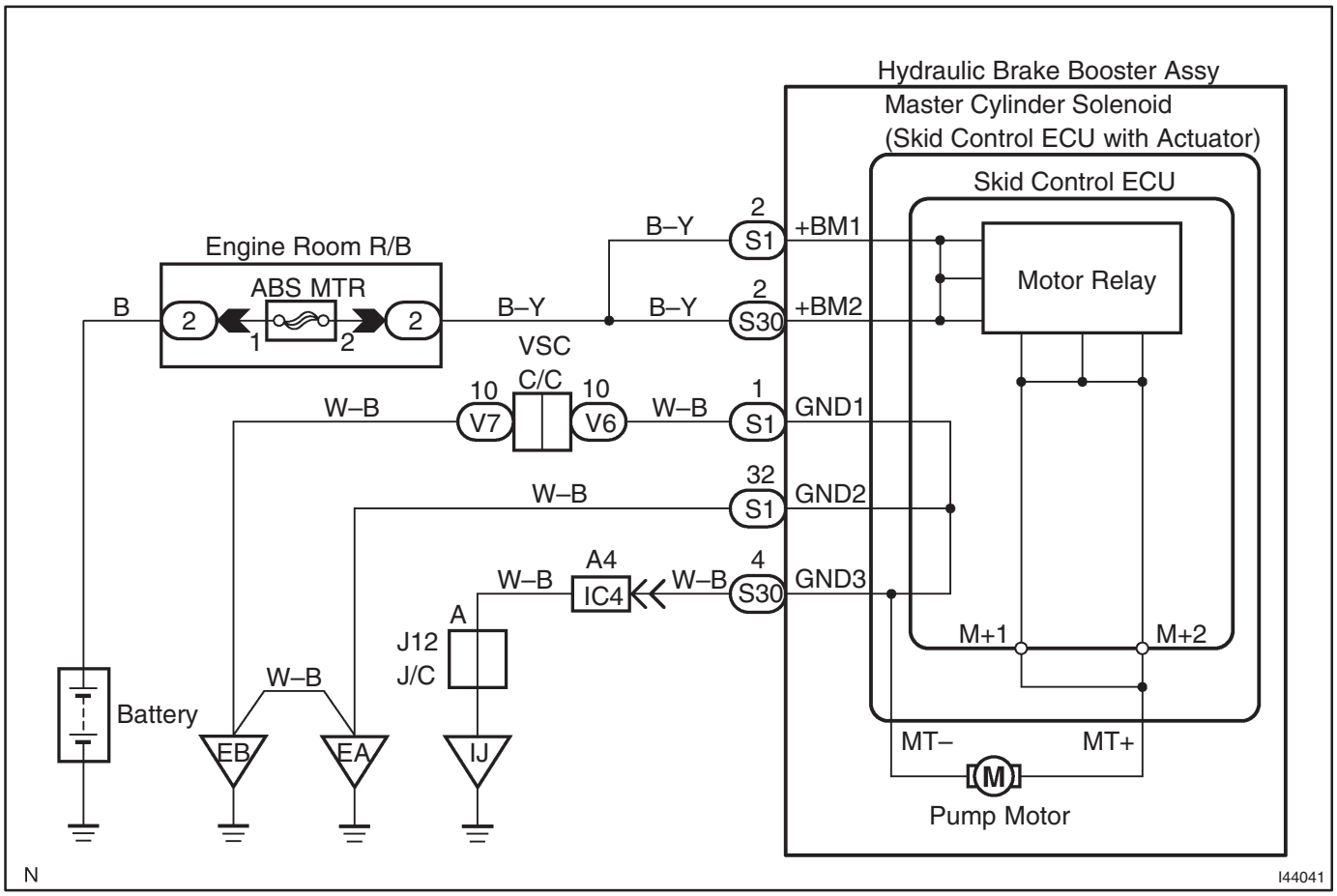
DTC	C1251/51	PUMP MOTOR IS LOCKED/OPEN CIRCUIT IN PUMP MOTOR GROUND

CIRCUIT DESCRIPTION

The motor relay (semiconductor relay) is built in the master cylinder solenoid and drives the pump motor based on a signal from the skid control ECU.

DTC No.	DTC Detection Condition	Trouble Area
C1251/51	Open in motor system circuit (motor input circuit).	Hydraulic brake booster pump motor circuit

WIRING DIAGRAM



INSPECTION PROCEDURE

NOTICE:

When replacing the master cylinder solenoid, perform zero point calibration (see page 05–744).

HINT:

Remove the hydraulic brake booster before the inspection (see page 32–12).

1	CHECK CONNECTION OF THE PUMP MOTOR WIRE HARNESS (MT+/MT–)

(a) Using a screwdriver, remove the 2 plugs from the hydraulic brake booster assy (see page 32–12).

(b) Check the tightening torque of the 2 screws which tighten the wire harness connecting the hydraulic brake booster assy and the brake booster pump (see page 32–12).

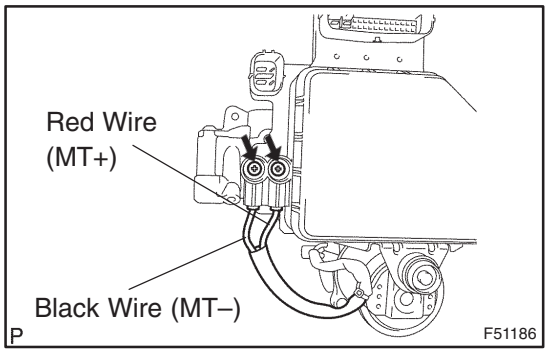
OK:

Torque: 2.9 N·m (30 kgf·cm, 26 in.·lbf)

NG → **TIGHTEN THE SCREWS UP, THEN GO TO STEP 3**

OK

2	CHECK RESISTANCE OF PUMP MOTOR WIRE HARNESS (MT+/MT–)



(a) Using a screwdriver, remove the 2 screws and pull the wire harness from the hydraulic brake booster assy (see page 32–12).

(b) Measure the resistance between the red wire (MT+) and the black wire (MT–).

OK:

Resistance: 2 Ω

NG → **REPLACE BRAKE BOOSTER W/ ACCUMULATOR PUMP ASSY (SEE PAGE 32–12)**

OK

3	RECONFIRM DTC

(a) Reassemble the hydraulic brake booster assy (see page 32–12).

(b) Install the hydraulic brake booster assy (see page 32–12).

(c) Clear the DTC (see page 05–766).

(d) Check if the same DTC is detected (see page 05–766).

Result:

DTC is output	A
DTC is not output	B

B → **END**

A

REPLACE MASTER CYLINDER SOLENOID (SEE PAGE 32–12)