

## **Installation Notes—** Information for You or your Service Provider

### **Receiving Your Battery**

Your battery will arrive from us via Federal Express Ground service. We ship the product in a reusable shipping container that contains a PRE-PAID return shipping label. Be careful not to lose it. Don't allow your service provider to lose it. It is how our container will make it back to us with or without your old battery in it, without incurring extra shipping fees. The shipping container is worth \$150 which will be charged to you if the container does not return to us. We will pay you for your old battery. If you receive the battery and have any concerns about the battery condition please contact us before going forward with the installation.

### **Installing Your Battery**

You may install the battery yourself or have a service provider take care of the task. It is not a difficult installation but it is time consuming. You have to remove many interior parts as well as the back seat to gain access to the area.

### **Service Providers**

Any competent mechanic can replace a Prius hybrid battery using the public domain Toyota service information. Any service provider is free to contact us during the installation if they have questions. While many Toyota dealer technicians may feel they have adequate knowledge and training, we have supervised the installation of hundreds of battery systems and have a depth of experience that can prevent wasted time. For instance, one service provider was dismayed that when pressing the "On" button to start the car that the engine did not start (it's a Prius!). Another was upset that the red triangle would not go out (the hatch was open). Simple but frustrating and time consuming situations that can be instantly remedied with a phone call to our toll free number.

Toyota dealers, of course, are equipped to do the job. But be advised that some Toyota dealers do not like the idea of re-manufactured batteries and may not play nice if asked to perform the replacement. Many Toyota dealers buy batteries from us, install our products and promote the use of re-manufactured battery systems. But a few Toyota dealers have refused to install them and refused to ship them to other service providers when confronted by angry customers who assumed proprietary sentiments would not interfere with normal service procedures. Be sure to inquire with the service manager about installation of re-manufactured battery systems before we ship to them.

### **Hazard**

Installing the battery is not dangerous, the battery pack has an orange plug on the end of it (Service Plug). Once you remove the plug the battery is disabled internally rendering it harmless unless disassembled or damaged. Use the Toyota Prius Disassembly manual procedure to perform the operation, take note of and exercise all safety precautions.

### **Completion**

Once you or your service provider have completed the battery replacement it is a good idea to perform the tests before you button the car back up. This allows you to access

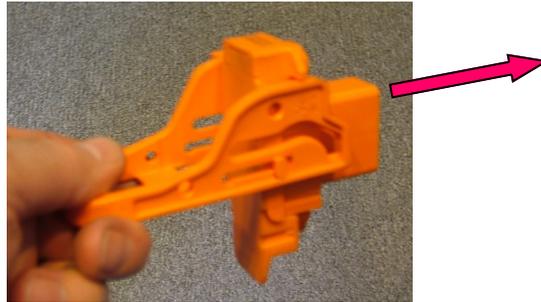
**Installation Notes**— Information for You or your Service Provider the battery if anything is out of sorts without having to redo all of your work.

**Testing**

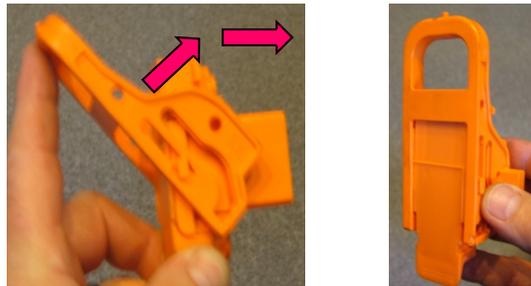
Once the battery is installed you or your service provider can test the system.

1. Start by making sure that all the wires and connectors have been put back in place.
2. Install the service plug using the ABC process.

A  
Insert



B  
Flip Up



C  
Lock Down  
  
DO THIS



3. Close the rear hatch, get in the car and close all doors
4. Put your foot on the Brake.
5. Press the start button— make sure your foot is on the brake.
6. The car should be in the “Ready” state and should turn on normally but the engine may not start. You should be able to put the transmission in “D” and “R”. If you fail to take these steps the car will show errors and will not engage the transmission.

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### State of Charge (SOC)

Your information display when set to show the “Energy Monitor” has a depiction of the SOC of the battery system. When your replacement battery is installed the SOC display may show a low charge level. This is normal. Within 3 drive cycles the computer in the replacement battery pack will “tell” the display computer the correct SOC. Also,



when your battery is failing it will not accept very much energy from charging system. This will cause the SOC to turn green even though the battery has little energy in it. Sometimes people forget that when new the SOC display rarely or never showed green bars on the SOC or displayed it fully charged. A healthy battery will not turn green very often, if at all. It is normal to show about 2/3 to 3/4 full when driving at steady state speeds not using the hybrid system.

*This battery shows a high state of charge (SOC)*

### Voltages

Sometimes customers or service providers like to test the battery voltage. This is not part of the Toyota approved procedure and anyone doing this is putting themselves at risk by exposing the pack voltage. Pack voltage cannot typically determine SOC, batteries in general are tested under load. The working voltages of the G2 pack are in the 200– 230 VDC range and are dangerous. These voltages are only available for testing if the service plug is installed. Once again, we do not recommend this, nor does Toyota.

### Return Shipping

If you elect to sell your old battery core to us it must be placed in the re-usable shipping container as per instructions that are on the box lid. Make sure to place the PRE-PAID return shipping label on the top of the box over the old shipping label. When the box is secure, call us and we will schedule a truck to stop by and return the container to us.

### Core Fees

When the returning container is received, the battery will be checked in and accounting is notified. The core fees for our customers are cut weekly so that you don't have to wait long.