

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Service Category Engine/Hybrid System

Market USA and Mexico

Section Hybrid/Battery Control System

Toyota Supports
ASE Certification 

Applicability

YEAR(S)	MODEL(S)	ADDITIONAL INFORMATION
2019 - 2022	Avalon HV	
2018 - 2024	Camry HV	
2023 - 2026	Corolla Cross HV	
2023 - 2026	Crown	
2021 - 2026	Mirai	
2016 - 2022	Prius	
2019 - 2025	RAV4 HV	
2021 - 2026	Sienna HV	
2021 - 2024	Venza HV	

SUPERSESSION NOTICE

The information contained in this bulletin supersedes Service Bulletin No. T-SB-0110-20.

- Applicability has been updated to include 2026 model year Corolla Cross Hybrid, Crown, Mirai, and Sienna Hybrid vehicles.
- Applicability has been updated to remove 2020 – 2025 model year Corolla Hybrid, Highlander Hybrid, and 2022 model year Tundra Hybrid vehicles.

Service Bulletin No. T-SB-0110-20 is obsolete and any printed versions should be discarded.

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Introduction

This bulletin includes basic procedures for performing a rescue charge at battery on high voltage (HV) Ni-MH and Li-ion batteries. This bulletin should be used in conjunction with the applicable model and model year Repair Manual while performing the battery rescue charge. The GRX-5100 should be used wherever the Repair Manual references the Toyota Hybrid System (THS) charger.

The charging instructions for the GRX-5100 have been added to the Repair Manual for certain model years and models. If the model you are looking for is not listed in this Service Bulletin, please refer to the Repair Manual for the applicable charging instructions.

Required Tools & Equipment

SPECIAL SERVICE TOOLS (SST)	PART NUMBER	QTY
High Voltage Battery Service Unit*	01413-00002	1
High Voltage Cable* A619 A and B	01416-00119	1
Universal High Voltage Cable* (V)	01413-00007	1
Low Voltage Cable* (R)	01413-00004	1
Universal Fuse Box*	01413-00010	1
AC Power Cord* (S)	01413-00005	1
Banana Jack Extension Cable* (X)	01413-00031	1
AC Circuit Checker*	01413-00012	1
Battery Diagnostic Tool*	DCA-8000P T	1
High Voltage Cable* A940 A and B	A940	1

*Essential SST for TMNA, GST, SET (US) Market Dealers. For non-TMNA (TdPR, TdMEX, Servco) dealers, contact your Distributor Representative for tool sourcing options or purchase the necessary SSTs.

NOTE

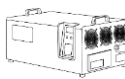
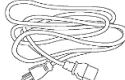
Additional SSTs may be ordered by calling 1-800-368-6787 (USA) or +(525) 5550 10 3000 (Mexico) or by visiting *Home – Service Resources – Toyota Tools and Equipment Program*.

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Required Tools & Equipment (continued)

The table below is a cross-reference matrix showing the TMC THS charger part numbers and the equivalent TMNA GRX-5100 charger part numbers. This matrix can be used as a guide to ensure the correct cables are selected when following the applicable model and model year Repair Manual and this Service Bulletin to complete a rescue charge.

Table 1. THS Charger to GRX-5100 Equivalent Part Number Matrix

TMC PART NUMBERS*			TMNA PART NUMBERS**			
SUB-COMPONENTS	IMAGE	DESCRIPTION	MAIN	SUB-COMPONENTS	IMAGE	DESCRIPTION
09881-10041		THS Charger	01413-00002	GRX-5100T		GRX-5100 High Voltage Battery Service Unit (HV/EV Charge/Discharge Tool)
09881-10081		THS Charger AC Cable	01413-00005	A573		AC Power Cord (S)
09882-10070		Low Voltage Cable	01413-00004	A533		Low Voltage Cable (R)

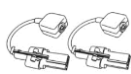
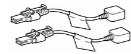
*The TMC part numbers listed in the table are NOT available in North America.

**The TMNA part numbers listed in the table are available in North America and should be included in the HEV Workstation (large orange toolbox).

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Required Tools & Equipment (continued)

Table 1. (continued)

TMC PART NUMBERS*			TMNA PART NUMBERS**			
SUB-COMPONENTS	IMAGE	DESCRIPTION	MAIN	SUB-COMPONENTS	IMAGE	DESCRIPTION
09882-10090		High Voltage Cable	01416-00119	A619		High Voltage Cable A619 A and B
			01413-00031	A564		Banana Jack Extension Cable (X)
			01413-00010	A296		Universal Fuse Box
			01413-00007	A571		Universal High Voltage Cable (V)
09882-10100		High Voltage Cable	—	A940		High Voltage Cable A940 A and B (Pack High Voltage Harness #8)
			01413-00031	A564		Banana Jack Extension Cable (X)
			01413-00010	A296		Universal Fuse Box
			01413-00007	A571		Universal High Voltage Cable (V)

*The TMC part numbers listed in the table are NOT available in North America.

**The TMNA part numbers listed in the table are available in North America and should be included in the HEV Workstation (large orange toolbox).

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Required Tools & Equipment (continued)

REQUIRED EQUIPMENT	SUPPLIER	PART NUMBER	QTY
Techstream ADVi*	ADE	TSADVUNIT	1
Techstream Lite		TSLITEPDLR01	
Techstream Lite (Green Cable)		TSLP2DLR01	

*Essential SST.

NOTE

- Only ONE of the Techstream units listed above is required.
- GTS+ software version 2026.03.002.02 or later is required.
- Additional Techstream units may be ordered by calling Approved Dealer Equipment (ADE) at 1-800-368-6787 (USA) or +(525) 5550 10 3000 (Mexico) or by visiting *TIS – Diagnostics – Tools & Equipment – Techstream Order Portal*.

Rescue Charge at Battery

1. Inspect the Vehicle.
 - A. Inspect the auxiliary battery voltage.
 - B. Test the auxiliary battery using the DCA-8000 Battery Diagnostic Tool to ensure the battery is fully charged.
2. Inspect the HV battery.
 - A. Check the charge level of the HV battery.
 - B. Check whether the HV battery warning message is shown in the vehicle's Multi-Information Display (MID).
 - C. Confirm whether the engine starts.
Does the engine start?
 - **YES** — Go to step [7](#).
 - **NO** — Continue to step 3.

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Rescue Charge at Battery (continued)

3. Prepare the Vehicle for a Rescue Charge.

CAUTION

- **ALWAYS** wear the appropriate Personal Protective Equipment (PPE) provided in the HEV Workstation when working with high voltage. (Insulated gloves, insulated apron, and arc protective helmet with face shield.)
- **ALWAYS** use insulated tools when working with high voltage.
- **ALWAYS** use the cones, barriers, and high voltage car toppers provided in the HEV Workstation to create a perimeter around the vehicle and work area.

HINT

- Removing the service plug grip interrupts the high voltage circuit.
- High voltage wiring connectors are orange.

NOTE

Do NOT proceed with the Toyota THS charger connection instructions in the Repair Manual. Follow the proceeding steps in this bulletin to correctly use the GRX-5100 instead.

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Rescue Charge at Battery (continued)

Refer to TIS, applicable model and model year Repair Manual:

- [2019 – 2020](#) Avalon HV:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery (for Nickel Metal Hydride Battery) – Charging
- [2021](#) / [2022](#) Avalon HV:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery (for Lithium-Ion Battery) – Charging
- [2018 – 2020](#) / [2021 – 2024](#) Camry HV:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery (for Nickel Metal Hydride Battery) – Charging
- [2018 – 2020](#) / [2021 – 2024](#) Camry HV:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery (for Lithium-Ion Battery) – Charging
- [2023 – 2026](#) Corolla Cross HV:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery – Charging
- [2023 – 2024](#) / [2025 – 2026](#) Crown:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery – Charging
- [2021 – 2022](#) (11/2020 – 11/2021) / [2022](#) (11/2021 – 12/2022) / [2023](#) / [2024](#) / [2025 – 2026](#) Mirai:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery – Charging
- [2016 – 2017](#) / [2018](#) / [2019 – 2020](#) / [2021 – 2022](#) Prius:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery (for Nickel Metal Hydride Battery) – Charging
- [2016 – 2017](#) / [2018](#) / [2019 – 2020](#) / [2021 – 2022](#) Prius:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery (for Lithium-Ion Battery): – Charging
- [2019](#) (11/18 – 02/19) / [2019](#) (02/19 – 10/19) / [2020](#) (10/19 – 06/20) / [2020](#) (06/20 – 08/20) / [2021](#) / [2022](#) / [2023](#) / [2024 – 2025](#) RAV4 HV:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery (for Nickel Metal Hydride Battery) – Charging

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Rescue Charge at Battery (continued)

- [2020](#) / [2021](#) / [2022](#) / [2023](#) / [2024 – 2025](#) RAV4 HV:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery (for Lithium-Ion Battery) – Charging
- [2021 – 2024](#) / [2025 – 2026](#) Sienna HV:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery – Charging
- [2021 – 2022](#) / [2023 – 2024](#) Venza HV:
Engine / Hybrid System – Hybrid / Battery Control – HV Battery – Charging

4. Connect the GRX-5100 for a Rescue Charge.

NOTE

- ALWAYS use GTS+ to troubleshoot the hybrid system before attempting an HV battery charge.
- Charging time while using the GRX-5100 is 10 minutes per charge cycle when the battery temperature is above 77°F (25°C).
- If the battery temperature is below 32°F (0°C), then three 10-minute charge cycles may be required putting the engine in a condition where it can be started (the system can enter the READY ON state).
- The GRX-5100 will automatically stop 10 minutes AFTER charging starts.

A. Remove necessary SST cables located in the HEV toolbox drawers.

NOTE

The required cables are listed in the Required Tools & Equipment table shown on page 2.

B. Connect the power input (Cable S) to the GRX-5100 and connect the cable into a grounded AC 100 to 240V receptacle.

NOTICE

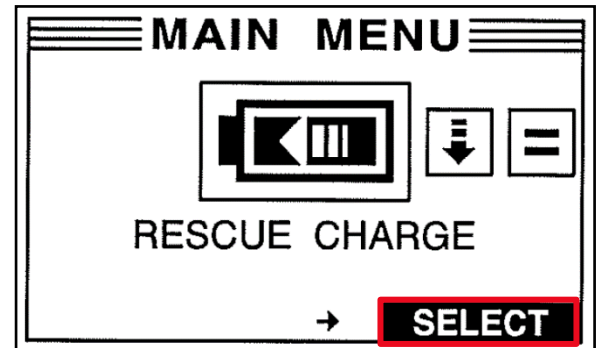
ALWAYS confirm the AC 100 to 240V receptacle has a properly functioning ground by using the AC Circuit Checker provided in the HEV Workstation. The ground is designed to reduce the chance of electric shock if a malfunction occurs. Do NOT use the charger if ANY of the pins on the plug (Cable S) have been damaged or removed.

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Rescue Charge at Battery (continued)

- C. Turn the GRX-5100 ON.
- D. Select Rescue Charge by using the arrow key, then press Select.

Figure 1.



- E. Confirm you are wearing the appropriate PPE for high voltage service.

CAUTION

ALWAYS wear the appropriate PPE when working with high voltage: Insulated gloves, insulated apron, and arc protective helmet with face shield.

- F. Press Yes.

Figure 2.



High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

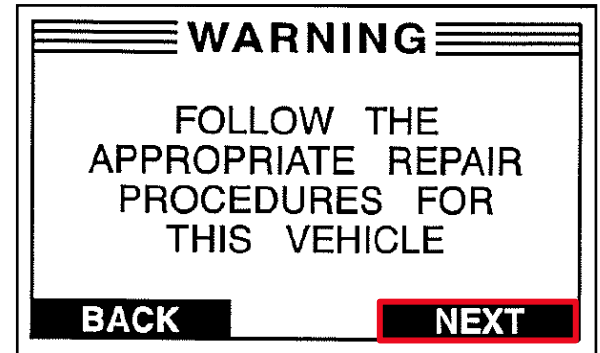
Rescue Charge at Battery (continued)

G. Press Next.

NOTE

Refer to the applicable model and model year Repair Manual for vehicle specific instructions for disassembly and connector locations.

Figure 3.

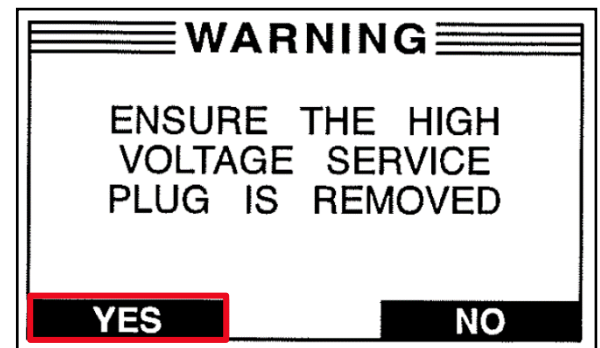


H. Ensure the service plug grip is removed, then press YES.

NOTE

Refer to the applicable model and model year Repair Manual in step [3](#) for the appropriate wait time AFTER the high voltage service plug grip is pulled.

Figure 4.



I. Connect the high voltage cable V to the fuse box.

J. Connect the banana jack extension cable X to the universal fuse box.

K. Connect high voltage cable V to the GRX-5100.

L. Connect the low voltage cable R to the GRX-5100.

CAUTION

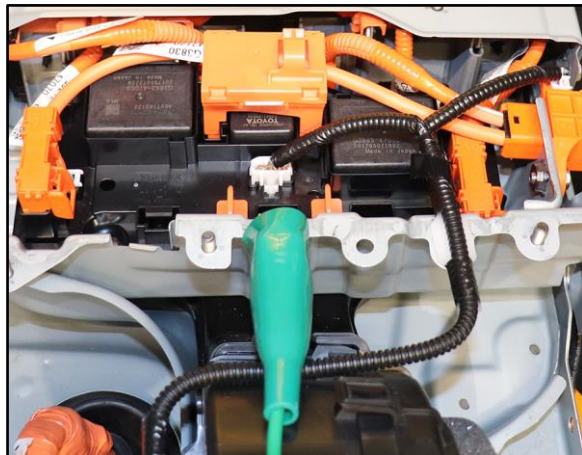
- ALWAYS wear insulated gloves and the appropriate PPE provided in the HEV Workstation when working with high voltage.
- ALWAYS use insulated tools provided in the HEV Workstation when working with high voltage.

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Rescue Charge at Battery (continued)

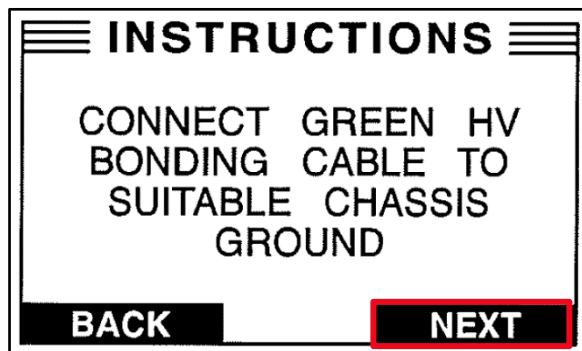
- M. Connect the green high voltage bonding cable to a suitable chassis ground.

Figure 5.



- N. Press Next.

Figure 6.



High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Rescue Charge at Battery (continued)

- O. Connect the low voltage cable as shown in the applicable Repair Manual in step 3.

NOTE

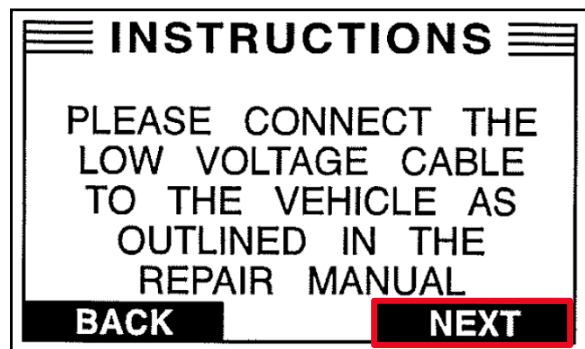
The Repair Manual may call this cable "EV bonding cable (green cable)."

Figure 7.



- P. Press Next.

Figure 8.



High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

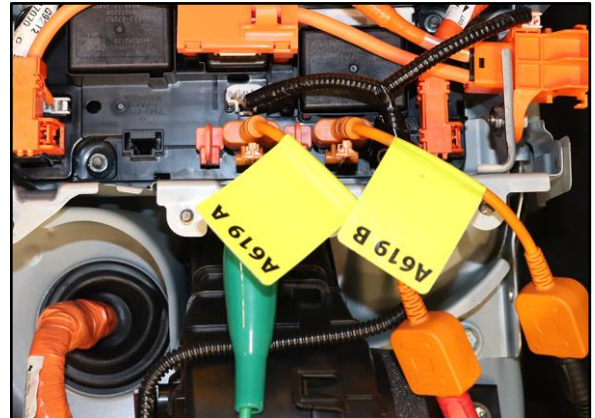
Rescue Charge at Battery (continued)

- Q. Plug cable A619A and cable A619B OR cable A940A and cable A940B into the HV battery location shown in the applicable Repair Manual in step [3](#).

NOTE

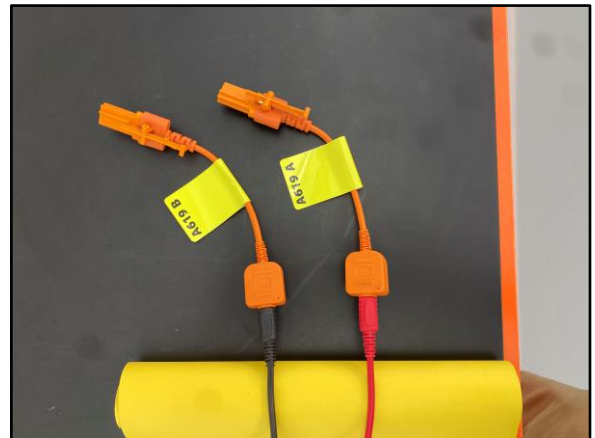
Install the HV cables above in the same location on the junction block as the “high voltage cable” listed in the applicable Repair Manual in step [3](#).

Figure 9.



- R. Connect the red (+) banana jack extension cable into A619A or A940A, and the black (–) banana jack extension cable in A619B or A940B.

Figure 10.



- S. Inspect the connection according to the applicable model and model year Repair Manual found in step [3](#).

NOTE

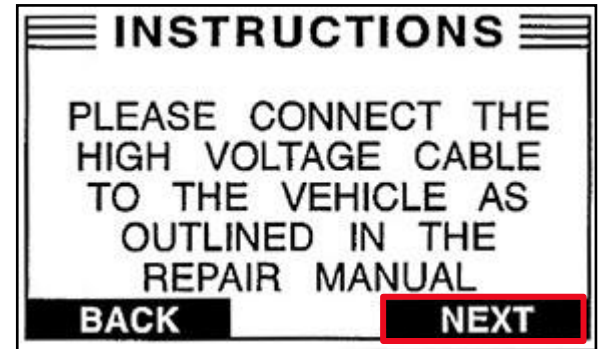
The Repair Manual will show THS charger usage; please use the GRX-5100 instead.

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Rescue Charge at Battery (continued)

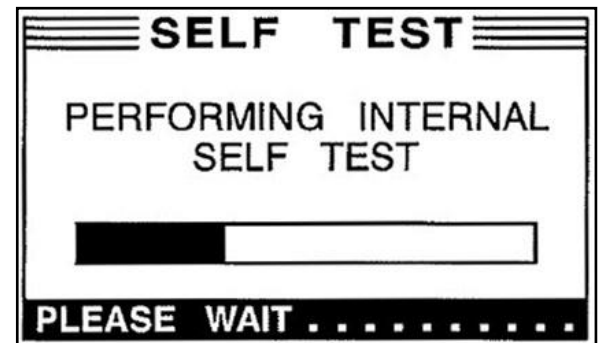
T. Press Next

Figure 11.



U. Wait for the internal test to complete.

Figure 12.



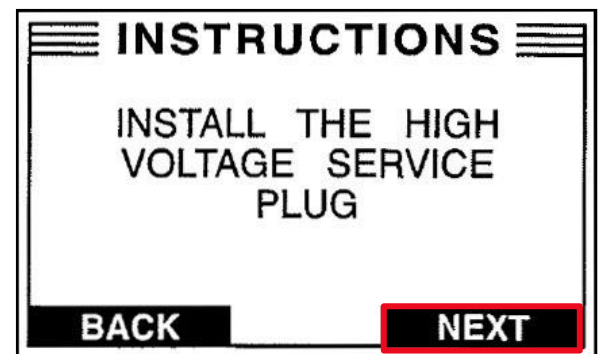
V. Install the service plug grip.

W. Press Next.

Figure 13.

NOTICE

Make sure the service plug grip's interlock is fully engaged.



High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Rescue Charge at Battery (continued)

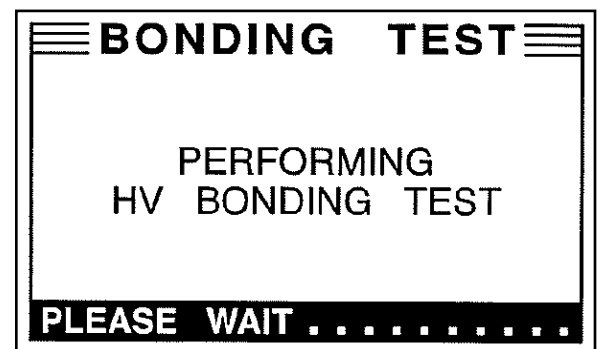
- X. Connect the negative (–) terminal of the auxiliary battery.

NOTE

Using the power supply mode, connect the DCA-8000 to the auxiliary battery.

- Y. Wait for the high voltage bonding test to complete.

Figure 14.



5. HV Battery Rescue Charging.

- A. Turn the vehicle power switch to the IG-ON position.
- B. Connect GTS+ to DLC3.
- C. Refer to the following menus: *Powertrain – Hybrid Control – Active Test – Battery Charge*

HINT

During the battery charge active test, check the *System Main Relay Status – SMRB* and the *System Main Relay Status – SMRG* on the data list.

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

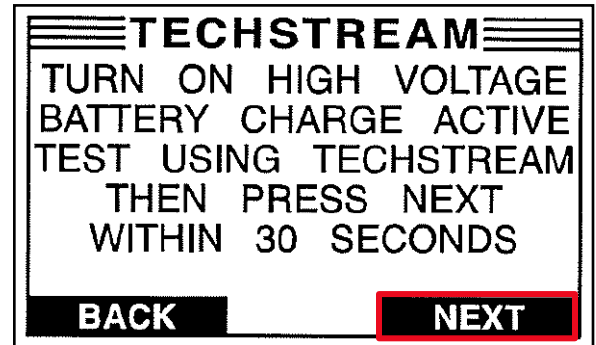
Rescue Charge at Battery (continued)

- D. Open the battery charge active test and click the ON button on GTS+. Then press Next on the GRX-5100 to start HV battery charging within 30 seconds.

HINT

After starting the active test, the SMRs should make an audible "click" when they close.

Figure 15.



NOTE

- AFTER the battery charge active test has been turned ON, press Next on the GRX-5100 within 30 seconds. If Next is NOT pressed within 30 seconds, the SMR will open and the GRX-5100 will NOT be able to charge the HV battery.
- If the shielding of the frame wire is NOT securely connected to body ground, the GRX-5100 will NOT operate.
- The GRX-5100 charging condition status will be displayed on the screen of the GRX-5100 while charging the HV battery.
- During the HV battery charge cycle, the voltage and charge current will be recorded on the flash drive.
- The GRX-5100 will automatically stop 10 minutes AFTER charging starts. SMRs will automatically open as soon as the GRX-5100 stops charging.
- If the data list values are NOT as specified in the table below, restart Techstream and cycle the vehicle's power switch to the IG-ON/OFF positions, then perform the HV battery rescue charging procedure again.

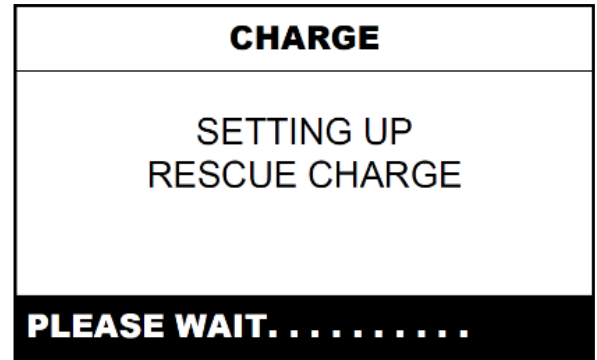
STEP	ACTIVE TEST BATTERY CHARGE	GRX-5100 START SWITCH	DATA LIST SYSTEM MAIN RELAY STATUS – SMRB	DATA LIST SYSTEM MAIN RELAY STATUS – SMRG
1	OFF	OFF	OFF	OFF
2	OFF → ON	OFF	OFF → ON	OFF → ON
3	ON	OFF → ON	ON	ON

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Rescue Charge at Battery (continued)

- E. Wait for the HV battery rescue charge to start.

Figure 16.



- F. Repeat the charge cycle up to three times if required.

Figure 17. GRX Charge Screen

CHARGE	
VOLTAGE.....	216.9V
CURRENT.....	1.5A
AMP HOURS:.....	0.31AH
TIME:	
-ELAPSED.....	00:05:31
-REMAINING.....	00:05:29
STOP	

HINT

Observe the current (Amp) readings on the GRX charge screen. If the current is zero, then the GRX isn't charging the battery. There might be an open in the GRX Cable charging circuit and/or the SMRs didn't close or didn't stay in the closed position after starting the active test on the scan tool.

NOTE

- Charging time while using the GRX-5100 is 10 minutes per charge cycle when the battery temperature is above 77°F (25°C).
- If the battery temperature is below 32°F (0°C), then three 10-minute charge cycles may be required for putting the engine in a condition where it can be started (the system can enter the READY ON state).
- The GRX-5100 will automatically stop 10 minutes AFTER charging starts.
- There is VERY LITTLE chance of overcharging the HV battery during the second or third charging cycle. The SOC will not likely increase beyond the upper limit because it was low enough to prevent the engine from starting. Even if the SOC were to increase enough to exceed the limit, the hybrid vehicle control ECU will stop the active test to prevent overcharging.
- Cranking the engine once causes the SOC to drop approximately 1%.
- Charging the HV battery once (10 minutes) using the GRX-5100 restores the SOC approximately 2%.

High Voltage (HV) Battery Rescue Charge at Battery (HEV Workstation/GRX-5100)

Rescue Charge at Battery (continued)

6. Reassemble the vehicle.

CAUTION

- **ALWAYS** wear insulated gloves and the appropriate PPE provided in the HEV Workstation when working with high voltage.
- **ALWAYS** use insulated tools provided in the HEV Workstation when working with high voltage.

- A. Turn the GRX-5100 power switch OFF.
- B. Turn the vehicle power switch OFF.
- C. Disconnect the 12V auxiliary battery.
- D. Remove the service plug grip.
- E. Remove the GRX-5100 cables.
- F. Reassemble the vehicle following the applicable model and model year Repair Manual found in Step [3](#).
- G. Install the service plug grip.
- H. Connect the 12V auxiliary battery.
- I. Check for ANY DTCs.
- J. Confirm whether the engine cranks.
Does the engine crank?
 - **YES** — Continue to substep K.
 - **NO** — Repeat Steps [3](#) – 6.
- K. Confirm whether the engine starts.
Does the engine start?
 - **YES** — Continue to step 7.
 - **NO** — Continue diagnosis using the applicable Repair Manual.

7. Allow the vehicle to idle in park P until the engine stops. Once the engine stops, self-charge has been completed.