SECTION ACC
ACCELERATOR CONTROL SYSTEM

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PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

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Risk of injury

There is a risk of injury caused by parts becoming projectiles if uncontrolled deployment of air bag or seat belt pre-tensioner occurs, or by storing air bag with the deployment side facing downwards. When scrapping air bag or seat belt pre-tensioner by means of controlled deployment, there is also a danger present if a sufficiently safe distance is not maintained, or if opening using cutting torches or other cutting tools, or due to smelting or if parts that are not yet triggered are exposed to a blaze or a smoldering fire at landfills.

Safety instructions/precautions

- Removed air bag must always be stored with deployment side facing up.
- Acquisition, transportation, storage, testing and assembly work should only be performed or supervised by properly trained personnel.
- Install air bag or seat belt pre-tensioner immediately following retrieval from storage.
- Air bag and seat belt pre-tensioner must be protected from flying sparks, open fires and temperature exceeding 100°C (212°F).
- Never transport air bag and seat belt pre-tensioner in the passenger compartment. Store them securely in the luggage room of the vehicle in their original replacement part packaging and secure them so that they cannot slip around.
- Never allow air bag and seat belt pre-tensioner to come into contact with grease, oil, or cleaning agents.
- Perform system tests using approved testing equipment only, and only when the units are properly installed and the vehicle is unoccupied.
- Before the initial hookup of the battery or an external power supply, the ignition must be switched on and the vehicle unoccupied.
- Air bag and seat belt pre-tensioner that fall from a height of more than 0.5 m must be replaced.
- When scrapping by means of controlled deployment of air bag and seat belt pre-tensioner, a safe distance of at least 10 m must be maintained.
- Before starting work on air bag and seat belt pre-tensioner and work on components that are connected to air bag and seat belt pre-tensioner or require and intervention in their electric circuit (e.g. when removing the steering wheel):

- Disconnect any external power sources (e.g. charger).
- Disconnect and insulate ground line of battery

- Before starting bodywork in combination with welding or retrofitting, during which work is performed on uninsulated, current-carrying lines or require an intervention in their electric circuit (e.g. when removing the steering wheel):

- Disconnect any external power sources (e.g. charger).
- Disconnect and insulate ground line of battery.
- During welding, disconnect plug connection and from control unit of air bag.

- When the air bag deploys, the pyrofuse activates and the power source from the battery is disconnected. This prevents possible fires caused by electric leakage after an accident occurs.

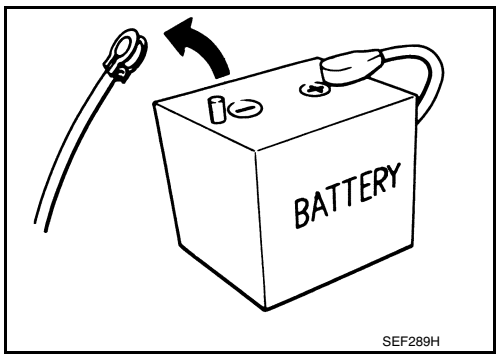
Precautions for Removing Battery Terminal

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When disconnecting the battery terminal, pay attention to the following.

- Always use a 12V battery as power source.
- Never disconnect battery terminal while engine is running.

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.
- For vehicles with the engine listed below, remove the battery terminal after a lapse of the specified time:



BR08DE	: 4 minutes	YD25DDTi	: 2 minutes
D4D engine	: 20 minutes	YS23DDT	: 4 minutes
HRA2DDT	: 12 minutes	YS23DDTT	: 4 minutes
K9K engine	: 4 minutes	ZD30DDTi	: 60 seconds
M9R engine	: 4 minutes	ZD30DDTT	: 60 seconds
R9M engine	: 4 minutes		
V9X engine	: 4 minutes		

NOTE:
ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

- After high-load driving, if the vehicle is equipped with the V9X engine, turn the ignition switch OFF and wait for at least 15 minutes to remove the battery terminal.

NOTE:
- Turbocharger cooling pump may operate in a few minutes after the ignition switch is turned OFF.
- Example of high-load driving
  - Driving for 30 minutes or more at 140 km/h (86 MPH) or more.
  - Driving for 30 minutes or more on a steep slope.

- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

NOTE:
If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

- After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.

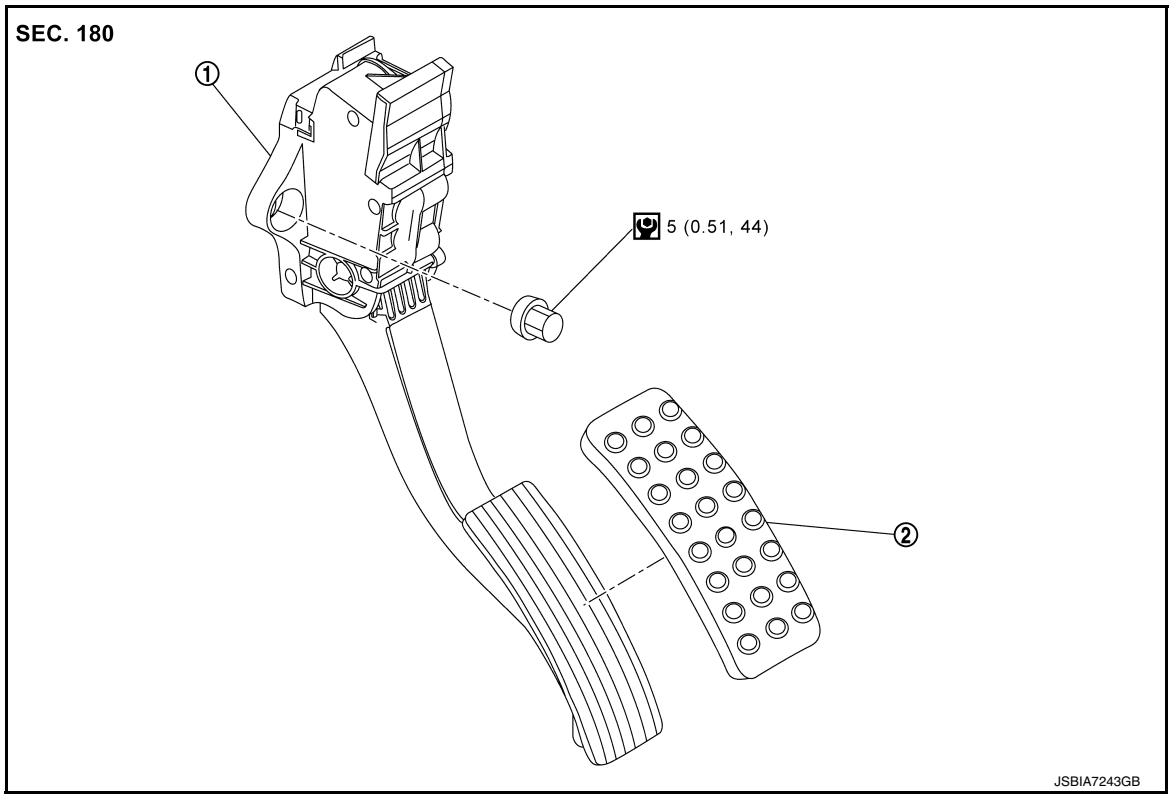
NOTE:
The removal of 12V battery may cause a DTC detection error.

REMOVAL AND INSTALLATION

ACCELERATOR CONTROL SYSTEM

Exploded View

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① Accelerator pedal assembly

② Stainless steel pedal cover (sport grade)

: N·m (kg-m, in-lb)

Removal and Installation

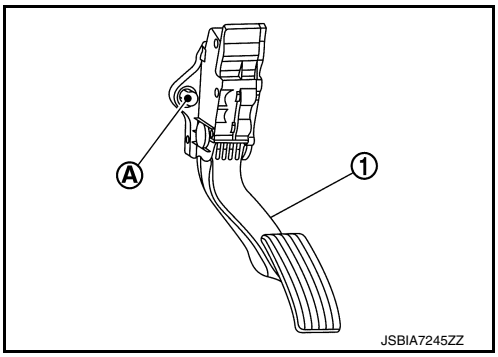
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REMOVAL

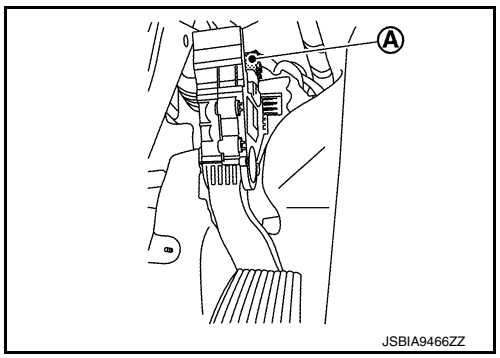
1. Remove stainless steel pedal cover, if necessary. (sport grade)
2. Set the driver side of front seat to the rearmost position.
3. Remove knee air bag module. Refer to SR-27, "Removal and Installation".
4. Remove mounting nut Ⓐ, and remove accelerator pedal assembly ①.

CAUTION:

- **Never disassemble accelerator pedal assembly.**
- **Avoid impact from dropping etc. during handling.**



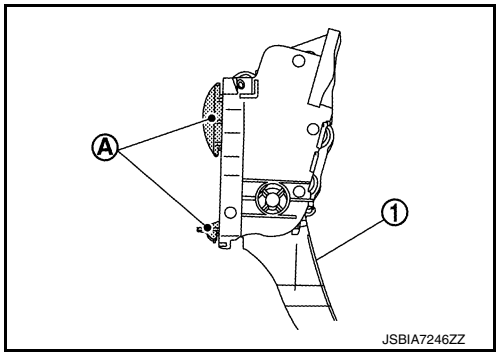
5. Disconnect accelerator pedal position sensor harness connector Ⓐ.



INSTALLATION

Note the following, and install in the reverse order of removal.

- Install locating pins Ⓐ of accelerator pedal assembly ① to locating holes before tightening the mounting nut.
- Install stainless steel pedal cover. (sport grade)
  CAUTION:
  Never use lubricants when installing. Otherwise the firm seating of the stainless steel cover is not assured.
- Perform inspection after installation. Refer to ACC-5, "Inspection".



Inspection

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INSPECTION AFTER INSTALLATION

- Check accelerator pedal moves smoothly within the whole operation range when it is fully depressed and released.
- Check accelerator pedal securely returns to the fully released position.
- For the electrical inspection of accelerator pedal position sensor, refer to following:

1.6L/2.0L TURBO ENGINE	• Accelerator pedal position sensor 1: Refer to EC-818, "Diagnosis Procedure". • Accelerator pedal position sensor 2: Refer to EC-822, "Diagnosis Procedure".