

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 when 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 from disconnecting the negative (–) terminal cable of 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 in the audio memory system. When work is finished, reset the audio systems as they were before and adjust the clock. To avoid erasing the memory in each memory system, never use a back-up power supply from outside the vehicle.
- Before repairs, remove the airbag sensor if shocks are likely to be applied to the sensor during repairs.
- Do not expose the steering wheel pad, front passenger airbag assembly, seat belt pretensioner, center airbag sensor assembly, front airbag sensor assembly directly to hot air or flames.
- Even in cases of a minor collision where the SRS does not deploy, the steering wheel pad, front passenger airbag assembly, seat belt pretensioner, center airbag sensor assembly and front airbag sensor assembly should be inspected.
- Never use SRS parts from another vehicle. When replacing parts, replace them with new parts.
- Never disassemble and repair the steering wheel pad, front passenger airbag assembly, side airbag assembly, seat belt pretensioner, center airbag sensor assembly, front airbag sensor assembly in order to reuse it.
- If the steering wheel pad, front passenger airbag assembly, side airbag assembly, seat belt pretensioner, center airbag sensor assembly, front airbag sensor assembly has been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.
- Use a volt/ohmmeter with high impedance (10 k Ω /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, perform the SRS warning light check.
- If the vehicle is equipped with a mobile communication system, refer to the precaution in the IN section of the Repair Manual.



SYSTEM OUTLINE

The SRS is a driver 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 (B) 6 of the center airbag sensor assembly. Only when the ignition SW on, the current from the IGN fuse flows to TERMINAL (B) 5 of the center airbag sensor assembly.

If an accident occurs while driving, deceleration caused by a frontal impact is detected (by sensor) and when the frontal impact exceeds a set level, the current from the CIG or IGN fuse flows to TERMINALS (B) 6 or (B) 5 of the center airbag sensor assembly. This current flows to TERMINAL (B) 14 to TERMINAL 1 of the airbag squib (Steering wheel pad) to TERMINAL 2 to TERMINAL (B) 13 of the center airbag sensor assembly, and also flows to TERMINAL (B) 10 of the center airbag sensor assembly to TERMINAL 1 of the passenger airbag manual on/off SW to TERMINAL 3 to TERMINAL 2 of the airbag squib (Front passenger airbag assembly) to TERMINAL 1 to TERMINAL 2 of the passenger airbag manual on/off SW to TERMINAL 4 to TERMINAL (B) 11 of the center airbag sensor assembly. Furthermore, the current flows to TERMINAL (B) 27 or (B) 28 to GROUND, causing the center airbag squibs to expand.

When the safing sensor built into the center airbag sensor assembly is on, airbag sensor is off and the current from the CIG or IGN fuse flows same as above-mentioned flowing, causing the airbag squibs to expand. When the safing sensor built into the center airbag sensor assembly is on, the airbag sensor on one of the above-mentioned circuits is activated so that current flows to the airbag squibs and causes them to operate.

The airbag stored inside the steering wheel pad is instantaneously expanded to soften the shock to the driver.

The airbag stored inside the passenger's instrument panel is instantaneously expanded to soften the shock to the passenger.

1. FRONT PASSENGER AIRBAG MANUAL ON/OFF OPERATION

When the passenger airbag manual on/off SW is on, the current flowing from the CIG or IGN fuse to the airbag squib (Front passenger airbag assembly) is same as above, causing the airbag squib (Front passenger airbag assembly) to expand in an accident.

If the passenger airbag manual on/off SW is turned to off, the current flows from the CIG fuse to TERMINAL 1 of the passenger airbag manual on/off indicator to TERMINAL 2 to GROUND, lighting the indicator up. Then the current between TERMINAL (B) 11 of the airbag sensor assembly and the airbag squib (Front passenger airbag assembly) is cut off, so that it does not expand the airbag squib (Front passenger airbag assembly) in an accident.



: PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
A18		32	D1		28 (5VZ-FE)	F10		30 (3RZ-FE, 2RZ-FE)
A21		32			30 (3RZ-FE, 2RZ-FE)	J11		33
C12		32	D7		32	P19		33
C20	A	32	F9		28 (5VZ-FE)	P20		33
C21	B	32			30 (3RZ-FE, 2RZ-FE)	P21		34
C22	C	32	F10		28 (5VZ-FE)	P22		34



: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	22	Cowl Wire and J/B No.1 (Lower Finish Panel)
1D		
3G	26	Cowl Wire and J/B No.3 (Behind the Instrument Panel Center)
3H		



: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IF3	40	Engine Room Main Wire and Cowl Wire (Left Kick Panel)
IK2	40	Engine Wire and Cowl Wire (Right Kick Panel)



: GROUND POINTS

Code	See Page	Ground Points Location
ID	40	Left Kick Panel
IE	40	Around the Right Edge of the Reinforcement
IH	40	Right Kick Panel