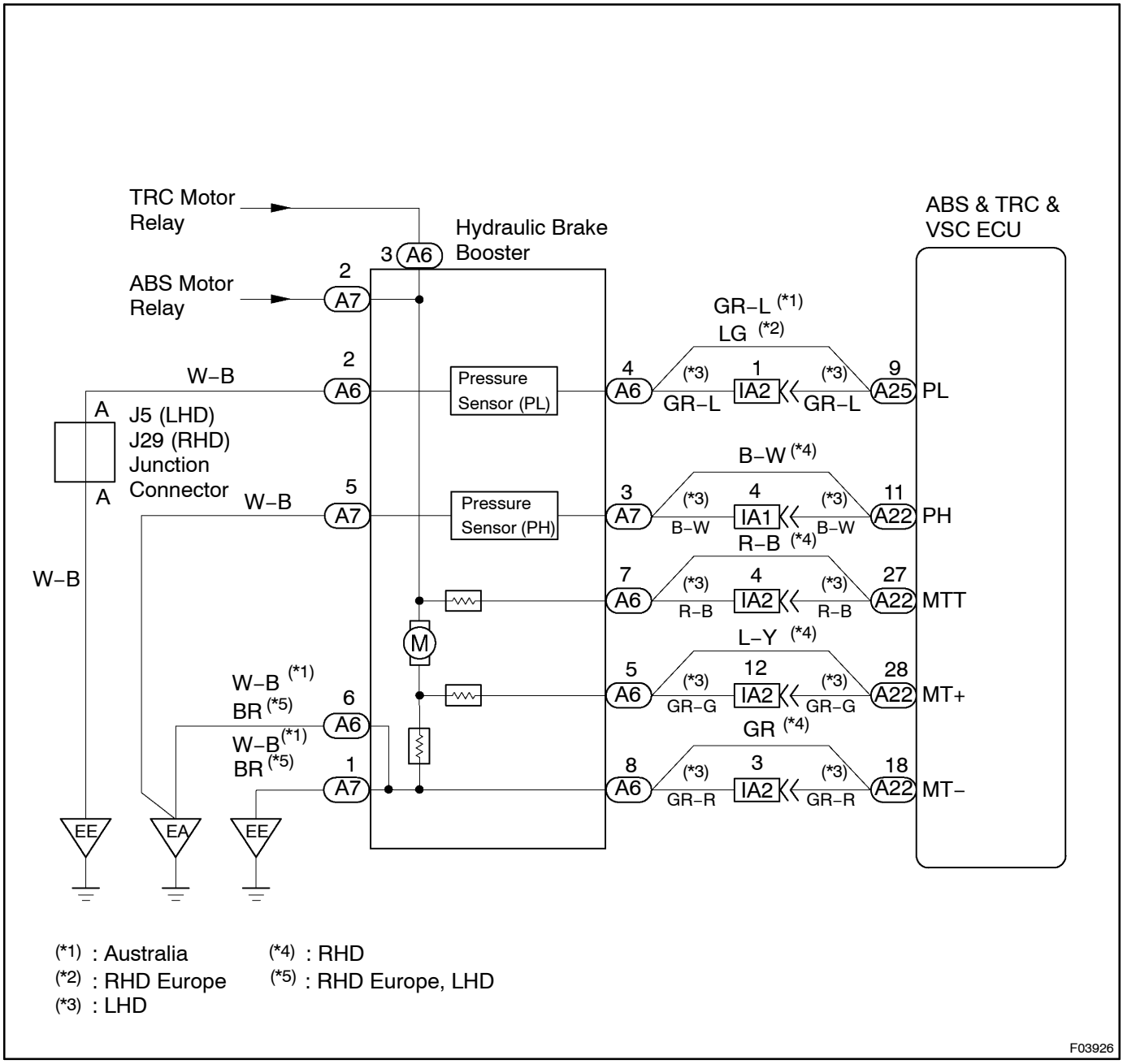
DI29C–02

| DTC | C1256 / 56 | Accumulator Malfunction |
|---|---|---|

## CIRCUIT DESCRIPTION

| DTC No. | DTC Detecting Condition | Trouble Area |
|---|---|---|
| C1256 / 56 | Either of the following (1) through (3) is detected:<br>(1) With the vehicle running, when the pressure switch (PL) detects high pressure, although ABS, TRC or VSC does not control, the pressure switch (PL) detects low pressure for more than 1.4 secs.<br>(2) With the vehicle running, when the pressure switch (PL) detects high pressure, although ABS, TRC or VSC controls, the pressure switch (PL) detects low pressure for more than 0.2 secs.<br>(3) After the ignition switch is turned ON, the pressure switch (PL) detects low pressure for more than 60 secs.<br>(4) With the vehicle running, after ignition switch has been ON, the pressure switch (PL) detects low pressure for more than 0.2 secs. although ABS, TRC or VSC does not control and when the pressure switch is ON and stuck under high pressure.<br>(5) With the vehicle running, after ignition switch is ON, the pressure switch (PL) detects low pressure for more than 0.2 secs. when ABS, TRC or VSC controls, the pressure switch is ON and stuck under high pressure.<br>(6) With the vehicle running, after ignition switch is ON, the pressure switch (PL) is stuck to under low pressure although ABS, TRC or VSC does not control for more than 1.4 secs.<br>(7) With the vehicle running, after ignition switch is ON, the pressure switch (PL) is stuck under low pressure when ABS, TRC or VSC controls for more than 0.2 secs. | • Accumulator<br>• Pressure switch (PH or PL)<br>• Hydraulic brake booster pump motor |

# WIRING DIAGRAM

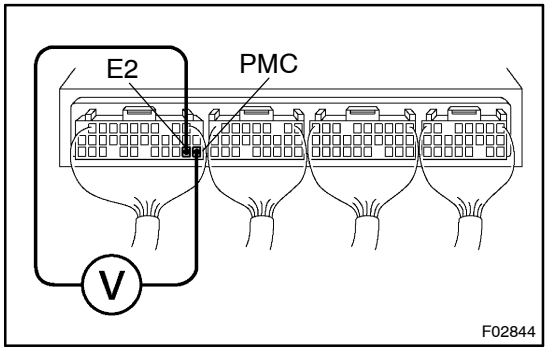



(*1) : Australia
(*2) : RHD Europe
(*3) : LHD
(*4) : RHD
(*5) : RHD Europe, LHD

F03926

## INSPECTION PROCEDURE

| 1 | Check accumulator 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 PMC and E2 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 PMC voltage when increase of voltage changes from accurately to mildly.

**OK:**

**1.6 – 3.0 V at 20 °C (68 °F)**

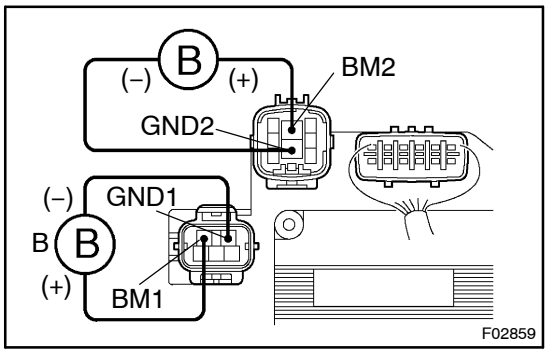
HINT:

If the value is not within the standard, cool the engine room and check it again.

| NG | Replace accumulator. |
|---|---|

OK

| 2 | Check operation of hydraulic brake booster pump motor. |
|---|---|




**PREPARATION:**

Disconnect hydraulic brake booster connector.

**CHECK:**

Connect battery positive ⊕ lead to BM1 or BM2 terminal and battery negative ⊖ lead to GND1 or GND2 terminal of the hydraulic brake booster (pump motor) connector.

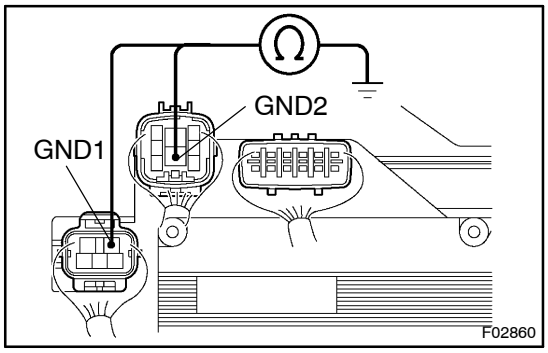
**OK:**

**The operation sound of the pump motor should be heard.**

| OK | Go to step 4. |
|---|---|

NG

| 3 | **Check continuity between GND terminal of brake actuator & hydraulic brake booster (pump motor) connector and body ground.** |
|---|---|




**CHECK:**

Check continuity between GND1 or GND2 terminal of hydraulic brake booster (pump motor) connector and body ground.

**OK:**

**Continuity**

**NG** → **Repair or replace harness or connector.**

**OK**

**Replace hydraulic brake booster pump motor.**

| 4 | **Check pressure switch (PH).** |
|---|---|

**In case of using the hand–held tester.**

**PREPARATION:**

(a) Connect the hand–held tester to the DLC3.
(b) Turn the ignition switch ON and push the hand–held tester main switch ON.
(c) Select the DATALIST mode on the hand–held tester.

**CHECK:**

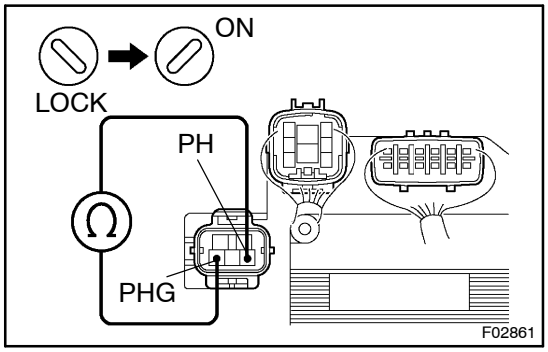
Depress the brake pedal more than 40 times with the ignition switch OFF then turn the ignition switch ON and check the pressure switch (PH) condition.

**OK:**

**”OFF” turns to ”ON”.**

HINT:
OFF: Low pressure
ON: High pressure

**In case of not using the hand–held tester.**




**PREPARATION:**

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

(b) With the ignition switch OFF, depress the brake pedal more than 40 times to decrease the accumulator pressure.

**CHECK:**

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

**OK:**

**Resistance: 1.0 kΩ**

**PREPARATION:**

(a) Connect the connector to the hydraulic brake booster.

(b) Disconnect the connector after ignition switch has been ON and the pump motor has stopped.

**CHECK:**

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

**OK:**

**Resistance: 0 Ω**

HINT:

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

| | |
|---|---|
| **OK** | **Go to step 6.** |

**NG**

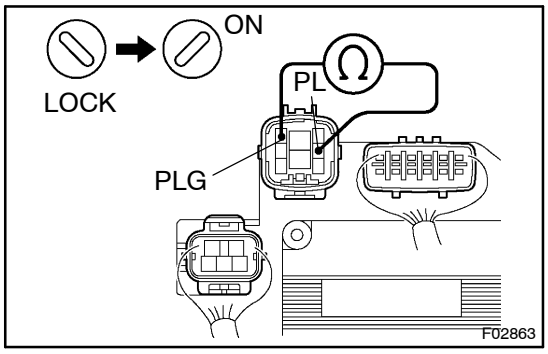
| | |
|---|---|
| **5** | **Check for short circuit in harness and connector between pressure switch and ABS & TRC & VSC ECU (See page IN–29).** |

| | |
|---|---|
| **NG** | **Repair or replace harness or connector.** |

**OK**

**Replace hydraulic brake booster.**

| 6 | Check pressure switch (PL). |
|---|---|




**PREPARATION:**

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

(b) With the ignition switch OFF, depress the brake pedal more than 40 times to decrease the accumulator pressure.

**CHECK:**

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

**OK:**

**Resistance: 5.7 kΩ**

**PREPARATION:**

(a) Connect the connector to the hydraulic brake booster.

(b) Disconnect the connector after ignition switch has been ON and the pump motor has stopped.

**CHECK:**

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

**OK:**

**Resistance: 1.0 kΩ**

HINT:

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

**NG** → **Replace hydraulic brake booster.**

**OK** →

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