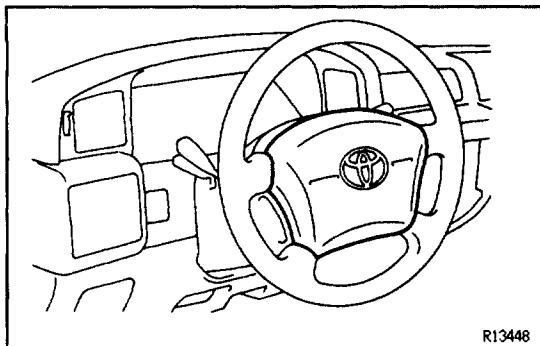


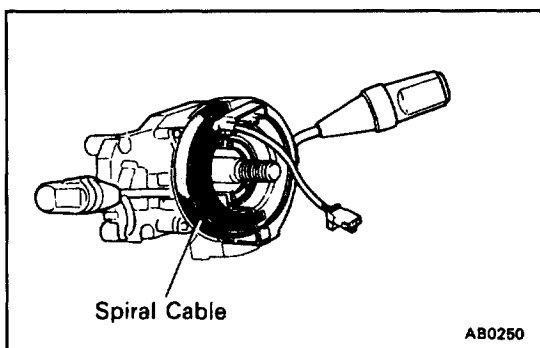


OPERATION

FUNCTION OF COMPONENTS

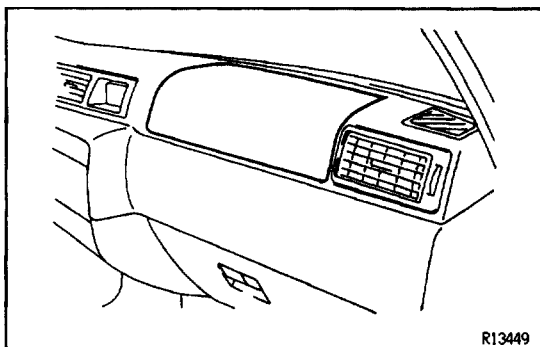
1. STEERING WHEEL PAD (with AIRBAG)

The inflator and bag of the SRS are stored in the steering wheel pad and cannot be disassembled. The inflator contains a squib, igniter charge, gas generant, etc., and inflates the bag when instructed by the center airbag sensor assembly.



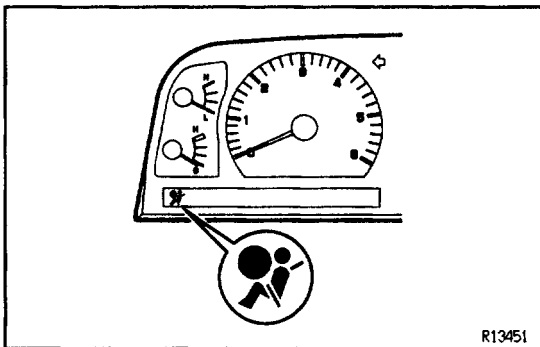
2. SPIRAL CABLE (in COMBINATION SWITCH)

A spiral cable is used as an electrical joint from the vehicle body side to the steering wheel.



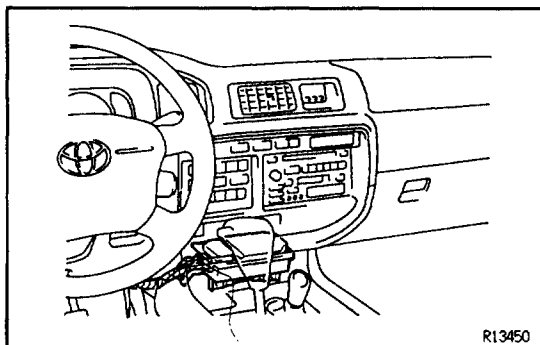
3. FRONT PASSENGER AIRBAG ASSEMBLY

The inflator and bag of the SRS are stored in the front passenger airbag assembly and cannot be disassembled. The inflator contains a squib, igniter charge, gas generant, etc., and inflates the bag when instructed by the center airbag sensor assembly.



4. SRS WARNING LIGHT

The SRS warning light is located on the combination meter. It goes on to alert the driver of trouble in the system when a malfunction is detected in the airbag sensor assembly. In normal operating condition when the ignition switch is turned to the ACC or ON position, the light goes on for about 6 seconds and then goes off.

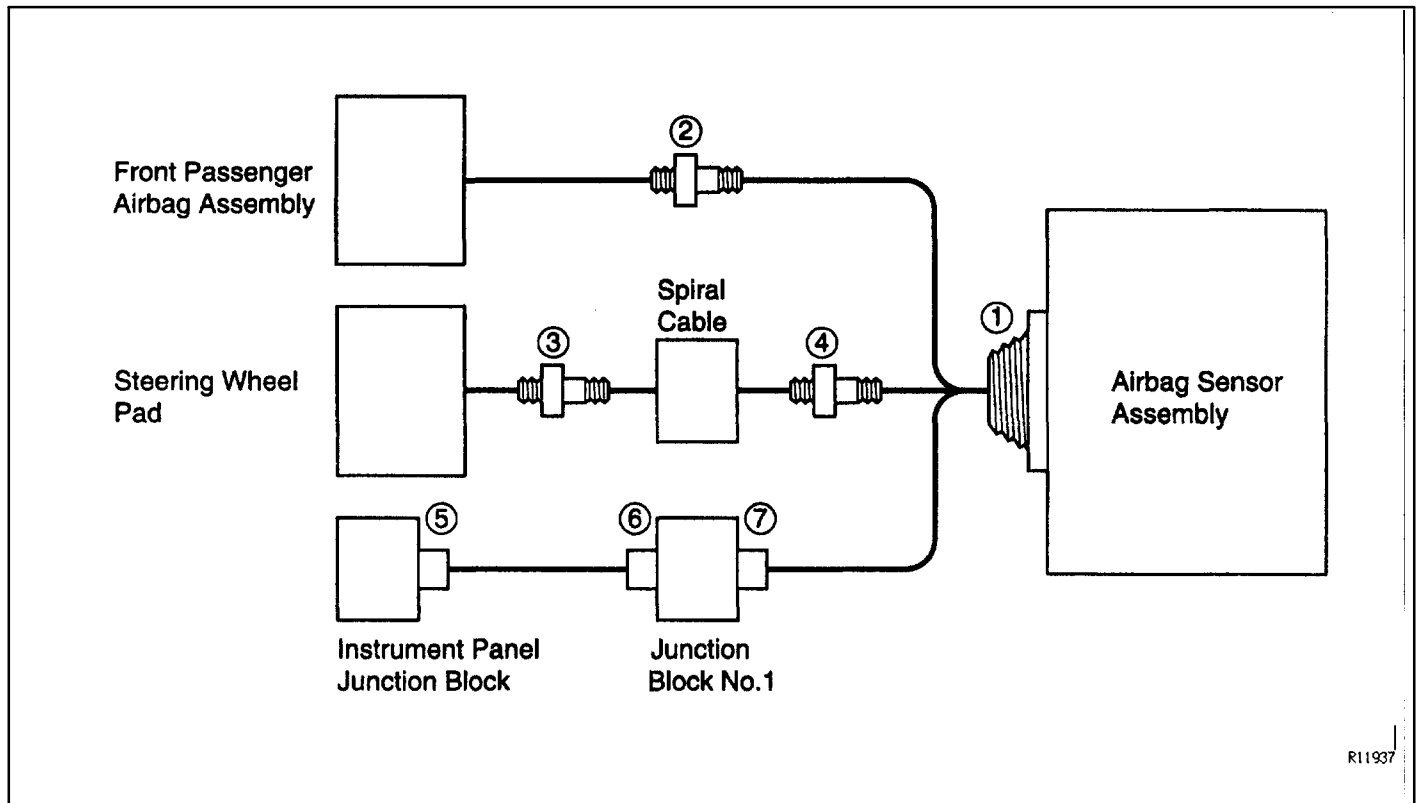


5. AIRBAG SENSOR ASSEMBLY

The airbag sensor assembly is mounted on the floor inside the console box. The airbag sensor assembly consists of an airbag sensor, safing sensor, diagnosis circuit and ignition control, drive circuit, etc.

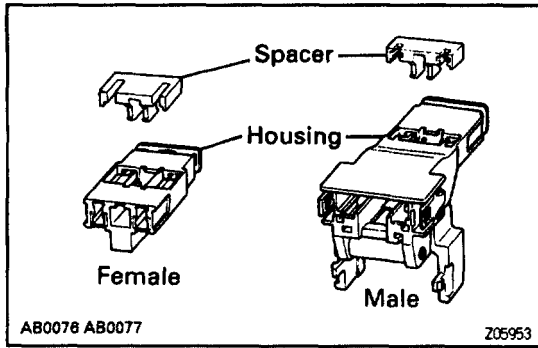
It receives signals from the airbag sensors and judges whether the SRS must be activated or not.

6. SRS CONNECTORS



No.	Item	Application
(1)	Terminal Twin-Lock Mechanism	Connectors (1), (2), (3), (4), (5), (6), (7)
(2)	Airbag Activation Prevention Mechanism	Connectors (2), (3), (4)
(3)	Electrical Connection Check Mechanism	Connectors (1)
(4)	Connector Twin-Lock Mechanism	Connectors (2), (3), (4)

All connectors in the SRS are colored yellow to distinguish them from other connectors. Connectors having special functions and specifically designed for the SRS are used in the locations shown above to ensure high reliability. These connectors use durable goldplated terminals.

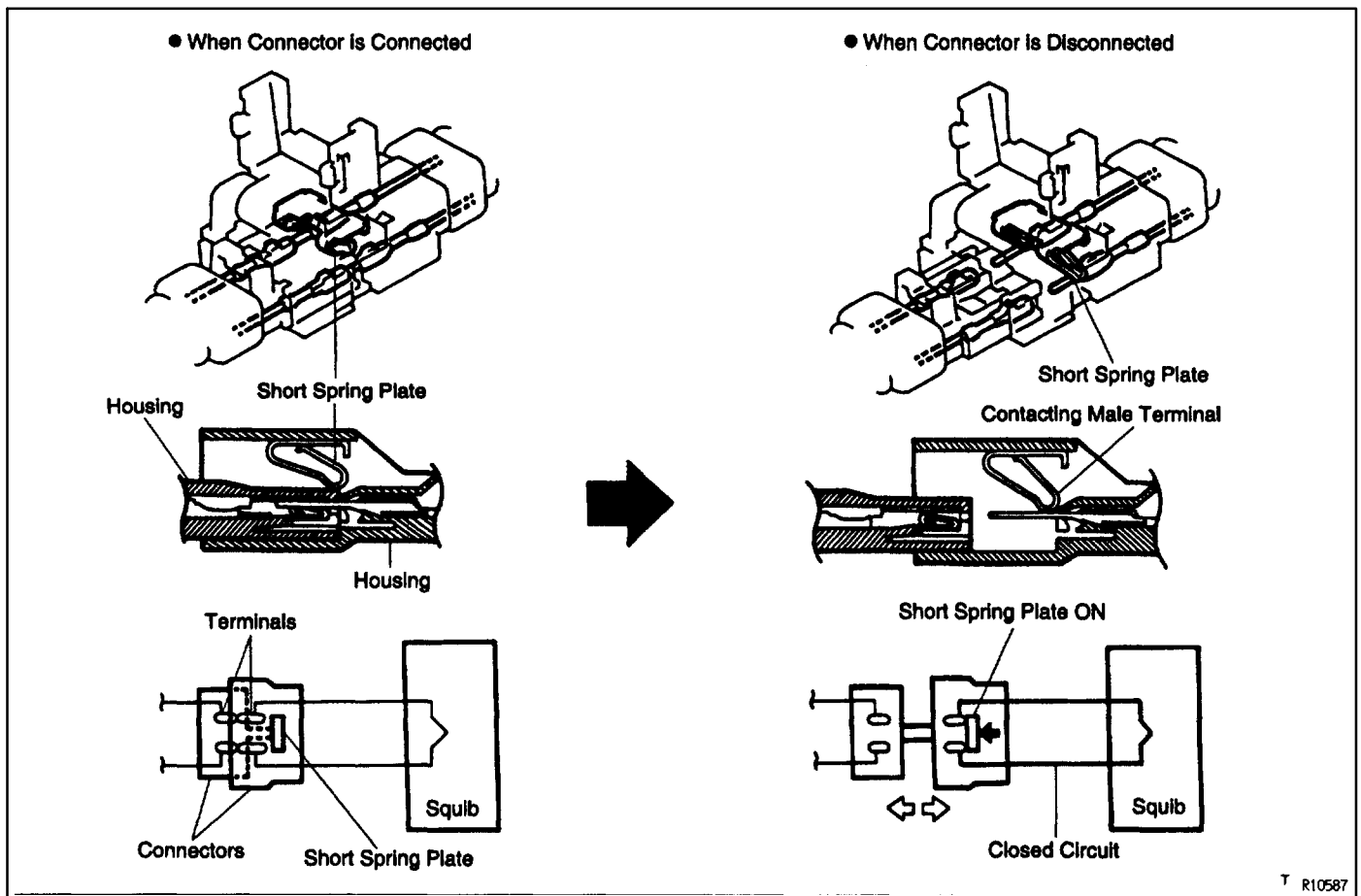


(1) Terminal Twin-Lock Mechanism

Each connector has a two-piece construction consisting of a housing and a spacer. This design secures the locking of the terminal by two locking devices (the retainer and the lance) to prevent terminals from coming out.

(2) Airbag Activation Prevention Mechanism

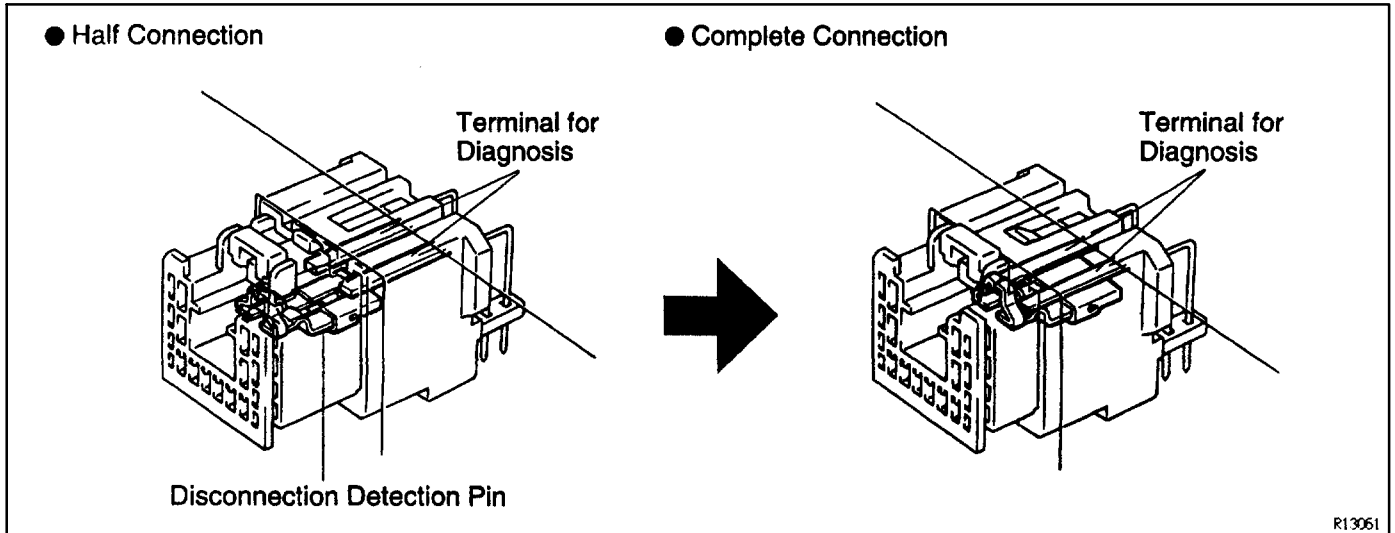
Each connector contains a short spring plate. When the connector is disconnected, the short spring plate automatically connects the power source and grounding terminals of the squib.



HINT: The type of connector shown above is used for connectors 2, 3, and 4, in the diagram on the preceding page.

(3) Electrical Connection Check Mechanism

This mechanism electrically checks if connectors are connected correctly and completely. The electrical connection check mechanism is designed so that the disconnection detection pin connects with the diagnosis terminals when the connector housing lock is locked.



HINT: The illustration shows connector 1.

(4) Connector Twin-Lock Mechanism

With this mechanism connectors (male and female connectors) are locked by 2 locking devices to increase connection reliability. If the primary lock is incomplete, ribs interfere and prevent the secondary lock.

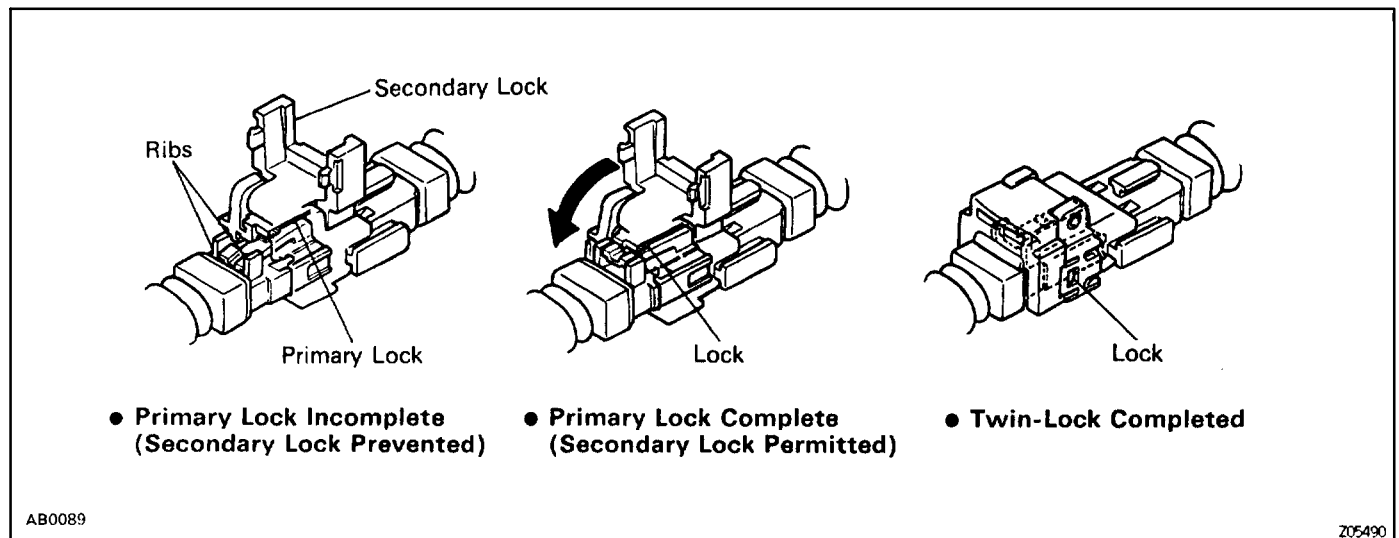
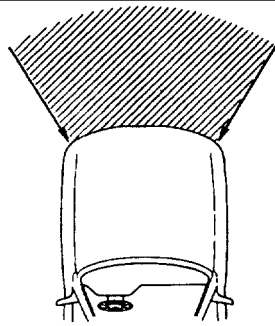


Fig. 1



Power Source

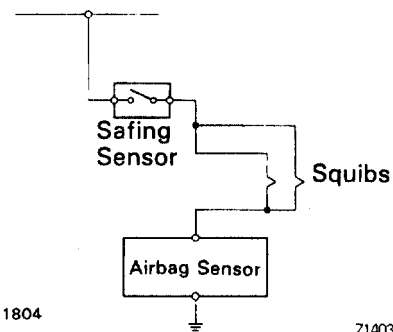


Fig. 2

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When the vehicle is involved in a frontal collision in the hatched area (Fig. 1) and the shock is larger than a predetermined level, the SRS is activated automatically. A safing sensor is designed to go on at a smaller deceleration rate than the airbag sensor. As illustrated in Fig. 2, ignition is caused when current flows to the squib, which happens when a safing sensor and the airbag sensor go on simultaneously. When a deceleration force acts on the sensors, two squibs in the driver airbag and front passenger airbag ignite and generate gas. The gas discharging into the driver airbag and front passenger airbag rapidly increases the pressure inside the bags, breaking open the steering wheel pad and instrument panel door.

Bag inflation then ends, and the bags deflate as the gas is discharged through discharge holes at the bag's rear or side.