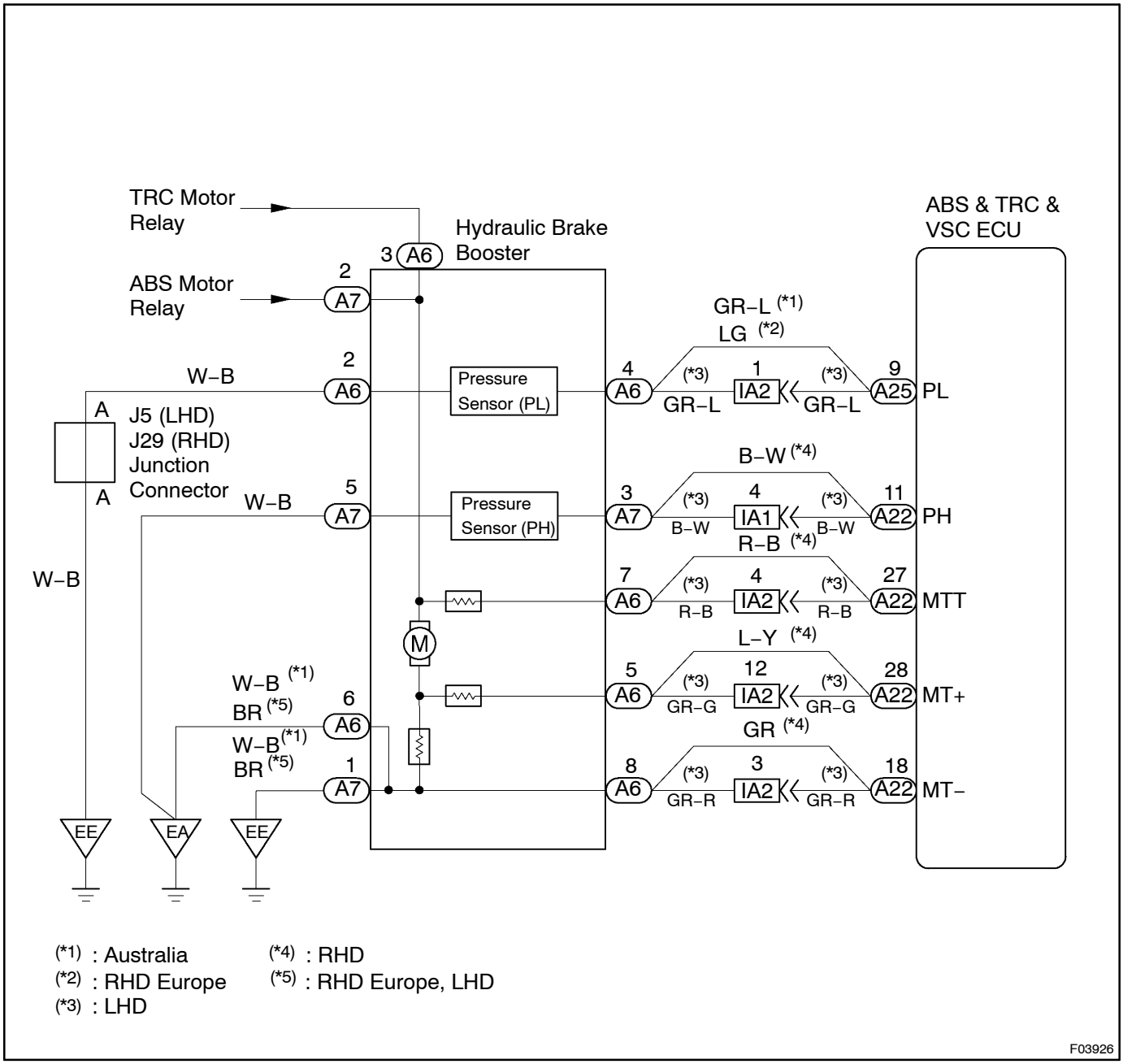
DI29B–02

DTC	C1254 / 54	Pressure Switch Circuit

CIRCUIT DESCRIPTION

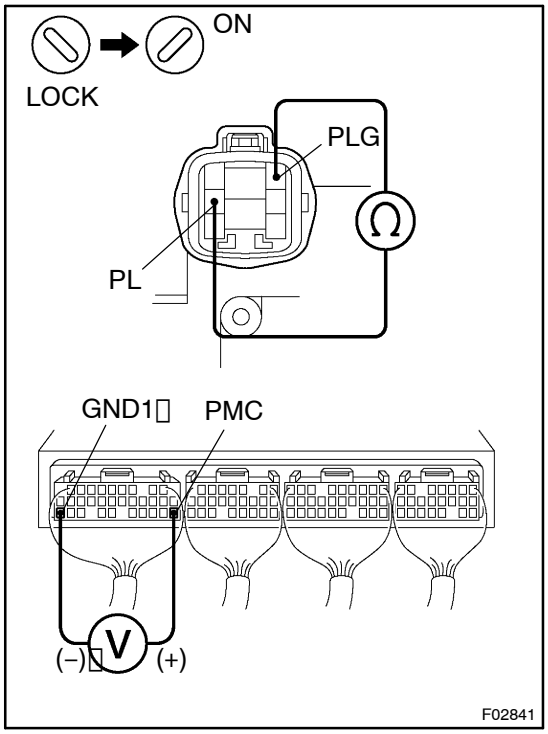
DTC No.	DTC Detecting Condition	Trouble Area
C1254 / 54	Either of the following (1) or (2) is detected: (1) After turning the ignition switch ON, short or open circuit in pressure switch (PL) continued for more than 1 sec. (2) After turning the ignition switch ON, open circuit in pressure switch (PH) continued for more than 1 sec.	• Pressure switch (PH or PL) • Pressure switch circuit

WIRING DIAGRAM



INSPECTION PROCEDURE

1	**Check pressure switch (PL) operation.**



PREPARATION:

(a) Remove ABS & TRC & VSC ECU with connectors still connected.

(b) Turn the ignition switch OFF, and depress the brake pedal 40 times or more.

(c) Disconnect the connector from the hydraulic brake booster.

CHECK:

While checking the resistance between terminals PL and PLG of hydraulic brake booster, depress the brake pedal with force of more than 294 N (30 kgf, 66 lbf) and turn the ignition switch ON, then check the voltage between terminals PMC and GND of ECU when the resistance changes from 5.7 kΩ to 1.0 kΩ.

OK:

2.3 – 3.7 V

PREPARATION:

(a) Turn the ignition switch OFF and disconnect the connector from the hydraulic brake booster.

(b) Turn the ignition switch ON.

CHECK:

While checking the resistance between terminals PL and PLG of hydraulic brake booster, depress the brake pedal changing the force in the range of 197 N (20 kgf, 44 lbf) to 294 N (30 kgf, 66 lbf) and turn the ignition switch ON, then check the voltage between terminals PMC and GND of ECU when resistance changes from 1.0 kΩ to 5.7 kΩ.

OK:

2.2 – 3.3 V

HINT:

After inspection, clear the DTC (See page DI–210).

OK	**Go to step 3.**

NG

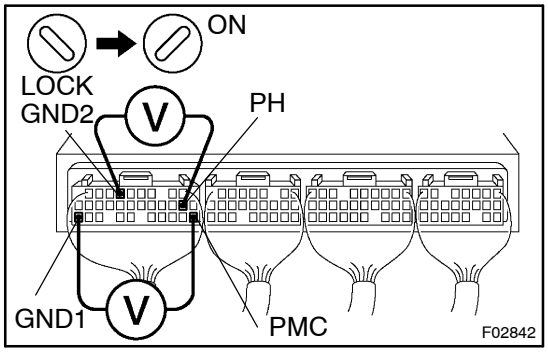
2	Check for short circuit in harness and connector between master cylinder pressure sensor and ABS & TRC & VSC ECU (See page IN–29).

NG → Repair or replace harness or connector.

OK

Replace hydraulic brake booster.

3	Check pressure switch (PH) operation.



PREPARATION:

(a) Remove ABS & TRC & VSC ECU with connectors still connected.

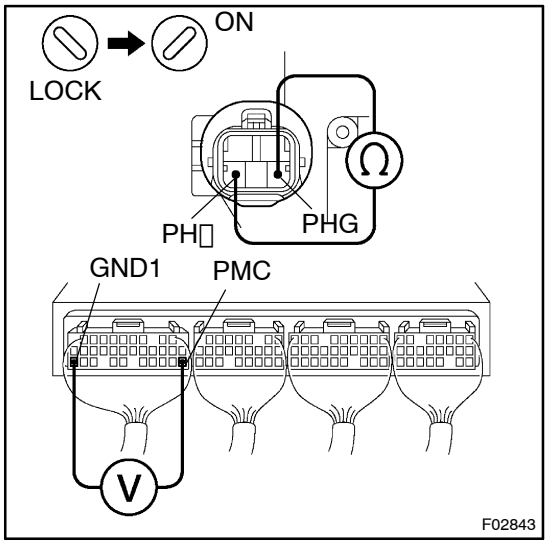
(b) Turn the ignition switch OFF, and depress the brake pedal 40 times or more.

CHECK:

While checking the voltage between terminals PH and GND of ECU, depress the brake pedal with force of more than 294 N (30 kgf, 66 lbf) and turn the ignition switch ON, then check the voltage between terminals PMC and GND of ECU when voltage changes from 6 V to 0 V.

OK:

3.0 – 4.7 V



PREPARATION:

(a) Turn the ignition switch OFF and disconnect the connector from the hydraulic brake booster.

(b) Turn the ignition switch ON.

CHECK:

While checking the resistance between terminals PH and PHG, depress the brake pedal changing the force in the range of 197 N (20 kgf, 44 lbf) to 294 N (30 kgf, 66 lbf) and check the resistance between terminals PMC and GND of ECU when resistance changes from 0 kΩ to 1 kΩ.

OK:

2.9 – 4.3 V

HINT:

After inspection, clear the DTC (See page DI–210).

OK → Go to step 5.

NG

4	Check for short circuit in harness and connector between master cylinder pressure sensor and ABS & TRC & VSC ECU (See page IN–29).

NG → Repair or replace harness or connector.

OK

Replace hydraulic brake booster.

5	Check for open and short circuit in harness and connector between pressure switch and ABS & TRC & VSC ECU (See page IN–29).

NG → Repair or replace harness or connector.

OK

Check and replace ABS & TRC & VSC ECU.