

I highly recommend this calibration if you think the VehicleStabilityControl, VSC on your 4Runner kicks in too much, before or after lift. Mine was overreacting both before and after the lift, now for daily driving don't even know it's there.

My brakes would activate when negotiating curves, I live in the mountains and we don't have straight roads. Usually the left front would engage forcing me toward the oncoming traffic, scary times especially if a vehicle was coming toward me. Toyota could not find a problem. They stated they did ZPC, ZeroPointCalibration, but problem persisted.

After having my tires changed and alignment my dash was going crazy with alarms.

VSC	Vehicle Stability Control
ZPC	Zero Point Calibration
ABS	Antilock Braking System
DLC3	DataLinkConnector 3
SST	SpecialServiceTool
CG	pin #4 on DLC3
TS	pin #12 on DLC3
SIL	SlipIndicatorLight
DAC	DownhillAssistControl
CIL	CrawlIndicatorLight

PERFORM YAW RATE AND ACCELERATION SENSOR AND STEERING ANGLE SENSOR ZERO POINT CALIBRATION, ZPC, [Using SST Check Wire (basically an electrical wire with each end stripped, also If possible solder each end. Just makes using the cable a bit easier.)]

I used two paper clips, medium size, bent at right angle. I then soldered a piece of wire to each end, insulated with shrink insulation.

Have wire leads long enough to use while sitting in seat. BFF,
(BigFatFather)

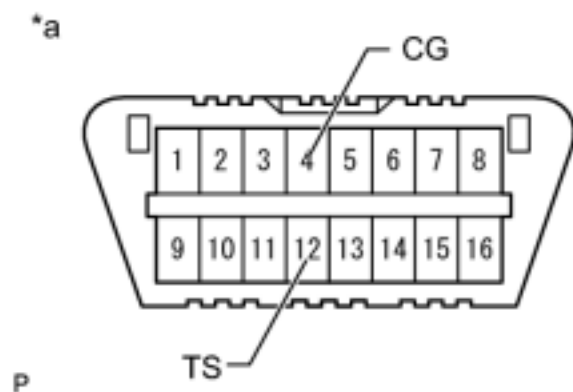
NOTICE:

- * While obtaining the zero points, keep the vehicle stationary and do not vibrate, tilt, move, or shake it (do not start the engine).
- * I sit in the vehicle to do the ZPC. I believe that the ZPC should be set with me in the driver's seat. My weight is there when I am driving and to me it makes sense to be there when calibrating. BFF
- * Be sure to perform this procedure on a level surface (with an inclination of less than 1%).

(a) Clear the zero point calibration data.

- (1) Turn the ignition switch off.
- (2) Check that the steering wheel is centered.
- (3) Check that the shift lever is in P.
- (4) Turn the ignition switch to ON.
- (5) The ABS warning light and slip indicator light come on for 3 seconds to indicate that the initial check is completed.
- (6) Using SST, connect and disconnect terminals 12 (TS) and 4 (CG) of the DLC3 4 times or more within 8 seconds.

Front view of DLC3



(7) Check that the slip indicator light comes on.

(b) Perform zero point calibration of the yaw rate and acceleration sensor.

(1) Turn the ignition switch off.

(2) Check that the steering wheel is centered.

(3) Check that the shift lever is in P.

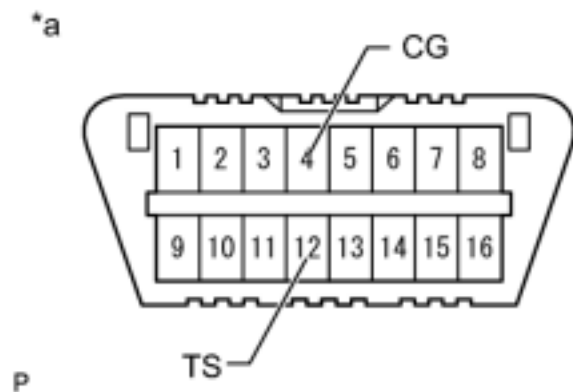
NOTICE:

* DTCs, Diagnostic Trouble Codes, 36 (Zero Point Calibration, ZPC, of Yaw Rate Sensor Undone) and 39 (Zero Point Calibration of Acceleration Sensor Undone) are stored if the shift lever is not in P.

* If a DTC is output that indicates zero point calibration is incomplete, repeat the procedure starting at the step for clearing the zero point calibration data and system information.

(4) Using SST, connect terminals 12 (TS) and 4 (CG) of the DLC3.

Front view of DLC3



(5) Turn the ignition switch to ON.

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

(7) Check that the slip indicator light comes on for several seconds and then blink in the test mode pattern (0.125 seconds on and 0.125 seconds off).

HINT:

- * If the slip indicator light does not blink, perform 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.

(8) Turn the ignition switch off and disconnect SST from the DLC3.

(c) Drive the vehicle straight ahead at 40 km/h (25 mph) or more for at least 10 seconds. (I was unable to do this task, just driving it around should be OK)

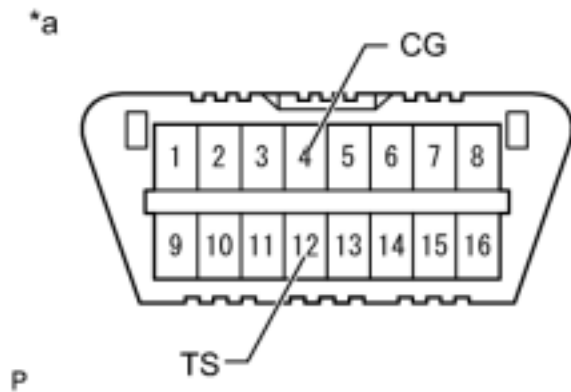
4. PERFORM DOWNHILL ASSIST CONTROL CALIBRATION (w/ Downhill Assist Control)

(b) Enter test mode (when using SST check wire).

(1) Turn the ignition switch off.

(2) Using SST, connect terminals 12 (TS) and 4 (CG) of the DLC3.

Front view of DLC3



(c) Turn the downhill assist control switch off.

(d) Push the downhill assist control switch and check that the downhill assist control indicator light is blinking.

(e) Turn the downhill assist control switch off.

(f) Turn the ignition switch off.

(g) Check if DTC C120A is output.

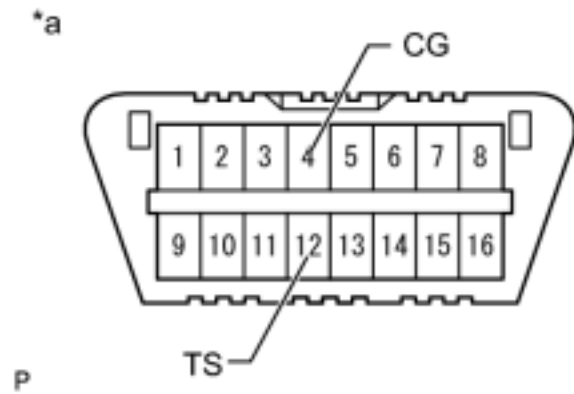
HINT:

If DTC C120A is not output, calibration was performed successfully.

5. PERFORM CRAWL CONTROL CALIBRATION (w/ Crawl Control)

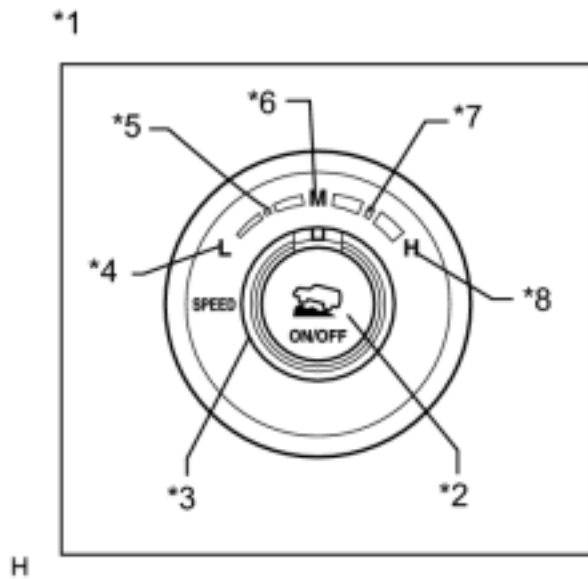
(2) Using SST, connect terminals 12 (TS) and 4 (CG) of the DLC3.

Front view of DLC3



(c) Push the crawl ON/OFF switch and check that the crawl indicator light is on while the switch is being pushed.

Text in Illustration



*1 Crawl Control Switch

*2 ON/OFF Switch

*3 Speed Selector Switch

*4 Low

*5 Medium-low

*6 Medium

*7 Medium-high

*8 High

(I pushed in the ON/OFF button while I turned the dial and kept pushed down till the end of the following steps)

(d) Turn the crawl ON/OFF switch off.

(e) Turn the speed selector switch to L (low).

(f) Turn the speed selector switch to medium-low.

(g) Turn the speed selector switch to M (medium).

(h) Turn the speed selector switch to medium-high.

(i) Turn the speed selector switch to H (high).

(j) Turn the speed selector switch to L (low).

(k) Turn the ignition switch off.

(l) Check if DTC C120A is output.

HINT:

If DTC C120A is not output, calibration was performed successfully.