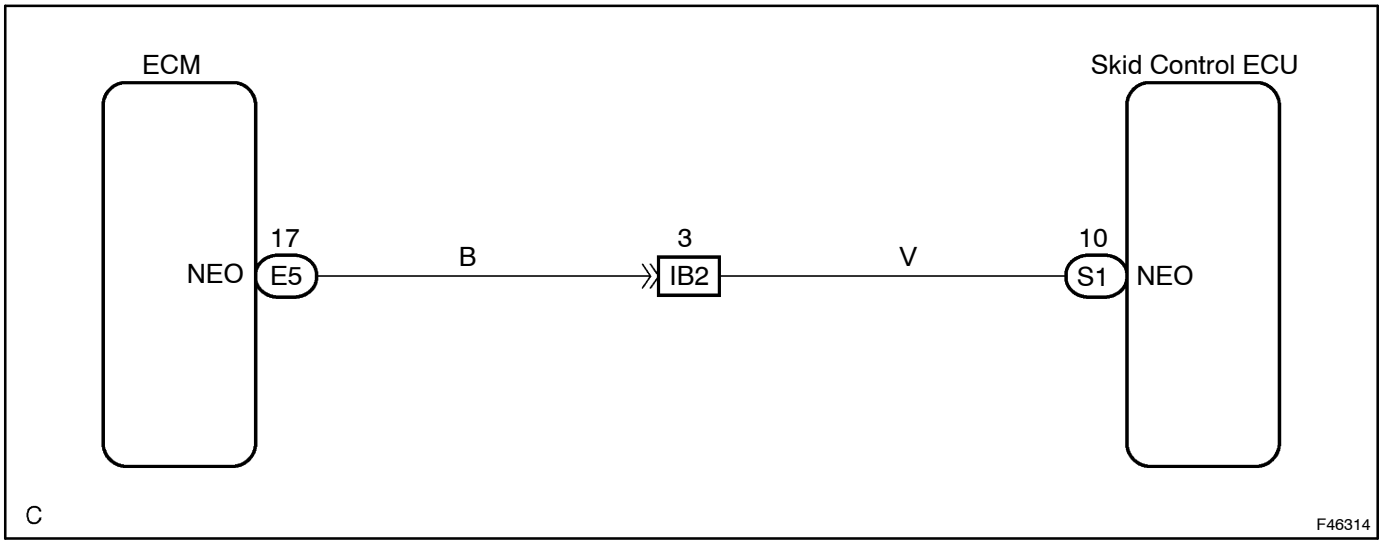
DTC C1224/44 NE SIGNAL CIRCUIT

CIRCUIT DESCRIPTION

The skid control ECU receives engine revolution speed signals (NE signals) from the ECM.

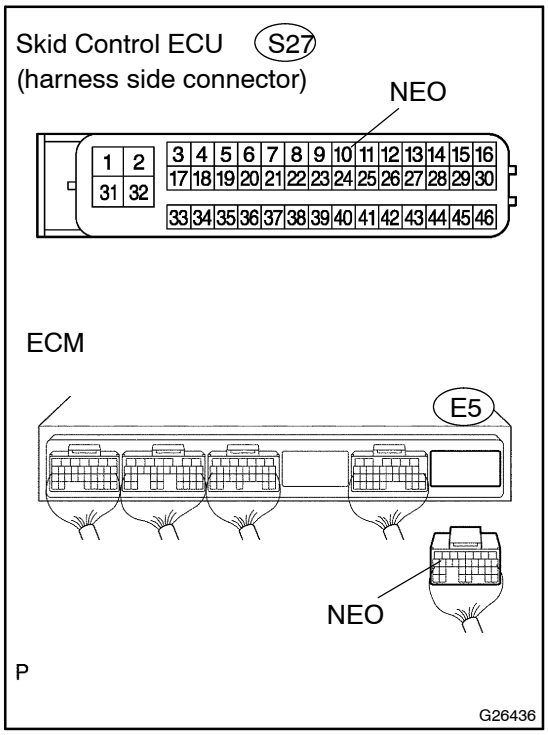
DTC No.	DTC Detecting Condition	Trouble Area
C1224/44	When any of the following (1 to 2) is detected: (1) Any of the following conditions continues for at least 10 seconds. • Data can be received properly from ECM at a speed of more than 19 mph (30 km/h). • Open or short in engine rpm signal circuit. (2) Any of the following conditions continues for at least 0.24 seconds. • TRAC is in operation. • Open or short in engine rpm signal circuit.	• NEO circuit • ECM • Skid control ECU

WIRING DIAGRAM



INSPECTION PROCEDURE

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



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

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

Standard:

Tester Connection	Specified Condition
S27–10 (NEO) – E5–17 (NEO)	Below 1 Ω

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

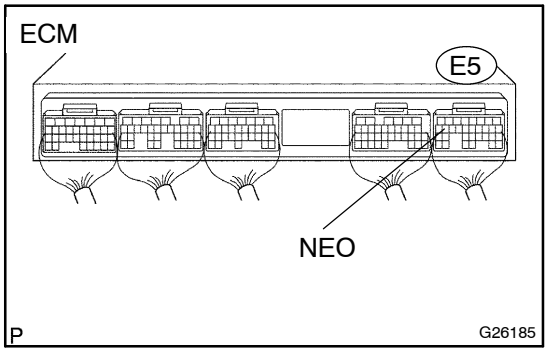
Standard:

Tester Connection	Specified Condition
S27–10 (NEO) – Body ground	10 kΩ or higher

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

OK

2 INSPECT ECM TERMINAL VOLTAGE(NEO TERMINAL)

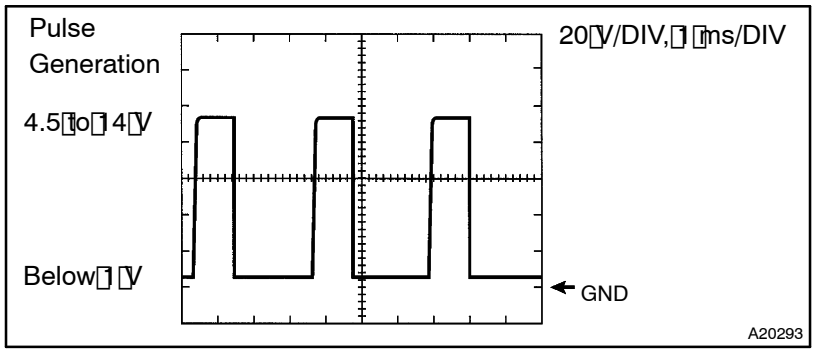


(a) Reconnect the ECM connector and the skid control ECU connector.

(b) Check the signal waveform between terminal NEO (E5–17) of the ECM and body ground for the engine conditions below.

OK:

Tester Connection	Engine Condition	Specified condition
E4–17 (NEO) – Body ground	OFF (Ignition switch ON)	4.5 to 14 V or below 1 V
E4–17 (NEO) – Body ground	ON (Idling)	Pulse generation (4.5 to 14 V ↔ below 1 V)



NG → REPLACE ECM

OK

3 CHECK IF SKID CONTROL ECU CONNECTOR IS SECURELY CONNECTED

NG → CONNECT CONNECTOR TO ECU

OK

4 RECONFIRM DTC

(a) Clear the DTCs (see page 05–234).

(b) Turn the ignition switch to the ON position.

(c) Are the same DTCs recorded?

NO → PROCEED TO NEXT CIRCUIT INSPECTION SHOWN IN PROBLEM SYMPTOMS TABLE (SEE PAGE 05–253)

YES

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