

GENERIC · BODY

B0018

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

B0018

Right Front/Passenger Frontal Deployment Loop Resistance High

B0018 means the airbag control module has measured too much electrical resistance in the deployment loop for the right front or passenger frontal airbag, which is the circuit that fires that bag in a crash. The module runs a small test current through the loop and flags the code when the resistance sits above its expected window, so the circuit is not trusted to deploy the bag reliably.

SYSTEM

Body

CODE TYPE

Generic (all makes)

SEVERITY

High

FIX DIFFICULTY

Professional

AREA

Airbags, seats, doors, lights and comfort systems

Symptoms you may notice

- The airbag warning light stays on after the bulb check, and on many cars the passenger airbag status indicator shows the bag as off or disabled.
- Often no symptoms besides the warning light, because the fault is in the deployment circuit and does not affect how the vehicle drives.
- The passenger frontal airbag may be suppressed by the control module as a precaution, so it will not fire in a collision until the fault is repaired.
- In some vehicles the seat belt pretensioner or other supplemental restraint system (SRS) functions on that side are also disabled while the code is active.
- Intermittent warning light operation on rough roads or after the passenger seat is moved, if the fault is a loose connector or a chafed wire.



Common causes, most likely first

- 1 A loose, corroded or partially unseated connector at the passenger frontal airbag module or at the SRS control module.
- 2 Damaged or chafed wiring in the deployment loop, commonly at the passenger seat track, door sill or under-dash routing where the harness flexes.
- 3 A failed clock spring or spiral cable is not typical for this loop, but a damaged passenger-side harness connector or terminal tension loss is a frequent cause.
- 4 High resistance inside the passenger frontal airbag module itself, such as a degraded internal squib connector.
- 5 Corrosion or water intrusion at a body harness connector on the passenger side, often from a leaking windshield or cowl seal.
- 6 A faulty SRS control module that misreads loop resistance, though this is less common than wiring and connector faults.
- 7 Aftermarket accessories or previous repair work that tapped into or disturbed the passenger-side SRS harness.

How to diagnose and fix it

- 1 Scan all modules and record the exact code and freeze-frame data, then clear the code and see whether it returns immediately or only after a road test.
- 2 Inspect the passenger frontal airbag connector and the SRS control module connector for corrosion, bent pins, backed-out terminals and loose locking clips.
- 3 Disconnect the battery and wait the manufacturer-specified time, then measure resistance across the deployment loop at the airbag connector and compare it with the factory specification.
- 4 Perform a wiggle test on the passenger-side SRS harness while watching live resistance or the warning light to expose an intermittent wire or connector fault.
- 5 Check for chafed or pinched wiring along the passenger seat track, door sill and under-dash routing, and repair any damaged section with a proper splice and heat-shrink.
- 6 If the loop resistance is correct at the airbag but high at the control module, isolate the harness section by section to find the high-resistance point.
- 7 Replace only the confirmed failed component, then clear codes and verify the warning light goes out and the passenger airbag status returns to normal.



What the resistance test really tells you

- A high-resistance code is often a connector problem rather than a failed airbag, so terminal tension and corrosion checks come before any part replacement.
- The SRS module measures resistance with a very small test current, so a meter reading that looks fine can still be out of specification if the meter's test current differs from the module's.
- Never probe airbag squib circuits with a powered test light or ordinary ohmmeter unless the manufacturer's procedure explicitly allows it, because the wrong tool can trigger deployment.
- A passenger seat that has been removed or a seat connector left unplugged after interior work is a common cause that people miss when the code appears out of nowhere.
- B0018 can set after a low-voltage event or a battery replacement on some vehicles, so check for a stored undervoltage code before condemning the airbag circuit.

Can I keep driving with B0018?

The vehicle remains drivable, but the passenger frontal airbag may be disabled and will not deploy in a crash, so have it diagnosed promptly and avoid carrying a passenger in that seat until the repair is complete. Do not attempt to test or repair airbag wiring without following the manufacturer's disarm procedure.

Tools that help

- OBD-II scan tool with SRS module access and live data
- Digital multimeter with low-current resistance measurement
- Manufacturer service information with airbag disarm and resistance specifications
- Terminal pick and connector release tools
- Insulation piercing probes or back-probe kit
- Battery disconnect tool and wait timer

Reading B0018

B Body: airbags, seats, doors, lights and comfort systems.

0 Generic (SAE) code: it means the same thing on every OBD-II vehicle.

0 Airbags, seats, doors, lights and comfort systems.

18 The exact fault within that area.

Often seen with

B0017 Right Front/Passenger Frontal Deployment Loop Short to Batte · **B0019** Right Front/Passenger Frontal Deployment Loop Resistance Low · **B0020** Passenger Frontal Stage 1 Deployment Control Circuit · **B0021** Left Side Deployment Stage 1 Control · **B0022** Left Side Deployment Stage 1 Loop Open



See it working

Watch the animated explainer [How Airbags Work: A 50 km/h Crash in Slow Motion](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/b0018/>

