

Pressure Switch

Diagnostic Trouble Code (DTC) 1-4: Pressure Switch Diagnosis

The ABS control unit momentarily activates the outlet solenoid valve and counts the number of times that the pressure switch signal is ON during the initial diagnosis.

When the ABS control unit does not detect the pressure switch OFF signal at all when the engine is started and stopped repeatedly, it keeps the ABS indicator light on. The count of the pressure switch ON signals is reset when the ABS control unit detects the pressure switch OFF signal.

Possible causes:

- Short to body ground between the ABS control unit and pressure switch
- Pressure switch stuck ON
- Faulty ABS control unit

—With engine running, ABS indicator light is ON.
—With the SCS short connector connected (see page 19-60), DTC 1-4 is indicated.

Bleed the high pressure brake fluid from the modulator unit (see page 19-132).

Disconnect the modulator unit 14P connector.

Check for continuity between the modulator unit 14P connector No. 4 (YEL) and No. 11 (BLK) terminals.

Is there continuity?

YES

Visually inspect the modulator wire harness. If the harness is OK, replace the modulator unit. (Pressure switch stuck ON)

NO

Disconnect the ABS control unit 26P connector.

Check for continuity between the ABS control unit 26P connector No. 19 (YEL) terminal and body ground.

Is there continuity?

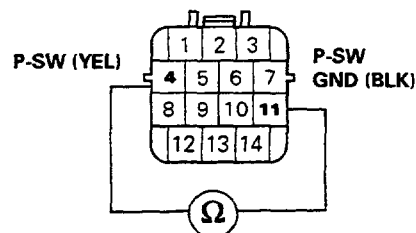
YES

Repair short to body ground in the YEL wire between the ABS control unit and modulator unit.

NO

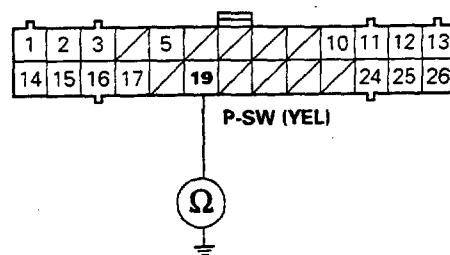
Check for loose ABS control unit connectors. If necessary, substitute a known-good ABS control unit and recheck.

MODULATOR UNIT 14P CONNECTOR



WIRE SIDE OF FEMALE TERMINALS

ABS CONTROL UNIT 26P CONNECTOR



WIRE SIDE OF FEMALE TERMINALS