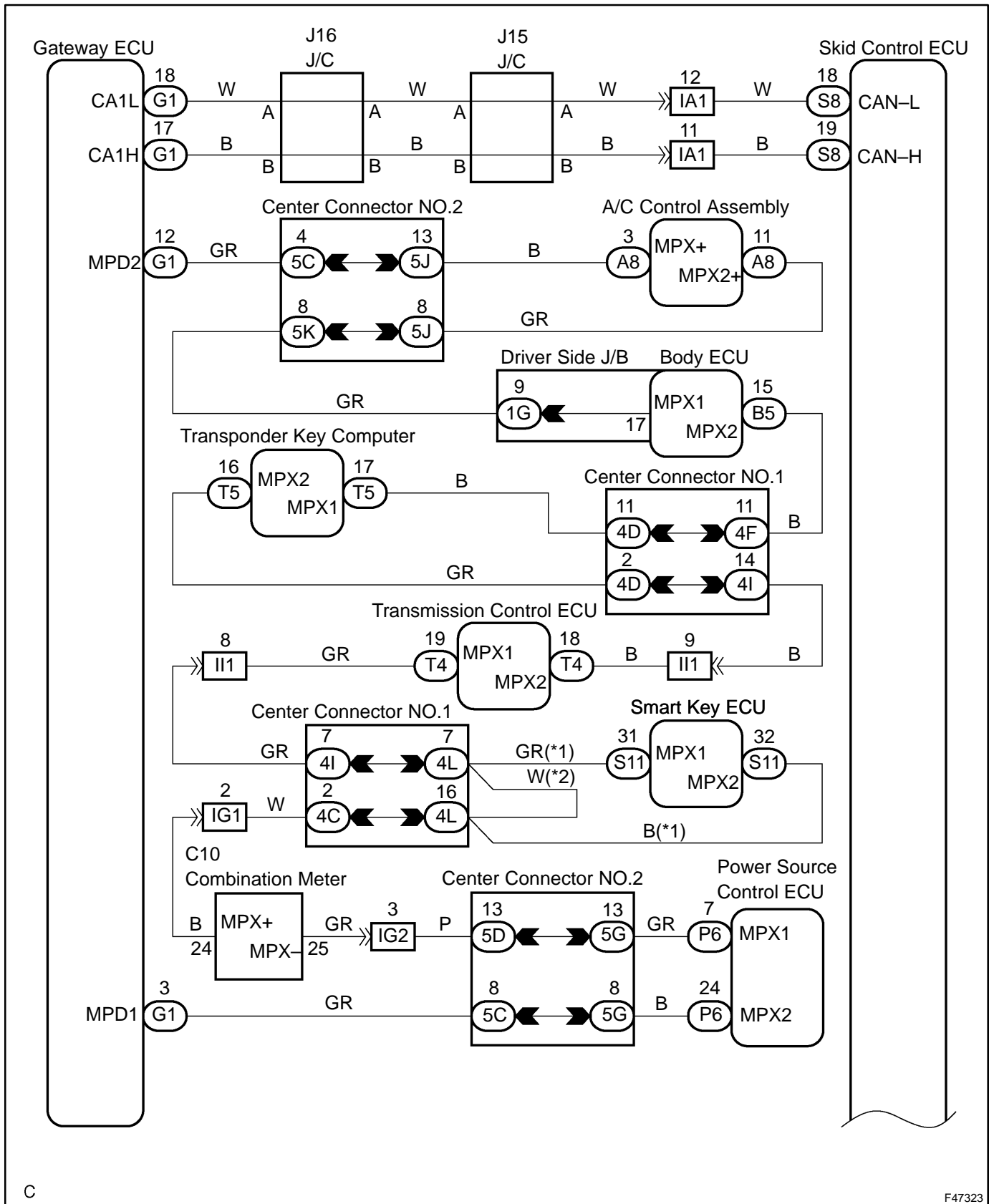


BRAKE WARNING LIGHT CIRCUIT

CIRCUIT DESCRIPTION

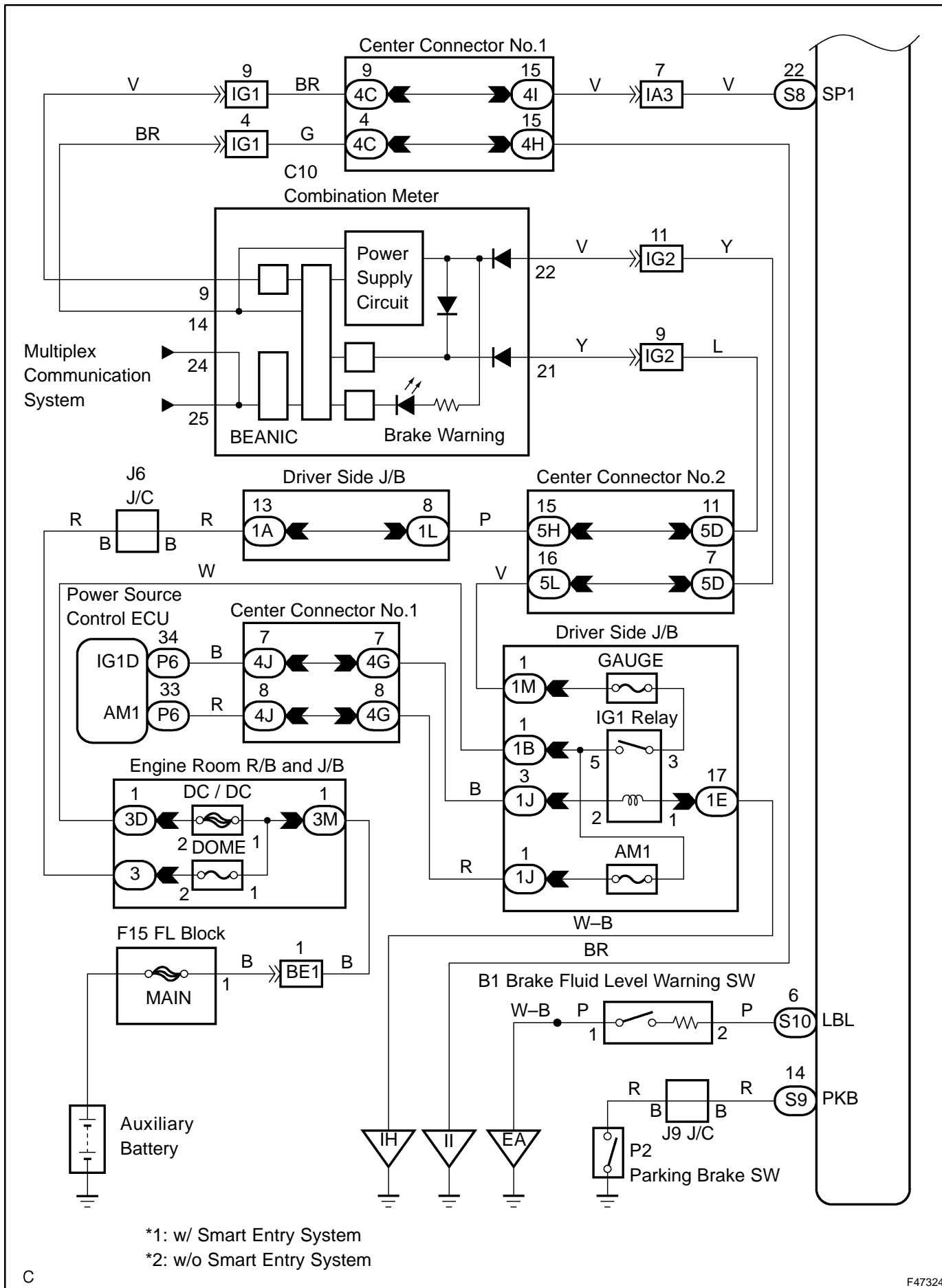
The BRAKE warning light comes on when the brake fluid is insufficient or the parking brake is applied. The skid control ECU is connected to the combination meter via CAN and Multiplex communications. When DTC is normal and BRAKE warning light remains on, perform troubleshooting as indicated below.

WIRING DIAGRAM



C

F47323



C

F47324

INSPECTION PROCEDURE

1 CHECK BRAKE FLUID LEVEL IN RESERVOIR

(a) Check that the brake fluid level is sufficient.

HINT:

- If the fluid level drops, check for a fluid leak, and repair if found.
- If no leaks exist, add and adjust fluid and then check that the trouble code is not output again.

OK:

Brake fluid level is proper.

NG → ADD BRAKE FLUID

OK

2 CHECK DTC FOR ABS

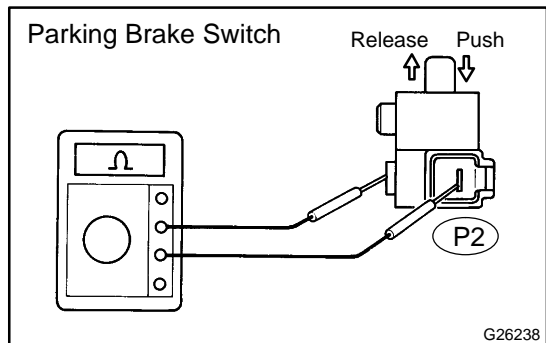
Are the DTCs recorded? (see page 05-975)

NO → Go to step 3

YES

REPAIR CIRCUIT INDICATED BY OUTPUT CODE

3 INSPECT PARKING BRAKE SWITCH ASSY



- (a) Remove the parking brake switch connector.
 (b) Measure the resistance according to the value(s) in the table below.

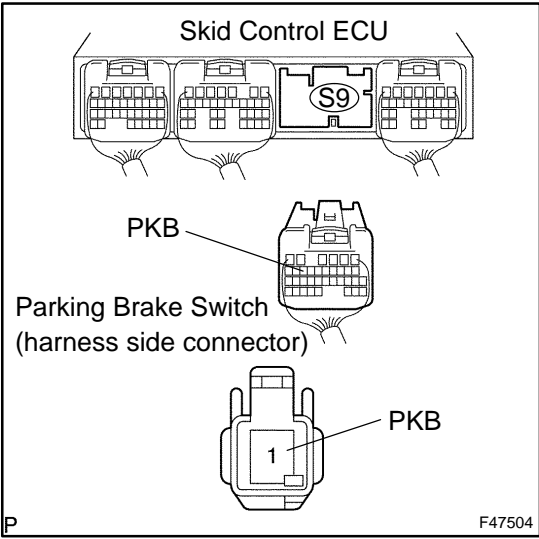
Standard:

Tester Connection	Switch Condition	Specified Condition
P2-1 – Ground part	Released	Below 1 Ω
P2-1 – Ground part	Pushed in	10 kΩ or higher

NG → REPLACE PARKING BRAKE SWITCH ASSY

OK

4 CHECK HARNESS AND CONNECTOR(SKID CONTROL ECU – PARKING BRAKE SWITCH)



- (a) Disconnect the skid control ECU connector and the parking brake switch connector.
- (b) Measure the resistance according to the value(s) in the table below.

Standard:

Tester Connection	Specified Condition
S9-14 (PKB) – P3-1 (PKB)	Below 1 Ω

- (c) Measure the resistance according to the value(s) in the table below.

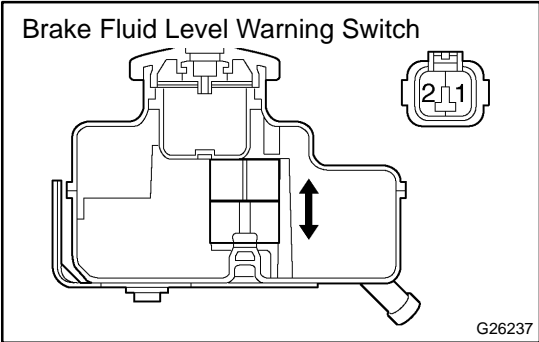
Standard:

Tester Connection	Specified Condition
S9-14 (PKB) – Body ground	10 kΩ or higher

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

5 INSPECT BRAKE FLUID LEVEL WARNING SWITCH



- (a) Remove the reservoir tank cap and strainer.
- (b) Disconnect the brake fluid level warning switch connector.
- (c) Measure the resistance according to the value(s) in the table below.

Standard:

Tester Connection	Fluid Level	Specified Condition
(B1-1) – (B1-2)	Proper	1.8 to 2.16 kΩ
(B1-1) – (B1-2)	Below min.: level	Below 1 Ω

NG → **REPLACE BRAKE FLUID LEVEL WARNING SWITCH**

OK

6 INSPECT SKID CONTROL ECU CONNECTOR

- (a) Check the skid control ECU connector's connecting condition.

OK:

The connector should be securely connected.

NG → **CONNECT CONNECTOR TO ECU CORRECTLY**

OK

7	PERFORM ACTIVE TEST BY HAND-HELD TESTER
----------	--

- (a) Connect the hand-held tester to the DLC3.
 (b) Turn the power switch ON (READY).
 (c) Select the item "ABS WARN LIGHT" in the ACTIVE TEST and operate the ABS Warning light on the hand-held tester.

Item	Measurement Item / Range (Display)	Normal Condition
BRAKE WARN LIGHT	Turns BRAKE warning light ON / OFF	Observe combination meter

- (d) Check that "ON" and "OFF" of the VSC warning light are indicated on the combination meter when using the hand-held tester.

OK:

The ABS warning light turns on or off in accordance with the hand-held tester.

NG

REPAIR OR REPLACE COMBINATION METER ASSY

A

REPLACE SKID CONTROL ECU (SEE PAGE 32-68)

NOTICE:

When replacing the skid control ECU assy, perform initialization of linear solenoid valve and calibration (see page 05-958).