

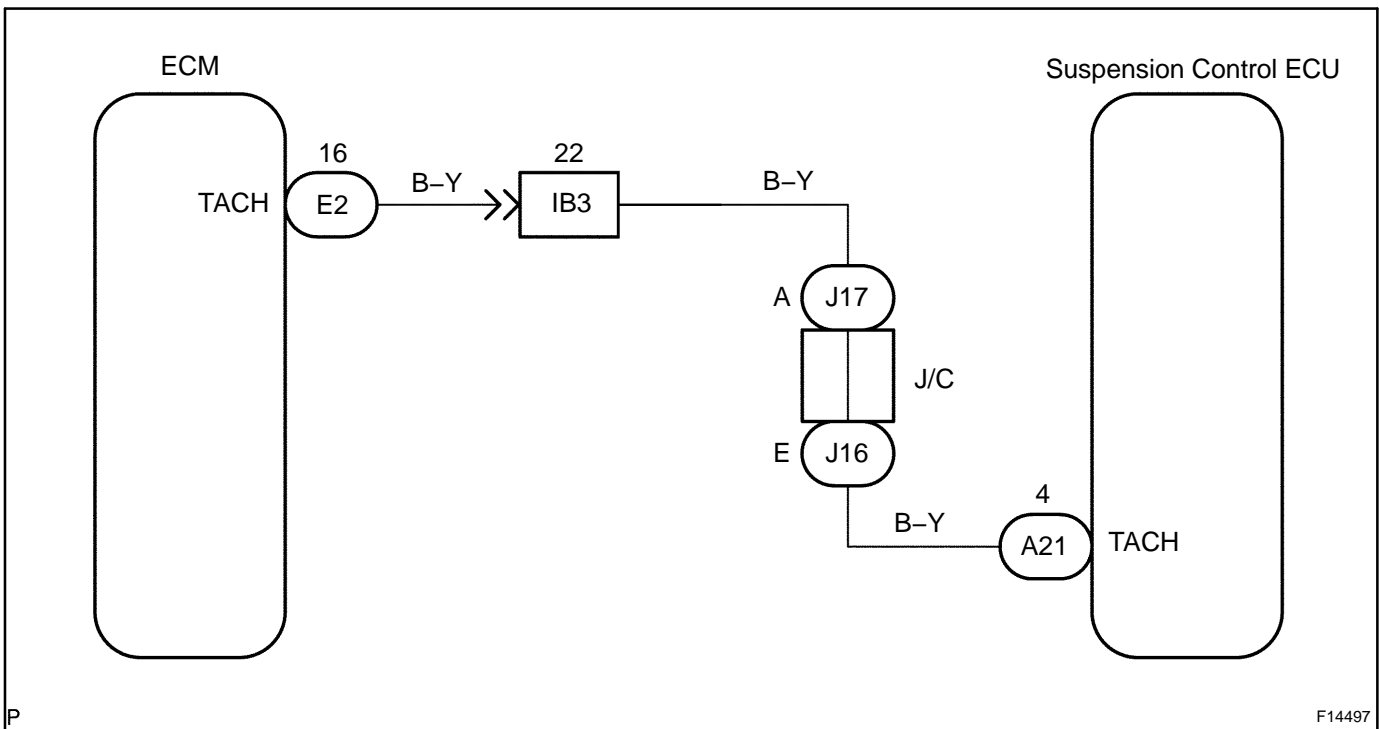
<b>DTC</b>	<b>C1779 / 79, C1797 / 97</b>	<b>Crankshaft Position Sensor Circuit</b>
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**CIRCUIT DESCRIPTION**

The suspension control ECU receives engine revolution signals from the ECM.

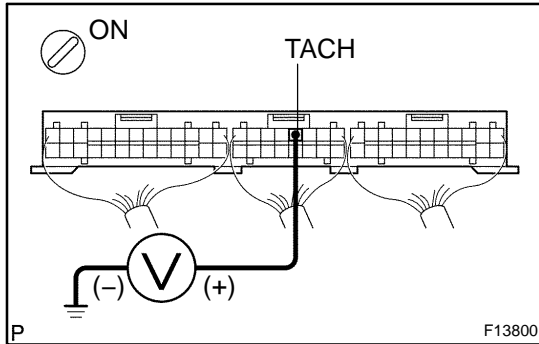
DTC No.	DTC Detecting Condition	Trouble Area
C1979 / 79 C1997 / 97	The engine revolution signal corresponding to the vehicle speed of 30 km/h is not input for 10 sec. or more	<ul style="list-style-type: none"> <li>• Crankshaft position sensor</li> <li>• Crankshaft position sensor circuit</li> <li>• ECM</li> <li>• Suspension control ECU</li> </ul>

**WIRING DIAGRAM**



## INSPECTION PROCEDURE

- 1 Check voltage between terminal TACH of suspension control ECU connector and body ground.

**PREPARATION:**

Remove the suspension control ECU with the connectors still connected.

**CHECK:**

- Turn the ignition switch ON and start the engine.
- Measure voltage between terminal TACH of the suspension control ECU connector and body ground when the engine revolution is 2,000 rpm or higher.

**OK:**

10 – 14 V

OK

Proceed to next circuit inspection shown on problem symptoms table (See page [DI-316](#)).

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- 2 Check crankshaft position sensor circuit (See page [DI-109](#)).

OK

Go to step 4.

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- 3 Check for open and short circuit in harness and connector between suspension control ECU and ECM (See page [IN-34](#)).

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Repair or replace harness or connector.

OK

Check and replace suspension control ECU.

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Does malfunction disappear when a normal good suspension control ECU is installed?

YES

Check and replace suspension control ECU.

NO

Check and replace ECM.