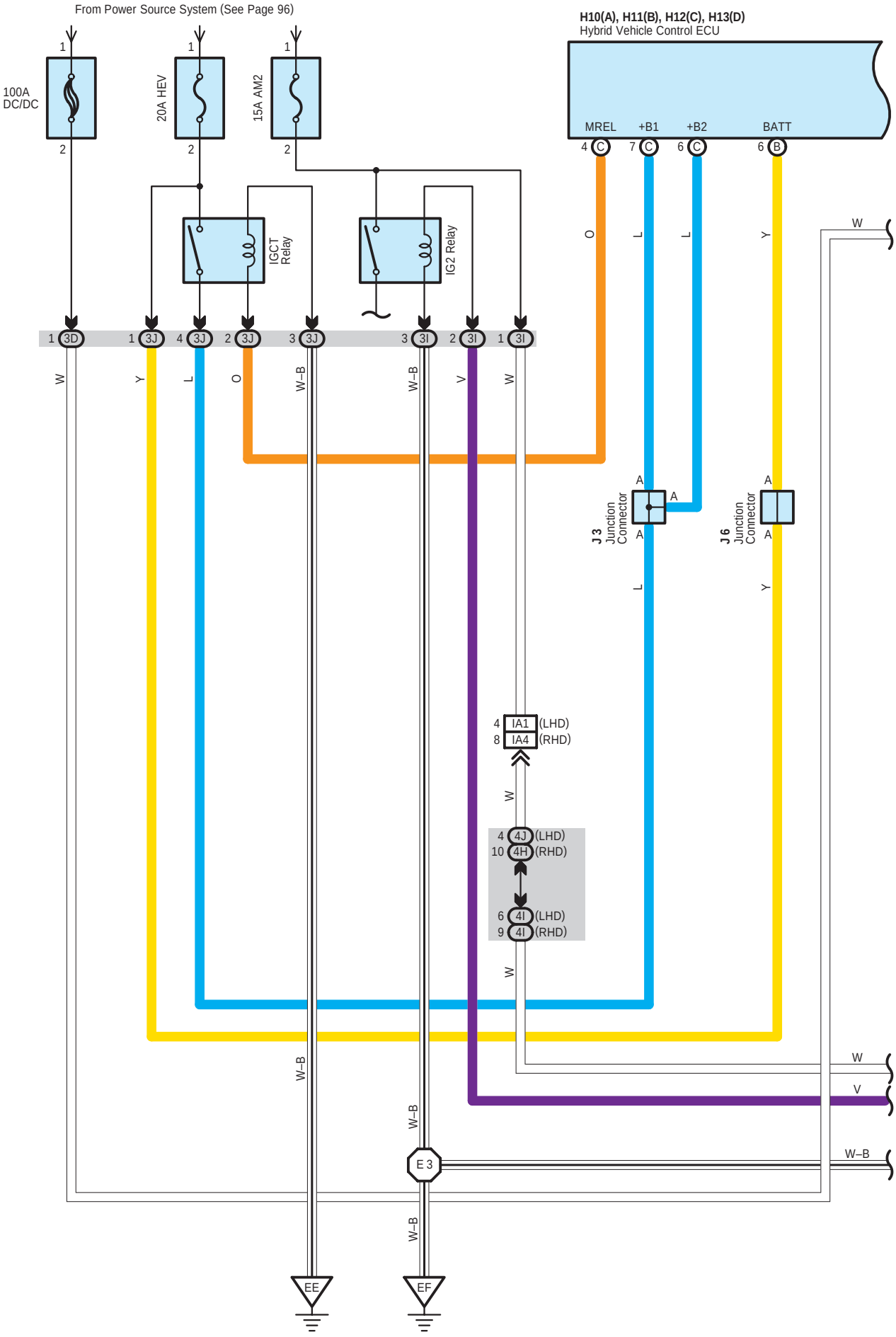
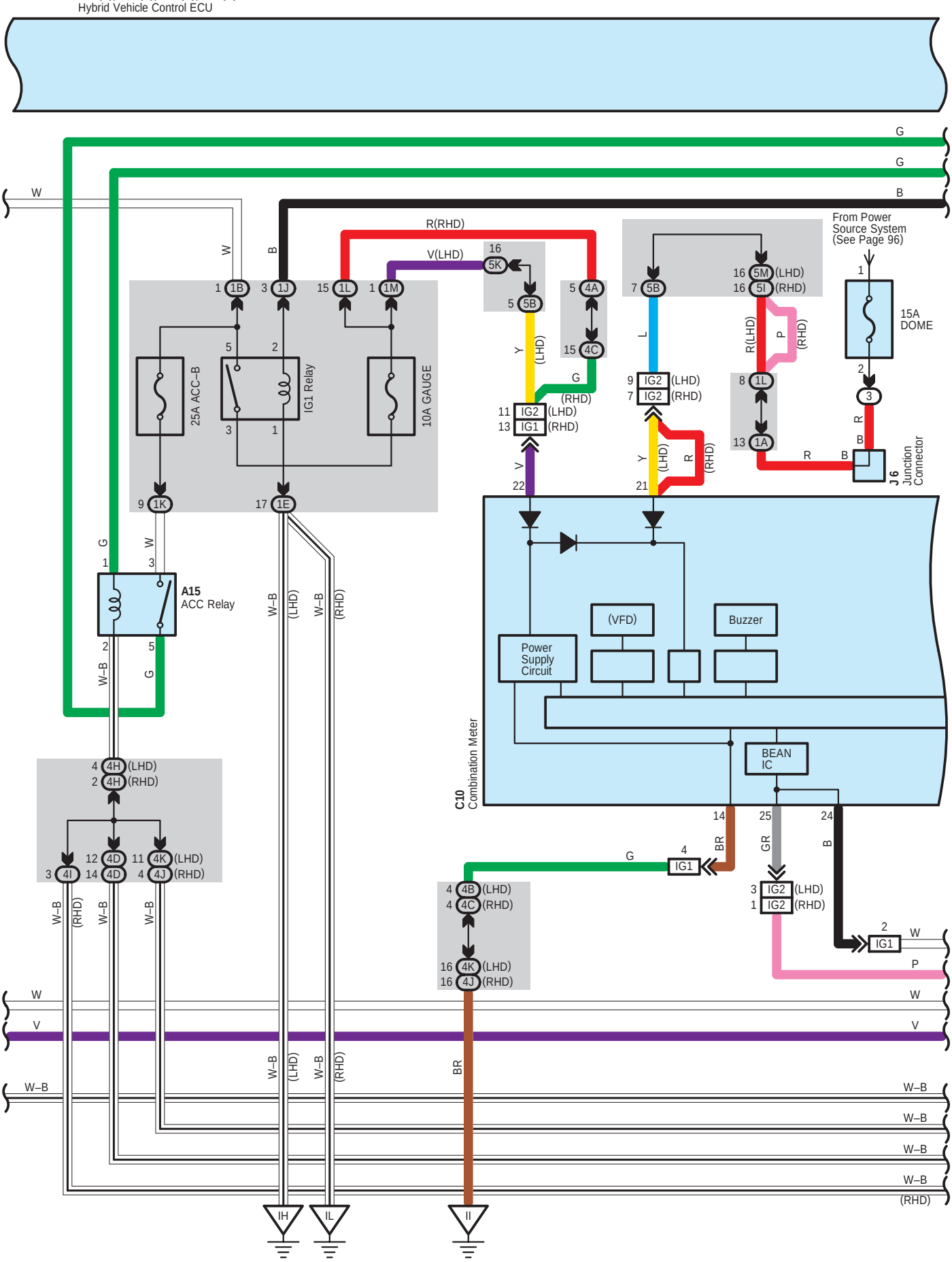
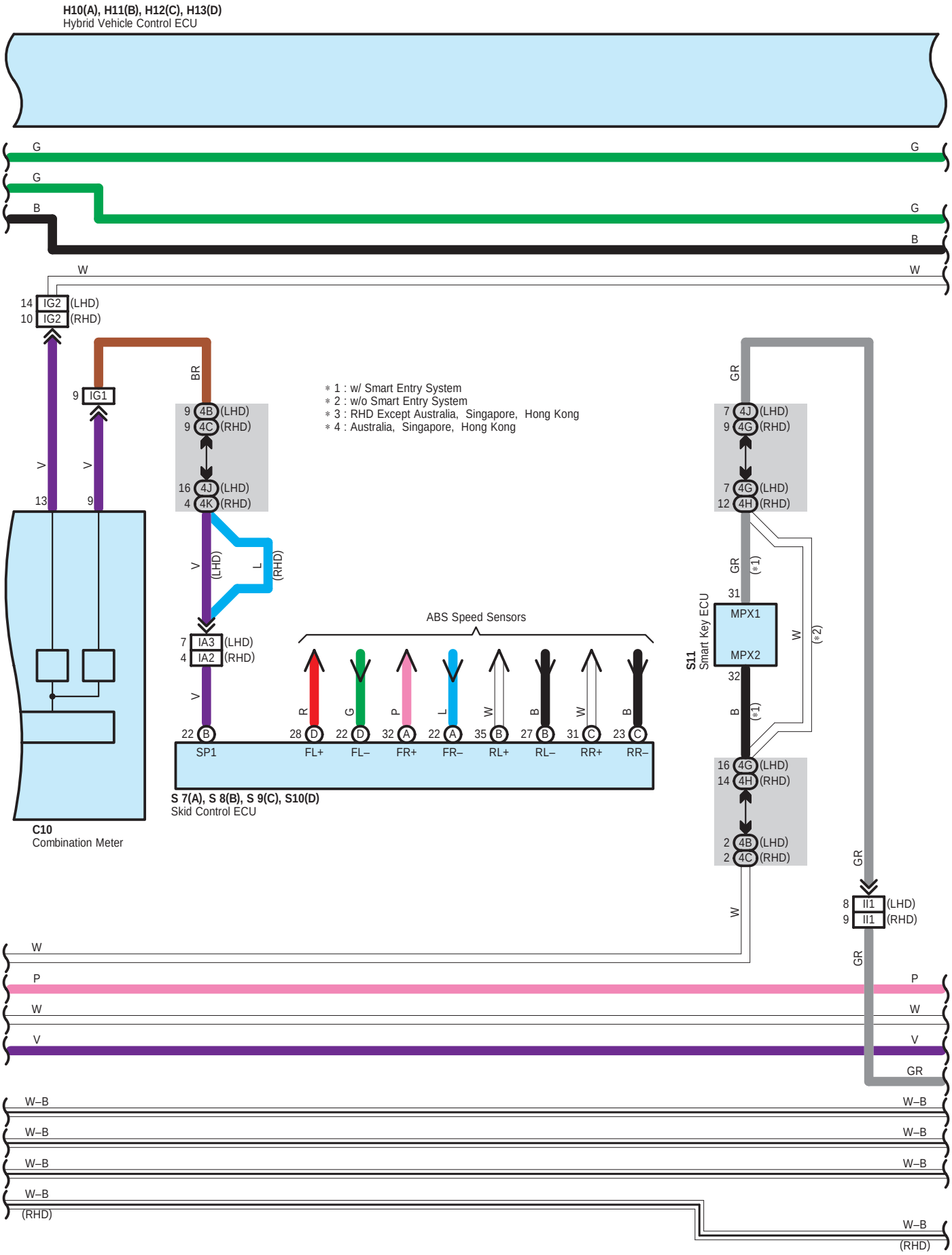
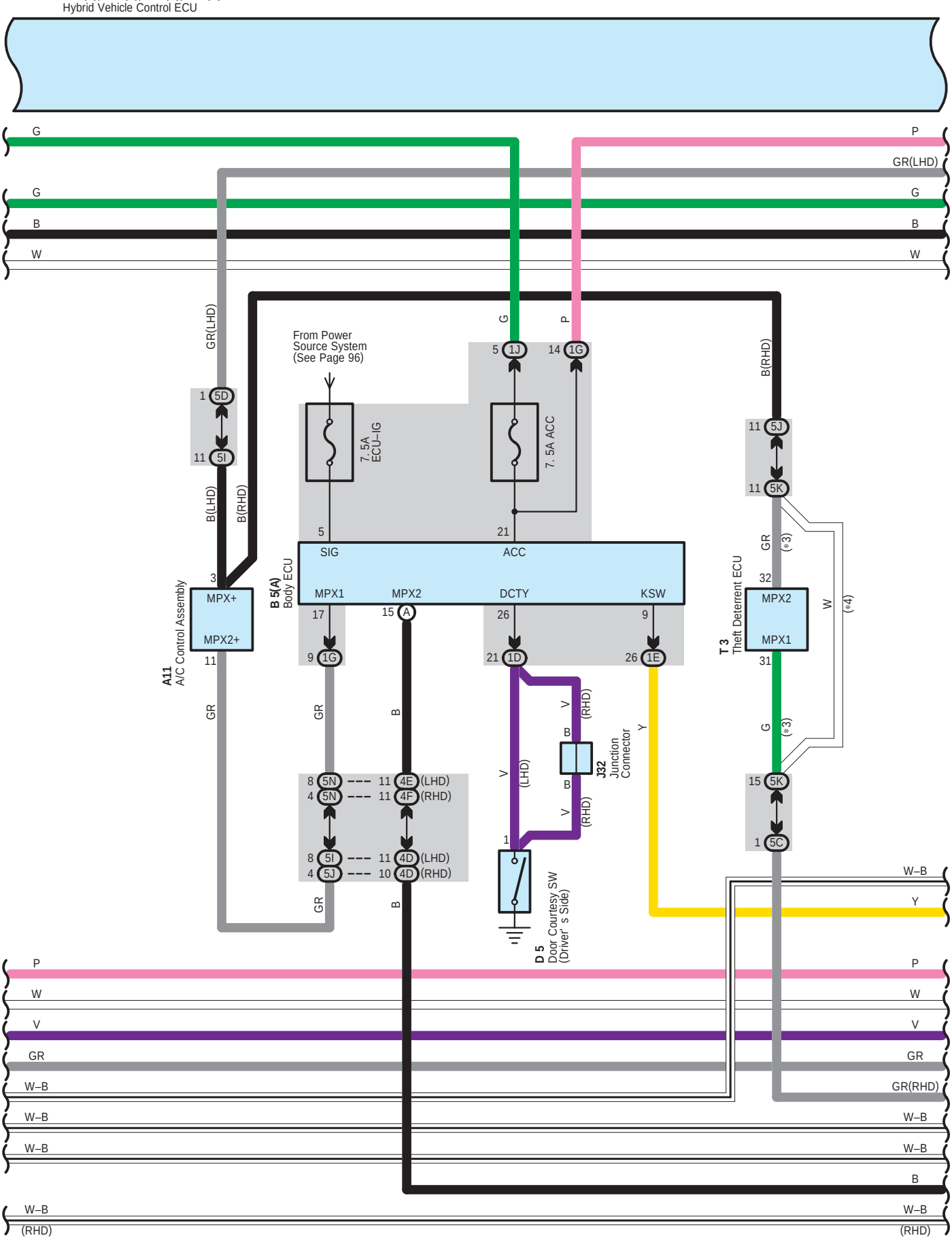

From Power Source System (See Page 96)
H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
MREL
+B1
+B2
BATT
100A DC/DC
20A HEV
15A AM2
IGCT Relay
IG2 Relay
3D
3J
3I
J3 Junction Connector
J6 Junction Connector
IA1 (LHD)
IA4 (RHD)
4J (LHD)
4H (RHD)
4I (LHD)
4I (RHD)
E3
EE
EF
W
Y
L
O
W–B
V
W
W–B
V
W–B
W–B

H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU

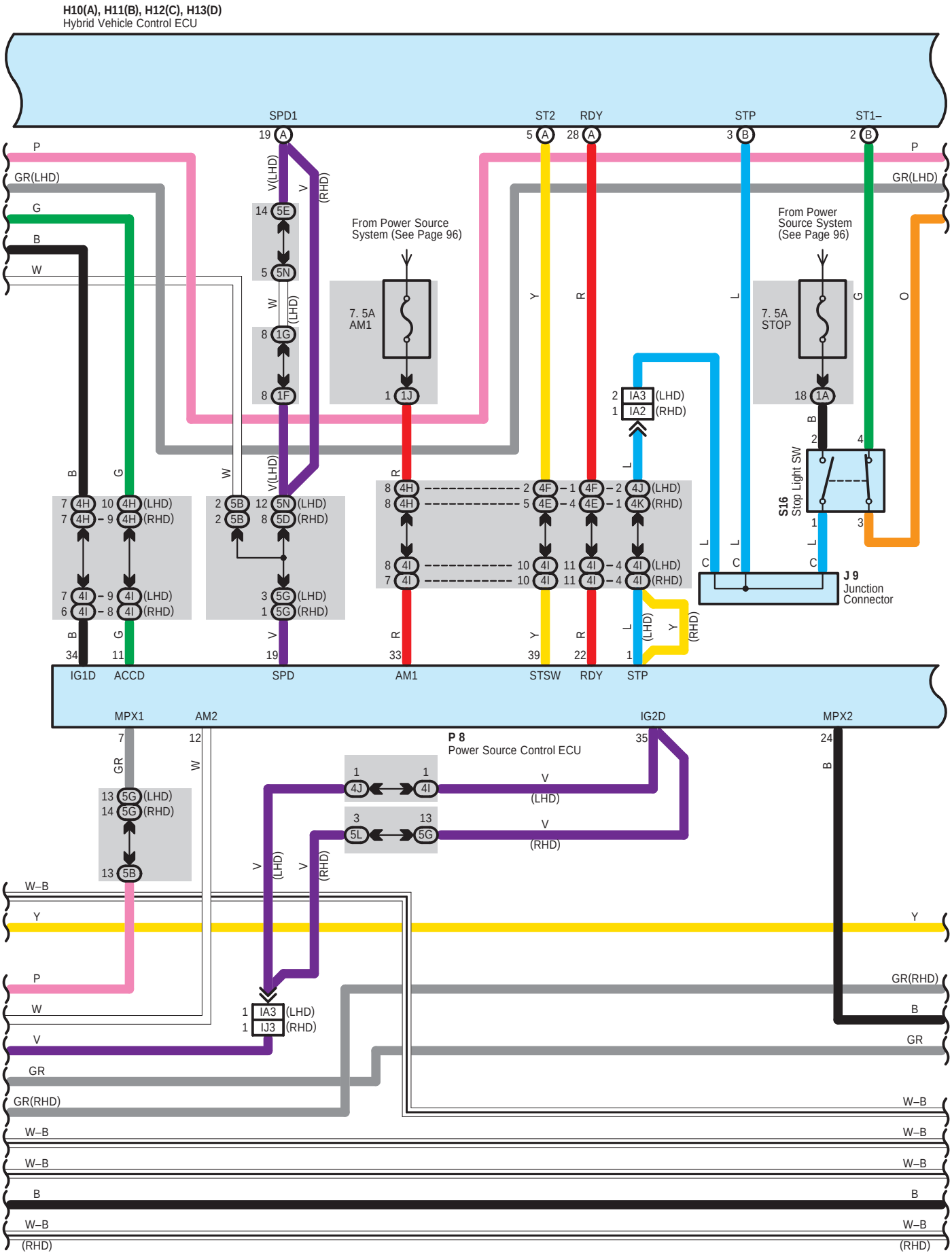


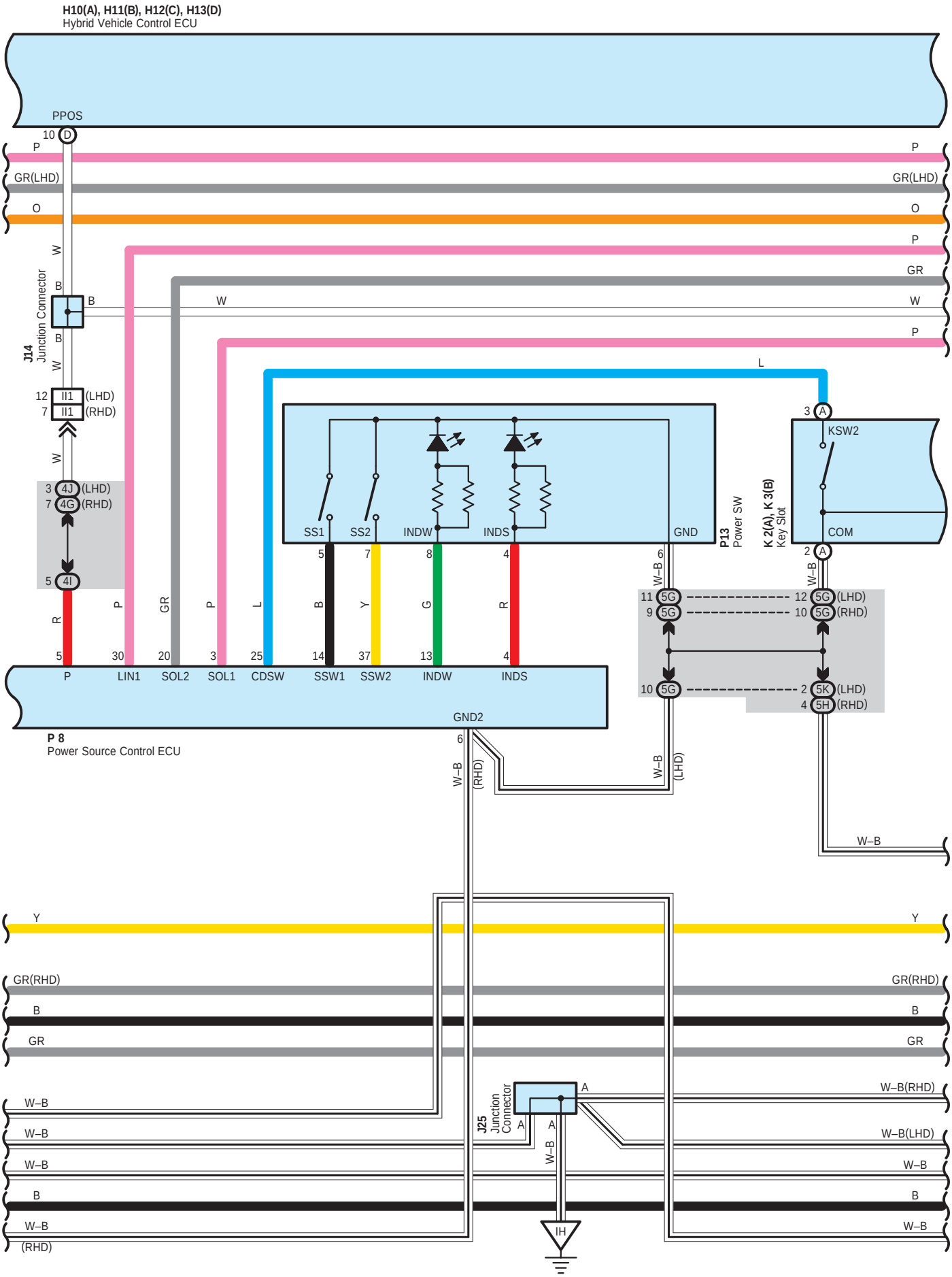

H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
G
G
B
W
14 IG2 (LHD)
10 IG2 (RHD)
9 IG1
BR
9 4B (LHD)
9 4C (RHD)
16 4J (LHD)
4 4K (RHD)
V
13
9
(LHD)
L
(RHD)
7 IA3 (LHD)
4 IA2 (RHD)
22 B
SP1
C10
Combination Meter
* 1 : w/ Smart Entry System
* 2 : w/o Smart Entry System
* 3 : RHD Except Australia, Singapore, Hong Kong
* 4 : Australia, Singapore, Hong Kong
ABS Speed Sensors
R
G
P
L
W
B
W
B
28 D
22 D
32 A
22 A
35 B
27 B
31 C
23 C
FL+
FL–
FR+
FR–
RL+
RL–
RR+
RR–
S 7(A), S 8(B), S 9(C), S10(D)
Skid Control ECU
GR
7 4J (LHD)
9 4G (RHD)
7 4G (LHD)
12 4H (RHD)
GR
(*1)
31
MPX1
MPX2
32
S11
Smart Key ECU
W
(*2)
B
(*1)
16 4G (LHD)
14 4H (RHD)
2 4B (LHD)
2 4C (RHD)
W
GR
8 I1 (LHD)
9 I1 (RHD)
GR
W
P
W
V
P
W
V
GR
W–B
W–B
W–B
W–B
(RHD)
W–B
W–B
W–B
W–B
(RHD)

H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU

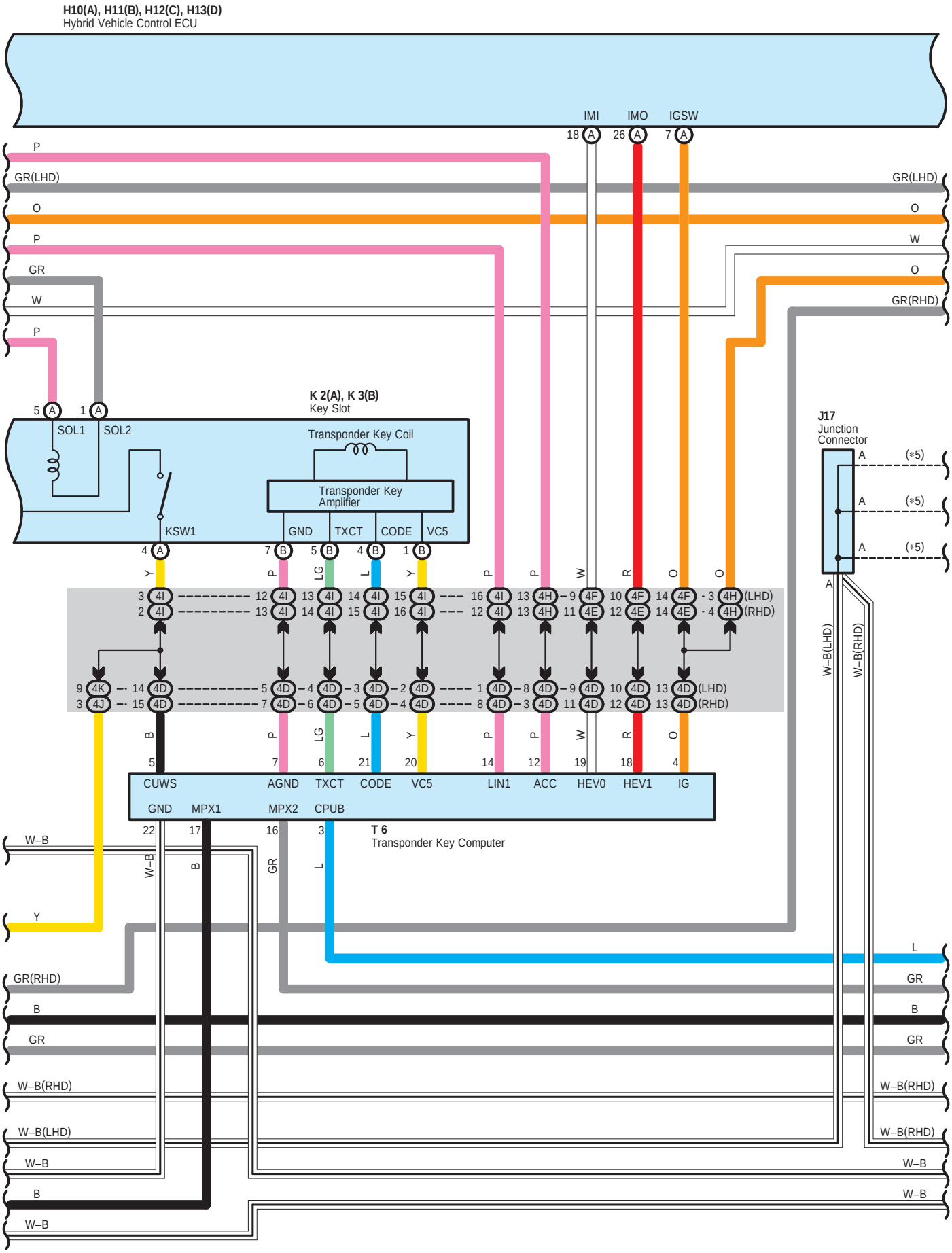


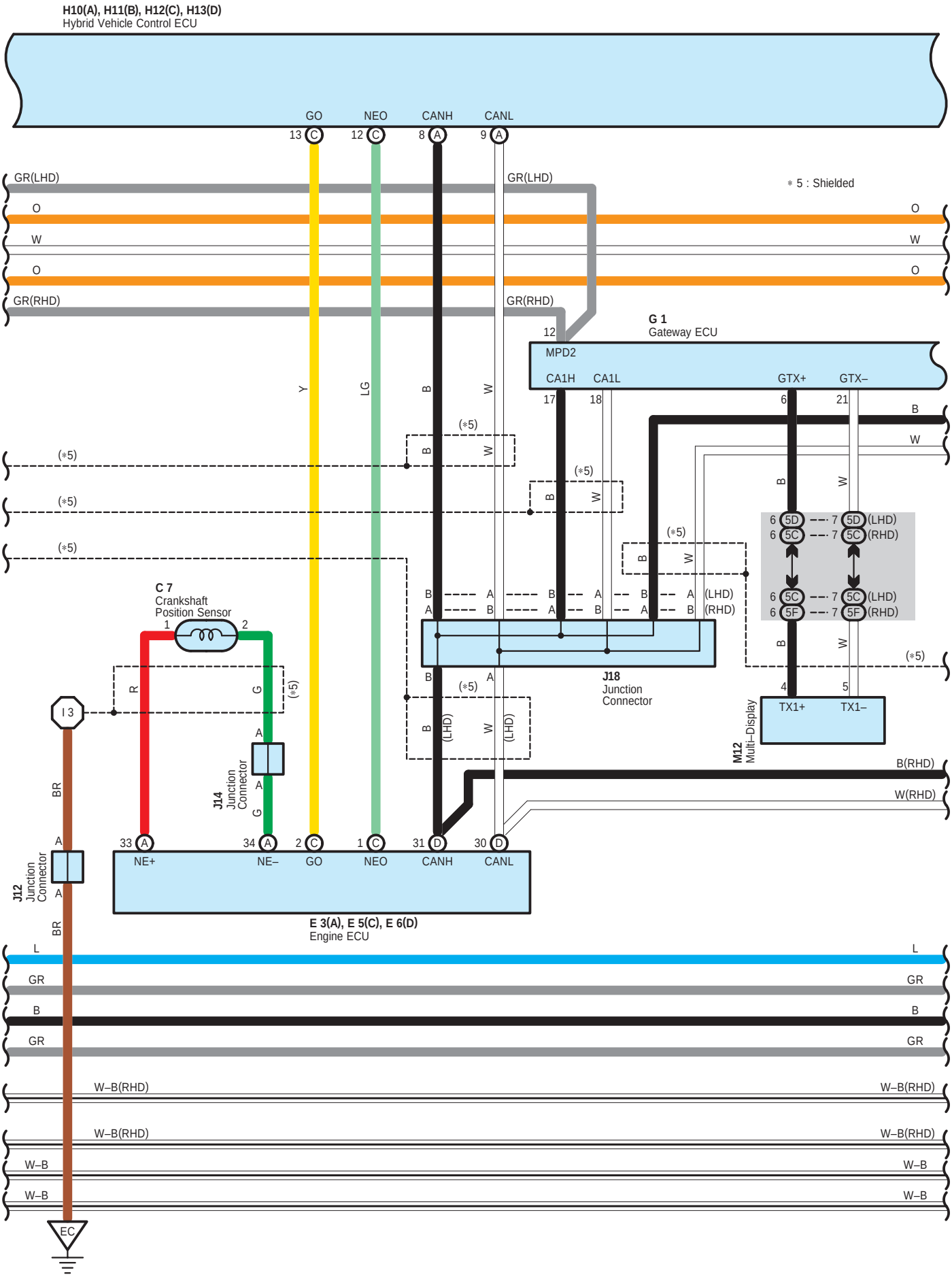
Push Button Start System and Hybrid Vehicle Immobilizer System

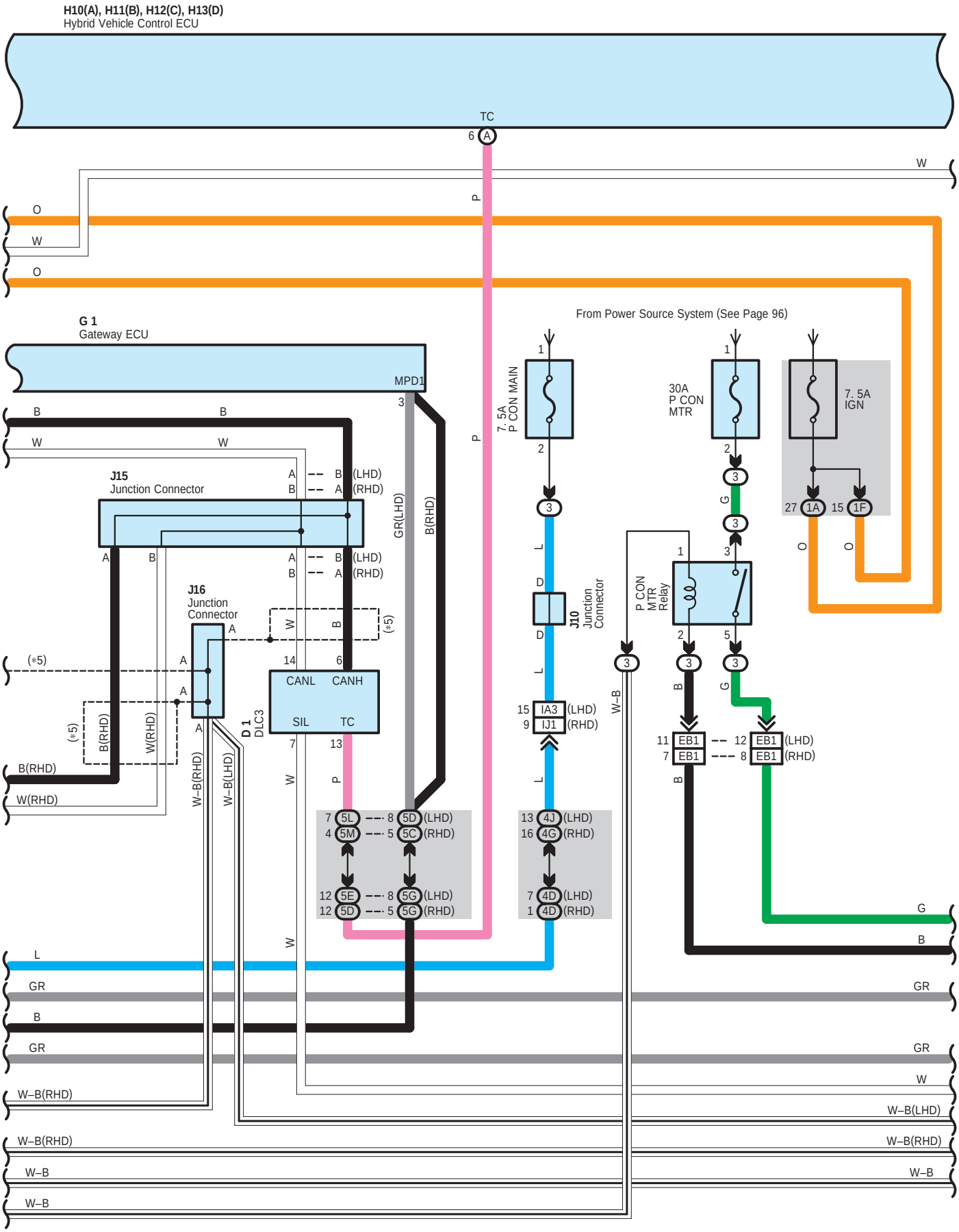


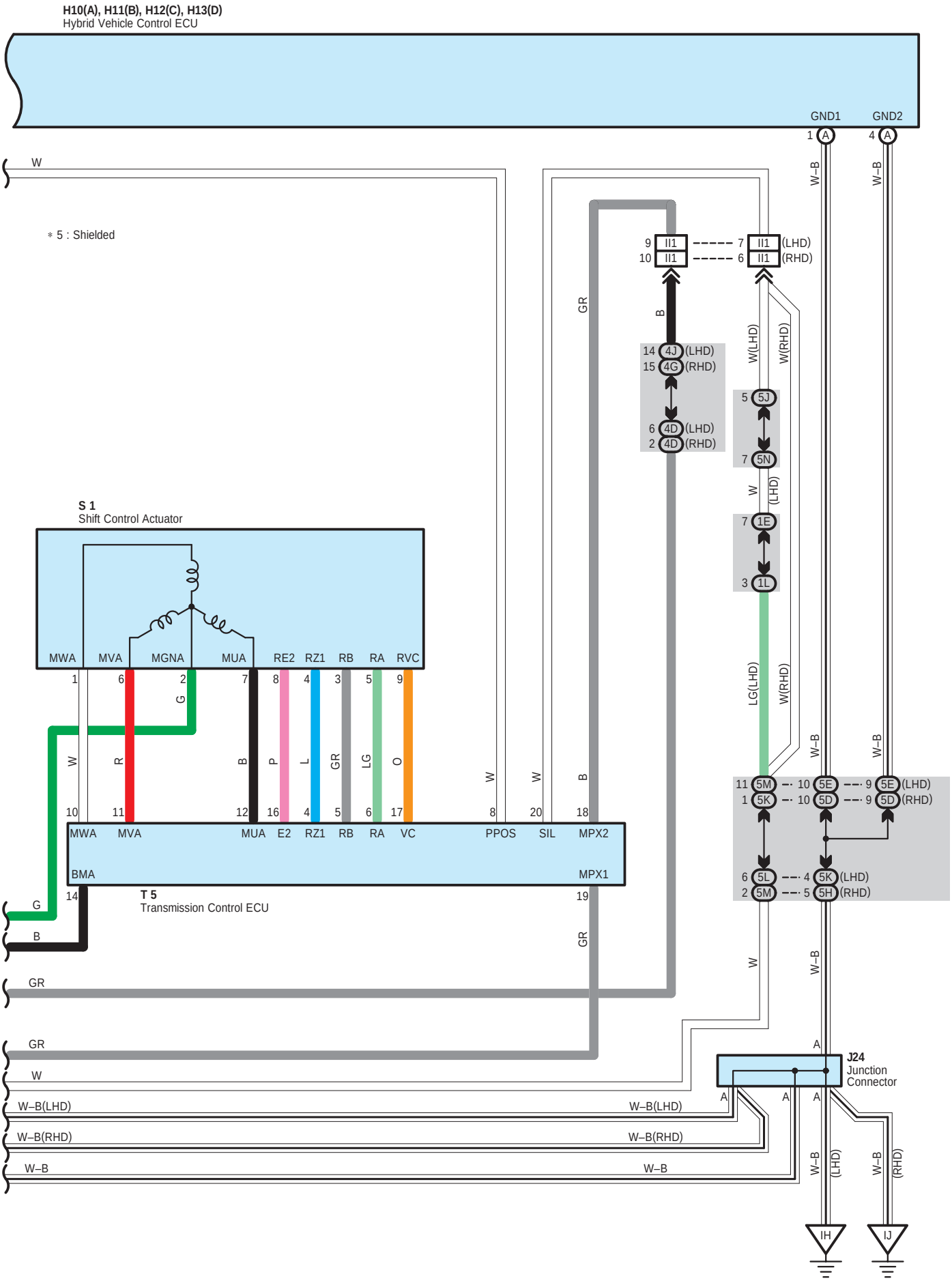

H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
PPOS
10 D
P
GR(LHD)
O
P
GR(LHD)
O
P
GR
W
P
J14
Junction Connector
B
W
B
W
B
W
12 II1 (LHD)
7 II1 (RHD)
W
3 4J (LHD)
7 4G (RHD)
5 4I
R
P
GR
P
L
B
Y
G
R
5
30
20
3
25
14
37
13
4
P
LIN1
SOL2
SOL1
CDSW
SSW1
SSW2
INDW
INDS
SS1
SS2
INDW
INDS
GND
5
7
8
4
6
P13
Power SW
L
3 A
KSW2
K 2(A), K 3(B)
Key Slot
COM
2 A
W–B
W–B
11 5G
9 5G
12 5G (LHD)
10 5G (RHD)
10 5G
2 5K (LHD)
4 5H (RHD)
P 8
Power Source Control ECU
GND2
6
W–B
(RHD)
W–B
(LHD)
W–B
Y
Y
GR(RHD)
B
GR
GR(RHD)
B
GR
W–B
W–B
W–B
B
W–B
(RHD)
J25
Junction Connector
A
A
A
W–B
W–B(RHD)
W–B(LHD)
W–B
B
W–B
IH

Push Button Start System and Hybrid Vehicle Immobilizer System




H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
GO
NEO
CANH
CANL
13 C
12 C
8 A
9 A
GR(LHD)
O
W
O
GR(RHD)
＊5 : Shielded
G 1
Gateway ECU
12
MPD2
CA1H
CA1L
GTX+
GTX–
17
18
6
21
Y
LG
B
W
(＊5)
C 7
Crankshaft
Position Sensor
1
2
R
G
I 3
BR
A
J12
Junction
Connector
J14
Junction
Connector
J18
Junction
Connector
(LHD)
(RHD)
6 5D 7 5D (LHD)
6 5C 7 5C (RHD)
6 5C 7 5C (LHD)
6 5F 7 5F (RHD)
M12
Multi–Display
4
5
TX1+
TX1–
B(RHD)
W(RHD)
33 A
34 A
2 C
1 C
31 D
30 D
NE+
NE–
GO
NEO
CANH
CANL
E 3(A), E 5(C), E 6(D)
Engine ECU
L
GR
B
GR
W–B(RHD)
W–B(RHD)
W–B
W–B
EC


H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
TC
6 A
W
P
O
W
O
From Power Source System (See Page 96)
G 1
Gateway ECU
MPD1
3
B
B
W
W
J15
Junction Connector
A
B
(LHD)
B
A
(RHD)
GR(LHD)
B(RHD)
J16
Junction
Connector
(*5)
14
6
CANL
CANH
SIL
TC
D 1
DLC3
7
13
W
P
B(RHD)
W(RHD)
W–B(RHD)
W–B(LHD)
7. 5A
P CON MAIN
1
2
30A
P CON
MTR
7. 5A
IGN
27 1A
15 1F
G
L
D
J10
Junction
Connector
15 IA3 (LHD)
9 IJ1 (RHD)
P CON
MTR
Relay
5
7 5L
4 5M
8 5D (LHD)
5 5C (RHD)
12 5E
12 5D
8 5G (LHD)
5 5G (RHD)
13 4J (LHD)
16 4G (RHD)
7 4D (LHD)
1 4D (RHD)
11 EB1
7 EB1
12 EB1 (LHD)
8 EB1 (RHD)
W–B
L
GR
B
GR
W–B(RHD)
W–B(RHD)
W–B
W–B
GR
GR
W
W–B(LHD)
W–B(RHD)
W–B


H10(A), H11(B), H12(C), H13(D)
Hybrid Vehicle Control ECU
GND1
GND2
W
∗ 5 : Shielded
S 1
Shift Control Actuator
MWA
MVA
MGNA
MUA
RE2
RZ1
RB
RA
RVC
T 5
Transmission Control ECU
BMA
MPX1
PPOS
SIL
MPX2
E2
VC
(LHD)
(RHD)
W–B
W(LHD)
W(RHD)
LG(LHD)
W–B(LHD)
W–B(RHD)
J24
Junction
Connector
IH
IJ