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| DTC | B2799-539 | ENGINE IMMOBILISER SYSTEM MALFUNCTION |
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| DTC | B2799-540 | ENGINE IMMOBILISER SYSTEM MALFUNCTION |
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| DTC | B2799-541 | ENGINE IMMOBILISER SYSTEM MALFUNCTION |
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| DTC | B2799-542 | ENGINE IMMOBILISER SYSTEM MALFUNCTION |
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| DTC | B2799-543 | ENGINE IMMOBILISER SYSTEM MALFUNCTION |
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| DTC | B2799-544 | ENGINE IMMOBILISER SYSTEM MALFUNCTION |
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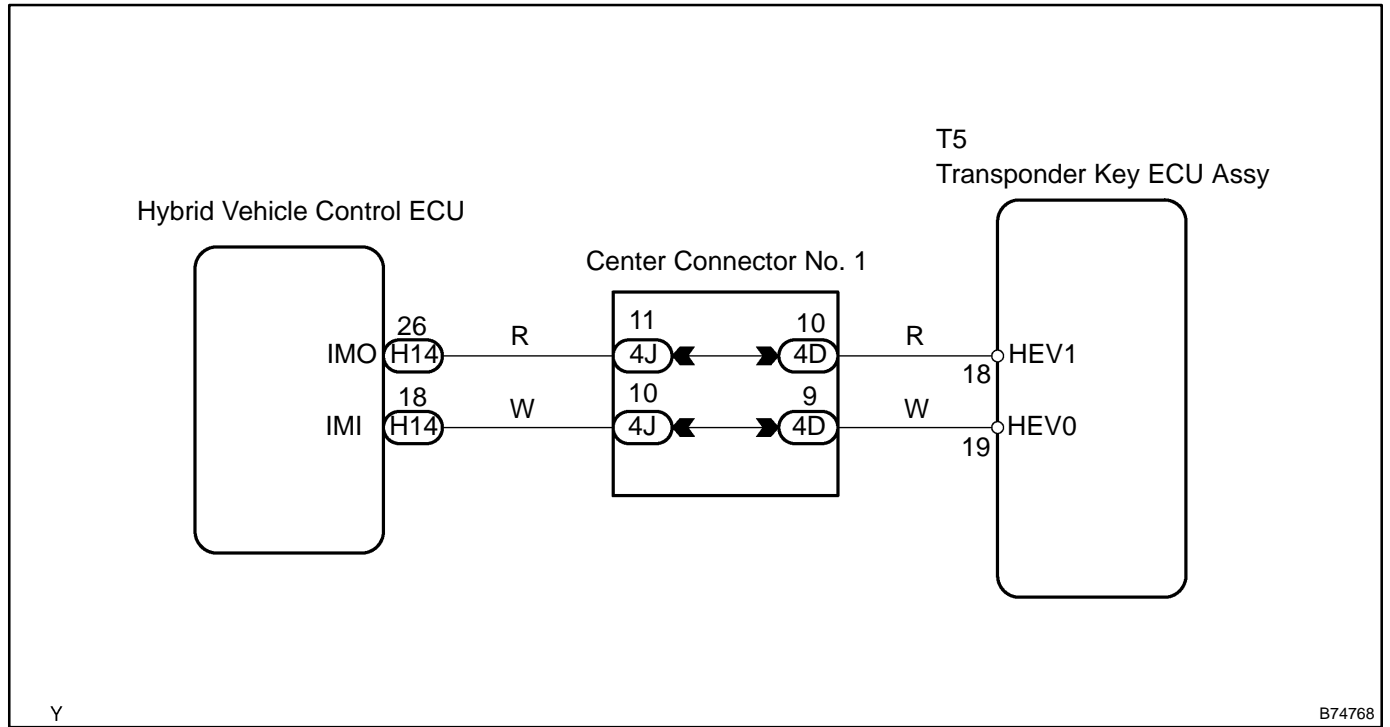
CIRCUIT DESCRIPTION

These DTCs are detected when: 1) the wire harness between the transponder key ECU and hybrid vehicle control ECU is open or short circuited, 2) the ECU communication IDs of the hybrid vehicle control ECU and transponder key ECU are different, 3) the start (ON (READY) signal delayed, or 4) the key codes are unmatched.

Before troubleshooting for the this DTC, make sure no transponder key ECU DTCs are present. If present, troubleshoot the transponder key ECU DTCs or hybrid vehicle control ECUs first.

| DTC No. | DTC Detection Condition | Trouble Area |
|--|---|--|
| B2799-539 B2799-540 B2799-541 B2799-542 B2799-543 B2799-544 | When any of the following conditions are met: <ul style="list-style-type: none"> • wire harness between transponder key ECU and hybrid vehicle control ECU is open or short • ECU communication IDs of hybrid vehicle control ECU and transponder key ECU are different • ON (READY) signal is delayed more than 10 seconds from when power switch is set to ON (READY) • Key codes are unmatched. | <ul style="list-style-type: none"> • Wire harness • Hybrid vehicle control ECU |

WIRING DIAGRAM



INSPECTION PROCEDURE

1 CHECK FOR DTCS

- (a) Delete the DTC (see page 05–2351).
- (b) Check that no DTC is output.

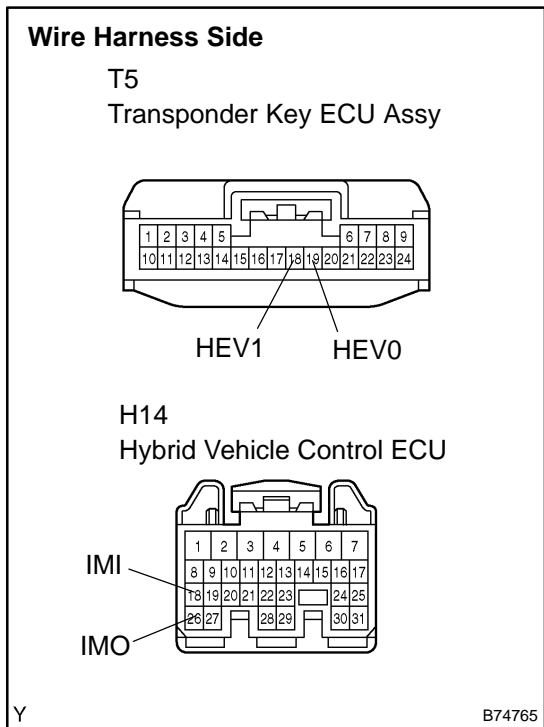
OK: DTC is not output.

NG Go to step 2

OK

END

2 CHECK WIRE HARNESS (TRANSPONDER KEY ECU ASSY – HYBRID VEHICLE CONTROL ECU) (TRANSPONDER KEY ECU ASSY OR HYBRID VEHICLE CONTROL ECU – BODY GROUND)



- (a) Disconnect the T5 and H14 ECU connectors.
- (b) Measure the resistance of the wire harness side connectors.

Standard:

| Tester Connection | Specified Condition |
|---|---------------------|
| T5–19 (HEV0) – H14–18 (IMI) | Below 1 Ω |
| T5–18 (HEV1) – H14–26 (IMO) | Below 1 Ω |
| T5–19 (HEV0) or H14–18 (IMI) – Body ground | 10 kΩ or higher |
| T5–18 (HEV1) – H14–26 (IMO) – Body ground | 10 kΩ or higher |

NG REPAIR OR REPLACE WIRE HARNESS AND CONNECTOR

OK

REPLACE HYBRID VEHICLE CONTROL ECU