

DTC	C1210/36	ZERO POINT CALIBRATION OF YAW RATE SENSOR UNDONE
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DTC	C1336/39	ZERO POINT CALIBRATION OF DECELERATION SENSOR UNDONE
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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.

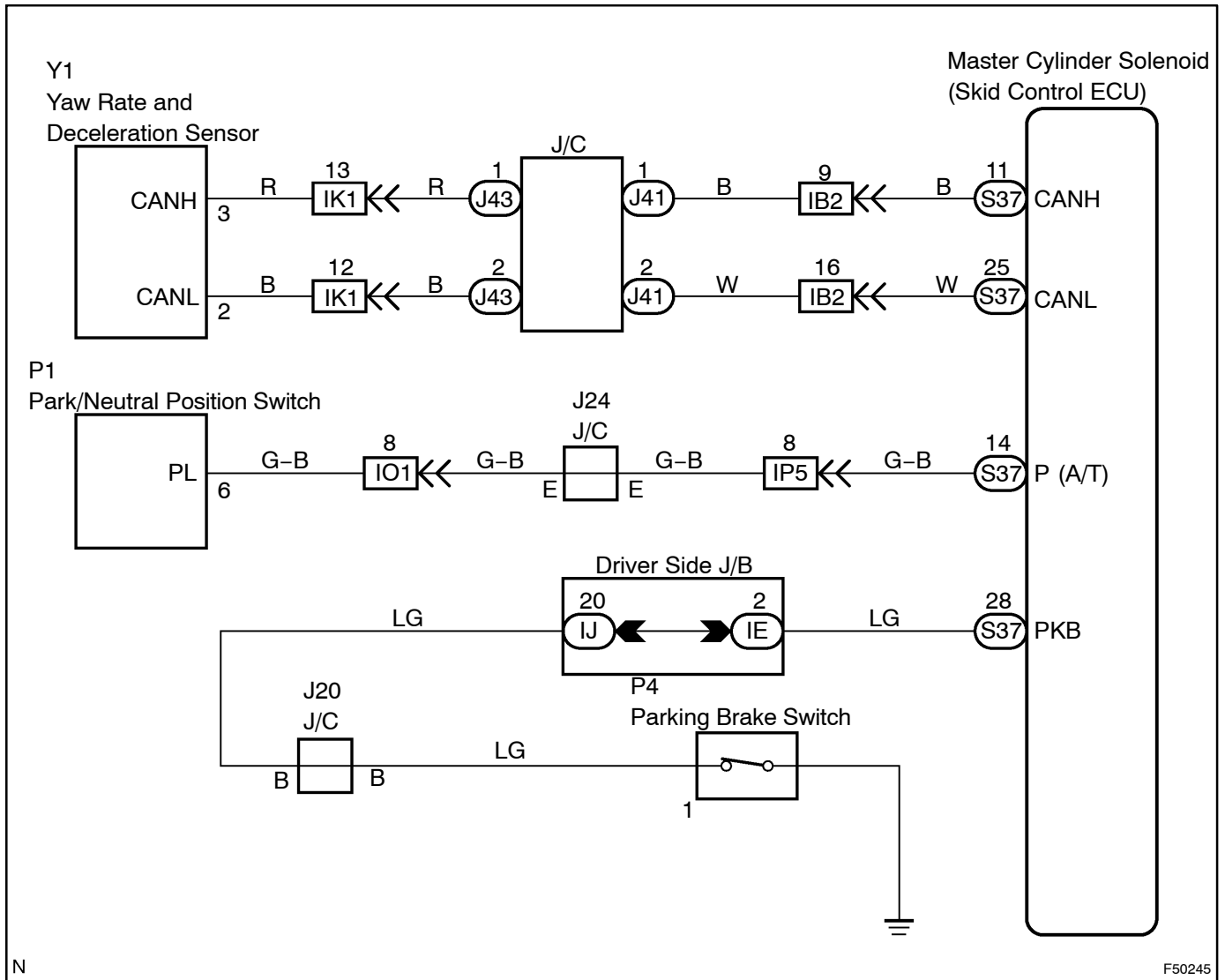
DTC No.	DTC Detection Condition	Trouble Area
C1210/36	When either of the following conditions is detected: 1. When battery terminal was connected, shift lever was moved to non-P position (A/T) within 15 seconds after ECU terminal IG1 became ON first. 2. Yaw rate sensor zero point recorded in ECU is deleted.	<ul style="list-style-type: none"> • Yaw rate and deceleration sensor • Zero point calibration undone • Park/Neutral position switch (P position) circuit
C1336/39	When either of the following conditions is detected: 1. In test mode, shift lever is shifted to non-P position (A/T) 2 seconds after ECU terminal IG1 is turned ON first. 2. Deceleration sensor zero point recorded in ECU is deleted.	<ul style="list-style-type: none"> • Yaw rate and deceleration sensor • Zero point calibration undone • Park/Neutral position switch (P position) circuit

HINT:

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

- The VSC TRAC 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 05-734).

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 (SEE PAGE 32-52)
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(a) Check that the yaw rate and deceleration sensor has been installed properly.

OK:

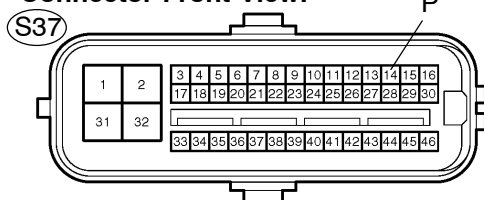
- The sensor should be tightened to the specified torque.
- The sensor should not be tilted.

NG	INSTALL YAW RATE AND DECELERATION SENSOR CORRECTLY (SEE PAGE 32-52)
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OK

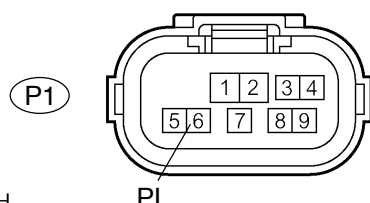
2 CHECK HARNESS AND CONNECTOR (BETWEEN SKID CONTROL ECU AND PARK/NEUTRAL POSITION SWITCH) (SEE PAGE 01-36)

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



N

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



H

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- Disconnect the skid control ECU connector and park/neutral position switch connector.
- Measure the resistance according to the value(s) in the table below.

Standard:

Tester Connection	Specified Condition
S37-14 (P) - P1-6 (PL)	Below 1Ω
S37-14 (P) - Body ground	10 kΩ or higher

NG

REPAIR OR REPLACE HARNESS OR CONNECTOR (P CIRCUIT)

OK

3 PERFORM ZERO POINT CALIBRATION OF YAW RATE AND DECELERATION SENSOR (SEE PAGE 05-734)

NEXT

4 RECONFIRM DTC

- Clear the DTCs (see page 05-757).
- Check if the same DTCs are detected (see page 05-757).

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 32-23)