

<b>DTC</b>	<b>C0226 / 21 to C0256 / 24</b>	<b>ABS Solenoid Circuit</b>
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## CIRCUIT DESCRIPTION

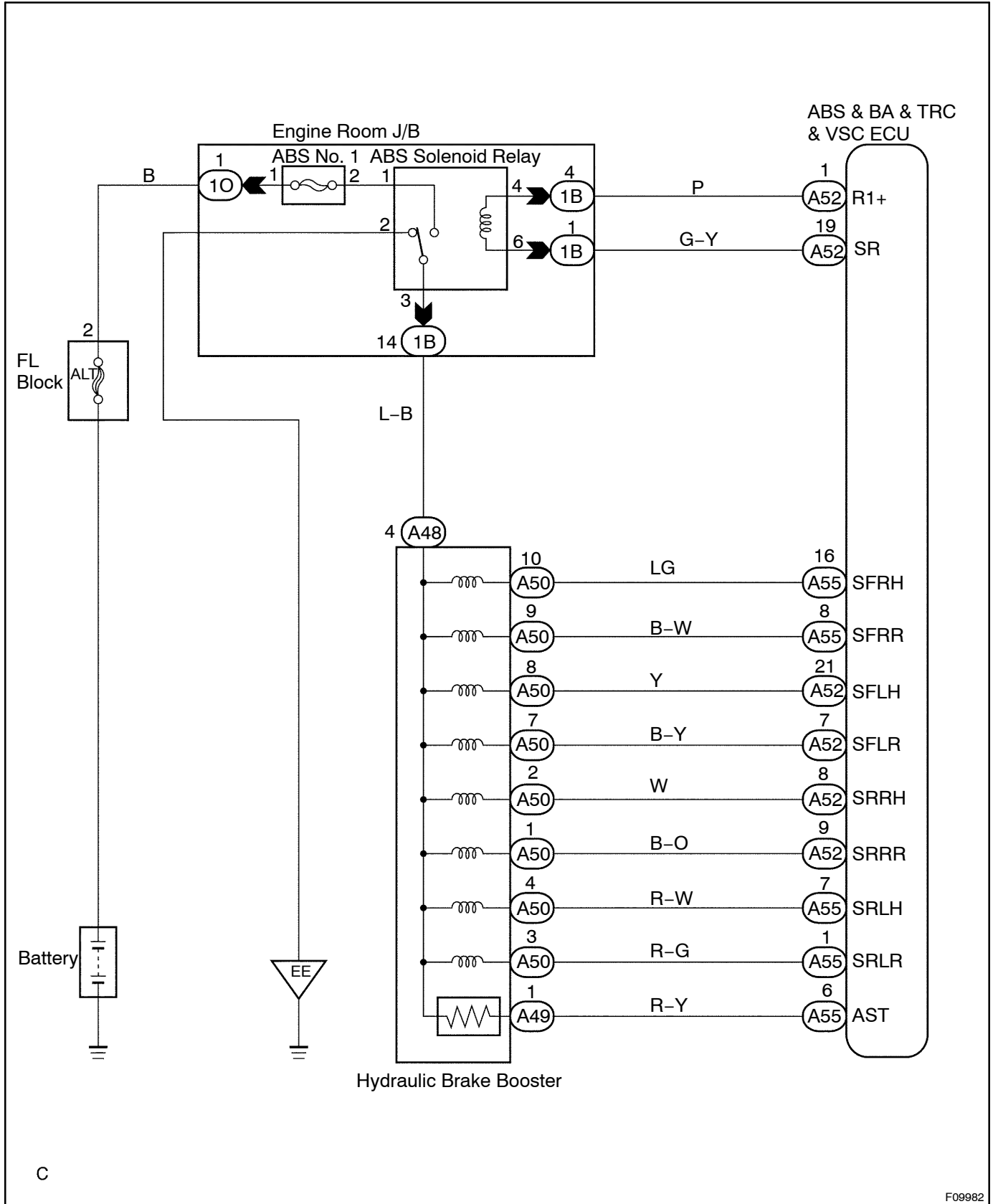
This solenoid goes on when signals are received from the ECU and controls the pressure acting on the wheel cylinders thus controlling the braking force.

DTC No.	DTC Detecting Condition	Trouble Area
C0226 / 21	Open or short circuit in SFRH or SFRR circuit continues for 0.015 sec. or more.	<ul style="list-style-type: none"> <li>• Hydraulic brake booster</li> <li>• SFRH or SFRR circuit</li> </ul>
C0236 / 22	Open or short circuit in SFLH or SFLR circuit continues for 0.015 sec. or more.	<ul style="list-style-type: none"> <li>• Hydraulic brake booster</li> <li>• SFLH or SFLR circuit</li> </ul>
C0246 / 23	Open or short circuit in SRRH or SRRR circuit continues for 0.015 sec. or more.	<ul style="list-style-type: none"> <li>• Hydraulic brake booster</li> <li>• SRRH or SRRR circuit</li> </ul>
C0256 / 24	Open or short circuit in SRLH or SRLR circuit continues for 0.015 sec. or more.	<ul style="list-style-type: none"> <li>• Hydraulic brake booster</li> <li>• SRLH or SRLR circuit</li> </ul>

Fail safe function:

If trouble occurs in the actuator solenoid circuit, the ECU cuts off current to the ABS solenoid relay and prohibits ABS & BA & TRC & VSC controls and the brake system becomes normal.

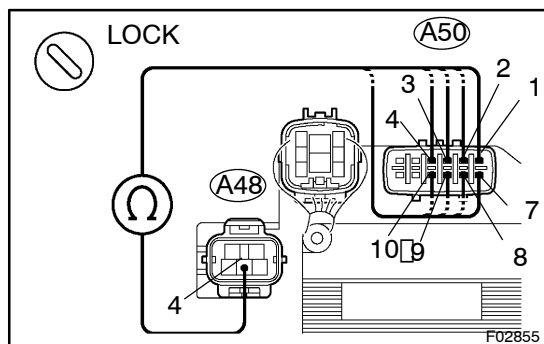
## WIRING DIAGRAM



F09982

## INSPECTION PROCEDURE

## 1 Check hydraulic brake booster solenoid.

**PREPARATION:**

Disconnect the 2 connectors from hydraulic brake booster.

**CHECK:**

Check continuity between each of terminals A48 - 4 and A50 - 1, 2, 3, 4, 7, 8, 9 and 10 of hydraulic brake booster connector.

**OK:****Continuity****HINT:**

Resistance of each solenoid at 20 °C (68 °F)

SFRH, SFLH, SRRH, SRLH: 4.75 – 5.25 Ω

SFRR, SFLR, SRRR, SRLR: 2.00 – 2.40 Ω

NG

Replace hydraulic brake booster.

OK

## 2 Check for open and short circuit in harness and connector between ABS &amp; BA &amp; TRC &amp; VSC ECU and actuator (See page IN-35).

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Repair or replace harness or connector.

OK

If the same code is still output after the DTC is deleted, check the contact condition of each connection. If the connections are normal, the ECU may be defective.