

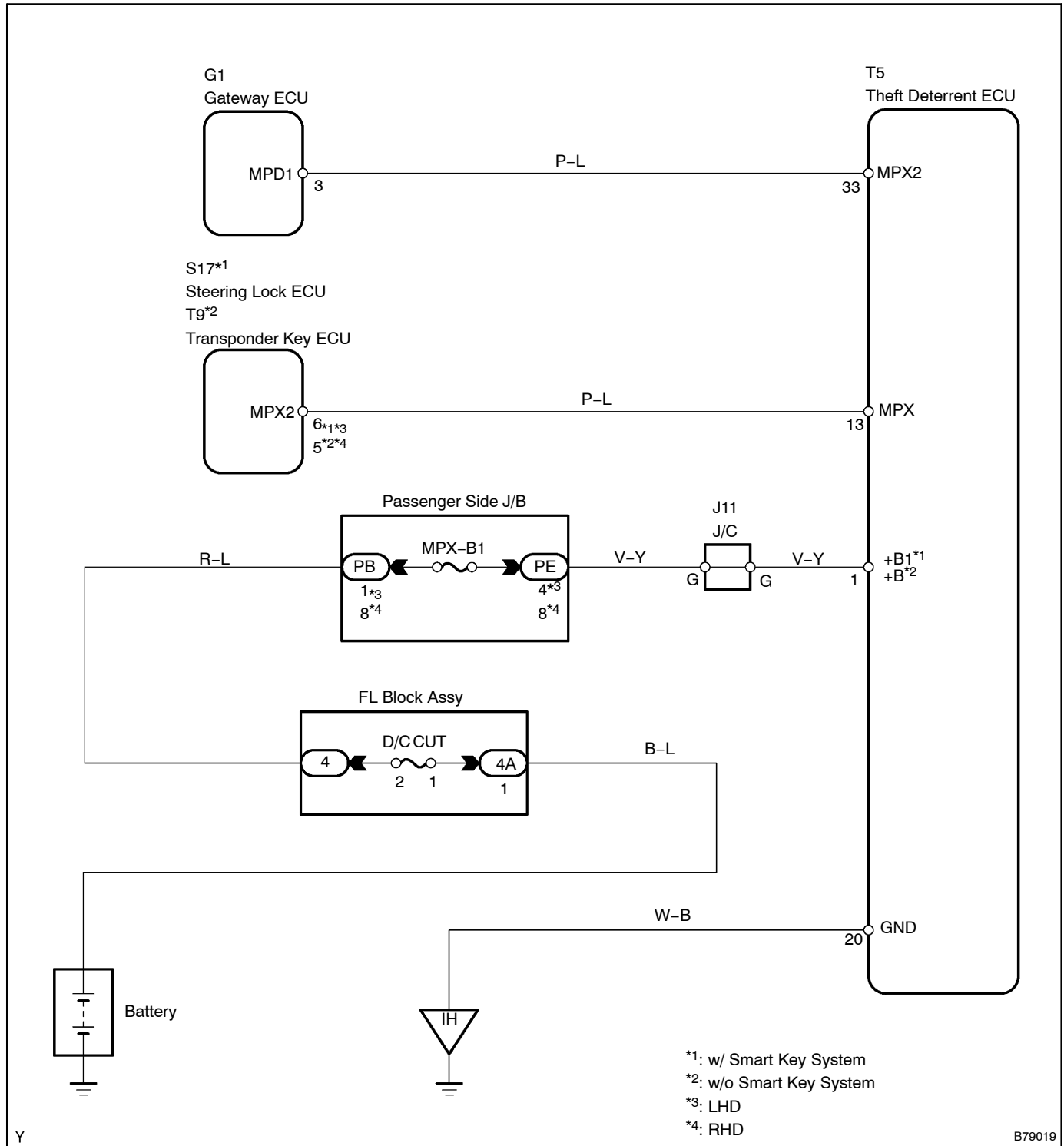
DTC	B1269	THEFT WARNING ECU COMMUNICATION STOP
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CIRCUIT DESCRIPTION

This DTC is detected when communication between the theft warning ECU (theft deterrent ECU) and gateway ECU stops for more than 10 seconds.

DTC No.	DTC Detecting Condition	Trouble Area
B1269	Theft warning ECU communication stops	<ul style="list-style-type: none"><li>• Theft warning ECU</li><li>• Wire harness</li></ul>

## WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT FUSE (MPX-B1, D/C CUT)

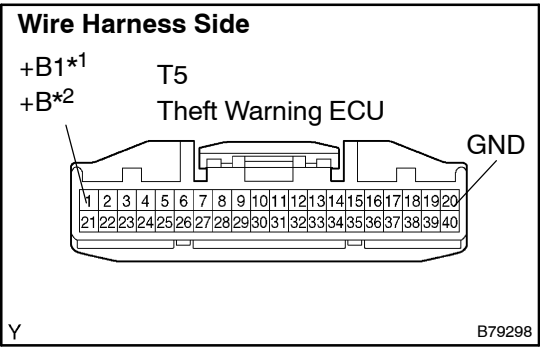
- (a) Remove the MPX-B1 fuse from the passenger side J/B.
- (b) Remove the D/C CUT fuse from the FL block assy.
- (c) Measure the resistance.

Standard: Below 1 Ω

NG REPLACE FUSE

OK

2 CHECK WIRE HARNESS (THEFT WARNING ECU ASSY - BODY GROUND)



- (a) Disconnect the T5 connector.
- (b) Measure the voltage and resistance between the wire harness side connector and body ground.

Standard:

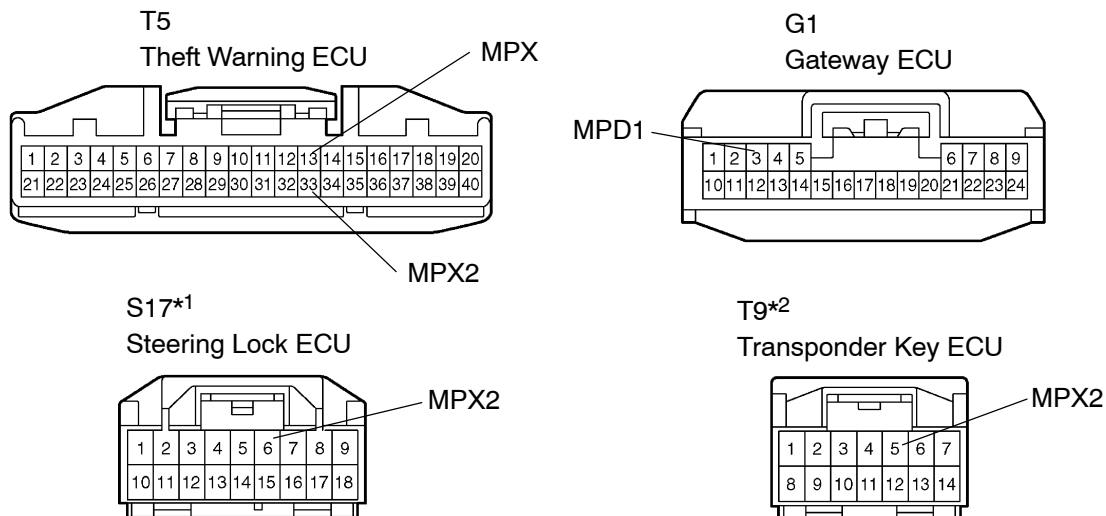
Tester Connection	Specified Condition
T5-1 (+B1*1) - Body ground	10 to 14 V
T5-1 (+B*2) - Body ground	10 to 14 V
T5-20 (GND) - Body ground	Below 1 Ω

\*1: w/ Smart key system

\*2: w/o Smart key system

NG REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

**3 CHECK WIRE HARNESS (THEFT WARNING ECU -BODY GROUND)****Wire Harness Side**

\*1: w/ Smart Key System

\*2: w/o Smart Key System

Y

B79299

- (a) Disconnect the T5, S17\*<sup>1</sup> and T9\*<sup>2</sup> G1 connectors.  
 (b) Measure the voltage and resistance between the wire harness side connectors.

**Standard:**

Tester Connection	Specified Condition
T5-33 (MPX2) - G1-3 (MPD1)	Below 1 Ω
T5-13 (MPX) - S17-6* <sup>1</sup> (MPX2)	Below 1 Ω
T5-13 (MPX) - T9-5* <sup>2</sup> (MPX2)	Below 1 Ω

\*1: w/ Smart key system

\*2: w/o Smart key system

**Result:**

Result	Proceed to
Both are OK	A
One is OK	B
Both are NG	C

**B****REPLACE THEFT WARNING ECU AND  
REPAIR OR REPLACE HARNESS AND  
CONNECTOR****C****REPAIR OR REPLACE HARNESS AND  
CONNECTOR****A****REPLACE THEFT WARNING ECU ASSY**