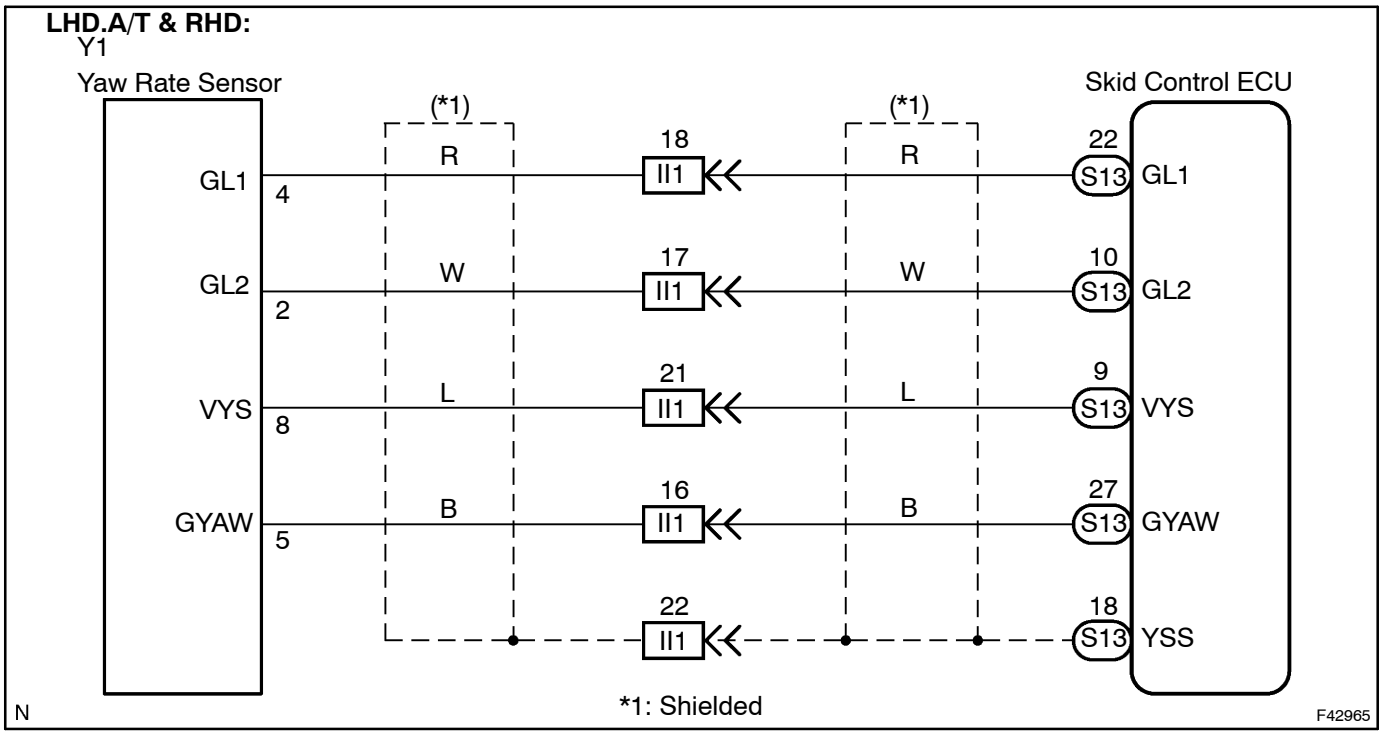
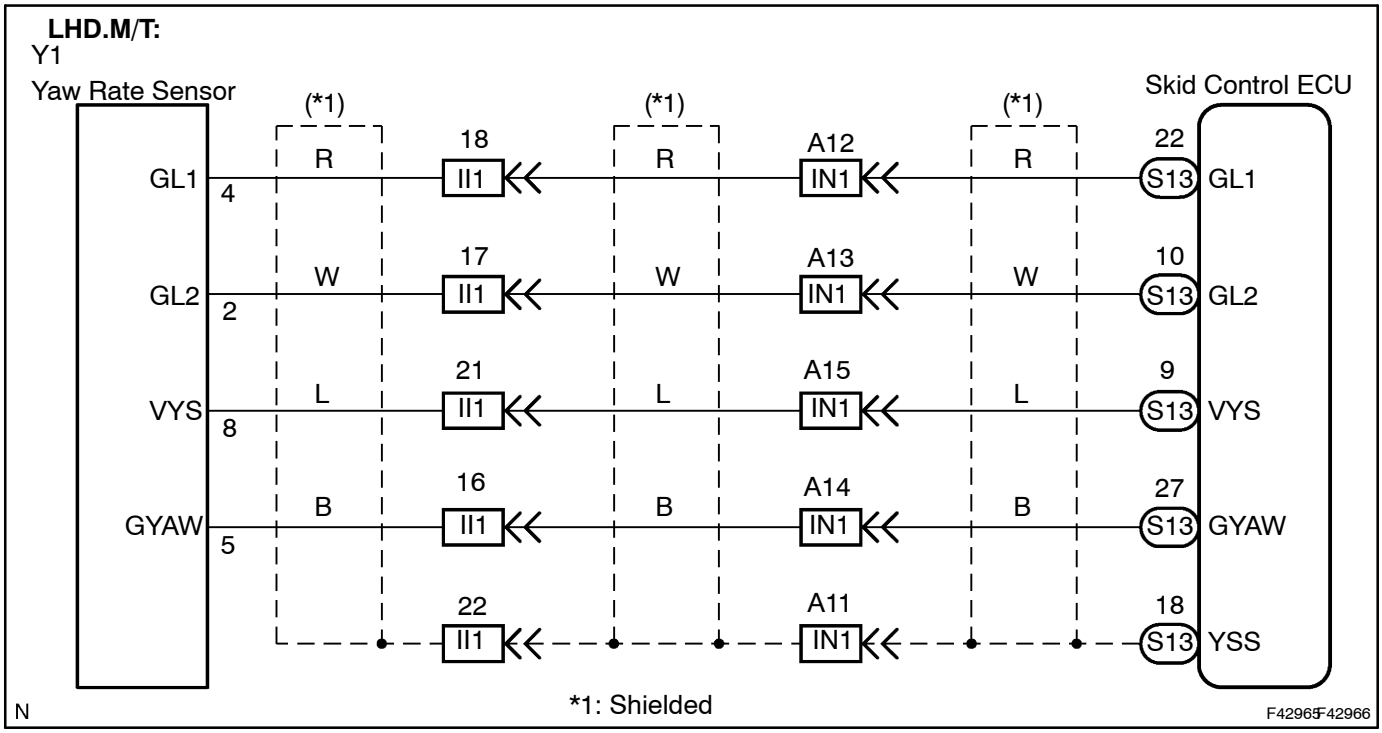
DTC	C1336/39	ZERO POINT CALIBRATION OF DECELERATION SENSOR UNDONE

CIRCUIT DESCRIPTION

DTC No,	DTC Detecting Condition	Trouble Area
C1336/39	At the initial time after replacing the computer, or after erasing the deceleration sensor memory by operating the terminals Ts and CG of DLC3, the ignition switch is turned ON and the vehicle is driven in any mode except for the test mode.	• Deceleration sensor • Deceleration sensor circuit • Zero point calibration not done

WIRING DIAGRAM





INSPECTION PROCEDURE

1	PERFORM DECELERATION SENSOR ZERO POINT CALIBRATION

(a) See page 05–730.

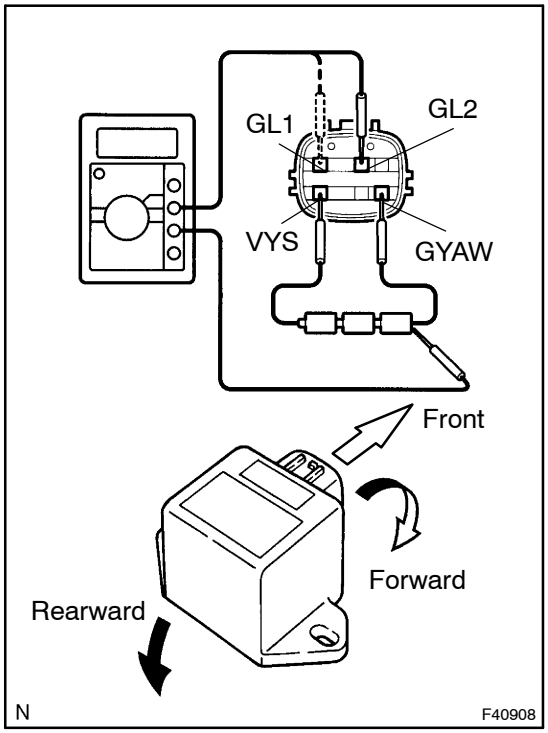
2	CHECK RECONFIRM DTC

(a) Check if the DTC is output.

NO → NO PROBLEM

YES

3 INSPECT YAWRATE SENSOR(INCLUDE DECELERATION SENSOR)



(a) Remove the console box and yaw rate sensor.
(b) Connect 3 dry batteries of 1.5 V in series.
(c) Connect VYS terminal to the batteries' positive (+) terminal and GYAW terminal to the batteries' negative (–) terminal. Apply about 4.5 V between VYS and GYAW terminals.

NOTICE:
Do not apply voltage of 6 V or more to terminals VYS and GYAW.

(d) Check the output voltage of GL1 and GL2 terminals when the sensor is tilted forward and rearward.
OK:

Symbols	Condition	Standard Value
GL1	Horizontal	About 2.3 V
GL1	Lean forward	0.4 – about 2.3 V
GL1	Lean rearward	About 2.3 – 4.1 V
GL2	Horizontal	About 2.3 V
GL2	Lean forward	About 2.3 – 4.1 V
GL2	Lean rearward	0.4 – about 2.3 V

HINT:
- If the sensor is tilted too much to may show the wrong value.
- If dropped, the sensor should be replaced with a new one.
- The sensor removed from the vehicle should not be placed upside down.

NG → **REPLACE YAWRATE SENSOR**

OK

4 CHECK HARNESS AND CONNECTOR(YAW RATE SENSOR – SKID CONTROL ECU)

(a) Check for open and short circuit in harness and connector between yaw rate sensor and skid control ECU (See page 01–36).

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

OK

CHECK AND REPLACE SKID CONTROL ECU ASSY