DTC	P0AA1/231	HYBRID BATTERY POSITIVE CONTACTOR CIRCUIT STUCK CLOSED

CIRCUIT DESCRIPTION

Refer to DTC P0AA1 (INF 224) on page 05–537.

Because it might be impossible to shut off the high–voltage system if either of the system main relay No. 1 and No. 2 becomes stuck, the HV control ECU monitors the two relays and stops the system if malfunction is found in either relay.

DTC No.	INF Code	DTC Detection Condition	Trouble Area
P0AA1	231	System main relay terminal of HV battery positive side stuck closed	• System main relay No. 1 • System main relay No. 2

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	INSPECT SYSTEM MAIN RELAY NO.1 (See page 21–42)

NG → REPLACE SYSTEM MAIN RELAY NO.1 (See page 21–85)

OK →

REPLACE SYSTEM MAIN RELAY NO.2 (See page 21–89)