

DTC	P0560	SYSTEM VOLTAGE
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CIRCUIT DESCRIPTION

The battery power is constantly supplied to the AM terminal of the battery ECU for the purpose of maintaining the DTCs and freeze frame data in memory. This voltage is supplied as a backup even if the power switch is turned OFF.

DTC No.	DTC Detection Condition	Trouble Area
P0560	Open in auxiliary battery power supply system while battery power is supplied to terminal IGCT (1trip detection logic)	<ul style="list-style-type: none"> • Wire harness or connector • HEV fuse • Battery ECU

MONITOR DESCRIPTION

If 1 or more seconds have elapsed with a voltage of 1 V or less at the AM terminal at the battery ECU, the battery ECU will determine that malfunction has occurred in the back-up power supply system, illuminate the MIL, and set a DTC.

MONITOR STRATEGY

Related DTCs	P0560: Battery ECU/Range check
Required sensor/components	Main: Back-up power source circuit Sub: Battery ECU
Frequency of operation	Continuous
Duration	1 second
MIL operation	Immediate after next power switch ON (IG)
Sequence of operation	None

TYPICAL ENABLING CONDITIONS

The monitor will run whenever the following DTCs are not present	TOYOTA's intellectual property
Other conditions belong to TOYOTA's intellectual property	—

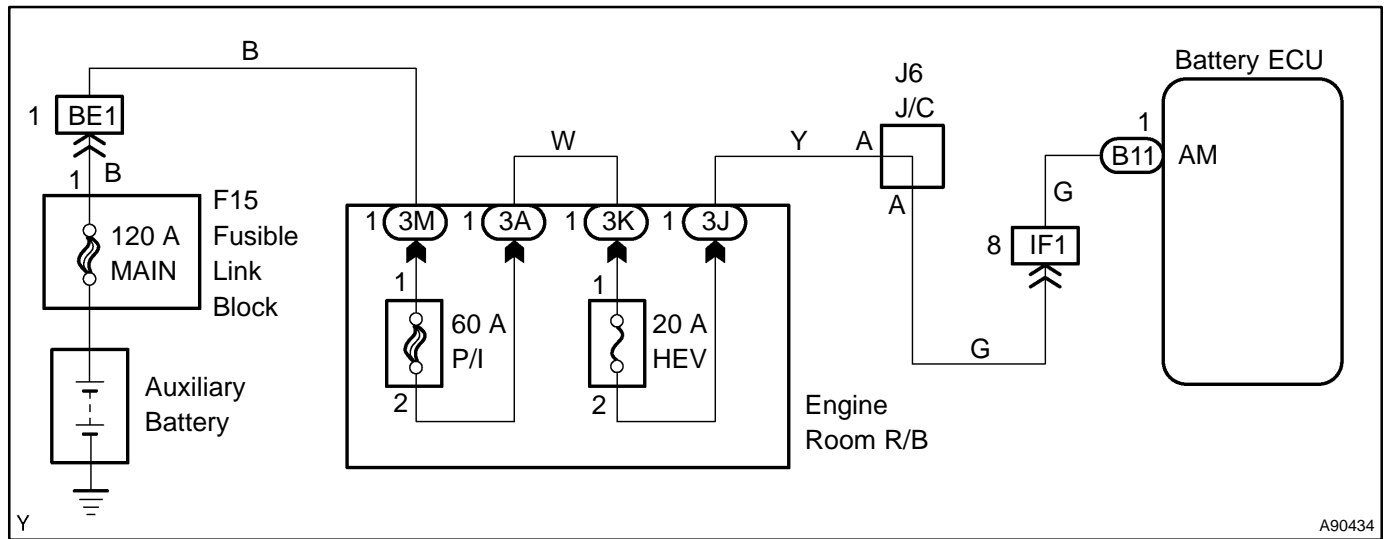
TYPICAL MALFUNCTION THRESHOLDS

Stand-by RAM back-up voltage	1 V or less
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COMPONENT OPERATING RANGE

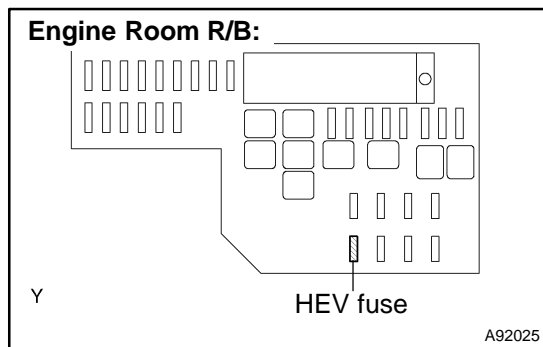
Auxiliary battery voltage	Between 9 V and 14 V
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WIRING DIAGRAM



INSPECTION PROCEDURE

1 CHECK FUSE(HEV 20 A)

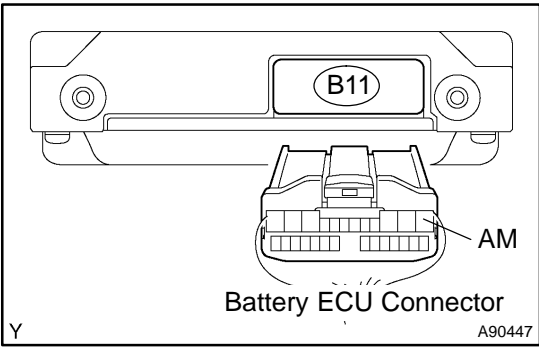


- (a) Remove the HEV fuse from the engine room R/B.
- (b) Check the resistance in the HEV fuse.
Standard: Below 1 Ω
- (c) Reinstall the HEV fuse.

NG → Go to step 3

OK

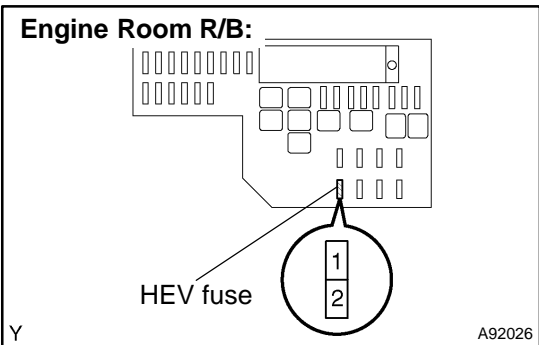
2 CHECK HARNESS AND CONNECTOR(BATTERY ECU – AUXILIARY BATTERY)



- (a) Disconnect the negative auxiliary battery terminal.
- (b) Disconnect the positive auxiliary battery terminal.
- (c) Remove the HEV fuse from the engine room R/B.
- (d) Disconnect the B11 battery ECU connector.
- (e) Check the resistance between the wire harness side connectors.

Standard (Check for open):

Tester Connection	Specified Condition
AM (B11-1) – HEV fuse (2)	Below 1 Ω



NOTICE:

When taking a measurement with a tester, do not apply excessive force to the tester probe to avoid damaging the holder.

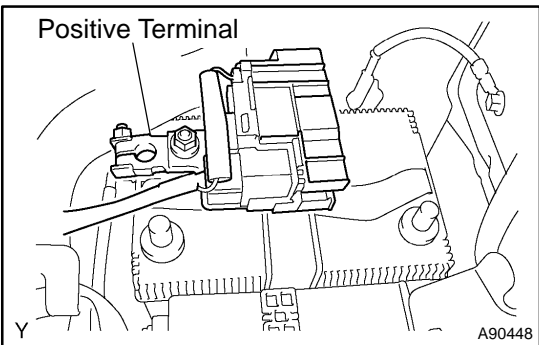
- (f) Check the resistance between the wire harness side connectors.

Standard (Check for open):

Tester Connection	Specified Condition
HEV fuse (1) – positive auxiliary battery terminal	Below 1 Ω

NOTICE:

When taking a measurement with a tester, do not apply excessive force to the tester probe to avoid damaging the holder.



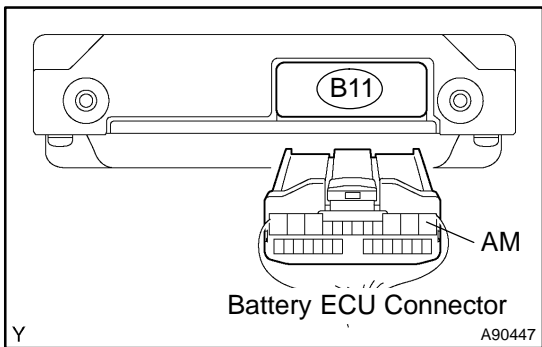
- (g) Reconnect the battery ECU connector.
- (h) Reinstall the HEV fuse.
- (i) Reconnect the positive auxiliary battery terminal.
- (j) Reconnect the negative auxiliary battery terminal.

NG REPAIR OR REPLACE HARNESS OR CONNECTOR

OK

CHECK AND REPAIR CONNECTOR CONNECTION

3 CHECK HARNESS AND CONNECTOR(BATTERY ECU – HEV FUSE)



- (a) Disconnect the B11 battery ECU connector.
- (b) Remove the HEV fuse from the engine room R/B.
- (c) Check the resistance between the wire harness side connector and body ground.

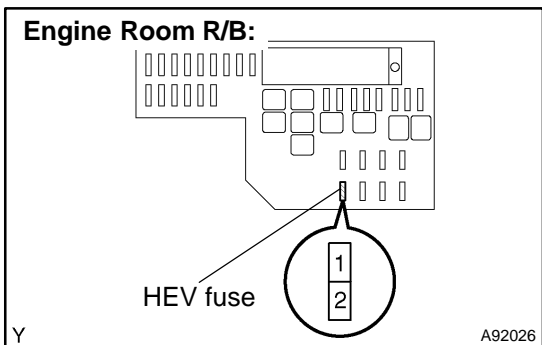
Standard (Check for short):

Tester Connection	Specified Condition
AM (B11-1) or HEV fuse (2) – Body ground	10 kΩ or higher

NOTICE:

When taking a measurement with a tester, do not apply excessive force to the tester probe to avoid damaging the holder.

- (d) Reconnect the battery ECU connector.
- (e) Reinstall the HEV fuse.



NG → **AFTER REPAIRING OR REPLACING HARNESS OR CONNECTOR, REPLACE FUSE (HEV 20A)**

OK

REPLACE FUSE (HEV 20 A)