

DTC	B1800/51	Short in Driver Side Squib Circuit
DTC	B1801/51	Open in Driver Side Squib Circuit
DTC	B1802/51	Short to GND in Driver Side Squib Circuit
DTC	B1803/51	Short to B+ in Driver Side Squib Circuit

DESCRIPTION

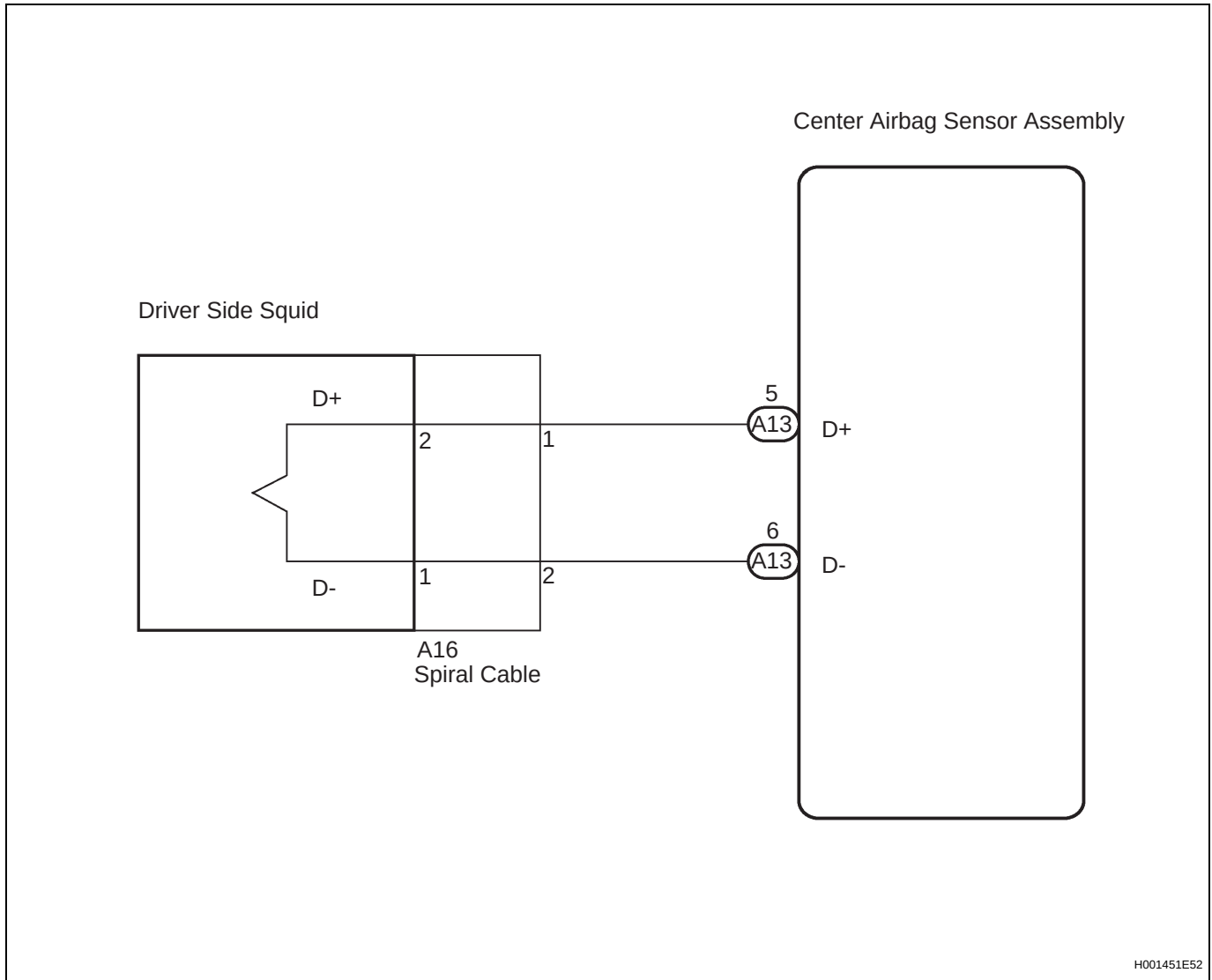
The driver side squib circuit consists of the center airbag sensor assembly, the spiral cable and the steering pad.

The circuit instructs the SRS to deploy when deployment conditions are met.

These DTCs are recorded when a malfunction is detected in the driver side squib circuit.

DTC No.	DTC Detecting Condition	Trouble Area
B1800/51	- The center airbag sensor assembly receives a line short circuit signal 5 times in the driver side squib circuit during primary check. - Driver side squib malfunction - Spiral cable malfunction - Center airbag sensor assembly malfunction	- Instrument panel wire - Spiral cable - Steering pad (Driver side squib) - Center airbag sensor assembly
B1801/51	- The center airbag sensor assembly receives an open circuit signal in the driver side squib circuit for 2 seconds. - Driver side squib malfunction - Spiral cable malfunction - Center airbag sensor assembly malfunction	- Instrument panel wire - Spiral cable - Steering pad (Driver side squib) - Center airbag sensor assembly
B1802/51	- The center airbag sensor assembly receives a short circuit to ground signal in the driver side squib circuit for 0.5 seconds. - Driver side squib malfunction - Spiral cable malfunction - Center airbag sensor assembly malfunction	- Instrument panel wire - Spiral cable - Steering pad (Driver side squib) - Center airbag sensor assembly
B1803/51	- The center airbag sensor assembly receives a short circuit to B+ signal in the driver side squib circuit for 0.5 seconds. - Driver side squib malfunction - Spiral cable malfunction - Center airbag sensor assembly malfunction	- Instrument panel wire - Spiral cable - Steering pad (Driver side squib) - Center airbag sensor assembly

WIRING DIAGRAM

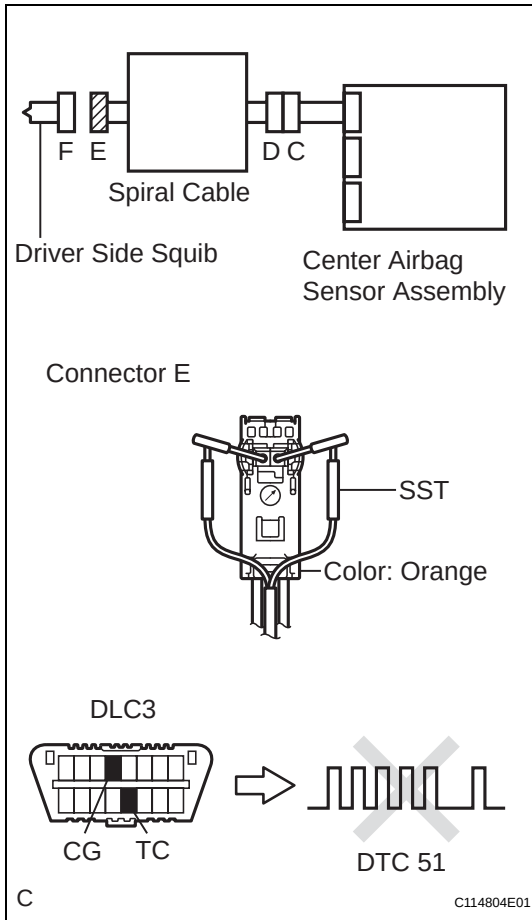


INSPECTION PROCEDURE

HINT:

- Perform the simulation method by selecting the "check mode" (signal check) with the intelligent tester (See page [RS-37](#)).
- After selecting the "check mode" (signal check), perform the simulation method by wiggling each connector of the airbag system or driving the vehicle on a city or rough road (See page [RS-37](#)).

1 CHECK STEERING PAD (DRIVER SIDE SQUIB)



- (a) Turn the ignition switch to the LOCK position.
- (b) Disconnect the negative (-) terminal cable from the battery, and wait for at least 90 seconds.
- (c) Disconnect the connectors from the steering pad.
- (d) Connect the white wire side of SST (resistance 2.1 Ω) to connector "E" (orange connector).

CAUTION:

Never connect a tester to the steering pad (driver side squib) for measurement, as this may lead to a serious injury due to airbag deployment.

NOTICE:

- Do not forcibly insert the SST into the terminals of the connector when connecting.
- Insert straight the SST into the terminals of the connector.

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- (e) Connect the negative (-) terminal cable to the battery, and wait for at least 2 seconds.
- (f) Turn the ignition switch to the ON position, and wait for at least 60 seconds.
- (g) Clear the DTCs stored in the memory (See page RS-34).
- (h) Turn the ignition switch to the LOCK position.
- (i) Turn the ignition switch to the ON position, and wait for at least 60 seconds.
- (j) Check the DTCs (See page RS-34).

OK:

DTC B1800, B1801, B1802, B1803 or 51 is not output.

HINT:

Codes other than DTC B1800, B1801, B1802, B1803 and 51 may be output at this time, but they are not related to this check.

NG

Go to step 2

OK

REPLACE STEERING PAD

2 CHECK CONNECTOR

- (a) Turn the ignition switch to the LOCK position.
- (b) Disconnect the negative (-) terminal cable from the battery, and wait for at least 90 seconds.
- (c) Disconnect the SST from connector "E".
- (d) Check that the spiral cable connectors (on the steering pad side) are not damaged.

OK:

The lock button is not disengaged, or the claw of the lock is not deformed or damaged.

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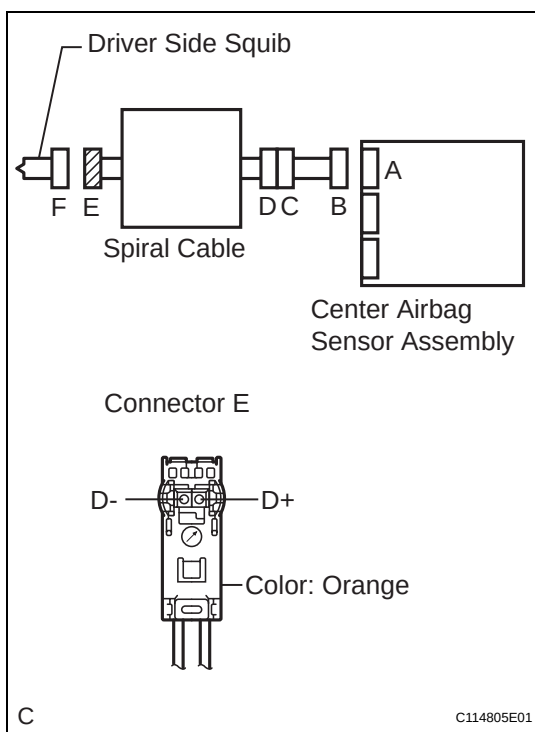
REPLACE SPIRAL CABLE

OK

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3

CHECK DRIVER SIDE SQUIB CIRCUIT



(a) Disconnect the connectors from the center airbag sensor assembly.

(b) Check for a short to B+ in the circuit.

- (1) Connect the negative (-) terminal cable to the battery, and wait for at least 2 seconds.
- (2) Turn the ignition switch to the ON position.
- (3) Measure the voltage according to the value(s) in the table below.

Standard voltage

Tester connection	Condition	Specified condition
D+ - Body ground	Ignition switch ON	Below 1 V
D- - Body ground	Ignition switch ON	Below 1 V

(c) Check for an open in the circuit.

- (1) Turn the ignition switch to the LOCK position.
- (2) Disconnect the negative (-) terminal cable from the battery, and wait for at least 90 seconds.
- (3) Measure the resistance according to the value(s) in the table below.

Standard resistance

Tester connection	Condition	Specified condition
D+ - D-	Always	Below 1 Ω

(d) Check for a short to ground in the circuit.

- (1) Measure the resistance according to the value(s) in the table below.

Standard resistance

Tester connection	Condition	Specified condition
D+ - Body ground	Always	1 M Ω or higher
D- - Body ground	Always	1 M Ω or higher

(e) Check for a short in the circuit.

- (1) Release the activation prevention mechanism built into connector "B" (See page RS-26).
- (2) Measure the resistance according to the value(s) in the table below.

Standard resistance

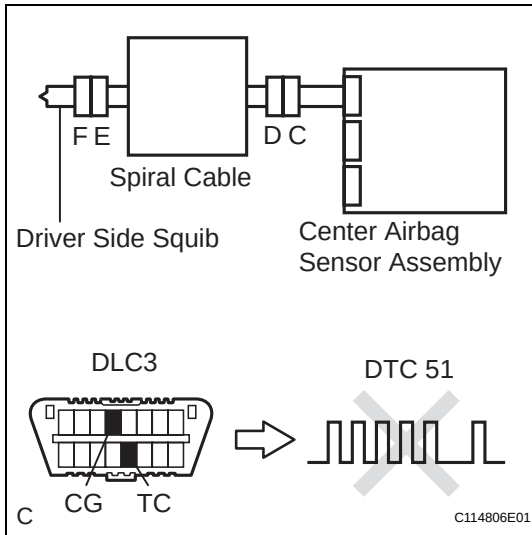
Tester connection	Condition	Specified condition
D+ - D-	Always	1 M Ω or higher

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Go to step 5

OK

4 CHECK CENTER AIRBAG SENSOR ASSEMBLY



- Connect the connectors to the steering pad and the center airbag sensor assembly.
- Connect the negative (-) terminal cable to the battery, and wait for at least 2 seconds.
- Turn the ignition switch to the ON position, and wait for at least 60 seconds.
- Clear the DTCs stored in the memory (See page RS-34).
- Turn the ignition switch to the LOCK position.
- Turn the ignition switch to the ON position, and wait for at least 60 seconds.
- Check the DTCs (See page RS-34).

OK:

DTC B1800, B1801, B1802, B1803 or 51 is not output.

HINT:

Codes other than DTC B1800, B1801, B1802, B1803 and 51 may be output at this time, but they are not related to this check.

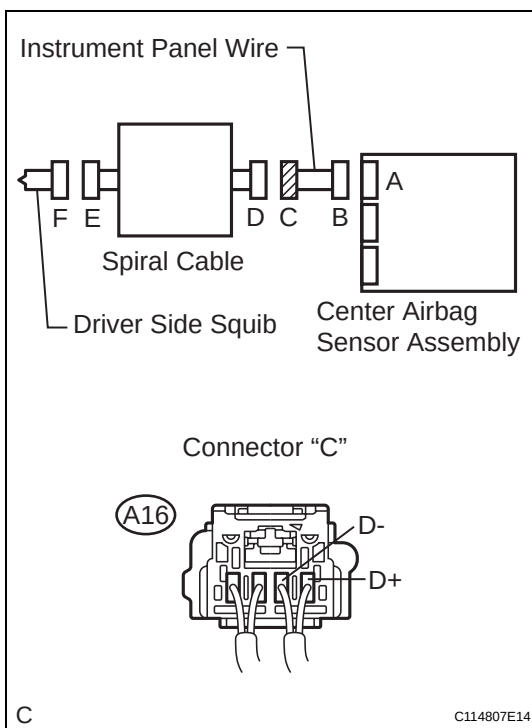
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REPLACE CENTER AIRBAG SENSOR ASSEMBLY

OK

USE SIMULATION METHOD TO CHECK

5 CHECK INSTRUMENT PANEL WIRE



- Restore the released activation prevention mechanism of connector "B" to the original condition.
- Disconnect the instrument panel wire connector from the spiral cable.
- Check for a short to B+ in the circuit.
 - Connect the negative (-) terminal cable to the battery, and wait for at least 2 seconds.
 - Turn the ignition switch to the ON position.
 - Measure the voltage according to the value(s) in the table below.

Standard voltage

Tester connection	Condition	Specified condition
A16-1 (D+) - Body ground	Ignition switch ON	Below 1 V
A16-2 (D-) - Body ground	Ignition switch ON	Below 1 V

- Check for an open in the circuit.
 - Turn the ignition switch to the LOCK position.
 - Disconnect the negative (-) terminal cable from the battery, and wait for at least 90 seconds.
 - Measure the resistance according to the value(s) in the table below.

Standard resistance

Tester connection	Condition	Specified condition
A16-1 (D+) - A16-2 (D-)	Always	Below 1 Ω

- (e) Check for a short to ground in the circuit.
 (1) Measure the resistance according to the value(s) in the table below.

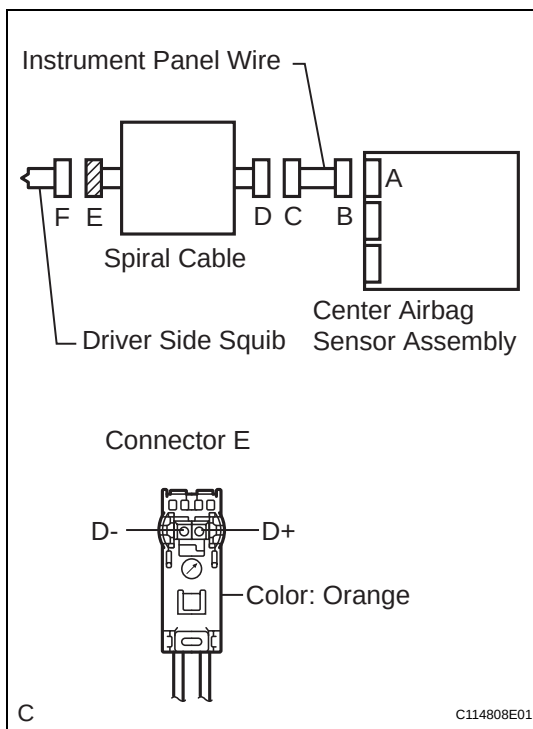
Standard resistance

Tester connection	Condition	Specified condition
A16-1 (D+) - Body ground	Always	1 M Ω or higher
A16-2 (D-) - Body ground	Always	1 M Ω or higher

- (f) Check for a short in the circuit.
 (1) Release the activation prevention mechanism built into connector "B" (See page RS-26).
 (2) Measure the resistance according to the value(s) in the table below.

Standard resistance

Tester connection	Condition	Specified condition
A16-1 (D+) - A16-2 (D-)	Always	1 M Ω or higher

NG**REPAIR OR REPLACE INSTRUMENT PANEL WIRE****OK****6****CHECK SPIRAL CABLE**

- (a) Check for a short to B+ in the circuit.
 (1) Connect the negative (-) terminal cable to the battery, and wait for at least 2 seconds.
 (2) Turn the ignition switch to the ON position.
 (3) Measure the voltage according to the value(s) in the table below.

Standard voltage

Tester connection	Condition	Specified condition
D+ - Body ground	Ignition switch ON	Below 1 V
D- - Body ground	Ignition switch ON	Below 1 V

- (b) Check for an open in the circuit.
 (1) Turn the ignition switch to the LOCK position.
 (2) Disconnect the negative (-) terminal cable from the battery, and wait for at least 90 seconds.
 (3) Measure the resistance according to the value(s) in the table below.

Standard resistance

Tester connection	Condition	Specified condition
D+ - D-	Always	Below 1 Ω

- (c) Check for a short to ground in the circuit.
 (1) Measure the resistance according to the value(s) in the table below.

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Standard resistance

Tester connection	Condition	Specified condition
D+ - Body ground	Always	1 MΩ or higher
D- - Body ground	Always	1 MΩ or higher

- (d) Check for a short in the circuit.
- (1) Release the activation prevention mechanism built into connector "D" (See page [RS-26](#)).
 - (2) Measure the resistance according to the value(s) in the table below.

Standard resistance

Tester connection	Condition	Specified condition
D+ - D-	Always	1 MΩ or higher

OK

NG REPLACE SPIRAL CABLE

USE SIMULATION METHOD TO CHECK