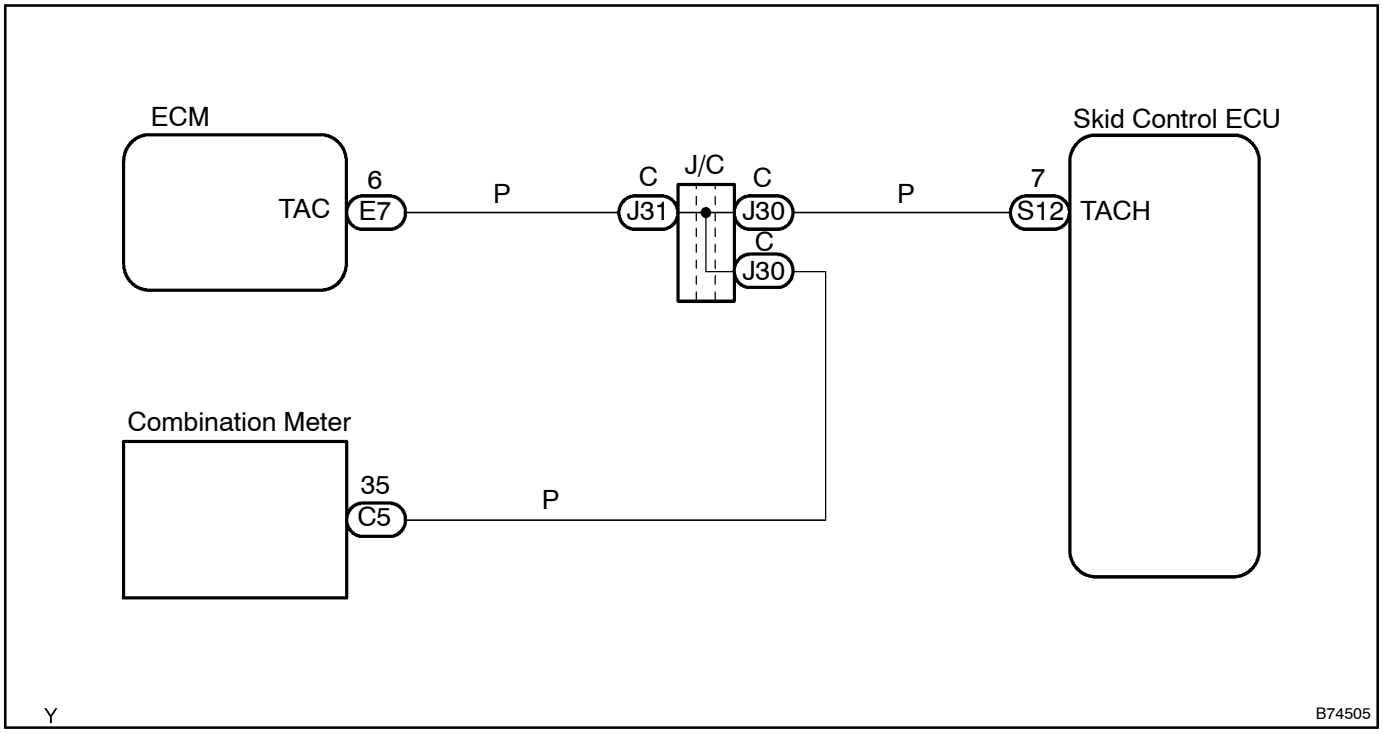
DTC C1389/118 MALFUNCTION IN TACHOMETER SENSOR

CIRCUIT DESCRIPTION

The ECM detects engine revolutions and sends signals to the skid control ECU.

DTC No.	DTC Detection Condition	Trouble Area
C1389/118	All conditions listed below are met and no engine revolution signal is input for 3 sec. or more: • Battery voltage is 19 V or more • Clutch is connected • Gear is engaged • Vehicle speed is 20 km/h (13 mph) or more	• ECM • Skid control ECU • Combination meter • 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).

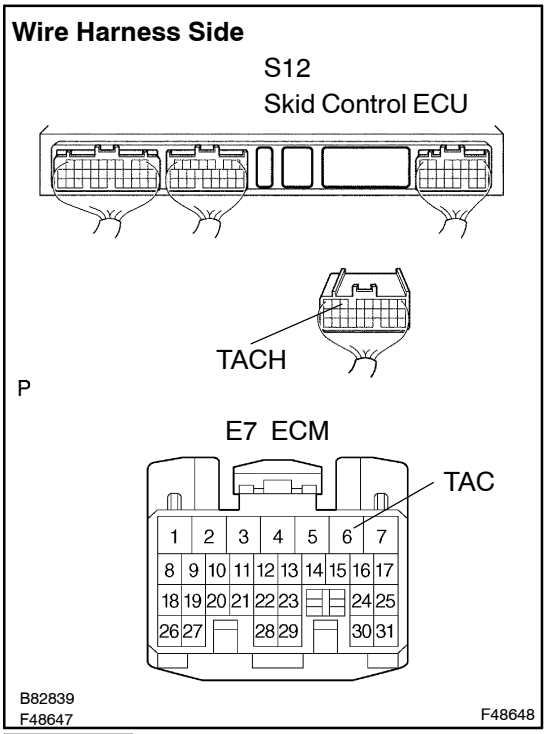
1 CHECK COMBINATION METER

(a) While the engine is running, depress the accelerator pedal with the shift lever in the neutral position and check the reading of the tachometer on the combination meter.
OK: In proportion to the engine speed, the reading of the tachometer changes.

NG → **CHECK AND REPLACE COMBINATION METER (See Pub. No. RM1008E, page 71–3)**

OK

2 CHECK WIRE HARNESS (SKID CONTROL ECU – ECM)



(a) Disconnect the S12 ECU connector.
(b) Disconnect the E7 ECM connector.
(c) Measure the resistance of the wire harness side connectors.
Standard:

Tester Connection	Specified Condition
S12–7 (TACH) – E7–6 (TAC)	Below 1 Ω

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

OK

3	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