

<b>DTC</b>	<b>14</b>	<b>Open in D Squib Circuit</b>
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## CIRCUIT DESCRIPTION

The D squib 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 components, see FUNCTION OF COMPONENTS on page RS-2.

DTC 14 is recorded when an open is detected in the D squib circuit.

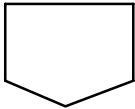
DTC No.	DTC Detecting Condition	Trouble Area
14	<ul style="list-style-type: none"> <li>• Open circuit in D<sup>+</sup> wire harness or D<sup>-</sup> wire harness of squib</li> <li>• D squib malfunction</li> <li>• Spiral cable malfunction</li> <li>• Airbag sensor assembly malfunction</li> </ul>	<ul style="list-style-type: none"> <li>• Steering wheel pad (D squib)</li> <li>• Spiral cable</li> <li>• Airbag sensor assembly</li> <li>• Wire harness</li> </ul>

## WIRING DIAGRAM

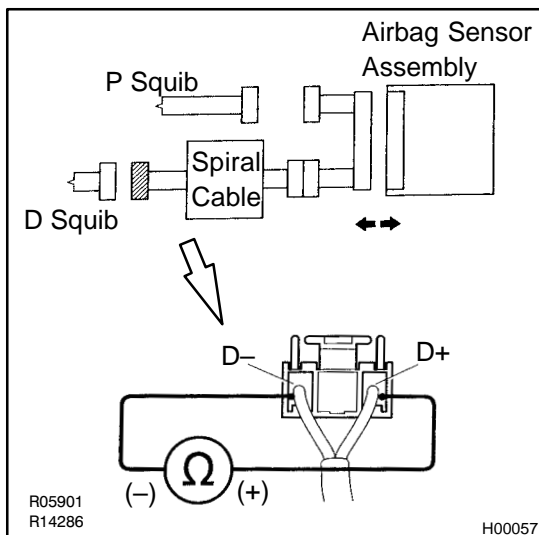
Refer to page DI-560 for the WIRING DIAGRAM.

## INSPECTION PROCEDURES

<b>1</b>	<b>Preparation (See step 1 on page DI-579).</b>
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<b>2</b>	<b>Check D squib circuit.</b>
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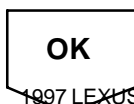
### **CHECK:**

For the connector (on the spiral cable side) between the spiral cable and steering wheel pad, measure the resistance between D<sup>+</sup> and D<sup>-</sup>.

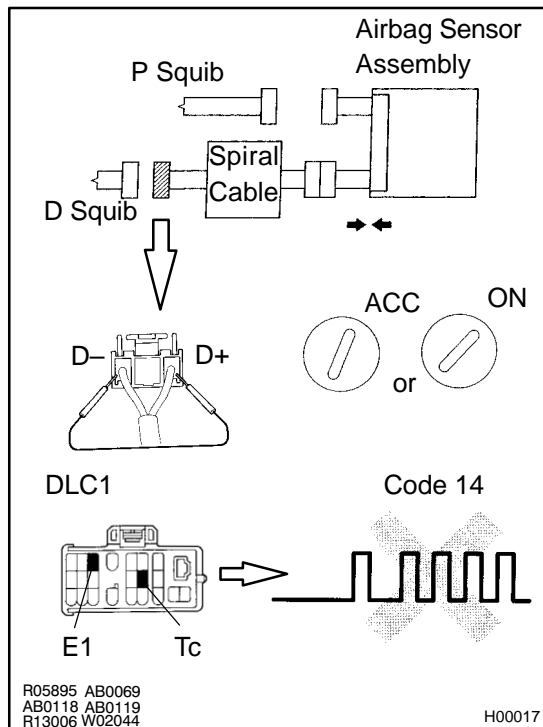
### **OK:**

**Resistance: Below 1 Ω**

<b>NG</b>	<b>Go to step 5.</b>
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### 3 Check airbag sensor assembly.



#### PREPARATION:

- Connect connector to airbag sensor assembly.
- Using a service wire, connect D<sup>+</sup> and D<sup>-</sup> on spiral cable side of connector between spiral cable and steering wheel pad.
- Connect negative (-) terminal cable to battery, and wait at least 2 seconds.

#### CHECK:

- Turn ignition switch to LOCK, and wait at least 20 seconds.
- Clear malfunction code stored in memory. (See page [DI-540](#))
- Turn ignition switch to LOCK, and wait at least 20 seconds.
- Turn ignition switch to ACC or ON, and wait at least 20 seconds.
- Using SST, connect terminals Tc and E<sub>1</sub> of DLC1.  
SST 09843-18020
- Check DTC.

#### OK:

**DTC 14 is not output.**

#### HINT:

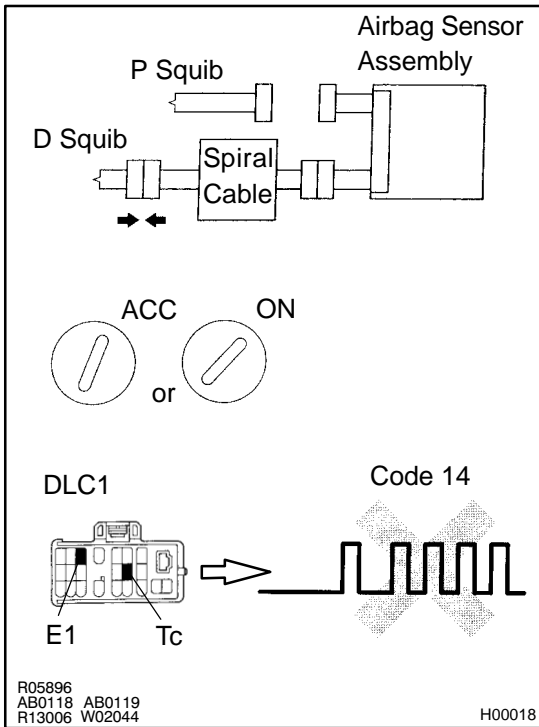
Codes other than code 14 may be output at this time, but they are not relevant to this check.

**NG**

**Replace airbag sensor assembly.**

**OK**

# 4 Check D squib.



## PREPARATION:

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

## CHECK:

- Turn ignition switch to ACC or ON, and wait at least 20 seconds.
- Clear malfunction code stored in memory. (See page [DI-540](#))
- Turn ignition switch to LOCK, and wait at least 20 seconds.
- Turn ignition switch to ACC or ON, and wait at least 20 seconds.
- Using SST, connect terminals Tc and E<sub>1</sub> of DLC1. SST 09843–18020
- Check DTC.

## OK:

**DTC 14 is not output.**

## HINT:

Codes other than code 14 may be output at this time, but they are not relevant to this check.

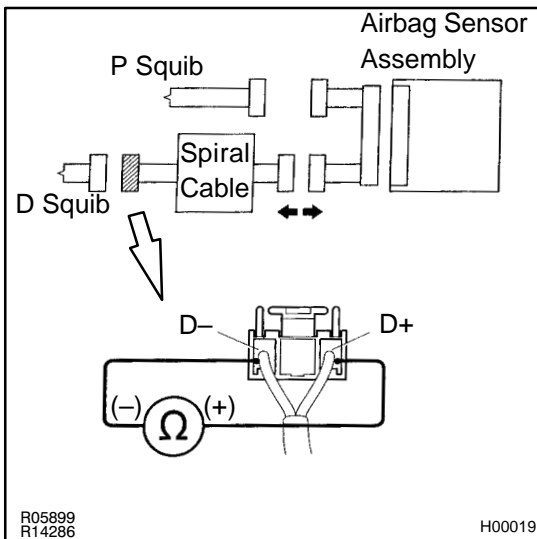
**NG**

**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:

Disconnect connector between airbag sensor assembly and spiral cable.

### CHECK:

For the connector (on the spiral cable side) between the spiral cable and steering wheel pad, measure the resistance between D<sup>+</sup> and D<sup>-</sup>.

### OK:

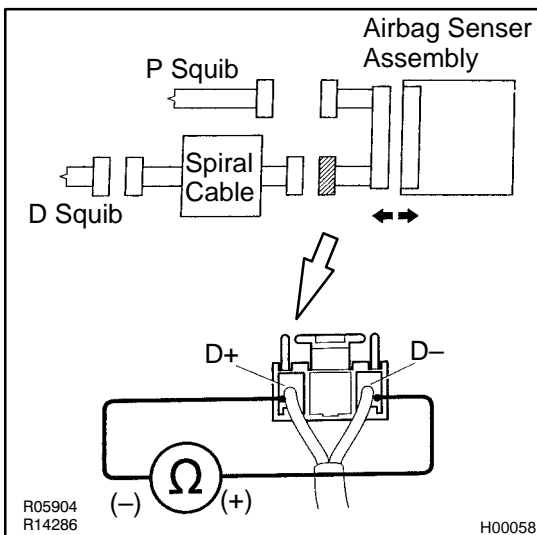
Resistance: Below 1 Ω

NG

Repair or replace spiral cable.

OK

## 6 Check harness between airbag sensor assembly and spiral cable.



### CHECK:

For the connector (on the airbag sensor assembly side) between the airbag sensor assembly and spiral cable, measure the resistance between D<sup>+</sup> and D<sup>-</sup>.

### OK:

Resistance: Below 1 Ω

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.