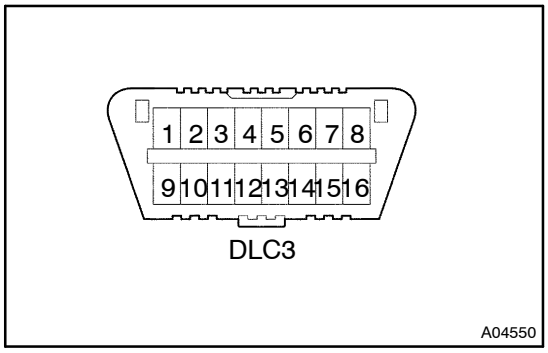
05I1N–01

DIAGNOSIS SYSTEM



1. CHECK DLC3

(a) The vehicle's ECM uses CAN and the to ISO 14230 and ISO 9141–2 for communication protocol. The terminal arrangement of the DLC3 complies with SAE J15031–3 and meets the ISO 14230 and ISO 9141–2 format.

Symbols (Terminals No.)	Terminal Description	Condition	Specified condition
SIL (7) – SG (5)	Bus " +" line	During transmission	Pulse generation
CG (4) – Body ground	Chassis ground	Always	Below 1 Ω
SG (5) – Body ground	Signal ground	Always	Below 1 Ω
BAT (16) – Body ground	Battery positive	Always	11 to 14 V
CANH (6) – CANL (14)	HIGH–level CAN bus line	IG switch OFF	54 to 67 Ω
CANH (6) – Battery positive	HIGH–level CAN bus line	IG switch OFF	1 MΩ or Higher
CANH (6) – CG (4)	HIGH–level CAN bus line	IG switch OFF	3 kΩ or Higher
CANL (14) – Battery positive	LOW–level CAN bus line	IG switch OFF	1 MΩ or Higher
CANL (14) – CG (4)	LOW–level CAN bus line	IG switch OFF	3 kΩ or Higher

HINT:

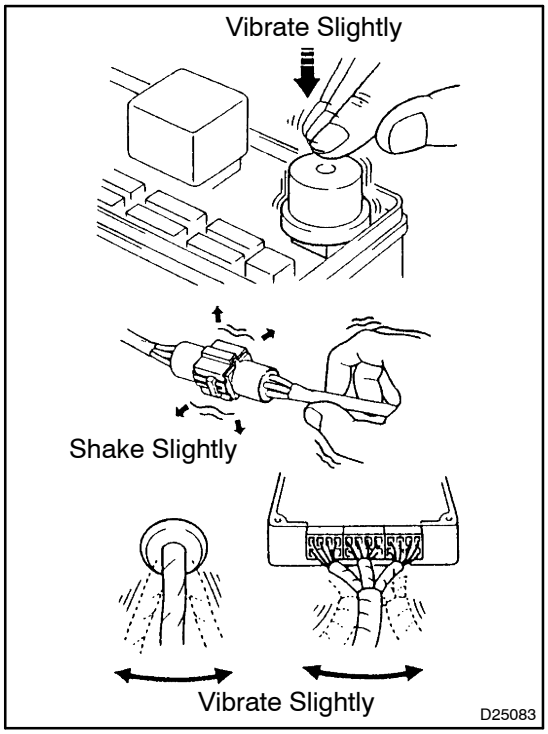
If the display shows UNABLE TO CONNECT TO VEHICLE when you connect the cable of the intelligent tester II to the DLC3, turn the ignition switch to the ON position and operate the intelligent tester II, there is a problem on the vehicle side or tool side.

- If communication is normal when the tool is connected to another vehicle, inspect the DLC3 on the original vehicle.
- If communication is still not possible when the tool is connected to another vehicle, the problem is probably in the tool itself. Consult the Service Department listed in the tool's instruction manual.

2. SYMPTOM SIMULATION

HINT:

The most difficult case in troubleshooting is when no symptoms occur. In such cases, a thorough customer problem analysis must be carried out. Thin the same or similar conditions and environment in which the problem occurred in the customer's vehicle should be simulated. No matter how experienced or skilled a technician may be, if he proceeds to troubleshoot without confirming the problem symptoms, he will likely overlook something important and make a wrong guess at some points in the repair operation.
This leads to a standstill in troubleshooting.



(a) Vibration method: When vibration seems to be the major cause.

HINT:

Perform the simulation method only during the primary check period (for approximately 6 seconds after the ignition switch is turned to the ON position).

(1) Slightly vibrate the part of the sensor considered to be the problem cause with your fingers and check whether the malfunction occurs.

HINT:

Shaking the relays too strongly may result in open relays.

(2) Slightly shake the connector vertically and horizontally.

(3) Slightly shake the wire harness vertically and horizontally.
The connector joint and fulcrum of the vibration are the major areas to be checked thoroughly.

3. FUNCTION OF SRS WARNING LIGHT

(a) Primary check.

(1) Turn the ignition switch to the LOCK position. Wait for at least 2 seconds, then turn the ignition switch to the ON position. The SRS warning light comes on for approximately 6 seconds and the diagnosis of the SRS airbag system (including the seat belt) is performed.

HINT:

If trouble is detected during the primary check, the SRS warning light remains on even after the primary check period (for approximately 6 seconds) has elapsed.

(b) Constant check.

(1) After the primary check, the airbag sensor assy center constantly monitors the SRS airbag system for trouble.

HINT:

If trouble is detected during the constant check, the airbag sensor assy center functions as follows:

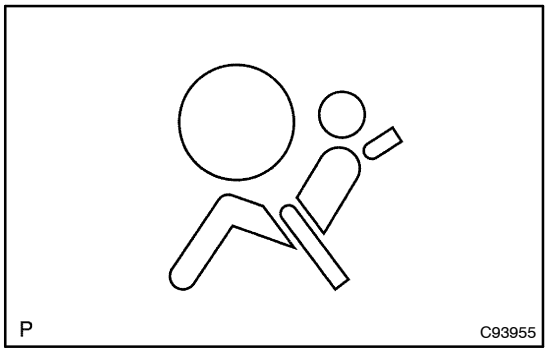
- The SRS warning light comes on.
- The SRS warning light goes off, and then comes on. This blinking pattern indicates a source voltage drop. The SRS warning light goes off 10 seconds after the source voltage returns to normal.

(c) Review.

(1) When the airbag system is normal:
The SRS warning light comes on only during the primary check period (for approximately 6 seconds after the ignition switch is turned to the ON position).

(2) When the airbag system has trouble:
- The SRS warning light remains on even after the primary check period has elapsed.
- The SRS warning light goes off after the primary check, but comes on again during the constant check.
- The SRS warning light does not come on when turning the ignition switch from the LOCK to ON position.

HINT:
The airbag sensor assy center keeps the SRS warning light on if the airbag has been deployed.



4. SRS WARNING LIGHT CHECK

(a) Turn the ignition switch to the ON position, and check that the SRS warning light comes on for approximately 6 seconds (primary check).

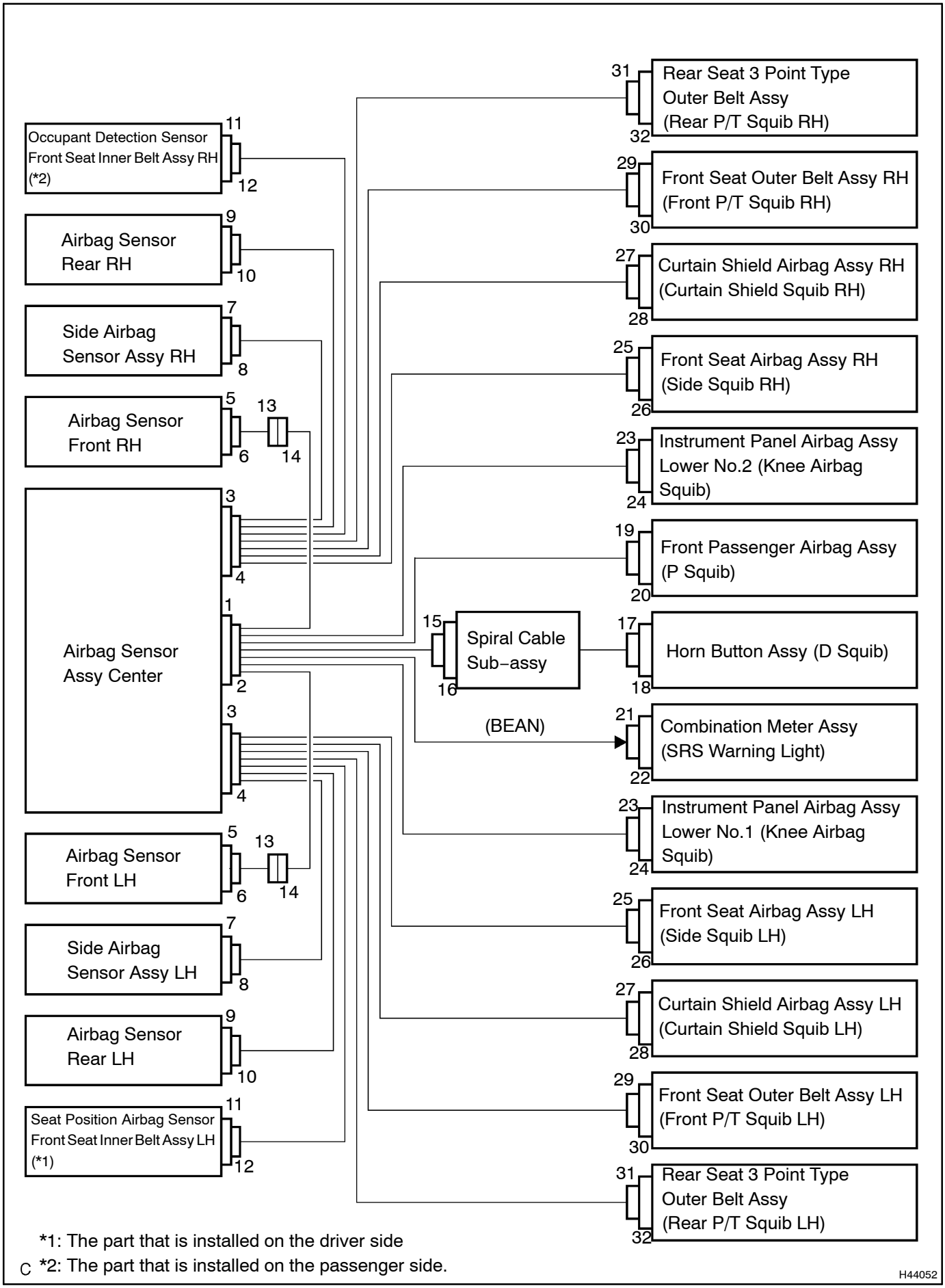
(b) Check that the SRS warning light goes off approximately 6 seconds after the ignition switch is turned to the ON position (constant check).

HINT:
When any of the following symptoms occur, refer to the "Problem Symptoms Table" (see page 05–951).
- The SRS warning light comes on occasionally, after the primary check period has elapsed.
- The SRS warning light comes on, but a DTC is not output.
- The ignition switch is turned from the LOCK to ON position, but the SRS warning light does not come on.

5. RELEASE METHOD OF ACTIVATION PREVENTION MECHANISM

(a) The activation prevention mechanism is built into the connector for the squib circuit of the SRS.
As explained in the troubleshooting section, insert a piece of paper of the same thickness as the male terminal between the terminal and the short spring to release it (Refer to the illustrations on the next 2 pages).

CAUTION:
Never release the activation prevention mechanism on the squib connector.
NOTICE:
- **Do not release the activation prevention mechanism unless specifically directed by the troubleshooting procedure.**
- **To prevent the terminal and the short spring from being damaged, always use a piece of paper of the same thickness as the male terminal.**



*1: The part that is installed on the driver side

C *2: The part that is installed on the passenger side.

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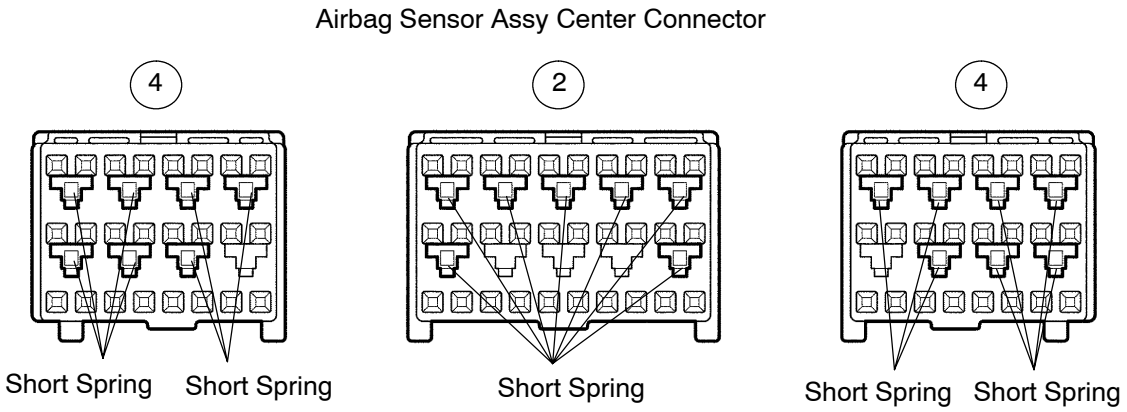
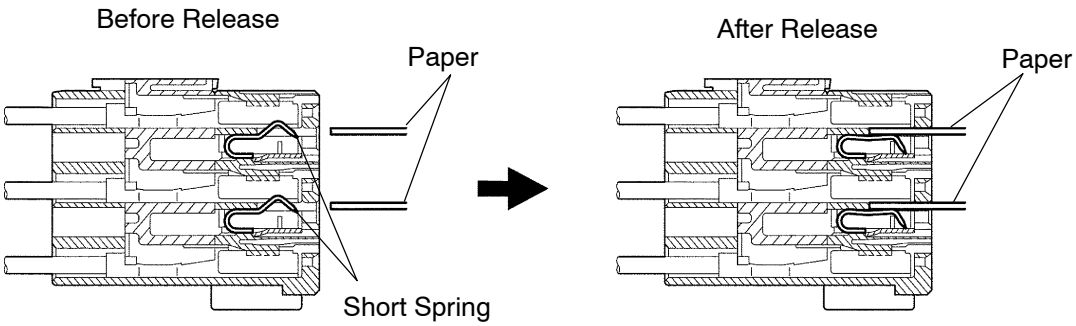
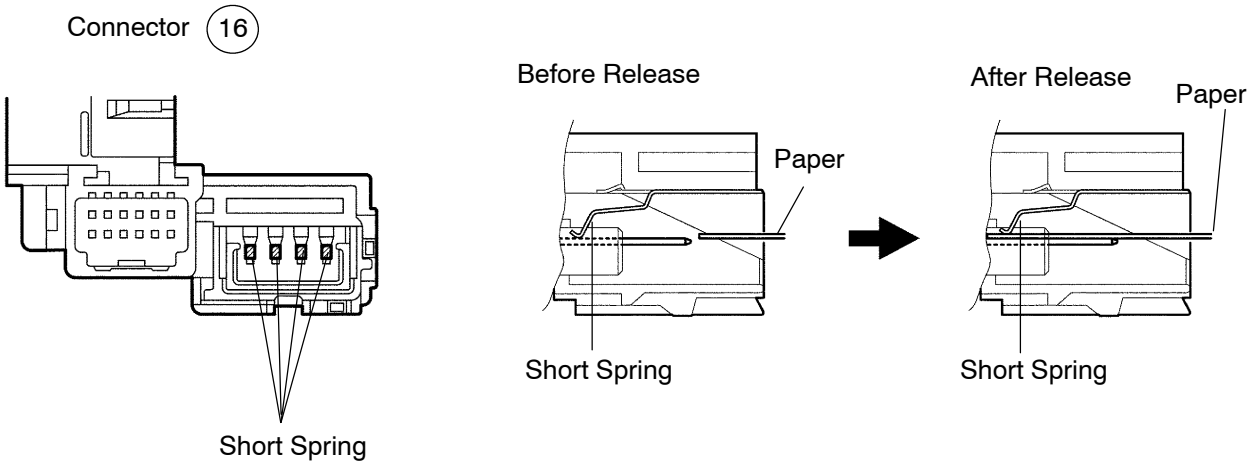

Airbag Sensor Assy Center Connector
4
2
4
Short Spring
Short Spring
Short Spring
Short Spring
Short Spring


Before Release
Paper
Short Spring
After Release
Paper


Connector
16
Short Spring
Before Release
Paper
Short Spring
After Release
Paper
Short Spring