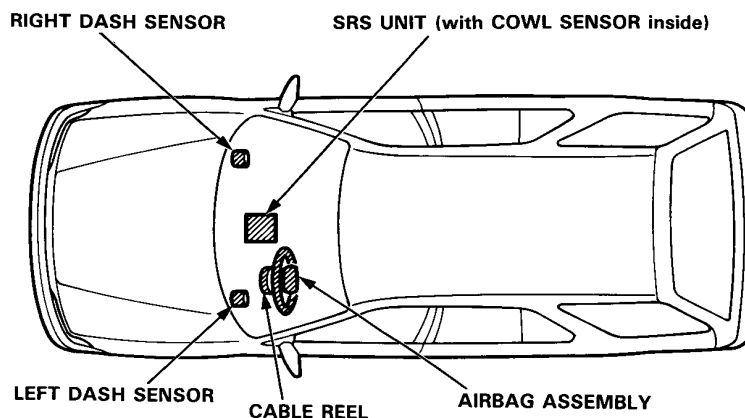


Description

The SRS is a safety device which, when used in conjunction with the seat belt, is designed to protect the driver by operating only when the car receives a frontal impact exceeding a certain set limit.

The system is composed of left and right dash sensors, the SRS unit (includes cowl sensor), the cable reel and airbag assembly.



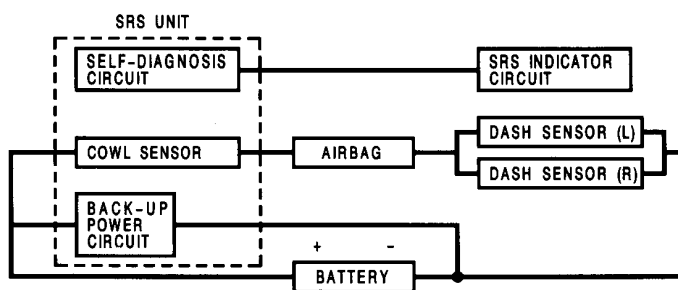
Operation

As shown in the diagram below, the left and right dash sensors are connected in parallel. This parallel set of sensors are connected in series with the airbag inflator circuit and the car battery. In addition, a back-up power circuit is connected in parallel with the car battery. The back-up power circuit and the cowl sensor are located inside the SRS unit.

For the SRS to operate:

- (1) The cowl sensor and one or both dash sensors must activate.
- (2) Electrical energy is supplied to the airbag inflator by the battery, or the back-up power circuit if the battery voltage is too low.
- (3) The airbag deploys.

It takes about 0.1 seconds from the beginning of the airbag deployment until it is completely deflated (frontal collision against a fixed wall at a speed of 50 km/h [30 mph])



Self-diagnosis system

A self-diagnosis circuit is built into the SRS unit; when the ignition switch is turned ON, the SRS indicator light comes on and goes off after about 6 seconds if the system is operating normally. If the light does not come on, or does not go off after 6 seconds, or if it comes on while driving, this indicates an abnormality in the system. It must be inspected and repaired as soon as possible.