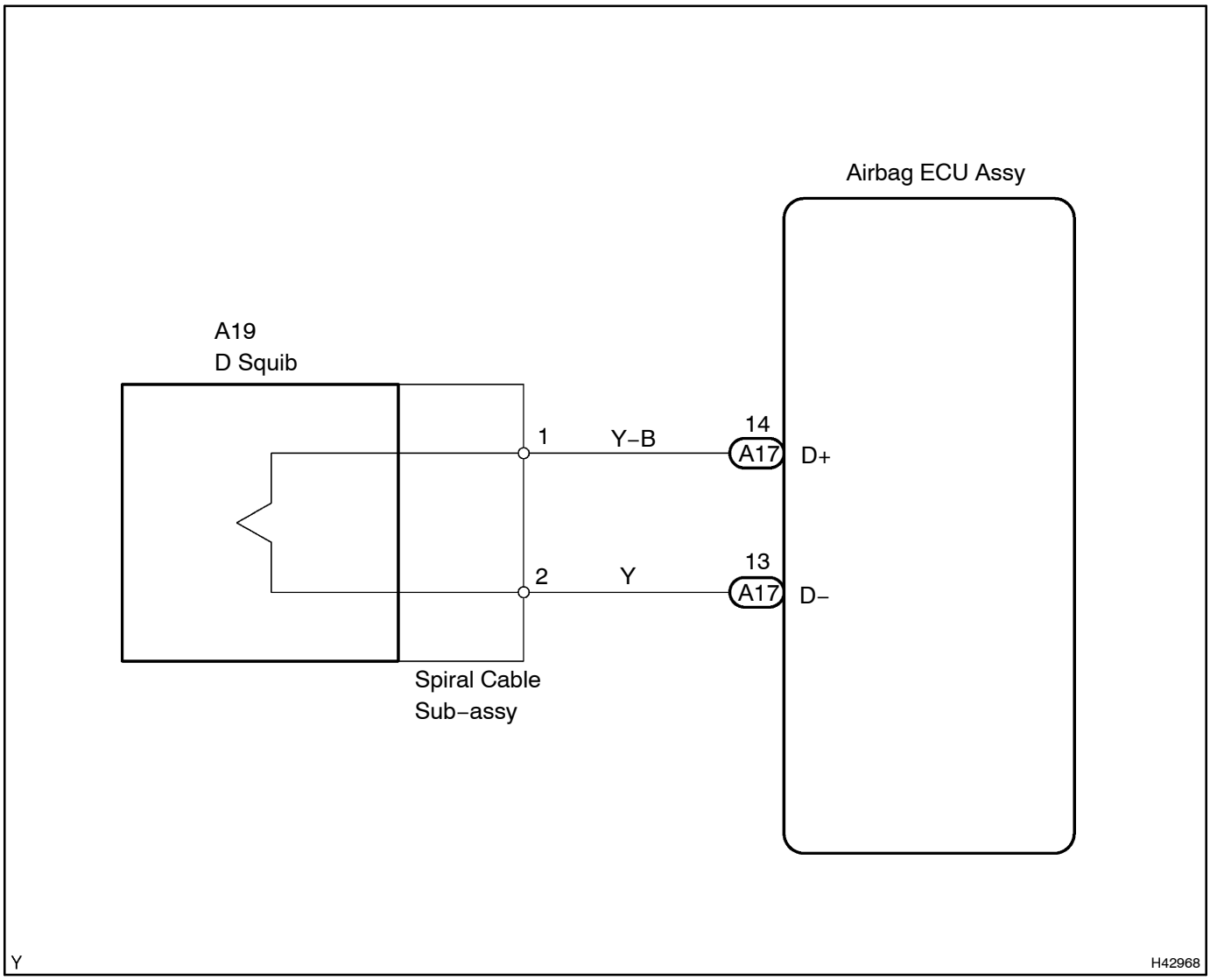
DTC B0100/13 SHORT IN D SQUIB CIRCUIT

CIRCUIT DESCRIPTION

The D squib circuit consists of the airbag ECU assy, spiral cable sub–assy and horn button assy.
The airbag will deploy if the airbag deployment conditions are satisfied.
DTC B0100/13 is recorded when a short is detected in the D squib circuit.

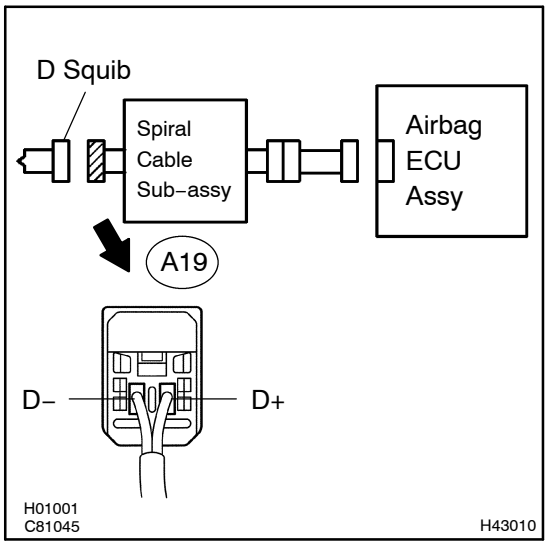
DTC No.	DTC Detection Condition	Trouble Area
B0100/13	• Short circuit between D+ wire harness and D– wire harness of squib • D squib malfunction • Spiral cable sub–assy malfunction • Airbag ECU assy malfunction	• Horn button assy (D squib) • Spiral cable sub–assy • Airbag ECU assy • Wire harness

WIRING DIAGRAM



INSPECTION PROCEDURE

1 CHECK D SQUIB CIRCUIT (AIRBAG ECU ASSY ⇔ HORN BUTTON ASSY)



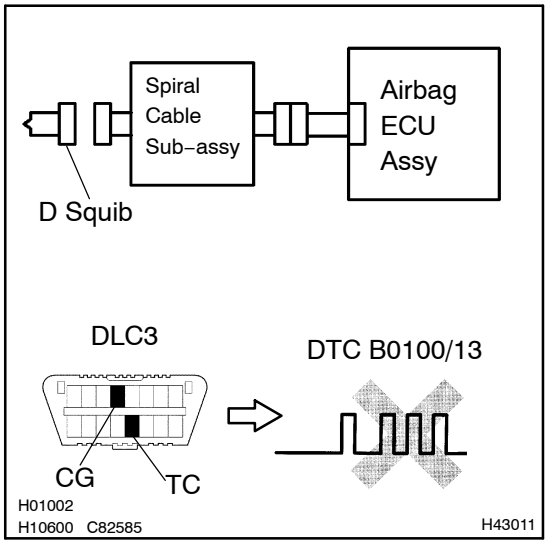
(a) Disconnect the negative (–) terminal cable from the battery and wait at least for 90 seconds.
(b) Disconnect the connectors between the airbag ECU assy and the horn button assy.
(c) Release the airbag activation prevention mechanism of the connector (on the airbag ECU assy side) between the airbag ECU assy and the spiral cable sub–assy (See page 05–312).
(d) For the connector (on the spiral cable sub–assy side) between the spiral cable sub–assy and the horn button assy, measure the resistance between terminals D+ and D– of the A19 connector.
OK:
Resistance: 1 MΩ or higher

NG → **Go to step 4**

OK

2 CHECK AIR BAG ECU ASSY

SST 09843–18040



(a) Connect the connector to the airbag ECU assy.
(b) Connect the negative (–) terminal cable to the battery and wait at least for 2 seconds.
(c) Turn the ignition switch to ON and wait at least for 20 seconds.
(d) Clear the DTC stored in the memory (See page 05–312).
(e) Turn the ignition switch to LOCK and wait at least for 20 seconds.
(f) Turn the ignition switch to ON and wait at least for 60 seconds.
(g) Check for DTC (See page 05–312).
OK:
DTC B0100/13 is not output.

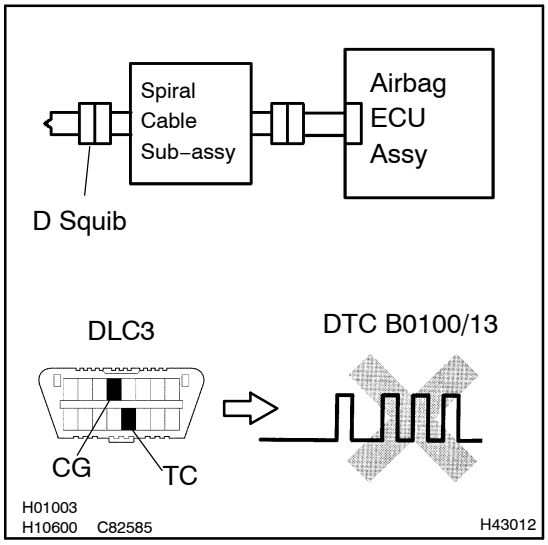
HINT:
Codes other than code B0100/13 may be output at this time, but they are not relevant to this check.

NG → **REPLACE AIR BAG ECU ASSY**

OK

3 CHECK D SQUIB

SST 09843–18040



(a) Turn the ignition switch to LOCK.
(b) Disconnect the negative (–) terminal cable from the battery and wait at least for 90 seconds.
(c) Connect the horn button connector.
(d) Connect the negative (–) terminal cable to the battery and wait at least for 2 seconds.
(e) Turn the ignition switch to LOCK and wait at least for 20 seconds.
(f) Turn the ignition switch to ON and wait at least for 20 seconds.
(g) Clear the DTC stored in the memory (See page 05–312).
(h) Turn the ignition switch to LOCK and wait at least for 20 seconds.
(i) Turn the ignition switch to ON and wait at least for 60 seconds.
(j) Check for DTC (See page 05–312).

OK:

DTC B0100/13 is not output.

HINT:

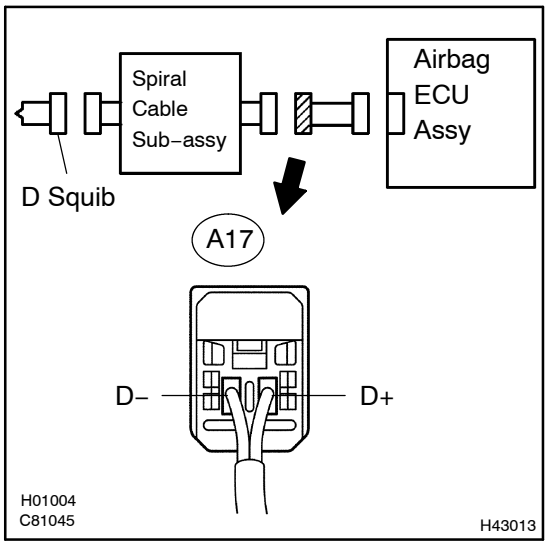
Codes other than code B0100/13 may be output at this time, but they are not relevant to this check.

NG → **REPLACE HORN BUTTON ASSY**

OK

USE SIMULATION METHOD TO CHECK

4 CHECK COWL WIRE (AIRBAG ECU ASSY ⇔ SPIRAL CABLE SUB–ASSY)



(a) Disconnect the connectors of the cowl wire harness.
(b) Release the airbag activation prevention mechanism of the connector (on the airbag ECU assy side) between the airbag ECU assy and the spiral cable sub–assy (See page 05–312).
(c) For the connector (on the spiral cable sub–assy side) between the spiral cable sub–assy and airbag ECU assy, measure the resistance between terminals D+ and D– of the A17 connector.

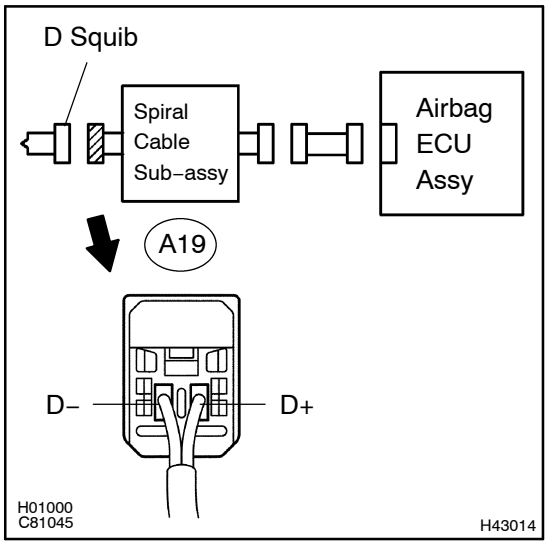
OK:

Resistance: 1 MΩ or higher

NG → **REPAIR OR REPLACE COWL WIRE**

OK

5	CHECK SPIRAL CABLE SUB–ASSY



(a) Release the airbag activation prevention mechanism of the spiral cable connector (on the airbag ECU assy side) (See page 05–312).

(b) For the connector (on the spiral cable sub–assy side) between the spiral cable sub–assy and the horn button assy, measure the resistance between terminals D+ and D– of the A19 connector.

OK:

Resistance: 1 MΩ or higher

NG → **REPLACE SPIRAL CABLE SUB–ASSY**

OK

USE SIMULATION METHOD TO CHECK