

DTC	B1294	IMMOBILIZER ECU COMMUNICATION STOP
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CIRCUIT DESCRIPTION

This DTC is detected when communication between the immobilizer ECU (steering lock ECU*¹ or transponder key ECU*²) and gateway ECU stops more than 10 seconds.

DTC No.	DTC Detection Condition	Trouble Area
B1294	Immobilizer ECU communication stops	• Steering lock ECU*¹ • (Transponder key ECU*² • Wire harness

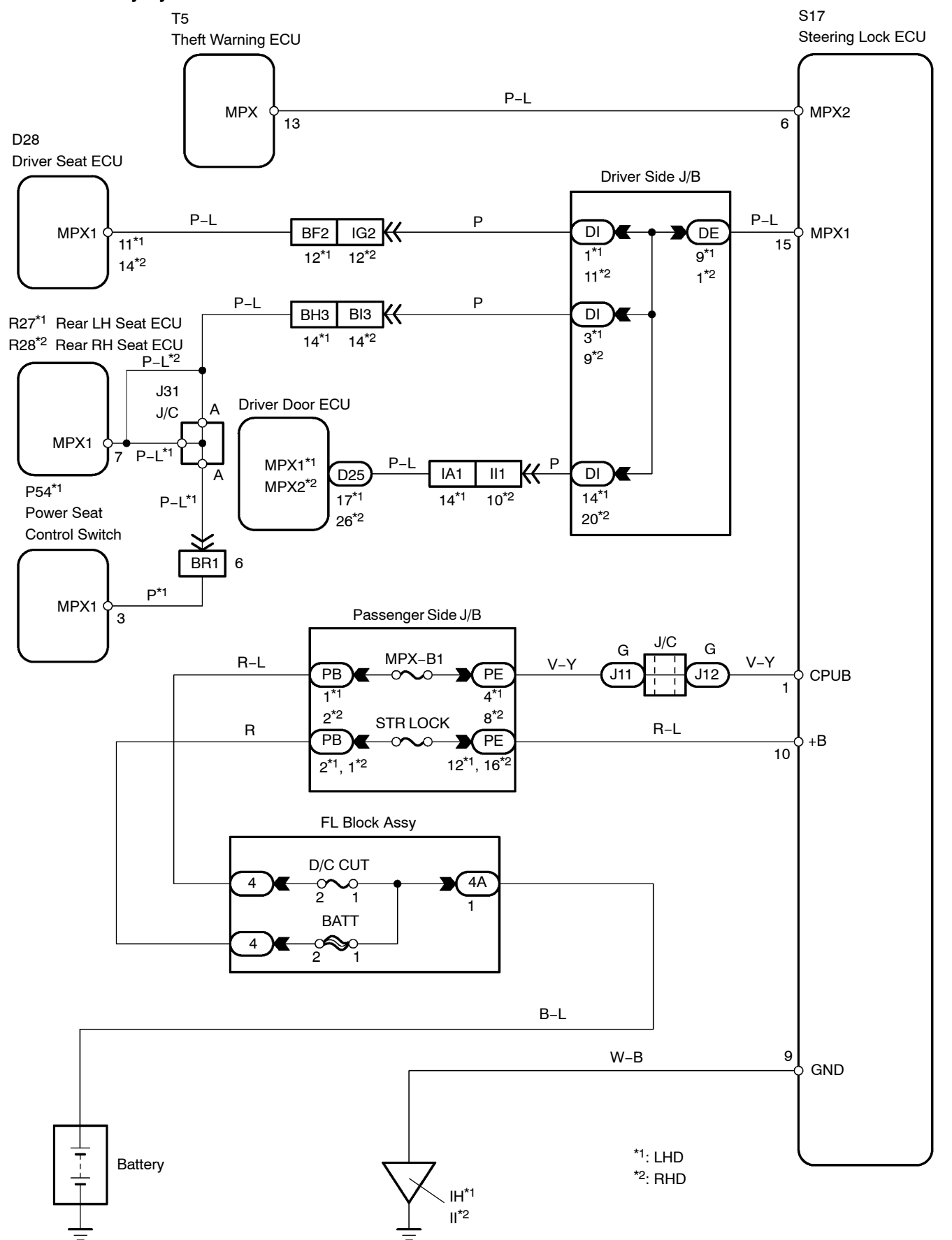
*¹: w/ Smart key system

*²: w/o Smart key system

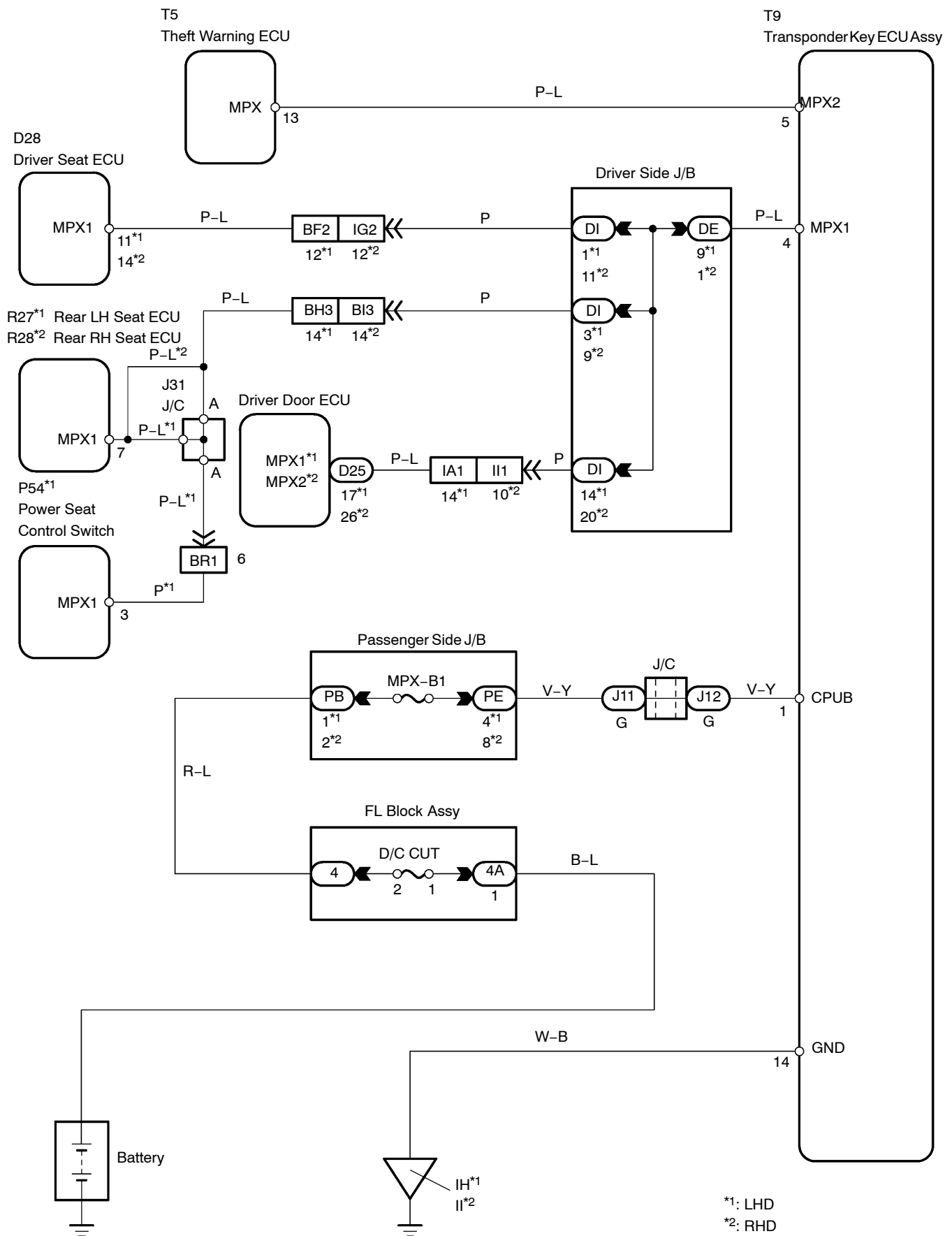
WIRING DIAGRAM

The wiring diagram is shown on the next page.

w/ Smart Key System



w/o Smart Key System



INSPECTION PROCEDURE

w/ Smart Key System

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

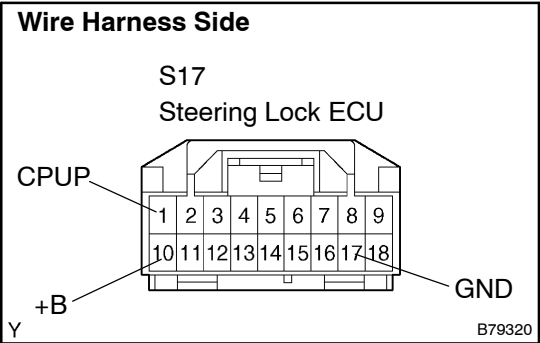
- (a) Remove the MPX-B1 and STR LOCK fuses from the passenger side J/B.
- (b) Remove the D/C CUT fuses from the FL Block assy.
- (c) Measure the resistance.

Standard: Below 1 Ω

NG REPLACE FUSE

OK

2 CHECK WIRE HARNESS (STEERING LOCK ECU - BODY GROUND)



- (a) Disconnect the S17 ECU connector.
- (b) Measure the voltage and resistance between the wire harness side connector and body ground.

Standard:

Tester Connection	Specified Condition
S17-1 (CPUB) - Body ground	10 to 14 V
S17-10 (+B) - Body ground	10 to 14 V
S17-9 (GND) - Body ground	Below 1 Ω

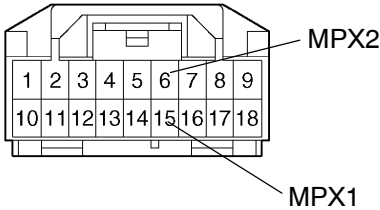
NG REPAIR OR REPLACE HARNESS AND CONNECTOR

OK

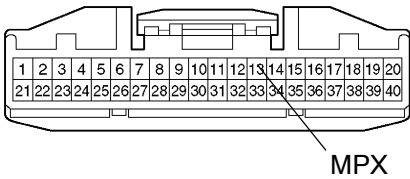
3 CHECK RESISTANCE OF COMMUNICATION LINE

Wire Harness Side

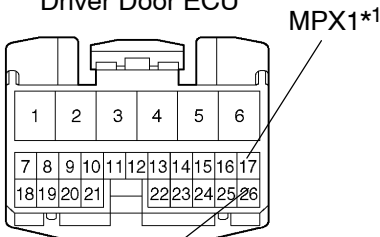
S17
Steering Lock ECU



T5
Theft Warning ECU



D25
Driver Door ECU



B79321
B79294

*1: LHD
*2: RHD

B80216

- (a) Disconnect the S17 ECU connector.
- (b) Disconnect the T5 ECU connector.
- (c) Disconnect the D25 ECU connector.
- (d) Measure the resistance between the wire harness side connectors.

Standard:
LHD models

Tester Connection	Specified Condition
S17-15 (MPX1) – D25-17 (MPX1)	Below 1 Ω
S17-6 (MPX2) – T5-13 (MPX)	Below 1 Ω

RHD models

Tester Connection	Specified Condition
S17-15 (MPX1) – D25-26 (MPX1)	Below 1 Ω
S17-6 (MPX2) – T5-13 (MPX)	Below 1 Ω

Result:

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

B

REPLACE STEERING LOCK ECU AND
REPAIR OR REPLACE HARNESS AND
CONNECTOR

C

REPAIR OR REPLACE HARNESS AND
CONNECTOR

A

REPLACE STEERING LOCK ECU

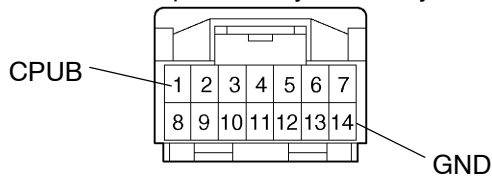
w/o Smart Key System**1 INSPECT FUSE (MPX-B1)**

- (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 (TRANSPONDER KEY ECU - BODY GROUND)****Wire Harness Side**

T9

Transponder Key ECU Assy



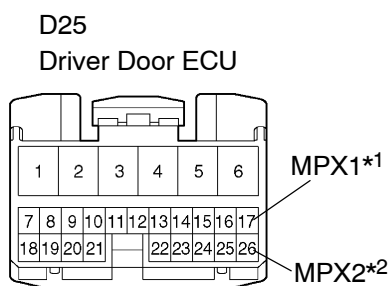
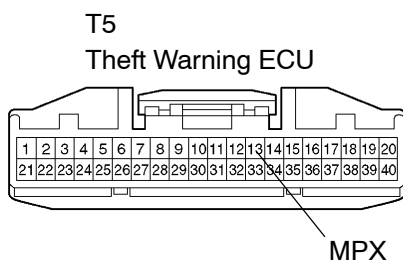
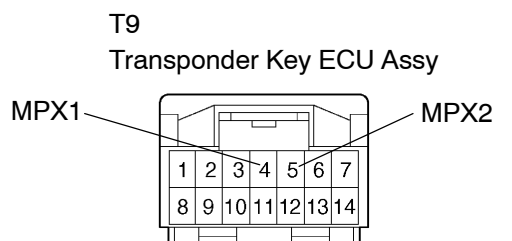
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- (a) Disconnect the T9 ECU connector.
- (b) Measure the voltage and resistance between the wire harness side connector and body ground.

Standard:

Tester Connection	Specified Condition
T9-1 (CPUB) - Body ground	10 to 14 V
T9-14 (GND) - Body ground	Below 1 Ω

NG**REPAIR OR REPLACE HARNESS AND CONNECTOR****OK**

3 CHECK RESISTANCE OF COMMUNICATION LINE**Wire Harness Side**

*1: LHD
Y *2: RHD

B79322

- Disconnect the T9 ECU connector.
- Disconnect the T5 ECU connector.
- Disconnect the D25 ECU connector.
- Measure the resistance between the wire harness side connectors.

Standard:**LHD models**

Tester Connection	Specified Condition
T9-4 (MPX1) - D25-17 (MPX1)	Below 1 Ω
T9-5 (MPX2) - T5-13 (MPX)	Below 1 Ω

RHD models

Tester Connection	Specified Condition
T9-4 (MPX1) - D25-26 (MPX2)	Below 1 Ω
T9-5 (MPX2) - T5-13 (MPX)	Below 1 Ω

Result:

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

B

**REPLACE TRANSPONDER KEY ECU ASSY
AND REPAIR OR REPLACE HARNESS AND
CONNECTOR**

C

**REPAIR OR REPLACE HARNESS AND
CONNECTOR**

A

REPLACE TRANSPONDER KEY ECU ASSY