DTC	P0A92/606	HYBRID GENERATOR PERFORMANCE

DTC	P0A92/607	HYBRID GENERATOR PERFORMANCE

CIRCUIT DESCRIPTION

See the description of the MG1/MG2 on page 05–463.

DTC No.	INF Code	DTC Detection Condition	Trouble Area
P0A92	606	MG1 power balance malfunction (small power balance)	• Battery current sensor • Hybrid vehicle generator
P0A92	607	MG1 power balance malfunction (large power balance)	• Battery current sensor • Hybrid vehicle generator

INSPECTION PROCEDURE

CAUTION:

- **Before inspecting the high–voltage system, take safety precautions to prevent electrical shocks, such as wearing insulated gloves and removing the service plug grip. After removing the service plug grip, put it in your pocket to prevent other technicians from reconnecting it while you are servicing the high–voltage system.**
- **After disconnecting the service plug grip, wait at least for 5 minutes before touching any of the high–voltage connectors or terminals.**

HINT:

At least 5 minutes is required to discharge the high–voltage condenser inside the inverter.

1	READ OUTPUT DTC(HV BATTERY)

(a) Connect the intelligent tester II to the DLC3.
(b) Turn the power switch ON (IG).
(c) Turn the intelligent tester II ON.
(d) On the intelligent tester II, enter the following menus: Powertrain / HV Battery / DTC.
(e) Read DTCs.
Result: DTCs are output

YES	GO TO RELEVANT DTC CHART (See page 05–665)

NO

2	READ OUTPUT DTC(HYBRID CONTROL)

(a) Connect the intelligent tester II to the DLC3.
(b) Turn the power switch ON (IG).
(c) Turn the intelligent tester II ON.
(d) On the intelligent tester II, enter the following menus: Powertrain / Hybrid Control / DTC.
(e) Read DTCs.
Result: DTC P0A92 (INF 606 or 607) and other DTCs are output

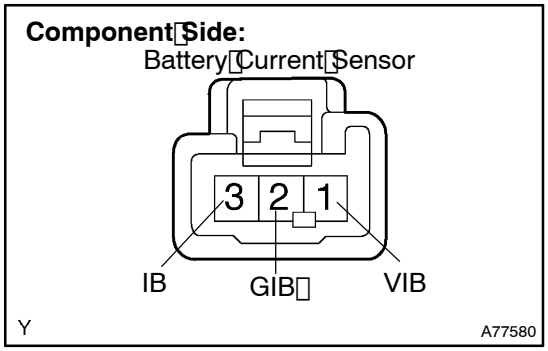
HINT:

If any other codes besides P0A92 (INF 606 or 607) are output, perform troubleshooting for those DTCs first.

YES → GO TO RELEVANT DTC CHART (See page 05–268)

NO

3 INSPECT BATTERY CURRENT SENSOR



(a) Remove the battery current sensor (see page 21–97).

(b) Measure the resistance between terminals 1 (VIB) and 2 (GIB).

Standard:

Tester Connection	Resistance
Positive probe to terminal 1 (VIB) Negative probe to terminal 2 (GIB)	3.5 to 4.5 kΩ
Positive probe to terminal 2 (GIB) Negative probe to terminal 1 (VIB)	5 to 7 kΩ or more

(c) Measure the resistance between terminals 1 (VIB) and 3 (IB).

Standard:

Tester Connection	Resistance
Positive probe to terminal 1 (VIB) Negative probe to terminal 3 (IB)	3.5 to 4.5 kΩ
Positive probe to terminal 3 (IB) Negative probe to terminal 1 (VIB)	5 to 7 kΩ or more

(d) Measure the resistance between terminals 2 (GIB) and 3 (IB).

Standard: 0.2 kΩ or less

NOTICE:

Even if the probes are changed around, the resistance will not vary.

(e) Reinstall the battery current sensor (see page 21–97).

NG → **REPLACE BATTERY CURRENT SENSOR (See page 21–97)**

OK

REPLACE HYBRID VEHICLE GENERATOR ASSY