2017-2022 Toyota Prius Prime - 12V Battery

2017-2022 Toyota Prius Prime | Easy | 30-90 minutes | $180 DIY

TOOLS

10 mm wrench or socket, ratchet, and short extension Battery terminal brush and electrical-safe cleaner Memory saver only if the vehicle procedure permits it Gloves, eye protection, and a small flashlight

PARTS

Replacement 12-volt battery for 2017-2022 Toyota Prius Prime; verify group size, CCA, terminal layout, and VIN fitment 00544-H4052-470 $180.00 Anti-corrosion terminal protectant or felt washers (optional) $8.00

STEPS

1. **Confirm you are replacing the 12V auxiliary battery - The 2017-2022 Toyota Prius Prime** has two batteries: the big high-voltage traction battery and a small 12V auxiliary battery in the trunk on the rear passenger side, behind a trim panel. This guide covers only the 12V auxiliary unit, which...
2. **Respect the high-voltage system and shut down - Park level, set the parking brake, and** switch the car fully off. Never touch the orange high-voltage cables or components - they carry lethal voltage. Wear eye protection and gloves, and keep sparks and flame away from the battery. Have...
3. **Expose the 12V battery in the trunk - Open the hatch and remove the trim panel on the** rear passenger side to expose the 12V battery. Photograph the cable routing and note where the vent tube connects. Keep metal tools away - they could bridge the terminals.
4. **Disconnect the old 12V battery, negative first - Loosen the negative clamp first and tuck** it aside where it can’t touch either terminal. Disconnect the vent tube, remove the hold-down, the positive cable. Lift the old H4/LN1 battery out of its well. Clean corrosion from the cable ends no...
5. **Set the new battery in and reconnect the vent tube - Lower the Group H4/LN1 battery into** the well in the original orientation - AGM is an acceptable upgrade, but match the venting either way. Refit the hold-down snug, reconnect vent tube firmly, then connect positive first and negative sec...
6. **Power up and restore the car’s settings - Switch to READY and confirm the car powers up** normally with no new warning lights. Reset the clock and radio presets. Cycle each power window fully so one-touch relearns. A short drive lets the computers settle after the power loss.
7. **Verify charging and recycle the old battery - In READY mode the DC-DC converter holds the** 12V system at roughly 13.5 to 14.5 volts - check at the under-hood jump point. Run the headlights and blower to confirm steady behavior. Return the old battery for recycling.

TORQUE

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