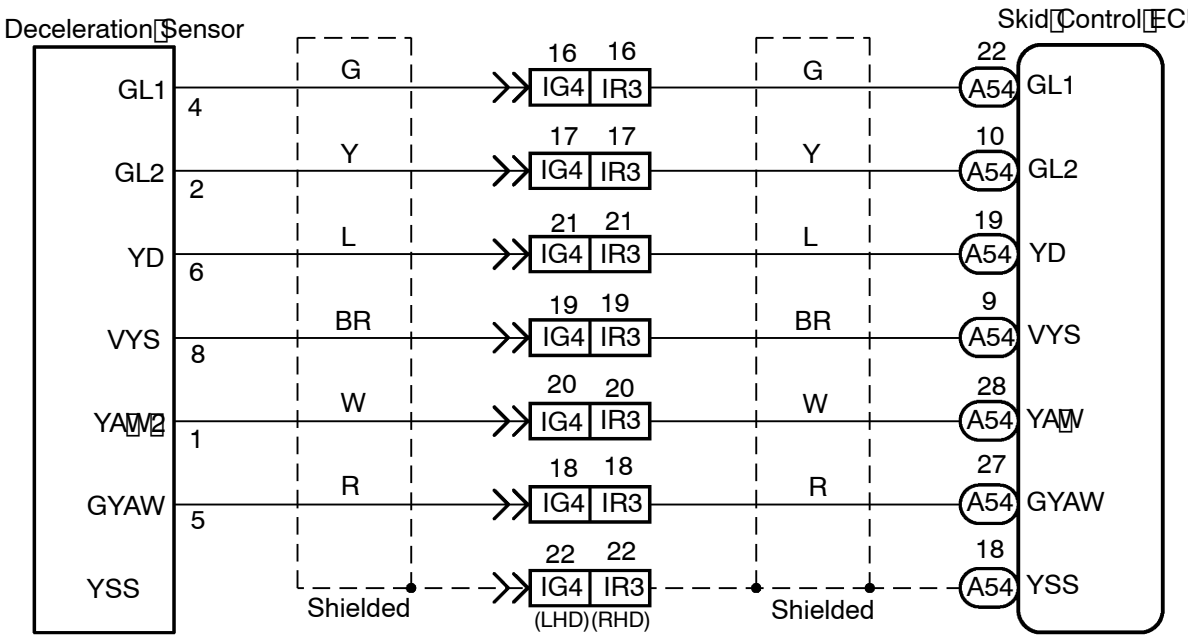
DTC	C1336/39	Zero Point Calibration of Deceleration Sensor Undone

CIRCUIT DESCRIPTION

DTC No.	DTC Detecting Condition	Trouble Area
C1236/39	When any of following 1. through 2. is detected: 1. In TEST mode, the shift lever is shifted to other than P range with 2 sec. after ECU terminal IG1 is turned ON for the first time. 2. When the deceleration sensor zero point recorded in ECU is deleted.	• Deceleration sensor • Deceleration sensor circuit • Neutral start switch circuit (R range)

WIRING DIAGRAM



INSPECTION PROCEDURE

1	Perform zero point calibration of the yaw rate (deceleration) sensor (See page DI–185).

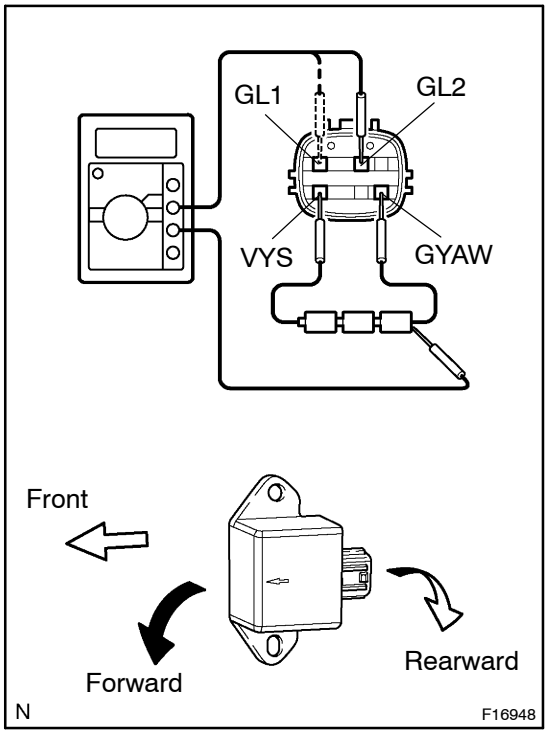
2	Is DTC still output?

Check DTC on page DI–185.

NO → End.

YES

3	Check yaw rate (deceleration) sensor.



PREPARATION:

(a) Connect 3 dry batteries of 1.5 V in series.

(b) 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.

CHECK:

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 rearward	1.0 V – about 2.3 V
GL1	Lean forward	About 2.3 V – 3.5 V
GL2	Horizontal	About 2.3 V
GL2	Lean rearward	About 2.3 V – 3.5 V
GL2	Lean forward	1.0 V – about 2.3 V

HINT:

- If the sensor is tilted too much it 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 yaw rate sensor.

OK

4	Check for open or short circuit in harness and connector between yaw rate (deceleration) sensor and skid control ECU (See page IN–38).

NG → Repair or replace harness or connector.

OK →

Check and replace skid control ECU.