**DESCRIPTION**

The circuit sends TRAC, A-TRAC and VSC control information from the skid control ECU to the ECM, and engine control information from the ECM to the skid control ECU via the CAN communication system.

**INSPECTION PROCEDURE**

1. **CHECK DTC (CAN COMMUNICATION SYSTEM)**

   (a) Check if any DTC is recorded for the CAN communication system (See page CA-14).

   **Result**

<table>
<thead>
<tr>
<th>Result</th>
<th>Proceed to</th>
</tr>
</thead>
<tbody>
<tr>
<td>DTC not output</td>
<td>A</td>
</tr>
<tr>
<td>DTC output</td>
<td>B</td>
</tr>
</tbody>
</table>

   **B** → **REPAIR CAN COMMUNICATION SYSTEM**

2. **CHECK DTC (ENGINE CONTROL SYSTEM)**

   (a) Check if any DTC is recorded for the engine control system (See page ES-38).

   **Result**

<table>
<thead>
<tr>
<th>Result</th>
<th>Proceed to</th>
</tr>
</thead>
<tbody>
<tr>
<td>DTC output</td>
<td>A</td>
</tr>
<tr>
<td>DTC not output</td>
<td>B</td>
</tr>
</tbody>
</table>

   **B** → **REPLACE ECM**
**DESCRIPTION**

The skid control ECU receives signals from the yaw rate sensor and deceleration sensor via the CAN communication system. The deceleration sensor is built into the yaw rate sensor.

If there is trouble in the bus lines between the yaw rate sensor and deceleration sensor and the CAN communication system, the DTCs U0123/62 (yaw rate sensor communication trouble) and U0124/95 (deceleration sensor communication trouble) are output. These DTCs are also output when the calibration has not been completed.

<table>
<thead>
<tr>
<th>DTC No.</th>
<th>DTC Detecting Conditions</th>
<th>Trouble Areas</th>
</tr>
</thead>
</table>
| C1210/36 | When either of following 1 or 2 detected:  
1. When battery terminal connected, shift lever moved to non-P position (A/T) or parking brake OFF (M/T) within 15 seconds of ECU terminal IG1 initially turned ON.  
2. Yaw rate sensor zero point recorded in ECU deleted. | • Yaw rate sensor and deceleration sensor  
• Zero point calibration not complete  
• PNP switch circuit (P position) (A/T)  
• Parking brake switch circuit (M/T)  
• Master cylinder solenoid (skid control ECU) |
| C1336/39 | When either of following 1 or 2 detected:  
1. In TEST mode, shift lever shifted to non-P position (A/T) or parking brake OFF (M/T) 2 seconds after ECU terminal IG1 initially turned ON.  
2. Deceleration sensor zero point recorded in ECU deleted. | • Yaw rate sensor and deceleration sensor  
• Zero point calibration not complete  
• PNP switch circuit (P position) (A/T)  
• Parking brake switch circuit (M/T)  
• Master cylinder solenoid (skid control ECU) |
INSPECTIONPROCEDURE

HINT:
When U0073/94, U0100/65, U0123/62, U0124/95 or U0126/63 are output accompanied by C1210/36 or C1336/39, inspect and repair the trouble areas indicated by U0073/94, U0100/65, U0123/62, U0124/95 or U0126/63 first.

1 PERFORMYAW RATE AND DECELERATION SENSORZERO POINT CALIBRATION

(a) Perform the zero point calibration of the yaw rate sensor and deceleration sensor (See page BC-24).

2 RECONFIRMDTC

(a) Clear the DTCs (See page BC-45).
(b) Check if the same DTCs are recorded (See page BC-45).

Result

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>DTC output</td>
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</tr>
<tr>
<td>DTC not output</td>
<td>B</td>
</tr>
</tbody>
</table>
3 CHECK YAW RATE AND DECELERATION SENSOR INSTALLATION

(a) Check that the yaw rate and deceleration sensor has been installed properly (See page BC-202).

OK:
The sensor is tightened to the specified torque.
The sensor is not tilted.

NG
INSTALL YAW RATE SENSOR CORRECTLY

4 CHECK HARNESS AND CONNECTOR (ECU - PARK/NEUTRAL POSITION SWITCH OR PARKING BRAKE SWITCH)

(a) A/T
(1) Disconnect the skid control ECU connector.
(2) Disconnect the Park/Neutral position switch connector.
(3) Measure the resistance.

Standard resistance

<table>
<thead>
<tr>
<th>Tester Connection</th>
<th>Specified Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>A4-14 (P/R) - B35-6 (PL)</td>
<td>Below 1 Ω</td>
</tr>
</tbody>
</table>

Skid Control ECU (harness side connector):

Park/Neutral Position Switch (harness side connector):
(b) M/T:
1. Disconnect the skid control ECU connector.
2. Disconnect the parking brake switch connector.
3. Measure the resistance.

**Standard resistance**

<table>
<thead>
<tr>
<th>Tester Connection</th>
<th>Specified Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>A4-28 (PKB) - E22-1</td>
<td>Below 1 Ω</td>
</tr>
</tbody>
</table>

REPAIR OR REPLACE HARNESS OR CONNECTOR

---

5 **INSPECT PARK/NEUTRAL POSITION SWITCH OR PARKING BRAKE SWITCH**

(a) Inspect the Park/Neutral Position (PNP) switch (for A/T models).
1. Disconnect the PNP switch connector.
2. Check the resistance when the transmission gear selector lever is moved to each position.

**Standard resistance**

<table>
<thead>
<tr>
<th>Gear Selector Lever Positions</th>
<th>Tester Connections</th>
<th>Specified Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>P</td>
<td>2 - 6, 4 - 5</td>
<td>Below 1 Ω</td>
</tr>
<tr>
<td>R</td>
<td>1 - 2</td>
<td>Below 1 Ω</td>
</tr>
<tr>
<td>N</td>
<td>2 - 9, 4 - 5</td>
<td>Below 1 Ω</td>
</tr>
<tr>
<td>D</td>
<td>2 - 7</td>
<td>Below 1 Ω</td>
</tr>
<tr>
<td>2</td>
<td>2 - 3</td>
<td>Below 1 Ω</td>
</tr>
<tr>
<td>L</td>
<td>2 - 8</td>
<td>Below 1 Ω</td>
</tr>
</tbody>
</table>

(b) Inspect the parking brake switch (for M/T models).
1. Disconnect the parking brake switch connector.
2. Measure the resistance.

**Standard resistance**

<table>
<thead>
<tr>
<th>Tester Connection</th>
<th>Condition</th>
<th>Specified Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Ground part</td>
<td>Parking brake switch ON (Switch pin released)</td>
<td>Below 1 Ω</td>
</tr>
<tr>
<td>1 - Ground part</td>
<td>Parking brake switch OFF (Switch pin pushed in)</td>
<td>10 kΩ or higher</td>
</tr>
</tbody>
</table>
NG

REPLACE PARK/NEUTRAL POSITION SWITCH OR PARKING BRAKE SWITCH

OK

6  REPLACE YAW RATE AND DECELERATION SENSOR
   (a) Replace the yaw rate and deceleration sensor (See page BC-201).

NEXT

7  PERFORM YAW RATE AND DECELERATION SENSOR ZERO POINT CALIBRATION
   (a) Perform the zero point calibration of the yaw rate sensor and deceleration sensor (See page BC-24).

NEXT

8  RECONFIRM DTC
   (a) Clear the DTCs (See page BC-45).
   (b) Check if the same DTCs are recorded (See page BC-45).

Result

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B

END

A

REPLACE MASTER CYLINDER SOLENOID