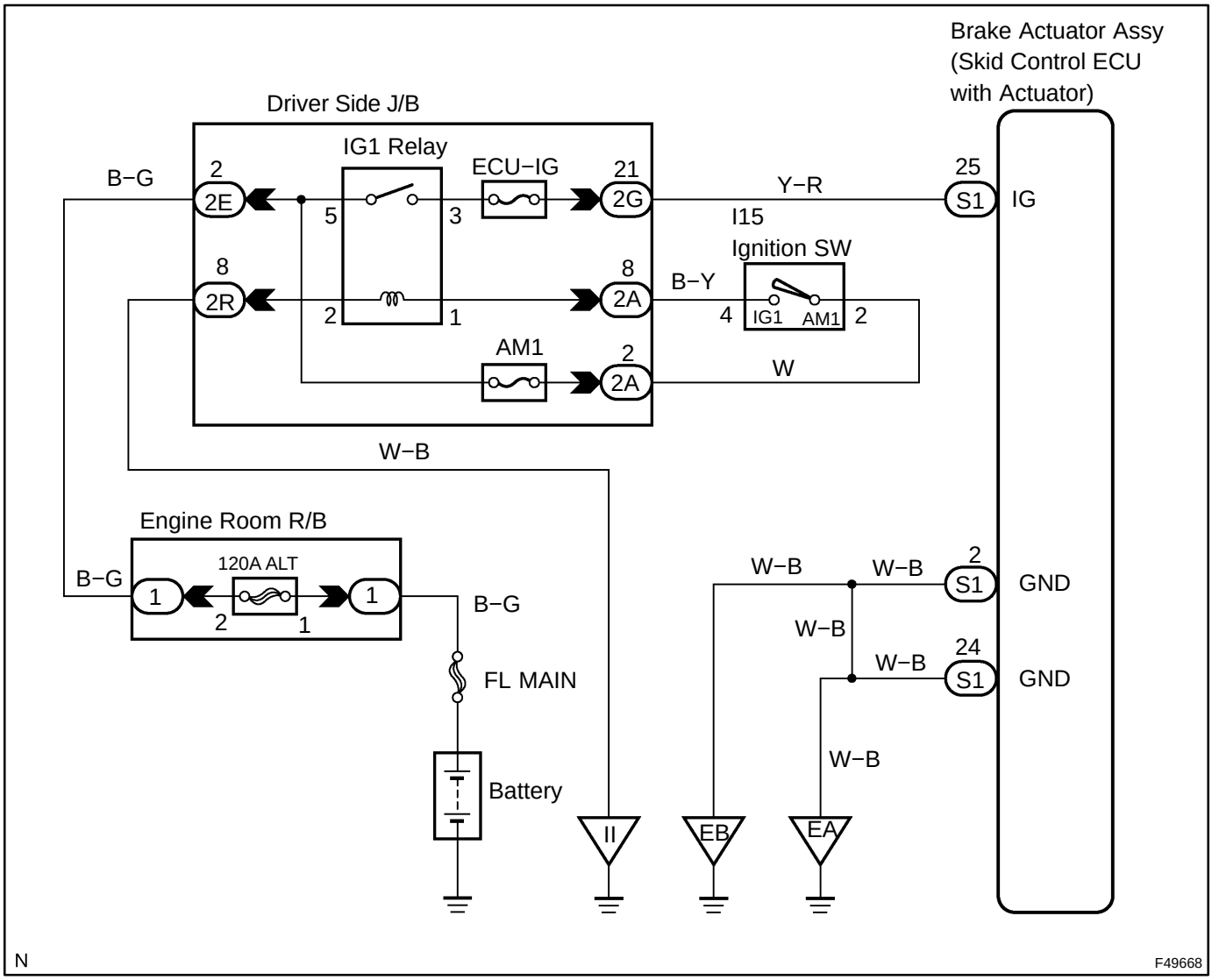
DTC C1241/41 LOW BATTERY POSITIVE VOLTAGE

CIRCUIT DESCRIPTION

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

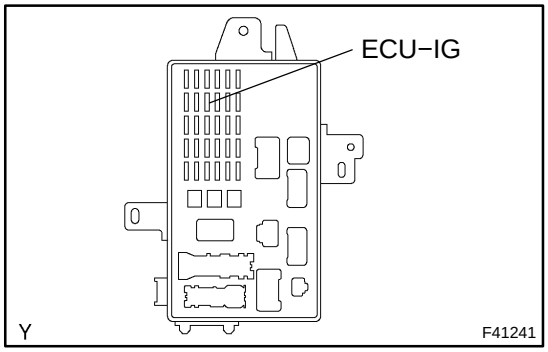
DTC No.	DTC Detection Condition	Trouble Area
C1241/41	Condition 1. or 2. is detected: 1. Vehicle speed is at 1.9 mph (3 km/h) or more and ECU IG terminal voltage is 9.5 V or less, which continues for 10 sec. or more 2. When IG terminal voltage is less than 9.5 V, there is an open circuit in the motor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

NG → **REPLACE FUSE**

OK

2 INSPECT BATTERY(TERMINAL VOLTAGE)

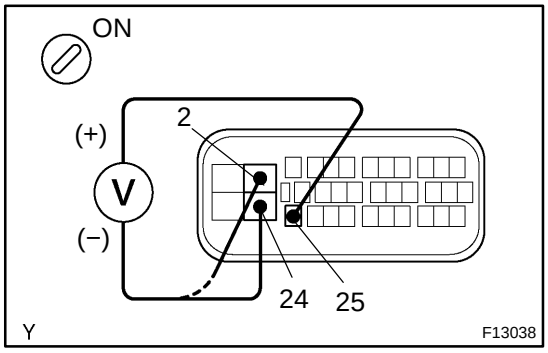
Standard:
11 to 14 V

NG → **CHECK AND REPLACE CHARGING SYSTEM (SEE PAGE 19−39)**

OK

3 CHECK VOLTAGE OF ECU IG POWER SOURCE

In case of using the hand−held tester:
(a) Select the ”IG VOLTAGE” in the DATA LIST and read 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.

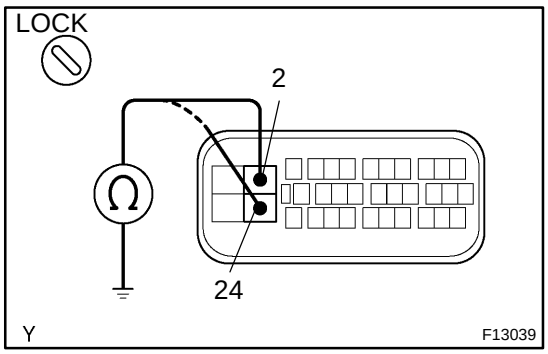


In case of not using the hand−held tester:
(a) Disconnect the skid control ECU connector.
(b) Turn the ignition switch to the ON position.
(c) Measure the voltage between terminals 25 and 2 or 24 of the skid control ECU connector.
Standard:
10 to 14 V

OK → **CHECK AND REPLACE BRAKE ACTUATOR ASSY (SEE PAGE 32−58)**

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.
Standard:
1 Ω or less

NG → **CHECK AND REPAIR HARNESS AND CONNECTOR (GND CIRCUIT)**

OK

CHECK AND REPAIR HARNESS AND CONNECTOR (IG CIRCUIT)