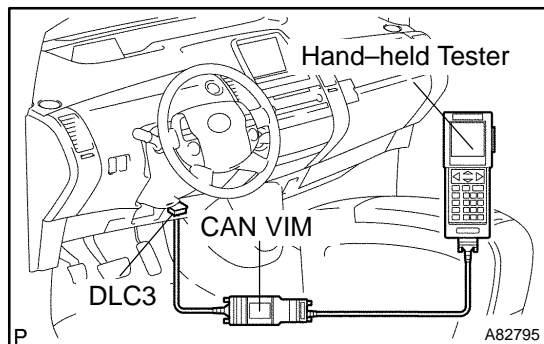


## OPERATION HISTORY DATA

### 1. OPERATION HISTORY DATA

#### HINT:

The operation history data records the special operations performed by the driver and the number of abnormal conditions that have been input into the HV control ECU.



- Connect the hand-held tester to the DLC3.
- Turn the power switch ON (IG).
- Turn the hand-held tester ON.
- On the hand-held tester, enter the following menus: DIAGNOSIS / ENHANCED OBD II / HV ECU / DATA LIST.
- Select the menu to view the number of special operations or controls that have been effected.

#### HINT:

- LATEST OPER: Among the past occurrences, the number of special operations or controls that have been effected during the most recent 1 trip detection.
- LATEST TRIP: The number of trips after the occurrence of LATEST OPER.
- BEF LATST OPER: The number of occurrences 1 previously from the LATEST OPER.
- BEF LATST TRIP: The number of trips after the occurrence of BEF LATST OPER.

#### Operation history data:

Hand-held Tester Display	Count Condition
SHIFT BEF READY	Selector lever moved with READY lamp blinking
N RANGE CTRL 2	N position control effected due to frequent shifting operation
STEP ACCEL IN N	Accelerator pedal depressed in N position
AUX. BATT LOW	Auxiliary battery voltage below 9.5 V
HV INTERMITTENT	Instantaneous open at IGSW terminal of HV control ECU
MG2 (NO1) TEMP HIGH	Motor temperature climbed above 174°C (345°F)
MG2 (NO2) TEMP HIGH	Transaxle fluid temperature climbed above 162°C (324°F)
MG2 INV TEMP HI	Motor inverter temperature climbed above 111°C (232°F)
MG1 INV TEMP HI	Generator inverter temperature climbed above 111°C (232°F)
MAIN BATT LOW	Battery state of charge dropped below 30 %
RESIST OVR HEAT	Limit resistor forecast temperature climbed above 120°C (248°F)
COOLANT HEAT	Inverter coolant forecast temperature climbed above 65°C (149°F)
CONVERTER HEAT	Boost converter temperature climbed above 111°C (232°F)
SHIFT P IN RUN	Shifted to P while driving
BKWRD DIR SHIFT	Shifted to R while moving forward or to D or B while moving in reverse
PREVENT STAYING	Engine speed stays in resonance frequency band