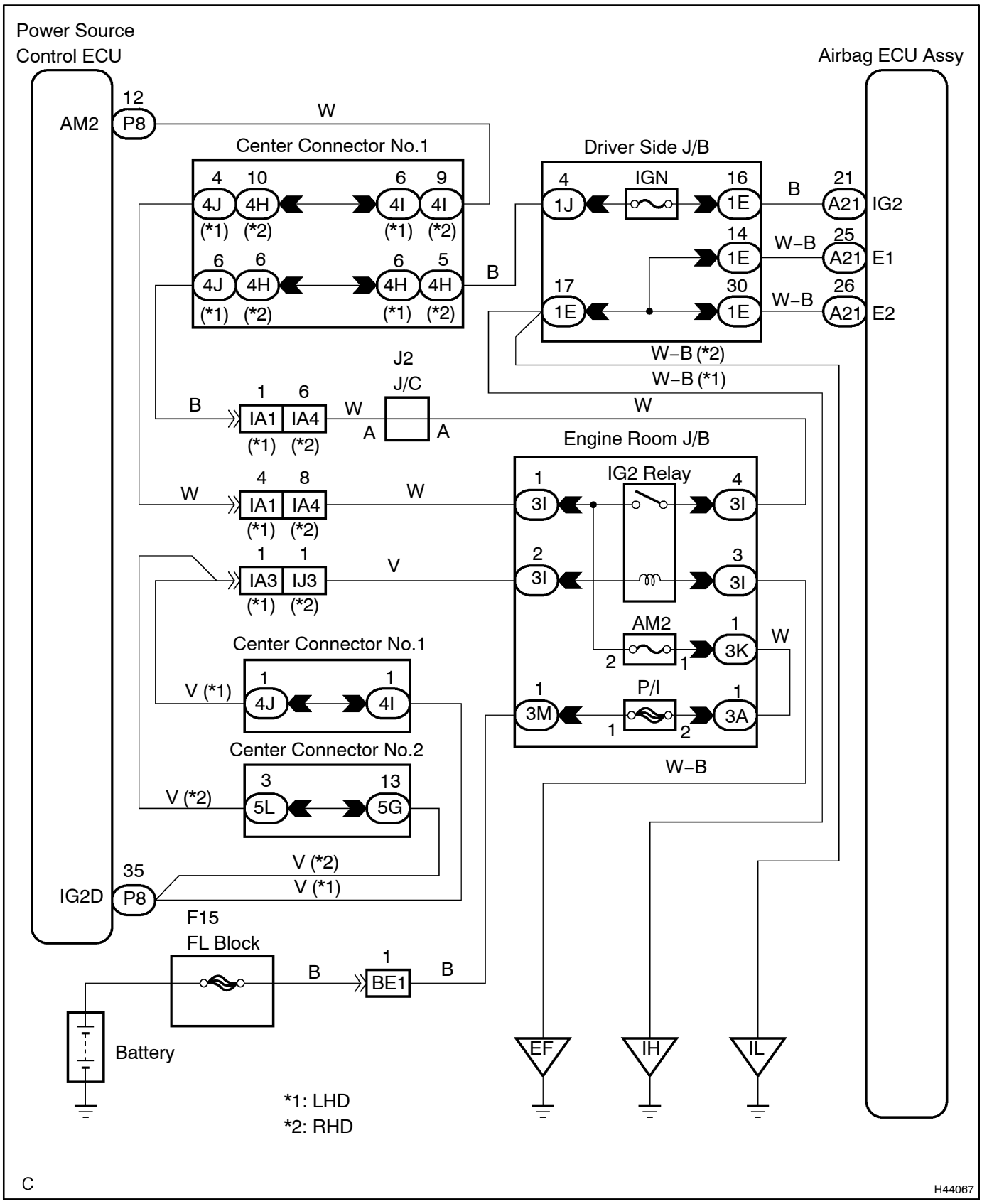
SOURCE VOLTAGE DROP

CIRCUIT DESCRIPTION

The SRS is equipped with a voltage–increase circuit (DC–DC converter) in the airbag ECU assy in case the source voltage drops.
When the battery voltage drops, the voltage–increase circuit (DC–DC converter) functions to increase the voltage of the SRS to normal voltage.
A malfunction in this circuit is displayed differently from other codes. The source voltage drop is indicated when the SRS warning light comes on without showing any DTCs.
A malfunction in this circuit is not recorded in the airbag ECU assy. The SRS warning light automatically goes off when the source voltage returns to normal.

DTC No.	Diagnosis
(Normal)	Source voltage drop

WIRING DIAGRAM



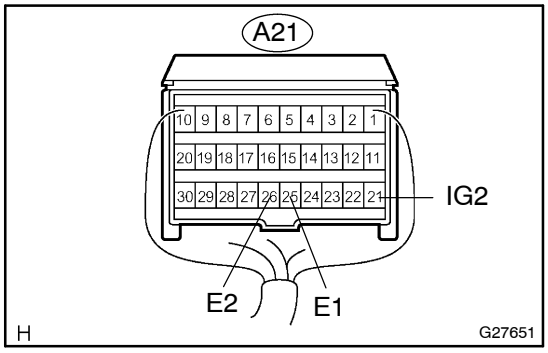
INSPECTION PROCEDURE

1	PREPARE FOR INSPECTION

CAUTION:
Be sure to perform the following procedures before troubleshooting to avoid unexpected airbag deployment.

(a) Turn the power switch off.
(b) Disconnect the negative (–) terminal cable from the battery, and wait for at least 90 seconds.
(c) Disconnect the connectors from the airbag ECU assy.
(d) Disconnect the connectors from the horn button assy.
(e) Disconnect the connectors from the front passenger airbag assy.
(f) Disconnect the connector from the front seat airbag assy LH.
(g) Disconnect the connector from the front seat airbag assy RH.
(h) Disconnect the connector from the curtain shield airbag assy LH.
(i) Disconnect the connector from the curtain shield airbag assy RH.
(j) Disconnect the connector from the front seat outer belt assy LH.
(k) Disconnect the connector from the front seat outer belt assy RH.

2	CHECK SOURCE VOLTAGE



(a) Connect the connectors to the airbag ECU assy.
(b) Connect the negative (–) terminal cable to the battery, and wait for at least 2 seconds.
(c) Turn the power switch on (IG).
(d) Measure the voltage or resistance according to the value(s) in the table below.

Standard:

Tester connection	Condition	Specified condition
A21–21 (IG2) – Body ground	Power switch is on (IG)	10 to 14 V
A21–25 (E1) – Body ground	Always	Below 1 Ω
A21–26 (E2) – Body ground	Always	Below 1 Ω

NG → **REPAIR OR REPLACE HARNESS BETWEEN BATTERY AND AIRBAG SENSOR ASSY CENTER, AND CHARGING SYSTEM**

OK

3	CHECK SRS WARNING LIGHT TURN OFF

(a) Connect the connectors to the airbag ECU assy.
(b) Connect the connectors to the horn button assy.
(c) Connect the connectors to the front passenger airbag assy.
(d) Connect the connector to the front seat airbag assy LH.
(e) Connect the connector to the front seat airbag assy RH.
(f) Connect the connector to the curtain shield airbag assy LH.
(g) Connect the connector to the curtain shield airbag assy RH.
(h) Connect the connector to the front seat outer belt assy LH.
(i) Connect the connector to the front seat outer belt assy RH.
(j) Connect the negative (–) terminal cable to the battery, and wait for at least 2 seconds.
(k) Turn the power switch on (IG), and wait for at least 6 seconds.
(l) Operate all components of the electrical system (defogger, wiper, headlamp, heater blower, etc.) and check that the SRS warning light operation.

OK:

When the ignition switch is turned to the ON position, the SRS warning light comes on for approximately 6 seconds and then it goes off.

NG	REPLACE AIRBAG ECU ASSY (SEE PAGE 60–54)

OK

END