

CALIBRATION

1. DESCRIPTION

- (a) After replacing the VSC relevant components or performing "Front wheel alignment adjustment", clearing and reading the sensor calibration data are necessary.
- (b) Follow the chart to perform calibration.

BC

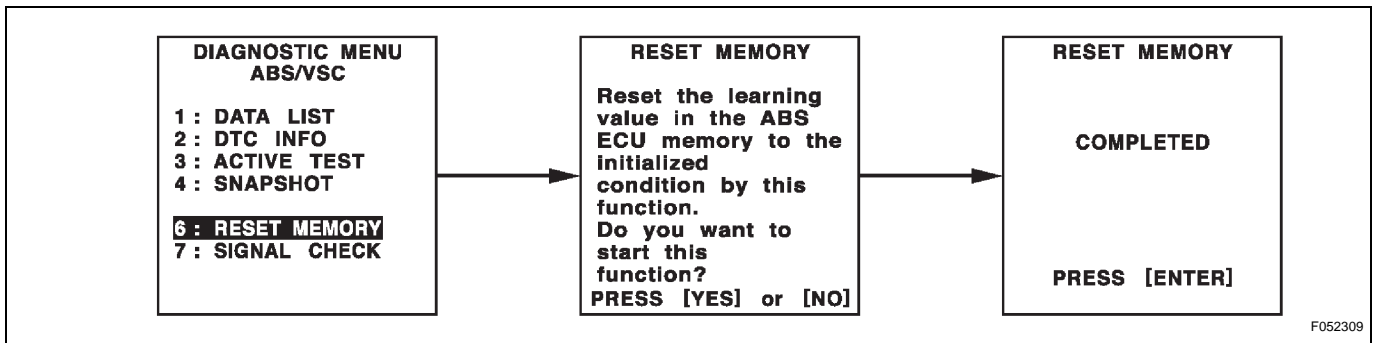
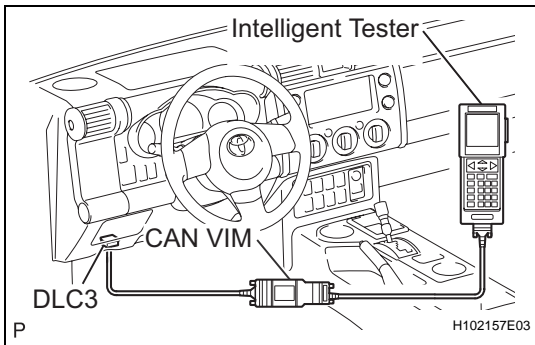
Replacing Parts	Necessary Operations
Skid Control ECU	Yaw rate sensor and deceleration sensor zero point calibration.
Yaw Rate Sensor	1. Clearing zero point calibration data. 2. Yaw rate sensor and deceleration sensor zero point calibration.
Front Wheel Alignment	1. Clearing zero point calibration data. 2. Yaw rate sensor and deceleration sensor zero point calibration.

2. CLEAR ZERO POINT CALIBRATION (for Using a Intelligent Tester)

HINT:

After replacing the yaw rate and deceleration sensor or adjusting the front wheel alignment, be sure to clear the zero point calibration data in the skid control ECU and perform zero point calibration.

- (a) Connect the intelligent tester to the DLC3.
- (b) Turn the ignition switch on.
- (c) Operate the intelligent tester to erase the DTCs.



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3. PERFORM ZERO POINT CALIBRATION OF YAW RATE SENSOR AND DECELERATION SENSOR (for Using a Intelligent Tester)

HINT:

After replacing the skid control ECU and/or yaw rate and deceleration sensor, or adjusting the front wheel alignment, be sure to perform yaw rate sensor and deceleration sensor zero point calibration.

NOTICE:

- While obtaining the zero point, do not vibrate the vehicle by tilting, moving or shaking it and keep it stationary. (Do not start the engine.)
- Be sure to do this on a level surface (with an inclination of less than 1 degree).

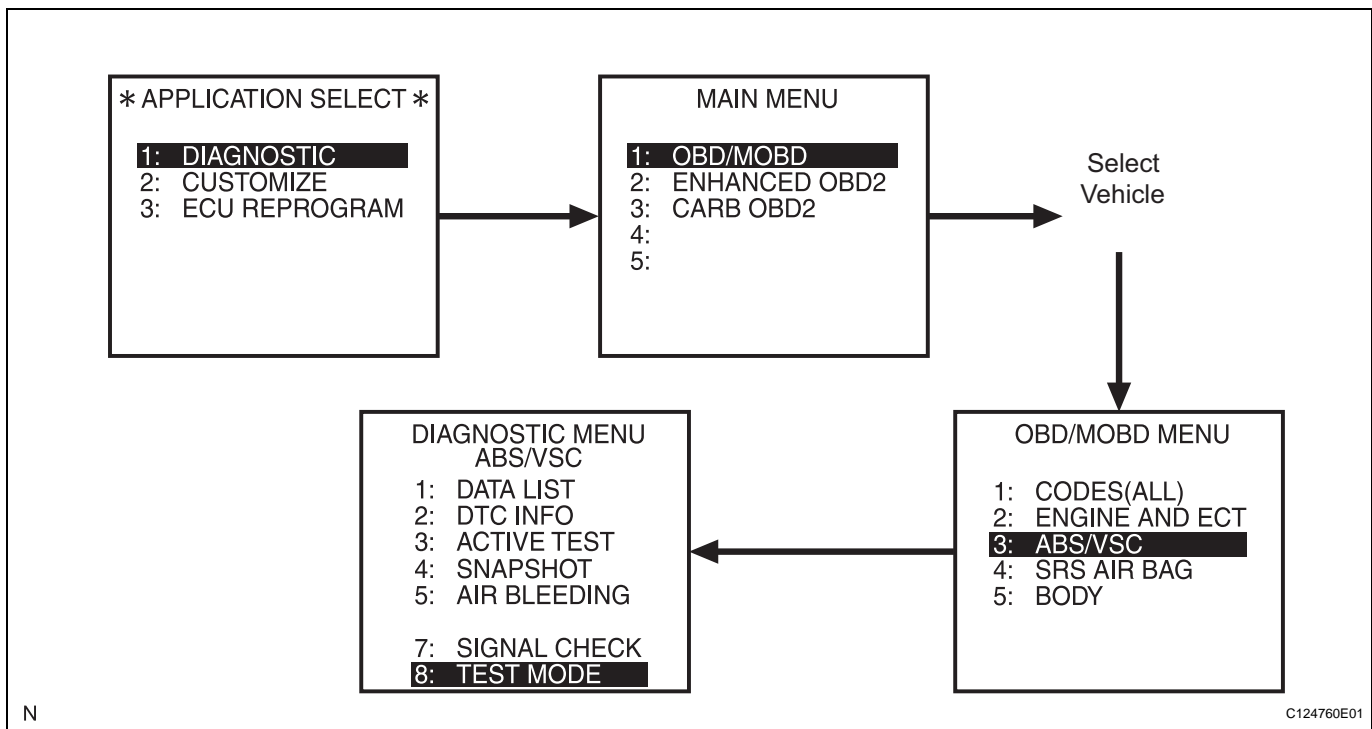
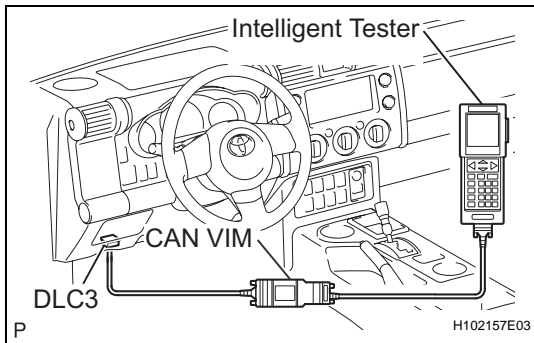
(a) Procedures for test mode.

- (1) Turn the ignition switch off.
- (2) Check that the steering wheel is in the straight-ahead position.
- (3) A/T: Check that the shift lever is in the P position and apply the parking brake.
M/T: Check that the shift lever is in neutral and apply the parking brake.

NOTICE:

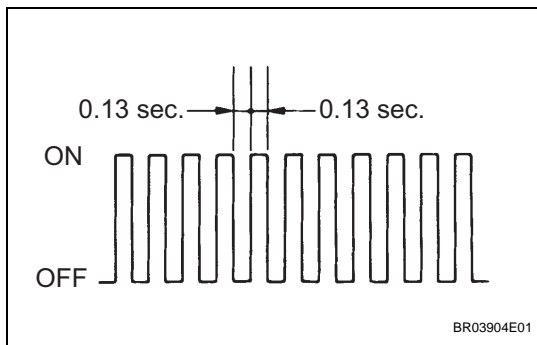
DTC C1210/36 and C1336/39 will be recorded if the shift lever is not in the P position.

- (4) Connect the intelligent tester to the DLC3.
- (5) Turn the ignition switch on.



Switch the ECU to test mode using the intelligent tester.

Select the following menu items: DIAGNOSTIC / OBD/MOBD / select vehicle / ABS/VSC / TEST MODE.



- (7) Keep the vehicle stationary on a level surface for 2 seconds or more.
- (8) Check that the VSC TRAC warning light blinks as shown in the illustration.

NOTICE:

The VSC TRAC warning light (and VSC OFF indicator light (4WD or 2WD with rear differential lock)) stay ON when obtaining the zero point.

HINT:

- If the VSC TRAC warning light does not blink, perform the zero point calibration again.
- The zero point calibration is performed only once after the system enters test mode.
- Calibration cannot be performed again until the stored data is cleared once.

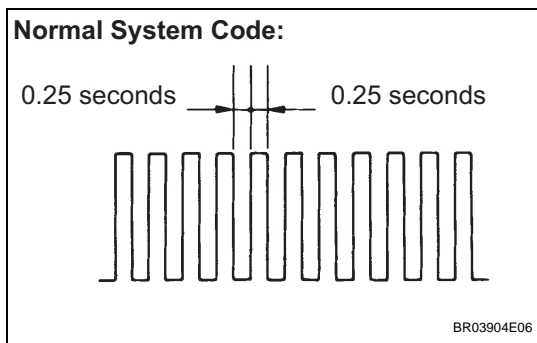
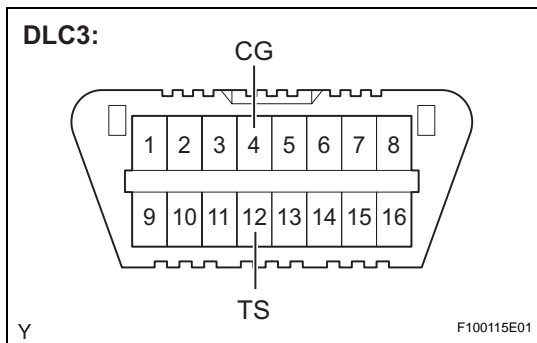
4. CLEAR ZERO POINT CALIBRATION (for Using a SST Check Wire)

HINT:

After replacing the yaw rate and deceleration sensor or adjusting the front wheel alignment, be sure to clear the zero point calibration data in the skid control ECU and perform zero point calibration.

- (a) Turn the ignition switch on.
- (b) Using SST, connect and disconnect terminals TS and CG of the DLC3 4 times or more within 8 seconds.

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- (c) Check that the warning light blinks in a normal system indication pattern.

5. PERFORM ZERO POINT CALIBRATION OF YAW RATE SENSOR AND DECELERATION SENSOR (for Using a SST Check Wire)

HINT:

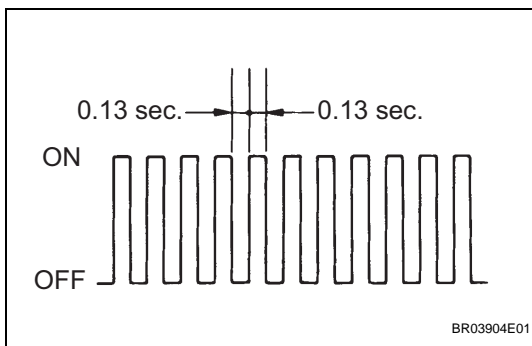
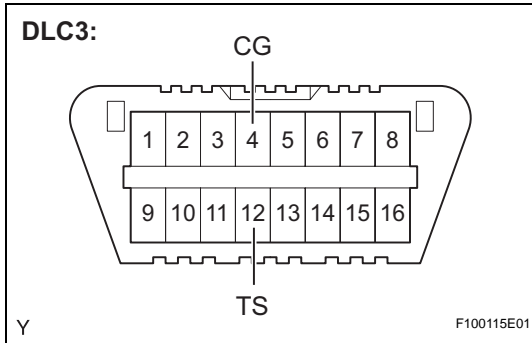
After replacing the skid control ECU and/or yaw rate and deceleration sensor, or adjusting the front wheel alignment, be sure to perform yaw rate sensor and deceleration sensor zero point calibration.

NOTICE:

- While obtaining the zero point, do not vibrate the vehicle by tilting, moving or shaking it and keep it stationary. (Do not start the engine.)
- Be sure to do this on a level surface (with an inclination of less than 1 degree).

- (a) Procedures for test mode:
 - (1) Turn the ignition switch off.

BC



- (2) Check that the steering wheel is in the straight-ahead position.
- (3) A/T: Check that the shift lever is in the P position and apply the parking brake.
M/T: Check that the shift lever is in neutral and apply the parking brake.

NOTICE:

DTC C1210/36 and C1336/39 will be recorded if the shift lever is not in the P position.

- (4) Using SST, connect terminals TS and CG of the DLC3.

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- (5) Turn the ignition switch on.
- (6) Keep the vehicle stationary on a level surface for 2 seconds or more.

- (7) Check that the VSC TRAC warning light blinks as shown in the illustration.

NOTICE:

The VSC TRAC warning light (and VSC OFF indicator light (4WD or 2WD with rear differential lock)) stay ON when obtaining the zero point.

HINT:

- If the VSC TRAC warning light does not blink, perform the zero point calibration again.
- The zero point calibration is performed only once after the system enters test mode.
- Calibration cannot be performed again until the stored data is cleared once.