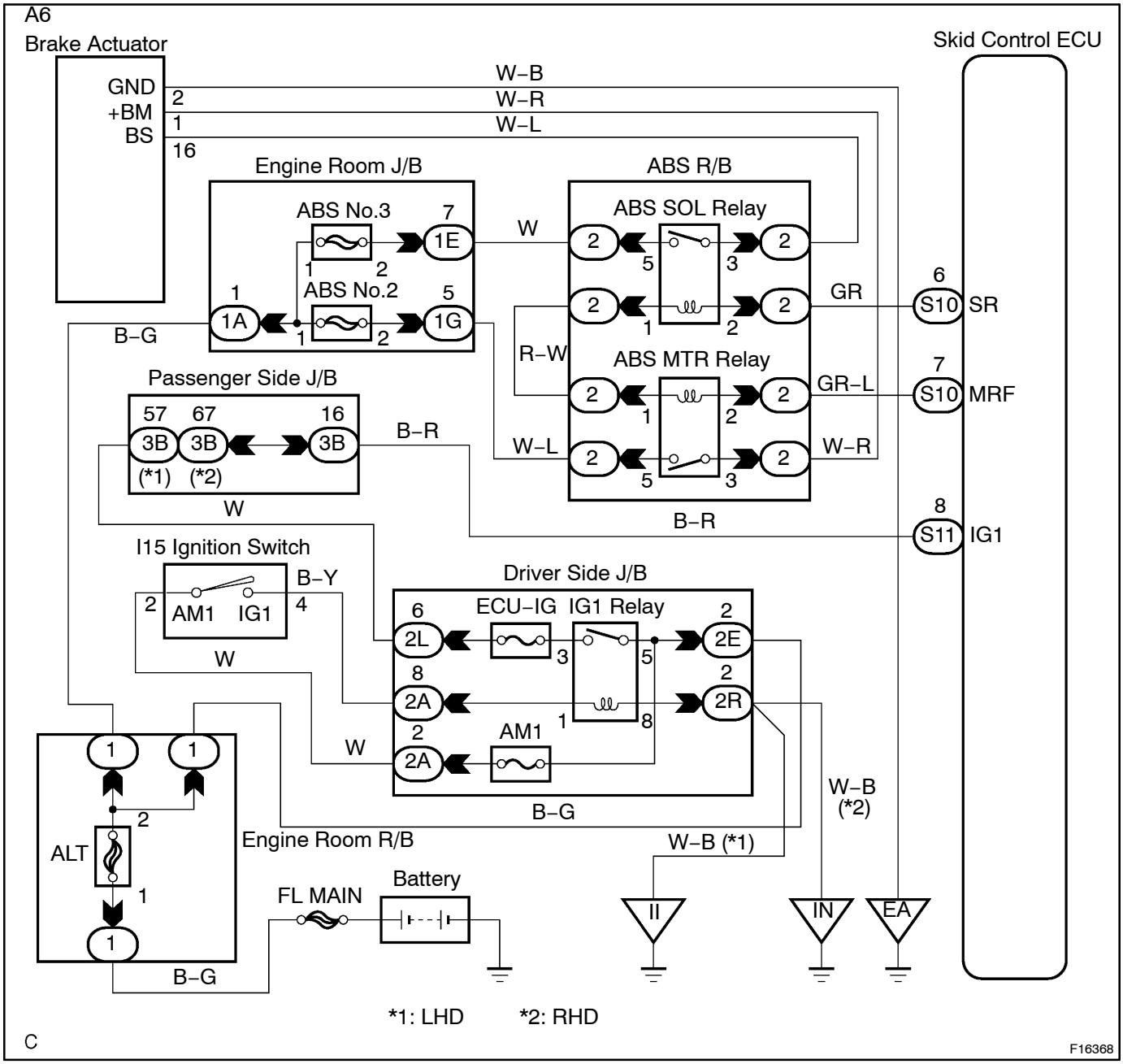
| DTC | C1241/41 | LOW BATTERY POSITIVE VOLTOAGE OR ABNORMALLY HIGH BATTERY POSITIVE VOLTAGE |
|---|---|---|

## CIRCUIT DESCRIPTION

This is the power source for the ECU, hence the actuators.

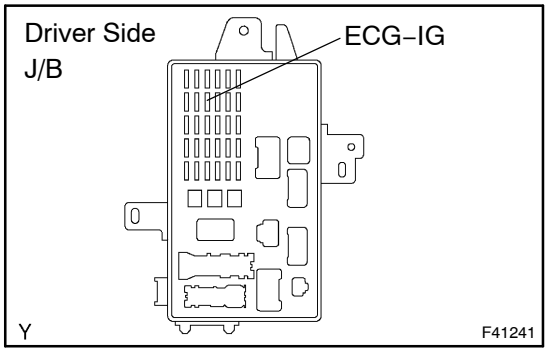
| DTC No. | DTC Detecting Condition | Trouble Area |
|---|---|---|
| C1241/41 | Detection of any of conditions 1. through 3. :<br>1. With vehicle speed at 3 km/h or more, IG1 terminal voltage is 10V or below for 10 sec. or longer.<br>2. With IG1 terminal voltage at 10V or below, solenoid relay open, pump motor relay open, solenoid fault detecting condition are established<br>3. Voltage of ECU terminal IG1 remains at more than 17V continues for 1.2 sec. or more. | • Battery<br>• Charging system<br>• Power source circuit |

## WIRING DIAGRAM




## INSPECTION PROCEDURE

| 1 | INSPECT FUSE(ECU–IG OF DRIVER SIDE J/B) |
|---|---|




(a) Remove ECU–IG fuse from the driver side J/B.
(b) Check continuity of ECU–IG fuse.
**OK: Continuity**

| NG | INSPECT FOR SHORT CIRCUIT IN ALL HARNESS AND COMPONENTS CONNECTED TO ECU–IG FUSE |
|---|---|

OK

| 2 | INSPECT BATTERY(TERMINAL VOLTAGE) |
|---|---|

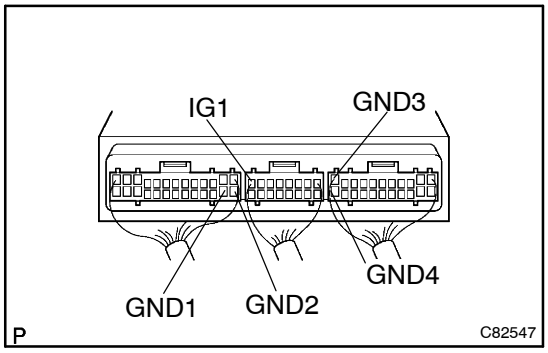
(a) Check the battery positive voltage.
**OK: 10 – 14 V**

NG → CHECK CHARGING SYSTEM

OK

| 3 | CHECK VOLTAGE OF ECU IG POWER SOURCE |
|---|---|

**In case of using the hand–held tester:**
(a) Select the item ”IG VOLTAGE” in the DATA LIST and red its value displayed on the hand–held tester.
(b) Check the voltage condition output from the ECU displayed on the hand–held tester.
**OK: ”Normal” is displayed.**




**In case of not using the hand–held tester:**
(a) Remove the skid contol ECU with connectors still connected.
(b) Turn the ignition switch to ON, measure voltage between terminals IG1 and GND of skid control ECU connector.
**OK: 10 – 14 V**

OK → CHECK AND REPLACE SKID CONTROL ECU ASSY

NG

| 4 | CHECK CONTINUITY(GND OF SKID CONTROL ECU ASSY – BODY GROUND) |
|---|---|

NG → REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

CHECK AND REPAIR HARNESS AND CONNECTOR