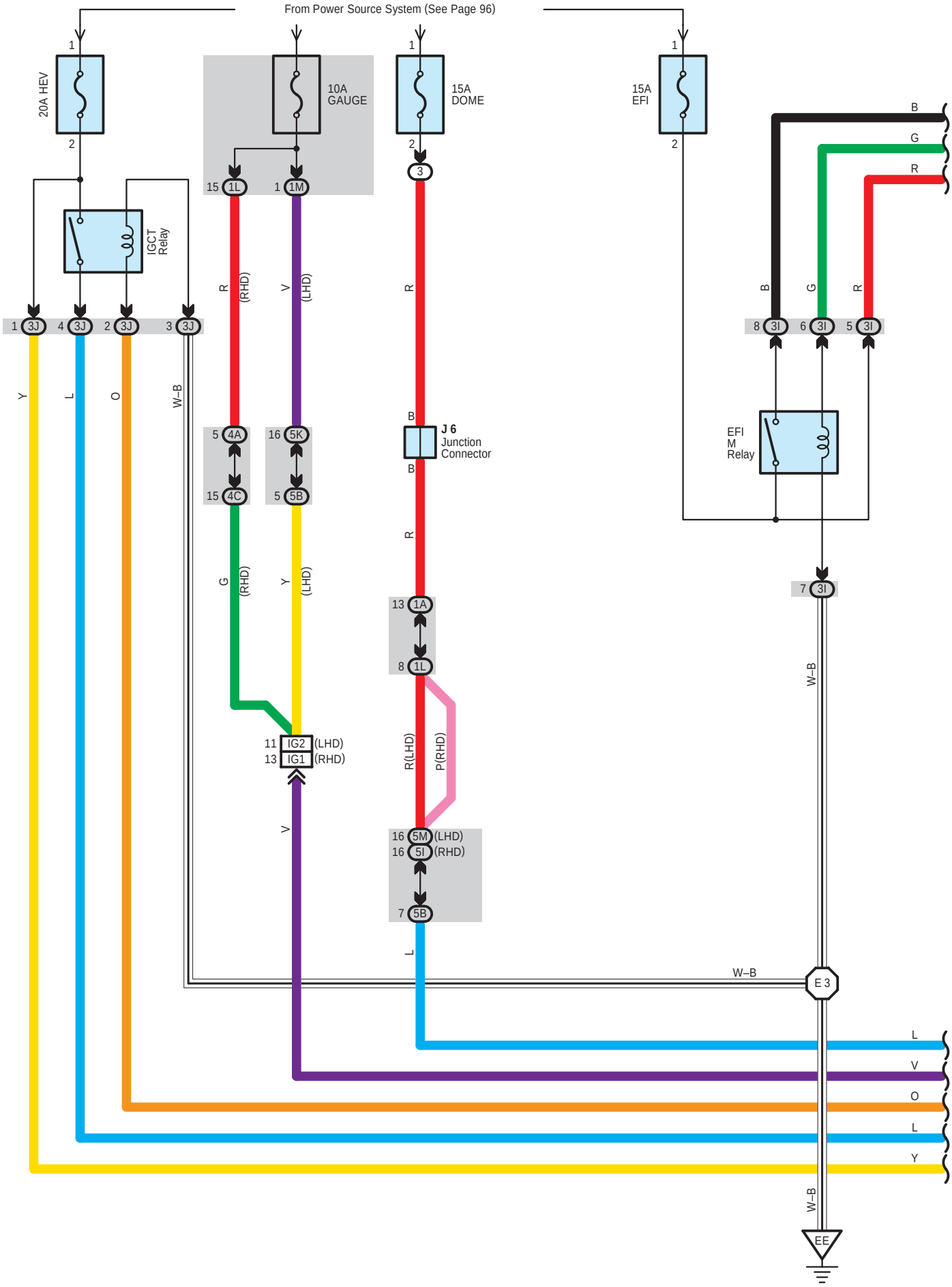
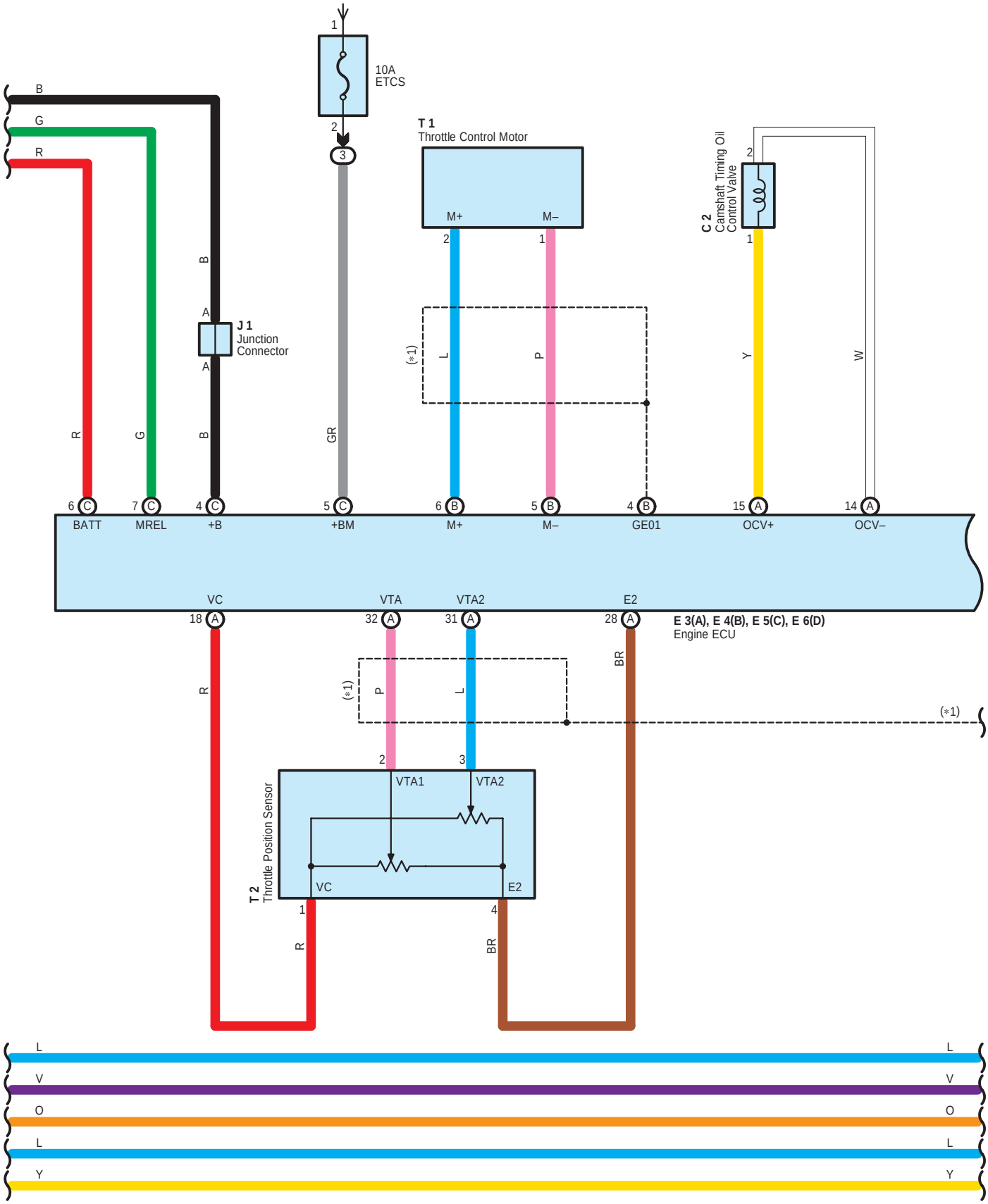
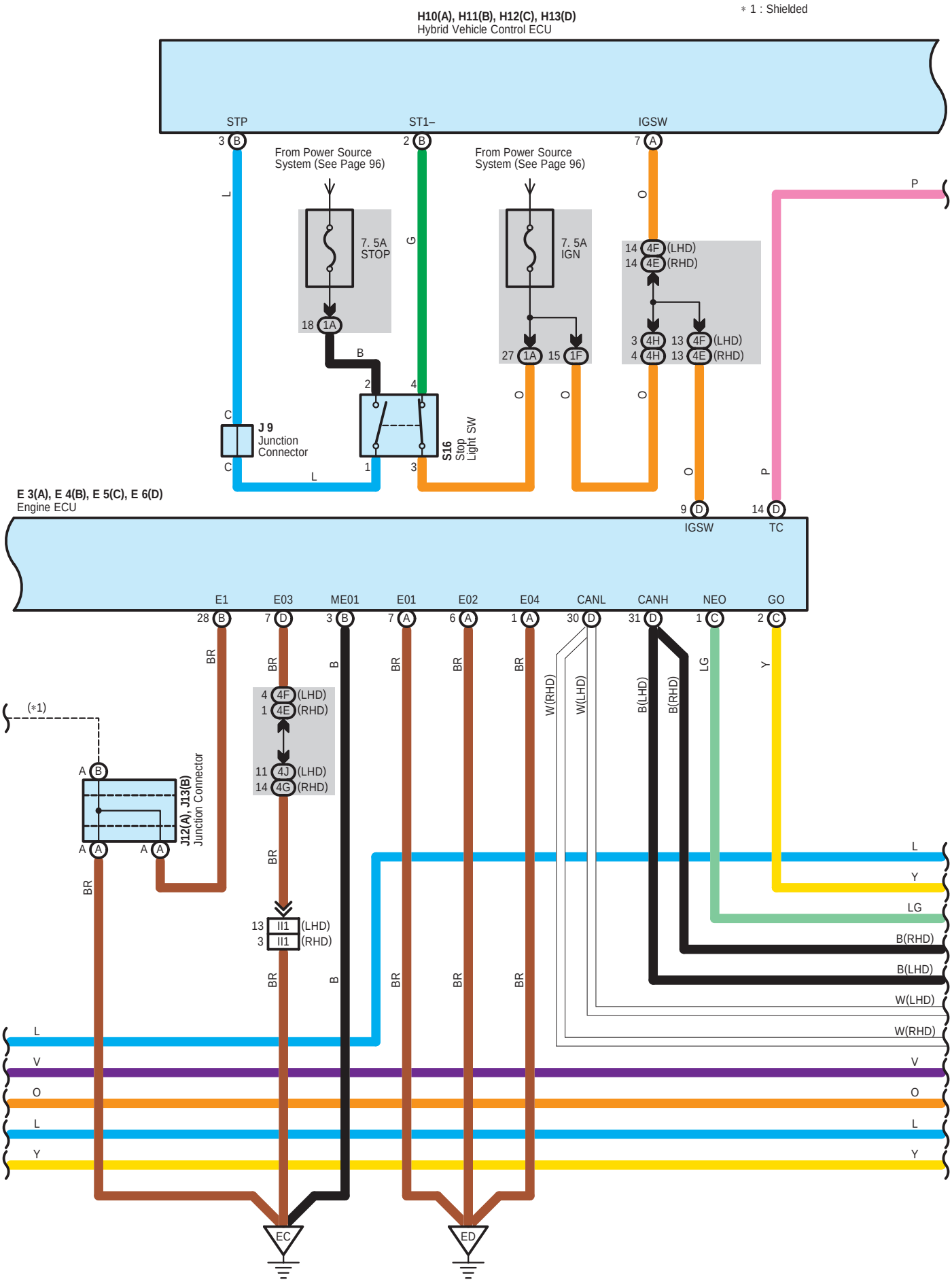
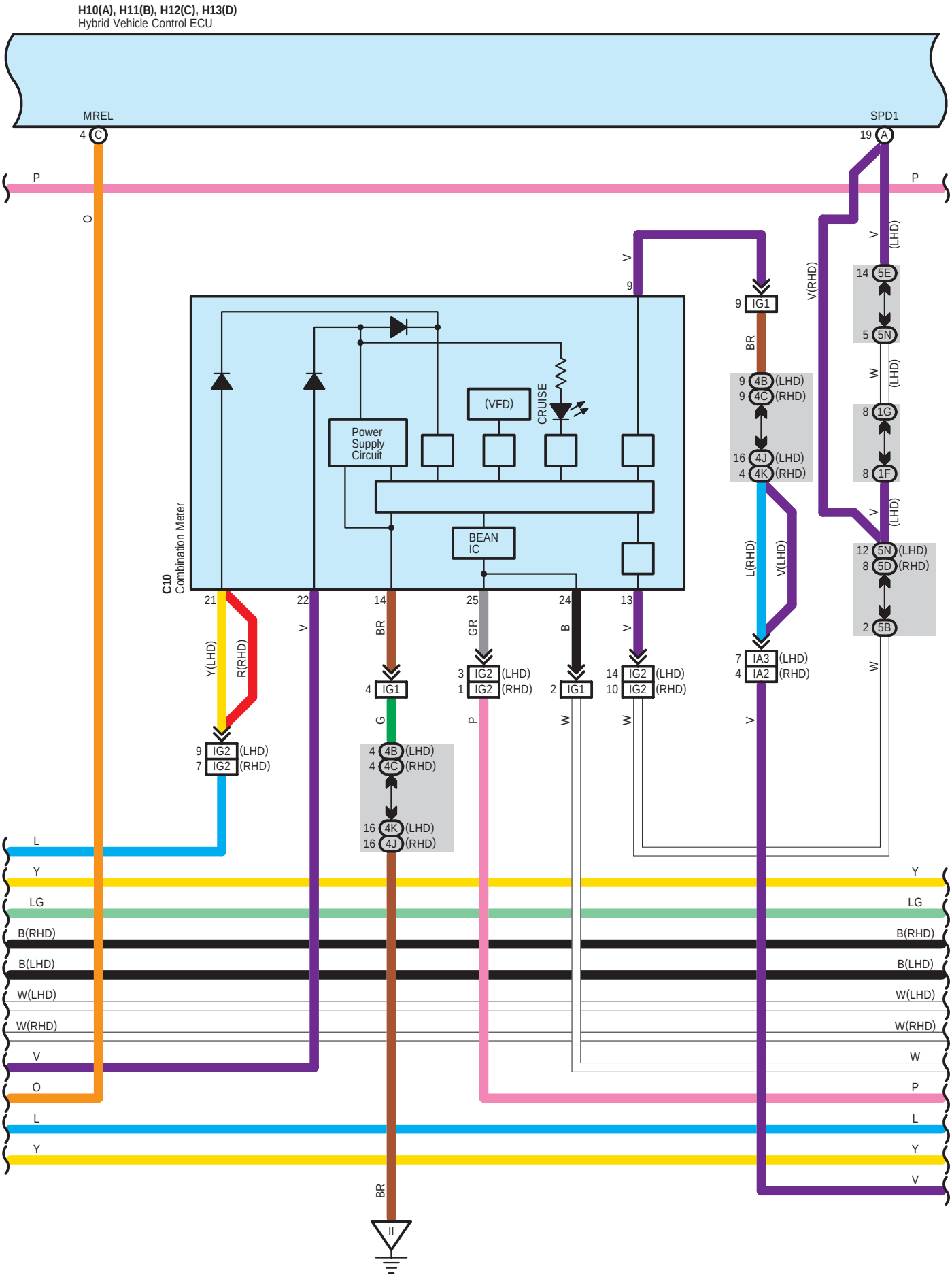
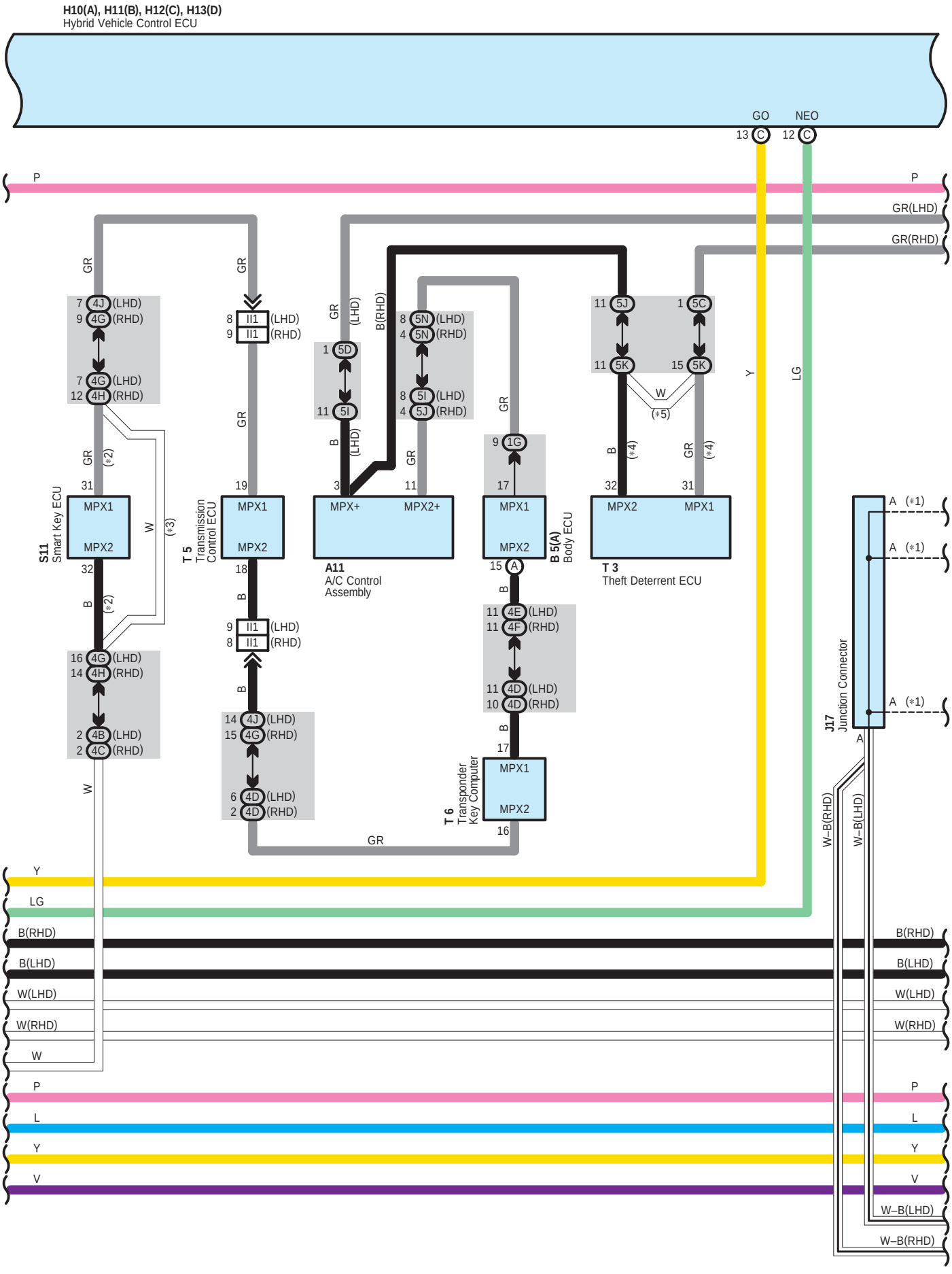

From Power Source System (See Page 96)
20A HEV
10A GAUGE
15A DOME
15A EFI
IGCT Relay
EFI M Relay
J 6 Junction Connector
1 3J
4 3J
2 3J
3 3J
15 1L
1 1M
3
8 3I
6 3I
5 3I
5 4A
16 5K
15 4C
5 5B
13 1A
8 1L
16 5M
16 5I
7 5B
7 3I
11 IG2 (LHD)
13 IG1 (RHD)
E 3
EE
R (RHD)
V (LHD)
G (RHD)
Y (LHD)
R(LHD)
P(RHD)
B
G
R
Y
L
O
W–B

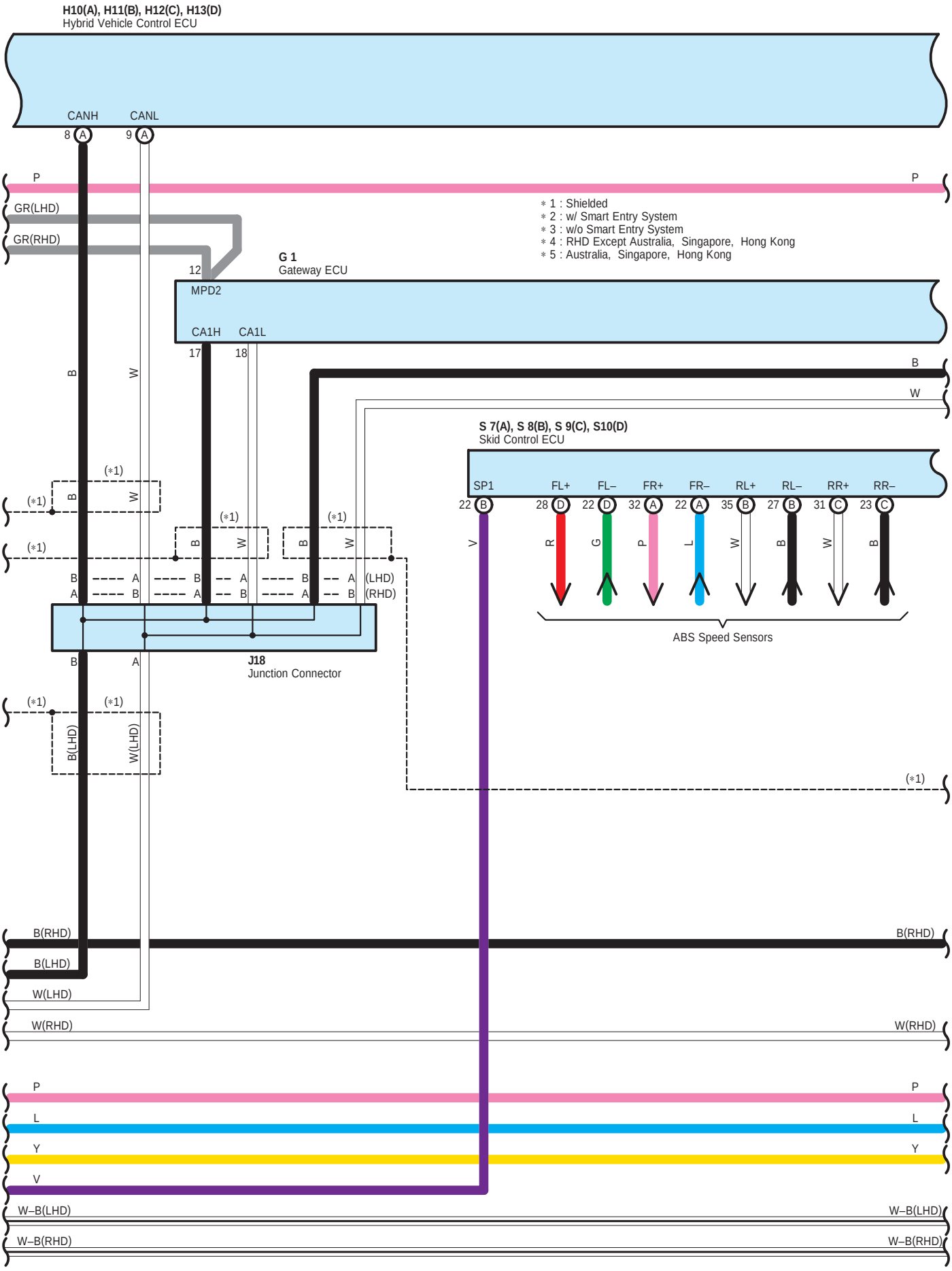
∗ 1 : Shielded

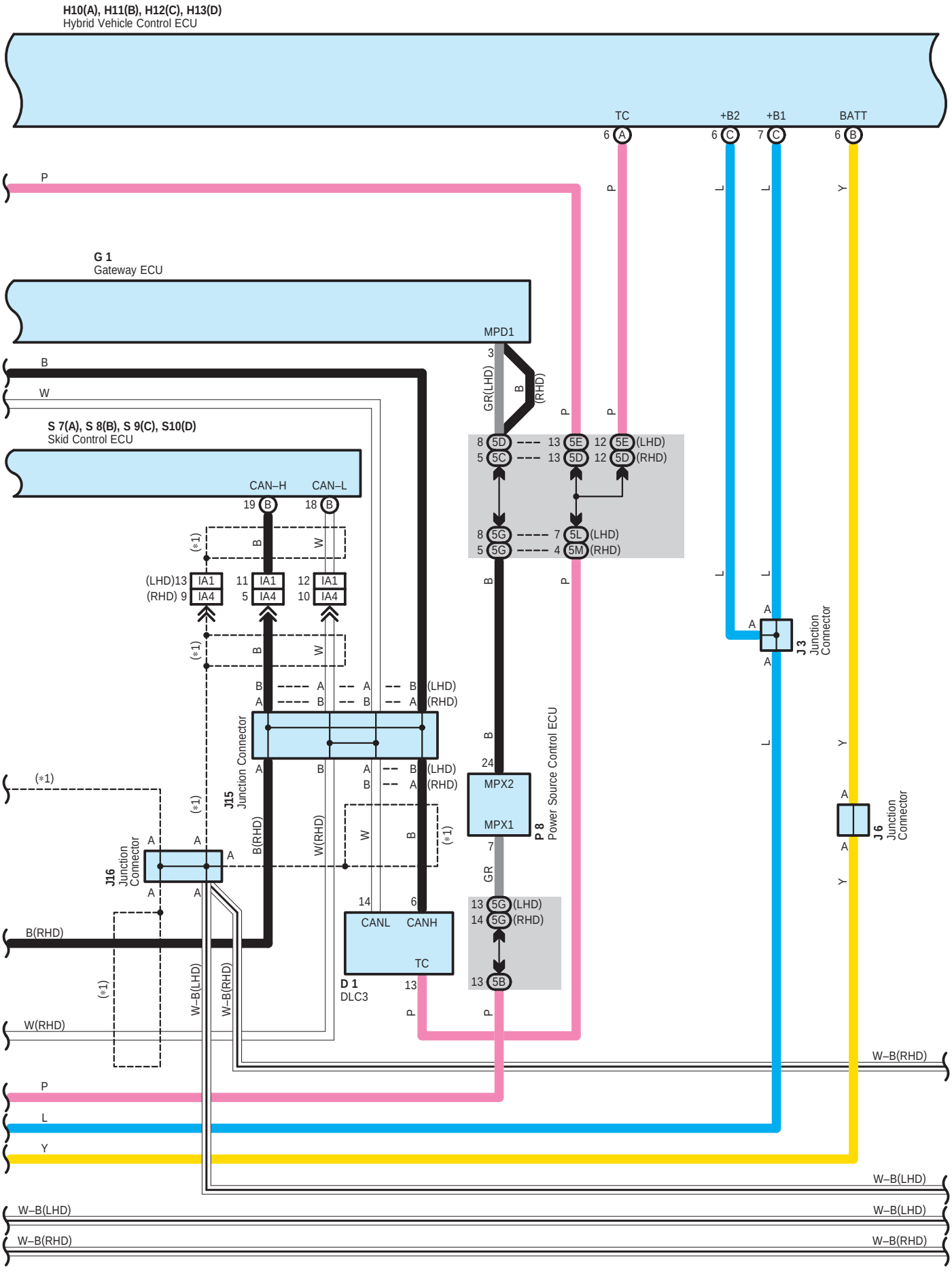

10A
ETCS
T 1
Throttle Control Motor
M+
M–
C 2
Camshaft Timing Oil
Control Valve
J 1
Junction
Connector
(∗1)
BATT
MREL
+B
+BM
M+
M–
GE01
OCV+
OCV–
VC
VTA
VTA2
E2
E 3(A), E 4(B), E 5(C), E 6(D)
Engine ECU
VTA1
T 2
Throttle Position Sensor

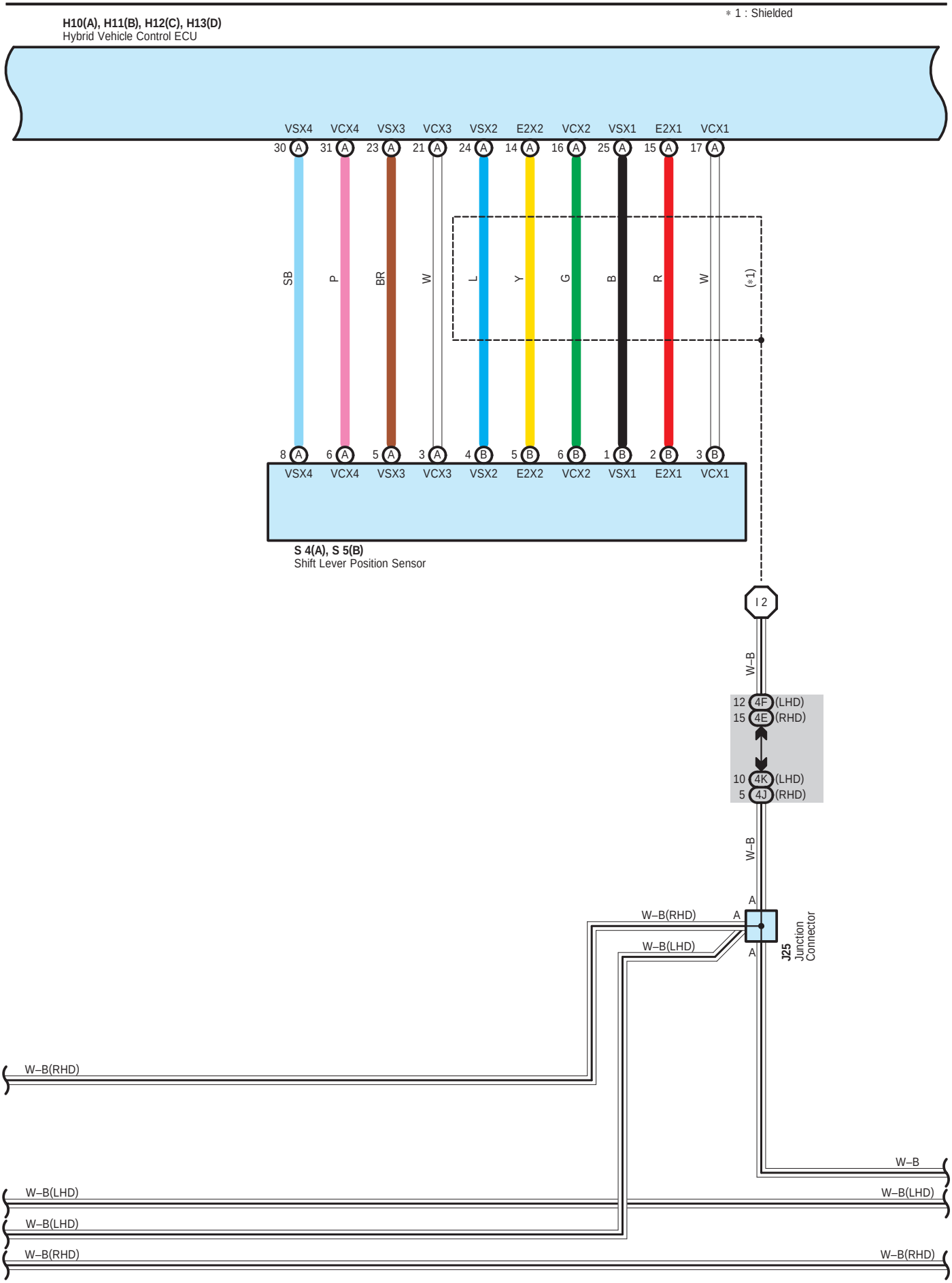

∗ 1 : Shielded
H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
STP
ST1–
IGSW
From Power Source System (See Page 96)
From Power Source System (See Page 96)
7. 5A STOP
7. 5A IGN
J 9 Junction Connector
S16 Stop Light SW
14 4F (LHD)
14 4E (RHD)
3 4H 13 4F (LHD)
4 4H 13 4E (RHD)
E 3(A), E 4(B), E 5(C), E 6(D)
Engine ECU
IGSW
TC
E1
E03
ME01
E01
E02
E04
CANL
CANH
NEO
GO
J12(A), J13(B) Junction Connector
4 4F (LHD)
1 4E (RHD)
11 4J (LHD)
14 4G (RHD)
13 II1 (LHD)
3 II1 (RHD)
EC
ED
L
Y
LG
B(RHD)
B(LHD)
W(LHD)
W(RHD)
V
O
BR
B
G
P

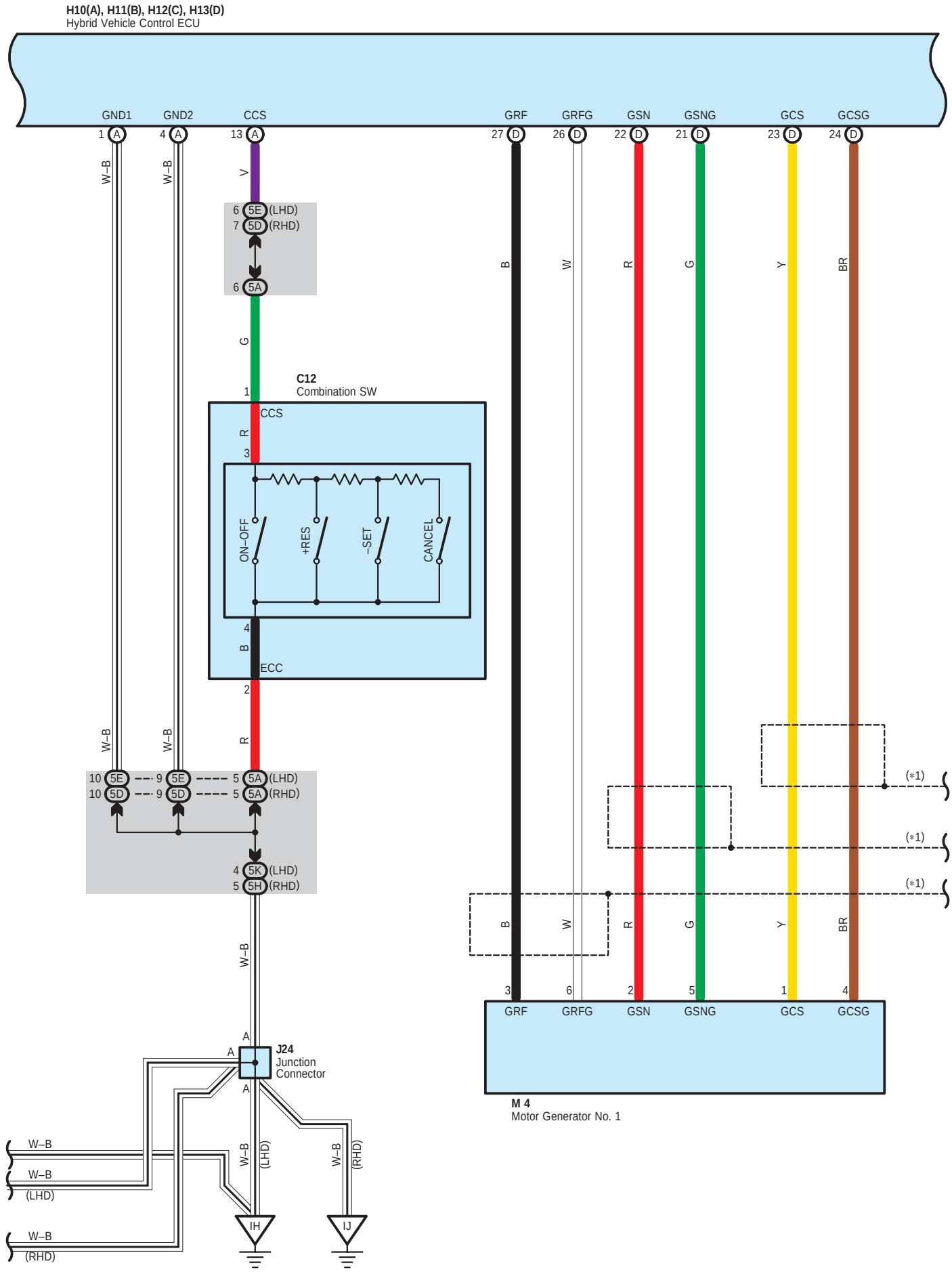

H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
MREL
4 C
SPD1
19 A
P
O
V
9
9 IG1
BR
9 4B (LHD)
9 4C (RHD)
16 4J (LHD)
4 4K (RHD)
V(RHD)
V (LHD)
14 5E
5 5N
W (LHD)
8 1G
8 1F
12 5N (LHD)
8 5D (RHD)
2 5B
C10
Combination Meter
Power Supply Circuit
(VFD)
CRUISE
BEAN IC
21
22
14
25
24
13
Y(LHD)
R(RHD)
V
BR
GR
B
9 IG2 (LHD)
7 IG2 (RHD)
4 IG1
3 IG2 (LHD)
1 IG2 (RHD)
2 IG1
14 IG2 (LHD)
10 IG2 (RHD)
L(RHD)
V(LHD)
7 IA3 (LHD)
4 IA2 (RHD)
G
P
W
4 4B (LHD)
4 4C (RHD)
16 4K (LHD)
16 4J (RHD)
L
Y
LG
B(RHD)
B(LHD)
W(LHD)
W(RHD)
V
O
L
Y
BR

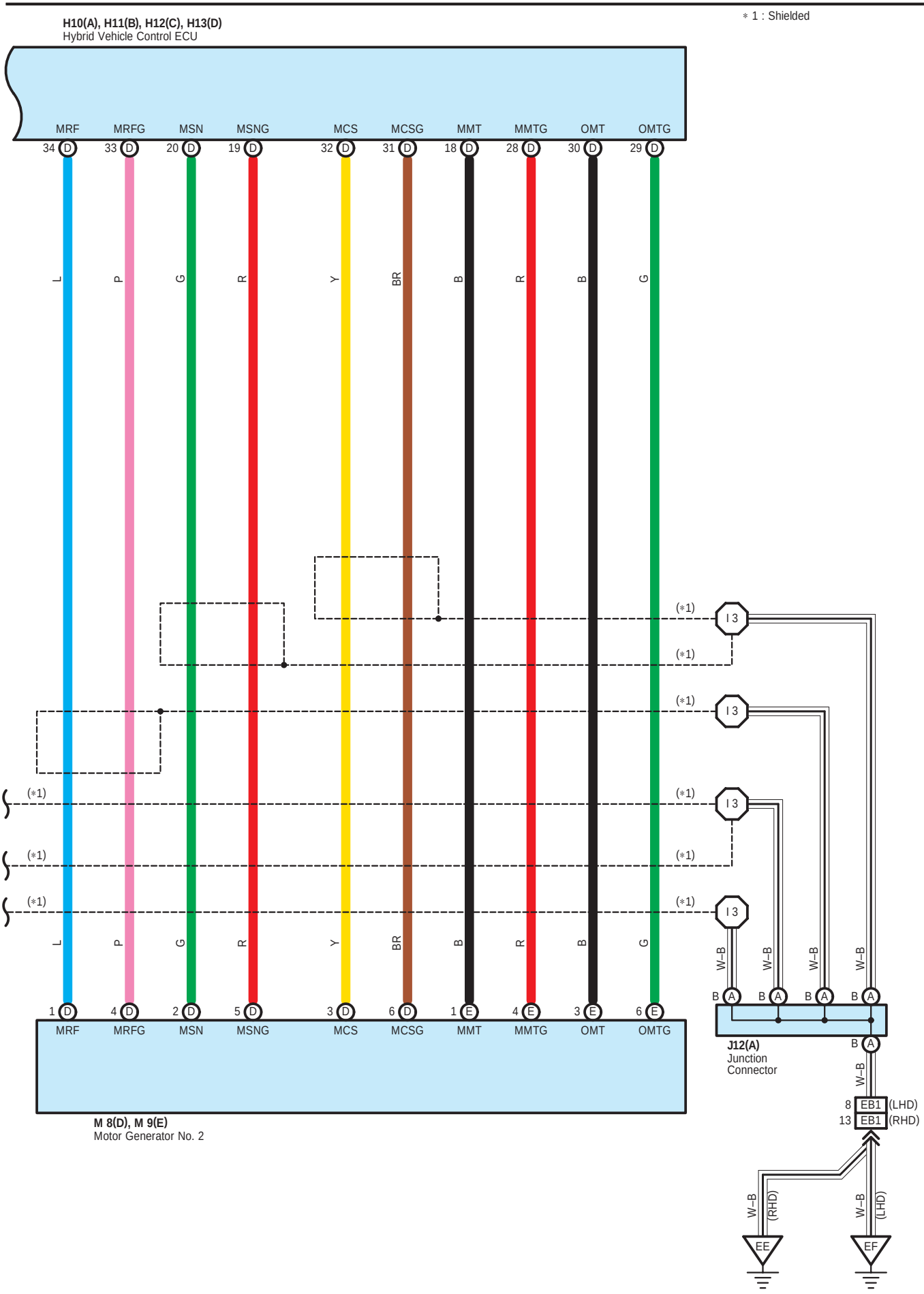

H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
GO
NEO
13
12
P
GR(LHD)
GR(RHD)
Y
LG
S11
Smart Key ECU
T 5
Transmission Control ECU
A11
A/C Control Assembly
B 5(A)
Body ECU
T 3
Theft Deterrent ECU
T 6
Transponder Key Computer
J17
Junction Connector
MPX1
MPX2
MPX+
MPX2+
(*1)
(*2)
(*3)
(*4)
(*5)
W
B
GR
B(RHD)
B(LHD)
W(LHD)
W(RHD)
W–B(RHD)
W–B(LHD)
L
V


H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
CANH
CANL
8 A
9 A
P
GR(LHD)
GR(RHD)
∗1 : Shielded
∗2 : w/ Smart Entry System
∗3 : w/o Smart Entry System
∗4 : RHD Except Australia, Singapore, Hong Kong
∗5 : Australia, Singapore, Hong Kong
G 1
Gateway ECU
12
MPD2
CA1H
CA1L
17
18
B
W
S 7(A), S 8(B), S 9(C), S10(D)
Skid Control ECU
SP1
FL+
FL–
FR+
FR–
RL+
RL–
RR+
RR–
22 B
28 D
22 D
32 A
22 A
35 B
27 B
31 C
23 C
R
G
P
L
W
B
W
B
ABS Speed Sensors
(∗1)
J18
Junction Connector
(LHD)
(RHD)
B(LHD)
W(LHD)
B(RHD)
W(RHD)
L
Y
V
W–B(LHD)
W–B(RHD)


H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
TC
+B2
+B1
BATT
G 1
Gateway ECU
MPD1
S 7(A), S 8(B), S 9(C), S10(D)
Skid Control ECU
CAN–H
CAN–L
J15 Junction Connector
J16 Junction Connector
J3 Junction Connector
J6 Junction Connector
P 8 Power Source Control ECU
MPX2
MPX1
CANL
CANH
TC
D 1
DLC3
(LHD)
(RHD)
(*1)


∗ 1 : Shielded
H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
VSX4 VCX4 VSX3 VCX3 VSX2 E2X2 VCX2 VSX1 E2X1 VCX1
30 31 23 21 24 14 16 25 15 17
SB P BR W L Y G B R W (∗1)
8 6 5 3 4 5 6 1 2 3
VSX4 VCX4 VSX3 VCX3 VSX2 E2X2 VCX2 VSX1 E2X1 VCX1
S 4(A), S 5(B)
Shift Lever Position Sensor
I 2
W–B
12 4F (LHD)
15 4E (RHD)
10 4K (LHD)
5 4J (RHD)
W–B
A
W–B(RHD)
A
W–B(LHD)
A
J25
Junction Connector
W–B(RHD)
W–B
W–B(LHD)
W–B(LHD)
W–B(LHD)
W–B(RHD)
W–B(RHD)


H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
GND1
GND2
CCS
GRF
GRFG
GSN
GSNG
GCS
GCSG
1 A
4 A
13 A
27 D
26 D
22 D
21 D
23 D
24 D
W–B
V
B
W
R
G
Y
BR
6 5E (LHD)
7 5D (RHD)
6 5A
C12
Combination SW
1
CCS
3
ON–OFF
+RES
–SET
CANCEL
4
ECC
2
10 5E
10 5D
9 5E
9 5D
5 5A (LHD)
5 5A (RHD)
4 5K (LHD)
5 5H (RHD)
(*1)
3
6
2
5
1
4
M 4
Motor Generator No. 1
A
J24
Junction Connector
W–B
(LHD)
(RHD)
IH
IJ


H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
* 1 : Shielded
MRF
MRFG
MSN
MSNG
MCS
MCSG
MMT
MMTG
OMT
OMTG
34 D
33 D
20 D
19 D
32 D
31 D
18 D
28 D
30 D
29 D
L
P
G
R
Y
BR
B
R
B
G
(*1)
I 3
1 D
4 D
2 D
5 D
3 D
6 D
1 E
4 E
3 E
6 E
M 8(D), M 9(E)
Motor Generator No. 2
W–B
B A
J12(A)
Junction
Connector
8 EB1 (LHD)
13 EB1 (RHD)
W–B (RHD)
W–B (LHD)
EE
EF