

GENERIC · POWERTRAIN

P05B8

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P05B8

Restraint Deployment Signal Circuit/Open

P05B8 indicates that the restraint control module has detected an open circuit in the deployment signal circuit, meaning the wiring path that commands airbag or pretensioner deployment is broken or has excessive resistance. The module monitors this circuit continuously and sets the code when the expected voltage or current signature falls outside the programmed range, which can disable the affected restraint function until repaired.

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

High

FIX DIFFICULTY

Professional

AREA

Vehicle speed, idle control and auxiliary inputs

Symptoms you may notice

- Airbag warning light illuminated on the instrument cluster, often the only noticeable symptom
- Supplemental restraint system (SRS) warning message displayed on the driver information center
- Restraint system may be disabled for the affected circuit, increasing injury risk in a collision
- In some vehicles, a chime or persistent reminder that the SRS system requires service
- No drivability issues, since the fault is isolated to the restraint deployment circuit

Common causes, most likely first

- 1 Broken or chafed wire in the deployment signal circuit, often at a door hinge, seat track, or steering column connector
- 2 Corroded or loose electrical connector at the restraint control module, airbag module, or seat belt pretensioner
- 3 Failed clock spring (spiral cable) in the steering wheel, interrupting the driver airbag deployment circuit
- 4 Open winding in the airbag inflator or pretensioner squib, though this is less common than wiring faults
- 5 Water intrusion or rodent damage causing an open in the SRS harness
- 6 Internal fault in the restraint control module affecting the deployment signal output
- 7 Poor ground connection for the restraint control module or the affected module



How to diagnose and fix it

- 1 Connect a scan tool and record all SRS codes and freeze-frame data, then clear codes and verify whether P05B8 returns immediately or after a road test
- 2 Visually inspect the SRS harness and connectors at the steering column, seats, door jambs, and restraint control module for damage, corrosion, or loose pins
- 3 Measure resistance of the deployment signal circuit from the restraint control module to the affected module, comparing to the manufacturer's specification
- 4 Perform a wiggle test on the harness and connectors while monitoring live data or resistance to reveal intermittent opens
- 5 Check the clock spring continuity if the fault points to the driver airbag circuit, following the manufacturer's test procedure
- 6 Substitute a known-good component only after confirming the wiring and connectors are sound, since the restraint control module or squib may be misdiagnosed
- 7 Repair or replace the faulty wiring, connector, clock spring, or module, then clear codes and verify the SRS warning light extinguishes and stays off

Restraint circuit opens that fool technicians

- A common misdiagnosis is replacing the airbag or pretensioner when the actual open is in a connector under the seat that gets disturbed by seat movement or cargo.
- The code can be set by a poor ground for the restraint control module, so always verify ground integrity before condemning any deployment component.
- Intermittent opens often appear only when the steering wheel is turned or the seat is adjusted, so static resistance tests can pass while the fault remains.
- Some vehicles set P05B8 when battery voltage is low during cranking, causing a false open detection that clears after a proper drive cycle.
- After any SRS repair, the restraint control module may require a learn or configuration procedure, and skipping it can leave the warning light on even with a correct repair.

Can I keep driving with P05B8?

The vehicle remains drivable, but the affected restraint may not deploy in a collision, so avoid aggressive driving and have the fault diagnosed promptly. Do not attempt to repair SRS wiring without proper training, and never probe airbag connectors with a multimeter unless the manufacturer's procedure explicitly allows it.



Tools that help

- OBD-II scan tool with SRS capabilities
- Digital multimeter with low-resistance measurement
- Back probe kit and terminal test leads
- Manufacturer service information for wiring diagrams and resistance specifications
- Trim removal tools for accessing connectors and modules

Reading P05B8

P	Powertrain: engine, transmission and emissions.
0	Generic (SAE) code: it means the same thing on every OBD-II vehicle.
5	Vehicle speed, idle control and auxiliary inputs.
B8	The exact fault within that area.

Often seen with

B0001 Driver Frontal Stage 1 Deployment Control Circuit · **B0010** Driver Frontal Stage 2 Deployment Control Circuit · **P05B7** Active Grille Air Shutter B Supply Voltage Circuit High · **P05B9** Restraint Deployment Signal Circuit Low · **U0151** Lost Communication With Restraints Control Module

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/p05b8/>

