DTC	B2287	LIN COMMUNICATION MASTER MALFUNCTION

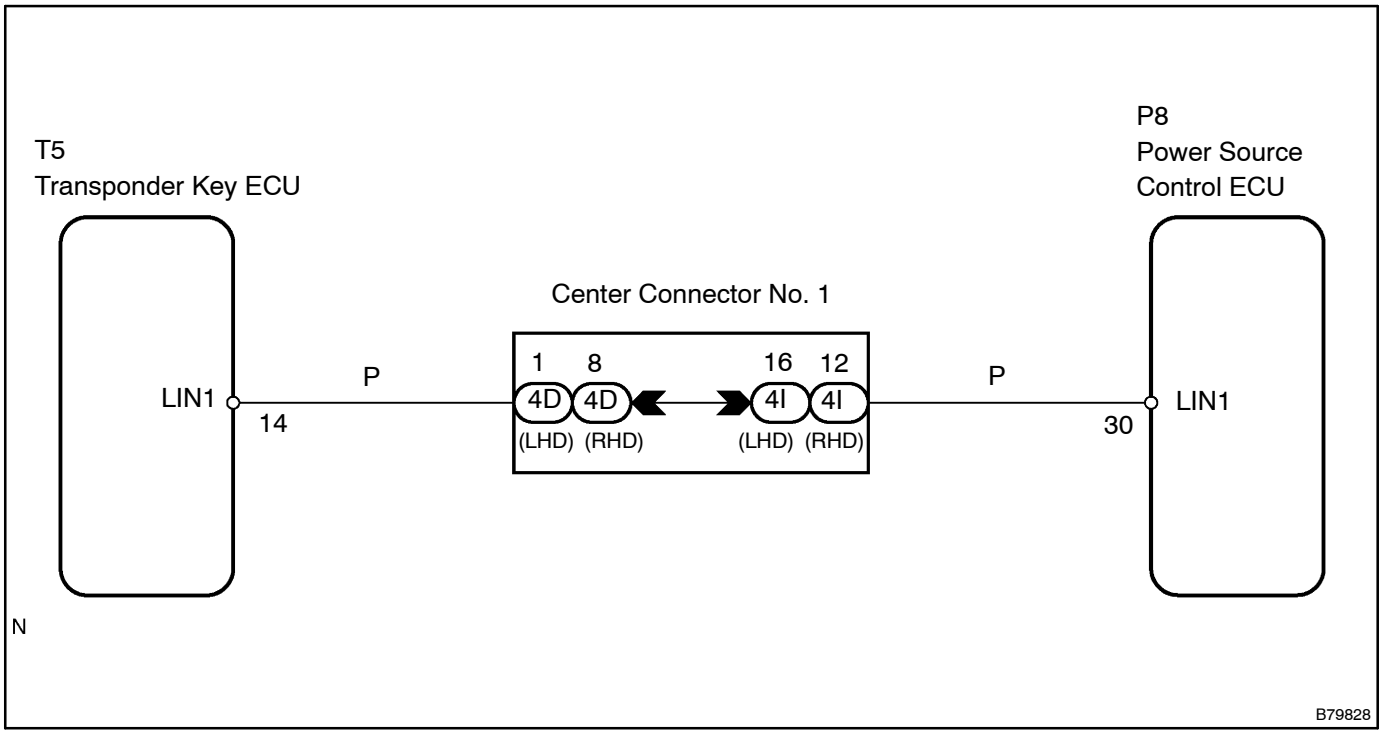
DTC	B2289	KEY COLLATION WAITING TIME OVER

CIRCUIT DESCRIPTION

This DTC is output when :1) any other DTC is set in the power source control ECU: or 2) the wire harness between the power source control ECU and the transponder key ECU is open or short.

DTC No.	DTC detection condition	Trouble area
B2287	Communication or communication line is abnormal between power source control ECU and transponder key ECU	• Power source control ECU • Transponder key ECU • Wire harness
B2289	Cable and BEAN are abnormal between power source control ECU and immobilizer system; or immobilizer system is malfunctioning	• Power source control ECU • Engine immobilizer system • Wire harness

WIRING DIAGRAM



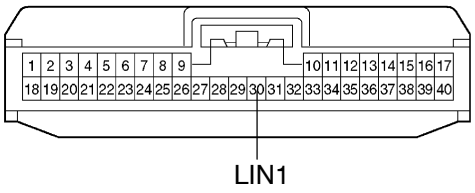
INSPECTION PROCEDURE

1	CHECK WIRE HARNESS (POWER SOURCE CONTROL ECU – TRANSPONDER KEY ECU)

Wire Harness Side

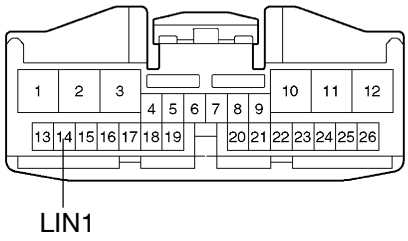
P8

Power Source Control ECU



T6

Transponder KeyECU



Y B80050

(a) Disconnect the P8 and T6 ECU connectors.

(b) Measure the resistance of the wire harness side connectors.

Standard:

Tester Connection	Specified Condition
P8–30 (LIN1) – T6–14 (LIN1)	Below 1 Ω
P8–30 (LIN1) – Body ground	10 kΩ or higher

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

OK

2	CHECK OPERATION OF POWER SOURCE CONTROL ECU

(a) After replacing power source control ECU with a normally functioning ECU, check that the hybrid control system can start normally.

Result	Proceed to
Hybrid system can start normally	A
Hybrid system cannot start (w/ smart entry system)	B
Hybrid system cannot start (w/o smart entry system)	C

OK: Hybrid vehicle control system can start normally.

B → **Go to ENGINE IMMOBILIZER SYSTEM (w/ SMART ENTRY SYSTEM) (See page 05–2054)**

C → **Go to ENGINE IMMOBILIZER SYSTEM (w/o SMART ENTRY SYSTEM) (See page 05–2092)**

A

NORMAL (POWER SOURCE CONTROL ECU DEFECTIVE)