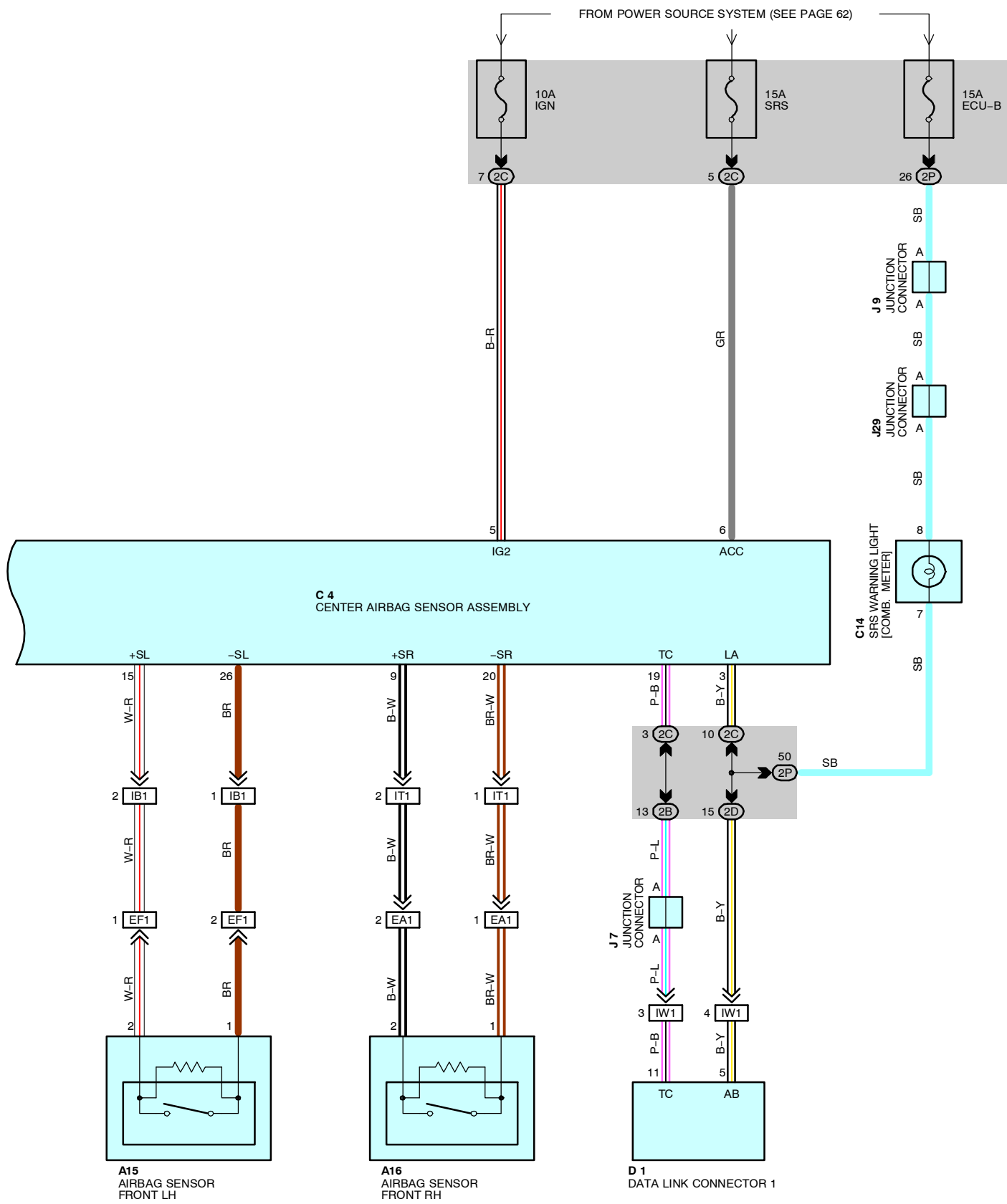


NOTICE: When inspecting or repairing the SRS, perform the operation in accordance with the following precautionary instructions and the procedure and precautions in the Repair Manual for the applicable model year.

- Malfunction symptoms of the SRS are difficult to confirm, so the DTCs become the most important source of information when troubleshooting. When troubleshooting the SRS, always inspect the DTCs before disconnecting the battery.
- **Work must be started after 90 seconds from when the ignition switch is turned to the “LOCK” position and the negative (–) terminal cable is disconnected from the battery. (The SRS is equipped with a back-up power source so that if work is started within 90 seconds from disconnecting the negative (–) terminal cable of the battery, the SRS may be deployed.)**
- When the negative (–) terminal cable is disconnected from the battery, the memory of the clock and audio system will be canceled. So before starting work, make a record of the contents memorized in the audio memory system. When work is finished, reset the audio systems as they were before and adjust the clock. This vehicle has power tilt and power telescopic steering, power seat and power outside rear view mirror which are all equipped with memory function. However, it is not possible to make a record of the memory contents. So when the work is finished, it will be necessary to explain this fact to the customer, and ask the customer to adjust the features and reset the memory. To avoid erasing the memory in each memory system, never use a back-up power supply from outside the vehicle.
- Before repairs, remove the airbag sensor if shocks are likely to be applied to the sensor during repairs.
- Do not expose the steering wheel pad, front passenger airbag assembly, seat belt pretensioner and center airbag sensor assembly directly to hot air or flames.
- Even in cases of a minor collision where the SRS does not deploy, the steering wheel pad, front passenger airbag assembly, seat belt pretensioner and center airbag sensor assembly should be inspected.
- Never use SRS parts from another vehicle. When replacing parts, replace them with new parts.
- Never disassemble and repair the steering wheel pad, front passenger airbag assembly, seat belt pretensioner and center airbag sensor assembly in order to reuse it.
- If the steering wheel pad, front passenger airbag assembly, seat belt pretensioner and center airbag sensor assembly has been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.
- Use a volt/ohmmeter with high impedance (10 k $\Omega$ /V minimum) for troubleshooting the system's electrical circuits.
- Information labels are attached to the periphery of the SRS components. Follow the instructions on the notices.
- After work on the SRS is completed, perform the SRS warning light check.
- If the vehicle is equipped with a mobile communication system, refer to the precaution in the IN section of the Repair Manual.





## SYSTEM OUTLINE

The SRS is a driver and front passenger protection device which has a supplemental role to the seat belts. When the ignition SW is turned on, the current from the **SRS** fuse flows to the center airbag sensor assembly **TERMINAL 6**. Only when the ignition SW is on does the current from the **IGN** fuse flow to center airbag sensor assembly **TERMINAL 5**. In case an accident occurs while driving, when the frontal impact exceeds a predetermined level, the current from the **SRS** or **IGN** fuse flows to center airbag sensor assembly **TERMINALS 14, 10, 16, 8** to airbag squibs and pretensioners to center airbag sensor assembly **TERMINALS 13, 11, 17, 7** to **TERMINALS 27, 28** or **BODY GROUND** to **GROUND**. As a result, the current flows to the airbag squibs and pretensioner squibs, and operates the airbag and pretensioners. The airbag stored in the steering wheel pad is instantaneously expanded to soften the shock to the driver. The airbag stored in the front passenger's instrument panel is instantaneously expanded to soften the shock to the front passenger. The pretensioners ensure the seat belt restrainability.

## ○ : PARTS LOCATION

| Code | See Page           | Code | See Page           | Code | See Page           |
|------|--------------------|------|--------------------|------|--------------------|
| A15  | <a href="#">36</a> | D1   | <a href="#">36</a> | J22  | <a href="#">39</a> |
| A16  | <a href="#">36</a> | D7   | <a href="#">38</a> | J29  | <a href="#">39</a> |
| A27  | <a href="#">38</a> | J5   | <a href="#">39</a> | P21  | <a href="#">41</a> |
| A28  | <a href="#">38</a> | J7   | <a href="#">39</a> | P22  | <a href="#">41</a> |
| C4   | <a href="#">38</a> | J9   | <a href="#">39</a> |      |                    |
| C14  | <a href="#">38</a> | J21  | <a href="#">39</a> |      |                    |

## ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| Code | See Page           | Junction Block and Wire Harness (Connector Location)                     |
|------|--------------------|--------------------------------------------------------------------------|
| 2B   | <a href="#">24</a> | Dash Wire and Cowl Side J/B LH (Left Kick Panel)                         |
| 2C   |                    |                                                                          |
| 2D   |                    |                                                                          |
| 2P   | <a href="#">26</a> | Instrument Panel Integration Wire and Cowl Side J/B LH (Left Kick Panel) |

## □ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| Code | See Page           | Joining Wire Harness and Wire Harness (Connector Location)                  |
|------|--------------------|-----------------------------------------------------------------------------|
| EA1  | <a href="#">44</a> | Engine Room Main Wire and Engine Room No.2 Wire (Engine Compartment Right)  |
| EF1  | <a href="#">44</a> | Engine Room No.2 Wire and Engine Room Main Wire (Under the Engine Room J/B) |
| IB1  | <a href="#">46</a> | Engine Room No.2 Wire and Dash Wire (Left Kick Panel)                       |
| ID2  | <a href="#">46</a> | Dash Wire and Floor Wire (Left Kick Panel)                                  |
| II1  | <a href="#">48</a> | Dash Wire and Column Wire (Near the Ignition SW)                            |
| IJ1  | <a href="#">48</a> | Dash Wire and Detector Wire (Instrument Panel Center)                       |
| IN1  | <a href="#">50</a> | Engine Wire and Dash Wire (Behind the Glove Box)                            |
| IS1  | <a href="#">50</a> | Dash Wire and Floor No.2 Wire (Right Kick Panel)                            |
| IT1  | <a href="#">50</a> | Engine Room No.2 Wire and Dash Wire (Right Kick Panel)                      |
| IW1  | <a href="#">52</a> | Engine Room No.2 Wire and Dash Wire (Behind the Glove Box)                  |

## ▽ : GROUND POINTS

| Code | See Page           | Ground Points Location           |
|------|--------------------|----------------------------------|
| EC   | <a href="#">44</a> | Rear Bank of Right Cylinder Head |
| IG   | <a href="#">46</a> | Set Bolt of Cowl Side J/B LH     |

