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<b>Model Year Start:</b> 2023	<b>Model:</b> Prius Prime	<b>Prod Date Range:</b> [03/2023 - ]
<b>Title:</b> HYBRID / BATTERY CONTROL: HYBRID BATTERY SYSTEM (for PHEV Model): PRECAUTION; 2023 - 2024 MY Prius Prime [03/2023 - ]		

## **PRECAUTION**

### **CAUTION:**

- Before the following operations are conducted, take precautions to prevent electric shock by turning the ignition switch off, wearing insulated gloves, and removing the service plug grip from HV battery.



- To prevent electric shock, make sure to remove the service plug grip to cut off the high voltage circuit before



servicing the vehicle.

- After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.



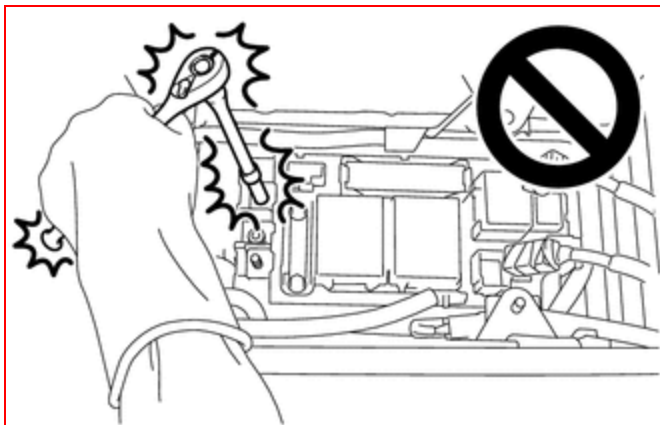
- After removing the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.

Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.



*a	Without waiting for 10 minutes
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- When troubleshooting high voltage circuit, use either a tool wrapped with vinyl insulation tape or an insulated tool. (It is extremely dangerous when a high-voltage charge passes through a non-insulated tool causing a



short.)

- When turning the ignition switch ON during an inspection, do not press the ignition switch while depressing the brake pedal.

Pressing the ignition switch with the brake pedal depressed causes the system to enter the READY-on state. This is very dangerous because high voltage may be applied to the inspection area.



#### NOTICE:

- After removing the service plug grip, turning the ignition switch to ON (READY) may cause a malfunction. Do not turn the ignition switch to ON (READY) unless instructed by the repair manual.
- Turn the ignition switch off before performing any resistance checks.
- Turn the ignition switch off before disconnecting or reconnecting any connectors.
- When high-voltage connectors are removed, wrap the connectors with insulation tape to prevent them from contacting foreign matter.

#### PRECAUTIONS FOR INSPECTING HYBRID BATTERY SYSTEM

##### HINT:

- Removing the service plug grip

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- Checking the terminal voltage

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- Disconnecting the motor cable

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- Disconnecting the floor under wire

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- Removing the inverter with converter

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#### HYBRID CONTROL SYSTEM ACTIVATION

##### HINT:

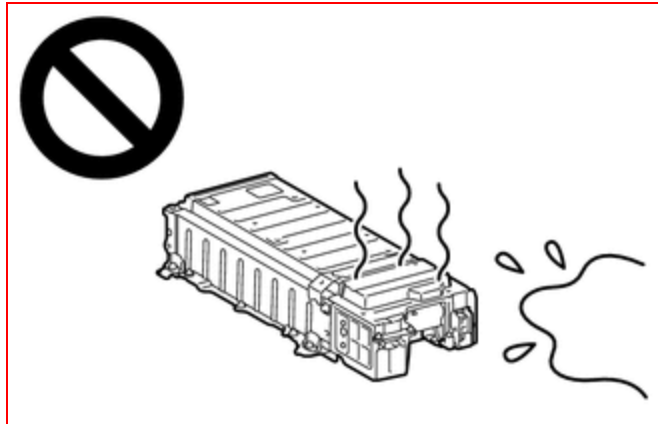
- When the warning is illuminated, or the auxiliary battery has been disconnected and reconnected, attempting to turn the ignition switch to ON (READY) may not start the system (the system may not enter the READY-on state) on the first attempt. If so, turn the ignition switch off and reattempt to start the hybrid system.

#### DISPOSING OF HV BATTERY

When disposing of HV batteries, make sure to return them through an authorized collection agent who is capable of handling them safely. If they are returned via the manufacturer specified route, they will be returned properly and in a safe manner by an authorized collection agent.

**CAUTION:**

- After removing the HV battery, keep it away from water. Exposure to water may cause the HV battery to



- produce heat, resulting in a fire.
- Accidents such as electric shock may result if the HV battery is disposed of improperly or abandoned.

Therefore, make sure to return HV battery through an authorized collection agent.



*a	Dealer
*b	Battery Collection Agent

- To reduce the risk of fire, HV battery must not be stored in an area where they will be exposed to fire or high temperatures.
- If the temperature of the HV battery is high, leave the vehicle until the temperature drops.
- Make sure to insulate the high-voltage connectors and terminals of the HV battery with insulating tape after removing them.

If the HV battery stored without insulating the connectors and terminals, electric shock or fire may result.

**NOTICE:**

Before returning the HV battery, make sure to perform a recovery inspection.

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**PRECAUTIONS WHEN REPLACING HYBRID VEHICLE CONTROL ECU****NOTICE:**

- Before replacing the hybrid vehicle control ECU, refer to Registration.

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- When the hybrid vehicle control ECU is replaced, perform the ECU configuration.

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- When the hybrid vehicle control ECU is replaced, update the ECU security key.

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- After replacing the hybrid vehicle control ECU, it is necessary to perform the vehicle specification information procedure for the ECU.

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- If the vehicle specification information procedure has not been performed, vehicle control history (RoB) will be stored.
- After performing the vehicle specification information procedure, perform a health check using the GTS and confirm that there are no DTCs stored.

**PRECAUTIONS WHEN REPLACING INVERTER WITH CONVERTER ASSEMBLY****NOTICE:**

When the inverter with converter assembly is replaced, perform the ECU configuration.

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**DISCONNECTING AND RECONNECTING NEGATIVE AUXILIARY BATTERY CABLE****NOTICE:**

- To prevent damage to electronic components, disconnect the cable from the negative (-) auxiliary battery terminal before performing work.
- Be sure to turn the ignition switch off before disconnecting the cable from the negative (-) auxiliary battery terminal.
- Be careful not to damage the cable or terminal.
- When the negative (-) auxiliary battery terminal is disconnected, the clock and radio settings, etc., as well as any stored DTCs, will be cleared.
- After the ignition switch is turned off, there may be a waiting time before disconnecting the negative (-) auxiliary battery terminal.

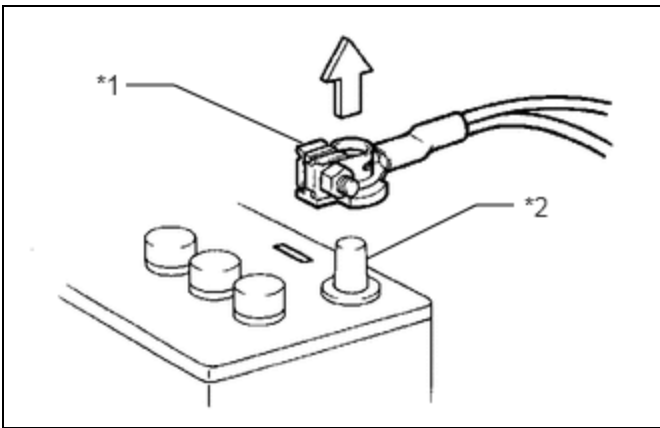
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- When disconnecting and reconnecting the auxiliary battery.

**HINT:**

When disconnecting and reconnecting the auxiliary battery, there is an automatic learning function that completes learning when the respective system is used.

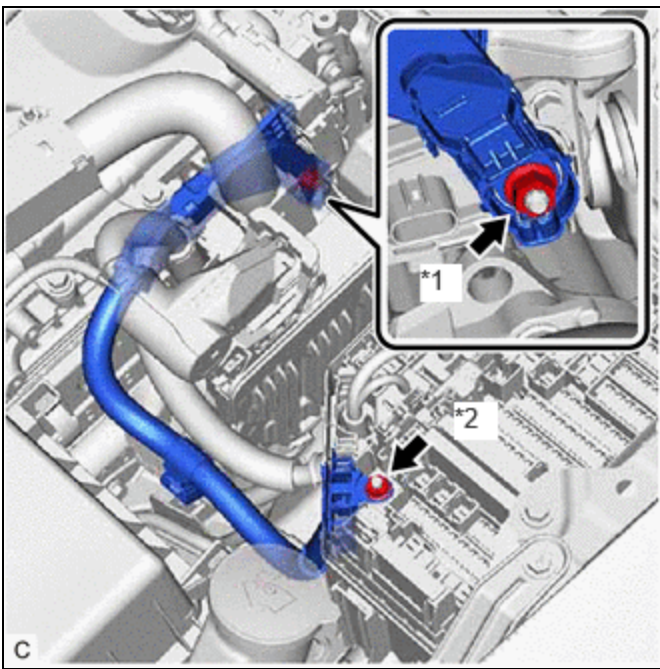
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*1	Cable
*2	Negative (-) Auxiliary Battery Terminal

**PRECAUTIONS FOR DISCONNECTING AMD TERMINAL**

The AMD terminal is connected to the positive terminal of the auxiliary battery.



*1	AMD Terminal (Inverter with Converter Assembly Side)
*2	AMD Terminal (No. 1 Engine Room Relay Block and No. 1 Junction Block Assembly Side)

(a) Be sure to disconnect the cable from the negative (-) auxiliary battery terminal before disconnecting the AMD terminal from the No. 1 luggage room relay block and No. 1 junction block assembly.

**NOTICE:**

- Be sure to disconnect the cable from the negative (-) auxiliary battery terminal before disconnecting the AMD terminal from the No. 1 engine room relay block and No. 1 junction block assembly.
- A short circuit to ground may occur if the AMD terminal is disconnected before the cable is disconnected from the negative (-) auxiliary battery terminal. If a short circuit to ground occurs, a fusible link or fuse may break.
- Do not disconnect the AMD terminal except when replacing the inverter with converter assembly.

When disconnection is necessary, be careful not to apply excessive force to the terminal.

- After disconnecting the AMD terminal, wrap it with vinyl insulating tape.
- Be sure to reconnect the AMD terminal to the No. 1 engine room relay block and No. 1 junction block assembly before reconnecting the cable to the negative (-) terminal of the auxiliary battery.

