# SECTION HBC HYBRID CONTROL SYSTEM HBC

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## **CONTENTS**

BASIC INSPECTION9
DIAGNOSIS AND REPAIR WORKFLOW9 Work Flow9 Diagnostic Work Sheet10
INSPECTION AND ADJUSTMENT12
ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT
CONTROL UNIT : Special Repair Requirement12
FUNCTION DIAGNOSIS13
HYBRID CONTROL SYSTEM13System Diagram13System Description13Component Parts Location26
HYBRID TRANSAXLE30
MOTOR AND GENERATOR
Location35
MG1 AND MG2 MAIN CONTROL
INVERTER ASSEMBLY44 INVERTER ASSEMBLY : System Diagram45 INVERTER ASSEMBLY : System Description45

INVERTER ASSEMBLY : Component Parts Location47	F
COOLING SYSTEM FOR INVERTER, MG1 AND MG2	G
BRAKE CONTROL56System Diagram.56System Description.56Component Parts Location.57	I
DURING COLLISION CONTROL61System Diagram61System Description61Component Parts Location62	J K
AUTOMATIC SPEED CONTROL DEVICE (ASCD)	L
CAN COMMUNICATION         79           System Description         79	N
ON BOARD DIAGNOSTIC (OBD) SYSTEM80 Diagnosis Description	0
INSPECTION MODE104	Р
MODE 1	,
MODE 2	
COMPONENT DIAGNOSIS107	

P0338-885	107	Diagnosis Procedure	140
Description		DOLOD 050 DOLOD 054	
DTC Logic	107	P0A0D-350, P0A0D-351	
Diagnosis Procedure		Description	
D0040 747		DTC Logic	
P0343-747		Diagnosis Procedure	144
Description		P0A0F-238	151
DTC Logic		Description	
Diagnosis Procedure	109	DTC Logic	
P0343-886	112	Diagnosis Procedure	
Description	112	•	
DTC Logic		P0A10-263	
Diagnosis Procedure		Description	
		DTC Logic	
P0560-117		Diagnosis Procedure	156
Description		P0A10-592	150
DTC Logic		Description	
Diagnosis Procedure	114	DTC Logic	
P0616-142	116	Diagnosis Procedure	
DTC Logic			100
Diagnosis Procedure		P0A1A-151, P0A1A-155, P0A1A-156,	
Diagnosis i roccaure		P0A1A-158, P0A1A-166	163
P062F-143	118	Description	163
Description	118	DTC Logic	163
DTC Logic	118	Diagnosis Procedure	163
Diagnosis Procedure	118	B0444 000 B0444 700 B0444 700	
D0705 757 D0705 750 D0054 775		P0A1A-200, P0A1A-792, P0A1A-793	
P0705-757, P0705-758, P0851-775		Description	
Description		DTC Logic	
DTC Logic		Diagnosis Procedure	164
Diagnosis Procedure	119	P0A1A-658, P0A1A-659, P0A1A-791	169
P0A01-725, P0A01-726	125	Description	
Description		DTC Logic	
DTC Logic		Diagnosis Procedure	
Diagnosis Procedure			
		P0A1B-163, P0A1B-164, P0A1B-192,	
P0A02-719, P0A03-720		P0A1B-193, P0A1B-195, P0A1B-198	
Description		Description	
DTC Logic		DTC Logic	
Diagnosis Procedure	128	Diagnosis Procedure	170
P0A08-101	120	P0A1B-168, P0A1B-795, P0A1B-796	171
Description		Description	
DTC Logic		DTC Logic	
Diagnosis Procedure		Diagnosis Procedure	
Diagnoolo i rooddaro		Diagnosis i roccaure	17 1
P0A08-264	131	P0A1B-511, P0A1B-512, P0A1B-661,	
Description	131	P0A1B-786, P0A1B-794	176
DTC Logic		Description	176
Diagnosis Procedure	132	DTC Logic	176
D0400 265	40=	Diagnosis Procedure	
P0A09-265		D0.14D 700	
Description		P0A1B-788	
DTC Logic		Description	
Diagnosis Procedure	138	DTC Logic	
P0A09-591	140	Diagnosis Procedure	177
Description		P0A1D-134, P0A1D-135, P0A1D-570	192
DTC Logic		1 0A1D 107, 1 0A1D-100, 1 0A1D-310	102

Description	182	Description	195
DTC Logic	182	DTC Logic	195
Diagnosis Procedure		Diagnosis Procedure	
P0A1D-140	183	P0A2B-248, P0A2B-250	197
Description		Description	
DTC Logic		DTC Logic	
Diagnosis Procedure		Diagnosis Procedure	
-			
P0A1D-141		P0A2C-247, P0A2D-249	
Description		Description	198
DTC Logic		DTC Logic	
Diagnosis Procedure	184	Diagnosis Procedure	198
P0A1D-144, P0A1D-145	185	P0A37-258, P0A37-260	202
Description		Description	
DTC Logic		DTC Logic	
Diagnosis Procedure		Diagnosis Procedure	
-		•	
P0A1D-148		P0A38-257, P0A39-259	
Description		Description	
DTC Logic		DTC Logic	
Diagnosis Procedure	186	Diagnosis Procedure	204
P0A1D-162, P0A1D-821, P0A1D-822,		P0A3F-243, P0A40-500, P0A41-245	208
P0A1D-823	187	Description	
Description		DTC Logic	208
DTC Logic		Diagnosis Procedure	
Diagnosis Procedure			
20.440-470	100	P0A4B-253, P0A4C-513, P0A4D-255	
P0A1D-179		Description	
Description		DTC Logic	
DTC Logic		Diagnosis Procedure	211
Diagnosis Procedure	188	P0A51-174	213
P0A1D-187	189	Description	
Description		DTC Logic	
DTC Logic		Diagnosis Procedure	
Diagnosis Procedure			
Diagnosis i roccuire	109	P0A60-288, P0A60-290, P0A60-294, P0A	<b>.</b> 60-
P0A1D-393	190	501	
Description	190	Description	215
DTC Logic		DTC Logic	215
Diagnosis Procedure		Diagnosis Procedure	
P0A1D-721, P0A1D-722, P0A1D-723,		P0A63-296, P0A63-298, P0A63-302, P0A	.63-
POA1D-765, POA1D-787	191	502	
Description		Description	
DTC Logic		DTC Logic	
Diagnosis Procedure		Diagnosis Procedure	
-			
P0A1D-924, P0A1D-925		P0A72-326, P0A72-328, P0A72-333, P0A	
Description		515	
DTC Logic		Description	219
Diagnosis Procedure	192	DTC Logic	219
P0A1F-129	402	Diagnosis Procedure	
Description		D0475-324 D0475-226 D0475-244 D04	75
•		P0A75-334, P0A75-336, P0A75-341, P0A	
DTC Logic		516	
Diagnosis Procedure	193	Description	
P0A1F-150, P0A1F-157	195	DTC Logic	221

Diagnosis Procedure	221	P0A78-510	271
P0A78-113	223	Description	
Description		DTC Logic	
DTC Logic		Diagnosis Procedure	272
Diagnosis Procedure		P0A78-523	272
Diagnosis i locedure	224	Description	
P0A78-121	. 227	DTC Logic	
Description	227		
DTC Logic		Diagnosis Procedure	2/4
Diagnosis Procedure		P0A78-586	276
		Description	276
P0A78-128		DTC Logic	276
Description		Diagnosis Procedure	
DTC Logic		-	
Diagnosis Procedure	235	P0A78-806, P0A78-808	
P0A78-266, P0A78-267	220	Description	
Description		DTC Logic	
DTC Logic		Diagnosis Procedure	279
Diagnosis Procedure		P0A78-807	າດາ
Diagnosis i locedure	239	Description	
P0A78-279	. 240		
Description	240	DTC Logic	
DTC Logic		Diagnosis Procedure	∠03
Diagnosis Procedure		P0A7A-122	285
· ·		Description	
P0A78-282		DTC Logic	
Description		Diagnosis Procedure	
DTC Logic		•	
Diagnosis Procedure	244	P0A7A-130	290
P0A78-284	245	Description	
		DTC Logic	
Description		Diagnosis Procedure	291
DTC Logic		P0A7A-322	00.4
Diagnosis Procedure	240		
P0A78-286	. 251	Description	
Description		DTC Logic	
DTC Logic		Diagnosis Procedure	295
Diagnosis Procedure		P0A7A-324	300
•		Description	
P0A78-287	. 257	DTC Logic	
Description		Diagnosis Procedure	
DTC Logic		-	
Diagnosis Procedure	258	P0A7A-325	306
D0 4 70 20C	000	Description	306
P0A78-306		DTC Logic	306
Description		Diagnosis Procedure	307
DTC Logic		D0474 044	
Diagnosis Procedure	261	P0A7A-344	
P0A78-503, P0A78-504	. 263	Description	
Description		DTC Logic	
DTC Logic		Diagnosis Procedure	310
Diagnosis Procedure		P0A7A-517, P0A7A-518	312
	0 !	Description	
P0A78-505, P0A78-506	. 267	DTC Logic	
Description	267	Diagnosis Procedure	
DTC Logic	267	Diagnosio i roccadio	
Diagnosis Procedure	268	P0A7A-522	316
		Description	316

POA7A-809, POA7A-811         318 Description         318 Description         318 Diagnosis Procedure         35 Diagnosis Procedure         35 Diagnosis Procedure         36 Diagnosis Procedure         36 Diagnosis Procedure         36 Description         37 Description	DTC Logic	316	P0A94-550359	9
Diagnosis Procedure   35	Diagnosis Procedure	317	Description359	9 /
Description         318         POA94-553         38           Diagnosis Procedure         319         Description         36           POA7A-8-10         322         Diagnosis Procedure         36           DTC Logic         322         Diagnosis Procedure         36           DTC Logic         325         Diagnosis Procedure         36           Description         325         Description         36           Description         325         Description         36           Description         325         Description         36           Diagnosis Procedure         325         Description         36           Diagnosis Procedure         325         Description         37           Diagnosis Procedure         328         Description         37           Diagnosis Procedure         328         Description         37           Diagnosis Procedure         328         Description         37           Description         331         Diagnosis Procedure         37           Diagnosis Procedure         331         Diagnosis Procedure         37           Diagnosis Procedure         331         Description         37           Diagnosis Procedure         3	D0474 000 D0474 044		DTC Logic359	9
DTC Logic         318         POA34-553         38           Diagnosis Procedure         319         Description         36           Description         322         Description         36           Description         322         POA94-554, POA94-556         36           Diagnosis Procedure         323         Description         36           POA90-251         325         Description         36           DTC Logic         325         Diagnosis Procedure         36           DTC Logic         325         Diagnosis Procedure         36           DTC Logic         325         Description         37           POA90-509         328         Diagnosis Procedure         37           DEscription         328         Diagnosis Procedure         37           DEscription         328         Diagnosis Procedure         37           Description         331         Description         37           Description         331         Description         37           Description         331         Description         37           Description         331         Description         37           Diagnosis Procedure         344         Description         <			Diagnosis Procedure359	9
Diagnosis Procedure   319	•		2010/ 550	. E
POA7A-810         322           Description         322           DTC Logic         322           Diagnosis Procedure         323           Diagnosis Procedure         323           POA94-554, POA94-556         36           Description         325           Description         325           Diagnosis Procedure         325           Diagnosis Procedure         325           POA94-555         37           Description         328           Description         328           Diagnosis Procedure         328           Diagnosis Procedure         328           Diagnosis Procedure         328           Description         331           Description         331           Description         331           Description         331           Diagnosis Procedure         331           Diagnosis Procedure         331           Diagnosis Procedure         331           Diagnosis Procedure         331           POA92-521         334           Diagnosis Procedure         334           Diagnosis Procedure         334           Diagnosis Procedure         334				1
POA/A-8-10   322   Diagnosis Procedure   36   Description   322   Diagnosis Procedure   322   Diagnosis Procedure   323   Description   326   Description   326   Description   326   Diagnosis Procedure   325   Diagnosis Procedure   325   Diagnosis Procedure   325   Diagnosis Procedure   326   Diagnosis Procedure   327   Description   328   Diagnosis Procedure   328   Diagnosis Procedure   328   Diagnosis Procedure   328   Diagnosis Procedure   328   Description   331   Description   331   Description   331   Description   331   Description   334   Diagnosis Procedure   331   Diagnosis Procedure   334   Diagnosis Procedure   334   Diagnosis Procedure   334   Diagnosis Procedure   337   Diagnosis Procedure   338   Diagnosis Procedure   342   Diagnosis Procedure   342   Diagnosis Procedure   343   Description   344   Diagnosis Procedure   345   Diagnosis Procedure   346   Diagnosis Procedure   347   Description   348   Diagnosis Procedure   347   Description   348   Diagnosis Procedure   349   Di	Diagnosis Procedure	319	•	
Description   322   Description   325   Description   326   Description   327   Description   328   Description   329   Desc	Ρ0Δ7Δ-810	322		
DTC Logic         322         P0A94-554, P0A94-556         36           Diagnosis Procedure         323         Description         36           Description         325         Diagnosis Procedure         36           DTC Logic         36         36           DTC Logic         36         37           Diagnosis Procedure         325         Description         37           P0A90-509         328         Description         37           DTC Logic         328         DTC Logic         37           Diagnosis Procedure         328         P0A94-557         37           Diagnosis Procedure         328         P0A94-557         37           Diagnosis Procedure         328         P0A94-557         37           Description         331         Diagnosis Procedure         37           DTC Logic         331         Diagnosis Procedure         37           Diagnosis Procedure         331         Description         37           DA94-581         334         Description         37           DIC Logic         334         Description         37           Diagnosis Procedure         334         Description         37           DESCRIPTION </td <td></td> <td></td> <td>Diagnosis Procedure362</td> <td>2 HE</td>			Diagnosis Procedure362	2 HE
Diagnosis Procedure   323   Description   36	•		Ρ0Δ94-554 Ρ0Δ94-556	7
POA90-251         325         Diagnosis Procedure         36           Description         325         Diagnosis Procedure         36           Diagnosis Procedure         325         POA94-555         37           POA90-509         328         Description         37           Diagnosis Procedure         328         DTC Logic         37           Diagnosis Procedure         328         POA94-557         37           Diagnosis Procedure         328         POA94-557         37           Diagnosis Procedure         328         POA94-557         37           Diagnosis Procedure         331         Diagnosis Procedure         37           Diagnosis Procedure         331         Diagnosis Procedure         37           Diagnosis Procedure         331         Diagnosis Procedure         37           Diagnosis Procedure         331         Description         37           POA92-521         34         Description         37           Diagnosis Procedure         334         Description         37           POA93-346         337         Diagnosis Procedure         37           POA94-587         37         Diagnosis Procedure         37           Diagnosis Procedure </td <td></td> <td></td> <td></td> <td>7</td>				7
Diagnosis Procedure   36	· ·			
Description         325           DTC Logic         325           Diagnosis Procedure         325           POA90-509         328           Description         328           DTC Logic         328           Diagnosis Procedure         328           Diagnosis Procedure         328           POA92-261         331           Description         331           Description         331           Diagnosis Procedure         331           Diagnosis Procedure         331           Diagnosis Procedure         331           Description         37           Diagnosis Procedure         331           Description         37           Description         37           Description         37           Diagnosis Procedure         34           Diagnosis Procedure         34           Diagnosis Procedure         34           Diagnosis Procedure         37           Diagnosis Procedure         37           Diagnosis Procedure         37           Diagnosis Procedure         37           Diagnosis Procedure         38           Diagnosis Procedure         36      <				
Diagnosis Procedure   325	•		•	
POA90-509         328         DTC Logic         37           Description         328         POA94-557         37           Diagnosis Procedure         328         Description         37           Diagnosis Procedure         328         Description         37           POA92-261         331         Description         37           DTC Logic         331         DTC Logic         37           Diagnosis Procedure         331         Description         37           POA92-521         334         Description         37           DTC Logic         334         Description         37           DTC Logic         334         Description         37           DTC Logic         334         Description         37           POA93-346         337         Description         37           DTC Logic         337         Description         37           DTC Logic         337         Description         38           POA94-127         342         Description         38           DEscription         342         Description         38           POA94-172         347         Description         38           DEscription			P0A94-55537	1 E
POA91-509         328           Description         328           DTC Logic         328           Diagnosis Procedure         328           POA92-261         331           Description         331           DEScription         331           DTC Logic         331           Diagnosis Procedure         331           Diagnosis Procedure         331           Description         37           Diagnosis Procedure         37           Description         37           Description         37           Diagnosis Procedure         37           Diagnosis Procedure         37           Diagnosis Procedure         37           Diagnosis Procedure         38           Description         38           Diagnosis Procedure         342           Diagnosis Procedure         342           Diagnosis Procedure         342           Diagnosis Procedure         344 <td>Diagnosis Procedure</td> <td> 325</td> <td>Description37</td> <td>1</td>	Diagnosis Procedure	325	Description37	1
Description         328         POA94-557         37           Diagnosis Procedure         328         Description         37           POA92-261         331         Description         37           Description         331         DTC Logic         37           Diagnosis Procedure         331         POA94-585         37           Diagnosis Procedure         334         DEscription         37           POA92-521         34         DEscription         37           Description         334         DTC Logic         37           Diagnosis Procedure         34         DEscription         37           POA93-346         337         DEscription         37           DESCRIPTION         337         DESCRIPTION         37           DESCRIPTION         337         DESCRIPTION         37           DESCRIPTION         337         DESCRIPTION         38           DESCRIPTION         342         DESCRIPTION         38           DESCRIPTION         342         DESCRIPTION         38           DESCRIPTION         342         DESCRIPTION         38           DESCRIPTION         347         DESCRIPTION         38           D	D0 4 00 500	220	DTC Logic37	
DTC Logic         328         P0A94-557         37           Diagnosis Procedure         328         Description         37           POA92-261         331         DTC Logic         37           Description         331         DTC Logic         37           Diagnosis Procedure         331         P0A94-585         37           POA92-521         334         Description         37           Diagnosis Procedure         334         Description         37           Diagnosis Procedure         334         Description         37           Diagnosis Procedure         334         Description         37           Description         37         DEscription         37           DTC Logic         337         Description         37           DTC Logic         337         Description         37           DTC Logic         337         Description         38           DTC Logic         337         Description         38           DESCRIPTION         342         Description         38           DTC Logic         342         Description         38           DTC Logic         342         Description         38           DTC			Diagnosis Procedure37	1 <sub>F</sub>
Diagnosis Procedure         328         Description         37           POA92-261         331         Diagnosis Procedure         37           DTC Logic         331         Diagnosis Procedure         37           Diagnosis Procedure         331         Description         37           POA92-521         334         Description         37           Diagnosis Procedure         334         DTC Logic         37           Diagnosis Procedure         334         Description         37           POA93-346         337         Description         37           Description         337         DTC Logic         37           Diagnosis Procedure         337         DTC Logic         37           Diagnosis Procedure         337         DESCRIPTION         38           DEVIDADE         337         DESCRIPTION         38           DEVIDADE         342         DESCRIPTION         38 <t< td=""><td>•</td><td></td><td>P0AQ4_557</td><td>2</td></t<>	•		P0AQ4_557	2
POA92-261         331         Diagnosis Procedure         37           Description         331         POA94-585         37           Diagnosis Procedure         331         DTC Logic         37           POA92-521         334         DTC Logic         37           Description         334         DTC Logic         37           Diagnosis Procedure         334         Description         37           POA93-346         337         Description         37           Diagnosis Procedure         337         Description         37           DTC Logic         337         Description         37           Diagnosis Procedure         37         Description         38           Diagnosis Procedure         37         Description         38           DESCRIPTION         342         DESCRIPTION         38           DESCRIPTION         342         DESCRIPTION         38           DTC Logic         342         DESCRIPTION         38           DTC Logic         342         DESCRIPTION         38           DTC Logic         347         DESCRIPTION         38           DESCRIPTION         351         DESCRIPTION         38				
P0A92-261         331         Diagnosis Procedure         37           Dascription         331         DOA94-585         37           Diagnosis Procedure         331         Description         37           P0A92-521         334         Diagnosis Procedure         37           Description         334         Diagnosis Procedure         37           Diagnosis Procedure         334         Description         37           Diagnosis Procedure         334         Description         37           DTC Logic         37         Diagnosis Procedure         37           DTC Logic         37         Diagnosis Procedure         38           Diagnosis Procedure         337         Description         38           DESCRIPTION         342         Description         38           POA94-127         342         Description         38           Diagnosis Procedure         342         Description         38           DOA94-172         347         Description         38           DESCRIPTION         347         Description         38           DIC Logic         347         Description         38           DIC Logic         349         Description	Diagnosis i rocedule	320	•	
Description         331         POA94-585         37           Diagnosis Procedure         331         Description         37           POA92-521         334         Description         37           Description         334         Diagnosis Procedure         37           Diagnosis Procedure         334         POA94-587         37           Diagnosis Procedure         334         Description         37           POA93-346         337         Diagnosis Procedure         37           Description         337         Diagnosis Procedure         37           Diagnosis Procedure         337         Description         38           Diagnosis Procedure         337         Description         38           DTC Logic         342         Diagnosis Procedure         38           DTC Logic         342         Diagnosis Procedure         38           DEScription         342         Description         38           DEScription         342         Description         38           DEScription         347         Description         38           DEScription         347         Description         38           DEScription         351         Description	P0A92-261	331		
Diagnosis Procedure         331         Description         37           POA92-521         334         DTC Logic         37           DTC Logic         334         Diagnosis Procedure         37           Diagnosis Procedure         334         Description         37           POA93-346         337         DESCRIPTION         37           DTC Logic         337         DTC Logic         37           DTC Logic         337         DA94-589, POA94-590         38           Diagnosis Procedure         337         DESCRIPTION         38           POA94-127         342         Diagnosis Procedure         38           DTC Logic         342         Diagnosis Procedure         38           DTC Logic         342         DESCRIPTION         38           DTC Logic         342         DESCRIPTION         38           DTC Logic         342         DESCRIPTION         38           DESCRIPTION         347         DESCRIPTION         38           DESCRIPTION         347         DESCRIPTION         38           DIAGROSIS Procedure         347         DESCRIPTION         38           DIAGROSIS Procedure         351         DESCRIPTION         38	Description	331	Diagnosis i Tocedure	,
POA92-521         334         Diagnosis Procedure         37           Description         334         POA94-587         37           Diagnosis Procedure         334         POA94-587         37           POA93-346         337         DESCRIPTION         37           DTC Logic         337         DESCRIPTION         38           Diagnosis Procedure         337         POA94-589, POA94-590         38           Diagnosis Procedure         337         DESCRIPTION         38           POA94-127         342         DESCRIPTION         38           DTC Logic         342         DESCRIPTION         38           DTC Logic         342         DESCRIPTION         38           DESCRIPTION         342         DESCRIPTION         38           DTC Logic         347         DESCRIPTION         38           DTC Logic         347         DESCRIPTION         38           DTC Logic         347         DESCRIPTION         38           DTC Logic         351         DESCRIPTION         38           DTC Logic         351         DESCRIPTION         38           DTC Logic         351         DESCRIPTION         39           DTC	DTC Logic	331	P0A94-585378	В
Description   334	Diagnosis Procedure	331	Description378	3
Description   334     DTC Logic   334     Description   375     Description   376     Description   377     Description   377     Description   377     Description   378     DTC Logic   378     DTC Logic   379     DTC Logic   379     DTC Logic   379     DTC Logic   379     DESCRIPTION   379     DESCRIPTIO	D0400 F04		DTC Logic378	3
DTC Logic         334         P0A94-587         37           Diagnosis Procedure         334         Description         37           P0A93-346         337         DTC Logic         37           Description         337         Diagnosis Procedure         37           Diagnosis Procedure         337         DA94-589, P0A94-590         38           Diagnosis Procedure         342         DEscription         38           Diagnosis Procedure         347         Description         38           Diagnosis Procedure         347         Description         38           DESCRIPTION         351         DESCRIPTION         38           DTC Logic         351         DESCRIPTION         39           DTC Logic         351         DESCRIPTION         39           DTC Logic         39         DESC			Diagnosis Procedure378	3 .
Diagnosis Procedure         334         Description         37           POA93-346         337         DESCRIPTION         37           DTC Logic         337         DIAGRAPHOR SIGNED STRONGE STR	•		D0 4 0 4 5 0 7	_
POA93-346         337         Diagnosis Procedure         37           Description         337         Diagnosis Procedure         37           DTC Logic         337         POA94-589, POA94-590         38           Diagnosis Procedure         337         Description         38           POA94-127         342         Diagnosis Procedure         38           DTC Logic         342         Diagnosis Procedure         38           DTC Logic         342         Description         38           POA94-172         347         Description         38           DTC Logic         347         Description         38           Diagnosis Procedure         347         Description         38           Diagnosis Procedure         347         Description         38           DTC Logic         347         Description         38           DTC Logic         351         Diagnosis Procedure         38           DTC Logic         351         Description         39           DA4-442         351         Description         39           DTC Logic         351         Description         39           DTC Logic         353         Description         39				
Description   337	Diagnosis Procedure	334		_
Description         337           DTC Logic         337           Diagnosis Procedure         337           POA94-589, POA94-590         38           POA94-127         342           Description         342           DTC Logic         342           Diagnosis Procedure         342           Diagnosis Procedure         342           POA94-172         347           Description         347           DEScription         347           DTC Logic         347           Diagnosis Procedure         347           Description         38           DTC Logic         347           Description         38           DTC Logic         347           Description         38           DTC Logic         38           DTC Logic         38           DTC Logic         38           Diagnosis Procedure         351           DC Logic         351           DEscription         39           DTC Logic         39           DTC Logic         39           DTC Logic         39           DTC Logic         39           Draceription <td>P0A93-346</td> <td>337</td> <td></td> <td></td>	P0A93-346	337		
DTC Logic         337         P0A94-589, P0A94-590         38           Diagnosis Procedure         337         Description         38           P0A94-127         342         Diagnosis Procedure         38           DESCription         342         Diagnosis Procedure         38           Diagnosis Procedure         342         Description         38           P0A94-172         347         Description         38           DESCRIPTION         347         Diagnosis Procedure         38           DTC Logic         347         Description         38           Diagnosis Procedure         347         Description         38           P0A94-442         351         Description         38           DTC Logic         351         Diagnosis Procedure         38           Diagnosis Procedure         351         Description         39           DPA94-547, P0A94-549         353         Diagnosis Procedure         39           Diagnosis Procedure         353         Diagnosis Procedure         39           Diagnosis Procedure         353         P0AA6-526, P0AA6-611, P0AA6-612, P0AA6-612, P0AA6-613, P0AA6-614         39           Description         39         Description         39			Diagnosis Procedure3/8	J
Diagnosis Procedure         337         Description         38.           POA94-127         342         DESCRIPTION         38.           Description         342         Diagnosis Procedure         38.           Diagnosis Procedure         342         POAA1-231         38.           POA94-172         347         Description         38.           DTC Logic         347         Diagnosis Procedure         38.           DTC Logic         347         POAA1-233         38.           Diagnosis Procedure         347         Description         38.           DTC Logic         347         Description         38.           DTC Logic         351         Description         38.           DTC Logic         351         Description         38.           DTC Logic         351         Description         39.           DA44-232         39.         Description         39.           DTC Logic         353         DESCRIPTION         39.           DTC Logic         353         DESCRIPTION         39.           DTC Logic         39.         Diagnosis Procedure         39.           DTC Logic         39.         Description         39.	•		P0A94-589. P0A94-590382	2
POA94-127         342         DTC Logic         38.           Description         342         POAA1-231         38.           Diagnosis Procedure         342         Description         38.           POA94-172         347         Description         38.           DTC Logic         347         Diagnosis Procedure         38.           DTC Logic         347         Diagnosis Procedure         38.           Diagnosis Procedure         347         Description         38.           Diagnosis Procedure         347         Description         38.           DTC Logic         347         Description         38.           DTC Logic         38.         DTC Logic         38.           Diagnosis Procedure         351         DTC Logic         38.           Diagnosis Procedure         351         DAA4-232         39.           Description         353         DTC Logic         39.           Diagnosis Procedure         353         Diagnosis Procedure         39.           POA94-547, POA94-549         353         Diagnosis Procedure         39.           Diagnosis Procedure         353         POAA6-526, POAA6-611, POAA6-612,           POA94-548         357 <td< td=""><td></td><td></td><td></td><td></td></td<>				
POA94-127         342         Diagnosis Procedure         38.           DTC Logic         342         Description         38.           Diagnosis Procedure         342         Description         38.           POA94-172         347         DESCRIPTION         38.           DTC Logic         347         Diagnosis Procedure         38.           DTC Logic         347         Description         38.           Diagnosis Procedure         347         Description         38.           DESCRIPTION         38.         DTC Logic         38.           DTC Logic         38.         DTC Logic         38.           Diagnosis Procedure         351         Diagnosis Procedure         38.           DTC Logic         35.         Description         39.           DTC Logic         39.         DTC Logic         39.           DTC Logic         39.         DTC Logic         39.           DTC Logic         39.         DAA6-526, POAA6-611, POAA6-612, POAA6-614         39.           POA94-548         357         DESCRIPTION         39.           DTC Logic         39.         DTC Logic         39.           DTC Logic         39.         DESCRIPTION <t< td=""><td></td><td></td><td></td><td></td></t<>				
Description         342           DTC Logic         342           Diagnosis Procedure         342           POA94-172         347           Description         347           DTC Logic         347           Diagnosis Procedure         347           POA94-442         351           DESCRIPTION         351           DTC Logic         38           DTC Logic         38           Diagnosis Procedure         351           DTC Logic         38           Diagnosis Procedure         351           Diagnosis Procedure         351           Description         351           Description         352           DESCRIPTION         353           DESCRIPTION         354           POAA6-526, POAA6-611, POAA6-612,           POAA6-526, POAA6-614         39				
Diagnosis Procedure       342       Description       38         POA94-172       347       DESCRIPTION       347         DTC Logic       347       Diagnosis Procedure       38         Diagnosis Procedure       347       Description       38         POA94-442       351       DESCRIPTION       38         DTC Logic       351       DTC Logic       38         DTC Logic       351       DESCRIPTION       39         POA94-547, POA94-549       353       DESCRIPTION       39         DTC Logic       353       DESCRIPTION       39         DTC Logic       353       DAG-526, POAA6-611, POAA6-612, POAA6-613, POAA6-614       39         POA94-548       357       Description       39         Description       39       DESCRIPTION       39         Description       39       DESCRIPTION       39         Description       39       DESCRIPTION       39         Description       39       DESCRIPTION       39         Diagnosis Procedure       39       DESCRIPTION       39         Diagnosis Procedure       39       DESCRIPTION       39         Diagnosis Procedure       39       DESCRIPTION <td< td=""><td>•</td><td></td><td>•</td><td>- 1</td></td<>	•		•	- 1
P0A94-172         347         Description         347           DTC Logic         347         Diagnosis Procedure         38           Diagnosis Procedure         347         P0AA1-233         38           Diagnosis Procedure         347         Description         38           DTC Logic         38         DTC Logic         38           DTC Logic         351         DTC Logic         38           Diagnosis Procedure         351         P0AA4-232         39           DESCRIPTION         353         DESCRIPTION         39           DTC Logic         353         Diagnosis Procedure         39           DTC Logic         39         Diagnosis Procedure         39           POAA6-526, POAA6-611, POAA6-612, POAA6-612, POAA6-613, POAA6-614         39           Description         39         DESCRIPTION         39           Diagnosis Procedure         39         DESCRIPTION         39 <t< td=""><td></td><td></td><td></td><td></td></t<>				
POA94-172       347       Diagnosis Procedure       38         DTC Logic       347       Description       38         Diagnosis Procedure       347       Description       38         POA94-442       351       Description       38         DTC Logic       351       Diagnosis Procedure       38         DTC Logic       351       Description       39         Diagnosis Procedure       351       Description       39         DESCRIPTION       353       DESCRIPTION       39         DTC Logic       39       Diagnosis Procedure       39         DTC Logic       39       Diagnosis Procedure       39         DA46-526, POAA6-611, POAA6-612, POAA6-613, POAA6-614       39         Description       39         Diagnosis Procedure       39         Diagnosis Procedure       39	Diagnosis Procedure	342	•	
Description         347           DTC Logic         347           Diagnosis Procedure         347           P0A94-442         351           Description         351           DTC Logic         351           Diagnosis Procedure         351           P0A94-547, P0A94-549         353           DEscription         353           DTC Logic         353           DTC Logic         39           Diagnosis Procedure         39           DTC Logic         39           Diagnosis Procedure         39           Description         39           Diagnosis Procedure         39           Description         39           Description         39           Description         39           Description         39           Description         39           Description         39           Diagnosis Procedure         39           Diagnosis Procedure         39           Diagnosis Procedure	ΡηΔ94-172	347		
DTC Logic         347         P0AA1-233         38           Diagnosis Procedure         347         Description         38           Description         351         DTC Logic         38           DTC Logic         351         Diagnosis Procedure         38           Diagnosis Procedure         351         P0AA4-232         39           Description         353         DESCRIPTION         39           DTC Logic         39         DTC Logic         39           Diagnosis Procedure         353         Diagnosis Procedure         39           P0AA6-526, P0AA6-611, P0AA6-612, P0AA6-613, P0AA6-614         39           P0A94-548         Description         39           Description         39           Description         39           Diagnosis Procedure         39           Description         39           Diagnosis Procedure         39           Diagnosis Procedure         39			Diagnosis Procedure385	5 '
Diagnosis Procedure       347       Description       38         Description       351       Diagnosis Procedure       38         DTC Logic       351       Diagnosis Procedure       38         Diagnosis Procedure       351       P0AA4-232       39         Description       39       DTC Logic       39         DTC Logic       39       DTC Logic       39         Diagnosis Procedure       353       Diagnosis Procedure       39         DTC Logic       39       DAA6-526, P0AA6-611, P0AA6-612,       P0AA6-613, P0AA6-614       39         P0A94-548       357       Description       39         Description       357       Diagnosis Procedure       39         Diagnosis Procedure       39       Diagnosis Procedure       39         Diagnosis Procedure       39       Diagnosis Procedure       39	•		Ρ0ΔΔ1-233	R
P0A94-442       351         Description       351         DTC Logic       351         Diagnosis Procedure       351         P0A94-547, P0A94-549       353         DEscription       353         DTC Logic       39         DTC Logic       39         DTC Logic       39         Diagnosis Procedure       39         DTC Logic       39         Diagnosis Procedure       39         P0AA6-526, P0AA6-611, P0AA6-612,       P0AA6-613, P0AA6-614       39         Description       39         Description       39         DEscription       39         DTC Logic       39         Diagnosis Procedure       39				_
P0A94-442       351         Description       351         DTC Logic       351         Diagnosis Procedure       351         P0A94-547, P0A94-549       353         Description       353         DTC Logic       39         Diagnosis Procedure       39			•	
Description       351         DTC Logic       351         Diagnosis Procedure       351         P0A94-547, P0A94-549       353         Description       353         DTC Logic       39         Diagnosis Procedure       353         Diagnosis Procedure       354         P0A94-548       357         Description       357         Description       39         Description       39         Description       39         Description       39         Description       39         Diagnosis Procedure       39				
Diagnosis Procedure       351       Description       39         P0A94-547, P0A94-549       353       DTC Logic       39         Description       353       Diagnosis Procedure       39         DTC Logic       39       Diagnosis Procedure       39         P0A6-526, P0AA6-611, P0AA6-612, P0AA6-613, P0AA6-614       39         P0A94-548       357       Description       39         Description       39       Description       39         Diagnosis Procedure       39       Diagnosis Procedure       39	•		· ·	
P0A94-547, P0A94-549       353         Description       353         DTC Logic       39         Diagnosis Procedure       39         P0A94-548       357         Description       357         Diagnosis Procedure       39         Diagnosis Procedure       39         Description       39         Diagnosis Procedure       39			P0AA4-232390	0
P0A94-547, P0A94-549       353         Description       353         DTC Logic       353         Diagnosis Procedure       39         P0A94-548       357         Description       357         Diagnosis Procedure       39         Description       39         Diagnosis Procedure       39         Description       39         DTC Logic       39         Diagnosis Procedure       39	Diagnosis Procedure	351	Description390	
Description       353         DTC Logic       353         Diagnosis Procedure       354         P0A94-548       357         Description       357         Diagnosis Procedure       357         Diagnosis Procedure       39	D0AQ4-547 D0AQ4-540	252	DTC Logic392	
DTC Logic       353         Diagnosis Procedure       354         P0A94-548       357         Description       357         Diagnosis Procedure       357         Diagnosis Procedure       39			Diagnosis Procedure392	2 F
Diagnosis Procedure       354         P0A94-548       Description         357       Diagnosis Procedure         357       Diagnosis Procedure         357       Diagnosis Procedure	•		DOAA6-526 DOAA6-611 DOAA6 612	
P0A94-548				_
Description	Diagnosis i rocedule	304		
Description	P0A94-548	357	·	
. Diagnosis Floredule				
D 1 0 Logio	DTC Logic		Diagnosis Flocedule396	J
· ·			P0AA7-727408	8

Description408	Description	. 463
DTC Logic408	DTC Logic	. 463
Diagnosis Procedure408	Diagnosis Procedure	. 463
P0AC0-817 409	P1805-902	.465
Description409	Description	
DTC Logic409	DTC Logic	
Diagnosis Procedure409	Component Function Check	
-	Diagnosis Procedure	
P0ADB-227, P0ADC-226 411	Component Inspection (Stop Lamp Switch)	
Description411		
DTC Logic413	P1805-903, P1805-923	.468
Diagnosis Procedure413	Description	
DOADE 000 DOAE0 000	DTC Logic	
P0ADF-229, P0AE0-228 417	Diagnosis Procedure	
Description417	Component Inspection (Stop Lamp Switch)	. 470
DTC Logic419	D0400 4E0 D0404 406 D0400 404 D0400	
Diagnosis Procedure419	P2120-152, P2121-106, P2122-104, P2123-	
P0AE2-161 423	105, 2125-153	
Description423	Description	
DTC Logic425	DTC Logic	
Diagnosis Procedure425	Diagnosis Procedure	. 471
Diagnosis i roccuire425	P2126-109, P2127-107, P2128-108, P2138-	
P0AE2-773 431	110, P2138-154	176
Description431	Description	
DTC Logic433	•	
Diagnosis Procedure433	DTC Logic  Diagnosis Procedure	
	Diagnosis Frocedure	. 470
P0AE6-225 435	P2511-149	.481
Description435	Description	
DTC Logic437	DTC Logic	
Diagnosis Procedure437	Diagnosis Procedure	
P0AE7-224 449	P2519-766	402
Description449		
DTC Logic451	Description	
Diagnosis Procedure451	DTC Logic	
-	Diagnosis Procedure	. 403
P0AEE-276, P0AEE-277454	P3000-388	.486
Description454	Description	. 486
DTC Logic454	DTC Logic	. 486
Diagnosis Procedure454	Diagnosis Procedure	. 486
P0AEF-275, P0AF0-274 457	P3000-389	400
Description457	Description	
DTC Logic457	•	
Diagnosis Procedure457	DTC Logic  Diagnosis Procedure	
D0C20 200	Diagnosis i Tocedule	. 400
P0C30-390458	P3000-603	.490
Description458	Description	. 490
DTC Logic	DTC Logic	. 490
Diagnosis Procedure458	Diagnosis Procedure	
P1572-904 460	P3004-131	402
Description460	Description	
DTC Logic460	DTC Logic	
Component Function Check460	Diagnosis Procedure	
Diagnosis Procedure460	Diagnosis i 100edule	. +34
Component Inspection (ASCD Brake Switch)462	P3004-132	.502
P1606-308 463	Description	
P1606-308 463		

DTC Logic504	P3227-583, P3228-584545
Diagnosis Procedure504	
•	DTC Logic 545
P3004-133509	Diagnosis Procedure545
Description509	-
DTC Logic509	
Diagnosis Procedure509	Description546
D0004 000 D0004 004	DTC Logic546
P3004-800, P3004-801510	Diagnosis Procedure 546
Description510	
DTC Logic512	
Diagnosis Procedure512	·
P3004-803519	DTC Logic548
Description519	Diadilosis i locedule
DTC Logic521	U0100-211, U0100-212, U0100-530550
Diagnosis Procedure521	Description550
	DTC Logic 550
P3108-535, P3108-536, P3108-538525	Diagnosis Procedure550
Description525	Diagnosio i roccaro
DTC Logic525	U0110-159, U0110-160, U0110-656, U0110-
Diagnosis Procedure525	657551
D0440 400 D0440 000	Description551
P3110-139, P3110-223529	
Description	Diagnosis Procedure 552
DTC Logic	
Diagnosis Procedure529	
P3136-914, P3136-915, P3136-916531	Description557
Description531	DTC Logic557
DTC Logic531	Diagnosis Procedure557
Diagnosis Procedure531	U0129-220, U0129-222, U0129-528559
	Description 550
P3147-239, P3147-241533	DTC Logic 559
Description533	Diagnosis Procedure 559
DTC Logic533	
Diagnosis Procedure533	U0129-529560
P3147-240, P3147-242536	Description560
•	DTC Logic560
Description	Diagnosis Frocedurepp
Diagnosis Procedure536	
Diagnosis i rocedure550	•
P3216-181, P3217-182537	Description
Description537	DTC Logic
DTC Logic537	DIAUTUSIS FIUGEODIE 202
Diagnosis Procedure537	
	Description 563
P3221-314, P3221-315538	DTC Logic 563
Description538	Diagnosis Procedure 563
DTC Logic538	
Diagnosis Procedure538	U1001-146, U1001-435, U1001-594, U1001-
P3222-313, P3223-312541	827, U1001-919, U1001-920564
·	Description564
Description541 DTC Logic541	DTC Logic564
Diagnosis Procedure541	Diagnosis Procedure565
Diagnosis i 1006uule	ACCD INDICATOR
P3226-562, P3226-563542	ASCD INDICATOR566
Description542	Description566
DTC Logic542	Component Function Check566
Diagnosis Procedure542	

MALFUNCTION INDICATOR LAMP 567	PREPARATION	633
Description567	Commercial Service Tools	633
Component Function Check567		
Diagnosis Procedure567	ON-VEHICLE MAINTENANCE	634
ECU DIAGNOSIS568	COOLANT(FOR INVERTER)	634
	Inspection	634
HV ECU 568	Replacement	634
Reference Value568		
Wiring Diagram577	REMOVAL AND INSTALLATION	636
DTC Index597	INVERTER WITH CONVERTER ASSEMBL	V 626
MG ECU 604	Exploded View	
Reference Value604	Removal and Installation	
Reference value604	Hemoval and installation	050
WIRING DIAGRAM609	WATER PUMP WITH MOTOR & BRACKET	-
	ASSEMBLY	
HYBRID CONTROL SYSTEM609	Exploded View	
Wiring Diagram609	Removal and Installation	639
PRECAUTION629	ACCELERATOR PEDAL POSITION SEN-	
	SOR	640
PRECAUTIONS 629	Removal and Installation	
General Precautions629		
Precautions For High-Voltage System630	HV ECU	641
Precautions for Inspecting the Hybrid Control Sys-	Precaution for replacing hybrid vehicle control	
tem630	ECU	641
Precautions for the Hybrid Control System Activa-	Exploded View	
tion631	Removal and Installation	641
Precaution for Supplemental Restraint System	SUB RADIATOR	640
(SRS) "AIR BAG" and "SEAT BELT PRE-TEN-	Exploded View	
SIONER"631	Removal and Installation	
Precaution for replacing hybrid vehicle control	nemovai and installation	643
ECU	FRAME WIRE	645
Precaution for Procedure without Cowl Top Cover.632	Exploded View	
PREPARATION633	Removal and Installation	

#### DIAGNOSIS AND REPAIR WORKFLOW

## < BASIC INSPECTION > **BASIC INSPECTION** Α DIAGNOSIS AND REPAIR WORKFLOW Work Flow INFOID:0000000005440952 **DETAILED FLOW** 1.VEHICLE BROUGHT TO WORK SHOP D >> GO TO 2. 2.CUSTOMER PROBLEM ANALYSIS Е Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using the "DIAGNOSTIC WORK SHEET". F >> GO TO 3. 3.connect consult-III to the data link connector If the display on the CONSULT-III indicates a communication malfunction, inspect the data link connector. >> GO TO 4. Н f 4.CHECK DTC AND SAVE FREEZE FRAME DATA Check DTC. 2. Perform the following procedure if DTC is displayed. Record DTC and freeze frame data. Study the relationship between the cause detected by DTC and the symptom described by the customer. 3. Check related service bulletins for information. Clear DTC. >> GO TO 5. K 5. CONDUCT VISUAL INSPECTION Check the vehicle visually. >> GO TO 6. 6.CONFIRM THE SYMPTOM M

Try to confirm the symptom described by the customer.

DIAGNOSTIC WORK SHEET is useful to verify the incident.

Verify relation between the symptom and the condition when the symptom is detected.

If the engine does not start, perform steps 7 to 8 first.

#### Is the malfunction occur?

YES >> GO TO 8.

NO >> GO TO 7.

#### 7 . DUPLICATE CONDITIONS THAT PRODUCE SYMPTOMS

- Drive the vehicle under the similar conditions to Freeze Frame Data for certain time.
- Check DTC.

#### Is DTC detected?

YFS >> GO TO 8. NO >> GO TO 9.

HBC-9 2010 Altima HEV Revision: September 2009

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#### **DIAGNOSIS AND REPAIR WORKFLOW**

#### < BASIC INSPECTION >

## 8. PERFORM DIAGNOSIS PROCEDURE

Perform the diagnosis procedure related to displayed DTC.

>> GO TO 12.

## 9. CHECK HYBRID VEHICLE CONTROL ECU POWER SUPPLY CIRCUIT

Perform the circuit inspection for the hybrid vehicle control ECU power supply circuit.

#### Is malfunction confirmed?

YES >> GO TO 11. NO >> GO TO 10.

## 10. CHECK INTERMITTENT INCIDENT

Perform the trouble diagnosis for intermittent incident.

>> GO TO 11.

## 11. IDENTIFY PROBLEM

Check the malfunctioning parts

>> GO TO 12.

## 12. ADJUST AND/OR REPAIR

- 1. Repair or replace the malfunctioning part.
- Reconnect parts or connectors, disconnected during Diagnosis Procedure, again after repair and replacement.

>> GO TO 13.

## 13. CONDUCT CONFIRMATION TEST

Perform the step again that the DTC or malfunction was confirmed in this procedure.

>> INSPECTION END

## Diagnostic Work Sheet

INFOID:0000000005440953

#### DESCRIPTION

There are many operating conditions that lead to the malfunction of Hybrid vehicle control components. A good grasp of such conditions can make troubleshooting faster and more accurate.

In general, each customer feels differently about an incident. It is important to fully understand the symptoms or conditions for a customer complaint.

Utilize a diagnostic worksheet like the sample in order to organize all the information for troubleshooting.

#### **KEY POINTS**

WHAT ..... Vehicle & engine model
WHEN ..... Date, Frequencies
WHERE..... Road conditions
HOW ..... Operating conditions,
Weather conditions,
Symptoms

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## **DIAGNOSIS AND REPAIR WORKFLOW**

## < BASIC INSPECTION >

## **WORK SHEET SAMPLE**

0		
Customer name MR/MS Model & Year		
VIN		
Incident Date		
Manuf.Date In Service Date		
Fuel and fuel filler cap		□ Vehicle ran out of fuel causing misfire
		☐ Fuel filler cap was left off or incorrectly screwed on. ☐ "WARNING RANGEmpg" is displayed in the meter.
Symptoms	□Startability	☐ Impossible to "READY"
		□ Impossible to starting engine
		☐ No combustion ☐ Partial combustion
		☐ Partial combustion affected by thorottle position
		□ Partial combustion NOT affected by thorottle position
		☐ Possible but hard to starting engine ☐ Others [
	□Idling	□ No fast idle
		□ Offstable
		☐ High idle ☐ Low idle ☐ Others I
	□Driveability	☐ Stumble
		□ Surge □ Knock
		☐ Lack of power
		☐ Intake backfire ☐ Exhaust backfire
		☐ Shock at starting engine
		☐ Others [ ]
	SOC status	SOC ; Low(white) Low(blue) Mid High
		□ Impossible to charge SOC
Incident occurrence		□ Just after delivery
		☐ Recently ☐ in the morning
		At hight
_		☐ In the daytime
Frequency		□ All the time □ Under certain conditions
		□ Sometimes
Weather conditions	Weather	□ Fine
		□ Raining □ Snowing □ Others I
	Temperature	☐ Hot
		□ Warm □ Cool
		Li Cold
		□ <u>Humid</u> F
Engine conditions		□ Cold
		☐ During warm-up
		☐ After warm-up  Engine speed: 0 2000 4000 6000 8000 rpm
Road conditions		☐ Dining warn-up ☐ After warn-up Engine speed; 0 2000 4000 6000 8000 rpm ☐ In town
		□ In suburbs
		☐ Highway ☐ Off road (up/down)
		□ Slope (up/down)
Driving conditions		□ Not affected
		☐ At starting ☐ While starting
		I □ At racing
		□ While accelerating
		☐ While cruising ☐ While decelerating
		☐ While turning (RH/RL)
Malfunction indicator lamp		Shift position $\Box P \Box R \Box N \Box D \Box B \Box None (Not displayed)$ $\Box$ Turned on
·		□ Not turned on
READY operation indicator light		☐ Turned on
Hybrid system warning light		☐ Not turned on ☐ Turned on
		□ Not turned on
Hight voltage battery warning light		☐ Turned on ☐ Not turned on
Charge warning light		☐ Turned on
		□ Not turned on
Brake warning light		☐ Turned on ☐ Not turned on
EPS warning light		☐ Turned on
		□ Not turned on
Master warning light		☐ Turned on ☐ Not turned on
ASCD SET lamp		☐ Turned on
i '		□ Not turned on
		☐ Flashing (if ASCD CRUISE lamp is turned on)

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#### **INSPECTION AND ADJUSTMENT**

#### < BASIC INSPECTION >

## INSPECTION AND ADJUSTMENT ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Precaution for replacing hybrid vehicle control ECU

When replacing the hybrid vehicle control ECU, never remove the waterproof sheet. **NOTE:** 

The hybrid vehicle control ECU is covered with a waterproof sheet. If the waterproof sheet is peeled off, the labels on the hybrid vehicle control ECU will be removed together with the waterproof sheet. Consequently important data printed on the label for warranty procedure will be lost.

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Special Repair Requirement

1.PERFORM INITIALIZATION OF NATS SYSTEM AND REGISTRATION OF ALL NATS IGNITION KEY IDS

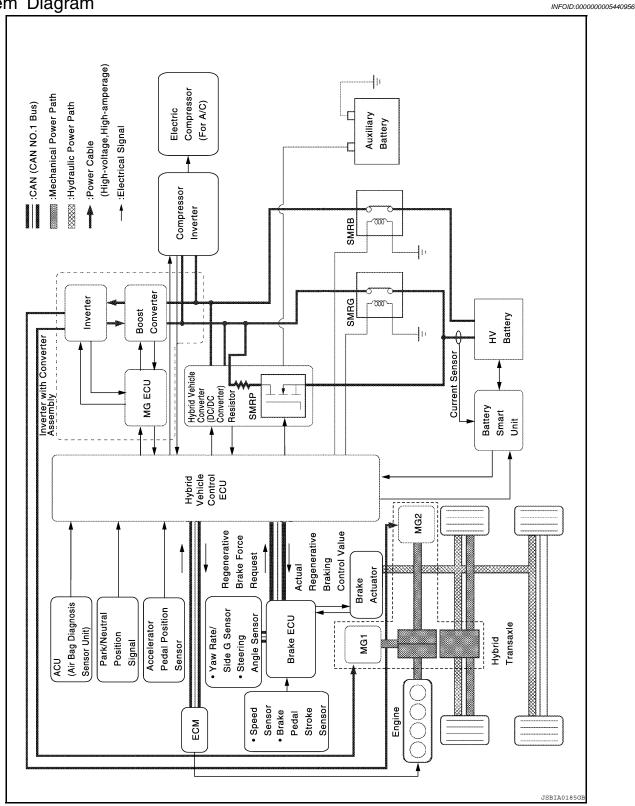
Refer to SEC-9, "ECM RE-COMMUNICATING FUNCTION: Special Repair Requirement".

>> END

## **FUNCTION DIAGNOSIS**

## HYBRID CONTROL SYSTEM

System Diagram



System Description

INFOID:0000000005440957

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**DESCRIPTION** 

#### < FUNCTION DIAGNOSIS >

#### General

The Hybrid Vehicle Control system optimally effects cooperative control of a QR25DE engine and a high-speed, high-output MG2 through a hybrid transaxle that provides excellent transmission performance.

Furthermore, it uses a variable-voltage system consisting of a high-output HV battery with a nominal voltage of DC 244.8 V, and a boost converter that boosts the operating voltage of the system to a maximum voltage of DC 650 V.

#### NOTE:

- Inverter water pump is also called water pump with motor and bracket assembly in this service manual.
- Generator is also called MG1 or motor generator No.1 in this service manual.
- Traction motor is also called MG2 or motor generator No.2 in this service manual.
- Inverter assembly is also called inverter with converter assembly in this service manual.
- Hybrid vehicle converter (DC/DC converter) is also just called DC/DC converter in this service manual.

#### **Driving Performance**

This system uses a variable-voltage system that consists of a boost converter to boost the operating voltage to a maximum voltage of DC 650 V. It is able to drive the MG1 (Motor Generator No.1) and MG2 (Motor Generator No.2) at a high voltage, and minimizes the electrical loss associated with the supply of electric power at a smaller current. Thus, it is able to operate the MG1 and MG2 at high speeds and high outputs.

A high driving force is achieved through the synergy effect of the high-speed, high-output MG2 and the high-efficiency QR25DE engine.

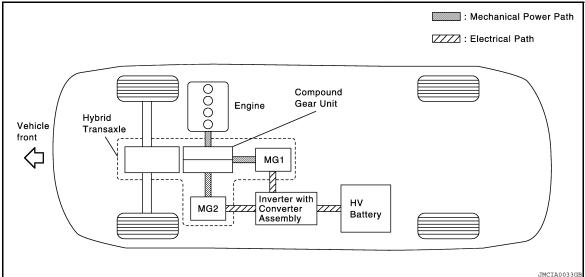
#### Fuel Economy Performance

- By optimizing the internal construction of MG2, this system realizes a high level of regenerative capability, thus realizing a high level of fuel economy performance.
- This system stops the engine while the vehicle is idling, and stops the engine as much as possible under conditions in which the operating efficiency of the engine is poor, allowing the vehicle to operate using only MG2. Under the conditions in which the operating efficiency of the engine is favorable, the engine operates to drive the vehicle using MG1 while generating electricity. Thus, this system effects the input-output control of driving energy in a highly efficient manner to realize a high level of fuel economy.

#### **FEATURES**

#### General

- The Hybrid Vehicle Control System offers the following representative features:
- Uses a variable-voltage system in which a boost converter boosts the operating voltage of the system to a
  maximum voltage of DC 650 V and an inverter converts the direct current into an alternating current, which
  supplies the system voltage to MG1 and MG2.
- A motor speed reduction planetary gear unit, whose purpose is to reduce motor speed, is used to enable the high-speed, high-output MG2 to adapt optimally to the power split planetary gear unit in the hybrid transaxle.
- The Hybrid Vehicle Control System consists primarily of the following components:

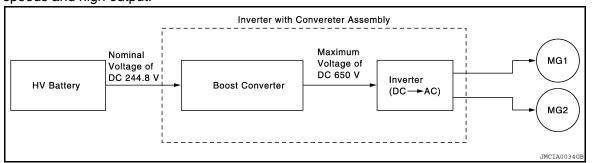


#### Variable-Voltage System

In the Hybrid Vehicle Control System, a boost converter is used inside the inverter assembly. The boost converter boosts the system operating voltage to a maximum voltage of DC 650 V and the inverter converts direct current into alternating current, in order to drive MG1 and MG2 at a high voltage as well as minimize the elec-

#### < FUNCTION DIAGNOSIS >

trical loss associated with the electric power supply at a smaller current. Thus, MG1 and MG2 can be operated at high speeds and high output.

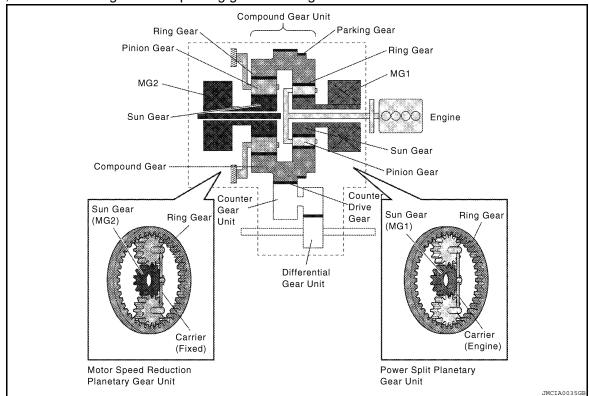


#### Clutch-Less System

A clutch-less system is used to mechanically link the front wheels and MG2 via gears. To disengage the motive force in the neutral position, the shift position sensor outputs an N position signal to turn OFF all the power transistors in the inverter (which controls MG1 and MG2). As a result, the operation of MG1 and MG2 shuts down, thus rendering the motive force at the wheels to zero.

#### Hybrid Transaxle

- This system drives the vehicle by combining the motive forces of the engine and the MG2 in an optimal manner in accordance with the driving conditions of the vehicle. In this system, the engine power forms the basis. The power split planetary gear unit in the hybrid transaxle splits the engine power two ways: one to drive the wheels, and the other to drive MG1, so that it can function as a generator.
- This hybrid transaxle consists primarily of MG1, MG2, a compound gear unit (which consists of a motor speed reduction planetary gear unit and a power split planetary gear unit), a counter gear unit and a differential gear unit.
- The engine, MG1 and MG2 are mechanically joined via the compound gear unit.
- The compound gear unit contains a motor speed reduction planetary gear unit and a power split planetary gear unit. The motor speed reduction planetary gear unit reduces the rotational speed of MG2, and the power split planetary gear unit splits the motive force of the engine two ways: one to drive the wheels, and the other to drive MG1, so that it can function as a generator.
- In the motor speed reduction planetary gear unit, the sun gear is coupled to the output shaft of MG2, and the
  carrier is fixed. Furthermore, the compound gear unit uses a compound gear, in which two planetary ring
  gears, a counter drive gear and a parking gear are integrated.



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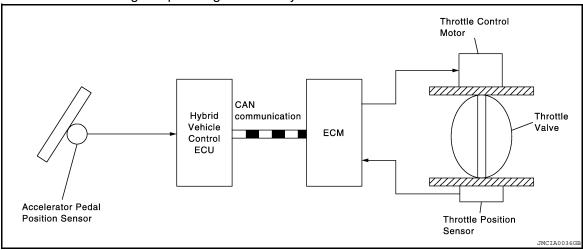
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#### Link-Less

The Electric Throttle Control Actuator is used. This is a link-less system that does not use an accelerator cable. Instead, it uses an accelerator pedal position sensor and a throttle position sensor to detect the accelerator pedal position and the throttle position.

The hybrid vehicle ECU calculates the target engine speed and the required engine motive force in accordance with the signals provided by the accelerator pedal position sensor, vehicle driving conditions, and the SOC (state of charge) of the hybrid vehicle battery. The hybrid vehicle ECU sends the results of this calculation to the ECM via the CAN communication line. The ECM optimally controls the electric throttle control actuator and sends the actual engine speed signal to the hybrid vehicle ECU.



#### Regenerative Brake

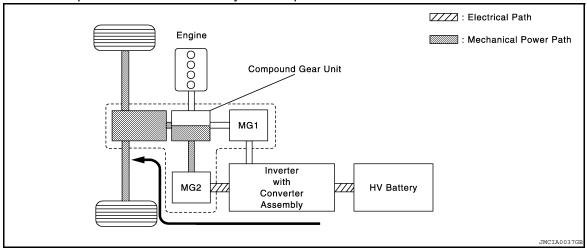
The regenerative brake function operates MG2 as a generator while the vehicle is decelerating or braking and stores this electrical energy in the HV battery.

#### **Basic Operation**

This system generates a motive force in combination with the engine, MG1 and MG2 in accordance with the driving conditions. Representative examples of the various combinations are described below.

#### Starting (Drive by MG2)

Supply of electrical power from the HV battery to MG2 provides force to drive the front wheels.



#### **During Acceleration with Engine**

#### < FUNCTION DIAGNOSIS >

While the front wheels are being driven by the engine via the planetary gears, MG1 is driven by the engine via the planetary gears, in order to supply the generated electricity to MG2.

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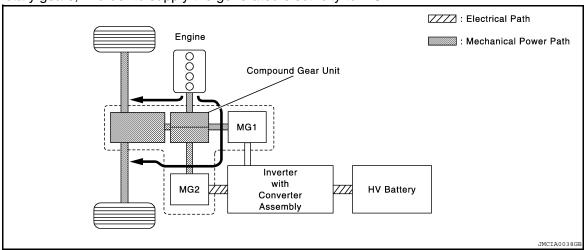
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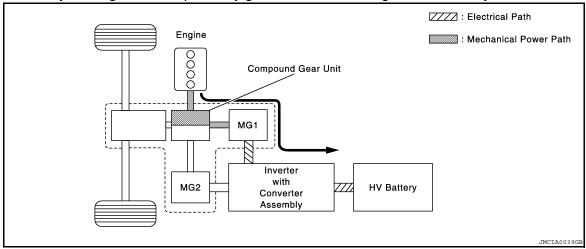
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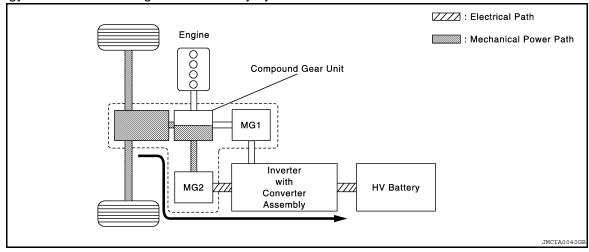
#### **Charge The HV Battery**

MG1 is rotated by the engine via the planetary gears, in order to charge the HV battery.



#### **During Deceleration Driving**

When the vehicle is decelerating, kinetic energy from the front wheels is recovered and converted into electrical energy and used to recharge the HV battery by means of MG2.



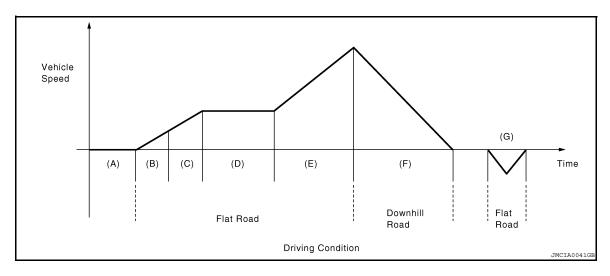
#### SYSTEM OPERATION

General

#### < FUNCTION DIAGNOSIS >

- The Hybrid Vehicle Control System uses two sources of motive force, the engine and MG2, and uses MG1
  as a generator. The system optimally combines these forces in accordance with the various driving conditions.
- The hybrid vehicle ECU constantly monitors the SOC condition, the HV battery temperature, the coolant temperature, and the electrical load condition. If any one of the monitored items fails to satisfy the requirements when the READY indicator is ON and the shift lever is in the "P" position, or the vehicle is driven in reverse, the hybrid vehicle ECU to starts the engine to drive MG1, and then charges the HV battery.
- The Hybrid Vehicle Control System drives the vehicle by optimally combining the operations of the engine, MG1, and MG2 in accordance with the driving conditions listed below.

The vehicle conditions listed below are examples of typical vehicle driving conditions.



- A. READY ON State
- D. During Low Load and Constant-Speed Cruising
- G. During Reverse Driving
- B. Starting with MG2
- E. During Full Throttle Acceleration
- C. Driving with MG2 and Engine
- F. During Deceleration Driving

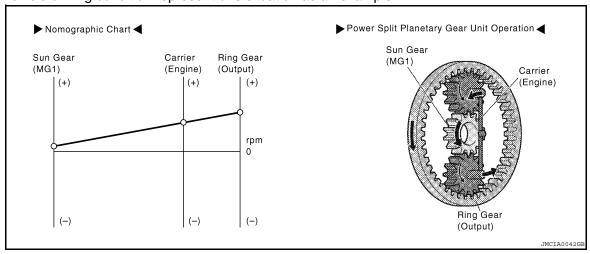
How to Read a Nomographic Chart

- The nomographic chart below gives a visual representation of the planetary gear's rotational direction, rotational speed, and torque balance.
- In the nomographic chart, a straight line is used to represent the relationship between the rotational speeds of the 3 gears in the power split planetary gear unit. The rotational speed of each gear is indicated by the distance from the 0 rpm point. Due to the structure of the power split planetary gear unit, the relationship between the rotational speeds of the 3 gears is always expressed by a straight line.
- The relationship between the gear rotation directions and the torque that acts on each gear is as described below.

Due to the structure of this hybrid transaxle, the MG2 motive force acts on the ring gear via the motor speed reduction planetary gear unit. The following illustrations of the power split planetary gear unit operation, represent the rotational direction, rotational speed and torque condition that act on the ring gear.

#### < FUNCTION DIAGNOSIS >

• The following nomographic charts and the illustrations of the power split planetary gear unit operation for each vehicle driving condition represent one situation as an example.



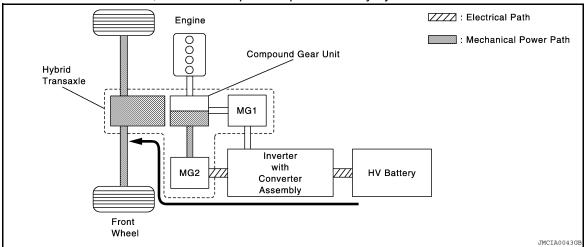
Condition of power split planetary gear unit

	Sun Gear (MG1)	Carrier (Engine)	Ring Gear (Output)
Rotational Direction	+	+	+
Torque Condition	-	+	-

Normal Driving (During Low Load and Constant-speed Cruising)

(B): Starting with MG2

• When the vehicle is started off, the vehicle operates powered only by the MG2.



• When the vehicle starts off under normal conditions, it runs using the motive force of MG2. While driving under this condition, the rotational speed of the carrier is 0 rpm due to the engine being inactive. In addition,

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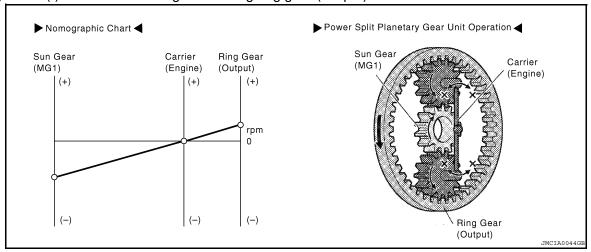
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#### < FUNCTION DIAGNOSIS >

since MG1 does not generate any torque, no torque acts on the sun gear. However, the sun gear rotates freely in the (-) direction balancing the rotating ring gear (Output).

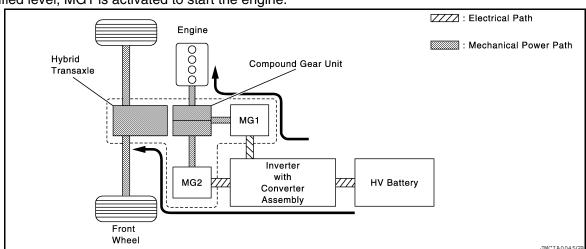


Condition of power split planetary gear unit

	Sun Gear (MG1)	Carrier (Engine)	Ring Gear (Output)
Rotational Direction	-	0	+
Torque Condition	0	0	+

(C): Driving with MG2 and Starting Engine

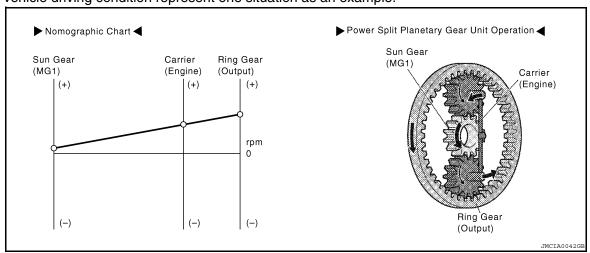
• If the required drive torque increases when driving with MG2 only, MG1 is activated to start the engine. In addition, if any one of the items monitored by the hybrid vehicle control ECU such as the SOC condition, the battery temperature, the engine coolant temperature or the electrical load condition deviates from the specified level, MG1 is activated to start the engine.



Only when driving with MG2, when the engine starts with MG1, the torque acts on the sun gear (MG1) in the
 (+) direction, the carrier (Engine) rotates in the (+) direction in reaction to the torque transmitted by the sun
 gear. The ring gear rotates in the (+) direction in reaction to the carrier rotation.

#### < FUNCTION DIAGNOSIS >

• The following nomographic charts and the illustrations of the power split planetary gear unit operation for each vehicle driving condition represent one situation as an example.

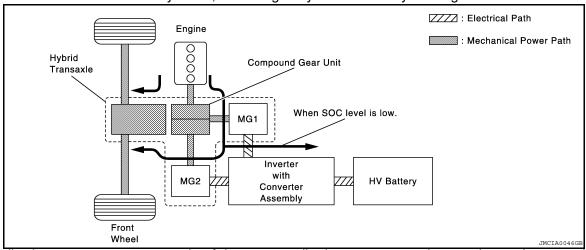


Condition of power split planetary gear unit

	Sun Gear (MG1)	Carrier (Engine)	Ring Gear (Output)
Rotational Direction	+	+	+
Torque Condition	+	-	+

(D): During Low Load and Constant-Speed Cruising

When the vehicle is driving under low load and constant-speed cruising conditions, the motive force of the
engine is transmitted by the planetary gears. Some of this motive force is output directly, and the remaining
motive force is used for generating electricity through MG1. Through the use of the electrical path of an
inverter, this electrical power is transmitted to MG2 to be output as the motive force of MG2.
 If the SOC level of the HV battery is low, it is charged by MG1 driven by the engine.



• The following represents an example of the power split planetary gear unit operation under normal driving conditions. The sun gear, carrier and ring gear rotate in the (+) direction. The torque from the engine acts on the carrier (Engine) in the (+) direction, causing the sun gear and ring gear to react in the (-) direction. MG1 generates electricity by harnessing the (-) torque that acts on the sun gear.

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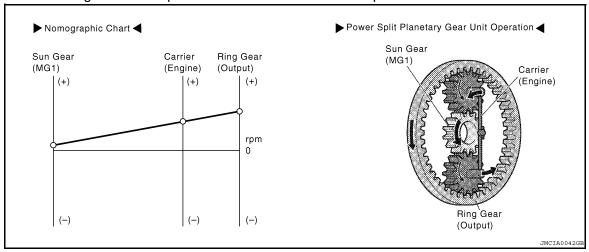
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#### < FUNCTION DIAGNOSIS >

• The following nomographic charts and the illustrations of the power split planetary gear unit operation for each vehicle driving condition represent one situation as an example.

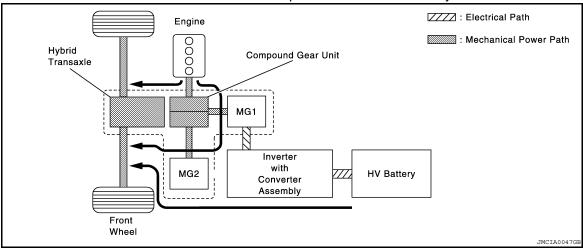


Condition of power split planetary gear unit

	Sun Gear (MG1)	Carrier (Engine)	Ring Gear (Output)
Rotational Direction	+	+	+
Torque Condition	-	+	-

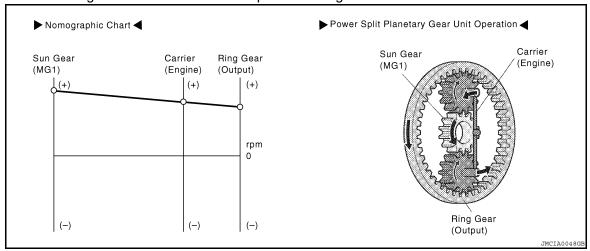
(E): During Full Throttle Acceleration

• When the vehicle driving condition changes from low load cruising to full-throttle acceleration, the system supplements the motive force of MG2 with electrical power from the HV battery.



#### < FUNCTION DIAGNOSIS >

 When more engine power is required, in order to increase the engine speed, the rotation speeds of the related gears change as follows. The directions in which the torque acts on each gear are the same as those described in "During Low Load and Constant-speed Cruising".



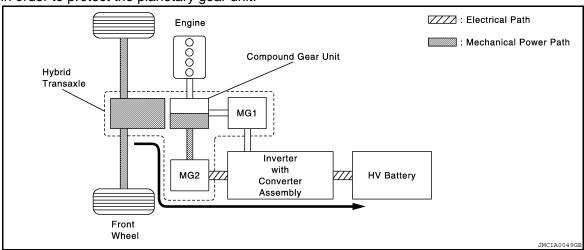
Condition of power split planetary gear unit

	Sun Gear (MG1)	Carrier (Engine)	Ring Gear (Output)
Rotational Direction	+	+	+
Torque Condition	-	+	+

#### (F): During Deceleration Driving

#### Deceleration in "D" Range

- While the vehicle is decelerated with the shift lever in the D position, the engine is turned OFF and the motive force changes to zero. At this time, the wheels drive MG2, causing MG2 to operate as a generator, charging the HV batteries.
- If the vehicle decelerates from a higher speed, the engine maintains a predetermined speed without stopping, in order to protect the planetary gear unit.



• During deceleration, the ring gear is rotated by the rear wheels. Under this condition, due to the engine being inactive, the rotational speed of the carrier is 0 rpm. In addition, since MG1 does not generate any torque, no

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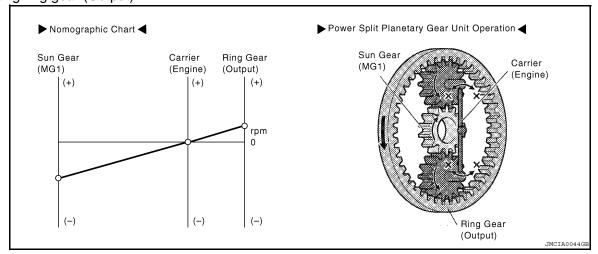
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#### < FUNCTION DIAGNOSIS >

torque acts on the sun gear. However, the sun gear (MG1) rotates freely in the (-) direction balancing the rotating ring gear (Output).

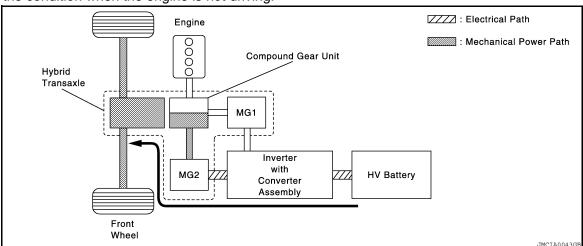


Condition of power split planetary gear unit

	Sun Gear (MG1)	Carrier (Engine)	Ring Gear (Output)
Rotational Direction	-	0	+
Torque Condition	0	0	0

#### (G): During Reverse Driving

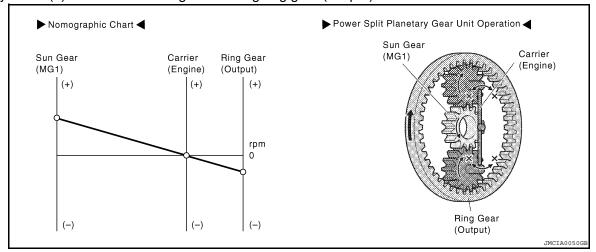
- When the vehicle is being driven in reverse, the required power is supplied by MG2. At this time, MG2
  rotates in the opposite direction, the engine remains stopped, and MG1 rotates in the normal direction without generating any electricity.
- During reverse driving, when any of the SOC condition, battery temperature, engine coolant temperature and electrical load condition reaches a specified level, the engine may start. The following illustration represents the condition when the engine is not driving.



• The conditions of the planetary gear are opposite to those described in "Starting and Driving with MG2".

#### < FUNCTION DIAGNOSIS >

Due to the engine being inactive, the rotational speed of the carrier is 0 rpm but the sun gear (MG1) rotates freely in the (+) direction balancing the rotating ring gear (Output).



Condition of power split planetary gear unit

	Sun Gear (MG1)	Carrier (Engine)	Ring Gear (Output)
Rotational Direction	+	0	-
Torque Condition	0	0	-

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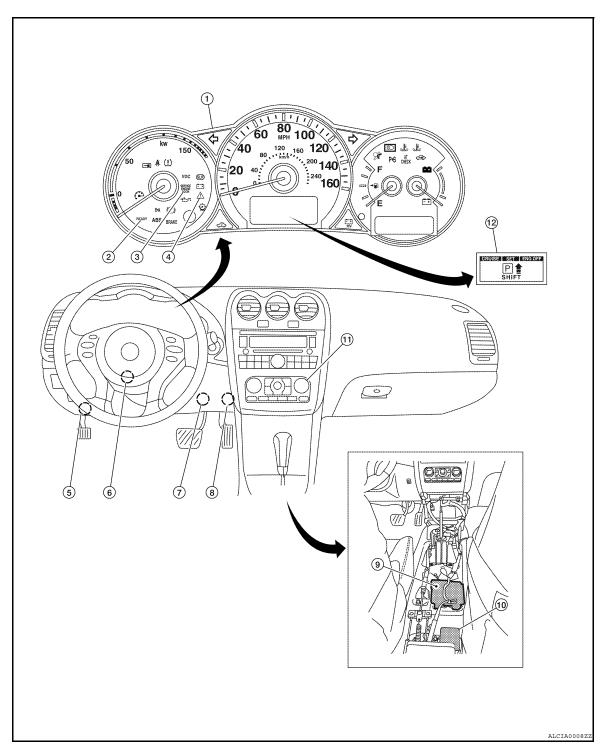
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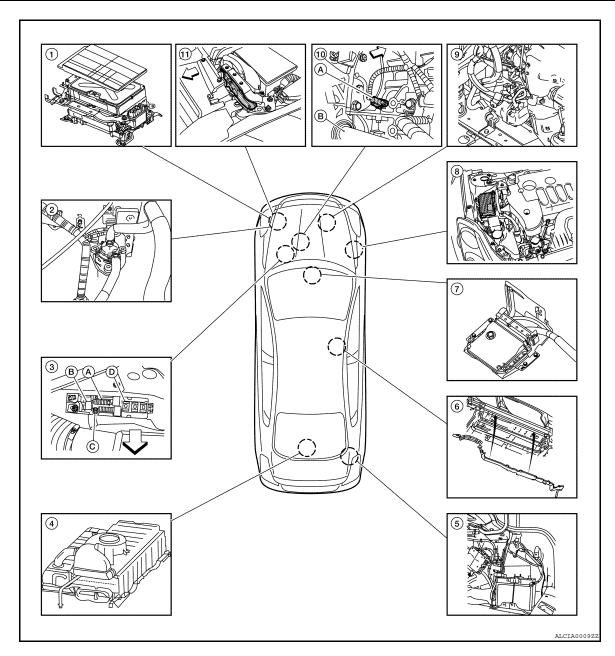
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## **Component Parts Location**

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- 1. Combination meter
- 4. Master warning light
- 7. Stop lamp switch
- 10. Yaw rate/side G sensor
- 2. READY operation indicator light
- 5. Data link connector
- 8. Accelerator pedal position sensor
- 11. Controller (A/C auto AMP.)
- 3. Malfunction indicator light
- 6. Steering angle sensor
- 9. ACU (Air bag diagnosis sensor unit)
- 12. Vehicle information display indicator



- 1. Inverter with converter assembly
- 2. Water pump with motor & bracket as- 3. sembly
- High voltage fuse and fusible link box A: HV CONT MAIN fuse 10 A
- B: IGCT relay
- C: IGCT fusible link 50 A
- D: DC/DC fusible link 120 A
- 6. Frame wire
  - 9. Electric compressor (For A/C)

- 4. HV battery
- Hybrid vehicle control ECU (located under heater box assembly)
- A: Crankshaft position sensor
   B: Axle

11. ECM

Auxiliary battery

Brake ECU

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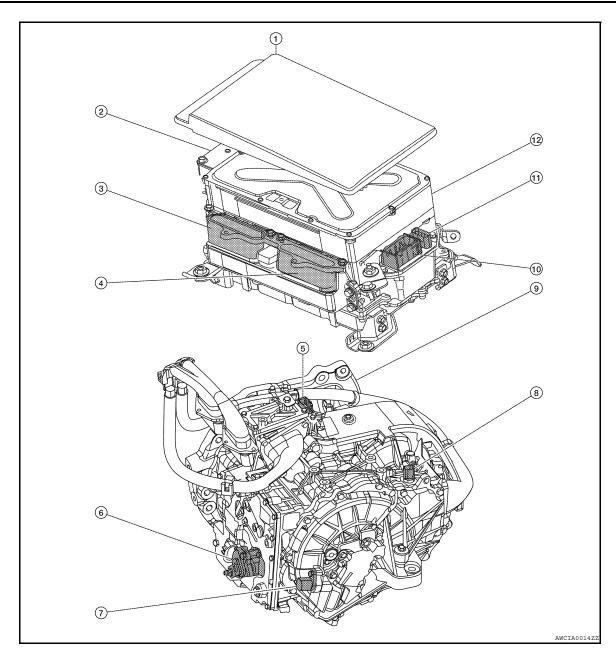
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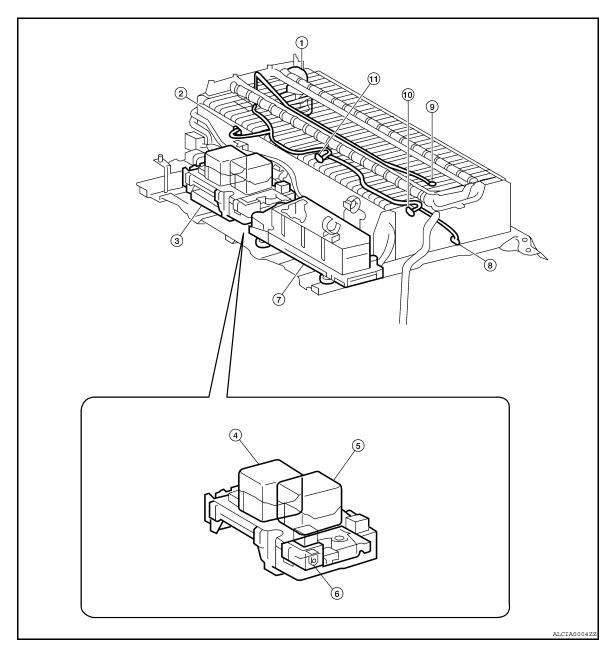
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- 1. Cover
- 4. MG2 connector
- 7. Motor resolver
- 10. Inverter with converter assembly connector (MG ECU)
- 2. Compressor fuse cover
- 5. Generator resolver and generator temperature sensor
- 8. Motor temperature sensor
- 11. Inverter with converter assembly connector (Resolver)
- 3. MG1 connector
- 6. Transmission range switch
- Hybrid transaxle (MG1, MG2, motor speed reduction planetary gear unit, power split planetary gear unit)
- 12. Inverter with converter assembly (Boost converter, inverter, MG ECU)



- 1. Service plug grip
- 4. SMRG
- 7. Hybrid vehicle converter
- 10. Battery temperature sensor 2
- 2. Battery temperature sensor 0
- 5. SMRB
- 8. Battery temperature sensor 3
- 11. Battery temperature sensor 1
- 3. Battery smart unit
- 6. Battery current sensor
- 9. Intake air temperature sensor

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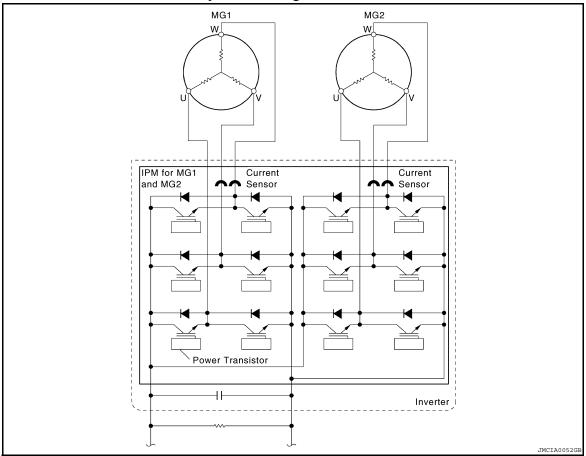
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## HYBRID TRANSAXLE MOTOR AND GENERATOR

### MOTOR AND GENERATOR: System Diagram

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## MOTOR AND GENERATOR: System Description

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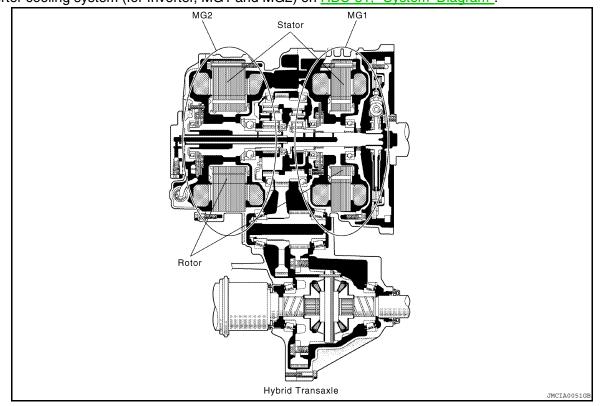
#### **GENERAL**

- Serving as the source of supplemental motive force that provides power assistance to the engine as needed, the electric motor helps the vehicle achieve excellent dynamic performance, including smooth start-offs and acceleration. When the regenerative brake is activated, MG2 (Motor Generator No.2) converts the vehicle's kinetic energy into electrical energy, which is then stored in the HV battery.
- MG1 (Motor Generator No.1) recharges the HV battery and supplies electrical power to drive MG2. In addition, by regulating the amount of electrical power generated (thus varying the generator's rpm), MG1 effectively controls the continuously variable transmission function of the hybrid transaxle. MG1 also serves as the starter to start the engine.
- Both the MG1 and MG2 are compact, lightweight, and highly efficient alternating current permanent magnet synchronous type.
- Both the MG1 and MG2 use a rotor containing a V-shaped, high-magnetic force permanent magnet that maximizes the generation of reduction torque. They use a stator made of a low core-loss electromagnetic steel sheet and a high voltage resistant winding wire. Through these measures, the MG1 and MG2 have realized high output and torque in a compact construction.

#### **HYBRID TRANSAXLE**

#### < FUNCTION DIAGNOSIS >

• A inverter cooling system via water pump for the MG1 and MG2 has been added. For details, refer to the inverter cooling system (for Inverter, MG1 and MG2) on <a href="https://example.com/hBC-51">HBC-51</a>, "System Diagram".



MG1	Specifications	

Туре	Permanent magnet motor
Function	Generate, engine starter
Maximum system voltage*	DC 650 V
Inverter cooling system	Water-cooled
MG2 Specifications	
Туре	Permanent Magnet Motor
Function	Generate, Drive Front Wheels
Maximum System Voltage*	DC 650 V
Maximum Output	105 kW (141 HP)
Maximum Torque	270 N⋅m (199 ft-lbf)
Inverter Cooling System	Water-cooled

<sup>\*:</sup> These voltage are converted into an alternating current and then supplied to MG1 and MG2.

#### PERMANENT MAGNET MOTOR (FOR MG1 AND MG2)

When a three-phase alternating current is passed through the three-phase windings of the stator coil, a rotational magnetic field is created in the electric motor. By controlling this rotating magnetic field according to the rotor's rotational position and speed, the permanent magnets that are provided in the rotor become attracted by the rotating magnetic field, thus generating torque.

The generated torque is for all practical purposes proportionate to the amount of current, and the rotational speed is controlled by the frequency of the alternating current.

Furthermore, a high level of torque, all the way to high speeds, can be generated efficiently by properly controlling the rotating magnetic field and the angles of the rotor magnets.

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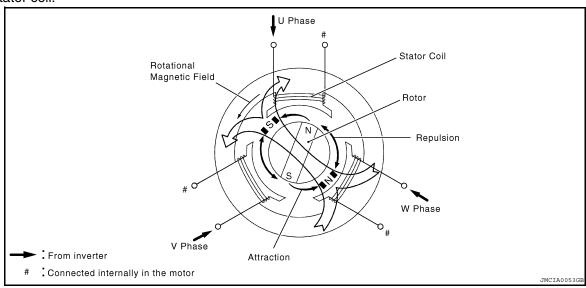
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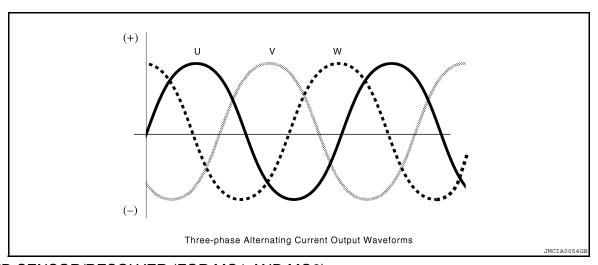
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• When the motor generates electricity, the rotor rotates to create a magnetic field, which creates a current in the stator coil.





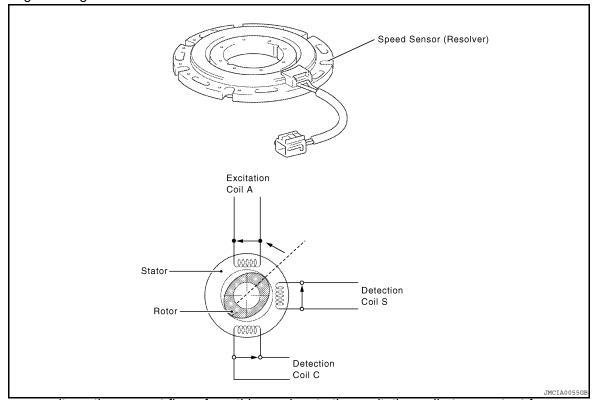
#### SPEED SENSOR/RESOLVER (FOR MG1 AND MG2)

- This is an extremely reliable and compact sensor that precisely detects the magnetic pole position, which is indispensable for ensuring the efficient control of MG1 and MG2.
- The stator of the sensor contains three types of coils: excitation coil A, detection coil S, and detection coil C.
   The detection coils S and C are electrically staggered 90 degrees.
- The rotor is oval, the distance of the gap between the stator and the rotor varies with the rotation of the rotor.
- The flow of an alternating current into an excitation coil A results in the output of signals of a constant frequency. Coil S and coil C output values that correspond to the position of the rotor. Therefore, the MG ECU detects the absolute position based on the difference between the coil S and coil C output values.

#### **HYBRID TRANSAXLE**

#### < FUNCTION DIAGNOSIS >

Furthermore, the MG ECU calculates the rotational speed based on the amount of change in the position within a given length of time.



- Because an alternating current flows from this resolver to the excitation coil at a constant frequency, a constant frequency is output to the coils S and C, regardless of the rotor speed. The rotor is oval, and the distance of the gap between the stator and the rotor varies with the rotation of the rotor. Consequently, the peak values of the waveforms output by the coils S and C vary in accordance with the position of the rotor.
- The MG ECU constantly monitors these peak values, and connects them to form a virtual waveform. The MG ECU calculates the absolute position of the rotor from the difference between the values of the coils S and C. It determines the rotor direction based on the difference between the phases of the virtual waveform of the coil S and the virtual waveform of the coil C. Furthermore, the MG ECU calculates the rotational speed based on the amount of change in the rotor position within a given length of time.

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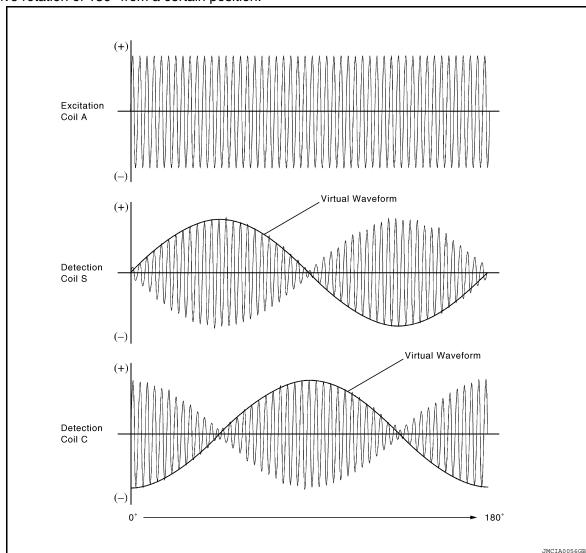
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#### **HYBRID TRANSAXLE**

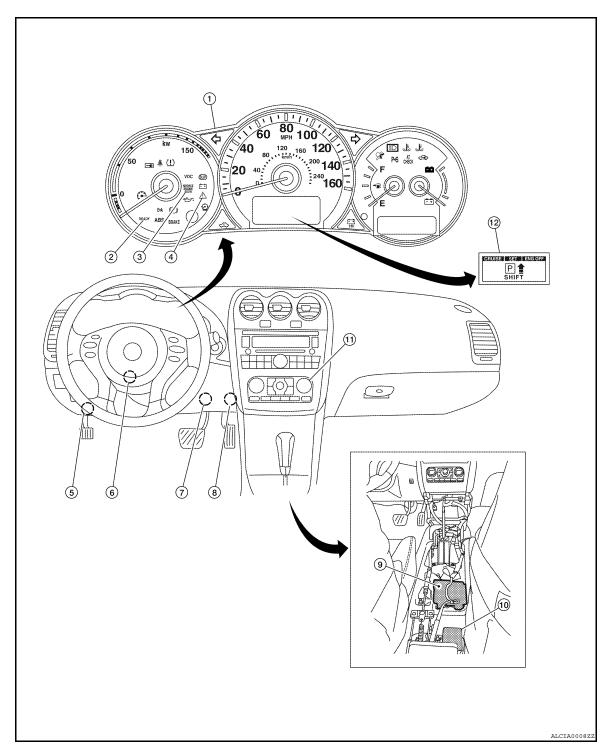
#### < FUNCTION DIAGNOSIS >

• The diagrams below illustrate the waveforms that are output at coils A, S, and C when the rotor makes a positive rotation of 180° from a certain position.



## MOTOR AND GENERATOR: Component Parts Location

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- 1. Combination meter
- 4. Master warning light
- 7. Stop lamp switch
- 10. Yaw rate/side G sensor
- 2. READY operation indicator light
- 5. Data link connector
- 8. Accelerator pedal position sensor
- 11. Controller (A/C auto AMP.)
- 3. Malfunction indicator light
- 6. Steering angle sensor
- 9. ACU (Air bag diagnosis sensor unit)
- 12. Vehicle information display indicator

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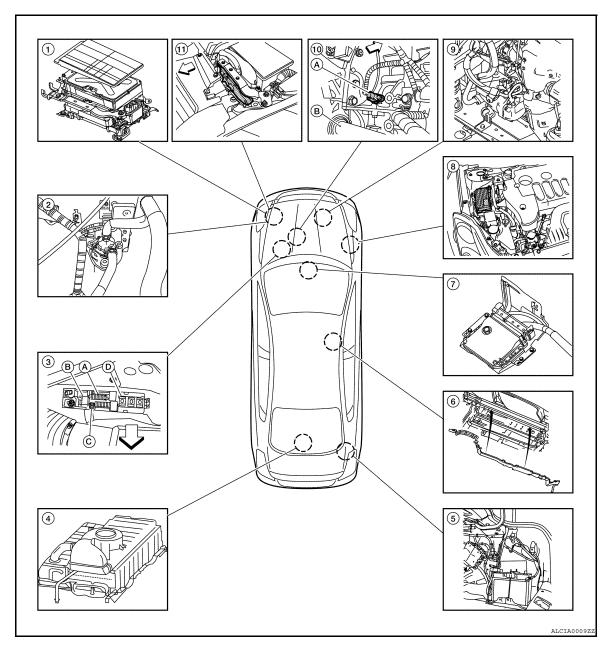
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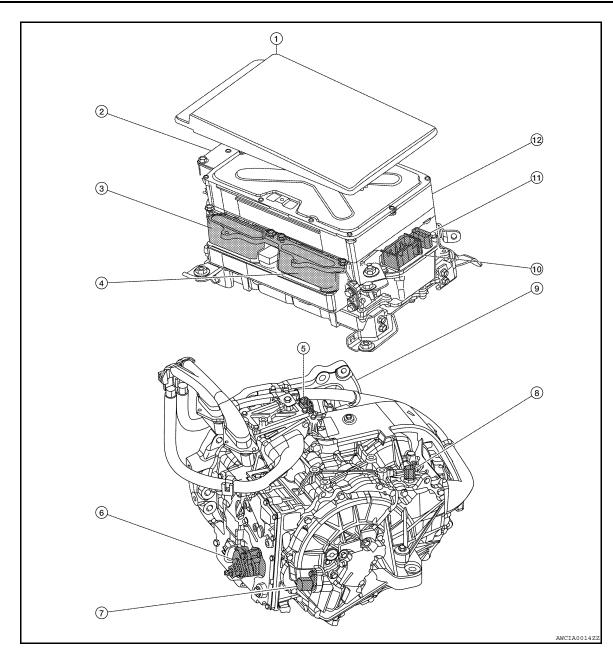
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- 1. Inverter with converter assembly
- 2. Water pump with motor & bracket as- 3. sembly
  - High voltage fuse and fusible link boxA: HV CONT MAIN fuse 10 A
    - B: IGCT relay
    - C: IGCT fusible link 50 A
    - D: DC/DC fusible link 120 A
  - 6. Frame wire
  - 9. Electric compressor (For A/C)

- 4. HV battery
- Hybrid vehicle control ECU (located under heater box assembly)
- A: Crankshaft position sensor
   B: Axle
- ⟨□ Vehicle front

- 5. Auxiliary battery
- 8. Brake ECU
- 11. ECM



- 1. Cover
- 4. MG2 connector
- 7. Motor resolver
- 10. Inverter with converter assembly connector (MG ECU)
- 2. Compressor fuse cover
- Generator resolver and generator temperature sensor
- 8. Motor temperature sensor
- 11. Inverter with converter assembly connector (Resolver)
- 3. MG1 connector
- 6. Transmission range switch
- Hybrid transaxle (MG1, MG2, motor speed reduction planetary gear unit, power split planetary gear unit)
- Inverter with converter assembly (Boost converter, inverter, MG ECU)

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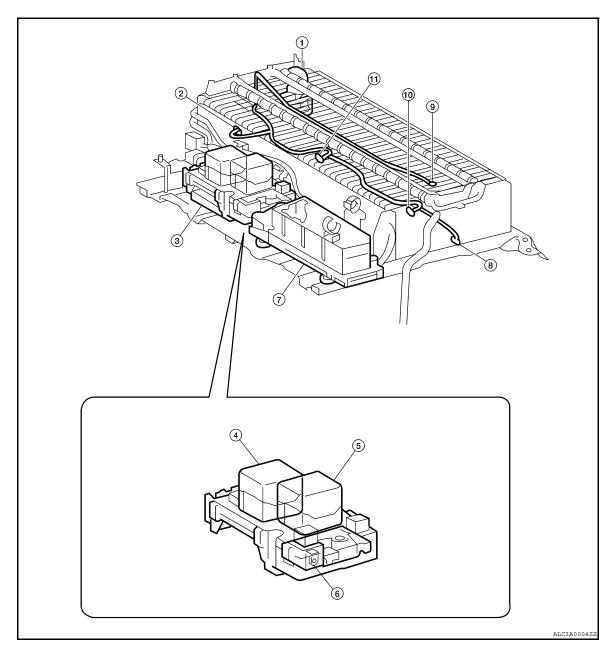
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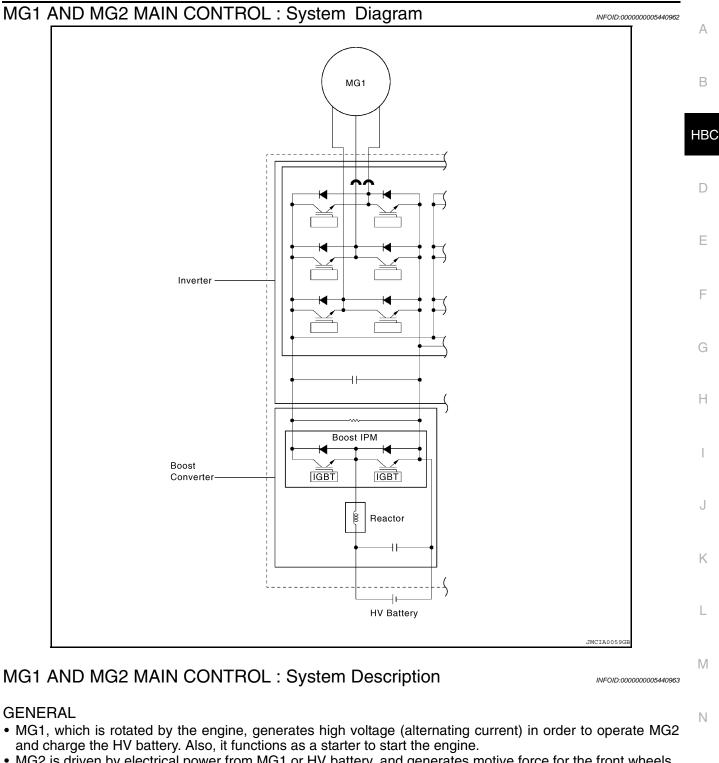
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- 1. Service plug grip
- 4. SMRG
- 7. Hybrid vehicle converter
- 10. Battery temperature sensor 2
- 2. Battery temperature sensor 0
- 5. SMRB
- 8. Battery temperature sensor 3
- 11. Battery temperature sensor 1
- 3. Battery smart unit
- 6. Battery current sensor
- 9. Intake air temperature sensor

## MG1 AND MG2 MAIN CONTROL

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- MG2 is driven by electrical power from MG1 or HV battery, and generates motive force for the front wheels.
- MG2 generate electricity to charge the HV battery (regenerative brake control) during braking, or when the accelerator pedal is not being depressed.
- The MG ECU, which follows the commands of the hybrid vehicle control ECU, controls MG1 and MG2 via the IPM (Intelligent Power Module), for driving the vehicle. Six IGBTs (Insulated Gate Bipolar Transistors) switch ON and OFF to control the individual motors in accordance with the driving or generation operation.

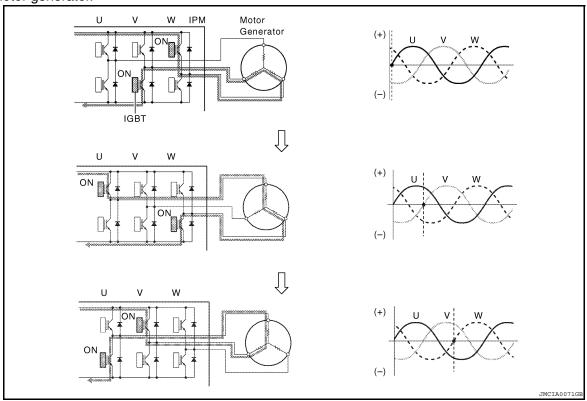
#### MOTOR DRIVE OPERATION

 The illustration below describes the basic control for driving a motor. The IGBTs (Insulated Gate Bipolar Transistors) in the IPM switch ON and OFF to supply a three-phase alternating current to the motor.

### **HYBRID TRANSAXLE**

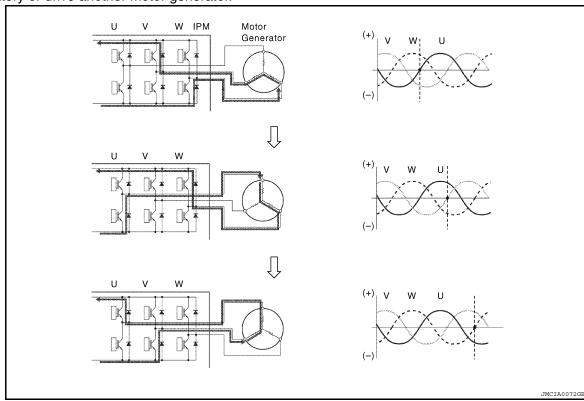
### < FUNCTION DIAGNOSIS >

 In order to create the motive force required of the motor generator as calculated by the hybrid vehicle control ECU, the MG ECU switches the IGBTs ON and OFF and controls the speed, in order to control the speed of the motor generator.



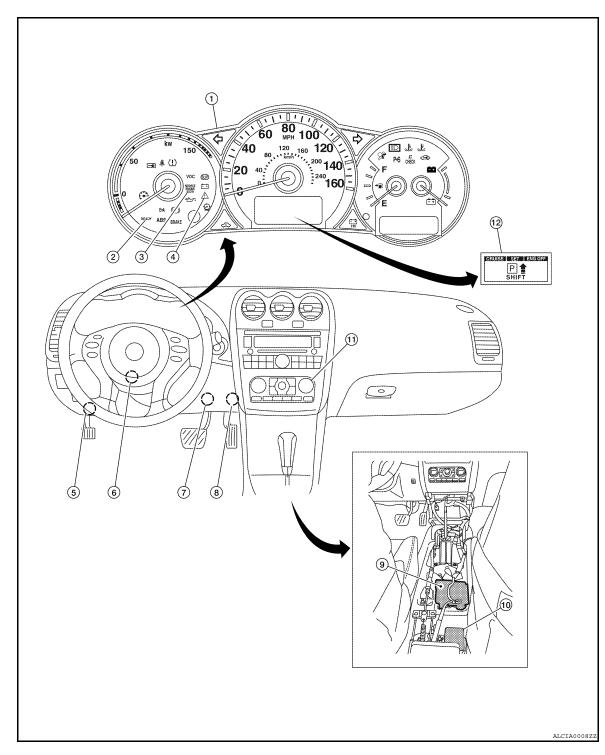
### MOTOR GENERATION OPERATION

The illustration below describes the basic control for the motor to generate electricity. The current that is generated sequentially by the three phases of the motor, which is driven by the wheels, is utilized to charge the HV battery or drive another motor generator.



# MG1 AND MG2 MAIN CONTROL : Component Parts Location

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- 1. Combination meter
- 4. Master warning light
- 7. Stop lamp switch
- 10. Yaw rate/side G sensor
- 2. READY operation indicator light
- 5. Data link connector
- 8. Accelerator pedal position sensor
- 11. Controller (A/C auto AMP.)
- 3. Malfunction indicator light
- 6. Steering angle sensor
- 9. ACU (Air bag diagnosis sensor unit)
- 12. Vehicle information display indicator

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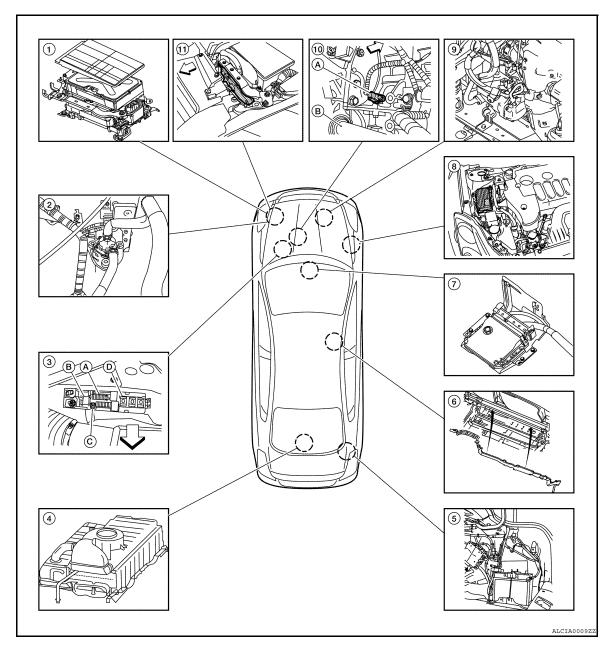
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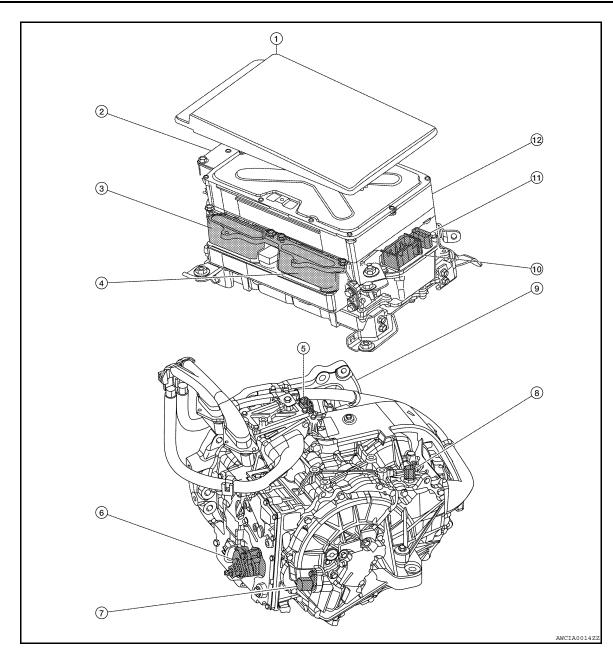
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- 1. Inverter with converter assembly
- 2. Water pump with motor & bracket as- 3. sembly
  - High voltage fuse and fusible link boxA: HV CONT MAIN fuse 10 A
    - B: IGCT relay
    - C: IGCT fusible link 50 A
    - D: DC/DC fusible link 120 A
  - 6. Frame wire
  - 9. Electric compressor (For A/C)

- 4. HV battery
- Hybrid vehicle control ECU (located under heater box assembly)
- A: Crankshaft position sensor
   B: Axle
- ⟨□ Vehicle front

- 5. Auxiliary battery
- 8. Brake ECU
- 11. ECM



- 1. Cover
- 4. MG2 connector
- 7. Motor resolver
- 10. Inverter with converter assembly connector (MG ECU)
- 2. Compressor fuse cover
- Generator resolver and generator temperature sensor
- 8. Motor temperature sensor
- 11. Inverter with converter assembly connector (Resolver)
- 3. MG1 connector
- 6. Transmission range switch
- Hybrid transaxle (MG1, MG2, motor speed reduction planetary gear unit, power split planetary gear unit)
- Inverter with converter assembly (Boost converter, inverter, MG ECU)

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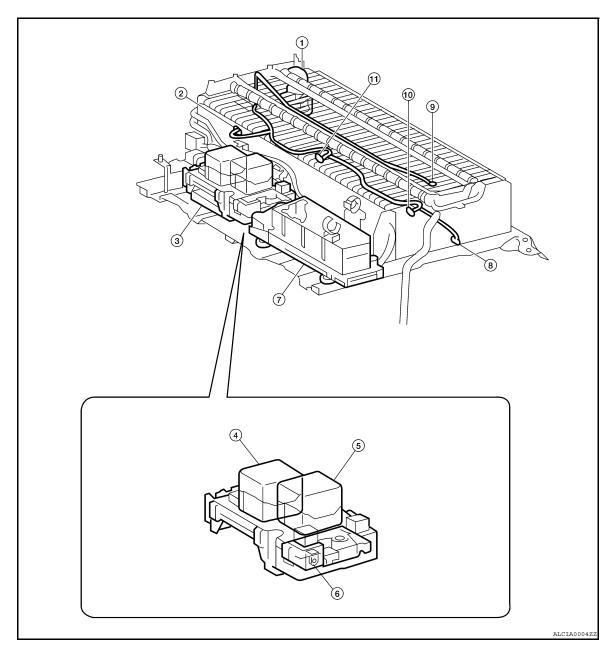
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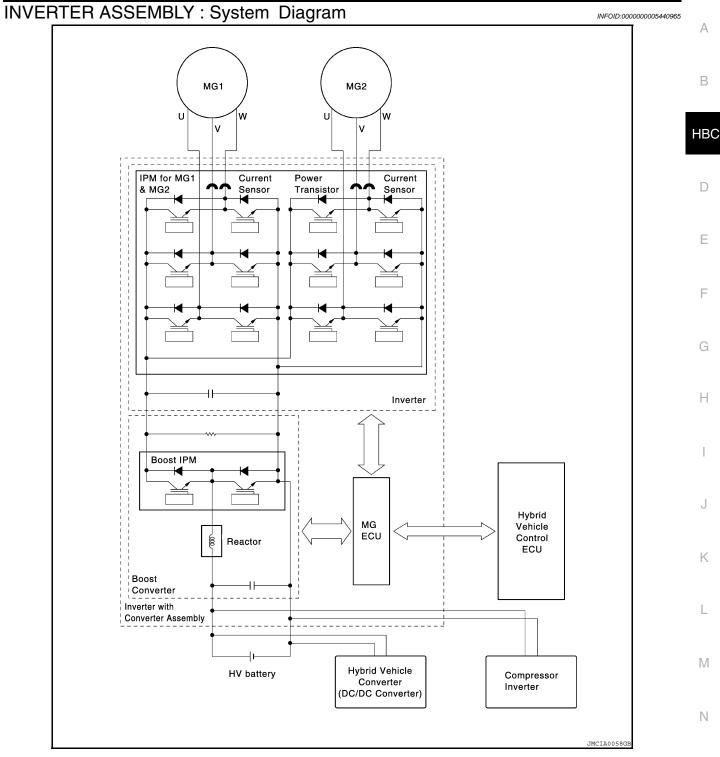
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- 1. Service plug grip
- 4. SMRG
- 7. Hybrid vehicle converter
- 10. Battery temperature sensor 2
- 2. Battery temperature sensor 0
- 5. SMRB
- 8. Battery temperature sensor 3
- 11. Battery temperature sensor 1
- 3. Battery smart unit
- 6. Battery current sensor
- 9. Intake air temperature sensor

## **INVERTER ASSEMBLY**



# **INVERTER ASSEMBLY: System Description**

### **GENERAL**

 The inverter converts the high-voltage direct current of the HV battery into three-phase alternating current for driving MG1 and MG2.

• The activation of the power transistors is controlled by the hybrid vehicle control ECU, via the MG ECU. In addition, the inverter transmits information that is needed for current control, such as the output amperage or voltage, to the hybrid vehicle control ECU via the MG ECU.

 Together with MG1 and MG2, the inverter is cooled by the dedicated sub radiator of the coolant system that is separate from that of the engine.

**HBC-45** Revision: September 2009 2010 Altima HEV

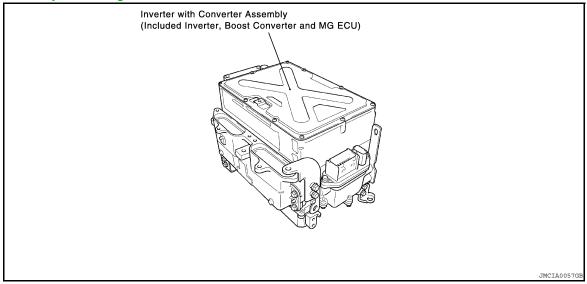
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### **HYBRID TRANSAXLE**

#### < FUNCTION DIAGNOSIS >

- In the event of a collision involving the vehicle, the sensor detects a collision signal in order to stop the system. For details, refer to During Collision Control on <a href="https://example.com/hBC-61">HBC-61</a>, "System Diagram".
- A boost converter is used in the inverter assembly, in order to boost the nominal voltage output by the HV battery from DC 244.8 V to maximum voltage of DC 650 V. After the voltage is boosted, the inverter converts the direct current into an alternating current.
- Each of the bridge circuits for MG1 and MG2 contains 6 power transistors. In addition, a signal processor/ protective function processor has been integrated into a compact IPM (Intelligent Power Module) for driving the vehicle.

For details on the multiple functions of the inverter, refer to Inverter Assembly Control on <a href="https://example.com/hbc-45"><u>HBC-45</u></a>, "INVERTER ASSEMBLY: System Diagram".



#### **BOOST CONVERTER**

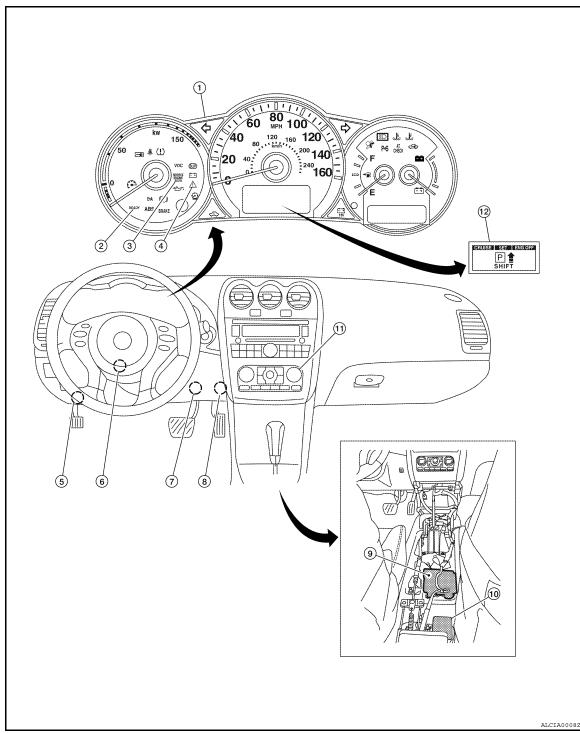
- This boost converter boosts the nominal voltage of DC 244.8 V that is output by the HV battery to the maximum voltage of DC 650 V. The converter consists of the boost IPM (Intelligent Power Module) with a built-in IGBT (Insulated Gate Bipolar Transistor) which performs the switching control, and the reactor which stores energy. By using these components, the converter boosts the voltage. For details, refer to Inverter Assembly Control on HBC-45, "INVERTER ASSEMBLY: System Diagram".
- When MG1 and MG2 acts as the generator, the inverter converts the alternating current into the maximum voltage of DC 650 V, and then the boost converter reduces the voltage to the nominal voltage of DC 244.8 V, thus the HV battery is charged.

### MG (MOTOR GENERATOR) ECU

- The MG ECU is provided in the inverter assembly. In accordance with the signals received from the hybrid vehicle control ECU, the MG ECU controls the inverter and boost converter in order to drive MG1 or MG2 or cause them to generate electricity.
- The MG ECU transmits information that is required for vehicle control, such as the inverter output amperage, inverter temperature, and any failure information, to the THS ECU. It receives information that is required for controlling the motor generator, such as the required motive force and the motor temperature, from the hybrid vehicle control ECU.

# **INVERTER ASSEMBLY : Component Parts Location**

INFOID:0000000005440967



- 1. Combination meter
- 4. Master warning light
- 7. Stop lamp switch
- 10. Yaw rate/side G sensor
- 2. READY operation indicator light
- 5. Data link connector
- 8. Accelerator pedal position sensor
- 11. Controller (A/C auto AMP.)
- 3. Malfunction indicator light
- 6. Steering angle sensor
- 9. ACU (Air bag diagnosis sensor unit)
- 12. Vehicle information display indicator

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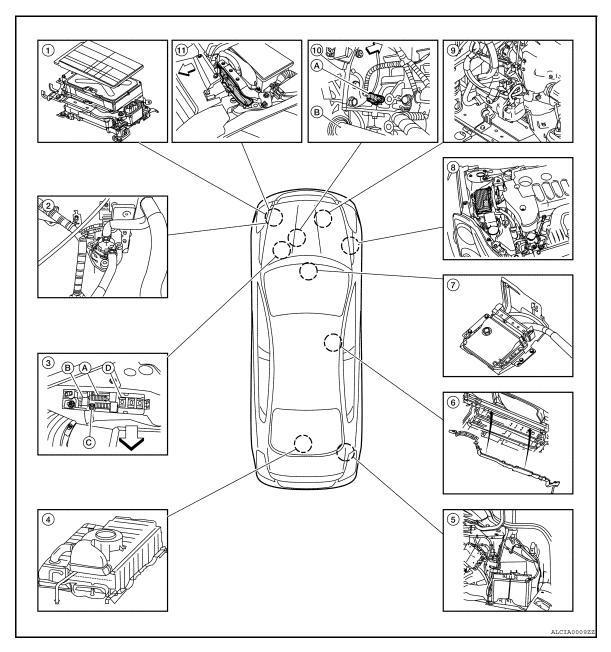
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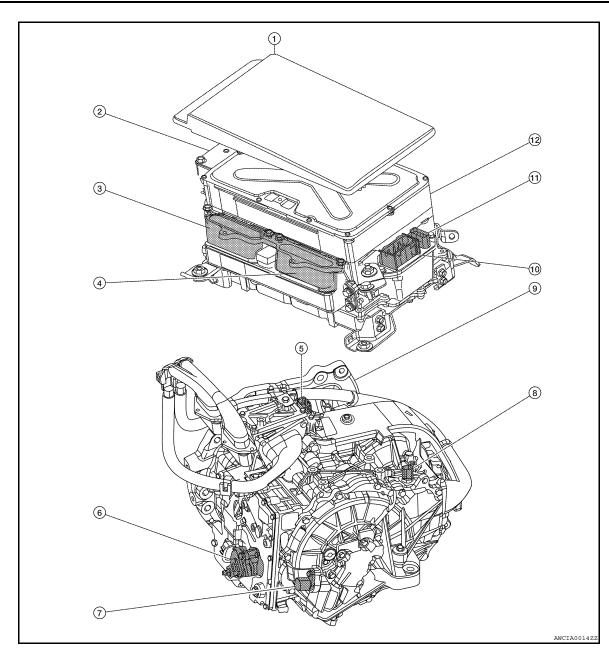
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- 1. Inverter with converter assembly
- 2. Water pump with motor & bracket as- 3. sembly
  - High voltage fuse and fusible link box
     A: HV CONT MAIN fuse 10 A
    - B: IGCT relay
    - C: IGCT fusible link 50 A
    - D: DC/DC fusible link 120 A
  - 6. Frame wire
  - 9. Electric compressor (For A/C)

- 4. HV battery
- Hybrid vehicle control ECU (located under heater box assembly)
- A: Crankshaft position sensor
   B: Axle
- ⟨□ Vehicle front

- 5. Auxiliary battery
- B. Brake ECU
- 11. ECM



- 1. Cover
- 4. MG2 connector
- 7. Motor resolver
- 10. Inverter with converter assembly connector (MG ECU)
- 2. Compressor fuse cover
- Generator resolver and generator temperature sensor
- 8. Motor temperature sensor
- 11. Inverter with converter assembly connector (Resolver)
- 3. MG1 connector
- 6. Transmission range switch
- Hybrid transaxle (MG1, MG2, motor speed reduction planetary gear unit, power split planetary gear unit)
- Inverter with converter assembly (Boost converter, inverter, MG ECU)

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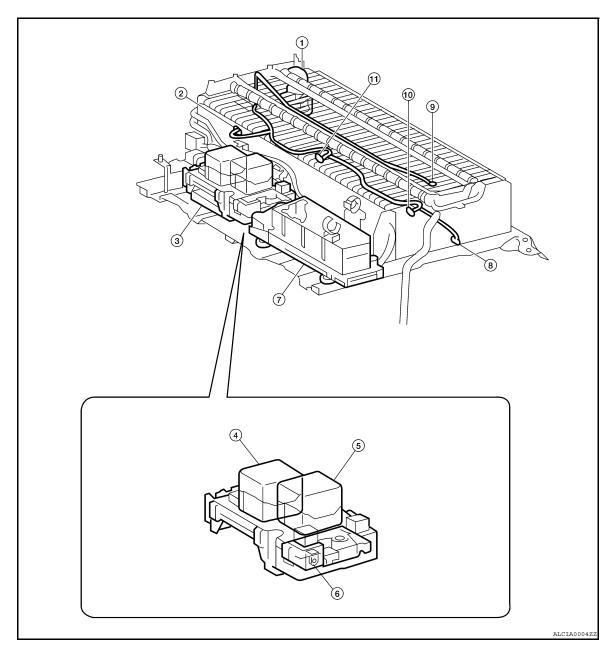
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- 1. Service plug grip
- 4. SMRG
- 7. Hybrid vehicle converter
- 10. Battery temperature sensor 2
- 2. Battery temperature sensor 0
- 5. SMRB
- 8. Battery temperature sensor 3
- 11. Battery temperature sensor 1
- 3. Battery smart unit
- 6. Battery current sensor
- 9. Intake air temperature sensor

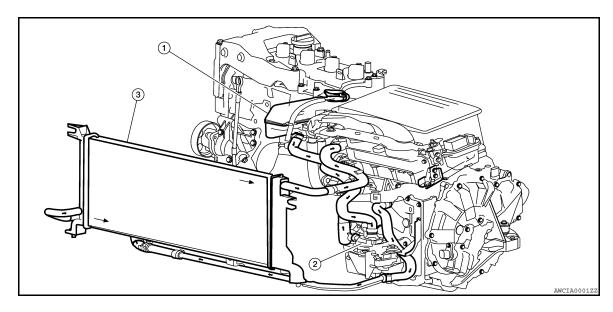
### COOLING SYSTEM FOR INVERTER, MG1 AND MG2

< FUNCTION DIAGNOSIS >

## COOLING SYSTEM FOR INVERTER, MG1 AND MG2

## System Diagram

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Coolant reservoir

Water pump with motor and bracket 3. Sub radiator assembly

## System Description

INFOID:0000000005440969

- An inverter cooling system that is independent from the engine cooling system has been provided to cool the inverter, MG1 and MG2.
- This inverter cooling system activates when the power supply status is switched to the READY ON state.
- A sub radiator, which is exclusively used for the inverter, MG1 and MG2, has been provided in front of the radiator and condenser assembly (for the engine cooling and A/C).

S	peci	lica	tior	ıs

Water Pump	Discharge Volume	liter/min.	10 or above [65°C (149°F)]		
Coolant	Capacity	US measure (Imp. measure/Liters)	7/8 gal (3/4 gal, 3.2)		
	Туре		NISSAN Genuine Long Life Coolant (LLC) or the equivalent		
	Maintenance Intervals	First Time	60,000 miles (96,000 km) or 48 months		
		Subsequent	Every 30,000 miles (48,000 km) or 24 months		

The inverter cooling system is filled at the factory with a high-quality, year-round, anti-freeze coolant solution. The anti-freeze solution contains rust and corrosion inhibitors. Therefore, additional inverter cooling system additives are not necessary.
 CAUTION:

When adding or replacing coolant, always use only Genuine NISSAN Long Life Antifreeze/ Coolant or equivalent with the proper mixture ratio of 50% anti-freeze and 50% demineralized water/distilled water.

Other types of coolant solutions may damage your inverter cooling system.

	side re down to		Demineralized water or
°C	°F		distilled water
-35	-30	50%	50%

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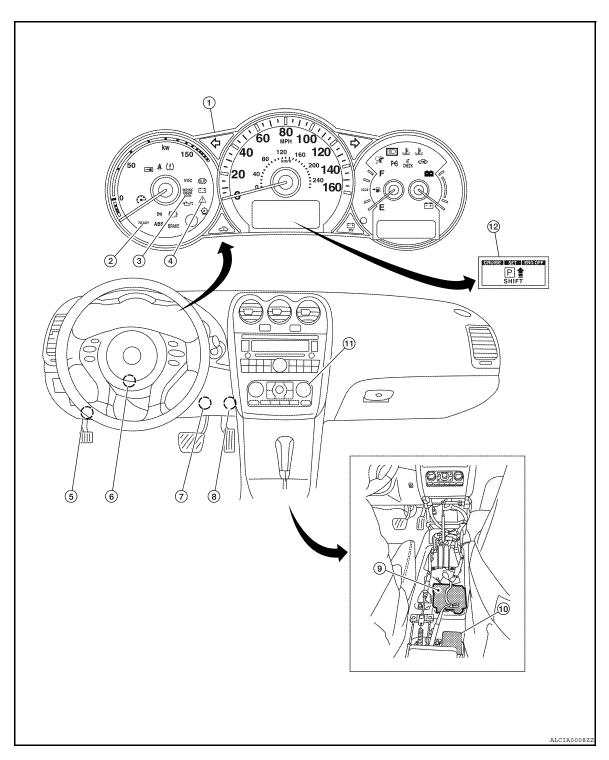
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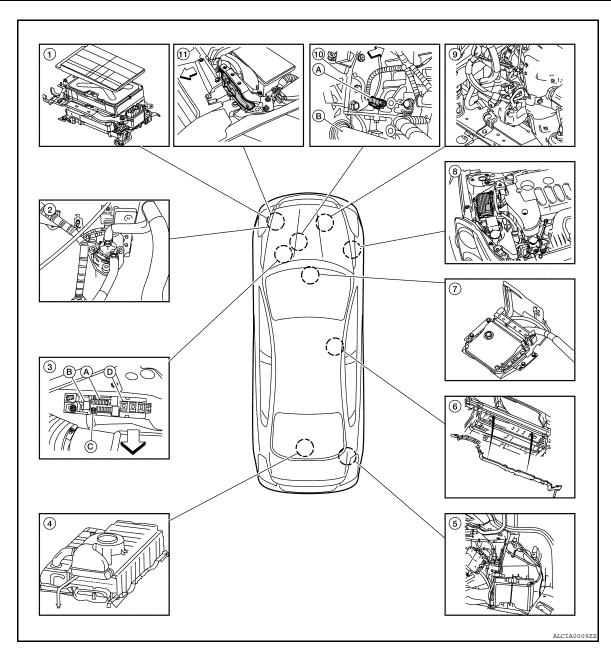
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## **Component Parts Location**

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- 1. Combination meter
- 4. Master warning light
- 7. Stop lamp switch
- 10. Yaw rate/side G sensor
- 2. READY operation indicator light
- 5. Data link connector
- 8. Accelerator pedal position sensor
- 11. Controller (A/C auto AMP.)
- 3. Malfunction indicator light
- 6. Steering angle sensor
- 9. ACU (Air bag diagnosis sensor unit)
- 12. Vehicle information display indicator



- 1. Inverter with converter assembly
- Water pump with motor & bracket as- 3. sembly
- High voltage fuse and fusible link box A: HV CONT MAIN fuse 10 A
- B: IGCT relay
- C: IGCT fusible link 50 A
- D: DC/DC fusible link 120 A
- Frame wire
- 9. Electric compressor (For A/C)

- 4. HV battery
- Hybrid vehicle control ECU (located under heater box assembly)
- A: Crankshaft position sensor
   B: Axle

- 5. Auxiliary battery
- 8. Brake ECU
- 11. ECM

Revision: September 2009 HBC-53 2010 Altima HEV

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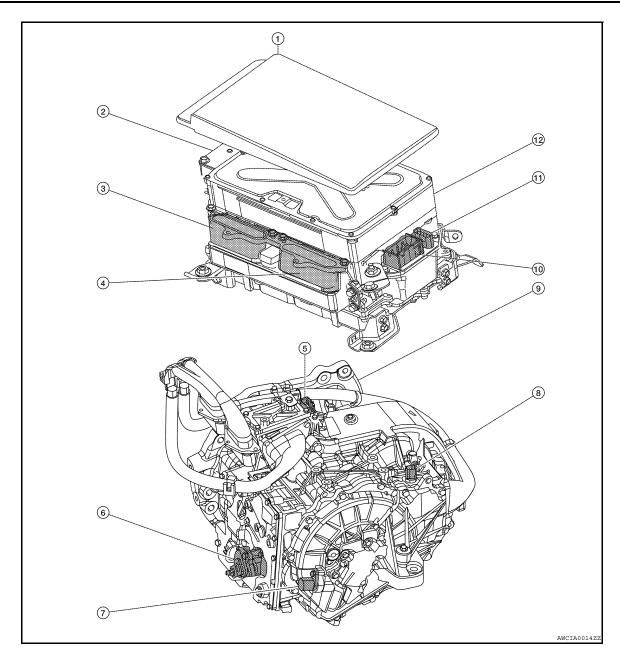
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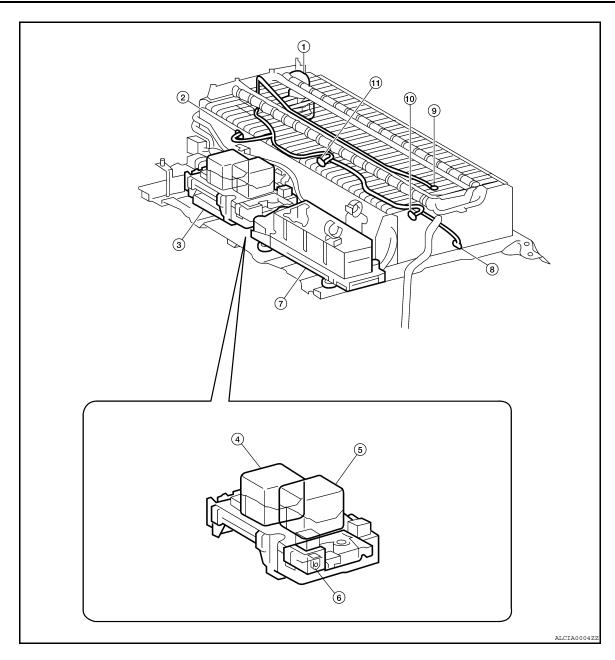
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- 1. Cover
- 4. MG2 connector
- Motor resolver
- 10. Inverter with converter assembly connector (MG ECU)
- 2. Compressor fuse cover
- 5. Generator resolver and generator temperature sensor
- B. Motor temperature sensor
- 11. Inverter with converter assembly connector (Resolver)
- 3. MG1 connector
- 6. Transmission range switch
- Hybrid transaxle (MG1, MG2, motor speed reduction planetary gear unit, power split planetary gear unit)
- Inverter with converter assembly (Boost converter, inverter, MG ECU)



- 1. Service plug grip
- 4. SMRG
- 7. Hybrid vehicle converter
- 10. Battery temperature sensor 2
- 2. Battery temperature sensor 0
- 5. SMRB
- 8. Battery temperature sensor 3
- 11. Battery temperature sensor 1
- 3. Battery smart unit
- 6. Battery current sensor
- 9. Intake air temperature sensor

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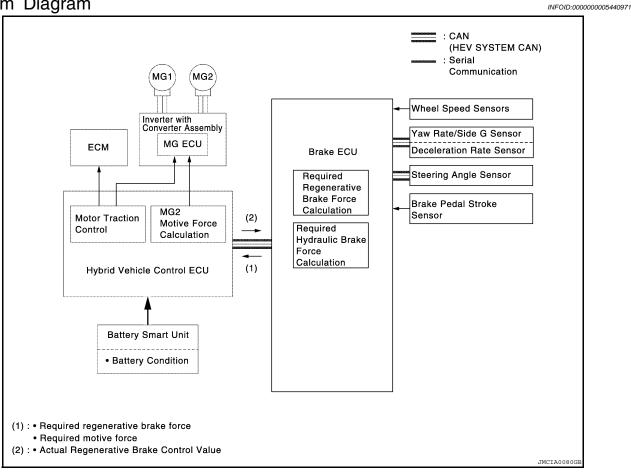
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## **BRAKE CONTROL**

System Diagram



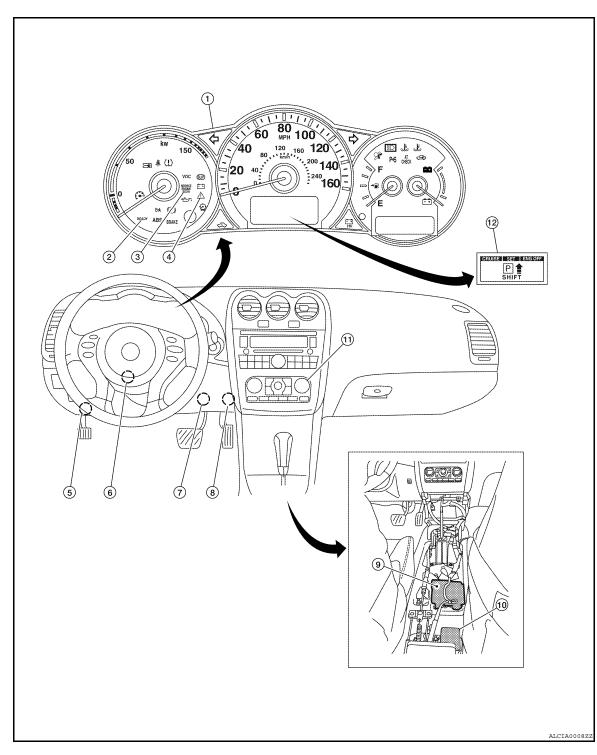
# System Description

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- The brake ECU calculates the total braking force needed, based on the master cylinder pressure in the brake actuator and brake pedal stroke sensor generated when the driver depresses the brake pedal.
- The brake ECU computes a part for the required regeneration brake force from the total braking force, and sends the result to the hybrid vehicle control ECU.
- The hybrid vehicle control ECU executes to the minus torque to MG2, and carries out the regenerative brake functions.
- The brake ECU controls the brake actuator solenoid valves and generates the wheel cylinder pressure, which is the actual regenerative brake control value subtracted from the total braking force.
- The brake ECU outputs a request to the hybrid vehicle control ECU to effect motor traction control while the vehicle is operating under TCS function control. The hybrid vehicle control ECU controls the engine, MG1, and MG2 in accordance with the present driving conditions in order to suppress the motive force.

## Component Parts Location

INFOID:0000000005440973



- Combination meter
- 4. Master warning light
- 7. Stop lamp switch
- 10. Yaw rate/side G sensor
- 2. READY operation indicator light
- 5. Data link connector
- 8. Accelerator pedal position sensor
- 11. Controller (A/C auto AMP.)
- 3. Malfunction indicator light
- 6. Steering angle sensor
- 9. ACU (Air bag diagnosis sensor unit)
- 12. Vehicle information display indicator

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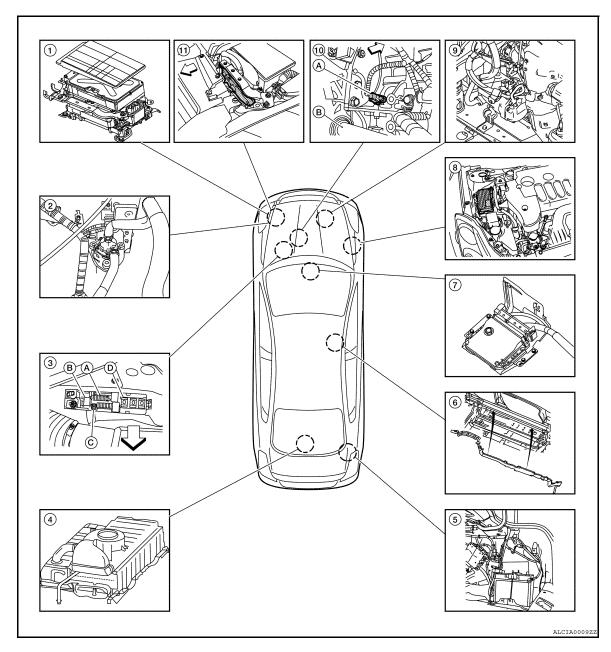
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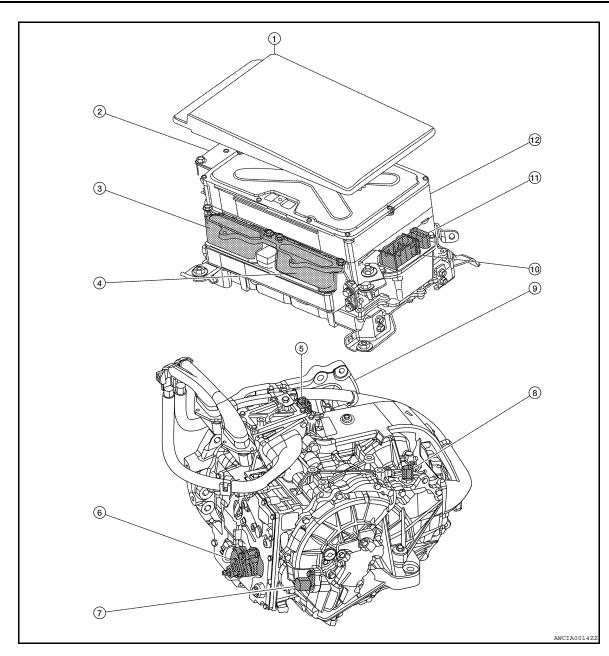
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- 1. Inverter with converter assembly
- 2. Water pump with motor & bracket as- 3. sembly
  - High voltage fuse and fusible link boxA: HV CONT MAIN fuse 10 A
    - B: IGCT relay
    - C: IGCT fusible link 50 A
    - D: DC/DC fusible link 120 A
  - 6. Frame wire
  - 9. Electric compressor (For A/C)

- 4. HV battery
- Hybrid vehicle control ECU (located under heater box assembly)
- A: Crankshaft position sensor
   B: Axle
- ⟨□ Vehicle front

- 5. Auxiliary battery
- 3. Brake ECU
- 11. ECM



- 1. Cover
- 4. MG2 connector
- 7. Motor resolver
- 10. Inverter with converter assembly connector (MG ECU)
- 2. Compressor fuse cover
- 5. Generator resolver and generator temperature sensor
- 8. Motor temperature sensor
- 11. Inverter with converter assembly connector (Resolver)
- 3. MG1 connector
- 6. Transmission range switch
- Hybrid transaxle (MG1, MG2, motor speed reduction planetary gear unit, power split planetary gear unit)
- Inverter with converter assembly (Boost converter, inverter, MG ECU)

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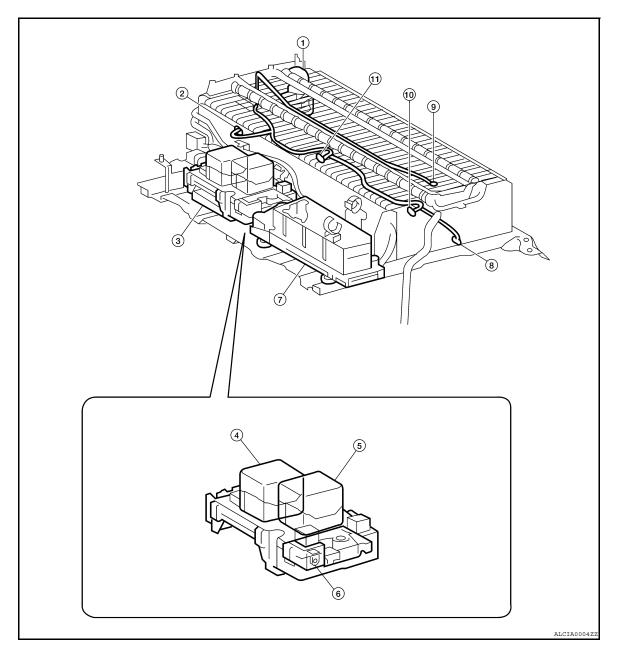
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- 1. Service plug grip
- 4. SMRG
- 7. Hybrid vehicle converter
- 10. Battery temperature sensor 2
- 2. Battery temperature sensor 0
- 5. SMRB
- 8. Battery temperature sensor 3
- 11. Battery temperature sensor 1
- 3. Battery smart unit
- 6. Battery current sensor
- 9. Intake air temperature sensor

### **DURING COLLISION CONTROL**

### < FUNCTION DIAGNOSIS >

# **DURING COLLISION CONTROL**

## System Diagram

M Diagram

ACU
(Air Bag Diagnosis Sensor Unit)

Front Impact
Collision

IMCIA0082GB

# **System Description**

If the vehicle encounters one of the situations described below, the hybrid vehicle control ECU will shut down the entire power supply by turning the SMR (System Main Relay) OFF, in order to ensure safety. The hybrid vehicle control ECU receives an air bag deployment signal from the air bag diagnosis sensor unit during a frontal collision.

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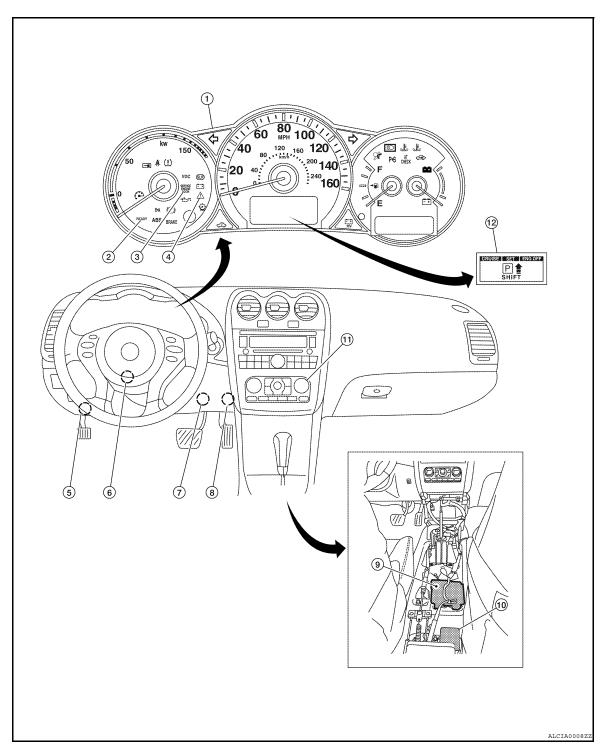
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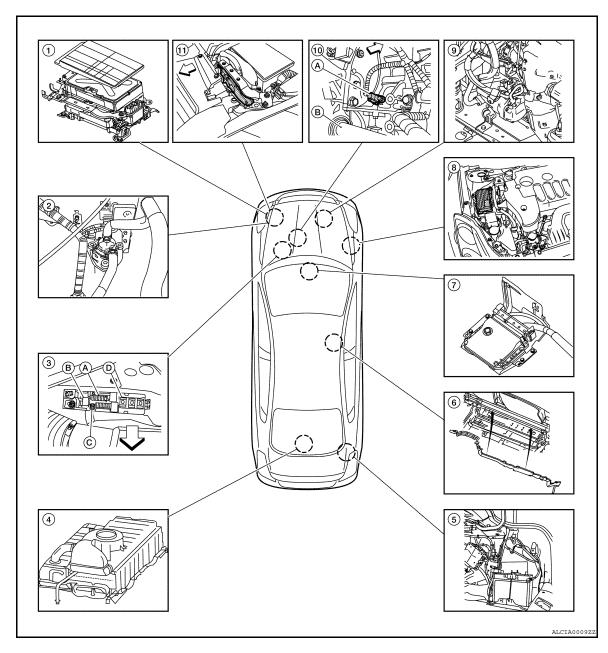
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## **Component Parts Location**

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- 1. Combination meter
- 4. Master warning light
- 7. Stop lamp switch
- 10. Yaw rate/side G sensor
- 2. READY operation indicator light
- 5. Data link connector
- 8. Accelerator pedal position sensor
- 11. Controller (A/C auto AMP.)
- 3. Malfunction indicator light
- 6. Steering angle sensor
- 9. ACU (Air bag diagnosis sensor unit)
- 12. Vehicle information display indicator



- 1. Inverter with converter assembly
- Water pump with motor & bracket as- 3. sembly
- High voltage fuse and fusible link box A: HV CONT MAIN fuse 10 A
- B: IGCT relay
- C: IGCT fusible link 50 A
- D: DC/DC fusible link 120 A
- 6. Frame wire
- 9. Electric compressor (For A/C)

- 4. HV battery
- Hybrid vehicle control ECU (located under heater box assembly)
- A: Crankshaft position sensor
   B: Axle

11. ECM

Auxiliary battery

Brake ECU

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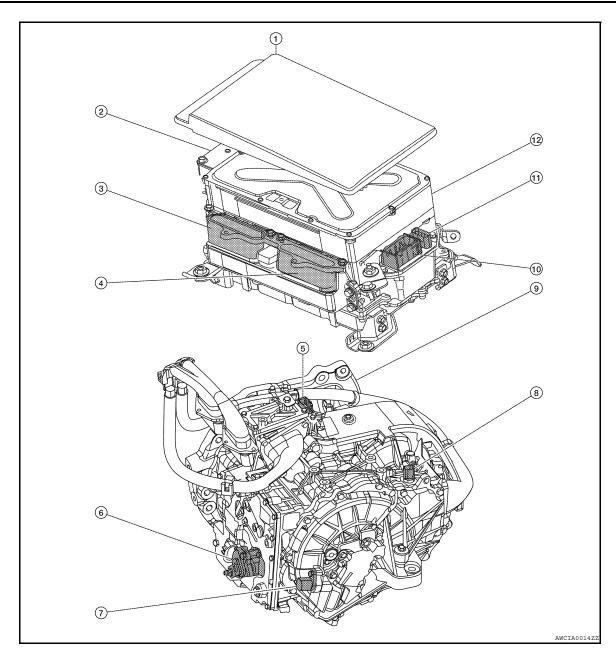
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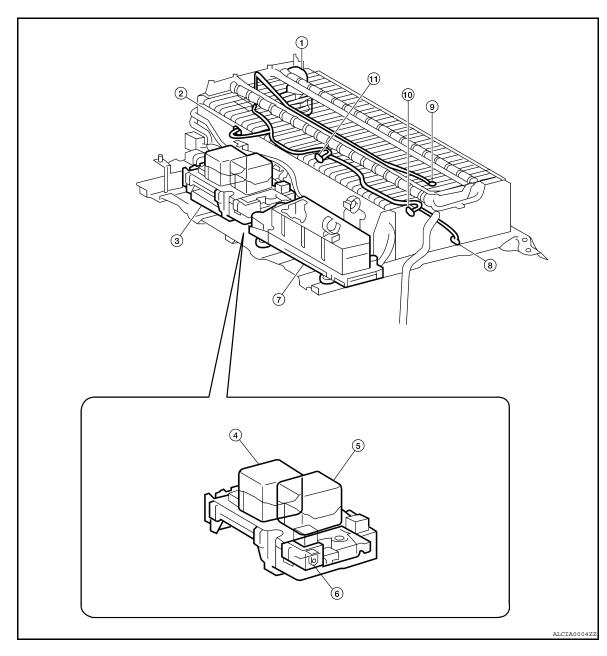
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- 1. Cover
- 4. MG2 connector
- 7. Motor resolver
- 10. Inverter with converter assembly connector (MG ECU)
- 2. Compressor fuse cover
- 5. Generator resolver and generator temperature sensor
- 8. Motor temperature sensor
- 11. Inverter with converter assembly connector (Resolver)
- 3. MG1 connector
- 6. Transmission range switch
- Hybrid transaxle (MG1, MG2, motor speed reduction planetary gear unit, power split planetary gear unit)
- Inverter with converter assembly (Boost converter, inverter, MG ECU)



- 1. Service plug grip
- 4. SMRG
- 7. Hybrid vehicle converter
- 10. Battery temperature sensor 2
- 2. Battery temperature sensor 0
- 5. SMRB
- 8. Battery temperature sensor 3
- 11. Battery temperature sensor 1
- 3. Battery smart unit
- 6. Battery current sensor
- 9. Intake air temperature sensor

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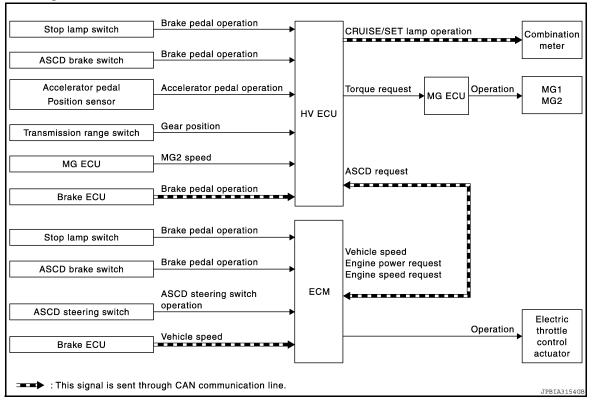
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# AUTOMATIC SPEED CONTROL DEVICE (ASCD)

## System Diagram

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## System Description

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#### INPUT/OUTPUT SIGNAL CHART

Input			ECU	Output				
Sensor	Signal		LOU	Signal		Actuator		
Stop lamp switch	Brake pedal operation Brake pedal operation			CRUISE lamp operation*			Combina-	
ASCD brake switch				SET lamp operati	ion*		tion meter	
Accelerator pedal position sensor	Accelerator pedal opera	celerator pedal operation						
Transmission range switch	Gear position			Hybrid	Torque request	MG ECU	Operation	MG1 MG2
MG ECU	MG2 speed		vehicle					
Brake ECU	Brake pedal operation*			control ECU				
Stop lamp switch	Brake pedal operation	ECM	CM ASCD request*		Vehicle speed* Engine power request* Engine speed	ECM	Operation	Electric throttle control actuator
ASCD brake switch	Brake pedal operation							
ASCD steering switch	ASCD steering switch operation							
Brake ECU	Vehicle speed*				request*			

<sup>\*:</sup> This signal is sent via the CAN communication line.

#### BASIC ASCD SYSTEM

Refer to Owner's Manual for ASCD operating instructions.

Automatic Speed Control Device (ASCD) allows a driver to keep vehicle at predetermined constant speed without depressing accelerator pedal. Driver can set vehicle speed in advance between approximately 40 km/h (25 MPH) and 144 km/h (89 MPH).

### **AUTOMATIC SPEED CONTROL DEVICE (ASCD)**

#### < FUNCTION DIAGNOSIS >

The hybrid vehicle control ECU receives signals from each switch, sensor, control unit, and maintains constant vehicle speed by optimizing the use of the engine and motor driving force.

Operation status of ASCD is indicated by CRUISE lamp and SET lamp in combination meter. If any malfunction occurs in ASCD system, it automatically deactivates control.

#### NOTE

Always drive vehicle in safe manner according to traffic conditions and obey all traffic laws.

#### SET OPERATION

Press MAIN switch. (The CRUISE lamp in combination meter illuminates.)

When vehicle speed reaches a desired speed between approximately 40 km/h (25 MPH) and 144 km/h (89 MPH), press SET/COAST switch. (Then SET lamp in combination meter illuminates.)

#### ACCELERATE OPERATION

If the RESUME/ACCELERATE switch is pressed during cruise control driving, increase the vehicle speed until the switch is released or vehicle speed reaches maximum speed controlled by the system. And then ASCD will keep the new set speed.

#### CANCEL OPERATION

When any of following conditions exist, cruise operation will be canceled.

- CANCEL switch is pressed
- More than 2 switches at ASCD steering switch are pressed at the same time (Set speed will be cleared)
- Brake pedal is depressed
- Selector lever is changed to N, P, R position
- Vehicle speed decreased to 13 km/h (8 MPH) lower than the set speed
- TCS system is operated

When any of the following conditions is detected, the hybrid vehicle control ECU will cancel the cruise operation and inform the driver by blinking indicator lamp.

Malfunction for some self-diagnoses regarding ASCD control: SET lamp will blink quickly.

If MAIN switch is turned to OFF during ASCD is activated, all of ASCD operations will be canceled and vehicle speed memory will be erased.

#### **COAST OPERATION**

When the SET/COAST switch is pressed during cruise control driving, decrease vehicle set speed until the switch is released. And then ASCD will keep the new set speed.

#### RESUME OPERATION

When the RESUME/ACCELERATE switch is pressed after cancel operation other than pressing MAIN switch is performed, vehicle speed will return to last set speed. To resume vehicle set speed, vehicle condition must meet following conditions.

- Brake pedal is released
- Selector lever is in other than P and N positions
- Vehicle speed is greater than 40 km/h (25 MPH) and less than 144 km/h (89 MPH)

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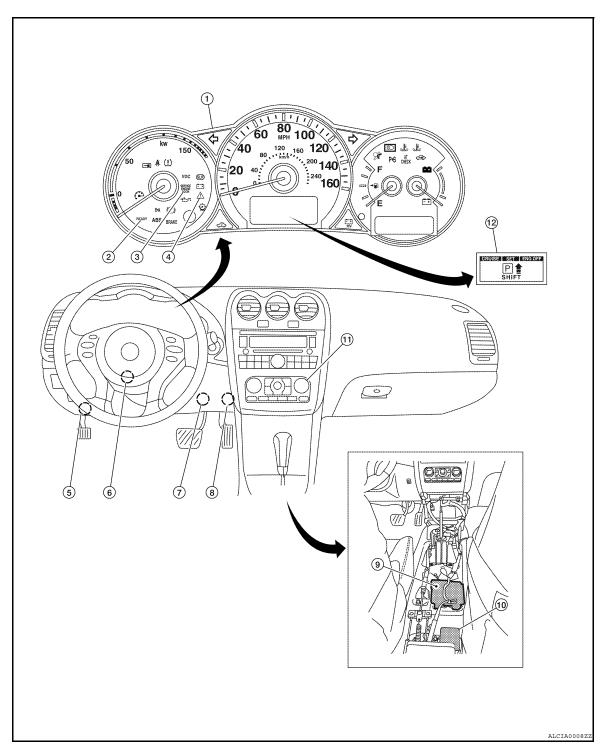
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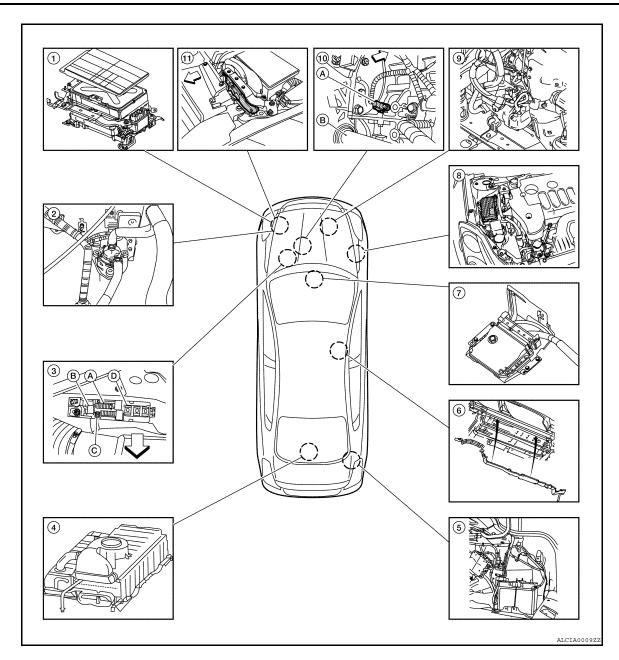
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## Component Parts Location

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- 1. Combination meter
- 4. Master warning light
- 7. Stop lamp switch
- 10. Yaw rate/side G sensor
- 2. READY operation indicator light
- 5. Data link connector
- 8. Accelerator pedal position sensor
- 11. Controller (A/C auto AMP.)
- 3. Malfunction indicator light
- 6. Steering angle sensor
- 9. ACU (Air bag diagnosis sensor unit)
- 12. Vehicle information display indicator



- 1. Inverter with converter assembly
- 2. Water pump with motor & bracket as- 3. sembly
- High voltage fuse and fusible link box A: HV CONT MAIN fuse 10 A
- B: IGCT relay
- C: IGCT fusible link 50 A
- D: DC/DC fusible link 120 A
- Frame wire
- 9. Electric compressor (For A/C)

- 4. HV battery
- Hybrid vehicle control ECU (located under heater box assembly)
- A: Crankshaft position sensor
   B: Axle

11. ECM

Auxiliary battery

Brake ECU

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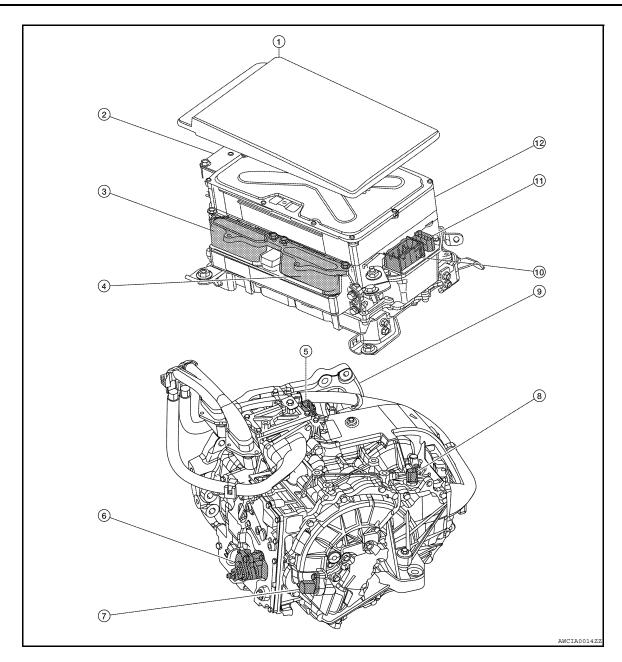
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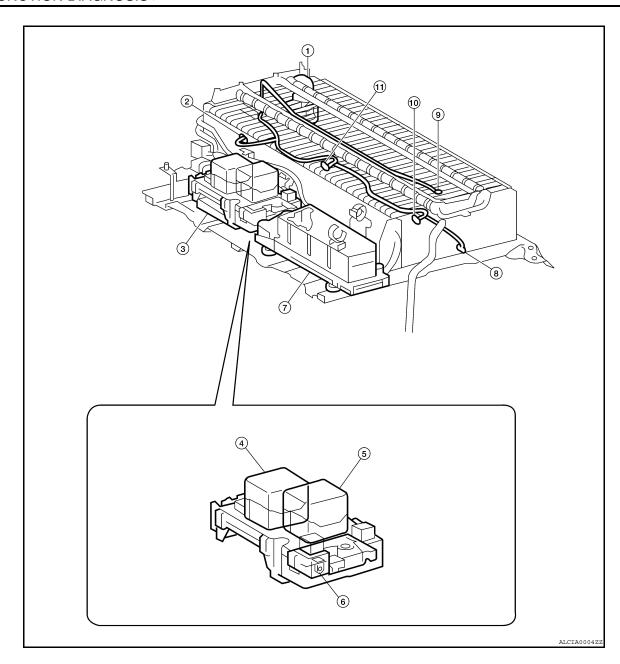
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- 1. Cover
- MG2 connector
- 7. Motor resolver
- 10. Inverter with converter assembly connector (MG ECU)
- 2. Compressor fuse cover
- 5. Generator resolver and generator temperature sensor
- 8. Motor temperature sensor
- 11. Inverter with converter assembly connector (Resolver)
- 3. MG1 connector
- 6. Transmission range switch
- Hybrid transaxle (MG1, MG2, motor speed reduction planetary gear unit, power split planetary gear unit)
- Inverter with converter assembly (Boost converter, inverter, MG ECU)



- 1. Service plug grip
- 4. SMRG
- 7. Hybrid vehicle converter
- 10. Battery temperature sensor 2
- 2. Battery temperature sensor 0
- 5. SMRB
- 8. Battery temperature sensor 3
- 11. Battery temperature sensor 1
- 3. Battery smart unit
- 6. Battery current sensor
- 9. Intake air temperature sensor

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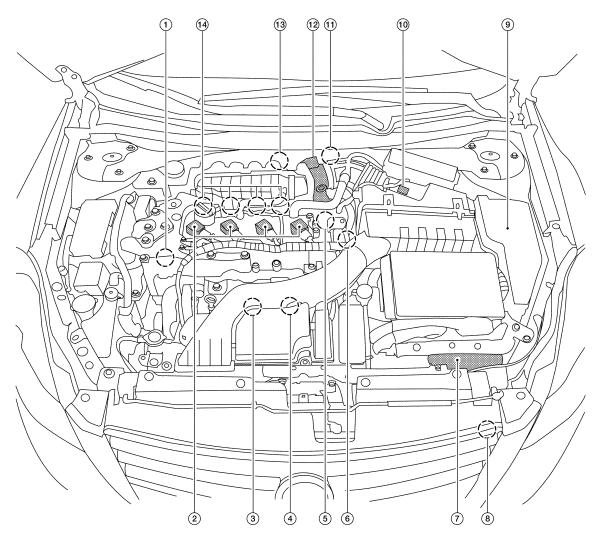
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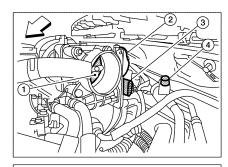


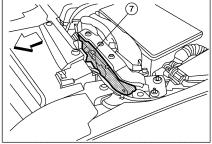
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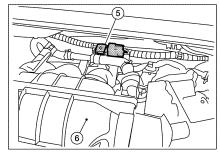
- Intake valve timing control solenoid valve
- 4. Air fuel ratio (A/F) sensor 1
- 7. ECM
- 10. Mass air flow sensor (with intake temperature sensor)
- EVAP canister purge volume control 14. Fuel injector solenoid valve
- Ignition coil (with power transistor) and spark plug
- 5. Camshaft position sensor (PHASE) 6.
- 8. Refrigerant pressure sensor
- 11. EVAP service port

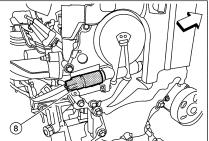
- Knock sensor, Crankshaft position sensor (POS)
- 6. Engine coolant temperature sensor
- 9. IPDM E/R
- Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

### < FUNCTION DIAGNOSIS >









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- 1. Throttle valve
- 4. EVAP service port
- 7. ECM
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   □: Vehicle front

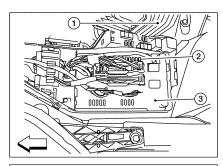
- 2. Electric throttle control actuator
- EVAP canister purge volume control 6. solenoid valve
- 8. Intake valve timing control solenoid valve
- Electric throttle control actuator harness connector
  - Intake manifold collector

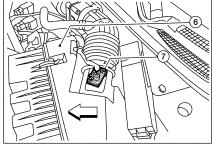
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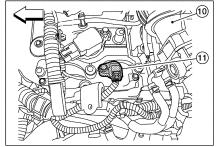
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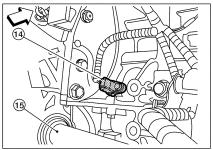
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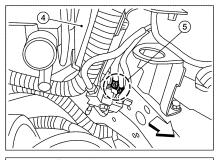
### < FUNCTION DIAGNOSIS >

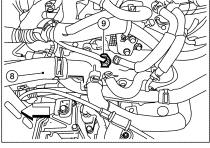


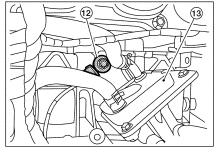












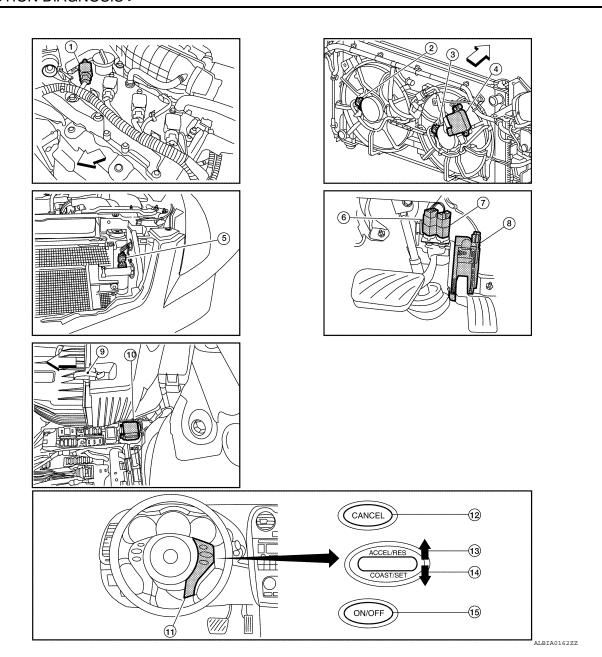
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- 1. Air cleaner assembly
- EPS control unit (view with air cleaner assembly removed)
- 7. Mass air flow sensor (with intake temperature sensor)
- 10. Intake manifold collector
- 13. Engine oil cooler
- ∀
   : Vehicle front

- 2. Fuel pump fuse
- 5. Engine grounds
- 8. Upper radiator hose
- 11. Camshaft position sensor (PHASE)
- 14. Crankshaft position sensor (POS)

- 3. IPDM E/R
- 6. Air cleaner assembly
- 9. Engine coolant temperature sensor
- 12. Knock sensor
- 15. Drive shaft RH

### < FUNCTION DIAGNOSIS >



- 1. No.1 ignition coil
- 4. Cooling fan control module
- 7. ASCD brake switch
- 10. Cooling fan relay-1
- 13. RESUME/ACCELERATE switch
- ∵: Vehicle front

- 2. Cooling fan motor-1
- 5. Refrigerant pressure sensor
- 8. Accelerator pedal position sensor
- 11. ASCD steering switch
- 14. SET/COAST switch
- 3. Cooling fan motor-2
- 6. Stop lamp switch
- 9. Air cleaner assembly
- 12. CANCEL switch
- 15. MAIN switch

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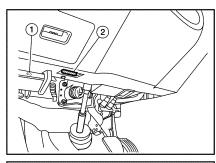
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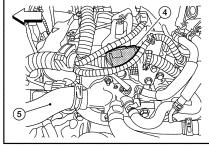
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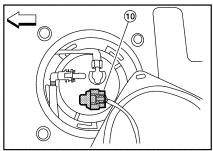
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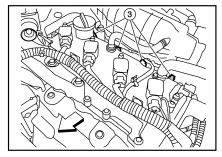
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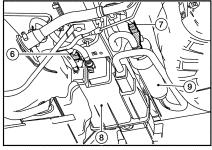
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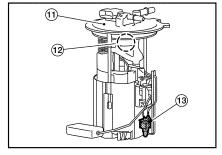










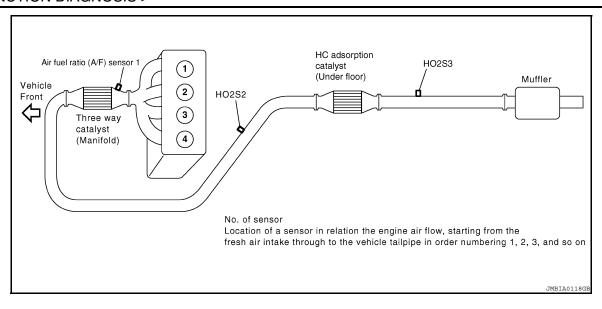


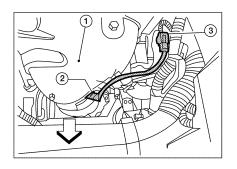
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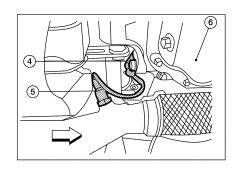
- Hood opener handle 1.
- Condenser-2
- 7. EVAP canister vent control valve
- 10. Fuel level sensor unit and fuel pump 11. Fuel pump assembly harness connector (This illustration is view with rear seat cushion and inspection hole cover removed.)
- 13. Fuel tank temperature sensor
- ⟨□ : Vehicle front

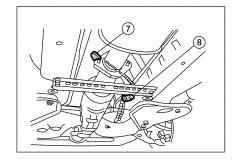
- Data link connector 2.
- Upper radiator hose
- EVAP canister (MAIN)
- Fuel injector harness connector
- EVAP control system pressure sen-
- EVAP canister (SUB) 9.
- 12. Fuel pressure regulator

### < FUNCTION DIAGNOSIS >









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- 1. Exhaust manifold cover
- 4. Heated oxygen sensor 2 harness connector
- 7. Heated oxygen sensor 3
- ∀: Vehicle front

- 2. Air fuel ratio (A/F) sensor 1
- 5. Heated oxygen sensor 2
- 8. Heated oxygen sensor 3 harness connector
- Air fuel ratio (A/F) sensor 1 harness connector
- 6. Oil pan

## Component Description

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Component	Reference
ASCD steering switch	EC-342, "Description"
ASCD brake switch	HBC-460, "Description", EC-345, "Description"

Component	Reference
Stop lamp switch	HBC-465, "Description", EC-353, "Description"
Electric throttle control actuator	EC-365, "Description"
MG1, MG2	HBC-13, "System Description"
ASCD indicator	HBC-566, "Description"

### **CAN COMMUNICATION**

#### < FUNCTION DIAGNOSIS >

## **CAN COMMUNICATION**

## System Description

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CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

This vehicle has two types of CAN communication systems; CAN and HEV SYSTEM CAN. The hybrid vehicle control ECU functions as the network gateway ECU for signal transmitting/receiving between CAN and HEV SYSTEM CAN.

Refer to LAN-28. "CAN Communication Signal Chart", about CAN communication for detail.

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#### < FUNCTION DIAGNOSIS >

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

## **Diagnosis Description**

#### INTRODUCTION

The hybrid vehicle control ECU has an on board diagnostic system, which detects malfunctions related to hybrid vehicle control system, sensors, actuators or HV battery systems, and records various diagnostic information relating to the malfunction. The hybrid vehicle control ECU also illuminates the MIL and/or 3 warning lights (Hybrid system warning light, High voltage battery warning light, Charge warning light) in the combination meter. For which light illuminates, refer to <a href="https://example.com/hbc-597">https://example.com/hbc-597</a>, "DTC Index".

Three-digit information code (INF code) has been provided in the conventional DTC as subset of a primary five-digit code. This enable the troubleshooting procedure to further narrow down a malfunctioning area to identify a problem.

Diagnostic information	Diagnostic service
Diagnostic Trouble Code (DTC)	Service \$03 of SAE J1979
Information code (INF code)	_
Freeze Frame data	Service \$02 of SAE J1979
Information data	_
Operation history data	_
Calibration ID	Service \$09 of SAE J1979

The above information can be checked using procedures listed in the table below.

×: Applicable —: Not applicable

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	DTC	INF code	Freeze Frame data	Information data	Operation history data
CONSULT-III	×	×	×	×	×
GST	×	_	×	_	_

#### ONE TRIP DETECTION LOGIC

When a malfunction is detected, DTC and freeze frame data are stored in the hybrid vehicle control ECU memory and illuminates the MIL and/or warning lights on the combination meter. Refer to <a href="https://example.com/hbc-597">HBC-597</a>, "DTC Index".

#### TWO TRIP DETECTION LOGIC

Specific on board diagnostic items have the two trip detection logic. When a malfunction is detected for the first time, DTC is not stored in the hybrid vehicle control ECU memory. <1st trip>

If the same malfunction is detected again during the next drive, the DTC and Freeze Frame data are stored in the hybrid vehicle control ECU memory, and the MIL and/or warning lights in the combination meter illuminates. <2nd trip>

The "trip" in the "Two trip detection logic" means a driving mode in which self-diagnosis is performed during vehicle operation. For the items which have the two trip detection logic, refer to <a href="https://example.com/hbc/self-diagnosis">HBC-597</a>, "DTC Index".

#### HOW TO READ DTC

#### (P)With CONSULT-III

#### 

CONSULT-III or GST (Generic Scan Tool) Examples: P0560, P0A1A, etc.

These DTCs are prescribed by SAE J2012.

(CONSULT-III also displays the malfunctioning component or system.)

DTC of a malfunction is displayed in SELF-DIAGNOSTIC RESULTS mode of CONSULT-III.

#### HOW TO ERASE DTC

#### (P) With CONSULT-III

The diagnostic information in the hybrid vehicle control ECU can be erased by selecting "Erase" in the "SELF-DIAG RESULTS" mode with CONSULT-III.

#### With GST

The diagnostic information in the hybrid vehicle control ECU can be erased by selecting Service \$04 with GST.

### **OBD System Operation Chart**

#### < FUNCTION DIAGNOSIS >

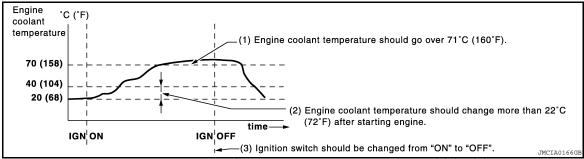
Relationship Between MIL and Detectable Items

- When a malfunction is detected for the first time, DTC is stored in the hybrid vehicle control ECU memory.
- When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data are stored in the hybrid vehicle control ECU memory for some DTCs.
- The MIL will turn off after the vehicle is driven 3 times (driving pattern B) with no malfunction. The drive is counted only when the recorded driving pattern is met (as stored in the hybrid vehicle control ECU). If another malfunction occurs while counting, the counter will reset.
- The DTC and the freeze frame data will be stored until the vehicle is driven 40 times (driving pattern A) without the same malfunction recurring.

### **Summary Chart**

Items	Operation	Condition
MIL	Turns off	3 (pattern B)
DTC, Freeze Frame Data	No display	40 (pattern A)

### <Driving Pattern A>



- The A counter will be cleared when the malfunction is detected regardless of (1) (3).
- The A counter will be counted up when (1) (3) are satisfied without the same malfunction.
- The DTC will not be displayed after the A counter reaches 40.
- <Driving Pattern B>

Driving pattern B means the vehicle operation as per the following:

All components and systems should be monitored at least once by the OBD system.

- The B counter will be cleared when the malfunction is detected once regardless of the driving pattern.
- The B counter will be counted up when driving pattern B is satisfied without any malfunctions.
- The MIL will turn off when the B counter reaches 3.

#### CONSULT-III Function

Diagnostic test mode	Function
ECU Identification	The hybrid vehicle control ECU part number can be read.
Self Diagnostic result	Self-diagnostic results such as DTC data can be read and erased quickly.*
Data Monitor	Input/Output data, freeze frame data and operation history data in the hybrid vehicle control ECU can be read.
Active Test	Diagnostic Test Mode in which CONSULT-III drives some actuators apart from the hybrid vehicle control ECU and also shifts some parameters in a specified range.

- \*: The following emission-related diagnostic information is cleared when the hybrid vehicle control ECU memory is erased.
- · Diagnostic trouble codes
- · Freeze frame data

FUNCTION

#### SELF-DIAG RESULTS MODE

Self Diagnostic Item

Regarding items of DTC, refer to <u>HBC-597</u>, "DTC Index".)

#### DATA MONITOR MODE

**Data Monitor** 

NOTE:

**HBC-81** Revision: September 2009 2010 Altima HEV **HBC** 

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#### < FUNCTION DIAGNOSIS >

- Some monitor item values may vary significantly if there are slight differences in the environment in which
  the vehicle is operating when measurements are obtained. Variations may also occur due to aging of the
  vehicle. Due to these considerations, it is not always possible to provide definite values to be used for judgment of malfunctions. It is possible that a malfunction may be present even if measured values are within the
  reference range.
- In the event of a problem with intricate symptoms, collect sample data from another vehicle of the same model operating under identical conditions in order to reach an overall judgment by comparing all the items in the data monitor.
- Using the CONSULT-III to read the data monitor allows the values or states of switches, sensors, actuators
  and other items to be read without removing any parts. This non intrusive inspection can be very useful
  because intermittent conditions or signals may be discovered before parts or wiring is disturbed. Reading
  the data monitor information early in troubleshooting is one way to save diagnostic time.

x: Applicable

								×: Applicable
Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note
MIL STATUS						MIL status/ ON or OFF	MIL ON: OFF	Constant ON: Repair in accor- dance with de- tected DTCs
INT/A TEMP SEN (Intake Air Tem- perature Sensor)	х	х	х	Х		Intake air temperature/ Min.: -40°C, Max.: 140°C	Constant: Same as ambient air temperature	_
ENG RUN TIME						Elapsed time after starting engine/ Min.: 0 s, Max.: 65,535 s	_	1
DTC ON RUN DIST (MIL ON Run Dis- tance)						Travel distance after a malfunction occurs/ Min.: 0 km, Max.: 65,535 km	_	
DTC CLEAR WARM (DTC Clear Warm Up Times)						The number of times engine is warmed up after clearing DTCs/ Min.: 0, Max.: 255	MIL OFF, engine coolant temperature increases from below 22°C (71.6°F) before starting the engine to above 70°C (158°F) after starting the engine:	_
DTC CLEAR RUN (DTC Clear Run Distance)						Drive distance after clear- ing DTCs/ Min.: 0 km, Max.: 65,535 km	_	_
ACCEL SEN- SOR 1 (Accelerator Ped- al Position #1)	х	х	х	х		Accelerator pedal position sensor 1/ Min.: 0%, Max.: 100%	Accelerator pedal de- pressed: Changes with accelerator pedal pressure	_
ACCEL SEN- SOR 2 (Accelerator Ped- al Position #2)	х	х	Х	Х		Accelerator pedal position sensor 2/ Min.: 0%, Max.: 100%	Accelerator pedal de- pressed: Changes with accelerator pedal pressure	_
MIL ON RUN TIME (MIL ON Engine Run Time)						Engine running time after a malfunction occurs/ Min.: 0 min, Max.: 65,535 min	_	_

Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA-	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note	А
DTC CLEAR MIN (DTC Clear Min)			TOR			Elapsed time after clear- ing DTCs/ Min.: 0 min, Max.: 65,535 min	_	_	В
MG2 REVOLU- TION [Motor (MG2) Revolution]	Х	Х	Х	Х		Motor (MG2) revolution/ Min.: -16,383 rpm, Max.: 16,256 rpm	_	_	D
MG2 TORQUE [Motor (MG2) Torque]	х	Х	Х	х		Motor (MG2) torque/ Min.: -512 N·m, Max.: 508 N·m	_	_	Е
MG1 REVOLU- TION [Generator (MG1) Revolution]	х	х	Х	Х		Generator (MG1) revolution/ Min.: -16,383 rpm, Max.: 16,256 rpm	_	_	F
MG1 TORQUE [Generator (MG1) Torque]	х	Х	Х	х		Generator (MG1) torque/ Min.: -512 N·m, Max.: 508 N·m	_	_	G
POWER RE- QUEST (Request Power)	х	Х	Х	х		Request engine power/ Min.: 0 W, Max.: 320,000 W	_	_	Н
TARGET ENG SPEED (Target Engine Revolution)	х	Х	Х	Х		Target engine speed/ Min.: 0 rpm, Max.: 8,000 rpm	_	_	I
ENGINE SPEED (Engine Speed)	х	Х	Х	х		Engine speed/ Min.: 0 rpm, Max.: 8,000 rpm	Idling: 950 to 1,050 rpm	_	J
SOC (State of Charge)	Х	Х	Х	Х		Battery state of charge/ Min.: 0%, Max.: 100%	Constant: 0 to 100%	_	K
WOUT (Wout Control Power)	Х	Х	Х	Х		Discharge (Wout) control power value/ Min.: 0 W, Max.: 81,600 W	26,000 W or less	_	1
WIN (Win Control Power)	Х	х	Х	Х		Charge (Win) control power value/ Min.: -40,800 W, Max.: 0 W	-25,000 W or more	_	M
HV BAT SOC	Х	Х				Battery state of charge/ Min.: 0%, Max.: 100%	Constant: 0 to 100%	_	
DRIVE COND ID (Drive Condition ID)	х	х	х	х		Drive condition ID/ Min.: 0, Max.: 6	<ul> <li>Engine stopped: 0</li> <li>Engine about to be stopped: 1</li> <li>Engine about to be started: 2</li> <li>Engine operated or operating: 3</li> <li>Generating or loading movement: 4</li> <li>Revving in P position: 6</li> </ul>	_	N O P

Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note
MG1 INV TEMP [Inverter Temper- ature (MG1)]	х	x	х	х		Generator (MG1) inverter temperature/ Min.: -50°C, Max.: 205°C	<ul> <li>Undisturbed for 1 day at 25°C (77°F): 25°C (77°F)</li> <li>Street driving: 25 to 80°C (77 to 176°F)</li> </ul>	If the value is -50°C (-58°F): +B short in sensor circuit If the value is 205°C (401°F): Open or GND short in sensor circuit
MG2 INV TEMP [Inverter Temper- ature (MG2)]	X	x	X	X		Motor (MG2) inverter temperature/ Min.: -50°C, Max.: 205°C	<ul> <li>Undisturbed for 1 day at 25°C (77°F): 25°C (77°F)</li> <li>Street driving: 25 to 80°C (77 to 176°F)</li> </ul>	If the value is -50°C (-58°F): +B short in sensor circuit If the value is 205°C (401°F): Open or GND short in sensor circuit
MG1 MOTOR TEMP [Generator (MG1) Temperature)]	X	X	X	x		Generator (MG1) temper- ature/ Min.: -50°C, Max.: 205°C	<ul> <li>Undisturbed for 1 day at 25°C (77°F): 25°C (77°F)</li> <li>Street driving: 25 to 90°C (77 to 194°F)</li> </ul>	If the value is -50°C (-58°F): +B short in sensor circuit If the value is 205°C (401°F): Open or GND short in sensor circuit
MG2 MOTOR TEMP [Motor (MG2) Temperature]	X	x	X	х		Motor (MG2) tempera- ture/ Min.: -50°C, Max.: 205°C	<ul> <li>Undisturbed for 1 day at 25°C (77°F): 25°C (77°F)</li> <li>Street driving: 25 to 100°C (77 to 212°F)</li> </ul>	If the value is -50°C (-58°F): +B short in sensor circuit If the value is 205°C (401°F): Open or GND short in sensor circuit
PWR RE- SOURCE VB (Power Resource VB)	Х	x	Х	x		HV battery voltage/ Min.: 0 V, Max.: 510 V	READY light ON: 200 to 340 V	_
PWR RE- SOURCE IB (Power Resource IB)	Х	х	Х	Х		HV battery current/ Min.: -256 A, Max.: 254 A	_	_
SHIFT POSITION (Shift Sensor Shift Position)	Х	х	Х	Х		Shift lever position	P, R, N, D or B	_
VEHICLE SPEED [Vehicle Speed (Resolver)]	Х	х	Х	х		Vehicle speed (Resolver)/ Min.: -256 km/h, Max.: 254 km/h	Same as vehicle speed	_
SHIFT SW P		Х				Transmission range switch (P position)/ ON or OFF	P position: ON Except P position: OFF	_

Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note
SHIFT SW R		Х				Transmission range switch (R position)/ ON or OFF	R position: ON Except R position: OFF	_
SHIFT SW N		Х				Transmission range switch (N position)/ ON or OFF	N position: ON Except N position: OFF	_
SHIFT SW D		Х				Transmission range switch (D position)/ ON or OFF	D position: ON Except D position: OFF	_
SHIFT SW B		Х				Transmission range switch (B position)/ ON or OFF	B position: ON Except B position: OFF	_
SHIFT SW FD		Х				Transmission range switch (FD position)/ ON or OFF	D or B position: ON Except D or B posi- tion: OFF	_
SHIFT SW RV		Х				Transmission range switch (RV position)/ ON or OFF	R position: ON Except R position: OFF	_
SHIFT SW MJ		Х				Transmission range switch (MJ position)/ ON or OFF	P, R, N, D or B position: ON	_
REGEN EXEC TORQ (Regenerative Brake Execution Torque)		х				Regenerative brake execution torque/ Min.: 0 N·m, Max.: 186 N·m	_	_
REGEN RQST TORQ (Regenerative Brake Request Torque)	х	х	x	х		Regenerative brake request torque/ Min.: 0 N·m, Max.: 186 N·m	Vehicle speed 30 km/ h (19 mph) and mas- ter cylinder hydraulic pressure -200 N·m: Changes with brake pedal pressure	_
MCYL CTRL TORQ (Master Cylinder Control Torque)	x	x	×	×		Braking torque that is equivalent to master cylin- der hydraulic pressure/ Min.: -2,040 N·m, Max.: 0 N·m	Brake pedal de- pressed: Changes with brake pedal pressure	_
L-TEMP ST JUDGE (Low Tempera- ture Start Judge- ment Number of Times)						Time of low temperature start judging/ Min.: 0, Max.: 65,535	_	_
L-TEMP ST TIME (Low Tempera- ture Start Judge- ment Time)						Low temperature starting accumulation time/ Min.: 0, Max.: 67,107,840	_	_
DCDC CMD VOL (DC) (DC/DC Convert- er Command Volt- age)					х	Target auxiliary battery voltage (DC/DC Convert- er)/ Min.: 0 V, Max.: 20 V	_	_

Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note
DCDC FAN MODE (DC/DC Convert- er Cooling Fan Mode)					x	Hybrid vehicle converter (DC/DC converter) cooling fan mode/ Min.: 0%, Max.: 255%	_	_
INV COOLANT TMP (Inverter Coolant Temperature)		x	х			Inverter coolant temperature/ Min.: -128°C, Max.: 127°C	Cold start → Fully warmed up: Gradually rises	_
DCDC VLO DUTY [DC/DC Convert- er Control Duty Ratio (VLO)]		x			х	DC/DC converter control duty ratio/ Min.: 0%, Max.: 99%	_	_
DCDC CTRL MODE (DC/DC Convert- er Control Mode)		Х			Х	DC/DC converter control mode/ Min.:0, Max.: 4	0: Initial     1: Low temperature     2: Normal temperature     3: High temperature     4: Fail safe	_
DCDC TAR VOLT (DC/DC Convert- er Target Voltage)					Х	Target volume of DC/DC converter/ Min.:0 V, Max.: 19.92 V	_	_
AMBIENT TEMP (Ambient Air Temperature)	Х	Х	Х	Х		Ambient air temperature/ Min.: -40°C, Max.: 215°C	Ignition switch ON (IG): Same as ambient air temperature	_
AMB/S CIRC SHORT (Ambient Air Tem- perature Sensor Circuit Short					Х	Ambient air temperature sensor circuit short/ ON or OFF	OFF: Normal	_
AMB/S CIRC OPEN (Ambient Air Tem- perature Sensor Circuit Open)					х	Ambient air temperature sensor circuit open/ ON or OFF	OFF: Normal	_
DCDC CONDI- TION (DC/DC Convert- er Feedback Con- dition)		х			Х	DC/DC converter condition/ Min.:0, Max.: 30	0, 1: Normal     2, 3: DC/DC Converter Cooling Request to Air Conditioner	_
LOAD CONDI- TION (Loading Condi- tion)						Driving (Loading) condition	O: Generator load: MG1 I: Motor load: MG2	_
DRIVING PAT- TEN 3 (Driving Pattern 3)						Driving pattern 3/ Min.: 0, Max.: 3	<ul> <li>0: Driving at a low speed</li> <li>1: Driving at a medium speed</li> <li>2: Driving at a medium-high speed</li> <li>3: Driving at a high speed</li> </ul>	_

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Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note	,
DRIVING PAT- TEN 2 (Driving Pattern 2)						Driving pattern 2/ Min.: 0, Max.: 3	<ul> <li>0: Driving at a low speed</li> <li>1: Driving at a medium speed</li> <li>2: Driving at a medium-high speed</li> <li>3: Driving at a high speed</li> </ul>	_	Н
DRIVING PAT- TEN 1 (Driving Pattern 1)						Driving pattern 1/ Min.: 0, Max.: 3	<ul> <li>0: Driving at a low speed</li> <li>1: Driving at a medium speed</li> <li>2: Driving at a medium-high speed</li> <li>3: Driving at a high speed</li> </ul>	_	
ENG STOP RQST (Engine Stop Re- quest)	х	Х	х	Х		Engine stop request/ ON or OFF	Requesting engine stop: ON	_	(
ENG IDLING RQST (Engine Idling Re- quest)	х	х	х	Х		Engine idling request/ ON or OFF	Requesting idle: ON	_	
HV BATT CHG RQST (HV Battery Charging Re- quest)	х	х	х	Х		HV battery charging request/ ON or OFF	Requesting HV bat- tery charging: ON	_	,
AIRCON RE- QUEST (Air Conditioner Engine Starting Request)	х	х	х	Х		Engine starting request from controller (auto amp.)/ ON or OFF	Requesting engine start from controller (auto amp.):	_	
ENG WARM UP RQST (Engine Warming Up Request)	х	х	х	Х		Engine warming up request/ ON or OFF	Requesting engine warm-up: ON	_	
ACCEL DEG (The Difference Degree of an Ac- celerator)	х	Х	Х	Х		Accelerator pedal depressed angle/ Min.: 0%, Max.: 100%	Accelerator pedal depressed: Changes with accelerator pedal pressure	_	1
VL (VL-Voltage Be- fore Boosting)		х	х			High voltage before boosting/ Min.: 0 V, Max.: 510 V	READY ON: Practically the same as the HV battery voltage	If the value is V: Open or GND short in sensor circuit If the value is 510 V: +B short in sensor circuit	(

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Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note
VH (VH-Voltage After Boosting)		x	х			High voltage after boost- ing/ Min.: 0 V, Max.: 765 V	Engine revving up in P position: HV battery voltage to 650 V	If the value is V: Open or GND short in sensor circuit If the value is 765 V: +B short in sensor circuit
CONVERTER TEMP (Converter Tem- perature)	x	X	X	x		Boost converter temperature/ Min.: -50°C, Max.: 205°C	<ul> <li>Undisturbed for 1 day at 25°C (77°F): 25°C (77°F)</li> <li>Street driving: 25 to 60°C (77 to 140°F)</li> </ul>	If the value is 50°C (-58°F): +B short in sensor circuit If the value is 205°C (401°F): Open or GND short in sensor circuit
CRANK POSI- TION (Crank Position)		Х				Crankshaft position/ Min.: -90 deg, Max.: 90 deg	_	_
SMRG (System Main Relay Status-SMRG)		Х				Operating condition of system main relay SMRG/ON or OFF	READY ON: ON	_
SMRB (System Main Re- lay Status-SMRB)		х				Operating condition of system main relay SMRB/ON or OFF	READY ON: ON	_
SMRP (System Main Re- lay Status-SMRP)		х				Operating condition of system precharge relay SMRP/ ON or OFF	READY ON: OFF	_
MG2 TRQ EXC VAL [Motor (MG2) Torque Execute Value]			х			Motor (MG2) torque execution value/ Min.: -512 N·m, Max.: 508 N·m	After full-load acceleration with READY light ON and engine stopped: Within ± 20% of MG2 TORQ	_
MG1 TRQ EXC VAL [Generator (MG1) Torque Execute Value]			X			Generator (MG1) torque execution value/ Min.: -512 N·m, Max.: 508 N·m	After full-load acceleration with READY light ON and engine stopped: Within ± 20% of MG1 TORQ	_
SHORT WAVE HIGH (Short Circuit Wave Highest Value)		x				Short circuit wave highest value (Waveform voltage in leak detection circuit in battery smart unit)/ Min.: 0 V, Max.: 5 V	Left for 2 minutes in READY-on state, and boost converter and inverter voltages are equal: 4 V or more	_
MG1 CTRL MODE [Generator (MG1) Control Mode]			Х			MG1 control mode	_	_
MG1 CARRIR FREQ [Genera- tor (MG1) Carrier Frequency]			Х			MG1 carrier frequency/ 10 kHz/ 5 kHz/ 2.5 kHz/ 1.25 kHz	_	_

Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note
MG2 CTRL MODE [Motor (MG2) Control Mode]			Х			MG2 control mode	_	_
MG2 CARRIR FREQ [Motor (MG2) Carrier Frequen- cy]			х			MG2 carrier frequency/ 10 kHz/ 5 kHz/ 2.5 kHz/ 1.25 kHz	_	_
BOOST RATIO (Converter Boost- ing Ratio)			х			Boosting ratio/ Min.: 0%, Max.: 100%	The boost converter and the inverter voltages are equal: 0 to 10%	_
A/C CONSMPT PWR (A/C Consump- tion Power)	х	х	Х	х		A/C consumption power/ Min.: 0 kW, Max.: 5 kW	_	_
MG1 GATE STA- TUS [Generator (MG1) Gate Status]		Х	Х			MG1 gate status/ ON or OFF	Shutting down generator inverter: ON	_
MG2 GATE STA- TUS [Motor (MG2) Gate Status]		х	Х			MG2 gate status/ ON or OFF	Shutting down motor inverter: ON	_
CNV GATE STA- TUS (Boost Converter Gate Status)		х	Х			Boost converter gate sta- tus/ ON or OFF	Shutting down boost converter: ON	_
A/C GATE STA- TUS (Air Conditioner Gate Status)		Х	Х			A/C gate status/ ON or OFF	While compressor inverter is being shutoff: ON	_
CNV CARRIER FREQ (Converter Carri- er Frequency)			Х			Converter signal carrier frequency/ 5kHz/ 10kHz	5kHz/ 10kHz	_
SUB BATTERY VOLT [Sub Battery Volt- age (Batt)]		х			Х	Auxiliary battery voltage (Batt)/ Min.: 0 V, Max.: 19.92 V	Equivalent to battery voltage	_
BATTERY VOLT [Battery voltage (VB)]	х	х	X	х		Auxiliary battery voltage (VB)/ Min.: 0 V, Max.: 19.92 V	Equivalent to sub bat- tery voltage	_
ACCEL SEN- SOR M (Accelerator Ped- al Position Sensor Main)		х				Accelerator pedal position sensor main/ Min.: 0%, Max.: 100%	Accelerator pedal de- pressed: Changes with accelerator pedal pressure	_
ACCEL SEN- SOR S (Accelerator Ped- al Position Sensor Sub)		х				Accelerator pedal position sensor sub/ Min.: 0%, Max.: 100%	Accelerator pedal de- pressed: Changes with accelerator pedal pressure	_

Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note
ENG SPEED (NEI) [Engine Speed (NEI)]		х				Engine speed based on NEI signal/ Min.: 0 rpm, Max.: 16,383.75 rpm	Idling: 950 to 1,050 rpm	_
ENG TDC SIG (GI) [Engine Speed (GI)]		х				Engine speed based on GI signal/ Min.: 0 rpm, Max.: 16,383.75 rpm	Idling: 950 to 1,050 rpm	_
DCDC MNT/STP REQ (DC/DC Convert- er Monitor/Stop Request Signal)					X	DC/DC converter monitor/ stop request signal/ Min.: 0 V, Max.: 4.98 V	READY ON: 2.788 V - 4.6 V	If the value is over 4.6 V: +B short in circuit If the value is under 0.5 V: GND short in circuit If the value is between 1.0 V to 2.788 V: DC/DC converter malfunction
DCDC OUTPUT VOLT (DC/DC Convert- er Output Volt- age)					X	DC/DC converter output voltage change signal/ Min.: 0 V, Max.: 4.98 V	IGN ON: Under 1 V and over 1 V repeat- edly	If the value is al- ways under 1 V: GND short in cir- cuit If the value is al- ways over 1 V: +B short in cir- cuit
A/B CRASH SIG- NAL (Air Bag Commu- nication Signal)		х				A/bag communication sig- nal/ Min.: 0, Max.: 32	IGN ON: After 7 second: 1	0: Circuit abnor- mality (+B short or GND short or abnormal pulse)
NDB WARN LAMP (NDB Warning Lamp Signal)						NDB warning lamp signal/ ON or OFF	IGN ON or READY ON: OFF	_
ENG OIL/P WARN/L (Engine Oil Pres- sure Warning Light Signal)						Engine oil pressure warn- ing light signal ON or OFF	ENG RUN: OFF	If the signal is ON during en- gine running, check engine oil level and pres- sure.
READY LMP SIGNAL (Ready Lamp Sig- nal)						Ready signal/ ON or OFF	READY ON: ON	_
START SW SIG- NAL (Start Switch Sig- nal)						Start switch signal/ ON or OFF	Start switch ON: ON	_
IGN SW SIGNAL (Ignition Switch Signal)						Ignition switch signal/ ON or OFF	Ignition switch ON: ON	_

Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note
IGCTRLY OPRT SIG (IGCT Relay Op- eration Signal)						IGCT relay port monitor/ ON or OFF	While ignition switch is ON: ON	_
BATT FAN RE- LAY (HV Battery Cool- ing Fan Relay Op- eration Signal)				Х		Battery cooling fan relay drive signal port/ ON or OFF	IGN ON: ON	_
SMRP MNTR (System Main Re- lay-SMRP Opera- tion Signal Monitor)		х				Precharge relay monitor/ ON or OFF	READY ON: OFF	_
SMRB MNTR (System Main Re- lay-SMRB Opera- tion Signal Monitor)		x				High voltage power on re- lay signal monitor(+)/ ON or OFF	READY ON: ON	_
SMRG MNTR (System Main Re- lay-SMRG Opera- tion Signal Monitor)		х				High voltage power on re- lay signal monitor(–)/ ON or OFF	READY ON: ON	_
CHARGE WARN/ L (Charge Warning Light Signal)						Charge warning signal/ ON or OFF	READY ON: OFF	_
HV BATT WARN/ L (High-Voltage Battery Warning Light Signal)						Main battery low voltage warning signal/ ON or OFF	READY ON: OFF	_
HV SYSTEM WARN/L (Hybrid System Warning Light Signal)						Caution lamp signal/ ON or OFF	READY ON: OFF	_
ENG OFF LAMP SIG (EV Mode Indica- tor Signal)						Engine off lamp signal/ ON or OFF	Engine OFF: ON	_
SET LAMP SIG- NAL (Cruise Set Switch Indicator Signal)						ASCD execute flag/ ON or OFF	When the cruise control main switch is pushed: ON	_
ASCD LAMP SIGNAL (Cruise Main Switch Indicator Signal)						Cruise lamp request sig- nal/ ON or oFF	While the vehicle speed is controlled by the cruise control sys- tem: ON	_
PNP SW SIGNAL (Shift PNP Signal)		Х				Shift P or N signal output/ ON or OFF	While the shift is P or N: ON	_

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Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note
DOOR SW (DR) SIG (Driver's Side Door Switch Sig- nal)						Drivers side door switch signal/ ON or OFF	While the door is opened: ON	_
BRAKE SIGNAL (Brake Operation Signal)		Х				Brake operation signal/ ON or OFF	Brake pedal de- pressed: ON	_
ASCD CANCEL SW (ASCD Cancel Switch Signal)		Х				ASCD brake switch sig- nal/ ON or OFF	Brake pedal de- pressed: ON	_
BRAKE SWITCH (Brake Switch Signal)		х				Stop lamp switch signal/ ON or OFF	Brake pedal de- pressed: ON	_
INTERLOCK SW (Interlock Switch Signal)		Х				Interlock switch signal/ ON or OFF	IGN ON: OFF	_
BATTERY SOC (Battery State of Charge)				Х		Battery state of charge/ Min.: 0%, Max.: 127.5%	_	_
IB BATTERY (Current Value of Battery Pack)				Х		Current value of battery pack/ Min.: -327.68 A, Max.: 327.67 A	_	_
V1 to V17 BATT BLOCK (Battery Block Voltage V01 to V17)				х		Battery block voltage V01 to V17/ Min.: -327.68 V, Max.: 327.67 V	SOC 60%: 12 to 20 V	_
BATT INSIDE AIR (Inhalation of Air Temperature Into a Battery Pack)				х		Battery cooling fan intake air temperature/ Min.: -327.68°C, Max.: 327.67°C	_	_
VMF FAN VOLT 1 (VMF Fan Motor voltage 1)				х		Battery blower motor monitoring voltage/ Min.: -25.6 V, Max.: 25.4 V	Fan mode 1 with READY light ON and P position: 0.8 to 1.2 V	_
AUX BATT VOLT (Auxiliary Battery Voltage)				х		Auxiliary battery voltage/ Min.: -25.6 V, Max.: 25.4 V	Equivalent to auxiliary battery voltage.	_
WIN (Charge Control Value)				Х		Charge control wattage/ Min.: -64 kW, Max.: 63.5 kW	-25 kW or more	_
WOUT (Discharge Control Value)				х		Discharge control wattage/ Min.: 0 kW, Max.: 63.5 kW	26 kW or less	_
DELTA SOC (Delta SOC)				Х		Difference between maximum and minimum values of SOC/ Min.: 0%, Max.: 100%	READY light ON, engine stopped and no electrical load: 0 to 60%	_

Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note
SBLW RQST [Cooling Fan Stop Control Request (Stand by Blow- er)]				х		Battery blower motor stop control request (standby blower)/ ON or OFF	While blower motor stop control is re- quested: ON	_
COOLING FAN 1 (Cooling Fan Mode 1)				Х		Battery blower motor actuation mode/ Min.: 0, Max.: 40	Stopped: 0 Low to high speed actuation: 1 to 40	_
ECU CTRL MODE (ECU Control Mode)				х		ECU control mode/ Min.: 0, Max.: 4	_	_
BATT TEMP 1 to 4 (Temperature of Battery TB 1 to 4)				х		Temperature of HV battery 1 to 4/ Min.: -327.68°C, Max.: 327.67°C	Undisturbed for 1 day: Same as ambient air temperature	_
NUM OF BATT (The Number of Battery Block)				х		The number of battery blocks/ Min.: 0, Max.: 255	Always: 17	_
BLOW TIME (Accumulated Time of Battery LOW)				Х		Accumulated time of battery low/Battery low time Min.: 0, Max.: 65,535	_	_
DCIH TIME (Accumulated Time of DC Inhib- it)				Х		Accumulated time of DC inhibit/DC inhibit time Min.: 0, Max.: 65,535	_	_
BHI TIME (Accumulated Time of Battery too High)				х		Accumulated time of battery too high/Battery too high time Min.: 0, Max.: 65,535	_	_
HTMP TIME (Accumulated Time of Hot Tem- perature)				Х		Accumulated time of hot temperature/Hot temperature time Min.: 0, Max.: 65,535	_	-
BAT BLOCK MIN V (Battery Block Minimum Voltage)				х		Battery block minimum voltage/ Min.: -327.68 V, Max.: 327.67 V	SOC 50 to 60%: 12 V or more	_
MIN BAT BLOCK (Minimum Bat- ery Block No)				Х		Battery block number with minimum voltage/ Min.: 1, Max.: 255	One of numbers 1 to 17	_
BAT BLOCK MAX V (Battery Block Minimum Voltage)				Х		Battery block maximum voltage/ Min.: -327.68 V, Max.: 327.67 V	SOC 55 to 60%: 18 V or less	-
MAX BAT BLOCK (Maximum Bat- tery Block No.)				Х		Battery block number with maximum voltage/ Min.: 1, Max.: 255	One of numbers 1 to 17	-
R1 to R17 INTNL RESIST (Internal Resis- tance R01 to R17)				х		Internal resistance of each battery block R01 to R17/ Min.: 0 $\Omega$ , Max.: 0.255 $\Omega$	Always: 0.01 to 0.1	_

Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note
SOC GAUGE SIGNAL						SOC gauge signal/ Min.: 0%, Max.: 99%	Same as state of charge	_
WHEEL RND DIRCT (Wheel Round Di- rection Signal)						Wheel round direction sig- nal/ Min.: 0, Max.: 2	O: Step I: Backward E: Forward	_
EGY FLW [E TO W]						Energy flow signal [Engine to wheel]/ Min.: 0, Max.: 4	<ul><li>2: No flow</li><li>3: Engine to wheel Low</li><li>4: Engine to wheel High</li></ul>	_
EGY FLW [E TO M]						Energy flow signal [Engine to motor]/ Min.: 0, Max.: 4	2: No flow     3: Engine to motor Low	_
EGY FLW [M TO B]						Energy flow signal [Motor to battery]/ Min.: 0, Max.: 4	O: Motor to battery High I: Motor to Battery Low 2: No flow 3: Battery to motor Low 4: Battery to motor High	_
EGY FLW [M TO W]						Energy flow signal [Motor to wheel]/ Min.: 0, Max.: 4	<ul> <li>0: Wheel to motor High</li> <li>1: Wheel to motor Low</li> <li>2: No flow</li> <li>3: Motor to wheel Low</li> <li>4: Motor to wheel High</li> </ul>	_
ANALYSIS DATA1		×				Analysis Data 1/ Min.: 0, Max.: 65535	0 or More	_
ANALYSIS DATA2		Х				Analysis Data 2/ Min.: 0, Max.: 65535	0 or More	_
ANALYSIS DATA3		Х				Analysis Data 3/ Min.: 0, Max.: 65535	0 or More	_
ANALYSIS DATA4		Х				Analysis Data 4/ Min.: 0, Max.: 65535	0 or More	_
CAL/LD VALUE	Х	Х				Calculated Load Value Min.:0%, Max.:100%	• Idling: 10 - 35% • 2,500 rpm: 10 - 35%	_
COOLANT TEMP	Х	Х	Х		Х	Engine coolant temperature Min: -40°C, Max.: 215°C	Engine is warmed up: More than 70°C (158°F)	_
ABSOL TH-P/S	Х	х				Throttle valve opening angle Min.: 0%, Max.: 100%		_
THROTTLE POS	Х	Х				Throttle position sensor Min.: 0%, Max.: 100%		_

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Monitored item	VEHI- CLE	HY- BRID CONT	MO- TOR GEN- ERA- TOR	HV BAT- TERY	DCDC CONV	Measurement Item/ Range	Normal Condition	Diagnostic Note
ENG TRQ CRCT VAL (Engine Torque Correction Value)		х				Engine torque correction value/ Min.: 0, Max.: 1.992	Always: 1.0 to 1.5	_
HISTORY DTC (The Number of History DTC)						Number of DTCs which 40 trips (warm-up cycles) have not completed for.	_	_
ALL DTC (The Number of Current DTC)						Number of all DTCs/ Min.: 0, Max.: 127	_	_
ENG COOLANT TMP (Engine coolant temperature)	х	х	х	х	х	Engine coolant temperature/ Min.: -40°C, Max.: 215°C	_	_

#### Freeze Frame Data

#### NOTE:

- The hybrid vehicle control ECU records vehicle and driving condition information as freeze frame data the moment a DTC is stored. It can be used for estimating or duplicating the vehicle conditions that were present when the malfunction occurred.
- To confirm the details of the hybrid control system, check the INF code which is a detailed information for the displayed DTC. INF code is displayed in freeze frame Data screen.
- 5 sets of the freeze frame data are can be recorded in the hybrid vehicle control ECU memory.
- The freeze frame data is displayed in Data Monitor mode.

CONSULT-III Display	Measurement Item/ Range (Display)	Suspected Vehicle Status When Malfunction Occurs
ECM ENG SPEED (Engine speed)	Engine speed/ Min.: 0 rpm, max.: 16,320 rpm	Engine speed
VEHICLE SPEED (Vehicle speed)	Vehicle speed/ Min.: 0 km/h, Max.: 255 km/h	
INT/A TEMP SEN (Intake air temperature)	Intake air temperature/ Min.: -40°C, Max.: 140°C	Hot or cold weather
ENG RUN TIME (Engine run time)	Elapsed time after engine start/ Min.: 0 sec., Max.: 65,535 sec.	Elapsed time after engine start
DTC CLEAR WARM (DTC Clear Warm Up Times)	The number of times engine is warmed up after clearing DTCs/ Min.: 0, Max.: 255	Frequency of malfunction recurrence after clearing DTCs
DTC CLEAR RUN (DTC Clear Run Distance)	Drive distance after clearing DTCs/ Min.: 0 km, Max.: 65,535 km	Frequency of malfunction recurrence after clearing DTCs
SYSTEM VOL +B (Battery voltage)	Auxiliary battery voltage/ Min.: 0 V, Max.: 66.535 V	Auxiliary battery voltage
AMBIENT TEMP (Ambient temperature)	Ambient air temperature/ Min.: –40°C, Max.: 215°C	Ambient air temperature
ACCEL SENSOR 1 (Accelerator pedal position 1)	Accelerator pedal position sensor No. 1/ Min.: 0%, Max.: 100%	Idling, accelerating, or decelerating
ACCEL SENSOR 2 (Accelerator pedal position 2)	Accelerator pedal position sensor No. 2/ Min.: 0%, Max.: 100%	Idling, accelerating, or decelerating
DTC CLEAR MIN (DTC Clear Min)	Elapsed time after clearing DTCs/ Min.: 0 min, Max.: 65,535 min	Elapsed time after clearing DTCs
INFO 1 to 5 DETAIL (Detail information 1 to 5)	Information code	_

CONSULT-III Display	Measurement Item/ Range (Display)	Suspected Vehicle Status When Malfunction Occurs
MG1 REVOLUTION [Generator (MG1) Revolution]	Generator revolution/ Min.: -16,384 rpm, Max.: 16,256 rpm	Generator speed  • Forward rotation appears as "+"  • Backward rotation appears as "-"
MG2 REVOLUTION [Motor (MG2) Revolution]	Motor revolution/ Min.: -16,384 rpm, Max.: 16,256 rpm	Motor speed (proportionate to vehicle speed)  • Forward rotation appears as "+"  • Backward rotation appears as "-"  Moving direction of vehicle  • Forward rotation appears as "+"  • Backward rotation appears as "-"
MG1 TORQUE [Generator (MG1) Torque]	Generator torque/ Min.: -512 N⋅m, Max.: 508 N⋅m	<ul> <li>When generator rotation in "+" direction:</li> <li>Torque appears as "+" while generator discharges</li> <li>Torque appears as "-" while generator charges</li> <li>When generator rotation in "-" direction:</li> <li>Torque appears as "-" while generator discharges</li> <li>Torque appears as "+" while generator charges</li> </ul>
MG2 TORQUE [Motor (MG2) Torque]	Motor torque/ Min.: -512 N⋅m, Max.: 508 N⋅m	When motor rotation in "+" direction: Torque appears as "+" while motor discharges Torque appears as "-" while motor charges When motor rotation in "-" direction: Torque appears as "-" while motor discharges Torque appears as "+" while motor charges
POWER REQUEST (Request Power)	Request engine power/ Min.: 0 W, Max.: 255 W	Engine power output requested to ECM
ENGINE SPEED (Engine Speed)	Engine speed/ Min.: 0 rpm, Max.: 16,320 rpm	Engine speed
MCYL CTRL TORQ (Master Cylinder Control Torque)	Master cylinder control torque/ Min.: -512 N·m, Max.: 508 N·m	Brake force requested by driver
SOC (SOC)	Battery state of charge/ Min.: 0%, Max.: 100%	State of charge of HV battery
WOUT (Wout Control Power)	Power value discharge control/ Min.: 0 W, Max.: 81,600 W	Discharge amount of HV battery
WIN (Win Control Power)	Power value charge control/ Min.: -40,800 W, Max.: 0 W	Charge amount of HV battery
DRIVE COND ID (Drive Condition ID)	Drive condition ID  • Engine stopped: 0  • Engine about to be stopped: 1  • Engine about to be started: 2  • Engine operated or operating: 3	Engine operating condition
MG1 INV TEMP [Inverter Temperature (MG1)]	Generator inverter temperature/ Min.: -50°C, Max.: 205°C	Generator inverter temperature
MG2 INV TEMP [Inverter Temperature (MG2)]	Generator inverter temperature/ Min.: -50°C, Max.: 205°C	Motor inverter temperature
MG1 MOTOR TEMP [Generator (MG1) Temperature]	Generator inverter temperature/ Min.: -50°C, Max.: 205°C	Generator temperature
MG2 MOTOR TEMP [Motor (MG2) Temperature]	Generator inverter temperature/ Min.: -50°C, Max.: 205°C	Motor temperature
PWR RESOURCE VB (Power Resource VB)	HV battery voltage/ Min.: 0 V, Max.: 510 V	HV battery voltage

CONSULT-III Display	Measurement Item/ Range (Display)	Suspected Vehicle Status When Malfunction Occurs
PWR RESOURCE IB (Power Resource IB)	HV battery charge/discharge status/ Min.: -256 A, Max.: 254 A	HV battery charge and discharge current     Amount of current during discharge is indicated with positive values     Amount of current during charge is indicated with negative values
ACCEL SENSOR M (Accelerator Pedal Position Sensor Main)	Accelerator pedal position sensor main/ Min.: 0%, Max.: 100%	Idling, accelerating, or decelerating
BATTERY VOLT [Battery Voltage (VB)]	Auxiliary battery voltage/ Min.: 0 V, Max.: 19.92 V	Auxiliary battery voltage
EXCLUSIVE INFO 1 to 7 (Exclusive Information 1 to 7)	Exclusive information (in numerical data)	Exclusive information linked to Information
OCCURRENCE ORDER (Occurrence Order)	Occurrence sequence of information	Occurrence sequence of information
DISPLAY INFO (Display Information)	Display information	Display information
WIN CTRL POWER (Win Control Power)	Power value charge control/ Min.: -40.96 kW, Max.: 40.64 kW	Charge amount of HV battery
WOUT CTRL POWER (Wout Control Power)	Power value discharge control/ Min.: -40.96 kW, Max.: 40.64 kW	Discharge amount of HV battery
SUB BATTERY VOLT [Sub Battery Voltage (Batt)]	Auxiliary battery voltage/ Min.: 0 V, Max.: 19.92 V	Auxiliary battery voltage
ENG TRQ CRCT VAL (Engine Torque Correction Value)	Engine torque correction value/ Min.: 0, Max.: 19.92	Engine torque correction value
CONVERTER TEMP (Converter Temperature)	Boost converter temperature/ Min.: -50°C, Max.: 205°C	Boost converter temperature
VL (VL-Voltage Before Boosting)	High voltage before it is boosted/ Min.: 0 V, Max.: 510 V	High voltage level before it is boosted
VH (VH-Voltage After Boosting)	High voltage after it is boosted/ Min.: 0 V, Max.: 765 V	High voltage level after it is boosted
GN ON TIME (The Time of Ignition ON)	The time after ignition switch on (IG)/ Min.: 0 min, Max.: 255 min	Time elapsed with ignition switch on (IG)
MG1 INV TEMP [Inverter Temperature (MG1) After IGN ON]	Generator inverter temperature/ Min.: -50°C, Max.: 205°C	Generator inverter temperature
MG2 INV TEMP Inverter Temperature (MG2) After IGN ON]	Motor inverter temperature/ Min.: -50°C, Max.: 205°C	Motor inverter temperature
MG2 MOTOR TEMP [Motor (MG2) Temperature After IGN ON]	Motor temperature/ Min.: -50°C, Max.: 205°C	Motor temperature
TAR BAT VOL (DC) (DC/DC converter Target Voltage)	Target battery voltage/ Min.: 0 V, Max.: 19.92 V	DC/DC converter target voltage
CONVRTR TEMP IG (Boost Converter Temperature After IGN- ON)	Boost converter temperature after ignition switch on (IG)/ Min.: -50°C, Max.: 205°C	Boost converter temperature soon after ignition switch on (IG)
SOC IG (Status of Charge After IGN-ON)	Battery state of charge after ignition switch on (IG)/ Min.: 0%, Max.: 100%	Battery state of charge soon after ignition switch on (IG)
MG1 INV TEMP MAX Inverter Temperature (MG1) MAX]	Generator inverter maximum temperature/ Min.: -50°C, Max.: 205°C	Overheating state of Generator inverter
MG2 INV TEMP MAX Inverter Temperature (MG2) MAX]	Motor inverter maximum temperature/ Min.: -50°C, Max.: 205°C	Overheating state of Motor inverter
MG2 MTR TEMP MAX [Motor (MG2) Temperature MAX]	Motor maximum temperature/ Min.: -50°C, Max.: 205°C	Overheating state of Motor

CONSULT-III Display	Measurement Item/ Range (Display)	Suspected Vehicle Status When Malfunction Occurs
DCDC CONVERTER (DC/DC Converter Feedback Condition)	DC/DC converter Feedback Condition/ Min.: 0, Max.: 3	DC/DC converter feedback condition
ENG COOLANT TEMP (Engine Coolant Temperature)	Engine coolant temperature/ Min.: -50°C, Max.: 205°C	Engine coolant temperature
CONVRTR TEMP MAX (Boost Converter Temperature MAX)	Boost converter maximum temperature/ Min.: -50°C, Max.: 205°C	Overheating state of boost converter
SOC MAX (Status of Charge MAX)	Maximum status of charge/ Min.: 0%, Max.: 100%	Over-charging of HV battery
SOC MIN (Status of Charge MIN)	Minimum status of charge/ Min.: 0%, Max.: 100%	Over-charging of HV battery
MG2 SPEED MAX [Motor (MG2) Speed (Max)]	Maximum vehicle speed/ Min.: -256 km/h, Max.: 254 km/h	Over-discharging of HV battery
A/C COSMPT PWR (Air Con Consumption Power)	A/C consumption power/ Min.: 0 kW, Max.: 5 kW	A/C load
HV COOLANT TEMP (Inverter Coolant Temperature)	Inverter coolant temperature/ Min.: -40°C, Max.: 140°C	Inverter coolant temperature
BATTERY SOC (Battery State of Charge)	Battery state of charge/ Min.: 0%, Max.: 100%	State of charge of HV battery
IB BATTERY (Current value of Battery Pack)	Current value of battery pack/ Min.: -327.68 A, Max.: 327.67 A	HV battery charge/discharge status     Amount of current during discharge is displayed with positive values     Amount of current during charge is displayed with negative values
V1 to V17 BATT BLOCK (Battery Block Voltage V01 to V17)	Battery block voltage/ Min.: -327.68 V, Max.: 327.67 V	Each HV battery block voltage variance
BATT INSIDE AIR (Inhalation-of-air temperature into a battery pack)	Battery cooling fan intake air temperature/ Min.: -327.68°C, Max.: 327.67°C	_
VMF FAN VOLT1 (VMF fan motor voltage1)	VMF fan voltage/ Min.: -25.6 V, Max.: 25.4 V	Cooling fan operation condition
AUX BATT VOLT (Auxiliary battery voltage)	Auxiliary battery voltage/ Min.: -25.6 V, Max.: 25.4 V	Auxiliary battery voltage
WIN (Charge control value)	Charge control power value/ Min.: -64 kW, Max.: 63.5 kW	Charge amount of HV battery
WOUT (Discharge control value)	Discharge control power value/ Min.: -64 kW, Max.: 63.5 kW	Discharge amount of HV battery
DELTA SOC (Delta SOC)	Difference between maximum and minimum value of SOC/ Min.: 0%, Max.: 100%	SOC variance
COOLING FAN 1 (COOLING FAN MODE1)	Cooling fan mode/ Min.: 0, Max.: 40	HV battery cooling fan activation condition • Stopped: 0 • Low speed drive - high speed drive: 1 - 40
ECU CTRL MODE (ECU control mode)	ECU control mode/ Min.: 1, Max.: 5	HV battery control status
BATT TEMP 1 to 4 (Temperature of battery TB 1 to 4)	Battery temperature/ Min.: -327.68°C, Max.: 327.67°C	HV battery temperature
INFORMATION 1 to 5 (INFORMATION 1 to 5)	Information data application/ NONE or AVAILABLE	_
SHIFT POSITION (Shift Sensor Shift Position)	Shift position (P, R, N, D or B position)/ P: 0, R: 1, N: 2, D: 3, B: 4	Shift position
ENG STOP RQST	Engine stop request/ ON or OFF	Engine stop request

#### < FUNCTION DIAGNOSIS >

CONSULT-III Display	Measurement Item/ Range (Display)	Suspected Vehicle Status When Malfunction Occurs	
ENG IDLING RQST (Engine Idling Request)	Engine idling request/ ON or OFF	Idle stop request	•
ENG FUEL CUT (Engine Fuel Cut)	Engine fuel cut request/ ON or OFF	Fuel cut request	-
HV BATT CHG RQST (Main Battery Charging Request)	HV battery charging request/ ON or OFF	HV battery charging request	
ENG WARM UP RQST (Engine Warming up Request)	Engine warming up request/ ON or OFF	Engine warm-up request	
BRAKE SWITCH (Brake switch)	Stop lamp switch/ ON or OFF	Brake pedal depressed or released	-
ASCD CONTROL (Cruise Control)	Cruise control active condition/ ON or OFF	Operation under cruise control ON or OFF	-
VEC RESON JDGE1	Vehicle vibration by running in rough road/ ON or OFF	Vehicle vibration by running in rough road	-
VEC RESON JDGE2	Vehicle vibration by running in rough road/ ON or OFF	Vehicle vibration by running in rough road	-
DCDC CONVRT STOP (DC/DC Converter Stop Condition)	DC/DC converter stop condition/ ON or OFF	DC/DC converter stop condition	-
AMB/S CIRC OPEN (Ambient Temperature Sensor Circuit Open)	Ambient temperature sensor circuit open/ ON or OFF	Ambient temperature condition	-
AMB/S CIRC SHORT (Ambient Temperature Sensor Circuit Open)	Ambient temperature sensor circuit short/ ON or OFF	Ambient temperature condition	-
SBLW RQST [Cooling fan stop control request (Stand by Blower)]	Standby blower request	_	-
DCDC CONVRT MODE (DC/DC Converter Control Mode)	DC/DC converter control mode/ Min.: 0, Max.: 7	DC/DC converter control mode	-
CAL/LD VALUE (Calculated Load Value)	Calculated Load Value/ Min.: 0%, Max.: 100%	_	-
COOLANT TEMP (Engine Coolant Temperature)	Engine coolant temperature/ Min.: -40°C, Max.: 215°C	Cold or warmed-up engine	-
ABSOL TH·P/S (Throttle Valve Opening Angle)	Throttle valve opening angle/ Min.: 0%, Max.: 100%	Idling, accelerating or decelerating	-
THROTTLE POS (Throttle Position Sensor)	Throttle position sensor/ Min.: 0%, Max.: 100%	Idling, accelerating or decelerating	-
HV BAT SOC	Battery state of charge/ Min.: 0%, Max.: 100%	State of charge of HV battery	-

#### Operation History Data

#### NOTE:

- The hybrid vehicle control ECU records inappropriate operations performed by the driver and the number of abnormal conditions that have been input to the ECU as operation history data.
- The operation history data is displayed in Data Monitor mode.
- LATEST OPERATION [L/O]: Among the past occurrences, the number of special operations or controls that have been effected during the most recent 1 trip detection.
- LATEST TRIP [L/T]: The number of trips after the occurrence of LATEST OPERATION.
- BEFORE LATEST OPERATION [B/O]: The number of occurrences during the trip previous to the LATEST OPERATION.
- BEFORE LATEST TRIP [B/T]: The number of trips after the occurrence of BEFORE LATEST OPERATION.

**HBC-99** 2010 Altima HEV Revision: September 2009

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CONSULT-III Display	Operation	Count Condition	
SFT BEF RDY[L/O]			
SFT BEF RDY[L/T]	_		
SFT BEF RDY[B/O]	Shift gear before READY	Shift lever moved with READY light blinking	
SFT BEF RDY[B/T]	_		
N RNG CTRL1[L/O]			
N RNG CTRL1[L/T]	Numero control in bolf abiff	Obite a sixting against he determined	
N RNG CTRL1[B/O]	N range control in half shift	Shift position cannot be determined	
N RNG CTRL1[B/T]			
N RNG CTRL2[L/O]			
N RNG CTRL2[L/T]	N	No. 121	
N RNG CTRL2[B/O]	N range control by busy shift	N position control effected due to frequent shifting operation	
N RNG CTRL2[B/T]			
S/ACC IN N[L/O]			
S/ACC IN N[L/T]	Cton constants in N. vanue	Accelerator model degreesed in N. modition	
S/ACC IN N[B/O]	Step accelerator in N range	Accelerator pedal depressed in N position	
S/ACC IN N[B/T]			
AUX BATT LO[L/O]			
AUX BATT LO[L/T]	Austient Pettern Leur	Audilians hattans such as halass O. 5. V	
AUX BATT LO[B/O]	Auxiliary Battery Low	Auxiliary battery voltage below 9.5 V	
AUX BATT LO[B/T]			
HV INTERMIT[L/O]			
HV INTERMIT[L/T]	Hybrid vehicle control ECU Intermittent	Instantaneous open circuit at IGN SW terminal of the hybrid	
HV INTERMIT[B/O]	incident	vehicle control ECU	
HV INTERMIT[B/T]			
MG2 TEMP HI[L/O]			
MG2 TEMP HI[L/T]	Motor (MG2) temperature high	Motor (MG2) temperature rose above 162°C (334°F)	
MG2 TEMP HI[B/O]	iviolor (waz) temperature nigh	Motor (MG2) temperature rose above 102 C (334 1)	
MG2 TEMP HI[B/T]			
MG1 TEMP HI[L/O]			
MG1 TEMP HI[L/T]	Generator (MG1) temperature high	Generator (MG1) temperature rose above 162°C (334°F)	
MG1 TEMP HI[B/O]	Generator (MGT) temperature nigh	Generator (MGT) temperature rose above 102 C (334 F)	
MG1 TEMP HI[B/T]			
MG2 INV HI[L/O]			
MG2 INV HI[L/T]	Inverter temperature (MG2) high	Motor inverter temperature rose above 127°C (248°F)	
MG2 INV HI[B/O]	inverter temperature (wdz) nign	Motor inverter temperature rose above 127 G (246 T)	
MG2 INV HI[B/T]			
MG1 INV HI[L/O]			
MG1 INV HI[L/T]	Inverter temperature (MG1) high	Generator inverter temperature rose above 127°C (248°F)	
MG1 INV HI[B/O]	voitoi tomperature (MOT) fiigir	Gonorator involver temperature rose above 127 O (240 F)	
MG1 INV HI[B/T]			
HV BATT LOW[L/O]			
HV BATT LOW[L/T]	Main Battery low voltage Battery state of charge dropped below 30%	Battery state of charge dropped below 30%	
HV BATT LOW[B/O]	Main Dattery low voltage	Battery state of charge dropped below 50 /6	
HV BATT LOW[B/T]			

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### < FUNCTION DIAGNOSIS >

CONSULT-III Display	Operation	Count Condition	
RESIST O/H[L/O]			
RESIST O/H[L/T]	Resister over heat	Custom main register querbacted	
RESIST O/H[B/O]	Hesister over rieat	System main resistor overheated	
RESIST O/H[B/T]			
COOLANT HT[L/O]			
COOLANT HT[L/T]	Coolant heating	Inverter coolant forecast temperature rose above 65°C	
COOLANT HT[B/O]	Coolant rieating	(149°F)	
COOLANT HT[B/T]			
CONVERTER H[L/O]			
CONVERTER H[L/T]	Convertor heating	Poset converter temperature race shows 120°C (249°E)	
CONVERTER H[B/O]	Converter heating	Boost converter temperature rose above 120°C (248°F)	
CONVERTER H[B/T]			
BKWRD SHIFT[L/O]			
BKWRD SHIFT[L/T]	Chift backward direction	Shifted to R while moving forward or shifted to D or B while	
BKWRD SHIFT[B/O]	Shift backward direction moving in reverse		
BKWRD SHIFT[B/T]			
PREVENT STY[L/O]			
PREVENT STY[L/T]	Drayantian central of staying	Engine appeal stays in reconcess frequency band	
PREVENT STY[B/O]	Prevention control of staying	Engine speed stays in resonance frequency band	
PREVENT STY[B/T]			
ACCEL & BRK[L/O]			
ACCEL & BRK[L/T]	Accolorator and broke depressing	Roth accolorator and brake pedale depressed	
ACCEL & BRK[B/O]  Accelerator and brake depressing		Both accelerator and brake pedals depressed	
ACCEL & BRK[B/T]			

### **ACTIVE TEST MODE**

#### Test Item

#### NOTE:

Using the CONSULT-III to perform active tests allows relays, actuators and other items to be operated without removing any parts. This non intrusive functional inspection can be very useful because intermittent
operation may be discovered before parts or wiring is disturbed. Performing active tests early in troubleshooting is one way to save diagnostic time. Data monitor information can be displayed while performing
active tests.

TEST ITEM	TEST PART	CONTROL RANGE	TEST DETAILS	TEST CONDITION	
INSPECTION MODE 1 (Inspection mode-2WD inspection)	To check engine running operation To release traction control while using a speedometer tester  To check engine running operation.	ON or OFF	Runs the engine continuously with the shift lever in the P position     Releases traction control that is initiated when the rotational difference between the front and rear wheels is excessive with the shift lever in any position other than P	Ignition switch ON, HV system normal, not in maintenance mode, and other active tests not be- ing done	N O
INSPECTION MODE 2 (Inspection mode-2WD chassis-dynamo)	To release traction control while using a speedometer tester	ON or OFF	Releases traction control that is initiated when the rotational difference between the front and rear wheels is excessive with the shift lever in any position other than P	Ignition switch ON, HV system normal, not in maintenance mode, and other active tests not be- ing done	

### < FUNCTION DIAGNOSIS >

TEST ITEM	TEST PART	CONTROL RANGE	TEST DETAILS	TEST CONDITION
COMPRESSION TEST (Compression Test)	To crank the engine continuously in order to measure the compression	ON or OFF	Allows the engine to continue cranking by activating the MG1 continuously	Ignition switch ON, HV system normal, not in maintenance mode, and other active tests not being done     This test is available when keeping to push ignition switch with brake pedal depressed.
INV WATER PUMP (Activate the Water Pump)	To activate the inverter water pump continuously	ON or OFF	Activates the inverter water pump continuously	Ignition switch ON, inverter system normal, not in maintenance mode, and other active tests not being done
COOLING FAN SPD (Driving the battery cooling fan)	To check operation of the cooling fan and if there is sufficient air flow	0 to 6	Stops the cooling fan or changes air volume mode (1 to 6)	_
DC/DC CONVERTER	To check operation of the DC/DC converter	ON or OFF	Change the voltage that is supplied to auxiliary battery	Ignition switch ON, not in maintenance mode     Turn ignition switch to READY position     Keep the shift lever "P" position

# Diagnosis Tool Function

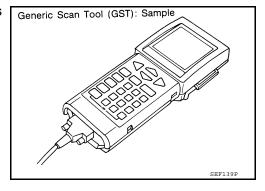
INFOID:0000000005440984

### **DESCRIPTION**

Generic Scan Tool (OBDII scan tool) complying with SAE J1978 has 6 different functions explained below.

ISO9141 is used as the protocol.

The name GST or Generic Scan Tool is used in this service manual.



### **FUNCTION**

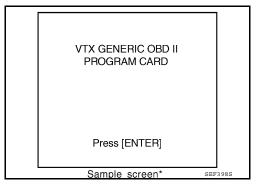
Diag	gnostic Service	Function
Service \$01 READINESS TESTS		This diagnostic service gains access to current emission-related data values, including analog inputs and outputs, digital inputs and outputs, and system status information.
Service \$02	(FREEZE DATA)	This diagnostic service gains access to emission-related data value which were stored by ECM during the freeze frame. For details, refer to <a href="https://example.com/hBC-597">HBC-597</a> , "DTC Index".
Service \$03	DTCs	This diagnostic service gains access to emission-related power train trouble codes which were stored by the hybrid vehicle control ECU.
Service \$04	CLEAR DIAG INFO	This diagnostic service can clear all emission-related diagnostic information. This includes:  • Clear number of diagnostic trouble codes (Service \$01)  • Clear diagnostic trouble codes (Service \$03)  • Clear trouble code for freeze frame data (Service \$01)  • Clear freeze frame data (Service \$02)  • Reset status of system monitoring test (Service \$01)  • Clear on board monitoring test results (Service \$07)

#### < FUNCTION DIAGNOSIS >

Diagnostic Service		Function
Service \$07 (ON BOARD TESTS)		This diagnostic service enables the off board test drive to obtain test results for emission-related powertrain components/systems that are continuously monitored during normal driving conditions.
Service \$09 (CALIBRATION ID)		This diagnostic service enables the off-board test device to request specific vehicle information such as Calibration Verification Number (CNV) and Calibration IDs.

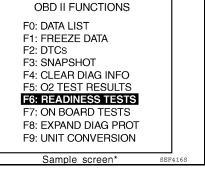
#### INSPECTION PROCEDURE

- 1. Turn ignition switch OFF.
- 2. Connect "GST" to data link connector, which is located under LH dash panel near the hood opener handle.
- 3. Turn ignition switch ON.
- 4. Enter the program according to instruction on the screen or in the operation manual.
  - (\*: Regarding GST screens in this section, sample screens are shown.)



5. Perform each diagnostic mode according to each service procedure.

For further information, see the GST Operation Manual of the tool maker.



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## **INSPECTION MODE**

### MODE 1

## MODE 1: Diagnosis Description

INFOID:0000000005440985

#### DESCRIPTION

This vehicle will perform the engine idling stop when the engine is warmed up and SOC is in good condition. If engine running with vehicle stopped is necessary for service, the vehicle should be set in the inspection mode. And if the vehicle is necessary to be set on a chassis-dynamometer, also the vehicle should be set in the inspection mode.

2 types of inspection mode are available.

Туре	Condition
Mode 1 (Inspection mode - 2WD inspection)	<ul> <li>Engine runs continuously with the shift lever in P range.</li> <li>The traction control, that is initiated when the rotational difference between the front and rear wheels is excessive with the shift lever in any position other than P, is released.</li> </ul>
Mode 2 (Inspection mode - 2WD chassis-dynamo)	The traction control, that is initiated when the rotational difference between the front and rear wheels is excessive with the shift lever in any position other than P, is released.

#### **ACTIVATING PROCEDURE**

#### **CAUTION:**

Driving the vehicle without deactivating the inspection mode may damage the hybrid transaxle. NOTE:

- The idling speed in inspection mode is approximately 1,000 rpm. The engine speed increases to 1,500 rpm if the accelerator pedal is depressed by less than 60% with P range. If the accelerator pedal is depressed by more than 60%, the engine speed increases to 2,500 rpm.
- If a DTC is set during the inspection mode, the hybrid system warning light will stop blinking and illuminate continuously.
- When the hybrid system warning light illuminates during the inspection mode, deactivate the inspection mode and check DTC.

#### (P) With CONSULT-III

- 1. Turn ignition switch OFF and wait at least 10 seconds.
- 2. Shift the selector lever to P position.
- Turn ignition switch ON.
- 4. Select "INSPECTION MODE 1" in "ACTIVE TEST" mode with CONSULT-III.
- 5. Check that hybrid system warning light is blinking in the combination meter.
- 6. Turn ignition switch ON (READY), then the engine will start.

#### Without CONSULT-III

- 1. Turn ignition switch OFF and wait at least 10 seconds.
- 2. Shift the selector lever to P position.
- 3. Turn ignition switch ON and perform the following steps 5 to 9 within 60 seconds.
- 4. Repeat the following procedure 2 times.
- Fully depress the accelerator pedal.
- Fully release the accelerator pedal.
- 5. Shift the selector lever to N position.
- 6. Repeat the following procedure 2 times.
- Fully depress the accelerator pedal.
- Fully release the accelerator pedal.
- 7. Shift the selector lever to P position.
- 8. Repeat the following procedure 2 times.
- Fully depress the accelerator pedal.
- Fully release the accelerator pedal.
- 9. Check that hybrid system warning light is blinking in the combination meter. If not blinking, perform steps 1 to 9 again.
- 10. Turn ignition switch ON (READY), then the engine will start.

### DEACTIVATING PROCEDURE

#### CAUTION:

#### INSPECTION MODE

#### < FUNCTION DIAGNOSIS >

#### Driving the vehicle without deactivating the inspection mode may damage the hybrid transaxle.

### (P) With CONSULT-III

- Touch "BACK" on the "CONSULT-III" screen to cancel the "ACTIVE TEST".
- Turn ignition switch OFF. The HV main system turns off simultaneously.

#### **⋈** Without CONSULT-III

1. Turn ignition switch OFF. The HV main system turns off simultaneously.

#### MODE 2

### MODE 2: Diagnosis Description

#### INFOID:0000000005440986

#### DESCRIPTION

This vehicle will perform the engine idling stop when the engine is warmed up and SOC is in good condition. If engine running with vehicle stopped is necessary for service, the vehicle should be set in the inspection mode. And if the vehicle is necessary to be set on a chassis-dynamometer, also the vehicle should be set in the inspection mode.

2 types of inspection mode are available.

Туре	Condition
Mode 1 (Inspection mode - 2WD inspection)	<ul> <li>Engine runs continuously with the shift lever in P range.</li> <li>The traction control, that is initiated when the rotational difference between the front and rear wheels is excessive with the shift lever in any position other than P, is released.</li> </ul>
Mode 2 (Inspection mode - 2WD chassis-dynamo)	• The traction control, that is initiated when the rotational difference between the front and rear wheels is excessive with the shift lever in any position other than P, is released.

#### ACTIVATING PROCEDURE

#### **CAUTION:**

Driving the vehicle without deactivating the inspection mode may damage the hybrid transaxle. NOTE:

- The idling speed in inspection mode is approximately 1,000 rpm. The engine speed increases to 1,500 rpm if the accelerator pedal is depressed by less than 60% with P range. If the accelerator pedal is depressed by more than 60%, the engine speed increases to 2,500 rpm with P range.
- If a DTC is set during the inspection mode, the high voltage battery warning light will stop blinking and illuminate continuously.
- When the high voltage battery warning light illuminates during the inspection mode, deactivate the inspection mode and check DTC.

#### (P) With CONSULT-III

- Turn ignition switch OFF and wait at least 10 seconds.
- Shift the selector lever to P position.
- Turn ignition switch ON.
- Select "INSPECTION MODE 2" in "ACTIVE TEST" mode with CONSULT-III.
- Check that high voltage battery warning light is blinking in the combination meter.
- Turn ignition switch ON (READY).

#### Without CONSULT-III

- Turn ignition switch OFF and wait at least 10 seconds.
- Shift the selector lever to P position.
- Turn ignition switch ON and perform the following steps 5 to 9 within 60 seconds.
- Repeat the following procedure 3 times.
- Fully depress the accelerator pedal.
- Fully release the accelerator pedal.
- Shift the selector lever to N position.
- Repeat the following procedure 3 times.
- Fully depress the accelerator pedal.
- Fully release the accelerator pedal. 7. Shift the selector lever to P position.
- Repeat the following procedure 3 times.
- Fully depress the accelerator pedal.
- Fully release the accelerator pedal.

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### **INSPECTION MODE**

#### < FUNCTION DIAGNOSIS >

- 9. Check that high voltage battery warning light is blinking in the combination meter. If not blinking, perform steps 1 to 9 again.
- 10. Turn ignition switch ON (READY).

### **DEACTIVATING PROCEDURE**

#### **CAUTION:**

Driving the vehicle without deactivating the inspection mode may damage the hybrid transaxle.

#### (P) With CONSULT-III

- 1. Touch "BACK" on the "CONSULT-III" screen to cancel the "ACTIVE TEST".
- 2. Turn ignition switch OFF. The HV main system turns off simultaneously.

### **Without CONSULT-III**

1. Turn ignition switch OFF. The HV main system turns off simultaneously.

# COMPONENT DIAGNOSIS

### P0338-885

Description

INFOID:0000000005440987

The hybrid vehicle control ECU receives three engine speed signals such as NEI signal, GI signal and ENE signal from the ECM. ENE signal is computed from crankshaft position sensor (POS) signal, GI signal and NEI signal are from both sensor signals. ENE signal is sent via the CAN communication line.

The hybrid vehicle control ECU compares NEI signal and GI signal with ENE signal. If NEI signal or GI signal is extremely low, the hybrid vehicle control ECU detects a malfunction.

DTC Logic INFOID:0000000005440988

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0338	885	Crankshaft Position Sensor "A" Circuit High	NEI signal is not sent to the hybrid vehicle control ECU while the engine is running.	<ul><li>Harness or connector</li><li>Hybrid vehicle control ECU</li></ul>

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10.5 V with ignition switch ON.

>> GO TO 2.

# 2.perform dtc confirmation procedure

- Turn ignition switch ON (READY).
- Shift the selector lever to P position.
- 3. Depress the accelerator pedal to start engine and keep the engine running for at least 5 seconds.
- 4. Check DTC.

#### Is DTC detected?

YES >> Go to HBC-107, "Diagnosis Procedure".

>> INSPECTION END NO

## Diagnosis Procedure

## 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK HARNESS BETWEEN HYBRID VEHICLE CONTROL ECU AND ECM

- Turn ignition switch OFF.
- Disconnect hybrid vehicle control ECU harness connector E66. 2.
- Disconnect ECM harness connector E10. 3.
- Measure the resistance according to the value(s) in the table below.

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## < COMPONENT DIAGNOSIS >

#### Check for open

Hybrid vehicl	Hybrid vehicle control ECU		ECM	
Harness connector	Terminal	Harness connector	Terminal	Resistance
E66	101 (NEI)	E10	99 (NEO)	Below 1 Ω

#### Check for short

Hybrid vehicl	e control ECU			
Harness connector	Terminal	Ground	Resistance	
E66	101 (NEI)	Ground	10 k $\Omega$ or higher	

ECM			
Harness connector	Terminal	Ground	Resistance
E10	99 (NEO)	Ground	10 k $\Omega$ or higher

### OK or NG

OK >> GO TO 4. >> GO TO 3. NG

# 3. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector-E01
- · Harness continuity between hybrid vehicle control ECU and ECM

>> Repair open circuit or short to ground or short to power in harness or connectors.

### 4. CHECK INTERMITTENT INCIDENT

Refer to GI-42, "Intermittent Incident".

### Is the inspection result normal?

YES >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NO >> Repair or replace harness or connectors.

# P0343-747

Description INFOID:0000000005440990

The crankshaft position sensor sends the engine speed signal (NE) to the engine CPU of the ECM. The hybrid vehicle control ECU compares the input engine speed signals (NE) in the engine CPU and HV CPU. If DTC P0335 or P0340 is detected by ECM, this DTC will be output.

DTC Logic INFOID:0000000005440991

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0343	747	Camshaft Position Sensor "A" Circuit High Input	GI pulse signal is not input for 2 sec. or more while the engine is running.	Wire harness or connector     Hybrid vehicle control ECU     Inverter with converter assembly

# Diagnosis Procedure

# 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (ENGINE)

- Turn ignition switch ON.
- Check DTC for "ENGINE".

# Is DTC P0335 or P0340 detected?

YES (P0335 is detected.)>>Go to diagnosis procedure for DTC P0335. (Refer to EC-252, "Diagnosis Proce-

YES (P0340 is detected.)>>Go to diagnosis procedure for DTC P0340. (Refer to EC-256, "Diagnosis Procedure").

NO >> GO TO 3.

# 3.CHECK ENGINE START

- Check if the engine can start.
- Check DTC for "ENGINE".

Result	Proceed to
The engine cannot start.	В
The engine can start and DTC P0335 or P0340 is output within 10 seconds.	В
The engine can start and DTC P0335 and P0340 are not output after 10 seconds.	Α

### A or B

>> GO TO 4.

>> Go to diagnosis procedure for DTC P0335 EC-252, "Diagnosis Procedure" or P0340 (Refer to EC-256, "Diagnosis Procedure").

4.CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

**HBC-109** 2010 Altima HEV Revision: September 2009

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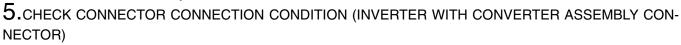
- Check the connections of the hybrid vehicle control ECU connectors.
- Confirm that the lever is securely engaged.
- Confirm that the connector does not come out when its body is pulled.

The connectors are connected securely and there are no contact problems.

### OK or NG

OK >> GO TO 5.

NG >> Connect securely.



### **CAUTION:**

### Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630, "Precautions for Inspecting the Hybrid Control System"</u>).

### NOTE:

Do not turn ignition switch ON (READY) with the service plug grip removed as this may cause a malfunction.

- 2. Check the connections of the inverter with converter assembly connectors (1).
- Confirm that the lever is securely engaged.
- Confirm that the connector does not come out when its body is pulled.

The connectors are connected securely and there are no contact problems.

### OK or NG

OK >> GO TO 6.

NG >> Connect securely.

6.CHECK HARNESS AND CONNECTOR (ECM - INVERTER WITH CONVERTER ASSEMBLY)

- Disconnect ECM harness connector E10.
- 2. Disconnect inverter with converter assembly connector E69.
- 3. Measure the resistance according to the value(s) in the table below.

### Check for open

ECM		Inverter with co		
Harness connector	Terminal	Harness connector	Terminal	Resistance
E10	103 (GO)	E69	30 (GI)	Below 1 Ω

# Check for short

E	СМ		
Harness connector	Terminal	Ground	Resistance
E10	103 (GO)	Ground	10 kΩ or higher

Inverter with cor	nverter assembly		
Harness Terminal		Ground	Resistance
E69	30 (GI)	Ground	10 kΩ or higher

### OK or NG

OK >> GO TO 8.

NG >> GO TO 7.

# 7. DETECT MALFUNCTIONING PART

Check the following.

- Joint connector E-01
- Harness continuity between ECM and inverter with converter assembly

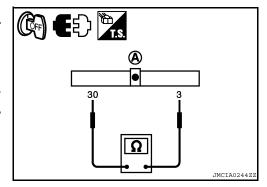
>> Repair open circuit or short to ground or short to power in harness or connectors.

# 8. CHECK INVERTER WITH CONVERTER ASSEMBLY

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

Check for open

Inverter with converter assembly (A)		Inverter with converter assembly		Resistance
Harness connector	Terminal	Harness connector	Terminal	riesistance
E69	30 (GI)	E69	3 (GND1)	10 k $\Omega$ or higher



### NOTE:

After the inspection, check DTC. If DTC P0343-747 is output again, replace the inverter with converter assembly.

# OK or NG

OK >> GO TO 9.

NG >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u>).

# 9. CHECK INTERMITTENT INCIDENT

Refer to GI-42. "Intermittent Incident".

>> INSPECTION END

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# P0343-886

Description INFOID:000000005440993

The hybrid vehicle control ECU receives three engine speed signals such as NEI signal, GI signal and ENE signal from the ECM. ENE signal is computed from crankshaft position sensor (POS) signal, GI signal and NEI signal are from both sensor signals. ENE signal is sent via the CAN communication line.

The hybrid vehicle control ECU compares NEI signal and GI signal with ENE signal. If NEI signal or GI signal is extremely low, the hybrid vehicle control ECU detects a malfunction.

DTC Logic

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0343	886	Camshaft Position Sensor "A" Circuit High Input	GI signal is not sent to the hybrid vehicle control ECU while the engine is running.	Harness or connector     Hybrid vehicle control ECU

### DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10.5 V with ignition switch ON.

>> GO TO 2.

# 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON (READY).
- 2. Shift the selector lever to P position.
- 3. Depress the accelerator pedal to start engine and keep the engine running for at least 5 seconds.
- 4. Check DTC.

### Is DTC detected?

YES >> Go to <u>HBC-112</u>, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000005440995

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK HARNESS BETWEEN HYBRID VEHICLE CONTROL ECU AND ECM

- 1. Turn ignition switch OFF.
- 2. Disconnect hybrid vehicle control ECU harness connector E66.
- Disconnect ECM harness connector E10.
- 4. Measure the resistance according to the value(s) in the table below.

COMPONE	NT DIAGN	OSIS >			
Hybrid vehicle	control FCII	F	CM		
Harness connector	Terminal	Harness connector	Termina	Resistance	
E66	100 (GI)	E10	103 (GO	) Below 1 Ω	
heck for short				•	
Hybrid veh	icle control ECI	U			
Harness connector	Termin		round	Resistance	
E66	100 (G	il) G	round	10 k $\Omega$ or higher	
	ECM				
Harness connector	Termin	ial G	round	Resistance	
E10	103 (G	O) G	round	10 k $\Omega$ or higher	
K or NG					
	iO TO 4. iO TO 3.				
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heck the foll Joint conne					
		een hybrid v	ehicle con	trol ECU and E	CM
		, i			
>> R	epair open o	circuit or sho	rt to groun	d or short to p	ower in harness or connectors.
CHECK IN	TERMITTE	NT INCIDEN	Т		
efer to GI-42	2, "Intermitte	nt Incident".			
the inspecti					
					641, "Removal and Installation").
NO >> R	epair or repl	lace harness	or connec	ctors.	

# P0560-117

Description INFOID:000000005440996

Battery power is constantly supplied to the BATT terminal of the hybrid vehicle control ECU to allow DTCs and freeze frame data to be retained in memory even though the ignition switch is turned OFF. The back-up power is supplied even when the ignition switch is OFF.

DTC Logic

### DTC DETECTION LOGIC

If a period of time has elapsed with a low voltage at the BATT terminal of the hybrid vehicle control ECU, the hybrid vehicle control ECU will determine that a malfunction has occurred in the back-up power supply system, and set a DTC. The MIL will illuminate the next time the engine is started.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0560	117	System Voltage	Malfunction in the hybrid vehicle control ECU back-up power source circuit	Wire harness or connector     Hybrid vehicle control ECU

# Diagnosis Procedure

INFOID:0000000005440998

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 3.

NG >> Connect securely.

# 3.check harness and connector (hybrid vehicle control ecu - fuse)

- 1. Turn ignition switch OFF.
- 2. Remove the 10 A fuse (No. 70) from the high voltage fuse and fusible link box.
- 3. Disconnect the hybrid vehicle control ECU harness connector E65.
- 4. Measure the resistance according to the value(s) in the table below.

Check for open

Hybrid vehicle control ECU		High voltage fuse and fusible link box		
Harness connector	Terminal	Component connector	Terminal	Resistance
E65	165 (BATT)	_	10 A fuse (No. 70) downstream side	Below 1 Ω

# Check for short

Hybrid vehicl	e control ECU		
Harness connector	Ierminal		Resistance
E65	165 (BATT)	Ground	10 k $\Omega$ or higher

High voltage fuse	and fusible link box		
Component connector	' lerminal		Resistance
_	10 A fuse (N0. 70) downstream side	Ground	10 kΩ or higher

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### NOTE:

When taking measurements with a tester, do not apply excessive force to the tester probes to avoid damaging the fuse holder or terminals.

**HBC** 

# OK or NG

OK >> GO TO 4.

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NG >> Repair or replace harness or connector.

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Disconnect the positive and negative terminals from the auxiliary battery.

4.CHECK HARNESS AND CONNECTOR (FUSE - BATTERY POSITIVE TERMINAL)

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

Check for open

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High voltage fuse	and fusible link box			
Component connector	Terminal	Battery	Resistance	
_	10 A fuse (No. 70) upstream side		Below 1 Ω	

Н

Check	for s	hort
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High voltage fuse	and fusible link box			
Component Terminal		Ground	Resistance	
_	10 A fuse (No. 70) upstream side	Ground	10 kΩ or higher	

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# OK or NG

OK >> GO TO 5.

NG >> Repair or

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>> Repair or replace harness or connector.

# 5. RECONFIRM DTC OUTPUT (HYBRID SYSTEM)

### NOTE

If DTC P0560-117 is output after this inspection, replace the hybrid vehicle control ECU. If the DTC is not output, check for intermittent incident because there may be a malfunction in the wire harness or connector.

Connect the CONSULT-III to the data link connector.

- Turn ignition switch ON.
- Select "DELF-DIAG RESULTS" mode.
- · Recheck for DTCs.

### DTC P0560-117 is output again.

YES >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NO >> Check for intermittent incident (Refer to GI-42, "Intermittent Incident").

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# P0616-142

DTC Logic

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0616	142	Starter Relay Circuit	An ST signal from the hybrid vehicle control ECU is present when the ignition switch OFF.	<ul><li>Wire harness or connector</li><li>Hybrid vehicle control ECU</li><li>BCM</li></ul>

# Diagnosis Procedure

INFOID:0000000005441000

# 1.PRECONDITIONING

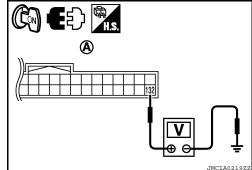
- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

### >> GO TO 2.

# $2.\mathsf{CHECK}$ HARNESS AND CONNECTOR (ST-CONT TERMINAL VOLTAGE) AND BCM

- 1. Turn ignition switch OFF.
- 2. Disconnect the BCM harness connector M21.
- Measure the voltage according to the value(s) in the table below when the ignition switch is ON.

BCN	И (A)			
Harness connector	Terminal	Ground	Voltage	
M21	132 (ST-CONT)	Ground	10 - 14 V	



### OK or NG

OK >> Replace BCM.

NG >> GO TO 3.

# 3.check harness and connector (hybrid vehicle control ecu - bcm)

- 1. Disconnect the hybrid vehicle control ECU harness connector E66.
- 2. Measure the resistance according to the value(s) in the table below when the ignition switch is OFF.

### Check for open

Hybrid vehicl	e control ECU	ВСМ		
Harness connector	Terminal	Harness Terminal		Resistance
E66	167 (ST2)	M21	132 (ST-CONT)	Below 1 Ω

# OK or NG

OK >> GO TO 4.

NG >> Repair or replace harness or connector.

# 4.CLEAR DTC

- 1. Connect the CONSULT-III to the data link connector.
- Turn ignition switch ON.
- 3. Read and record the DTCs and freeze frame data.

# P0616-142

# < COMPONENT DIAGNOSIS >

4. Clear the DTCs.

>> GO TO 5.

# 5. RECONFIRM DTC OUTPUT

- 1. Turn ignition switch OFF and leave the vehicle as it is for approximately 5 seconds.
- 2. Turn ignition switch ON again.
- 3. Recheck for DTCs.

# DTC P0616-142 is output again.

- YES >> Replace hybrid vehicle control ECU (Refer to <u>HBC-641, "Removal and Installation"</u>).
- NO >> Check for intermittent incident (Refer to GI-42, "Intermittent Incident").

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# P062F-143

Description INFOID:000000005441001

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

# DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P062F	143	EEPROM Malfunction	ECU internal error is detected.	Hybrid vehicle control ECU

# DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

# **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10.5 V with ignition switch ON.

>> GO TO 2.

# 2. PERFOM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON and wait 5 seconds.
- 2. Check DTC.

### Is DTC detected?

YES >> Go to HBC-118, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000005441003

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

>> INSPECTION END

# P0705-757, P0705-758, P0851-775

# < COMPONENT DIAGNOSIS >

# P0705-757, P0705-758, P0851-775

Description INFOID:0000000005441004

The transmission range switch can send 8 different switch signals to the hybrid vehicle control ECU. The hybrid vehicle control ECU uses the signals to detect the shift lever position (P, R, N, D or B). The hybrid vehicle control ECU also uses this information to determine intended direction of travel (forward or reverse).

DTC Logic INFOID:0000000005441005

# DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0705	757	Transmission Range Switch	Transmission range switch pattern problem	Wire harness or connector
	758	Circuit	Shifting malfunction (open circuit in MJ)	_
P0851	775	Neutral Signal Input Circuit Low	N signal line malfunction	Hybrid vehicle control ECU

# Diagnosis Procedure

1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CLEAR DTC

- Turn ignition switch OFF.
- Connect the CONSULT-III to the data link connector. 2.
- Turn ignition switch ON. 3.
- Read and record the DTCs and freeze frame data.
- Clear the DTCs.

>> GO TO 3.

# 3.read value of data monitor (shift position)

While slowly moving the shift lever from P to B, and then back to the P position, read the DATA MONITOR (SHIFT POSITION) displayed on the CONSULT-III.

NOTE:

Make sure to move the shift lever slowly.

	Shift Position				
Data Monitor	Р	R	N	D	В
SHIFT SW P	ON	OFF	OFF	OFF	OFF
SHIFT SW R	OFF	ON	OFF	OFF	OFF
SHIFT SW N	OFF	OFF	ON	OFF	OFF
SHIFT SW D	OFF	OFF	OFF	ON	OFF
SHIFT SW B	OFF	OFF	OFF	OFF	ON
SHIFT SW RV	OFF	ON	OFF	OFF	OFF

**HBC-119** 2010 Altima HEV Revision: September 2009

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# P0705-757, P0705-758, P0851-775

# < COMPONENT DIAGNOSIS >

	Shift Position				
Data Monitor	Р	R	N	D	В
SHIFT SW FD	OFF	OFF	OFF	ON	ON
SHIFT SW MJ	ON	ON	ON	ON	ON

Check if DTCs are output.

DTCs P0705-757, P0705-758, and P0851-775 are not output.

OK >> GO TO 9.

NG >> GO TO 4.

4.CHECK CONNECTOR CONNECTION CONDITION (TRANSMISSION RANGE SWITCH)

1. Check the connections of the transmission range switch connectors.

# OK or NG

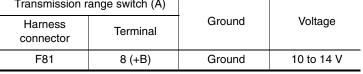
OK >> GO TO 5.

NG >> Connect securely.

5.check harness and connector (power source circuit)

- Disconnect the transmission range switch harness connector F81.
- Turn ignition switch ON.
- Measure the voltage according to the value(s) in the table below.

Transmission r	ange switch (A)			
Harness connector	Terminal	Ground	Voltage	
F81	8 (+B)	Ground	10 to 14 V	



### NOTE:

Turn ignition switch ON with the transmission range switch harness connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

# OK or NG

OK >> GO TO 6.

NG >> Repair or replace harness or connector.

# 6. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

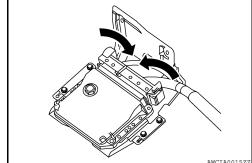
- Check the connections of the hybrid vehicle control ECU connectors.
- Confirm that the lever is securely engaged.
- Confirm that the connector does not come out when its body is pulled.

The connectors are connected securely and there are no contact problems.

# OK or NG

OK >> GO TO 7.

NG >> Connect securely.



- 7.check harness and connector (hybrid vehicle control ecu transmission range SWITCH)
- Turn ignition switch ON.
- Disconnect the hybrid vehicle control ECU harness connector E65.
- Measure the voltage according to the value(s) in the table below.

Hybrid vehic	Hybrid vehicle control ECU			
Harness connector	Terminal	Ground	Voltage	
	60 (+BS)			
	45 (P)	-	Below 1 V	
	46 (R)			
	47 (N)			
E65	48 (D)	Ground		
	49 (B)			
	50 (RV)			
	51 (FD)			
	52 (MJ)	1		

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# NOTE:

Turning ignition switch ON with the transmission range switch harness connector and hybrid vehicle control ECU harness connectors disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- 4. Turn ignition switch OFF.
- 5. Measure the resistance according to the value(s) in the table below.

Check for open

Hybrid vehicl	Hybrid vehicle control ECU		Transmission range switch	
Harness connector	Terminal	Harness connector	Terminal	Resistance
	60 (+BS)		8 (+B)	
	45 (P)		3 (P)	
	46 (R)		4 (R)	
	47 (N)		2 (N)	
E65	48 (D)	F81	1 (D)	Below 1 Ω
	49 (B)		7 (B)	
	50 (RV)		9 (RV)	
	51 (FD)		6 (FD)	
	52 (MJ)		5 (MJ)	

### Check for short

Hybrid vehicl	Hybrid vehicle control ECU			
Harness connector	Ground Terminal		Resistance	
	60 (+BS)			
	45 (P)			
	46 (R)		10 kΩ or higher	
	47 (N)			
E65	48 (D)	Ground		
	49 (B)			
	50 (RV)			
	51 (FD)			
	52 (MJ)			

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Transmission	Transmission range switch			
Harness connector	Terminal	Ground	Resistance	
	8 (+B)			
	3 (P)			
	4 (R)		10 kΩ or higher	
	2 (N)			
F81	1 (D)	Ground		
	7 (B)			
	9 (RV)			
	6 (FD)			
	5 (MJ)			

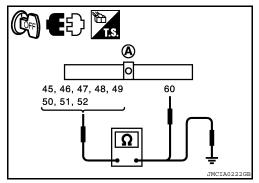
# OK or NG

OK >> GO TO 8.

NG >> Repair or replace harness or connector.

# $8. \mathsf{CHECK}$ TRANSMISSION RANGE SWITCH

- 1. Connect the transmission range switch connector.
- 2. Measure the resistance according to the value(s) in the table below.



### Check for open

Shift lever	•	nicle control J (A)		nicle control J (A)	Resistance
position	Harness connector	Terminal	Harness connector	Terminal	ricsistaricc
	E65	60 (+BS)	E65	45 (P)	Below 1 Ω
	L03	00 (+63)	L03	52 (MJ)	DEIOM 1 75

Shift lever	Hybrid vehicle control ECU (A)			Hybrid vehicle control ECU (A)	
position	Harness connector	Terminal	Harness connector	Terminal	Resistance
				46 (R)	
R	E65	60 (+BS)	E65	50 (RV)	Below 1 Ω
				52 (MJ)	

Shift lever		Hybrid vehicle control ECU (A)		Hybrid vehicle control ECU (A)		
position	Harness connector	Terminal	Harness connector	Terminal	Resistance	
N	E65	60 (+BS)	E65	47 (N)	Below 1 Ω	
	L03	00 (+63)	L03	52 (MJ)	DEIOM 1 75	

Shift lever	Hybrid vehicle control ECU (A)		Hybrid veh ECl	Resistance	
position	Harness connector	Terminal	Harness connector	Terminal	riesisiance
				48 (D)	
D	E65	60 (+BS)	E65	52 (MJ)	Below 1 Ω
				51 (FD)	

Shift lever	Hybrid vehicle control ECU (A)		Hybrid vehicle control ECU (A)		Resistance
position	Harness connector	Terminal	Harness connector	Terminal	riesistance
				49 (B)	
В	E65	60 (+BS)	E65	51 (FD)	Below 1 Ω
				52 (MJ)	

### Check for short

Check for Si	IOIT			
Shift lever po-	Hybrid vehicle	control ECU (A)		
sition	Harness connector	Terminal	Ground	Resistance
		60 (+BS)		
Р		45 (P)		
		52 (MJ)		
		60 (+BS)		
R		46 (R)		10 kΩ or high- er*
n		52 (MJ)	Ground and other terminal	
		50 (RV)		
		60 (+BS)		
N	E65	47 (N)		
		52 (MJ)		
		60 (+BS)		
D		48 (D)		
Б		52 (MJ)		
		51 (FD)		
		60 (+BS)		
В		49 (B)		
ь		52 (MJ)		
		51 (FD)		

# NOTE:

# OK or NG

Revision: September 2009 HBC-123 2010 Altima HEV

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<sup>\*:</sup> The resistance between terminals 60 and 47 should be 4.2 to 5.2 k $\!\Omega.$ 

# P0705-757, P0705-758, P0851-775

# < COMPONENT DIAGNOSIS >

OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NG >> Replace transmission range switch (Refer to TM-31, "Removal and Installation").

# 9. CHECK FOR INTERMITTENT INCIDENT

1. Check for intermittent incident (Refer to GI-42, "Intermittent Incident").

# OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NG >> Repair or replace malfunctioning parts, component and area.

# P0A01-725, P0A01-726

Description INFOID:000000005441007

Refer to the description for DTC P0A02-719 (Refer to HBC-128, "Description").

DTC Logic INFOID:0000000005441008

# DTC DETECTION LOGIC

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A01	725	Motor Electronics Coolant Temperature Sensor Circuit Range/Performance	Sudden change in inverter coolant temperature sensor output	Wire harness or connector     Inverter cooling system     Cooling fan system     Water pump with motor & bracket assembly     Inverter with converter assembly     Hybrid vehicle control ECU
P0A01	726	Motor Electronics Coolant Temperature Sensor Circuit Range/Performance	Inverter coolant temperature sensor output deviation	Wire harness or connector     Inverter cooling system     Cooling fan system     Water pump with motor & bracket assembly     Inverter with converter assembly     Hybrid vehicle control ECU

# Diagnosis Procedure

1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC (HYBRID SYSTEM)

- Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant Diagnosis
P0A93-346	Inverter cooling system malfunction

### Is DTC P0A93-346 detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3.check connector connection condition (inverter with converter assembly con-NECTOR)

Refer to HBC-109, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 4.

NG >> Connect securely.

# f 4.CHECK QUANTITY OF INVERTER COOLANT

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- Check for coolant leaks.
- 2. check the coolant in the sub reserve tank assembly is above the low level.

Result	Proceed to
Coolant leaks are not evident. The coolant level in the sub reserve tank assembly is above the low level.	Α
Coolant leaks are not evident. The coolant level in the sub reserve tank assembly is below the low level.	В
Coolant leaks are evident.	С

### NOTE:

After repairing the coolant leaks and adding coolant, perform the "INV WATER PUMP" and "COOLING FAN SPD" in "ACTIVE TEST" mode with CONSULT-III and make sure that the there are no malfunctions.

### A or B or C

- A >> GO TO 5.
- B >> Add coolant.
- C >> Check for coolant leaks and add coolant.

# **5.**CHECK FUSE (NO. 68)

- 1. Remove the 10 A fuse (No. 68) from the high voltage fuse and fusible link box.
- Measure the resistance of the fuse.

### Resistance : Below 1 $\Omega$

### OK or NG

OK >> GO TO 6.

NG >> Replace fuse.

# 6. CHECK COOLANT HOSE

Refer to HBC-337, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 7.

NG >> Correct the problem.

# 7.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 8.

NG >> Connect securely.

# 8. CHECK CONNECTOR CONNECTION CONDITION (WATER PUMP WITH MOTOR & BRACKET ASSEMBLY CONNECTOR)

Refer to HBC-337, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 9.

NG >> Connect securely.

# 9. PERFORM ACTIVE TEST WITH CONSULT-III (INV WATER PUMP)

Refer to HBC-337, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 10.

NG >> GO TO 12.

# 10.check connector connection condition (cooling fan motor connector)

Refer to HBC-337, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 11.

NG >> Connect securely.

# 11. PERFORM ACTIVE TEST WITH CONSULT-III (COOLING FAN SPD)

P0A01-725, P0A01-726	
< COMPONENT DIAGNOSIS >	
Refer to HBC-337, "Diagnosis Procedure".	
OK or NG	Α
OK >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u> ).  NG >> Check cooling fan system (Refer to <u>EC-382, "Component Function Check"</u> ).	
12. PERFORM ACTIVE TEST WITH CONSULT-III (INV WATER PUMP)	В
Refer to HBC-337, "Diagnosis Procedure".	
OK or NG	НВ
OK >> Add coolant.	
NG >> GO TO 13.	
13. CHECK WATER PUMP WITH MOTOR & BRACKET ASSEMBLY	D
Refer to HBC-337, "Diagnosis Procedure".	
OK or NG OK >> GO TO 14.	Е
NG >> GO TO 14.	
14. CHECK HARNESS AND CONNECTOR (WATER PUMP WITH MOTOR & BRACKET ASSEMBLY - HV	F
CONTROL ECU)	Г
Refer to HBC-337, "Diagnosis Procedure".	
OK or NG	G
OK >> Replace hybrid vehicle control ECU (Refer to <u>HBC-641, "Removal and Installation"</u> ).  NG >> Repair or replace harness or connector.	
15. CHECK HIGH VOLTAGE FUSE AND FUSIBLE LINK BOX	Н
Refer to PG-67, "Terminal Arrangement".	
OK or NG	
OK >> GO TO 16.	ı
NG >> Replace high voltage fuse and fusible link box.	
16. CHECK HARNESS AND CONNECTOR (WATER PUMP WITH MOTOR POWER SOURCE CIRCUIT)	J
Refer to HBC-337, "Diagnosis Procedure".	
OK or NG	K
OK >> Replace water pump with motor & bracket assembly.  NG >> Repair or replace harness or connector.	
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# P0A02-719, P0A03-720

Description INFOID:000000005441010

The hybrid vehicle control ECU detects the inverter coolant temperature through the coolant temperature sensor built into the inverter with converter assembly. The inverter cooling system is the same as that for MG2 or MG1, and operates independently of the engine cooling system. The hybrid vehicle control ECU controls the inverter cooling system to prevent overheating based on signals from the inverter coolant temperature sensor. The hybrid vehicle control ECU also monitors inverter cooling system operation and detects malfunctions in the inverter coolant temperature sensor and the circuit.

DTC Logic INFOID:000000005441011

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A02	719	Motor Electronics Coolant Tempera- ture Sensor Circuit Low	Short to GND in the inverter coolant temperature sensor circuit	Inverter with converter assembly
P0A03	720	Motor Electronics Coolant Temperature Sensor Circuit High	Open or short to +B in the inverter coolant temperature sensor circuit	Inverter with converter assembly

# Diagnosis Procedure

INFOID:0000000005441012

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE INVERTER WITH CONVERTER ASSEMBLY

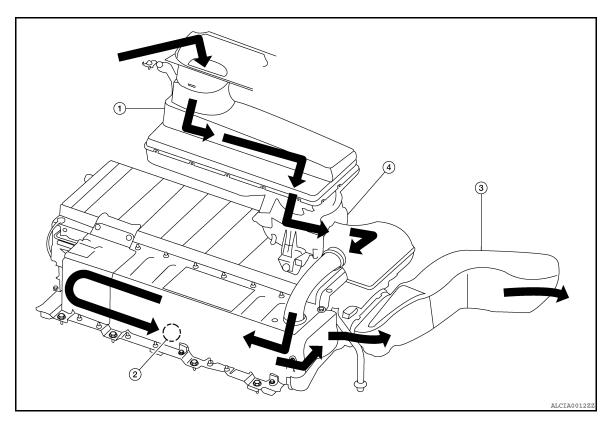
Refer to HBC-636, "Removal and Installation".

>> COMPLETED

# P0A08-101

Description INFOID:0000000005441013

The cooling fan of the HV battery and cooling fan in the hybrid vehicle converter are used to cool the hybrid vehicle converter (DC/DC converter).



- HV battery air intake duct
- Converter cooling fan
- HV battery air exhaust duct

Battery cooling blower assembly

DTC Logic INFOID:0000000005441014

### DTC DETECTION LOGIC

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A08	101	DC/DC Converter Status Circuit	Overheating of the hybrid vehicle converter (DC/DC converter)	Duct     Hybrid vehicle converter (DC/DC converter)     Auxiliary battery

# Diagnosis Procedure

# 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

Placing an object on the package tray trim panel assembly, which is the inlet of the duct, may cause the duct to be unable to take in air. In this case, DTCs may be set.

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>> GO TO 2.

# 2. CHECK PACKAGE TRAY TRIM PANEL ASSEMBLY

1. Check that the air intake grill of the package tray trim panel assembly is not clogged.

# The air intake grill is not clogged.

# OK or NG

OK >> GO TO 3.

NG >> Remove foreign object.

# 3.CHECK AIR DUCT (ALL)

1. Check if the duct is installed correctly.

# The duct is installed correctly.

2. Check the duct for clogging.

# The duct is not clogged.

# OK or NG

OK >> GO TO 4.

NG >> Repair or replace air duct (all).

# 4. REPLACE HYBRID VEHICLE CONVERTER

1. Replace the hybrid vehicle converter (DC/DC converter) (Refer to HBB-125, "Removal and Installation").

>> GO TO 5.

# 5. CHECK AUXILIARY BATTERY

- 1. Turn ignition switch to READY position.
- 2. Leave the vehicle for 5 minutes.
- 3. Measure the voltage of the auxiliary battery.

# More than 10.5 V

# OK or NG

OK >> COMPLETED

NG >> Check and replace auxiliary battery.

# P0A08-264

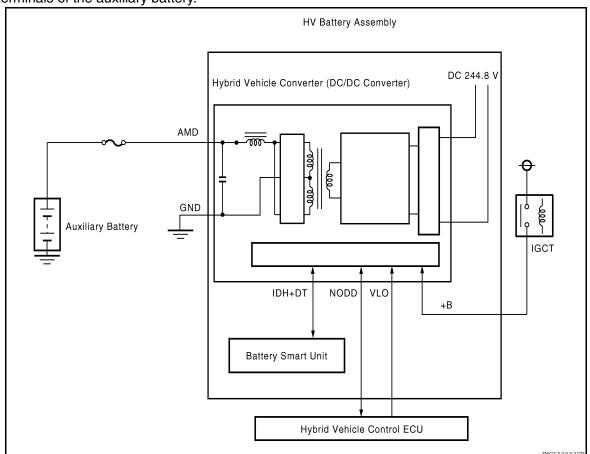
Description INFOID:0000000005441016

The hybrid vehicle converter (DC/DC converter) converts the DC 244.8 V of the HV battery into DC 12 V in order to supply power to areas such as the vehicle's lighting, audio, and ECU systems. In addition, it charges the auxiliary battery.

A transistor bridge circuit initially converts DC 244.8 V into alternating current, and a transformer lowers its voltage. Then, it is rectified and smoothed (into DC) and converted into DC 12 V.

The hybrid vehicle converter (DC/DC converter) controls the output voltage in order to keep a constant voltage

at the terminals of the auxiliary battery.



The hybrid vehicle control ECU uses the NODD signal line to transmit a stop command to the hybrid vehicle converter (DC/DC converter) and receive signals indicating the normal or abnormal condition of the 12 V charging system.

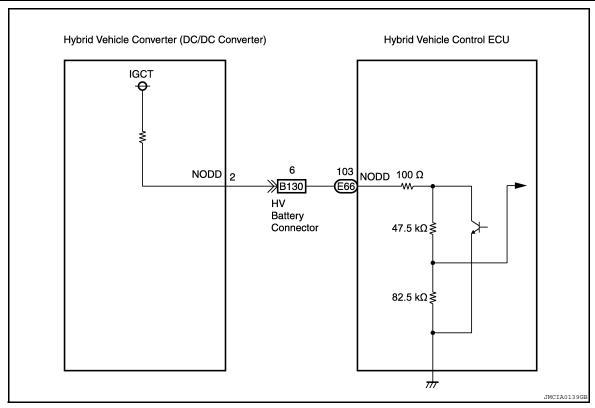
If the vehicle is being driven with an inoperative hybrid vehicle converter (DC/DC converter), the voltage of the auxiliary battery will drop, which will prevent the continued operation of the vehicle. Therefore, the hybrid vehicle control ECU monitors the operation of the hybrid vehicle converter (DC/DC converter) and alerts the driver if it detects a malfunction.

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DTC Logic

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A08	264	DC/DC Converter Status Circuit	Malfunction in the hybrid vehicle converter (DC/DC converter)	Wire harness or connector     Fusible link or fuse     Frame wire     Hybrid vehicle converter (DC/DC connector)     Hybrid vehicle control ECU

# Diagnosis Procedure

INFOID:0000000005441018

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT

- Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant Diagnosis
P0A94-547, 548, 549, 550, 124, 125, 126, 127	Boost converter circuit
P0ABC-226, P0ADB-227, P0ADB-229, P0AF0-228	SMR circuit
P3004-131, 803	High-voltage system
P0AE6-225	SMRP circuit

### Is DTC detected?

YES >> Go to the inspection procedure relevant to the output DTC.

NO >> GO TO 3.

3.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4. CHECK CONNECTOR CONNECTION CONDITION (HV BATTERY CONNECTOR)

Refer to HBC-140, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 5.

NG >> Connect securely.

5. CHECK HARNESS AND CONNECTOR (RESISTANCE VALUE OF NODD INSIDE HYBRID VEHICLE CONTROL ECU)

Disconnect the HV battery harness connector B130 (Refer to <u>HBB-119, "Removal and Installation"</u>).

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

Battery pack wire			
Harness connector	Terminal	Ground	Resistance
B130	6 (NODD)	Ground	120 to 140 kΩ

# Battery Pack Wire Connector B Side NODD A Side

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### OK or NG

OK >> GO TO 6. NG >> GO TO 12.

6.CHECK CONNECTOR CONNECTION CONDITION (HV RELAY ASSEMBLY CONNECTOR)

# **CAUTION:**

### Be sure to wear insulated gloves.

 Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630</u>, "<u>Precautions for Inspecting the Hybrid Control System"</u>).

# NOTE:

After removing the service plug grip, do not Turn ignition switch to READY position, unless instructed by the repair manual because this may cause a malfunction.

2. Check the connections of the HV relay assembly connectors.

### NOTE:

For the removal procedure of the HV relay assembly connector, (Refer to <u>HBB-127</u>, "Removal and Installation").

The connectors are connected securely and there are no contact problems.

OK >> GO TO 7.

NG >> Connect securely.

.CHECK HV RELAY ASSEMBLY (HIGH VOLTAGE FUSE)

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Revision: September 2009 HBC-133 2010 Altima HEV

### **CAUTION:**

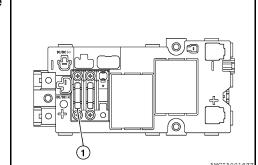
# Be sure to wear insulated gloves.

1. Check that the service plug grip is not installed.

2. Remove the HV relay assembly (Refer to HBB-127, "Removal and Installation").

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

HV relay asse		
Component Terminal		Resistance
High voltage fuse (DC/DC) (1)	Both ends of fuse	Below 1 Ω



# OK or NG

OK >> GO TO 8.

NG >> Replace high voltage fuse.

f 8.CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONVERTER CONNECTOR)

Refer to HBC-140, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 9.

NG >> Connect securely.

 $9.\mathsf{check}$  harness and connector (HV battery connector - hybrid vehicle converter)

### **CAUTION:**

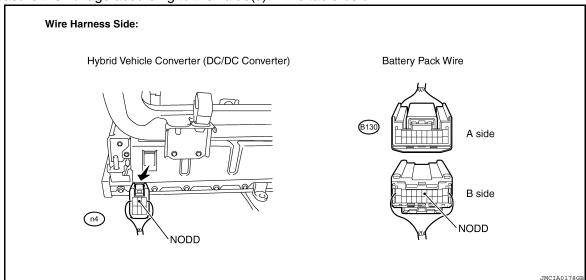
# Be sure to wear insulated gloves.

1. Check that the service plug grip is not installed.

Disconnect the hybrid vehicle converter connector (DC/DC converter) (Refer to <u>HBB-125</u>, "Removal and <u>Installation"</u>).

3. Turn ignition switch ON.

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



Battery pack wire			
Harness connector	Terminal	Ground	Voltage
B130	6 (NODD)	Ground	Below 1 V

### NOTE:

Turning ignition switch ON with the hybrid vehicle control ECU harness connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

5. Turn ignition switch OFF.

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

Check for open

Battery pack wire		Hybrid vehicle converter (DC/DC converter)		Resistance
Harness connector	Terminal	Harness connector	Terminal	riesistance
B130	6 (NODD)	n4	2 (NODD)	Below 1 Ω

Check for short

Battery pack wire			
Harness connector	Terminal	Ground	Resistance
B130	6 (NODD)	Ground	10 k $\Omega$ or higher

Hybrid vehicle converter (DC/DC converter)		Ground	Resistance
Harness connector	Terminal	around	riesistance
n4	2 (NODD)	Ground	10 kΩ or higher

# OK or NG

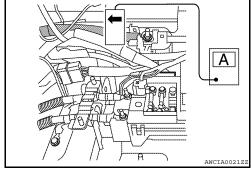
OK >> GO TO 10.

NG >> Repair or replace harness or connector.

# 10. CHECK HYBRID VEHICLE CONVERTER

- Connect all the disconnected connectors.
- 2. Install the service plug grip.
- Measure the current output from the hybrid vehicle converter (DC/DC converter) with the headlight position switch and blower motor switch in the HI position, and the rear window defogger turned on (\*1).
- 4. Measure the auxiliary battery voltage according to the previous conditions (\*1).

Item	Specified condition
Current flowing from the hybrid vehicle converter (DC/DC converter)	60 to 140 A
Auxiliary battery voltage	13 to 15 V



# OK or NG

OK >> GO TO 11.

NG >> Replace hybrid vehicle converter (Refer to HBC-641, "Removal and Installation").

# 11. CHECK FOR INTERMITTENT INCIDENT

1. Check for intermittent incident (Refer to GI-42, "Intermittent Incident").

### YES or NO

YES >> Repair or replace malfunctioning parts, component and area.

NO >> Replace hybrid vehicle converter (Refer to <u>HBC-641</u>, "Removal and Installation").

# 12. CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - HV BATTERY)

- Disconnect the hybrid vehicle control ECU harness connector E66.
- 2. Turn ignition switch ON.

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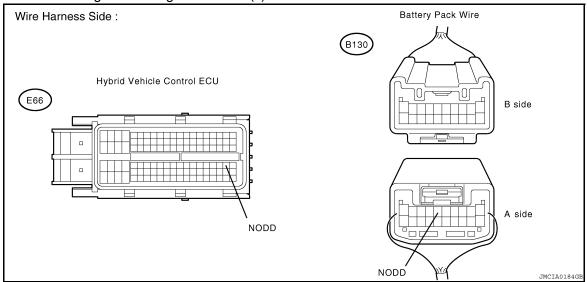
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3. Measure the voltage according to the value(s) in the table below.



Hybrid vehicle control ECU			
Harness connector	Terminal	Ground	Voltage
E66	103 (NODD)	Ground	Below 1 V

# NOTE:

Turning ignition switch ON with the hybrid vehicle control ECU harness connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- 4. Turn ignition switch OFF.
- 5. Measure the resistance according to the value(s) in the table below.

Check for open

Hybrid vehicle control ECU		Battery pack wire		
Harness connector	Terminal	Harness connector	Terminal	Resistance
E66	103 (NODD)	B130	6 (NODD)	Below 1 Ω

# Check for short

Hybrid vehicl	e control ECU		
Harness connector	Terminal	Ground	Resistance
E66	103 (NODD)	Ground	10 k $\Omega$ or higher

Battery pack wire			
Harness connector	Terminal	Ground	Resistance
B130	6 (NODD)	Ground	10 k $\Omega$ or higher

# OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to <u>HBC-641. "Removal and Installation"</u>).

NG >> Repair or replace harness or connector.

# P0A09-265

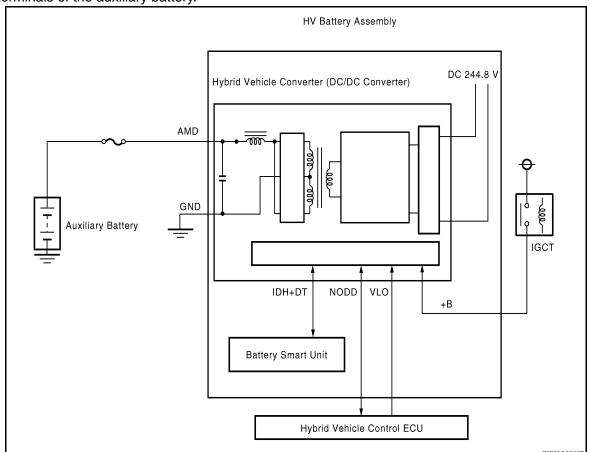
Description INFOID:0000000005441019

The hybrid vehicle converter (DC/DC converter) converts the DC 244.8 V of the HV battery into DC 12 V in order to supply power to areas such as the vehicle's lighting, audio, and ECU systems. In addition, it charges the auxiliary battery.

A transistor bridge circuit initially converts DC 244.8 V into alternating current, and a transformer lowers its voltage. Then, it is rectified and smoothed (into DC) and converted into DC 12 V.

The hybrid vehicle converter (DC/DC converter) controls the output voltage in order to keep a constant voltage

at the terminals of the auxiliary battery.



The hybrid vehicle control ECU uses the NODD signal line to transmit a stop command to the hybrid vehicle converter (DC/DC converter) and receive signals indicating the normal or abnormal condition of the 12 V charging system.

If the vehicle is being driven with an inoperative hybrid vehicle converter (DC/DC converter), the voltage of the auxiliary battery will drop, which will prevent the continued operation of the vehicle. Therefore, the hybrid vehicle control ECU monitors the operation of the hybrid vehicle converter (DC/DC converter) and alerts the driver if it detects a malfunction.

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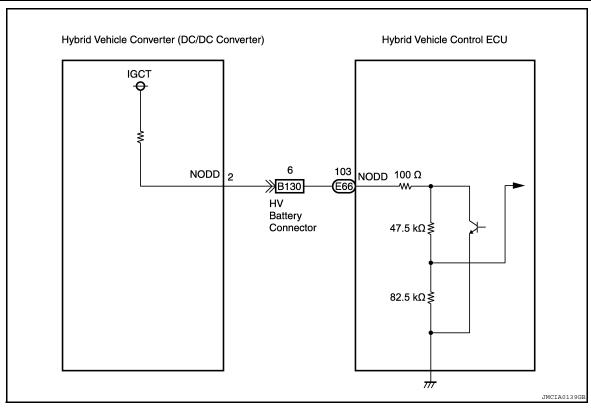
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DTC Logic

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A09	265	DC/DC Converter Status Circuit Low Input	Open or short to GND in the hybrid vehicle converter (DC/DC converter) (NODD) signal line	Wire harness or connector     Hybrid vehicle converter (DC/DC converter)     Hybrid vehicle control ECU

# Diagnosis Procedure

INFOID:0000000005441021

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- Check DTC.

### Is DTC P0AE6-225 detected?

YES >> Go to inspection procedure relevant to output DTC (P0AE6-225).

NO >> GO TO 3.

# 3. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

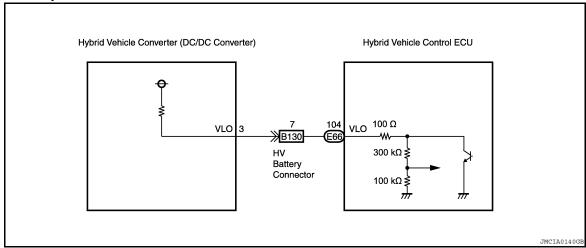
# P0A09-265

# < COMPONENT DIAGNOSIS > Refer to HBC-109, "Diagnosis Procedure". Α OK or NG OK >> GO TO 4. NG >> Connect securely. В 4. CHECK CONNECTOR CONNECTION CONDITION (BATTERY PACK WIRE CONNECTOR) Refer to HBC-140, "Diagnosis Procedure". OK or NG **HBC** OK >> GO TO 5. NG >> COnnect securely. $oldsymbol{5}$ .CHECK HARNESS AND CONNECTOR (RESISTANCE VALUE OF NODD INSIDE HYBRID VEHICLE CONTROL ECU) Refer to HBC-132, "Diagnosis Procedure". Е OK or NG OK >> GO TO 6. NG >> GO TO 8. F $oldsymbol{6}$ .CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONVERTER CONNECTOR) Refer to HBC-140, "Diagnosis Procedure". OK or NG OK >> GO TO 7. NG >> Connect securely. 7.CHECK HARNESS AND CONNECTOR (BATTERY PACK WIRE CONNECTOR - HYBRID VEHICLE CON-VERTER) Refer to HBC-132, "Diagnosis Procedure". OK or NG OK >> Replace hybrid vehicle converter (Refer to HBC-641, "Removal and Installation"). NG >> Repair or replace harness or connector. 8.CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - BATTERY PACK WIRE CONNECTOR) K Refer to HBC-132, "Diagnosis Procedure". OK or NG OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation"). L NG >> Repair or replace harness or connector. Ν

# P0A09-591

Description INFOID:000000005441022

The hybrid vehicle converter (DC/DC converter) controls output voltage based on voltage switching signals sent from the hybrid vehicle control ECU.



DTC Logic

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A09	591	DC/DC Converter Status Circuit Low Input	Hybrid vehicle converter (DC/DC converter) voltage switching (VLO) signal circuit malfunction (Open or short to GND)	<ul> <li>Hybrid vehicle converter (DC/DC converter)</li> <li>Hybrid vehicle control ECU</li> <li>Wire harness or connector</li> </ul>

# Diagnosis Procedure

INFOID:0000000005441024

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks.
  - After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- Check DTC.

### Is DTC P0AE6-225 detected?

YES >> Go to inspection procedure relevant to output DTC (P0AE6-225).

NO >> GO TO 3.

# 3. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 4.

NG >> Connect securely.

# 4. CHECK CONNECTOR CONNECTION CONDITION (BATTERY PACK WIRE CONNECTOR)

1. Check the connection of the battery pack wire connector (1).

The connector is connected securely and there are no contact problems.

# NOTE:

For the removal and installation procedures related to inspection of the connection of the battery pack wire connector, (Refer to <u>HBB-119</u>, "Removal and Installation").

# OK or NG

OK >> GO TO 5.

NG >> Connect securely.

# 5. CHECK HYBRID VEHICLE CONTROL ECU

1. Connect an oscilloscope between the battery pack wire terminals specified in the table below, and measure the waveform.

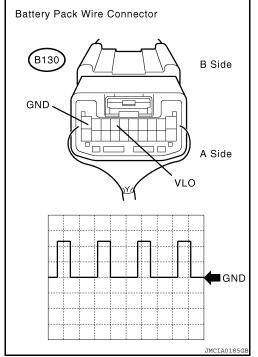
Item	Contents
Terminal (A side)	7 (VLO) - 10 (GND)
Equipment Setting	5 V/DIV, 50 ms./DIV
Condition	Ignition switch ON

### NOTE:

Perform this inspection with the battery pack wire connected.

# OK or NG

OK >> GO TO 10. NG >> GO TO 6.



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# **6.**CHECK HARNESS AND CONNECTOR (RESISTANCE VALUE INSIDE HYBRID VEHICLE CONTROL ECU)

- Disconnect the battery pack wire connector B130.
- 2. Check that auxiliary battery terminal is disconnected.
- Measure the resistance according to the value(s) in the table below.

Battery pack wire connector			
Component connector	Terminal	Ground	Resistance
B130	7 (VLO)	Ground	370 to 430 kΩ

### OK or NG

OK >> GO TO 7.

NG >> GO TO 9.

# Battery Pack Wire Connector B Side VLO A Side

# 1. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONVERTER CONNECTOR)

# **CAUTION:**

Hybrid Vehicle Converter

(DC/DC Converter):

# < COMPONENT DIAGNOSIS >

# Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Check the connection of the hybrid vehicle converter (DC/DC converter) connector.
  - The connector is connected securely and there are no contact problems.
  - Dirt or foreign objects have not entered the connector or there is no evidence of contamination.

# OK or NG

OK >> GO TO 8.

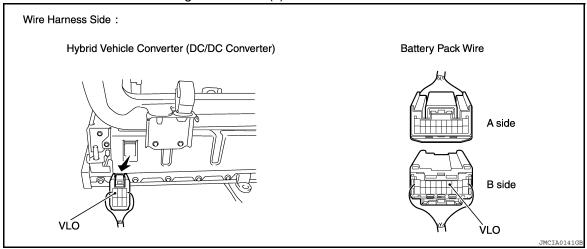
NG >> Connect securely.



# **CAUTION:**

# Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- Disconnect the hybrid vehicle converter (DC/DC converter) connector (Refer to <u>HBB-125</u>, "Removal and <u>Installation"</u>).
- 3. Measure the resistance according to the value(s) in the table below.



Check for open

Battery pack wire		Hybrid vehicle converter (DC/DC converter)		Resistance
Component connector	Terminal	Harness connector	Terminal	riesistance
B130	7 (VLO)	n4	3 (VLO)	Below 1 Ω

### Check for short

Battery pack wire			
Component connector	Terminal	Ground	Resistance
B130	7 (VLO)	Ground	10 k $\Omega$ or higher

Hybrid vehicle converter (DC/DC converter)		Ground	Resistance	
Harness connector	Terminal	around	riodictarioe	
n4	3 (VLO)	Ground	10 kΩ or higher	

### OK or NG

- OK >> Replace hybrid vehicle converter (Refer to HBB-125, "Removal and Installation").
- NG >> Repair or replace harness or connector.

# 9. Check harness and connector (hybrid vehicle control ecu - battery pack wire connector)

- 1. Disconnect the hybrid vehicle control ECU harness connector E66.
- Measure the resistance according to the value(s) in the table below.

Check for open

Hybrid vehicle control ECU		Battery pack wire		
Harness connector	Terminal	Harness connector	Terminal	Resistance
E66	104 (VLO)	B130	7 (VLO)	Below 1 Ω

### Check for short

Hybrid vehicle control ECU			
Harness connector	Terminal	Ground	Resistance
E66	104 (VLO)	Ground	10 kΩ or higher

Hybrid vehicle control ECU			
Harness connector	Terminal	Ground	Resistance
B130	7 (VLO)	Ground	10 k $\Omega$ or higher

# OK or NG.

OK >> GO TO 10

NG >> Repair or replace harness or connector.

# 10.CLEAR DTC

- 1. Reconnect all harness connectors disconnected.
- Turn ignition switch ON.
- 3. Read and record the DTCs and freeze frame data.
- 4. Clear the DTCs.

>> GO TO 11.

# 11. RECONFIRM DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

# Is DTC P0A09-591 detected?

YES >> Replace hybrid vehicle control ECU (Refer to <u>HBC-641, "Removal and Installation"</u>).

NO >> GO TO 12.

# 12. CHECK FOR INTERMITTENT INCIDENT

1. Check for intermittent incident (Refer to GI-42, "Intermittent Incident").

# OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NG >> Repair or replace malfunctioning parts, component and area.

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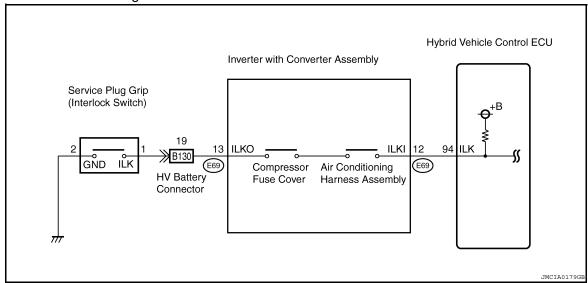
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# P0A0D-350, P0A0D-351

Description INFOID:000000005441025

When the hybrid vehicle control ECU detects that a safety device is operated, it will prohibit the hybrid system operation or shut off the system main relay. There are three safety devices in three different locations. The first safety device is located at the service plug grip. The second one is located at the air conditioner fuse maintenance compressor fuse cover of the inverter with converter assembly. The third one is located at the air conditioning harness assembly that is connected to the inverter with converter assembly.

If the service plug grip, compressor fuse cover, or air conditioning harness assembly is removed, the interlock signal line will be open. If the vehicle is being driven, this condition will be determined to be an open malfunction and the system main relay will not be shut off. If the safety devices are installed correctly, the system returns to normal when the ignition switch is turned ON.



DTC Logic

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A0D	350	High Voltage System Inter-Lock Circuit High	Operating any of the safety devices with the vehicle stopped (ILK signal is ON)	Wire harness or connector     Hybrid vehicle control ECU     Service plug grip     Inverter with converter assembly     Air conditioning harness assembly
P0A0D	351	High Voltage System Inter-Lock Circuit High	Interlock signal line opens while the vehicle is being driven	<ul> <li>Wire harness or connector</li> <li>Hybrid vehicle control ECU</li> <li>Service plug grip</li> <li>Inverter with converter assembly</li> <li>Air conditioning harness assembly</li> </ul>

# Diagnosis Procedure

INFOID:0000000005441027

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

## P0A0D-350, P0A0D-351

## < COMPONENT DIAGNOSIS > >> GO TO 2. 2. CHECK DTC OUTPUT (HYBRID SYSTEM) Α Turn ignition switch ON. Check DTC. В Is DTC P0A1D detected? >> Go to inspection procedure relevant to output DTC. NO >> GO TO 3. **HBC** 3.CLEAR DTC (HYBRID SYSTEM) Turn ignition switch ON. Read and record the DTC and freeze frame data. D Clear the DTC. Е >> GO TO 4. f 4.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY) F Be sure to wear insulated gloves. 1. Turn ignition switch OFF and remove the service plug grip (Refer to HBC-630, "Precautions for Inspecting the Hybrid Control System"). 2. Check if the inverter with converter assembly is installed correctly. The inverter with converter assembly is installed correctly. YES >> GO TO 5. Н NO >> Connect securely. 5.RECONFIRM DTC OUTPUT (HYBRID SYSTEM) Turn ignition switch ON. Recheck DTC. Is DTC P0A0D-350 or P0A0D-351 detected again? YES >> GO TO 6. NO >> GO TO 15. 6.CHECK SERVICE PLUG GRIP **CAUTION:** Be sure to wear insulated gloves. 1. Check if the service plug grip is installed correctly. NOTE: For the removal and installation procedures, (Refer to HBC-630, "Precautions for Inspecting the Hybrid Control System"). The service plug grip is installed correctly. M YES >> GO TO 7. NO >> Connect securely. 1. CHECK INVERTER WITH CONVERTER ASSEMBLY (COMPRESSOR FUSE COVER INSTALLATION CONDITION) **CAUTION:** Be sure to wear insulated gloves. 1. Turn ignition switch OFF and remove the service plug grip (Refer to HBC-630, "Precautions for Inspecting the Hybrid Control System"). Р

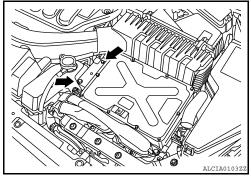
Check if the compressor fuse cover of the inverter with converter assembly is installed correctly.

## Tightening torque: 5.0 N·m (0.51 kg-m, 44 in-lb)

The compressor fuse cover of the inverter with converter assembly is installed correctly.

YES >> GO TO 8.

NO >> Connect securely.



8. CHECK AIR CONDITIONING HARNESS ASSEMBLY (AIR CONDITIONING HARNESS ASSEMBLY CONNECTION CONDITION)

#### **CAUTION:**

## Be sure to wear insulated gloves.

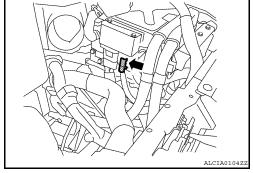
- 1. Check that the service plug grip is not installed.
- Check if the air conditioning harness assembly connector is connected correctly.

## Tightening torque: 5.0 N·m (0.51 kg-m, 44 in-lb)

The air conditioning harness assembly connector is connected correctly.

YES >> GO TO 9.

NO >> Connect securely.



9. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 10.

NG >> Connect securely.

10. CHECK HYBRID VEHICLE CONTROL ECU

### **CAUTION:**

## Be sure to wear insulated gloves.

1. Check that the service plug grip is not installed.

## NOTE:

After removing the service plug grip, do not turn ignition switch to READY position, unless instructed by the repair manual because this may cause a malfunction.

- 2. Disconnect the inverter with converter assembly harness connector E69.
- 3. Turn ignition switch ON.
- 4. Measure the voltage according to the value(s) in the table below.

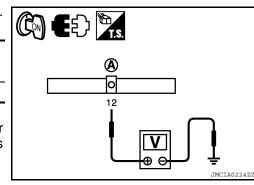
Inverter with converter assembly (A)		Ground	Voltage	
Harness connector Terminal		Ground	Vollage	
E69	12 (ILKI)	Ground	9 to 14 V	

## NOTE:

Turning ignition switch ON with the inverter with converter assembly harness connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

## OK or NG

OK >> GO TO 11. NG >> GO TO 21.



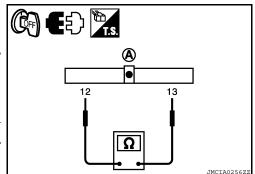
## 11. CHECK INVERTER WITH CONVERTER ASSEMBLY

#### **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Turn ignition switch OFF.
- Measure the resistance according to the value(s) in the table below.

Inverter with converter assembly Inverter with			onverter assem- ly	Resistance
Component connector	Terminal	Component connector	Terminal	riesistance
E69	12 (ILKI)	E69	13 (ILKO)	1 $\Omega$ or less



### OK or NG

OK >> GO TO 12.

NG >> GO TO 19.

12.check connector connection condition (battery pack wire connector)

Refer to HBC-140, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 13.

NG >> Connect securely.

 $13. {\tt check \, harness \, and \, connector \, (inverter \, with \, converter \, assembly \, {\tt -battery \, pack})}$ WIRE)

- Connect the inverter with converter assembly harness connector.
- 2. Disconnect the battery pack wire harness connector B130. (Refer to HBB-119, "Removal and Installation").

**Battery Pack** Wire Connector

(B130)

- 3. Turn ignition switch ON.
- Measure the voltage according to the value(s) in the table below.

Battery pack	wire connector	Ground	Voltage
Harness connector	Terminal	Ground	Voltage
B130	19 (ILK)	Ground	9 to 14 V

### NOTE:

Turning ignition switch ON with the battery pack wire harness connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

## OK or NG

OK >> GO TO 14.

NG >> Repair or replace harness or connector.

 $14. {
m CHECK}$  HARNESS AND CONNECTOR (BATTERY PACK WIRE - BODY GROUND)

- Connect service plug grip. Refer to HBC-630, "Precautions for Inspecting the Hybrid Control System".
- Measure the resistance according to the value(s) in the table below.

Battery pack wire connector		Ground	Resistance
Harness connector	Terminal	Ground	riesisiance
B130	19 (ILK)	Ground	Below 1 Ω

## OK or NG

OK >> GO TO 15.

NG >> GO TO 16.

## 15.check connector connection condition (interlock circuit)

Check the connections of each connector.

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**HBC-147** Revision: September 2009 2010 Altima HEV

- · Dirt or foreign objects have not entered the connection
- There is no evidence of contamination.

## OK or NG

OK >> Replace hybrid vehicle control ECU. (Refer to <u>HBC-641, "Removal and Installation"</u>.)

NG >> Repair or replace connector.

16. CHECK SERVICE PLUG GRIP

## **CAUTION:**

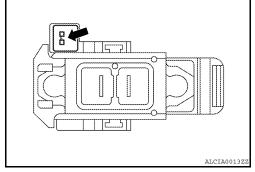
## Be sure to wear insulated gloves.

 Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630</u>, "<u>Precautions for Inspecting the Hybrid Control System</u>").

#### NOTE:

After removing the service plug grip, do not turn ignition switch to READY position, unless instructed by the repair manual because this may cause a malfunction.

- 2. Check the condition of the service plug grip interlock.
  - · Dirt or foreign objects have not entered the connection
  - There is no evidence of contamination.



## OK or NG

OK >> GO TO 17.

NG >> Replace service plug grip.

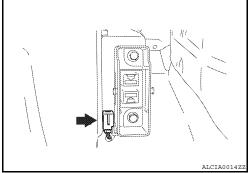
17. CHECK HARNESS AND CONNECTOR (INTERLOCK CONNECTOR CONNECTION CONDITION)

1. Check that the interlock connector at the service plug grip installation socket is connected correctly.

## The connector is connected correctly.

OK >> GO TO 18.

NG >> Connect securely.



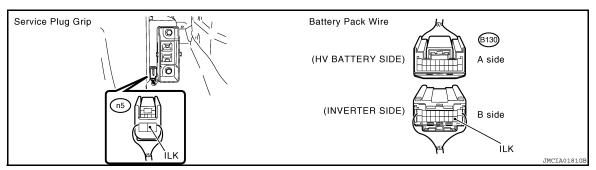
18. Check harness and connector (battery pack wire connector - service plug grip)

### **CAUTION:**

### Be sure to wear insulated gloves.

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

Battery pa	Battery pack wire		Service plug grip	
Component connector	Terminal	Harness connector	Terminal	Resistance
B130	19 (ILK)	n5	1 (ILK)	Below 1 Ω



## P0A0D-350, P0A0D-351

## < COMPONENT DIAGNOSIS >

OK >> Repair or replace harness or connector (service plug grip - body ground).

NG >> Repair or replace harness or connector (battery pack wire connector - service plug grip).

19. CHECK INVERTER WITH CONVERTER ASSEMBLY (COMPRESSOR FUSE COVER OF INVERTER WITH CONVERTER ASSEMBLY)

## **CAUTION:**

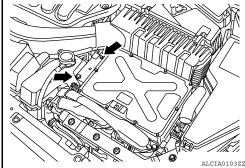
## Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630</u>, "<u>Precautions for Inspecting the Hybrid Control System</u>").

#### NOTE:

After removing the service plug grip, do not turn ignition switch to READY position, unless instructed by the repair manual because this may cause a malfunction.

2. Remove the compressor fuse cover from the inverter with converter assembly.

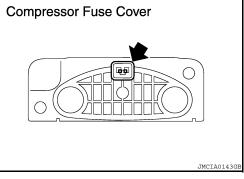


- 3. Check the condition of the compressor fuse cover interlock.
  - Dirt or foreign objects have not entered the connection
  - There is no evidence of contamination.

## OK or NG

OK >> GO TO 20.

NG >> Replace inverter with converter assembly (Refer to HBC-636, "Removal and Installation").

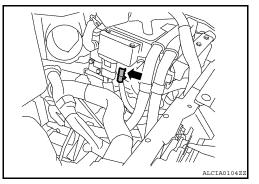


## 20. CHECK AIR CONDITIONING HARNESS ASSEMBLY (INTERLOCK)

#### CAUTION:

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Remove the air conditioning harness assembly from the inverter with converter assembly.



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## P0A0D-350, P0A0D-351

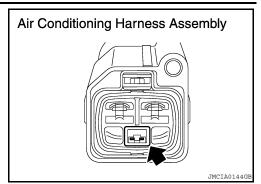
## < COMPONENT DIAGNOSIS >

- Check the condition of the air conditioning harness assembly interlock.
  - Dirt or foreign objects have not entered the connection
  - There is no evidence of contamination.

### OK or NG

OK >> Replace inverter with converter assembly (Refer to HBC-636, "Removal and Installation").

NG >> Replace air conditioning harness assembly.



21. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 22.

NG >> Connect securely.

22. CHECK HARNESS AND CONNECTOR (HV CONTROL ECU - INVERTER WITH CONVERTER ASSEMBLY)

- 1. Turn ignition switch OFF.
- 2. Disconnect the hybrid vehicle control ECU harness connector E66.
- 3. Measure the resistance according to the value(s) in the table below.

Hybrid vehicle control ECU		Inverter with converter assembly		
Harness connector	Terminal	Harness connector	Terminal	Resistance
E66	94 (ILK)	E69	12 (ILKI)	Below 1 Ω

## OK or NG

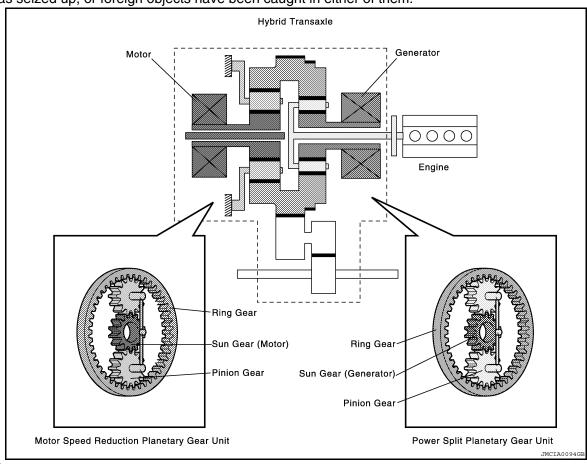
OK >> Replace hybrid vehicle control ECU (Refer to <u>HBC-641, "Removal and Installation"</u>).

NG >> Repair or replace harness or connector.

## P0A0F-238

Description INFOID:0000000005441028

The hybrid vehicle control ECU detects this DTC and effects fail-safe control if the engine or hybrid transaxle gear has seized up, or foreign objects have been caught in either of them.



#### NOTE:

If this DTC is output, the engine or hybrid transaxle gear may be seized up. Be sure to check the level of the engine oil, hybrid transaxle oil (ATF), and coolant before inspection.

DTC Logic (INFOID:0000000005441029)

## DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A0F	238	Engine Failed to Start	Engine does not start even though cranking it [hybrid transaxle input malfunction (engine system)]	<ul> <li>Engine</li> <li>Hybrid transaxle (shaft, gear)</li> <li>Transmission input damper</li> <li>Wire harness or connector</li> <li>Hybrid vehicle control ECU</li> </ul>

## Diagnosis Procedure

## 1.PRECONDITIONING

 Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.

 After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.

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 Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2. CHECK DTC OUTPUT (ENGINE)

- 1. Turn ignition switch ON.
- 2. Check DTC.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

## 3. CHECK CRANKSHAFT PULLEY REVOLUTION (P POSITION)

- 1. Turn ignition switch OFF, move the shift lever to the P position, and lift up the vehicle.
- 2. Turn the crankshaft pulley by hand to check if the crankshaft rotates.

#### **CAUTION:**

Do not turn ignition switch to READY position while performing this inspection. Be sure to turn ignition switch OFF before performing this inspection, to prevent the engine from starting.

The crankshaft rotates.

## OK or NG

OK >> GO TO 4. NG >> GO TO 12.

4. CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - CRANKSHAFT POSITION SENSOR)

Refer to EC-252, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connector.

## ${f 5}$ . INSPECT CRANKSHAFT POSITION SENSOR

Refer to EC-253, "Component Inspection".

## OK or NG

OK >> GO TO 6.

NG >> Replace crankshaft position sensor.

## **6.**CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Check DTC.
- Confirm and record the DTCs, freeze frame data, and information for the HV system.

>> GO TO 7.

## 7.CLEAR DTC

1. Clear DTC.

>> GO TO 8.

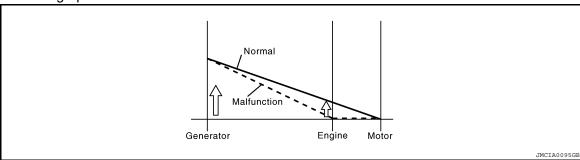
## 8. CHECK READY LIGHT ON

- 1. Turn ignition switch ON.
- Select "MG1 REVOLUTION" and "ENGINE SPEED" in DATA MONITOR mode with CONSULT-III.
- 3. Depress the brake pedal and turn ignition switch to READY position.

The READY light comes on.

NOTE:

- If the READY light does not come on and the reading on the CONSULT-III shows DTC P0A90-239 (hybrid transaxle input malfunction [shaft damaged]), or the READY light comes on and MG1 turns but the engine does not crank, replace the hybrid transaxle.
- If this DTC (P0A0F-238) is output, the HV battery may be dead and DTC P3000-388 or P3000-389 may be output.
- Refer to the graph for data list confirmation of "MG1 REVOLUTION" and "ENGINE SPEED".



Engine speed	Generator speed
Approx. 900 rpm	Approx. 3,200 rpm
Approx. 1,500 rpm	Approx. 5,400 rpm

## OK or NG

OK >> GO TO 9.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

## 9. CHECK ENGINE RACING

- 1. Turn ignition switch to READY position.
- While the READY light is on, depress the accelerator pedal for 10 seconds with the shift lever in the P position.

## The engine revs up.

#### NOTE:

If the engine does not rev up and the reading on the CONSULT-III shows DTC P3147-239 (hybrid transaxle input malfunction [shaft damaged]), or the Generator turns but the engine does not crank, replace the hybrid transaxle.

#### OK or NG

OK >> GO TO 10.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

## 10.CHECK CREEP MOVEMENT

Depress the brake pedal, move the shift lever to the D position, and release the brake pedal.

## The wheels turn (creeping along).

## NOTE:

If the wheels do not turn and the reading on the CONSULT-III shows DTC P3147 (hybrid transaxle malfunction), replace the hybrid transaxle.

#### OK or NG

OK >> GO TO 11.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

## **11.**CHECK ENGINE SPEED

1. While driving at the vehicle speed of more than 6 mph (10 km/h), fully depress the accelerator pedal to raise the engine speed.

### Engine speed increases smoothly.

### NOTE:

Revision: September 2009 HBC-153 2010 Altima HEV

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## P0A0F-238

## < COMPONENT DIAGNOSIS >

If the engine over-revs or the reading on the CONSULT-III shows DTC P3147-241 (hybrid transaxle input malfunction [torque limiter slipping]), replace the transmission input damper.

## OK or NG

- OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").
- NG >> Replace transmission input damper assembly.

## 12. CHECK FRONT TIRE REVOLUTION

- 1. Stop vehicle and turn ignition switch OFF.
- 2. Lift up the vehicle.
- 3. Move the shift lever to the N position.

## **CAUTION:**

Do not turn ignition switch to READY position while performing this inspection. Be sure to turn ignition switch OFF before performing this inspection, to prevent the engine from starting.

4. Turn the crank pulley by hand to check if the front tires rotate.

### The front tires do not rotate.

## OK or NG

- OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").
- NG >> Check and repair engine.

## P0A10-263

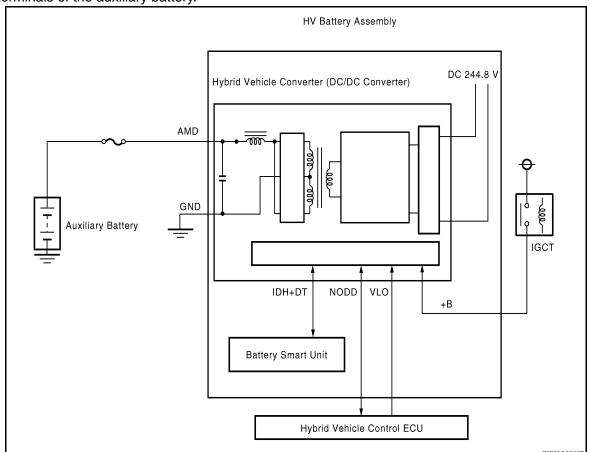
Description INFOID:0000000005441031

The hybrid vehicle converter (DC/DC converter) converts the DC 244.8 V of the HV battery into DC 12 V in order to supply power to areas such as the vehicle's lighting, audio, and ECU systems. In addition, it charges the auxiliary battery.

A transistor bridge circuit initially converts DC 244.8 V into alternating current, and a transformer lowers its voltage. Then, it is rectified and smoothed (into DC) and converted into DC 12 V.

The hybrid vehicle converter (DC/DC converter) controls the output voltage in order to keep a constant voltage

at the terminals of the auxiliary battery.



The hybrid vehicle control ECU uses the NODD signal line to transmit a stop command to the hybrid vehicle converter (DC/DC converter) and receive signals indicating the normal or abnormal condition of the 12 V charging system.

If the vehicle is being driven with an inoperative hybrid vehicle converter (DC/DC converter), the voltage of the auxiliary battery will drop, which will prevent the continued operation of the vehicle. Therefore, the hybrid vehicle control ECU monitors the operation of the hybrid vehicle converter (DC/DC converter) and alerts the driver if it detects a malfunction.

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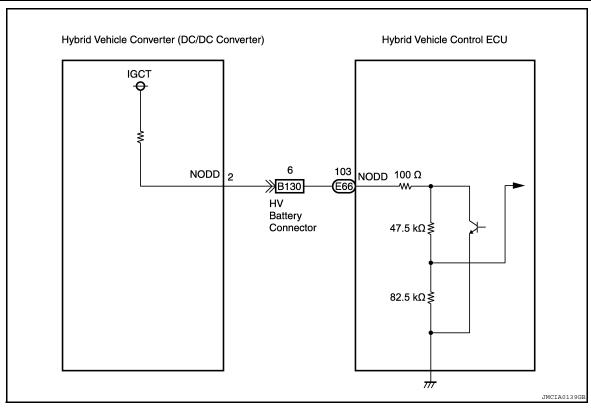
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DTC Logic

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A10	263	DC/DC Converter Status Circuit High Input	+B short in hybrid vehicle converter (DC/DC converter) NODD signal line	<ul> <li>Wire harness or connector</li> <li>Hybrid vehicle converter (DC/DC converter)</li> <li>Hybrid vehicle control ECU</li> </ul>

## Diagnosis Procedure

INFOID:0000000005441033

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- Check DTC.

### Are DTC P0A10-263 and other DTCs detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

## 3. CHECK HARNESS AND CONNECTOR

1. Turn ignition switch OFF.

- Disconnect the battery pack wire connector B130 (Refer to HBB-119, "Removal and Installation").
- 3. Turn ignition switch ON.
- 4. Measure the voltage according to the value(s) in the table below.

Battery pack wire			
Harness connector	Terminal	Ground	Voltage
B130	6 (NODD)	Ground	Below 1 V

## NOTE:

Turning ignition switch ON with the battery pack wire connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

## **Battery Pack** Wire Connector B Side **(**B130) NODD A Side

## OK or NG

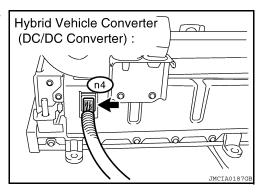
OK >> GO TO 4. NG >> GO TO 5.

f 4.CHECK HARNESS AND CONNECTOR (BATTERY PACK WIRE CONNECTOR - HYBRID VEHICLE CON-VERTER)

### **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Turn ignition switch OFF.
- 2. Check that the service plug grip is not installed.
- 3. Disconnect the hybrid vehicle converter (DC/DC converter) connector n4 (Refer to HBB-125, "Removal and Installation").
- 4. Turn ignition switch ON.



A Side

B Side

Battery Pack Wire Connector

B130

NODD

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

Battery pack wire			
Component connector	Terminal	Ground	Voltage
B130	6 (NODD)	Ground	Below 1 V

#### NOTE:

Turning ignition switch ON with the battery pack wire connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- Turn ignition switch OFF.
- Measure the resistance according to the value(s) in the table below.

Battery pack	wire connector		
Component connector	· lerminai		Resistance
B130	6 (NODD)	Each of the other terminals	10 kΩ or higher

## OK or NG

OK >> Replace hybrid vehicle converter (Refer to HBC-641, "Removal and Installation").

NG >> Repair or replace harness or connector.

**HBC-157** 2010 Altima HEV Revision: September 2009

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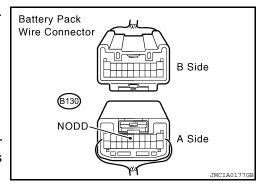
## $5. \mathsf{CHECK}$ HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - BATTERY PACK WIRE)

- 1. Disconnect the hybrid vehicle control ECU harness connector E66.
- 2. Turn ignition switch ON.
- Measure the voltage according to the value(s) in the table below.

Battery pack wire				
Harness connector	lerminal		Voltage	
B130	6 (NODD)	Ground	Below 1 V	

## NOTE:

Turning ignition switch ON with the battery pack wire connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.



## OK or NG

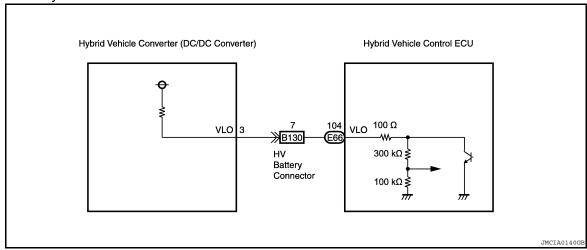
OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NG >> Repair or replace harness or connector.

## P0A10-592

Description INFOID:000000005441034

The hybrid vehicle converter (DC/DC converter) controls output voltage based on voltage switching signals sent from the hybrid vehicle control ECU.



DTC Logic

## DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A10	592	DC/DC Converter Status Circuit High Input	Hybrid vehicle converter (DC/DC converter) voltage switching (VLO) signal circuit malfunction (+B short)	Wire harness or connector     Hybrid vehicle control ECU

## Diagnosis Procedure

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.CHECK HYBRID VEHICLE CONTROL ECU

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 Connect an oscilloscope between the battery pack wire terminals specified in the table below, and measure the waveform.

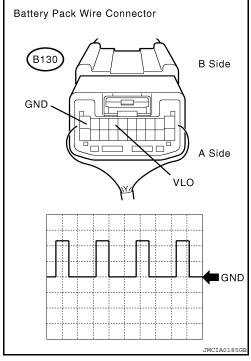
Item	Contents
Terminal (A side)	7 (VLO) - 10 (GND)
Equipment Setting	5 V/DIV., 50 ms./DIV.
Condition	Ignition switch ON

## NOTE:

Perform this inspection with the battery pack wire connected.

## OK or NG

OK >> GO TO 6. NG >> GO TO 3.



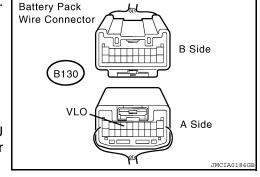
## 3. CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - BATTERY PACK WIRE CONNECTOR)

- 1. Disconnect the battery pack wire connector B130.
- 2. Turn ignition switch ON.
- 3. Measure the voltage according to the value(s) in the table below.

Battery <sub>I</sub>	oack wire			
Harness connector	lerminal		Voltage	
B130	7 (VLO)	Ground	Below 1 V	

## NOTE:

Turning ignition switch ON with the hybrid vehicle control ECU connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.



### OK or NG

OK >> GO TO 4. NG >> GO TO 5.

## 4. CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONVERTER - BATTERY PACK WIRE CONNECTOR)

1. Turn ignition switch OFF.

## **CAUTION:**

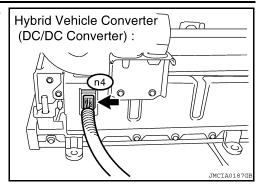
Be sure to wear insulated gloves.

2. Remove the service plug grip.

## NOTE:

After removing the service plug grip, do not turn ignition switch to READY position, unless instructed by the repair manual because this may cause a malfunction.

- 3. Disconnect the hybrid vehicle converter (DC/DC converter) connector n4.
- 4. Turn ignition switch ON.

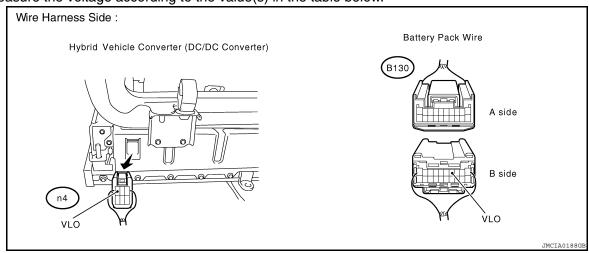


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5. Measure the voltage according to the value(s) in the table below.



Battery <sub>I</sub>	oack wire		
Component Terminal		Ground	Voltage
B130 7 (VLO)		Ground	Below 1 V

•	cle converter converter)	Ground	Voltage	
Harness connector	Terminal	around	Tollago	
n4	3 (VLO)	Ground	Below 1 V	

## NOTE:

Turning ignition switch ON with the hybrid vehicle control ECU connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

## OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NG >> Repair or replace harness or connector.

## **5.**CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - BATTERY PACK WIRE CONNECTOR)

- 1. Turn ignition switch OFF.
- 2. Disconnect E66 hybrid vehicle control ECU harness connector.
- Turn ignition switch ON.

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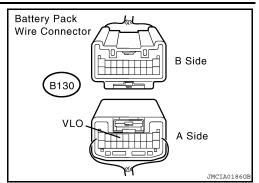
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4. Measure the voltage according to the value(s) in the table below.

Battery pack wire				
Component connector	· lerminal		Voltage	
B130	7 (VLO)	Ground	Below 1 V	

### NOTE:

Turning ignition switch ON with the hybrid vehicle control ECU connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.



## OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NG >> Repair or replace harness or connector.

## 6.CLEAR DTC

1. Turn ignition switch ON.

- Read and record the DTCs and freeze frame data.
- 3. Clear the DTCs.

>> GO TO 7.

## 7. RECONFIRM DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

## Is DTC P0A10-592 detected?

YES >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NO >> GO TO 8.

## 8. CHECK FOR INTERMITTENT INCIDENT

1. Check for intermittent incident (Refer to GI-42, "Intermittent Incident").

#### OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NG >> Repair or replace malfunctioning parts, component and area.

## P0A1A-151, P0A1A-155, P0A1A-156, P0A1A-158, P0A1A-166

## < COMPONENT DIAGNOSIS >

## P0A1A-151, P0A1A-155, P0A1A-156, P0A1A-158, P0A1A-166

Description INFOID:0000000005441037

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INFOID:0000000005441039

The inverter with converter assembly (MG ECU) monitors its internal operation and detects malfunctions.

DTC Logic

## DTC DETECTION LOGIC

The MG ECU performs many diagnostic tests to verify proper operation of internal ECU systems. For one of these diagnostics, the MG ECU checks the result of the generator CPU self-test. If the MG ECU detects a "Fail" from the generator CPU self-test, it will conclude that there is an internal malfunction in the generator CPU. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause	
	151		Run pulse error		
	155 156 158 166 658 Generator Control Module		A/D error		
		ROM-RAM error	Inverter with converter assembly		
DOA1A		CPU recognition error			
FUATA		Generator Control Module	R/D converter NM stop error	(MG ECU)	
		ALU error			
	659		Communication error (from MG1 to MG2)		
	791		R/D converter communication error		

## Diagnosis Procedure

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.ol Module

>> GO TO 2.

## 2.REPLACE INVERTER WITH CONVERTER ASSEMBLY

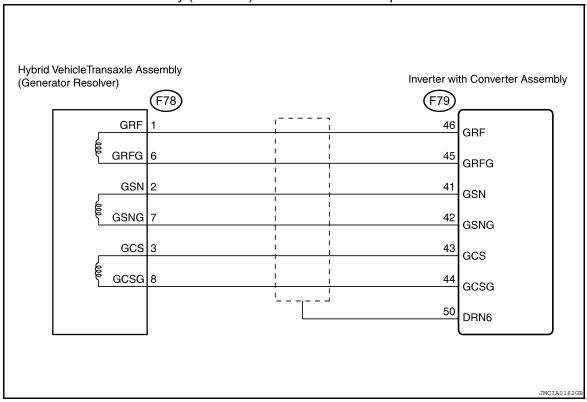
Refer to HBC-636, "Removal and Installation".

>> COMPLETED

Revision: September 2009 HBC-163 2010 Altima HEV

Description INFOID:000000005441040

The inverter with converter assembly (MG ECU) monitors its internal operation and detects malfunctions.



DTC Logic (INFOID:000000005441041

## DTC DETECTION LOGIC

The MG ECU (in the inverter with converter assembly) performs many diagnostic tests to verify proper operation of internal ECU systems. For this diagnostic monitor, the MG ECU checks for an R/D (Resolver/Digital converter) malfunction involving the generator resolver. If MG ECU detects an R/D error, it will conclude that there is an internal malfunction involving the generator resolver. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
	200	Generator Control Module	Generator R/D resolver angle error	Inverter with converter assembly (MG ECU)     Hybrid transaxle (Generator resolver)     Wire harness or connector
P0A1A	792		REF frequency error	Inverter with converter assembly (MG ECU)     Hybrid transaxle (Generator resolver)     Wire harness or connector
	793		REF signal open error	Inverter with converter assembly (MG ECU)     Hybrid transaxle (Generator resolver)     Wire harness or connector

## Diagnosis Procedure

INFOID:0000000005441042

## 1.PRECONDITIONING

Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
converter assembly, take safety precautions such as wearing insulated gloves and removing the service
plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
other technicians from accidentally reconnecting it while you are working on the high-voltage system.

### < COMPONENT DIAGNOSIS >

• After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.

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 Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A4B-253, P0A4C-513, P0A4D-255	Generator resolver circuit

## Is any DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 4.

NG >> COnnect securely.

4. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR RESOLVER CONNECTOR)

Check the connection of the generator resolver connector.

The connector is connected securely and there are no contact problems.

## OK or NG

OK >> GO TO 5.

NG >> Connect securely.

 ${f 5.}$ CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

## **CAUTION:**

#### Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip.

#### NOTE:

After removing the service plug grip, do not turn ignition switch to READY position, unless instructed by the repair manual because this may cause a malfunction.

- 2. Disconnect the inverter with converter assembly harness connector F79.
- 3. Turn ignition switch ON.
- 4. Measure the voltage according to the value(s) in the table below.

Inverter with converter assembly				
Harness connector	Terminal	Ground	Voltage	
	46 (GRF)		Below 1 V	
	45 (GRFG)			
F79	41 (GSN)	Ground		
F/9	42 (GSNG)	Ground		
	43 (GCS)			
	44 (GCSG)			

NOTE:

## < COMPONENT DIAGNOSIS >

Turning ignition switch ON with the inverter with converter assembly connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

### OK or NG

OK >> GO TO 6.

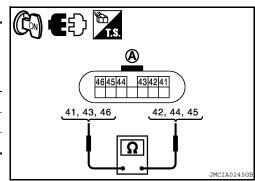
NG >> Repair or replace harness or connector.

## 6. CHECK GENERATOR RESOLVER

- 1. Turn ignition switch OFF.
- 2. Measure the resistance according to the value(s) in the table below.

Check for open

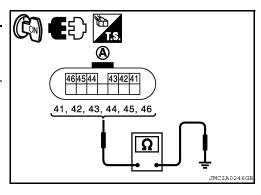
Inverter with converter assembly (A)		Inverter with converter assembly (A)		Resistance
Harness connector	Terminal	Harness Terminal		1100.0141100
	46 (GRF)		45 (GRFG)	5.8 to 11.8 Ω
F79	41 (GSN)	F79	42 (GSNG)	11.7 to 17.7 Ω
	43 (GCS)		44 (GCSG)	11.7 to 17.7 Ω



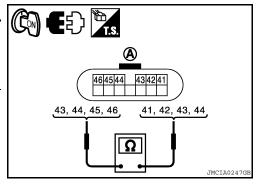
3. Measure the resistance according to the value(s) in the table below.

Check for short

Inverter with conv	Inverter with converter assembly (A)  Harness connector  Terminal			
			Resistance	
	46 (GRF)			
	45 (GRFG)	Ground	10 kΩ or higher	
F79	41 (GSN)			
173	42 (GSNG)	Ground		
	43 (GCS)			
	44 (GCSG)			



Inverter with converter assembly (A)		Inverter with converter assembly (A)		Resistance
Harness connector	Terminal	Harness Terminal		riesisiance
			44 (GCSG)	
	46 (GDE)		43 (GCS)	
	46 (GRF)		41 (GSN)	
		F79	42 (GSNG)	
			44 (GCSG)	
F79			43 (GCS)	10 kΩ or high-
179	43 (drii d)		41 (GSN)	er
			42 (GSNG)	
	44 (GCSG)		41 (GSN)	
	44 (GC3G)		42 (GSNG)	
	43 (GCS)		41 (GSN)	
	43 (403)		42 (GSNG)	



## OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> GO TO 7.

## < COMPONENT DIAGNOSIS >

## 7.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

- 1. Disconnect the motor generator No.1 harness connector F78.
- 2. Measure the resistance according to the value(s) in the table below.

Check for open

Inverter with co	verter with converter assembly		Motor generator No.1	
Harness connector	Terminal	Harness connector	Terminal	Resistance
	46 (GRF)		1 (GRF)	
	45 (GRFG)	F78	6 (GRFG)	Below 1 Ω
F79	41 (GSN)		2 (GSN)	
179	42 (GSNG)		7 (GSNG)	Delow 1 22
	43 (GCS)		3 (GCS)	
	44 (GCSG)		8 (GCSG)	

Check for short

Inverter with co	Inverter with converter assembly		
Harness connector	Terminal	Ground	Resistance
	46 (GRF)		10 kΩ or higher
	45 (GRFG)		
F79	41 (GSN)	Ground	
F/9	42 (GSNG)	Ground	
	43 (GCS)		
	44 (GCSG)		

Check for short

Motor gen	Motor generator N0.1			
Harness connector	Terminal	Ground	Resistance	
	1 (GRF)			
	6 (GRFG)			
F78	2 (GSN)	Ground	10 kΩ or higher	
F/0	7 (GSNG)	Ground		
	3 (GCS)			
	8 (GCSG)			

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## < COMPONENT DIAGNOSIS >

Inverter with cor	Inverter with converter assembly		nverter assembly	
Harness connector	Terminal	Harness connector	Terminal	Resistance
	46 (GRF)		45 (GRFG)	
	43 (GCS)		44 (GCSG)	
	41 (GSN)		42 (GSNG)	
	46 (GRF)		44 (GCSG)	
	46 (GRF)		43 (GCS)	
	46 (GRF)		41 (GSN)	
	46 (GRF)		42 (GSNG)	
F79	45 (GRFG)	F79	44 (GCSG)	10 k $\Omega$ or higher
	45 (GRFG)		43 (GCS)	
	45 (GRFG)		41 (GSN)	
	45 (GRFG)		42 (GSNG)	
	44 (GCSG)		41 (GSN)	
	44 (GCSG)		42 (GSNG)	
	43 (GCS)		41 (GSN)	
	43 (GCS)		42 (GSNG)	

## NOTE:

The generator resolver is not available separately. If it requires replacement, replace the hybrid transaxle. OK or NG

OK >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u>).

NG >> Repair or replace harness or connector.

## P0A1A-658, P0A1A-659, P0A1A-791

## < COMPONENT DIAGNOSIS >

## P0A1A-658, P0A1A-659, P0A1A-791

Description INFOID:0000000005441043

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INFOID:0000000005441045

The inverter with converter assembly (MG ECU) monitors its internal operation and detects malfunctions.

DTC Logic

## DTC DETECTION LOGIC

The MG ECU performs many diagnostic tests to verify proper operation of internal ECU systems. For one of these diagnostics, the MG ECU checks the result of the generator CPU self-test. If the MG ECU detects a "Fail" from the generator CPU self-test, it will conclude that there is an internal malfunction in the generator CPU. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause	
	151	151	Run pulse error		
	155		A/D error		
	156		ROM-RAM error		
P0A1A	158	Generator Control Module	CPU recognition error	Inverter with converter assembly	
FUATA	166 Generator Control Module	R/D converter NM stop error	(MG ECU)		
	658		ALU error		
	659		Communication error (from MG1 to MG2)		
	791		R/D converter communication error		

## Diagnosis Procedure

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.REPLACE INVERTER WITH CONVERTER ASSEMBLY

Refer to HBC-636, "Removal and Installation".

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Revision: September 2009 HBC-169 2010 Altima HEV

## P0A1B-163, P0A1B-164, P0A1B-192, P0A1B-193, P0A1B-195, P0A1B-198

< COMPONENT DIAGNOSIS >

## P0A1B-163, P0A1B-164, P0A1B-192, P0A1B-193, P0A1B-195, P0A1B-198

Description INFOID:000000005441046

The inverter with converter assembly (MG ECU) monitors its internal operation and detects malfunctions.

DTC Logic

## DTC DETECTION LOGIC

The MG ECU performs many diagnostic tests to verify proper operation of internal ECU systems. In one of those diagnostics, the MG ECU checks the result of the motor CPU self-test. If the MG ECU detects a "Fail" from the motor CPU self-test, it will conclude that there is an internal malfunction in the motor CPU. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1B	163		IPM positive power source error	
P0A1B	164		IPM negative power source error	
P0A1B	192		A/D error	
P0A1B	193		ROM-RAM error	
P0A1B	195		CPU recognition error	
P0A1B	198	Drive Motor "A" Control Module	R/D converter NM stop error	Inverter with converter assembly (MG ECU)
P0A1B	511		Standard voltage for analog signal offset	(
P0A1B	512		Standard voltage for analog signal	
P0A1B	661		Communication error (from MG2 to MG1)	
P0A1B	786		ALU error	
P0A1B	794		R/D converter communication error	

## Diagnosis Procedure

INFOID:0000000005441048

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2. REPLACE INVERTER WITH CONVERTER ASSEMBLY

Refer to HBC-636, "Removal and Installation".

>> COMPLETED

Description INFOID:0000000005441049

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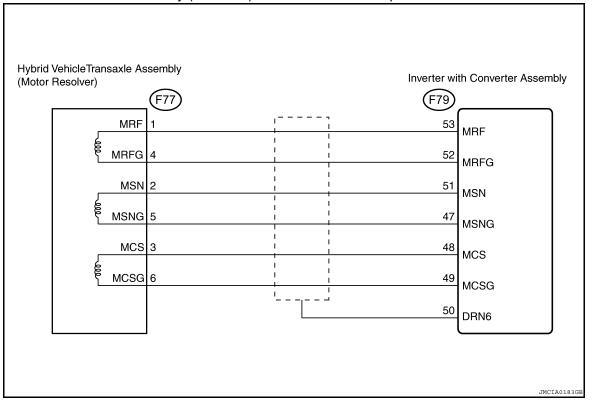
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INFOID:0000000005441051

The inverter with converter assembly (MG ECU) monitors its internal operation and detects malfunctions.



DTC Logic

## DTC DETECTION LOGIC

The MG ECU (in the inverter with converter assembly) performs many diagnostic tests to verify proper operation of internal ECU systems. For this diagnostic monitor, the MG ECU checks for an R/D (Resolver/ Digital converter) malfunction involving the motor resolver. If the MG ECU detects an R/D converter error, it will conclude that there is an internal malfunction involving the motor resolver. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
	168	Drive Motor "A" Control Module	Motor R/D resolver angle error	Inverter with converter assembly (MG ECU)     Hybrid transaxle (Motor resolver)     Wire harness or connector
P0A1B	795		REF frequency error	Inverter with converter assembly (MG ECU)     Hybrid transaxle (Motor resolver)     Wire harness or connector
	796		REF signal open error	Inverter with converter assembly (MG ECU)     Hybrid transaxle (Motor resolver)     Wire harness or connector

## Diagnosis Procedure

## 1.PRECONDITIONING

• Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service

Revision: September 2009 HBC-171 2010 Altima HEV

## < COMPONENT DIAGNOSIS >

plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.

- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A3F-243, P0A40-500, P0A41-245	Motor resolver circuit

## Is any DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

1. Check the connection of the motor resolver connector.

The connector is connected securely and there are no contact problems.

### OK or NG

OK >> GO TO 5.

NG >> Connect securely.

**5.**CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLV-ER)

## **CAUTION:**

## Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip.

## NOTE:

After removing the service plug grip, do not turn ignition switch to READY position, unless instructed by the repair manual because this may cause a malfunction.

- 2. Disconnect the inverter with converter assembly harness connector F79.
- 3. Turn ignition switch ON.
- 4. Measure the voltage according to the value(s) in the table below.

Inverter with cor	Inverter with converter assembly			
Harness connector	Terminal	Ground	Voltage	
	53 (MRF)			
	52 (MRFG)			
F79	51 (MSN)	Ground	Below 1 V	
F/9	47 (MSNG)	Ground		
	48 (MCS)			
	49 (MCSG)			

## < COMPONENT DIAGNOSIS >

## NOTE:

Turning ignition switch ON with the inverter with converter assembly connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

#### OK or NG

OK >> GO TO 6.

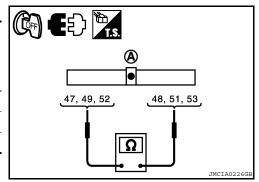
NG >> Repair or replace harness or connector.

## **6.**CHECK MOTOR RESOLVER

- 1. Turn ignition switch OFF.
- Measure the resistance according to the value(s) in the table below.

Check for open

Inverter with converter assembly (A)		Inverter with converter assembly (A)		Resistance
Harness connector	Terminal	Harness connector	Terminal	riesistance
	53 (MRF)		52 (MRFG)	5.8 to 11.8 Ω
F79	51 (MSN)	F79	47 (MSNG)	11.7 to 17.7 Ω
	48 (MCS)		49 (MCSG)	11.7 to 17.7 Ω



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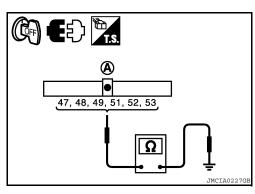
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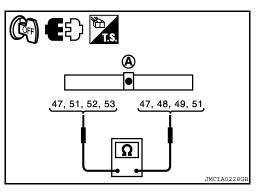
3. Measure the resistance according to the value(s) in the table below.

Check for short

Inverter with converter assembly (A)			
Harness connector	Terminal		Resistance
	53 (MRF)		10 kΩ or higher
	52 (MRFG)		
F79	51 (MSN)	Ground	
	47 (MSNG)	Giodila	
	48 (MCS)		
	49 (MCSG)		



	Inverter with converter assembly (A)		Inverter with converter assembly (A)	
Harness connector	Terminal	Harness Terminal		Resistance
			51 (MSN)	
	53 (MRF)		49 (MCSG)	
	33 (WHI )	F)	48 (MCS)	
			47 (MSNG)	
			51 (MSN)	
F79	FO (MDEC)	52 (MRFG) F79	49 (MCSG)	10 kΩ or high-
F/9	52 (WINFG)		48 (MCS)	er
			47 (MSNG)	
	51 (MSN)		48 (MCS)	
	51 (MSN)		49 (MCSG)	
	47 (MSNG)		48 (MCS)	
	47 (IVISING)		47 (MSNG)	



OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

Revision: September 2009 HBC-173 2010 Altima HEV

## < COMPONENT DIAGNOSIS >

NG >> GO TO 7.

## 7. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

- 1. Disconnect the motor generator No.2 harness connector F77.
- 2. Measure the resistance according to the value(s) in the table below.

Check for open

	converter assembly Motor gene		erator No.2	Resistance
Harness connector	Terminal	Harness Terminal		nesistance
	53 (MRF)		1 (MRF)	
	52 (MRFG)		4 (MRFG)	
F79	51 (MSN)	F77	2 (MSN)	Below 1 Ω
F/9	47 (MSNG)	Γ//	5 (MSNG)	Delow 1 22
	48 (MCS)		3 (MCS)	
	49 (MCSG)		6 (MCSG)	

Check for short

Inverter with co	Inverter with converter assembly		
Harness connector	Terminal	Ground	Resistance
	53 (MRF)		10 kΩ or higher
	52 (MRFG)		
F79	51 (MSN)	Ground	
179	47 (MSNG)	Ground	
	48 (MCS)		
	49 (MCSG)		

Check for short

Motor gen	Motor generator N0.2		
Harness connector	Terminal	Ground	Resistance
	1 (MRF)		10 kΩ or higher
	4 (MRFG)		
F77	2 (MSN)	Ground	
Г//	5 (MSNG)		
	3 (MCS)		
	6 (MCSG)		

## < COMPONENT DIAGNOSIS >

	Inverter with converter assembly		Inverter with converter assembly	
Harness connector	Terminal	Harness Terminal		Resistance
	53 (MRF)		52 (MRFG)	
	51 (MSN)		47 (MSNG)	
	48 (MCS)		49 (MCSG)	
	53 (MRF)		51 (MSN)	
	53 (MRF)		49 (MCSG)	
	53 (MRF)		48 (MCS)	
	53 (MRF)		47 (MSNG)	
F79	52 (MRFG)	F79	51 (MSN)	10 kΩ or high- er
	52 (MRFG)		49 (MCSG)	-
	52 (MRFG)		48 (MCS)	
	52 (MRFG)		47 (MSNG)	
	51 (MSN)		48 (MCS)	
	51 (MSN)		49 (MCSG)	
	47 (MSNG)		48 (MCS)	
	47 (MSNG)		49 (MCSG)	

#### NOTE

The generator resolver is not available separately. If it requires replacement, replace the hybrid transaxle.

## OK or NG

OK >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u>).

NG >> Repair or replace harness or connector.

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## P0A1B-511, P0A1B-512, P0A1B-661, P0A1B-786, P0A1B-794

< COMPONENT DIAGNOSIS >

## P0A1B-511, P0A1B-512, P0A1B-661, P0A1B-786, P0A1B-794

Description INFOID:000000005441052

The inverter with converter assembly (MG ECU) monitors its internal operation and detects malfunctions.

DTC Logic

## DTC DETECTION LOGIC

The MG ECU performs many diagnostic tests to verify proper operation of internal ECU systems. In one of those diagnostics, the MG ECU checks the result of the motor CPU self-test. If the MG ECU detects a "Fail" from the motor CPU self-test, it will conclude that there is an internal malfunction in the motor CPU. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1B	163		IPM positive power source error	
P0A1B	164		IPM negative power source error	
P0A1B	192		A/D error	
P0A1B	193		ROM-RAM error	
P0A1B	195		CPU recognition error	
P0A1B	198	Drive Motor "A" Control Module	R/D converter NM stop error	Inverter with converter assembly (MG ECU)
P0A1B	511		Standard voltage for analog signal offset	(
P0A1B	512		Standard voltage for analog signal	
P0A1B	661		Communication error (from MG2 to MG1)	
P0A1B	786		ALU error	
P0A1B	794		R/D converter communication error	

## Diagnosis Procedure

INFOID:0000000005441054

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2. REPLACE INVERTER WITH CONVERTER ASSEMBLY

Refer to HBC-636, "Removal and Installation".

>> COMPLETED

## P0A1B-788

Description INFOID:0000000005441055

If the inverter with converter assembly (MG ECU) is reset due to a problem with the power source in the inverter, the hybrid vehicle control ECU will set this DTC.

### NOTE:

Clearing the DTCs using the CONSULT-III when DTC U0110-657 is detected and the problem is still occurring will cause DTC P0A1B-788 to be stored. However, it is not necessary to perform inspection for DTC P0A1B-788 because DTC P0A1B-788 indicates a communication system malfunction.

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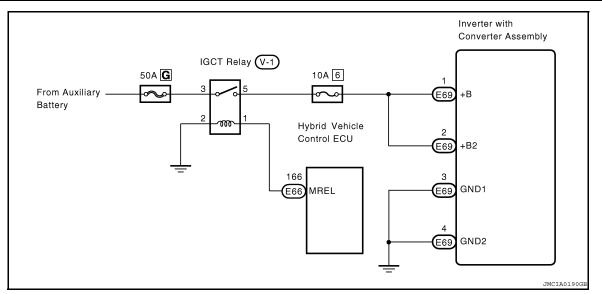
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DTC Logic

#### DTC DETECTION LOGIC

If an abnormal power source IC CPU reset is detected in the MG ECU, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1B	788	Drive Motor "A" Control Module	Error in reset signal from power source IC	Wire harness or connector     Inverter with converter assembly (MG ECU)     Hybrid transaxle



## Diagnosis Procedure

#### INFOID:0000000005441057

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

## 2. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109. "Diagnosis Procedure".

## OK or NG

OK >> GO TO 3.

NG >> Connect securely.

 $\bf 3.$  CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - HIGH VOLTAGE FUSE AND FUSIBLE LINK BOX)

## **CAUTION:**

## Be sure to wear insulated gloves.

Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630, "Precautions for Inspecting the Hybrid Control System"</u>).

### NOTE:

After removing the service plug grip, do not turn ignition switch to READY position, unless instructed by the service manual because this may cause a malfunction.

- 2. Remove the IGCT relay from the high voltage fuse and fusible link box.
- 3. Disconnect the inverter with converter assembly harness connector E69.
- 4. Measure the resistance according to the value(s) in the table below.

Check for open

Inverter with co	nverter assembly	High voltage fuse and fusible link box		- Resistance	
Harness connector	Terminal	Harness connector	Terminal	ricsistance	
E69	1 (+B)	V-1	5 (IGCT relay)	Below 1 Ω	
∟09	2 (+B2)	V-1	3 (IGCT felay)	Delow 1 75	

Inverter with cor	nverter assembly			
Harness connector	Terminal		Resistance	
E69	3 (GND1)	Ground	Below 1 Ω	
⊏09	4 (GND2)	Ground	Below I 73	

#### Check for short

Inverter with cor	nverter assembly			
Harness connector	lerminal		Resistance	
E69	1 (+B)	Ground	150 $\Omega$ or higher	
	2 (+B2)	Glound	150 12 of Higher	

- Remove 10 A fuse (No. 67).
- 6. Measure the resistance according to the value(s) in the table below.

Check for short

Inverter with cor	nverter assembly			
Harness connector	Terminal		Resistance	
E69	1 (+B)	Ground	10 kΩ or higher	
L09	2 (+B2)	Giound	10 KS2 OF HIGHER	

## OK or NG

OK >> GO TO 4.

NG >> Repair or replace harness or connector.

4. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)

## **CAUTION:**

## Be sure to wear insulated gloves.

1. Check that the service plug grip is not installed.

Check that the bolts for the motor cable are tightened to the specified torque.

#### NOTE:

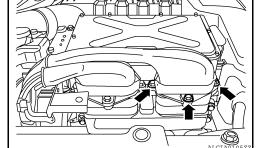
Make sure that the tightening torque of the bolts is between 3.0 and 5.0 N·m (0.3 and 0.5 kg-m, 27 and 44 in-lb).

Torque : 4.0 N·m (0.4 kg-m, 35 in-lb)

## OK or NG

OK >> GO TO 5.

NG >> Tighten to specified torque.



 ${f 5.}$  CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

## **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Check that the bolts for the generator cable are tightened to the specified torque.

#### NOTE:

Make sure that the tightening torque of the bolts is between 3.0 and 50 N·m (0.3 and 0.5 kg-m, 27 and 44 in-lb).

**Torque** : 4.0 N·m (0.4 kg-m, 35 in-lb)

## OK or NG

OK >> GO TO 6.

NG >> Tighten to specified torque.

6.INSPECT HYBRID TRANSAXLE (MG1)

### **CAUTION:**

### Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Disconnect the generator cable and motor cable from the inverter with converter assembly (Refer to HBC-636, "Removal and Installation").
- 3. Check that dirt or foreign objects have not entered the connection, or there is no evidence of contaminations.
- 4. Using a milliohmmeter, measure the resistance according to the value(s) in the table below. (Check MG1 for an interphase short.)

## NOTÉ:

If the MG1 temperature is high, the resistance varies greatly. Therefore, measure the resistance at least 8 hours after the vehicle is stopped.

Terminal	Terminal	Resistance
U	V	59 to 65 mΩ
V	W	56 to 62 mΩ
W	U	56 to 62 mΩ

# Generator Cable Shielded Wire Ground TMCTA0137

#### NOTE:

To correct the variation of the measured resistance due to temperature, use the following formula to calculate the resistance at 20°C.

R20 = Rt / [1 + 0.00393 X (T - 20)]

The calculation is based on the following:

**R20** : Resistance at 20°C (m $\Omega$ ) Rt : Measured resistance (m $\Omega$ )

т : Temperature when the resistance is measured (°C)

**HBC-179** Revision: September 2009 2010 Altima HEV **HBC** 

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5. Using a megohmmeter (500 V range), measure the resistance according to the value(s) in the table below.

## NOTE:

Be sure to set the megohmmeter to 500 V when performing this test. Using a setting higher than 500 V can result in damage to the component being inspected.

Terminal	Ground	Resistance
U	Body ground and shielded wire ground	20 M $\Omega$ or higher
V		
W		

## OK or NG

OK >> GO TO 7.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

7.INSPECT HYBRID TRANSAXLE (MG2)

### **CAUTION:**

### Be sure to wear insulated gloves.

1. Check that the service plug grip is not installed.

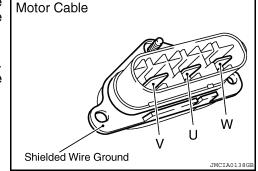
2. Disconnect the generator cable and motor cable from the inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

3. Using a milliohmmeter, measure the resistance according to the value(s) in the table below. (Check MG2 for an interphase short.)

## NOTÉ:

If the MG2 temperature is high, the resistance varies greatly. Therefore, measure the resistance at least 8 hours after the vehicle is stopped.

Terminal	Terminal	Resistance
U	V	69.5 to 76.5 mΩ
V	W	66.5 to 73.5 mΩ
W	U	66.5 to 73.5 m $\Omega$



## NOTE:

To correct the variation of the measured resistance due to temperature, use the following formula to calculate the resistance at 20°C.

R20 = Rt / [1 + 0.00393 X (T - 20)]

The calculation is based on the following:

R20 : Resistance at 20°C (m $\Omega$ ) Rt : Measured resistance (m $\Omega$ )

T : Temperature when the resistance is measured (°C)

 Using a megohmmeter (500 V range), measure the resistance according to the value(s) in the table below.

#### NOTE:

Be sure to set the megohmmeter to 500 V when performing this test. Using a setting higher than 500 V can result in damage to the component being inspected.

Terminal	Ground	Resistance
U	Body ground and shielded wire ground	
V		20 M $\Omega$ or higher
W		

### OK or NG

OK >> Replace inverter with converter assembly (Refer to HBC-636, "Removal and Installation").

## P0A1B-788

## < COMPONENT DIAGNOSIS >

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

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## P0A1D-134, P0A1D-135, P0A1D-570

### < COMPONENT DIAGNOSIS >

# P0A1D-134, P0A1D-135, P0A1D-570

Description INFOID:000000005441058

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU performs diagnostic monitoring to verify proper operation of vehicle systems. One of these monitors the rationality of internal analog (signal) to digital conversions. The hybrid vehicle control ECU monitors the internal A/D (Analog/Digital converter) value. If there is an A/D converter malfunction, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
	134			
P0A1D	135	Hybrid Powertrain Control Module	ECU internal error	Hybrid vehicle control ECU
	570			

# Diagnosis Procedure

INFOID:0000000005441060

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

>> COMPLETED

#### < COMPONENT DIAGNOSIS >

## P0A1D-140

Description INFOID:0000000005441061

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU performs many diagnostic tests to verify proper operation of internal ECU systems. One of these tests checks for errors after a memory read/write diagnostic test. If the hybrid vehicle control ECU detects this malfunction inside the ECU, it will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1D	140	Hybrid Powertrain Control Module	ECU internal error	Hybrid vehicle control ECU

## Diagnosis Procedure

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

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Description INFOID:000000005441064

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU performs many diagnostic tests to verify proper operation of internal ECU systems. One of these tests checks for errors in the ROM (Read Only Memory) circuits of the hybrid vehicle control ECU. If the hybrid vehicle control ECU detects this malfunction inside the ECU, it will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1D	141	Hybrid Powertrain Control Module	ECU internal error	Hybrid vehicle control ECU

# Diagnosis Procedure

INFOID:0000000005441066

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

>> COMPLETED

## P0A1D-144, P0A1D-145

#### < COMPONENT DIAGNOSIS >

## P0A1D-144, P0A1D-145

Description INFOID:0000000005441067

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU performs many diagnostic tests to verify proper operation of internal ECU systems. In one of these diagnostics, the hybrid vehicle control ECU performs a self-test. If the hybrid vehicle control ECU detects an internal problem during this self-test, it will conclude that there is an internal malfunction. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1D	144	Hybrid Powertrain Control Module	ECU internal error	Hybrid vehicle control ECU
FOATD	145	Trybha Fowertiain Control Module	LOO IIILEIIIAI EITOI	Trybrid veriicle control ECO

# Diagnosis Procedure

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

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Description INFOID:000000005441070

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU performs many diagnostic tests to verify proper operation of internal ECU systems. In one of these diagnostics, the hybrid vehicle control ECU performs a self-test. If the hybrid vehicle control ECU detects an internal problem during this self-test, it will conclude that there is an internal malfunction. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1D	148	Hybrid Powertrain Control Module	ECU internal error	Hybrid vehicle control ECU

# Diagnosis Procedure

INFOID:0000000005441072

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

>> COMPLETED

## P0A1D-162, P0A1D-821, P0A1D-822, P0A1D-823

### < COMPONENT DIAGNOSIS >

# P0A1D-162, P0A1D-821, P0A1D-822, P0A1D-823

Description INFOID:0000000005441073

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU performs diagnostic monitoring to verify proper operation of internal ECU systems. For this diagnostics monitor, the hybrid vehicle control ECU checks the communication bus off count and the message register of the CAN (Controller Area Network) controller. If the hybrid vehicle control ECU detects an error in the communication bus off count or message register, it will conclude that there is a malfunction in the hybrid vehicle control ECU. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
	162			
P0A1D	821	Hybrid Powertrain Control Module	ECU internal error	Hybrid vehicle control ECU
FUATE	822	Trybha Fowertiain Control Module	LOO Internal error	Tryblid verilide control ECO
	823			

# Diagnosis Procedure

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

>> COMPLETED

Revision: September 2009 HBC-187 2010 Altima HEV

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INFOID:0000000005441075

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Description INFOID:000000005441076

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic INFOID:000000005441077

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU performs many diagnostic tests to verify proper operation of internal ECU systems. In one of these diagnostics, the hybrid vehicle control ECU performs a self-test. If the hybrid vehicle control ECU detects an internal problem during this self-test, it will conclude that there is an internal malfunction. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1D	179	Hybrid Powertrain Control Module	ECU internal error	Hybrid vehicle control ECU

# Diagnosis Procedure

INFOID:0000000005441078

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

>> COMPLETED

Description INFOID:000000005441079

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU performs diagnostic monitoring to verify proper operation of internal and external ECU systems. In one of these diagnostics, the hybrid vehicle control ECU monitors the important RAM range of the hybrid vehicle control ECU. If the hybrid vehicle control ECU detects an error in the important RAM circuits, it will conclude that there is an internal malfunction in the hybrid vehicle control ECU. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1D	187	Hybrid Powertrain Control Module	ECU internal error	Hybrid vehicle control ECU

# Diagnosis Procedure

1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

>> COMPLETED

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Description INFOID:000000005441085

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU performs many diagnostic tests to verify proper operation of internal ECU systems. In one of these diagnostics, the hybrid vehicle control ECU performs a self-test. If the hybrid vehicle control ECU detects an internal problem during this self-test, it will conclude that there is an internal malfunction. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1D	393	Hybrid Powertrain Control Module	ECU internal error	Hybrid vehicle control ECU

# Diagnosis Procedure

INFOID:0000000005441087

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

>> COMPLETED

## P0A1D-721, P0A1D-722, P0A1D-723, P0A1D-765, P0A1D-787

### < COMPONENT DIAGNOSIS >

# P0A1D-721, P0A1D-722, P0A1D-723, P0A1D-765, P0A1D-787

Description INFOID:000000005441088

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU performs many diagnostic tests to verify proper operation of internal ECU systems. In one of these diagnostics, the hybrid vehicle control ECU performs a self-test. If the hybrid vehicle control ECU detects an internal problem during this self-test, it will conclude that there is an internal malfunction. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1D	721			
P0A1D	722			
P0A1D	723	Hybrid Powertrain Control  Module	ECU internal error	Hybrid vehicle control ECU
P0A1D	765			
P0A1D	787			

## Diagnosis Procedure

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

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## P0A1D-924, P0A1D-925

#### < COMPONENT DIAGNOSIS >

# P0A1D-924, P0A1D-925

Description INFOID:000000005441091

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU performs diagnostic monitoring to verify proper operation of internal ECUsystems. In this diagnostic monitor, the hybrid vehicle control ECU checks the communication bus off count and the message register of the CAN (Controller Area Network) controller. If the hybrid vehicle control ECU detects an error in the communication bus off count or message register, it will conclude that there is a malfunction in the hybrid vehicle control ECU. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1D	924	Hybrid Powertrain Control Module	ECU internal error is detected. (Resister value stuck-CAN BUS 1)	Hybrid vehicle control ECU
P0A1D	925	Hybrid Powertrain Control Module	ECU internal error is detected. (Resister value stuck-CAN BUS 2)	Hybrid vehicle control ECU

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON and wait at least 5 seconds.
- 2. Check DTC.

#### Is DTC detected?

YES >> Go to HBC-192, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000005441093

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641. "Removal and Installation".

>> INSPECTION END

#### < COMPONENT DIAGNOSIS >

## P0A1F-129

Description INFOID:000000005441094

The battery smart unit (battery energy control module) sends HV battery voltage information to the hybrid vehicle control ECU via serial communication.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU calculates the differences among the received HV battery voltage, boost converter voltage, and inverter voltage. If any of the differences exceed prescribed values, the hybrid vehicle control ECU determines that there is a malfunction in a battery smart unit circuit. When the hybrid vehicle control ECU detects a malfunction, it will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1F	129	Battery Energy Control Module	HV battery voltage circuit mal- function	Battery smart unit

# Diagnosis Procedure

INFOID:0000000005441096

## 1. PERFORM COMPONENT FUNCTION CHECK

- Turn ignition switch ON (READY).
- 2. Shift the selector lever to N position.
- 3. Select "PWR RESOURCE" VB" (HV battery voltage), "VL" (Boost converter voltage), "VH" (Inverter voltage) in DATA MONITOR mode with CONSULT-III.
- 4. Check their indication and calculate the difference and confirm they are within the specified range.

#### NOTE:

- When the system is normal, the PWR RESOURCE VB, VL and VH values should be almost equal because voltage boosting will not occur when the shift lever is in N position.
- If the difference between voltage exceeds the specified below, there is a malfunction in the battery smart unit.
- This check should also be performed after the battery smart unit is replaced.

Inspection voltage	Maximum voltage difference
Difference between PWR RESOURCE VB and VL	50 V
Difference between PWR RESOURCE VB and VH	70 V
Difference between VL and VH	90 V

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

## 2.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 3.

# 3. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- Check DTC.

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DTC No.	Relevant Diagnosis
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P0A60 (all INF codes)	Drive motor "A" Phase V current
P0A63 (all INF codes)	Drive motor "A" Phase W current
DOAZO ( UINE )	O
P0A72 (all INF codes)	Generator Phase V current
DOAZE ( UINE )	O DI W
P0A75 (all INF codes)	Generator Phase W current

### Is DTC detected?

YES

>> Go to Diagnosis Procedure relevant to output DTC.
>> Replace battery smart unit (Refer to <a href="https://HBB-123">HBB-123</a>, "Removal and Installation"). NO

### < COMPONENT DIAGNOSIS >

## P0A1F-150, P0A1F-157

Description INFOID:000000005441097

The battery smart unit (battery energy control module) sends HV battery voltage information to the hybrid vehicle control ECU via serial communication.

DTC Logic INFOID:0000000005441098

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU calculates the differences among the received HV battery voltage, boost converter voltage, and inverter voltage. If any of the differences exceed prescribed values, the hybrid vehicle control ECU determines that there is a malfunction in a battery smart unit circuit. When the hybrid vehicle control ECU detects a malfunction, it will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A1F	150	Battery Energy Control Module	Power source voltage of the battery smart unit is insufficient during precharge.	Battery smart unit     Wire harness or connector     Auxiliary battery     Fuse (N0. 68)     IGCT relay
TOATI	157		Power source voltage of the battery smart unit is insufficient during discharge.	<ul> <li>Battery smart unit</li> <li>Wire harness or connector</li> <li>Auxiliary battery</li> <li>Fuse (No. 68)</li> <li>IGCT relay</li> </ul>

# Diagnosis Procedure

## 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.
- After completing repairs, restart the system [turn ignition switch ON (READY)] and recheck DTCs (Refer to HBC-80, "Diagnosis Description").

>> GO TO 2.

# 2.CHECK AUXILIARY BATTERY

Measure the voltage between the terminals of the auxiliary battery.

#### 11 to 14 V [Battery electrolyte temperature: 20°C (68°F)]

#### OK or NG

OK >> GO TO 3.

NG >> Charge or replace auxiliary battery.

3.CHECK HARNESS AND CONNECTOR (IGCT VOLTAGE)

#### **CAUTION:**

### Be sure to wear insulated gloves.

- Turn ignition switch OFF and remove the service plug grip (Refer to HBC-630, "Precautions for Inspecting the Hybrid Control System").
- Remove the luggage compartment trim cover front (Refer to INT-30, "Removal and Installation").
- Disconnect the frame wire (Refer to HBC-645, "Removal and Installation").

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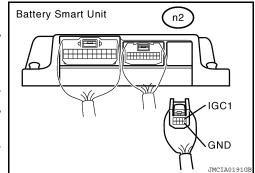
Remove the battery bracket sub-assembly (Refer to HBB-119, "Removal and Installation").

## P0A1F-150, P0A1F-157

#### < COMPONENT DIAGNOSIS >

- 5. Connect the auxiliary battery positive terminal cable of the frame wire.
- 6. Disconnect the n2 battery smart unit connector.
- 7. Turn ignition switch ON.
- 8. Measure the voltage according to the value(s) in the table below.

Battery s	smart unit	Battery smart unit		
Harness connector	Terminal	Harness connector	Terminal	Voltage
n2	1 (IGC1)	n2	5 (GND)	8.6 V or more



#### OK or NG

OK >> Replace battery smart unit (Refer to <u>HBB-123</u>, <u>"Removal and Installation"</u>).

NG >> GO TO 4.

4. CHECK FUSE (NO. 68)

- 1. Remove the 10 A fuse (No. 68) from the high voltage fuse and fusible link box.
- 2. Measure the resistance of the fuse.

#### Resistance : Below 1 $\Omega$

### OK or NG

OK >> GO TO 5. NG >> Replace fuse.

**5.**CHECK HARNESS AND CONNECTOR (BATTERY SMART UNIT - HIGH VOLTAGE FUSE AND FUSIBLE LINK BOX)

#### **CAUTION:**

#### Be sure to wear insulated gloves.

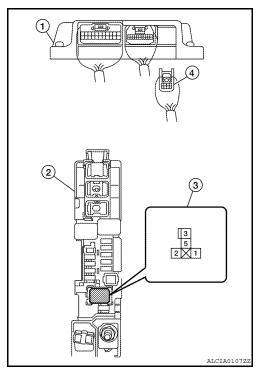
- 1. Install the 10 A fuse to the high voltage fuse and fusible link box.
- 2. Remove the IGCT relay (3) from the high voltage fuse and fusible link box (2).
- 3. Disconnect connector n2 (4) from the battery smart unit (1).
- Measure the resistance according to the value(s) in the table below.

Battery smart unit		high voltage fuse and fusible link box		Resistance
Harness connector	Terminal	Harness connector	Terminal	ricolotarioc
n2	1 (IGC1)	V-1	5 (IGCT relay)	Below 1 Ω

### OK or NG

OK >> Check and repair power source circuit.

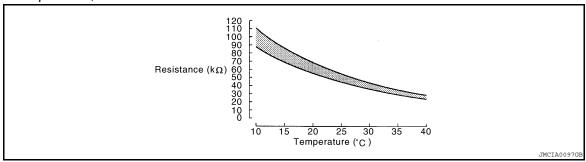
NG >> Repair or replace harness or connector.



## P0A2B-248, P0A2B-250

Description INFOID:0000000005441100

The resistance of the thermistor built into the motor temperature sensor changes in accordance with changes in MG2 temperature. The lower the MG2 temperature, the more the thermistor resistance. Conversely, the more the temperature, the lower the resistance.



DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A2B	248	Drive Motor "A" Temperature Sensor Circuit Range/Perfor-	Motor temperature sensor mal- function	Hybrid transaxle (Motor temperature
I UNZD	250	mance	Motor temperature sensor per- formance problem	sensor)

## Diagnosis Procedure

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.check connector connection condition (motor temperature sensor connector)

Check the connection of the motor temperature sensor connector.

- The connectors are connected securely and there are no contact problems.
- Dirt or foreign objects have not entered the connection, or there is no evidence of contamination.

#### OK or NG

OK >> GO TO 3.

>> Connect securely.

# 3. REPLACE HYBRID TRANSAXLE

Refer to TM-35, "Removal and Installation".

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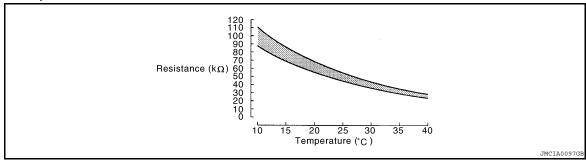
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Description INFOID:000000005441103

The resistance of the thermistor built into the motor temperature sensor changes in accordance with changes in MG2 temperature. The lower the MG2 temperature, the more the thermistor resistance. Conversely, the more the temperature, the lower the resistance.



DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A2C	247	Drive Motor "A" Temperature Sensor Circuit Low	GND short in motor temperature sensor circuit	Wire harness or connector     Hybrid vehicle control ECU     Hybrid transaxle (Motor temperature sensor)
P0A2D	249	Drive Motor "A" Temperature Sensor Circuit High	Open or +B short in motor tem- perature sensor circuit	Wire harness or connector     Hybrid vehicle control ECU     Hybrid transaxle (Motor temperature sensor)

# Diagnosis Procedure

INFOID:0000000005441105

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 3.

NG >> Connect securely.

# 3.check connector connection condition (motor temperature sensor connector)

Check the connections of the motor temperature sensor connectors.

- The connectors are connected securely and there are no contact problems.
- Dirt or foreign objects have not entered the connection, or there is no evidence of contamination.

#### < COMPONENT DIAGNOSIS >

#### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

# $4.\mathtt{READ}$ VALUE OF DATA MONITOR (MOTOR1 TEMP)

- 1. Turn ignition switch ON.
- 2. Select "MG1 MOTOR TEMP" in DATA MONITOR mode with CONSULT-III.
- 3. Read the indication.

A	В	С
-50°C (-58°F)	205°C (401°F) or more	Same as actual temperature

#### A or B or C

- A >> GO TO 5.
- B >> GO TO 7.
- C >> Check for intermittent incident (Refer to GI-42, "Intermittent Incident").

# 5.READ VALUE OF DATA MONITOR (MG1 MOTOR TEMP)

- 1. Disconnect the motor temperature sensor harness connector F60.
- 2. Connect terminals 7 and 9 of the motor temperature sensor vehicle side connector.
- Turn ignition switch ON.
- Select "MG1 MOTOR TEMP" in DATA MONITOR mode with CONSULT-III.
- Read the indication.

#### Displayed temperature : 205°C (401°F) or more

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> GO TO 6.

# 6.CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - MOTOR TEMPERATURE SENSOR)

- Disconnect the hybrid vehicle control ECU harness connector E65.
- 2. Turn ignition switch ON.
- 3. Measure the voltage according to the value(s) in the table below.

Hybrid vehicl	e control ECU		Voltage	
Harness connector	Terminal	Ground		
E65	16 (MMT)	Ground	Below 1 V	
203	15 (MMTG)	Ground	Delow I v	

#### NOTE:

Turn ignition switch ON with the hybrid vehicle control ECU connectors disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- 4. Turn ignition switch OFF.
- 5. Disconnect the motor temperature sensor harness connector F69.
- 6. Measure the resistance according to the value(s) in the table below.

#### Check for open

Hybrid vehicl	e control ECU	Motor temperature sensor		
Harness connector	Terminal	Harness connector Terminal		Resistance
E65	16 (MMT)		7 (MMT)	Below 1 Ω
E03	15 (MMTG)	F69 5 (MMTG)		Delow 1 72

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Hybrid vehicl	Hybrid vehicle control ECU		
Harness connector	Terminal	Ground	Resistance
E65	16 (MMT)	Ground	10 kΩ or higher
E03	15 (MMTG)	Ground	10 ksz or nigner

Motor temperature sensor			
Harness connector	Terminal	Ground	Resistance
F69	7 (MMT)	Ground	10 kΩ or higher
1.09	9 (MMTG)	Ground	10 KS2 of Higher

### OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NG >> Repair or replace harness or connectors.

# $7.\mathtt{read}$ value of data monitor (mg1 motor temp)

- 1. Disconnect the motor temperature sensor harness connector F69.
- 2. Turn ignition switch ON.
- 3. Select "MG1 MOTOR TEMP" in DATA MONITOR mode with CONSULT-III.
- 4. Read the indication.

## Displayed temperature : -50°C (-58°F)

### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35. "Removal and Installation").

NG >> GO TO 8.

# 8. CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - MOTOR TEMPERATURE SENSOR)

- 1. Disconnect the hybrid vehicle control ECU harness connector E65.
- 2. Disconnect the motor temperature sensor connector F69.
- Measure the resistance according to the value(s) in the table below.

#### Check for open

Hybrid vehicle control ECU		Motor temperature sensor		
Harness connector	Terminal	Harness connector	Terminal	Resistance
E65	16 (MMT)	F69	7 (MMT)	Below 1 Ω
203	15 (MMTG)	109	9 (MMTG)	Delow 1 22

#### Check for short

_	Hybrid vehicl	e control ECU		
	Harness Terminal		Ground	Resistance
E65		16 (MMT)	Ground	10 kΩ or higher
⊏03	15 (MMTG)	Ground		

Motor temperature sensor			
Harness connector	Terminal	Ground	Resistance
F69	7 (MMT) 9 (MMTG)	Ground	10 kΩ or higher

#### OK or NG

# < COMPONENT DIAGNOSIS >

OK >> Replace hybrid vehicle control ECU (Refer to <u>HBC-641, "Removal and Installation"</u>).

NG >> Repair or replace harness or connector.

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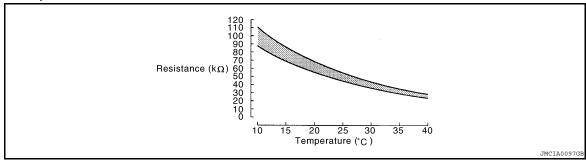
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## P0A37-258, P0A37-260

Description INFOID:000000005441106

The resistance of the thermistor built into the motor temperature sensor changes in accordance with changes in MG2 temperature. The lower the MG2 temperature, the more the thermistor resistance. Conversely, the more the temperature, the lower the resistance.



DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A37	258	Generator Temperature Sensor	Generator temperature sensor malfunction	Hybrid transaxle (Generator temper-
1 0A37	260	Circuit Range/Performance	Generator temperature sensor performance problem	ature sensor)

## Diagnosis Procedure

INFOID:0000000005441108

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR TEMPERATURE SENSOR CONNECTOR)

Check the connection of the generator temperature sensor connector.

- The connectors are connected securely and there are no contact problems.
- Dirt or foreign objects have not entered the connection, or there is no evidence of contamination.

#### OK or NG

OK >> GO TO 3.

>> Connect securely.

# 3. REPLACE HYBRID TRANSAXLE

Refer to TM-35, "Removal and Installation".

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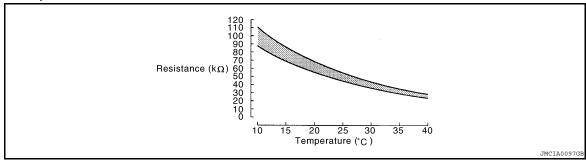
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# P0A38-257, P0A39-259

Description INFOID:000000005441109

The resistance of the thermistor built into the motor temperature sensor changes in accordance with changes in MG2 temperature. The lower the MG2 temperature, the more the thermistor resistance. Conversely, the more the temperature, the lower the resistance.



DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A38	257	Generator Temperature Sensor Circuit Low	GND short in generator temperature sensor circuit	Wire harness or connector     Hybrid vehicle control ECU     Hybrid transaxle (Generator temperature sensor)
P0A39	259	Generator Temperature Sensor Circuit High	Open or +B short in generator tem- perature sensor circuit	Wire harness or connector     Hybrid vehicle control ECU     Hybrid transaxle (Generator temperature sensor)

# Diagnosis Procedure

INFOID:0000000005441111

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 3.

NG >> Connect securely.

# $\bf 3.$ CHECK CONNECTOR CONNECTION CONDITION (GENERATOR TEMPERATURE SENSOR CONNECTOR)

Check the connections of the generator temperature sensor connector.

### P0A38-257, P0A39-259

#### < COMPONENT DIAGNOSIS >

- The connectors are connected securely and there are no contact problems.
- Dirt or foreign objects have not entered the connection, or there is no evidence of contamination.

#### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

# 4.READ VALUE OF DATA MONITOR (MG2 MOTOR TEMP)

- Turn ignition switch ON.
- Select "MG2 MOTOR TEMP" in DATA MONITOR mode with CONSULT-III. 2.
- Read the indication. 3.

A	В	С
50°C (-58°F)	205°C (401°F) or more	Same as actual temperature

#### A or B or C

- >> GO TO 5. Α
- В >> GO TO 7.
- C >> Check for intermittent incident (Refer to GI-42, "Intermittent Incident").

## **5.**READ VALUE OF DATA MONITOR (MG2 MOTOR TEMP)

- Disconnect the generator temperature sensor harness connector F78.
- Connect terminals 4 and 9 of the generator temperature sensor vehicle side connector.
- Turn ignition switch ON.
- Select "MG2 MOTOR TEMP" in DATA MONITOR mode with CONSULT-III.
- Read the indication.

#### Displayed temperature : 205°C (401°F) or more

### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> GO TO 6.

# $oldsymbol{6}$ .CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - GENERATOR TEMPERA-TURE SENSOR)

- Disconnect the hybrid vehicle control ECU harness connector E65.
- 2. Turn ignition switch ON.
- Measure the voltage according to the value(s) in the table below.

Hybrid vehicl	e control ECU	Ground	Voltage
Harness connector	Terminal		
E65	14 (GMT)	Ground	Below 1 V
L03	13 (GMTG)	Ground	Delow I v

Turn ignition switch ON with the hybrid vehicle control ECU connectors disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- Turn ignition switch OFF.
- Disconnect the generator temperature sensor harness connector F78.
- Measure the resistance according to the value(s) in the table below.

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#### < COMPONENT DIAGNOSIS >

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Hybrid vehicl	e control ECU	Generator temperature senso		
Harness connector	Terminal	Harness connector	Terminal	Resistance
E65	14 (GMT)	F78	4 (GMT)	Below 1 Ω
205	13 (GMTG)	176	9 (GMTG)	Delow 172

#### Check for short

Hybrid vehicle control ECU			
Harness connector	Terminal	Ground	Resistance
E65	14 (GMT)	Ground	10 kΩ or higher
L03	13 (GMTG)	Ground	10 K22 of Higher

Generator temperature sensor			
Harness connector	Terminal	Ground	Resistance
F78	4 (GMT)	Ground	10 kΩ or higher
170	9 (GMTG)	Ground	

### OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NG >> Repair or replace harness or connector.

# 7. READ VALUE OF DATA MONITOR (MG2 MOTOR TEMP)

- 1. Disconnect the generator temperature sensor harness connector F78.
- 2. Turn ignition switch ON.
- 3. Select "MG2 MOTOR TEMP" in DATA MONITOR mode with CONSULT-III.
- 4. Read the indication.

#### Displayed temperature : -50°C (-58°F)

### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> GO TO 8.

# $8.\mathsf{CHECK}$ HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - GENERATOR TEMPERATURE SENSOR)

- 1. Disconnect the hybrid vehicle control ECU harness connector E65.
- 2. Disconnect the generator temperature sensor harness connector F78.
- 3. Measure the resistance according to the value(s) in the table below.

## Check for open

Hybrid vehicle control ECU		Generator temperature sensor			
	Harness connector	Terminal	Harness connector	Terminal	Resistance
	E65	14 (GMT)	F78	4 (GMT)	Below 1 Ω
	L03	13 (GMTG)	176	9 (GMTG)	Delow 1 22

#### Check for short

Hybrid vehicl	e control ECU	Ground	Resistance
Harness connector	Terminal		
E65	14 (GMT)	- Ground 10 kΩ or higher	10 kO or higher
	13 (GMTG)		10 ks2 or nigher

# P0A38-257, P0A39-259

## < COMPONENT DIAGNOSIS >

Generator tem	perature sensor		Resistance
Harness connector	Terminal	Ground	
F78	4 (GMT)	Ground 10 kΩ o	10 kΩ or higher
F/0	9 (GMTG)		10 KS2 OF HIGHER

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## OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to <u>HBC-641, "Removal and Installation"</u>).

NG >> Repair or replace harness or connector.

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# P0A3F-243, P0A40-500, P0A41-245

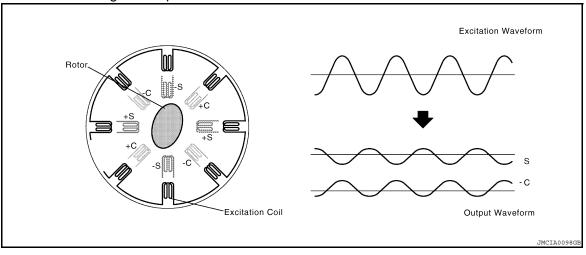
Description INFOID:000000005441112

A resolver is a sensor that detects the position of the magnetic poles, which are indispensable for ensuring highly efficient control of MG2 and MG1.

The resolver stator contains an excitation coil and 2 detection coils. The gap between the stator and rotor changes as the rotor turns because the rotor is oval shaped. An alternating current with a predetermined frequency flows through the excitation coil, and detection coils S and C output alternating currents in accordance with the sensor rotor position.

The MG ECU detects the absolute position of the rotor according to the phases of detection coils S and C and the height of their waveforms. Furthermore, the CPU calculates the amount of change in the position within a predetermined length of time, in order to use the resolver as a speed sensor.

The MG ECU monitors signals output from the motor resolver and detects malfunctions.



DTC Logic

#### DTC DETECTION LOGIC

The MG ECU monitors the motor resolver output signal. If the MG ECU detects output signals that are out of the normal range or specification, it will conclude that there is a malfunction in the motor resolver. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A3F	243	Drive Motor "A" Position Sensor Circuit	Interphase short in motor resolver circuit	Wire harness or connector     Hybrid transaxle (Motor resolver)     Inverter with converter assembly
P0A40	500	Drive Motor "A" Position Sensor Circuit Range/Performance	Motor resolver output is out of nor- mal range	Wire harness or connector     Hybrid transaxle (Motor resolver)     Inverter with converter assembly
P0A41	245	Drive Motor "A" Position Sensor Circuit Low	Open or short in motor resolver circuit	Wire harness or connector     Hybrid transaxle (Motor resolver)     Inverter with converter assembly

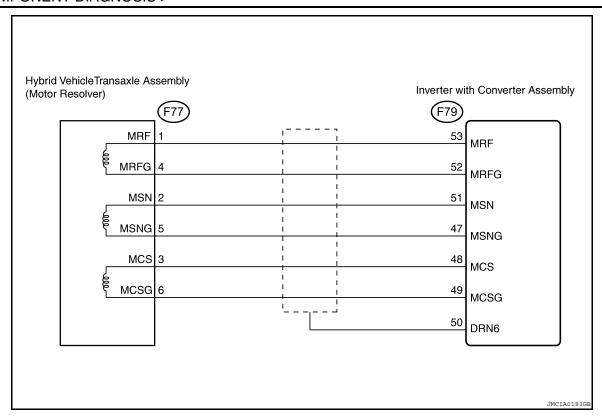
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# Diagnosis Procedure

## 1.PRECONDITIONING

 Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.

 After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals. (Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.)

- Check for output DTCs again after the repair has been completed. If P0A78-286 or P0A7A-324 is output, replace the inverter with converter assembly.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.
- If the problem symptom cannot be reproduced, performing a road test on a road on which the vehicle tends to vibrate will make it easier to reproduce the symptom.
- If INF code 243 is output, there may be an interphase short in the motor resolver circuit due to an intrusion of water into the resolver. Therefore, if the problem symptom cannot be reproduced, replace the hybrid transaxle last.

>> GO TO 2.

# 2. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 3.

NG >> Connect securely.

 ${f 3.}$  CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-171, "Diagnosis Procedure".

Revision: September 2009 HBC-209 2010 Altima HEV

## P0A3F-243, P0A40-500, P0A41-245

#### < COMPONENT DIAGNOSIS >

#### OK or NG

OK >> GO TO 4.

NG >> Repair or replace harness or connector.

## 4. CHECK MOTOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 5.

NG >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation")</u>

5. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 6.

NG >> Connect securely.

**6.**CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

# P0A4B-253, P0A4C-513, P0A4D-255

Description INFOID:000000005441115

A resolver is a sensor that detects the position of the magnetic poles, which are indispensable for ensuring highly efficient control of MG2 and MG1.

The generator resolver structure and method of connection with the inverter with converter assembly are the same as those of the motor resolver.

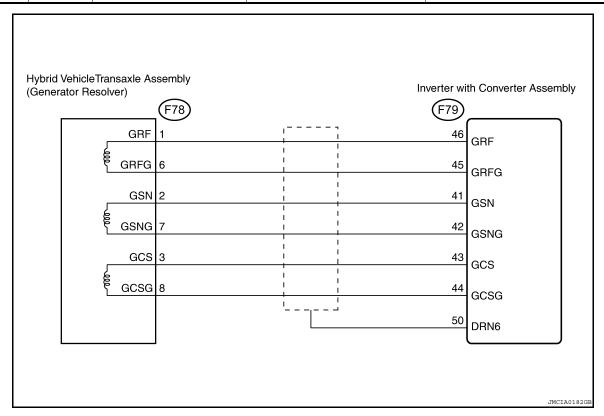
The inverter with converter assembly monitors output signals from the generator resolver and detects malfunctions.

DTC Logic

#### DTC DETECTION LOGIC

The MG ECU monitors the generator resolver output signal. If the MG ECU detects output signals that are out of the normal range or specification, it will conclude that there is a malfunction of the generator resolver. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A4B	253	Generator Position Sensor Circuit	Interphase short in the generator resolver circuit	Wire harness or connector     Hybrid transaxle (Generator resolver)     Inverter with converter assembly
P0A4C	513	Generator Position Sensor Circuit Range/Performance	Generator resolver output is out of the normal range	Wire harness or connector     Hybrid transaxle (Generator resolver)     Inverter with converter assembly
P0A4D	255	Generator Position Sensor Circuit Low	Open or short in the generator resolver circuit	Wire harness or connector     Hybrid transaxle (Generator resolver)     Inverter with converter assembly



# Diagnosis Procedure

## 1.PRECONDITIONING

Revision: September 2009 HBC-211 2010 Altima HEV

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## P0A4B-253, P0A4C-513, P0A4D-255

#### < COMPONENT DIAGNOSIS >

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals (Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly).
- Check for output DTCs again after the repair has been completed. If P0A78-286 or P0A7A-324 is output, replace the inverter with converter assembly.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.
- If the problem symptom cannot be reproduced, performing a road test on a road on which the vehicle tends to vibrate will make it easier to reproduce the symptom.
- If INF code 253 is output, there may be an interphase short in the generator resolver circuit due to an intrusion of water into the resolver. Therefore, if the problem symptom cannot be reproduced, replace the hybrid transaxle last.

>> GO TO 2.

# 2. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 3.

NG >> Connect securely.

 $\bf 3.$  Check harness and connector (inverter with converter assembly - generator resolver)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 4.

NG >> Repair or replace harness or connector.

## 4. CHECK GENERATOR RESOLVER

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> GO TO 5.

# 5. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR RESOLVER CONNECTOR)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 6.

NG >> Connect securely.

 $oldsymbol{6}$  .CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

#### P0A51-174

Description INFOID:000000005441118

The inverter with converter assembly (MG ECU) monitors its internal operation and detects malfunctions.

DTC Logic INFOID:000000005441119

#### DTC DETECTION LOGIC

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A51	174	Drive Motor "A" Current Sensor Circuit	Inverter with converter assembly (MG ECU) internal error	Wire harness or connector     Inverter with converter assembly

## Diagnosis Procedure

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.check dtc output (hybrid system)

- Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis	
P0A60 (all INF codes)	Drive Motor "A" Phase V Current	
P0A63 (all INF codes)	Drive Motor "A"" Phase W Current	
P0A78-113, 287, 505, 506	Drive Motor "A" Inverter Performance	

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3.check connector connection condition (inverter with converter assembly)

Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 4.

NG >> Connect securely.

## $oldsymbol{4}.$ CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - BODY GROUND)

#### **CAUTION:**

#### Be sure to wear insulated gloves.

Turn ignition switch OFF and remove the service plug grip (Refer to HBC-630, "Precautions for Inspecting the Hybrid Control System").

#### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this many cause a malfunction.

- Disconnect the inverter with converter assembly harness connector E69.
- Measure the resistance according to the value(s) in the table below.

**HBC-213** 2010 Altima HEV Revision: September 2009

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Inverter with converter assembly			
Harness connector	Terminal	Ground	Resistance
E69	3 (GND1)	Ground	Below 1 Ω
E09	4 (GND2)	Giound	Delow 1 75

## OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u>).

NG >> Repair or replace harness or connector.

## P0A60-288, P0A60-290, P0A60-294, P0A60-501

#### < COMPONENT DIAGNOSIS >

## P0A60-288, P0A60-290, P0A60-294, P0A60-501

Description INFOID:0000000005441121

The inverter with converter assembly (MG ECU) monitors the inverter current sensor. The MG ECU detects malfunctions in the sensor system and does not detect malfunctions in the high-voltage system.

**DTC Logic** INFOID:0000000005441122

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU monitors the motor inverter current sensor. If the hybrid vehicle control ECU detects a fault, it will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A60	288	Drive Motor "A" Phase V Current	Malfunction in motor inverter current sensor (phase V sub sensor)	Inverter with converter assembly     Service plug grip
P0A60	290	Drive Motor "A" Phase V Current	Malfunction in motor inverter current sensor (phase V main sensor)	<ul><li>Inverter with converter assembly</li><li>Service plug grip</li></ul>
P0A60	294	Drive Motor "A" Phase V Current	Malfunction in motor inverter current sensor (Performance problem or open phase V)	Inverter with converter assembly     Service plug grip
P0A60	501	Drive Motor "A" Phase V Current	Malfunction in motor inverter current sensor (phase V main and sub sensors offset)	Inverter with converter assembly     Service plug grip
P0A63	296	Drive Motor "A" Phase W Current	Malfunction in motor inverter current sensor (phase W sub sensor)	<ul><li>Inverter with converter assembly</li><li>Service plug grip</li></ul>
P0A63	298	Drive Motor "A" Phase W Current	Malfunction in motor inverter current sensor (phase W main sensor)	Inverter with converter assembly     Service plug grip
P0A63	302	Drive Motor "A" Phase W Current	Malfunction in motor inverter current sensor (Performance problem or open phase W)	Inverter with converter assembly     Service plug grip
P0A63	502	Drive Motor "A" Phase W Current	Malfunction in motor inverter current sensor (phase W main and sub sensors offset)	Inverter with converter assembly     Service plug grip

# Diagnosis Procedure

# 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CON-NECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 3. NG >> GO TO 4.

# 3.replace inverter with converter assembly

**HBC-215** 2010 Altima HEV Revision: September 2009

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## P0A60-288, P0A60-290, P0A60-294, P0A60-501

### < COMPONENT DIAGNOSIS >

If any DTCs indicating malfunctions in the current sensor circuit are output, overcurrent to the electric vehicle fuse is suspected. In this case, replace the electric vehicle fuse installed on the service plug grip.

>> Replace service plug grip.

## 4. CONNECT SECURELY

If any DTCs indicating malfunctions in the current sensor circuit are output, overcurrent to the electric vehicle fuse is suspected. In this case, replace the electric vehicle fuse installed on the service plug grip.

>> Replace service plug grip.

# P0A63-296, P0A63-298, P0A63-302, P0A63-502

#### < COMPONENT DIAGNOSIS >

# P0A63-296, P0A63-298, P0A63-302, P0A63-502

Description INFOID:0000000005441124

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INFOID:0000000005441126

The inverter with converter assembly (MG ECU) monitors the inverter current sensor. The MG ECU detects malfunctions in the sensor system and does not detect malfunctions in the high-voltage system.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU monitors the motor inverter current sensor. If the hybrid vehicle control ECU detects a fault, it will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A60	288	Drive Motor "A" Phase V Current	Malfunction in motor inverter current sensor (phase V sub sensor)	Inverter with converter assembly     Service plug grip
P0A60	290	Drive Motor "A" Phase V Current	Malfunction in motor inverter current sensor (phase V main sensor)	<ul><li>Inverter with converter assembly</li><li>Service plug grip</li></ul>
P0A60	294	Drive Motor "A" Phase V Current	Malfunction in motor inverter current sensor (Performance problem or open phase V)	Inverter with converter assembly     Service plug grip
P0A60	501	Drive Motor "A" Phase V Current	Malfunction in motor inverter current sensor (phase V main and sub sensors offset)	Inverter with converter assembly     Service plug grip
P0A63	296	Drive Motor "A" Phase W Current	Malfunction in motor inverter current sensor (phase W sub sensor)	Inverter with converter assembly     Service plug grip
P0A63	298	Drive Motor "A" Phase W Current	Malfunction in motor inverter current sensor (phase W main sensor)	Inverter with converter assembly     Service plug grip
P0A63	302	Drive Motor "A" Phase W Current	Malfunction in motor inverter current sensor (Performance problem or open phase W)	Inverter with converter assembly     Service plug grip
P0A63	502	Drive Motor "A" Phase W Current	Malfunction in motor inverter current sensor (phase W main and sub sensors offset)	Inverter with converter assembly     Service plug grip

# Diagnosis Procedure

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 3. NG >> GO TO 4.

# 3. REPLACE INVERTER WITH CONVERTER ASSEMBLY

Revision: September 2009 HBC-217 2010 Altima HEV

# P0A63-296, P0A63-298, P0A63-302, P0A63-502

#### < COMPONENT DIAGNOSIS >

If any DTCs indicating malfunctions in the current sensor circuit are output, overcurrent to the electric vehicle fuse is suspected. In this case, replace the electric vehicle fuse installed on the service plug grip.

>> Replace service plug grip.

# 4. CONNECT SECURELY

If any DTCs indicating malfunctions in the current sensor circuit are output, overcurrent to the electric vehicle fuse is suspected. In this case, replace the electric vehicle fuse installed on the service plug grip.

>> Replace service plug grip.

# P0A72-326, P0A72-328, P0A72-333, P0A72-515

#### < COMPONENT DIAGNOSIS >

# P0A72-326, P0A72-328, P0A72-333, P0A72-515

Description INFOID:0000000005441127

The inverter with converter assembly (MG ECU) monitors the inverter current sensor. The MG ECU detects malfunctions in the sensor system and does not detect malfunctions in the high-voltage system.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU monitors the generator inverter current sensor. If the hybrid vehicle control ECU detects a fault, it will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A72	326	Generator Phase V Current	Malfunction in generator inverter current sensor (phase V sub sensor)	Inverter with converter assembly     Service plug grip
P0A72	328	Generator Phase V Current	Malfunction in generator inverter current sensor (phase V main sensor)	Inverter with converter assembly     Service plug grip
P0A72	333	Generator Phase V Current	Malfunction in generator inverter current sensor (Performance problem or open phase V)	Inverter with converter assembly     Service plug grip
P0A72	515	Generator Phase V Current	Malfunction in generator inverter current sensor (phase V main and sub sensors offset)	Inverter with converter assembly     Service plug grip
P0A75	334	Generator Phase W Current	Malfunction in generator inverter current sensor (phase W sub sensor)	Inverter with converter assembly     Service plug grip
P0A75	336	Generator Phase W Current	Malfunction in generator inverter current sensor (phase W main sensor)	Inverter with converter assembly     Service plug grip
P0A75	341	Generator Phase W Current	Malfunction in generator inverter current sensor (Performance problem or open phase W)	Inverter with converter assembly     Service plug grip
P0A75	516	Generator Phase W Current	Malfunction in generator inverter current sensor (phase W main and sub sensors offset)	Inverter with converter assembly     Service plug grip

# Diagnosis Procedure

1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

OK or NG

OK >> GO TO 3. NG >> GO TO 4.

3. REPLACE INVERTER WITH CONVERTER ASSEMBLY

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# P0A72-326, P0A72-328, P0A72-333, P0A72-515

#### < COMPONENT DIAGNOSIS >

If any DTCs indicating malfunctions in the current sensor circuit are output, overcurrent to the electric vehicle fuse is suspected. In this case, replace the electric vehicle fuse installed on the service plug grip.

>> Replace service plug grip.

## 4. CONNECT SECURELY

If any DTCs indicating malfunctions in the current sensor circuit are output, overcurrent to the electric vehicle fuse is suspected. In this case, replace the electric vehicle fuse installed on the service plug grip.

>> Replace service plug grip.

# P0A75-334, P0A75-336, P0A75-341, P0A75-516

#### < COMPONENT DIAGNOSIS >

# P0A75-334, P0A75-336, P0A75-341, P0A75-516

Description INFOID:0000000005441130

The inverter with converter assembly (MG ECU) monitors the inverter current sensor. The MG ECU detects malfunctions in the sensor system and does not detect malfunctions in the high-voltage system.

DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU monitors the generator inverter current sensor. If the hybrid vehicle control ECU detects a fault, it will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A72	326	Generator Phase V Current	Malfunction in generator inverter current sensor (phase V sub sensor)	Inverter with converter assembly     Service plug grip
P0A72	328	Generator Phase V Current	Malfunction in generator inverter current sensor (phase V main sensor)	Inverter with converter assembly     Service plug grip
P0A72	333	Generator Phase V Current	Malfunction in generator inverter current sensor (Performance problem or open phase V)	Inverter with converter assembly     Service plug grip
P0A72	515	Generator Phase V Current	Malfunction in generator inverter current sensor (phase V main and sub sensors offset)	Inverter with converter assembly     Service plug grip
P0A75	334	Generator Phase W Current	Malfunction in generator inverter current sensor (phase W sub sensor)	Inverter with converter assembly     Service plug grip
P0A75	336	Generator Phase W Current	Malfunction in generator inverter current sensor (phase W main sensor)	Inverter with converter assembly     Service plug grip
P0A75	341	Generator Phase W Current	Malfunction in generator inverter current sensor (Performance problem or open phase W)	Inverter with converter assembly     Service plug grip
P0A75	516	Generator Phase W Current	Malfunction in generator inverter current sensor (phase W main and sub sensors offset)	Inverter with converter assembly     Service plug grip

# Diagnosis Procedure

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 3. NG >> GO TO 4.

3. REPLACE INVERTER WITH CONVERTER ASSEMBLY

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# P0A75-334, P0A75-336, P0A75-341, P0A75-516

#### < COMPONENT DIAGNOSIS >

If any DTCs indicating malfunctions in the current sensor circuit are output, overcurrent to the electric vehicle fuse is suspected. In this case, replace the electric vehicle fuse installed on the service plug grip.

>> Replace service plug grip.

## 4. CONNECT SECURELY

If any DTCs indicating malfunctions in the current sensor circuit are output, overcurrent to the electric vehicle fuse is suspected. In this case, replace the electric vehicle fuse installed on the service plug grip.

>> Replace service plug grip.

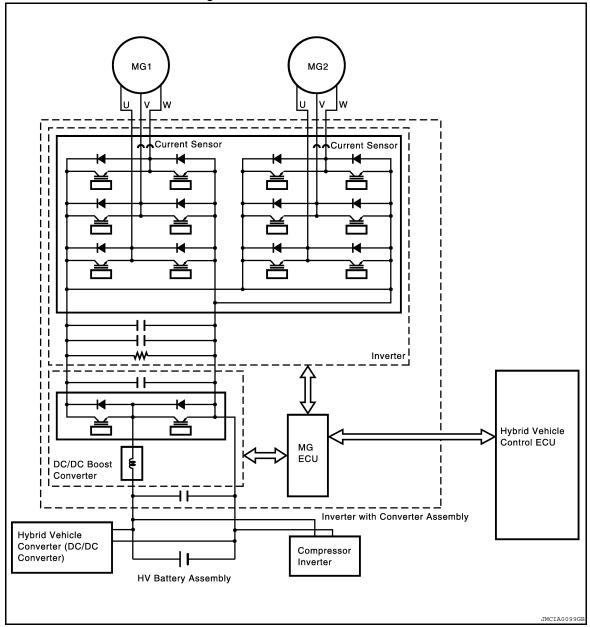
Description INFOID:000000005441133

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

DTC DETECTION LOGIC

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If MG ECU detects overheat or circuit malfunction of the traction motor inverter, the inverter assembly transmits this information via the traction motor inverter fail signal line.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	113	Drive Motor "A" Inverter Performance	Motor inverter fail signal detection (overcurrent due to system malfunction)	Wire harness or connector     Hybrid transaxle     Inverter with converter assembly

# Diagnosis Procedure

INFOID:0000000005441135

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 505, 287, 506, 503, 279, 504, 306, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549, 442	DC/DC Converter Performance
P0A7A-517, 325, 518, 344, 809, 810, 811	Generator Inverter Performance
P0A92-521	Hybrid Generator Performance
P0A90-509	Drive Motor "A" Performance

#### NOTE:

P0A78-113 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above. Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

< COMPONENT DIAGNOSIS >
YES >> Go to Diagnosis Procedure relevant to output DTC. NO >> GO TO 3.
3.check connector connection condition (inverter with converter assembly con-
NECTOR)
Refer to HBC-109, "Diagnosis Procedure".
OK or NG
OK >> GO TO 4. NG >> CONNECT SECURELY
4. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RE-
SOLVER)
Refer to HBC-164, "Diagnosis Procedure".
OK or NG
OK >> GO TO 5.
NG >> Repair or replace harness or connector.
5.CHECK GENERATOR RESOLVER
Refer to HBC-164, "Diagnosis Procedure".
OK or NG
OK >> GO TO 6. NG >> GO TO 12.
<b>6.</b> CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLV-ER)
Refer to HBC-171, "Diagnosis Procedure".
OK or NG
OK >> GO TO 7.
NG >> Repair or replace harness or connector.
7. CHECK MOTOR RESOLVER
Refer to HBC-171, "Diagnosis Procedure".
OK or NG
OK >> GO TO 8.
NG >> GO TO 14.
8.CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)
Refer to HBC-177, "Diagnosis Procedure".
OK or NG
OK >> GO TO 9.  NG >> Tighten to specified torque.
9. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)  Refer to HBC-177 "Diagnosis Procedure"
Here to Hibo-177, Diagnosis Frocedure.
<u>OK or NG</u> OK >> GO TO 10.
NG >> Tighten to specified torque.
10.INSPECT HYBRID TRANSAXLE (MG1)
Refer to HBC-177, "Diagnosis Procedure".
OK or NG
OK >> GO TO 11.
NG >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u> .)
11.INSPECT HYBRID TRANSAXLE (MG2)
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Revision: September 2009 HBC-225 2010 Altima HEV

Refer to HBC-177, "Diagnosis Procedure".

OK or NG

#### < COMPONENT DIAGNOSIS >

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and <u>Installation"</u>.)

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation".)

12. Check connector connection condition (generator resolver connector)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 13.

NG >> Connect securely.

13. Check harness and connector (inverter with converter assembly - generator resolver)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation".)

NG >> Repair or replace harness or connector.

14. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 15.

NG >> Connect securely.

15.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to <u>TM-35</u>. "Removal and Installation".)

NG >> Repair or replace harness or connector.

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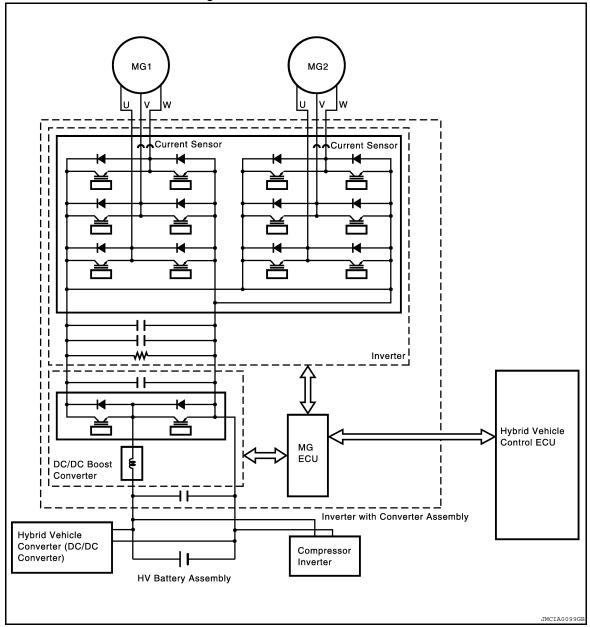
Ν

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

DTC DETECTION LOGIC

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	121	Drive Motor "A" Inverter Performance	Motor inverter overvoltage signal detection (overvoltage due to system malfunction)	<ul> <li>HV relay assembly</li> <li>Inverter with converter assembly</li> <li>Service plug grip</li> <li>Frame wire</li> <li>Hybrid transaxle</li> </ul>

# Diagnosis Procedure

INFOID:0000000005441138

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A51-174	Drive Motor "A" Current Sensor Circuit
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A78-266, 267, 523, 586, 284, 505, 287, 506, 113, 286, 503, 279, 504, 306, 806, 807, 808, 128	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 553, 554, 555, 556, 172, 557, 547, 548, 549, 442	DC/DC Converter Performance
P0A7A-322, 517, 325, 518, 122, 324, 344, 809, 810, 811, 130	Generator Inverter Performance
P0A92-521	Hybrid Generator Performance
P0A90-509	Drive Motor "A" Performance
P3004-803	High Voltage Power Resource
P0ADB-227	Hybrid Battery Positive Contactor Control Circuit Low

OK or NG

OK NG >> GO TO 10.

>> Tighten to specified torque.

DTC No.	Relevant Diagnosis
P0ADC-226	Hybrid Battery Positive Contactor Control Circuit High
P0ADF-229	Hybrid Battery Negative Contactor Control Circuit Low
case, first troubleshoot the output DTC Then, perform a test to attempt to repr	nction which also causes DTCs in the table above to be set. In this is in the table above. To duce the problems, and check that no DTCs are output.
<u>Is DTC detected?</u> OK >> Go to Diagnosis Procedure rel	evant to output DTC
NG >> GO TO 3.	ovant to output B10.
3. CHECK CONNECTOR CONNECTION	CONDITION (INVERTER WITH CONVERTER ASSEMBLY CON-
NECTOR)	
Refer to <u>HBC-109</u> , " <u>Diagnosis Procedure</u> ".	
OK or NG	
OK >> GO TO 4. NG >> Connect securely.	
<b>A</b>	R (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RE-
SOLVER)	Carried Control of the Control of th
Refer to HBC-164, "Diagnosis Procedure".	
OK or NG	
OK >> GO TO 5.	
NG >> Repair or replace harness or o	connector.
5. CHECK GENERATOR RESOLVER	
Refer to <u>HBC-164</u> , " <u>Diagnosis Procedure</u> ". <u>OK or NG</u>	
OK >> GO TO 6.	
NG >> GO TO 21.	
6. CHECK HARNESS AND CONNECTOR	(INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLV-
ER)	
Refer to <u>HBC-171</u> , " <u>Diagnosis Procedure</u> ".	
OK or NG	
OK >> GO TO 7.  NG >> Repair or replace harness or or	connector.
7. CHECK MOTOR RESOLVER	
Refer to HBC-171, "Diagnosis Procedure".	
OK or NG	
OK >> GO TO 8.	
NG >> GO TO 19.	
8. CHECK INVERTER WITH CONVERTE	R ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)
Refer to HBC-177, "Diagnosis Procedure".	
OK or NG	
OK >> GO TO 9.	
OK >> GO TO 9. NG >> Tighten to specified torque.	R ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

Revision: September 2009 HBC-229 2010 Altima HEV

# 10.INSPECT HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 11.

NG >> Replace hybrid transaxle (Refer to page HX-10)

11. INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 12.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation".)

12. CHECK INVERTER WITH CONVERTER ASSEMBLY (HIGH VOLTAGE CONNECTOR CONNECTION CONDITION)

#### **CAUTION:**

#### Be sure to wear insulated gloves.

1. Check that the service plug grip is not installed.

#### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

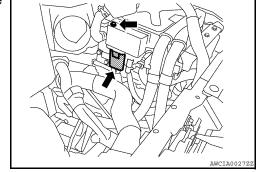
2. Check the connection of the high voltage connector of the inverter with converter assembly.

The connector is connected securely and there are no contact problems.

#### OK or NG

OK >> GO TO 13.

NG >> Connect securely.

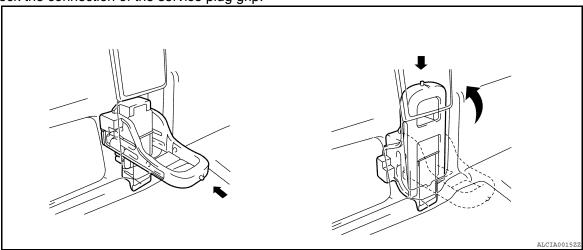


# 13. CHECK SERVICE PLUG GRIP

#### **CAUTION:**

#### Be sure to wear insulated gloves.

1. Check the connection of the service plug grip.



Dirt or foreign objects have not entered the connection, or there is no evidence of contamination.

#### OK or NG

OK >> GO TO 14.

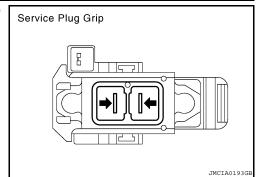
NG >> Replace service plug grip.

Revision: September 2009 HBC-230 2010 Altima HEV

# 14. CHECK SERVICE PLUG GRIP

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

Service		
Component connector	Terminal	Resistance
_	See figure	Below 1 Ω



#### OK or NG

OK >> GO TO 15.

NG >> Replace service plug grip.

15. CHECK CONDITION OF FRAME WIRE CONNECTIONS (HV RELAY ASSEMBLY SIDE)

Refer to HBC-504, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 16.

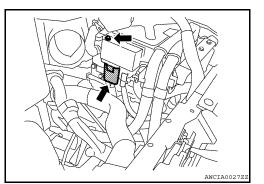
NG >> Tighten to specified torque.

16. CHECK FRAME WIRE

#### **CAUTION:**

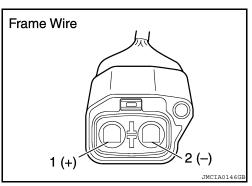
Be sure to wear insulated gloves and protective goggles.

- 1. Check that the service plug grip is not installed.
- 2. Disconnect the frame wire from the HV relay.
- 3. Disconnect the frame wire from the high voltage connector of the inverter with converter assembly.



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

Frame wire (HV relay side)  Harness connector  Terminal		Frame wire (Inverter with converter assembly side)		Resistance
		Harness connector	Terminal	riesistance
E308	1 (high volt- age+)	E313	1 (high volt- age+)	Below 1 Ω
E309	1 (high volt- age-)	L313	2 (high volt- age-)	Below 1 Ω



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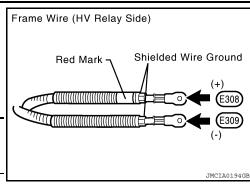
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5. Using a megohmmeter (500 V range), measure the insulation resistance according to the value(s) in the table below.

#### NOTE:

Be sure to set the megohmmeter to 500 V when performing this test. Using a setting higher than 500 V can result in damage to the component being inspected.

Frame wire (HV relay side)			
Harness Terminal		Ground	Resistance
E308	1 (high volt- age+)	Body ground and shielded wire ground	10 M $\Omega$ or higher
E309	1 (high volt- age-)	Body ground and shielded wire ground	10 M $\Omega$ or higher



Frame wire (HV relay side) Frame		Frame wire	e (HV relay side)	
Harness connector	Terminal	Harness connector	Terminal	Resistance
E308	1 (high voltage+)	E309	1 (high voltage-)	10 M $\Omega$ or higher

#### OK or NG

OK >> GO TO 17.

NG >> Replace frame wire.

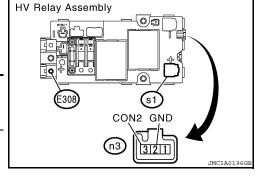
17.INSPECT HV RELAY ASSEMBLY (SMRB)

#### **CAUTION:**

#### Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Remove the HV relay assembly from the vehicle (Refer to <u>HBB-127</u>, "Removal and Installation").
- Measure the resistance according to the value(s) in the table below.

HV relay assembly		HV relay assembly		
Component connector	Terminal	Component connector	Terminal	Resistance
E308	1 (high volt- age+)	s1	1	Below 1 $\Omega$ [When battery voltage (12 V) is applied to n3 terminals 2 (GND) and 3 (CON2)]



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

Frame wire (	HV relay side)	e) Frame wire (HV relay side)		
Harness connector	Terminal	Harness connector	Terminal	Resistance
n3	3 (CON2)	n3	2 (GND)	18.8 to 32.1 Ω at -35 to 80°C (-31 to 176°F)

#### OK or NG

OK >> GO TO 18.

NG >> Replace HV relay assembly (Refer to <u>HBB-127</u>, "Removal and Installation").

18. INSPECT HV RELAY ASSEMBLY (SMRG)

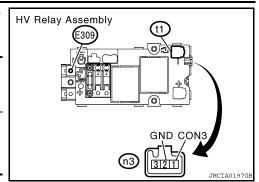
#### **CAUTION:**

#### Be sure to wear insulated gloves and protective goggles.

1. Check that the service plug grip is not installed.

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

HV relay assembly		HV relay assembly			
Component connector	Terminal	Component connector	Terminal	Resistance	
E309	1 (high voltage-)	t1	1	Below 1 $\Omega$ [When battery voltage (12 V) is applied to n3 terminals 1 (CON3) and 2 (GND)]	



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

HV relay assembly		HV relay assembly			
Component connector	Terminal	Component connector Terminal		Resistance	
n3	1 (CON3)	n3	2 (GND)	18.8 to 32.1 Ω at -35 to 80°C (-31 to 176°F)	

#### OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Replace HV relay assembly (Refer to <u>HBB-127</u>, "Removal and Installation").

19. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 20.

NG >> Connect securely.

20.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to <u>TM-35</u>, "Removal and Installation").

NG >> Repair or replace harness or connector.

21.check connector connection condition (generator resolver connector)

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 22.

NG >> Connect securely.

22.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

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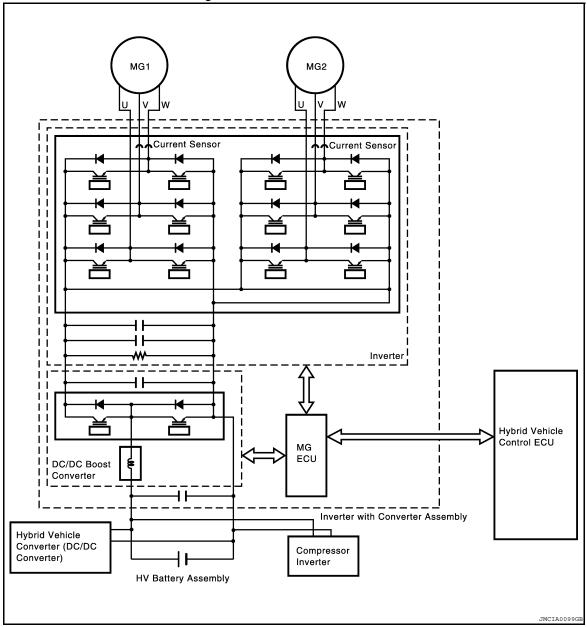
Description INFOID:000000005441139

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

DTC DETECTION LOGIC

If an abnormal amount of current flows through the motor inverter, the MG ECU detects it and sends a signal to inform the hybrid vehicle control ECU of the malfunction.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	128	Drive Motor "A" Inverter Performance	Abnormal motor current value detection (System malfunction)	Wire harness or connector     Hybrid transaxle     Inverter with converter assembly

# Diagnosis Procedure

INFOID:0000000005441141

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- Check DTC. 2.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 505, 287, 506, 503, 279, 504, 306, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549, 442	DC/DC Converter Performance
P0A7A-517, 325, 518, 344, 809, 810, 811	Generator Inverter Performance
P0A92-521	Hybrid Generator Performance
P0A90-509	Drive Motor "A" Performance

#### NOTE:

P0A78-128 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

**HBC-235** Revision: September 2009 2010 Altima HEV **HBC** 

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YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connector.

5. CHECK GENERATOR RESOLVER

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 6. NG >> GO TO 12.

 ${f 6.}$  CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLV-ER)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 7.

NG >> Repair or replace harness or connector.

# 7. CHECK MOTOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 8. NG >> GO TO 14.

8. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTOR CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 9.

NG >> Tighten to specified torque.

9. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 10.

NG >> Tighten to specified torque.

10.INSPECT HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 11.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

11. INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

	1 0/10-120	
< COM	PONENT DIAGNOSIS >	
OK NG	>> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u> ). >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u> ).	A
<b>12.</b> c	HECK CONNECTOR CONNECTION CONDITION (GENERATOR RESOLVER CONNECTOR)	
	o HBC-164, "Diagnosis Procedure".	_
OK or I	·	Е
OK	>> GO TO 13.	
NG	>> Connect securely.	H
13.c	HECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR	
RESOL	,	
	o <u>HBC-164, "Diagnosis Procedure"</u> .	
OK or I		
OK NG	>> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u> ). >> Repair or replace harness or connector.	Е
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	HECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)	
	harmonia HBC-171, "Diagnosis Procedure".	F
OK or I		
OK NG	>> GO TO 15. >> Connect securely.	
	·	(
	HECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RE-	
SOLVE	,	ŀ
	o <u>HBC-171, "Diagnosis Procedure"</u> .	
OK or I	>> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").	ĺ
NG	>> Repair or replace harness or connector.	
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# P0A78-266, P0A78-267

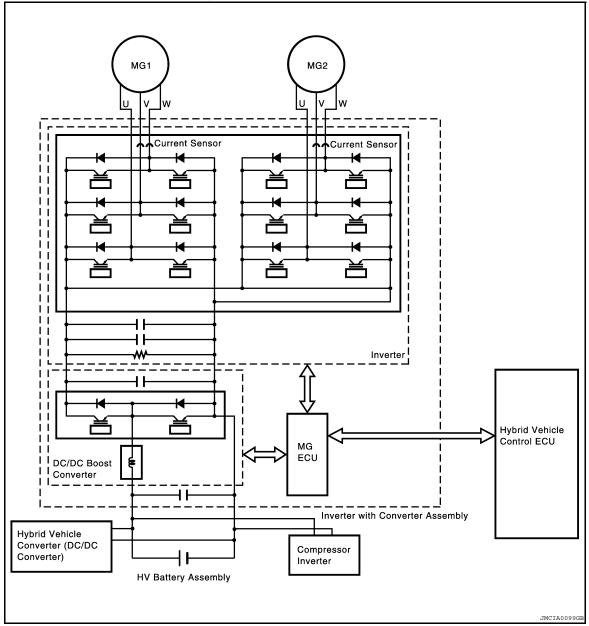
Description INFOID:000000005441142

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

DTC DETECTION LOGIC

#### P0A78-266, P0A78-267

#### < COMPONENT DIAGNOSIS >

The MG ECU monitors the inverter voltage (VH) sensor circuit. If the MG ECU detects an open or short in the VH sensor circuit, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	266	Drive Motor "A" Inverter	Open or short to GND in the inverter voltage (VH) signal line	Inverter with converter assembly
FUATO	267	Performance	Short to +B in the inverter voltage (VH) signal line	Threster with converter assembly

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# Diagnosis Procedure

INFOID:0000000005441144

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE INVERTER WITH CONVERTER ASSEMBLY

Refer to HBC-636, "Removal and Installation".

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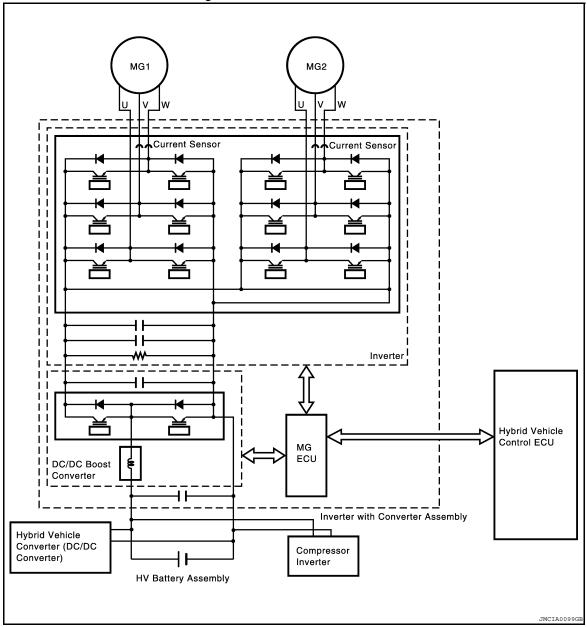
Description INFOID:000000005441145

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

DTC DETECTION LOGIC

If the motor inverter detects overvoltage, it transmits an overvoltage signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	279	Drive Motor "A" Inverter Performance	Motor inverter overvoltage signal detection (overvoltage due to inverter with converter assembly malfunction)	P0A78 279 Inverter with converter assembly

# Diagnosis Procedure

INFOID:0000000005441147

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2.check dtc output (hybrid system)

- Turn ignition switch ON.
- Check DTC. 2.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 505, 287, 506, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556	DC/DC Converter Performance
P0A7A-517, 325, 518, 809, 810, 811	Generator Inverter Performance
P3004-803	High Voltage Power Resource
P0ADB-227	Hybrid Battery Positive Contactor Control Circuit Low
P0ADC-226	Hybrid Battery Positive Contactor Control Circuit High
P0ADF-229	Hybrid Battery Negative Contactor Control Circuit Low

#### NOTE:

P0A78-279 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

**HBC-241** Revision: September 2009 2010 Altima HEV **HBC** 

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#### < COMPONENT DIAGNOSIS >

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3. Check connection condition (inverter with converter assembly connector)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Connect securely.

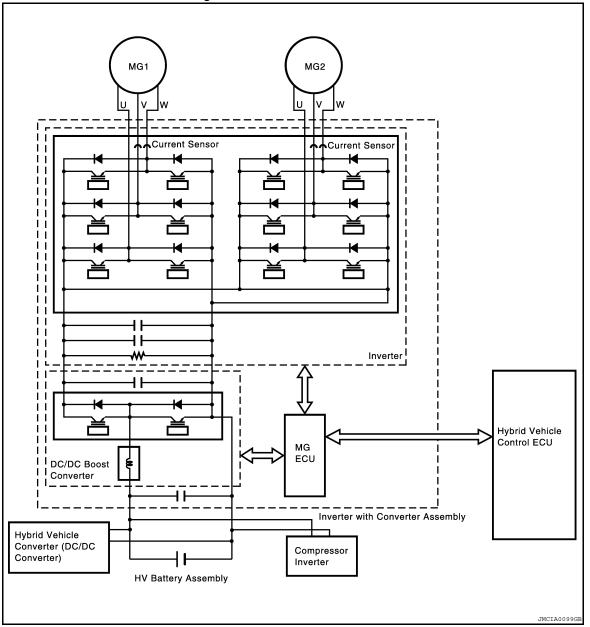
Description INFOID:000000005441148

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

DTC DETECTION LOGIC

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If the motor inverter detects a circuit malfunction, it transmits a motor inverter overvoltage signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	282	Drive Motor "A" Inverter Performance	Motor inverter overvoltage signal detection (circuit malfunction)	Inverter with converter assembly

# Diagnosis Procedure

INFOID:0000000005441150

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Connect securely.

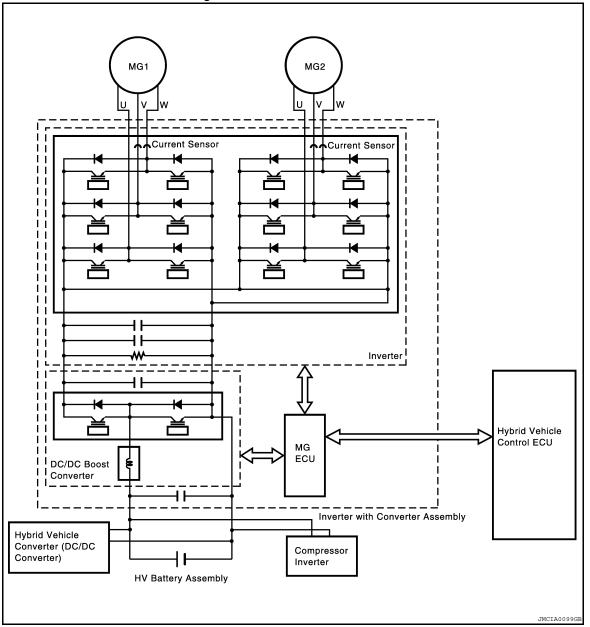
Description INFOID:000000005441151

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

DTC DETECTION LOGIC

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If the motor inverter overheats, or has a circuit malfunction or internal short, the inverter transmits this information to the MFIV terminal of the MG ECU via the motor inverter fail signal line.

If the motor inverter overheats, it transmits an inverter fail signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	284	Drive Motor "A" Inverter Performance	Motor inverter fail signal detection (overheat)	<ul> <li>Wire harness or connector</li> <li>Inverter cooling system</li> <li>Cooling fan system</li> <li>Water pump with motor &amp; bracket assembly</li> <li>Hybrid transaxle</li> <li>Inverter with converter assembly</li> <li>Hybrid vehicle control ECU</li> </ul>

# Diagnosis Procedure

INFOID:0000000005441153

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- After inspection, be sure to replace the inverter with converter assembly.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 505, 287, 506, 503, 279, 504, 306, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549, 442	DC/DC Converter Performance
P0A7A-517, 325, 518, 344, 809, 810, 811	Generator Inverter Performance

DTC No.	Relevant Diagnosis
P0A92-521	Hybrid Generator Performance
P0A90-509	Drive Motor "A" Performance

#### NOTE:

DTC P0A78-284 may be set due to a malfunction which also causes DTCs in the table above to be set. First troubleshoot the output DTCs in the table above. After troubleshooting all output DTCs, be sure to replace the inverter with converter assembly.

#### Is DTC detected?

OK >> Go to Diagnosis Procedure relevant to output DTC.

NG >> GO TO 3.

# ${f 3.}$ CHECK QUANTITY OF INVERTER COOLANT

Check for coolant leaks.

Check the coolant in the sub reserve tank assembly is above the low level.

Result	Proceed to
Coolant leaks are not evident. The coolant level in the sub reserve tank assembly is above the low level.	Α
Coolant leaks are not evident. The coolant level in the sub reserve tank assembly is below the low level.	В
Coolant leaks are evident.	С

#### NOTE:

After repairing the coolant leaks and adding coolant, perform the "INV WATER PUMP" and "COOLING FAN SPD" in "ACTIVE TEST" mode with CONSULT-III and make sure that there are no malfunctions.

#### A or B or C

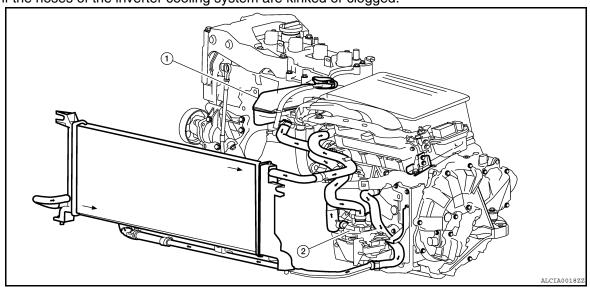
>> GO TO 4. Α

В >> Add coolant.

C >> Check for coolant leaks and add coolant.

## 4. CHECK COOLANT HOSE

Check if the hoses of the inverter cooling system are kinked or clogged.



Coolant reservoir

Water pump with motor and bracket assembly

#### OK or NG

OK >> GO TO 5.

NG >> Correct the problem.

## CHECK FUSE

1. Turn ignition switch OFF.

**HBC-247** Revision: September 2009 2010 Altima HEV **HBC** 

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- 2. Remove the 10 A fuse (No. 67).
- Check the resistance of the fuse.

#### Resistance: Below 1 $\Omega$

#### Is the inspection result normal?

YES >> Install the 10 A fuse (No. 67). GO TO 6.

NO >> Replace fuse.

6. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 7.

>> Connect securely.

/.CHECK CONNECTOR CONNECTION CONDITION (WATER PUMP WITH MOTOR & BRACKET ASSEM-BLY CONNECTOR)

Check the connection of the water pump with motor & bracket assembly connector.

The connector is connected securely and there are no contact problems.

#### OK or NG

OK >> GO TO 8.

NG >> Connect securely.

8. PERFORM ACTIVE TEST WITH CONSULT-III (INV WATER PUMP)

- Reconnect all harness connectors removed.
- 2. Turn ignition switch ON.
- 3. Perform "INV WATER PUMP" in "ACTIVE TEST" mode with CONSULT-III.
- 4. During this test, open the sub reserve tank cap and check that there are ripples in the coolant. Continue the active test for at least 1 minute.

#### NOTE:

The water pump motor operates even in inspection mode.

There are ripples in the coolant in the sub reserve tank assembly for 1 minute.

OK >> GO TO 9. NG >> GO TO 24.

9. Check connector connection condition (cooling fan motor connector)

Check the connections of the cooling fan motor connectors.

The connectors are connected securely and there are no contact problems.

#### OK or NG

OK >> GO TO 10.

NG >> Connect securely.

10. PERFORM ACTIVE TEST WITH CONSULT-III (COOLING FAN SPD)

- 1. Turn ignition switch ON.
- 2. Perform "COOLING FAN SPD" in "ACTIVE TEST" mode with CONSULT-III.

#### The cooling fan rotates.

#### OK or NG

OK >> GO TO 11.

NG >> Check cooling fan system (Refer to <u>EC-382, "Component Function Check"</u>).

11. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

< COMPONENT DIAGNOSIS >				
OK >> GO TO 12.				
NG >> Connect securely.				
12. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR				
RESOLVER)				
Refer to HBC-164, "Diagnosis Procedure".  OK or NG				
OK >> GO TO 13.				
NG >> Repair or replace harness or connector.				
13.check generator resolver				
Refer to HBC-164, "Diagnosis Procedure".				
OK or NG				
OK >> GO TO 14.				
NG >> GO TO 20.				
14. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RE-				
SOLVER) Refer to HBC-171, "Diagnosis Procedure".				
OK or NG				
OK >> GO TO 15.				
NG >> Repair or replace harness or connector.				
15. CHECK MOTOR RESOLVER				
Refer to HBC-171, "Diagnosis Procedure".				
OK or NG				
OK >> GO TO 16. NG >> GO TO 22.				
16. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDI-				
TION)				
Refer to HBC-177, "Diagnosis Procedure".				
OK or NG				
OK >> GO TO 17.				
NG >> Tighten to specified torque.				
17. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)				
Refer to HBC-177, "Diagnosis Procedure".				
OK or NG				
OK >> GO TO 18.  NG >> Tighten to specified torque.				
18. INSPECT HYBRID TRANSAXLE (MG1)				
Refer to HBC-177, "Diagnosis Procedure".				
OK or NG				
OK >> GO TO 19.				
NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").				
19. INSPECT HYBRID TRANSAXLE (MG2)				
Refer to HBC-177, "Diagnosis Procedure".				
OK or NG				
OK >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u> ).				
NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").  20 CHECK CONNECTOR CONNECTOR CONNECTOR				
20. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR RESOLVER CONNECTOR)				
Refer to <u>HBC-164</u> , " <u>Diagnosis Procedure</u> ".				

Revision: September 2009 HBC-249 2010 Altima HEV

OK or NG

OK >> GO TO 21.

NG >> Connect securely.

21. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

22. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 23.

NG >> CONNECT SECURELY

23. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RE-SOLVER)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

24. PERFORM ACTIVE TEST WITH CONSULT-III (INV WATER PUMP)

Refer to HBC-337, "Diagnosis Procedure".

#### OK or NG

OK >> Add coolant.

NG >> GO TO 25.

25.CHECK WATER PUMP WITH MOTOR & BRACKET ASSEMBLY

Refer to HBC-337, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 26.

NG >> GO TO 27.

26.CHECK HARNESS AND CONNECTOR (WATER PUMP WITH MOTOR & BRACKET ASSEMBLY - HV CONTROL ECU)

Refer to HBC-337, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NG >> Repair or replace harness or connector.

27. CHECK HIGH VOLTAGE FUSE AND FUSIBLE LINK BOX

Refer to PG-67, "Terminal Arrangement".

#### OK or NG

OK >> GO TO 28.

NG >> Replace high voltage fuse and fusible link box.

28.check harness and connector (water pump with motor power source circuit)

Refer to HBC-337, "Diagnosis Procedure".

#### OK or NG

OK >> Replace water pump with motor & bracket assembly.

NG >> Repair or replace harness or connector.

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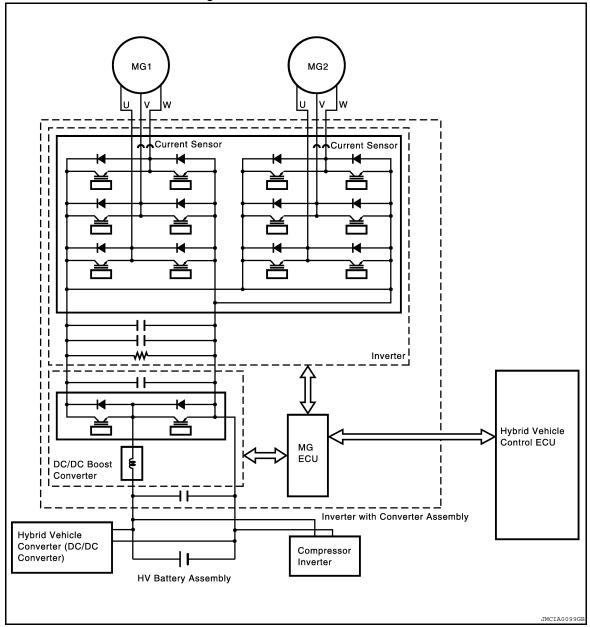
Ν

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

DTC DETECTION LOGIC

If the motor inverter overheats, or has a circuit malfunction or internal short, the inverter transmits this information to the MFIV terminal of the MG ECU via the motor inverter fail signal line.

If the motor inverter detects a circuit malfunction, it transmits a motor inverter fail signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	286	Drive Motor "A" Inverter Performance	Motor inverter fail signal detection (circuit malfunction)	Wire harness or connector     Inverter cooling system     Cooling fan system     Water pump with motor & bracket assembly     Hybrid transaxle     Inverter with converter assembly     Hybrid vehicle control ECU

# Diagnosis Procedure

INFOID:0000000005441156

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- After inspection, be sure to replace the inverter with converter assembly.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 505, 287, 506, 113, 503, 279, 504, 306, 806, 807, 808, 128	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549, 442	DC/DC Converter Performance
P0A7A-322, 517, 325, 518, 122, 344, 809, 810, 811, 130	Generator Inverter Performance

## < COMPONENT DIAGNOSIS >

DTC No.	Relevant Diagnosis
P0A92-521	Hybrid Generator Performance
P0A90-509	Drive Motor "A" Performance

## NOTE:

DTC P0A78-286 may be set due to a malfunction which also causes DTCs in the table above to be set. First troubleshoot the output DTCs in the table above. After troubleshooting all output DTCs, be sure to replace the inverter with converter assembly.

## Is DTC detected?

OK >> Go to Diagnosis Procedure relevant to output DTC.

NG >> GO TO 3.

# 3.check quantity of inverter coolant

Check for coolant leaks.

Check the coolant in the sub reserve tank assembly is above the low level.

Result	Proceed to
Coolant leaks are not evident. The coolant level in the sub reserve tank assembly is above the low level.	A
Coolant leaks are not evident. The coolant level in the sub reserve tank assembly is below the low level.	В
Coolant leaks are evident.	С

## NOTE:

After repairing the coolant leaks and adding coolant, perform the "INV WATER PUMP" and "COOLING FAN SPD" in "ACTIVE TEST" mode with CONSULT-III and make sure that there are no malfunctions.

#### A or B or C

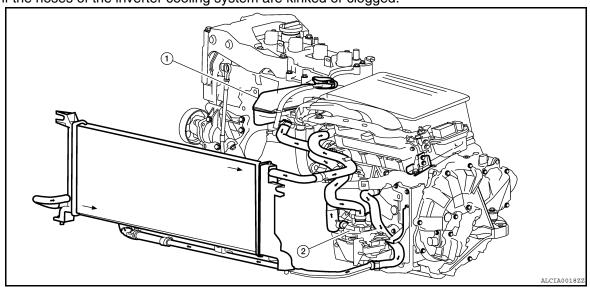
>> GO TO 4. Α

В >> Add coolant.

C >> Check for coolant leaks and add coolant.

## 4. CHECK COOLANT HOSE

Check if the hoses of the inverter cooling system are kinked or clogged.



Coolant reservoir

Water pump with motor and bracket assembly

#### OK or NG

OK >> GO TO 5.

NG >> Correct the problem.

## CHECK FUSE

1. Turn ignition switch OFF.

**HBC-253** Revision: September 2009 2010 Altima HEV **HBC** 

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#### < COMPONENT DIAGNOSIS >

- 2. Remove the 10 A fuse (No. 67).
- Check the resistance of the fuse.

#### Resistance: Below 1 $\Omega$

#### Is the inspection result normal?

YES >> Install the 10 A fuse (No. 67). GO TO 6.

NO >> Replace fuse.

6. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 7.

>> Connect securely.

/.CHECK CONNECTOR CONNECTION CONDITION (WATER PUMP WITH MOTOR & BRACKET ASSEM-BLY CONNECTOR)

Check the connection of the water pump with motor & bracket assembly connector.

The connector is connected securely and there are no contact problems.

#### OK or NG

OK >> GO TO 8.

NG >> Connect securely.

8. PERFORM ACTIVE TEST WITH CONSULT-III (INV WATER PUMP)

- 1. Reconnect all harness connectors removed.
- 2. Turn ignition switch ON.
- 3. Perform "INV WATER PUMP" in "ACTIVE TEST" mode with CONSULT-III.
- 4. During this test, open the sub reserve tank cap and check that there are ripples in the coolant. Continue the active test for at least 1 minute.

## NOTE:

The water pump motor operates even in inspection mode.

There are ripples in the coolant in the sub reserve tank assembly for 1 minute.

OK >> GO TO 9. NG >> GO TO 24.

9. Check connector connection condition (cooling fan motor connector)

Check the connections of the cooling fan motor connectors.

The connectors are connected securely and there are no contact problems.

## OK or NG

OK >> GO TO 10.

NG >> Connect securely.

10. PERFORM ACTIVE TEST WITH CONSULT-III (COOLING FAN SPD)

- 1. Turn ignition switch ON.
- 2. Perform "COOLING FAN SPD" in "ACTIVE TEST" mode with CONSULT-III.

## The cooling fan rotates.

#### OK or NG

OK >> GO TO 11.

NG >> Check cooling fan system (Refer to <a href="EC-382">EC-382</a>, "Component Function Check").

11. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

< COMPONENT DIAGNOSIS >
OK >> GO TO 12.
NG >> Connect securely.
12. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR
RESOLVER)
Refer to HBC-164, "Diagnosis Procedure".  OK or NG
OK CO TO 12
NG >> Repair or replace harness or connector.
13.check generator resolver
Refer to HBC-164, "Diagnosis Procedure".
OK or NG
OK >> GO TO 14. NG >> GO TO 20.
14. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RE-
SOLVER) Refer to HBC-171, "Diagnosis Procedure".
OK or NG
OK >> GO TO 15.
NG >> Repair or replace harness or connector.
15. CHECK MOTOR RESOLVER
Refer to HBC-171, "Diagnosis Procedure".
OK or NG
OK >> GO TO 16. NG >> GO TO 22.
16. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDI-
TION)
Refer to HBC-177, "Diagnosis Procedure".
OK or NG
OK >> GO TO 17.
NG >> Tighten to specified torque.
17. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)
Refer to HBC-177, "Diagnosis Procedure".
OK or NG
OK >> GO TO 18.  NG >> Tighten to specified torque.
18. INSPECT HYBRID TRANSAXLE (MG1)
Refer to HBC-177, "Diagnosis Procedure".
OK or NG
OK >> GO TO 19.
NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").
19. INSPECT HYBRID TRANSAXLE (MG2)
Refer to HBC-177, "Diagnosis Procedure".
OK or NG
OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u> , "Removal and Installation").  NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").
,
20. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR RESOLVER CONNECTOR)
Refer to <u>HBC-164</u> , " <u>Diagnosis Procedure</u> ".

Revision: September 2009 HBC-255 2010 Altima HEV

OK or NG

#### < COMPONENT DIAGNOSIS >

OK >> GO TO 21.

NG >> Connect securely.

# 21. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

# 22. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 23.

NG >> CONNECT SECURELY

# 23.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

# 24. PERFORM ACTIVE TEST WITH CONSULT-III (INV WATER PUMP)

Refer to HBC-337, "Diagnosis Procedure".

### OK or NG

OK >> Add coolant.

NG >> GO TO 25.

## 25.CHECK WATER PUMP WITH MOTOR & BRACKET ASSEMBLY

Refer to HBC-337, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 26.

NG >> GO TO 27.

# 26.CHECK HARNESS AND CONNECTOR (WATER PUMP WITH MOTOR & BRACKET ASSEMBLY - HV CONTROL ECU)

Refer to HBC-337, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to <u>HBC-641</u>, "Removal and Installation").

NG >> Repair or replace harness or connector.

## 27. CHECK HIGH VOLTAGE FUSE AND FUSIBLE LINK BOX

Refer to PG-67, "Terminal Arrangement".

#### OK or NG

OK >> GO TO 28.

NG >> Replace high voltage fuse and fusible link box.

# 28.check harness and connector (water pump with motor power source circuit)

Refer to HBC-337, "Diagnosis Procedure".

## OK or NG

OK >> Replace water pump with motor & bracket assembly.

NG >> Repair or replace harness or connector.

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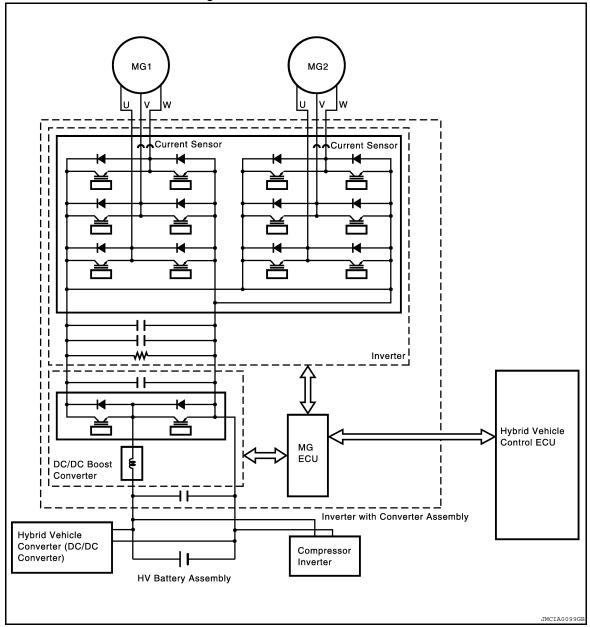
Ν

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

#### < COMPONENT DIAGNOSIS >

If MG ECU detects overheat or circuit malfunction of the traction motor inverter, the inverter assembly transmits this information via the traction motor inverter fail signal line.

If excessive amperage flows through the motor inverter due to an internal short, the motor inverter will transmit an inverter fail signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	287	Drive Motor "A" Inverter Performance	Motor inverter fail signal detection (overcurrent due to inverter assembly malfunction)	Inverter with converter assembly

## Diagnosis Procedure

INFOID:0000000005441159

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590	DC/DC Converter Performance

#### NOTE:

P0A78-287 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

## Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

 ${f 3.}$  check connector connection condition (inverter with converter assembly con-

## < COMPONENT DIAGNOSIS >

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Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Connect securely.

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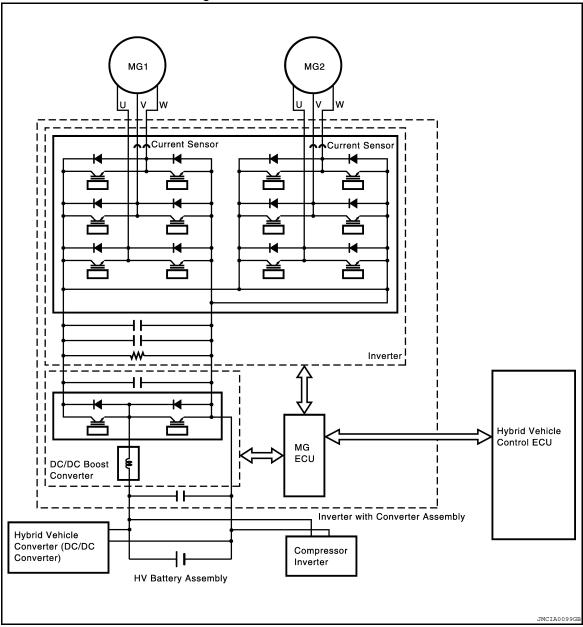
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The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

## DTC DETECTION LOGIC

The MG ECU controls motor torque according to driving conditions.

## < COMPONENT DIAGNOSIS >

If the difference between the requested MG2 torque and the actual MG2 torque exceeds a predetermined value, the MG ECU determines that there is a malfunction in the execution or monitoring of the MG2 torque. Then, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	306	Drive Motor "A" Inverter Performance	Motor torque execution monitoring malfunction	Hybrid transaxle     Inverter with converter assembly

## Diagnosis Procedure

INFOID:0000000005441162

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor ""A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance
P0A78-266, 267, 510, 523, 586, 505, 287, 506, 503, 279, 504, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549	DC/DC Converter Performance
P0A7A-517, 522, 325, 518, 809, 810, 811	Generator Inverter Performance
P0AA6 (all INF codes)	Hybrid Battery Voltage System Isolation Fault
P3004-132	Power Cable Malfunction
P3233-750	Short to B+ in Blocking of HV Gate Connection

## NOTE:

P0A78-306 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

**HBC-261** Revision: September 2009 2010 Altima HEV **HBC** 

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## < COMPONENT DIAGNOSIS >

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3. Check connector connection condition (inverter with converter assembly connector)

Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 5.

NG >> Tighten to specified torque.

5. INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

## OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

## P0A78-503, P0A78-504

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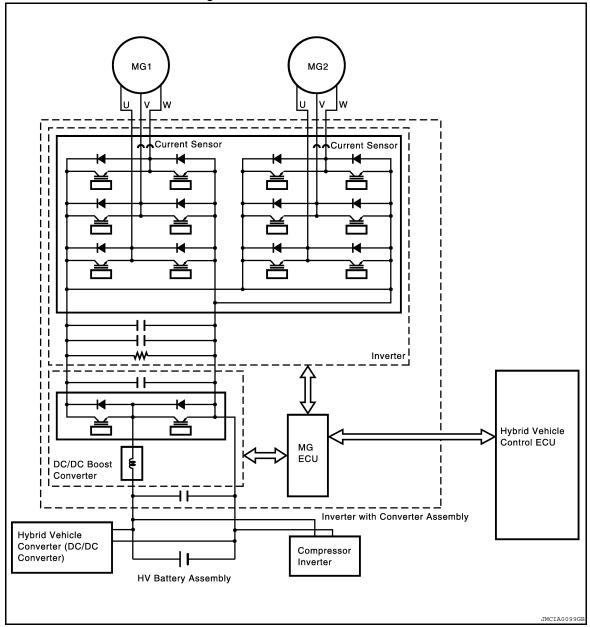
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The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

## P0A78-503, P0A78-504

#### < COMPONENT DIAGNOSIS >

If the motor inverter detects overvoltage, it transmits an overvoltage signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	503	Drive Motor "A" Inverter Performance	Motor inverter overvoltage signal detection (overvoltage due to MG ECU malfunction)	Wire harness or connector     Inverter with converter assembly
TUATO	504		Motor inverter overvoltage signal detection (overvoltage due to hybrid transaxle malfunction)	Hybrid transaxle

## Diagnosis Procedure

INFOID:0000000005441165

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance
P0A78-266, 267, 523, 586, 505, 287, 506, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556	DC/DC Converter Performance
P0A7A-517, 325, 518, 809, 810, 811	Generator Inverter Performance
P3004-803	High Voltage Power Resource
P0ADB-227	Hybrid Battery Positive Contactor Control Circuit Low
P0ADC-226	Hybrid Battery Positive Contactor Control Circuit High
P0ADF-229	Hybrid Battery Negative Contactor Control Circuit Low

#### NOTE:

P0A78-503, P0A78-504 < COMPONENT DIAGNOSIS > P0A78-503 or 504 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above. Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output. Is DTC detected? YES >> Go to Diagnosis Procedure relevant to output DTC. В NO >> GO TO 3. 3.check connector connection condition (inverter with converter assembly con-**HBC** NECTOR) Refer to HBC-109, "Diagnosis Procedure". OK or NG D OK >> GO TO 4. NG >> Connect securely. f 4.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLV-ER) Refer to HBC-171, "Diagnosis Procedure". F OK or NG OK >> GO TO 5. NG >> Repair or replace harness or connector. 5. CHECK MOTOR RESOLVER Refer to HBC-171, "Diagnosis Procedure". OK or NG Н

OK >> GO TO 8. NG >> GO TO 6.

**6.**CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

Refer to HBC-171, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 7.

NG >> Connect securely.

/.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLV-ER)

Refer to HBC-171, "Diagnosis Procedure".

## OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

f 8 .CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RE-SOLVER)

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Refer to HBC-164, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 9.

NG >> Repair or replace harness or connector.

9. CHECK GENERATOR RESOLVER

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 10.

NG >> GO TO 14.

10.CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

## P0A78-503, P0A78-504

## < COMPONENT DIAGNOSIS >

OK >> GO TO 11.

NG >> Tighten to specified torque.

11.CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 12.

NG >> Tighten to specified torque.

12.INSPECT HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 13.

NG >> Replace hybrid transaxle. (Refer to <u>TM-35. "Removal and Installation"</u>.)

13. INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> Replace inverter with converter assembly. (Refer to <u>HBC-636</u>, "Removal and Installation".)

NG >> Replace hybrid transaxle. (Refer to <u>TM-35</u>, "Removal and Installation".)

14. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR RESOLVER CONNECTOR)

Refer to HBC-164, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 11.

NG >> Connect securely.

15. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

## OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

## P0A78-505, P0A78-506

Description INFOID:000000005441166

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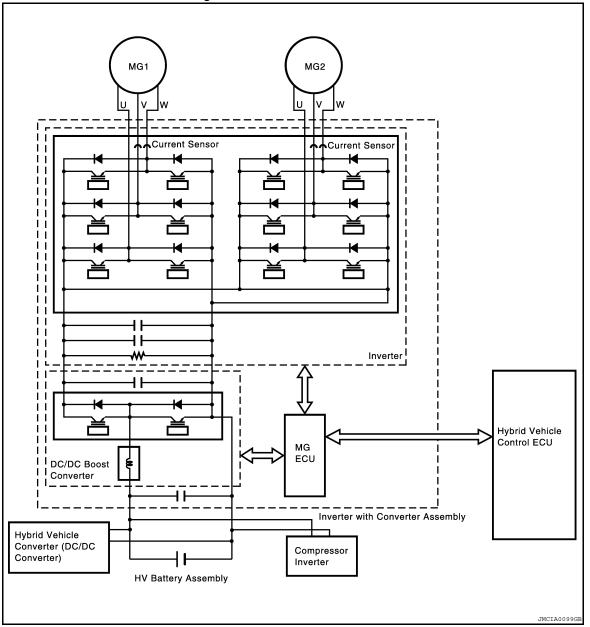
Ν

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

## P0A78-505, P0A78-506

#### < COMPONENT DIAGNOSIS >

If an abnormal amount of current flows through the motor inverter, the MG ECU detects it and sends a signal to inform the hybrid vehicle control ECU of the malfunction.

The MG ECU monitors the motor inverter electric current. If the current exceeds the threshold for a specified period of time, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	505	Drive Motor "A" Inverter Performance	Motor inverter fail signal detection (overcurrent due to MG ECU malfunction)	Wire harness or connector     Hybrid transaxle     Inverter with converter assembly
1 0470	506		Motor inverter fail signal detection (overcurrent due to hybrid transax-le malfunction)	<ul><li>Wire harness or connector</li><li>Hybrid transaxle</li><li>Inverter with converter assembly</li></ul>

## Diagnosis Procedure

INFOID:0000000005441168

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range / Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance
P0A78-266, 267, 523, 586	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590	DC/DC Converter Performance

#### NOTE:

P0A78-505 or 506 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above. Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

#### < COMPONENT DIAGNOSIS > NO >> GO TO 3. ${f 3.}$ check connector connection condition (inverter with converter assembly con-NECTOR) Refer to HBC-109, "Diagnosis Procedure". В OK or NG OK >> GO TO 4. NG >> Connect securely. **HBC** $oldsymbol{4}.$ CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLV-ER) D Refer to HBC-171, "Diagnosis Procedure". OK or NG OK >> GO TO 5. Е NG >> Repair or replace harness or connector. 5. CHECK MOTOR RESOLVER Refer to HBC-171, "Diagnosis Procedure". OK or NG OK >> GO TO 8. NG >> GO TO 6. **6.**CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR) Refer to HBC-171, "Diagnosis Procedure". Н OK or NG >> GO TO 7. OK NG >> Connect securely. /.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLV-ER) Refer to HBC-171, "Diagnosis Procedure". OK or NG OK >> Replace hybrid transaxle assembly. (Refer to TM-35, "Removal and Installation".) K NG >> Repair or replace harness or connector. f 8 .CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RE-SOLVER) Refer to HBC-164, "Diagnosis Procedure". OK or NG OK >> GO TO 9. M NG >> Repair or replace harness or connector. 9. CHECK GENERATOR RESOLVER Refer to HBC-164, "Diagnosis Procedure". OK or NG OK >> GO TO 10. NG >> GO TO 14. 10.CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION) Refer to HBC-177, "Diagnosis Procedure". Р OK or NG OK >> GO TO 11. NG >> Tighten to specified torque. 11. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDI-TION)

Revision: September 2009 HBC-269 2010 Altima HEV

Refer to HBC-177, "Diagnosis Procedure".

## P0A78-505, P0A78-506

## < COMPONENT DIAGNOSIS >

## OK or NG

OK >> GO TO 12.

NG >> Tighten to specified torque.

12.INSPECT HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 13.

NG >> Replace hybrid transaxle. (Refer to TM-35, "Removal and Installation".)

13. INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

## OK or NG

OK >> Replace inverter with converter assembly. (Refer to <u>HBC-636</u>, "Removal and Installation".)

NG >> Replace hybrid transaxle. (Refer to <u>TM-35</u>, "Removal and Installation".)

14. Check connector connection condition (generator resolver connector)

Refer to HBC-164, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 15.

NG >> Connect securely.

15. Check harness and connector (inverter with converter assembly - generator resolver)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

Description INFOID:000000005441169

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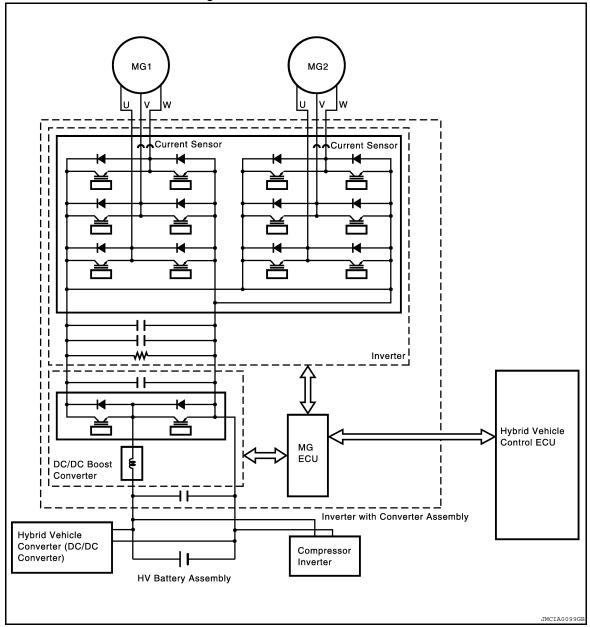
Ν

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

#### < COMPONENT DIAGNOSIS >

Upon receiving a motor gate shutdown signal from the MG ECU, the inverter forcibly stops MG2 by turning off all power transistors that are actuating MG2.

The MG ECU monitors the motor gate shutdown signal line and detects malfunctions.

The MG ECU monitors the current that flows in MG2. If the current flows in MG2 while the vehicle is stationary with the ignition switch ON or the shift lever in the N position, the MG ECU will detect a malfunction. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	510	Drive Motor "A" Inverter Performance	Motor inverter gate malfunction	Inverter with converter assembly

#### NOTE:

- If DTC P0A78-510 is output, the hybrid system cannot be restarted until the DTC is cleared.
- If the malfunction is not reproduced, leave the vehicle for 1 minute with the shift lever in the N position in order to easily reproduce the malfunction.

## Diagnosis Procedure

INFOID:0000000005441171

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109. "Diagnosis Procedure".

#### OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Connect securely.

Description INFOID:000000005441172

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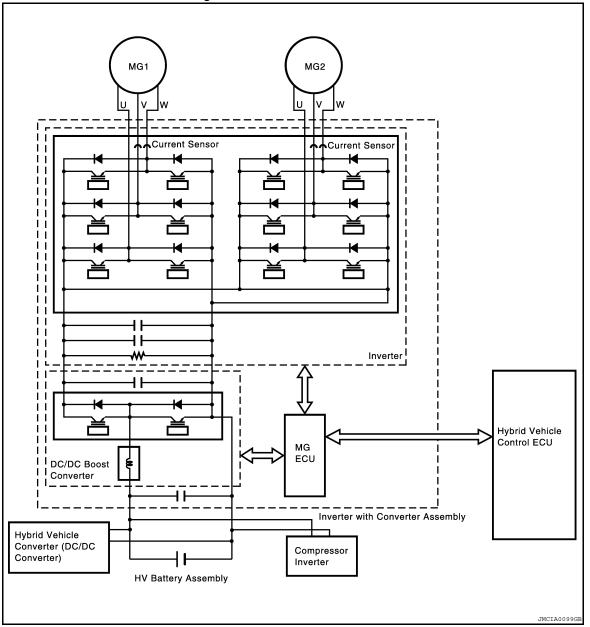
Ν

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

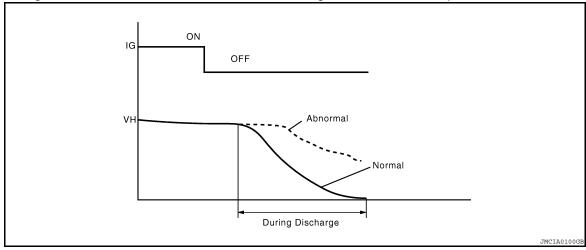
#### < COMPONENT DIAGNOSIS >

The hybrid vehicle control ECU monitors the inverter voltage (VH) sensor signal. If the hybrid vehicle control ECU detects a fault in the sensor signal, the hybrid vehicle control ECU interprets this as a VH sensor malfunction. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	523	Drive Motor "A" Inverter Performance	Inverter voltage (VH) sensor offset malfunction	Inverter with converter assembly

#### NOTE:

Turning ignition switch off causes the voltage in the inverter to discharge. The inverter voltage is almost 0 V after discharge. The DTC will be stored if the inverter voltage is more than the specified value after discharge.



## Diagnosis Procedure

#### INFOID:0000000005441174

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

## 2. CHECK DTC OUTPUT

- 1. Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant Diagnosis	
P0AE2-773, 161	SMRP	
P0AE0-228	SMRG	
P0ADC-226	SMRB	
P0A1A-156, 658, 659, 151, 155, P0A1B-511, 164, 163, 512, 193, 786, 788, 661, P0A78-266, 267, P0A94-442	VH sensor circuit	
P0A1A-200, 791, 792, 793, P0A1B-192, 168, 794, 795, 796, P0A3F-243, P0A41-245, P0A40-500, P0A4B-253, P0A4C-513, P0A4D-255	MG resolver circuit	

## Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

## < COMPONENT DIAGNOSIS >

NO >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u>).

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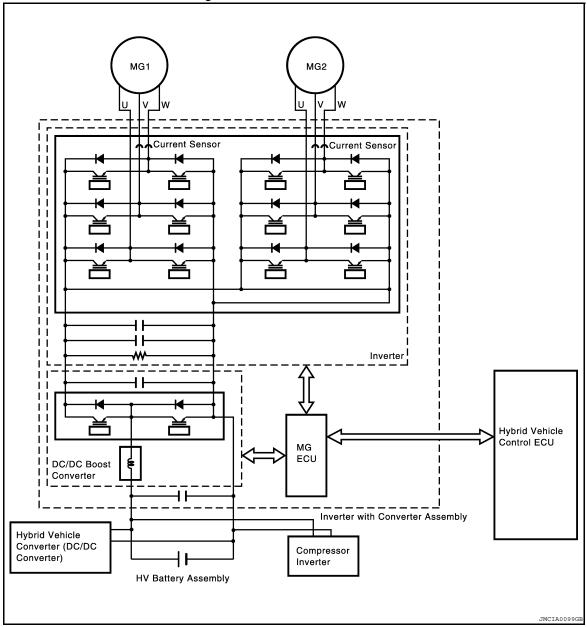
Description INFOID:000000005441175

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

#### < COMPONENT DIAGNOSIS >

The hybrid vehicle control ECU monitors the inverter voltage (VH) sensor signal. If the hybrid vehicle control ECU detects a fault in the sensor signal, the hybrid vehicle control ECU interprets this as a VH sensor failure. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	586	Drive Mojor A Inverter Performance	Inverter voltage (VH) sensor performance problem	Inverter with converter assembly

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## Diagnosis Procedure

# 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- 2. Check DTC.

## Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> Replace inverter with converter assembly (Refer to HBC-636, "Removal and Installation").

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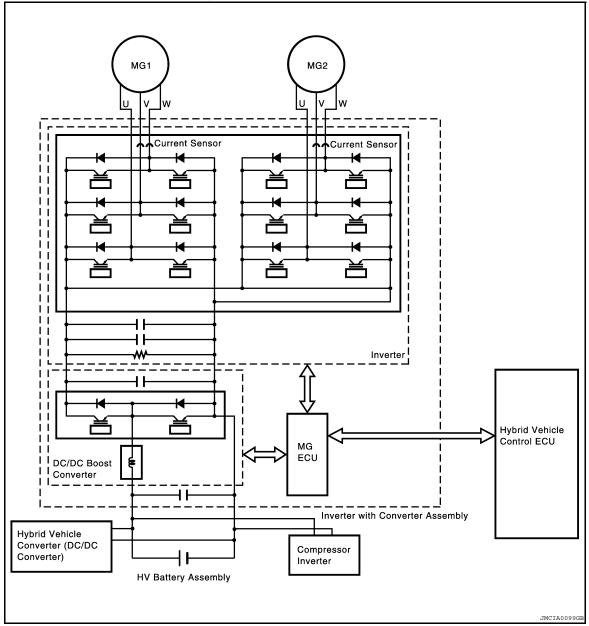
Description INFOID:000000005441178

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

#### < COMPONENT DIAGNOSIS >

If an abnormal amount of current flows through the motor inverter, the MG ECU detects it and sends a signal to inform the hybrid vehicle control ECU of the malfunction.

The MG ECU monitors the motor inverter electric current. If the current exceeds the threshold for a specified period of time, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	806	Drive Motor "A" Inverter Performance	Abnormal motor current value detection (MG ECU malfunction)	Wire harness or connector     Hybrid transaxle     Inverter with converter assembly
FUATO	808		Abnormal motor current value detection (Hybrid transaxle malfunction)	Wire harness or connector     Hybrid transaxle     Inverter with converter assembly

## Diagnosis Procedure

INFOID:0000000005441180

## 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.check dtc output (hybrid system)

- Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590	DC/DC Converter Performance DC Converter Performance

#### NOTE:

P0A78-806 or 808 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above. Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

**HBC-279** Revision: September 2009 2010 Altima HEV **HBC** 

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## < COMPONENT DIAGNOSIS >

NO >> GO TO 3.

3. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-171, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connector.

5. CHECK MOTOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 6. NG >> GO TO 12.

6.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 7.

NG >> Repair or replace harness or connector.

7. CHECK GENERATOR RESOLVER

Refer to HBC-164. "Diagnosis Procedure".

## OK or NG

OK >> GO TO 8. NG >> GO TO 13.

8. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 9.

NG >> Tighten to specified torque.

9.check inverter with converter assembly (generator cable connection condition)

Refer to HBC-177, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 10.

NG >> Tighten to specified torque.

10.INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 11.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

11.INSPECT HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

## OK or NG

PUA/8-806, PUA/8-808	
< COMPONENT DIAGNOSIS >	
OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u> , "Removal and Installation").	
NG >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u> ).	Α
12. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)	
Refer to HBC-171, "Diagnosis Procedure".	В
OK or NG	
OK >> GO TO 14.  NG >> Connect securely.	
13. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR RESOLVER CONNECTOR)	HB
Refer to HBC-164, "Diagnosis Procedure".	
OK or NG	D
OK >> GO TO 15.	
NG >> Connect securely.	Е
14. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RE-	
SOLVER)	
Refer to <u>HBC-171, "Diagnosis Procedure"</u> . <u>OK or NG</u>	F
OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").	
NG >> Repair or replace harness or connector.	G
15. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR	
RESOLVER)	Н
Refer to HBC-164, "Diagnosis Procedure".	
OK or NG  OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").	
NG >> Replace hybrid transaxie (neier to <u>hw-ss. Hemoval and histaliation</u> ).	
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Revision: September 2009 HBC-281 2010 Altima HEV

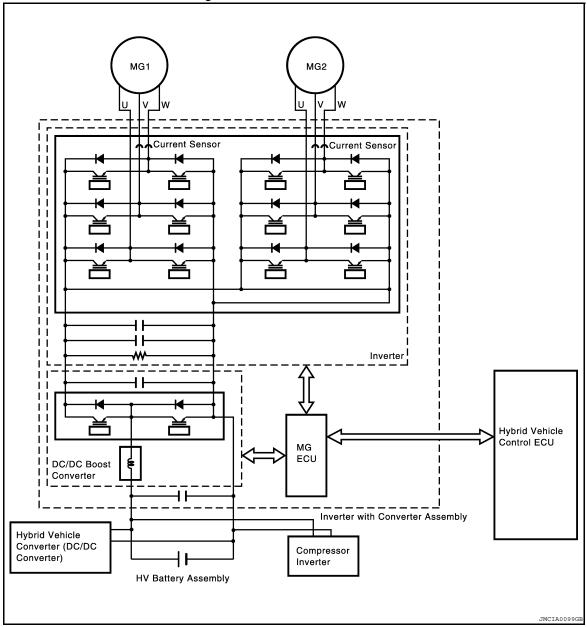
Description INFOID:000000005441181

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

#### < COMPONENT DIAGNOSIS >

If an abnormal amount of current flows through the motor inverter, the MG ECU detects it and sends a signal to inform the hybrid vehicle control ECU of the malfunction.

The MG ECU monitors the motor inverter electric current. If the current exceeds the threshold for a specified period of time, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A78	807	Drive Motor "A" Inverter Performance	Abnormal motor current value detection (Inverter malfunction)	Inverter with converter assembly

## Diagnosis Procedure

INFOID:0000000005441183

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- Check DTC. 2.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590	DC/DC Converter Performance DC Converter Performance

## NOTE:

P0A78-807 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

## Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

## 3.check connector connection condition (inverter with converter assembly con-NECTOR)

**HBC-283** Revision: September 2009 2010 Altima HEV **HBC** 

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## < COMPONENT DIAGNOSIS >

Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation")

NG >> Connect securely.

## P0A7A-122

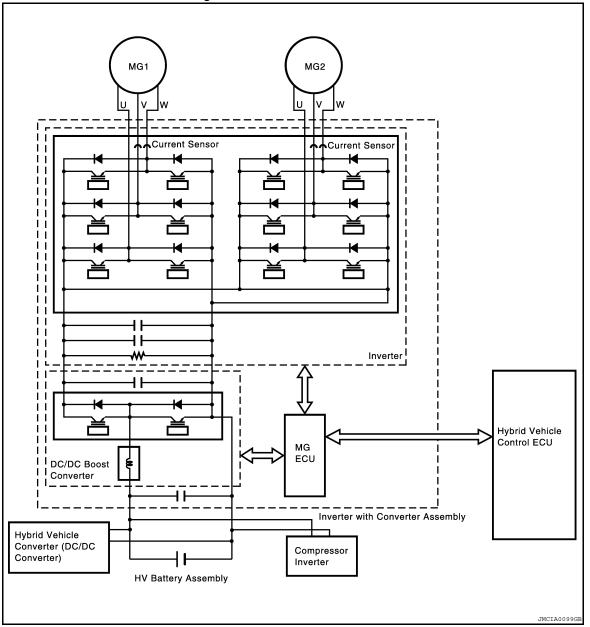
Description INFOID:0000000005441184

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

DTC DETECTION LOGIC

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## < COMPONENT DIAGNOSIS >

If the generator inverter circuit is open or shorted, or if the circuit overheats, the malfunction is transmitted from the inverter to the GFIV terminal of the MG ECU via the generator inverter fail signal line.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A7A	122	Generator Inverter Performance	Generator inverter fail signal detection (overcurrent due to system malfunction)	<ul> <li>Fuel level</li> <li>Hybrid transaxle</li> <li>Engine assembly</li> <li>Inverter with converter assembly</li> <li>Wire harness or connector</li> </ul>

## Diagnosis Procedure

INFOID:0000000005441186

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

## >> GO TO 2.

## 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 505, 287, 506, 503, 279, 504, 306, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549, 442	DC/DC Converter Performance
P0A7A-517, 325, 518, 344, 809, 810, 811	Generator Inverter Performance
P0A92-521	Hybrid Generator Performance
P0A90-509	Drive Motor "A" Performance

### NOTE:

P0A7A-122 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

< COMPONENT DIAGNOSIS > Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output. Α Is DTC detected? YES >> Go to Diagnosis Procedure relevant to output DTC. NO >> GO TO 3. В 3.CHECK AMOUNT OF GASOLINE Turn ignition switch ON. Check the amount of fuel by referring to the fuel gauge in the meter. **HBC** Proper amount of fuel is in the tank. OK or NG D OK >> GO TO 4. NG >> Refuel vehicle. 4. CHECK ENGINE START Е Turn ignition switch ON (READY). Check if the engine starts. F Depressing the accelerator pedal with the shift lever in the P position will cause the engine to start. The engine starts. OK or NG OK >> GO TO 7. NG >> GO TO 5. Н 5. INSPECT CRANKSHAFT PULLEY REVOLUTION (P POSITION) Turn ignition switch OFF, move the shift lever to the P position, and lift up the vehicle. Turn the crankshaft pulley using hand tools to check if the crankshaft pulley can rotate. **CAUTION:** Do not turn ignition switch ON (READY) while performing this inspection. Be sure to turn ignition switch OFF before performing this inspection, to prevent the engine from starting. The crankshaft pulley rotates. K OK or NG OK >> GO TO 7. NG >> GO TO 6. L **6.** INSPECT CRANKSHAFT PULLEY REVOLUTION (N POSITION) Lower the vehicle. 2. Turn ignition switch OFF, move the shift lever to the N position, and lift up the vehicle. Turn the crankshaft pulley using hand tools to check if the crankshaft pulley can rotate. **CAUTION:** Do not turn ignition switch ON (READY) while performing this inspection. Be sure to turn ignition Ν switch OFF before performing this inspection, to prevent the engine from starting. The crankshaft pulley rotates. OK or NG OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation"). NG >> Repair or replace engine assembly. /.CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CON-NECTOR)

Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 8.

NG >> Connect securely.

# 8. Check harness and connector (inverter with converter assembly - generator resolver)

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 9.

NG >> Repair or replace harness or connector.

## 9. CHECK GENERATOR RESOLVER

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 10.

NG >> GO TO 16.

# 10.check harness and connector (inverter with converter assembly - motor resolver)

Refer to HBC-171, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 11.

NG >> Repair or replace harness or connector.

## 11. CHECK MOTOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 12.

NG >> GO TO 18.

# 12.CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 13.

NG >> Tighten to specified torque.

# 13. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 14.

NG >> Tighten to specified torque.

# 14.INSPECT HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 15.

NG >> Replace hybrid transaxle (Refer to <u>TM-35</u>, "Removal and Installation").

# 15. INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

## OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

# 16. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR RESOLVER CONNECTOR)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 17.

### < COMPONENT DIAGNOSIS >

NG >> Connect securely.

17. Check harness and connector (inverter with converter assembly - generator resolver)

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Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

18. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

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Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 19.

NG >> Repair or replace harness or connector.

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19.check harness and connector (inverter with converter assembly - motor resolver)

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

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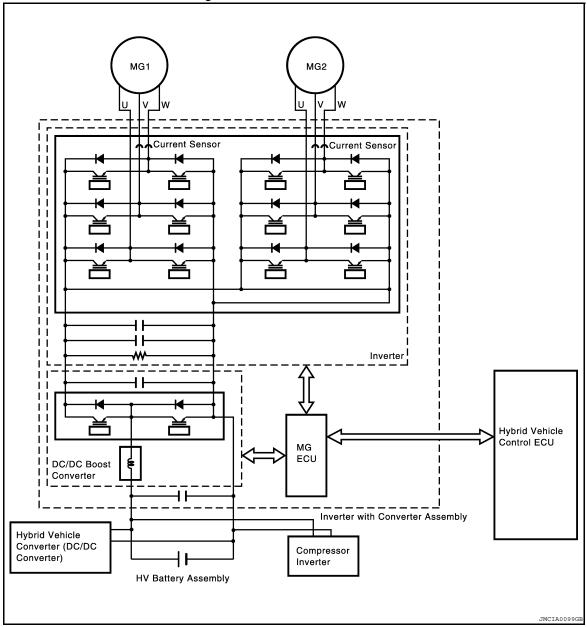
Description INFOID:000000005441187

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

### < COMPONENT DIAGNOSIS >

If an abnormal amount of current flows through the generator inverter, the MG ECU detects it and sends a signal to inform the hybrid vehicle control ECU of the malfunction.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A7A	130	Generator Inverter Performance	Abnormal generator current value detection (System)	<ul> <li>Fuel level</li> <li>Hybrid transaxle</li> <li>Engine assembly</li> <li>Inverter with converter assembly</li> <li>Wire harness or connector</li> </ul>

# **Diagnosis Procedure**

INFOID:0000000005441189

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 505, 287, 506, 503, 279, 504, 306, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549, 442	DC/DC Converter Performance
P0A7A-517, 325, 518, 344, 809, 810, 811	Generator Inverter Performance
P0A92-521	Hybrid Generator Performance
P0A90-509	Drive Motor "A" Performance

### NOTE:

P0A7A-130 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

**HBC-291** 2010 Altima HEV Revision: September 2009

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### < COMPONENT DIAGNOSIS >

### Is DTC detected?

OK >> Go to Diagnosis Procedure relevant to output DTC.

NG >> GO TO 3.

# 3.CHECK AMOUNT OF GASOLINE

Refer to HBC-286, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 4.

NG >> Refuel vehicle.

4. CHECK ENGINE START

Refer to HBC-286, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 7.

NG >> GO TO 5.

5.INSPECT CRANKSHAFT PULLEY REVOLUTION (P POSITION)

Refer to HBC-286, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 7.

NG >> GO TO 6.

6. INSPECT CRANKSHAFT PULLEY REVOLUTION (N POSITION)

Refer to HBC-286, "Diagnosis Procedure".

### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace engine assembly.

7.CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 8.

NG >> Connect securely.

8. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 9.

NG >> Repair or replace harness or connector.

9. CHECK GENERATOR RESOLVER

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 10.

NG >> GO TO 16.

10. Check harness and connector (inverter with converter assembly - motor resolver)

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 11.

NG >> Repair or replace harness or connector.

11. CHECK MOTOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

P0A7A-130	
< COMPONENT DIAGNOSIS >	
OK or NG	
OK >> GO TO 12.	
NG >> GO TO 18.	OD CARLE CONNECTION COND.
12.check inverter with converter assembly (generator)	OR CABLE CONNECTION CONDI-
TION) Refer to <u>HBC-177, "Diagnosis Procedure"</u> .	
OK or NG	
OK >> GO TO 13.	
NG >> Tighten to specified torque.	-
13.check inverter with converter assembly (motor cae	BLE CONNECTION CONDITION)
Refer to HBC-177, "Diagnosis Procedure".	
OK or NG	
OK >> GO TO 14.	
NG >> Tighten to specified torque.	
14.INSPECT HYBRID TRANSAXLE (MG1)	
Refer to HBC-177, "Diagnosis Procedure".	
OK or NG	
OK >> GO TO 15.  NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Inst	allation")
	<u>allation</u> ).
15.INSPECT HYBRID TRANSAXLE (MG2)	
Refer to HBC-177, "Diagnosis Procedure".	
OK or NG OK >> Replace inverter with converter assembly (Refer to HBC-636)	"Domoval and Installation")
OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u> NG >> Replace hybrid transaxle (Refer to <u>TM-35</u> , "Removal and Inst	allation").
16. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR	
Refer to HBC-164, "Diagnosis Procedure".	,
OK or NG	
OK >> GO TO 17.	
NG >> Connect securely.	
17.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVE	ERTER ASSEMBLY - GENERATOR
RESOLVER)	
Refer to <u>HBC-164, "Diagnosis Procedure"</u> .	
OK or NG	11 e 18
OK >> Replace hybrid transaxle (Refer to <u>TM-35</u> , "Removal and Inst NG >> Repair or replace harness or connector.	<u>allation"</u> ).
18. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESC	OLVER CONNECTOR)
	<u> </u>
Refer to <u>HBC-171, "Diagnosis Procedure"</u> . <u>OK or NG</u>	
OK >> GO TO 19.	
NG >> Repair or replace harness or connector.	
19. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONV	ERTER ASSEMBLY - MOTOR RE-
SOLVER)	

Refer to HBC-171, "Diagnosis Procedure".

# OK or NG

>> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation"). OK

>> Repair or replace harness or connector. NG

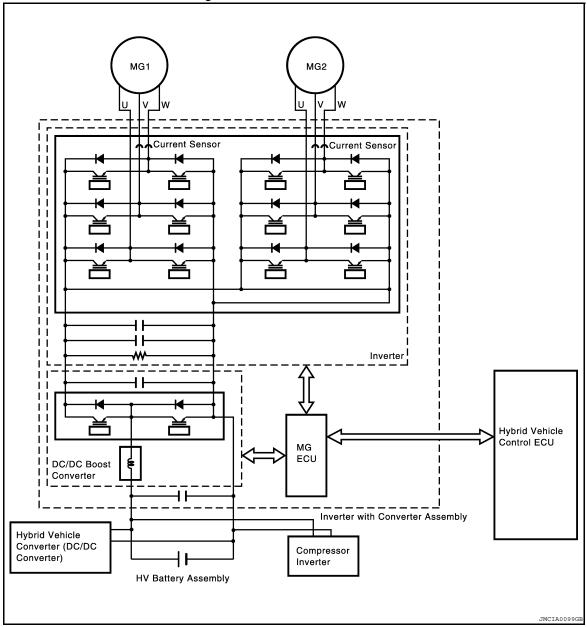
Description INFOID:000000005441190

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

### < COMPONENT DIAGNOSIS >

If MG ECU detects overheat or circuit malfunction of the generator inverter, the inverter assembly transmits this information via the generator inverter fail signal line.

If the generator inverter overheats, it transmits an inverter fail signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A7A	322	Generator Inverter Performance	Generator inverter fail signal detection (overheating)	Inverter cooling system     Water pump with motor & bracket assembly     Hybrid transaxle     Inverter with converter assembly     Engine assembly     Fuel level     Cooling fan system     Wire harness or connector     Hybrid vehicle control ECU

# Diagnosis Procedure

INFOID:0000000005441192

# 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- After inspection, be sure to replace the inverter with converter assembly.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant Diagnosis
	nelevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 505, 287, 506, 503, 279, 504, 306, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549, 442	DC/DC Converter Performance
P0A7A-517, 325, 518, 344, 809, 810, 811	Generator Inverter Performance

**HBC-295** 2010 Altima HEV Revision: September 2009

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### < COMPONENT DIAGNOSIS >

DTC No.	Relevant Diagnosis
P0A92-521	Hybrid Generator Performance
P0A90-509	Drive Motor "A" Performance

#### NOTE:

DTC P0A7A-322 may be set due to a malfunction which also causes DTCs in the table above to be set. First troubleshoot the output DTCs in the table above. After troubleshooting all output DTCs, be sure to replace the inverter with converter assembly.

### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3.CHECK AMOUNT OF GASOLINE

Refer to HBC-286, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 4.

NG >> Refuel vehicle.

# CHECK ENGINE START

Refer to HBC-286, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 7.

NG >> GO TO 5.

# ${f 5.}$ INSPECT CRANKSHAFT PULLEY REVOLUTION (P POSITION)

Refer to HBC-286, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 7.

NG >> GO TO 6.

# 6.INSPECT CRANKSHAFT PULLEY REVOLUTION (N POSITION)

Refer to HBC-286, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace engine assembly.

# 7.CHECK QUANTITY OF INVERTER COOLANT

Refer to HBC-337, "Diagnosis Procedure".

### A or B or C

A >> GO TO 8.

B >> Add coolant.

C >> Check for coolant leaks and add coolant.

# f 8.CHECK COOLANT HOSE

Refer to HBC-337, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 9.

NG >> Correct the problem.

# 9. CHECK FUSE

- 1. Remove the 10 A fuse (No. 68).
- Check the resistance of the fuse.

### Resistance: Below 1 $\Omega$

#### Is the inspection result normal?

YES >> Install the 10 A fuse (No. 68). GO TO 10.

< COMPONENT DIAGNOSIS >
NO >> Replace fuse.
10. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)
Refer to HBC-109, "Diagnosis Procedure".
OK or NG
OK >> GO TO 11. NG >> Connect securely.
11. CHECK CONNECTOR CONNECTION CONDITION (WATER PUMP WITH MOTOR & BRACKET AS-HISEMBLY CONNECTOR)
Refer to HBC-337, "Diagnosis Procedure".
OK or NG
OK >> GO TO 12.
NG >> Connect securely.
12. PERFORM ACTIVE TEST WITH CONSULT-III (INV WATER PUMP)
Refer to HBC-337, "Diagnosis Procedure".
OK or NG
OK >> GO TO 13.
NG >> GO TO 28.  13 CHECK CONNECTOR CONNECTION CONDITION (COOLING FAN MOTOR CONNECTOR)
- Control of the cont
Refer to HBC-337, "Diagnosis Procedure".
OK or NG OK >> GO TO 14.
NG >> Connect securely.
14. PERFORM ACTIVE TEST WITH CONSULT-III (COOLING FAN SPD)
Refer to HBC-337, "Diagnosis Procedure".
OK or NG
OK >> GO TO 15.
NG >> Check cooling fan system (Refer to <u>EC-382, "Component Function Check"</u> ).
15. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CON-
NECTOR)
Refer to HBC-109, "Diagnosis Procedure".
OK or NG
OK >> GO TO 16.  NG >> Connect securely.
16. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR
RESOLVER)
Refer to HBC-164, "Diagnosis Procedure".
OK or NG
OK >> GO TO 17.
NG >> Repair or replace harness or connector.
17. CHECK GENERATOR RESOLVER
Refer to HBC-164, "Diagnosis Procedure".
OK or NG
OK >> GO TO 18.
NG >> GO TO 24.  18 CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY, MOTOR RE
18. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RE-
SOLVER) Refer to HBC-171, "Diagnosis Procedure".
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Revision: September 2009 HBC-297 2010 Altima HEV

OK or NG

### < COMPONENT DIAGNOSIS >

OK >> GO TO 19.

NG >> Repair or replace harness or connector.

# 19. CHECK MOTOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 20.

NG >> GO TO 26.

20. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 21.

NG >> Tighten to specified torque.

21.check inverter with converter assembly (motor cable connection condition)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 22.

NG >> Tighten to specified torque.

22.INSPECT HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 23.

NG >> Replace hybrid transaxle (Refer to TM-35. "Removal and Installation").

23.INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

24.check connector connection condition (generator resolver connector)

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 25.

NG >> Connect securely.

25. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

26. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 27.

NG >> Repair or replace harness or connector.

27. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RE-SOLVER)

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

### < COMPONENT DIAGNOSIS > OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation"). NG >> Repair or replace harness or connector. Α 28. PERFORM ACTIVE TEST WITH CONSULT-III (INV WATER PUMP) Refer to HBC-337, "Diagnosis Procedure". В OK or NG OK >> Add coolant. NG >> GO TO 29. **HBC** 29.CHECK WATER PUMP WITH MOTOR & BRACKET ASSEMBLY Refer to HBC-337, "Diagnosis Procedure". D OK or NG OK >> GO TO 30. NG >> GO TO 31. Е 30.check harness and connector (water pump with motor & bracket assembly - hvCONTROL ECU) Refer to HBC-337, "Diagnosis Procedure". F OK or NG OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation"). NG >> Repair or replace harness or connector. 31.check high voltage fuse and fusible link box Refer to PG-67, "Terminal Arrangement". Н OK or NG OK >> GO TO 32. NG >> Replace high voltage fuse and fusible link box. $32. {\sf check}$ harness and connector (water pump with motor power source circuit) Refer to HBC-337, "Diagnosis Procedure". OK or NG OK >> Replace water pump with motor & bracket assembly. NG >> Repair or replace harness or connector. K M Ν

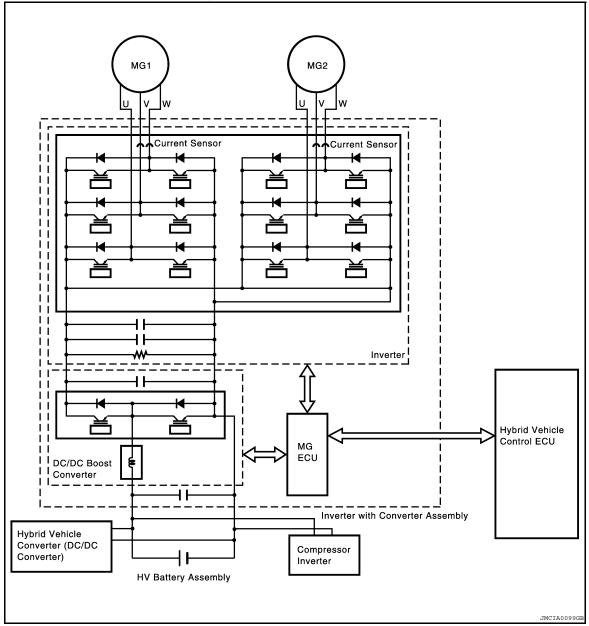
Description INFOID:0000000005441193

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

### < COMPONENT DIAGNOSIS >

If MG ECU detects overheat or circuit malfunction of the generator inverter, the inverter assembly transmits this information via the generator inverter fail signal line.

If the generator inverter detects a circuit malfunction, it will transmit a generator inverter fail signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A7A	324	Generator Inverter Performance	Generator inverter fail signal detection (circuit malfunction)	Inverter cooling system     Water pump with motor & bracket assembly     Hybrid transaxle     Inverter with converter assembly     Engine assembly     Fuel level     Cooling fan system     Hybrid vehicle control ECU

# Diagnosis Procedure

INFOID:0000000005441195

# 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- After inspection, be sure to replace the inverter with converter assembly.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- Check DTC. 2.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance
P0A78-266, 267, 523, 586, 284, 505, 287, 506, 113, 503, 279, 504, 306, 806, 807, 808, 128	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549, 442	DC/DC Converter Performance
P0A7A-322, 517, 325, 518, 122, 344, 809, 810, 811, 130	Generator Inverter Performance

**HBC-301** 2010 Altima HEV Revision: September 2009

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### < COMPONENT DIAGNOSIS >

DTC No.	Relevant Diagnosis
P0A92-521	Hybrid Generator Performance
P0A90-509	Drive Motor "A" Performance

### NOTE:

DTC P0A7A-324 may be set due to a malfunction which also causes DTCs in the table above to be set. First troubleshoot the output DTCs in the table above. After troubleshooting all output DTCs, be sure to replace the inverter with converter assembly.

### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3.CHECK AMOUNT OF GASOLINE

Refer to HBC-286, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 4.

NG >> Refuel vehicle.

# CHECK ENGINE START

Refer to HBC-286, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 7.

NG >> GO TO 5.

# ${f 5.}$ INSPECT CRANKSHAFT PULLEY REVOLUTION (P POSITION)

Refer to HBC-286, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 7.

NG >> GO TO 6.

# 6.INSPECT CRANKSHAFT PULLEY REVOLUTION (N POSITION)

Refer to HBC-286, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace engine assembly.

# 7.CHECK QUANTITY OF INVERTER COOLANT

Refer to HBC-337, "Diagnosis Procedure".

### A or B or C

A >> GO TO 8.

B >> Add coolant.

C >> Check for coolant leaks and add coolant.

# f 8.CHECK COOLANT HOSE

Refer to HBC-337, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 9.

NG >> Correct the problem.

# 9.CHECK FUSE

- Turn ignition switch OFF.
- 2. Remove the 10 A fuse (No. 67).
- 3. Check the resistance of the fuse.

Resistance: Below 1  $\Omega$ 

### Is the inspection result normal?

Revision: September 2009 HBC-303 2010 Altima HEV

 $18.\mathsf{check}$  harness and connector (inverter with converter assembly - motor re-

SOLVER)

Refer to HBC-171, "Diagnosis Procedure".

### < COMPONENT DIAGNOSIS >

### OK or NG

OK >> GO TO 19.

NG >> Repair or replace harness or connector.

# 19. CHECK MOTOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 20.

NG >> GO TO 26.

20. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 21.

NG >> Tighten to specified torque.

21.check inverter with converter assembly (motor cable connection condition)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 22.

NG >> Tighten to specified torque.

22.INSPECT HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 23.

NG >> Replace hybrid transaxle (Refer to <u>TM-35</u>, "Removal and Installation").

23. INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> Replace inverter with converter assembly (Refer to HBC-636, "Removal and Installation").

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

24.check connector connection condition (generator resolver connector)

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 25.

NG >> Connect securely.

25. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

26. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 27.

NG >> Repair or replace harness or connector.

27.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-171, "Diagnosis Procedure".

## < COMPONENT DIAGNOSIS > OK or NG Α OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation"). NG >> Repair or replace harness or connector. 28. PERFORM ACTIVE TEST WITH CONSULT-III (INV WATER PUMP) Refer to HBC-337, "Diagnosis Procedure". OK or NG OK >> Add coolant. **HBC** NG >> GO TO 29 29.CHECK WATER PUMP WITH MOTOR & BRACKET ASSEMBLY D Refer to HBC-337, "Diagnosis Procedure". OK or NG OK >> GO TO 30. Е NG >> GO TO 31. 30.check harness and connector (water pump with motor & bracket assembly - hvCONTROL ECU) F Refer to HBC-337, "Diagnosis Procedure". OK or NG OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation"). NG >> Repair or replace harness or connector. 31.check high voltage fuse and fusible link box Refer to PG-67, "Terminal Arrangement". OK or NG OK >> GO TO 32. NG >> Replace high voltage fuse and fusible link box. 32.check harness and connector (water pump with motor power source circuit) Refer to HBC-337, "Diagnosis Procedure". OK or NG OK >> Replace water pump with motor & bracket assembly. K NG >> Repair or replace harness or connector. Ν

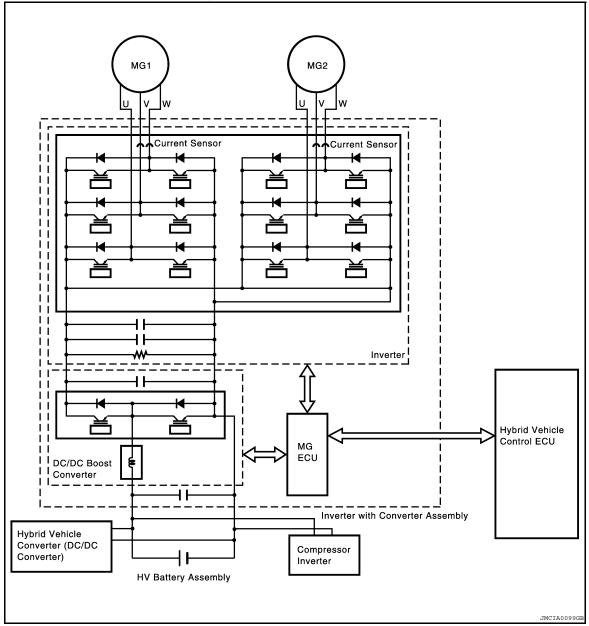
Description INFOID:000000005441196

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

### < COMPONENT DIAGNOSIS >

If MG ECU detects overheat or circuit malfunction of the generator inverter, the inverter assembly transmits this information via the generator inverter fail signal line.

If excessive amperage flows through the generator inverter due to an internal short, the generator inverter will transmit an inverter fail signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A7A	325	Generator Inverter Performance	Generator inverter fail signal detection (overcurrent due to inverter assembly malfunction)	Inverter with converter assembly

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# Diagnosis Procedure

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

### >> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance
P0A78-266, 267, 523, 586	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590	DC/DC Converter Performance

### NOTE:

P0A7A-325 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

### Is DTC detected?

OK >> Go to Diagnosis Procedure relevant to output DTC.

NG >> GO TO 3.

Revision: September 2009 HBC-307 2010 Altima HEV

# < COMPONENT DIAGNOSIS >

3. Check connection condition (inverter with converter assembly connector)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Connect securely.

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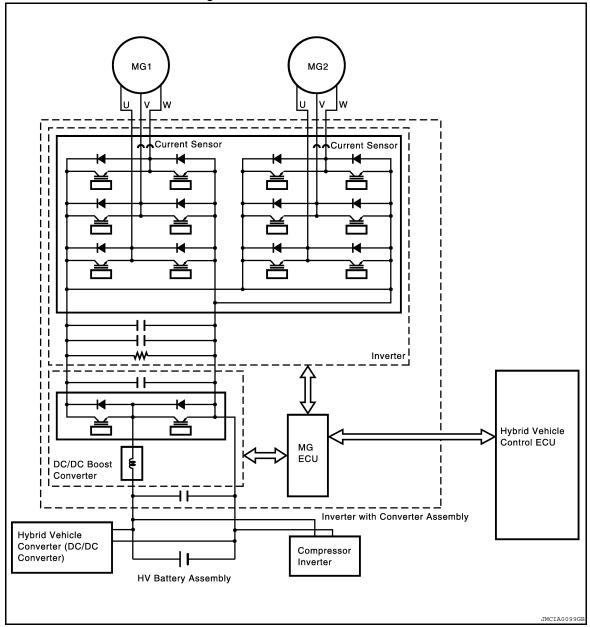
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The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

### DTC DETECTION LOGIC

The MG ECU controls generator torque according to driving conditions.

### < COMPONENT DIAGNOSIS >

If the difference between the requested MG1 torque and the actual MG1 torque exceeds a predetermined value, the MG ECU determines that there is a malfunction in the execution or monitoring of the MG1 torque. Then, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A7A	344	Generator Inverter Performance	Generator torque execution monitoring malfunction	Hybrid transaxle     Inverter with converter assembly

# Diagnosis Procedure

INFOID:0000000005441201

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

### >> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance
P0A78-266, 267, 510, 523, 586, 505, 287, 506, 503, 279, 504, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549	DC/DC Converter Performance
P0A7A-517, 522, 325, 518, 809, 810, 811	Generator Inverter Performance
P0AA6 (all INF codes)	Hybrid Battery Voltage System Isolation Fault
P3004-132	Power Cable Malfunction
P3233-750	Short to B+ in Blocking of HV Gate Connection

### NOTE:

P0A7A-344 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

### < COMPONENT DIAGNOSIS >

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3. Check connector connection condition (inverter with converter assembly connector)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 5.

NG >> Tighten to specified torque.

 $5. {\sf INSPECT\ HYBRID\ TRANSAXLE\ (MG1)}$ 

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

**HBC-311** 

NG >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u>).

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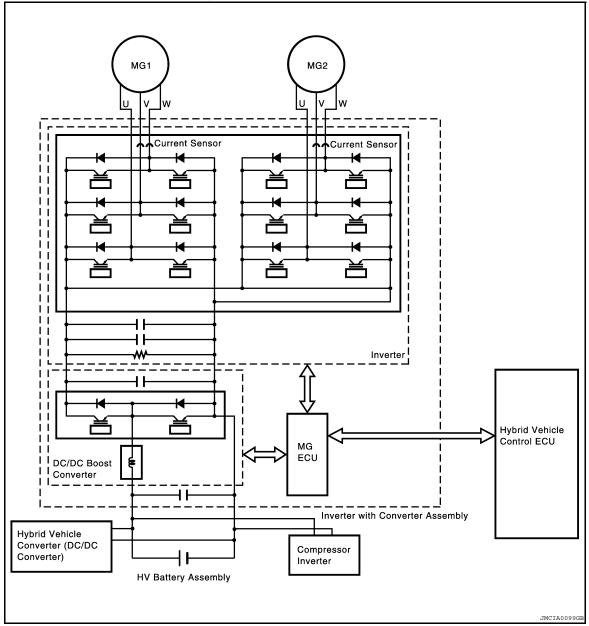
Description INFOID:000000005441202

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

### < COMPONENT DIAGNOSIS >

If MG ECU detects overheat or circuit malfunction of the generator inverter, the inverter assembly transmits this information via the generator inverter fail signal line.

If excessive amperage flows through the generator inverter due to an internal short, the generator inverter will transmit an inverter fail signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A7A	517	Generator Inverter Performance	Generator inverter fail signal detection (overcurrent due to MG ECU malfunction)	<ul><li>Wire harness or connector</li><li>Hybrid transaxle</li><li>Inverter with converter assembly</li></ul>
	518		Generator inverter fail signal detection (overcurrent due to hybrid transaxle malfunction)	Wire harness or connector     Hybrid transaxle     Inverter with converter assembly

# Diagnosis Procedure

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis	
P0A1D (all INF codes)	Hybrid Powertrain Control Module	
P0A1A (all INF codes)	Generator Control Module	
P0A1B (all INF codes)	Drive Motor "A" Control Module	
P0A72 (all INF codes)	Generator Phase V Current	
P0A75 (all INF codes)	Generator Phase W Current	
P0A60 (all INF codes)	Drive Motor "A" Phase V Current	
P0A63 (all INF codes)	Drive Motor "A" Phase W Current	
P0A4B-253	Generator Position Sensor Circuit	
P0A4D-255	Generator Position Sensor Circuit Low	
P0A4C-513	Generator Position Sensor Circuit Range/Performance	
P0A3F-243	Drive Motor "A" Position Sensor Circuit	
P0A41-245	Drive Motor "A" Position Sensor Circuit Low	
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance	
P0A78-266, 267, 523, 586	Drive Motor "A" Inverter Performance	
P0A94-585, 587, 589, 590	DC/DC Converter Performance	

#### NOTE:

P0A7A-517 or 518 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above. Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

Revision: September 2009 HBC-313 2010 Altima HEV

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### < COMPONENT DIAGNOSIS >

### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

 $\bf 3.$  Check connector connection condition (inverter with converter assembly connector)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connector.

# 5. CHECK MOTOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 8.

NG >> GO TO 6.

6. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 7.

NG >> Connect securely.

7. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

8. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RE-SOLVER)

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 9.

NG >> Repair or replace harness or connector.

# 9. CHECK GENERATOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 10.

NG >> GO TO 14.

10.check inverter with converter assembly (motor cable connection condition)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 11.

NG >> Tighten to specified torque.

11. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDI-

# < COMPONENT DIAGNOSIS > TION) Refer to HBC-177, "Diagnosis Procedure". OK or NG OK >> GO TO 12. В NG >> Tighten to specified torque. 12.INSPECT HYBRID TRANSAXLE (MG1) Refer to HBC-177, "Diagnosis Procedure". **HBC** OK or NG OK >> GO TO 13. NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation"). D 13. INSPECT HYBRID TRANSAXLE (MG2) Refer to HBC-177, "Diagnosis Procedure". Е OK or NG OK >> Replace inverter with converter assembly (Refer to HBC-636, "Removal and Installation"). NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation"). F 14.check connector connection condition (generator resolver connector) Refer to HBC-171, "Diagnosis Procedure". OK or NG OK >> Connect securely. NG >> GO TO 15. 15.check harness and connector (inverter with converter assembly - generator RESOLVER) Refer to HBC-164, "Diagnosis Procedure". OK or NG OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation"). NG >> Repair or replace harness or connector. K L Ν Р

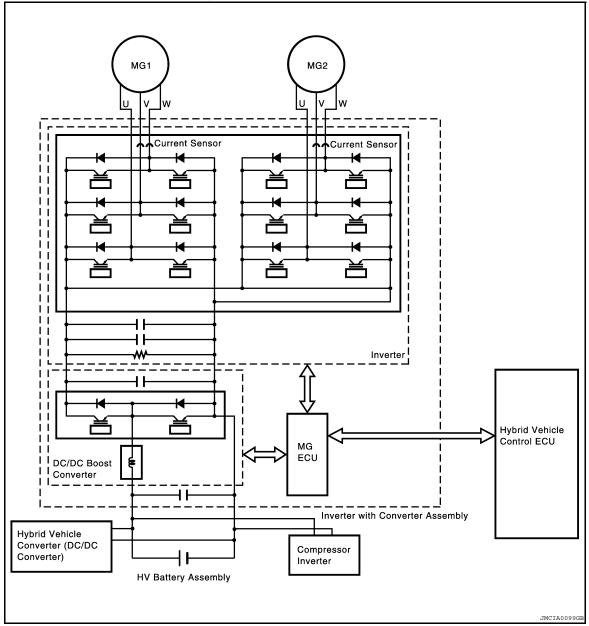
Description INFOID:0000000005441205

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

### < COMPONENT DIAGNOSIS >

If the inverter receives a generator gate shutdown signal from the MG ECU, it will turn all power transistors off which are activating the generator to forcibly stop generator operation. The MG ECU monitors the generator gate shutdown signal line and detects malfunctions.

The MG ECU monitors the current that flows in MG1. If current flows in MG1 while the vehicle is stationary with the ignition switch ON or the shift lever in the N position, the MG ECU will detect a malfunction.

The hybrid vehicle control ECU will illuminate the MIL and set a DTC.nate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A7A	522	Generator Inverter Performance	Generator inverter gate malfunction	Inverter with converter assembly

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#### NOTE:

- If DTC P0A7A-522 is output, the hybrid system cannot be restarted until the DTC is cleared.
- If the malfunction is not reproduced, leave the vehicle for 1 minute with the shift lever in the N position in order to easily reproduce the malfunction.

# Diagnosis Procedure

#### NFOID:0000000005441207

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

### >> GO TO 2.

# 2. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> Replace inverter with converter assembly (Refer to HBC-636, "Removal and Installation").

NG >> Connect securely.

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Revision: September 2009 HBC-317 2010 Altima HEV

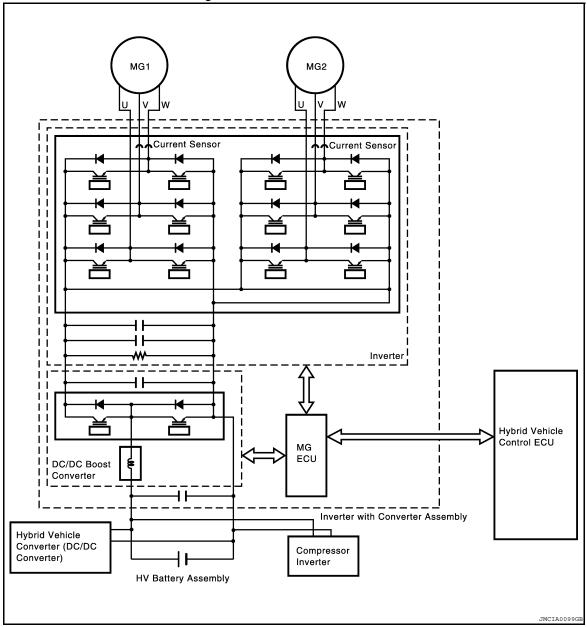
Description INFOID:000000005441208

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

### < COMPONENT DIAGNOSIS >

If an abnormal amount of current flows through the generator inverter, the MG ECU detects it and sends a signal to inform the hybrid vehicle control ECU of the malfunction.

If the MG ECU detects that the generator inverter current exceeds the threshold level for a period of time, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A7A	809	Generator Inverter Performance	Abnormal generator current value detection (MG ECU malfunction)	Wire harness or connector     Hybrid transaxle     Inverter with converter assembly
TOATA	811		Abnormal generator current value detection (hybrid transaxle malfunction)	<ul><li>Wire harness or connector</li><li>Hybrid transaxle</li><li>Inverter with converter assembly</li></ul>

# Diagnosis Procedure

INFOID:0000000005441210

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance
P0A78-266, 267, 523, 586	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590	DC/DC Converter Performance

#### NOTE:

P0A7A-809 or 811 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above. Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

Revision: September 2009 HBC-319 2010 Altima HEV

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### < COMPONENT DIAGNOSIS >

NO >> GO TO 3.

3. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connector.

5. CHECK MOTOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 6. NG >> GO TO 12.

6.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 7.

NG >> Repair or replace harness or connector.

7. CHECK GENERATOR RESOLVER

Refer to HBC-164. "Diagnosis Procedure".

### OK or NG

OK >> GO TO 8. NG >> GO TO 13.

8. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 9.

NG >> Tighten to specified torque.

9.CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 10.

NG >> Tighten to specified torque.

10.INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 11.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

11.INSPECT HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

FUA/A-009, FUA/A-011	
< COMPONENT DIAGNOSIS >	
OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u> , "Removal and Installation").  NG >> Replace hybrid transaxle (Refer to <u>TM-35</u> , "Removal and Installation").	А
12. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)	
Refer to HBC-171, "Diagnosis Procedure".	
OK or NG	В
OK >> GO TO 14.	
NG >> Connect securely.	HB
13.check connector connection condition (generator resolver connector)	
Refer to HBC-164. "Diagnosis Procedure".	
OK or NG	D
OK >> GO TO 15.	
NG >> Connect securely.	Е
14. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RE-	
SOLVER)	
Refer to HBC-171, "Diagnosis Procedure".	F
OK or NG OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").	
NG >> Repair or replace harness or connector.	G
15. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR	a
RESOLVER)	
Refer to HBC-164, "Diagnosis Procedure".	Н
OK or NG	
OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").	
NG >> Repair or replace harness or connector.	
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Revision: September 2009 HBC-321 2010 Altima HEV

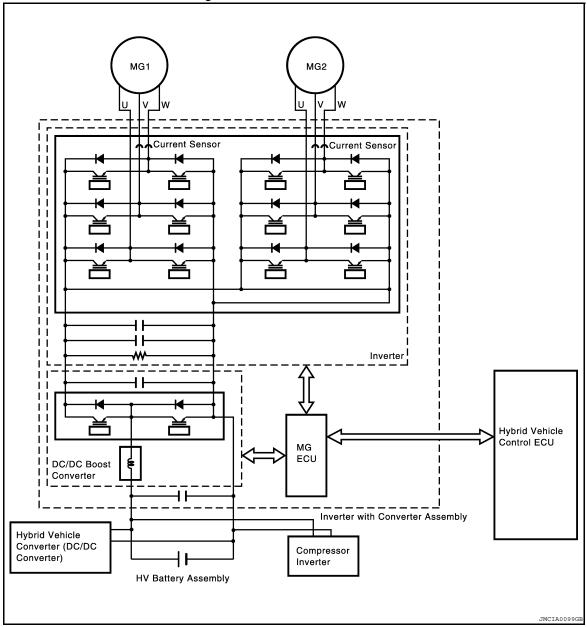
Description INFOID:000000005441211

The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

### < COMPONENT DIAGNOSIS >

If an abnormal amount of current flows through the generator inverter, the MG ECU detects it and sends a signal to inform the hybrid vehicle control ECU of the malfunction.

If the MG ECU detects that the generator inverter current exceeds the threshold level for a period of time, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A7A	810	Generator Inverter Performance	Abnormal generator current value detection (inverter malfunction)	Inverter with converter assembly

# Diagnosis Procedure

INFOID:0000000005441213

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# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590	DC/DC Converter Performance

#### NOTE:

P0A7A-810 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3.check connector connection condition (inverter with converter assembly con-

Revision: September 2009 HBC-323 2010 Altima HEV

# < COMPONENT DIAGNOSIS >

### NECTOR)

Refer to HBC-109, "Diagnosis Procedure".

# OK or NG

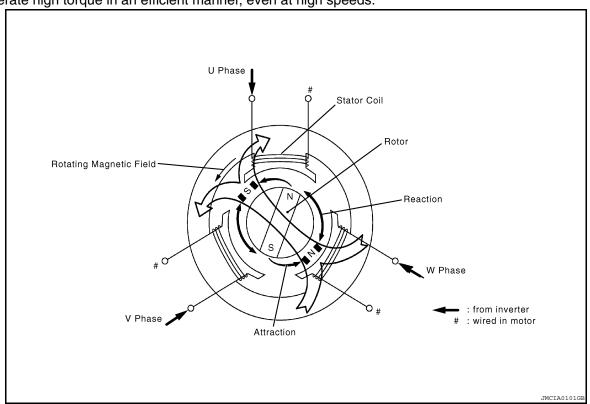
OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Connect securely.

### P0A90-251

Description INFOID:000000005441214

When three-phase alternating current flows through the three-phase windings of the stator coil, a rotating magnetic field is generated in MG2. The system controls the rotation of the magnetic field in accordance with the rotating position and speed of the rotor. As a result, the permanent magnets provided in the rotor are pulled in the direction of rotation, generating torque. The generated torque is almost proportional to the amount of current. The system controls MG2 speed by regulating the frequency of the alternating current. Furthermore, the system properly controls the rotating magnetic field and the angle of the rotor magnets in order to generate high torque in an efficient manner, even at high speeds.



DTC Logic

#### DTC DETECTION LOGIC

The MG ECU monitors MG2. If the MG ECU detects a reduction in the magnetic force of MG2 or an inphase short, it interprets this as an MG2 failure. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A90	251	Drive Motor "A" Performance	Motor magnetic force deterioration or same phase short circuit	Hybrid transaxle

# Diagnosis Procedure

#### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

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>> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1A (all INF codes), P0A1B (all INF codes)	MG ECU circuit malfunction
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A3F-243, P0A40-500, P0A41-245	Motor resolver circuit malfunction
P0A4B-253, P0A4C-513, P0A4D-255	Generator resolver circuit malfunction
P0A51-174	MG ECU circuit malfunction
P0A60 (all INF codes), P0A63 (all INF codes)	Motor current sensor circuit
P0A72 (all INF codes), P0A75 (all INF codes)	Generator current sensor circuit
P0A78-306, 510, 586, 266, 267, 523	Motor inverter malfunction
P0A7A-344, 522	Generator inverter malfunction
P0A90-509	MG2 malfunction
P0A92-521	MG1 malfunction
P0A94-585, 587, 589, 590	Boost converter circuit
P0AA6 (all INF codes)	Hybrid Battery Voltage System Isolation Fault
P3004-132	Power Cable Malfunction
P3233-750	HV gate shutdown wiring malfunction

#### NOTE:

P0A90-251 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3. SIMULATION TEST

- 1. Test-drive the vehicle at a speed of 40 km/h for approximately 1 minute.
- Check DTC.

DTC output	Proceed to
P0A78-306 or P0A90-509 is output	A
P0A90-251 is output or no DTC is output	В

#### A or B

A >> Go to Diagnosis Procedure relevant to output DTC.

B >> GO TO 4.

# 4. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 5.

NG >> Connect securely.

# 5. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)

#### Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Tighten to specified torque.

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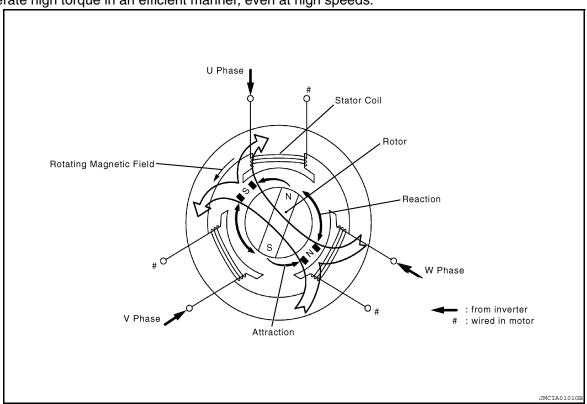
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#### P0A90-509

Description INFOID:000000005441217

When three-phase alternating current flows through the three-phase windings of the stator coil, a rotating magnetic field is generated in MG2. The system controls the rotation of the magnetic field in accordance with the rotating position and speed of the rotor. As a result, the permanent magnets provided in the rotor are pulled in the direction of rotation, generating torque. The generated torque is almost proportional to the amount of current. The system controls MG2 speed by regulating the frequency of the alternating current. Furthermore, the system properly controls the rotating magnetic field and the angle of the rotor magnets in order to generate high torque in an efficient manner, even at high speeds.



DTC Logic

#### DTC DETECTION LOGIC

The MG ECU monitors the MG2 system. If the MG ECU detects a malfunction of the MG2 system, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A90	509	Drive Motor "A" Performance	Motor system malfunction	Wire harness or connector     Hybrid transaxle     Inverter with converter assembly

# Diagnosis Procedure

INFOID:0000000005441219

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

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>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance
P0A78-266, 267, 510, 523, 586, 505, 287, 506, 503, 279, 504, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549	DC/DC Converter Performance
P0A7A-517, 522, 325, 518, 809, 810, 811	Generator Inverter Performance
P0AA6 (all INF codes)	Hybrid Battery Voltage System Isolation Fault
P3004-132	Power Cable Malfunction
P3233-750	Short to B+ in Blocking of HV Gate Connection

#### NOTE:

P0A90-509 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3.check connector connection condition (inverter with converter assembly connector)

Refer to <u>HBC-109</u>, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 5.

NG >> Tighten to specified torque.

5.INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

#### P0A90-509

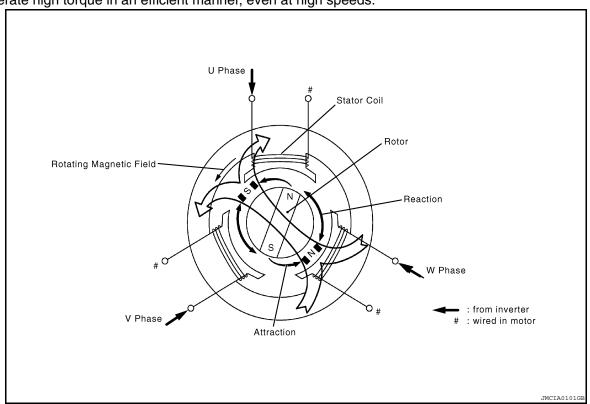
### < COMPONENT DIAGNOSIS >

- >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u>). >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u>). OK
- NG

#### P0A92-261

Description INFOID:0000000005441220

When three-phase alternating current flows through the three-phase windings of the stator coil, a rotating magnetic field is generated in MG2. The system controls the rotation of the magnetic field in accordance with the rotating position and speed of the rotor. As a result, the permanent magnets provided in the rotor are pulled in the direction of rotation, generating torque. The generated torque is almost proportional to the amount of current. The system controls MG2 speed by regulating the frequency of the alternating current. Furthermore, the system properly controls the rotating magnetic field and the angle of the rotor magnets in order to generate high torque in an efficient manner, even at high speeds.



DTC Logic

#### DTC DETECTION LOGIC

The MG ECU monitors MG1. If the MG ECU detects a reduction in the magnetic force of MG1 or an inphase short, it interprets this as an MG1 failure. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A92	261	Hybrid Generator Performance	Generator magnetic force de- terioration or same phase short circuit	Hybrid transaxle

# Diagnosis Procedure

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

Revision: September 2009 HBC-331 2010 Altima HEV

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>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis	
P0A1A (all INF codes), P0A1B (all INF codes)	MG ECU circuit malfunction	
P0A1D (all INF codes)	Hybrid Powertrain Control Module	
P0A3F-243, P0A40-500, P0A41-245	Motor resolver circuit malfunction	
P0A4B-253, P0A4C-513, P0A4D-255	Generator resolver circuit malfunction	
P0A51-174	MG ECU circuit malfunction	
P0A60 (all INF codes), P0A63 (all INF codes)	Motor current sensor circuit	
P0A72 (all INF codes), P0A75 (all INF codes)	Generator current sensor circuit	
P0A78-306, 510, 586, 266, 267, 523	Motor inverter malfunction	
P0A7A-344, 522	Generator inverter malfunction	
P0A90-509	MG2 malfunction	
P0A92-521	MG1 malfunction	
P0A94-585, 587, 589, 590	Boost converter circuit	
P0AA6 (all INF codes)	Hybrid Battery Voltage System Isolation Fault	
P3004-132	Power Cable Malfunction	
P3233-750	HV gate shutdown wiring malfunction	

### NOTE:

P0A92-261 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

## 3. SIMULATION TEST

Leave the vehicle for 1 minute with the engine running (with MG1 rotating)

#### NOTE:

If the accelerator pedal is depressed with the shift lever in the P position, the engine will start.

Check DTC.

DTC output	Proceed to
P0A7A-344 or P0A92-521 is output	Α
P0A92-261 is output or no DTC is output	В

#### A or B

A >> Go to Diagnosis Procedure relevant to output DTC.

B >> GO TO 4.

# 4. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 5.

NG >> Connect securely.

# 5. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

### P0A92-261

### < COMPONENT DIAGNOSIS >

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u>).

NG >> Tighten to specified torque.

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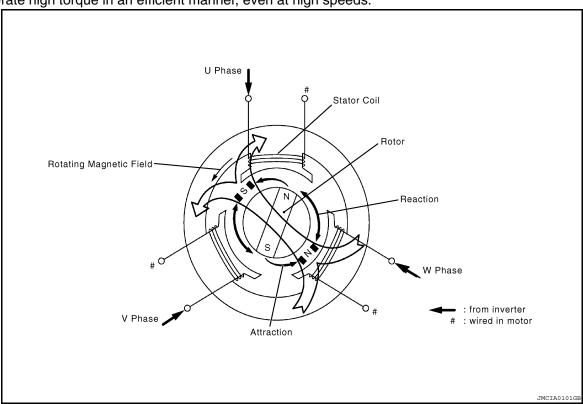
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#### P0A92-521

Description INFOID:000000005441223

When three-phase alternating current flows through the three-phase windings of the stator coil, a rotating magnetic field is generated in MG2. The system controls the rotation of the magnetic field in accordance with the rotating position and speed of the rotor. As a result, the permanent magnets provided in the rotor are pulled in the direction of rotation, generating torque. The generated torque is almost proportional to the amount of current. The system controls MG2 speed by regulating the frequency of the alternating current. Furthermore, the system properly controls the rotating magnetic field and the angle of the rotor magnets in order to generate high torque in an efficient manner, even at high speeds.



DTC Logic

#### DTC DETECTION LOGIC

The MG ECU monitors the MG1 system. If the MG ECU detects a malfunction of the MG1 system, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A92	521	Hybrid Generator Performance	Generator system malfunction	Hybrid transaxle     Inverter with converter assembly

# Diagnosis Procedure

INFOID:0000000005441225

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance
P0A78-266, 267, 510, 523, 586, 505, 287, 506, 503, 279, 504, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549	DC/DC Converter Performance
P0A7A-517, 522, 325, 518, 809, 810, 811	Generator Inverter Performance
P0AA6 (all INF codes)	Hybrid Battery Voltage System Isolation Fault
P3004-132	Power Cable Malfunction
P3233-750	Short to B+ in Blocking of HV Gate Connection

#### NOTE:

P0A92-521 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

>> GO TO 3. NO

# 3.check connector connection condition (inverter with converter assembly con-NECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4.CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 5.

NG >> Tighten to specified torque.

5.INSPECT HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> Replace inverter with converter assembly (Refer to HBC-636, "Removal and Installation").

**HBC-335** 2010 Altima HEV Revision: September 2009

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NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

### P0A93-346

Description INFOID:0000000005441226

The inverter converts the boosted high-voltage direct-current from the HV battery into alternating current for MG2 and MG1. The inverter generates heat during the conversion process, and this heat could damage the inverter if a inverter cooling system is unavailable. Therefore, similar to MG2 and MG1, the inverter is cooled by a special inverter cooling system consisting of an electric water pump, cooling fan, and sub radiator. This inverter cooling system is independent of the engine cooling system. The hybrid vehicle control ECU monitors the electric water pump, cooling fan, and inverter cooling system, and detects malfunctions.

DTC Logic INFOID:0000000005441227

#### DTC DETECTION LOGIC

If the hybrid vehicle control ECU detects a malfunction of the electric water pump, fan or sub radiator, the ECU will illuminate the MIL and set a DTC.

DT	C No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
Р	0A93	346	Inverter Cooling System Performance	Inverter cooling system malfunction (Inverter coolant malfunction)	Wire harness or connector     Inverter cooling system     Water pump with motor & bracket assembly     Hybrid vehicle control ECU     Inverter with converter assembly     Cooling fan system

# Diagnosis Procedure

### 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant Diagnosis
P0A02-719, P0A03-720	Inverter coolant temperature circuit
P0A1D (all INF code)	Hybrid Powertrain Control Module
P0A1B (all INF code)	Drive Motor "A" Control Module

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3.check connector connection condition (inverter with converter assembly con-NECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 4.

**HBC-337** Revision: September 2009 2010 Altima HEV **HBC** 

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NG >> Connect securely.

# f 4.CHECK QUANTITY OF INVERTER COOLANT

- 1. Check for coolant leaks.
- 2. Check the coolant in the sub reserve tank assembly is above the low level.

Result	Proceed to
Coolant leaks are not evident. The coolant level in the sub reserve tank assembly is above the low level.	A
Coolant leaks are not evident. The coolant level in the sub reserve tank assembly is below the low level.	В
Coolant leaks are evident.	С

#### NOTE:

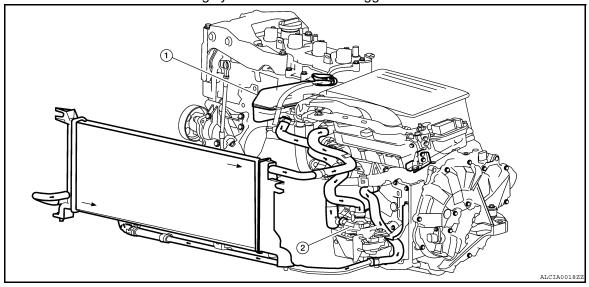
After repairing the coolant leaks and adding coolant, perform the "INV WATER PUMP" and "COOLING FAN SPD" in "ACTIVE TEST" mode with CONSULT-III and make sure that there are no malfunctions.

#### A or B or C

- A >> GO TO 5.
- B >> Add coolant.
- C >> Check for coolant leaks and add coolant.

# 5. CHECK COOLANT HOSE

Check if the hoses of the inverter cooling system are kinked or clogged.



Coolant reservoir

2. Water pump with motor and bracket assembly

#### OK or NG

OK >> GO TO 6.

NG >> Correct the problem.

## 6.CHECK FUSE

- Turn ignition switch OFF.
- Remove the 10A fuse (No. 67).
- Check the resistance of the fuse.

#### Resistance: Below 1 $\Omega$

#### Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace fuse.

# 7.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

#### P0A93-346 < COMPONENT DIAGNOSIS > OK or NG Α OK >> GO TO 8. NG >> Connect securely. f 8 .CHECK CONNECTOR CONNECTION CONDITION (WATER PUMP WITH MOTOR & BRACKET ASSEM-В BLY CONNECTOR) Check the connection of the water pump with motor & bracket assembly connector. **HBC** The connector is connected securely and there are no contact problems. OK or NG OK >> GO TO 9. NG >> Connect securely. $9.\mathsf{perform}$ active test with consult-III (INV water PUMP) Reconnect all harness connectors removed. Turn ignition switch ON. 3. Perform "INV WATER PUMP" in "ACTIVE TEST" mode with CONSULT-III. During this test, open the sub reserve tank cap and check that there are ripples in the coolant. Continue the active test for at least 1 minute. NOTE: The water pump motor operates even in inspection mode. There are ripples in the coolant in the sub reserve tank assembly for 1 minute. OK >> GO TO 10. NG >> GO TO 13. 10.check connector connection condition (cooling fan motor connector) Check the connections of the cooling fan motor connectors. The connectors are connected securely and there are no contact problems. OK or NG OK >> GO TO 11.

NG >> Connect securely.

# 11. PERFORM ACTIVE TEST WITH CONSULT-III (COOLING FAN SPD)

- Turn ignition switch ON.
- 2. Perform "COOLING FAN SPD" in "ACTIVE TEST" mode with CONSULT-III.

#### The cooling fan rotates.

#### OK or NG

OK >> GO TO 12.

NG >> Check cooling fan system (Refer to EC-382, "Component Function Check").

# 12. READ VALUE OF DATA MONITOR

- 1. Stop the engine and leave the vehicle for at least 1 hour.
- Turn ignition switch ON.
- Select "INV COOLANT TMP", "CONVERTER TEMP", "MG1 INV TEMP", "MG2 INV TEMP" in "DATA MONITOR" mode with CONSULT-III.
- Read their indications.

# The displayed INV COOLANT TMP value is at least 20°C (68°F) higher than MG2 INV TEMP, CONVERTER TEMP, and MG 1 INV TEMP.

#### NOTE:

The lower limit temperature that can be displayed for "MG2 INV TEMP", "CONVERTER TEMP", and "MG1 INV TEMP" is 15°C (59°F). The lower limit temperature for "INV COOLANT TMP" is -40°C (-40°F). The "INV COOLANT TMP" value displayed on CONSULT-III may be lower than the others, but this is not a malfunction.

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#### OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Replace water pump with motor & bracket assembly.

# 13. PERFORM ACTIVE TEST WITH CONSULT-III (INV WATER PUMP)

- 1. Compress the inlet hose for the water pump with motor & bracket assembly several times.
- 2. Turn ignition switch ON.
- 3. Perform "INV WATER PUMP" in "ACTIVE TEST" with CONSULT-III.
- During the test, open the sub reserve tank cap and check that there are ripples in the coolant. Continue the active test for at least 1 minute.

#### NOTE:

- Keep compressing the water pump inlet hose until the coolant level in the sub reserve tank assembly stops dropping.
- The water pump motor operates even in maintenance mode.
- After repairing the coolant leaks and adding coolant, perform the "INV WATER PUMP" and "COOLING FAN SPD" active tests and make sure that there are no malfunctions.

#### There are ripples in the coolant in the sub reserve tank assembly for 1 minute.

OK >> Add coolant.

NG >> GO TO 14.

# 14. CHECK WATER PUMP WITH MOTOR & BRACKET ASSEMBLY

- 1. Disconnect the hybrid vehicle control ECU harness connector E66.
- 2. Remove the 10 A fuse (No. 67).
- 3. Apply 12 V to downstream terminal of the socket for the fuse in the high voltage fuse and fusible link box and check that the water pump operates.

#### The water pump operates.

4. Install the 10 A fuse to the high voltage fuse and fusible link box.

#### OK or NG

OK >> GO TO 15.

NG >> GO TO 17.

# 15. Check harness and connector (water pump with motor & bracket assembly - $\mu$ control ecu)

- 1. Disconnect the water pump with motor & bracket assembly connector E72.
- 2. Measure the resistance according to the value(s) in the table below.

#### Check for open

Hybrid vehicle control ECU		Water pump with motor & bracket assembly		Resistance
Harness connector	Terminal	Harness Terminal		riesistance
E66	109 (IWP)	E72	3 (SWP)	Below 1 Ω

#### Check for short

Hybrid vehicl	e control ECU	Ground	Resistance
Harness connector	Terminal	Ground	riesistance
E66	109 (IWP)	Ground	10 kΩ

Water pump with mot	or & bracket assembly	Ground	Resistance
Harness connector Terminal		Ground resistance	riesisiance
E72	3 (SWP)	Ground	10 kΩ

#### OK or NG

OK >> GO TO 16.

NG >> Repair or replace harness or connector.

# 16.check harness and connector (water pump with motor power source circuit)

- Remove 10A fuse (No. 67) from the high voltage fuse and fusible link box.
- Remove IGCT relay from the high voltage fuse and fusible link box.
- Measure the resistance according to the values in the table below.

Check for open

Н				
Component connector	· lerminal ·		Terminal	Resistance
_	Fuse (No. 67) upstream side	_	IGCT relay terminal 5	Below 1 Ω

#### OK or NG

>> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation"). OK

NG >> Repair or replace high voltage fuse and fusible link box.

# $17.\mathsf{check}$ harness and connector (water pump with motor power source circuit)

- Remove the 10A fuse (No. 67) from the high voltage fuse and fusible link box.
- Measure the resistance according to the value(s) in the table below.

Check for open

Hybrid vehicle control ECU		Water pump with motor & bracke assembly		Resistance
Harness connector	Terminal	Harness Terminal		riesistance
E66	109 (IWP)	E72	3 (SWP)	Below 1 Ω

Water pump with moto	r & bracket assembly	Ground	Resistance
Harness connector Terminal		- Ground Mesisiai	riesistance
E72	1 (GND)	Ground	Below 1 Ω

0 0	igh voltage fuse and fusible link box		n motor & bracket embly	Resistance
Component connector	Terminal	Harness Terminal		. icc.ctarioc
_	Fuse (No. 68) downstream side	E72	4 (+B)	Below 1 Ω

#### Check for short

Hybrid vehicl	e control ECU	Ground	Resistance
Harness connector Terminal		Ground	riesistance
E66	109 (IWP)	Ground	10 k $\Omega$ or higher

Water pump with mot	or & bracket assembly	Ground	Resistance	
Harness connector Terminal		around	riesisiance	
E72	3 (SWP)	Ground	10 k $\Omega$ or higher	

#### OK or NG

OK >> Replace water pump with motor & bracket assembly.

NG >> Repair or replace harness or connector. **HBC** 

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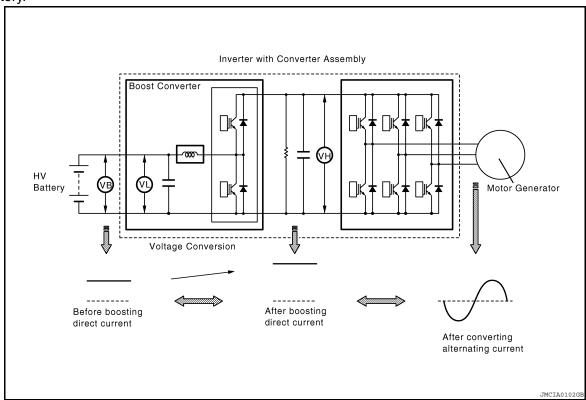
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Description INFOID:000000005441229

The boost converter boosts the 244.8 V DC from the HV battery to a maximum of approximately 650 V DC. The inverter converts the voltage that has been boosted by the boost converter into alternating current, which is used for driving MG2 and MG1. When MG1 and MG2 operate as a generator, the alternating-current voltage from MG1 and MG2 is converted into direct-current voltage by the inverter.

Then the boost converter drops this voltage to a direct-current voltage rating of 244.8 V in order to charge the HV battery.



The MG ECU uses a voltage sensor (VL) that is built into the boost converter to detect the high voltage before it is boosted. It also uses a voltage sensor (VH) that is built into the inverter to detect the high voltage after it is boosted. Based on the voltage before and after it is boosted, the hybrid vehicle control ECU controls the operation of the boost converter to boost the voltage to the target voltage.

DTC Logic

#### DTC DETECTION LOGIC

If the boost converter detects a circuit malfunction or overvoltage, it transmits this information to the OVL terminal of the MG ECU via the boost converter overvoltage signal line.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A94	127	DC/DC Converter Performance	Boost converter overvoltage signal detection (overvoltage due to system malfunction)	<ul> <li>HV relay assembly</li> <li>Inverter with converter assembly</li> <li>Service plug grip</li> <li>Frame wire</li> <li>Hybrid transaxle</li> </ul>

# Diagnosis Procedure

INFOID:0000000005441231

# 1.PRECONDITIONING

• Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service

plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.

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- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis	
P0A1D (all INF codes)	Hybrid Powertrain Control Module	
P0A1A (all INF codes)	Generator Control Module	
P0A1B (all INF codes)	Drive Motor "A" Control Module	
P0A72 (all INF codes)	Generator Phase V Current	
P0A75 (all INF codes)	Generator Phase W Current	
P0A60 (all INF codes)	Drive Motor "A" Phase V Current	
P0A63 (all INF codes)	Drive Motor "A" Phase W Current	
P0A4B-253	Generator Position Sensor Circuit	
P0A4D-255	Generator Position Sensor Circuit Low	
P0A4C-513	Generator Position Sensor Circuit Range/Performance	
P0A3F-243	Drive Motor "A" Position Sensor Circuit	
P0A41-245	Drive Motor "A" Position Sensor Circuit Low	
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance	
P0A78-266, 267, 523, 586, 284, 505, 287, 506, 113, 286, 503, 279, 504, 306, 806, 807, 808, 128	Drive Motor "A" Inverter Performance	
P0A94-585, 587, 589, 590, 553, 554, 555, 556, 172, 557, 547, 548, 549, 442	DC/DC Converter Performance	
P0A7A-322, 517, 325, 518, 122, 324, 344, 809, 810, 811, 130	Generator Inverter Performance	
P0A92-521	Hybrid Generator Performance	
P0A90-509	Drive Motor "A" Performance	
P3004-803	high Voltage Power Resource	
P0ADB-227	Hybrid Battery Positive Contactor Control Circuit Low	
P0ADC-226	Hybrid Battery Positive Contactor Control Circuit High	
P0ADF-229	Hybrid Battery Negative Contactor Control Circuit Low	

#### NOTE:

P0A94-127 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

OK >> Go to Diagnosis Procedure relevant to output DTC.

NG >> GO TO 3.

3.check connection condition (inverter with converter assembly connector)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

Revision: September 2009 HBC-343 2010 Altima HEV

OK >> GO TO 4.

NG >> Connect securely.

# 4.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connector.

# 5. CHECK GENERATOR RESOLVER

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 6.

NG >> GO TO 20.

# CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLV-ER)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 7.

NG >> Repair or replace harness or connector.

### 7. CHECK MOTOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 8. NG >> GO TO 18.

# 8.CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 9.

NG >> Tighten to specified torque.

# 9. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 10.

NG >> Tighten to specified torque.

# 10.INSPECT HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 11.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

# 11. INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 12.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

# 12. CHECK INVERTER WITH CONVERTER ASSEMBLY (HIGH VOLTAGE CONNECTOR CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

< COMPONENT DIAGNOSIS >
OK >> GO TO 13.
NG >> Connect securely.
13. CHECK SERVICE PLUG GRIP
Refer to HBC-228, "Diagnosis Procedure".
OK or NG
OK >> GO TO 14.  NG >> Replace service plug grip.
14. CHECK CONDITION OF FRAME WIRE CONNECTIONS (HV RELAY ASSEMBLY SIDE)
Refer to HBC-521, "Diagnosis Procedure".
OK or NG
OK >> GO TO 15.
NG >> Tighten to specified torque.
15. CHECK FRAME WIRE
Refer to HBC-177, "Diagnosis Procedure".
OK or NG
OK >> GO TO 16.
NG >> Replace frame wire (Refer to <u>HBC-645, "Removal and Installation"</u> ).
16.INSPECT HV RELAY ASSEMBLY (SMRB)
Refer to HBC-228, "Diagnosis Procedure".
OK or NG
OK >> GO TO 17.
NG >> Replace HV relay assembly (Refer to HBB-127, "Removal and Installation").
17.INSPECT HV RELAY ASSEMBLY (SMRG)
Refer to HBC-228, "Diagnosis Procedure".
OK or NG OK >> Replace inverter with converter assembly (Refer to HBC-636, "Removal and Installation").
NG >> Replace HV relay assembly (Refer to HBB-127, "Removal and Installation").
18. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)
Refer to HBC-171, "Diagnosis Procedure".
OK or NG
OK >> GO TO 19.
NG >> Connect securely.
19. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY-MOTOR RE-
SOLVER)
Refer to HBC-171, "Diagnosis Procedure".
OK or NG
OK >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u> ).  NG >> Repair or replace harness or connector.
20. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR RESOLVER CONNECTOR)
Refer to HBC-164, "Diagnosis Procedure".
OK or NG OK >> GO TO 21.
NG >> Connect securely.
21. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR
RESOLVER)
Refer to HBC-164, "Diagnosis Procedure".
OK or NG

Revision: September 2009 HBC-345 2010 Altima HEV

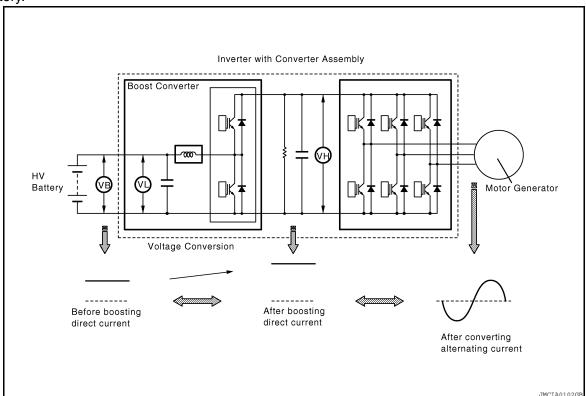
### < COMPONENT DIAGNOSIS >

- >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u>). >> Repair or replace harness or connector. OK
- NG

Description INFOID:0000000005441232

The boost converter boosts the 244.8 V DC from the HV battery to a maximum of approximately 650 V DC. The inverter converts the voltage that has been boosted by the boost converter into alternating current, which is used for driving MG2 and MG1. When MG1 and MG2 operate as a generator, the alternating-current voltage from MG1 and MG2 is converted into direct-current voltage by the inverter.

Then the boost converter drops this voltage to a direct-current voltage rating of 244.8 V in order to charge the HV battery.



The MG ECU uses a voltage sensor (VL) that is built into the boost converter to detect the high voltage before it is boosted. It also uses a voltage sensor (VH) that is built into the inverter to detect the high voltage after it is boosted. Based on the voltage before and after it is boosted, the hybrid vehicle control ECU controls the operation of the boost converter to boost the voltage to the target voltage.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A94	172	DC/DC Converter Performance	Boost converter fail signal detection (overcurrent due to system malfunction)	<ul> <li>Fuel level</li> <li>Wire harness or connector</li> <li>Hybrid transaxle</li> <li>Inverter with converter assembly</li> <li>Engine assembly</li> </ul>

### Diagnosis Procedure

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.

Revision: September 2009 HBC-347 2010 Altima HEV

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• Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 284, 505, 287, 506, 113, 286, 503, 279, 504, 306, 806, 807, 808, 128	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549, 442	DC/DC Converter Performance
P0A7A-322, 517, 325, 518, 122, 324, 344, 809, 810, 811, 130	Generator Inverter Performance
P0A92-521	Hybrid Generator Performance
P0A90-509	Drive Motor "A" Performance
P0AA6-526	Hybrid Battery Voltage System Isolation Fault
P0AA6-613	Hybrid Battery Voltage Isolation Sensor Circuit

#### NOTE:

P0A94-172 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above. Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3.CHECK AMOUNT OF GASOLINE

Refer to HBC-286, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 4.

NG >> Refuel vehicle.

## 4. CHECK ENGINE START

Refer to HBC-286, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 7.

NG >> GO TO 5.

< COMPONENT DIAGNOSIS >	
5.INSPECT CRANKSHAFT PULLEY REVOLUTION (P POSITION)	А
Refer to HBC-286, "Diagnosis Procedure".	Α
OK or NG	
OK >> GO TO 7. NG >> GO TO 6.	В
6.INSPECT CRANKSHAFT PULLEY REVOLUTION (N POSITION)	
Refer to HBC-286, "Diagnosis Procedure".	HBC
OK or NG	
OK >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u> ).  NG >> Repair or replace engine assembly.	D
7. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CON-	
NECTOR)	Е
Refer to HBC-109, "Diagnosis Procedure".	
<u>OK or NG</u> OK >> GO TO 8.	F
OK >> GO TO 8.  NG >> Connect securely.	1
8. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RE-	
SOLVER)	G
Refer to HBC-164, "Diagnosis Procedure".	
OK or NG	Н
OK >> GO TO 9.  NG >> Repair or replace harness or connector.	
NG >> Repair or replace harness or connector.  9.CHECK GENERATOR RESOLVER	ı
Refer to HBC-164, "Diagnosis Procedure".	
OK or NG	
OK >> GO TO 10. NG >> GO TO 16.	J
10.check harness and connector (inverter with converter assembly - motor re-	K
SOLVER)	1
Refer to HBC-171, "Diagnosis Procedure".	
OK or NG	L
OK >> GO TO 11.  NG >> Repair or replace harness or connector.	
11. CHECK MOTOR RESOLVER	M
Refer to HBC-171, "Diagnosis Procedure".	
OK or NG	
OK >> GO TO 12.  NG >> GO TO 18.	N
12. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDI-	$\cap$
TION)	
Refer to HBC-177, "Diagnosis Procedure".	
OK or NG	Р
OK >> GO TO 13.	
NG >> Tighten to specified torque.	

**HBC-349** Revision: September 2009 2010 Altima HEV

13. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

OK or NG

#### < COMPONENT DIAGNOSIS >

OK >> GO TO 14.

NG >> Tighten to specified torque.

14.INSPECTION HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 15.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

15. INSPECTION HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

16. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR RESOLVER CONNECTOR)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 17.

NG >> Connect securely.

17. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

18. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 19.

NG >> Connect securely.

19.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-171, "Diagnosis Procedure".

#### OK or NG

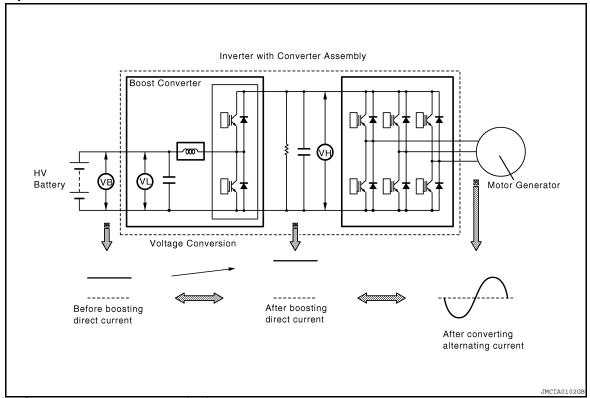
OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

Description INFOID:0000000005441235

The boost converter boosts the 244.8 V DC from the HV battery to a maximum of approximately 650 V DC. The inverter converts the voltage that has been boosted by the boost converter into alternating current, which is used for driving MG2 and MG1. When MG1 and MG2 operate as a generator, the alternating-current voltage from MG1 and MG2 is converted into direct-current voltage by the inverter.

Then the boost converter drops this voltage to a direct-current voltage rating of 244.8 V in order to charge the HV battery.



The MG ECU uses a voltage sensor (VL) that is built into the boost converter to detect the high voltage before it is boosted. It also uses a voltage sensor (VH) that is built into the inverter to detect the high voltage after it is boosted. Based on the voltage before and after it is boosted, the hybrid vehicle control ECU controls the operation of the boost converter to boost the voltage to the target voltage.

DTC Logic INFOID:0000000005441236

#### DTC DETECTION LOGIC

If the difference between the requested boost converter (inverter with converter assembly) voltage and the actual boost converter voltage exceeds a predetermined value, the hybrid vehicle control ECU determines that there is a malfunction of the execution or monitoring in the boost converter voltage. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A94	442	DC/DC Converter Performance	Abnormal voltage execution value	Inverter with converter assembly

# Diagnosis Procedure

## 1.PRECONDITIONING

Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
converter assembly, take safety precautions such as wearing insulated gloves and removing the service
plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
other technicians from accidentally reconnecting it while you are working on the high-voltage system.

Revision: September 2009 HBC-351 2010 Altima HEV

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- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance
P0A78-266, 267, 306, 510, 523, 586, 505, 287, 506, 503, 279, 504, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549	DC/DC Converter Performance
P0A7A-517, 325, 344, 518, 522, 809, 810, 811	Generator Inverter Performance
P0A92 (all INF codes)	Hybrid Generator Performance
P0A90 (all INF codes)	Hybrid Generator Performance
P0AA6 (all INF codes)	Hybrid Battery Voltage System Isolation Fault
P3000 (all INF codes)	HV Battery Malfunction

#### NOTE:

P0A94-442 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

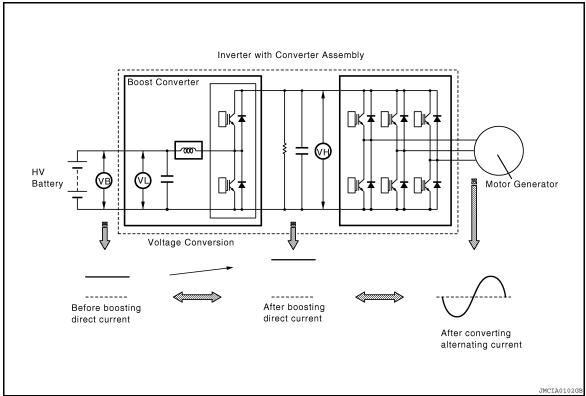
NG >> Connect securely.

# P0A94-547, P0A94-549

Description INFOID:0000000005441238

The boost converter boosts the 244.8 V DC from the HV battery to a maximum of approximately 650 V DC. The inverter converts the voltage that has been boosted by the boost converter into alternating current, which is used for driving MG2 and MG1. When MG1 and MG2 operate as a generator, the alternating-current voltage from MG1 and MG2 is converted into direct-current voltage by the inverter.

Then the boost converter drops this voltage to a direct-current voltage rating of 244.8 V in order to charge the HV battery.



The MG ECU uses a voltage sensor (VL) that is built into the boost converter to detect the high voltage before it is boosted. It also uses a voltage sensor (VH) that is built into the inverter to detect the high voltage after it is boosted. Based on the voltage before and after it is boosted, the hybrid vehicle control ECU controls the operation of the boost converter to boost the voltage to the target voltage.

**DTC Logic** INFOID:0000000005441239

#### DTC DETECTION LOGIC

If the boost converter detects a circuit malfunction or overvoltage, it transmits this information to the OVL terminal of the MG ECU via the boost converter overvoltage signal line.

If the boost converter (inverter with converter assembly) detects an overvoltage, it transmits a boost converter overvoltage signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A94	547	- DC/DC Converter Performance -	Boost converter overvoltage signal detection (overvoltage due to MG ECU malfunction)	Wire harness or connector     Inverter with converter assembly     Hybrid transaxle
	549		Boost converter overvoltage signal detection (overvoltage due to hybrid transaxle malfunction)	Wire harness or connector     Inverter with converter assembly     Hybrid transaxle

**HBC-353** 2010 Altima HEV Revision: September 2009

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### Diagnosis Procedure

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# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis	
P0A1D (all INF codes)	Hybrid Powertrain Control Module	
P0A1A (all INF codes)	Generator Control Module	
P0A1B (all INF codes)	Drive Motor "A" Control Module	
P0A72 (all INF codes)	Generator Phase V Current	
P0A75 (all INF codes)	Generator Phase W Current	
P0A60 (all INF codes)	Drive Motor "A" Phase V Current	
P0A63 (all INF codes)	Drive Motor "A" Phase W Current	
P0A4B-253	Generator Position Sensor Circuit	
P0A4D-255	Generator Position Sensor Circuit Low	
P0A4C-513	Generator Position Sensor Circuit Range/Performance	
P0A3F-243	Drive Motor "A" Position Sensor Circuit	
P0A41-245	Drive Motor "A" Position Sensor Circuit Low	
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance	
P0A78-266, 267, 523, 586, 505, 287, 506, 806, 807, 808	Drive Motor "A" Inverter Performance	
P0A94-585, 587, 589, 590, 554, 555, 556	DC/DC Converter Performance	
P0A7A-517, 325, 518, 809, 810, 811	Generator Inverter Performance	
P3004-803	High Voltage Power Resource	
POADB-227	Hybrid Battery Positive Contactor Control Circuit Low	
P0ADC-226	Hybrid Battery Positive Contactor Control Circuit High	
POADF-229	Hybrid Battery Negative Contactor Control Circuit Low	

#### NOTE:

P0A94-547 or 549 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above. Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis procedure relevant to output DTC.

NO >> GO TO 3.

3. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### < COMPONENT DIAGNOSIS > OK or NG Α OK >> GO TO 4. NG >> Connect securely. f 4.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLV-В ER) Refer to HBC-171, "Diagnosis Procedure". OK or NG **HBC** OK >> GO TO 5. NG >> Repair or replace harness or connector. CHECK MOTOR RESOLVER D Refer to HBC-171, "Diagnosis Procedure". OK or NG OK >> GO TO 8. NG >> GO TO 6. 6.CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR) Refer to HBC-171, "Diagnosis Procedure". OK or NG OK >> GO TO 7. NG >> Connect securely. 1. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLV-Н ER) Refer to HBC-171, "Diagnosis Procedure". OK or NG OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation"). >> Repair or replace harness or connector. NG f 8 .CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RE-SOLVER) Refer to HBC-164, "Diagnosis Procedure". K OK or NG OK >> GO TO 9. NG >> Repair or replace harness or connector. 9. CHECK GENERATOR RESOLVER Refer to HBC-164, "Diagnosis Procedure". OK or NG OK >> GO TO 10. NG >> GO TO 14. 10. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION) Ν Refer to HBC-177. "Diagnosis Procedure". OK or NG $\mathbf{C}$ OK >> GO TO 11. NG >> Tighten to specified torque. 11. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDI-TION) Refer to HBC-177, "Diagnosis Procedure". OK or NG

OK

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>> GO TO 12.

>> Tighten to specified torque. 12.inspect hybrid transaxle (MG1)

#### P0A94-547, P0A94-549

#### < COMPONENT DIAGNOSIS >

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 13.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

13. INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 14.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

14. Check connector connection condition (generator resolver connector)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 15.

NG >> Connect securely.

15. Check harness and connector (inverter with converter assembly - generator resolver)

Refer to HBC-164, "Diagnosis Procedure".

#### OK or NG

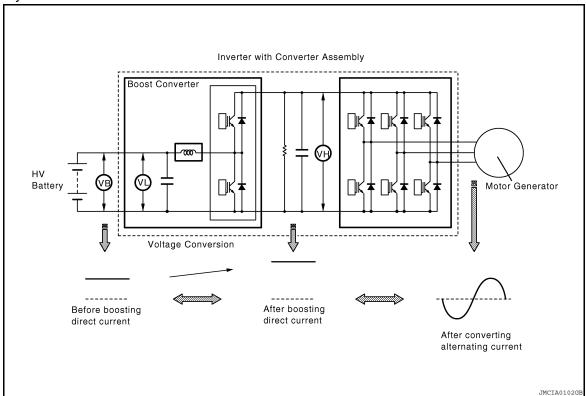
OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

Description INFOID:0000000005441241

The boost converter boosts the 244.8 V DC from the HV battery to a maximum of approximately 650 V DC. The inverter converts the voltage that has been boosted by the boost converter into alternating current, which is used for driving MG2 and MG1. When MG1 and MG2 operate as a generator, the alternating-current voltage from MG1 and MG2 is converted into direct-current voltage by the inverter.

Then the boost converter drops this voltage to a direct-current voltage rating of 244.8 V in order to charge the HV battery.



The MG ECU uses a voltage sensor (VL) that is built into the boost converter to detect the high voltage before it is boosted. It also uses a voltage sensor (VH) that is built into the inverter to detect the high voltage after it is boosted. Based on the voltage before and after it is boosted, the hybrid vehicle control ECU controls the operation of the boost converter to boost the voltage to the target voltage.

DTC Logic INFOID:0000000005441242

#### DTC DETECTION LOGIC

If the boost converter detects a circuit malfunction or overvoltage, it transmits this information to the OVL terminal of the MG ECU via the boost converter overvoltage signal line.

If the boost converter (inverter with converter assembly) detects an overvoltage, it transmits a boost converter overvoltage signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A94	548	DC/DC Converter Performance	Boost converter overvoltage sig- nal detection (overvoltage due to inverter malfunction)	Inverter with converter assembly

# Diagnosis Procedure

### 1.PRECONDITIONING

 Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service

**HBC-357** Revision: September 2009 2010 Altima HEV **HBC** 

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plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.

- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis	
P0A1D (all INF codes)	Hybrid Powertrain Control Module	
P0A1A (all INF codes)	Generator Control Module	
P0A1B (all INF codes)	Drive Motor "A" Control Module	
P0A72 (all INF codes)	Generator Phase V Current	
P0A75 (all INF codes)	Generator Phase W Current	
P0A60 (all INF codes)	Drive Motor "A" Phase V Current	
P0A63 (all INF codes)	Drive Motor "A" Phase W Current	
P0A4B-253	Generator Position Sensor Circuit	
P0A4D-255	Generator Position Sensor Circuit Low	
P0A4C-513	Generator Position Sensor Circuit Range/Performance	
P0A3F-243	Drive Motor "A" Position Sensor Circuit	
P0A41-245	Drive Motor "A" Position Sensor Circuit Low	
P0A40-500	Drive Motor "A" Position Sensor Circuit Range / Performance	
P0A78-266, 267, 523, 586, 505, 287, 506, 806, 807, 808	Drive Motor "A" Inverter Performance	
P0A94-585, 587, 589, 590, 554, 555, 556	DC/DC Converter Performance	
P0A7A-517, 325, 518, 809, 810, 811	Generator Inverter Performance	
P3004-803	High Voltage Power Resource	
POADB-227	Hybrid Battery Positive Contactor Control Circuit Low	
POADC-226	Hybrid Battery Positive Contactor Control Circuit High	
POADF-229	Hybrid Battery Negative Contactor Control Circuit Low	

#### NOTE:

P0A94-548 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above.

Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3. Check connector connection condition (inverter with converter assembly connector)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

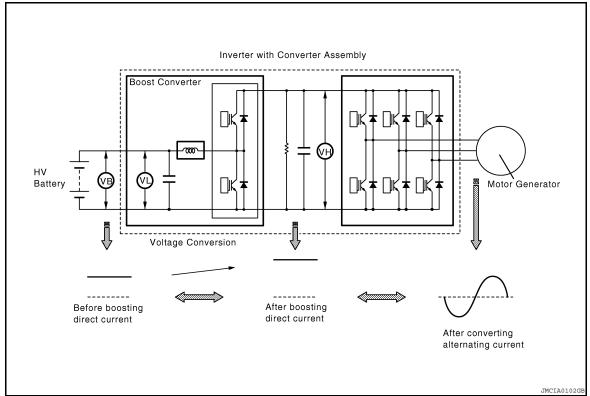
OK >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u>).

NG >> Connect securely.

Description INFOID:0000000005441244

The boost converter boosts the 244.8 V DC from the HV battery to a maximum of approximately 650 V DC. The inverter converts the voltage that has been boosted by the boost converter into alternating current, which is used for driving MG2 and MG1. When MG1 and MG2 operate as a generator, the alternating-current voltage from MG1 and MG2 is converted into direct-current voltage by the inverter.

Then the boost converter drops this voltage to a direct-current voltage rating of 244.8 V in order to charge the HV battery.



The MG ECU uses a voltage sensor (VL) that is built into the boost converter to detect the high voltage before it is boosted. It also uses a voltage sensor (VH) that is built into the inverter to detect the high voltage after it is boosted. Based on the voltage before and after it is boosted, the hybrid vehicle control ECU controls the operation of the boost converter to boost the voltage to the target voltage.

DTC Logic

#### DTC DETECTION LOGIC

If the boost converter (inverter with converter assembly) detects a circuit malfunction, it transmits a boost converter overvoltage signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A94	550	DC/DC Converter Performance	Boost converter overvoltage (OVL) signal detection (circuit malfunction)	Inverter with converter assembly

# Diagnosis Procedure

# 1.PRECONDITIONING

 Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.

Revision: September 2009 HBC-359 2010 Altima HEV

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#### < COMPONENT DIAGNOSIS >

- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

2.CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Connect securely.

Description INFOID:0000000005441247

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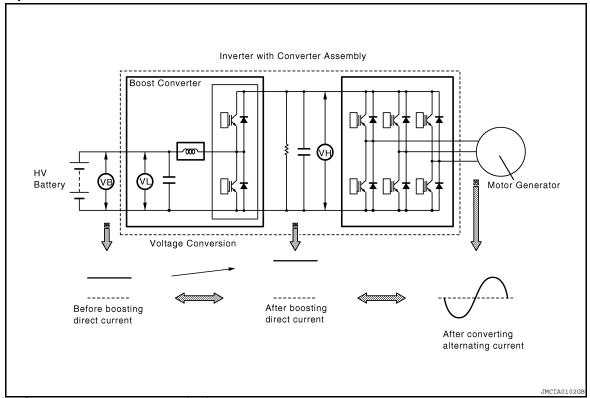
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The boost converter boosts the 244.8 V DC from the HV battery to a maximum of approximately 650 V DC. The inverter converts the voltage that has been boosted by the boost converter into alternating current, which is used for driving MG2 and MG1. When MG1 and MG2 operate as a generator, the alternating-current voltage from MG1 and MG2 is converted into direct-current voltage by the inverter.

Then the boost converter drops this voltage to a direct-current voltage rating of 244.8 V in order to charge the HV battery.



The MG ECU uses a voltage sensor (VL) that is built into the boost converter to detect the high voltage before it is boosted. It also uses a voltage sensor (VH) that is built into the inverter to detect the high voltage after it is boosted. Based on the voltage before and after it is boosted, the hybrid vehicle control ECU controls the operation of the boost converter to boost the voltage to the target voltage.

DTC Logic

# DTC DETECTION LOGIC

If the boost converter (inverter with converter assembly) overheats, it will transmit a boost converter fail signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause	С
P0A94	553	DC/DC Converter Performance	Boost converter fail signal detection (boost converter overheating)	<ul> <li>Wire harness or connector</li> <li>Inverter cooling system</li> <li>Water pump with motor &amp; bracket assembly</li> <li>Hybrid transaxle</li> <li>Inverter with converter assembly</li> <li>Fuel level</li> <li>Engine assembly</li> <li>Cooling fan system</li> </ul>	Р

# Diagnosis Procedure

### INFOID:000000005441249

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

# >> GO TO 2.

# $2.\mathsf{CHECK}\ \mathsf{DTC}\ \mathsf{OUTPUT}\ (\mathsf{HYBRID}\ \mathsf{SYSTEM})$

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range / Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 284, 505, 287, 506, 113, 286, 503, 279, 504, 306, 806, 807, 808, 128	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 554, 555, 556, 547, 548, 549, 442	DC/DC Converter Performance
P0A7A-322, 517, 325, 518, 122, 324, 344, 809, 810, 811, 130	Generator Inverter Performance
P0A92-521	Hybrid Generator Performance
P0A90-509	Drive Motor "A" Performance
P0AA6-526	Hybrid Battery Voltage System Isolation Fault
P0AA6-613	Hybrid Battery Voltage Isolation Sensor Circuit

# NOTE:

P0A94-553 may be set due to a malfunction which also causes DTCs in the table above to be set. In this case, first troubleshoot the output DTCs in the table above. Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

# Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# CHECK AMOUNT OF GASOLINE

Refer to HBC-286, "Diagnosis Procedure".

< COMPONENT DIAGNOSIS >
OK or NG
OK >> GO TO 4.  NG >> Refuel vehicle.
4. CHECK ENGINE START
Refer to HBC-286, "Diagnosis Procedure".
OK or NG
OK >> GO TO 7.
NG >> GO TO 5.
5.INSPECT CRANKSHAFT PULLEY REVOLUTION (P POSITION)
Refer to <u>HBC-286, "Diagnosis Procedure"</u> . <u>OK or NG</u>
OK >> GO TO 7
NG >> GO TO 6.
6.INSPECT CRANKSHAFT PULLEY REVOLUTION (N POSITION)
Refer to HBC-286, "Diagnosis Procedure".
OK or NG
OK >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u> ).  NG >> Repair or replace engine assembly.
7. CHECK QUANTITY OF INVERTER COOLANT
Refer to HRC-337 "Diagnosis Procedure"
A or B or C
A >> GO TO 8.
B >> Add coolant. C >> Check for coolant leaks and add coolant.
8. CHECK COOLANT HOSE
Refer to HBC-337, "Diagnosis Procedure".
OK or NG
OK >> GO TO 9.
NG >> Correct the problem.
9.CHECK FUSE (NO. 67)
Refer to HBC-337, "Diagnosis Procedure".
<u>OK or NG</u> OK >> GO TO 10.
NG >> Replace fuse.
10. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)
Refer to HBC-109. "Diagnosis Procedure".
OK or NG
OK >> GO TO 11.  NG >> Connect securely.
11. CHECK CONNECTOR CONNECTION CONDITION (WATER PUMP WITH MOTOR & BRACKET AS-
SEMBLY CONNECTOR)
Refer to HBC-337, "Diagnosis Procedure".
OK or NG OK >> GO TO 12.
NG >> Connect securely.
12. PERFORM ACTIVE TEST BY CONSULT-III (INV WATER PUMP)
Refer to HBC-337, "Diagnosis Procedure".

Revision: September 2009 HBC-363 2010 Altima HEV

OK or NG

OK >> GO TO 13. NG >> GO TO 28.

# 13.check connector connection condition (cooling fan motor connector)

Refer to HBC-337, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 14.

NG >> Connect securely.

# 14. PERFORM ACTIVE TEST BY CONSULT-III (COOLING FAN SPD)

Refer to HBC-337, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 15.

NG >> Check cooling fan system (Refer to EC-382, "Component Function Check").

# 15. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 16.

NG >> Connect securely.

# 16. Check harness and connector (inverter with converter assembly - generator resolver)

Refer to HBC-164, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 17.

NG >> Repair or replace harness or connector.

# 17. CHECK GENERATOR RESOLVER

Refer to HBC-164, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 18.

NG >> GO TO 24.

# 18.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 19.

NG >> Repair or replace harness or connector.

# 19. CHECK MOTOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 20.

NG >> GO TO 26.

# 20.CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 21.

NG >> Tighten to specified torque.

# 21. CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

< COMPONENT DIAGNOSIS >	
OK or NG	_
OK >> GO TO 22.	
NG >> Tighten to specified torque.	
22.inspect hybrid transaxle (mg1)	
Refer to HBC-177, "Diagnosis Procedure".	_
OK or NG	ı
OK >> GO TO 23.	
NG >> Replace hybrid transaxle.	Į
23.inspect hybrid transaxle (mg2)	_
Refer to <u>HBC-177, "Diagnosis Procedure"</u> .	
OK or NG	
OK >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u> ).  NG >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u> ).	
24. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR RESOLVER CONNECTOR)	
Refer to <u>HBC-164, "Diagnosis Procedure"</u> .	_
OK or NG	
OK >> GO TO 25.	
NG >> Connect securely.	_
25.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATO	R
RESOLVER)	_
Refer to HBC-164, "Diagnosis Procedure".	
OK or NG	
OK >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u> ).  NG >> Repair or replace harness or connector.	
26. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)	
	_
Refer to <u>HBC-171, "Diagnosis Procedure"</u> . <u>OK or NG</u>	
OK >> GO TO 27.	
NG >> Connect securely.	
27.check harness and connector (inverter with converter assembly - motor re	Ξ-
SOLVER)	
Refer to HBC-171, "Diagnosis Procedure".	_
OK or NG	
OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").	
NG >> Repair or replace harness or connector.	
28. PERFORM ACTIVE TEST BY CONSULT-III (INV WATER PUMP)	
Refer to HBC-337, "Diagnosis Procedure".	_
OK or NG	
OK >> Add coolant.	
NG >> GO TO 29.	
29. CHECK WATER PUMP WITH MOTOR & BRACKET ASSEMBLY	
Refer to HBC-337, "Diagnosis Procedure".	_
OK or NG	
OK >> GO TO 30.	
NG >> GO TO 32.	
30.check harness and connector (water pump with motor $st$ bracket assembly - h	V
CONTROL ECU)	
	_

Refer to HBC-337, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 31.

NG >> Repair or replace harness or connector.

31.check high voltage fuse and fusible link box

Refer to HBC-337, "Diagnosis Procedure".

# OK or NG

OK >> Replace hybrid vehicle control ECU. Refer to <u>HBC-12</u>, "ADDITIONAL SERVICE WHEN REPLAC-ING CONTROL UNIT: Special Repair Requirement".

NG >> Repair or replace high voltage fuse and fusible link box.

 $32. \mathsf{CHECK}$  HARNESS AND CONNECTOR (WATER PUMP WITH MOTOR POWER SOURCE CIRCUIT)

Refer to HBC-337, "Diagnosis Procedure".

# OK or NG

OK >> Replace water pump with motor & bracket assembly.

NG >> Repair or replace harness or connector.

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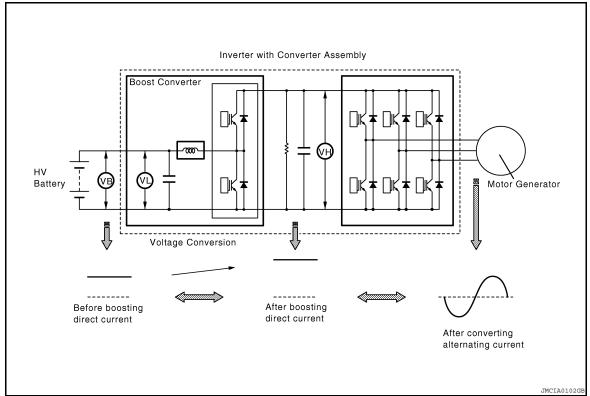
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INFOID:0000000005441252

The boost converter boosts the 244.8 V DC from the HV battery to a maximum of approximately 650 V DC. The inverter converts the voltage that has been boosted by the boost converter into alternating current, which is used for driving MG2 and MG1. When MG1 and MG2 operate as a generator, the alternating-current voltage from MG1 and MG2 is converted into direct-current voltage by the inverter.

Then the boost converter drops this voltage to a direct-current voltage rating of 244.8 V in order to charge the HV battery.



The MG ECU uses a voltage sensor (VL) that is built into the boost converter to detect the high voltage before it is boosted. It also uses a voltage sensor (VH) that is built into the inverter to detect the high voltage after it is boosted. Based on the voltage before and after it is boosted, the hybrid vehicle control ECU controls the operation of the boost converter to boost the voltage to the target voltage.

DTC Logic

# DTC DETECTION LOGIC

If excessive amperage flows through the boost converter (inverter with converter assembly) due to an internal short, the boost converter will transmit a boost converter fail signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A94	554  DC/DC Converter Performance	Boost converter inverter fail sig- nal detection (overcurrent due to MG ECU malfunction)	Wire harness or connector     Hybrid transaxle     Inverter with converter assembly	
TUAST	556	DO/DO Gonverter i enormance	Boost converter inverter fail sig- nal detection (overcurrent due to hybrid transaxle malfunction)	Wire harness or connector     Hybrid transaxle     Inverter with converter assembly

# Diagnosis Procedure

1.PRECONDITIONING

### < COMPONENT DIAGNOSIS >

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 505, 287, 506, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590	DC/DC Converter Performance
P0A7A-517, 325, 518, 809, 810, 811	Generator Inverter Performance

### NOTE:

P0A94-554 and 556 may be output due to a malfunction which causes the DTCs in the table above to be output. In this case, first troubleshoot the output DTCs in the table above. Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

 ${f 3.}$  CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLV-ER)

Refer to HBC-171, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connector.

Revision: September 2009 HBC-368 2010 Altima HEV

< COMPONENT DIAGNOSIS >	
5.CHECK MOTOR RESOLVER	
Refer to HBC-171, "Diagnosis Procedure".	
OK or NG	
OK >> GO TO 8. NG >> GO TO 6.	
6. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)	
Refer to <u>HBC-171, "Diagnosis Procedure"</u> . <u>OK or NG</u>	
OK >> GO TO 7.	
NG >> Connect securely.	
7.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTO	R RESOLV-
ER)	
Refer to HBC-171, "Diagnosis Procedure".	
OK or NG	
OK >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u> ).  NG >> Repair or replace harness or connector.	
${\sf 8.}$ CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENE	HATUR RE-
SOLVER) Refer to <u>HBC-164, "Diagnosis Procedure"</u> .	
OK or NG	
OK >> GO TO 9.	
NG >> Repair or replace harness or connector.	
9. CHECK GENERATOR RESOLVER	
Refer to HBC-164, "Diagnosis Procedure".	
OK or NG	
OK >> GO TO 10.	
NG >> GO TO 14.	
10.CHECK INVERTER WITH CONVERTER ASSEMBLY (MOTOR CABLE CONNECTION CON	NDITION)
Refer to HBC-177, "Diagnosis Procedure".	
OK or NG	
OK >> GO TO 11.  NG >> Tighten to specified torque.	
11. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION OF THE CONVERTER ASSEMBLY)	
TION)	ON CONDI-
Refer to HBC-177, "Diagnosis Procedure".	
OK or NG	
OK >> GO TO 12.	
NG >> Tighten to specified torque.	
12.inspect hybrid transaxle (MG1)	
Refer to <u>HBC-177, "Diagnosis Procedure"</u> .	
OK or NG	
OK >> GO TO 13.	
NG >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u> ).	
13.inspect hybrid transaxle (mg2)	

Revision: September 2009 HBC-369 2010 Altima HEV

>> Replace inverter with converter assembly (Refer to HBC-636, "Removal and Installation").

OK

# < COMPONENT DIAGNOSIS >

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

 $14. {\tt check connection condition (Generator resolver connector)}$ 

Refer to HBC-164, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 15.

NG >> Connect securely.

15.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR RESOLVER)

Refer to HBC-164, "Diagnosis Procedure".

# OK or NG

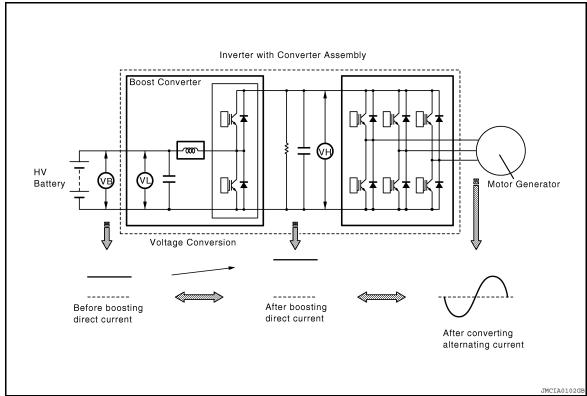
OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

Description INFOID:0000000005441253

The boost converter boosts the 244.8 V DC from the HV battery to a maximum of approximately 650 V DC. The inverter converts the voltage that has been boosted by the boost converter into alternating current, which is used for driving MG2 and MG1. When MG1 and MG2 operate as a generator, the alternating-current voltage from MG1 and MG2 is converted into direct-current voltage by the inverter.

Then the boost converter drops this voltage to a direct-current voltage rating of 244.8 V in order to charge the HV battery.



The MG ECU uses a voltage sensor (VL) that is built into the boost converter to detect the high voltage before it is boosted. It also uses a voltage sensor (VH) that is built into the inverter to detect the high voltage after it is boosted. Based on the voltage before and after it is boosted, the hybrid vehicle control ECU controls the operation of the boost converter to boost the voltage to the target voltage.

DTC Logic

# DTC DETECTION LOGIC

If excessive amperage flows through the boost converter (inverter with converter assembly) due to an internal short, the boost converter will transmit a boost converter fail signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A94	555	DC/DC Converter Performance	Boost converter inverter fail signal detection (overcurrent due to inverter assembly malfunction)	Inverter with converter assembly

# Diagnosis Procedure

# 1.PRECONDITIONING

Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
converter assembly, take safety precautions such as wearing insulated gloves and removing the service
plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
other technicians from accidentally reconnecting it while you are working on the high-voltage system.

Revision: September 2009 HBC-371 2010 Altima HEV

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- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

# >> GO TO 2.

# $2.\mathsf{CHECK}\ \mathsf{DTC}\ \mathsf{OUTPUT}\ (\mathsf{HYBRID}\ \mathsf{SYSTEM})$

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 505, 287, 506, 806, 807, 808	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590	DC/DC Converter Performance
P0A7A-517, 325, 518, 809, 810, 811	Generator Inverter Performance

### NOTE

P0A94-555 may be output due to a malfunction which causes the DTCs in the table above to be output. In this case, first troubleshoot the output DTCs in the table above. Then, perform a test to attempt to reproduce the problems, and check that no DTCs are output.

# Is DTC detected?

YES >> Go to Diagnosis procedure relevant to output DTC.

NO >> GO TO 3.

3. Check connector connection condition (inverter with converter assembly connector)

Refer to HBC-109, "Diagnosis Procedure".

# OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Connect securely.

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For a description of the boost converter, (Refer to HBC-351, "Description").

If MG ECU detects overheat or circuit malfunction of the boost converter, the inverter assembly transmits this information via the boost converter fail signal line.

DTC Logic HBC

### DTC DETECTION LOGIC

If MG ECU detects overheat or circuit malfunction of the boost converter, the inverter assembly transmits this information via the boost converter fail signal line.

If the boost converter detects a circuit malfunction, it transmits a boost converter fail signal to the MG ECU. Upon receiving this signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A94	557	DC/DC Converter Performance	Boost converter fail signal detection (circuit malfunction)	Wire harness or connector     Inverter cooling system     Water pump with motor & bracket assembly     Hybrid transaxle     Inverter with converter assembly     Fuel level     Engine assembly     Cooling fan system

# Diagnosis Procedure

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- After inspection, be sure to replace the inverter with converter assembly.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

# >> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A1D (all INF codes)	Hybrid Powertrain Control Module
P0A1A (all INF codes)	Generator Control Module
P0A1B (all INF codes)	Drive Motor "A" Control Module
P0A72 (all INF codes)	Generator Phase V Current
P0A75 (all INF codes)	Generator Phase W Current
P0A60 (all INF codes)	Drive Motor "A" Phase V Current
P0A63 (all INF codes)	Drive Motor "A" Phase W Current
P0A4B-253	Generator Position Sensor Circuit
P0A4D-255	Generator Position Sensor Circuit Low

Revision: September 2009 HBC-373 2010 Altima HEV

DTC No.	Relevant Diagnosis
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A78-266, 267, 523, 586, 284, 505, 287, 506, 113, 286, 503, 279, 504, 306, 806, 807, 808, 128	Drive Motor "A" Inverter Performance
P0A94-585, 587, 589, 590, 553, 554, 555, 556, 172, 547, 548, 549, 442	DC/DC Converter Performance
P0A7A-322, 517, 325, 518, 122, 324, 344, 809, 810, 811, 130	Generator Inverter Performance
P0A92-521	Hybrid Generator Performance
P0A90-509	Drive Motor "A" Performance

### NOTE:

DTC P0A94-557 may be set due to a malfunction which also causes DTCs in the table above to be set. First troubleshoot the output DTCs in the table above. After troubleshooting all output DTCs, be sure to replace the inverter with converter assembly.

### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3. CHECK AMOUNT OF GASOLINE

Refer to HBC-286, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 4.

NG >> Refuel vehicle.

# CHECK ENGINE START

Refer to HBC-286, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 7.

NG >> GO TO 5.

# 5.INSPECT CRANKSHAFT PULLEY REVOLUTION (P POSITION)

Refer to HBC-286, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 7.

NG >> GO TO 6.

# 6.INSPECT CRANKSHAFT PULLEY REVOLUTION (N POSITION)

Refer to HBC-286, "Diagnosis Procedure".

# OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace engine assembly.

# 7.check quantity of inverter coolant

Refer to HBC-337, "Diagnosis Procedure".

# A, B or C

A >> GO TO 8.

B >> Add coolant.

C >> Check for coolant leaks and add coolant.

# 8. CHECK COOLANT HOSE

Refer to HBC-337, "Diagnosis Procedure".

< COMPONENT DIAGNOSIS >
OK or NG
OK >> GO TO 9.  NG >> Correct the problem.
9. CHECK FUSE (NO. 67)
B
Refer to <u>HBC-337, "Diagnosis Procedure"</u> . <u>OK or NG</u>
OK 0/ NG OK >> GO TO 10.
NG >> Replace fuse.
10. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)
Refer to HBC-109, "Diagnosis Procedure".
OK or NG
OK >> GO TO 11.  NG >> Connect securely.
11. CHECK CONNECTOR CONNECTION CONDITION (WATER PUMP WITH MOTOR & BRACKET AS-
SEMBLY CONNECTOR)
Refer to HBC-337, "Diagnosis Procedure".
OK or NG
OK >> GO TO 12.
NG >> Connect securely.
12.PERFORM ACTIVE TEST BY CONSULT-III (INV WATER PUMP)
Refer to HBC-337, "Diagnosis Procedure".
OK or NG OK >> GO TO 13.
NG >> GO TO 13.
13.check connector connection condition (cooling fan motor connector)
Refer to HBC-337, "Diagnosis Procedure".
OK or NG
OK >> GO TO 14.
NG >> Connect securely.
14.PERFORM ACTIVE TEST BY CONSULT-III (COOLING FAN SPD)
Refer to HBC-337, "Diagnosis Procedure".
OK or NG OK >> GO TO 15.
NG >> Check cooling fan system (Refer to <u>EC-382, "Component Function Check"</u> ).
15. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CON-
NECTOR)
Refer to HBC-109, "Diagnosis Procedure".
OK or NG
OK >> GO TO 16.
NG >> Connect securely.
16. CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - GENERATOR
RESOLVER)  Refer to HBC-164, "Diagnosis Procedure".
OK or NG
OK >> GO TO 17.
NG >> Repair or replace harness or connector
17. CHECK GENERATOR RESOLVER

Revision: September 2009 HBC-375 2010 Altima HEV

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 18. NG >> GO TO 24.

18.CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY - MOTOR RESOLVER)

Refer to HBC-171, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 19.

NG >> Repair or replace harness or connector.

19. CHECK MOTOR RESOLVER

Refer to HBC-171, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 20.

NG >> GO TO 26.

20. CHECK INVERTER WITH CONVERTER ASSEMBLY (GENERATOR CABLE CONNECTION CONDITION)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 21.

NG >> Tighten to specified torque.

21.check inverter with converter assembly (motor cable connection condition)

Refer to HBC-177, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 22.

NG >> Tighten to specified torque.

22.INSPECT HYBRID TRANSAXLE (MG1)

Refer to HBC-177, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 23.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

23. INSPECT HYBRID TRANSAXLE (MG2)

Refer to HBC-177, "Diagnosis Procedure".

# OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

24. CHECK CONNECTOR CONNECTION CONDITION (GENERATOR RESOLVER CONNECTOR)

Refer to HBC-164, "Diagnosis Procedure"

### OK or NG

OK >> GO TO 25.

NG >> Connect securely.

25.check harness and connector (inverter with converter assembly - generator resolver)

Refer to HBC-164, "Diagnosis Procedure".

### OK or NG

OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace harness or connector.

26. CHECK CONNECTOR CONNECTION CONDITION (MOTOR RESOLVER CONNECTOR)

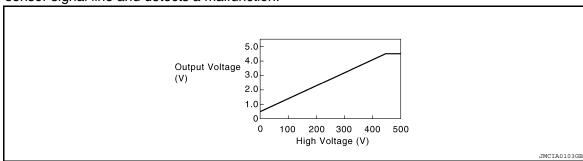
Refer to HBC-171, "Diagnosis Procedure".

# < COMPONENT DIAGNOSIS > OK or NG Α OK >> GO TO 27. NG >> Connect securely. 27.check harness and connector (inverter with converter assembly - motor re-В SOLVER) Refer to HBC-171, "Diagnosis Procedure". OK or NG **HBC** OK >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation"). NG >> Repair or replace harness or connector. 28. PERFORM ACTIVE TEST BY CONSULT-III (INV WATER PUMP) D Refer to HBC-337, "Diagnosis Procedure". OK or NG Е OK >> Add coolant. NG >> GO TO 29. 29.CHECK WATER PUMP WITH MOTOR & BRACKET ASSEMBLY Refer to HBC-337, "Diagnosis Procedure". OK or NG OK >> GO TO 30. NG >> GO TO 32. $30. \mathrm{check}$ harness and connector (water pump with motor & bracket assembly - $\mathrm{hv}$ Н CONTROL ECU) Refer to HBC-337, "Diagnosis Procedure". OK or NG OK >> GO TO 31. NG >> Repair or replace harness or connector. 31.check high voltage fuse and fusible link box Refer to HBC-337, "Diagnosis Procedure". OK or NG K OK >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation"). NG >> Repair or replace high voltage fuse and fusible link box. $32. {\sf check}$ harness and connector (water pump with motor power source circuit) Refer to HBC-337, "Diagnosis Procedure". OK or NG OK >> Replace water pump with motor & bracket assembly. M NG >> Repair or replace harness or connector. Ν

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Description INFOID:000000005441259

The MG ECU uses a voltage sensor that is built into the boost converter to detect pre-boost high voltage (VL) to allow boost control. The boost converter voltage sensor outputs a voltage that varies between 0 and 5 V in accordance with changes in the high voltage. The higher the high voltage, the higher the output voltage. Conversely, the lower the high voltage, the lower the output voltage. The MG ECU monitors the boost converter voltage sensor signal line and detects a malfunction.



DTC Logic

# DTC DETECTION LOGIC

The hybrid vehicle control ECU monitors the boost converter voltage sensor signal. If the hybrid vehicle control ECU detects an abnormality in the sensor signal, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A94	585	DC/DC Converter Performance	Boost converter voltage (VL) sensor performance problem	Inverter with converter assembly

# Diagnosis Procedure

INFOID:0000000005441261

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

### Is DTC detected?

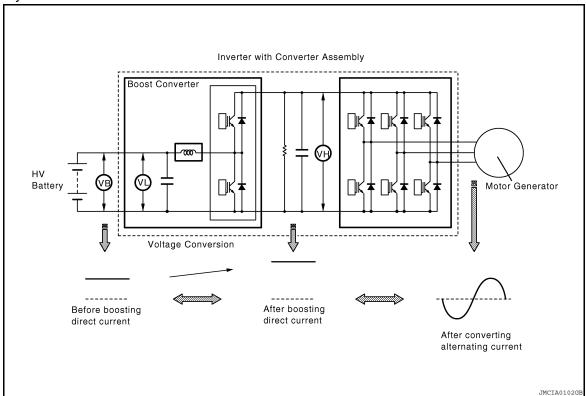
YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> Replace inverter with converter assembly (Refer to HBC-636, "Removal and Installation").

Description INFOID:0000000005441262

The boost converter boosts the 244.8 V DC from the HV battery to a maximum of approximately 650 V DC. The inverter converts the voltage that has been boosted by the boost converter into alternating current, which is used for driving MG2 and MG1. When MG1 and MG2 operate as a generator, the alternating-current voltage from MG1 and MG2 is converted into direct-current voltage by the inverter.

Then the boost converter drops this voltage to a direct-current voltage rating of 244.8 V in order to charge the HV battery.



The MG ECU uses a voltage sensor (VL) that is built into the boost converter to detect the high voltage before it is boosted. It also uses a voltage sensor (VH) that is built into the inverter to detect the high voltage after it is boosted. Based on the voltage before and after it is boosted, the hybrid vehicle control ECU controls the operation of the boost converter to boost the voltage to the target voltage.

DTC Logic INFOID:0000000005441263

# DTC DETECTION LOGIC

The MG ECU uses a voltage sensor that is built into the boost converter to detect the high voltage (VL) before it is boosted. The hybrid vehicle control ECU also uses a battery smart unit to detect HV battery voltage (VB). The hybrid vehicle control ECU monitors the HV battery voltage (VB) and boost converter voltage (VL) sensors. When a large difference occurs between the voltages from the VB and VL sensors, the hybrid vehicle control ECU interprets this as a failure of either of the sensors. The hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A94	587	DC/DC Converter Performance	Voltages from HV battery voltage (VB) sensor and boost converter voltage (VL) sensor deviate	Inverter with converter assembly     Battery smart unit

# Diagnosis Procedure

# 1.PRECONDITIONING

**HBC-379** Revision: September 2009 2010 Altima HEV **HBC** 

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INFOID:0000000005441264

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

### >> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

Output DTC	Proceed to
DTCs P0A94-587 and P0A1F-129 (HV battery voltage circuit malfunction)	A
DTCs P0A94-587 and P0A94-442 (Abnormal voltage execution value)	В
DTCs P0A94-587 and P0A94-585 (Boost converter voltage (VL) sensor performance problem)	С
DTC P0A94-587 only, or DTC P0A94-587 and DTCs other than above	D

### A, B, C or D

- A >> Go to inspection procedure relevant to output DTC (P0A1F-129).
- B >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u>).
- C >> Go to inspection procedure relevant to output DTC (P0A94-585).
- D >> GO TO 3.

# 3.CLEAR DTC

- 1. Turn ignition switch ON.
- 2. Read and record the DTCs and freeze frame data.
- Clear the DTCs.

### >> GO TO 4.

# 4. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON (READY) and move the shift lever to the N position. (\*1)
- 2. Turn the A/C switch to the MAX COOL position. (\*2)
- 3. Confirm that "PWR RESOURCE IB" is more than 3A in "DATA MONITOR" mode with CONSULT-III. (\*3)
- 4. Leave the vehicle in the condition specified in steps (\*2) and (\*3) above for 15 seconds. (\*4)

### NOTE:

If the low battery charge warning light comes on, move the shift lever to the P position and start the engine to charge the HV battery. After the engine stops, perform steps (\*1) through (\*5) again.

5. Check DTC. (\*5)

DTC No.	Relevant Diagnosis	Proceed to
P0A1F-129	HV battery voltage circuit malfunction	Α
P0A94-585	Boost converter voltage (VL) sensor performance problem	В
P3000-388	Discharge inhibition	С
P3004-132	Power Cable Malfunction	D
No DTC is output.	_	E

### A.B.C.D or E

- A >> Replace battery smart unit (Refer to <u>HBB-123, "Removal and Installation"</u>).
- B >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").
- C >> Leave vehicle in P position, and charge HV battery in idle status until idling stops (perform steps (\*1) through (\*5).
- D >> Replace battery smart unit (Refer to <u>HBB-123, "Removal and Installation"</u>).

E >> GO TO 5.

# 5. CHECK DTC OUTPUT (HYBRID SYSTEM)

1. Perform a road test that repeats full acceleration to 60 km/h and then full braking to a complete stop several times. (\*6)

2. Check DTC. (\*7)

DTC No.	Relevant Diagnosis	Proceed to
P0A1F-129	HV battery voltage circuit malfunction	Α
P0A94-585	Boost converter voltage (VL) sensor performance problem	В
P3000-388	Discharge inhibition	С
P3004-132	Power Cable Malfunciton	D
No DTC is output.	_	E

# A,B,C,D or E

- A >> Replace battery smart unit (Refer to <u>HBB-123</u>, "Removal and Installation").
- B >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u>).
- C >> Leave vehicle in P position, and charge HV battery in idle status until idling stops (perform steps (\*6) through (\*7).
- D >> Replace battery smart unit (Refer to HBB-123, "Removal and Installation").
- E >> GO TO 6.

# 6.read value of data monitor

- 1. Turn ignition switch ON (READY).
- Select "PWR RESOURCE VB", "VL" and "VH".
- 3. Read the data list when the shift lever is in the N position (the engine is off) and the vehicle is stationary.

Voltage	Voltage Difference	Result
Difference between HV battery voltage (PWR RESOURCE VB) and boost converter voltage (VL)	50 V or less	1
Difference between HV battery voltage (PWR RESOURCE VB) and inverter voltage (VH)	70 V or less	2
Difference between boost converter voltage (VL) and inverter voltage (VH)	90 V or less	3

Results	Proceed to
Only 2 is satisfied.	Α
Only 3 is satisfied.	В
1, 2 and 3 are satisfied (normal condition).	С

# A, B or C

- A >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").
- B >> Replace battery smart unit (Refer to <u>HBB-123, "Removal and Installation"</u>).
- C >> Replace battery smart unit (Refer to <u>HBB-123, "Removal and Installation"</u>).

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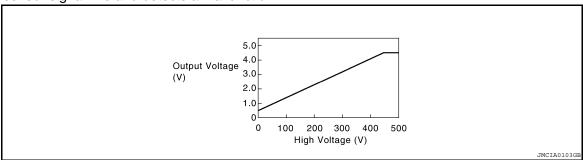
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# P0A94-589, P0A94-590

Description INFOID:000000005441265

The MG ECU uses a voltage sensor that is built into the boost converter to detect pre-boost high voltage (VL) to allow boost control. The boost converter voltage sensor outputs a voltage that varies between 0 and 5 V in accordance with changes in the high voltage. The higher the high voltage, the higher the output voltage. Conversely, the lower the high voltage, the lower the output voltage. The MG ECU monitors the boost converter voltage sensor signal line and detects a malfunction.



DTC Logic

# DTC DETECTION LOGIC

The MG ECU monitors the boost converter voltage (VL) sensor circuit. If the MG ECU detects an open or short in the VL sensor circuit, the hybrid vehicle control ECU will illuminates the MIL and sets a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0A94	589	DC/DC Converter Performance	Open or short to GND in the boost converter voltage (VL) sensor circuit	Inverter with converter assembly
P0A94	590		Short to +B in the boost converter voltage (VL) sensor circuit	mivener with converter assembly

# Diagnosis Procedure

INFOID:0000000005441267

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.replace inverter with converter assembly

>> COMPLETED

# P0AA1-231

Description INFOID:000000005441268

The SMRs (System Main Relay) are the relays that connect or disconnect the high voltage power system in accordance with commands from the hybrid vehicle control ECU.

The SMR system is composed of three SMRs and one system main resistor. SMRB and SMRG are located on the HV relay assembly in the battery carrier under the HV battery. SMRP and the system main resistor are located in the hybrid vehicle converter (DC/DC converter) assembly in the battery carrier.

To connect to the high voltage power system, the vehicle will first turn on SMRP and SMRB to charge the vehicle through the system main resistor. Then, SMRP will be turned off after the SMRG is turned on. To shut off the high voltage power system, SMRB and SMRG are turned off.

When there is an open in the AMD line or IGCT line, the following DTCs are output:

Trouble area	Malfunction	DTC	Occurrence condition
	DC/DC converter malfunction	P0A08-264	May not occur
On an in AMD line	Open in VLO, short to GND	P0A09-591	May not occur
Open in AMD line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs
	Open in NODD, short to GND	P0A09-265	Occurs
O :- 100T li	Open in VLO, short to GND	P0A09-591	Occurs
Open in IGCT line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs

P0AE6-225 is output first because the time required for diagnosis is the shortest.

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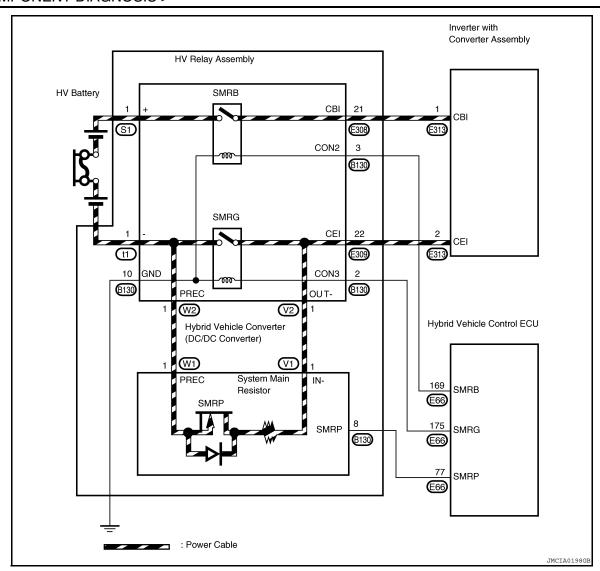
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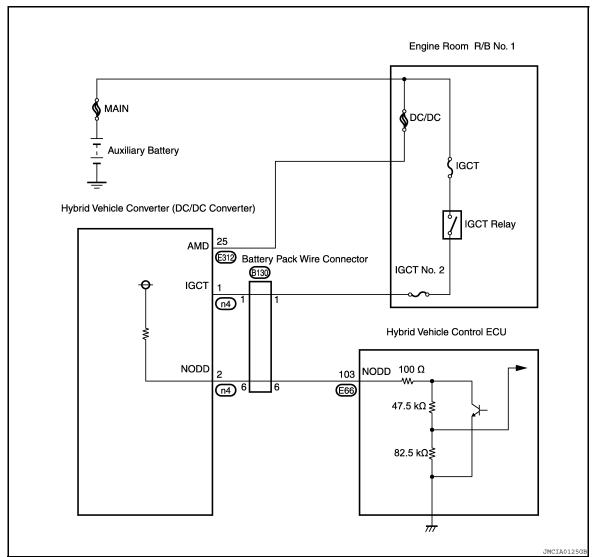
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**DTC** Logic INFOID:0000000005441269

# DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0AA1	231	Hybrid Battery Positive Contactor Circuit Stuck Closed	System main relay B on the HV battery positive side is stuck closed.	HV relay assembly     Inverter with converter assembly

# Diagnosis Procedure

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

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If P0AA1-231 is output, the vehicle is prevented from starting.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant Part
P0AE2-773, 161	SMRP short
P0ADC-226	SMRB control line
P0A1A-156, 658, 659, 151, 155, P0A1B-511, 164, 163, 512, 193, 786, 788, 661,P0A78-266, 267, 523, 586, P0A94-442, P3004-132	VH sensor circuit
P0A1A-200, 791, 792, 793, P0A1B-192, 168, 794, 795, 796, P0A3F-243,P0A41-245, P0A40-500, P0A4B-253, P0A4C-513, P0A4D-255	MG1 and MG2 rotation speed circuit

### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3.CHECK FREEZE FRAME DATA

- 1. Turn ignition switch ON.
- 2. Read output DTCs.
- 3. Read the freeze frame data of P0AA1-231.

Result	Proceed to
Boost converter voltage (VL) is less than 60 V.	A
Boost converter voltage (VL) is 60 V or more.	В

### A or B

A >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

B >> GO TO 4.

# 4. CHECK HV RELAY ASSEMBLY

### **CAUTION:**

# Be sure to wear insulated gloves.

 Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630, "Precautions for Inspecting</u> the <u>Hybrid Control System"</u>).

### NOTE:

- After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.
- For the removal and installation procedures related to inspection of the HV relay assembly, (Refer to HBB-127, "Removal and Installation").

HV Relay Assembly

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

HV Relay	Assembly	HV Relay	Assembly	
Component connector	Terminal	Component connector	Terminal	Resistance
E308	21	s1	1	10 kΩ or higher

# NOTE:

- Leave the HV relay in the vehicle while testing to prevent the movement that occurs during removal from causing a stuck relay to return to normal.
- If the result of reading the freeze frame data is B, the HV relay assembly must be replaced. Measuring resistance can determine that this is either a present or past malfunction.



OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

# P0AA1-231

# < COMPONENT DIAGNOSIS >

NG >> Replace HV relay assembly (Refer to <u>HBB-127</u>, "Removal and Installation").

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# P0AA1-233

Description INFOID:000000005441271

Refer to the description for DTC P0AE6-225 (Refer to <u>HBC-435</u>, "<u>Description</u>"). This circuit uses the hybrid vehicle control ECU to monitor the system main relays and stops the system if a malfunction is detected in the relays, because it may be impossible to shut off the high-voltage system if any of the relays becomes stuck.

DTC Logic

### DTC DETECTION LOGIC

This circuit uses the hybrid vehicle control ECU to monitor the system main relays and stops the system if a malfunction is detected in the relays, because it may be impossible to shut off the high-voltage system if any of the relays becomes stuck.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0AA1	233	Hybrid Battery Positive Contactor Circuit Stuck Closed	System main relays B, and G on the HV battery positive and negative sides are stuck closed.	

# Diagnosis Procedure

INFOID:0000000005441273

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.
- If P0AA1-233 is output, the vehicle is prevented from starting.

### >> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Part
P0A1A-156, 658, 659, 151, 155, 200, 791, 792, 793	Generator Control Module
P0A1B-511, 164, 163, 512, 193, 786, 788, 661, 192, 168, 794, 795,796	Drive Motor "A" Control Module
P0A1F	Battery Energy Control Module
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A4B-253	Generator Position Sensor Circuit
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A4D-255	Generator Position Sensor Circuit Low
P0A78-266, 267, 523, 586, 503, 504, 279, 282, 284, 505, 287, 506,286, 113, 306	Drive Motor "A" Inverter Performance
P0A7A-322, 517, 325, 518, 324, 122, 344	Generator Inverter Performance
P0A90-509	Drive Motor "A" Performance
P0A92-521	Hybrid Generator Performance

DTC No.	Relevant Part
P0A94-442	DC/DC Converter Performance
P0AE0-228	Hybrid battery Negative Contactor Control Circuit High
P0AE2-161, 773	Hybrid Battery Precharge Contactor Circuit Stuck Closed
P3004-132	HV Battery Malfunction
P3105	Battery Observation Communication Circuit Malfunction

# Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3. CHECK HV RELAY ASSEMBLY (SMRB, SMRG)

### **CAUTION:**

Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630, "Precautions for Inspecting the Hybrid Control System"</u>).

### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

- Disconnect the high voltage connector of the HV relay assembly (Refer to <u>HBB-127</u>, "Removal and <u>Installation"</u>).
- 3. Measure the resistance according to the value(s) in the table below. (SMRB inspection) (\*1)

HV Relay Assembly		HV Relay	Assembly	
Component connector	Terminal	Component connector	Terminal	Resistance
h4	1	s1	1	10 k $\Omega$ or higher

### NOTE:

- Leave the HV relay in the vehicle while testing to prevent the movement that occurs during removal from causing a stuck relay to return to normal.
- Measuring resistance can determine that this is either a present or past malfunction.
- 4. Measure the resistance according to the value(s) in the table below. (SMRG inspection) (\*2)

HV Relay	HV Relay Assembly  HV Relay Assembly			
Component connector	Terminal	Component connector	Terminal	Resistance
h3	1	t1	1	10 k $\Omega$ or higher

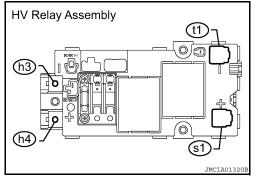
### NOTE:

- Leave the HV relay in the vehicle while testing to prevent the movement that occurs during removal from causing a stuck relay to return to normal.
- Measuring resistance can determine that this is either a present or past malfunction.

Result	Proceed to
There is conduction in either step (*1) or (*2).	A
There is conduction in both steps (*1) and (*2).	В

# A or B

- A >> Replace HV relay assembly (Refer to <u>HBB-127</u>, "Removal and Installation").
- B >> Replace HV relay assembly (Refer to <u>HBB-127, "Removal and Installation"</u>).



HV Relay Assembly

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Revision: September 2009 HBC-389 2010 Altima HEV

# P0AA4-232

Description INFOID:000000005441274

The SMRs (System Main Relay) are the relays that connect or disconnect the high voltage power system in accordance with commands from the hybrid vehicle control ECU.

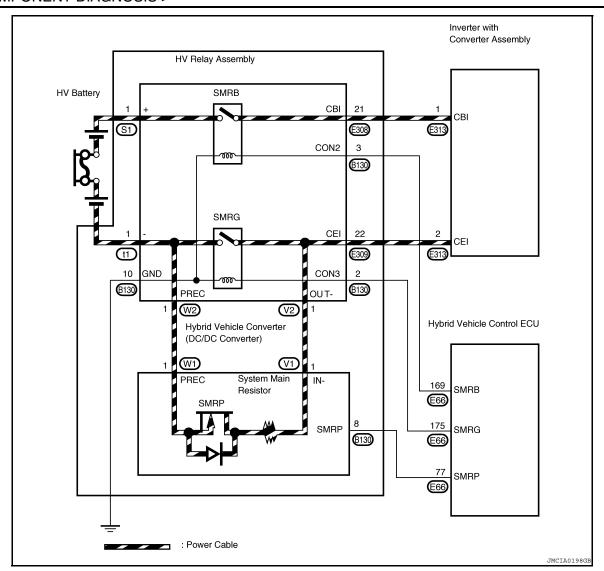
The SMR system is composed of three SMRs and one system main resistor. SMRB and SMRG are located on the HV relay assembly in the battery carrier under the HV battery. SMRP and the system main resistor are located in the hybrid vehicle converter (DC/DC converter) assembly in the battery carrier.

To connect to the high voltage power system, the vehicle will first turn on SMRP and SMRB to charge the vehicle through the system main resistor. Then, SMRP will be turned off after the SMRG is turned on. To shut off the high voltage power system, SMRB and SMRG are turned off.

When there is an open in the AMD line or IGCT line, the following DTCs are output:

Trouble area	Malfunction	DTC	Occurrence condition
0	DC/DC converter malfunction	P0A08-264	May not occur
	Open in VLO, short to GND	P0A09-591	May not occur
Open in AMD line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs
Open in IGCT line	Open in NODD, short to GND	P0A09-265	Occurs
	Open in VLO, short to GND	P0A09-591	Occurs
	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs

P0AE6-225 is output first because the time required for diagnosis is the shortest.



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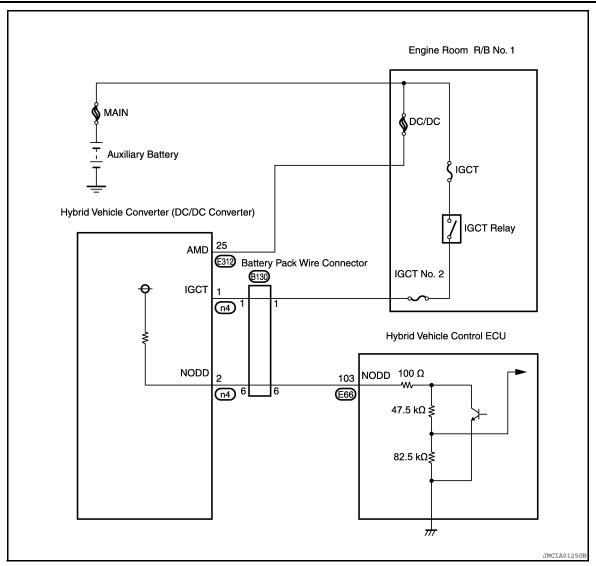
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DTC Logic

# DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0AA4	232	Hybrid Battery Negative Contactor Circuit Stuck Closed	System main relay G on the HV battery negative side is stuck closed.	HV relay assembly     Inverter with converter assembly

# Diagnosis Procedure

INFOID:0000000005441276

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.
- If DTC P0AA4-232 is stored, the vehicle will not turn on.

>> GO TO 2.

# 2. CHECK DTC OUTPUT

1. Turn ignition switch ON.

2. Check DTC.

DTC No.	Relevant Part
P0A1A-156, 658, 659, 151, 155, 200, 791, 792, 793	Generator Control Module
P0A1A-156, 658, 659, 151, P0A1B-511, 164, 163, 512, 193, 786, 788, 661, 192, 168, 794, 795, 796	Drive Motor "A" Control Module
P0A1F	Battery Energy Control Module
P0A3F-243	Drive Motor "A" Position Sensor Circuit
P0A40-500	Drive Motor "A" Position Sensor Circuit Range/Performance
P0A41-245	Drive Motor "A" Position Sensor Circuit Low
P0A4B-253	Generator Position Sensor Circuit
P0A4C-513	Generator Position Sensor Circuit Range/Performance
P0A4D-255	Generator Position Sensor Circuit Low
P0A78-266, 267, 523, 586, 503, 504, 279, 282, 284, 505, 287, 506,286, 113, 306	Drive Motor "A" Inverter Performance
P0A7A-322, 517, 325, 518, 324, 122, 344	Generator Inverter Performance
P0A90-509	Drive Motor "A" Performance
P0A92-521	Hybrid Generator Performance
P0A94-442	DC/DC Converter Performance
P0AE0-228	Hybrid Battery Negative Contactor Control Circuit High
P0AE2-161, 773	Hybrid Battery Precharge Contactor Circuit Stuck Closed
P3004-132	HV Battery Malfunction
P3105	Battery Observation Communication Circuit Malfunction

### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3.CHECK FREEZE FRAME DATA

- 1. Turn ignition switch ON.
- 2. Read output DTCs.
- Read the freeze frame data of P0AA4-232.

Result	Proceed to
IB BATTERY (Current value of HV battery) is less than 3 A.	A
IB BATTERY (Current value of HV battery) is 3 A or more.	В

# <u> A or B</u>

A >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u>).

B >> GO TO 4.

# 4. CHECK HV RELAY ASSEMBLY

# **CAUTION:**

# Be sure to wear insulated gloves.

Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630</u>, "<u>Precautions for Inspecting</u> the <u>Hybrid Control System</u>").

### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

Revision: September 2009 HBC-393 2010 Altima HEV

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

HV Relay Assembly		HV Relay Assembly		
Component connector	Terminal	Component connector	Terminal	Resistance
E309	22	t1	1	10 kΩ or higher

# HV Relay Assembly (1) (309) (309) (308) (308)

# NOTE:

- For the removal and installation procedures related to inspection of the HV relay assembly, (Refer to <u>HBB-127</u>, "Removal and Installation").
- Leave the HV relay in the vehicle while testing to prevent the movement that occurs during removal from causing a stuck relay to return to normal.
- If the result of reading the freeze frame data is B, the HV relay assembly must be replaced. Measuring resistance can determine that this is either a present or past malfunction.

# OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Replace HV relay assembly (Refer to <u>HBB-127</u>, "Removal and Installation").

# P0AA6-526, P0AA6-611, P0AA6-612, P0AA6-613, P0AA6-614

Description INFOID:000000005441277

The hybrid vehicle control ECU monitors the battery smart unit and detects insulation malfunctions in the high-voltage system.

INF Code 526 Vehicle Insulation Resistance Reduction Area INF Code 614 INF Code 612 **HV Battery Area** High Voltage Direct Current Area INF Code 613 IHV Battery Assembly Inverter with Converter Assembly Transaxle Area **Battery Carrier Boost Converter** MG1 Service Plug Gri Inverter Battery Smart MG2 **SMRG** Hybrid Vehicle Converter (SMRP) Compresso A/C Motor Inverter Electric Compressor

DTC Logic

DTC DETECTION LOGIC

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# P0AA6-526, P0AA6-611, P0AA6-612, P0AA6-613, P0AA6-614

# < COMPONENT DIAGNOSIS >

DTC No.	INF ode	Trouble diagnosis name	DTC detecting condition	Possible cause
P0AA6	526 (*1)	Hybrid Battery Voltage System Isolation Fault	Insulation resistance between the high-voltage circuit and the body has decreased.	Hybrid transaxle     Inverter with converter assembly     Frame wire     Air conditioning harness assembly     HV relay assembly     Compressor with motor assembly     HV battery     Battery smart unit     Hybrid vehicle converter (DC/DC converter)
P0AA6	611(*2)	Hybrid Battery Voltage System Isolation Fault	Insulation resistance of the compressor with motor assembly has decreased.	Compressor with motor assembly
P0AA6	612 (*2)	Hybrid Battery Voltage System Isolation Fault	Insulation resistance of the HV battery area is decreased.	HV relay assembly     Battery smart unit     HV battery     Hybrid vehicle converter (DC/DC converter)
P0AA6	613 (*2)	Hybrid Battery Voltage System Isolation Fault	Insulation resistance of the hybrid transaxle area is decreased.	Hybrid transaxle     Inverter with converter assembly
P0AA6	614(*2)	Hybrid Battery Voltage System Isolation Fault	Insulation resistance of the high- voltage DC area has decreased.	Inverter with converter assembly     Floor wire     Compressor with motor assembly     Air conditioning harness assembly     HV relay assembly     Hybrid vehicle converter (DC/DC converter)

### NOTE:

- \*1: INF code 526 is stored together with P0AA6.
- \*2: On a trip after INF code 526 is stored, these INF codes are stored if the malfunctioning area is determined.
- If P0AA6 is output, the vehicle cannot start until the DTC is cleared using CONSULT-III.
- If P0AA6 is output while driving, the vehicle can drive for the remainder of that trip.

# Diagnosis Procedure

INFOID:0000000005441279

# 1.PRECONDITIONING

- When troubleshooting P0AA6, be sure to wrap the tools with insulating tape. (It will be very dangerous if high voltage is shorted to ground through the tools.)
- Turn ignition switch OFF before inspecting the high-voltage system. Take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- Check DTC.

NOTE:

Do not remove the service plug grip.

## < COMPONENT DIAGNOSIS >

Output DTC	Proceed to
Only P0AA6 is output.	A
P0AA6 and P0A1D (Hybrid vehicle control ECU malfunction) are output.	В
P0AA6 and P0AA7-727 (Malfunction in the battery smart unit) are output.	С
P0AA6 and P0A1F (Battery smart unit malfunction) are output.	D

# A, B, C or D

- A >> GO TO 3.
- B >> Go to Diagnosis Procedure relevant to output DTC (P0A1D).
- C >> Go to Diagnosis Procedure relevant to output DTC (P0AA7-727).
- D >> Replace battery smart unit (Refer to <u>HBB-123</u>, "Removal and Installation").

# 3. CHECK INFO CODE

- 1. Turn ignition switch ON.
- 2. Check DTC.
- 3. Access the freeze frame data of DTC P0AA6 and read the INF code.

#### NOTE:

INF codes 611, 612, 613, and 614 are not stored at the same time with 526. If INF code 526 only is output, turn ignition switch OFF and wait 30 seconds to determine the malfunctioning area. Then, read the INF code again.

Output INF	Proceed to
526 (decrease in the insulation resistance of the high-voltage circuit) only is output.	A
526 and 611 (decrease in the insulation resistance of the air conditioner area) are output.	В
526 and 612 (decrease in the insulation resistance of the HV battery area) are output.	С
526 and 613 (decrease in the insulation resistance of the hybrid transaxle area) are output.	D
526 and 614 (decrease in the insulation resistance of the high-voltage DC area) are output.	E

## A, B, C or D

- A >> GO TO 4.
- B >> Go to air conditioning system.
- C >> GO TO 10.
- D >> GO TO 18.
- E >> GO TO 13.

# 4. CHECK AIR CONDITIONING HARNESS ASSEMBLY

## **CAUTION:**

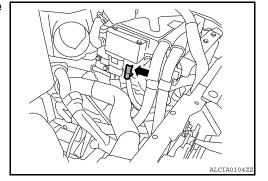
# Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630</u>, "<u>Precautions for Inspecting the Hybrid Control System</u>").

#### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the repair manual because this may cause a malfunction.

Disconnect the air conditioning harness assembly from the inverter with converter assembly.



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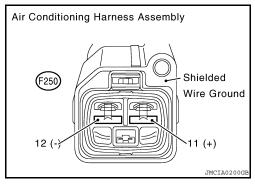
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# < COMPONENT DIAGNOSIS >

3. Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

Air Conditioning Harness Assembly		Ground	Resistance
Harness connector	Terminal	Ground	riesisiarice
F250	12 (–)	Ground	$3  \mathrm{M}\Omega$ or higher
F250	11 (+)	Ground	3 Msz of Higher

Air Conditioning I	Harness Assembly	shielded wire ground	Resistance
Harness connector	Terminal		nesisiance
F250	12 (–)	shielded wire	$3~{ m M}\Omega$ or higher
1 230	11 (+)	ground	5 Wisz Of Higher



## OK or NG

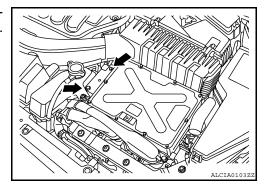
OK >> GO TO 5. NG >> GO TO 8.

5. CHECK INVERTER WITH CONVERTER ASSEMBLY

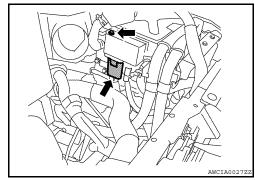
## **CAUTION:**

# Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Remove the compressor fuse cover from the inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").



3. Disconnect the frame wire from the inverter with converter assembly (Refer to <u>HBC-645</u>, "Removal and Installation").



## < COMPONENT DIAGNOSIS >

4. Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

#### NOTE:

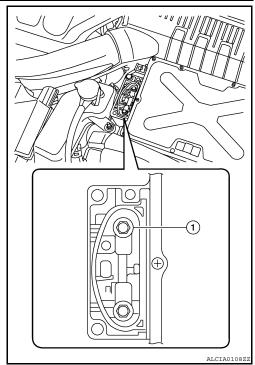
- Be sure to set the megohmmeter to 500 V when performing this test. Using a setting higher than 500 V can result in damage to the component being inspected.
- Perform this inspection with the air conditioning harness assembly disconnected from the inverter with converter assembly.

Inverter with conve	verter assembly Ground		Resistance
Harness connector	Terminal	Ground	riesistance
Compressor fuse	_	Ground	1.0 M $\Omega$ or higher

A/C fuse (1)

## OK or NG

OK >> GO TO 9. NG >> GO TO 6.



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6.INSPECT HYBRID TRANSAXLE (MG2)

## **CAUTION:**

## Be sure to wear insulated gloves.

1. Check that the service plug grip is not installed.

#### NOTE:

After removing the service plug grip, do not turn ignition switch ON. (READY), unless instructed by the service manual because this may cause a malfunction.

2. Disconnect the motor cable and generator cable from the inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u>).

3. Check the connectors connection.

# Dirt or foreign objects have not entered the connection, or there is no evidence of contamination.

4. Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

## NOTE:

Be sure to set the megohmmeter to 500 V when performing this test. Using a setting higher than 500 V can result in damage to the component being inspected.

Motor	Cable	Ground	Resistance	
Harness connector	Terminal	Ground	nesistance	
	U	Ground		
_	V		Ground 20 MΩ or high	20 M $\Omega$ or higher
	W			

Motor	Cable	Shielded wire	Resistance
Harness connector	Terminal	ground	riesistance
	U	01:11	
_	V	Shielded wire ground	20 M $\Omega$ or higher
	W		

Motor Cable

Shielded Wire Ground

OK or NG

## < COMPONENT DIAGNOSIS >

OK >> GO TO 7.

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

7.INSPECT HYBRID TRANSAXLE (MG1)

## **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Check the connectors connection.

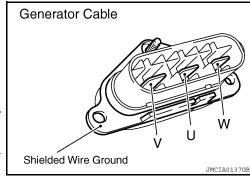
# Dirt or foreign objects have not entered the connection, or there is no evidence of contamination.

3. Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

## NOTE:

Be sure to set the megohmmeter to 500 V when performing this test. Using a setting higher than 500 V can result in damage to the component being inspected.

Genera	tor Cable	_	
Harness connector	Terminal	Ground	Resistance
	U	Ground	
_	V		20 M $\Omega$ or higher
	W		



Generator Cable	Shielded wire	Resistance	
Harness connector	Terminal	ground	riesistance
	U		
_	V	Shielded wire ground	20 M $\Omega$ or higher
	W		

## OK or NG

OK >> Replace inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").

NG >> Replace hybrid transaxle (Refer to TM-35, "Removal and Installation").

# 8. CHECK AIR CONDITIONING HARNESS ASSEMBLY

## **CAUTION:**

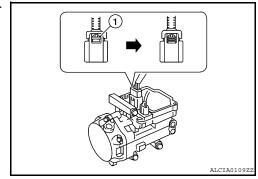
# Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630, "Precautions for Inspecting the Hybrid Control System"</u>).

## NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

- 2. Disconnect the air conditioning harness assembly from the electric compressor.
- Green lock (1)

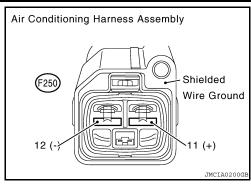


## < COMPONENT DIAGNOSIS >

Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

Air Conditioning Harness Assembly		Ground Resistance	Posistanco
Harness connector	Terminal	Ground	riesistarice
F250	12 (–)	Ground 3 MΩ or high	3 M $\Omega$ or higher
1 230	11 (+)	Glound	3 Miss of Higher

Air Conditioning I	Harness Assembly	Ground	Resistance
Harness connector	Terminal	Ground	riesisiance
F250	12 (–)	Shielded wire	3 M $\Omega$ or higher
	11 (+)	ground	3 Wisz Of Higher



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# OK or NG

OK >> Go to air conditioning system.

NG >> Replace air conditioning harness assembly.

# 9. CHECK FRAME WIRE

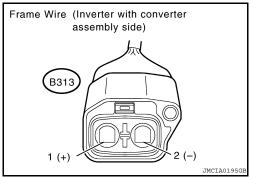
## **CAUTION:**

# Be sure to wear insulated gloves.

- Check that the service plug grip is not installed.
- Disconnect the frame wire from the HV relay assembly (Refer to -HBB-127, "Removal and Installation").
- Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

Battery smart unit		Ground	Resistance
Harness connector	Terminal	Ground	riesisiance
E308	21 (+)	Ground	10 MΩ or higher
E309	22 (–)	Ground	10 Msz of Higher

Battery smart unit		Ground	Resistance
Harness connector	Terminal	Ground	riesisiance
E308	21 (+)	Shielded wire	10 M $\Omega$ or higher
E309	22 (–)	ground	10 Wisz of Higher



# OK or NG

OK >> GO TO10.

NG >> Replace frame wire.

10.CHECK HV BATTERY AREA

# **CAUTION:**

## Be sure to wear insulated gloves.

Turn ignition switch OFF and remove the service plug grip (Refer to HBC-630, "Precautions for Inspecting the Hybrid Control System").

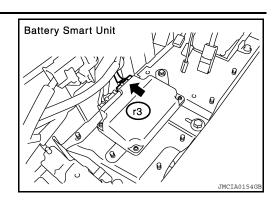
#### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

**HBC-401** Revision: September 2009 2010 Altima HEV

## < COMPONENT DIAGNOSIS >

2. Disconnect the r3 battery smart unit connector.

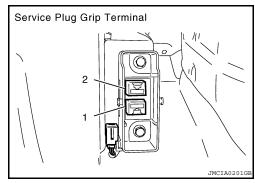


3. Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

## NOTE:

Be sure to set the megohmmeter to 500 V when performing this test. Using a setting higher than 500 V can result in damage to the component being inspected.

Service plug grip		Ground	Resistance
Component connector	Terminal	around	riesistarice
	1	Ground	10 MO or higher
_	2	Ground	10 M $\Omega$ or higher



## OK or NG

OK >> Replace battery smart unit (Refer to <u>HBB-123, "Removal and Installation")</u>

NG >> GO TO 11.

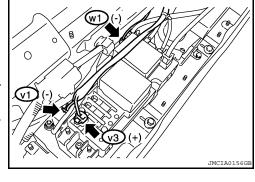
11. CHECK HYBRID VEHICLE CONVERTER

## **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- Disconnect the w1, v1 and v3 hybrid vehicle converter (DC/DC converter) connectors from the HV relay assembly (Refer to HBB-125, "Removal and Installation"). Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

Component connector	Terminal	Ground	Resistance
w1	1 (High voltage precharge)	Ground	10 M $\Omega$ or higher
v3	1 (High voltage +)		
v1	1 (High voltage –)		



## OK or NG

OK >> GO TO 12.

NG >> Replace hybrid vehicle converter (Refer to <u>HBB-125</u>, "Removal and Installation").

12. CHECK HV RELAY ASSEMBLY

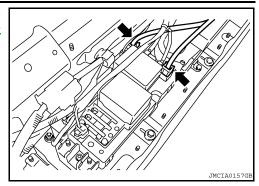
#### CAUTION

## Be sure to wear insulated gloves and protective goggles.

- 1. Check that the service plug grip is not installed.
- 2. Check that the high-voltage connectors (v1, v3 and w1) of the hybrid vehicle converter (DC/DC converter) are connected securely.

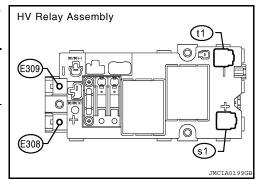
## < COMPONENT DIAGNOSIS >

 Disconnect the high voltage connectors of the HV battery from the HV relay assembly (Refer to <u>HBB-127</u>, "Removal and Installation").



1. Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

HV Relay Assembly			
Component connector	Terminal	Ground	Resistance
E308	1 (High voltage +)	Ground	10 M $\Omega$ or higher
E309	1 (High voltage –)		
t1	1 (High voltage –)		
s1	1 (High voltage +)		



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

HV Relay Assembly			
Component connector	Terminal	Ground	Voltage
E308	21 (High voltage +)	Ground	Below 1 V
E309	22 (High voltage –)	Ground	Delow I v

#### NOTE:

The voltage decreases to below 1 V after 10 seconds. If the voltage is 1 V or higher, recheck the voltage after 10 seconds.

# OK or NG

OK >> Replace HV battery (Refer to HBB-119, "Removal and Installation").

NG >> Replace HV relay assembly (Refer to HBB-127, "Removal and Installation").

13. CHECK HIGH VOLTAGE DIRECT CURRENT AREA

## **CAUTION:**

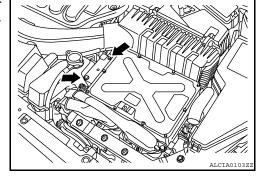
## Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630, "Precautions for Inspecting the Hybrid Control System"</u>).

## NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

Remove the compressor fuse cover from the inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").



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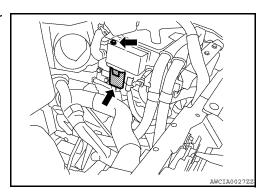
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Disconnect the frame wire from the inverter with converter assembly.

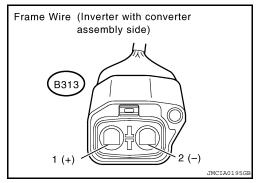


4. Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

## NOTE:

Be sure to set the megohmmeter to 500 V when performing this test. Using a setting higher than 500 V can result in damage to the component being inspected.

HV Relay Assembly		Ground	Resistance
Harness connector	Terminal	Ground	riesistance
E313	1 (High voltage +)	Ground	10 M $\Omega$ or higher
LOTO	2 (High voltage –)	Ground	10 MS2 of Higher



## OK or NG

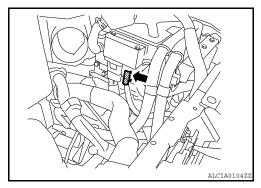
OK >> GO TO 14. NG >> GO TO 16.

14. CHECK AIR CONDITIONING HARNESS ASSEMBLY

## **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Disconnect the air conditioning harness assembly from the inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u>).



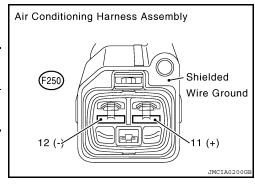
3. Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

Air Conditioning I	Harness Assembly	Ground	Resistance
Harness connector	Terminal	around	riesistarice
F250	12 (–)	Ground	3 MΩ or higher
1 230	11 (+)	Ground	3 Wisz of Higher

## OK or NG

OK >> Replace inverter with converter assembly (Refer to HBC-636, "Removal and Installation")

NG >> GO TO 15.



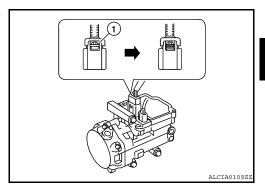
## < COMPONENT DIAGNOSIS >

# 15. CHECK AIR CONDITIONING HARNESS ASSEMBLY

#### **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- Disconnect the air conditioning harness assembly from the electric compressor.
- Green lock (1)



3. Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

#### NOTE:

Be sure to set the megohmmeter to 500 V when performing this test. Using a setting higher than 500 V can result in damage to the component being inspected.

Air Conditioning I	Harness Assembly	Ground	Resistance
Harness connector	Terminal	Ground	riesisiance
F250	12 (–)	Ground	10 MΩ or higher
F230	11 (+)	Ground	10 Msz of Higher

Air Conditioning Harness Assembly
Shielded Wire Ground
JMCIA0200GB

Air Conditioning Harness Assembly		Ground	Resistance
Harness connector	Terminal	Ground	riesistarice
F250	12 (–)	Shielded wire	10M $\Omega$ or higher
1 230	11 (+)	ground	TOWISZ OF HIGHE

# OK or NG

OK >> Go to air conditioning system.

NG >> Replace air conditioning harness assembly.

# 16. CHECK FRAME WIRE

## **CAUTION:**

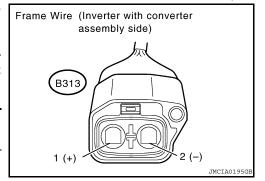
## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Disconnect the frame wire from the HV relay assembly (Refer to HBB-127, "Removal and Installation").
- 3. Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

## NOTE:

Be sure to set the megohmmeter to 500 V when performing this test. Using a setting higher than 500 V can result in damage to the component being inspected.

Frame Wire (HV Relay Side)		Ground	Resistance
Harness connector	Terminal	Giodila	riesistance
E308	1 (+)	Ground	10 M $\Omega$ or higher
E309	1 (–)	Giodila	10 Ms2 of Higher



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Frame Wire (HV Relay Side)		Ground	Resistance
Harness connector	Terminal	Ground	riesisiance
E308	1 (+)	Shielded wire	10M $\Omega$ or higher
E309	1 (–)	ground	TOWISZ OF HIGHE

## OK or NG

OK >> GO TO 17.

NG >> Replace frame wire.

17. CHECK HYBRID VEHICLE CONVERTER

#### **CAUTION:**

## Be sure to wear insulated gloves.

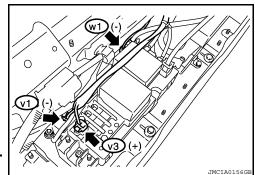
1. Check that the service plug grip is not installed.

Disconnect the w1, v1 and v3 hybrid vehicle converter (DC/DC converter) connectors from the HV relay assembly (Refer to HBB-127, "Removal and Installation"). Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

## NOTE:

Be sure to set the megohmmeter to 500 V when performing this test. Using a setting higher than 500 V can result in damage to the component being inspected.

Frame Wire (HV Relay Side)		Ground	Resistance
Harness connector	Terminal	Ground	ricolotarioc
w1	1 (High voltage precharge)		10 M $\Omega$ or higher
v3	1 (High voltage +)	Ground	
v1	1 (High voltage –)		



3. Connect the hybrid vehicle converter (DC/DC converter) connectors.

## OK or NG

NG

OK >> Replace HV relay assembly (Refer to HBB-127, "Removal and Installation")

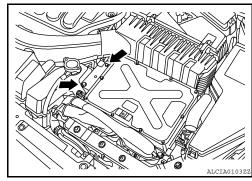
>> Replace hybrid vehicle converter (Refer to HBB-125, "Removal and Installation").

18. CHECK HYBRID TRANSAXLE AREA

## **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- Remove the compressor fuse cover from the inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").
- Disconnect the generator cable and motor cable from the inverter with converter assembly.



# < COMPONENT DIAGNOSIS >

4. Using a megohmmeter set to 500 V, measure the resistance according to the value(s) in the table below.

## NOTE:

Be sure to set the megohmmeter to 500 V when performing this test. Using a setting higher than 500 V can result in damage to the component being inspected.

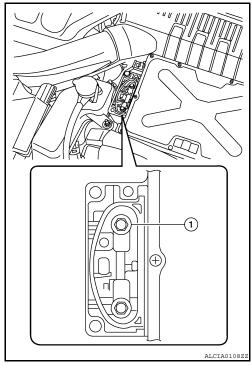
Inverter with conver	ter assembly	Ground	Resistance
Component connector Terminal		around	ricolotarice
Compressor fuse	_	Ground	1.0 M $\Omega$ or higher

- A/C fuse (1)

## OK or NG

OK >> Replace hybrid transaxle (Refer to <u>TM-35, "Removal and Installation"</u>).

NG >> Replace inverter with converter assembly (Refer to <u>HBC-636, "Removal and Installation"</u>).



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# P0AA7-727

Description INFOID:0000000005441280

The hybrid vehicle control ECU monitors the insulation monitoring circuit located in the battery smart unit and detects a malfunction.

DTC Logic (INFOID:000000005441281)

## DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0AA7	727	Hybrid Battery Voltage Isolation Sensor Circuit	Malfunction in the insulation monitoring circuit located in the battery smart unit	Battery smart unit

# Diagnosis Procedure

INFOID:0000000005441282

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. REPLACE BATTERY SMART UNIT

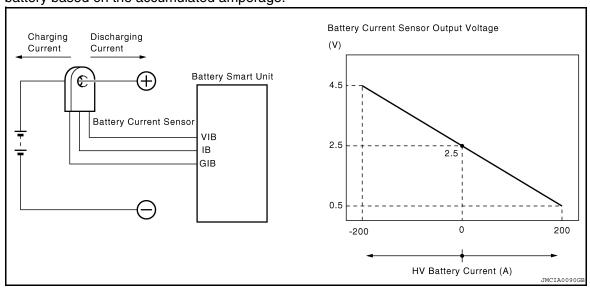
Refer to HBB-123, "Removal and Installation".

>> COMPLETED

# P0AC0-817

Description INFOID:0000000005441283

The battery current sensor, which is located in the HV battery junction block on the positive side of the HV battery, detects the amperage that flows to and from the HV battery. The battery smart unit receives a voltage of between 0 and 5 V that is in proportion to the amperage flowing in the cable. This voltage goes into the IB terminal from the battery current sensor. A battery current sensor output voltage below 2.5 V indicates that the HV battery is being charged, and a voltage above 2.5 V indicates that the HV battery is being discharged. The hybrid vehicle control ECU determines the amount of either charge or discharge amperage that is being received by the HV battery assembly based on the signals that are input to terminal IB of the battery smart unit from the battery current sensor. The hybrid vehicle control ECU also calculates the SOC (state of charge) of the HV battery based on the accumulated amperage.



DTC Logic

## DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0AC0	817	Hybrid Battery Pack Current Sensor Circuit Range/Performance	HV battery current sensor performance problem	<ul><li>HV relay assembly</li><li>Battery smart unit</li></ul>

# Diagnosis Procedure

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- 2. Check DTC.

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Result	Proceed to
P0AC0-817 only is output.	A
P0A1F-123 is also output.	В

## A or B

A >> GO TO 3.

B >> Go to Diagnosis Procedure relevant to output DTC.

# 3.replace HV relay assembly

Refer to HBB-127, "Removal and Installation".

>> GO TO 4.

# 4.CLEAR DTC

- 1. Turn ignition switch ON.
- 2. Read and record the DTCs and freeze frame data.
- 3. Clear DTC.

>> GO TO 5.

# 5. SIMULATION TEST

- 1. Turn ignition switch ON (READY).
- 2. Drive the vehicle under the similar conditions to freeze frame data.

>> GO TO 6.

# 6. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Stop vehicle.
- 2. Check DTC again.

Result	Proceed to
P0AC0-817 is not output.	А
P0AC0-817 is output again.	В

## A or B

A >> INSPECTION END

B >> Replace battery smart unit (Refer to <u>HBB-123</u>, "Removal and Installation").

# P0ADB-227, P0ADC-226

Description INFOID:0000000005441286

The SMRs (System Main Relay) are the relays that connect or disconnect the high voltage power system in accordance with commands from the hybrid vehicle control ECU.

The SMR system is composed of three SMRs and one system main resistor. SMRB and SMRG are located on the HV relay assembly in the battery carrier under the HV battery. SMRP and the system main resistor are located in the hybrid vehicle converter (DC/DC converter) assembly in the battery carrier.

To connect to the high voltage power system, the vehicle will first turn on SMRP and SMRB to charge the vehicle through the system main resistor. Then, SMRP will be turned off after the SMRG is turned on. To shut off the high voltage power system, SMRB and SMRG are turned off.

When there is an open in the AMD line or IGCT line, the following DTCs are output:

Trouble area	Malfunction	DTC	Occurrence condition
	DC/DC converter malfunction	P0A08-264	May not occur
Open in AMD line	Open in VLO, short to GND	P0A09-591	May not occur
Open in AMD line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs
Open in IGCT line	Open in NODD, short to GND	P0A09-265	Occurs
	Open in VLO, short to GND	P0A09-591	Occurs
	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs

P0AE6-225 is output first because the time required for diagnosis is the shortest.

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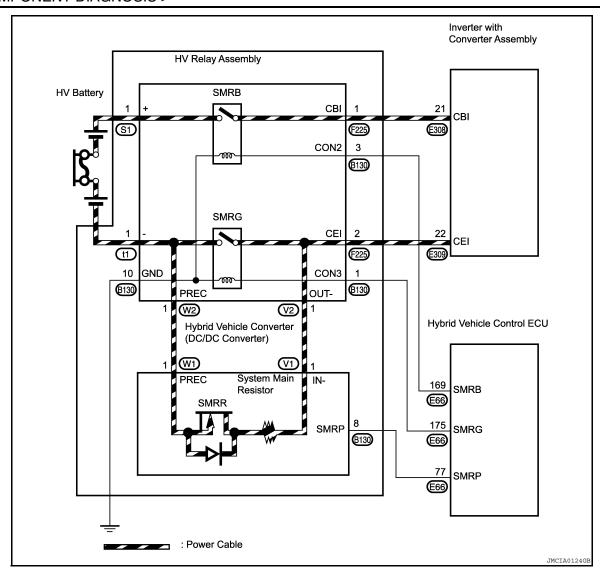
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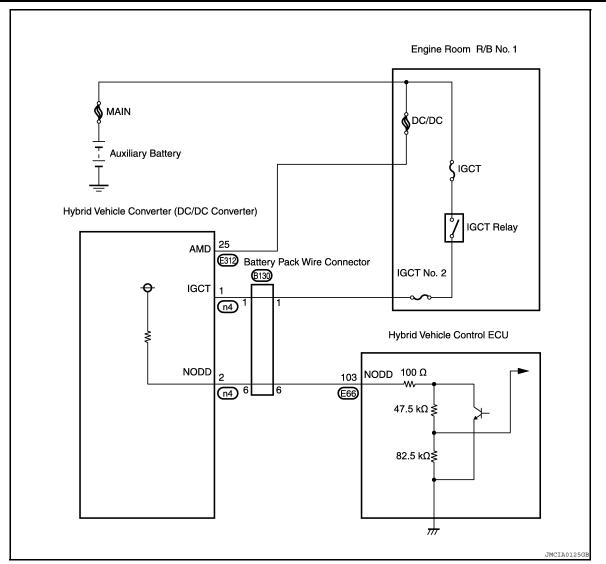
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DTC Logic

## DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0ADB	227	Hybrid Battery Positive Contactor Control Circuit Low	Short to GND in the SMRB circuit	Wire harness or connector     HV relay assembly     Hybrid vehicle control ECU
P0ADC	226	Hybrid Battery Positive Contactor Control Circuit High	Open or short to +B in the SMRB circuit	Wire harness or connector     HV relay assembly     Hybrid vehicle control ECU

# Diagnosis Procedure

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

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>> GO TO 2.

2. Check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

OK >> GO TO 3.

NG >> Connect securely.

3.check connector connection condition (battery pack wire connector)

Refer to HBC-140, "Diagnosis Procedure".

OK >> GO TO 4.

NG >> Connect securely.

4.CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - BATTERY PACK WIRE CONNECTOR)

- 1. Turn ignition switch OFF.
- 2. Disconnect the E66 hybrid vehicle control ECU connector.
- 3. Disconnect the B130 battery pack wire connector.
- 4. Turn ignition switch ON.
- 5. Measure the voltage according to the value(s) in the table below.

Hybrid Vehicle	Hybrid Vehicle Control ECU		
Harness connector	Terminal	Ground	Voltage
E66	169 (SMRB)	Ground	Below 1 V

## NOTE:

Turn ignition switch ON with the hybrid vehicle control ECU connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- 6. Turn ignition switch OFF.
- 7. Measure the resistance according to the value(s) in the table below.

Check for open

Hybrid Vehicle	e Control ECU	Battery I	Pack wire	
Harness connector	Terminal	Harness connector	Terminal	Resistance
E66	169 (SMRB)	B130	3 (CON2)	Below 1 Ω

## Check for short

Hybrid Vehicle Control ECU		Ground	Resistance
Harness connector	arness connector Terminal		
E66	169 (SMRB)	Ground	10 k $\Omega$ or higher

Battery Pack wire		Ground	Resistance
Harness connector	Terminal	Ground	riesistarice
B130	3 (CON2)	Ground	10 k $\Omega$ or higher

## OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connector.

5. CHECK CONNECTOR CONNECTION CONDITION (HV RELAY CONNECTOR)

Refer to HBC-425, "Diagnosis Procedure".

OK >> GO TO 6.

NG >> Connect securely.

6. CHECK HARNESS AND CONNECTOR (BATTERY PACK WIRE CONNECTOR - HV RELAY ASSEMBLY)

# **CAUTION:**

## Be sure to wear insulated gloves.

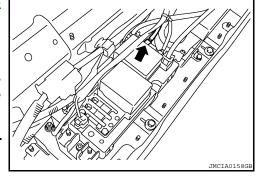
1. Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630</u>, "<u>Precautions for Inspecting</u> the Hybrid Control System").

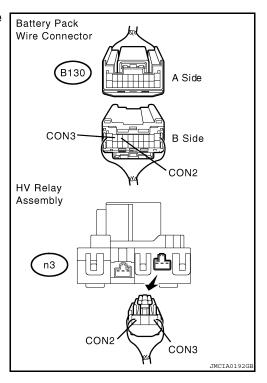
- 2. Disconnect the n3 HV relay assembly connector (Refer to <u>HBB-127</u>, "Removal and Installation").
- 3. Turn ignition switch ON.
- Measure the voltage according to the value(s) in the table below.
   NOTE:

Turn ignition switch ON with the battery pack wire connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

Battery Pack V	Vire Connector	Ground	Voltage
Harness connector Terminal		Ground	voitage
B130	3 (CON2)	Ground	Below 1 V

- 5. Turn ignition switch OFF.
- Measure the resistance according to the value(s) in the table below





## Check for open

Battery Pack \	Wire Connector	HV Relay	Assembly	
Harness connector	Terminal	Harness connector	Terminal	Resistance
B130	3 (CON2)	n3	3 (CON2)	Below 1 Ω

## Check for short

Battery Pack Wire Connector		Ground	Resistance
Harness connector	Terminal	around	ricsistance
B130	3 (CON2)	Ground	10 kΩ or higher

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HV Relay Assembly		Ground	Resistance
Harness connector	Terminal	Ground	riesistance
n3	3 (CON2)	Ground	10 k $\Omega$ or higher

## OK or NG

OK >> GO TO 7.

NG >> Repair or replace harness or connector.

7. CHECK HARNESS AND CONNECTOR

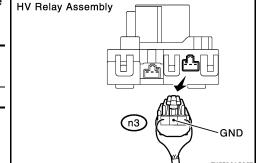
### **CAUTION:**

## Be sure to wear insulated gloves.

1. Connect the battery pack wire connector.

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

HV Relay Assembly		Ground	Resistance	
Harness connector	Terminal	around	riesisiance	
n3	2 (GND)	Ground	Below 1 Ω	



## OK or NG

OK >> GO TO 8.

NG >> Repair or replace harness or connector.

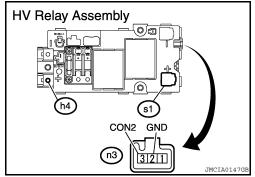
8.INSPECT HV RELAY ASSEMBLY (SMRB)

# **CAUTION:**

## Be sure to wear insulated gloves and protective goggles.

- 1. Check that the service plug grip is not installed.
- Remove the HV relay assembly from the vehicle (Refer to HBB-127, "Removal and Installation").
- 3. Measure the resistance according to the value(s) in the table below.

HV Relay A	Assembly	HV Relay A	Assembly		
Component connector	Terminal	Component connector	Terminal	Resistance	
h4	1	s1	1	Below 1 $\Omega$ [When battery voltage (12 V) applied to terminals n3-2 and n3-3]	
				10 k $\Omega$ or higher	



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

HV Relay	Assembly	HV Relay Assembly		
Component connector	Terminal	Component connector	Terminal	Resistance
n3	3 (CON2)	n3	2 (GND)	18.8 to 32.1 Ω at -35 to 80°C (-31 to 176° F)

## OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to <u>HBC-641, "Removal and Installation"</u>).

NG >> Replace HV relay assembly (Refer to <u>HBB-127</u>, "Removal and Installation").

# P0ADF-229, P0AE0-228

Description INFOID:0000000005441289

The SMRs (System Main Relay) are the relays that connect or disconnect the high voltage power system in accordance with commands from the hybrid vehicle control ECU.

The SMR system is composed of three SMRs and one system main resistor. SMRB and SMRG are located on the HV relay assembly in the battery carrier under the HV battery. SMRP and the system main resistor are located in the hybrid vehicle converter (DC/DC converter) assembly in the battery carrier.

To connect to the high voltage power system, the vehicle will first turn on SMRP and SMRB to charge the vehicle through the system main resistor. Then, SMRP will be turned off after the SMRG is turned on. To shut off the high voltage power system, SMRB and SMRG are turned off.

When there is an open in the AMD line or IGCT line, the following DTCs are output:

Trouble area	Malfunction	DTC	Occurrence condition
	DC/DC converter malfunction	P0A08-264	May not occur
Open in AMD line	Open in VLO, short to GND	P0A09-591	May not occur
Open in AMD line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs
	Open in NODD, short to GND	P0A09-265	Occurs
Open in IGCT line	Open in VLO, short to GND	P0A09-591	Occurs
	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs

P0AE6-225 is output first because the time required for diagnosis is the shortest.

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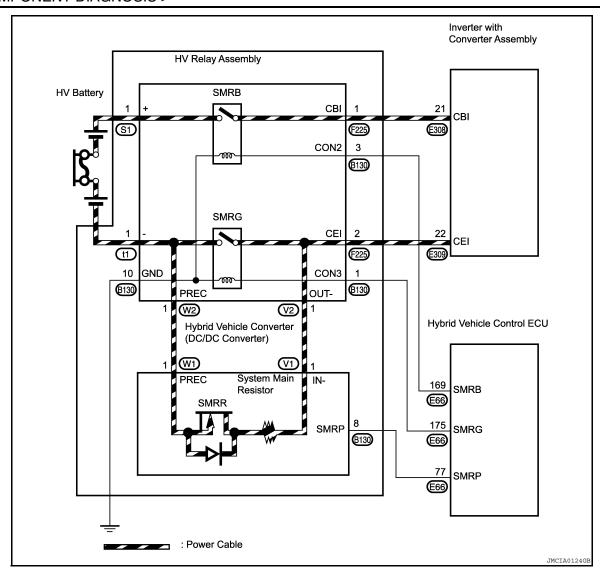
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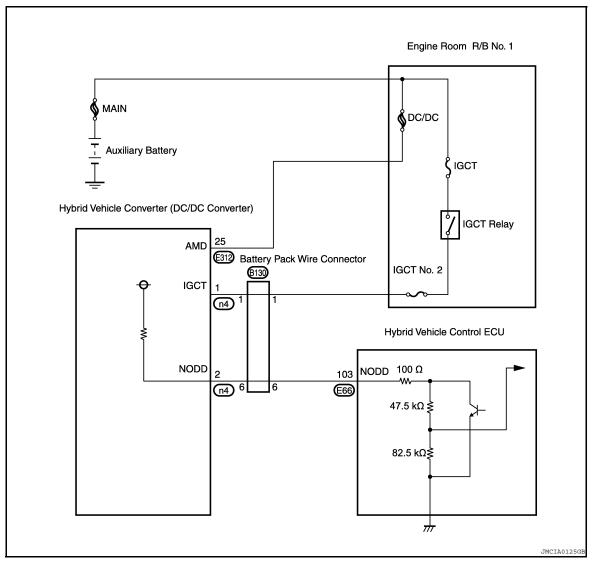
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DTC Logic

## DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
POADF	229	Hybrid Battery Negative Contactor Control Circuit Low	Short to GND in the SMRG circuit	<ul><li>Wire harness or connector</li><li>HV relay assembly</li><li>Hybrid vehicle control ECU</li></ul>
P0AE0	228	Hybrid Battery Negative Contactor Control Circuit High	Open or short to +B in the SMRG circuit	Wire harness or connector     HV relay assembly     Hybrid vehicle control ECU

# Diagnosis Procedure

#### INFOID:0000000005441291

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# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.

# P0ADF-229, P0AE0-228

## < COMPONENT DIAGNOSIS >

 Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

2. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

OK >> GO TO 3.

NG >> Connect securely.

3.check connector connection condition (battery pack wire connector)

Refer to HBC-140, "Diagnosis Procedure".

OK >> GO TO 4.

NG >> Connect securely.

4. CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - BATTERY PACK WIRE CONNECTOR)

- 1. Turn ignition switch OFF.
- 2. Disconnect the E66 hybrid vehicle control ECU connector.
- 3. Disconnect the B130 battery pack wire connector.
- 4. Turn ignition switch ON.
- 5. Measure the voltage according to the value(s) in the table below.

Hybrid Vehicle	e Control ECU		
Harness connector	Terminal	Ground	Voltage
E66	175 (SMRG)	Ground	Below 1 V

## NOTE:

Turning ignition switch ON with the hybrid vehicle control ECU connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- Turn ignition switch OFF.
- 7. Measure the resistance according to the value(s) in the table below.

Check for open

Hybrid Vehicle	e Control ECU	Battery I	Pack wire	
Harness connector	Terminal	Harness connector	Terminal	Resistance
E66	175 (SMRG)	B130	2 (CON3)	Below 1 Ω

## Check for short

Hybrid Vehicl	e Control ECU		
Harness connector	Terminal	Ground	Resistance
E66	175 (SMRG)	Ground	10 k $\Omega$ or higher

Battery Pack wire			_
Harness connector	Terminal	Ground	Resistance
B130	2 (CON3)	Ground	10 k $\Omega$ or higher

## OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connector.

# 5. CHECK CONNECTOR CONNECTION CONDITION (HV RELAY CONNECTOR)

Refer to HBC-425, "Diagnosis Procedure".

OK >> GO TO 6.

NG >> Connect securely.

6. CHECK HARNESS AND CONNECTOR (BATTERY PACK WIRE CONNECTOR - HV RELAY ASSEMBLY)

## **CAUTION:**

## Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630, "Precautions for Inspecting the Hybrid Control System"</u>).

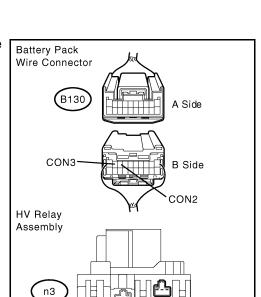
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- 2. Disconnect the n3 HV relay assembly connector (Refer to <u>HBB-127</u>, "Removal and Installation").
- 3. Turn ignition switch ON.
- Measure the voltage according to the value(s) in the table below.
   NOTE:

Turn ignition switch ON with the battery pack wire connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

Battery Pack Wire Connector			
Harness connector	Terminal	Ground	Voltage
B130	2 (CON3)	Ground	Below 1 V

- Turn ignition switch OFF.
- Measure the resistance according to the value(s) in the table below



## Check for open

Battery Pack Wire Connector		HV Relay Assembly		
Harness connector	Terminal	Harness connector	Terminal	Resistance
B130	2 (CON3)	n3	1 (CON3)	Below 1 Ω

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# P0ADF-229, P0AE0-228

## < COMPONENT DIAGNOSIS >

Check for short

Battery Pack Wire Connector			
Harness connector	Terminal	Ground	Resistance
B130	2 (CON3)	Ground	10 k $\Omega$ or higher

HV Relay Assembly			
Harness connector	Terminal	Ground	Resistance
n3	1 (CON3)	Ground	10 k $\Omega$ or higher

## OK or NG

OK >> GO TO 7.

NG >> Repair or replace harness or connector.

7.CHECK HARNESS AND CONNECTOR

#### **CAUTION:**

# Be sure to wear insulated gloves.

1. Connect the battery pack wire connector.

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

HV Relay Assembly		Ground	Resistance
Harness connector	Terminal	around	riesistance
n3	2 (GND)	Ground	Below 1 Ω

# HV Relay Assembly GND JMCIA0159GB

## OK or NG

OK >> GO TO 8.

NG >> Repair or replace harness or connector.

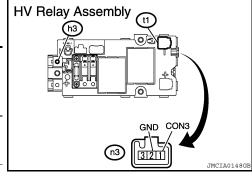
# $8. {\tt INSPECT\ HV\ RELAY\ ASSEMBLY\ (SMRB)}$

## **CAUTION:**

# Be sure to wear insulated gloves and protective goggles.

- 1. Check that the service plug grip is not installed.
- 2. Remove the HV relay assembly from the vehicle (Refer to HBB-127, "Removal and Installation").
- 3. Measure the resistance according to the value(s) in the table below.

HV Relay	Assembly	HV Relay	Assembly	
Compo- nent con- nector	Terminal	Compo- nent con- nector	Terminal	Resistance
h3	1	t1	1	Below 1 $\Omega$ [When battery voltage (12 V) applied to terminals n3-2 and n3-1] 10 $k\Omega$ or higher



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

HV Relay	Assembly	HV Relay Assembly		
Component connector	Terminal	Component connector	Terminal	Resistance
n3	1 (CON3)	n3	2 (GND)	18.8 to 32.1 Ω at -35 to 80°C (-31 to 176° F)

# OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to <u>HBC-641, "Removal and Installation"</u>).

NG >> Replace HV relay assembly (Refer to <u>HBB-127</u>, "Removal and Installation").

# P0AE2-161

Description INFOID:000000005441292

The SMRs (System Main Relay) are the relays that connect or disconnect the high voltage power system in accordance with commands from the hybrid vehicle control ECU.

The SMR system is composed of three SMRs and one system main resistor. SMRB and SMRG are located on the HV relay assembly in the battery carrier under the HV battery. SMRP and the system main resistor are located in the hybrid vehicle converter (DC/DC converter) assembly in the battery carrier.

To connect to the high voltage power system, the vehicle will first turn on SMRP and SMRB to charge the vehicle through the system main resistor. Then, SMRP will be turned off after the SMRG is turned on. To shut off the high voltage power system, SMRB and SMRG are turned off.

When there is an open in the AMD line or IGCT line, the following DTCs are output:

Trouble area	Malfunction	DTC	Occurrence condition
	DC/DC converter malfunction	P0A08-264	May not occur
Open in AMD line	Open in VLO, short to GND	P0A09-591	May not occur
Open in AMD line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs
Open in IGCT line	Open in NODD, short to GND	P0A09-265	Occurs
	Open in VLO, short to GND	P0A09-591	Occurs
	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs

P0AE6-225 is output first because the time required for diagnosis is the shortest.

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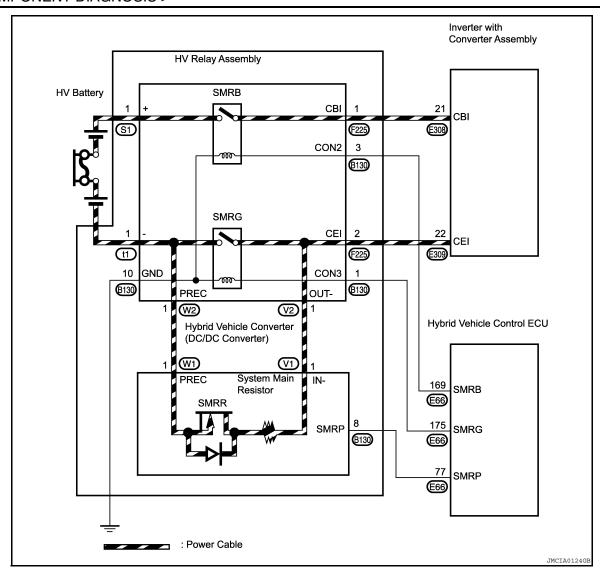
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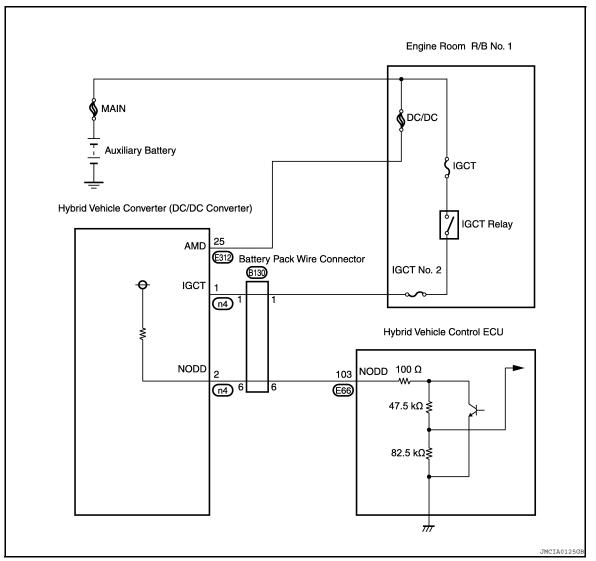
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DTC Logic

## DTC DETECTION LOGIC

If the SMRG is stuck open, P0AE0-228 will usually be set. P0AE2-161 is used to pinpoint the problem more quickly and accurately.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0AE2	161	Hybrid Battery Precharge Contactor Circuit Stuck Closed	When the ignition switch ON (READY) and regenerative braking is occurring, current is applied to SMRP (SMRG is turned off).	Wire harness or connector     HV relay assembly     Hybrid vehicle control ECU     Hybrid vehicle converter (DC/DC converter)

# Diagnosis Procedure

# 1.PRECONDITIONING

Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
converter assembly, take safety precautions such as wearing insulated gloves and removing the service
plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
other technicians from accidentally reconnecting it while you are working on the high-voltage system.

 After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.

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 Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

## P0AE0-228 is output

## Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4. CHECK CONNECTOR CONNECTION CONDITION (BATTERY PACK WIRE CONNECTOR)

Check the connection of the battery pack wire connector.

The connector is connected securely and there are no contact problems.

### NOTE:

For the removal and installation procedures related to inspection of the connection of the battery pack wire connector (Refer to <u>HBB-119</u>, "Removal and Installation").

## OK or NG

OK >> GO TO 5.

NG >> Connect securely.

# 5. CHECK HYBRID VEHICLE CONTROL ECU

- Disconnect the battery pack wire connector (Refer to <u>HBB-119</u>, "Removal and Installation").
- 2. Measure the resistance according to the value(s) in then table below.

Battery Pack Wire Connector		Ground	Resistance
Harness connector	Terminal	Ground	riesistance
B130	8 (SMRP)	Ground	370 to 430 kΩ

## OK or NG

OK >> GO TO 6.

NG >> GO TO 13.

# **6.**CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - BATTERY PACK WIRE CONNECTOR)

- Disconnect the E66 hybrid vehicle control ECU.
- 2. Turn ignition switch ON.
- Measure the voltage according to the value(s) in the table below.

Hybrid Vehicle Control ECU		Ground	Voltage
Harness connector	Terminal	around	voltage
E66	175 (SMRG)	Ground	Below 1 V

#### NOTE:

Turn ignition switch ON with the hybrid vehicle control ECU connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- 4. Turn ignition switch OFF.
- 5. Measure the resistance according to the value(s) in the table below.

Check for open

Hybrid Vehicl	Hybrid Vehicle Control ECU		Battery Pack Wire		
Harness connector	Terminal	Harness Terminal		Resistance	
E66	175 (SMRG)	B130	2 (CON3)	Below 1 Ω	

Check for short

Hybrid Vehicle	e Control ECU			
Harness connector	Terminal	Ground	Resistance	
E66	175 (SMRG)	Ground	10 k $\Omega$ or higher	

Battery F	Battery Pack Wire			
Harness connector	Terminal	Ground	Resistance	
B130	2 (CON3)	Ground	10 k $\Omega$ or higher	

OK or NG

OK >> GO TO 7.

NG >> Repair or replace harness or connector.

7.check connector connection condition (HV relay connector)

## **CAUTION:**

Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630, "Precautions for Inspecting the Hybrid Control System"</u>).

2. Check the connection of the low voltage connector that drives the HV relay assembly.

The connector is connected securely and there are no contact problems.

## NOTE:

For the removal and installation procedures related to inspection of the connection of the connector that drives the HV relay assembly, (Refer to HBB-127, "Removal and Installation").

## OK or NG

OK >> GO TO 8.

NG >> Connect securely.

8.CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONVERTER ASSEMBLY CONNECTOR)

## **CAUTION:**

## Be sure to wear insulated gloves.

1. Check that the service plug grip is not installed.

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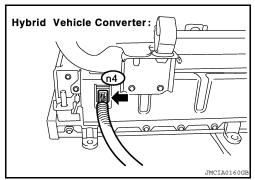
2. Check the connection of the low voltage connector of the hybrid vehicle converter (DC/DC converter).

The connector is connected securely and there are no contact problems.

## OK or NG

OK >> GO TO 9.

NG >> Connect securely.



9. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 10.

NG >> Repair or replace harness or connector.

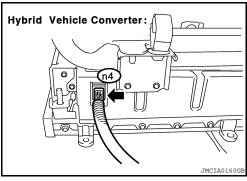
10.check harness and connector (hybrid vehicle converter - battery pack wire connector)

## **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- Disconnect the n4 hybrid vehicle converter (DC/DC converter) connector.
- 3. Turn ignition switch ON.
- 4. Measure the voltage according to the value(s) in the table below.

Battery Pack Wire			
Harness connector	Terminal	Ground	Voltage
B130	8 (SMRP)	Ground	Below 1 V



# NOTE:

Turn ignition switch ON with the hybrid vehicle converter (DC/DC converter) connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- 5. Turn ignition switch OFF.
- 6. Measure the resistance according to the value(s) in the table below.

Check for open

Battery F	Battery Pack Wire		Hybrid Vehicle Converter (DC/ DC Converter)		
Harness connector	Terminal	Harness Terminal		Resistance	
B130	8 (SMRP)	n4	4 (SMRP)	Below 1 Ω	

Check for short

Battery Pack \	Wire Connector			
Harness connector	Terminal	Ground	Resistance	
B130	8 (SMRP)	Ground	10 kΩ or higher	

Hybrid Vehicle	Converter (DC/D	C Con-								
Tryblia verileic	verter)	0 0011	Craund		Danistonas					
Harness connector	Termin	al	Ground	r	Resistance					ı
n4	4 (SMF	RP)	Ground	10	kΩ or higher					
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# OK or NG

OK

>> Replace hybrid vehicle control ECU. >> Repair or replace harness or connector. NG

# P0AE2-773

Description INFOID:000000005441295

The SMRs (System Main Relay) are the relays that connect or disconnect the high voltage power system in accordance with commands from the hybrid vehicle control ECU.

The SMR system is composed of three SMRs and one system main resistor. SMRB and SMRG are located on the HV relay assembly in the battery carrier under the HV battery. SMRP and the system main resistor are located in the hybrid vehicle converter (DC/DC converter) assembly in the battery carrier.

To connect to the high voltage power system, the vehicle will first turn on SMRP and SMRB to charge the vehicle through the system main resistor. Then, SMRP will be turned off after the SMRG is turned on. To shut off the high voltage power system, SMRB and SMRG are turned off.

When there is an open in the AMD line or IGCT line, the following DTCs are output:

Trouble area	Malfunction	DTC	Occurrence condition
	DC/DC converter malfunction	P0A08-264	May not occur
Open in AMD line	Open in VLO, short to GND	P0A09-591	May not occur
Open in Aivid line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs
	Open in NODD, short to GND	P0A09-265	Occurs
Onen in ICCT line	Open in VLO, short to GND	P0A09-591	Occurs
Open in IGCT line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs

P0AE6-225 is output first because the time required for diagnosis is the shortest.

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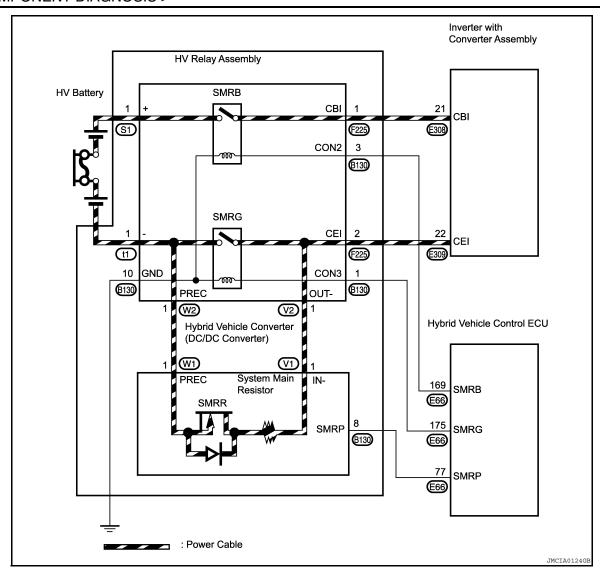
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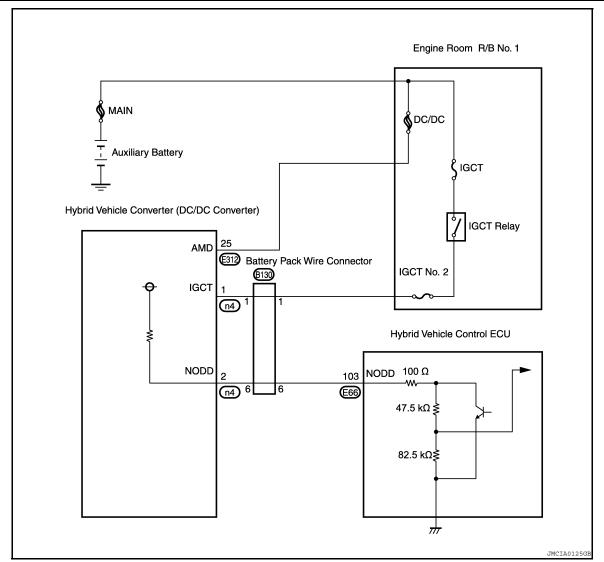
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**DTC Logic** INFOID:0000000005441296

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0AE2	773	Hybrid Battery Precharge Contactor Circuit Stuck Closed	When only SMRB is ON, current is applied to SMRP (SMRP is stuck closed).	Connector connection     Hybrid vehicle converter (DC/DC converter)

# Diagnosis Procedure

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.
- If P0AE2-773 is output, the vehicle is prevented from starting.

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>> GO TO 2.

# 2. CHECK HYBRID VEHICLE CONVERTER

#### **CAUTION:**

#### Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to page <u>HBC-630</u>, "<u>Precautions for Inspecting the Hybrid Control System</u>").

#### NOTICE:

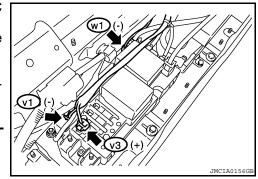
After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

- 2. Disconnect the w1, v1 and v3 hybrid vehicle converter (DC/DC converter) connectors from the HV relay assembly.
- Measure the resistance according to the value(s) in the table below.

#### NOTE:

If the resistance is between 28.5 and 31.5  $\Omega$ , it can be determined that the SMRP is stuck closed.

•	Frame Wire		Frame Wire		
•	Harness connector	Terminal	Harness connector	Terminal	Resistance
•	w1	1 (Pre- charge+)	v1	1 (High volt- age –)	10 kΩ or higher



#### OK or NG

OK >> GO TO 3.

NG >> Replace hybrid vehicle converter (Refer to <u>HBB-125</u>, "Removal and Installation").

3.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONVERTER CONNECTOR)

Refer to HBC-140, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid vehicle converter (Refer to page <u>HBB-125</u>, "Removal and Installation").

NG >> Connect securely.

## P0AE6-225

Description INFOID:000000005441298

The SMRs (System Main Relay) are the relays that connect or disconnect the high voltage power system in accordance with commands from the hybrid vehicle control ECU.

The SMR system is composed of three SMRs and one system main resistor. SMRB and SMRG are located on the HV relay assembly in the battery carrier under the HV battery. SMRP and the system main resistor are located in the hybrid vehicle converter (DC/DC converter) assembly in the battery carrier.

To connect to the high voltage power system, the vehicle will first turn on SMRP and SMRB to charge the vehicle through the system main resistor. Then, SMRP will be turned off after the SMRG is turned on. To shut off the high voltage power system, SMRB and SMRG are turned off.

When there is an open in the AMD line or IGCT line, the following DTCs are output:

Trouble area	Malfunction	DTC	Occurrence condition
	DC/DC converter malfunction	P0A08-264	May not occur
Open in AMD line	Open in VLO, short to GND	P0A09-591	May not occur
Open in Aivid line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs
	Open in NODD, short to GND	P0A09-265	Occurs
Onen in ICCT line	Open in VLO, short to GND	P0A09-591	Occurs
Open in IGCT line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs

P0AE6-225 is output first because the time required for diagnosis is the shortest.

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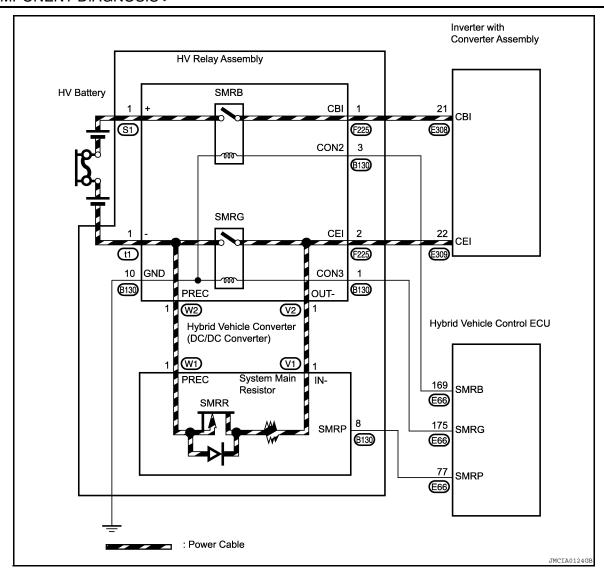
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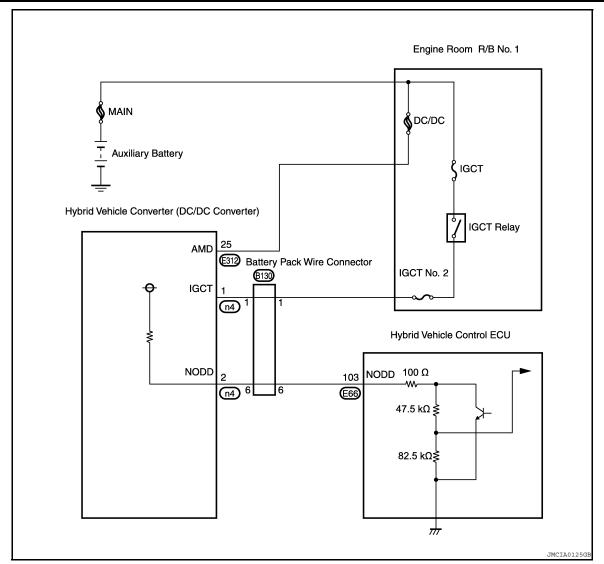
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DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU monitors the proper operation of the SMRP. If the hybrid vehicle control ECU detects an open or short in the SMRP circuit, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0AE6	225	Hybrid Battery Precharge Contactor Control Circuit Low	Open or short to GND in the SMRP circuit	<ul> <li>Wire harness or connector</li> <li>Frame wire</li> <li>Hybrid vehicle converter (DC/DC converter)</li> <li>Hybrid vehicle control ECU</li> <li>Fuse</li> <li>Fusible link</li> </ul>

# Diagnosis Procedure

## 1.PRECONDITIONING

Turn ignition switch OFF before inspecting the high-voltage system. Take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.

Revision: September 2009 HBC-437 2010 Altima HEV

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- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

#### >> GO TO 2.

# $2.\mathsf{CHECK}\ \mathsf{DTC}\ \mathsf{OUTPUT}\ (\mathsf{HYBRID}\ \mathsf{SYSTEM})$

- 1. Turn ignition switch ON.
- Check DTC.
- 3. Refer to "Proceed to" in the table below to perform each inspection.

Item to inspect	P0A08-264	P0A09-265	P0A09-591	P2519-766	P0AE6-225	Proceed to
	0	_	0	0	0	
Only AMD open circuit inspection	0	_	_	0	0	Α
	0	_	_	_	0	
	_	0	0	0	0	
Only IGCT open circuit inspection	_	0	_	_	0	В
	_	0	_	0	0	
AMD and IGCT open circuit in-	_	_	0	0	0	С
spections	_	_	_	0	0	
AMD and IGCT open circuit and SMRP system inspections	_	_	_	_	0	D

#### NOTE:

- O : DTCs that are output
- —: DTCs that are not output

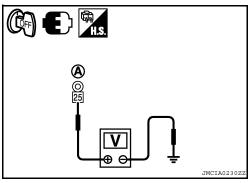
#### A,B,C or D

- A >> GO TO 14.
- B >> GO TO 18.
- C >> GO TO 23.
- D >> GO TO 3.

# $3. {\sf CHECK}$ FRAME WIRE (AUXILIARY BATTERY POSITION TERMINAL AND AMD TERMINAL VOLTAGE)

- Turn ignition switch OFF.
- Measure the voltage according to the value(s) in the table below.

Auxiliary	battery	Ground	Voltage	
Harness connector	rness connector Terminal		vollage	
_	— Positive (+)		9 to 14 V	
Hybrid vehic	ele converter			
Hybrid vehic (DC/DC co		Ground	Voltage	
•		Ground	Voltage	



#### OK or NG

OK >> GO TO 4.

NG >> GO TO 31.

## 4. CHECK FUSIBLE LINK AND FUSE

1. Check the fusible link (letter D), the fuse (No. 68) and the fusible link (letter G) that are installed at the high voltage fuse and fusible link box, for improper installation and for open circuits.

They are connected securely. There are no open circuits in the fusible links or fuse.

OK >> GO TO 5.

NG >> Replace fuse.

5.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

OK or NG

OK >> GO TO 6.

NG >> Connect securely.

6. CHECK HYBRID VEHICLE CONVERTER (AMD TERMINAL CONNECTION CONDITION)

- Check for DTCs and save freeze frame data.
- Disconnect the negative terminal from the auxiliary battery.
- 3. Check for looseness of AMD terminals 1 and 2.

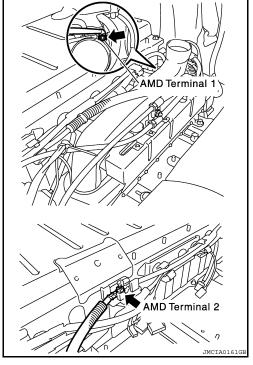
#### Result 1:

AMD terminal 1: 8.0 N·m (82 kgf-cm, 71 in-lbf) AMD terminal 2: 9.0 N·m (92 kgf-cm, 80 in-lbf)

Make sure to disconnect the terminals 1 and 2 to check for arc marks.

#### Result 2:

There are no arc marks.



Re	sult 1	Procedure	Procedure to
Result 1	Result 2	Fiocedule	Frocedure to
No looseness is present	No arc marks are present	Connect AMD terminals 1 and 2, connect the negative terminal to the auxiliary battery, and go to step 7.	А
No looseness is present	Arc marks are present	Repair or replace the appropriate part (nut, round terminal, hybrid vehicle converter (DC/DC converter), terminal block for AMD terminal 2). After repair or replacement, connect the negative terminal to the auxiliary battery.	В
Looseness is present	No arc marks are present	Connect AMD terminals 1 and 2, connect the negative terminal to the auxiliary battery.	С
Looseness is present	Arc marks are present	Repair or replace the appropriate part (nut, round terminal, hybrid vehicle converter (DC/DC converter), terminal block for AMD terminal 2). After repair or replacement, connect the negative terminal to the auxiliary battery.	В

#### A, B or C

- >> GO TO 7. Α
- В >> Repair or replace malfunctioning parts, component and area.
- С >> Tighten to specified torque.

# 7.CHECK TERMINAL VOLTAGE (AMD TERMINAL)

Turn ignition switch OFF.

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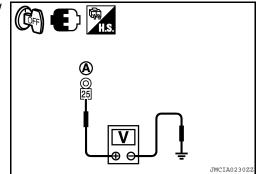
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Measure the voltage according to the value(s) in the table below when the ignition switch OFF.

Frame W	/ire (A)	- Ground	Voltage	
Harness connector	Terminal			
E312	25	Ground	9 to 14 V	



#### OK or NG

OK >> GO TO 8.

NG >> Repair or replace frame wire.

8. CHECK CONNECTOR CONNECTION CONDITION (BATTERY PACK WIRE CONNECTOR)

Refer to HBC-140, "Diagnosis Procedure".

#### OK or NG

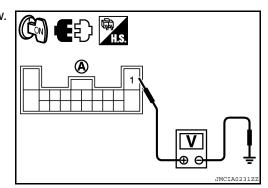
OK >> GO TO 9.

NG >> Connect securely.

# 9. CHECK HARNESS AND CONNECTOR

- Disconnect the battery pack wire connector (Refer to <u>HBB-119, "Removal and Installation"</u>).
- 2. Turn ignition switch ON.
- 3. Measure the voltage according to the value(s) in the table below.

Battery pack wire	e connector (A)	Ground	Voltage	
Harness connector Terminal		Ground	voitage	
B130	1 (IGCT)	Ground	9 to 14 V	



#### OK or NG

OK >> GO TO 10.

NG >> Repair or replace harness or connector.

# 10. CHECK HYBRID VEHICLE CONTROL ECU

- 1. Turn ignition switch OFF.
- 2. Measure the resistance according to the value(s) in the table below.

Battery pack w	ire connector	Ground	Resistance	
Harness connector Terminal		Ground	nesistance	
B130 8 (SMRP)		Ground	370 to 430 k $\Omega$	

#### OK or NG

OK >> GO TO 11.

NG >> GO TO 13.

11. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONVERTER CONNECTOR)

Refer to HBC-140, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 12.

NG >> Connect securely.

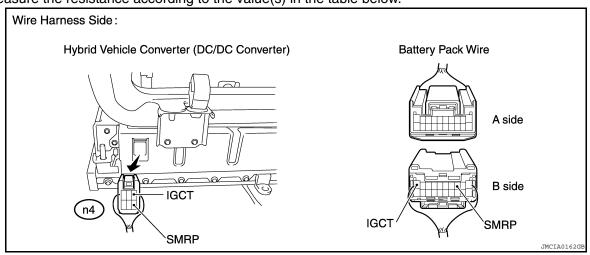
12.check harness and connector (hybrid vehicle converter - battery pack wire connector)

#### **CAUTION:**

#### Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- Disconnect the n4 hybrid vehicle converter (DC/DC converter) connector (Refer to <u>HBB-125</u>, "Removal and Installation").

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



Battery	Battery pack wire		Hybrid vehicle converter		
Harness connector	Terminal	Harness connector	Terminal	Resistance	
B130	1 (IGCT)	n4	1 (IGCT)	Below 1 Ω	
Б130	8 (SMRP)	114	4 (SMRP)	Delow 1 22	

Battery p	ack wire	Ground	Resistance	
Harness connector Terminal		around	riesisiance	
B130	1 (IGCT)	Ground	10 kΩ or higher	
D130	8 (SMRP)	Ground	10 K22 OF HIGHE	

Hybrid vehicle converter		Ground	Resistance
Harness connector	Terminal	around	riesisiance
n4	1 (IGCT)	Ground	10 kΩ or higher
	4 (SMRP)	Ground	10 KS2 of Higher

#### OK or NG

OK >> Replace hybrid vehicle converter (Refer to HBB-125, "Removal and Installation").

NG >> Repair or replace harness or connector.

# 13.check harness and connector (hybrid vehicle control ecu - battery pack wire CONNECTOR)

- 1. Turn ignition switch OFF.
- 2. Disconnect the E66 hybrid vehicle control ECU connector.
- Measure the resistance according to the value(s) in the table below.

Check for open

Hybrid vehicl	e control ECU	Battery <sub>I</sub>	oack wire	
Harness connector	Terminal	Harness connector	Terminal	Resistance
E66	77 (SMRP)	B130	8 (SMRP)	Below 1 Ω

#### Check for short

Hybrid vehicle control ECU		Ground	Resistance
Harness connector	Terminal	Ground	riesisiance
E66	77 (SMRP)	Ground	10 k $\Omega$ or higher

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Battery pack wire		Ground	Resistance
Harness connector	Terminal	Ground	riesisiance
B130	8 (SMRP)	Ground	10 k $\Omega$ or higher

#### OK or NG

OK >> Replace hybrid vehicle control ECU (Refer to <u>HBC-641, "Removal and Installation"</u>).

NG >> Repair or replace harness or connector.

14.CHECK FRAME WIRE (AUXILIARY BATTERY POSITIVE TERMINAL AND AMD TERMINAL)

- Turn ignition switch OFF.
- 2. Measure the voltage according to the value(s) in the table below.

Frame Wire		Ground	Voltage
Harness connector	Terminal	around	voltage
_	AMD	Ground	9 to 14 V

#### OK or NG

OK >> GO TO 15.

NG >> GO TO 31.

# 15. CHECK FUSIBLE LINK

1. Check the fusible link (letter B) and the fusible link (letter G) for improper installation and for open circuits.

They are connected securely. There are no open circuits in the fusible links.

#### OK or NG

OK >> GO TO 16.

NG >> Replace fusible link.

# 16. CHECK HYBRID VEHICLE CONVERTER (AMD TERMINAL CONNECTION CONDITION)

- Check for DTCs and save freeze frame data.
- 2. Disconnect the negative terminal from the auxiliary battery.
- 3. Check for looseness of AMD terminals 1 and 2.

#### Result 1:

AMD terminal 1 : 8.0 N·m (82 kg-f-cm, 71 in-lbf)

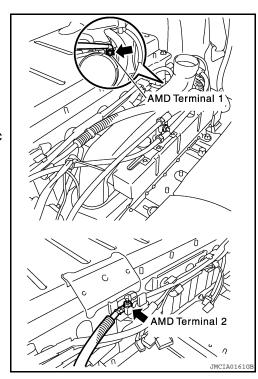
Result 2:

AMD terminal 2 : 9.0 N·m (92 kgf-cm, 80 in-lbf)

Make sure to disconnect the terminals 1 and 2 to check for arc marks.

#### Result 2:

There are no arc marks.



Re	sult 1	Procedure	Procedure to
Result 1	Result 2	riocedure	riocedule to
No looseness is present	No arc marks are present	Connect AMD terminals 1 and 2, connect the negative terminal to the auxiliary battery, and go to step 17.	А
No looseness is present	Arc marks are present	Repair or replace the appropriate part (nut, round terminal, hybrid vehicle converter (DC/DC converter), terminal block for AMD terminal 2). After repair or replacement, connect the negative terminal to the auxiliary battery.	В
Looseness is present	No arc marks are present	Connect AMD terminals 1 and 2, connect the negative terminal to the auxiliary battery.	С
Looseness is present	Arc marks are present	Repair or replace the appropriate part (nut, round terminal, hybrid vehicle converter (DC/DC converter), terminal block for AMD terminal 2). After repair or replacement, connect the negative terminal to the auxiliary battery.	В

#### A, B or C

Α >> GO TO 17.

В >> Repair or replace malfunctioning parts, component or area.

C >> Tighten to specified torque.

# 17.check terminal voltage (amd terminal)

Turn ignition switch OFF.

Measure the voltage according to the value(s) in the table below when the ignition switch OFF.

Auxiliary battery		Ground	Voltage
Harness connector	Terminal	Ground	voltage
_	positive (+)	Ground	9 to 14 V

Hybrid vehicle converter (DC/DC converter) (A)		Ground	Voltage
Harness connector	Terminal		
E312	25 (AMD)	Ground	9 to 14 V

#### OK or NG

OK >> Replace hybrid vehicle converter (Refer to HBB-125, "Removal and Installation").

NG >> Repair or replace frame wire.

# 18. CHECK FUSE

Check the fuse (No. 68) for improper installation and open circuit.

The fuse is installed securely. There is no open in the fuse.

#### OK or NG

OK >> GO TO 19.

NG >> Replace fuse.

19. CHECK CONNECTOR CONNECTION CONDITION (BATTERY PACK WIRE CONNECTOR)

Refer to HBC-140, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 20.

NG >> Connect securely.

# 20.CHECK HARNESS AND CONNECTOR

- Disconnect the battery pack wire connector (Refer to HBB-119, "Removal and Installation").
- Turn ignition switch ON.

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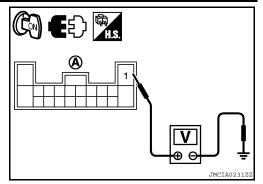
3. Measure the voltage according to the value(s) in the table below.

Battery pack wire connector (A)		Ground	Voltage
Harness connector	Terminal	Ground	vollage
B130	1 (IGCT)	Ground	9 to 14 V

#### OK or NG

OK >> GO TO 21.

NG >> Repair or replace harness or connector.



21. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONVERTER CONNECTOR)

Refer to HBC-140, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 22.

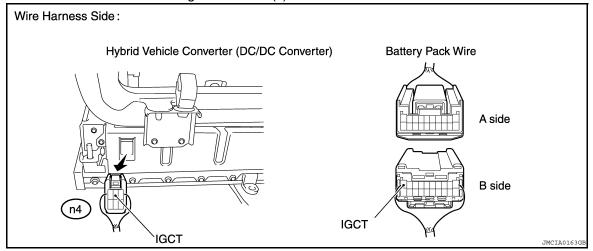
NG >> Connect securely.

22. CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONVERTER - BATTERY PACK WIRE CONNECTOR)

#### **CAUTION:**

#### Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Disconnect the n4 hybrid vehicle converter (DC/DC converter) connector (Refer to <u>HBB-125, "Removal and Installation"</u>).
- 3. Measure the resistance according to the value(s) in the table below.



Battery <sub>I</sub>	oack wire	Hybrid vehicle converter (DC/DC converter)		Resistance
Harness connector	Terminal	Harness connector	Terminal	riesistance
B130	1 (IGCT)	n4	1 (IGCT)	Below 1 Ω

Battery pack wire		Ground	Resistance
Harness connector	Terminal	Ground	riesistance
B130	1 (IGCT)	Ground	10 k $\Omega$ or higher

Hybrid vehicle converter (DC/DC converter)		Ground	Resistance
Harness connector	Terminal		
n4	1 (IGCT)	Ground	10 k $\Omega$ or higher

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#### OK or NG

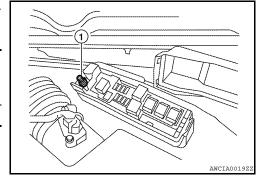
OK >> Replace hybrid vehicle converter (Refer to HBB-125, "Removal and Installation").

NG >> Repair or replace harness or connector.

# $23. \mathsf{CHECK}$ frame wire (auxiliary battery positive terminal and amd terminal)

- 1. Turn ignition switch OFF.
- 2. Measure the voltage according to the value(s) in the table below.
- AMD terminal (1)

Hybrid vehicle converter (DC/DC converter)		Ground	Voltage
Harness connector	Terminal		
E312	25 (AMD)	Ground	9 to 14 V



#### OK or NG

OK >> GO TO 24. NG >> GO TO 31.

# 24. CHECK FUSIBLE LINK AND FUSE

1. Check the fusible link (letter D) and the fuse (No. 68) and the fusible link (letter G) for improper installation and for open circuits.

#### They are connected securely. There are no open circuits in the fusible links or fuse.

#### OK or NG

OK >> GO TO 25.

NG >> Replace fuse.

# $25. {\sf CHECK\ HYBRID\ VEHICLE\ CONVERTER\ (AMD\ TERMINAL\ CONNECTION\ CONDITION)}$

- Check for DTCs and save freeze frame data.
- 2. Disconnect the negative terminal from the auxiliary battery.

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3. Check for looseness of AMD terminals 1 and 2.

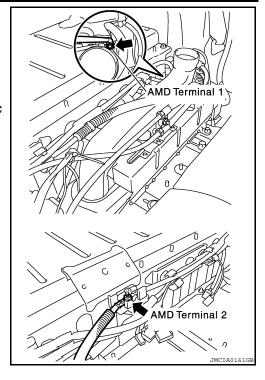
#### Result 1:

AMD terminal 1 : 8.0 N·m (82 kgf-cm, 71 in-lbf)
AMD terminal 2 : 9.0 N\*m (92 kgf-cm, 80 in-lbf)

Make sure to disconnect the terminals 1 and 2 to check for arc marks.

#### Result 2:

There are no arc marks.



Re	sult 1	Procedure	Procedure to	
Result 1	Result 2	Frocedure	Procedure to	
No looseness is present	No arc marks are present	Connect AMD terminals 1 and 2, connect the negative terminal to the auxiliary battery, and go to step 26.	Α	
No looseness is present	Arc marks are present	Repair or replace the appropriate part (nut, round terminal, hybrid vehicle converter (DC/DC converter), terminal block for AMD terminal 2). After repair or replacement, connect the negative terminal to the auxiliary battery.	В	
Looseness is present	No arc marks are present	Connect AMD terminals 1 and 2, connect the negative terminal to the auxiliary battery.	С	
Looseness is present	Arc marks are present	Repair or replace the appropriate part (nut, round terminal, hybrid vehicle converter (DC/DC converter), terminal block for AMD terminal 2). After repair or replacement, connect the negative terminal to the auxiliary battery.	В	

#### A, B or C

- A >> GO TO 26.
- B >> Repair or replace malfunctioning parts, component or area.
- C >> Tighten to specified torque.

# 26. CHECK TERMINAL VOLTAGE (AMD TERMINAL)

- 1. Turn ignition switch OFF.
- 2. Measure the voltage according to the value(s) in the table below when the ignition switch OFF.

AUxiliary battery (A)		Ground	Voltage	
Harness connector	Terminal	Ground	voltage	
	positive (+)	Ground	9 to 14 V	

Hybrid vehicle converter (DC/DC converter)		Ground	Voltage
Harness connector	Terminal		
E312	25 (AMD)	Ground	9 to 14 V

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#### OK or NG

OK >> GO TO 27.

NG >> Repair or replace frame wire.

27. CHECK CONNECTOR CONNECTION CONDITION (BATTERY PACK WIRE CONNECTOR)

Refer to HBC-140, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 28.

NG >> Connect securely.

# $28.\mathsf{CHECK}$ HARNESS AND CONNECTOR

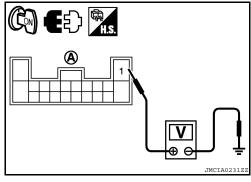
- 1. Disconnect the battery pack wire connector (Refer to HBB-119, "Removal and Installation").
- 2. Turn ignition switch ON.
- 3. Measure the voltage according to the value(s) in the table below.

Battery pack wire connector (A)		Ground	Voltage
Harness connector	Terminal	Glound	voltage
B130	1 (IGCT)	Ground	9 to 14 V

#### OK or NG

OK >> GO TO 29.

NG >> Repair or replace harness or connector.



29. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONVERTER CONNECTOR)

Refer to HBC-140, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 30.

NG >> Connect securely.

30.check harness and connector (hybrid vehicle converter - battery pack wire connector)

#### **CAUTION:**

#### Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Disconnect the n4 hybrid vehicle converter (DC/DC converter) connector (Refer to <u>HBB-125, "Removal and Installation"</u>).

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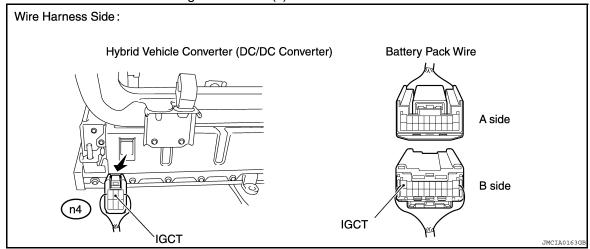
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3. Measure the resistance according to the value(s) in the table below.



Battery pack wire		Hybrid vehicle converter (DC/DC converter)		Resistance
Harness connector	Terminal	Harness connector	Terminal	
B130	1 (IGCT)	n4	1 (IGCT)	Below 1 Ω

Battery pack wire		Ground	Resistance
Harness connector	Terminal	around	riesisiance
B130	1 (IGCT)	Ground	10 k $\Omega$ or higher

Hybrid vehicle converter (DC/DC converter)		Ground	Resistance
Harness connector	Terminal		
n4	1 (IGCT)	Ground	10 kΩ or higher

#### OK or NG

OK >> Replace hybrid vehicle converter (Refer to HBB-125, "Removal and Installation").

NG >> Repair or replace harness or connector.

# 31. CHECK AUXILIARY BATTERY

1. Check the connection of the auxiliary battery negative terminal.

#### The terminal is connected securely and there is no contact problem.

2. Check for arc marks on the auxiliary battery negative terminal.

#### There are no arc marks.

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

Auxiliary battery		Ground	Resistance	
Harness connector	Terminal	Glound	riesistance	
_	negative	Ground	Below 1 Ω	

#### OK or NG

OK >> Repair or replace frame wire.

NG >> Repair or replace harness or connector.

#### P0AE7-224

Description INFOID:000000005441301

The SMRs (System Main Relay) are the relays that connect or disconnect the high voltage power system in accordance with commands from the hybrid vehicle control ECU.

The SMR system is composed of three SMRs and one system main resistor. SMRB and SMRG are located on the HV relay assembly in the battery carrier under the HV battery. SMRP and the system main resistor are located in the hybrid vehicle converter (DC/DC converter) assembly in the battery carrier.

To connect to the high voltage power system, the vehicle will first turn on SMRP and SMRB to charge the vehicle through the system main resistor. Then, SMRP will be turned off after the SMRG is turned on. To shut off the high voltage power system, SMRB and SMRG are turned off.

When there is an open in the AMD line or IGCT line, the following DTCs are output:

Trouble area	Malfunction	DTC	Occurrence condition
	DC/DC converter malfunction	P0A08-264	May not occur
Open in AMD line	Open in VLO, short to GND	P0A09-591	May not occur
Open in AMD line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs
Open in IGCT line	Open in NODD, short to GND	P0A09-265	Occurs
	Open in VLO, short to GND	P0A09-591	Occurs
	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs

P0AE6-225 is output first because the time required for diagnosis is the shortest.

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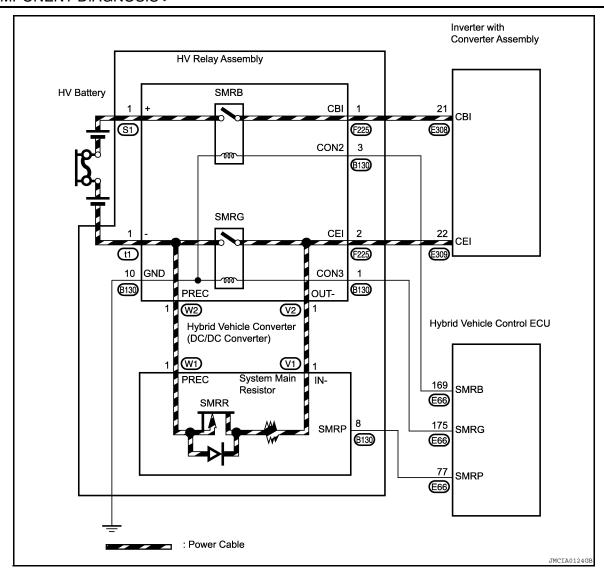
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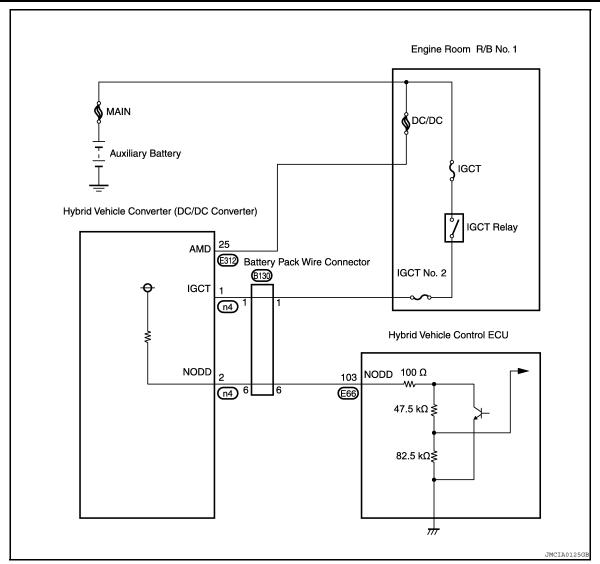
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DTC Logic

#### DTC DETECTION LOGIC

The hybrid vehicle control ECU monitors the proper operation of the SMRP. If the hybrid vehicle control ECU detects an open or short in the SMRP circuit, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0AE7	224	Hybrid Battery Precharge Contactor Control Circuit High	Short to +B in the SMRP circuit	Wire harness or connector     Hybrid vehicle converter (DC/DC converter)     Hybrid vehicle control ECU

# Diagnosis Procedure

## 1.PRECONDITIONING

 Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.

 After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals. В

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• Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2. CHECK HARNESS AND CONNECTOR

#### **CAUTION:**

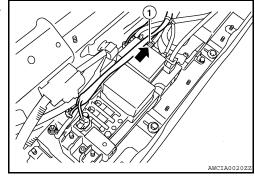
#### Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630</u>, "<u>Precautions for Inspecting the Hybrid Control System</u>").

#### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

- 2. Disconnect the battery pack wire connector (Refer to <u>HBB-119</u>. "Removal and Installation").
- Battery pack wire connector B130 (1)
- 3. Turn ignition switch ON.



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

Battery pack wire		Ground	Voltage	
Harness connector	Terminal	around	vollage	
B130	8 (SMRP)	Ground	Below 1 V	

#### NOTE:

Turn ignition switch ON with the battery pack wire connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

#### OK or NG

OK >> GO TO 3.

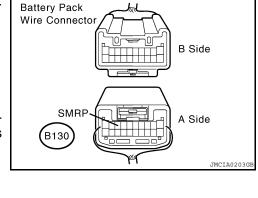
NG >> GO TO 5.

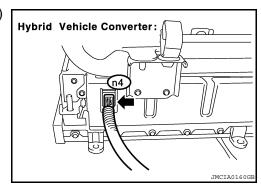
3. CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONVERTER - BATTERY PACK WIRE CONNECTOR)

#### **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Disconnect the n4 hybrid vehicle converter (DC/DC converter) connector.
- 3. Turn ignition switch ON.





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

Battery pac	k wire	Ground	Voltage
Component connector Terminal		diodila	Voltage
B130	8 (SMRP)	Ground	Below 1 V

#### NOTE:

Turn ignition switch ON with the battery pack wire connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- Turn ignition switch OFF.
- Measure the resistance according to the value(s) in the table below.

Battery Pack Wire	
B130	A Side
	SMRP
	B Side
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Battery pack wire		Ground	Resistance
Harness connector Terminal		around	riesistance
B130 8 (SMRP)		Ground	10 k $\Omega$ or higher

#### OK or NG

OK >> GO TO 4.

NG >> Repair or replace harness or connector.

## 4. CHECK HYBRID VEHICLE CONTROL ECU

- Turn ignition switch OFF.
- Measure the resistance according to the value(s) in the table below.

Battery pack wire		Ground	Resistance
Harness connector Terminal		around	ricolotarioc
B130 8 (SMRP)		Ground	370 to 430 kΩ

#### OK or NG

OK >> Replace hybrid vehicle converter. (Refer to <u>HBB-125</u>, "Removal and Installation")

NG >> Replace hybrid vehicle control ECU. (Refer to <u>HBC-641.</u> "Removal and Installation").

# Battery Pack Wire Connector B Side SMRP B Side JMCIA0203GB

# 5. CHECK HARNESS AND CONNECTOR

- 1. Disconnect the E66 hybrid vehicle control ECU connector.
- 2. Turn ignition switch ON.
- 3. Measure the voltage according to the value(s) in the table below.

Battery pack wire		Ground	Voltage	
Harness connector Terminal		Ground	Voltage	
B130 8 (SMRP)		Ground	Below 1 V	

#### NOTE:

Revision: September 2009

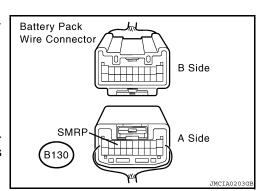
Turn ignition switch ON with the battery pack wire connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

# OK or NG

OK >> Replace hybrid vehicle control ECU. (Refer to <u>HBC-641</u>, "Removal and Installation").

**HBC-453** 

NG >> Repair or replace harness or connector.



## P0AEE-276, P0AEE-277

Description INFOID:000000005441304

The MG ECU located in the inverter with converter assembly detects the temperature of the motor inverter using the temperature sensor built into the inverter with converter assembly. The inverter cooling system is the same as that for MG2 and MG1, and it operates independently of the engine cooling system. The characteristics of the motor inverter temperature sensor are the same as those of the boost converter temperature sensor. The MG ECU uses the signal from the motor inverter temperature sensor to check the effectiveness of the inverter cooling system. If necessary, the MG ECU will limit inverter output to prevent inverter overheating. The MG ECU also detects a malfunction of the front motor inverter temperature sensor or its circuit.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
20455	276	Motor Inverter Temperature	Sudden change or hunting in the motor inverter temperature sensor	Inverter cooling system     Water pump with motor & bracket assembly
POAEE	277	Sensor "A" Circuit Range/Per- formance	Motor inverter temperature sensor output deviation	<ul> <li>Inverter with converter assembly</li> <li>Cooling fan system</li> <li>Hybrid vehicle control ECU</li> <li>Wire harness or connector</li> </ul>

## Diagnosis Procedure

INFOID:0000000005441306

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Diagnosis
P0A93-346	Inverter cooling system malfunction
P0A1D (all INF code)	Hybrid Powertrain Control Module
P0A1B (all INF code)	Drive Motor "A" Control Module

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

#### P0AEE-276, P0AEE-277 < COMPONENT DIAGNOSIS > 4. CHECK QUANTITY OF INVERTER COOLANT Refer to HBC-337, "Diagnosis Procedure". A or B or C Α >> GO TO 5. В В >> Add coolant. C >> Check for coolant leaks and add coolant. 5. CHECK COOLANT HOSE **HBC** Refer to HBC-337, "Diagnosis Procedure". OK or NG D OK >> GO TO 6. NG >> Correct the problem. **6.**CHECK FUSE (NO. 67) Е Refer to HBC-337, "Diagnosis Procedure". OK or NG F OK >> GO TO 7. NG >> Replace fuse. 7. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR) Refer to HBC-109, "Diagnosis Procedure". OK or NG OK >> GO TO 8. Н NG >> Connect securely. 8.CHECK CONNECTOR CONNECTION CONDITION (WATER PUMP WITH MOTOR & BRACKET ASSEM-**BLY CONNECTOR)** Refer to HBC-337, "Diagnosis Procedure". OK or NG OK >> GO TO 9. NG >> Connect securely. $oldsymbol{9}.$ PERFORM ACTIVE TEST BY CONSULT-III (INV WATER PUMP) Refer to HBC-337, "Diagnosis Procedure". OK or NG OK >> GO TO 10. NG >> GO TO 12. 10.check connector connection condition (cooling fan motor connector) Refer to HBC-337, "Diagnosis Procedure". OK or NG OK >> GO TO 11. Ν NG >> Connect securely. 11. PERFORM ACTIVE TEST BY CONSULT-III (COOLING FAN SPD) Refer to HBC-337, "Diagnosis Procedure". OK or NG OK >> Replace inverter with converter assembly. (Refer to HBC-636, "Removal and Installation"). NG >> Check cooling fan system. (Refer to EC-382, "Component Function Check"). 12. PERFORM ACTIVE TEST BY CONSULT-III (INV WATER PUMP)

Refer to HBC-337, "Diagnosis Procedure".

#### OK or NG

OK >> Add coolant. NG >> GO TO 13.

#### P0AEE-276, P0AEE-277

#### < COMPONENT DIAGNOSIS >

# 13. CHECK WATER PUMP WITH MOTOR & BRACKET ASSEMBLY

Refer to HBC-337, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 14.

NG >> GO TO 16.

 $14.\mathsf{CHECK}$  HARNESS AND CONNECTOR (WATER PUMP WITH MOTOR & BRACKET ASSEMBLY - HYBRID VEHICLE CONTROL ECU)

Refer to HBC-337, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 15.

NG >> Repair or replace harness or connectors.

15.check high voltage fuse and fusible limk box

Refer to HBC-337, "Diagnosis Procedure".

#### OK or NG

OK >> Replace hybrid vehicle control ECU.

NG >> Repair or replace high voltage fuse and fusible link box.

 $16. \mathsf{check}$  harness and connector (water pump with motor power source circuit)

Refer to HBC-337, "Diagnosis Procedure".

#### OK or NG

OK >> Replace water pump with motor & bracket assembly.

NG >> Repair or replace harness or connector.

# P0AEF-275, P0AF0-274

Description INFOID:0000000005441307

The MG ECU located in the inverter with converter assembly detects the temperature of the motor inverter using the temperature sensor built into the inverter with converter assembly. The inverter cooling system is the same as that for MG2 and MG1, and it operates independently of the engine cooling system. The characteristics of the motor inverter temperature sensor are the same as those of the boost converter temperature sensor. The MG ECU uses the signal from the motor inverter temperature sensor to check the effectiveness of the inverter cooling system. If necessary, the MG ECU will limit inverter output to prevent inverter overheating. The MG ECU also detects a malfunction of the front motor inverter temperature sensor or its circuit.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
POAEF	275	Drive Motor Inverter Tempera- ture Sensor "A" Circuit Low	Open or short to GND in the motor inverter temperature sensor circuit	Inverter with converter assembly
P0AF0	274	Drive Motor Inverter Tempera- ture Sensor "A" Circuit High	Short to +B in motor inverter temperature sensor circuit	

## Diagnosis Procedure

1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.replace inverter with converter assembly

>> COMPLETED

Revision: September 2009 HBC-457 2010 Altima HEV

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### P0C30-390

Description INFOID:000000005441082

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P0C30	390	Hybrid Battery Pack State of Charge High	Charge control error	HV Battery     Hybrid vehicle control ECU     Battery smart unit

## Diagnosis Procedure

INFOID:0000000005441084

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK FREEZE FRAME DATA

- 1. Turn ignition switch ON.
- 2. Read output DTCs.
- Read the freeze frame data of P0C30-390.

Result	Proceed to
"WIN Control Power" is 0 W, and "SOC" is 70 % or more.	А
Other than above	В

#### A or B

A >> GO TO 3.

B >> GO TO 4.

# ${f 3.}$ CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- Check DTC.

Result	Proceed to
P0C30-390 only is output.	А
P0C30-390 and other DTCs are output.	В

#### A or B

A >> Replace hybrid vehicle control ECU (Refer to <u>HBC-641</u>, "Removal and Installation").

B >> Go to Diagnosis Procedure relevant to output DTC.

#### 4.REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

>> GO TO 5.

# P0C30-390 < COMPONENT DIAGNOSIS > 5. REPLACE HV BATTERY Refer to . >> GO TO 6. В 6. REPLACE BATTERY SMART UNIT Refer to HBB-123, "Removal and Installation". HBC >> INSPECTION END D Е F Н Κ L M Ν 0

**HBC-459** Revision: September 2009 2010 Altima HEV

#### P1572-904

Description INFOID:0000000005441310

When the brake pedal is depressed, ASCD brake switch is turned OFF and stop lamp switch is turned ON. The hybrid vehicle control ECU detects the state of the brake pedal by this input of two kinds (ON/OFF signal). Refer to <a href="https://example.com/HBC-66">HBC-66</a>, "System Description" for the ASCD function.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P1572	904	ASCD Brake Switch	ASCD brake switch signal is not sent to hybrid vehicle control ECU for extremely long time while the vehicle is driving.	Harness or connectors     (ASCD brake switch circuit is open shorted.)     ASCD brake switch     Incorrect ASCD brake switch installation

## Component Function Check

INFOID:0000000005441312

# ${f 1}$ .CHECK FOR ASCD BRAKE SWITCH FUNCTION

#### (II) With CONSULT-III

- 1. Turn ignition switch ON.
- Select "ASCD CANSEL SW" in "DATA MONITOR" mode with CONSULT-III.
- 3. Check "ASCD CANSEL SW" indication under the following conditions.

Monitor item	Cor	Indication	
ASCD CANSEL SW	Brako podal	Slightly depressed	ON
AGOD CANGLE SW	Brake pedal	Fully released	OFF

#### **With GST**

- Turn ignition switch ON.
- 2. Check the voltage between hybrid vehicle control ECU harness connector and ground.

Hybrid vehicle control ECU					
Harness connector	Terminal	Ground	Condition		Voltage
E66	118 (ASCD brake switch signal)	Ground	Brake pedal	Slightly depressed	Approx. 0V
	TTO (ASOL) brake Switch Signal)	Ground	brake pedal	Fully released	Battery voltage

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to HBC-460, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000005441313

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect ASCD brake switch harness connector.
- 3. Turn ignition switch ON.
- 4. Check the voltage between ASCD brake switch harness connector and ground.

Harness connector	Terminal	Ground	Voltage
E37	1	Ground	Battery voltage

#### Is the inspection result normal?

YES >> GO TO 4. NO >> GO TO 3.

# 3.DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector E6
- Junction block connector E46, E48
- 10 A fuse (No.3)
- Harness for open or short between ASCD brake switch and fuse

>> Repair open circuit or short to power in harness or connectors.

# 4. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- Turn ignition switch OFF.
- Disconnect hybrid vehicle control ECU harness connector.
- 3. Check the continuity between ASCD brake switch harness connector and hybrid vehicle control ECU harness connector.

ASCD bra	ke switch	Hybrid vehic	le control ECU	
Harness connector	Terminal	Harness connector	Terminal	Continuity
E37	2	E66	118 (STI-)	Existed

Also check harness for short to ground and short to power.

#### Is the inspection result normal?

YES >> GO TO 6. NO >> GO TO 5.

5.DETECT MALFUNCTIONING PART

#### Check the following.

- Junction block connector E46, E50
- Harness for open or short between ASCD brake switch and hybrid vehicle control ECU

>> Repair open circuit or short to power in harness or connectors.

## 6. CHECK ASCD BRAKE SWITCH

Refer to HBC-462, "Component Inspection (ASCD Brake Switch)".

#### Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace ASCD brake switch.

#### CHECK INTERMITTENT INCIDENT

Refer to GI-42, "Intermittent Incident".

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#### >> INSPECTION END

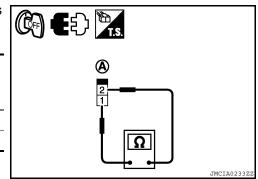
## Component Inspection (ASCD Brake Switch)

INFOID:0000000005441314

# 1.CHECK ASCD BRAKE SWITCH-I

- 1. Turn ignition switch OFF.
- 2. Disconnect ASCD brake switch harness connector.
- 3. Check the continuity between ASCD brake switch terminals under the following conditions.

ASCD brake switch (A)	Con	Continuity	
Terminals			
1 and 2 Brake pedal		Fully released	Existed
		Slightly depressed	Not existed



#### Is the inspection result normal?

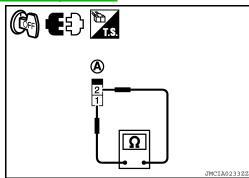
YES >> INSPECTION END

NO >> GO TO 2.

# 2. CHECK ASCD BRAKE SWITCH-II

- 1. Adjust ASCD brake switch installation. Refer to BR-12, "Inspection and Adjustment".
- 2. Check the continuity between ASCD brake switch terminals under the following conditions.

ASCD brake switch (A)	Con	Continuity	
Terminals			
1 and 2	1 and 2 Brake pedal		Existed
1 and 2	brake pedar	Slightly depressed	Not existed



#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ASCD brake switch.

### P1606-308

Description INFOID:0000000005441315

The hybrid vehicle control ECU receives a signal that indicates a collision from the ACU (Air bag diagnosis sensor unit) to detect a collision. After detecting a collision, the hybrid vehicle control ECU shuts off the highvoltage systems for safety.

**DTC Logic HBC** INFOID:0000000005441316

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P1606	308	Collision Detection	Shutoff signal from the ACU is determined.	ACU     Hybrid vehicle control ECU

#### NOTE:

If P1608-308 is detected, the vehicle cannot start unless the DTC is cleared using CONSULT-III.

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 5 seconds.
- 2. Check DTC.

#### Is DTC detected?

YES >> Go to HBC-463, "Diagnosis Procedure".

>> INSPECTION END NO

# Diagnosis Procedure

## 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- Check DTC.

DTC No.	Proceed to
P1606 and P0A1D are output.	A
P1606 only is output.	В

#### A or B

Α >> Go to inspection procedure relevant to output DTC. (P0A1D)

В >> GO TO 3.

**HBC-463** Revision: September 2009 2010 Altima HEV

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# 3. CHECK SUPPLEMENTAL RESTRAINT SYSTEM

Troubleshoot the air bag system.

#### Result: There is a malfunction.

#### YES or NO

>> Repair or replace malfunctioning parts, component and area. >> Replace ACU. YES

NO

#### P1805-902

Description INFOID:0000000005441318

Brake switch signal is applied to the hybrid vehicle control ECU through the stop lamp switch when the brake pedal is depressed. This signal is used mainly for the ASCD function and regenerative brake control.

DTC Logic INFOID:0000000005441319

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P1805	902	Brake Switch	A stop lamp switch signal is not sent to the hybrid vehicle control ECU for extremely long time while the vehicle is driving.	Harness or connectors     (Stop lamp switch circuit is open or shorted.)     Stop lamp switch     Stop lamp switch installation

## Component Function Check

# 1. CHECK FOR STOP LAMP SWITCH FUNCTION

#### (P) With CONSULT-III

- Turn ignition switch ON.
- Select "BRAKE SWITCH" in "DATA MONITOR" mode with CONSULT-III.
- Check "BRAKE SWITCH" indication under the following conditions.

Monitor item	C	Indication	
BDAKE SWITCH	AKE SWITCH Brake pedal	Slightly depressed	ON
		Fully released	OFF

#### **With GST**

- Turn ignition switch ON.
- Check the voltage between hybrid vehicle control ECU harness connector and ground.

Hybrid vehicle control ECU					
Harness connector	Terminal	Ground	Condition		Voltage
E66	148 (Stop lamp switch signal)	Ground	Brake pedal	Slightly depressed	Battery voltage
	140 (Stop lamp switch signal)	Ground	brake pedar	Fully released	Approx. 0V

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to HBC-465, "Diagnosis Procedure".

## Diagnosis Procedure

#### 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

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# 2. CHECK STOP LAMP SWITCH CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Check the stop lamp when depressing and releasing the brake pedal.

Brake pedal	Stop lamp
Fully released	Not illuminated
Slightly depressed	Illuminated

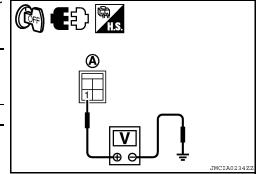
#### Is the inspection result normal?

YES >> GO TO 5. NO >> GO TO 3.

# 3.CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect stop lamp switch harness connector.
- Check the voltage between stop lamp switch harness connector and ground.

Stop lamp switch (A)			
Harness connector	Terminal	Ground	Voltage
E38	1	Ground	Battery voltage



#### Is the inspection result normal?

YES >> GO TO 5. NO >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the following.

- Junction block connector E6
- 10A fuse (No. 7)
- Harness for open or short between stop lamp switch and battery
  - >> Repair open circuit or short to ground in harness or connectors.

# 5. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- 1. Disconnect hybrid vehicle control ECU harness connector.
- Check the continuity between hybrid vehicle control ECU harness connector and stop lamp switch harness connector.

Hybrid vehicle control ECU		Stop lamp switch		
Harness connector	Terminal	Harness connector	Terminal	Continuity
E66	148 (STP)	E38	2	Existed

3. Also check harness for short to ground.

#### Is the inspection result normal?

YES >> GO TO 7. NG >> GO TO 6.

## 6.DETECT MALFUNCTIONING PART

Check the following.

- Joint connector E-4
- Harness for open or short between hybrid vehicle control ECU and stop lamp switch
  - >> Repair open circuit or short to ground in harness or connectors.

# 7. CHECK STOP LAMP SWITCH

Refer to HBC-467, "Component Inspection (Stop Lamp Switch)".

#### Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace stop lamp switch.

## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-42, "Intermittent Incident".

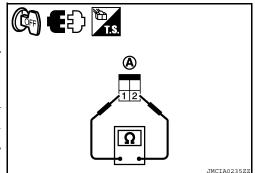
#### >> INSPECTION END

## Component Inspection (Stop Lamp Switch)

# 1. CHECK STOP LAMP SWITCH-I

- 1. Turn ignition switch OFF.
- 2. Disconnect stop lamp switch harness connector.
- 3. Check the continuity between stop lamp switch terminals under the following conditions.

Stop lamp switch (A)	Con	Continuity	
Terminals			
1 and 2	Brake pedal	Fully released	Not existed
		Slightly depressed	Existed



#### Is the inspection result normal?

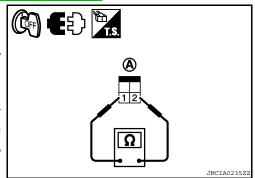
YES >> INSPECTION END

NO >> GO TO 2.

# 2. CHECK STOP LAMP SWITCH-II

- 1. Adjust stop lamp switch installation. Refer to BR-12, "Inspection and Adjustment".
- Check the continuity between stop lamp switch terminals under the following conditions.

Stop lamp switch (A)	Condition		Continuity
Terminals			
1 and 2	Brake pedal	Fully released	Not existed
		Slightly depressed	Existed



#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace stop lamp switch.

Revision: September 2009 HBC-467 2010 Altima HEV

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# P1805-903, P1805-923

Description INFOID:000000005441323

The brake switch signal is applied to the hybrid vehicle control ECU through the stop lamp switch when the brake pedal is depressed. The brake ECU also receives the stop lamp signal and sends this signal as a brake switch signal to the hybrid vehicle control ECU through CAN communication line.

The hybrid vehicle control ECU performs the rationality check for these two input signals.

DTC Logic INFOID:000000005441324

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P1805	903	Brake Switch	Rationally incorrect voltage signal from the stop lamp switch (ON signal) is sent to hybrid vehicle control ECU, compared with the brake switch signal (OFF signal) sent from the brake ECU.	Harness or connectors     (Stop lamp switch circuit is open or shorted.)     Stop lamp switch     Brake ECU     Hybrid vehicle control ECU
P1805	923	Brake Switch	Rationally incorrect voltage signal from the stop lamp switch (OFF signal) is sent to hybrid vehicle control ECU, compared with the brake switch signal (ON signal) sent from the brake ECU.	Harness or connectors     (Stop lamp switch circuit is open or shorted.)     Stop lamp switch     Brake ECU     Hybrid vehicle control ECU

#### DTC CONFIRMATION PROCEDURE

## 1.PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- 2. Fully depress the brake pedal for at least 5 seconds.
- 3. Fully release the brake pedal for at least 5 seconds.
- 4. Check DTC.

#### Is DTC detected?

YES >> Go to HBC-468, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

## 1.PRECONDITIONING

Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
converter assembly, take safety precautions such as wearing insulated gloves and removing the service
plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
other technicians from accidentally reconnecting it while you are working on the high-voltage system.

INFOID:0000000005441325

- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC FOR BRAKE ECU

Check DTC for the brake ECU. Refer to BRC-40, "CONSULT-III Function".

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3.check stop lamp switch input signal circuit to hybrid vehicle control ecu for

Revision: September 2009 HBC-468 2010 Altima HEV

## **OPEN AND SHORT**

## (P) With CONSULT-III

- Turn ignition switch ON.
- Select "BRAKE SWITCH" in "" mode with CONSULT-III.
- 3. Check "BRAKE SWITCH" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SWITCH	Brake podal	Slightly depressed	ON
BHARL SWITCH	CH Brake pedal	Fully released	OFF

### 

- 1. Turn ignition switch ON.
- Check the voltage between hybrid vehicle control ECU harness connector and ground.

Hybrid vehicle control ECU						
Harness connector	Terminal	Ground	Condition		Voltage	
E66	148 (Stop lamp switch signal)	Ground	Brake pedal	Slightly depressed	Battery voltage	
	140 (Olop lamp switch signal)	around	Diake pedai	Fully released	Approx. 0V	

### Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 4.

## f 4.CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT TO HYBRID VEHICLE CONTROL ECU FOR **OPEN AND SHORT-II**

- Turn ignition switch OFF.
- 2. Disconnect stop lamp switch harness connector.
- 3. Disconnect hybrid vehicle control ECU harness connector.
- Check the continuity between hybrid vehicle control ECU harness connector and stop lamp switch harness connector.

hybrid vehicle	control ECU	Stop lamp	o switch	
Harness connector	Terminal	Harness connector	Terminal	Continuity
E66	148 (STP)	E38	2	Existed

Also check harness for short to ground and short to power.

## Is the inspection result normal?

YES >> Replace hybrid vehicle control ECU.

NG >> GO TO 5.

## ${f 5.}$ DETECT MALFUNCTIONING PART

#### Check the following.

- Joint connector E-4
- Harness for open or short between hybrid vehicle control ECU and stop lamp switch

>> Repair open circuit or short to ground or short to power in harness or connectors.

## $\mathsf{6}.$ CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT TO BRAKE ECU FOR OPEN AND SHORT-II

- Turn ignition switch OFF.
- Check the continuity between brake ECU harness connector and stop lamp switch harness connector for open and short.

Refer to BRC-149, "Wiring Diagram".

## Is the inspection result normal?

YES >> Replace brake ECU.

>> Repair or replace harness or connectors. NG

**HBC-469** Revision: September 2009 2010 Altima HEV **HBC** 

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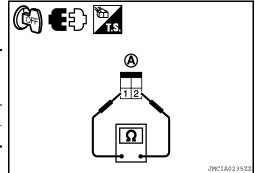
## Component Inspection (Stop Lamp Switch)

INFOID:0000000005441326

## 1. CHECK STOP LAMP SWITCH-I

- 1. Turn ignition switch OFF.
- 2. Disconnect stop lamp switch harness connector.
- 3. Check the continuity between stop lamp switch terminals under the following conditions.

Stop lamp switch (A)	Cor	Continuity	
Terminals			
1 and 2	Proko podal	Fully released	Not existed
1 and 2	Brake pedal	Slightly depressed	Existed



## Is the inspection result normal?

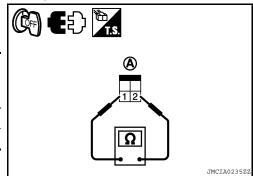
YES >> INSPECTION END

NO >> GO TO 2.

## 2. CHECK STOP LAMP SWITCH-II

- 1. Adjust stop lamp switch installation. Refer to BR-12, "Inspection and Adjustment".
- 2. Check the continuity between stop lamp switch terminals under the following conditions.

Stop lamp switch (A)	Cor	Continuity	
Terminals			
1 and 2	Brako podal	Fully released	Not existed
1 and 2 Brake pedal		Slightly depressed	Existed



## Is the inspection result normal?

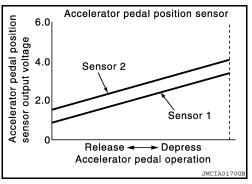
YES >> INSPECTION END

NO >> Replace stop lamp switch.

## P2120-152, P2121-106, P2122-104, P2123-105, 2125-153

Description INFOID:0000000005441327

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the hybrid vehicle control ECU. Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the hybrid vehicle control ECU. The sensor 1 signal is used to detect the accelerator pedal position and the sensor 2 signal is used as a confirmation to allow the detection of malfunction in the sensor itself. In addition, these sensors detect how much the accelerator pedal is depressed and feed the voltage signals to the hybrid vehicle control ECU. The hybrid vehicle control ECU judges the current opening



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angle of the accelerator pedal from these signals, and sends the engine speed request signal and engine power request signal to the ECM. The ECM controls the throttle control motor based on these signals. Furthermore, the hybrid vehicle control ECU uses these signals for operating motor torque.

Idle position of the accelerator pedal is determined by the hybrid vehicle control ECU receiving the signal from the accelerator pedal position sensor. The hybrid vehicle control ECU uses this signal for various engine operation.

DTC Logic INFOID:0000000005441328

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause	
P2120	152	Throttle/Pedal Position Sensor/ Switch "D" Circuit	Main sensor circuit malfunction or level is not stable		
P2121	106	Throttle/Pedal Position Sensor/ Switch "D" Circuit Range/Per- formance	Internal error of the main sensor		
P2122	104	Throttle/Pedal Position Sensor/ Switch "D" Circuit Low Input	Open or short to GND in the main sensor circuit		
P2123	105	Throttle/Pedal Position Sensor/ Switch "D" Circuit High Input	Short to +B in the main sensor circuit		
P2125	153	Throttle/Pedal Position Sensor/ Switch "E" Circuit	Sub sensor circuit wiring mal- function or level is not stable	Wire harness or connector	
P2126	109	Throttle/Pedal Position Sensor/ Switch "E" Circuit Range/Per- formance	Internal error of the sub sensor	Accelerator Pedal assembly     Hybrid vehicle control ECU	
P2127	107	Throttle/Pedal Position Sensor/ Switch "E" Circuit Low Input	Open or short to GND in the sub sensor circuit		
P2128	108	Throttle/Pedal Position Sensor/ Switch "E" Circuit High Input	Short to +B in the sub sensor circuit		
P2138	110	Throttle/Pedal Position Sensor/ Switch "D"/"E" Voltage Correla- tion	Difference between the main sensor value and sub sensor value is large or small.		
P2138	154	Throttle/Pedal Position Sensor/ Switch "D"/"E" Voltage Correla- tion	Main or sub sensor circuit wiring malfunction		

## Diagnosis Procedure

## griosis i rocedure (INFOID:0000000005441)

## 1.PRECONDITIONING

Revision: September 2009 HBC-471 2010 Altima HEV

Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service

## < COMPONENT DIAGNOSIS >

plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.

- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2. READ VALUE OF CONSULT-III

- 1. Turn ignition switch ON.
- Select "ACCEL SENSOR 1" and "ACCEL SENSOR 2" in "DATA MONITOR" mode with CONSULT-III.
- 3. Read the indication.

#### NOTE:

5V is described as 100% on the tester.

Pedal Condition	ACCEL SENSOR 1	ACCEL SENSOR 2
Not depressed	(8 to 28%) 0.4 to 1.4 V	(24 to 44%) 1.2 to 2.2 V
Fully depressed	(52 to 90%) 2.6 to 4.5 V	(68 to 100%) 3.4 to 5.3 V
Not depressed  → Fully depressed  → Not depressed (Accelerator pedal should be operated slowly)	Value changes progressively	Value changes progressively

## OK or NG

OK >> Check for intermittent incident.

NG >> GO TO 3.

## 3.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 4.

NG >> Connect securely.

# 4. CHECK CONNECTOR CONNECTION CONDITION (ACCELERATOR LINK ROD ASSEMBLY CONNECTOR)

Check the connections of the accelerator link rod assembly connector.

#### OK or NG

OK >> GO TO 5.

NG >> Connect securely.

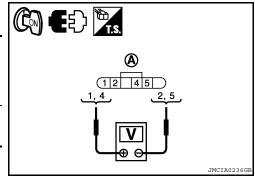
## 5. CHECK HYBRID VEHICLE CONTROL ECU

- 1. Disconnect the E40 accelerator pedal position sensor connector.
- 2. Turn ignition switch ON.
- 3. Measure the voltage according to the value(s) in the table below.

•	dal position sen- (A)	•	dal position sen- (A)	Voltage
Harness connector	Terminal	Harness connector	Terminal	vollage
E40	4 (VC1)	E40	5 (GND1)	4.5 to 5.5V
	1 (VC2)	L40	2 (GND2)	4.5 10 5.5 V

#### NOTE:

Turn ignition switch ON with the accelerator pedal position sensor connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.



## < COMPONENT DIAGNOSIS >

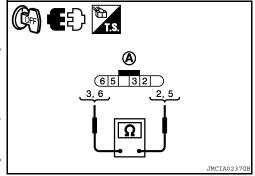
## OK or NG

OK >> GO TO 6. NG >> GO TO 8.

## 6. CHECK HYBRID VEHICLE CONTROL ECU

- 1. Turn ignition switch OFF.
- Measure the resistance according to the value(s) in the table below.

•	dal position sen- (A)	•	Accelerator pedal position sensor (A)	
Harness connector	Terminal	Harness connector	Terminal	Resistance
E40	6 (VPA1)	E40	5 (GND1)	37 to 41 kΩ
L40	3 (VPA2)	L40	2 (GND2)	07 to 41 K22



#### OK or NG

OK >> Replace accelerator pedal position sensor. (Refer to ACC-3, "Removal and Installation").

NG >> GO TO 7.

# 7.CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - ACCELERATOR PEDAL POSITION SENSOR)

- Turn ignition switch OFF.
- 2. Disconnect the E66 hybrid vehicle control ECU connector.
- 3. Turn ignition switch ON.
- 4. Measure the voltage according to the value(s) in the table below.

Hybrid vehicle control ECU			_	
Harness connector	Terminal	Ground	Voltage	
	147 (VPA)		Below 1V	
E66	130 (EP1)	Ground		
200	146 (VPA2)	Giodila		
	129 (EP2)			

## NOTE:

Turn ignition switch ON with the accelerator pedal position sensor and hybrid vehicle control ECU connectors disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- Turn ignition switch OFF.
- 6. Measure the resistance according to the value(s) in the table below.

Hybrid vehicle control ECU		Accelerator pedal position sensor		- Resistance
Harness connector	Terminal	Harness connector	Terminal	nesisiance
	147 (VPA)		6 (VPA1)	
	113 (VCP1)	E40	4 (VC1)	
FCC	130 (EP1)		5 (GND1)	Delevi 10
E66	146 (VPA2)		3 (VPA2)	Below 1Ω
	112 (VCP2)		1 (VC2)	
	129 (EP2)		2 (GND2)	

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Hybrid vehicle control ECU		Ground	Desistance	
Harness connector	Terminal	Ground	Resistance	
	147 (VPA)			
	113 (VCP1)		10 kΩ or higher	
E66	130 (EP1)	Ground		
E00	146 (VPA2)	Ground		
	112 (VCP2)			
	129 (EP2)			

Accelerator pedal position sensor		Ground	Resistance
Harness connector	Harness connector Terminal		
F40	6 (VPA1)		10 kΩ
	4 (VC1)		
	5 (GND1)	Ground	
E40	3 (VPA2)	Giodila	
	1 (VC2)		
	2 (GND2)		

## OK or NG

- OK >> Replace hybrid vehicle control ECU. (Refer to <a href="HBC-641">HBC-641</a>, "Removal and Installation")
- NG >> Repair or replace harness or connector.
- 8. CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU ACCELERATOR PEDAL POSITION SENSOR)
- Turn ignition switch OFF.
- 2. Disconnect connector E66 from the hybrid vehicle control ECU.
- 3. Turn ignition switch ON.
- 4. Measure the voltage according to the value(s) in the table below.

Hybrid vehicle control ECU		Ground	Voltage	
Harness connector	Harness connector Terminal			
E66	147 (VPA)			
	130 (EP1)	Ground	Below 1V	
	146 (VPA2)	Ground		
	129 (EP2)			

#### NOTE:

Turn ignition switch ON with the accelerator pedal position sensor and hybrid vehicle control ECU connectors disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- 5. Turn ignition switch OFF.
- 6. Measure the resistance according to the value(s) in the table below.

Hybrid vehicl	e control ECU	Accelerator pedal position sensor		Resistance
Harness connector	Terminal	Harness connector	Terminal	nesisiance
	113 (VCP1)		4 (VC1)	
E66	130 (EP1) 112 (VCP2)	E40	5 (GND1)	Below 1Ω
⊏00		1 (VC2)	Delow 122	
	129 (EP2)	(EP2)	2 (GND2)	

## < COMPONENT DIAGNOSIS >

Hybrid vehicle control ECU		Ground	Resistance
Harness connector	Terminal	Ground	nesisiance
E66	113 (VCP1)		10 kΩ or higher
	130 (EP1)	Ground	
	112 (VCP2)	Glound	
	129 (EP2)		

Accelerator pedal position sensor		Ground	Resistance
Harness connector	Terminal	Giodila	riesisiarice
E40	4 (VC1)		10 kΩ
	5 (GND1)	Ground	
	1 (VC2)	Giodila	10 KS2
	2 (GND2)		

## OK or NG

OK >> Replace hybrid vehicle control ECU. (Refer to <u>HBC-641</u>, "Removal and Installation")

NG >> Repair or replace harness or connector.

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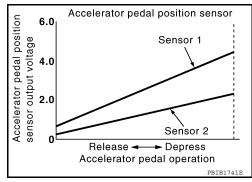
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Description INFOID:000000005441330

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the hybrid vehicle control ECU. Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the hybrid vehicle control ECU. The sensor 1 signal is used to detect the accelerator pedal position and the sensor 2 signal is used as a confirmation to allow the detection of malfunction in the sensor itself. In addition, these sensors detect how much the accelerator pedal is depressed and feed the voltage signals to the hybrid vehicle control ECU. The hybrid vehicle control ECU judges the current opening



angle of the accelerator pedal from these signals, and sends the engine speed request signal and engine power request signal to the ECM. The ECM controls the throttle control motor based on these signals. Furthermore, the hybrid vehicle control ECU uses these signals for operating motor torque.

Idle position of the accelerator pedal is determined by the hybrid vehicle control ECU receiving the signal from the accelerator pedal position sensor. The hybrid vehicle control ECU uses this signal for various engine operation.

DTC Logic

## DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P2120	152	Throttle/Pedal Position Sensor/ Switch "D" Circuit	Main sensor circuit malfunction or level is not stable	
P2121	106	Throttle/Pedal Position Sensor/ Switch "D" Circuit Range/Per- formance	Internal error of the main sensor	
P2122	104	Throttle/Pedal Position Sensor/ Switch "D" Circuit Low Input	Open or short to GND in the main sensor circuit	
P2123	105	Throttle/Pedal Position Sensor/ Switch "D" Circuit High Input	Short to +B in the main sensor circuit	
P2125	153	Throttle/Pedal Position Sensor/ Switch "E" Circuit	Sub sensor circuit wiring mal- function or level is not stable	Wire harness or connector
P2126	109	Throttle/Pedal Position Sensor/ Switch "E" Circuit Range/Per- formance	Internal error of the sub sensor	Accelerator Pedal assembly     Hybrid vehicle control ECU
P2127	107	Throttle/Pedal Position Sensor/ Switch "E" Circuit Low Input	Open or short to GND in the sub sensor circuit	
P2128	108	Throttle/Pedal Position Sensor/ Switch "E" Circuit High Input	Short to +B in the sub sensor circuit	
P2138	110	Throttle/Pedal Position Sensor/ Switch "D"/"E" Voltage Correla- tion	Difference between the main sensor value and sub sensor value is large or small.	
P2138	154	Throttle/Pedal Position Sensor/ Switch "D"/"E" Voltage Correla- tion	Main or sub sensor circuit wiring malfunction	

## Diagnosis Procedure

INFOID:0000000005441332

## 1.PRECONDITIONING

<sup>•</sup> Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service

## < COMPONENT DIAGNOSIS >

plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.

- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.read value of consult-iii

- 1. Turn ignition switch ON.
- Select "ACCEL SENSOR 1" and "ACCEL SENSOR 2" in "DATA MONITOR" mode with CONSULT-III.
- 3. Read the indication.

## NOTE:

5V is described as 100% on the tester.

Pedal Condition	ACCEL SENSOR 1	ACCEL SENSOR 2
Not depressed	(8 to 28%) 0.4 to 1.4 V	(24 to 44%) 1.2 to 2.2 V
Fully depressed	(52 to 90%) 2.6 to 4.5 V	(68 to 100%) 3.4 to 5.3 V
Not depressed  → Fully depressed  → Not depressed  (Accelerator pedal should be operated slowly)	Value changes progressively	Value changes progressively

## OK or NG

OK >> Check for intermittent incident.

NG >> GO TO 3.

## 3.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 4.

NG >> Connect securely.

# 4. CHECK CONNECTOR CONNECTION CONDITION (ACCELERATOR LINK ROD ASSEMBLY CONNECTOR)

Check the connections of the accelerator link rod assembly connector.

## OK or NG

OK >> GO TO 5.

NG >> Connect securely.

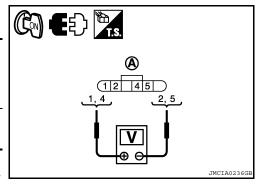
## 5. CHECK HYBRID VEHICLE CONTROL ECU

- 1. Disconnect the E40 accelerator pedal position sensor connector.
- 2. Turn ignition switch ON.
- 3. Measure the voltage according to the value(s) in the table below.

	dal position sen- r (A)	Accelerator pedal position sensor (A)		Voltage
Harness connector	Terminal	Harness connector	Terminal	vollage
E40	4 (VC1)	E40	5 (GND1)	4.5 to 5.5V
	1 (VC2)	L40	2 (GND2)	4.5 10 5.5 V

#### NOTE:

Turn ignition switch ON with the accelerator pedal position sensor connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.



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## OK or NG

OK >> GO TO 6.

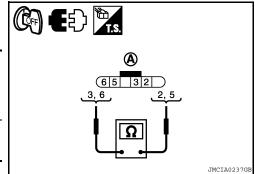
NG >> GO TO 8.

## 6. CHECK HYBRID VEHICLE CONTROL ECU

1. Turn ignition switch OFF.

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

•	dal position sen- (A)	Accelerator pedal position sensor (A)		Resistance
Harness connector	Terminal	Harness connector	Terminal	riesistance
E40	6 (VPA1)	E40	5 (GND1)	37 to 41 kΩ
	3 (VPA2)	L40	2 (GND2)	07 to 41 K22



## OK or NG

OK >> Replace accelerator pedal position sensor. (Refer to ACC-3, "Removal and Installation").

NG >> GO TO 7.

7.CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - ACCELERATOR PEDAL POSITION SENSOR)

- Turn ignition switch OFF.
- 2. Disconnect the E66 hybrid vehicle control ECU connector.
- 3. Turn ignition switch ON.
- 4. Measure the voltage according to the value(s) in the table below.

Hybrid vehicle control ECU			
Harness connector	Terminal	Ground	Voltage
	147 (VPA)		Below 1V
E66	130 (EP1)	Ground	
200	146 (VPA2)	Giodila	
	129 (EP2)		

## NOTE:

Turn ignition switch ON with the accelerator pedal position sensor and hybrid vehicle control ECU connectors disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- 5. Turn ignition switch OFF.
- 6. Measure the resistance according to the value(s) in the table below.

Hybrid vehic	e control ECU	Accelerator pedal position sensor				Resistance
Harness connector	Terminal	Harness connector	Terminal	nesisiance		
	147 (VPA)	E40	6 (VPA1)			
	113 (VCP1)		4 (VC1)			
E66	130 (EP1)		5 (GND1)	Below 1Ω		
⊏00	146 (VPA2)		3 (VPA2)	Delow 122		
112 (V	112 (VCP2)		1 (VC2)			
	129 (EP2)		2 (GND2)			

## < COMPONENT DIAGNOSIS >

Hybrid vehicle control ECU		Ground	Decistance
Harness connector	Terminal	Ground	Resistance
	147 (VPA)		10 kΩ or higher
	113 (VCP1)		
E66	130 (EP1)	Ground	
E00	146 (VPA2)	Giouria	
	112 (VCP2)		
	129 (EP2)		

Accelerator pedal position sensor		Ground	Resistance	
Harness connector Terminal		Ground	riesistance	
	6 (VPA1)			
	4 (VC1)			
E40	5 (GND1)	5 (GND1) Ground		
E40	3 (VPA2)	Ground	10 kΩ	
	1 (VC2)			
	2 (GND2)	-		

## OK or NG

OK >> Replace hybrid vehicle control ECU. (Refer to HBC-641, "Removal and Installation")

NG >> Repair or replace harness or connector.

# 8. CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - ACCELERATOR PEDAL POSITION SENSOR)

- 1. Turn ignition switch OFF.
- 2. Disconnect connector E66 from the hybrid vehicle control ECU.
- 3. Turn ignition switch ON.
- 4. Measure the voltage according to the value(s) in the table below.

Hybrid vehicle control ECU		Ground	Voltage
Harness connector Terminal		Ground	
E66	147 (VPA)		Below 1V
	130 (EP1)	Ground	
	146 (VPA2)	Ground	Delow 1 v
	129 (EP2)		

#### NOTE:

Turn ignition switch ON with the accelerator pedal position sensor and hybrid vehicle control ECU connectors disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- Turn ignition switch OFF.
- 6. Measure the resistance according to the value(s) in the table below.

Hybrid vehicl	Hybrid vehicle control ECU		Accelerator pedal position sensor	
Harness connector	Terminal	Harness connector	Terminal	Resistance
	113 (VCP1)	E40	4 (VC1)	
E66	130 (EP1)		5 (GND1)	Below 1Ω
200	112 (VCP2)		1 (VC2)	Delow 122
	129 (EP2)		2 (GND2)	

Revision: September 2009 HBC-479 2010 Altima HEV

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## < COMPONENT DIAGNOSIS >

Hybrid vehicle control ECU		Ground	Resistance
Harness connector Terminal		Ground	nesisiance
	113 (VCP1)		10 kΩ or higher
E66	130 (EP1)	Ground	
200	112 (VCP2)	Ground	
	129 (EP2)		

Accelerator pedal position sensor		Ground	Resistance
Harness connector Terminal		Ground	
E40	4 (VC1)		10 kΩ
	5 (GND1)	Ground	
	1 (VC2)	Ground	10 KS2
	2 (GND2)		

## OK or NG

>> Replace hybrid vehicle control ECU. (Refer to  $\underline{\sf HBC-641}$ , "Removal and Installation") >> Repair or replace harness or connector. OK

NG

## P2511-149

Description INFOID:000000005441333

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INFOID:0000000005441335

The hybrid vehicle control ECU monitors the power resource VB voltage to detect an instantaneous interruption.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P2511	149	ECM/PCM Power Relay Sense Circuit Intermittent	When the ignition switch ON (READY), the hybrid vehicle control ECU is reset.	Wire harness or connector     Hybrid vehicle control ECU

## Diagnosis Procedure

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2. CHECK BATTERY TERMINAL

Check the connection of the auxiliary battery terminal.

Result: The terminal is connected securely and there is no contact problem.

OK or NG

OK >> GO TO 3.

NG >> Connect securely.

3.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109. "Diagnosis Procedure".

OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4. CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - IGCT RELAY)

- 1. Remove the IGCT relay from the high voltage fuse and fusible link box.
- 2. Measure the resistance according to the value(s) in the table below.

Hybrid vehicl	Hybrid vehicle control ECU		High voltage fuse and fusible link box	
Harness connector	Terminal	Harness connector	Terminal	Resistance
E66	174 (VB)	V-1	5 (IGCT relay)	Below 1 Ω
	168 (VB2)	V-1	3 (IGCT Telay)	Delow 1 75

#### OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connector.

## 5. CHECK FOR INTERMITTENT INCIDENT

Check for intermittent incident. (Refer to GI-42, "Intermittent Incident")

- Check the connection and terminal contact pressure of connectors and wire harness between the hybrid vehicle control ECU and the high voltage fuse and fusible link box.
- When the ignition switch ON (READY), jiggle the connectors and wire harness between the hybrid vehicle control ECU and the high voltage fuse and fusible link box.

#### OK or NG

OK >> Replace hybrid vehicle control ECU. (Refer to <u>HBC-641, "Removal and Installation"</u>).

NG >> Repair malfunctioning parts, component and area.

## P2519-766

Description INFOID:000000005441336

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INFOID:0000000005441338

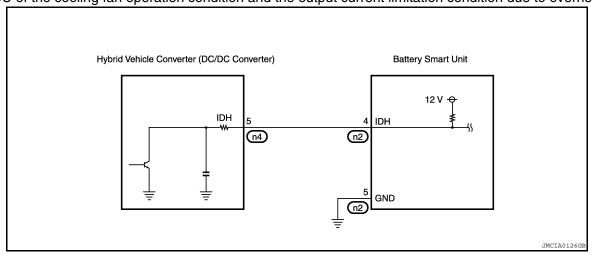
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The hybrid vehicle converter (DC/DC converter) sends IDH signals to the hybrid vehicle control ECU to inform the ECU of the cooling fan operation condition and the output current limitation condition due to overheating.



DTC Logic INFOID:0000000005441337

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P2519	766	A/C Request "A" Circuit	Malfunction in the cooling fan op- eration condition signal circuit	Battery smart unit     Hybrid vehicle converter (DC/DC converter)     Wire harness or connector

## Diagnosis Procedure

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.check dtc output (hybrid system)

- 1. Turn ignition switch ON.
- 2. Check DTC.

## Result: DTC P0AE6-225 is also output.

### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

## 3.CHECK BATTERY SMART UNIT

#### **CAUTION:**

## Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630</u>, "<u>Precautions for Inspecting the Hybrid Control System</u>").

#### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

**Battery Smart Unit** 

**IDH** 

GND

2. Connect an oscilloscope between the battery smart unit terminals specified in the table below, and measure the waveform.

Item	Contents
Terminal	IDH (n2-4) - GND (n2-5)
Equipment Setting	2 V/DIV, 2 ms./DIV
Condition	Ignition switch ON

Result: The waveform appears as shown in the illustration.

#### NOTE:

- For the removal and installation procedures related to inspection of the waveform of the battery smart unit, (Refer to <u>HBB-123</u>, "Removal and Installation").
- The frequency of the waveform differs (100 to 900 kHz, 8 to 14 V) depending on operation conditions of the cooling fan of the hybrid vehicle converter (DC/DC converter).

## OK or NG

OK >> Replace battery smart unit. (Refer to <u>HBB-123.</u> "Removal and Installation")

NG >> GO TO 4.

4.check connector connection condition (hybrid vehicle converter connector)

Refer to HBC-140, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 5.

NG >> Connect securely.

 ${f 5.}$ CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONVERTER)

#### **CAUTION:**

## Be sure to wear insulated gloves.

- Turn ignition switch OFF.
- Check that the service plug grip is not installed.
- 3. Disconnect the n4 hybrid vehicle converter (DC/DC converter) connector (Refer to <u>HBB-125</u>, "Removal and Installation").
- 4. Turn ignition switch ON.
- 5. Measure the voltage according to the value(s) in the table below.

Hybrid Vehicle Converter			
Harness connector	Terminal	Ground	Voltage
n4	5 (IDH)	Ground	9 to 14V

# Wire Harness Side: Hybrid Vehicle Converter (DC/DC Converter) JMCIA0128GB

#### NOTE:

Turn ignition switch ON with the hybrid vehicle converter (DC/

DC converter) connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

#### OK or NG

OK >> Replace hybrid vehicle converter. (Refer to HBB-125, "Removal and Installation").

NG >> GO TO 6.

## 6. CHECK CONNECTOR CONNECTION CONDITION (BATTERY SMART UNIT CONNECTOR)

#### CAUTION

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Check the connection of the battery smart unit connector.

## OK: The connector is connected securely and there are no contact problems.

## OK or NG

OK >> GO TO 7.

NG >> Connect securely.

7.CHECK HARNESS AND CONNECTOR (BATTERY SMART UNIT - HYBRID VEHICLE CONVERTER)

## **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Turn ignition switch OFF.
- 2. Check that the service plug grip is not installed.
- 3. Disconnect the n2 battery smart unit connector (Refer to HBB-123, "Removal and Installation").
- 4. Turn ignition switch ON.
- 5. Measure the resistance according to the value(s) in the table below.

Battery S	Battery Smart Unit		Hybrid Vehicle Converter (DC/DC Converter)	
Harness connector	Terminal	Harness connector	Terminal	Resistance
n2	4 (IDH)	n4	5 (IDH)	Below 1Ω

Battery Smart Unit		Ground	Resistance
Harness connector Terminal		around	
n2	4 (IDH)	Ground	10 k $\Omega$ or higher

Hybrid Vehicle Converter (DC/DC Converter)		Ground	Resistance	
Harness connector	Terminal			
n4	5 (IDH)	Ground	10 k $\Omega$ or higher	

## OK or NG

OK >> Replace battery smart unit. (Refer to HBB-123, "Removal and Installation")

NG >> Repair or replace harness or connector.

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Description INFOID:000000005441339

The hybrid vehicle control ECU alerts the driver and performs fail-safe control based on error signals received from the battery smart unit. This DTC is set when the SOC (state of charge) of the HV battery starts to drop as a result of leaving the shift lever in the N position, running out of fuel, or a malfunction in the HV control system.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3000	388	HV Battery Malfunction	Dischage inhibition control mal- function	Fuel level     HV battery

## Diagnosis Procedure

INFOID:0000000005441341

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.
- If the vehicle is stopped or parked with the shift lever in the N position for a long time, DTC P3000-388 may be set because the HV battery cannot be charged.
- When the engine cannot be started, DTC P3000-388 may be set because the HV battery cannot be charged.

>> GO TO 2.

## 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- 2. Check DTC.

#### Result: DTCs other than P3000-388 or P3000-389 are output.

## Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

## 3.check dtc output (engine control system)

- Turn ignition switch ON.
- Check DTC.

## Result: Engine control system DTCs are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 4.

## 4. CHECK AMOUNT OF GASOLINE

## Refer to HBC-286, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 5.

Revision: September 2009 HBC-486 2010 Altima HEV

## < COMPONENT DIAGNOSIS >

NG >> Refuel vehicle.

## 5. CHECK ENGINE START

- 1. Turn ignition switch ON (READY).
- 2. Check if the engine starts.

## NOTE:

• Depressing the accelerator pedal with the shift lever in the P position will cause the engine to start.

## **OK: The engine starts.**

• Do not turn ignition switch ON (READY) and OFF repeatedly because this may cause DTC P3000-389 to be set.

## YES or NO

YES >> Leave vehicle in P position, and charge HV battery in idle status until idling stops.

NO >> Replace HV battery assembly. (Refer to HBB-119, "Removal and Installation").

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Description INFOID:000000005441342

The hybrid vehicle control ECU alerts the driver and performs fail-safe control based on error signals received from the battery smart unit.

This DTC is set if the HV battery is discharged excessively or the HV control system malfunctions.

#### NOTE:

If the HV battery voltage has dropped due to a malfunction in other components such as the inverter with converter assembly and the hybrid vehicle transmission assembly, recharging the HV battery will restore the voltage. If the HV battery voltage has dropped excessively after the vehicle was left for a long time, the HV battery will need to be replaced.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3000	389	HV Battery Malfunction	HV battery voltage drops	<ul><li>Engine assembly</li><li>Hybrid transaxle</li><li>HV battery</li></ul>

## Diagnosis Procedure

INFOID:0000000005441344

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.
- If the vehicle is stopped or parked with the shift lever in the N position for a long time, DTC P3000-389 may be set because the HV battery cannot be charged.
- When the engine cannot be started, DTC P3000-389 may be set because the HV battery cannot be charged.

>> GO TO 2.

## 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- Check DTC.

#### Result: DTCs other than P3000-388 or P3000-389 are output.

#### NOTF:

If the HV battery voltage has dropped due to a malfunction in other components (inverter with converter assembly, hybrid transaxle), recharge or replace the HV battery and then repair the malfunctioning part.

## Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

## 3. CHECK DTC OUTPUT (ENGINE CONTROL SYSTEM)

- Turn ignition switch ON.
- Check DTC.

### **Result: Engine control system DTCs are output.**

## Is DTC detected?

## < COMPONENT DIAGNOSIS > YES >> Go to Diagnosis Procedure relevant to output DTC. NO >> GO TO 4. Α 4. CHECK ENGINE START Turn ignition switch ON (READY). В 2. Check if the engine starts. NOTE: Depressing the accelerator pedal with the shift lever in the P position will cause the engine to start. **HBC** OK: The engine starts. **CAUTION:** D Do not turn ignition switch ON (READY) repeatedly after duplicating the problem symptom indicated by DTC P3000-389 and clearing the DTCs. This may cause another problem to occur. YES or NO Е YES >> Leave vehicle in P position, and charge HV battery in idle status until idling stops. NO >> GO TO 5. **5.**CHECK CRANKSHAFT PULLEY REVOLUTION (P POSITION) Refer to HBC-286, "Diagnosis Procedure". OK or NG OK >> GO TO 6. NG >> GO TO 6. **6.**CHECK CRANKSHAFT PULLEY REVOLUTION (N POSITION) Refer to HBC-286, "Diagnosis Procedure". OK or NG OK >> GO TO 8. NG >> GO TO 7. 7 REPAIR OR REPLACE ENGINE ASSEMBLY >> GO TO 4. K $oldsymbol{8}.$ REPLACE HYBRID TRANSAXLE NOTE: Refer to TM-35, "Removal and Installation". >> GO TO 4. Ν

Description INFOID:000000005441345

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

DTC Logic

## DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3000	603	HV Battery Malfunction	A HV battery inverter cooling system error signal is detected in the hybrid vehicle control ECU.	Hybrid vehicle control ECU     HV battery assembly

## Diagnosis Procedure

INFOID:0000000005441347

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

## Result: DTCs other than P3000-603 are output.

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

## 3.replace hybrid vehicle control ecu

Replace the hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

>> GO TO 4.

## 4.CLEAR DTC

- 1. Turn ignition switch ON.
- Check DTC.

## Result: DTC P0A09-591 is output.

>> GO TO 5.

## 5. RECONFIRM DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- 2. Check DTC.

## Result: DTCs other than P3000-603 are output.

## < COMPONENT DIAGNOSIS >

## Is DTC detected?

YES >> Replace HV battery assembly. (Refer to <u>HBB-127</u>, "Removal and Installation").

NO >> COMPLETED

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## P3004-131

Description INFOID:000000005441348

The SMRs (System Main Relay) are the relays that connect or disconnect the high voltage power system in accordance with commands from the hybrid vehicle control ECU.

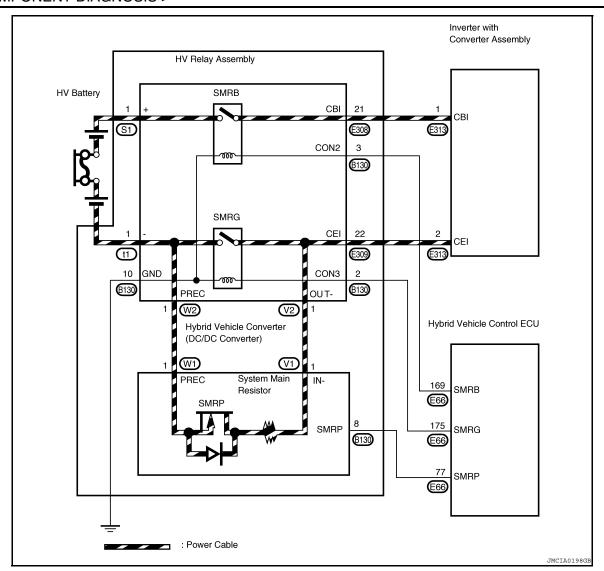
The SMR system is composed of three SMRs and one system main resistor. SMRB and SMRG are located on the HV relay assembly in the battery carrier under the HV battery. SMRP and the system main resistor are located in the hybrid vehicle converter (DC/DC converter) assembly in the battery carrier.

To connect to the high voltage power system, the vehicle will first turn on SMRP and SMRB to charge the vehicle through the system main resistor. Then, SMRP will be turned off after the SMRG is turned on. To shut off the high voltage power system, SMRB and SMRG are turned off.

When there is an open in the AMD line or IGCT line, the following DTCs are output:

Trouble area	Malfunction	DTC	Occurrence condition
	DC/DC converter malfunction	P0A08-264	May not occur
Onen in AMD line	Open in VLO, short to GND	P0A09-591	May not occur
Open in AMD line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs
Open in IGCT line	Open in NODD, short to GND	P0A09-265	Occurs
	Open in VLO, short to GND	P0A09-591	Occurs
	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs

P0AE6-225 is output first because the time required for diagnosis is the shortest.



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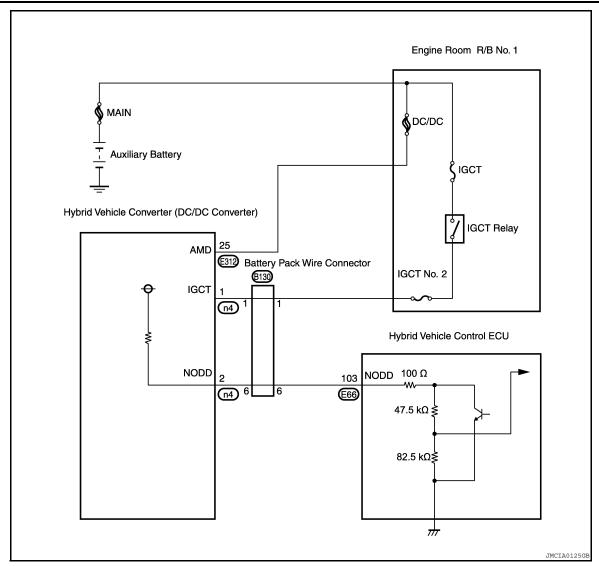
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DTC Logic

## DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3004	131	Power Cable Malfunction	The inverter voltage is not boosted during precharge (time from when SMRP turns on until when SMRG turns on).	HV relay assembly     Frame wire     Inverter with converter assembly     HV battery     Wire harness or connector     Hybrid vehicle converter (DC/DC converter)

## Diagnosis Procedure

INFOID:0000000005441350

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.

 Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- 2. Check DTC.

P0AE7-224, P0AE6-225 P0ADC-226, P0ADB-227

P0A95

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DTC No.	Related Part	
	Electric vehicle fuse circuit	D
	SMRP control line circuit	

SMRB control line circuit

IB sensor circuit

VH sensor circuit

Battery smart unit, VB sensor circuit

High-voltage power source line circuit

P0A1F, P3105, P0AFA
P0ABF, P0AC0, P0AC1, P0AC2

P3004-800, 801 P0A1A-156, 658, 151, 155, 659

P0A1B-511, 164, 163, 512, 193, 786, 788, 661

P0A78-266, 267, 523, 586, P0A94-442

#### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

## 3. CHECK FREEZE FRAME DATA

- Turn ignition switch ON.
- Check DTC.
- Read the freeze frame data for DTC P3004-131.

Result	Related Part
Inverter voltage (VH) is below 50 V and difference between HV battery voltage (PWR RESOURCE VB) and boost converter voltage (VL) is 50 V or less.	A
Other than above	В

#### A or B

A >> Replace inverter with converter assembly. (Refer to <u>HBC-636</u>, "Removal and Installation").

B >> GO TO 4.

## 4.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 5.

NG >> Connect securely.

5. CHECK CONDITION OF FRAME WIRE CONNECTION(S) (INVERTER WITH CONVERTER ASSEMBLY SIDE)

## **CAUTION:**

## Be sure to wear insulated gloves.

Turn ignition switch OFF and remove the service plug grip. (Refer to <u>HBC-630</u>, "<u>Precautions for Inspecting</u> the <u>Hybrid Control System</u>")

Revision: September 2009 HBC-495 2010 Altima HEV

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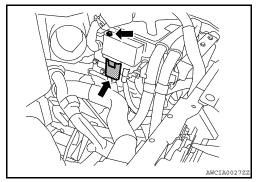
2. Check the connections between the frame wire and the inverter with converter assembly.

OK: The connectors are connected securely and there are no contact problems.

## OK or NG

OK >> GO TO 6.

NG >> Connect securely.



6. CHECK CONDITION OF FRAME WIRE CONNECTION(S) (HV RELAY ASSEMBLY SIDE)

#### **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Check the connections between the frame wire and the HV relay assembly.

#### NOTE:

For the removal and installation procedures related to inspection of the frame wire connection, (Refer to <u>HBB-127</u>, "Removal and <u>Installation</u>").

## Torque: 9.0 N\*m (92 kgf\*cm, 81 in.\*lbf)

- 1: Frame wire connector h3 (-)
- 2: Frame wire connector h4 (+)

#### OK or NG

OK >> GO TO 7.

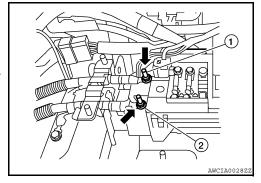
NG >> Connect securely.

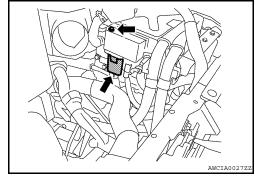
## 7. CHECK FRAME WIRE

## CAUTION:

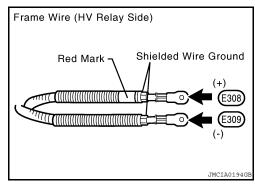
#### Be sure to wear insulated gloves.

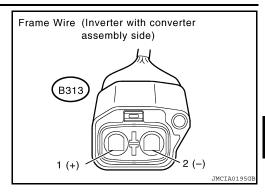
- 1. Check that the service plug grip is not installed.
- 2. Disconnect the frame wire from the inverter with converter assembly (Refer to <a href="https://HBC-636">HBC-636</a>, "Removal and Installation").
- 3. Disconnect the frame wire from the HV relay assembly (Refer to HBB-127, "Removal and Installation").





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





Frame Wire (Inverter with Converter Assembly Side)				Resistance
Harness connector	Terminal	Harness connector	Terminal	
E313	1 (High voltage +)	E308	21 (High voltage +)	Below 1Ω
E313	2 (High voltage –)	E309	22 (High voltage –)	Below 1Ω

OK or NG

OK >> GO TO 8.

NG >> Replace frame wire.

8. CHECK CONNECTOR CONNECTION CONDITION (BATTERY PACK WIRE CONNECTOR)

Refer to HBC-140, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 9.

NG >> Connect securely.

9. Check harness and connector (hybrid vehicle control ecu - battery pack wire connector)

## NOTE:

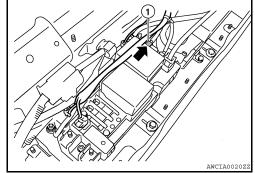
Be sure to wear insulated groves.

- 1. Check that the service plug grip is not installed.
- 2. Disconnect the E66 hybrid vehicle control ECU connector.
- 3. Disconnect the B130 battery pack wire connector (Refer to <u>HBB-119</u>, "Removal and Installation").

## NOTE:

Due to the time required to disconnect the HV relay assembly and hybrid vehicle converter (DC/DC converter) connectors, the battery pack wire resistance check should be performed before these connectors are disconnected.

- Battery pack wire connector B130 (1)



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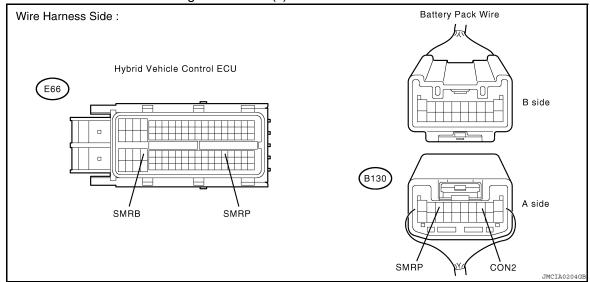
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Measure the resistance according to the value(s) in the table below.



Hybrid Vehicl	Hybrid Vehicle Control ECU		Battery Pack Wire	
Harness connector	Terminal	Harness connector	Terminal	Resistance
E66	169 (SMRB)	B130	3 (CON2)	Below 1Ω
200	77 (SMRP)	6130	8 (SMRP)	Below 1Ω

## OK or NG

OK >> GO TO 10.

NG >> Repair or replace harness or connector.

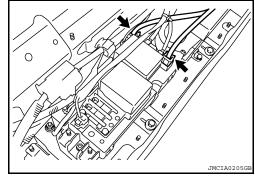
10.check condition of main battery cable connection(s)

#### **CAUTION:**

#### Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Check the connections between the main battery cable and the HV relay assembly.

DTC No.	Related Part
The connectors are connected securely and there are no contact problems.	А
The connectors are not connected securely.	В
The HV relay assembly connector is damaged.	С
The main battery cable is damaged.	D



#### NOTE:

The main battery cable and HV battery are supplied as one unit.

## A, B, C or D

A >> GO TO 11.

B >> Connect securely.

C >> Replace HV relay assembly. (Refer to <u>HBB-127</u>, "Removal and Installation").

D >> Replace HV battery assembly. (Refer to <u>HBB-119</u>, "Removal and Installation").

11. CHECK HV BATTERY ASSEMBLY

#### **CAUTION:**

## Be sure to wear insulated gloves.

Check that the service plug grip is not installed.

- 2. Disconnect the main battery cable from the HV relay assembly (Refer to <u>HBB-127</u>, "Removal and Installation").
- 3. Measure the voltage according to the value(s) in the table below.

Harness connector		Service plug grip		
Harness connector	Terminal	Component connector	Terminal	Voltage
s1	1	_	1	114 to 190V
t1	1	_	2	90 to 190V

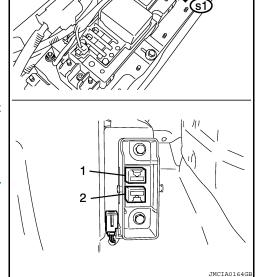
#### **CAUTION:**

Do not allow the probes of the electrical tester to contact each other during this inspection.

## OK or NG

OK >> GO TO 12.

NG >> Replace HV battery assembly. (Refer to <u>HBB-119</u>, "Removal and Installation").



12. Check connector connection condition (HV relay assembly connector)

#### CAUTION

Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-630</u>, "<u>Precautions for Inspecting the Hybrid Control System</u>").

#### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

2. Check the connections of the HV relay assembly connectors.

Result: The connectors are connected securely and there are no contact problems.

#### NOTE:

For the removal procedure of the HV relay assembly connector, (Refer to <u>HBB-127</u>, "Removal and Installation").

#### OK or NG

OK >> GO TO 13.

NG >> Connect securely.

13. Check harness and connector (HV relay assembly - battery pack wire connector)

#### **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Disconnect the n3 HV relay assembly connector.

HV Relay Assembly

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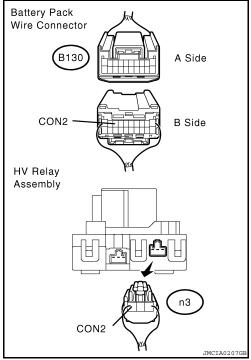
Measure the resistance according to the value(s) in the table below.

Battery pack wire connector		HV relay assembly		
Component connector	Terminal	Harness Terminal		Resistance
B130	3 (CON2)	n3	3 (CON2)	Below 1Ω

## OK or NG

OK >> GO TO 14.

NG >> Repair or replace harness or connector.



14. Check connector connection condition (hybrid vehicle converter connector)

Refer to HBC-140, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 15.

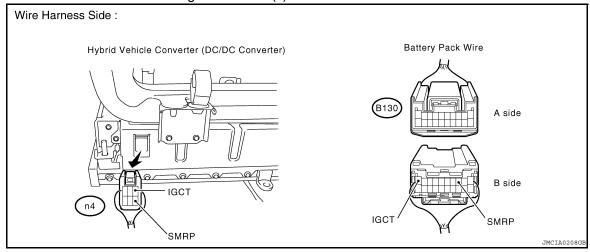
NG >> Connect securely.

15.check harness and connector (hybrid vehicle converter - battery pack wire connector)

## **CAUTION:**

## Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Disconnect the n4 hybrid vehicle converter (DC/DC converter) connector (Refer to <u>HBB-125, "Removal and Installation"</u>).
- 3. Measure the resistance according to the value(s) in the table below.



Battery pack wire		Hybrid vehicle converter (DC/DC converter)		Resistance
Component connector	Terminal	Harness connector	Terminal	ricolotarios
B130	8 (SMRP)	n4	4 (SMRP)	Below 1Ω

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## OK or NG

OK >> GO TO 16.

NG >> Repair or replace harness or connector.

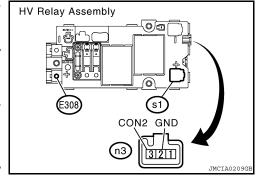
16. INSPECT HV RELAY ASSEMBLY (SMRB)

### **CAUTION:**

## Be sure to wear insulated gloves and protective goggles.

- 1. Check that the service plug grip is not installed.
- Remove the HV relay assembly from the vehicle (Refer to <u>HBB-127</u>, "Removal and Installation").
- Measure the resistance according to the value(s) in the table below.

HV relay assembly		HV relay assembly		
Component connector	Terminal	Component connector	Terminal	Resistance
E308	21	s1	1	Below $1\Omega$ When battery voltage (12 V) applied to terminals n3-2 and n3-3)



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

HV relay assembly		HV relay assembly		
Component connector	Terminal	Component connector	Terminal	Resistance
n3	3 (CON2)	n3	2 (GND)	18.8 to 32.1 Ω at -35 to 80°C (-31 to 176°F)

## OK or NG

OK >> GO TO 17.

NG >> Replace hv relay assembly. (Refer to HBB-127, "Removal and Installation")

## 17. CHECK FOR INTERMITTENT PROBLEM

#### NOTE

If DTC P3004-131 is output again after performing the inspection, replace the hybrid vehicle converter (DC/DC converter). If DTC P3004-131 is not output, replace the HV relay assembly.

#### YES or NO

YES >> Replace hybrid vehicle converter. (Refer to HBB-125, "Removal and Installation").

NO >> Replace hv relay assembly. (Refer to <u>HBB-127</u>, "Removal and Installation").

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## P3004-132

Description INFOID:000000005441351

The SMRs (System Main Relay) are the relays that connect or disconnect the high voltage power system in accordance with commands from the hybrid vehicle control ECU.

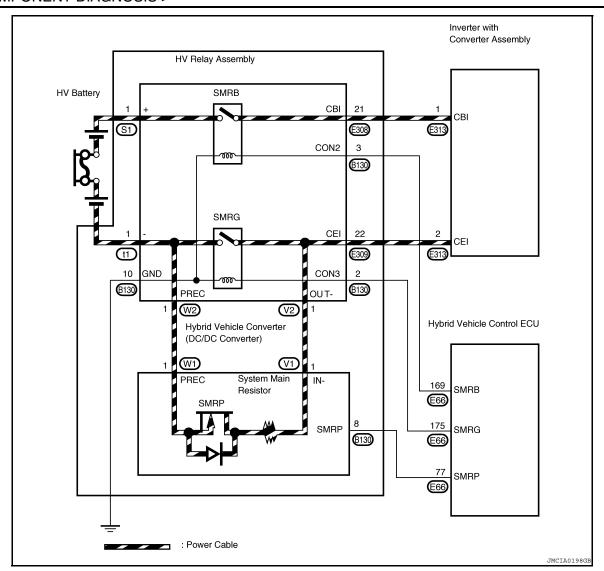
The SMR system is composed of three SMRs and one system main resistor. SMRB and SMRG are located on the HV relay assembly in the battery carrier under the HV battery. SMRP and the system main resistor are located in the hybrid vehicle converter (DC/DC converter) assembly in the battery carrier.

To connect to the high voltage power system, the vehicle will first turn on SMRP and SMRB to charge the vehicle through the system main resistor. Then, SMRP will be turned off after the SMRG is turned on. To shut off the high voltage power system, SMRB and SMRG are turned off.

When there is an open in the AMD line or IGCT line, the following DTCs are output:

Trouble area	Malfunction	DTC	Occurrence condition
Open in AMD line	DC/DC converter malfunction	P0A08-264	May not occur
	Open in VLO, short to GND	P0A09-591	May not occur
	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs
Open in IGCT line	Open in NODD, short to GND	P0A09-265	Occurs
	Open in VLO, short to GND	P0A09-591	Occurs
	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs

P0AE6-225 is output first because the time required for diagnosis is the shortest.



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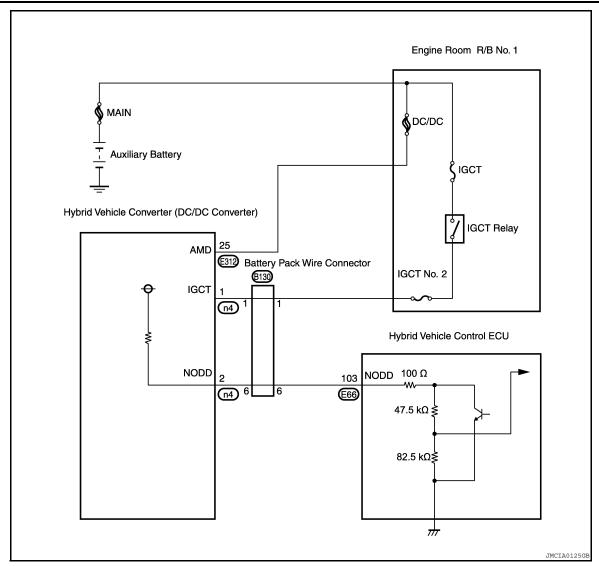
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DTC Logic

## DTC DETECTION LOGIC

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3004	132	Power Cable Malfunction	The inverter is not precharged	<ul> <li>HV relay assembly</li> <li>Frame wire</li> <li>Inverter with converter assembly</li> <li>HV battery</li> <li>Wire harness or connector</li> </ul>

## Diagnosis Procedure

INFOID:0000000005441353

## 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT

Turn ignition switch ON.

Check DTC.

DTC No.	Related Part
P0A95	Electric vehicle fuse circuit
P0AE7-224, P0AE6-225	SMRP control line circuit
P0ADC-226, P0ADB-227	SMRB control line circuit
P0A1F, P3105, P0AFA	Battery smart unit circuit, VB sensor circuit
POABF, POACO, POAC1, POAC2	IB sensor circuit
P3004-131, 800, 801	High-voltage power source line circuit
P0A1A-156, 658, 151, 155, 659, P0A1B-511, 164, 163, 512, 193, 786, 788, 661 P0A78-266, 267, 523, 586, P0A94-442	VH sensor circuit

# Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3. CHECK FREEZE FRAME DATA

- Turn ignition switch ON.
- Check DTC.
- Read the freeze frame data for DTC P3004-132.

Result	Proceed to
Difference between HV battery voltage (PWR RESOURCE VB) and boost converter voltage (VL) is 50V or less, difference between HV battery voltage (PWR RESOURCE VB) and inverter voltage (VH) is more than 70V, and difference between boost converter voltage (VL) and inverter voltage (VH) is more than 90V.	А
HV battery current (IB) is 3 A or more.	В
Other than above	С

# A, B or C

>> Replace inverter with converter assembly. (Refer to HBC-636, "Removal and Installation"). Α

В >> Go to Diagnosis Procedure relevant to output DTC. (P3004-800)

C >> GO TO 4.

# 4. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 5.

NG >> Connect securely.

# ${f 5.}$ CHECK CONDITION OF FRAME WIRE CONNECTION(S) (INVERTER WITH CONVERTER ASSEMBLY SIDE)

# **CAUTION:**

# Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to HBC-630, "Precautions for Inspecting the Hybrid Control System").

### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

**HBC-505** 2010 Altima HEV Revision: September 2009

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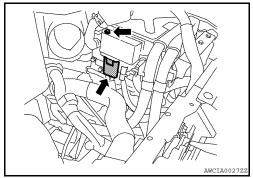
Check the connections between the frame wire and the inverter with converter assembly.

OK: The connectors are connected securely and there are no contact problems.

## OK or NG

OK >> GO TO 6.

NG >> Connect securely.



6. CHECK CONDITION OF FRAME WIRE CONNECTION(S) (HV RELAY ASSEMBLY SIDE)

### **CAUTION:**

# Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Check the connections between the frame wire and the HV relay assembly.

### NOTE:

For the removal and installation procedures related to inspection of the frame wire connection, (Refer to <u>HBB-127</u>. "Removal and Installation").

- 1: Frame wire connector h3 (-)
- 2: Frame wire connector h4 (+)



### OK or NG

OK >> GO TO 7.

NG >> Connect securely.

# 7. CHECK FRAME WIRE

Refer to HBC-494, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 8.

NG >> Replace frame wire.

# 8.check connector connection condition (battery pack wire connector)

Refer to HBC-140, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 9.

NG >> Connect securely.

# 9. Check harness and connector (hybrid vehicle control ecu - battery pack wire connector)

Refer to HBC-494, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 10.

NG >> Repair or replace harness or connector.

# 10. CHECK CONDITION OF MAIN BATTERY CABLE CONNECTION(S)

Refer to HBC-494, "Diagnosis Procedure".

# A, B, C or D

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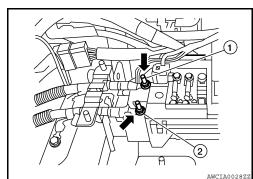
A >> GO TO 11.

B >> Connect securely.

>> Replace HV relay assembly. (Refer to HBB-127, "Removal and Installation").

D >> Replace HV battery assembly. (Refer to <u>HBB-119</u>, "Removal and Installation").

11. CHECK HV BATTERY ASSEMBLY



Refer to HBC-494, "Diagnosis Procedure".

## OK or NG

OK >> GO TO 12.

NG >> Replace HV battery assembly. (Refer to HBB-119, "Removal and Installation").

12. CHECK CONNECTOR CONNECTION CONDITION (HV RELAY ASSEMBLY CONNECTOR)

Refer to HBC-494, "Diagnosis Procedure"

### OK or NG

OK >> GO TO 13.

NG >> Connect securely.

13. CHECK HARNESS AND CONNECTOR (HV RELAY ASSEMBLY - BATTERY PACK WIRE CONNEC-TOR)

Refer to HBC-494, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 14.

NG >> Repair or replace harness or connector.

14. Check connector connection condition (hybrid vehicle converter connector)

Refer to HBC-140, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 15.

NG >> Connect securely.

15.check harness and connector (hybrid vehicle converter - battery pack wire CONNECTOR)

Refer to HBC-494, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 16.

NG >> Repair or replace harness or connector.

# 16. INSPECT HV RELAY ASSEMBLY (SMRB)

Refer to HBC-494, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 17.

NG >> Replace hv relay assembly. (Refer to HBB-127, "Removal and Installation").

# 17.CLEAR DTC

- Turn ignition switch ON.
- Read and record the DTCs and freeze frame data.
- Clear the DTCs.

>> GO TO 18.

# 18. CHECK FOR INTERMITTENT PROBLEM

- Check for intermittent incident (Refer to GI-42, "Intermittent Incident").
- Turn ignition switch ON (READY).
- 3. Check DTC.

Result	Proceed to
DTC P 3004-131 is output (SMRP may remain off).	A
DTC P3004-132 is output.	В
No DTC is output.	С

### A, B or C

- >> Go to Diagnosis Procedure relevant to output DTC. (P3004-131) Α
- >> Replace inverter with converter assembly. (Refer to HBC-636, "Removal and Installation"). В

**HBC-507** 2010 Altima HEV Revision: September 2009

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C >> Replace inverter with converter assembly. (Refer to <u>HBC-636</u>, "Removal and Installation").

# P3004-133

Description INFOID:0000000005618299

The hybrid vehicle control ECU monitors its internal operation and detects malfunctions.

**DTC** Logic INFOID:0000000005618300

### DTC DETECTION LOGIC

When the hybrid vehicle control ECU detects that the HV battery has received too much charge, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3004	133	Power Cable Malfunction	A high-voltage wiring system error signal is detected in the hybrid vehicle control ECU	Hybrid vehicle control ECU

# Diagnosis Procedure

# 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- Turn ignition switch ON.
- Check DTC.

### Are DTCs other than P3004-133 detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation"). **HBC** 

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# P3004-800, P3004-801

Description INFOID:000000005441354

The SMRs (System Main Relay) are the relays that connect or disconnect the high voltage power system in accordance with commands from the hybrid vehicle control ECU.

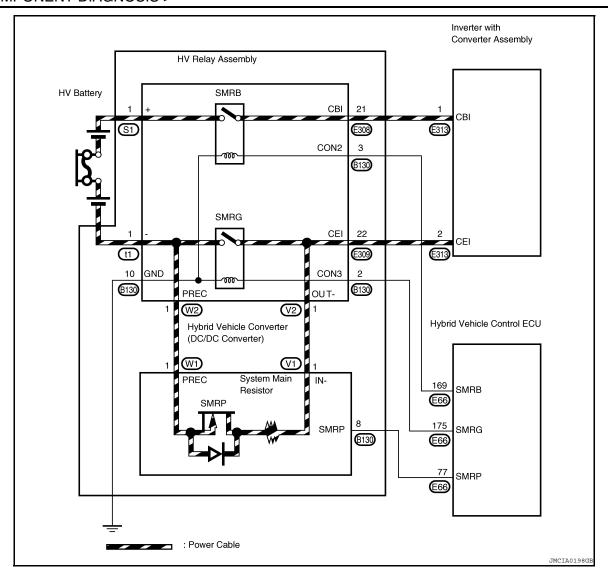
The SMR system is composed of three SMRs and one system main resistor. SMRB and SMRG are located on the HV relay assembly in the battery carrier under the HV battery. SMRP and the system main resistor are located in the hybrid vehicle converter (DC/DC converter) assembly in the battery carrier.

To connect to the high voltage power system, the vehicle will first turn on SMRP and SMRB to charge the vehicle through the system main resistor. Then, SMRP will be turned off after the SMRG is turned on. To shut off the high voltage power system, SMRB and SMRG are turned off.

When there is an open in the AMD line or IGCT line, the following DTCs are output:

Trouble area	Malfunction	DTC	Occurrence condition
	DC/DC converter malfunction	P0A08-264	May not occur
Onen in AMD line	Open in VLO, short to GND	P0A09-591	May not occur
Open in AMD line	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs
Open in IGCT line	Open in NODD, short to GND	P0A09-265	Occurs
	Open in VLO, short to GND	P0A09-591	Occurs
	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs

P0AE6-225 is output first because the time required for diagnosis is the shortest.



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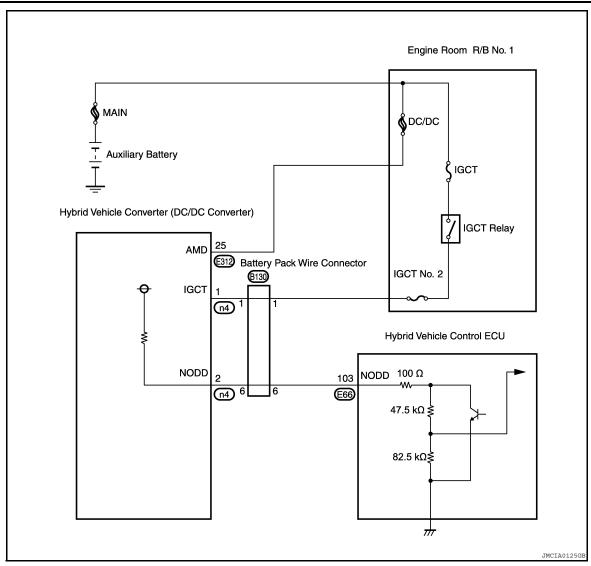
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DTC Logic

# DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
<b>D</b>	800	Power Cable Malfunction	Excessive overcurrent occurs during precharge (time from when SMRP turns on until when SMRG turns on).	Wire harness or connector     Air conditioning harness assembly     Compressor with motor assembly     Inverter with converter assembly
P3004	801		Minimal overcurrent occurs during precharge (time from when SMRP turns on until when SMRG turns on).	<ul> <li>HV relay assembly</li> <li>Floor wire</li> <li>Hybrid vehicle converter (DC/DC converter)</li> <li>Hybrid vehicle control ECU</li> </ul>

# Diagnosis Procedure

INFOID:0000000005441356

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.

 Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Related part
P0A09-265, P0A10-263	Hybrid vehicle converter circuit
P0AFA, P0A1F, P3105	VB sensor circuit, battery smart unit circuit
P0ABF, P0AC0, P0AC1, P0AC2	IB sensor circuit

### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 4.

NG >> Connect securely.

4. CHECK ELECTRIC COMPRESSOR

### **CAUTION:**

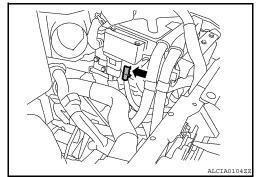
### Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip. (Refer to <u>HBC-630</u>, "<u>Precautions for Inspecting the Hybrid Control System"</u>)

### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

 Disconnect the air conditioning harness from the inverter with converter assembly (Refer to <u>HBC-636</u>, "Removal and Installation").



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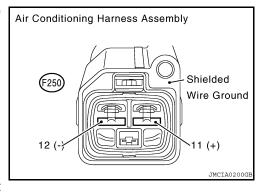
Measure the resistance according to the value(s) in the table below.

Air conditioning harness assembly		Air conditioning harness assembly		Resistance
Harness connector	Terminal	Harness connector Terminal		riesistance
F250	11	F250	12	100 kΩ or higher

# NOTE:

- Do not use a megohmmeter.
- Make sure that the tester probes are connected to the correct terminals.

# OK or NG



Revision: September 2009 HBC-513 2010 Altima HEV

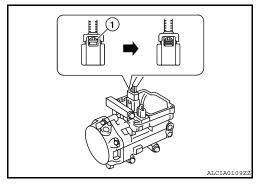
OK >> GO TO 6. NG >> GO TO 5.

# 5.CHECK AIR CONDITIONING HARNESS ASSEMBLY

# **CAUTION:**

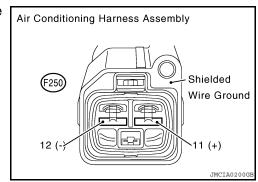
# Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Disconnect the air conditioning harness from the compressor with motor assembly.
- Green lock (1)



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

Air conditioning harness assembly		Air conditioning harness assembly		Resistance
Harness connector	Terminal	Harness connector Terminal		riesisiance
F250	11	F250	12	10 M $\Omega$ or higher



# OK or NG

OK >> Replace electric compressor.

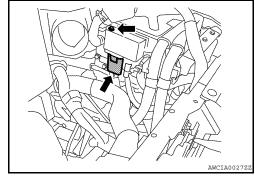
NG >> Replace air conditioning harness assembly.

6. CHECK FRAME WIRE

# **CAUTION:**

# Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Remove the compressor fuse cover from the inverter with converter assembly.
- 3. Disconnect the frame wire from the inverter with converter assembly (Refer to <a href="https://HBC-636">HBC-636</a>, "Removal and Installation").
- 4. Disconnect the frame wire from the HV relay assembly (Refer to HBB-127, "Removal and Installation").

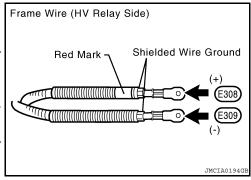


# P3004-800, P3004-801

# < COMPONENT DIAGNOSIS >

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

Frame wire (	HV relay side)	Frame wire (HV relay side)		
Harness connector	Terminal	Harness Terminal		Resistance
E308	21 (High volt- age +)	E309	22 (High volt- age –)	10 kΩ or high- er



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# OK or NG

OK >> GO TO 7.

NG >> Replace frame wire.

7.check connector connection condition (battery pack wire connector)

Refer to HBC-140, "Diagnosis Procedure".

### OK or NG

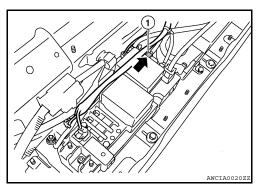
OK >> GO TO 8.

NG >> Connect securely.

# 8. CHECK HARNESS AND CONNECTOR

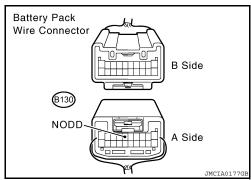
1. Turn ignition switch OFF.

2. Disconnect the B130 battery pack wire connector (1) (Refer to HBB-119, "Removal and Installation").



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

Battery pack wire connector		Ground	Resistance	
Harness connector	ness connector Terminal		riesistance	
B130	6 (NODD)	Ground	120 to 140 kΩ	



# OK or NG

OK >> GO TO 9. NG >> GO TO 13.

9.check connector connection condition (hybrid vehicle converter connector)

Refer to HBC-140, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 10.

NG >> Connect securely.

10.check harness and connector (hybrid vehicle converter - battery pack wire connector)

# **CAUTION:**

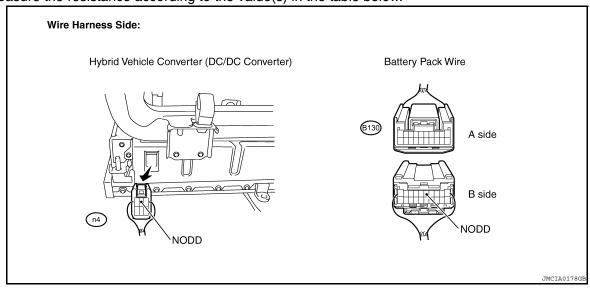
### Be sure to wear insulated gloves.

Check that the service plug grip is not installed.

2. Disconnect the n4 hybrid vehicle converter (DC/DC converter) connector (Refer to <u>HBB-125, "Removal and Installation"</u>).

Revision: September 2009 HBC-515 2010 Altima HEV

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



Battery pack wire		Hybrid vehicle converter (DC/DC converter)		Resistance
Component connector	Terminal	Harness connector	Terminal	riesistance
B130	6 (NODD)	n4	2 (NODD)	Below 1Ω

Battery	pack wire		
Component connector	Terminal	Ground	Resistance
B130	6 (NODD)	Ground	10 k $\Omega$ or higher

Hybrid vehic (DC/DC c		Ground	Resistance	
Harness connector	Terminal			
n4	2 (NODD)	Ground	10 k $\Omega$ or higher	

# OK or NG

OK >> GO TO 11.

NG >> Repair or replace harness or connector.

11. CHECK HYBRID VEHICLE CONVERTER

# **CAUTION:**

# Be sure to wear insulated gloves.

1. Check that the service plug grip is not installed.

2. Disconnect the hybrid vehicle converter (DC/DC converter) connectors from the HV relay assembly (Refer to <u>HBB-125</u>, "Removal and Installation").

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

Fram	Frame Wire Frame Wire		ne Wire	
Component connector	Terminal	Component connector	Terminal	Resistance
v1	1 (High volt- age –)	v3	1 (High volt- age +)	100 k $\Omega$ or higher
v3	1 (High volt- age +)	w1	1 (High volt- age pre- charge)	1 MΩ or higher

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### NOTE:

- Do not use a megohmmeter.
- Make sure that the tester probes are connected to the correct terminals.

# OK or NG

OK >> GO TO 12

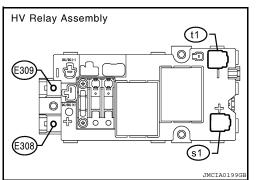
NG >> Replace hybrid vehicle converter. (Refer to <u>HBB-125, "Removal and Installation")</u>

12. CHECK HV RELAY ASSEMBLY

### **CAUTION:**

### Be sure to wear insulated gloves.

- 1. Check that the service plug grip is not installed.
- 2. Disconnect the high voltage connectors from the HV relay assembly (Refer to <u>HBB-127</u>, "Removal and Installation").



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

HV relay	assembly	HV relay assembly		
Component connector	Terminal	Component connector	Terminal	Resistance
E308	21	E309	22	10 k $\Omega$ or higher

# SMRB E308 SMRP PCU T SMRG E309

### OK or NG

OK

>> Replace inverter with converter assembly. (Refer to HBC-636, "Removal and Installation").

NG >> Replace HV relay assembly. (Refer to <u>HBB-127</u>, "Removal and Installation")

# 13.check harness and connector (hybrid vehicle control ecu - battery pack wire connector)

- Turn ignition switch OFF.
- 2. Disconnect the E66 hybrid vehicle control ECU connector.

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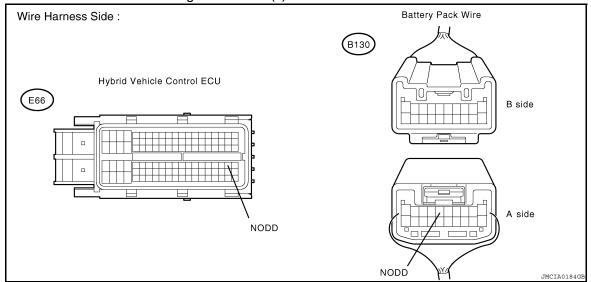
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3. Measure the resistance according to the value(s) in the table below.



Check for open

Hybrid vehicl	e control ECU	Battery pack wire		
Harness connector	Terminal	Harness connector	Terminal	Resistance
E66	6 (NODD)	B130	103 (NODD)	Below 1 Ω

### Check for short

Battery <sub>I</sub>	oack wire		
Harness connector	Terminal	Ground	Resistance
B130	6 (NODD)	Ground	10 kΩ or higher

Hybrid vehic	cle converter			
Harness connector	Terminal	Ground	Resistance	
n4	2 (NODD)	Ground	10 kΩ or higher	

# OK or NG

OK >> Replace hybrid vehicle control ECU. (Refer to <u>HBC-641</u>, "Removal and Installation").

NG >> Repair or replace harness or connector.

# P3004-803

Description INFOID:000000005441357

The SMRs (System Main Relay) are the relays that connect or disconnect the high voltage power system in accordance with commands from the hybrid vehicle control ECU.

The SMR system is composed of three SMRs and one system main resistor. SMRB and SMRG are located on the HV relay assembly in the battery carrier under the HV battery. SMRP and the system main resistor are located in the hybrid vehicle converter (DC/DC converter) assembly in the battery carrier.

To connect to the high voltage power system, the vehicle will first turn on SMRP and SMRB to charge the vehicle through the system main resistor. Then, SMRP will be turned off after the SMRG is turned on. To shut off the high voltage power system, SMRB and SMRG are turned off.

When there is an open in the AMD line or IGCT line, the following DTCs are output:

Trouble area	Malfunction	DTC	Occurrence condition
Open in AMD line	DC/DC converter malfunction	P0A08-264	May not occur
	Open in VLO, short to GND	P0A09-591	May not occur
	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs
Open in IGCT line	Open in NODD, short to GND	P0A09-265	Occurs
	Open in VLO, short to GND	P0A09-591	Occurs
	IDH frequency error	P2519-766	Occurs
	Open in SMRP, short to GND	P0AE6-225	Occurs

P0AE6-225 is output first because the time required for diagnosis is the shortest.

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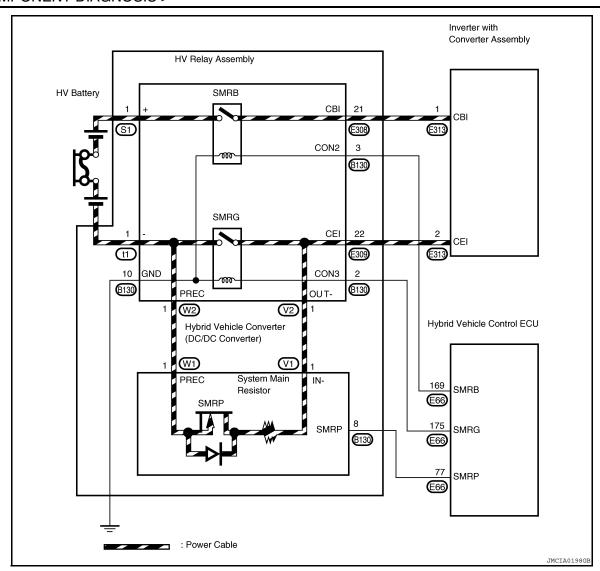
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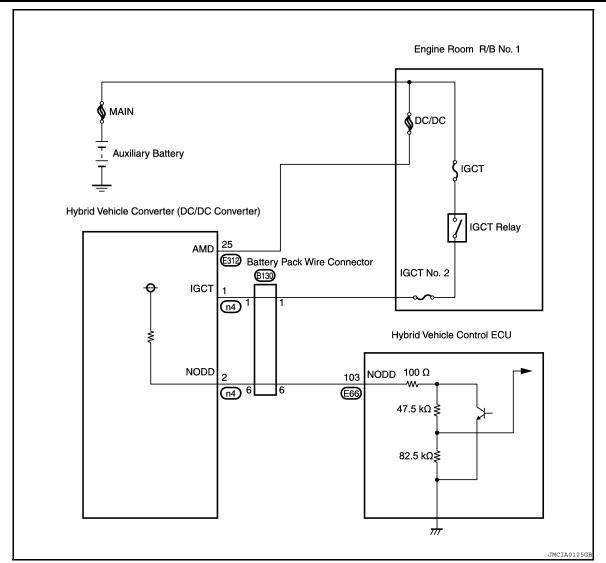
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DTC Logic

# DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3004	803	Power Cable Malfunction	While the ignition switch ON (READY), the voltage in the inverter with converter assembly (VL, VH) decreases.	Wire harness or connector     HV relay assembly

# Diagnosis Procedure

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# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

DTC No.	Relevant Part
P0A95, P0AFA	Open in electric vehicle fuse
P0ADF-229, P0AE0-228	SMRG control line
P0ADC-226, P0ADB-227	SMRB control line
P0A1A-156, 658, 659, 151, 155, P0A1B-511, 164, 163, 512, 193, 786, 788, 661, P0A78-266, 267, 523, 586, P0A94-442	VH sensor circuit

### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3.CLEAR DTC

- 1. Turn ignition switch ON.
- 2. Read and record the DTCs and freeze frame data.
- 3. Clear DTC.

>> GO TO 4.

# 4. RECONFIRM DTC OUTPUT

1. Turn ignition switch ON (READY), move the shift lever to the D position, and depress both the accelerator pedal and brake pedal.

### NOTE:

- Depressing both the accelerator pedal and brake pedal causes the HV battery current to flow and can be used to check that there is no problem with the high-voltage wiring.
- Depressing both the accelerator pedal and brake pedal causes "ACCEL & BRK" in the inappropriate operation history data to be counted.
- Check DTC.

Result	Proceed to
P3004-803 is output, or no DTCs are output.	A
Ignition switch is not turned ON (READY) and P3004-131 is output.	В

### A or B

A >> GO TO 5.

B >> Go to Diagnosis Procedure relevant to output DTC. (P3004-131)

5.check connector connection condition (hybrid vehicle control ecu connector)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 6.

NG >> Connect securely.

6.CHECK CONNECTOR CONNECTION CONDITION (BATTERY PACK WIRE CONNECTOR)

Refer to HBC-140, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 7.

NG >> Connect securely.

7.CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - BATTERY PACK WIRE CONNECTOR)

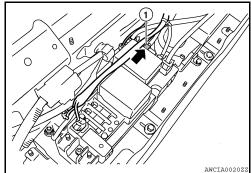
### CAUTION:

Be sure to wear insulated gloves.

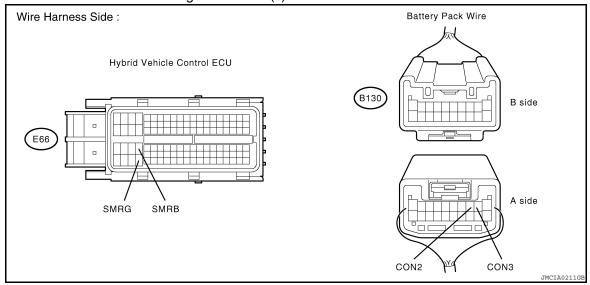
- 1. Turn ignition switch OFF and remove the service plug grip. (Refer to <u>HBC-631, "Precautions for the Hybrid Control System Activation")</u>
- 2. Disconnect the E66 hybrid vehicle control ECU connector.
- 3. Disconnect the B130 battery pack wire connector (1) (Refer to HBB-119, "Removal and Installation").

### NOTE:

It takes time to disconnect the HV relay assembly and hybrid vehicle converter (DC/DC converter) connectors. Battery pack wire resistance check should be performed before these connectors are disconnected.



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



Hybrid vehicl	e control ECU	Battery pack wire		
Harness connector	Terminal	Harness connector	Terminal	Resistance
E66	169 (SMRB)	B130	3 (CON2)	Below 1 Ω
Loo	175 (SMRG)	D130	2 (CON3)	Delow 1 22

# OK or NG

OK >> GO TO 8.

NG >> Repair or replace harness or connector.

8.CHECK CONNECTOR CONNECTION CONDITION (HV RELAY ASSEMBLY CONNECTOR)

Refer to HBC-494, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 9.

NG >> Connect securely.

9.CHECK HARNESS AND CONNECTOR (HV RELAY ASSEMBLY - BATTERY PACK WIRE CONNECTOR)

1. Check that the service plug grip is not installed.

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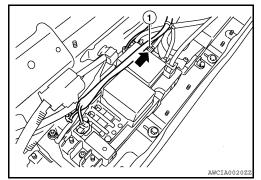
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Disconnect the n3 HV relay assembly connector. NOTE:

For the removal and installation procedures related to the HV relay assembly connector, (Refer to <u>HBB-127</u>, "Removal and Installation").



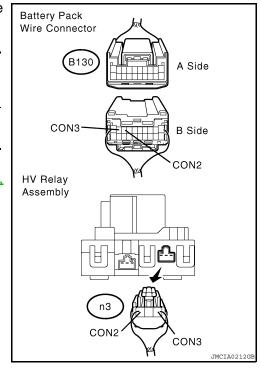
3. Measure the resistance according to the value(s) in the table below.

Battery pack wire connector		HV relay assembly		
Component connector	Terminal	Harness connector	Terminal	Resistance
B130	3 (CON2)	n3	3 (CON2)	Below 1 Ω
B130	2 (CON3)	113	1 (CON3)	Delow 1 72

# OK or NG

OK >> Replace hv relay assembly. (Refer to <u>HBB-127.</u> "Removal and Installation").

NG >> Repair or replace harness or connector.



# P3108-535, P3108-536, P3108-538

# < COMPONENT DIAGNOSIS >

# P3108-535, P3108-536, P3108-538

Description INFOID:0000000005441360

The hybrid vehicle control ECU detects a wiring malfunction in the serial communication line between the hybrid vehicle control ECU and the electric compressor.

DTC Logic

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3108	535		Serial communication malfunction	Wire harness or connector
P3108	536	A/C Amplifier Communication Circuit Malfunction	Compressor inverter malfunction	Electric compressor
P3108	538		Open in STB signal circuit	Hybrid vehicle control ECU

### NOTE:

DTC P3108-535 may be stored due to an open circuit in the SMRB circuit or SMRG circuit.

# Diagnosis Procedure

1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant diagnosis	
P0ADB-227, P0ADC-226	SMRB circuit	
P0ADF-229, P0AE0-228	SMRG circuit	

# Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# ${f 3.}$ CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - ELECTRIC COMPRESSOR)

- 1. Disconnect the E65 hybrid vehicle control ECU connector.
- Disconnect the F85 electric compressor connector.
- 3. Turn ignition switch ON.
- Measure the voltage according to the value(s) in the table below.

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Hybrid vehicle	control ECII		
Hybrid veriicie	Hybrid vehicle control ECU		Voltage
Harness connector	Terminal	Ground	Voltage
E65	55 (CLK)		Below 1 V
	54 (ITE)	Ground	
	53 (ETI)	Ground	
	56 (STB)		

### NOTE:

Turn ignition switch ON with the hybrid vehicle control ECU connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- 5. Turn ignition switch OFF.
- 6. Measure the resistance according to the value(s) in the table below.

Hybrid vehic	le control ECU	Compressor with	n motor assembly	
Harness connector	Terminal	Harness connector	Terminal	Resistance
	55 (CLK)		1 (CLK)	
E65	54 (ITE)	2 (DIN)	Below 1 Ω	
L03	53 (ETI)	F85 –	3 (DOUT)	Delow 1 22
	56 (STB)		4 (STBI)	

Hybrid vehicle control ECU		Ground	Resistance
Harness connector Terminal		Ground	
	55 (CLK)	Ground	10 kΩ or higher
E65	54 (ITE)		
E03	53 (ETI)	Ground	
	56 (STB)		

Compressor with motor assembly		0	Danistana
Harness connector	Terminal	Ground	Resistance
F85	1 (CLK)		10 kΩ or higher
	2 (DIN)	Ground	
	3 (DOUT)	Ground	
	4 (STBI)		

# OK or NG

OK >> GO TO 4.

NG >> Repair or replace harness or connector.

# 4. CHECK HYBRID VEHICLE CONTROL ECU

- 1. Turn ignition switch OFF.
- 2. Connect the hybrid vehicle control ECU connector.

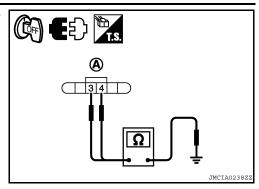
# P3108-535, P3108-536, P3108-538

# < COMPONENT DIAGNOSIS >

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

Compressor with motor assembly (A)		Ground	Resistance
Harness connector	Terminal	around	riesisiance
F85	3 (DOUT)	- Ground 10 kΩ or h	10 kO or higher
F03	4 (STBI)		10 K22 or nigher

4. Turn ignition switch ON.



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

Compressor with motor assembly (A)		Ground	Voltage
Harness connector Terminal		around	
F85	1 (CLK)	Ground	10 to 14 V
1 03	2 (DIN)	Ground	10 10 14 V

# NOTE:

Turn ignition switch ON with the hybrid vehicle control ECU connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

# OK or NG

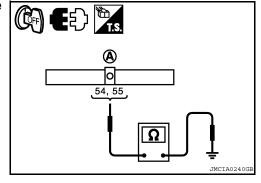
OK >> GO TO 5.

NG >> Replace hybrid vehicle control ECU. (Refer to <u>HBC-641</u>, "Removal and Installation").

# 5. CHECK ELECTRIC COMPRESSOR

- 1. Turn ignition switch OFF.
- Connect the electric compressor.
- 3. Disconnect the E65 hybrid vehicle control ECU connector.
- 4. Measure the resistance according to the value(s) in the table below.

Hybrid vehicle control ECU (A)		Ground	Resistance
Harness connector	Terminal	Ground	riesistarice
E65	55 (CLK)	Ground	10 kΩ or higher
	54 (ITE)	Ground	



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- Turn ignition switch ON.
- 6. Measure the voltage according to the value(s) in the table below.

Hybrid vehicle of	control ECU (A)	Ground	Voltogo	
Harness connector	Terminal	Ground	Voltage	
E65	53 (ETI)	Ground	10 to 14 V	
203	56 (STB)	Giodila	10 10 14 V	

### NOTE:

Turn ignition switch ON with the hybrid vehicle control ECU connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

### OK or NG

OK >> GO TO 6.

Revision: September 2009 HBC-527 2010 Altima HEV

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# P3108-535, P3108-536, P3108-538

# < COMPONENT DIAGNOSIS >

NG >> Replace electric compressor.

# 6. REPLACE HYBRID VEHICLE CONTROL ECU

Replace the hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

>> GO TO 7.

# 7.CLEAR DTC

- 1. Turn ignition switch ON.
- 2. Read and record the DTCs and freeze frame data.
- Clear DTC.

>> GO TO 8.

# 8. RECONFIRM DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

Result: DTC P3108-535 or 538 is output.

# Is DTC detected?

YES >> Replace electric compressor.

NO >> COMPLETED

# P3110-139, P3110-223

Description INFOID:0000000005441363

The hybrid vehicle control ECU monitors the IGCT relay and detects malfunctions.

DTC Logic

# DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3110	139	IGCT Relay Malfunction	There is a short to +B in the IGCT relay or the IGCT relay is stuck closed.	Wire harness or connector     IGCT relay
	223		The IGCT relay remains stuck closed.	Hybrid vehicle control ECU

# Diagnosis Procedure

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.
- If the battery voltage is applied to terminal +B, +B2, or MREL of the hybrid vehicle control ECU, even though the ignition switch OFF, the circuit is shorted to +B.

>> GO TO 2.

# 2.INSPECT RELAY (IGCT RELAY)

- Remove the IGCT relay.
- 2. Measure the resistance according to the value(s) in the table below.

IGCT relay					_	
Component connector	Terminal	Component connector	Terminal	Conditions	Resistance	
				No current supply	10 kΩ or higher	
V - 1	3	V - 1	5	Apply battery voltage between 1 and 2	Below 1 Ω	

### OK or NG

OK >> GO TO 3.

NG >> Replace IGCT relay.

# $\bf 3.$ CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - HIGH VOLTAGE FUSE AND FUSIBLE LINK BOX)

- 1. Disconnect the E66 hybrid vehicle control ECU connector.
- Remove the IGCT relay from the high voltage fuse and fusible link box.
- Turn ignition switch ON.
- Measure the voltage according to the value(s) in the table below.

### NOTE:

Turn ignition switch ON with the hybrid vehicle control ECU connectors disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

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# P3110-139, P3110-223

# < COMPONENT DIAGNOSIS >

Hybrid vehicl	e control ECU	Ground	Voltage
Connector	Terminal	Ground	Voltage
	166 (MREL)	Ground	Below 1 V
E66	174 (VBR1)		
	168 (VBR2)		

# OK or NG

>> Replace hybrid vehicle control ECU. (Refer to <u>HBC-641, "Removal and Installation"</u>). >> Repair or replace harness or connector. OK

NG

# P3136-914, P3136-915, P3136-916

Description INFOID:0000000005441366

The hybrid vehicle control ECU monitors the connection status of the air bag diagnosis sensor unit (ACU) (communication) line. If the ECU detects a malfunction, it will alert the driver.

DTC Logic INFOID:0000000005441367

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
	914	ACU Communication Circuit	The pulse signal sent from ACU is not in the normal pattern.	ACU communication line     ACU     Hybrid vehicle control ECU
P3136	915	ACU Communication Circuit Low	An excessively low voltage from ACU is sent to hybrid vehicle control ECU.	ACU communication line     ACU     Hybrid vehicle control ECU
	916	ACU Communication Circuit High	An excessively high voltage from ACU is sent to hybrid vehicle control ECU.	<ul><li>ACU communication line</li><li>ACU</li><li>Hybrid vehicle control ECU</li></ul>

# DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 10 seconds.
- Check DTC.

# Is DTC detected?

>> Go to HBC-531, "Diagnosis Procedure". YES

NO >> INSPECTION END

# Diagnosis Procedure

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC FOR ACU

- Turn ignition switch ON.
- Check DTC for ACU. Refer to SRC-14, "CONSULT-III Function (AIR BAG)".

### Is DTC detected?

YES >> Go to diagnosis procedure relevant to output DTC.

NO >> GO TO 3.

**HBC-531** 2010 Altima HEV Revision: September 2009

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# P3136-914, P3136-915, P3136-916

# < COMPONENT DIAGNOSIS >

# $3. \mathsf{CHECK}$ HARNESS BETWEEN HYBRID VEHICLE CONTROL ECU AND ACU

- 1. Turn ignition switch OFF.
- 2. Disconnect hybrid vehicle control ECU harness connector E66.
- Disconnect ACU harness connector M35.
- 4. Measure the resistance according to the value(s) in the table below.

### Check for open

Hybrid vehicle control ECU		ACU		
Harness connector	Terminal	Harness connector	Terminal	Resistance
E66	138 (IVCS)	M35	19 (IVCS)	Below 1 Ω

### Check for short

Hybrid vehicle	control ECU	Ground	Resistance	
Harness connector Terminal		Ground	ricolotarioc	
E66	138 (IVCS)	Ground	10 k $\Omega$ or higher	

ACU	J	Ground	Resistance	
Harness connector Terminal		around	ricolotarioc	
M35	138 (IVCS)	Ground	10 k $\Omega$ or higher	

### OK or NG

OK >> GO TO 5. NG >> GO TO 4.

# 4. DETECT MALFUNCTIONING PART

# Check the following.

- Harness connectors M89, E64
- · Harness continuity between hybrid vehicle control ECU and ACU
  - >> Repair open circuit or short to ground or short to power in harness or connectors.

# 5. CHECK INTERMITTENT INCIDENT

Refer to GI-42, "Intermittent Incident".

- Check the connection and terminal contact pressure of connectors and wire harness between the hybrid vehicle control ECU and ACU.
- Turn ignition switch ON, jiggle the connectors and wire harness.

# Is the inspection result normal?

YES >> Replace hybrid vehicle control ECU (Refer to HBC-641, "Removal and Installation").

NO >> Repair or replace harness or connectors.

# P3147-239, P3147-241

Description INFOID:0000000005441369

The hybrid transaxle assembly consists of the planetary gear unit, MG1, and MG2. The gear unit uses the planetary gear to split engine output in accordance with a driving request while the vehicle is driven or the HV battery is charged. MG2 assists engine output while increasing vehicle driving force. MG2 also converts the energy, which is consumed in the form of heat during normal braking, into electrical energy and recover it into the HV battery to effect regenerative braking. MG1 supplies power, which is used for charging the HV battery or driving the MG2. It also controls the stepless transmission function of the hybrid transaxle by regulating the amount of electricity generated to change MG1 speed. In addition, the MG1 is used as a starter motor to start the engine. The transmission input damper absorbs the shock generated when the driving force from the engine is transmitted.

DTC Logic

# DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3147	239		Hybrid transaxle input malfunction (shaft damaged)	Engine assembly     Hybrid transaxle (shaft, gear)
P3147	241	Transmission Malfunction	Hybrid transaxle input malfunction (input damper system)	Transmission input damper     Wire harness or connector     Inverter with converter assembly

# Diagnosis Procedure

1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (ENGINE CONTROL SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

### Result: DTCs are output.

# Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

# 3. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- Check DTC.

Result	Proceed to
DTC P3147-240 or P3147-242 is output.	A
DTC P0A1D is output.	В
DTCs other than P3147-239 or P3147-241 are not output.	С

### A, B or C

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# P3147-239, P3147-241

### < COMPONENT DIAGNOSIS >

- A >> Replace hybrid transaxle. (Refer to TM-35, "Removal and Installation").
- B >> Go to Diagnosis Procedure relevant to output DTC (P0A1D).
- C >> GO TO 4.

# 4. CHECK CRANKSHAFT PULLEY REVOLUTION (P POSITION)

Refer to HBC-286, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 5. NG >> GO TO 13.

# 5. CHECK HARNESS AND CONNECTOR (ECM - CRANKSHAFT POSITION SENSOR)

Refer to EC-252, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 6.

NG >> Repair or replace harness or connector.

# 6.RECONFIRM OUTPUT DTC (HYBRID SYSTEM)

- Turn ignition switch ON.
- 2. Check for HV system DTCs, freeze frame data, and diagnosis information and note them down.

>> GO TO 7.

# 7.CLEAR DTC

1. Clear the DTCs of the HYBRID SYSTEM.

>> GO TO 8.

# 8. CHECK READY LIGHT ON

- Turn ignition switch ON.
- 2. Select "MG1 REVOLUTION" and "ENGINE SPEED" in "DATA MONITOR" mode with CONSULT-III.
- Turn ignition switch ON (READY).

### OK: The READY light comes on.

## NOTE:

If the READY light does not come on and the reading on the CONSULT-III shows DTC P3147-239 [Hybrid vehicle transaxle input malfunction (shaft damaged)], or the READY light comes on and MG1 turns but the engine does not crank, replace the hybrid transaxle and transmission input damper.

## OK or NG

OK >> GO TO 9.

NG >> Replace hybrid transaxle. (Refer to TM-35, "Removal and Installation").

# 9. CHECK ENGINE RACING

- 1. Turn ignition switch ON.
- While the READY light is on, depress the accelerator pedal for 10 seconds with the shift lever in the P position.

### OK: The engine revs up.

### NOTE:

If the engine does not rev up and the reading on the CONSULT-III shows DTC P3147-239 [Hybrid vehicle transaxle input malfunction (shaft damaged)], or MG1 turns but the engine does not crank, replace the hybrid transaxle and transmission input damper.

### OK or NG

OK >> GO TO 10.

NG >> Replace hybrid transaxle. (Refer to TM-35, "Removal and Installation").

# 10.CHECK CREEP MOVEMENT

1. Depress the brake pedal, move the shift lever to the D position, and release the brake pedal.

Revision: September 2009 HBC-534 2010 Altima HEV

# OK: The wheels turn (creeping along).

### NOTE:

If the wheels do not turn and the reading on the CONSULT-III shows DTC P3147-239 [Hybrid transaxle input malfunction (shaft damage)], replace the hybrid transaxle.

# OK or NG

OK >> GO TO 11.

NG >> Replace hybrid transaxle. (Refer to TM-35, "Removal and Installation").

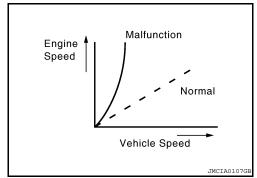
# 11. CHECK ENGINE SPEED

1. While driving at the vehicle speed of more than 6 mph (10 km/h), fully depress the accelerator pedal to raise the engine speed.

# OK: Engine speed increases smoothly (Check NOTE).

### NOTE:

If the engine over-revs or the reading on the CONSULT-III shows DTC P3147-239 [Hybrid transaxle input malfunction (shaft damage)], replace the transmission input damper assembly.



### OK or NG

OK >> GO TO 12.

NG >> Replace hybrid transaxle. (Refer to TM-35, "Removal and Installation").

# 12. PERFORM SIMULATION TEST

- 1. Turn ignition switch ON (READY).
- Perform a simulation test.
- 3. Drive the vehicle at a speed of 40 mph (65 km/h) or more (a speed that will not allow intermittent engine operation to occur).
- 4. Check DTC.

# Result: DTC is detected.

### Is DTC detected?

YES >> Replace hybrid vehicle control ECU. (Refer to <u>HBC-641, "Removal and Installation"</u>).

NO >> Go to Diagnosis Procedure relevant to output DTC.

# 13. CHECK FRONT TIRE REVOLUTION

- Turn ignition switch OFF and move the shift lever to the N position.
- 2. Lift up the vehicle.

Turn the crank pulley by hand to check if the front tires rotate.

## **CAUTION:**

Do not turn ignition switch ON while performing this inspection. Be sure to turn ignition switch OFF because the engine may start.

### OK: The front tires rotate.

# OK or NG

OK >> Replace hybrid transaxle. (Refer to TM-35, "Removal and Installation").

NG >> Repair or replace engine.

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# P3147-240, P3147-242

Description INFOID:000000005441372

The hybrid transaxle assembly consists of the planetary gear unit, MG1, and MG2. The gear unit uses the planetary gear to split engine output in accordance with a driving request while the vehicle is driven or the HV battery is charged. MG2 assists engine output while increasing vehicle driving force. MG2 also converts the energy, which is consumed in the form of heat during normal braking, into electrical energy and recover it into the HV battery to effect regenerative braking. MG1 supplies power, which is used for charging the HV battery or driving the MG2. It also controls the stepless transmission function of the hybrid transaxle by regulating the amount of electricity generated to change MG1 speed. In addition, the MG1 is used as a starter motor to start the engine. The transmission input damper absorbs the shock generated when the driving force from the engine is transmitted.

DTC Logic INFOID:000000005441373

## DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3147	240	Transmission Malfunction	Generator lock	Hvbrid Transaxle
1 3147			Planetary gear lock	пурни панѕахіе

# Diagnosis Procedure

INFOID:0000000005441374

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

# DTCs other than P3147-240 and P3147-242 are output.

# Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> Replace hybrid transaxle. (Refer to TM-35, "Removal and Installation").

# P3216-181, P3217-182

Description INFOID:000000005441375

The MG ECU located in the inverter with converter assembly detects the temperature of the reactor using a temperature sensor built into the inverter with converter assembly. The inverter cooling system is the same as that for MG2 or MG1, and operates independently of the engine cooling system. The MG ECU limits the load based on signals sent from the reactor temperature sensor in order to check the effect of the inverter cooling system and prevent overheating. The ECU also detects malfunctions in the reactor temperature sensor.

NOTE:

The reactor is a component with characteristics that resist changes in the current flow. The reactor will attempt to maintain the current flow. This characteristic stabilizes the current flowing to the HV battery. The reactor is also used to boost the battery voltage which is supplied to the inverters.

DTC Logic

# DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3216	181	Reactor Temperature Sensor Circuit Low	Malfunction in the reactor temperature sensor wiring (short to GND)	Inverter with converter assembly
P3217	182	Reactor Temperature Sensor Circuit High	Malfunction in the reactor temperature sensor wiring (open or short to +B)	inverter with converter assembly

# Diagnosis Procedure

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

### >> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant diagnosis
P3226-562, 563	Boost converter temperature sensor

### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> Replace inverter with converter assembly. (Refer to HBC-636, "Removal and Installation").

Revision: September 2009 HBC-537 2010 Altima HEV

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# P3221-314, P3221-315

Description INFOID:000000005441378

The MG ECU located in the inverter with converter assembly uses a temperature sensor that is built into the inverter with converter assembly to detect the generator inverter temperature. The inverter cooling system is the same as that for MG2 and MG1, and it operates independently of the engine cooling system. The characteristics of the generator inverter temperature sensor are the same as those of the boost converter temperature sensor. The MG ECU uses the signal from the generator inverter temperature sensor to check the effectiveness of the inverter cooling system. If necessary, the MG ECU will limit inverter output to prevent inverter overheating. The ECU also detects malfunctions in the wiring of the generator inverter temperature sensor, as well as in the sensor.

DTC Logic

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3221	314	Generator Inverter Tempera-	Sudden change or hunting in the generator inverter temperature sensor output	Wire harness or connector     Inverter cooling system     Water pump with motor & bracket assembly     Inverter with converter assembly     Cooling fan system     Hybrid vehicle control ECU
P3221	315	ture Sensor Circuit Range/Per- formance	Generator inverter temperature sensor output deviation	Wire harness or connector     Inverter cooling system     Water pump with motor & bracket assembly     Inverter with converter assembly     Cooling fan ECU     Hybrid vehicle control ECU

# Diagnosis Procedure

INFOID:0000000005441380

# 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

# 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant Diagnosis
P0A93-346	Inverter cooling system malfunction
P0A1D (all INF code)	Hybrid Powertrain Control Module
P0A1B (all INF code)	Drive Motor "A" Control Module

# Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

OK

3. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CON-	Α
NECTOR)	
Refer to <u>HBC-109, "Diagnosis Procedure"</u> . <u>OK or NG</u>	Б
OK >> GO TO 4.	В
NG >> Connect securely.	
4. CHECK QUANTITY OF INVERTER COOLANT	HBC
Refer to HBC-337, "Diagnosis Procedure".	
A, B or C	D
A >> GO TO 5. B >> Add coolant.	
C >> Check for coolant leaks and add coolant.	
5. CHECK COOLANT HOSE	Е
Refer to HBC-337, "Diagnosis Procedure".	
OK or NG	F
OK >> GO TO 6. NG >> Correct the problem.	
NG >> Correct the problem.  6.CHECK FUSE (NO. 67)	G
Refer to HBC-337, "Diagnosis Procedure".	a
OK or NG	
OK >> GO TO 7.	Н
NG >> Replace fuse.	
7.CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)	
Refer to HBC-109, "Diagnosis Procedure".	
OK or NG	J
OK >> GO TO 8. NG >> Connect securely.	U
8. CHECK CONNECTOR CONNECTION CONDITION (WATER PUMP WITH MOTOR & BRACKET ASSEM-	
BLY CONNECTOR)	K
Refer to HBC-109, "Diagnosis Procedure".	
OK or NG	L
OK >> GO TO 9.	
NG >> Connect securely.	B //
9. PERFORM ACTIVE TEST BY CONSULT-III (INV WATER PUMP)	M
Refer to HBC-109, "Diagnosis Procedure".	
<u>OK or NG</u> OK >> GO TO 10.	Ν
NG >> GO TO 10.	
10.check connector connection condition (cooling fan motor connector)	0
Refer to HBC-109, "Diagnosis Procedure".	
OK or NG	_
OK >> GO TO 11.	Р
NG >> Connect securely.	
11.PERFORM ACTIVE TEST BY CONSULT-III (COOLING FAN SPD)	
Refer to HBC-109, "Diagnosis Procedure".	
OK or NG	

Revision: September 2009 HBC-539 2010 Altima HEV

>> Replace inverter with converter assembly. (Refer to HBC-636, "Removal and Installation").

# P3221-314, P3221-315

# < COMPONENT DIAGNOSIS >

NG >> Check cooling fan system. (Refer to EC-382, "Component Function Check").

12. PERFORM ACTIVE TEST BY CONSULT-III (INV WATER PUMP)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 13. NG >> Add coolant.

13.CHECK WATER PUMP WITH MOTOR & BRACKET ASSEMBLY

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 14. NG >> GO TO 15.

 $14.\mathsf{CHECK}$  HARNESS AND CONNECTOR (WATER PUMP WITH MOTOR & BRACKET ASSEMBLY - HV CONTROL ECU)

Refer to HBC-109, "Diagnosis Procedure".

# OK or NG

OK >> GO TO 15.

NG >> Repair or replace harness or connector.

15. CHECK HIGH VOLTAGE FUSE AND FUSIBLE LIMK BOX

Refer to HBC-109, "Diagnosis Procedure".

# OK or NG

OK >> Replace hybrid vehicle control ECU. (Refer to HBC-641, "Removal and Installation").

NG >> Repair or replace high voltage fuse and fusible link box.

16. Check harness and connector (water pump with motor power source circuit)

Refer to HBC-337, "Diagnosis Procedure".

### OK or NG

OK >> Replace water pump with motor & bracket assembly

NG >> Repair or replace harness or connector.

## P3222-313, P3223-312

Description INFOID:0000000005441381

The MG ECU located in the inverter with converter assembly uses a temperature sensor that is built into the inverter with converter assembly to detect the generator inverter temperature. The inverter cooling system is the same as that for MG2 and MG1, and it operates independently of the engine cooling system. The characteristics of the generator inverter temperature sensor are the same as those of the boost converter temperature sensor. The MG ECU uses the signal from the generator inverter temperature sensor to check the effectiveness of the inverter cooling system. If necessary, the MG ECU will limit inverter output to prevent inverter overheating. The ECU also detects malfunctions in the wiring of the generator inverter temperature sensor, as well as in the sensor.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3222	313	Generator Inverter Tempera- ture Sensor Circuit High/Low	GND short in generator inverter temperature sensor circuit	Inverter with converter assembly
P3223	312	Generator Inverter Tempera- ture Sensor Circuit High	Short to +B in generator inverter temperature sensor circuit	inverter with converter assembly

### Diagnosis Procedure

1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2. REPLACE INVERTER WITH CONVERTER ASSEMBLY

Refer to HBC-636, "Removal and Installation".

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Revision: September 2009 HBC-541 2010 Altima HEV

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### P3226-562, P3226-563

Description INFOID:000000005441384

The MG ECU located in the inverter with converter assembly detects the temperature of the boost converter using a temperature sensor built into the inverter with converter assembly. The inverter cooling system is the same as that for MG2 and MG1, and it operates independently of the engine cooling system. The MG ECU uses the signal from the boost converter temperature sensor to check the effectiveness of the inverter cooling system. If necessary, the MG ECU will limit inverter output to prevent inverter overheating. The ECU also detects malfunctions in the boost converter temperature sensor.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3226	562	DC/DC Boost Converter Temperature Sensor	Sudden change in boost converter temperature sensor output	Wire harness or connector     Inverter cooling system     Water pump with motor & bracket assembly     Inverter with converter assembly     Cooling fan system     Hybrid vehicle control ECU
P3226	563		Boost converter temperature sensor output deviation	Wire harness or connector     Inverter cooling system     Water pump with motor & bracket assembly     Inverter with converter assembly     Cooling fan system     Hybrid vehicle control ECU

## Diagnosis Procedure

INFOID:0000000005441386

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- Check DTC.

DTC No.	Relevant Diagnosis
P0A93-346	Inverter cooling system malfunction

### Is DTC detected?

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 3.

3. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

< COMPONENT DIAGNOSIS >	
OK or NG	<del></del>
OK >> GO TO 4.	А
NG >> Connect securely.	
4.CHECK QUANTITY OF INVERTER COOLANT	В
Refer to HBC-337, "Diagnosis Procedure".	
<u>A, B or C</u> A >> GO TO 5.	
B >> Add coolant.	HBC
C >> Check for coolant leaks and add coolant.	
5.CHECK COOLANT HOSE	D
Refer to HBC-337, "Diagnosis Procedure".	
OK or NG	Е
OK >> GO TO 6. NG >> Correct the problem.	
6.CHECK FUSE (NO. 67)	
	F
Refer to <u>HBC-337, "Diagnosis Procedure"</u> . <u>OK or NG</u>	
OK >> GO TO 7.	G
NG >> Replace fuse.	ď
7. CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNEC	
Refer to HBC-109, "Diagnosis Procedure".	— Н
OK or NG	
OK >> GO TO 8.	1
NG >> Connect securely.	CCEM
8. CHECK CONNECTOR CONNECTION CONDITION (WATER PUMP WITH MOTOR & BRACKET AS BLY CONNECTOR)	29EINI-
Refer to HBC-337, "Diagnosis Procedure".	J
OK or NG	
OK >> GO TO 9.	K
NG >> Connect securely.	
9.PERFORM ACTIVE TEST BY CONSULT-III (INV WATER PUMP)	L
Refer to <u>HBC-337, "Diagnosis Procedure"</u> .	
OK or NG	
OK >> GO TO 10. NG >> GO TO 12.	M
10. CHECK CONNECTOR CONNECTION CONDITION (COOLING FAN MOTOR CONNECTOR)	
Refer to HBC-337, "Diagnosis Procedure".	N
OK or NG	
OK >> GO TO 11.	0
NG >> Connect securely.	O
11.PERFORM ACTIVE TEST BY CONSULT-III (COOLING FAN SPD)	
Refer to HBC-337, "Diagnosis Procedure".	Р
OK or NG	
OK >> Replace inverter with converter assembly. (Refer to <u>HBC-636, "Removal and Installation"</u> ). NG >> Check cooling fan system. (Refer to <u>EC-382, "Component Function Check"</u> ).	
12. PERFORM ACTIVE TEST BY CONSULT-III (INV WATER PUMP)	
Refer to HBC-337, "Diagnosis Procedure".	
OK or NC	

Revision: September 2009 HBC-543 2010 Altima HEV

OK or NG

### P3226-562, P3226-563

### < COMPONENT DIAGNOSIS >

OK >> GO TO 13. NG >> Add coolant.

# 13. CHECK WATER PUMP WITH MOTOR & BRACKET ASSEMBLY

Refer to HBC-337, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 14. NG >> GO TO 16.

14. Check harness and connector (water pump with motor & bracket assembly -  $\mu$  control ecu)

Refer to HBC-337, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 15.

NG >> Repair or replace harness or connector.

15.check high voltage fuse and fusible link box

Refer to HBC-337, "Diagnosis Procedure".

### OK or NG

OK >> Replace hybrid vehicle control ECU. (Refer to <u>HBC-641, "Removal and Installation"</u>).

NG >> Repair or replace high voltage fuse and fusible link box.

16.check harness and connector (water pump with motor power source circuit)

Refer to HBC-337, "Diagnosis Procedure".

### OK or NG

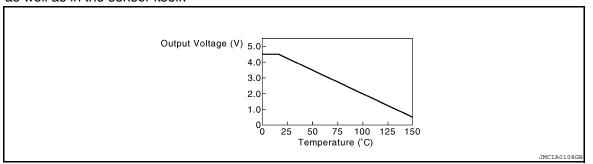
OK >> Replace water pump with motor & bracket assembly

NG >> Repair or replace harness or connector.

## P3227-583, P3228-584

Description INFOID:0000000005441387

The MG ECU uses a temperature sensor that is built into the boost converter to detect the boost converter temperature. The boost converter temperature sensor outputs a voltage that varies between 0 and 5 V in accordance with changes in the temperature. The higher the boost converter temperature, the lower the output voltage. Conversely, the lower the temperature, the higher the output voltage. The MG ECU limits the load based on signals transmitted by the boost converter temperature sensor, in order to prevent the converter from overheating. The MG ECU also detects malfunctions in the wiring of the boost converter temperature sensor, as well as in the sensor itself.



DTC Logic

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3227	583	Converter Temperature Sensor Circuit Low	Open or GND short in boost converter temperature sensor circuit	
P3228	584	Converter Temperature Sensor Circuit High	Short to +B in boost converter temperature sensor circuit	inverter with converter assembly

## Diagnosis Procedure

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

### >> GO TO 2.

## 2.REPLACE INVERTER WITH CONVERTER ASSEMBLY

Refer to HBC-636, "Removal and Installation".

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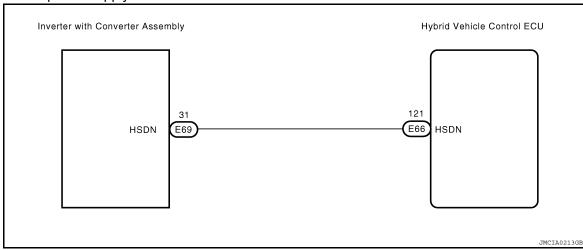
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### P3232-749

Description INFOID:000000005441390

The hybrid vehicle control ECU sends a shutdown signal to the inverter with converter assembly (MG ECU) to shut down the power supply to the MG2.



DTC Logic (INFOID:000000005441391)

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3232	749	Open or Short to B+ in Blocking of HV Gate Connection	Short to GND in the emergency shutdown signal line while the gate is shut down.	Wire harness or connector     Hybrid vehicle control ECU     Inverter with converter assembly

## Diagnosis Procedure

INFOID:0000000005441392

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.
- When attempting to reproduce the problem, turning ignition switch ON and OFF repeatedly makes it easier to reproduce the problem. Do not repeat the operations of turning ignition switch ON (READY) and turning ignition switch OFF as these will activate system main relay overheat protection.

>> GO TO 2.

2.CHECK HARNESS AND CONNECTOR (HV CONTROL ECU - INVERTER WITH CONVERTER ASSEMBLY)

### **CAUTION:**

#### Be sure to wear insulated gloves.

Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-631</u>, "<u>Precautions for the Hybrid Control System Activation</u>").

#### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

2. Disconnect the E66 hybrid vehicle control ECU connector.

### < COMPONENT DIAGNOSIS >

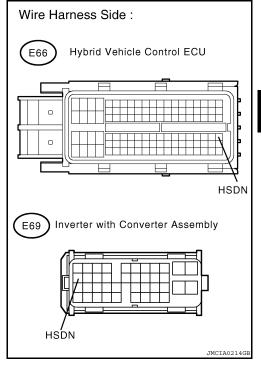
- 3. Disconnect the E69 inverter with converter assembly connector.
- 4. Measure the resistance according to the value(s) in the table below.

Hybrid vehicle control ECU		Inverter with cor		
Harness connector	Terminal	Harness Terminal		Resistance
E66	121 (HSDN)	E69	31 (HSDN)	10 k $\Omega$ or higher

### OK or NG

OK >> GO TO 3.

NG >> Repair or replace harness or connector.



## 3. CHECK INVERTER WITH CONVERTER ASSEMBLY

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

Inverter with co	nverter assembly			
Component connector	· lerminai		Resistance	
E69	31 (HSDN)	Ground	2.65 to 3.55 kΩ	

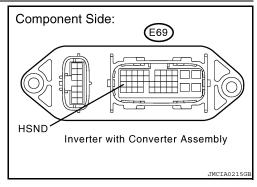
### OK or NG

NG

OK >> Replace hybrid vehicle control ECU. (Refer to <u>HBC-641</u>,

"Removal and Installation").

>> Replace inverter with converter assembly. (Refer to HBC-636, "Removal and Installation").



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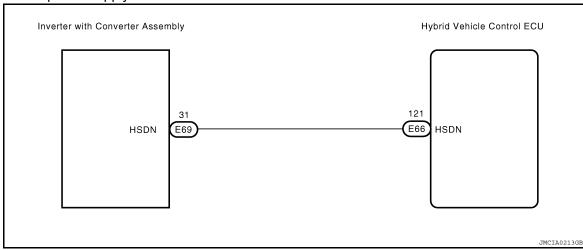
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### P3233-750

Description INFOID:0000000005441393

The hybrid vehicle control ECU sends a shutdown signal to the inverter with converter assembly (MG ECU) to shut down the power supply to the MG2.



DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
P3233	750	Short to B+ in Blocking of HV Gate Connection	Open or short to +B in the emergency shutdown signal line when the gate is driving	<ul><li>Wire harness or connector</li><li>Hybrid vehicle control ECU</li><li>Inverter with converter assembly</li></ul>

## Diagnosis Procedure

INFOID:0000000005441395

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with
  converter assembly, take safety precautions such as wearing insulated gloves and removing the service
  plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent
  other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

2.CHECK HARNESS AND CONNECTOR (HYBRID VEHICLE CONTROL ECU - INVERTER WITH CONVERTER ASSEMBLY)

### **CAUTION:**

#### Be sure to wear insulated gloves.

Turn ignition switch OFF and remove the service plug grip (Refer to <u>HBC-631, "Precautions for the Hybrid Control System Activation").</u>

#### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

- 2. Disconnect the E66 hybrid vehicle control ECU connector.
- Disconnect the E69 inverter with converter assembly connector.
- 4. Turn ignition switch ON.

### < COMPONENT DIAGNOSIS >

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

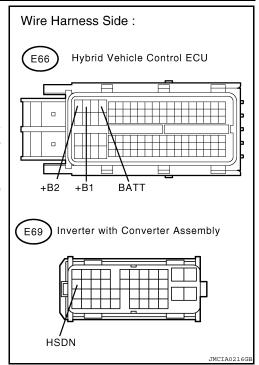
Inverter with cor	nverter assembly	Ground	Voltage
Harness connector Terminal		Glound	Voltage
E69	31 (HSDN)	Ground	Below 1 V

#### NOTE:

Turn ignition switch ON with the hybrid vehicle control ECU connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- 6. Turn ignition switch OFF.
- Measure the resistance according to the value(s) in the table below.

Hybrid vehicl	e control ECU	Hybrid vehicle control ECU		
Harness connector	Terminal	Harness connector	Terminal	Resistance
			174 (VB)	
E66	121 (HSDN)	E66	168 (VB2)	10 $k\Omega$ or higher
			165 (BATT)	



#### NOTE:

To check for a short to VB, ignition switch ON. However, the battery voltage is not applied to terminals VB and VB2 because the IGCT relay is not turned on with the E66 connector disconnected from the hybrid vehicle control ECU. Therefore, measure the resistance between terminals HSDN and VB and also between terminals HSDN and VB2.

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

Hybrid vehicle control ECU		Inverter with converter assembly		
Harness connector	Terminal	Harness Terminal		Resistance
E66	121 (HSDN)	E69	31 (HSDN)	Below 1 Ω

### OK or NG

OK >> GO TO 3.

NG >> Repair or replace harness or connector.

## 3. CHECK INVERTER WITH CONVERTER ASSEMBLY

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

Inverter with converter as- sembly		Inverter with converter assembly				
Component connector	Terminal	Compo- nent connector	Terminal	Resistance		
E69	31 (HSDN) E69	1 (+B)			1 (+B)	10 kΩ or higher
L03	31 (H3DN)	L09	2 (+B2)	TO KS2 OF HIIGHTEE		

,	Component Side:
	E69
•	HSND HSND Inverter with Converter Assembly
	JMCIA0217GB

Inverter with conve	rter assembly	Ground	Resistance	
Component connector Terminal		around	ricolotarico	
E69	31 (HSDN)	Ground	2.65 to 3.55 kΩ	

### OK or NG

OK >> Replace hybrid vehicle control ECU. (Refer to HBC-641, "Removal and Installation")

NG >> Replace inverter with converter assembly. (Refer to HBC-636, "Removal and Installation").

Revision: September 2009 HBC-549 2010 Altima HEV

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### U0100-211, U0100-212, U0100-530

### < COMPONENT DIAGNOSIS >

## U0100-211, U0100-212, U0100-530

Description INFOID:0000000005441396

The hybrid vehicle control ECU transmits and receives signals to and from the ECM, the brake ECU, the EPS control unit and network gateway ECU via CAN communication.

DTC Logic

### DTC DETECTION LOGIC

If the hybrid vehicle control ECU detects a problem with CAN communication between the ECU and ECM, the hybrid vehicle control ECU will illuminate the MIL and set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
U0100	211		Problem with CAN communication be- tween the ECM and hybrid vehicle con- trol ECU (communication error between ECUs)	
U0100	212	Lost Communication with ECM/PCM "A"	Problem with CAN communication be- tween the ECM and hybrid vehicle con- trol ECU (signal transmission error)	CAN communication system
U0100	530		Problem with CAN communication be- tween the ECM and hybrid vehicle con- trol ECU (CAN communication system malfunction)	

### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

>> GO TO 2.

# 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON and wait at least 3 seconds.
- 2. Check DTC.

### Is DTC detected?

YES >> Go to HBC-550, "Diagnosis Procedure".

NO >> INSPECTION END

### Diagnosis Procedure

Go to LAN-17, "Trouble Diagnosis Flow Chart".

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Description INFOID:000000005441399

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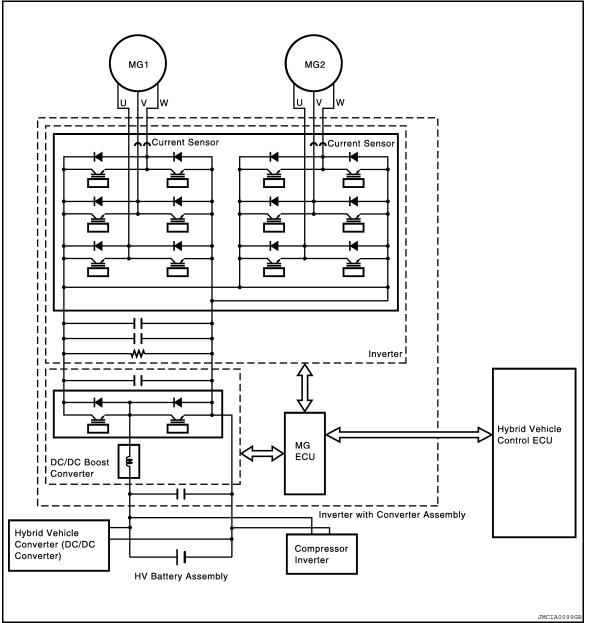
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The inverter converts high-voltage direct current from the HV battery and alternating current for MG2 and MG1. The inverter contains a three-phase bridge circuit, which consists of six power transistors each for MG2 and MG1, that converts direct current to three-phase alternating current. The MG ECU controls the actuation of the power transistors. The inverter transmits information that is necessary for effecting control, such as the amperage and voltage, to the MG ECU.

The MG ECU uses a voltage sensor, which is built into the inverter, to detect boosted high voltage to allow control of the voltage boost.

The inverter voltage sensor outputs voltage that varies between 0 and 5 V in accordance with the changes in the high voltage. The higher the high voltage, the higher the output voltage, and the lower the high voltage, the lower the output voltage.

The MG ECU monitors the inverter voltage and detects malfunctions.



DTC Logic

DTC DETECTION LOGIC

### < COMPONENT DIAGNOSIS >

The inverter with converter assembly (MG ECU) controls MG2 based on commands from the hybrid vehicle control ECU via serial communication.

The inverter with converter assembly (MG ECU) monitors communication data and detects malfunctions.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
	159	Lost Communication with Driv- er Motor Control Module	Error in reception from the invert- er with converter assembly (MG ECU) via serial communication (out of communication standard)	<ul> <li>Wire harness or connector</li> <li>Inverter with converter assembly (MG ECU)</li> <li>Hybrid vehicle control ECU</li> </ul>
U0110	160		Error in signal transmission to the inverter with converter as- sembly (MG ECU) via serial communication (no transmission, out of communication standard)	<ul> <li>Wire harness or connector</li> <li>Inverter with converter assembly (MG ECU)</li> <li>Hybrid vehicle control ECU</li> </ul>
	656		Error in reception from the invert- er with converter assembly (MG ECU) via serial communication (out of communication standard)	Wire harness or connector     Inverter with converter assembly (MG ECU)     Hybrid vehicle control ECU
	657		Error in reception from the invert- er with converter assembly (MG ECU) via serial communication (no reception)	<ul> <li>Wire harness or connector</li> <li>Inverter with converter assembly (MG ECU)</li> <li>Hybrid vehicle control ECU</li> </ul>

#### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON and wait at least 3 seconds.
- Check DTC.

### Is DTC detected?

YES >> Go to HBC-552, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000005441401

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- If any of U0110-159, 160, 656 or 657 are detected, clearing DTCs using the CONSULT-III will cause DTC P0A1B-788 (power source IC reset) to be output. Proceed to troubleshooting without considering this code.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.CLEAR DTC (HYBRID SYSTEM)

- Turn ignition switch ON.
- 2. Read and record the DTCs and freeze frame data.
- Clear the DTCs.

### < COMPONENT DIAGNOSIS >

>> GO TO 3.

# 3.reconfirm dtc output (Hybrid System)

Turn ignition switch ON.

Check DTC.

### DTC U0110-159, 160, 656 or 657 is output

YES >> GO TO 4.

NO >> Check for intermittent incident. (Refer to GI-42, "Intermittent Incident")

4. CHECK CONNECTOR CONNECTION CONDITION (INVERTER WITH CONVERTER ASSEMBLY CON-NECTOR)

Refer to HBC-109, "Diagnosis Procedure".

### OK or NG

OK >> GO TO 5.

NG >> Connect securely.

 ${f 5.}$ CHECK HARNESS AND CONNECTOR (INVERTER WITH CONVERTER ASSEMBLY POWER SOURCE CIRCUIT)

#### **CAUTION:**

### Be sure to wear insulated gloves.

1. Turn ignition switch OFF and remove the service plug grip (Refer to HBC-630, "Precautions for Inspecting the Hybrid Control System").

#### NOTE:

After removing the service plug grip, do not turn ignition switch ON (READY), unless instructed by the service manual because this may cause a malfunction.

- Disconnect the E69 inverter with converter assembly connector.
- Turn ignition switch ON.
- 4. Measure the resistance according to the value(s) in the table below.

Inverter with cor	nverter assembly	Ground	Resistance	
Harness connector Terminal		Ground	riesistarice	
E69	3 (GND1)	Ground Below 1		
L09	4 (GND2)	Ground	Delow 1 22	

Turn ignition switch ON.

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

Inverter with cor	nverter assembly	Ground	Voltage	
Harness connector	Harness connector Terminal		Voltage	
E69	1 (+B)	Ground 10 to 14 '		
⊏09	2 (+B2)	Ground	10 to 14 V	

### NOTE:

Turn ignition switch ON with the low voltage connector of the inverter with converter assembly disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

### OK or NG

OK >> GO TO 6.

NG >> Repair or replace power source circuit.

 $oldsymbol{6}$  .CHECK CONNECTOR CONNECTION CONDITION (HYBRID VEHICLE CONTROL ECU CONNECTOR)

Refer to HBC-109, "Diagnosis Procedure".

#### OK or NG

OK >> GO TO 7.

NG >> Connect securely.

1. CHECK HARNESS AND CONNECTOR (HV CONTROL ECU - INVERTER WITH CONVERTER ASSEM-BLY)

**HBC-553** Revision: September 2009 2010 Altima HEV **HBC** 

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### < COMPONENT DIAGNOSIS >

- 1. Turn ignition switch OFF.
- 2. Disconnect the E66 hybrid vehicle control ECU connector.
- 3. Turn ignition switch ON.
- 4. Measure the voltage according to the value(s) in the table below.

Hybrid vehicl	e control ECU	Ground	Voltage	
Harness connector	Terminal	Ground		
	184 (CLK+)			
	178 (CLK-)	178 (CLK-)		
	185 (REQ+)			
E66	179 (REQ-)	Ground	Below 1 V	
Loo	182 (HTM+)	Ground		
	176 (HTM-)			
	183 (MTH+)			
	177 (MTH -)			

### NOTE:

Turn ignition switch ON with the low voltage connector of the inverter with converter assembly or hybrid vehicle control ECU connector disconnected causes other DTCs to be stored. Clear the DTCs after performing this inspection.

- 5. Turn ignition switch OFF.
- 6. Measure the resistance according to the value(s) in the table below.

#### Check for open

<u></u>	'			
Hybrid vehicl	Hybrid vehicle control ECU		Inverter with converter assembly	
Harness connector	Terminal	Harness connector	Terminal	Resistance
	184 (CLK+)	E69	15 (CLK+)	
	178 (CLK-)		24 (CLK-)	Below 1 Ω
	185 (REQ+)		18 (REQ+)	
E66	179 (REQ-)		27 (REQ-)	
LOO	182 (HTM+)		17 (HTM+)	DEIOM 1 22
	176 (HTM-)		26 (HTM-)	
	183 (MTH+)		19 (MTH+)	
	177 (MTH -)		28 (MTH -)	

#### Check for short

Hybrid vehicle	e control ECU	Ground	Resistance
Harness connector Terminal		Ground	nesisiance
	184 (CLK+)		10 kΩ or higher
	178 (CLK-)		
	185 (REQ+)		
E66	179 (REQ-)	Ground	
E00	182 (HTM+)	Ground	TO KS2 OF HIGHER
	176 (HTM-)		
	183 (MTH+)		
	177 (MTH -)		

### < COMPONENT DIAGNOSIS >

Check for short					
Inverter with cor	nverter assembly	Ground	Resistance		
Harness connector	Terminal	Ground			
	15 (CLK+)		10 kΩ or higher		
	24 (CLK-)				
	18 (REQ+)				
E69	27 (REQ-)	Ground			
E09	17 (HTM+)	Giodila			
	26 (HTM-)				
	19 (MTH+)				

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### OK or NG

OK >> GO TO 8.

NG >> Repair or replace harness or connector.

28 (MTH -)

## 8. CHECK HYBRID VEHICLE CONTROL ECU

- 1. Turn ignition switch OFF.
- 2. Connect the hybrid vehicle control ECU connector.
- 3. Measure the resistance according to the value(s) in the table below.

Inverter with converter assembly		Inverter with converter assembly		_
Harness connector	Terminal	Harness Terminal		Resistance
	15 (CLK+)		24 (CLK-)	109 to 139 Ω
E69	18 (REQ+)	E69	27 (REQ-)	
	17 (HTM+)		26 (HTM-)	109 to 139 22
	19 (MTH+)		28 (MTH -)	l

### OK or NG

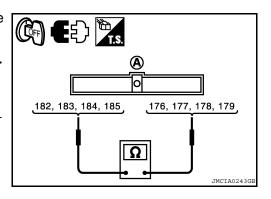
OK >> GO TO 9.

NG >> Replace hybrid vehicle control ECU. (Refer to <u>HBC-641, "Removal and Installation"</u>)

## 9. CHECK INVERTER WITH CONVERTER ASSEMBLY

- 1. Turn ignition switch OFF.
- 2. Connect the inverter with converter assembly connector.
- 3. Disconnect the E66 hybrid vehicle control ECU connector.
- 4. Measure the resistance according to the value(s) in the table below.

	Hybrid vehicle	control ECU (A)	Hybrid vehicle			
	Harness connector	Terminal	Harness connector	Terminal	Resistance	
•		184 (CLK+)		178 (CLK-)	109 to 139 Ω	
	E66	185 (REQ+)	E66	179 (REQ-)		
	⊏00	182 (HTM+)	E00	176 (HTM-)		
		183 (MTH+)		177(MTH-)		



#### OK or NG

OK >> GO TO 10.

NG >> Replace inverter with converter assembly. (Refer to HBC-636, "Removal and Installation").

## 10. CHECK NOISE SOURCE

#### NOTE:

Using non-genuine parts may cause electrical noise to be introduced.

### < COMPONENT DIAGNOSIS >

### Electrical noise is introduced

YES >> Repair or replace noise source.

NO >> GO TO 11.

# 11. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

>> GO TO 12.

# 12.CLEAR DTC

- 1. Turn ignition switch ON.
- 2. Check DTC.

### DTC P0A09-591 is output

>> GO TO 13.

# 13. RECONFIRM DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

### DTC U0110-159, 160, 656 or 657 is output

YES >> Replace inverter with converter assembly. (Refer to <u>HBC-636, "Removal and Installation"</u>).

NO >> COMPLETED

### U0115-901

Description INFOID:0000000005441402

The hybrid vehicle control ECU transmits and receives signals to and from the ECM through CAN communication line. When the ECM sends the same P-RUN signal to the hybrid vehicle control ECU for 2 seconds, the hybrid vehicle control ECU will set a DTC U0115-901.

DTC Logic **HBC** INFOID:0000000005441403

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
U0115	901	Lost Communication with ECM/PCM "B"	The hybrid vehicle control ECU receives malfunction signal of P-RUN signal from ECM.	Hybrid vehicle control ECU

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

If DTC U0115-901 is displayed with DTC P0A1D-924 or P0A1D-925, first perform the diagnosis procedure for P0A1D-924, P0A1D-925.

>> GO TO 2.

## 2.PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 3 seconds.
- Check DTC.

#### Is DTC detected?

YES >> Go to HBC-557, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

### 1.PRECONDITIONING

- · Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.CHECK HARNESS CONTINUITY BETWEEN HYBRID VEHICLE CONTROL ECU AND ECM

Refer to LAN-4, "Description".

#### OK or NG

OK >> GO TO 3.

NG >> Repair or replace harness or connectors.

## 3.CHECK DTC OUTPUT (ENGINE)

- Turn ignition switch ON.
- Check DTC for engine control system.

#### Is DTC detected?

**HBC-557** 2010 Altima HEV Revision: September 2009

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### U0115-901

### < COMPONENT DIAGNOSIS >

YES >> Go to Diagnosis Procedure relevant to output DTC.

NO >> GO TO 4.

# 4. CHECK DTC OUTPUT (HYBRID SYSTEM)

- 1. Turn ignition switch OFF, wait at least 10 seconds and then turn ON.
- 2. Check DTC for hybrid vehicle control system.

### Is DTC P0A1D-924 or P0A1D-925 detected?

YES >> GO TO 5.

NO >> INSPECTION END

## 5. REPLACE HYBRID VEHICLE CONTROL ECU

Refer to HBC-641, "Removal and Installation".

>> Go to HBC-12, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement".

### U0129-220, U0129-222, U0129-528

### < COMPONENT DIAGNOSIS >

## U0129-220, U0129-222, U0129-528

Description INFOID:0000000005441405

The hybrid vehicle control ECU transmits and receives signals to and from the ECM, the brake ECU, the EPS control unit and network gateway ECU via CAN communication.

DTC Logic

### DTC DETECTION LOGIC

If the hybrid vehicle control ECU detects a problem with CAN communication between the ECU and the brake ECU, the hybrid vehicle control ECU will set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
U0129	tween the brake ECU at		Problem with CAN communication be- tween the brake ECU and hybrid vehicle control ECU (no signal reception)	
U0129	222	Lost Communication with Brake System Control	Problem with CAN communication between the brake ECU and hybrid vehicle control ECU (signal transmission error)	CAN communication system
U0129	528		Problem with CAN communication be- tween the brake ECU and hybrid vehicle control ECU (CAN communication sys- tem malfunction)	

### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

>> GO TO 2.

# 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON and wait at least 3 seconds.
- 2. Check DTC.

#### Is DTC detected?

YES >> Go to HBC-559, "Diagnosis Procedure".

NO >> INSPECTION END

### Diagnosis Procedure

Go to LAN-17, "Trouble Diagnosis Flow Chart".

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Revision: September 2009 HBC-559 2010 Altima HEV

### U0129-529

Description INFOID:000000005441408

The hybrid vehicle control ECU transmits and receives signals to and from the ECM, the brake ECU, the EPS control unit and network gateway ECU via CAN communication.

DTC Logic

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
U0129	529	Lost Communication with Brake System Control Module	The hybrid vehicle control ECU receives a malfunction signal from the brake ECU	Brake ECU     Hybrid vehicle control ECU

#### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON and wait at least 3 seconds.
- 2. Check DTC.

#### Is DTC detected?

YES >> Go to HBC-560, "Diagnosis Procedure".

NO >> GO TO 3.

### 3. PERFORM TEST DRIVE

1. Drive the vehicle under the similar conditions to freeze frame data for a certain time.

#### CAUTION:

Always drive the vehicle in safe manner according to traffic conditions and obey all traffic laws when driving.

2. Check DTC.

### Is DTC detected?

YES >> Go to HBC-560, "Diagnosis Procedure".

NO >> INSPECTION END

## **Diagnosis Procedure**

INFOID:0000000005441410

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2. CHECK HARNESS CONTINUITY BETWEEN HYBRID VEHICLE CONTROL ECU AND BRAKE ECU

Refer to LAN-4, "Description"

OK or NG

U0129-529	
< COMPONENT DIAGNOSIS >  OK >> GO TO 3.  NG >> Repair or replace harness or connectors.	
NG >> Repair or replace harness or connectors.  3.CHECK DTC OUTPUT (BRAKE)	A
Turn ignition switch ON.     Check DTC for brake system.	В
<u>Is DTC detected?</u> YES >> Go to Diagnosis Procedure relevant to output DTC.  NO >> GO TO 4.	НВС
4. REPLACE HYBRID VEHICLE CONTROL ECU	
Refer to HBC-641, "Removal and Installation".	D
>> INSPECTION END	Е
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## U0131-433, U0131-434

Description INFOID:000000005441411

The hybrid vehicle control ECU transmits and receives signals to and from the ECM, the brake ECU, the EPS control unit and network gateway ECU via CAN communication.

DTC Logic

### DTC DETECTION LOGIC

If the hybrid vehicle control ECU detects a problem with CAN communication between the ECU and the EPS control unit, the hybrid vehicle control ECU will set a DTC.

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
U0131	433	Lost Communication with EPS Control Module	Problem with CAN communication be- tween the EPS control unit and hybrid vehicle control ECU (communication er- ror between ECUs)	CAN communication system
U0131	434		Problem with CAN communication be- tween the EPS control unit and hybrid vehicle control ECU (signal transmission error)	OAN COMMUNICATION SYSTEM

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON and wait at least 3 seconds.
- Check DTC.

#### Is DTC detected?

YES >> Go to HBC-562, "Diagnosis Procedure".

NO >> INSPECTION END

### **Diagnosis Procedure**

Go to LAN-17, "Trouble Diagnosis Flow Chart".

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### < COMPONENT DIAGNOSIS >

### U0424-537

Description INFOID:0000000005441414

If there is a malfunction in the Auto Amp. (Automatic air conditioner system), DTC U0424-537 will be output.

DTC Logic

### DTC DETECTION LOGIC

DTC No.	INF code	Trouble diagnosis name	DTC detecting condition	Possible cause
U0424	537	Invalid Data Received from HVAC Control Module	Auto Amp. (Automatic air conditioner system) malfunction	Auto Amp. (Automatic air conditioner system)

### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON and wait at least 3 seconds.
- Check DTC.

#### Is DTC detected?

YES >> Go to HBC-563, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

### 1.PRECONDITIONING

- Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.
- After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.
- Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

>> GO TO 2.

## 2.CHECK DTC OUTPUT (AIR CONDITIONING SYSTEM)

- 1. Turn ignition switch ON.
- 2. Check DTC.

### Air conditioning system DTCs are output

YES >> Go to air conditioning system.

NO >> Replace Auto Amp. (Automatic air conditioner system).

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< COMPONENT DIAGNOSIS >

## U1001-146, U1001-435, U1001-594, U1001-827, U1001-919, U1001-920

Description INFOID:0000000005441417

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	INF Code	Trouble diagnosis name	DTC detecting condition	Possible cause
U1001	146		When the hybrid vehicle control ECU is not transmitting or receiving CAN communication signal with BCM for 2 seconds or more.	CAN communication system
U1001	435	Lost communication with bow	When the hybrid vehicle control ECU is not transmitting or receiving CAN communication signal with BCM for 2 seconds or more.	CAN communication system
U1001	919	Lost Communication with	When the hybrid vehicle control ECU is not transmitting or receiving CAN communication signal with IPDM E/R for 2 seconds or more.	CAN communication system
U1001	920	IPDM E/R	When the hybrid vehicle control ECU is not transmitting or receiving CAN communication signal with IPDM E/R for 2 seconds or more.	CAN communication system
U1001	594	Lost Communication with Controller (Auto AMP.)	When the hybrid vehicle control ECU is not transmitting or receiving CAN communication signal with controller (Auto AMP.) for 2 seconds or more.	CAN communication system
U1001	827		When the hybrid vehicle control ECU is not transmitting or receiving CAN communication signal with controller (Auto AMP.) for 2 seconds or more.	CAN communication system

#### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

If DTC confirmation procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON and wait at least 3 seconds.
- Check DTC.

#### Is DTC detected?

YES >> Go to HBC-565, "Diagnosis Procedure".

NO >> INSPECTION END

## U1001-146, U1001-435, U1001-594, U1001-827, U1001-919, U1001-920

< COMPONENT DIAGNOSIS >

## Diagnosis Procedure

INFOID:0000000005441419

Go to LAN-17, "Trouble Diagnosis Flow Chart".

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### ASCD INDICATOR

Description INFOID:000000005441420

ASCD indicator lamp illuminates to indicate ASCD operation status. Lamp has two indicators, CRUISE and SET, and is integrated in combination meter.

CRUISE lamp illuminates when MAIN switch on ASCD steering switch is turned ON to indicated that ASCD system is ready for operation.

SET lamp illuminates when following conditions are met.

- CRUISE lamp is illuminated.
- SET/COAST switch on ASCD steering switch is turned ON while vehicle speed is within the range of ASCD setting.

SET lamp remains lit during ASCD control.

Refer to EC-45, "System Description" for the ASCD function.

### Component Function Check

INFOID:0000000005441421

## 1. ASCD INDICATOR FUNCTION

Check ASCD indicator under the following conditions.

ASCD Indicator	Cor	Specification	
CRUISE LAMP	Ignition switch: ON	MAIN switch: Pressed at the 1st time →at the 2nd time	$ON \to OFF$
	MAIN switch: ON	ASCD: Operating	ON
SET LAMP	When vehicle speed: Be- tween 40 km/h (25 MPH) and 144 km/h (89 MPH)	ASCD: Not operating	OFF

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to HBC-566, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000005441422

### 1.CHECK DTC

Check that DTC U1000 or U1001 is not displayed.

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform trouble diagnosis for DTC U1000, U1001. Refer to EC-119, "Diagnosis Procedure".

## 2. CHECK COMBINATION METER OPERATION

Refer to MWI-35, "CONSULT-III Function (METER/M&A)".

#### Is the inspection result normal?

YES >> GO TO 3.

NO >> Check combination meter circuit. Refer to MWI-5, "METER SYSTEM: System Diagram".

### 3.check intermittent incident

Refer to GI-42. "Intermittent Incident".

>> INSPECTION END

### MALFUNCTION INDICATOR LAMP

### < COMPONENT DIAGNOSIS >

### MALFUNCTION INDICATOR LAMP

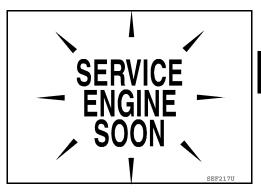
Description INFOID:000000005441423

The Malfunction Indicator Lamp (MIL) is located on the combination meter

The MIL will light up when the ignition switch is turned ON before the READY operation light comes on. This is a bulb check.

When the ignition switch is turned ON (READY) and READY operation light turns on, the MIL should go off. If the MIL remains on, the on board diagnostic system has detected a system malfunction.

For details, refer to HBC-567, "Diagnosis Procedure".



### Component Function Check

1. CHECK MIL FUNCTION

- 1. Turn ignition switch ON.
- 2. Make sure that MIL lights up.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to HBC-567, "Diagnosis Procedure".

## Diagnosis Procedure

1.CHECK DTC

Check that DTC U1000 or U1001 is not displayed.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform trouble diagnosis for DTC U1000, U1001. Refer to EC-119, "Diagnosis Procedure".

## 2. CHECK DTC WITH METER

Refer to MWI-35, "CONSULT-III Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace.

### 3. CHECK INTERMITTENT INCIDENT

Refer to GI-42, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace combination meter.

NO >> Repair or replace.

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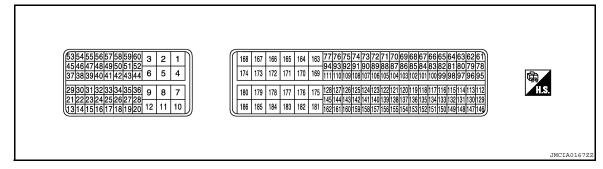
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# **ECU DIAGNOSIS**

### **HV ECU**

Reference Value

### TERMINAL LAYOUT



### PHYSICAL VALUES

#### NOTE:

- The hybrid vehicle control ECU is located behind the passenger side instrument lower panel. For this inspection, remove passenger side instrument lower panel.
- Specification data are reference values and are measured between each terminal and ground.
- Pulse signal is measured by CONSULT-III.

#### **CAUTION:**

Do not use the hybrid vehicle control ECU ground terminals when measuring input/output voltage. Doing so may result in damage to the hybrid vehicle control ECUs transistor. Use a ground other than the hybrid vehicle control ECU terminals, such as the ground.

Term	Terminal No.		Description			Value
+	_	Wire color Signal name Input/ Output Condition		(Approx.)		
10	Ground	B/W	Hybrid vehicle control ECU ground	_	[Ignition switch: READY]	0 V
11	Ground	B/W	Hybrid vehicle control ECU ground	_	[Ignition switch: READY]	0 V
12	Ground	B/W	Hybrid vehicle control ECU ground	_	[Ignition switch: READY]	0 V
13	Ground	Р	Generator temperature sensor ground	_	[Ignition switch: READY]	0 V
14	Ground	R	R Generator temperature sensor	Input	[Ignition switch: ON] • Ambient temperature: 25°C (77°F)	3.4 - 4.9 V
14					[Ignition switch: ON] • Ambient temperature: 60°C (140°F)	2.2 - 3.3 V
15	Ground	LG	Motor temperature sensor ground	_	[Ignition switch: READY]	0 V
16	Cround	BR	BR Motor temperature sensor	Input	[Ignition switch: ON] • Ambient temperature: 25°C (77°F)	3.4 - 4.9 V
10	Ground				[Ignition switch: ON] • Ambient temperature: 60°C (140°F)	2.2 - 3.3 V
20	Ground	SB	Power supply for hybrid vehicle control ECU	Input	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14 V)

## < ECU DIAGNOSIS >

Term	inal No.	Miro	Wire			Value	_
+	_	color	Signal name	Input/ Output	Condition	(Approx.)	А
37	Ground	0	BCM communication	Output	[Ignition switch: ON] • Shift position: P or N	BATTERY VOLTAGE (11 - 14 V)	В
37	Ground	O	(PNP signal)	Output	[Ignition switch: ON] • Shift position: Except above	0 - 1.5 V	
45	Ground	V	Transmission range switch	Innut	[Ignition switch: ON] • Shift position: P	BATTERY VOLTAGE (11 - 14 V)	HB
45	Ground	V	(P position signal)	Input	[Ignition switch: ON] • Shift position: Except above	0 - 1.5 V	D
40	Cround	Y	Transmission range	lanet	[Ignition switch: ON] • Shift position: R	BATTERY VOLTAGE (11 - 14 V)	_
46	Ground	Y	switch (R position signal)	Input	[Ignition switch: ON] • Shift position: Except above	0 - 1.5 V	E
47	Ground	W	Transmission range switch (N position signal)	Input	[Ignition switch: ON] • Shift position: N	BATTERY VOLTAGE (11 - 14 V)	F
47					[Ignition switch: ON] • Shift position: Except above	0 - 1.5 V	_
40	Ground	W	Transmission range  N switch (D position signal)	Input	[Ignition switch: ON] • Shift position: D	BATTERY VOLTAGE (11 - 14 V)	G
48					[Ignition switch: ON] • Shift position: Except above	0 - 1.5 V	Н
	Ground	В	Transmission range B switch (B position signal)		[Ignition switch: ON] • Shift position: B	BATTERY VOLTAGE (11 - 14 V)	_
49				Input	[Ignition switch: ON] • Engine stopped • Shift position: Except above	0 - 1.5 V	I
			Transmission range		[Ignition switch: ON] • Shift position: R	BATTERY VOLTAGE (11 - 14 V)	J
50	Ground	0	switch (RV position signal)	Input	[Ignition switch: ON] • Shift position: Except above	0 - 1.5 V	– – K
			Transmission range		[Ignition switch: ON] • Shift position: D or B	BATTERY VOLTAGE (11 - 14 V)	- N
51	Ground	SB	J	Input	[Ignition switch: ON] • Engine stopped • Shift position: Except above	0 - 1.5 V	L
F0	Crowns	0	Transmission range	lnt	[Ignition switch: ON] • Shift position: P, R, N, D or B	BATTERY VOLTAGE (11 - 14 V)	M
52	Ground	nd G	G switch In (MJ position signal)	Input	[Ignition switch: ON] • Shift position: Except above	0 - 1.5 V	_

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Term	inal No.	Wire	Wire			Value	
+	_	color	Signal name	Input/ Output	Condition	(Approx.)	
53	Ground	R	Compressor inverter		[Ignition switch: READY] • A/C system: Not operating	100mSec/div  5V/div  JMCIA0001GB  The wave form will vary depending on the content of the digital communication (digital signal).	
	Ground	В	communication		[Ignition switch: READY] • A/C system: Operating	100mSec/div 5V/div JMCIA0002GB The wave form will vary depending on the content of the digital communication (digital signal).	
54	Ground		Y Compressor inverter communication	_	[Ignition switch: READY] • A/C system: Not operating	The wave form will vary depending on the content of the digital communication (digital signal).	
		'			[Ignition switch: READY] • A/C system: Operating	The wave form will vary depending on the content of the digital communication (digital signal).	
55	Ground	L	Compressor inverter communication	_	[Ignition switch: READY]	20mSec/div  5V/div  JMCIA0005GB  The wave form will vary depending on the content of the digital communication (digital signal).	

Term	inal No.	Wire			Value		
+	_	Wire color	Signal name	Input/ Output	Condition	Value (Approx.)	1
56	Ground	W	Compressor inverter communication	_	[Ignition switch: READY]	100mSec/div  5V/div  JMCIA0006GB  The wave form will vary depending on the content of the digital communication (digital signal).	H
60	Ground	Р	Power supply for Trans- mission range switch	_	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)	E
77	Ground	L/B	HV battery assembly (SMRP operation signal)	_	[Ignition switch: ON to READY]	500mSec/div 500mSec/div	F
82	Ground	G/B	Back up lamp relay	Output	[Ignition switch: ON] • Shift position: R	0 - 1.5 V	ŀ
02	Sicuria	J., D		Capat	[Ignition switch: ON] • Shift position: Except above	BATTERY VOLTAGE (11 - 14 V)	
94	Ground	GR	MG ECU communication	Input	[Ignition switch: ON] • Service plug grip: Connect	0 - 1.5 V	
			(Interlock switch signal)	, ,	[Ignition switch: ON] • Service plug grip: Disconnect	BATTERY VOLTAGE (11 - 14 V)	,
100	Ground	L	ECM (PHASE signal)	Input	[Engine is running] • Idle speed NOTE: The pulse cycle changes depending on rpm at idle.	50mSec/div  50/div  JMCIA0008GB  The pulse cycle becomes short-	L
101	Ground	Р	ECM (POS signal)	Input	[Engine is running] • Idle speed	er as the engine speed increased.  2mSec/div  5V/div  JMCIA0009GB  The pulse cycle becomes shorter as the engine speed increased.	(

Term	inal No.	Description				Value
+	_	Wire color	Signal name	Input/ Output	Condition	Value (Approx.)
102	Ground	G	Brake ECU (Vehicle speed signal)	Input	[Ignition switch: READY] • Vehicle speed: 20 km/h (12 MPH)	2mSec/div 5V/div  JMCIA0009GB  The higher the vehicle speed, the shorter the cycle.
400	0	0.0	HV battery assembly		[Ignition switch: ON]	0.1 - 0.5 V
103	Ground	GR	(DC/DC converter operation signal)	Input	[Ignition switch: READY]	5 - 7 V
104	Ground	G/R	HV battery assembly (DC/DC converter operation signal)	Input	[Ignition switch: ON]	100mSec/div 5V/div JMCIA0011GB The cycle will vary depending on the specified voltage of the hybrid vehicle converter.
105	Ground	Y/R	HV battery blower fan motor	_	[Ignition switch: ON] • During ACTIVE TEST	1mSec/div 2V/div JMCIA0122GB
109	Ground	SB	Inverter water pump	_	[Ignition switch: READY]	100mSec/div 5V/div JMCIA0012GB
112	Ground	0	Sensor power supply (Accelerator pedal position sensor 2)	_	[Ignition switch: ON]	5 V
113	Ground	O/L	Sensor power supply (Accelerator pedal position sensor 1)	_	[Ignition switch: ON]	5 V
118	Ground	LG	ASCD brake switch	Input	[Ignition switch: OFF] • Brake pedal: Fully released  [Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14 V) 0 - 1.5 V
121	Ground	L/W	MG ECU communication (MG shutdown signal)	Input	Brake pedal: Slightly depressed  [Ignition switch: ON] [Ignition switch: READY]	0 - 1.5 V
129	Ground	W/L	Sensor ground (Accelerator pedal position sensor 2)	_	[Ignition switch: READY]	0 V

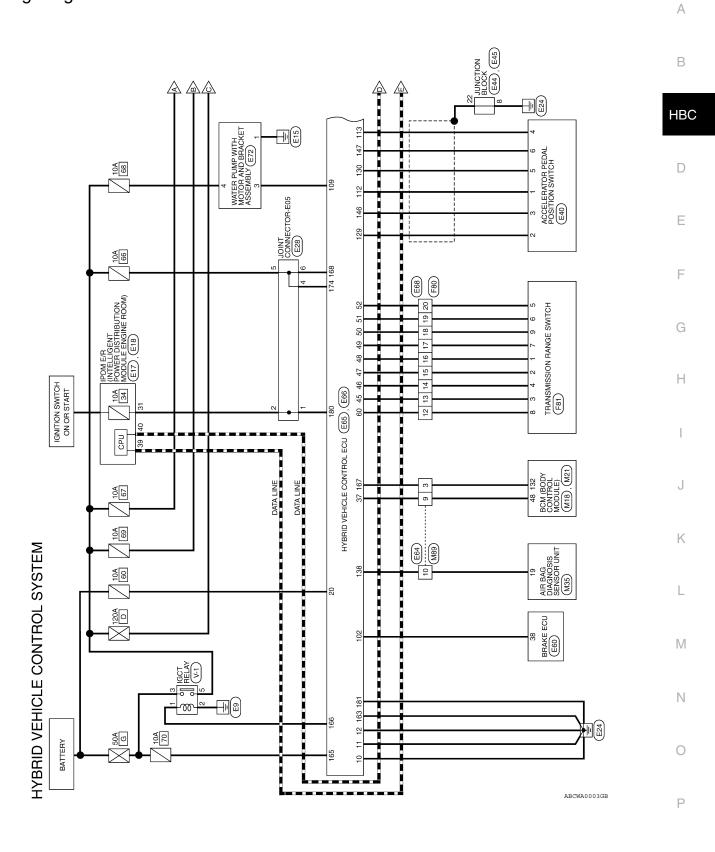
Term	inal No.	Wire	Wire Description			Value	
+	_	color	Signal name	Input/ Output	Condition	value (Approx.)	А
130	Ground	L/G	Sensor ground (Accelerator pedal position sensor 1)	_	[Ignition switch: READY]	0 V	В
133	Ground	L/R	HV battery assembly (Battery smart unit com- munication signal)	Input	[Ignition switch: ON]	500µSec/div 2V/div JMCIA0013GB  The wave form will vary depending on the content of the digital communication (digital signal).	D E
138	Ground	G/O	Air bag diagnosis sensor unit (Air bag activation signal)	Input	[Ignition switch: READY]	1Sec/div 2V/div JMCIA0014GB	F G
			Accelerator pedal posi-		<ul><li>[Ignition switch: ON]</li><li>Engine stopped</li><li>Shift position: P</li><li>Accelerator pedal: Fully released</li></ul>	1.0 - 2.2 V	ı
146	Ground	W	tion sensor 2	Input	<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>Shift position: P</li> <li>Accelerator pedal: Fully depressed</li> </ul>	3.4 - 5.3 V	J
			Accelerator pedal posi-		<ul><li>[Ignition switch: ON]</li><li>Engine stopped</li><li>Shift position: P</li><li>Accelerator pedal: Fully released</li></ul>	0.4 - 1.4 V	K
147	Ground	L/Y	tion sensor 1	Input	<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>Shift position: P</li> <li>Accelerator pedal: Fully depressed</li> </ul>	2.6 - 4.5 V	M
148	Ground	Р	P Stop lamp switch	Input	[Ignition switch: ON] • Brake pedal: Fully released	0 - 1.5 V	N
		•			[Ignition switch: ON] • Brake pedal: Slightly depressed	BATTERY VOLTAGE (11 - 14 V)	
150	Ground	L/G	HV battery assembly (Battery smart unit com- munication signal)	Input	[Ignition switch: ON]	500μSec/div  2V/div  JMCIA0015GB  The wave form will vary depending on the content of the digital communication (digital signal).	O P

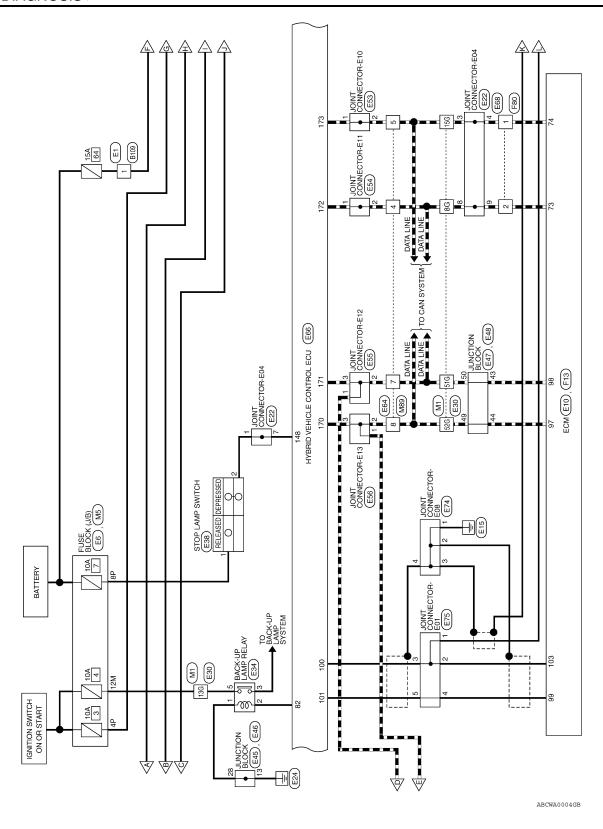
Term	ninal No.	Wire Description				Value
+	_	color	Signal name	Input/ Output	Condition	(Approx.)
163	Ground	B/W	Hybrid vehicle control ECU ground	_	[Ignition switch: READY]	0 V
165	Ground	G	Power supply for hybrid vehicle control ECU	Input	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14 V)
166	Ground	V	IGCT relay	Output	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
167	Ground	R	BCM communication (Start signal)	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
168	Ground	GR	Power supply for hybrid vehicle control ECU	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
169	Ground	W/B	HV battery assembly (SMRB operation signal)	_	[Ignition switch: ON to READY]	500mSec/div  500mSec/div  JMCIA0016GB
170	Ground	Р	CAN communication line (NISSAN)	Input/ Output	_	_
171	Ground	L	CAN communication line (NISSAN)	Input/ Output	_	_
172	Ground	Р	CAN communication line (TOYOTA)	Input/ Output	<del>_</del>	_
173	Ground	L	CAN communication line (TOYOTA)	Input/ Output	_	_
174	Ground	GR	Power supply for hybrid vehicle control ECU	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
175	Ground	Y/B	HV battery assembly (SMRG operation signal)	_	[Ignition switch: ON to READY]	500mSec/div 5V/div JMCIA0017GB
176	Ground	LG	MG ECU communication	_	[Ignition switch: READY]	5mSec/div  1V/div  JMCIA0018GB  The wave form will vary depending on the content of the digital communication (digital signal).

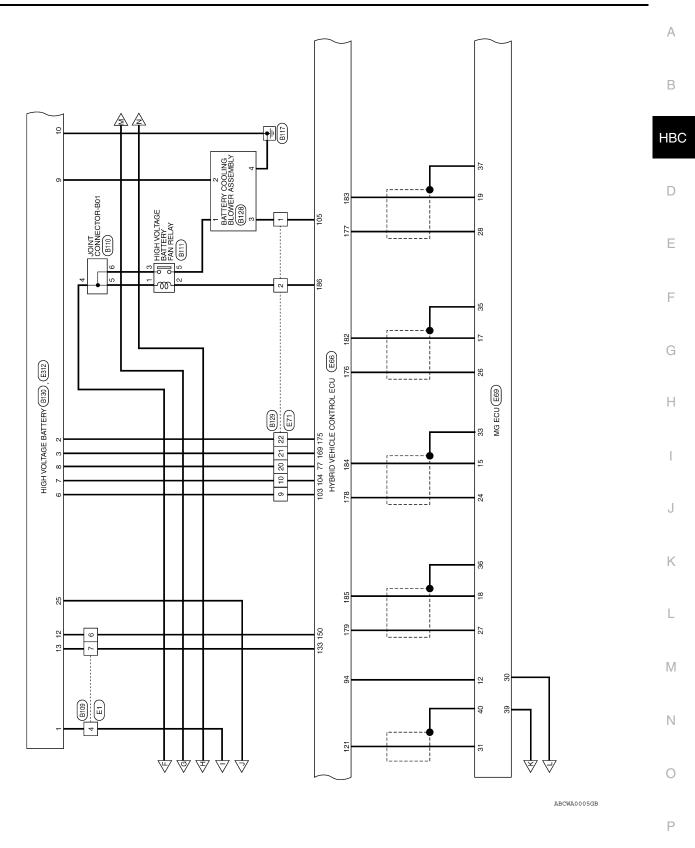
Term	inal No.	١٨/:	Description			Value	
+	_	Wire color	Signal name	Input/ Output	Condition	Value (Approx.)	А
177	Ground	Y/L	MG ECU communication	Input	[Ignition switch: READY]	5mSec/div 1V/div  JMCIA0019GB  The wave form will vary depending on the content of the digital communication (digital signal).	В <b>НВ</b> 0
178	Ground	L/O	MG ECU communication	Input/ Output	[Ignition switch: READY]	2 V	Е
179	Ground	BR	MG ECU communication	Input/ Output	[Ignition switch: READY]	2mSec/div 1V/div JMCIA0020GB	F
180	Ground	В	Ignition switch signal	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)	Н
181	Ground	B/W	Hybrid vehicle control ECU ground	_	[Ignition switch: READY]	0 V	I
182	Ground	V	MG ECU communication	_	[Ignition switch: READY]	5mSec/div  1V/div  JMCIA0021gB  The wave form will vary depending on the content of the digital communication (digital signal).	J K L
183	Ground	Y/G	MG ECU communication	Input	[Ignition switch: READY]	5mSec/div 1V/div  JMCIA0022GB  The wave form will vary depending on the content of the digital communication (digital signal).	M N
184	Ground	W/L	MG ECU communication	Input/ Output	[Ignition switch: READY]	3 V	Р

Term	Terminal No.		Wire			Value
+	_	color	Signal name	Input/ Output	Condition	(Approx.)
185	Ground	Y	MG ECU communication	Input/ Output	[Ignition switch: READY]	2mSec/div 1V/div JMCIA0023GB
186	Ground	GR/R	/R HV battery blower fan re-	Input	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14 V)
			lay		[Ignition switch: ON]	0 V

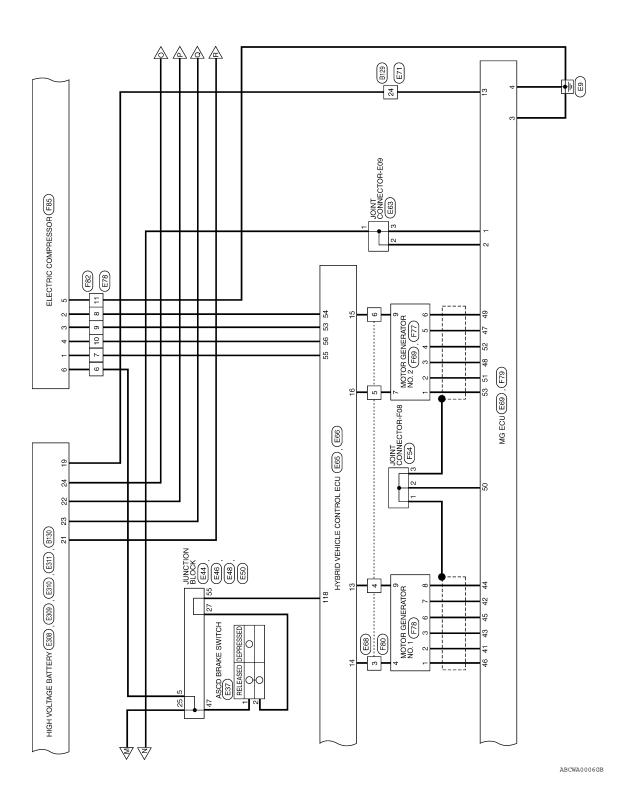
Wiring Diagram







Revision: September 2009 HBC-579 2010 Altima HEV



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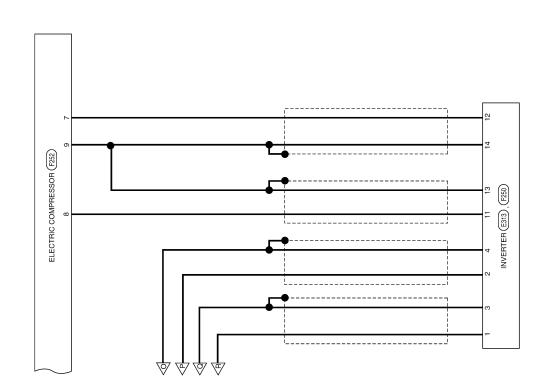
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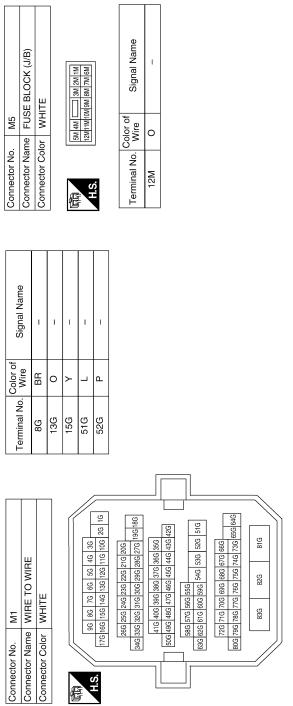
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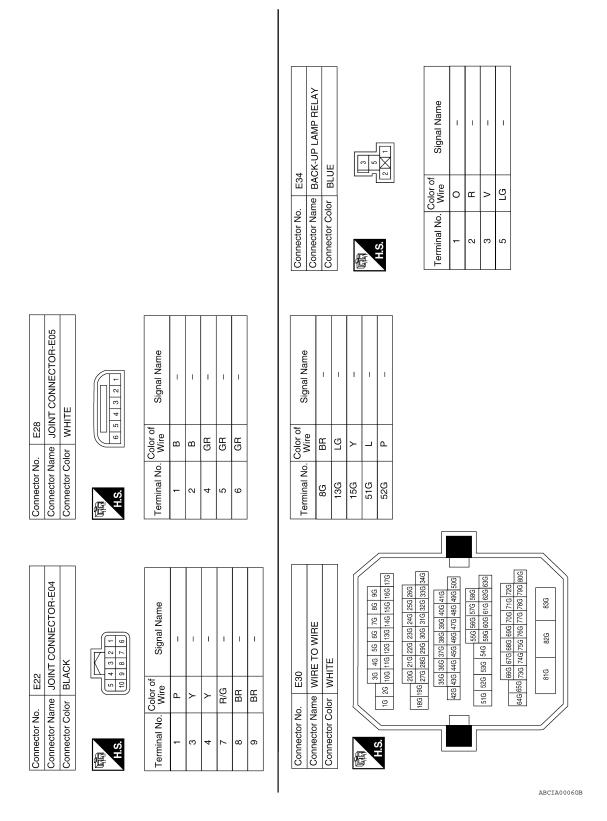
# HYBRID VEHICLE CONTROL SYSTEM CONNECTORS



Connector No.	M18	Connector No.	M21		Conr	Connector No.	M35	
Connector Name	BCM (BODY CONTROL MODULE)	Connector Name	BCM (F	BCM (BODY CONTROL MODULE)	Conr	Connector Name	I	AIR BAG DIAGNOSIS SENSOR UNIT
Connector Color	GREEN	Connector Color	GRAY		Conr	Connector Color YELLOW	r YELL(	MC
明.S.		A.S.			画 H.S.		21	24 49 1 7 45 3 4 6 5 18 2
39 38 37 36 35 34 33 59 58 57 56 55 54 53	3 S2 51 50 49 48 47 46 45 44 43 42 41 40	131 130 129 128 127 128 151 150 149 148 147 146	128 127 126 125 124 123 122 121 148 147 146 145 144 143 142 141	128   127   126   126   128   127   128   121   130   139   138   137   146   158   134   138   128	[2] 83			
							- -	
Ferminal No. Wire	or or ire Signal Name	Terminal No. Wire	lor of Vire	Signal Name	Term	Terminal No.	Color of Wire	Signal Name
48 R.	R/B SHIFT N/P	132	ш	ST CONT USM		19	0/5	IVCS

Connector No. E6  Connector Color WHITE  Connector Color WHITE  The B is 4P   The B is 5P   The B is	Terminal No. Wire Signal Name  4P G/R 8P Y/R	POWER DISTRIBUTION   POWER DISTRIBUTION   POWER DISTRIBUTION   MODULE ENGINE ROOM)   Connector Color   WHITE	A B HBC
Connector No. E1  Connector Name WIRE TO WIRE  Connector Color WHITE  4 3 2 1  10 9 8 7 6 5	Terminal No.   Color of   Signal Name   1   G/R   -	Connector Name POWER DISTRIBUTION MODULE ENGINE ROOM) Connector Color WHITE  Terminal No. Wire Signal Name 39 P CAN-L 40 L CAN-H  Connector Name 39 P CAN-L 40 L CAN-H	G H I J
Connector No.         M89           Connector Name         WIRE TO WIRE           Connector Color         WHITE	Terminal No. Wire Signal Name  3 R	Connector No.   E10	L M N
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Revision: September 2009 HBC-583 2010 Altima HEV



			7								
	ACCELERATOR PEDAL	OK OK	2 2 1	Signal Name	VC2	GND2	VPA2	VC1	GND1	VPA1	
. E40	me ACC		9	Color of Wire	0	M/L	>	O/L	D/1	5	
Connector No.	Connector Name	Connector Color	原 用、S.	Terminal No.	-	2		4	5	9	
					1		1				
	STOP LAMP SWITCH	TE	8 1	Signal Name	1	ı					
. E38	me STC	lor		Color of Wire	æ	۵					
Connector No.	Connector Name	Connector Color WHITE	原可 H.S.	Terminal No.	-	2					
	Connector Name   ASCD BRAKE SWITCH	NWC		Signal Name	I	ı					
. E37	me ASC	lor BRC		Color of Wire	g	>					
Connector No.	Connector Na	Connector Color BROWN	原 H.S.	Terminal No.	-	2					

	Connector Name JUNCTION BLOCK	TE	40 39 38 37 38 35 34 33 22	Signal Name	1	1	_			
E46	me JUN	or WHI	31 30 29 28 40 39 38 37	Color of Wire	>	>	0/B			
Connector No.	Connector Nar	Connector Color WHITE	南 H.S.	Terminal No.	25	27	28			
							]			
	Connector Name   JUNCTION BLOCK	TE .	22 21 20 19 18	Signal Name	ı	1				
E45	ne JUNC	or WHIT	17 16 C	Color of Wire	B/W	GR				
Connector No.	Connector Nar	Connector Color WHITE	H.S.	Terminal No.	13	22				
							1			
	Connector Name JUNCTION BLOCK	MN	10 9 8 7 6	Signal Name	1	1				
E44	ne JUNC	or BRO	5 4 11 10	Solor of Wire	_	B/W				
Connector No.	Connector Nan	Connector Color BROWN	H.S.	Terminal No. Wire	2	8				
					•	•		ABC	IA000	7GI

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**HBC-585** Revision: September 2009 2010 Altima HEV

	ı								
	Connector Name JUNCTION BLOCK	TE	<u> </u>	Signal Name	I				
E50	on JUN(	MHI.	26	color of Wire	re				
Connector No.	Connector Nam	Connector Color WHITE	H.S.	Terminal No. Wire	55				
	CTION BLOCK	TE	50 49 48 47	Signal Name	1	ı	ı		
E48	e JUNC	. WHI	20 48	color of Wire		Ь	_		
Connector No.	Connector Name JUNCTION BLOCK	Connector Color WHITE	H.S.	Terminal No. Wire	47	49	90		
	Connector Name JUNCTION BLOCK	11	41	Signal Name	1	ı			
E47	ne JUN	Jr WHI	42 46 45	Solor of Wire	_	۵			
Connector No.	Connector Nan	Connector Color WHITE	H.S.	Terminal No. Wire	43	44			

Connector No. E55 Connector Name JOINT CONNECTOR-E12 Connector Color WHITE	3 2 1	Signal Name	ı	I	
me JOIN	4	Color of Wire	٦	_	
Connector No. E55 Connector Name JOINT Connector Color WHITE	用.S.	Terminal No. Wire	-	2	•
					1
Connector No. E54 Connector Name JOINT CONNECTOR-E11 Connector Color WHITE	3 2 1	Signal Name	1	ı	
me JOIN	4	Color of Wire	BR	BR	
Connector No. E54 Connector Name JOINT Connector Color WHITE	原 H.S.	Terminal No. Wire	-	2	
ionnector No. E53 Sonnector Name JOINT CONNECTOR-E10 Sonnector Color WHITE	4 3 2 1	Signal Name	ı	ı	
me JOIN	4	Color of Wire	>	>	
Connector No. E53 Connector Name JOINT (Connector Color WHITE	原 H.S.	Color of Wire	-	2	

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Connector No.   E63	
Connector No.   E60   Connector Name   BRAKE ECU   Connector Color   BLACK   L.S.   L.   L.   L.   L.   L.   L.	
Connector No.   E56   Connector Name   JOINT CONNECTOR-E13   Connector Color   WHITE   LS.   Color of   Signal Name   Terminal No.   Wire   Signal Name   Terminal No.   Wire   Signal Name   Terminal No.   Color of   Signal Name   Terminal Name	Connector Name WIRE TO WIRE  Connector Color WHITE  Connector Color WHITE  Terminal No. Wire Signal Name  3 R

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Revision: September 2009 HBC-587 2010 Altima HEV

Signal Name	CLK	STB	I	I	I	+BS
Color of Wire	_	>	ı	1	ı	Ь
Terminal No.	22	99	22	28	69	09

Signal Name	ı	ı	I	ı	I	1	ı	-	1	-	ı	I	I	1	SHNP	1	ı	-	ı	_	1	I	Д	В	Z	D	В	RV	FD	MJ	ETI	ITE
Color of Wire	1	ı	1	1	1	ı	1	-	1	_	1	1	1	1	0	1	1	1	ı	1	1	1	>	٨	W	*	В	0	SB	g	Я	>
Terminal No.	23	24	25	56	27	28	59	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	20	51	52	53	54

E65	Connector Name HYBRID VEHLCLE CONTROL ECU	BLACK	
Connector No.	Connector Name	Connector Color	







Signal Name	ı	ı	ı	I	ı	I	1	I	I	E02	E01	E12	GMTG	GMT	MMTG	MMT	-	ı	_	S	ı	1
Color of Wire	1	ı	ļ	I	ı	1	I	ı	1	B/W	B/W	B/W	Ь	В	ГG	BR	_	1	-	SB	I	1
Terminal No.	-	2	ဗ	4	2	9	7	8	6	10	Ξ	12	13	14	15	16	11	18	19	20	21	22

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Terminal No. Wire Signal Name  130 L/G EP1 (GND-A1)  138 G/O IVCS  146 W VPA2 (APS2)  147 L/Y VPA (APS1)  148 P STP (BRAKE)  150 L/G BTH-  163 B/W EI  165 G BATT  166 V MREL (SSOFF)  167 R ST2  168 GR VBR2)  170 P CAN L (CAN-1L)  171 L CAN H (CAN-1H)  172 BR CAN- (CAN-2L)  173 Y CAN+ (CAN-2H)  174 GR VB (VBR1)  175 Y/B SWRG  176 LG HTM-  177 Y/L MTH-  178 BR CCLK-  179 BR IGSW
Color of Wire L/G G/O G/O G/O G/O G/O G/O G/O G/O G/O G
Color of Wire L/G G/O G/O G/O G/O G/O G/O G/O G/O G/O G
Color of Wire L/G G/O G/O G/O G/O G/O G/O G/O G/O G/O G
Color of Wire L/G G/O G/O G/O G/O G/O G/O G/O G/O G/O G
Color of Wire U/G
Color of Wire U/G G/O G/O G/O G/O G/O G/O G/O G/O G/O G
Color of Wire L/G G/O G/O G/O G/O G/O G/O G/O G/O G/O G
Color of Wire L/R G/O G/O W W G/O
Color of Wire L/G G/O G/O W W G/O
Color of Wire U/G
Color of Wire Color of Wire Color of Wire Color of Color
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Color of Wire Color of Wire Color of Co
Color of Wire L/G G/O W W L/G L/G L/G L/G C G/O V V C L/G C G C C C C C C C C C C C C C C C C C
Wire L/G B/W W L/Y L/G B/W B/W G G/O G
Wire L/G B B/W W L/Y L/G B B/W
Wire L/G G/O G/O G/O G/O G/O G/O G/O G/O G/O G
Wire L/G L/G W
Wire L/G E L/R G/O L/Y
Color of Wire L/G E L/R G/O W
Color of Wire L/G B L/R G/O
Color of Wire L/G E
Color of Wire L/G
Color of Wire

O	Connector No.	ctor N	일	993	ي ا										
O	Connector Name	ctor N	Vame		'BRI	HYBRID VEHICLE CONTROL ECU		J.E							
Ö	Connector Color	ctor (	Solor	-	BLACK										
Ú	優														
	H.S.														
(															
$\subseteq$	168	167	166	165	164	163	22	92	75	74	73	72	71	70	69
		_					94	93	92	91	96	89	88	87	86
	174	173	172	171	170	169	Ξ	110	109	108	107	106	105	111 110 109 108 107 106 105 104 103	ĕ
_															
	180	179	178	177	176	175	128	127	126	125	124	123	122	128 127 126 125 124 123 122 121 120	120
=			-	:	:	1	146 144 143 143 141 140 136 138	177	173	140	171	170	120	120	6

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182 183

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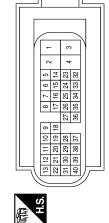
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	_	_	_	_			_	_	_		_	_	_		
Signal Name	SMRP	BL	ILK (CONNSW)	GI (PHASE)	NEI (POS)	SPDI	NODD	ΛLΟ	SIO	IWP	VCP2 (AVCC2)	VCP1 (AVCC1)	STI - (BNCSW)	HSDN	EP2 (GND-A2)
Color of Wire	L/B	G/B	GR	٦	Ь	g	GR	G/R	Y/R	SB	0	O/L	ГG	M/¬	M/L
Terminal No.	77	82	94	100	101	102	103	104	105	109	112	113	118	121	129

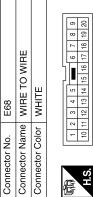
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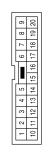
Signal Name	ı	CLK-	I	-MTM-	REQ-	MTH-	I	GI (PHASE)	HSDN	ı	I	I	I	ı	ı	ı	I	1
Color of Wire	1	9	ı	ΓG	BR	BR/R	ı	Д	ΓW	1	SHIELD	ı	SHIELD	SHIELD	SHIELD	-	SHIELD	SHIELD
Terminal No.	23	24	25	56	27	28	59	30	31	32	33	34	35	36	37	38	39	40





me																						
Signal Name	<del>P</del>	+B2	GND1	GND2	1	I	1	1	1	1	I	ILKI	ILKO	ı	CLK+	I	+MTM+	REQ+	MTH+	_	1	ı
Color of Wire	_	_	В	В	1	-	ı	-	I	ı	1	GR/R	В	I	BR/W	-	۸	<b>&gt;</b>	B/W	_	_	ı
Terminal No.	-	2	8	4	2	9	7	8	6	10	11	12	13	14	15	16	17	18	19	20	21	22





Signal Name	ı	ı	ı	ı	ı	1	1	ı	1	ı	1	ı	ı	1	ı
Color of Wire	>	BR	æ	Ь	BR	ГG	Ь	>	У	*	M	В	0	SB	В
Terminal No.	-	2	က	4	2	9	12	13	14	15	16	17	18	19	20

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Connector No. E74	Connector Name JOINT CONNECTOR-E08 Connector Color WHITE		H.S.		Color of	l erminal No.   Wire   Signal Name	1 B -	2 SHIELD –	3 SHIELD –	4 SHIELD –		
E72	WATER PUMP WITH MOTOR AND BRACKET ASSEMBLY	GRAY	4			e Signal Name	1	1	1			
Connector No.	Connector Name	Connector Color		H.S.	Color of	l erminal No.   Wir	1 B	as s	4 W			
Connector No. E71	Connector Name WIRE TO WIRE Connector Color GRAY		14         10         9         8         7         7         6         5         4         3         2         1           24         23         22         21         20         19         18         17         16         15         14         13         12	30,000	Terminal No. Wire Signal Name		GR/R –	GR –	R/B –		 - A/B	- L

Connector No.	E75		Connector No.		E78		Connector No.	E308	
Connector Nan	ne JOINT	Connector Name JOINT CONNECTOR-E01	Connecto	or Name	Connector Name WIRE TO WIRE	VIRE	Connector Name	HIGH	Connector Name HIGH VOLTAGE BATTERY
Connector Color	or WHITE		Connecto	Connector Color WHITE	WHITE		Connector Color	ı	
H.S.	6 5 4	6 2 2 1	所 H.S.	1 9	6 7 8 9 10	11 12	H.S.	[2]O	
Terminal No. Wire	Solor of Wire	Signal Name	Terminal No. Wire	No. Wi		Signal Name	Color of Terminal No. Wire	lor of Vire	Signal Name
-	_	1	9			1	21	0	CBI
7	_	ı		Œ		1			
က		1	80	PI	(5	1			
4	<u> </u>	ı	6	BR	_	1			
2	<u>م</u>	ı	10			1			
			=	В		1			
			ı						

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**HBC-591** Revision: September 2009 2010 Altima HEV

Connector No.  Connector Name  Connector Color	E309 HIGH VOLTAGE BATTERY -	Connector No. E310 Connector Name HIGH VOLTAGE BATTERY Connector Color –	/OLTAGE BATTERY	Connector No. E311 Connector Name HIGH VOLT Connector Color –	E311 HIGH VOLTAGE BATTERY -
H.S.		H.S.		H.S.	
Terminal No. Wire 22 O	of Signal Name CEI	Terminal No. Wire 23 SHIELD	Signal Name -	Terminal No.   Color of   Sig	Signal Name -
Connector No.   E   Connector Name   L   Connector Color   -	E312 HIGH VOLTAGE BATTERY -	Connector No. E313 Connector Name INVERTER Connector Color WHITE	TER	Connector No. F13 Connector Name ECM Connector Color BROWN	
H.S.		H.S.		(33 37 41 45 49 53 57 61 66 69 77 71 35 40 44 48 52 66 60 64 68 77 71 86 40 44 44 85 26 60 64 68 77 71	57 61 65 69 73 77 58 62 66 70 74 78 59 65 67 71 75 79 60 64 68 72 76 80
Terminal No. Wire	of Signal Name	Terminal No. Wire	Signal Name	Terminal No. Wire Sig	Signal Name
25 W	1	1 0	HIGH VOLTAGE (+)	73 BR	CAN-L
		0	HIGH VOLTAGE (-)	74 Y	CAN-H
		3 SHIELD	ı		

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No. F77	Connector Name MOTOR GENERATOR NO. 2	Color BLACK
Connector No	Connector	Connector Color

Connector Name MOTOR GENERATOR NO.

Connector No. | F69

Connector Color BLACK

Connector Name   MOTOR GENERATOR NO. 2	BLACK		Signal Name	MRF	MSN	MCS	MRFG	MSNG	MCSG
ume MC			Color of Wire	M/L	O/L	F/G	Μ	0	$\Gamma \mathcal{N}$
Connector Na	Connector Color	H.S.	Terminal No.	1	2	3	4	2	9

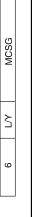
Signal Name

Terminal No. Wire

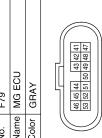
MMTG

BR/R LG/R

6



Signal Name	GSN	GSNG	GCS	GCSG	GRFG	GRF	MSNG	MCS	MCSG	DRN6	MSN	MRFG	MRF
Color of Wire	0	L/G	$\Gamma \lambda$	O/L	Μ	M/L	L/G	ΓΛ	O/L	GR	0	M	M/L
Terminal No.	41	42	43	44	45	46	47	48	49	50	51	52	53



F79	ne MG ECU	or GRAY	46 45 44 43 42 41
Connector No.	Connector Name	Connector Color	

Connector	南 H.S.

	_	_	
(	( <del>-</del>	6	1
	2	7	
	3	8	
	4	6	
(	5	9)	)

Connector Name MOTOR GENERATOR NO.

F78

Connector No.

Connector Color BLACK

Signal Name	CRF	GSN	ecs	GMT	GRFG	GSNG	GCSG	GMTG
Color of Wire	M/L	0	LΥ	G/R	M	9/7	J/O	L/R
Terminal No.	1	2	3	4	9	7	8	6

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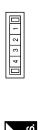
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F54	Connector Name JOINT CONNECTOR-F08	WHITE	
Connector No.	Connector Name	Connector Color WHITE	



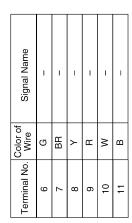




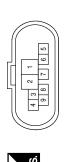
Signal Nan	1	1	1
Color of Wire	SHIELD	GR	SHIELD
Terminal No.	-	2	3

Revision: September 2009

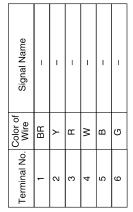
F82	WIRE TO WIRE	WHITE	
Connector No.	Connector Name WIRE TO WIRE	Connector Color WHITE	







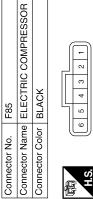
Signal Name	Q	Z	Ь	В	MJ	FD	В	4B	RV
Color of Wire	٦	g	В	<b>\</b>	×	Ь	0	BR	SB
Terminal No.	-	2	က	4	5	9	7	8	6



	ro wire		
F80	WIRE 1	WHITE	
Connector No.	Connector Name WIRE TO WIRE	Connector Color WHITE	

9 8 7 6 5 4 3 2 1	Signal Name	I	ı	I	I	I	I	
9876	Color of Wire	٨	BR	5	٦	ВВ	ГВ	
H.S.	Terminal No.	1	2	က	4	5	9	

Ì	-	1	I	1	I	1	I	1	1	ı	ı	I	1	_	
-	BR	g	٦	BR	ГВ	BR	В	Y	g	7	0	SB	Ь	M	
-	2	က	4	5	9	12	13	14	15	16	17	18	19	20	





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	_				_	_		_
B109	Sonnector Name WIRE TO WIRE	WHITE	5 7 8 9 10 10 10 10 10 10 10 10 10 10 10 10 10	or of /ire Signal Name	G/R –	R/W –	B/R –	BR/W –
Connector No.	Connector Name	Connector Color WHITE	原 H.S.	Terminal No. Wire	- Q	4 R/	9 9	7 BB
								1
.52	Connector Name ELECTRIC COMPRESSOR	RANGE		Signal Name	ı	ı	-	
F2	me EL	or OF		Color o Wire	0	0	SHIELD	
Connector No.   F252	Connector Na	Connector Color   ORANGE	H.S.	Terminal No. Wire	7	80	6	
					ı	ı	1	ı
	RTER		(3) p	Signal Name	ACPB (+)	ACPE (-)	1	1
F250	ne INVE	or WHIT		Color of Wire	0	0	SHIELD	SHIELD
Connector No.	Connector Name INVERTER	Connector Color WHITE	副 H.S.	Terminal No.	=	12	13	14

					ı		
B128	Connector Name BATTERY COOLING BLOWER ASSEMBLY	HITE	N 4     E     E	of Signal Name	ı	1	1
	me B/	lor W		Color o Wire	Y/R	B/≺	Y/R
Connector No.	Connector Na	Connector Color WHITE	南 H.S.	Terminal No. Wire	-	2	3
	<u></u>						
	Connector Name HIGH VOLTAGE BATTERY FAN RELAY	JE		Signal Name	1	1	1
. B111	me HIG	lor BLL		Color of Wire	G/R	G/R	G/R
Connector No.	Connector Na	Connector Color BLUE	南 H.S.	Terminal No. Wire	-	2	က
	Connector Name JOINT CONNECTOR-B01	Щ	8 2 1	Signal Name	1	1	ı
B110	ne JOIN	M N	0	Solor of Wire	G/R	G/R	G/R
Connector No.	Connector Name JOINT C		H.S.	Terminal No. Wire	4	2	9

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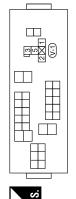
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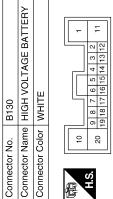
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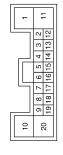
Revision: September 2009 HBC-595 2010 Altima HEV





Signal Name	IGCT CONT	GND	BATT	V BATT
Color of Wire	BR/Y	В	ı	ı
Terminal No.	ļ	2	3	5





Signal Name	IGCT (LH6)	CON3	CON2	NODD	NLO	SMRP	ΜΛ	GND	BTH-	BTH+	ILK
Color of Wire	B/W	Y/B	M/B	GR	R/B	I/B	В/У	В	B/R	BR/W	Œ
Terminal No.	-	2	3	9	7	8	6	10	12	13	19

Connector No.	οN		В	B129	6									
Connector Name WIRE TO WIRE	Ra	me	_	⊭	淵	2	>	≝	ш					
Connector Color GRAY	ပိ	<u>o</u>	0	览										
1							۲	ή.	Ш	Ш	Ш	Ш	П	_
	-	2	3	4	5	6	▮		7	8	6	10	=	
SH	12	12 13 14 15 16 17 18 19 20 21 22 23 24	14	15	16	17	18	19	20	21	22	23	24	
5			П	П	П	П	П	П	П	П	П		ı	

Signal Name	ı	1	ı	ı	ı	I	1	-
Color of Wire	Y/R	GR/R	GR	R/B	L/B	M/B	A/B	В
Terminal No. Wire	-	2	6	10	20	21	22	24

ABCIA0018GB

DTC Index

×:Applicable —: Not applicable

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		CONSULT-III display			Hybrid	High volt-	O.L			D. C	_
DTC	INF code	Item	GST display	FRZF Informa- tion data	system warning light	age bat- tery warning light	Charge warning light	MIL	Trip	Reference page	НВ
P0335*2	524	CKP SENSOR	_	x	х	_	_	_	1	EC-251	טוו
P0338	885	CKP SENSOR CIRCUIT	_	_	х	_	_	_	1	HBC-107	
P0340* <sup>2</sup>	525	CMP SENSOR	_	х	х	_	_	_	1	EC-126 and EC- 255	D
P0343	747	CMP SENSOR CIRCUIT	_	х	х	_	_	_	1	HBC-109	Е
P0343	886	CMP SENSOR CIRCUIT	_	х	х	_	_	-	1	HBC-112	
P0560	117	HV ECU POWER SUPLY	×	_	х	_	_	х	1	HBC-114	
P0616	142	START SIGNAL/CIRC	_	_	х	_	_	_	1	<u>HBC-116</u>	F
P062F	143	EEPROM(HV ECU)	_	_	х	_	_	_	1	HBC-118	
P0705	757	SHIFT POS SWITCH	_	х	х	_	_	_	1	HBC-119	G
P0705	758	SHIFT POS SWITCH	_	х	х	_	_	_	1	HBC-119	
P0851	775	N SIGNAL LINE	_	х	х	_	_	_	1	HBC-119	
P0A01	725	INV COOL SENSOR	_	х	х	_	_	_	1	HBC-125	Н
P0A01	726	INV COOL SENSOR	_	х	х	_	_	_	1	HBC-125	
P0A02	719	INV COOL SEN(GND)	_	_	х	_	_	_	1	HBC-128	
P0A03	720	INV COOL SEN(OPEN)	_	_	х	_	_	_	1	HBC-128	- 1
P0A08	101	DC/DC CONVERTER	_	х	_	_	х	_	1	HBC-129	
P0A08	264	DC/DC CONVERTER	_	х	_	_	х	_	1	HBC-132	J
P0A09	265	DC/DC STAT CIRC LO	_	_	_	_	х	_	1	HBC-138	
P0A09	591	DC/DC STAT CIRC LO	_	_	_	_	х	_	1	HBC-140	1/
P0A0D	350	ILK SWITCH CIRCUIT	_	_	х	_	_	_	1	HBC-144	K
P0A0D	351	ILK SWITCH CIRCUIT	_	_	х	_	_	_	1	HBC-144	
P0A0F*2	204	ENGINE STOP	_	х	х	_	_	_	1	EC-328	L
P0A0F*2	205	ENGINE STOP	_	х	х	_	_	_	1	EC-325	
P0A0F	238	ENGINE STOP	_	х	х	_	_	_	1	HBC-151	M
P0A0F*2	533	ENGINE STOP	_	х	х	_	_	_	1	EC-331	IVI
P0A0F*2	534	ENGINE STOP	_	х	х	_	_	_	1	EC-331	
P0A10	263	DC/DC STAT CIRC HI	_	_	_	_	x	_	1	HBC-156	Ν
P0A10	592	DC/DC STAT CIRC HI	_	_	_	_	х	_	1	HBC-159	
P0A1A	151	MG ECU(MG1)	х	х	х	_	_	х	1	HBC-163	0
P0A1A	155	MG ECU(MG1)	х	х	х	_	_	х	1	HBC-163	
P0A1A	156	MG ECU(MG1)	х	х	х	_	_	х	1	HBC-163	
P0A1A	158	MG ECU(MG1)	х	х	х	_	_	х	1	HBC-163	Р
P0A1A	166	MG ECU(MG1)	x	x	х	_	_	х	1	HBC-163	
P0A1A	200	MG ECU(MG1)	x	x	x	_	_	х	1	HBC-164	
P0A1A	658	MG ECU(MG1)	x	x	x	_	_	х	1	HBC-169	
P0A1A	659	MG ECU(MG1)	x	x	x	_	_	х	1	HBC-169	
P0A1A	791	MG ECU(MG1)	x	_	x	_	_	x	1	HBC-169	
		(									

		CONSULT-III display		FRZF	Hybrid	High volt- age bat-	Charge			Reference
DTC	INF code	ltem	GST display	Informa- tion data	system warning light	tery warning light	warning light	MIL	Trip	page
P0A1A	792	MG ECU(MG1)	х	_	х	_	_	х	1	<u>HBC-164</u>
P0A1A	793	MG ECU(MG1)	х	_	х	_	_	х	1	<u>HBC-164</u>
P0A1B	163	MG ECU(MG2)	х	х	х	_	_	х	1	HBC-170
P0A1B	164	MG ECU(MG2)	х	х	х	_	_	х	1	<u>HBC-170</u>
P0A1B	168	MG ECU(MG2)	х	х	х	_	_	х	1	HBC-171
P0A1B	192	MG ECU(MG2)	х	х	х	_	_	х	1	HBC-170
P0A1B	193	MG ECU(MG2)	X	х	х	_	_	х	1	HBC-170
P0A1B	195	MG ECU(MG2)	х	х	х	_	_	х	1	HBC-170
P0A1B	198	MG ECU(MG2)	х	х	х	_	_	х	1	HBC-170
P0A1B	511	MG ECU(MG2)	х	х	х	_	_	х	1	HBC-176
P0A1B	512	MG ECU(MG2)	х	х	х	_	_	х	1	HBC-176
P0A1B	661	MG ECU(MG2)	х	х	х	_	_	х	1	HBC-176
P0A1B	786	MG ECU(MG2)	х	х	х	_	_	х	1	HBC-176
P0A1B	788	MG ECU(MG2)	х	Х	х	_	_	х	1	HBC-177
P0A1B	794	MG ECU(MG2)	х	_	х	_	_	х	1	HBC-176
P0A1B	795	MG ECU(MG2)	х	_	х	_	_	х	1	HBC-171
P0A1B	796	MG ECU(MG2)	х	_	х	_	_	х	1	HBC-171
P0A1D	134	HV ECU	х	х	х	_	_	х	1	HBC-182
P0A1D	135	HV ECU	х	х	х	_	_	х	1	HBC-182
P0A1D	140	HV ECU	х	х	х	_	_	х	1	HBC-183
P0A1D	141	HV ECU	х	_	х	_	_	х	1	HBC-184
P0A1D	144	HV ECU	х	х	х	_	_	х	1	HBC-185
P0A1D	145	HV ECU	х	х	х	_	_	х	1	HBC-185
P0A1D	148	HV ECU	х	_	х	_	_	х	1	HBC-186
P0A1D	162	HV ECU	х	х	х	_	_	х	1	HBC-187
P0A1D	179	HV ECU	х	х	х	_	_	х	1	HBC-188
P0A1D	187	HV ECU	х	_	х	_	_	х	1	HBC-189
P0A1D	393	HV ECU	х	х	х	_	_	х	1	HBC-190
P0A1D	570	HV ECU	х	х	х	_	_	х	1	HBC-182
P0A1D	721	HV ECU	х	х	х	_	_	х	1	HBC-191
P0A1D	722	HV ECU	х	х	х	_	_	х	1	HBC-191
P0A1D	723	HV ECU	х	х	х	_	_	х	1	HBC-191
P0A1D	765	HV ECU	х	х	х	_	_	х	1	HBC-191
P0A1D	787	HV ECU	х	х	х	_	_	х	1	HBC-191
P0A1D	821	HV ECU	х	х	х	_	_	х	1	HBC-187
P0A1D	822	HV ECU	х	х	х	_	_	х	1	HBC-187
P0A1D	823	HV ECU	х	х	х	_	_	х	1	HBC-187
P0A1D	924	HV ECU	х	_	х	_	_	х	1	HBC-192
P0A1D	925	HV ECU	х	_	х	_	_	х	1	HBC-192
P0A1F	129	HV BATT SMART UNIT	х	х	х	_	_	х	1	HBC-193
P0A1F	150	HV BATT SMART UNIT	х	х	х	_	_	х	1	HBC-195
P0A1F	157	HV BATT SMART UNIT	х	х	х	_	_	х	1	HBC-197

		CONSULT-III display			Hybrid	High volt-					Α
DTC	INF code	Item	GST display	FRZF Informa- tion data	system warning light	age bat- tery warning light	Charge warning light	MIL	Trip	Reference page	АВ
P0A2B	248	MG2 TEMP SENSOR	_	х	х	_	-		1	HBC-197	
P0A2B	250	MG2 TEMP SENSOR	_	х	х	_	_	_	1	HBC-197	
P0A2C	247	MG2 TEMP SEN(GND)	_	_	х	_	-		1	<u>HBC-198</u>	HBC
P0A2D	249	MG2 TEMP SEN(OPEN)	_	_	х	_	_	_	1	HBC-198	
P0A37	258	MG1 TEMP SENSOR	_	х	х	_	_	_	1	HBC-202	D
P0A37	260	MG1 TEMP SENSOR	_	х	х	_	-		1	HBC-202	D
P0A38	257	MG1 TEMP SEN(GND)	_	_	х	_	_	_	1	HBC-204	
P0A39	259	MG1 TEMP SEN(OPEN)	_	_	х	_	1		1	HBC-204	Е
P0A3F	243	MG2 RSLVR INT/SHRT	х	х	х	_	-	х	1	HBC-208	
P0A40	500	MG2 RSLVR RANGEout	х	х	х	_	_	х	1	HBC-208	_
P0A41	245	MG2 RESOLVER CIRCT	х	х	х	_	-	х	1	HBC-208	F
P0A4B	253	MG1 RSLVR INT/SHRT	х	х	х	_	_	х	1	HBC-211	
P0A4C	513	MG1 RSLVR RANGEout	х	х	х	_	_	х	1	HBC-211	G
P0A4D	255	MG1 RESOLVER CIRCT	х	х	х	_	_	х	1	HBC-211	
P0A51	174	MG2 ECU INTERNAL		х	х	_	_	_	1	HBC-213	
P0A60	288	MG2 CRNT SENSOR(V)	х	х	х	_	_	х	1	HBC-215	Н
P0A60	290	MG2 CRNT SENSOR(V)	х	х	х	_	_	х	1	HBC-215	
P0A60	294	MG2 CRNT SENSOR(V)	х	х	х	_	_	х	1	HBC-215	
P0A60	501	MG2 CRNT SENSOR(V)	х	х	х	_	_	х	1	HBC-215	
P0A63	296	MG2 CRNT SENSOR(W)	х	х	х	_	_	х	1	HBC-217	
P0A63	298	MG2 CRNT SENSOR(W)	х	х	х	_	_	х	1	HBC-217	J
P0A63	302	MG2 CRNT SENSOR(W)	х	х	х	_	_	х	1	HBC-217	
P0A63	502	MG2 CRNT SENSOR(W)	x	х	х	_		Х	1	HBC-217	K
P0A72	326	MG1 CRNT SENSOR(V)	x	х	х	_	_	Х	1	HBC-219	1
P0A72	328	MG1 CRNT SENSOR(V)	х	х	х	_	_	х	1	HBC-219	
P0A72	333	MG1 CRNT SENSOR(V)	x	х	х	_		Х	1	HBC-219	L
P0A72	515	MG1 CRNT SENSOR(V)	х	х	х	_	_	Х	1	HBC-219	
P0A75	334	MG1 CRNT SENSOR(W)	х	х	х	_	_	х	1	HBC-221	I. /I
P0A75	336	MG1 CRNT SENSOR(W)	x	х	х	_		Х	1	HBC-221	M
P0A75	341	MG1 CRNT SENSOR(W)	х	х	х	_	_	Х	1	HBC-221	
P0A75	516	MG1 CRNT SENSOR(W)	х	х	х	_	_	Х	1	HBC-221	Ν
P0A78	113	MG2 INV PERFORM	x	х	х	_	_	Х	1	HBC-223	
P0A78	121	MG2 INV PERFORM	х	х	х	_	_	Х	1	HBC-227	
P0A78	128	MG2 INV PERFORM	х	х	х	_	_	Х	1	HBC-234	0
P0A78	266	MG2 INV PERFORM	х	_	х	_	_	Х	1	HBC-238	
P0A78	267	MG2 INV PERFORM	x	_	x	_	_	х	1	HBC-238	Р
P0A78	279	MG2 INV PERFORM	х	х	х	_	_	х	1	HBC-240	
P0A78	282	MG2 INV PERFORM	x	х	x	_	_	х	1	HBC-243	
P0A78	284	MG2 INV PERFORM	х	х	х	_	_	х	1	HBC-245	
P0A78	286	MG2 INV PERFORM	x	х	x	_	_	х	1	HBC-251	
P0A78	287	MG2 INV PERFORM	x	х	x	_		х	1	HBC-257	
P0A78	306	MG2 INV PERFORM	х	х	х	_	_	х	1	HBC-260	ı

		CONSULT-III display			Hybrid	High volt-				
DTC	INF code	Item	GST display	FRZF Informa- tion data	system warning light	age bat- tery warning light	Charge warning light	MIL	Trip	Reference page
P0A78	503	MG2 INV PERFORM	х	х	х	_		х	1	HBC-263
P0A78	504	MG2 INV PERFORM	х	Х	Х	_		х	1	HBC-263
P0A78	505	MG2 INV PERFORM	х	Х	х	_	_	х	1	HBC-267
P0A78	506	MG2 INV PERFORM	х	Х	х	_	_	х	1	HBC-267
P0A78	510	MG2 INV PERFORM	x	х	x* <sup>1</sup>	_	_	х	1	HBC-271
P0A78	523	MG2 INV PERFORM	х	х	х	_	_	х	1	HBC-273
P0A78	586	MG2 INV PERFORM	х	х	х	_	_	х	1	HBC-276
P0A78	806	MG2 INV PERFORM	х	х	х	_	_	х	1	HBC-278
P0A78	807	MG2 INV PERFORM	х	х	х	_	_	х	1	HBC-282
P0A78	808	MG2 INV PERFORM	х	х	х	_	_	х	1	HBC-278
P0A7A	122	MG1 INV PERFORM	х	х	х	_	_	х	1	HBC-285
P0A7A	130	MG1 INV PERFORM	х	х	х	_	_	х	1	HBC-290
P0A7A	322	MG1 INV PERFORM	х	х	х	_	_	х	1	HBC-294
P0A7A	324	MG1 INV PERFORM	х	х	х	_	_	х	1	HBC-300
P0A7A	325	MG1 INV PERFORM	х	х	х	_	_	х	1	HBC-306
P0A7A	344	MG1 INV PERFORM	х	х	х	_	_	х	1	HBC-309
P0A7A	517	MG1 INV PERFORM	х	х	х	_	_	х	1	HBC-312
P0A7A	518	MG1 INV PERFORM	х	х	х	_	_	х	1	HBC-312
P0A7A	522	MG1 INV PERFORM	х	х	x*1	_		х	1	HBC-316
P0A7A	809	MG1 INV PERFORM	х	Х	х	_	_	х	1	HBC-318
P0A7A	810	MG1 INV PERFORM	х	х	х	_	_	х	1	HBC-322
P0A7A	811	MG1 INV PERFORM	х	Х	х	_	_	х	1	HBC-318
P0A90	251	MG2 PERFORMANCE	х	Х	х	_	_	х	1	HBC-325
P0A90	509	MG2 PERFORMANCE	х	Х	х	_	_	х	1	HBC-328
P0A92	261	MG1 PERFORMANCE	х	Х	х	_	_	х	1	HBC-331
P0A92	521	MG1 PERFORMANCE	х	х	х	_	_	х	1	HBC-334
P0A93	346	MG COOLING SYSTEM	х	х	х	_	_	х	1	HBC-337
P0A94	127	BOOST CONVERTER	х	х	х	_	_	х	1	HBC-342
P0A94	172	BOOST CONVERTER	х	х	х	_	_	х	1	HBC-347
P0A94	442	BOOST CONVERTER	х	х	х	_	_	х	1	HBC-351
P0A94	547	BOOST CONVERTER	х	х	х	_	_	х	1	HBC-353
P0A94	548	BOOST CONVERTER	x	х	х	_		х	1	HBC-357
P0A94	549	BOOST CONVERTER	х	х	х	_		х	1	HBC-353
P0A94	550	BOOST CONVERTER	х	х	х	_		х	1	HBC-359
P0A94	553	BOOST CONVERTER	х	х	х	_	_	Х	1	HBC-361
P0A94	554	BOOST CONVERTER	х	х	х	_	_	х	1	HBC-367
P0A94	555	BOOST CONVERTER	х	х	х	_		Х	1	HBC-371
P0A94	556	BOOST CONVERTER	х	х	х	_	_	Х	1	HBC-367
P0A94	557	BOOST CONVERTER	х	х	х	_		Х	1	HBC-373
P0A94	585	BOOST CONVERTER	х	х	х			Х	1	HBC-378
P0A94	587	BOOST CONVERTER	х	х	х	_		Х	1	HBC-379

		CONSULT-III display		FRZF	Hybrid	High volt- age bat-	Charge			Reference	А
DTC	INF code	Item	GST display	Informa- tion data	system warning light	tery warning light	warning light	MIL	Trip	page	В
P0A94	589	BOOST CONVERTER	х	_	Х	_	_	х	1	HBC-382	
P0A94	590	BOOST CONVERTER	х	_	Х	_	_	х	1	HBC-382	
P0AA1	231	SMR B/G	_	х	x* <sup>1</sup>		_	_	1	HBC-385	HBC
P0AA1	233	SMR B/G	_	х	x* <sup>1</sup>	_	_	_	1	HBC-388	
P0AA4	232	SMR G	_	х	x* <sup>1</sup>		_	_	1	HBC-392	D
P0AA6	526	INSULATION RESIST	_	х	x*1	_	_	_	1	HBC-395	
P0AA6	611	INSULATION RESIST	_	х	x* <sup>1</sup>	_	_	_	1	HBC-395	Е
P0AA6	612	INSULATION RESIST	_	х	x*1	_	_	_	1	HBC-395	
P0AA6	613	INSULATION RESIST	_	х	x* <sup>1</sup>	_	_	_	1	HBC-395	
P0AA6	614	INSULATION RESIST	_	х	x* <sup>1</sup>	_	_	_	1	HBC-395	F
P0AA7	727	ISOLATION SENSOR	_	х	Х	_	_	_	1	HBC-408	
P0AC0	817	HVBAT CUR/SEN FRE	х	_	х	_	_	_	1	HBC-409	G
P0ADB	227	SMR B(GND)	_	_	х	_	_	_	1	HBC-413	
P0ADC	226	SMR B(OPEN)	_	_	х	_	_	_	1	HBC-413	
P0ADF	229	SMR G(GND)	_	_	х	_	_	_	1	HBC-419	Н
P0AE0	228	SMR G(OPEN)	_	_	х	_	_	_	1	HBC-419	
P0AE2	161	SMR P	_	х	х	_	_	_	1	HBC-425	
P0AE2	773	SMR P	_	х	х	_	_	_	2	HBC-433	
P0AE6	225	SMR P(OPEN)	х	_	х	_	_	х	1	HBC-437	
P0AE7	224	SMR P(+B)	х	_	х	_	_	х	1	HBC-451	J
P0AEE	276	MG2 INV TMP SENSOR	х	х	х	_	_	_	1	HBC-454	
P0AEE	277	MG2 INV TMP SENSOR	х	х	Х	_	_	_	1	HBC-454	K
P0AEF	275	MG2 INV TMP/S(OPN)	х	_	Х	_	_	_	1	HBC-457	
P0AF0	274	MG2 INV TMP/S(+B)	х	_	Х	_	_	_	1	HBC-457	
P0C30	390	HV BAT PACK SOC HIGH	_	_	Х	_	_		1	HBC-458	L
P1572	904	ASCD BRAKE SW		_	_	_		_	1	<u>HBC-460</u>	<u>-</u>
P1606	308	COLLISION SIGNAL		_	x* <sup>1</sup>	_		_	1	<u>HBC-463</u>	M
P1610	909	LOCK MODE	_	_	<del>-</del>	_	_	_	1	SEC-30	<u>.</u>
P1611	908	ID DISCORD IMM-HV	_	_	_	_	_		1	SEC-33	
P1612	926	CHAIN OF HV-IMMU	_	_	_	_	_		1	SEC-35	Ν
P1615	906	DIFFERENCE OF KEY	_	_	_	_	_	_	1	SEC-33	
P1805	902	BRAKE SWITCH CIRC	_	_	_	_	_	_	1	HBC-465	0
P1805	903	BRAKE SW ITCH CIRC	_	_	<del>-</del>	_	_	_	1	HBC-468	
P1805	923	BRAKE SW ITCH CIRC	_	_	_	_	_	_	1	HBC-468	
P2120	152	APP SEN(CIRCUIT)	_	_	Х	_	_	_	1	HBC-471	Р
P2121	106	APP SENSOR(RANGE)	_	х	Х	_	_	_	1	HBC-471	<u>.</u>
P2122	104	APP SENSOR(OPEN)		_	Х	_	_	_	1	HBC-471	-
P2123	105	APP SENSOR(+B)	_	_	х	_	_	_	1	HBC-471	=
P2125	153	APP SENSOR(CIRCUIT)	_	_	х	_	_	_	1	HBC-471	=
P2126	109	APP SENSOR(RANGE)	_	х	х	_	_	_	1	HBC-476	

		CONSULT-III display		FRZF	Hybrid	High volt- age bat-	Charge			Reference
DTC	INF code	ltem	GST display	Informa- tion data	system warning light	tery warning light	warning light	MIL	Trip	page
P2127	107	APP SENSOR(OPEN)		_	х	_		_	1	HBC-476
P2128	108	APP SENSOR(+B)	_	_	х	_	_	_	1	<u>HBC-476</u>
P2138	110	APP SENSOR	_	х	х	_	_	_	1	<u>HBC-476</u>
P2138	154	APP SENSOR		_	х	_		_	1	<u>HBC-476</u>
P2511	149	POWER SUPLY(RESET)		_	х	_		_	1	<u>HBC-481</u>
P2519	766	HV BAT IDH CIRCUIT		х	_	_	х	_	1	HBC-483
P3000	388	HV BAT MALFUNCTION	_	_	_	х		_	1	HBC-486
P3000	389	HV BAT MALFUNCTION	_	_	х	_	-	_	1	HBC-488
P3000	603	HV BAT MALFUNCTION	_	_	х	_	-	_	1	HBC-490
P3004	131	POWER CABLE MALFUN	_	х	х	_	_	_	2	HBC-494
P3004	132	POWER CABLE MALFUN	_	х	х	_	_	_	1	HBC-504
P3004	133	POWER CABLE MALFUN	_	_	х	_		_	1	HBC-509
P3004	800	POWER CABLE MALFUN	_	х	х	_	_	_	1	HBC-512
P3004	801	POWER CABLE MALFUN	_	х	х	_		_	1	HBC-512
P3004	803	POWER CABLE MALFUN	_	х	х	_	_	_	1	HBC-521
P3108	535	A/C COMM CIRCUIT	_	х	_	_	_	_	1	HBC-525
P3108	536	A/C COMM CIRCUIT	_	х	_	_	_	_	1	HBC-525
P3108	538	A/C COMM CIRCUIT		Х	_	_	_	_	1	HBC-525
P3110	139	IGCT RELAY	_	_	Х	_	_	_	1	HBC-529
P3110	223	IGCT RELAY		_	Х	_	_	_	1	HBC-529
P3136	914	A/BAG COMM CIRCUIT	_	_	Х	_	_	_	1	HBC-531
P3136	915	A/BAG COMM CIRCUIT	_	_	Х	_	_	_	1	HBC-531
P3136	916	A/BAG COMM CIRCUIT	_	_	Х	_	_	_	1	HBC-531
P3147	239	TRANSAXLE	_	Х	Х	_	_	_	1	HBC-533
P3147	240	TRANSAXLE	_	х	х	_		_	1	HBC-536
P3147	241	TRANSAXLE		х	х	_	_	_	1	HBC-533
P3147	242	TRANSAXLE		х	х	_	_	_	1	HBC-536
P3216	181	REACT TMP/SEN(GND)		_	х	_	_	_	1	HBC-537
P3216	182	REACT TMP/SEN(OPEN)		_	х	_	_	_	1	HBC-537
P3221	314	MG1 INV TMP SENSOR	х	х	х	_		_	1	HBC-538
P3221	315	MG1 INV TMP SENSOR	Х	х	х	_	_	_	1	HBC-538
P3222	313	MG1 INV TMP/S(OPN)	х	_	х	_	_	_	1	HBC-541
P3223	312	MG1 INV TMP/S(+B)	х	_	х	_	_	_	1	HBC-541
P3226	562	BOOST CONV TMP SEN	х	Х	х	_	_	_	1	HBC-542
P3226	563	BOOST CONV TMP SEN	х	х	х	_	_	_	1	HBC-542
P3227	583	B/CNV TMP SEN(OPN)	х	_	х	_		_	1	HBC-545
P3228	584	B/CNV TMP SEN(+B)	x	_	X	_		_	1	HBC-545
P3232	749	HV GATE CONN(GND)		_	X	_		-	1	HBC-546
P3233	750	HV GATE CONN(+B)		_	X	_	_	<u> </u>	1	HBC-548
U0100	211	LOST COMM (ECM)		_	X	_	_	х	1	HBC-550
U0100	212	LOST COMM (ECM)		_	X	_	_	X	1	HBC-550
U0100	530	LOST COMM (ECM)		_		_	_		1	HBC-550
UU100	530	LOST COMM (ECM)	_	_	Х	_	_	Х	1	HRC-220

### **HV ECU**

# < ECU DIAGNOSIS >

		CONSULT-III display		ED7E	Hybrid	High volt-	01			D. (
DTC	INF code	Item	GST display	FRZF Informa- tion data	system warning light	age bat- tery warning light	Charge warning light	MIL	Trip	Reference page
U0110	159	LOST COMM (MG ECM)	_	х	х	_	_	_	1	HBC-551
U0110	160	LOST COMM (MG ECM)	_	Х	х	_	_	_	1	HBC-551
U0110	656	LOST COMM (MG ECM)	_	Х	х	_	_	_	1	HBC-551
U0110	657	LOST COMM (MG ECM)	_	х	х	_	_	_	1	HBC-551
U0115	901	LOST COMM (COUNT)	_	_	_	_	_		1	HBC-557
U0129	220	LOST COMM (BRAKE)	_	_	_	_	_		1	HBC-559
U0129	222	LOST COMM (BRAKE)	_	_	_	_	_	_	1	HBC-559
U0129	528	LOST COMM (BRAKE)	_	_	_	_	_		1	HBC-559
U0129	529	LOST COMM (BRAKE)	_	_	х	_	_		1	HBC-560
U0131	433	LOST COMM (EPS)	_	_	_	_	_	_	1	HBC-562
U0131	434	LOST COMM (EPS)	_	_	_	_	_	_	1	HBC-562
U0424	537	HVAC COTROL UNIT	_	Х	_	_	_	_	1	HBC-563
U1001	146	CAN COMM CIRCUIT	_	_	х	_	_	_	1	HBC-564
U1001	435	CAN COMM CIRCUIT	_		х	_	_	_	1	HBC-564
U1001	594	CAN COMM CIRCUIT	_	_	_	_	_		1	HBC-564
U1001	827	CAN COMM CIRCUIT	_	_	_	_	_	_	1	HBC-564
U1001	919	CAN COMM CIRCUIT	_	_	х	_	_	_	1	HBC-564
U1001	920	CAN COMM CIRCUIT	_	_	х	_	_	_	1	HBC-564

<sup>\*1:</sup> Warning light illuminates until the DTC is cleared from the hybrid vehicle control ECM memory.

Revision: September 2009 HBC-603 2010 Altima HEV

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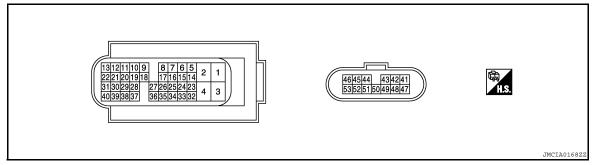
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<sup>\*2:</sup> This DTC indicates that a malfunction exists in the engine control system. So, erase the DTC in the hybrid vehicle control ECU memory, then perform the corresponding trouble diagnosis referring the work flow in EC section.

## MG ECU

Reference Value

### **TERMINAL LAYOUT**



### PHYSICAL VALUES

### NOTE:

- Do not measure voltage or waveform directly at the sealed side of the inverter with converter assembly connectors. Doing so may damage the connectors because these connectors are waterproof.
- Oscilloscope waveform samples are provided here for informational purposes. Noise and fluttering waveforms have been omitted.

Terminal No.			Description			Value	
+	_	Wire color	Signal name	Input/ Output	Condition	(Approx.)	
41	42	O - L/G	Generator resolver signal	Input/ Output	[Ignition switch: READY] • Generator resolver: Stopped or running	Refer to CH2 signal. Pulse cycle A becomes shorter as the rotor speed increased.  CH1  CH2  GND  CH3  GND  GND  JMCIA0028GB	
43	44	L/Y - O/L	Generator resolver signal	Input/ Output	[Ignition switch: READY] • Generator resolver: Stopped or running	Refer to CH3 signal. Pulse cycle A becomes shorter as the rotor speed increased.  CH1  CH2  CH3  GND  GND  GND  JMCIA00286B	

Termin	nal No.		Description	n		Value	
+	_	Wire color	Signal name	Input/ Output	Condition	Value (Approx.)	А
						Refer to CH1 signal. Pulse cycle A becomes shorter as the rotor speed increased.	В
46	45	W/L - W	Generator resolver signal	Input/ Output	[Ignition switch: READY] • Generator resolver: Stopped or running	CH1 ← GND	D
						CH3 GND	Е
						Refer to CH3 signal. Pulse cycle A becomes shorter as the rotor speed	F
	49	L/Y - O/L	Motor resolver signal	Input/ Output	[Ignition switch: READY] • Motor resolver: Running	increased.	G
48						CH1 GND	Н
						CH2 GND  CH3 A GND	I
						JMCIA0024GB	J
51	47	O - L/G			[Ignition switch: ON] • Motor resolver: Running	Refer to CH2 signal. Pulse cycle A becomes shorter as the rotor speed increased.	K
				Input/ Output		CH1 GND	L
						CH2 ← GND CH3	M
						JMCIA0024GB	N

2010 Altima HEV

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Termi	nal No.		Description			Value
+	_	Wire color	Signal name	Input/ Output	Condition	(Approx.)
53	52	W/L - W	Motor resolver signal	Input/ Output	[Ignition switch: READY] • Motor resolver: Running	Refer to CH1 signal. Pulse cycle A becomes shorter as the rotor speed increased.  CH1  CH2  CH2  CH3  JMCIA0024GB
31	3	L/W - B	MG shutdown signal	Output	[Ignition switch: READY]	0 - 1 V
30	3	P - B	PHASE signal	Input	[Ignition switch: ready] • Engine: Idle	The pulse cycle becomes shorter as the engine speed increased.  CH1  CH2  CH2  CH3  JMCIA0024GB
28	3	BR/R - B	Communication signal from MG ECU to hybrid vehicle control ECU	Output	[Ignition switch: ON]	Refer to CH2 signal. The waveform will vary depending on the content of the digital communication (digital signal).  CH1  GND  GND  JMCIA0026GB

Terminal No.		Description			Value	
+	_	Wire color	Signal name	Input/ Output	Condition	Value (Approx.)
27	3	BR - B	Communication request signal	Input/ Output	[Ignition switch: ON]	Refer to CH2 signal.  CH1  GND  GND  JMCIA0025GB
26	3	LG - B	Communication signal from hy- brid vehicle con- trol ECU to MG ECU	Input	[Ignition switch: ON]	Refer to CH2 signal. The waveform will vary depending on the content of the digital communication (digital signal).  CH1  CH2  GND  JMCIA0029GB
24	3	L/O - B	Communication clock signal	Input/ Output	[Ignition switch: ON]	10 - 14 V
19	3	R/W - B	Communication signal from MG ECU to hybrid vehicle control ECU	Output	[Ignition switch: ON]	Refer to CH1 signal. The waveform will vary depending on the content of the digital communication (digital signal).  CH1  GND  JMCIA0026GB
18	3	Y - B	Communication request signal	Input/ Output	[Ignition switch: ON]	Refer to CH1 signal.  CH1  CH2  GND  JMCIA0025GB

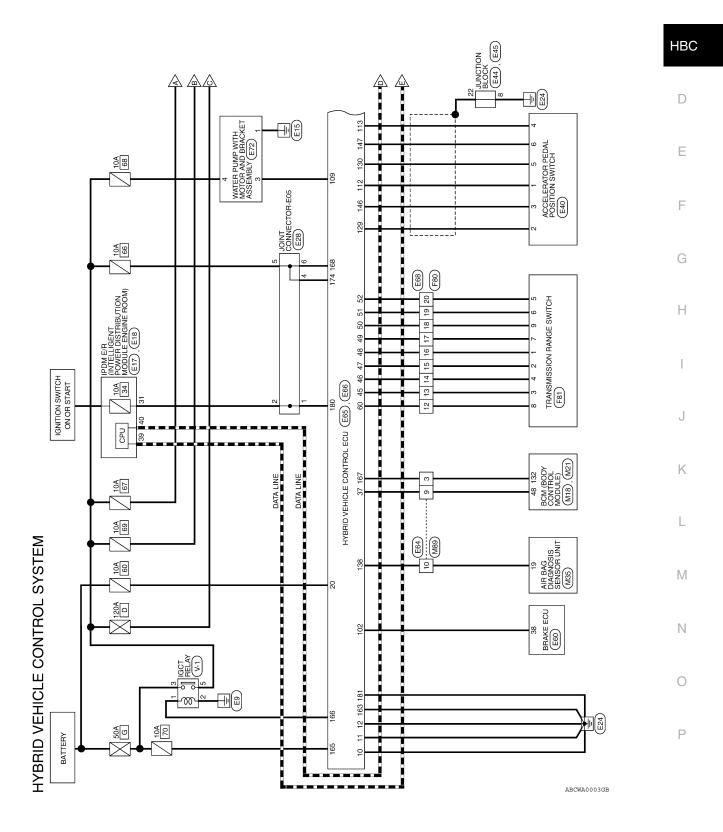
Terminal No.			Description			Value	
+	_	Wire color	Signal name	Input/ Output	Condition	(Approx.)	
17	3	V - B	Communication signal from hy- brid vehicle con- trol ECU to MG ECU	Input	[Ignition switch: ON]	Refer to CH1 signal.  The waveform will vary depending on the content of the digital communication (digital signal).  CH1  GND  CH2  JMCIA0029GB	
15	3	BR/W - B	Communication clock signal	Input/ Output	[Ignition switch: ON]	10 - 14 V	
2	3	L/W - B	MG ECU power source	Input/ Output	[Ignition switch: ON]	10 - 14 V	
1	3	L/W - B	MG ECU power source	Input/ Output	[Ignition switch: ON]	10 - 14 V	
13	3	R-B	Interlock switch signal	Input	[Ignition switch: ON] • Compressor fuse cover and service plug grip: Installed correctly	Below 1 V	
					[Ignition switch: ON] • Compressor fuse cover and service plug grip: Detached	10 - 14 V	
12	3	GR/R - B	GR/R - B Interlock switch signal	Output	• Compressor fuse cover and service plug grip: Installed correctly	Below 1 V	
					[Ignition switch: ON] • Compressor fuse cover and service plug grip: Detached	10 - 14 V	

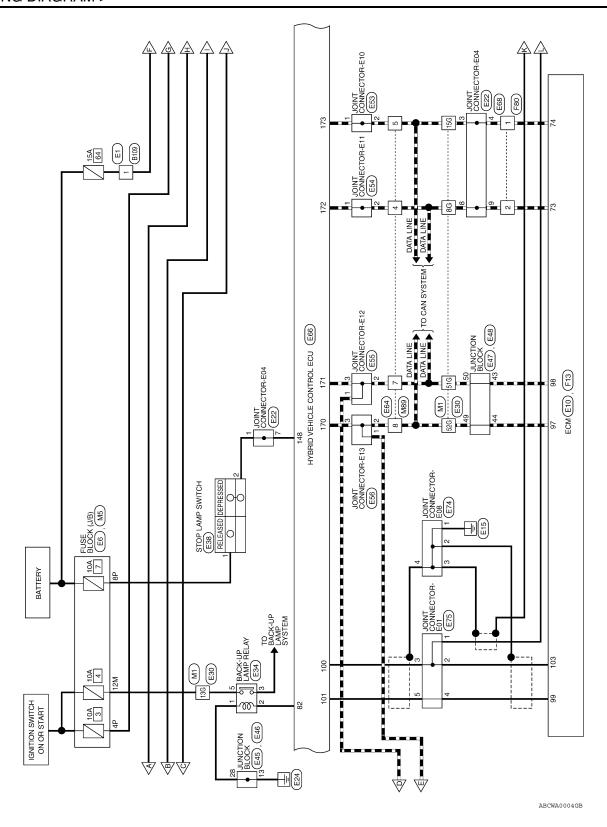
# **WIRING DIAGRAM**

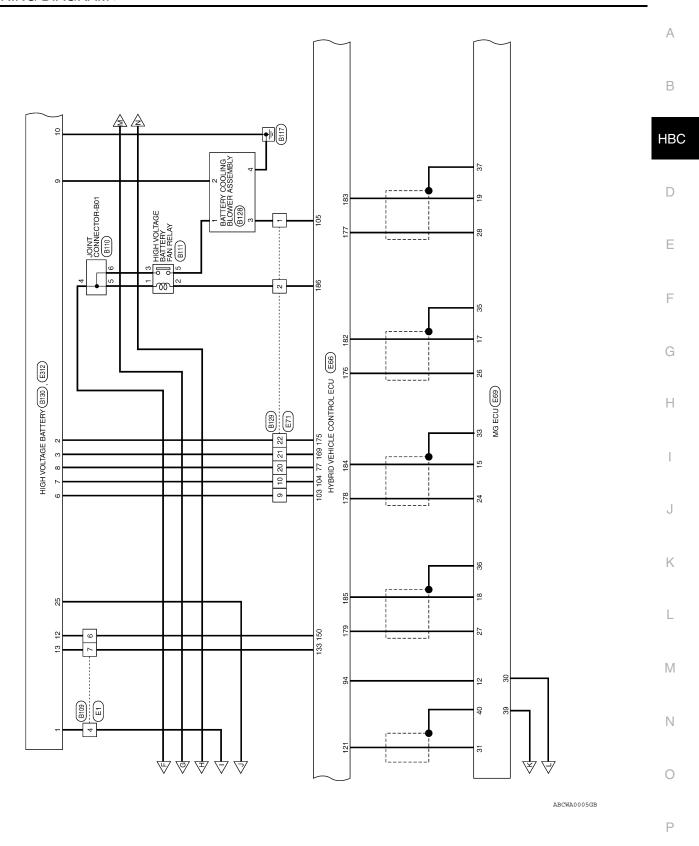
# HYBRID CONTROL SYSTEM

Wiring Diagram

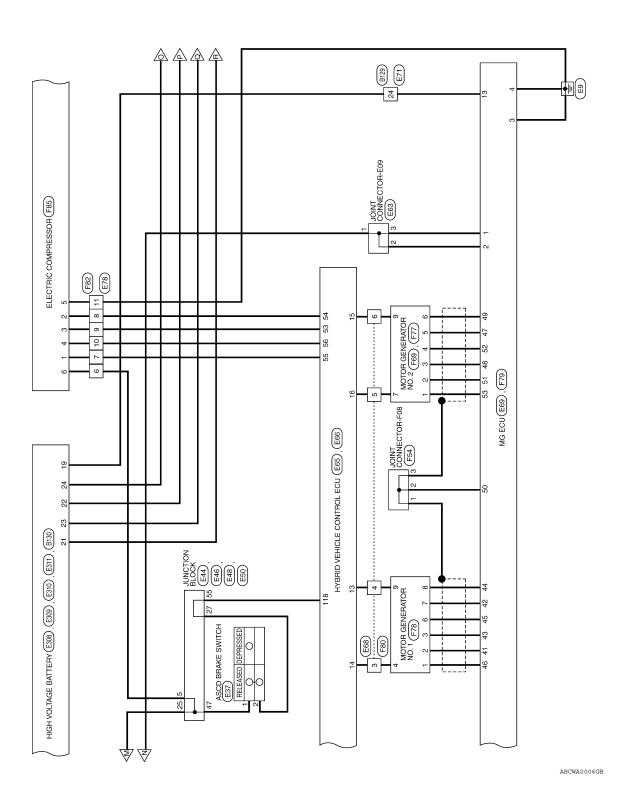
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Revision: September 2009 HBC-611 2010 Altima HEV



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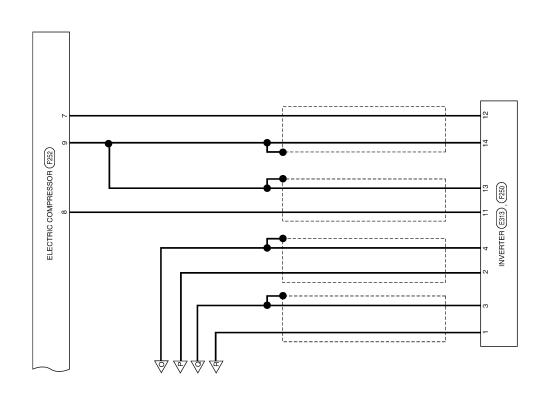
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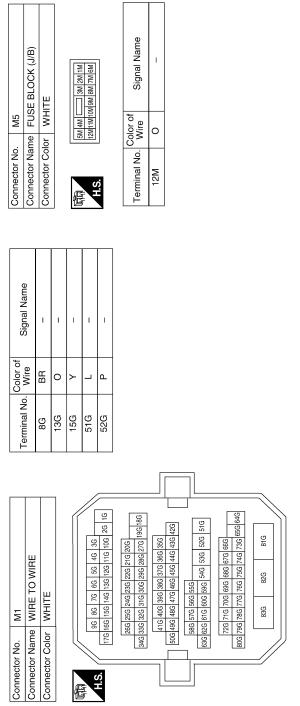
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# HYBRID VEHICLE CONTROL SYSTEM CONNECTORS



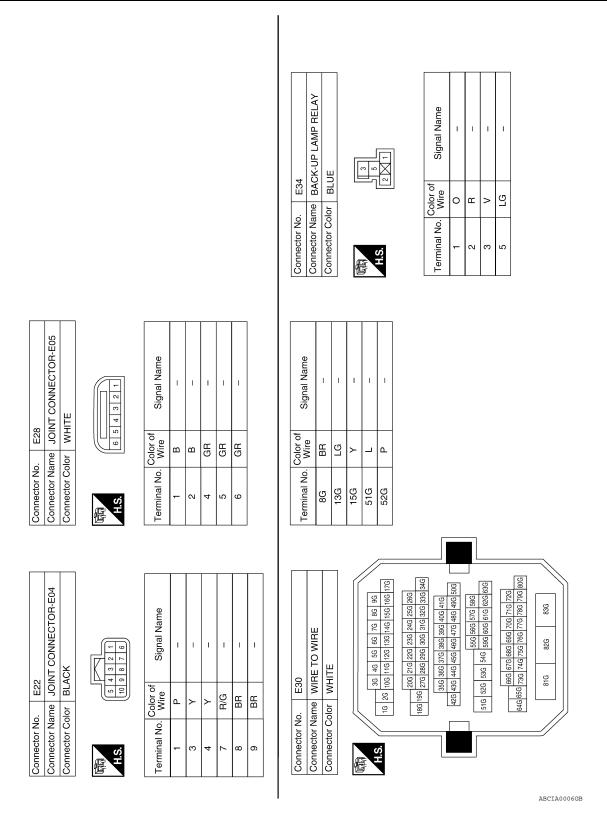
M35	Connector Name AIR BAG DIAGNOSIS SENSOR UNIT	YELLOW	24   49   1   11   46   48   47   45   5   5   5   5   5   5   5   5	1612 19 15   18   2		r of Signal Name	IVCS
	ame	olor	21	16 12		Color	0/9
Connector No.	Connector N	Connector Color YELLOW	高 H.S.			Terminal No. Wire	19
				112	132		
	Connector Name BCM (BODY CONTROL MODULE)	λt			15  150  140  148  147  146  145  144  149  149  141  140  138  138  137  138  135  135  135  132	Signal Name	ST CONT USM
M21	MO MO	r GRAY		125 124 1	6 145 144 1	olor of Wire	œ
Connector No.	Connector Nam	Connector Color	南 H.S.	131 130 129 128 127 12	151 150 149 148 147 14	Terminal No. Wire	132
				50	40		
	M (BODY CONTROL )DULE)	GREEN		30 29	51   50   49   48   47   46   45   44   43   42   41   40	Signal Name	SHIFT N/P
M18	MC MC	-		33 32 3	53 52	color of Wire	B/B
Connector No.	Connector Name BCM (BOL MODULE)	Connector Color	原动 H.S.	38 37 36	59 58 57 56 55 54	Terminal No. Wire	48

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**HBC-614** Revision: September 2009 2010 Altima HEV

Connector No.	). M89		Connector No.			Connector No.		E6				
Connector Name		WIRE TO WIRE	Connector Name		WIRE TO WIRE	Connec	_	FUSE BLOCK (J/B)	CK (J/B)			
Connector Color	olor WHITE		Connector Color	_	WHITE	Connec	Connector Color	WHITE				
原 H.S.	5 4 11 10	3 2 1	E H.S.	4 01	4 3 10 9 8 7 6 5	语 S.H.S.	7P 61 16P 15	7P 6P 5P 4P 3P 3P 16P 15P 11P 10P	3P 2P 1P 1P 10P 9P 8P			
Terminal No.	Color of Wire	Signal Name	Terminal No.	Color of Wire	Signal Name	Terminal No.	Color of Wire		Signal Name			
8	ш	ı	-	G/R	I	4P	G/R	~	1			
4	BR	1	4	W/A	ı	8P	Y/R		1			
2	>	1	9	B/B	I			-		]		
7	_	1	_	BR/W	1							
8	۵	1				]						
6	B/B	Ι										
10	G/O	I										
Connector No.	o. E10		Connector No.	No. E17		Conne	Connector No.	E18				
Connector Name	ame ECM		Connector Name		IPDM E/R (INTELLIGENT POWER DISTRIBUTION		Connector Name	IPDM E/I POWER	IPDM E/R (INTELLIGENT POWER DISTRIBUTION	Ρz		
	_		Connector Color	_	MODULE ENGINE ROOM) WHITE		Connector Color	WODULE	ENGINE HOC	(M)		
E E				-		]						
H.S.	81 85 89 9 82 86 90 9 83 87 91 99 84 88 92 99	86 89 93 97 101 105 109 86 90 94 98 102 106 110 87 91 95 99 103 107 111 88 92 96 100 104 108 112	H.S.	4 4	42 41 40 39 46 45 44 43	(中) H.S.						
<i>(</i> )							,	[;	2526272829	30 31 32 33 34	37	38
Terminal No.	Color of Wire	Signal Name	Terminal No.	Color of Wire	Signal Name	n (n)	2 9		15 16 17 18 19	2021222324		36
26	۵	CAN-L	39	Д	CAN-L							
86	_	CAN-H	40	_	CAN-H		J					
66	Ь	NEO				Termi	Colon Terminal No.	Color of	Signal Name			
103	7	90					3-1	<u> </u>	BEV BI V	Τ		
									- -			
0	N	L	J K		Н	F G		E	D	НВ	В	

Revision: September 2009 HBC-615 2010 Altima HEV



# **HYBRID CONTROL SYSTEM**

_			,								
	ACCELERATOR PEDAL POSITION SWITCH	BLACK		2 E 4	Signal Name	VC2	GND2	VPA2	VC1	GND1	VPA1
. E40			_	9	Color of Wire	0	M/L	≥	0/F	L/G	≥
Connector No.	Connector Name	Connector Color		H.S.	Terminal No.	-	2	8	4	2	9

	ACCELERATOR PEDAL	SITION SWITCH	\CK	4 3 2 1	Signal Name	VC2	GND2	VPA2	VC1	GND1	VPA1
E40		J.	or BLACK	9	Color of Wire	0	M/L	Μ	O/L	F/G	٨
Connector No.	Connector Name		Connector Color	原动 H.S.	Terminal No. Wire	-	2	3	4	5	9
8	Connector Name STOP LAMP SWITCH	HTE		3 - 1 - 2 - 1 - 1 - 2 - 1 - 1 - 1 - 1 - 1	Signal Name	1	ı				
. E38	me ST	lor   WF	-		Color of Wire	œ	۵				
Connector No.	Connector Na	Connector Color   WHITE		南 H.S.	Terminal No. Wire	-	2				

ASCD BRAKE SWILCH	inector Color BROWN Con	S. S	Terminal No. Vire Signal Name Ter	- G	2 W -
Connector Name	Connector Color	南 H.S.	Terminal No.	-	2

Connector No.		E46	
Connector Name	ame	Ŋ	JUNCTION BLOCK
Connector Color	Sor	₹	WHITE
是 S.H	31 30 40 39	31 30 29 28 40 39 38 37	29 28 27 26 25 38 37 36 35 34 33 32
Terminal No.	Color of Wire	r of	Signal Name
25	⋆		1
27	≯		1
28	O/B	m	I

10	JUNCTION BLOCK	WHITE	Z 21 20 19 18	Signal Name	_	_
. E45		_	17 16 24 23	Color of Wire	B/W	GR
Connector No.	Connector Name	Connector Color	际 H.S.	Terminal No.	13	22

Connector No.	D. E44	4
Connector Name		JUNCTION BLOCK
Connector Color		BROWN
原 H.S.	5 4 4 11	10 9 8 7 6
Terminal No.	Color of Wire	Signal Name
2	_	1
8	B/W	ı

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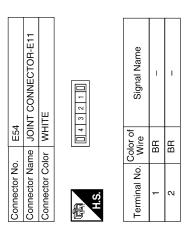
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Connector Name JUNCTION BLOCK					2	
	Connector	ame JUNC	Connector Name JUNCTION BLOCK	Connector Name JUNCTION BLOCK	ne JUNC	TION BLOCK
Connector Color WHITE	Connector C	Connector Color WHITE	Ш	Connector Color WHITE	or WHITE	
42 11 46 45 44 43	南京 H.S.	50 49 48 47	48 47	可可 H.S.	296 5	[ <u>88</u>
Terminal No. Wire Signal Name	Terminal No. Wire	Color of Wire	Signal Name	Terminal No. Wire	Solor of Wire	Signal Name
43 L –	47	7	ı	22	ΓG	Î
44 P –	49	Ь	1			
	20	_	1			

Connector No.	). E55	10
Connector Name		JOINT CONNECTOR-E12
Connector Color	_	WHITE
H.S.		4 3 2 1
Terminal No.	Color of Wire	Signal Name
1	٦	I
2	٦	1
ဗ	٦	-



Connector No.	. E53	
Connector Name		JOINT CONNECTOR-E10
Connector Color	lor WHITE	IIE
H.S.	4	3 2 1
Terminal No.	Color of Wire	Signal Name
-	Υ	ı
2	<b>\</b>	1

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# **HYBRID CONTROL SYSTEM**

# < WIRING DIAGRAM >

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WHITE  I of Signal Name  Signal Name	В
WHITE Signal ire Signal	HBC
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Connector No. Connector Color Terminal No. W. 3 L 3 L	Е
190 190 190 190 190 190 190 190 190 190	F
ECU Signal Name Signal Name	G
44KE	Н
or No. E66  or Color BLA  43 14 13 12 11  No. Wire  G. G	I
Connector No.  Connector Color  As 28 27  Terminal No.  38  Color  Terminal No.  March 42 42 42 42 42 44 44 45 44 44 45 44 44 45 44 44 45 44 44	J
	K
Connector No.	L
E56   JOINT CON   WHITE   Si   I	M
No.   Color of   Name   JOII   Name   JOII   Name   JOII   Name   Nine   Nine	Ν
Connector No.   E56	0
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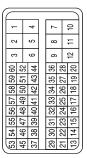
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Signal Name	CLK	STB	ı	ı	I	+BS
Color of Wire	_	>	ı	1	ı	Ь
Terminal No. Wire	55	99	22	28	69	09

Signal Name	1	ı	I	ı	1	1	1	1	1	1	1	ı	-	1	SHNP	1	1	1	1	ı	1	1	Ь	В	Z	D	В	RV	FD	MJ	ETI	ITE
Color of Wire	1	ı	1	1	1	1	1	-	ı	_	1	1	1	ı	0	1	1	1	ı	1	1	1	^	٨	W	W	В	0	SB	g	Я	Υ
Terminal No.	23	24	25	56	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	20	51	52	53	54

E65	Connector Name HYBRID VEHLCLE CONTROL ECU	BLACK	
Connector No.	Connector Name	Connector Color   BLACK	





Signal Name	ı	1	1	1	I	I	1	I	I	E02	E01	E12	GMTG	GMT	MMTG	MMT	I	I	_	S	ı	1
Color of Wire	1	1	ı	ı	1	1	ı	ı	ı	B/W	B/W	B/W	Ь	В	LG	BR	ı	ı	ı	SB	ı	ı
Terminal No.	-	2	က	4	22	9	7	80	6	10	Ξ	12	13	14	15	16	17	18	19	20	21	22

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Signal Name	EP1 (GND-A1)	BTH+	IVCS	VPA2 (APS2)	VPA (APSI)	STP (BRAKE)	ВТН-	⊞	BATT	MREL (SSOFF)	ST2	VB2 (VBR2)	SMRB	CAN L (CAN-1L)	CAN H (CAN-1H)	CAN- (CAN-2L)	CAN+ (CAN-2H)	VB (VBR1)	SMRG	HTM-	MTH-	CLK-	REQ-	IGSW	EC	HTM+	MTH+	CLK+	REQ+	FOL
Color of Wire	P/I	ĽB	G/0	8	$\sim$	Ь	L/G	B/W	В	^	æ	GR	M/B	۵	_	BR	<b>&gt;</b>	GR	A/B	ГG	J/K	0/7	BR	В	B/W	>	Y/G	M/L	<b>&gt;</b>	GR/R
Terminal No.	130	133	138	146	147	148	150	163	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186

	HYBRID VEHICLE CONTROL ECU				163 77 76 75 74 73 72 71 70 69 6	94 93 92 91 90 89 88 87 86 8	169 111 110 109 108 107 106 105 104 103 10	175 128 127 126 125 124 123 122 121 120 11	145 144 143 142 141 140 139 138 137 13	181 162 161 160 159 158 157 156 155 154 15
2	/BRIC	BLACK			164		170	176		182
					165		171	121		183
<u>.</u>	lame	Solor			166		172	178		184
HIGGIO NO.	nnector Name	nnector Color			167		173	179		185
	nne	nne	(E)	H.S.	168		174	180		186

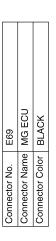
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Connector No.	Connector Name	Connector Color

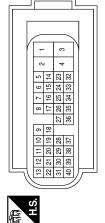
Revision: September 2009



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Signal Name	ı	CLK-	I	HTM-	REQ-	MTH-	I	GI (PHASE)	HSDN	1	1	I	I	1	ı	1	ı	1
Color of Wire	1	9	1	ΓG	BR	BR/R	ı	۵	ΓW	1	SHIELD	I	SHIELD	SHIELD	SHIELD	1	SHIELD	SHIELD
Terminal No.	23	24	25	56	27	28	59	30	31	32	33	34	35	36	37	38	39	40





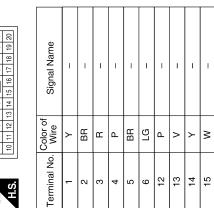
Signal Name	+B	+B2	GND1	GND2	ı	1	ı	1	1	ı	ı	ILKI	ILKO	ı	CLK+	1	HTM+	REQ+	MTH+	-	1	I
Color of Wire			В	В	ı	ı	ı	1	1	ı	ı	GR/R	ш	1	BR/W	ı	^	<b>\</b>	B/W	-	ı	ı
Terminal No.	-	2	3	4	2	9	7	8	6	10	11	12	13	14	15	16	17	18	19	20	21	22

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16 19 20 20

Connector No.	E68
Connector Name   WIRE TO WIRE	WIRE TO WIRE
Connector Color WHITE	WHITE



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Terminal No. Wire Signal  1 Y/R  2 GR/R  9 GR  10 R/B  20 L/B  22 Y/B  24 Z2 Z1 Z0 19 18 17		Connector Name		WATER PUMP WITH MOTOR AND BRACKET	Connector Name		JOINT CONNECTOR-E08	
Color of Wire GR/H GR/B W/B W/B W/B W/B R/B R/B R/B R/B R/B R/B R/B R/B R/B R		Connector Color		EMBLY .Y				
Color of Wire GR/R GR/R GR/B W//B W//B Y//B R//B R//B R//B W//B Y//B R//B R//B R//B R//B R//B R//B R	7 16 15 14 13 12	原南 H.S.	4	3 2 1	H.S.			
	al Name		Color of	:				
	ı	lerminal No.	Wire	Signal Name	lerminal No. W	d)	Signal Name	
	ı	-	<b>В</b>	I		а !	1	
	1	ဇ	SB	I				
	ı	4	×	1	S SH		ı	
	1				SHI	SHIELD	ı	
	ı							
	ı							
	1							
Connector No. E75		Connector No.	). E78		Connector No.	E308		
Connector Name JOINT CONNE	ECTOR-E01	Connector Name		WIRE TO WIRE	Connector Name	HIGH VOLTAGE BATTERY	SE BATTERY	
Connector Color WHITE		Connector Color	olor WHITE	TE	Connector Color	ı		
6 5 4 3 2 2 E		S.H.	6 1	9 10 11 12	原 H.S.	[2]		
Terminal No.   Color of   Signal	al Name	Terminal No.	Color of Wire	Signal Name	Terminal No. W	Color of Signal	Signal Name	
7	1	9		1	21 (	0	CBI	
2 L	1	7	æ	ı				
3 L	1	8	PC	ı				
4 P	1	6	BB	ı				
5 P	1	10	_	ı				
		11	В	ı				

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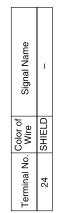
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**HBC-623** Revision: September 2009 2010 Altima HEV

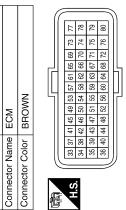
# **HYBRID CONTROL SYSTEM**

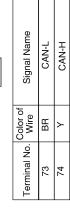
		ı	ı
E311	Connector Name HIGH VOLTAGE BATTERY	1	<u>z</u>
Connector No.	Connector Name	Connector Color	图 S.H.S.
	TTERY		



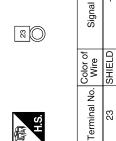


Connector No. F13





E310	Connector Name HIGH VOLTAGE BATTER	- JC	
Connector No.	Connector Nam	Connector Color	



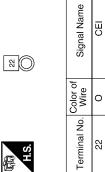




INVERTER	WHITE	(9) 4 (-) c
Connector Name	Connector Color	H.S.

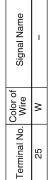
Signal Name	HIGH VOLTAGE (+	HIGH VOLTAGE (-)	1	_
Color of Wire	0	0	знієгр	SHIELD
Terminal No.	1	2	3	4

E309	Connector Name HIGH VOLTAGE BATTERY	ı	
Connector No.	Connector Name	Connector Color	



E312	Connector Name HIGH VOLTAGE BATTERY	_
Connector No.	Connector Name	Connector Color





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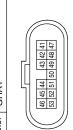
# **HYBRID CONTROL SYSTEM**

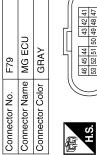
Connector No.	F77
onnector Name	Connector Name MOTOR GENERATOR NO. 2
Connector Color BLACK	BLACK

2 2 4 1	Signal Name	MRF	MSN	MCS	MRFG	MSNG	MCSG	
	Color of Wire	M/L	O/L	L/G	8	0	$\sim$	
原 H.S.	Terminal No.	-	2	က	4	5	9	

	Signal Name	USS
	Color of Wire	0
	Terminal No.	41

Terminal No.	Color of Wire	Signal Name
41	0	RSS
42	L/G	GSNG
43	ΓΛ	GCS
44	J/O	GCSG
45	8	GRFG
46	M/L	GRF
47	D/J	MSNG
48	Υ	MCS
49	O/L	MCSG
50	GR	DRN6
51	0	MSN
52	Μ	MRFG
53	M/L	MRF





Connector C
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	_	_	
(	Œ	9	)
	2	7	
	3	8	
	4	6	
(	5	(ع	)
	<u> </u>	_	

Connector Name | MOTOR GENERATOR NO.

F78

Connector No.

Connector Color BLACK

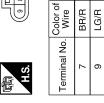
Signal Name	CRF	RSD	CCS	GMT	GRFG	GSNG	GCSG	GMTG
Color of Wire	M/L	0	LΥ	G/R	M	9/7	J/O	L/R
Ferminal No.	-	2	3	4	9	7	8	6

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or No.   F77	Sonnector Name   MOTOR GENERATO	or Color BLACK	
Connector No	Connecto	Connector Color	

GENERATOR NO. 2	

No. F69	Connector Name   MOTOR GENEF	Color BLACK	
Connector No.	Connector I	Connector Color	



Signal Name

MMTG

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	JOINT CONNECTOR-F08	щ	3 2 1
F54	NIOC	WHITE	4
<u>.</u>	ıme	olor	

Connector No.	F54
Connector Name	JOINT CONNEC
Connector Color	WHITE



S			
Color of Wire	SHIELD	GR	SHIELD
Terminal No.	1	5	3

signal Name

**HBC-625** Revision: September 2009 2010 Altima HEV Α

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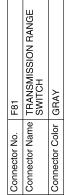
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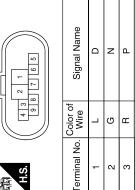
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Signal Name	ı	ı	I	1	I	I
Color of Wire	В	BR	<b>\</b>	В	×	В
Terminal No. Wire	9	7	8	6	10	11





Signal Name	Q	Z	Ь	Я	MJ	FD	В	+B	RV
Color of Wire	٦	5	В	<b>\</b>	8	Ь	0	BR	SB
Terminal No.	-	2	က	4	5	9	7	8	6





Signal Name	ı	ı	ı	ı	ı	ı	ı	ı	I	1	1	ı	ı	1	ı	
Color of Wire	>	BR	5	_	BR	ГG	BR	Œ	Υ	В	_	0	SB	Ь	8	
Terminal No.	-	2	က	4	2	9	12	13	14	15	16	17	18	19	20	

Signal Name	ı	I	I	_	I	-
Color of Wire	BR	<b>\</b>	В	Μ	В	G
Terminal No.	1	2	3	4	2	9

Connector No.	F85
Connector Name	Connector Name ELECTRIC COMPRESSOR
Connector Color BLACK	BLACK
H.S.	5 4 3 2 1



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# **HYBRID CONTROL SYSTEM**

Connector Name INVERTER

Connector No.

6	E TO WIRE	TE	7 8 9 10	Signal Name	1	1	ı	ı
B109	ne WIR	or WHI	2 1 2	Solor of Wire	G/R	B/W	B/B	BR/W
Connector No.	Connector Name WIRE TO WIRE	Connector Color WHITE	南南 H.S.	Terminal No. Wire	-	4	9	2
	SSOR			o,				
52	Connector Name ELECTRIC COMPRESSOR	RANGE	[ <u>[</u> ]	f Signal Name	ı	1	-	
	ame ELEC		Color o Wire	0	0	SHIELD		
Connector No.	Connector Na	Connector Color ORANGE	间 H.S.	Terminal No. Wire	7	ω	6	

Signal Name	1	1	ı	1	
Color of Wire	G/R	B/W	B/R	BR/W	
Terminal No. Wire	1	4	9	7	
Signal Name	1	1	I		
Color of Wire	0	0	SHIELD		
Terminal No. Wire	7	80	6		
				•	
Signal Name	ACPB (+)	ACPE (-)	ı	1	
No. Wire	0	0	SHIELD	SHIELD	
No.					

Connector Color WHITE	olor WH	31	Connector Color   ORANGE	lor O	RANGE
原 H.S.		14. (3) (4)	配S.H		6
Terminal No. Wire	Color of Wire	Signal Name	Terminal No. Wire	Color	Sig
11	0	ACPB (+)	7	0	
12	0	ACPE (-)	8	0	
13	SHIELD	1	6	SHIELD	О
14	SHIELD	1			

	NG BLY			ıme				
83	BATTERY COOLING BLOWER ASSEMBLY	WHITE	0 4 - E	Signal Name	ı	ı	ı	1
. B128		_		Color of Wire	Y/R	B/≺	Y/R	В
Connector No.	Connector Name	Connector Color	「京 H.S.	Terminal No.	-	2	8	4

<del></del>	HIGH VOLTAGE BATTERY FAN RELAY	JE .	2 2 1	Signal Name	_	-	_	
B111	E E	BLUE		Color of Wire	G/R	G/R	G/R	a/×
o.	ame	흥			$\sqsubseteq$			Ĺ
Connector No	Connector N	Connector C	咸南 H.S.	Terminal No.	-	7	ε	ĸ
Connector No.	Connector Name	Connector Color	斯 H.S.	Terminal No.	-	2	8	

0	JOINT CONNECTOR-B01	12	6 4 3 2 1	Signal Name	ı	ı	1
. B110		lor WHITE		Color of Wire	G/R	G/R	G/R
Connector No.	Connector Name	Connector Color	雨 H.S.	Terminal No.	4	2	9

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**HBC-627** Revision: September 2009 2010 Altima HEV Α

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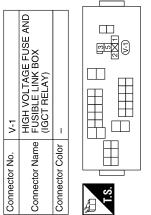
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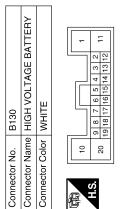
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Signal Name	IGCT CONT	GND	BATT	V BATT
Color of Wire	BR/Y	В	ı	-
Terminal No. Wire	-	2	3	2



Signal Name	ІВСТ (LН6)	CON3	CON2	NODD	VLO	SMRP	MV	GND	BTH-	BTH+	ILK
Color of Wire	R/W	Y/B	M/B	GR	R/B	L/B	В/У	В	B/R	BR/W	æ
Terminal No.	-	2	ဇ	9	7	80	6	10	12	13	19

Connector No.	No.		В	B129	<u>و</u>									
Connector Name WIRE TO WIRE	Nar	Je	_	₩	淵	2	>	≝	ш					
Connector Color GRAY	S	ō	0	览	   									
1							۲	4	П	П	П	П	l	_
	-	2	3	4	5	9	▮		7	8	6	10	11	
S II	12	13	14	12 13 14 15 16 17 18 19 20 21 22 23 24	16	17	18	19	20	21	22	23	24	
														_

Signal Name		_	_	_	1	-	_	_	_
Color of	0	Y/R	GR/R	GR	R/B	L/B	M/B	A//B	ш
Terminal No.		-	2	6	10	20	21	22	24

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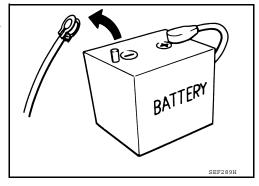
# **PRECAUTION**

## **PRECAUTIONS**

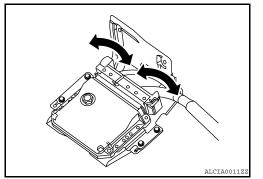
**General Precautions** 

Always use a 12 volt battery as power source.

- · Do not attempt to disconnect battery cables while engine is running.
- Do not disassemble ECUs.
- · If the battery is disconnected, the following emission-related diagnostic information will be lost within 3 minutes.
- Diagnostic trouble codes
- Freeze frame data



 When connecting the hybrid vehicle control ECU harness connector, fasten it securely with a lever as far as it will go as shown in the figure.



 When connecting or disconnecting pin connectors into or from the hybrid vehicle control ECU, take care not to damage pin terminals (bend or break).

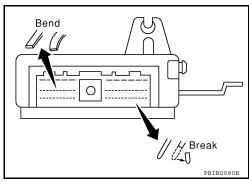
Make sure that there are not any bends or breaks on the hybrid vehicle control ECU pin terminal, when connecting pin connectors.

 Securely connect the hybrid vehicle control ECU harness connectors.

A poor connection can cause an extremely high (surge) voltage to develop in coil and condenser, thus resulting in dam-

 Keep hybrid vehicle control system harness at least 10 cm (4) in) away from adjacent harness, to prevent hybrid vehicle control system malfunctions due to receiving external noise, degraded operation of ICs, etc.

Keep hybrid vehicle control system parts and harness dry.



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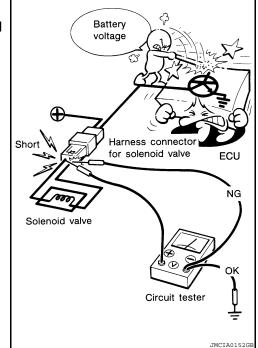
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damage the ECU power transistor.

 When measuring ECU signals with a circuit tester, never allow the two tester probes to contact.
 Accidental contact of probes will cause a short circuit and



- When installing C.B. ham radio or a mobile phone, be sure to observe the following as it may adversely affect electronic control systems depending on installation location.
- Keep the antenna as far as possible from the electronic control units.
- Keep the antenna feeder line more than 20 cm (8 in) away from the harness of electronic controls.
   Do not let them run parallel for a long distance.
- Adjust the antenna and feeder line so that the standing-wave radio can be kept smaller.
- Be sure to ground the radio to vehicle body.

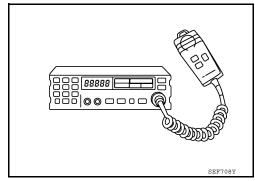
Precautions For High-Voltage System

Refer to GI-24, "Precautions For High-Voltage System".

Precautions for Inspecting the Hybrid Control System

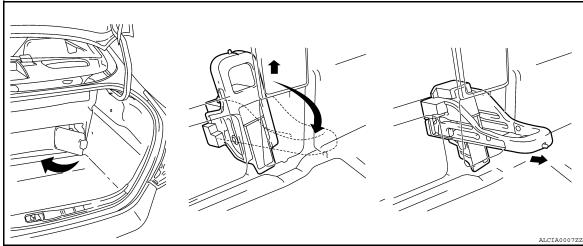
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 Before inspecting the high-voltage system or disconnecting the low voltage connector of the inverter with converter assembly, take safety precautions, such as wearing insulated gloves and removing the service plug grip to prevent electrical shocks. Make sure to turn ignition switch OFF before removing the service



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plug grip. After removing the service plug grip, put it in your pocket to prevent other technicians from accidentally reconnecting it while you are working on the high-voltage system.



NOTE:

Turning ignition switch ON (READY) with the service plug grip removed could cause a malfunction. Do not turn ignition switch ON (READY) unless instructed by the service manual. ON (READY): The condition which the ready indicator lamp illuminates and vehicle is ready to be

driven.

 After disconnecting the service plug grip, wait for at least 10 minutes before touching any of the high-voltage connectors or terminals.

#### NOTE:

Waiting for at least 10 minutes is required to discharge the high-voltage capacitor inside the inverter with converter assembly.

- Turn ignition switch OFF, wear insulated gloves, and disconnect the negative terminal of the auxiliary battery before touching any of the orange-colored wires of the high-voltage system.
- Turn ignition switch OFF before performing any resistance checks.
- Turn ignition switch OFF before disconnecting or reconnecting any connectors.

# Precautions for the Hybrid Control System Activation

• When the auxiliary battery has been disconnected and reconnected, attempting to turn ignition switch ON (READY) may not start the system (the system may not enter the READY-on state) on the first attempt. If so, turn ignition switch OFF and reattempt to turn ignition switch ON (READY).

# Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal
  injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag
  Module, see the SR section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

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#### **PRECAUTIONS**

#### < PRECAUTION >

#### **WARNING:**

- When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

# Precaution for replacing hybrid vehicle control ECU

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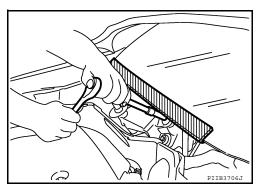
When replacing the hybrid vehicle control ECU, never remove the waterproof sheet. **NOTE:** 

The hybrid vehicle control ECU is covered with a waterproof sheet. If the waterproof sheet is peeled off, the labels on the hybrid vehicle control ECU will be removed together with the waterproof sheet. Consequently important data printed on the label for warranty procedure will be lost.

# Precaution for Procedure without Cowl Top Cover

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When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



# **PREPARATION**

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# **PREPARATION**

# **PREPARATION**

# **Commercial Service Tools**

INFOID:0000000005441438	

Tool name (Kent-Moore No.)	Description	HBC
Insulation gloves	Guaranteed insulation performance for	1000 V/300 A
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	JMCIA0149ZZ	Е

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# **ON-VEHICLE MAINTENANCE**

# COOLANT(FOR INVERTER)

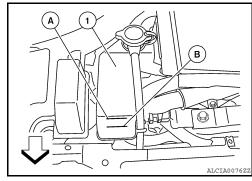
Inspection INFOID:000000005441439

#### **WARNING:**

- Never remove the inverter cooling reservoir tank cap when the engine or inverter are hot. Serious burns could occur from high pressure coolant escaping from the inverter coolant reservoir tank.
- Wrap a thick cloth around the cap. Slowly push down and turn cap a quarter turn to allow built-up pressure to escape. Carefully remove the cap by pushing down and turning it all the way.

#### CHECKING COOLANT LEVEL (INVERTER COOLING SYSTEM)

- 1. Check if the coolant level in the inverter cooling reservoir tank (1) is within MIN (B) to MAX (A) when coolant is cool.
  - <⊐: Front
- 2. Adjust inverter cooling system coolant level as necessary. Refer to <u>HBC-634</u>, "Replacement".



#### CHECKING COOLANT CONDITION (INVERTER COOLING SYSTEM)

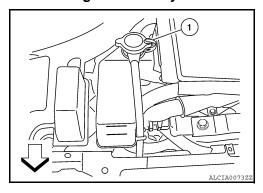
- Check for excessive deposits of dirt or rust in the inverter cooling system coolant.
- If the coolant contains excessive dirt or rust, replace the inverter cooling system coolant. Refer to <a href="HBC-634">HBC-634</a>.
   "Replacement".

Replacement INFOID:0000000005441440

#### DRAINING COOLANT

#### **WARNING:**

- Never remove the inverter cooling reservoir tank cap when the engine or inverter are hot. Serious burns could occur from high pressure coolant escaping from the inverter coolant reservoir tank.
- Wrap a thick cloth around the cap. Slowly push down and turn cap a quarter turn to allow built-up pressure to escape. Carefully remove the cap by pushing down and turning it all the way.
- 1. Remove the inverter cooling reservoir tank cap (1).
  - <⊐: Front

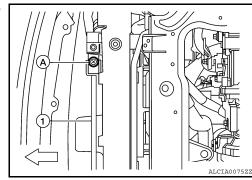


2. Remove the engine under cover. Refer to EXT-13, "Removal and Installation".

# **COOLANT(FOR INVERTER)**

#### < ON-VEHICLE MAINTENANCE >

- Loosen the drain plug (A) on the sub radiator (1) and drain the coolant.
  - <a href="#">: Front</a>



4. Remove the coolant drain plug (A) from the transaxle (1) and drain coolant.

- <⊐: Front
- 5. Install the coolant drain plug with a new gasket to the transaxle.

Coolant drain plug : 35.3 - 43.1 N-m

(3.6 - 4.4 kg-m, 26 - 32 ft-lb)

#### **CAUTION:**

Do not reuse gasket.

6. Tighten the drain plug on the sub radiator.

Drain plug : 0.78 - 1.56 N·m

(0.08 - 0.15 kg-m, 7 - 13 in-lb)

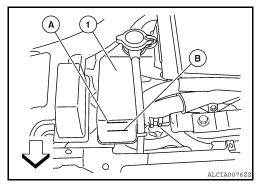
#### FILLING COOLANT

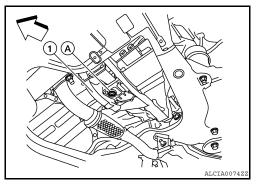
- 1. Slowly pour coolant into the inverter cooling reservoir tank (1) until the coolant level reaches MAX (A).
  - <a>: Front</a>
- 2. Turn ignition switch ON.
- Select "INV WATER PUMP" in "ACTIVE TEST" mode with CON-SULT-III, then operate the inverter cooling system coolant pump while continuing to fill the inverter cooling reservoir tank. Keep the coolant level between MIN (B) and MAX (A).

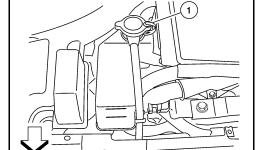
#### **CAUTION:**

Do not allow the coolant level in the reservoir tank to get too low when filling to avoid air being drawn into the Inverter cooling system.

- 4. When no air bubbles can be seen in the inverter cooling reservoir tank, fill the tank until the coolant level reaches MAX.
- 5. Install the inverter cooling reservoir tank cap (1) and inspect the system for leaks.
  - <□: Front







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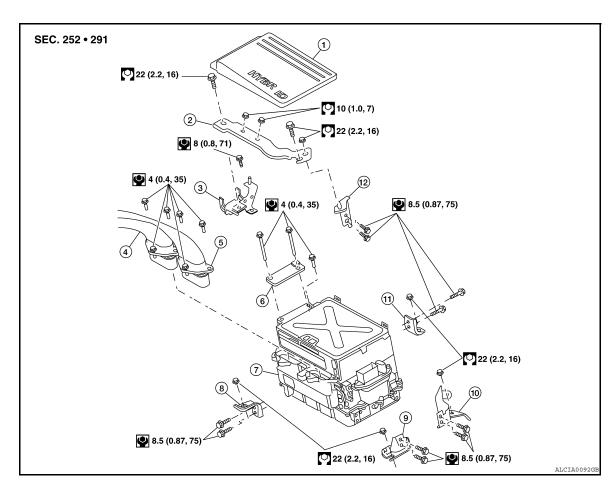
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# REMOVAL AND INSTALLATION

# **INVERTER WITH CONVERTER ASSEMBLY**

Exploded View



- 1. Inverter cover
- 4. MG1 harness connector
- 7. Inverter
- 10. Rear LH bracket

- 2. Upper center bracket
- 5. MG2 harness connector
- 8. Lower RH bracket
- 11. Rear RH bracket

- 3. Upper RH bracket
- 6. Terminal cover
- 9. Lower LH bracket
- 12. Upper LH bracket

# Removal and Installation

#### **REMOVAL**

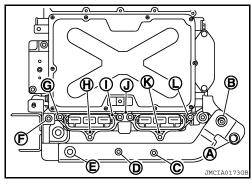
- 1. Disconnect the 12 volt battery negative terminal.
- 2. Drain the coolant from the inverter cooling system. Refer to <a href="https://example.com/HBC-634">HBC-634</a>, "Replacement".
- 3. Drain the engine cooling system. Refer to CO-11, "Changing Engine Coolant".
- 4. Remove the engine cover.
- 5. Remove the inverter cover.
- 6. Remove the air cleaner and air duct. Refer to EM-24, "Removal and Installation".
- 7. Remove the nuts and bolts from the upper center bracket.
- 8. Remove the inverter upper center bracket.
- Remove the hoses and bolts from the inverter cooling reservoir tank.
- 10. Remove the inverter cooling reservoir tank from the vehicle.

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### **INVERTER WITH CONVERTER ASSEMBLY**

#### < REMOVAL AND INSTALLATION >

- 11. Disconnect the MG1 and MG2 connectors from the inverter as follows.
  - 1. Remove bolts G, I, J and L as shown.
  - 2. Remove bolts H and K as shown.
  - Disconnect the MG1 and MG2 connectors from the inverter.
- 12. Remove the MG1 and MG2 harness clips from the bracket and set the MG1 and MG2 harness aside.
- 13. Remove the coolant hoses from the inverter.
- 14. Remove the upper RH bracket bolt and bracket from the inverter.
- 15. Remove the terminal cover bolt and terminal cover from the inverter.
- 16. Disconnect the electric compressor inverter connector (1) from the inverter (4).
  - <□: Front
- 17. Remove the frame wire inverter connector bolt (2) and disconnect the frame wire inverter connector (3) from the inverter (4).



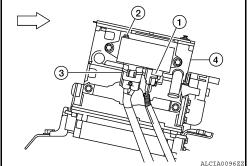
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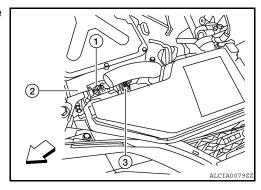
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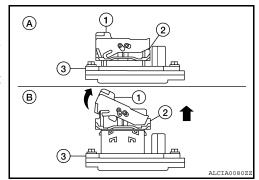
- 18. Disconnect the engine room harness connector (1) from the inverter (2).
  - EGI harness connector (3)
  - <□: Front



• A: Locked position

Revision: September 2009

- B: Unlocked position
- a. Lift up and swing the connector lock lever (1) to unlock the connector.
- b. Pull up on the engine room harness connector (2) to disconnect it from the inverter (3).



19. Remove the engine room harness clip from the bracket and set the engine room harness aside.

HBC-637 2010 Altima HEV

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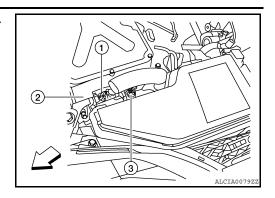
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### **INVERTER WITH CONVERTER ASSEMBLY**

### < REMOVAL AND INSTALLATION >

- 20. Disconnect the EGI harness connector (3) from the inverter (2).
  - Engine room harness connector (1)
  - <□: Front



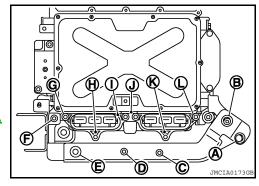
- 21. Remove the inverter nuts.
- 22. Remove the inverter from the vehicle.
- 23. Remove any necessary brackets from the inverter.

#### INSTALLATION

Installation is in the reverse order of removal.

#### NOTE:

- When installing the inverter, lower RH bracket, lower LH bracket, rear LH bracket, rear RH bracket and upper LH bracket should be attached to the inverter in advance.
- When lower RH bracket, lower LH bracket, rear LH bracket, rear RH bracket and upper LH bracket are attached to the inverter, they should be touched to anti-rotation at the boss of the inverter.
- When tightening bolts, perform the following procedure:
- Temporarily tighten the bolts A, B, E, F.
- Connect MG1 harness connector and MG2 harness connector.
- Fully tighten the bolts H, K.
- Fully tighten the bolts G, I, J and L.
- Fully tighten the bolt F.
- Fully tighten the bolts A, B, C, D, E.
- Refill the engine coolant and check for leaks. Refer to <u>CO-11</u>, <u>"Changing Engine Coolant"</u>.

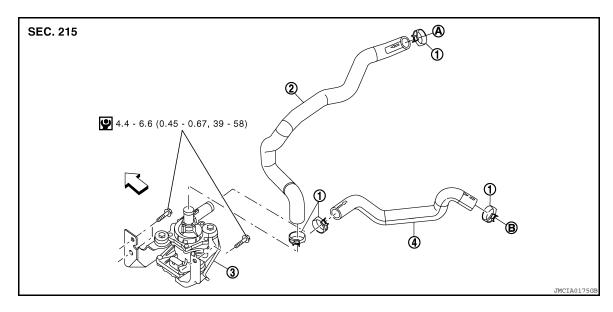


### WATER PUMP WITH MOTOR & BRACKET ASSEMBLY

< REMOVAL AND INSTALLATION >

# WATER PUMP WITH MOTOR & BRACKET ASSEMBLY

Exploded View



1. Clamp

- 2. Water inlet hose
- 3. Water pump with motor and bracket assembly

To transaxle

To inverter coolant reservoir tank B.

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Water outlet hose

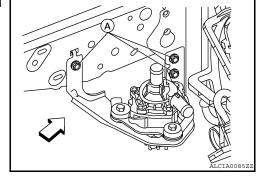
<□ Front

Removal and Installation

REMOVAL

1. Drain the coolant from the inverter cooling system. Refer to <a href="https://docs.org/1856-634">HBC-634</a>, "Replacement".

- 2. Disconnect the water inlet hose and water outlet hose from the water pump with motor and bracket assembly.
- 3. Remove the bolts (A) from the water pump with motor and bracket assembly and remove from the vehicle.
  - <□ : Front



Installation

Installation is in the reverse order of removal.

NOTE:

Do not use the power tool.

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# **ACCELERATOR PEDAL POSITION SENSOR**

< REMOVAL AND INSTALLATION >

# **ACCELERATOR PEDAL POSITION SENSOR**

# Removal and Installation

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The accelerator pedal position switch is an integral part of the accelerator pedal assembly. Refer to <u>ACC-3.</u> "Removal and Installation".

# **HV ECU**

# Precaution for replacing hybrid vehicle control ECU

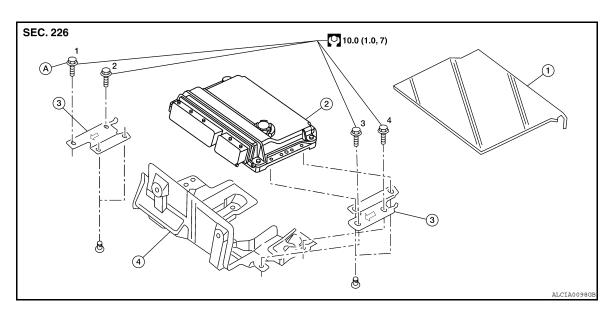
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When replacing the hybrid vehicle control ECU, never remove the waterproof sheet.

#### NOTE:

The hybrid vehicle control ECU is covered with a waterproof sheet. If the waterproof sheet is peeled off, the labels on the hybrid vehicle control ECU will be removed together with the waterproof sheet. Consequently important data printed on the label for warranty procedure will be lost.

Exploded View



- 1. Waterproof sheet
- Mounting bracket
- 2. HV ECU
- A. Bolt

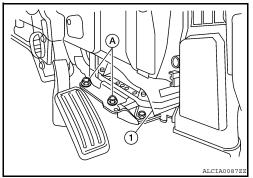
- 3. HV ECU bracket
- ← Front

#### Removal and Installation

#### **REMOVAL**

Disconnect the 12 volt battery negative terminal.

- 2. Remove the console side finisher LH. Refer to IP-11, "Removal and Installation".
- Remove the bolts (A) from the HV ECU (1).



4. Remove the console side finisher RH. Refer to IP-11, "Removal and Installation".

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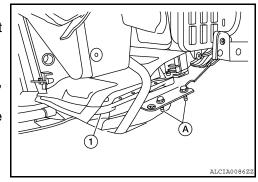
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Revision: September 2009 HBC-641 2010 Altima HEV

### **HV ECU**

#### < REMOVAL AND INSTALLATION >

- 5. Remove the bolts (A) from the HV ECU (1).
- 6. Disconnect the drain hose from the heater and cooling unit assembly.
- 7. Pull out the HV ECU to RH side.
- 8. Disconnect the HV ECU harness connector from the HV ECU, and remove the HV ECU from the vehicle.
- If necessary, remove the screws and HV ECU brackets from the HV ECU.

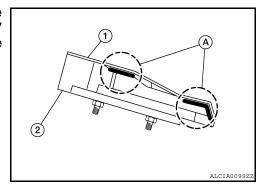


#### **INSTALLATION**

Installation is in the reverse order of removal.

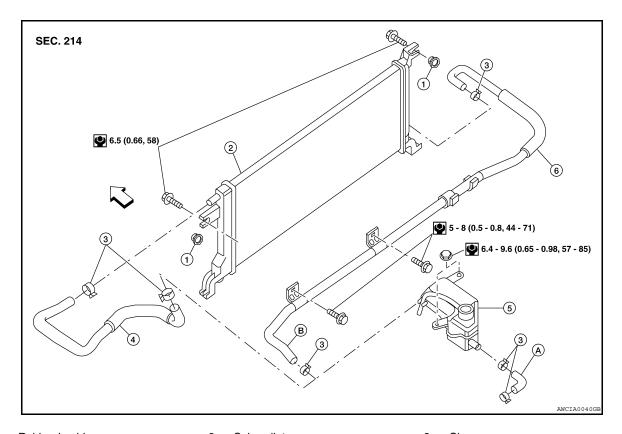
#### NOTE:

- When tightening the bolts, perform the following procedure and refer to HBC-641, "Exploded View".
- Temporarily tighten bolt (A) first.
- Tighten the other bolts in numerical order to the specified torque.
- Tighten bolt (A) to the specified torque.
- If installing a new HV ECU, apply the waterproof sheet (1) to the HV ECU (2) as shown. Center the waterproof sheet on the HV ECU and press down on the adhesive area (A) to secure the waterproof sheet to the HV ECU.



# **SUB RADIATOR**

Exploded View



- 1. Rubber bushing
- 4. Upper outlet hose
- A. To inverter

- 2. Sub radiator
- 5. Inverter coolant reservoir tank
- B. To transaxle

- 3. Clamp
- Lower inlet hose
- <□ Front

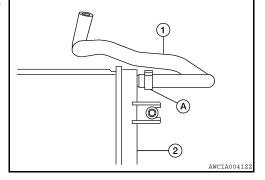
#### Removal and Installation

REMOVAL

#### **CAUTION:**

Do not damage or scratch the radiator and condenser assembly and sub radiator core when removing.

- Drain the coolant from the inverter cooling system. Refer to <u>HBC-634, "Replacement"</u>.
- Remove the air duct. Refer to <u>EM-24</u>, "Removal and Installation".
- 3. Remove the front grille. Refer to EXT-17, "Removal and Installation".
- 4. Remove the A/C junction pipe. Refer to HA-32, "Removal and Installation for Junction Pipe".
- 5. Disconnect the clamp (A) and the upper outlet hose (1) from the sub radiator (2).



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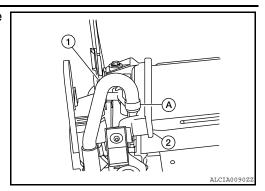
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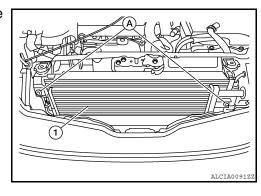
# **SUB RADIATOR**

# < REMOVAL AND INSTALLATION >

6. Disconnect the clamp (A) and the lower inlet hose (1) from the sub radiator (2).



7. Remove the bolts (A), then remove the sub radiator (1) from the vehicle.

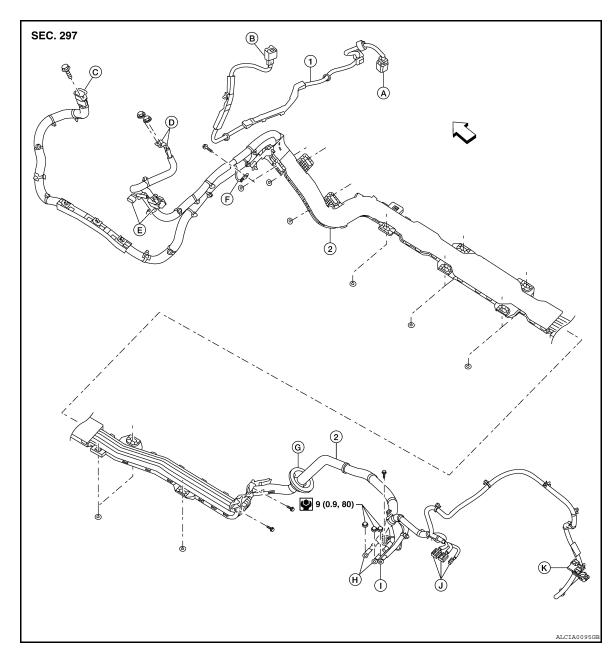


### **INSTALLATION**

Installation is in the reverse order of removal.

# FRAME WIRE

**Exploded View** INFOID:0000000005441452



- 1. Frame wire (electric compressor)
- B. Electric compressor inverter connec- C.
- E. **EPS ECU connectors**
- H. Frame wire terminals to HV battery
- 12 volt terminal to 12 volt battery
- 2. Frame wire (main)
- Frame wire inverter connector
- EPS ECU bonding wire
- 12 volt terminal to HV battery
- ← Front

- A. Electric compressor connector
- HV fuse box terminals
- G. Grommet
- DC/DC converter connectors

### Removal and Installation

FRAME WIRE (MAIN)

Removal

**HBC-645** Revision: September 2009 2010 Altima HEV **HBC** 

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#### FRAME WIRE

#### < REMOVAL AND INSTALLATION >

- Disconnect the positive 12 volt terminal from the 12 volt battery. Refer to <u>PG-71</u>, "<u>Removal and Installation</u>".
- 2. Remove the rear seat. Refer to SE-24, "Removal and Installation".
- Remove the fuel tank. Refer to <u>FL-11, "Removal and Installation"</u>.
- Remove the 12 volt positive battery cable retaining clips from the trunk compartment.
- Disconnect the DC/DC converter connectors. Refer to STC-60, "Removal and Installation".
- 6. Remove the DC/DC converter harness retaining clip from the HV battery assembly.
- Remove the frame wire from the HV battery assembly. Refer to <u>HBB-119, "Removal and Installation"</u>.
- Disconnect the 12 volt terminal and cable retaining clip from the HV battery assembly. Refer to <u>HBB-119</u>, "Removal and Installation".
- 9. Remove the frame wire harness retaining clips from the vehicle interior.
- 10. Remove the air cleaner and air duct. Refer to EM-24, "Removal and Installation".
- 11. Remove the inverter cover and terminal cover from the inverter. Refer to <a href="HBC-636">HBC-636</a>, "Removal and Installation".
- 12. Remove the frame wire inverter connector bolt and disconnect the frame wire inverter connector from the inverter. Refer to <a href="https://doi.org/10.1007/journal.org/">HBC-636</a>, "Removal and Installation".
- 13. Remove the HV fuse box cover from the HV fuse box (1).
- Remove the HV fuse box terminal cap and nuts (A) from the HV fuse box (1).
- 15. Open the HV fuse box side cover (B) and remove the harness retaining clip (C) and HV fuse box terminals from the HV fuse box (1).
- Disconnect the EPS ECU connectors (D). Refer to <u>STC-58</u>, <u>"Removal and Installation"</u>.
- 17. Remove the EPS ECU harness retaining clips from the engine room.
- 18. Remove the EPS ECU bonding wire bolt.
- 19. Remove the frame wire harness retaining clips from the engine room.
- 20. Remove the RH member pin stay. Refer to EM-71, "Removal and Installation".
- 21. Remove the frame wire retainer nuts and bolts from the underside of vehicle.
- 22. Remove the frame wire harness assembly with grommet from floor pass through and underside of vehicle.
- 23. Remove the frame wire harness from the engine room clip and remove the frame wire harness from the engine room.

#### Installation

Installation is in the reverse order of removal.

#### FRAME WIRE (ELECTRIC COMPRESSOR)

#### Removal

- Remove the air cleaner and air duct. Refer to EM-24, "Removal and Installation".
- Remove the front terminal cover bolt from the inverter cover and disconnect the electric compressor inverter connector from the inverter. Refer to <a href="https://doi.org/10.108/journal.org/">HBC-636</a>, "Removal and Installation".
- 3. Disconnect the electric compressor connector from the electric compressor. Refer to <a href="HA-27">HA-27</a>, "Removal and Installation".
- Remove the front engine mounting insulator and bracket bolts. Refer to <u>EM-71</u>, "<u>Removal and Installation</u>".
- 5. Remove the electric compressor frame wire harness clips and electric compressor frame wire harness from the vehicle.

#### Installation

Installation is in the reverse order of removal.

