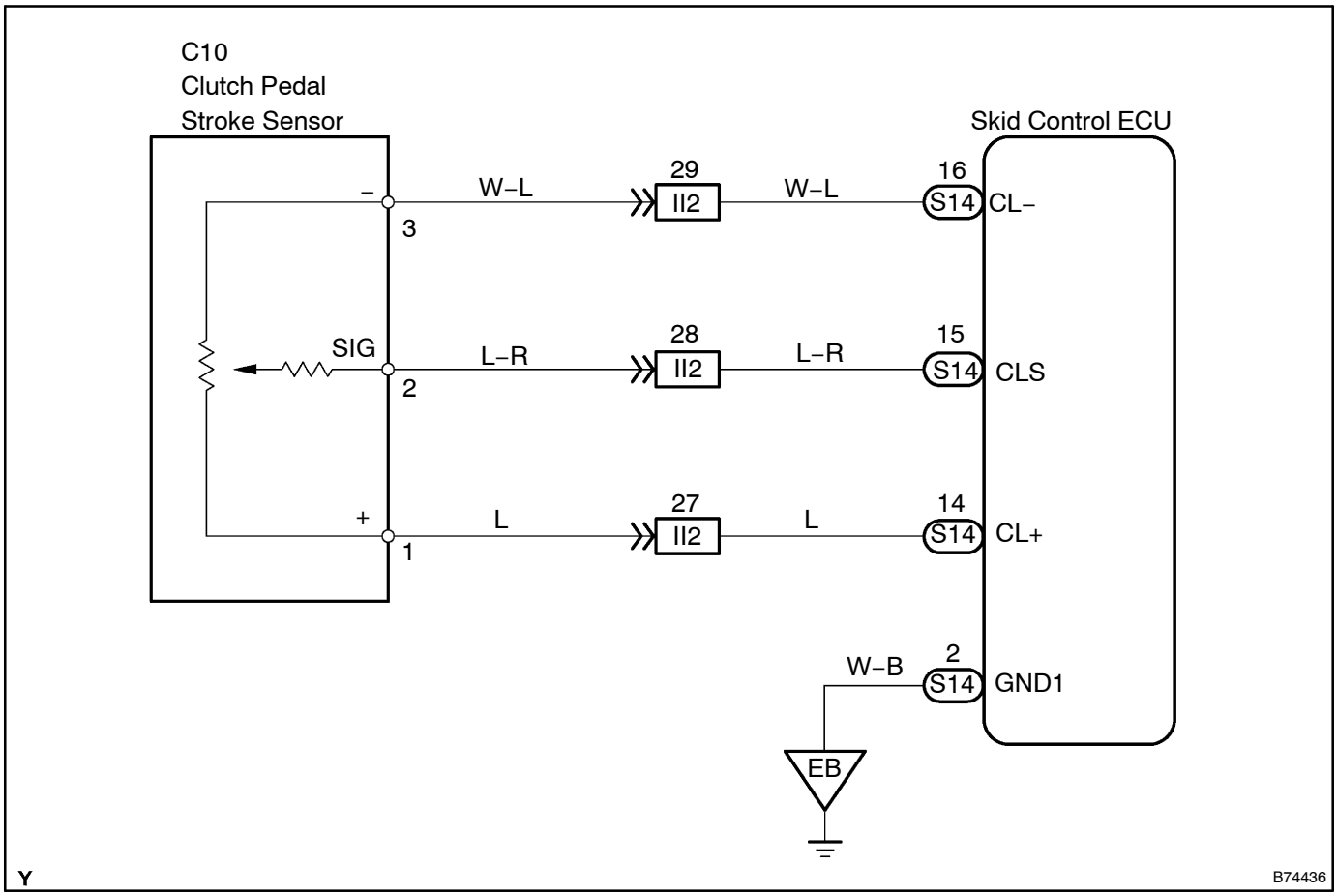
DTC	C1382/112	MALFUNCTION IN CLUTCH STROKE SENSOR

CIRCUIT DESCRIPTION

The clutch stroke sensor detects the depressed volume of the clutch pedal and sends signals to the skid control ECU.

DTC No.	DTC Detection Condition	Trouble Area
C1382/112	(a) While vehicle is accelerated to 40 km/h (25 mph) from 0 km/h (0 mph), difference between minimum voltage and maximum voltage of clutch pedal stroke sensor becomes the value below continuously 5 times • Difference ≦ 0.392 x sensor power source voltage (b) Clutch pedal stroke sensor power source voltage is less than 3.2 V for 1 sec. or more (c) Clutch pedal stroke sensor output voltage becomes either of the following for 1 sec. or more: • Output voltage ≧ 0.97 x sensor power source voltage • Output voltage ≦ 0.03 x sensor power source voltage	• Clutch pedal stroke sensor • Skid control ECU • Wire harness

WIRING DIAGRAM

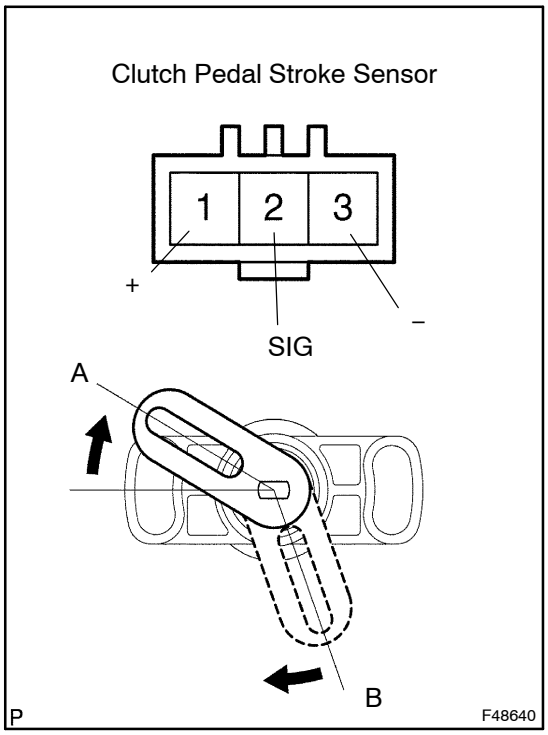


INSPECTION PROCEDURE

HINT:

As the ES starting system is controlled by the skid control ECU, a malfunction in the ABS & BA system may affect ES starting system operation. Before proceeding to the flowchart below, check for ABS & BA system's DTCs. If any of the ABS & BA system's DTCs is present, troubleshoot those DTCs first (see page 05–191).

1 INSPECT CLUTCH PEDAL STROKE SENSOR



(a) Remove the clutch pedal stroke sensor.

(b) Measure the resistance of the sensor.

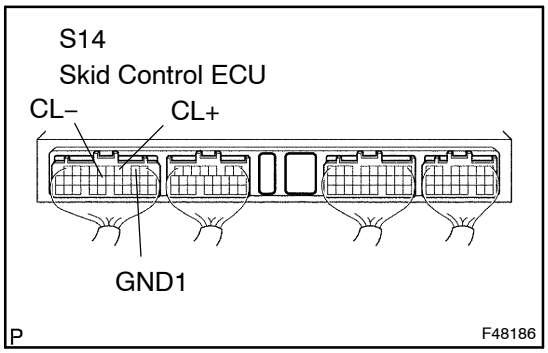
Standard:

Tester Connection	Sensor Condition	Specified Condition
C10–1 (+) – C10–3 (–)	Always	1.6 to 2.4 kΩ
C10–1 (+) – C10–2 (SIG)	Position A	0.32 to 0.48 kΩ
C10–1 (+) – C10–2 (SIG)	Position B	1.92 to 2.88 kΩ
C10–1 (+) – C10–2 (SIG)	Arm is moved from A to B	Changing (0.32 to 0.48 kΩ → 1.92 to 2.88 kΩ)

NG → REPLACE CLUTCH PEDAL STROKE SENSOR

OK

2 INSPECT SKID CONTROL ECU



(a) Measure the voltage of the ECU.

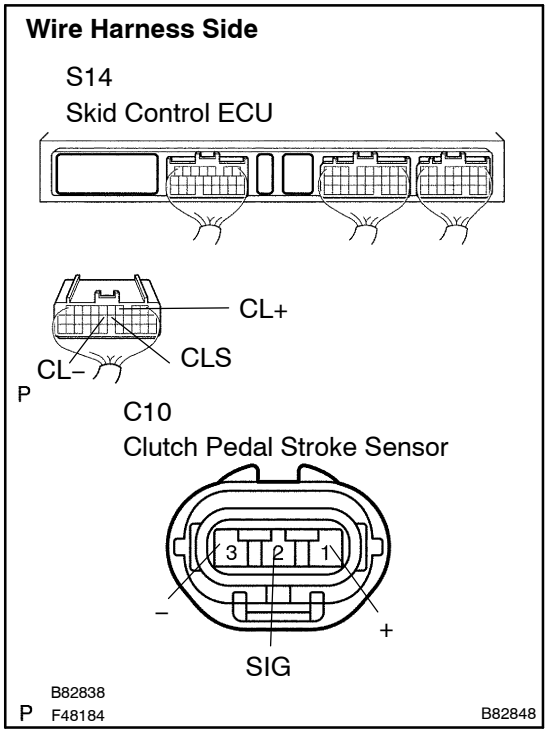
Standard:

Tester Connection	Condition	Specified Condition
S14–4 (CL+) – S14–2 (GND1)	Ignition Switch OFF → ON	3 to 5 V
S14–16 (CL–) – S14–2 (GND1)	Always	Below 2 V

NG → REPLACE SKID CONTROL ECU

OK

3 CHECK WIRE HARNESS (SKID CONTROL ECU – CLUTCH PEDAL STROKE SENSOR)



(a) Disconnect the S14 ECU connector.
(b) Disconnect the C10 sensor connector.
(c) Measure the resistance of the wire harness side connectors.

Standard:

Tester Connection	Specified Condition
S14–16 (CL–) – C10–3 (–)	Below 1 Ω
S14–16 (CL–) – Body ground	10 kΩ or higher
S14–15 (CLS) – C10–2 (SIG)	Below 1 Ω
S14–15 (CLS) – Body ground	10 kΩ or higher
S14–4 (CL+) – C10–1 (+)	Below 1 Ω
S14–14 (CL+) – Body ground	10 kΩ or higher

NG → **REPAIR OR REPLACE HARNESS AND CONNECTOR**

OK

4 CHECK FOR DTCS

(a) Clear the DTC (see page 05–268).
(b) Drive the vehicle at the vehicle speed of 7 km/h (4 mph) or more.
(c) Check that no code is output.

NG → **REPLACE SKID CONTROL ECU**

OK

END