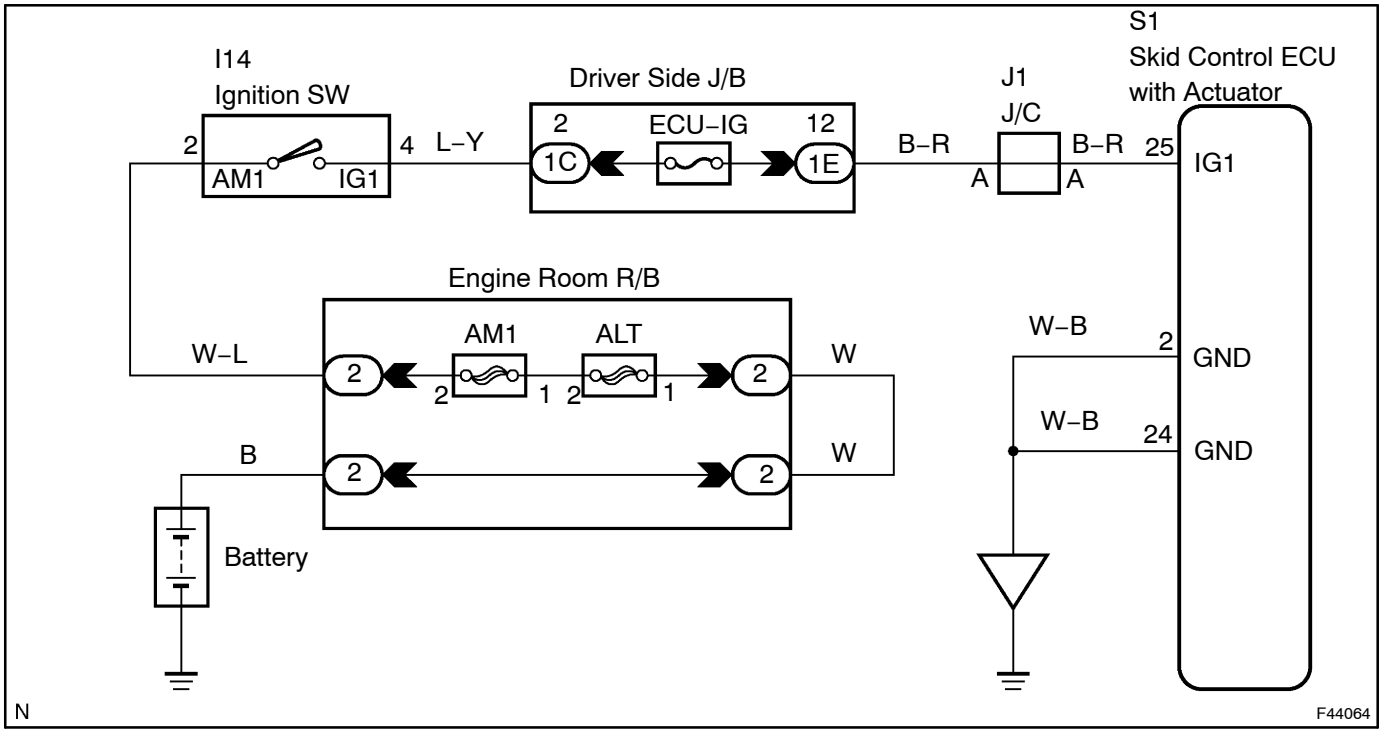
DTC	C1241/41	LOW BATTERY POSITIVE VOLTAGE OR ABNORMALLY HIGH BATTERY POSITIVE VOLTAGE

CIRCUIT DESCRIPTION

This is the power source for the ECU and hence for the CPU and ABS actuator.

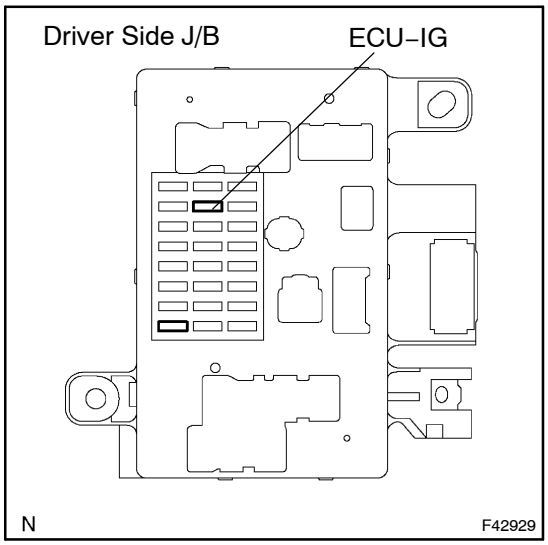
DTC No.	DTC Detection Condition	Trouble Area
C1241/41	Condition 1. or 2. is detected: 1. Vehicle speed is at 3 km/h (1.9 mph) or more and ECU terminal IG voltage is 9.5 V or less, which continues for 10 sec. or more 2. When IG terminal voltage is less than 9.5 V, there is open circuit in the motor relay or in the solenoid relay, or the solenoid circuit malfunction.	• Power source harness and connector • Battery • Charging system • Power source circuit

WIRING DIAGRAM



INSPECTION PROCEDURE

1	INSPECT FUSE(ECU–IG OF DRIVER SIDE J/B)



(a) Remove the ECU–IG fuse from the driver side J/B.
(b) Check the continuity of the ECU–IG fuse.
OK: Continuity

NG → **REPLACE FUSE**

OK

2	INSPECT BATTERY(TERMINAL VOLTAGE)

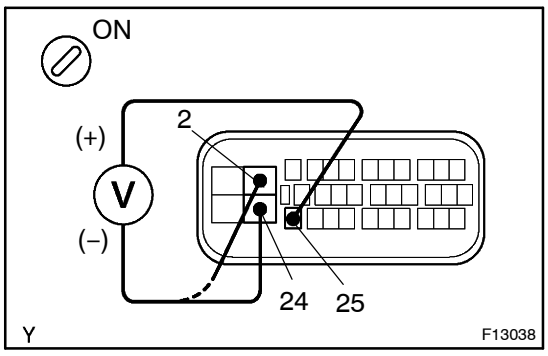
OK: 10 – 14 V

NG → **CHECK AND REPLACE CHARGING SYSTEM**

OK

3	CHECK VOLTAGE OF ECU IG POWER SOURCE

In case of using the hand–held tester:
(a) Select the item ”IG VOLTAGE” in the DATA LIST and red its value displayed on the hand–held tester.
(b) Check the voltage condition output from the ECU and displayed on the hand–held tester.
OK: ”Normal” is displayed.

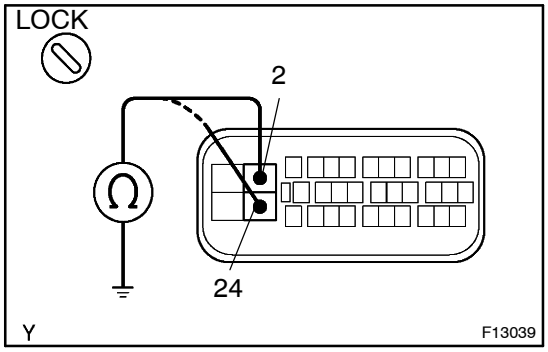


In case of not using the hand–held tester:
(c) Disconnect the skid control ECU connector.
(d) Turn the ignition switch ON.
(e) Measure the voltage between terminals 25 and 2 or 24 of the skid control ECU connector.
OK: 10 – 14 V

OK → **CHECK AND REPLACE BRAKE ACTUATOR ASSY**

NG

4	CHECK CONTINUITY(GND OF SKID CONTROL ECU CONNECTOR – BODY GROUND)



(a) Measure the resistance between terminals 2 and 24 of the skid control ECU connector and the body ground.
OK: 1 Ω or less

NG → **CHECK AND REPAIR HARNESS AND CONNECTOR**

OK

5	CHECK CONTINUITY(BATTERY – ECU–IG FUSE)

OK: Continuity

NG → **CHECK AND REPAIR HARNESS AND CONNECTOR**

OK

CHECK AND REPLACE BRAKE ACTUATOR ASSY