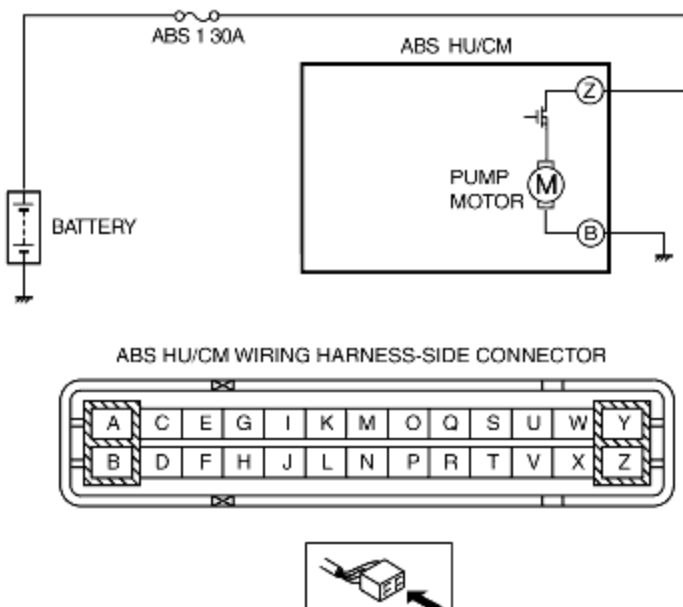


DTC C1095 [ABS]

B3E040243000W05

DTC	C1095	Pump motor, motor relay
DETECTION CONDITION	<ul style="list-style-type: none">• ABS motor monitor signal does not correspond to ABS HU/CM OFF signal.• ABS motor monitor signal does not correspond to ABS HU/CM ON signal.• ABS motor monitor OFF signal is input within specified time limit when motor signal is switched from ON to OFF by ABS HU/CM.	
POSSIBLE CAUSE	<ul style="list-style-type: none">• ABS 1 (30 A) fuse malfunction• Open circuit or short to ground in the wiring harness between the battery and ABS HU/CM terminal Z• Open circuit in the wiring harness between ABS HU/CM terminal B and body ground• Open or short circuit in ABS HU/CM internal motor relay, or stuck motor relay• Open or short circuit in ABS HU/CM internal pump motor, or frozen pump motor• Poor connection at connectors (female terminal)	



The diagram illustrates the electrical circuit for the ABS pump motor. It starts with a BATTERY connected to a fuse labeled "ABS 1 30A". The other side of the fuse connects to the "ABS HU/CM" (Hydraulic Control Module) unit. Inside this unit, the circuit passes through a switch and a relay (represented by a coil symbol) to the "PUMP MOTOR" (represented by a circle with an 'M'). The pump motor is connected to terminal "Z" and terminal "B". Terminal "Z" is connected to the battery line, and terminal "B" is connected to a ground symbol. Below the ABS HU/CM unit is the "ABS HU/CM WIRING HARNESS-SIDE CONNECTOR", which is a multi-pin connector with terminals labeled A, C, E, G, I, K, M, O, Q, S, U, W, Y in the top row and B, D, F, H, J, L, N, P, R, T, V, X, Z in the bottom row. Terminals A and B are grouped together on the left, and Y and Z are grouped together on the right. A small inset at the bottom shows a connector being plugged into the harness.

Diagnostic procedure

STEP	INSPECTION	ACTION	
1	INSPECT ABS FUSE CONDITION • Is the ABS fuse (ABS 1 30 A) normal?	Yes	Go to the next step.
		No	Replace the ABS fuse, then go to Step 6.
2	VERIFY PUMP MOTOR OPERATION • Turn the ignition switch off. • Connect the WDS or equivalent to the DLC-2. • Turn the ignition switch to the ON position. • Access PMP_MOTOR active command modes using the WDS or equivalent. • Does the pump motor operate?	Yes	Go to the next step.
		No	Replace the ABS HU/CM, then go to Step 6. (See ABS HU/CM REMOVAL/INSTALLATION.)
3	INSPECT MOTOR RELAY POWER SUPPLY FOR OPEN CIRCUIT • Turn the ignition switch off. • Disconnect the ABS HU/CM connector. • Inspect for continuity between ABS HU/CM terminal Z and the positive battery terminal.	Yes	Go to the next step.
		No	Repair or replace the wiring harness, then go to Step 6.

	• Is there continuity?		
4	INSPECT MOTOR RELAY POWER SUPPLY FOR SHORT CIRCUIT • Inspect for continuity between ABS HU/CM terminal Z and body ground. • Is there continuity?	Yes	Repair or replace the wiring harness, then go to Step 6.
		No	Go to the next step.
5	INSPECT PUMP MOTOR GROUND FOR OPEN CIRCUIT • Inspect for continuity between ABS HU/CM terminal B and body ground. • Is there continuity?	Yes	Go to the next step.
		No	Repair or replace the wiring harness, then go to the next step.
6	VERIFY THAT THE SAME DTC IS NOT PRESENT • Reconnect all disconnected connectors. • Clear the DTCs from the memory. (See Clearing DTCs Procedures.) • Start the engine and drive the vehicle at 10 km/h {6.2 mph} or more. • Are the same DTCs present?	Yes	Repeat the inspection from Step 1. If the malfunction recurs, replace the ABS HU/CM, then go to the next step. (See ABS HU/CM REMOVAL/INSTALLATION.)
		No	Go to the next step.
7	VERIFY THAT NO OTHER DTCS ARE PRESENT • Are any other DTCs output?	Yes	Go to the applicable DTC inspection. (See DTC Table.)
		No	DTC troubleshooting completed.