DTC C1224/44 NE SIGNAL CIRCUIT

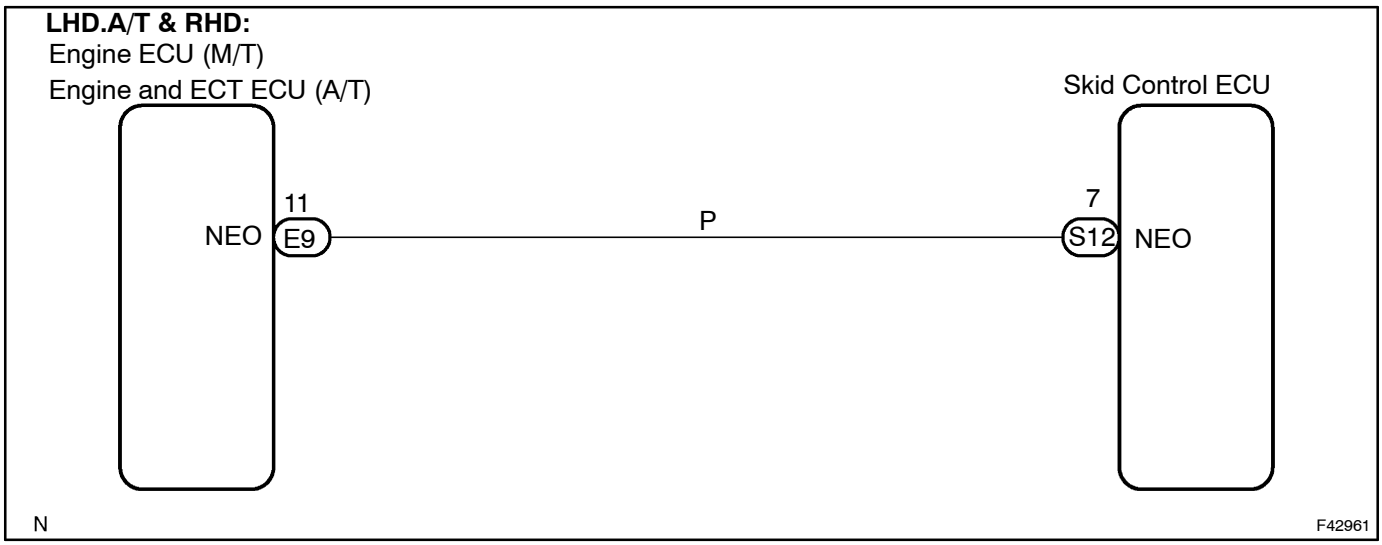
CIRCUIT DESCRIPTION

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

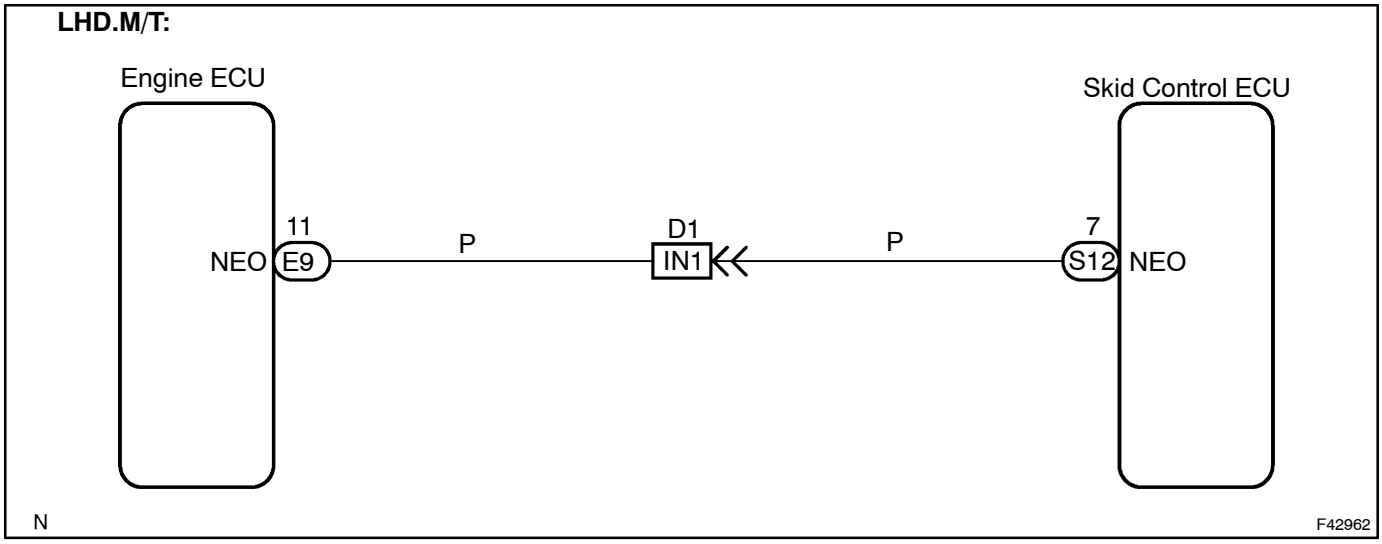
DTC No.	DTC Detecting Condition	Trouble Area
C1224/44	When any of the following 1. through 2. is detected: 1. At vehicle speed of 30 km/h (19 mph) or more, and when data received from the ECM is in normal condition, and open or short circuit for engine revolution signal circuit continues for 10 sec. or more. 2. While TRAC is operating, the conditions that open or short circuit in engine revolution signal circuit is detected, main throttle opening degree is 0 and IDL switch is OFF continue for 0.24 sec. or more.	• NEO circuit • ECM • Skid control ECU

WIRING DIAGRAM

LHD.A/T & RHD:



LHD.M/T:



INSPECTION PROCEDURE

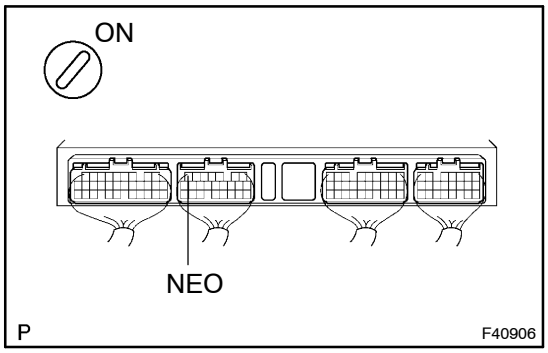
1	CHECK HARNESS AND CONNECTOR(SKID CONTROL ECU – ECM)

(a) Check for open and short cicuit in harness and connector between terminal NEO of skid control ECU and ECM (See page 01–36).

NG → REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

2	INSPECT SKID CONTROL ECU TERMINAL VOLTAGE(NEO TERMINAL)

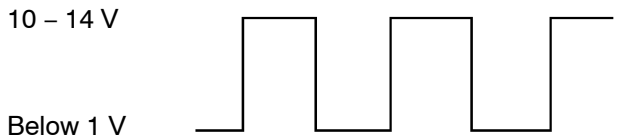


(a) Remove the skid control ECU with connector still connected.
(b) Turn the ignition switch ON.
(c) Measure voltage between terminal NEO of skid control ECU and body ground for the engine conditions below.

OK:

Engine condition	Voltage
OFF (IG ON)	10 – 14 V or below 1 V
ON (Idling)	10 – 14 V ⇔ below 1 V (Pulse)

(Reference)



F03007

NG → CHECK AND REPLACE SKID CONTROL ECU ASSY

OK

CHECK EACH CONNECTION IF SAME CODE IS STILL OUTPUT AFTER DTC DELETION (IF NORMAL, THE SKID CONTROL ECU MAY BE DEFECTIVE)