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.

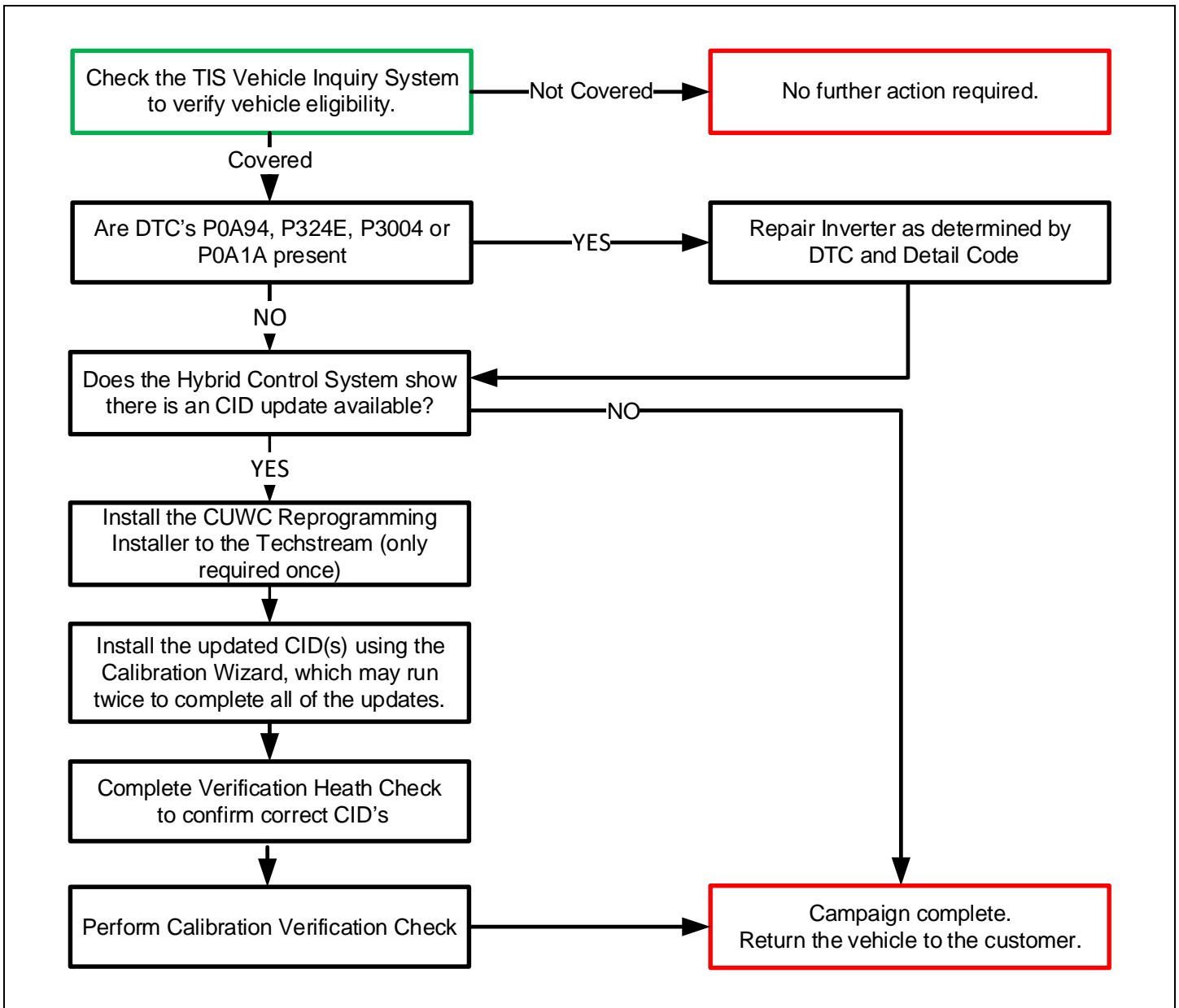Update 1.17.2019: The Calibration Verification Check has been reactivated.

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

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 <u>at least one</u> 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

```
┌─────────────────────────────────┐                        ┌─────────────────────────────────┐
│ Check the TIS Vehicle Inquiry   │──Not Covered──────────▶│    No further action required.  │
│ System to verify vehicle        │                        │                                 │
│ eligibility.                    │                        └─────────────────────────────────┘
└─────────────────────────────────┘
              │ Covered
              ▼
┌─────────────────────────────────┐                        ┌─────────────────────────────────┐
│ Are DTC's P0A94, P324E, P3004   │──────YES──────────────▶│ Repair Inverter as determined   │
│ or P0A1A present                │                        │ by DTC and Detail Code          │
└─────────────────────────────────┘                        └─────────────────────────────────┘
              │ NO                                                         │
              ▼                                                           │
┌─────────────────────────────────┐◀───────────────────────────────────────┘
│ Does the Hybrid Control System  │
│ show there is an CID update     │────────NO───────────┐
│ available?                      │                     │
└─────────────────────────────────┘                     │
              │ YES                                      │
              ▼                                          │
┌─────────────────────────────────┐                     │
│ Install the CUWC Reprogramming  │                     │
│ Installer to the Techstream     │                     │
│ (only required once)            │                     │
└─────────────────────────────────┘                     │
              │                                          │
              ▼                                          │
┌─────────────────────────────────┐                     │
│ Install the updated CID(s) using│                     │
│ the Calibration Wizard, which   │                     │
│ may run twice to complete all   │                     │
│ of the updates.                 │                     │
└─────────────────────────────────┘                     │
              │                                          │
              ▼                                          │
┌─────────────────────────────────┐                     │
│ Complete Verification Heath     │                     │
│ Check to confirm correct CID's  │                     │
└─────────────────────────────────┘                     │
              │                                          │
              ▼                                          ▼
┌─────────────────────────────────┐      ┌─────────────────────────────────┐
│ Perform Calibration             │─────▶│ Campaign complete.              │
│ Verification Check              │      │ Return the vehicle to the       │
└─────────────────────────────────┘      │ customer.                       │
                                         └─────────────────────────────────┘
```

II. IDENTIFICATION OF AFFECTED VEHICLES

- Check the TIS Vehicle Inquiry System to confirm that each VIN is eligible for this Safety Recall, and that it has not already been completed prior to dealer shipment or by another dealer.

    Note: TMNA warranty will not reimburse dealers for repairs completed on vehicles that are not affected or were completed 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

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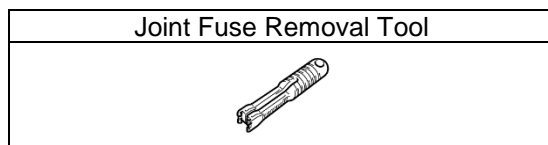
The fuse removal tools were shipped to the dealers for a previous campaign. Additional tools will also be sent.

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.

> **STOP** **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.

Are DTC's P0A94, P324E, P3004, or P0A1A present in the Hybrid Control ECU?

—YES→ Proceed to Section VI. REPAIR INVERTER ASSEMBLY on p. 4

—No→ Proceed to Section VII. DETERMINE CID STATUS on p. 7
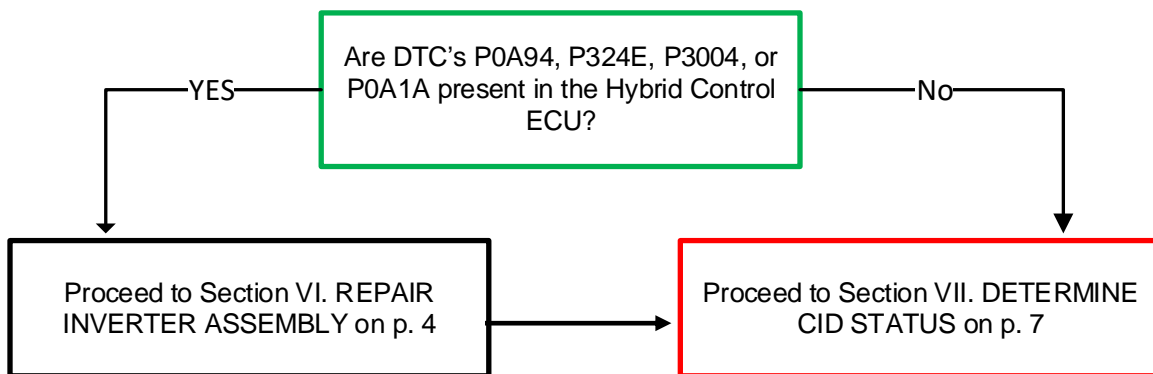
VI. REPAIR INVERTER ASSEMBLY

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).

Check the position of the part no. label on the inverter.

Upper

Side

Is the part number label on the upper surface or side surface?

Upper Surface →

Is the part number on the label, one of the numbers listed below?

- G9200-47140
- G9200-47141
- G9200-47180
- G9200-47181

—No→ **Inverter Type B**

Proceed to the parts section to order the correct parts needed for repair.

Side Surface ↓

Inverter Type A

Proceed to the parts section to order the correct parts needed for repair.

←Yes—

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

   a. If multiple DTCs are present save the freeze frame data.
   b. After saving the freeze frame data, clear codes and confirm what DTCs reset.
   c. If multiple codes return, follow the repair manual diagnosis procedure for the DTC with Freeze Frame Data Occurrence Order value of "1".
   d. 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

STOP — **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

🛑 **STOP** — **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. DETERMINE CID STATUS

1. **DETERMINE STATUS of HYBRID CONTROL SYSTEM CID's**
    a. Locate the Update column for the Hybrid Control System in the Stored Data tab.
    b. 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.

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?

——YES——

——No——

Proceed to Section VIII. Vehicle Preparation on p. 8

Campaign complete. Return the vehicle to the customer.

VIII.	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.

> **STOP** **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.

> **STOP** **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

a. From the menu at the top of the screen, select: Setup / Techstream Configuration.
b. Continue to the third setup screen: Required Information.
c. 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: Toyota

Dealer Code:

Dealer Phone: 123-456-7890

Dealer Country /Region: United States

This selection is used to configure Techstream network settings.

User Type: US Dealer 1

Example:

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

5. MAINTAIN BRAKE SYSTEM PRESSURE

a. 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.

CDS/RDI/HTR fuse

30
30
50

Push in.

Squeeze it gently and pull the fuse out.
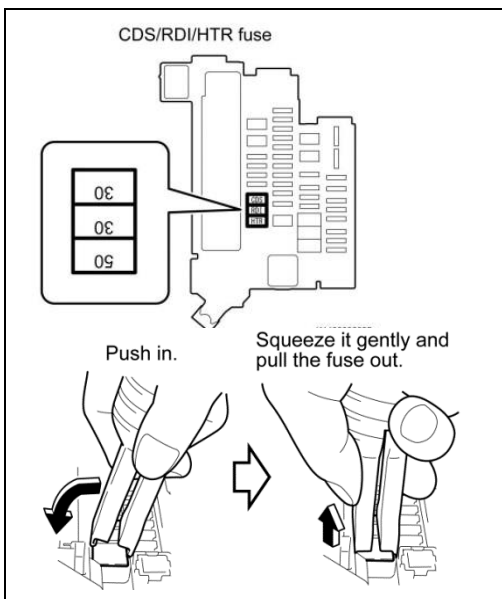
6. REMOVE JOINT FUSE FROM ENGINE ROOM FUSE BOX

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

STOP **STOP**

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.

IX. CUWC APPLICATION	

1. **INSTALL CUWC FILE INSTALLER (Only required once for each Techstream)**
   a. In TIS, select the following:
   - TIS / Diagnostics / Reprograming
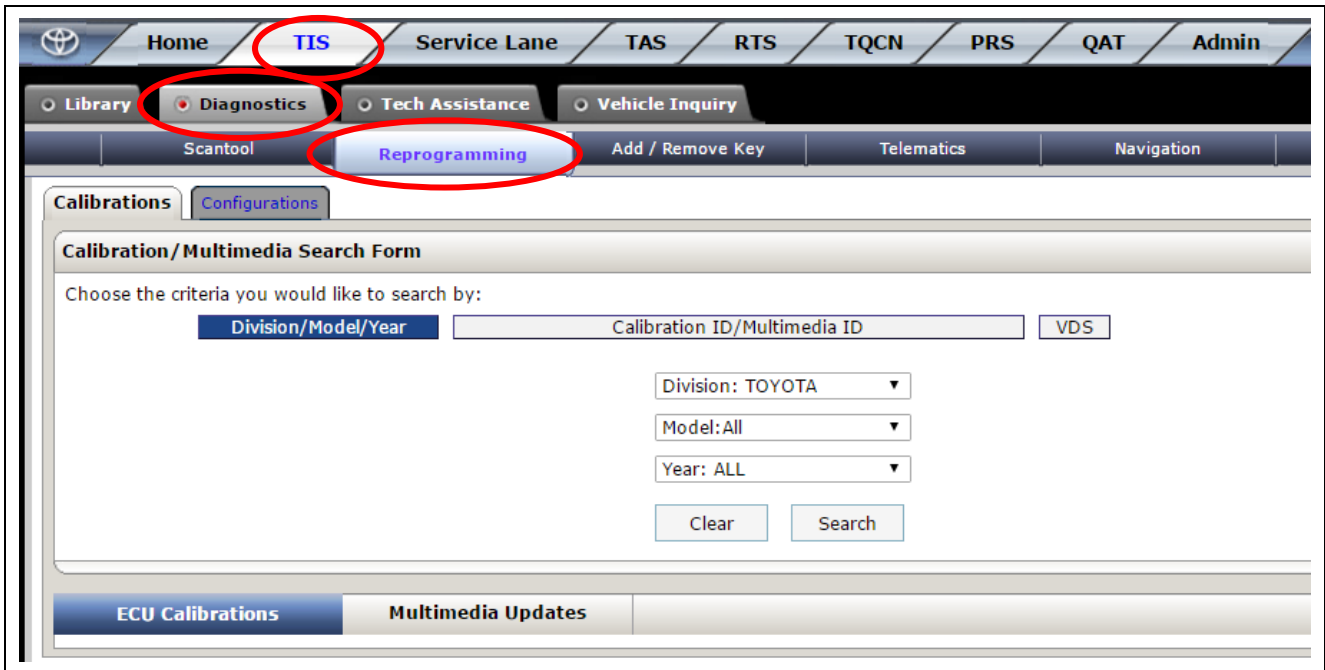
b. On the right side of the screen, select the following from the Reference Documents:
   - CUWC Reprogramming Installer
   - Follow the on-screen instructions to complete the installation.
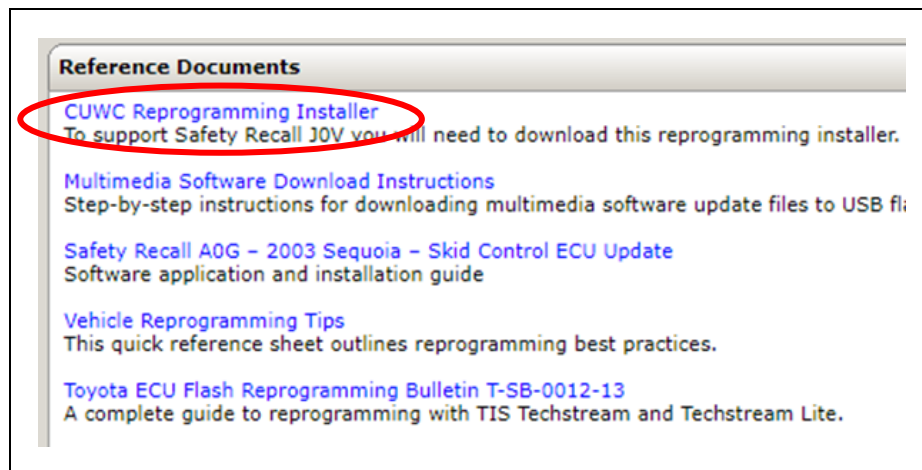
   Note: The installation of the CUWC Reprograming Installer will only need to be completed one time for each Techstream.

Installation of the CUWC Reprograming 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.

Permanent damage to the ECU's will occur if the following actions are attempted during the CID update procedure:

- 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 programing in in process

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.
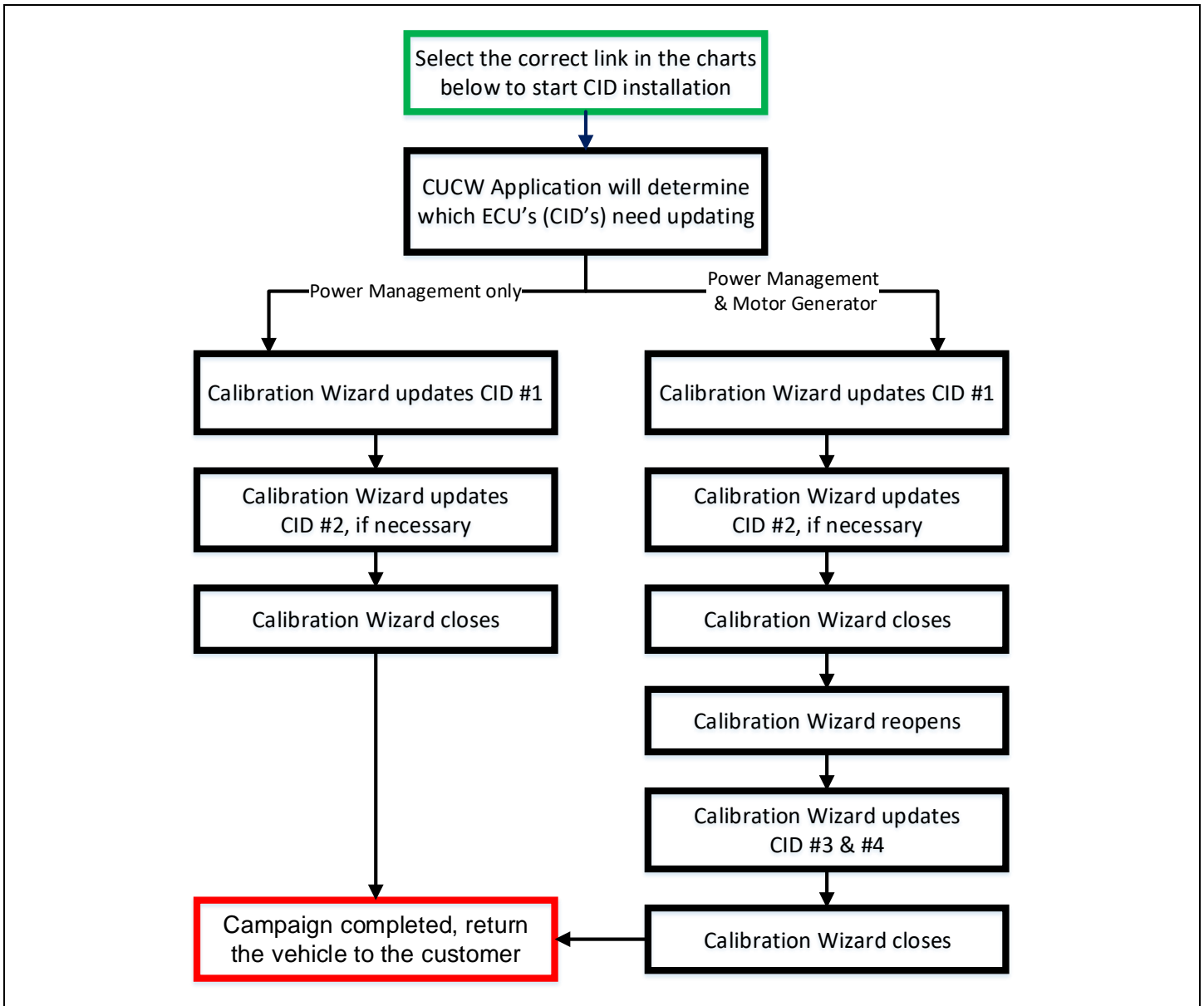
(cont. on next page)

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 compete 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. Permeant 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

```
┌─────────────────────────────────┐
│ Select the correct link in the  │
│ charts below to start CID        │
│ installation                     │
└─────────────────────────────────┘
              │
┌─────────────────────────────────┐
│ CUCW Application will determine  │
│ which ECU's (CID's) need updating│
└─────────────────────────────────┘
        │                    │
 Power Management      Power Management
      only            & Motor Generator
        │                    │
┌──────────────────┐  ┌──────────────────┐
│ Calibration      │  │ Calibration      │
│ Wizard updates   │  │ Wizard updates   │
│ CID #1           │  │ CID #1           │
└──────────────────┘  └──────────────────┘
        │                    │
┌──────────────────┐  ┌──────────────────┐
│ Calibration      │  │ Calibration      │
│ Wizard updates   │  │ Wizard updates   │
│ CID #2, if       │  │ CID #2, if       │
│ necessary        │  │ necessary        │
└──────────────────┘  └──────────────────┘
        │                    │
┌──────────────────┐  ┌──────────────────┐
│ Calibration      │  │ Calibration      │
│ Wizard closes    │  │ Wizard closes    │
└──────────────────┘  └──────────────────┘
        │                    │
        │             ┌──────────────────┐
        │             │ Calibration      │
        │             │ Wizard reopens   │
        │             └──────────────────┘
        │                    │
        │             ┌──────────────────┐
        │             │ Calibration      │
        │             │ Wizard updates   │
        │             │ CID #3 & #4      │
        │             └──────────────────┘
        │                    │
        │             ┌──────────────────┐
        │             │ Calibration      │
        │             │ Wizard closes    │
        │             └──────────────────┘
        │                    │
┌──────────────────────────┐
│ Campaign completed, return│ ◄──
│ the vehicle to the customer│
└──────────────────────────┘
```

X. CID INSTALLATION

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

2010 Prius	CID #1	896B3470*1000* 896B3470*1100* 896B3470*1200* 896B3470*1300* 896B3470*1400* 896B3470*1500* 896B3470*1600* 896B3470*1700* 896B3470*1800* 896B3470*1900*	**2010 Prius #1** 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	8988447*02100* 8988447*02200* 8988447*02300*	

2010 Prius	CID #1	896B3470*1000* 896B3470*1100* 896B3470*1200* 896B3470*1300* 896B3470*1400* 896B3470*1500* 896B3470*1600* 896B3470*1700* 896B3470*1800* 896B3470*1900*	**2010 Prius #2** CID #1: 896B34732000 CID #2: 896B54701100 CID #3: 898844708200 CID #4: 898844709200
	CID #2	896B54701000 896B54701100	
	CID #3	8988447*08000* 8988447*08100* 8988447*08200*	
	CID #4	8988447*09000* 8988447*09100* 8988447*09200*	

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 896B34714100 896B34714200 896B34714300 896B34714400 896B34714500 896B34714600	**2011 Prius #1** CID #1: 896B34714700 CID #2: 896B54701100 CID #3: 898844701400 CID #4: 898844702300
	CID #2	896B54701100	
	CID #3	89884470*1200* 89884470*1300* 89884470*1400*	
	CID #4	89884470*2100* 89884470*2200* 89884470*2300*	

Year	CID#	Original	Current
2011 Prius	CID #1	896B34714000 896B34714100 896B34714200 896B34714300 896B34714400 896B34714500 896B34714600	**2011 Prius #2** CID #1: 896B34714700 CID #2: 896B54701100 CID #3: 898844708200 CID #4: 898844709200
	CID #2	896B54701100	
	CID #3	89884470*8000* 89884470*8100* 89884470*8200*	
	CID #4	89884470*9000* 89884470*9100* 89884470*9200*	

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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￼896B34720100￼896B34720200￼896B34720300￼896B34720400	**2012 Prius #1**￼CID #1: 896B34720500￼CID #2: 896B54708000￼CID #3: 898844701400￼CID #4: 898844702300
	CID #2	896B54708000	
	CID #3	89884470*1200*￼89884470*1300*￼89884470*1400*	
	CID #4	89884470*2100*￼89884470*2200*￼89884470*2300*	

Year	CID#	Original	Current
2012 Prius	CID #1	896B34720000￼896B34720100￼896B34720200￼896B34720300￼896B34720400	**2012 Prius #2**￼CID #1: 896B34720500￼CID #2: 896B54708000￼CID #3: 898844708200￼CID #4: 898844709200
	CID #2	896B54708000	
	CID #3	89884470*8000*￼89884470*8100*￼89884470*8200*	
	CID #4	89884470*9000*￼89884470*9100*￼89884470*9200*	

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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	**2013 Prius #1**￼CID #1: 896B34736400￼CID #2: 896B57602000￼CID #3: 898844701400￼CID #4: 898844702300
	CID #2	896B57602000	
	CID #3	8988447*01200*￼8988447*01300*￼8988447*01400*	
	CID #4	8988447*02100*￼8988447*02200*￼8988447*02300*	

Year	CID#	Original	Current
2013 Prius	CID #1	896B34736000￼896B34736100￼896B34736200￼896B34736300	**2013 Prius #2**￼CID #1: 896B34736400￼CID #2: 896B57602000￼CID #3: 898844708200￼CID #4: 898844709200
	CID #2	896B57602000	
	CID #3	8988447*08000*￼8988447*08100*￼8988447*08200*	
	CID #4	8988447*09000*￼8988447*09100*￼8988447*09200*	

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	**2014 Prius #1** 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*	

Year	CID#	Original	Current
2014 Prius	CID #1	896B34747000 896B34747100 896B34747200	**2014 Prius #2** 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.

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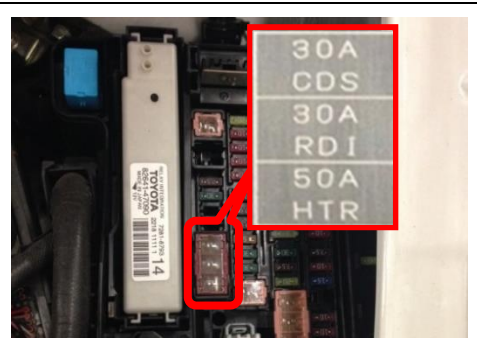
1. **REINSTALL JOINT FUSE INTO ENGINE ROOM FUSE BOX**
    a. Confirm the joint fuse orientation before reinstalling because the joint fuse can be installed in either direction.
    b. Reinstall the joint fuse that encases the CDS (30A), RDI (30A) and HTR (50A).

🛑 **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.**

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

1. 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"

STOP — **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!!
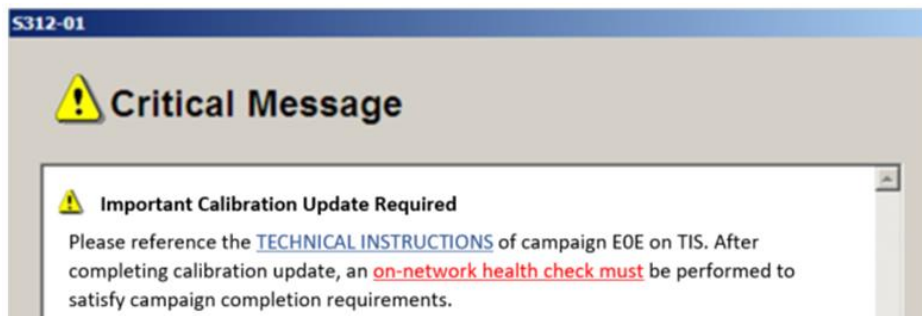
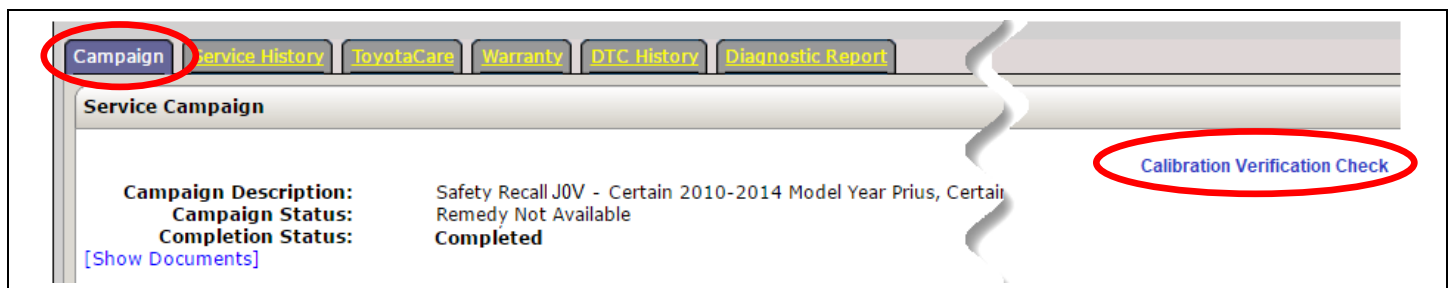## 2. PERFORM CALIBRATION VERIFICATION CHECK

a. Proceed to the following location:

- **TIS / Vehicle Inquiry / (input VIN #) / Lookup**
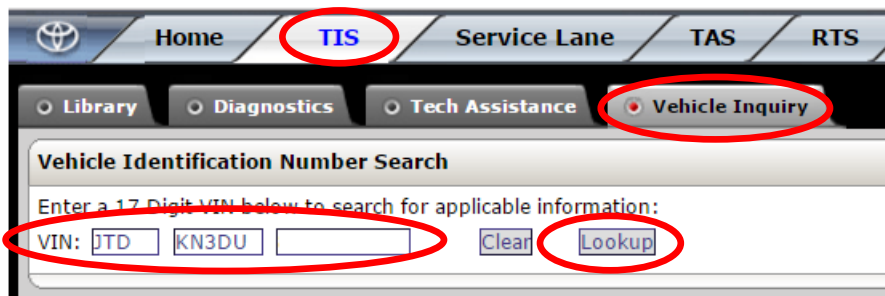
b. Proceed to the following location:

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

> Note: If the Calibration Verification Check link does not appear, the technician signed onto TIS does not meet the certification requirement of this campaign.

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)
J0V	2019-01-10 18:02:09	Hybrid System	898844713300	→	898844713300	Complete	No	Info
			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)
J0V	2019-01-07 07:59:38	Hybrid System	898844702300	→	898844702300	Complete	Yes	Info
			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.

3. **PRINT CUSTOMER HEALTH CHECK REPORT**
   a. From the Stored Data tab, select the Customer Health Check Report button (TIS will launch when button is pressed).

Customer Health Check Button
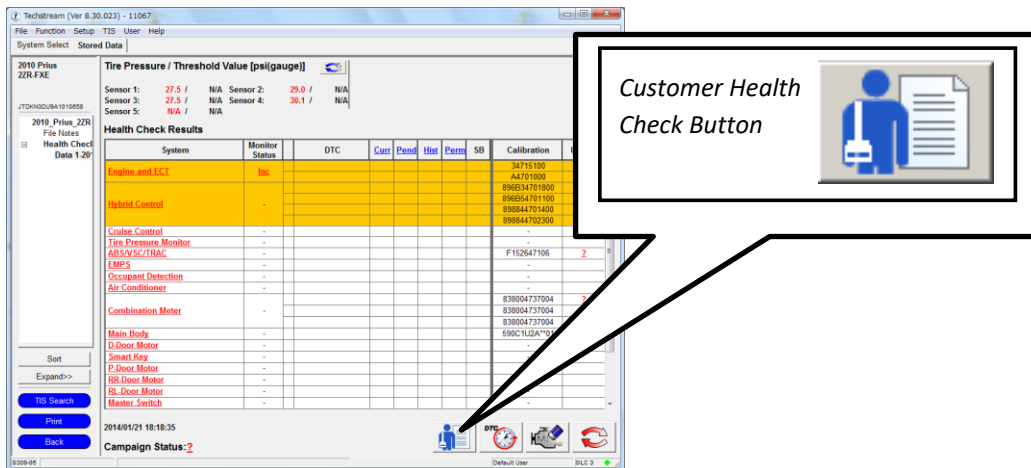
   b. Log in to TIS.
   c. Input Vehicle Mileage and Repair Order number.
   d. Check the "Performed" campaign button for campaign J0V.
   e. Select the Report button.

f. Confirm Customer Health Check Report information is correct.

g. Print Customer Health Check Report from TIS.

h. Sign and provide to the customer.

4. ATTACH THE AUTHORIZED VEHICLE MODIFICATION LABEL

a. Fill out the label.

b. Affix the label to the under-side of the hood.
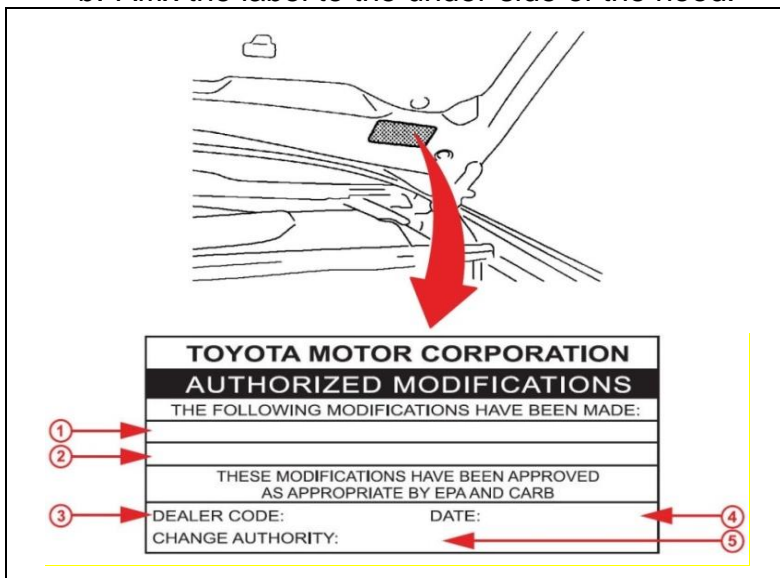
1	Hybrid Control System
2	(Calibration ID's)
3	(Dealer Code)
4	(Date Completed)
5	Safety Recall J0V

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

<table>
<tr><td colspan="2" align="center">◄ VERIFY REPAIR QUALITY ►</td></tr>
</table>

◄ 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**

XII. 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

H	0	A

Year Campaign is Launched | Repair Phase | Current Campaign Letter for this year

B = 2011	0 = Remedy	1st Campaign = A
C = 2012	1 = Interim (Remedy not yet available) "1" will change to "0" when the Remedy is available	2nd Campaign = B
D = 2013		3rd Campaign = C
E = 2014		4th Campaign = D
F = 2015		5th Campaign = E
G = 2016	(May use other characters in unique cases)	27th Campaign = 1
H = 2017		28th Campaign = 2
Etc...		Etc...

Examples:

C1B = Launched in 2012, Interim Phase, 2nd Campaign Launched in 2012

E0A = Launched in 2014, Remedy Phase, 1st Campaign Launched in 2014

H0A = Launched in 2017, Remedy Phase, 1st Campaign Launched in 2017.