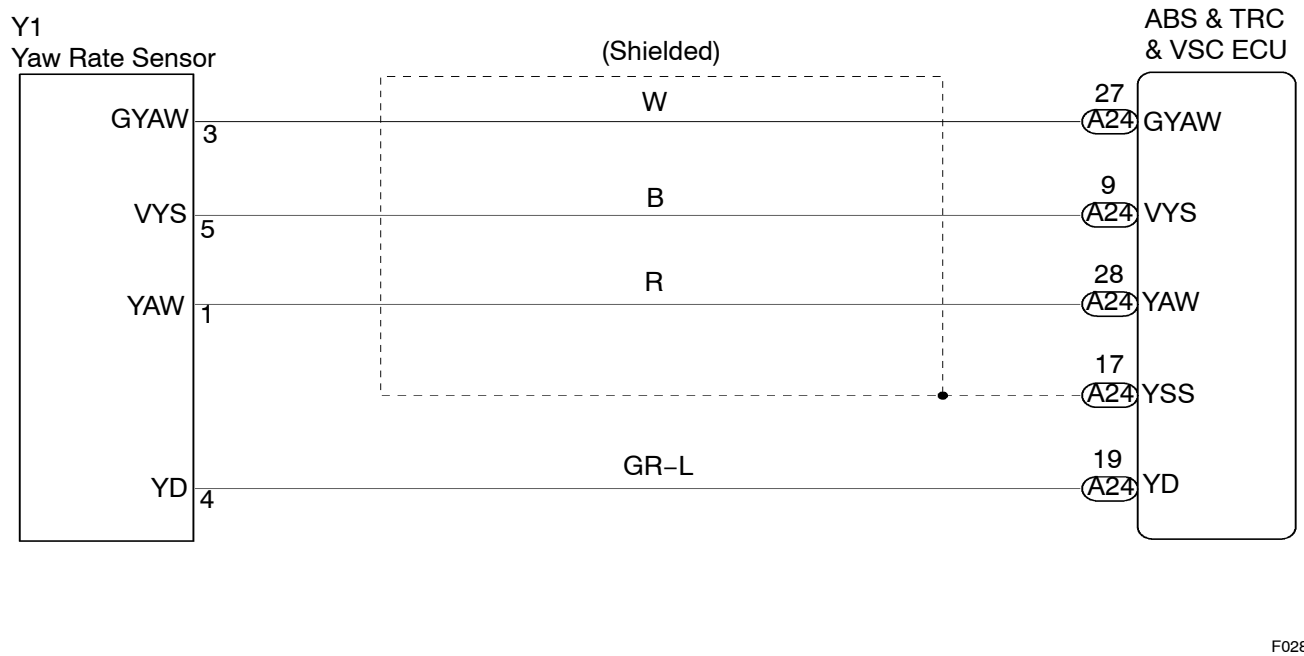
DI28F–03

DTC	C1210 / 36	Zero Point Calibration of Yaw Rate Sensor Undone

CIRCUIT DESCRIPTION

DTC No.	DTC Detecting Condition	Trouble Area
C1210 / 36	When any of following (1) through (2) is detected: (1) After battery terminal was connected, when the shift lever was moved other than to P range within 15 secs. soon after ECU terminal IG1 become ON for the first time. (2) When the yaw rate sensor zero point recorded in ECU is deleted.	• Yaw rate sensor • Yaw rate sensor circuit • P range switch circuit

WIRING DIAGRAM



INSPECTION PROCEDURE

1	Check whether zero point calibration of yaw rate sensor has been done or not.

PREPARATION:

Shift the lever in P position and turn the ignition switch ON, repeat connecting and releasing TS and E1 terminals of check connector 4 times or more for 8 secs. After that do not move the vehicle for 15 secs. or more.

CHECK:

Check that the "VSC" warning light and "VSC OFF" indicator light up for 15 secs.

After that, VSC warning light starts to flush to indicate the normal DTC.

HINT:

This operation clears the DTCs.

YES → No problem.

NO

2	Check for open and short circuit in harness and connector between P range switch and ABS & TRC & VSC ECU and engine and ECT ECU (See page IN–29).

NG → Repair or replace harness or connector.

OK

3	Check for open and short circuit in harness and connector between yaw rate sensor and ABS & TRC & VSC ECU (See page IN–29).

NG → Repair or replace harness or connector.

OK

4	Check yaw rate sensor (See page DI–307).

NG → Replace yaw rate sensor.

OK →

Check and replace ABS & TRC & VSC ECU.