| | | |
|---|---|---|
| **Last Modified:** 12-04-2024 | 6.11:8.1.0 | **Doc ID:** RM1000000028X1T |
| **Model Year Start:** 2023 | **Model:** Prius Prime | **Prod Date Range:** [12/2022 - ] |
| **Title:** BRAKE CONTROL / DYNAMIC CONTROL SYSTEMS: ELECTRONICALLY CONTROLLED BRAKE SYSTEM: C117514; Electronic Brake Booster Motor Supply Voltage Circuit Short to Ground or Open; 2023 - 2024 MY Prius Prius Prime [12/2022 - ] | | |

| | | |
|---|---|---|
| **DTC** | **C117514** | **Electronic Brake Booster Motor Supply Voltage Circuit Short to Ground or Open** |

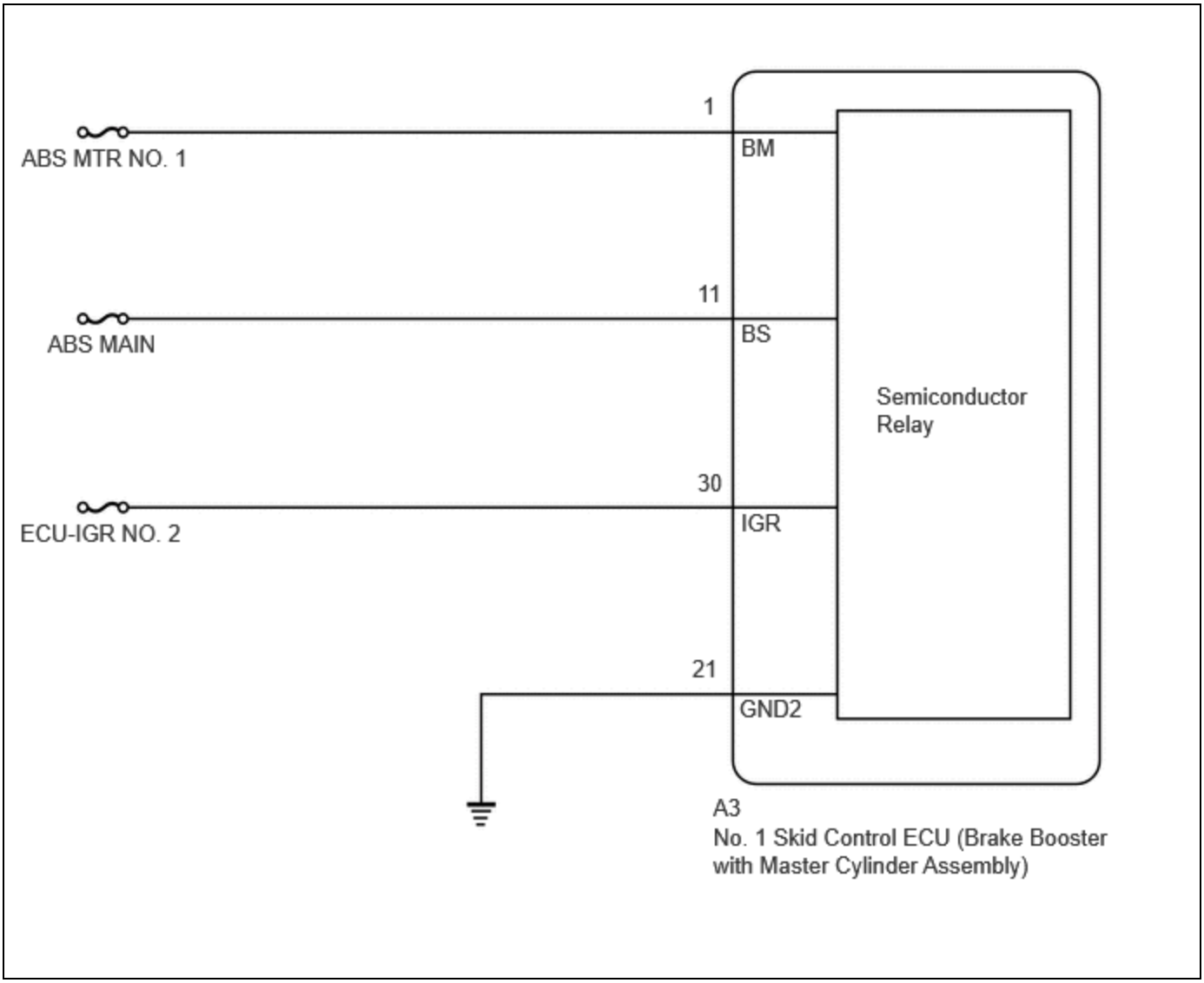
# DESCRIPTION

If a malfunction is detected in the power supply circuit, the No. 1 skid control ECU (brake booster with master cylinder assembly) power source voltage drops, the No. 1 skid control ECU (brake booster with master cylinder assembly) will store these DTCs.

If the auxiliary battery voltage is temporarily low, this DTC may be stored.

| DTC NO. | DETECTION ITEM | DTC DETECTION CONDITION | TROUBLE AREA | MIL | DTC OUTPUT FROM | PRIORITY | NOTE |
|---|---|---|---|---|---|---|---|
| C117514 | Electronic Brake Booster Motor Supply Voltage Circuit Short to Ground or Open | The BM terminal voltage monitor value is open circuit condition for 1 second or more. | • Improperly connected connector, deformation or corrosion of terminals<br>• Wire harness and connector<br>• No. 1 skid control ECU (brake booster with master cylinder assembly) | Does not come on | Brake Booster | A | Output ECU: No. 1 skid control ECU (brake booster with master cylinder assembly) |

# WIRING DIAGRAM




## CAUTION / NOTICE / HINT

**NOTICE:**

- Inspect the fuses for circuits related to this system before performing the following procedure.
- Before performing troubleshooting, make sure to confirm that the auxiliary battery voltage is normal.

  Click here INFO
- Make sure to wait 5 minutes or more with the ignition switch turned off before removing the integration control supply or disconnecting any supply power circuit from the integration control supply, in order for the voltage to be discharged and self-diagnosis to run.

## PROCEDURE

| | |
|---|---|
| **1.** | **CHECK DTC** |

(a) Check the DTCs that are output.

**Chassis > Brake Booster > Trouble Codes**

| RESULT | PROCEED TO |
|---|---|
| Only C117514 is output | A |
| C117514 and other DTCs are output | B |

**B** ▶ **REPAIR CIRCUITS INDICATED BY OUTPUT DTCS**

**A** ▼

| | |
|---|---|
| **2.** | **CHECK DTC** |

(a) Check the DTCs that are output.

**Chassis > Brake/EPB > Trouble Codes**

| RESULT | PROCEED TO |
|---|---|
| DTCs are not output | A |
| DTCs are output | B |

**B** ▶ **REPAIR CIRCUITS INDICATED BY OUTPUT DTCS**

**A** ▼

| | |
|---|---|
| **3.** | **CHECK HARNESS AND CONNECTOR (BM TERMINAL)** |

Pre-procedure1

(a) Turn the ignition switch off.

Procedure1

(b) Make sure that there is no looseness at the locking part and the connecting part of the connector.

OK:

The connector is securely connected.

Pre-procedure2

(c) Disconnect the A3 No. 1 skid control ECU (brake booster with master cylinder assembly) connector.

Procedure2

(d) Check both the connector case and the terminals for deformation and corrosion.

OK:

No deformation or corrosion.

Procedure3

(e) Measure the voltage according to the value(s) in the table below.

Standard Voltage:

EWD INFO

**Click Location & Routing(A3)**
**Click Connector(A3)**

| TESTER CONNECTION | CONDITION | SPECIFIED CONDITION | RESULT |
|---|---|---|---|
| A3-1 (BM) - Body ground | Always | 11 to 14 V | V |

Post-procedure1

(f) None

**OK** ▶ **REPLACE BRAKE BOOSTER WITH MASTER CYLINDER ASSEMBLY**

Click here INFO

**NG** ▶ **REPAIR OR REPLACE HARNESS OR CONNECTOR**