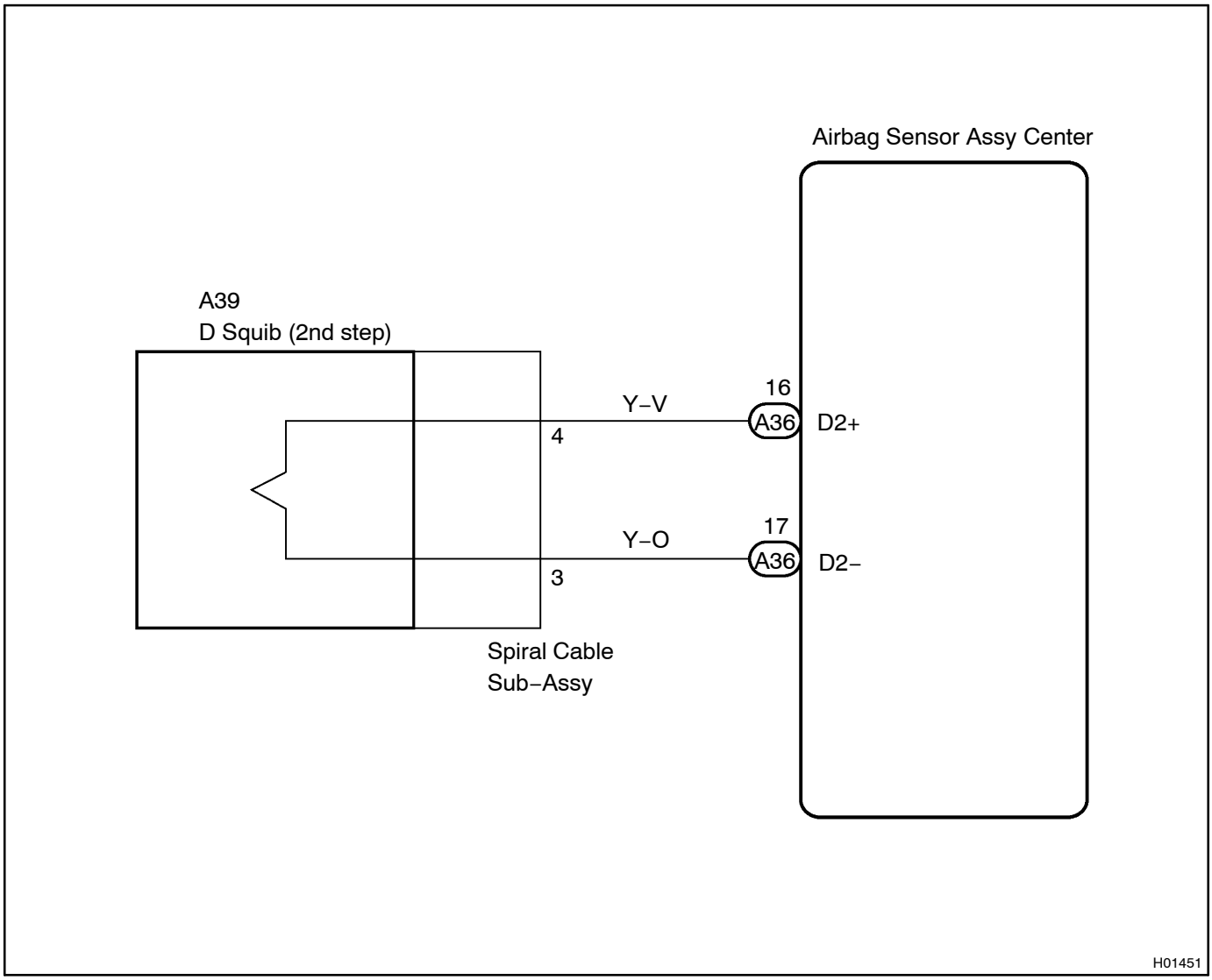
DTC B1180/17 SHORT IN D SQUIB (2ND STEP) CIRCUIT

CIRCUIT DESCRIPTION

The D squib (2nd step) circuit consists of the airbag sensor assy center, the spiral cable sub–assy and the horn button assy.
It causes the SRS to deploy when the SRS deployment conditions are satisfied.
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 in D squib (2nd step) circuit • D squib (2nd step) malfunction • Spiral cable sub–assy malfunction • Airbag sensor assy center malfunction	• Horn button assy (D squib, 2nd step) • Spiral cable sub–assy • Airbag sensor assy center • Instrument panel wire

WIRING DIAGRAM



INSPECTION PROCEDURE

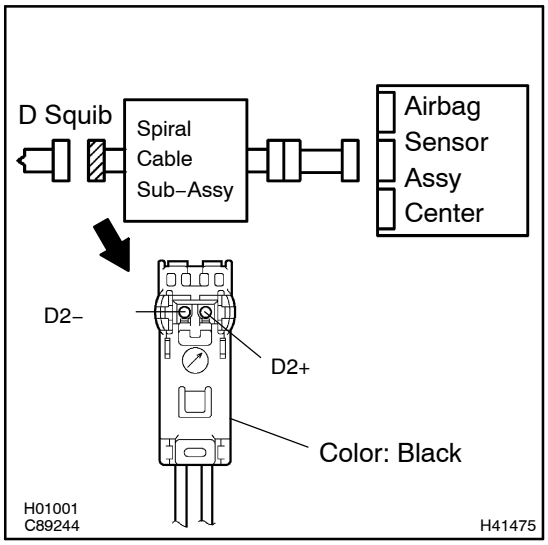
1	CHECK CONNECTOR

(a) Make sure that the connector is not damaged.
OK:
The lock button is not disengaged, or the claw of the lock is not deformed or damaged.

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

OK

2	CHECK D SQUIB CIRCUIT



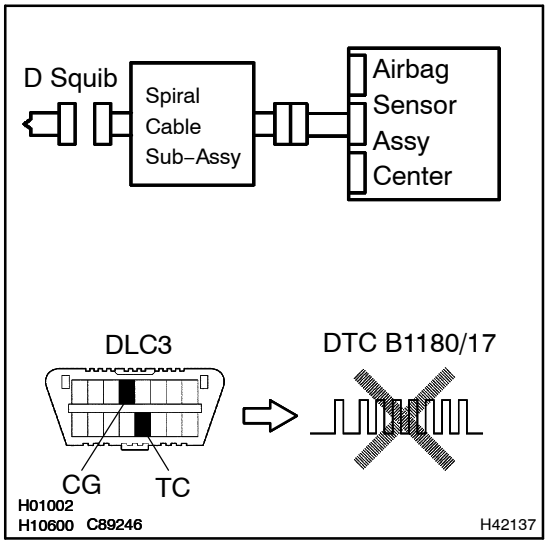
(a) Disconnect the negative (–) terminal cable from the battery, and wait at least for 90 seconds.
(b) Disconnect the connectors between the airbag sensor assy center and the horn button assy.
(c) Release the airbag activation prevention mechanism built in the connector on the airbag sensor assy center side between the horn button assy and the airbag sensor assy center (See page 05–1122).
(d) Measure the resistance between D2+ and D2– of the black connector on the horn button assy side between the airbag sensor assy center and the horn button assy.
OK:
Resistance: 1 MΩ or Higher

NG → **Go to step 5**

OK

3 CHECK AIR BAG SENSOR ASSY CENTER

SST 09843–18040



(a) Connect the connector to the airbag sensor assy center.
(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 10 seconds.
(d) Clear the DTC stored in memory (See page 05–1122).
(e) Turn the ignition switch to LOCK, and wait at least for 10 seconds.
(f) Turn the ignition switch to ON, and wait at least for 10 seconds.
(g) Check the DTC (See page 05–1122).

OK:

DTC B1180/17 is not output.

HINT:

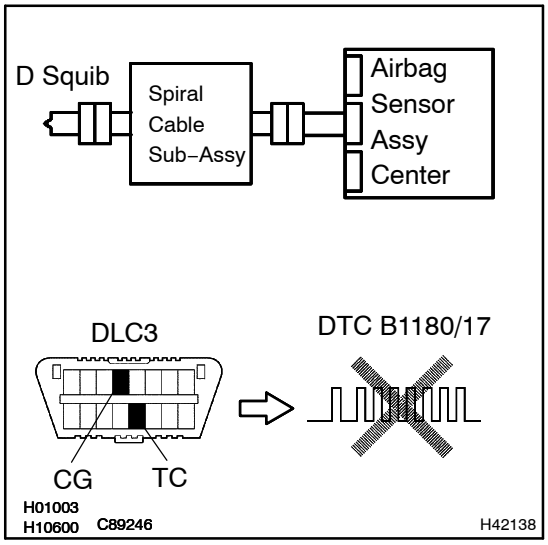
Codes other than code B1180/17 may be output at this time, but they are not relevant to this check.

NG → **REPLACE AIR BAG SENSOR ASSY CENTER**

OK

4 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 assy connectors.
(d) Connect the negative (–) terminal cable to the battery, and wait at least for 2 seconds.
(e) Turn the ignition switch to ON, and wait at least for 10 seconds.
(f) Clear the DTC stored in memory (See page 05–1122).
(g) Turn the ignition switch to LOCK, and wait at least for 10 seconds.
(h) Turn the ignition switch to ON, and wait at least for 10 seconds.
(i) Check the DTC (See page 05–1122).

OK:

DTC B1180/17 is not output.

HINT:

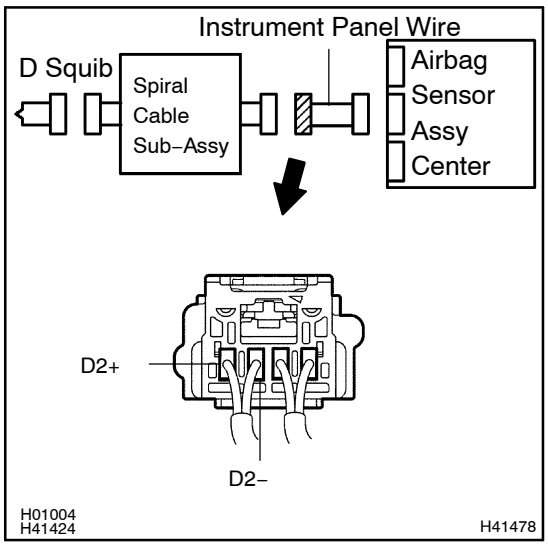
Codes other than code B1180/17 may be output at this time, but they are not relevant to this check.

NG → **REPLACE HORN BUTTON ASSY**

OK

USE SIMULATION METHOD TO CHECK

5 CHECK INSTRUMENT PANEL WIRE



(a) Disconnect the spiral cable sub–assy connector from the instrument panel wire.
(b) Release the airbag activation prevention mechanism built in the connector of the instrument panel wire on the airbag sensor assy center side (See page 05–1122).
(c) Measure the resistance between D2+ and D2– of the instrument panel wire connector on the spiral cable sub–assy side.

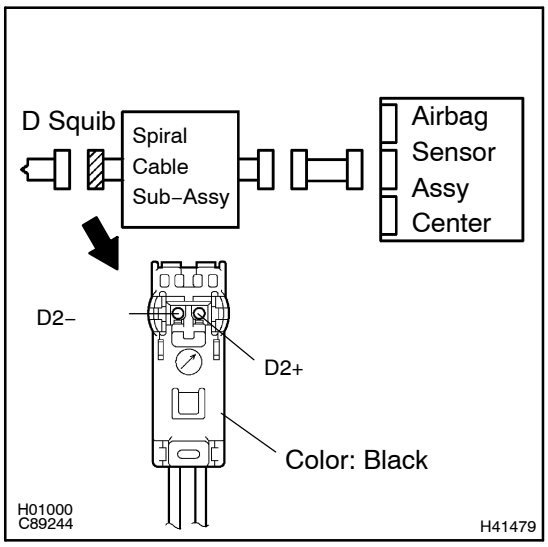
OK:

Resistance: 1 MΩ or Higher

NG → **REPAIR OR REPLACE INSTRUMENT PANEL WIRE**

OK

6 CHECK SPIRAL CABLE SUB–ASSY



(a) Release the airbag activation prevention mechanism built in the connector of the spiral cable sub–assy on the airbag sensor assy center side (See page 05–1122).

(b) Measure the resistance between D2+ and D2– of the black spiral cable sub–assy connector on the horn button assy side.

OK:

Resistance: 1 MΩ or Higher

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

OK

USE SIMULATION METHOD TO CHECK