

<b>DTC</b>	<b>C1241/41</b>	<b>Low Battery Positive Voltage</b>
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**DESCRIPTION**

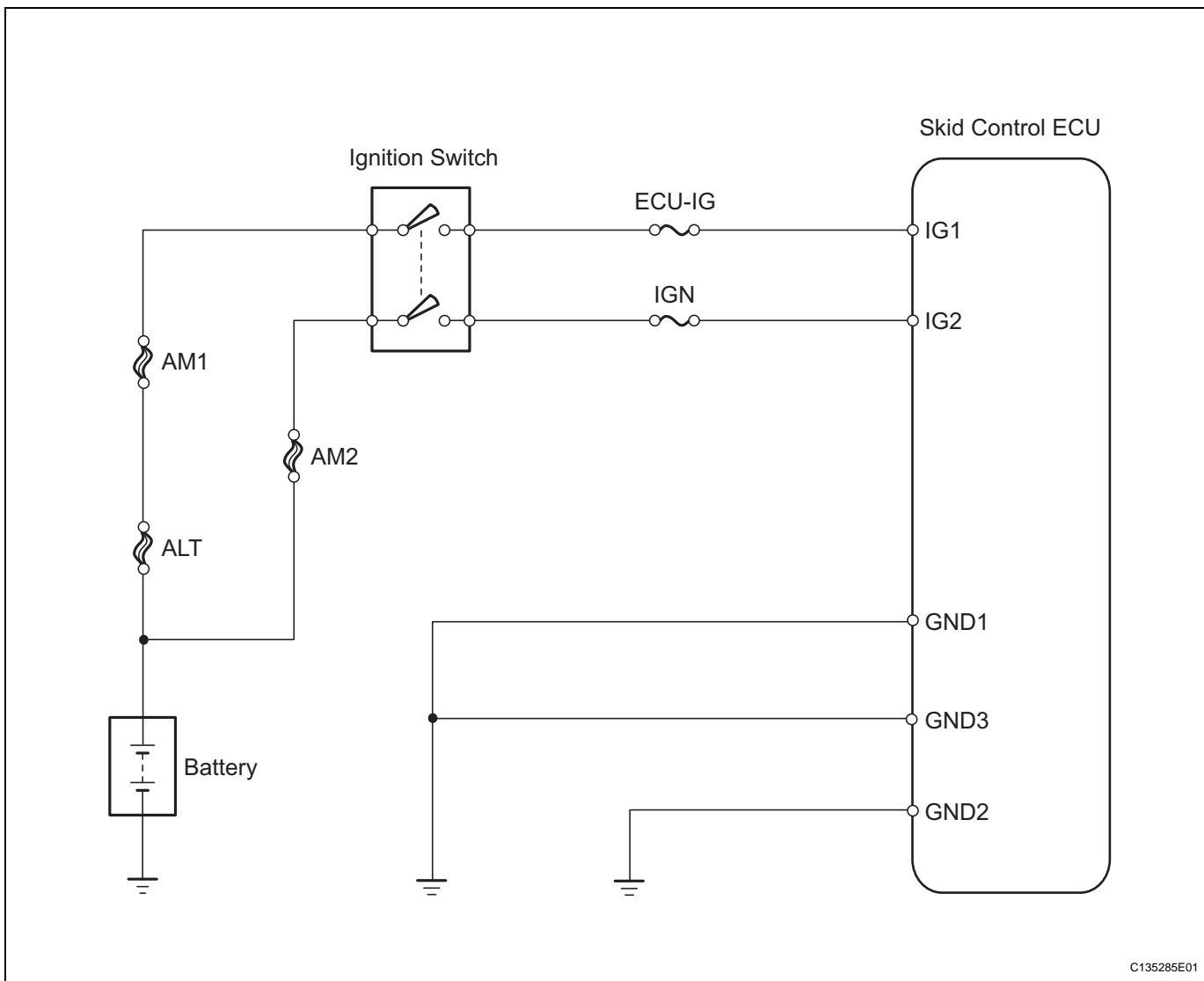
If there is a problem with the master cylinder solenoid (skid control ECU) power supply circuit, the skid control ECU outputs the DTC and prohibits operation under the fail-safe function.

**BC**

If the voltage supplied to terminal IG1 is not within the DTC detection threshold due to malfunctions in parts such as the battery and generator circuit, this DTC is stored.

DTC No.	DTC Detecting Conditions	Trouble Areas
C1241/41	When either of following conditions detected: 1. Both of following conditions continue for at least 10 seconds. • Vehicle speed more than 2 mph (3 km/m). • IG1 terminal voltage less than 9.5 V. 2. All of following conditions continue for at least 0.2 seconds. • Solenoid relay remains ON. • IG1 terminal voltage less than 9.5 V. • Relay contact open.	<ul style="list-style-type: none"> <li>• Battery</li> <li>• Charging system</li> <li>• ECU-IG fuse</li> <li>• Power source circuit</li> <li>• Master cylinder solenoid (skid control ECU)</li> </ul>

**WIRING DIAGRAM**



**INSPECTION PROCEDURE**

**NOTICE:**

When replacing the master cylinder solenoid, perform zero point calibration (See page BC-24).

**BC**

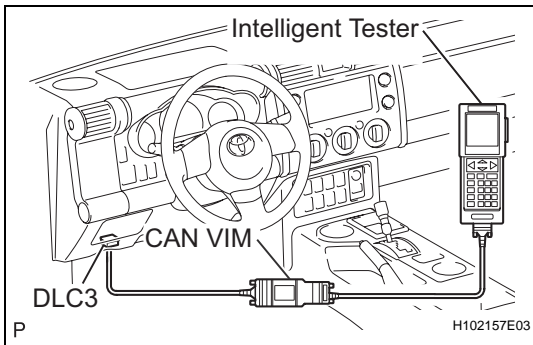
**1 INSPECT BATTERY**

- (a) Check the battery voltage.  
**Standard voltage:**  
 11 to 14 V

**NG** → **CHECK CHARGING SYSTEM**

**OK**

**2 READ VALUE OF DATA LIST (IG VOLTAGE)**



- (a) Connect the intelligent tester to the DLC3.
- (b) Turn the ignition switch on.
- (c) Turn the intelligent tester on.
- (d) Select "DATA LIST" mode on the intelligent tester.

**DATA LIST: ABS/VSC**

Item	Measurement Item : Range (Display)	Normal Condition
IG VOLTAGE	ECU power supply voltage : TOO LOW / NORMAL / TOO HIGH	TOO HIGH: 14 V or more NORMAL: 9.5 V or 14V TOO LOW: Below 9.5 V

- (e) Measure the voltage output from the ECU displayed on the intelligent tester.  
**OK:**  
 "Normal" is displayed.

**NG** → **Go to step 4**

**OK**

**3 RECONFIRM DTC**

- (a) Clear the DTCs (See page BC-45).
- (b) Drive the vehicle at a speed of 2 mph (3 km/h) or more for 10 seconds or more.
- (c) Check if the same DTC is detected (See page BC-45).

**Result**

Result	Proceed to
DTC output	A
DTC not output	B

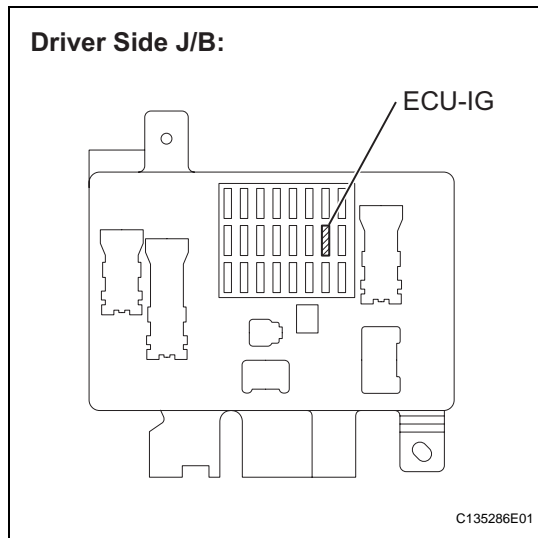
**B** → **END**

A

**REPLACE MASTER CYLINDER SOLENOID**

BC

**4 INSPECT FUSE (ECU-IG)**



- (a) Remove the ECU-IG fuse from the driver side J/B.
- (b) Measure the resistance.

**Standard resistance:**

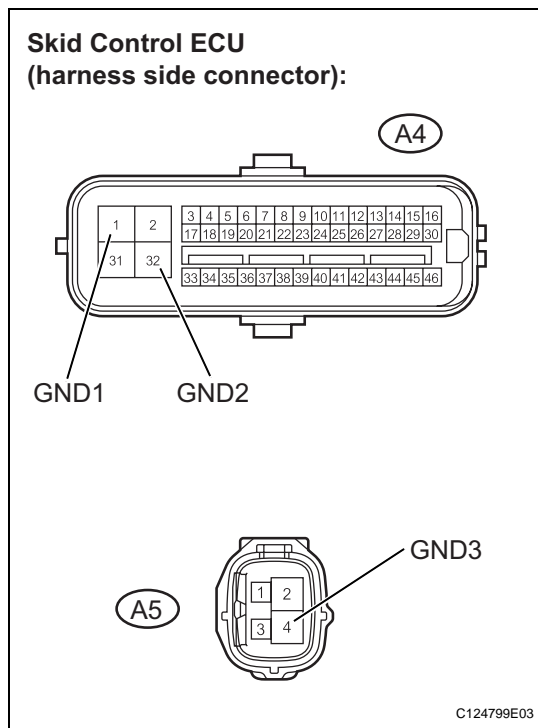
**Below 1 Ω**

**NG**

**CHECK FOR SHORTS IN ALL HARNESSES AND CONNECTORS CONNECTED TO FUSE AND REPLACE FUSE**

OK

**5 CHECK HARNESS AND CONNECTOR (GND TERMINAL CONTINUITY)**



- (a) Disconnect the skid control ECU connectors.
- (b) Measure the resistance.

**Standard resistance**

Tester Connection	Specified Condition
A4-1 (GND1) - Body ground	Below 1 Ω
A4-32 (GND2) - Body ground	Below 1 Ω
A5-4 (GND3) - Body ground	Below 1 Ω

**NG**

**REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

REPLACE MASTER CYLINDER SOLENOID

BC