2007-08 RESTRAINTS

SRS (Supplemental Restraint System) - Element

COMPONENT LOCATION INDEX

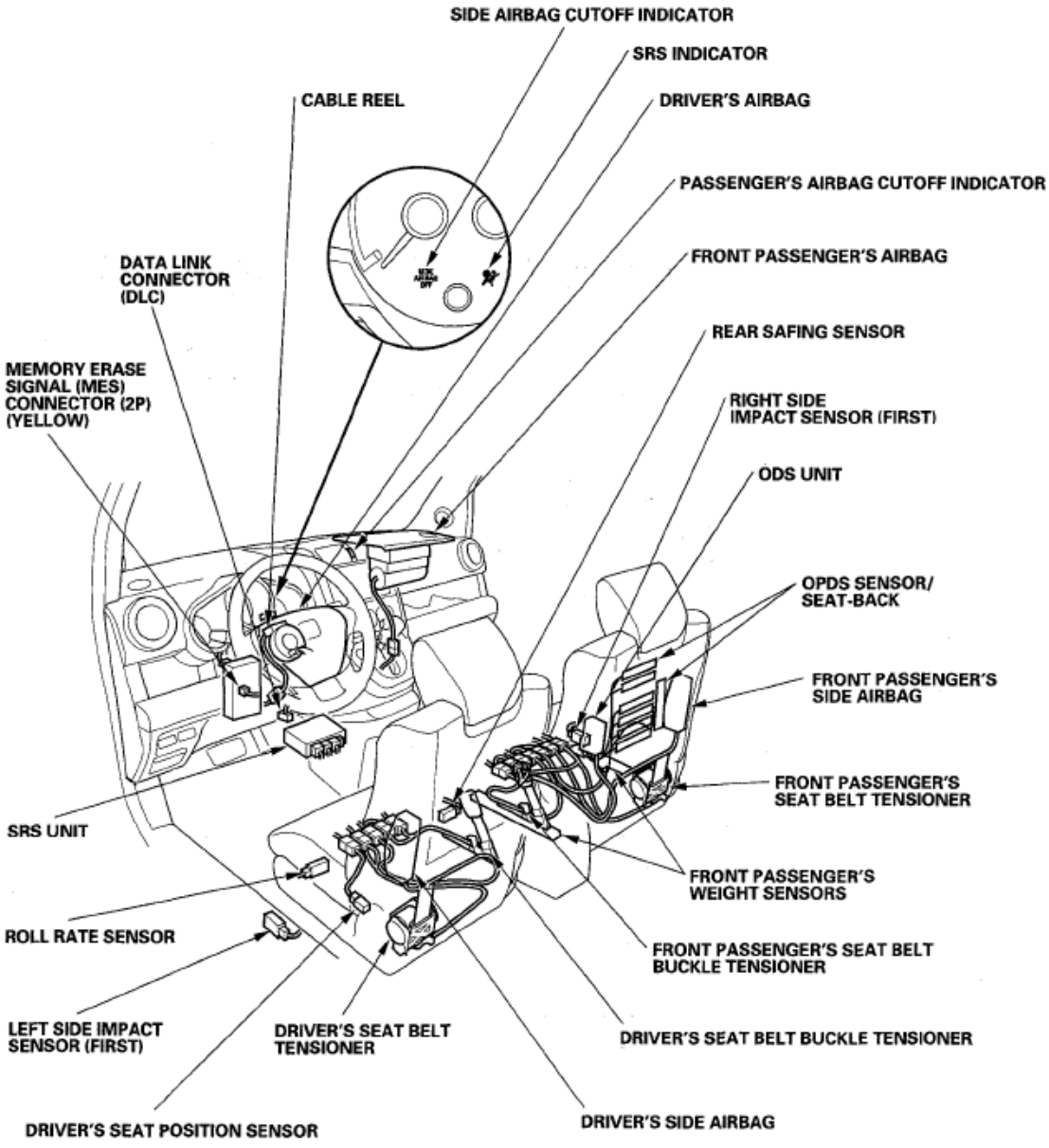

Fig. 1: Identifying Supplemental Restraint System Components Location (1 Of 2)

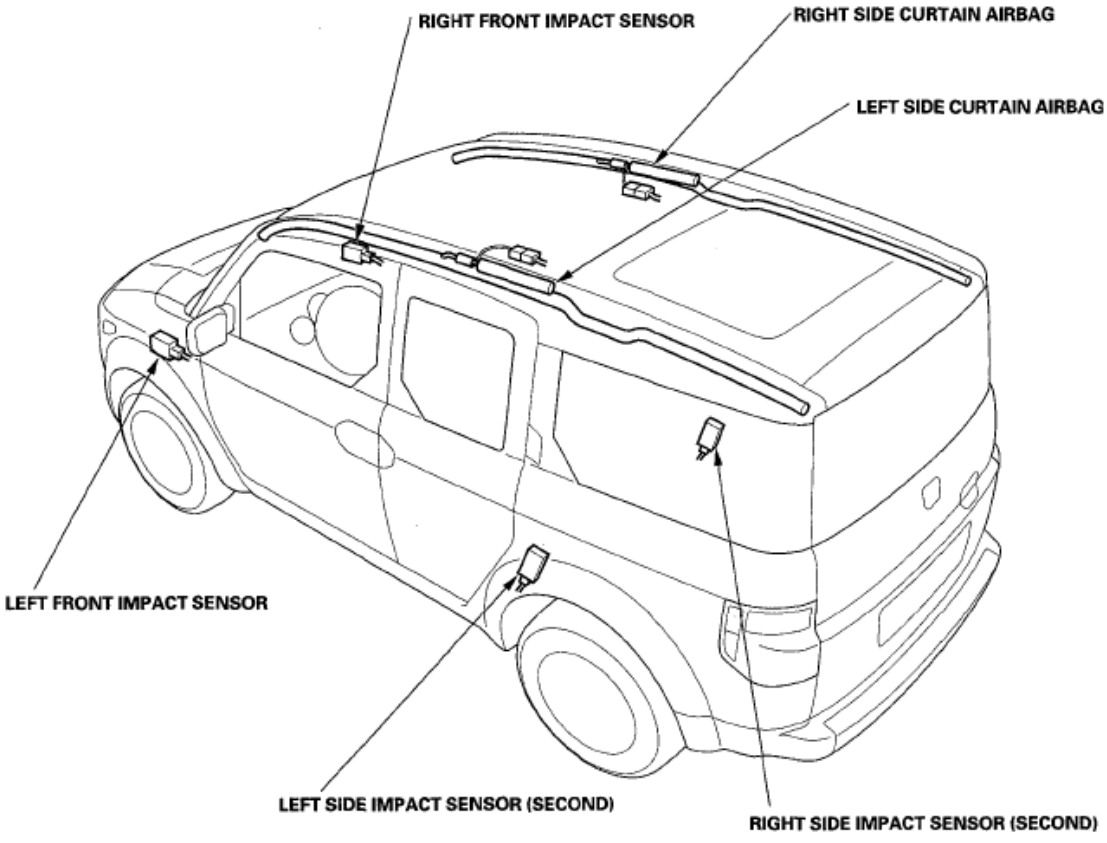

Fig. 2: Identifying Supplemental Restraint System Components Location (2 Of 2)

PRECAUTIONS AND PROCEDURES

GENERAL PRECAUTIONS

Please read the following precautions carefully before performing the airbag system service. If the instructions described in this manual are not properly followed, the airbags could accidentally deploy and cause damage or injuries.

- Except when performing electrical inspections, always turn the ignition switch OFF, ground the SCS line with the HDS to take the ECM/PCM out of active status, disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.

NOTE: The SRS memory is not erased even if the ignition switch is turned OFF or the battery cables are disconnected from the battery.

- Use replacement parts which are manufactured to the same standards and quality as the original parts. Do not install used SRS parts. Use only new parts when making SRS repairs.
- Carefully inspect any SRS part before you install it. Do not install any part that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.

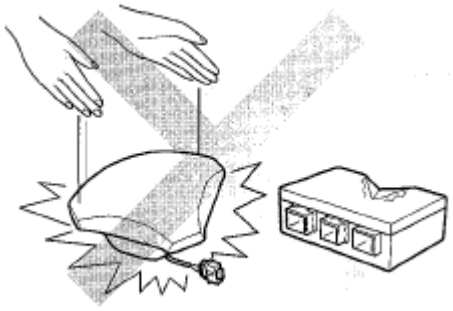

Fig. 3: Precaution For Handling SRS Part

- Before removing any of the SRS parts (including the disconnection of the connectors), always disconnect the SRS connector.
- Use only a digital multimeter to check the system. If it is not a Honda multimeter, make sure its output is 10 mA (0.01 A) or less when switched to the lowest value in the ohmmeter range. A tester with a higher output could cause accidental deployment and possible injury.
- Do not put objects on the front passenger's airbag.
- The original audio system has a coded theft protection circuit. Make sure you have the anti-theft codes for the audio system.
- Before returning the vehicle to the customer, enter the anti-theft codes for the audio system. Set the clock.

STEERING-RELATED PRECAUTIONS

Cable Reel Alignment

- Misalignment of the cable reel could cause an open in the wiring, making the SRS system, remote steering wheel controls, and the horn inoperative. Center the cable reel whenever the following is performed (see step 6 on).
  - Installation of the steering wheel
  - Installation of the cable reel
  - Installation of the steering column
  - Other steering-related adjustment or installation
- Do not disassemble the cable reel.
- Do not apply grease to the cable reel.
- If the cable reel shows any signs of damage, replace it with a new one. For example, if it does not rotate smoothly, replace the cable reel.

AIRBAG HANDLING AND STORAGE

Do not disassemble an airbag. It has no serviceable parts. Once an airbag has been deployed, it cannot be repaired or reused.

For temporary storage of an airbag during service, observe the following precautions.

- Store the removed airbag with the pad surface up. Never put anything on the airbag.

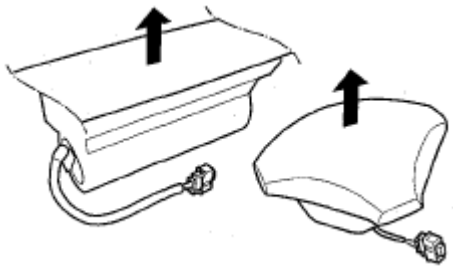

Fig. 4: Identifying Airbag Position

- To prevent damage to the airbag, keep it away from any oil, grease, detergent, or water.

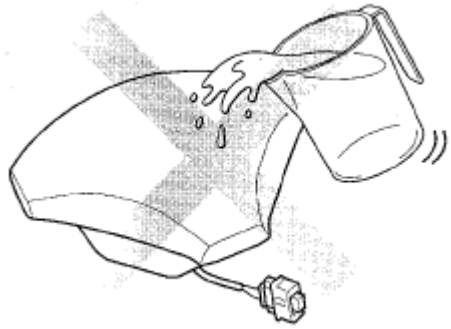

Fig. 5: Precaution For Preventing Damage Of Airbag From Oil, Grease Or Water

- Store the removed airbag on a secure, flat surface away from any high heat source (exceeding 200°F/93° C).

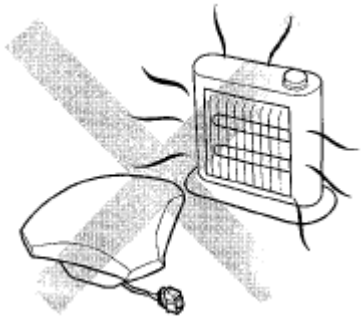

Fig. 6: Precaution For Store Removed Airbag Flat Surface Away From High Heat Source

- Never perform electrical inspections to the airbags, such as measuring resistance.
- Do not position yourself in front of the airbag during removal, inspection, or replacement.

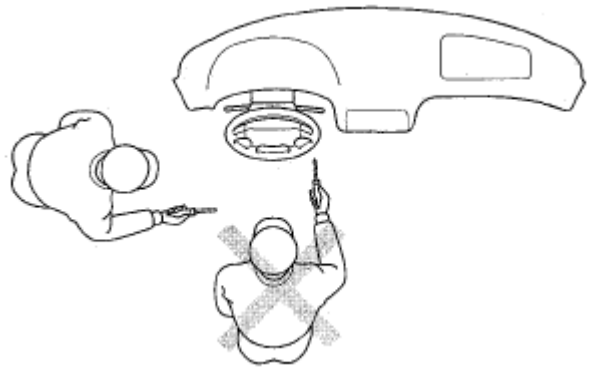

Fig. 7: Precaution For Inspecting Airbag

- For proper disposal of a damaged airbag, refer to airbag disposal (see **AIRBAG AND TENSIONER DISPOSAL**).
- The side curtain airbag inflator assembly is a long, jointed part containing an inflator (A), a flexible bag (B), and brackets (C).

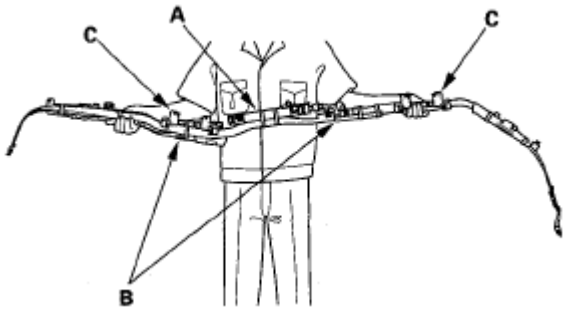

Fig. 8: Identifying Inflator, Flexible Bag And Brackets

- When removing or installing the side curtain airbag inflator assembly, never handle the flexible bag (B).
- When installing the side curtain airbag rear tether straps (A), make sure the straps are not twisted, and there are no tubes, hoses, or harnesses routed over the straps. Otherwise, the airbag may not deploy properly.

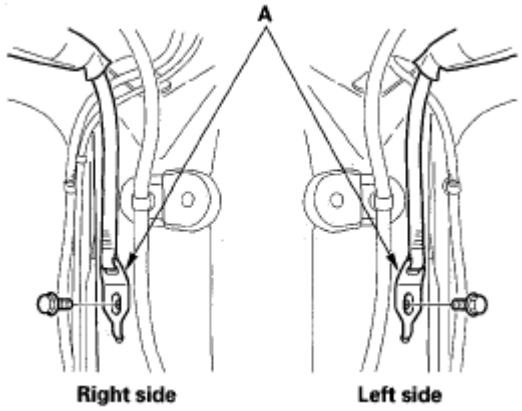

Fig. 9: Identifying Side Curtain Airbag Rear Tether Straps

SRS Unit, Impact Sensors, Driver's Seat Position Sensor, Front Passenger's Weight Sensors, Roll Rate Sensor, and Rear Safing Sensor

- Be careful not to bump or impact the SRS unit, front impact sensors, side impact sensors, roll rate sensor, or rear safing sensor whenever the ignition switch is ON (II), or for at least 3 minutes after the ignition switch is turned OFF.
- During installation or replacement, be careful not to bump (by impact wrench, hammer, etc.) the area around the SRS unit, front impact sensors, or the side impact sensors, roll rate sensor, or rear safing sensor. The airbags could accidentally deploy and cause damage or injury.

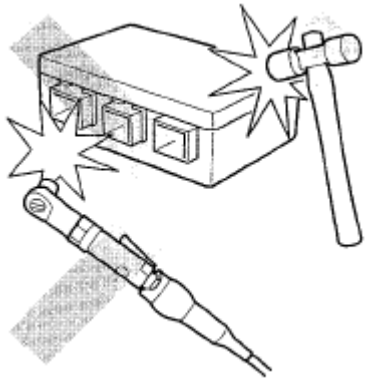

Fig. 10: Precaution For Bump Area Around SRS Unit

- After a collision where a front airbag, a side airbag, a side curtain airbag, a seat belt buckle tensioner, or a seat belt tensioner deployed, go to Component Replacement/Inspection After Deployment (see **COMPONENT REPLACEMENT/INSPECTION AFTER DEPLOYMENT**). After a collision where the airbags or the side airbags did not deploy, inspect for any damage or any deformation on the SRS unit, front impact sensors, rear safing sensor, roll rate sensor, and side impact sensors. Replace all damaged parts.

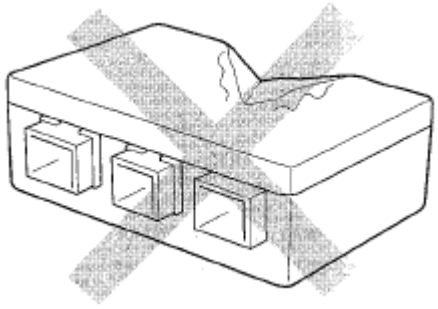

Fig. 11: Precaution For Inspecting Damage Or Deformation On SRS Unit

- Do not disassemble the SRS unit, front impact sensors, side impact sensors, driver's seat position sensor, roll rate sensor, rear safing sensor, or front passenger's weight sensors.
- Turn the ignition switch OFF, disconnect the negative cable from the battery and wait at least 3 minutes before beginning installation or replacement of the SRS unit, or disconnecting the connectors from the SRS unit.
- Be sure the SRS unit, front impact sensors, and side impact sensors are installed securely with the mounting bolts torqued to 9.8 N.m (1.0 kgf.m, 7.2 lbf.ft).
- Do not spill water or oil on the SRS unit or the side impact sensors, and keep them away from dust.
- Store the SRS unit, front impact sensors, and side impact sensors in a cool (less than 104°F/40°C) and dry (less than 80 % relative humidity, no moisture) area.

WIRING PRECAUTIONS

Some of the SRS wiring can be identified by special yellow outer covering, and the SRS connectors can be identified by their yellow color. Observe the instructions.

- Never attempt to modify, splice, or repair SRS wiring. If there is an open or damage in SRS wiring, replace the harness.

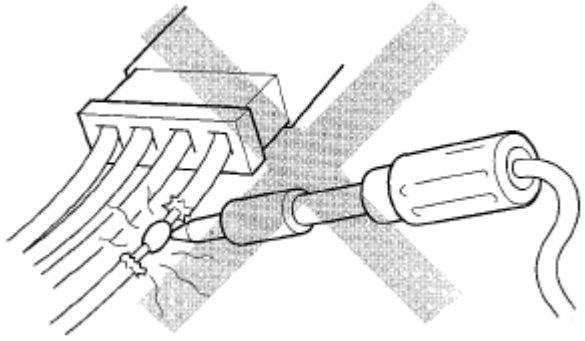

Fig. 12: Precaution For Repairing SRS Wiring

- Be sure to install the harness wires so they do not get pinched or interfere with other parts.

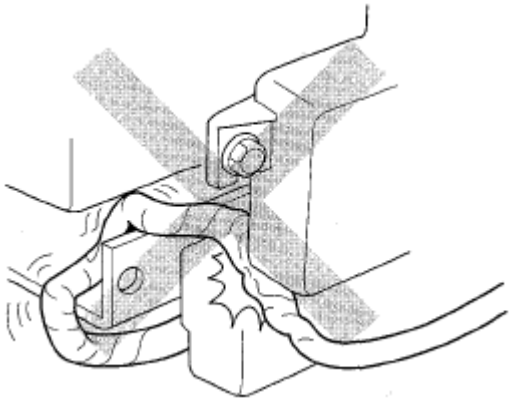

Fig. 13: Precaution For Installing Harness Wires

- Make sure all SRS ground locations are clean, and grounds are securely fastened for optimum metal-to-metal contact. Poor grounds can cause intermittent problems that are difficult to diagnose.

PRECAUTIONS FOR ELECTRICAL INSPECTIONS

- When using electrical test equipment, insert the probe of the tester into the wire side of the connector. Do not insert the probe of the tester into the terminal side of the connector, and do not tamper with the connector.

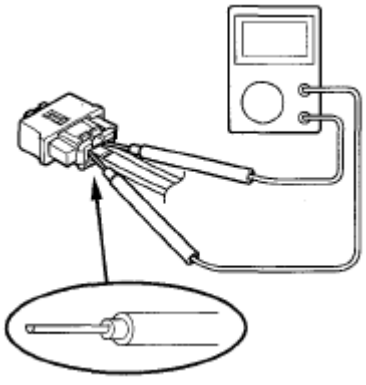

Fig. 14: Inserting Probe Of Tester Into Wire Side Of Connector

- Use a U-shaped probe. Do not insert the probe forcibly.

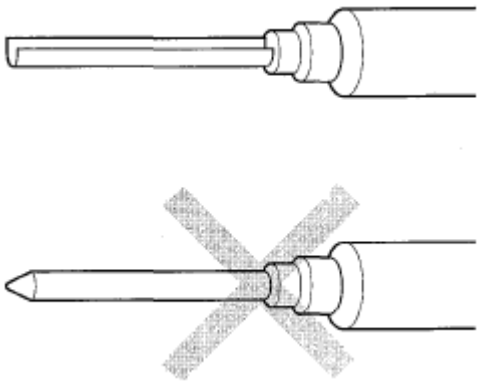

Fig. 15: Identifying U-Shaped Probe

- Use specified service connectors in troubleshooting. Using improper tools could cause an error in inspection due to poor metal-to-metal contact.

SPRING-LOADED LOCK CONNECTOR

Some SRS system connectors have a spring-loaded lock.

Front Airbag Connectors

Disconnecting

To release the lock, pull the spring-loaded sleeve (A) toward the stop (B) while holding the opposite half of the connector. Then pull the connector halves apart. Be sure to pull on the sleeve and not on the connector.

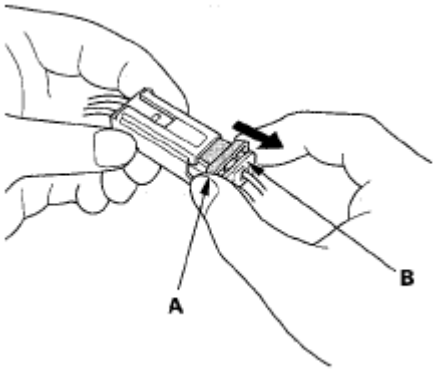

Fig. 16: Disconnecting Front Airbag Connectors

Connecting

To reconnect, hold the pawl-side connector, and press on the back of the sleeve-side connector in the direction shown. As the two connector halves are pressed together, the sleeve (A) is pushed back by the pawl (B). Do not touch the sleeve.

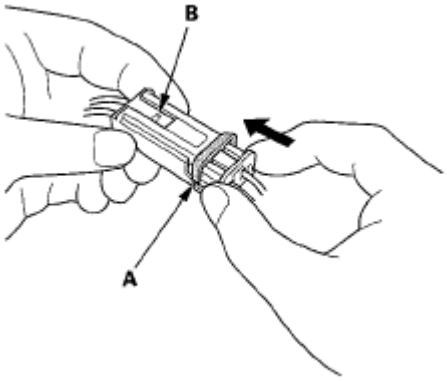

Fig. 17: Connecting Front Airbag Connectors

Side Airbag Connector

Disconnecting

To release the lock, pull the spring-loaded sleeve (A) toward the stop (B) while holding the opposite half of the connector. Then pull the connector halves apart. Be sure to pull on the sleeve and not on the connector half.

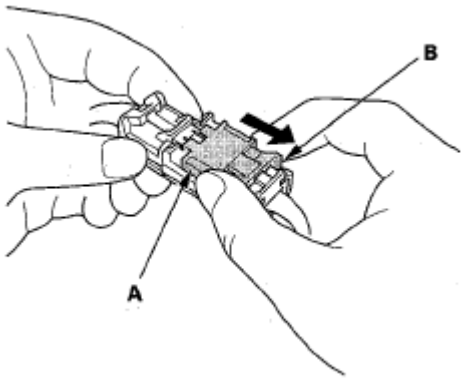

Fig. 18: Disconnecting Side Airbag Connector

Connecting

Hold both connector halves, and press them firmly together until the projection (A) of the sleeve-side connector clicks.

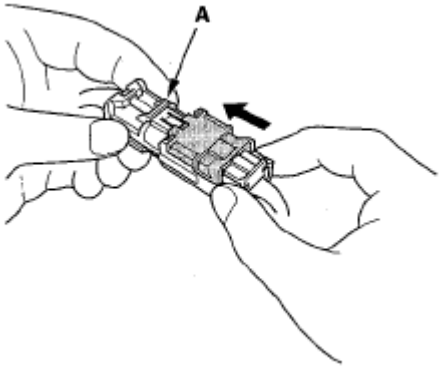

Fig. 19: Connecting Side Airbag Connector

OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS

Special Tools Required

SRS short canceller 070AZ-SAA0100

NOTE:

- **To prevent damaging the connector cavity, insert the short canceller straight into the cavity from the terminal side.**
- **Before installing the short canceller, wash it with electrical contact cleaner, then dry it with compressed air.**
- **Do not use the short canceller if it is damaged.**
- **Make sure to remove the short canceller before reconnection.**

When SRS unit connectors A or C are disconnected, a short circuit is created in the connector by its own function to prevent an airbag deployment. The circuit may need to be open sometimes when diagnosis is performed on the system. Insert the short canceller (T/N 070AZ-SAA0100) in the specified cavities when it is necessary to keep the circuit open for diagnosis.

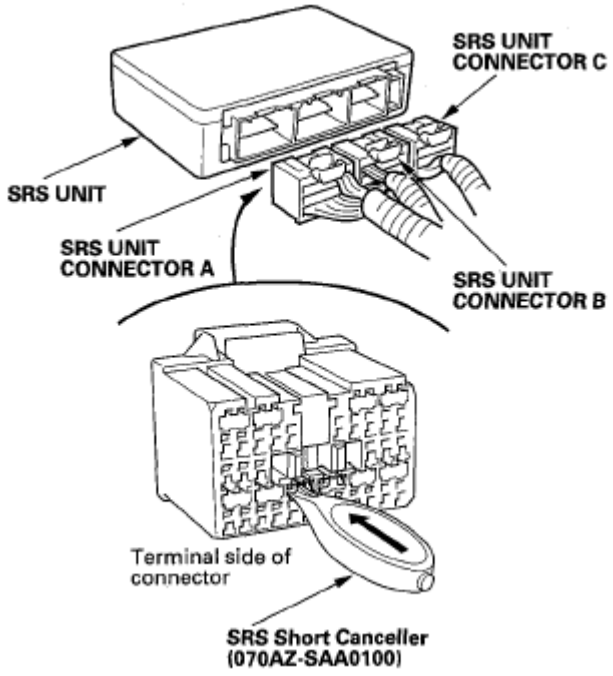

Fig. 20: Identifying SRS Unit Connectors

Terminal numbers are shown from the wire side of the female terminals. Insert the short canceller(s) into the cavities on the terminal side of the connector.

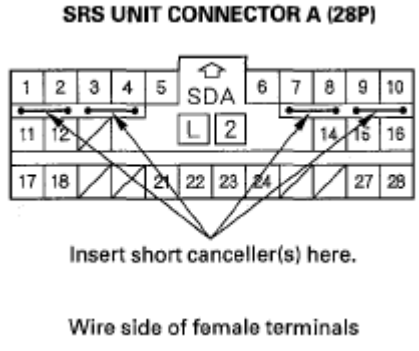

Fig. 21: Identifying SRS Unit Connector A (28P) Terminals

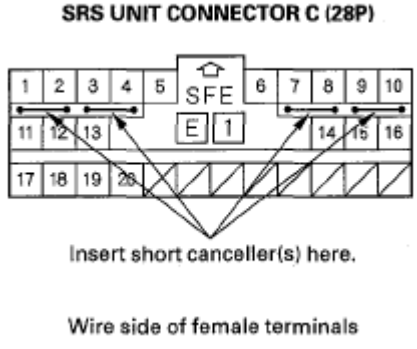

Fig. 22: Identifying SRS Unit Connector C (28P) Terminals

SEATS WITH SIDE AIRBAGS

Seats with side airbags have a "SIDE AIRBAG" label on the seat-back.

Fig. 23: Identifying Side Airbag Tab

- When cleaning, use a damp cloth to clean the seat. Do not soak the seat with liquid, and do not spray steam on the seat.
- Do not repair a torn or frayed seat-back cover. Replace the seat-back cover.
- After a collision where the side airbag was deployed, replace the side airbag and seat frame with new parts. If the seat-back cushion is split, it must be replaced.
- Never put aftermarket accessories on the seat (covers, pads, seat heaters, lights, etc.).

DISCONNECTING SYSTEM CONNECTORS

Turn the ignition switch OFF, disconnect the negative cable from the battery, and wait at least 3 minutes before beginning the following procedures.

- Before disconnecting the cable reel 4P connector (1), disconnect the driver's airbag 4P connector (2).
- Before disconnecting SRS unit connector B from the SRS unit, disconnect both seat belt tensioner 4P connectors and both seat belt buckle tensioner 2P connectors (3, 4).

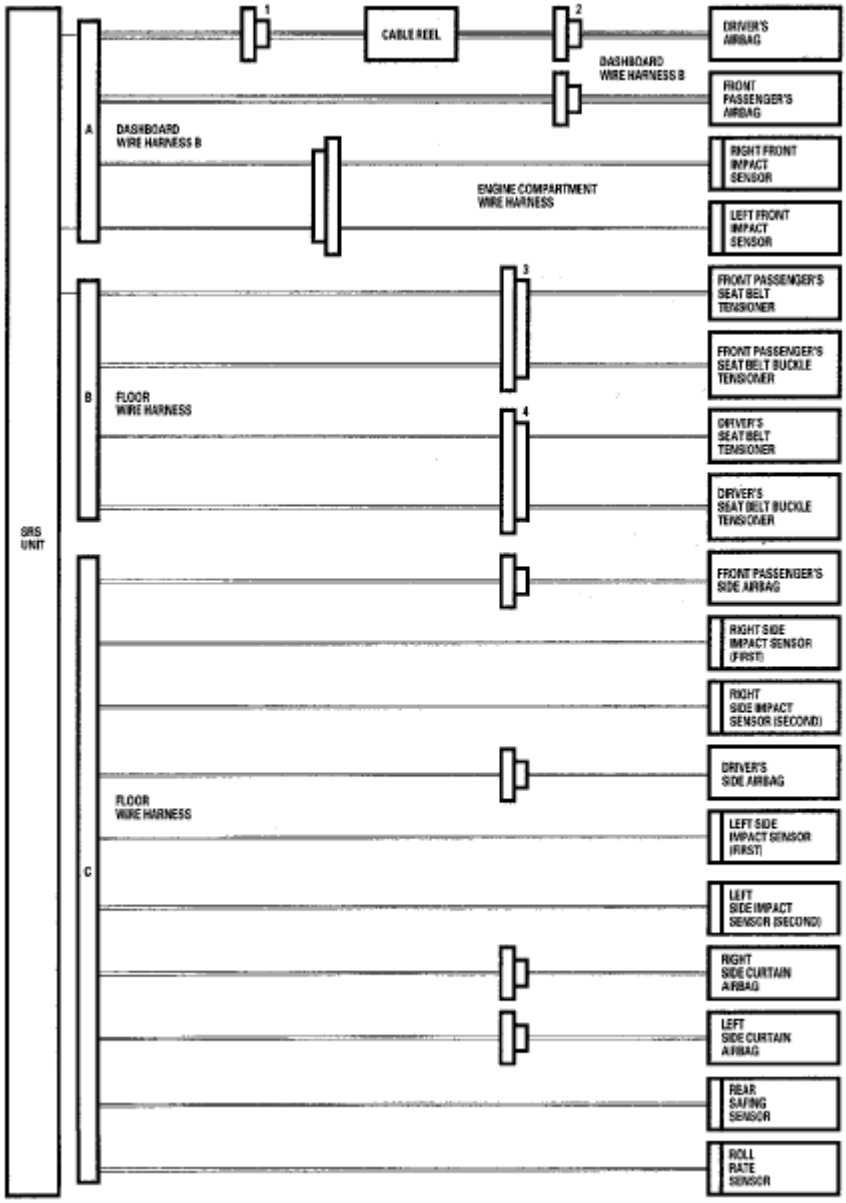

Fig. 24: Identifying SRS Unit Connectors

1. Disconnect the negative cable from the battery, and wait at least 3 minutes.

Driver's Airbag

2. Remove the access panel (A) from the steering wheel, then disconnect the driver's airbag 4P connector (B) from the cable reel.

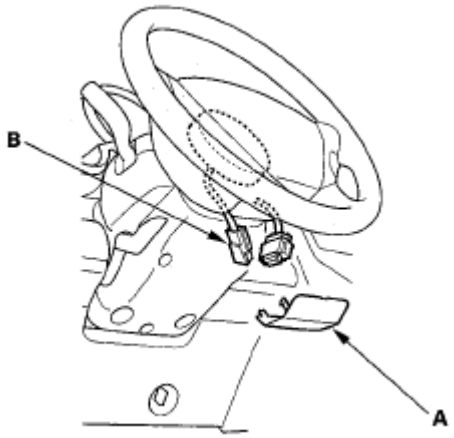

Fig. 25: Identifying Access Panel And Driver's Airbag 4P Connector

Front Passenger's Airbag

3. Remove the glove box (see **GLOVE BOX REMOVAL/INSTALLATION**), then disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness.

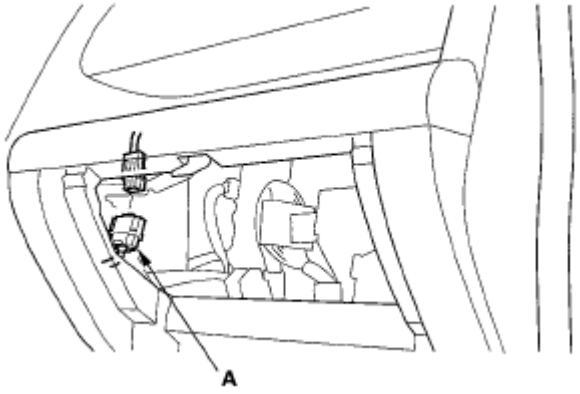

Fig. 26: Identifying Passenger's Airbag 4P Connector

Side Airbag

4. Disconnect the side airbag 2P connector (A) from the floor wire harness.

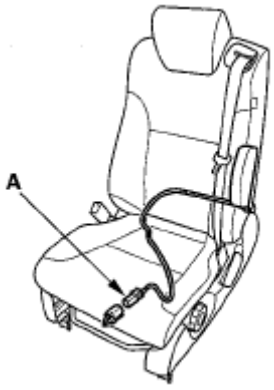

Fig. 27: Identifying Side Airbag 2P Connector

Side Curtain Airbag

5. Remove the headliner (see **HEADLINER REMOVAL/INSTALLATION**).
6. Disconnect both floor wire harness 2P connectors (A) from the side curtain airbags.

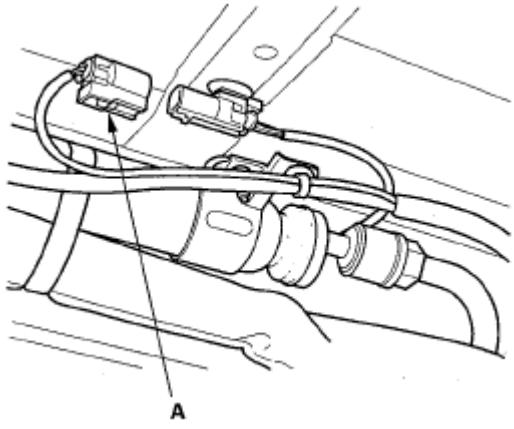

Fig. 28: Identifying Side Curtain Airbag Floor Wire Harness 2P Connector

Seat Belt Tensioner

7. Disconnect both floor wire harness connectors (A) from the seat belt tensioners.

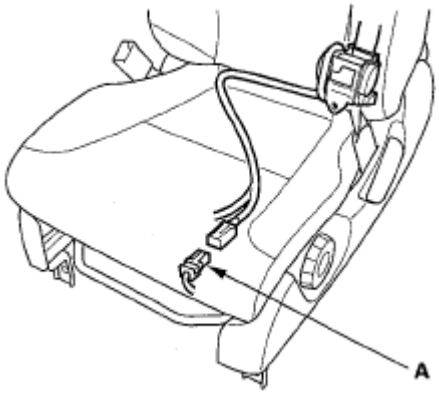

Fig. 29: Identifying Seat Belt Tensioner Floor Wire Harness Connector

Driver's seat shown; passenger's seat is similar.

Seat Belt Buckle Tensioner

8. Disconnect both floor wire harness connectors (A) from the seat belt buckle tensioner.

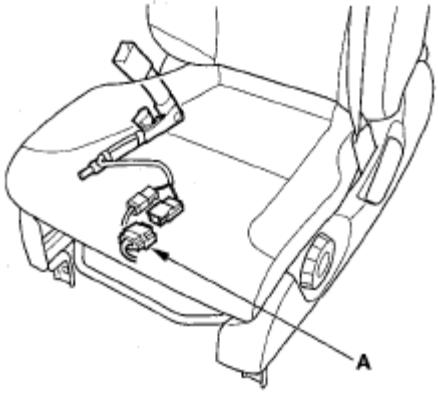

Fig. 30: Identifying Seat Belt Buckle Tensioner Floor Wire Harness Connector

Driver's seat shown; passenger's seat is similar.

SRS Unit

9. Remove the dashboard center lower cover (see **CENTER LOWER COVER REMOVAL/INSTALLATION**). Disconnect SRS unit connector A (28P), SRS unit connector B (28P), and SRS unit connector C (28P) from the SRS unit.

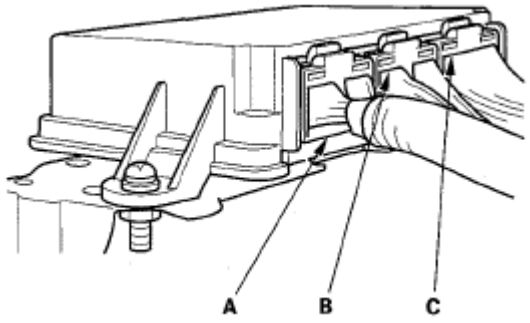

Fig. 31: Identifying SRS Unit Connectors

GENERAL TROUBLESHOOTING INFORMATION

DTC (DIAGNOSTIC TROUBLE CODES)

The self-diagnostic function of the SRS system allows it to locate the causes of system problems and then store this information in memory. For easier troubleshooting, this data can be retrieved via a data link circuit.

- When you turn the ignition switch ON (II), the SRS indicator comes on. If it goes off after 6 seconds, the system is normal, and is not currently detecting any abnormality.
- If there is an abnormality, the system locates and defines the problem, stores this information in memory, and turns the SRS indicator on. The data will remain in the memory even when the ignition switch is turned off or if the battery is disconnected.
- The data is stored in memory as a diagnostic trouble code (DTC).
- The "x" at the end of each DTC denotes a numeric character (0 thru 9) or an alpha character (A thru F) that is displayed on the HDS.
- DTCs are either latching or resetting depending on the malfunction. With resetting DTCs, the SRS indicator will go off the next time the ignition switch is turned ON and the system is normal, but the DTC is still stored. With latching DTCs, the SRS indicator will not turn OFF until the malfunction is repaired and the DTC is cleared.
- When you connect the HDS to the 16P data link connector (DLC), you can retrieve a more detailed DTC in the Honda Systems "SRS" menu.
- After reading and recording the DTC, proceed with the troubleshooting procedure for that code.

Precautions

- Use only a digital multimeter to check the system. If it's not a Honda multimeter, make sure its output is 10 mA(0.01 A) or less when switched to the smallest value in the ohmmeter range. A tester with a higher output could damage the airbag circuit or cause accidental airbag deployment and possible injury.
- Whenever the ignition switch is ON (II), or has been turned OFF for less than 3 minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.
- Make sure the battery is sufficiently charged. If the battery is dead or low, measuring values may not be correct.
- Do not touch a tester probe to the terminals in the SRS unit or harness connectors, and do not connect the

SRS unit terminals or the sensor terminals with a jumper wire. Use only the backprobe set and the multimeter. Backprobe spring-loaded lock type connectors correctly.

READING THE DTC

1. Make sure the ignition switch is OFF.
2. Connect the HDS to the data link connector (DLC) (A).

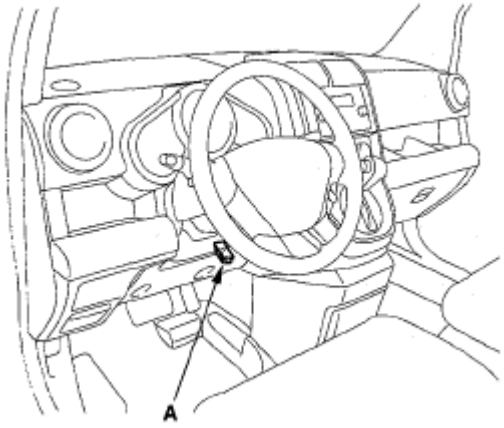

Fig. 32: Identifying Data Link Connector

3. Turn the ignition switch ON (II).
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see **DLC CIRCUIT TROUBLESHOOTING**).
5. Use the HDS to check for SRS DTCs.
6. Read and record the DTC.
7. Turn the ignition switch OFF, and wait for 10 seconds.
8. Disconnect the HDS from the DLC.
9. Do the troubleshooting procedure for the DTC.

CLEAR THE DTC MEMORY WITH THE HDS

1. Make sure the ignition switch is OFF.
2. Connect the HDS to the data link connector (DLC) (A).

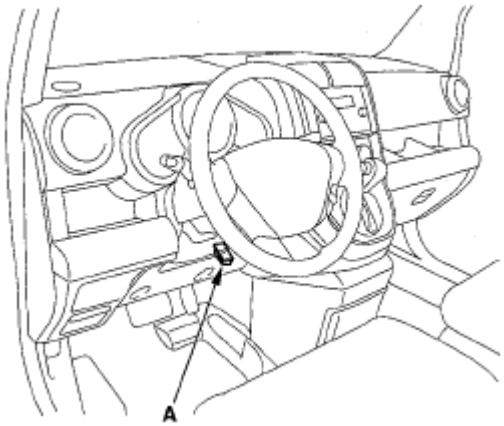

Fig. 33: Identifying Data Link Connector

3. Turn the ignition switch ON (II).
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see **DLC CIRCUIT TROUBLESHOOTING**).
5. In the SRS MENU of the HDS, select SRS, then DTC to clear DTC(s).
6. Turn the ignition switch OFF, and wait for 10 seconds.
7. Disconnect the HDS from the DLC.

CLEAR THE DTC MEMORY USING MES CONNECTOR WITHOUT THE HDS

Special Tools Required

SCS service connector 07PAZ-001010A

To clear the DTC(s) from the SRS unit, use the HDS or the following procedure.

1. Make sure the ignition switch is OFF.
2. Connect the SCS service connector (A) to the yellow MES 2P connector (B). Do not use a jumper wire.

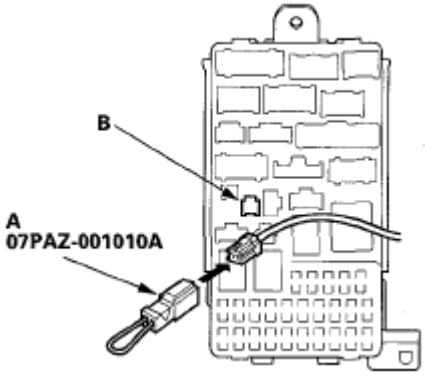

Fig. 34: Connecting SCS Service Connector To Yellow MES 2P Connector

3. Turn the ignition switch ON (II).
4. The SRS indicator will come on for about 6 seconds, and then go off. Remove the SCS service connector from the MES connector (2P) within 4 seconds after the indicator goes off.
5. The SRS indicator will come on again. Reconnect the SCS service connector to the MES connector (2P) within 4 seconds after the indicator comes on.
6. When the SRS indicator goes off, remove the SCS service connector from the MES connector (2P) within 4 seconds.
7. The SRS indicator blinks two times, indicating that the memory has been cleared.
8. Turn the ignition switch OFF, and wait for 10 seconds.
9. Turn the ignition switch ON (II) again. If the SRS indicator comes on for 6 seconds, and then goes off, the system is OK.

TROUBLESHOOTING INTERMITTENT FAILURES

If there was a malfunction, but it does not recur, it will be stored in the memory as an intermittent failure, and the SRS indicator may come on depending on the malfunction detected.

NOTE: Check the condition of the battery (see BATTERY TEST) and the charging system (see CHARGING SYSTEM INDICATOR CIRCUIT TROUBLESHOOTING). Low battery voltage may cause some intermittent failures.

After checking the DTC, troubleshoot as follows:

1. Make sure the ignition switch is OFF.
2. Connect the HDS to the data link connector (DLC).
3. Turn the ignition switch ON (II).
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see **DLC CIRCUIT TROUBLESHOOTING**).
5. In the SRS MENU on the HDS, select SRS, then DTC to clear DTC(s).
6. Read the DTC (see "**READING THE DTC**").
7. Clear the DTC memory (see "**HOW TO CLEAR THE DTC MEMORY**").
8. Set the parking brake, then start the engine, and let it idle.
9. The SRS indicator comes on for about 6 seconds and then goes off.
10. Shake the related wire harnesses and the connectors, and look for loose connections, poor pinfits, and poor grounds.
11. Take a test-drive (quick acceleration, quick braking, and cornering), turn the steering wheel fully left and right, and hold it there for 5 to 10 seconds. If the problem recurs, the SRS indicator will come on.

NOTE: A faulty cable reel can cause intermittent connections related to the driver's airbag inflator DTCs.

12. If you cannot duplicate the concern, ask the customer about the conditions when it occurred, or ask the

customer to demonstrate the concern.

13. If you cannot duplicate the intermittent failure, the system is OK at this time.

CHECKING SEAT WEIGHT SENSORS AFTER A VEHICLE COLLISION

1. Position the front passenger's seat to the rearmost position, adjust the recliner to the forward most position. Do not move it from this position.
2. Drive the vehicle, accelerate to 20 mph (36 km/h), then stop on level ground.
3. Make sure the ignition switch is OFF.
4. Connect the HDS to the data link connector (DLC) (A).

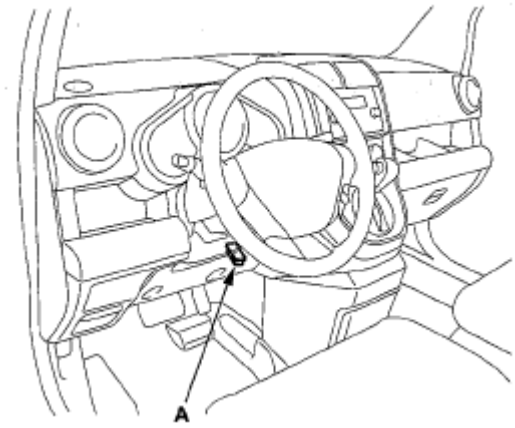

Fig. 35: Identifying Data Link Connector

5. Turn the ignition switch ON (II).
6. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see **DLC CIRCUIT TROUBLESHOOTING**).
7. From the SRS inspection menu, select Seat Weight Sensor, then Misc Test, then "SEAT OUTPUT CHK" and follow the prompts until the ODS operation check has been completed.

ODS UNIT INITIALIZATION

When a seat-back cover, seat-back cushion, and/or ODS unit is replaced, initialize the ODS by following this procedure.

NOTE: A new (uninitialized) ODS unit installed with a faulty OPDS sensor can cause DTC 85-71.

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Make sure the front passenger's seat is dry. Set the seat-back in a normal position, and make sure there is nothing on the seat.
3. Make sure the ignition switch is OFF and the MES connector is not shorted.

4. Connect the HDS to the data link connector (DLC) (A).

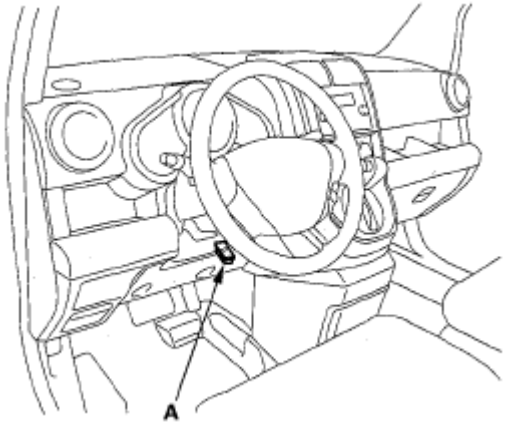

Fig. 36: Identifying Data Link Connector

5. Turn the ignition switch ON (II).
6. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see **DLC CIRCUIT TROUBLESHOOTING**).
7. From the HDS Main Menu, select SRS, then SRS, then Adjustments. In the Adjustment Menu, select ODS INIT. Follow the screen prompts to initialize the ODS.
8. Turn the ignition switch OFF.
9. Disconnect the HDS from the DLC.

NOTE: If the ODS system fails to initialize after several attempts, replace the OPDS sensor/seat-back and retry. If the ODS system continues to fail to initialize, replace the ODS unit (see ODS UNIT REPLACEMENT).

ODS UNIT CALIBRATION

When you replace the SRS unit, front passenger's weight sensors or ODS unit, calibrate the ODS unit.

While calibrating the ODS unit, observe these precautions:

- Make sure all components of the front passenger's seat are correctly installed.
- Make sure nothing is on or under the front passenger's seat.
- Make sure there is nothing in the front passenger's seat-back pocket.
- Keep the windows closed.
- Perform all calibration procedures, except test-driving, in the service bay.
- Make sure the vehicle is on level ground.
- Keep the A/C and the heater off.
- Do not touch the front passenger's seat until you are prompted to or when you have completed the

calibration.

- Do not expose the front passenger's seat to sudden temperature changes.

1. Position the front passenger's seat to the rearmost position, and adjust the recliner to the forward most position. Do not move the seat from this position.
2. Make sure the ignition switch is OFF.
3. Connect the HDS to the data link connector (DLC) (A).

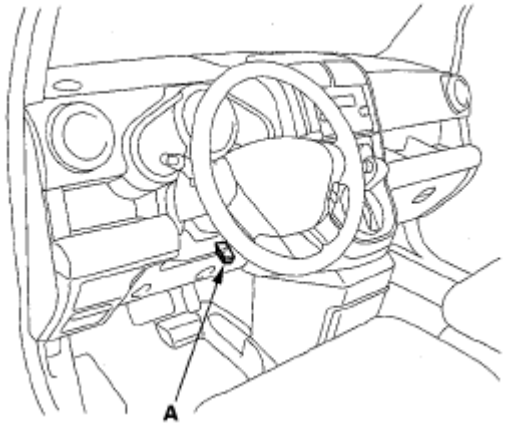

Fig. 37: Identifying Data Link Connector

4. Turn the ignition switch ON (II).
5. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see **DLC CIRCUIT TROUBLESHOOTING**).
6. Drive the vehicle, and accelerate to 20 mph (36 km/h), then stop on level ground.
7. From the Main Menu, select SRS, then Seat Weight Sensor, then Misc Test, then select "SWS INIT," and follow the prompts until the calibration has been completed.

ODS UNIT OPERATION CHECK

Check the ODS operation after any of these actions.

- Replacement of front passenger's seat component(s) (except ODS unit and/or front passenger's weight sensors)
- After a vehicle collision
- SRS unit replacement

PRE-OPERATION CHECK SET-UP

- Make sure all the components of the front passenger's seat are correctly installed.
- Position the front passenger's seat to the rearmost position. Adjust the seat recline to the forward most position. Do not move the seat from this position.

- Make sure nothing is on or under the front passenger's seat.
- Make sure there is nothing in the front passenger's seat-back pocket.
- Keep the windows closed.
- Do all calibration procedures, except test-driving, in the service bay.
- Make sure the vehicle is on level ground.
- Turn the heater and the A/C off.
- Do not touch the passenger's seat during the calibration.
- Do not expose the front passenger's seat to sudden temperature changes.

AFTER REPLACING FRONT PASSENGER'S SEAT COMPONENT(S)

1. Make sure the ignition switch is OFF.
2. Connect the HDS to the data link connector (DLC) (A).

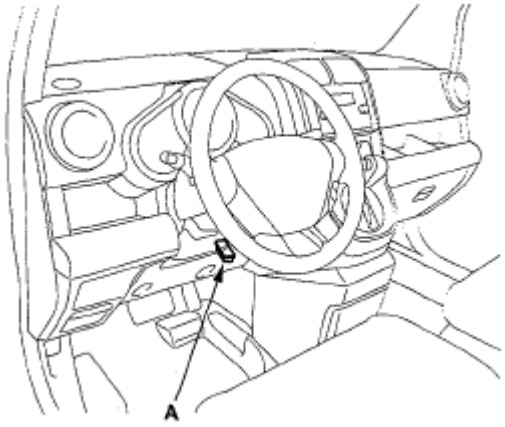

Fig. 38: Identifying Data Link Connector

3. Turn the ignition switch ON (II).
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see **DLC CIRCUIT TROUBLESHOOTING**).
5. Drive the vehicle, accelerate to 20 mph (36 km/h), then stop on level ground.
6. From the HDS Main Menu, select SRS, then weight sensor, then Misc Test, then Inspection. In the HDS Inspection Menu, select "SEAT OUTPUT CHK" and follow the prompts until the ODS operation check has been completed.

DRIVER'S SEAT POSITION SENSOR OPERATION CHECK

Check the driver's seat position after any of these actions.

- Driver's seat position sensor replacement
- Cover plate (front side of driver's seat slide rail) replacement

1. Make sure the driver's seat is at its full forward position.
2. Make sure the ignition switch is OFF (0).
3. Connect the HDS to the data link connector (DLC) (A).

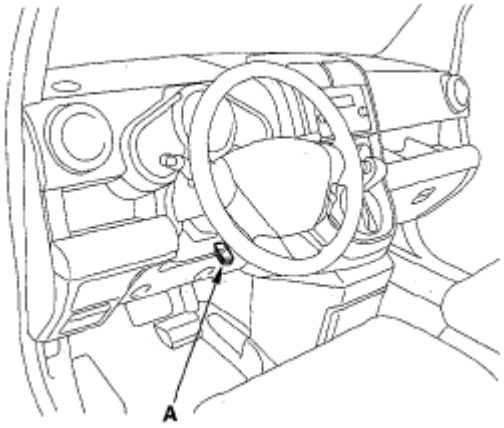

Fig. 39: Identifying Data Link Connector

4. Turn the ignition switch ON (II).
5. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see **DLC CIRCUIT TROUBLESHOOTING**).
6. From the HDS Main Menu, select SRS, then Parameter Information, then Buckle Switch, Seat Position Sensor.
7. Using a piece of tape (A), mark the location on the seat's outer cover (B) where the front riser cover meets the seat riser (C). The driver's seat position sensor should read "NEAR."

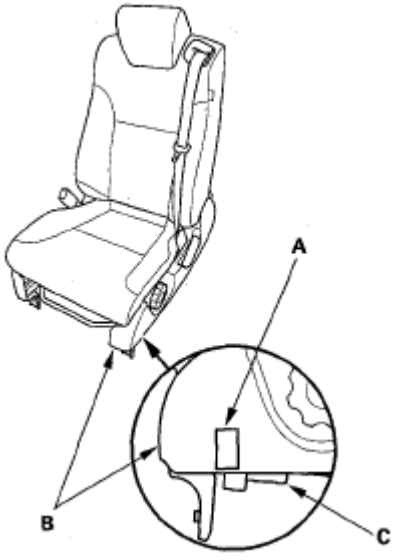

Fig. 40: Identifying Seat's Outer Cover And Seat Riser

8. Move the seat back in small increments (about 0.2 in., 5 mm) until the driver's seat position sensor reads "NOT NEAR." The seat should be about 1 in. (25 mm) from the front.

NOTE: It takes a few seconds for the HDS to display changes, so wait about 5 seconds between each move.

If the driver's seat position sensor does not work as described, check the driver's seat position sensor or the cover plate for damage, and replace parts as needed.

9. Turn the ignition switch OFF, and disconnect the HDS from the DLC.

DTC TROUBLESHOOTING INDEX

DTC TROUBLESHOOTING INDEX

DTC	Latch(1)	Reset(2)	Detection Item	Notes
11-1X			Open in driver's airbag first inflator	
11-3X		o	Short to another wire or decreased resistance in driver's airbag first inflator	
11-4X			Open in driver's airbag second inflator	
11-6X			Short to another wire or decreased resistance in driver's airbag second inflator	
11-8X	o		Short to power in driver's airbag first inflator	
11-9X			Short to ground in driver's airbag first inflator	
11-AX			Short to power in driver's airbag second inflator	
11-BX			Short to ground in driver's airbag second inflator	
12-1X			Open in front passenger's airbag first inflator	
12-3X		o	Short to another wire or decreased resistance in front passenger's airbag first inflator	
12-4X			Open in front passenger's airbag second inflator	
12-6X			Short to another wire or decreased resistance in front passenger's airbag second inflator	
12-8X	o		Short to power in front passenger's airbag first inflator	
12-9X			Short to ground in front passenger's airbag first inflator	
12-AX			Short to power in front passenger's airbag second inflator	
12-BX			Short to ground in front passenger's airbag second inflator	
21-1X			Open in driver's seat belt tensioner	
21-3X		o	Short to another wire or decreased resistance in driver's seat belt tensioner	
21-8X	o		Short to power in driver's seat belt tensioner	
21-9X			Short to ground in driver's seat belt tensioner	
22-1X			Open in front passenger's seat belt tensioner	
22-3X		o	Short to another wire or decreased resistance in front passenger's	

			seat belt tensioner	
22-8X	o		Short to power in front passenger's seat belt tensioner	
22-9X			Short to ground in front passenger's seat belt tensioner	
27-1X		o	Open in driver's seat belt buckle tensioner	
27-3X			Short to another wire or decreased resistance in driver's seat belt buckle tensioner	
27-8X	o		Short to power in driver's seat belt buckle tensioner	
27-9X			Short to ground in driver's seat belt buckle tensioner	
28-1X		o	Open in front passenger's seat belt buckle tensioner	
28-3X			Short to another wire or decreased resistance in front passenger's seat belt buckle tensioner	
28-8X	o		Short to power in front passenger's seat belt buckle tensioner	
28-9X			Short to ground in front passenger's seat belt buckle tensioner	
31-1X		o	Open in driver's side airbag inflator	
31-3X			Short to another wire or decreased resistance in driver's side airbag inflator	
31-8X	o		Short to power in driver's side airbag inflator	
31-9X			Short to ground in driver's side airbag inflator	
32-1X		o	Open in front passenger's side airbag inflator	
32-3X			Short to another wire or decreased resistance in front passenger's side airbag inflator	
32-8X	o		Short to power in front passenger's side airbag inflator	
32-9X			Short to ground in front passenger's side airbag inflator	
33-1X		o	Open in left side curtain airbag first inflator	
33-3X			Short to another wire or decreased resistance in left side curtain airbag first inflator	
33-8X	o		Short to power in left side curtain airbag first inflator	
33-9X			Short to ground in left side curtain airbag first inflator	
34-1X		o	Open in right side curtain airbag first inflator	
34-3X			Short to another wire or decreased resistance in right side curtain airbag first inflator	
34-8X	o		Short to power in right side curtain airbag first inflator	
34-9X			Short to ground in right side curtain airbag first inflator	
41-1X		o	No signal from the left front impact sensor	
41-2X			Internal failure of the left front impact sensor	
41-3x				
41-Bx	o			
42-1X		o	No signal from the right front impact sensor	
42-2X			Internal failure of the right front impact sensor	
42-3x				
42-Bx	o			

43-1X		o	No signal from the left side impact sensor (first)	
43-2X			Internal failure of the left side impact sensor (first)	
43-3x				
43-Bx	o			
44-1X		o	No signal from the right side impact sensor (first)	
44-2X			Internal failure of the right side impact sensor (first)	
44-3x				
44-Bx	o			
45-1X		o	No signal from the left side impact sensor (second)	
45-2X			Internal failure of the left side impact sensor (second)	
45-3x				
45-Bx	o			
46-1X		o	No signal from the right side impact sensor (second)	
46-2X	o	o	Internal failure of the right side impact sensor (second)	
46-3x				
46-Bx	o			
51-XX		o	Internal failure of the SRS unit	
52-xx	o			
53-xx		o		
54-xx				
55-xx				
56-xx	o			
61-1X		o	Open in driver's seat belt buckle switch	
61-2X			Short in driver's seat belt buckle switch	
62-1X			Open in front passenger's seat belt buckle switch	
62-2X			Short in front passenger's seat belt buckle switch	
71-1X			Open in driver's seat position sensor	
71-2X			Short in driver's seat position sensor	
81-4X			Internal failure of the ODS unit	
81-5x				
81-61			No signal from the ODS unit	
81-62			Response data error from the ODS unit	
81-63			Internal failure of the ODS unit	
81-64				
81-71			ODS unit does not calibrate	
81-78				
81-79			Front passenger's weight sensors initial check failure	
82-1X			No signal from the inner side front passenger's weight sensor	
83-2x			No signal from the outer side front passenger's weight sensor	
85-4X			Internal failure of the ODS unit	
85-5x				

85-61			No signal from the ODS unit	
85-62			Response data error from the ODS unit	
85-63			Internal failure of the ODS unit	
85-64			Internal failure of the ODS unit	
85-71			ODS unit not initialized	
85-78				
85-79			OPDS sensor initial check failure	
86-1X			Faulty OPDS sensor	
86-2x		o		
87-3X			Side airbag cutoff indicator stays on/off	
91-1X			Short to ground in the SRS indicator circuit	
92-1X			Open in the front passenger's airbag cutoff indicator	
92-2X			Open or short to ground in the passenger's airbag cutoff indicator	
A1-1X			Faulty power supply (VA line)	
A2-1X			Faulty power supply (VB line)	
B1-11			No signal from the roll rate sensor	
B1-17			Internal failure of the roll rate sensor	
B1-84	o			
B1-85				
B1-90				
B1-Ax				
B1-Bx				
B2-11		o	No signal from the rear safing sensor	
B2-17			Internal failure of the rear safing sensor	
B2-84	o			
B2-90				
B2-Ax				
B2-Bx				
EX-XX		o	Control operation recorded	
Fx-xx			Airbags and/or tensioners deployment recorded	

NOTE:

The "x" at the end of each DTC denotes a numeric character (0 thru 9) or an alpha character (A thru F) that you will see on the HDS display. The character is unrelated to your troubleshooting; it designates the SRS unit manufacturer and other detail used for product analysis.

(1) The SRS indicator turns on and stays on whenever the ignition switch is in the ON (II) position, or until the code is cleared.

(2) The SRS indicator turns on when the DTC is set. The SRS indicator will not turn on after the ignition switch is cycled from ON (II) to OFF (0), but the DTC is stored in the SRS unit.

SYMPTOM TROUBLESHOOTING INDEX

SYMPTOM TROUBLESHOOTING INDEX

Symptom	Diagnostic procedure	Also check for
SRS indicator does not come on	Symptom Troubleshooting (see **SRS INDICATOR DOES NOT COME ON**).	Correct SRS parts are installed
SRS indicator stays on, but no DTCs are stored	Symptom Troubleshooting (see **SRS INDICATOR STAYS ON, BUT NO DTCS ARE STORED**).	Correct SRS parts are installed
Side airbag cutoff indicator stays on after bulb check, and no DTCs are stored, or side airbag cutoff indicator is flashing	• Make sure nothing is on the front passenger's seat. • If the side airbag cutoff indicator stays on after the ignition switch is turned ON (II), initialize the ODS unit (see **ODS UNIT INITIALIZATION**). ○ If the side airbag cutoff indicator operates normally, the system is OK. ○ If the side airbag cutoff indicator stays on or blinks, replace the OPDS sensor/seat-back (see **FRONT SEAT-BACK COVER REPLACEMENT**). The sensor is part of the seat-back pad.	
HDS does not communicate with the SRS unit or the vehicle	Troubleshoot the DLC circuit (see **DLC CIRCUIT TROUBLESHOOTING**).	

SYSTEM DESCRIPTION

SRS COMPONENTS

Airbags

The SRS is a safety device which, when used with the seat belt, is designed to help protect the driver and front passenger in a frontal impact exceeding a certain set limit. The system consists of the SRS unit, including safing sensor and impact sensor (A), the cable reel (B), the driver's airbag (C), the front passenger's airbag (D), side airbags (E), side curtain airbags (F), seat belt tensioners (G), seat belt buckle tensioners (H), side impact sensors (first) (I), front impact sensors (J) and side impact sensors (second) (K), roll rate sensor (L), and rear safing sensor (M). Since the driver's and front passenger's airbags use the same sensors, both normally inflate at the same time. However, it is possible for only one airbag to inflate. This can occur when the severity of a collision is at the margin, or threshold, that the SRS unit determines whether or not the airbags will deploy. In such cases, the seat belt will provide sufficient protection, and the supplemental protection offered by the airbag would be minimal.

Front Passenger's Weight Sensors

The ODS unit (N) is in the front passenger's seat-back. The front passenger's weight sensors (O) are part of the seat base. The weight sensors detect the weight on the seat, and send the information to the ODS unit. If the

total weight is about 65 lbs (30 kg) or less, the ODS unit sends a signal to the SRS unit to prevent the front passenger's airbag from deploying. When the front passenger's airbag is disabled, the passenger airbag cutoff indicator on the center panel comes on to alert the driver that the front passenger's airbag will not deploy in a front-end collision.

Driver's Seat Position Sensor

The driver's seat position sensor (P) is under the driver's seat on the left side. When the driver's seat is moved to its full forward position, the deployment of the driver's airbag is moderated to decrease its force of impact during a front-end collision.

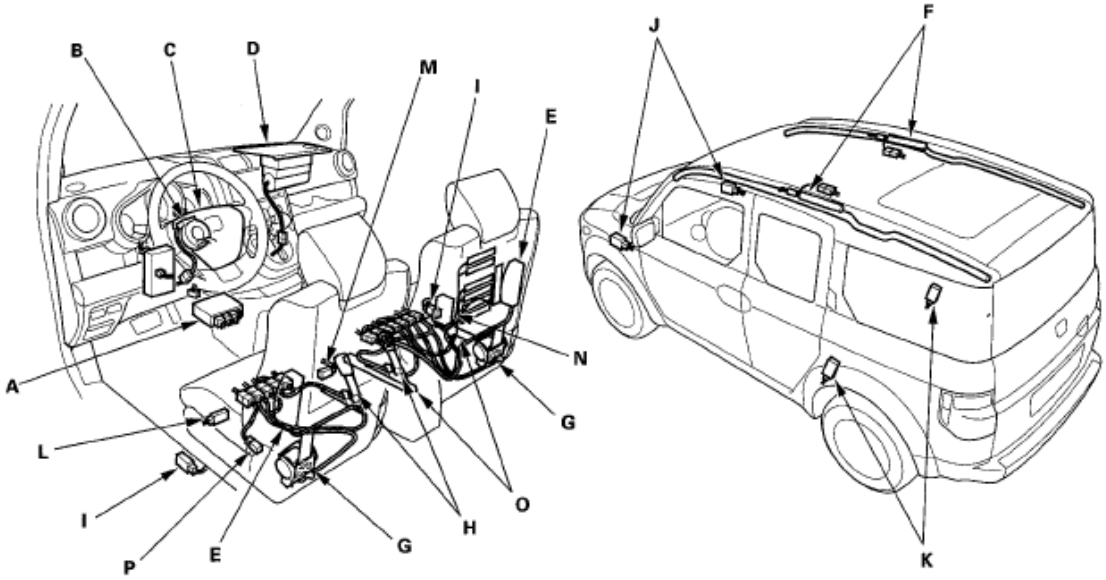

Fig. 41: Identifying SRS Components

Roll Rate Sensor

The roll rate sensor is located under the front passenger's seat. It detects the amount of roll of the vehicle and sends the information to the SRS unit. The SRS unit uses this information to determine if a vehicle rollover is imminent. If so, it deploys both side curtain airbags and the front seat belt tensioners.

Rear Safing Sensor

The rear safing sensor is located under the center console. The rear safing sensor performs the same basic function as the safing sensor in the SRS unit. It measures sideways G force, such as the force the vehicle would receive in a side collision in the rear, and sends that information to the SRS unit. The SRS unit uses that information, and the information from the second side impact sensors to determine the side that is impacted and the force. If the threshold is met, the SRS unit deploys the side airbag, the side curtain airbag, and the seat belt tensioner on that side.

SIDE AIRBAG CUTOFF INDICATOR/ODS OPERATION

The indicator comes on if the front passenger's seat is occupied by a small adult or child who is leaning into the deployment path, or an object (grocery bag, briefcase, purse, etc.) is in the seat. When the indicator comes on, the passenger's side airbag is off and will not deploy; there is no problem with the side airbag. If the passenger sits upright or moves to another seat, or you remove the object from the seat, the light should go off. There will be some delay between the occupant's repositioning and when the indicator will turn on or off.

PASSENGER AIRBAG CUTOFF INDICATOR

The indicator comes on if the weight of the front passenger is about 65 lbs (30 kg) or less. This indicates the passenger's front airbag is off and will not deploy. The front airbag is shut off to reduce the chance of airbag-caused injuries.

SRS OPERATION

The main circuit in the SRS unit senses and judges the force of impact and, if necessary, ignites the inflator charges. If battery voltage is too low or power is disconnected due to the impact, the voltage regulator and the back-up power circuit will keep voltage at a constant level.

For the SRS to operate:

Seat Belt Tensioners and Seat Belt Buckle Tensioners

1. A front impact sensor or side impact sensor must activate and send electric signals to the microprocessor.
2. The microprocessor must compute the signals and send them to the tensioners.
3. The charges must ignite and deploy the tensioners.

Driver's and Front Passenger's Airbag(s)

1. A front impact sensor must activate and send electric signals to the microprocessor.
2. The microprocessor must compute the signals and send them to the airbag inflator(s).
3. The inflators that receives signals must ignite and deploy the airbags.

Side Airbag(s)

1. Aside impact sensor must activate and send electric signals to the microprocessor.
2. The microprocessor must compute the signals and send them to the side airbag inflator(s). However, the microprocessor cuts off the signals to the front passenger's side airbag if the SRS unit determines that the front passenger's head is in the deployment path of the side airbag.
3. The inflator that receives the signal must ignite and deploy the side airbag.

Side Curtain Airbag(s)

1. Side impact sensor must activate and send electrical signals to the microprocessor.
2. The microprocessor must compute the signals and send them to the side curtain airbag and side airbag inflator(s).
3. The inflator that receives the signals must ignite and deploy the side curtain airbag and side airbag at the

same time.

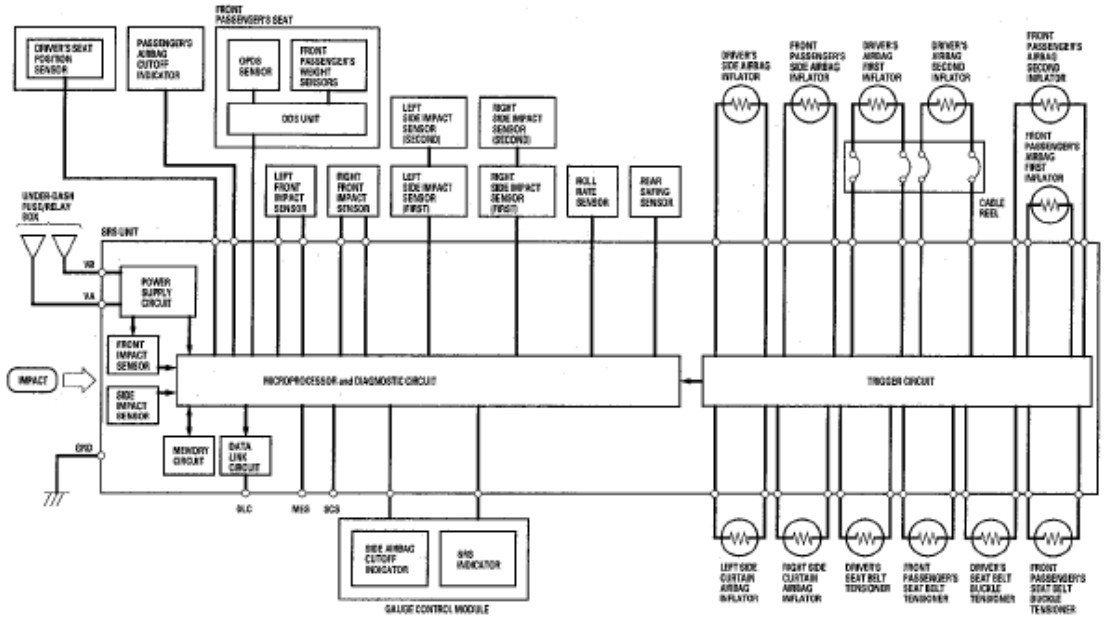

Fig. 42: SRS Communication Diagram

Self-Diagnostic System

A self-diagnostic circuit is built into the SRS unit; when the ignition switch is turned ON (II), the SRS indicator comes on and goes off after about 6 seconds if the system is operating normally.

If the indicator does not come on, or does not go off after 6 seconds, or if it comes on while driving, it indicates an abnormality in the system. The system must be inspected and repaired as soon as possible.

For better serviceability, the SRS unit memory stores a DTC that relates to the cause of the malfunction, and the unit is connected to the data link connector (DLC). This information can be read with the HDS when it is connected to the DLC (see **GENERAL TROUBLESHOOTING INFORMATION**).

NOTE: Before you disconnect the negative cable from the battery for troubleshooting, make sure you have the anti-theft code for the audio system.

SRS UNIT INPUTS AND OUTPUTS AT CONNECTOR A (28P)

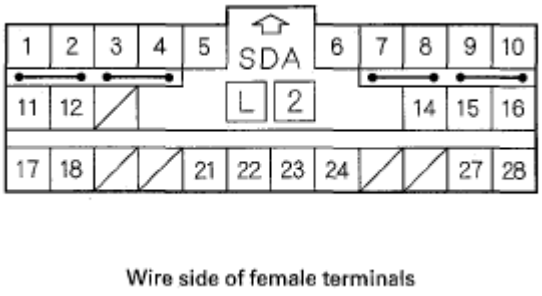

Fig. 43: Identifying SRS Unit Connector A (28P) Terminals

TERMINALS DESCRIPTION CHART (SRS UNIT CONNECTOR A (28P))

Terminal Number	Wire Color	Terminal Name	Description
1	GRN/YEL	LA2+	Power source for driver's airbag second inflator
2	GRN/WHT	LA2-	Ground for driver's airbag second inflator
3	BLU/BLK	RA2+	Power source for front passenger's airbag second inflator
4	BLU/RED	RA2-	Ground for front passenger's airbag second inflator
5	LT GRIM/BLK	MES	Memory erase signal input
6	BRN	SCS	Service check signal input
7	GRN/BLK	LA1 +	Power source for driver's airbag first inflator
8	GRN/RED	LA1-	Ground for driver's airbag first inflator
9	YEL	RA1 +	Power source for front passenger's airbag first inflator
10	BLU/YEL	RA1-	Ground for front passenger's airbag first inflator
11	GRN	IDC	SRS indicator output line
12	RED/BLU	PTT	Passenger's airbag cutoff indicator output line
14	GRN/ORN	ODS	Sends and receives communication signal
15	BLU	LFS-	Ground for left front impact sensor
16	BRN	RFS-	Ground for right front impact sensor
17	BLK/YEL	VA	SRS system sub power (common with ODS and passenger's cutoff indicator)
18	WHT/RED	VB	SRS dedicated power (dedicated booster circuit)
21	YEL	CDS	Front passenger's occupant detection signal output line
22	BLK	SRS GND (1)	Ground circuit for the SRS unit
23	BLK	SRS GND (2)	Ground circuit for the SRS unit
24	LT BLU	K-LINE	Sends and receives scan tool signal
27	RED	LFS+	Power source for left front impact sensor
28	GRN	RFS+	Power source for right front impact sensor

SRS UNIT INPUTS AND OUTPUTS AT CONNECTOR B (28P)

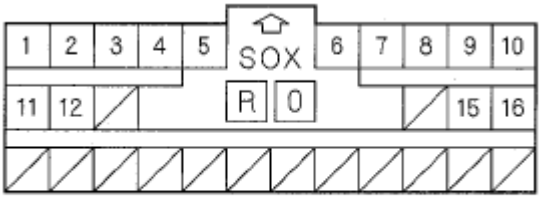

Fig. 44: Identifying SRS Unit Connector B (28P) Terminals

TERMINALS DESCRIPTION CHART (SRS UNIT CONNECTOR B (28P))

Terminal Number	Wire Color	Terminal Name	Description
1	RED/BLU	LRP+	Power source for driver's seat belt tensioner
2	RED/WHT	LRP-	Ground for driver's seat belt tensioner
3	RED/BLK	RRP+	Power source for front passenger's seat belt tensioner
4	RED/YEL	RRP-	Ground for front passenger's seat belt tensioner
5	GRN/WHT	SS-	Ground for driver's seat position sensor
6	BLU/RED	SS+	Power source for driver's seat position sensor
7	GRN/BLK	LBP+	Power source for driver's seat belt buckle tensioner
8	GRN/YEL	LBP-	Ground for driver's seat belt buckle tensioner
9	GRN	RBP+	Power source for front passenger's seat belt buckle tensioner
10	GRN/RED	RBP-	Ground for front passenger's seat belt buckle tensioner
11	BLU/RED	LBSC	Driver's seat belt buckle switch un-buckled signal
12	LT GRN	LBSO	Driver's seat belt buckle switch buckled signal
15	BLU	RBSC	Front passenger's seat belt buckle switch un-buckled signal
16	ORN	RBSO	Front passenger's seat belt buckle switch buckled signal

SRS UNIT INPUTS AND OUTPUTS AT CONNECTOR C (28P)

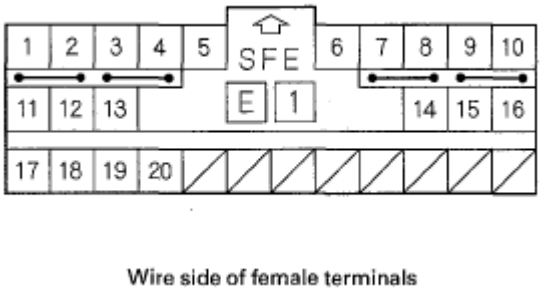

Fig. 45: Identifying SRS Unit Connector C (28P) Terminals

TERMINALS DESCRIPTION CHART (SRS UNIT CONNECTOR C (28P))

Terminal Number	Wire Color	Terminal Name	Description
1	WHT/GRN	LSA+	Power source for driver's side airbag inflator
2	WHT/RED	LSA-	Ground for driver's side airbag inflator
3	WHT/BLK	RSA+	Power source for front passenger's side airbag inflator
4	WHT/BLU	RSA-	Ground for front passenger's side airbag inflator
5	BLU/WHT	SSS+	Power source for rear safing sensor
6	BLU/YEL	SSS-	Ground for rear safing sensor
7	BLU/BLK	LCA+	Power source for left side curtain airbag inflator
8	BLU	LCA-	Ground for left side curtain airbag inflator
9	RED/YEL	RCA+	Power source for right side curtain airbag inflator
10	RED	RCA-	Ground for right side curtain airbag inflator
11	PNK/BLU	LBSI+	Power source for left side impact sensor (first)
12	GRY/RED	LBSI-	Ground for left side impact sensor (first)
13	RED/YEL	RRS+	Power source for roll rate sensor
14	BLU/BLK	RRS-	Ground for roll rate sensor
15	BRIM/YEL	RBSI+	Power source for right side impact sensor (first)
16	LT GRN/RED	RBSI-	Ground for right side impact sensor (first)
17	GRN/BLK	LCSI+	Power source for left side impact sensor (second)
18	ORN	LCSI-	Ground for left side impact sensor (second)
19	YEL/BLK	RCSI+	Power source for right side impact sensor (second)
20	YEL	RCSI-	Ground for right side impact sensor (second)

CIRCUIT DIAGRAM

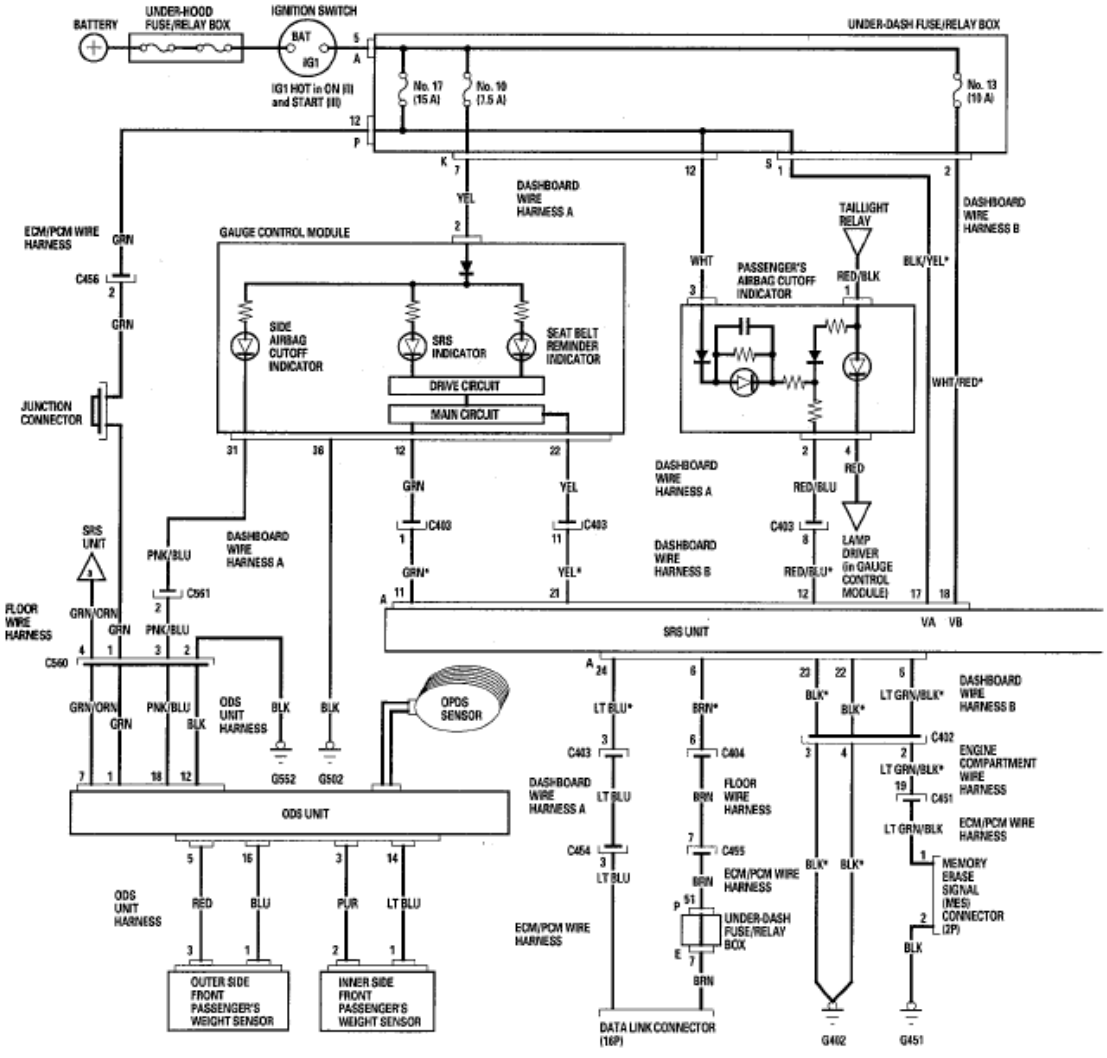

Fig. 46: Supplemental Restraint System Circuit Diagram (1 Of 4)

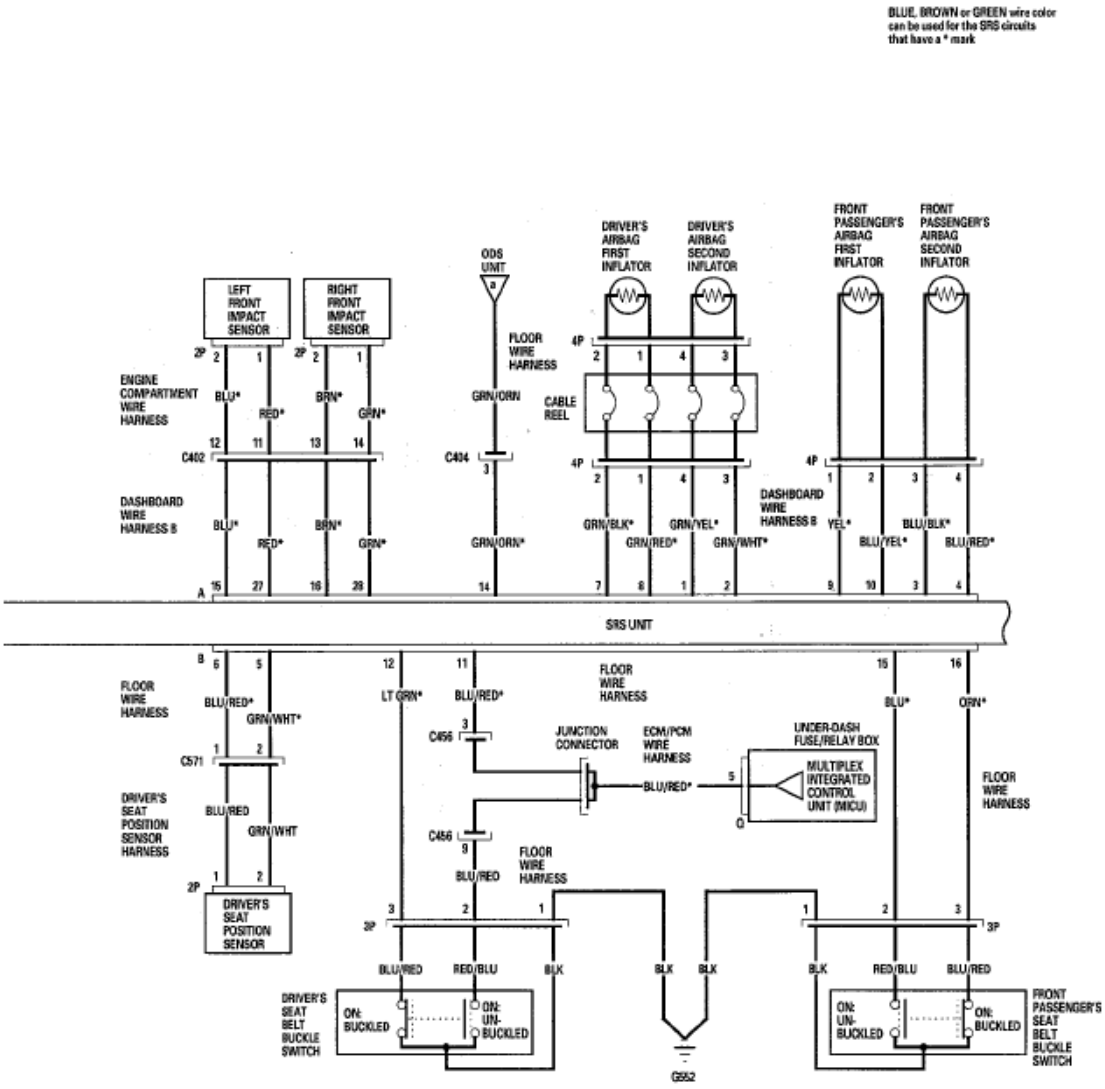

Fig. 47: Supplemental Restraint System Circuit Diagram (2 Of 4)

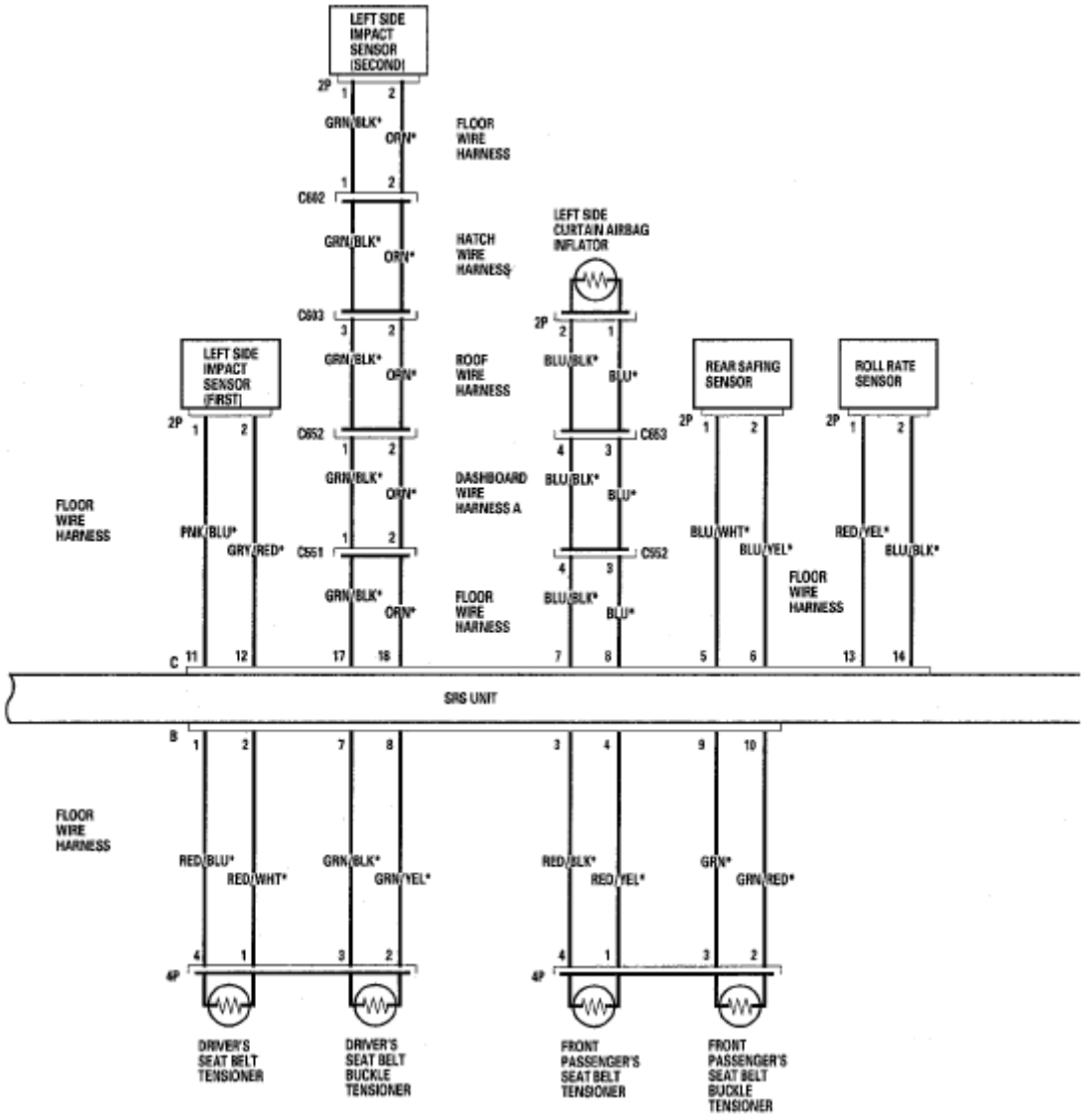

Fig. 48: Supplemental Restraint System Circuit Diagram (3 Of 4)

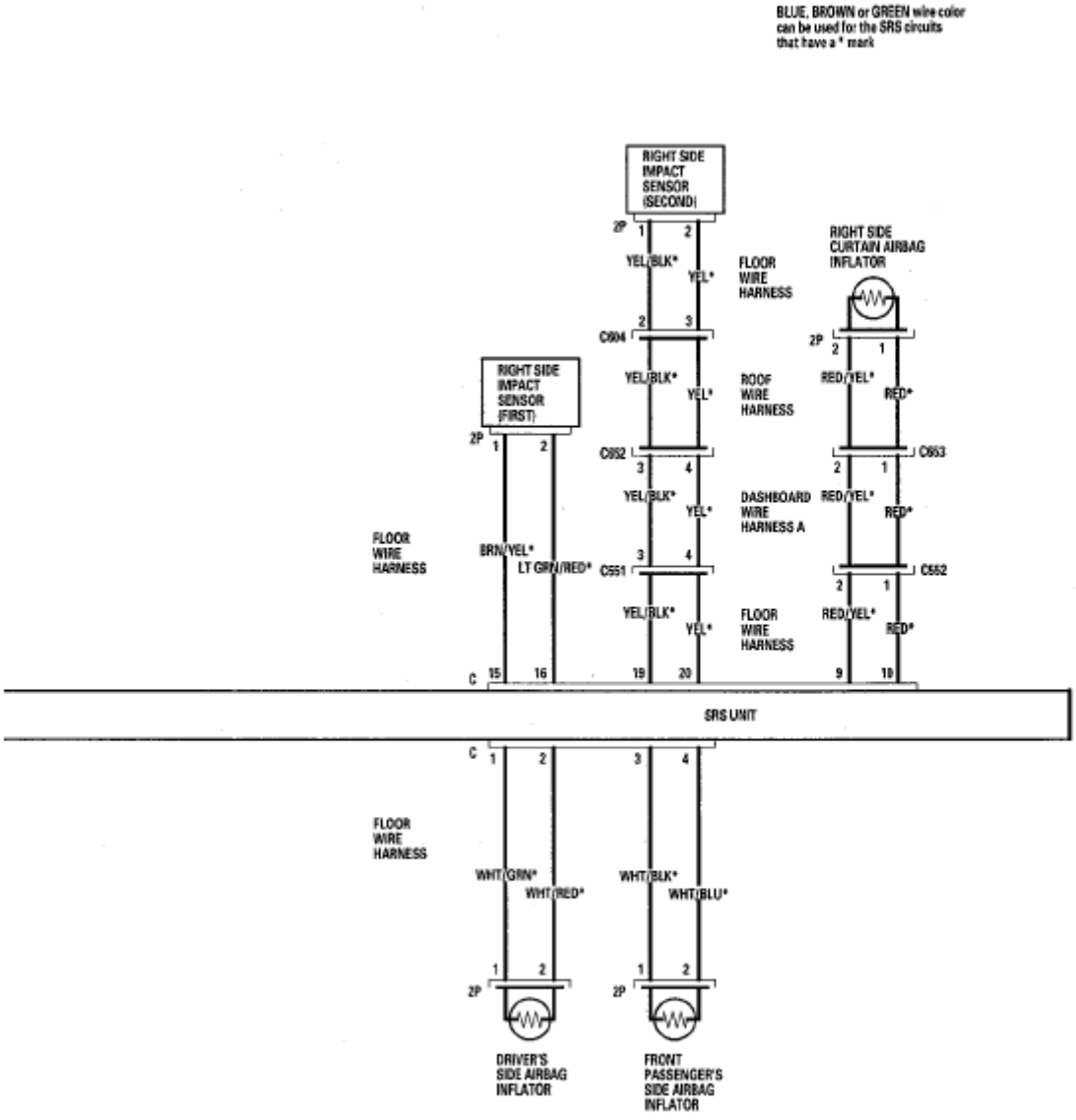

Fig. 49: Supplemental Restraint System Circuit Diagram (4 Of 4)

DTC TROUBLESHOOTING

DTC 11-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S AIRBAG FIRST INFLATOR; DTC 11-4X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S AIRBAG SECOND INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and

Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 11-1x or 11-4x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the driver's airbag 4P connector (A) from the cable reel.

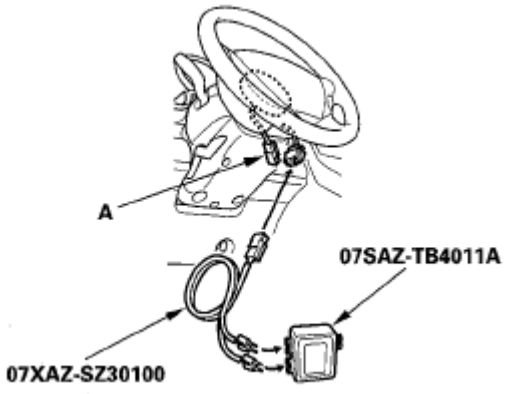

Fig. 50: Identifying Driver's Airbag 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the cable reel.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 11-1x or 11-4x indicated?

   YES -Go to step 9.

   NO -Open in the driver's airbag first or second inflator; replace the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the dashboard wire harness B 4P connector (A) from the cable reel.

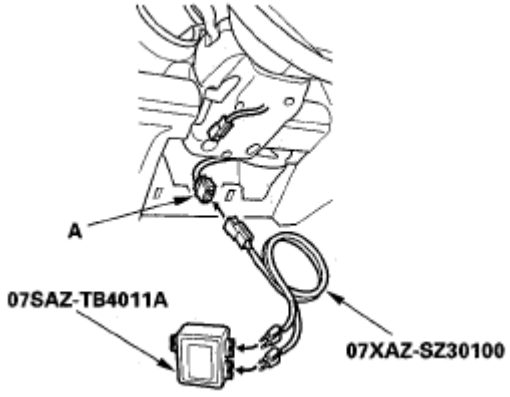

Fig. 51: Identifying Dashboard Wire Harness B 4P Connector

11. Connect the SRS inflator simulator (2 ohms connectors) and the simulator lead to dashboard wire harness B.
12. Reconnect the negative cable to the battery.
13. Clear the DTC memory.
14. Read the DTC.

    Is DTC 11-1x or 11-4x indicated?

    YES -Go to step 15.

    NO -Open or increased resistance in the cable reel; replace the cable reel (see **CABLE REEL REPLACEMENT**).

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
16. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
17. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness B 4P connector.
18. Measure the resistance between the terminals of both SRS simulator leads. There should be 1 0, or less.

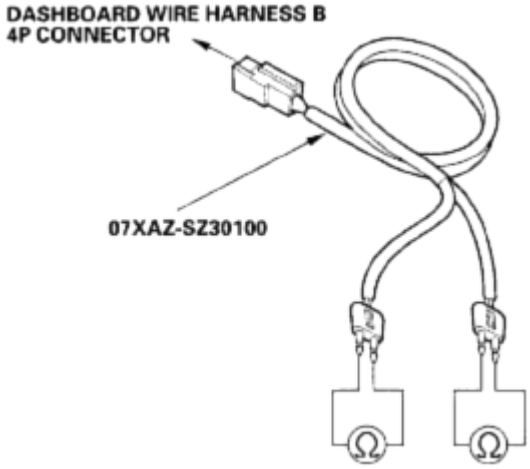

Fig. 52: Measuring Resistance Between Terminals Of Both SRS Simulator Leads

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in dashboard wire harness B; replace dashboard wire harness B.

DTC 11-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN DRIVER'S AIRBAG FIRST INFLATOR; DTC 11-6X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN DRIVER'S AIRBAG SECOND INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 11-3x or 11-6x indicated?

YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the driver's airbag 4P connector (A) from the cable reel.

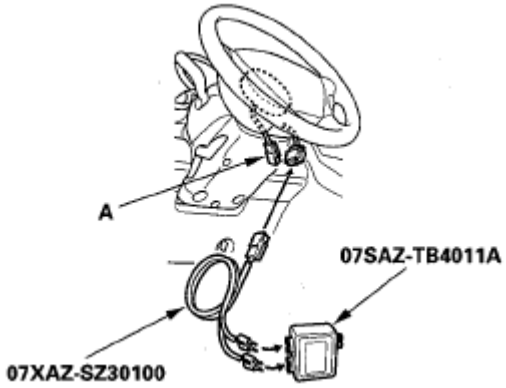

Fig. 53: Identifying Driver's Airbag 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the cable reel.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 11-3x or 11-6x indicated?

YES -Go to step 9.

NO -Short in the driver's airbag first or second inflator; replace the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the dashboard wire harness B 4P connector (A) from the cable reel.

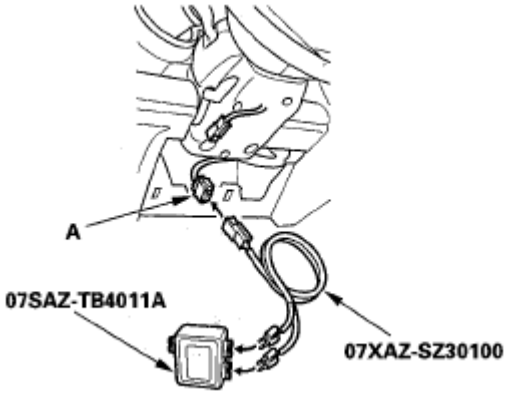

Fig. 54: Identifying Dashboard Wire Harness B 4P Connector

11. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness B.
12. Reconnect the negative cable to the battery.
13. Clear the DTC memory.
14. Read the DTC.

    Is DTC 11-3x or 11-6x indicated?

    YES -Go to step 15.

    NO -Short in the cable reel; replace the cable reel (see **CABLE REEL REPLACEMENT**).

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
16. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
17. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness B 4P connector.
18. Connect a SRS short canceller (070AZ-SAA0100) to No. 7 and No. 8 terminals and No. 1 and No. 2 terminals of the SRS unit connector A (28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
19. Measure the resistance between the terminals of both SRS simulator leads. There should be an open circuit or at least 1Mohms.

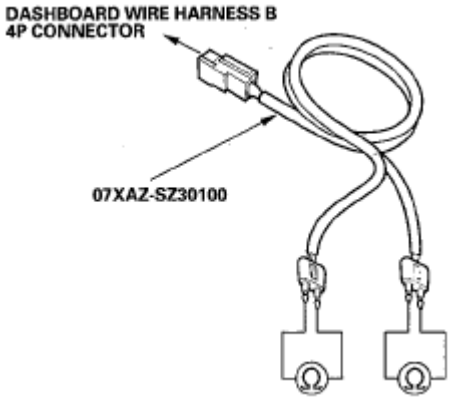

Fig. 55: Measuring Resistance Between Terminals Of Both SRS Simulator Leads

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short in dashboard wire harness B; replace dashboard wire harness B.

DTC 11-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN DRIVER'S AIRBAG FIRST INFLATOR; DTC 11-AX ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN DRIVER'S AIRBAG SECOND INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, arid is DTC 11-8x or 11-Ax indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot

the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the driver's airbag 4P connector (A) from the cable reel.

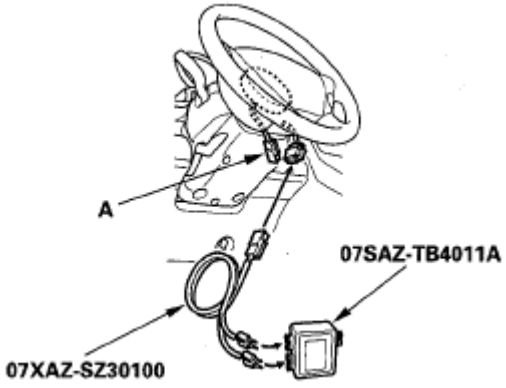

Fig. 56: Identifying Driver's Airbag 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the cable reel.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 11-8x or 11-Ax indicated?

YES -Go to step 9.

NO -Short to power in the driver's airbag first or second inflator; replace the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the dashboard wire harness B 4P connector (A) from the cable reel.

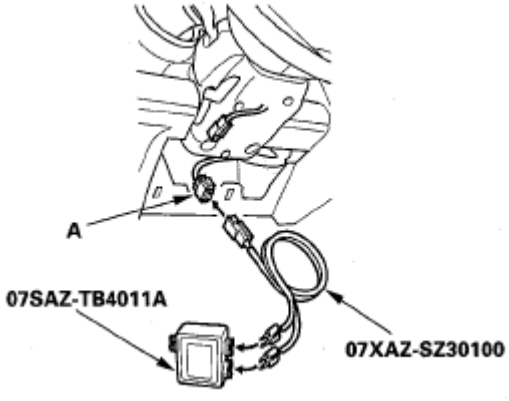

Fig. 57: Identifying Dashboard Wire Harness B 4P Connector

11. Connect the SRS inflator simulator (2 ohms connectors) and the simulator lead to dashboard wire harness B.
12. Reconnect the negative cable to the battery.
13. Clear the DTC memory.
14. Read the DTC.

Is DTC 11-8x or 11-Ax indicated?

YES -Go to step 15.

NO -Short to power in the cable reel; replace the cable reel (see **CABLE REEL REPLACEMENT**).

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
16. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
17. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness B 4P connector.
18. Reconnect the negative cable to the battery.
19. Turn the ignition switch ON (II).
20. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

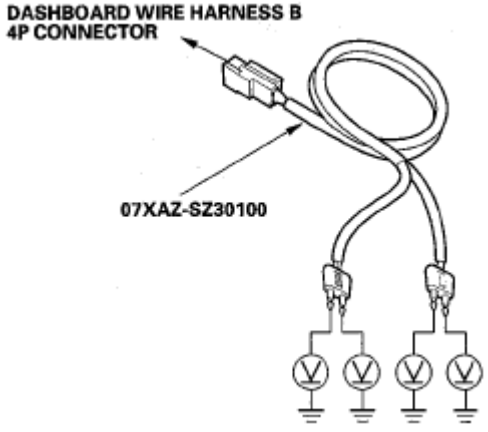

Fig. 58: Measuring Voltage Between SRS Simulator Lead Terminals And Body Ground

Is the voltage as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to power in dashboard wire harness B; replace dashboard wire harness B.

DTC 11-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN DRIVER'S AIRBAG FIRST INFLATOR; DTC 11-BX ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN DRIVER'S AIRBAG SECOND INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 11-9x or 11-Bx indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the driver's airbag 4P connector (A) from the cable reel.

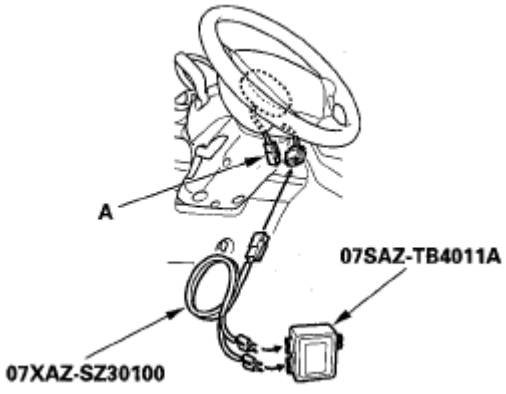

Fig. 59: Identifying Driver's Airbag 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the cable reel.
6. Reconnect the negative cable to the battery.

7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 11-9x or 11-Bx indicated?

   YES -Go to step 9.

   NO -Short to ground in the driver's airbag first or second inflator; replace the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the dashboard wire harness B 4P connector (A) from the cable reel.

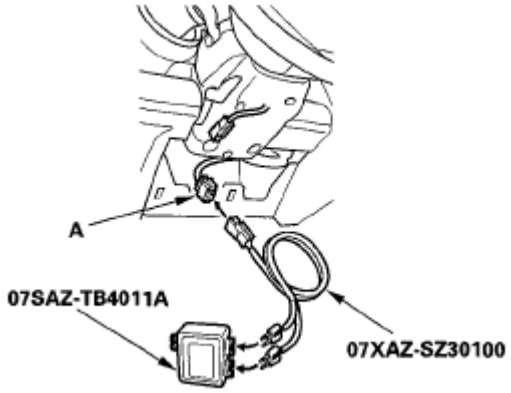

Fig. 60: Identifying Dashboard Wire Harness B 4P Connector

11. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness B.
12. Reconnect the negative cable to the battery.
13. Clear the DTC memory.
14. Read the DTC.

    Is DTC 11-9x or 11-Bx indicated?

    YES -Go to step 15.

    NO -Short to ground in the cable reel; replace the cable reel (see **CABLE REEL REPLACEMENT**).

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
16. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
17. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness B 4P connector.
18. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1Mohms.

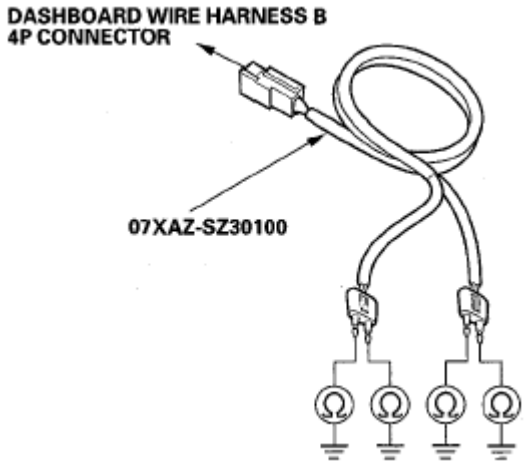

Fig. 61: Measuring Resistance Between SRS Simulator Lead Terminals And Body Ground

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in dashboard wire harness B; replace dashboard wire harness B.

DTC 12-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN FRONT PASSENGER'S AIRBAG FIRST INFLATOR; DTC 12-4X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN FRONT PASSENGER'S AIRBAG SECOND INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 12-1x or 12-4x indicated?

   YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness B.

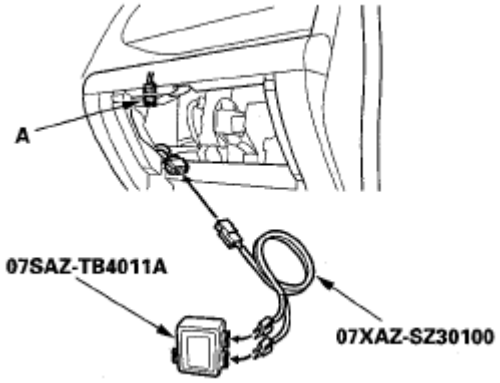

Fig. 62: Identifying Front Passenger's Airbag 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness B.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 12-1x or 12-4x indicated?

   YES -Go to step 9.

   NO -Open in the front passenger's airbag first or second inflator; replace the front passenger's airbag (see **FRONT PASSENGER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness B 4P connector.
12. Measure the resistance between the terminals of both SRS simulator leads. There should be 1 ohms or less.

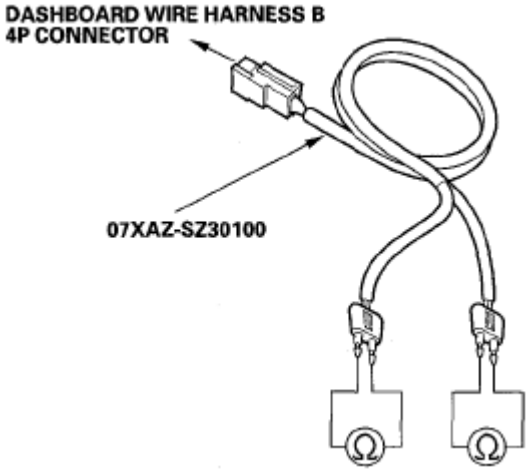

Fig. 63: Measuring Resistance Between Terminals Of Both SRS Simulator Leads

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector A (28P). Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in dashboard wire harness B; replace dashboard wire harness B.

DTC 12-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN FRONT PASSENGER'S AIRBAG FIRST INFLATOR; DTC 12-6X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN FRONT PASSENGER'S AIRBAG SECOND INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 12-3x or 12-6x indicated?

   YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness B.

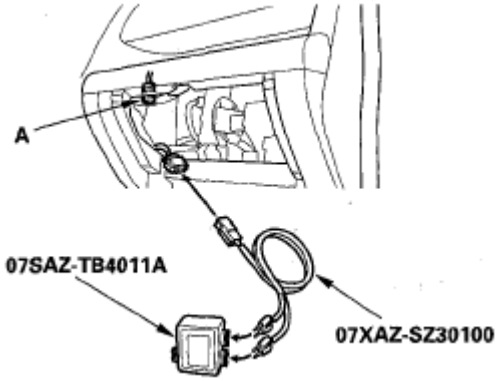

Fig. 64: Identifying Front Passenger's Airbag 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness B.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 12-3x or 12-6x indicated?

   YES -Go to step 9.

   NO -Short in the front passenger's airbag first or second inflator; replace the front passenger's airbag (see **FRONT PASSENGER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness B 4P connector.
12. Connect a SRS short canceller (070AZ-SAA0100) to No. 9 and No. 10 terminals, and the No. 3 and No. 4 terminals of the SRS unit connector A (28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
13. Measure the resistance between the terminals of both SRS simulator leads. There should be an open circuit or at least 1 M ohms.

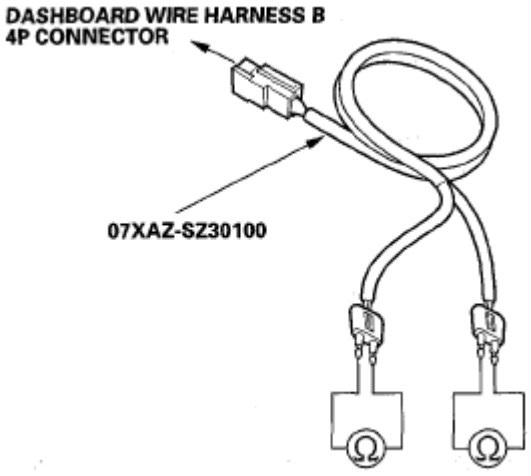

Fig. 65: Measuring Resistance Between Terminals Of Both SRS Simulator Leads

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short in dashboard wire harness B; replace dashboard wire harness B.

DTC 12-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN FRONT PASSENGER'S AIRBAG FIRST INFLATOR; DTC 12-AX ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN FRONT PASSENGER'S AIRBAG SECOND INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 12-8x or 12-Ax indicated?

   YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness B.

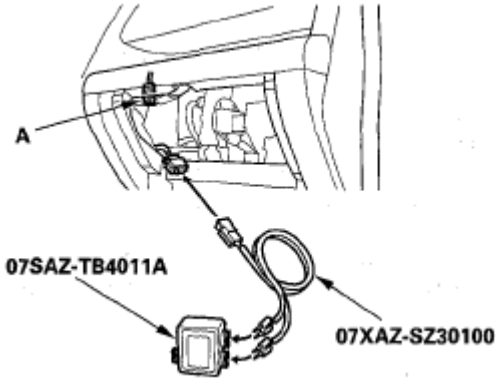

Fig. 66: Identifying Front Passenger's Airbag 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness B.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 12-8x or 12-Ax indicated?

YES -Go to step 9.

NO -Short to power in the front passenger's airbag first or second inflator; replace the front passenger's airbag (see **FRONT PASSENGER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness B 4P connector.
12. Reconnect the negative cable to the battery.
13. Turn the ignition switch ON (II).
14. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

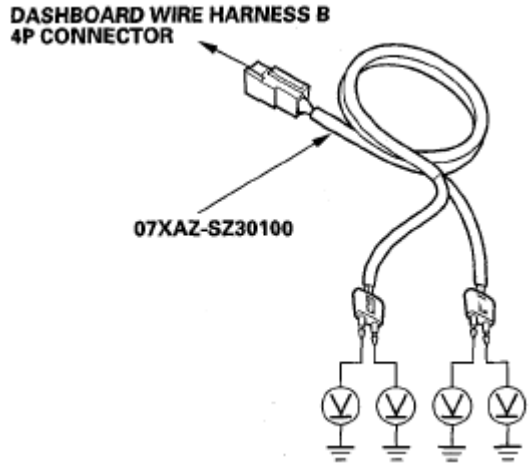

Fig. 67: Measuring Voltage Between SRS Simulator Lead Terminals And Body Ground

Is the voltage as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to power in dashboard wire harness B; replace dashboard wire harness B.

DTC 12-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN FRONT PASSENGER'S AIRBAG FIRST INFLATOR; DTC 12-BX ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN FRONT PASSENGER'S AIRBAG SECOND INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 12-9x or 12-Bx indicated?

   YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness B.

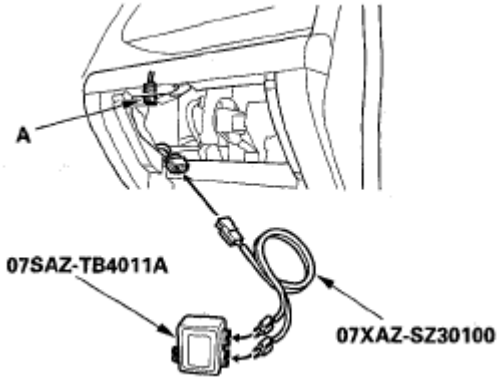

Fig. 68: Identifying Front Passenger's Airbag 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness B.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 12-9x or 12-Bx indicated?

YES -Go to step 9.

NO -Short to ground in the front passenger's airbag first or second inflator; replace the front passenger's airbag (+see **FRONT PASSENGER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness B 4P connector.
12. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1 M ohms.

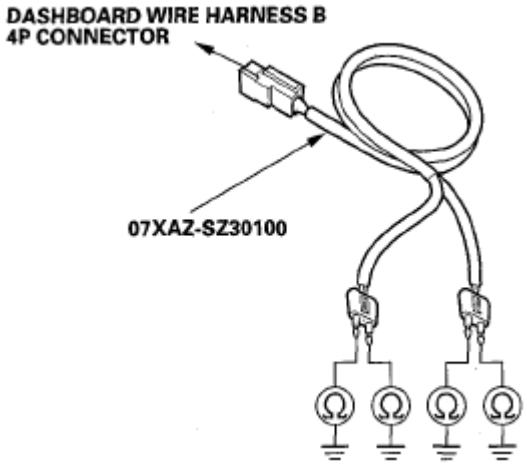

Fig. 69: Measuring Resistance Between SRS Simulator Lead Terminals And Body Ground

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in dashboard wire harness B; replace dashboard wire harness B.

DTC 21-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 21-1x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot

the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 4P connector (A) from the driver's seat belt tensioner.

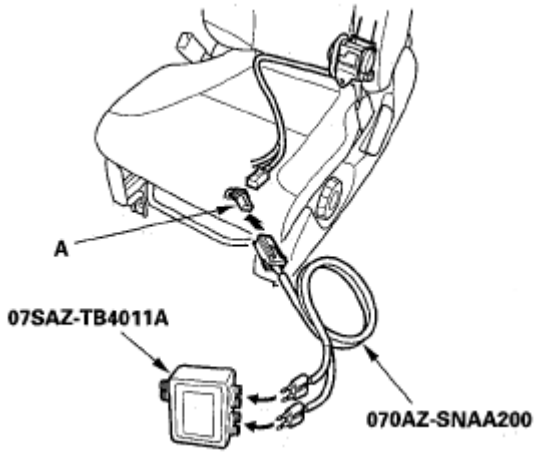

Fig. 70: Identifying Floor Wire Harness 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 21-1x indicated?

   YES -Go to step 9.

   NO -Open in the driver's seat belt tensioner; replace the driver's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the front passenger's seat belt tensioner 4P connector (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Measure the resistance between the No. 1 and the No. 2 terminals of SRS unit connector B (28P). There should be 2.0-3.0 0,.

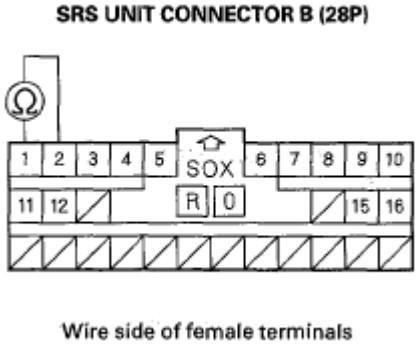

Fig. 71: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 1 And 2

Is resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

DTC 21-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN DRIVER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 21-3x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.

4. Disconnect the floor wire harness 4P connector (A) from the driver's seat belt tensioner.

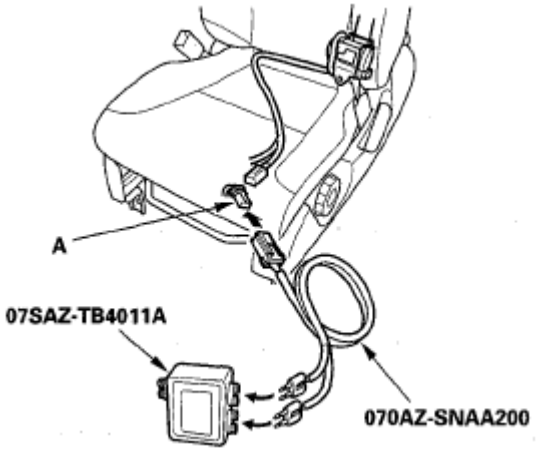

Fig. 72: Identifying Floor Wire Harness 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 21-3X indicated?

   YES -Go to step 9.

   NO -Short in the driver's seat belt tensioner; replace the driver's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the front passenger's seat belt tensioner 4P connector (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Disconnect the simulator lead from the floor wire harness.
13. Measure the resistance between the No. 1 and the No. 2 terminals of SRS unit connector B (28P). There should be an open circuit or at least 1Mohms.

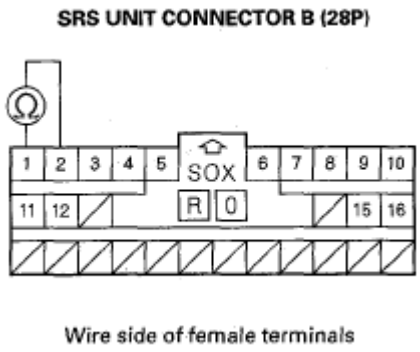

Fig. 73: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 1 And 2

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short in the floor wire harness; replace the floor wire harness.

DTC 21-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN DRIVER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 21-8x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.

4. Disconnect the floor wire harness 4P connector (A) from the driver's seat belt tensioner.

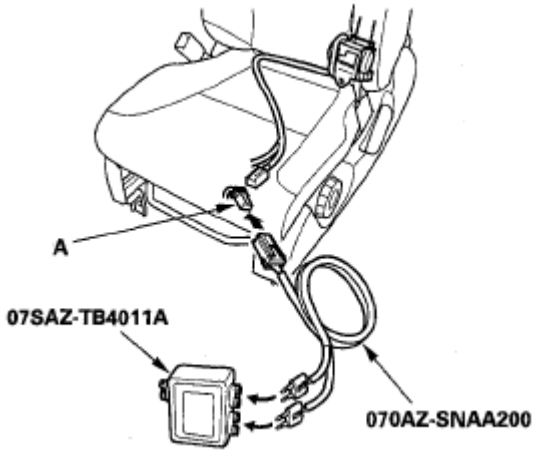

Fig. 74: Identifying Floor Wire Harness 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 21-8X indicated?

   YES -Go to step 9.

   NO -Short to power in the driver's seat belt tensioner; replace the driver's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the front passenger's seat belt tensioner 4P connector (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Disconnect the simulator lead from the floor wire harness.
13. Reconnect the negative cable to the battery.
14. Turn the ignition switch ON (II).
15. Measure the voltage between the No. 1 terminal of SRS unit connector B (28P) and body ground, and between the No. 2 terminal and body ground. There should be 0.5 V or less.

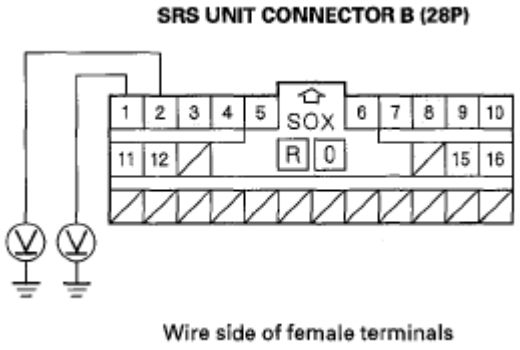

Fig. 75: Measuring Voltage Between SRS Unit Connector B (28P) Terminal 1 And Body Ground

Is the voltage as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to power in the floor wire harness; replace the floor wire harness.

DTC 21-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN DRIVER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 21-9x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.

4. Disconnect the floor wire harness 4P connector (A) from the driver's seat belt tensioner.

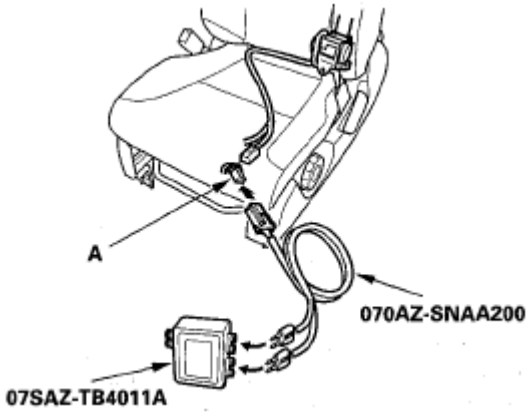

Fig. 76: Identifying Floor Wire Harness 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 21-9x indicated?

   YES -Go to step 9.

   NO -Short to ground in the driver's seat belt tensioner; replace the driver's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the front passenger's seat belt tensioner 4P connector (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Disconnect the simulator lead from the floor wire harness.
13. Measure the resistance between the No. 1 terminal of SRS unit connector B (28P) and body ground, and between the No. 2 terminal and body ground. There should be an open circuit or at least 1Mohms.

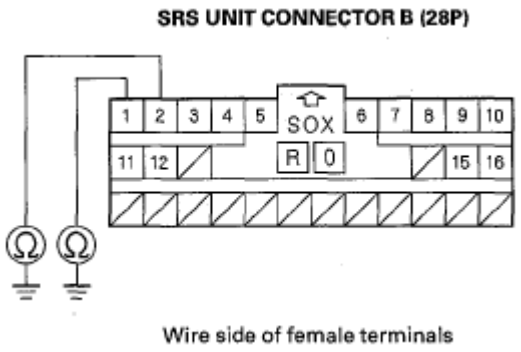

Fig. 77: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 1 And Body Ground

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in the floor wire harness; replace the floor wire harness.

DTC 22-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN FRONT PASSENGER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 22-1 x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.

4. Disconnect the floor wire harness 4P connector (A) from the front passenger's seat belt tensioner.

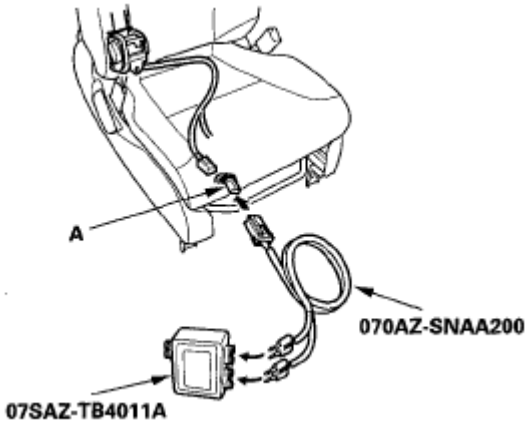

Fig. 78: Identifying Floor Wire Harness 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 22-1x indicated?

   YES -Go to step 9.

   NO -Open in the front passenger's seat belt tensioner; replace the front passenger's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the driver's seat belt tensioner 4P connector (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Measure the resistance between the No. 3 and the No. 4 terminals of SRS unit connector B (28P). There should be 2.0-3.0 ohms.

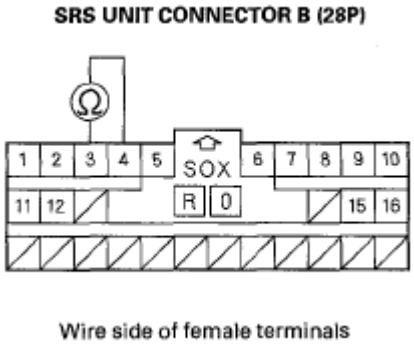

Fig. 79: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 3 And 4

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

DTC 22-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN FRONT PASSENGER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 22-3x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.

4. Disconnect the floor wire harness 4P connector (A) from the front passenger's seat belt tensioner.

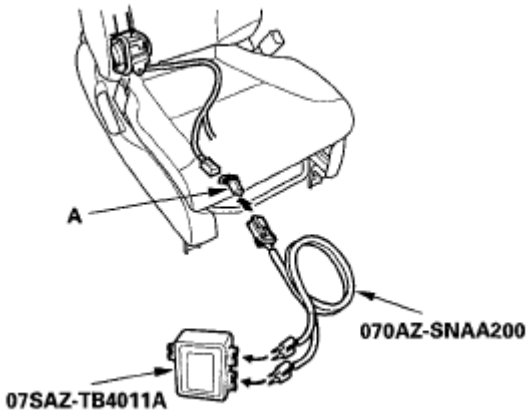

Fig. 80: Identifying Floor Wire Harness 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 22-3x indicated?

   YES -Go to step 9.

   NO -Short in the front passenger's seat belt tensioner; replace the front passenger's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the driver's seat belt tensioner 4P connector (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Disconnect the simulator lead from the floor wire harness.
13. Measure the resistance between the No. 3 and the No. 4 terminals of SRS unit connector B (28P). There should be an open circuit or at least 1Mohms.

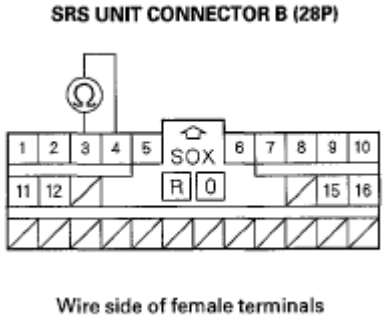

Fig. 81: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 3 And 4

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short in the floor wire harness; replace the floor wire harness.

DTC 22-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN FRONT PASSENGER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 22-8x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 4P connector (A) from the front passenger's seat belt tensioner.

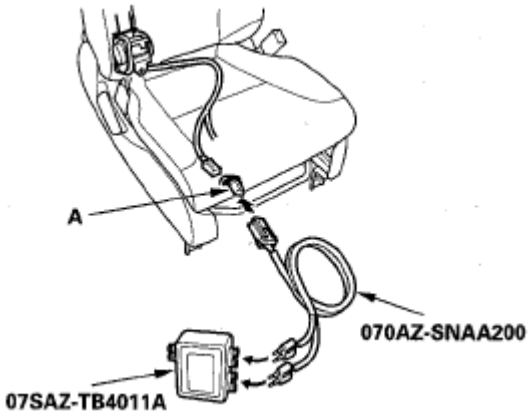

Fig. 82: Identifying Floor Wire Harness 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 22-8x indicated?

   YES -Go to step 9.

   NO -Short to power in the front passenger's seat belt tensioner; replace the front passenger's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the driver's seat belt tensioner 4P connector (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Disconnect the simulator lead from the floor wire harness.
13. Reconnect the negative cable to the battery.
14. Turn the ignition switch ON (II).
15. Measure the voltage between the No. 3 terminal of SRS unit connector B (28P) and body ground, and between the No. 4 terminal and body ground. There should be 0.5 V or less.

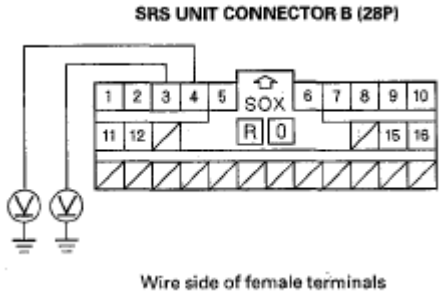

Fig. 83: Measuring Voltage Between SRS Unit Connector B (28P) Terminal 3 And Body Ground

Is the voltage as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to power in the floor wire harness; replace the floor wire harness.

DTC 22-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN FRONT PASSENGER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 22-9x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 4P connector (A) from the front passenger's seat belt tensioner.

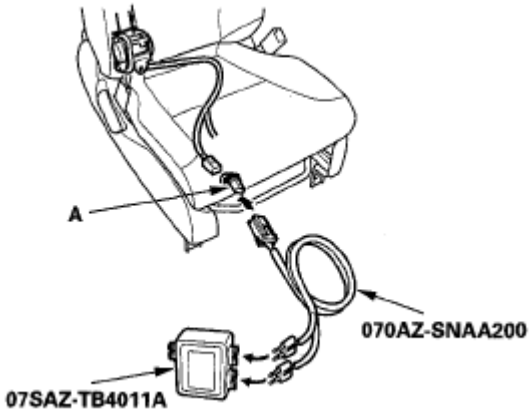

Fig. 84: Identifying Floor Wire Harness 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 22-9x indicated?

   YES -Go to step 9.

   NO -Short to ground in the front passenger's seat belt tensioner; replace the front passenger's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the driver's seat belt tensioner 4P connector (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Disconnect the simulator lead from the floor wire harness.
13. Measure the resistance between the No. 3 terminal of SRS unit connector B (28P) and body ground, and between the No. 4 terminal and body ground. There should be an open circuit or at least 1 M ohms.

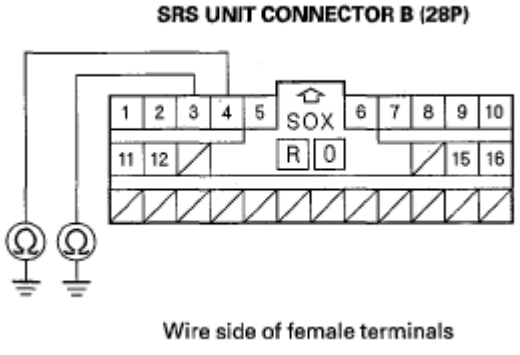

Fig. 85: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 4 And Body Ground

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in the floor wire harness; replace the floor wire harness.

DTC 27-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S SEAT BELT BUCKLE TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 27-1x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 4P connector (A) from the driver's seat belt buckle tensioner connector (B).

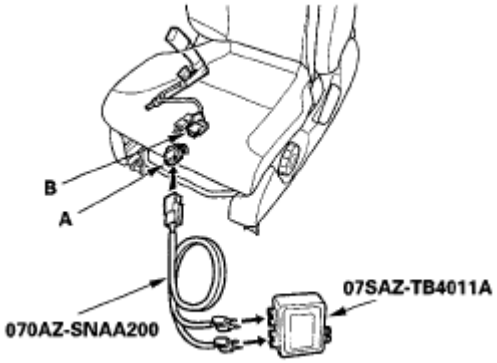

Fig. 86: Identifying Floor Wire Harness 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness connector.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 27-1x indicated?

   YES -Go to step 9.

   NO -Open in the driver's seat belt buckle tensioner; replace the driver's seat belt bucklet (see **SEAT BELT BUCKLE**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the front passenger's seat belt buckle tensioner 4P connector (see step 8 on) and both seat belt tensioner 4P connectors (see step 7 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Measure the resistance between the No. 7 and No. 8 terminals of SRS unit connector B (28P). There should be 2.0-3.0 ohms.

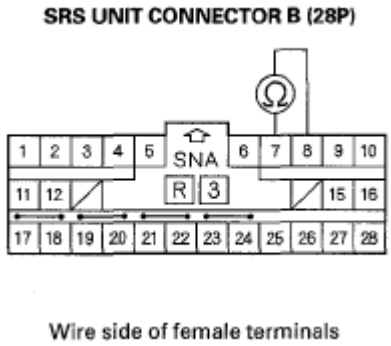

Fig. 87: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 7 And 8

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

DTC 27-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN DRIVER'S SEAT BELT BUCKLE TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 27-3x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 4P connector (A) from the driver's seat belt buckle tensioner connector (B).

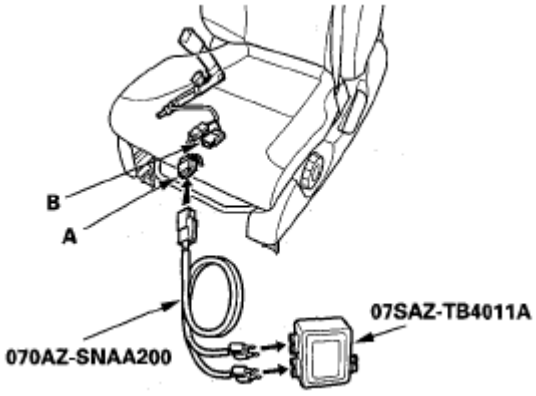

Fig. 88: Identifying Floor Wire Harness 4P Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness connector.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 27-3x indicated?

   YES -Go to step 9.

   NO -Short in the driver's seat belt buckle tensioner; replace the driver's seat belt buckle (see **SEAT BELT BUCKLE**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the front passenger's seat belt buckle tensioner 4P connector (see step 8 on) and both seat belt tensioner 4P connectors (see step 7 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Disconnect the simulator lead from the floor wire harness.
13. Measure the resistance between the No. 7 and No. 8 terminals of SRS unit connector B (28P). There should be an open circuit or at least 1Mohms.

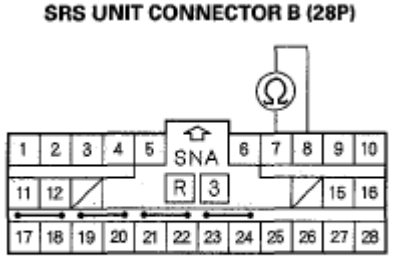

Fig. 89: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 7 And 8

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short in the floor wire harness; replace the floor wire harness.

DTC 27-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN DRIVER'S SEAT BELT BUCKLE TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedure (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 27-8x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 4P connector (A) from the driver's seat belt buckle tensioner connector (B).

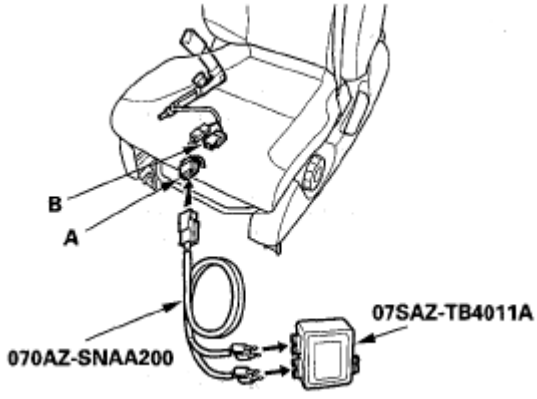

Fig. 90: Identifying Floor Wire Harness 4P Connector And Driver's Seat Belt Buckle Tensioner Connector

5. Connect the SRS inflator simulator (2 ohms connectors) arid simulator lead K to the floor wire harness connector.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 27-8x indicated?

   YES -Go to step 9.

   NO -Short to power in the driver's seat belt buckle tensioner; replace the driver's seat belt buckle (see **SEAT BELT BUCKLE**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the front passenger's seat belt buckle tensioner 4P connector (see step 8 on) and both seat belt tensioner 4P connectors (see step 7 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Disconnect the simulator lead from the floor wire harness.
13. Reconnect the negative cable to the battery.
14. Turn the ignition switch ON (II).
15. Measure the voltage between the No. 7 terminal of SRS unit connector B (28P) and body ground, and the No. 8 terminal and body ground. There should be 0.5 V or less.

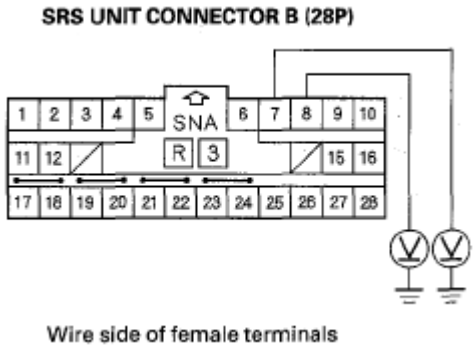

Fig. 91: Measuring Voltage Between SRS Unit Connector B (28P) Terminal 7 And Body Ground

Is the voltage as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to power in the floor wire harness; replace the floor wire harness.

DTC 27-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN DRIVER'S SEAT BELT BUCKLE TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedure (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 27-9x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.

4. Disconnect the floor wire harness 4P connector (A) from the driver's seat belt buckle tensioner connector (B).

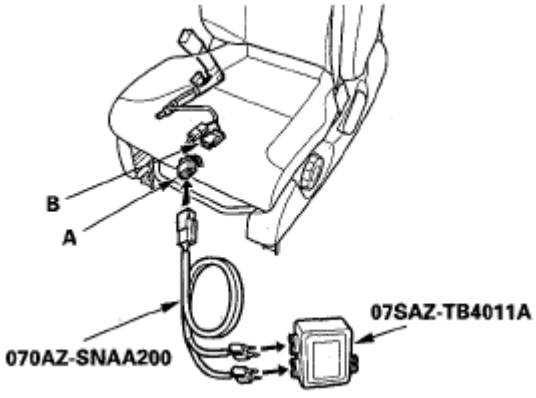

Fig. 92: Identifying Floor Wire Harness 4P Connector And Driver's Seat Belt Buckle Tensioner Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness connector.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 27-9x indicated?

   YES -Go to step 9.

   NO -Short to ground in the driver's seat belt buckle tensioner; replace the driver's seat belt buckle (see **SEAT BELT BUCKLE**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the front passenger's seat belt buckle tensioner 4P connector (see step 8 on) and both seat belt tensioner 4P connectors (see step 7 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Disconnect the simulator lead from the floor wire harness.
13. Measure the resistance between the No. 7 terminal of SRS unit connector B (28P) and body ground, and the No. 8 terminal and body ground. There should be an open circuit or at least 1 M ohms.

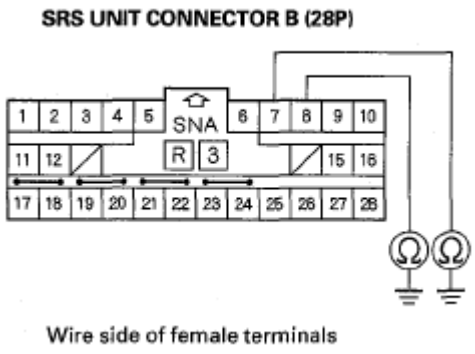

Fig. 93: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 7 And Body Ground

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in the floor wire harness; replace the floor wire harness.

DTC 28-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN FRONT PASSENGER'S SEAT BELT BUCKLE TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 28-1x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.

4. Disconnect the floor wire harness 4P connector (A) from the front passenger's seat belt buckle tensioner connector (B).

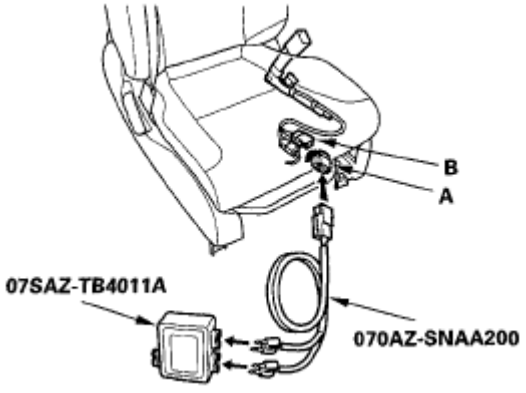

Fig. 94: Identifying Floor Wire Harness 4P Connector And Front Passenger's Seat Belt Buckle Tensioner Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness connector.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 28-1x indicated?

   YES -Go to step 9.

   NO -Open in the front passenger's seat belt buckle tensioner; replace the front passenger's seat belt buckle (see **SEAT BELT BUCKLE**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the driver's seat belt buckle tensioner 4P connector (see step 8 on) and both seat belt tensioner 4P connectors (see step 7 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Measure the resistance between the No. 9 and No. 10 terminals of SRS unit connector B (28P). There should be 2.0-3.0 0..

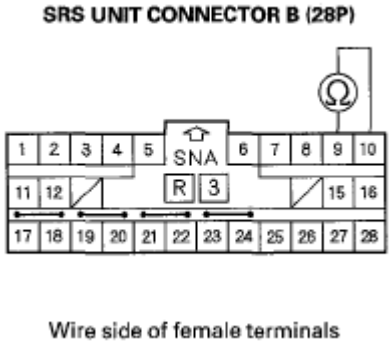

Fig. 95: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 9 And 10

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

DTC 28-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN FRONT PASSENGER'S SEAT BELT BUCKLE TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 28-3x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.

4. Disconnect the floor wire harness 4P connector (A) from the front passenger's seat belt buckle tensioner connector (B).

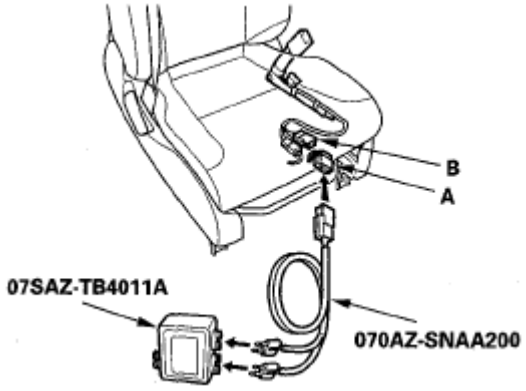

Fig. 96: Identifying Floor Wire Harness 4P Connector And Front Passenger's Seat Belt Buckle Tensioner Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to the floor wire harness connector.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 28-3x indicated?

   YES -Go to step 9.

   NO -Short in the front passenger's seat belt buckle tensioner; replace the front passenger's seat belt buckle (see **SEAT BELT BUCKLE**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the driver's seat belt buckle tensioner 4P connector (see step 8 on) and both seat belt tensioner 4P connectors (see step 7 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Disconnect the simulator lead from the floor wire harness.
13. Measure the resistance between the No. 9 and No. 10 terminals of SRS unit connector B (28P). There should be an open circuit or at least 1 M ohms.

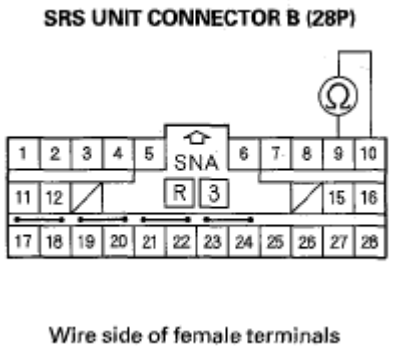

Fig. 97: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 9 And 10

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short in the floor wire harness; replace the floor wire harness.

DTC 28-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN FRONT PASSENGER'S SEAT BELT BUCKLE TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 28-8x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.

4. Disconnect the floor wire harness 4P connector (A) from the front passenger's seat belt buckle tensioner connector (B).

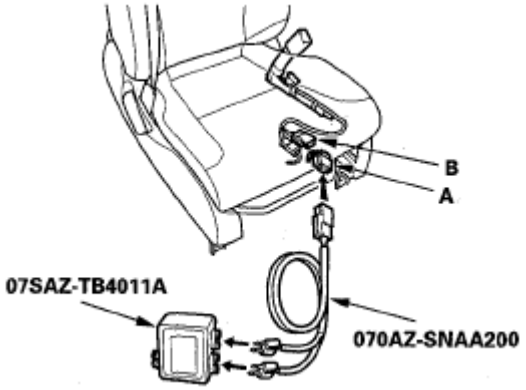

Fig. 98: Identifying Floor Wire Harness 4P Connector And Front Passenger's Seat Belt Buckle Tensioner Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to floor wire harness connector.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 28-8x indicated?

   YES -Go to step 9.

   NO -Short to power in the front passenger's seat belt buckle tensioner; replace the front passenger's seat belt buckle (see **SEAT BELT BUCKLE**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the driver's seat belt buckle tensioner 4P connector (see step 8 on) and both seat belt tensioner 4P connectors (see step 7 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Disconnect the simulator lead from the floor wire harness.
13. Reconnect the negative cable to the battery.
14. Turn the ignition switch ON (II).
15. Measure the voltage between the No. 9 terminal of SRS unit connector B (28P) and body ground, and the No. 10 terminal and body ground. There should be 0.5 V or less.

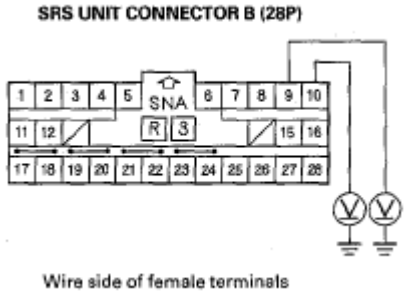

Fig. 99: Measuring Voltage Between SRS Unit Connector B (28P) Terminal 9 And Body Ground

Is the voltage as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to power in the floor wire harness; replace the floor wire harness.

DTC 28-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN FRONT PASSENGER'S SEAT BELT BUCKLE TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead K 070AZ-SNAA200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 28-9x indicated?

   YES -Go to step 3;

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 4P connector (A) from the front passenger's seat belt buckle tensioner connector (B).

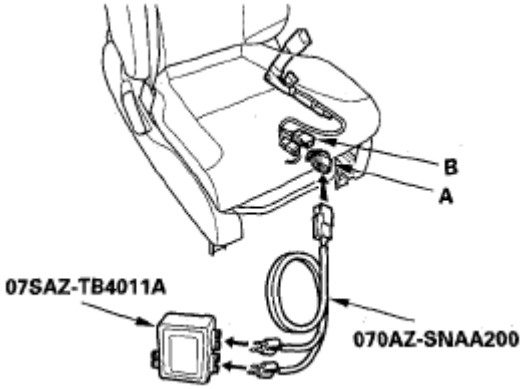

Fig. 100: Identifying Floor Wire Harness 4P Connector And Front Passenger's Seat Belt Buckle Tensioner Connector

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead K to floor wire harness connector.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 28-9x indicated?

   YES -Go to step 9.

   NO -Short to ground in the front passenger's seat belt buckle tensioner; replace the front passenger's seat belt buckle (see **SEAT BELT BUCKLE**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the driver's seat belt buckle tensioner 4P connector (see step 8 on) and both seat belt tensioner 4P connectors (see step 7 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Disconnect the simulator lead from the floor wire harness.
13. Measure the resistance between the No. 9 terminal of SRS unit connector B (28P) and body ground, and the No. 10 terminal and body ground. There should be an open circuit or at least 1Mohms.

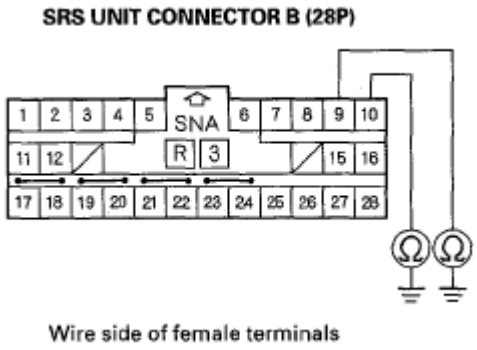

Fig. 101: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 10 And Body Ground

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in the floor wire harness; replace the floor wire harness.

DTC 31-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 31-1x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 2P connector (A) from the driver's side airbag (B).

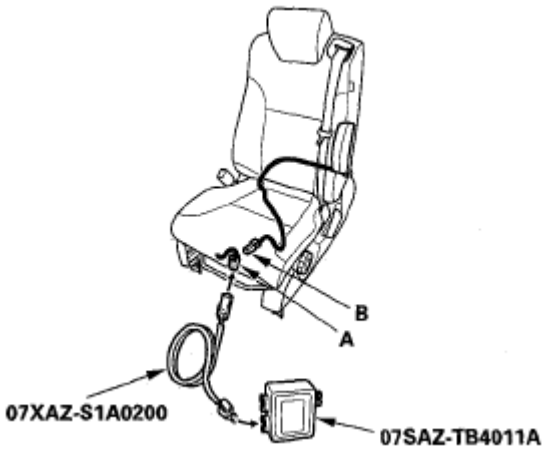

Fig. 102: Identifying Floor Wire Harness 2P Connector And Driver's Side Airbag

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 31-1x indicated?

   YES -Go to step 9.

   NO -Open in the driver's side airbag inflator; replace the driver's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from SRS simulator lead. Do not disconnect the simulator lead from the floor wire harness 2P connector.
12. Measure the resistance between the terminals of the SRS simulator lead. There should be 1.0 ohms or less.

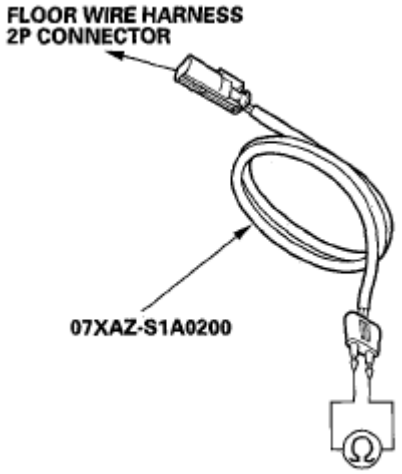

Fig. 103: Measuring Resistance Between Terminals Of SRS Simulator Lead

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

DTC 31-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN DRIVER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 31-3x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see

TROUBLESHOOTING INTERMITTENT FAILURES). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 2P connector (A) from the driver's side airbag (B).

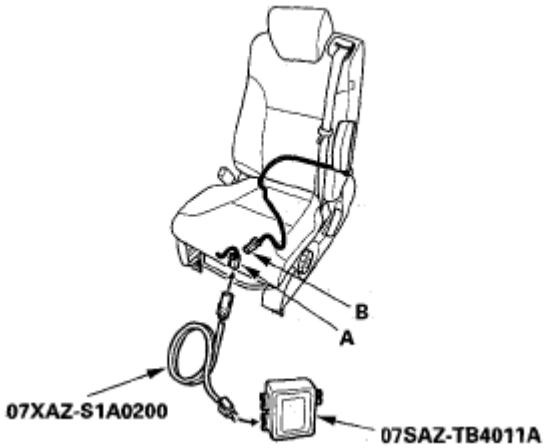

Fig. 104: Identifying Floor Wire Harness 2P Connector And Driver's Side Airbag (B)

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 31-3x indicated?

YES -Go to step 9.

NO -Short to another wire in the driver's side airbag inflator; replace the driver's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the floor wire harness 2P connector.
12. Connect the SRS short canceller (070AZ-SAA0100) to the No. 1 and No. 2 terminals of SRS unit connector C (28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
13. Measure the resistance between the terminals of the SRS simulator lead. There should be an open circuit or at least 1 M ohms.

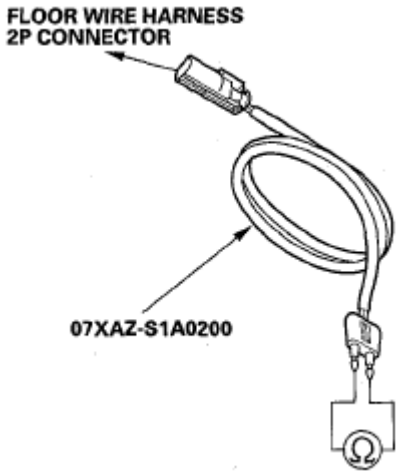

Fig. 105: Measuring Resistance Between Terminals Of SRS Simulator Lead

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short in the floor wire harness; replace the floor wire harness.

DTC 31-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN DRIVER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 31-8x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot

the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 2P connector (A) from the driver's side airbag (B).

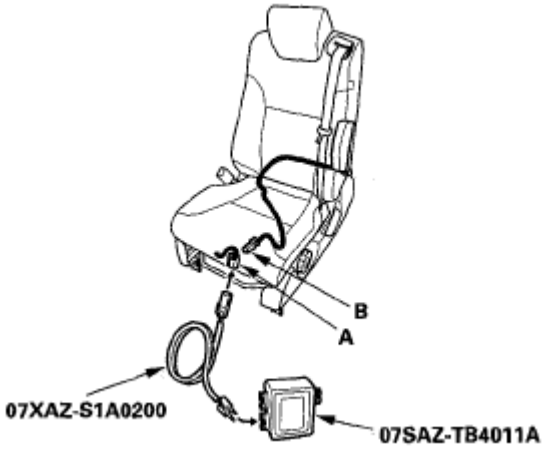

Fig. 106: Identifying Floor Wire Harness 2P Connector And Driver's Side Airbag

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 31-8x indicated?

   YES -Go to step 9.

   NO -Short to power in the driver's side airbag inflator; replace the driver's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the floor wire harness 2P connector.
12. Reconnect the negative cable to the battery.
13. Turn the ignition switch ON (II).
14. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

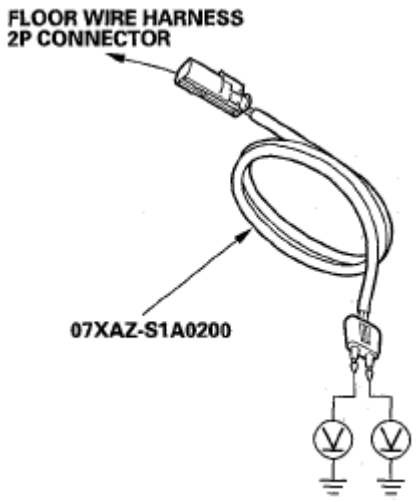

Fig. 107: Measuring Voltage Between SRS Simulator Lead Terminals And Body Ground

Is the voltage as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to power in the floor wire harness; replace the floor wire harness.

DTC 31-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN DRIVER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 31-9x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see

TROUBLESHOOTING INTERMITTENT FAILURES). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 2P connector (A) from the driver's side airbag (B).

Fig. 108: Identifying Floor Wire Harness 2P Connector And Driver's Side Airbag

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 31-9x indicated?

YES -Go to step 9.

NO -Short to ground in the driver's side airbag inflator; replace the driver's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the floor wire harness 2P connector.
12. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1 M ohms.

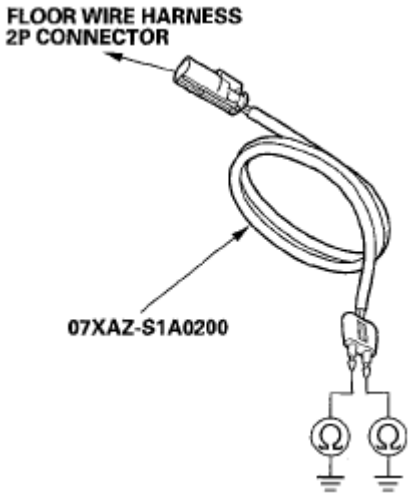

Fig. 109: Measuring Resistance Between SRS Simulator Lead Terminals And Body Ground

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in the floor wire harness; replace the floor wire harness.

DTC 32-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN FRONT PASSENGER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and, is DTC 32- 1x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see

TROUBLESHOOTING INTERMITTENT FAILURES). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 2P connector (A) from the front passenger's side airbag (B).

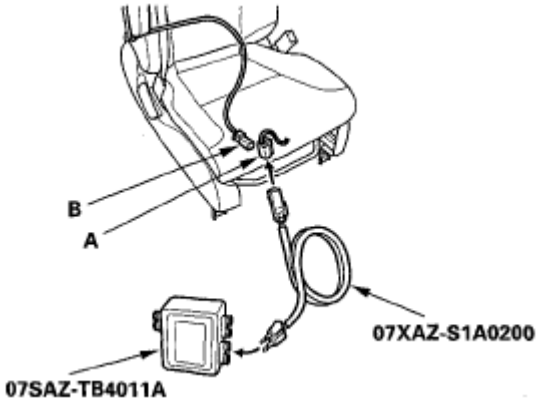

Fig. 110: Identifying Floor Wire Harness 2P Connector And Front Passenger's Side Airbag

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 32-1x indicated?

YES -Go to step 9.

NO -Open in the front passenger's side airbag inflator; replace the front passenger's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the floor wire harness 2P connector.
12. Measure the resistance between the terminals of the SRS simulator lead. There should be 1.0 ohms or less.

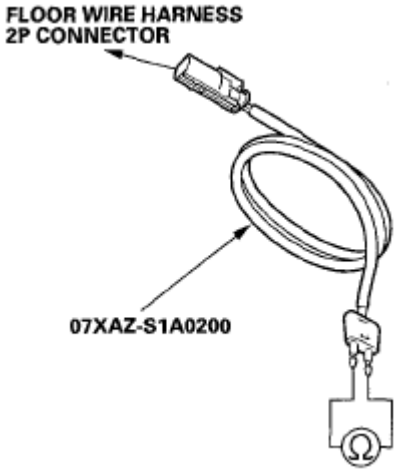

Fig. 111: Measuring Resistance Between Terminals Of SRS Simulator Lead

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

DTC 32-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN FRONT PASSENGER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 32-3x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see

TROUBLESHOOTING INTERMITTENT FAILURES). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 2P connector (A) from the front passenger's side airbag (B).

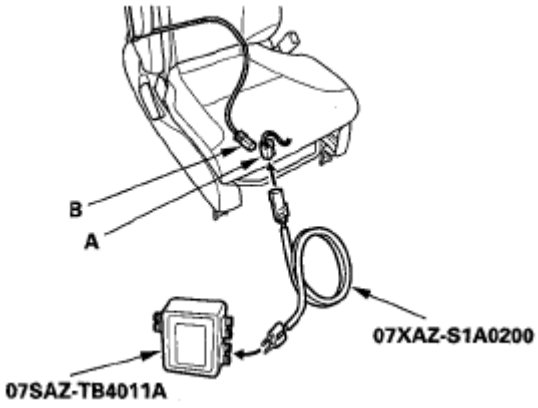

Fig. 112: Identifying Floor Wire Harness 2P Connector And Front Passenger's Side Airbag

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 32-3x indicated?

YES -Go to step 9.

NO -Short to another wire in the front passenger's side airbag inflator; replace the front passenger's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C(28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the floor wire harness 2P connector.
12. Connect the SRS short canceller (070AZ-SAA0100) to the No. 3 and No. 4 terminals of SRS unit connector C (28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
13. Measure the resistance between the terminals of the SRS simulator lead. There should be an open circuit or at least 1 M ohms.

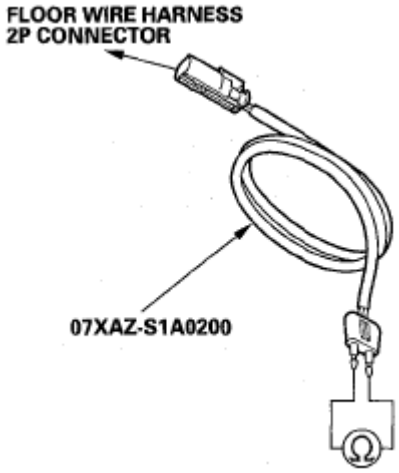

Fig. 113: Measuring Resistance Between Terminals Of SRS Simulator Lead

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short in the floor wire harness; replace the floor wire harness.

DTC 32-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN FRONT PASSENGER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 32-8x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot

the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 2P connector (A) from the front passenger's side airbag (B).

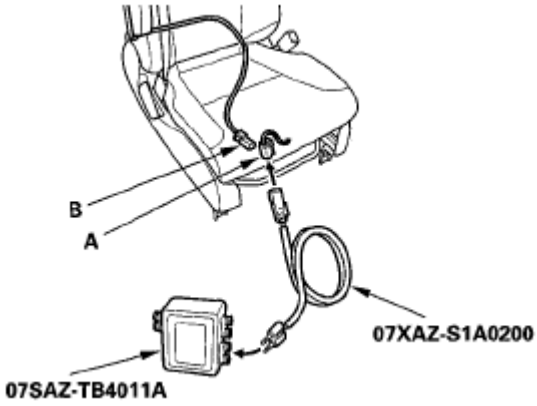

Fig. 114: Identifying Floor Wire Harness 2P Connector And Front Passenger's Side Airbag

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 32-8x indicated?

YES -Go to step 9.

NO -Short to power in the front passenger's side airbag inflator; replace the front passenger's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the floor wire harness 2P connector.
12. Reconnect the negative cable to the battery.
13. Turn the ignition switch ON (II).
14. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

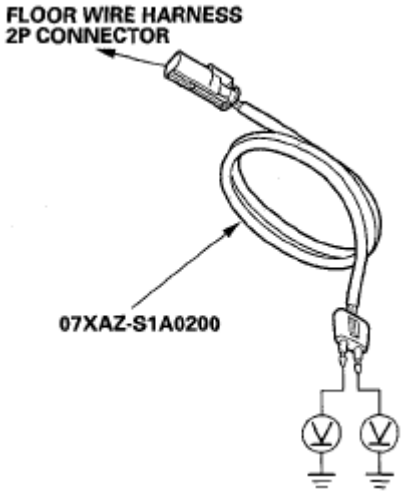

Fig. 115: Measuring Voltage Between SRS Simulator Lead Terminal And Body Ground

Is the voltage as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to power in the floor wire harness; replace the floor wire harness.

DTC 32-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN FRONT PASSENGER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 32-9x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see

TROUBLESHOOTING INTERMITTENT FAILURES). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the floor wire harness 2P connector (A) from the front passenger's side airbag (B).

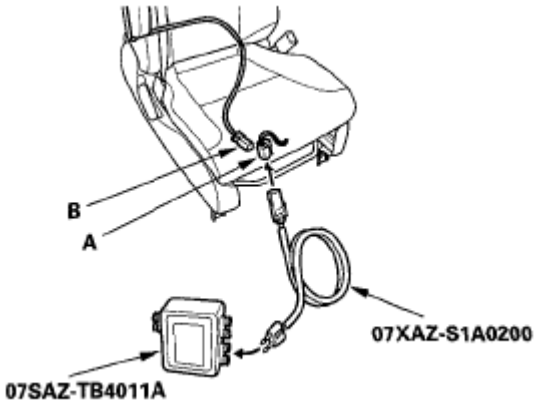

Fig. 116: Identifying Floor Wire Harness 2P Connector And Front Passenger's Side Airbag

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the floor wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 32-9x indicated?

YES -Go to step 9.

NO -Short to ground in the front passenger's side airbag inflator; replace the front passenger's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the floor wire harness 2P connector.
12. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1Mohms.

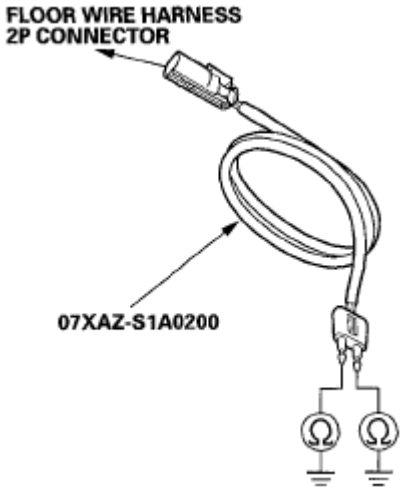

Fig. 117: Measuring Resistance Between SRS Simulator Lead Terminals And Body Ground

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in the floor wire harness; replace the floor wire harness.

DTC 33-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN LEFT SIDE CURTAIN AIRBAG FIRST INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 33-1x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see

TROUBLESHOOTING INTERMITTENT FAILURES). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the roof wire harness 2P connector (A) from the left side curtain airbag connector (B).

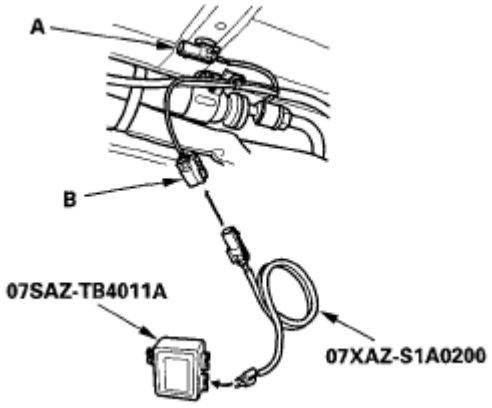

Fig. 118: Identifying Roof Wire Harness 2P Connector And Left Side Curtain Airbag Connector

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the roof wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 33-1 x indicated?

   YES -Go to step 9.

   NO -Open in the left side curtain airbag; replace the left side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the roof wire harness 2P connector.
12. Measure the resistance between the terminals of the SRS simulator lead. There should be 1.0 ohms or less.

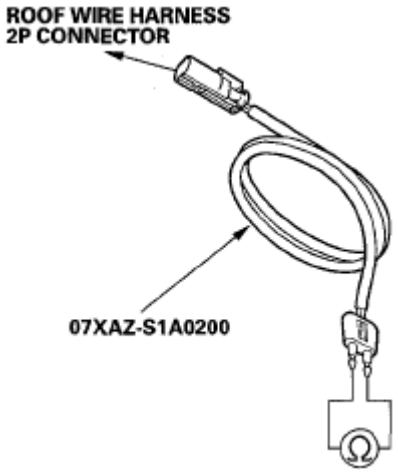

Fig. 119: Measuring Resistance Between Terminals Of SRS Simulator Lead

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness, dashboard wire harness A, or the roof wire harness. Check the connections at C552 and C653; if the connections are OK, replace the faulty harness.

DTC 33-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN LEFT SIDE CURTAIN AIRBAG FIRST INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 33-3x indicated?

   YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the roof wire harness 2P connector (A) from the left side curtain airbag connector (B).

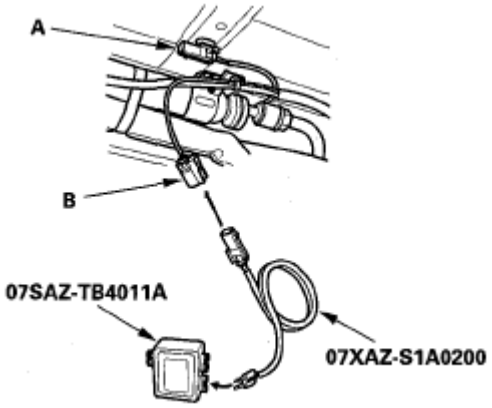

Fig. 120: Identifying Roof Wire Harness 2P Connector And Left Side Curtain Airbag Connector

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the roof wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 33-3x indicated?

   YES -Go to step 9.

   NO -Short to another wire in the left side curtain airbag inflator; replace the left side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the roof wire harness 2P connector.
12. Connect the SRS short canceller (070AZ-SAA0100) to the No. 7 and No. 8 terminals of SRS unit connector C (28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
13. Measure the resistance between the terminals of the SRS simulator lead. There should be an open circuit or at least 1 M ohms.

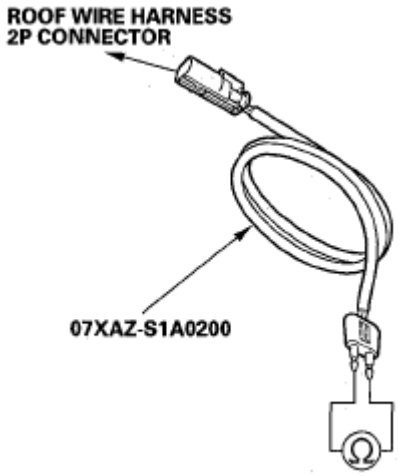

Fig. 121: Measuring Resistance Between Terminals Of SRS Simulator Lead

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to another wire in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

DTC 33-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN LEFT SIDE CURTAIN AIRBAG FIRST INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 33-8x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see

TROUBLESHOOTING INTERMITTENT FAILURES). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the roof wire harness 2P connector (A) from the left side curtain airbag connector (B).

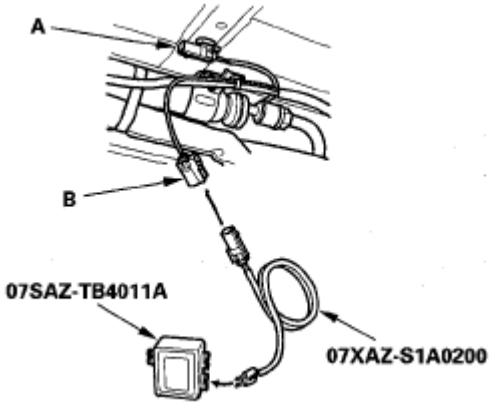

Fig. 122: Identifying Roof Wire Harness 2P Connector And Left Side Curtain Airbag Connector

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the roof wire harness.
6. Reconnect the negative cable to the battery.
7. Clear DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 33-8x indicated?

   YES -Go to step 9.

   NO -Short to power in the left side curtain airbag inflator; replace the left side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect the SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the roof wire harness 2P connector.
12. Reconnect the negative cable to the battery.
13. Turn the ignition switch ON (II).
14. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

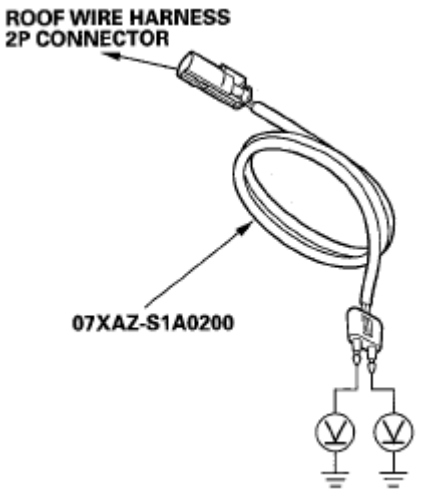

Fig. 123: Measuring Voltage Between SRS Simulator Lead Terminal And Body Ground

Is the voltage as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to power in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

DTC 33-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN LEFT SIDE CURTAIN AIRBAG FIRST INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 33-9x indicated?

   YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the roof wire harness 2P connector (A) from the left side curtain airbag connector (B).

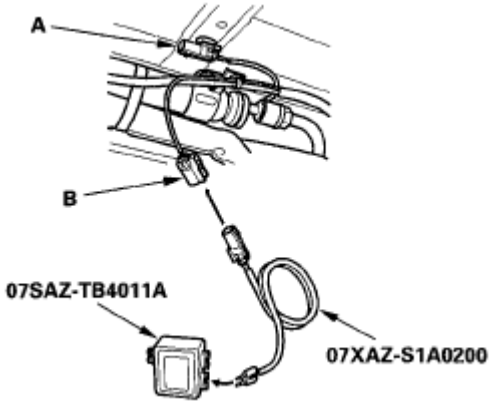

Fig. 124: Identifying Roof Wire Harness 2P Connector And Left Side Curtain Airbag Connector

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the roof wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 33-9x indicated?

   YES -Go to step 9.

   NO -Short to ground in the left side curtain airbag inflator; replace the left side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the roof wire harness 2P connector.
12. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1Mohms.

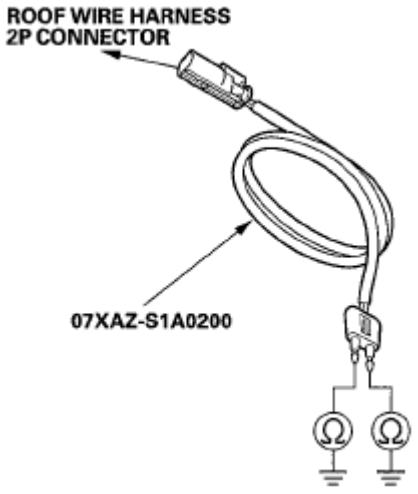

Fig. 125: Measuring Resistance Between SRS Simulator Lead Terminal And Body Ground

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

DTC 34-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN RIGHT SIDE CURTAIN AIRBAG FIRST INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 34-1 x indicated?

   YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the roof wire harness 2P connector (A) from the right side curtain airbag connector (B).

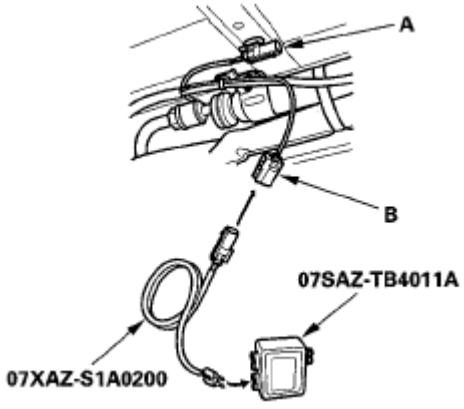

Fig. 126: Identifying Roof Wire Harness 2P Connector And Right Side Curtain Airbag Connector

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the roof wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 34-1 x indicated?

YES -Go to step 9.

NO -Open in the right side curtain airbag inflator, replace the right side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the roof wire harness 2P connector.
12. Measure the resistance between the terminals of the SRS simulator lead. There should be 1.0 ohms or less.

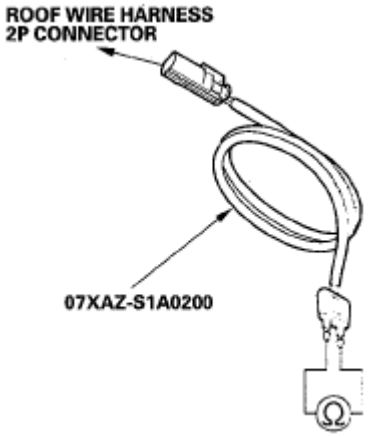

Fig. 127: Measuring Resistance Between Terminals Of SRS Simulator Lead

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness, dashboard wire harness A, or the roof wire harness. Check the connections at C552 and C653; if the connections are OK, replace the faulty harness.

DTC 34-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN RIGHT SIDE CURTAIN AIRBAG FIRST INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 34-3x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see

TROUBLESHOOTING INTERMITTENT FAILURES). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the roof wire harness 2P connector (A) from the right side curtain airbag connector (B).

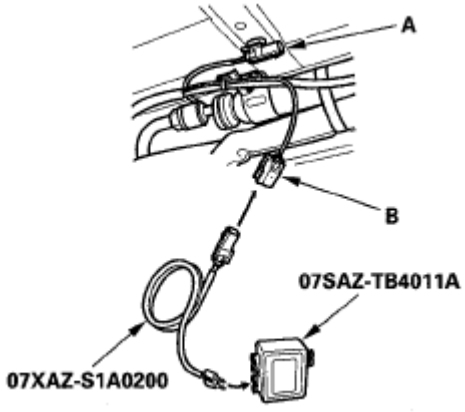

Fig. 128: Identifying Roof Wire Harness 2P Connector And Right Side Curtain Airbag Connector

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the roof wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 34-3x indicated?

YES -Go to step 9.

NO -Short to another wire in the right side curtain airbag inflator; replace the right side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the roof wire harness 2P connector.
12. Connect the SRS short canceller (070AZ-SAA0100) to the No. 9 and No. 10 terminals of SRS unit connector C (28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
13. Measure the resistance between the terminals of the SRS simulator lead. There should be an open circuit or at least 1 M ohms.

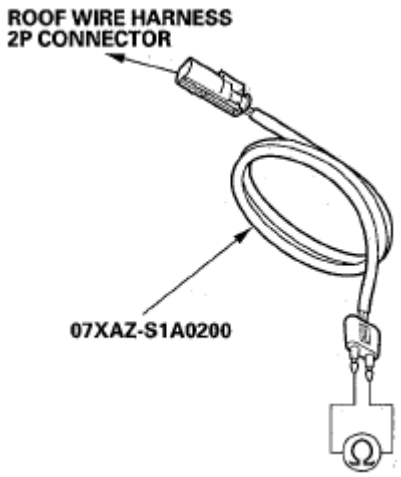

Fig. 129: Measuring Resistance Between Terminals Of SRS Simulator Lead

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

DTC 34-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN RIGHT SIDE CURTAIN AIRBAG FIRST INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 34-8x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see

TROUBLESHOOTING INTERMITTENT FAILURES). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the roof wire harness 2P connector (A) from the right side curtain airbag connector (B).

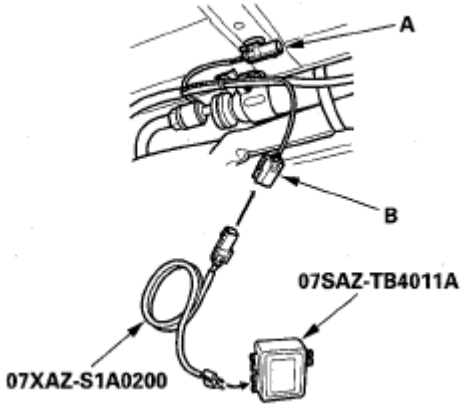

Fig. 130: Identifying Roof Wire Harness 2P Connector And Right Side Curtain Airbag Connector

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the roof wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 34-8x indicated?

   YES -Go to step 9.

   NO -Short to power in the right side curtain airbag inflator; replace the right side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the roof wire harness 2P connector.
12. Reconnect the negative cable to the battery.
13. Turn the ignition switch ON (II).
14. Measure the voltage between each terminal of the SRS simulator lead and body ground/There should be 0.5 V or less.

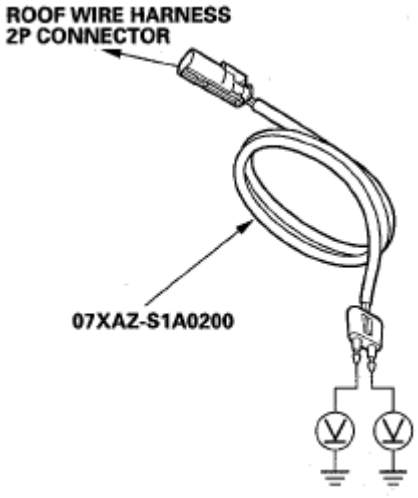

Fig. 131: Measuring Voltage Between SRS Simulator Lead Terminal And Body Ground

Is the voltage as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to power in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

DTC 34-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN RIGHT SIDE CURTAIN AIRBAG FIRST INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 34-9x indicated?

   YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the roof wire harness 2P connector (A) from the right side curtain airbag connector (B).

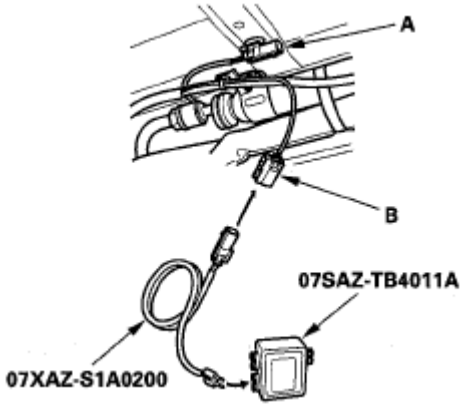

Fig. 132: Identifying Roof Wire Harness 2P Connector And Right Side Curtain Airbag Connector

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the roof wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 34-9x indicated?

YES -Go to step 9.

NO -Short to ground in the right side curtain airbag inflator; replace the right side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
11. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the roof wire harness 2P connector.
12. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1Mohms.

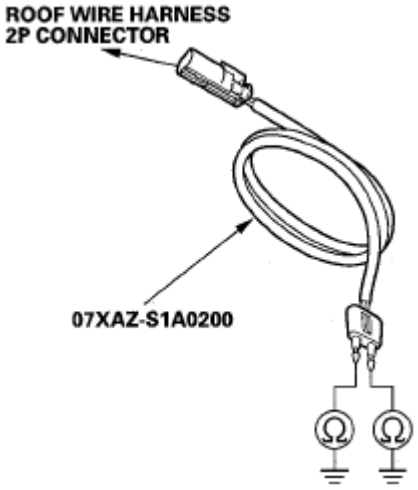

Fig. 133: Measuring Resistance Between SRS Simulator Lead Terminal And Body Ground

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

DTC 41-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE LEFT FRONT IMPACT SENSOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 41-1x indicated?

   YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF.
4. Disconnect the negative cable from the battery, and wait for 3 minutes.
5. Check the connections between SRS unit connector A (28P) and the SRS unit, between the engine compartment wire harness 2P connector and the left front impact sensor (see **COMPONENT LOCATION INDEX**), and at connector C402 (see **ENGINE COMPARTMENT WIRE HARNESS (DASHBOARD)**).

   Are the connections OK?

   YES -Go to step 6.

   NO -Repair the poor connections and retest. If DTC 41-1x is still present, go to step 6.

6. Disconnect the engine compartment wire harness 2P connector (A) from the left front impact sensor.

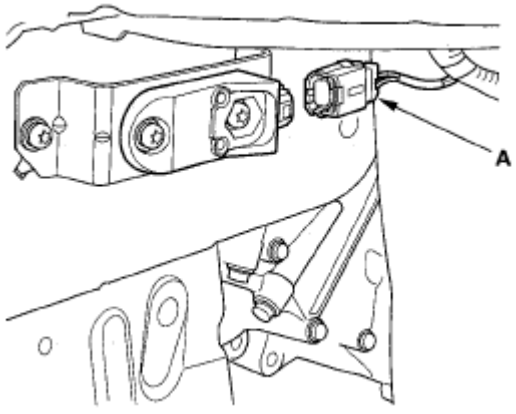

Fig. 134: Identifying Engine Compartment Wire Harness 2P Connector

7. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
8. Measure the resistance between the No. 15 and No. 27 terminals of SRS unit connector A (28P). There should be an open circuit or at least 1Mohms.

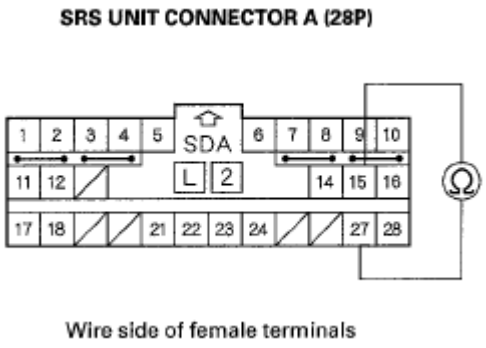

Fig. 135: Measuring Resistance Between SRS Unit Connector A (28P) Terminal 15 And 27

Is the resistance as specified?

YES -Go to step 9.

NO -Short in the engine compartment wire harness or dashboard wire harness B; replace the faulty harness.

9. Measure the resistance between the No. 15 terminal of SRS unit connector A (28P) and body ground, and between the No. 27 terminal and body ground. There should be an open circuit or at least 1Mohms.

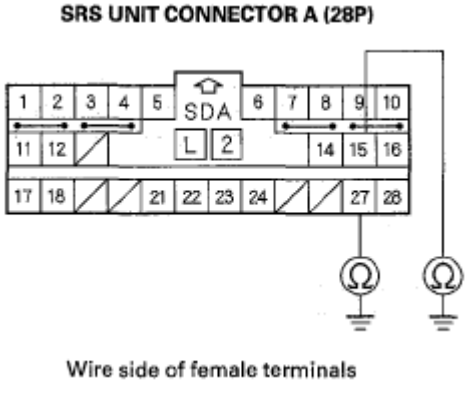

Fig. 136: Measuring Resistance Between SRS Unit Connector A (28P) Terminal 15 And Body Ground

Is the resistance as specified?

YES -Go to step 10.

NO -Short to ground in dashboard wire harness B or the engine compartment wire harness; replace the faulty harness.

10. Reconnect the negative cable to the battery.
11. Turn the ignition switch ON (II).

12. Measure the voltage between the No. 15 terminal of SRS unit connector A (28P) and body ground, and between the No. 27 terminal and body ground. There should be 1 V or less.

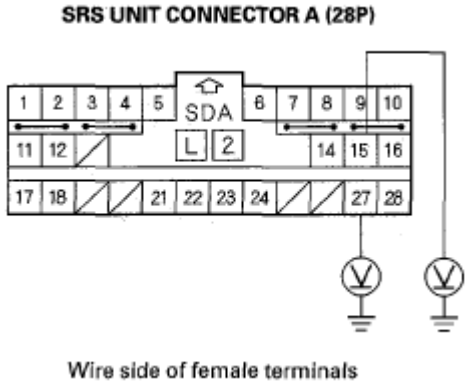

Fig. 137: Measuring Voltage Between SRS Unit Connector A (28P) Terminal 27 And Body Ground

Is the voltage as specified?

YES -Go to step 13.

NO -Short to power in the engine compartment wire harness or dashboard wire harness B; replace the faulty harness.

13. Turn the ignition switch OFF.
14. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the engine compartment wire harness 2P connector (A).

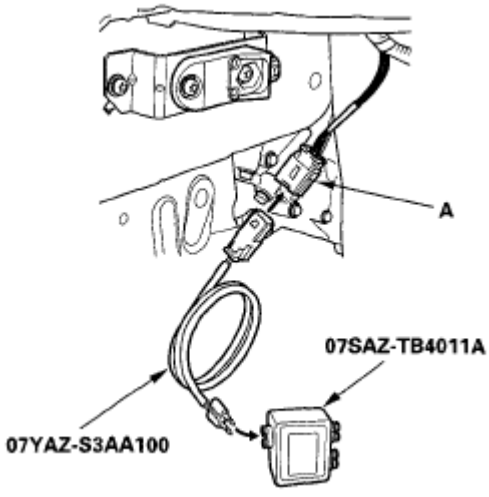

Fig. 138: Identifying Engine Compartment Wire Harness 2P Connector

15. Measure the resistance between the No. 15 and No. 27 terminals of SRS unit connector A (28P). There should be 0-1.0 ohms.

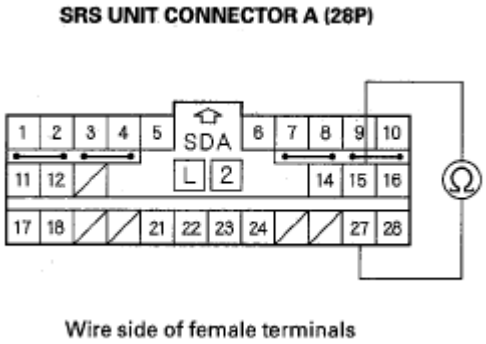

Fig. 139: Measuring Resistance Between SRS Unit Connector A (28P) Terminal 15 And 27

Is the resistance as specified?

YES -Faulty left front impact sensor or SRS unit-replace the left front impact sensor (see **FRONT IMPACT SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Poor connection at C402, open in engine compartment wire harness, or open in dashboard wire harness B. Inspect C402 (see **ENGINE COMPARTMENT WIRE HARNESS (DASHBOARD)**). If it is OK, replace the faulty harness.

DTC 42-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE RIGHT FRONT IMPACT SENSOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 42-1x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF.
4. Disconnect the negative cable from the battery, and wait for 3 minutes.
5. Check the connections between SRS unit connector A (28P) and the SRS unit, between the engine compartment wire harness 2P connector and the right front impact sensor (see **COMPONENT LOCATION INDEX**), and at connector C402 (see **ENGINE COMPARTMENT WIRE HARNESS (DASHBOARD)**).

   Are the connections OK?

   YES -Go to step 6.

   NO -Repair the poor connections and retest. If DTC 42-1x is still present, go to step 6.

6. Disconnect the engine compartment wire harness 2P connector (A) from the right front impact sensor.

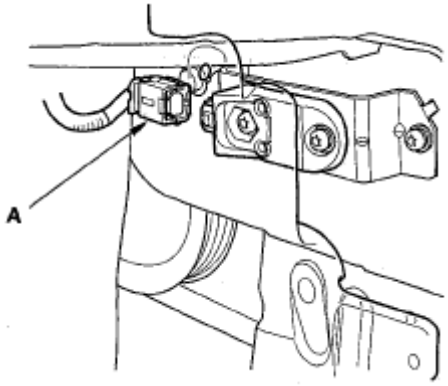

Fig. 140: Identifying Engine Compartment Wire Harness 2P Connector

7. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
8. Measure the resistance between the No. 16 and No. 28 terminals of SRS unit connector A (28P). There should be an open circuit or at least 1Mohms.

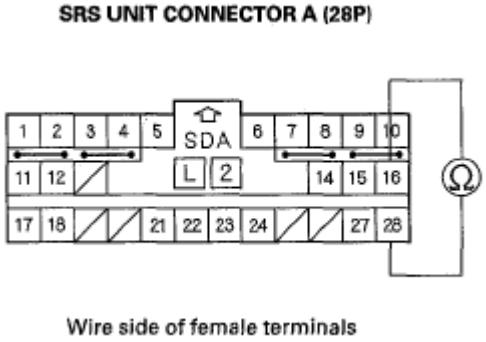

Fig. 141: Measuring Resistance Between SRS Unit Connector A (28P) Terminal 16 And 28

Is the resistance as specified?

YES -Go to step 9.

NO -Short in the engine compartment wire harness or dashboard wire harness B; replace the faulty harness.

9. Measure the resistance between the No. 16 terminal of SRS unit connector A (28P) and body ground, and between the No. 28 terminal and body ground. There should be an open circuit or at least 1 Mohms.

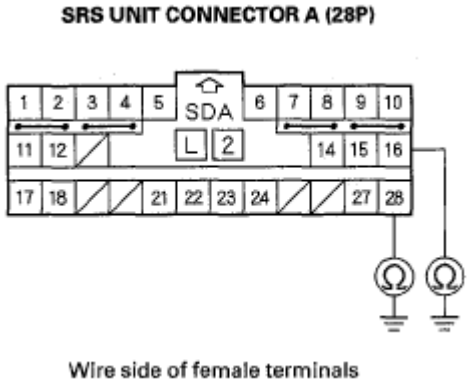

Fig. 142: Measuring Resistance Between SRS Unit Connector A (28P) Terminal 16 And Body Ground

Is the resistance as specified?

YES -Go to step 10.

NO -Short to ground in dashboard wire harness B or the engine compartment wire harness; replace the faulty harness.

10. Reconnect the negative cable to the battery.
11. Turn the ignition switch ON (II).
12. Measure the voltage between the No. 16 terminal of SRS unit connector A (28P) and body ground, and between the No. 28 terminal and body ground. There should be 1 V or less.

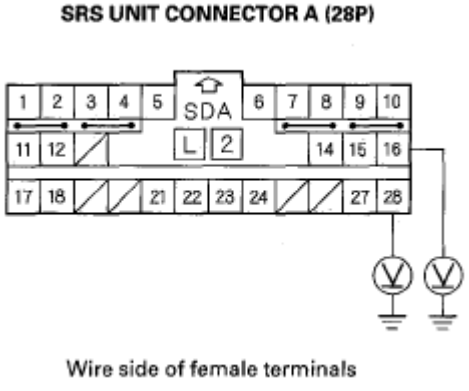

Fig. 143: Measuring Voltage Between SRS Unit Connector A (28P) Terminal 28 And Body Ground

Is the voltage as specified?

YES -Go to step 13.

NO -Short to power in the engine compartment wire harness or dashboard wire harness B; replace the faulty harness.

13. Turn the ignition switch OFF.
14. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the engine compartment wire harness 2P connector (A).

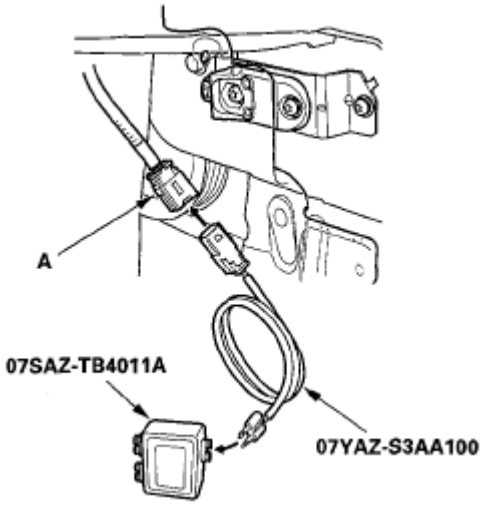

Fig. 144: Identifying Engine Compartment Wire Harness 2P Connector

15. Measure the resistance between the No. 16 and No. 28 terminals of SRS unit connector A (28P). There should be 0-1.0 ohms.

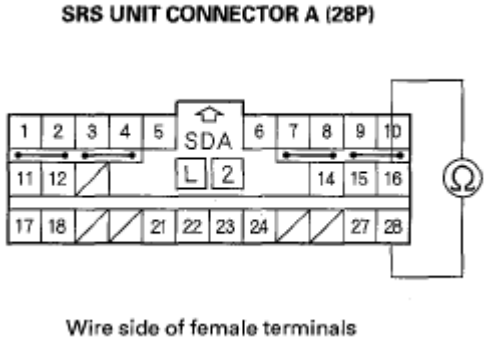

Fig. 145: Measuring Resistance Between SRS Unit Connector A (28P) Terminal 16 And 28

Is the resistance as specified?

YES -Faulty engine compartment wire harness or SRS unit; replace the right front impact sensor (see **FRONT IMPACT SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Poor connection at C402, open in engine compartment wire harness, or open in dashboard wire harness B. Inspect C402 (see **ENGINE COMPARTMENT WIRE HARNESS (DASHBOARD)**). If it is OK, replace the faulty harness.

DTC 41-2X, 41-3X, 41-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE LEFT FRONT IMPACT SENSOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 41-2x, 41-3x, or 41-Bx indicated?

   YES -Replace the left front impact sensor (see **FRONT IMPACT SENSOR REPLACEMENT**). If the DTC returns, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

DTC 42-2X, 42-3X, 42-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE RIGHT FRONT IMPACT SENSOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 42-2x, 42-3x, or 42-Bx indicated?

   YES -Replace the right front impact sensor (see **FRONT IMPACT SENSOR REPLACEMENT**). If the DTC returns, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

DTC 43-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE LEFT SIDE IMPACT SENSOR (FIRST)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 43-1 x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Check the connection between the floor wire harness 2P connector and the left side impact sensor (first).

   Is the connection OK?

   YES -Go to step 5.

   NO -Repair the poor connection and retest. If DTC 43-1x is still present, go to step 5.

5. Disconnect the floor wire harness 2P connector (A) from the left side impact sensor (first).

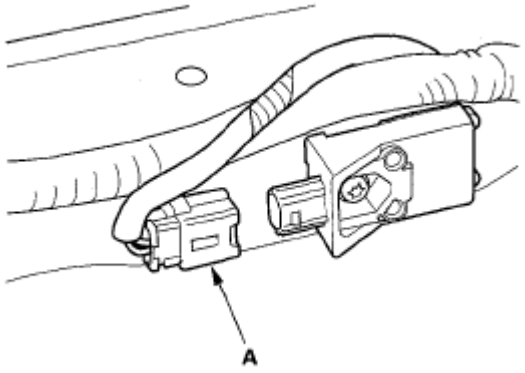

Fig. 146: Identifying Floor Wire Harness 2P Connector

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
7. Measure the resistance between the No. 11 and No. 12 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1Mohms.

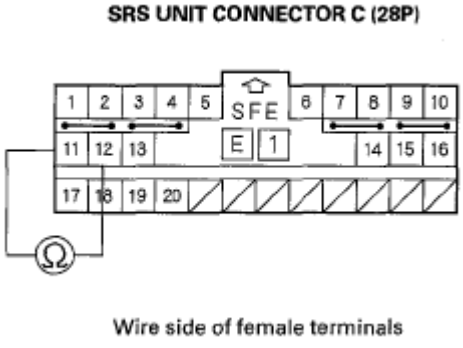

Fig. 147: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 11 And 12

Is the resistance as specified?

YES -Go to step 8.

NO -Short in the floor wire harness; replace the floor wire harness.

8. Measure the resistance between the No. 11 terminal of SRS unit connector C (28P) and body ground, and between the No. 12 terminal and body ground. There should be an open circuit or at least 1 Mohms.

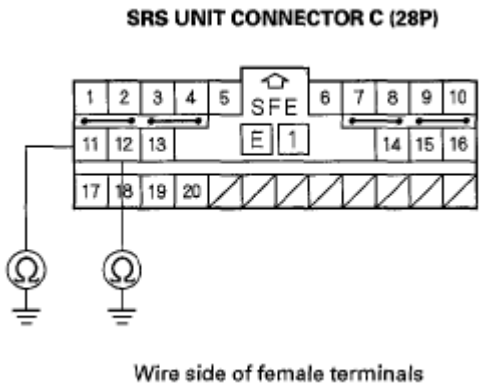

Fig. 148: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 11 And Body Ground

Is the resistance as specified?

YES -Go to step 9.

NO -Short to ground in the floor wire harness; replace the floor wire harness.

9. Reconnect the negative cable to the battery.
10. Turn the ignition switch ON (II).
11. Measure the voltage between the No. 11 terminal of SRS unit connector C (28P) and body ground, and between the No. 12 terminal and body ground. There should be 1 V or less.

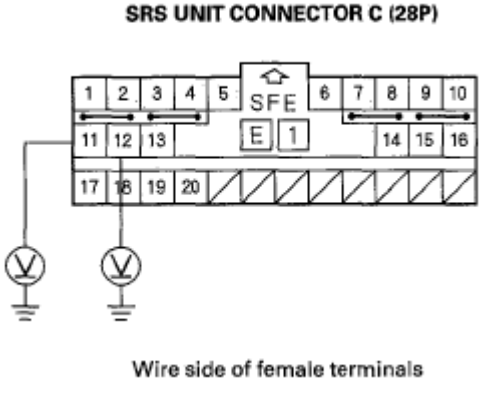

Fig. 149: Measuring Voltage Between SRS Unit Connector C (28P) Terminal 28 And Body Ground

Is the voltage as specified?

YES -Go to step 12.

NO -Short to power in the floor wire harness; replace the floor wire harness.

12. Turn the ignition switch OFF.

13. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the floor wire harness 2P connector (A).

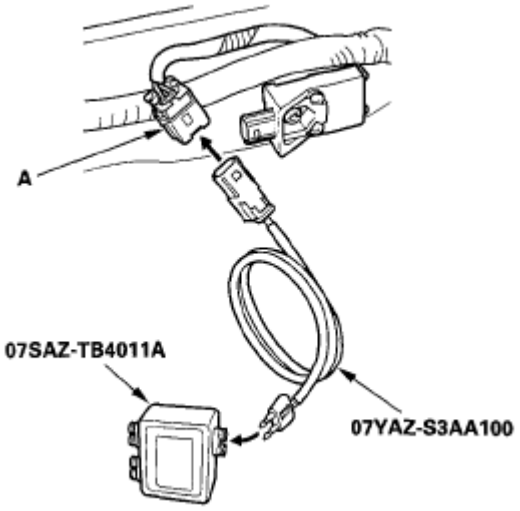

Fig. 150: Connecting SRS Inflator Simulator And Simulator Lead H To Floor Wire Harness 2P Connector

14. Measure the resistance between the No. 11 and No. 12 terminals of SRS unit connector C (28P). There should be 1.0 ohms or less.

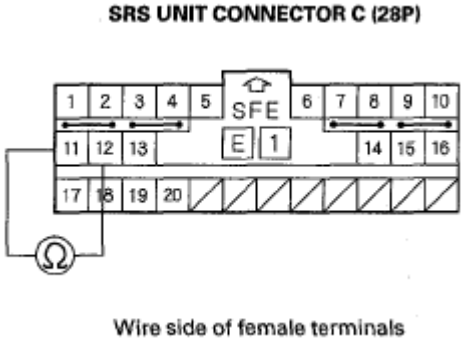

Fig. 151: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 11 And 12

Is the resistance as specified?

YES -Faulty left side impact sensor (first) or SRS unit; replace the left side impact sensor (first) (see **SIDE IMPACT SENSOR (FIRST) REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

DTC 44-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE RIGHT SIDE IMPACT SENSOR (FIRST)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 44-1x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Check the connection between the floor wire harness 2P connector and the right side impact sensor (first).

   Is the connection OK?

   YES -Go to step 5.

   NO -Repair the poor connection and retest. If the DTC 44-1x is still present, go to step 5.

5. Disconnect the floor wire harness 2P connector (A) from the right side impact sensor (first).

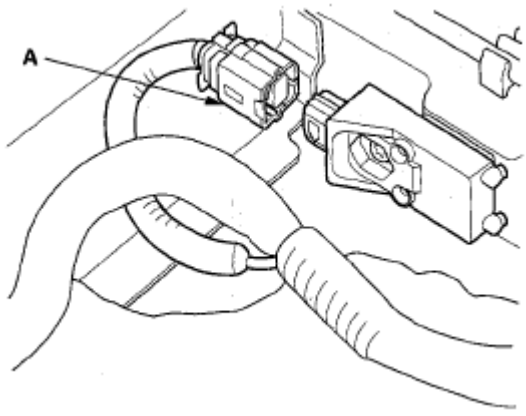

Fig. 152: Identifying Floor Wire Harness 2P Connector

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
7. Measure the resistance between the No. 15 and No. 16 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1Mohms.

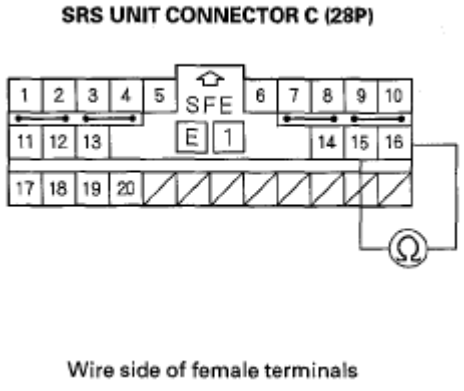

Fig. 153: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 15 And 16

Is the resistance as specified?

YES -Go to step 8.

NO -Short in the floor wire harness; replace the floor wire harness.

8. Measure the resistance between the No. 15 terminal of SRS unit connector C (28P) and body ground, and between the No. 16 terminal and body ground. There should be an open circuit or at least 1 Mohms.

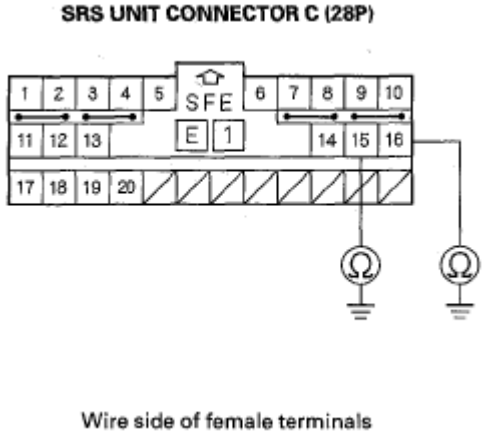

Fig. 154: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 15 And Body Ground

Is the resistance as specified?

YES -Go to step 9.

NO -Short to ground in the floor wire harness; replace the floor wire harness.

9. Reconnect the negative cable to the battery.
10. Turn the ignition switch ON (II).
11. Measure the voltage between the No. 15 terminal of SRS unit connector C (28P) and body ground, and between the No. 16 terminal and body ground. There should be 1 V or less.

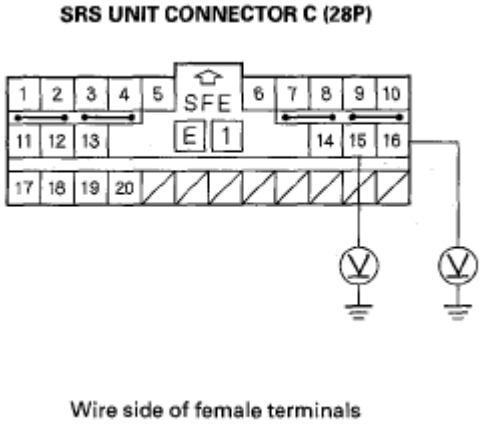

Fig. 155: Measuring Voltage Between SRS Unit Connector C (28P) Terminal 16 And Body Ground

Is the voltage as specified?

YES -Go to step 12.

NO -Short to power in the floor wire harness; replace the floor wire harness.

12. Turn the ignition switch OFF.
13. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the floor wire harness 2P connector (A).

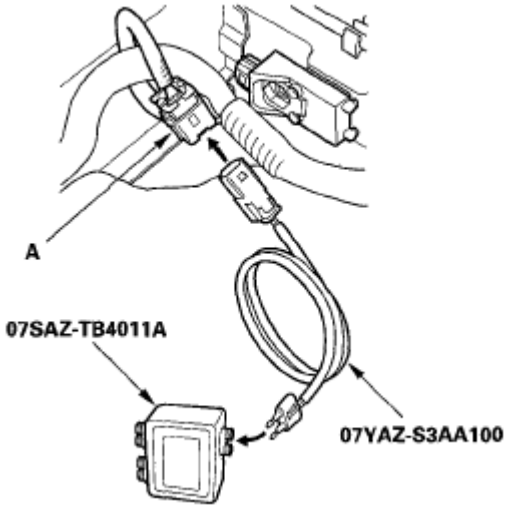

Fig. 156: Connecting SRS Inflator Simulator And Simulator Lead H To Floor Wire Harness 2P Connector

14. Measure the resistance between the No. 15 and No. 16 terminals of SRS unit connector C (28P). There should be 1.0 ohms or less.

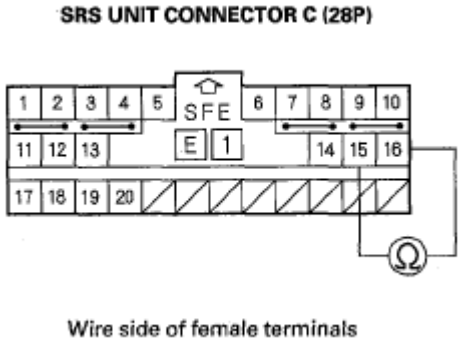

Fig. 157: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 15 And 16

Is the resistance as specified?

YES -Faulty right side impact sensor (first) or SRS unit; replace the right side impact sensor (first) (see **SIDE IMPACT SENSOR (FIRST) REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

DTC 43-2X, 43-3X, 43-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE LEFT SIDE IMPACT SENSOR (FIRST)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General

Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 43-2x, 43-3x, or 43-Bx indicated?

   YES -Replace the left side impact sensor (first) (see **SIDE IMPACT SENSOR (FIRST) REPLACEMENT**). If the DTC returns, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

DTC 44-2X, 44-3X, 44-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE RIGHT SIDE IMPACT SENSOR (FIRST)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 44-2x, 44-3x, or 44-Bx indicated?

   YES -Replace the right side impact sensor (first) (see **SIDE IMPACT SENSOR (FIRST) REPLACEMENT**). If the DTC returns, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

DTC 45-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE LEFT SIDE IMPACT SENSOR (SECOND)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 45-1 x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Check the connections at C551, C652, C603, C602 and the floor wire harness 2P connector at the left side impact sensor (second).

   Is the connection OK?

   YES -Go to step 5.

   NO -Repair the poor connection and retest. If DTC 45-1x is still present, go to step 5.

5. Disconnect the floor wire harness 2P connector (A) from the left side impact sensor (second).

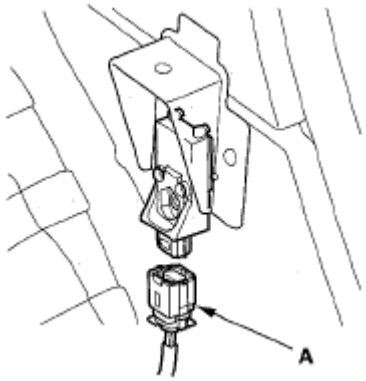

Fig. 158: Identifying Floor Wire Harness 2P Connector

6. Disconnect SRS unit connector C(28P) from the SRS unit (see step 9 on).
7. Measure the resistance between the No. 17 and No. 18 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1 M ohms.

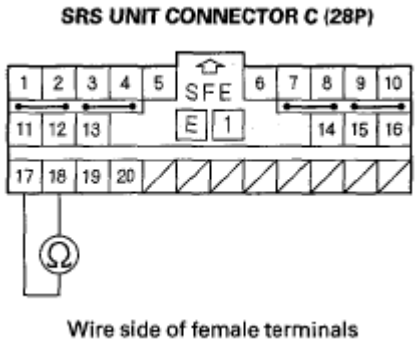

Fig. 159: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 17 And 18

Is the resistance as specified?

YES -Go to step 8.

NO -Short in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

8. Measure the resistance between the No. 17 terminal of SRS unit connector C (28P) and body ground, and between the No. 18 terminal and body ground. There should be an open circuit or at least 1 Mohms.

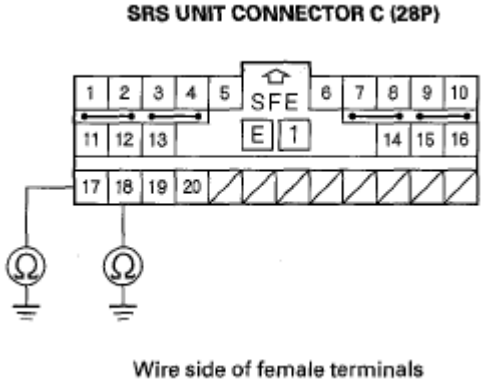

Fig. 160: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 17 And Body Ground

Is the resistance as specified?

YES -Go to step 9.

NO -Short to ground in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

9. Reconnect the negative cable to the battery.
10. Turn the ignition switch ON (II).

11. Measure the voltage between the No. 17 terminal of SRS unit connector C (28P) and body ground, and between the No. 18 terminal and body ground. There should be 1 V or less.

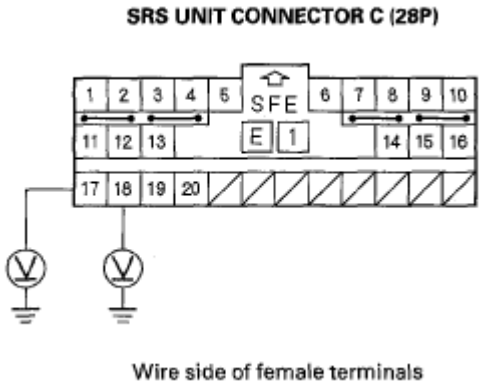

Fig. 161: Measuring Voltage Between SRS Unit Connector C (28P) Terminal 17 And Body Ground

Is the voltage as specified?

YES -Go to step 12.

NO -Short to power in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

12. Turn the ignition switch OFF.
13. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the floor wire harness 2P connector (A).

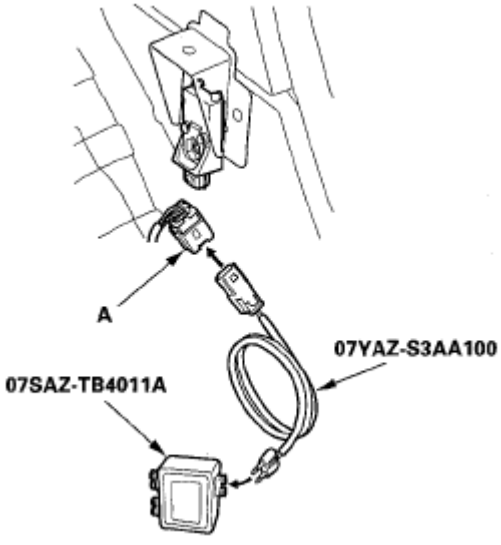

Fig. 162: Connecting SRS Inflator Simulator And Simulator Lead H To Floor Wire Harness 2P Connector

14. Measure the resistance between the No. 17 and No. 18 terminals of SRS unit connector C (28P). There should be 1.0 ohms or less.

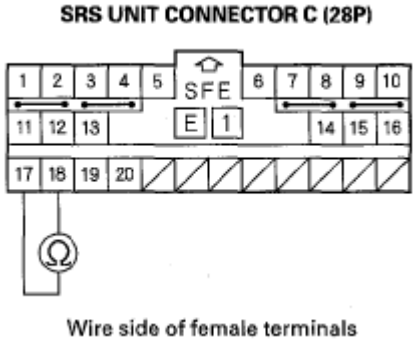

Fig. 163: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 17 And 18

Is the resistance as specified?

YES -Faulty left side impact sensor (second) or SRS unit; replace the left side impact sensor (second) (see **SIDE IMPACT SENSOR (SECOND) REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

DTC 46-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE RIGHT SIDE IMPACT SENSOR (SECOND)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 46-1 x indicated?

   YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Check the connections at C551, C652, C604, and floor wire harness 2P connector at the right side impact sensor (second).

   Is the connection OK?

   YES -Go to step 5.

   NO -Repair the poor connections and retest. If DTC 46-1x is still present, go to step 5.

5. Disconnect the floor wire harness 2P connector (A) from the right side impact sensor (second).

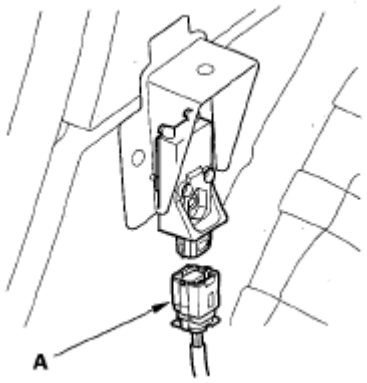

Fig. 164: Identifying Floor Wire Harness 2P Connector

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
7. Measure the resistance between the No. 19 and No. 20 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1 M ohms.

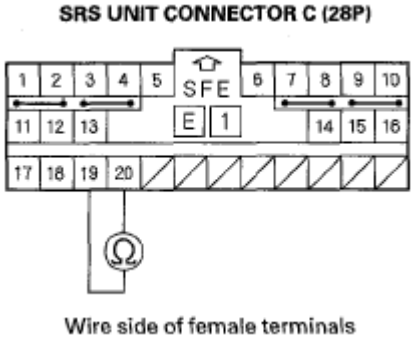

Fig. 165: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 19 And 20

Is the resistance as specified?

YES -Go to step 8.

NO -Short in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

8. Measure the resistance between the No. 19 terminal of SRS unit connector C (28P) and body ground, and between the No. 20 terminal and body ground. There should be an open circuit or at least 1 Mohms.

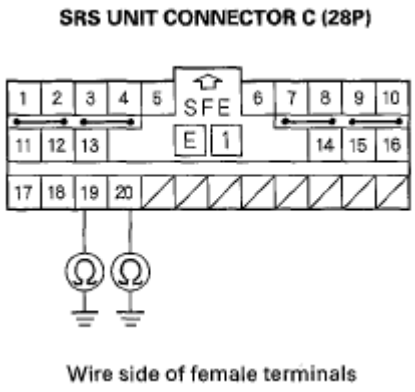

Fig. 166: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 19 And Body Ground

Is the resistance as specified?

YES -Go to step 9.

NO -Short to ground in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

9. Reconnect the negative cable to the battery.
10. Turn the ignition switch ON (II).
11. Measure the voltage between the No. 19 terminal of SRS unit connector C (28P) and body ground, and between the No. 20 terminal and body ground. There should be 1 V or less.

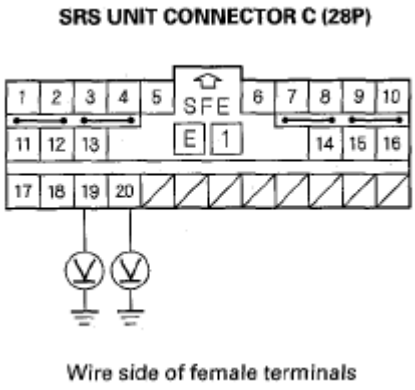

Fig. 167: Measuring Voltage Between SRS Unit Connector C (28P) Terminal 19 And Body Ground

Is the voltage as specified?

YES -Go to step 12.

NO -Short to power in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

12. Turn the ignition switch OFF.
13. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the floor wire harness 2P connector (A).

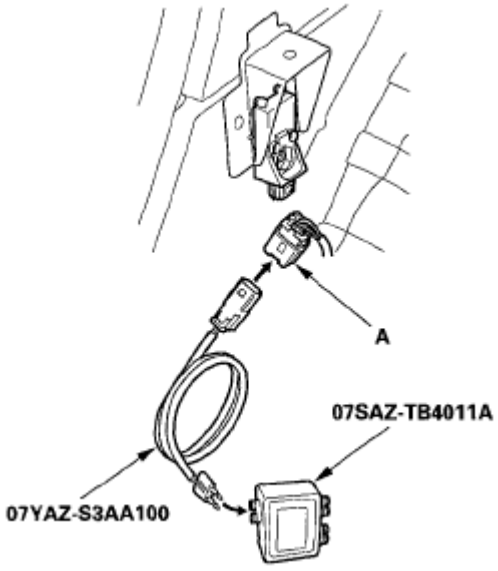

Fig. 168: Connecting SRS Inflator Simulator And Simulator Lead H To Floor Wire Harness 2P Connector

14. Measure the resistance between the No. 19 and No. 20 terminals of SRS unit connector C (28P). There should be 1.0 ohms or less.

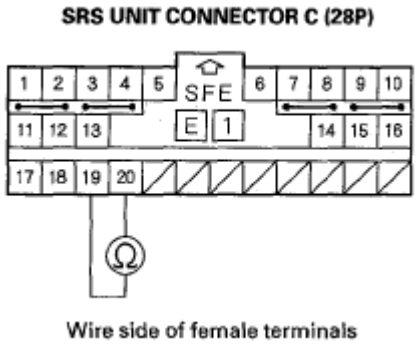

Fig. 169: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 19 And 20

Is the resistance as specified?

YES -Faulty right side impact sensor (second) or SRS unit; replace the right side impact sensor (second) (see **SIDE IMPACT SENSOR (SECOND) REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness, dashboard wire harness A, or the roof wire harness; replace the faulty harness.

DTC 45-2X, 45-3X, 45-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE LEFT SIDE IMPACT SENSOR (SECOND)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 45-2x, 45-3x, or 45-Bx indicated?

   YES -Replace the left side impact sensor (second) (see **SIDE IMPACT SENSOR (SECOND) REPLACEMENT**). If the DTC returns, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

DTC 46-2X, 46-3X, 46-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE RIGHT SIDE IMPACT SENSOR (SECOND)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and

Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 46-2x, 46-3x, or 46-Bx indicated?

   YES -Replace the right side impact sensor (second) (see **SIDE IMPACT SENSOR (SECOND) REPLACEMENT**). If the DTC returns, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

DTC 51-XX, 52-XX, 53-XX, 54-XX, 55-XX, 56-XX, ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE SRS UNIT

NOTE:

- **Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).**
- **Before troubleshooting any of these DTCs, check the battery/system voltage. If the voltage is low, repair the charging system or replace the battery before troubleshooting the SRS. If the battery/system voltage is now OK, ask the customer if the battery ever went dead. A dead battery may trigger one of these DTCs.**

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 51-xx, 52-xx, 53-xx, 54-xx, 55-xx, or 56-xx indicated?

   YES -Replace the SRS unit (see **SRS UNIT REPLACEMENT**).

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

DTC EX-XX ("X" CAN BE 0 THRU 9 OR A THRU F): CONTROL OPERATION RECORDED; DTC FX-XX ("X" CAN BE 0 THRU 9 OR A THRU F): AIRBAGS AND/OR TENSIONERS DEPLOYMENT RECORDED

NOTE:

- **Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).**
- **DTC E2-11: Front passenger's airbag does not deploy by SWS operation.**
- **DTC E4-11: Front passenger's side airbag does not deploy by OPDS operation.**
- **DTC F1-11: Driver's airbag and/or driver's seat belt tensioner and seat belt buckle tensioner deployed.**
- **DTC F2-11: Front passenger's airbag and/or front passenger's seat belt tensioner and seat belt buckle tensioner deployed.**
- **DTC F3-11: Driver's side airbag, left side curtain airbag and/or driver's seat belt tensioner deployed.**
- **DTC F4-11: Front passenger's side airbag, right side curtain airbag and/or front passenger's seat belt tensioner deployed.**
- **DTC F5-11: Both or only one side curtain airbag, seat belt tensioner, and seat belt buckle tensioner.**
- **DTC F6-11: Left side curtain airbag or right side curtain airbag deployed.**

The SRS unit must be replaced after any airbags and/or tensioners have deployed (see **SRS UNIT REPLACEMENT**).

NOTE:

- **DTC E2-11 is set if the system triggered airbag deployment but the front passenger's airbag was prevented from deploying because of the front passenger's weight sensor.**
- **DTC E4-11 is set if the system triggered a passenger's side airbag deployment but the airbag was prevented from deploying by the ODS. Replace the right side impact sensor (first) (see SIDE IMPACT SENSOR (FIRST) REPLACEMENT).**

DTC 61-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S SEAT BELT BUCKLE SWITCH

NOTE: **Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).**

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Connect the HDS to the data link connector (DLC).
3. Turn the ignition switch ON (II), then buckle and unbuckle the driver's seat belt several times.
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate,

troubleshoot the DLC circuit (see **DLC CIRCUIT TROUBLESHOOTING**).

5. From the system selection menu on the HDS, select SRS, then select SRS again, then select PARAMETER INFORMATION, then Buckle Switch, Seat Position Sensor, and check the status on the HDS screen for FRONT LEFT SEAT BELT BUCKLE SWITCH.

   Is "OPEN" indicated?

   YES -

   - If OPEN is indicated only when the driver's seat belt is buckled, go to step 6.
   - If OPEN is indicated only when the driver's seat belt is unbuckled, go to step 14.
   - If OPEN is indicated only when the driver's seat belt is buckled and unbuckled, go to step 22.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

6. Turn the ignition switch OFF.
7. Disconnect the floor wire harness 3P connector from the driver's seat belt buckle switch 3P connector (A).

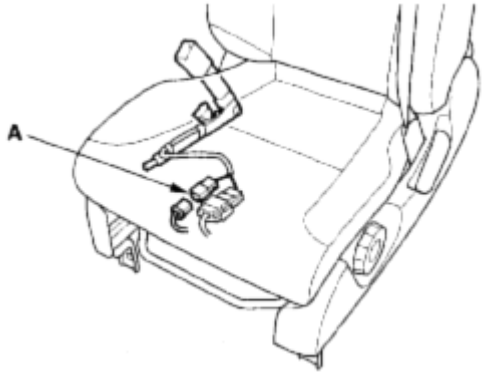

Fig. 170: Identifying Driver's Seat Belt Buckle Switch 3P Connector

8. Buckle the driver's seat belt.
9. Measure the resistance between the No. 1 and No. 3 terminals of the driver's seat belt buckle switch 3P connector. There should be 0-1 ohms.

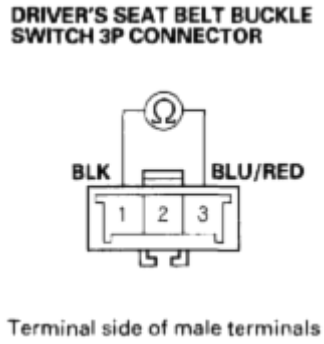

Fig. 171: Measuring Resistance Between Driver's Seat Belt Buckle Switch Connector Terminal 1 And 3

Is the resistance as specified?

YES -Go to step 10.

NO -Replace the driver's seat belt buckle assembly (see **FRONT SEAT BELT REPLACEMENT**), then clear the DTC.

10. Disconnect the negative cable from the battery, and wait for 3 minutes.
11. Disconnect both seat belt tensioner 4P connectors (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on).
12. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
13. Measure the resistance between the No. 12 terminal of SRS unit connector B (28P) and the No. 3 terminal of the floor wire harness 3P connector. There should be 0-1 ohms.

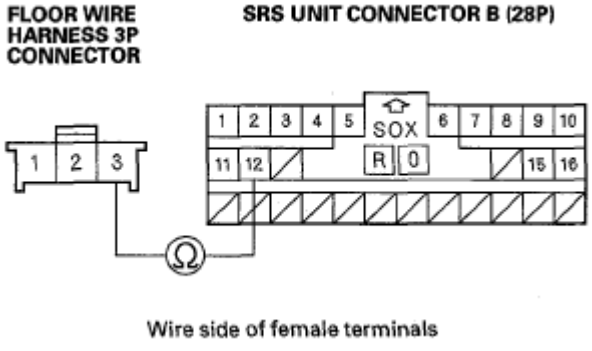

Fig. 172: Measuring Resistance Between SRS Unit Terminal 12 And Floor Wire Harness Terminal 3

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

14. Turn the ignition switch OFF.
15. Disconnect the floor wire harness 3P connector from the driver's seat belt buckle switch 3P connector (A).

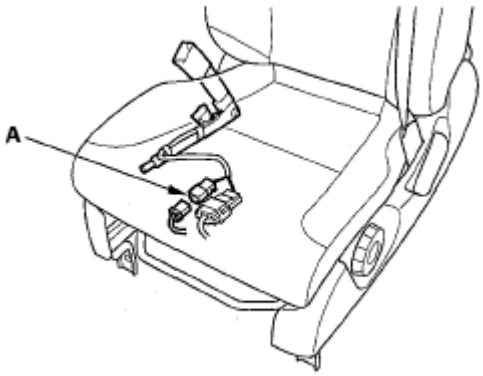

Fig. 173: Identifying Driver's Seat Belt Buckle Switch 3P Connector

16. Unbuckle the driver's seat belt.
17. Measure the resistance between the No. 1 and No. 2 terminals of the driver's seat belt buckle switch 3P connector. There should be 0-1 ohms.

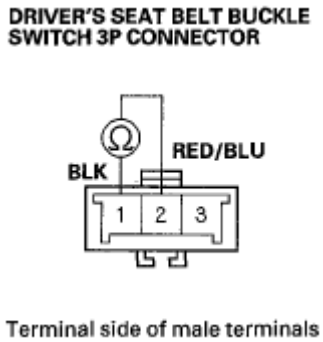

Fig. 174: Measuring Resistance Between Driver's Seat Belt Buckle Switch Connector Terminal 1 And 2

Is the resistance as specified?

YES -Go to step 18.

NO -Replace the driver's seat belt buckle assembly (see **FRONT SEAT BELT REPLACEMENT**), then clear the DTC.

18. Disconnect the negative cable from the battery, and wait for 3 minutes.
19. Disconnect both seat belt tensioner 4P connectors (see step 7 on) and both seat belt buckle tensioner 4P

connectors (see step 8 on).

20. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
21. Measure the resistance between the No. 11 terminal of SRS unit connector B (28P) and the No. 2 terminal of the floor wire harness 3P connector. There should be 0-1 ohms.

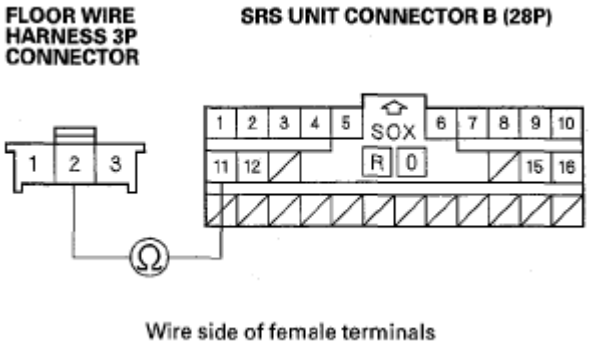

Fig. 175: Measuring Resistance Between SRS Unit Terminal 11 And Floor Wire Harness Terminal 2

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

22. Turn the ignition switch OFF.
23. Disconnect the floor wire harness 3P connector from the driver's seat belt buckle switch 3P connector (A).

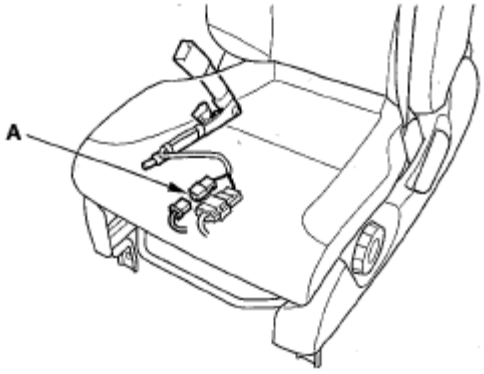

Fig. 176: Identifying Driver's Seat Belt Buckle Switch 3P Connector

24. Unbuckle the driver's seat belt.
25. Measure the resistance between the No. 1 terminal of the floor wire harness 3P connector and body

ground. There should be 0-1 ohms.

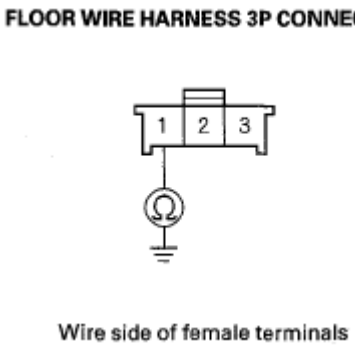

Fig. 177: Measuring Resistance Between Floor Wire Harness 3P Connector Terminal 1 And Body Ground

Is the resistance as specified?

YES -Replace the driver's seat belt buckle assembly (see **FRONT SEAT BELT REPLACEMENT**), then clear the DTC.

NO -Open in the floor wire harness or poor ground connection at G502 (see **DASHBOARD WIRE HARNESS A (RIGHT BRANCH)**). If G501 is OK, replace the floor wire harness.

DTC 61-2X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT IN DRIVER'S SEAT BELT BUCKLE SWITCH

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), then buckle and unbuckle the driver's seat belt several times.
3. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 61-2x indicated?

   YES -Go to step 4.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

4. Turn the ignition switch OFF.
5. Disconnect the floor wire harness 3P connector from the driver's seat belt buckle switch 3P connector

(A).

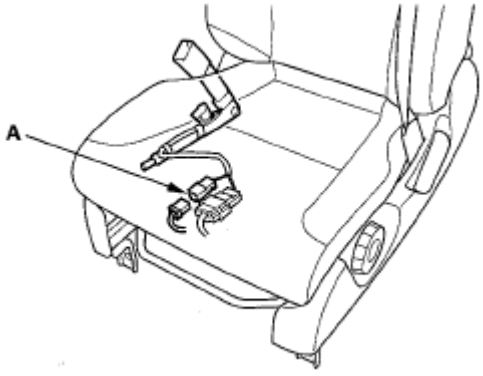

Fig. 178: Identifying Driver's Seat Belt Buckle Switch 3P Connector

6. Turn the ignition switch ON (II).
7. From the system selection menu on the HDS, select SRS, then select SRS again, then select PARAMETER INFORMATION, then Buckle Switch, Seat Position Sensor, and check the status on the HDS screen for FRONT LEFT SEAT BELT BUCKLE SWITCH.

   Is OPEN indicated on the HDS?

   YES -Replace the driver's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

   NO -Go to step 8.

8. Turn the ignition switch OFF.
9. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect both seat belt tensioner 4P connectors (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Measure the resistance between the No. 2 terminal of the floor wire harness 3P connector and body ground. There should be an open circuit or at least 1 Mohms.

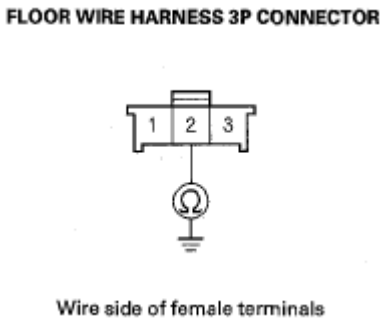

Fig. 179: Measuring Resistance Between Floor Wire Harness 3P Connector Terminal 2 And Body

Ground

Is the resistance as specified?

YES -Check the connections at the floor wire harness and the connector Q (8P) at the under-dash fuse/relay box (see **UNDER-DASH FUSE/RELAY BOX**). If the connections are OK, go to step 13.

NO -Short to ground in the floor wire harness or the MICU/under-dash fuse/relay box. Replace the faulty harness or part.

13. Measure the resistance between the No. 3 terminal of the driver's seat wire harness or floor wire harness 3P connector and body ground. There should be an open circuit or at least 1 Mohms.

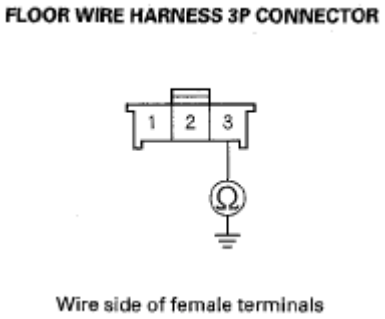

Fig. 180: Measuring Resistance Between Driver's Seat Wire Harness Terminal 3 And Body Ground

Is the resistance as specified?

YES -Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in the floor wire harness; replace the floor harness.

DTC 62-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN FRONT PASSENGER'S SEAT BELT BUCKLE SWITCH

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Connect the HDS to the data link connector (DLC).
3. Turn the ignition switch ON (II), then buckle and unbuckle the front passenger's seat belt several times.
4. Make sure the HDS communicates with the vehicle and the SRS unit, If it does not communicate, troubleshoot the DLC circuit (see **DLC CIRCUIT TROUBLESHOOTING**).
5. From the system menu on the HDS, select SRS, then select SRS again, then select PARAMETER INFORMATION, then Buckle Switch, Seat Position Sensor, and check the status on the HDS screen for

FRONT RIGHT SEAT BELT BUCKLE SWITCH.

Is "OPEN" indicated?

YES -

- If OPEN is indicated only when the front passenger's seat belt is buckled, go to step 6.
- If OPEN is indicated only when the front passenger's seat belt is unbuckled, go to step 14.
- If OPEN is indicated only when the front passenger's seat belt is buckled and unbuckled, go to step 22.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

6. Turn the ignition switch OFF.
7. Disconnect the floor wire harness 3P connector from the front passenger's seat belt buckle switch 3P connector (A).
8. Buckle the front passenger's seat belt.

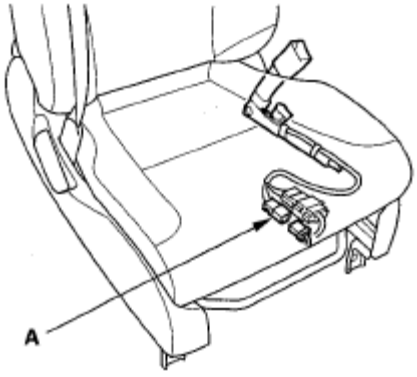

Fig. 181: Identifying Front Passenger's Seat Belt Buckle Switch 3P Connector

9. Measure the resistance between the No. 1 and No. 3 terminals of the front passenger's seat belt buckle switch 3P connector. There should be 0-1ohms.

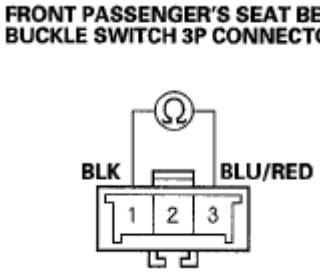

Fig. 182: Measuring Resistance Between Front Passenger's Seat Belt Buckle Switch Terminal 1

And 3

Is the resistance as specified?

YES -Go to step 10.

NO -Replace the front passenger's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

10. Disconnect the negative cable from the battery, and wait for 3 minutes.
11. Disconnect both seat belt tensioner 4P connectors (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on)
12. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
13. Measure the resistance between the No. 16 terminal of SRS unit connector B (28P) and the No. 3 terminal of the floor wire harness 3P connector. There should be 0-1 ohms.

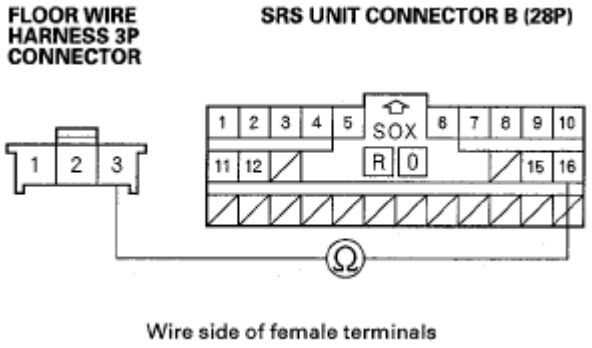

Fig. 183: Measuring Resistance Between SRS Unit Terminal 16 And Floor Wire Harness Terminal 3

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

14. Turn the ignition switch OFF.
15. Disconnect the floor wire harness 3P connector from the front passenger's seat belt buckle switch 3P connector (A).

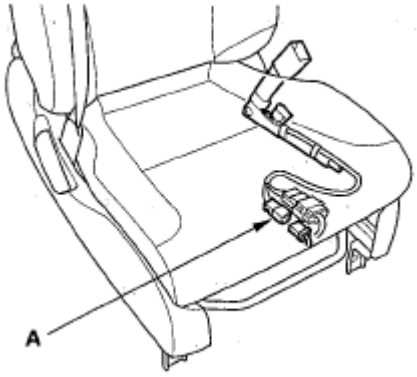

Fig. 184: Identifying Front Passenger's Seat Belt Buckle Switch 3P Connector

16. Unbuckle the front passenger's seat belt.
17. Measure the resistance between the No. 1 and No. 2 terminals of the front passenger's seat belt buckle switch 3P connector. There should be 0-1 ohms.

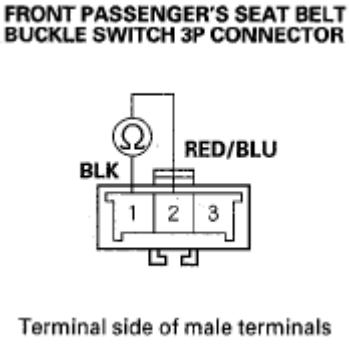

Fig. 185: Measuring Resistance Between Front Passenger's Seat Belt Buckle Switch Terminal 1 And 2

Is the resistance as specified?

YES -Go to step 18.

NO -Replace the front passenger's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

18. Disconnect the negative cable from the battery, and wait for 3 minutes.
19. Disconnect both seat belt tensioner 4P connectors (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on).
20. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
21. Measure the resistance between the No. 15 terminal of SRS unit connector B (28P) and the No. 2 terminal of the floor wire harness 3P connector. There should be 0-1 ohms.

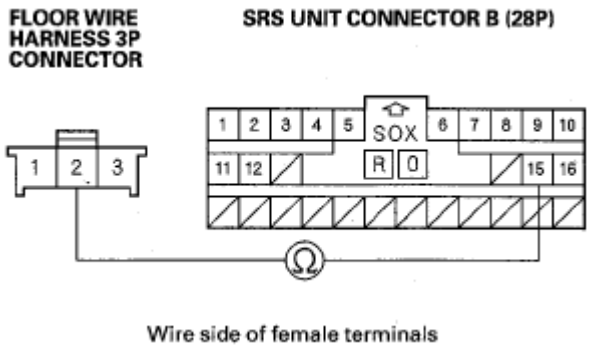

Fig. 186: Measuring Resistance Between SRS Unit Terminal 15 And Floor Wire Harness Terminal 2

Is the resistance as specified?

YES -Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

22. Turn the ignition switch OFF.
23. Disconnect the floor wire harness 3P connector from the front passenger's seat belt buckle switch 3P connector (A).

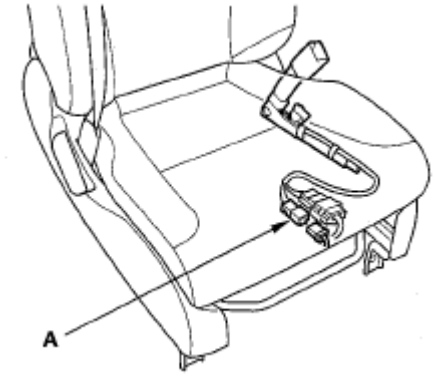

Fig. 187: Identifying Front Passenger's Seat Belt Buckle Switch 3P Connector

24. Unbuckle the front passenger's seat belt.
25. Measure the resistance between the No. 1 terminal of the floor wire harness 3P connector and body ground. There should be 0-1 ohms.

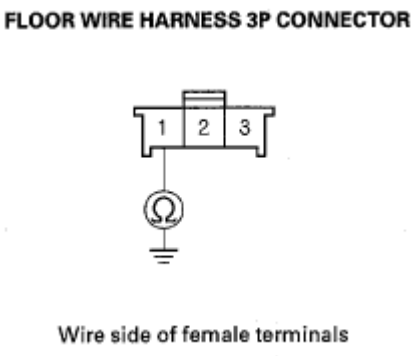

Fig. 188: Measuring Resistance Between Floor Wire Harness 3P Connector Terminal 1 And Body Ground

Is the resistance as specified?

YES -Replace the front passenger's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

NO -Open in the floor wire harness or poor ground connection at G502 (see **DASHBOARD WIRE HARNESS A (RIGHT BRANCH)**). If G501 is OK, replace the floor wire harness.

DTC 62-2X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT IN FRONT PASSENGER'S SEAT BELT BUCKLE SWITCH

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), then buckle and unbuckle the front passenger's seat belt several times.
3. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 62-2x indicated?

   YES -Go to step 4.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

4. Turn the ignition switch OFF.
5. Disconnect the floor wire harness 3P connector from the front passenger's seat belt buckle switch 3P connector (A).

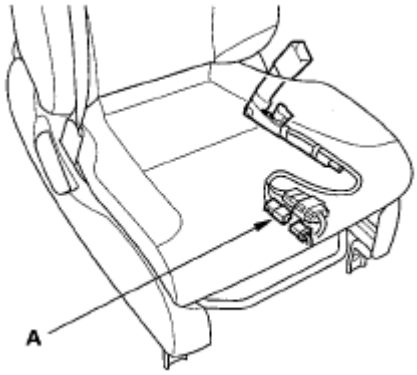

Fig. 189: Identifying Front Passenger's Seat Belt Buckle Switch 3P Connector

6. Turn the ignition switch ON (II).
7. From the system selection menu on the HDS, select SRS, then select SRS again, then select PARAMETER INFORMATION, then Buckle Switch, Seat Position Sensor, and check the status on the HDS screen for FRONT RIGHT SEAT BELT BUCKLE SWITCH.

   Is OPEN indicated on the HDS?

   YES -Replace the front passenger's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

   NO -Go to step 8.

8. Turn the ignition switch OFF.
9. Disconnect the negative cable from the battery, and wait for 3 minutes.
10. Disconnect both seat belt tensioner 4P connectors (see step 7 on). and both seat belt buckle tensioner 4P connectors (see step 8 on).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
12. Measure the resistance between the No. 3 terminal of the floor wire harness 3P connector and body ground. There should be an open circuit or at least 1Mohms.

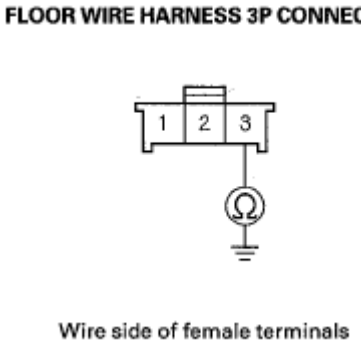

Fig. 190: Measuring Resistance Between Floor Wire Harness 3P Connector Terminal 3 And Body Ground

Is the resistance as specified?

YES -Go to step 13.

NO -Short to ground in the floor wire harness; replace the floor wire harness.

13. Measure the resistance between the No. 2 terminal of the floor wire harness 3P connector and body ground. There should be an open circuit or at least 1 Mohms.

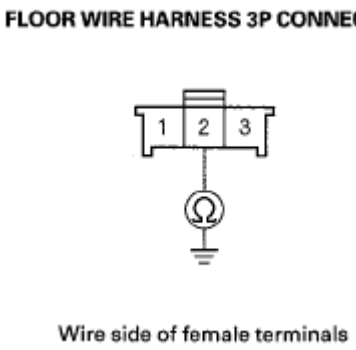

Fig. 191: Measuring Resistance Between Floor Wire Harness 3P Connector Terminal 2 And Body Ground

Is the resistance as specified?

YES -Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in the floor wire harness; replace the floor wire harness.

DTC 71-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S SEAT POSITION SENSOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 71-1x indicated?

YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot

the DTC.

3. Check the connection between the driver's seat position sensor harness 2P connector and the driver's seat position sensor (see **COMPONENT LOCATION INDEX**).
4. Clear the DTC memory.
5. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 71-1x indicated?

   YES -Go to step 6.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

6. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
7. Disconnect the driver's seat position sensor harness 2P connector from the driver's seat position sensor (A).

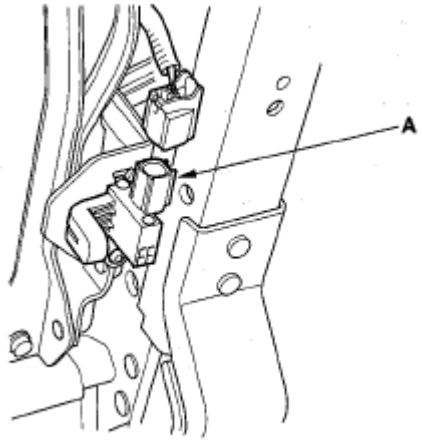

Fig. 192: Identifying Driver's Seat Position Sensor

8. Connect the No. 1 and No. 2 terminals of the driver's seat position sensor harness 2P connector with a jumper wire.
9. Disconnect both seat belt tensioner 4P connectors (see step 7 on). and both seat belt buckle tensioner 4P connectors (see step 8 on).
10. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
11. Measure the resistance between the No. 5 and No. 6 terminals of SRS unit connector B (28P). There should be 0-1.0 ohms.

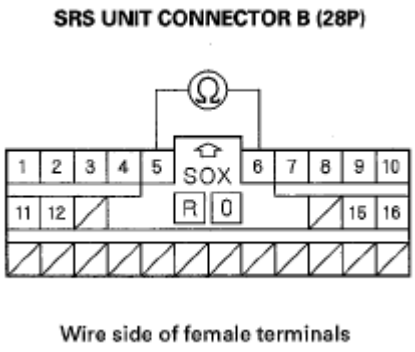

Fig. 193: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 5 And 6

Is the resistance as specified?

YES -Faulty driver's seat position sensor or SRS unit; replace the driver's seat position sensor (see **DRIVER'S SEAT POSITION SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness or the driver's seat position sensor harness; replace the faulty harness.

DTC 71-2X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT IN DRIVER'S SEAT POSITION SENSOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 71-2x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the driver's seat position sensor harness 2P connector from the driver's seat position sensor (A) (see **COMPONENT LOCATION INDEX**).

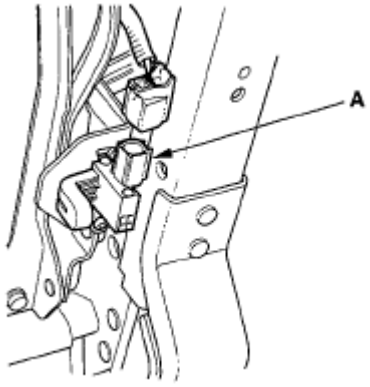

Fig. 194: Identifying Driver's Seat Position Sensor

5. Reconnect the negative cable to the battery.
6. Clear the DTC memory.
7. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

   Is DTC 71-2x indicated?

   YES -Go to step 8.

   NO -Faulty driver's seat position sensor; replace the driver's seat position sensor (see **DRIVER'S SEAT POSITION SENSOR REPLACEMENT**).

8. Turn the ignition switch OFF; Disconnect the negative cable from the battery, and wait for 3 minutes.
9. Disconnect both seat belt tensioner 4P connectors (see step 7 on) and both seat belt buckle tensioner 4P connectors (see step 8 on).
10. Disconnect SRS unit connector B (28P) from the SRS unit (see step 9 on).
11. Measure the resistance between the No. 5 and No. 6 terminals of SRS unit connector B (28P). There should be an open circuit or at least 1Mohms.

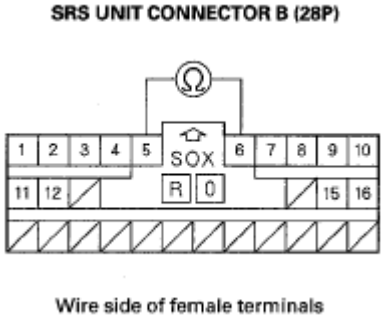

Fig. 195: Measuring Resistance Between SRS Unit Connector B (28P) Terminal 5 And 6

Is the resistance as specified?

YES -Go to step 12.

NO -Short in the floor wire harness or the driver's seat position sensor harness; replace the faulty harness.

12. Measure the resistance between the No. 5 terminal of SRS unit connector B (28P) and body ground, and between the No. 6 terminal and body ground. There should be an open circuit or at least 1Mohms.

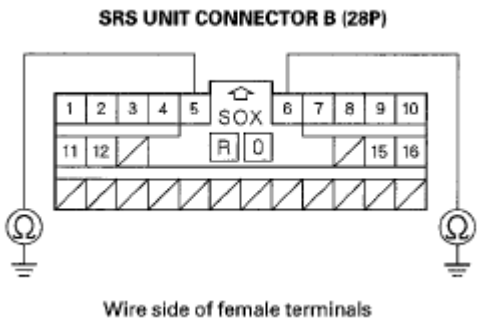

Fig. 196: Measuring Voltage Between SRS Unit Connector B (28P) Terminal 5 And Body Ground

Is the resistance as specified?

YES -Faulty driver's seat position sensor or the SRS unit; replace the driver's seat position sensor (see **DRIVER'S SEAT POSITION SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in the floor wire harness or the driver's seat position sensor harness; replace the faulty harness.

DTC 81-61, 85-61: NO SIGNAL FROM THE ODS UNIT; DTC 81-62,85-62: RESPONSE DATA ERROR FROM THE ODS UNIT

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Make sure nothing is on the front passenger's seat.
2. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
3. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 81-61, 85-61, 81-62, or 85-62 indicated?

YES -Go to step 4.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot

the DTC.

4. Check the connection between the ODS unit harness 18P connector and the ODS unit.

   Is the connection OK?

   YES -Go to step 5.

   NO -Repair the poor connection and retest. If DTC 81-61, 85-61, 81-62, or 85-62 is still present, go to step 5.

5. Turn the ignition switch OFF.
6. Check the No. 17 (15 A) fuse in the under-dash fuse/relay box.

   Is the fuse OK?

   YES -Go to step 7.

   NO -Replace the fuse, then turn the ignition switch ON (II). If the fuse blows again, check for a short in the No. 17 (15 A) fuse circuit (floor wire harness or ODS unit harness).

7. Disconnect the ODS unit harness 18P connector (A) from the ODS unit.

Fig. 197: Identifying ODS Unit Harness 18P Connector

8. Turn the ignition switch ON (II).
9. Measure the voltage between the No. 1 terminal of the ODS unit harness 18P connector and body ground. There should be battery voltage.

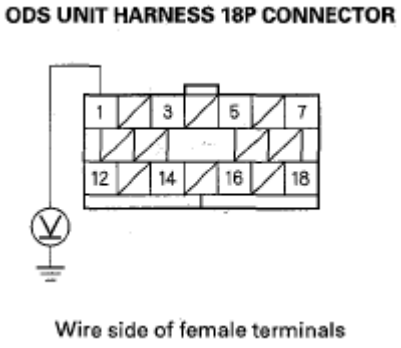

Fig. 198: Measuring Voltage Between ODS Unit Harness 18P Connector Terminal 1 And Body Ground

Is there battery voltage?

YES -Go to step 10.

NO -Open in the ECM/PCM wire harness, floor wire harness, or ODS unit harness; check for poor connections at C560 (see **ODS UNIT HARNESS**) and C456 (see **FLOOR WIRE HARNESS (RIGHT BRANCH)**). If the connections are OK, replace the faulty harness.

10. Turn the ignition switch OFF.
11. Measure the resistance between the No. 12 terminal of the ODS unit harness 18P connector and body ground. There should be 0-1.0 ohms.

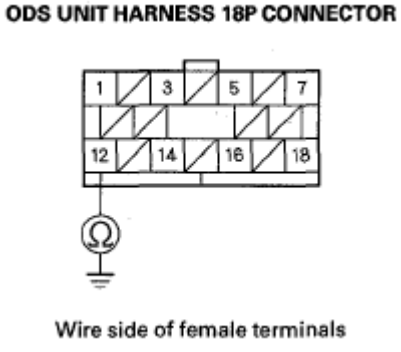

Fig. 199: Measuring Resistance Between ODS Unit Harness 18P Connector Terminal 12 And Body Ground

Is the resistance as specified?

YES -Go to step 12.

NO -Open in the ODS unit harness or floor wire harness; check for poor connection at C560 (see **ODS UNIT HARNESS**). If the connection is OK, check for poor ground connection at G552 (see **FLOOR WIRE HARNESS (RIGHT BRANCH)**). If G552 is OK, replace the faulty harness.

12. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
13. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
14. Measure the resistance between the No. 14 terminal of SRS unit connector A (28P) and body ground. There should be an open circuit or at least 1Mohms.

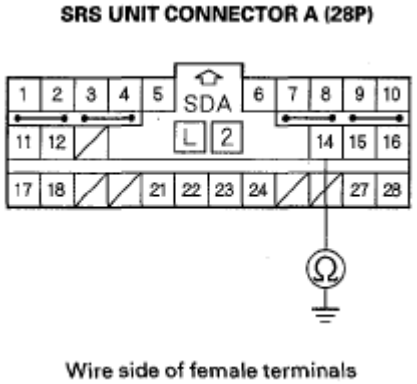

Fig. 200: Measuring Resistance Between SRS Unit Connector A (28P) Terminal 14 And Body Ground

Is the resistance as specified?

YES -Go to step 15.

NO -Short to ground in dashboard wire harness B, floor wire harness or ODS unit harness; replace the faulty harness.

15. Measure the resistance between the No. 14 terminal of SRS unit connector A (28P) and the No. 7 terminal of the ODS unit harness 18P connector. There should be 0-1.0 ohms.

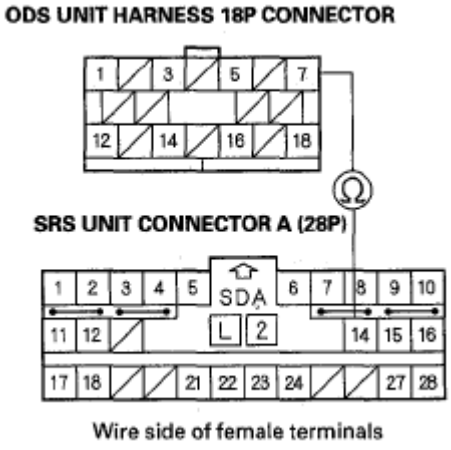

Fig. 201: Measuring Resistance Between SRS Unit Terminal 14 And ODS Unit Harness Terminal 7

Is the resistance as specified?

YES -Faulty ODS unit or SRS unit; replace the ODS unit (see **ODS UNIT REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in dashboard wire harness B, floor wire harness or ODS unit harness; check for poor connections at C560 (see **ODS UNIT HARNESS**) and C456 (see **FLOOR WIRE HARNESS (RIGHT BRANCH)**). If the connections are OK, replace the faulty harness.

DTC 81-71,81-78: ODS UNIT DOES NOT CALIBRATE

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is 81-71 or 81-78 indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Calibrate the ODS unit (see **ODS UNIT CALIBRATION**).
4. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator go off?

   YES -The system is OK.

   NO -Replace the ODS unit (see **ODS UNIT REPLACEMENT**).

DTC 85-71,85-78: ODS UNIT NOT INITIALIZED

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then

goes off.

Does the SRS indicator stay on, and is 85-71 or 85-78 indicated?

YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Initialize the ODS unit (see **ODS UNIT INITIALIZATION**).
4. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES -The system is OK.

NO -Replace the ODS unit (see **ODS UNIT REPLACEMENT**).

DTC 81-4X, 81-5X, 81-63, 81-64 ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE ODS UNIT

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 81-4x, 81-5x, 81-63, or 81-64 indicated?

YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Calibrate the ODS unit (see **ODS UNIT CALIBRATION**).
4. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES -The system is OK at this time.

NO -Go to step 5

5. Replace the ODS unit (see **ODS UNIT REPLACEMENT**).
6. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator go off?

   YES -The system is OK.

   NO -Replace the SRS unit (see **SRS UNIT REPLACEMENT**).

DTC 81-79: FRONT PASSENGER'S WEIGHT SENSORS INITIAL CHECK FAILURE

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 81-79 indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF.
4. Make sure nothing is on the front passenger's seat.
5. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator go off?

   YES -The system is OK.

   NO -Remove the front passenger's seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**) and the front passenger's weight sensors (see **FRONT PASSENGER'S WEIGHT SENSOR REPLACEMENT**), then reinstall them. Calibrate the ODS unit (see **ODS UNIT CALIBRATION**).

Retry the troubleshooting.

DTC 82-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE INNER SIDE FRONT PASSENGER'S WEIGHT SENSOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 82-1x indicated?

   YES -Faulty front passenger's weight sensor; replace the inner side front passenger's weight sensor (see **FRONT PASSENGER'S WEIGHT SENSOR REPLACEMENT**).

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

DTC 83-2X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE OUTER SIDE FRONT PASSENGER'S WEIGHT SENSOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 83-2x indicated?

   YES -Faulty front passenger's weight sensor; replace the outer side front passenger's weight sensor (see **FRONT PASSENGER'S WEIGHT SENSOR REPLACEMENT**).

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

DTC 85-4X, 85-5X ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE ODS UNIT; DTC 85-63: INTERNAL FAILURE OF THE ODS UNIT; DTC 85-64: INTERNAL FAILURE OF

THE ODS UNIT

NOTE:

- **An incorrect ODS unit can cause DTC 85-63.**
- **Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).**

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 85-4x, 85-5x, 85-63, or 85-64 indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Initialize the ODS unit (see **ODS UNIT INITIALIZATION**).
4. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator go off?

   YES -The system is OK.

   NO -Replace the ODS unit (see **ODS UNIT REPLACEMENT**) and retest.

DTC 85-79: OPDS SENSOR INITIAL CHECK FAILURE

NOTE: **Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).**

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 85-79 indicated?

   YES -Turn the ignition switch OFF, and go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Make sure nothing is on the front passenger's seat.
4. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator go off?

   YES -The system is OK.

   NO -Go to step 5.

5. Initialize the ODS unit (see **ODS UNIT INITIALIZATION**).
6. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator go off?

   YES -The system is OK.

   NO -Replace the ODS unit (see **ODS UNIT REPLACEMENT**) and retest. If the problem is still present, replace the OPDS sensor/seat-back (see **FRONT SEAT-BACK COVER REPLACEMENT**).

DTC 86-1X ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY OPDS SEAT-BACK SENSOR; DTC 86-2X ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY OPDS SEAT SUPPORT SENSOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 86-1x or 86-2x indicated ?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

NOTE: Aftermarket devices (fluorescent lights, laptop computers, etc.) used near the front passenger's seat-back can interfere with the seat-back sensors and cause a false DTC 86-1x or 86-2x. If one of these devices was used, clear the DTC, operate the device near the seat-back, and recheck for DTCs. If DTC 86-1x or 86-2x is set, clear it, and do not use the device near the seat-back.

3. Check the connection at the OPDS sensor harness connectors (A) and the ODS unit connector (B).

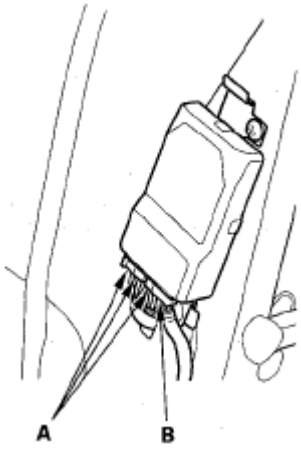

Fig. 202: Identifying OPDS Sensor Harness Connectors And ODS Unit Connector

Is the connection OK?

YES -Go to step 4.

NO -Repair the poor connection, and clear the DTC.

4. Replace the OPDS sensor/seat-back foam (see **FRONT SEAT-BACK COVER REPLACEMENT**), and initialize the ODS (see **ODS UNIT INITIALIZATION**).
5. Erase the DTC memory, then check for DTC 86-1x or 86-2x.

Is DTC 86-1 x or 86-2x indicated?

YES -Replace the ODS unit (see **ODS UNIT REPLACEMENT**).

NO -The system is OK.

DTC 87-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SIDE AIRBAG CUTOFF INDICATOR STAYS ON/OFF

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General

Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the side airbag cutoff indicator comes on for about 6 seconds and then goes off.

   Does the side airbag cutoff indicator go off and stay off?

   YES -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

   NO -Check the No. 10 (7.5 A) fuse in the under-dash fuse/relay box, then go to step 3.

3. Turn the ignition switch OFF. Make sure nothing is on the front passenger's seat.
4. Disconnect ODS unit harness connector D (18P) from the ODS unit.

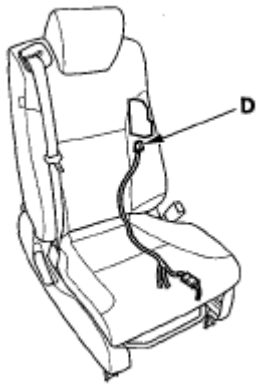

Fig. 203: Identifying ODS Unit Harness Connector D (18P)

5. Turn the ignition switch ON (II).
6. Measure the voltage between the No. 18 terminal of the ODS unit 18P connector and body ground. There should be battery voltage.

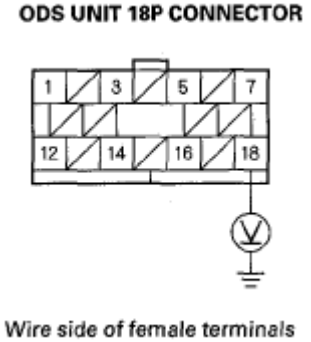

Fig. 204: Measuring Voltage Between ODS Unit 18P Connector Terminal 18 And Body Ground

Is there battery voltage?

YES -Faulty ODS unit or gauge control module; replace the ODS unit (see **ODS UNIT REPLACEMENT**). If the problem is still present, replace the gauge control module (see **REWRITING THE ODO DATA AND TRANSFERRING MAINTENANCE MINDER ON A NEW GAUGE CONTROL MODULE**).

NO -Go to step 7.

7. Turn the ignition switch OFF.
8. Remove the gauge control module (see **REWRITING THE ODO DATA AND TRANSFERRING MAINTENANCE MINDER ON A NEW GAUGE CONTROL MODULE**). Disconnect the gauge control module connector (A) (36P) from the gauge control module.

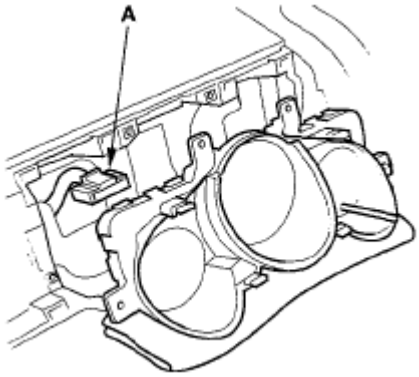

Fig. 205: Identifying Gauge Control Module Connector

9. Measure the resistance between the No. 18 terminal of the ODS unit 18P connector and body ground. There should be an open circuit or at least 1 Mohms.

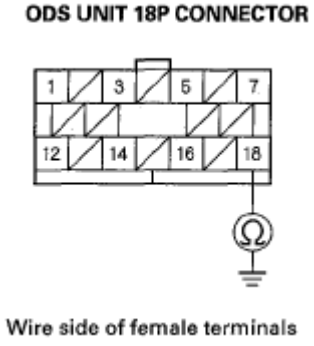

Fig. 206: Measuring Resistance Between ODS Unit 18P Connector Terminal 18 And Body Ground

Is the resistance as specified?

YES -Go to step 10.

NO -Short to ground in the ODS unit harness, floor wire harness, or dashboard wire harness A; replace the faulty harness.

10. Measure the resistance between the No. 18 terminal of the ODS unit 18P connector and the No. 31 terminal of the gauge control module connector (36P).There should be 0-1.0 ohms.

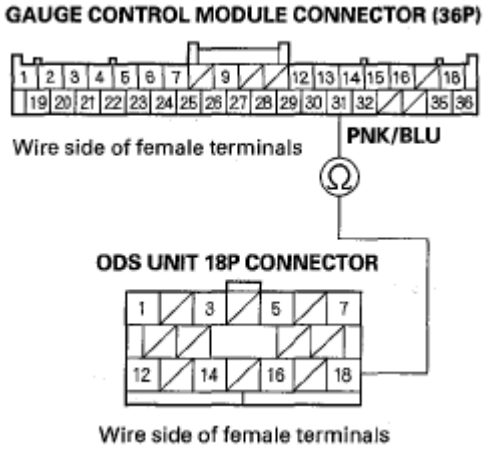

Fig. 207: Measuring Resistance Between ODS Unit Terminal 18 And Gauge Control Module Terminal 31

Is the resistance as specified?

YES -Replace the gauge control module (see **REWRITING THE ODO DATA AND TRANSFERRING MAINTENANCE MINDER ON A NEW GAUGE CONTROL MODULE**).

NO -Open in the ODS unit harness, floor wire harness, or dashboard wire harness A; replace the faulty harness.

DTC 91-1X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN THE SRS INDICATOR CIRCUIT

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 91-1x indicated?

YES -Go to step 3.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
5. Remove the gauge control module (see **REWRITING THE ODO DATA AND TRANSFERRING MAINTENANCE MINDER ON A NEW GAUGE CONTROL MODULE**). Disconnect the gauge control module (36P) connector (A).

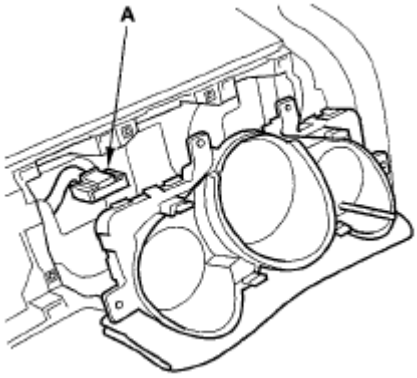

Fig. 208: Identifying Gauge Control Module (36P) Connector

6. Measure the resistance between the No. 11 terminal of SRS unit connector A (28P) and body ground. There should be an open circuit or at least 1Mohms.

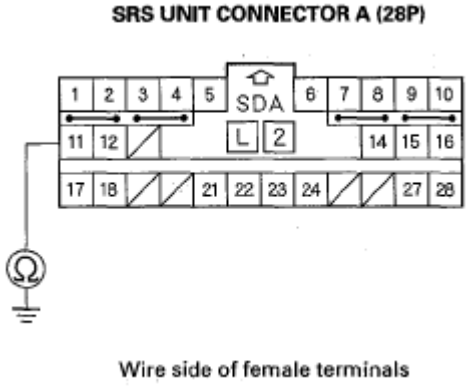

Fig. 209: Measuring Resistance Between SRS Unit Connector A (28P) Terminal 11 And Body Ground

Is the resistance as specified?

YES -Go to step 7.

NO -Short to ground in dashboard wire harness A or dashboard wire harness B; replace the faulty harness.

7. Reconnect the gauge control module (36P) connector (A).

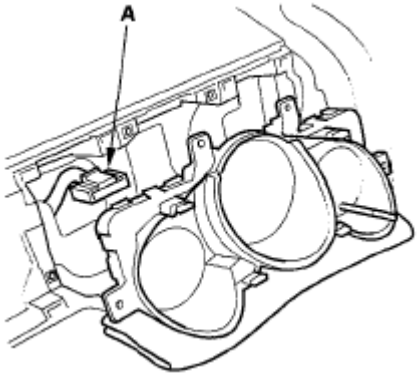

Fig. 210: Identifying Gauge Control Module (36P) Connector

8. Turn the ignition switch ON (II).
9. Install a jumper wire between the No. 2 terminal and No. 12 terminal of the gauge control module connector (36P). The SRS indicator should go off.

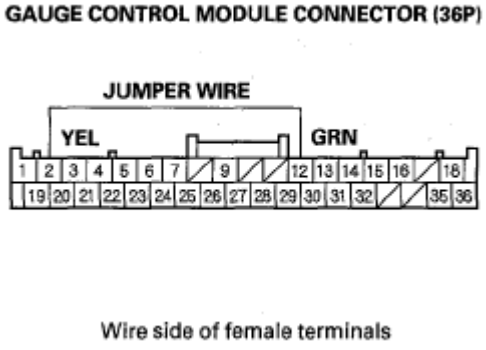

Fig. 211: Connecting Gauge Control Module Connector (36P) Terminals Using Jumper Wire

Does the SRS indicator go off?

YES -Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in the SRS indicator circuit of the gauge control module; replace the gauge control module (see **REWRITING THE ODO DATA AND TRANSFERRING MAINTENANCE MINDER ON A NEW GAUGE CONTROL MODULE**).

DTC 92-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN THE FRONT PASSENGER'S AIRBAG CUTOFF INDICATOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 92-1x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Disconnect the passenger's airbag cutoff indicator 4P connector (see **PASSENGER'S AIRBAG CUTOFF INDICATOR TEST**).
4. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
5. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
6. Reconnect the negative cable to the battery.
7. Turn the ignition switch ON (II).
8. Check for voltage between the No. 12 terminal of SRS unit connector A (28P) and body ground. There should be 0.5 V or less.

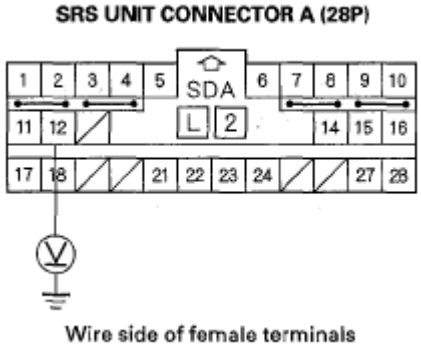

Fig. 212: Checking Voltage Between SRS Unit Connector A (28P) Terminal 12 And Body Ground

Is the voltage as specified?

YES -Faulty SRS unit or passenger's airbag cutoff indicator; replace the passenger's airbag cutoff indicator. If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to power in the dashboard wire harness; replace the dashboard wire harness.

DTC 92-2X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN OR SHORT TO GROUND IN THE PASSENGER'S AIRBAG CUTOFF INDICATOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC 92-2x indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
4. Disconnect the passenger's airbag cutoff indicator 4P connector (see **PASSENGER'S AIRBAG CUTOFF INDICATOR TEST**).
5. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
6. Measure the resistance between the No. 2 terminal of the passenger's airbag cutoff indicator 4P connector and the No. 12 terminal of SRS unit connector A (28P). There should be 0-1.0 ohms.

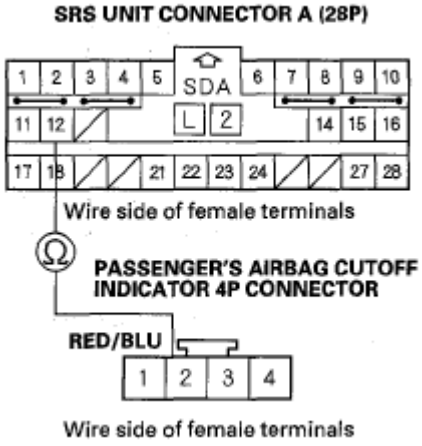

Fig. 213: Measuring Resistance Between Passenger's Airbag Cutoff Indicator Terminal 2 And SRS Unit Terminal 12

Is the resistance as specified?

YES -Go to step 7.

NO -Open in dashboard wire harness A or dashboard wire harness B; check the connection at C403 (see **DASHBOARD WIRE HARNESS A (LEFT BRANCH)**). If the connection is OK, replace the faulty harness.

7. Measure the resistance between the No. 12 terminal of the SRS unit connector A (28P) and body ground. There should be an open circuit or at least 1Mohms.

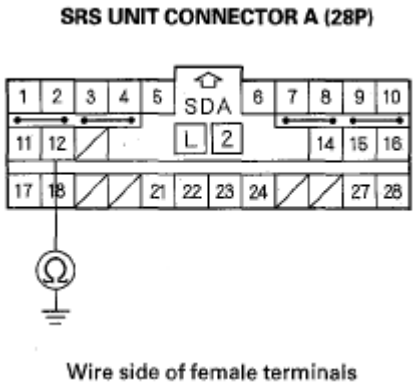

Fig. 214: Measuring Resistance Between SRS Unit Connector A (28P) Terminal 12 And Body Ground

Is the resistance as specified?

YES -Replace the passenger's airbag cutoff indicator. If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to ground in dashboard wire harness A or dashboard wire harness B; replace the faulty harness.

DTC A1-1X ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY POWER SUPPLY (VA LINE)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.
3. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC A1-1x indicated?

YES -Go to step 4.

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

4. Turn the ignition switch OFF.
5. Check the No. 17 (15 A) fuse in the under-dash fuse/relay box.

   Is the fuse OK?

   YES -Go to step 6.

   NO -Replace the fuse, then turn the ignition switch ON (II). If the fuse blows again, check for a short in the No. 17 (15 A) fuse circuit (dashboard wire harness B, floor wire harness, or ODS unit harness).

6. Disconnect the negative cable from the battery, and wait for 3 minutes.
7. Disconnect the SRS unit connector A (28P) from the SRS unit (see step 9 on).
8. Reconnect the negative cable to the battery.
9. Connect a voltmeter between the No. 17 terminal of SRS unit connector A (28P) and body ground. Turn the ignition switch ON (II), and measure the voltage. There should be battery voltage when the ignition is on.

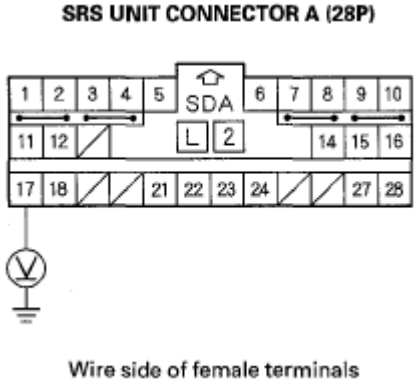

Fig. 215: Measuring Voltage Between SRS Unit Connector A (28P) Terminal 17 And Body Ground

Is there battery voltage?

YES -Faulty SRS unit or poor connection at SRS unit connector (A) 28P and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Go to step 10.

10. Turn the ignition switch OFF.

11. Disconnect under-dash fuse/relay box connector S (2P).

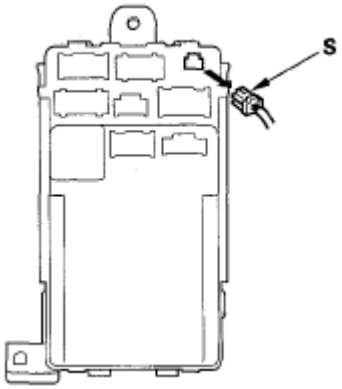

Fig. 216: Identifying Under-Dash Fuse/Relay Box Connector S (2P)

12. Measure the resistance between the No. 1 terminal of under-dash fuse/relay box connector S (2P) and the No. 17 terminal of SRS unit connector A (28P). There should be 0-1.0 ohms.

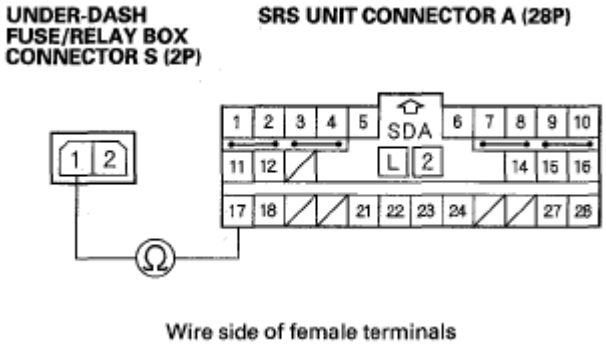

Fig. 217: Measuring Resistance Between Under-Dash Fuse/Relay Box Terminal 1 And SRS Unit Terminal 17

Is the resistance as specified?

YES -Open in the under-dash fuse/relay box or poor connection between connector S (2P) and the under-dash fuse/relay box; check the connection. If the connection is OK, replace the under-dash fuse/relay box.

NO -Open in dashboard wire harness B; replace dashboard wire harness 6.

DTC A2-1X ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY POWER SUPPLY (VB LINE)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the No. 13 (10 A) fuse in the under-dash fuse/relay box.

   Is the fuse OK?

   YES -Go to step 2.

   NO -Replace the fuse, then turn the ignition switch ON (II). If the fuse blows again, check for a short to ground in dashboard wire harness B or in the under-dash fuse/relay box No. 13 (10 A) fuse line; replace dashboard wire harness B. If the problem is still present, replace the under-dash fuse/relay box.

2. Turn the ignition switch OFF. Disconnect the negative cable from the battery, and wait for 3 minutes.
3. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
4. Reconnect the negative cable to the battery.
5. Connect a voltmeter between the No. 18 terminal of SRS unit connector A (28P) and body ground. Turn the ignition switch ON (II), and measure the voltage. There should be battery voltage when the ignition switch is on.

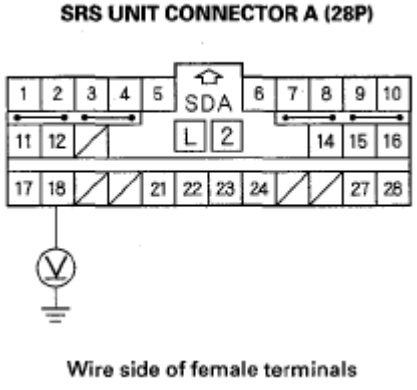

Fig. 218: Measuring Voltage Between SRS Unit Connector A (28P) Terminal 18 And Body Ground

Is there battery voltage?

YES -Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit; check the connection. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Go to step 6.

6. Turn the ignition switch OFF.
7. Disconnect under-dash fuse/relay box connector S (2P).

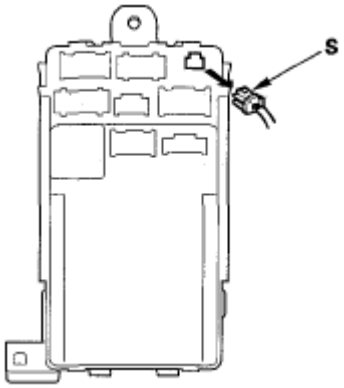

Fig. 219: Identifying Under-Dash Fuse/Relay Box Connector S (2P)

8. Measure the resistance between the No. 2 terminal of under-dash fuse/relay box connector S (2P) and the No. 18 terminal of SRS unit connector A (28P). There should be 0-1.0 ohms.

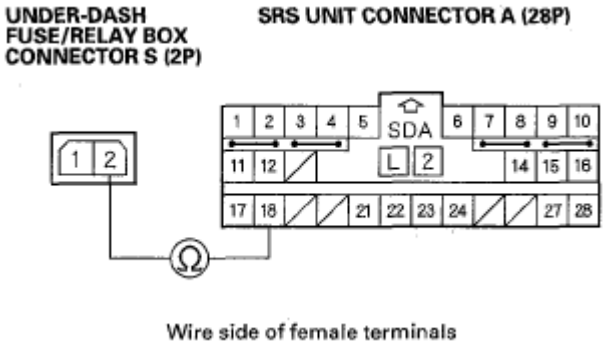

Fig. 220: Measuring Resistance Between Under-Dash Fuse/Relay Box Terminal 2 And SRS Unit Terminal 18

Is the resistance as specified?

YES -Open in the under-dash fuse/relay box or poor connection between connector S (2P) and the under-dash fuse/relay box; check the connection. If the connection is OK, replace the under-dash fuse/relay box.

NO -Open in dashboard wire harness B; replace dashboard wire harness B.

DTC B1-11: NO SIGNAL FROM THE ROLL RATE SENSOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General

Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC B1-11 indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the battery negative cable, and wait for 3 minutes.
4. Check the connections between the floor wire harness 2P connector and the roll rate sensor (see **COMPONENT LOCATION INDEX**).

   Is the connection OK?

   YES -Go to step 5.

   NO -Repair the poor connection and retest. If the DTC B1-11 is still present, go to step 5.

5. Disconnect the floor wire harness 2P connector (A) from the roll rate sensor.

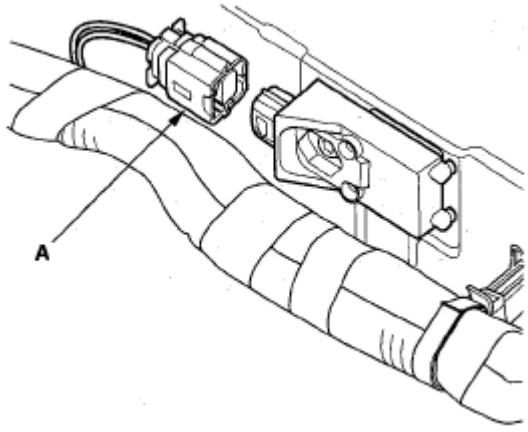

Fig. 221: Identifying Floor Wire Harness 2P Connector

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
7. Measure the resistance between the No. 13 and No. 14 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1 Mohms.

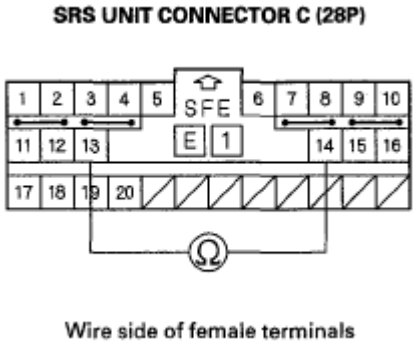

Fig. 222: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 13 And 14

Is the resistance as specified?

YES -Go to step 8.

NO -Short in the floor wire harness; replace the floor wire harness.

8. Measure the resistance between the No. 13 terminal of SRS unit connector C (28P) and body ground, and between the No. 14 terminal and body ground. There should be an open circuit or at least 1 Mohms.

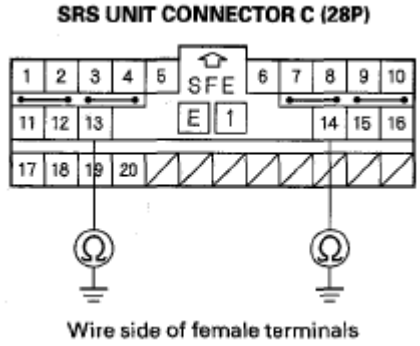

Fig. 223: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 13 And Body Ground

Is the resistance as specified?

YES -Go to step 9.

NO -Short to ground in the floor wire harness; replace the floor wire harness.

9. Reconnect the battery negative cable.
10. Turn the ignition switch ON (II).
11. Measure the voltage between the No. 13 terminal of SRS unit connector C (28P) and body ground, and between the No. 14 terminal and body ground. There should be 1 V or less.

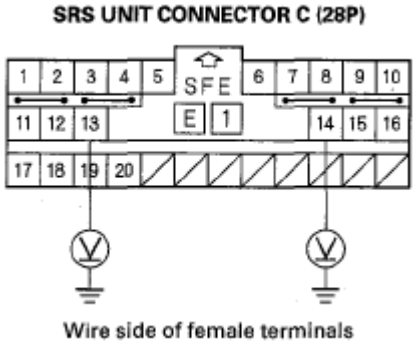

Fig. 224: Measuring Voltage Between SRS Unit Connector C (28P) Terminal 13 And Body Ground

Is the voltage as specified?

YES -Go to step 12.

NO -Short to power in the floor wire harness; replace the floor wire harness.

12. Turn the ignition switch OFF.
13. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the floor wire harness 2P connector (A).

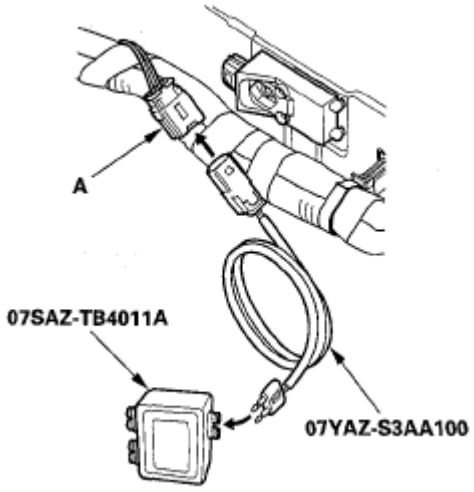

Fig. 225: Connecting SRS Inflator Simulator And Simulator Lead H To Floor Wire Harness 2P Connector

14. Measure the resistance between the No. 13 and No. 14 terminals of SRS unit connector C (28P). There should be 0-1.0 ohms or less.

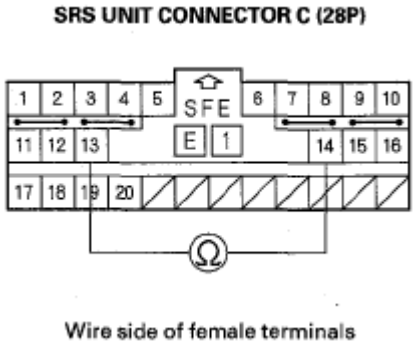

Fig. 226: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 13 And 14

Is the resistance as specified?

YES -Faulty roll rate sensor or SRS unit; replace the roll rate sensor (see **ROLL RATE SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

DTC B1-17, B1-84, B1-85, B1-90, B1-AX, BI-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE ROLL RATE SENSOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is B1-17, B1-84, B1-85, B1-90, B1-Ax, or BI-Bx indicated?

   YES -Replace the roll rate sensor (see **ROLL RATE SENSOR REPLACEMENT**). If the DTC returns, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

DTC B2-11: NO SIGNAL FROM THE REAR SAFING SENSOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A

- SRS simulator lead L 070AZ-SNAA300

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

   Does the SRS indicator stay on, and is DTC B2-11 indicated?

   YES -Go to step 3.

   NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the battery negative cable, and wait for 3 minutes.
4. Check the connections between the floor wire harness 2P connector and the rear safing sensor (see **REAR SAFING SENSOR REPLACEMENT**).

   Is the connection OK?

   YES -Go to step 5.

   NO -Repair the poor connection and retest. If the DTC B2-11 is still present, go to step 5.

5. Disconnect the floor wire harness 2P connector (A) from the rear safing sensor.

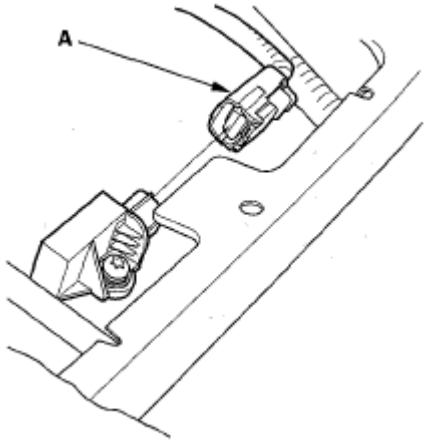

Fig. 227: Identifying Floor Wire Harness 2P Connector

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 9 on).
7. Measure the resistance between the No. 5 and No. 6 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1Mohms.

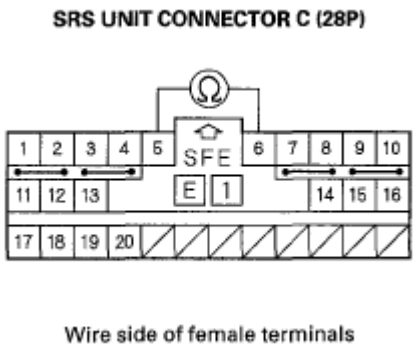

Fig. 228: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 5 And 6

Is the resistance as specified?

YES -Go to step 8.

NO -Short in the floor wire harness; replace the floor wire harness.

8. Measure the resistance between the No. 5 terminal of SRS unit connector C (28P) and body ground, and between the No. 6 terminal and body ground. There should be an open circuit or at least 1 Mohms.

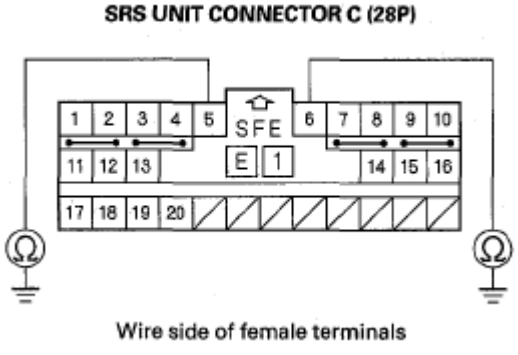

Fig. 229: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 5 And Body Ground

Is the resistance as specified?

YES -Go to step 9.

NO -Short to ground in the floor wire harness; replace the floor wire harness.

9. Reconnect the battery negative cable.

10. Turn the ignition switch ON (II).
11. Measure the for voltage between the No. 5 terminal of SRS unit connector C (28P) and body ground, and between the No. 6 terminal and body ground. There should be 1 V or less.

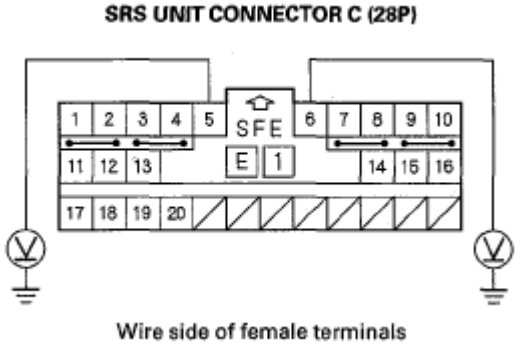

Fig. 230: Measuring Voltage Between SRS Unit Connector C (28P) Terminal 5 And Body Ground

Is the voltage as specified?

YES -Go to step 12.

NO -Short to power in the floor wire harness; replace the floor wire harness.

12. Turn the ignition switch OFF.
13. Connect the SRS inflator simulator (jumper connector) and simulator lead L to the floor wire harness 2P connector (A).

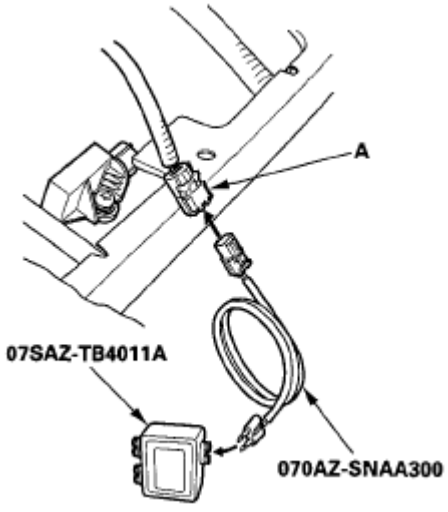

Fig. 231: Connecting SRS Inflator Simulator And Simulator Lead L To Floor Wire Harness 2P Connector

14. Measure the resistance between the No. 5 and No. 6 terminals of SRS unit connector C (28P). There

should be 0-1.0 ohms or less.

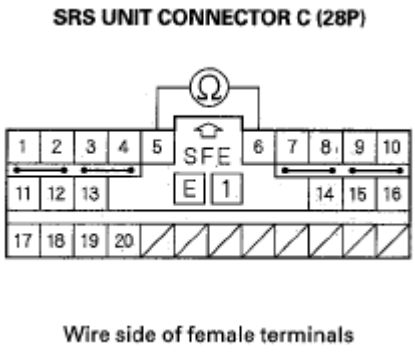

Fig. 232: Measuring Resistance Between SRS Unit Connector C (28P) Terminal 5 And 6

Is the resistance as specified?

YES -Faulty rear safing sensor or SRS unit; replace the rear safing sensor (see **REAR SAFING SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Open in the floor wire harness; replace the floor wire harness.

DTC B2-17, B2-84, B2-90, B2-AX, B2-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE REAR SAFING SENSOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is B2-17, B2-84, B2-90, B2-Ax, or B2-Bx indicated?

YES -Replace the rear safing sensor (see **REAR SAFING SENSOR REPLACEMENT**). If the DTC returns, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see **TROUBLESHOOTING INTERMITTENT FAILURES**). If another DTC is indicated, troubleshoot the DTC.

SYMPTOM TROUBLESHOOTING

SRS INDICATOR DOES NOT COME ON

1. Turn the ignition switch ON (II), and see if the other indicators come on (brake system, etc).

   Do the other indicators come on?

   YES -Go to step 2.

   NO -Go to step 9.

2. Turn the ignition switch OFF, then remove the gauge control module (see **REWRITING THE ODO DATA AND TRANSFERRING MAINTENANCE MINDER ON A NEW GAUGE CONTROL MODULE**). Disconnect the gauge control module (36P) connector (A) from the gauge control module.

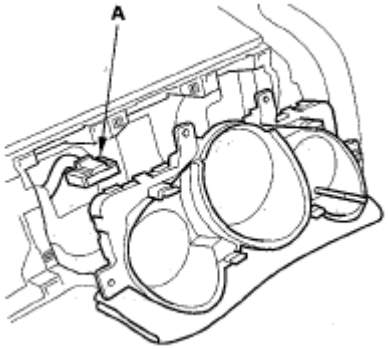

Fig. 233: Identifying Gauge Control Module (36P) Connector

3. Measure the resistance between the No. 36 terminal of gauge control module connector (36P) and body ground. There should be 0-1.0 ohms.

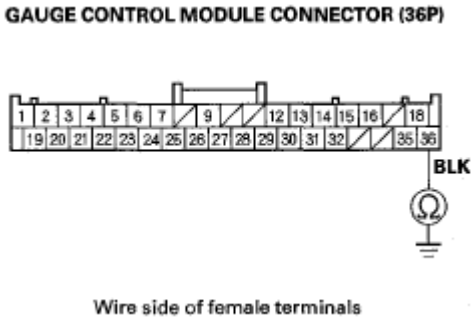

Fig. 234: Measuring Resistance Between Gauge Control Module Connector (36P) Terminal 36 And Body Ground

Is the resistance as specified?

YES -Go to step 4.

NO -Open in the BLK wire of dashboard wire harness A, or faulty body ground terminal (G502) (see **DASHBOARD WIRE HARNESS A (RIGHT BRANCH)**). If the body ground terminal is OK, replace dashboard wire harness A.

4. Measure the voltage between the No. 12 terminal of the gauge control module connector (36P) and body ground within the first 6 seconds after turning the ignition switch ON (II). There should be about 1.0 V for 6 seconds and then more than 8.5 V.

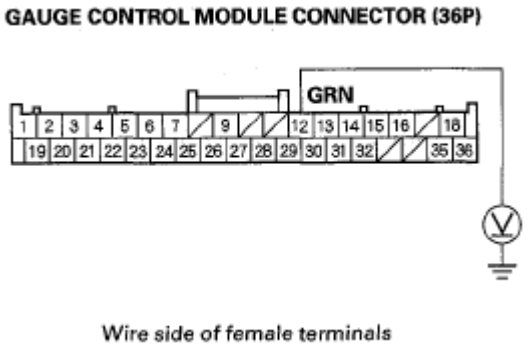

Fig. 235: Measuring Voltage Between Gauge Control Module Connector (36P) Terminal 12 And Body Ground

Is the voltage as specified?

YES -Faulty SRS indicator circuit in the gauge control module; replace the gauge control module.

NO -Go to step 5.

5. Turn the ignition switch OFF, Disconnect the battery negative cable, and wait for 3 minutes.
6. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
7. Reconnect the battery negative cable.
8. Connect a voltmeter between the No. 12 terminal of gauge control module connector (36P) and body ground. Turn the ignition switch ON (II), and measure the voltage. There should be 0.5 V or less.

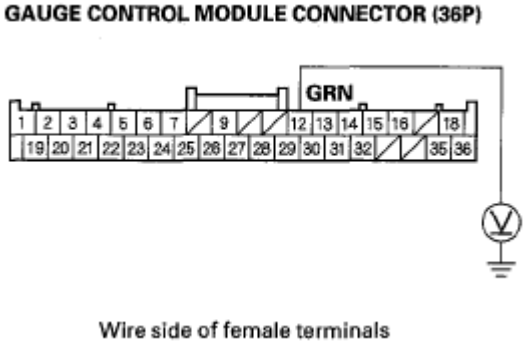

Fig. 236: Measuring Voltage Between Gauge Control Module Connector (36P) Terminal 12 And Body Ground

Is the voltage as specified?

YES -Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Short to power in the GRN wire of dashboard wire harness A or dashboard wire harness B; replace the faulty harness.

9. Turn the ignition switch OFF. Check the No. 10 (7.5 A) fuse in the under-dash fuse/relay box.

   Is the fuse blown?

   YES -Go to step 11.

   NO -Go to step 10.

10. Connect a voltmeter between the No. 2 terminal of the gauge control module connector (36P) and body ground. Turn the ignition switch ON (II), and measure the voltage. There should be battery voltage.

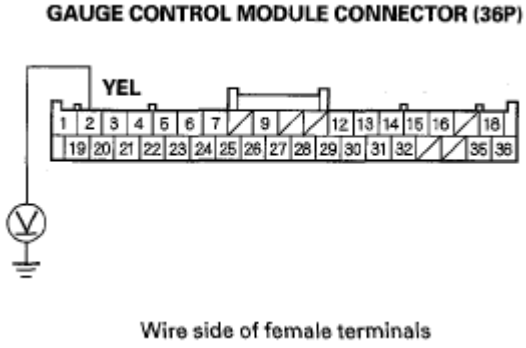

Fig. 237: Measuring Voltage Between Gauge Control Module Connector (36P) Terminal 2 And Body Ground

Is there battery voltage?

YES -Faulty SRS indicator circuit in the gauge control module or poor connection at the gauge control module connector (36P) and the gauge control module; if the connection is OK, replace the gauge control module.

NO -Open in the under-dash fuse/relay box No. 10 (7.5 A) fuse circuit, or open in the YEL wire of dashboard wire harness A. If the under-dash fuse/relay box is OK, replace dashboard wire harness A.

11. Replace the No. 10 (7.5 A) fuse, then check to see if the indicator comes on.

    Does the indicator come on?

    YES -The system is OK at this time.

NO -Do the gauge control module self-diagnostic test (see **SELF-DIAGNOSTIC FUNCTION**). If the gauge control module test is OK, repair a short to ground in the under-dash fuse/relay box No. 10 (7.5 A) fuse circuit.

SRS INDICATOR STAYS ON, BUT NO DTCS ARE STORED

NOTE:

- **A new SRS unit must sense the entire system is OK before completing its initial self-test. The most common cause of an incomplete self-test is the failure to replace all deployed parts after a collision, in particular seat belt tensioners (see COMPONENT REPLACEMENT/INSPECTION AFTER DEPLOYMENT).**
- **A battery/system voltage above 15.2 V can cause the SRS indicator to come on without storing any DTCs.**

1. Disconnect the battery negative cable, and wait for 3 minutes.
2. Disconnect SRS unit connector A (28P) from the SRS unit (see step 9 on).
3. Remove the gauge control module (see **REWRITING THE ODO DATA AND TRANSFERRING MAINTENANCE MINDER ON A NEW GAUGE CONTROL MODULE**). Disconnect the gauge control module (36P) connector (A) from the gauge control module.

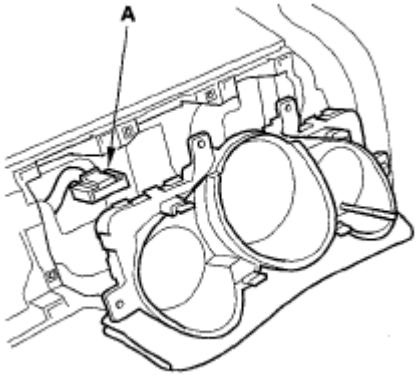

Fig. 238: Identifying Gauge Control Module (36P) Connector

4. Measure the resistance between the No. 12 terminal of gauge control module connector (36P) and the No. 11 terminal of SRS unit connector A (28P). There should be 0-1.0ohms.

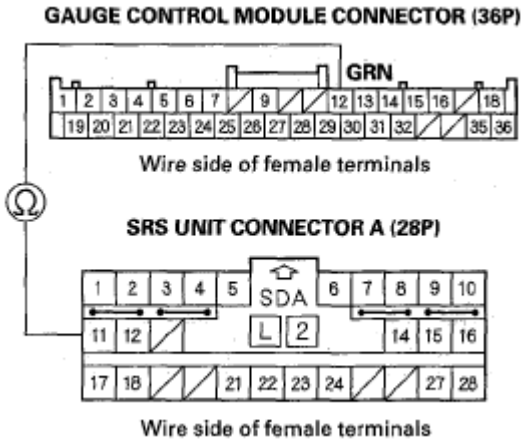

Fig. 239: Measuring Resistance Between Gauge Control Module (36P) Terminal 12 And SRS Unit Terminal 11

Is the resistance as specified ?

YES -Go to step 5.

NO -Open in dashboard wire harness A or dashboard wire harness B; replace the faulty harness.

5. Reconnect the battery negative cable.
6. Reconnect the gauge control module connector (36P) to the gauge control module.
7. Turn the ignition switch ON (II).
8. Install a jumper wire between the No. 2 terminal and the No. 12 terminal of the gauge control module connector (36P). The SRS indicator should go off.

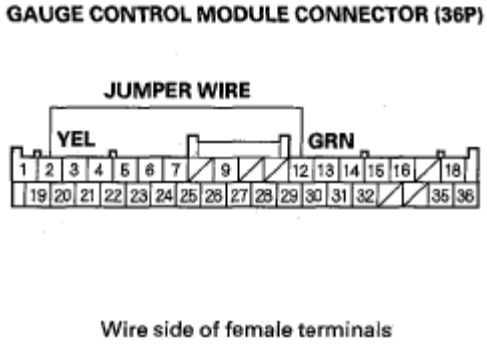

Fig. 240: Connecting Gauge Control Module Connector (36P) Terminals Using Jumper Wire

Does the SRS indicator go off?

YES -Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit; check the connection. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO -Faulty SRS indicator circuit in the gauge control module or poor connection at the gauge control module connector (36P); check the connection. If the connection is OK, replace the gauge control module.

COMPONENT REPLACEMENT/INSPECTION AFTER DEPLOYMENT

NOTE:

- **Before doing any SRS repairs, use the HDS SRS Menu Method to check for DTCs; refer to the DTC TROUBLESHOOTING INDEX for the less obvious deployed parts (seat belt tensioners, front impact sensors, side airbag sensors, etc.).**
- **After a vehicle collision, do the ODS unit operation check (see ODS UNIT OPERATION CHECK).**

After a collision where the seat belt tensioners deployed, replace these items:

- SRS unit
- Seat belt tensioners
- Seat belt buckle tensioners
- Front impact sensors

After a collision where the front airbag(s) deployed, replace these items:

- SRS unit
- Deployed airbag(s)
- Seat belt tensioners
- Seat belt buckle tensioners
- Front impact sensors

After a collision where the side airbag(s) deployed, replace these items:

- SRS unit
- Deployed side airbag(s)
- Side impact sensor(s) (first) for the side(s) that deployed
- Side impact sensor(s) (second) for the side(s) that deployed
- B-pillar lower trim
- Complete seat frame
- All related trim clips
- Side airbag module holder

After a collision where a side curtain airbag has deployed, replace the items for the side(s) that deployed:

- SRS unit

- Deployed side curtain airbag(s)
- Seat belt tensioner(s) for the side(s) that deployed
- Seat belt buckle tensioner(s) for the side(s) that deployed
- Side impact sensor(s) (first) for the side(s) that deployed
- Side impact sensor(s) (second) for the side(s) that deployed
- Roof trim
- C-pillar trim
- Upper quarter window trim
- D-pillar trim
- Front grab handle
- Rear grab handle
- All related trim clips
- Sunvisor

After a moderate to severe side or rear collision, inspect for any damage on the side curtain airbag or other related components. Replace the components as needed.

A-pillar trim

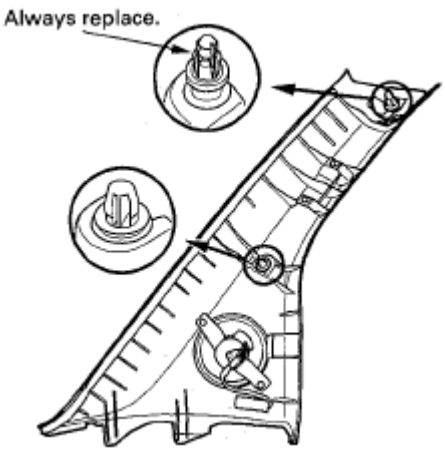

Fig. 241: Identifying A-Pillar Trim

B-pillar trim

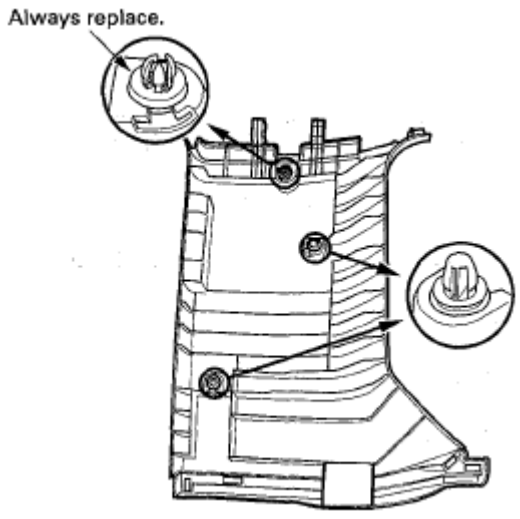

Fig. 242: Identifying B-Pillar Trim

C-Pillar trim

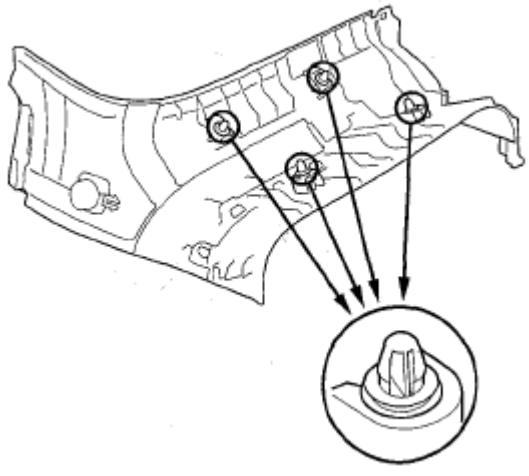

Fig. 243: Identifying C-Pillar Trim

During the repair process, inspect these areas:

- Inspect all the SRS wire harnesses. Replace, do not repair, any damaged harnesses.
- Inspect the cable reel for heat damage. If there is any damage, replace the cable reel.

After the vehicle is completely repaired, turn the ignition switch ON (II). If the SRS indicator comes on for about 6 seconds and then goes off, the SRS is OK. If the indicator does not function properly, use the HDS SRS Menu Method to read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**). If you cannot retrieve a code, go to SRS Symptom Troubleshooting (see **SYMPTOM TROUBLESHOOTING**).

CHECKING AND ADJUSTING THE HEADLINER/PILLAR TRIM OVERLAP

To prevent the side curtain airbag from deploying and damaging the pillar trim, the overlap between the headliner and pillar trim must be less then 0.3 in. (8 mm). To check the overlap, do this:

1. Install the headliner (A) and the pillar trims (B).

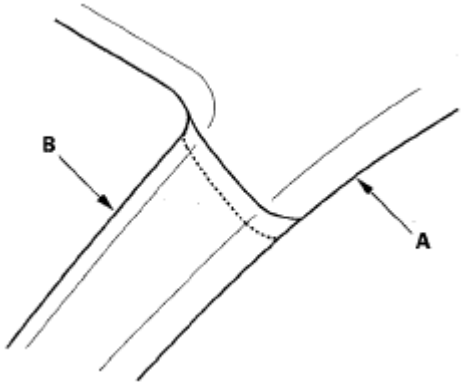

Fig. 244: Identifying Headliner And Pillar Trims

2. Using masking tape on the headliner, mark the upper edge of each pillar trim.

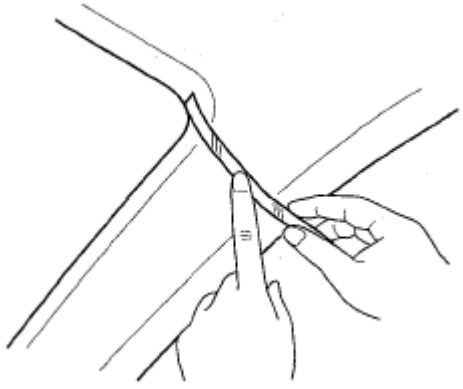

Fig. 245: Marking Upper Edge Of Pillar Trim Using Masking Tape On Headliner

3. Remove the pillar trim, and measure the headliner overlap.
   - If the overlap is less than 0.3 in. (8 mm), remove the tape, and install the pillar trim.
   - If the overlap is more than 0.3 in. (8 mm), go to step 4.

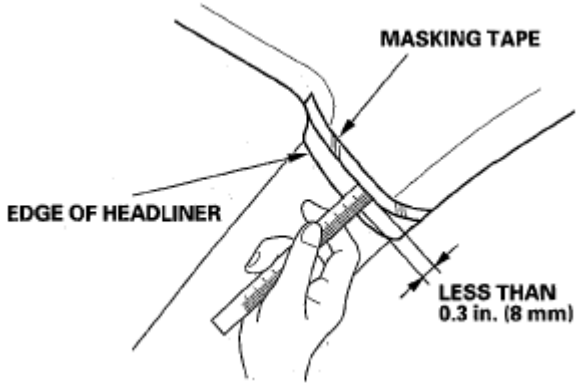

Fig. 246: Measuring Headliner Overlap

4. Carefully trim the headliner with a utility knife, reducing the overlap to less than 0.3 in. (8 mm).

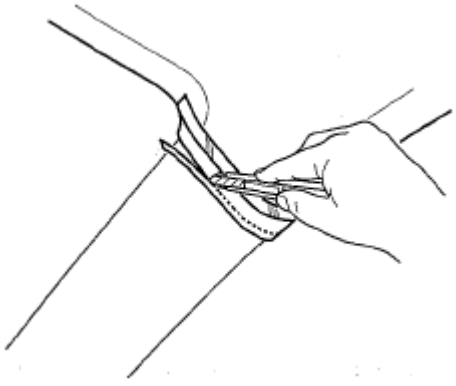

Fig. 247: Trimming Headliner With Utility Knife

5. Remove the tape, and install the pillar trim.

DRIVER'S AIRBAG REPLACEMENT

REMOVAL

1. Disconnect the negative cable from the battery and wait at least 3 minutes before beginning work.
2. Remove the access panel (A) from the steering wheel, then disconnect the driver's airbag 4P connector (B) from the cable reel.

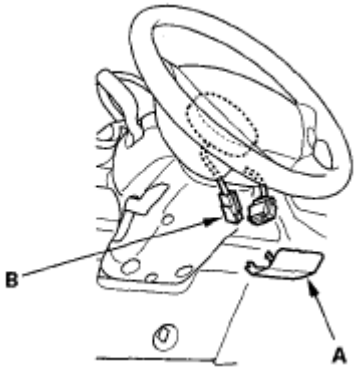

Fig. 248: Identifying Access Panel And Driver's Airbag 4P Connector

3. Using a TORX T30 bit, remove the two TORX bolts (A).

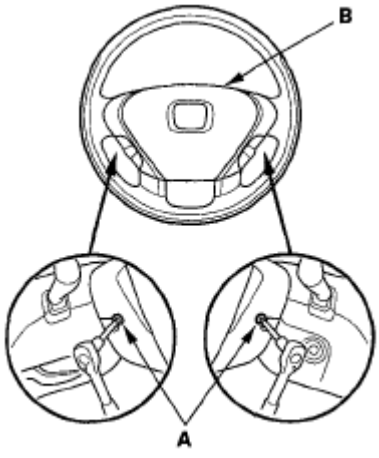

Fig. 249: Removing Driver's Airbag Torx Bolts

4. Remove the driver's airbag (B).

INSTALLATION

1. Place the driver's airbag (A) in the steering wheel, and secure it with new TORX bolts (B).

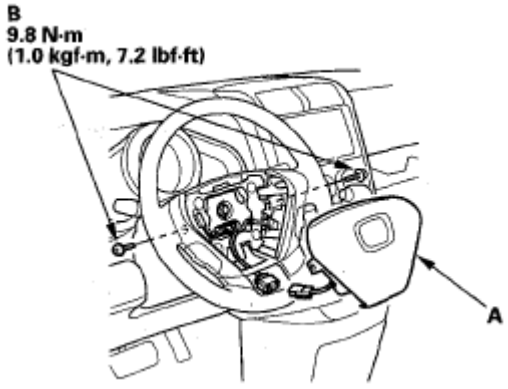

Fig. 250: Identifying Driver's Airbag Torx Bolts

2. Connect the cable reel 4P connector (A) to the driver's airbag 4P connector, then install the access panel (B) on the steering wheel.

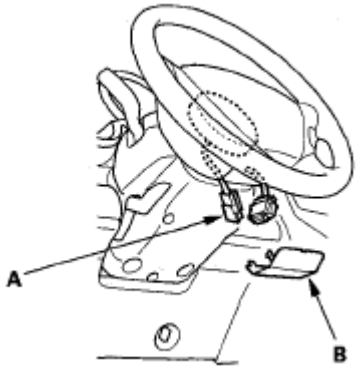

Fig. 251: Identifying Driver's Airbag 4P Connector And Access Panel

3. Reconnect the negative cable to the battery.
4. After installing the airbag, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

FRONT PASSENGER'S AIRBAG REPLACEMENT

REMOVAL

1. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
2. Remove the glove box (see **GLOVE BOX REMOVAL/INSTALLATION**).
3. Disconnect the front passenger's airbag 4P connector (A) from the dashboard wire harness.

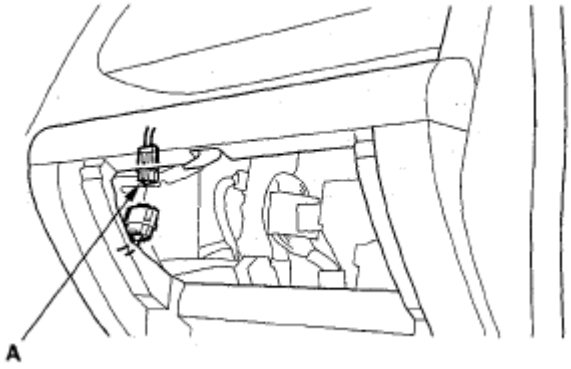

Fig. 252: Identifying Front Passenger's Airbag 4P Connector

4. Remove the passenger's dashboard upper panel dashboard tray cover (see **PASSENGER'S DASHBOARD UPPER PANEL AND DASHBOARD TRAY COVER REMOVAL/INSTALLATION**).
5. Remove the screws (A) and the mounting nuts (B) from the bracket. Cover the lid and dashboard with a cloth, and pry carefully with a screwdriver to lift the front passenger's airbag (C) out of the dashboard.

NOTE: The airbag lid has pawls (D) on its side that attach it to the dashboard.

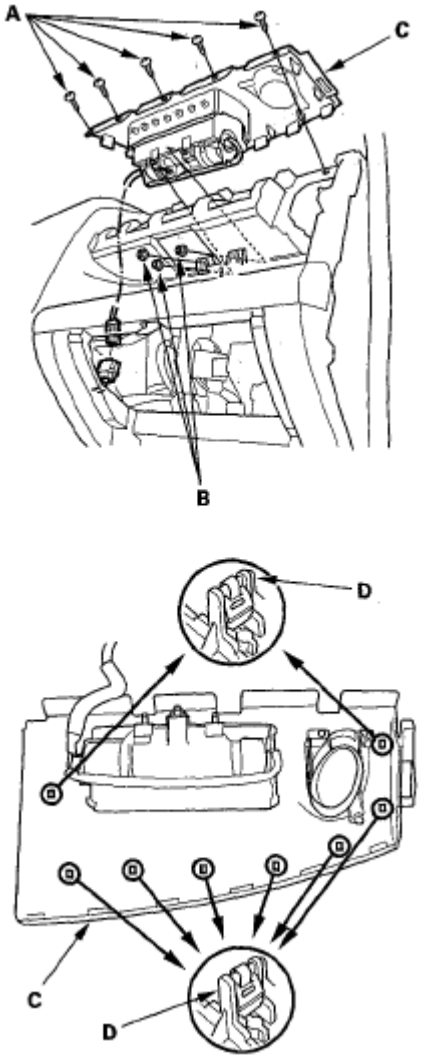

Fig. 253: Identifying Front Passenger's Airbag Screws And Mounting Nuts

INSTALLATION

1. Place the new front passenger's airbag (A) into the dashboard. Tighten the mounting nuts (B) and screws (C).

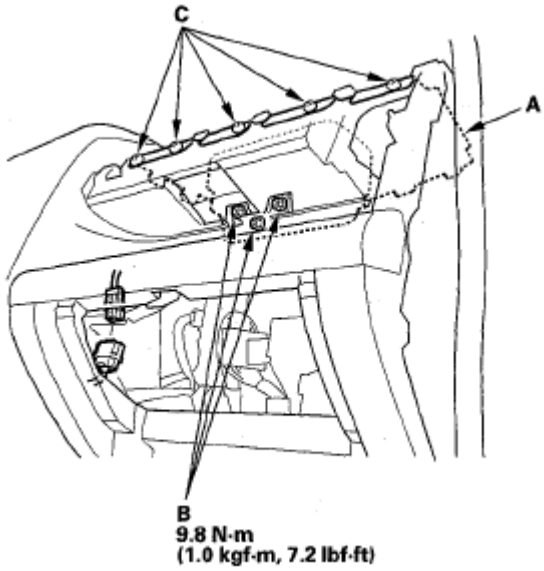

Fig. 254: Identifying Front Passenger's Airbag Mounting Nuts And Screws

2. Reinstall the dashboard tray cover and the passenger's dashboard upper panel (see **PASSENGER'S DASHBOARD UPPER PANEL AND DASHBOARD TRAY COVER REMOVAL/INSTALLATION**).
3. Connect the front passenger's airbag 4P connector (A) to the dashboard wire harness.

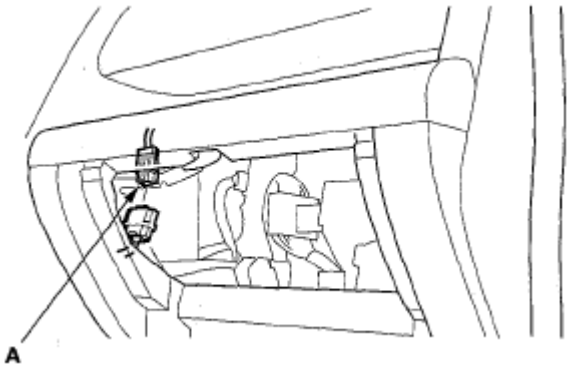

Fig. 255: Identifying Front Passenger's Airbag 4P Connector

4. Reinstall the glove box (see **GLOVE BOX REMOVAL/INSTALLATION**).
5. Reconnect the negative cable to the battery.
6. After installing the airbag, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

SIDE AIRBAG REPLACEMENT

NOTE: Review the seat replacement procedure before doing repairs or service (see

FRONT SEAT REMOVAL/INSTALLATION).

REMOVAL

1. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
2. Disconnect the side airbag harness 2P connector (A).

Fig. 256: Identifying Side Airbag Harness 2P Connector

3. Remove the seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**) and seat-back cover (see **FRONT SEAT-BACK COVER REPLACEMENT**).
4. Remove the mounting nuts (A), then remove the side airbag (6).

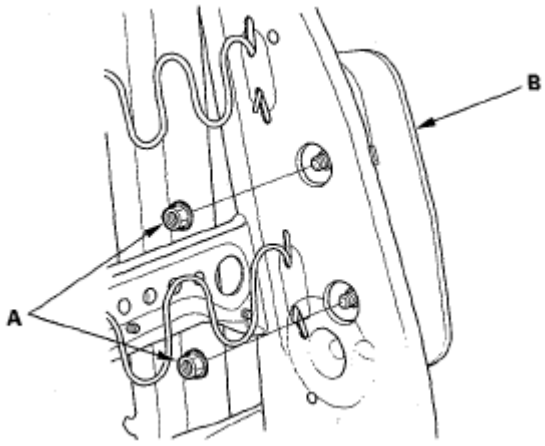

Fig. 257: Identifying Side Airbag Mounting Nuts

INSTALLATION

NOTE:

- **If the side airbag lid is secured by tape, remove the tape.**
- **Do not open the lid of the side airbag cover.**
- **Use new mounting nuts tightened to the specified torque. When you**

replace a side airbag, make sure that the seat-back cover is installed properly. Improper installation may prevent proper deployment.

- **Be sure to install the harness wires so that they are not pinched or interfering with other parts.**

1. Place the new side airbag on the seat-back frame (A). Tighten the side airbag mounting nuts (B).

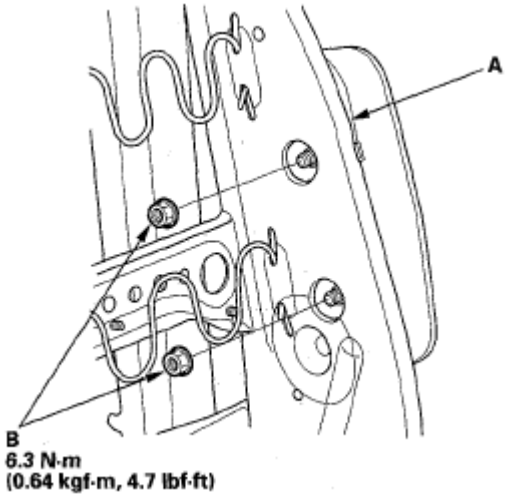

Fig. 258: Identifying Seat-Back Frame And Side Airbag Mounting Nuts

2. Install the seat-back cover in the reverse order of removal (see **FRONT SEAT-BACK COVER REPLACEMENT**).
3. Install the seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**), then ' connect the side airbag harness 2P connector.
4. Move the front seat and the seat-back through their full ranges of movement, making sure the harness wires are not pinched or interfering with other parts.
5. Reconnect the negative cable to the battery.
6. After installing the side airbag, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

SIDE CURTAIN AIRBAG REPLACEMENT

REMOVAL

NOTE:

- **Review the interior trim replacement procedure before performing repair or service (see A-PILLAR TRIM).**
- **Removal of the side curtain airbag must be performed according to the precautions/procedures described at the beginning of the SRS section (see PRECAUTIONS AND PROCEDURES).**
- **The side curtain airbag system consists of the side curtain airbag module,**

including the roof trim, front grab handle, all grab handle brackets and shielding protector. After the side curtain airbag has been deployed, replace these parts (see COMPONENT REPLACEMENT/INSPECTION AFTER DEPLOYMENT).

1. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
2. Remove the headliner (see **HEADLINER REMOVAL/INSTALLATION**).
3. Disconnect the roof wire harness 2P connector (A) from the side curtain airbag connector.

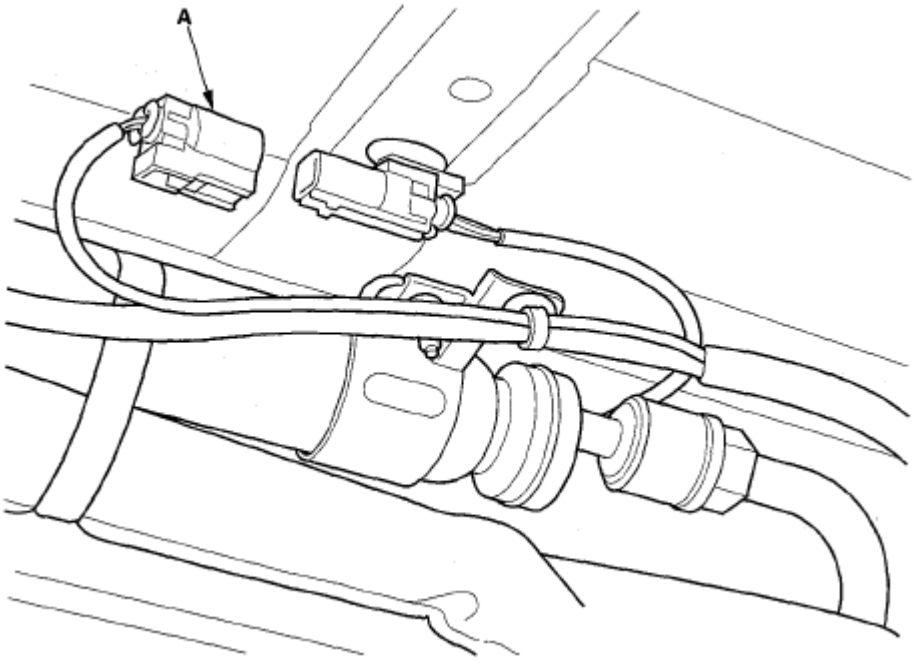

Fig. 259: Identifying Roof Wire Harness 2P Connector

Left side shown; right side is similar.

4. Remove the mounting bolts (A) from the bracket and hook (B) from the protector.

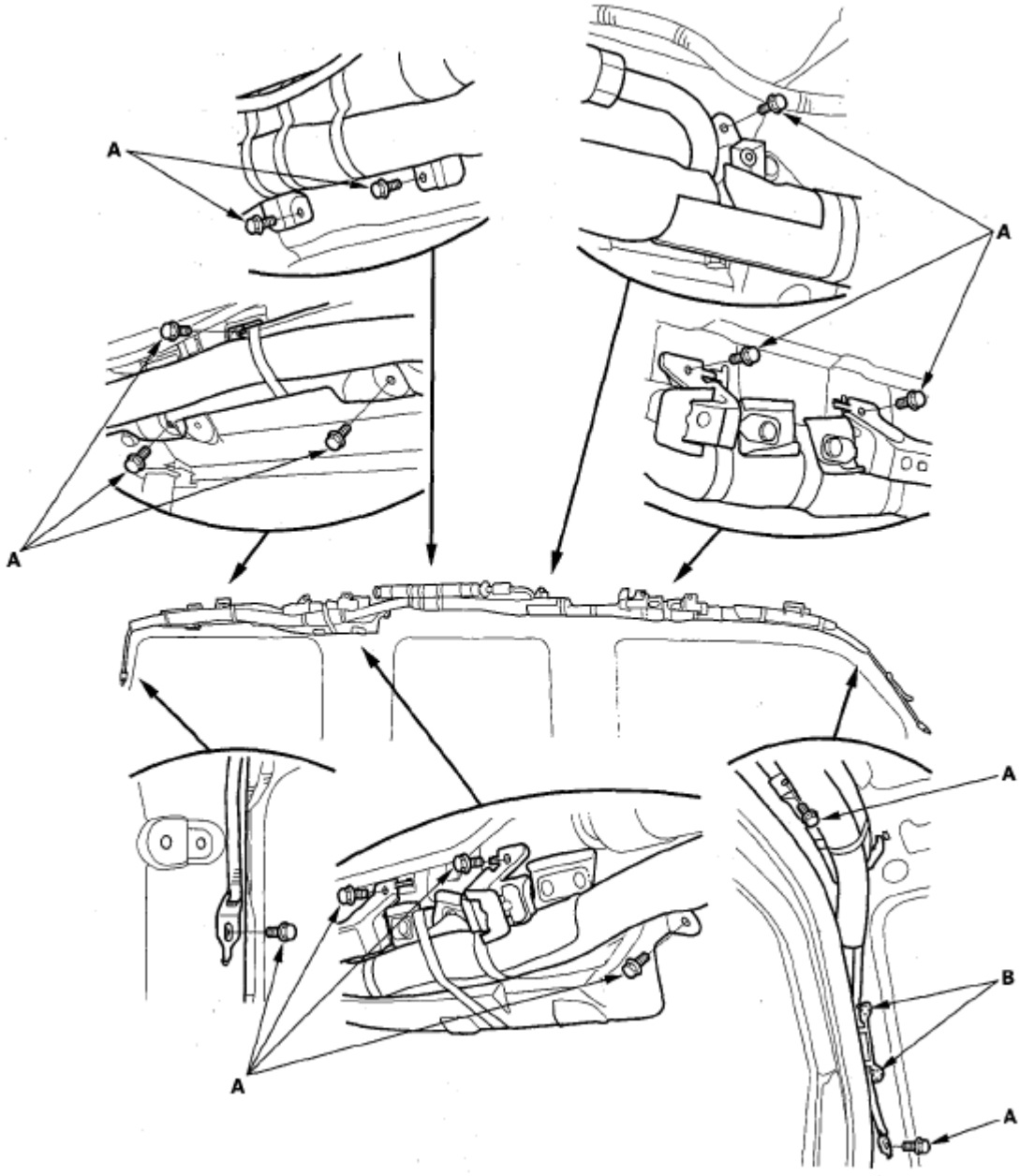

Fig. 260: Identifying Mounting Bolts And Hook

Left side shown; right side is similar.

INSTALLATION

NOTE:

- **Installation of the side curtain airbag must be performed according to the precautions/procedures described at the beginning of the SRS section (see PRECAUTIONS AND PROCEDURES).**
- **If the airbag is frayed, or has any other visible damage, replace it. Do not**

attempt to repair an airbag.

- **When you install the airbag, make sure it is not twisted, and that it is not caught between the inflator bracket by the bracket bolts.**
- **Make sure that the side curtain airbag inflator tether brackets (A) are installed properly.**
- **Make sure the tether straps (B) are not twisted, and there are no tubes, hoses, or harnesses routed over the straps. Otherwise, the airbag may not deploy properly.**
- **Check if the clips are damaged or stress-whitened, and if necessary, replace them with new ones.**

1. Place the new side curtain airbag assembly on the side of the roof. Tighten the side curtain airbag mounting bolts (C).

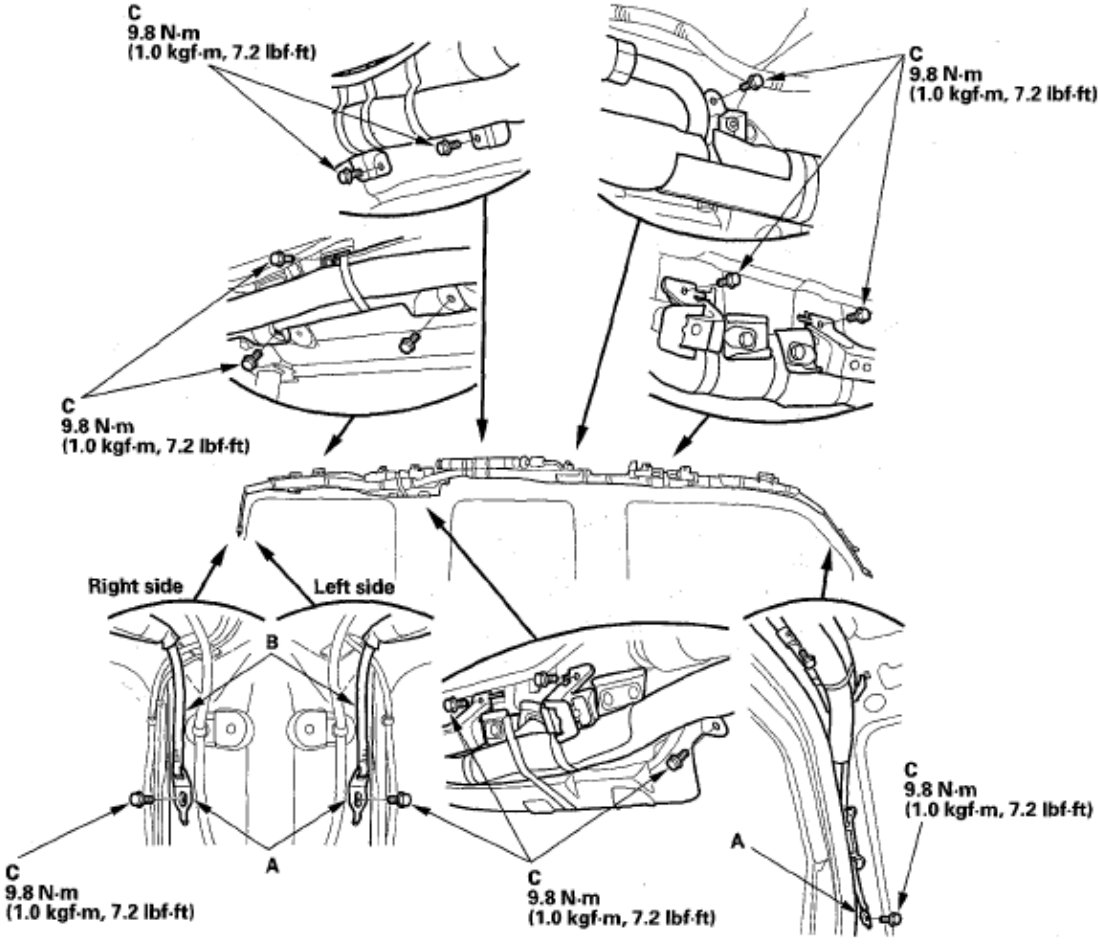

Fig. 261: Identifying Side Curtain Airbag Mounting Bolts

2. Connect the roof wire harness 2P connector (A) to the side curtain airbag connector.

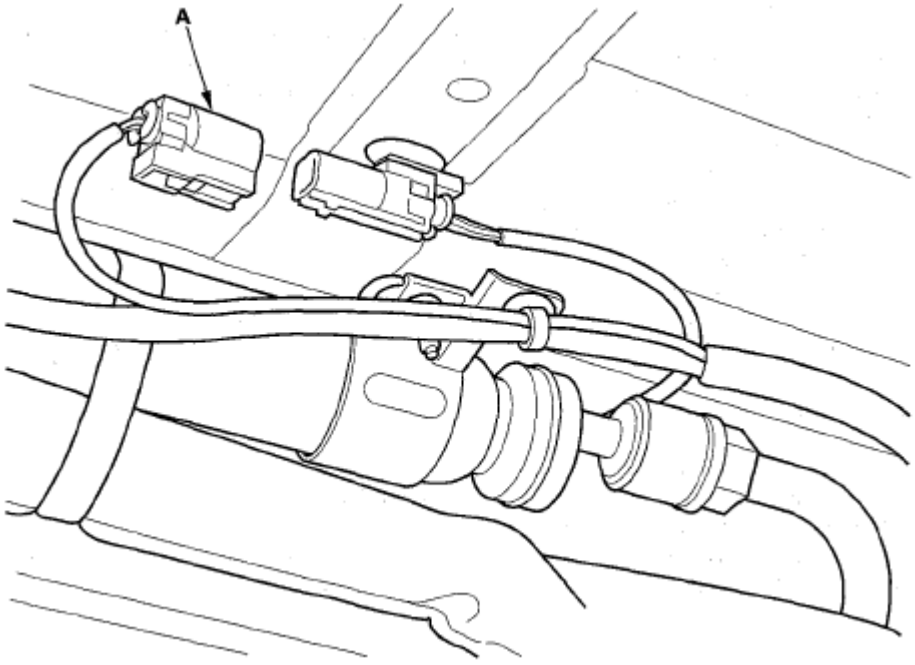

Fig. 262: Identifying Roof Wire Harness 2P Connector

Left side shown; right side is similar.

3. Reconnect the negative cable to the battery.
4. After installing the side curtain airbag, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.
5. Install all removed parts.
6. Confirm proper headliner/pillar trim overlap (see **CHECKING AND ADJUSTING THE HEADLINER/PILLAR TRIM OVERLAP**).

AIRBAG AND TENSIONER DISPOSAL

Special Tools Required

Deployment tool 07HAZ-SG00500

Before scrapping any airbags, side airbags, side curtain airbags, seat belt tensioners, or seat belt buckle tensioner (including those in a whole vehicle to be scrapped), the part(s) must be deployed. If the vehicle is still within the warranty period, the Honda District Parts and Service Manager must give approval and/or special instruction before deploying the part(s). Only after the part(s) have been deployed (as the result of vehicle collision, for example), can they be scrapped. If the parts appear intact (not deployed), treat them with extreme caution. Follow this procedure.

DEPLOYING AIRBAGS IN THE VEHICLE

If an SRS equipped vehicle is to be entirely scrapped, its airbags, side airbags, side curtain airbags, seat belt tensioners, and seat belt buckle tensioners should be deployed while still in the vehicle. These parts should not be considered as salvageable parts and should never be installed in another vehicle.

1. Turn the ignition switch OFF, then disconnect the negative cable from the battery, and wait at least 3 minutes.
2. Confirm that each airbag, side airbag, side curtain airbag, seat belt tensioner, or seat belt buckle tensioner is securely mounted.
3. Confirm that the deployment tool is functioning properly by following the check procedure on the tool label.

Driver's Airbag

4. Remove the access panel (A) from the steering wheel then disconnect the driver's airbag 4P connector (B) from the cable reel.

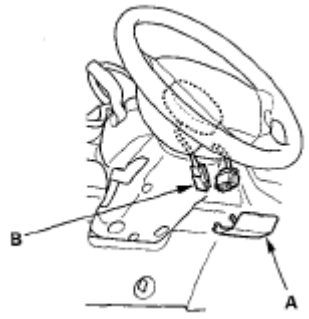

Fig. 263: Identifying Access Panel And Driver's Airbag 4P Connector

Front Passenger's Airbag

5. Remove the glove box, then disconnect the front passenger's airbag 4P connector (A) from the dashboard wire harness.

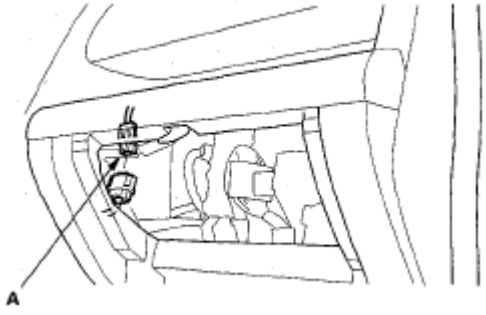

Fig. 264: Identifying Front Passenger's Airbag 4P Connector

Side Airbag

6. Disconnect the side airbag 2P connector (A) from the floor wire harness.

Fig. 265: Identifying Side Airbag 2P Connector

Side Curtain Airbag

7. Disconnect the roof wire harness 2P connector (A) from the side curtain airbag.

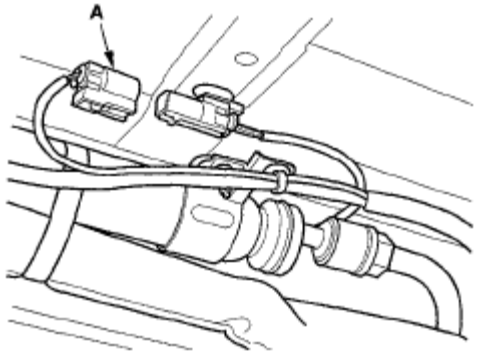

Fig. 266: Identifying Roof Wire Harness 2P Connector

Seat Belt Tensioner

8. Disconnect the floor wire harness 4P connector (A) from the seat belt tensioner. Pull the seat belt out all the way and cut it.

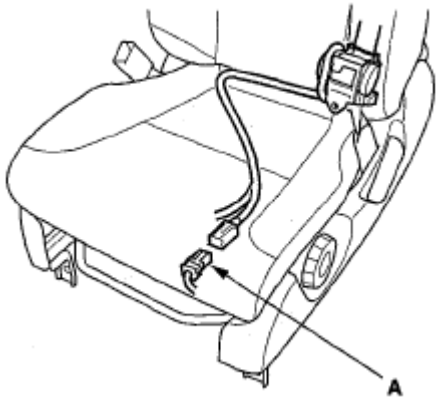

Fig. 267: Identifying Floor Wire Harness 4P Connector

Seat Belt Buckle Tensioner

9. Disconnect the floor wire harness 4P connector (A) from the seat belt buckle tensioner.

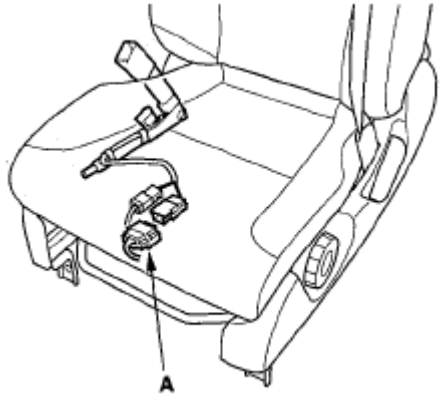

Fig. 268: Identifying Floor Wire Harness 4P Connector (Seat Belt Buckle Tensioner)

10. Cut off each connector, and strip the ends of the wires. Twist each pair of unlike colored wires together, and clip an alligator clip (A) from the deployment tool to each pair. Place the deployment tool at least 30 feet (10 meters) away from the vehicle.

NOTE: The driver's and front passenger's airbags have dual inflators. Twist each pair of unlike colored wires together, and clip an alligator clip to each pair.

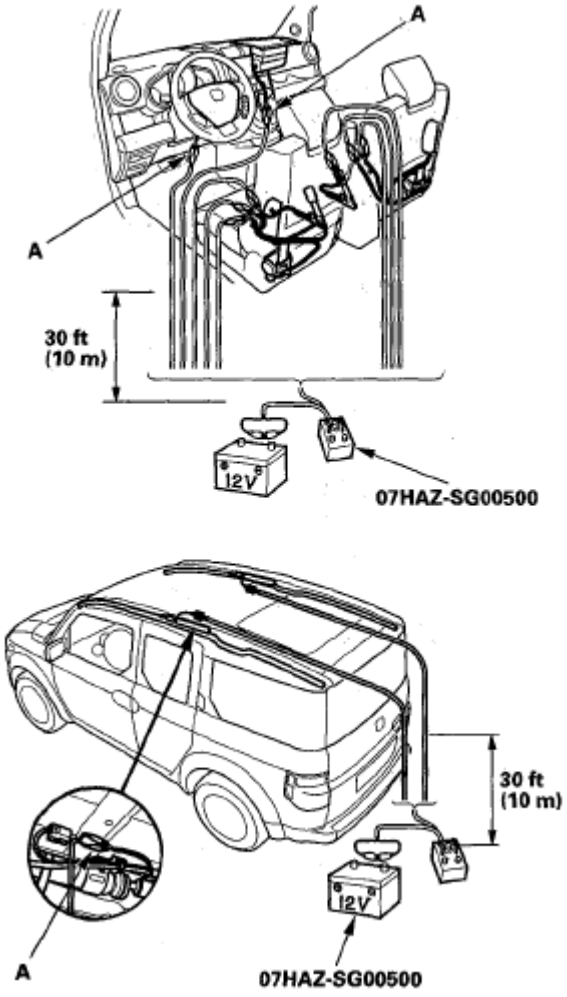

Fig. 269: Identifying Distance Between Deployment Tool And Vehicle

11. Connect a 12 volt battery to the tool.
    - If the green light on the tool comes on, the igniter circuit is defective and cannot deploy the component. Go to **DISPOSAL OF DAMAGED COMPONENTS**.
    - If the red light on the tool comes on, the component is ready to be deployed.
12. Push the tool's deployment switch. The airbags and tensioners should deploy (deployment is both highly audible and visible: A loud noise and rapid inflation of the bag, followed by slow deflation).
    - If the components deploy and the green light on the tool comes on, continue with this procedure.
    - If a component does not deploy, and the green light comes ON, its igniter is defective. Go to **DISPOSAL OF DAMAGED COMPONENTS**.
    - During deployment, the airbags can become hot enough to burn you. Wait 30 minutes after deployment before touching the airbags.
13. Dispose of the complete airbag. No part of it can be reused. Place it in a sturdy plastic bag (A), and seal it securely. Dispose of the deployed airbag according to your local regulations.

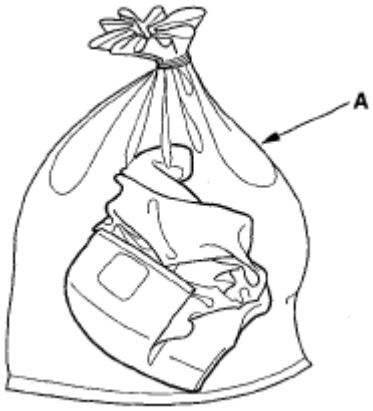

Fig. 270: Placing Airbag In Plastic Bag

DEPLOYING COMPONENTS OUT OF THE VEHICLE

If an intact airbag or tensioner has been removed from a scrapped vehicle, or has been found defective or damaged during transit, storage, or service, it should be deployed as follows:

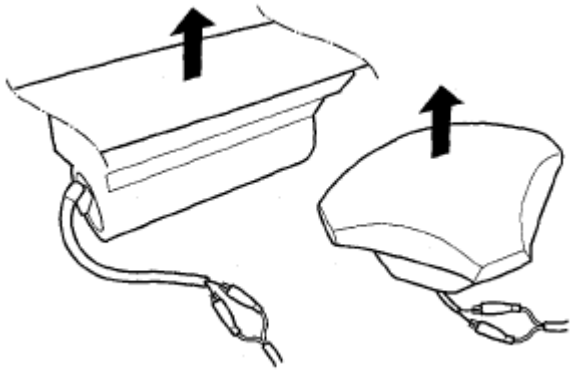

Fig. 271: Identifying Airbag Deployed Position

1. Confirm that the deployment tool is functioning properly by following the check procedure Deploying Airbags in the Vehicle on the tool label.
2. Position the airbag face up, outdoors, on flat ground, at least 30 feet (10 meters) from any obstacles or people.
3. Follow steps 9 through 12 of the in-vehicle deployment procedure.

NOTE: The driver's and front passenger's airbags have dual inflators. Twist each pair of unlike colored wires together, and clip an alligator clip to each pair.

DISPOSAL OF DAMAGED COMPONENTS

1. If installed in a vehicle, follow the removal procedure for the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**), front passenger's airbag (see **FRONT PASSENGER'S AIRBAG**

REPLACEMENT), side airbag (see **SIDE AIRBAG REPLACEMENT**), side curtain airbag see **SIDE CURTAIN AIRBAG REPLACEMENT**), seat belt tensioner (see **FRONT SEAT BELT REPLACEMENT**), and seat belt buckle tensioner (see **SEAT BELT BUCKLE**).

2. In all cases, make a short circuit by cutting, stripping, and twisting together the two inflator wires.

NOTE: The driver's and front passenger's airbags have dual inflators. The like color wires go to the individual inflators. Twist the like colored wires together.

3. Package the component in exactly the same packaging that the new replacement part came in.
4. Mark the outside of the box "DAMAGED AIRBAG NOT DEPLOYED," "DAMAGED SIDE AIRBAG NOT DEPLOYED," "DAMAGED SIDE CURTAIN AIRBAG NOT DEPLOYED," "DAMAGED SEAT BELT TENSIONER NOT DEPLOYED" so it does not get confused with your parts stock.
5. Contact your Honda District Parts and Service Manager for instructions on how and where to return it for disposal.

DEPLOYMENT TOOL CHECK

1. Connect the yellow clips to both switch protector handles on the tool and connect the red lead to the positive battery post and the black lead to the negative battery post.
2. Push the operation switch: green light means the tool is OK; a red light means the tool is faulty.
3. Disconnect the yellow clips from the switch protector handles, and the red and black leads from the battery.

CABLE REEL REPLACEMENT

REMOVAL

1. Make sure the front wheels are aligned straight ahead.
2. Disconnect the negative cable from the battery, and wait at least 3 minutes.
3. Remove the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).
4. Disconnect the connector (A) from the cruise control set/resume switch, then remove the steering wheel bolt (B).

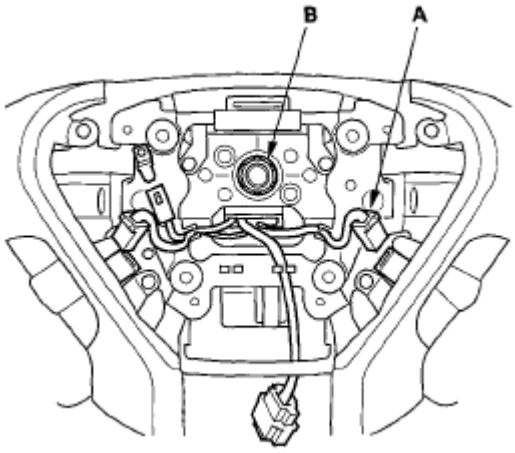

Fig. 272: Identifying Cruise Control Set/Resume Switch Connector

5. With the front wheels still straight ahead, remove the steering wheel with a steering wheel puller (see step 6 on page 17-23).

   Do not tap on the steering wheel or steering column shaft when removing the steering wheel.

6. Remove the driver's dashboard lower cover (A).

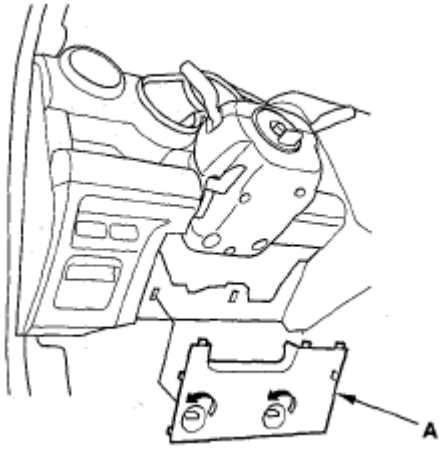

Fig. 273: Identifying Driver's Dashboard Lower Cover

7. Remove the steering column cover screws (A), then remove the steering column covers (B, C).

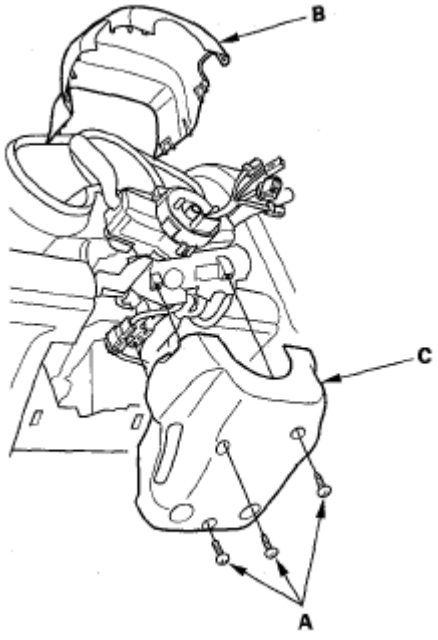

Fig. 274: Identifying Steering Column Cover Screws

8. Disconnect the dashboard wire harness B 5P connector (A) from the cable reel, then disconnect the dashboard wire harness B 4P connector (B) from the cable reel.

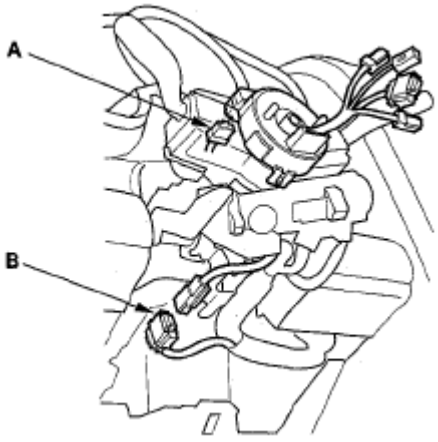

Fig. 275: Identifying Dashboard Wire Harness B 5P Connector

9. Release the lock tab (A) under the cable reel connector with a 90° hook shaped tool (B). Slide the tool below the cable reel connector just above the lock tab. Release the lower lock tab (C), and slide the cable reel off the column.

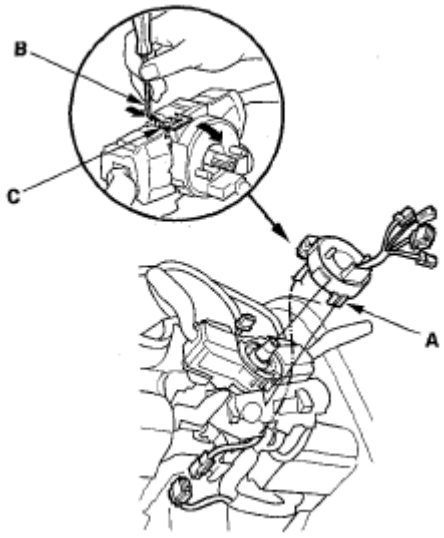

Fig. 276: Releasing Lock Tab Under Cable Reel Connector With Hook Shaped Tool

INSTALLATION

1. Before installing the steering wheel, align the front wheels straight ahead.
2. If not already done, disconnect the negative cable from the battery, and wait at least 3 minutes.
3. Set the turn signal canceling sleeve (A) so the projections (B) are aligned vertically.

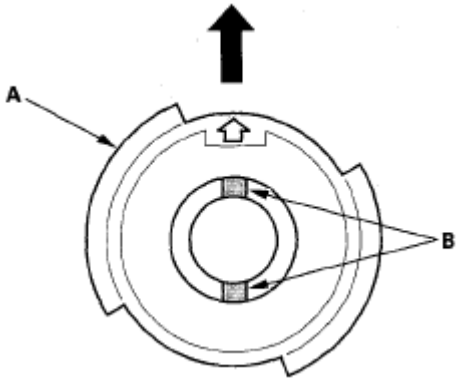

Fig. 277: Identifying Turn Signal Canceling Sleeve Projections

4. Carefully install the cable reel (A) on the steering column shaft. Then connect the 5P connector (B) and the 4P connector (C).

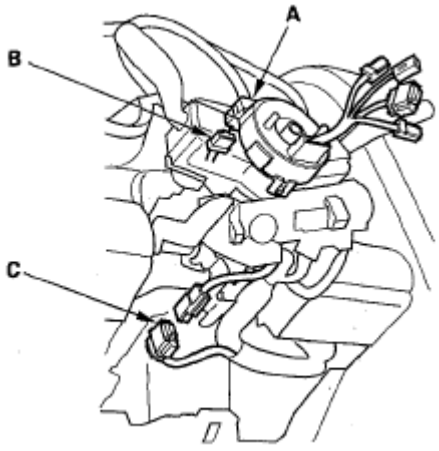

Fig. 278: Identifying Cable Reel, 5P Connector And 4P Connector

5. Install the steering column covers.
6. If necessary, center the cable reel. (New replacement cable reels come centered.) Do this by first rotating the cable reel clockwise until it stops. Then rotate it counterclockwise about two and a half turns until the arrow mark on the cable reel label points straight up.

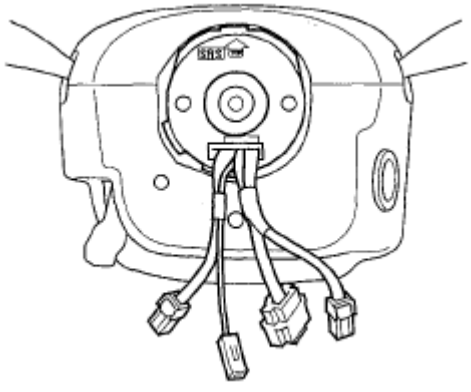

Fig. 279: Identifying Arrow Mark On Cable Reel Label Points

7. Position the two tabs (A) of the turn signal canceling sleeve (B) as shown. Install the steering wheel on to the steering column shaft, making sure the steering wheel hub (C) engages the pins (D) of the cable reel and tabs of the canceling sleeve. Do not tap on the steering wheel or steering column shaft when installing the steering wheel.

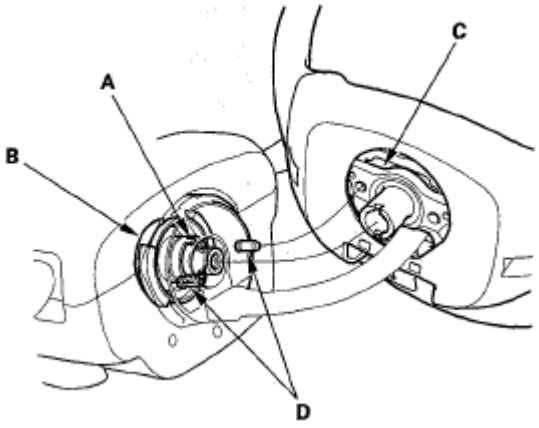

Fig. 280: Engaging Pins Of Cable Reel And Tabs Of Canceling Sleeve

8. Align the projections on the cable reel with the holes on the steering wheel, and install the steering wheel with a new steering wheel bolt (A).

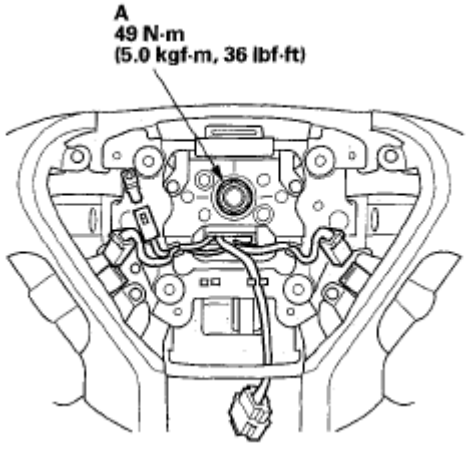

Fig. 281: Identifying Steering Wheel Bolt

9. Install the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).
10. Reconnect the negative cable to the battery.
11. After installing the cable reel, confirm proper system operation:
    - Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.
    - After the SRS indicator has turned off, turn the steering wheel fully left and right to confirm the SRS indicator does not come on.
    - Make sure the horn works.
    - Make sure the cruise control works.
    - Make sure there are no DTCs.

SRS UNIT REPLACEMENT

REMOVAL

NOTE: If you are only disconnecting SRS unit connector A, skip step 2.

1. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
2. Disconnect the driver's and front passenger's airbag connectors (see **DISCONNECTING SYSTEM CONNECTORS**).
3. Disconnect the side airbag connectors (see **DISCONNECTING SYSTEM CONNECTORS**),
4. Disconnect both seat belt tensioner connectors and both seat belt buckle tensioner connectors (see **DISCONNECTING SYSTEM CONNECTORS**).
5. Remove the dashboard center lower cover (see **CENTER LOWER COVER REMOVAL/INSTALLATION**).
6. Disconnect SRS unit connector A (28P), SRS unit connector B (28P), and SRS unit connector C (28P) from the SRS unit.

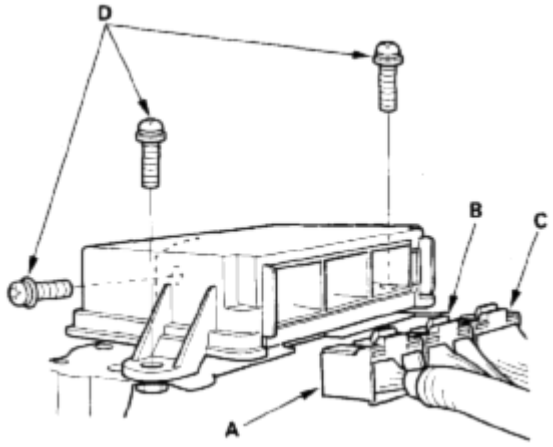

Fig. 282: Identifying SRS Unit Connectors

7. Pull down the carpet, then remove the TORX bolts (D) from the SRS unit.

INSTALLATION

1. Install the new SRS unit (A) with TORX bolts (B), then connect the connectors (C) to the SRS unit; push them into position until they click.

NOTE: Be sure the SRS unit is sitting squarely against its bracket before torquing the TORX bolts.

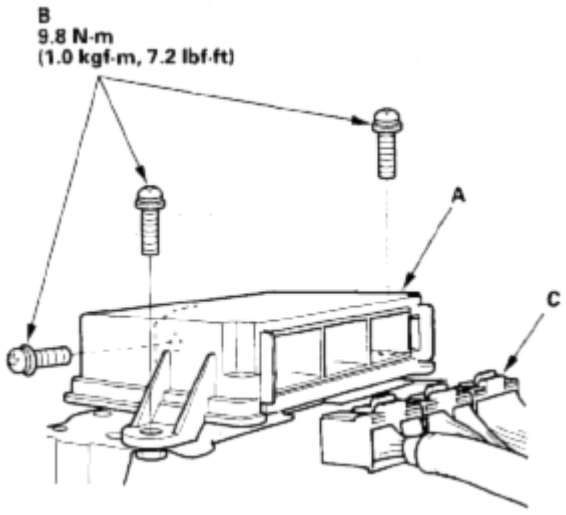

Fig. 283: Identifying SRS Unit And SRS Unit Connectors

2. Reinstall the dashboard center lower cover (see **CENTER LOWER COVER REMOVAL/INSTALLATION**).
3. Reconnect the driver's and front passenger's airbag connectors (see **DISCONNECTING SYSTEM CONNECTORS**).
4. Reconnect the side airbag connectors (see **DISCONNECTING SYSTEM CONNECTORS**).
5. Reconnect both seat belt tensioner connectors (see **DISCONNECTING SYSTEM CONNECTORS**) and both seat belt buckle tensioner connectors (see **DISCONNECTING SYSTEM CONNECTORS**).
6. Reconnect the negative cable to the battery.
7. Calibrate the ODS unit (see **ODS UNIT CALIBRATION**).
8. Do the ODS unit operation check (see **ODS UNIT OPERATION CHECK**).
9. After installing the SRS unit, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

SIDE IMPACT SENSOR (FIRST) REPLACEMENT

REMOVAL

1. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
2. Disconnect the appropriate side airbag 2P connector (see step 4 on).
3. Remove the seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**).
4. Remove the door sill trim (see **TRIM REMOVAL/INSTALLATION - DOOR AREAS**).
5. Disconnect the floor wire harness 2P connector from the side impact sensor.
6. Using a TORX T30 bit, remove the TORX bolt (A), then remove the side impact sensor (B).

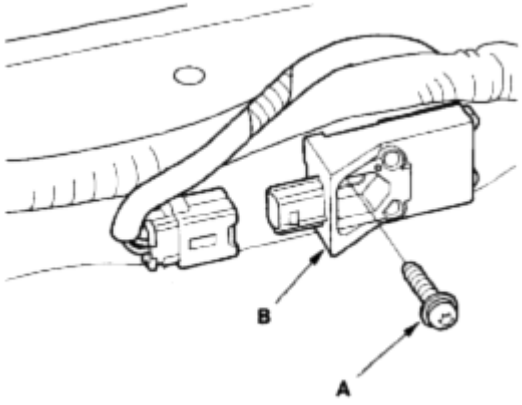

Fig. 284: Identifying Side Impact Sensor

INSTALLATION

1. Install the new side impact sensor with the TORX bolt (A), then connect the floor wire harness 2P connector (B) to the side impact sensor.

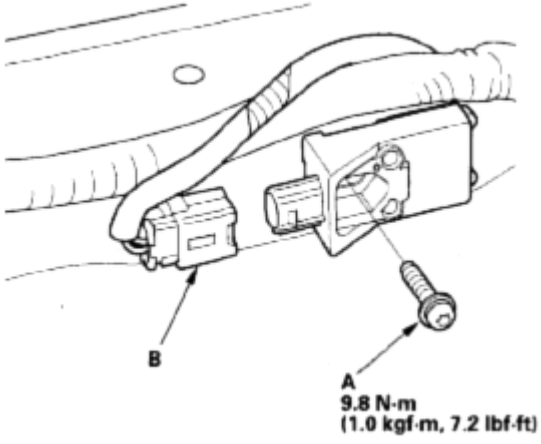

Fig. 285: Identifying Floor Wire Harness 2P Connector

2. Reconnect the side airbag 2P connector.
3. Reinstall the seat assembly.
4. Reconnect the negative cable to the battery.
5. After installing the side impact sensor, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.
6. Install all removed parts.

SIDE IMPACT SENSOR (SECOND) REPLACEMENT

REMOVAL

1. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
2. Disconnect the appropriate side curtain airbag 2P connector (see step 6 on).
3. Disconnect the floor wire harness 2P connector from the side impact sensor (second).
4. Remove the TORX bolt (A) using a TORX T30 bit, then remove the side impact sensor (second) (B).

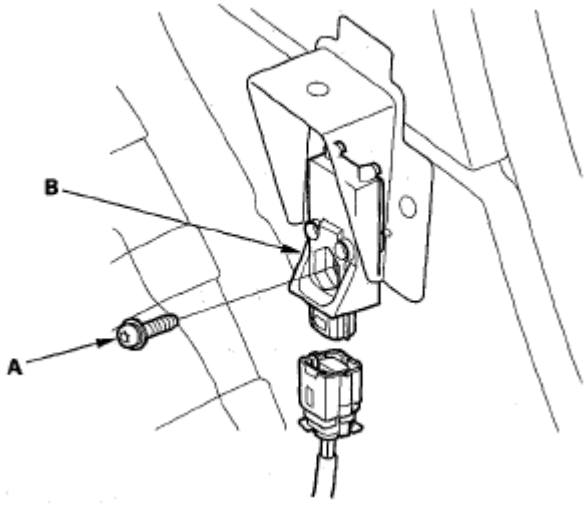

Fig. 286: Identifying Side Impact Sensor (Second)

INSTALLATION

1. Install the new side impact sensor (second) with the TORX bolt (A), then connect floor wire harness 2P connector (B) to the side impact sensor (second).

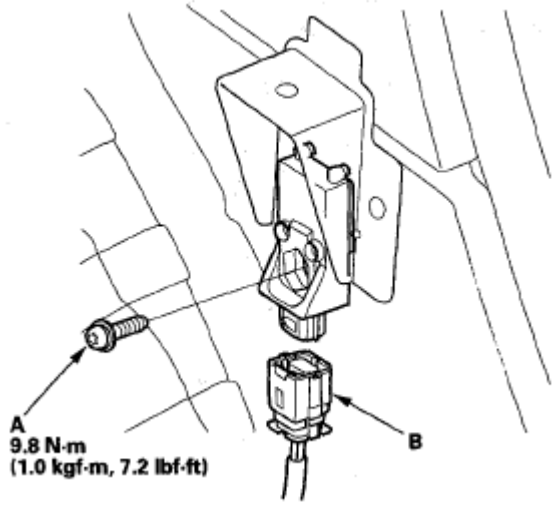

Fig. 287: Identifying Floor Wire Harness 2P Connector

2. Reconnect the side curtain airbag 2P connector.

3. Reconnect the negative cable to the battery.
4. After installing the side impact sensor (second), confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.
5. Reinstall all removed parts.

REAR SAFING SENSOR REPLACEMENT

REMOVAL

1. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
2. Disconnect both side curtain airbag 2P connectors (see step 6 on).
3. Remove the center console (see **CENTER CONSOLE REMOVAL/INSTALLATION**).
4. Disconnect the floor wire harness 2P connector from the rear safing sensor.
5. Using a TORX T30 bit, remove the TORX bolt (A), then remove the rear safing sensor (B).

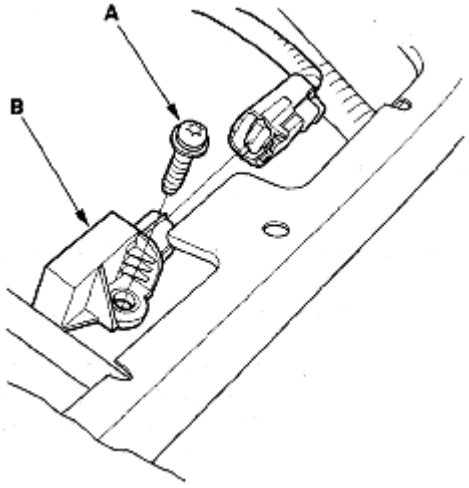

Fig. 288: Identifying Rear Safing Sensor

INSTALLATION

1. Install the new rear safing sensor (A) with the TORX bolt (B) then connect the floor wire harness 2P connector (C) to the rear safing sensor.

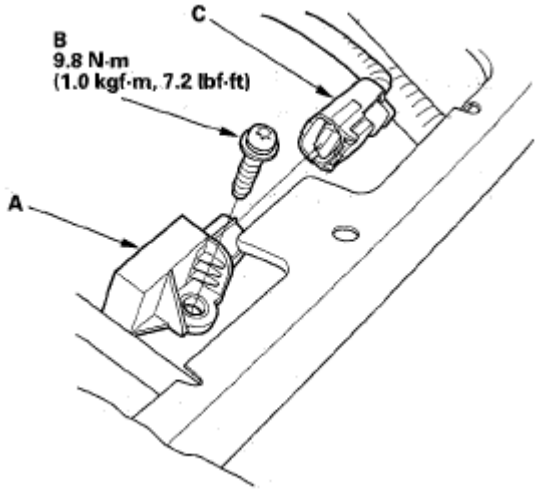

Fig. 289: Identifying Floor Wire Harness 2P Connector

2. Remove both side curtain airbag connectors.
3. Reconnect the negative cable to the battery.
4. Install all removed parts.
5. After installing the rear safing sensor, confirm proper system operation: Turn the ignition switch ON (II): the SRS indicator should come on for about 6 seconds and then go off.

FRONT PASSENGER'S WEIGHT SENSOR REPLACEMENT

REMOVAL

NOTE: Removal of the front passenger's weight sensors must be performed according to the precautions/procedures described at the beginning of the SRS section (see PRECAUTIONS AND PROCEDURES).

1. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
2. Remove the front passenger's seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**).
3. Remove the cushion cover/pad from the seat cushion frame (see **FRONT SEAT CUSHION COVER REPLACEMENT**).
4. Using a TORX T27 bit, remove the tamper-resistant TORX bolts (A) that attach the seat track (B) to the front passenger's weight sensors (C).

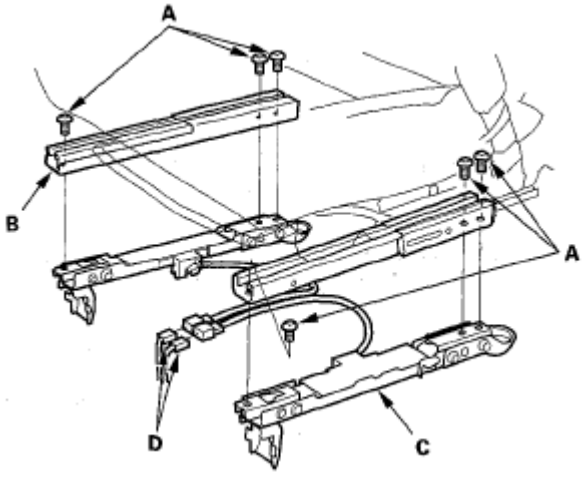

Fig. 290: Identifying Front Passenger's Weight Sensors

5. Disconnect the sensor connectors (D) from the ODS unit harness, then remove the front passenger's weight sensors.

INSTALLATION

NOTE:

- **Be sure to install the harness wires so they are not pinched or interfere with other parts.**
- **Make sure both of the hooks (A) on the seat track are properly secured to the front bracket (B). If the hooks are not properly secured, the front passenger's weight sensors will not perform properly.**

1. Install the new front passenger's weight sensors with tamper-resistant TORX bolts (C) under the seat track.

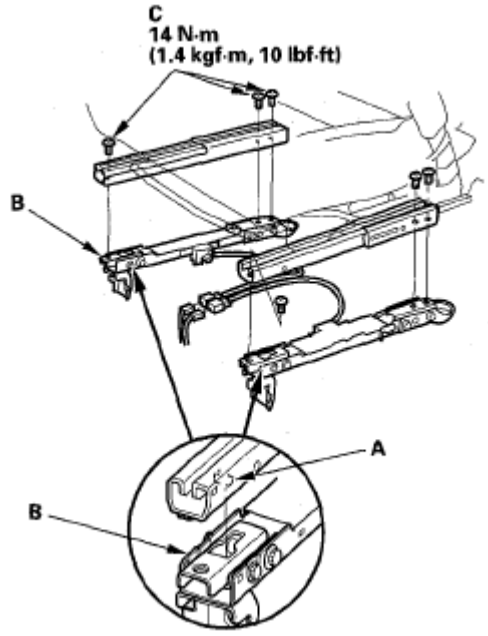

Fig. 291: Identifying Front Passenger's Weight Sensors Tamper-Resistant Torx Bolts

2. Reassemble the front passenger's seat cushion cover/pad (see **FRONT SEAT CUSHION COVER REPLACEMENT**).
3. Reinstall the front passenger's seat (see **FRONT SEAT REMOVAL/INSTALLATION**).
4. Reconnect the negative cable to the battery.
5. Calibrate the ODS unit (see **ODS UNIT CALIBRATION**).
6. After installing the front passenger's weight sensors, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come ON for about 6 seconds and then go off.

ODS UNIT REPLACEMENT

NOTE: Review the seat replacement procedure (see FRONT SEAT REMOVAL/INSTALLATION) before doing repairs or service.

REMOVAL

1. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
2. Disconnect the front passenger's side airbag 2P connector (see step 3 on).
3. Remove the passenger's seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**) and seat-back cover (see **FRONT SEAT-BACK COVER REPLACEMENT**).
4. Disconnect the ODS unit 18P connector (A) and sensor connectors (B) from the ODS unit (C).

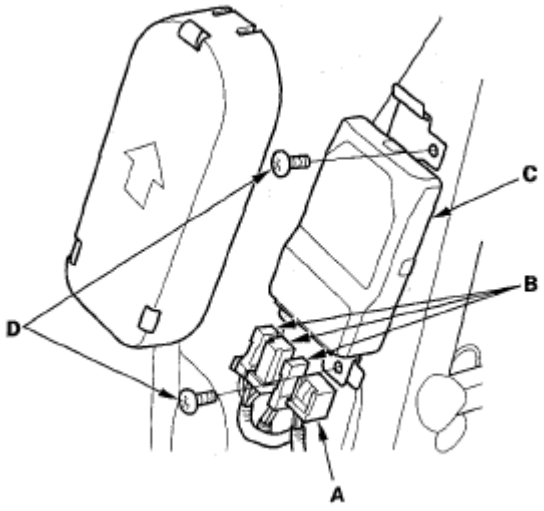

Fig. 292: Identifying ODS Unit 18P Connector, Sensor Connectors And ODS Unit

5. Remove the two screws (D) and the ODS unit.

INSTALLATION

1. Place the new ODS unit (A) on the seat-back frame. Tighten the two screws (B), and connect the ODS unit harness 18P connector (C) and sensor connectors (D) to the ODS unit.

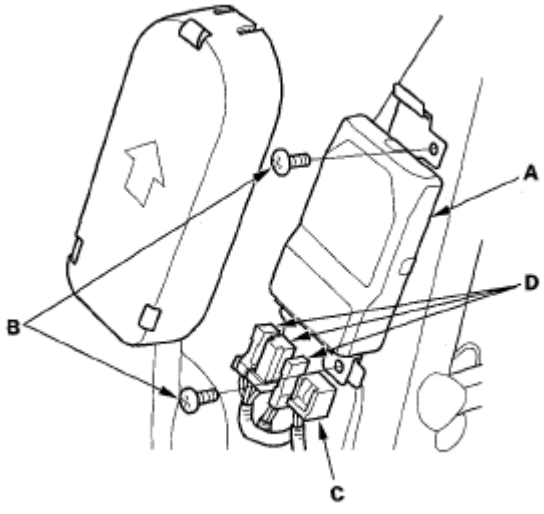

Fig. 293: Identifying ODS Unit, ODS Unit Harness 18P Connector And Sensor Connectors

2. Install the seat-back cover in the reverse order of removal.
3. Install the seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**), then connect the side airbag 2P connector.
4. Reconnect the negative cable to the battery.
5. Set the seat-back in the normal position, and make sure there is nothing on the front passenger's seat.

6. Initialize the ODS unit (see **ODS UNIT INITIALIZATION**).
7. After installing the ODS unit, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

FRONT IMPACT SENSOR REPLACEMENT

REMOVAL

1. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
2. Disconnect the driver's airbag 4P connector (see step 2 on), the front passenger's airbag 4P connector (see step 3 on), both seat belt tensioner 4P connectors (see step 7 on), and both seat belt buckle tensioner 2P connectors (see step 8 on).
3. Remove the front bumper (see **FRONT BUMPER REMOVAL/INSTALLATION**).
4. Remove the washer reservoir for the right side sensor (see **WASHER RESERVOIR REPLACEMENT**).
5. Disconnect the engine compartment wire harness 2P connector (A). Using a TORX T30 bit, remove the TORX bolts (B), then remove the front impact sensor (C).

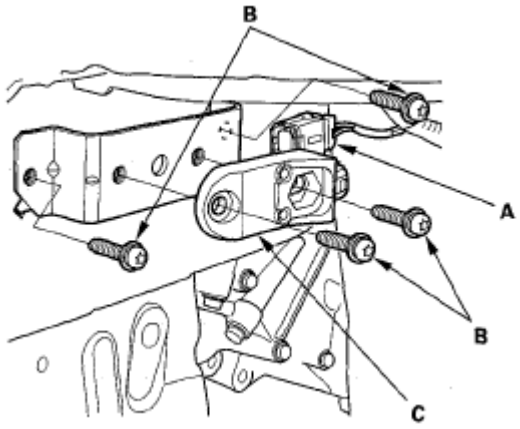

Fig. 294: Identifying Engine Compartment Wire Harness 2P Connector And Front Impact Sensor Torx Bolts

INSTALLATION

1. Install the new front impact sensor with new TORX bolts (A), then connect the engine compartment wire harness 2P connector (B) to the front impact sensor (C).

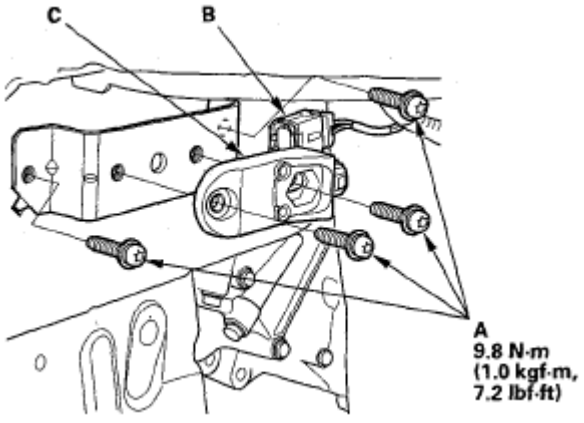

Fig. 295: Identifying Engine Compartment Wire Harness 2P Connector And Front Impact Sensor

2. Reconnect the negative cable to the battery.
3. After installing the front impact sensor, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.
4. Reinstall all removed parts.

DRIVER'S SEAT POSITION SENSOR REPLACEMENT

REMOVAL

NOTE:

- **Removal of the driver's seat position sensor must be performed according to the precautions/procedures described at the beginning of the SRS section (see PRECAUTIONS AND PROCEDURES).**
- **Do not turn the ignition switch ON (II), and do not connect the battery cable while removing the driver's seat position sensor.**

1. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
2. Disconnect the driver's airbag 4P connector (see step 2 on).
3. Remove the driver's seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**).
4. Disconnect the seat position sensor harness 2P connector (A) from the driver's seat position sensor.

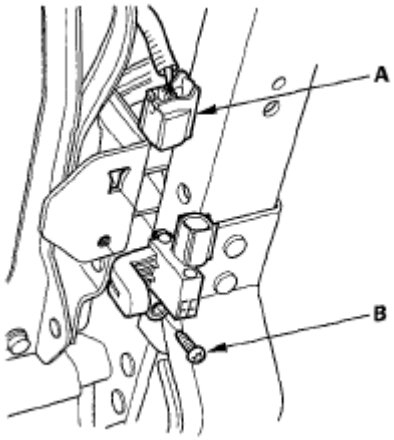

Fig. 296: Identifying Seat Position Sensor Harness 2P Connector

5. Using a TORX T30 bit, remove the TORX bolt (B), then remove the driver's seat position sensor.

INSTALLATION

NOTE:

- **Be sure to install the harness so it is not pinched or interfere with other parts.**
- **Do not turn the ignition switch ON (II), and do not connect the battery cable while installing the driver's seat position sensor.**
- **After installing the driver's seat position sensor, make sure it is clean. Keep it away from dust.**

1. Install the new driver's seat position sensor with a TORX bolt (A), then connect the seat position sensor harness 2P connector to the driver's seat position sensor (B).

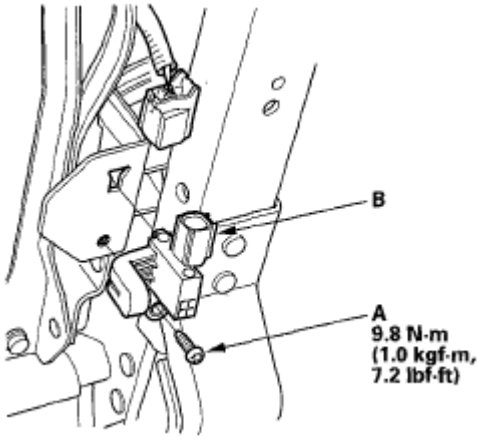

Fig. 297: Identifying Driver's Seat Position Sensor Torx Bolt

2. Install the driver's seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**).

3. Reconnect the negative cable to the battery.
4. Check the operation of the driver's seat position sensor with the HDS (see **DRIVER'S SEAT POSITION SENSOR OPERATION CHECK**).

ROLL RATE SENSOR REPLACEMENT

REMOVAL

1. Disconnect the negative cable from the battery, and wait at least 3 minutes before beginning work.
2. Remove the front passenger's seat (see **FRONT SEAT REMOVAL/INSTALLATION**).
3. Pull down the carpet, disconnect the floor wire harness 2P connector (A) from the roll rate sensor.

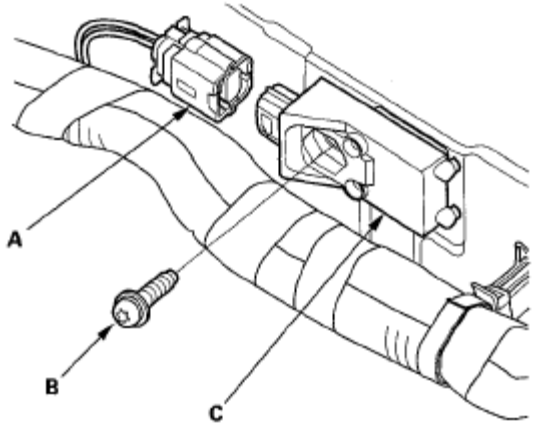

Fig. 298: Identifying Floor Wire Harness 2P Connector And Roll Rate Sensor

4. Using a TORX T30 bit, remove the TORX bolt (B), then remove the roll rate sensor (C).

INSTALLATION

1. Install the new roll rate sensor with a TORX bolt (A), then connect the floor wire harness 2P connector (B) to the roll rate sensor (C).

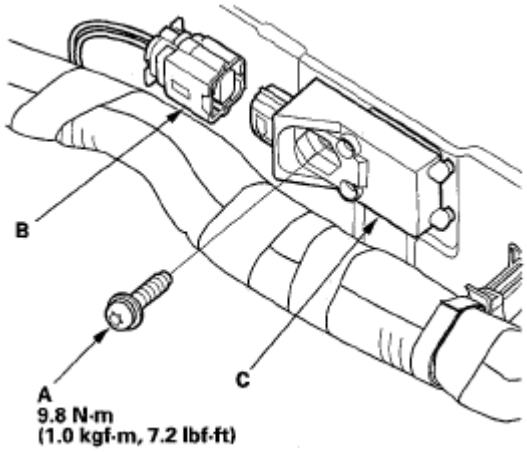

Fig. 299: Identifying Floor Wire Harness 2P Connector And Roll Rate Sensor

2. Reconnect the negative cable to the battery.
3. Install all removed parts.
4. After installing the roll rate sensor, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

PASSENGER'S AIRBAG CUTOFF INDICATOR TEST

1. Remove the center panel (see **CENTER PANEL REMOVAL/INSTALLATION**).
2. Disconnect the 4P connector (A) from the passenger's airbag cutoff indicator (B).

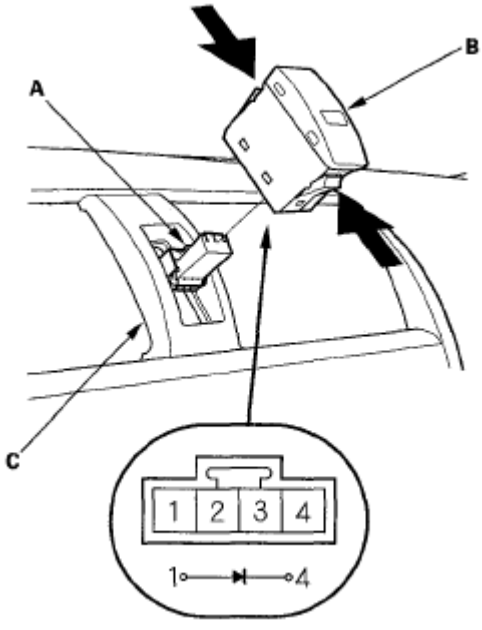

Fig. 300: Disconnecting 4P Connector From Passenger's Airbag Cutoff Indicator

3. Push out the passenger's airbag cutoff indicator from behind the center panel (C).
4. Using the diode setting ( ) on a DVOM, check for current flow in both directions between the passenger's cutoff indicator illumination diode terminals No.1 and No.4. If there is no current, replace the passenger's cutoff indicator.
5. Reinstall the parts in the reverse order of removal.