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Model Year Start: 2023	Model: Prius Prime	Prod Date Range: [03/2023 -]
Title: HYBRID / BATTERY CONTROL: MOTOR GENERATOR CONTROL SYSTEM (for PHEV Model): U11B300,U11B387; Lost Communication with Hybrid/EV Powertrain Control Module (ch5) (System 2) Missing Message; 2023 - 2024 MY Prius Prime [03/2023 -]		

DTC	U11B300	Lost Communication with Hybrid/EV Powertrain Control Module (ch5) (System 2) Missing Message
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DTC	U11B387	Lost Communication with Hybrid/EV Powertrain Control Module (ch5) Missing Message
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DESCRIPTION

The motor generator control ECU, which is built into the inverter with converter assembly, controls the motor (MG2) based on commands from the hybrid vehicle control ECU.

The motor generator control ECU (MG ECU) monitors communication data and detects malfunctions.

DTC NO.	DETECTION ITEM	DTC DETECTION CONDITION	TROUBLE AREA	MIL	WARNING INDICATE	DTC OUTPUT FROM	PRIORITY	NOTE
U11B300	Lost Communication with Hybrid/EV Powertrain Control Module (ch5) (System 2) Missing Message	Error in reception from hybrid vehicle control ECU via serial communication (out of communication standard) (1 trip detection logic)	<ul style="list-style-type: none"> Inverter with converter assembly Hybrid vehicle control ECU Wire harness or connector 	Comes on	Master Warning: Comes on	Motor Generator	B	SAE Code: U11B3
U11B387	Lost Communication with Hybrid/EV Powertrain Control Module (ch5) Missing Message	Error in reception from hybrid vehicle control ECU via serial communication (out of communication standard) (1 trip detection logic)	<ul style="list-style-type: none"> Inverter with converter assembly Hybrid vehicle control ECU Wire harness or connector 	Comes on	Master Warning: Comes on	Motor Generator	B	SAE Code: U11B3

MONITOR DESCRIPTION

The motor generator control ECU (MG ECU) monitors communication data and detects malfunctions, it will illuminate the MIL and store a DTC.

MONITOR STRATEGY

Related DTCs	U11B3 (INF U11B300/U11B387): Lost Communication With Hybrid Control Module
Required sensors / components	Motor inverter
Frequency of operation	Continuous
Duration	TMC's intellectual property
MIL operation	Immediately
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	-
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COMPONENT OPERATING RANGE

Motor generator control ECU	DTC U11B3 (INF U11B300/ U11B387) is not detected
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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

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.

- Clear the DTCs (even if no DTCs are stored, perform the clear DTC procedure).
- Turn the ignition switch off and wait for 2 minutes or more.
- Turn the ignition switch to ON and wait for 2 minutes or more. [*1]

HINT:

[*1]: Normal judgment procedure.

The normal judgment procedure is used to complete DTC judgment and also used when clearing permanent DTCs.

4. Enter the following menus: Powertrain / Motor Generator / Utility / All Readiness.
5. 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 Inverter Low-voltage 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](#)

PROCEDURE

1.	CLEAR DTC
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Pre-procedure1

(a) None

Procedure1

(b) Clear the DTCs.

Powertrain > Motor Generator > Clear DTCs

Post-procedure1

(c) Turn the ignition switch off.

NEXT



2. CHECK DIAGNOSIS RELATED INFORMATION AND DTC OUTPUT (MOTOR GENERATOR)

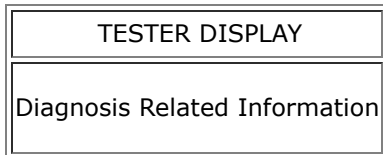
Pre-procedure1

(a) Turn the ignition switch to ON and wait for 2 minutes or more.

Procedure1

(b) Check for DTCs.

Powertrain > Motor Generator > Utility



Powertrain > Motor Generator > Trouble Codes

RESULT	PROCEED TO
U11B300 or U11B387 is listed in Diagnosis Related Information or U11B300 or U11B387 is output.	A
U11B300 or U11B387 are not listed in Diagnosis Information and U11B300 and U11B387 are not output.	B

Post-procedure1

(c) Turn the ignition switch off.

B **CHECK FOR INTERMITTENT PROBLEMS**

A

3. CHECK HYBRID VEHICLE CONTROL ECU (CHECK WAVEFORM)

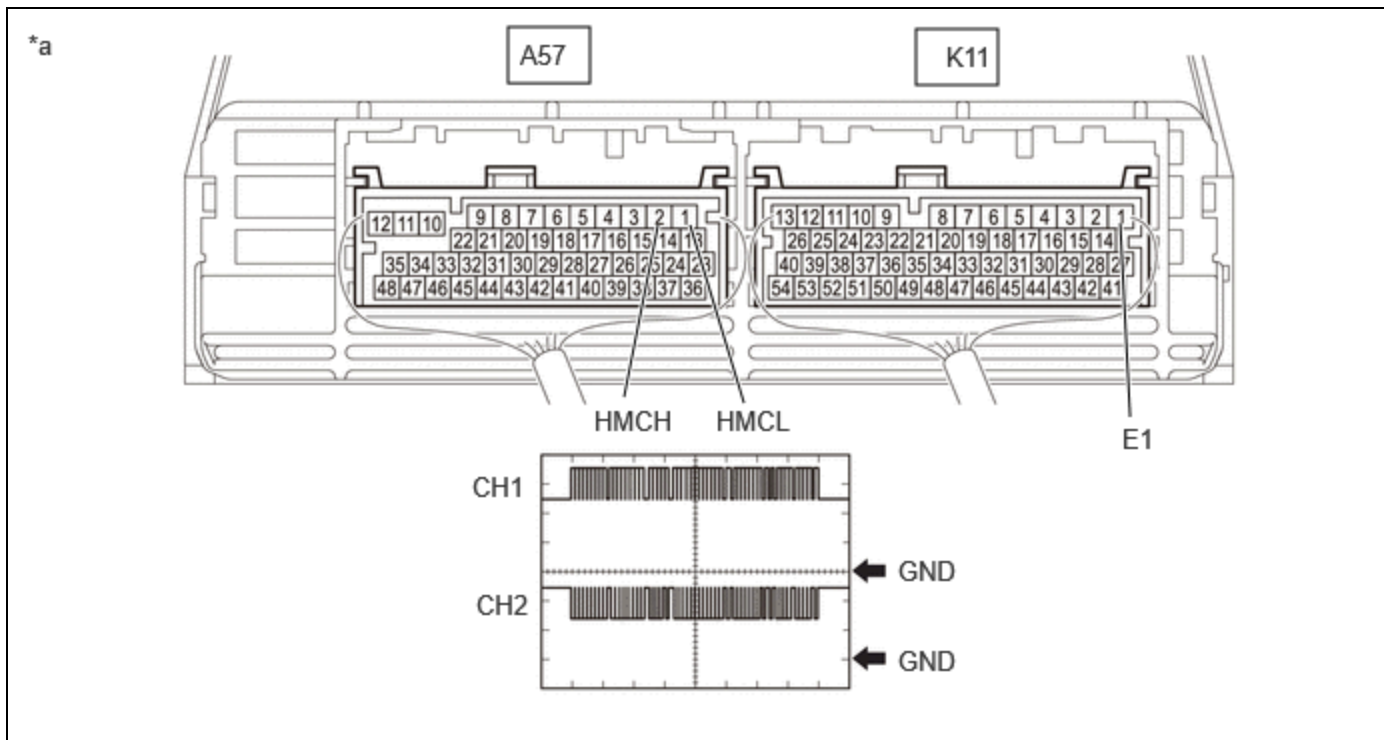
Pre-procedure1

(a) Connect an oscilloscope between the hybrid vehicle control ECU terminals specified in the following table.

(b) Turn the ignition switch to ON.

Procedure1

(c) Measure the waveform.



*a	Component with harness connected (Hybrid Vehicle Control ECU)	-	-
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ITEM	CONTENTS
Tester Connection	CH1: A57-2 (HMCH) - K11-1 (E1) CH2: A57-1 (HMCL) - K11-1 (E1)
Equipment Setting	1 V/DIV., 200 μs./DIV.
Condition	Ignition switch ON

RESULT	PROCEED TO
The waveform appears as shown in the illustration.	A
The waveform differs from the one shown in the illustration.	B

HINT:

- Perform this inspection with the connector connected.
- If pulses are generated, the shape of the waveform can be assumed to be normal.
- The shape of the waveform may vary according to communication conditions.

Post-procedure1

(d) Turn the ignition switch off.

A ▶ REPLACE INVERTER WITH CONVERTER ASSEMBLY

B
▼

4. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

Click here [INFO](#)

NG ► **CONNECT SECURELY**

OK
▼

5. 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
▼

6. CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - INVERTER WITH CONVERTER ASSEMBLY)

CAUTION:

Be sure to wear insulated gloves.

Pre-procedure1

(a) Check that the service plug grip is not installed.

NOTICE:

After removing the service plug grip, do not turn the ignition switch to ON (READY), unless instructed by the repair manual because this may cause a malfunction.

(b) Disconnect the inverter with converter assembly connector.

(c) Disconnect the hybrid vehicle control ECU connector.

Procedure1

(d) Measure the resistance according to the value(s) in the table below.

Standard Resistance (Check for Open):



[Click Location & Routing\(A88,A57\).](#)

[Click Connector\(A88\).](#)

[Click Connector\(A57\).](#)

TESTER CONNECTION	CONDITION	SPECIFIED CONDITION	RESULT
A88-29 (HMCH) - A57-2 (HMCH)	Ignition switch off	Below 1 Ω	Ω
A88-30 (HMCL) - A57-1 (HMCL)	Ignition switch off	Below 1 Ω	Ω

Standard Resistance (Check for Short):



[Click Location & Routing\(A88,A57\).](#)

[Click Connector\(A88\).](#)

[Click Connector\(A57\).](#)

TESTER CONNECTION	CONDITION	SPECIFIED CONDITION	RESULT
A88-29 (HMCH) or A57-2 (HMCH) - Body ground and other terminals	Ignition switch off	10 k Ω or higher	k Ω
A88-30 (HMCL) or A57-1 (HMCL) - Body ground and other terminals	Ignition switch off	10 k Ω or higher	k Ω

Pre-procedure2

(e) Connect the cable to the negative (-) auxiliary battery terminal.

(f) Turn the ignition switch to ON.

Procedure2

(g) Measure the voltage according to the value(s) in the table below.

Standard Voltage:



[Click Location & Routing\(A88,A57\).](#)

[Click Connector\(A88\).](#)

[Click Connector\(A57\).](#)

TESTER CONNECTION	CONDITION	SPECIFIED CONDITION	RESULT
A88-29 (HMCH) or A57-2 (HMCH) - Body ground and other terminals	Ignition switch ON	Below 1 V	V
A88-30 (HMCL) or A57-1 (HMCL) - Body ground and other terminals	Ignition switch ON	Below 1 V	V

NOTICE:

Turning the ignition switch to ON with the hybrid vehicle control ECU and inverter with converter assembly connectors disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

HINT:

As there might be an intermittent malfunction, inspect the following items even if the measured resistance is as specified.

Check that each connector between the inverter with converter assembly and hybrid vehicle control ECU is not loose or disconnected.

Post-procedure1

- (h) Turn the ignition switch off.
- (i) Reconnect the hybrid vehicle control ECU connector.
- (j) Reconnect the inverter with converter assembly connector.

NG ► **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK



7.	CHECK INVERTER WITH CONVERTER ASSEMBLY
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Pre-procedure1

- (a) Disconnect the hybrid vehicle control ECU connector.

Procedure1

- (b) Measure the resistance according to the value(s) in the table below.

Standard Resistance:



[Click Location & Routing\(A57\).](#)

[Click Connector\(A57\)](#)

TESTER CONNECTION	CONDITION	SPECIFIED CONDITION	RESULT
A57-2 (HMCH) - A57-1 (HMCL)	Ignition switch off	80 to 170 Ω	Ω

Post-procedure1

(c) Reconnect the hybrid vehicle control ECU connector.

OK ► REPLACE HYBRID VEHICLE CONTROL ECU

NG ► REPLACE INVERTER WITH CONVERTER ASSEMBLY

