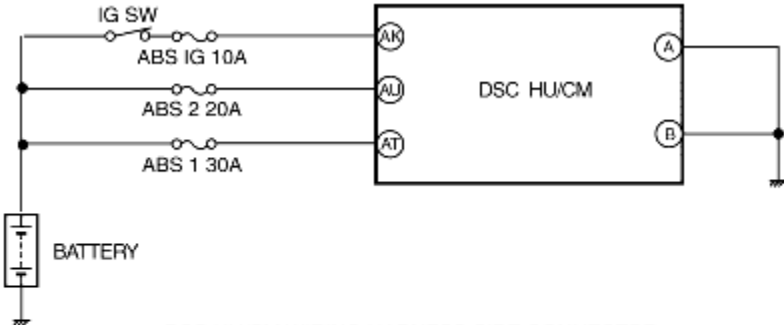



DTC B1317, B1318 [DSC]

B3E040243000W13

| DTC | B1317, B1318 | Power supply system | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---------------------|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| DETECTION CONDITION | <ul style="list-style-type: none">• B1317<ul style="list-style-type: none">- High ignition voltage (16 V or more) is detected at the voltage monitor of the solenoid valve or motor monitor.• B1318<ul style="list-style-type: none">- When driving the vehicle at 20 km/h {12.4 mph} or more, low ignition voltage (10 V or less) is detected at the voltage monitor of the solenoid valve or motor monitor. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| POSSIBLE CAUSE | <ul style="list-style-type: none">• ABS 1 30A/ABS 2 20A/ABS IG 10A fuse malfunction• Open or short circuit in the wiring harness between DSC HU/CM terminal AK and battery• Open or short circuit in the wiring harness between DSC HU/CM terminal AU and battery• Open or short circuit in the wiring harness between DSC HU/CM terminal AT and battery• Open circuit in the wiring harness between DSC HU/CM terminal A and body ground• Open circuit in the wiring harness between DSC HU/CM terminal B and body ground• Battery deterioration• Generator malfunction• Poor connection at connectors (female terminal) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div><p style="text-align: center;">DSC HU/CM WIRING HARNESS-SIDE CONNECTOR</p><table border="1" style="margin: auto;"><tr><td rowspan="2">A</td><td>D</td><td>G</td><td>J</td><td>M</td><td>P</td><td>S</td><td>V</td><td>Y</td><td>AB</td><td>AE</td><td>AH</td><td>AK</td><td>AN</td><td>AQ</td><td rowspan="2">AT</td></tr><tr><td>C</td><td>E</td><td>H</td><td>K</td><td>N</td><td>Q</td><td>T</td><td>W</td><td>Z</td><td>AC</td><td>AF</td><td>AI</td><td>AL</td><td>AO</td><td>AR</td></tr><tr><td rowspan="2">B</td><td>F</td><td>I</td><td>L</td><td>O</td><td>R</td><td>U</td><td>X</td><td>AA</td><td>AD</td><td>AG</td><td>AJ</td><td>AM</td><td>AP</td><td>AS</td><td rowspan="2">AU</td></tr><tr><td colspan="14"></td></tr></table></div> | | | A | D | G | J | M | P | S | V | Y | AB | AE | AH | AK | AN | AQ | AT | C | E | H | K | N | Q | T | W | Z | AC | AF | AI | AL | AO | AR | B | F | I | L | O | R | U | X | AA | AD | AG | AJ | AM | AP | AS | AU | | | | | | | | | | | | | | |
| A | D | G | | J | M | P | S | V | Y | AB | AE | AH | AK | AN | AQ | AT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | C | E | H | K | N | Q | T | W | Z | AC | AF | AI | AL | AO | AR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | F | I | L | O | R | U | X | AA | AD | AG | AJ | AM | AP | AS | AU | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Diagnostic procedure

| STEP | INSPECTION | ACTION |
|------|--------------------------------|---|
| 1 | INSPECT BATTERY VOLTAGE | Yes Verify that the battery terminal connection is normal. Go to the next step. |
| | | Recharge or replace the battery, then go to Step 6. |

| | | | |
|---|--|-----|--|
| | <ul style="list-style-type: none"> Is the battery terminal voltage normal? | No | (See BATTERY RECHARGING.) (See BATTERY REMOVAL/INSTALLATION [ZJ, Z6].) (See BATTERY REMOVAL/INSTALLATION [LF].) |
| 2 | INSPECT BATTERY GRAVITY <ul style="list-style-type: none"> Is the battery specific gravity as specified? | Yes | Go to the next step. |
| | | No | Replace the battery, then go to Step 6. (See BATTERY REMOVAL/INSTALLATION [ZJ, Z6].) (See BATTERY REMOVAL/INSTALLATION [LF].) |
| 3 | INSPECT CHARGING SYSTEM <ul style="list-style-type: none"> Are the generator and the drive belt tensions normal? | Yes | Go to the next step. |
| | | No | Replace the generator and/or drive belt if necessary. (See GENERATOR REMOVAL/INSTALLATION [ZJ, Z6].) (See GENERATOR REMOVAL/INSTALLATION [LF].) (See DRIVE BELT REPLACEMENT [ZJ, Z6].) (See DRIVE BELT REPLACEMENT [LF].) Go to Step 6. |
| 4 | INSPECT DSC HU/CM POWER SUPPLY FOR OPEN CIRCUIT <ul style="list-style-type: none"> Disconnect the DSC HU/CM connectors. Turn the ignition switch to the ON position. Measure the voltage between following connector terminals of the DSC HU/CM (vehicle harness-side) and body ground: <ul style="list-style-type: none"> - DSC HU/CM: AK-Body ground - DSC HU/CM: AU-Body ground - DSC HU/CM: AT-Body ground <ul style="list-style-type: none"> Is the voltage 10 V or more? | Yes | Go to the next step. |
| | | No | Repair or replace the wiring harness, then go to Step 6. |
| 5 | INSPECT DSC HU/CM GROUND FOR POOR GROUND OR OPEN CIRCUIT <ul style="list-style-type: none"> Turn the ignition switch off. Measure the resistance between following connector terminals of the DSC HU/CM (vehicle harness-side) and body ground: <ul style="list-style-type: none"> - DSC HU/CM: A-Body ground - DSC HU/CM: B-Body ground <ul style="list-style-type: none"> Is the resistance within 0-1 ohm? | Yes | Go to the next step. |
| | | No | If there is open circuit: <ul style="list-style-type: none"> Repair or replace the wiring harness, then go to the next step. If resistance is not within specification: <ul style="list-style-type: none"> Repair or replace the wiring harness for poor ground, then go to the next step. |
| 6 | VERIFY THAT THE SAME DTC IS NOT PRESENT <ul style="list-style-type: none"> Reconnect all disconnected connectors. Clear the DTCs from the memory. (See Clearing DTCs Procedures.) Start the engine and drive the vehicle at 20 km/h {12.4 mph} or more. Are the same DTCs present? | Yes | Repeat the inspection from Step 1. If the malfunction recurs, replace the DSC HU/CM, then go to the next step. (See DSC HU/CM REMOVAL/INSTALLATION.) |
| | | No | Go to the next step. |
| 7 | VERIFY THAT NO OTHER DTCS ARE PRESENT <ul style="list-style-type: none"> Are any other DTCs output? | Yes | Go to the applicable DTC inspection. (See DTC Table.) |
| | | No | DTC troubleshooting completed. |