DTC	B1473	A/C INVERTER START–UP SIGNAL SYSTEM MALFUNCTION

CIRCUIT DESCRIPTION

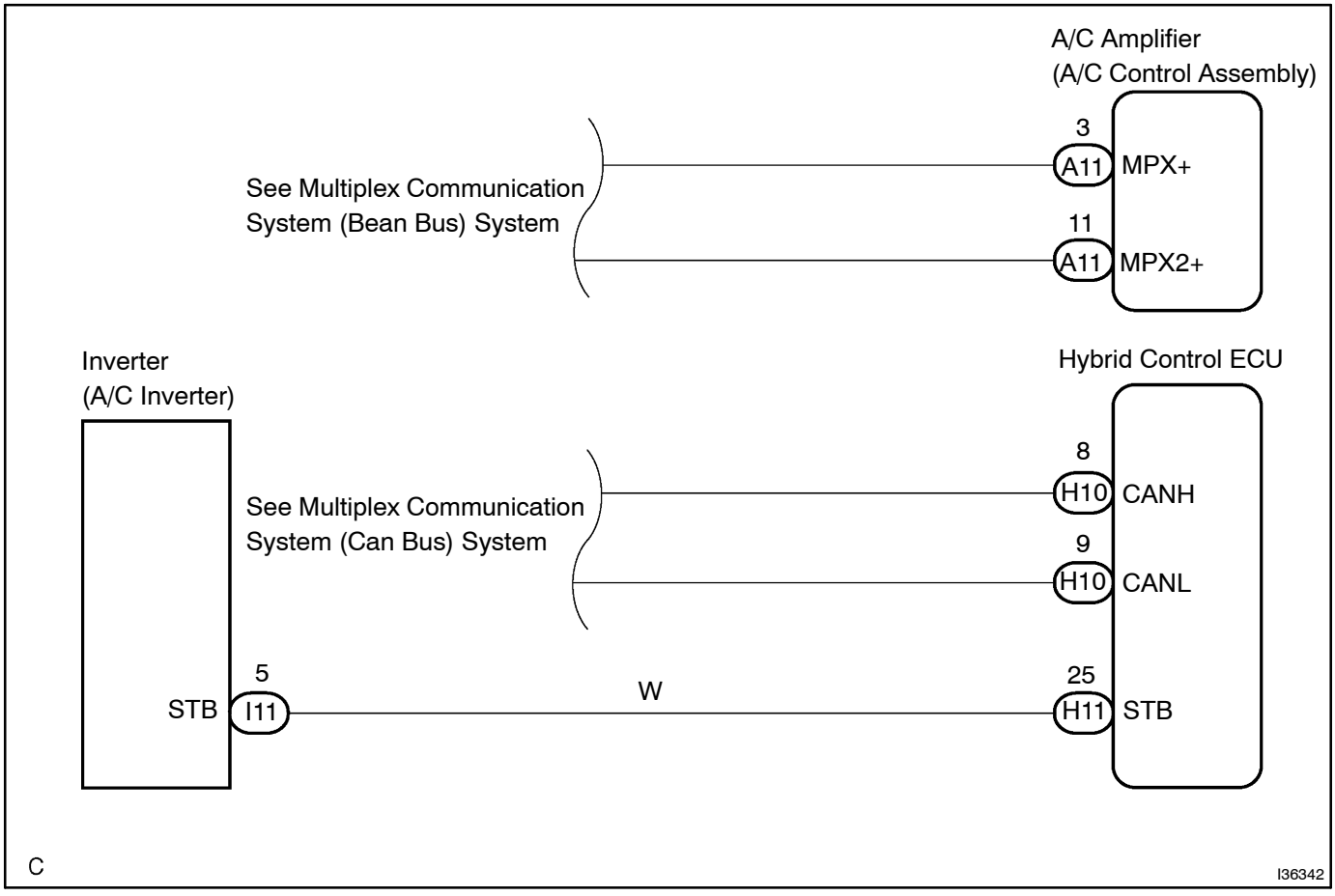
The inverter activation signal is sent to the A/C inverter assy from the hybrid control ECU. Compressor control is stopped and the DTC is output if there is an open or short in the signal circuit.

DTC No.	Detection item	Trouble Area
B1473	Open or short in A/C inverter start–up signal system	• Harness or connector between hybrid control ECU and A/C inverter (w/converter inverter assy) • A/C inverter (w/converter inverter assy) • Hybrid control ECU

NOTICE:

The A/C inverter is integrated with the inverter assy. It is necessary to replace the PCU box assy if the A/C inverter (inverter assy) needs to be replaced because the A/C inverter (inverter assy) cannot be replaced alone.

WIRING DIAGRAM



INSPECTION PROCEDURE

1	CHECK DIAGNOSTIC TROUBLE CODE

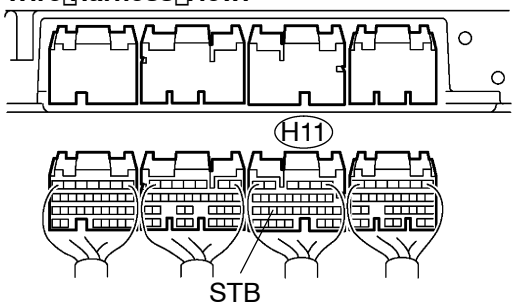
(a) Check if DTCs for the hybrid control system are output using Intelligent Tester II.
OK:
DTCs are not output in the hybrid control system.

NG → **GO TO HYBRID CONTROL SYSTEM (SEE PAGE 05–268)**

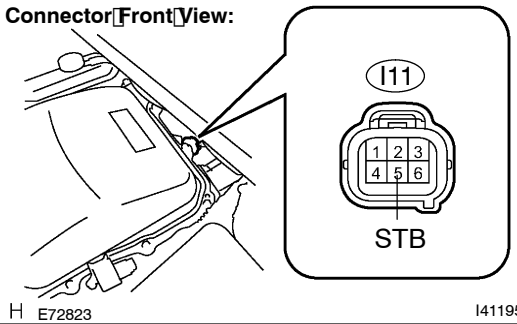
OK

2	CHECK HARNESS AND CONNECTOR (HYBRID CONTROL ECU – A/C INVERTER ASSY) (SEE PAGE 01–46)

Hybrid Control ECU Connector
Wire Harness View:



A/C Inverter Assy
Connector Front View:



H E72823 I41195

(a) Disconnect the hybrid control ECU connector.
(b) Disconnect the A/C inverter assy connector.
(c) Measure the resistance according to the value(s) in the table below.
Standard:

Tester connection	Condition	Specified condition
H11–25 (STB) – I11–5 (STB)	Always	0.5 to 0.8 Ω
H11–25 (STB) – Body ground	Always	10 kΩ or higher

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

OK

REPLACE A/C INVERTER ASSY

NOTICE:
The A/C inverter is integrated with the inverter assy. It is necessary to replace the PCU box assy if the A/C inverter (inverter assy) needs to be replaced because the A/C inverter (inverter assy) cannot be replaced alone.