

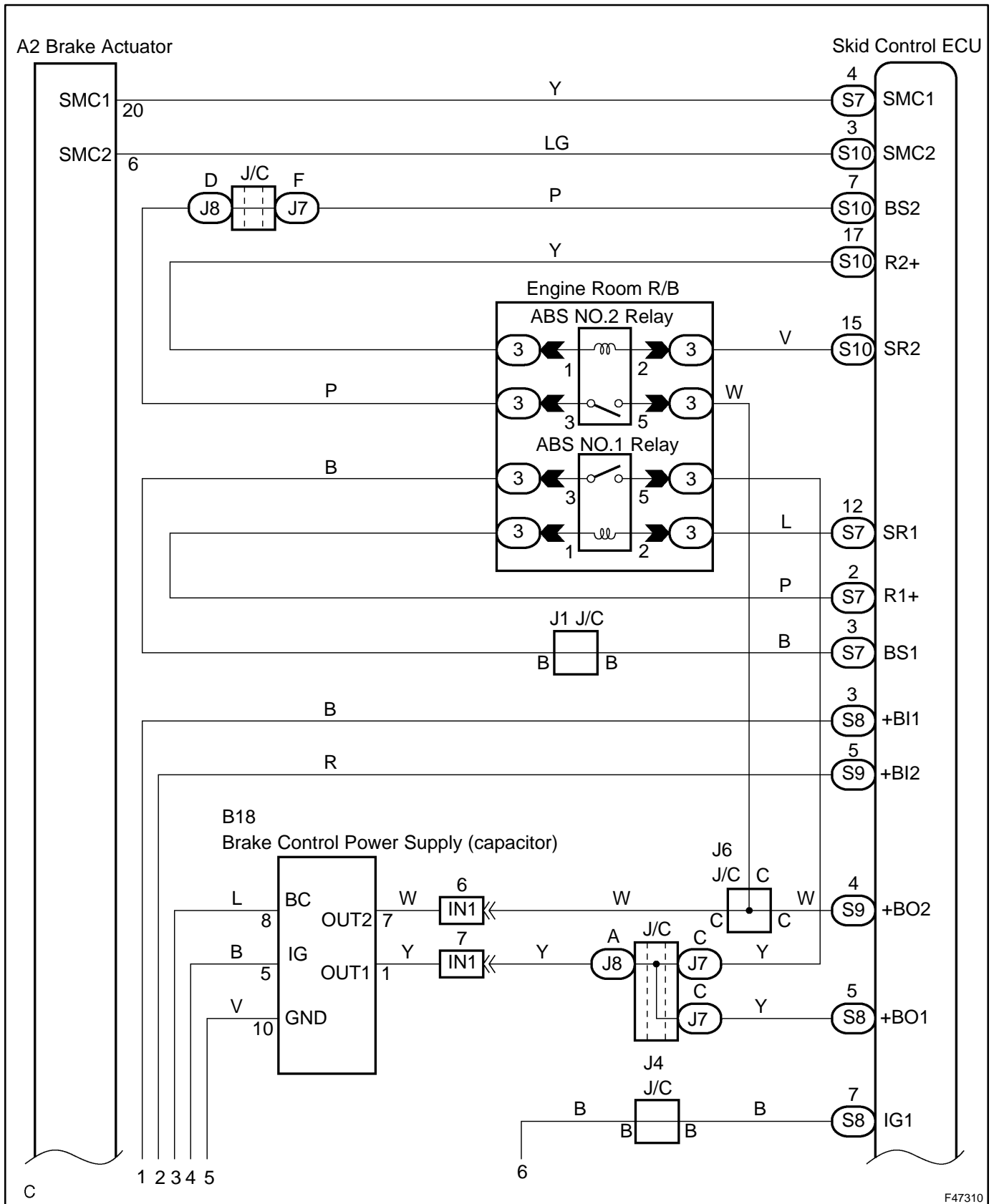
DTC	C1377/43	CAPACITOR MALFUNCTION
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CIRCUIT DESCRIPTION

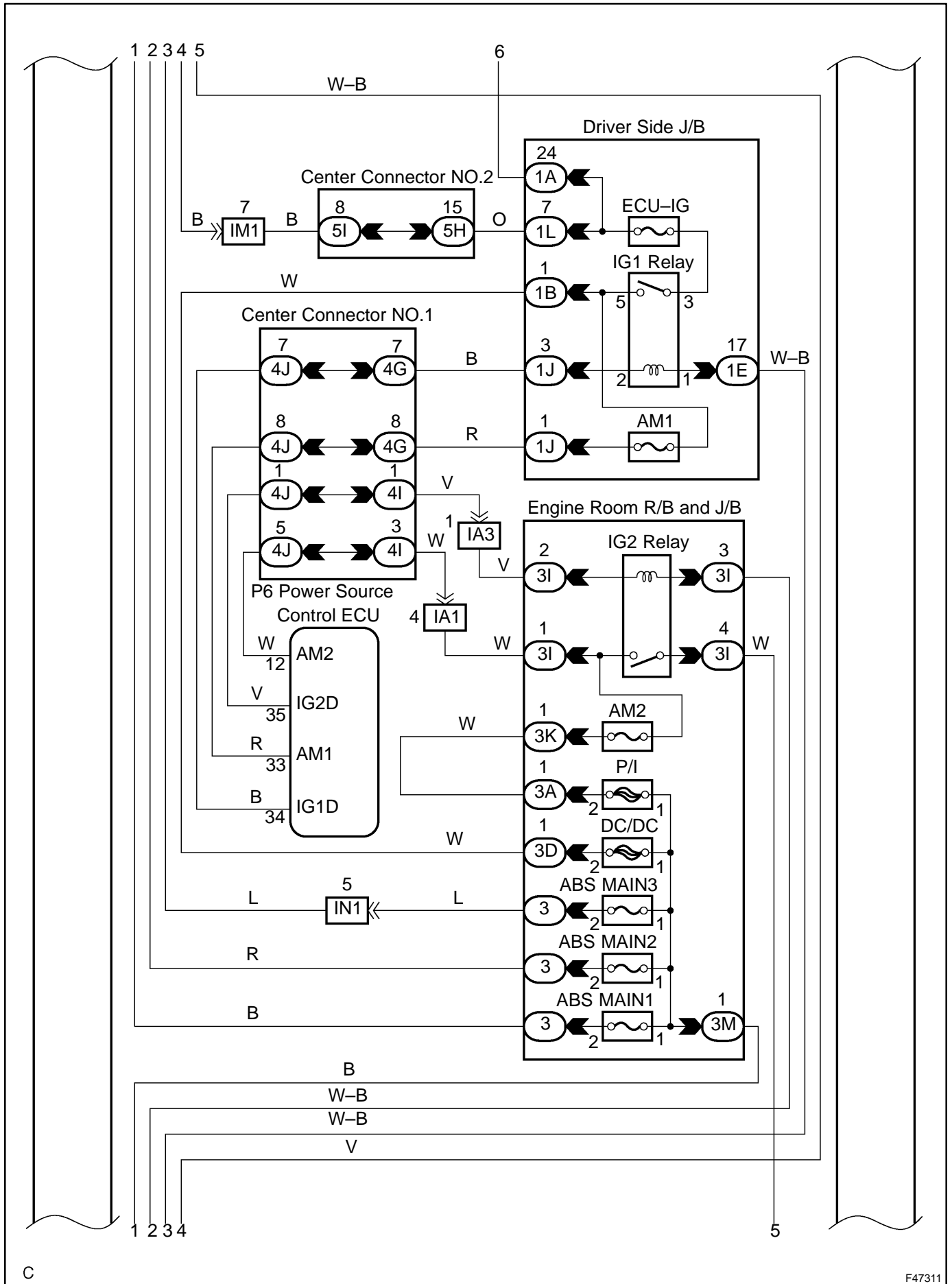
The brake control power supply assy (capacitor) provides auxiliary power for brake control when an auxiliary battery (12 V) voltage drops.

DTC No.	Detailed Code	DTC Detecting Condition	Trouble Area
C1377/43	101	Brake control power supply assy is deteriorated (indicates a need to replace).	• Brake control power supply
C1377/43	102	Self-discharge (current leak) is excessive (internal malfunction).	• Brake control power supply
C1377/43	103	Input voltage from the auxiliary battery (12 V) to the brake control power supply is 16.4 V or more for at least 10 sec.	• Brake control power supply
C1377/43	105	Circuit inside the power back up unit (charge) is malfunctioning.	• Brake control power supply
C1377/43	106	Circuit inside the power back up unit (back up output circuit) is malfunctioning.	• Brake control power supply
C1377/43	108	Circuit inside the power back up unit (voltage monitor circuit) is malfunctioning.	• Brake control power supply
C1377/43	109	Open circuit between auxiliary battery (12 V) and brake control power supply power input (+BC terminal).	• Harness and connector • ABS No.3 fuse
C1377/43	110	<ul style="list-style-type: none"> • Open or short circuit between auxiliary battery (12 V) and brake control power supply output 1 (OUT 1). • Open or short circuit between auxiliary battery (12 V) and brake control power supply output 2 (OUT 2) 	<ul style="list-style-type: none"> • Harness and connector • ABS No.1 fuse • ABS No.2 fuse

WIRING DIAGRAM

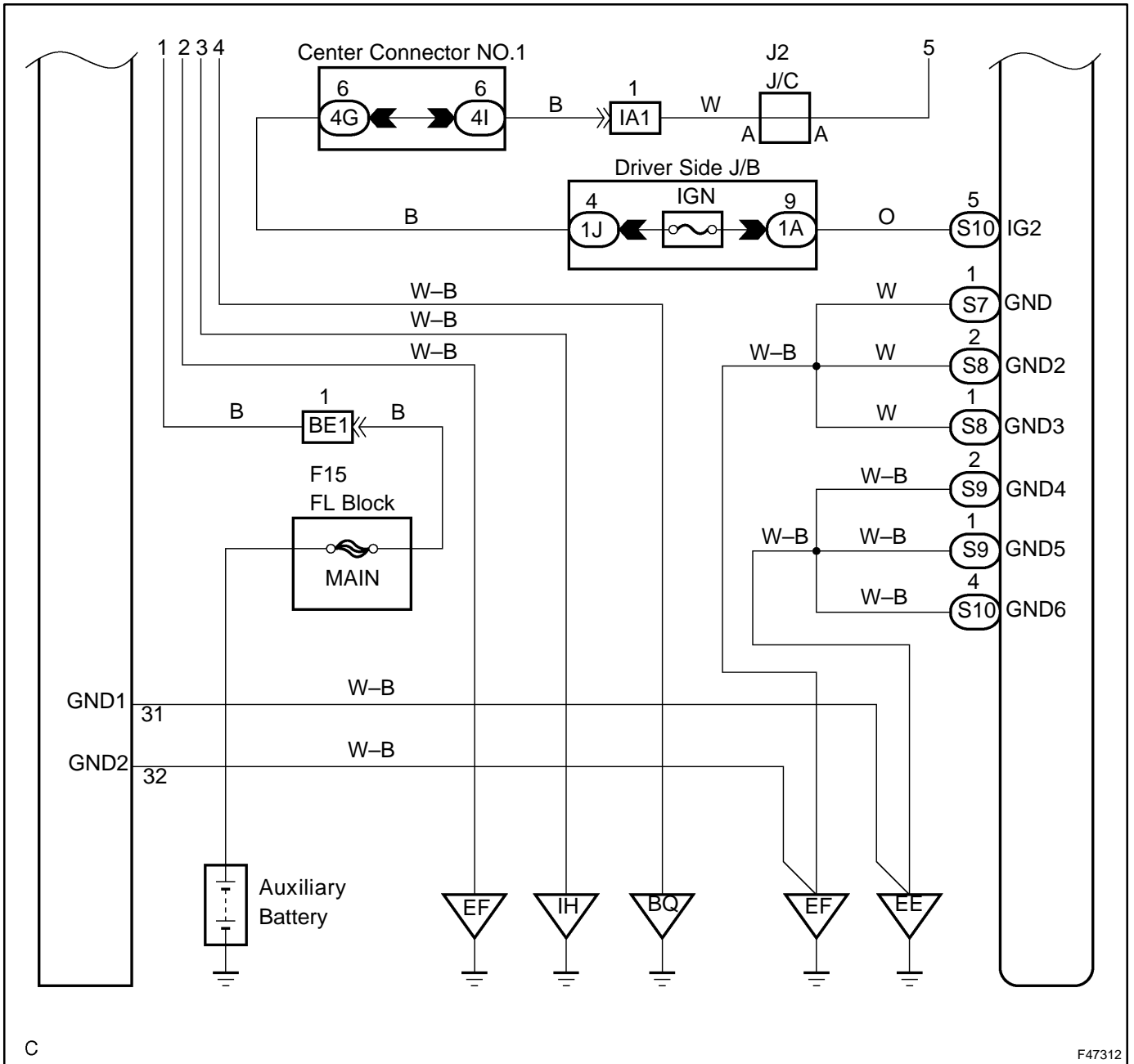


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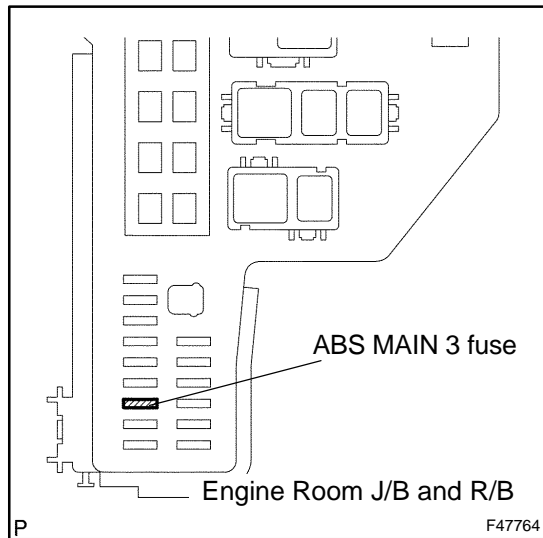


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INSPECTION PROCEDURE

1 INSPECT FUSE(ABS MAIN3 FUSE)



- (a) Remove the ABS MAIN3 fuse from the engine room J/B and R/B.
- (b) Measure the resistance according to the value(s) in the table below.

Standard:

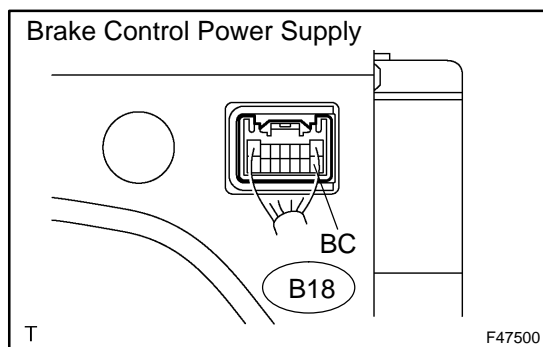
ABS MAIN3 fuse	Below 1 Ω (Continuity)
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CHECK FOR SHORT IN ALL HARNESS AND CONNECTOR CONNECTED TO FUSE AND REPLACE FUSE

OK

2 INSPECT BRAKE CONTROL POWER SUPPLY(BC TERMINAL VOLTAGE)



- (a) Measure the voltage according to the value(s) in the table below.

HINT:

Measure the voltage from behind the connector with the connector connected.

Standard:

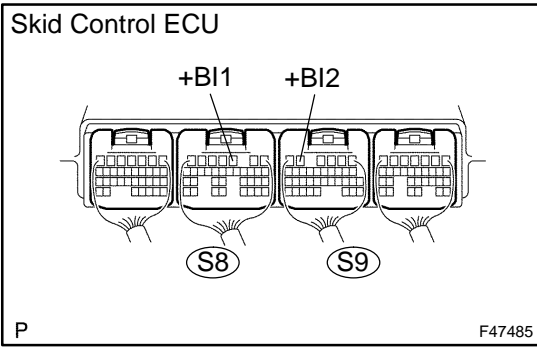
Tester Connection	Specified Condition
B18-8 (BC) - Body ground	10 to 14 V

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REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

3 INSPECT SKID CONTROL ECU TERMINAL VOLTAGE



(a) Measure the voltage according to the value(s) in the table below.

HINT:

Measure the voltage from behind the connector with the connector connected to the skid control ECU.

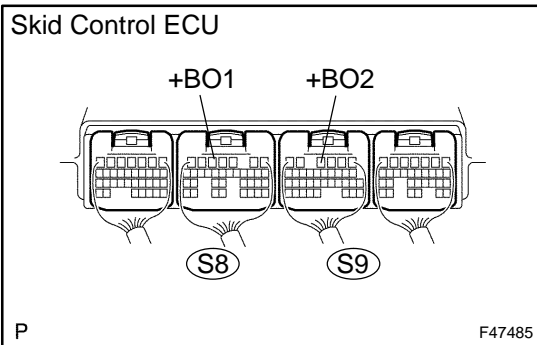
Standard:

Tester Connection	Specified Condition
S8-3 (+B11) - Body ground	10 to 14 V
S9-5 (+B12) - Body ground	10 to 14 V

NG REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

4 INSPECT SKID CONTROL ECU TERMINAL VOLTAGE



(a) Measure the voltage according to the value(s) in the table below.

HINT:

Measure the voltage from behind the connector with the connector connected to the skid control ECU.

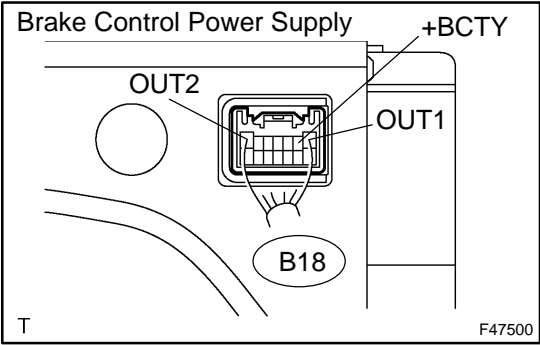
Standard:

Tester Connection	Specified Condition
S8-5 (+BO1) - Body ground	10 to 14 V
S9-4 (+BO2) - Body ground	10 to 14 V

NG REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

5 INSPECT BRAKE CONTROL POWER SUPPLY



- (a) Turn the power switch ON (READY).
- (b) Measure the voltage according to the value(s) in the table below.

HINT:
Measure the voltage from behind the connector with the connector connected.

Standard:

Tester Connection	Condition	Specified Condition
B18-1 (OUT1) – Body ground	Power switch ON (READY)	9 to 13 V
B18-2 (+BCTY) – Body ground	Power switch ON (READY)	9 to 13 V
B18-7 (OUT2) – Body ground	Power switch ON (READY)	9 to 13 V

NG → **REPLACE BRAKE CONTROL POWER SUPPLY**

OK

REPAIR OR REPLACE HARNESS OR CONNECTOR