

DTC No.	DTC Detecting Condition	Trouble Area
C1257/57	When malfunction inside ECU is detected.	<ul style="list-style-type: none"> • Battery • Power source circuit • ABS & BA & TRC & VSC ECU

LHD:

The diagram illustrates the electrical system for the LHD vehicle, showing the connection of the battery, ignition switch, engine room junction box (J/B), and the ABS & BA & TRC & VSC ECU.

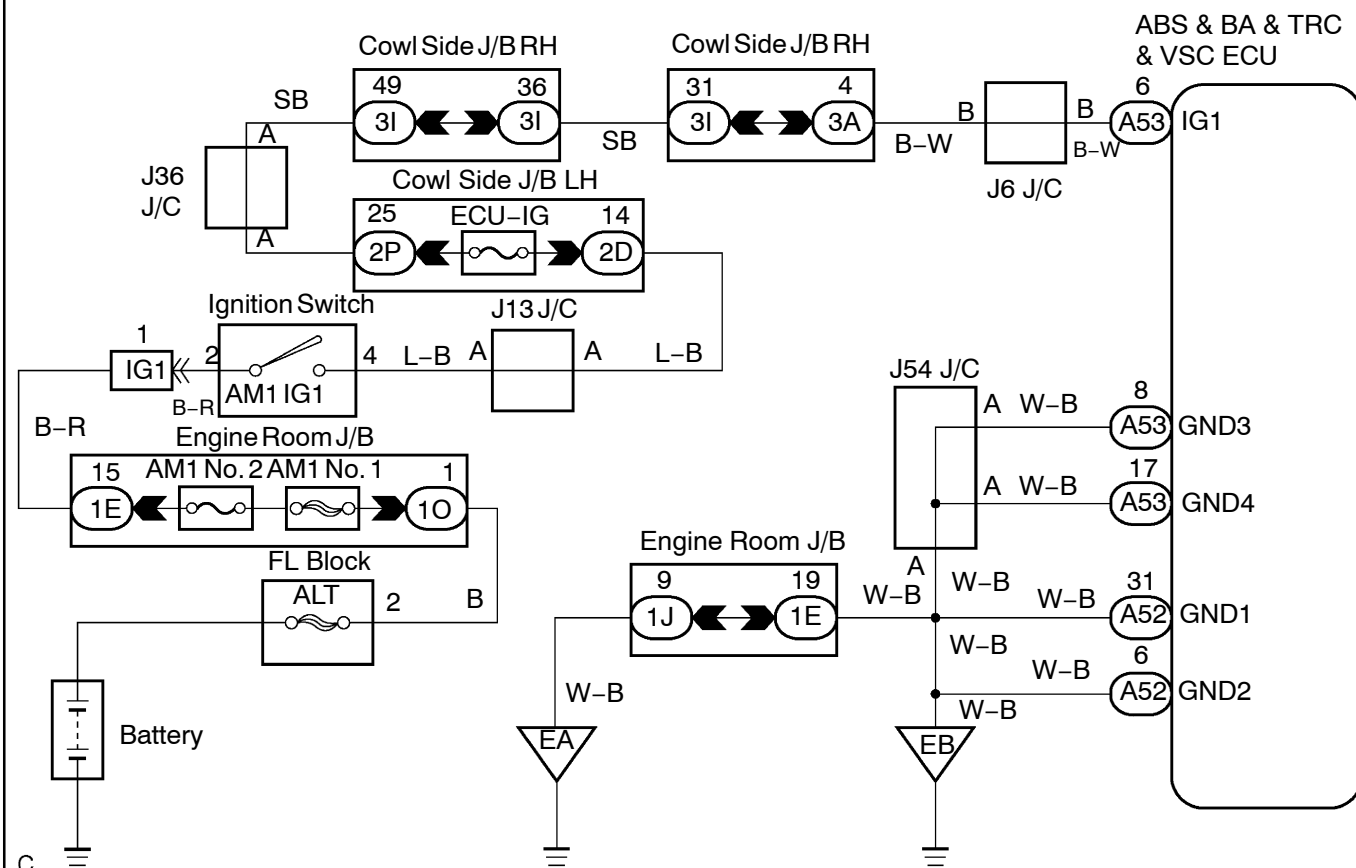
Components and Connections:

- Battery:** Connected to the system.
- Ignition Switch:** Contains terminals AM1, IG1, and 4. The IG1 line is connected to the battery.
- Engine Room J/B:** Contains terminals 15 (AM1 No. 2), 1 (AM1 No. 1), and 10. The 10 terminal is connected to the battery.
- FL Block:** Contains the ALTERNATOR (ALT) and is connected to the battery.
- Cowl Side LH:** Contains terminals 14 (2D) and 6 (2J). The 2D terminal is connected to the battery.
- J15 J/C:** A connector between the Ignition Switch and the Cowl Side LH.
- J54 J/C:** A connector between the Engine Room J/B and the ABS & BA & TRC & VSC ECU.
- ABS & BA & TRC & VSC ECU:** The main control unit, connected to ground through multiple points (GND1, GND2, GND3, GND4).

Wiring Details:

- The **IG1** line is connected from the battery through the Ignition Switch (terminal 4) and the Engine Room J/B (terminal 10) to the ABS & BA & TRC & VSC ECU (terminal 6).
- The **W-B** (Wiring Bundle) is connected from the Engine Room J/B (terminal 19) to the ABS & BA & TRC & VSC ECU (terminal 31).
- The **W-B** is also connected to the ABS & BA & TRC & VSC ECU (terminal 6) and the ABS & BA & TRC & VSC ECU (terminal 8).
- The **W-B** is connected to the ABS & BA & TRC & VSC ECU (terminal 17) and the ABS & BA & TRC & VSC ECU (terminal 19).
- The **W-B** is connected to the ABS & BA & TRC & VSC ECU (terminal 31) and the ABS & BA & TRC & VSC ECU (terminal 6).
- The **W-B** is connected to the ABS & BA & TRC & VSC ECU (terminal 8) and the ABS & BA & TRC & VSC ECU (terminal 17).

RHD:



F10012

INSPECTION PROCEDURE

1 Check battery voltage.

OK:

Voltage: 10 – 14 V

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Check and repair the charging system.

OK

2 Check voltage of the ECU IG power source.

In case of using the hand –held tester.

PREPARATION:

- Connect the hand –held tester to the DLC3.
- Turn the ignition switch ON and push the hand –held tester main switch ON.
- Select the DATALIST mode on the hand –held tester.

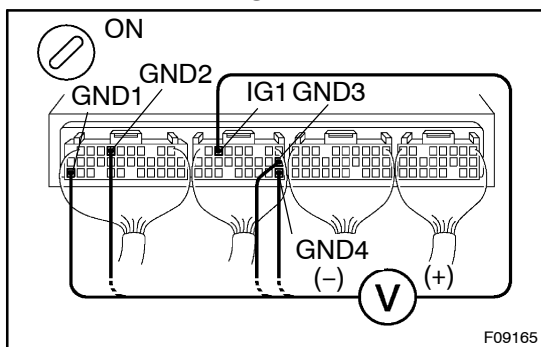
CHECK:

Check the voltage condition output from the ECU displayed on the hand –held tester.

OK:

"Normal" is displayed.

In case of not using the hand –held tester:



PREPARATION:

Remove ABS & BA & TRC & VSC ECU with connectors still connected.

CHECK:

- Turn the ignition switch ON.
- Measure voltage between terminals IG1 and GND of ABS & BA & TRC & VSC ECU connector.

OK:

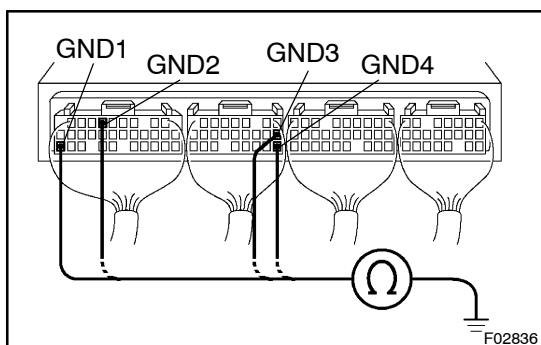
Voltage: 10 – 14 V

OK

Turn ignition switch OFF, check and replace ABS & BA & TRC & VSC ECU.

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3 Check continuity between terminal GND of ABS & BA & TRC & VSC ECU connector and body ground.



CHECK:

Measure resistance between terminal GND of ABS & BA & TRC & VSC ECU connector and body ground.

OK:

Resistance: 1 Ω or less

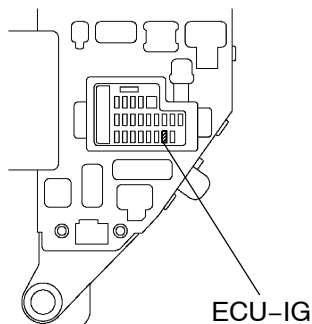
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Repair or replace harness or connector.

OK

4 Check ECU –IG fuse.

Cowl Side J/B LH:



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PREPARATION:

Remove ECU –IG fuse from the cowl side J/B LH.

CHECK:

Check continuity of ECU –IG fuse.

OK:

Continuity

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Check for short circuit in all the harness and components connected to ECU –IG fuse (See attached wiring diagram).

OK

Check for open circuit in harness and connector between ABS & BA & TRC & VSC ECU and battery ([See page IN-35](#)).