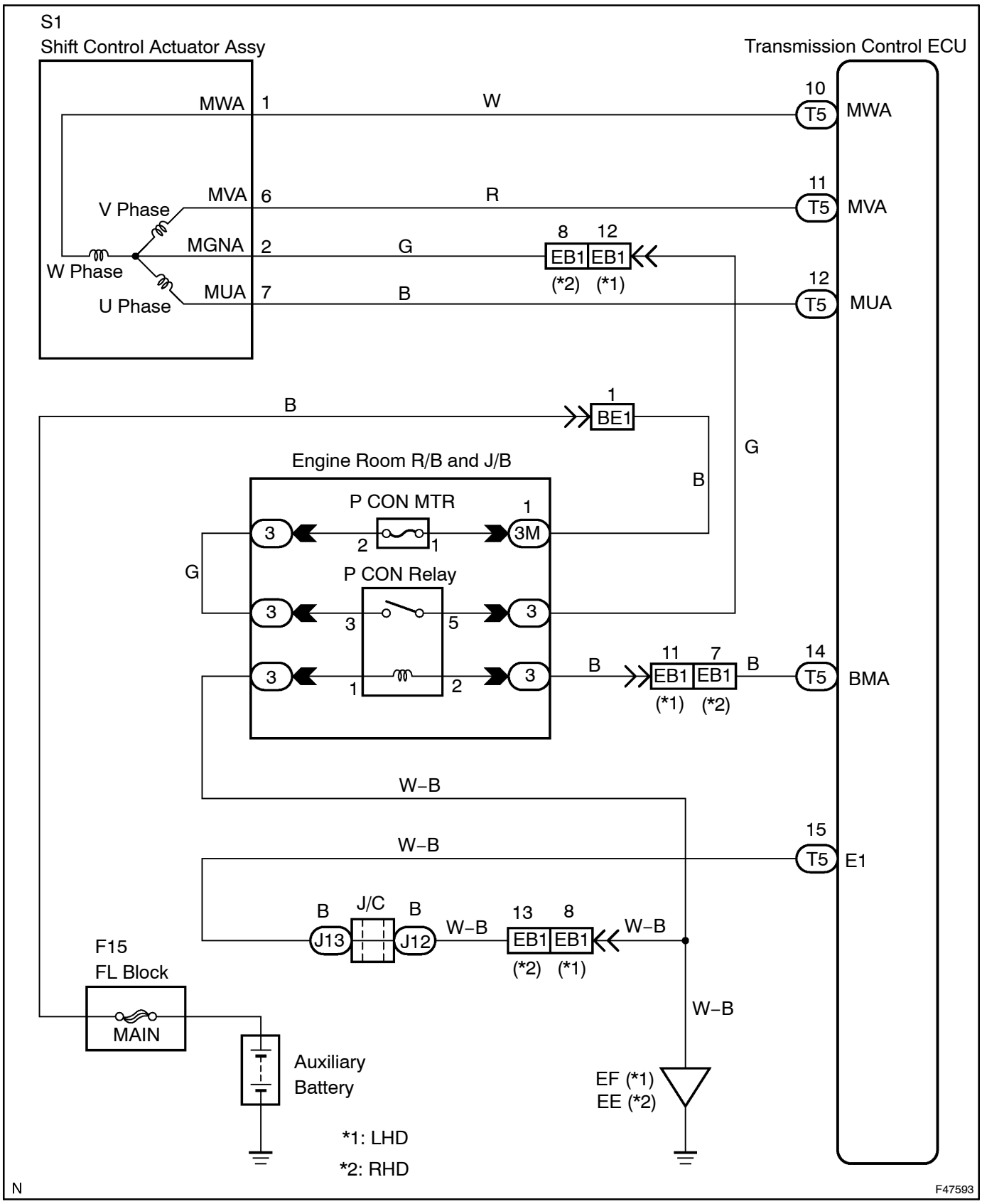
DTC	C2307	POWER SOURCE MALFUNCTION

CIRCUIT DESCRIPTION

The shift control actuator assy consists of the parking lock motor and the rotation angle sensor. The transmission control ECU receives a P position switch signal from the hybrid vehicle control ECU and activates the parking lock motor by controlling current, causing the parking lock mechanism to switch. The transmission control ECU outputs this DTC when it detects a malfunction in the parking lock motor system and/or the ground circuit.

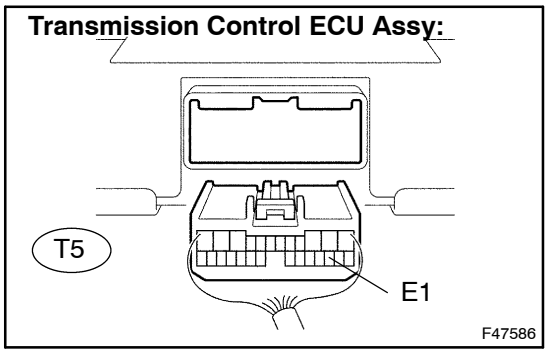
DTC No.	DTC detecting condition	Trouble area
C2307	• Power switch on (IG) • The parking lock motor current is 50 A or more, or there is an open in the terminal E1 circuit of the transmission control ECU for 0.1 sec. or more.	• Transmission control ECU assy • Wire harness or connector • Parking lock motor (Shift control actuator assy)

WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT TRANSMISSION CONTROL ECU ASSY(E1 TERMINAL)



(a) Disconnect the T5 connector from the transmission control ECU assy.

(b) Measure the resistance according to the value(s) in the table below.

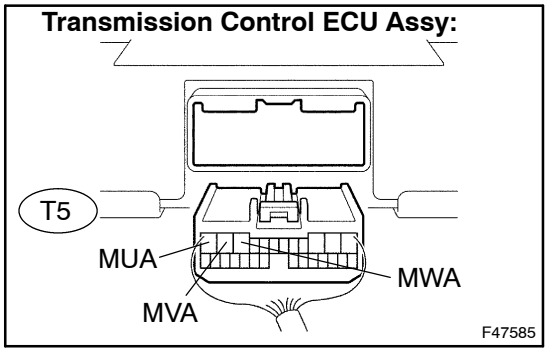
Standard:

Tester connection (Symbols)	Condition	Specified condition
T5–15 (E1) – Body ground	Always	Below 1 Ω

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

2 CHECK HARNESS AND CONNECTOR(TRANSMISSION CONTROL ECU ASSY – SHIFT CONTROL ACTUATOR ASSY)



(a) Measure the voltage according to the value(s) in the table below.

Standard:

Tester connection (Symbols)	Condition	Specified condition
T5–10 (MWA) – Body ground	Always	Below 1 V
T5–11 (MVA) – Body ground	Always	Below 1 V
T5–12 (MUA) – Body ground	Always	Below 1 V

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

REPLACE TRANSMISSION CONTROL ECU ASSY