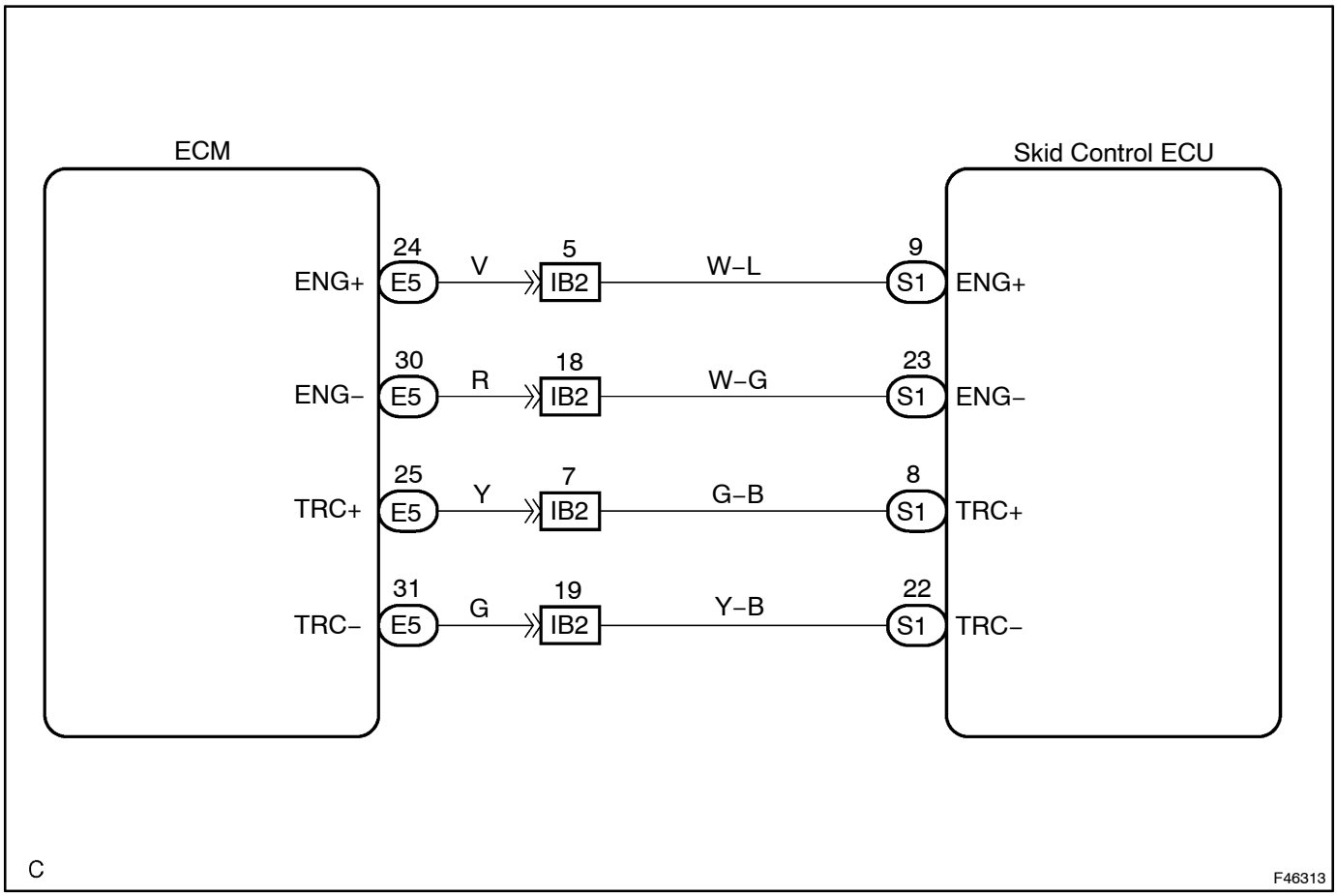
DTC	C1203/53	ECM COMMUNICATION CIRCUIT MALFUNCTION

CIRCUIT DESCRIPTION

The circuit is used to send TRAC & VSC control information from the skid control ECU to the ECM (TRC+, TRC–), and engine control information from the ECM to the skid control ECU (ENG+, ENG–).

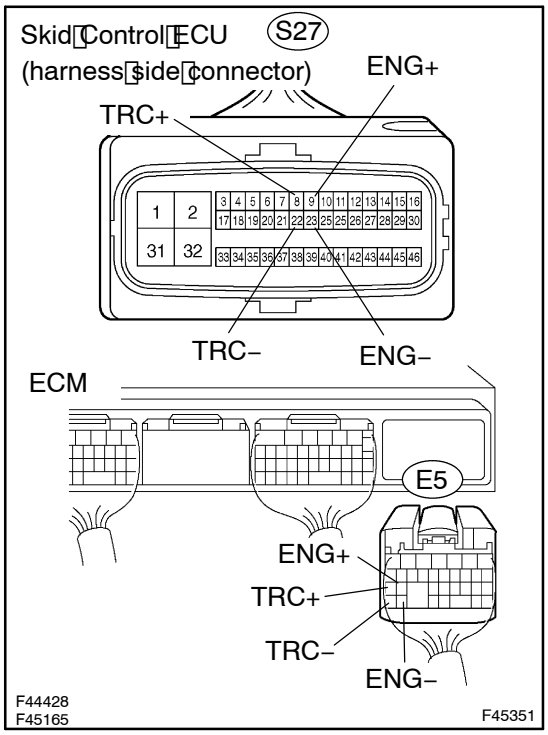
DTC No.	DTC Detecting Condition	Trouble Area
C1203/53	When any of the following (1 to 3) is detected: (1) All the following conditions continues for at least 5 seconds. • IG1 terminal voltage is 9.5 V or more. • Cannot send data to ECM. (2) All the following conditions continues for at least 5 seconds. • IG1 terminal voltage is more than 9.5 V. • Engine speed is 500 rpm or more. • Cannot receive data from ECM. (2) All the following conditions repeats 10 times in a series. • Cannot send data to ECM. • Cannot receive data from ECM. • Both of the above occur at least once within 5 sec.	• TRC+ or TRC– circuit • ENG+ or ENG– circuit • ECM

WIRING DIAGRAM



INSPECTION PROCEDURE

1 CHECK HARNESS AND CONNECTOR (ECM – SKID CONTROL ECU)



(a) Disconnect the skid control ECU connector and ECM connector.

(b) Measure the resistance according to the value(s) in the table below.

Standard:

Tester Connection	Specified Condition
S27–8 (TRC+) – E5–25 (TRC+)	Below 1 Ω
S27–22 (TRC–) – E5–31 (TRC–)	Below 1 Ω
S27–9 (ENG+) – E5–24 (ENG+)	Below 1 Ω
S27–23 (ENG–) – E5–30 (ENG–)	Below 1 Ω

(c) Measure the resistance according to the value(s) in the table below.

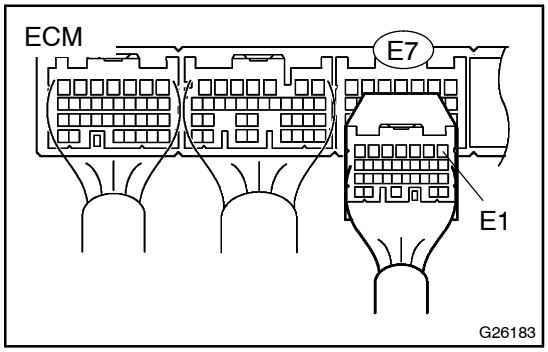
Standard:

Tester Connection	Specified Condition
S27–8 (TRC+) – Body ground	10 kΩ or higher
S27–22 (TRC–) – Body ground	10 kΩ or higher
S27–9 (ENG+) – Body ground	10 kΩ or higher
S27–23 (ENG–) – Body ground	10 kΩ or higher

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

OK

2 CHECK HARNESS AND CONNECTOR (E1 OF ECM – BODY GROUND)



(a) Disconnect the ECM connector.

(b) Measure the resistance according to the value(s) in the table below.

Standard:

Tester Connection	Specified Condition
E7–1 (E1) – Body ground	Below 1 Ω

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

OK

REPLACE ABS & TRACTION ACTUATOR ASSY (SEE PAGE 32–43)