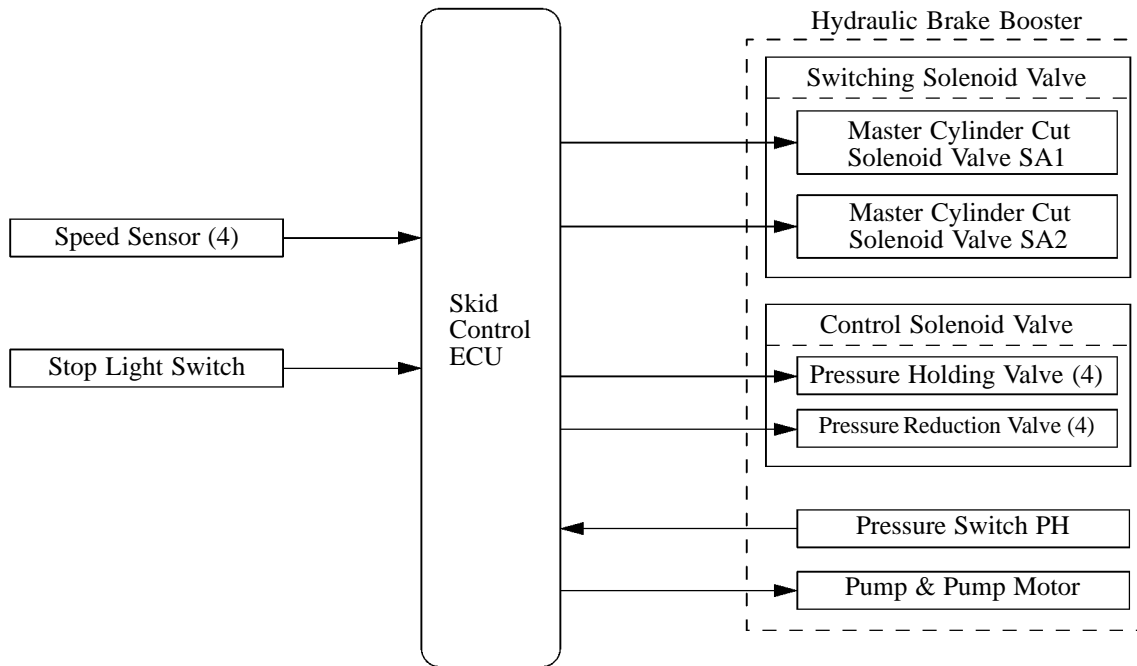


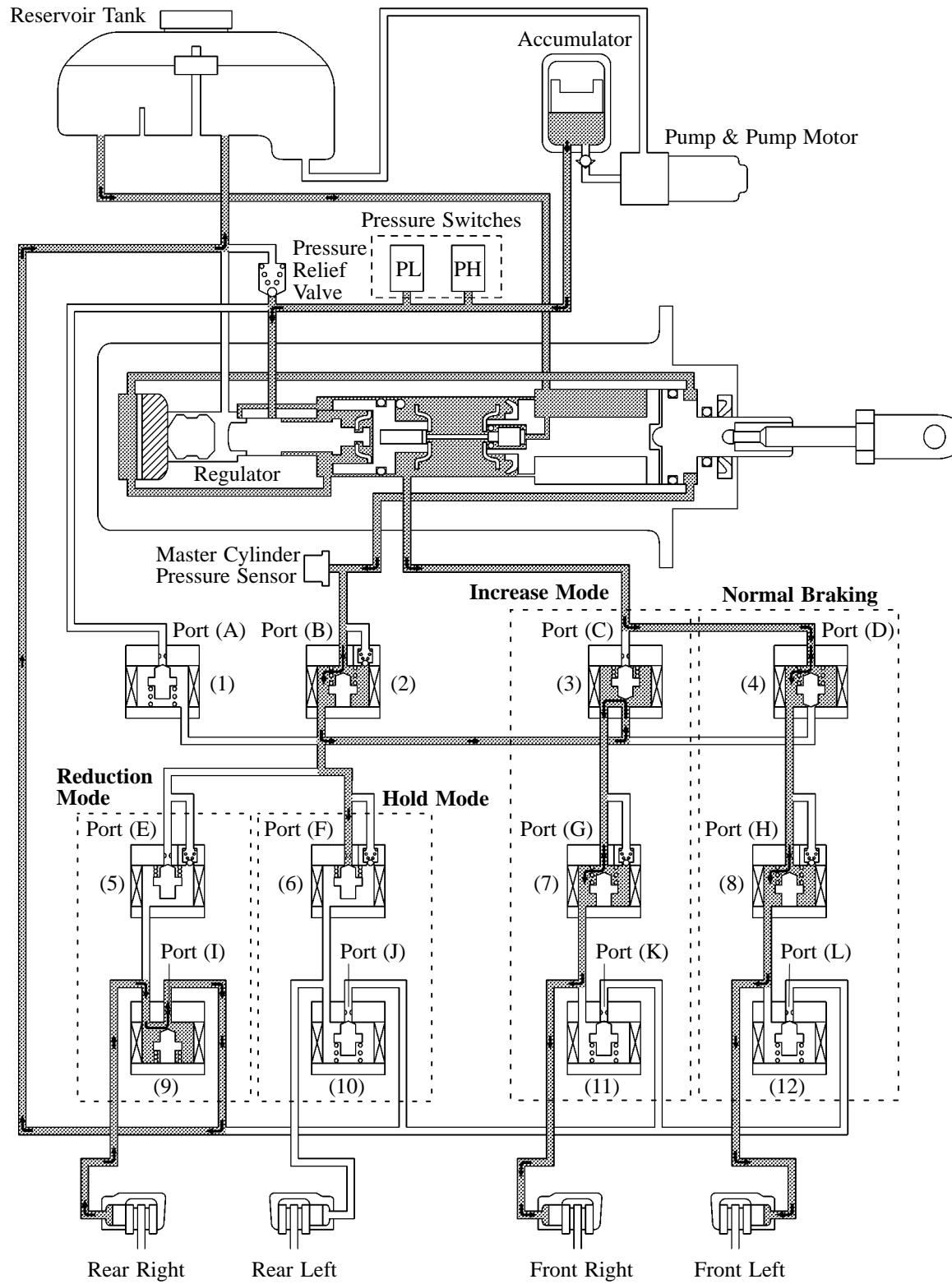
**ABS with EBD Operation**

Based on the signals received from the 4 wheel speed sensors, the skid control ECU calculates speed and deceleration of each wheel, and checks wheel slipping condition. And according to the slipping condition, the skid control ECU controls the pressure holding valve and pressure reduction valve in order to adjust the fluid pressure of each wheel cylinder in the following 3 modes: pressure reduction, pressure holding, and pressure increase modes.

If the accumulator pressure drops during this operation, the skid control ECU receives the signals from the pressure switch PH and actuates the pump & pump motor to ensure the proper accumulator pressure.

► **System Diagram** ◀





Item			ABS with EBD not Activated	ABS with EBD Activated			
				Increase Mode	Hold Mode	Reduction Mode	
Switching Solenoid Valve	(1)	Accumulator Cut Solenoid Valve STR	OFF (Close)	←	←	←	
		Port (A)					
	(2)	Regulator Cut Solenoid Valve SA3	OFF (Open)	←	←	←	
		Port (B)					
	(3)	Master Cylinder Cut Solenoid Valve SA1	OFF (Open)	ON (Close)	←	←	
		Port (C)					
	(4)	Master Cylinder Cut Solenoid Valve SA2	OFF (Open)	ON (Close)	←	←	
		Port (D)					
Control Solenoid Valve	Front Brake	(7), (8)	Pressure Holding Valve	OFF (Open)	←	ON (Close)	←
			Port: (G), (H)				
		(11), (12)	Pressure Reduction Valve	OFF (Close)	←	←	ON (Open)
			Port: (K), (L)				
	Wheel Cylinder Pressure		—	Increase	Hold	Reduction	
	Rear Brake	(5), (6)	Pressure Holding Valve	OFF (Open)	←	ON (Close)	←
			Port: (E), (F)				
		(9), (10)	Pressure Reduction Valve	OFF (Close)	←	OFF (Close)	←
Port: (I), (J)							
Wheel Cylinder Pressure		—	Increase	Hold	Reduction		