear corner of engine compartment 17
Fuse/Relay Box	Right side of engine compartment, on inner fender panel 14
Left Front ABS Speed	
Sensor	Inside of left front wheel 1
Rear Speed Sensor	Under rear of vehicle, center of rear axle 118
Right Front ABS Speed	
Sensor	Inside of right front wheel 1
Connector	
C-13 (2-BRN)	Behind left front wheel 2
C-33 (2-BRN)	Behind right front wheel 2
F-4 (2-GRY)	Under center rear of vehicle 118
H-12 (20-BLU)	Below right side of I/P, behind kick panel 80
H-14 (19-BLK)	Below right side of I/P, behind kick panel 82
H-15 (20-BLU)	Behind left kick panel 63
H-25 (10-WHT)	
(with Intelligent	
Suspension System)	Under driver's seat, below carpet 72
H-25 (13-WHT)	
(without Intelligent	
Suspension System)	Under driver's seat, below carpet 72
I-1 (30-GRN)	Behind left side of I/P, on top of meter assembly 86
Ground	
C-16	Left rear corner of engine compartment, on inner fender panel 43
C-36	Right side of engine compartment, behind battery 13
P-6	Right side of engine compartment, behind battery 13

Circuit Option

The anti-lock system is controlled by the electronic brake control module (EBCM) whenever the vehicle is in motion (under power) over 5 mph. The EBCM constantly monitors the speed at each wheel (rear wheels act as one), and is activated when the brake pedal is pressed. The EBCM, in turn, alternately brakes the wheels individually, allowing better control during braking on slippery surfaces.