

DESCRIPTION

The skid control ECU acquires the steering angle sensor zero point every time the power switch is turned on (READY) and the vehicle is driven at 35 km/h (22 mph) or more for approximately 5 seconds. The ECU also stores the previous zero point.

If the front wheel alignment or the steering wheel position is adjusted without disconnecting the cable from the negative (-) battery terminal, or if yaw rate and acceleration sensor zero point is not acquired after the adjustments have been completed, the skid control ECU detects the difference between the previous zero point and newly acquired zero point and outputs this DTC to indicate a poor adjustment.

The warning of the steering angle sensor zero point malfunction will be cancelled by turning the power switch off.

DTC Code	INF Code	DTC Detection Condition	Trouble Area
C1290/66	751	The steering angle sensor 0 point is judged as an abnormal value.	<ul style="list-style-type: none"> • Yaw rate and acceleration sensor zero point calibration incomplete • Poor adjustment of the center position of the steering wheel • Poor adjustment of front wheel alignment

INSPECTION PROCEDURE

NOTICE:

When replacing the brake booster with master cylinder (skid control ECU), perform initialization and calibration of the linear solenoid valve **INFO**.

PROCEDURE

1. PERFORM ZERO POINT CALIBRATION OF YAW RATE AND ACCELERATION SENSOR

(a) Perform zero point calibration of the yaw rate and acceleration sensor **INFO**.

HINT:

- When the stored zero point of the yaw rate and acceleration sensor is cleared, steering angle sensor zero point will also be cleared.
- If the zero point and output value of the yaw rate and acceleration sensor and the output value of the speed sensors are not normal, steering angle sensor zero point cannot be acquired normally even if the vehicle is driven straight ahead at 35 km/h (22 mph) or more.

NEXT



2. CHECK STEERING ANGLE SENSOR ZERO POINT CALIBRATION

- (a) Turn the power switch off.
- (b) Turn the power switch on (READY).
- (c) Drive the vehicle straight ahead at 35 km/h (22 mph) or more for at least 5 seconds.
- (d) Check that the steering wheel is centered correctly while driving straight ahead.

HINT:

If front wheel alignment and steering position are adjusted as a result of an off-center of the steering wheel, acquire yaw rate and acceleration sensor zero point again after the adjustments are completed.

OK:



The steering wheel is centered correctly.

NG ▶ ADJUST FRONT WHEEL ALIGNMENT OR STEERING POSITION

OK



3. RECONFIRM DTC

- (a) Turn the power switch off.
- (b) Clear the DTCs .
- (c) Turn the power switch on (READY).
- (d) Drive the vehicle and turn the steering wheel to the right and left at a speed of 35 km/h (22 mph) or more.
- (e) Check if the same DTC is recorded .

Result:

Result	Proceed to
DTC (C1290/66) is not output	A
DTC (C1290/66) is output	B

B ▶ REPLACE BRAKE BOOSTER WITH MASTER CYLINDER