

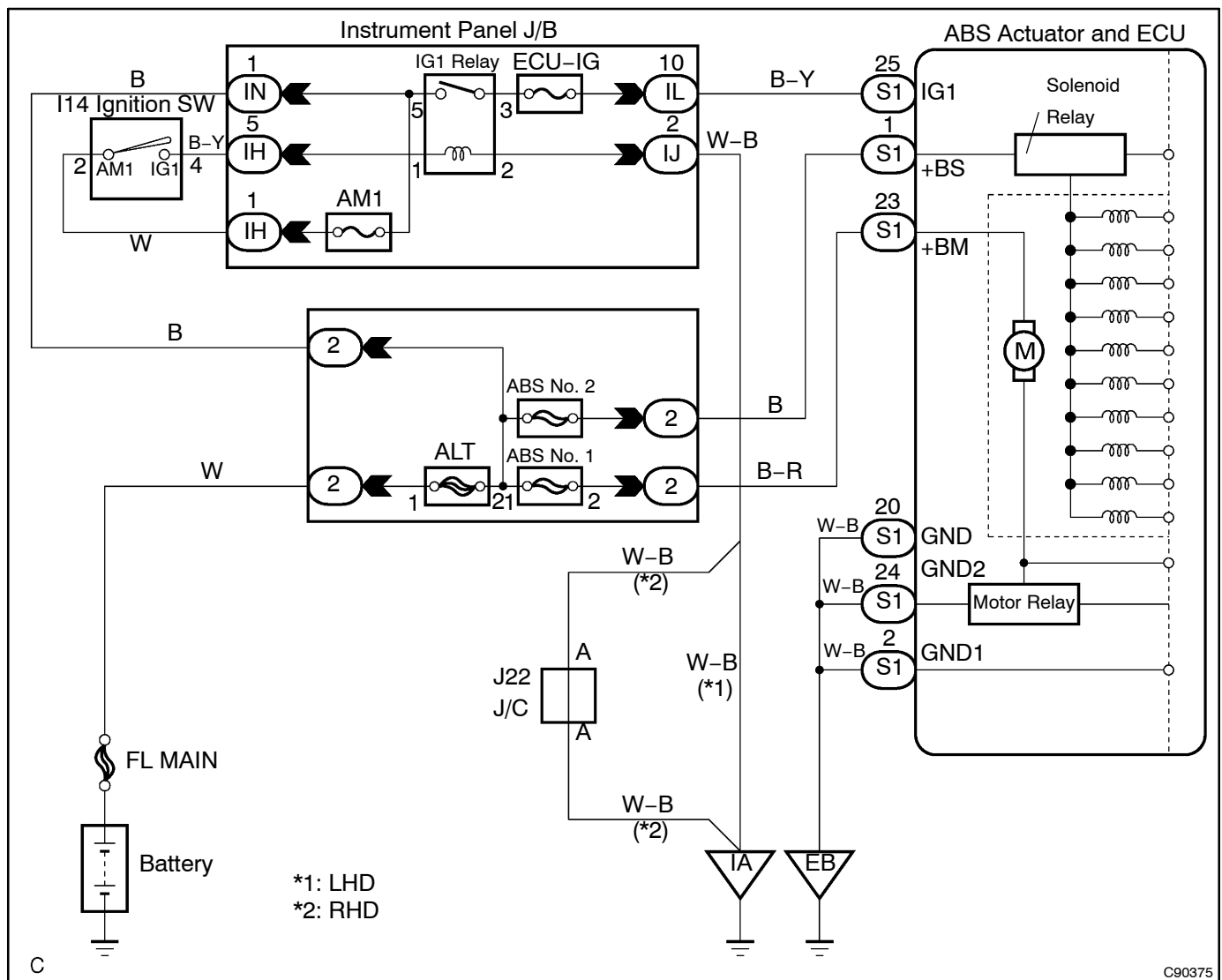
DTC	C1241/41	LOW BATTERY POSITIVE VOLTAGE OR ABNORMALLY HIGH BATTERY POSITIVE VOLTAGE
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CIRCUIT DESCRIPTION

This is the power source for the ECU, hence the actuator.

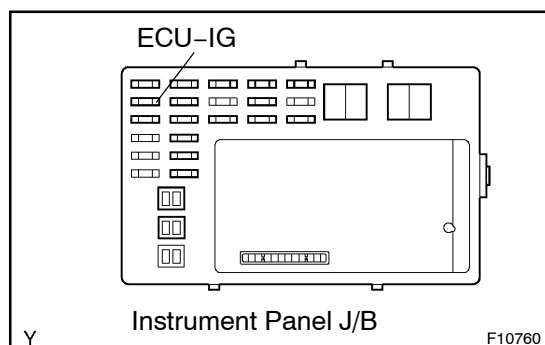
DTC No.	DTC Detecting Condition	Trouble Area
C1241/41	<p>Detection of any conditions 1. through 3. :</p> <ol style="list-style-type: none"> 1. With vehicle speed at 3 km/h or more, IG1 terminal voltage is 9.5V or below for 10 sec. or longer. 2. With IG1 terminal voltage at 9.5V or below, solenoid relay open, pump motor relay open, solenoid fault detecting condition are established 3. Voltage of ECU terminal IG1 remains at more than 17V continues for 1.2 sec. or more. 	<ul style="list-style-type: none"> • Battery • Charging system • Power source circuit

WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT FUSE(ECU-IG)



- (a) Remove ECU-IG fuse from the instrument panel J/B.
- (b) Check continuity of ECU-IG fuse.

OK:

Continuity

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INSPECT FOR SHORT CIRCUIT IN ALL HARNESS AND COMPONENTS CONNECTED TO ECU-IG FUSE

OK

2 INSPECT BATTERY

OK:

Voltage: 10 - 14 V

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INSPECT CHARGING SYSTEM

OK

3 INSPECT SKID CONTROL ECU CONNECTOR(IG1 TERMINAL VOLTAGE)

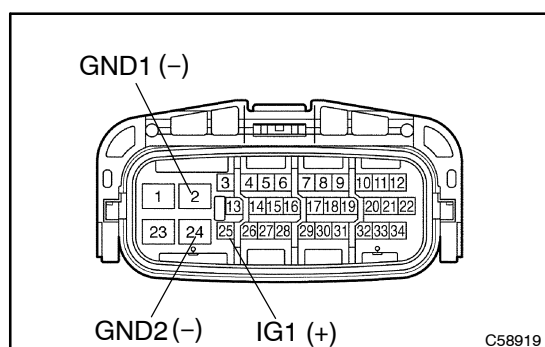
IN CASE OF USING HAND-HELD TESTER:

- (a) Check the voltage condition output from the ECU displayed on the hand-held tester.

OK:

"Normal" is displayed.

IN CASE OF NOT USING HAND-HELD TESTER:



- (a) Disconnect the Skid Control ECU connector.
- (b) Turn the ignition switch to ON.
- (c) Measure voltage between terminals IG1 (A5 - 25) and GND (A5 - 2, 24) of Skid Control ECU harness side connector.

Voltage: 10 - 14 V

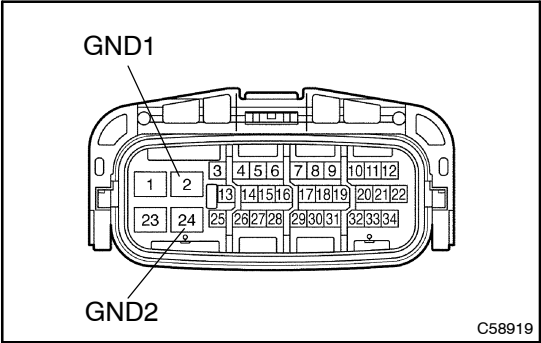
OK

CHECK AND REPLACE BRAKE ACTUATOR ASSY

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INSPECT SKID CONTROL ECU CONNECTOR(GND TERMINAL CONTINUITY)



- (a) Measure resistance between terminal GND (A5-2, 24) of Skid Control ECU harness side connector and body ground.
Resistance: 1 Ω or less

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REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

CHECK HARNESS AND CONNECTOR(FOR SHORT CIRCUIT)