

Removal

⚠ WARNING

Be sure to read and follow the "General Safety Information and Caution" before doing any work related with the high voltage system. Failure to follow the safety instructions may result in serious electrical injuries.

1. Shut off the high voltage circuit.
(Refer to Hybrid Control System - "High Voltage Shutoff Procedure")
2. Remove the air cleaner assembly and air duct.
(Refer to Engine Mechanical System - "Air Cleaner")
3. Remove the ECM and TCM bracket assembly.
(Refer to Engine Control/Fuel System - "Engine Control Module (ECM)")
4. Disconnect the power cable (A) from the HPCU.



5. Disconnect the brake hose (A).



6. Remove the mounting nuts and remove the reservoir tank (A).
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Tightening torque :

6.9 - 10.8 N·m (0.7 - 1.1 kgf·m, 5.1 - 7.9 lb·ft)



7. Disconnect the brake fluid level sensor connector (A).



8. Disconnect the integrated electronic booster ECU connector (A) and integrated electronic booster motor connector (B).



9. Remove the mounting screws and remove the reservoir (A).



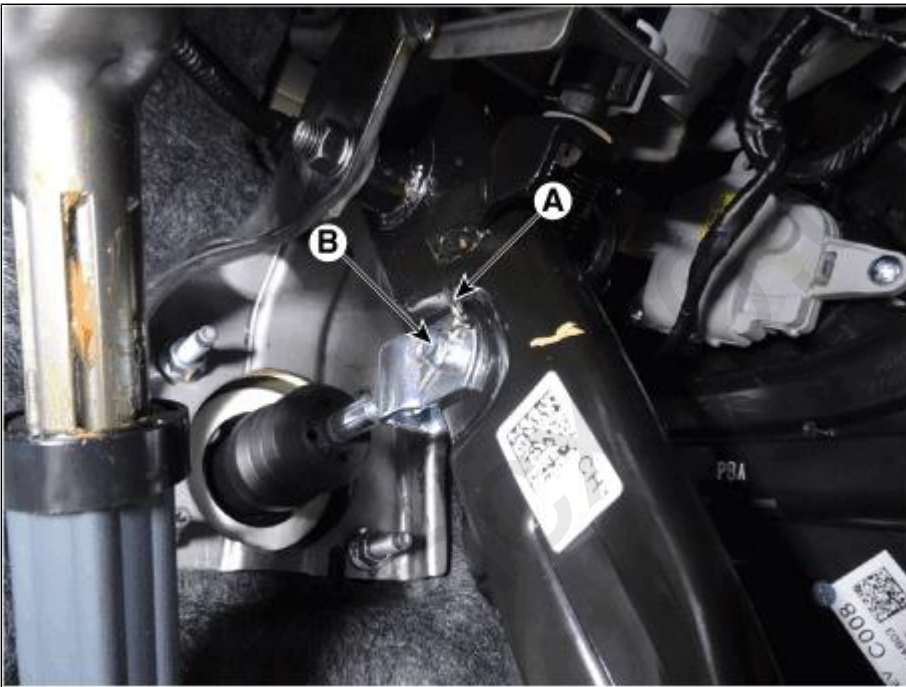
10. Disconnect the brake tube (A) from the integrated electronic booster (IEB) by loosening the tube flare nut.

Tightening torque :

12.7 - 16.7 N.m (1.3 - 1.7 kgf.m, 9.4 - 12.3 lb-ft)



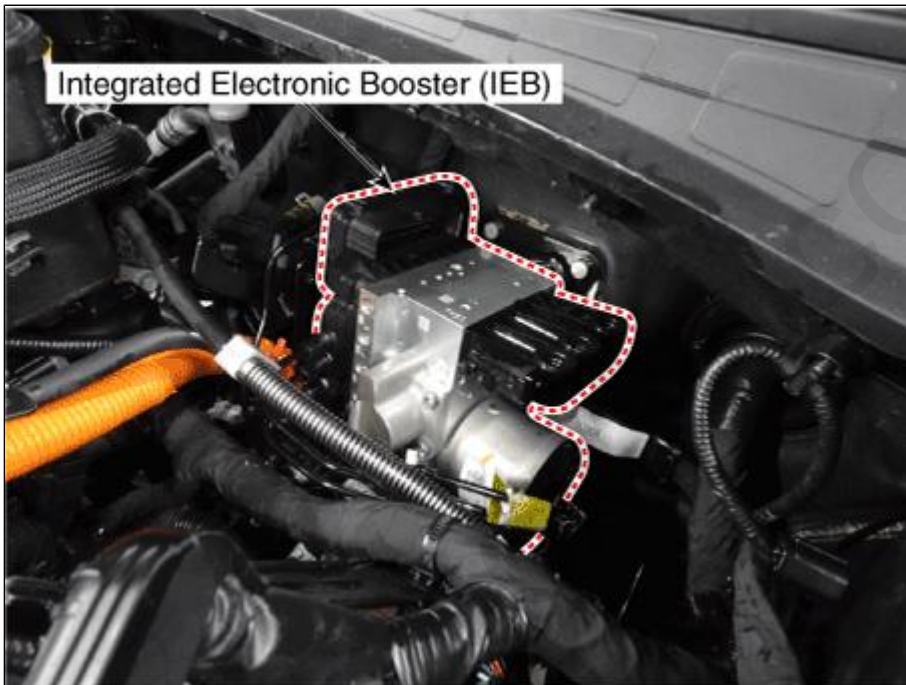
11. Remove the snap pin (A) and clevis pin (B).



12. Remove the integrated electronic booster (IEB) mounting nuts (A).

Tightening torque :

16.7 - 25.5 N.m (1.7 - 2.6 kgf.m, 12.3 - 18.8 lb-ft)



Installation

1. Install in the reverse order of removal.
2. Check the brake pedal operation.
3. Perform variant coding.
4. Perform Brake Pedal Travel sensor (PTS) calibration.
(Refer to Brake System - "Brake Pedal")

NOTICE

The brake pedal cannot be replaced by single components. It is replaceable by brake pedal assembly. individually replaced or re-installed, it may have bad influence on the brake performance due to stroke calibration error.

5. Perform Longitudinal G Sensor Calibration. [HAC/DBC only]
6. Perform Pressure sensor Calibration.
7. If necessary, perform a variant code reset.
8. After filling the brake fluid in the reservoir, perform the air bleed.

(Refer to the Integrated electronic brake (IEB) System - "Repair procedures")

Diagnostic Procedure Using diagnostic tool

The following section describes how to diagnose faults using a diagnostic instrument.

1. Connect the diagnostic instrument to the self-diagnostic connector (16-pin) beneath the crash pad on the side of driver's seat, and then turn on the ignition to activate the diagnostic instrument.
2. In the self-diagnosis device Vehicle Type Selection menu, select "Vehicle Type" and "ABS/ESC" System, and then opt for "OK."

[Variant Coding]



[Longitudinal G Sensor Clibration]

S/W Management

Systems

Components

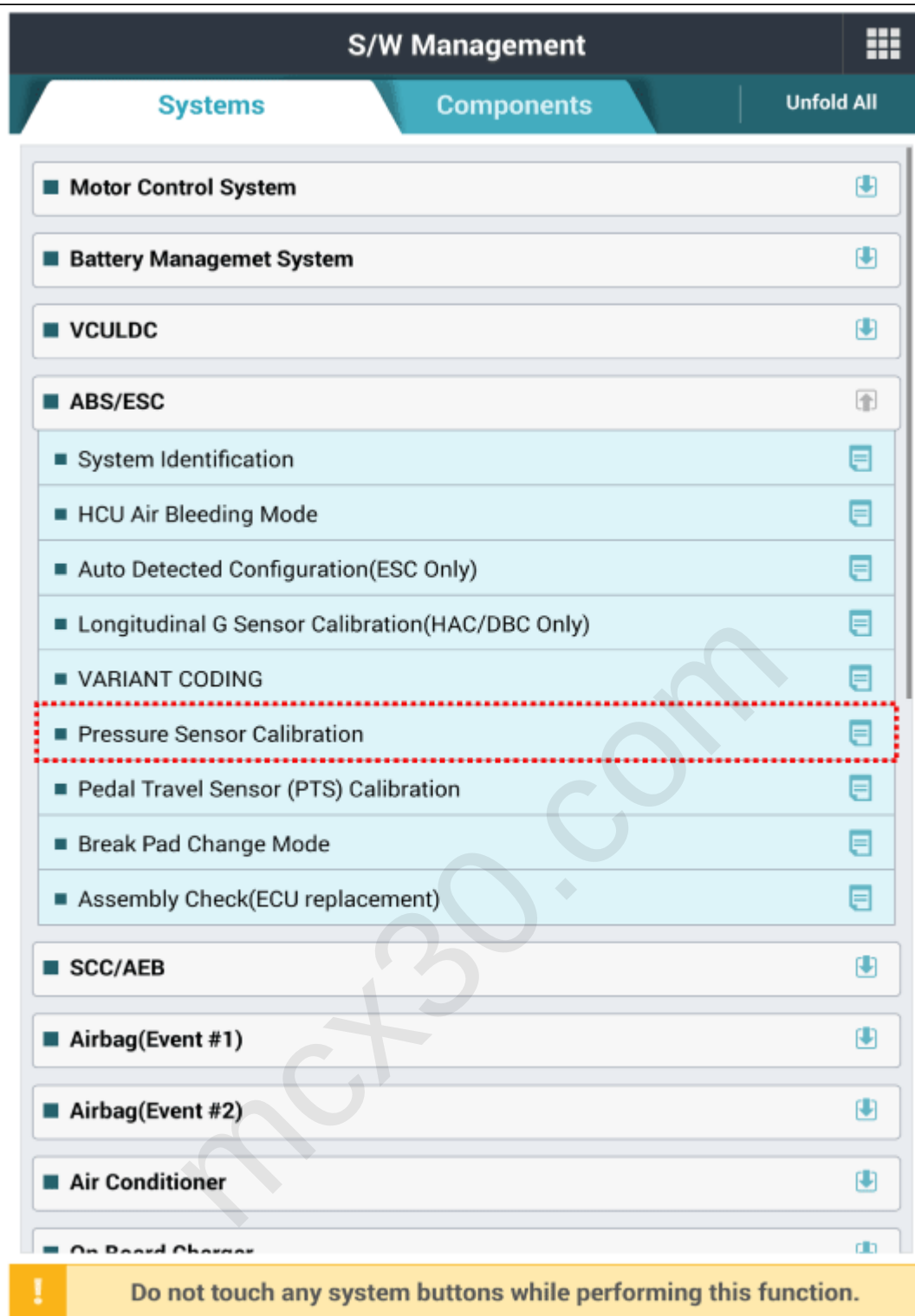
Unfold All

■ Motor Control System	↓
■ Battery Managemet System	↓
■ VCULDC	↓
■ ABS/ESC	↑
■ System Identification	☰
■ HCU Air Bleeding Mode	☰
■ Auto Detected Configuration(ESC Only)	☰
■ Longitudinal G Sensor Calibration(HAC/DBC Only)	☰
■ VARIANT CODING	☰
■ Pressure Sensor Calibration	☰
■ Pedal Travel Sensor (PTS) Calibration	☰
■ Break Pad Change Mode	☰
■ Assembly Check(ECU replacement)	☰
■ SCC/AEB	↓
■ Airbag(Event #1)	↓
■ Airbag(Event #2)	↓
■ Air Conditioner	↓
■ On Board Charger	☰

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Do not touch any system buttons while performing this function.

[Pressure Sensor Calibration]



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