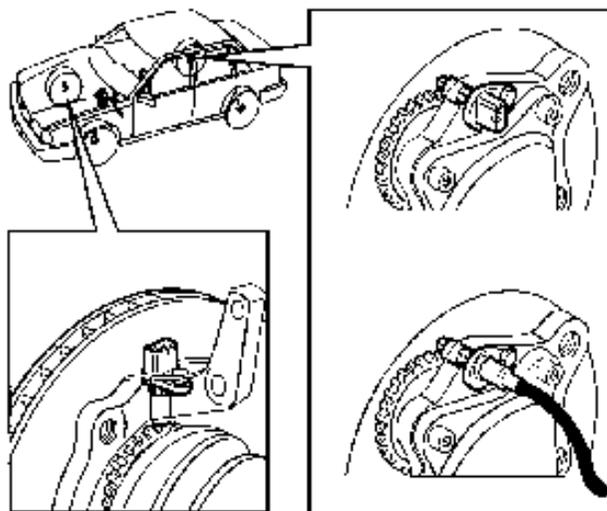


DTC information 1-2-X, 2-1-X, 2-2-X, 3-2-X



Condition

DTC 1-2-X.

If the control module finds signals from wheel sensors are subject to electromagnetic interference, are varying too much or are subject to short intermittent open/short circuits at speeds below 40 km/h (25 mph), it posts DTC 1-2-1, 1-2-2, 1-2-3 or 1-2-4, depending on which wheel sensor is involved.

DTC 2-1-X.

If the control module finds there is no wheel sensor signal on moving off from speeds under 6 km/h (4 mph), or if the slowest wheel is turning at a speed less than 60 % of the fastest wheel, but still finds that the circuit is unbroken, it posts DTC 2-1-1, 2-1-2, 2-1-3 eller 2-1-4, depending on which wheel sensor is involved.

DTC 2-2-X.

If the control module finds from the wheel sensors that a wheel has not moved (signal stops) for up to 28 seconds (exact time depends on driving conditions) while driving or while ABS is in operation, it posts DTC 2-2-1, 3-2-2, 3-2-3 or 3-2-4, depending on which wheel sensor is involved (assumes that the wheel sensor circuit is unbroken).

DTC 3-2-X.

If the control module finds that the signal from the wheel sensor is affected by electromagnetic interference, is varying too much or is subject to short intermittent open/short circuits at speeds over 40 km/h (25 mph), it posts DTC 3-2-1, 3-2-2, 3-2-3 or 3-2-4, depending on which wheel sensor is involved.

open/short circuits at speeds over 40 km/h (25 mph), it posts DTC 3-2-1, 3-2-2, 3-2-3 or 3-2-4, depending on which wheel sensor is involved.

Substitute value

ABS/TRACS switched out. For DTC 1-2-X, the ABS system is disabled at speeds up to 40 km/h (25 mph). The ABS warning indicator only comes on at speeds over 20 km/h (12 mph).

With DTCs 1-2-1 and 1-2-2, the ABS system is only disabled on the **front wheels** if the speed is below 40 km/h (25 mph). The ABS system cuts in as soon as the fault disappears. The ABS system cuts out completely at speeds over 40 km/h (25 mph).

Possible source

- Loose contacts in leads/joints.
- Lead insulation damaged.
- Contact resistance in connectors.
- Ground and signal leads are too near a source of interference.
- Wheel sensor loose.
- Wheel sensor faulty.
- Pulse wheel faulty.
- Some wheel was locked while driving.
- Play in wheel bearings or axle vibration.
- Hydraulic unit faulty.

Note! With the ignition on, DTCs may be posted if the car is jacked up or if one or more wheels are turned fast enough. Sources of faults of this kind are not included in faulttracing.

None.