

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 / Adjustment Parts	Necessary Operations
Master cylinder solenoid (Skid control ECU)	Yaw rate and acceleration sensor zero point calibration.
Yaw rate and acceleration sensor	1. Clearing zero point calibration data. 2. Yaw rate and acceleration sensor zero point calibration.
Front wheel alignment	1. Clearing zero point calibration data. 2. Yaw rate and acceleration sensor zero point calibration.
Rear air suspension	1. Clearing zero point calibration data 2. Yaw rate and acceleration sensor zero point calibration

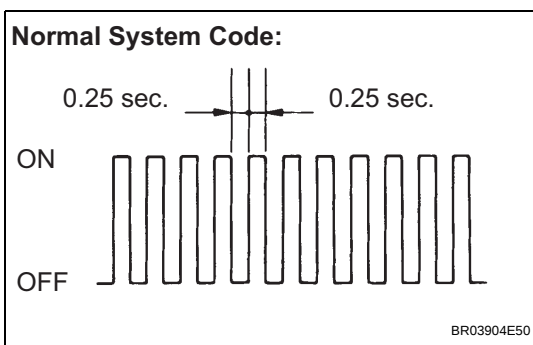
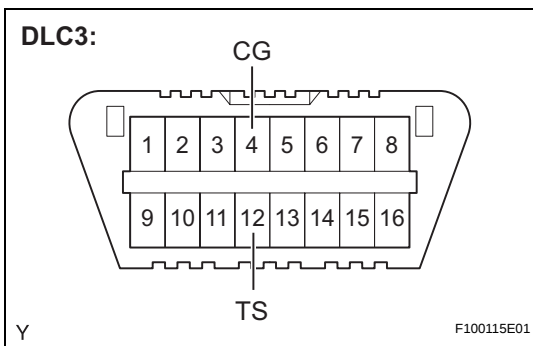
2. CLEAR ZERO POINT CALIBRATION (SST CHECK WIRE)

HINT:

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

- Turn the ignition switch to the ON position.
- Using SST, connect and disconnect terminals TS and CG of the DLC3 4 times or more within 8 seconds.

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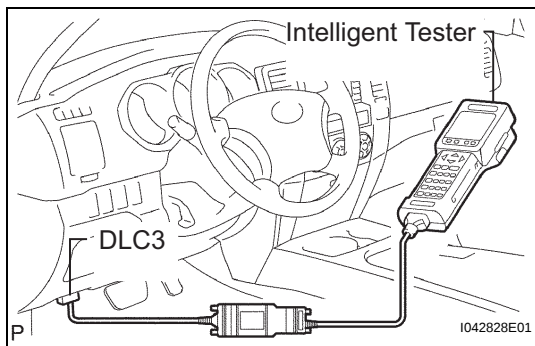
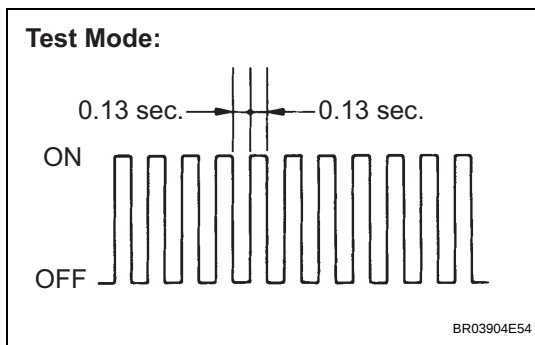
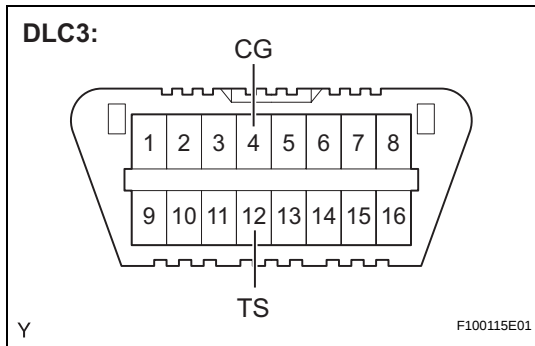
- Check that the warning light indicates the normal system code.
- Remove the SST from the terminals of the DLC3.
- Using a check wire, perform zero point calibration of the yaw rate and acceleration sensor.

3. PERFORM ZERO POINT CALIBRATION OF YAW RATE AND ACCELERATION SENSOR (SST CHECK WIRE)

After replacing the master cylinder solenoid and/or yaw rate and acceleration sensor, make sure to perform yaw rate and acceleration 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.

NOTICE:

DTC C1210/36 and C1336/39 will be recorded if the shift lever is not in the P position (See page BC-81).

(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 TRAC warning light is blinking in test mode.

NOTICE:

The VSC TRAC warning light stays 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.

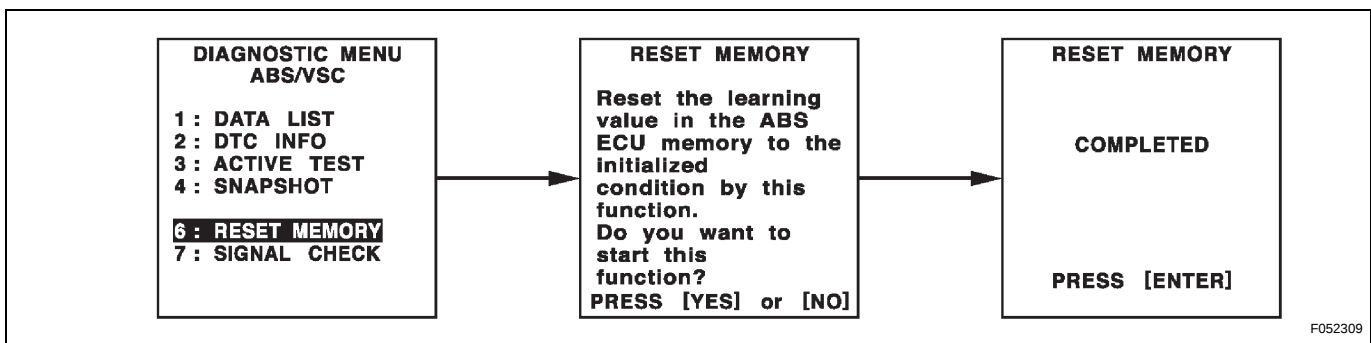
4. CLEAR ZERO POINT CALIBRATION (INTELLIGENT TESTER)

After replacing the yaw rate and acceleration sensor, make sure to clear 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 to the ON position.

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



(d) Using the intelligent tester, perform zero point calibration of the yaw rate and acceleration sensor.

5. PERFORM ZERO POINT CALIBRATION OF YAW RATE AND ACCELERATION SENSOR (INTELLIGENT TESTER)

After replacing the master cylinder solenoid and/or yaw rate and acceleration sensor, make sure to perform yaw rate and acceleration 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.

NOTICE:

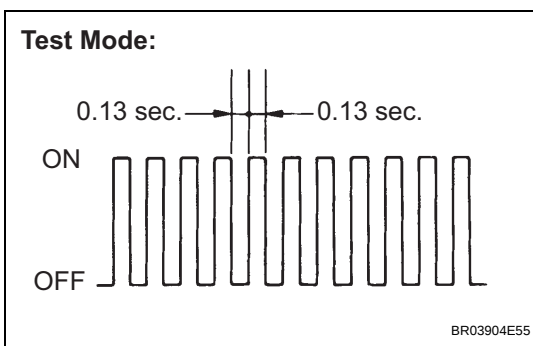
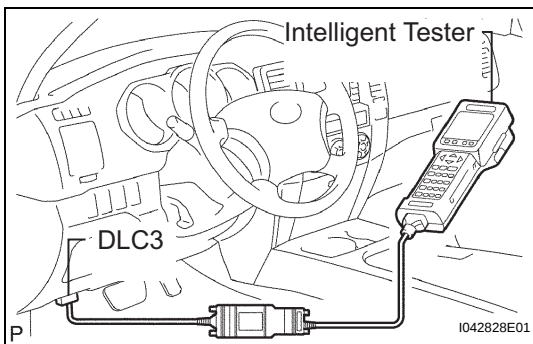
DTC C1210/36 and C1336/39 will be recorded if the shift lever is not in the P position (See page BC-81).

- (2) Connect the intelligent tester to the DLC3.
- (3) Turn the ignition switch to the ON position.
- (4) Set the intelligent tester in test mode ("TEST MODE").

HINT:

Refer to the intelligent tester 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 TRAC warning light is blinking in test mode.

NOTICE:

The VSC TRAC warning light stays 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.
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