DTC	C2315	HV SYSTEM MALFUNCTION

CIRCUIT DESCRIPTION

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. When the hybrid control ECU detects a malfunction with the P position switch or P position signal, it sends an information signal to the transmission control ECU. Receiving this signal, the transmission control ECU outputs this DTC.

DTC No.	DTC detecting condition	Trouble area
C2315	• Power switch on (IG) • A malfunction signal from the hybrid control ECU is received for 1 sec. or more.	• Hybrid vehicle control ECU • P position switch • Transmission control ECU assy • Wire harness or connector

WIRING DIAGRAM



INSPECTION PROCEDURE

1	CHECK OTHER DTC OUTPUT (BESIDES DTC C2315)

(a) Connect the intelligent tester II to the DLC3.
(b) Turn the power switch on (IG).
(c) Turn the intelligent tester II on.
(d) Read the DTCs.

Result:

Display (DTC output)	Proceed to
No output	A
P0851–579, P0852–580, P3102–597, 598, and 599	B

HINT:

- DTCs P0851 and P0852 indicate P position switch malfunctions: DTC P0851–579 indicates "short to ground" and P0852–580 indicates "open" or "short to +B".
- DTC P3102 indicates a P position signal error: DTC P3102–597 indicates "short to ground", P3102–598 indicates "short to +B", and P3102–599 indicates "duty ratio error".

B → **REPAIR CIRCUIT INDICATED BY OUTPUT CODE (SEE PAGE 05–306, 05–590)**

A

REPLACE HYBRID VEHICLE CONTROL ECU (SEE PAGE 21–128)