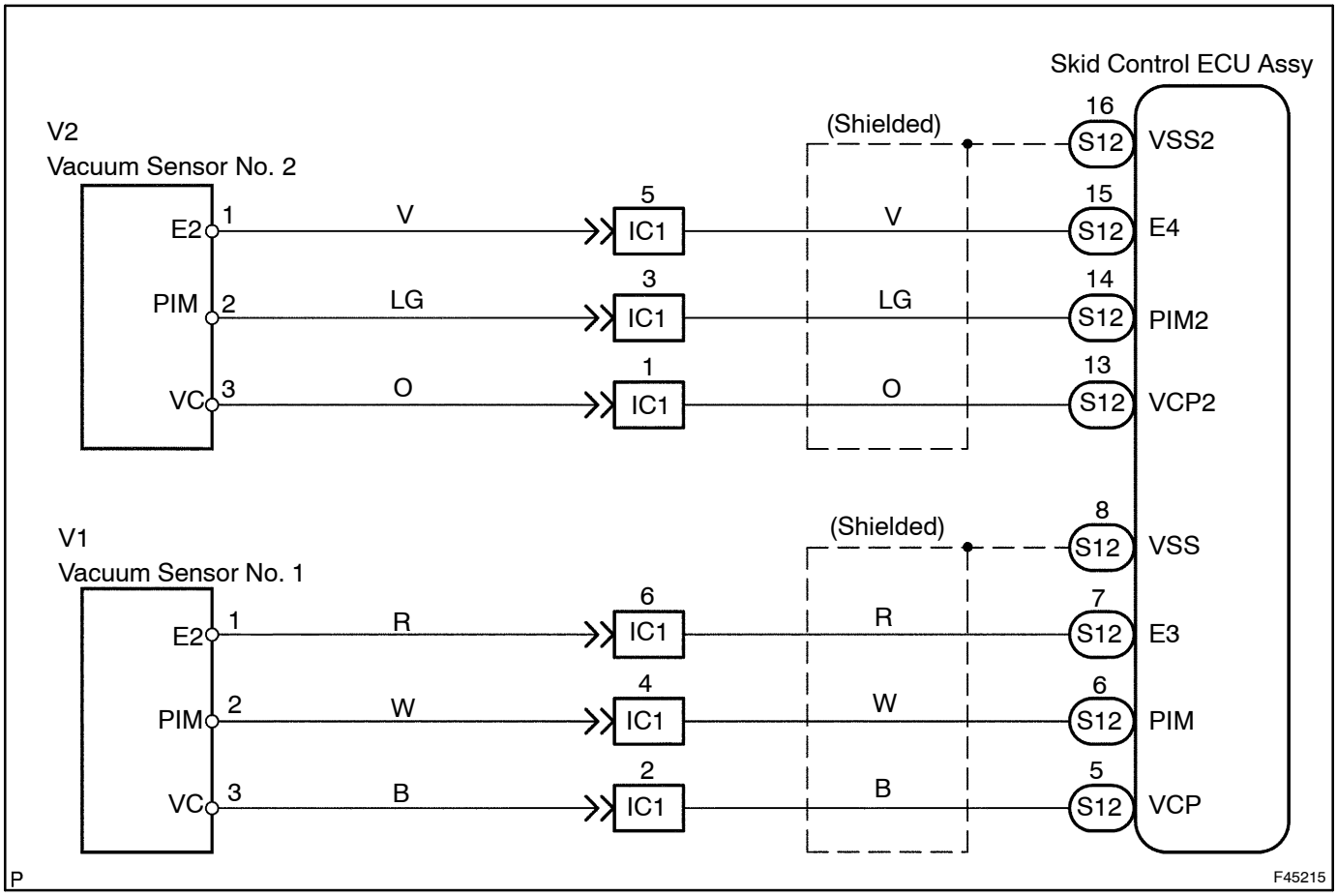
DTC C1265/65 VACUUM SENSOR MALFUNCTION

CIRCUIT DESCRIPTION

DTC No.	DTC Detection Condition	Trouble Area
C1265/65	Any of following 1. , 2. , 3. , 4. or 5. is detected: 1. When ignition switch is ON and VCP(VCP2) terminal voltage is within range of 4.4 to 5.6 V, the condition that PIM(PIM2) terminal voltage is out of range of 0.4 to 4.5 V continues for 1.2 sec. 2. When VCP(VCP2) terminal voltage is within range of 4.4 to 5.6 V, condition that PIM(PIM2) terminal voltage is out of range of 0.4 to 4.5 V continues for 1.2 sec. 3. With engine running, depress brake pedal by 19 kgf and release it. In 1 sec., change amount of PIM (PIM2) terminal voltage becomes 0.01 V or less 5 times or more 4. PIM or PIM2 terminal receives noise 7 times or more within 5 sec. 5. Condition that voltage difference between terminals PIM and PIM2 is 344 mV or more continues for 10 sec. or more	• Vacuum sensor • Vacuum sensor circuit

Fail safe function:
If any trouble occurs in the vacuum sensor circuit, the will ECU prohibit the BRAKE ASSIST.
HINT:
If the brake pedal is depressed firmly, the brake force may be lowered.

WIRING DIAGRAM



INSPECTION PROCEDURE

1	CHECK WIRE HARNESS (VACUUM SENSOR ⇔ SKID CONTROL ECU ASSY)

(a) Check for open and short circuit in the harness and connector between the V1/V2 sensor and S12 ECU connectors (See page 01–27).

NG → REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

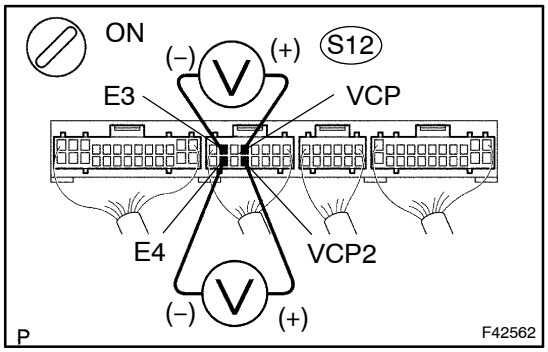
2	CHECK VACUUM SENSOR (NO.1, NO.2)

(a) Check the difference of voltage between the vacuum sensors.
Standard:
Difference is 340 mV or more ≧ 340 mV
(b) Check the vacuum sensor No. 1 and No. 2 (See page 05–195).

NG → REPLACE VACUUM SENSOR

OK

3	CHECK SKID CONTROL ECU ASSY (VCP, VCP2 TERMINAL VOLTAGE)



(a) Remove the ECU with the connectors still S12 connected.
(b) Turn the ignition switch ON.
(c) Measure the voltage between terminals VCP (S12–5) and E3 (S12–7), and VCP2 (S12–13) and E4 (S12–15) of the S12 ECU connector.
Standard: Voltage: 4.5 – 5.5 V

OK → NO PROBLEM

NG

CHECK AND REPLACE SKID CONTROL ECU ASSY (See page 01–27)