DTC	C1210/36	ZERO POINT CALIBRATION OF YAW RATE SENSOR UNDONE

DTC	C1336/39	ZERO POINT CALIBRATION OF DECELERATION SENSOR UNDONE

CIRCUIT DESCRIPTION

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

The yaw rate sensor has a built–in deceleration sensor.

If there is trouble in the bus lines between the yaw rate and deceleration sensor and the CAN communication system, the DTC 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.

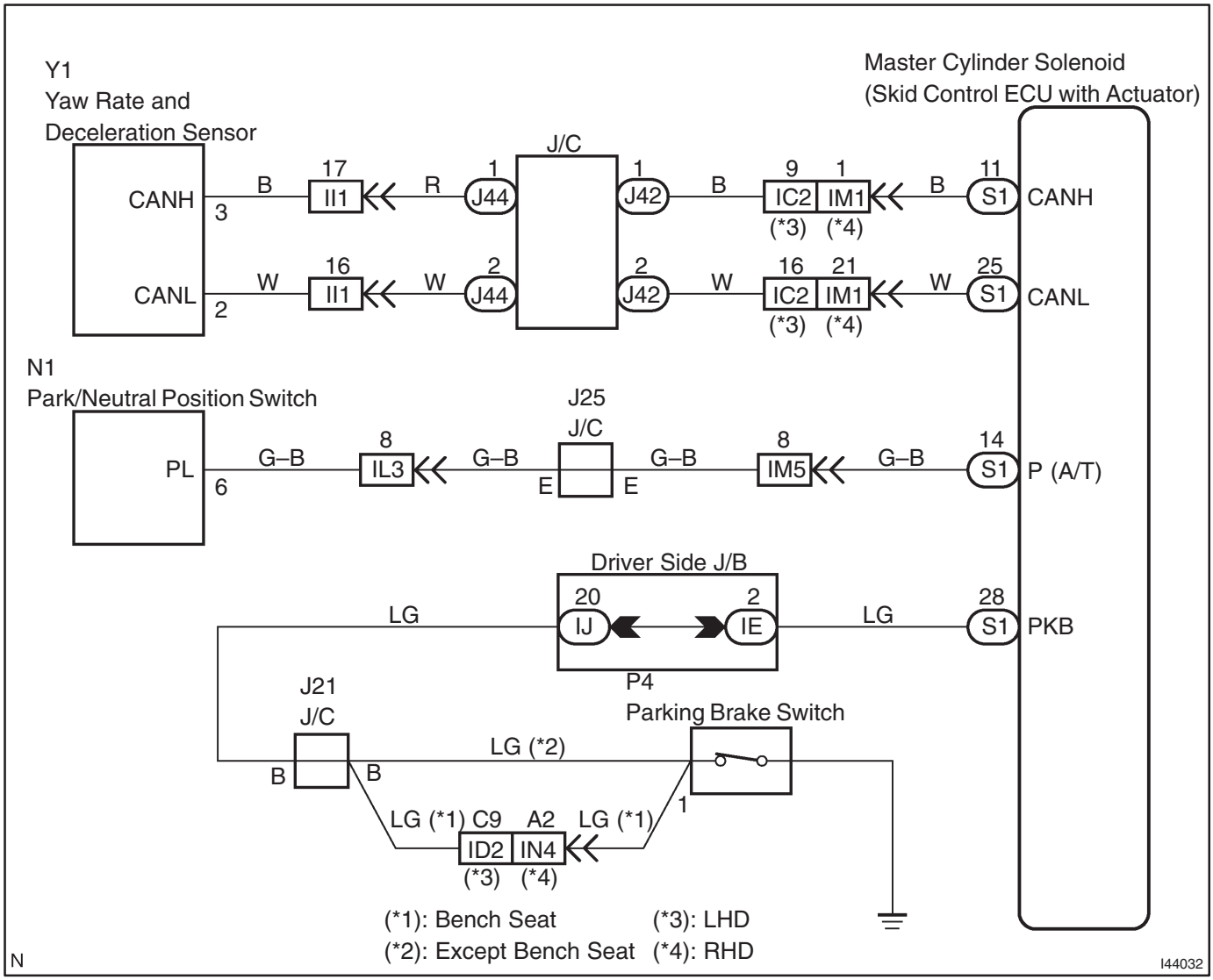
DTC No.	DTC Detection Condition	Trouble Area
C1210/36	When either of the following conditions is detected: 1. When battery terminal was connected, shift lever was moved to non–P position (A/T) or the parking brake is not applied (M/T) within 15 seconds after ECU terminal IG1 became ON first. 2. When the yaw rate sensor zero point recorded in ECU is deleted.	• Yaw rate and deceleration sensor • Zero point calibration undone • Park/Neutral position switch (P position) circuit (Automatic Transaxle) • Parking brake switch circuit (Manual Transaxle)
C1336/39	When either of the following conditions is detected: 1. In test mode, shift lever is shifted to non–P position (A/T) or the parking brake is not applied (M/T) 2 seconds after ECU terminal IG1 is turned ON first. 2. When deceleration sensor zero point recorded in ECU is deleted.	• Yaw rate and deceleration sensor • Zero point calibration undone • Park/Neutral position switch (P position) circuit (Automatic Transaxle) • Parking brake switch circuit (Manual Transaxle)

HINT:

If these codes (C1210/36 and/or C1336/39) are output, the following situations will occur:

- The VSC TRC warning light and the VSC OFF and slip indicator lights will come on.
- Control of all systems other than ABS, EBD, and BA is canceled.

WIRING DIAGRAM



INSPECTION PROCEDURE

NOTICE:

When replacing the master cylinder solenoid, perform zero point calibration (see page 05–744).

HINT:

When U0073/94, U0100/65, U0123/62, U0124/95 or U0126/63 is output together with 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	CHECK SENSOR INSTALLATION

(a) Check that the yaw rate and deceleration sensor has been installed properly.

OK:

- **The sensor should be tightened to the specified torque.**
- **The sensor should not be tilted.**

NG → **INSTALL YAW RATE AND DECELERATION SENSOR CORRECTLY**

OK

2 CONFIRM VEHICLE MODELS

(a) Confirm the vehicle models.

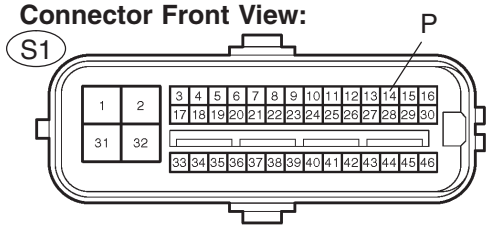
Automatic transaxle	A
Manual transaxle	B

B → **Go to step 4**

A

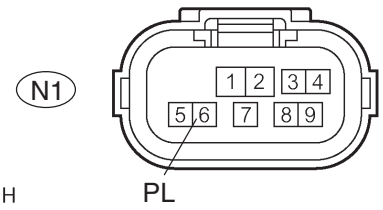
3 CHECK HARNESS AND CONNECTOR (BETWEEN SKID CONTROL ECU AND PARK/NEUTRAL POSITION SWITCH) (SEE PAGE 01–36)

Skid Control ECU (Wire Harness Side)
Connector Front View:



N

Park/Neutral Position Switch (Wire Harness Side)
Connector Front View:



H

I45086

(a) Disconnect the skid control ECU connector and park/neutral position switch connector.

(b) Measure the resistance according to the value(s) in the table below.

Standard:

Tester Connection	Specified Condition
S1–14 (P) – N1–6 (PL)	Below 1Ω
S1–14 (P) – Body ground	10 kΩ or higher

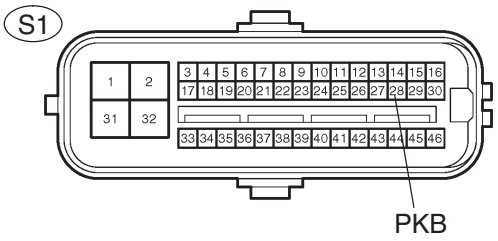
NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

Go to step 5

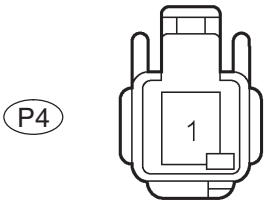
4	CHECK HARNESS AND CONNECTOR (BETWEEN SKID CONTROL ECU AND PARKING BRAKE SWITCH) (SEE PAGE 01–36)

Skid Control ECU (Wire Harness Side) Connector Front View:



N

Parking Brake Switch (Wire Harness Side) Connector Front View:



H F49362
I44033

I45331

(a) Disconnect the skid control ECU connector and parking brake switch connector.

(b) Measure the resistance according to the value(s) in the table below.

Standard:

Tester Connection	Specified Condition
S1–28 (PKB) – P4–1	Below 1 Ω
S1–28 (PKB) – Body ground	10 kΩ or higher

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

5	PERFORM ZERO POINT CALIBRATION OF YAW RATE AND DECELERATION SENSOR (SEE PAGE 05–744)

NEXT

6	RECONFIRM DTC

(a) Clear the DTCs (see page 05–766).

(b) Check if the same DTCs are detected (see page 05–766).

HINT:

Reinstall the sensors, connectors, etc. and restore the previous vehicle conditions before rechecking for DTCs.

Result:

DTC is output	A
DTC is not output	B

B → **END**

A

REPLACE MASTER CYLINDER SOLENOID (SEE PAGE 32–12)