| | | |
|---|---|---|
| **Last Modified:** 12-04-2024 | 6.11:8.1.0 | **Doc ID:** RM1000000028ZY9 |
| **Model Year Start:** 2023 | **Model:** Prius Prime | **Prod Date Range:** [12/2022 - ] |
| **Title:** HYBRID / BATTERY CONTROL: MOTOR GENERATOR CONTROL SYSTEM (for M20A-FXS): P0E7100; Generator Execution Torque Performance; 2023 - 2024 MY Prius Prius Prime [12/2022 - ] | | |

| | | |
|---|---|---|
| **DTC** | **P0E7100** | **Generator Execution Torque Performance** |

# DTC SUMMARY

### MALFUNCTION DESCRIPTION

This DTC indicates that the generator torque execution value does not correspond to the torque command value from the hybrid vehicle control ECU to the generator (MG1). The cause of this malfunction may be one of the following:

| AREA | MAIN MALFUNCTION DESCRIPTION |
|---|---|
| Inside of inverter | Inverter with converter assembly internal circuit malfunction |
| Hybrid vehicle transaxle assembly | • Generator (MG1) internal malfunction (entry of foreign matter, etc.)<br>• Open or short circuit in the generator coils |
| Inverter low-voltage circuit | The connectors are not connected properly |
| Motor cable (for MG1) | • Open or short circuit in the motor cable<br>• Defective motor cable connection condition |
| Hybrid vehicle control ECU | Hybrid vehicle control ECU internal circuit malfunction |

# DESCRIPTION

For a description of the inverter.

Click here INFO

| DTC NO. | DETECTION ITEM | DTC DETECTION CONDITION | TROUBLE AREA | MIL | WARNING INDICATE | DTC OUTPUT FROM | PRIORITY | NOTE |
|---|---|---|---|---|---|---|---|---|
| P0E7100 | Generator Execution Torque Performance | Generator (MG1) torque execution monitoring malfunction:<br><br>The difference between the generator torque requested by the motor generator control ECU and actual motor torque is large. | • Inverter with converter assembly<br>• Motor cable<br>• Hybrid vehicle transaxle assembly<br>• Hybrid vehicle control ECU<br>• Wire harness or | Comes on | Master Warning:<br><br>Comes on | Motor Generator | A | SAE Code:<br><br>P0E71 |

| DTC NO. | DETECTION ITEM | DTC DETECTION CONDITION | TROUBLE AREA | MIL | WARNING INDICATE | DTC OUTPUT FROM | PRIORITY | NOTE |
|---|---|---|---|---|---|---|---|---|
| | | (1 trip detection logic) | connector<br>• HV floor under wire (rear traction motor cable)*<br>• Rear traction motor with transaxle assembly* | | | | | |

*: for 4WD

## MONITOR DESCRIPTION

If the difference between the requested generator (MG1) torque and the actual generator (MG1) torque exceeds a predetermined value, the motor generator control ECU determines that there is a malfunction in the execution or monitoring of the generator (MG1) torque. Then, the motor generator control ECU will illuminate the MIL and store a DTC.

## MONITOR STRATEGY

| | |
|---|---|
| Related DTCs | P0E71 (INF P0E7100): Discrepancy between generator monitored torque and commanded torque |
| Required sensors/components | Generator inverter |
| Frequency of operation | Continuous |
| Duration | TMC's intellectual property |
| MIL operation | 1 driving cycle |
| Sequence of operation | None |

## TYPICAL ENABLING CONDITIONS

| | |
|---|---|
| The monitor will run whenever the following DTCs are not stored | TMC's intellectual property |
| Other conditions belong to TMC's intellectual property | - |

## TYPICAL MALFUNCTION THRESHOLDS

| | |
|---|---|
| TMC's intellectual property | - |

## COMPONENT OPERATING RANGE

| | |
|---|---|
| Motor generator control ECU | DTC P0E71 (INF P0E7100) is not detected |

# CONFIRMATION DRIVING PATTERN

**HINT:**

- After repair has been completed, clear the DTC and then check that the vehicle has returned to normal by performing the following All Readiness check procedure.

  Click here INFO
- When clearing the permanent DTCs, refer to the "CLEAR PERMANENT DTC" procedure.

  Click here INFO

If it is possible to switch to the battery charge mode:

1. Clear the DTCs (even if no DTCs are stored, perform the clear DTC procedure).
2. Turn the ignition switch off and wait for 2 minutes or more.
3. Turn the ignition switch to ON (READY) and wait for 5 seconds or more. [*1]
4. Switch to the battery charge mode using the HV EV CHG HOLD mode switch, and then accelerate until the vehicle speed is 40 km/h (25 mph) and the accelerator position is approximately 50% with the engine started. [*2]

   **HINT:**

   [*1] to [*2]: Normal judgment procedure.

   The normal judgment procedure is used to complete DTC judgment and also used when clearing permanent DTCs.
5. Enter the following menus: Powertrain / Motor Generator / Utility / All Readiness.
6. Check the DTC judgment result.

   **HINT:**

   - If the judgment result shows NORMAL, the system is normal.
   - If the judgment result shows ABNORMAL, the system has a malfunction.
   - If the judgment result shows INCOMPLETE, perform the normal judgment procedure again.

If it is not possible to switch to the battery charge mode:

1. Clear the DTCs (even if no DTCs are stored, perform the clear DTC procedure).
2. Turn the ignition switch off and wait for 2 minutes or more.
3. Turn the ignition switch to ON (READY) and wait for 5 seconds or more. [*1]
4. After the engine is warmed up, accelerate until the vehicle speed is 40 km/h (25 mph) and the accelerator position is approximately 50% with the engine started. [*2]

   **HINT:**

   [*1] to [*2]: Normal judgment procedure.

   The normal judgment procedure is used to complete DTC judgment and also used when clearing permanent DTCs.
5. Enter the following menus: Powertrain / Motor Generator / Utility / All Readiness.
6. Check the DTC judgment result.

   **HINT:**

   - If the judgment result shows NORMAL, the system is normal.
   - If the judgment result shows ABNORMAL, the system has a malfunction.
   - If the judgment result shows INCOMPLETE, perform the normal judgment procedure again.

# WIRING DIAGRAM

Refer to the wiring diagram for the Generator High-voltage Circuit.

Click here INFO

Refer to the wiring diagram for the Motor High-voltage Circuit.

Click here INFO

Refer to the wiring diagram for the Rear Motor High-voltage Circuit.

Click here INFO

Refer to the wiring diagram for the Shut Down Signal Circuit.

Click here INFO

## CAUTION / NOTICE / HINT

**CAUTION:**

Refer to the precautions before inspecting high voltage circuit.

Click here INFO

**NOTICE:**

- After the ignition switch is turned off, there may be a waiting time before disconnecting the negative (-) auxiliary battery terminal.

  Click here INFO
- 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.

Click here INFO

**HINT:**

P0E7100 may be output as a result of the malfunction indicated by the DTCs in table below.

a. The chart above is listed in inspection order of priority.
b. Check DTCs that are output at the same time by following the listed order. (The main cause of the malfunction can be determined without performing unnecessary inspections.)

**Table 1**

| MALFUNCTION CONTENT | SYSTEM | RELEVANT DTC | |
|---|---|---|---|
| Insulation malfunction | Hybrid control system | P1C7C49 | Hybrid/EV Battery Voltage System Isolation (A/C Area) Internal Electronic Failure |
| | | P1C7D49 | Hybrid/EV Battery Voltage System Isolation (Hybrid/EV Battery Area) Internal Electronic Failure |
| | | P1C7E49 | Hybrid/EV Battery Voltage System Isolation (Transaxle Area) Internal Electronic Failure |
| | | P1C7F49 | Hybrid/EV Battery Voltage System Isolation (Direct Current Area) Internal Electronic Failure |
| | | P1C8049 | Hybrid/EV Battery Voltage System Isolation (Rear Motor Area) Internal Electronic Failure |
| System main relay or high voltage circuit malfunction | Hybrid control system | P0AD911 | Hybrid/EV Battery Positive Contactor Circuit Short to Ground |

| MALFUNCTION CONTENT | SYSTEM | RELEVANT DTC | |
|---|---|---|---|
| | | P0AD915 | Hybrid/EV Battery Positive Contactor Circuit Short to Auxiliary Battery or Open |
| | | P0ADD11 | Hybrid/EV Battery Negative Contactor Circuit Short to Ground |
| | | P0ADD15 | Hybrid/EV Battery Negative Contactor Circuit Short to Auxiliary Battery or Open |
| | | P1C8449 | High Voltage Power Resource Circuit Short during Ready ON |

**Table 2**

| MALFUNCTION CONTENT | SYSTEM | RELEVANT DTC | |
|---|---|---|---|
| Microcomputer malfunction | Motor generator control system | P0A1A47 | Generator Control Module Watchdog / Safety MC Failure |
| | | P0A1A49 | Generator Control Module Internal Electronic Failure |
| | | P0A1B1F | Generator Control Module Circuit Intermittent |
| | | P0A1B47 | Generator Control Module Watchdog / Safety MC Failure |
| | | P0A1C47 | Drive Motor "B" Control Module Watchdog / Safety MCU Failure |
| | | P0A1C49 | Drive Motor "B" Control Module Internal Electronic Failure |
| | | P1C2A1C | Generator A/D Converter Circuit Circuit Voltage Out of Range |
| | | P1C2A49 | Generator A/D Converter Circuit Internal Electronic Failure |
| | | P1C2A71 | Generator A/D Converter Circuit Actuator Stuck |
| | | P1C2B1C | Drive Motor "A" Control Module A/D Converter Circuit Voltage Out of Range |
| | | P1C2B49 | Drive Motor "A" Control Module A/D Converter Circuit Internal Electronic Failure |
| | | P1C2B71 | Drive Motor "A" Control Module A/D Converter Circuit Actuator Stuck |
| | | P1C2C1C | Drive Motor "B" Control Module AD Converter Circuit Voltage Out of Range |
| | | P1C2C49 | Drive Motor "B" Control Module AD Converter Internal Electronic Failure |
| | | P1C2C71 | Drive Motor "B" Control Module A/D Converter Circuit Actuator Stuck |
| | | P310A83 | Communication Error from Drive Motor "B" to Drive Motor "A" Value of Signal Protection Calculation Incorrect |
| | | P310A86 | Communication Error from Drive Motor "B" to Drive Motor "A" Signal (Some Circuit Quantity, Reported via Serial Data) Invalid |

| MALFUNCTION CONTENT | SYSTEM | RELEVANT DTC | |
|---|---|---|---|
| | | P310A87 | Communication Error from Drive Motor "B" to Drive Motor "A" Missing Message |
| | | P310B83 | Communication Error from Drive Motor "A" to Drive Motor "B" Value of Signal Protection Calculation Incorrect |
| | | P310B86 | Communication Error from Drive Motor "A" to Drive Motor "B" Signal (Some Circuit Quantity, Reported via Serial Data) Invalid |
| | | P310B87 | Communication Error from Drive Motor "A" to Drive Motor "B" Missing Message |
| | | P313383 | Communication Error from Generator to Drive Motor "A" Value of Signal Protection Calculation Incorrect |
| | | P313386 | Communication Error from Generator to Drive Motor "A" Signal Invalid |
| | | P313387 | Communication Error from Generator to Drive Motor "A" Missing Message |
| | | P313483 | Communication Error from Drive Motor "A" to Generator Value of Signal Protection Calculation Incorrect |
| | | P313486 | Communication Error from Drive Motor "A" to Generator Signal Invalid |
| | | P313487 | Communication Error from Drive Motor "A" to Generator Missing Message |
| | | P32BF83 | Lost Communication between Drive Motor "A" and "B" (Drive Motor "A") Value of Signal Protection Calculation Incorrect |
| | | P32BF86 | Lost Communication between Drive Motor "A" and "B" (Drive Motor "A") Signal (Some Circuit Quantity, Reported via Serial Data) Invalid |
| | | P32BF87 | Lost Communication between Drive Motor "A" and "B" (Drive Motor "A") Missing Message |
| | | P32CF83 | Lost Communication between Drive Motor "A" and "B" (Drive Motor "B") Value of Signal Protection Calculation Incorrect |
| | | P32CF86 | Lost Communication between Drive Motor "A" and "B" (Drive Motor "B") Signal (Some Circuit Quantity, Reported via Serial Data) Invalid |
| | | P32CF87 | Lost Communication between Drive Motor "A" and "B" (Drive Motor "B") Missing Message |
| | Hybrid control system | P0A1B49 | Drive Motor "A" Control Module Internal Electronic Failure |
| Power source circuit malfunction | Motor generator control system | P06B01C | Generator Control Module Position Sensor REF Power Source Circuit Voltage Out of Range |

| MALFUNCTION CONTENT | SYSTEM | RELEVANT DTC | |
|---|---|---|---|
| | | P06B31C | Drive Motor "B" Control Module Position Sensor REF Power Source Circuit Voltage Out of Range |
| | | P06D61C | Generator Control Module Offset Power Circuit Voltage Out of Range |
| | | P19F81C | Generator Control Module Offset Power Circuit Voltage Out of Range |
| | | P19F91C | Drive Motor "B" Control Module Offset Power Circuit Voltage Out of Range |
| | | P26DF1C | Generator Control Module Position Sensor REF Power Source Circuit Voltage Out of Range |
| Communication malfunction | Motor generator control system | U11B387 | Lost Communication with Hybrid/EV Powertrain Control Module (ch5) Missing Message |
| Sensor and actuator circuit malfunction | Motor generator control system | P0A3F16 | Drive Motor "A" Position Sensor Circuit Voltage Below Threshold |
| | | P0A3F21 | Drive Motor "A" Position Sensor Signal Amplitude < Minimum |
| | | P0A3F22 | Drive Motor "A" Position Sensor Signal Amplitude > Maximum |
| | | P0A4516 | Drive Motor "B" Position Sensor Circuit Voltage Below Threshold |
| | | P0A4521 | Drive Motor "B" Position Sensor Signal Amplitude < Minimum |
| | | P0A4522 | Drive Motor "B" Position Sensor Signal Amplitude > Maximum |
| | | P0A4B16 | Generator Position Sensor Circuit Voltage Below Threshold |
| | | P0A4B21 | Generator Position Sensor Signal Amplitude < Minimum |
| | | P0A4B22 | Generator Position Sensor Signal Amplitude > Maximum |
| | | P0A6012 | Drive Motor "A" Phase V Current (High Resolution) Circuit Short to Battery |
| | | P0A6014 | Drive Motor "A" Phase V Current (High Resolution) Circuit Short to Ground or Open |
| | | P0A601C | Drive Motor "A" Phase V Current (High Resolution) Circuit Voltage Out of Range |
| | | P0A6312 | Drive Motor "A" Phase W Current (High Resolution) Circuit Short to Battery |
| | | P0A6314 | Drive Motor "A" Phase W Current (High Resolution) Circuit Short to Ground or Open |
| | | P0A631C | Drive Motor "A" Phase W Current (High Resolution) Circuit Voltage Out of Range |
| | | P0A6912 | Drive Motor "B" Phase V Current(High Resolution) Circuit Short to Battery |

| MALFUNCTION CONTENT | SYSTEM | RELEVANT DTC | |
|---|---|---|---|
| | | P0A6914 | Drive Motor "B" Phase V Current(High Resolution) Circuit Short to Ground or Open |
| | | P0A691C | Drive Motor "B" Phase V Current(High Resolution) Circuit Voltage Out of Range |
| | | P0A6C12 | Drive Motor "B" Phase W Current(High Resolution) Circuit Short to Battery |
| | | P0A6C14 | Drive Motor "B" Phase W Current(High Resolution) Circuit Short to Ground or Open |
| | | P0A6C1C | Drive Motor "B" Phase W Current(High Resolution) Circuit Voltage Out of Range |
| | | P0BE512 | Drive Motor "A" Phase U Current Sensor Circuit Short to Battery |
| | | P0BE514 | Drive Motor "A" Phase U Current Sensor Circuit Short to Ground or Open |
| | | P0BE528 | Drive Motor "A" Phase U Current Sensor Signal Bias Level Out of Range / Zero Adjustment Failure |
| | | P0BE912 | Drive Motor "A" Phase V Current Sensor Circuit Short to Battery |
| | | P0BE914 | Drive Motor "A" Phase V Current Sensor Circuit Short to Ground or Open |
| | | P0BE928 | Drive Motor "A" Phase V Current Sensor Signal Bias Level Out of Range / Zero Adjustment Failure |
| | | P0BED12 | Drive Motor "A" Phase W Current Sensor Circuit Short to Battery |
| | | P0BED14 | Drive Motor "A" Phase W Current Sensor Circuit Short to Ground or Open |
| | | P0BED28 | Drive Motor "A" Phase W Current Sensor Signal Bias Level Out of Range / Zero Adjustment Failure |
| | | P0BF112 | Drive Motor "B" Phase U Current Sensor Circuit Short to Battery |
| | | P0BF114 | Drive Motor "B" Phase U Current Sensor Circuit Short to Ground or Open |
| | | P0BF128 | Drive Motor "B" Phase U Current Sensor Signal Bias Level Out of Range / Zero Adjustment Failure |
| | | P0BF512 | Drive Motor "B" Phase V Current Sensor Circuit Short to Battery |
| | | P0BF514 | Drive Motor "B" Phase V Current Sensor Circuit Short to Ground or Open |
| | | P0BF528 | Drive Motor "B" Phase V Current Sensor Signal Bias Level Out of Range / Zero Adjustment Failure |

| MALFUNCTION CONTENT | SYSTEM | RELEVANT DTC | |
|---|---|---|---|
| | | P0BF912 | Drive Motor "B" Phase W Current Sensor Circuit Short to Battery |
| | | P0BF914 | Drive Motor "B" Phase W Current Sensor Circuit Short to Ground or Open |
| | | P0BF928 | Drive Motor "B" Phase W Current Sensor Signal Bias Level Out of Range / Zero Adjustment Failure |
| | | P0BFD62 | Drive Motor "A" Phase U-V-W Current Sensor Signal Compare Failure |
| | | P0BFE62 | Drive Motor "B" Phase U-V-W Current Sensor Signal Compare Failure |
| | | P0C5013 | Drive Motor "A" Position Sensor Circuit "A" Circuit Open |
| | | P0C5016 | Drive Motor "A" Position Sensor Circuit "A" Circuit Voltage Below Threshold |
| | | P0C5017 | Drive Motor "A" Position Sensor Circuit "A" Circuit Voltage Above Threshold |
| | | P0C5513 | Drive Motor "B" Position Sensor Circuit "A" Circuit Open |
| | | P0C5516 | Drive Motor "B" Position Sensor Circuit "A" Circuit Voltage Below Threshold |
| | | P0C5517 | Drive Motor "B" Position Sensor Circuit "A" Circuit Voltage Above Threshold |
| | | P0C5A13 | Drive Motor "A" Position Sensor Circuit "B" Circuit Open |
| | | P0C5A16 | Drive Motor "A" Position Sensor Circuit "B" Circuit Voltage Below Threshold |
| | | P0C5A17 | Drive Motor "A" Position Sensor Circuit "B" Circuit Voltage Above Threshold |
| | | P0C5F13 | Drive Motor "B" Position Sensor Circuit "B" Circuit Open |
| | | P0C5F16 | Drive Motor "B" Position Sensor Circuit "B" Circuit Voltage Below Threshold |
| | | P0C5F17 | Drive Motor "B" Position Sensor Circuit "B" Circuit Voltage Above Threshold |
| | | P0C6413 | Generator Position Sensor Circuit "A" Circuit Open |
| | | P0C6416 | Generator Position Sensor Circuit "A" Circuit Voltage Below Threshold |
| | | P0C6417 | Generator Position Sensor Circuit "A" Circuit Voltage Above Threshold |
| | | P0C6913 | Generator Position Sensor Circuit "B" Circuit Open |
| | | P0C6916 | Generator Position Sensor Circuit "B" Circuit Voltage Below Threshold |
| | | P0C6917 | Generator Position Sensor Circuit "B" Circuit Voltage Above Threshold |

| MALFUNCTION CONTENT | SYSTEM | RELEVANT DTC | |
|---|---|---|---|
| | | P0D2D16 | Drive Motor "A" Inverter Voltage Sensor (VH) Circuit Voltage Below Threshold |
| | | P0D2D17 | Drive Motor "A" Inverter Voltage Sensor (VH) Circuit Voltage Above Threshold |
| | | P0DFA62 | Generator Phase U-V-W Current Sensor Signal Compare Failure |
| | | P0E0012 | Generator Phase U Current Sensor Circuit Short to Battery |
| | | P0E0014 | Generator Phase U Current Sensor Circuit Short to Ground or Open |
| | | P0E0028 | Generator Phase U Current Sensor Signal Bias Level Out of Range / Zero Adjustment Failure |
| | | P0E0412 | Generator Phase V Current Sensor Circuit Short to Battery |
| | | P0E0414 | Generator Phase V Current Sensor Circuit Short to Ground or Open |
| | | P0E0428 | Generator Phase V Current Sensor Signal Bias Level Out of Range / Zero Adjustment Failure |
| | | P0E0812 | Generator Phase W Current Sensor Circuit Short to Battery |
| | | P0E0814 | Generator Phase W Current Sensor Circuit Short to Ground or Open |
| | | P0E0828 | Generator Phase W Current Sensor Signal Bias Level Out of Range / Zero Adjustment Failure |
| | | P0E3116 | DC/DC Converter Voltage Sensor "A" (VL) Circuit Voltage Below Threshold |
| | | P0E3117 | DC/DC Converter Voltage Sensor "A" (VL) Circuit Voltage Above Threshold |
| | | P0E5111 | DC/DC Converter Current Sensor Circuit Short to Ground |
| | | P0E5115 | DC/DC Converter Current Sensor Circuit Short to Battery or Open |
| | | P0E512A | DC/DC Converter Current Sensor Signal Stuck In Range |
| | | P1CAC49 | Generator Position Sensor Internal Electronic Failure |
| | | P1CAD49 | Drive Motor "A" Position Sensor Internal Electronic Failure |
| | | P1CAE49 | Drive Motor "B" Position Sensor Internal Electronic Failure |
| | | P1CAF38 | Generator Position Sensor REF Signal Cycle Malfunction Signal Frequency Incorrect |
| | | P1CB038 | Drive Motor "A" Position Sensor REF Signal Frequency Incorrect |
| | | P1CB138 | Drive Motor "B" Position Sensor REF Signal Frequency Incorrect |
| | | P1CFF62 | Hybrid/EV Battery Current/DC/DC Converter Current Signal Compare Failure |

| MALFUNCTION CONTENT | SYSTEM | RELEVANT DTC | |
|---|---|---|---|
| | Hybrid control system | P0C7600 | Hybrid/EV Battery System Discharge Time Too Long |
| | | P0D2D1C | Drive Motor "A" Inverter Voltage Sensor Voltage Out of Range |
| | | P0E311C | Boosting Converter Voltage Sensor "A" Voltage Out of Range |
| | | P1C2D62 | Hybrid/EV Battery "A" Voltage Sensor/Boosting Converter Voltage Sensor "A" Signal Compare Failure |
| System malfunction | Motor generator control system | P0A7873 | Drive Motor "A" Inverter Actuator Stuck Closed |
| | | P0A7973 | Drive Motor "B" Inverter Actuator Stuck Closed |
| | | P0A7A73 | Generator Inverter Actuator Stuck Closed |
| | | P0A9000 | Drive Motor "A" Performance |
| | | P1C5D19 | Drive Motor "A" Inverter Circuit Current Above Threshold |

## PROCEDURE

| | |
|---|---|
| **1.** | **CHECK FREEZE FRAME DATA AND DIAGNOSIS RELATED INFORMATION** |

Pre-procedure1

(a) None

Procedure1

(b) Read the diagnosis related information and freeze frame data of DTC P0E7100.

**Powertrain > Motor Generator > Utility**

| TESTER DISPLAY |
|---|
| Diagnosis Related Information |

**Powertrain > Motor Generator > Trouble Codes**

| RESULT | PROCEED TO |
|---|---|
| DTC U11B300 or U11B387 is listed in Diagnosis Related Information. | A |
| DTC U11B300 or U11B387 is not listed in Diagnosis Related Information and the value of freeze frame data item Emergency Shutdown Signal is ON. | B |
| Other than above | C |

Post-procedure1

(c) Turn the ignition switch off.

**A** ▶ **GO TO DTC CHART (U11B300)**

**B** ▶ **GO TO DTC CHART (P321E9F)**

**C** ▼

| | |
|---|---|
| **2.** | **CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)** |

Click here INFO

| RESULT | PROCEED TO |
|---|---|
| OK | A |
| NG (The connector is not connected securely.) | B |
| NG (The terminals are not making secure contact or are deformed, or water or foreign matter exists in the connector.) | C |

**B** ▶ **CONNECT SECURELY**

**C** ▶ **REPAIR OR REPLACE HARNESS OR CONNECTOR**

**A** ▼

| | |
|---|---|
| **3.** | **CHECK SHUT DOWN SIGNAL CIRCUIT** |

Click here INFO

**NEXT** ▼

| | |
|---|---|
| **4.** | **CHECK GENERATOR HIGH-VOLTAGE CIRCUIT** |

Click here INFO

**NEXT**

| | |
|---|---|
| **5.** | **CHECK MOTOR HIGH-VOLTAGE CIRCUIT** |

Click here INFO

**NEXT**

| | |
|---|---|
| **6.** | **CONFIRM VEHICLE SPECIFICATION** |

| RESULT | PROCEED TO |
|---|---|
| for 2WD | A |
| for 4WD | B |

**A** **REPLACE INVERTER WITH CONVERTER ASSEMBLY**

**B**

| | |
|---|---|
| **7.** | **CHECK REAR MOTOR HIGH-VOLTAGE CIRCUIT** |

Click here INFO

**NEXT** **REPLACE INVERTER WITH CONVERTER ASSEMBLY**