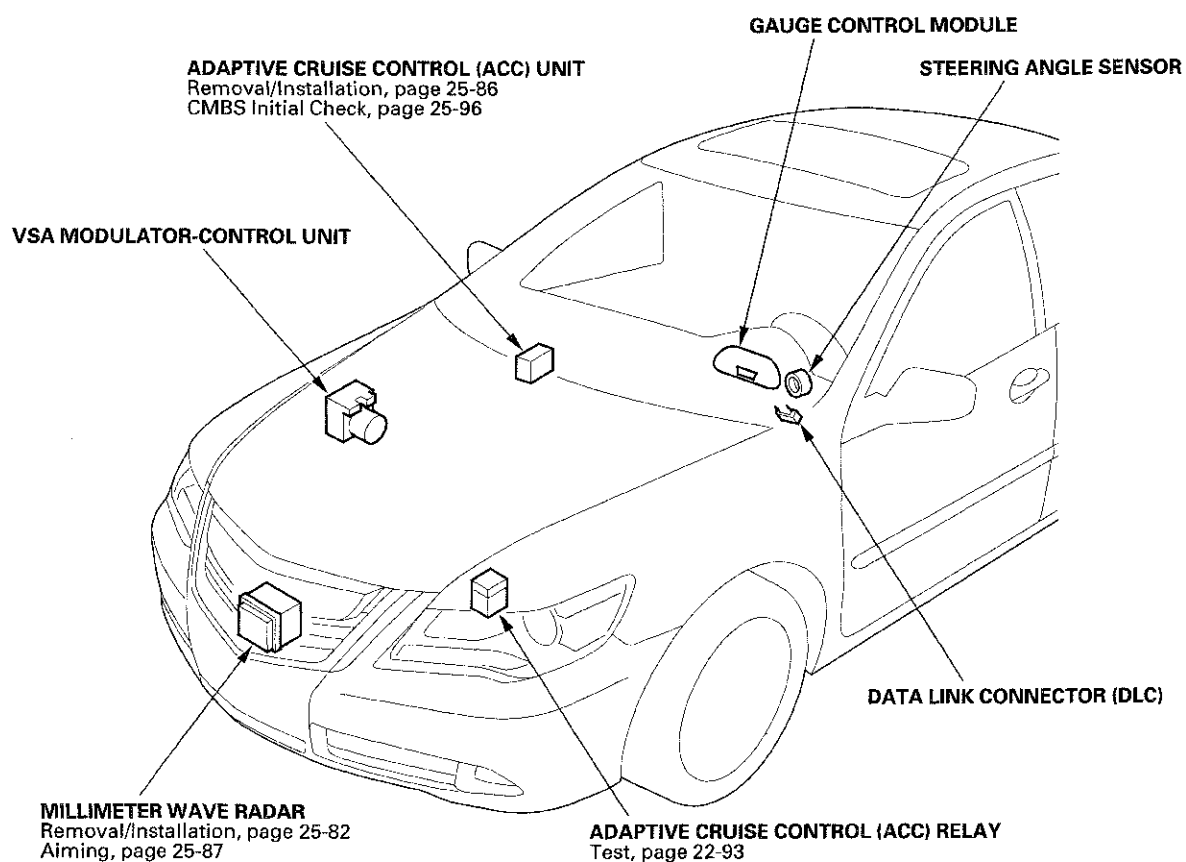
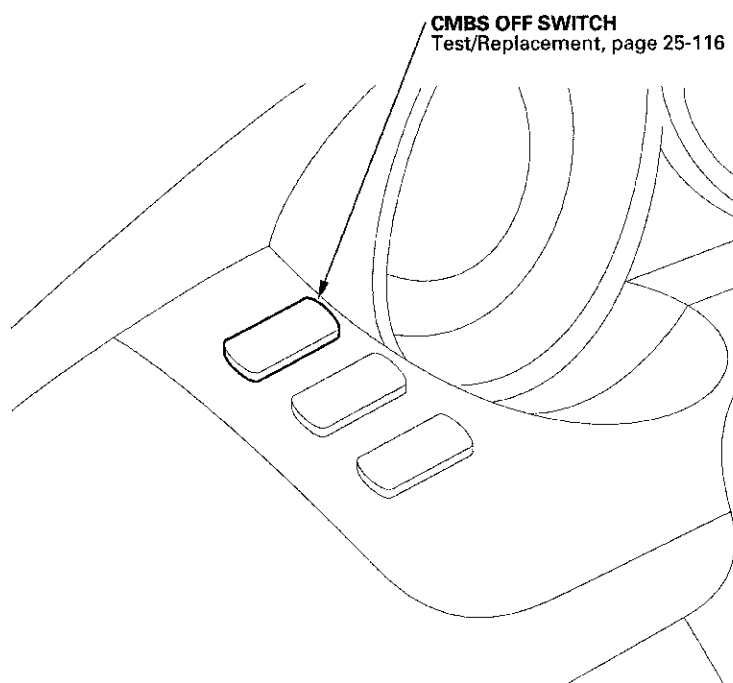
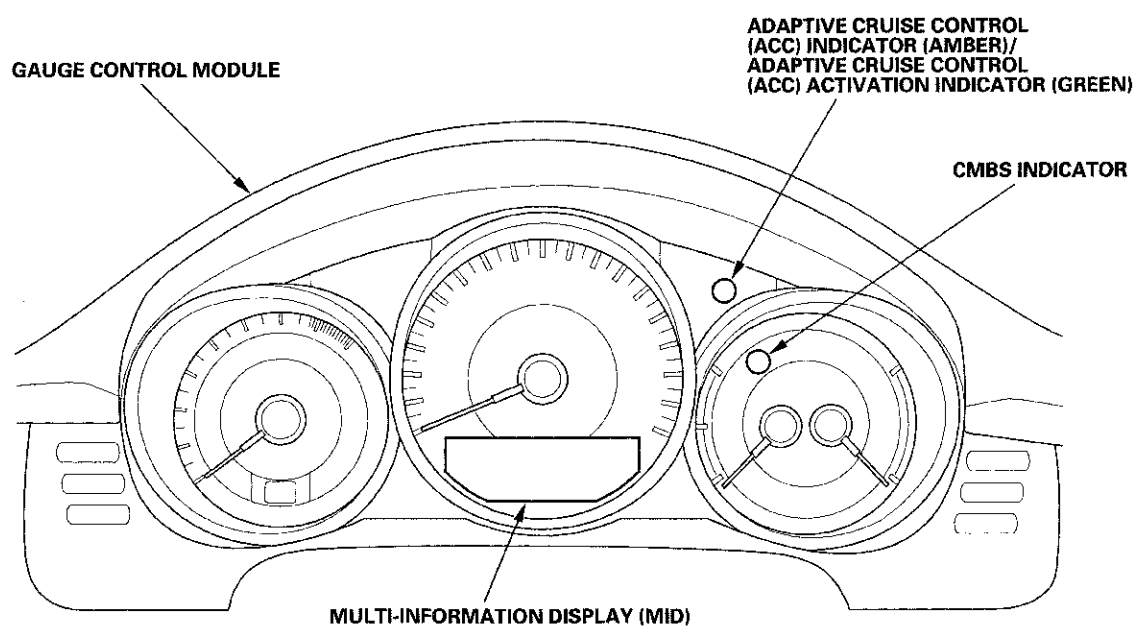


Collision Mitigation Brake System (CMBS)

Component Location Index





Collision Mitigation Brake System (CMBS)

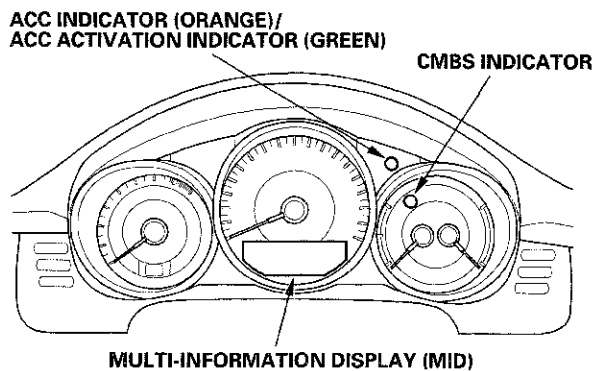
General Troubleshooting Information

CMBS Indicator

If the system is OK, the CMBS indicator goes off 2 seconds after turning the ignition switch to ON (II). The CMBS indicator comes on when the adaptive cruise control (ACC) unit detects a problem in the system.

NOTE:

- The ACC indicator indicates problems related with the ACC system and the CMBS.
- The CMBS indicator only indicates its system problems.
- The CMBS works with related systems such as the VSA system. If these related systems have a problem, the CMBS does not operate. In this case, the CMBS indicator and the related system indicator come on.



When a problem is detected by the self-diagnostic function, the CMBS stops operating, turns on the CMBS indicator, indicates the problem on the MID, and stores the DTC.

CMBS OFF Switch

Press and hold the CMBS OFF switch for at least a second to turn the CMBS off and on.

CMBS Indication

- If the system is OK, the CMBS indicator comes on for 5 seconds after turning the ignition switch ON (II) with the CMBS OFF switch on.
- When the system is activated, the word "BRAKE" is indicated on the MID and the warning buzzer sounds.
 - First stage, BRAKE indicator and buzzer
 - Second stage, BRAKE indicator, buzzer, light braking, and light seat belt tension
 - Third stage, BRAKE indicator, buzzer, strong braking, and strong seat belt tension
- If the system stops operating because of a problem, the MID indicates the problem.

ACC Unit

The ACC unit controls the brake and warning when the system recognizes the danger of a collision. The ACC unit has a self-diagnostic function. If the system detects a problem, it stops the CMBS, and turns on the CMBS indicator.

CMBS Initial Check

The ACC unit turns on the CMBS indicator if the CMBS initial check is not completed.

NOTE: For proper CMBS operation, if the ACC unit is replaced, do the CMBS initial check incomplete troubleshooting (DTC 100) (see page 25-113).

Millimeter Wave Radar

The millimeter wave radar recognizes the position of the vehicle running ahead and detects the two vehicles speed differential.

The ACC unit receives this information from the millimeter wave radar.

The millimeter wave radar also has an error detect function, and sends a signal to the ACC unit if an error is detected.



How to Troubleshoot DTCs

Check and clear the DTCs with the HDS.

NOTE: When both the ACC and CMBS indicators come on, do the ACC system troubleshooting first (except DTC 100).

Before troubleshooting, check and note these items:

- Ask the client about the conditions when the problem occurred, and try to reproduce the same conditions for troubleshooting.
- If the symptom does not appear and the CMBS indicator does not come on during the test-drive, but troubleshooting is done based on the DTC, check for poor connections or loose terminals at all connectors related to the circuit that you are troubleshooting.
- After the troubleshooting or repairs are done, clear the DTCs, and test-drive the vehicle under the same conditions as when the DTC was originally.
- The ACC system and the CMBS may sometimes stop working because of the environment (weather, road conditions, driving conditions, etc.). A DTC may be stored in these cases.

DTCs may be stored even when the system is normal:

ACC indicator does not come on, CMBS indicator comes on

DTC 88: Millimeter wave radar out of detection condition

The millimeter wave radar overheats, the power supply voltage for the millimeter wave radar is low, or there is a communication error between the ACC unit and the millimeter wave radar.

DTC 95: Power supply voltage too high

DTC 96: Power supply voltage too low

DTC 97: CMBS offset cancel timeout

Extensive driving on a rough road or the ignition switch is turned to ON (II)/LOCK (0).

DTC 102: CMBS parking brake incomplete releasing

Parking brake not fully released, or driving with the parking brake stuck.

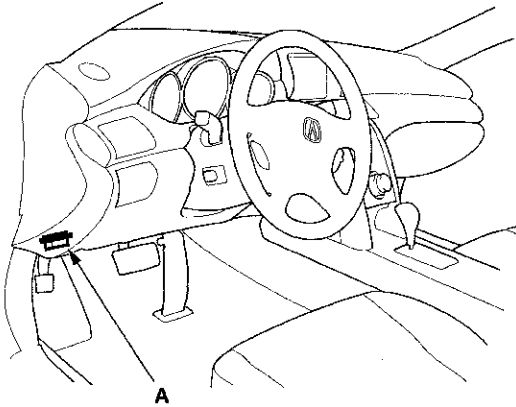
(cont'd)

Collision Mitigation Brake System (CMBS)

General Troubleshooting Information (cont'd)

How to Retrieve DTCs

1. With the ignition switch in LOCK (0), connect the HDS to the data link connector (DLC) (A) under the left side of the dashboard.



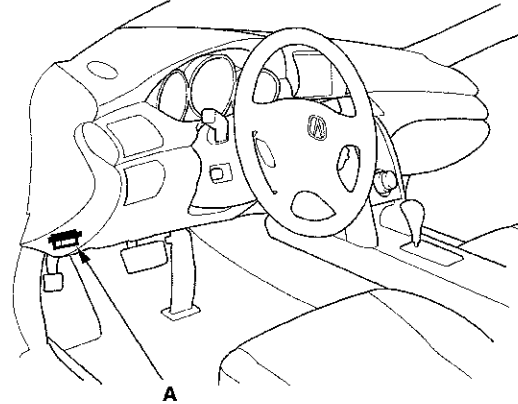
2. Turn the ignition switch to ON (II).
3. Make sure the HDS communicates with the vehicle and the ACC unit. If it does not communicate, troubleshoot the DLC circuit (see page 11-211).
4. Follow the prompts on the HDS to display the DTC(s) on the screen. After determining the DTC, refer to the DTC troubleshooting.

NOTE: See the HDS Help menu for specific instructions.

How to Clear DTCs

NOTE: You cannot clear the DTCs manually.

1. With the ignition switch in LOCK (0), connect the HDS to the data link connector (DLC) (A) under the left side of the dashboard.



2. Turn the ignition switch to ON (II).
3. Make sure the HDS communicates with the vehicle and the ACC unit. If it does not communicate, troubleshoot the DLC circuit (see page 11-211).
4. Clear the DTC(s) by following the screen prompts on the HDS.

NOTE:

- See the HDS Help menu for specific instructions.
- Some DTCs cannot be cleared until the radar aiming is complete.



DTC Troubleshooting Index

DTC	Detection Item	Adaptive Cruise Control (ACC) Indicator	CMBS Indicator	Page
11	Left rear wheel speed sensor signal error	ON	ON	(see page 25-20)
12	Right rear wheel speed sensor signal error	ON	ON	(see page 25-20)
13	Left front wheel speed sensor signal error	ON	ON	(see page 25-20)
14	Right front wheel speed sensor signal error	ON	ON	(see page 25-20)
20	Steering angle sensor malfunction	—	ON	(see page 25-109)
21	Yaw rate sensor error	ON	ON	(see page 25-21)
22	Yaw rate sensor center position revision value error	ON	ON	(see page 25-21)
23	Yaw rate sensor gain error	ON	ON	(see page 25-21)
25	Yaw rate sensor stabilizing malfunction	ON	ON	(see page 25-23)
26	Steering angle sensor adherence failure	—	ON	(see page 25-110)
30	Adaptive cruise control (ACC) relay circuit malfunction	ON	ON	(see page 25-24)
34	Master cylinder brake fluid pressure sensor circuit open/short	—	ON	(see page 25-110)
35	Master cylinder brake fluid pressure sensor center position error	—	ON	(see page 25-110)
36	Master cylinder brake fluid pressure sensor shift error	—	ON	(see page 25-110)

NOTE: When both the ACC and CMBS indicators come on, do the ACC system troubleshooting first (except DTC 100).

(cont'd)

Collision Mitigation Brake System (CMBS)

DTC Troubleshooting Index (cont'd)

DTC	Detection Item	Adaptive Cruise Control (ACC) Indicator	CMBS Indicator	Page
60	Communication line error	ON	ON	(see page 25-59)
61	Millimeter wave radar communication error	ON	ON	(see page 25-60)
62	Millimeter wave radar sensor error	ON	ON	(see page 25-62)
63	Millimeter wave radar aiming error	ON	ON	(see page 25-63)
64	CMBS operation error (excessive operation)	—	ON	(see page 25-112)
88	Millimeter wave radar out of detection condition	—	ON	(see page 25-97)
90	A/T control system (including PCM) malfunction	—	ON	(see page 25-65)
95	Power supply voltage too high	—	ON	(see page 25-97)
96	Power supply voltage too low	—	ON	(see page 25-97)
97	CMBS offset cancel timeout	—	ON	(see page 25-97)
100	CMBS initial check incomplete	ON	ON	(see page 25-113)
102	CMBS parking brake incomplete releasing	—	ON	(see page 25-97)
103	CMBS brake control prohibition	—	ON	(see page 25-114)
105	Dust or dirt on the millimeter wave radar	—	ON	(see page 25-66)
107	Millimeter wave radar aiming incomplete	ON	ON	(see page 25-67)
110	Lost communication with the PCM (PGM-FI system)	—	ON	(see page 25-68)
111	Lost communication with the PCM (A/T system)	—	ON	(see page 25-68)
112	Lost communication with the VSA modulator-control unit	—	ON	(see page 25-69)
113	Lost communication with the gauge control module	—	ON	(see page 25-71)
115	Lost communication with the SH-AWD control unit	—	ON	(see page 25-72)
117	Lost communication with the steering angle sensor	—	ON	(see page 25-115)

NOTE: When both the ACC and CMBS indicators come on, do the ACC system troubleshooting first (except DTC 100).



Symptom Troubleshooting Index

Symptom	Diagnostic procedure	Also check for
CMBS OFF switch does not turn on/turn off (CMBS indicator does not change)	1. Adaptive cruise control (ACC) system troubleshooting (No DTC Indication) (see page 25-74). 2. Test the CMBS OFF switch (see page 25-116). 3. Do the gauge control module self-diagnostic function (see page 22-396).	• An open in the wire • A short in the wire
The MID does not indicate when the CMBS OFF switch is operated	1. Adaptive cruise control (ACC) system troubleshooting (No DTC Indication) (see page 25-74). 2. Test the CMBS OFF switch (see page 25-116). 3. Do the gauge control module self-diagnostic function (see page 22-396).	• An open in the wire • A short in the wire
The buzzer does not sound	1. Adaptive cruise control (ACC) system troubleshooting (No DTC Indication) (see page 25-74). 2. Do the gauge control module self-diagnostic function (see page 22-396).	
The buzzer does not sound when the CMBS OFF switch is operated	1. Adaptive cruise control (ACC) system troubleshooting (No DTC Indication) (see page 25-74). 2. Do the gauge control module self-diagnostic function (see page 22-396).	
The MID does not indicate with the CMBS operating	1. Adaptive cruise control (ACC) system troubleshooting (No DTC Indication) (see page 25-74). 2. Do the gauge control module self-diagnostic function (see page 22-396).	
The CMBS system operates frequently	1. Adaptive cruise control (ACC) system troubleshooting (No DTC Indication) (see page 25-74). 2. Check the millimeter wave radar. 3. Check the front radar cover for warpage. 4. Check the wheel alignment.	Driving condition, weather, environmental influence
The CMBS system operated without danger of collision	1. Adaptive cruise control (ACC) system troubleshooting (No DTC Indication) (see page 25-74). 2. Check the millimeter wave radar. 3. Check the front radar cover for warpage. 4. Check the wheel alignment.	Driving condition, weather, environmental influence
The CMBS system didn't operate	1. Adaptive cruise control (ACC) system troubleshooting (No DTC Indication) (see page 25-74). 2. Check the millimeter wave radar. 3. Check the front radar cover for warpage. 4. Check the wheel alignment.	• Driving conditions, weather, environmental influences • Undetectable environment
CMBS indicator does not come on	Do the gauge control module self-diagnostic function (see page 22-396).	
CMBS indicator does not go off	Symptom troubleshooting (see page 25-116).	
HDS does not communicate with the adaptive cruise control (ACC) unit or the vehicle	Troubleshoot the DLC circuit (see page 11-211).	

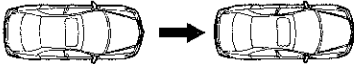
Collision Mitigation Brake System (CMBS)

System Description

The collision mitigation brake system (CMBS), anticipates collisions and assists brake operation to reduce the impact on occupants and vehicle damage. The system works in combination with the e-pretensioners, which retract the seat belts in anticipation of impact.

CMBS Operation

- Warnings are both audible (warning buzzer) and visual (MID)
- Evasive action support and collision-speed reduction by brake control

① Approaching a vehicle ahead: The CMBS warns the driver by a MID indication and buzzer sound.	② Closer to vehicle ahead: • Warning by a MID indication and buzzer sound. • CMBS aids perception and evasive action by using the sensory warning of light braking.	③ Collision unavoidable: • Warnings by a MID indication and buzzer sound. • CMBS reduces collision speed to mitigate damage.
① Approaching vehicle ahead 		
② Closer to vehicle ahead 		
③ Collision unavoidable 		



Main Functions of CMBS

- When a collision is about to happen and the relative speed (the speed difference from the object ahead) is greater than 9 mph (15 km/h), the system provides warnings (audible and visual) and brake control.
- When approaching a object ahead and the distance to the vehicle is very close, the system provides the collision warning (1st stage) by the MID indication and buzzer sounding.
- When the closing distance continues to decrease and there is a high risk of collision, the system applies light braking (2nd stage) with the 1st stage warning.
- When the system judges that a collision is imminent, the system activates emergency brake control.

CMBS Control

The CMBS is operated by the adaptive cruise control (ACC) unit. The CMBS has the following functions:

Obstacle determination function

The system determines the potential for collision by the distance from the vehicle ahead and the relative speed based on the millimeter wave radar and the predictable course calculated by the driving conditions (wheel speed and yaw rate).

Warning function

When there is a high risk of collision, the system sends warning directions to the gauge control module and warns by both audible and visual means.

Brake control function

When there is a high risk of collision, the system sends brake directions to the VSA modulator-control unit and controls braking action.

(cont'd)

Collision Mitigation Brake System (CMBS)

System Description (cont'd)

CMBS Activation Conditions

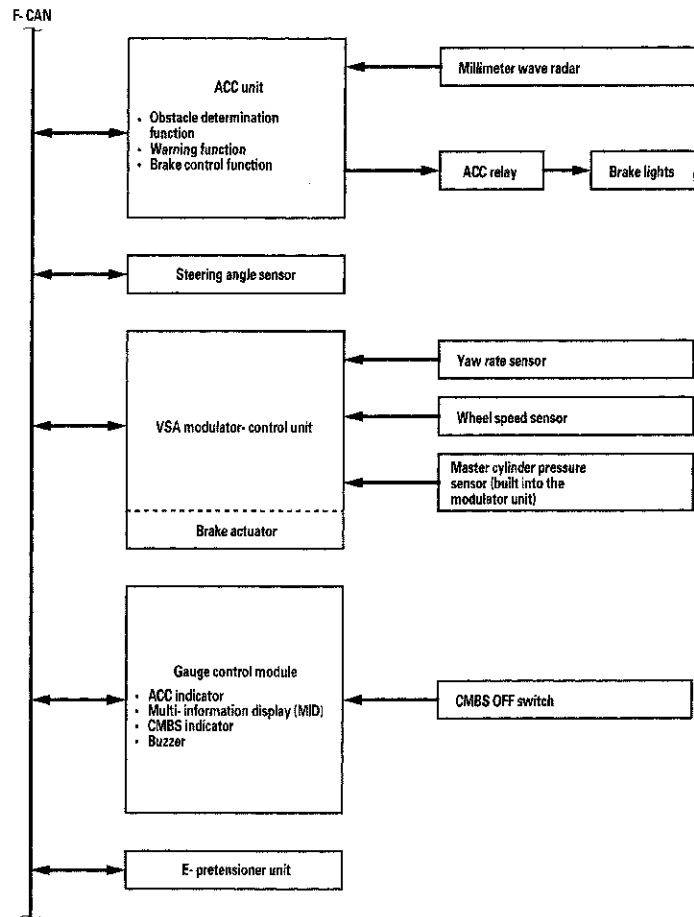
The system might activate (warn the driver, apply the brakes) when it detects or encounters these situations:

- Metallic projections on the road
- Metallic manhole and drain covers
- Signs and guardrails ahead
- Low overpasses and narrow gates
- Approaching vehicles that are turning left or right
- Passing slower vehicles ahead

The system might not activate (no warning or intervention) when it detects or encounters these situations:

- Low-speed, heavy traffic (such as in a traffic jam)
- Being cut-off by a slower vehicle
- Approaching a vehicle stopped at an angle
- Driving on curves
- Approaching a bicycle or moped
- Dirt or snow stuck on the front radar cover
- Heavy rain or snow

When the CMBS activates, it sounds and feels just like ABS activation.



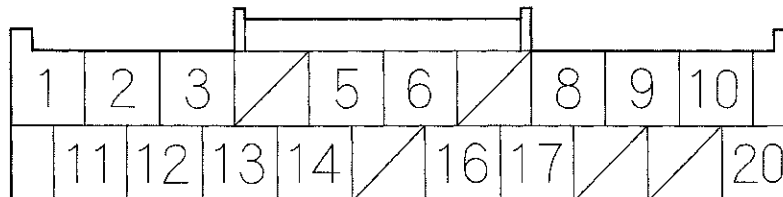
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Collision Mitigation Brake System (CMBS)

System Description (cont'd)

Adaptive Cruise Control (ACC) Unit Inputs and Outputs

ACC UNIT 20P CONNECTOR

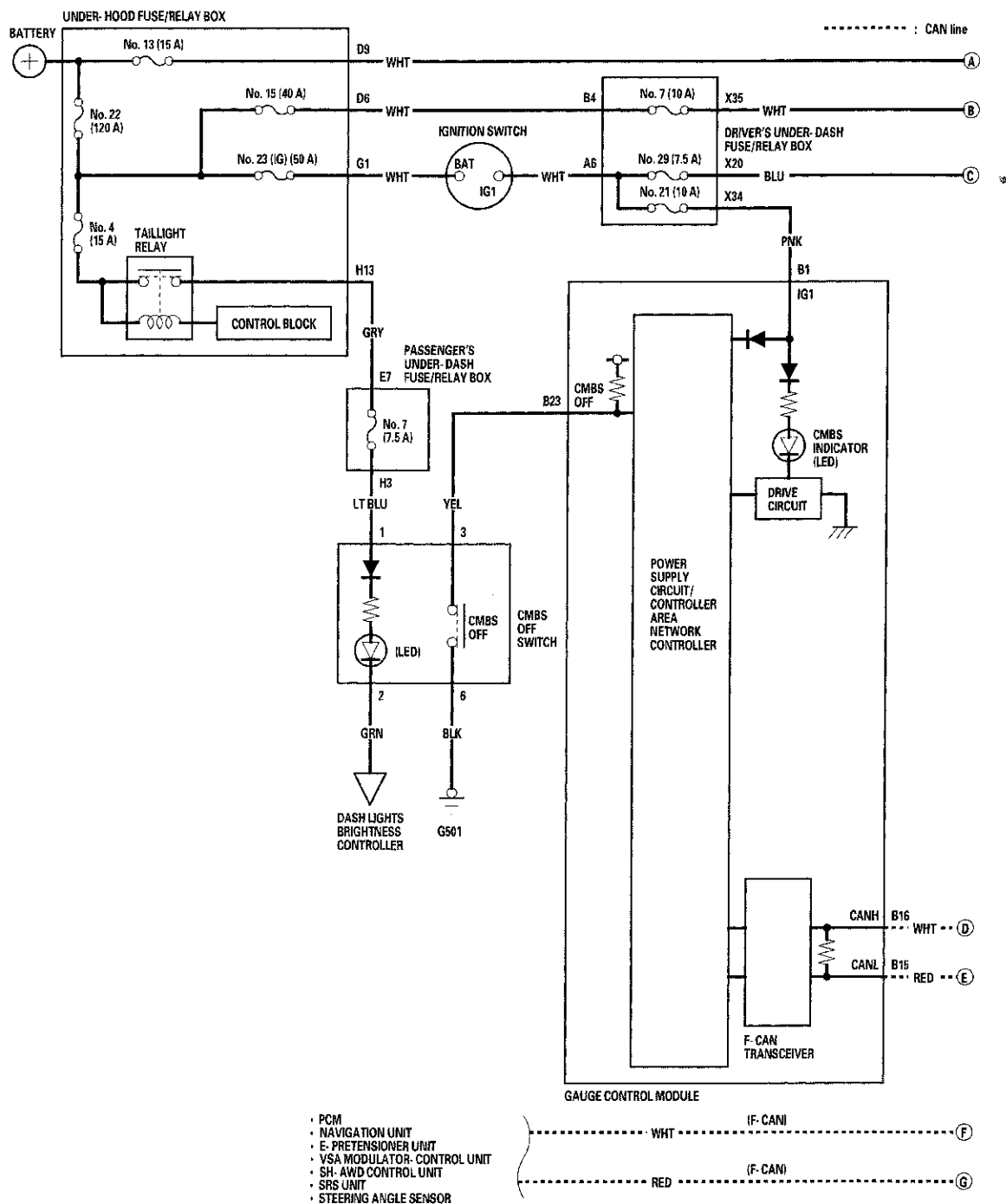


Wire side of female terminals

Terminal number	Wire color	Terminal sign	Terminal name	Description	Signal
1	RED	BRK DIAG	Brake diagnosis	Detects ACC relay	ACC system brake operated or brake pedal pressed: battery voltage
2	BLU	IG1	Ignition signal	Detects ignition signal	Ignition switch ON (II): battery voltage Ignition switch LOCK (0): about 0 V
3	GRN	SG	Brake fluid pressure sensor ground	Brake fluid pressure sensor ground	
5	RED	VCC	Voltage constant current	Provides brake fluid pressure sensor voltage	Ignition switch ON (II): about 5 V Ignition switch LOCK (0): about 0 V
6	BLU	PRESS FR	Pressure front right	Detects the brake fluid pressure signal of the right front brake caliper	Ignition switch ON (II): about 0.5—4.5 V Ignition switch LOCK (0): about 0 V
8	BLU	K-LINE	Data link	Sends and receives scan tool signal	
9	BLK	PG	Power ground	Ground circuit for the ACC system	
10	WHT	CANH	CAN High line	F-CAN communication (high) circuit	
11	BLK	LG1	Logic ground 1	Ground circuit for the ACC system	
12	BLK	LG2	Logic ground 2	Ground circuit for the ACC system	
13	WHT	VBU	Back-up voltage	Provides DTC memory voltage	Battery voltage
14	PNK	PRESS FL	Pressure front left	Detects the brake fluid pressure signal of the left front brake caliper	Ignition switch ON (II): about 0.5—4.5 V Ignition switch LOCK (0): about 0 V
16	BLU	BRK LAMP	Brake light	Drives the ACC relay	Ignition switch ON (II): battery voltage Ignition switch LOCK (0): about 0 V
17	WHT	M/R TRX	Millimeter wave radar data link	Communicates with the millimeter wave radar	Ignition switch ON (II): battery voltage Ignition switch LOCK (0): about 0 V
20	RED	CANL	CAN Low line	F-CAN communication (low)	



Circuit Diagram



(cont'd)



DTC Troubleshooting

DTC 20: Steering Angle Sensor Malfunction

NOTE: Before doing this troubleshooting procedure, check the steering angle sensor installation (see page 19-102).

1. Turn the ignition switch to ON (II).
2. Check for VSA system DTCs with the HDS.

Are any DTCs indicated?

YES—Troubleshoot the indicated VSA system DTC(s). ■

NO—Go to step 3.
3. Clear the DTCs with the HDS.
4. Turn the ignition switch to LOCK (0), then turn the ignition switch to ON (II).
5. Turn the steering wheel from lock-to-lock.
6. Check the DTCs with the HDS.

Is DTC 20 indicated?

YES—Go to step 7.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

7. Check the CALIBRATION STATUS OF STEERING ANGLE SENSOR in the DATA LIST with the HDS.

Is NOT COMPLETE indicated?

YES—Do the steering neutral position memorization procedure (see page 19-104). ■

NO—Faulty steering angle sensor; replace the steering angle sensor, and recheck (see page 19-102). If the problem goes away, replace the ACC unit (see page 25-86). ■

Collision Mitigation Brake System (CMBS)

DTC Troubleshooting (cont'd)

DTC 26: Steering Angle Sensor Adherence Failure

NOTE: Before doing this troubleshooting procedure, check the steering angle sensor installation.

1. Turn the ignition switch to ON (II).
2. Check for VSA system DTCs with the HDS.

Are any DTCs indicated?

YES—Troubleshoot the indicated VSA system DTC(s). ■

NO—Go to step 3.

3. Check the STEERING ANGLE in the DATA LIST with the HDS, and turn the steering wheel from lock-to-lock.

Do any values change?

YES—Faulty ACC unit; replace the ACC unit (see page 25-86). ■

NO—Faulty steering angle sensor; replace the steering angle sensor (see page 19-102). ■

DTC 34: Master Cylinder Brake Fluid Pressure Sensor Circuit Open/Short

DTC 35: Master Cylinder Brake Fluid Pressure Sensor Center Position Error

DTC 36: Master Cylinder Brake Fluid Pressure Sensor Shift Error

1. Turn the ignition switch to ON (II).
2. Clear the DTCs with the HDS.
3. Watch the adaptive cruise control (ACC) indicator.

Does the ACC indicator stay off?

YES—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

NO—Go to step 4.

4. Press the brake pedal.
5. Watch the ACC indicator.

Does the ACC indicator stay off?

YES—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

NO—Go to step 6.

6. Check for DTCs with the HDS.

Is DTC 34, 35, or 36 indicated?

YES—Go to step 7.

NO—Troubleshoot the indicated DTC(s). ■



7. With the brake pedal released, check the master cylinder brake fluid pressure voltage (BRAKE P) with the HDS.

Is there about 0.5 V?

YES—Go to step 8.

NO—Check the VSA system. ■

8. Test the brake booster (see page 19-20).
9. Press the brake pedal with about 314 N (32 kgf, 70.6 lbf) of pressure.
10. Check the master cylinder brake fluid pressure voltage (BRAKE P) with the HDS.

Is there about 2.5 V?

YES—Go to step 11.

NO—Check the VSA system. ■

11. Check the brake switch signal (BRAKE SW (N.O.)) with the HDS.

Does the indication show ON when the brake pedal is pressed, and show OFF when the brake pedal is released?

YES—Check for loose or poor connections. If OK, replace the ACC unit (see page 25-86). ■

NO—Go to step 12.

12. Check for DTCs with the HDS.

Is DTC 60, 110, or 111 indicated?

YES—Troubleshoot the indicated DTC(s). ■

NO—Troubleshoot the brake pedal position switch signal circuit (see page 11-311). ■

Collision Mitigation Brake System (CMBS)

DTC Troubleshooting (cont'd)

DTC 64: CMBS Operation Error (Excessive Operation)

NOTE: If the CMBS operates frequently, DTC 64 is stored.

1. Remove the upper grille (see page 20-162).
2. Inspect the frame for warpage, and check the installation of the millimeter wave radar and the main bracket.

Is the installation and the frame OK?

YES—Go to step 3.

NO—Reinstall the components correctly, or replace if damaged, then go to step 3.

3. Turn the ignition switch to ON (II).
4. Do the millimeter wave radar aiming (see page 25-87).
5. Clear the DTCs with the HDS.
6. Turn the adaptive cruise control (ACC) switch ON.
7. Watch the ACC and CMBS indicators.

Do both indicators come on?

YES—Go to step 8.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

8. Clear the DTCs with the HDS.

9. Watch the CMBS indicator.

Does the CMBS indicator come on?

YES—Go to step 10.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

10. Check for DTCs with the HDS.

Is DTC 64 indicated?

YES—Check for loose or poor connections. If OK, replace the ACC unit (see page 25-86). ■

NO—Troubleshoot the indicated DTC(s). ■



DTC 100: CMBS Initial Check Incomplete

NOTE: The CMBS initial check function checks the communication between the adaptive cruise control (ACC) unit and VSA modulator-control unit. If the CMBS initial check is incomplete, the ACC and CMBS indicators come on. For the CMBS to operate properly, always do the CMBS initial check after replacing the ACC unit or the VSA modulator-control unit.

1. Turn the ignition switch to ON (II).
2. Watch the VSA indicator.

Does the VSA indicator come on?

YES—Troubleshoot the indicated VSA system DTC(s). ■

NO—Go to step 3.

3. Check for VSA system DTCs with the HDS.

Are any DTCs indicated?

YES—Troubleshoot the indicated VSA system DTC(s). ■

NO—Go to step 4.

4. Start the engine.
5. Select CMBS from the DRIVING SUPPORT menu, then enter the MISCELLANEOUS TEST.
6. Do the CMBS brake forced operation.
7. Watch the ACC and CMBS indicators.

Do both indicators come on?

YES—Go to step 8.

NO—The system is OK at this time. The CMBS initial check is complete. ■

8. Check for ACC system DTCs with the HDS.

Are any DTCs except DTC 100 indicated?

YES—Troubleshoot the indicated DTC(s). ■

NO—Check for loose or poor connections. If OK, replace the ACC unit (see page 25-86). ■

Collision Mitigation Brake System (CMBS)

DTC Troubleshooting (cont'd)

DTC 103: CMBS Brake Control Prohibition

1. Turn the ignition switch to ON (II).
2. Check for VSA system DTCs with the HDS.

Are any DTCs indicated?

YES—Troubleshoot the indicated VSA system DTC(s). ■

NO—Go to step 3.

3. Clear the DTCs with the HDS.
4. Watch the CMBS indicator.

Does the CMBS indicator come on?

YES—Go to step 5.

NO—The system is OK at this time. ■

5. Check for adaptive cruise control (ACC) system DTCs with the HDS.

Is DTC 103 indicated?

YES—Check for loose or poor connections. If OK, replace the ACC unit (see page 25-86). ■

NO—Troubleshoot the indicated DTC(s). ■



DTC 117: Lost Communication with the Steering Angle Sensor

1. Clear the DTCs with the HDS.
2. Turn the ignition switch to ON (II).
3. Check for DTCs with the HDS.

Is DTC 117 indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Check for loose or poor connections. ■

4. Check for VSA system DTCs with the HDS.

Are any DTCs indicated?

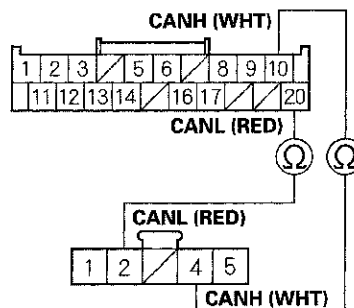
YES—Troubleshoot the indicated VSA system DTC(s). ■

NO—Go to step 5.

5. Turn the ignition switch to LOCK (0).
6. Disconnect the dashboard wire harness 5P connector from the steering angle sensor (see page 19-102).
7. Disconnect the dashboard wire harness 20P connector from the adaptive cruise control (ACC) unit (see page 25-86).

8. Check for continuity between ACC unit 20P connector terminal No. 10 and steering angle sensor 5P connector terminal No. 4, and between ACC unit 20P connector terminal No. 20 and steering angle sensor 5P connector terminal No. 2.

ACC UNIT 20P CONNECTOR
Wire side of female terminals



STEERING ANGLE SENSOR 5P CONNECTOR
Wire side of female terminals

Is there continuity?

YES—Faulty ACC unit; replace the ACC unit (see page 25-86). ■

NO—Open in the dashboard wire harness; replace the dashboard wire harness. ■

Collision Mitigation Brake System (CMBS)

Symptom Troubleshooting

CMBS indicator does not go off

1. Turn the ignition switch to ON (II).
2. Press and hold the CMBS OFF switch for a second or more to turn off the system.
3. Watch the CMBS indicator.

Does the CMBS indicator go off?

YES—The system is OK at this time. ■

NO—Go to step 4.

4. Turn the ignition switch to LOCK (0).
5. Connect the HDS to the data link connector.
6. Clear the DTCs with the HDS.
7. Turn the ignition switch to ON (II).
8. Check for the adaptive cruise control (ACC) system, VSA, and PCM DTCs with the HDS.

Are any DTCs indicated?

YES—Troubleshoot the indicated DTC(s). ■

NO—Go to step 9.

9. Start the engine, and wait at least 2 seconds.
10. Watch the CMBS indicator.

Does the CMBS indicator stay off?

YES—The system is OK at this time. ■

NO—Go to step 11.

11. Stop the engine.
12. Check for ACC system DTCs with the HDS.

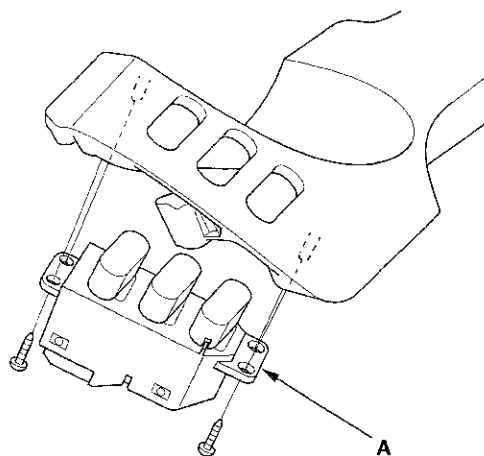
Are any DTCs indicated?

YES—Troubleshoot the indicated DTC(s). ■

NO—Test the CMBS OFF switch (see page 25-116).
If the switch is OK, do the gauge control module self-diagnostic function (see page 22-396). ■

CMBS OFF Switch Test/ Replacement

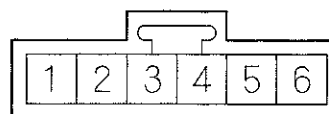
1. Remove the instrument fascia (see page 20-99).
2. Remove the screws and the multi-switch (A).



3. Check for continuity between the terminals in each CMBS OFF switch position according to the table.

Terminal	1	2	3	6
Position				
ON	○	⊕	○	
OFF	○	⊕	○	○

CMBS OFF SWITCH 6P CONNETOR



4. If the continuity is not as specified, replace the switch.

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