

IMPORTANT UPDATE

TECHNICAL INSTRUCTIONS

FOR

SAFETY RECALL J0V

HYBRID SYSTEM SOFTWARE UPDATE

**CERTAIN:
2010-2014 PRIUS**

**Technical Instructions for the 2012-2014 Prius V
are in a separate document**

Update 12.21.2018: The Calibration Verification Check has been removed until further notice.

Update 1.17.2019: The Calibration Verification Check has been reactivated.

Update 1.17.2019: Updates to the 2010 CID charts were made.

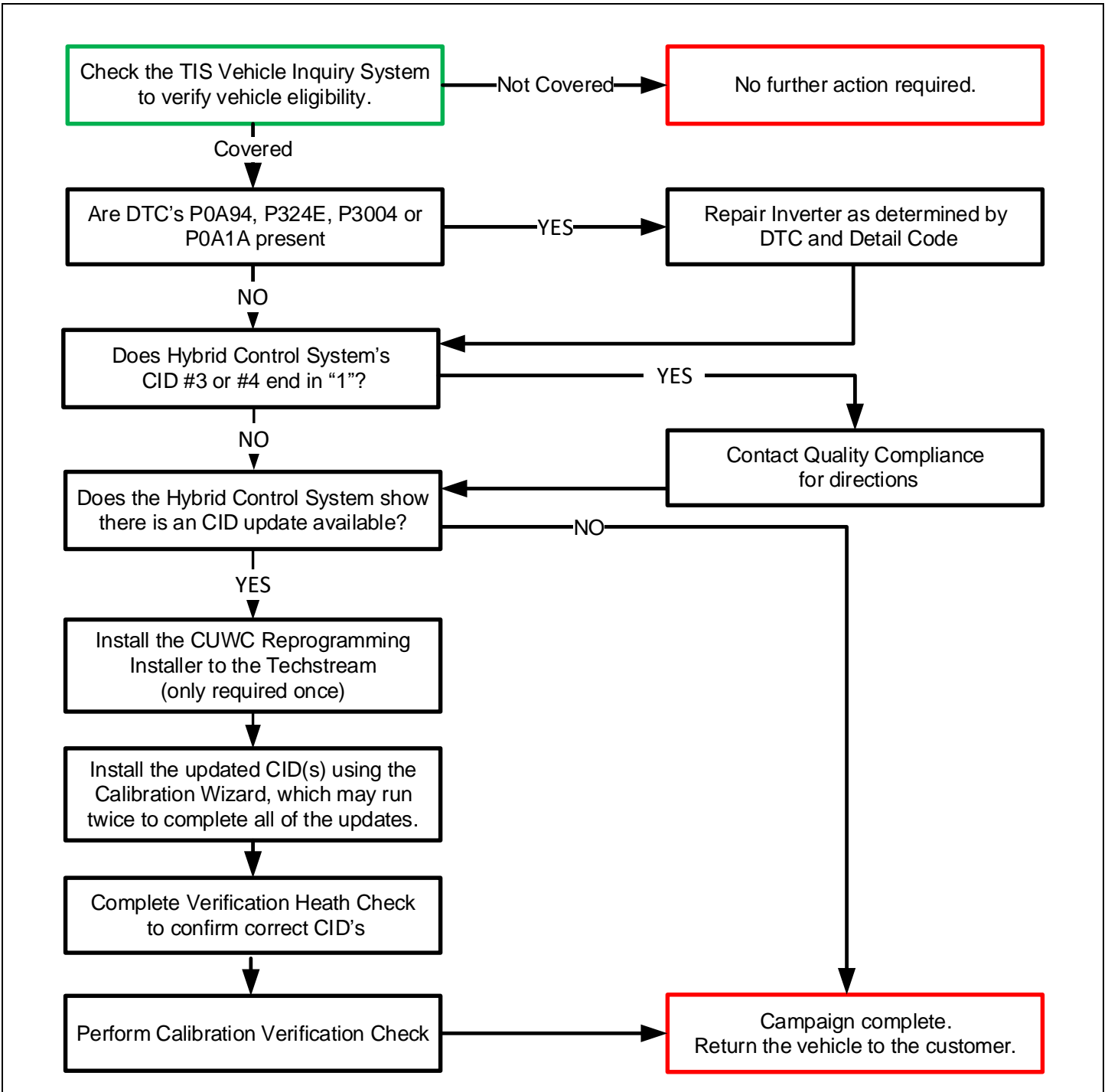
Update 8.29.2019: Additional details provided for CID identification (p. 7-8) and Calibration Verification Check (p. 24).

The repair quality of covered vehicles is extremely important to Toyota. All dealership technicians performing this recall are required to successfully complete the most current version of the E-Learning course “Safety Recall and Service Campaign Essentials”. To ensure that all vehicles have the repair performed correctly; technicians performing this recall repair are required to currently hold at least one of the following certification levels:

- **Expert Technician (Hybrid)**
- **Master Technician**
- **Master Diagnostic Technician**

It is the dealership’s responsibility to select technicians with the above certification level or greater to perform this recall repair. Carefully review your resources, the technician skill level, and ability before assigning technicians to this repair. It is important to consider technician days off and vacation schedules to ensure there are properly trained technicians available to perform this repair at all times.

I. OPERATION FLOW CHART



II. IDENTIFICATION OF AFFECTED VEHICLES

1. CHECK VEHICLE FOR CAMPAIGN ELIGIBILITY

- Compare the vehicles VIN to the VIN listed on the Repair Order to ensure they match.
- Check the TIS Vehicle Inquiry System to confirm the VIN is involved in this Campaign, and that it has not already been completed.

Note: TMNA warranty will not reimburse dealers for repairs completed on vehicles that are not affected or were previously completed, even by another dealer.

III. PREPARATION

1. PARTS

Part Number	Part Description	Quantity
00451-00001-LBL*	Authorized Modification Label	1

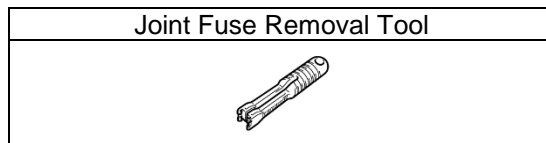
*Labels can be ordered in packs of 25 from the MDC through the Dealer Daily Website

2. TOOLS, SUPPLIES & EQUIPMENT

- Standard Hand Tools
- Techstream 2.0 / Techstream Lite with software version 13.30 or greater installed
- GR8 Battery Diagnostic Station
- T-SB-0134-16

SST – These Special Service Tools required for this repair:

Part Number	Tool Name	Quantity
09891-47020	Inverter Case Separator	1
Campaign tool	Joint Fuse removal tool	1



The fuse removal tools were shipped to the dealers for a previous campaign. Additional tools will also be sent.

IV. BACKGROUND

The involved vehicles were designed to enter a failsafe driving mode in response to certain hybrid system faults. Toyota has found that in rare situations, the vehicle may not enter a failsafe driving mode as intended. If this occurs, the vehicle could lose power and stall. While power steering and braking would remain operational, a vehicle stall while driving at higher speeds could increase the risk of a crash.

This recall remedy will address a new condition in the vehicles involved in previous Safety Recall E0E. The previous recall did not anticipate the new condition remedied with this recall.

V. INSPECT INVERTER CONDITION



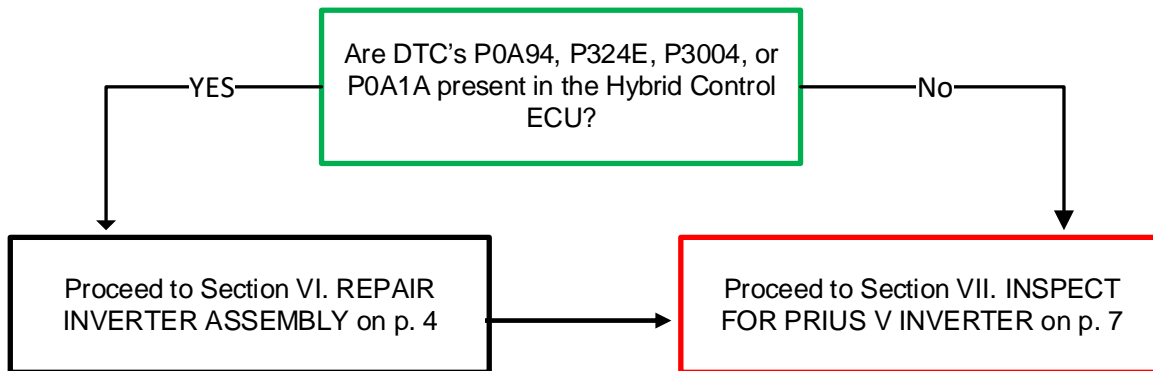
1. PERFORM HEALTH CHECK

- a. Using a Techstream, perform a Health Check.



If any hybrid DTC's are found that indicate a safety risk at performing this repair, do not proceed until they have been resolved.

Note: This Safety Recall covers only the specified ECU updates and Inverter repairs, as detailed in these instructions. It does not cover the diagnosis or replacement of any other parts on the vehicle, including the hybrid system.

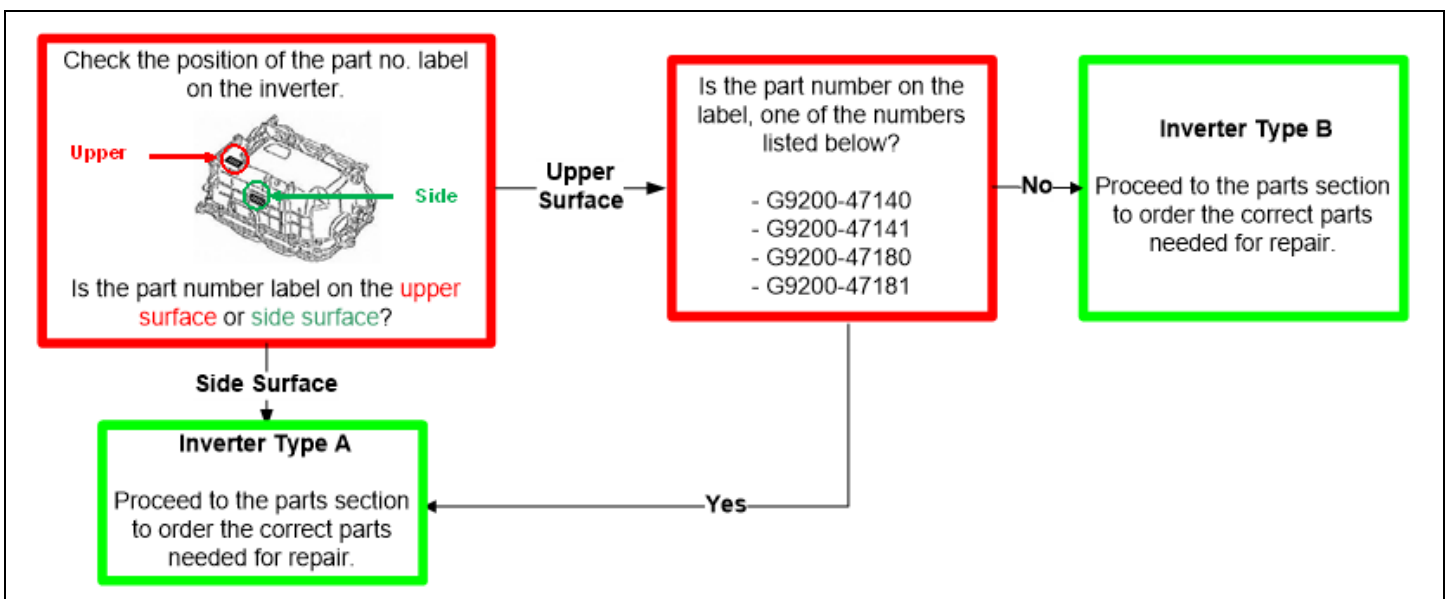


VI. REPAIR INVERTER ASSEMBLY

Note: Repairing the inverter required only if DTC's P0A94, P324E, P3004 or P0A1A is present. If these DTC's are not present, skip to section VII. Determine CID Status on page 7.

1. DETERMINE INVERTER ASSEMBLY TYPE

- a. Using the flowchart below determine the inverter type (A or B).



2. DETERMINE REPAIR COMPONENTS BASED ON DTC DETAIL CODE AND INVERTER TYPE

- If multiple DTCs are present save the freeze frame data.
- After saving the freeze frame data, clear codes and confirm what DTCs reset.
- If multiple codes return, follow the repair manual diagnosis procedure for the DTC with Freeze Frame Data Occurrence Order value of "1".
- Use the correct table below to identify the parts required for repair, the correct parts are listed in the bottom row of each table.

TYPE A

DTC	DTC DETAIL CODE	IPM REPLACEMENT	• MG-ECU • CURRENT SENSOR • INVERTER WIRE HARNESS	• MG-ECU • CURRENT SENSOR • IPM • INVERTER WIRE HARNESS	INVERTER ASSY
P0A94	127			X	
	172	X			
	442			X	
	547		X		
	548			X	
	549		X		
	550			X	
	553	X			
	554		X		
	555			X	
	556		X		
	557	X			
	564			X	
	585			X	
	587			X	
589			X		
590			X		
P324E	788			X	
P0A1A	151			X	
	155		X		
	156		X		
	166		X		
	200		X		
	658		X		
	659		X		
791		X			
P3004	131				X
	132				X
	800	X			
	801	X			
PARTS & QUANTITY (QTY)		04899-47020 (1) 08887-02809 (2) 04899-47060 (1) 08826-00100 (1) 90430-18008 (1)	G920H-47030 (1) G920J-52010 (1) G9208-47090 (1) 04899-47060 (1) 08826-00100 (1) 90430-18008 (1)	04899-47020 (1) 08887-02809 (2) G920H-47030 (1) G920J-52010 (1) G9208-47090 (1) 04899-47060 (1) 08826-00100 (1) 90430-18008 (1)	ORDER BY VIN



Thermal grease for IPM replacement is NOT interchangeable. Only grease specified for the Prius inverter can be used. Grease for the Highlander IPM replacement will result in inverter failure if used.

TYPE B

DTC	DTC DETAIL CODE	IPM REPLACEMENT	MG-ECU	• MG-ECU • IPM	• MG-ECU • CURRENT SENSOR • IPM	INVERTER ASSY
P0A94	127			X		
	172	X				
	442			X		
	547		X			
	548				X	
	549		X			
	550				X	
	553	X				
	554		X			
	555					X
	556		X			
	557	X				
	564				X	
	585				X	
	587				X	
589				X		
590				X		
P324E	788				X	
P0A1A	151				X	
	155		X			
	156		X			
	166		X			
	200		X			
	658		X			
	659		X			
	791		X			
	792		X			
793		X				
P3004	131					X
	132					X
	800	X				
	801	X				
PARTS & QUANTITY (QTY)		04899-47020 (1) 08887-02809 (2) 04899-47060 (1) 08826-00100 (1) 90430-18008 (1)	G920H-47030 (1) 04899-47060 (1) 08826-00100 (1) 90430-18008 (1)	04899-47020 (1) 08887-02809 (2) G920H-47030 (1) 04899-47060 (1) 08826-00100 (1) 90430-18008 (1)	04899-47020 (1) 08887-02809 (2) G920H-47030 (1) G920J-52010 (1) 04899-47060 (1) 08826-00100 (1) 90430-18008 (1)	ORDER BY VIN



Thermal grease for IPM replacement is NOT interchangeable. Only grease specified for the Prius inverter can be used. Grease for the Highlander IPM replacement will result in inverter failure if used.

3. TO REPAIR THE INVERTER, CLICK ON THE RELEVANT LINK BELOW:

- [2010 Prius: Intelligent Power Module Transistor Removal](#)
- [2011 Prius: Intelligent Power Module Transistor Removal](#)
- [2012 Prius: Intelligent Power Module Transistor Removal](#)
- [2013 Prius: Intelligent Power Module Transistor Removal](#)
- [2014 Prius: Intelligent Power Module Transistor Removal](#)

4. CONTINUE TO THE NEXT SECTION TO CONFIRM CID'S STATUS

VII. INSPECT FOR PRIUS V INVERTER OR MG ECU

1. INSPECTION OF HYBRID CONTROL CID'S #3 & #4

- Identify the Hybrid Control CID #3 & #4 from the Stored Data tab.
- Determine if the last digit of CID #3 & #4 is a "0" or a "1".

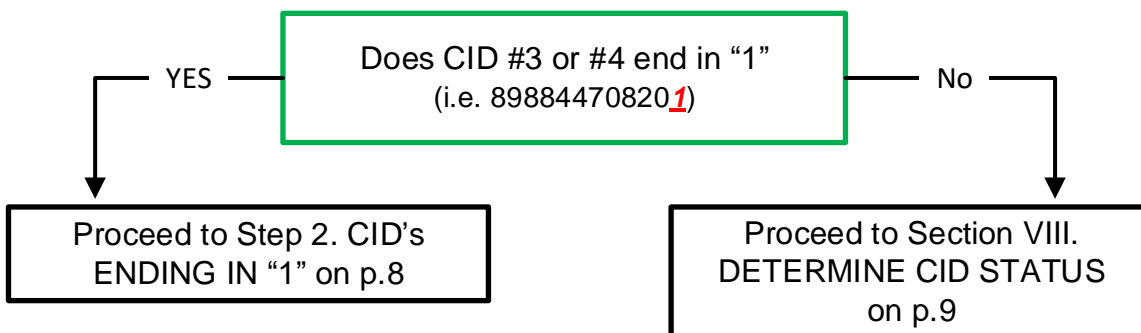
For example: CID 89884470820⁰, has the last digit of "0".

CID 89884470820¹, has the last digit of "1".

Note: The actual CID's will vary, and may not be the same CID as the example.

The screenshot shows the Techstream interface for a 2014 Prius. The 'Stored Data' tab is selected. The 'Hybrid Control' system is highlighted in the left sidebar. A table displays CID values for various systems. The following table represents the data shown in the screenshot:

System	RoB	Calibration	Update
Engine and ECT	-	34754000	No
	-	A4701000	No
	-	896B34747100	Yes
	-	896B57502000	No
	-	898844708200	No
	-	898844709200	No
Cruise Control	-	-	-
Tire Pressure Monitor	-	-	-
ABS/VSC/TRAC	-	F152647216	No
EMPS	-	JCU315F0	No
Transmission Control	-	-	-



2. CID's ENDING IN "1"

It may be necessary to determine if a Prius has been incorrectly repaired with a Prius V inverter or Motor Generator (MG) ECU. This condition may be identified by reviewing the Hybrid Control System CIDs #3 & #4. If the #3 and #4 CIDs end in a "1" instead of a "0", this indicates that Prius V components were installed in a Prius vehicle.

This mismatch of CID's will create an error message when performing J0V and will prevent its completion. To address this situation, the vehicle must be repaired using parts that are correct for a Prius.

If the vehicle requires replacement of the Inverter or MG ECU because PriusV parts are installed, it will be necessary to contact Quality Compliance for direction.

Please check Toyota National Service History (NSH) to determine if the Prius V inverter or MG ECU was installed at a Toyota dealership. The following part numbers would confirm the issue:

- G9200-49056 Prius V Inverter Assembly
- G920H-47040 Prius V Motor Generator ECU

Email Quality Compliance with the following information to determine the repair direction:

Email address: quality_compliance@toyota.com

Email subject: J0V Inverter/MG ECU Request

Email contents:

- VIN #
- Screenshot of Hybrid Control CID's
- RO# and date of previous Inverter or MG ECU replacement in NSH (if found).
- Part number of Inverter or MG ECU replacement in NSH (if found).
- Technicians Name and contact number.

VIII. DETERMINE CID STATUS

1. DETERMINE STATUS of HYBRID CONTROL SYSTEM CID's

- Locate the Update column for the Hybrid Control System in the Stored Data tab.
- Determine the status of the **4 CID's** for the Hybrid Control ECU; indicated by a **YES** or **NO** in the Update column.

Note: It's possible that all 4 CID's need to be updated, as well as it's possible that only 1, 2 or 3 of the 4 CID's need to be updated. If any of the CID's indicate 'Yes', proceed with the update procedure.

The screenshot shows the Techstream interface for a 2014 Prius. The 'Stored Data' tab is selected. The 'Health Check Results' section indicates that the health check does not display live data and that changes in vehicle condition will not update the data. The 'Enhanced' section shows a table of systems with their respective RoB, Calibration, and Update status. The 'Hybrid Control' system is highlighted, and its 'Update' status is 'Yes'. Red annotations highlight the 'Stored Data' tab, the 'Hybrid Control' system, and the 'Update' column values.

System	RoB	Calibration	Update
Engine and ECT	-	34754000	No
	-	A4701000	No
Hybrid Control	-	896B34747100	Yes
	-	896B57602000	No
	-	898844708200	No
	-	898844709200	No
Cruise Control	-	-	-
Tire Pressure Monitor	-	-	-
ABS/VSC/TRAC	-	F152647216	No
EMPS	-	JCU315F0	No
Transmission Control	-	-	-

4 CID's for the Hybrid Control System

Status of available Update

Do any of the **4 CID's** of the Hybrid Control System indicate there is a UPDATE available?

Proceed to Section VIII. Vehicle Preparation on p. 10

Campaign complete. Return the vehicle to the customer.

IX. VEHICLE PREPERATION

The ECU reprograming procedure is detailed in [T-SB-0134-16](#). Reference this Bulletin for additional detailed procedures and information.

1. VEHICLE BASICS

a. Confirm the following conditions:

- Vehicle in the IG position (engine off).
- Transaxle in Park.
- Parking brake engaged.
- Turn off all electrical accessories(i.e. Headlights, wipers, climate control, audio system, etc.)

2. CONNECT THE 12v BATTERY TO A POWER SUPPLY (GR8)

- a. Connect the GR8 or other type of a power supply (not a battery charger) to the 12v battery.
b. Select the Power Supply Mode from the Charge Menu of the GR8.



A power supply *MUST* be used during reprogramming. ECU damage will occur if the battery voltage is not properly maintained during this re-flash procedure.

Note: A power supply must be connected directly to the 12v battery terminals and NOT the remote jump posts under the hood (if equipped).

3. VERIFY TECHSTREAM SETUP

a. Verify that the Techstream meets the following conditions:

- Software version 13.30 or greater is installed.
- The Techstream battery is fully charged. If not, connect the Techstream to a 120v source.
- The DLCIII cable is in good condition.



The Techstream battery must be maintained during the update procedure. If necessary, plug the Techstream into a 120v outlet to ensure that a failure does not occur.

Note: If the Techstream communication with the vehicle fails during the re-flash procedure, the ECU will be damaged and must be replaced.

4. Verify Techstream Configuration

- From the menu at the top of the screen, select: Setup / Techstream Configuration.
- Continue to the third setup screen: Required Information.
- Verify that "US Dealer 1" is selected as the User Type.

Please input the following information.

Required Information

This Information is used for error report follow up.

Dealer Name

Dealer Code

Dealer Phone

Dealer Country /Region

This selection is used to configure Techstream network settings.

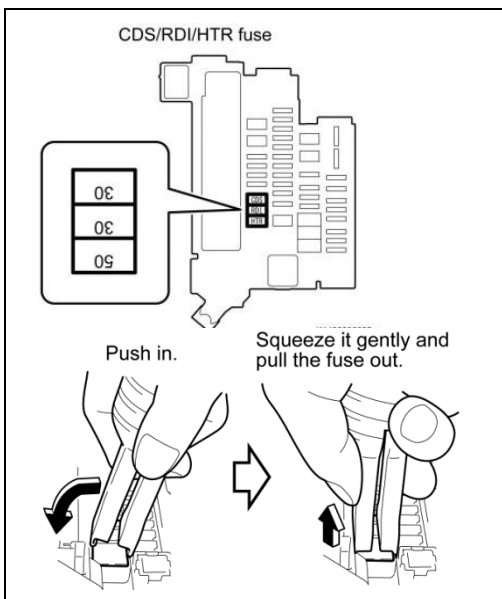
User Type

Example:
TOYOTA/LEXUS/SCION Dealers in the U.S. for one.tis.toyota.com upgrade

5. MAINTAIN BRAKE SYSTEM PRESSURE

- Depress the brake pedal fully 2 times within 2 seconds.

Note: You may hear the hydro-boost pump run for a few seconds when completing these steps. This procedure will prevent the pump from running during the calibration update procedure.



6. REMOVE JOINT FUSE FROM ENGINE ROOM FUSE BOX

- Confirm the joint fuse orientation before removal because the fuse can be installed in either direction.
- Using the fuse puller remove the joint fuse that encases the CDS (30A), RDI (30A) and HTR (50A).



Permanent damage to the ECU's can happen if these fuses are not removed.

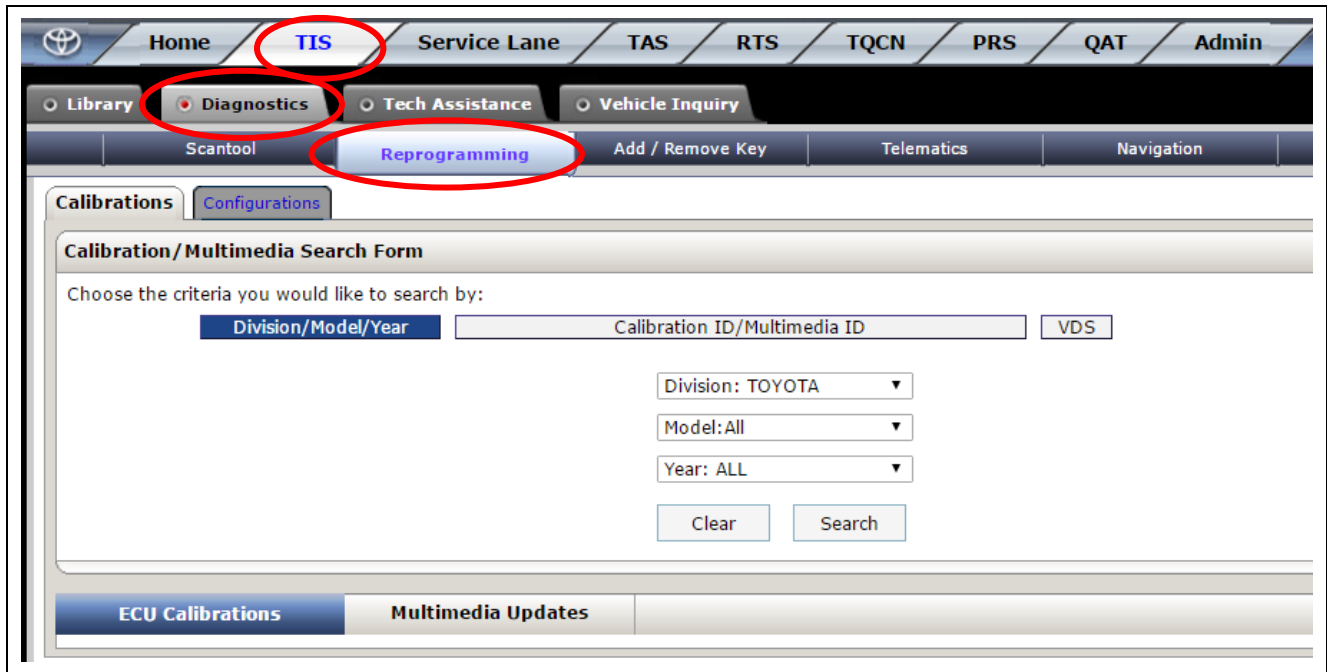
Removing these fuses will stop the vehicle from performing onboard diagnostic tests during the update, which could cause the update to fail and damage the ECU.

X. CUWC APPLICATION

1. INSTALL CUWC FILE INSTALLER (Only required once for each Techstream)

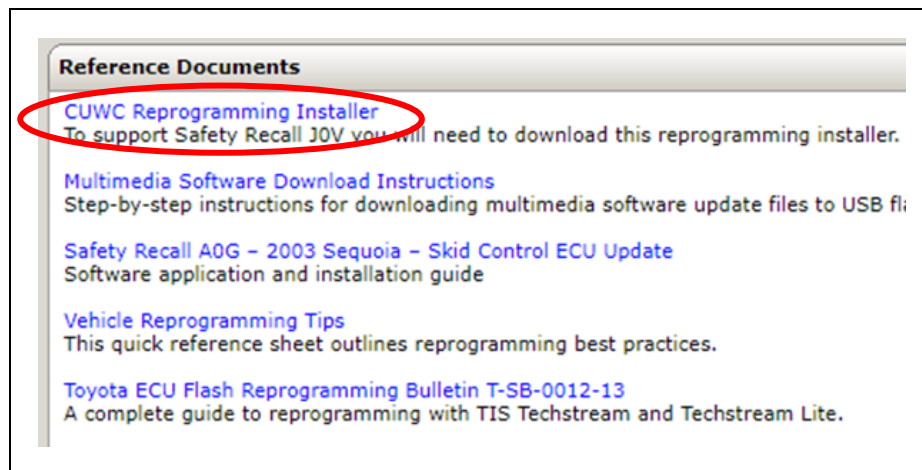
a. In TIS, select the following:

- TIS / Diagnostics / Reprogramming



b. On the right side of the screen, select the following from the Reference Documents:


- CUWC Reprogramming Installer
- Follow the on-screen instructions to complete the installation.



Note: The installation of the CUWC Reprogramming Installer will only need to be completed one time for each Techstream.

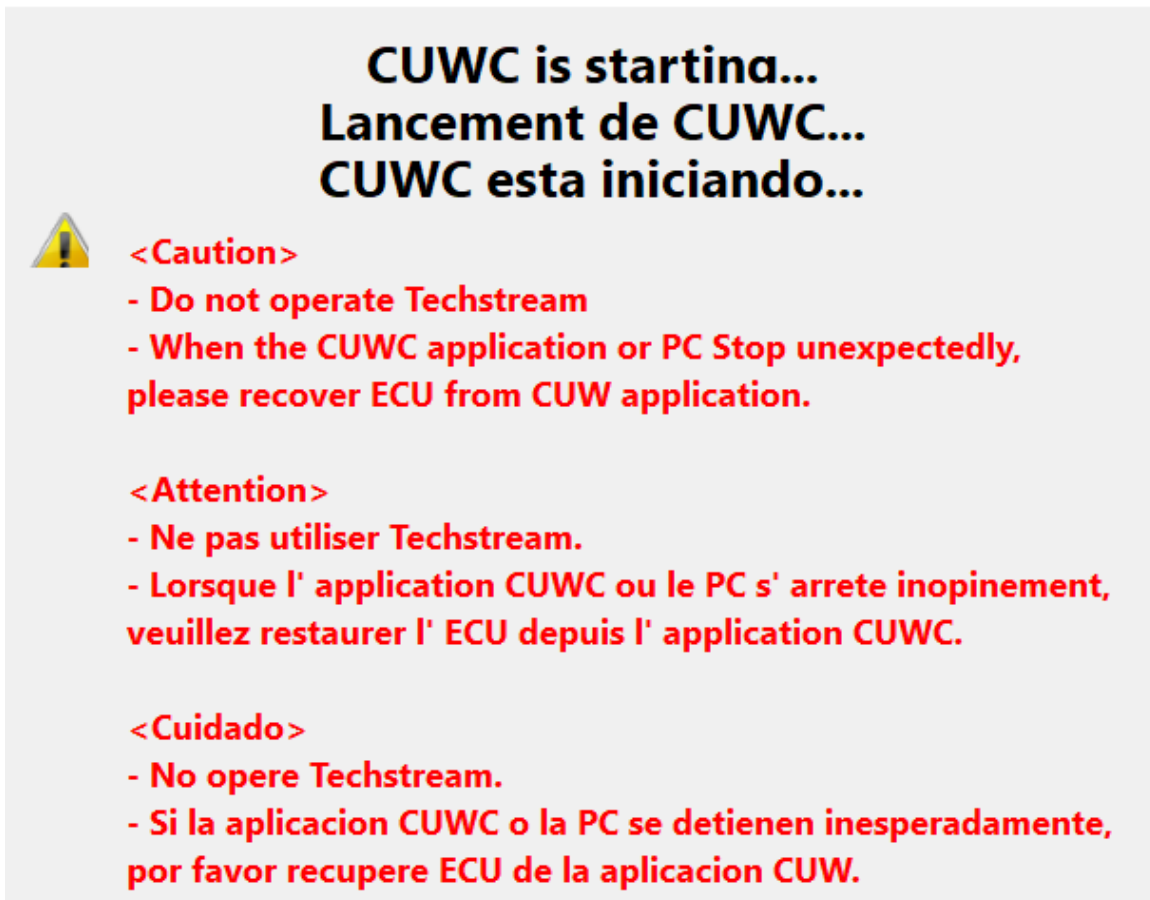
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Installation of the CUWC Reprogramming Installer is required on each Techstream to install the new format of Calibration ID's. This new format will automatically, if needed, run the Calibration Wizard twice to complete the installation of updated CID's in both the Power Management and Motor Generator ECU's.


	<p><u>Permanent damage to the ECU's will occur if the following actions are attempted during the CID update procedure:</u></p> <ul style="list-style-type: none">• Attempt to close the CUWC installer• Attempt to close the Calibration Wizard• Turning off the vehicles ignition• Turning off the Techstream• Unplugging the Techstream from the vehicle while programming in in process
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The following message will appear when the CUWC installation application is running. This image cannot be closed manually. **When the installation of all necessary CID's is complete, the image will close.**

Message displayed during CID update process:



CUWC is starting...
Lancement de CUWC...
CUWC esta iniciando...

 **<Caution>**

- Do not operate Techstream
- When the CUWC application or PC Stop unexpectedly, please recover ECU from CUW application.

<Attention>

- Ne pas utiliser Techstream.
- Lorsque l' application CUWC ou le PC s' arrete inopinement, veuillez restaurer l' ECU depuis l' application CUWC.

<Cuidado>

- No opere Techstream.
- Si la aplicacion CUWC o la PC se detienen inesperadamente, por favor recupere ECU de la aplicacion CUW.

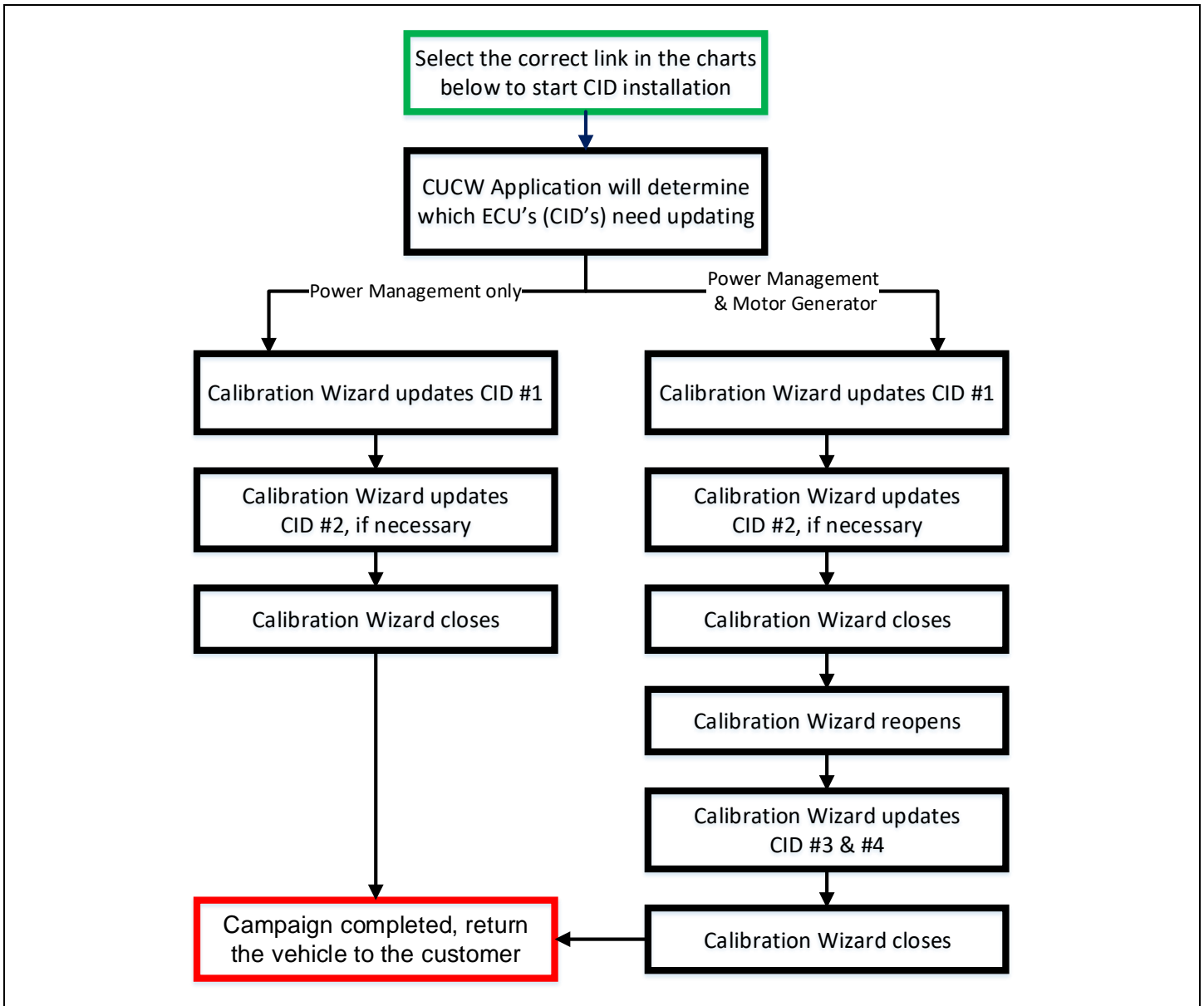
(cont. on next page)

MULTIPLE CID's MAY BE UPDATED

The CUWC Application will update the Hybrid Control System CID #1 (PM Main) using the Calibration Wizard, as required for Safety Recall J0V. Additionally, it will update CID #2, #3, and #4 of the Hybrid Control System using the Calibration Wizard, as needed, if the vehicle has not had Safety Recall E0E completed. When selecting an installation link from the charts below, please understand that the Calibration Wizard may **AUTOMATICALLY** run twice to complete the installation. The first installation will update CID #1 (PM Main) as required on all vehicles, and update CID #2 (PM sub) if necessary. The Calibration Wizard will then close as normal. If CID's #3 and #4 need to be updated, the Calibration Wizard will **AUTOMATICALLY** open again and complete these installations. DO NOT exit the application or shut off the vehicle or Techstream while the large CUWC text box is present on the screen. Permanent damage to the ECU will occur.

CID #1: Power Management Main
CID #2: Power Management sub

CID #3: Motor Generator #1
CID #4: Motor Generator #2



XI. CID INSTALLATION

1. INSTALLATION OF CID'S

- Identify the Hybrid Control CID #3 & #4 from the Stored Data tab.
- Referencing the correct model year in the chart's below, identify the chart that has the correct CID #3 & #4.
- Select the Group # link (blue text) to begin the update process.
- Follow the instruction on the screen to complete the installation.

Techstream (Ver 13.00.022) - 11433

File Function Setup TIS User Help

System Selection **Stored Data**

2014 Prius
2ZR-FXE

Tire Pressure / Threshold Value [psi/gau]

Sensor 1: 30.1 / 27.5 Sensor 2:
Sensor 3: 29.7 / 28.3 Sensor 4:
Sensor 5: N/A / N/A

Health Check Results

- Health Check does not display live data.
- Changes in vehicle condition will not update au
- To update Health Check, click the Refresh butto

Enhanced | Generic |

System	RoB	Calibration	Update
Engine and ECT	-	34754000	No
	-	A4701000	No
	-	896B34747100	Yes
	-	896B57602000	No
Hybrid Control	-	898844708200	No
	-	898844709200	No
Cruise Control	-	-	-
Tire Pressure Monitor	-	-	-
ABS/VSC/TRAC	-	F152647216	No
EMPS	-	JCU315F0	No
Transmission Control	-	-	-

Campaign Status: Y
PERMANENT: NO

Sort
Expand>>
TIS Search
Print
Back

DTC
DLC 3

Default User
1:42 PM
10/1/2018

CID #3 & #4

2010 Prius	CID #1	896B34701000 896B34701100 896B34701200 896B34701300 896B34701400 896B34701500 896B34701600 896B34701700 896B34701800 896B34701900	<u>2010 Prius #1</u> CID #1: 896B34732000 CID #2: 896B54701100 CID #3: 898844701400 CID #4: 898844702300
	CID #2	896B54701000 896B54701100	
	CID #3	89884470 1200 89884470 1300 89884470 1400	
	CID #4	89884470 2100 89884470 2200 89884470 2300	

2010 Prius	CID #1	896B34701000 896B34701100 896B34701200 896B34701300 896B34701400 896B34701500 896B34701600 896B34701700 896B34701800 896B34701900	<u>2010 Prius #2</u> CID #1: 896B34732000 CID #2: 896B54701100 CID #3: 898844708200 CID #4: 898844709200
	CID #2	896B54701000 896B54701100	
	CID #3	89884470 8000 89884470 8100 89884470 8200	
	CID #4	89884470 9000 89884470 9100 89884470 9200	

Prius V Technical Instructions are in a separate document

Note: Although there are 4 CID's for the Hybrid Control System, CID #2 will not be displayed on the Calibration Verification Check. However, the judgement shown in the Calibrations(s) Update Required column does reflect the status of all 4 CID's. There is no need to manually check CID #2.

Year	CID#	Original	Current
2011 Prius	CID #1	896B34714000	<u>2011 Prius #1</u> CID #1: 896B34714700 CID #2: 896B54701100 CID #3: 898844701400 CID #4: 898844702300
		896B34714100	
		896B34714200	
		896B34714300	
2011 Prius	CID #2	896B34714400	
		896B34714500	
		896B34714600	
		896B54701100	
2011 Prius	CID #3	89884470 1200	
		89884470 1300	
		89884470 1400	
		89884470 2100	
2011 Prius	CID #4	89884470 2200	
		89884470 2300	
		89884470 2300	
		89884470 2300	

2011 Prius	CID #1	896B34714000	<u>2011 Prius #2</u> CID #1: 896B34714700 CID #2: 896B54701100 CID #3: 898844708200 CID #4: 898844709200
		896B34714100	
		896B34714200	
		896B34714300	
2011 Prius	CID #2	896B34714400	
		896B34714500	
		896B34714600	
		896B54701100	
2011 Prius	CID #3	89884470 8000	
		89884470 8100	
		89884470 8200	
		89884470 9000	
2011 Prius	CID #4	89884470 9100	
		89884470 9100	
		89884470 9200	
		89884470 9200	

Prius V Technical Instructions are in a separate document

Note: Although there are 4 CID's for the Hybrid Control System, CID #2 will not be displayed on the Calibration Verification Check. However, the judgement shown in the Calibrations(s) Update Required column does reflect the status of all 4 CID's. There is no need to manually check CID #2.

Year	CID#	Original	Current
2012 Prius	CID #1	896B34720000	<u>2012 Prius #1</u> CID #1: 896B34720500 CID #2: 896B54708000 CID #3: 898844701400 CID #4: 898844702300
		896B34720100	
		896B34720200	
		896B34720300	
2012 Prius	CID #2	896B34720400	
		896B54708000	
		89884470 1200	
		89884470 1300	
2012 Prius	CID #3	89884470 1400	
		89884470 2100	
		89884470 2200	
		89884470 2300	
2012 Prius	CID #4	89884470 2300	

2012 Prius	CID #1	896B34720000	<u>2012 Prius #2</u> CID #1: 896B34720500 CID #2: 896B54708000 CID #3: 898844708200 CID #4: 898844709200
		896B34720100	
		896B34720200	
		896B34720300	
2012 Prius	CID #2	896B34720400	
		896B54708000	
		89884470 8000	
		89884470 8100	
2012 Prius	CID #3	89884470 8200	
		89884470 9000	
		89884470 9100	
		89884470 9200	
2012 Prius	CID #4	89884470 9200	

Prius V Technical Instructions are in a separate document

Note: Although there are 4 CID's for the Hybrid Control System, CID #2 will not be displayed on the Calibration Verification Check. However, the judgement shown in the Calibrations(s) Update Required column does reflect the status of all 4 CID's. There is no need to manually check CID #2.

Year	CID#	Original	Current
2013 Prius	CID #1	896B34736000 896B34736100 896B34736200 896B34736300	<u>2013 Prius #1</u> CID #1: 896B34736400 CID #2: 896B57602000 CID #3: 898844701400 CID #4: 898844702300
	CID #2	896B57602000	
	CID #3	89884470 1200 89884470 1300 89884470 1400	
	CID #4	89884470 2100 89884470 2200 89884470 2300	

2013 Prius	CID #1	896B34736000 896B34736100 896B34736200 896B34736300	<u>2013 Prius #2</u> CID #1: 896B34736400 CID #2: 896B57602000 CID #3: 898844708200 CID #4: 898844709200
	CID #2	896B57602000	
	CID #3	89884470 8000 89884470 8100 89884470 8200	
	CID #4	89884470 9000 89884470 9100 89884470 9200	

Prius V Technical Instructions are in a separate document

Note: Although there are 4 CID's for the Hybrid Control System, CID #2 will not be displayed on the Calibration Verification Check. However, the judgement shown in the Calibrations(s) Update Required column does reflect the status of all 4 CID's. There is no need to manually check CID #2.

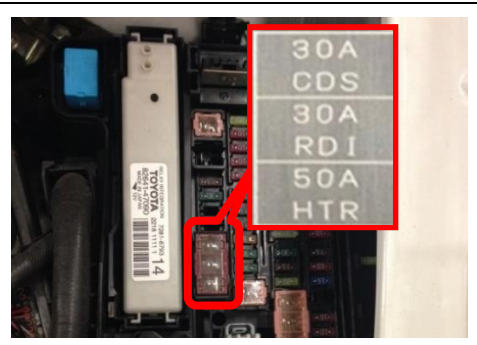
Year	CID#	Original	Current
2014 Prius	CID #1	896B34747000 896B34747100 896B34747200	<u>2014 Prius #1</u> CID #1: 896B34747300 CID #2: 896B57602000 CID #3: 898844701400 CID #4: 898844702300
	CID #2	896B57602000	
	CID #3	89884470 1200 89884470 1300 89884470 1400	
	CID #4	89884470 2100 89884470 2200 89884470 2300	

2014 Prius	CID #1	896B34747000 896B34747100 896B34747200	<u>2014 Prius #2</u> CID #1: 896B34747300 CID #2: 896B57602000 CID #3: 898844708200 CID #4: 898844709200
	CID #2	896B57602000	
	CID #3	89884470 8000 89884470 8100 89884470 8200	
	CID #4	89884470 9000 89884470 9100 89884470 9200	

Prius V Technical Instructions are in a separate document

Note: Although there are 4 CID's for the Hybrid Control System, CID #2 will not be displayed on the Calibration Verification Check. However, the judgement shown in the Calibrations(s) Update Required column does reflect the status of all 4 CID's. There is no need to manually check CID #2.

XII. COMPLETE REPAIR



1. **REINSTALL JOINT FUSE INTO ENGINE ROOM FUSE BOX**
 - a. Confirm the joint fuse orientation before reinstalling because the joint fuse can be installed in either direction.
 - b. Reinstall the joint fuse that encases the CDS (30A), RDI (30A) and HTR (50A).



BE SURE TO ORIENT THE FUSE AS SHOWN ON THE FUSE BLOCK COVER.



2. PERFORM VERIFICATION HEALTH CHECK

- a. Using a Techstream, perform a Health Check.
- c. Clear DTC's that may have set during the re-flash procedure.
- d. **Re-run the Health Check to confirm that no DTC's reappear.**



THIS VERIFICATION HEALTH CHECK IS NECESSARY to update the results and CID's to the National database.

3. CONFIRM CID UPDATE

- a. On the Stored Data tab, confirm the following for the Hybrid Control System:
 - The Update column lists "No" for all 4 Hybrid Control System CID's

4 CID's for the Hybrid Control System

MUST say "NO"

System	RoB	Calibration	Update
Engine and ECT	-	34754000	No
	-	A4701000	No
Hybrid Control	-	896B34747100	No
	-	896B57602000	No
	-	898844708200	No
	-	898844709200	No
Cruise Control	-	-	-
Tire Pressure Monitor	-	-	-
ABS/VSC/TRAC	-	F152647216	No
EMPS	-	JCU315F0	No
Transmission Control	-	-	-



It is recommended to have this step verified by someone other than the individual who performed the update.

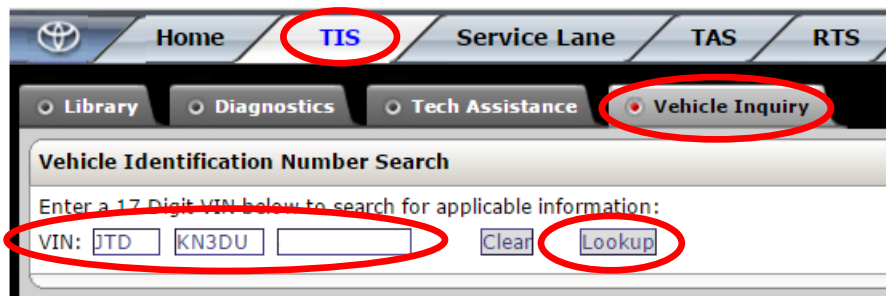
Note: If you receive the following message **after** the Verification Health Check, you have not properly completed the Required Calibration Updates!!



4. PERFORM CALIBRATION VERIFICATION CHECK

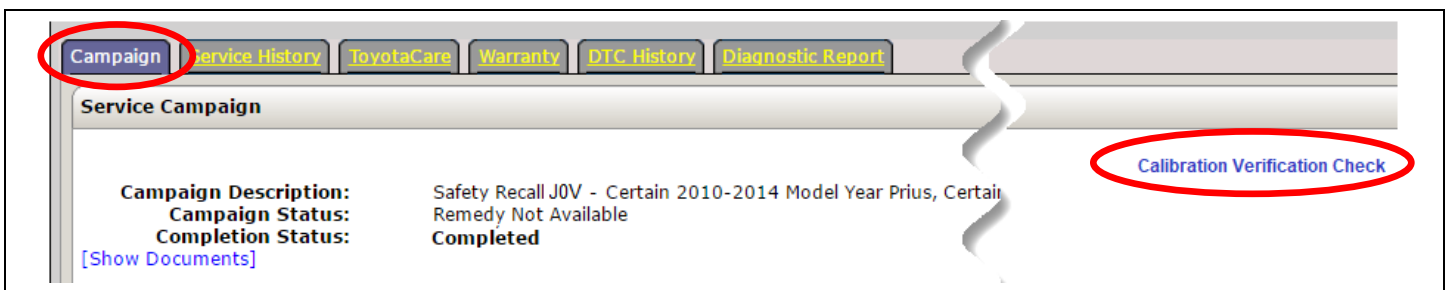
a. Proceed to the following location:

- TIS / Vehicle Inquiry / (input VIN #) / Lookup



b. Proceed to the following location:

- Campaign tab / Calibration Verification Check for Safety Recall J0V
- Input your TIS login password for verification



c. Review the status of the **Calibration(s) Update Required**.

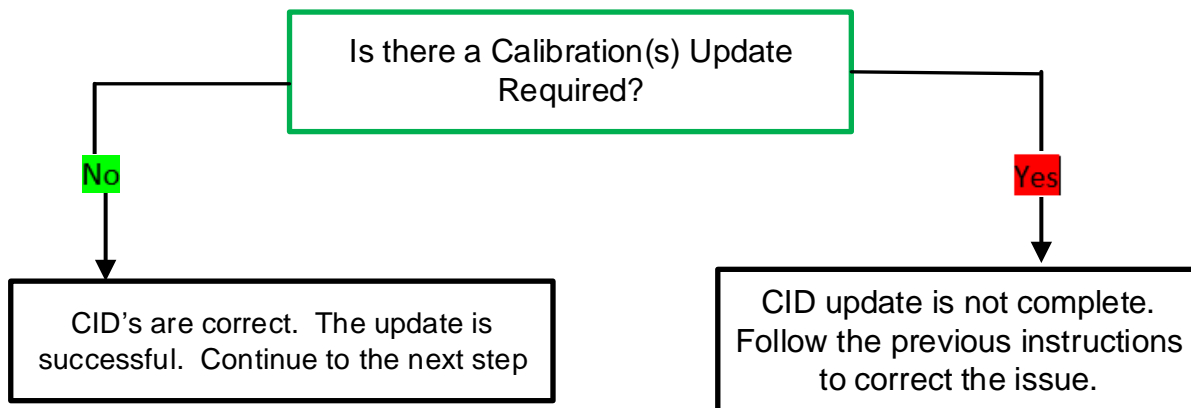
- **OK:** The CID's have successfully loaded. The Calibration(s) Update Required column will say "No" in a green box. Proceed to the next step.
- **NG:** The CID's did not successfully update. The Calibration(s) Update Required column will say "Yes" in a red box. Review these instructions and retry the installation process again.

(cont. on next page)

OK	Campaign	Health Check Time	System	Vehicle Calibration	Minimum Required Campaign Calibration	Status	Calibration(s) Update Required?	Link(s)
	JOV	2019-01-10 18:02:09	Hybrid System	898844713300	→	898844713300	Complete	No
898844712300				→	898844712300	Complete		
896B34761100				→	896B34761100	Complete		

NG	Campaign	Health Check Time	System	Vehicle Calibration	Minimum Required Campaign Calibration	Status	Calibration(s) Update Required?	Link(s)
	JOV	2019-01-07 07:59:38	Hybrid System	898844702300	→	898844702300	Complete	Yes
898844701400				→	898844701400	Complete		
896B34701800				→	896B34732000	Incomplete		

Note: Although there are 4 CID's for the Hybrid Control System, CID #2 will not be displayed on the Calibration Verification Check. However, the judgement shown in the Calibrations(s) Update Required column does reflect the status of all 4 CID's. There is no need to manually check CID #2.



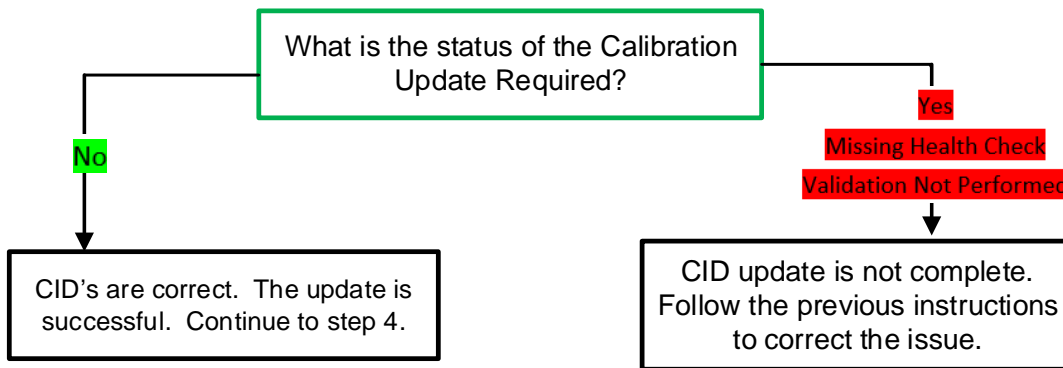
d. Close the Calibration Verification Check screen

5. CONFIRM CALIBRATION UPDATE REQUIRED:

a. Check the status of the **Calibration Update Required** to confirm CID update completion:

The screenshot shows the 'Service Campaign' interface. The 'Campaign' tab is selected. The 'Calibration Update Required' field is highlighted with a red box and contains the value 'No'. A red arrow points from this field to the legend below. Other fields include 'Campaign Description: Safety Recall J0V - Remedy Notice Certain 2010-2014 Model Year Prius Cert', 'Campaign Status: Remedy Available', and 'Completion Status: Completed'. A 'Calibration Validation Check' link is visible in the top right.

- **No** : Successful Completion of Campaign Updates. Vehicle CID's are correct.
- **Yes** : CID's are not correctly updated.
- **Missing Health Check** : Final Health Check was not performed
- **Validation Not Performed** : Calibration Validation Check was not performed after completing CID update(s).



Note: Completion Status

The Completion Status value *does not* reflect the status of the Hybrid Control System CID's. This value reflects the completion status of the Campaign, as determined by the warranty claim submission. The Completion Status will be **Completed** once the warranty claim is submitted and paid.

The screenshot shows the 'Service Campaign' interface. The 'Completion Status' field is highlighted with a red box and contains the value 'Completed'. A red arrow points from this field to the legend below. Other fields include 'Campaign Description: Safety Recall J0V - Remedy Notice Certain 2010-2014 Model Year Prius Cert', 'Campaign Status: Remedy Available', and 'Calibration Update Required: No'. A 'Calibration Validation Check' link is visible in the top right.

Completion Status:

- **Completed** = Warranty Claim has been paid.
- **Not Completed** = The Warranty Claim has not been submitted, or the claim has been submitted but not yet approved or paid.

6. PRINT CUSTOMER HEALTH CHECK REPORT

- From the Stored Data tab, select the Customer Health Check Report button (TIS will launch when button is pressed).

The screenshot shows the TIS software interface with the 'Health Check Results' screen. A callout box highlights a button labeled 'Customer Health Check Button' which features an icon of a person with a clipboard and a document. The background shows a table of system health data.

System	Monitor Status	DTC	Curr	Pass	Fail	Param	SB	Calibration
Engine and ECT	Inc.							34715100
Hybrid Control	-							44101000
Cruise Control	-							996534701000
Tire Pressure Monitor	-							996564701100
ABS/ESC/TRAAC	-							998844701400
EMP-S	-							998844702000
Occupant Detection	-							
Air Conditioner	-							
Combination Meter	-							838004737004
Main Body	-							838004737004
D-Door Motor	-							838004737004
Smart Key	-							996534701000
P-Door Motor	-							
RL-Door Motor	-							
Master Switch	-							

- Log in to TIS.
- Input Vehicle Mileage and Repair Order number.
- Check the "Performed" campaign button for campaign J0V.
- Select the Report button.

The screenshot shows the 'Diagnostic Report' web interface. Under 'Vehicle Information', Mileage is 7787 and Repair Order is 7788. A message states: "Our systems show the following campaigns are outstanding. Have any of these campaigns been completed? Check for SSC door label if unsure.)". Below this, the campaign 'J0V' is listed with 'Performed' selected and a 'Report' button. The 'Report' button is circled in red.

- Confirm Customer Health Check Report information is correct.

The screenshot shows the 'Diagnostic Report' web interface with the 'Health Check Summary' table. The table lists checkpoints and their status, with 'Service Campaigns' showing 'No Action Required' and 'J0V Performed'. Below the table are fields for 'Technician Signature' and 'Quality Inspector Signature'.

Checkpoints	Status	Comments
Powertrain	All systems OK	
Chassis	All systems OK	
Electrical	All systems OK	
Network Systems	All systems OK	
Service Campaigns	No Action Required	J0V Performed

Performed: 02/20/14, 4:36 PM (PST)

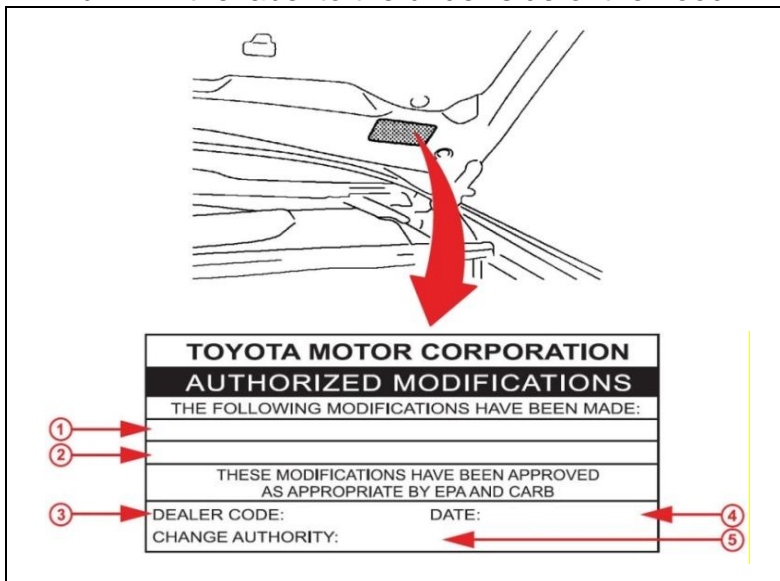
Technician Signature _____

Quality Inspector Signature _____

- Print Customer Health Check Report from TIS.
- Sign and provide to the customer.

7. ATTACH THE AUTHORIZED VEHICLE MODIFICATION LABEL

- a. Fill out the label.
- b. Affix the label to the under-side of the hood.



1	Hybrid Control System
2	(Calibration ID's)
3	(Dealer Code)
4	(Date Completed)
5	Safety Recall J0V

Calibration ID's listed for the Hybrid Control System after completing the final Health Check. The CID's will vary for car to car.

Hybrid Control	896B34747100
	896B57602000
	898844708200
	898844709200

◀ VERIFY REPAIR QUALITY ▶

- Confirm all ECM Calibration has been updated successfully to the NEW CID's.
- Confirm that the Authorized Modification Label has been installed
- If you have any questions regarding this Safety Recall, please contact your regional representative

XIII. APPENDIX

A. PARTS DISPOSAL

As required by Federal Regulations, please make sure all recalled parts (original parts) removed from the vehicle are disposed of in a manner in which they will not be reused, ***unless requested for parts recovery return.***

B. CAMPAIGN DESIGNATION DECORDER

