

DTC	B1266	INSTRUMENT PANEL SYSTEM COMMUNICATION BUS MALFUNCTION (+B SHORT)
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DTC	B1267	INSTRUMENT PANEL SYSTEM COMMUNICATION BUS MALFUNCTION (GND SHORT)
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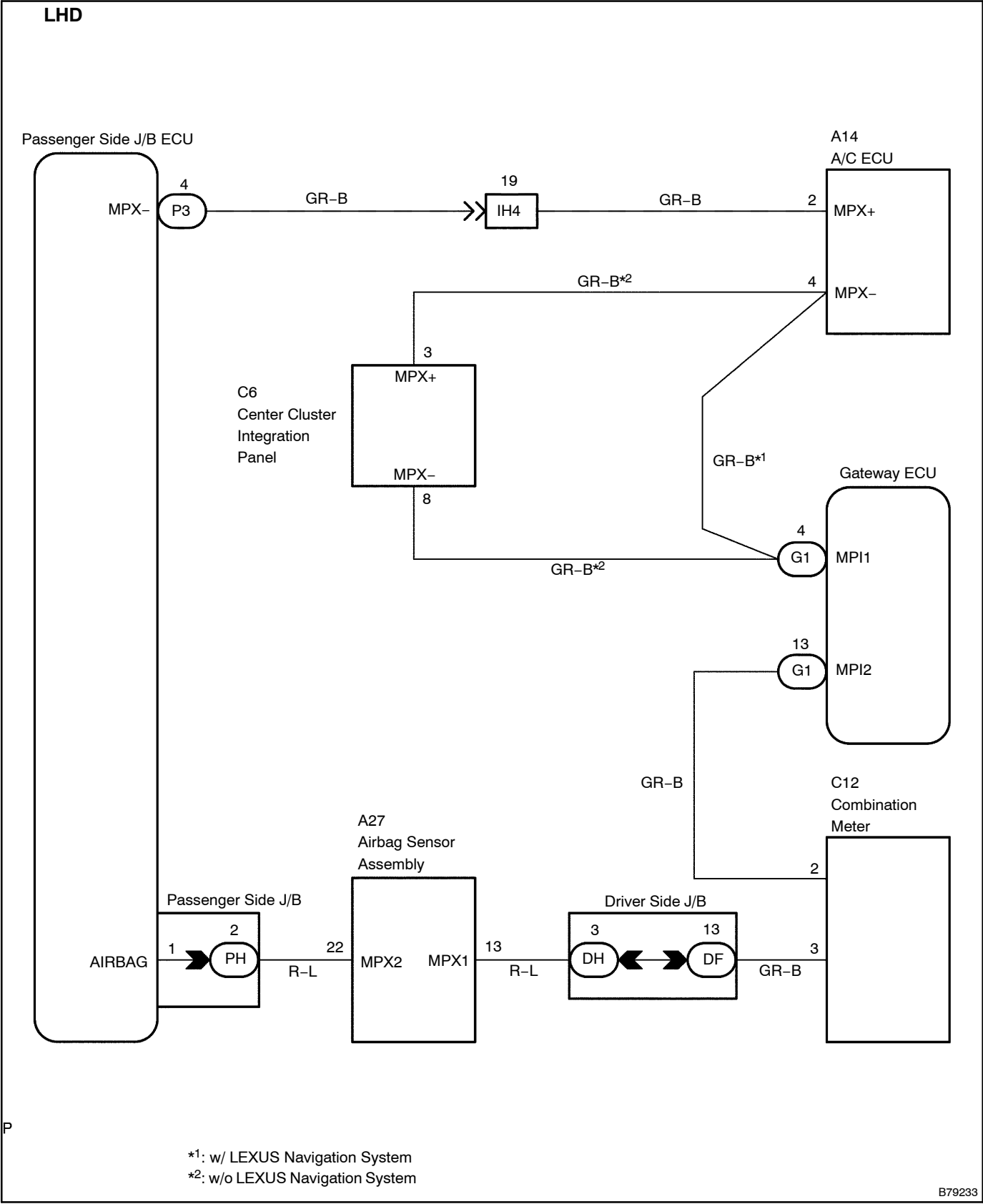
CIRCUIT DESCRIPTION

DTCs B1266 and B1267 are detected when +B and body ground is short-circuited on the instrument panel (I/P) system communication bus. Detecting this condition will disable the instrument panel system communication bus (BEAN) and output some diagnosis codes.

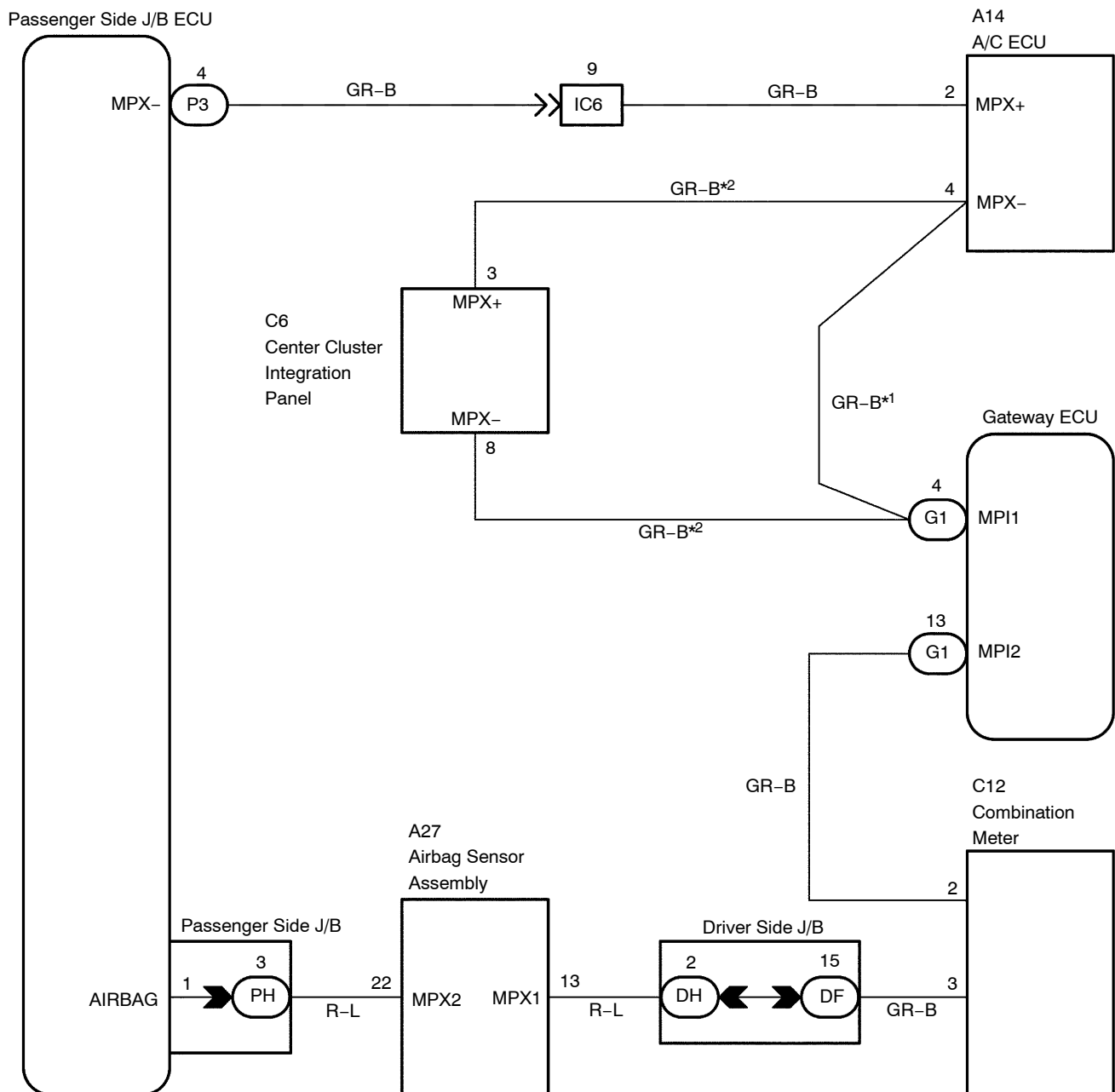
DTC NO.	DTC detection condition	Trouble area
B1266	I/P system communication circuit and +B battery system short	<ul style="list-style-type: none"> • A/C ECU • Center cluster Integration panel* • Passenger side J/B ECU • Airbag ECU • Combination Meter • Wire harness
B1267	I/P system communication circuit and body ground short	<ul style="list-style-type: none"> • A/C ECU • Center cluster Integration panel* • Passenger side J/B ECU • Airbag ECU • Combination Meter • Wire harness

*: w/o LEXUS navigation system

WIRING DIAGRAM



RHD

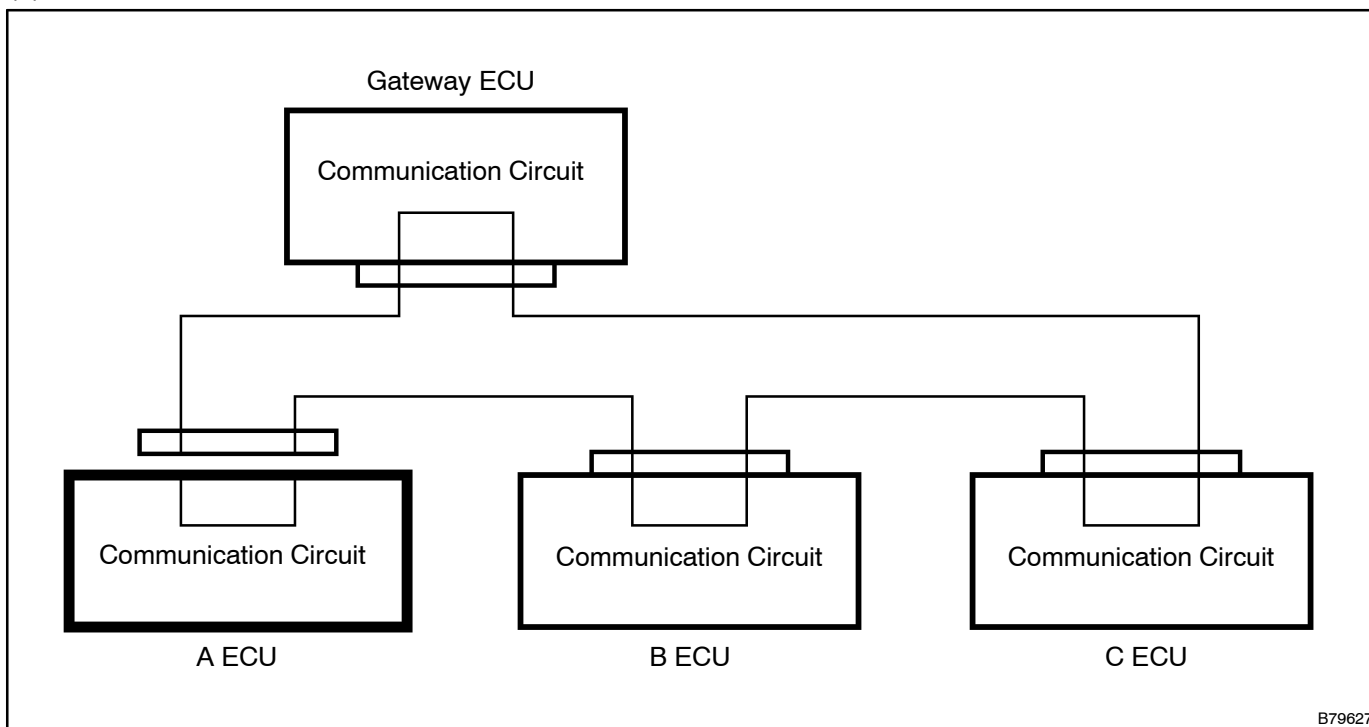


*1: w/ LEXUS Navigation System
 *2: w/o LEXUS Navigation System

INSPECTION PROCEDURE

1 CHECK DIAGNOSTIC TROUBLE CODE (A ECU)

(a) Disconnect the A ECU connector and check for DTCs B1266 and B1267.



OK: DTCs B1266 and B1267 are not output.

NOTICE:

Disconnect the connectors one by one. Reconnect the connector before starting the next check.

HINT:

- The A ECU in the instrument panel system bus represents the combination meter.
- If the result is as specified, the disconnected A ECU (combination meter) is malfunctioning.

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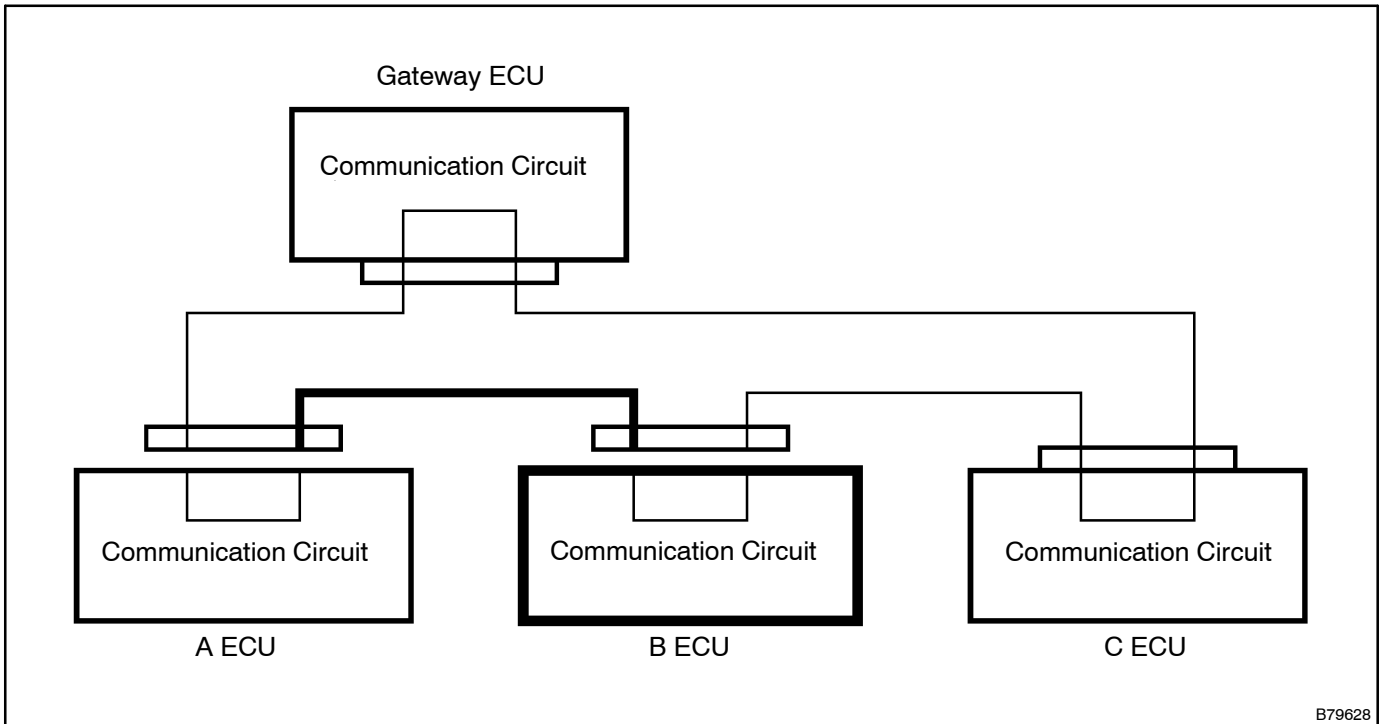
Go to step 2

OK

REPLACE A ECU

2 CHECK DIAGNOSTIC TROUBLE CODE (B ECU)

(a) Disconnect the A ECU and B ECU connectors and check for DTCs B1266 and B1267.



OK: DTCs B1266 and B1267 are not output.

NOTICE:

Disconnect the connectors one by one. Reconnect the connector before starting the next check.

HINT:

- The B ECU in the instrument panel system bus represents one of the following: A/C ECU*¹, center cluster integration panel*², passenger side J/B ECU or airbag ECU.
- If the result is as specified, the disconnected B ECU (one of the ECUs from the above list) or the wire harness between the A ECU and B ECU is malfunctioning.

*¹: w/ LEXUS navigation system

*²: w/o LEXUS navigation system

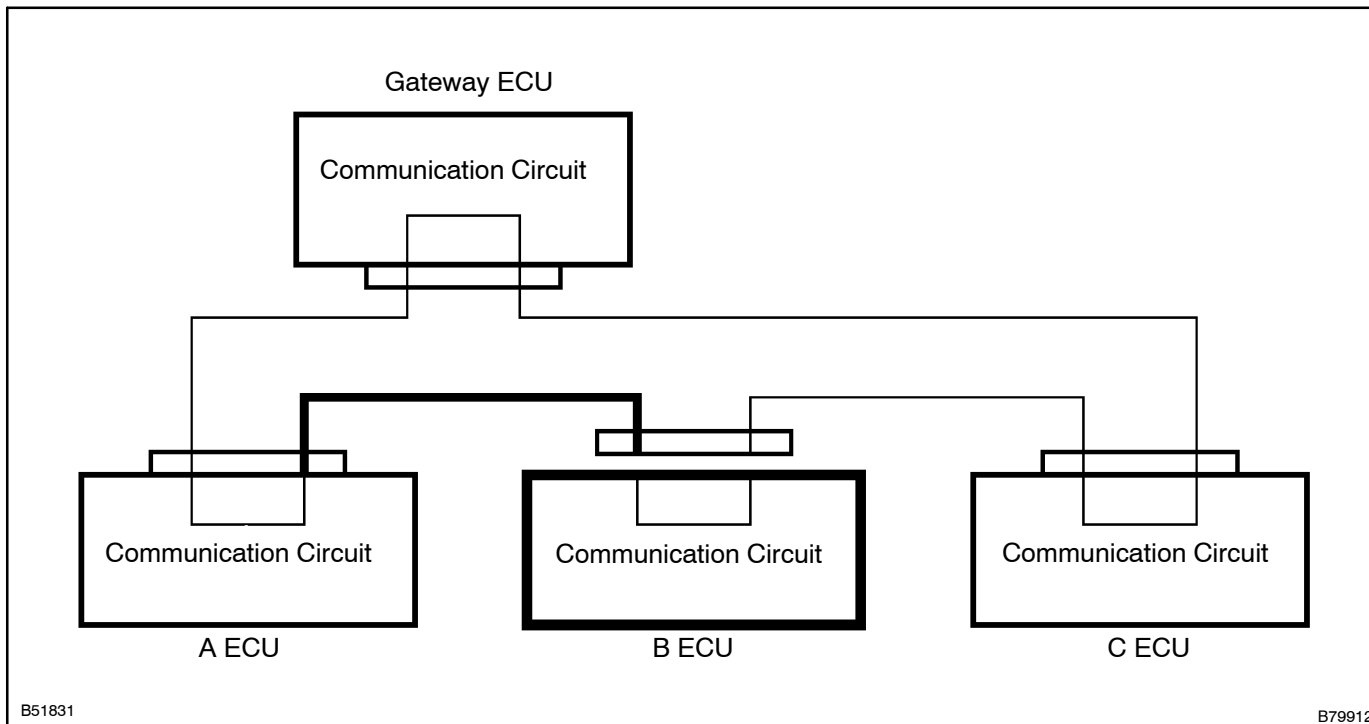
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Go to step 4

OK

3 CHECK WIRE HARNESS BETWEEN A ECU AND B ECU

- (a) Disconnect the B ECU connectors and check for DTCs B1266 and B1267.



OK: DTCs B1266 and B1267 are not output.

NOTICE:

Disconnect the connectors one by one. Reconnect the connector before starting the next check.

HINT:

If the result is as specified, the wire harness between the A ECU and B ECU is functioning normally but the disconnected B ECU is malfunctioning.

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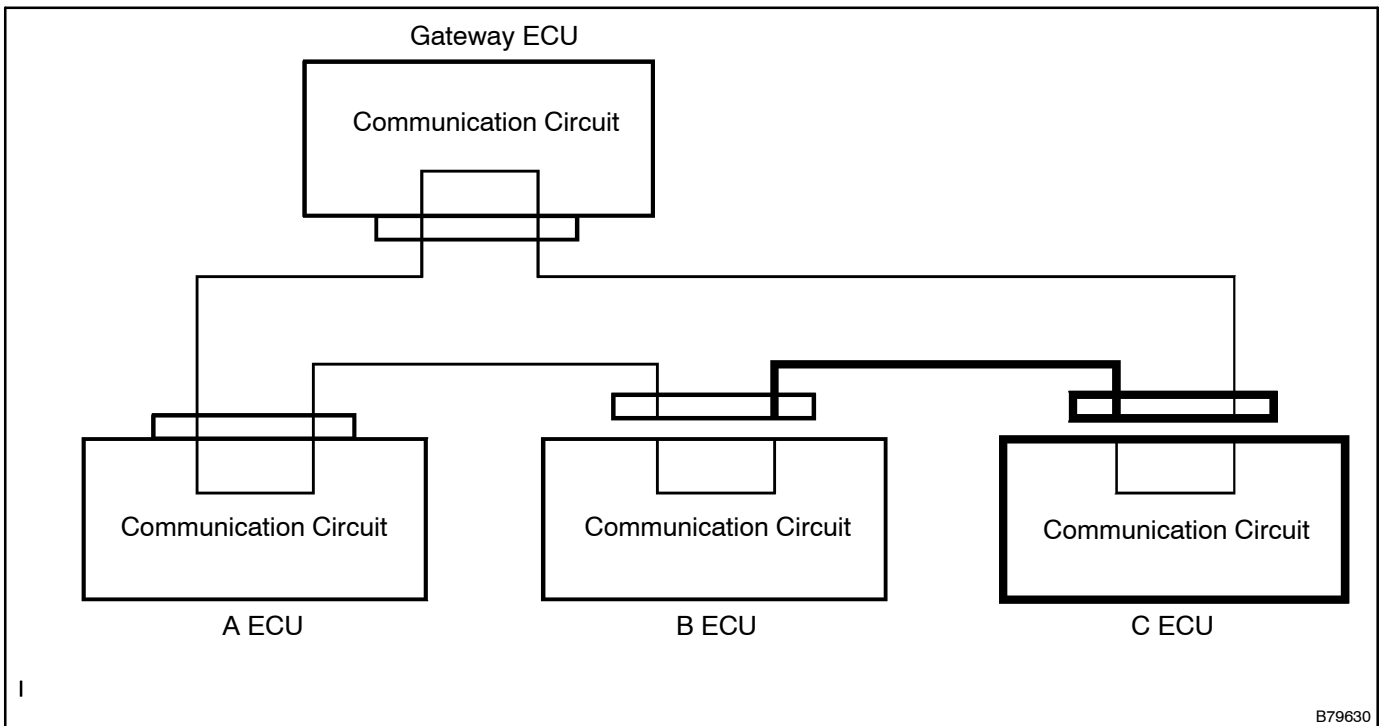
REPAIR OR REPLACE BETWEEN WIRE HARNESS OF A ECU AND B ECU

OK

REPLACE B ECU

4 CHECK DIAGNOSTIC TROUBLE CODE (C ECU)

(a) Disconnect the B ECU and C ECU connectors and check for DTCs B1266 and B1267.



OK: DTCs B1266 and B1267 are not output.

NOTICE:

Disconnect the connectors one by one. Reconnect the connector before starting the next check.

HINT:

- The C ECU in the instrument panel system bus represents the A/C ECU*¹ or center cluster integration panel*².
- If the result is as specified, the disconnected C ECU (one of ECUs from the above list) or the wire harness between the B ECU and C ECU is malfunctioning.

*¹: w/ LEXUS navigation system

*²: w/o LEXUS navigation system

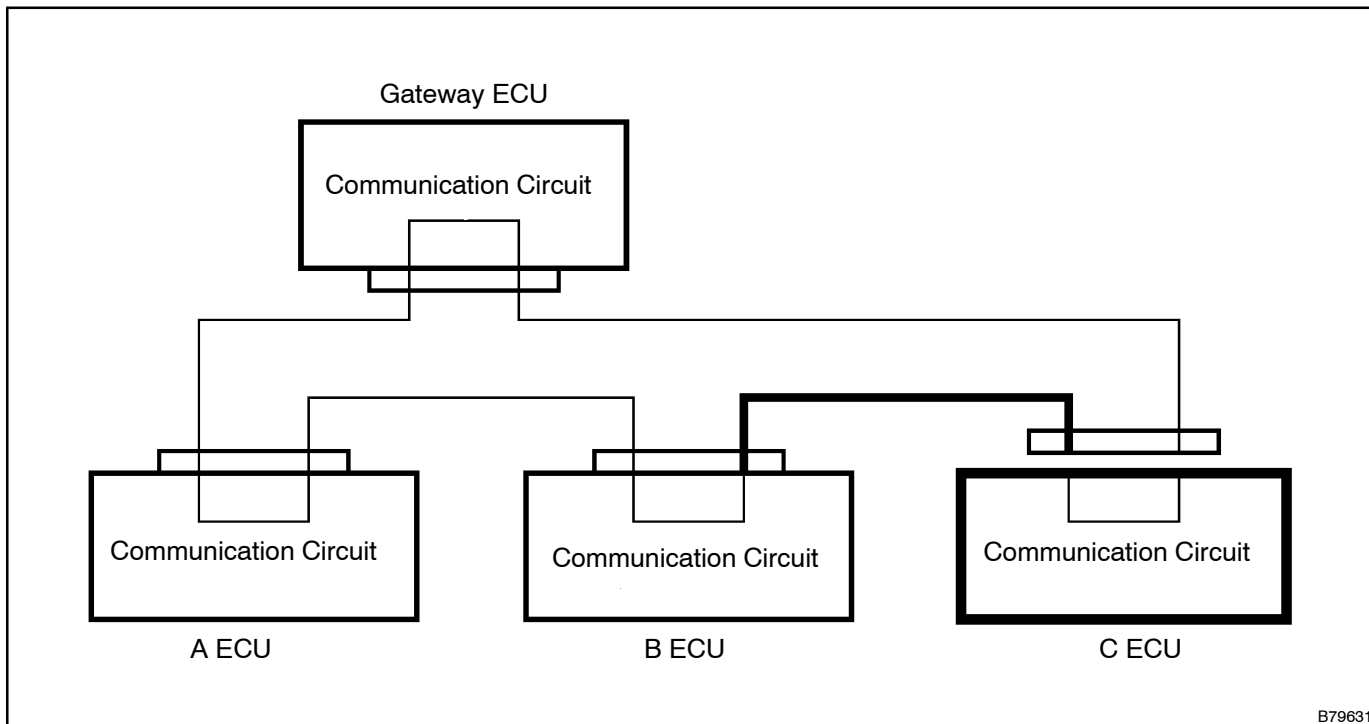
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Go to step 6

OK

5 CHECK WIRE HARNESS BETWEEN B ECU AND C ECU

- (a) Disconnect the C ECU connector and check for DTCs B1266 and B1267.



OK: DTCs B1266 and B1267 are not output.

NOTICE:

Disconnect the connectors one by one. Reconnect the connector before starting the next check.

HINT:

If the result is as specified, the wire harness between the B ECU and C ECU is functioning normally but the disconnected C ECU malfunctioning.

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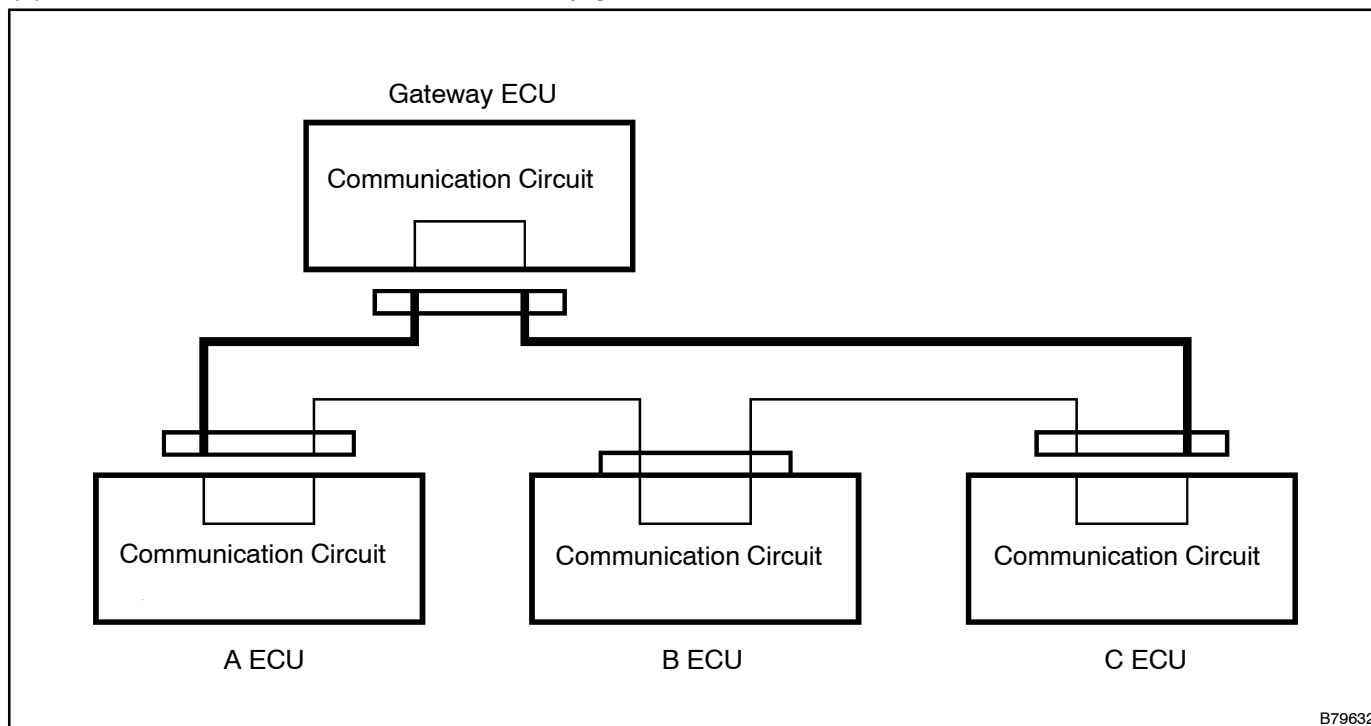
REPAIR OR REPLACE BETWEEN WIRE HARNESS OF B ECU AND C ECU

OK

REPLACE C ECU

6 CHECK WIRE HARNESS BETWEEN GATEWAY ECU AND A ECU OR C ECU

(a) Check for a short-circuit in +B or body ground.



- (1) Disconnect the A ECU, C ECU and gateway ECU connectors.
- (2) Measure the voltage and resistance of the wire harness side connectors.

Standard:

Tester Connection	Specified Condition
A ECU connector / gateway ECU connector – body ground	0 V
C ECU connector / gateway ECU connector – body ground	0 V
A ECU connector / gateway ECU connector – body ground	10 kΩ or higher
C ECU connector / gateway ECU connector – body ground	10 kΩ or higher

HINT:

- The A ECU in the instrument panel system bus represents the combination meter.
- The C ECU in the instrument panel system bus represents the A/C ECU*¹ or center cluster integration panel*².

*¹: w/ LEXUS navigation system

*²: w/o LEXUS navigation system

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REPAIR OR REPLACE BETWEEN WIRE HARNESS OF GATEWAY ECU AND A ECU OR C ECU

OK

REPLACE NETWORK GATEWAY ECU