Last Modified: 1-29-2016	6.6 D	**Doc ID:** RM000001DWZ00HX
Model Year Start: 2008	**Model:** Land Cruiser	**Prod Date Range:** [08/2007 -]
Title: BRAKE CONTROL / DYNAMIC CONTROL SYSTEMS: VEHICLE STABILITY CONTROL SYSTEM: CALIBRATION; 2008 MY Land Cruiser [08/2007 -]		

CALIBRATION

1. DESCRIPTION

After replacing the relevant VSC components, clear the sensor calibration data and perform calibration.

REPLACEMENT/ADJUSTMENT PART	NECESSARY OPERATION
Master cylinder solenoid (Skid control ECU)	Yaw rate and G sensor zero point calibration
Yaw rate and G sensor	1. Clearing zero point calibration data 2. Yaw rate and G sensor zero point calibration

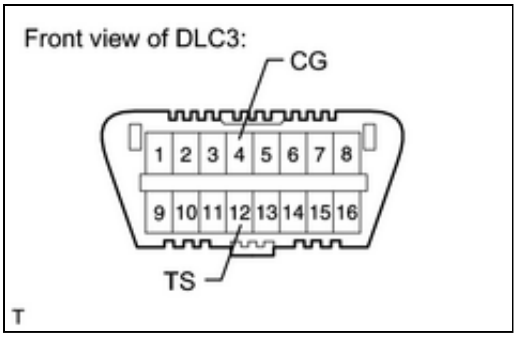
2. CLEAR ZERO POINT CALIBRATION (SST CHECK WIRE)

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

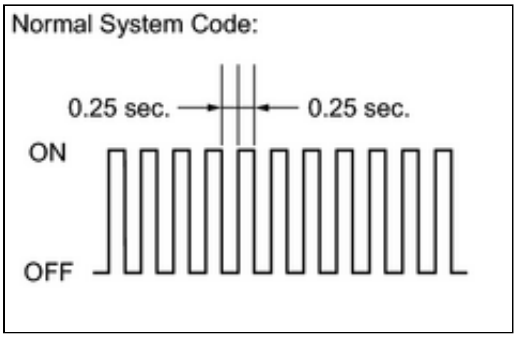
(a) Turn the engine switch on (IG).

(b) Using SST, connect and disconnect terminals 12 (TS) and 4 (CG) of the DLC3 4 times or more within 8 seconds.

SST: 09843-18040



(c) Check that "DIAG VSC OK" is displayed on the multi-information display and check that the ABS warning light outputs the normal system code.



(d) Using a check wire, perform zero point calibration of the yaw rate and G sensor.

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

After replacing the master cylinder solenoid and/or yaw rate and G sensor, make sure to perform yaw rate and G sensor zero point calibration.

NOTICE:

- While obtaining the zero point, do not vibrate the vehicle by tilting, moving or shaking it. Keep it stationary and do not start the engine.
- Choose a level surface with an inclination of less than 1°.

(a) Procedures for Test Mode:

(1) Turn the engine switch off.

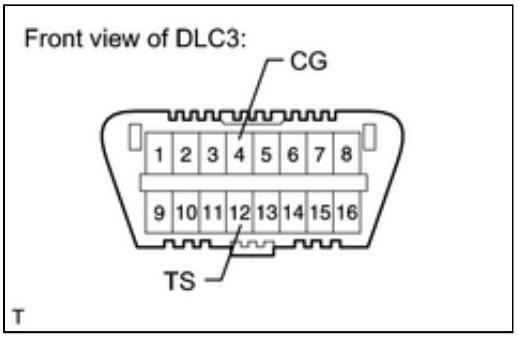
(2) Move the shift lever to P.

NOTICE:

DTC C1210/36 and C1336/98 will be stored if the shift lever is not in P INFO .

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

SST: 09843-18040

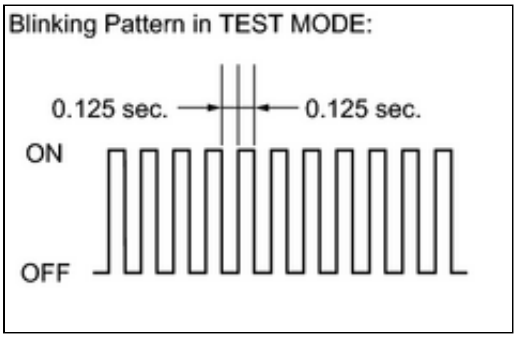


(4) Check that the steering wheel is centered.

(5) Turn the engine switch on (IG).

(6) Keep the vehicle stationary on a level surface for 2 seconds or more.

(7) Check that "VSC TEST MODE" is displayed on the multi-information display and check that the ABS warning light is blinking in test mode.



NOTICE:

The ABS warning light stays on when obtaining the zero point.

HINT:

- If the ABS 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 (TECHSTREAM)

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

(a) Connect the Techstream to the DLC3.

(b) Turn the engine switch on (IG).

(c) Turn the Techstream on.

(d) Enter the following menus: Chassis / ABS/VSC/TRAC / Utility / Reset Memory.

(e) Using the Techstream, perform zero point calibration of the yaw rate and G sensor.

5. PERFORM ZERO POINT CALIBRATION OF YAW RATE AND G SENSOR (TECHSTREAM)

After replacing the master cylinder solenoid and/or yaw rate and G sensor, make sure to perform yaw rate and G sensor zero point calibration.

NOTICE:

- While obtaining the zero point, do not vibrate the vehicle by tilting, moving or shaking it. Keep it stationary and do not start the engine.
- Choose a level surface with an inclination of less than 1°.

(a) Procedures for Test Mode:

(1) Turn the engine switch off.

(2) Move the shift lever to P.

NOTICE:

DTC C1210/36 and C1336/98 will be stored if the shift lever is not in P INFO .

(3) Check that the steering wheel is centered.

(4) Connect the Techstream to the DLC3.

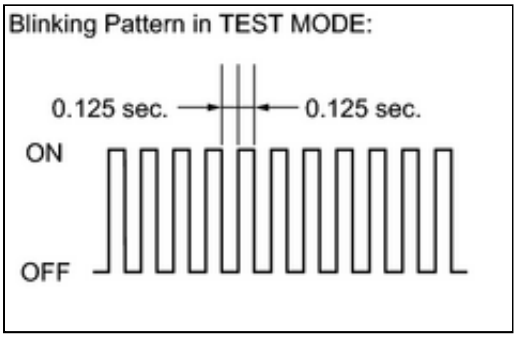
(5) Turn the engine switch on (IG).

(6) Turn the Techstream on.

(7) Enter the following menus: Chassis / ABS/VSC/TRAC / Utility / Test Mode.

(8) Keep the vehicle stationary on a level surface for 2 seconds or more.

(9) Check that "VSC TEST MODE" is displayed on the multi-information display and check that the ABS warning light is blinking in test mode.



NOTICE:

The ABS warning light stays on when obtaining the zero point.

HINT:

- If the ABS 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.