DI9LD–01

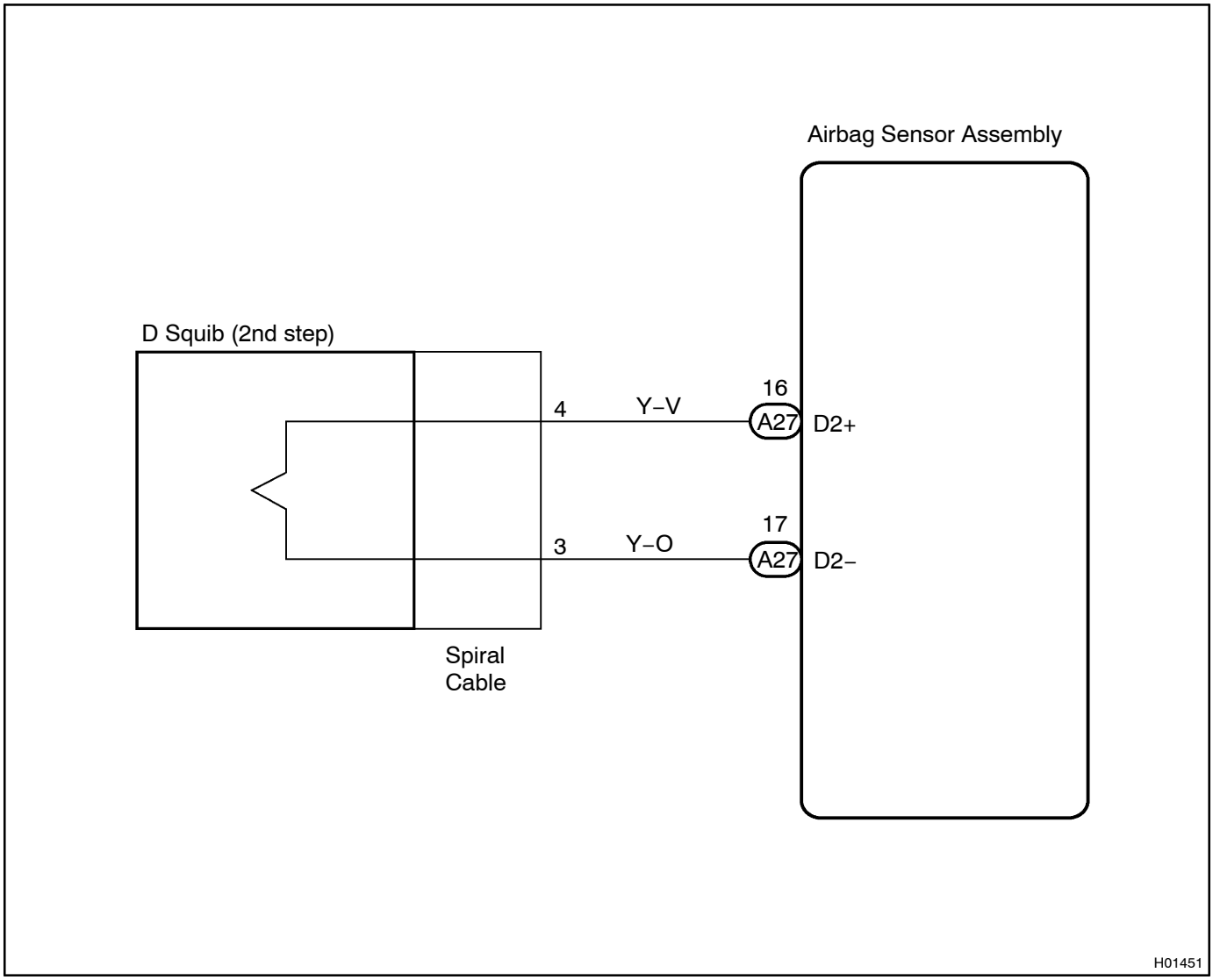
DTC	B1180/17	Short in D Squib (2nd step) Circuit

CIRCUIT DESCRIPTION

The D squib (2nd step) circuit consists of the airbag sensor assembly, spiral cable and steering wheel pad. It causes the airbag to deploy when the airbag deployment conditions are satisfied.
For details of the function of each component, see OPERATION on page RS–3.
DTC B1180/17 is recorded when a short is detected in the D squib (2nd step) circuit.

DTC No.	DTC Detecting Condition	Trouble Area
B1180/17	• Short circuit between D2+ wire harness and D2– wire harness of squib • D squib (2nd step) malfunction • Spiral cable malfunction • Airbag sensor assembly malfunction	• Steering wheel pad (D squib (2nd step)) • Spiral cable • Airbag sensor assembly • Wire harness

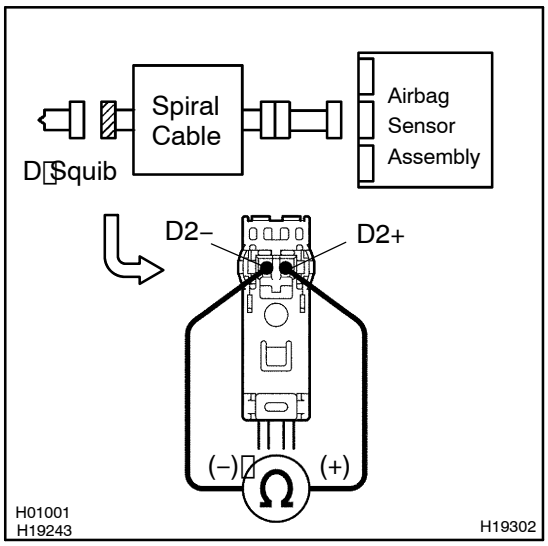
WIRING DIAGRAM



INSPECTION PROCEDURE

1	Prepare for inspection (See step 1 on page DI–82).

2	Check D squib (2nd step) circuit.



PREPARATION:

Release the airbag activation prevention mechanism of the connector (on the airbag sensor assembly side) between the airbag sensor assembly and the spiral cable (See page DI–1).

CHECK:

For the black connector (on the spiral cable side) between the spiral cable and the steering wheel pad, measure the resistance between D2+ and D2–.

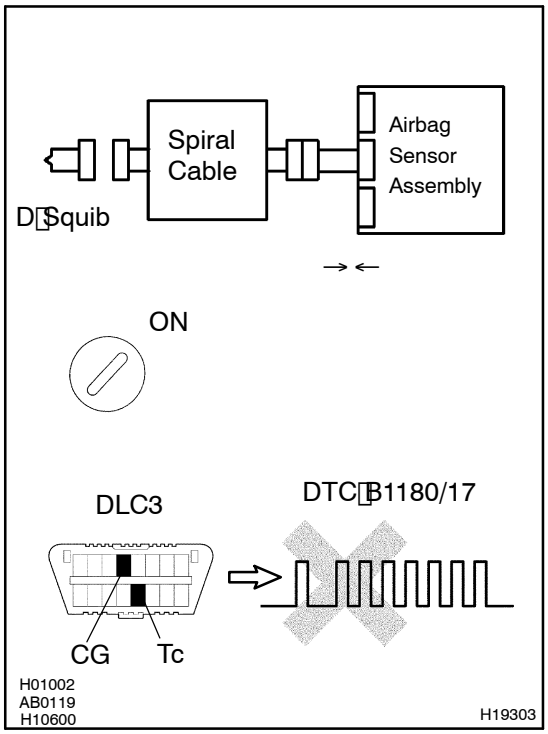
OK:

Resistance: 1 MΩ or Higher

NG	Go to step 5.

OK

3	Check airbag sensor assembly.



PREPARATION:

(a) Connect the connector to the airbag sensor assembly.

(b) Connect negative (–) terminal cable to the battery, and wait at least for 2 seconds.

CHECK:

(a) Turn the ignition switch to ON and wait at least for 20 seconds.

(b) Clear the DTC stored in memory (See page DI–1).

(c) Turn the ignition switch to LOCK, and wait at least for 20 seconds.

(d) Turn the ignition switch to ON, and wait at least for 20 seconds.

(e) Check the DTC (See page DI–1).

OK:

DTC B1180/17 is not output.

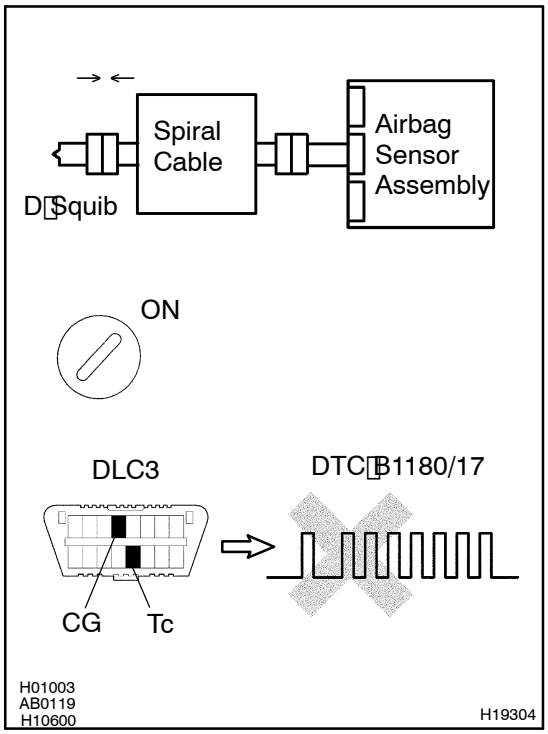
HINT:

Codes other than code B1180/17 may be output at this time, but they are not relevant to this check.

NG	Replace airbag sensor assembly.

OK

4	Check D squib (2nd step).



PREPARATION:

(a) Turn the ignition switch to LOCK.
(b) Disconnect negative (–) terminal cable from the battery, and wait at least for 90 seconds.
(c) Connect the steering wheel pad connector.
(d) Connect negative (–) terminal cable to the battery, and wait at least for 2 seconds.

CHECK:

(a) Turn the ignition switch to LOCK, and wait at least for 20 seconds.
(b) Turn the ignition switch to ON, and wait at least for 20 seconds.
(c) Clear the DTC stored in memory (See page DI–1).
(d) Turn the ignition switch to LOCK, and wait at least for 20 seconds.
(e) Turn the ignition switch to ON, and wait at least for 20 seconds.
(f) Check the DTC (See page DI–1).

OK:

DTC B1180/17 is not output.

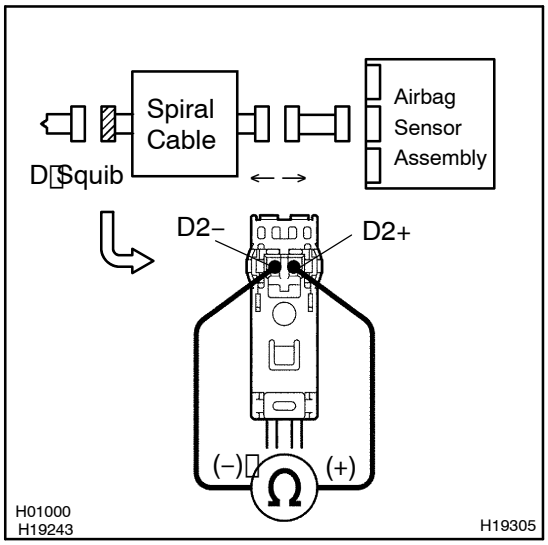
HINT:
Codes other than code B1180/17 may be output at this time, but they are not relevant to this check.

NG	Replace steering wheel pad.

OK

From the results of the above inspection, the malfunctioning part can now be considered normal. To make sure of this, use the simulation method to check.

5	Check spiral cable.



PREPARATION:

(a) Disconnect the connector between the airbag sensor assembly and the spiral cable.

(b) Release the airbag activation prevention mechanism of the spiral cable connector (on the airbag sensor assembly side) (See page DI–1).

CHECK:

For the black connector (on the spiral cable side) between the spiral cable and the steering wheel pad, measure the resistance between D2+ and D2–.

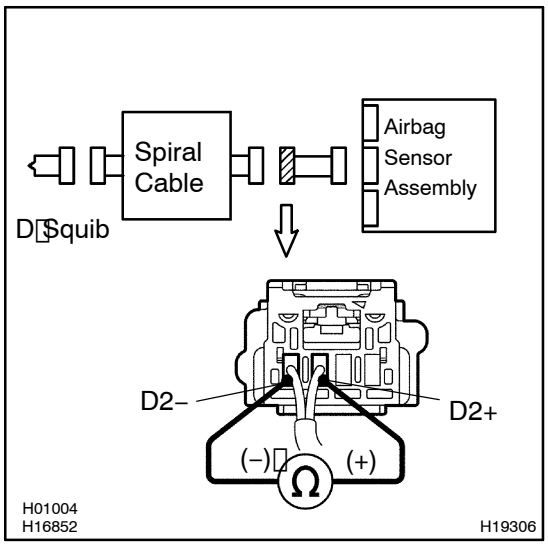
OK:

Resistance: 1 MΩ or Higher

NG	Relace spiral cable.

OK

6	Check harness between airbag sensor assembly and spiral cable.



PREPARATION:

Release the airbag activation prevention mechanism of the connector (on the airbag sensor assembly side) between the airbag sensor assembly and the spiral cable (See page DI–1).

CHECK:

For the connector (on the spiral cable side) between the airbag sensor assembly and the spiral cable, measure the resistance between D2+ and D2–.

OK:

Resistance: 1 MΩ or Higher

NG	Repair or replace harness or connector between airbag sensor assembly and spiral cable.

OK

From the results of the above inspection, the malfunctioning part can now be considered normal. To make sure of this, use the simulation method to check.