Last Modified: 12-04-2024	6.11:8.1.0	**Doc ID:** RM1000000028X2D
Model Year Start: 2023	**Model:** Prius Prime	**Prod Date Range:** [12/2022 -]
Title: BRAKE CONTROL / DYNAMIC CONTROL SYSTEMS: ELECTRONICALLY CONTROLLED BRAKE SYSTEM: C14FE14; Steering Angle Sensor Supply Voltage Circuit Short to Ground or Open; 2023 - 2024 MY Prius Prius Prime [12/2022 -]		

DTC	**C14FE14**	**Steering Angle Sensor Supply Voltage Circuit Short to Ground or Open**

DESCRIPTION

This DTC is stored when the No. 2 skid control ECU (brake actuator assembly) receives a power supply malfunction signal from the steering angle sensor.

DTC NO.	DETECTION ITEM	DTC DETECTION CONDITION	TROUBLE AREA	MIL	DTC OUTPUT FROM	PRIORITY	NOTE
C14FE14	Steering Angle Sensor Supply Voltage Circuit Short to Ground or Open	When the +BS terminal voltage is from 9.5 to 17.4 V, a steering angle sensor power supply malfunction signal is received from the steering angle sensor.	• Steering angle sensor • Wire harness and connector	Does not come on	Brake/EPB	A	Output ECU: No. 2 skid control ECU (brake actuator assembly)

WIRING DIAGRAM

Refer to DTC C05262A.

Click here INFO

CAUTION / NOTICE / HINT

NOTICE:

Inspect the fuses for circuits related to this system before performing the following procedure.

PROCEDURE

1.	**CLEAR DTC**

Pre-procedure1

(a) None

Procedure1

(b) Clear the DTCs.

Chassis > Brake/EPB > Clear DTCs

Post-procedure1

(c) Turn the ignition switch off.

NEXT

2.	**RECONFIRM DTC**

Pre-procedure1

(a) Based on the Freeze Frame Data and interview with the customer, attempt to reproduce the conditions when the malfunction occurred.

Procedure1

(b) Check if the same DTC is output.

Chassis > Brake/EPB > Trouble Codes

RESULT	PROCEED TO
C14FE14 is not output	A
C14FE14 is output	B

Post-procedure1

(c) None

A **USE SIMULATION METHOD TO CHECK**

B

3.	**CHECK HARNESS AND CONNECTOR (IGR TERMINAL)**

Procedure1

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

OK:
The connector is securely connected.

Pre-procedure1

(b) Disconnect the K72 steering angle sensor connector.

Procedure2

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

OK:
No deformation or corrosion.

Pre-procedure2

(d) Turn the ignition switch to ON.

Procedure3

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

Standard Voltage:

EWD INFO

Click Location & Routing(K72)
Click Connector(K72)

TESTER CONNECTION	SWITCH CONDITION	SPECIFIED CONDITION	RESULT
K72-9 (IGR) - Body ground	Ignition switch ON	11 to 14 V	V

Post-procedure1

(f) None

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

OK ▼

4.	**CHECK HARNESS AND CONNECTOR (BAT TERMINAL)**

Pre-procedure1

(a) Turn the ignition switch off.

Procedure1

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

Standard Voltage:

EWD INFO

Click Location & Routing(K72)
Click Connector(K72)

TESTER CONNECTION	CONDITION	SPECIFIED CONDITION	RESULT
K72-4 (BAT) - Body ground	Always	11 to 14 V	V

Post-procedure1

(c) None

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

OK ▼

5.	CHECK HARNESS AND CONNECTOR (ESS TERMINAL)

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

Standard Resistance:

EWD INFO

Click Location & Routing(K72)
Click Connector(K72)

TESTER CONNECTION	CONDITION	SPECIFIED CONDITION	RESULT
K72-6 (ESS) - Body ground	1 minute or more after disconnecting the cable from the negative (-) auxiliary battery terminal	Below 1 Ω	Ω

OK ▶ **REPLACE STEERING ANGLE SENSOR** INFO

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