

20.Engine Control Module (ECM)

A: REMOVAL

1) Disconnect the ground cable from battery. <Ref. to NT-5, BATTERY, NOTE, Note.>

NOTE:

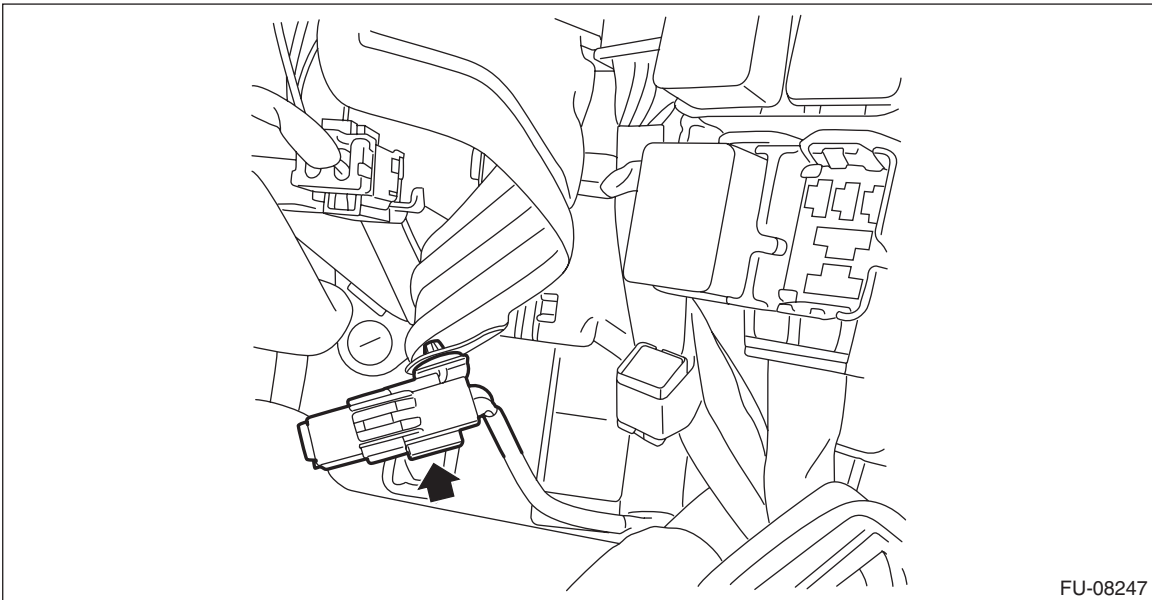
For the 12 volt engine restart battery, disconnect the ground terminal from 12V engine restart battery sensor.

2) Remove the glove box. <Ref. to EI-78, REMOVAL, Glove Box.>

3) Disconnect the connectors from ECM and the hybrid powertrain control module.



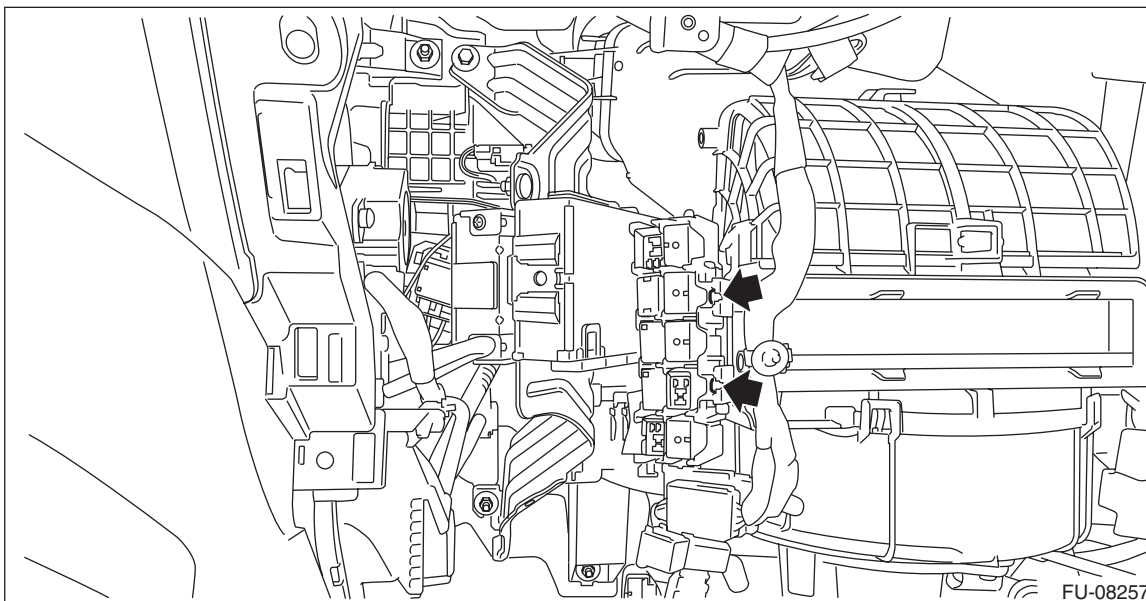
4) Remove the clip securing the linear solenoid relay from the bracket.



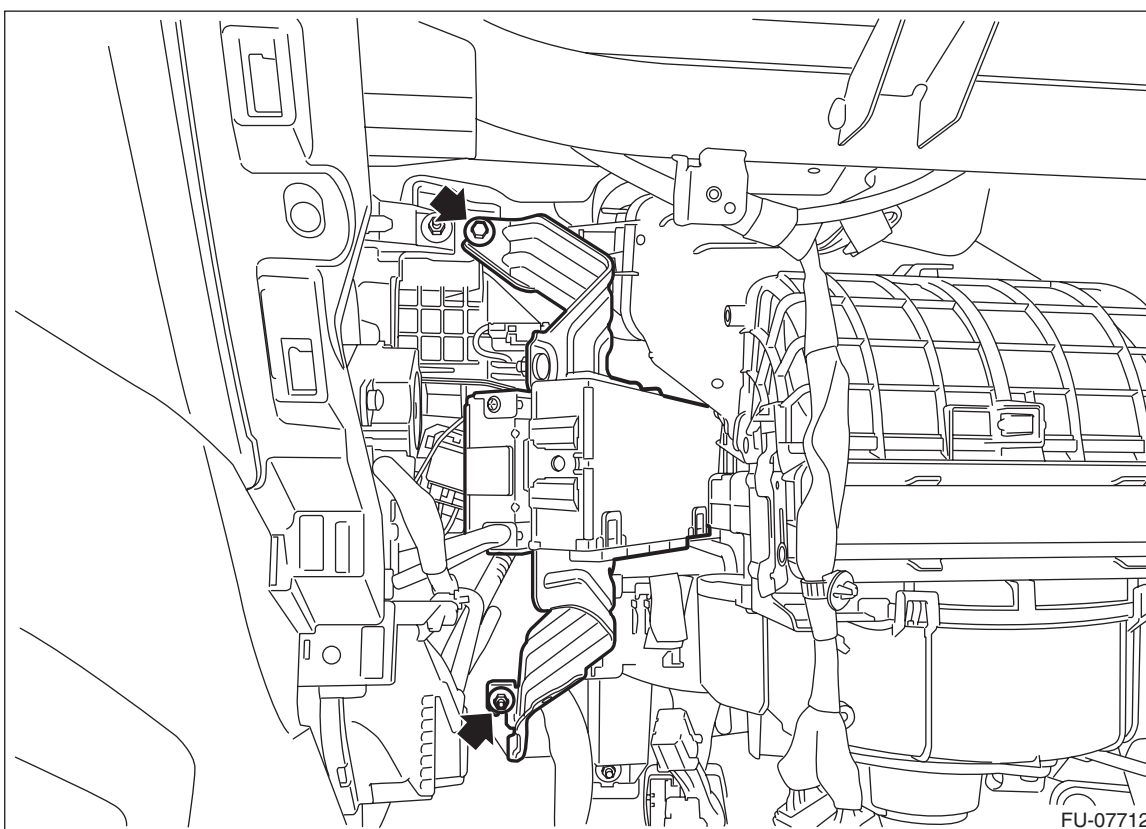
Engine Control Module (ECM)

FUEL INJECTION (FUEL SYSTEMS)

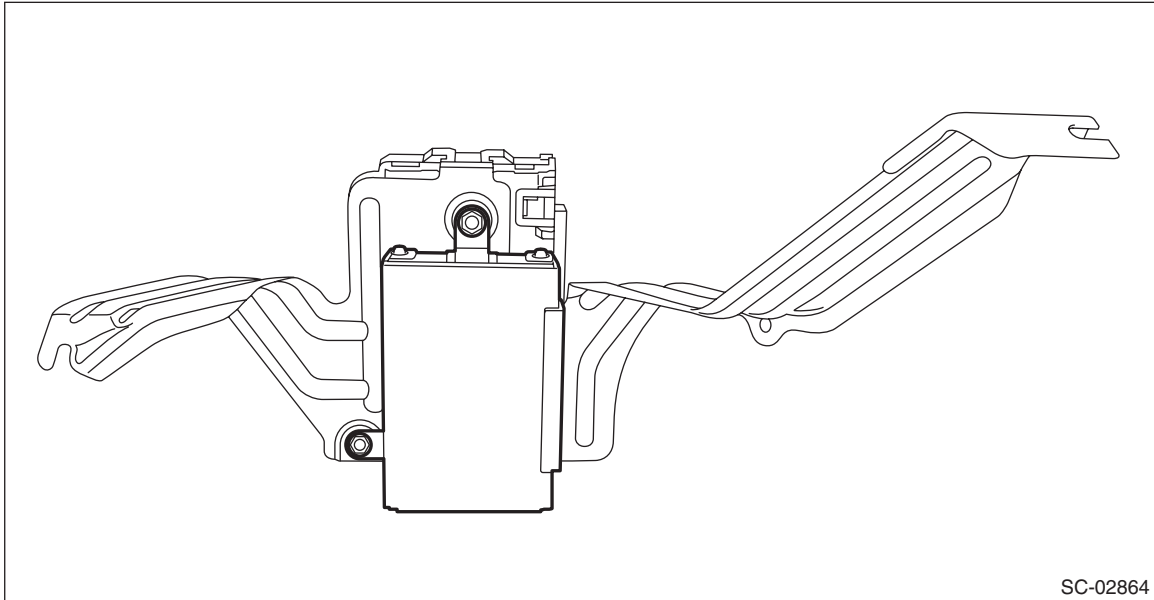
5) Push down the claws, and remove the relay block.



6) Remove the bolts and nuts, and remove the ECM.



7) Remove the hybrid powertrain control module.



B: INSTALLATION

Install in the reverse order of removal.

CAUTION:

- When the ECM of model with immobilizer has been replaced, be sure to perform the registration of immobilizer system. (Refer to the “REGISTRATION MANUAL FOR IMMOBILIZER”.)
- When the ECM has been replaced, be sure to perform the ACTGS calibration operation (perform ACTGS control system operation inspection). <Ref. to EN(H4DO HEV)(diag)-67, OPERATION, System Operation Check Mode.>
- If replacing ECM or the bracket, replace both parts with new parts at a time.
- After installing the bracket to ECM, do not separate the bracket.
- If the bracket has been installed to ECM in the wrong direction, replace both parts to new parts.

NOTE:

When replacing the ECM, be careful not to use the ECM of wrong specification to avoid any damage on the fuel injection system.

Tightening torque:

7.5 N·m (0.8 kgf-m, 5.5 ft-lb)

C: INSPECTION

Check that the ECM has no deformation, cracks or other damages.