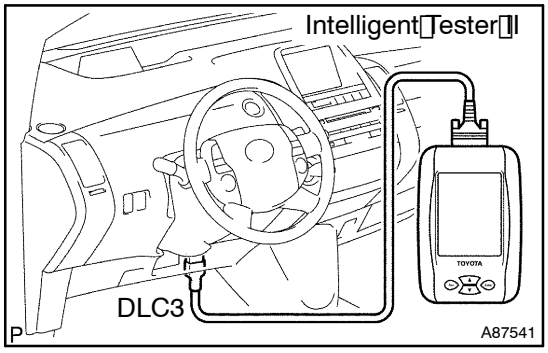
INITIALIZATION

1. INITIALIZATION OF LINEAR SOLENOID VALVE AND CALIBRATION

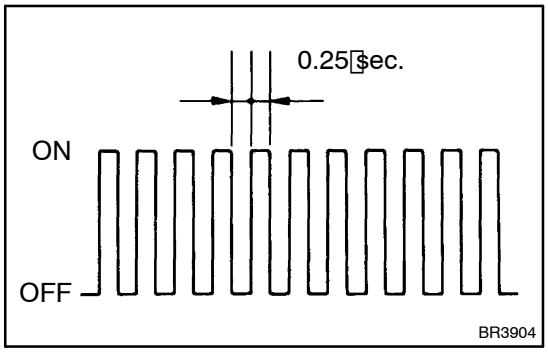
HINT:

- Perform initialization of linear solenoid valve and calibration when the skid control ECU, brake actuator, or brake pedal stroke sensor is replaced.
- First perform the pedal stroke sensor zero point calibration and then initialization of linear solenoid valve and calibration when the brake stroke sensor is removed/installed or the brake pedal height is adjusted (see page 32–16).
- First bleed air and then perform initialization of linear solenoid valve and calibration when the brake actuator is replaced.
- Initialization of linear solenoid valve and calibration cannot be performed again once it is stored unless the data is cleared or damaged. Perform initialization of linear solenoid valve and calibration after the stored value is initialized, except when replacing the skid control ECU.
- DTC C1259/59 is stored and brake control is partly prohibited when the power switch is turned ON (READY) while the service plug grip of the HV battery is removed, preventing initialization of linear solenoid valve and calibration from being normally performed. In this case, connect the service plug grip with the power switch OFF and turn the power switch ON (READY) again to cancel the warning (brake control prohibition).
- If there is a problem with auxiliary battery (12V) voltage, initialization of linear solenoid valve and calibration cannot be completed normally. Make sure to check battery voltage before performing initialization of linear solenoid valve and calibration.
- If the actuator's temperature is high, initialization of linear solenoid valve and calibration may not be completed normally. In that case, wait until the temperature decreases and then perform initialization of linear solenoid valve and calibration.
- Do not depress the brake pedal during the initialization of linear solenoid valve and calibration procedure.



(a) Clear stored value of "initialization of linear solenoid valve and calibration".
  (1) Connect the intelligent tester II to the DLC3 with the power switch off.
  (2) Turn the power switch ON (READY) with the brake pedal released.
  (3) Check that the "P" position switch indicator (P) is on.
  (4) Turn the intelligent tester II power switch on and clear the stored value of initialization of linear solenoid valve and calibration following the screen.

(b) Perform "initialization of linear solenoid valve and calibration".
  (1) Connect the intelligent tester II to the DLC3 with the power switch off.
  (2) Turn the power switch ON (READY) with the brake pedal released.
  (3) Check that the main switch (parking switch) indicator (P) is on.



(4) Turn the power switch ON (READY) with the brake pedal depressed to display the "READY ON" indicator on the meter.

(5) Select the TEST MODE following the intelligent tester II screen.

(6) Leave the vehicle stationary without depressing the brake pedal for 1 to 2 minutes. Check that the interval between blinks of the Brake Control warning light (BRAKE warning (Yellow)) changes from 1 second to 0.25 second.

NOTICE:

- **Leave the meter's "READY" indicator on during the initialization of linear solenoid valve and calibration. Do not drive the vehicle or depress the brake pedal.**
- **A DTC that indicates trouble with initialization of linear solenoid valve and calibration is stored if entering the TEST MODE with the shift lever in any position other than P.**

HINT:

- The time needed to complete initialization of linear solenoid valve and calibration varies depending on battery voltage.
- The Brake Control warning light (BRAKE warning (Yellow)) blinks at 1 second intervals during the initialization of linear solenoid valve and calibration and changes to the TEST MODE display when it is completed.
- The Brake Control warning light (BRAKE warning (Yellow)) blinks at 0.25 second intervals if the TEST MODE is normal.

(7) Check that DTC C1345/66 that indicates trouble with stroke sensor zero point learning is not output when the Brake Control warning light changes to the TEST MODE display upon initialization of linear solenoid valve and calibration completion.

(8) Enter the NORMAL MODE from the TEST MODE following the intelligent tester II screen.

2. YAW RATE SENSOR/DECELERATION SENSOR INITIALIZATION

HINT:

The zero point data of the yaw rate/deceleration sensor stored in the skid control ECU must be cleared when the yaw rate/deceleration sensor is replaced (see page 05–723).