

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.

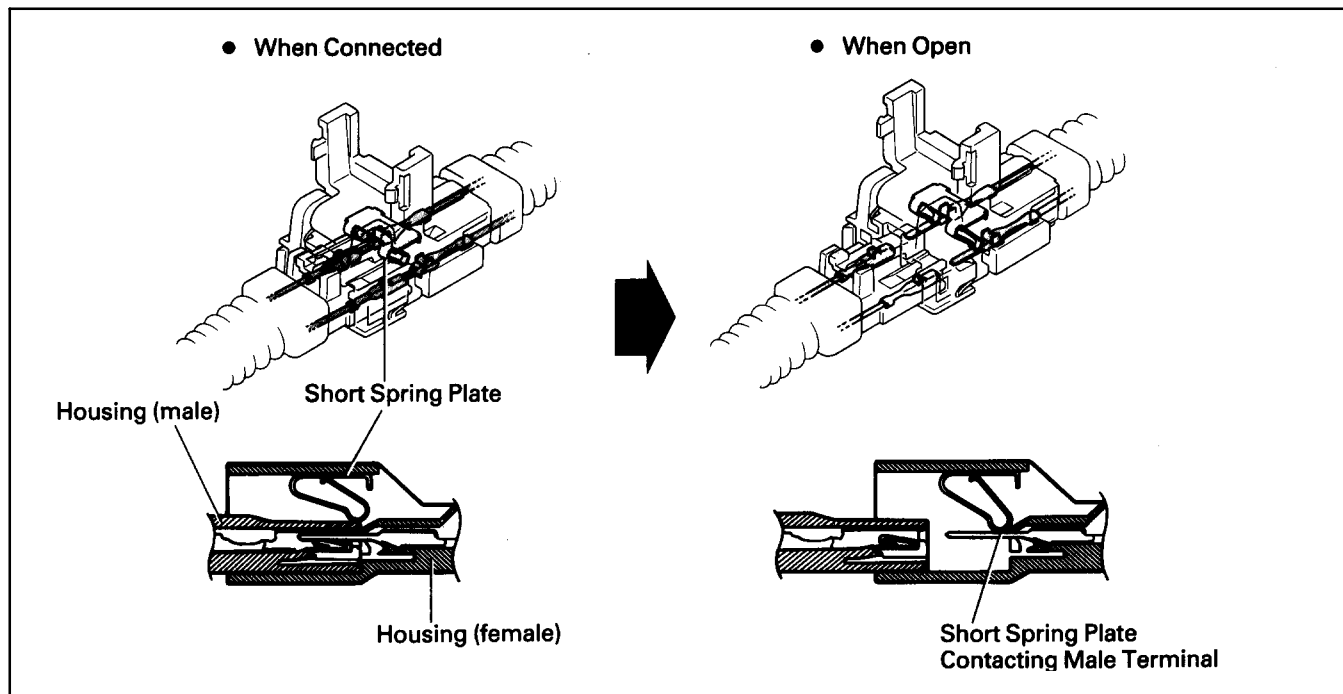
- Malfunction symptoms of the SRS are difficult to confirm, so the DTCs become the most important source of information when troubleshooting. When troubleshooting the SRS, always inspect the DTCs before disconnecting the battery.
- **Work must be started after 90 seconds from the time the ignition switch 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 of disconnecting the negative (–) terminal cable from 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 by the audio memory system. When work is finished, reset the audio systems 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.
- Even in cases of a minor collision where the SRS does not deploy, the steering wheel pad, front passenger airbag assembly and airbag sensor assembly should be inspected.
- Never use SRS parts from another vehicle. When replacing parts, replace them with new parts.
- Before repairs, remove the airbag sensor if shocks are likely to be applied to the sensor during repairs.
- Never disassemble and repair the steering wheel pad, front passenger airbag assembly or airbag sensor assembly in order to reuse it.
- If the steering wheel pad, front passenger airbag assembly or airbag sensor assembly have been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.
- Do not expose the steering wheel pad, front passenger airbag assembly or airbag sensor assembly directly to hot air or flames.
- Use a volt/ohmmeter with high impedance (10kΩ/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, check the SRS warning light.
- If the vehicle is equipped with a mobile communication system, refer to the precaution in the IN section of the Repair Manual.



The SRS has connectors which possess the functions described below:

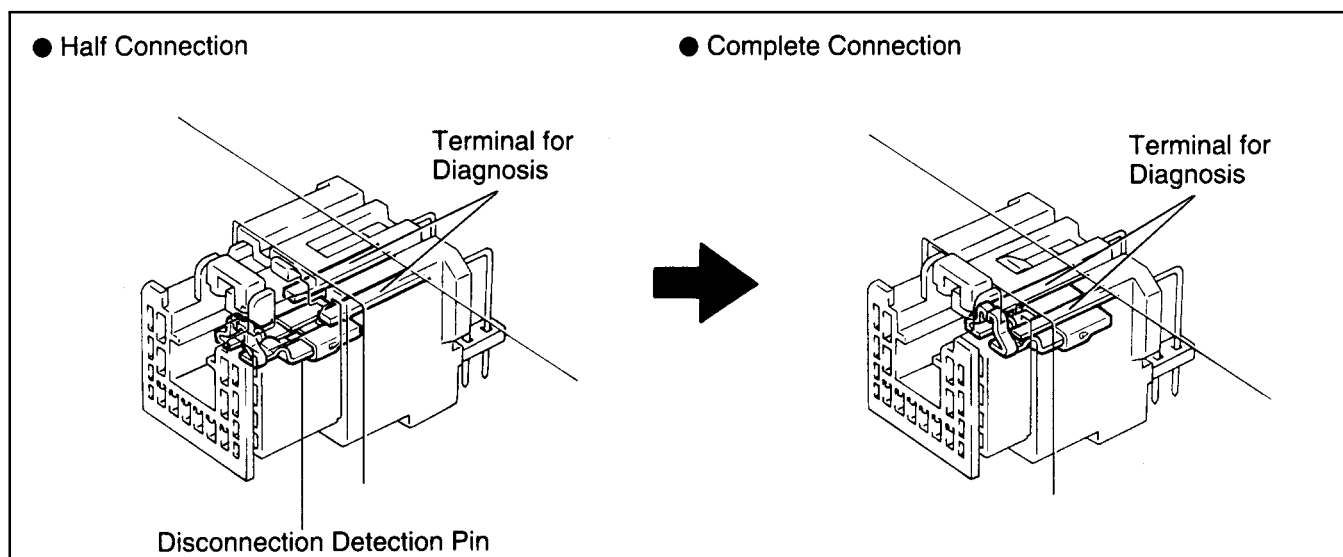
## 1. SRS ACTIVATION PREVENTION MECHANISM

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.



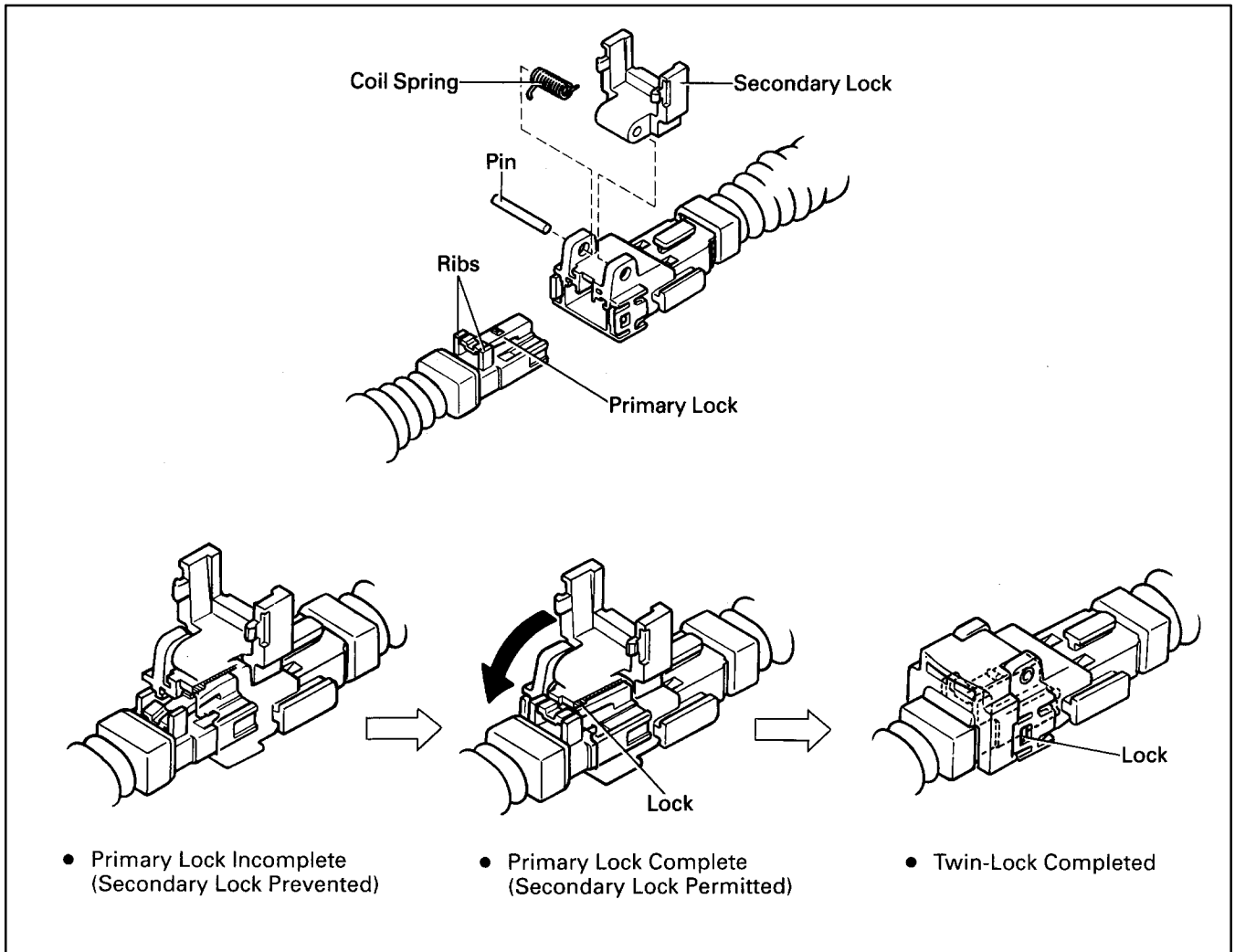
## 2. ELECTRICAL CONNECTION CHECK MECHANISM

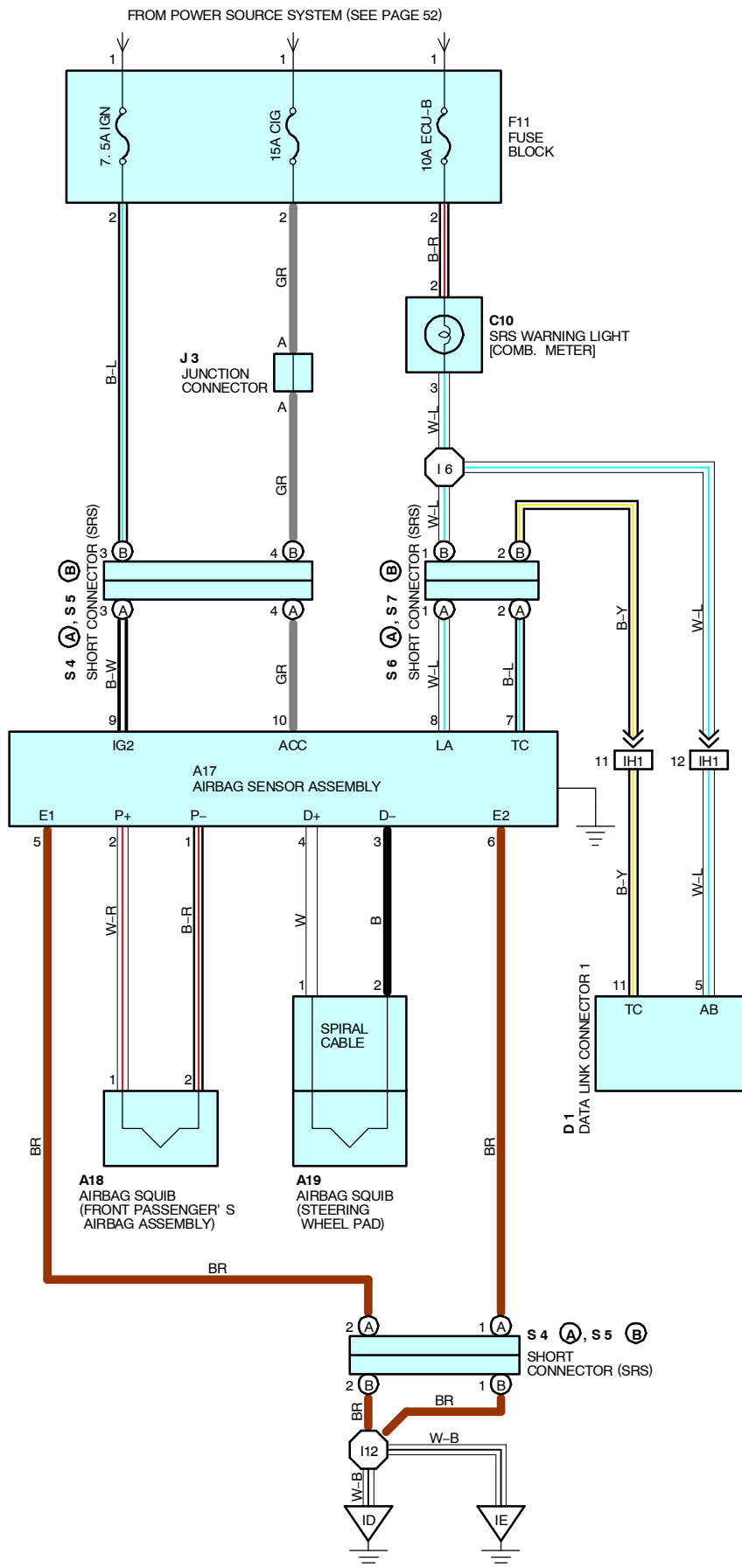
This mechanism electrically checks if connectors are connected correctly and completely. The electrical connection check mechanism is designed so that the disconnection detection pin connects with the diagnosis terminals when the connector housing lock is locked.



### 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.





## SYSTEM OUTLINE

THE SRS 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** 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 AND THE AIRBAG SENSOR ASSEMBLY IS ON), THE CURRENT FROM THE **CIG** AND THE **IGN** FUSE FLOWS THROUGH 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 AND CAUSES 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 THE PASSENGER.



### : PARTS LOCATION

| CODE       | SEE PAGE           | CODE       | SEE PAGE                    | CODE      | SEE PAGE                    |
|------------|--------------------|------------|-----------------------------|-----------|-----------------------------|
| <b>A17</b> | <a href="#">24</a> | <b>D1</b>  | <a href="#">22</a>          | <b>S5</b> | <b>B</b> <a href="#">27</a> |
| <b>A18</b> | <a href="#">24</a> | <b>F11</b> | <a href="#">25</a>          | <b>S6</b> | <b>A</b> <a href="#">27</a> |
| <b>A19</b> | <a href="#">24</a> | <b>J3</b>  | <a href="#">25</a>          | <b>S7</b> | <b>B</b> <a href="#">25</a> |
| <b>C10</b> | <a href="#">24</a> | <b>S4</b>  | <b>A</b> <a href="#">25</a> |           |                             |



### : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE       | SEE PAGE           | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------------|--------------------|------------------------------------------------------------|
| <b>IH1</b> | <a href="#">32</a> | ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)               |



### : GROUND POINTS

| CODE      | SEE PAGE           | GROUND POINTS LOCATION |
|-----------|--------------------|------------------------|
| <b>ID</b> | <a href="#">32</a> | LEFT KICK PANEL        |
| <b>IE</b> | <a href="#">32</a> | RIGHT KICK PANEL       |



### : SPLICE POINTS

| CODE      | SEE PAGE           | WIRE HARNESS WITH SPLICE POINTS | CODE       | SEE PAGE           | WIRE HARNESS WITH SPLICE POINTS |
|-----------|--------------------|---------------------------------|------------|--------------------|---------------------------------|
| <b>I6</b> | <a href="#">32</a> | COWL WIRE                       | <b>I12</b> | <a href="#">32</a> | COWL WIRE                       |



A schematic diagram of a three-position selector switch. The switch has three positions: a central position and two side positions labeled '1' and '2'. The central position is currently selected, indicated by a vertical line passing through the center of the switch mechanism.

[illegible]

A diagram of a four-digit lock. The lock has four digits: 1, 2, 3, and 4. The digits are arranged horizontally. Below the digits 1 and 3, there are small rectangular protrusions. The lock is shown from a top-down perspective.

A technical line drawing of a vehicle's front suspension assembly, viewed from the front. The central component is the steering knuckle, which houses the upper and lower ball joints. Two control arms are connected to the knuckle, one on each side. A shock absorber is mounted to the knuckle. The diagram is labeled with '2' and '1'.