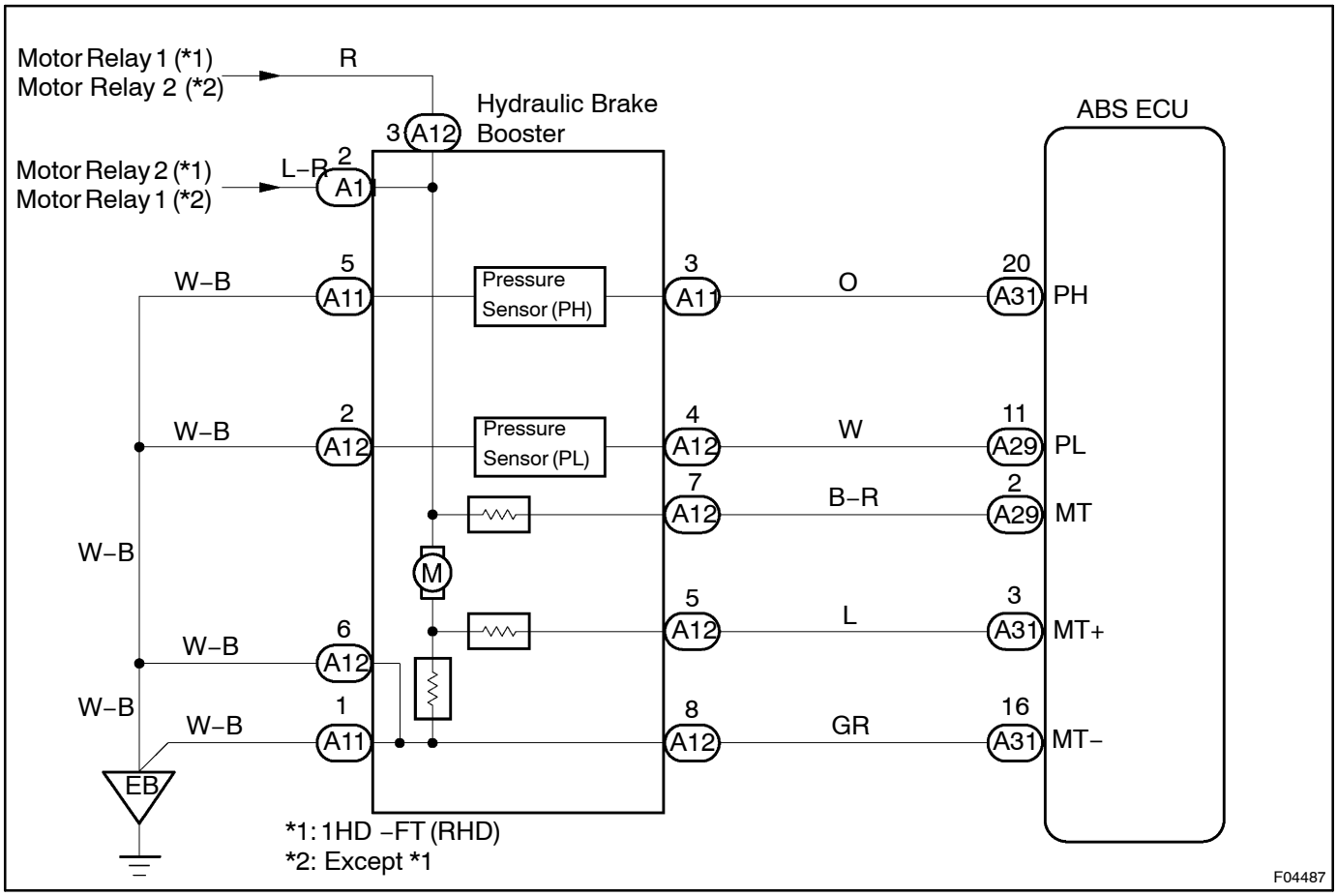
DI29B–06

DTC	C 1254 / 54	Pressure Switch Circuit

CIRCUIT DESCRIPTION

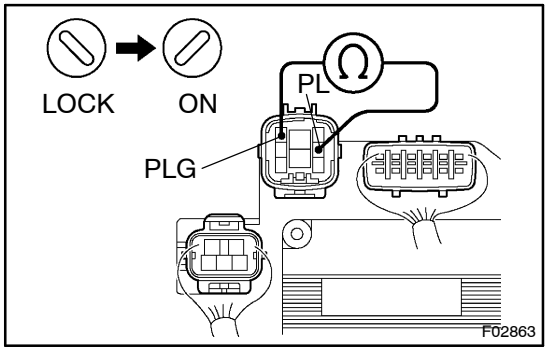
DTC No.	DTC Detecting Condition	Trouble Area
C1254 / 54	Either of the following (1) or (2) is detected: (1) After turning the ignition switch ON, short or open circuit in pressure switch (PL) continues for more than 1 sec. (2) After turning the ignition switch ON open circuit in pressure switch (PH) continues 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) Turn the motor switch OFF, and depress the brake pedal 40 times or more.

HINT:

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

(b) Install the LSPV gauge (SST) to the rear brake caliper and bleed air.

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(c) Disconnect the connector (8P) 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 343 N (35 kgf, 77 lbf) and turn the ignition switch ON, then check the rear wheel cylinder pressure when the resistance changes from 5.7 kΩ to 1.0 kΩ.

OK:

5,206 – 9,022 kpa (54 – 92 kgf·cm^2, 768 – 1,308 psi)

PREPARATION:

(a) Turn the ignition switch OFF and disconnect the connector (5P) 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 343 N (35 kgf, 77 lbf) and check the rear wheel cylinder pressure when resistance changes from 1.0 k Ω to 5.7 k Ω.

OK:

5,002 – 8,140 kpa (5 1 – 83 kgf·cm^2, 726 – 1,180 psi)

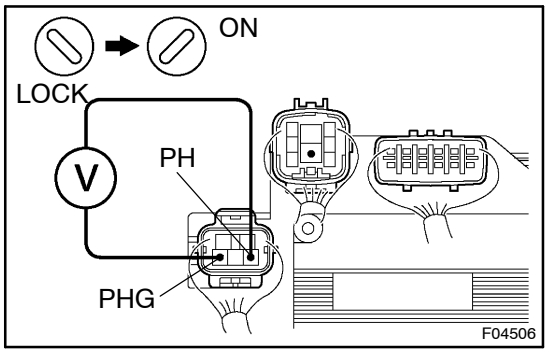
HINT:

After inspection, clear the DTC (See page DI–312).

NG → **Replace hydraulic brake booster.**

OK

2	Check pressure switch (PH) operation.



PREPARATION:

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

HINT:

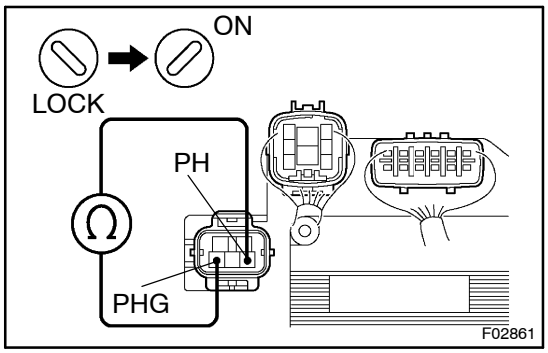
If the indicator check result is not normal, proceed to trouble-shooting for the ABS warning light circuit (See page BE–78).

CHECK:

While checking the voltage between terminals PH and PHG of hydraulic brake booster, depress the brake pedal with force of more than 343 N (35 kgf, 77 lbf) and turn the ignition switch ON, then check the rear wheel cylinder pressure when voltage changes from 6V to 0V.

OK:

6,865 – 11,572 kpa (70 – 118 kgf·cm^2, 995 – 1,678 psi)



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 343 N (35 kgf, 77 lbf) and check the rear wheel cylinder pressure when resistance changes from 0 kΩ to 1 kΩ between PH and PHG.

OK:

6,669 – 10,591 kpa (68 – 108 kgf·cm^2, 968 – 1,647 psi)

HINT:

After inspection, clear the DTC (See page DI–312).

OK	Go to step 4.

NG

3	**Check pressure switch (PH) and pressure switch (PL)**

CHECK:

Compare the pressure value of the rear wheel cylinder measured in step1 with the one measured in step3.

OK:

- **Pressure when the voltage between PH and PHG becomes 6 to 0 V > pressure when the resistance between PL and PLG becomes 5.7 kΩ to 1.0 kΩ.**
- **Pressure when the resistance between PH and PHG becomes 0 kΩ to 1 kΩ > pressure when the resistance between PL and PLG becomes 1.0 kΩ to 5.7 kΩ.**

NG → **Repair hydraulic brake booster.**

OK

Replace hydraulic brake booster.

4	**Check for open and short circuit in harness and connector between pressure switch and ABS ECU (See page IN–24).**

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

OK

Check and replace ABS ECU.