

Flowcharts

Diagnostic Trouble Code (DTC) 1: ABS Pump Motor Over-run (20 seconds)

CAUTION: Use only the digital multimeter to check the system.

Pre-test step:

- Check for fluid leaks from the functional parts and replace the faulty parts if there is a leak.

Functional parts:

- Modulator unit
- ABS pump assembly
- High pressure hose/pipe

— With engine running, ABS indicator light is ON.
— With service check connector jumped (see page 19-51), DTC 1 is indicated.

Bleed high pressure fluid from the maintenance bleeder with the Bleeder T-wrench (see page 19-77).

Remove the ABS pump motor relay from the under-hood fuse/relay box.

Connect the No. 1 and No. 2 terminals using a jumper wire for about eight seconds.

Does the ABS pump motor run with an increasingly loud, raspy sound?

NO

Pump runs with a constant soft sound:
Bleed air from anti-lock brake system using the procedure on page 19-84 and check the pump sound again.

YES

Check the accumulator fluid quantity by bleeding the high pressure line with the Bleeder T-wrench.

Is there 40–70 ml?

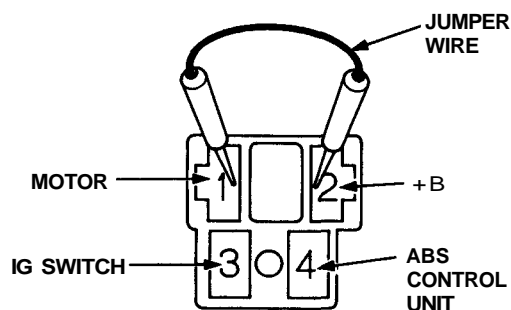
NO

(To page 19-54)

YES

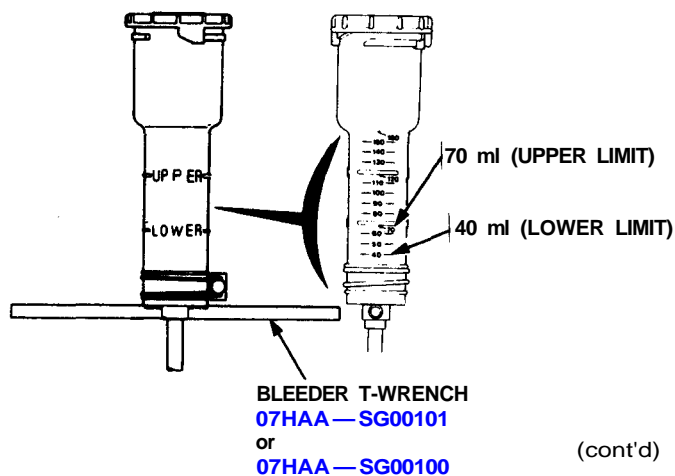
(To page 19-54)

ABS PUMP MOTOR RELAY CONNECTOR



View from terminal side.

NOTE: Use a jumper wire with a bare wire thickness of at least 2 mm.



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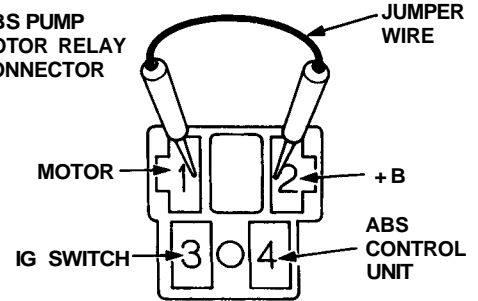
Troubleshooting

Flowcharts (cont'd)

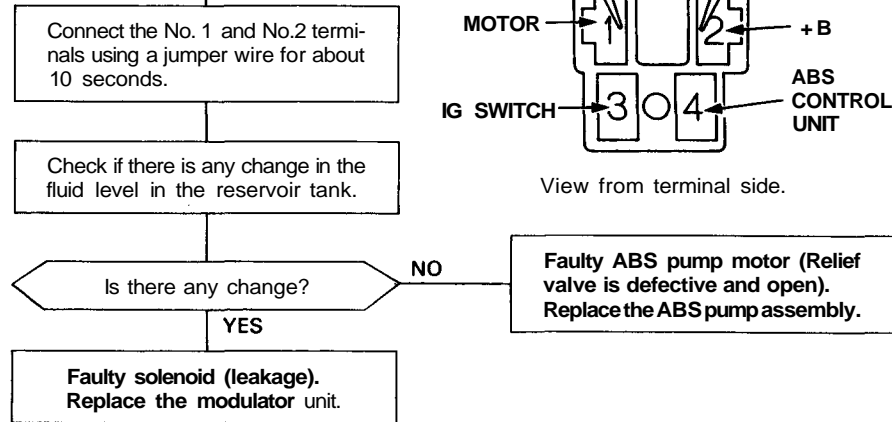
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ABS PUMP
MOTOR RELAY
CONNECTOR



View from terminal side.



Connect the No. 1 and No.2 terminals using a jumper wire for about 10 seconds.

Disconnect the pressure switch connector and check the continuity between the No.1 (YEL) and No.2 (YEL) terminals.

Is there continuity?

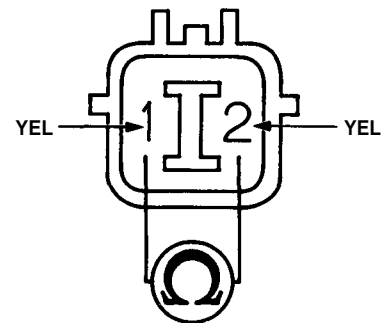
NO

Faulty pressure switch.
Replace the ABS pump assembly.

YES

The vehicle is OK at this time.

PRESSURE SWITCH CONNECTOR



Continuity?

View from terminal side.