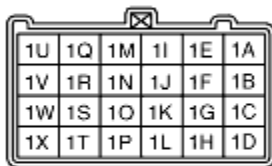







# DTC B1057, B1916, B1932, B1934, B1936

B3E080201046W15

DTC	B1057	Driver-side air bag module (inflator No.1) and other air bag module circuits short
	B1916	Driver-side air bag module (inflator No.1) circuit short to power supply
	B1932	Driver-side air bag module (inflator No.1) circuit resistance high
	B1934	Driver-side air bag module (inflator No.1) circuit resistance low
	B1936	Driver-side air bag module (inflator No.1) circuit short to body ground
DETECTION CONDITION	<div><div>Warning</div><div><ul style="list-style-type: none"><li>• Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure.</li><li>• Resistance other than <b>1.5-3.7 ohms</b> detected in driver-side air bag module (inflator No.1) circuit</li><li>• Malfunction in wiring harness between driver-side air bag module (inflator No.1) and SAS control module</li></ul></div></div>	
POSSIBLE CAUSE	<ul style="list-style-type: none"><li>• Open or short circuit in wiring harness between clock spring and SAS control module</li><li>• Clock spring malfunction</li><li>• Driver-side air bag module (inflator No.1) malfunction</li><li>• SAS control module malfunction</li></ul>	
<div><div><div>SAS CONTROL MODULE WIRING HARNESS-SIDE CONNECTOR</div><div><div></div></div></div><div><div>CLOCK SPRING WIRING HARNESS-SIDE CONNECTOR</div><div><div></div></div></div><div><div>DRIVER-SIDE AIR BAG MODULE WIRING HARNESS-SIDE CONNECTOR (CLOCK SPRING ) (INFLATOR NO.1) (INFLATOR NO.2)</div><div><div></div></div></div></div>		

## Diagnostic procedure

STEP	INSPECTION	ACTION
1	<b>INSPECT DRIVER-SIDE AIR BAG MODULE (INFLATOR NO.1)</b> <ul style="list-style-type: none"> <li>Using the WDS or equivalent, verify the following PID/DATA monitor. (See <a href="#">PID/DATA MONITOR TABLE.</a>) <ul style="list-style-type: none"> <li>- DABAGR</li> </ul> </li> <li>Is the resistance of the driver-side air bag module normal? <ul style="list-style-type: none"> <li>- Resistance: <b>1.5-3.7 ohms</b></li> </ul> </li> </ul>	<div>Yes</div> <p>Replace the SAS control module. (See <a href="#">SAS CONTROL MODULE REMOVAL/INSTALLATION.</a>)</p>
		<div>No</div> <p>Go to the next step.</p>
	<b>INSPECT DRIVER-SIDE AIR BAG MODULE CONNECTOR (CLOCK SPRING)</b> <p><b>Warning</b></p>	

2	<ul style="list-style-type: none"> <li>Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner front buckles, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. (See <a href="#">SERVICE WARNINGS</a>.) (See <a href="#">SERVICE CAUTIONS</a>.)</li> </ul>	Yes	Replace the air bag wiring harness and /or clock spring.
		No	Go to the next step.
3	<b>VERIFY WHETHER MALFUNCTION IS IN DRIVER-SIDE AIR BAG MODULE (INFLATOR NO.1) OR RELATED WIRING HARNESS</b> <ul style="list-style-type: none"> <li>Connect the leads of the <b>SST</b> (Fuel and thermometer checker) or apply <b>2-ohm</b> resistance to driver-side air bag module (inflator No.1) connector terminals 2A and 2B, and driver-side air bag module (inflator No.2) connector terminals 3A and 3B.</li> <li>Set the resistance of the <b>SST</b> (Fuel and thermometer checker) to the <b>2-ohm</b> position.</li> <li>Connect the negative battery cable.</li> <li>Turn the ignition switch to the ON position.</li> <li>Are DTCs B1057, B1916, B1932, B1934 and/or B1936?</li> </ul>	Yes	Go to the next step.
		No	Replace the driver-side air bag module. (See <a href="#">DRIVER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION</a> .)
4	<b>INSPECT CLOCK SPRING</b> <ul style="list-style-type: none"> <li>Inspect the clock spring. (See <a href="#">CLOCK SPRING INSPECTION</a>.)</li> <li>Is the clock spring normal?</li> </ul>	Yes	Go to the next step.
		No	Replace the clock spring. (See <a href="#">CLOCK SPRING REMOVAL/INSTALLATION</a> .)
5	<b>INSPECT WIRING HARNESS BETWEEN CLOCK SPRING AND SAS CONTROL MODULE</b> <ul style="list-style-type: none"> <li>Turn the ignition switch to the LOCK position.</li> <li>Disconnect the negative battery cable and wait for <b>1 min or more</b>.</li> <li>Remove the column cover.</li> <li>Disconnect the clock spring connector.</li> <li>Remove the glove compartment.</li> <li>Disconnect the passenger-side air bag module connector.</li> <li>Disconnect the driver and passenger-side front seat connectors.</li> <li>Disconnect the driver and passenger-side curtain air bag module connectors.</li> <li>Remove the console.</li> <li>Inspect the wiring harness between SAS control module terminal 1M and clock spring terminal 1L, SAS control module terminal 1I and clock spring terminal 1J for the following: <ul style="list-style-type: none"> <li>Short to ground</li> <li>Short to power supply</li> <li>Open circuit</li> </ul> </li> <li>Is the wiring harness normal?</li> </ul>	Yes	Replace the SAS control module. (See <a href="#">SAS CONTROL MODULE REMOVAL/INSTALLATION</a> .)
		No	Replace the air bag wiring harness.