DIAU0-01

DTC	B1181/18	Open in D Squib (2nd step) Circuit

CIRCUIT DESCRIPTION

The D squib (2nd step) circuit consists of the airbag sensor assembly, the spiral cable and the 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 B1181/18 is recorded when an open is detected in the D squib (2nd step) circuit.

DTC No.	DTC Detecting Condition	Trouble Area
B1181/18	• Open in D squib (2nd step) circuit • D squib (2nd step) malfunction • Spiral cable malfunction • Airbag sensor assembly malfunction	• Steering wheel pad (D squib (2nd step)) • Spiral cable • Airbag sensor assembly • Dash wire • Column wire

HINT:
DTC B1181/18 is indicated only for the vehicle equipped with the side airbag and without the side airbag (dual stage airbag).

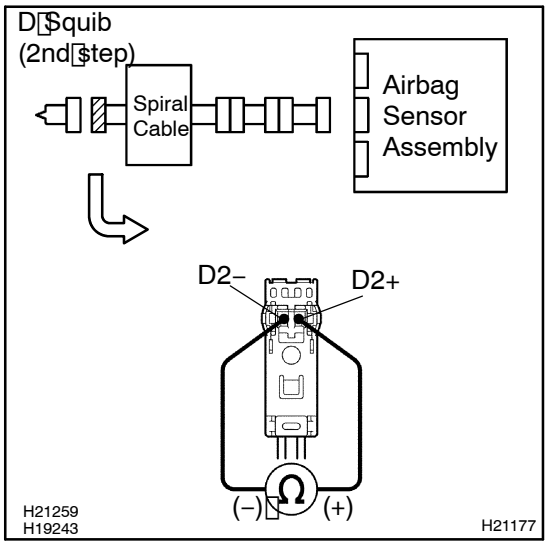
WIRING DIAGRAM

See page DI–719.

INSPECTION PROCEDURE

1	Prepare for inspection (See step 1 on page DI–764).

2	Check D squib (2nd step) circuit.

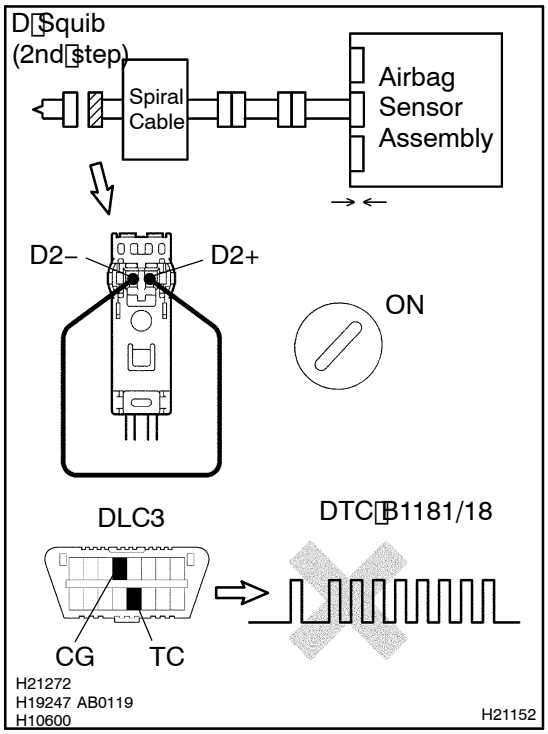


CHECK:
Measure the resistance between D2+ and D2– of the black connector on the steering wheel pad (D squib (2nd step)) side between the airbag sensor assembly and the steering wheel pad (D squib (2nd step)).
OK:
Resistance: Below 1 Ω

NG	Go to step 6.

OK

3	Check airbag sensor assembly.



PREPARATION:

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

(b) Using a service wire, connect D2+ and D2– of the black connector on the steering wheel pad (D squib (2nd step)) side between the airbag sensor assembly and the steering wheel pad (D squib (2nd step)).

(c) Connect the 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 10 seconds.

(b) Clear the DTC stored in memory (See page DI–432).

(c) Turn the ignition switch to LOCK, and wait at least for 10 seconds.

(d) Turn the ignition switch to ON, and wait at least for 10 seconds.

(e) Check the DTC (See page DI–432).

OK:

DTC B1181/18 is not output.

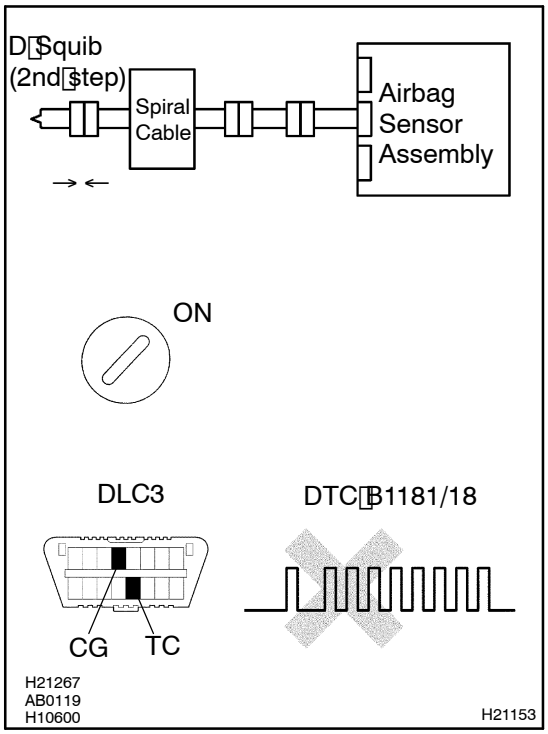
HINT:

Codes other than code B1181/18 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 the negative (–) terminal cable from the battery, and wait at least for 90 seconds.

(c) Connect the steering wheel pad (D squib (2nd step)) to the spiral cable.

(d) Connect the 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 10 seconds.

(b) Clear the DTC stored in memory (See page DI–432).

(c) Turn the ignition switch to LOCK, and wait at least for 10 seconds.

(d) Turn the ignition switch to ON, and wait at least for 10 seconds.

(e) Check the DTC (See page DI–432).

OK:

DTC B1181/18 is not output.

HINT:

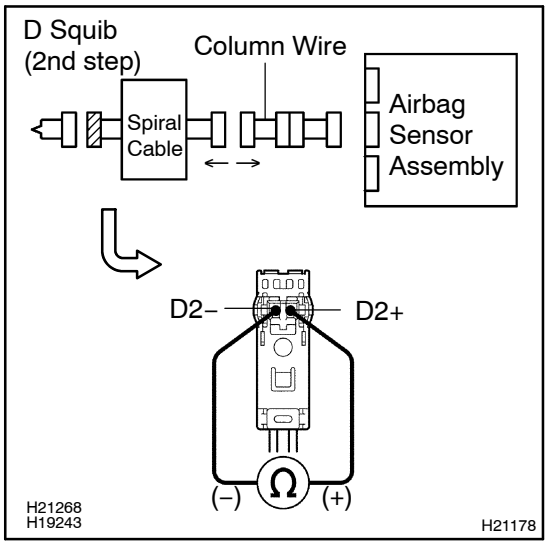
Codes other than code B1181/18 may be output at this time, but they are not relevant to this check.

NG → **Replace steering wheel pad (D squib (2nd step)).**

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.

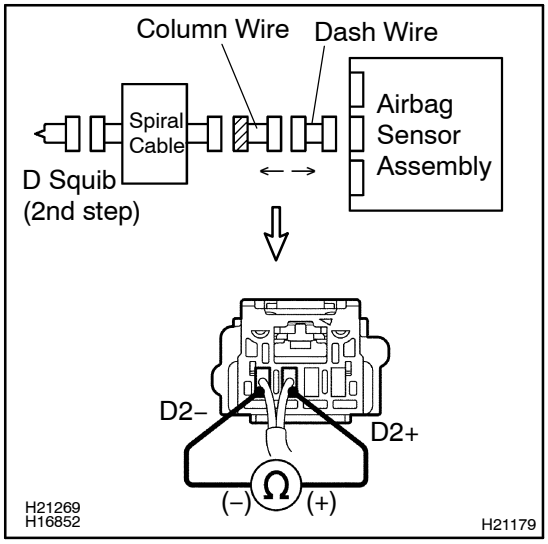


PREPARATION:
Disconnect the spiral cable connector from the column wire.
CHECK:
Measure the resistance between D2+ and D2– of the black spiral cable connector on the steering wheel pad (D squib (2nd step)) side.
OK:
Resistance: Below 1 Ω

NG → **Replace spiral cable.**

OK

6	Check column wire.

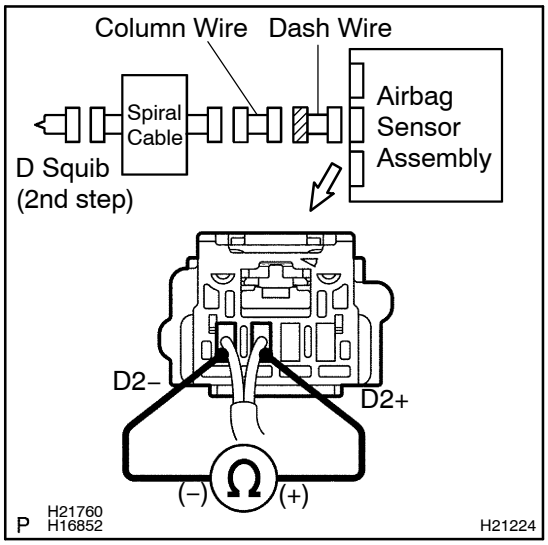


PREPARATION:
Disconnect the column wire connector from the dash wire.
CHECK:
Measure the resistance between D2+ and D2– of the column wire connector on the spiral cable side.
OK:
Resistance: Below 1 Ω

NG → **Repair or replace column wire.**

OK

7	**Check dash wire.**



CHECK:

Measure the resistance between D2+ and D2– of the dash wire connector on the column wire side.

OK:

Resistance: Below 1 Ω

NG → **Repair or replace dash wire.**

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.