ABS VERIFICATION TEST

For a complete wiring diagram, **refer to the Wiring Information**.

NOTE: The Dynamics Sensor is internal to the Occupant Restraints Controller (ORC)
ABS VERIFICATION TEST

WARNING:To avoid possible serious or fatal injury, check brake capability is available before road testing.

1. Connect all previously disconnected components and connectors.
2. If any of the following components were replaced, use the following table below and perform the correct routines using the scan tool under “Miscellaneous Functions”:
   NOTE: The Dynamics Sensor is internal to the Occupant Restraints Controller (ORC).
   NOTE: If the ABS is not initialized, the ABS indicator will flash continuously.

Component	Routines
Anti-lock Brake System (ABS) Module	ABS Initialization/Brake Pedal Calibration
Hydraulic Control Unit (HCU)	ABS Initialization/ABS Bleed Brakes/Brake Pedal Calibration
Integrated Control Unit (ICU)	ABS Initialization/ABS Bleed Brakes/Brake Pedal Calibration
Brake Pedal Sensor	Brake Pedal Calibration
Occupant Restraints Controller (ORC)/Dynamics Sensor	ABS Initialization
Steering Control Module (SCM)/Steering Angle Sensor (SAS)	ABS Initialization

NOTE: If any of the Wheel Speed Sensors were replaced, test drive the vehicle at a speed above 25 km/h (15 mph) for several minutes.
NOTE: If the ABS Module or the ORC was replaced, there may be a Dynamic Sensor DTC active. To initialize the ABS Module and clear offsets have the vehicle on level ground and wheels pointing straight ahead and follow the directions on the scan tool. If the ORC was replaced, test drive the vehicle by turning the vehicle left or right in a curving manner at a velocity between 10 and 25 km/h (6 and 15 mph) for a period longer than two minutes.

3. Ignition off.
4. Verify all accessories are turned off and the battery is fully charged.
5. Ignition on, engine not running.
6. With the scan tool, erase all Diagnostic Trouble Codes (DTCs) from All modules. Start the engine and allow it to run for two minutes and fully operate the system that was indicating the failure.
7. Cycle the ignition off and to ignition on, engine not running.
8. With the scan tool, read DTCs in the ABS Module.

9. If any DTCs are present, perform the appropriate diagnostic procedure. (Refer to 28 - DTC-Based Diagnostics/MODULE, Antilock Brake (ABS) - Diagnosis and Testing) .

NOTE: For Sensor Signal Plausibility and Pump Motor faults, the ABS Module must verify that the failure conditions are no longer present in the current ignition cycle before it can turn off the failure lamp(s). This may require the vehicle to be driven for several minutes above 15 k/mh (9 mph). Once it has been determined that the failure condition is no longer present the lamp(s) will be turned off. If there are no DTCs present after turning ignition on, road test the vehicle for at least five minutes.

- Slowly turn the steering wheel from lock to lock.
- Test drive the vehicle by turning the vehicle left or right in a curving manner at a speeds between 10 and 25 km/h (6 and 15 mph).
- Perform several anti-lock braking stops.

10. Again, with the scan tool read DTCs. If any DTCs are present, (Refer to 28 - DTC-Based Diagnostics/MODULE, Antilock Brake (ABS) - Diagnosis and Testing) for the diagnostic procedure and troubleshoot the new or recurring DTC.
11. If there are no Diagnostic Trouble Codes (DTCs) present, and the customer's concern can no longer be duplicated, the repair is complete.

Are any DTCs present or is the original concern still present?

Yes

- Repair is not complete, perform the appropriate diagnostic procedure. (Refer to 28 - DTC-Based Diagnostics/MODULE, Antilock Brake (ABS) - Diagnosis and Testing).

No

- Repair is complete.