BRAKE STROKE SIMULATOR CYLINDER SUB–ASSY

3214L–01

ON–VEHICLE INSPECTION

NOTICE:

The DTC may be stored after inspection. Be sure to clear the DTC and check that a normal system code is output after the inspection is finished.

1. INSPECT STROKE SIMULATOR

(a) Check battery voltage

Standard Value: 10 to 14 V (during engine stop)

(b) Connect intelligent tester II and pedal effort gauge

(1) Connect the pedal effort gauge.

(2) Move the shift lever to the P position. Apply the parking brake and connect the intelligent tester II to the DLC3.

(3) Turn the power switch on (IG).

(4) Clear the DTC (see page 05–738).

(c) Check operation w/o brake booster (see page 32–27).

(1) Check and adjust brake pedal height (see page 32–16).

(2) Check pedal free play (see page 32–16).

(3) Check pedal reserve distance (see page 32–16).

(4) Turn on the intelligent tester II and select ”ECB INVALID” to prohibit the brake control (ECB).

(5) Monitor ”MAS CYL PRS 1”, ”MAS CYL PRS 2”, ”PEDAL STROKE” and ”PEDAL STROKE 2” using the intelligent tester II.

(6) Check the value output from ”MAS CYL PRS 1”, ”MAS CYL PRS 2”, ”PEDAL STROKE” and ”PEDAL STROKE 2” by depressing the brake pedal.

Standard Value:

Pedal Effort N (kgf, lbf)	MAS CYL PRS 1 (V)	MAS CYL PRS 2 (V)	PEDAL STROKE (V)	PEDAL STROKE 2 (V)
200 (20.4, 45)	0.9 – 1.2	0.9 – 1.2	1.7 – 2.1	2.9 – 3.3
500 (51, 112)	1.7 – 2.2	1.7 – 2.2	1.9 – 2.3	2.7 – 3.1

(7) Finish the brake control prohibition on the intelligent tester II.

(d) Check operation w/ brake booster

(1) Turn on the power switch.

(2) Turn on the intelligent tester II and monitor the value of ”PEDAL STROKE” and ”PEDAL STROKE 2”.

(3) Depress the brake pedal 4 to 5 times.

(4) Check the value output from ”PEDAL STROKE” and ”PEDAL STROKE 2” by depressing the brake pedal.

Pedal Effort N (kgf, lbf)	PEDAL STROKE (V)	PEDAL STROKE 2 (V)
50 (5.1, 11)	1.1 – 1.7	3.3 – 3.8
100 (10.2, 22)	1.3 – 1.8	3.2 – 3.7
150 (15.3, 34)	1.4 – 1.8	3.2 – 3.6
200 (20.4, 45)	1.4 – 1.8	3.2 – 3.6