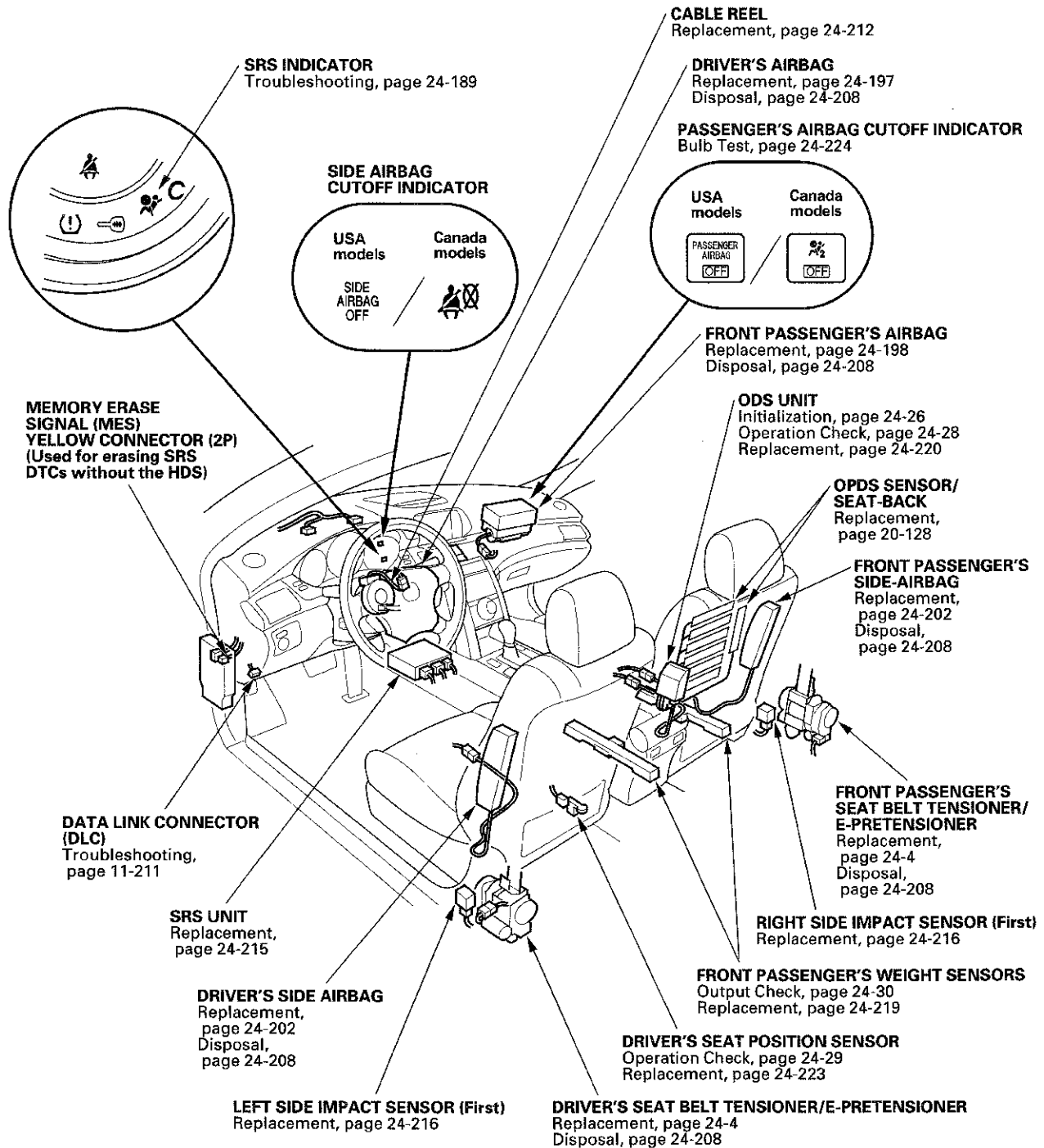
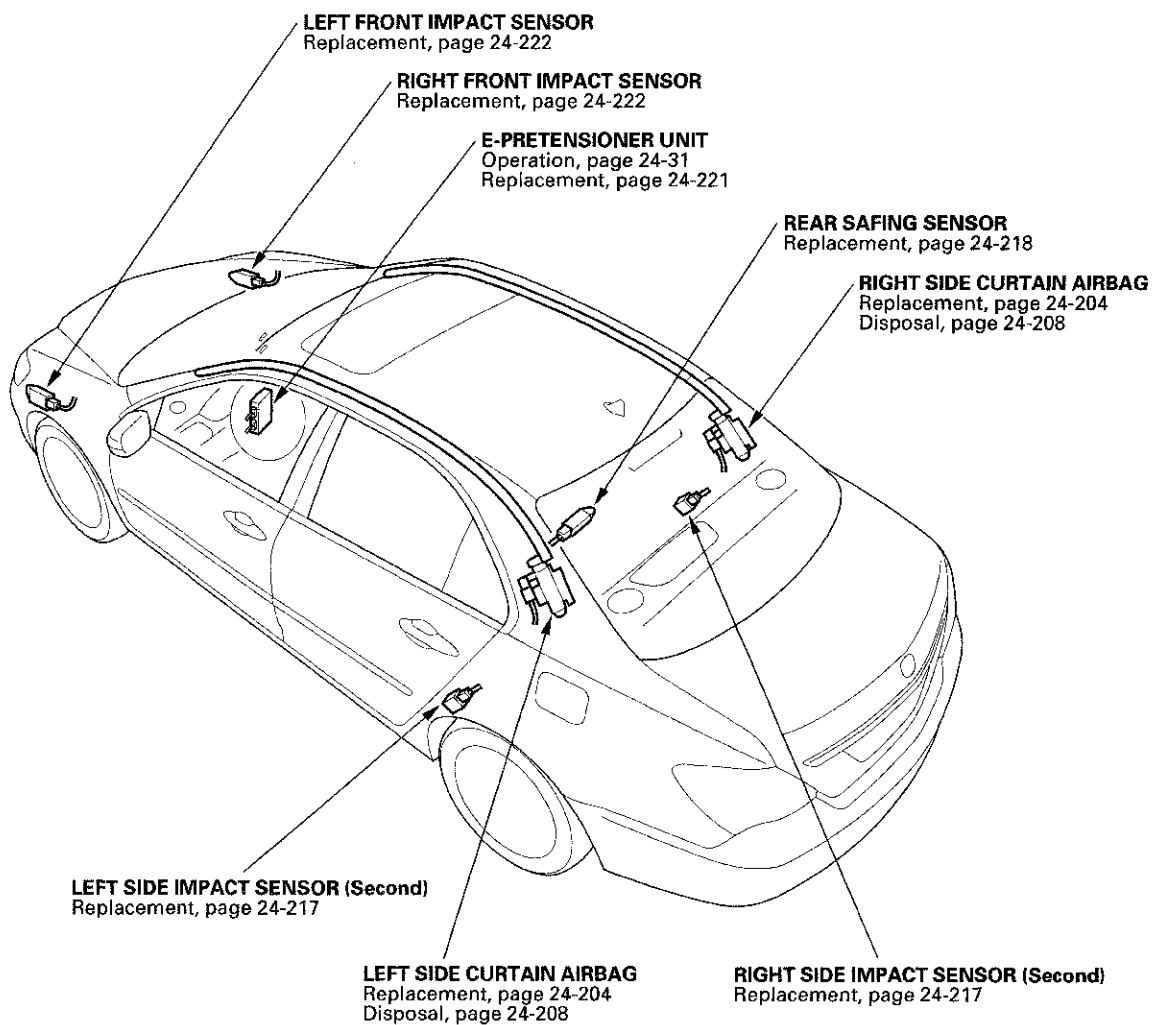


Component Location Index





Precautions and Procedures

General Precautions

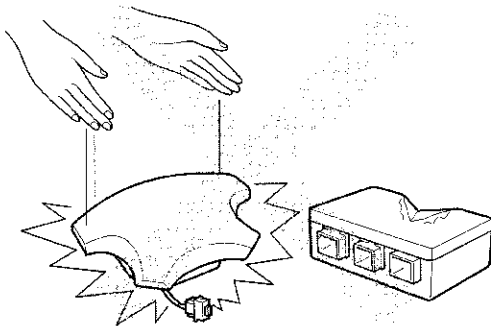
NOTE: Some systems store data in memory that is lost when the battery is disconnected. Before disconnecting the battery, refer to Battery Terminal Disconnection and Reconnection (see page 22-91).

Please read the following precautions carefully before servicing the airbag system. Observe the instructions described in this manual, or the airbags could accidentally deploy and cause damage or injuries.

- Except when doing electrical inspections, always turn the ignition switch to LOCK (0), ground the SCS line with the HDS to take the PCM out of active status, disconnect the negative cable from the battery, then wait for 3 minutes before starting work.

NOTE: The SRS memory is not cleared even if the ignition switch is turned to LOCK (0) or the battery cables are disconnected from the battery.

- Use replacement parts which are manufactured to the same standards and quality as the original parts. Do not install used SRS parts. Use only new parts when making SRS repairs.
- Carefully inspect any SRS part before you install it. Do not install any part that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.



- Before disconnecting the SRS unit connectors, always disconnect the appropriate SRS parts connectors.
- Use only a digital multimeter to check the system. If it is not a Honda multimeter, make sure its output is 10 mA (0.01 A) or less when switched to the lowest value in the ohmmeter range. A tester with a higher output could cause accidental deployment and possible injury.

- Do not put objects on the front passenger's airbag.

Steering-related Precautions

Cable Reel Alignment

- Misalignment of the cable reel could cause an open in the wiring, making the SRS system, remote steering wheel controls, and the horn inoperative. Center the cable reel whenever you do the following (see step 6 on page 24-214).
 - Installation of the steering wheel
 - Installation of the cable reel
 - Installation of the steering column
 - Other steering-related adjustment or installation
- Do not disassemble the cable reel.
- Do not apply grease to the cable reel.
- If the cable reel shows any signs of damage, replace it with a new one. For example, if the cable reel does not rotate smoothly, replace it.

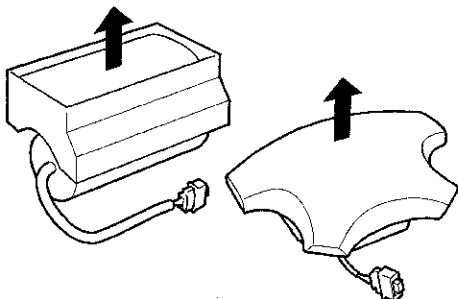


Airbag Handling and Storage

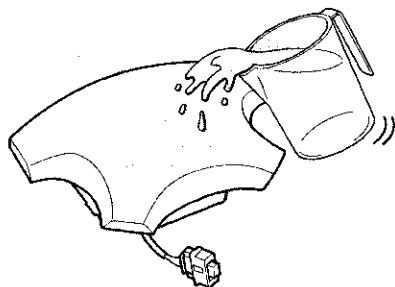
Do not disassemble an airbag. It has no serviceable parts. Once an airbag has been deployed, it cannot be repaired or reused.

For temporary storage of the airbag during service, please observe the following precautions.

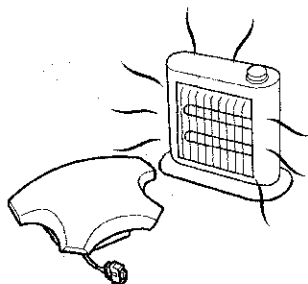
- Store the removed airbag with the pad surface up. Never put anything on the airbag.



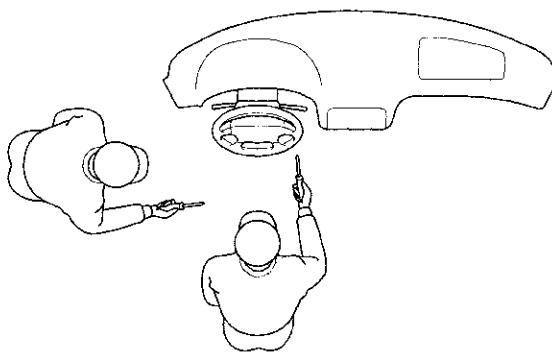
- To prevent damage to the airbag, keep it away from any oil, grease, detergent, or water.



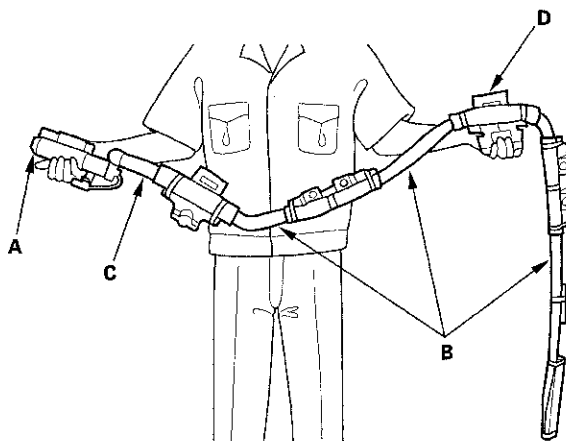
- Store the removed airbag on a secure, flat surface away from any high heat source (exceeding 200 °F/ 93 °C).



- Never do electrical tests on the airbags, such as measuring resistance.
- Do not position yourself in front of the airbag during removal, inspection, or replacement.



- For proper disposal of a damaged airbag, refer to airbag disposal (see page 24-208).
- The side curtain airbag module assembly is a long, jointed part containing an inflator (A), a flexible bag (B), an adapter pipe (C), and a center bracket (D). When removing or installing the side curtain airbag assembly, never:
 - Handle the flexible bag.
 - Drop the airbag assembly.
 - Cut, tear, or unwrap the tape strips.



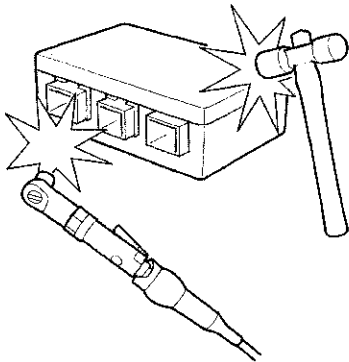
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Precautions and Procedures (cont'd)

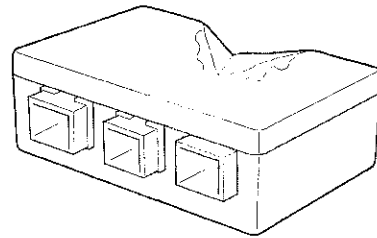
SRS Unit, Front and Side Impact Sensors, Driver's Seat Position Sensor, Front Passenger's Weight Sensors, and Rear Safing Sensor

NOTE: Some systems store data in memory that is lost when the battery is disconnected. Before disconnecting the battery, refer to Battery Terminal Disconnection and Reconnection (see page 22-91).

- Turn the ignition switch to LOCK (0), disconnect the negative cable from the battery, and wait at least 3 minutes before starting installation or replacement of the SRS unit or disconnecting the connectors from the SRS unit.
- Be careful not to bump or impact the SRS unit, the front impact sensors, the rear safing sensor, or the side impact sensors when the ignition switch is in ON (II), or for at least 3 minutes after the ignition switch is turned to LOCK (0).
- During installation or replacement, be careful not to bump (by impact wrench, hammer, etc.) the area around the SRS unit, the front impact sensors, the rear safing sensor, or the side impact sensors. The airbags could accidentally deploy and cause damage or injury.



- After a collision where the front airbag, the side airbag, the side curtain airbag, or the seat belt tensioner deployed, go to Component Replacement/Inspection after Deployment (see page 24-194). After a collision where airbags did not deploy, inspect for any damage or any deformation on the SRS unit, the front impact sensors, the rear safing sensor, and the side impact sensors. Also, do the front seat active head restraint inspection (see page 20-113). Replace all damaged parts.



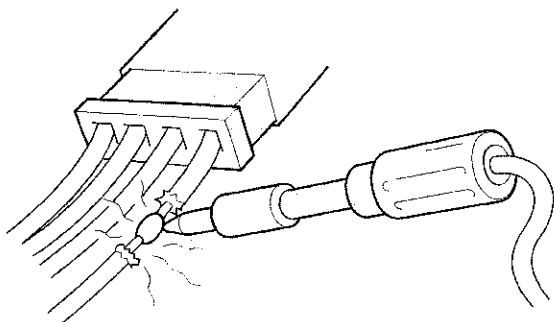
- Do not disassemble the SRS unit, the front impact sensors, the side impact sensors, the driver's seat position sensor, the rear safing sensor, and the front passenger's weight sensors.
- Always install the SRS unit, front impact sensors, the rear safing sensor, and the side impact sensors with new TORX bolts torqued to 9.8 N·m (1.0 kgf·m, 7.2 lbf·ft).
- Do not spill water or oil on the SRS unit or any of the sensors.



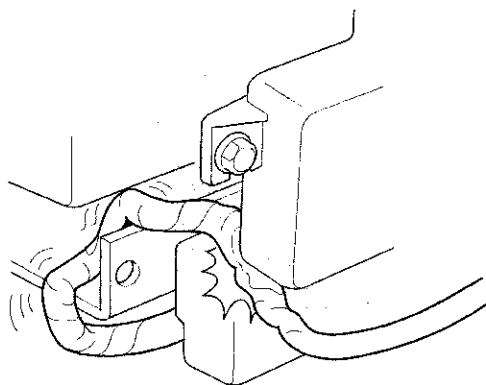
Wiring Precautions

Some of the SRS wiring can be identified by special yellow outer covering, and the SRS connectors can be identified by their yellow color. Observe the following instructions.

- Never attempt to modify, splice, or repair SRS wiring. If there is an open or damage in SRS wiring or terminals, replace the harness.



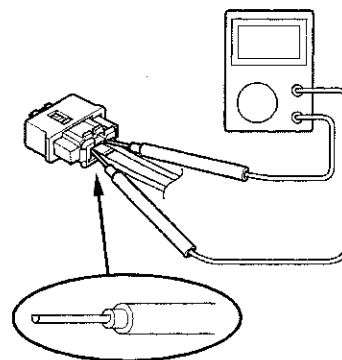
- Be sure to install the harness wires so they do not get pinched or interfere with other parts.



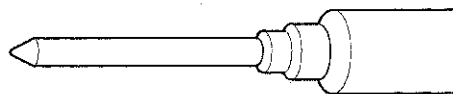
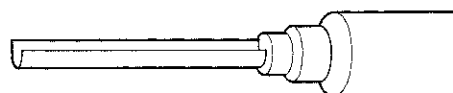
- Make sure all SRS ground locations are clean and grounds are securely fastened for optimum metal-to-metal contact. Poor grounds can cause intermittent problems that are difficult to diagnose.
- Do not use any silicone based cleaners or lubricants on any SRS connectors or terminals.

Precautions for Electrical Inspections

- Make sure the battery is fully charged when doing electrical test. If the battery is not fully charged, the results of the tests may not be accurate.
- When using electrical test equipment, insert the probe of the tester into the wire side of the connector (except water proof connector). Do not insert the probe of the tester into the terminal side of the connector, and do not tamper with the connector.



- Use back probe adapter 07TAZ-001020A. Do not insert the probe forcibly.



- Use specified service connectors in troubleshooting. Using improper tools could cause a diagnostic error due to poor metal-to-metal contact.

(cont'd)

Precautions and Procedures (cont'd)

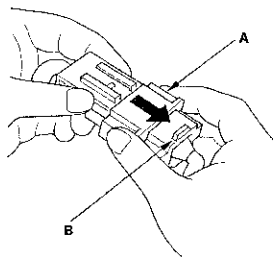
Spring-loaded Lock Connector

Some SRS connectors have a spring-loaded lock.

Front Airbag Connectors

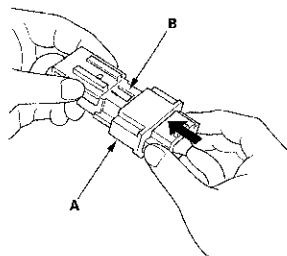
Disconnecting

To release the lock, pull the spring-loaded sleeve (A) toward the stop (B) while holding the opposite half of the connector. Then pull the connector halves apart. Be sure to pull on the sleeve and not on the connector.

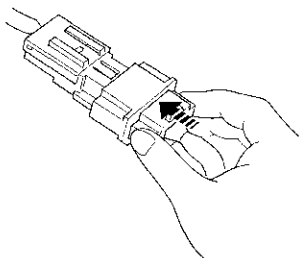


Connecting

1. To reconnect, hold the pawl-side connector, and press on the back of the sleeve-side connector in the direction shown. As the two connector halves are pressed together, the sleeve (A) is pushed back by the pawl (B). Do not touch the sleeve.



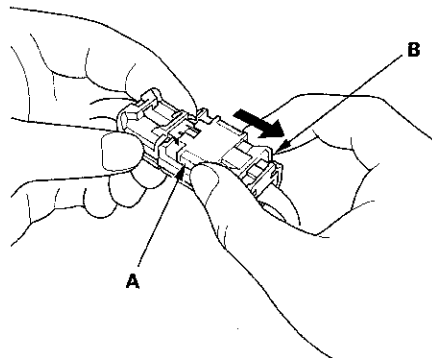
2. When the connector halves are completely connected, the pawl is released, and the spring-loaded sleeve locks the connector.



Side Airbag Connector

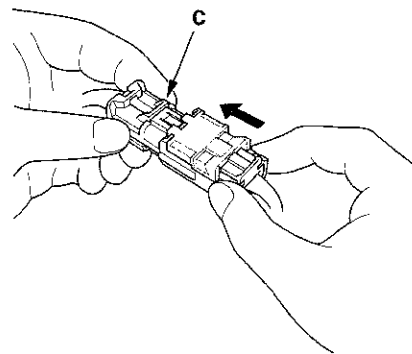
Disconnecting

To release the lock, pull the spring-loaded sleeve (A) toward the stop (B) while holding the opposite half of the connector. Then pull the connector halves apart. Be sure to pull on the sleeve and not on the connector half.



Connecting

Hold both connector halves and press them firmly together until the projection (C) of the sleeve-side connector clicks.





Opening the SRS Unit Shorting Connectors For Diagnosis

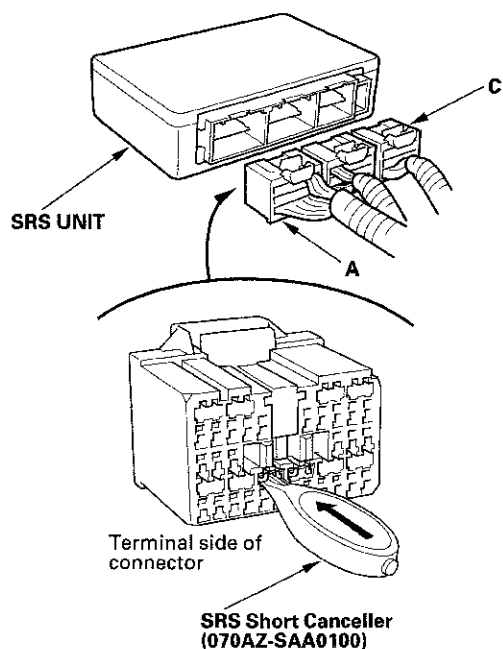
Special Tools Required

SRS Short Cancellor 070AZ-SAA0100

NOTE:

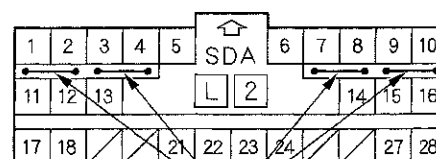
- To prevent damage to the connector cavity, insert the SRS short canceller straight into the cavity from the terminal side.
- Before installing the short canceller, wash it with electrical contact cleaner, then dry it with compressed air.
- Do not use the short canceller if it is damaged.
- Make sure to remove the short canceller before reconnecting the SRS unit connector.
- Some systems store data in memory that is lost when the battery is disconnected. Before disconnecting the battery, refer to Battery Terminal Disconnection and Reconnection (see page 22-91).

When SRS unit connectors A (28P) or C (28P) are disconnected, a short circuit is automatically created in the connector to prevent accidental deployment of the airbag. The circuit may need to be opened when diagnosis is done on the circuit. Insert a short canceller (No. 070AZ-SAA0100) in the specified cavities when necessary to keep the circuit open for diagnosis.



Terminal numbers are shown from the wire side of the female terminals. Insert the short canceller(s) into the cavities on the terminal side of the connector.

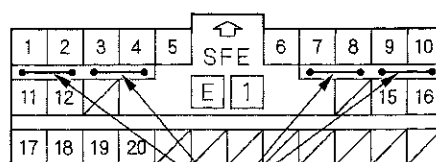
SRS UNIT CONNECTOR A (28P)



Insert short canceller(s) here

Wire side of female terminals

SRS UNIT CONNECTOR C (28P)



Insert short canceller(s) here

Wire side of female terminals

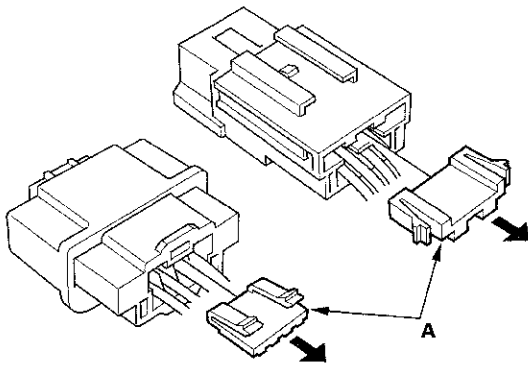
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Precautions and Procedures (cont'd)

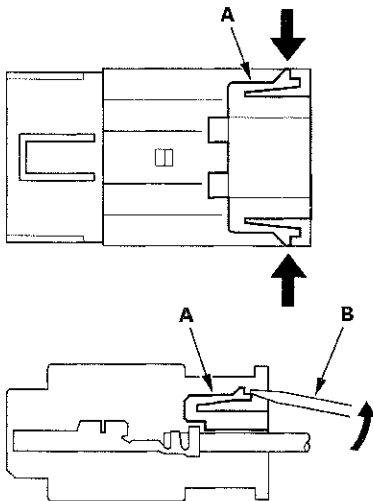
Backprobing Spring-loaded Lock Connectors

When checking voltage or resistance on this type of connector the first time, you must remove the retainer (A) to insert the tester probe from the wire side.

NOTE: It is not necessary to reinstall the removed retainer; the terminals will stay locked in the connector housing.



To remove the retainer (A), insert a flat-tip screwdriver (B) between the connector body and the retainer, then carefully pry out the retainer. Take care not to break the connector.



Seats with Side Airbags

Seats with side airbags have a "SIDE AIRBAG" label on the seat-back.



- Clean the seats with a damp cloth. Do not soak the seat with liquid. Do not spray steam on the seat.
- Do not repair a torn or frayed seat-back cover. Replace the seat-back cover if it is damaged.
- After a collision where the side airbag was deployed, replace the seat-back cover and side airbag with new parts. If the seat-back cushion is split, it must be replaced. If the seat-back frame is deformed, it must be replaced.
- Never put aftermarket accessories on the seat (covers, pads, seat heaters, lights, etc.).

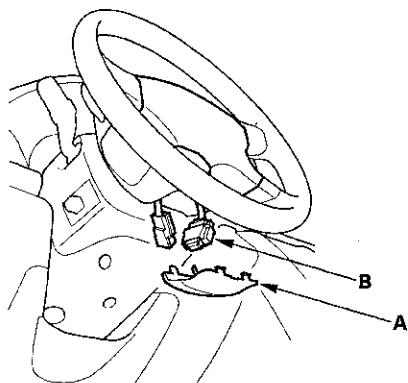


Disconnecting System Connectors

1. Turn the ignition switch to LOCK (0).
2. Disconnect the negative cable from the battery, then wait at least 3 minutes.

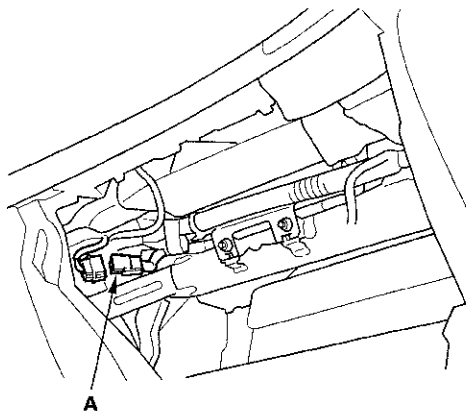
Driver's Airbag

3. Remove the access panel (A) from the steering wheel, then disconnect the driver's airbag 4P connector (B) from the cable reel.



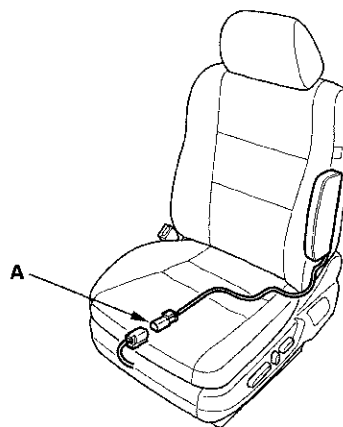
Front Passenger's Airbag

4. Remove the glove box (see page 20-103), then disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness.



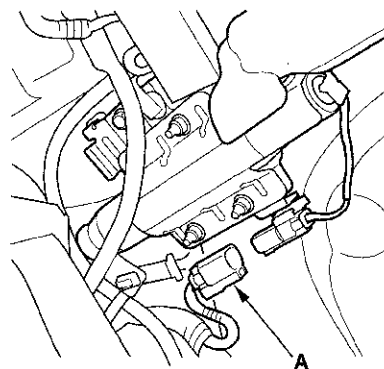
Side Airbag

5. Disconnect driver's and front passenger's side airbag 2P connectors (A) from the left or right side wire harness.



Side Curtain Airbag

6. Remove the C-pillar trim (see page 20-76).
7. Disconnect left or right side wire harness 2P connectors (A) from the side curtain airbags.



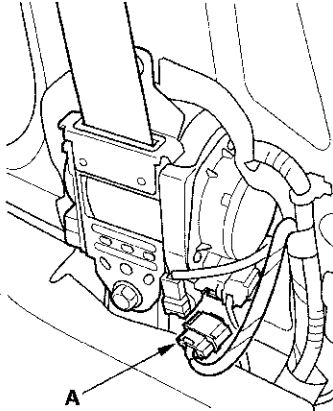
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SRS

Precautions and Procedures (cont'd)

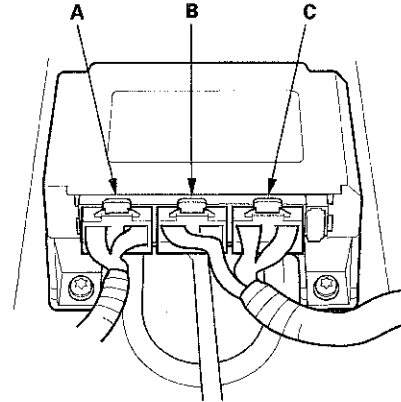
Seat Belt Tensioner

8. Remove the B-pillar lower trim (see page 20-72).
9. Disconnect both floor wire harness 4P connector (A) from the seat belt tensioners.



SRS Unit

10. Remove the center console (see page 20-92), then remove the rear vent duct A (see step 5 on page 20-110). Disconnect SRS unit connector A (28P), SRS unit connector B (28P), and/or SRS unit connector C (28P) from the SRS unit.





General Troubleshooting Information

DTC (Diagnostic Trouble Codes)

The self-diagnostic function of the SRS system allows it to locate the causes of system problems and store this information in memory. For easier troubleshooting, this data can be retrieved with the HDS via the data link circuit.

- When you turn the ignition switch to ON (II), the SRS indicator should come on. If it goes off after 6 seconds, the system is normal, and is not currently detecting any abnormality.
- If there is a problem, the system locates and defines the problem, stores this information in memory, and turns the SRS indicator on. The data remains in memory even if the ignition switch is turned to LOCK (0) or the battery is disconnected.
- The data is stored in memory as a diagnostic trouble code (DTC).
- DTCs are either latching or resetting depending on the malfunction. With resetting DTCs, the SRS indicator goes off the next time the ignition switch is turned to ON (II) and the system is normal, but the DTC is still stored. With latching DTCs, the SRS indicator does not turn OFF until the malfunction is repaired and the DTC is cleared.
- When you connect the HDS to the data link connector (DLC), you can retrieve a more detailed DTC in the HDS "SRS" menu.
- After reading and recording the DTC, proceed with the troubleshooting procedure for that code.

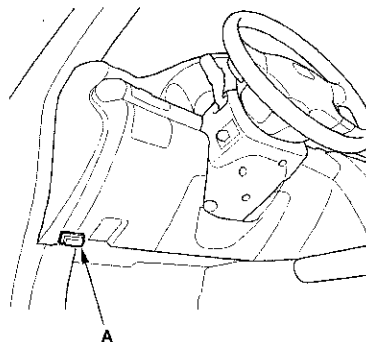
Precautions

- Use only a digital multimeter to check the system. If it's not a Honda multimeter, make sure its output is 10 mA (0.01 A) or less when switched to the smallest value in the ohmmeter range. A tester with a higher output could damage the airbag circuit or cause accidental airbag deployment and possible injury.
- Whenever the ignition switch is in ON (II), or has been turned to LOCK (0) for less than 3 minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

- Before you remove the dashboard wire harness or the right side wire harness, disconnect the driver's airbag connector, the front passenger's airbag connector, both side airbag connectors, both side curtain airbag connectors, and both seat belt tensioner connectors.
- Make sure the battery is fully charged. If the battery is dead or low, measured values may not be correct.
- Do not touch a tester probe to the terminals in the SRS unit or harness connectors, and do not connect the SRS unit terminals or the sensor terminals with a jumper wire. Use only the backprobe set and the multimeter. Backprobe spring-loaded lock type connectors correctly.

Reading the DTC

1. Make sure the ignition switch is in LOCK (0).
2. Connect the HDS to the data link connector (DLC) (A).



3. Turn the ignition switch to ON (II).
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see page 11-211).
5. Use the HDS to check for DTCs.
6. Read and record the DTC.
7. Turn the ignition switch to LOCK (0), then wait for 10 seconds.
8. Disconnect the HDS from the DLC.
9. Do the troubleshooting procedure for the DTC.

(cont'd)

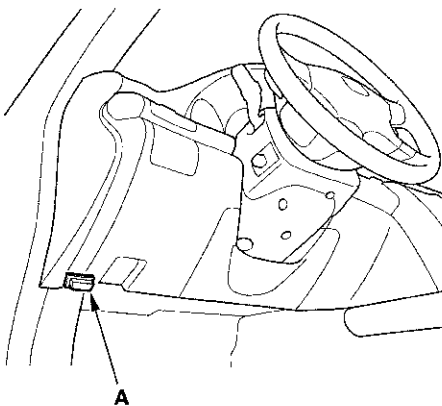
SRS

General Troubleshooting Information (cont'd)

Clear the DTC Memory with the HDS

NOTE: Make sure the battery is fully charged before you begin.

1. Make sure the ignition switch is in LOCK (0).
2. Connect the HDS to the data link connector (DLC) (A).



3. Turn the ignition switch to ON (II).
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see page 11-211).
5. In the SRS MENU of the HDS, select SRS, then DTC to clear the DTC(s).
6. Turn the ignition switch to LOCK (0), then wait for 10 seconds.
7. Disconnect the HDS from the DLC.

Clear the DTC Memory Using MES Connector without the HDS

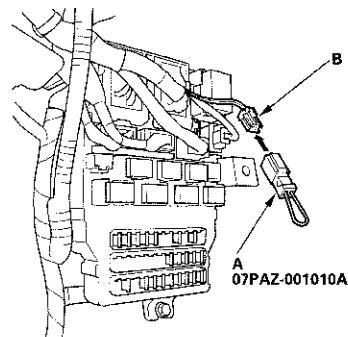
Special Tools Required

SCS Service Connector 07PAZ-001010A

NOTE: Make sure the battery is fully charged before you begin.

To clear the DTC(s) from the SRS unit, use the HDS or the following procedure.

1. Make sure the ignition switch is in LOCK (0).
2. Connect the SCS service connector (A) to the yellow MES 2P connector (B). Do not use a jumper wire.



3. Turn the ignition to switch to ON (II).
4. The SRS indicator will come on for about 6 seconds, and then go off. Remove the SCS service connector from the MES connector (2P) within 4 seconds after the indicator goes off.
5. The SRS indicator will come on again. Reconnect the SCS service connector to the MES connector (2P) within 4 seconds after the indicator comes on.
6. When the SRS indicator goes off, remove the SCS service connector from the MES connector (2P) within 4 seconds.
7. The SRS indicator blinks two times, indicating that the memory has been cleared.
8. Turn the ignition switch to LOCK (0), and wait for 10 seconds.
9. Turn the ignition switch to ON (II) again. If the SRS indicator comes on for about 6 seconds, and then goes off, the system is OK.



Troubleshooting Intermittent Failures

If there was a malfunction that sets a DTC, but it does not recur, it will be stored in the memory as a DTC, and the SRS indicator may come on depending on the malfunction detected.

NOTE:

- Check the condition of the battery (see page 22-90), and the charging system (see page 4-28). Low battery voltage may cause some intermittent failures.
- A faulty or damaged cable reel can cause intermittent problems related to the driver's airbag inflator DTCs.

After checking the DTC, troubleshoot as follows:

1. Read the DTC (see Reading the DTC).
2. Clear the DTC memory (see Clear the DTC Memory).
3. Set the parking brake, then start the engine, and let it idle.
4. The SRS indicator comes on for about 6 seconds and then goes off.

5. Shake the related wire harnesses and the connectors, and look for loose connections, poor pinfits, and poor grounds.
6. Take a test-drive (quick acceleration, quick braking, and cornering), turn the steering wheel fully left and right, and hold it there for 5 to 10 seconds. If the problem recurs, the SRS indicator will come on.
7. If you cannot duplicate the concern, ask the client about the conditions when it occurred, or ask the client to demonstrate the concern.
8. If you cannot duplicate the intermittent failure, the system is OK at this time.

ODS Unit Initialization

NOTE:

- After ODS unit is replaced, do this procedure to initialize the ODS unit.
- ODS unit initialization will initialize both OPDS sensor and seat weight sensor.

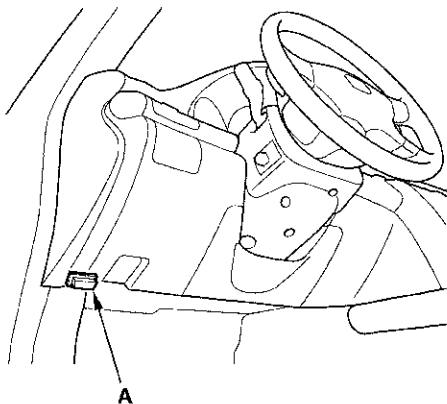
OPDS Sensor Initialization

After a seat-back cover, seat-back cushion, and/or ODS unit is replaced, do this procedure to initialize the OPDS sensor with the HDS unit.

NOTE:

- A new (uninitialized) ODS unit installed with a faulty OPDS sensor can cause DTC 85-71 and DTC 85-78.
- Before initializing the ODS unit, make sure the battery is fully charged.

1. Clear the DTC memory (see page 24-24).
2. Make sure the front passenger's seat is dry. Set the seat-back in a normal position, and make sure there is nothing on the seat.
3. Make sure the ignition switch is in LOCK (0) and the MES connector is not shorted.
4. Connect the HDS to the data link connector (DLC) (A).



5. Turn the ignition switch to ON (II).
6. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see page 11-211).
7. From the HDS Main Menu, select SRS, then SRS, then Calibration. In the Calibration Menu, select ODS UNIT INITIALIZATION. Follow the screen prompts to initialize the ODS unit.
8. Turn the ignition switch to LOCK (0).
9. Disconnect the HDS from the DLC.

NOTE: If the ODS unit fails to initialize after several attempts, replace the OPDS sensor/seat-back cover /pad (see page 20-128) and retry. If the ODS unit continues to fail to initialize, replace the ODS unit (see page 24-220).



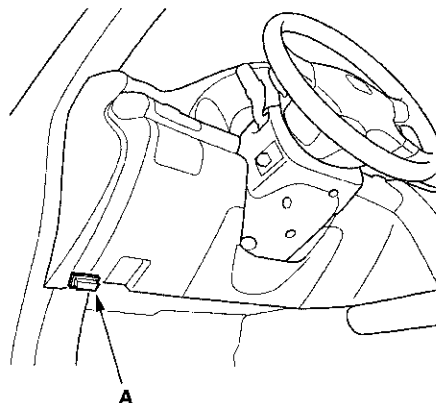
Front Passenger's Weight Sensor Initialization

When you replace the SRS unit, the front passenger's seat assembly, or the ODS unit, calibrate the seat weight sensor with the HDS unit.

While calibrating the ODS unit, observe these precautions:

- Make sure all components of the front passenger's seat are correctly installed.
- Make sure nothing is on or under the front passenger's seat.
- Make sure there is nothing in the front passenger's seat-back pocket.
- Keep the windows and the moonroof closed.
- Do all calibration procedures, except test-driving, in the service bay.
- Make sure the vehicle is on level ground.
- Keep the A/C and the heater off.
- Do not touch the front passenger's seat during calibration, until you are prompted to or when you have completed the calibration.
- Do not expose the front passenger's seat to sudden temperature changes.

1. Position the front passenger's seat to the rearmost position, adjust the seat height to the lowest position, and adjust the recliner to the forwardmost position. Do not move the seat from this position.
2. Connect the HDS to the data link connector (DLC) (A).



3. Turn the ignition switch to ON (II).
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see page 11-211).
5. Drive the vehicle, and accelerate to 20 mph (36 km/h), then stop on level ground.
6. From the Main Menu, select SRS, then SRS, then Calibration, then select SWS INITIALIZATION, and follow the prompts until the calibration is complete.

ODS Unit Operation Check

Check the ODS operation after any of these actions:

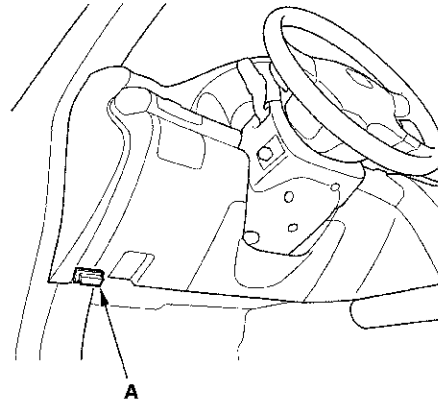
- Replacement of front passenger's seat component(s) (except ODS unit and/or weight sensors)
- After a vehicle collision
- SRS unit replacement

Pre-Operation Check Set-up

- Before doing the ODS unit operation check, make sure the battery is fully charged.
- Make sure all the components of the front passenger's seat are correctly installed.
- Position the front passenger's seat all the way rearward. Adjust the seat-back all the way forward. Do not move the seat from this position.
- Make sure nothing is on or under the front passenger's seat.
- Make sure there is nothing in the front passenger's seat-back pocket.
- Keep the windows and the moonroof closed.
- Do all calibration procedures, except test-driving, in the service bay.
- Make sure the vehicle is on level ground.
- Turn the heater and the A/C off.
- Do not touch the passenger's seat during the operation check.
- Do not expose the front passenger's seat to sudden temperature changes.
- Make sure all aftermarket devices such as amplifiers, fluorescent light, air purifiers, CB or HAM radios, etc. are turned off.

After Replacing Front Passenger's Seat Component(s)

1. Connect the HDS to the data link connector (DLC) (A).

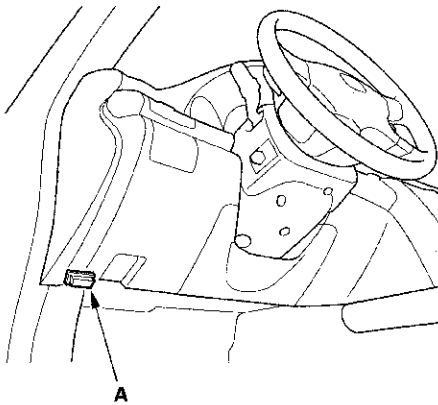


2. Turn the ignition switch to ON (II).
3. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see page 11-211).
4. Drive the vehicle, accelerate to 20 mph (36 km/h), then stop on level ground.
5. From the HDS Main Menu, select SRS, then Inspection. In the HDS Inspection Menu, select SEAT OUTPUT CHK and follow the prompts until the ODS operation check is complete.



Front Passenger's Weight Sensor Output Check After a Vehicle Collision

1. Position the front passenger's seat to the rear most position, and adjust the seat-back to the forward most position. Do not move the seat from this position.
2. Drive the vehicle, accelerate to 20 mph (36 km/h), then stop on level ground.
3. Make sure the ignition switch is in LOCK (0).
4. Connect the HDS to the data link connector (DLC) (A).
5. Turn the ignition switch to ON (II).
6. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see page 11-211).
7. From the SRS inspection menu, select Seat Weight Sensor, then Misc test, then SEAT OUTPUT CHK and follow the prompts until the ODS operation check has been completed.

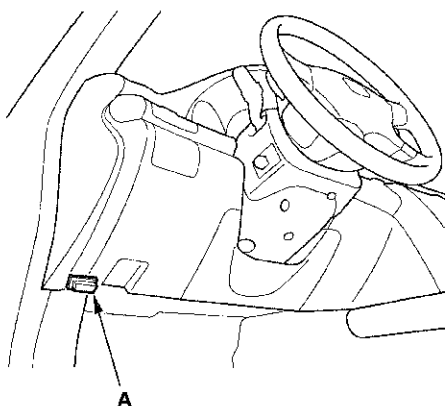


Driver's Seat Position Sensor Operation Check

Check the driver's seat position sensor after any of these actions:

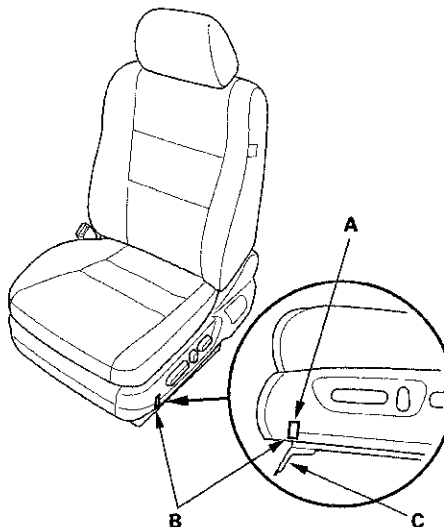
- Driver's seat position sensor replacement
- Cover plate (front side of driver's seat slide rail) replacement

1. Make sure the driver's seat is all the way forward.
2. Make sure the ignition switch is in LOCK (0).
3. Connect the HDS to the data link connector (DLC) (A).



4. Turn the ignition switch to ON (II).
5. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see page 11-211).
6. From the HDS Main Menu, select SRS, then Parameter Information then Buckle Switch, Seat Position Sensor.

7. Using a piece of tape (A), mark a line on the seat's outer cover (B) where the front riser cover meets the seat riser (C). The driver's seat position sensor should read NEAR.



8. Move the seat-back in small increments (about 0.2 in, 5 mm) until the driver's seat position sensor reads NOT NEAR. The seat should be about 1 in (25 mm) from the front.

NOTE: It takes a few seconds for the HDS to display changes, so wait about 5 seconds between each movement.

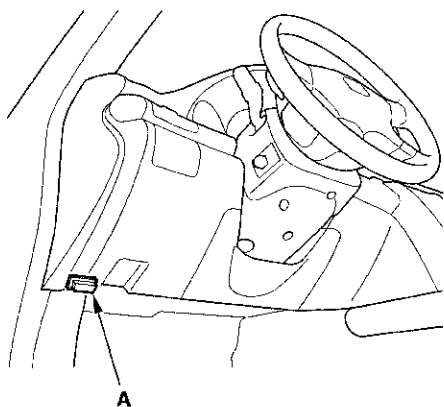
If the driver's seat position sensor data does not work as described above, check the driver's seat position sensor or the cover plate for damage, and replace parts as needed.

9. Turn the ignition switch to LOCK (0), and disconnect the HDS from the DLC.



E-pretensioner Operation Check

1. Shift the transmission to the P position, and release the parking brake.
2. Connect the HDS to the data link connector (DLC) (A).



3. Sit in the driver's and front passenger's seat, and fasten the seat belts.
4. Make sure the SRS indicator comes on for about 6 seconds after turning the ignition switch to ON (II), then goes off. If the SRS indicator does not come on, check for DTCs with the HDS.

NOTE: If any DTC is indicated, do the indicated DTCs troubleshooting, then go to step 5.

5. Start the engine.
6. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see page 11-211).
7. Select the E-PRETENSIONER with the HDS, and do the E-PRETENSIONER OPERATION CHECK. Make sure the E-pretensioners retract both driver's and front passenger's seat belts several times.
8. Turn the ignition switch to LOCK (0) and make sure the SRS indicator goes off.

DTC Troubleshooting Index

DTC	Latch ^{*1}	Reset ^{*2}	Detection Item	Notes
11-1x		○	Open in the driver's airbag first inflator	(see page 24-50)
11-2x			Increased resistance in the driver's airbag first inflator	
11-3x			Short to another wire or decreased resistance in the driver's airbag first inflator	(see page 24-52)
11-4x			Open in the driver's airbag second inflator	(see page 24-50)
11-5x			Increased resistance in the driver's airbag second inflator	(see page 24-52)
11-6x			Short to another wire or decreased resistance in the driver's airbag second inflator	
11-8x	○		Short to power in the driver's airbag first inflator	(see page 24-54)
11-9x			Short to ground in the driver's airbag first inflator	(see page 24-55)
11-Ax			Short to power in the driver's airbag second inflator	(see page 24-54)
11-Bx		○	Short to ground in the driver's airbag second inflator	(see page 24-55)
12-1x			Open in the front passenger's airbag first inflator	(see page 24-57)
12-2x			Increased resistance in the front passenger's airbag first inflator	(see page 24-59)
12-3x			Short to another wire or decreased resistance in the front passenger's airbag first inflator	
12-4x			Open in the front passenger's airbag second inflator	(see page 24-57)
12-5x			Increased resistance in the front passenger's airbag second inflator	(see page 24-59)
12-6x			Short to another wire or decreased resistance in the front passenger's airbag second inflator	
12-8x	○		Short to power in the front passenger's airbag first inflator	(see page 24-60)
12-9x			Short to ground in the front passenger's airbag first inflator	(see page 24-62)
12-Ax			Short to power in the front passenger's airbag second inflator	(see page 24-60)
12-Bx		○	Short to ground in the front passenger's airbag second inflator	(see page 24-62)
21-1x			Open in the driver's seat belt tensioner	(see page 24-63)
21-2x			Increased resistance in the driver's seat belt tensioner	(see page 24-65)
21-3x			Short to another wire or decreased resistance in the driver's seat belt tensioner	
21-8x			Short to power in the driver's seat belt tensioner	(see page 24-68)
21-9x			Short to ground in the driver's seat belt tensioner	(see page 24-70)
22-1x		○	Open in the front passenger's seat belt tensioner	(see page 24-73)
22-2x			Increased resistance in the front passenger's seat belt tensioner	(see page 24-74)
22-3x			Short to another wire or decreased resistance in the front passenger's seat belt tensioner	
22-8x	○		Short to power in the front passenger's seat belt tensioner	(see page 24-76)
22-9x			Short to ground in the front passenger's seat belt tensioner	(see page 24-77)
31-1x		○	Open in the driver's side airbag inflator	(see page 24-80)
31-2x			Increased resistance in the driver's side airbag inflator	(see page 24-82)
31-3x			Short to another wire or decreased resistance in the driver's side airbag inflator	
31-8x			Short to power in the driver's side airbag inflator	(see page 24-84)
31-9x			Short to ground in the driver's side airbag inflator	(see page 24-86)
32-1x			Open in the front passenger's side airbag inflator	(see page 24-88)
32-2x		○	Increased resistance in the front passenger's side airbag inflator	(see page 24-90)
32-3x			Short to another wire or decreased resistance in the front passenger's side airbag inflator	
32-8x			Short to power in the front passenger's side airbag inflator	(see page 24-91)
32-9x	○		Short to ground in the front passenger's side airbag inflator	(see page 24-93)



DTC	Latch ^{*1}	Reset ^{*2}	Detection Item	Notes
33-1x		○	Open in the left side curtain airbag inflator	(see page 24-96)
33-2x			Increased resistance in the left side curtain airbag inflator	
33-3x			Short to another wire or decreased resistance in the left side curtain airbag inflator	(see page 24-97)
33-8x	○		Short to power in the left side curtain airbag inflator	(see page 24-99)
33-9x			Short to ground in the left side curtain airbag inflator	(see page 24-101)
34-1x			Open in the right side curtain airbag inflator	(see page 24-103)
34-2x		○	Increased resistance in the right side curtain airbag inflator	
34-3x			Short to another wire or decreased resistance in the right side curtain airbag inflator	(see page 24-105)
34-8x			Short to power in the right side curtain airbag inflator	(see page 24-108)
34-9x	○		Short to ground in the right side curtain airbag inflator	(see page 24-110)
41-1x			No signal from the left front impact sensor	(see page 24-113)
41-2x			Internal failure of the left front impact sensor	(see page 24-120)
41-8x	○			
41-9x				
41-Bx				
41-Cx		○	Faulty power supply to the left front impact sensor	(see page 24-115)
42-1x			No signal from the right front impact sensor	(see page 24-116)
42-2x			Internal failure of the right front impact sensor	(see page 24-120)
42-8x	○			
42-9x				
42-Bx				
42-Cx		○	Faulty power supply to the right front impact sensor	(see page 24-119)
43-1x			No signal from the left side impact sensor (first)	(see page 24-121)
43-2x			Internal failure of the left side impact sensor (first)	(see page 24-130)
43-8x	○			
43-9x				
43-Bx				
43-Cx		○	Faulty power supply to the left side impact sensor (first)	(see page 24-123)
44-1x			No signal from the right side impact sensor (first)	(see page 24-125)
44-2x			Internal failure of the right side impact sensor (first)	(see page 24-130)
44-8x	○			
44-9x				
44-Bx				
44-Cx		○	Faulty power supply to the right side impact sensor (first)	(see page 24-128)
45-1x			No signal from the left side impact sensor (second)	(see page 24-131)
45-2x			Internal failure of the left side impact sensor (second)	(see page 24-139)
45-8x	○			
45-9x				
45-Bx				
45-Cx		○	Faulty power supply to the left side impact sensor (second)	(see page 24-133)
46-1x			No signal from the right side impact sensor (second)	(see page 24-135)
46-2x			Internal failure of the right side impact sensor (second)	(see page 24-139)
46-8x	○			
46-9x				
46-Bx				
46-Cx			Faulty power supply to the right side impact sensor (second)	(see page 24-137)

NOTE: The "x" at the end of each DTC denotes a numeric character (0 thru 9) or an alpha character (A thru F) that you will see on the HDS display. The character is unrelated to your troubleshooting; it designates the SRS unit manufacturer and other details used for product analysis.

* 1: The SRS indicator turns on and stays on whenever the ignition switch is in the ON (II) position, or until the code is cleared.

* 2: The SRS indicator turns on when the DTC is set. The SRS indicator will not turn on after the ignition switch is turned from ON (II) to LOCK (0), but the DTC will be stored in the SRS unit.

(cont'd)

DTC Troubleshooting Index (cont'd)

DTC	Latch ^{*1}	Reset ^{*2}	Detection Item	Notes
51-xx		○	Internal failure of the SRS unit	(see page 24-140)
52-xx	○			
53-xx		○		
54-xx				
55-xx				
61-1x			Open in the driver's seat belt buckle switch	(see page 24-141)
61-2x			Short in the driver's seat belt buckle switch	(see page 24-144)
62-1x			Open in the front passenger's seat belt buckle switch	(see page 24-147)
62-2x			Short in the front passenger's seat belt buckle switch	(see page 24-150)
71-11			Open in the driver's seat position sensor	(see page 24-153)
71-21			Short in the driver's seat position sensor	(see page 24-154)
71-22			Short to power in the driver's seat position sensor	(see page 24-156)
73-1x			Open in the driver's E-pretensioner motor	(see page 24-157)
74-2x			Open in the front passenger's E-pretensioner motor	(see page 24-158)
76-3x			Faulty F-can communication or internal failure of the E-pretensioner unit	(see page 24-159)
76-4x			Internal failure of the E-pretensioner unit	(see page 24-160)
76-5x				
76-61			No signal from the E-pretensioner unit	
76-63			Internal failure of the E-pretensioner unit	
81-4x			Internal the failure of the ODS unit	(see page 24-163)
81-5x				
81-63				
81-64				
81-61			No signal from the ODS unit	(see page 24-164)
81-62			Non-stipulated data from the ODS unit	
81-71			ODS unit does not calibrate	(see page 24-167)
81-78				
81-79			Front passenger's weight sensors initial check failure	
82-1x			No signal from the inner side front passenger's weight sensor	(see page 24-168)
83-2x			No signal from the outer side front passenger's weight sensor	
85-4x			Internal failure of the ODS unit	(see page 24-169)
85-5x				
85-63				
85-64				
85-61			No signal from the ODS unit	(see page 24-170)
85-62			Non-stipulated data from the ODS unit	
85-71			ODS unit not initialized	(see page 24-169)
85-78				
85-79			OPDS sensor initial check failure	(see page 24-173)
86-1x			Faulty OPDS seat-back sensor	(see page 24-174)
86-2x			Faulty OPDS seat support sensor	
87-3x			Side airbag cutoff indicator stays on/off	(see page 24-175)
91-1x			Internal failure of the SRS unit	(see page 24-176)
91-2x			Short to ground in the SRS indicator circuit	(see page 24-177)
92-1x			Short to power in the front passenger's airbag cutoff indicator	(see page 24-179)
92-2x			Open or short to ground in the passenger's airbag cutoff indicator	(see page 24-180)



DTC	Latch ^{*1}	Reset ^{*2}	Detection Item	Notes
A1-1x		○	Faulty power supply (VA line)	(see page 24-182)
A2-1x			Faulty power supply (VB line)	(see page 24-183)
B2-1x			No signal from the rear safing sensor	(see page 24-184)
B2-2x			Internal failure of the rear safing sensor	(see page 24-188)
B2-8x	○			
B2-9x				
B2-Bx				
B2-Cx			Faulty power supply to the rear safing sensor	(see page 24-186)
Ex-11			Control operation recorded	(see page 24-140)
Fx-11			Airbags and/or tensioners deployment recorded	(see page 24-188)

NOTE: The "x" at the end of each DTC denotes a numeric character (0 thru 9) or an alpha character (A thru F) that you will see on the HDS display. The character is unrelated to your troubleshooting; it designates the SRS unit manufacturer and other details used for product analysis.

* 1: The SRS indicator comes on and stays on whenever the ignition switch is in the ON (II) position, or until the code is cleared.

* 2: The SRS indicator comes on when the DTC is set. The SRS indicator will not come on after the ignition switch is turned from ON (II) to LOCK (0), but the DTC will be stored in the SRS unit.

SRS

Symptom Troubleshooting Index

Symptom	Diagnostic procedure	Also check for
SRS indicator does not come on	Symptom Troubleshooting (see page 24-189)	Communication with HDS
SRS indicator stays on, but no DTCs are stored, or cannot be read	Symptom Troubleshooting (see page 24-191)	- Charging system for under or overcharging - Communication with the HDS
Side airbag cutoff indicator stays on after bulb check, and no DTCs are stored, or side airbag cutoff indicator is flashing	- Make sure nothing is on the front passenger's seat. - If the side airbag cutoff indicator stays on after the ignition switch is turned ON (II), initialize the ODS unit (see page 24-26). - If the side airbag cutoff indicator operates normally, the system is OK. - If the side airbag cutoff indicator stays on, replace the OPDS sensor (see page 20-128). The sensor is part of the seat-back pad.	- DTC 87-3x troubleshooting (see page 24-175) - Communication with the HDS
Passenger's airbag cutoff indicator flashes	Check for DTCs. If any DTC is indicated, go to the DTC troubleshooting	- Communication with the HDS - Initialization ODS unit
Passenger's airbag cutoff indicator stays on or comes on suddenly	Symptom Troubleshooting (see page 24-193)	Communication with the HDS
Passenger's airbag cutoff indicator does not come on	Check for DTCs. If any DTC is indicated, go to the DTC troubleshooting	Communication with the HDS
HDS does not communicate with the SRS unit or the vehicle	Troubleshoot the DLC circuit (see page 11-211)	Communication with the HDS



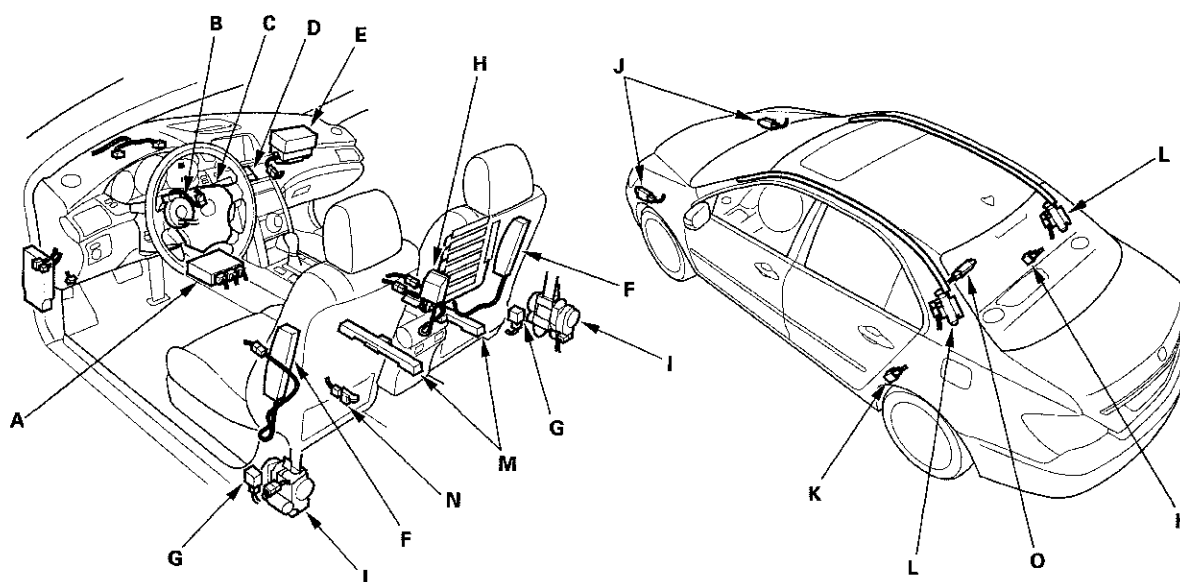
System Description

SRS Components

Airbags

The SRS is a safety device which, when used with the seat belt, is designed to help protect the driver and front passenger in a frontal impact exceeding a certain set limit. The system consists of the SRS unit, including safing sensor and impact sensor (A), the cable reel (B), the driver's airbag (C), the front passenger's airbag (E), side airbags (F), side curtain airbags (L), seat belt tensioners (I), front impact sensors (J), side impact sensors (first) (G), and side impact sensors (second) (K).

Since the driver's and front passenger's airbags use the same sensors, both normally inflate at the same time. However, it is possible for only one airbag to inflate. This can occur when collision severity is near the threshold for airbag deployment. In such case, the SRS will only deploy airbags when the protection provided by the seat belt is insufficient.



(cont'd)

SRS

System Description (cont'd)

Front Passenger's Weight Sensors

The front passenger's weight sensors (M) are part of the front passenger's seat. The front passenger's weight sensors detect the weight on the seat, and send the information to the ODS unit (H). If the total weight is about 65 lbs (30 kg) or less, the ODS unit sends a signal to the SRS unit to prevent the passenger's airbag from deploying. When the passenger's airbag is disabled, the passenger airbag cutoff indicator (D) on the center panel comes on to alert the driver that the front passenger's airbag will not deploy in a front-end collision.

NOTE: The sensors only detect the weight on the seat. The sensors do not detect the weight of the passenger's legs or arms that may be resting on the floor or armrests.

Driver's Seat Position Sensor

The driver's seat position sensor (N) is under the driver's seat on the left side. When the driver's seat is moved all the way forward, the deployment of the driver's airbag is moderated to decrease its force of impact during a front-end collision.

Rear Safing Sensor

The rear safing sensor (O) is located under the middle of the rear seat. The rear safing sensor performs the same basic function as the safing sensor in the SRS unit. It measures sideways G force, such as the force the vehicle would receive in a side collision in the rear, and sends that information to the SRS unit. The SRS unit uses that information, and the information from the second side impact sensors to determine the side that is impacted and the force. If the threshold is met, the SRS unit deploys the side airbag, the side curtain airbag and the seat belt tensioner on that side.

Side Airbags

The side airbags (F) are in each front seat-back. They help protect the upper torso of the driver or front seat passenger during a moderate to severe side impact. Side impact sensors (first) (G) in each door sill, side impact sensors (second) (K) in each rear door sill, rear safing sensor under the rear seat (O), and the SRS unit safing sensor detect such an impact and instantly inflate the driver's or the passenger's side airbag. Only one side airbag will deploy during a side impact. If the impact is on the passenger's side, the passenger's side airbag will deploy even if there is no passenger.

Side Curtain Airbags

The side curtain airbags (L) are in each side of the roof. They help protect the head of the driver, front passenger, and passengers in the rear outer seats during a moderate to severe side impact. Side impact sensors (first) (G) in each front door sill, side impact sensors (second) (K) in each rear door sill, rear safing sensor (O) under the rear seat, and the SRS unit detect such an impact and instantly inflate the driver's or the passenger's side curtain airbag. A side impact causes the side curtain airbag and the side airbag on the impacted side to deploy at the same time.

Seat Belt Tensioners

The seat belt tensioners are linked with the SRS airbags to further increase the effectiveness of the seat belt. In a front-end collision, the tensioners instantly retract the belt firmly to secure the driver and front passenger in their seats.



Side Airbag Cutoff Indicator/ODS Operation

The indicator comes on if the front passenger's seat is occupied by a small adult or child who is leaning into the deployment path, or an object (grocery bag, briefcase, purse, etc.) is in the seat. This indicates the passenger's side airbag is off and will not deploy; there is no problem with the side airbag. If the passenger sits upright or moves to another seat, or you remove the object from the seat, the light should go off. There will be some delay between the occupant's repositioning, and when the indicator will turn on or off.

Passenger's Airbag Cutoff Indicator/Seat Weight Sensor Operation

The indicator comes on if the weight on the front passenger's seat is about 65 lbs (30 kg) or less. This indicates the passenger's front airbag is off and will not deploy. The front airbag is shut off to reduce the chance of airbag-caused injuries.

SRS Operation

The main circuit in the SRS unit senses and judges the force of impact and, if necessary, ignites the inflator charges. If battery voltage is too low or power is disconnected due to the impact, the voltage regulator and the back-up power circuit will keep voltage at a constant level.

For the SRS to operate

Seat Belt Tensioners

- (1) A front impact sensor, side impact sensor, or the rear safing sensor must activate and send electric signals to the microprocessor.
- (2) The microprocessor must compute the signals and trigger the tensioners.
- (3) The charges must ignite and deploy the tensioners.

Driver's and Front Passenger's Airbag(s)

- (1) A front impact sensor must activate and send electric signals to the microprocessor.
- (2) The microprocessor must compute the signals and trigger the airbag inflator(s).
- (3) The triggered inflators that receives signals must ignite and deploy the airbags.

Side Airbag(s)

- (1) A side impact sensor must activate and send electric signals to the microprocessor.
- (2) The microprocessor must compute the signals and trigger the side airbag inflator(s). However, the microprocessor does not trigger the front passenger's side airbag if the SRS unit determines that the front passenger's head is in the deployment path of the side airbag.
- (3) The triggered inflators the signal must ignite and deploy the side airbags.

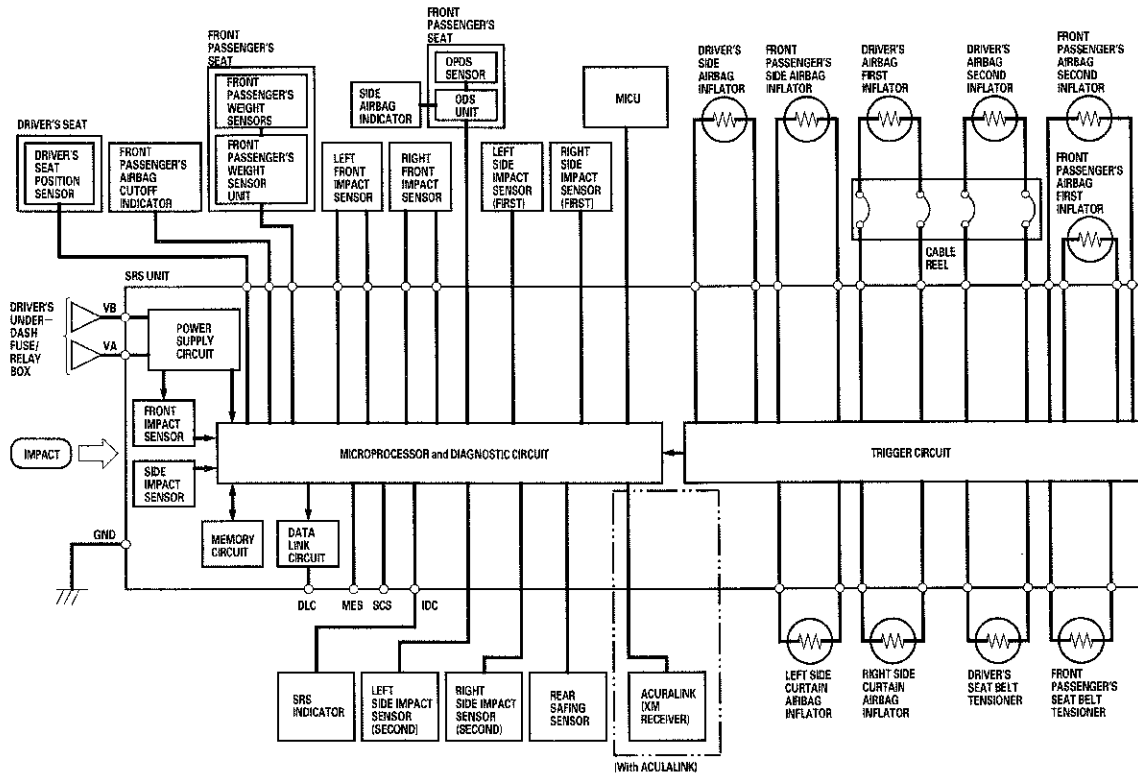
Side Curtain Airbag(s)

- (1) A side impact sensor or the rear safing sensor must activate and send electrical signals to the microprocessor.
- (2) The microprocessor must compute the signals and trigger the side curtain airbag and side airbag inflator(s).
- (3) The triggered inflators that must ignite and deploy the side curtain airbag and side airbag at the same time.

(cont'd)

SRS

System Description (cont'd)



Self-Diagnosis System

A self-diagnosis circuit is built into the SRS unit; when the ignition switch is turned to ON (II), the SRS indicator comes on and goes off after about 6 seconds if the system is operating normally.

If the indicator does not come on, or does not go off after 6 seconds, or comes on while driving, it indicates a problem in the system. The system must be inspected and repaired as soon as possible.

For better serviceability, the SRS unit memory stores a DTC that relates to the cause of the malfunction, and the unit is connected to the data link connector (DLC). This information can be read with the HDS when it is connected to the DLC (see page 24-23).

NOTE: Before you disconnect the negative cable from the battery for troubleshooting, review Battery Terminal Disconnection and Reconnection (see page 22-91).

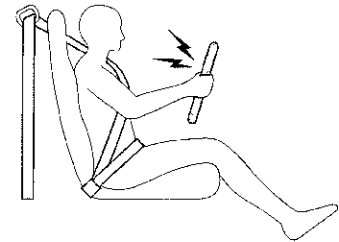
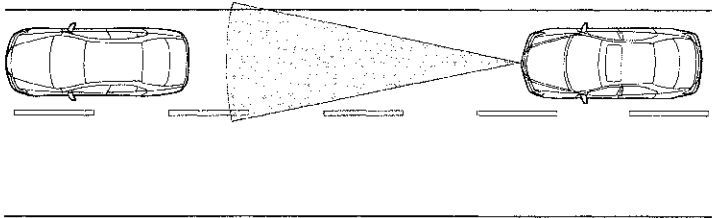


E-pretensioner

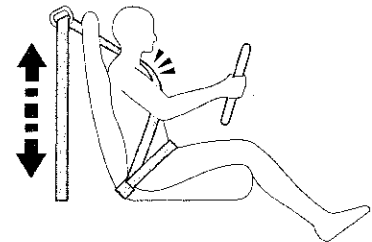
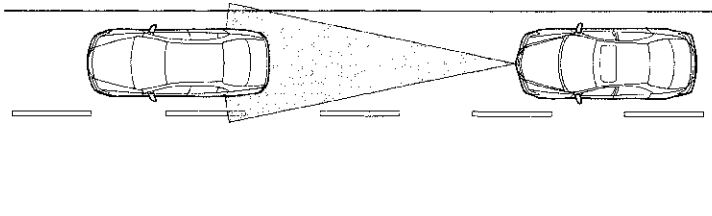
When at a risk of a collision, the E-pretensioner system, working with the collision mitigation braking system (CMBS), retracts the driver's and front passenger's seat belt several times slightly to provide a tactile warning to the driver. And when a collision is imminent, the E-pretensioner system retracts the seat belt tightly to help reduce injury from the impact. The E-pretensioner system also works when the driver brakes hard and the brake assist system is turned on.

CMBS and E-pretensioner Operation

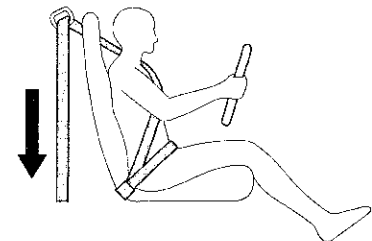
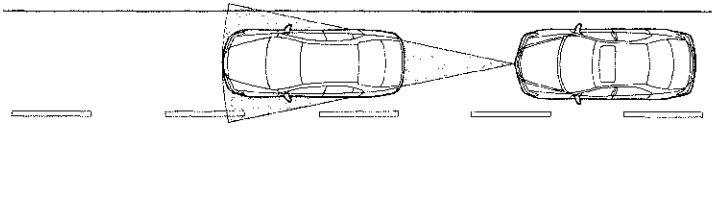
Approaching a vehicle ahead: When driving, the millimeter wave radar detects a vehicle ahead, and the system provides audible and visual warnings if it detects a risk of collision.



Closing on a vehicle ahead: The system applies light braking, and increases seat belt tension slightly to provide a tactile warning to the driver. The front passenger does not feel the tactile warning.



Collision unavoidable: The system activates strong braking, and securely tightens both the driver's and front passenger's seat belts to help reduce injury caused by the impact.

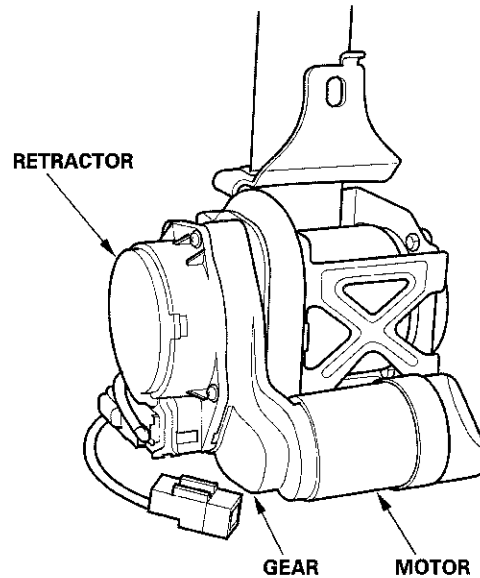


(cont'd)

System Description (cont'd)

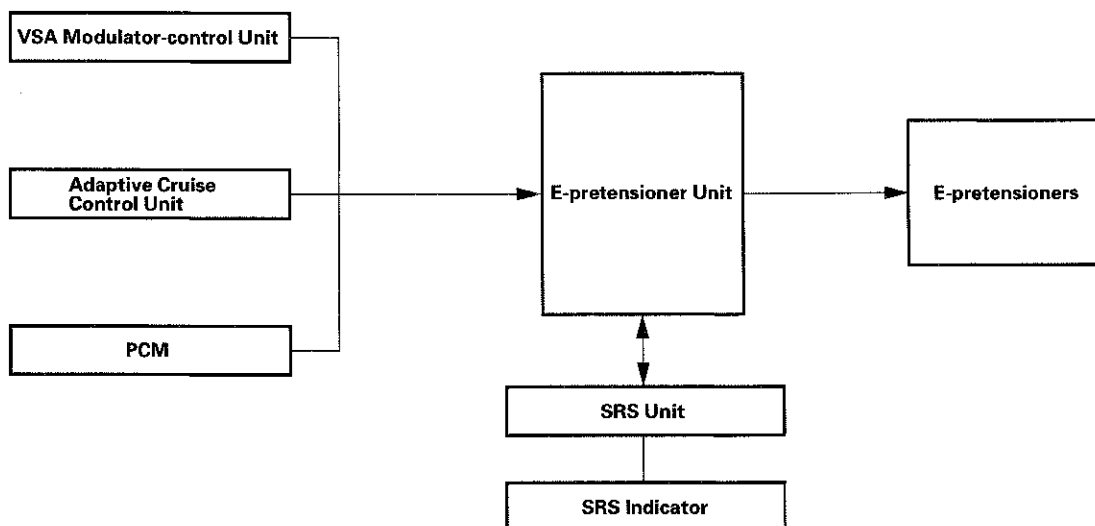
E-pretensioner

The mechanical portion of the E-pretensioner consists of the motor and the gear sections. When the collision mitigation brake or the brake assist system signals are input, the motor in the retractor section is driven to rewind or retract. If the system judges that the driving situation is safe, the tension on the seat belts is released. The E-pretensioners are used in conjunction with the conventional tensioners.



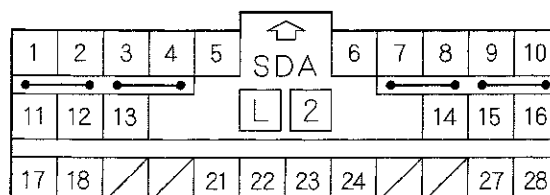
E-pretensioner Unit

The E-pretensioner unit operates the motor-driving controls based on F-CAN data it receives from the adaptive cruise control unit, VSA modulator-control unit, and the PCM. Also the E-pretensioner unit receives seat belt buckle switch signals from the SRS unit by an interactive communication function. The E-pretensioner unit has a self-diagnostic function, and if it detects a malfunction, it sends its information to the SRS unit. The SRS indicator is then turned on by the SRS unit.





SRS Unit Inputs and Outputs at Connector A (28P)



Wire side of female terminals

Terminal Number	Wire Color	Terminal Name	Description
1	GRN*	LA2+	Power source for the driver's airbag second inflator
2	PUR*	LA2—	Ground for the driver's airbag second inflator
3	LT GRN*	RA2+	Power source for the front passenger's airbag second inflator
4	LT BLU*	RA2—	Ground for the front passenger's airbag second inflator
5	LT GRN*	MES	Memory delete signal input
6	BRN*	SCS	Service check signal input
7	LT BLU*	LA1+	Power source for the driver's airbag first inflator
8	BRN*	LA1—	Ground for the driver's airbag first inflator
9	YEL*	RA1+	Power source for the front passenger's airbag first inflator
10	BLU*	RA1—	Ground for the front passenger's airbag first inflator
11	LT BLU*	WARN	Gauge control module
12	ORN*	PTT	Passenger's airbag cutoff indicator output line
13	ORN*	DIAG-LINE	Acuralink control unit (XM receiver)
14	GRN*	ODS	Sends and receives communication signal with the ODS unit
15	BRN*	LFS—	Ground for the left front impact sensor
16	LT BLU*	RFS—	Ground for the right front impact sensor
17	GRN*	VA	SRS system sub power (common with ODS)
18	RED*	VB	SRS dedicated power (dedicated booster circuit)
21	YEL*	CDS	Multiplex integrated control unit (MICU)
22	BLK*	SRS GND (1)	Ground circuit for the SRS (G505)
23	BLK*	SRS GND (2)	Ground circuit for the SRS (G505)
24	RED*	K-LINE	Sends and receives scan tool signal (serial data)
27	RED*	LFS+	Power source for the left front impact sensor
28	GRN*	RFS+	Power source for the right front impact sensor

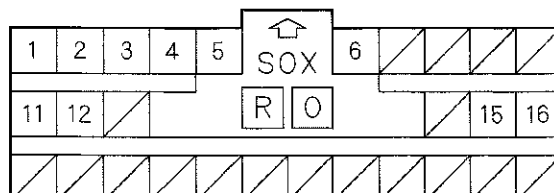
* : Wire colors may be substituted in this table.

(cont'd)

SRS

System Description (cont'd)

SRS Unit Inputs and Outputs at Connector B (28P)



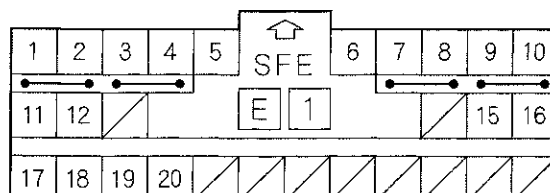
Wire side of female terminals

Terminal Number	Wire Color	Terminal Name	Description
1	RED*	LRP+	Power source for the driver's seat belt tensioner
2	BRN*	LRP—	Ground for the driver's seat belt tensioner
3	GRN*	RRP+	Power source for the front passenger's seat belt tensioner
4	LT BLU*	RRP—	Ground for the front passenger's seat belt tensioner
5	GRY*	SS—	Ground for the driver's seat position sensor
6	LT GRN*	SS+	Power source for the driver's seat position sensor
11	YEL*	LBSC	Driver's seat belt buckle switch unbuckled signal
12	LT GRN*	LBSO	Driver's seat belt buckle switch buckled signal
15	BLU*	RBSC	Front passenger's seat belt buckle switch unbuckled signal
16	ORN*	RBSO	Front passenger's seat belt buckle switch buckled signal

* : Wire colors may be substituted in this table.



SRS Unit Inputs and Outputs at Connector C (28P)



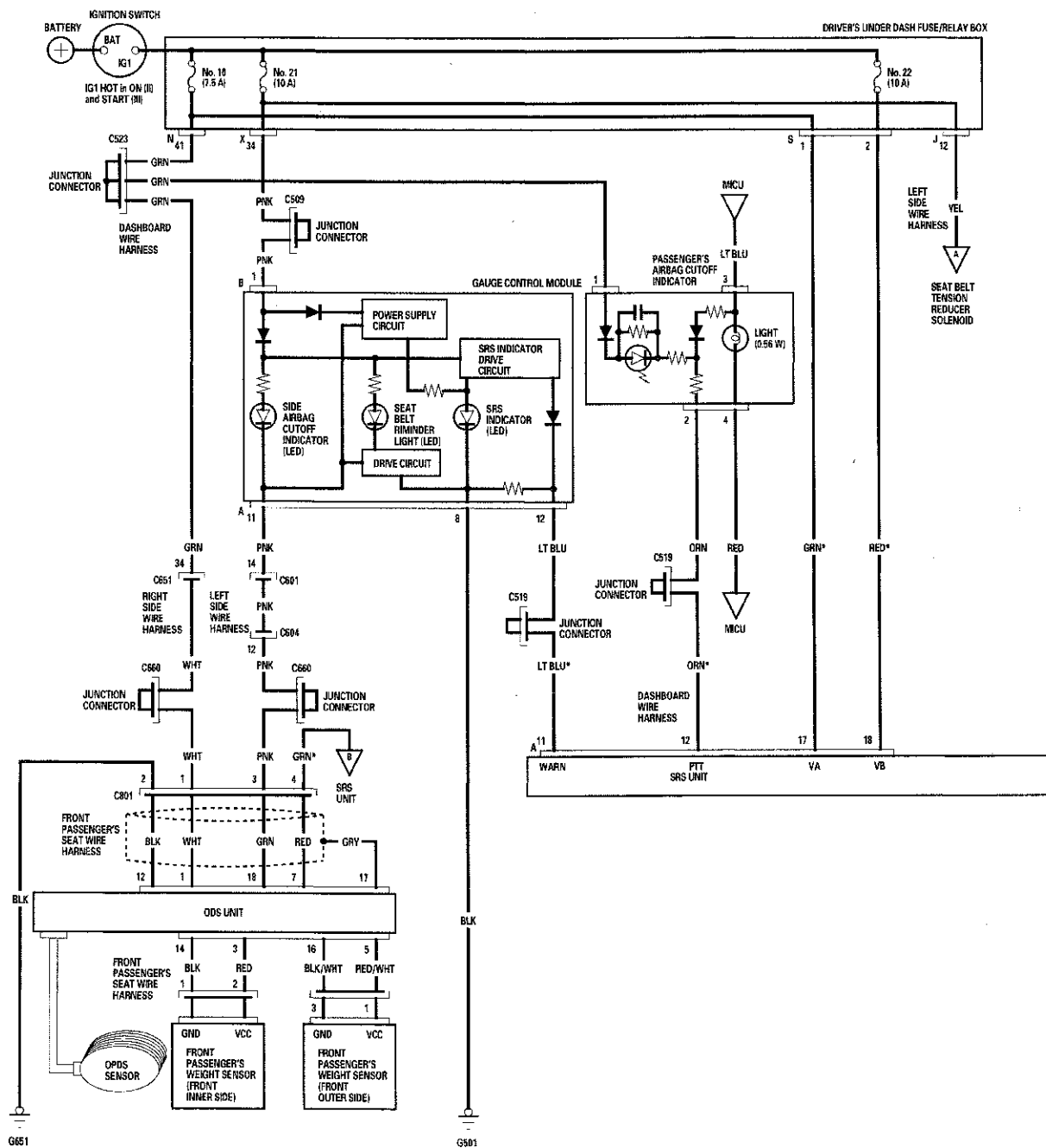
Wire side of female terminals

Terminal Number	Wire Color	Terminal Name	Description
1	GRN*	LSA+	Power source for the driver's side airbag inflator
2	RED*	LSA-	Ground for the driver's side airbag inflator
3	WHT*	RSA+	Power source for the front passenger's side airbag inflator
4	BLU*	RSA-	Ground for the front passenger's side airbag inflator
5	GRN*	SSS+	Power source for the rear safing sensor
6	LT BLU*	SSS-	Ground for the rear safing sensor
7	BRN*	LCA+	Power source for the left side curtain airbag inflator
8	BLU*	LCA-	Ground for the left side curtain airbag inflator
9	GRY*	RCA+	Power source for the right side curtain airbag inflator
10	RED*	RCA-	Ground for the right side curtain airbag inflator
11	PNK*	LBS1+	Power source for the left side impact sensor (first)
12	GRY*	LBS1-	Ground for the left side impact sensor (first)
15	BRN*	RBS1+	Power source for the right side impact sensor (first)
16	LT GRN*	RBS1-	Ground for the right side impact sensor (first)
17	GRN*	LCS1+	Power source for the left side impact sensor (second)
18	ORN*	LCS1-	Ground for the left side impact sensor (second)
19	LT GRN*	RCS1+	Power source for the right side impact sensor (second)
20	YEL*	RCS1-	Ground for the right side impact sensor (second)

* : Wire colors may be substituted in this table.

SRS

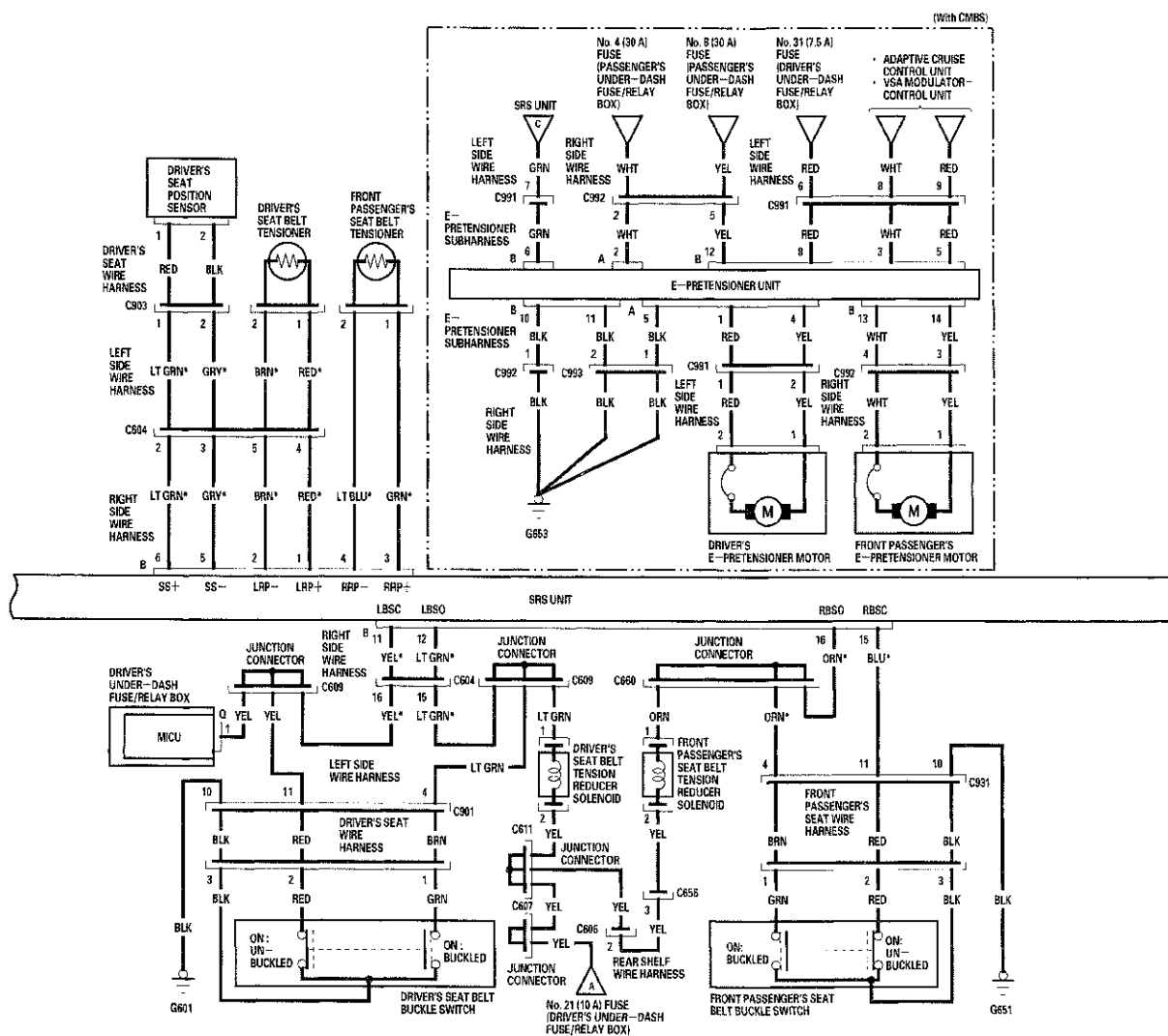
Circuit Diagram





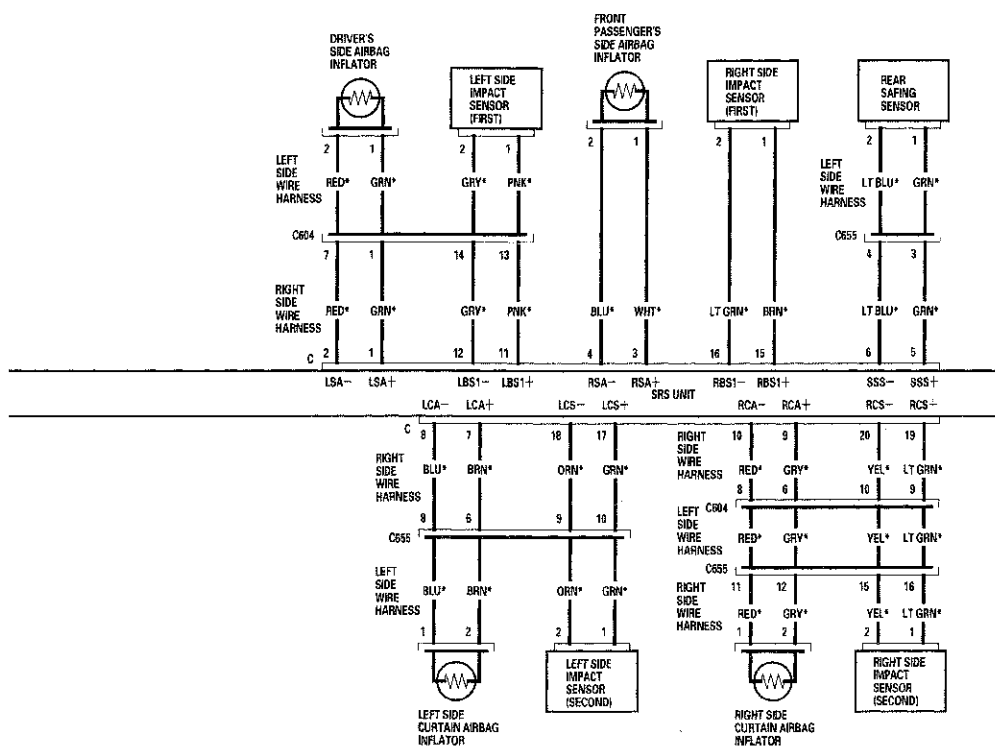
SRS

Circuit Diagram (cont'd)





* : Wire colors may be substituted for SRS circuits



DTC Troubleshooting

DTC 11-1x ("x" can be 0 thru 9 or A thru F):
Open in the Driver's Airbag First Inflator

DTC 11-2x ("x" can be 0 thru 9 or A thru F):
Increased Resistance in the Driver's Airbag First Inflator

DTC 11-4x ("x" can be 0 thru 9 or A thru F):
Open in the Driver's Airbag Second Inflator

DTC 11-5x ("x" can be 0 thru 9 or A thru F):
Increased Resistance in the Driver's Airbag Second Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

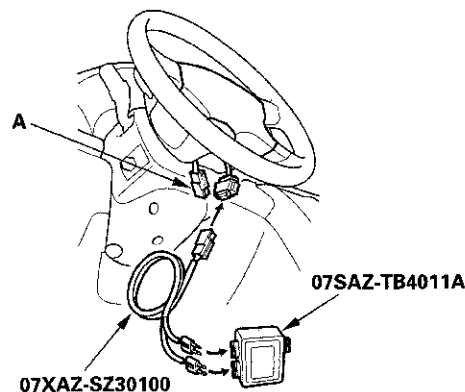
Does the SRS indicator stay on, and is DTC 11-1x, 11-2x, 11-4x, or 11-5x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the access panel, then disconnect the driver's airbag 4P connector (A) from the cable reel.



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the cable reel.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 11-1x, 11-2x, 11-4x, or 11-5x indicated?

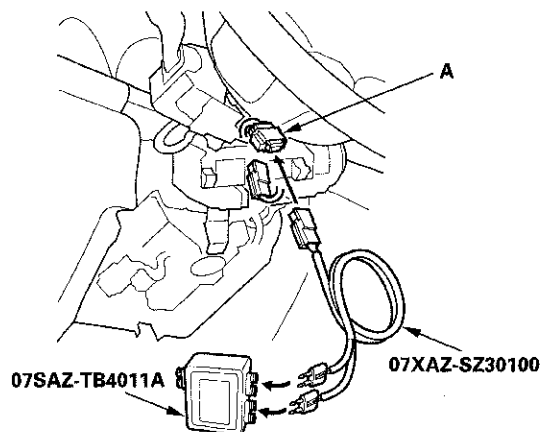
YES—Go to step 10.

NO—Open in the driver's airbag first or second inflator; replace the driver's airbag (see page 24-197), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.



12. Remove the column cover (see page 17-25), then disconnect the dashboard wire harness 4P connector (A) from the cable reel.



13. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to dashboard wire harness.

14. Reconnect the negative cable to the battery.

15. Clear the DTC memory.

16. Read the DTC.

Is DTC 11-1x, 11-2x, 11-4x, or 11-5x indicated?

YES—Go to step 17.

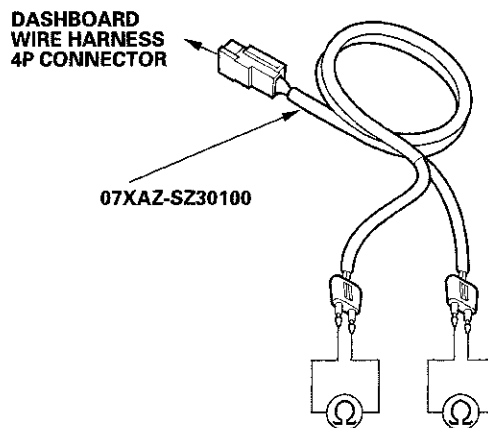
NO—Open in the cable reel; replace the cable reel (see page 24-212), then clear the DTC. ■

17. Turn the ignition switch to LOCK (0).
18. Disconnect the negative cable from the battery, then wait at least 3 minutes.

19. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).

20. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness 4P connector.

21. Measure the resistance between the terminals of both SRS simulator lead. There should be less than 1.0 Ω .



Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Open in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 11-3x ("x" can be 0 thru 9 or A thru F):
Short to Another Wire or Decreased
Resistance in the Driver's Airbag First Inflator

DTC 11-6x ("x" can be 0 thru 9 or A thru F):
Short to Another Wire or Decreased
Resistance in the Driver's Airbag Second
Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

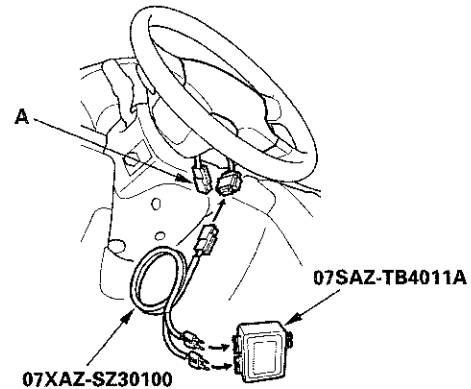
Does the SRS indicator stay on, and is DTC 11-3x or 11-6x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the access panel, then disconnect the driver's airbag 4P connector (A) from the cable reel.



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the cable reel.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

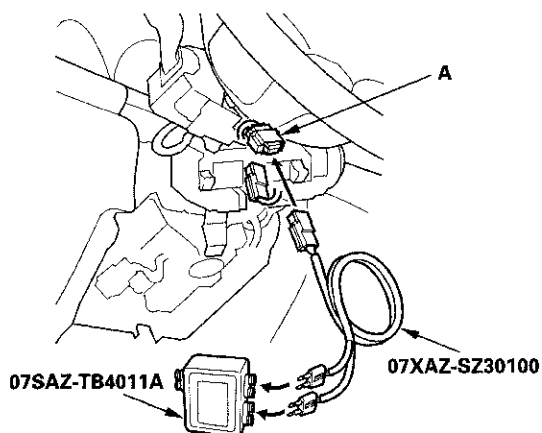
Is DTC 11-3x or 11-6x indicated?

YES—Go to step 10.

NO—Short in the driver's airbag first or second inflator; replace the driver's airbag (see page 24-197), then clear the DTC. ■



10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Remove the column cover (see page 17-25), then disconnect dashboard wire harness 4P connector (A) from the cable reel.



13. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to dashboard wire harness.
14. Reconnect the negative cable to the battery.
15. Clear the DTC memory.
16. Read the DTC.

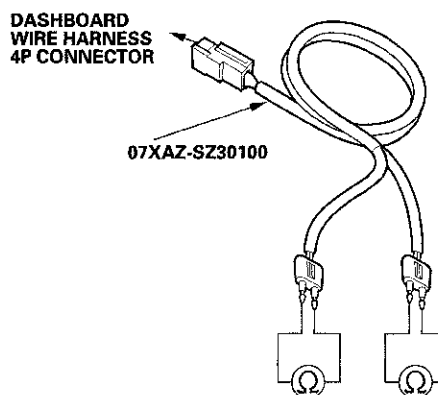
Is DTC 11-3x or 11-6x indicated?

YES—Go to step 17.

NO—Short in the cable reel; replace the cable reel (see page 24-212), then clear the DTC. ■

17. Turn the ignition switch to LOCK (0).
18. Disconnect the negative cable from the battery, then wait at least 3 minutes.
19. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
20. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness 4P connector.

21. Connect a SRS short canceller (070AZ-SAA0100) to SRS unit connector A (28P) terminals No. 7 and No. 8 and to terminals No. 1 and No. 2 (see page 24-19).
22. Measure the resistance between the terminals of both SRS simulator leads. There should be an open circuit or at least 1 M Ω .



Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Short to another wire in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 11-8x ("x" can be 0 thru 9 or A thru F):
Short to Power in the Driver's Airbag First Inflator

DTC 11-Ax ("x" can be 0 thru 9 or A thru F):
Short to Power in the Driver's Airbag Second Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

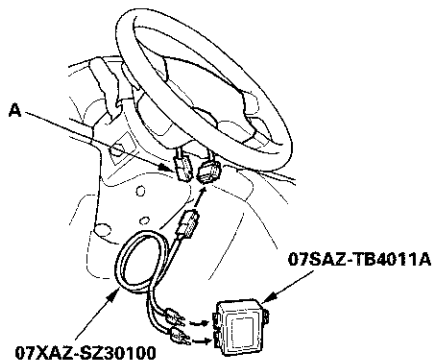
1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 11-8x or 11-Ax indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Remove the access panel, then disconnect the driver's airbag 4P connector (A) from the cable reel.



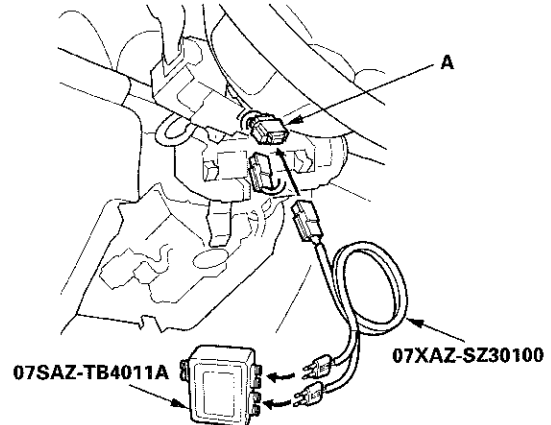
6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the cable reel.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 11-8x or 11-Ax indicated?

YES—Go to step 10.

NO—Short to power in the driver's airbag first or second inflator; replace the driver's airbag (see page 24-197), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Remove the column cover (see page 17-25), then disconnect the dashboard wire harness 4P connector (A) from the cable reel.



13. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to dashboard wire harness.
14. Reconnect the negative cable to the battery.
15. Clear the DTC memory.



16. Read the DTC.

Is DTC 11-8x or 11-Ax indicated?

YES—Go to step 17.

NO—Short to power in the cable reel; replace the cable reel (see page 24-212), then clear the DTC. ■

17. Turn the ignition switch to LOCK (0).

18. Disconnect the negative cable from the battery, then wait at least 3 minutes.

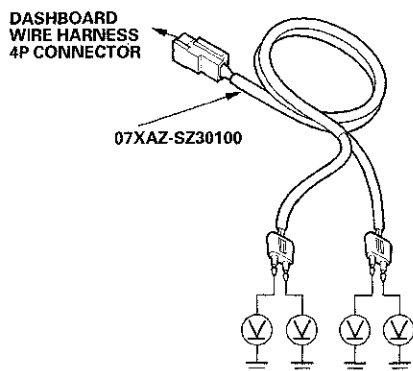
19. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).

20. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness 4P connector.

21. Reconnect the negative cable to the battery.

22. Turn the ignition switch to ON (II).

23. Measure the voltage between each terminal of both SRS simulator lead and body ground. There should be less than 0.2 V.



Is the voltage as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Short to power in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■

DTC 11-9x ("x" can be 0 thru 9 or A thru F):
Short to Ground in the Driver's Airbag First Inflator

DTC 11-Bx ("x" can be 0 thru 9 or A thru F):
Short to Ground in the Driver's Airbag Second Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 11-9x or 11-Bx indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

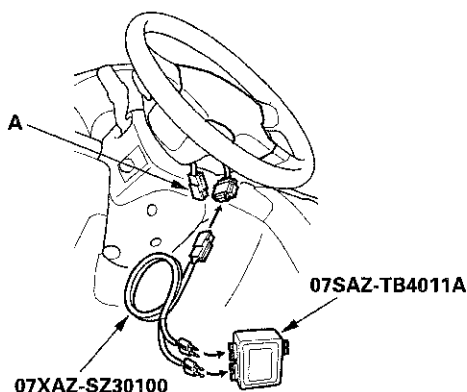
3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

(cont'd)

SRS

DTC Troubleshooting (cont'd)

5. Remove the access panel, then disconnect the driver's airbag 4P connector (A) from the cable reel.



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the cable reel.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

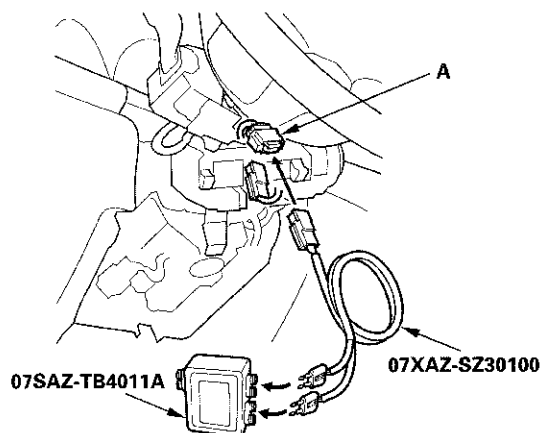
Is DTC 11-9x or 11-Bx indicated?

YES—Go to step 10.

NO—Short to ground in the driver's airbag first or second inflator; replace the driver's airbag (see page 24-197), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.

12. Remove the column cover (see page 17-25), then disconnect the dashboard wire harness 4P connector (A) from the cable reel.



13. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to dashboard wire harness.
14. Reconnect the negative cable to the battery.
15. Clear the DTC memory.
16. Read the DTC.

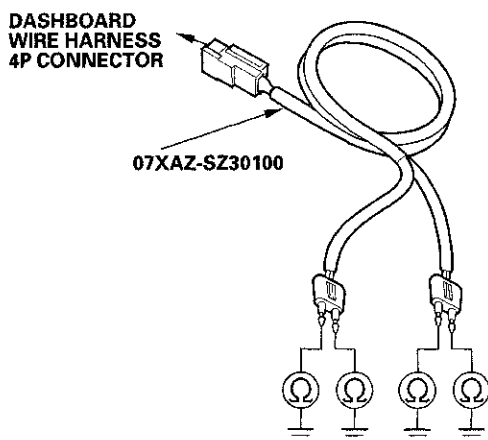
Is DTC 11-9x or 11-Bx indicated?

YES—Go to step 17.

NO—Short to ground in the cable reel; replace the cable reel (see page 24-212), then clear the DTC. ■



17. Turn the ignition switch to LOCK (0).
18. Disconnect the negative cable from the battery, then wait at least 3 minutes.
19. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
20. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness 4P connector.
21. Measure the resistance between each terminal of both SRS simulator lead and body ground. There should be an open circuit or at least 1 M Ω .



Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Short to ground in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■

DTC 12-1x ("x" can be 0 thru 9 or A thru F):
Open in the Front Passenger's Airbag First Inflator

DTC 12-2x ("x" can be 0 thru 9 or A thru F):
Increased Resistance in the Front Passenger's Airbag First Inflator

DTC 12-4x ("x" can be 0 thru 9 or A thru F):
Open in the Front Passenger's Airbag Second Inflator

DTC 12-5x ("x" can be 0 thru 9 or A thru F):
Increased Resistance in the Front Passenger's Airbag Second Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 12-1x, 12-2x, 12-4x, or 12-5x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

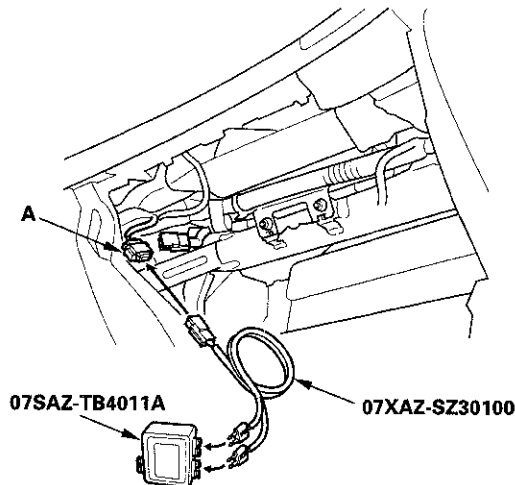
3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

(cont'd)

SRS

DTC Troubleshooting (cont'd)

5. Remove the glove box (see page 20-103), then disconnect the front passenger's airbag 4P connector (A) from the dashboard wire harness 4P connector.



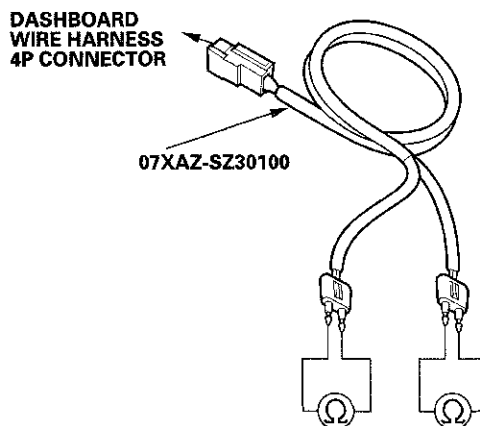
6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to dashboard wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 12-1x, 12-2x, 12-4x, or 12-5x indicated?

YES—Go to step 10.

NO—Open or increased resistance in the front passenger's airbag first or second inflator; replace the front passenger's airbag (see page 24-198), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness 4P connector.
14. Measure the resistance between the terminals of both SRS simulator lead. There should be less than 1.0 Ω .



Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector A (28P). Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Open or increased resistance in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■



DTC 12-3x ("x" can be 0 thru 9 or A thru F):
Short to Another Wire or Decreased
Resistance in the Front Passenger's Airbag
First Inflator

DTC 12-6x ("x" can be 0 thru 9 or A thru F):
Short to Another Wire or Decreased
Resistance in the Front Passenger's Airbag
Second Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

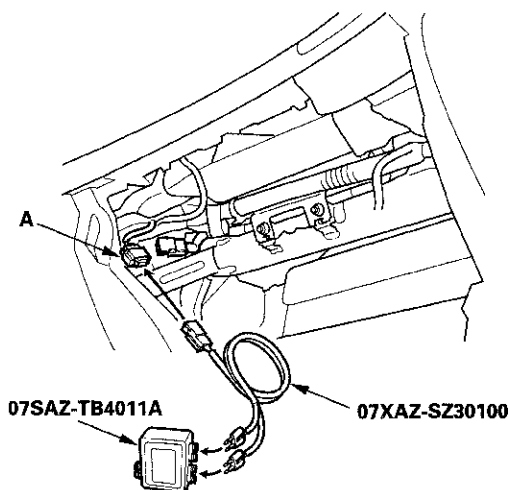
Does the SRS indicator stay on, and is DTC 12-3x or 12-6x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the glove box (see page 20-103), then disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness 4P connector.



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to dashboard wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 12-3x or 12-6x indicated?

YES—Go to step 10.

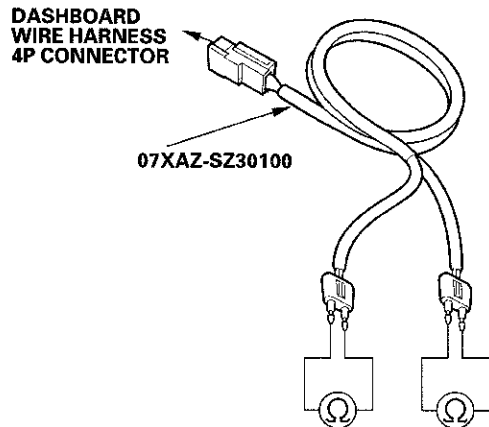
NO—Short in the front passenger's airbag first or second inflator; replace the front passenger's airbag (see page 24-198), then clear the DTC. ■

(cont'd)

SRS

DTC Troubleshooting (cont'd)

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness 4P connector.
14. Connect a SRS short canceller (070AZ-SAA0100) to SRS unit connector A (28P) terminals No. 9 and No. 10 and to terminals No. 3 and No. 4 (see page 24-19).
15. Measure the resistance between the terminals of both SRS simulator lead. There should be an open circuit or at least 1 M Ω .



Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connection A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Short to another wire in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■

DTC 12-8x ("x" can be 0 thru 9 or A thru F):
Short to Power in the Front Passenger's Airbag First Inflator

DTC 12-Ax ("x" can be 0 thru 9 or A thru F):
Short to Power in the Front Passenger's Airbag Second Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

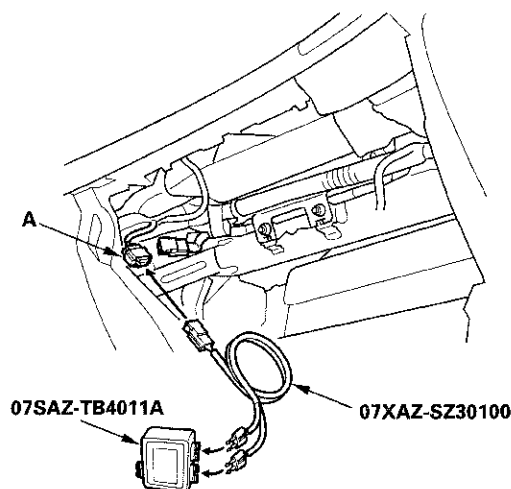
Does the SRS indicator stay on, and is DTC 12-8x or 12-Ax indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■



3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Remove the glove box (see page 20-103), then disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness 4P connector.



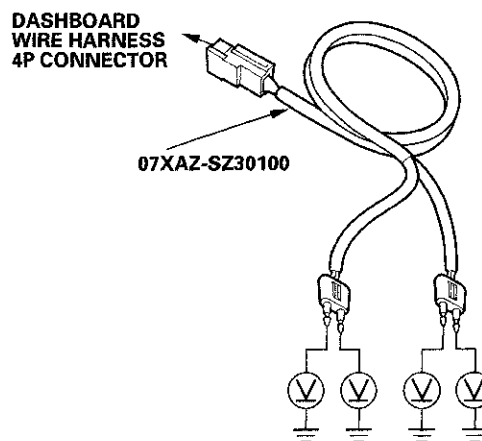
6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the dashboard wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 12-8x or 12-Ax indicated?

YES—Go to step 10.

NO—Short to power in the front passenger's airbag first or second inflator; replace the front passenger's airbag (see page 24-198), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness 4P connector.
14. Reconnect the negative cable to the battery.
15. Turn the ignition switch to ON (II).
16. Measure the voltage between each terminal of both SRS simulator lead and body ground. There should be less than 0.2 V.



Is the voltage as specified?

YES—Faulty SRS unit or poor connection at SRS unit connection A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Short to power in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 12-9x ("x" can be 0 thru 9 or A thru F):
Short to Ground in the Front Passenger's
Airbag First Inflator

DTC 12-Bx ("x" can be 0 thru 9 or A thru F):
Short to Ground in the Front Passenger's
Airbag Second Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

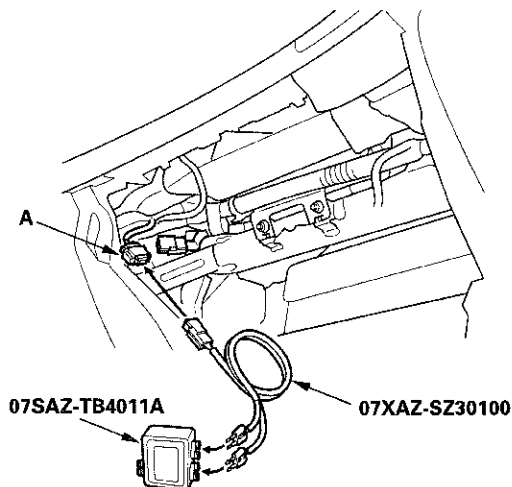
Does the SRS indicator stay on, and is DTC 12-9x or 12-Bx indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the glove box (see page 20-103), then disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness 4P connector.



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to dashboard wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 12-9x or 12-Bx indicated?

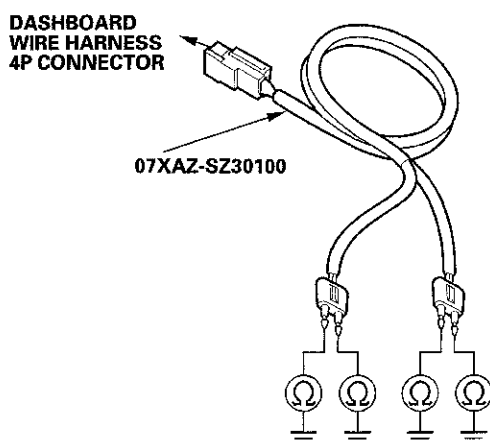
YES—Go to step 10.

NO—Short to ground in the front passenger's airbag first or second inflator; replace the front passenger's airbag (see page 24-198), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.



12. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness 4P connector.
14. Measure the resistance between each terminal of both SRS simulator lead and body ground. There should be an open circuit or at least 1 M Ω .



Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connection A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Short to ground in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■

DTC 21-1x ("x" can be 0 thru 9 or A thru F):
Open in the Driver's Seat Belt Tensioner

DTC 21-2x ("x" can be 0 thru 9 or A thru F):
Increased Resistance in the Driver's Seat Belt Tensioner

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 21-1x or 21-2x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

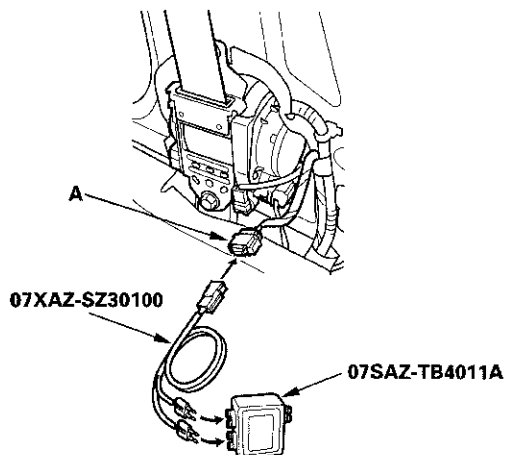
3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

(cont'd)

SRS

DTC Troubleshooting (cont'd)

5. Remove the B-pillar lower trim (see page 20-72), then disconnect the left side wire harness 4P connector (A) from the driver's seat belt tensioner.



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the left side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 21-1x or 21-2x indicated?

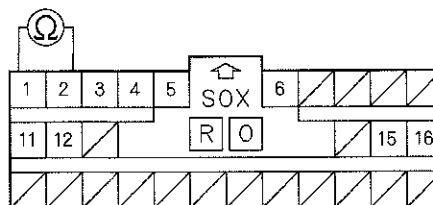
YES—Go to step 10.

NO—Open or increased resistance in the driver's seat belt tensioner; replace the driver's seat belt (see page 24-4), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.

12. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).
13. Measure the resistance between SRS unit connector B (28P) terminals No. 1 and No. 2. There should be 2.0—3.0 Ω .

SRS UNIT CONNECTOR B (28P)



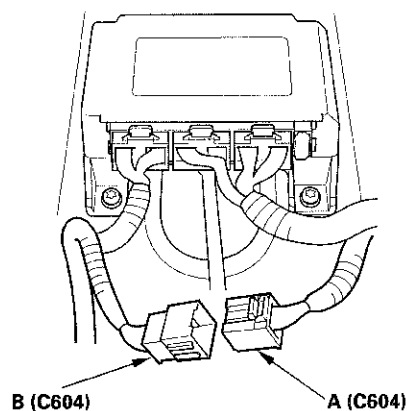
Wire side of female terminals

Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Go to step 14.

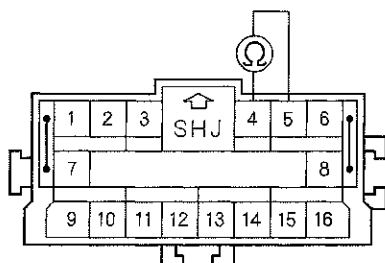
14. Disconnect right side wire harness 16P connector C604 (A) from left side wire harness connector C604 (B).





15. Measure the resistance between left side wire harness 16P connector C604 terminals No. 4 and No. 5. There should be 2.0–3.0 Ω .

LEFT SIDE WIRE HARNESS 16P CONNECTOR C604



Terminal side of male terminals

Is the resistance as specified?

YES—Open or increased resistance in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

NO—Open or increased resistance in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

**DTC 21-3x ("x" can be 0 thru 9 or A thru F):
Short to Another Wire or Decreased
Resistance in the Driver's Seat Belt Tensioner**

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 21-3x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

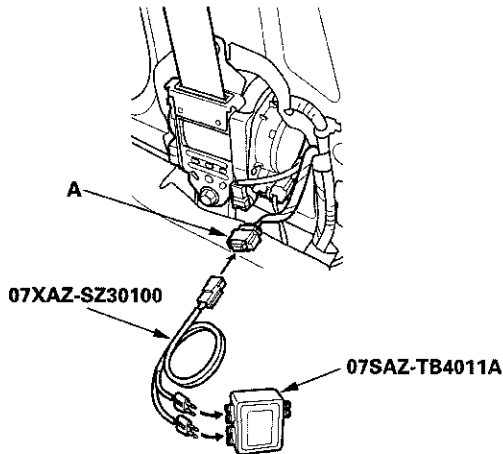
3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

(cont'd)

SRS

DTC Troubleshooting (cont'd)

5. Remove the B-pillar lower trim (see page 20-72), then disconnect the left side wire harness 4P connector (A) from the driver's seat belt tensioner.



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the left side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 21-3x indicated?

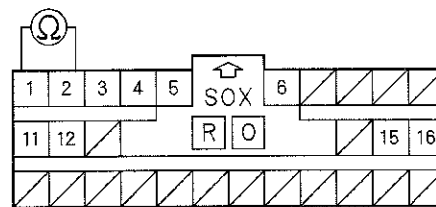
YES—Go to step 10.

NO—Short in the driver's seat belt tensioner; replace the driver's seat belt (see page 24-4), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.

12. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the simulator lead from the left side wire harness.
14. Measure the resistance between SRS unit connector B (28P) terminals No. 1 and No.2. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

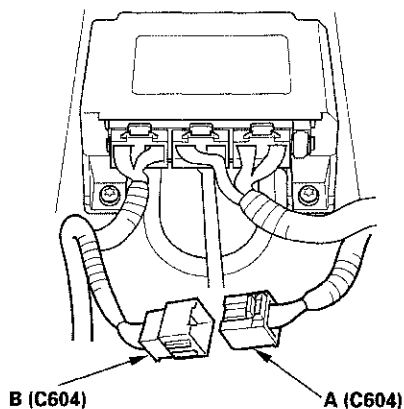
Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Go to step 15.

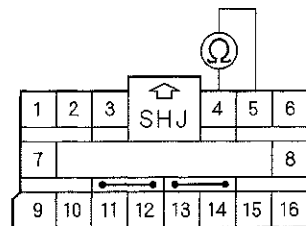


15. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).



16. Measure the resistance between right side wire harness 16P connector C604 terminals No. 4 and No. 5. There should be an open circuit or at least 1 M Ω .

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604



Wire side of female terminals

Is the resistance as specified?

YES—Short in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Short in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 21-8x ("x" can be 0 thru 9 or A thru F): Short to Power in the Driver's Seat Belt Tensioner

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

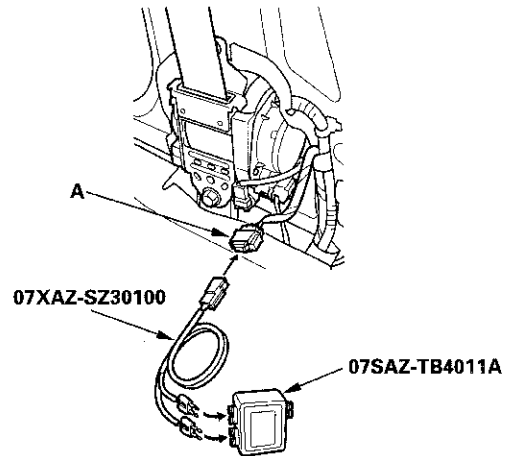
Does the SRS indicator stay on, and is DTC 21-8x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the B-pillar lower trim (see page 20-72), then disconnect the left side wire harness 4P connector (A) from the driver's seat belt tensioner.



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the left side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 21-8x indicated?

YES—Go to step 10.

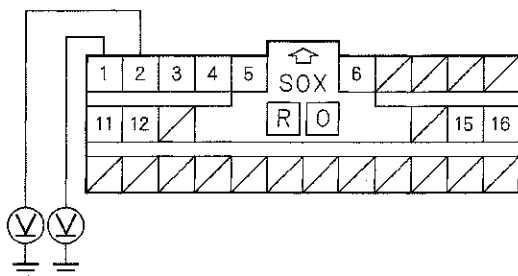
NO—Short to power in the driver's seat belt tensioner; replace the driver's seat belt (see page 24-4), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.



12. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the simulator lead from the left side wire harness.
14. Reconnect the negative cable to the battery.
15. Turn the ignition switch to ON (II).
16. Measure the voltage between SRS unit connector B (28P) terminal No. 1 and body ground, and between terminal No. 2 and body ground. There should be less than 0.2 V.

SRS UNIT CONNECTOR B (28P)



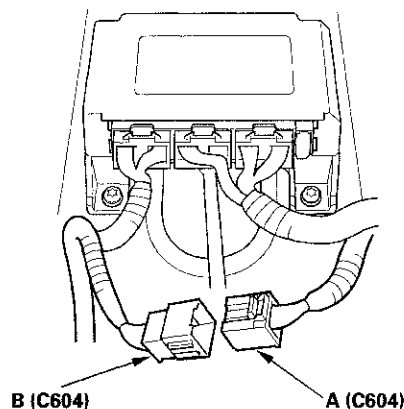
Wire side of female terminals

Is the voltage as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Go to step 17.

17. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).



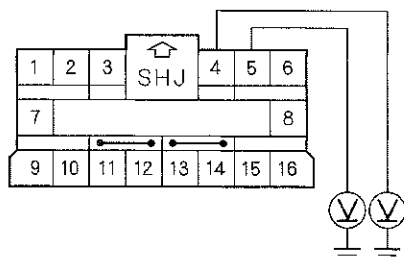
(cont'd)

SRS

DTC Troubleshooting (cont'd)

18. Measure the voltage between right side wire harness 16P connector C604 terminal No. 4 and body ground, and between terminal No. 5 and body ground. There should be less than 0.2 V.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604



Wire side of female terminals

Is the voltage as specified?

YES—Short to power in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Short to power in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC 21-9x ("x" can be 0 thru 9 or A thru F): Short to Ground in the Driver's Seat Belt Tensioner

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 21-9x indicated?

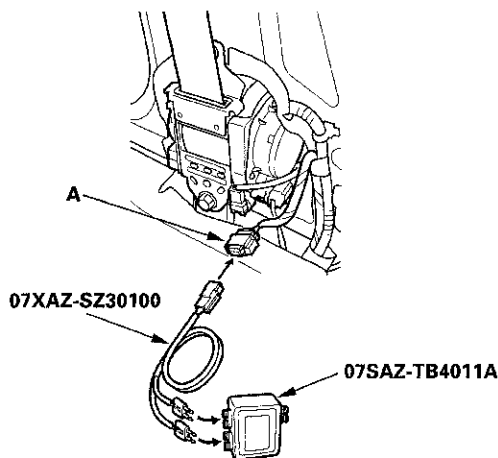
YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.



5. Remove the B-pillar lower trim (see page 20-72), then disconnect the left side wire harness 4P connector (A) from the driver's seat belt tensioner.



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the left side wire harness.

7. Reconnect the negative cable to the battery.

8. Clear the DTC memory.

9. Read the DTC (see page 24-23).

Is DTC 21-9x indicated?

YES—Go to step 10.

NO—Short to ground in the driver's seat belt tensioner; replace the driver's seat belt (see page 24-4), then clear the DTC. ■

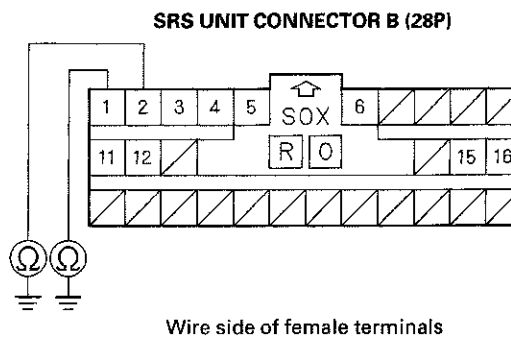
10. Turn the ignition switch to LOCK (0).

11. Disconnect the negative cable from the battery, then wait at least 3 minutes.

12. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).

13. Disconnect the simulator lead from the left side wire harness.

14. Measure the resistance between SRS unit connector B (28P) terminal No. 1 and body ground, and between terminal No. 2 and body ground. There should be an open circuit or at least 1 M Ω .



Is the resistance as specified?

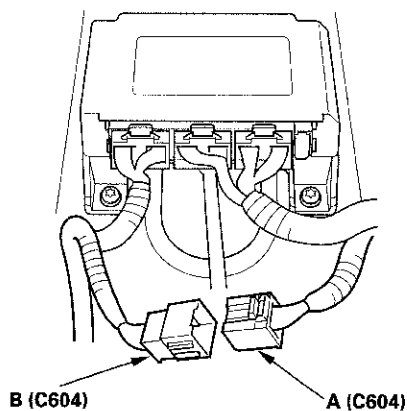
YES—Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Go to step 15.

(cont'd)

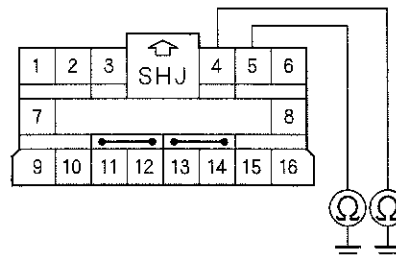
DTC Troubleshooting (cont'd)

15. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).



16. Measure the resistance between right side wire harness 16P connector C604 terminal No. 4 and body ground, and between terminal No. 5 and body ground. There should be an open circuit or at least 1 M Ω .

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604



Wire side of female terminals

Is the resistance as specified?

YES—Short to ground in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Short to ground in the right side wire harness; replace the right side wire harness, then clear the DTC. ■



**DTC 22-1x ("x" can be 0 thru 9 or A thru F):
Open in the Front Passenger's Seat Belt
Tensioner**

**DTC 22-2x ("x" can be 0 thru 9 or A thru F):
Increased Resistance in the Front Passenger's
Seat Belt Tensioner**

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

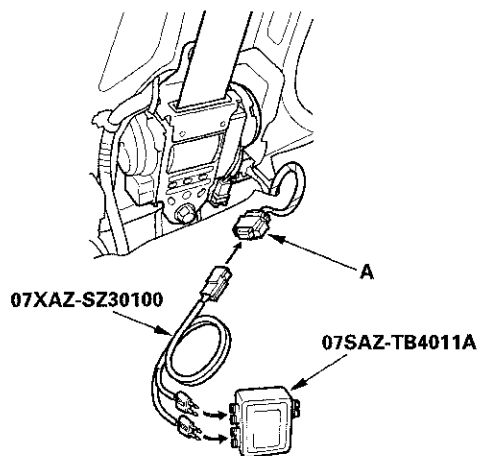
Does the SRS indicator stay on, and is DTC 22-1x or 22-2x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the B-pillar lower trim (see page 20-72), then disconnect the right side wire harness 4P connector (A) from the front passenger's seat belt tensioner.



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the right side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 22-1x or 22-2x indicated?

YES—Go to step 10.

NO—Open or increased resistance in the front passenger's seat belt tensioner; replace the front passenger's seat belt (see page 24-4), then clear the DTC. ■

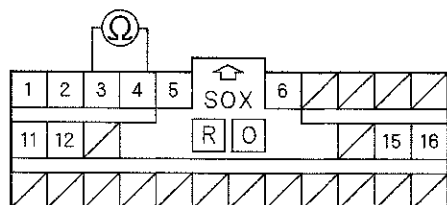
10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).

(cont'd)

DTC Troubleshooting (cont'd)

13. Measure the resistance between SRS unit connector B (28P) terminals No. 3 and No. 4. There should be 2.0–3.0 Ω .

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Open or increased resistance in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC 22-3x ("x" can be 0 thru 9 or A thru F): Short to Another Wire or Decreased Resistance in the Front Passenger's Seat Belt Tensioner

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 22-3x indicated?

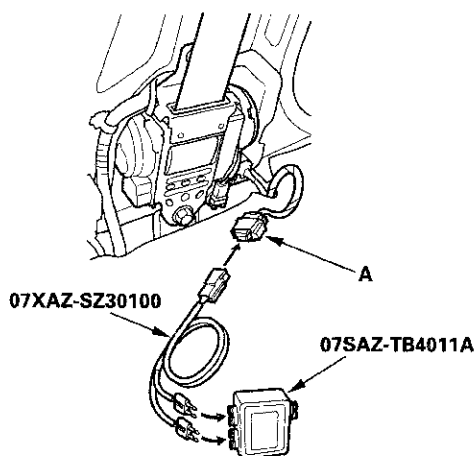
YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.



5. Remove the B-pillar lower trim (see page 20-72), then disconnect the right side wire harness 4P connector (A) from the front passenger's seat belt tensioner.



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the right side wire harness.

7. Reconnect the negative cable to the battery.

8. Clear the DTC memory.

9. Read the DTC (see page 24-23).

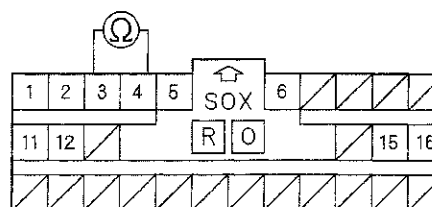
Is DTC 22-3x indicated?

YES—Go to step 10.

NO—Short in the front passenger's seat belt tensioner; replace the front passenger's seat belt (see page 24-4), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the simulator lead from the right side wire harness.
14. Measure the resistance between SRS unit connector B (28P) terminals No. 3 and No. 4. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Short to another wire in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 22-8x ("x" can be 0 thru 9 or A thru F): Short to Power in the Front Passenger's Seat Belt Tensioner

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

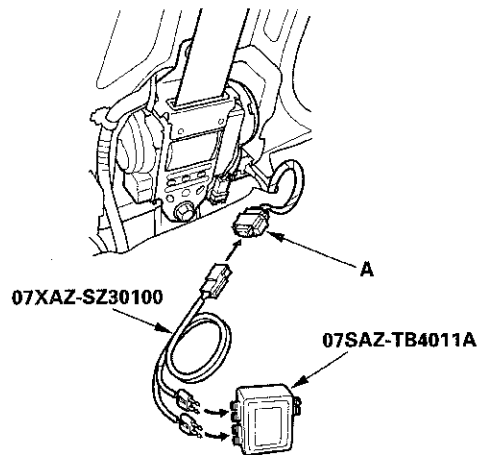
Does the SRS indicator stay on, and is DTC 22-8x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the B-pillar lower trim (see page 20-72), then disconnect the right side wire harness 4P connector (A) from the front passenger's seat belt tensioner.



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the right side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 22-8x indicated?

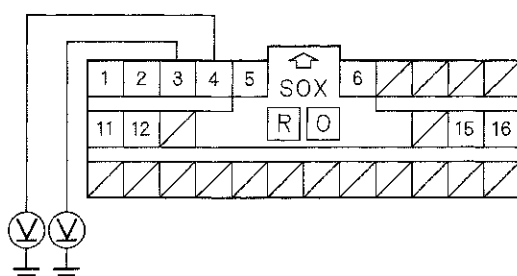
YES—Go to step 10.

NO—Short to power in the front passenger's seat belt tensioner; replace the front passenger's seat belt (see page 24-4), then clear the DTC. ■



10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the simulator lead from the right side wire harness.
14. Reconnect the negative cable to the battery.
15. Turn the ignition switch to ON (II).
16. Measure the voltage between SRS unit connector B (28P) terminal No. 3 and body ground, and between terminal No. 4 and body ground. There should be less than 0.2 V.

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

Is the voltage as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Short to power in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

**DTC 22-9x ("x" can be 0 thru 9 or A thru F):
Short to Ground in the Front Passenger's
Seat Belt Tensioner**

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 22-9x indicated?

YES—Go to step 3.

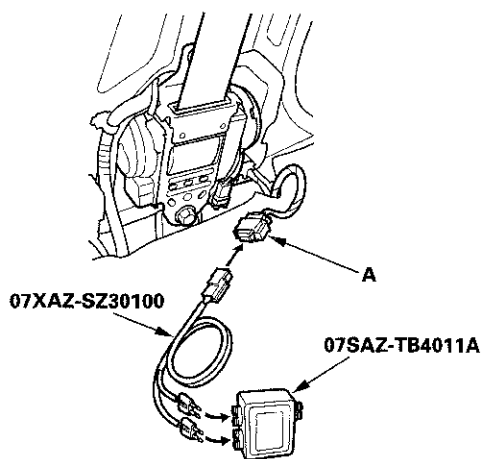
NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

(cont'd)

SRS

DTC Troubleshooting (cont'd)

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Remove the B-pillar lower trim (see page 20-72), then disconnect the right side wire harness 4P connector (A) from the front passenger's seat belt tensioner.
6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead F to the right side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.





9. Read the DTC (see page 24-23).

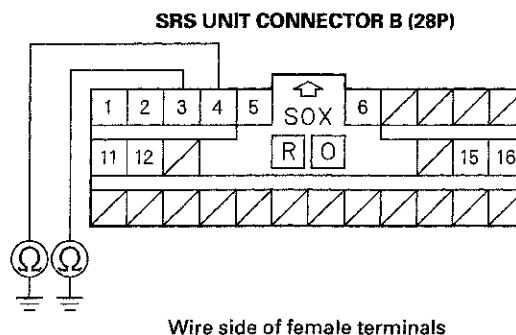
Is DTC 22-9x indicated?

YES—Go to step 10.

NO—Short to ground in the front passenger's seat belt tensioner; replace the front passenger's seat belt (see page 24-4), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the simulator lead from the right side wire harness.

14. Measure the resistance between SRS unit connector B (28P) terminal No. 3 and body ground, and between terminal No. 4 and body ground. There should be an open circuit or at least 1 M Ω .



Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Short to ground in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 31-1x ("x" can be 0 thru 9 or A thru F):
Open in the Driver's Side Airbag Inflator

DTC 31-2x ("x" can be 0 thru 9 or A thru F):
Increased Resistance in the Driver's Side Airbag Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead L 070AZ-SNAA300

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

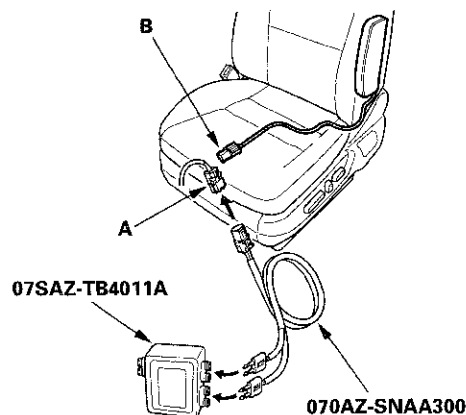
Does the SRS indicator stay on, and is DTC 31-1x or 31-2x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Disconnect the left side wire harness 2P connector (A) from the driver's side airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead L to the left side wire harness.



7. Reconnect the negative cable to the battery.

8. Clear the DTC memory.

9. Read the DTC (see page 24-23).

Is DTC 31-1x or 31-2x indicated?

YES—Go to step 10.

NO—Open or increased resistance in the driver's side airbag inflator; replace the driver's side airbag (see page 24-202), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).

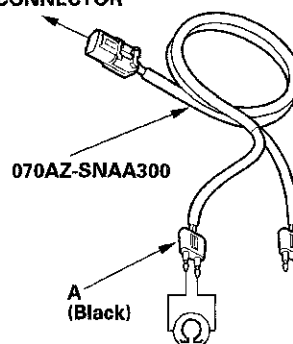
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.

12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).

13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the left side wire harness 2P connector.

14. Measure the resistance between the terminals of the black SRS simulator lead (A). There should be less than 1.0 Ω .

**LEFT SIDE WIRE HARNESS
2P CONNECTOR**



Is the resistance as specified?

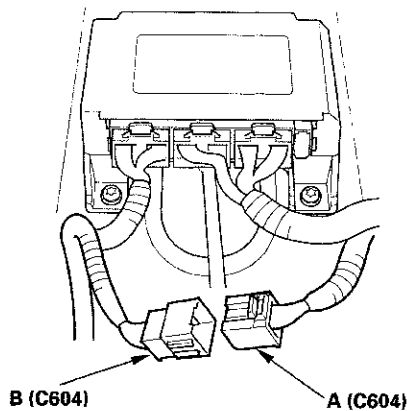
YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Go to step 15.

(cont'd)

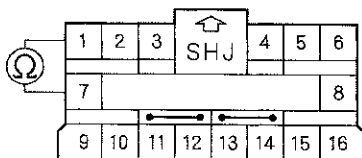
DTC Troubleshooting (cont'd)

15. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).



16. Measure the resistance between right side wire harness 16P connector C604 terminals No. 1 and No. 7. There should be less than 1.0 Ω .

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604



Wire side of female terminals

Is the resistance as specified?

YES—Open or increased resistance in the left side wire harness; replace left side wire harness, then clear the DTC. ■

NO—Open or increased resistance in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC 31-3x ("x" can be 0 thru 9 or A thru F): Short to Another Wire or Decreased Resistance in the Driver's Side Airbag Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead L 070AZ-SNAA300
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 31-3x indicated?

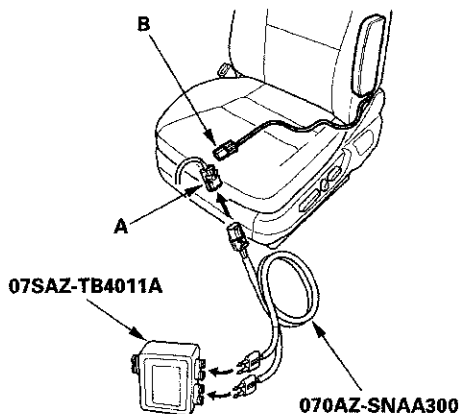
YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.



5. Disconnect the left side wire harness 2P connector (A) from the driver's side airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead L to the left side wire harness.

7. Reconnect the negative cable to the battery.

8. Clear the DTC memory.

9. Read the DTC (see page 24-23).

Is DTC 31-3x indicated?

YES—Go to step 10.

NO—Short to another wire in the driver's side airbag inflator; replace the driver's side airbag (see page 24-202), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).

11. Disconnect the negative cable from the battery, then wait at least 3 minutes.

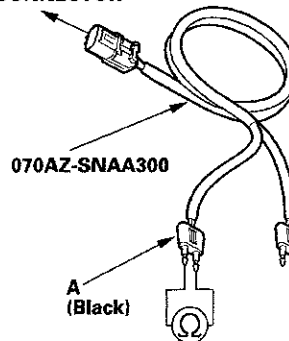
12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).

13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the left side wire harness 2P connector.

14. Connect the SRS short canceller (070AZ-SAA0100) to SRS unit connector C (28P) terminals No. 1 and No. 2 (see page 24-19).

15. Measure the resistance between the terminals of the black SRS simulator lead (A). There should be an open circuit or at least 1 M Ω .

**LEFT SIDE WIRE HARNESS
2P CONNECTOR**



Is the resistance as specified?

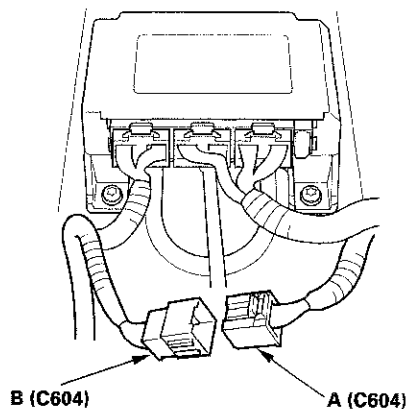
YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Go to step 16.

(cont'd)

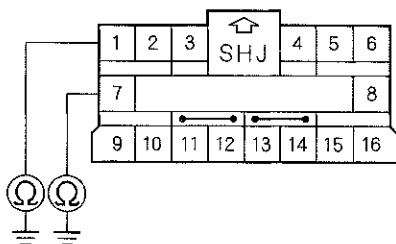
DTC Troubleshooting (cont'd)

16. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).



17. Measure the resistance between right side wire harness 16P connector C604 terminal No. 1 and body ground, and between terminal No. 7 and body ground. There should be an open circuit or at least 1 M Ω .

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604



Wire side of female terminals

Is the resistance as specified?

YES—Short to ground in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Short to ground in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC 31-8x ("x" can be 0 thru 9 or A thru F): Short to Power in the Driver's Side Airbag Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead L 070AZ-SNAA300

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 31-8x indicated?

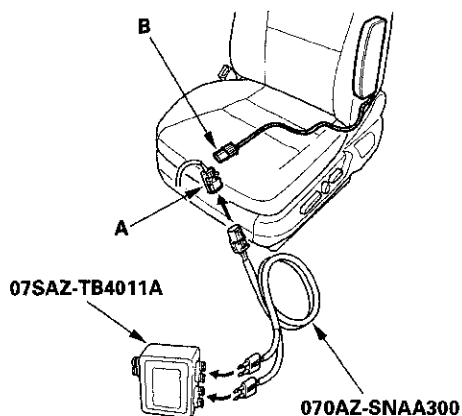
YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.



5. Disconnect the left side wire harness 2P connector (A) from the driver's side airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead L to the left side wire harness.

7. Reconnect the negative cable to the battery.

8. Clear the DTC memory.

9. Read the DTC (see page 24-23).

Is DTC 31-8x indicated?

YES—Go to step 10.

NO—Short to power in the driver's side airbag inflator; replace the driver's side airbag (see page 24-202), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).

11. Disconnect the negative cable from the battery, then wait at least 3 minutes.

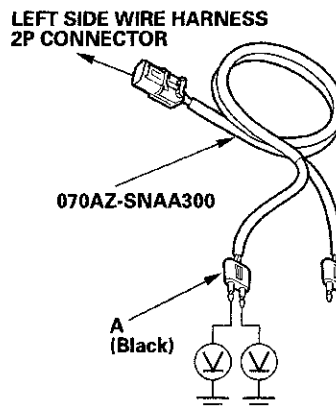
12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).

13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the left side wire harness 2P connector.

14. Reconnect the negative cable to the battery.

15. Turn the ignition switch to ON (II).

16. Measure the voltage between each terminal of the black SRS simulator lead (A) and body ground. There should be less than 0.2 V.



Is the voltage as specified?

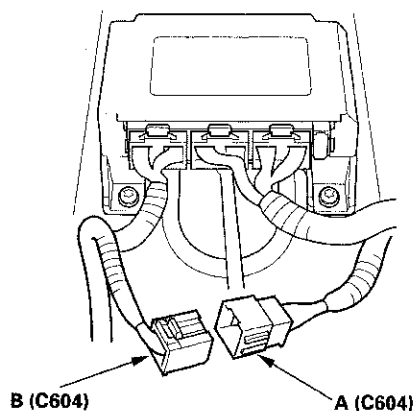
YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Go to step 17.

(cont'd)

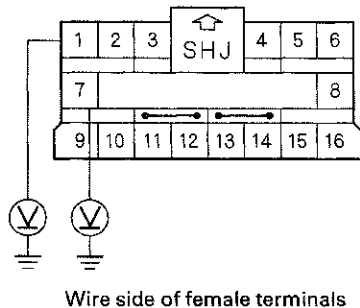
DTC Troubleshooting (cont'd)

17. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).



18. Measure the voltage between right side wire harness 16P connector C604 terminal No. 1 and body ground, and between terminal No. 7 and body ground. There should be less than 0.2 V.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604



Is the voltage as specified?

YES—Short to power in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Short to power in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC 31-9x ("x" can be 0 thru 9 or A thru F): Short to Ground in the Driver's Side Airbag Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead L 070AZ-SNAA300

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 31-9x indicated?

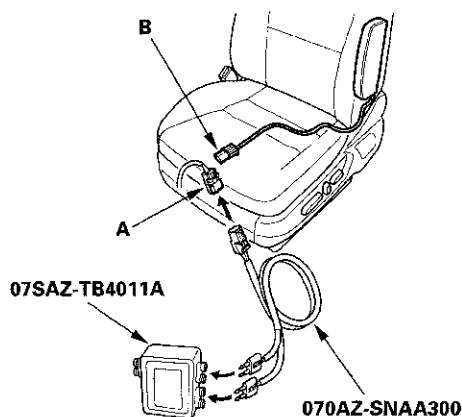
YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

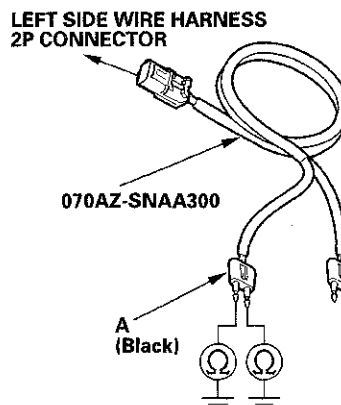


5. Disconnect the left side wire harness 2P connector (A) from the driver's side airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead L to the left side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).
- Is DTC 31-9x indicated?*
- YES**—Go to step 10.
- NO**—Short to ground in the driver's side airbag inflator; replace the driver's side airbag (see page 24-202), then clear the DTC. ■
10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the left side wire harness 2P connector.

14. Measure the resistance between each terminal of the black SRS simulator lead (A) and body ground. There should be an open circuit or at least 1 M Ω .



Is the resistance as specified?

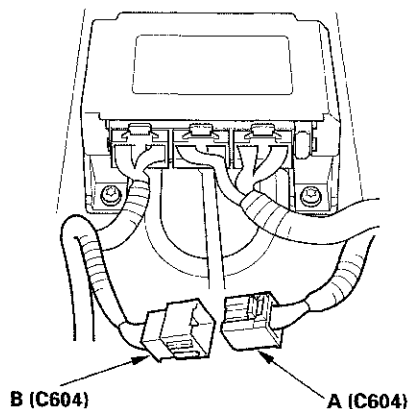
YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Go to step 15.

(cont'd)

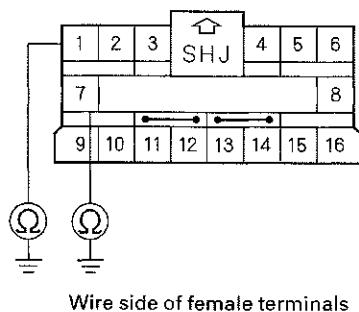
DTC Troubleshooting (cont'd)

15. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).



16. Measure the resistance between right side wire harness 16P connector C604 terminal No. 1 and body ground, and between terminal No. 7 and body ground. There should be an open circuit or at least 1 M Ω .

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604



Is the resistance as specified?

YES—Short to ground in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Short to ground in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC 32-1x ("x" can be 0 thru 9 or A thru F):
Open in the Front Passenger's Side Airbag Inflator

DTC 32-2x ("x" can be 0 thru 9 or A thru F):
Increased Resistance in the Front Passenger's Side Airbag Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead L 070AZ-SNAA300

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 32-1x or 32-2x indicated?

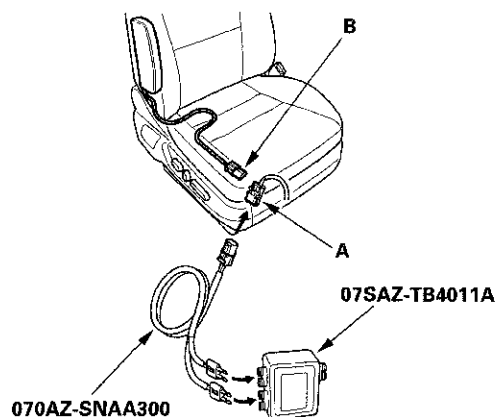
YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.



5. Disconnect the right side wire harness 2P connector (A) from the front passenger's side airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead L to the right side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 32-1x or 32-2x indicated?

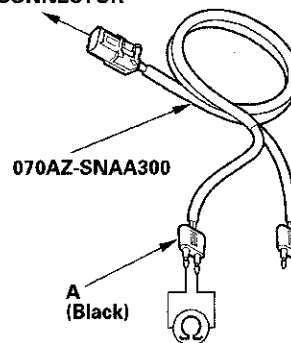
YES—Go to step 10.

NO—Open or increased resistance in the front passenger's side airbag inflator; replace the front passenger's side airbag (see page 24-202), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the right side wire harness 2P connector.

14. Measure the resistance between the terminals of the black SRS simulator lead (A). There should be less than 1.0 Ω .

**RIGHT SIDE WIRE HARNESS
2P CONNECTOR**



Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Open or increased resistance in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 32-3x ("x" can be 0 thru 9 or A thru F): Short to Another Wire or Decreased Resistance in the Front Passenger's Side Airbag Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead L 070AZ-SNAA300
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

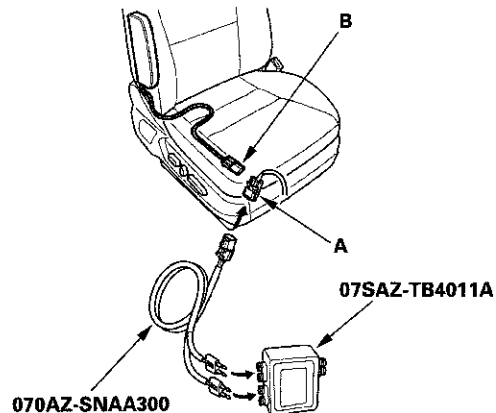
Does the SRS indicator stay on, and is DTC 32-3x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Disconnect the right side wire harness 2P connector (A) from the front passenger's side airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead L to the right side wire harness.

7. Reconnect the negative cable to the battery.

8. Clear the DTC memory.

9. Read the DTC (see page 24-23).

Is DTC 32-3x indicated?

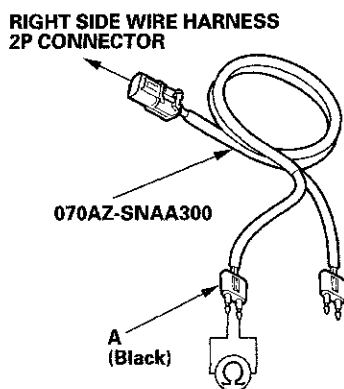
YES—Go to step 10.

NO—Short to another wire in the front passenger's side airbag inflator; replace the front passenger's side airbag (see page 24-202), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the right side wire harness 2P connector.
14. Connect the SRS short canceller (070AZ-SAA0100) to the SRS unit connector C (28P) terminals No. 3 and No. 4 (see page 24-19).



15. Measure the resistance between the terminals of the black SRS simulator lead (A). There should be an open circuit or at least 1 M Ω .



Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Short to another wire in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

**DTC 32-8x ("x" can be 0 thru 9 or A thru F):
Short to Power in the Front Passenger's Side
Airbag Inflator**

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead L 070AZ-SNAA300

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 32-8x indicated?

YES—Go to step 3.

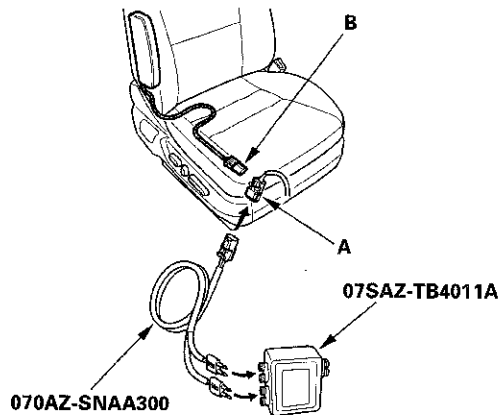
NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

(cont'd)

DTC Troubleshooting (cont'd)

5. Disconnect the right side wire harness 2P connector (A) from the front passenger's side airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead L to the right side wire harness.

7. Reconnect the negative cable to the battery.

8. Clear the DTC memory.

9. Read the DTC (see page 24-23).

Is DTC 32-8x indicated?

YES—Go to step 10.

NO—Short to power in the front passenger's side airbag inflator; replace the front passenger's side airbag (see page 24-202), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).

11. Disconnect the negative cable from the battery, then wait at least 3 minutes.

12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).

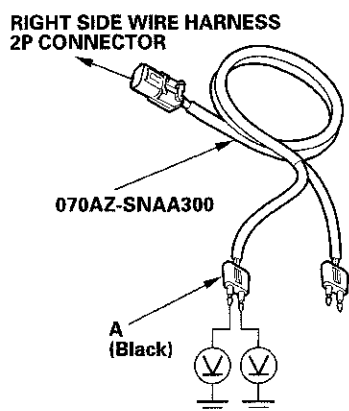
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the right side wire harness 2P connector.

14. Reconnect the negative cable to the battery.

15. Turn the ignition switch to ON (II).



16. Measure the voltage between each terminal of the black SRS simulator lead (A) and body ground. There should be less than 0.2 V.



Is the voltage as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Short to power in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC 32-9x ("x" can be 0 thru 9 or A thru F): Short to Ground in the Front Passenger's Side Airbag Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead L 070AZ-SNAA300

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 32-9x indicated?

YES—Go to step 3.

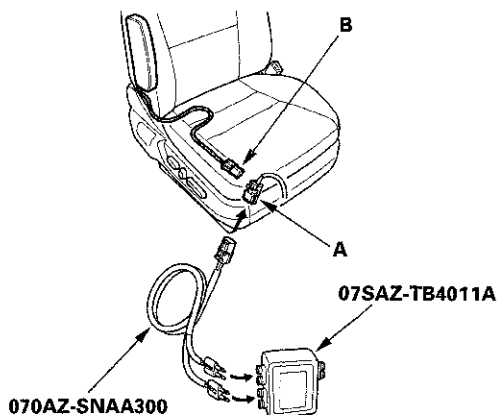
NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

(cont'd)

DTC Troubleshooting (cont'd)

5. Disconnect the right side wire harness 2P connector (A) from the front passenger's side airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connectors) and simulator lead L to the right side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

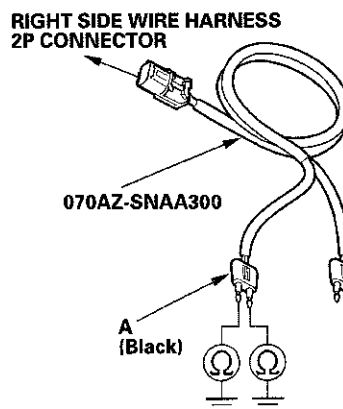
Is DTC 32-9x indicated?

YES—Go to step 10.

NO—Short to ground in the front passenger's side airbag inflator; replace the front passenger's side airbag (see page 24-202), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the right side wire harness 2P connector.

14. Measure the resistance between each terminal of the black SRS simulator lead (A) and body ground. There should be an open circuit or at least 1 M Ω .



Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Short to ground in the right side wire harness; replace the right side wire harness, then clear the DTC. ■



DTC 33-1x ("x" can be 0 thru 9 or A thru F):
Open in the Left Side Curtain Airbag Inflator

DTC 33-2x ("x" can be 0 thru 9 or A thru F):
Increased Resistance in the Left Side Curtain Airbag Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

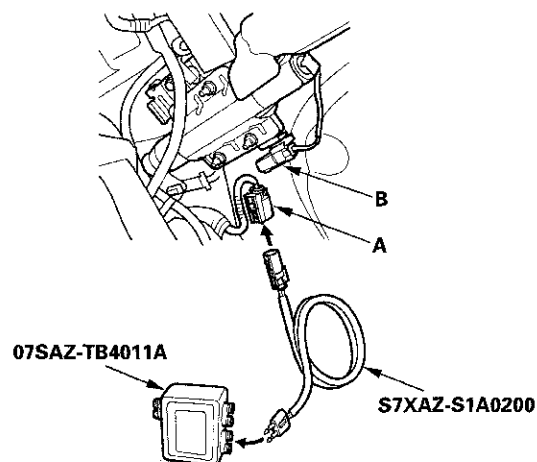
Does the SRS indicator stay on, and is DTC 33-1x or 33-2x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the C-pillar trim (see page 20-76), then disconnect the left side wire harness 2P connector (A) from the left side curtain airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connector) and simulator lead E to the left side wire harness.

7. Reconnect the negative cable to the battery.

8. Clear the DTC memory.

9. Read the DTC (see page 24-23).

Is DTC 33-1x or 33-2x indicated?

YES—Go to step 10.

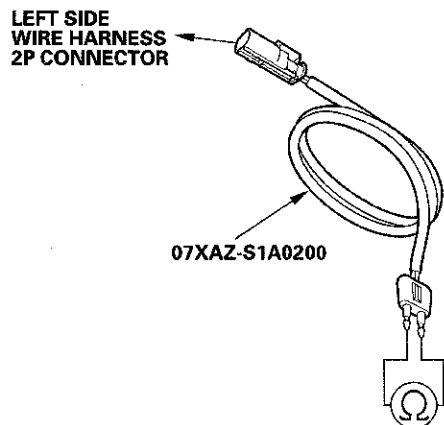
NO—Open or increased resistance in the left side curtain airbag inflator; replace the left side curtain airbag (see page 24-204), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).

(cont'd)

DTC Troubleshooting (cont'd)

13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the left side wire harness 2P connector.
14. Measure the resistance between the terminals of the SRS simulator lead. There should be less than 1.0 Ω .

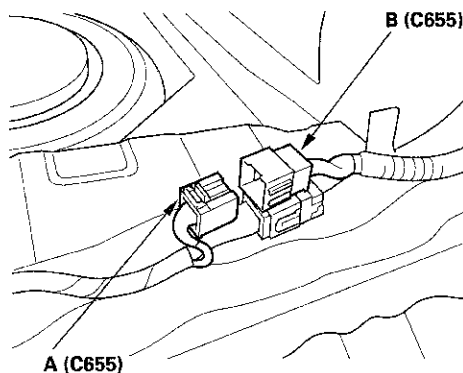


Is the resistance as specified?

YES—Faulty SRS unit or poor connection at the SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

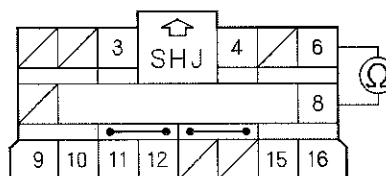
NO—Go to step 15.

15. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).



16. Measure the resistance between right side wire harness 16P connector C655 terminals No. 6 and No. 8. There should be less than 1.0 Ω .

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C655



Wire side of female terminals

Is the resistance as specified?

YES—Open or increased resistance in left side wire harness; replace left side wire harness, then clear the DTC. ■

NO—Open or increased resistance in the right side wire harness; replace the right side wire harness, then clear the DTC. ■



**DTC 33-3x ("x" can be 0 thru 9 or A thru F):
Short to Another Wire or Decreased
Resistance in the Left Side Curtain Airbag
Inflator**

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

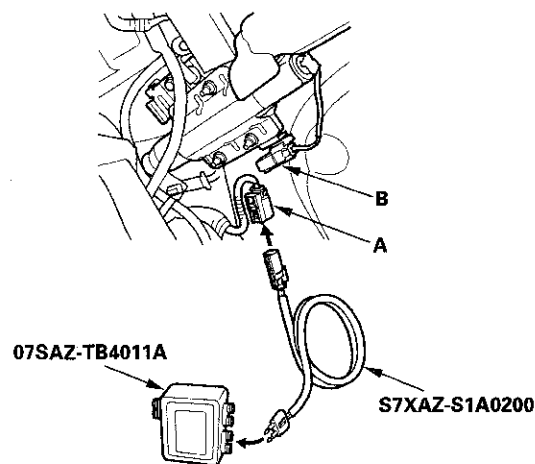
Does the SRS indicator stay on, and is DTC 33-3x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the C-pillar trim (see page 20-76), then disconnect the left side wire harness 2P connector (A) from the left side curtain airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connector) and simulator lead E to the left side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 33-3x indicated?

YES—Go to step 10.

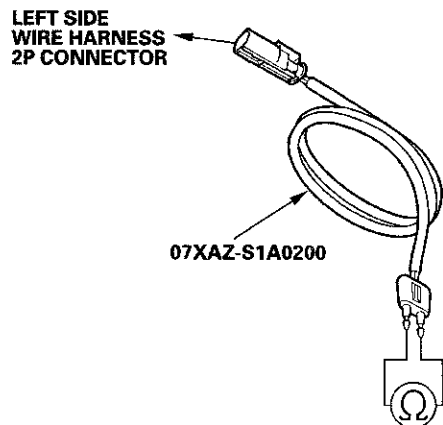
NO—Short to another wire in the left side curtain airbag inflator; replace the left side curtain airbag (see page 24-204), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect the SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the left side wire harness 2P connector.
14. Connect the SRS short canceller (070AZ-SAA0100) to SRS unit connector C (28P) terminals No. 7 and No. 8 (see page 24-19).

(cont'd)

DTC Troubleshooting (cont'd)

15. Measure the resistance between the terminals of the SRS simulator lead. There should be an open circuit or at least 1 M Ω .

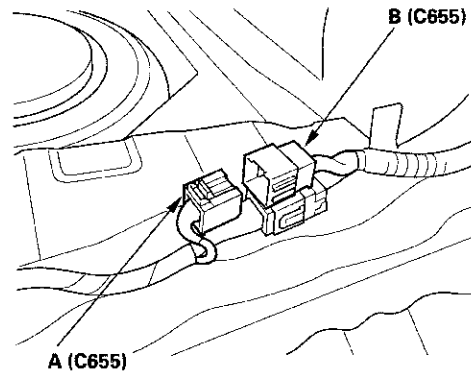


Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

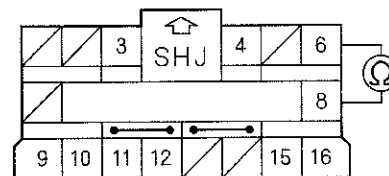
NO—Go to step 16.

16. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).



17. Measure the resistance between right side wire harness 16P connector C655 terminals No. 6 and No. 8. There should be an open circuit or at least 1 M Ω .

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C655



Wire side of female terminals

Is the resistance as specified?

YES—Short to another wire in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Short to another wire in the right side wire harness; replace the right side wire harness, then clear the DTC. ■



**DTC 33-8x ("x" can be 0 thru 9 or A thru F):
Short to Power in the Left Side Curtain
Airbag Inflator**

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

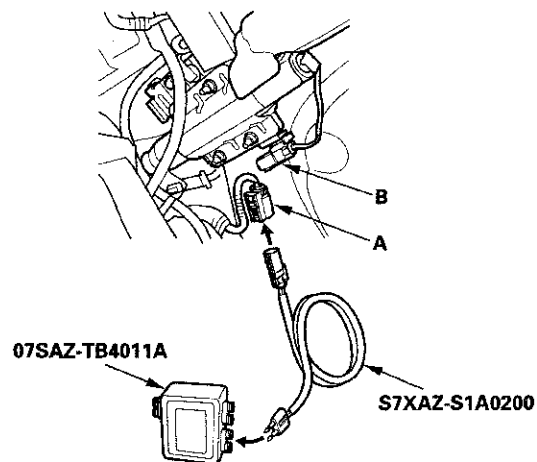
Does the SRS indicator stay on and is DTC 33-8x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the C-pillar trim (see page 20-76), then disconnect the left side wire harness 2P connector (A) from the left side curtain airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connector) and simulator lead E to the left side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 33-8x indicated?

YES—Go to step 10.

NO—Short to power in the left side curtain airbag inflator; replace the left side curtain airbag (see page 24-204), then clear the DTC. ■

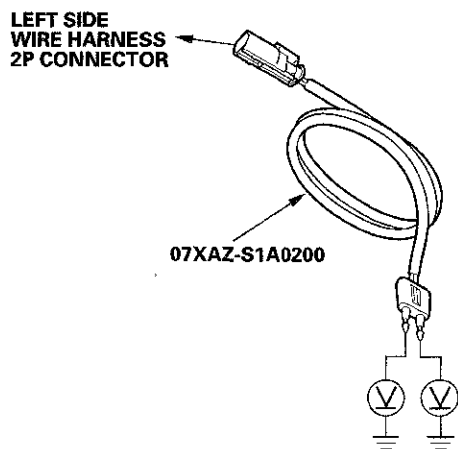
10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.

(cont'd)

SRS

DTC Troubleshooting (cont'd)

12. Disconnect the SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22). Do not disconnect the simulator lead from the left side wire harness.
13. Reconnect the negative cable to the battery.
14. Turn the ignition switch to ON (II).
15. Disconnect the SRS inflator simulator from the SRS simulator lead.
16. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be less than 0.2 V.

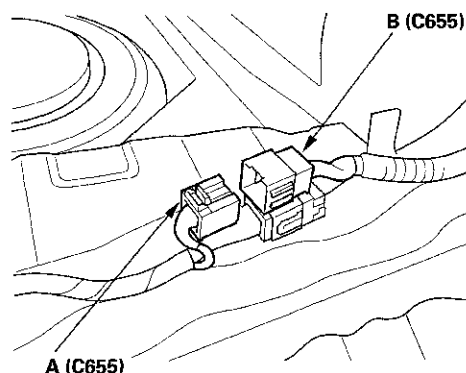


Is the voltage as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

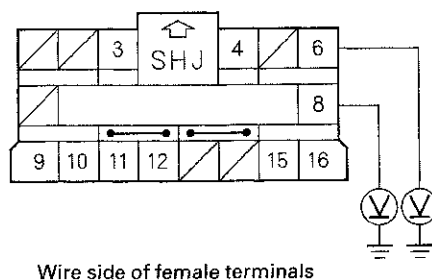
NO—Go to step 17.

17. Turn the ignition switch to LOCK (0).
18. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).



19. Measure the voltage between right side wire harness 16P connector C655 terminal No. 6 and body ground, and between the terminal No. 8 and body ground. There should be less than 0.2 V.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C655



Is the voltage as specified?

YES—Short to power in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Short to power in the right side wire harness; replace the right side wire harness, then clear the DTC. ■



**DTC 33-9x ("x" can be 0 thru 9 or A thru F):
Short to Ground in the Left Side Curtain
Airbag Inflator**

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

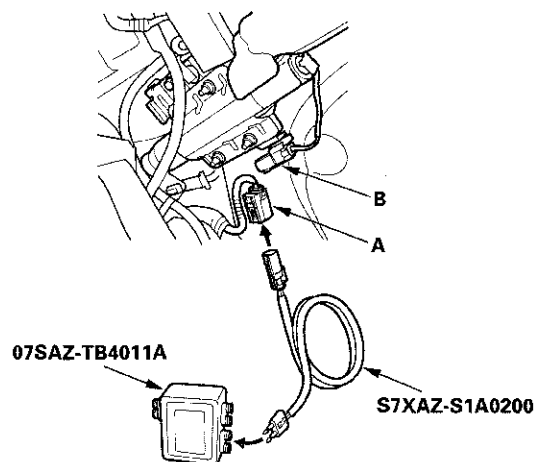
Does the SRS indicator stay on, and is DTC 33-9x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the C-pillar trim (see page 20-76), then disconnect the left side wire harness 2P connector (A) from the left side curtain airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connector) and simulator lead E to the left side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 33-9x indicated?

YES—Go to step 10.

NO—Short to ground in the left side curtain airbag inflator; replace the left side curtain airbag (see page 24-204), then clear the DTC. ■

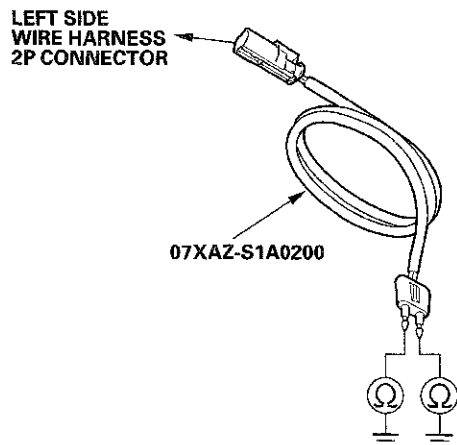
10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.

(cont'd)

SRS

DTC Troubleshooting (cont'd)

12. Disconnect the SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the left side wire harness 2P connector.
14. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1 M Ω .

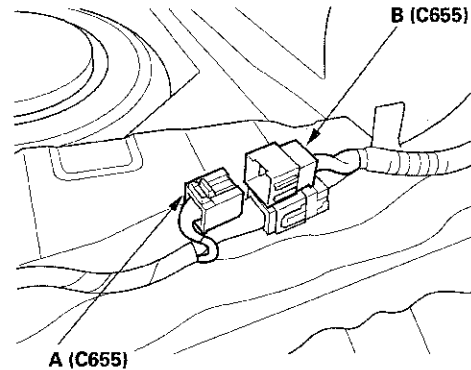


Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

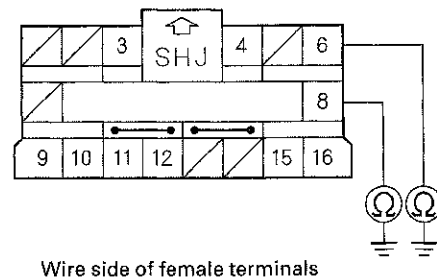
NO—Go to step 15.

15. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).



16. Measure the resistance between right side wire harness 16P connector C655 terminal No. 6 and body ground, and between terminal No. 8 and body ground. There should be an open circuit or at least 1 M Ω .

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C655



Is the resistance as specified?

YES—Short to ground in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Short to ground in the right side wire harness; replace the right side wire harness, then clear the DTC. ■



DTC 34-1x ("x" can be 0 thru 9 or A thru F):
Open in the Right Side Curtain Airbag Inflator

DTC 34-2x ("x" can be 0 thru 9 or A thru F):
Increased Resistance in the Right Side
Curtain Airbag Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

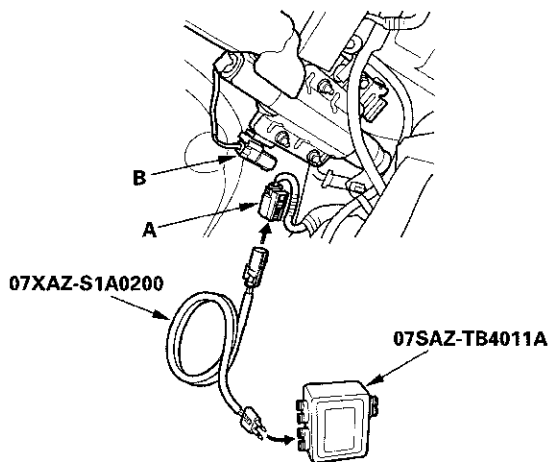
Does the SRS indicator stay on, and is DTC 34-1x or 34-2x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the C-pillar trim (see page 20-76), then disconnect the right side wire harness 2P connector (A) from the right side curtain airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connector) and simulator lead E to the right side wire harness.

7. Reconnect the negative cable to the battery.

8. Clear the DTC memory.

9. Read the DTC (see page 24-23).

Is DTC 34-1x or 34-2x indicated?

YES—Go to step 10.

NO—Open or increased resistance in the right side curtain airbag inflator, replace the right side curtain airbag (see page 24-204), then clear the DTC. ■

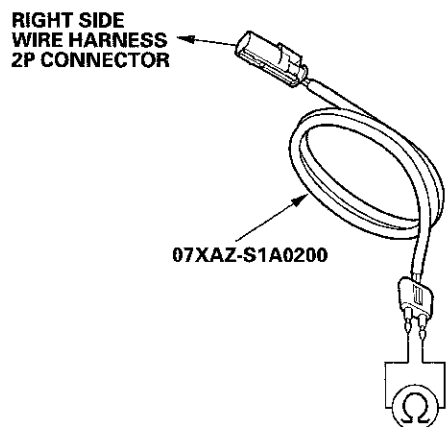
10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the right side wire harness 2P connector.

(cont'd)

SRS

DTC Troubleshooting (cont'd)

14. Measure the resistance between the terminals of the SRS simulator lead. There should be less than 1.0 Ω .

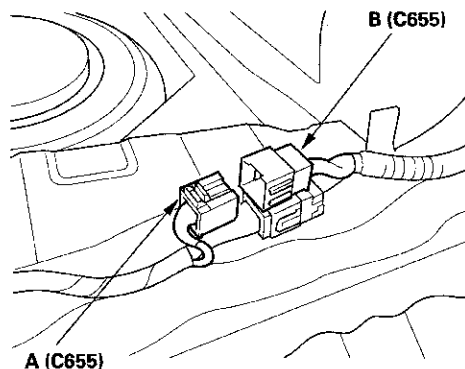


Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

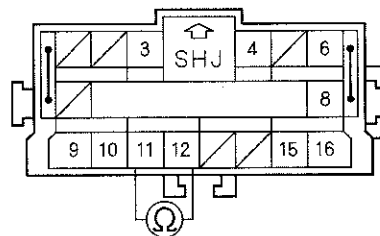
NO—Go to step 15.

15. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).



16. Measure the resistance between left side wire harness 16P connector C655 terminals No. 11 and No. 12. There should be less than 1.0 Ω .

LEFT SIDE WIRE HARNESS 16P CONNECTOR C655



Terminal side of male terminals

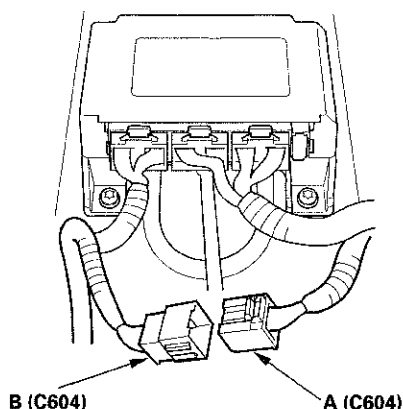
Is the resistance as specified?

YES—Open or increased resistance in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

NO—Go to step 17.

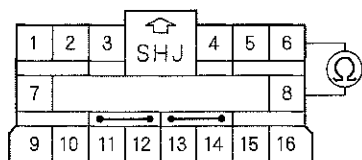


17. Disconnect right side wire harness 16P connector C604 (A) from left side wire harness connector C604 (B).



18. Measure the resistance between right side wire harness 16P connector C604 terminals No. 6 and No. 8. There should be 1.0 Ω or less.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604



Wire side of female terminals

Is the resistance as specified?

YES—Open or increased resistance in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Open or increased resistance in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC 34-3x ("x" can be 0 thru 9 or A thru F): Short to Another Wire or Decreased Resistance in the Right Side Curtain Airbag Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on and is DTC 34-3x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

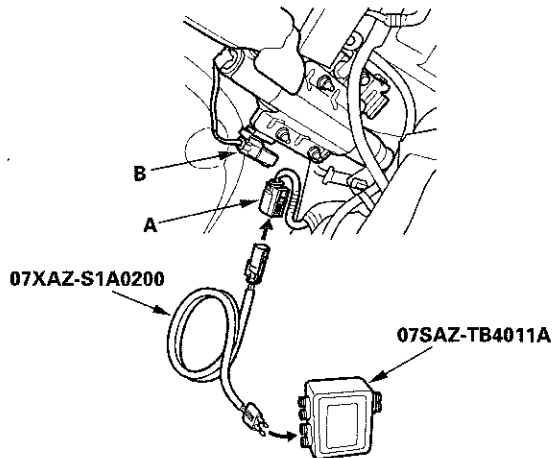
3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

(cont'd)

SRS

DTC Troubleshooting (cont'd)

5. Remove the C-pillar trim (see page 20-76), then disconnect the right side wire harness 2P connector (A) from the right side curtain airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connector) and simulator lead E to the right side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

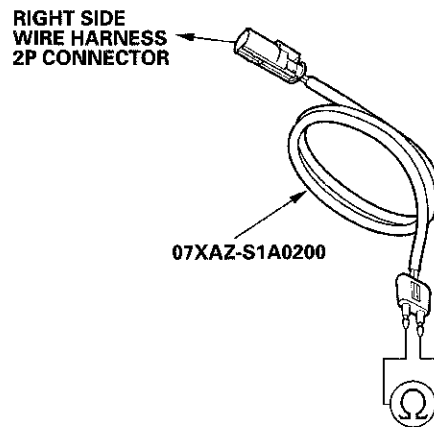
Is DTC 34-3x indicated?

YES—Go to step 10.

NO—Short to another wire in the right side curtain airbag inflator; replace the right side curtain airbag (see page 24-204), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.

12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the right side wire harness 2P connector.
14. Connect the SRS short canceller (070AZ-SAA0100) to SRS unit connector C (28P) terminals No. 9 and No. 10 (see page 24-19).
15. Measure the resistance between the terminals of the SRS simulator lead. There should be an open circuit or at least 1 M Ω .



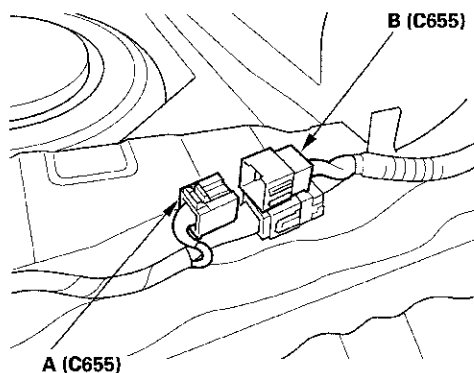
Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Go to step 16.

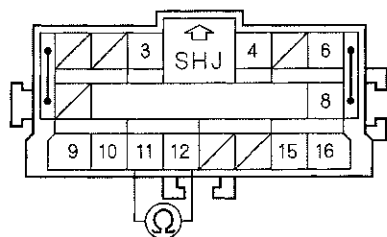


16. Disconnect right side wire harness 16P connector (A) C655 from left side wire harness connector (B) C655.



17. Measure the resistance between left side wire harness 16P connector C655 terminals No. 11 and No. 12. There should be an open circuit or at least 1 M Ω .

LEFT SIDE WIRE HARNESS 16P CONNECTOR C655



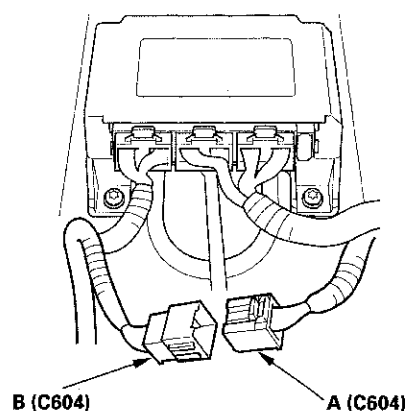
Terminal side of male terminals

Is the resistance as specified?

YES—Short to another wire in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

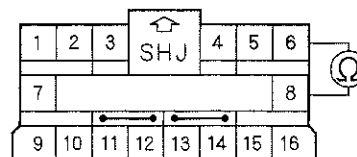
NO—Go to step 18.

18. Disconnect right side wire harness 16P connector C604 (A) from left side wire harness connector C604 (B).



19. Measure the resistance between right side wire harness 16P connector C604 terminals No. 6 and No. 8. There should be an open circuit or at least 1 M Ω .

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604



Wire side of female terminals

Is the resistance as specified?

YES—Short to another wire in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Short to another wire in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

SRS

DTC Troubleshooting (cont'd)

DTC 34-8x ("x" can be 0 thru 9 or A thru F): Short to Power in the Right Side Curtain Airbag Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

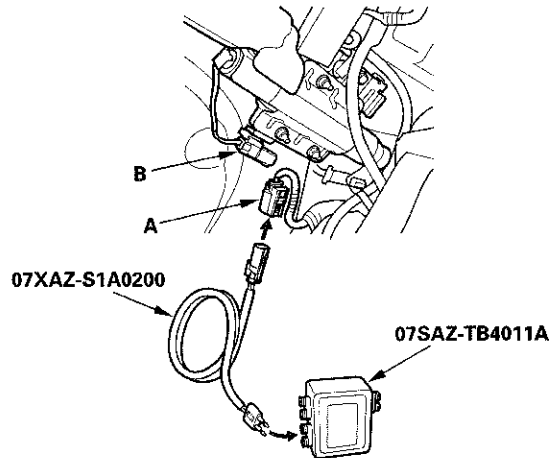
Does the SRS indicator stay on, and is DTC 34-8x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

5. Remove the C-pillar trim (see page 20-76), then disconnect the right side wire harness 2P connector (A) from the right side curtain airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connector) and simulator lead E to the right side wire harness.
7. Reconnect the negative cable to the battery.
8. Clear the DTC memory.
9. Read the DTC (see page 24-23).

Is DTC 34-8x indicated?

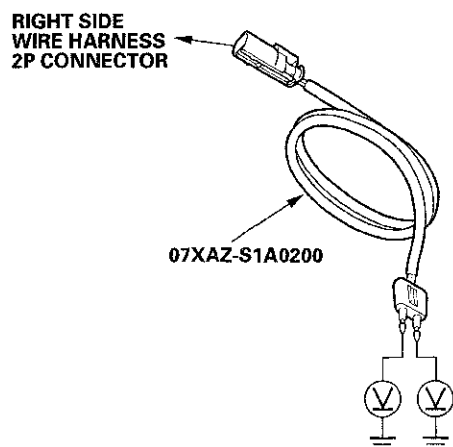
YES—Go to step 10.

NO—Short to power in the right side curtain airbag inflator; replace the right side curtain airbag (see page 24-204), then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Disconnect the negative cable from the battery, then wait at least 3 minutes.
12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
13. Reconnect the negative cable to the battery.
14. Turn the ignition switch to ON (II).
15. Disconnect the SRS inflator simulator from SRS simulator lead. Do not disconnect the simulator lead from the right side wire harness 2P connector.



16. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be less than 0.2 V.

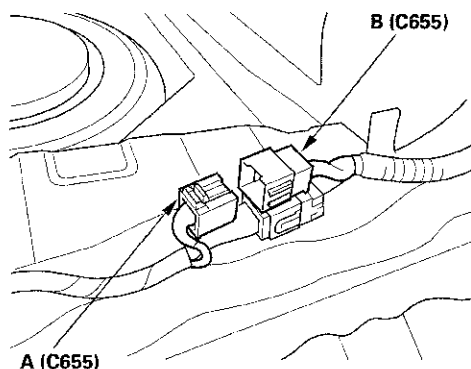


Is the voltage as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Go to step 17.

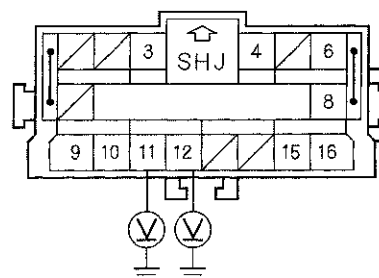
17. Turn the ignition switch to LOCK (0).
18. Disconnect the negative cable from the battery, then wait at least 3 minutes.
19. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).



20. Turn the ignition switch to ON (II).

21. Measure the voltage between left side wire harness 16P connector C655 terminal No. 11 and body ground, and between terminal No. 12 and body ground. There should be less than 0.2 V.

LEFT SIDE WIRE HARNESS 16P CONNECTOR C655



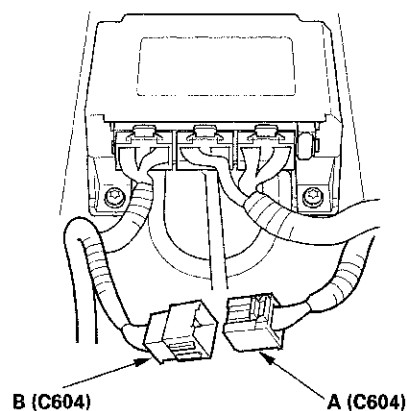
Terminal side of male terminals

Is the voltage as specified?

YES—Short to power in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

NO—Go to step 22.

22. Turn the ignition switch to LOCK (0).
23. Disconnect the negative cable from the battery, then wait at least 3 minutes.
24. Disconnect right side wire harness 16P connector C604 (A) from left side wire harness connector C604 (B).

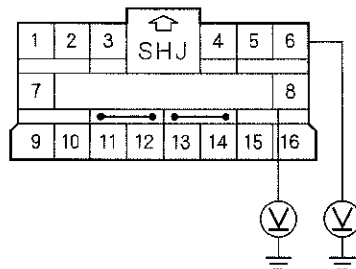


(cont'd)

DTC Troubleshooting (cont'd)

25. Turn the ignition switch to ON (II).
26. Measure the voltage between right side wire harness 16P connector C604 terminal No. 6 and body ground, and between terminal No. 8 and body ground. There should be less than 0.2 V.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604



Wire side of female terminals

Is the voltage as specified?

YES—Short to power in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Short to power in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC 34-9x ("x" can be 0 thru 9 or A thru F): Short to Ground in the Right Side Curtain Airbag Inflator

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 34-9x indicated?

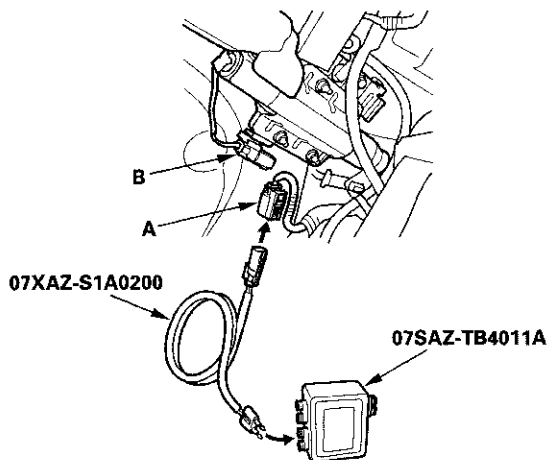
YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.



5. Remove the C-pillar trim (see page 20-76), then disconnect the right side wire harness 2P connector (A) from the right side curtain airbag connector (B).



6. Connect the SRS inflator simulator (2 Ω connector) and simulator lead E to the right side wire harness.

7. Reconnect the negative cable to the battery.

8. Clear the DTC memory.

9. Read the DTC (see page 24-23).

Is DTC 34-9x indicated?

YES—Go to step 10.

NO—Short to ground in the right side curtain airbag inflator; replace the right side curtain airbag (see page 24-204), then clear the DTC. ■

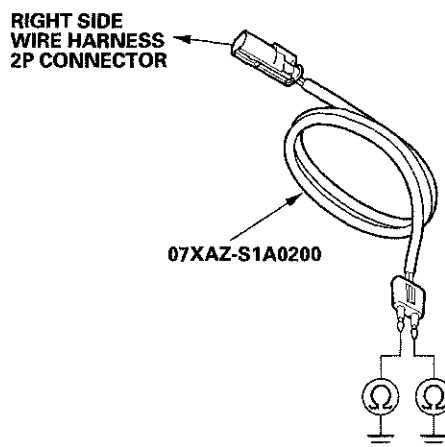
10. Turn the ignition switch to LOCK (0).

11. Disconnect the negative cable from the battery, then wait at least 3 minutes.

12. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).

13. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the right side wire harness 2P connector.

14. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1 M Ω .

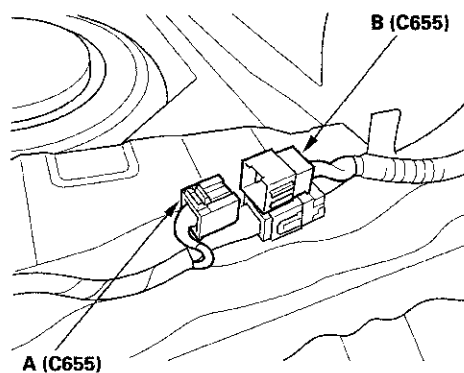


Is the resistance as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Go to step 15.

15. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).

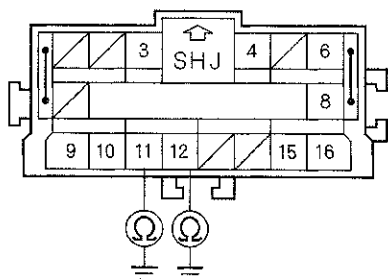


(cont'd)

DTC Troubleshooting (cont'd)

16. Measure the resistance between left side wire harness 16P connector C655 terminal No. 11 and body ground, and between terminal No. 12 and body ground. There should be an open circuit or at least 1 M Ω .

LEFT SIDE WIRE HARNESS 16P CONNECTOR C655



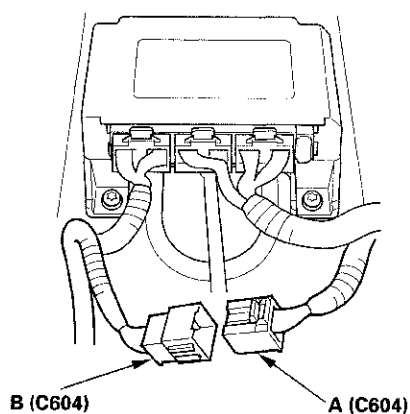
Terminal side of male terminals

Is the resistance as specified?

YES—Short to ground in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

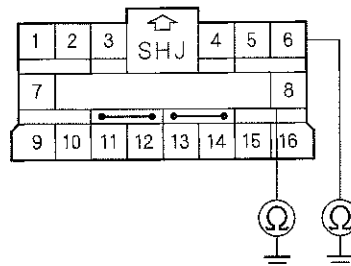
NO—Go to step 17.

17. Disconnect right side wire harness 16P connector C604 (A) from left side wire harness connector C604 (B).



18. Measure the resistance between right side wire harness 16P connector C604 terminal No. 6 and body ground, and between terminal No. 8 and body ground. There should be an open circuit or at least 1 M Ω .

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604



Wire side of female terminals

Is the resistance as specified?

YES—Short to ground in the left side wire harness; replace the left side wire harness, then clear the DTC. ■

NO—Short to ground in the right side wire harness; replace the right side wire harness, then clear the DTC. ■



**DTC 41-1x ("x" can be 0 thru 9 or A thru F):
No Signal from the Left Front Impact Sensor**

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 41-1x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

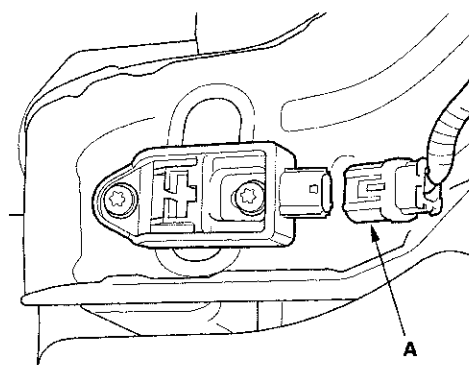
3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Check the connections between SRS unit connector A (28P) and the SRS unit, between the engine compartment wire harness 2P connector and the left front impact sensor (see page 24-12), and at connector C303 (see page 22-28).

Are the connections OK?

YES—Go to step 6.

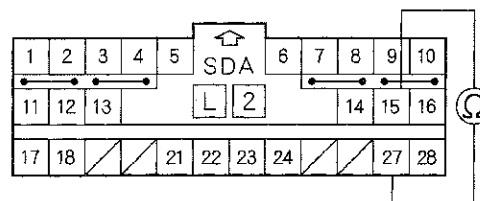
NO—Repair the poor connections, then clear the DTC, and retest.

6. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
7. Disconnect the engine compartment wire harness 2P connector (A) from the left front impact sensor.



8. Measure the resistance between SRS unit connector A (28P) terminals No. 15 and No. 27. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Go to step 9.

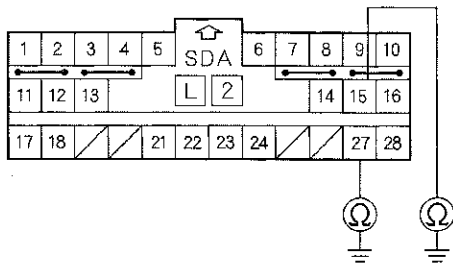
NO—Short to another wire in the dashboard wire harness or engine compartment wire harness; replace the faulty harness, then clear the DTC. ■

(cont'd)

DTC Troubleshooting (cont'd)

9. Measure the resistance between SRS unit connector A (28P) terminal No. 15 and body ground, and between the terminal No. 27 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

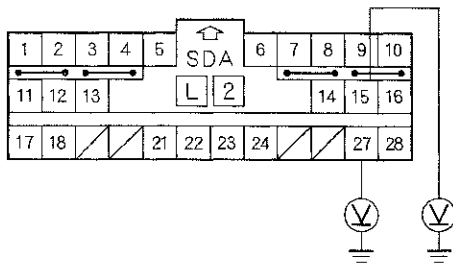
Is the resistance as specified?

YES—Go to step 10.

NO—Short to ground in the dashboard wire harness or the engine compartment wire harness; replace the faulty harness, then clear the DTC. ■

10. Reconnect the negative cable to the battery.
11. Turn the ignition switch to ON (II).
12. Measure the for voltage between SRS unit connector A (28P) terminal No. 15 and body ground, and between the terminal No. 27 and body ground. There should be less than 0.2 V.

SRS UNIT CONNECTOR A (28P)



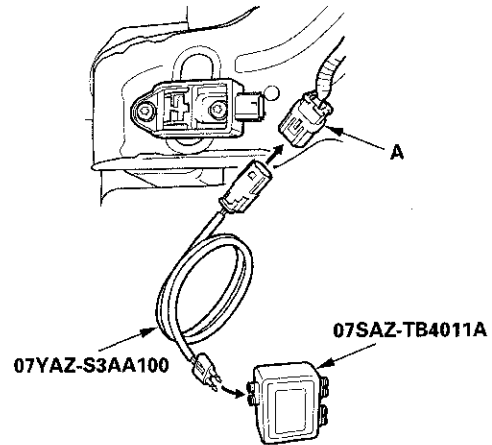
Wire side of female terminals

Is the voltage as specified?

YES—Go to step 13.

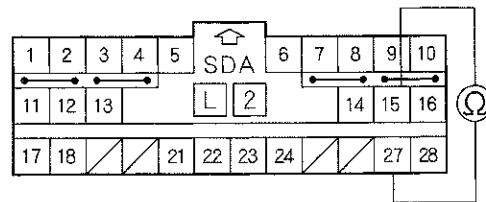
NO—Short to power in the dashboard wire harness or the engine compartment wire harness; replace the faulty harness, then clear the DTC. ■

13. Turn the ignition switch to LOCK (0).
14. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the engine compartment wire harness 2P connector (A).



15. Measure the resistance between SRS unit connector A (28P) terminals No. 15 and No. 27. There should be less than 1.0 Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty left front impact sensor or SRS unit; replace the left front impact sensor (see page 24-222), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Open in dashboard wire harness or engine compartment wire harness; replace the faulty harness, then clear the DTC. ■



**DTC 41-Cx ("x" can be 0 thru 9 or A thru F):
Faulty Power Supply to the Left Front Impact
Sensor**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

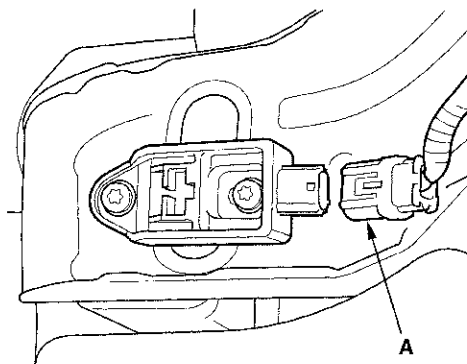
1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 41-Cx indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
6. Disconnect the engine compartment wire harness 2P connector (A) from the left front impact sensor.

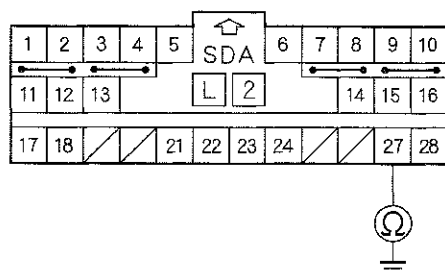


(cont'd)

DTC Troubleshooting (cont'd)

7. Measure the resistance between SRS unit connector A (28P) terminal No. 27 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

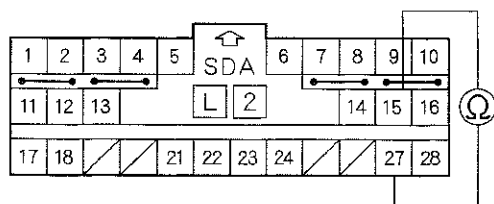
Is the resistance as specified?

YES—Go to step 8.

NO—Short to ground in the dashboard wire harness or the engine compartment wire harness; replace the faulty harness, then clear the DTC. ■

8. Measure the resistance between SRS unit connector A (28P) terminals No. 15 and No. 27. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty left front impact sensor or SRS unit; replace the left front impact sensor (see page 24-222), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Short to another wire in the dashboard wire harness or the engine compartment wire harness; replace the faulty harness, then clear the DTC. ■

DTC 42-1x ("x" can be 0 thru 9 or A thru F): No Signal from the Right Front Impact Sensor

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 42-1x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Check the connections between SRS unit connector A (28P) and the SRS unit, between the engine compartment wire harness 2P connector and the right front impact sensor (see page 24-12), and at connector C303 (see page 22-28).

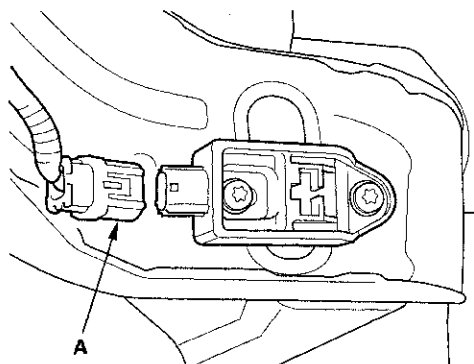
Are the connections OK?

YES—Go to step 6.

NO—Repair the poor connections, then clear the DTC, and retest.

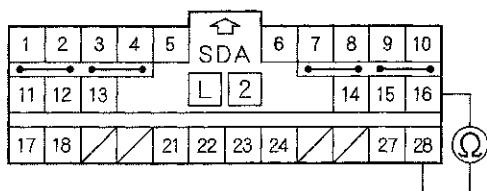


6. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
7. Disconnect the engine compartment wire harness 2P connector (A) from the right front impact sensor.



8. Measure the resistance between SRS unit connector A (28P) terminals No. 16 and No. 28. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

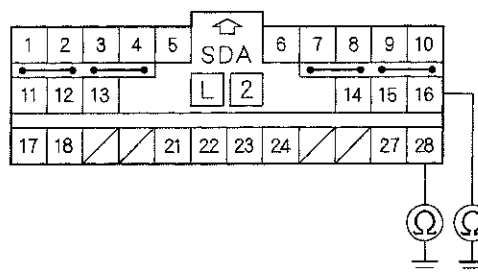
Is the resistance as specified?

YES—Go to step 9.

NO—Short to another wire in the engine compartment wire harness or dashboard wire harness; replace the faulty harness, then clear the DTC. ■

9. Measure the resistance between SRS unit connector A (28P) terminal No. 16 and body ground, and between terminal No. 28 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Go to step 10.

NO—Short to ground in the dashboard wire harness or the engine compartment wire harness; replace the faulty harness, then clear the DTC. ■

10. Reconnect the negative cable to the battery.
11. Turn the ignition switch to ON (II).

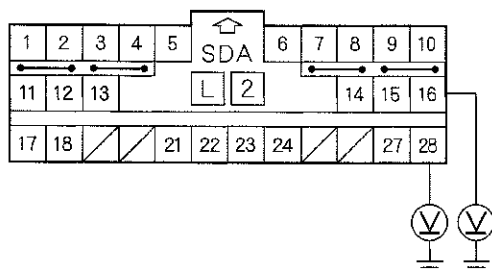
(cont'd)

SRS

DTC Troubleshooting (cont'd)

12. Measure the voltage between SRS unit connector A (28P) terminal No. 16 and body ground, and between terminal No. 28 and body ground. There should be less than 0.2 V.

SRS UNIT CONNECTOR A (28P)



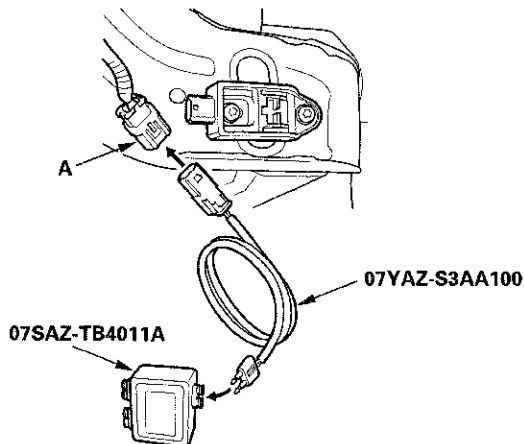
Wire side of female terminals

Is the voltage as specified?

YES—Go to step 13.

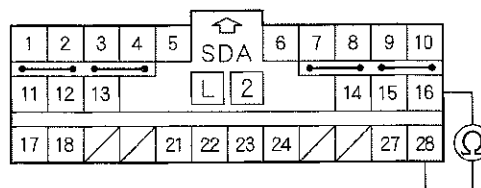
NO—Short to power in the engine compartment wire harness or dashboard wire harness; replace the faulty harness, then clear the DTC. ■

13. Turn the ignition switch to LOCK (0).
14. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the engine compartment wire harness 2P connector (A).



15. Measure the resistance between SRS unit connector A (28P) terminals No. 16 and No. 28. There should be less than 1.0 Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty right front impact sensor or SRS unit; replace the right front impact sensor (see page 24-222), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Open in the engine compartment wire harness or the dashboard wire harness; replace the faulty harness, then clear the DTC. ■



**DTC 42-Cx ("x" can be 0 thru 9 or A thru F):
Faulty Power Supply to the Right Front
Impact Sensor**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

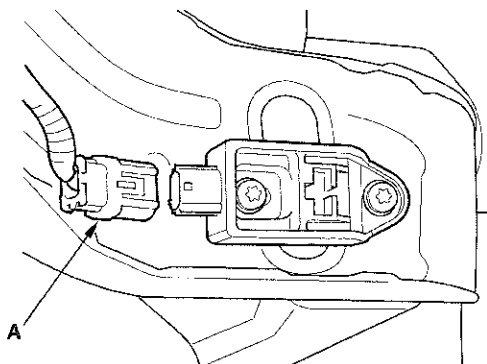
1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 42-Cx indicated?

YES—Go to step 3.

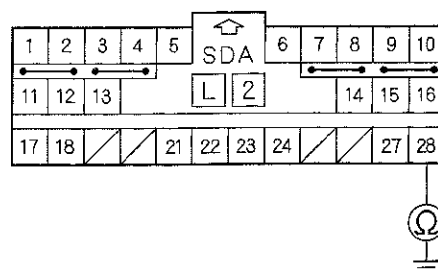
NO—Intermittent failure, system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
6. Disconnect the engine compartment wire harness 2P connector (A) from the right front impact sensor.



7. Measure the resistance between SRS unit connector A (28P) terminal No. 28 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

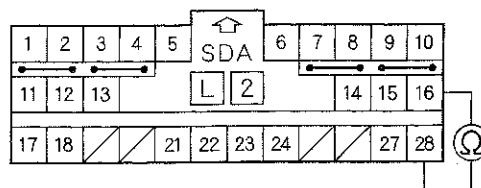
Is the resistance as specified?

YES—Go to step 8.

NO—Short to ground in the dashboard wire harness or the engine compartment wire harness; replace the faulty harness, then clear the DTC. ■

8. Measure the resistance between SRS unit connector A (28P) terminals No. 16 and No. 28. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty right front impact sensor or SRS unit; replace the right front impact sensor (see page 24-222), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Short to another wire in the dashboard wire harness or the engine compartment wire harness; replace the faulty harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 41-2x, 41-8x, 41-9x, 41-Bx ("x" can be 0 thru 9 or A thru F): Internal Failure of the Left Front Impact Sensor

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.
3. Read the DTC (see page 24-23).

Is DTC 41-2x, 41-8x, 41-9x, or 41-Bx indicated?

YES—Faulty left front impact sensor; replace the left front impact sensor (see page 24-222), then clear the DTC. If the DTC is still present, replace the SRS unit (see page 24-215). ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

DTC 42-2x, 42-8x, 42-9x, 42-Bx ("x" can be 0 thru 9 or A thru F): Internal Failure of the Right Front Impact Sensor

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.
3. Read the DTC (see page 24-23).

Is DTC 42-2x, 42-8x, 42-9x, or 42-Bx indicated?

YES—Faulty right front impact sensor; replace the right front impact sensor (see page 24-222), then clear the DTC. If the DTC is still present, replace the SRS unit (see page 24-215). ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■



**DTC 43-1x ("x" can be 0 thru 9 or A thru F):
No Signal from the Left Side Impact Sensor
(first)**

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 43-1x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

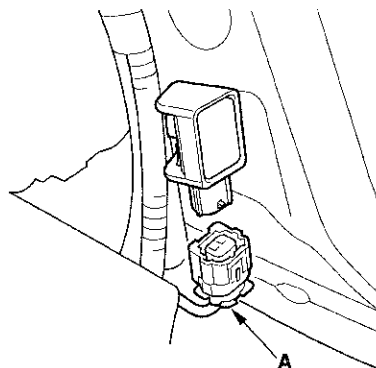
3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Check the connections between SRS unit connector C (28P) and the SRS unit, between the left side wire harness 2P connector and the left side impact sensor (first), at left wire harness 16P connector C604 and right wire harness connector C604 (see page 22-40).

Are the connections OK?

YES—Go to step 6.

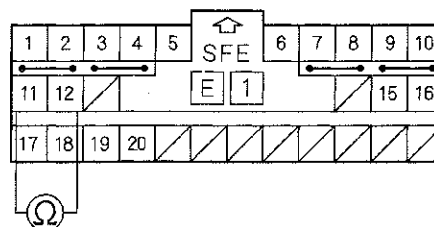
NO—Repair the poor connections, then clear the DTC, and retest.

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
7. Disconnect the left side wire harness 2P connector (A) from the left side impact sensor (first).



8. Measure the resistance between SRS unit connector C (28P) terminals No. 11 and No. 12. There should be an open circuit or at least 1 MΩ.

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Go to step 9.

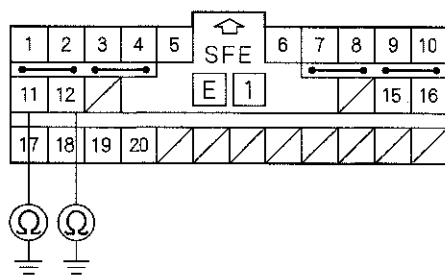
NO—Short to another wire in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

(cont'd)

DTC Troubleshooting (cont'd)

9. Measure the resistance between SRS unit connector C (28P) terminal No. 11 and body ground, and between terminal No. 12 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

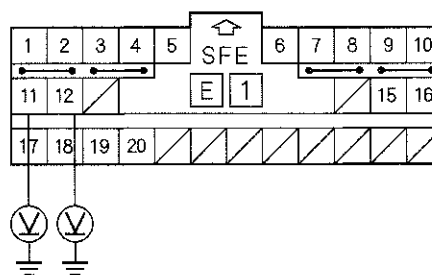
YES—Go to step 10.

NO—Short to ground in the left side wire harness or right side wire harness; replace the faulty harness, then clear the DTC. ■

10. Reconnect the negative cable to the battery.
11. Turn the ignition switch to ON (II).

12. Measure the voltage between SRS unit connector C (28P) terminal No. 11 and body ground, and between terminal No. 12 and body ground. There should be less than 0.2 V.

SRS UNIT CONNECTOR C (28P)



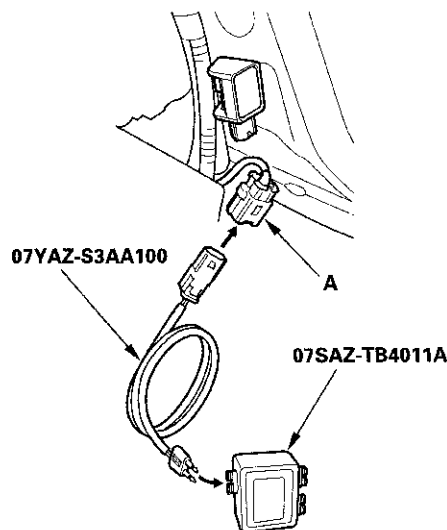
Wire side of female terminals

Is the voltage as specified?

YES—Go to step 13.

NO—Short to power in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

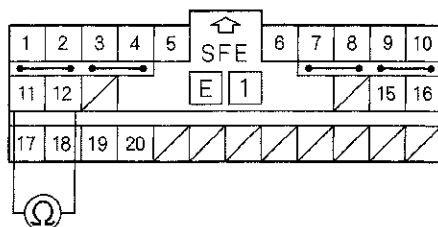
13. Turn the ignition switch to LOCK (0).
14. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the left side wire harness 2P connector (A).





15. Measure the resistance between SRS unit connector C (28P) terminals No. 11 and No. 12. There should be less than 1.0 Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty left side impact sensor (first) or SRS unit; replace the left side impact sensor (first) (see page 24-216), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Open in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

**DTC 43-Cx ("x" can be 0 thru 9 or A thru F):
Faulty Power Supply to the Left Side Impact
Sensor (first)**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 43-Cx indicated?

YES—Go to step 3.

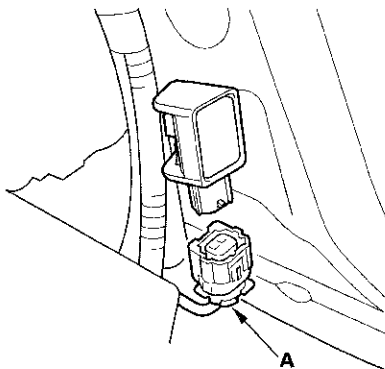
NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

(cont'd)

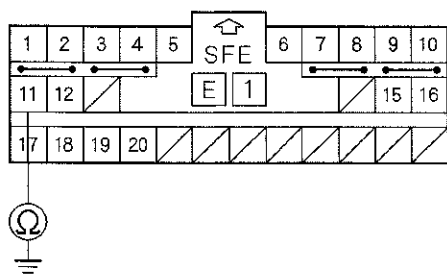
DTC Troubleshooting (cont'd)

5. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
6. Disconnect the left side wire harness 2P connector (A) from the driver's side impact sensor (first).



7. Measure the resistance between SRS unit connector C (28P) terminal No. 11 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

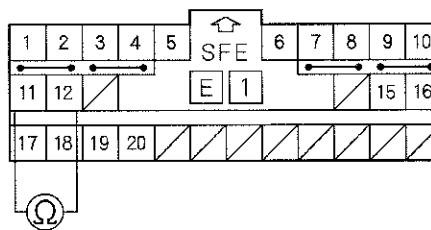
Is the resistance as specified?

YES—Go to step 8.

NO—Short to ground in the left side wire harness or the right side wire harness, replace the faulty harness, then clear the DTC. ■

8. Measure the resistance between SRS unit connector C (28P) terminals No. 11 and No. 12. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty driver's side impact sensor (first) or SRS unit; replace the sensor (first) (see page 24-216), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Short to another wire in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■



**DTC 44-1x ("x" can be 0 thru 9 or A thru F):
No Signal from the Right Side Impact Sensor
(first)**

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 44-1x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Check the connections between the SRS unit connector C (28P) and the SRS unit (see page 24-215), between the right side wire harness 2P connector and the right side impact sensor (first) (see page 24-216).

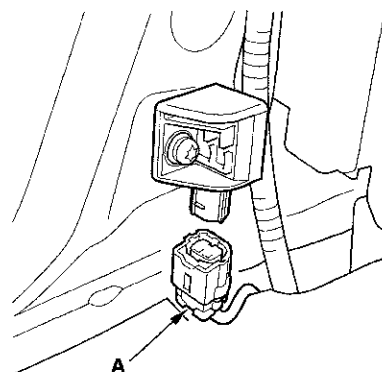
Are the connections OK?

YES—Go to step 6.

NO—Repair the poor connections, then clear the DTC, and retest.

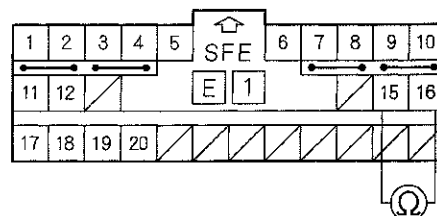
6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).

7. Disconnect the right side wire harness 2P connector (A) from the right side impact sensor (first).



8. Measure the resistance between SRS unit connector C (28P) terminals No. 15 and No. 16. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Go to step 9.

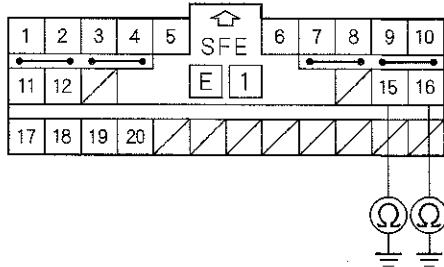
NO—Short to another wire in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

(cont'd)

DTC Troubleshooting (cont'd)

9. Measure the resistance between SRS unit connector C (28P) terminal No. 15 and body ground, and between terminal No. 16 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

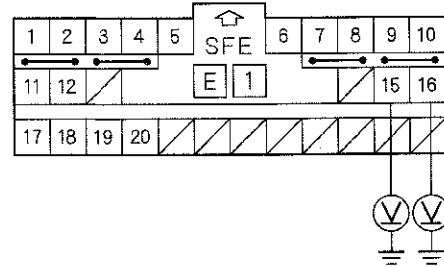
YES—Go to step 10.

NO—Short to ground in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

10. Reconnect the negative cable to the battery.
11. Turn the ignition switch to ON (II).

12. Measure the voltage between SRS unit connector C (28P) terminal No. 15 and body ground, and between terminal No. 16 and body ground. There should be less than 0.2 V.

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the voltage as specified?

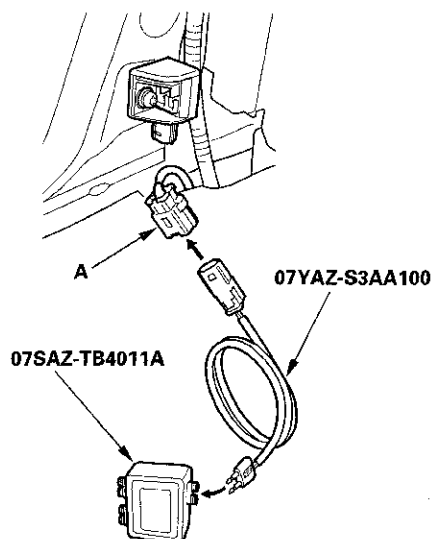
YES—Go to step 13.

NO—Short to power in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

13. Turn the ignition switch to LOCK (0).

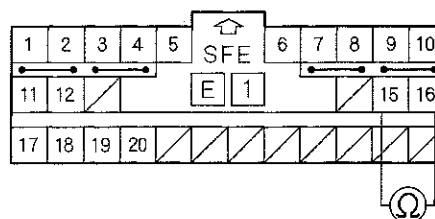


14. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the right side wire harness 2P connector (A).



15. Measure the resistance between SRS unit connector C (28P) terminals No. 15 and No. 16. There should be less than 1.0 Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty right side impact sensor (first) or SRS unit; replace the right side impact sensor (first) (see page 24-216), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Open in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

SRS

DTC Troubleshooting (cont'd)

DTC 44-Cx ("x" can be 0 thru 9 or A thru F): Faulty Power Supply to the Right Side Impact Sensor (first)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

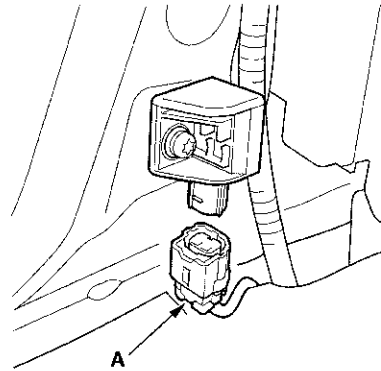
Does the SRS indicator stay on, and is DTC 44-Cx indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

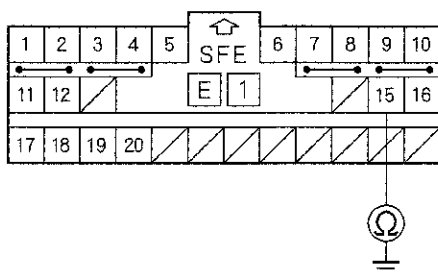
5. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
6. Disconnect the right side wire harness 2P connector (A) from the right side impact sensor (first).





7. Measure the resistance between SRS unit connector C (28P) terminal No. 15 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

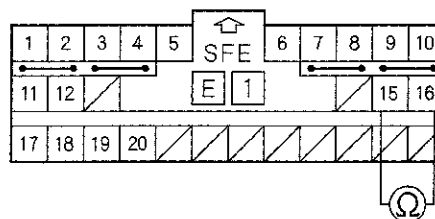
Is the resistance as specified?

YES—Go to step 8.

NO—Short to ground in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

8. Measure the resistance between SRS unit connector C (28P) terminals No. 15 and No. 16. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty right side impact sensor (first) or SRS unit; replace the right side impact sensor (first) (see page 24-216), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Short to another wire in the right side wire harness; replace the right side wire harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 43-2x, 43-8x, 43-9x, 43-Bx ("x" can be 0 thru 9 or A thru F): Internal Failure of the Left Side Impact Sensor (first)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.
3. Read the DTC (see page 24-23).

Is DTC 43-2x, 43-8x, 43-9x, or 43-Bx indicated?

YES—Faulty left side impact sensor (first); replace the left front impact sensor (first) (see page 24-216), then clear the DTC. If the DTC is still present, replace the SRS unit (see page 24-215). ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

DTC 44-2x, 44-8x, 44-9x, 44-Bx ("x" can be 0 thru 9 or A thru F): Internal Failure of the Right Side Impact Sensor (first)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.
3. Read the DTC (see page 24-23).

Is DTC 44-2x, 44-8x, 44-9x, or 44-Bx indicated?

YES—Faulty right side impact sensor (first); replace the right front impact sensor (first) (see page 24-216), then clear the DTC. If the DTC is still present, replace the SRS unit (see page 24-215). ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■



**DTC 45-1x ("x" can be 0 thru 9 or A thru F):
No Signal from the Left Side Impact Sensor
(second)**

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 45-1x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

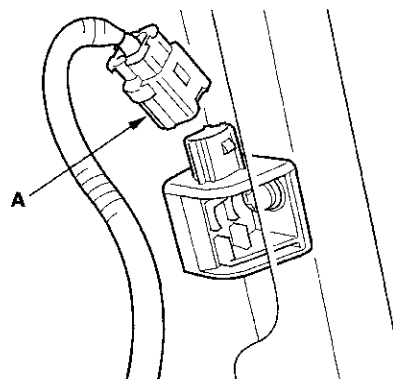
3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Check the connections between the SRS unit connector C (28P) and the SRS unit (see page 24-215), between the left side wire harness 2P connector and the left side impact sensor (second) (see page 24-217), at left side wire harness 16P connector C655 and right side wire harness connector C655 (see page 22-42).

Are the connections OK?

YES—Go to step 6.

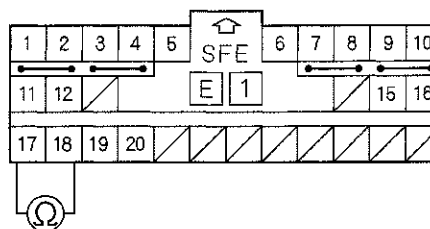
NO—Repair the poor connections, then clear the DTC, and retest.

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
7. Disconnect the left side wire harness 2P connector (A) from the left side impact sensor (second).



8. Measure the resistance between SRS unit connector C (28P) terminals No. 17 and No. 18. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Go to step 9.

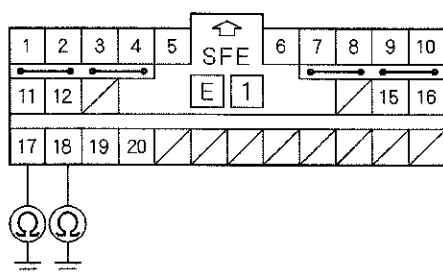
NO—Short to another wire in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

(cont'd)

DTC Troubleshooting (cont'd)

9. Measure the resistance between SRS unit connector C (28P) terminal No. 17 and body ground, and between terminal No. 18 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

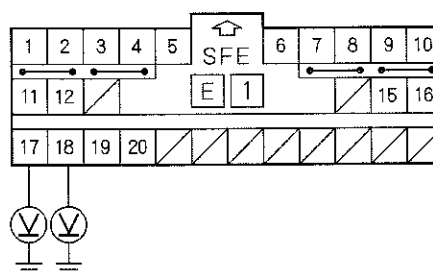
YES—Go to step 10.

NO—Short to ground in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

10. Reconnect the negative cable to the battery.
11. Turn the ignition switch to ON (II).

12. Measure the voltage between SRS unit connector C (28P) terminal No. 17 and body ground, and between terminal No. 18 and body ground. There should be less than 0.2 V.

SRS UNIT CONNECTOR C (28P)



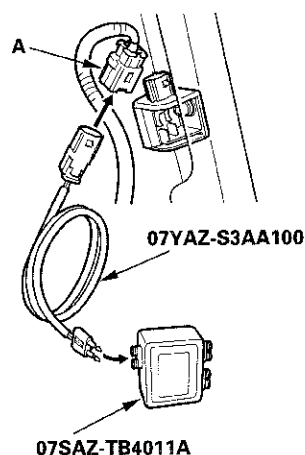
Wire side of female terminals

Is the voltage as specified?

YES—Go to step 13.

NO—Short to power in the left side wire harness or right side wire harness; replace the faulty harness, then clear the DTC. ■

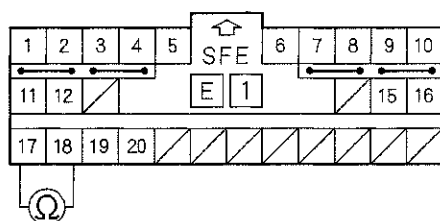
13. Turn the ignition switch to LOCK (0).
14. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the left side wire harness 2P connector (A).





15. Measure the resistance between SRS unit connector C (28P) terminals No. 17 and No. 18. There should be less than 1.0 Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty left side impact sensor (second) or SRS unit; replace the left side impact sensor (second) (see page 24-217), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Open in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

**DTC 45-Cx ("x" can be 0 thru 9 or A thru F):
Faulty Power Supply to the Left Side Impact
Sensor (second)**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 45-Cx indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

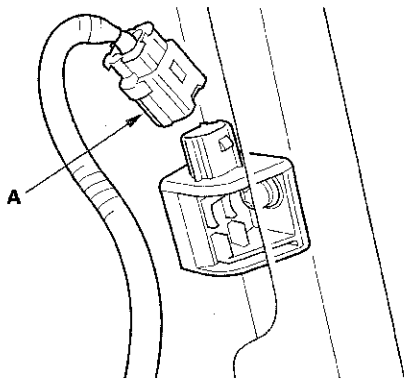
3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

(cont'd)

SRS

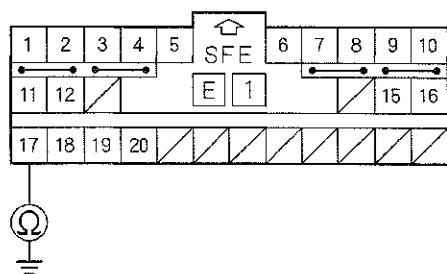
DTC Troubleshooting (cont'd)

5. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
6. Disconnect the left side wire harness 2P connector (A) from the left side impact sensor (second).



7. Measure the resistance between SRS unit connector C (28P) terminal No. 17 and body ground. There should be an open circuit or at least 1 MΩ.

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

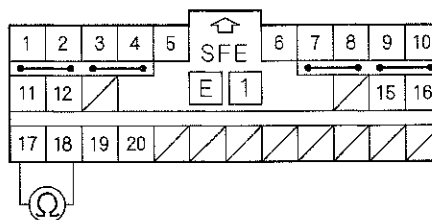
Is the resistance as specified?

YES—Go to step 8.

NO—Short to ground in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

8. Measure the resistance between SRS unit connector C (28P) terminals No. 17 and No. 18. There should be an open circuit or at least 1 MΩ.

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty left side impact sensor (second) or SRS unit; replace the sensor (second) (see page 24-217), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Short to another wire in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■



**DTC 46-1x ("x" can be 0 thru 9 or A thru F):
No Signal from the Right Side Impact Sensor
(second)**

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 46-1x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

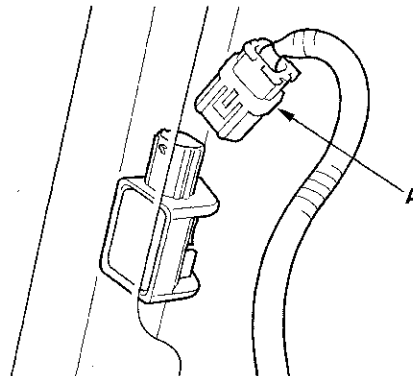
3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Check the connections between SRS unit connector C (28P) and the SRS unit (see page 24-215), between the right side wire harness 2P connector and the right side impact sensor (second) (see page 24-217), at right side wire harness 16P connector C655 and left side wire harness connector C655 (see page 22-42), at left side wire harness 16P connector C604 and right side wire harness connector C604 (see page 22-40).

Are the connections OK?

YES—Go to step 6.

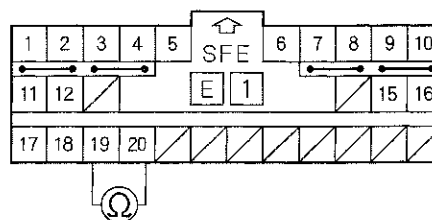
NO—Repair the poor connections, then clear the DTC, and retest.

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
7. Disconnect the right side wire harness 2P connector (A) from the right side impact sensor (second).



8. Measure the resistance between SRS unit connector C (28P) terminals No. 19 and No. 20. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Go to step 9.

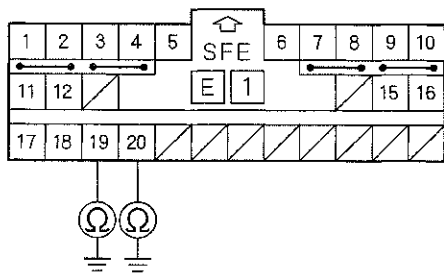
NO—Short to another wire in the right side wire harness or the left side wire harness; replace the faulty harness, then clear the DTC. ■

(cont'd)

DTC Troubleshooting (cont'd)

9. Measure the resistance between SRS unit connector C (28P) terminal No. 19 and body ground, and between terminal No. 20 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Go to step 10.

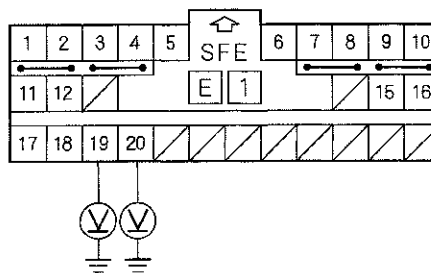
NO—Short to ground in the right side wire harness or the left side wire harness; replace the faulty harness, then clear the DTC. ■

10. Reconnect the negative cable to the battery.

11. Turn the ignition switch to ON (II).

12. Measure the voltage between SRS unit connector C (28P) terminal No. 19 and body ground, and between terminal No. 20 and body ground. There should be less than 0.2 V.

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

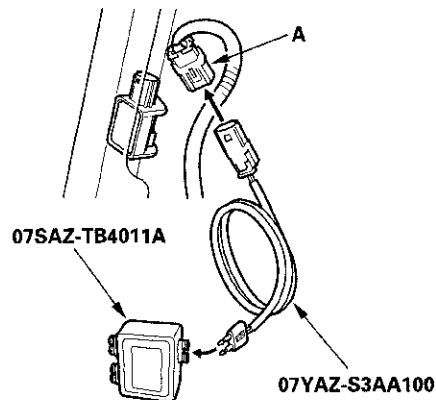
Is the voltage as specified?

YES—Go to step 13.

NO—Short to power in the right side wire harness or the left side wire harness; replace the faulty harness, then clear the DTC. ■

13. Turn the ignition switch to LOCK (0).

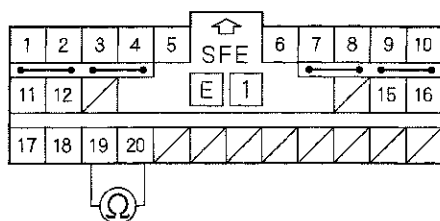
14. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the right side wire harness 2P connector (A).





15. Measure the resistance between SRS unit connector C (28P) terminals No. 19 and No. 20. There should be less than 1.0 Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty right side impact sensor (second) or SRS unit; replace the right side impact sensor (second) (see page 24-217), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Open in the right side wire harness or the left side wire harness; replace the faulty harness, then clear the DTC. ■

**DTC 46-Cx ("x" can be 0 thru 9 or A thru F):
Faulty Power Supply to the Right Side Impact
Sensor (second)**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 46-Cx indicated?

YES—Go to step 3.

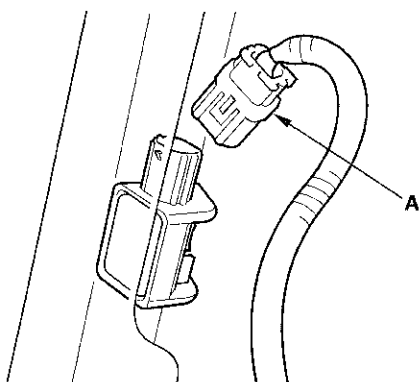
NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

(cont'd)

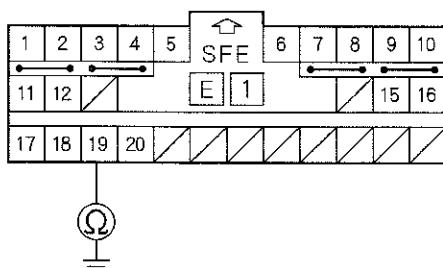
DTC Troubleshooting (cont'd)

5. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
6. Disconnect the right side wire harness 2P connector (A) from the right side impact sensor (second).



7. Measure the resistance between SRS unit connector C (28P) terminal No. 19 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

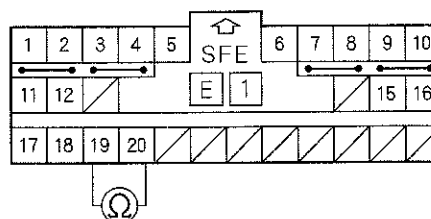
Is the resistance as specified?

YES—Go to step 8.

NO—Short to ground in the right side wire harness or the left side wire harness; replace the faulty harness, then clear the DTC. ■

8. Measure the resistance between SRS unit connector C (28P) terminals No. 19 and No. 20. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty right side impact sensor (second) or SRS unit; replace the right side impact sensor (second) (see page 24-217), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Short to another wire in the right side wire harness or the left side wire harness; replace the faulty harness, then clear the DTC. ■



DTC 45-2x, 45-8x, 45-9x, 45-Bx ("x" can be 0 thru 9 or A thru F): Internal Failure of the Left Side Impact Sensor (second)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.
3. Read the DTC (see page 24-23).

Is DTC 45-2x, 45-8x, 45-9x, or 45-Bx indicated?

YES—Faulty left side impact sensor (second); replace the left side impact sensor (second) (see page 24-217), then clear the DTC. If the DTC is still present, replace the SRS unit (see page 24-215). ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

DTC 46-2x, 46-8x, 46-9x, 46-Bx ("x" can be 0 thru 9 or A thru F): Internal Failure of the Right Side Impact Sensor (second)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.
3. Read the DTC (see page 24-23).

Is DTC 46-2x, 46-8x, 46-9x, or 46-Bx indicated?

YES—Faulty right side impact sensor (second); replace the right side impact sensor (second) (see page 24-217), then clear the DTC. If the DTC is still present, replace the SRS unit (see page 24-215). ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

SRS

DTC Troubleshooting (cont'd)

DTC 51-xx, 52-xx, 53-xx, 54-xx, 55-xx ("x" can be 0 thru 9 or A thru F): Internal Failure of the SRS Unit

NOTE:

- Before troubleshooting any of these DTCs, check the battery/system voltage and battery cable connections. If the voltage is low, repair the charging system, test and charge the battery, or replace the battery before troubleshooting the SRS. If the battery/system voltage is now OK, ask the client if the battery ever went dead or if the engine was started and run with the battery in as low state of charge. A dead battery may trigger one of these DTCs.
- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Check that the SRS indicator goes off.

Does the SRS indicator goes off?

YES—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

NO—Replace the SRS unit (see page 24-215). ■

DTC Ex-11 ("x" can be 0 thru 9 or A thru F): Control Operation Recorded

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.
3. Read the DTC (see page 24-23).

Is DTC Ex-11 indicated?

YES—Faulty SRS unit; replace the SRS unit (see page 24-215). ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■



**DTC 61-1x ("x" can be 0 thru 9 or A thru F):
Open in the Driver's Seat Belt Buckle Switch**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

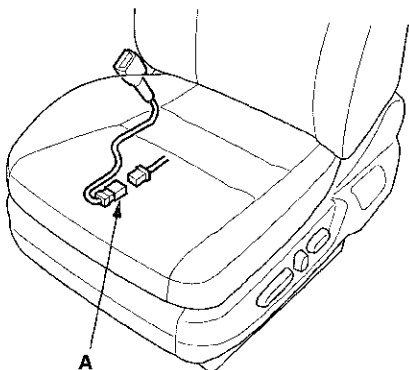
1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then buckle and unbuckle the left side seat belt several times.
3. Read the DTC (see page 24-23).

Is DTC 61-1x indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

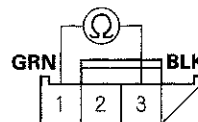
4. Turn the ignition switch to LOCK (0).
5. Disconnect the driver's seat wire harness 4P connector from the driver's seat belt buckle switch 4P connector (A).



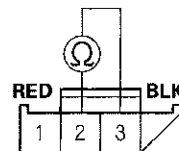
6. Buckle the driver's seat belt.

- Measure the resistance between driver's seat belt buckle switch 4P connector terminals No. 1 and No. 3. There should be less than 1.0 Ω .
- Measure the resistance between terminals No. 2 and No. 3 of the same connector. There should be an open circuit or at least 1 M Ω .

**DRIVER'S SEAT BELT BUCKLE SWITCH
4P CONNECTOR**



Wire side of female terminals



Wire side of female terminals

Are the resistances as specified?

YES—Go to step 7.

NO—Replace the driver's seat belt buckle assembly (see page 24-6), then clear the DTC. ■

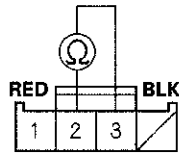
(cont'd)

DTC Troubleshooting (cont'd)

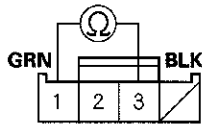
7. Unbuckle the driver's seat belt.

- Measure the resistance between driver's seat belt buckle switch 4P connector terminals No. 2 and No. 3. There should be less than $1.0\ \Omega$.
- Measure the resistance between terminals No. 1 and No. 3 of the same connector. There should be an open circuit or at least $1\text{ M}\Omega$.

DRIVER'S SEAT BELT BUCKLE SWITCH 4P CONNECTOR



Wire side of female terminals



Wire side of female terminals

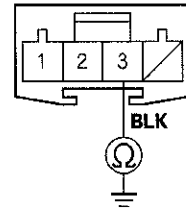
Are the resistances as specified?

YES—Go to step 8.

NO—Replace the driver's seat belt buckle assembly (see page 24-6), then clear the DTC. ■

8. Measure the resistance between driver's seat wire harness 4P connector terminal No. 3 and body ground. There should be less than $1.0\ \Omega$.

DRIVER'S SEAT WIRE HARNESS 4P CONNECTOR



Terminal side of male terminals

Is the resistance as specified?

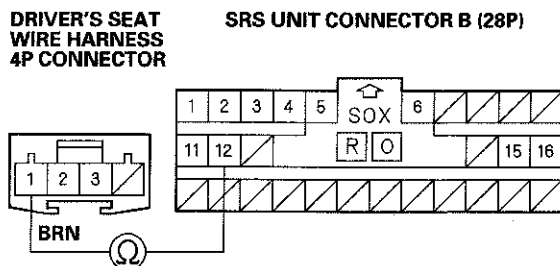
YES—Go to step 9.

NO—Open in the driver's seat wire harness or left side wire harness, or poor ground connection at G601 (see page 22-40). If G601 is OK, replace the faulty harness, then clear the DTC. ■

9. Disconnect the negative cable from the battery, then wait at least 3 minutes.
10. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).



11. Measure the resistance between SRS unit connector B (28P) terminal No. 12 and the driver's seat wire harness 4P connector terminal No. 1. There should be less than 1.0 Ω .

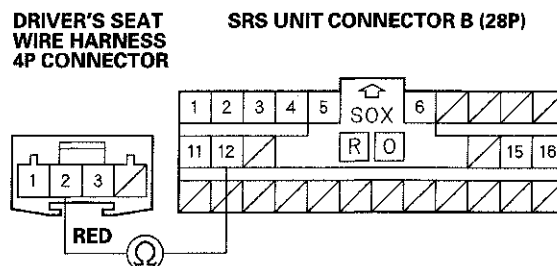


Is the resistance as specified?

YES—Go to step 12.

NO—Open in the driver's seat wire harness or the left side wire harness; replace the faulty harness, then clear the DTC. ■

12. Measure the resistance between SRS unit connector B (28P) terminal No. 11 and the driver's seat wire harness 4P connector terminal No. 2. There should be less than 1.0 Ω .



Is the resistance as specified?

YES—Faulty SRS unit; replace the SRS unit (see page 24-215). ■

NO—Open in the driver's seat wire harness, left side wire harness, or the driver's under-dash fuse/relay box, or poor connection at the left side wire harness. Check the connection at the left side wire harness and the driver's under-dash fuse/relay box. If the connection is OK, replace the faulty harness or part, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 61-2x ("x" can be 0 thru 9 or A thru F): Short in the Driver's Seat Belt Buckle Switch

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then buckle and unbuckle the left side seat belt several times.
3. Read the DTC (see page 24-23).

Is DTC 61-2x indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Check the No. 21 (10 A) fuse in the driver's under-dash fuse/relay box.

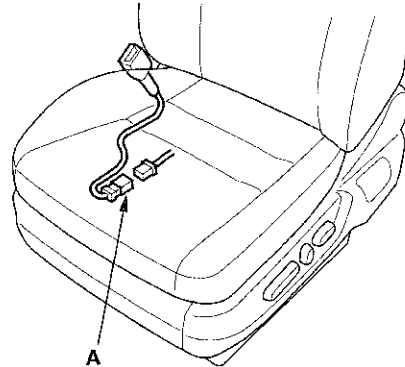
Is the fuse OK?

YES—Go to step 5.

NO—Short to ground in the driver's under-dash fuse/relay box No. 21 (10 A) fuse circuit. After No. 21 (10 A) fuse is replaced, then clear the DTC. ■

5. Turn the ignition switch to LOCK (0).

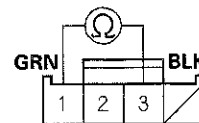
6. Disconnect the driver's seat wire harness 4P connector from the driver's seat belt buckle switch 4P connector (A).



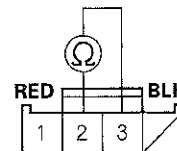
7. Buckle the driver's seat belt.

- Measure the resistance between driver's seat belt buckle switch 4P connector terminals No. 1 and No. 3. There should be less than 1.0 Ω .
- Measure the resistance between terminals No. 2 and No. 3 of the same connector. There should be an open circuit or at least 1 M Ω .

DRIVER'S SEAT BELT BUCKLE SWITCH 4P CONNECTOR



Wire side of female terminals



Wire side of female terminals

Are the resistances as specified?

YES—Go to step 8.

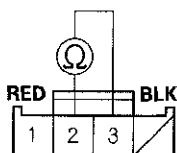
NO—Replace the driver's seat belt buckle assembly (see page 24-6), then clear the DTC. ■



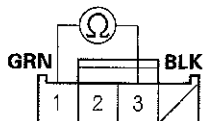
8. Unbuckle the driver's seat belt.

- Measure the resistance between driver's seat belt buckle switch 4P connector terminals No. 2 and No. 3. There should be less than 1.0 Ω .
- Measure the resistance between terminals No. 1 and No. 3 of the same connector. There should be an open circuit or at least 1 M Ω .

**DRIVER'S SEAT BELT BUCKLE SWITCH
4P CONNECTOR**



Wire side of female terminals



Wire side of female terminals

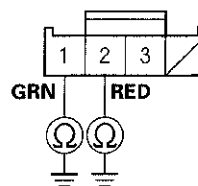
Are the resistances as specified?

YES—Go to step 9.

NO—Replace the driver's seat belt buckle assembly (see page 24-6), then clear the DTC. ■

9. Measure the resistance between driver's seat belt buckle switch 4P connector terminal No. 1 and body ground, and between terminal No. 2 and body ground. There should be an open circuit or at least 1 M Ω .

**DRIVER'S SEAT BELT BUCKLE SWITCH
4P CONNECTOR**



Wire side of female terminals

Is the resistance as specified?

YES—Go to step 10.

NO—Replace the driver's seat belt buckle assembly (see page 24-6), then clear the DTC. ■

10. Disconnect the negative cable from the battery, then wait at least 3 minutes.
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).

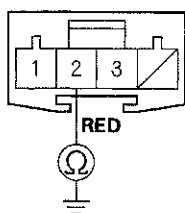
(cont'd)

DTC Troubleshooting (cont'd)

12. Measure the resistance between driver's seat wire harness 4P connector terminal No. 2 and body ground. There should be an open circuit or at least $1\text{ M}\Omega$.

NOTE: Some resistance will be read by some meters since the MICU also monitors the seat belt buckle switch.

DRIVER'S SEAT WIRE HARNESS 4P CONNECTOR



Terminal side of male terminals

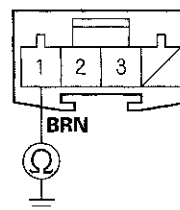
Is the resistance as specified?

YES—Go to step 13.

NO—Short to ground in the driver's seat wire harness, the left side wire harness, or the MICU. Replace the faulty harness or part, then clear the DTC. ■

13. Disconnect the driver's seat belt tension reducer solenoid 2P connector (see page 22-445). Measure the resistance between driver's seat wire harness 4P connector terminal No. 1 and body ground. There should be an open circuit or at least $1\text{ M}\Omega$.

DRIVER'S SEAT WIRE HARNESS 4P CONNECTOR



Terminal side of male terminals

Is the resistance as specified?

YES—Faulty SRS unit; replace the SRS unit (see page 24-215). ■

NO—Short to ground in the driver's seat wire harness or the left side wire harness; replace the faulty harness, then clear the DTC. ■



**DTC 62-1x ("x" can be 0 thru 9 or A thru F):
Open in the Front Passenger's Seat Belt
Buckle Switch**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

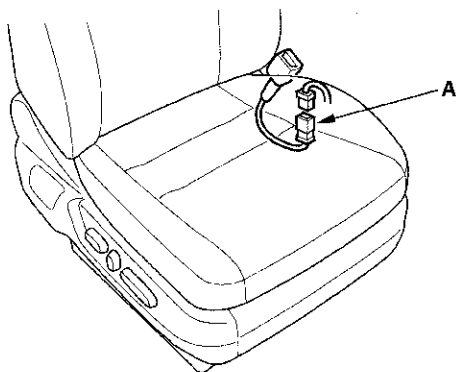
1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then buckle and unbuckle the right side seat belt several times.
3. Read the DTC (see page 24-23).

Is DTC 62-1x indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

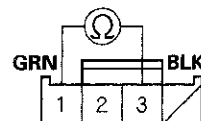
4. Turn the ignition switch to LOCK (0).
5. Disconnect the front passenger's seat belt buckle switch 4P connector (A) from the front passenger's seat wire harness.



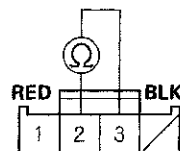
6. Buckle the front passenger's seat belt.

- Measure the resistance between front passenger's seat belt buckle switch 4P connector terminals No. 1 and No. 3. There should be less than 1.0 Ω .
- Measure the resistance between terminals No. 2 and No. 3 of the same connector. There should be an open circuit or at least 1 M Ω .

**FRONT PASSENGER'S SEAT BELT
BUCKLE SWITCH 4P CONNECTOR**



Wire side of female terminals



Wire side of female terminals

Are the resistances as specified?

YES—Go to step 7.

NO—Replace the front passenger's seat belt buckle assembly (see page 24-6), then clear the DTC. ■

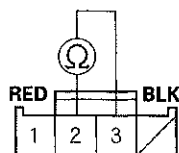
(cont'd)

DTC Troubleshooting (cont'd)

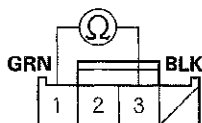
7. Unbuckle the front passenger's seat belt.

- Measure the resistance between front passenger's seat belt buckle switch 4P connector terminals No. 2 and No. 3. There should be less than $1.0\ \Omega$.
- Measure the resistance between terminals No. 1 and No. 3 of the same connector. There should be an open circuit or at least $1\text{ M}\Omega$.

FRONT PASSENGER'S SEAT BELT BUCKLE SWITCH 4P CONNECTOR



Wire side of female terminals



Wire side of female terminals

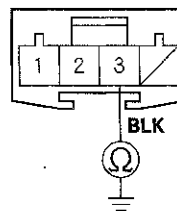
Are the resistances as specified?

YES—Go to step 8.

NO—Replace the front passenger's seat belt buckle assembly (see page 24-6), then clear the DTC. ■

8. Measure the resistance between front passenger's seat wire harness 4P connector terminal No. 3 and body ground. There should be less than $1.0\ \Omega$.

FRONT PASSENGER'S SEAT WIRE HARNESS 4P CONNECTOR



Terminal side of male terminals

Is the resistance as specified?

YES—Go to step 9.

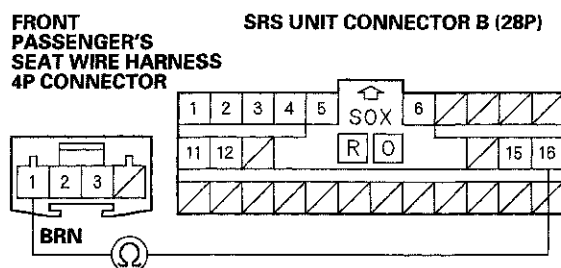
NO—Open in the front passenger's seat wire harness or the right side wire harness, or poor ground connection at G651 (see page 22-44). If G 651 is OK, replace the faulty harness, then clear the DTC. ■

9. Disconnect the negative cable from the battery, then wait at least 3 minutes.

10. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).



11. Measure the resistance between SRS unit connector B (28P) terminal No. 16 and the front passenger's seat wire harness 4P connector terminal No. 1. There should be less than 1.0 Ω .



Terminal side of male terminals

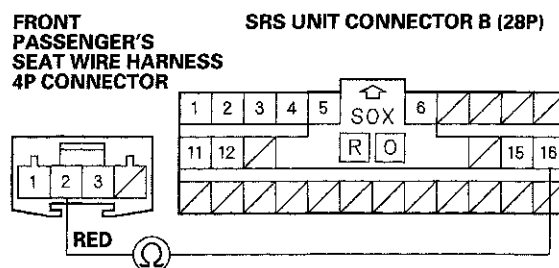
Wire side of female terminals

Is the resistance as specified?

YES—Go to step 12.

NO—Open in the front passenger's seat wire harness or right side wire harness; replace the faulty harness, then clear the DTC. ■

12. Measure the resistance between SRS unit connector B (28P) terminal No. 15 and the front passenger's seat wire harness 4P connector terminal No. 2. There should be less than 1.0 Ω .



Terminal side of male terminals

Wire side of female terminals

Is the resistance as specified?

YES—Faulty SRS unit; replace the SRS unit (see page 24-215). ■

NO—Open in the front passenger's seat wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 62-2x ("x" can be 0 thru 9 or A thru F): Short in the Front Passenger's Seat Belt Buckle Switch

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then buckle and unbuckle the front passenger's seat belt several times.
3. Read the DTC (see page 24-23).

Is DTC 62-2x indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Check the No. 21 (10 A) fuse in the driver's under-dash fuse/relay box.

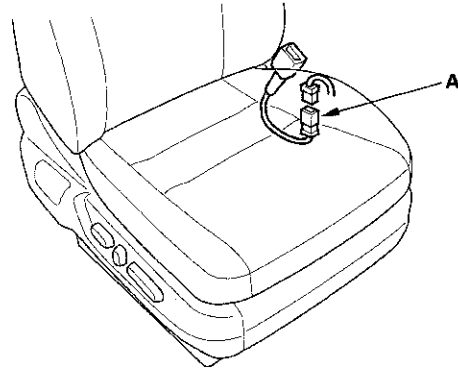
Is the fuse OK?

YES—Go to step 5.

NO—Short to ground in the driver's under-dash fuse/relay box No. 21 (10 A) fuse circuit. After No. 21 (10 A) fuse is replaced, then clear the DTC. ■

5. Turn the ignition switch to LOCK (0).

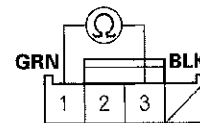
6. Disconnect the front passenger's seat belt buckle switch 4P connector (A) from the front passenger's seat wire harness.



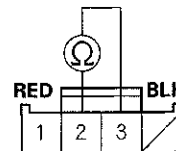
7. Buckle the front passenger's seat belt.

- Measure the resistance between front passenger's seat belt buckle switch 4P connector terminals No. 1 and No. 3. There should be less than 1.0 Ω .
- Measure the resistance between terminals No. 2 and No. 3 of the same connector. There should be an open circuit or at least 1 M Ω .

FRONT PASSENGER'S SEAT BELT BUCKLE SWITCH 4P CONNECTOR



Wire side of female terminals



Wire side of female terminals

Are the resistances as specified?

YES—Go to step 8.

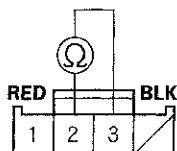
NO—Replace the front passenger's seat belt buckle assembly (see page 24-6), then clear the DTC. ■



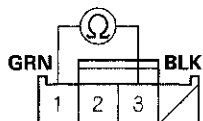
8. Unbuckle the front passenger's seat belt.

- Measure the resistance between front passenger's seat belt buckle switch 4P connector terminals No. 2 and No. 3. There should be less than $1.0\ \Omega$.
- Measure the resistance between terminals No. 1 and No. 3 of the same connector. There should be an open circuit or at least $1\text{ M}\Omega$.

**FRONT PASSENGER'S SEAT BELT
BUCKLE SWITCH 4P CONNECTOR**



Wire side of female terminals



Wire side of female terminals

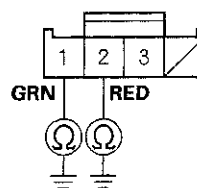
Are the resistances as specified?

YES—Go to step 9.

NO—Replace the front passenger's seat belt buckle assembly (see page 24-6), then clear the DTC. ■

9. Measure the resistance between front passenger's seat belt buckle switch 4P connector terminal No. 1 and body ground, and between the terminal No. 2 and body ground. There should be an open circuit or at least $1\text{ M}\Omega$.

**FRONT PASSENGER'S SEAT BELT
BUCKLE SWITCH 4P CONNECTOR**



Wire side of female terminals

Is the resistance as specified?

YES—Go to step 10.

NO—Replace the front passenger's seat belt buckle assembly (see page 24-6), then clear the DTC. ■

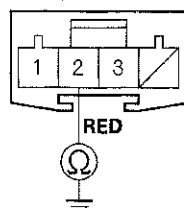
10. Disconnect the negative cable from the battery, then wait at least 3 minutes.
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).

(cont'd)

DTC Troubleshooting (cont'd)

12. Measure the resistance between front passenger's seat wire harness 4P connector terminal No. 2 and body ground. There should be an open circuit or at least 1 M Ω .

**FRONT PASSENGER'S SEAT WIRE HARNESS
4P CONNECTOR**



Terminal side of male terminals

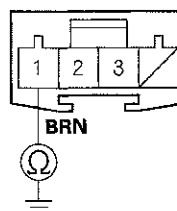
Is the resistance as specified?

YES—Go to step 13.

NO—Short to ground in the front passenger's seat wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

13. Disconnect the front passenger's seat belt tension reducer solenoid 2P connector (see page 22-445). Measure the resistance between front passenger's seat wire harness 4P connector terminal No. 1 and body ground. There should be an open circuit or at least 1 M Ω .

**FRONT PASSENGER'S SEAT WIRE HARNESS
4P CONNECTOR**



Terminal side of male terminals

Is the resistance as specified?

YES—Faulty SRS unit; replace the SRS unit (see page 24-215). ■

NO—Short to ground in the front passenger's seat wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■



DTC 71-11: Open in the Driver's Seat Position Sensor

NOTE:

- Use the HDS to confirm the driver's seat position before proceeding with troubleshooting (see page 24-30).
- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 71-11 indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Check the connection between the seat position sensor harness 2P connector and the driver's seat position sensor.
4. Clear the DTC memory.
5. Read the DTC (see page 24-23).

Is DTC 71-11 indicated?

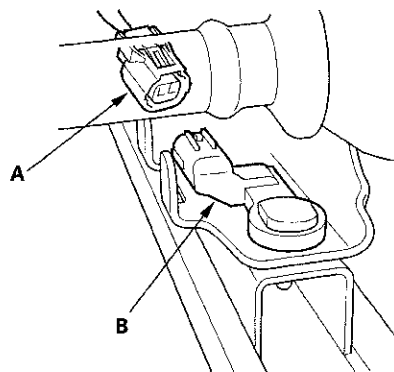
YES—Go to step 6.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

6. Turn the ignition switch to LOCK (0).

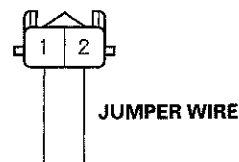
7. Remove the rear inner cover (see step 5 on page 20-127).

8. Disconnect the driver's seat wire harness 2P connector (A) from the driver's seat position sensor (B).



9. Connect the driver's seat wire harness 2P connector terminals No. 1 and No. 2 with a jumper wire.

DRIVER'S SEAT WIRE HARNESS 2P CONNECTOR



Wire side of female terminals

10. Disconnect the negative cable from the battery, then wait at least 3 minutes.

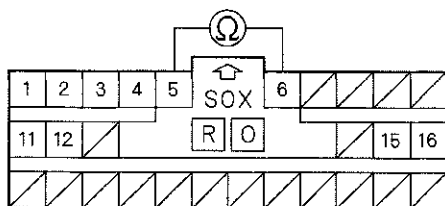
(cont'd)

SRS

DTC Troubleshooting (cont'd)

11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).
12. Measure the resistance between SRS unit connector B (28P) terminals No. 5 and No. 6. There should be less than 1.0 Ω .

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty driver's seat position sensor or SRS unit; replace the driver's seat position sensor (see page 24-223), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Open in the driver's seat wire harness, the right side wire harness, or the left side wire harness; replace the faulty harness, then clear the DTC. ■

DTC 71-21: Short in the Driver's Seat Position Sensor

NOTE:

- Use the HDS to confirm the driver's seat position before proceeding with troubleshooting (see page 24-30).
- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).

2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 71-21 indicated?

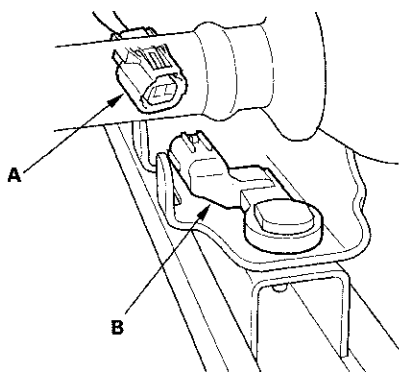
YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).



4. Remove the rear inner cover (see step 5 on page 20-127).
5. Disconnect the driver's seat wire harness 2P connector (A) from the driver's seat position sensor (B).



6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see page 24-23).

Is DTC 71-21 indicated?

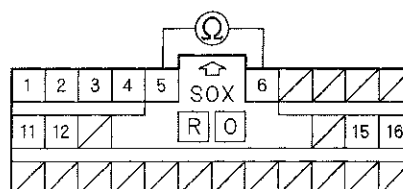
YES—Go to step 9.

NO—Faulty driver's seat position sensor; replace the driver's seat position sensor (see page 24-223), then clear the DTC. ■

9. Turn the ignition switch to LOCK (0).
10. Disconnect the negative cable from the battery, then wait at least 3 minutes.
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).

12. Measure the resistance between SRS unit connector B (28P) terminals No. 5 and No. 6. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

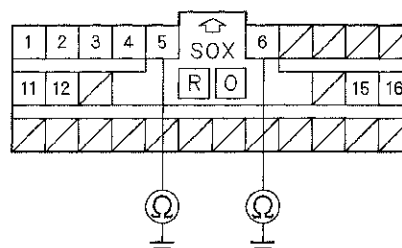
Is the resistance as specified?

YES—Go to step 13.

NO—Short in the right side wire harness or left side wire harness; replace the faulty harness, then clear the DTC. ■

13. Measure the resistance between SRS unit connector B (28P) terminal No. 5 and body ground, and between terminal No. 6 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty driver's seat position sensor or SRS unit; replace the driver's seat position sensor (see page 24-223), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Short in the driver's seat wire harness, the right side wire harness, or the left side wire harness; replace the faulty harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 71-22: Short to Power in the Driver's Seat Position Sensor

NOTE:

- Use the HDS to confirm the driver's seat position before proceeding with troubleshooting (see page 24-30).
- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23).

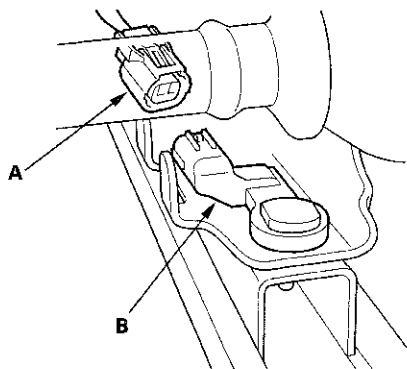
1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 71-22 indicated?

YES—Go to step 3.

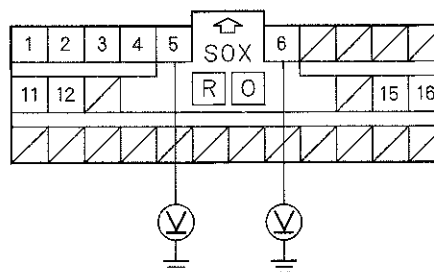
NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Remove the rear inner cover (see step 5 on page 20-127).
5. Disconnect the driver's seat wire harness 2P connector (A) from the driver's seat position sensor (B).



6. Disconnect the negative cable from the battery, then wait at least 3 minutes.
7. Disconnect SRS unit connector B (28P) from the SRS unit (see step 10 on page 24-22).
8. Measure the voltage between SRS unit connector B (28P) terminal No. 5 and body ground, and between terminal No. 6 and body ground. There should be less than 0.2 V.

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

Is the voltage as specified?

YES—Faulty driver's seat position sensor or SRS unit; replace the driver's seat position sensor (see page 24-223), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Short to power in the driver's seat wire harness, the right side wire harness, or the left side wire harness; replace the faulty harness, then clear the DTC. ■



**DTC 73-1x ("x" can be 0 thru 9 or A thru F):
Open in the Driver's E-Pretensioner Motor**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Read the DTC (see page 24-23).

Is DTC 73-1x indicated?

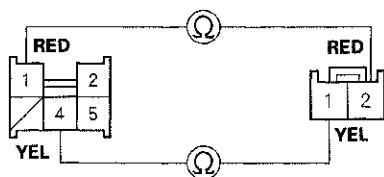
YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Turn the ignition switch to LOCK (0).
5. Disconnect E-pretensioner subharness 5P connector A from the E-pretensioner unit (see page 24-221).
6. Disconnect the E-pretensioner subharness 2P connector from the driver's E-pretensioner motor (see page 24-4).
7. Measure the resistance between E-pretensioner unit connector A (5P) terminal No. 1 and driver's E-pretensioner motor 2P connector terminal No. 2, and between E-pretensioner unit connector A (5P) terminal No. 4 and driver's E-pretensioner motor 2P connector terminal No. 1. There should be less than 1.0 Ω .

**E-PRETENSIONER UNIT
CONNECTOR A (5P)**

**DRIVER'S E-PRETENSIONER
MOTOR 2P CONNECTOR**



Wire side of female terminals

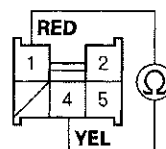
Is the resistance as specified?

YES—Go to step 8.

NO—Open in the E-pretensioner subharness or the left side wire harness; replace the faulty harness, then clear the DTC. ■

8. Reconnect the driver's E-pretensioner motor 2P connector.
9. Measure the resistance between E-pretensioner unit connector A (5P) terminals No. 1 and No. 4. There should be less than 1.0 Ω .

E-PRETENSIONER UNIT CONNECTOR A (5P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty E-pretensioner unit; replace the E-pretensioner unit (see page 24-221), then clear the DTC. ■

NO—Faulty E-pretensioner motor; replace the driver's E-pretensioner motor (see page 24-4), then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 74-2x ("x" can be 0 thru 9 or A thru F): Open in the Front Passenger's E-Pretensioner Motor

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

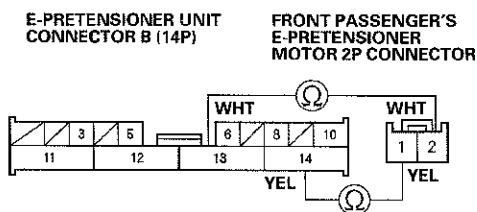
1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Read the DTC (see page 24-23).

Is DTC 74-2x indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Turn the ignition switch to LOCK (0).
5. Disconnect E-pretensioner subharness 14P connector B from the E-pretensioner unit (see page 24-221).
6. Disconnect the E-pretensioner subharness 2P connector from the driver's E-pretensioner motor (see page 24-4).
7. Measure the resistance between E-pretensioner unit connector B (14P) terminal No. 13 and front passenger's E-pretensioner motor 2P connector terminal No. 2, and between E-pretensioner unit connector B (14P) terminal No. 14 and front passenger's E-pretensioner motor 2P connector terminal No. 1. There should be less than 1.0 Ω .



Wire side of female terminals

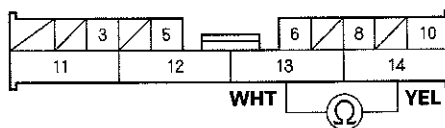
Is the resistance as specified?

YES—Go to step 8.

NO—Open in the E-pretensioner subharness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

8. Reconnect the front passenger's E-pretensioner motor 2P connector.
9. Measure the resistance between E-pretensioner unit connector B (14P) terminals No. 13 and No. 14. There should be less than 1.0 Ω .

E-PRETENSIONER UNIT CONNECTOR B (14P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty E-pretensioner unit; replace the E-pretensioner unit (see page 24-221), then clear the DTC. ■

NO—Faulty E-pretensioner motor; replace the front passenger's E-pretensioner motor (see page 24-4), then clear the DTC. ■



**DTC 76-3x ("x" can be 0 thru 9 or A thru F):
Faulty F-CAN Communication or Internal
Failure of the E-Pretensioner Unit**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Read the DTC (see page 24-23).

Is DTC 76-3x indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Check for DTCs in the PCM.

Are any DTCs indicated?

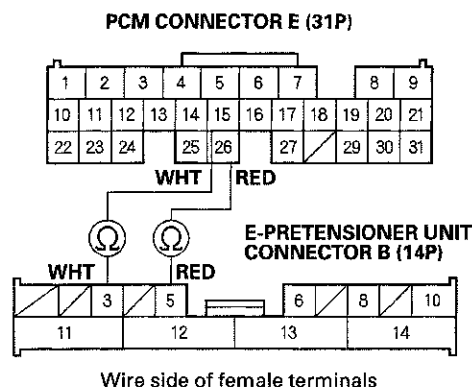
YES—Troubleshoot the PCM DTCs. ■

NO—Go to step 5.

5. Turn the ignition switch to LOCK (0).
6. Disconnect E-pretensioner subharness 14P connector B from the E-pretensioner unit (see page 24-221).

7. Disconnect PCM connector E (31P) (see page 11-232).

8. Measure the resistance between E-pretensioner unit connector B (14P) terminal No. 3 and PCM connector E (31P) terminal No. 15, and between E-pretensioner unit connector B (14P) terminal No. 5 and PCM connector E (31P) terminal No. 26. There should be less than 1.0 Ω .



Is the resistance as specified?

YES—Check for loose terminals and poor connections at E-pretensioner control unit connector B (14P) terminals No. 3 and No. 5. If the terminals and connections are OK, replace the E-pretensioner control unit, and recheck. ■

NO—Repair the high resistance or an open circuit between C662 and the E-pretensioner control unit connector B (14P). ■

DTC Troubleshooting (cont'd)

DTC 76-4x, 76-5x, 76-63 ("x" can be 0 thru 9 or A thru F): Internal Failure of the E-Pretensioner Unit

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 76-4x, 76-5x, or 76-63 indicated?

YES—Faulty E-pretensioner unit; replace the E-pretensioner unit (see page 24-221), then clear the DTC. ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

DTC 76-61: No Signal from the E-Pretensioner Unit

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Read the DTC (see page 24-23).

Is DTC 76-61 indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Check the No. 31 (7.5 A) fuse in the driver's under-dash fuse/relay box and the No. 4 (30 A) fuse and the No. 8 (30 A) fuse in the passenger's under-dash fuse/relay box.

Are the fuses OK?

YES—Go to step 5.

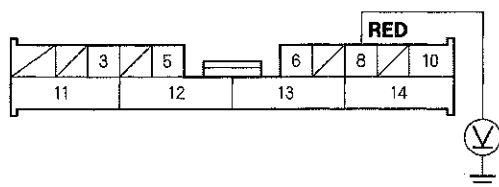
NO—Replace the faulty fuse. If the problem is still present, short to ground in the driver's under-dash fuse/relay box or passenger's under-dash fuse/relay box circuit. ■

5. Disconnect E-pretensioner subharness 14P connector B from the E-pretensioner unit (see page 24-221).



6. Measure the voltage between E-pretensioner unit connector B (14P) terminal No. 8 and body ground. There should be battery voltage.

E-PRETENSIONER UNIT CONNECTOR B (14P)



Wire side of female terminals

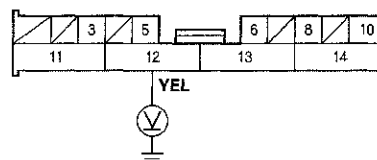
Is there battery voltage?

YES—Go to step 7.

NO—Open between the No. 31 (7.5 A) fuse in the driver's under-dash fuse/relay box and E-pretensioner unit connector B (14P) terminal No. 8. ■

7. Measure the voltage between E-pretensioner unit connector B (14P) terminal No. 12 and body ground. There should be battery voltage.

E-PRETENSIONER UNIT CONNECTOR B (14P)



Wire side of female terminals

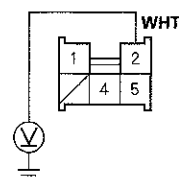
Is the battery voltage?

YES—Go to step 8.

NO—Open between No. 8 (30 A) fuse in the passenger's under-dash fuse/relay box and E-pretensioner unit connector B (14P) terminal No. 12. ■

8. Disconnect E-pretensioner subharness 5P connector A from the E-pretensioner unit (see page 24-221).
9. Measure the voltage between E-pretensioner unit connector A (5P) terminal No. 2 and body ground. There should be battery voltage.

E-PRETENSIONER UNIT CONNECTOR A (5P)



Wire side of female terminals

Is there battery voltage?

YES—Go to step 10.

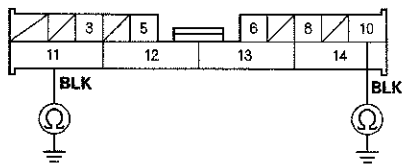
NO—Open between No. 4 (30 A) fuse in the passenger's under-dash fuse/relay box and E-pretensioner unit connector A (5P) terminal No. 1. ■

(cont'd)

DTC Troubleshooting (cont'd)

10. Turn the ignition switch to LOCK (0).
11. Measure the resistance between E-pretensioner unit connector B (14P) terminal No. 10 and body ground, and between E-pretensioner unit connector B (14P) terminal No. 11 and body ground. There should be less than 1.0 Ω .

E-PRETENSIONER UNIT CONNECTOR B (14P)



Wire side of female terminals

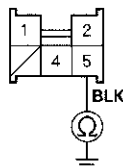
Are the resistances as specified?

YES—Go to step 12.

NO—Open between E-pretensioner unit connector B (14P) terminal No. 10 and body ground, or between E-pretensioner unit connector B (14P) terminal No. 11 and body ground or poor connection at G653 (see page 22-44). ■

12. Measure the resistance between E-pretensioner unit connector A (5P) terminal No. 5 and body ground. There should be less than 1.0 Ω .

E-PRETENSIONER UNIT CONNECTOR A (5P)



Wire side of female terminals

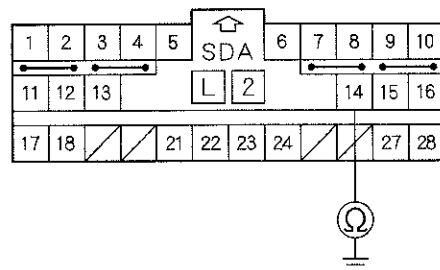
Is the resistance as specified?

YES—Go to step 13.

NO—Open between E-pretensioner unit connector A (5P) terminal No. 5 and body ground or poor connection at G653 (see page 22-44). ■

13. Disconnect the negative cable from the battery, then wait at least 3 minutes.
14. Disconnect SRS unit connect A (28P) from the SRS unit (see step 10 on page 24-22).
15. Measure the resistance between SRS unit connector A (28P) terminal No. 14 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

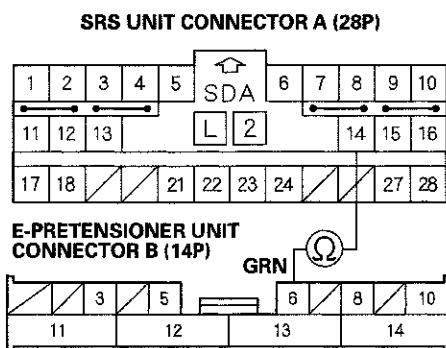
Is the resistance as specified?

YES—Go to step 16.

NO—Short to ground between SRS unit connector A (28P) terminal No. 14 and E-pretensioner unit connector B (14P) terminal No. 6. ■



16. Measure the resistance between SRS unit connector A (28P) terminal No. 14 and E-pretensioner unit connector B (14P) terminal No. 6. There should be less than 1.0 Ω .



Is the resistance as specified?

YES—Faulty E-pretensioner unit; replace the E-pretensioner unit (see page 24-221), then clear the DTC. ■

NO—Open between SRS unit connector A (28P) terminal No. 14 and E-pretensioner unit connector B (14P) terminal No. 6. ■

DTC 81-4x, 81-5x ("x" can be 0 thru 9 or A thru F), 81-63, 81-64: Internal the Failure of the ODS Unit

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 81-4x, 81-5x, 81-63, or 81-64 indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Initialize the ODS unit (see page 24-26).

(cont'd)

DTC Troubleshooting (cont'd)

4. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES—The system is OK at this time. ■

NO—Go to step 5.

5. Replace the ODS unit (see page 24-220), then clear the DTC. ■

6. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES—The system is OK at this time. ■

NO—Replace the SRS unit (see page 24-215). ■

DTC 81-61: No Signal From the ODS Unit

DTC 81-62: Non-Stipulated Data From the ODS Unit

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

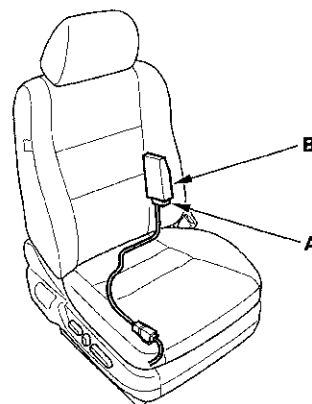
1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Read the DTC (see page 24-23).

Is DTC 81-61 or 81-62 indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Check the connection between the front passenger's seat wire harness 18P connector (A) and the ODS unit (B).



Is the connection OK?

YES—Go to step 5.

NO—Repair the poor connection, then clear the DTC, and retest. If DTC 81-61 or 81-62 is still present, go to step 5.



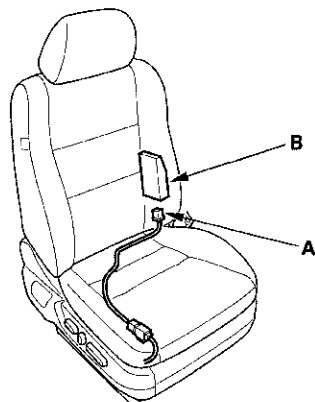
5. Turn the ignition switch to LOCK (0).
6. Check the No. 10 (7.5A) fuse in the driver's underdash fuse/relay box.

Is the fuse OK?

YES—Go to step 7.

NO—Replace the fuse, then turn the ignition switch to ON (II). If the fuse blows again, check for a short in the No. 10 (7.5 A) fuse circuit (dashboard wire harness, right side wire harness, or front passenger's wire harness).

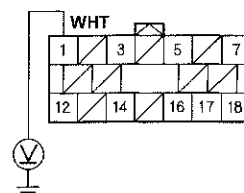
7. Disconnect the front passenger's seat wire harness 18P connector (A) from the ODS unit (B).



8. Turn the ignition switch to ON (II).

9. Measure the voltage between front passenger's seat wire harness 18P connector terminal No. 1 and body ground. There should be battery voltage.

FRONT PASSENGER'S SEAT WIRE HARNESS
18P CONNECTOR



Wire side of female terminals

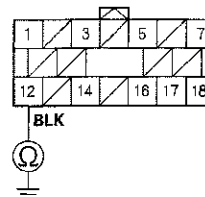
Is there battery voltage?

YES—Go to step 10.

NO—Open in the dashboard wire harness, the right side wire harness, or the front passenger's seat wire harness; replace the faulty harness, then clear the DTC. ■

10. Turn the ignition switch to LOCK (0).
11. Measure the resistance between front passenger's seat wire harness 18P connector terminal No. 12 and body ground. There should be less than 1.0 Ω .

FRONT PASSENGER'S SEAT WIRE HARNESS
18P CONNECTOR



Wire side of female terminals

Is the resistance as specified?

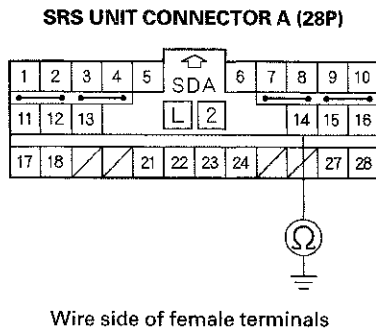
YES—Go to step 12.

NO—Open in the right side wire harness, or the front passenger's seat wire harness, poor connection at the ground (G651) (see page 22-44) or poor connection at the front passenger's seat wire harness 18P connector, and the ODS unit. Check the connection; if the connection is OK, replace the faulty harness, then clear the DTC. ■

(cont'd)

DTC Troubleshooting (cont'd)

12. Disconnect the negative cable from the battery, then wait at least 3 minutes.
13. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
14. Measure the resistance between SRS unit connector A (28P) terminal No. 14 and body ground. There should be an open circuit or at least 1 M Ω .

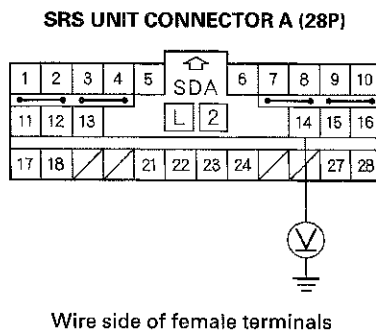


Is the resistance as specified?

YES—Go to step 15.

NO—Short in the dashboard wire harness, left side wire harness, right side wire harness, or front passenger's seat wire harness; replace the faulty harness, then clear the DTC. ■

15. Reconnect the negative cable to the battery.
16. Turn the ignition switch to ON (II).
17. Measure the voltage between SRS unit connector A (28P) terminal No. 14 and body ground. There should be less than 0.2 V.



Is the voltage as specified?

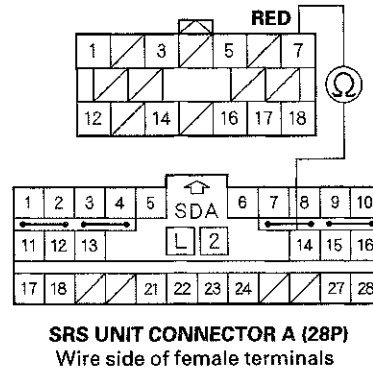
YES—Go to step 18.

NO—Short to power in the dashboard wire harness, then clear the DTC. ■

18. Measure the resistance between SRS unit connector A (28P) terminal No. 14 and front passenger's seat wire harness 18P connector terminal No. 7. There should be less than 1.0 Ω .

FRONT PASSENGER'S SEAT WIRE HARNESS 18P CONNECTOR

Wire side of female terminals



Is the resistance as specified?

YES—Faulty ODS unit or SRS unit; replace the ODS unit (see page 24-220), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Open in the dashboard wire harness, the left side wire harness, the right side wire harness, or the front passenger's seat wire harness; replace the faulty harness, then clear the DTC. ■



DTC 81-71, 81-78: ODS Unit Not Calibrated

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Read the DTC (see page 24-23).

Is DTC 81-71 or 81-78 indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Calibrate the ODS unit (see page 24-27).
5. Turn the ignition switch to LOCK (0), then wait for 10 seconds.
6. Turn the ignition switch to ON (II), then wait for 10 seconds.
7. Read the DTC (see page 24-23).

Is DTC 81-71 or 81-78 indicated?

YES—Faulty ODS unit, replace the ODS unit (see page 24-220), then clear the DTC. If the DTC is still present, replace the SRS unit (see page 24-215). ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

DTC 81-79: Front Passenger's Weight Sensors Initial Check Failure

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 81-79 indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Make sure nothing is on the front passenger's seat.
5. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

NO—Loosen the front passenger's seat mounting bolts (see step 4 on page 20-115), and shake the seat in all directions. Tighten the seat mounting bolts to the specified torque, then calibrate the ODS unit (see page 24-27). If the problem is still present, replace the front passenger's weight sensor assembly (see page 24-219), then clear the DTC, and if the problem is still present, replace the ODS unit (see page 24-220), then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 82-1x ("x" can be 0 thru 9 or A thru F): No Signal From the Inner Side Front Passenger's Weight Sensor

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Check the seat weight sensor connectors for loose or poor connections.
2. Clear the DTC memory (see page 24-24).
3. Turn the ignition switch to ON (II), then wait for 10 seconds.
4. Read the DTC (see page 24-23).

Is DTC 82-1x indicated?

YES—Replace the inner side front passenger's weight sensor (see page 24-219), then clear the DTC. ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

DTC 83-2x ("x" can be 0 thru 9 or A thru F): No Signal From the Outer Side Front Passenger's Weight Sensor

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Check the seat weight sensor connectors for loose or poor connections.
2. Clear the DTC memory (see page 24-24).
3. Turn the ignition switch to ON (II), then wait for 10 seconds.
4. Read the DTC (see page 24-23).

Is DTC 83-2x indicated?

YES—Replace the outer side front passenger's weight sensor (see page 24-219), then clear the DTC. ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■



DTC 85-4x, 85-5x ("x" can be 0 thru 9 or A thru F), 85-63, 85-64: Internal Failure of the ODS Unit

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). ■

NO—Go to step 3.

3. Initialize the ODS unit (see page 24-26).
4. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES—The system is OK. ■

NO—Replace the ODS unit (see page 24-220), then clear the DTC, and retest. If the DTC is still present, replace the SRS unit (see page 24-215). ■

DTC 85-71, 85-78: ODS Unit Not Initialized

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Read the DTC (see page 24-23).

Is DTC 85-71 or 85-78 indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Initialize the ODS unit (see page 24-26).
5. Turn the ignition switch to LOCK (0), then wait for 10 seconds.
6. Turn the ignition switch to ON (II), then wait for 10 seconds.
7. Read the DTC (see page 24-23).

Is DTC 85-71 or 85-78 indicated?

YES—Faulty ODS unit; replace the ODS unit (see page 24-220), then clear the DTC. If the DTC is still present, replace the SRS unit (see page 24-215). ■

NO—This system is OK. ■

DTC Troubleshooting (cont'd)

DTC 85-61: No Signal From the ODS Unit

DTC 85-62: Non-Stipulated Data From the ODS Unit

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Read the DTC (see page 24-23).

Is DTC 85-61 or 85-62 indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

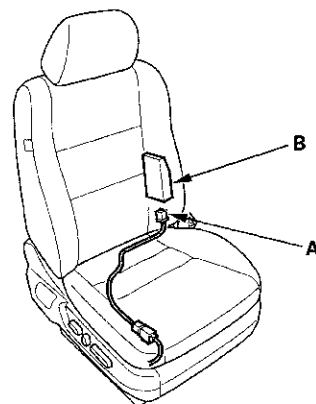
3. Check the No. 10 (7.5 A) fuse in the driver's under-dash fuse/relay box.

Is the fuse OK?

YES—Go to step 4.

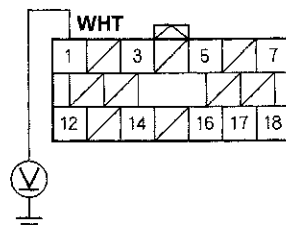
NO—Replace the fuse, then turn the ignition switch to ON (II). If the fuse blows again, check for a short in the No. 10 (7.5 A) fuse circuit (dashboard wire harness, right side wire harness, or front passenger's seat wire harness).

4. Disconnect the front passenger's seat wire harness 18P connector (A) from the ODS unit (B).



5. Turn the ignition switch to ON (II).
6. Measure the voltage between front passenger's seat wire harness 18P connector terminal No. 1 and body ground. There should be battery voltage.

FRONT PASSENGER'S SEAT WIRE HARNESS 18P CONNECTOR



Wire side of female terminals

Is there battery voltage?

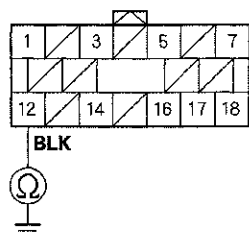
YES—Go to step 7.

NO—Open between No. 10 (7.5 A) fuse in the driver's under-dash fuse/relay box and front passenger's seat wire harness 18P connector terminal No. 1 (dashboard wire harness, right side wire harness, or front passenger's seat wire harness); replace the faulty harness, then clear the DTC. ■



7. Turn the ignition switch to LOCK (0).
8. Measure the resistance between front passenger's seat wire harness 18P connector terminal No. 12 and body ground. There should be less than 1.0 Ω .

**FRONT PASSENGER'S SEAT WIRE HARNESS
18P CONNECTOR**



Wire side of female terminals

Is resistance as specified?

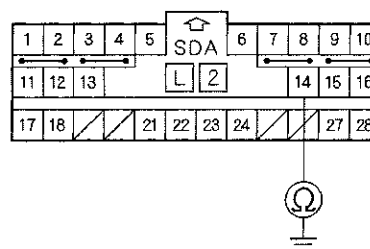
YES—Go to step 9.

NO—Open between front passenger's seat wire harness 18P connector terminal No. 12 and body ground (G651) or poor connection at G651 (see page 22-44). ■

9. Disconnect the negative cable from the battery, then wait at least 3 minutes.
10. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).

11. Measure the resistance between SRS unit connector A (28P) terminal No. 14 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Go to step 12.

NO—Short to ground between SRS unit connector A (28P) terminal No. 14 and front passenger's seat wire harness 18P connector terminal No. 7 (dashboard wire harness, left side wire harness, right side wire harness, or front passenger's seat wire harness); replace the faulty harness, then clear the DTC. ■

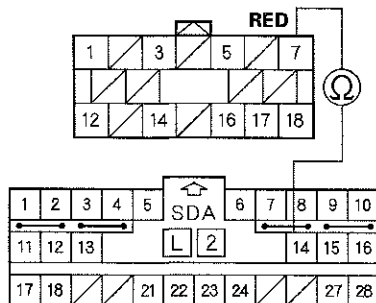
(cont'd)

DTC Troubleshooting (cont'd)

12. Measure the resistance between SRS unit connector A (28P) terminal No. 14 and front passenger's seat wire harness 18P connector terminal No. 7. There should be less than 1.0 Ω .

FRONT PASSENGER'S SEAT WIRE HARNESS 18P CONNECTOR

Wire side of female terminals



SRS UNIT CONNECTOR A (28P)

Wire side of female terminals

Is the resistance as specified?

YES—Go to step 13.

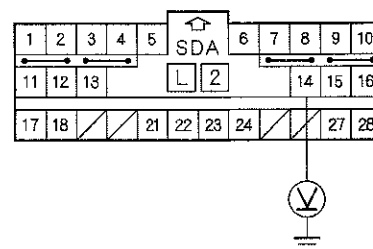
NO—Open between SRS unit connector A (28P) terminal No. 14 and front passenger's seat wire harness 18P connector terminal No. 7 (dashboard wire harness, left side wire harness, right side wire harness, or front passenger's seat wire harness); replace the faulty harness, then clear the DTC. ■

13. Reconnect the negative cable to the battery.

14. Turn the ignition switch to ON (II).

15. Measure the voltage between SRS unit connector A (28P) terminal No. 14 and body ground. There should be less than 0.2 V.

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Is there battery voltage as specified?

YES—Go to step 16.

NO—Short to power between SRS unit connector A (28P) terminal No. 14 and front passenger's seat wire harness 18P connector terminal No. 7 (dashboard wire harness, left side wire harness, right side wire harness, or front passenger's seat wire harness); replace the faulty harness, then clear the DTC. ■

16. Replace the ODS unit (see page 24-220).

17. Clear the DTC (see page 24-24).

18. Read the DTC (see page 24-23).

Is DTC 85-61 or 85-62 indicated?

YES—Replace the SRS unit (see page 24-215). ■

NO—This system is OK. ■



DTC 85-79: OPDS Initial Check Failure

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). ■

NO—Go to step 3.

3. Turn the ignition switch to LOCK (0).
4. Make sure nothing is on the front passenger's seat.
5. Clear the DTC memory (see page 24-24).
6. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). ■

NO—Go to step 7.

7. Initialize the ODS unit (see page 24-26).

8. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES—The system is OK. ■

NO—Faulty ODS unit; replace the ODS unit (see page 24-220), then clear the DTC, and retest. If the DTC is still present, replace the OPDS sensor/seat-back (see page 20-128), then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 86-1x ("x" can be 0 thru 9 or A thru F):
Faulty OPDS Seat-Back Sensor

DTC 86-2x ("x" can be 0 thru 9 or A thru F):
Faulty OPDS Seat Support Sensor

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

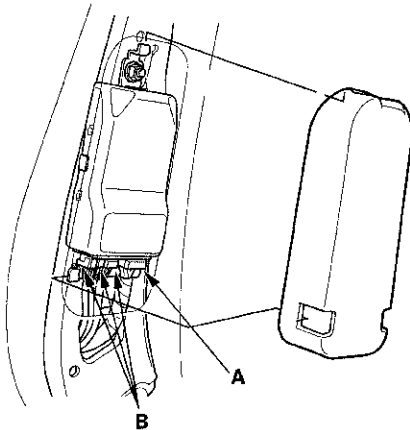
1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Read the DTC (see page 24-23).

Is DTC 86-1x or 86-2x indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Check the connection front passenger's seat wire harness 18P connector (A) and the sensor connectors (B).



Is the connection OK?

YES—Go to step 5.

NO—Repair the poor connection, and clear the DTC, then clear the DTC. ■

5. Replace the front passenger's seat-back cover/pad (see page 20-128).
6. Initialize the ODS unit (see page 24-26).
7. Clear the DTC memory (see page 24-24).
8. Read the DTC (see page 24-23).

Is DTC 86-1x or 86-2x indicated?

YES—Faulty ODS unit; replace the ODS unit (see page 24-220), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—The system is OK. ■



**DTC 87-3x ("x" can be 0 thru 9 or A thru F):
Side Airbag Cutoff Indicator Stays ON/OFF**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

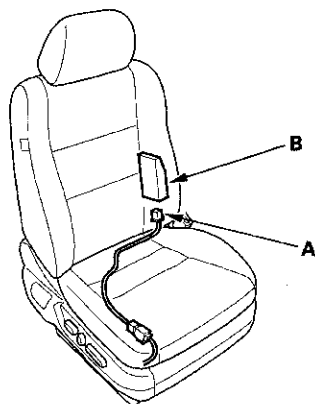
1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

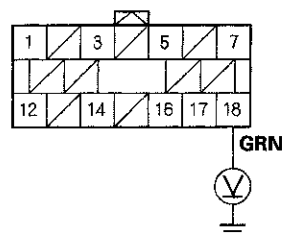
3. Turn the ignition switch to LOCK (0). Make sure nothing is on the front passenger's seat.
4. Disconnect the front passenger's seat wire harness 18P connector (A) from the ODS unit (B).



5. Turn the ignition switch to ON (II).

6. Measure the voltage between front passenger's seat wire harness 18P connector terminal No. 18 and body ground. There should be battery voltage.

**FRONT PASSENGER'S SEAT WIRE HARNESS
18P CONNECTOR**



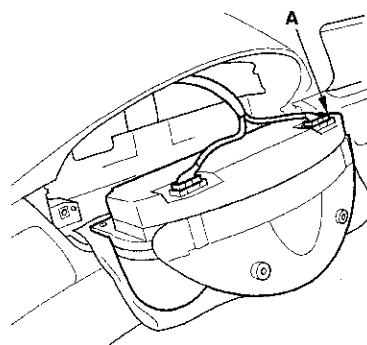
Wire side of female terminals

Is there battery voltage?

YES—Faulty ODS unit; replace the ODS unit (see page 24-220). ■

NO—Go to step 7.

7. Turn the ignition switch to LOCK (0).
8. Remove the gauge control module (see page 22-419). Disconnect gauge control module connector A (20P) from the gauge control module.

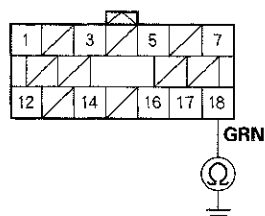


(cont'd)

DTC Troubleshooting (cont'd)

9. Measure the resistance between front passenger's seat wire harness 18P connector terminal No. 18 and body ground. There should be an open circuit or at least 1 M Ω .

**FRONT PASSENGER'S SEAT WIRE HARNESS
18P CONNECTOR**



Wire side of female terminals

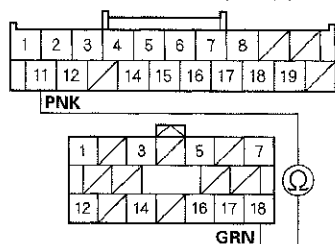
Is the resistance as specified?

YES—Go to step 10.

NO—Short to ground in the front passenger's seat wire harness, left side wire harness, right side wire harness, or dashboard wire harness; replace the faulty harness, then clear the DTC. ■

10. Measure the resistance between front passenger's seat wire harness 18P connector terminal No. 18 and gauge control module connector A (20P) terminal No. 11. There should be less than 1.0 Ω .

GAUGE CONTROL MODULE CONNECTOR A (20P)
Wire side of female terminals



**FRONT PASSENGER'S SEAT WIRE HARNESS
18P CONNECTOR**

Wire side of female terminals

Is the resistance as specified?

YES—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). ■

NO—Open in the front passenger's seat wire harness, the left side wire harness, the right side wire harness, or the dashboard wire harness; replace the faulty harness, then clear the DTC. ■

DTC 91-1x ("x" can be 0 thru 9 or A thru F): Internal Failure of the SRS Unit

NOTE:

- Before troubleshooting any of these DTCs, check the battery/system voltage. If the voltage is low, repair the charging system before troubleshooting the SRS system. If the battery/system voltage is now OK, ask the client if the battery ever went dead. A dead battery may trigger one of these DTCs.
- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).

2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 91-1x indicated?

YES—Replace the SRS unit (see page 24-215). ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■



**DTC 91-2x ("x" can be 0 thru 9 or A thru F):
Short to Ground in the SRS Indicator Circuit**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

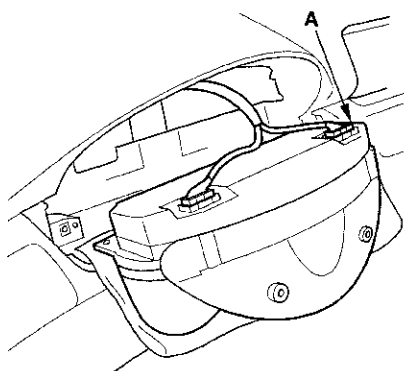
1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 91-2x indicated?

YES—Go to step 3.

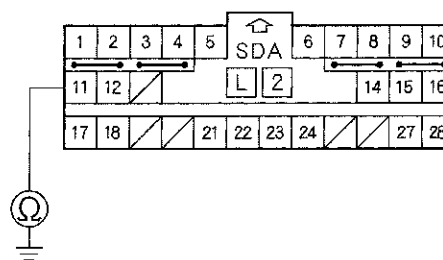
NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
6. Remove the gauge control module (see page 22-419). Disconnect gauge control module connector A (20P) from the gauge control module.



7. Measure the resistance between SRS unit connector A (28P) terminal No. 11 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Go to step 8.

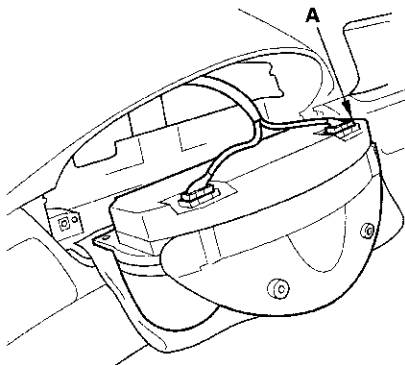
NO—Short to ground in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■

(cont'd)

SRS

DTC Troubleshooting (cont'd)

8. Reconnect gauge control module connector A (20P).



9. Turn the ignition switch to ON (II).

10. Install a jumper wire between gauge control module connector A (20P) terminal No. 12 and gauge control module connector B (28P) terminal No. 1. The SRS indicator should go off.

GAUGE CONTROL MODULE CONNECTOR A (20P)

1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20

Wire side of female terminals

JUMPER WIRE

GAUGE CONTROL MODULE CONNECTOR B (28P)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30

Wire side of female terminals

Does the SRS indicator go off?

YES—Faulty SRS unit; replace the SRS unit (see page 24-215). ■

NO—Short to ground in the SRS indicator circuit of the gauge control module; replace the gauge control module (see page 22-419), then clear the DTC. ■



**DTC 92-1x ("x" can be 0 thru 9 or A thru F):
Short to Power in the Passenger's Airbag
Cutoff Indicator**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Read the DTC (see page 24-23).

Is DTC 92-1x indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Disconnect the passenger's airbag cutoff indicator 6P connector (see page 24-224).
5. Turn the ignition switch to LOCK (0).
6. Disconnect the negative cable from the battery, then wait at least 3 minutes.

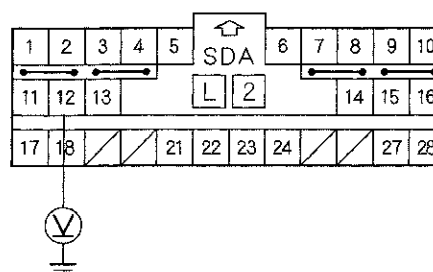
7. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).

8. Reconnect the negative cable to the battery.

9. Turn the ignition switch to ON (II).

10. Measure the voltage between SRS unit connector A (28P) terminal No. 12 and body ground. There should be less than 0.2 V.

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Is the voltage as specified?

YES—Faulty SRS unit or passenger's airbag cutoff indicator; replace the passenger's airbag cutoff indicator. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Short to power in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC 92-2x ("x" can be 0 thru 9 or A thru F): Open or Short to Ground in the Passenger's Airbag Cutoff Indicator

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Read the DTC (see page 24-23).

Is DTC 92-21 indicated?

YES—Go to step 4.

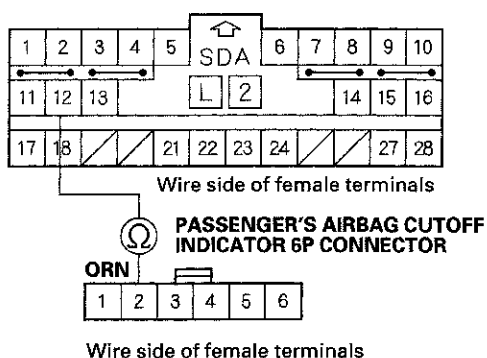
NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Disconnect the passenger's airbag cutoff indicator 6P connector (see page 24-224).
5. Turn the ignition switch to LOCK (0).
6. Disconnect the negative cable from the battery, then wait at least 3 minutes.
7. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).



8. Measure the resistance between passenger's airbag cutoff indicator 6P connector terminal No. 2 and SRS unit connector A (28P) terminal No. 12. There should be less than 1.0 Ω .

SRS UNIT CONNECTOR A (28P)



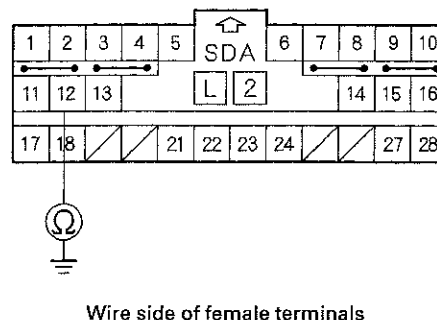
Is the resistance as specified?

YES—Go to step 9.

NO—Open in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■

9. Measure the resistance between SRS unit connector A (28P) terminal No. 12 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR A (28P)



Is the resistance as specified?

YES—Faulty passenger's airbag cutoff indicator; replace the passenger's airbag cutoff indicator (see page 24-224), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Short to ground in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC A1-1x ("x" can be 0 thru 9 or A thru F): Faulty Power Supply (VA line)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Read the DTC (see page 24-23).

Is DTC A1-1x indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Turn the ignition switch to LOCK (0).
5. Check the No. 10 (7.5 A) fuse in the driver's under-dash fuse/relay box.

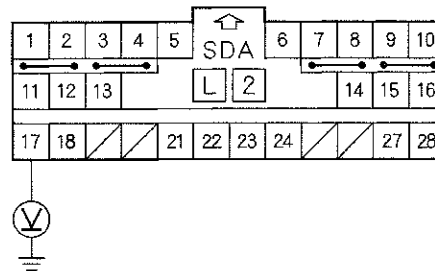
Is the fuse OK?

YES—Go to step 6.

NO—Replace the fuse, then turn the ignition switch to ON (II). If the fuse blows again, check for a short in the No. 10 (7.5 A) fuse circuit (dashboard wire harness). ■

6. Turn the ignition switch to LOCK (0).
7. Disconnect the negative cable from the battery, then wait at least 3 minutes.
8. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
9. Reconnect the negative cable to the battery.
10. Turn the ignition switch to ON (II).
11. Measure the voltage between SRS unit connector A (28P) terminal No. 17 and body ground. There should be battery voltage.

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Is the voltage as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit; check the connection. If the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Open in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■



**DTC A2-1x ("x" can be 0 thru 9 or A thru F):
Faulty Power Supply (VB line)**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), then wait for 10 seconds.
3. Read the DTC (see page 24-23).

Is DTC A2-1x indicated?

YES—Go to step 4.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

4. Turn the ignition switch to LOCK (0).
5. Check the No. 22 (10 A) fuse in the driver's under-dash fuse/relay box.

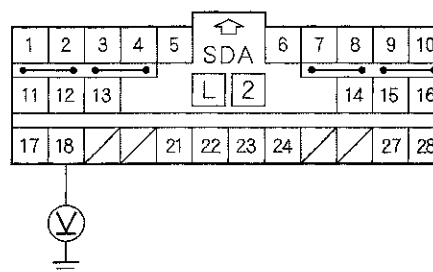
Is the fuse OK?

YES—Go to step 6.

NO—Replace the fuse, then turn the ignition switch to ON (II). If the fuse blows again, check for a Short to ground in the dashboard wire harness or in the driver's under-dash fuse/relay box No. 22 (10 A) fuse circuit; replace the dashboard wire harness, then clear the DTC. If the problem is still there, replace the driver's under-dash fuse/relay box, then clear the DTC. ■

6. Turn the ignition switch to LOCK (0).
7. Disconnect the negative cable from the battery, then wait at least 3 minutes.
8. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
9. Reconnect the negative cable to the battery.
10. Turn the ignition switch to ON (II).
11. Measure the voltage between SRS unit connector A (28P) terminal No. 18 and body ground. There should be battery voltage.

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Is the voltage as specified?

YES—Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit; check the connection. If the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Open in the dashboard wire harness; replace the dashboard wire harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC B2-1x ("x" can be 0 thru 9 or A thru F): No Signal from the Rear Safing Sensor

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC B2-1x indicated?

YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

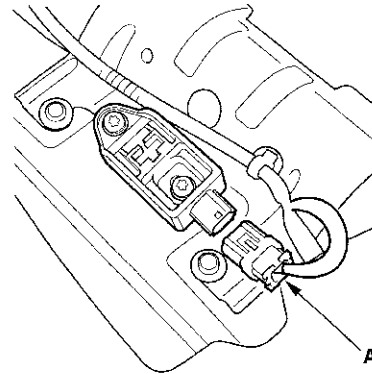
3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.
5. Check the connection between the floor wire harness 2P connector and rear safing sensor (see page 24-218).

Is the connection OK?

YES—Go to step 6.

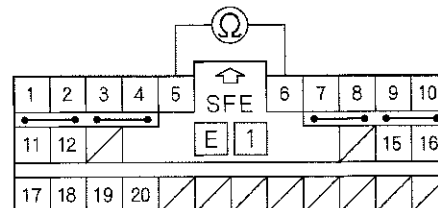
NO—Repair the poor connection, then clear the DTC, and retest.

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
7. Disconnect the left side wire harness 2P connector (A) from the rear safing sensor.



8. Measure the resistance between SRS unit connector C (28P) terminals No. 5 and No. 6. There should be an open circuit or at least 1 MΩ.

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

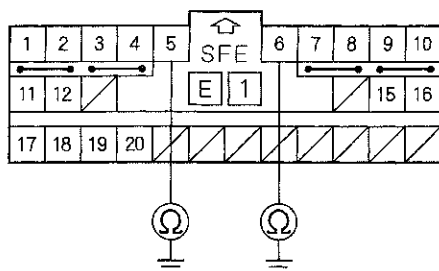
YES—Go to step 9.

NO—Short to another wire in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■



9. Measure the resistance between SRS unit connector C (28P) terminal No. 5 and body ground, and between terminal No. 6 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

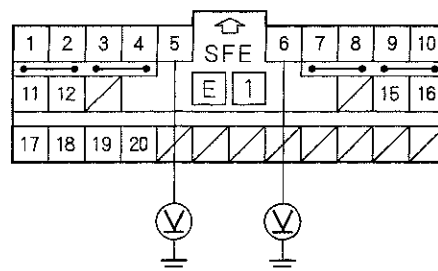
YES—Go to step 10.

NO—Short to ground in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

10. Reconnect the negative cable to the battery.
11. Turn the ignition switch to ON (II).

12. Measure the voltage between SRS unit connector C (28P) terminal No. 5 and body ground, and between terminal No. 6 and body ground. There should be less than 0.2 V.

SRS UNIT CONNECTOR C (28P)



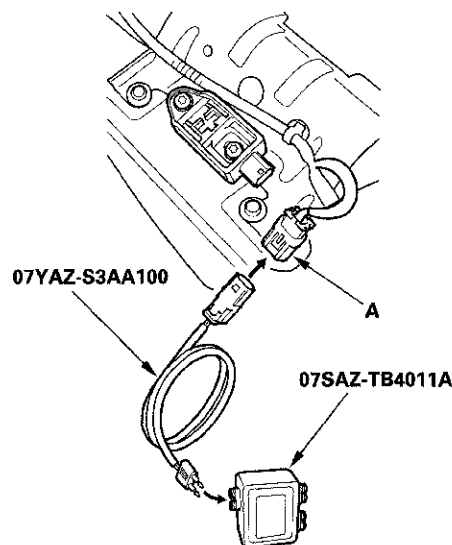
Wire side of female terminals

Is the voltage as specified?

YES—Go to step 13.

NO—Short to power in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

13. Turn the ignition switch to LOCK (0).
14. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the left side wire harness 2P connector (A).



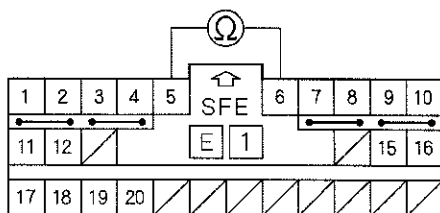
(cont'd)

SRS

DTC Troubleshooting (cont'd)

15. Measure the resistance between SRS unit connector C (28P) terminals No. 5 and No. 6. There should be less than 1.0 Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty rear safing sensor or SRS unit; replace the rear safing sensor (see page 24-218), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Open in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

DTC B2-Cx ("x" can be 0 thru 9 or A thru F): Faulty Power Supply to the Rear Safing Sensor

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14), General Troubleshooting Information (see page 24-23), and Battery Terminal Disconnection and Reconnection (see page 22-91).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC B2-Cx indicated?

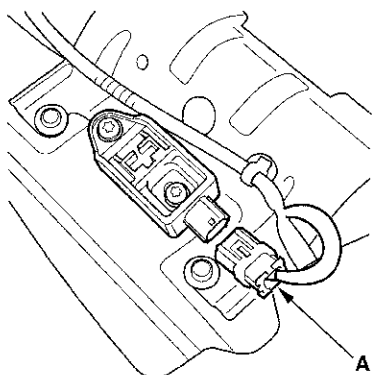
YES—Go to step 3.

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

3. Turn the ignition switch to LOCK (0).
4. Disconnect the negative cable from the battery, then wait at least 3 minutes.

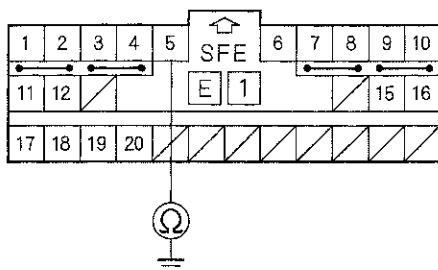


5. Disconnect SRS unit connector C (28P) from the SRS unit (see step 10 on page 24-22).
6. Disconnect the left side wire harness 2P connector (A) from the rear safing sensor.



7. Measure the resistance between SRS unit connector C (28P) terminal No. 5 and body ground. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

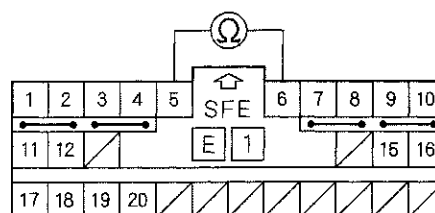
Is the resistance as specified?

YES—Go to step 8.

NO—Short to ground in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

8. Measure the resistance between SRS unit connector C (28P) terminals No. 5 and No. 6. There should be an open circuit or at least 1 M Ω .

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Is the resistance as specified?

YES—Faulty rear safing sensor or SRS unit; replace the rear safing sensor (see page 24-218), then clear the DTC. If the problem is still present, replace the SRS unit (see page 24-215). ■

NO—Short to another wire in the left side wire harness or the right side wire harness; replace the faulty harness, then clear the DTC. ■

DTC Troubleshooting (cont'd)

DTC B2-2x, B2-8x, B2-9x, B2-Bx ("x" can be 0 thru 9 or A thru F): Internal Failure of the Rear Safing Sensor

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).

1. Clear the DTC memory (see page 24-24).
2. Turn the ignition switch to ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC B2-2x, B2-8x, B2-9x, or B2-Bx indicated?

YES—Replace the rear safing sensor (see page 24-218). If the DTC returns, replace the SRS unit (see page 24-215). ■

NO—Intermittent failure, the system is OK at this time. Go to Troubleshooting Intermittent Failures (see page 24-25). If another DTC is indicated, troubleshoot the DTC. ■

DTC Fx-11 ("x" can be 0 thru 9 or A thru F): Airbags and/or Tensioners Deployment Recorded

NOTE:

- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see page 24-14) and General Troubleshooting Information (see page 24-23).
- Refer to the DTCs shown:
 - DTC F1-11: Driver's airbag and/or driver's seat belt tensioner deployed.
 - DTC F2-11: Front passenger's airbag and/or front passenger's seat belt tensioner deployed.
 - DTC F3-11: Driver's side airbag, left side curtain airbag, and/or driver's seat belt tensioner deployed.
 - DTC F4-11: Front passenger's side airbag, right side curtain airbag, and/or front seat belt tensioner deployed.

When any airbags or tensioners have deployed, go to Component Replacement/Inspection After Deployment (see page 24-194). ■



Symptom Troubleshooting

SRS indicator does not come on

NOTE: Before this troubleshooting, review Battery Terminal Disconnection and Reconnection (see page 22-91).

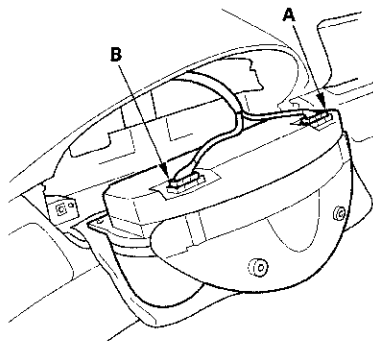
1. Turn the ignition switch to ON (II), and see if the other indicators come on (brake system, etc).

Do the other indicators come on?

YES—Go to step 2.

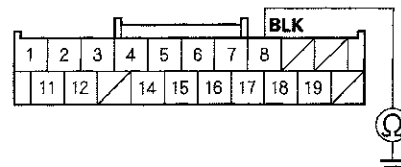
NO—Go to step 11.

2. Turn the ignition switch to LOCK (0), then remove the gauge control module (see page 22-419). Disconnect gauge control module connector A (20P) and connector B (28P) from the gauge control module.



3. Measure the resistance between gauge control module connector A (20P) terminal No. 8 and body ground. There should be less than 1.0 Ω .

GAUGE CONTROL MODULE CONNECTOR A (20P)



Wire side of female terminals

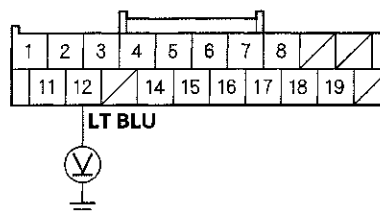
Is the resistance as specified?

YES—Go to step 4.

NO—Open in the dashboard wire harness or faulty body ground terminal (G501) (see page 22-32). If the body ground terminal is OK, replace dashboard wire harness. ■

4. Measure the voltage between gauge control module connector A (20P) terminal No. 12 and body ground within the first 6 seconds after turning the ignition switch to ON (II). There should be about 1.0 V for 6 seconds and then about 11 V.

GAUGE CONTROL MODULE CONNECTOR A (20P)



Wire side of female terminals

Is the voltage as specified?

YES—Faulty SRS indicator circuit in the gauge control module; replace the gauge control module (see page 22-419). ■

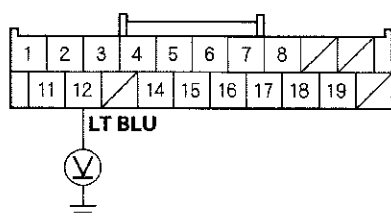
NO—Go to step 5.

(cont'd)

Symptom Troubleshooting (cont'd)

5. Turn the ignition switch to LOCK (0).
6. Disconnect the negative cable from the battery, then wait at least 3 minutes.
7. Disconnect SRS unit connector A (28P) from the SRS unit (see step 10 on page 24-22).
8. Reconnect the negative cable to the battery.
9. Turn the ignition switch to ON (II).
10. Measure the voltage between gauge control module connector A (20P) terminal No. 12 and body ground. There should be less than 0.2 V.

GAUGE CONTROL MODULE CONNECTOR A (20P)



Wire side of female terminals

Is the voltage as specified?

YES—Faulty SRS unit; replace the SRS unit (see page 24-215). ■

NO—Short to power in the dashboard wire harness or the junction connector; replace dashboard wire harness. ■

11. Turn the ignition switch to LOCK (0). Check the No. 21 (10 A) fuse in the driver's under-dash fuse/relay box.

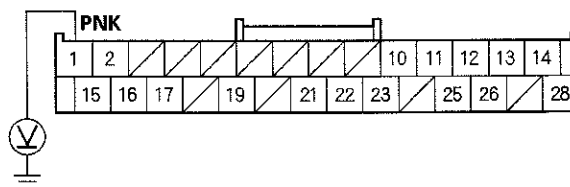
Is the fuse blown?

YES—Go to step 14.

NO—Go to step 12.

12. Turn the ignition switch to ON (II).
13. Measure the voltage between gauge control module connector B (28P) terminal No. 1 and body ground. There should be battery voltage.

GAUGE CONTROL MODULE CONNECTOR B (28P)



Wire side of female terminals

Is there battery voltage?

YES—Faulty SRS indicator circuit in the gauge control module or poor connection at gauge control module connector B (28P) and the gauge control module; if the connection is OK, replace the gauge control module (see page 22-419). ■

NO—Open in the driver's under-dash fuse/relay box No. 21 (10 A) fuse circuit, or open in the PNK wire of dashboard wire harness or junction connector. If the driver's under-dash fuse/relay box is OK, replace dashboard wire harness. ■

14. Replace the No. 21 (10 A) fuse, then check to see if the indicators come on.

Do the indicators come on?

YES—The system is OK at this time. ■

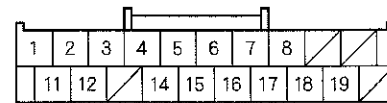
NO—Repair the short to ground in the driver's under-dash fuse/relay box No. 21 (10 A) fuse circuit. ■

Symptom Troubleshooting (cont'd)

6. Reconnect gauge control module connector A (20P) to the gauge control module.
7. Turn the ignition switch to ON (II).

8. Install a jumper wire between gauge control module connector A (20P) terminal No. 12 and gauge control module connector B (28P) terminal No. 1. The SRS indicator should go off.

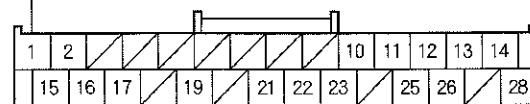
GAUGE CONTROL MODULE CONNECTOR A (20P)



Wire side of female terminals

JUMPER WIRE

GAUGE CONTROL MODULE CONNECTOR B (28P)



Wire side of female terminals

Does the SRS indicator go off?

YES—Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit; check the connection. If the connection is OK, replace the SRS unit (see page 24-215). ■

NO—Faulty SRS indicator circuit in the gauge control module or poor connection at gauge control module connector A or B; check the connection. If the connection is OK, replace the gauge control module (see page 22-419). ■



Passenger's airbag cutoff indicator stays on or comes on suddenly

NOTE: Under the following conditions, the passenger's airbag cutoff indicator stays on or comes on suddenly:

- When no one is sitting on the front passenger's seat, but there is an object on the seat more than 5 kg (11 lbs).
- The seat belt is buckled, but no one is sitting on the front passenger's seat.
- Someone who is less than about 30 kg (65 lbs) is sitting on the front passenger's seat.

1. Check for these items, then recheck the passenger's airbag cutoff indicator.

- The front passenger's seat is installed correctly.
- Nothing is/was on the front passenger's seat.
- Nothing is/was under the front passenger's seat.
- Nothing is/was in the front passenger's seat-back pocket.
- Whoever was sitting on the front passenger's seat was sitting in the proper sitting position.
- The seat weight sensors may not measure the correct weight of the front passenger. If the passenger is more than 30 kg (65 lbs) but is supporting some of their body weight with their feet on the floor, or with their hands and arms on an arm rest, the actual weight of the passenger is not measured.

Does the passenger's airbag cutoff indicator stay on?

YES—Go to step 2.

NO—Troubleshooting is complete. ■

2. Connect the HDS to the data link connector (DLC) (see page 24-23).
3. Turn the ignition switch to ON (II).
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see page 11-211).

5. Select the INSPECTION menu on the HDS, then select AFTER REPLACING FRONT PASSENGER'S SEAT COMPONENT(S), and follow the prompts.

Does the passenger's airbag cutoff indicator stay on?

YES—Go to step 6.

NO—Troubleshooting is complete. ■

6. Select the INSPECTION menu on the HDS, then select AFTER A VEHICLE COLLISION, and follow the prompts.

Does the passenger's airbag cutoff indicator stay on?

YES—Faulty SRS unit; replace the SRS unit (see page 24-215). If the problem is still present, replace the ODS unit (see page 24-220), and then if the problem is still present, replace the front passenger's weight sensors (see page 24-219). ■

NO—Troubleshooting is complete. ■

SRS

Component Replacement/Inspection After Deployment

NOTE:

- Before doing any SRS repairs, check the DTCs (see page 24-23) for the less obvious deployed components (seat belt tensioners, front impact sensors, side airbag sensors, etc.).
- Do not replace the ODS unit unless it is physically damaged or a specific fault was found during DTC troubleshooting.
- After a vehicle collision, do the ODS unit operation check (see page 24-28).
- After a vehicle collision, inspect the front seat active head restraints (see page 20-113).

After a collision where the seat belt tensioners deployed, replace these items:

- SRS unit
- Seat belt tensioners
- Front impact sensors

After a collision where the front airbag(s) deployed, replace these items:

- SRS unit
- Deployed airbag(s)
- Seat belt tensioners
- Front impact sensors
- Dashboard

After a collision where the side airbag(s) deployed, replace these items:

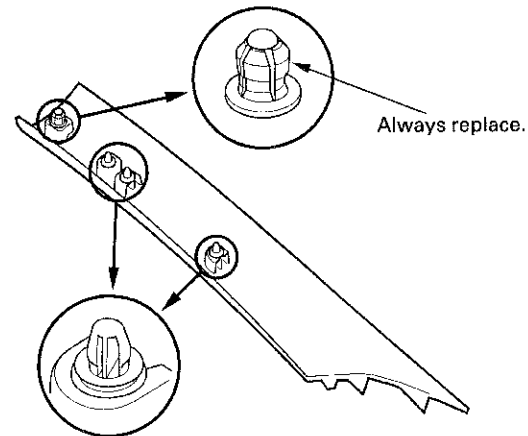
- SRS unit
- Deployed side airbag(s)
- Airbag attachment wire
- Side impact sensor(s) (first) for the side(s) that deployed
- Side impact sensor(s) (second) for the side(s) that deployed
- B-pillar lower trim
- Seat belt tensioners

After a collision, where a side curtain airbag has deployed, replace the items for the side(s) that deployed:

- SRS unit
- Deployed side curtain airbag(s)
- Seat belt tensioner(s) for the side(s) that deployed
- Side impact sensor(s) (first) for the side(s) that deployed
- Side impact sensor(s) (second) for the side(s) that deployed
- Rear safing sensor
- Roof trim
- A-pillar trim
- B-pillar trim
- C-pillar trim
- Front grab handle
- Rear grab handle
- All related trim clips
- Sunvisor

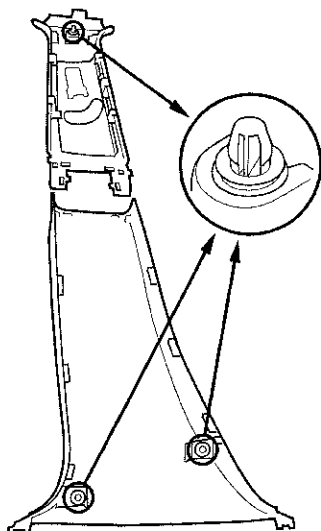
After a moderate to severe side or rear collision, inspect for any damage on the side curtain airbag or other related components. Replace the components as needed.

A-pillar trim

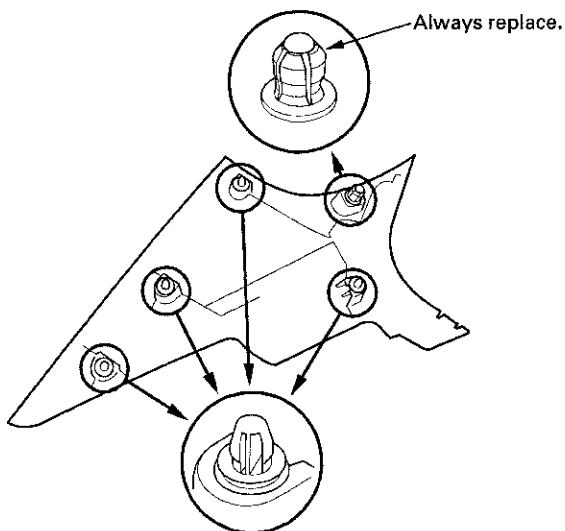




B-pillar trim



C-pillar trim



During the repair process, inspect these areas:

- Inspect all the SRS wire harnesses. Replace, do not repair, any damaged harnesses.
- Inspect the cable reel for heat damage. If there is any damage, replace the cable reel.

After the vehicle is completely repaired, turn the ignition switch to ON (II). If the SRS indicator comes on for about 6 seconds and then goes off, the SRS is OK. If the indicator does not function properly, use the HDS SRS Menu Method to read the DTC (see page 24-23). If you cannot retrieve a code, do the SRS symptom troubleshooting.

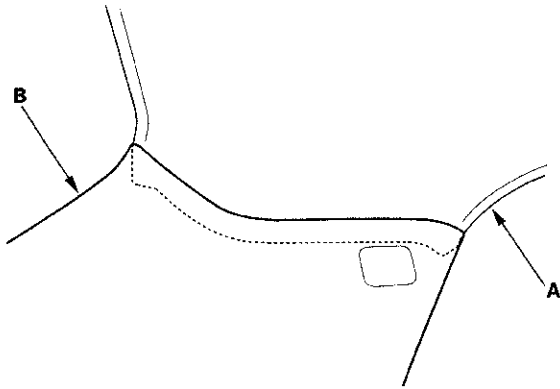
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Component Replacement/Inspection After Deployment (cont'd)

Checking and Adjusting the Headliner/Pillar Trim Overlap

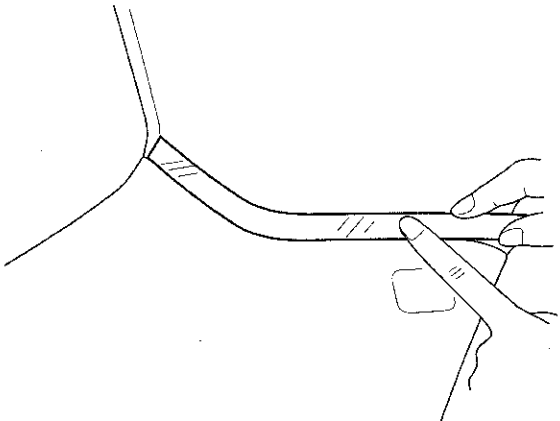
To prevent the side curtain airbag from deploying and damaging the pillar trim, the overlap between the headliner and pillar trim must be less than 15 mm (0.6 in). To check the overlap, do this:

1. Install the headliner (A) and the pillar trim (B).



This illustration shows A-pillar.

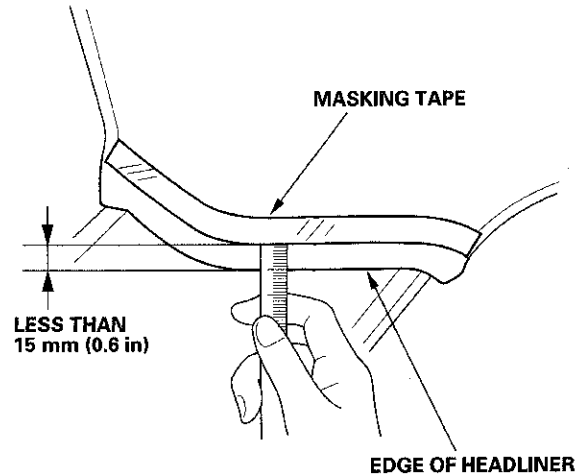
2. Apply masking tape on the headliner to mark the upper edge of each pillar trim.



This illustration shows A-pillar.

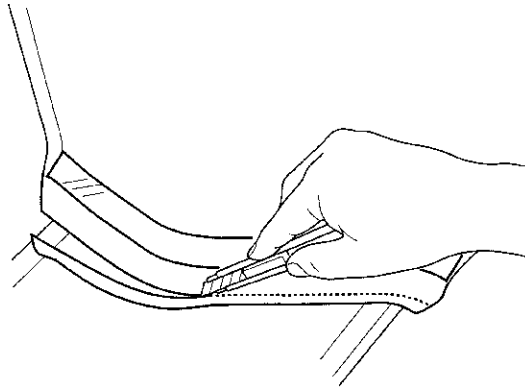
3. Remove the pillar trim, and measure the headliner overlap.

- If the overlap is less than 15 mm (0.6 in), remove the tape, and install the pillar trim.
- If the overlap is more than 15 mm (0.6 in), go to step 4.



This illustration shows A-pillar.

4. Carefully trim the headliner with a utility knife, reducing the overlap to less than 15 mm (0.6 in).



This illustration shows A-pillar.

5. Remove the tape, and install the pillar trim.

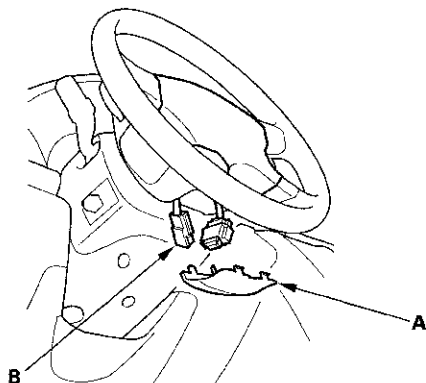


Driver's Airbag Replacement

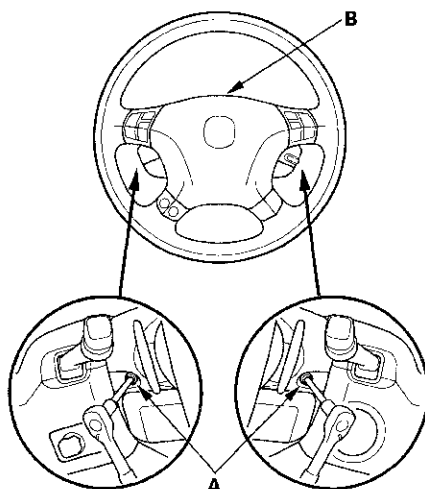
NOTE: If replacing the driver's airbag after deployment, refer to Component Replacement/Inspection After Deployment (see page 24-194) for a complete list of other parts that must also be replaced.

Removal

1. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
2. Remove the access panel (A) from the steering wheel, then disconnect the driver's airbag 4P connector (B) from the cable reel.



3. Remove the two TORX bolts (A) using a TORX T30 bit.

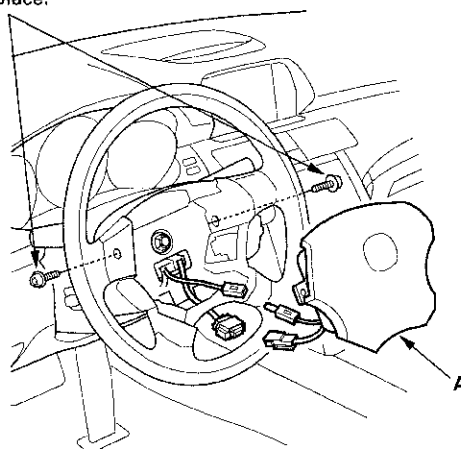


4. Disconnect the horn switch connector (1P), then remove the driver's airbag (B).

Installation

1. Place the driver's airbag (A) in the steering wheel, connect the horn switch connector (1P), then secure it with new TORX bolts (B).

B
9.8 N·m
(1.0 kgf·m, 7.2 lbf·ft)
Replace.

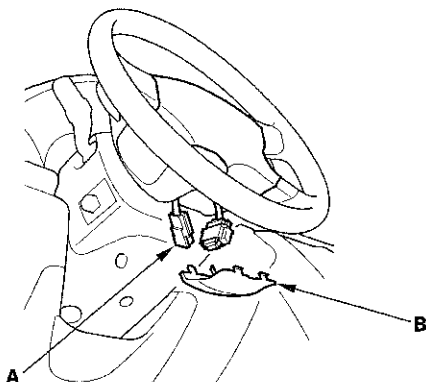


(cont'd)

SRS

Driver's Airbag Replacement (cont'd)

2. Connect the cable reel to the driver's airbag 4P connector (A), then install the access panel (B) on the steering wheel.



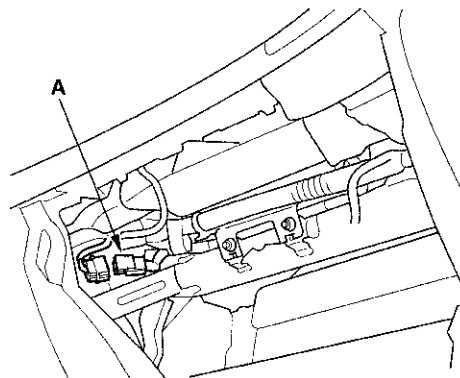
3. Do the battery terminal reconnection procedure (see page 22-91).
4. Clear any DTCs (see page 24-24).
5. After installing the airbag, confirm proper system operation:
 - Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.
 - Make sure the horn button works.
 - Make sure the steering wheel switches work properly.

Front Passenger's Airbag Replacement

NOTE: If replacing the passenger's airbag after deployment, refer to Component Replacement/Inspection After Deployment (see page 24-194) for a complete list of other parts that must also be replaced.

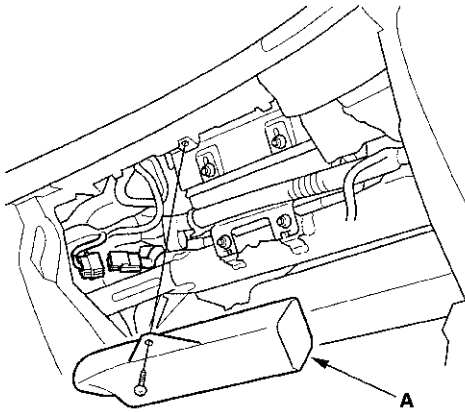
Removal

1. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
2. Remove the glove box (see page 20-103).
3. Disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness.

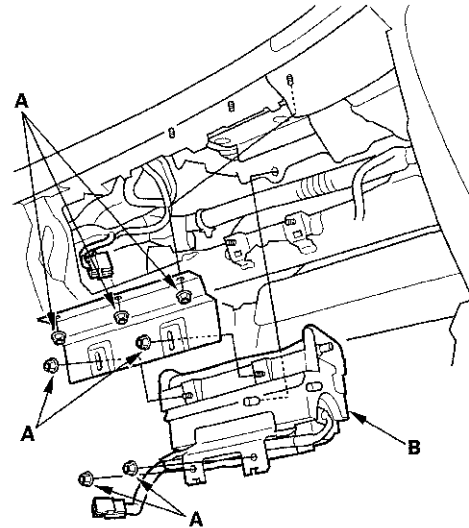




4. Remove the front passenger's air conditioning duct (A).



5. Remove the mounting nuts (A) from the bracket. Remove the front passenger's airbag (B).

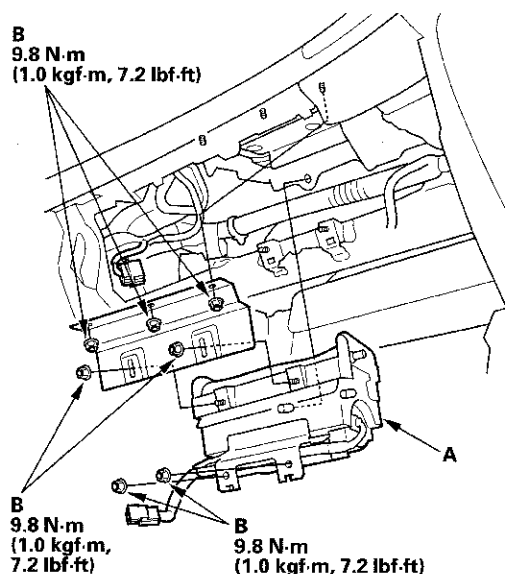


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Front Passenger's Airbag Replacement (cont'd)

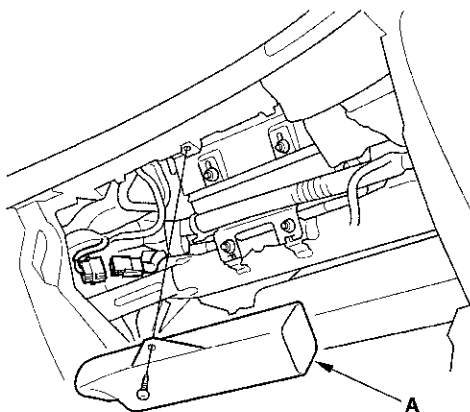
Installation

1. Place the front passenger's airbag (A) into the bracket. Torque the front passenger's airbag mounting nuts (B).

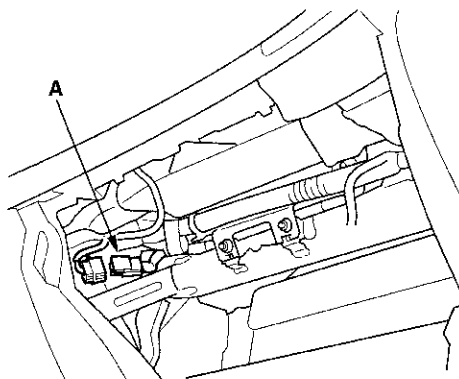


2. Install the front passenger's air conditioning duct (A) with the screw.

NOTE: Make sure the front passenger's air conditioning duct are connected securely.



3. Connect the front passenger's airbag 4P connector (A) to dashboard wire harness A, then reinstall the glove box.



4. Do the battery terminal reconnection procedure (see page 22-91).
5. Clear any DTCs (see page 24-24).
6. After installing the airbag, confirm proper system operation: Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.

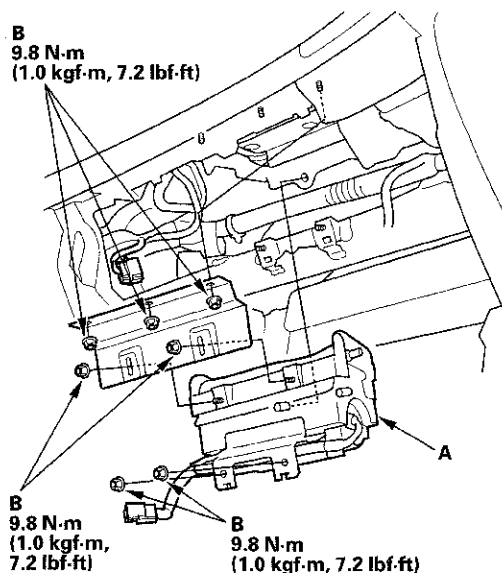


Installation of the front passenger's airbag after a collision where it deployed

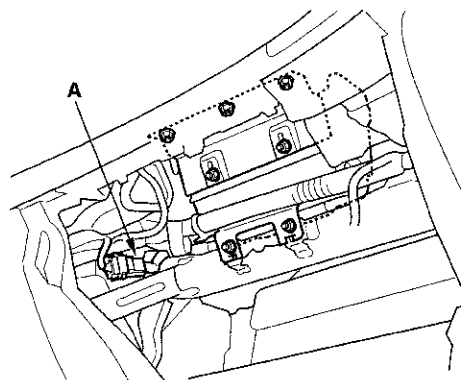
1. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
2. Remove the dashboard assembly from the vehicle (see page 20-107).
3. Place the new front passenger's airbag (A) into the bracket. Torque the front passenger's airbag mounting nuts (B).

NOTE:

- Be sure to install the front passenger's airbag so it does not interfere with other parts.
- When you install the front passenger's airbag, be careful not to damage the bag.
- Be sure to keep the new airbag clean and do not unfold or tamper with the cloth cover on the airbag.



4. Install the dashboard assembly into the vehicle (see page 20-107).
5. Connect the front passenger's airbag 4P connector (A) to the dashboard wire harness A, then reinstall all removed parts.



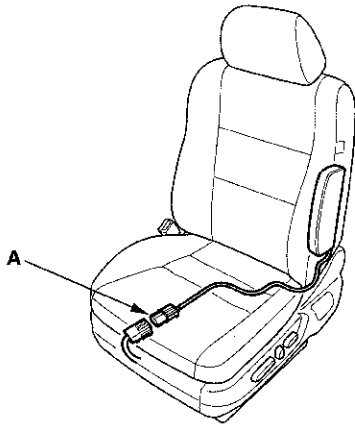
6. Do the battery terminal reconnection procedure (see page 22-91).
7. Clear any DTCs (see page 24-24).
8. After installing the airbag, confirm proper system operation: Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.

Side Airbag Replacement

NOTE: If replacing the side airbag after deployment, refer to Component Replacement/Inspection After Deployment (see page 24-194) for a complete list of other parts that must also be replaced.

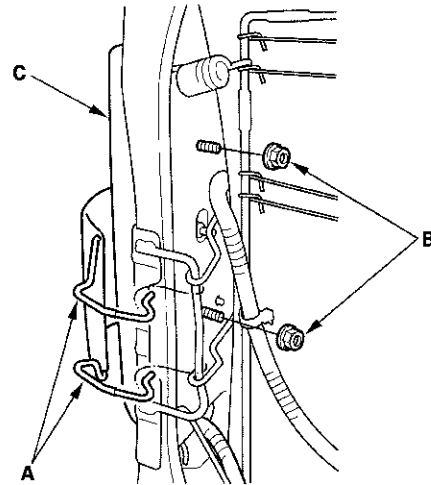
Removal

1. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
2. Disconnect the side airbag harness 2P connector (A).



3. Remove the seat assembly (see page 20-114) and seat-back cover (see page 20-128).

NOTE: If you are replacing a deployed airbag, replace the airbag attachment wire B (A).



4. Remove the mounting nuts (B) and the side airbag (C).

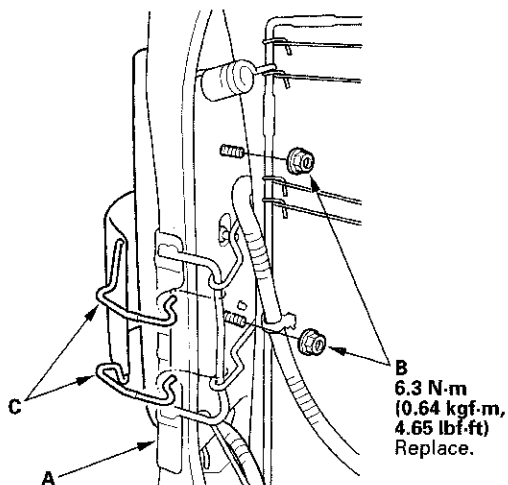


Installation

NOTE:

- If the side airbag lid is secured by a tape, remove the tape.
- Do not open the lid of the side airbag cover.
- Use new mounting nuts tightened to the specified torque.
- Make sure that the seat-back cover is installed properly. Improper installation may prevent proper deployment.
- Be sure to install the harness so that it is not pinched or interfering with other parts.

1. Place the side airbag on the seat-back frame (A). Torque the new side airbag mounting nuts (B).



2. Install the seat-back cover in the reverse order of removal (see page 20-128).

NOTE: If you are replacing a deployed airbag, replace the airbag attachment wire B (C).

3. Install the seat assembly (see page 20-114), then connect the side airbag harness 2P connector.
4. Move the front seat and the seat-back through their full ranges of movement, making sure the harness wires are not pinched or interfering with other parts.
5. Do the battery terminal reconnection procedure (see page 22-91).
6. Clear any DTCs (see page 24-24).
7. After installing the side airbag, confirm proper system operation: Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.

SRS

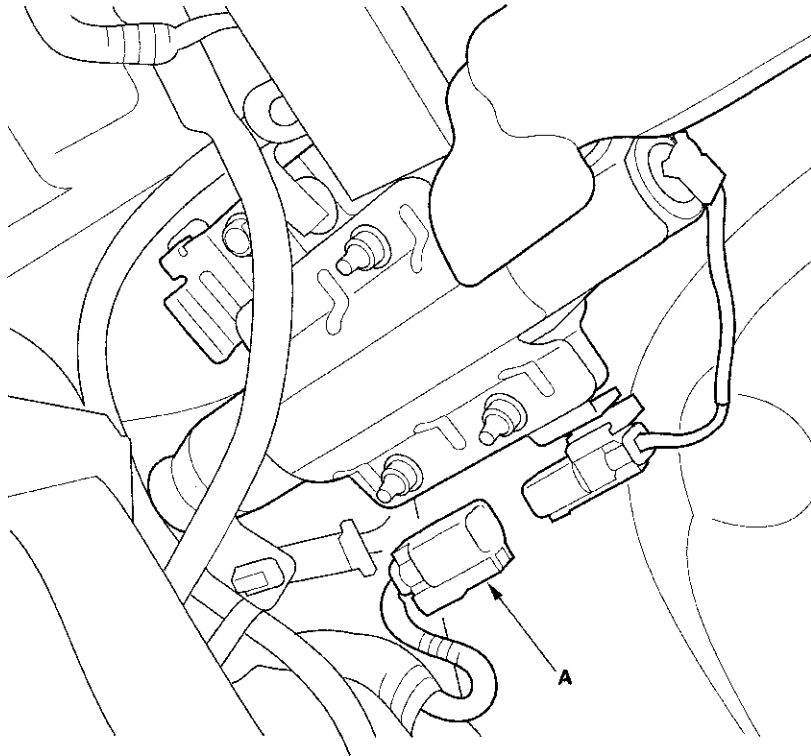
Side Curtain Airbag Replacement

Removal

NOTE:

- If replacing the side curtain airbag after deployment, refer to Component Replacement/Inspection After Deployment (see page 24-194) for a complete list of other parts that must also be replaced.
- Review the interior trim replacement procedure before doing repair or service (see page 20-66).
- Removal of the side curtain airbag must be done according to Precautions and Procedures (see page 24-14).

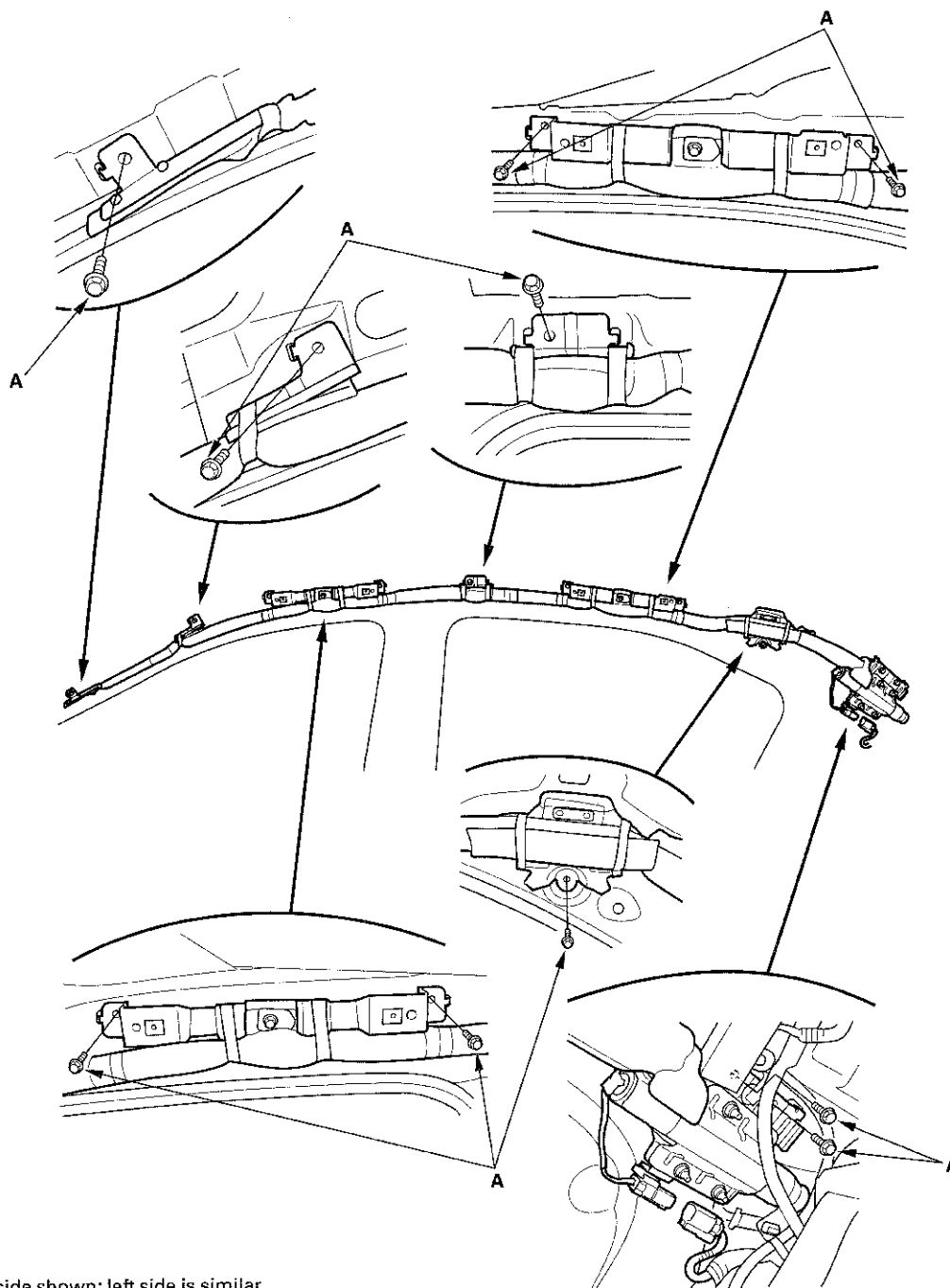
1. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
2. Remove the headliner (see page 20-86).
3. Remove the AM/FM main antenna amplifier and the AM/FM subantenna amplifier (see page 23-115).
4. Disconnect the left or right side wire harness 2P connector (A) from the side curtain airbag.



Left side shown; right side is similar.



5. Remove the mounting bolts (A) from the bracket.



Right side shown; left side is similar.

(cont'd)

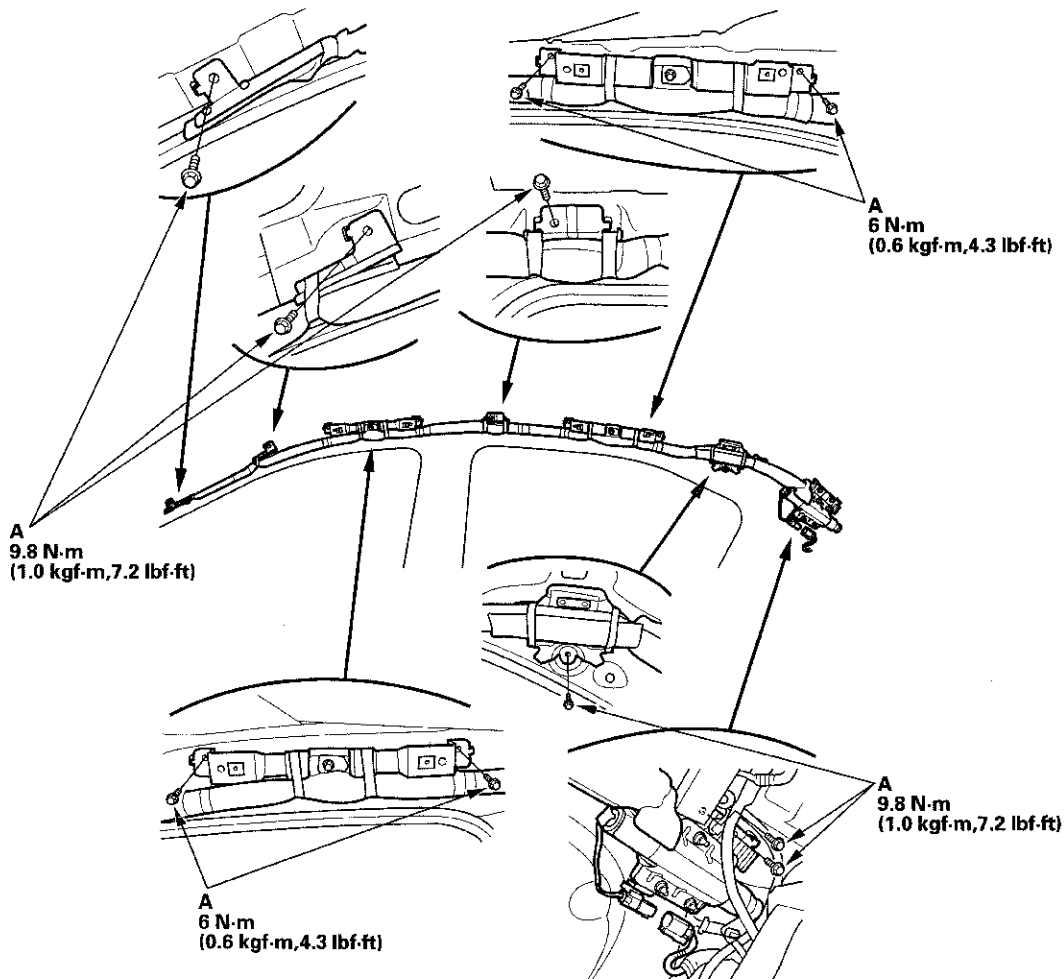
Side Curtain Airbag Replacement (cont'd)

Installation

NOTE:

- If replacing the side curtain airbag after deployment, refer to Component Replacement/Inspection After Deployment (see page 24-194) for a complete list of other parts that must also be be replaced.
- Installation of the side curtain airbag must be done according to Precaution and Procedures (see page 24-14).
- If the airbag is frayed, or has any other visible damage, replace it. Do not attempt to repair an airbag.
- When you install the airbag, make sure it is not twisted, and that it is not caught between the inflator bracket by the bracket bolts.
- Make sure that the side curtain airbag inflator retainer is installed properly. Otherwise the airbag could incorrectly deploy and cause damage or injuries.
- If there is any damage to the side curtain airbag, do not try to repair it. Replace any damaged side curtain airbag.

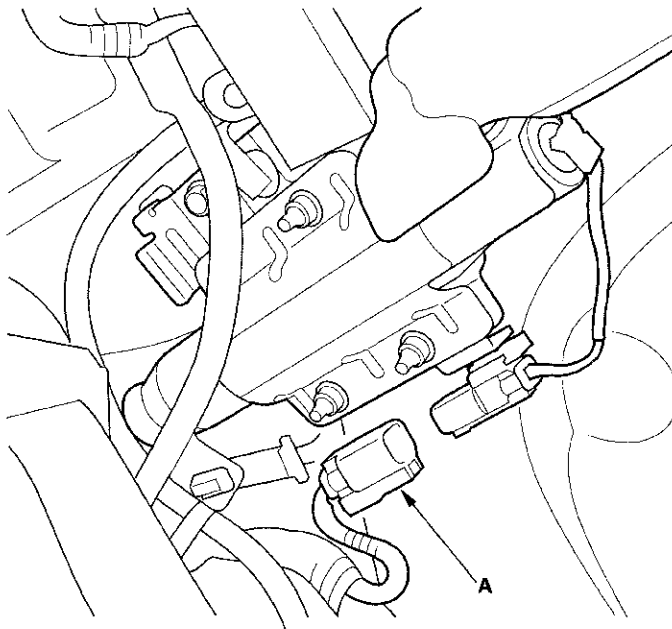
1. Place the side curtain airbag assembly on the side of the roof. Tighten the side curtain airbag mounting bolts (A) to the specified torque.



Right side shown; left side is similar.



2. Connect the left or right side wire harness 2P connector (A) to the side curtain airbag.



Left side shown; right side is similar.

3. Do the battery terminal reconnection procedure (see page 22-91).
4. Connect the HDS, and clear the DTCs (see page 24-24).
5. After installing the side curtain airbag, confirm proper system operation: Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.
6. Install all removed parts in the reverse order of removal.
7. Confirm proper headliner/pillar trim overlap (see page 24-194).

Airbag and Tensioner Disposal

Special Tools Required

Deployment tool 07HAZ-SG00500

Before scrapping any airbags, side airbags, side curtain airbags, or seat belt tensioners (including those in a whole vehicle to be scrapped), the part(s) must be deployed. If the vehicle is still within the warranty period, the Acura District Parts and Service Manager must give approval and/or special instruction before deploying the part(s). Only after the part(s) have been deployed (as the result of vehicle collision, for example), can they be scrapped.

If the parts appear intact (not deployed), treat them with extreme caution. Follow this procedure.

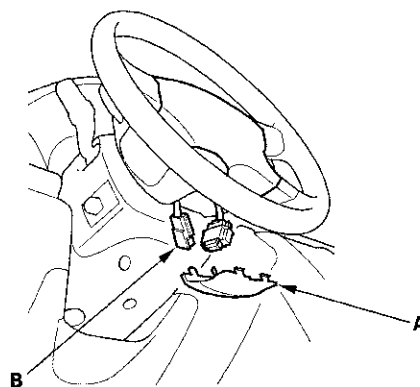
Deploying Airbags in the vehicle

If an SRS equipped vehicle is to be entirely scrapped, its airbags, side airbags, side curtain airbags, and seat belt tensioners should be deployed while still in the vehicle. These parts should not be considered as salvageable parts and should never be installed in another vehicle.

1. Turn the ignition switch to LOCK (0), then disconnect the negative cable from the battery, then wait at least 3 minutes before starting work.
2. Confirm that each airbag, side airbag, side curtain airbags, or seat belt tensioner is securely mounted.
3. Confirm that the special tool is functioning properly by following the check procedure on the tool label.

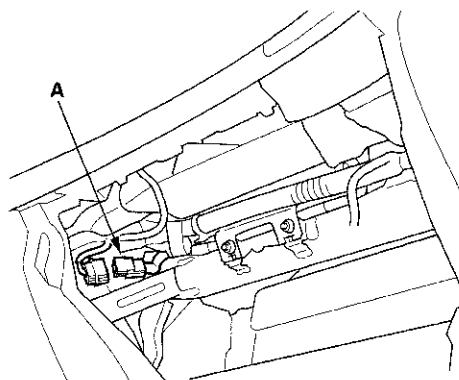
Driver's Airbag

4. Remove the access panel (A) from the steering wheel, then disconnect the driver's airbag 4P connector (B) from the cable reel.



Front Passenger's Airbag

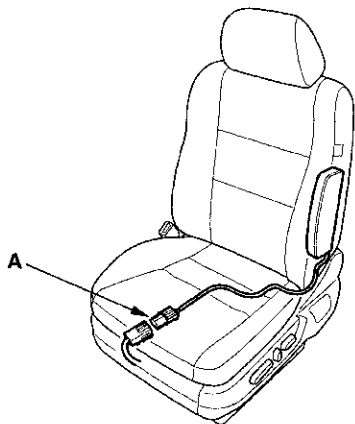
5. Remove the glove box, then disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness.





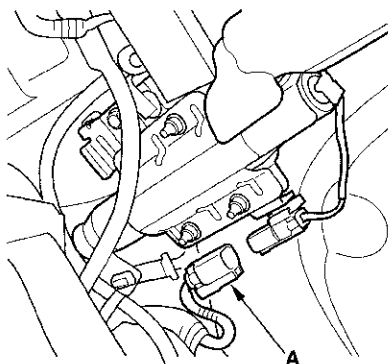
Side Airbag

6. Disconnect the side airbag 2P connector (A) from the left or right side wire harness.



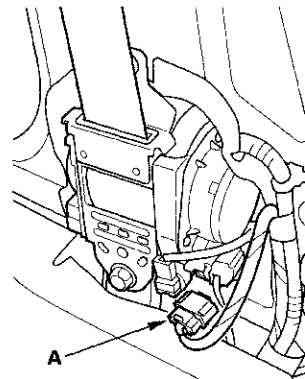
Side curtain airbag

7. Remove the C-pillar trim (see page 20-76).
8. Disconnect the left or right side wire harness 2P connector (A) from the side curtain airbag.



Seat belt tensioner

9. Remove the B-pillar lower trim (see page 20-72).
10. Disconnect the left or right side wire harness 4P connector (A) from the seat belt tensioner. Pull the seat belt out all the way and cut it.



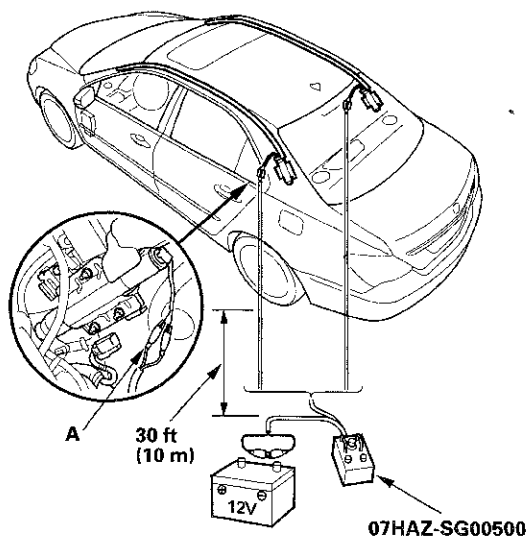
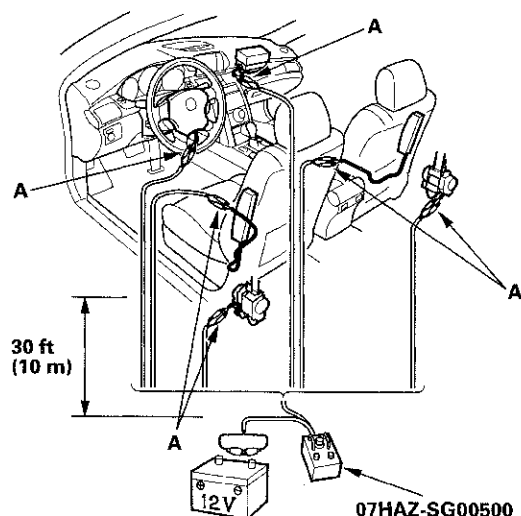
(cont'd)

Airbag and Tensioner Disposal (cont'd)

11. Cut off each connector, and strip the ends of the wires. Twist each pair of unlike colored wires together, and clip an alligator clip (A) from the deployment tool to each pair.

NOTE:

- Place the deployment tool at least 30 ft (10 m) away from the vehicle.
- The driver's and front passenger's airbags have dual inflators. Twist each pair of unlike colored wires together, and clip an alligator clip to each pair.



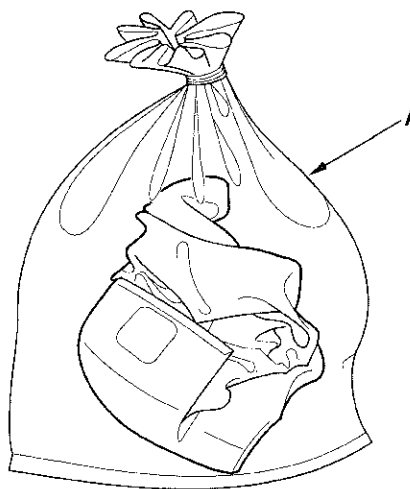
12. Connect a 12 volt battery to the tool.

- If the green light on the tool comes on, the igniter circuit is defective and cannot deploy the component. Go to Disposal of Damaged Components.
- If the red light on the tool comes on, the component is ready to be deployed.

13. Push the tool's deployment switch. The airbags and tensioners should deploy (deployment is both highly audible and visible: a loud noise and rapid inflation of the bag, followed by slow deflation).

- If the components deploy and the green light on the tool comes on, continue with this procedure.
- If a component does not deploy, and the green light comes ON, its igniter is defective. Go to Disposal of Damaged Components.
- During deployment the airbags can become hot enough to burn you. Wait for 30 minutes after deployment before touching the airbags.

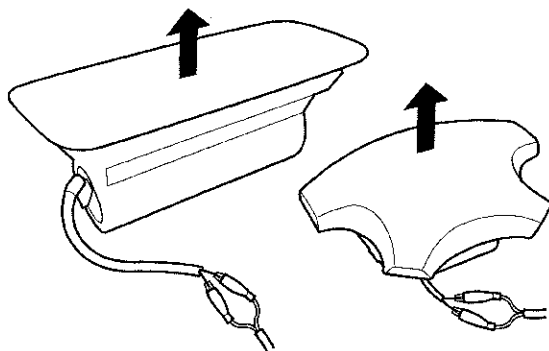
14. Dispose of the complete airbag. No part of it can be reused. Place it in a sturdy plastic bag (A), and seal it securely. Dispose of the deployed airbag according to your local regulations.





Deploying Components Out of the Vehicle

If an intact airbag or tensioner has been removed from a scrapped vehicle, or has been found defective or damaged during transit, storage, or service, it should be deployed as follows:



1. Confirm that the deployment tool is functioning properly by following the check procedure Deploying Airbags in the Vehicle on the tool label.
2. Position the airbag face up, outdoors, on flat ground, at least 30 feet (10 meters) from any obstacles or people.
3. Follow steps 9 through 12 of the in-vehicle deployment procedure.

NOTE: The driver's and front passenger's airbags have dual inflators. Twist each pair of unlike colored wires together, and clip an alligator clip to each pair.

Disposal of Damaged Components

1. If installed in a vehicle, follow the removal procedure for the driver's airbag (see page 24-197), front passenger's airbag (see page 24-198), side airbag (see page 24-202), side curtain airbag (see page 24-204), and seat belt tensioner (see page 24-4).

2. In all cases, make a short circuit by cutting, stripping, and twisting together the two inflator wires.

NOTE: The driver's and front passenger's airbags have dual inflators. The like color wires go to the individual inflators. Twist the like colored wires together.

3. Package the component in exactly the same packaging that the new replacement part came in.
4. Mark the outside of the box "DAMAGED AIRBAG NOT DEPLOYED," "DAMAGED SIDE AIRBAG NOT DEPLOYED," "DAMAGED SIDE CURTAIN AIRBAG NOT DEPLOYED," "DAMAGED SEAT BELT TENSIONER NOT DEPLOYED" so it does not get confused with your parts stock.
5. Contact your Acura District Parts and Service Manager for instructions on how and where to return it for disposal.

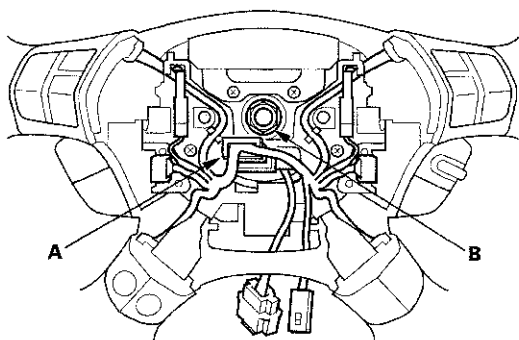
Deployment Tool Check

1. Connect the yellow clips to both the switch protector handles on the tool.
2. Push the operation switch: The green light should come on, indicating that the tool is operating properly and is ready for use. If the red light stays on, the tool is faulty, and another one must be used for the procedure.
3. Disconnect the tool clips and connectors from the protector handles and the battery.

Cable Reel Replacement

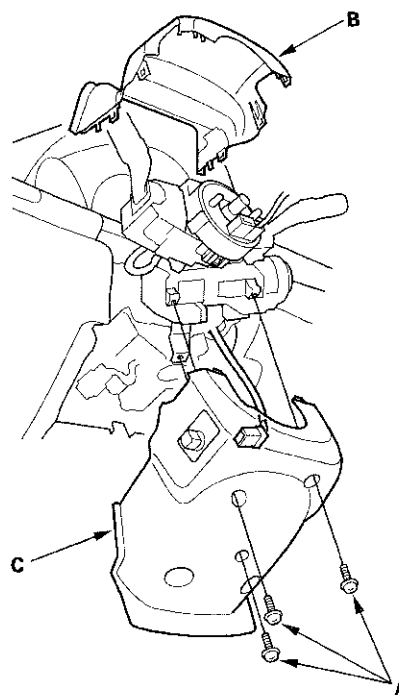
Removal

1. Make sure the wheels are aligned straight ahead.
2. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
3. Remove the driver's airbag (see page 24-197).
4. Disconnect the 20P connector (A) from the cable reel, then remove the steering wheel nut (B).



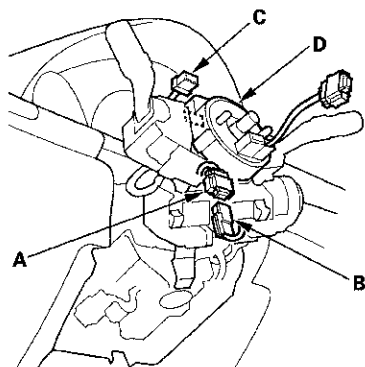
5. Confirm that the front wheels point straight ahead, then remove the steering wheel with a steering wheel puller (see page 17-22). Do not tap on the steering wheel or steering column shaft when removing the steering wheel.

6. Remove the driver's dashboard lower cover (see page 20-100).
7. Remove the column cover screws (A), then remove the column covers (B, C).

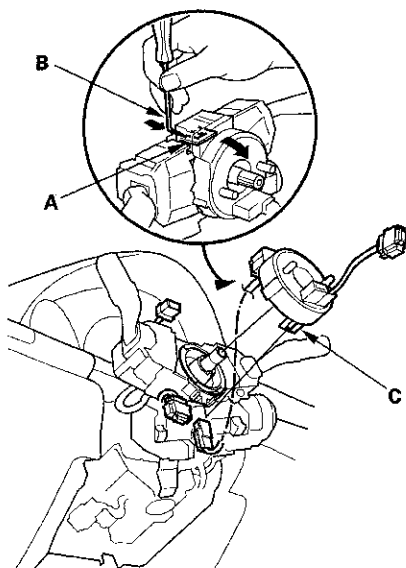




8. Disconnect the dashboard wire harness A 4P connector (A) from the cable reel 4P connector (B), then disconnect the dashboard wire harness A 20P connector (C) from the cable reel (D).

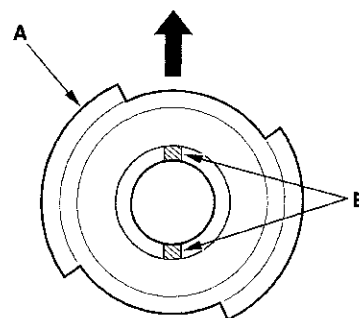


9. Release the lock tab (A) under the cable reel connector with a 90° hook shaped tool (B). Slide the tool below the cable reel connector just above the lock tab. Release the lower lock tab (C), and slide the cable reel off the column.

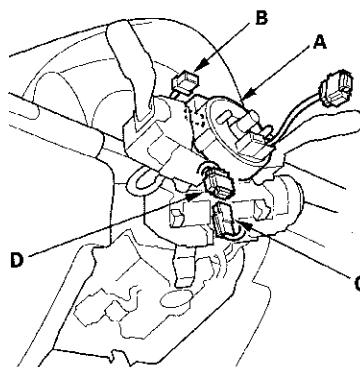


Installation

1. Before installing the steering wheel, make sure the front wheels are aligned straight ahead.
2. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes.
3. Set the turn signal cancelling sleeve (A) so that the projections (B) are aligned vertically.



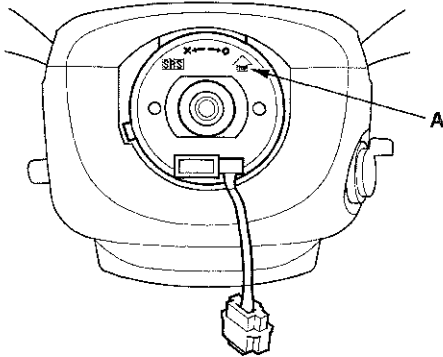
4. Carefully install the cable reel (A) on the steering column shaft. Then connect the 20P connector (B) to the cable reel, and connect the 4P connector (C) to the dashboard wire harness 4P connector (D).



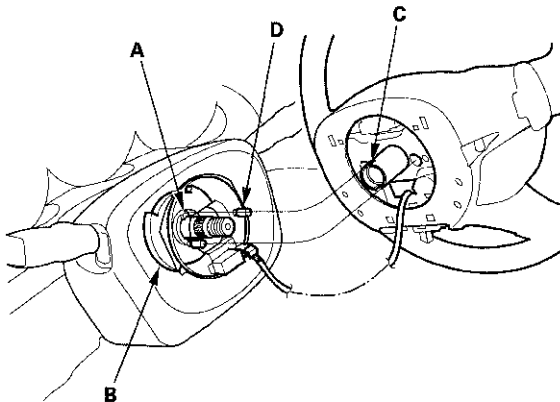
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Cable Reel Replacement (cont'd)

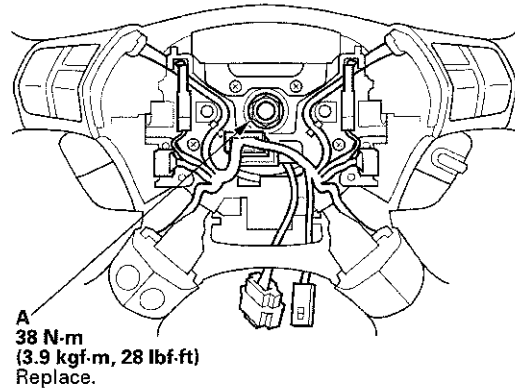
5. Install the steering column covers.
6. If necessary, center the cable reel. (New replacement cable reels come centered.) Do this by first rotating the cable reel clockwise until it stops. Then rotate it counterclockwise (three full turns) until the arrow mark (A) on the cable reel label points straight up.



7. Position the two tabs (A) of the turn signal cancelling sleeve (B) as shown, and install the steering wheel on the steering column shaft, making sure the steering wheel hub (C) engages the pins (D) of the cable reel and tabs of the turn signal cancelling sleeve. Do not tap on the steering wheel or steering column shaft when installing the steering wheel.



8. Install and torque a new steering wheel nut (A), then reconnect the 20P connector.



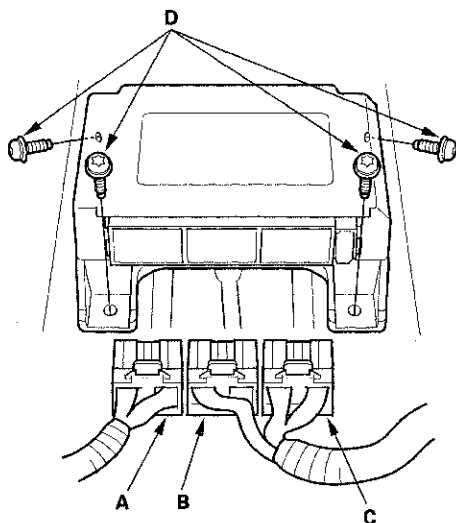
9. Install the driver's airbag (see page 24-197).
10. Do the battery terminal reconnection procedure (see page 22-91).
11. Clear any DTCs (see page 24-24).
12. After installing the cable reel, confirm proper system operation:
 - Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.
 - After the SRS indicator has turned off, turn the steering wheel fully left and right to confirm the indicator does not come on.
 - Make sure the horn and turn signal switches work properly.
 - Make sure the steering wheel switches work properly.



SRS Unit Replacement

Removal

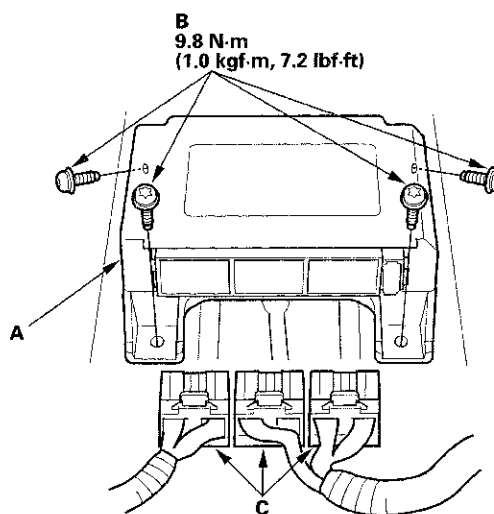
1. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
2. Remove the center trim (see page 20-97).
3. Remove the center console (see page 20-92).
4. Remove the rear vent duct (see step 5 on page 20-110).
5. Disconnect SRS unit connector A (28P), SRS unit connector B (28P), SRS unit connector C (28P), and remove the TORX bolts (D), then pull out the SRS unit.



Installation

1. Install the SRS unit (A) with the new TORX bolts (B), then connect the connectors (C) to the SRS unit; push them into position until they click.

NOTE: Be sure the SRS unit is sitting squarely against its bracket before torquing the TORX bolts.



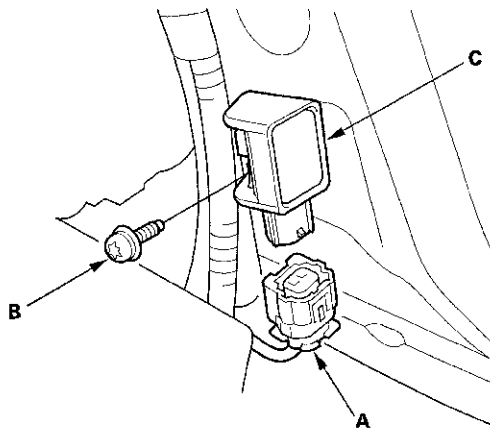
2. Do the battery terminal reconnection procedure (see page 22-91).
3. Calibrate the ODS unit (see page 24-27).
4. Do the front ODS unit operation check (see page 24-28).
5. After installing the SRS unit, confirm proper system operation: Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.
6. Reinstall all removed parts.

SRS

Side Impact Sensor (First) Replacement

Removal

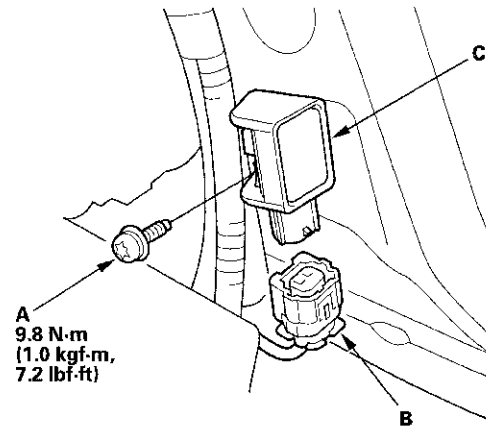
1. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
2. Remove the front door sill trim (see page 20-67) and the B-pillar lower trim panel (see page 20-72).
3. Disconnect the left or right side wire harness 2P connector (A) from the side impact sensor (first).



4. Remove the TORX bolt (B) using a TORX T30 bit, then remove the side impact sensor (first) (C).

Installation

1. Install the side impact sensor (first) with a new TORX bolt (A), then connect the left or right side wire harness 2P connector (B) to the side impact sensor (first) (C).



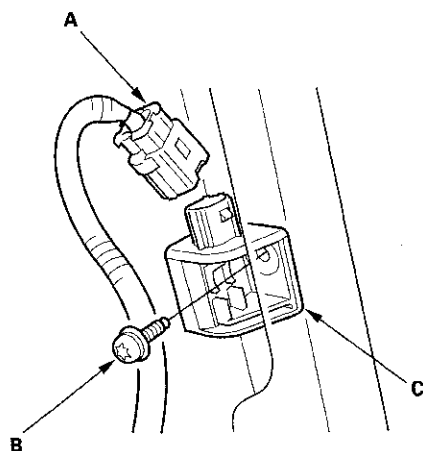
2. Do the battery terminal reconnection procedure (see page 22-91).
3. Clear any DTCs (see page 24-24).
4. Confirm proper SRS operation: Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.
5. Reinstall all removed parts.



Side Impact Sensor (Second) Replacement

Removal

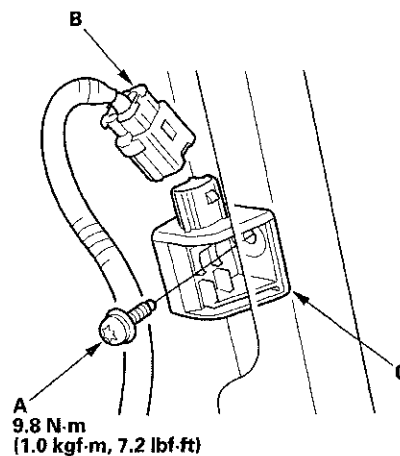
1. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
2. Disconnect the side impact sensor (second) 2P connector (A) from the left or right side wire harness.



3. Remove the TORX bolt (B) using a TORX T30 bit, then remove the side impact sensor (second) (C).

Installation

1. Install the side impact sensor (second) with a new TORX bolt (A), then connect the left or right wire harness 2P connector (B) to the side impact sensor (second) (C).

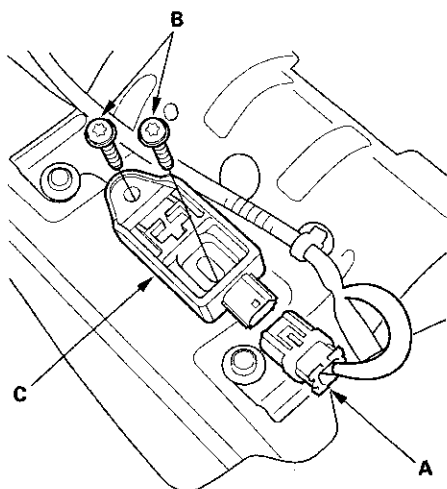


2. Do the battery terminal reconnection procedure (see page 22-91).
3. Clear any DTCs (see page 24-24).
4. Confirm proper SRS operation: Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.
5. Reinstall all removed parts.

Rear Safing Sensor Replacement

Removal

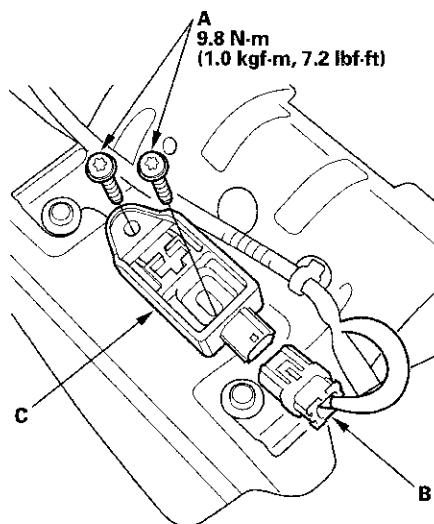
1. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
2. Remove the rear seat (see page 20-140).
3. Disconnect the left side wire harness 2P connector (A) from the rear safing sensor.



4. Remove the TORX bolts (B) using a TORX T30 bit, then remove the rear safing sensor (C).

Installation

1. Install the rear safing sensor with a new TORX bolts (A), then connect the left side wire harness 2P connector (B) to the rear safing sensor (C).



2. Do the battery terminal reconnection procedure (see page 22-91).
3. Clear any DTCs (see page 24-24).
4. Confirm proper SRS operation: Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.
5. Reinstall all removed parts.



Front Passenger's Weight Sensor Replacement

Removal

NOTE:

- Removal of the front passenger's weight sensors must be done according to Precautions and Procedures (see page 24-14).
- The front passenger's weight sensors are part of the seat frame and must be replaced as an front passenger's seat frame assembly.

1. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
2. Remove the front passenger's seat frame/front passenger's weight sensor as an assembly (see page 20-126).

Installation

NOTE:

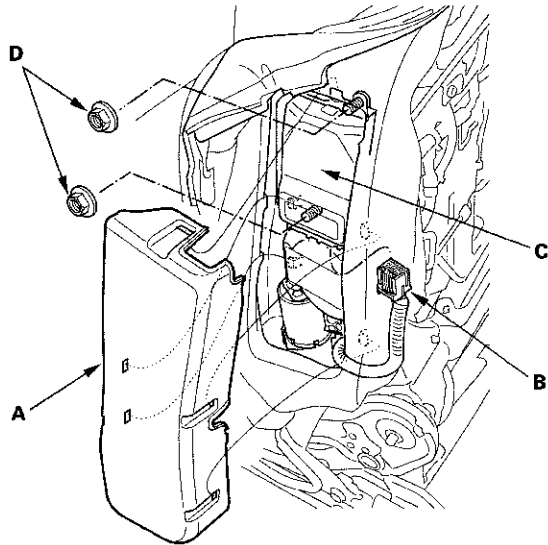
- Be sure to install the harness wires so they are not pinched or interfering with other parts.
- The front passenger's weight sensor are part of the seat frame and must be replaced as an assembly.

1. Install the removed parts to the new seat frame/front passenger's weight sensor as an assembly.
2. Do the battery terminal reconnection procedure (see page 22-91).
3. Clear any DTCs (see page 24-24).
4. Calibrate the ODS unit (see page 24-27).
5. Confirm proper SRS operation: Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.

ODS Unit Replacement

Removal

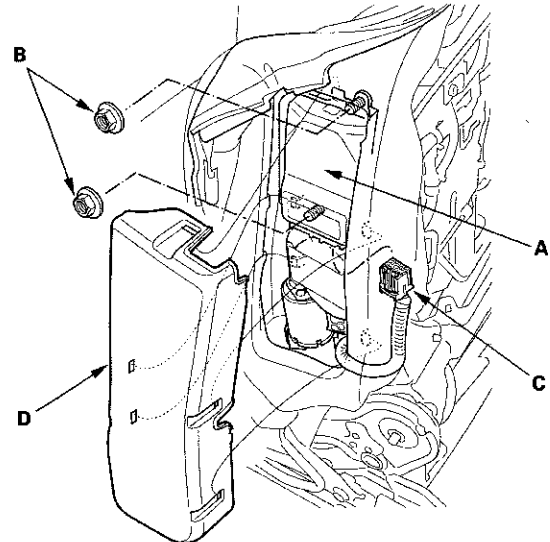
1. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
2. Remove the front passenger's seat assembly (see page 20-114).
3. Pull out the seat-back cover/pad as needed (see page 20-128).
4. Remove the cover (A), then disconnect the front passenger's seat wire harness 18P connector (B) and OPDS sensors connectors from the ODS unit (C).



5. Remove the two nuts (D) and the ODS unit.

Installation

1. Place the ODS unit (A) on the seat-back frame. Install and torque the two nuts (B), and connect the front passenger's seat wire harness 18P connector (C) and OPDS sensors connectors to the ODS unit. Reinstall the cover (D).



2. Install the seat-back cover/pad in the reverse order of removal (see page 20-128).
3. Install the front passenger's seat assembly (see page 20-114).
4. Do the battery terminal reconnection procedure (see page 22-91).
5. Set the seat-back in the normal position, and make sure there is nothing on the front passenger's seat.
6. Clear any DTCs (see page 24-24).
7. Initialize the ODS unit (see page 24-26).
8. Confirm proper SRS operation: Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.

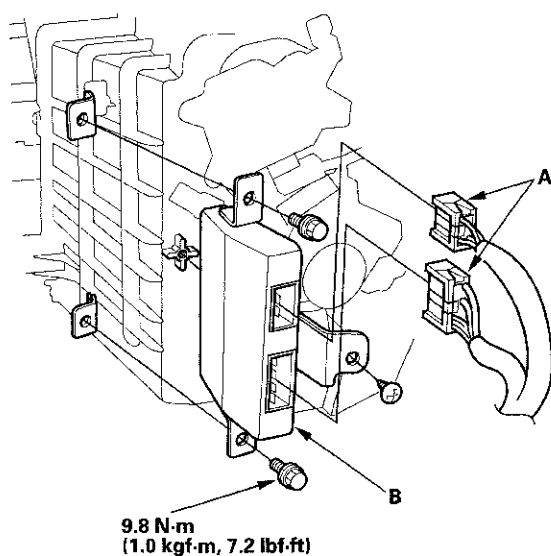


E-pretensioner Unit Replacement

NOTE:

- Do not turn the ignition switch to ON (II) while the e-pretensioner unit connectors are disconnected.
- Do not remove the parking brake cable from the parking brake pedal.

1. Remove the accelerator pedal module (see page 11-282).
2. Disconnect the connectors (A) from the e-pretensioner unit (B).

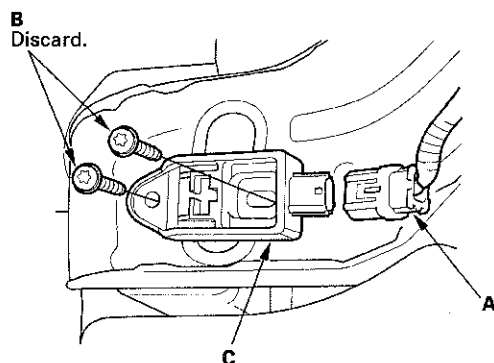


3. Remove the E-pretensioner unit from behind the heater unit.
4. Clear any DTCs (see page 24-24).
5. Install the unit in the reverse order of removal.
6. After installing the E-pretensioner unit, make sure the SRS indicator comes on for about 6 seconds after turning the ignition switch to ON (II), then goes off.

Front Impact Sensor Replacement

Removal

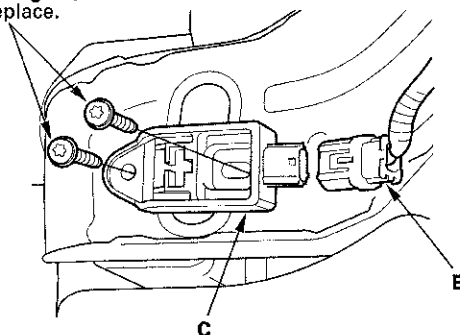
1. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes before starting work.
2. Remove the front bumper (see page 20-149).
3. Disconnect the engine compartment wire harness 2P connector (A), and using a TORX T30 bit, remove the two TORX bolts (B), then remove the front impact sensor (C).



Installation

1. Install the front impact sensor with new TORX bolts (A), then connect the engine compartment wire harness 2P connector (B) to the front impact sensor (C).

A
9.8 N·m
(1.0 kgf·m, 7.2 lbf·ft)
Replace.



2. Do the battery terminal reconnection procedure (see page 22-91).
3. Clear any DTCs (see page 24-24).
4. Confirm proper SRS operation: Turn the ignition switch to ON (II); the SRS indicator should come on for about 6 seconds and then go off.
5. Reinstall all removed parts.



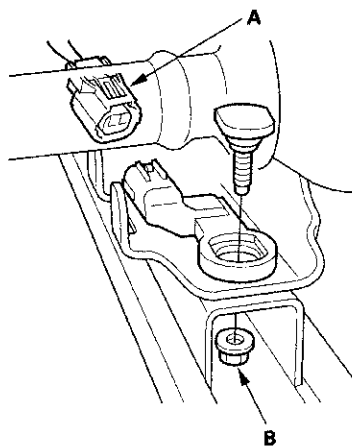
Driver's Seat Position Sensor Replacement

Removal

NOTE:

- Removal of the driver's seat position sensor must be done according to Precautions and Procedures (see page 24-14).
- Do not turn the ignition switch to ON (II), and do not connect the battery cable while removing the driver's seat position sensor.

1. Move the driver's seat all the way back, and all the way up, then tilt the seat-back all the way forward.
2. Do the battery terminal disconnection procedure (see page 22-91), then wait at least 3 minutes.
3. Remove the rear cover from the inner seat rail.
4. Disconnect the left side wire harness 2P connector (A) from the driver's seat position sensor.



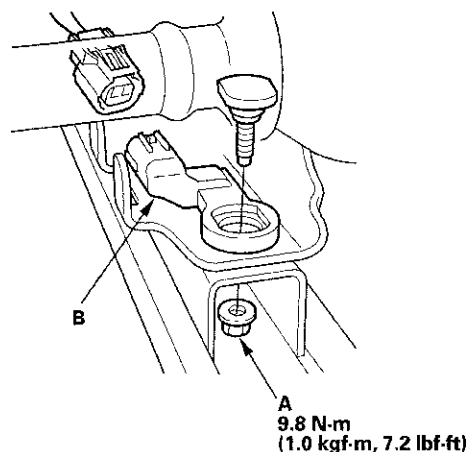
5. Remove the mounting nut (B), then remove the driver's seat position sensor.

Installation

NOTE:

- Be sure to install the harness wires so they are not pinched or interfering with other parts.
- Do not turn the ignition switch to ON (II), and do not connect the battery cable while installing the driver's seat position sensor.
- After installing the driver's seat position sensor, make sure it is clean. Keep it away from dust.

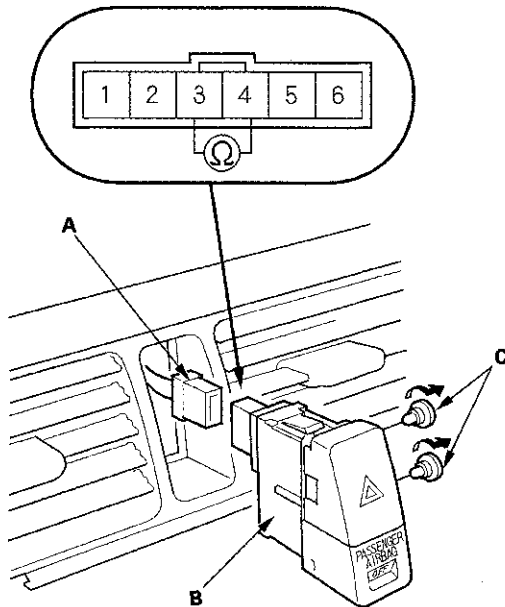
1. Install the new driver's seat position sensor with a mounting nut (A), then connect the left side wire harness 2P connector to the driver's seat position sensor (B). Reinstall the seat cover.



2. Do the battery terminal reconnection procedure (see page 22-91).
3. Clear any DTCs (see page 24-24).
4. Check the operation of the driver's seat position sensor with the HDS (see page 24-30).

Passenger's Airbag Cutoff Indicator Illumination Bulb Test

1. Remove the passenger's vent panel (see page 20-101).
2. Push out the passenger's airbag cutoff indicator from behind the passenger's vent panel.



3. Disconnect the 6P connector (A) from the passenger's airbag cutoff indicator (B).
4. Check for continuity between the No. 3 and No. 4 terminals of the indicator. If there is no continuity, replace the both bulbs (C).

NOTE: Both illumination bulbs are connected in parallel. If there is continuity, remove the upper, hazard switch illumination bulb, and recheck for continuity. If there is no continuity, replace the lower, passenger's airbag cutoff indicator illumination bulb.

5. Reinstall the parts in the reverse order of removal.