

# Restraints System

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## GENERAL

### GENERAL ERJB0010

The supplement restraint system (SRS AIRBAG) is designed to supplement the seat belts to help reduce the risk or severity of injury to the driver and passenger by activating and deploying the driver, passenger and side airbag as well as the belt pretensioner in certain frontal or side collisions.

The SRS (Airbag) consists of : a driver airbag module located in the center of the steering wheel, which contains a folded cushion and an inflator unit ; a passenger airbag module located in the passenger side crash pad which contains a folded cushion together with an inflator unit ; side airbag modules located in the driver and passenger seat which contain folded cushions and inflator units; a control module (SRSCM) located on the floor under the heater core which monitors the system,; an accelerometer which senses the vehicle deceleration,; a spring interconnection (clock spring) located within the steering column; system wiring and wiring connectors; and a knee bolster located under the steering column. The impact sensing function of the SRSCM is carried out by the electronic accelerometer that continuously measures the vehicle's acceleration and delivers a corresponding signal through an amplifying and filtering circuit to the microprocessor. Deployment of the airbag is designed to occur in frontal or near-frontal side impacts of moderate to severe force.

Only authorized service personnel should do work on or around the SRS components. Those service personnel should read this manual carefully before doing any such work. Extreme care must be used when servicing the SRS to avoid injury to the service personnel (by inadvertent deployment of the airbag) or the driver (by render the SRS inoperative).

Failure to carry out service operations in the correct sequence could cause the airbag system to unexpectedly deploy during servicing, possibly leading to serious injury.

Further, if a mistake is made in servicing the airbag system, it is possible that the airbag may fail to operate when required.

Before performing servicing (including removal or installation of parts, inspection or replacement), be sure to read the following items carefully.

1. When troubleshooting the airbag system, always inspect the diagnostic codes before disconnecting the battery.
2. When the negative(-) terminal cable is disconnected from the battery, the clock and audio system's

memory will be wiped out. So before starting work, make a record of the contents of the audio system's memory. When the work is finished, reset the audio system and adjust the clock.

3. Wait at least 30 seconds after the time the ignition switch is turned to the LOCK position and the negative (-) terminal cable is disconnected from the battery. The airbag system is equipped with a back-up power source to assure the deployment of airbags if the battery disconnected during an accident. The back-up power is available for approx. 150ms.
4. Symptoms of malfunction of the airbag system are difficult to detect, so the diagnostic codes become the most important source of information when troubleshooting.
5. Never use airbag parts from another vehicle. When replacing parts, replace them with new parts.
6. Never attempt to disassemble and repair the airbag modules (DAB, PAB, SAB, BPT), clock spring or wiring in order to reuse them.
7. If any component of the SRS has been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.
8. After work on the airbag system is completed, perform the SRS SRI check. The airbag indicator lamp can be triggered by faults in other circuits in some cases. Therefore if the airbag indicator lamp goes on, be sure to erase the DTC codes using the Hi-Scan Pro just after repairing or replacing the troubled parts, including the fuse.
9. When welding the body, always disconnect the battery's negative (-) terminal.

**CUSTOMER CAUTIONS** ERJB0020

Failure to carry out service operations in the correct sequence could cause the airbag system to unexpectedly deploy during servicing, possibly leading to serious injury.

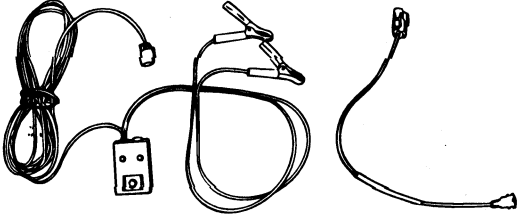

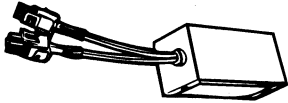
Further, if a mistake is made in servicing the airbag system, it is possible that the airbag may fail to operate when required.

Before performing servicing (including removal or installation of parts, inspection or replacement), be sure to read the following items carefully.

1. Be sure to proceed with airbag related service only after approx. 30 seconds or longer from the time the ignition switch is turned to the LOCK position and the negative (-) terminal cable is disconnected from the battery. The airbag system is equipped with a back-up power source to assure the deployment of airbags when the battery cable is disconnected during an accident. The back-up power is available for approx. 150ms.
2. When the negative(-) terminal cable is disconnected from the battery, the clock and audio system's memory will be wiped out. So before starting work, make a record of the contents of the audio system's memory. When the work is finished, reset the audio system and adjust the clock.
3. Symptoms of malfunction of the airbag system are difficult to detect, so the diagnostic codes become the most important source of information when troubleshooting.
4. When troubleshooting the airbag system, always inspect the diagnostic codes before disconnecting the battery.
5. Never use airbag parts from another vehicle. When replacing parts, replace them with new parts.
6. Never attempt to disassemble and repair the airbag modules (DAB, PAB, SAB, BPT), clock spring and wiring in order to reuse them.
7. If any component of SRS has been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.
8. After work on the airbag system is completed, perform the SRS SRI check. The airbag indicator lamp can be triggered by faults in other circuit in some cases. Therefore if the airbag indicator lamp goes on, be sure to erase the DTC codes using Hi-scan just after repairing or replacing the troubled parts, including the fuse.
9. Especially when carrying out body welding, never fail to disconnect the battery's negative (-) terminal.

**SPECIAL SERVICE TOOL**

ERJB0030

Tool (Number and name)	Illustration	Use
0957A-34100A Deployment tool	 <p style="text-align: right;">ERHA010A</p>	Airbag deployment tool PAB, SAB : 0957A-38100 DAB, BPT : 0957A-38500
0957A-38000 Diagnosis checker	 <p style="text-align: right;">ERHA010B</p>	Wiring harness checker for each module
0957A-38200 Dummy	 <p style="text-align: right;">ERHA010C</p>	Simulator to check the resistance of each wiring harness Dummy adapter PAB, SAB : 0957A-38300 DAB, BPT : 0957A-38400

\* DAB : Driver Airbag

\* PAB : Passenger Airbag

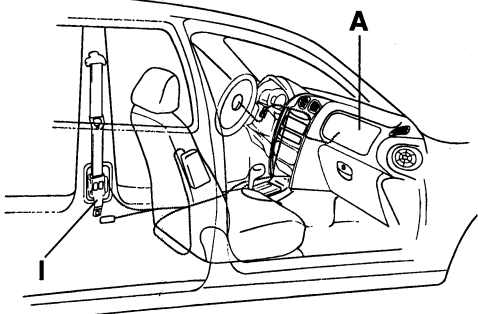
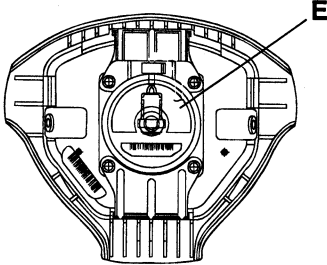
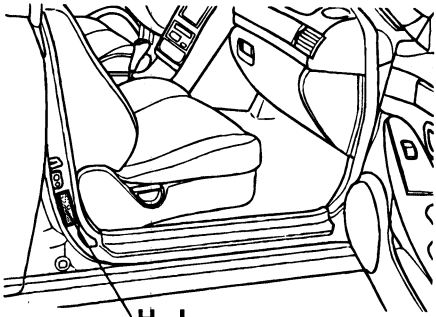
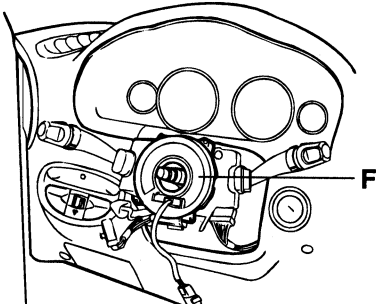
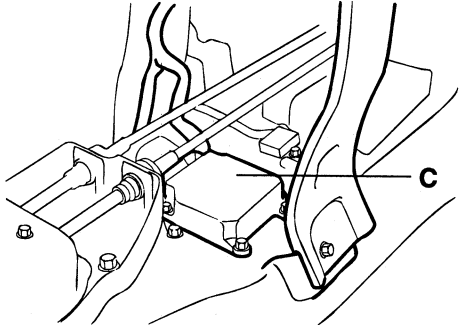
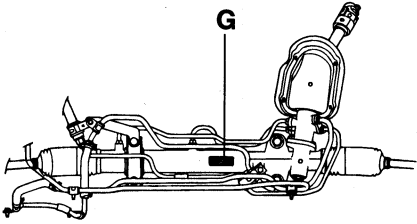
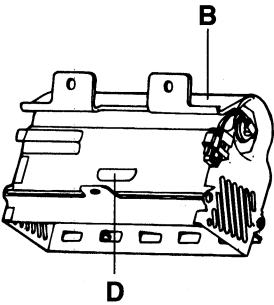
\* SAB : Side Airbag

\* BPT : Belt Pretensioner

**WARNING/CAUTION LABELS** ERJB0035

If the labels are dirty or damaged, replace them with new ones.

A number of caution labels relating to the SRS are found in the vehicle, as shown in the following illustration. Follow the label instructions when servicing the SRS.

 <p>ERJA005A</p>	 <p>ERJA005B</p>
 <p>KFWF001A</p>	 <p>EPJA020D</p>
 <p>ERJA020M</p>	 <p>ERJA005F</p>
 <p>ERJA010A</p>	

ERJB0040

<p><b>A. DAB + PAB</b>  <b>CAUTION</b>  <b>TO AVOID SERIOUS INJURY :</b></p> <ul style="list-style-type: none"> <li>• For maximum safety protection in all types of crashes, you must always wear your safety belt.</li> <li>• Do not install rearward-facing child seats in any front passenger seat position.</li> <li>• Do not sit or lean unnecessarily close to the airbag.</li> <li>• Do not place any objects over the airbag or between the airbag and yourself.</li> <li>• See the owner's manual for further information and explanation.</li> </ul>	<p><b>B. SUPPLEMENTAL RESTRAINT SYSTEM (AIRBAG) INFORMATION</b></p> <p>The airbag is a supplemental restraint system (SRS). You must always wear the seat belts. The airbag system condition is normal when "SRS" lamp in cluster flashes approximately 6 times after the ignition key is turned on and then goes off.</p> <p>If any of the following conditions occur, the system must be serviced.</p> <ol style="list-style-type: none"> <li>1. "SRS" lamp does not light up when key is turned on.</li> <li>2. "SRS" lamp stays lit or flashes continuously.</li> <li>3. The airbag has inflated.</li> </ol> <p>The airbag system must be inspected by an authorized dealer ten years after vehicle manufacture date shown on certification label, located on left front door opening area.</p> <p><b>WARNING</b></p> <p><b>Failure to follow above instructions may result in injury to you or other occupants in the vehicle.</b></p> <p><b>See the "SRS" section in Owner's Manual for more information about the airbag.</b></p>
<p><b>C. CAUTION : AIRBAG ESPS UNIT</b>  Detach connector before unmounting. Assemble strictly according to manual instructions.</p>	<p><b>D. CAUTION : SUPPLEMENTAL RESTRAINT SYSTEM MODULE</b></p> <p>To help avoid personal injury due to unwanted inflation, do not service or dispose of this unit without following instructions in the service manual.</p>
<p><b>E. WARNING :</b>  Contents are poisonous and extremely flammable. Do not probe with electrical devices or otherwise tamper with item in any way. Servicing of this unit to be performed only by authorized personnel.</p>	<p><b>F. CAUTION : SRS clock spring</b></p> <p>This is not a repairable part. Do not disassemble or tamper with. If defective, replace entire unit as per service manual instructions.</p> <p>To re-center, rotate clockwise until tight. Then rotate in opposite direction approximately 3 turns and align →←</p> <p>Failure to follow instructions may render SRS system in-operative possibly resulting in serious driver injury.</p>

<p><b>G. CAUTION : SRS</b>                  Before removal of steering gearbox, read service manual, center the front wheels and remove the ignition key. Failure to do so may damage SRS clock spring and render SRS system inoperative, possibly resulting in serious driver injury.</p>	<p><b>H. WARNING</b>                  This car is equipped with a side airbag for each front seat.</p> <ul style="list-style-type: none"> <li>• Do not use any accessory seat covers.</li> <li>• Use of other seat covers could reduce the effect of the system.</li> <li>• Do not install any accessories on the side or near the side airbag.</li> <li>• Do not use excessive force on the side of the seat.</li> <li>• For further information, see owner's manual.</li> </ul>
<p><b>I. ATTENTION</b>                  Do not open, remove or put into another vehicles. Doing so carries a risk of malfunction and body injury.</p>	<p><b>J. ATTENTION</b>  <b>SRS VEHICLE</b>                  This car is equipped with a supplemental restraint system. To provide continued reliability, certain elements of the supplemental restraint system shall be serviced or replaced by authorized dealer ten years after vehicle manufacture date shown on certification label. For further information, see owner's manual.</p> <p><b>SIDE AIRBAG</b>                  This car is equipped with a side airbag system. To provide continued reliability, certain elements of the side airbag system shall be serviced or replaced by authorized dealer ten years after vehicle manufacture date shown on certification label. For further information, see owner's manual.</p>

**ELECTRICAL SYSTEM** ERJB0050

The SRS airbag system has sophisticated electrical and electronic components. Therefore the airbag operating components should be handled very carefully.

**SRSCM (Supplement Restraint System Control Module)**

SRSCM determines when to deploy the airbag module by sensing the frontal and side impact force through the built in sensor SRSCM.

1. DC/DC convertor : The DC/DC convertors of the power supply includes a step up and a step down converter, which provide the firing voltage for six firing circuits and the internal operating voltage. If the internal operating voltage falls below a defined threshold a reset is executed.
2. Arming sensor/safing sensor : The arming/safing sensor built in to the airbag firing circuit has the function of arming the airbag circuit under all required deployment conditions and maintaining the airbag firing circuits unarmed under normal driving conditions. The safing sensor is a dual-contact electromechanical switch which closes if it experiences a deceleration exceeding a specified threshold.

3. Back-up power : The SRSCM has emergency energy reserves to provide deployment energy for a short period when the vehicle voltage is low or if lost in a vehicle frontal crash.
4. Malfunction detection : The SRSCM continuously monitors the current SRS operation status while the ignition key is turned on and detects a malfunction of the system. The malfunction can be displayed in the form of diagnostic trouble code using Hi-scan.
5. MIL (Malfunction Indication Lamp) notification : If any fault is detected, the SRSCM sends a signal to the indicator lamp on the cluster to warn the vehicle's driver.

The MIL indicator is the key to driver notification of SRS faults. Verify lamp and SRSCM operation by observing the flashing 6 times when the ignition switch is first turned on.

6. Malfunction recording : Once a fault occurs in the system SRSCM records the fault in the memory in the form of DTC and the DTC is erased by Hi-scan.
7. Data link connector : The SRSCM memory stored data are linked through this connector located at the underneath of driver side crash pad to an external output device such as Hi-scan.

8. After firing the airbags once, the SRSCM cannot be used again and must be replaced.
9. Crash output

The crash output is used to control an external device which will unlock the doors in case of a crash event. The crash output is specified as follows : 0-200  $\mu$ A in OFF mode and 200mA in ON mode. In case of an unlock command the switch is closed for 200 mS.



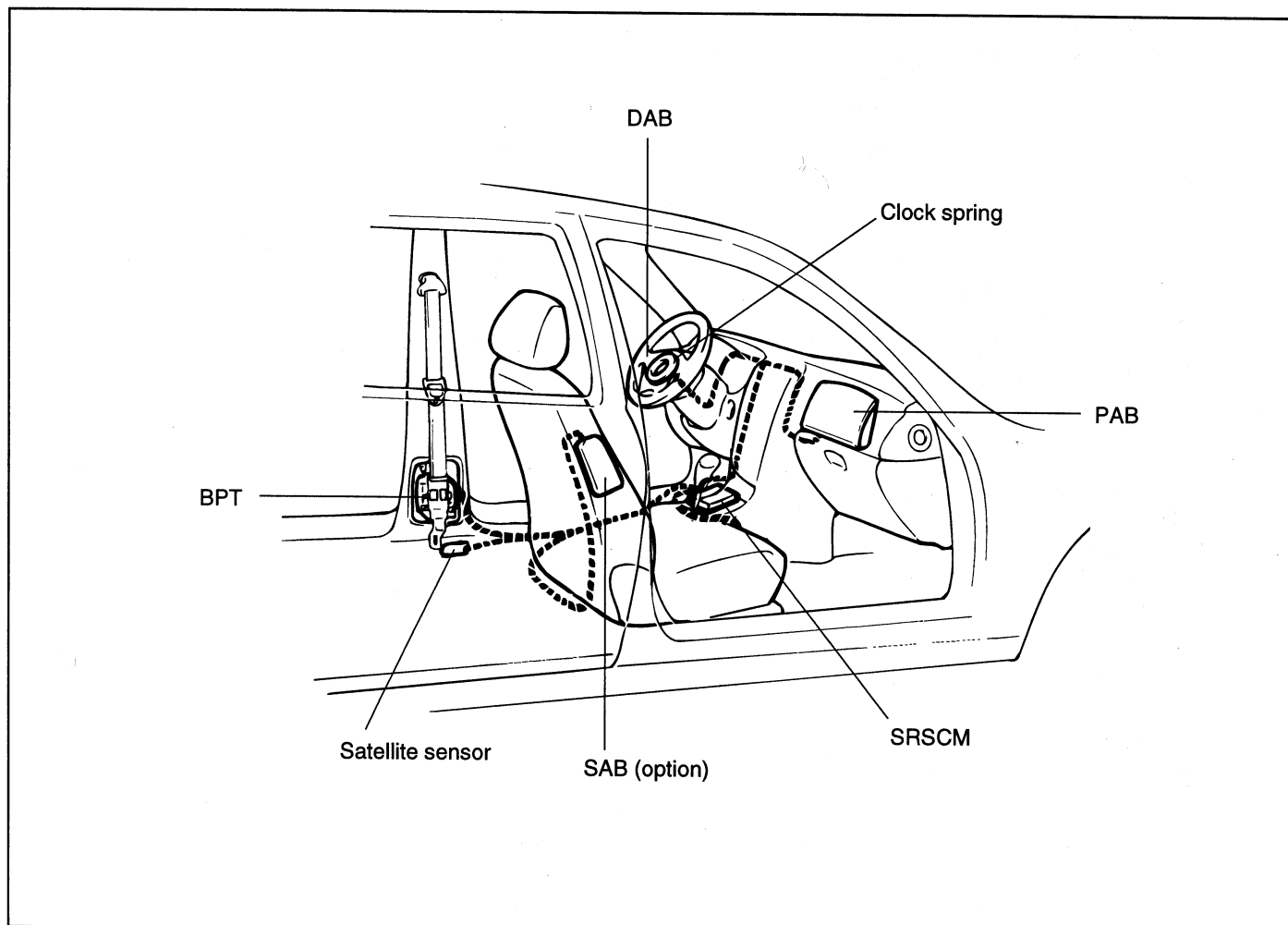
## SRSCM (SUPPLEMENTAL RESTRAINTS SYSTEM CONTROL MODULE)

### SRSCM (SRS CONTROL MODULE)

### INFLATOR MODULE (DAB, PAB, SAB) ERJB0060

DAB (Driver airbag), PAB (Passenger airbag) module, DSAB (Driver side airbag), PSAB (Passenger side

airbag) all consist of an inflator and cushion. The initiator (a gas generator igniting device) is part of the inflator. When the vehicle is in a frontal or side crash of sufficient force to close the sensor of the SRSCM, current flows through the deployment loop. This current ignites the material and inflates the airbag.



ERA9002A

1. When removing the airbag module or handling a new airbag module, it should be placed with the pad top surface facing up. In this case, the twin-lock type connector lock lever should be in the lock state and care should be taken to place it so the connector will not be damaged. Do not store a steering wheel pad on top of another one. (Storing the pad with its metallic surface up may lead to a serious accident if the airbag should inflate for any reason.)
2. Never measure the resistance of the airbag squib. (This may cause the airbag to deploy, which is very dangerous.)
3. Store the airbag module where the ambient temperature remains below 93°C (200°F), without high humidity and away from electrical noise.
4. During electric welding, disconnect the airbag under the steering column near the MULTI-FUNCTION SWITCH connector before starting work.

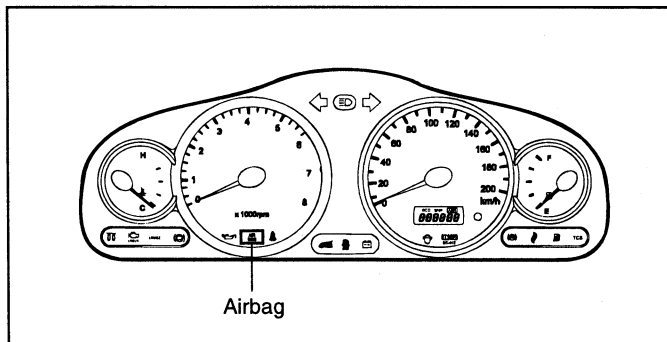
**SRS HARNESS**

ERJB0070

The SRS harness is wrapped in yellow tube to identify it from other system harness. A shorting bar is included inside the wiring connectors of DAB, PAB, DSAB, PSAB and BPT inflator side. The shorting bar shorts the current flow when the connectors are disconnected. The circuits to the inflator module are shorted in this way to help prevent unwanted deployment of the airbag when serving the airbag module.

**SRSCM INDEPENDENT LAMP ACTIVATION**

The SRS malfunction indicator lamp (MIL) is located on the instrument cluster to provide information about SRS operating conditions.



ERJB007A

There are certain fault conditions in which the SRSCM (SRS Control Module) cannot function and thus cannot control the operation of the lamp. In these cases, the lamp is directly activated by circuitry that operates independently of the SRSCM, as follows :

1. Loss of ignition voltage supply to the SRSCM : lamp turns on continuously.
2. Loss of internal operating voltage : lamp turns on continuously.
3. SRSCM not connected : lamp turns on through shorting bar in wiring harness connector.

**MIL OPERATING METHOD**

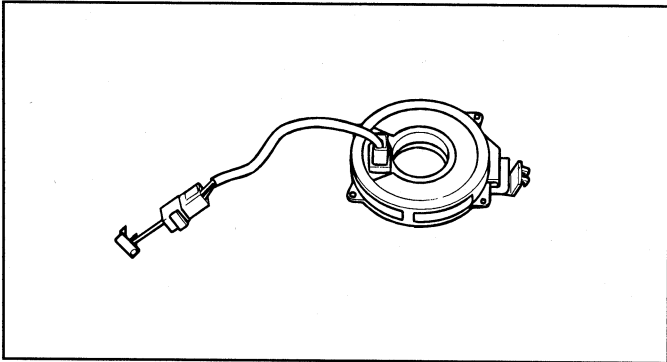
ERJB0080

	Operating situation	Operating method
R U N N I N G	o Return to normal from temporary fault	ON → OFF
	o Total faults frequency $\geq 5$ o Active fault	Turn it on continuously
S T A R T I N G	o Normal	Blink 6 times
	o Total faults frequency $\leq 4$	On to off after 6 seconds
	o Total faults frequency $\geq 5$ o Active fault	Turn it on continuously

ERJB008A

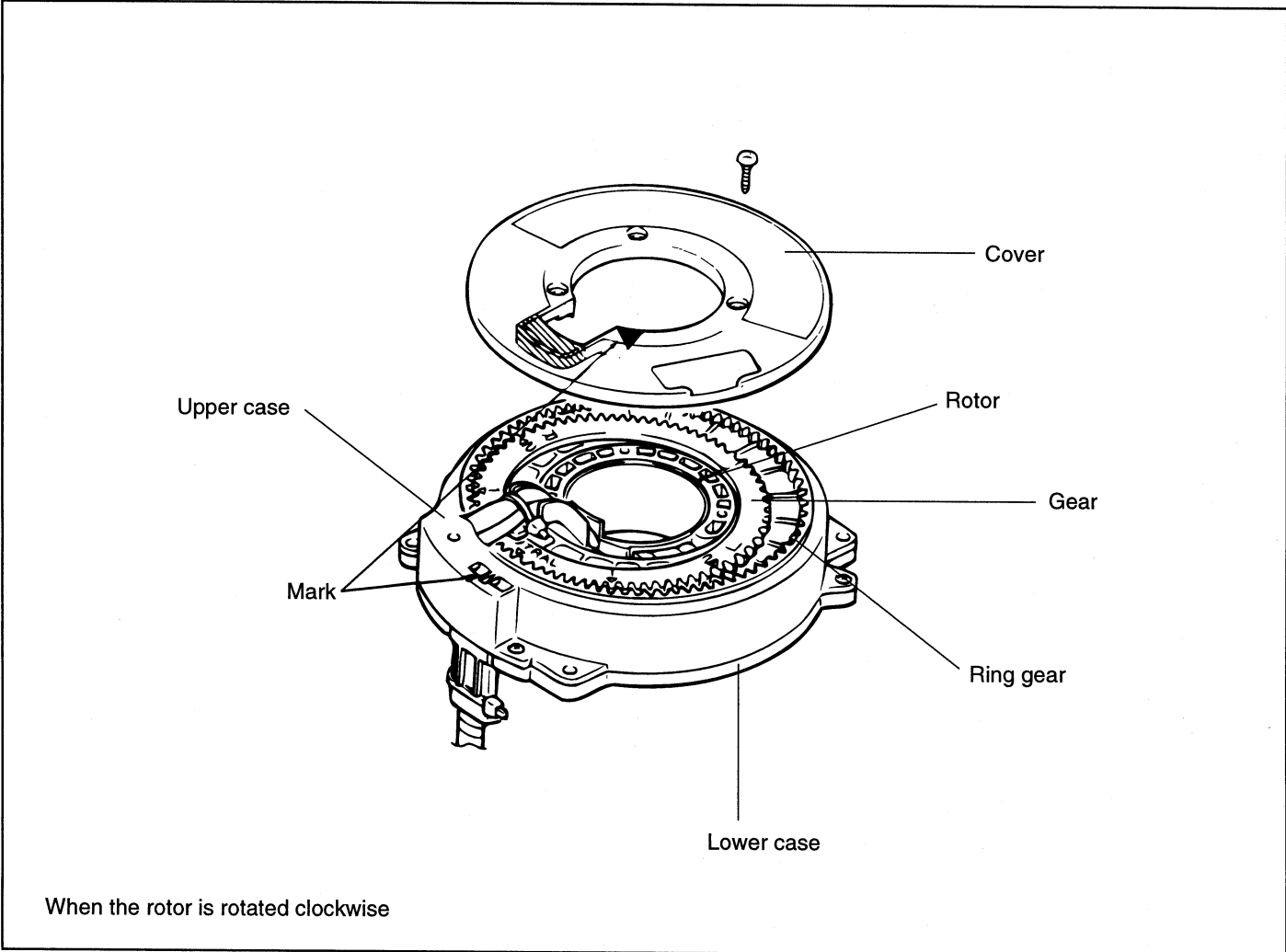
**CLOCK SPRING** ERJB0090

The clock spring (coil spring) consists of two current carrying coils. It is attached between the steering column and the steering wheel. It allows rotation of the steering wheel while maintaining continuous contact of the deployment loop through the inflator module.



ERJA010E

The steering wheel must be fitted correctly to the steering column with the clock spring at the neutral position, otherwise cable disconnection and other troubles may result.



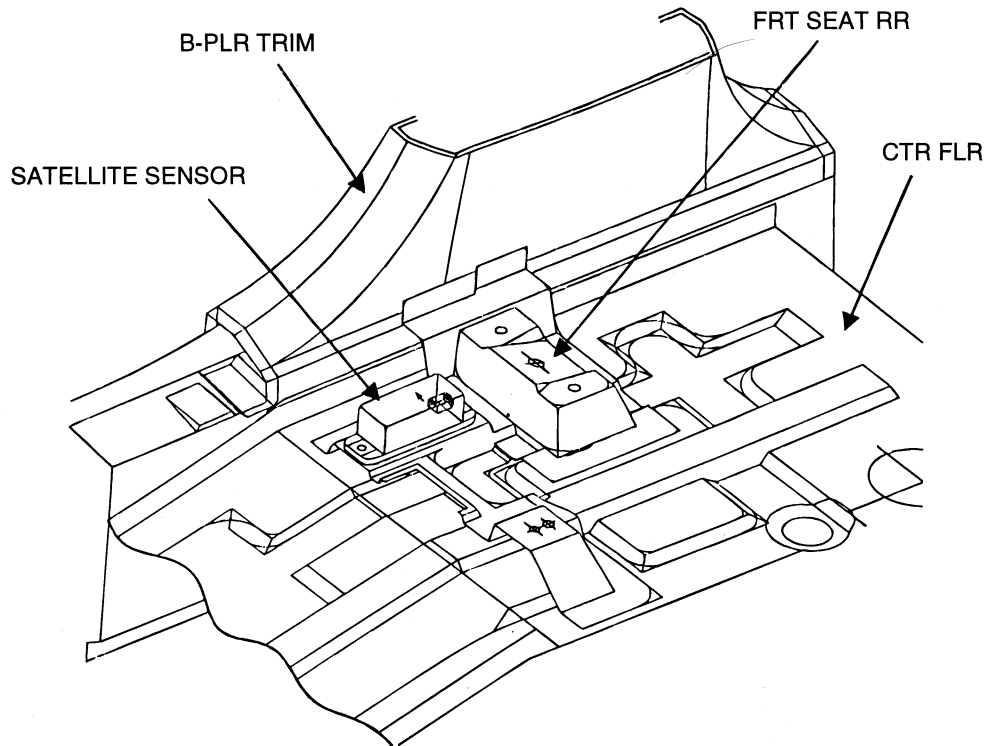
ERLB002C

**SATELLITE SENSOR** ERJB0110

The firing system for the side airbag consists of a SRSCM installed in the middle of the vehicle and two satellites - one on the left-hand side and one on the right. Only the SRSCM is capable of releasing the airbags or the seat-belt pretensioners systems in the vehicle. In the dialog between the SRSCM and the satellite, it is the SRSCM which makes the release decision.

The satellites act as intelligent acceleration sensors, and as such back up the central airbag controller. Both the satellites continuously report the current system status on the left and right-hand sides of the vehicle to the SRSCM.

The test results are reported to the SRSCM by means of periodic status signals.

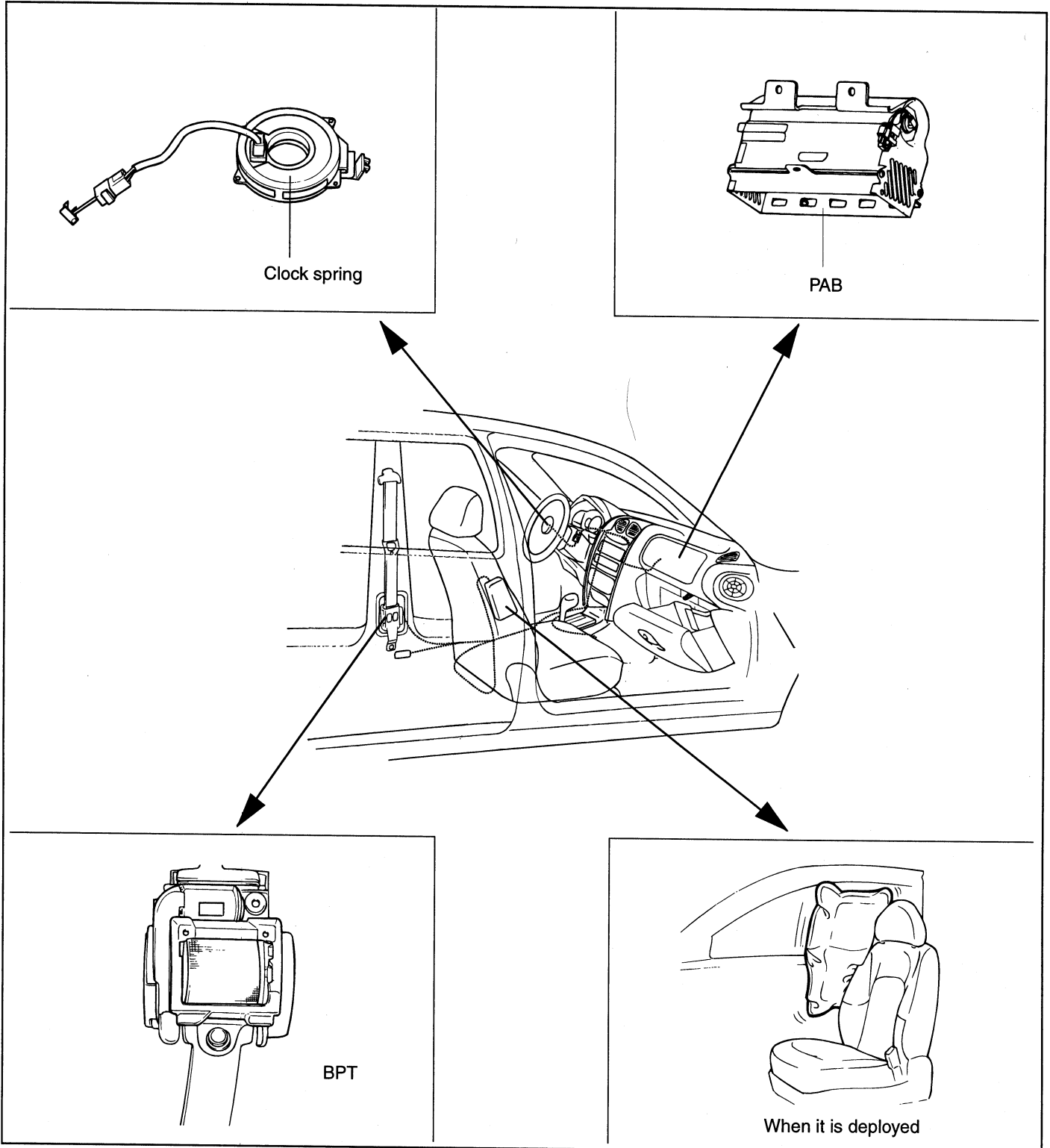


ERJB050A

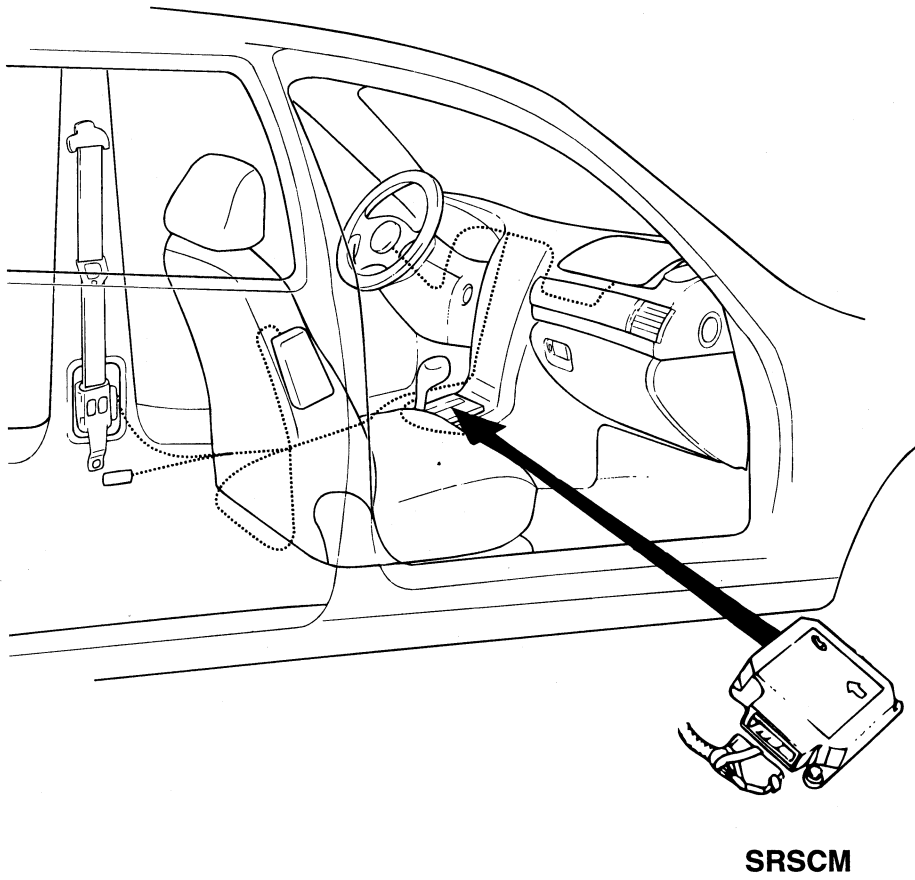
**NOTE**

When the ignition is ON, never shock the area around of satellite sensor with a etc. Otherwise, the airbag system could unexpectedly deploy.

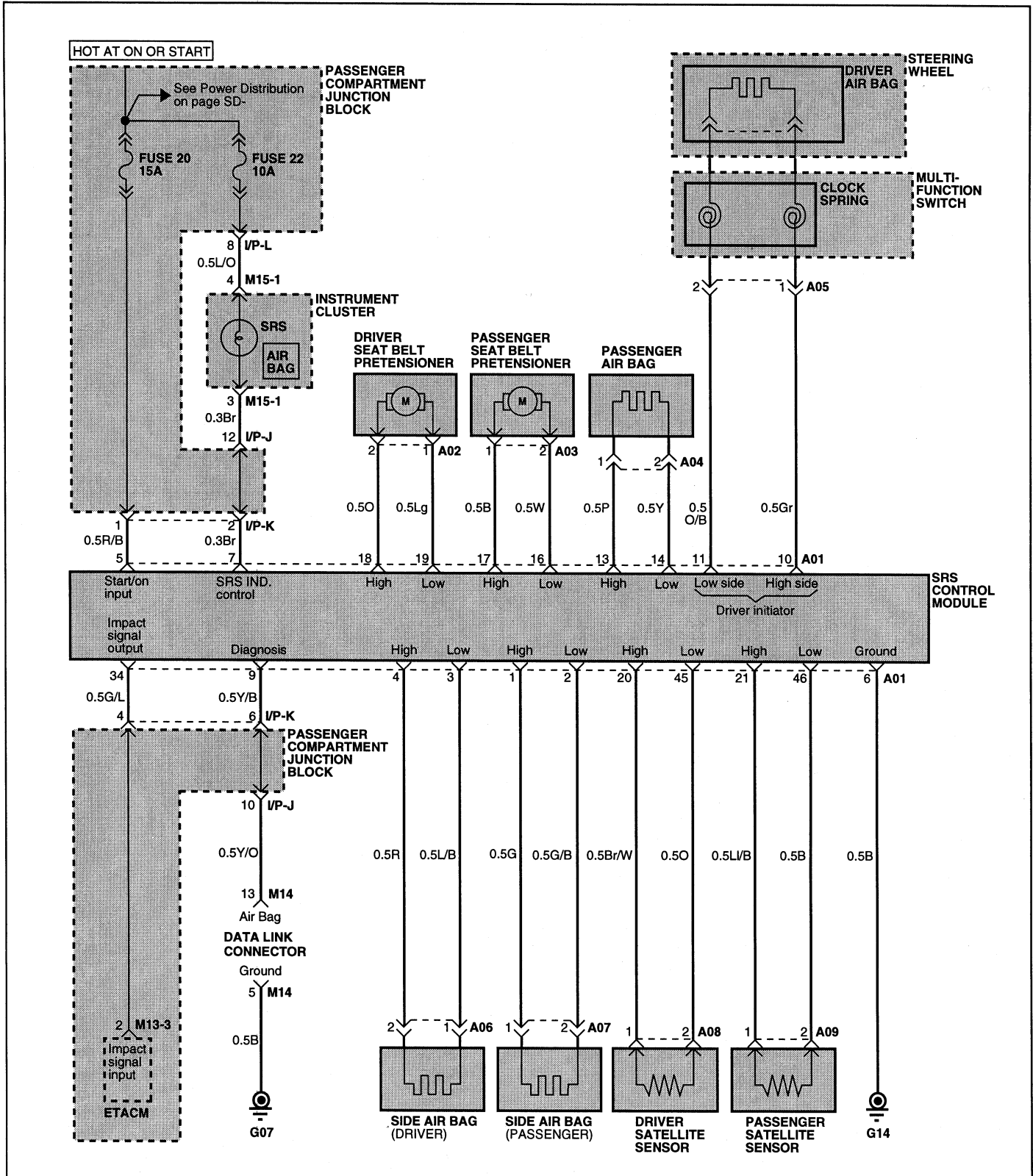
SYSTEM COMPONENT AND LAYOUT ERJB0120



**SRSCM (SRS CONTROL MODULE)** ERJB0130



AIRBAG SYSTEM (SRS) ERJB0140



## SRSCM CONNECTOR (1) - (SRE-LC)

DAB+BPT ERJB0145

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
				●	●	●		●	●	●					●	●	●	●						

26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
								●																

ERJB014B

PIN NO.	Function	Input/output
1	Not used	—
2	Not used	—
3	Not used	—
4	Not used	—
5	Battery supply	Input
6	GND	Input
7	Warning lamp	Output
8	Not used	—
9	K-Diagnostic line	Input/output
10	Driver airbag, High	Output
11	Driver airbag, Low	Output
12	Not used	—
13	Not used	—
14	Not used	—
15	Not used	-
16	Passenger belt pretensioner, Low	Output
17	Passenger belt pretensioner, High	Output
18	Driver belt pretensioner, High	Output
19	Driver belt pretensioner, Low	Output
20	Not used	-
21	Not used	-
22–25	Not used	-
26–29	Shorting bar	-
30	Not used	-
31–32	Shorting bar	-
33	Not used	-
34	Crash output	Output
35–36	Shorting bar	-
37	Not used	-



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PIN NO.	Function	Input/output
38-39	Shorting bar	-
40	Not used	-
41-44	Shorting bar	-
45	Not used	-
46	Not used	-
47-50	Not used	-

**SRSCM CONNECTOR (2) - (SRE-LC)****DAB+PAB+BPT** ERJB0155

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
				●	●	●		●	●	●		●	●		●	●	●	●						

26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
								●																

ERJB015A

PIN NO.	Function	Input/output
1	Not used	—
2	Not used	—
3	Not used	—
4	Not used	—
5	Battery supply	Input
6	GND	Input
7	Warning lamp	Output
8	Not used	—
9	K-Diagnostic line	Input/output
10	Driver airbag, High	Output
11	Driver airbag, Low	Output
12	Not used	—
13	Passenger airbag, High	Output
14	Passenger airbag, Low	Output
15	Not used	-
16	Passenger belt pretensioner, Low	Output
17	Passenger belt pretensioner, High	Output
18	Driver belt pretensioner, High	Output
19	Driver belt pretensioner, Low	Output
20	Not used	-
21	Not used	-
22–25	Not used	-
26–29	Shorting bar	-
30	Not used	-
31–32	Shorting bar	-
33	Not used	-
34	Crash output	Output
35–36	Shorting bar	-

PIN NO.	Function	Input/output
37	Not used	-
38-39	Shorting bar	-
40	Not used	-
41-44	Shorting bar	-
45	Not used	-
46	Not used	-
47-50	Not used	-

**SRSCM CONNECTOR (3) - (SRE-HMC)****DAB+PAB+SAB+BPT** ERJB0165

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
●	●	●	●	●	●	●		●	●	●		●	●		●	●	●	●	●	●				

26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
								●											●	●				

ERJB016A

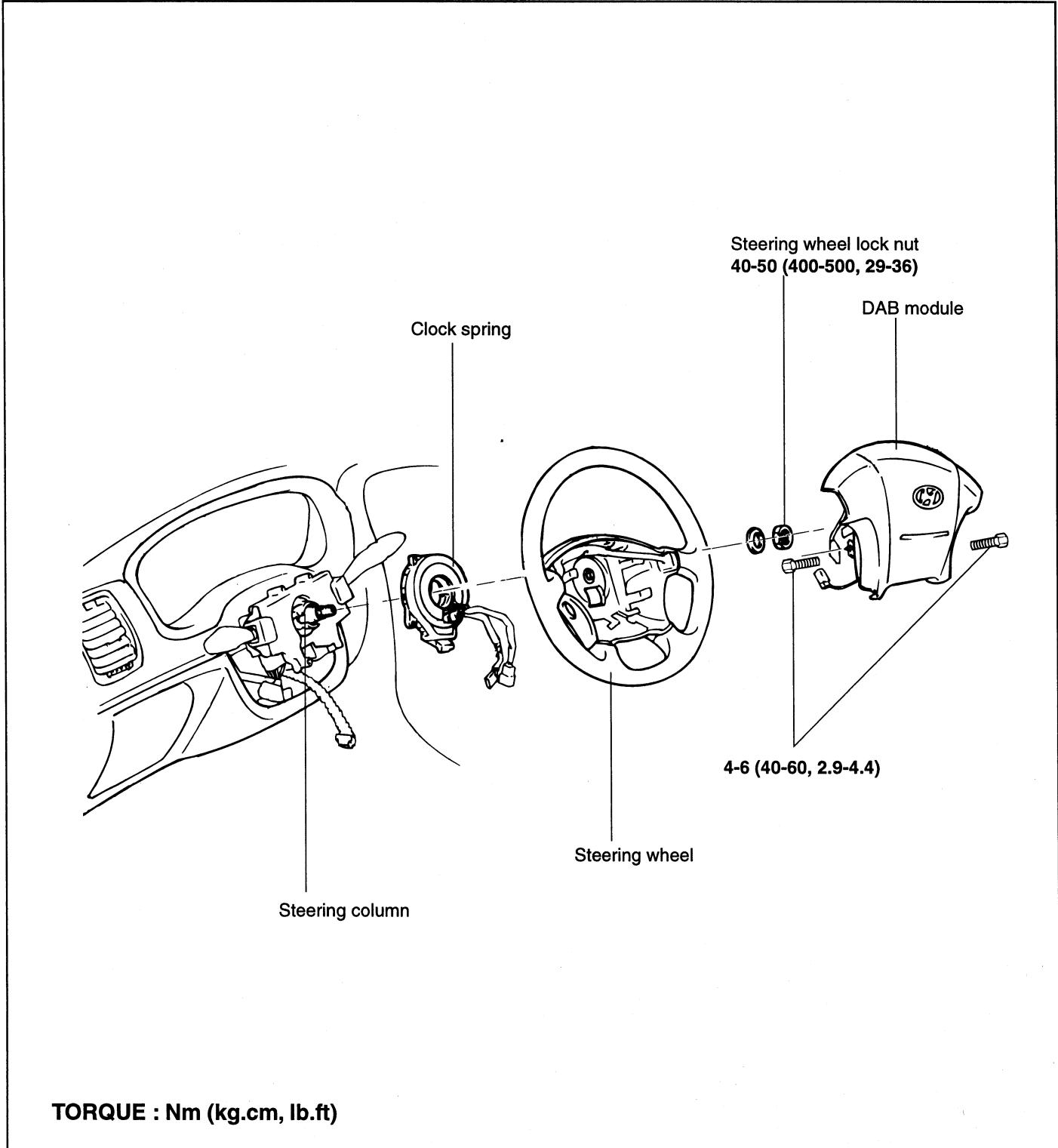
PIN NO.	Function	Input/output
1	Passenger side airbag, High	Output
2	Passenger side airbag, Low	Output
3	Driver side airbag, Low	Output
4	Driver side airbag, High	Output
5	Battery supply	Input
6	GND	Input
7	Warning lamp	Output
8	Not used	—
9	K-Diagnostic line	Input/output
10	Driver airbag, High	Output
11	Driver airbag, Low	Output
12	Not used	—
13	Passenger airbag, High	Output
14	Passenger airbag, Low	Output
15	Not used	-
16	Passenger belt pretensioner, Low	Output
17	Passenger belt pretensioner, High	Output
18	Driver belt pretensioner, High	Output
19	Driver belt pretensioner, Low	Output
20	Driver satellite sensor, High	Input/output
21	Passenger satellite sensor, High	Input/output
22–25	Not used	-
26–29	Shorting bar	-
30	Not used	-
31–32	Shorting bar	-
33	Not used	-
34	Crash output	Output
35–36	Shorting bar	-

PIN NO.	Function	Input/output
37	Not used	-
38-39	Shorting bar	-
40	Not used	-
41-44	Shorting bar	-
45	Driver satellite sensor, Low	Input/output
46	Passenger satellite sensor, Low	Input/output
47-50	Not used	-

# AIR BAG MODULE (DRIVER) AND CLOCK SPRING

## AIR BAG MODULE (DRIVER) AND CLOCK SPRING

### COMPONENTS ERJB0200

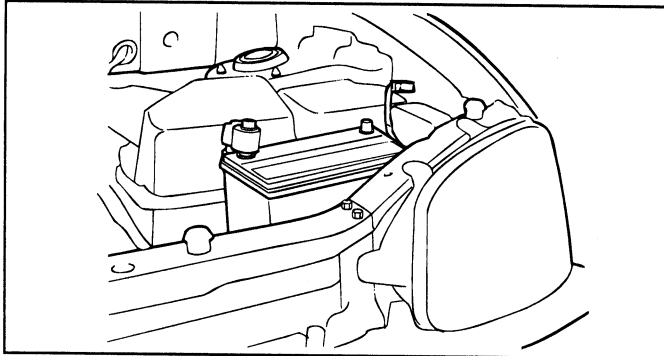


**REMOVAL** ERJB0210

1. Disconnect the negative battery cable and keep it secure from battery.

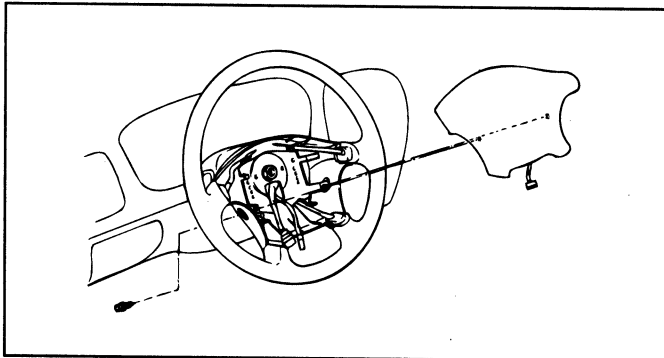
**CAUTION**

Wait at least 30 seconds after disconnecting the battery cable before doing any further work.



ERJA005C

2. Remove the side protecting cover of the steering wheel and airbag module mounting bolts using a hexagonal wrench.

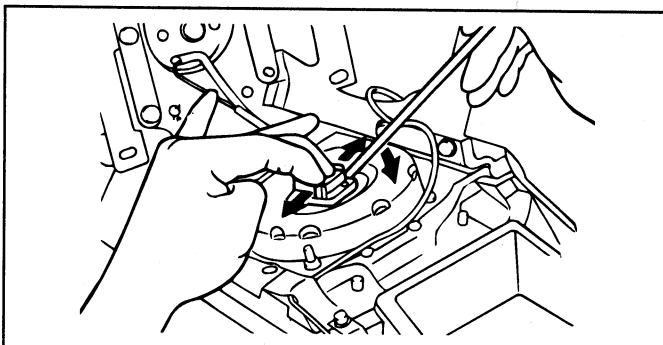


ERB9005A

3. When disconnecting the connector of the clock spring from the airbag module, pull the airbag's lock outward to spread it open.

**CAUTION**

When disconnecting the airbag module-clock spring connector, take care not to apply excessive force to it.

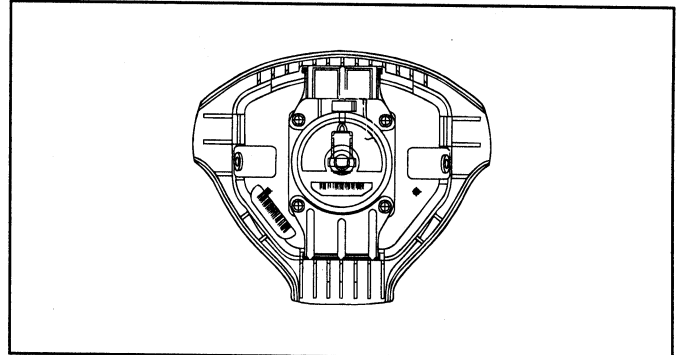


ERA9007C

4. Remove the airbag module.

**CAUTION**

The removed airbag module should be stored in a clean, dry place with the pad cover face up.

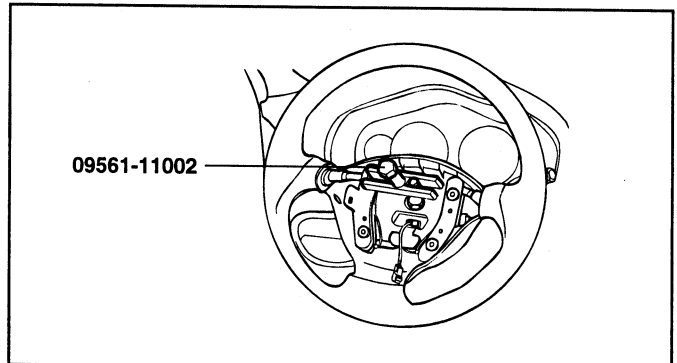


ERJB021A

5. Remove the steering wheel using SST (09561-11002).

**CAUTION**

Do not hammer on the steering wheel. Doing so may damage the collapsible column mechanism.



EPJA020B

**INSPECTION** ERJB0220**AIRBAG MODULE**

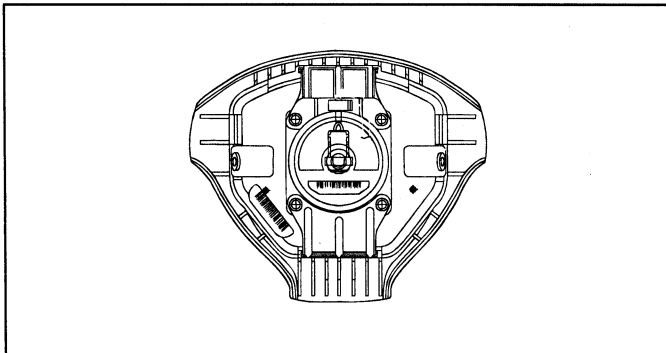
If any damaged parts are found during the following inspection, replace the airbag module with a new one.

Dispose the old airbag following the proper procedure.

**CAUTION**

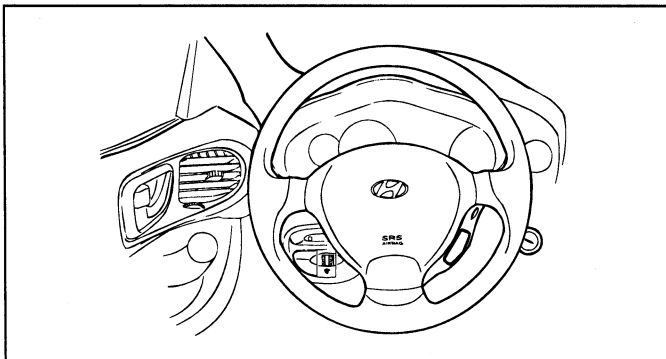
**Never attempt to measure the circuit resistance of the airbag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental airbag deployment could result in serious personal injury.**

1. Check the pad cover for dents, cracks or deformities.
2. Check the airbag module for denting, cracking or deformation.
3. Check hooks and connectors for damage, terminals for deformities, and harness for binds.
4. Check the airbag inflator case for dents, cracks or deformities.



ERJB021A

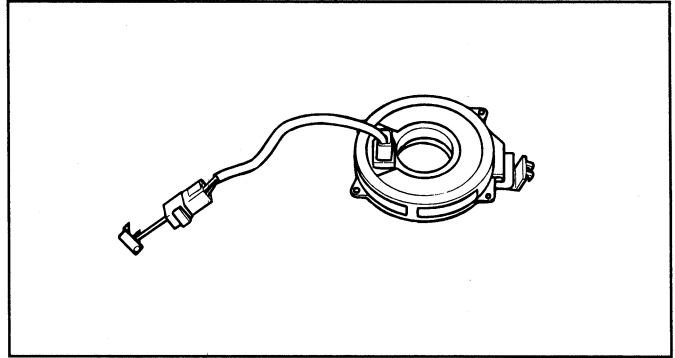
5. Install the airbag module to the steering wheel to check its fit.



EPJA020K

**CLOCK SPRING**

1. If, as a result of the next check, even one abnormal point is discovered, replace the clock spring with a new one.
2. Check connectors and the protective tube for damage, and terminals for deformities.



ERJA010E



## AIR BAG MODULE (PASSENGER)

REMOVAL ERJB0250

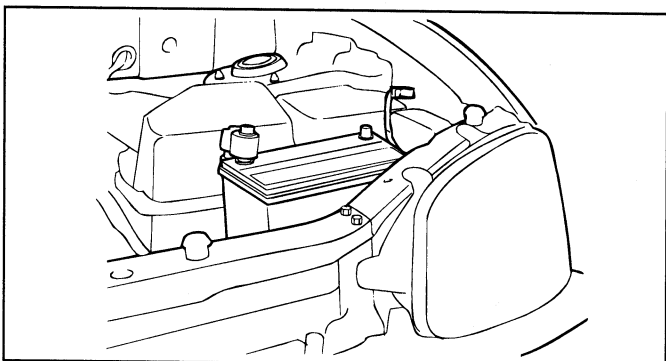
## NOTE

1. Never attempt to disassemble or repair the airbag module.
2. Do not drop the airbag module or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust is detected.
3. The airbag module should be stored on a flat surface and placed so that the pad surface is facing upward. Do not place anything on top of it.
4. Do not expose the airbag module to temperatures over 93°C (200°F)
5. An undeployed airbag module should only be disposed in accordance with the proper procedures.
6. Never attempt to measure the circuit resistance of the airbag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental airbag deployment could result in serious personal injury.
7. Whenever the PAB is deployed it should be replaced with a new one, assembled with a new extension wire. The squib is melted when the PAB is deployed making the old extension wire useless.

1. Disconnect the battery negative (-) terminal cable.

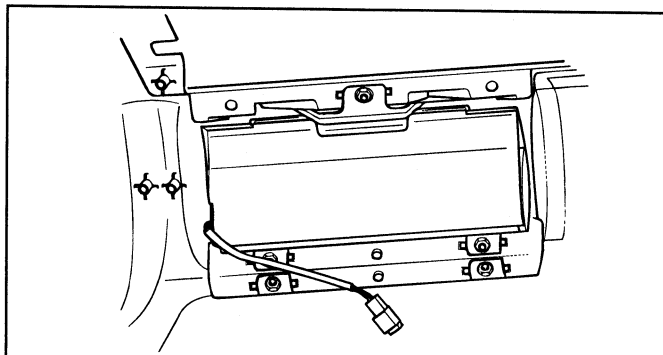
## CAUTION

Wait at least 30 seconds.



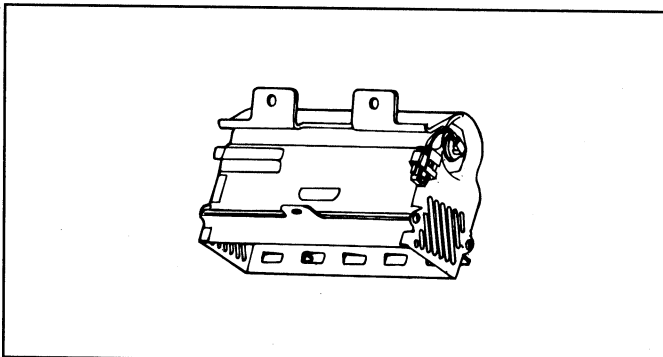
ERJA005C

2. Remove the glove box.
3. Disconnect the PAB module connector.
4. Remove the crash pad assembly and then undo the PAB module. (Refer to the BD section)



ERJA010G

5. The skin of passenger Airbag module is integrated with the crash pad. Replace the crash pad if PAB is deployed.



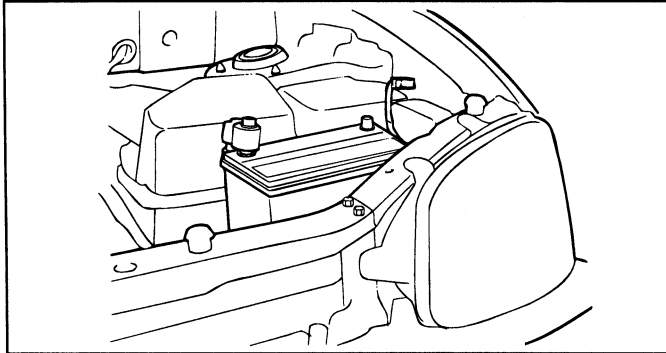
ERJB025A

**REMOVAL** ERJB0290

1. Disconnect the battery negative (-) terminal.

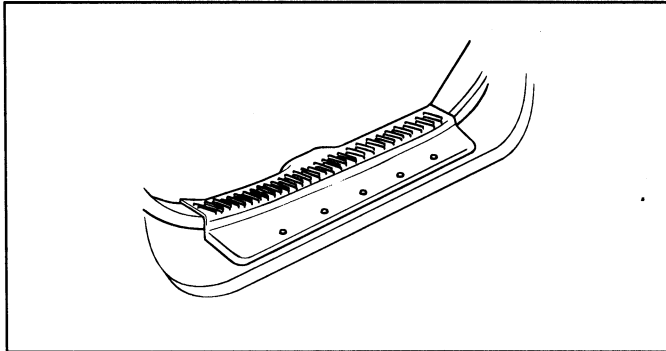
**CAUTION**

Wait at least 30 seconds.



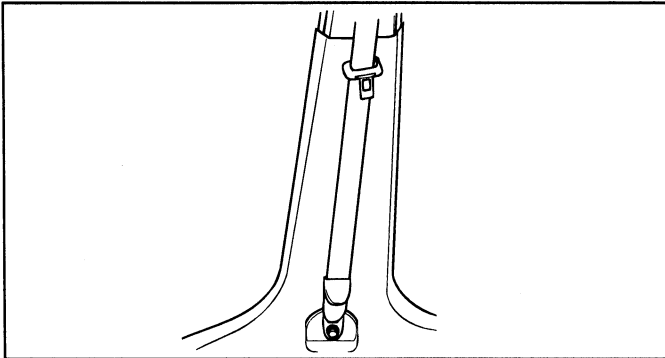
ERJA005C

2. Remove the door scuff trim.



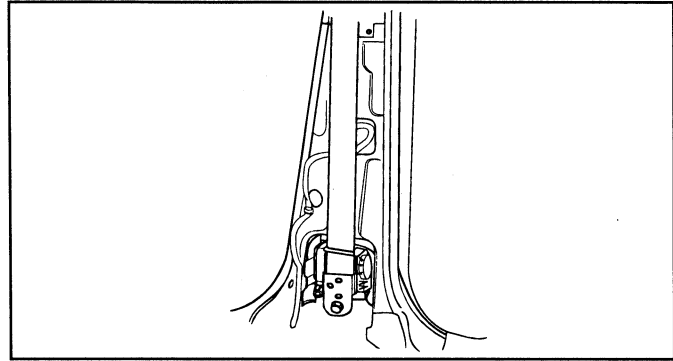
ERJA020C

3. Remove the center pillar lower trim after removing the seat belt lower anchor bolt.



ERJA020D

4. Remove the upper anchor plate cover and upper anchor plate.
5. Remove the lower anchor plate and the front seat belt.



ERJA020E

**CAUTION**

1. Never attempt to disassemble or repair the BPT.
2. Do not drop the BPT or allow contact with water, grease, oil.  
Replace it if a dent, crack, deformation or rust is detected.
3. Do not place anything on the BPT.
4. Do not expose the BPT to temperature over 93°C(200°F).
5. BPT functions one time only. Be sure to replace the BPT after it is deployed.
6. Be sure to wear gloves and safety goggles when handling the deployed BPT.

AIR BAG MODULE (PASSENGER)

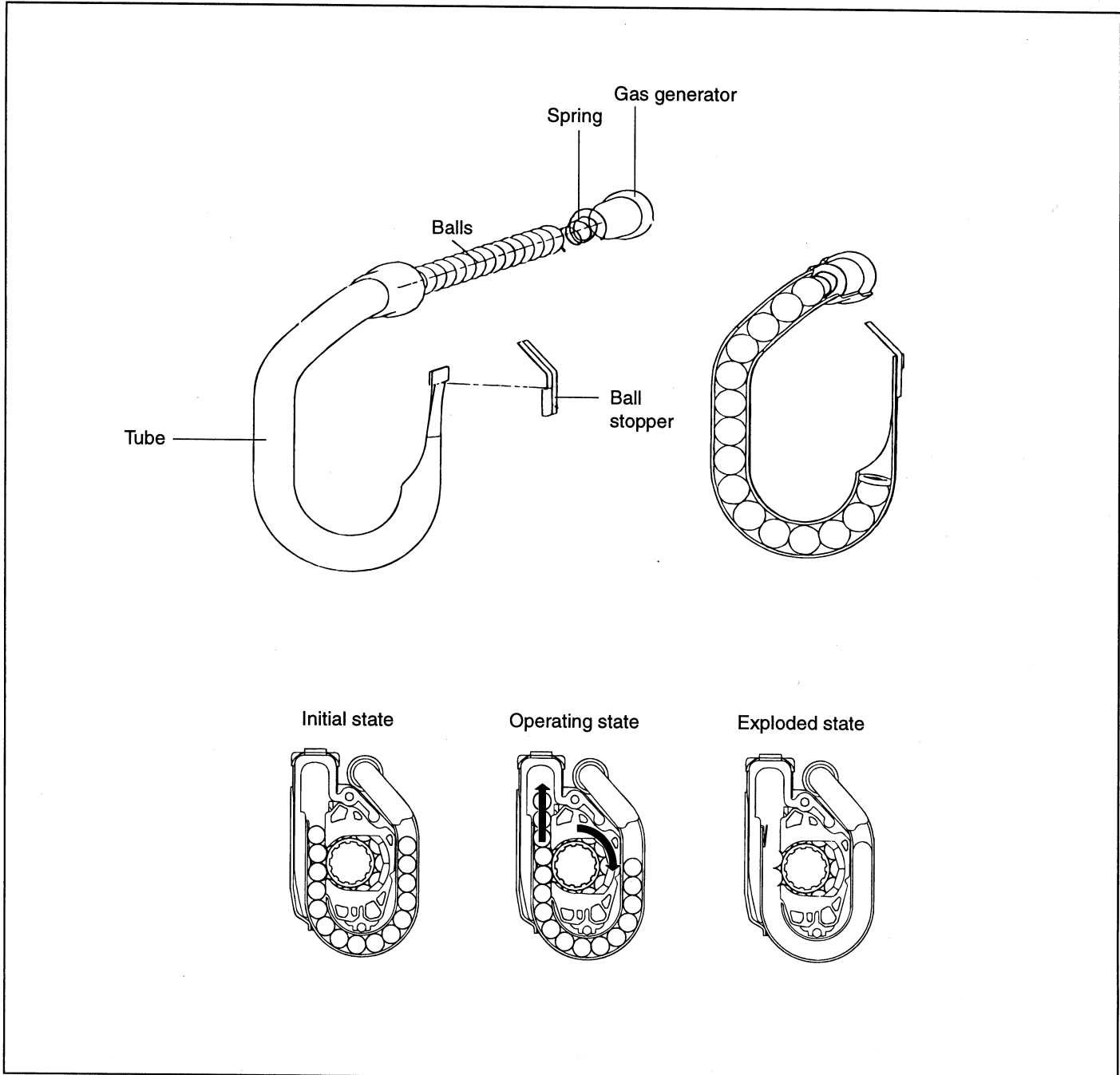
The rack gear rotates a piston gear and a pinion rotates the planet gears.

FUNCTION OF PRETENSIONER ERHA0900

When a vehicle crashes with a certain degree of impact from the front, the gas generator is ignited by the electrical firing signal from the SRSCM (Supplemental Restraint System Control Module).

Finally the webbing is retracted by the rotation of the spool. Therefore the pretensioner seat belt helps to reduce the severity of injury to the front seat occupant by retracting the seat belt webbing to prevent the occupant from thrusting forward and hitting the steering wheel or instrument panel when the vehicle crashes.

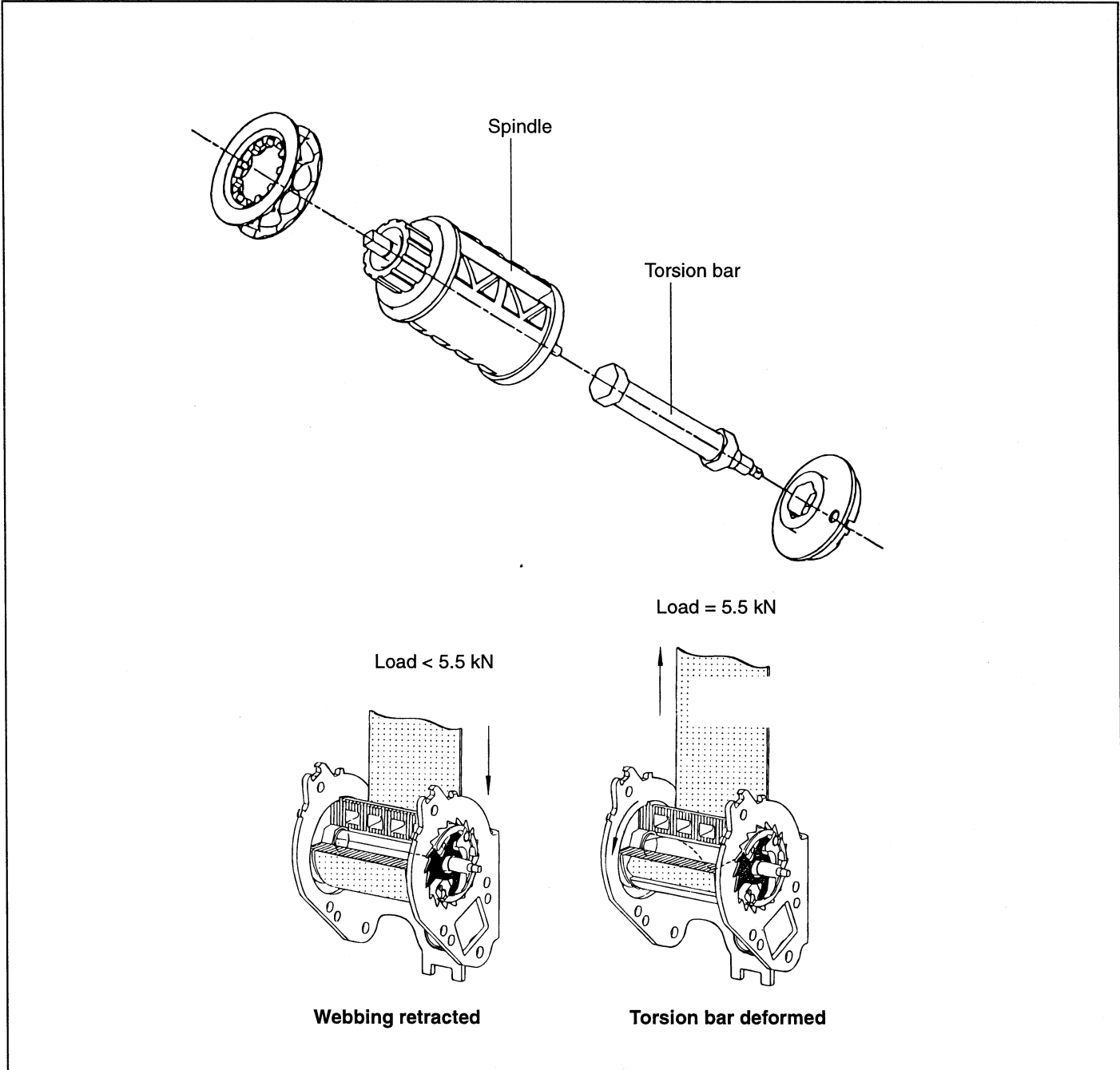
Gas from the gas generator causes movement of the piston in the manifold case (cylinder), which operates the rack gear.



**LOAD LIMITER**

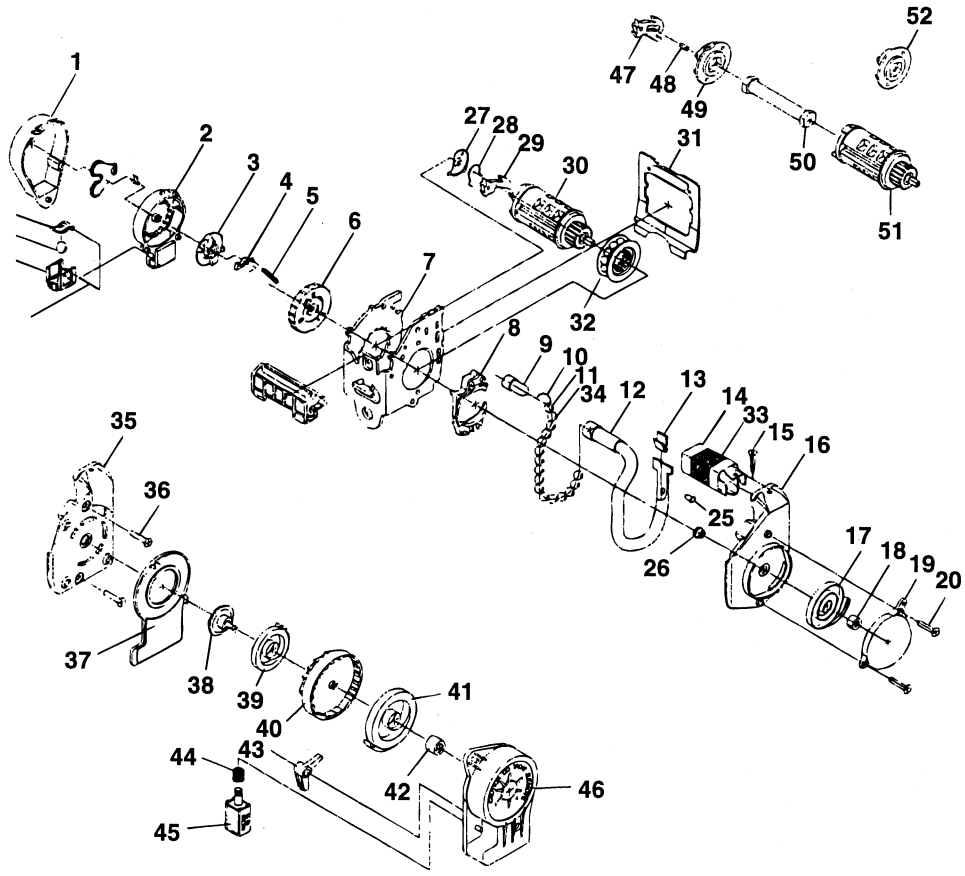
The load limiter is designed to relieve the impact force to an occupant chest's of the seat belt webbing when the occupant is restrained by the seat belt during a crash. If

the crash force reaches a certain value, the torsion bar in the pretensioned seat belt is deformed and this causes the webbing to relieve the impact force.



PRETENSIONER SEAT BELT ERJB0260

COMPONENTS



- |                       |                           |                          |                                  |
|-----------------------|---------------------------|--------------------------|----------------------------------|
| 1. COVER-L/RH         | 13. BALL STOPPING SPRING  | 31. DISTANCE SHEET       | 43. SOLENOID ASSY                |
| 2. BEARING PLATE-L/RH | 14. BALL TRAP-L/RH        | 32. PINION GEAR          | 44. RETURN SPRING                |
| 3. INERTIA MASS       | 15. SCREW                 | 33. LABEL                | 45. SOLENOID LEVER-L/RH          |
| 4. WEB SENSOR PAWL    | 16. TUBE COVER-L/RH       | 34. BALL ALUMINUM        | 46. T/R COVER-L/RH               |
| 5. WEB SENSOR SPRING  | 17. REWINDING SPRING      | 35. TUB COVER (T/R)-L/RH | 47. LOCK G ELEMENT (L/L)-L/RH    |
| 6. STEERING DISC-L/RH | 18. SPRING CORE-L/RH      | 36. RIVET (T/R)          | 48. NECK                         |
| 7. BASE L/RH          | 19. SPRING COVER-L/RH     | 37. RETAINER-L/RH        | 49. TREAD HEAD (W/STOP)-L/RH     |
| 8. BALL L/RH          | 20. RIVET                 | 38. BUSH SHAFT           | 50. TORSION BAR-5.5KN            |
| 9. GAS GENERATOR      | 27. RETAINING WASHER-L/RH | 39. REDUCE SPRING        | 51. SPINDLE (L/L)-L/RH           |
| 10. TUBE SPRING       | 28. LOCK DISC SPRING      | 40. HOLDER-L/RH          | 52. TREAD HEAD (W/OUT STOP)-L/RH |
| 11. PISTON            | 29. LOCKING ELEMENT-L/RH  | 41. NORMAL SPRING        |                                  |
| 12. TUBE-L/RH         | 30. SPINDLE-L/RH          | 42. STAY SHAFT           |                                  |

## AIR BAG CONNECTORS

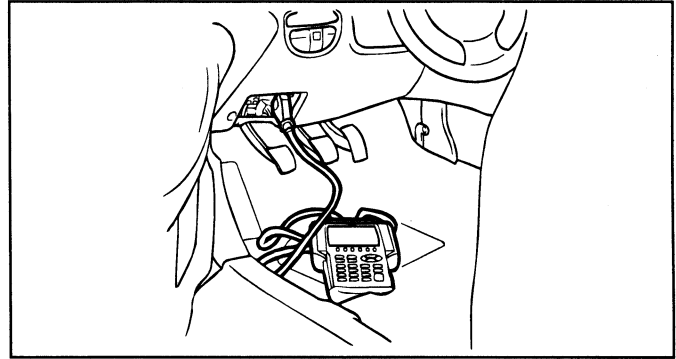
### AIR BAG CONNECTORS

#### DIAGNOSIS WITH SCAN TOOL ERJB0300

#### CHECK PROCEDURES

1. Connect the Hi-Scan Pro to the vehicle data link connector located underneath the dash panel.
2. Turn the ignition key to "ON" position and turn on the Hi-Scan Pro .
3. Check for diagnostic trouble codes.
4. If a fault code is found, then replace the appropriate component. Never attempt to repair the component.

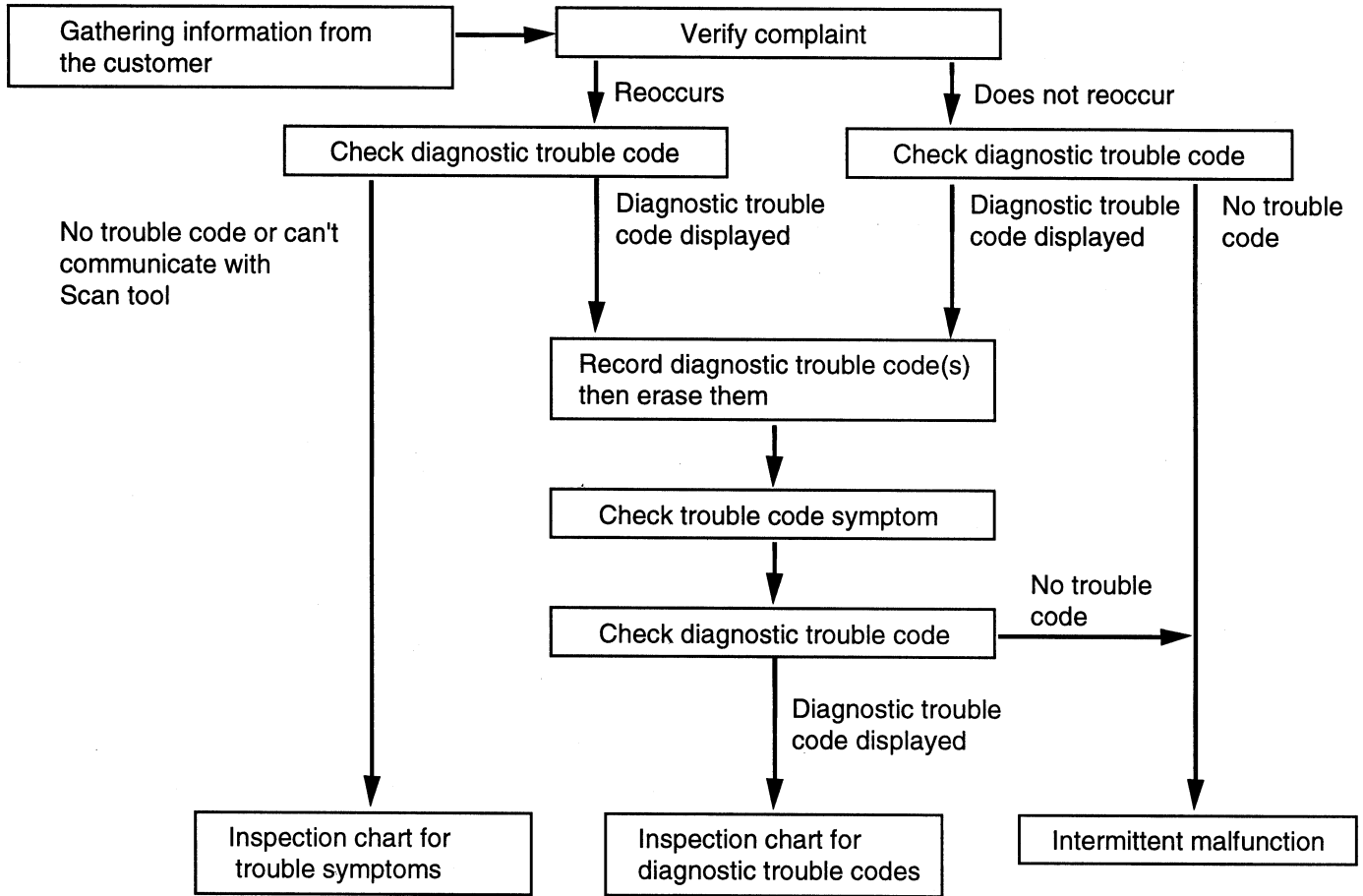
5. If the Hi-Scan Pro finds that a component of the system is faulty, there is a possibility that the fault is not in the components but in the SRS wiring or connector.



ERJA015C

DIAGNOSTIC TROUBLESHOOTING

FLOW ERJB0310



ERA9035A

SPECIFICATION (SRE-LC, SRE-HMC)

	DAB, PAB	SAB	BPT
Resistance	2 Ω ± 0.4 Ω	2 Ω ± 0.3 Ω	2.15 Ω ± 0.35 Ω
No-fire current	650 mA for 2 sec	0.4A for 10 sec	90 mA for 10 sec
All-fire current	1.75A for 2mS	1.2A for 3mS	1.0A for 2mS
Cyclic test current	50mA (100mA for 10 μS)		

**AIRBAG SQUIB RESISTANCE LIMITS  
(SRE-LC, SRE-HMC)**
**DAB**

$R \leq 1.06\Omega$	Resistance too low	Fault definitely detected
$1.0\Omega \leq R \leq 3.4\Omega$	Resistance within tolerance	Definitely no fault detected
$R \geq 6.7\Omega$	Resistance too high	Fault definitely detected
$1.06\Omega < R < 1.8\Omega$ $3.4\Omega < R < 6.7\Omega$	Tolerance band	Fault may or may not be detected

**PAB, SAB, BPT**

$R \leq 0.4\Omega$	Resistance too low	Fault definitely detected
$1.6\Omega \leq R \leq 2.8\Omega$	Resistance within tolerance	Definitely no fault detected
$R \geq 5.4\Omega$	Resistance too high	Fault definitely detected
$0.4\Omega < R < 1.6\Omega$ $2.8\Omega < R < 5.4\Omega$	Tolerance band	Fault may or may not be detected

**BATTERY VOLTAGE SPECIFICATION**

SRE - LC	SRE - HMC
$9V \leq V \leq 16V$	$10V \leq V \leq 16.5V$



## INSPECTION CHART FOR DIAGNOSTIC TROUBLE CODE (SRE-LC) ERJB0315

OPTIONS : DAB + BPT

DTC No.	Fault description
B1111	Battery voltage too high
B1112	Battery voltage too low
B1346	Driver airbag (DAB), Resistance too high
B1347	Driver airbag (DAB), Resistance too low
B1348	Driver airbag (DAB), Short to ground
B1349	Driver airbag (DAB), Short to Battery
B1378	Driver seat belt pretensioner (DBPT), Resistance too high
B1379	Driver seat belt pretensioner (DBPT), Resistance too low
B1380	Driver seat belt pretensioner (DBPT), Short to ground
B1381	Driver seat belt pretensioner (DBPT), Short to Battery
B1620	Internal fault
B1650	Crash recorded (Replace SRE-LC)
B1661	ECU mismatching (Replace SRE-LC)
B2500	Warning lamp failure

### NOTE

The DAB is located in the steering wheel.

**AIR BAG SYSTEM (SRS)****INSPECTION CHART FOR DIAGNOSTIC  
TROUBLE CODE (SRE-LC)** ERJB0320

OPTIONS : DAB + PAB + BPT

DTC No.	Fault description
B1111	Battery voltage too high
B1112	Battery voltage too low
B1346	Driver airbag (DAB), Resistance too high
B1347	Driver airbag (DAB), Resistance too low
B1348	Driver airbag (DAB), Short to ground
B1349	Driver airbag (DAB), Short to Battery
B1352	Passenger airbag (PAB), Resistance too high
B1353	Passenger airbag (PAB), Resistance too low
B1354	Passenger airbag (PAB), Short to ground
B1355	Passenger airbag(PAB), Short to Battery
B1361	Driver seat belt pretensioner (DBPT), Resistance too high
B1362	Driver seat belt pretensioner (DBPT), Resistance too low
B1363	Driver seat belt pretensioner (DBPT), Short to ground
B1364	Driver seat belt pretensioner (DBPT), Short to Battery
B1367	Passenger seat belt pretensioner (PBPT), Resistance too high
B1368	Passenger seat belt pretensioner (PBPT), Resistance too low
B1369	Passenger seat belt pretensioner (PBPT), Short to ground
B1370	Passenger seat belt pretensioner (PBPT), Short to Battery
B1620	Internal fault
B1650	Crash recorded (Replace SRE-LC)
B1661	ECU mismatching (Replace SRE-LC)
B2500	Warning lamp failure

**NOTE**

- The DAB is located in the steering wheel.
- The PAB is located in the crash pad.

## INSPECTION CHART FOR DIAGNOSTIC TROUBLE CODE (SRE-HMC) ERJB0330

OPTIONS : DAB + PAB + SAB + BPT

DTC No.	Fault description
B1111	Battery voltage too high
B1112	Battery voltage too low
B1346	Driver airbag (DAB), Resistance too high
B1347	Driver airbag (DAB), Resistance too low
B1348	Driver airbag (DAB), Short to ground
B1349	Driver airbag (DAB), Short to Battery
B1352	Passenger airbag (PAB), Resistance too high
B1353	Passenger airbag(PAB), Resistance too low
B1354	Passenger airbag (PAB), Short to ground
B1355	Passenger airbag (PAB), Short to Battery
B1378	Driver side airbag (DSAB), Resistance to high
B1379	Driver side airbag (DSAB), Resistance to low
B1380	Drive side airbag (DSAB), Short to ground
B1381	Drive side airbag (DSAB), Short to Battery
B1382	Passenger side airbag (PSAB), Resistance too high
B1383	Passenger side airbag (PSAB), Resistance too low
B1384	Passenger side airbag (PSAB), Short to ground
B1385	Passenger side airbag (PSAB), Short to Battery
B1361	Drive seat belt pretensioner (DBPT), Resistance too high
B1362	Drive seat belt pretensioner (DBPT), Resistance too low
B1363	Drive seat belt pretensioner (DBPT), Short to ground
B1364	Driver seat belt pretensioner (DBPT), Short Battery
B1367	Passenger seat belt prestensioner (PBPT), Resistance too high
B1368	Passenger seat belt prestensioner (PBPT), Resistance too low
B1369	Passenger seat belt prestensioner (PBPT), Short to ground
B1370	Passenger seat belt prestensioner (PBPT), Short to Battery
B1401	Satellite left side short to ground
B1402	Satellite left side short to Battery
B1400	Satellite left side defect
B1404	Satellite right side short to ground
B1405	Satellite right side short to Battery
B1403	Satellite right side defect
B1408	Satellite left communication error

DTC No.	Fault description
B1409	Satellite right communication error
B1620	Internal fault
B1650	Crash recorded (Replace SRE-HMC)
B1651	Crash redcorded driver side airbag
B1652	Crash recorded passenger side airbag
B1661	ECU mismatchign (Replace SRE-HMC)
B2500	Warning lamp failure

**NOTE**

- The DAB is located in the steering wheel.
- The PAB is located in the crash pad.
- The DSAB is located in the left side of driver's seat.
- The PSAB is located in the right side of passenger's seat.

ERJB0400

**CIRCUIT INSPECTION**

DTC	B1111	Battery voltage too high
	B1112	Battery voltage too low

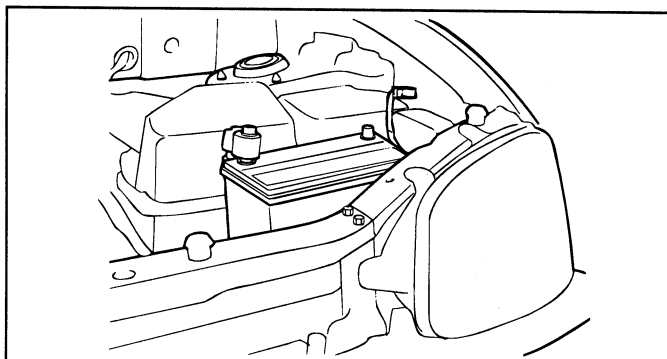
**CIRCUIT DESCRIPTION**

The SRS is equipped with a voltage-increase or decrease circuit (DC-DC converter) in the SRSCM in case the source voltage is abnormal. When the battery voltage is down or up the voltage increase or decrease circuit (DC-DC converter) functions to increase or decrease the voltage of the SRS to normal voltage. The diagnosis system malfunction display for this circuit is different to other circuits-when the SRS warning lamp remains lit up and the DTC is a B1111 or B1112, battery voltage too high or low is indicated. The B1111 or B1112 code is not stored and the voltage returns to normal, the SRS warning light automatically goes off.

**INSPECTION PROCEDURE**

1. Preparation

- 1) Disconnect negative (-) terminal cable from the battery, and wait at least 30 seconds.
- 2) Remove the DAB module.
- 3) Disconnect the connectors of the PAB, left and right side airbag, belt pretensioner and satellite sensor.
- 4) Disconnect the connector of the SRSCM.



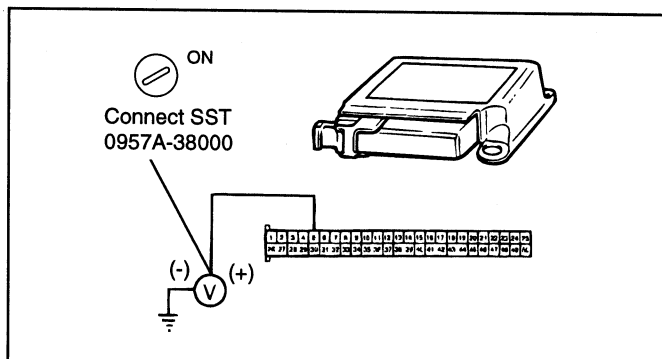
ERJA005C

**CAUTION**

Place the DAB with the front surface facing upward.

2. Check the source voltage.

- 1) Connect the negative (-) terminal cable to the battery.
- 2) Turn the ignition switch ON.



ERA9005A

**[CHECK]**

Measure the voltage between pin 5 of the SRS connector and body ground.

**LIMIT**

SRE-LC : 9~16V, SRE-HMC : 10~16.5V

**NG**



Check the harness between the battery and the SRSCM check the battery and charging system

**OK**

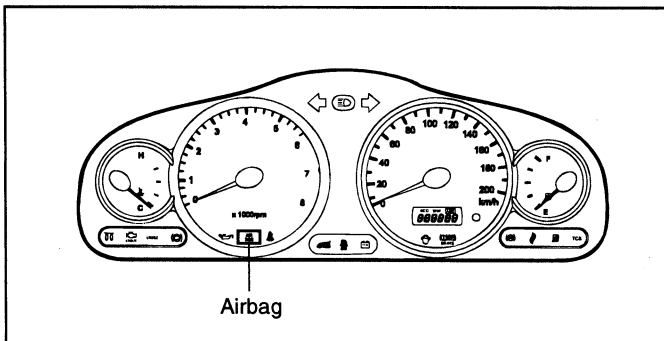


ERJB040A

3. Does the SRS warning light turn off ?

**[PREPARATION]**

- 1) Turn the ignition switch to LOCK.
- 2) Connect the DAB module.
- 3) Connect the PAB connector, left and right side airbag, belt pretensioner and satellite connectors.
- 4) Connect the SRSCM connector.
- 5) Turn the ignition switch ON.



ERJB007A

**[CHECK]**

Check that the SRS warning light goes off.

**NG** → Check for DTCs. If a DTC is output, perform troubleshooting for the DTC.  
If B1111 or B1112 is output, replace the SRSCM.

**OK**  
↓

From the results of the above inspection, the malfunctioning part can now be considered normal.

ERJB040B

ERJB0410

**CIRCUIT INSPECTION**

DTC	B1348	DAB short to ground
	B1354	PAB short to ground
	B1363	DBPT short to ground
	B1369	PBPT short to ground
	B1380	DSAB short to ground
	B1384	PASB short to ground
	B1401	Satellite sensor left side short to ground
	B1404	Satellite sensor right side short to ground

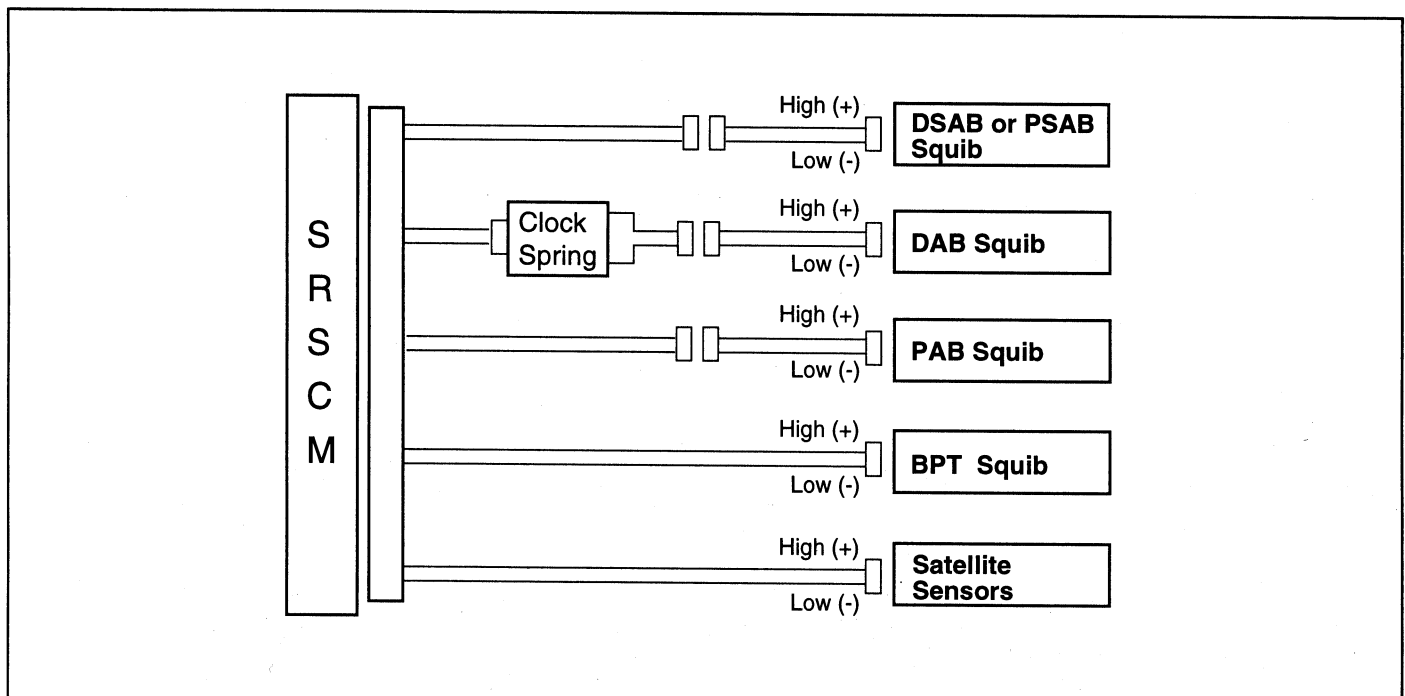
**CIRCUIT DESCRIPTION**

The squib circuit consists of the SRSCM, clock spring, DAB, PAB, SAB, BPT, and satellite sensors. It causes

the SRS to deploy when the SRS deployment conditions are satisfied. The above DTCs are recorded when a short to ground is detected in a squib circuit.

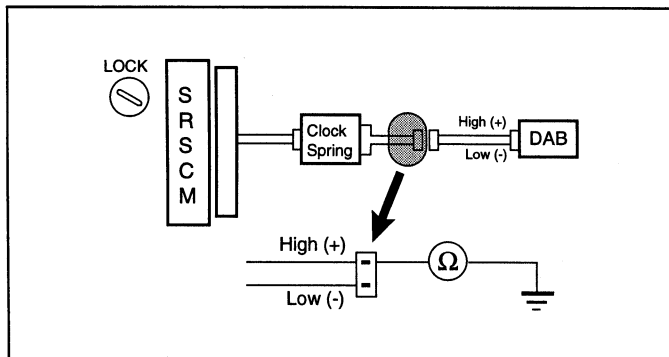
DTC Detecting Condition	Trouble Area
<ul style="list-style-type: none"> <li>• Short circuit in squib wire harness (to ground)</li> <li>• Squib malfunction</li> <li>• Clock spring malfunction</li> <li>• SRSCM malfunction</li> </ul>	<ul style="list-style-type: none"> <li>• DAB squib</li> <li>• PAB squib</li> <li>• DSAB squib</li> <li>• PSAB squib</li> <li>• BPT squib</li> <li>• Satellite sensor</li> <li>• Clock spring</li> <li>• SRSCM</li> <li>• Wire harness</li> </ul>

**WIRING DIAGRAM**



## INSPECTION PROCEDURE

1. Preparation (See step "1" on page RT-38).
2. Check DAB squib circuit.



ERA9011B

**[CHECK]**

For the connector (on the clock spring side) between clock spring and DAB, measure the resistance between DAB high and body ground.

Resistance :  $\infty$

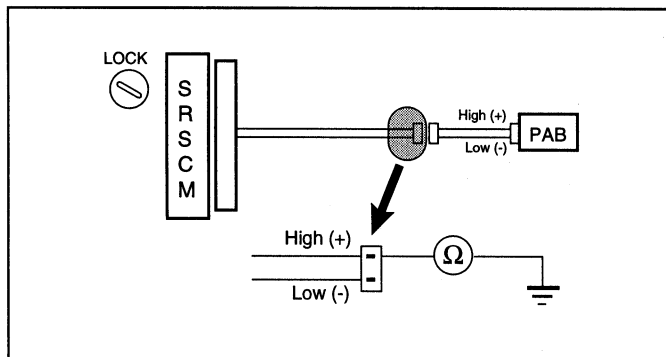
**NG** → Go to step "13"

**OK**

Go to step "8"

ERJB041A

3. Check the PAB squib circuit.



ERA9011C

**[CHECK]**

For the connector (on the SRSCM side) between SRSCM and PAB, measure the resistance between PAB high and body ground.

Resistance :  $\infty$

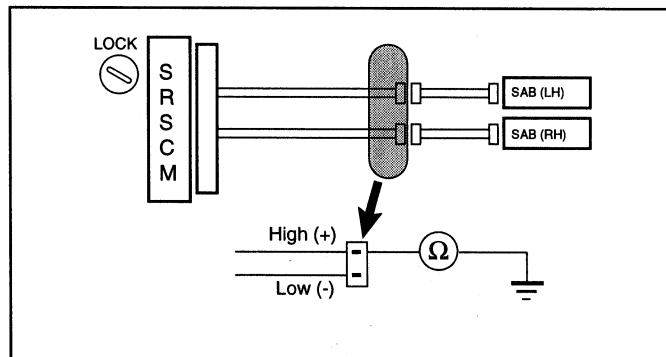
**NG** → Repair or replace harness or connector between the SRSCM and the PAB.

**OK**

Go to step "9"

ERJB041B

4. Check PSAB and DSAB squib circuits.



ERA9011D

**[CHECK]**

For the connector (on the SRSCM side) between SRSCM and the SABs, measure the resistance between the SABs high and body ground.

Resistance :  $\infty$

**NG** → Repair or replace the harness between the SRSCM and the SAB.

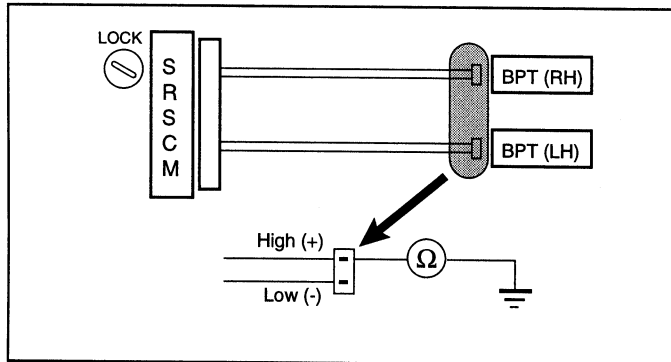
**OK**

Go to step "10"

ERJB041C



5. Check the BPTs squib circuit.



ERA9011E

[CHECK]

For the connector (on the SRSCM side) between the SRSCM and BPT, measure the resistance between the BPTs high and body ground.

Resistance : ∞

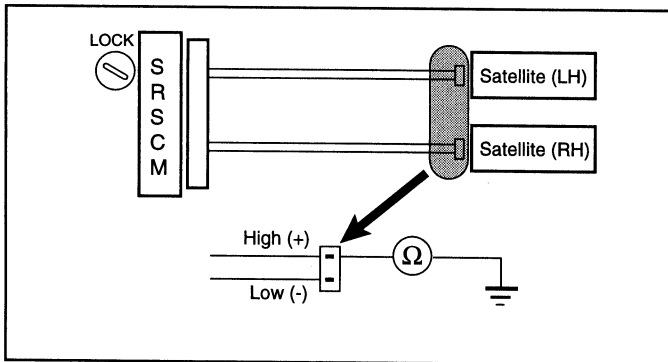
**NG** → Repair or replace the harness between the SRSCM and the BPTs.

**OK**

Go to step "11"

ERJB041D

6. Check the Satellite sensor circuit.



ERA9011F

[CHECK]

For the connector (on the SRSCM side) between the SRSCM and the Satellite sensor, measure the resistance between the Satellite high and body ground.

Resistance : ∞

**NG** → Repair or replace the harness between the SRSCM and the Satellite sensor.

**OK**

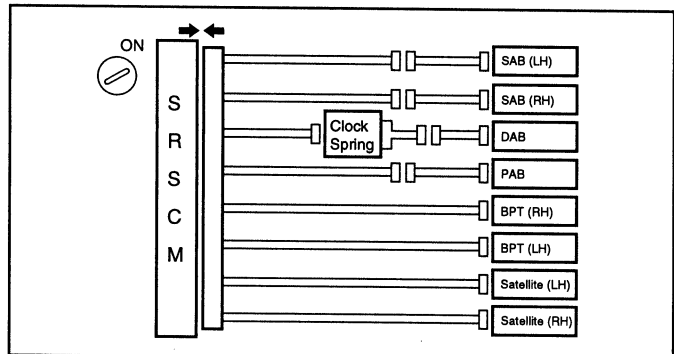
Go to step "12"

ERA9041E

7. Check the SRSCM.

[PREPARATION]

1. Connect the connector to SRSCM.
2. Using a service wire, connect the DAB high and DAB low on the clock spring side of connector.
3. Using a service wire, connect the PAB high and low on SRSCM side of connector.
4. Connect the SABs and BPT using the same method.
5. Connect the negative (-) terminal cable to battery, and wait least 30 seconds.



ERA9011G

[CHECK]

1. Turn ignition switch to ON, and wait for at least 30 seconds.
2. Clear any codes stored in the memory with the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch to ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

[HINT]

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

**NG** → Replace the SRSCM.

**OK**



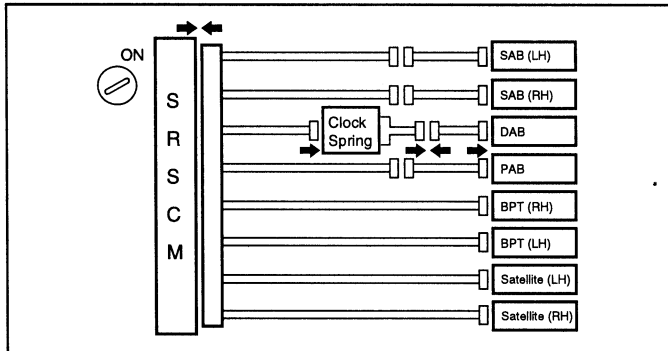
From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041F

#### 8. Check the DAB squib.

##### [PREPARATION]

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the DAB connector.
4. Connect the negative (-) terminal cable to the battery, and wait for 30 seconds.



ERA9011I

##### [CHECK]

1. Turn the ignition switch to ON, and wait for at least 30 seconds.
2. Clear the malfunction code stored in the memory of the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch to ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

##### [HINT]

Codes other than these may be output at this time, but they are not relevant to this procedure.

**NG** → Replace the DAB.

**OK**



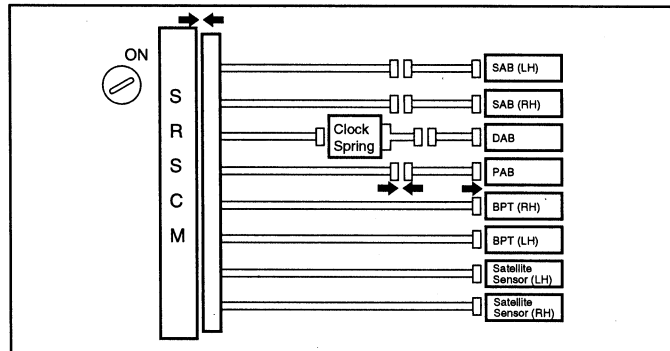
From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041G

#### 9. Check the PAB squib.

##### [PREPARATION]

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the PAB connector.
4. Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.



ERA9011J

##### [CHECK]

1. Turn the ignition switch to ON, and wait for at least 30 seconds.
2. Clear the malfunction code stored in the memory with the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch to ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

##### [HINT]

Codes other than these may be output at this time, but they are not relevant to this procedure.

**NG** → Replace the PAB.

**OK**

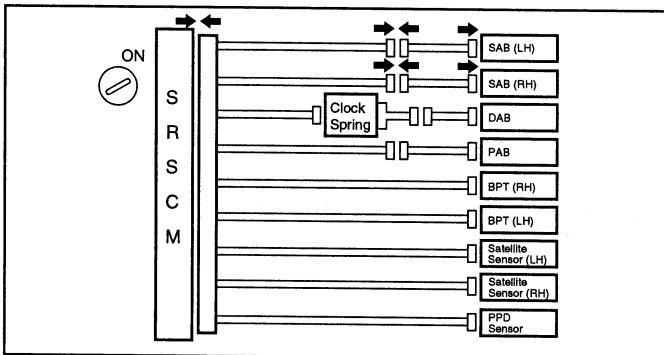
↓  
From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041H

10. Check the SABs squib.

**[PREPARATION]**

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the SAB connector.
4. Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.



ERJB001A

**[CHECK]**

1. Turn the ignition switch to ON, and wait for at least 30 seconds.
2. Clear the malfunction code stored in the memory with the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

**[HINT]**

Codes other than these ones may be output at this time, but they are not relevant to this checking procedure.

**NOTE**

Check the DSAB using the same procedure.

**NG** → Replace the SAB.

**OK**

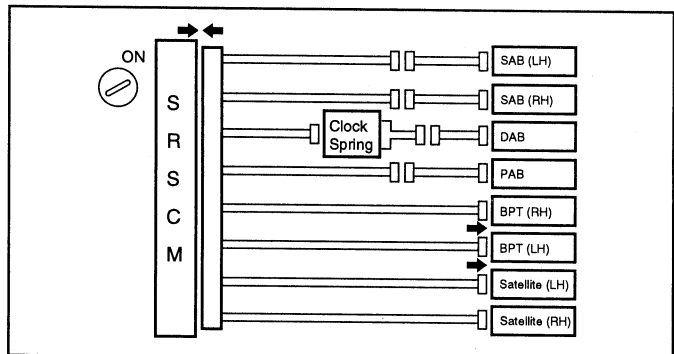
↓  
From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041I

11. Check BPT squib.

**[PREPARATION]**

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the BPTs connector.
4. Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.



ERA9011K

**[CHECK]**

1. Turn the ignition switch to ON, and wait for 30 seconds.
2. Clear the malfunction code stored in the memory with the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch to ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

**[HINT]**

Codes other than these may be output at this time, but they are not relevant to this procedure.

**NG** → Replace the BPT.

**OK**



From the results of the above inspection, the malfunctioning part can now be considered normal.

ERJB041J

## 12. Check the Satellite sensors.

### [PREPARATION]

1. Turn ignition switch to LOCK.
2. Disconnect negative (-) terminal cable from the battery, and wait at least 30 seconds.
3. Connect the Satellite sensor connector.
4. Connect the negative (-) terminal cable from the battery, and wait at least 30 seconds.

### [CHECK]

1. Turn the ignition switch to ON, and wait at least 30 seconds.
2. Clear the malfunction code stored in memory with the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait at least 30 seconds.
4. Turn the ignition switch to ON, and wait at least 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

### [HINT]

Codes other than these may be output at this time, but they are not relevant to this procedure.

**NG** → Replace the Satellite sensor.

**OK**



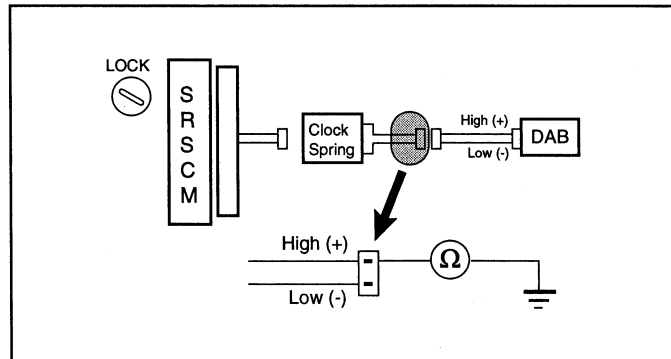
From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041K

## 13. Check clock spring circuit.

### [PREPARATION]

Disconnect connector between SRSCM and clock spring.



ERKB010B

### [CHECK]

Measure resistance between the DAB high on the clock spring side of connector between clock spring and DAB and body ground.

**Resistance : ∞**

**NG** → Replace the clock spring.

**OK**



Repair or replace the harness or connector between the SRSCM and the clock spring.

ERDA027R

ERJB0420

**CIRCUIT INSPECTION**

DTC	B1349	DAB short to battery
	B1355	PAB short to battery
	B1364	DBPT short to battery
	B1370	DBPT short to battery
	B1381	DSAB short to battery
	B1385	PSAB short to battery
	B1402	Satellite left side short to battery
	B1405	Satellite right side short to battery

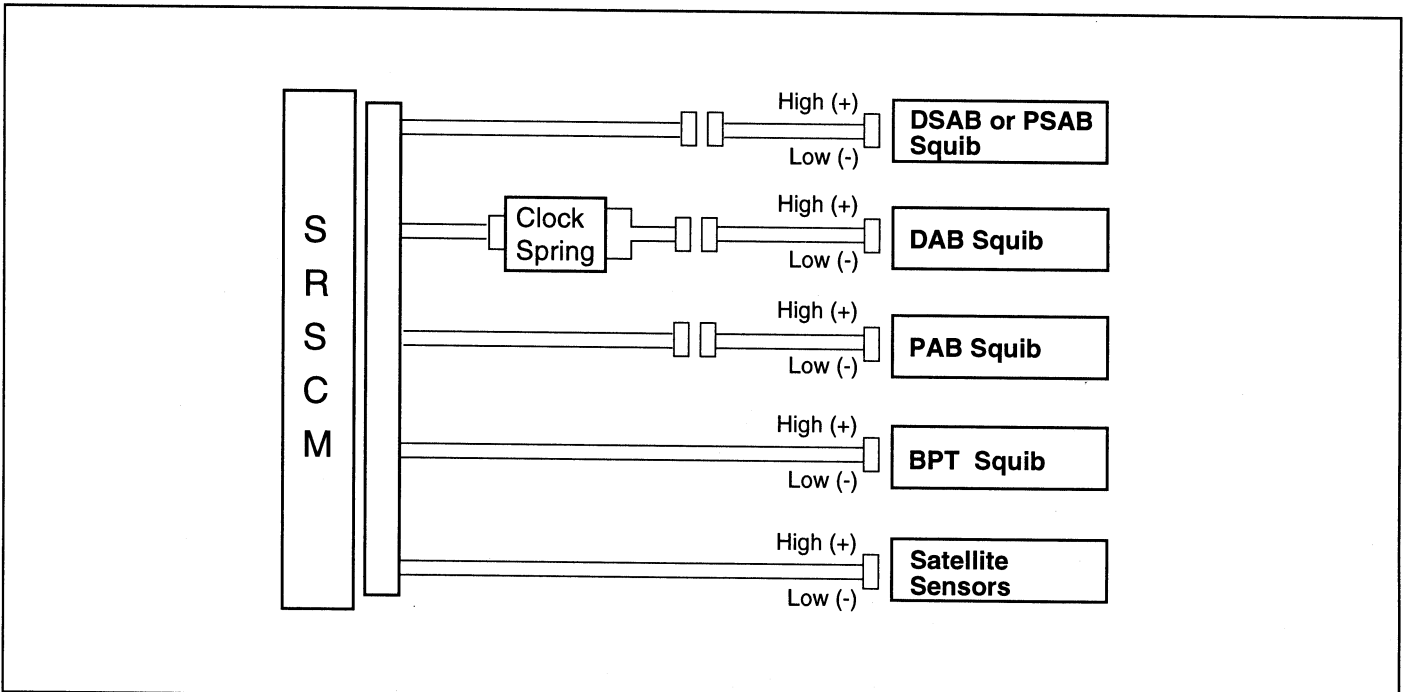
**CIRCUIT DESCRIPTION**

The squib circuit consists of the SRSCM, clock spring, DAB, PAB, DSAB, PSAB, BPT and satellite sensor. If

it causes the SRS to deploy when the SRS deployment conditions are satisfied. The above DTCs are recorded when a B+ short is detected in the squib circuit.

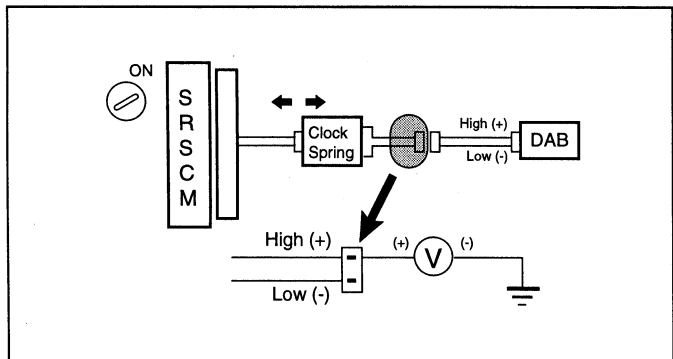
DTC Detecting Condition	Trouble Area
<ul style="list-style-type: none"> <li>• Short circuit in squib wire harness (to B+)</li> <li>• Squib malfunction</li> <li>• Clock spring cable malfunction</li> <li>• SRSCM malfunction</li> </ul>	<ul style="list-style-type: none"> <li>• DAB squib</li> <li>• PAB squib</li> <li>• DSAB or PSAB squib</li> <li>• BPT squib</li> <li>• Satellite sensor</li> <li>• Wire harness</li> </ul>

**WIRING DIAGRAM**



**INSPECTION PROCEDURE**

1. Preparation (See step "1" on page RT-38).
2. Check the DAB squib circuit.



ERA9011O

**[CHECK]**

For the connector (on the clock spring side) between the clock spring and DAB, measure the voltage between the DAB high and body ground.

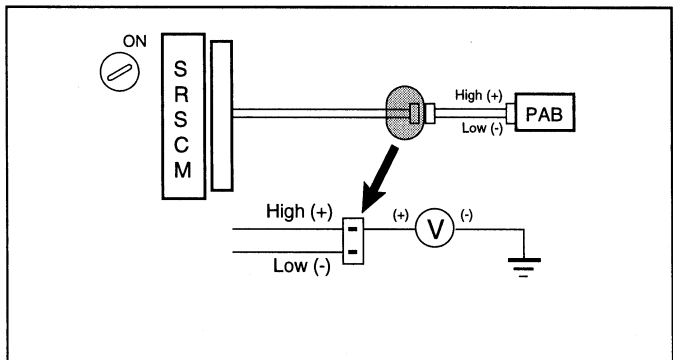
**Voltage : 0 V**

**NG** → Go to step "13"

**OK**  
↓  
Go to step "8"

ERJB041A

3. Check the PAB squib circuit.



ERA9011P

**[CHECK]**

For the connector (on the SRSCM side) between the SRSCM and PAB, measure the voltage between the PAB high and body ground.

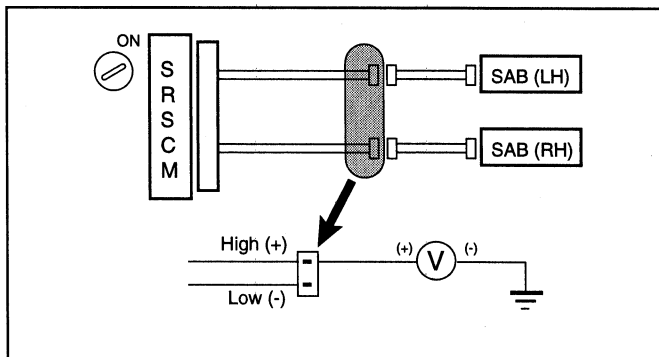
**Voltage : 0 V**

**NG** → Repair or replace the harness between the SRSCM and the PAB.

**OK**  
↓  
Go to step "9"

ERJB042A

4. Check the SAB squib circuit.



ERA9011Q

**[CHECK]**

For the connector (on the SRSCM side) between the SRSCM and SAB, measure the voltage between the SAB high and body ground.

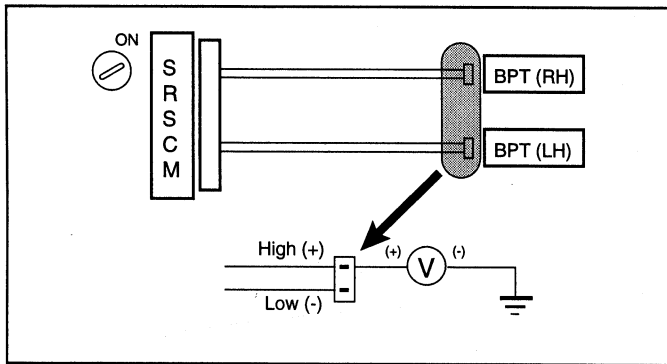
**Voltage : 0 V**

**NG** → Repair or replace the harness between the SRSCM and the SAB.

**OK**  
↓  
Go to step "10"

ERJB041C

5. Check the BPTs squib circuits.



ERA9011R

[CHECK]

For the connector between SRSCM and the BPTs, measure the voltage between the BPTs high and body ground.

Voltage : 0 V

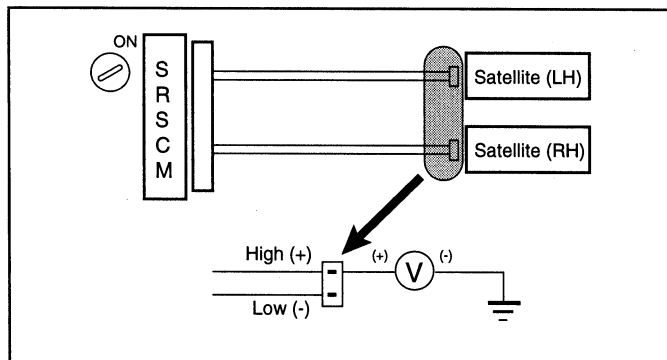
**NG** → Repair or replace the harness between the SRSCM and the BPTs.

**OK**

↓  
Go to step "11"

ERJB041D

6. Check the Satellite sensor circuit.



ERA9011S

[CHECK]

For the connector between the SRSCM and the Satellite sensor, measure the voltage between the Satellite sensor high and body ground.

Voltage : 0 V

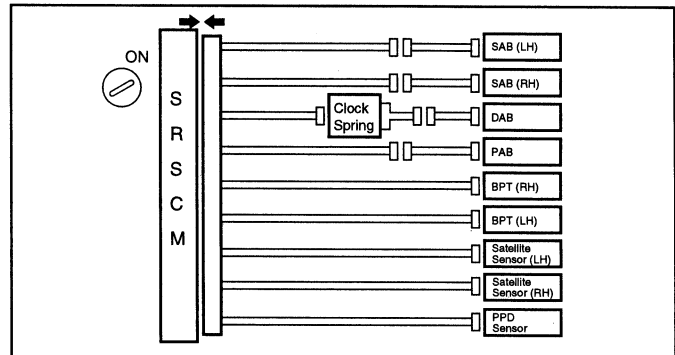
**NG** → Repair or replace the harness between the SRSCM and the Satellite sensor.

**OK**

↓  
Go to step "12"

ERJB041E

7. Check the SRSCM.



ERJB002B

[PREPARATION]

1. Connect the connector to the SRSCM.
2. Using a service wire, connect the DAB high and low on the clock spring side of connector between the clock spring and the DAB.
3. Using a service wire, connect the PAB high and low on the SRSCM side of the connector between the SRSCM and the PAB.
4. Using a service wire, connect the SAB high and low on the SRSCM side connector between the SRSCM and the SAB.
5. Using a service wire, connect the BPT high and low on the SRSCM side connector between the SRSCM and the BPT.
6. Using a service wire, connect the satellite high and low on the SRSCM side connector between the SRSCM and the satellite sensor.
7. Connect negative (-) terminal cable to battery, and wait at least 30 seconds.

[CHECK]

1. Turn the ignition switch to ON, and wait at least 30 seconds.
2. Clear the malfunction code stored in memory with the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait at least 30 seconds.
4. Turn the ignition switch to ON, and wait at least 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

**[HINT]**

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

**NG** → Replace the SRSCM.

**OK**



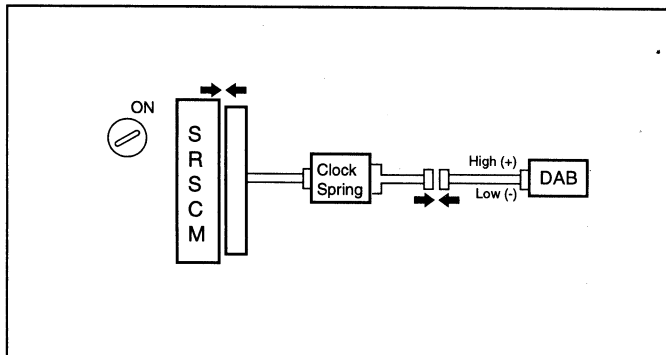
From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041F

8. Check the DAB squib.

**[PREPARATION]**

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the DAB connector.
4. Connect the negative (-) terminal cable to the battery, and wait for 30 seconds.



ERA9011U

**[CHECK]**

1. Turn the ignition switch ON, and wait for at least 30 seconds.
2. Clear the malfunction code stored in the memory of the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch to ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

**[HINT]**

Codes other than these may be output at this time, but they are not relevant to this procedure.

**NG** → Replace the DAB.

**OK**



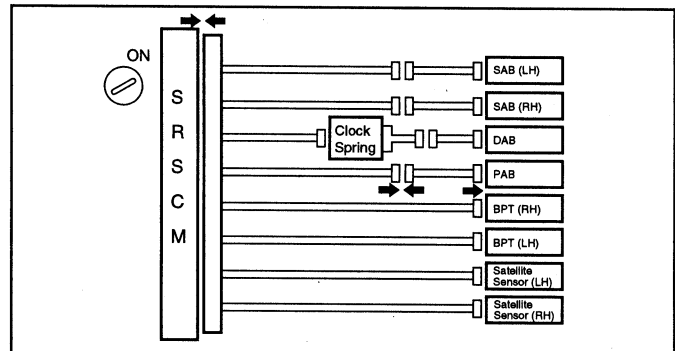
From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041G

9. Check the PAB squib.

**[PREPARATION]**

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the PAB connector.
4. Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.



ERA9011J

**[CHECK]**

1. Turn the ignition switch to ON, and wait for at least 30 seconds.
2. Clear the malfunction code stored in the memory with the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

**[HINT]**

Codes other than these may be output at this time, but they are not relevant to this procedure.



**NG** → Replace the PAB.

**OK**



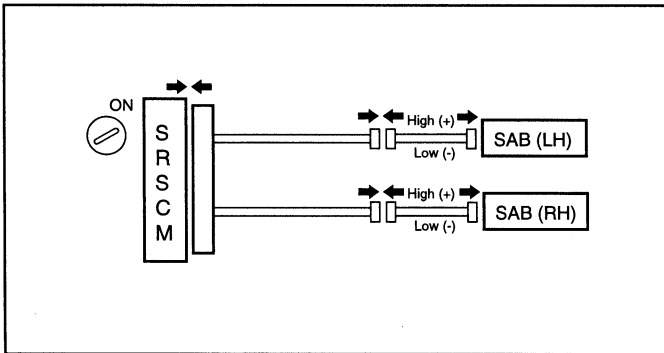
From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041H

10. Check the SAB squib.

**[PREPARATION]**

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the SAB connector.
4. Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.



ERA9011W

**[CHECK]**

1. Turn the ignition switch to ON, and wait for at least 30 seconds.
2. Clear the malfunction code stored in the memory with the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

**[HINT]**

Codes other than these may be output at this time, but they are not relevant to this procedure.

**NG** → Replace the SAB.

**OK**



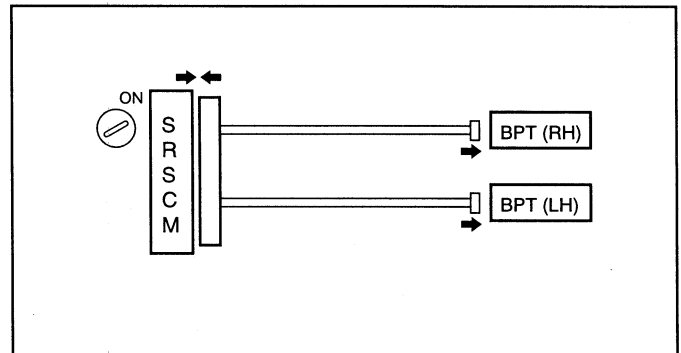
From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041I

11. Check the BPTs squib.

**[PREPARATION]**

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the BPTs connector.
4. Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.



ERA9011X

**[CHECK]**

1. Turn the ignition switch to ON, and wait for 30 seconds.
2. Clear the malfunction code stored in the memory with the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch to ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

**[HINT]**

Codes other than these may be output at this time, but they are not relevant to this procedure.

**NG** → Replace the BPT.

**OK**



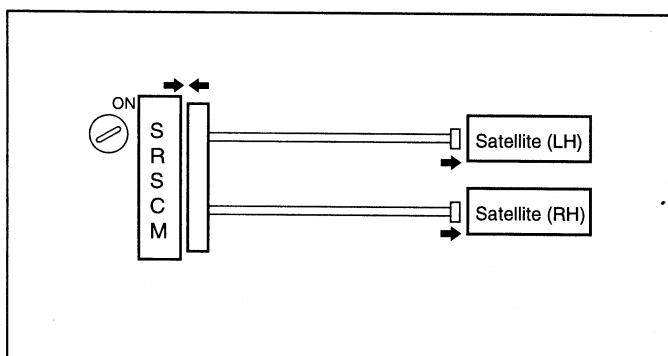
From the results of the above inspection, the malfunctioning part can now be considered normal.

ERJB041J

## 12. Check the Satellite sensors.

### [PREPARATION]

1. Turn ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait at least 30 seconds.
3. Connect the Satellite sensor connector.
4. Connect the negative (-) terminal cable from the battery, and wait at least 30 seconds.



ERA9011Y

### [CHECK]

1. Turn the ignition switch to ON, and wait at least 30 seconds.
2. Clear the malfunction code stored in memory with Hi-scan.
3. Turn the ignition switch to LOCK, and wait at least 30 seconds.
4. Turn the ignition switch to ON, and wait at least 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

### [HINT]

Codes other than these may be output at this time, but they are not relevant to this procedure.

**NG** → Replace the Satellite sensor.

**OK**



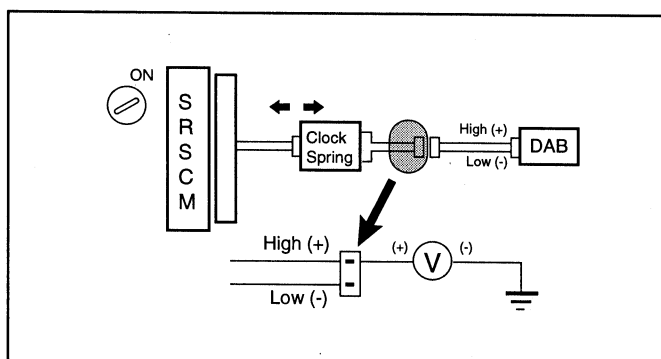
From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041K

## 13. Check the Clock spring.

### [PREPARATION]

1. Turn the ignition switch to LOCK.
2. Disconnect the connector between the SRSCM and the clock spring.



ERA9011O

### [CHECK]

Turn the ignition switch ON, and measure the voltage between the DAB high side and the body ground.

**Voltage : 0V**

**NG** → Replace the clock spring.

**OK**



Repair or replace the harness or connector between the SRSCM and the clock spring.

ERDA027R

ERJB0430

**CIRCUIT INSPECTION**

DTC	B1346	DAB resistance too high ( $R \geq 6.7 \Omega$ )
	B1347	DAB resistance too low ( $R \leq 1.06 \Omega$ )

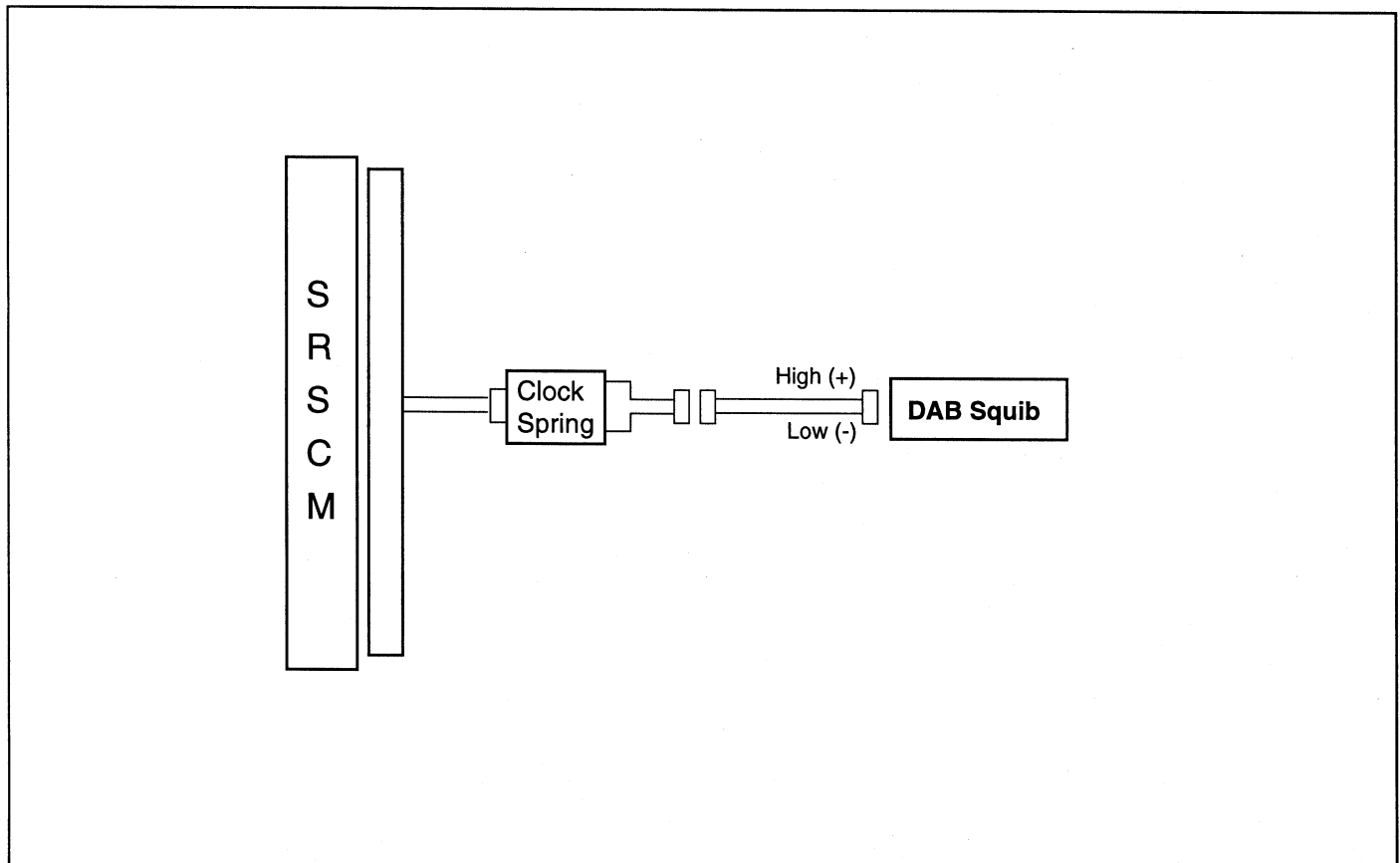
**CIRCUIT DESCRIPTION**

The DAB squib circuit consists of the SRSCM, clock spring and DAB. It causes the airbag to deploy when the

airbag deployment conditions are satisfied. The above DTCs are recorded when the DAB resistance is too high or low in the DAB squib circuit.

DTC Detecting Condition	Trouble Area
<ul style="list-style-type: none"> <li>• Too high or low resistance between DAB high (+) wiring harness and DAB low (-) wiring harness at the squib.</li> <li>• DAB malfunction</li> <li>• Clock spring malfunction</li> <li>• SRSCM malfunction</li> </ul>	<ul style="list-style-type: none"> <li>• DAB squib</li> <li>• Clock spring</li> <li>• SRSCM</li> <li>• Wire harness</li> </ul>

**WIRING DIAGRAM**



## INSPECTION PROCEDURE

1. Preparation (See step "1" on page RT-38).
2. Check the DAB resistance.

## [PREPARATION]

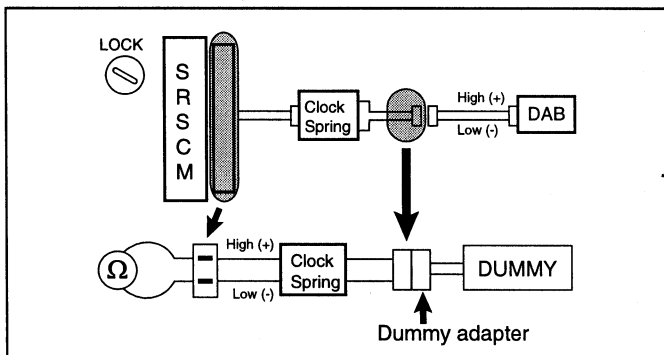
Release the shorting bar on the SRSCM side of the airbag squib side. Connect the dummy (0957A-38200) and dummy adapter (0957A-38400) to the clock spring connector.

## CAUTION

Never attempt to measure the circuit resistance of the airbag module(squib) even if you are using the specified tester.

## NOTE

Before checking the resistance, you have to insert a shorting bar into the SRSCM connector.



ERKB010C

## [CHECK]

Measure the resistance between the DAB high (+) and low (-) terminals.

$$1.8 \Omega \leq R \leq 3.4 \Omega$$

**NG** → Go to step "4"

**OK**



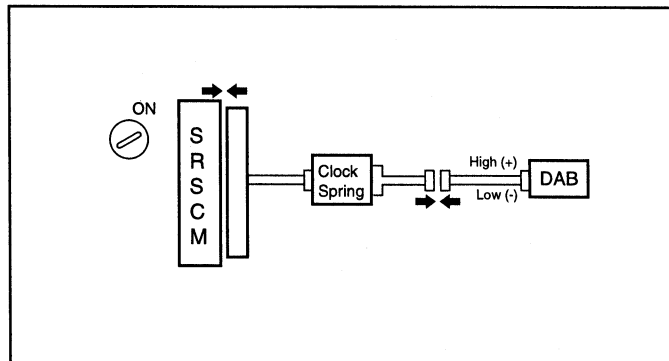
ERJB043A

3. Check the DAB squib.

## [PREPARATION]

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the DAB connector.

4. Connect the negative (-) terminal cable to the battery, and wait for 30 seconds.



ERA9011U

## [CHECK]

1. Turn the ignition switch to ON, and wait for at least 30 seconds.
2. Clear the malfunction code stored in the memory of the Hi-Scan Por.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch to ON, and wait for 30 seconds.
5. Using Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

## [HINT]

Codes other than these may be output at this time, but they are not relevant to this procedure.

**NG** → Replace the DAB.

**OK**



From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041G

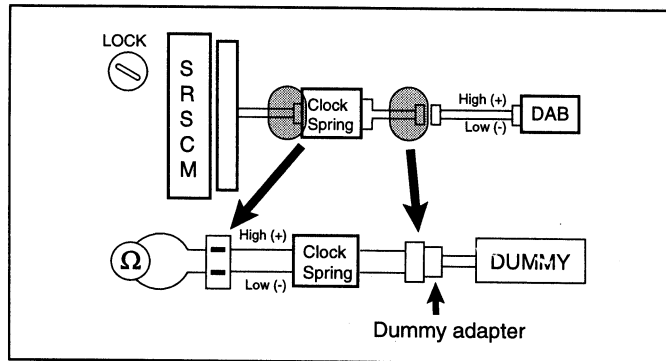
4. Check the Clock spring.

**[PREPARATION]**

Disconnect the connector between the SRSCM clock spring, and connect the dummy connector (0957A-38200) to the clock spring connector.

**NOTE**

**Before checking the resistance, you must insert the shorting bar into the SRSCM connector.**



ERKB010D

**[CHECK]**

Measure the resistance between the DAB high (+) and low (-) circuits.

$$1.8 \Omega \leq R \leq 3.4 \Omega$$

**NG** → Replace the clock spring.

**OK**

↓  
Repair or replace the harness or connector between the SRSCM and the clock spring.

ERDA027R

ERJB0440

**CIRCUIT INSPECTION**

DTC	B1352	PAB resistance too high ( $R \geq 5.4 \Omega$ )
	B1353	PAB resistance too low ( $R \leq 0.4 \Omega$ )

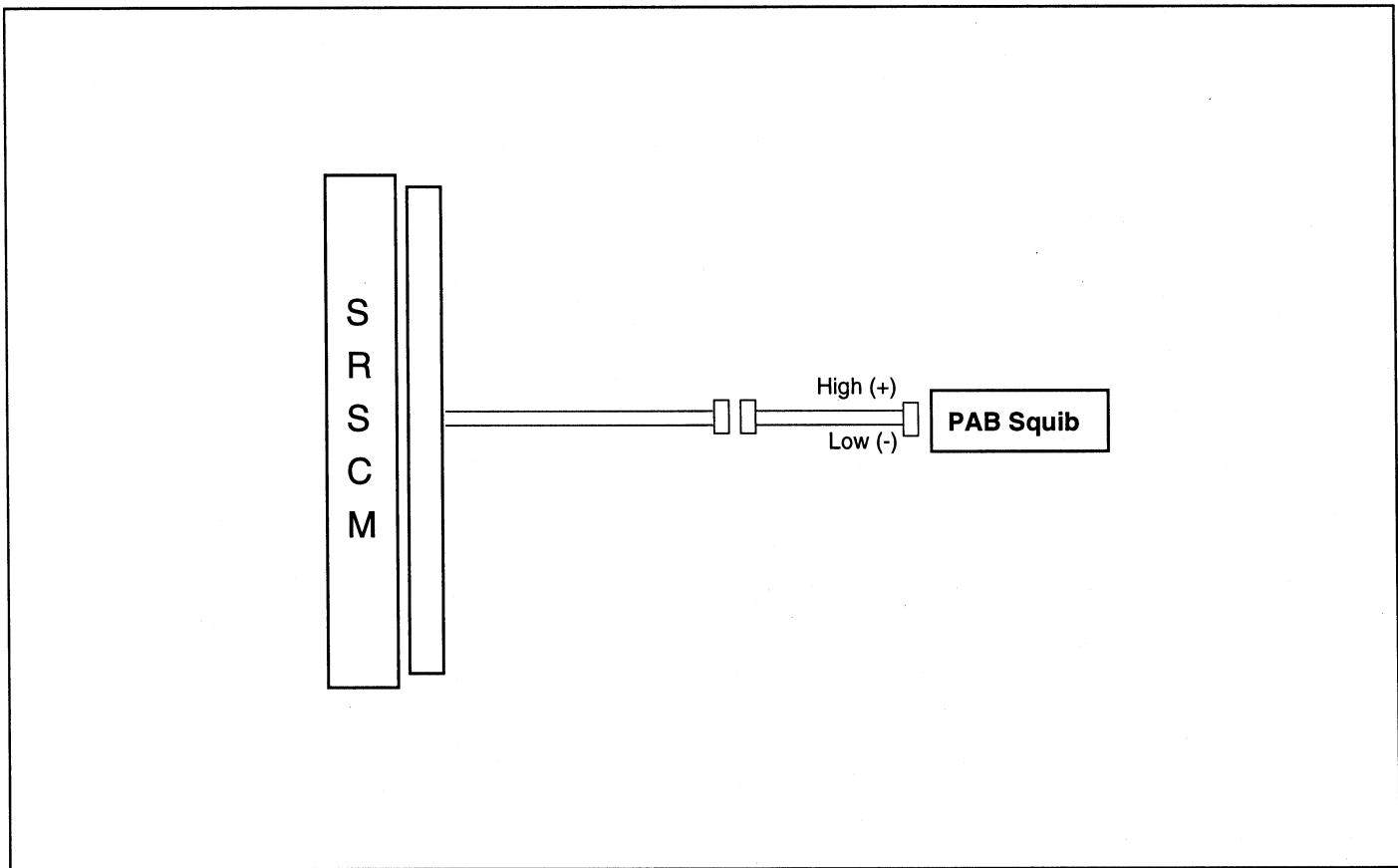
**CIRCUIT DESCRIPTION**

The PAB squib circuit consists of the SRSCM and PAB. It causes the airbag to deploy when the airbag deployment

conditions are satisfied. The above DTCs are recorded when the PAB resistance is too high or low.

DTC Detecting Condition	Trouble Area
<ul style="list-style-type: none"> <li>• Too high or low resistance between PAB high (+) wiring harness and the PAB low (-) wiring harness of squib.</li> <li>• PAB malfunction</li> <li>• SRSCM malfunction</li> </ul>	<ul style="list-style-type: none"> <li>• PAB squib</li> <li>• SRSCM</li> <li>• Wire harness</li> </ul>

**WIRING DIAGRAM**



**INSPECTION PROCEDURE**

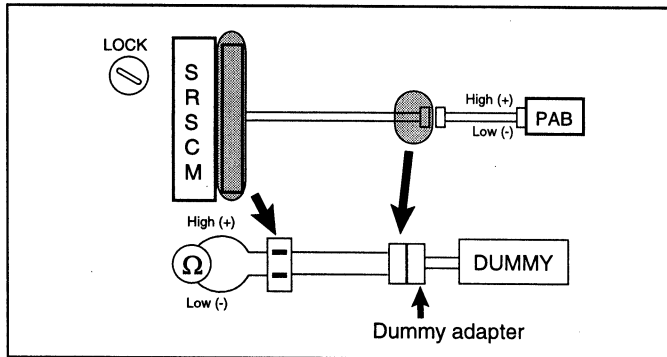
1. Preparation (See step "1" on page RT-38).
2. Check the PAB resistance.

**[PREPARATION]**

Release the on the SRSCM side of the airbag squib side. Connect the dummy (0957A-38200) and dummy adapter (0957A-38300) to the PAB connector of the SRSCM connector side.

**NOTE**

**Before checking the resistance, you must insert the shorting bar into the SRSCM connector.**



ERKB010E

**[CHECK]**

Measure the resistance between the PAB high (+) and PAB low (-) circuits.

$$1.6 \Omega \leq R \leq 2.8 \Omega$$

**NG** → Repair or replace the harness between the SRSCM and the PAB.

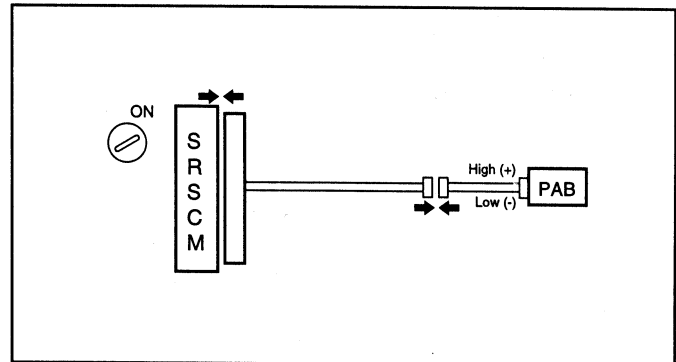
**OK**  
↓

ERJB044A

3. Check the PAB squib.

**[PREPARATION]**

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the PAB connector.
4. Connect the negative (-) terminal cable to the battery, and wait for 30 seconds.



ERA9011V

**[CHECK]**

1. Turn the ignition switch to ON, and wait for at least 30 seconds.
2. Clear the malfunction code stored in the memory of the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch to ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

**[HINT]**

Codes other than these may be output at this time, but they are not relevant to this procedure.

**NG** → Replace the PAB.

**OK**  
↓

From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041H

ERJB0450

**CIRCUIT INSPECTION**

DTC	B1378	DSAB Resistance too high ( $R \geq 5.4 \Omega$ )
	B1379	DSAB Resistance too low ( $R \leq 0.4 \Omega$ )
	B1382	PSAB Resistance too high ( $R \geq 5.4 \Omega$ )
	B1383	PSAB Resistance too low ( $R \leq 0.4 \Omega$ )

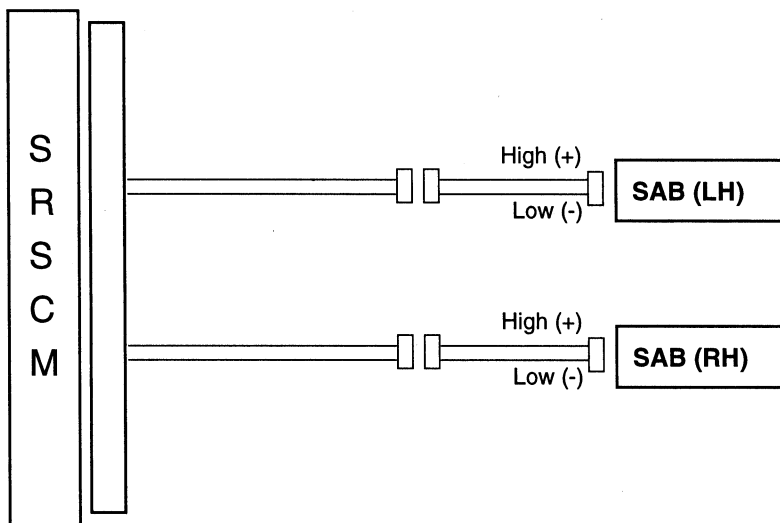
**CIRCUIT DESCRIPTION**

The SAB squib circuits consist of the SRSCM and the SAB. The SRSCM cause the airbags to deploy when the

airbag deployment conditions are satisfied. The above DTCs are recorded when a SAB resistance is too high or low.

DTC Detecting Condition	Trouble Area
<ul style="list-style-type: none"> <li>• Too high or low resistance between SAB high (+) wiring harness and SAB low (-) wiring harness at the squib.</li> <li>• SAB malfunction</li> <li>• SRSCM malfunction</li> </ul>	<ul style="list-style-type: none"> <li>• DSAB or PSAB squib</li> <li>• SRSCM</li> <li>• Wire harness</li> </ul>

**WIRING DIAGRAM**



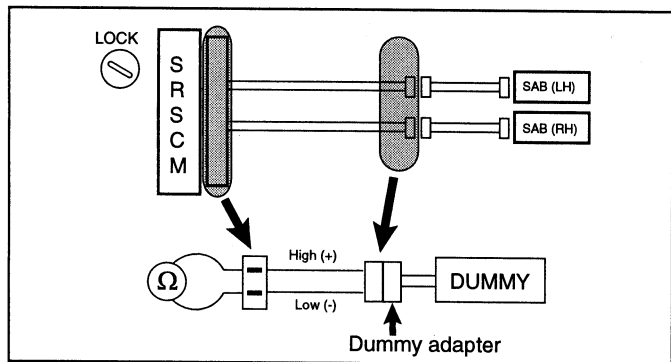


**INSPECTION PROCEDURE**

1. Preparation (See step "1" on page RT-38).
2. Check the SABS resistance.

**[PREPARATION]**

Release the shorting bar on the SRSCM side of the airbag squib side. Connect the dummy (0957A-38200) and dummy adapter (0957A-38300) to the SAB connector of the SRSCM connector side.



ERKB020A

**NOTE**

Before checking the resistance, you have to insert the shorting bar into the SRSCM connector.

**[CHECK]**

Measure the resistance between the SAB high (+) and SAB low (-).

$$1.6 \Omega \leq R \leq 2.8 \Omega$$

**NG** → Repair or replace the harness between the SRSCM and the SAB.

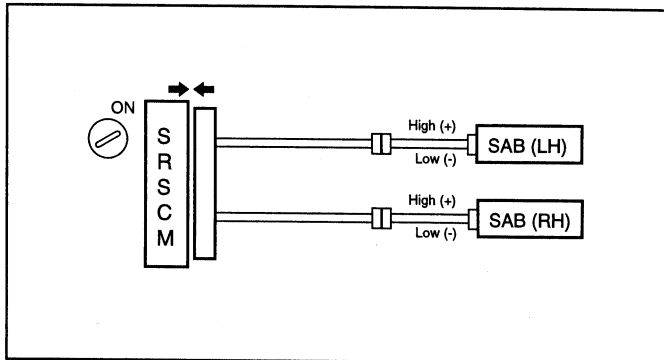
**OK**  
↓

ERJB045A

3. Check the SAB squibs.

**[PREPARATION]**

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the SAB connector.
4. Connect the negative (-) terminal cable to the battery, and wait for 30 seconds.



ERA9012K

**[CHECK]**

1. Turn the ignition switch to ON, and wait for at least 30 seconds.
2. Clear the malfunction code stored in the memory of the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch to ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

**[HINT]**

Codes other than these ones may be output at this time, but they are not relevant to this checking procedure.

**NG** → Replace the SAB.

**OK**  
↓

From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041I

ERJB0460

**CIRCUIT INSPECTION**

DTC	B1361	DBPT Resistance too high ( $R \geq 5.4 \Omega$ )
	B1362	DBPT Resistance too low ( $R \leq 0.4 \Omega$ )
	B1367	PBPT Resistance too high ( $R \geq 5.4 \Omega$ )
	B1368	PBPT Resistance too low ( $R \leq 0.4 \Omega$ )

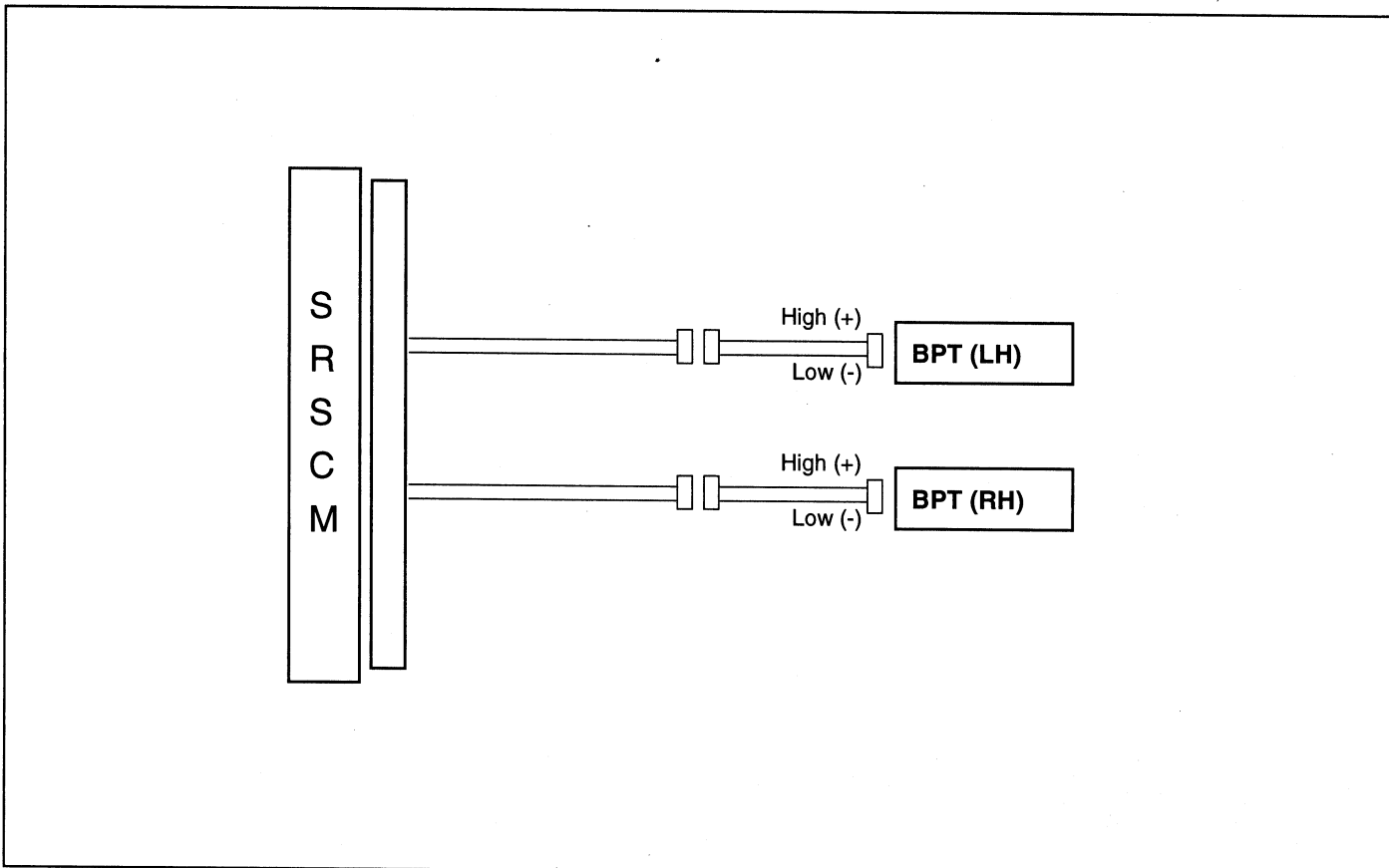
**CIRCUIT DESCRIPTION**

The BPTs squib circuits consist of the SRSCM and the BPTs. The SRSCM causes the airbag to deploy when

the airbag deployment conditions are satisfied. The above DTCs are recorded when either BPT resistance is too high or low.

DTC Detecting Condition	Trouble Area
<ul style="list-style-type: none"> <li>• Too high or low resistance between BPT high (+) wiring harness and the BPT low (-) wiring harness at the squib.</li> <li>• BPT malfunction</li> <li>• SRSCM malfunction</li> </ul>	<ul style="list-style-type: none"> <li>• BPT squib</li> <li>• SRSCM</li> <li>• Wire harness</li> </ul>

**WIRING DIAGRAM**



**INSPECTION PROCEDURE**

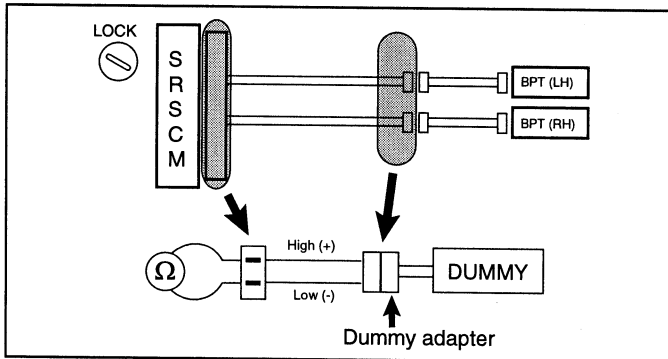
1. Preparation (See step "1" on page RT-38).
2. Check the BPTs resistance.

**[PREPARATION]**

Release the shorting bar on the SRSCM side of the airbag squib side. Connect the dummy (0957A-38200) and dummy adapter (0957A-38300) to the BPT connector of the SRSCM connector side.

**NOTE**

**Before checking the resistance, you have to insert the shorting bar into the SRSCM connector.**



ERJB046D

**[CHECK]**

Measure the resistance between the BPT high (+) and BPT low (-) sides.

$$1.6 \Omega \leq R \leq 2.8 \Omega$$

**NG** → Repair or replace the harness between the SRSCM and the BPT.

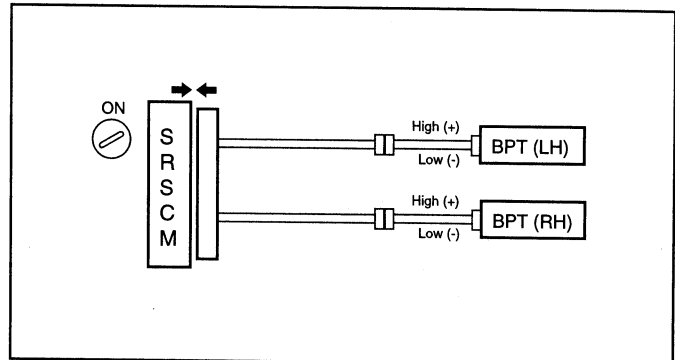
**OK**  
↓

ERJB046B

3. Check the BPT squib.

**[PREPARATION]**

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the BPT connector.
4. Connect the negative (-) terminal cable to the battery, and wait for 30 seconds.



ERJB046C

**[CHECK]**

1. Turn the ignition switch to ON, and wait for at least 30 seconds.
2. Clear the malfunction code stored in the memory of the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch to ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

**[HINT]**

Codes other than these may be output at this time, but they are not relevant to this procedure.

**NG** → Replace the BPT.

**OK**  
↓

From the results of the above inspection, the malfunctioning part can now be considered normal.

ERJB041J

ERJB0470

**CIRCUIT INSPECTION**

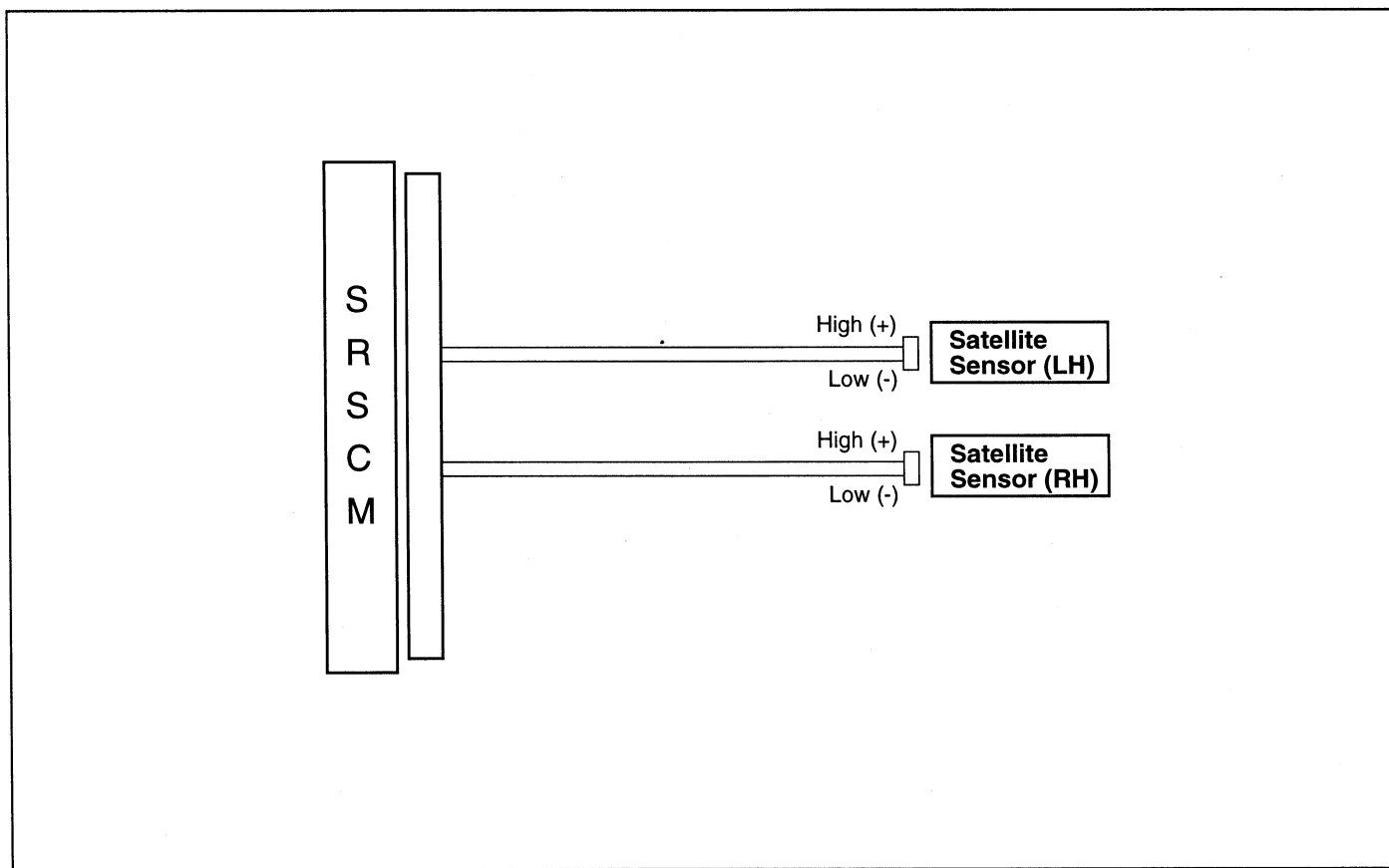
DTC	B1400	Satellite sensor left side defect
	B1403	Satellite sensor right side defect
	B1408	Satellite sensor left communication error
	B1409	Satellite sensor right communication error

**CIRCUIT DESCRIPTION**

The release system for the airbag consists of the SRSCM and two satellite sensor - one on the left - hand side and one on the right. The above DTCs are recorded when

the defect or communication error of a satellite sensor is detected in the satellite circuit.

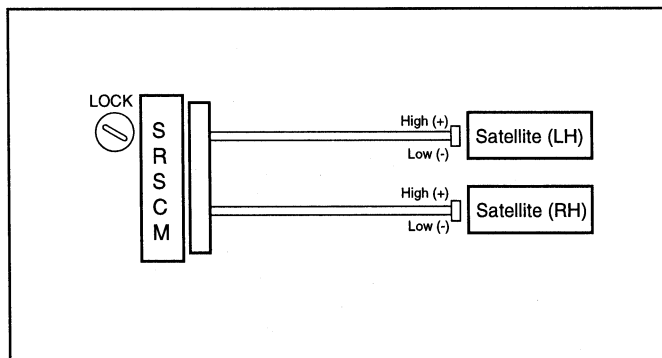
**WIRING DIAGRAM**



ERA9012L

**INSPECTION PROCEDURE**

1. Preparation (See step "1" on page RT-38).
2. Check sensor Satellite circuits (Communication error).



ERA9012M

**[PREPARATION]**

Check sensor continuity between sensor SRSCM connector and both satellite connector's high (+) and low (-) sides.

**OK : Continuity**

**NG** → Repair or replace the harness between the SRSCM and the Satellite sensor.

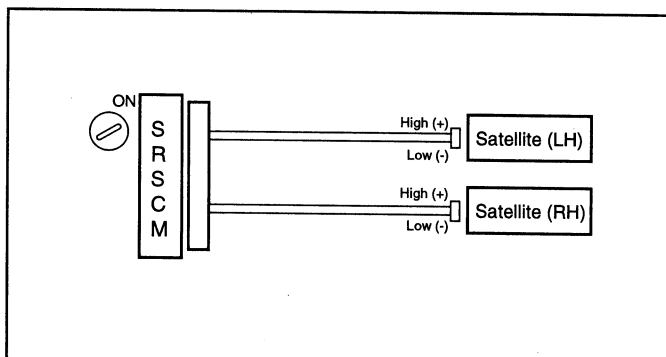
**OK**  
↓

ERJB047A

3. Check the Satellite sensor (Defect).

**[PREPARATION]**

1. Turn the ignition switch to LOCK.
2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
3. Connect the satellite connector.
4. Connect the negative (-) terminal cable to the battery, and wait for 30 seconds.



ERA9012N

**[CHECK]**

1. Turn the ignition switch to ON, and wait for at least 30 seconds.
2. Clear the malfunction code stored in the memory of the Hi-Scan Pro.
3. Turn the ignition switch to LOCK, and wait for 30 seconds.
4. Turn the ignition switch to ON, and wait for 30 seconds.
5. Using the Hi-Scan Pro, check for DTCs.  
**There is no DTC.**

**[HINT]**

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

**NG** → Replace the Satellite sensor.

**OK**  
↓

From the result of the above inspection, the malfunctioning part can now be considered normal.

ERJB041K

ERJB0490

**CIRCUIT INSPECTION**

DTC	B2500	Warning lamp failure
-----	-------	----------------------

**CIRCUIT DESCRIPTION**

The SRS warning lamp is located on the instrument cluster. When the airbag system is normal, the SRI flashes for approx. imately 6 seconds after the ignition switch is turned ON, and then turns off automatically. If there is a malfunction in the airbag system, the SRI lights up to inform the driver of the abnormality. The SRSCM measures the voltage at the airbag SRI (Malfunction Indicator Lamp) output pin, both when the lamp is on and when the lamp is off, to detect whether the commanded state matches the actual state.

**INSPECTION PROCEDURE**

1. Check the fuse.

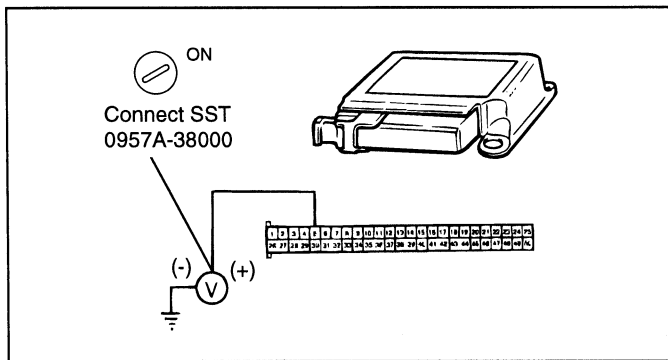
**[PREPARATION]**

1. Remove fuse No. 20 and 22 from the junction block.
2. Inspect the fuses.
3. Replace if necessary.

2. Check the SRS warning lamp circuit.

**[PREPARATION]**

1. Connect the negative (-) terminal cable to the battery.
2. Turn the ignition switch ON.



ERA9005A

**[CHECK]**

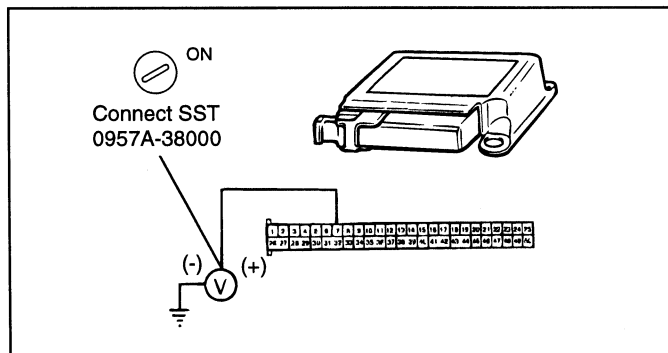
1. Measure voltage of pin 5 on the harness side connector of the SRSCM.  
**Voltage**  
**SRE-LC : 9-16 V**  
**SRE-LC : 10-16.5 V**

**NG** → Check the SRS warning light bulb/repair the SRS warning light circuit.

**OK**  
↓

ERDA032A

2. Check the SRS SRI (Service Reminder Indicator).  
**OK : SRS SRI ON**



ERJB049A

**NG** → If no fault is found in wiring or connector, replace the SRSCM.

**OK**  
↓

From the results of the above inspection, the part can now be considered to be normal.

ERDA032B

ERJB0500

**CIRCUIT INSPECTION**

DTC	B1620	Internal fault
	B1650	Crash recorded
	B1651	Crash recorded (driver side airbag)
	B1652	Crash recorded (passenger side airbag)
	B1661	ECU mismatching

**CIRCUIT DESCRIPTION****SRSCM MALFUNCTION**

The SRSCM monitors the following :

1. Condition of the firing circuit activation transistors.
2. Adequacy of deployment energy reserves.
3. Safing sensor integrity. (detection of faulty closure)
4. Plausibility of the accelerometer signal.
5. Operation of the SRSCM components.

The timely completion of all tests is monitored by a separate hardware watchdog. During normal operation, the watchdog is triggered periodically by the SRSCM. If the SRSCM fails to trigger the watchdog, the watchdog will reset the SRSCM and activate the SRI (Service Reminder Indicator). The SRSCM must be replaced once the above fault codes are confirmed.

**FIELD DEPLOYMENT PROCEDURES** ERJB0600

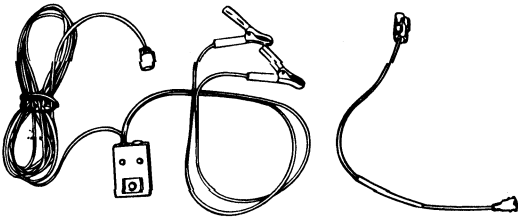
**CAUTION**

When handling the deployed airbag be careful that not the dust enters your eyes and always wear gloves to avoid direct contact with the dust.

**AIRBAG MODULE DISPOSAL PROCEDURES**

Before disposing of a vehicle equipped with an airbag, or prior to disposing of the airbag module, be sure to first follow the procedures described below to deploy the airbag.

**AIRBAG REMOTE DEPLOYMENT DEVICES**

Tool, Number, Name	Use
<p>Deployment tool (0957A-34100A)                      SRS DEPLOYMENT ADAPTER HARNESS                      DAB, BPT : 0957A-38500                      PAB, SAB : 0957A-38100</p>  <p style="text-align: right;">ERDA034A</p>	<p>Deployment inside the vehicle (if the vehicle will no longer be driven)</p>

**DISPOSAL PLAN**

Take the following disposal steps.

CASE		DISPOSAL PLAN
Abnormal problems in airbag module		Deploy and discard
Car scrapping	DAB, PAB, BPT	Deploy the airbag module with the SST
Crash (Deployed)		Discard



**UNDEPLOYED AIRBAG MODULE****DISPOSAL** ERJB0610**CAUTION**

1. If the vehicle is to be scrapped, junked, or otherwise disposed of, deploy the airbag inside the vehicle.
2. Since there is a loud noise when the airbag is deployed, avoid residential areas whenever possible. If anyone is nearby, give warning of the impending noise.
3. Since a large amount of smoke is produced when the airbag is deployed, select a well-ventilated site. Moreover, never attempt the test near a fire or smoke sensor.

**DEPLOYMENT INSIDE THE VEHICLE**

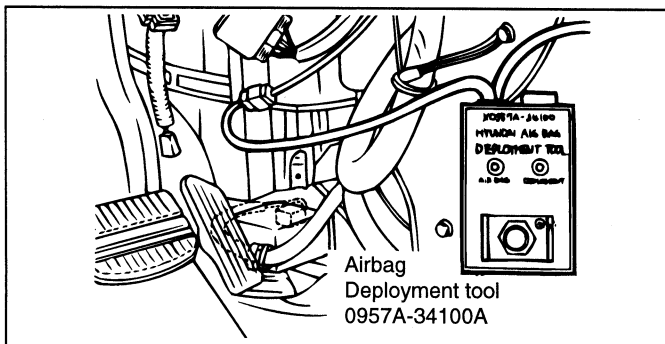
When vehicle will no longer be driven :

1. Open all windows and doors of the vehicle. Move the vehicle to an isolated spot.
2. Disconnect the negative (-) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle

**CAUTION**

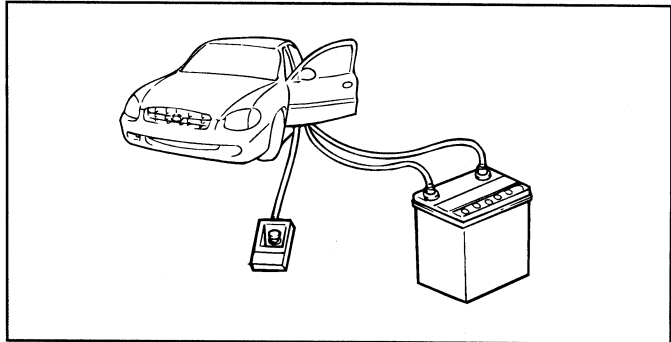
Wait at least 30 seconds after disconnecting the battery cable before doing any further work.

3. Remove the center crash pad side cover.
4. Remove the Airbag SRSCM connector.
5. Connect the deployment tool to the connector of each module.



ERDA034B

6. As far away from the vehicle as possible, press the push button on the deployment tool to deploy the airbag.



ERA9009B

**CAUTION**

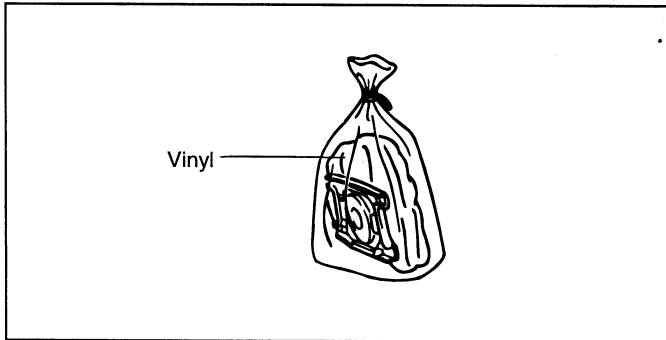
1. Before deploying the airbag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.
2. The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from airbag deployment. See the Deployed Airbag Module Disposal Procedures for post-deployment handling instructions.
3. If the airbag fails to deploy when the procedures above are followed, do not go near the module. Contact your DPSM.

## DEPLOYED AIRBAG MODULE DISPOSAL PROCEDURES

ERJB0620

After deployment, the airbag module should be disposed of in the same manner as any other scrap part, except that the following points should be carefully noted during disposal.

1. The inflator will be quite hot immediately following deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it.
2. Do not put water or oil on the airbag after deployment.
3. There may be adhered to the deployed airbag module, material that could irritate the eyes and/or skin, so wear gloves and safety glasses when handling a deployed airbag module. If despite these precautions, the material does get into your eyes or on your skin, immediately rinse the affected area with a large amount of clean water. If any irritation develops, seek medical attention.
4. Tightly seal the airbag module in a strong vinyl bag for disposal.



ERA9009C

5. Be sure to always wash your hands after completing this operation.