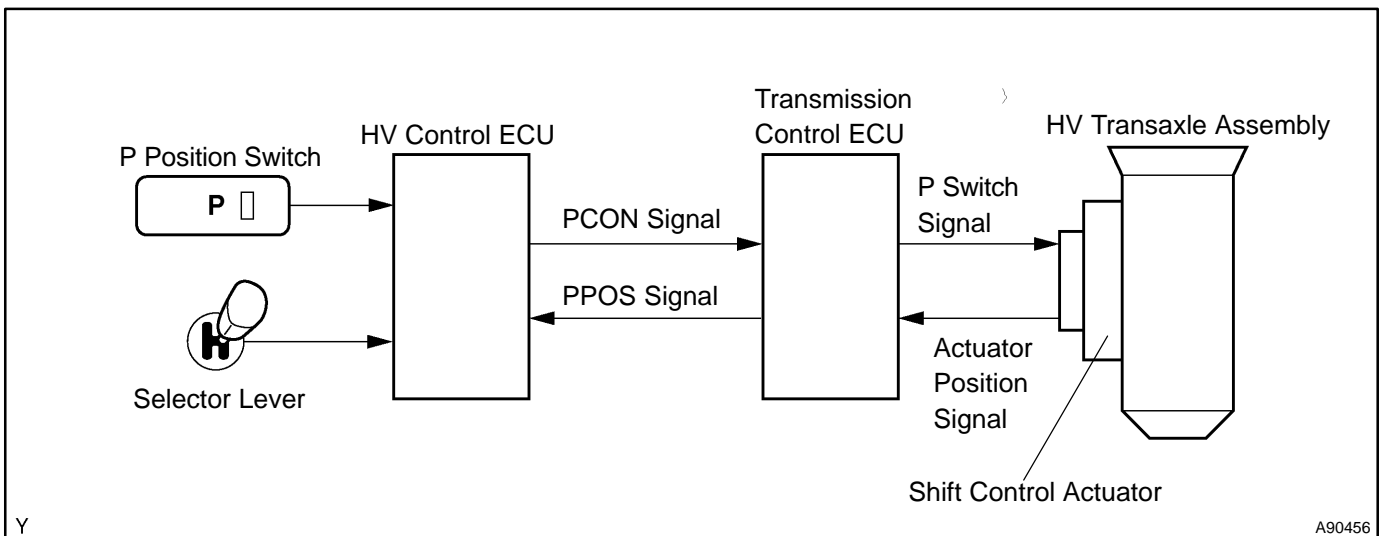


DTC	P3102/524	TRANSMISSION CONTROL ECU MALFUNCTION
DTC	P3102/525	TRANSMISSION CONTROL ECU MALFUNCTION
DTC	P3102/581	TRANSMISSION CONTROL ECU MALFUNCTION
DTC	P3102/582	TRANSMISSION CONTROL ECU MALFUNCTION
DTC	P3102/597	TRANSMISSION CONTROL ECU MALFUNCTION
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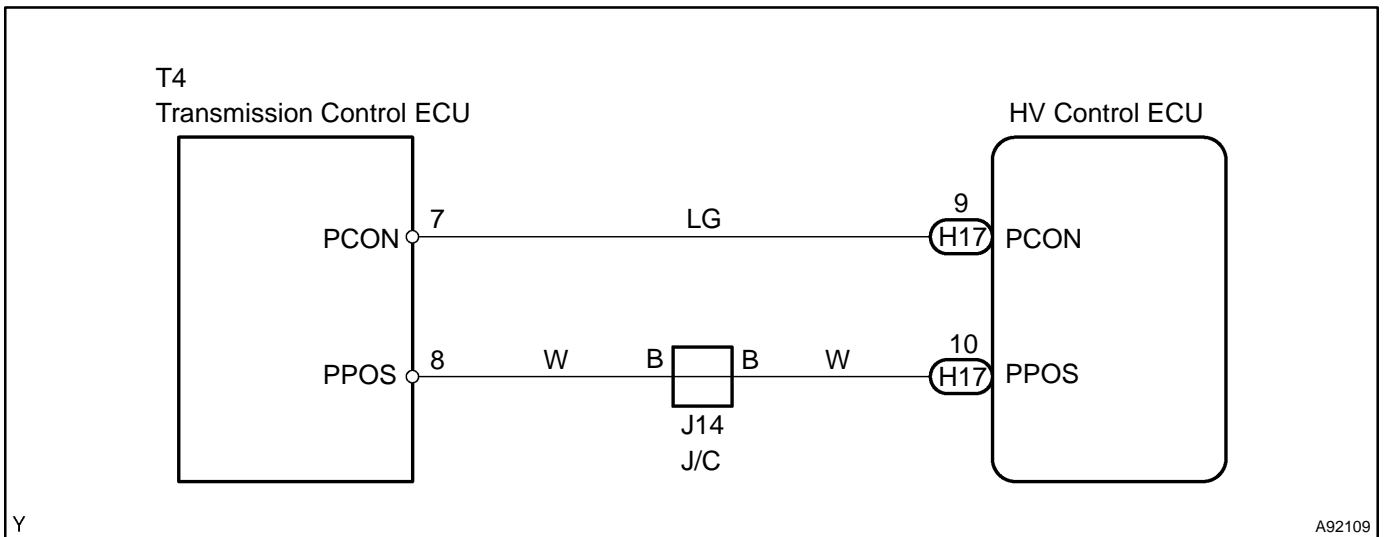
CIRCUIT DESCRIPTION

When a signal is input from the P position switch or selector lever, the HV control ECU transmits a P position control (PCON) signal to the transmission control ECU. Based on this signal, the transmission control ECU actuates the shift control actuator in order to mechanically lock or unlock the counter drive gear in the HV transaxle assembly. If the shift control actuator is in the P position, the transmission control ECU transmits a P position (PPOS) signal to the HV control ECU.



DTC No.	INF Code	DTC Detection Condition	Trouble Area
P3102	524	BEAN communication problem of transmission control ECU	<ul style="list-style-type: none"> • Wire harness or connector • Transmission control ECU • HV control ECU • Power source control ECU
P3102	525	Transmission control ECU IG OFF command malfunction	<ul style="list-style-type: none"> • Wire harness or connector • Transmission control ECU • HV control ECU • Power source control ECU
P3102	581	Transmission control ECU malfunction	<ul style="list-style-type: none"> • Wire harness or connector • Transmission control ECU • HV control ECU • Power source control ECU
P3102	582	P position (PPOS) signal is logically inconsistent	<ul style="list-style-type: none"> • Wire harness or connector • Transmission control ECU • HV control ECU • Power source control ECU
P3102	597	GND short in P position (PPOS) signal circuit	<ul style="list-style-type: none"> • Wire harness or connector • Transmission control ECU • HV control ECU • Power source control ECU
P3102	598	+B short in P position (PPOS) signal circuit	<ul style="list-style-type: none"> • Wire harness or connector • Transmission control ECU • HV control ECU • Power source control ECU
P3102	599	P position (PPOS) signal malfunction (output pulse is abnormal)	<ul style="list-style-type: none"> • Wire harness or connector • Transmission control ECU • HV control ECU • Power source control ECU

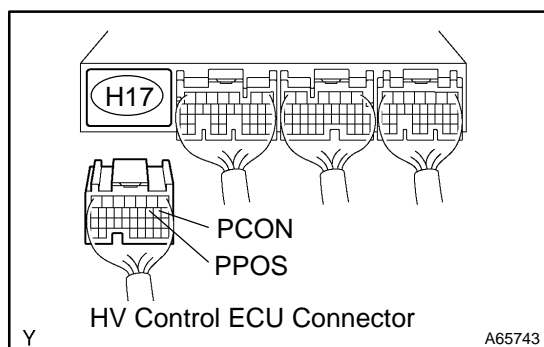
WIRING DIAGRAM



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A92109

INSPECTION PROCEDURE

1 CHECK HARNESS AND CONNECTOR(HYBRID VEHICLE CONTROL ECU – TRANSMISSION CONTROL ECU)


- Disconnect the H17 HV control ECU connector.
- Disconnect the T4 transmission control ECU connector.
- Turn the power switch ON (IG).
- Measure the voltage between the terminals of the HV control ECU connector and body ground.

Standard:

Tester Connection	Specified Condition
PCON (H17-9) – Body ground	Below 1 V
PPOS (H17-10) – Body ground	Below 1 V

- Turn the power switch OFF.
- Check the resistance between the wire harness side connectors.

Standard (Check for open):

Tester Connection	Specified Condition
PCON (H17-9) – PCON (T4-7)	Below 1 Ω
PPOS (H17-10) – PPOS (T4-8)	Below 1 Ω

Standard (Check for short):

Tester Connection	Specified Condition
PCON (H17-9) or PCON (T4-7) – Body ground	10 k Ω or higher
PPOS (H17-10) or PPOS (T4-8) – Body ground	10 k Ω or higher

- Reconnect the transmission control ECU connector.
- Reconnect the HV control ECU connector.

NG**REPAIR OR REPLACE HARNESS OR CONNECTOR****OK**
2 READ OUTPUT DTC(P CTRL)

- Connect the hand-held tester to the DLC3.
- Turn the power switch ON (IG).
- Turn the hand-held tester ON.
- On the hand-held tester, enter the following menus: DIAGNOSIS / ENHANCED OBD II / P CTRL / DTC INFO / TROUBLE CODES.
- Read DTCs.

Result: DTCs are output**YES****GO TO RELEVANT DTC CHART
(See page 05-1159)****NO****REPLACE HV CONTROL ECU, TRANSMISSION CONTROL ECU AND POWER SOURCE CONTROL ECU**