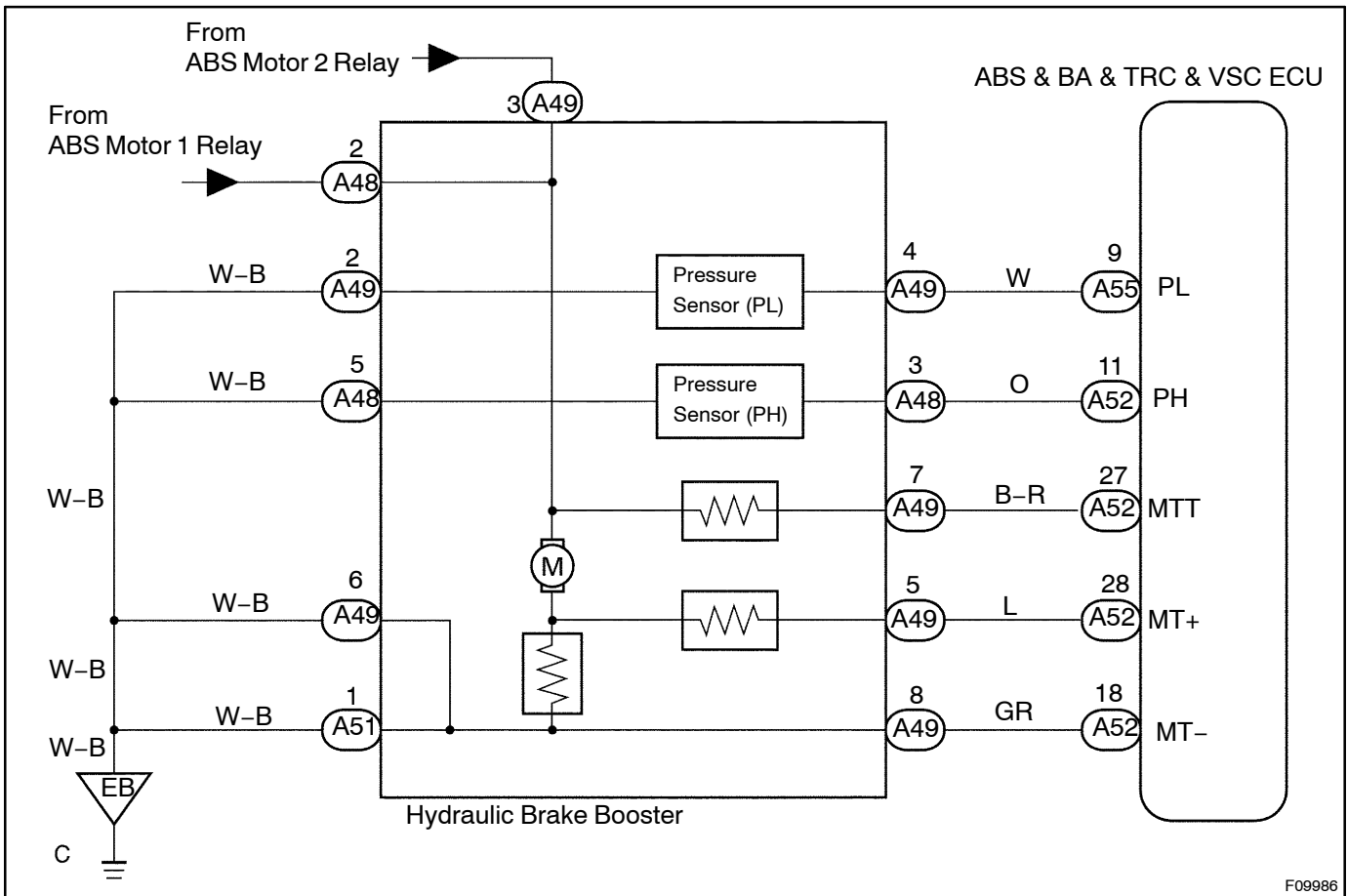


DTC	C1254 / 54	Pressure Switch Circuit
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CIRCUIT DESCRIPTION

DTC No.	DTC Detecting Condition	Trouble Area
C1254 / 54	<p>Either of the following 1. or 2. is detected:</p> <ol style="list-style-type: none"> After turning the ignition switch ON, short or open circuit in pressure switch (PL) continued for more than 1 sec. After turning the ignition switch ON open in pressure switch (PH) continued for more than 1 sec. 	<ul style="list-style-type: none"> Pressure switch (PH or PL) Pressure switch circuit

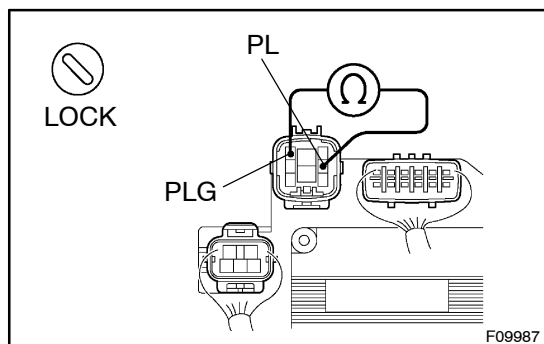
WIRING DIAGRAM



F09986

INSPECTION PROCEDURE

1 Check pressure switch (PL) resistance.

**PREPARATION:**

- Disconnect the connector (8P) from the hydraulic brake booster.
- With ignition switch OFF, depress the brake pedal more than 40 times to decrease the accumulator pressure.

HINT:

When a pressure in power supply system is released, reaction force becomes light and stroke becomes longer.

CHECK:

Measure resistance between terminals PL and PLG of hydraulic brake booster connector.

OK:

Resistance: 5.1 – 6.3 kΩ

HINT:

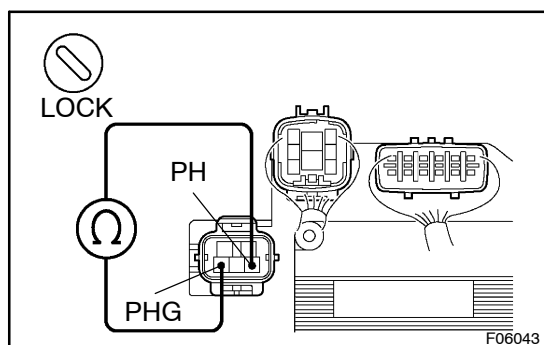
After inspection, connect the connector and clear the DTC (See page DI-4).

NG

Replace hydraulic brake booster assembly.

OK

2 Check pressure switch (PH) resistance.

**PREPARATION:**

- Disconnect the connector (5P) from the hydraulic brake booster.
- With ignition switch OFF, depress the brake pedal more than 40 times to decrease the accumulator pressure.

HINT:

When a pressure in power supply system is released, reaction force becomes light and stroke becomes longer.

CHECK:

Measure resistance between terminals PH and PHG of hydraulic brake booster connector.

OK:

Resistance: 0.9 – 1.1 kΩ

HINT:

After inspection, connect the connector and clear the DTC (See page DI-4).

NG

Replace hydraulic brake booster assembly.

OK

3

Check for open and short circuit in harness and connector between pressure switch and ABS & BA & TRC & VSC ECU (See page IN-35).

NG

Repair or replace harness or connector.

OK

Check and replace ABS & BA & TRC & VSC ECU.