Last Modified: 12-04-2024	6.11:8.1.0	**Doc ID:** RM1000000028X2C
Model Year Start: 2023	**Model:** Prius Prime	**Prod Date Range:** [12/2022 -]
Title: BRAKE CONTROL / DYNAMIC CONTROL SYSTEMS: ELECTRONICALLY CONTROLLED BRAKE SYSTEM: C14DD14; Brake Pressure Control solenoid Supply Voltage Circuit Short to Ground or Open; 2023 - 2024 MY Prius Prius Prime [12/2022 -]		

DTC	**C14DD14**	**Brake Pressure Control solenoid Supply Voltage Circuit Short to Ground or Open**

DESCRIPTION

Refer to DTC C102000.

Click here INFO

DTC NO.	DETECTION ITEM	DTC DETECTION CONDITION	TROUBLE AREA	MIL	DTC OUTPUT FROM	PRIORITY	NOTE
C14DD14	Brake Pressure Control solenoid Supply Voltage Circuit Short to Ground or Open	BS terminal voltage is 9.4 V or less for 10 seconds or more.	• Improperly connected connector, deformation or corrosion of terminals • Wire harness and connector • No. 1 skid control ECU (brake booster with master cylinder assembly)	Does not come on	Brake Booster	B	Output ECU: No. 1 skid control ECU (brake booster with master cylinder assembly)

WIRING DIAGRAM

Refer to DTC C117514.

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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.

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- 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 C14DD14 is output	A
C14DD14 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 (BS 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:

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

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

Post-procedure1

(f) None

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

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