

SRS (SUPPLEMENTAL RESTRAINT SYSTEM)

NOTICE: When inspecting or repairing the SRS (supplemental restraint system), 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 supplemental restraint system are difficult to confirm, so the diagnostic trouble codes become the most important source of information when troubleshooting.

When troubleshooting the supplemental restraint system, always inspect the diagnostic trouble codes before disconnecting the battery.

- Work must be started after 90 seconds from the time the Ignition SW is set to the “LOCK” position and the negative (–) terminal cable is disconnected from the battery.

(The supplemental restraint system is equipped with a back-up power source so that if work is started within 90 seconds of disconnecting the negative (–) terminal cable of the battery, the SRS may be activated.)

When the negative (–) terminal cable is disconnected from the battery, memory of the clock and audio systems will be cancelled. So before starting work, make a record of the contents memorized by each memory system. When work is finished, reset the clock and audio system as before and adjust the clock.

To avoid erasing the memory of each memory system, never use a back-up power supply from outside the vehicle.

- When removing the steering wheel pad or handling a new steering wheel pad, keep the pad upper surface facing upward. Also, lock the lock lever of the twin lock type connector at the rear of the pad and take care not to damage the connector.

(Storing the pad with its metallic surface up may lead to a serious accident if the SRS inflates for some reason.)

- Always store a removed or new front passenger airbag assembly with the airbag door facing up. Storing the airbag assembly with the airbag door facing down could cause a serious accident if the airbag inflates.
- Store the steering wheel pad where the ambient temperature remains below 93°C (200°F), without high humidity and away from electrical noise.
- Never use SRS parts from another vehicle. When replacing SRS parts, replace them with new parts.
- Never disassemble and repair the steering wheel pad, front passenger airbag assembly, airbag sensor assembly or front airbag sensors.
- Before repairing the body, remove the airbag sensors if during repair shocks are likely to be applied to the sensors due to vibration of the body or direct tapping with tools or other parts.
- Do not reuse a steering wheel pad or front airbag sensors.

After evaluating whether the center airbag sensor assembly is damaged or not, decide whether or not to reuse it. (See the Repair Manual for the method for evaluating the airbag sensor assembly.)

- When troubleshooting the supplemental restraint system, use a high-impedance (Min. 10kΩ/V) tester.
- The wire harness of the supplemental restraint system is integrated with the cowl wire harness assembly. The vehicle wiring harness exclusively for the airbag system is distinguished by corrugated yellow tubing, as are the connectors.

- Do not measure the resistance of the airbag squibs.

(It is possible this will deploy the airbag and is very dangerous.)

- If the wire harness used in the supplemental restraint system is damaged, replace the whole wire harness assembly.

When the connector to the front airbag sensors can be repaired alone (when there is no damage to the wire harness), use the repair wire specially designed for the purpose.

(Refer to the Repair Manual for the applicable Model year for details of the replacement method.)

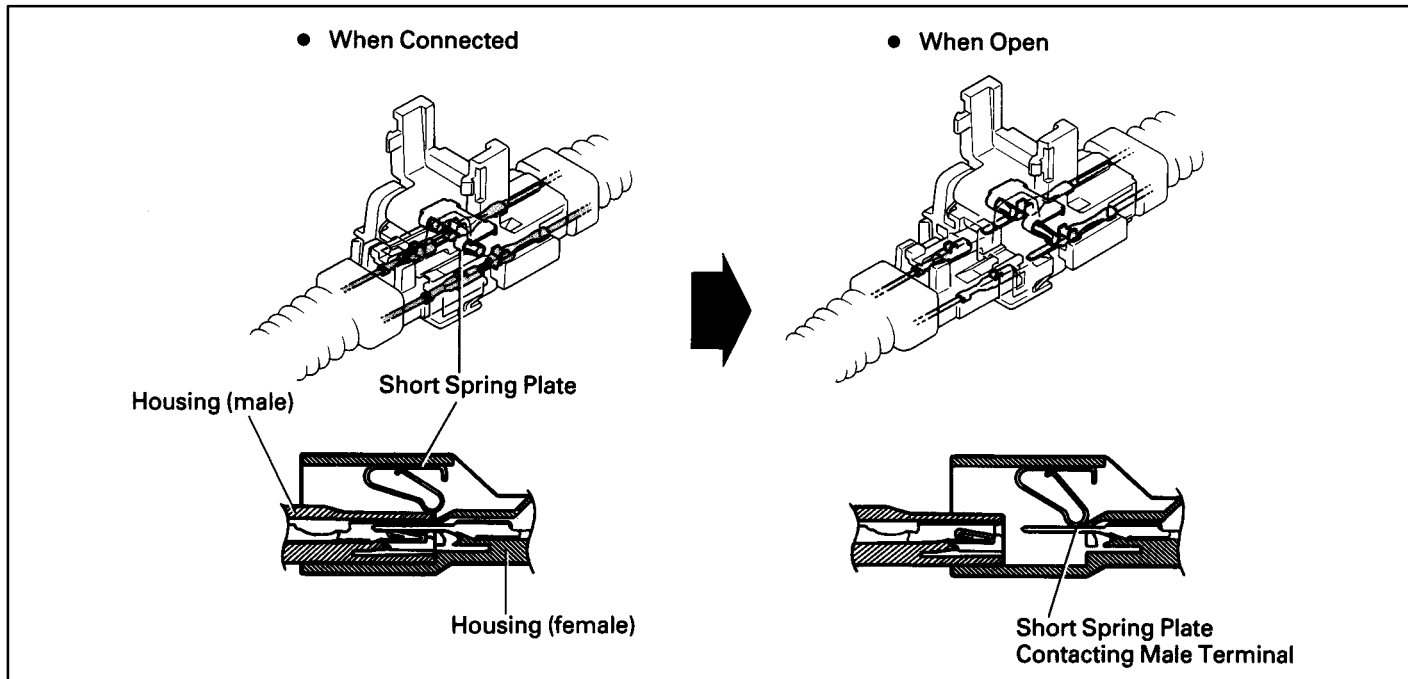
- INFORMATION LABELS (NOTICES) are attached to the periphery of the SRS components. Follow the instructions on the notices.

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The supplemental restraint system has connectors which possess the functions described below:

1. SRS ACTIVATION PREVENTION MECHANISM

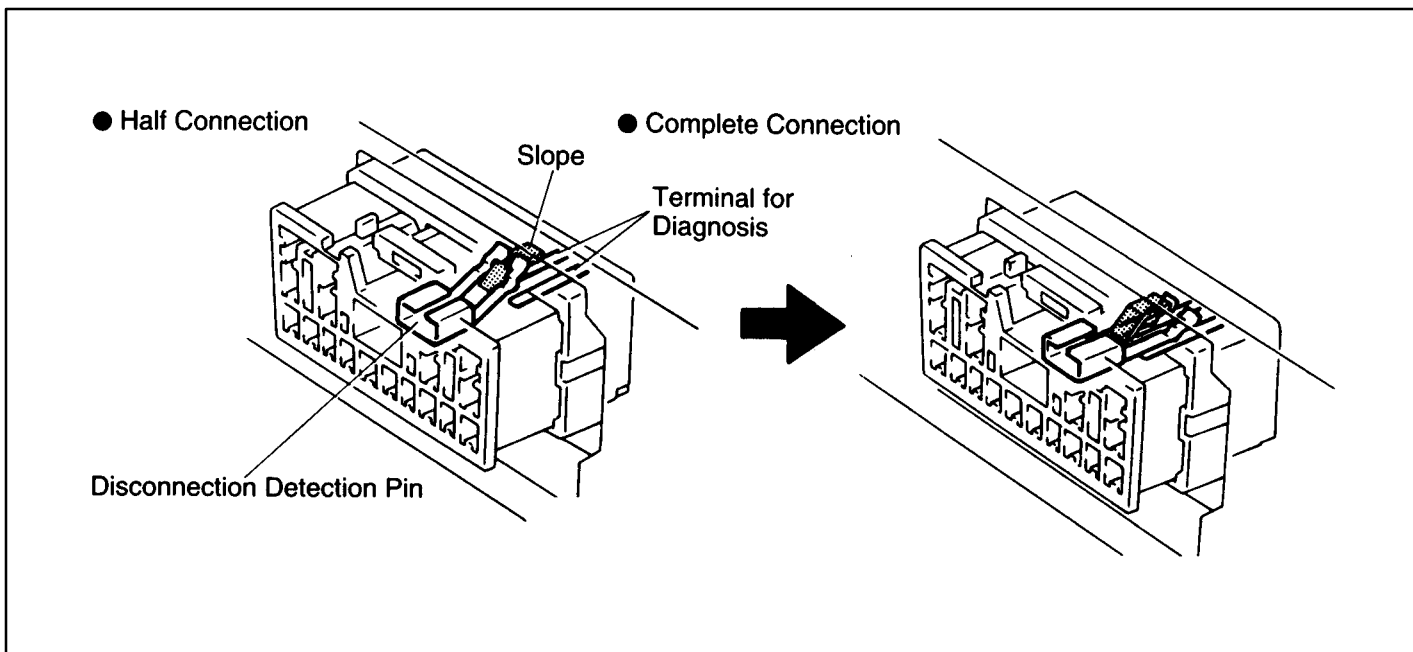
Each connector contains a short spring plate. When the connector is disconnected, the short spring plate automatically connects the power source and grounding terminals of the squib to preclude a potential difference between the terminals.



2. ELECTRICAL CONNECTION CHECK MECHANISM

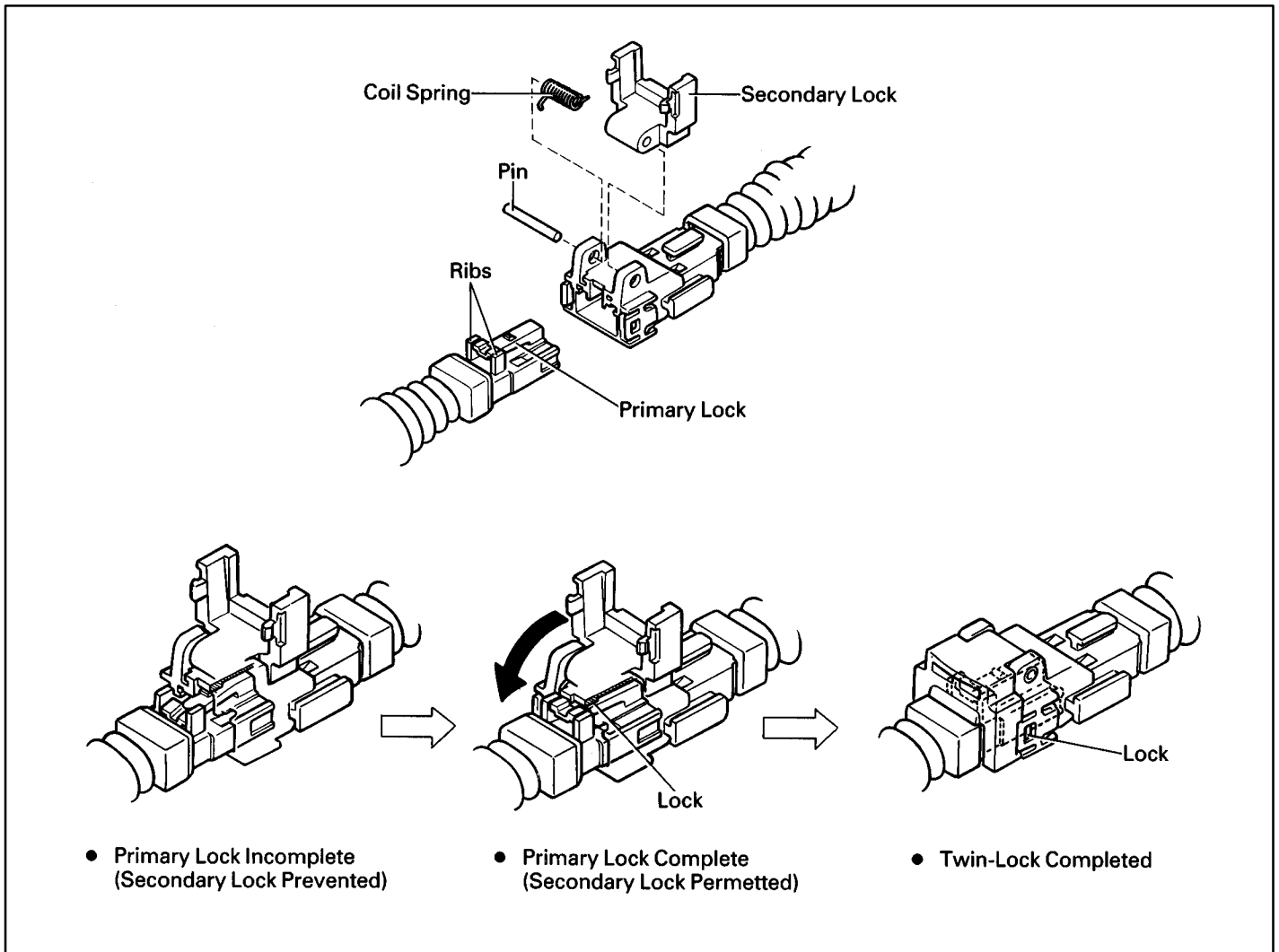
This mechanism is designed to electrically check if connectors are connected correctly and completely.

The electrical connection check mechanism is designed so that the connection detection pin connects with the diagnosis terminals when the connector housing lock is in the locked condition.

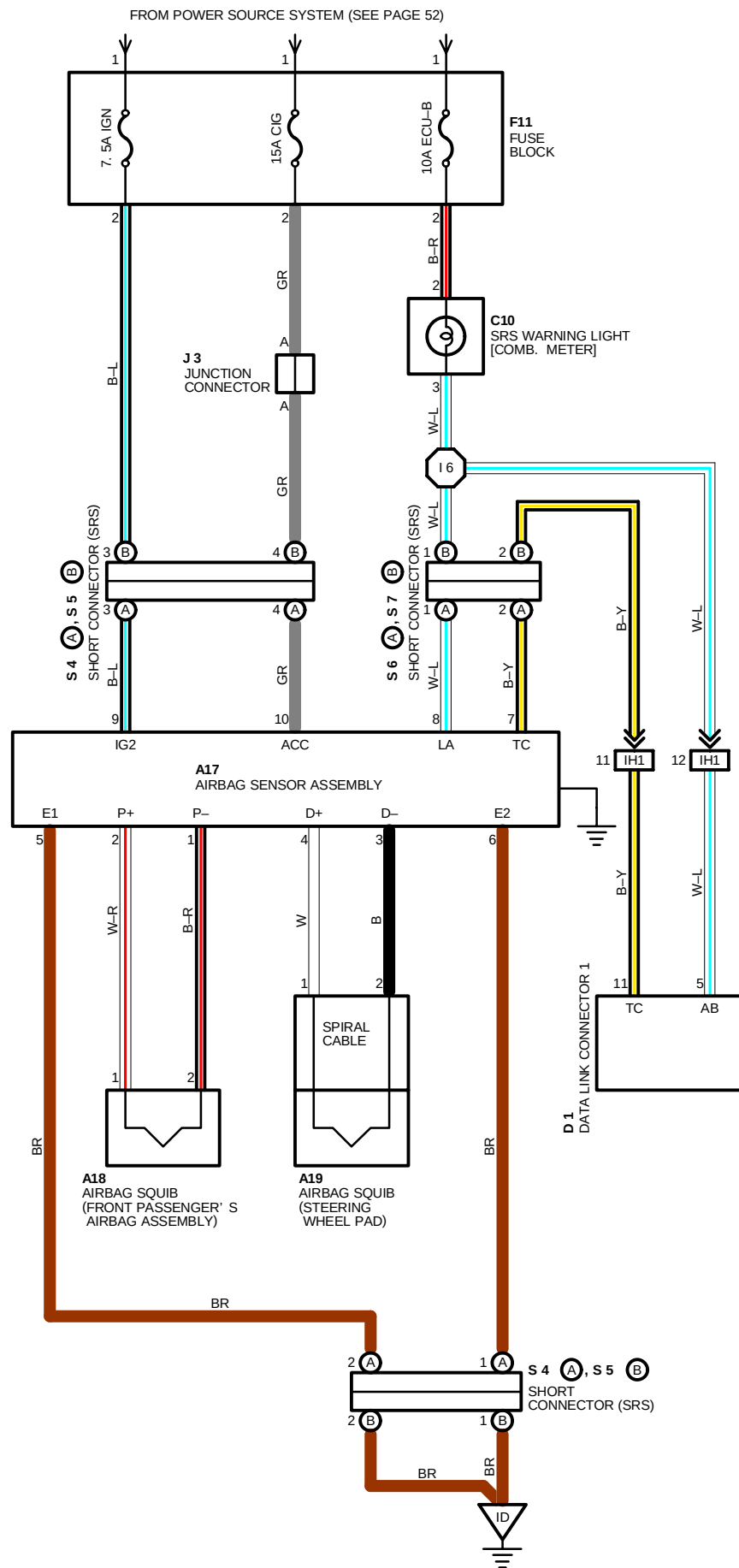


3. CONNECTOR TWIN-LOCK MECHANISM

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



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SYSTEM OUTLINE

THE SRS (SUPPLEMENTAL RESTRAINT SYSTEM) IS A DRIVER AND PASSENGER PROTECTION DEVICE WHICH HAS A SUPPLEMENTAL ROLE TO THE SEAT BELTS.

WHEN THE IGNITION SW IS TURNED TO ACC OR ON, THE CURRENT FROM THE **CIG** FUSE FLOWS TO **TERMINAL 10** OF THE AIRBAG SENSOR ASSEMBLY. ONLY WHEN THE IGNITION SW IS ON DOES, THE CURRENT FROM THE **IGN** FUSE FLOWS TO **TERMINAL 9** OF THE ASSEMBLY.

IF AN ACCIDENT OCCURS WHILE DRIVING, DECELERATION CAUSED BY A FRONTAL IMPACT IS DETECTED BY THE SENSOR IN THE AIRBAG SENSOR ASSEMBLY, AND WHEN THE FRONTAL IMPACT EXCEEDS A SET LEVEL (WHEN THE SAFING SENSOR BUILT INTO THE AIRBAG SENSOR ASSEMBLY IS ON), THE CURRENT FROM THE **CIG** OR THE **IGN** FUSE FLOWS THROUGH **TERMINALS 4 AND 2** OF THE AIRBAG SENSOR ASSEMBLY TO **TERMINAL 1** OF THE AIRBAG SQUIB → **TERMINAL 2** → **TERMINALS 3 AND 1** OF THE AIRBAG SENSOR ASSEMBLY → **TERMINAL 5, TERMINAL 6 OR BODY GROUND** → **GROUND**.

WHEN THE SAFING SENSOR BUILT INTO THE AIRBAG SENSOR ASSEMBLY IS ON AND THE FLOOR SENSOR BUILT INTO THE AIRBAG SENSOR ASSEMBLY IS ON, THE CENTER AIRBAG SENSOR IS ON, AND THE CURRENT FROM THE **CIG** OR THE **IGN** FUSE FLOWS THROUGH SAFING SENSOR BUILT INTO THE AIRBAG SENSOR ASSEMBLY TO **TERMINALS 4 AND 2** OF THE AIRBAG SENSOR ASSEMBLY TO **TERMINAL 1** OF THE AIRBAG SQUIB → **TERMINAL 2** → **TERMINALS 3 AND 1** OF THE AIRBAG SENSOR ASSEMBLY → THE FLOOR SENSOR BUILT INTO THE AIRBAG SENSOR ASSEMBLY → **TERMINAL 5, TERMINAL 6 OR BODY GROUND** → **GROUND**.

WHEN THE SAFING SENSOR BUILT INTO THE AIRBAG SENSOR ASSEMBLY IS ON, AND FLOOR SENSOR BUILT INTO THE AIRBAG SENSOR ASSEMBLY IS ON, ONE OF THE ABOVE-MENTIONED CIRCUITS IS ACTIVATED SO THAT THE CURRENT FLOWS TO THE AIRBAG SQUIBS, CAUSING IT TO OPERATE.

THE AIRBAG STORED INSIDE THE STEERING WHEEL PAD IS INSTANTANEOUSLY EXPANDED TO SOFTEN THE SHOCK TO A DRIVER. SIMULTANEOUSLY, THE AIRBAG STORED INSIDE THE PASSENGER'S INSTRUMENT PANEL IS INSTANTANEOUSLY EXPANDED TO SOFTEN THE SHOCK TO A PASSENGER.

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A17	24	D 1	22	S 5	B 25
A18	24	F11	25	S 6	A 25
A19	24	J 3	25	S 7	B 25
C10	24	S 4	A 25		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IH1	32	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)

▽ : GROUND POINTS

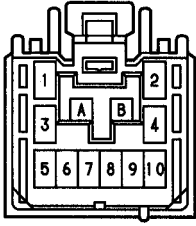
CODE	SEE PAGE	GROUND POINTS LOCATION
ID	32	LEFT KICK PANEL

⬡ : SPLICE POINTS

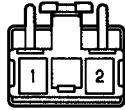
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 6	32	COWL WIRE			

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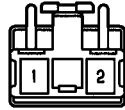
A17 YELLOW



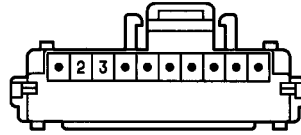
A18 YELLOW



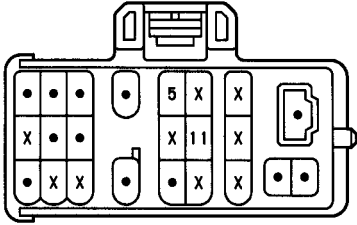
A19 YELLOW



C10 GRAY



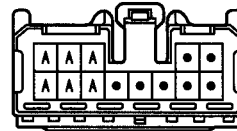
D 1 BLACK



F11

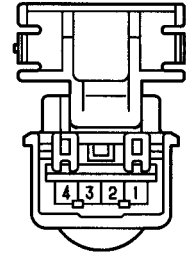
(SEE PAGE 20)

J 3 BLUE

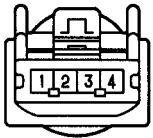


(HINT: SEE PAGE 7)

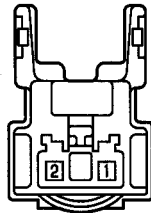
S 4 (A) YELLOW



S 5 (B) YELLOW



S 6 (A) YELLOW



S 7 (B) YELLOW

