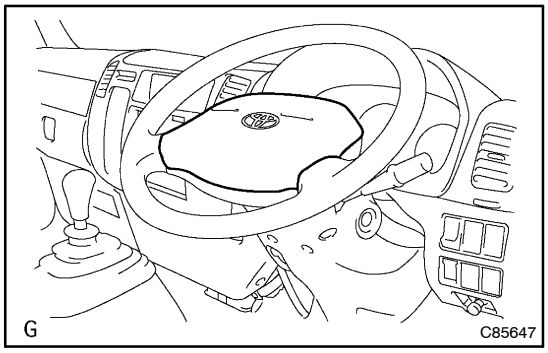
600IG–01

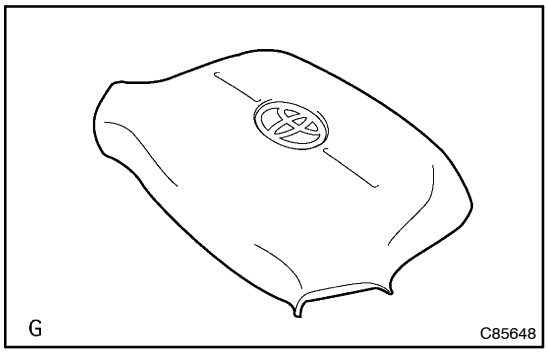
ON–VEHICLE INSPECTION



1. CHECK HORN BUTTON ASSY(VEHICLES NOT INVOLVED IN COLLISION)

(a) Do a diagnostic system check (See page 05–312).

(b) Do a visual check which includes the following item with the horn button assy (with airbag) installed in the vehicle. Check cuts, minute cracks or marked discoloration on the horn button assy top surface and in the grooved portion.

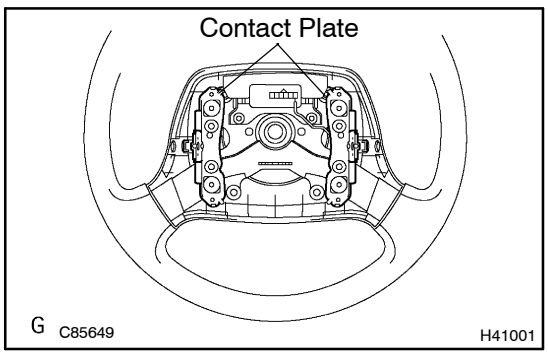


2. CHECK HORN BUTTON ASSY(VEHICLE INVOLVED IN COLLISION AND AIRBAG IS NOT DEPLOYED)

(a) Do a diagnostic system check (See page 05–312).

(b) Do a visual check which includes the following items with the horn button assy (with airbag) removed from the vehicle.

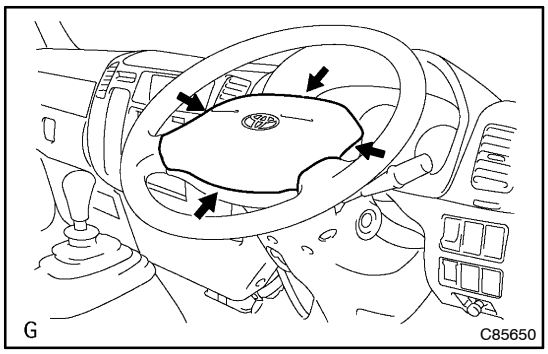
- Check cuts, minute cracks or marked discoloration on the horn button assy top surface and in the grooved portion.
- Check cuts and cracks in wire harness, and chipping in connectors.
- Check the deformation on the steering wheel.



- Check the deformation on the horn button contact plate of the steering wheel assy.

HINT:

- If the horn button contact plate of the steering wheel assy is deformed, never repair it. Always replace the steering wheel pad with a new one.



- There should be no interference between the horn button assy and steering wheel assy, and the clearance should be uniform all the way around when the new horn button assy is installed on the steering wheel assy.

CAUTION:

For removal and installation of the horn button assy, see page 60–6, and be sure to follow the correct procedure.

3. CHECK HORN BUTTON ASSY (VEHICLE INVOLVED IN COLLISION AND AIRBAG IS DEPLOYED)

(a) Do a diagnostic system check (See page 05–312).

(b) Do a visual check which includes the following item with the horn button assy (with airbag) removed from the vehicle.

Check the damage on the spiral cable connector and wire harness.

HINT:

There should be no interference between the horn button assy and steering wheel assy, and the clearance should be uniform all the way around when the new horn button assy is installed on the steering wheel assy.

4. CHECK AIRBAG ECU ASSY (VEHICLE NOT INVOLVED IN COLLISION)

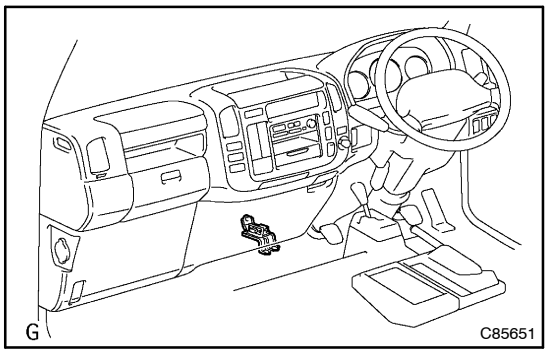
(a) Do a diagnostic system check (See page 05–312).

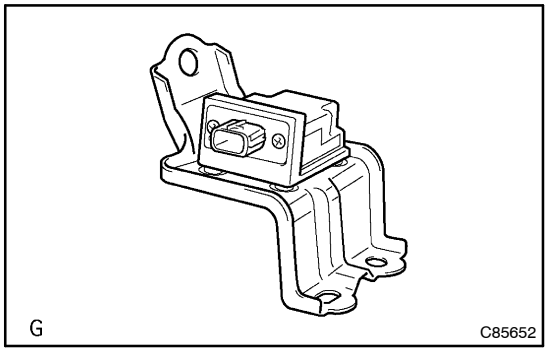
5. CHECK AIRBAG ECU ASSY (VEHICLE INVOLVED IN COLLISION AND AIRBAG IS NOT DEPLOYED)

(a) Do a diagnostic system check (See page 05–312).

6. CHECK AIRBAG ECU ASSY (VEHICLE INVOLVED IN COLLISION AND AIRBAG IS DEPLOYED)

(a) Replace the airbag ECU assy (See page 60–19).





7. CHECK AIRBAG SENSOR ASSY NO. 2 (VEHICLE NOT INVOLVED IN COLLISION)

(a) Do a diagnostic system check (See page 05–312).

8. CHECK AIRBAG SENSOR ASSY NO. 2 (VEHICLE INVOLVED IN COLLISION)

(a) Do a diagnostic system check (See page 05–312).

(b) If the front bumper of the vehicle or its periphery is damaged, do a visual check for damage to the airbag sensor assy No. 2, which includes the following items even if the airbag was not deployed:

- Bracket deformation
- Paint peeling off the bracket
- Cracks, dents or chips in the case
- Cracks, dents, chipping and scratches in the connector
- Peeling off of the label or damage to the serial number

9. CHECK WIRE HARNESS AND CONNECTOR (VEHICLE NOT INVOLVED IN COLLISION)

(a) Do a diagnostic system check (See page 05–312).

10. CHECK WIRE HARNESS AND CONNECTOR (VEHICLE INVOLVED IN COLLISION)

(a) Do a diagnostic system check (See page 05–312).

(b) Check breaks in all wires of the SRS wire harness, and exposed conductors.

(c) Check to see if the SRS wire harness connectors are cracked or chipped.

HINT:

The SRS wire harness is integrated with the instrument panel wire harness assembly. All the connectors in the system are a standard yellow color.