



YARIS

Gasoline-Electric

Hybrid Synergy Drive

***HYBRID VEHICLE
DISMANTLING
MANUAL***



Foreword

This guide was developed to educate and assist dismantlers in the safe handling of Toyota Yaris gasoline-electric hybrid vehicles. Yaris hybrid dismantling procedures are similar to other non-hybrid Toyota vehicles with the exception of the high voltage electrical system. It is important to recognize and understand the high voltage electrical system features and specifications of the Toyota Yaris hybrid, as they may not be familiar to dismantlers.

High voltage electricity powers the A/C compressor, electric motor, generator, and inverter/converter. All other conventional automotive electrical devices such as the headlights, radio, and gauges are powered from a separate 12 Volt auxiliary battery. Numerous safeguards have been designed into the Yaris hybrid to help ensure the high voltage, approximately 144 Volt, Nickel Metal Hydride (NiMH) Hybrid Vehicle (HV) battery assembly is kept safe and secure in an accident.

The NiMH HV battery assembly contains sealed batteries that are similar to rechargeable batteries used in some battery operated power tools and other consumer products. The electrolyte is absorbed in the cell plates and will not normally leak out even if the battery is cracked. In the unlikely event the electrolyte does leak, it can be easily neutralized with a dilute boric acid solution or vinegar.

High voltage cables, identifiable by orange insulation and connectors, are isolated from the metal chassis of the vehicle.

Additional topics contained in the guide include:

- Toyota Yaris hybrid identification.
- Major hybrid component locations and descriptions.

By following the information in this guide, dismantlers will be able to handle Yaris hybrid-electric vehicles as safely as the dismantling of a conventional non-hybrid automobile.

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About the Yaris Hybrid

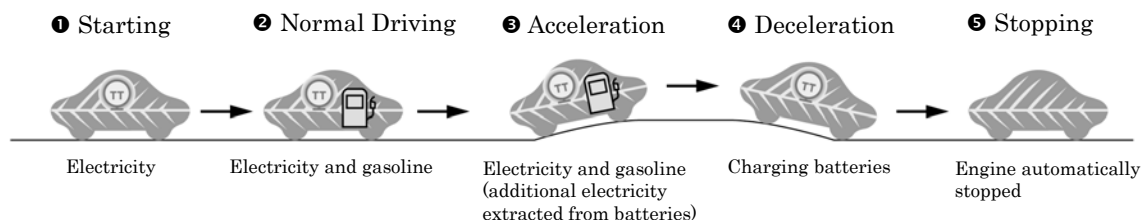
The Yaris hybrid hatchback joins the Prius, Prius +/ Prius v, Prius c, Auris hybrid and Camry hybrid as a hybrid model for Toyota. *Hybrid Synergy Drive* means that the vehicle contains a gasoline engine and an electric motor for power. The two hybrid power sources are stored on board the vehicle:

1. Gasoline stored in the fuel tank for the gasoline engine.
2. Electricity stored in a high voltage Hybrid Vehicle (HV) battery assembly for the electric motor.

The result of combining these two power sources is improved fuel economy and reduced emissions. The gasoline engine also powers an electric generator to recharge the battery assembly; unlike a pure all electric vehicle, the Yaris hybrid never needs to be recharged from an external electric power source.

Depending on the driving conditions one or both sources are used to power the vehicle. The following illustration demonstrates how the Yaris hybrid operates in various driving modes.

- ❶ During light acceleration at low speeds, the vehicle is powered by the electric motor. The gasoline engine is shut off.
- ❷ During normal driving, the vehicle is powered mainly by the gasoline engine. The gasoline engine also powers the generator to charge the battery assembly and to drive the electric motor.
- ❸ During full acceleration, such as climbing a hill, both the gasoline engine and the electric motor power the vehicle.
- ❹ During deceleration, such as when braking, the vehicle regenerates the kinetic energy from the wheels to produce electricity that recharges the battery assembly.
- ❺ While the vehicle is stopped, the gasoline engine and electric motor are off, however the vehicle remains on and operational.



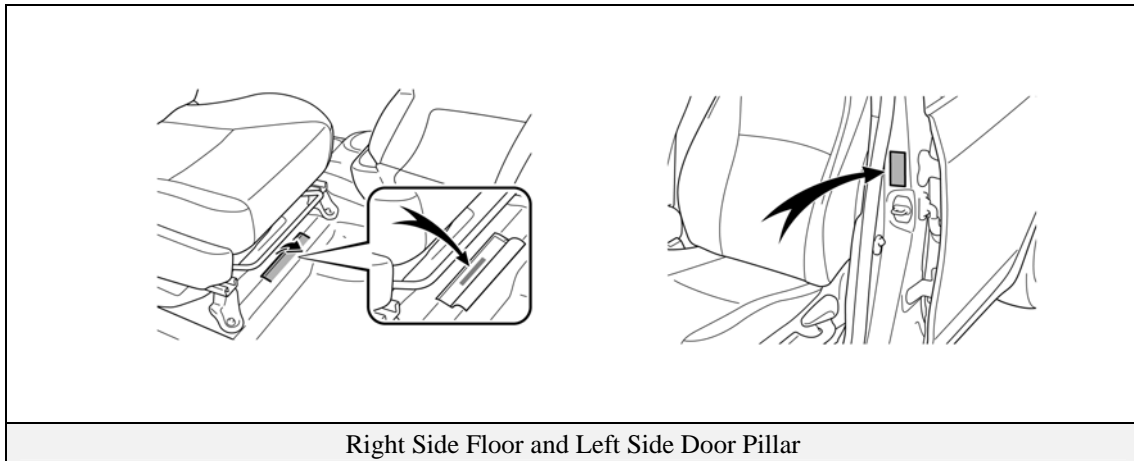
Yaris Hybrid Identification

In appearance, the Yaris hybrid is a 5-door hatchback. Exterior, interior, and engine compartment illustrations are provided to assist in identification.

The alphanumeric 17 character Vehicle Identification Number (VIN) is provided in the right side floor and on the left side B pillar.

Example VIN: VNKKD3D30C3000101 or
VNKKD0D30C3000101

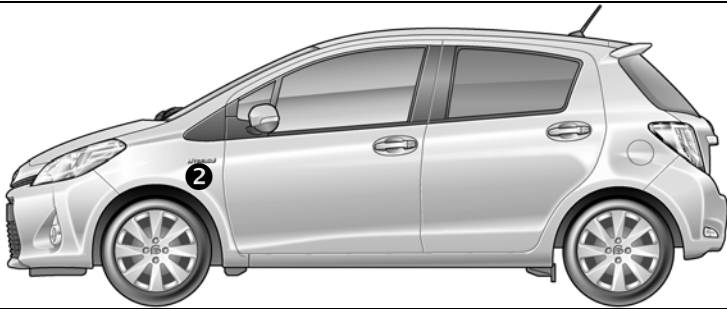
A Yaris hybrid is identified by the first 8 alphanumeric characters **VNKKD3D3** or **VNKKD0D3**.



Yaris Hybrid Identification (Continued)

Exterior

- 1 **YARIS** and **HYBRID SYNERGY DRIVE** logos on the back door.
- 2 **HYBRID** logo on each front fender.



Exterior Left Side View



Exterior Front View



Exterior Rear View



Exterior Rear and Left Side View

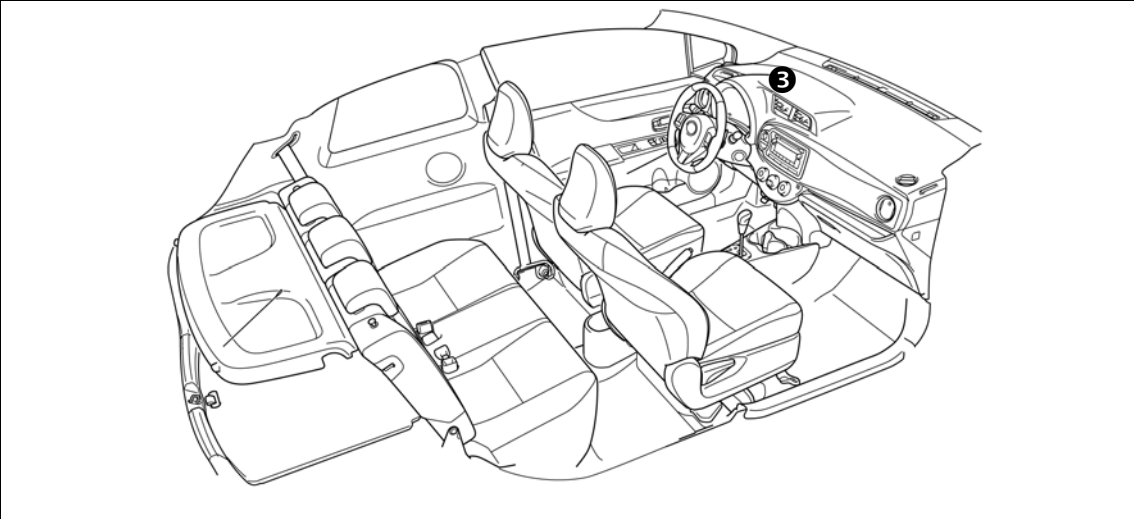
Yaris Hybrid Identification (Continued)

Interior

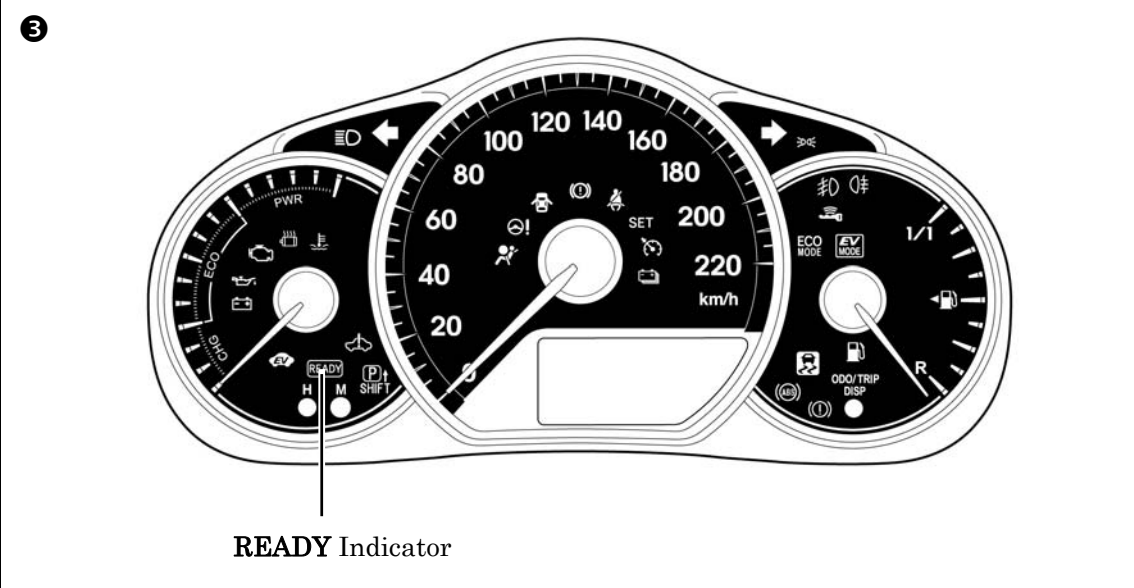
- ③ Instrument cluster (speedometer, **READY** indicator, shift state indicators, warning lights) located in the dash behind the steering wheel.

Hint:

If the vehicle is shut off, the instrument cluster gauges will be “blacked out” (not illuminated).



Interior View of Front Door Sill/Scuff Plate



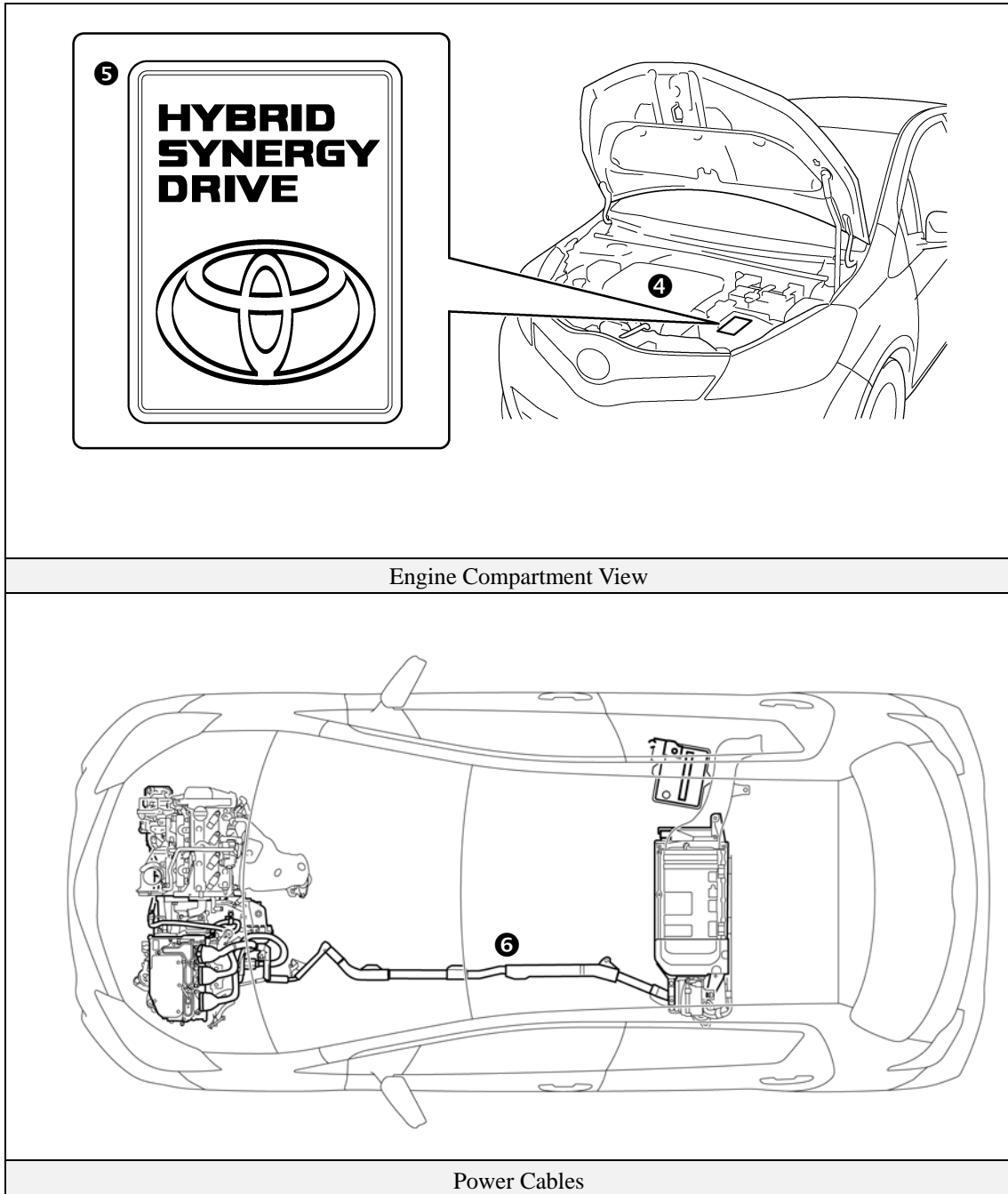
READY Indicator

Instrument Cluster View

Yaris Hybrid Identification (Continued)

Engine Compartment

- ④ 1.5-liter aluminum alloy gasoline engine.
- ⑤ Logo on the inverter case.
- ⑥ Orange colored high voltage power cables.



Hybrid Component Locations & Descriptions

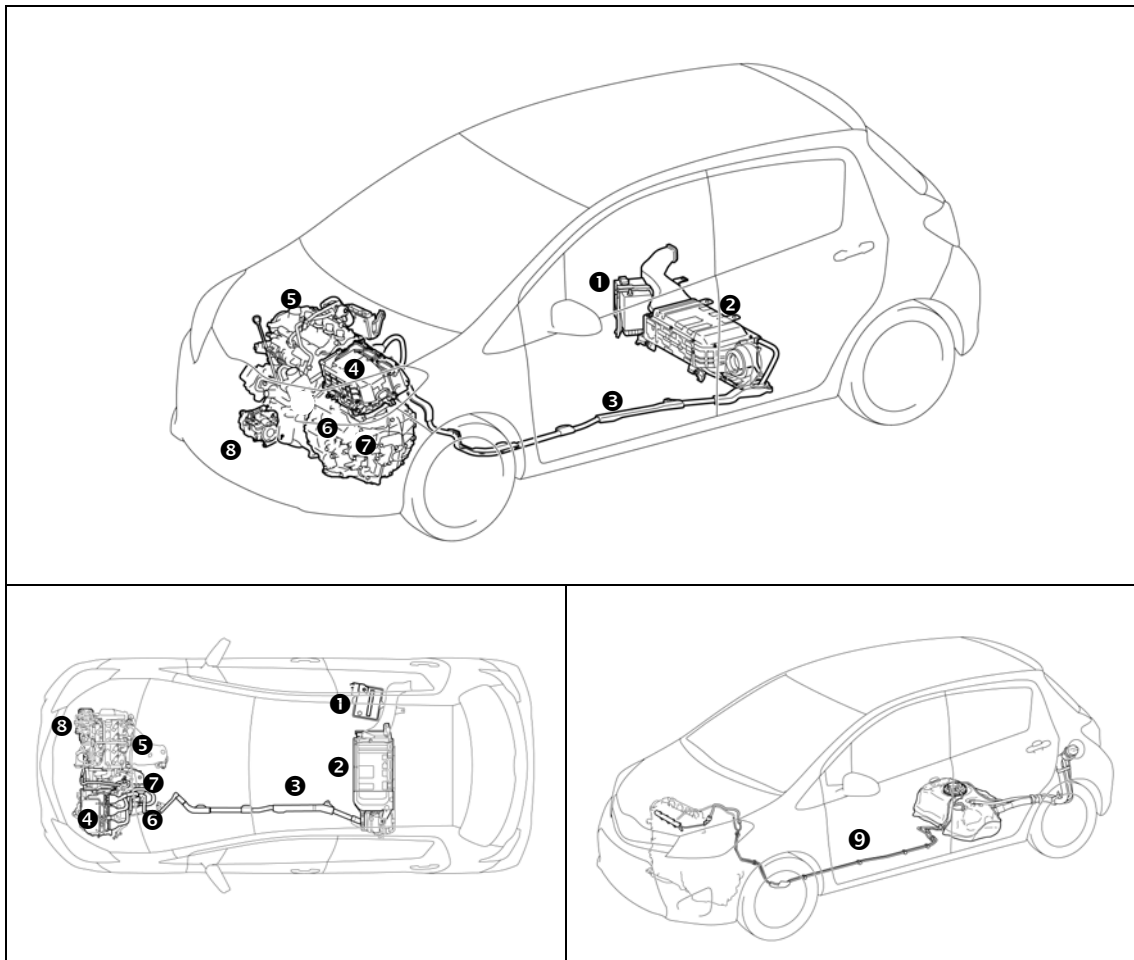
Component	Location	Description
12 Volt ❶ Auxiliary Battery	Under Right Side Rear Seat	A lead-acid battery that supplies power to the low voltage devices.
Hybrid ❷ Vehicle (HV) Battery Assembly	Mounted to Cross Member Under Rear Seat	144 Volt Nickel Metal Hydride (NiMH) battery assembly consisting of 20 low voltage (7.2 Volt) modules connected in series.
Power ❸ Cables	Undercarriage and Engine Compartment	Orange colored power cables carry high voltage Direct Current (DC) between the HV battery assembly, inverter/converter, and A/C compressor. These cables also carry 3-phase Alternating Current (AC) between the inverter/converter, electric motor, and generator.
Inverter/ Converter ❹	Engine Compartment	Boosts and inverts the high voltage electricity from the HV battery assembly to 3-phase AC electricity that drives the electric motor. The inverter/converter also converts AC electricity from the electric generator and electric motor (regenerative braking) to DC that recharges the HV battery assembly.
Gasoline ❺ Engine	Engine Compartment	Provides two functions: 1) Powers the vehicle. 2) Powers the generator to recharge the HV battery assembly. The engine is started and stopped under control of the vehicle computer.
Electric ❻ Motor	Engine Compartment	3-phase high voltage AC electric motor contained in the front transaxle. It is used to power the front wheels.
Electric ❼ Generator	Engine Compartment	3-phase high voltage AC electric generator that is contained in the transaxle and recharges the HV battery assembly.
A/C Compressor (with Inverter) ❸	Engine Compartment	3-phase high voltage AC electrically driven motor compressor.
Fuel Tank and Fuel Line ❾	Undercarriage and Center	The fuel tank provides gasoline via a fuel line to the engine. The fuel line is routed under the center of vehicle.

*Numbers in the component column apply to the illustrations on the following page.

Hybrid Component Locations & Descriptions (Continued)

Specifications

- Gasoline Engine: 54 kW, 1.5-liter Aluminum Alloy Engine
- Electric Motors: 45 kW, AC Electric Motor
- Transmission: Automatic Only (electrically controlled continuously variable transaxle)
- HV Battery: 144 Volt Sealed NiMH-Battery
- Curb Weight: 2,557 lbs/1,160 kg
- Fuel Tank: 9.5 gal./36.0 liters
- Frame Material: Steel Unibody
- Body Material: Steel Panels
- Seating Capacity: 5 Passengers



Hybrid Synergy Drive Operation

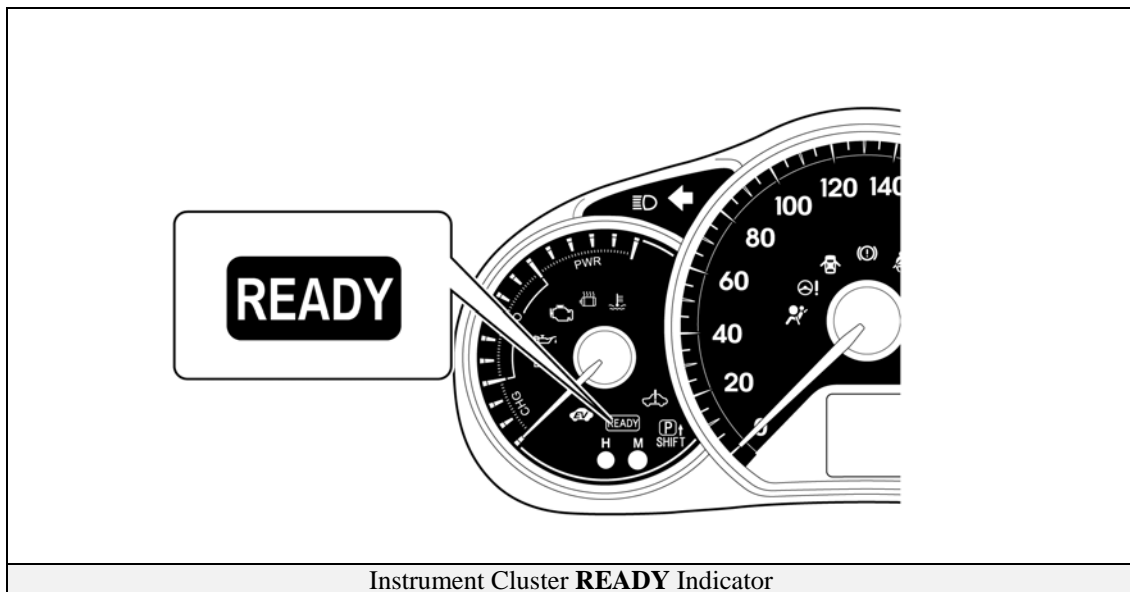
Once the **READY** indicator is illuminated in the instrument cluster, the vehicle may be driven. However, the gasoline engine does not idle like a typical automobile and will start and stop automatically. It is important to recognize and understand the **READY** indicator provided in the instrument cluster. When illuminated, it informs the driver that the vehicle is on and operational even though the gasoline engine may be off and the engine compartment is silent.

Vehicle Operation

- With the Yaris hybrid, the gasoline engine may stop and start at any time while the **READY** indicator is on.
- Never assume that the vehicle is shut off just because the engine is off. Always look for the **READY** indicator status. The vehicle is shut off when the **READY** indicator is off.

The vehicle may be powered by:

1. The electric motor only.
2. A combination of both the electric motor and the gasoline engine.



Hybrid Vehicle (HV) Battery Assembly and Auxiliary Battery

The Yaris hybrid features a high voltage Hybrid Vehicle (HV) battery assembly that contains sealed Nickel Metal Hydride (NiMH) battery modules.

HV Battery Assembly

- The HV battery assembly is enclosed in a metal case and is rigidly mounted under the rear seat. The metal case is isolated from high voltage.
- The HV battery assembly consists of 20 low voltage (7.2 Volt) NiMH battery modules connected in series to produce approximately 144 Volts. Each NiMH battery module is non-spillable and contained in a sealed case.
- The electrolyte used in the NiMH battery module is an alkaline mixture of potassium and sodium hydroxide. The electrolyte is absorbed into the battery cell plates and will not normally leak, even in a collision.

HV Battery Assembly	
Battery pack voltage	144 V
Number of NiMH battery modules in pack	20
NiMH battery module voltage	7.2 V
NiMH battery module dimensions	5 x 1 x 11 in (118 x 20 x 285 mm)
NiMH module weight	2.3 lbs (1.04 kg)
NiMH battery assembly dimensions	34 x 13 x 9 in (860 x 319 x 235 mm)
NiMH battery assembly weight	68 lbs (31 kg)

Components Powered by the HV Battery Assembly

- Electric Motor
- Inverter/Converter Motor
- Power Cables
- A/C Compressor
- Electric Generator

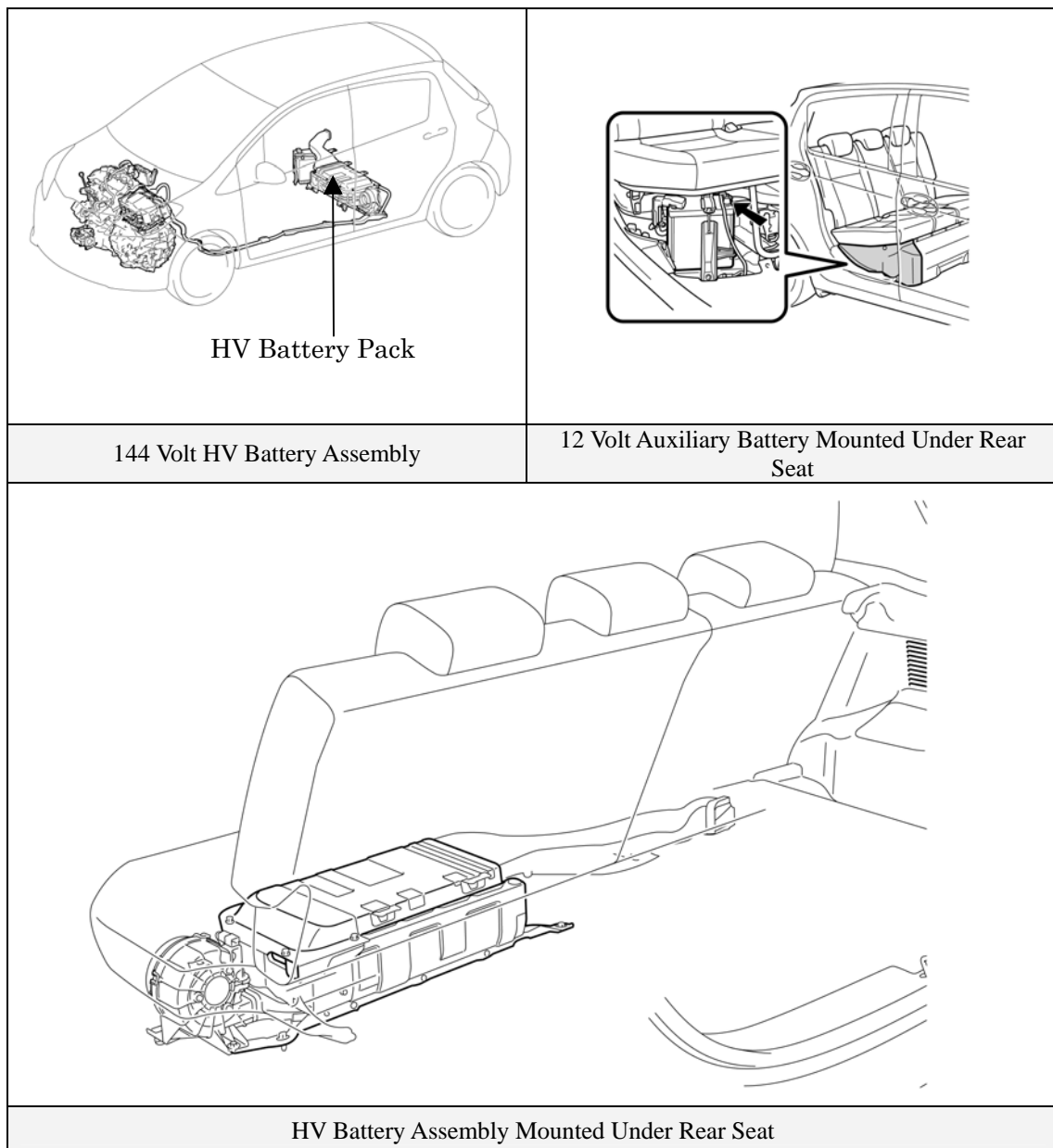
Hybrid Vehicle (HV) Battery Assembly and Auxiliary Battery (Continued)

HV Battery Assembly Recycling

- The HV battery assembly is recyclable. Contact either your Toyota Distributor as written on the HV battery Caution Label (see page 25) or the nearest Toyota dealer.

Auxiliary Battery

- The Yaris hybrid also contains a lead-acid 12 Volt battery. This 12 Volt auxiliary battery powers the vehicle electrical system similar to a conventional vehicle. As with other conventional vehicles, the auxiliary battery is grounded to the metal chassis of the vehicle.
- The auxiliary battery is located under the rear seat. It is concealed by the floor cover.



High Voltage Safety

The HV battery assembly powers the high voltage electrical system with DC electricity. Positive and negative orange colored high voltage power cables are routed from the battery assembly, under the vehicle floor pan, to the inverter/converter. The inverter/converter contains a circuit that boosts the HV battery voltage from 144 to 520 Volts DC. The inverter/converter creates 3-phase AC to power the motor. Power cables are routed from the inverter/converter to each high voltage motor (electric motor, electric generator, and A/C compressor). The following systems are intended to help keep occupants in the vehicle and emergency responders safe from high voltage electricity:


High Voltage Safety System

- A high voltage fuse ❶* provides short circuit protection in the HV battery assembly.
- Positive and negative high voltage power cables ❷* connected to the HV battery assembly are controlled by 12 Volt normally open relays ❸*. When the vehicle is shut off, the relays stop electricity flow from leaving the HV battery assembly.



WARNING:

- ***The high voltage system may remain powered for up to 10 minutes after the vehicle is shut off or disabled. To prevent serious injury or death from severe burns or electric shock, avoid touching, cutting, or opening any orange high voltage power cables or high voltage components.***

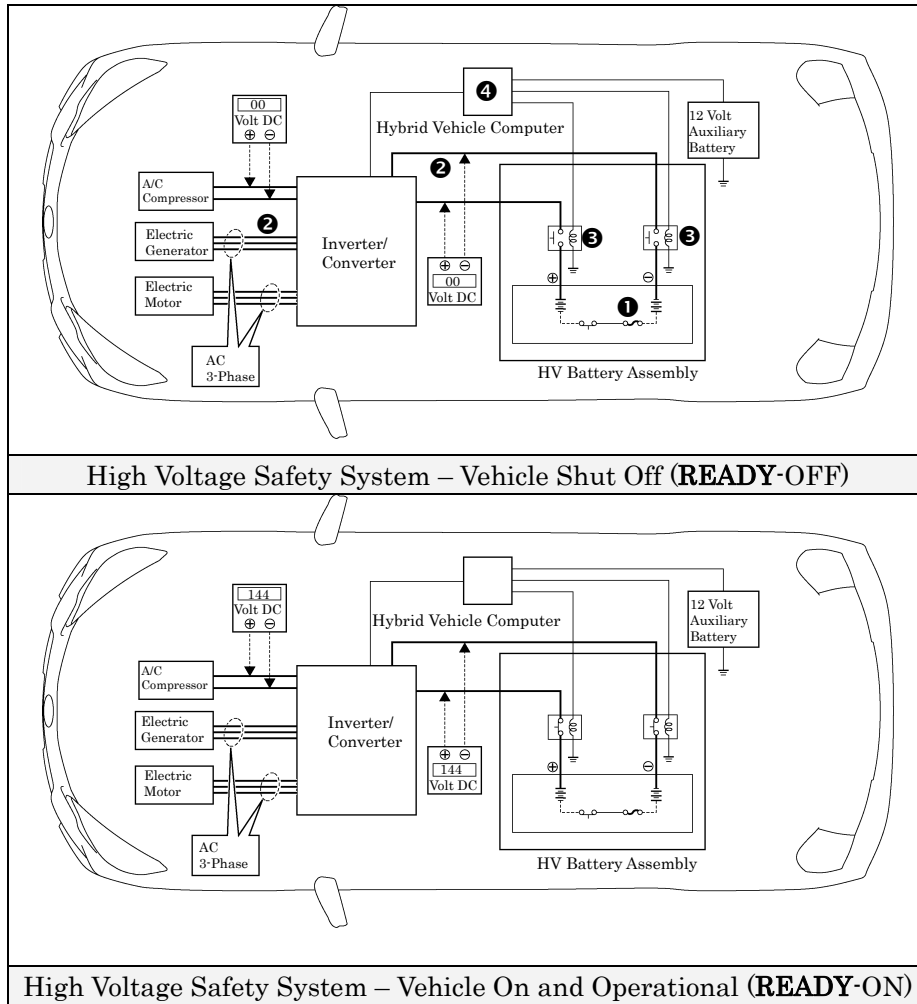
- Both positive and negative power cables ❷* are insulated from the metal chassis, so there is no possibility of electric shock when touching the metal chassis.
- A ground-fault monitor continuously monitors for high voltage leakage to the metal chassis while the vehicle is running. If a malfunction is detected, the hybrid vehicle computer ❹* will illuminate the hybrid system warning light  in the instrument cluster.
- The HV battery assembly relays will automatically open to stop electricity flow in a collision sufficient enough to activate the SRS.

*Numbers apply to the illustration on the following page.

High Voltage Safety (Continued)

Service Plug Grip

- The high-voltage circuit is interrupted by removing the service plug grip (see page 15).



Precaution to be observed when dismantling the vehicle



WARNING:

- *The high voltage system may remain powered for up to 10 minutes after the vehicle is shut off or disabled. To prevent serious injury or death from severe burns or electric shock, avoid touching, cutting, or opening any orange high voltage power cables or high voltage components.*

Necessary Items

- Protective clothing such as insulated gloves (electrically insulated), rubber gloves, safety goggles, and safety shoes.
- Insulating tape such as electrical tape that has a suitable electrical insulation rating.
- Before wearing insulated gloves, make sure that they are not cracked, ruptured, torn, or damaged in any way. Do not wear wet insulated gloves.
- An electrical tester that is capable of measuring DC 750 Volts or more.

Spills

The Yaris hybrid contains the same common automotive fluids used in other non-hybrid Toyota vehicles, with the exception of the NiMH electrolyte used in the HV battery assembly. The NiMH battery electrolyte is a caustic alkaline (pH 13.5) that is damaging to human tissue. The electrolyte, however, is absorbed in the cell plates and will not normally spill or leak out even if a battery module is cracked. A catastrophic crash that would breach both the metal battery assembly case and a battery module would be a rare occurrence.

A caustic alkaline is at the opposite end of the pH scale from a strong acid. A safe (neutral) substance is approximately in the middle of this scale. Adding a weak acidic mixture, such as a dilute boric acid solution or vinegar, to the caustic alkaline electrolyte will cause the electrolyte to be neutralized. This is similar but opposite to the use of baking soda to neutralize a lead-acid battery electrolyte spill.

A Toyota Product Safety Data Sheets (PSDS) is attached to this document.

- Handle NiMH electrolyte spills using the following Personal Protective Equipment (PPE):
 - Splash shield or safety goggles. A fold down face shield is not acceptable for acid or electrolyte spills.
 - Rubber, latex or nitrile gloves.
 - Apron suitable for alkaline.
 - Rubber boots.

- Neutralize NiMH electrolyte.
 - Use a boric acid solution or vinegar.
 - Boric acid solution - 800 grams boric acid to 20 liters water or 5.5 ounces boric acid to 1 gallon of water.

Dismantling the vehicle

The following 2 pages contain general instructions for use when working on a Yaris hybrid. Read these instructions before proceeding to the HV battery removal instructions on page 18.

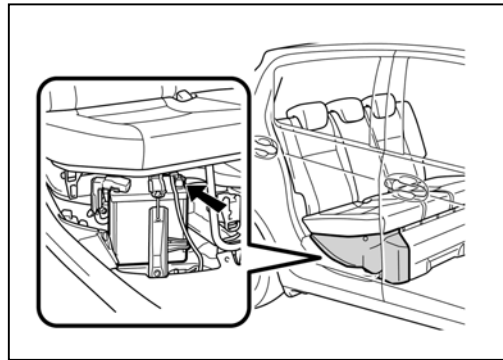


WARNING:

- **The high voltage system may remain powered for up to 10 minutes after the vehicle is shut off or disabled. To prevent serious injury or death from severe burns or electric shock, avoid touching, cutting, or opening any orange high voltage power cables or any high voltage components.**

1. Shut off the ignition (**READY** indicator is off). Then disconnect the cable from the auxiliary battery negative (-) terminal.

- (1) Remove the front floor cover RH.
- (2) Disconnect the battery negative terminal.

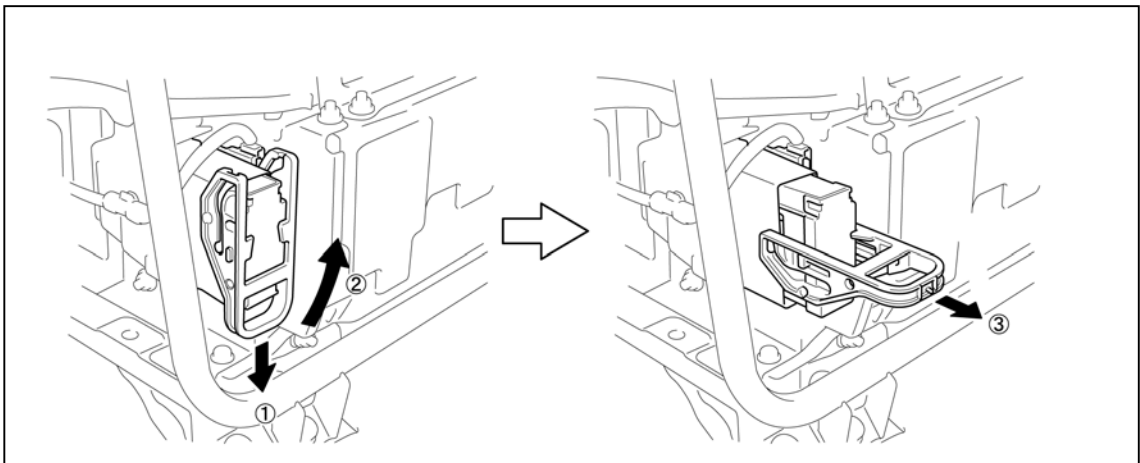


2. Remove the service plug grip.

Caution:

Wear insulated gloves for the following 4 steps.

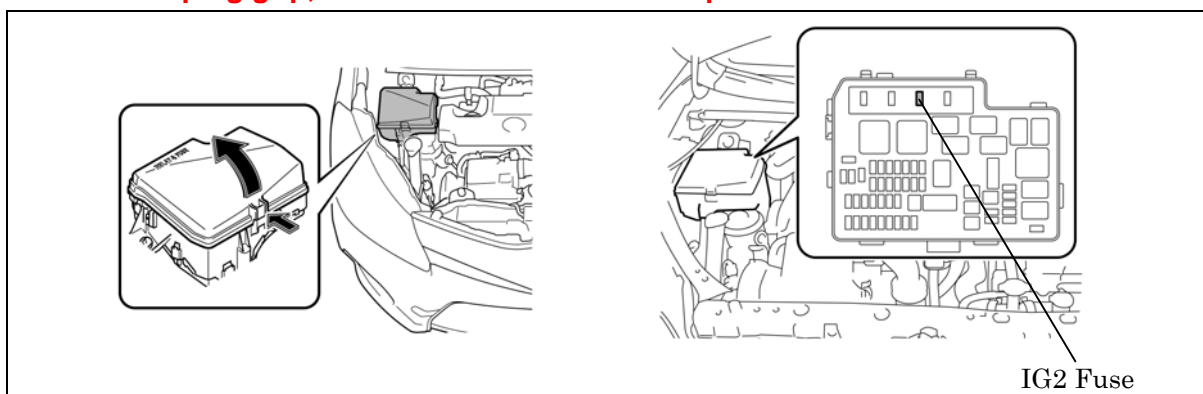
- (1) Slide the handle of the service plug grip.
- (2) Raise the release handle of the service plug grip.
- (3) Remove the service plug grip.
- (4) Apply insulating tape to the socket of the service plug grip to insulate it.



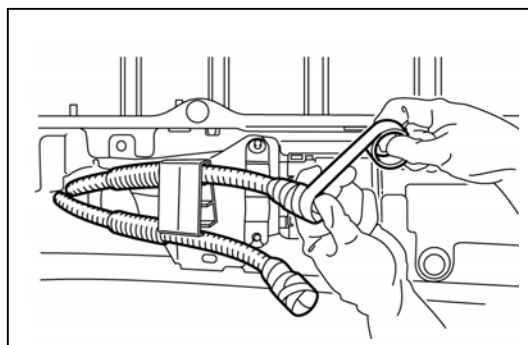
3. Carry the removed service plug grip in your pocket to prevent other staff from accidentally reinstalling it while you are dismantling the vehicle.
4. Make other staff aware that a high-voltage system is being dismantled by using the following sign: CAUTION: HIGH-VOLTAGE. DO NOT TOUCH (see page 17).
5. If the service plug grip cannot be removed due to damage to the vehicle, remove the **IG2** fuse (30A).

Caution:

This operation shuts off the HV system. Be sure to wear insulated gloves because high voltage is not shut off inside the HV battery. When it is possible to remove the service plug grip, remove it and continue the procedure.



6. After disconnecting or exposing a high-voltage connector or terminal, insulate it immediately using insulating tape. Before disconnecting or touching a bare high-voltage terminal, wear insulated gloves.
7. Check the HV battery and nearby area for leakage. If you find any liquid, it may be strong alkaline electrolyte. Wear rubber gloves and goggles and neutralize the liquid using a saturated boric acid solution or vinegar. Then wipe up the liquid using waste rags, towels, etc.
8. If the electrolyte comes into contact with your skin, wash the skin immediately using a saturated boric acid solution or a large amount of water. If the electrolyte adheres to any article of clothing, take the clothing off immediately.
9. If the electrolyte comes into contact with your eyes, call out loudly for help. Do not rub your eyes. Instead, wash the eyes with a dilute boric acid solution or a large amount of water and seek medical care.
10. With the exception of the HV battery, remove parts by following procedures which are similar to conventional Toyota vehicles. For the removal of the HV battery, refer to the following pages.



Person in charge: _____

CAUTION:
HIGH-VOLTAGE.
DO NOT TOUCH.

CAUTION:
HIGH-VOLTAGE.
DO NOT TOUCH.

Person in charge: _____

When performing work on the HV system, fold this sign and
put it on the roof of the vehicle.

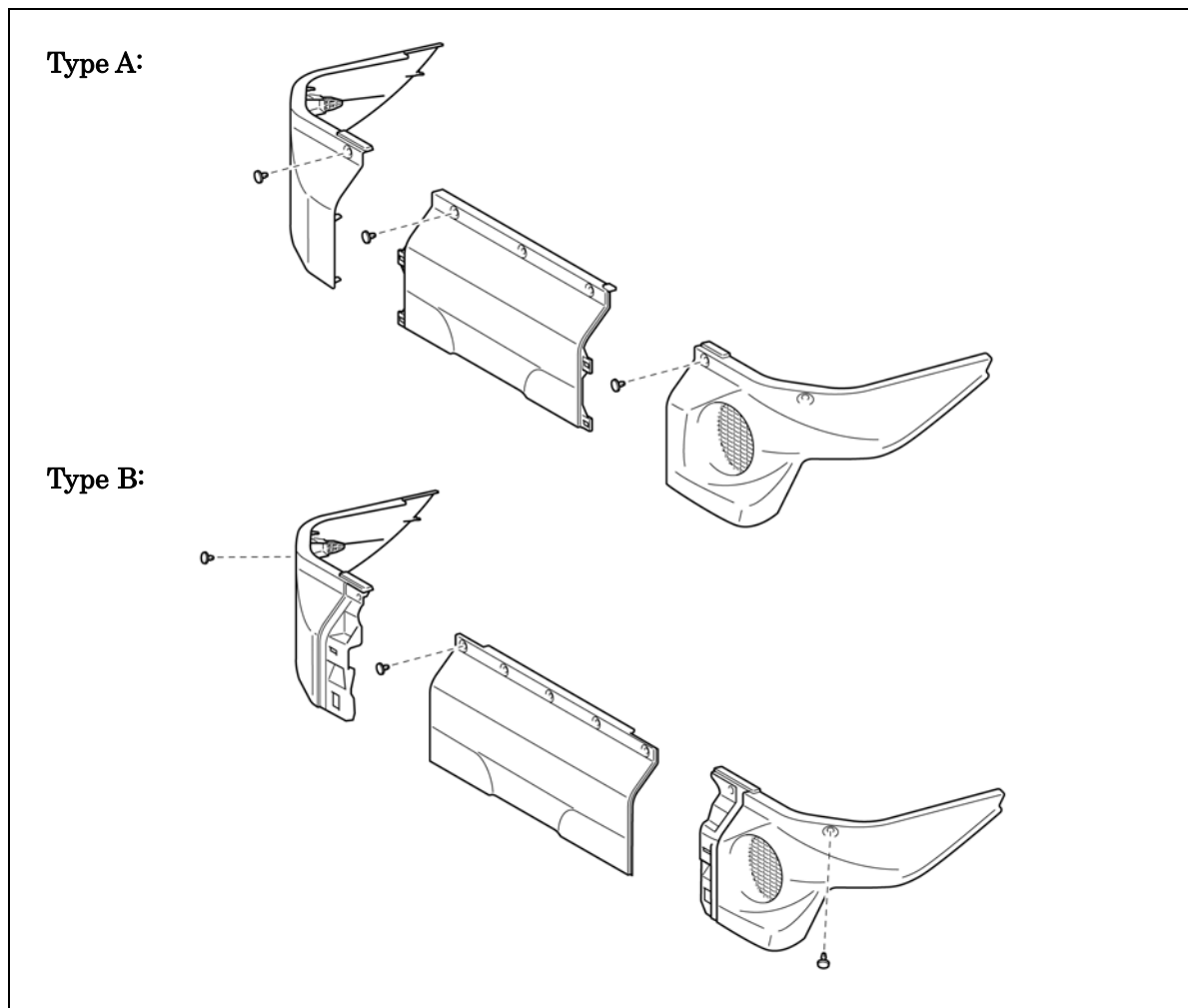
Removal of HV battery



WARNING:

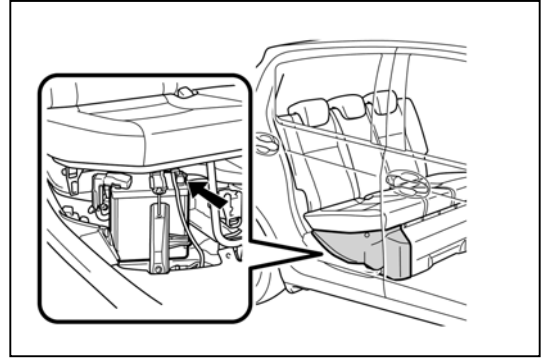
- *Be sure to wear insulated gloves when handling high-voltage parts.*
- *Even if the vehicle is shut off and the relays are off, be sure to remove the service plug grip before performing any further work.*
- *Power remains in the high voltage electrical system for 10 minutes even after the HV battery assembly is shut off because the circuit has a capacitor that stores power.*
- *Make sure that the tester reading is 0 V before touching any high-voltage terminals which are not insulated.*
- *The SRS may remain powered for up to 90 seconds after the vehicle is shut off or disabled. To prevent serious injury or death from unintentional SRS deployment, avoid cutting the SRS components.*

1. SHUT OFF IGNITION (**READY** indicator is off)
2. REMOVE FLOOR COVERS



3. REMOVE 12 V AUXILIARY BATTERY

- (1) Disconnect the cable from the auxiliary battery negative (-) terminal.
- (2) Disconnect the cable from the auxiliary battery positive (+) terminal.
- (3) Remove the 12 Volt auxiliary battery.

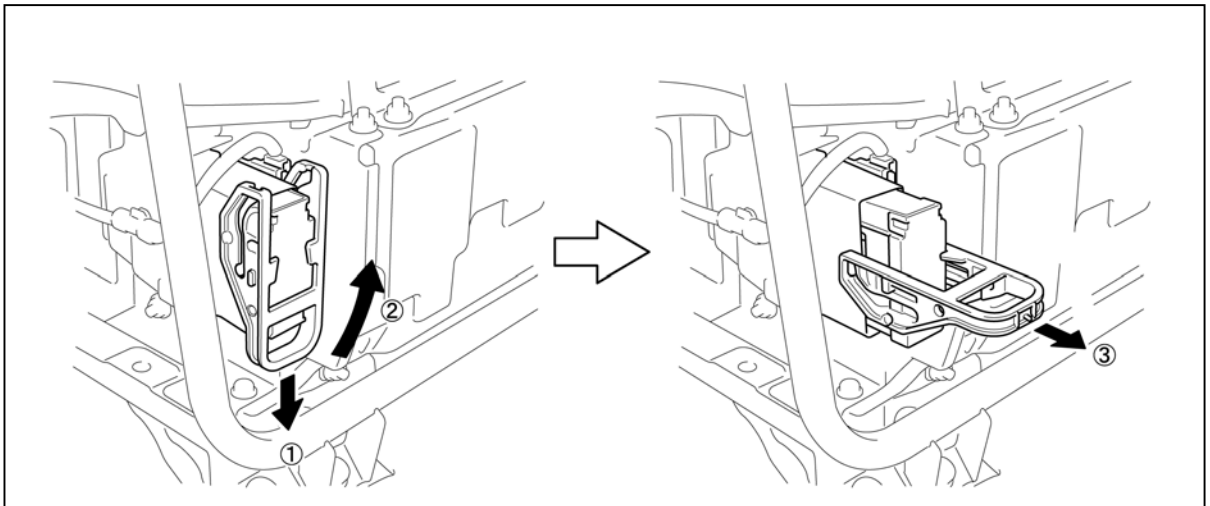


4. REMOVE SERVICE PLUG GRIP

Caution:

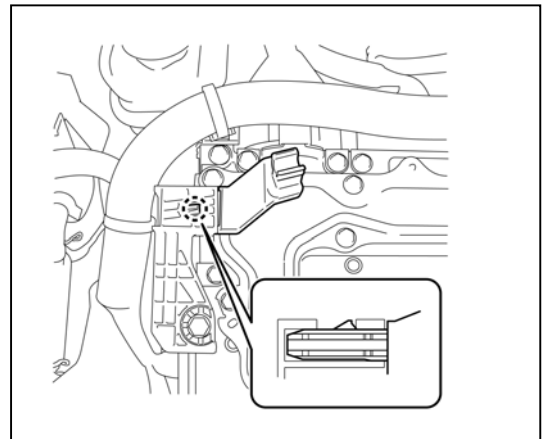
Wear insulated gloves for the following 4 steps.

- (1) Slide the handle of the service plug grip.
- (2) Raise the release handle of the service plug grip.
- (3) Remove the service plug grip.
- (4) Apply insulating tape to the socket of the service plug grip to insulate it.



5. REMOVE HOOD STAY HOLDER

- (1) Disengage the claw and remove the hood stay holder.



6. REMOVE INVERTER TERMINAL COVER

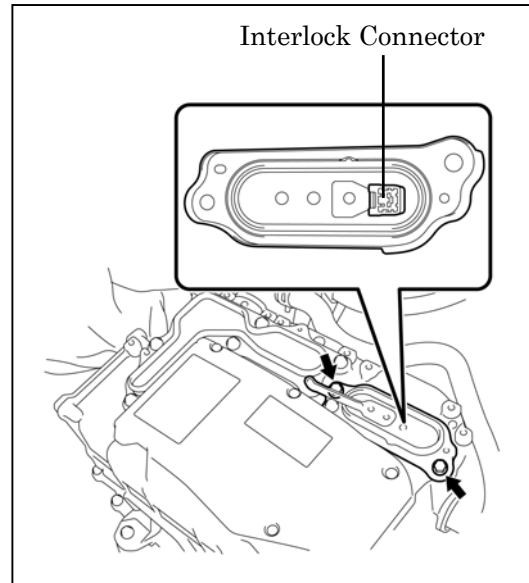
Caution:

Wear insulated gloves.

- (1) Remove the 2 bolts and inverter terminal cover.

Caution:

An interlock connector is installed to the inverter terminal cover. Make sure to remove the inverter terminal cover before removing the inverter cover.

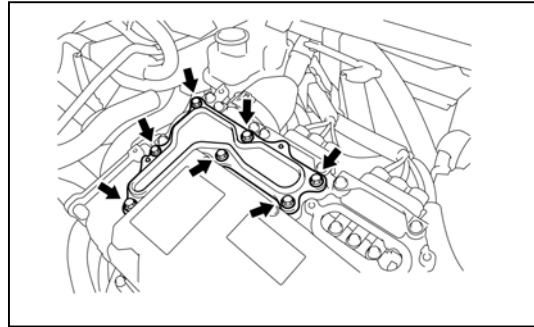


7. REMOVE INVERTER COVER

Caution:

Wear insulated gloves.

- (1) Remove the 7 bolts and inverter cover.



8. CHECK TERMINAL VOLTAGE

- (1) Check the voltage at the inspection terminals of the power control unit.

Caution:

Wear insulated gloves.

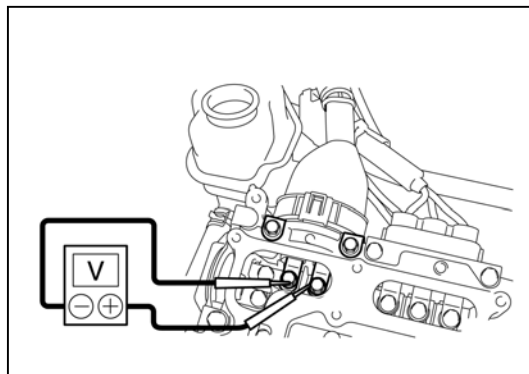
To prevent serious injury or death, do not proceed with dismantling of the HV system until the voltage at the inspection terminals is 0 V.

Standard voltage: 0 V

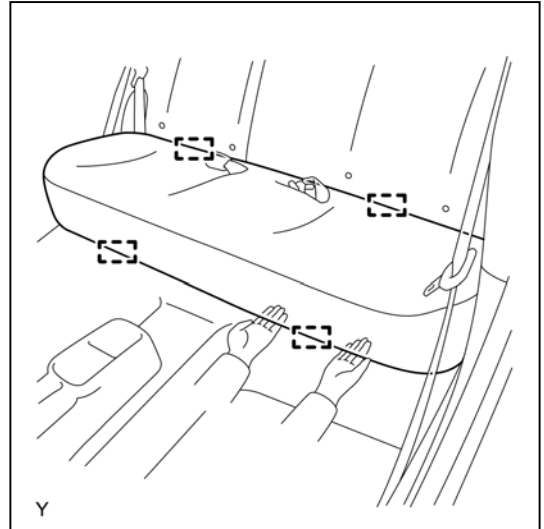
Hint:

Set the tester to DC 750 Volts to measure the voltage.

This inspection is performed to verify that it is safe to remove the HV battery.

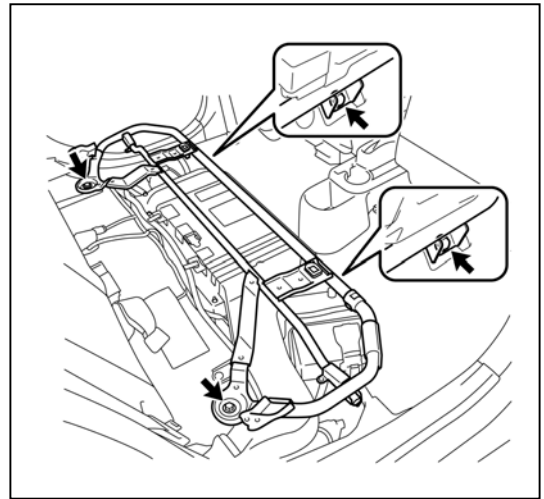


9. REMOVE REAR SEAT CUSHION ASSEMBLY



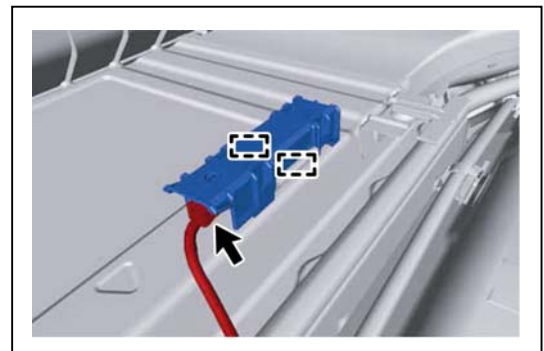
10. REMOVE REAR SEAT CUSHION LEG SUB-ASSEMBLY

- (1) Remove the 4 bolts and rear seat cushion leg sub-assembly.



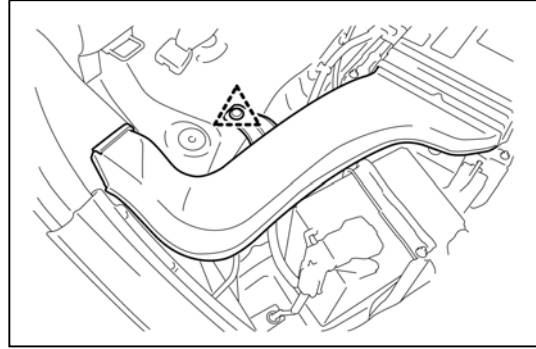
11. REMOVE NO. 3 INDOOR ELECTRICAL KEY ANTENNA ASSEMBLY

- (1) Disengage the 2 clamps.
- (2) Disconnect the connector and remove the No. 3 indoor electrical key antenna assembly.



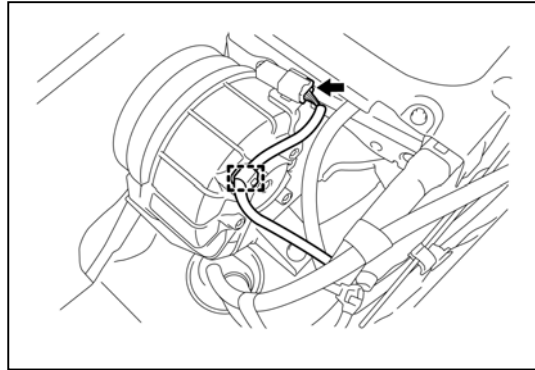
12. REMOVE NO. 1 HYBRID BATTERY EXHAUST DUCT

- (1) Remove the clip and No. 1 hybrid battery exhaust duct.

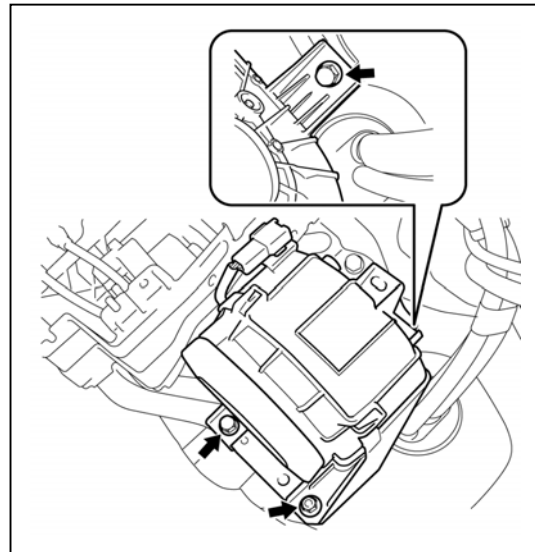


13. REMOVE BATTERY COOLING BLOWER ASSEMBLY

- (1) Disconnect the battery cooling blower assembly connector and clamp.



- (2) Remove the 2 bolts, nut and battery cooling blower assembly.



14. REMOVE NO. 1 HYBRID VEHICLE BATTERY COVER PANEL LH

Caution:

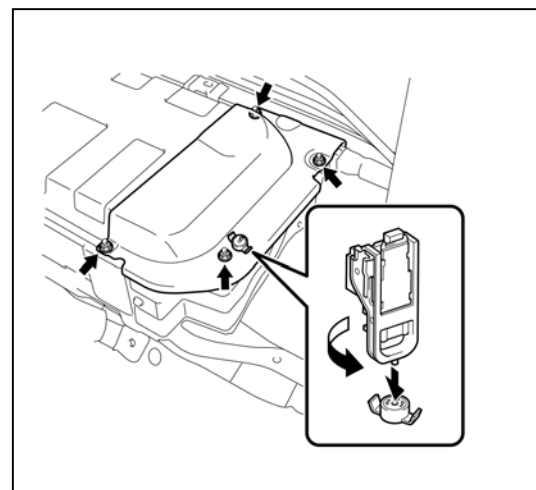
Wear insulated gloves.

- (1) Using the service plug grip, remove the battery cover lock striker.

Hint:

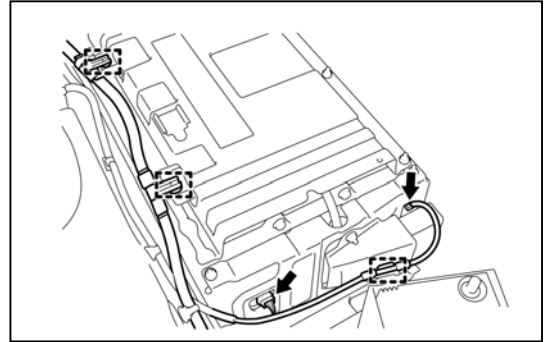
Insert the projecting part of the service plug grip and turn the button of the battery cover lock striker counterclockwise to release the lock.

- (2) Remove the 4 nuts and No. 1 hybrid vehicle battery cover panel LH.

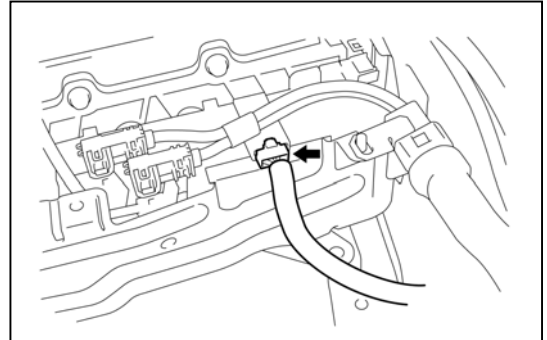


15. REMOVE WIRE HARNESS

- (1) Disconnect the 2 connectors and 3 clamps as shown in the illustration.



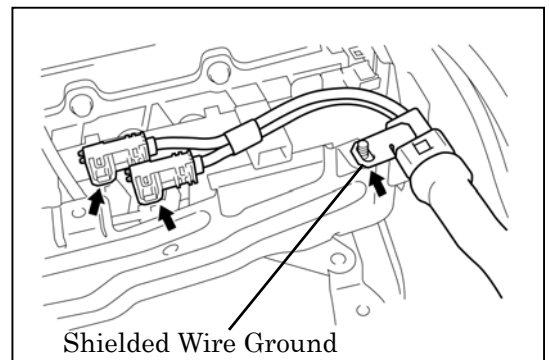
- (2) Disconnect the connector.



16. REMOVE FRAME WIRE

Caution:
Wear insulated gloves.

- (1) Disconnect the 2 connectors.
- (2) Disconnect the shielded wire ground and frame wire.



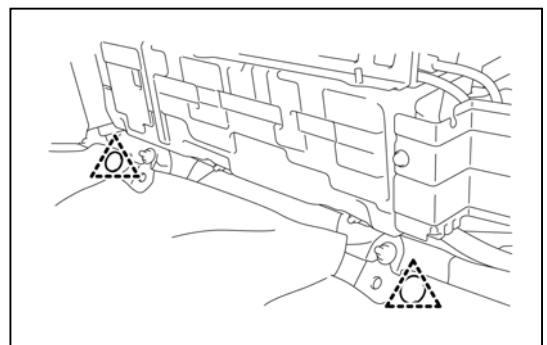
17. REMOVE HV BATTERY

Caution:
Wear insulated gloves.

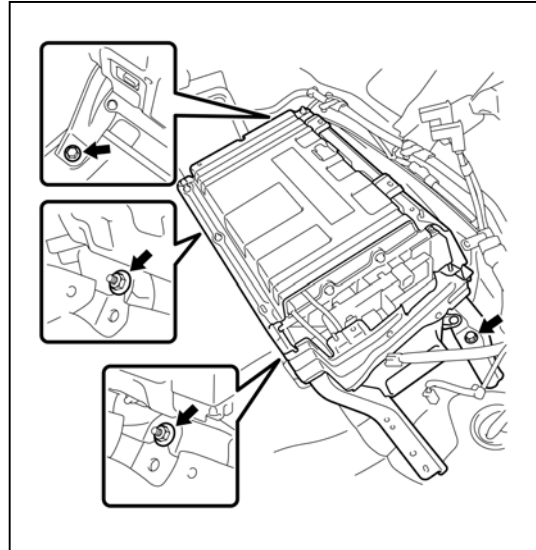
Notice:

When removing/installing/moving the HV battery, make sure not to tilt it more than 80°.

- (1) Remove the 2 clips.



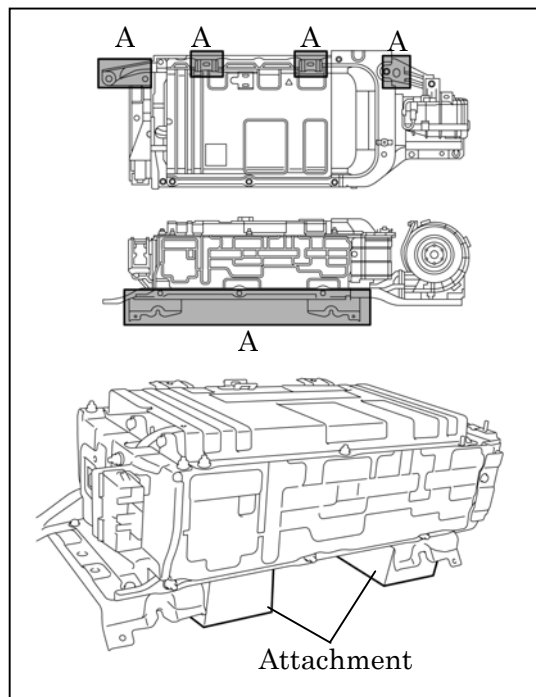
(2) Remove the 2 bolts and 2 nuts.



(3) Remove the HV battery.

Notice:

- When moving the HV battery, be sure to hold area A shown in the illustration.
- Place the HV battery on the attachment.










18. HV BATTERY ASSEMBLY RECYCLING

(1) The HV battery assembly is recyclable. Contact your Toyota distributor (if included on the HV battery caution label) or contact the nearest Toyota dealer (see next page for samples of the HV battery caution label).

Caution:

After removing the HV battery, do not reinstall the service plug grip to the HV battery.

HV Battery Caution Label

 <p>DANGER</p>       <p>Ni-MH</p>	<p>High Voltage Inside / Alkaline Electrolyte</p> <p>Observe the following precautions when you handle this battery unit. If you do not conform to these, it may result in a fire, an electrical shock and death in the worst case. Leakage of alkaline electrolyte may cause blindness or skin problems, if alkaline electrolyte comes into contact with your eyes, skin or clothes. In event of accident, flush with water and get medical help immediately.</p> <p>● Never disassemble, convert, or divert this battery unit or remove its covers. (Please have the battery serviced by your dealer or a Qualified Technician.) ● Do not dump this unit illegally. It may result in pollution, death or serious injury. ● Do not puncture or expose this unit to impact. ● Keep this unit away from a fire. ● Do not water this unit. ● Keep children away from this unit.</p> <p>To Qualified Technicians, Haulers, Dismantlers</p> <p>Be sure to read the Repair Manual when servicing or replacing this unit.</p> <p>Please consult your dealer or your national distributor when hauling or dismantling this unit.</p> <p>HV Battery Recycling Information</p> <p>● Please transport this unit in accordance with all applicable laws.</p> <p>● Consultations about recycling and disposing this battery unit are accepted in your dealer or your national distributor.</p>	<p>Haute tension à l'intérieur / Electrolyte alcalin</p> <p>Respecter les mesures de précaution suivantes lorsque vous manipulez cette batterie. Le non-respect de ces mesures peut provoquer un incendie ou une décharge électrique et entraîner la mort dans les cas les plus graves. Une fuite d'électrolyte alcalin peut entraîner la cécité ou des problèmes dermatologiques et l'électrolyte alcalin entre en contact avec les yeux, la peau ou les vêtements. En cas d'accident, rincer abondamment à l'eau et consulter immédiatement un médecin. ● Ne jamais démonter, convertir ou dévier cette batterie, ou en disposer des couvercles (Veuillez à faire entretenir la batterie par votre concessionnaire ou un technicien qualifié.) ● Ne jamais jeter cette batterie de manière illégale. Cela pourrait polluer l'environnement, provoquer la grave blessure ou entraîner la mort. ● Ne pas percer cette batterie ou l'exposer à des impacts. ● Ne pas arroser cette batterie d'eau. ● Garder loin de toute des enfants.</p> <p>À l'attention des techniciens qualifiés, transporteurs, démonteurs</p> <p>Veuillez à lire le manuel de réparation lors de l'entretien ou du remplacement de cette batterie.</p> <p>Veuillez à consulter votre concessionnaire ou votre distributeur national lorsque vous transportez ou démontez cette batterie.</p> <p>Informations concernant le recyclage des batteries des HV (Véhicules Hybrides):</p> <p>● Veuillez à transporter cette batterie dans le respect des lois applicables.</p> <p>● Vous pouvez consulter votre concessionnaire ou votre distributeur national pour savoir comment remplacer ou éliminer cette batterie.</p>
	<p>D</p>	