

CHRYSLER · POWERTRAIN

P1260

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1260 · Chrysler

Last Test Failed SCC Or Theft Detected Vehicle Immobilized

P1260 on a Chrysler vehicle means the Sentry Key Immobilizer System (SKIS) or the Security Control Center (SCC) has detected a theft attempt or a failed self-test, and the powertrain control module (PCM) has immobilized the vehicle by disabling fuel and/or spark. The PCM stores this code when the last immobilizer test did not pass, which usually means the key, the receiver, or the communication between modules is not being authenticated correctly.

SYSTEM

Powertrain

CODE TYPE

Chrysler specific

SEVERITY

High

FIX DIFFICULTY

Professional

AREA

Fuel and air
metering (injector
circuits)

Symptoms you may notice

- The engine cranks but will not start, or starts and stalls immediately after a few seconds.
- The red security light (a car with a key symbol) stays on or flashes rapidly while the key is in the ignition.
- The engine may start and run normally on some attempts but fail on others, especially with a different key.
- A no-start condition that appears after trying to use an unprogrammed or aftermarket key.
- Often no symptoms besides the warning light if the fault is intermittent and the vehicle still starts.
- The scan tool may show the code as current or stored, and other modules may log communication or key-not-programmed faults.

Common causes, most likely first

- 1 A key that is not programmed to the vehicle, or a damaged transponder chip inside the key.
- 2 A faulty Sentry Key Immobilizer Module (SKIM) or the receiver ring around the ignition lock cylinder.
- 3 Wiring damage or poor connections between the SKIM, the PCM, and the ignition switch.
- 4 A failed or intermittent ignition switch that does not power the immobilizer circuit correctly.
- 5 A PCM that has lost its immobilizer configuration or has an internal fault in the theft-deterrent logic.
- 6 A weak or failing vehicle battery that causes low voltage during cranking and disrupts the immobilizer handshake.
- 7 Aftermarket remote start or alarm systems that interfere with the factory immobilizer signal.



How to diagnose and fix it

- 1 Check for other stored codes in all modules, especially communication codes and key-related codes, before replacing any parts.
- 2 Verify battery voltage and condition, and load-test the battery if it is more than three years old.
- 3 Try a second known-good programmed key; if the vehicle starts with it, the original key is the problem.
- 4 Inspect the wiring and connectors at the SKIM, the PCM, and the ignition switch for corrosion, chafing, or loose pins.
- 5 Use a scan tool to read the SKIM and PCM live data for key validation and immobilizer status, and perform a key relearn only with a programmed key.
- 6 Check for aftermarket alarm or remote start wiring and disconnect it temporarily to see if the code returns.
- 7 If the SKIM or PCM is suspected, follow the manufacturer's diagnostic flow for module replacement and programming, which requires a capable scan tool.

Why a new key often is not the fix

- A very common cause of P1260 is a customer-installed aftermarket remote start or alarm that taps into the immobilizer wiring and corrupts the signal, so always check for non-factory wiring before condemning the SKIM.
- The code can set from a single failed immobilizer test during a low-voltage crank, so a battery that is marginal but still starts the car can leave this code stored without any real theft attempt.
- P1260 does not always mean the vehicle is permanently disabled; on many Chrysler models the PCM allows a start attempt and then stalls the engine, so a vehicle that cranks and dies after two seconds is behaving exactly as designed.
- Replacing the SKIM or PCM without programming the keys and modules to each other will leave the vehicle immobilized, so module replacement must be followed by a key relearn and a PCM configuration step.
- A damaged transponder ring around the ignition cylinder can be intermittent when the key is wiggled, so test for the code while moving the key and the steering column to catch a failing receiver.

Can I keep driving with P1260?

Do not drive the vehicle if it will not stay running, because the immobilizer can stall the engine without warning and leave you in traffic. If the vehicle starts and runs normally but the light is on, drive only to a repair shop and avoid shutting it off in an unsafe location until the fault is repaired.

Tools that help

- OBD-II scan tool with Chrysler-specific software for SKIM and PCM access
- Digital multimeter for voltage and continuity checks
- Battery load tester
- Trim removal tools for accessing the SKIM and ignition switch
- Factory service information for the immobilizer diagnostic flow



Reading P1260

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Chrysler): its meaning depends on the make.
- 2** Fuel and air metering (injector circuits).
- 60** The exact fault within that area.

Often seen with

P1261 Cylinder 1 High To Low Side Short · **P0513** Incorrect Immobilizer Key · **P0633** Immobilizer Key Not Programmed - ECM/PCM · **U0100** Lost Communication With ECM/PCM A · **U0140** Lost Communication With Instrument Panel Cluster

See it working

Watch the animated explainer [How an Elevator Works: Traction Lift in X-Ray](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/chrysler-p1260/>

