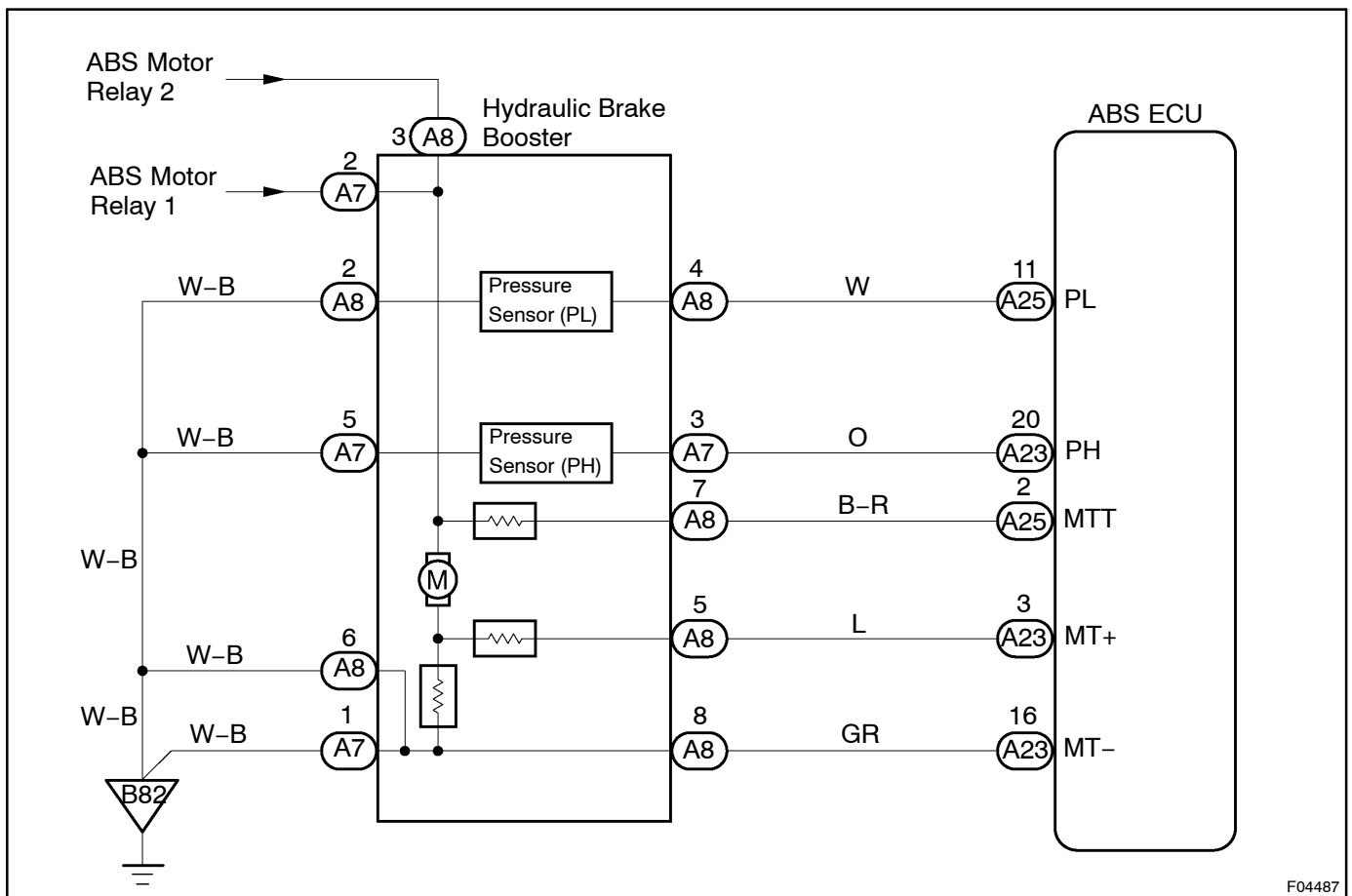


DTC	C1254 / 54	Pressure Switch Circuit
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CIRCUIT DESCRIPTION

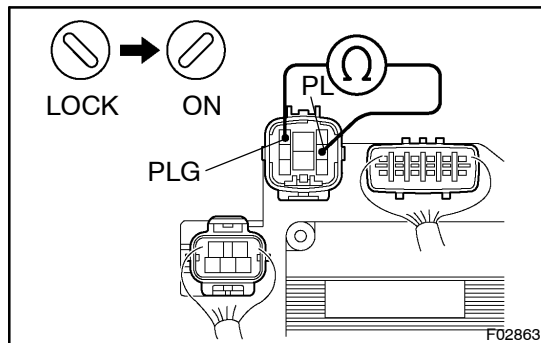
DTC No.	DTC Detecting Condition	Trouble Area
C1254 / 54	<p>Either of the following (1) or (2) is detected:</p> <p>(1) After turning the ignition switch ON, short or open circuit in pressure switch (PL) continues for more than 1 sec.</p> <p>(2) After turning the ignition switch ON open circuit in pressure switch (PH) continues for more than 1 sec.</p>	<ul style="list-style-type: none"> • Pressure switch (PH or PL) • Pressure switch circuit

WIRING DIAGRAM



INSPECTION PROCEDURE

1 Check pressure switch (PL) operation.

**PREPARATION:**

- (a) Turn the ignition 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·cm², 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 kΩ to 5.7 kΩ.

OK:

5,002–8,140 kpa (51–83 kgf·cm², 726–1,180 psi)

HINT:

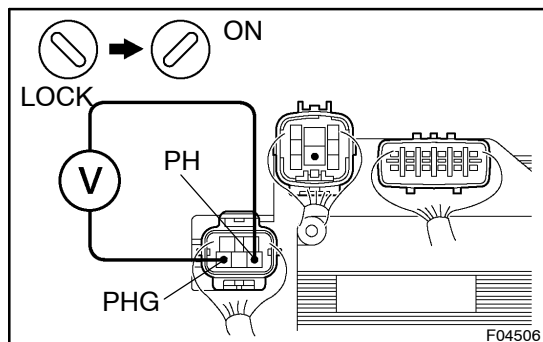
After inspection, clear the DTC (See page [DI-326](#)).

NG

Replace hydraulic brake booster.

OK

2 Check pressure switch (PH) operation.



PREPARATION:

- (a) 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 troubleshooting for the ABS warning light circuit (See page [DI-399](#)).

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·cm², 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·cm², 968–1,647 psi)

HINT:

After inspection, clear the DTC (See page [DI-326](#)).

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 k Ω to 1.0 k Ω .**
- **Pressure when the resistance between PH and PHG becomes 0 k Ω to 1 k Ω > pressure when the resistance between PL and PLG becomes 1.0 k Ω to 5.7 k Ω .**

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-33](#)).****NG****Repair or replace harness or connector.****OK****Check and replace ABS ECU.**