CALIBRATION

1. INITIALIZATION OF TORQUE SENSOR ZERO POINT CALIBRATION SIGNAL

NOTICE:

Under the following conditions, perform the torque sensor zero point calibration after initializing the torque sensor zero point calibration signal in the ECU:

- The steering column (containing the torque sensor) has been replaced.
- The power steering ECU has been replaced.
- · The steering wheel has been replaced.
- The steering gear assembly has been replaced.
- There is a difference in right and left steering effort.
- (a) Center the steering wheel and align the front wheels straight ahead.
- (b) Connect the intelligent tester (with CAN VIM) to the DLC3.
- (c) Turn the power switch ON (IG) and then initialize the torque sensor zero point calibration signal by following the directions on the tester screen. NOTICE:

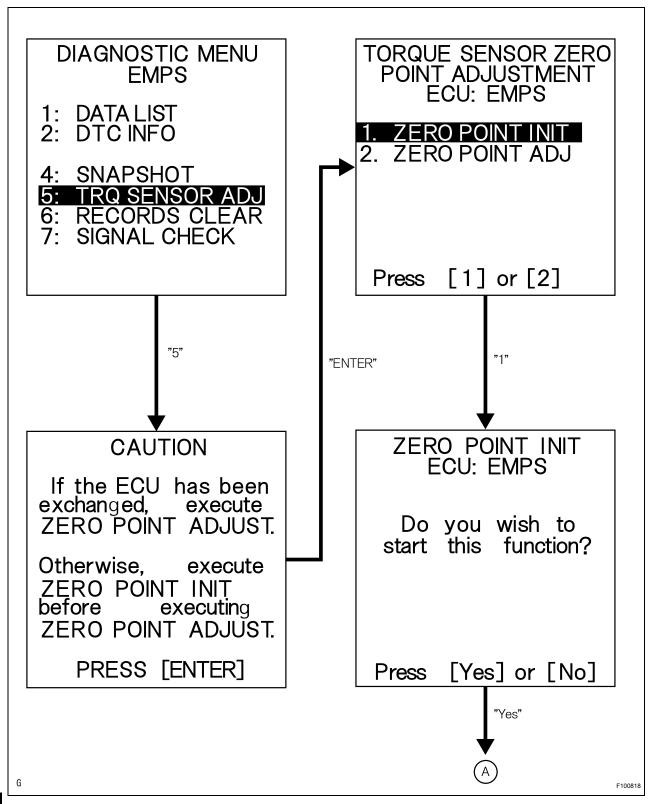
Do not turn the steering wheel while initializing the zero point calibration signal.

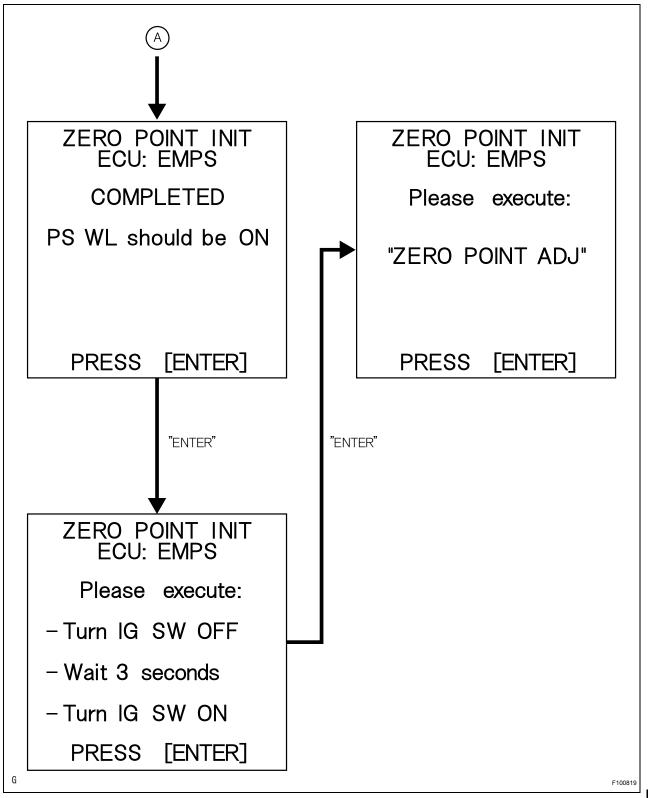
(d) Perform steering zero point calibration after turning the power switch OFF.

NOTICE:

Zero point calibration cannot be carried out with the power switch ON (IG) after initialization of the zero point calibration signal is completed.







2. TORQUE SENSOR ZERO POINT CALIBRATION

- (a) Center the steering wheel and align the front wheels straight ahead.
- (b) Connect the intelligent tester (with CAN VIM) to the DLC3.



(c) Turn the power switch ON (IG) and then perform the zero point calibration by following the directions on the tester screen.

NOTICE:

- The vehicle is stopped.
- Do not start the engine. (Do not turn the power switch ON (READY).)
- · Do not turn the steering wheel.
- The vehicle is on level ground.
- (d) Confirm that no DTCs are output after completing the operation.
 - (1) When DTC C1515 is output, refer to the following procedures (see page PS-32).
 - (2) When DTC C1516 is output, refer to the following procedures (see page PS-33).
 - (3) When DTC C1534 is output, refer to the following procedures (see page PS-36).

