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|---|---------------------------|--------------------------------------|
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| Model Year Start: 2023 | Model: Prius Prime | Prod Date Range: [12/2022 -] |
| Title: POWER DISTRIBUTION: SUB BATTERY SYSTEM: B229919; Sub Battery System Output Power "F" Circuit Current Above Threshold; 2023 - 2024 MY Prius Prius Prime [12/2022 -] | | |

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|------------|----------------|--|
| DTC | B229919 | Sub Battery System Output Power "F" Circuit Current Above Threshold |
|------------|----------------|--|

DESCRIPTION

As a backup for when an auxiliary battery power source malfunction occurs, power is supplied to the brake booster with master cylinder assembly.

| DTC NO. | DETECTION ITEM | DTC DETECTION CONDITION | TROUBLE AREA | WARNING INDICATE | DTC OUTPUT FROM | PRIORITY |
|---------|---|---|--|-----------------------|--------------------|----------|
| B229919 | Sub Battery System Output Power "F" Circuit Current Above Threshold | The current flowing at the CACT terminal is being monitored and the current value is at the threshold or more for 1.5 seconds or more (1 trip detection logic) | <ul style="list-style-type: none"> Integrated capacitor (integration control supply) Brake booster with master cylinder assembly Harness or connector | User informed: Yes | Sub Battery System | A |

CHECK FOR DTCs

- Clear the DTCs (even if no DTCs are stored, perform the clear DTC procedure).
- Turn the ignition switch off and wait 6 minutes or more. (A)
- Turn the ignition switch to ON. (B)
- Turn the GTS on. (C)
- Wait for 10 seconds or more. (D)
- Read the DTCs. (E)

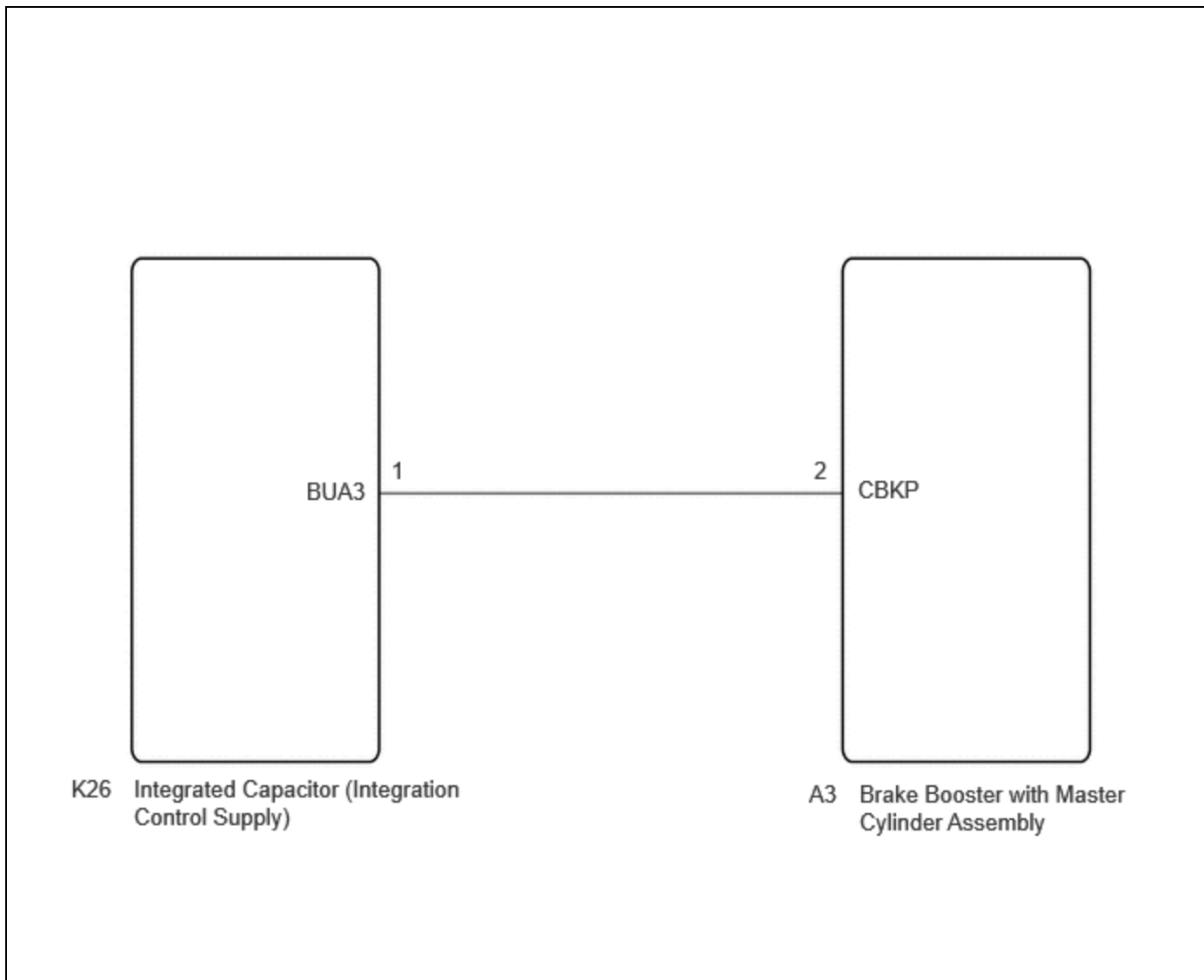
HINT:

- If a DTC is output, the system is malfunctioning.
 - If a DTC is not output, perform the following procedure.
- Enter the following menus: Body Electrical / Sub Battery System / Utility / All Readiness. (F)
 - Enter the DTC to be checked. (G)
 - Check the DTC judgment result. (H)

HINT:

- If the judgment result is NORMAL, the system is normal.
- If the judgment result is ABNORMAL, the system is malfunctioning.
- If the judgment result is INCOMPLETE, perform steps (A) through (H) again.

WIRING DIAGRAM



CAUTION / NOTICE / HINT

NOTICE:

- When removing/installing the transmission floor shift assembly (shift control ECU)/shift control actuator assembly (shift actuator ECU) or disconnecting/connecting connectors, make sure there is no power* supplied.
 - *: Auxiliary battery, sub battery, integrated capacitor (integration control supply), etc.
- Before removing and installing the integrated capacitor (integration control supply), make sure the cable is disconnected from the negative (-) auxiliary battery terminal after 5 minutes or more has elapsed since the ignition switched was turned off.
- Before performing troubleshooting, check the state of fuses and connectors of this circuit, and contact voltage of respective terminals.

PROCEDURE

| | |
|-----------|----------------------|
| 1. | CHECK FOR DTC |
|-----------|----------------------|

(a) Check for DTCs.

Body Electrical > Sub Battery System > Trouble Codes

| RESULT | PROCEED TO |
|-----------------------|------------|
| B229919 is output | A |
| B229919 is not output | B |

B ► **USE SIMULATION METHOD TO CHECK**

A
▼

| | |
|-----------|--|
| 2. | CHECK HARNESS AND CONNECTOR (INTEGRATED CAPACITOR (INTEGRATION CONTROL SUPPLY) - BRAKE BOOSTER WITH MASTER CYLINDER ASSEMBLY) |
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Pre-procedure1

- (a) Disconnect the cable from the negative (-) auxiliary battery terminal.
- (b) Disconnect the K26 integrated capacitor (integration control supply) connector.

Procedure1

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

Standard Resistance:



[Click Location & Routing\(K26\).](#)

[Click Connector\(K26\).](#)

| TESTER CONNECTION | CONDITION | SPECIFIED CONDITION | RESULT |
|----------------------------|---------------------|---------------------|--------|
| K26-1 (BUA3) - Body ground | Ignition switch off | 10 kΩ or higher | kΩ |

Post-procedure1

- (d) None

OK ► **REPLACE INTEGRATED CAPACITOR (INTEGRATION CONTROL SUPPLY)**

Click here [INFO](#)

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3.**CHECK HARNESS AND CONNECTOR (BRAKE BOOSTER WITH MASTER CYLINDER ASSEMBLY)**

Pre-procedure1

(a) Disconnect the A3 brake booster with master cylinder assembly connector.

Procedure1

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

Standard Resistance:


[Click Location & Routing\(K26,A3\).](#)
[Click Connector\(K26\).](#)
[Click Connector\(A3\).](#)

| TESTER CONNECTION | CONDITION | SPECIFIED CONDITION | RESULT |
|---|---------------------|---------------------|--------|
| K26-1 (BUA3) or A3-2 (CBKP) - Body ground | Ignition switch off | 10 kΩ or higher | kΩ |

Post-procedure1

(c) None

OK ► **REPLACE BRAKE BOOSTER WITH MASTER CYLINDER ASSEMBLY**

Click here [INFO](#)

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

