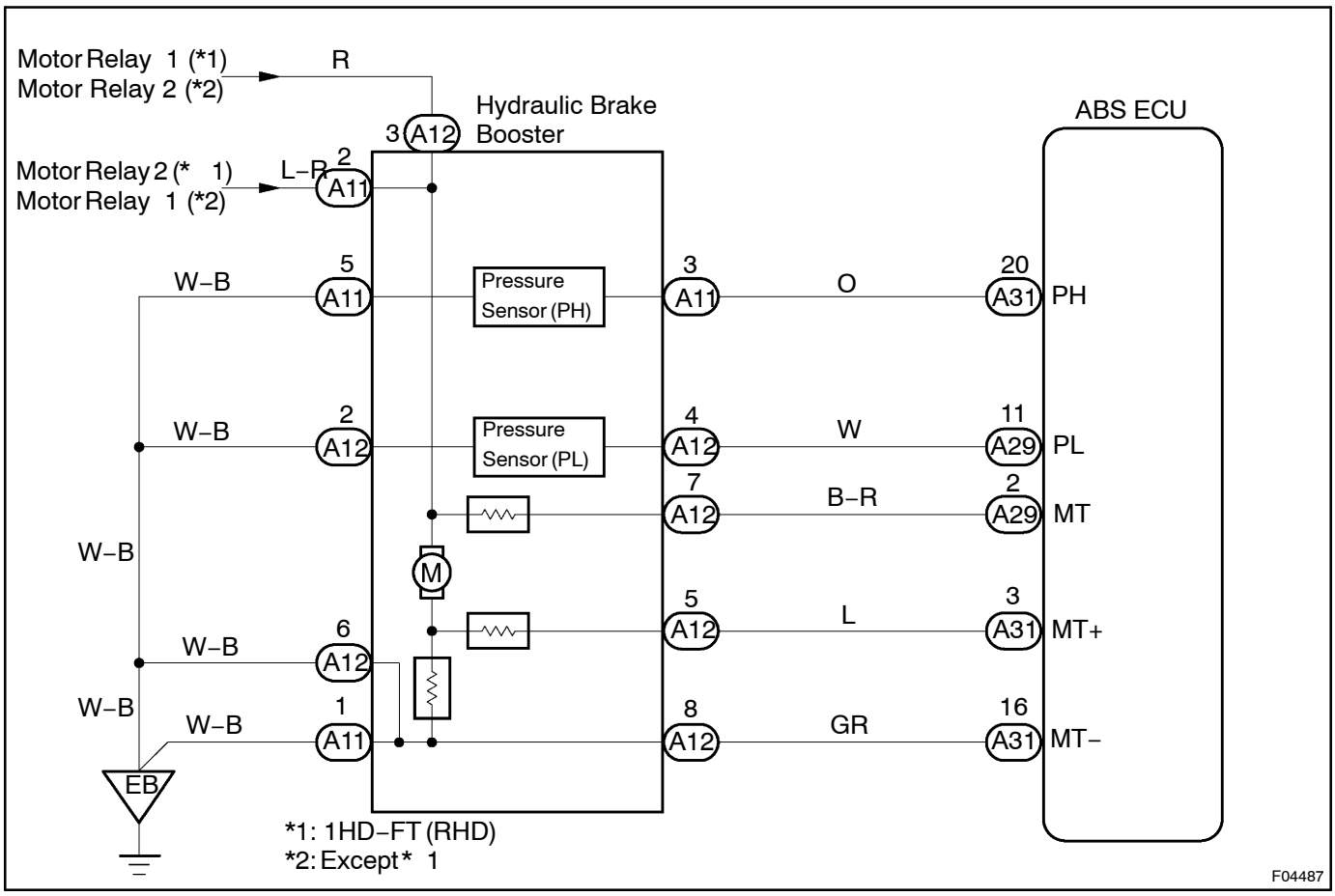
DI3BK–04

DTC	C 1256 / 56	Accumulator low presssure Malfunction

CIRCUIT DESCRIPTION

DTC No.	DTC Detecting Condition	Trouble Area
C1256/56	Either of the following (1) through (3) is detected: (1) With the vehicle running, when the pressure switch (PL) detects high pressure, although ABS does not control, the pressure switch (PL) detects low pressure for more than 1.4 secs. (2) With the vehicle running, when the pressure switch (PL) detects high pressure, although ABS control is activated, the pressure switch (PL) detects low pressure for more than 0.2 secs. (3) After the ignition switch is turned ON, the pressure switch (PL) detects low pressure for more than 64 secs. (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 does not control and when the pressure switch is ON and stuck to under high pressure. (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 control is activated, the pres sure switch is ON and stuck to under high pressure. (6) With the vehicle running, after ignition switch is ON, the pressure switch (PL) is stuck to under low pressure although ABS does not control for more than 1.4 secs. (7) With the vehicle running, after ignition switch is ON, the pressure switch (PL) is stuck under low pressure when ABS control is activated for more than 0.2 secs.	• Accumulator • Pressure switch (PH or PL) • Hydraulic brake booster pump motor

WIRING DIAGRAM



INSPECTION PROCEDURE

1	**Check accumulator operation.**

PREPARATION:

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

(b) Install the LSPV gauge (SST) to rear brake caliper and bleed air.
SST 09709 –29018

CHECK:

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 brake caliper pressure when an increase of pressure changes from acutely to mildly.

OK:

3,432 – 5,884 kPa (35 – 60 kgf/cm^2, 498 – 853 psi) at 20 °C (68 °F)

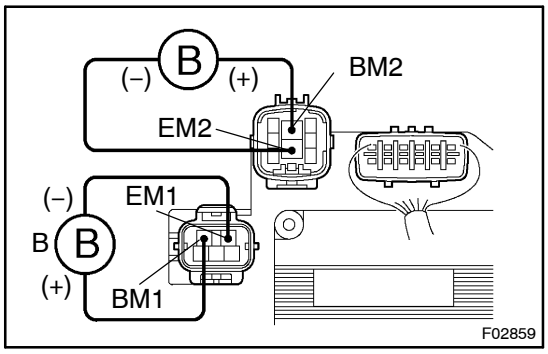
HINT:

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 BM 1 or BM2 terminal and battery negative ⊖ lead to EM 1 or EM2 terminal of the hydraulic brake booster (pump motor) connector.

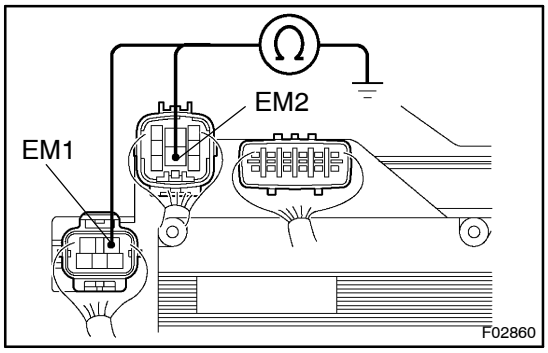
OK:

The operation sound of the pump motor should be heard.

OK → **Go to step 4.**

NG

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



CHECK:

Check continuity between EM 1 or EM2 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 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.

HINT:

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

OK:

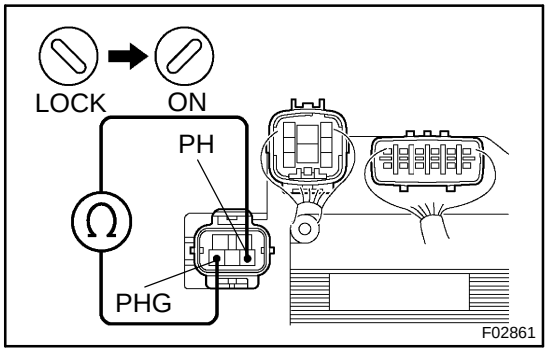
"OFF" turns to "ON".

HINT:

OFF: Low pressure

ON: High pressure

IN CASE OF NOT USING 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.

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: 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–312).

OK	**Go to step 6.**

NG

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

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

OK

Replace hydraulic brake booster.

6	**Check pressure switch (PL).**

IN CASE OF USING 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 (PL) condition.

HINT:

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

OK:

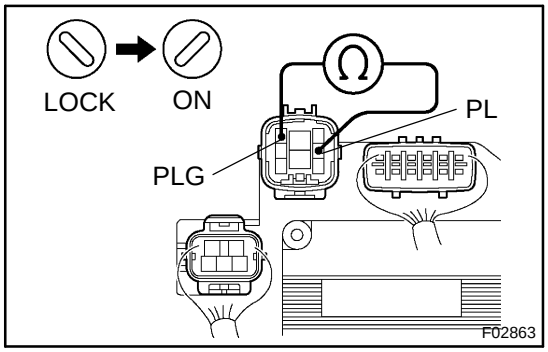
”OFF” turns to ”ON”.

HINT:

OFF: Low pressure

ON: High pressure

IN CASE OF NOT USING 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.

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: 5.7 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−312).

NG → **Replace hydraulic brake booster.**

OK

Check and replace ABS ECU.