



**Maintenance  
Light Reset**

# Toyota Prius Reset Oil Light

**Jin-Ying Zhang**



## **Toyota Prius Reset Oil Light:**

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**Toyota Prius** Bentley Publishers,2008 This Bentley Manual contains the essential information and know how you need to take the mystery out of servicing the Toyota Prius with Hybrid Synergy Driver You ll find everything from full color technical training step by step directions on safely disabling the high voltage system to dozens of real world practical repair and maintenance procedures Features Written for both experienced professionals and do it yourself owners this book removes the mystery and explains the technology behind the Toyota Prius in an easy and understandable style Advanced technological features described High voltage power inverter hybrid motor generators electric air conditioning compressor electric power steering continuously variable transmission regenerative brakes and more Maintenance procedures from changing the oil to replacing the cabin air filter This manual tells you what to do and how and when to do it Cylinder head cover gasket replacement Cooling system and radiator service Detailed instructions for checking filling and bleeding engine and transaxle inverter coolant Fuel injection and ignition system diagnostics Suspension repair procedures including strut replacement Brakes and steering troubleshooting and repair Door window bumper and seat service and repairs Electrical system service with an illustrated component locator section Comprehensive wiring schematics including power distribution and grounds Toyota OBD II diagnostic trouble codes SAE defined OBD II P codes as well as scan tool operation Toyota Emergency Responder Guide

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with different coolant temperatures are projected from test data at 900 rpm They are approximately 15 kW with 105 C coolant and 21 kW with 35 C coolant These continuous ratings are much lower than the 30 kW specified as a technical motor target of the U S Department of Energy FreedomCAR Program All tests were conducted at about 24 C ambient temperature The load angle of each torque adjustment was monitored to prevent a sudden stop of the motor if the peak torque were exceeded as indicated by the load angle in the region greater than 90 electrical degrees For peak power with 400 Nm torque at 1200 rpm the permissible running time depends upon the initial winding temperature condition The projected rate of winding temperature rise is approximately 2.1 C/sec The cooling oil temperature does not change much during short peak power operation For light and medium load situations the efficiency varies from 80% to above 90% and the power factor varies from 70% to above 90% depending on the load and speed When the motor is loaded heavily near the peak torque 400 Nm region the efficiency goes down to the 40-50% range and the power factor is nearly 100% The efficiency is not a major concern at the high torque region The water ethylene glycol heat exchanger attached to the motor is small During continuous operation it dissipates about 76% of the total motor heat loss with 35 C coolant The heat exchanger is less effective when the coolant temperature increases With 75 C coolant the heat exchanger dissipates about 38% of the motor heat When the coolant temperature is 105 C the heat exchanger not only stops cooling the motor but also adds heat to the large motor housing that acts as an air cooled heat sink From start to the base speed 400 Nms of torque can be produced by the Prius motor with a reasonably low stator current However the permissible running time of the motor depends on the load drawn from the motor and the coolant temperature In the Toyota Prius hybrid configuration if the motor gets too hot and cannot keep running the load can be shifted back to the engine The motor acts to improve the system efficiency without being overly designed A detailed thermal model was developed to help predict the temperature levels in key motor components The model was calibrated and compared with the experimentally measured temperatures Very good agreement was obtained between model and experiment This model can now be used to predict the temperature of key motor components at a variety of operating conditions and to evaluate the thermal characteristics of new motor designs It should be pointed out that a fuel cell motor does not have an engine to fall back on to provide the needed wheel power Therefore the design philosophy of a fuel cell motor is very different from that of a hybrid Prius motor Further thermal management studies in the high speed region of the Prius motor fed by its inverter are planned

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