

| DTC | C0226 / 21 to C1226 / 26 | ABS Solenoid Circuit |
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CIRCUIT DESCRIPTION

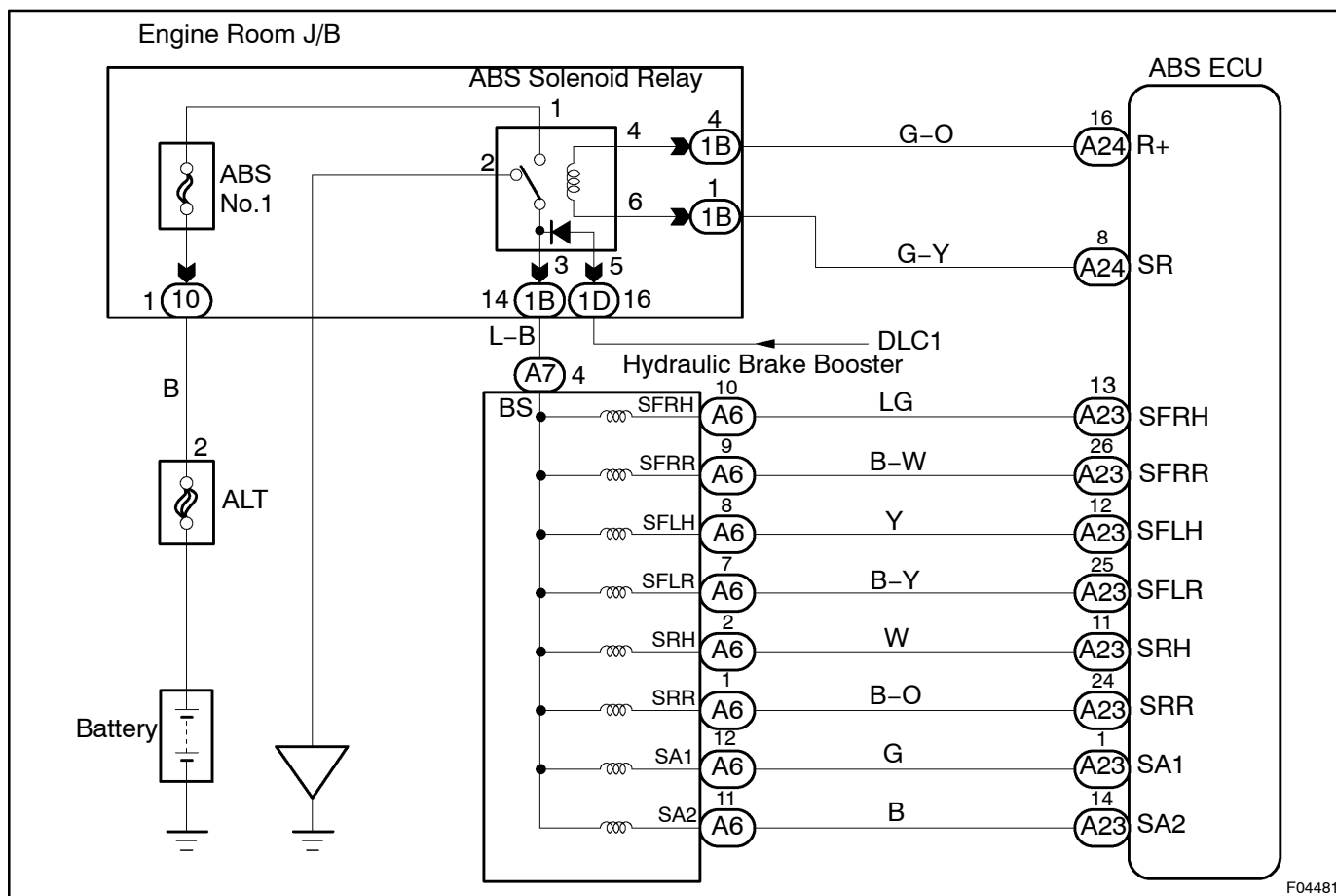
This solenoid goes on when signals are received from the ECU and controls the pressure acting on the wheel cylinders thus controlling the braking force.

| DTC No. | DTC Detecting Condition | Trouble Area |
|------------|--|---|
| C0226 / 21 | Open or short in SFRH or SFRR circuit continues for 0.05 sec. or more. | <ul style="list-style-type: none"> Hydraulic brake booster SFRH or SFRR circuit |
| C0236 / 22 | Open or short in SFLH or SFLR circuit continues for 0.05 sec. or more. | <ul style="list-style-type: none"> Hydraulic brake booster SFLH or SFLR circuit |
| C0246 / 23 | Open or short in SRR or SRH circuit continues for 0.05 sec. or more. | <ul style="list-style-type: none"> Hydraulic brake booster SRR or SRH circuit |
| C1225 / 25 | Open or short in SA1 circuit continues for 0.05 sec. or more. | <ul style="list-style-type: none"> Hydraulic brake booster SA1 circuit |
| C1226 / 26 | Open or short in SA2 circuit continues for 0.05 sec. or more. | <ul style="list-style-type: none"> Hydraulic brake booster SA2 circuit |

Fail safe function:

If trouble occurs in the actuator solenoid circuit, the ECU cuts off current to the ABS solenoid relay and prohibits ABS control and the brake system becomes normal.

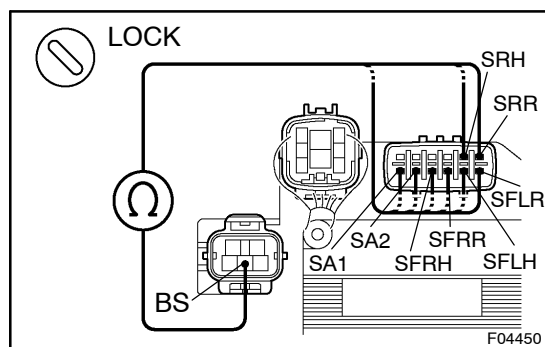
WIRING DIAGRAM



F04481

INSPECTION PROCEDURE

1 Check hydraulic brake booster solenoid.



PREPARATION:

- (a) Disconnect the 2 connectors from hydraulic brake booster.

CHECK:

Check continuity between the terminal BS and each of terminals SFRH, SFRR, SFLH, SFLR, SRH, SRR, SA1 and SA2 of hydraulic brake booster connector.

OK:

Continuity

HINT:

Resistance of each solenoid at 20 °C (68 °F)

SFRH, SFLH, SRH: 4.75 – 5.25 Ω

SFRR, SFLR, SRR: 2.00 – 2.40 Ω

SA1, SA2 : 3.5 – 3.9Ω

NG

Replace hydraulic brake booster.

OK

2 Check for open and short circuit in harness and connector between ABS ECU and actuator (See page [IN-33](#)).

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Repair or replace harness or connector.

OK

If the same code is still output after the DTC is deleted, check the contact condition of each connection. If the connections are normal, the ECU may be defective.