Last Modified: 12-04-2024	6.11:8.1.0	**Doc ID:** RM1000000028X1O
Model Year Start: 2023	**Model:** Prius Prime	**Prod Date Range:** [12/2022 -]
Title: BRAKE CONTROL / DYNAMIC CONTROL SYSTEMS: ELECTRONICALLY CONTROLLED BRAKE SYSTEM: C102000; Ignition Switch On/Start Position Malfunction; 2023 - 2024 MY Prius Prius Prime [12/2022 -]		

DTC	**C102000**	**Ignition Switch On/Start Position Malfunction**

DESCRIPTION

If a malfunction is detected in the power supply circuit, the No. 1 skid control ECU (brake booster with master cylinder assembly) power source voltage drops, or there is insufficient voltage to operate the main relay, the No. 1 skid control ECU (brake booster with master cylinder assembly) will store these DTCs.

If the auxiliary battery voltage is temporarily low, these DTCs may be stored.

DTC NO.	DETECTION ITEM	DTC DETECTION CONDITION	TROUBLE AREA	MIL	DTC OUTPUT FROM	PRIORITY	NOTE
C102000	Ignition Switch On/Start Position Malfunction	When the IGP status signal received from the hybrid vehicle control ECU is ON and power is not supplied to the IGR terminal (less than 2.8 V) for 4 seconds or more.	• Open or short in IGR circuit • Improperly connected connector, deformation or corrosion of terminals • No. 1 skid control ECU (brake booster with master cylinder assembly)	Does not come on	Brake Booster	A	Output ECU: No. 1 skid control ECU (brake booster with master cylinder assembly)

WIRING DIAGRAM

Refer to DTC C117514.

Click here INFO

CAUTION / NOTICE / HINT

NOTICE:

- Inspect the fuses for circuits related to this system before performing the following procedure.
- Before performing troubleshooting, make sure to confirm that the auxiliary battery voltage is normal.

  Click here INFO
- Make sure to wait 5 minutes or more with the ignition switch turned off before removing the integration control supply or disconnecting any supply power circuit from the integration control supply, in order for the voltage to be discharged and self-diagnosis to run.

PROCEDURE

1.	**CHECK HARNESS AND CONNECTOR (IGR TERMINAL)**

Procedure1

(a) Make sure that there is no looseness at the locking part and the connecting part of the connector.

OK:
The connector is securely connected.

Pre-procedure1

(b) Disconnect the A3 No. 1 skid control ECU (brake booster with master cylinder assembly) connector.

Procedure2

(c) Check both the connector case and the terminals for deformation and corrosion.

OK:
No deformation or corrosion.

Pre-procedure2

(d) Turn the ignition switch to ON.

Procedure3

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

Standard Voltage:

EWD INFO

Click Location & Routing(A3)
Click Connector(A3)

TESTER CONNECTION	SWITCH CONDITION	SPECIFIED CONDITION	RESULT
A3-30 (IGR) - Body ground	Ignition switch ON	11 to 14 V	V

Post-procedure1

(f) None

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

Click here INFO

NG ▶ **REPAIR OR REPLACE HARNESS OR CONNECTOR**