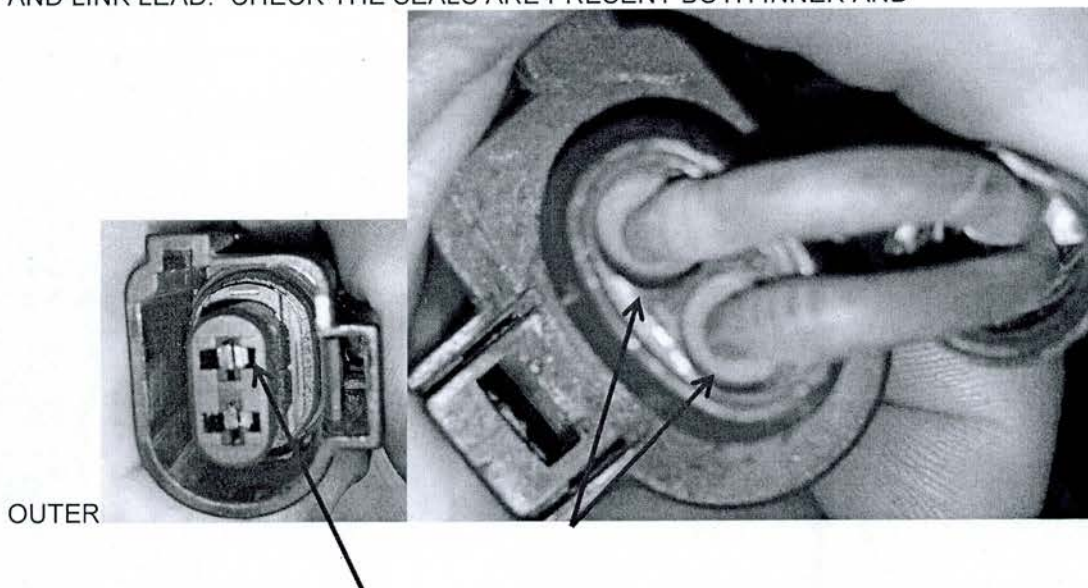


DEALER SMM INFO FOR EPB DTC CODES C2007-11 AND C2008-11.

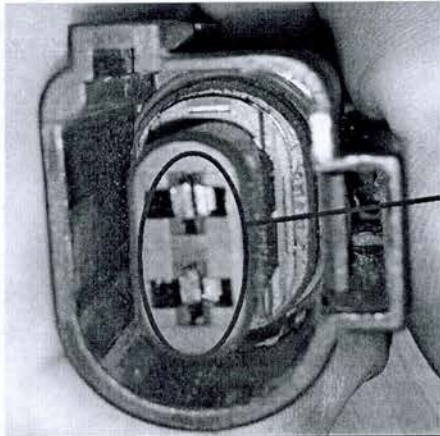
THE MOST LIKELY CAUSE OF A CIRCUIT SHORT TO GROUND FAULT IS HARNESS / MOTOR LINK LEAD DAMAGE. START ANY DIAGNOSIS WITH A VISUAL INSPECTION UNDER THE WHEEL ARCH / UNDER BODY FOR OBVIOUS SIGNS OF HARNESS / LINK LEAD DAMAGE AND FOR POORLY LATCHED CONNECTORS.

IF THERE ARE NO OBVIOUS SIGNS OF DAMAGE THEN CARRY OUT THE FOLLOWING DIAGNOSTIC PROCEDURE:-

- 1) CHECK FUSE FOR AFFECTED SIDE.
- 2) CHECK ECU GROUND CONNETIONS TO VEHICLE CHASSIS (STUD G4D152-1) (CHECK FOR CORROSION/SCREW TORQUE/LOOSE CONNECTION/PAINT).
- 3) REMOVE THE AFFECTED CALIPER ACTUATOR AND SWAP WITH THE UN AFFECTED CALIPER ACTUATOR (REFER TO TOPIX FOR REMOVAL AND REFITMENT PROCESS), ACTUATE THE EPB VIA SWITCH. CHECK IF THE FAULT FOLLOWS THE ACTUATOR. IF IT DOES THE ACTUATOR IS FAULTY. IF IT DOES NOT THE FAULT IS LIKELY TO BE IN THE LINK LEAD/CONNECTORS ON THE FAULTY SIDE.
- 4) CHECK THE LINK LEAD, CHECK THE PINS FOR CORROSION ON BOTH ACTUATOR AND LINK LEAD. CHECK THE SEALS ARE PRESENT BOTH INNER AND



LINK LEAD SEALS – INNER AND OUTER. CHECK FOR PRESENCE AND DAMAGE.



CHECK THAT PINS ARE NOT BACKED OUT. CHECK FOR CORROSION.



- 5) REMOVE LINK LEAD AND CAREFULLY CHECK FOR ANY VISIBLE SIGNS OF DAMAGE (CHAFING, PINCHING AND STRETCHING).
- 6) REMOVE EPB ECU (REFER TO TOPIX) AND TEST THE RESISTANCE BETWEEN THE MOTOR LINES AND GND ON THE ECU. USING PINS 12 OR 27 (MULTIMETER POSTIVE) TO PIN 28 (GND) FOR THE RIGHT CHANNEL (2007-11). USING PINS 14 OR 29 (MULTIMETER POSTIVE) TO PIN 30 (MULTIMETER G ND) FOR THE LEFT CHANNEL (C2008-11). THE RESISTANCE SHOULD BE **12.7 K OHM +/- 0.7 K OHM**

