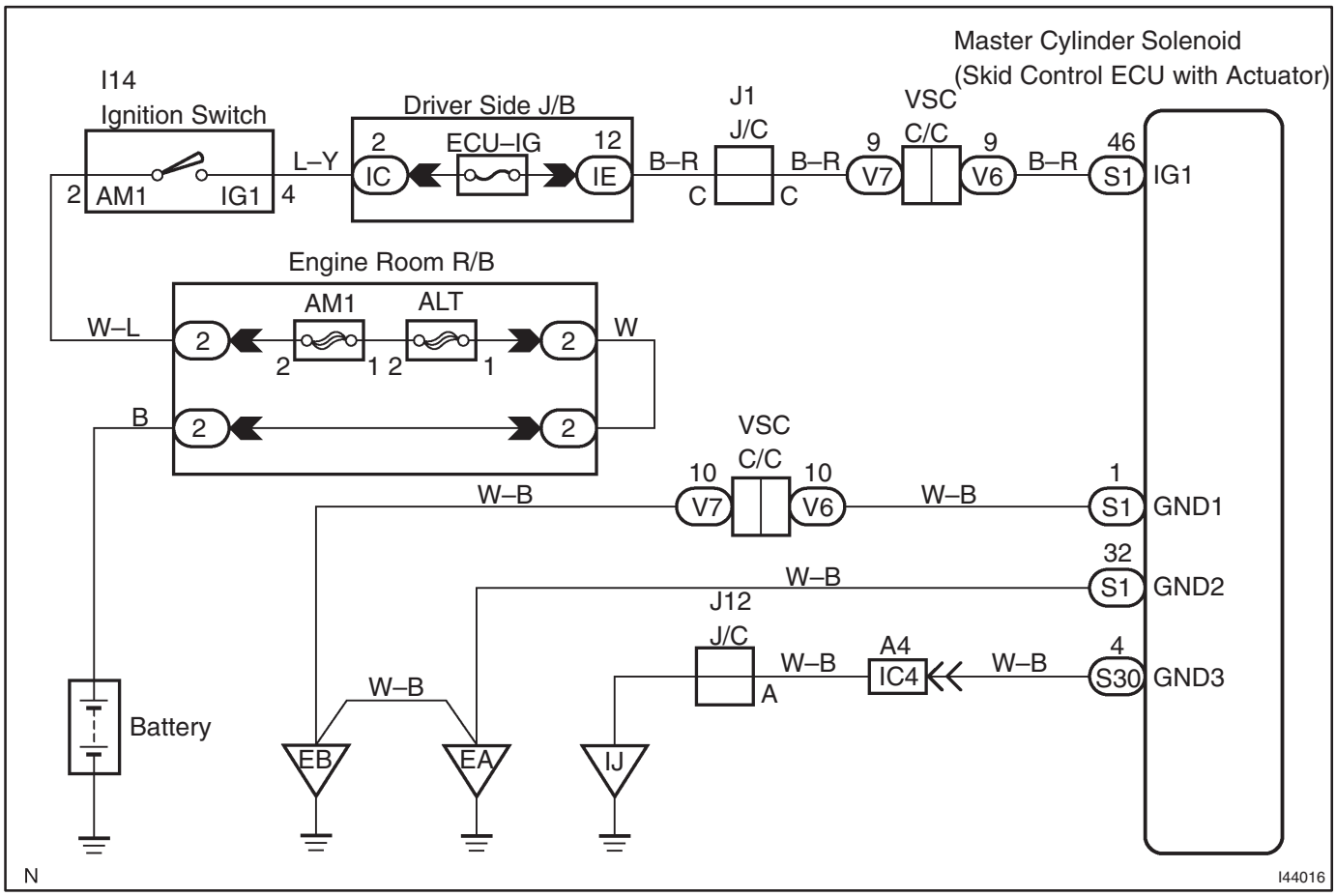
DTC	C1241/41	LOW BATTERY POSITIVE VOLTAGE OR ABNORMALLY HIGH BATTERY POSITIVE VOLTAGE

CIRCUIT DESCRIPTION

If the voltage supplied to the IG1 terminal is not within the DTC detection threshold due to malfunctions in such as the battery and alternator circuit, this DTC is stored.

DTC No.	DTC Detection Condition	Trouble Area
C1241/41	When either of the following conditions is detected: 1. Both of the following conditions continue for at least 10 seconds. • Vehicle speed is more than 2 mph (3 km/h). • IG1 terminal voltage is less than 9.5 V. 2. All of the following conditions continue for at least 0.2 seconds. • Solenoid relay remains ON. • IG1 terminal voltage is less than 9.5 V. • Relay contact is open.	• Battery • ECU–IG fuse • Charging system • Power source circuit

WIRING DIAGRAM



INSPECTION PROCEDURE

NOTICE:

When replacing the master cylinder solenoid, perform zero point calibration (see page 05–744).

HINT:

After steps 1 and 2 are completed, start the inspection from step 3 when using the intelligent tester II and start from step 4 when not using the intelligent tester II.

1	INSPECT BATTERY

(a) Check the battery voltage.
Standard:
Voltage: 11 to 14 V

NG → **INSPECT CHARGING SYSTEM (SEE PUB. NO. RM1017E, PAGE 19–6) (SEE PUB. NO. RM990E, PAGE 19–36)**

OK

2	INSPECT FUSE (ECU–IG FUSE)

(a) Remove the ECU–IG fuse from the driver side J/B.
(b) Check the ECU–IG fuse.
Standard:
Below 1 Ω

NG → **CHECK FOR SHORT IN ALL HARNESS AND CONNECTOR CONNECTED TO FUSE AND REPLACE FUSE**

OK

3 READ VALUE OF INTELLIGENT TESTER II (IG1 POWER SUPPLY)

(a) Install the ECU–IG fuse.
(b) Connect the intelligent tester II to the DLC3.
(c) Turn the ignition switch to the ON position and push the intelligent tester II main switch ON.
(d) Start the engine.
(e) Select "DATA LIST" mode on the intelligent tester II.

Item	Measurement Item/Range (Display)	Normal Condition	Diagnostic Note
ECU IG Power Voltage	ECU IG power supply voltage/ TOO LOW/NORMAL/TOO HIGH	TOO LOW: 9.5 V or less NORMAL: 9.5 or 14.0 V TOO HIGH: 14.0 V or more	–

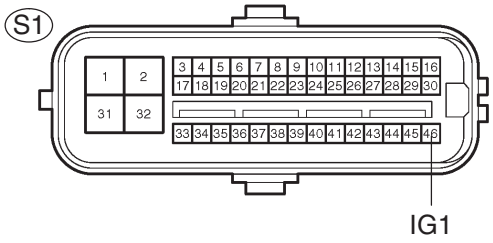
(f) Measure the voltage output from the ECU displayed on the intelligent tester II.
OK:
"Normal" is displayed.

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR (IG1 CIRCUIT)**

OK

4 INSPECT SKID CONTROL ECU (IG1 TERMINAL VOLTAGE)

Skid Control ECU (Wire Harness Side)
Connector Front View:



(a) Install the ECU–IG fuse.
(b) Disconnect the skid control ECU connector.
(c) Turn the ignition switch to the ON position.
(d) Measure the voltage according to the value(s) in the table below.
Standard:

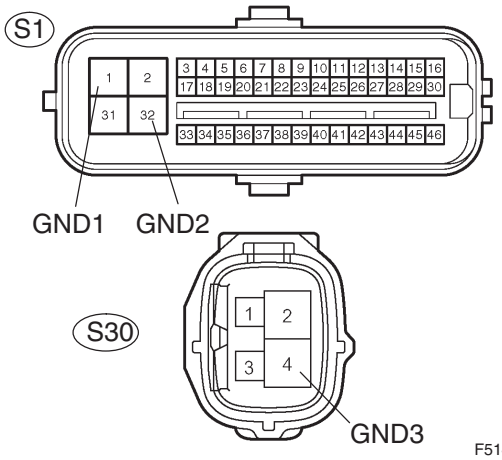
Tester Connection	Specified Condition
S1–46 (IG1) – Body ground	10 to 14 V

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR (IG1 CIRCUIT)**

OK

5 INSPECT SKID CONTROL ECU (GND TERMINAL CONTINUITY)

Skid Control ECU (Wire Harness Side) Connector Front View:



(a) Disconnect the skid control ECU (S30) connector.
(b) Measure the resistance according to the value(s) in the table below.

Standard:

Tester Connection	Specified Condition
S1–1 (GND1) – Body ground	Below 1 Ω
S1–32 (GND2) – Body ground	Below 1 Ω
S30–4 (GND3) – Body ground	Below 1 Ω

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR (GND CIRCUIT)**

OK

6 RECONFIRM DTC

(a) Clear the DTCs (see page 05–766).
(b) Check if the same DTCs are detected (see page 05–766).

HINT:
Reinstall the sensors, connectors, etc. and restore the previous vehicle conditions before rechecking for DTCs.

Result:

DTC is output	A
DTC is not output (When troubleshooting in accordance with the DTC CHART.)	B
DTC is not output (When troubleshooting in accordance with the PROBLEM SYMPTOMS TABLE.)	C

B → **END**

C → **PROCEED TO NEXT CIRCUIT INSPECTION SHOWN IN PROBLEM SYMPTOMS TABLE (SEE PAGE 05–759)**

A

REPLACE MASTER CYLINDER SOLENOID (SEE PAGE 32–12)