CALIBRATION

1. DESCRIPTION

After replacing the VSC relevant components or performing ”Front wheel alignment adjustment”, clearing and reading the sensor calibration data are necessary.
Follow the chart to perform calibration.
HINT:
For a rear air suspension vehicle, it is necessary to obtain zero point calibration data (again) after adjusting vehicle height.

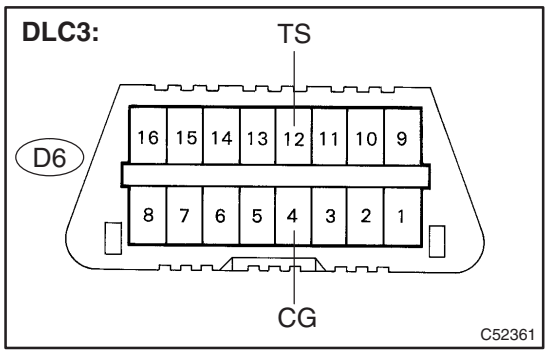
Replacement/AdjustmentParts	Necessary Operation
Master cylinder solenoid (Skid control ECU)	Yaw rate and deceleration sensor zero point calibration.
Yaw rate and deceleration sensor	1. Clearing zero point calibration data. 2. Yaw rate and deceleration sensor zero point calibration.
Front wheel alignment	1. Clearing zero point calibration data. 2. Yaw rate and deceleration sensor zero point calibration.
Rear air suspension	1. Clearing zero point calibration data. 2. Yaw rate and deceleration sensor zero point calibration.

USING SST CHECK WIRE:

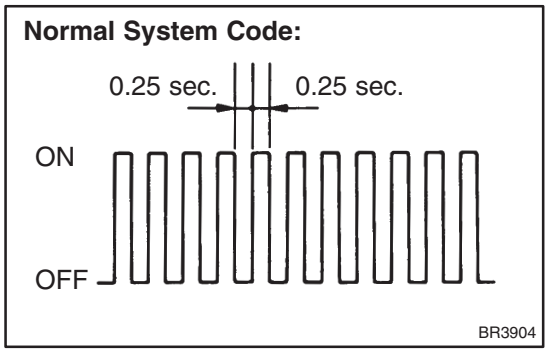
2. CLEAR ZERO POINT CALIBRATION

HINT:
After replacing the yaw rate and deceleration sensor, make sure to clear zero point calibration data in the skid control ECU and perform zero point calibration.

(a) Turn the ignition switch to the ON position.



(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 indicates the normal system code.
(d) Remove the SST from the terminals of the DLC3.
(e) Using a check wire, perform the zero point calibration of the yaw rate and deceleration sensor (refer to step 3).

3. PERFORM ZERO POINT CALIBRATION OF YAW RATE AND DECELERATION SENSOR

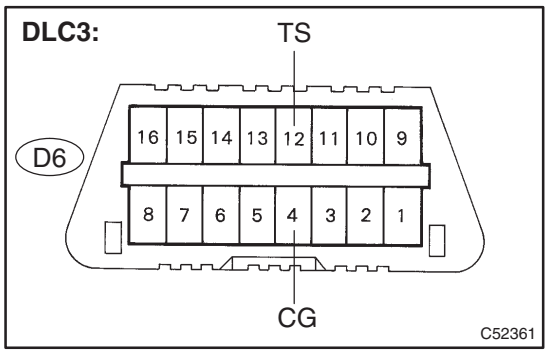
After replacing the master cylinder solenoid and/or yaw rate and deceleration sensor, make sure to perform yaw rate and deceleration sensor zero point calibration.

NOTICE:

- **While obtaining the zero point, do not vibrate the vehicle by tilting, moving or shaking it and keep it in a stationary condition. (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) Using SST, connect terminals TS and CG of the DLC3.

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(3) Check that the steering wheel is in the straight–ahead position and move the shift lever to the P position (Automatic Transaxle) or apply the parking brake (Manual Transaxle).

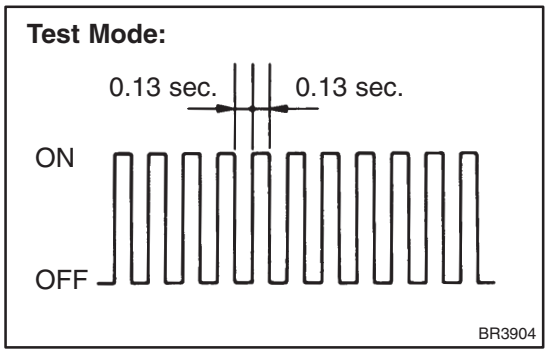
NOTICE:

DTC C1210/36 and C1336/39 will be recorded if the shift lever is not in the P position (Automatic Transaxle) or the parking brake is not applied (Manual Transaxle) (see page 05–808).

(4) Turn the ignition switch to the ON position.

(5) Keep the vehicle in a stationary condition on a level surface for 2 seconds or more.

(6) Check that the VSC TRC warning light is blinking in test mode.

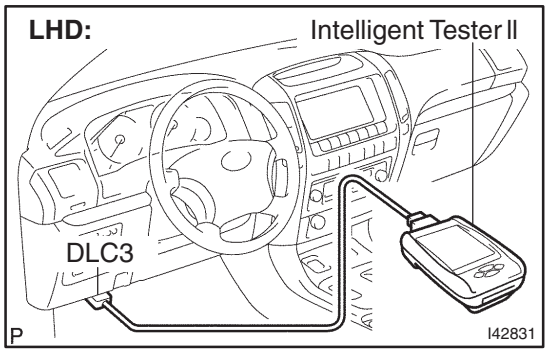


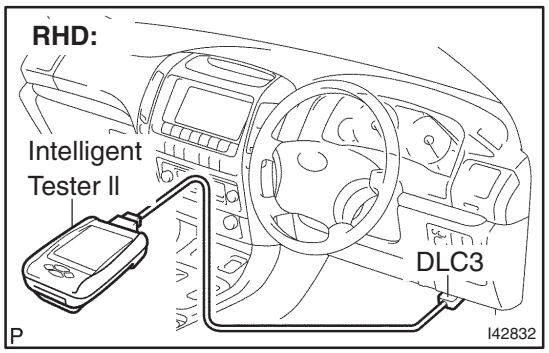
NOTICE:

The VSC TRC warning light stays on when obtaining the zero point.

HINT:

- If the VSC TRC 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.





USING INTELLIGENT TESTER II:

4. CLEAR ZERO POINT CALIBRATION

After replacing the yaw rate and deceleration sensor, make sure to clear zero point calibration data in the skid control ECU and perform zero point calibration.

(a) Connect the intelligent tester II to the DLC3.

(b) Turn the ignition switch to the ON position.

(c) Operate the intelligent tester II to erase the codes.

HINT:

Refer to the intelligent tester II operator's manual for further details.

(d) Using the intelligent tester II, perform the zero point calibration of the yaw rate and deceleration sensor (refer to step 5).

5. PERFORM ZERO POINT CALIBRATION OF YAW RATE AND DECELERATION SENSOR

After replacing the master cylinder solenoid and/or yaw rate and deceleration sensor, make sure to perform yaw rate and deceleration sensor zero point calibration.

NOTICE:

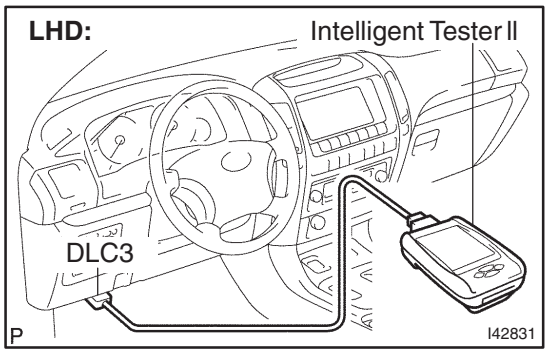
- **While obtaining the zero point, do not vibrate the vehicle by tilting, moving or shaking it and keep it in a stationary condition. (Do not start the engine.)**
- **Be sure to do this on a level surface (with an inclination of less than 1 degree).**

(a) Procedures for test mode.

(1) Check that the steering wheel is in the straight–ahead position and move the shift lever to the P position (Automatic Transaxle) or apply the parking brake (Manual Transaxle).

NOTICE:

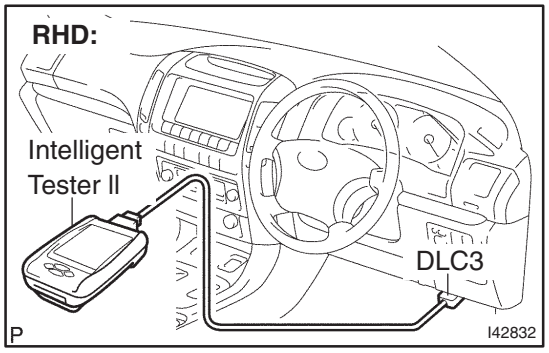
DTC C1210/36 and C1336/39 will be recorded if the shift lever is not in the P position (Automatic Transaxle) or the parking brake is not applied (Manual Transaxle) (see page 05–808).

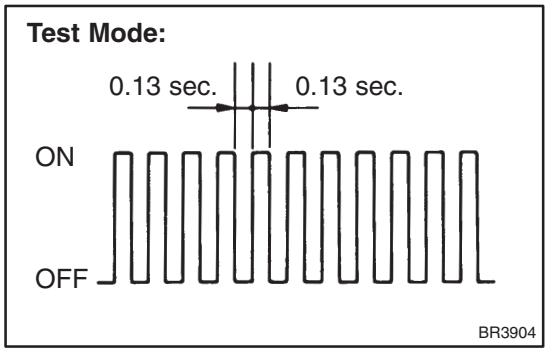


(2) Connect the intelligent tester II to the DLC3.
(3) Turn the ignition switch to the ON position.
(4) Set the intelligent tester II to test mode (signal check).

HINT:
Refer to the intelligent tester II operator's manual for further details.

(5) Keep the vehicle in a stationary condition on a level surface for 2 seconds or more.





(6) Check that the VSC TRC warning light is blinking in test mode.

NOTICE:
The VSC TRC warning light stays on when obtaining the zero point.

HINT:

- If the VSC TRC 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.