
INTERIOR

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GENERAL DESCRIPTION

The interior of this model is designed to concentrate on functionality, spaciousness and safety, while also providing a feeling of openness and relaxation.

FEATURES

Improved feeling of quality

1. Fully trimmed interior
2. Wood-grained panels have been adopted for the center panel and side air outlets <Option>
3. Adoption of genuine leather seats <Option>

Improved ease of use

1. Space provided for storing small articles
2. Large floor console box (with front and rear sliding arm rest)
3. Multi-arrangement seats
4. Heated seats <Option>
5. Second separate seats (6/4 arrangement)
6. Third seats (with removal and bottom-retracting mechanisms) <Long wheelbase>
7. Seat belt hook
8. Luggage hook

Convenient accommodation space for small articles

1. Upper glove box
2. Console switch panel tray <Some models>
3. Two-level box at floor console
4. Front, second and third seat cup holders
5. Mobile telephone tray
6. Seat back pockets (passenger's side) <Some models>
7. Adoption of first aid kit storage box (one box on left side) <Long wheelbase>
8. Luggage floor box

Improved safety

1. Adoption of seat belt retractors with force limiters in the front seat belts
2. Adoption of three-point seat belts with ELR mechanism (Front, second and third seats)
3. EAdoption of three-point seat belts with ELR and selectable child seat fixing mechanism (ALR) (second seats)
4. Adoption of seat belt warning lamp (driver's seat)
5. SRS air bags (GL:driver's side/ except GL: Driver's side and passenger's side), side air bags (driver's side/passenger's side) <Optional for all models>
6. Adoption of anti-glare room mirror
7. Use of non-flammable materials in the instrument panel, floor console and trims

Consideration given to optimum sitting posture

1. Adoption of motor-driven power seat (driver's seat) <Option>
2. Adoption of a dual height adjustment mechanism for the driver's seat <Option>
3. Adoption of suspension seats <Option>
4. Adoption of vertically and forward/back adjustable head rests for the front seats <Some models>
5. Adoption of adjustable seat belt anchors for the front seat belts

Consideration given to recycling

1. Material symbols provided on synthetic resin parts

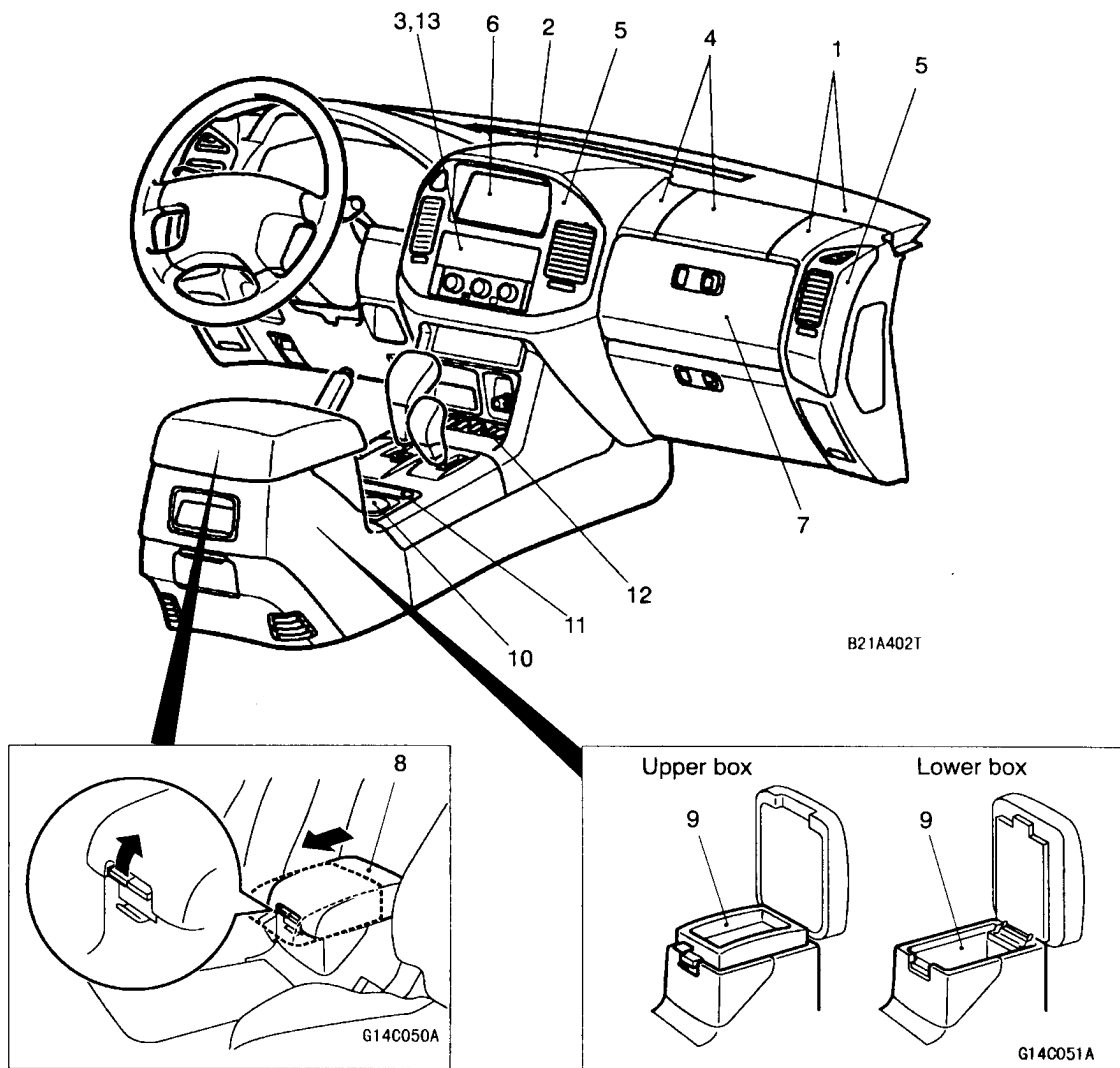
INSTRUMENT PANEL AND FLOOR CONSOLE

The instrument panel and floor console have the following features.

1. The padding and synthetic resin parts of the instrument are integrated in order to prevent noise, and also to reduce weight.
2. The feeling of softness has been improved for the instrument panel padding surfaces.
3. The audio and heater control switches are concentrated at the center-top of the instrument panel for ease of visibility and operation.
4. The passenger's-side air bag door and instrument panel have been integrated
5. Wood-grained panels have been adopted for the center panel and side air outlet. <Option>
6. A center display has been adopted at the top of the instrument panel. <Some models>
7. The upper glove box provides abundant storage space.
8. A large console box (with 100 mm front and rear sliding arm rests) has been adopted.
9. An upper and lower box are provided inside the floor console.
10. Cup holders are provided in the center of the floor console.
11. A mobile telephone tray has also been provided in the center of the floor console.
12. A tray has been provided in the floor console panel. <Some models>
13. A box has been provided underneath the center display. <Some models>

The instrument panel and floor console are also made from non-flammable materials to enhance the excellent safety features of the interior. The various materials used are also provided with indicator symbols to facilitate recycling.

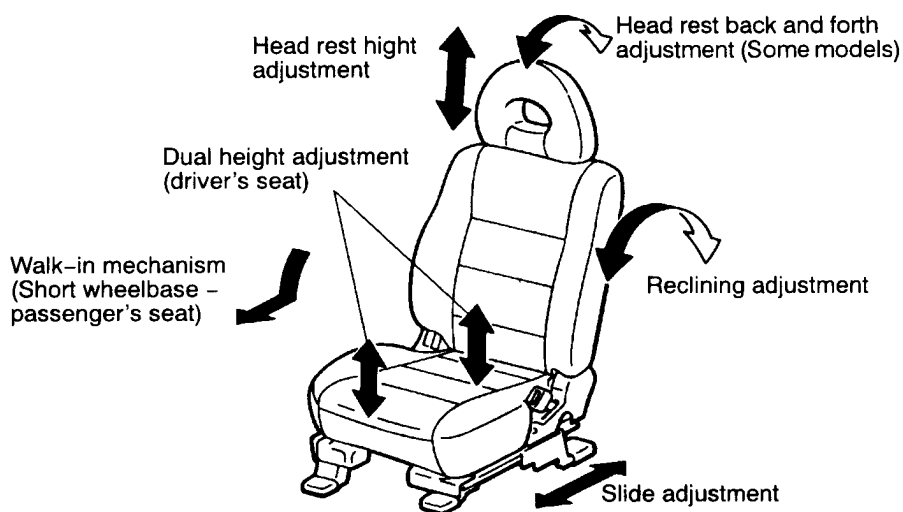
CONSTRUCTION DIAGRAM



SEATS

FRONT SEAT

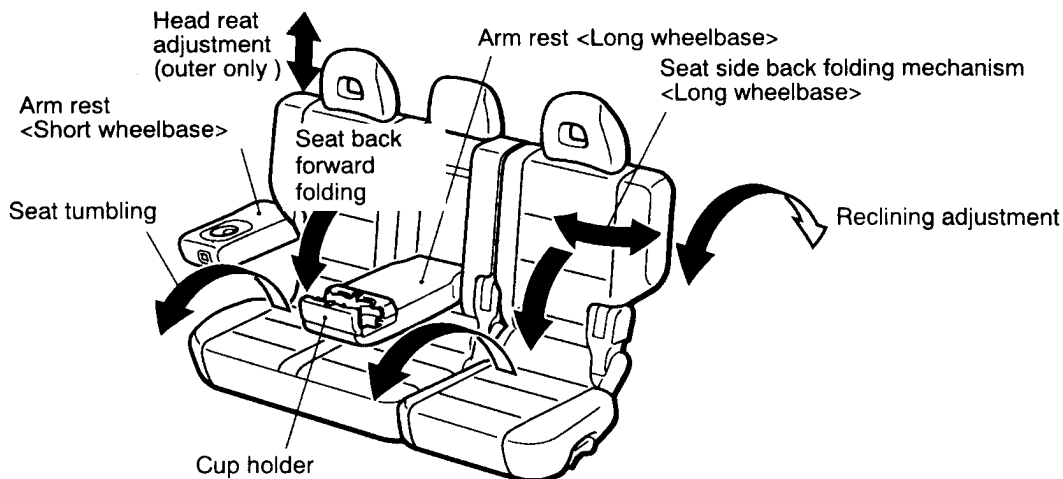
- A leather seats have been adopted to improve merchantability. <Option>
- Highly-elastic urethane has been adopted in the front seat cushion pads. In addition, a suspension assembly has been provided underneath the seat cushions to absorb vibration from the vehicle body in order to improve riding comfort. <Option>
- A dual height (front and rear) adjustment function for the driver's seat has been provided in some models. In addition, motor-driven power seats (reclining adjustment, slide adjustment and dual height adjustment) have also been adopted to allow the optimum sitting position for driving to be obtained. <Option>
- The seat coverings are attached with adhesive to prevent discomfort caused by the seat coverings slipping. (Sports seats) <Some models of short wheelbase>
- The passenger's-side seat has a walk-in mechanism to improve access to and from the rear seats. <Short wheelbase>



AX1732CA

SECOND SEAT

- Separate seats (6/4 arrangement) have been adopted.
- Flat seats (1st and 2nd seats) have been adopted to improve ease of use.
- The seat side back folding mechanism makes it easier to fold down the seats. <Long wheelbase>
- The seat back forward-folding mechanism and tumble mechanism allow the luggage compartment space to be increased and also improve access to and from the third seat
- The arm rests are provided with cup holders to improve merchantability.
- Gas dampers with locks have been adopted to reduce the operating force required to tumble the seats and to improve operability.



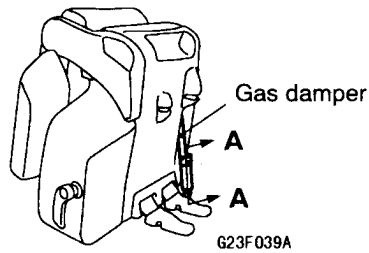
AX1734CA

CONSTRUCTION AND OPERATION

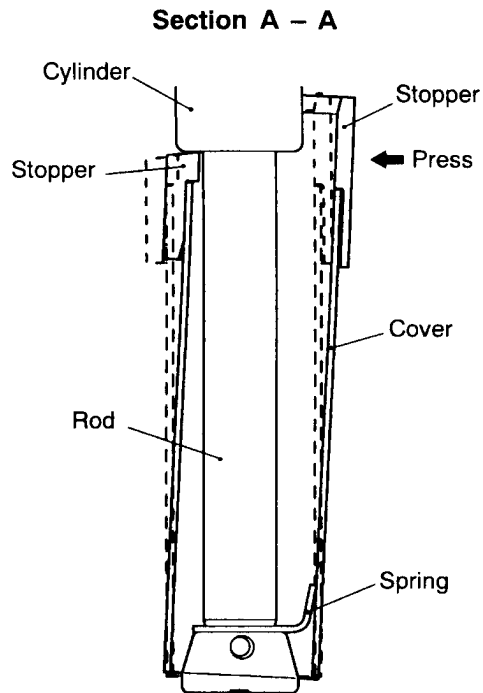
GAS DAMPER LOCKING MECHANISM

A locking mechanism has been provided to prevent the seats from falling back as a result of vibration from the vehicle or shocks from the road surface when the seats are tumbled forward. When the seats are tumbled forward, the gas damper lock is

extended and the cylinder touches the stopper which is installed to the cover, so that the seat is locked in place. To return the seat to its original position, the stopper is pressed to unlock the mechanism.



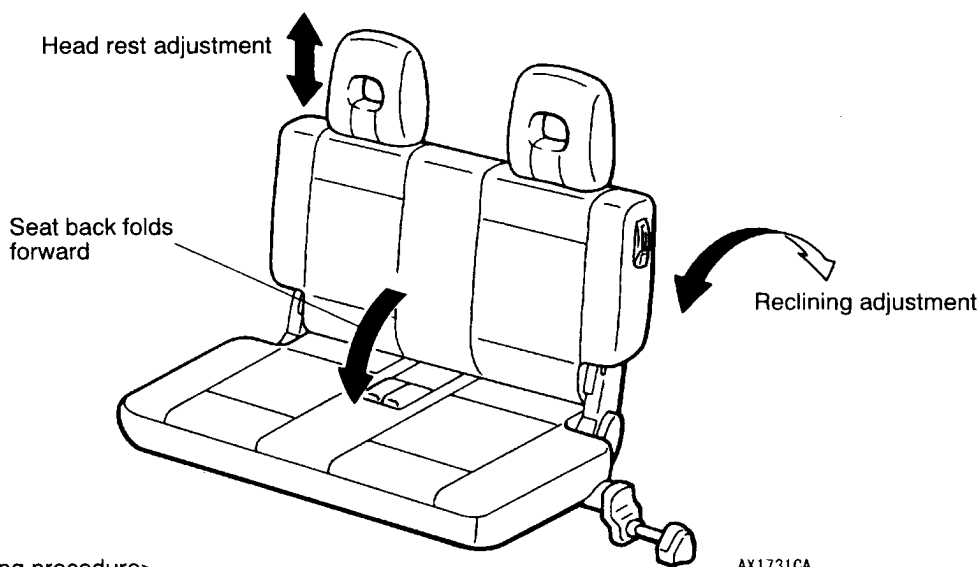
When seat is tumbled forward



AY0076CA

THIRD SEAT

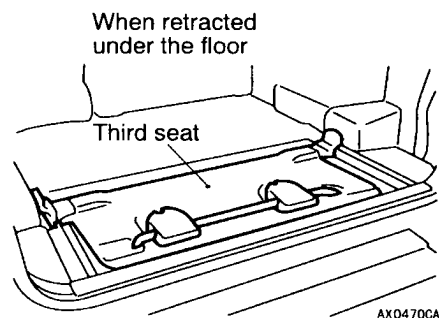
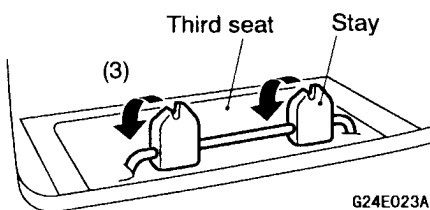
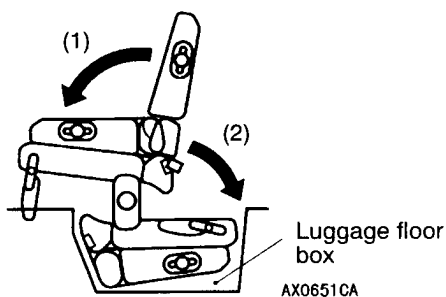
The third seat has removal and under-floor retract mechanisms to increase the luggage compartment space.



<Under-floor retracting procedure>

- (1) Fold the seat back forward.
- (2) Rotate the whole seat backward so that it fits in to the luggage floor box.

- (3) Fold back the stay



<Removal procedure>

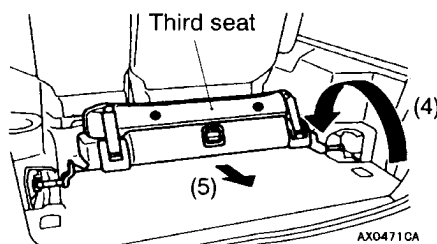
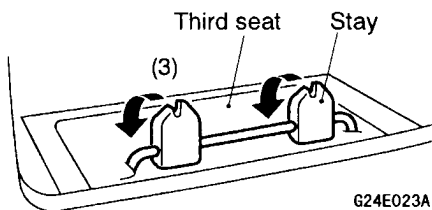
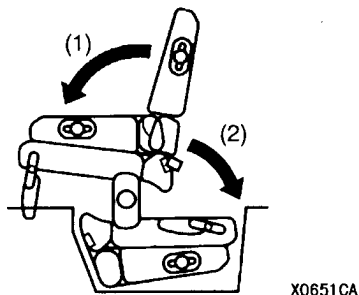
Remove the seat following the underfloor strage procedures in reverse.

<Removal procedure>

- (1) Fold up the seat back
- (2) Rotate the whole seat backward.

- (3) Fold back the stay.

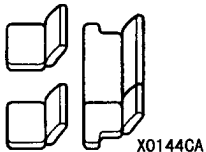
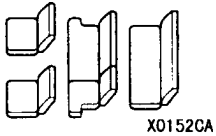
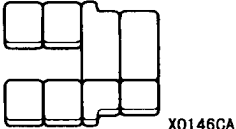
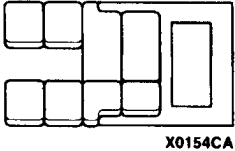
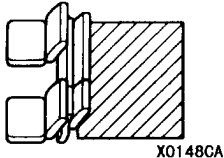
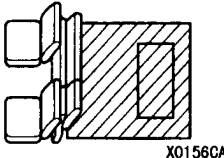
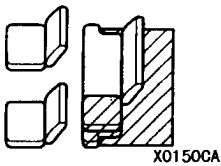
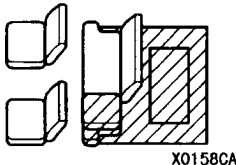
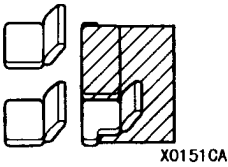
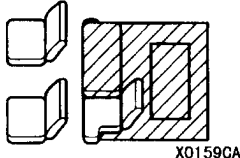
- (4) Fold the whole seat forward.
- (5) Pull the seat backward to remove it.



<Installation procedures>

Follow the removal procedures in reverse.

MULTI-ARRANGEMENT SEATS

Item		Short wheelbase	Long wheelbase
Normal	Full passenger load	 X0144CA	 X0152CA
Flat arrangement	1 – 2 seats flat	<Vehicles without electronic power seats>  X0146CA	 X0154CA
Luggage compartment arrangement	2 passengers/maximum-size luggage compartment	 X0148CA	(seats removed and retracted)  X0156CA
	4 passengers/long luggage compartment	 X0150CA	(seats removed and retracted)  X0158CA
	3 passengers/long luggage compartment	 X0151CA	(seats removed and retracted)  X0159CA

HEATED SEATS

Heated seats have been adopted for the front seats. The seat cushions and seat backs have electric heaters built into their seat covers to warm the seat

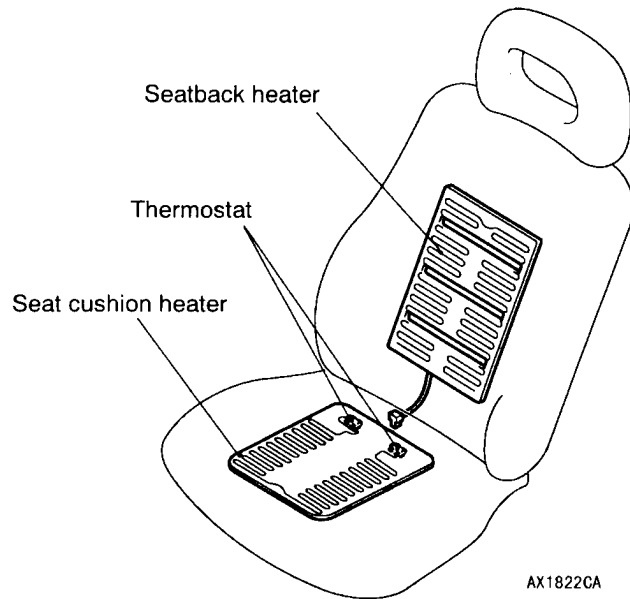
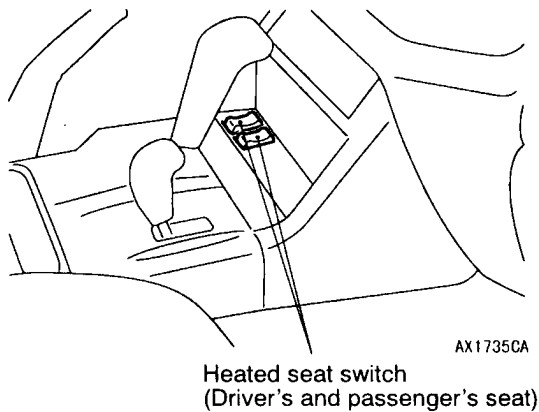
surfaces in order to provide greater comfort. Furthermore, the heated seats only operate when the ignition switch is at the ON position.

SPECIFICATIONS

Item		Specifications
Power consumption W	HIGH	Approx. 40
	LOW	Approx. 10
Thermostat °C	ON → OFF	40 ± 5
	OFF → ON	20 ± 5

NOTE

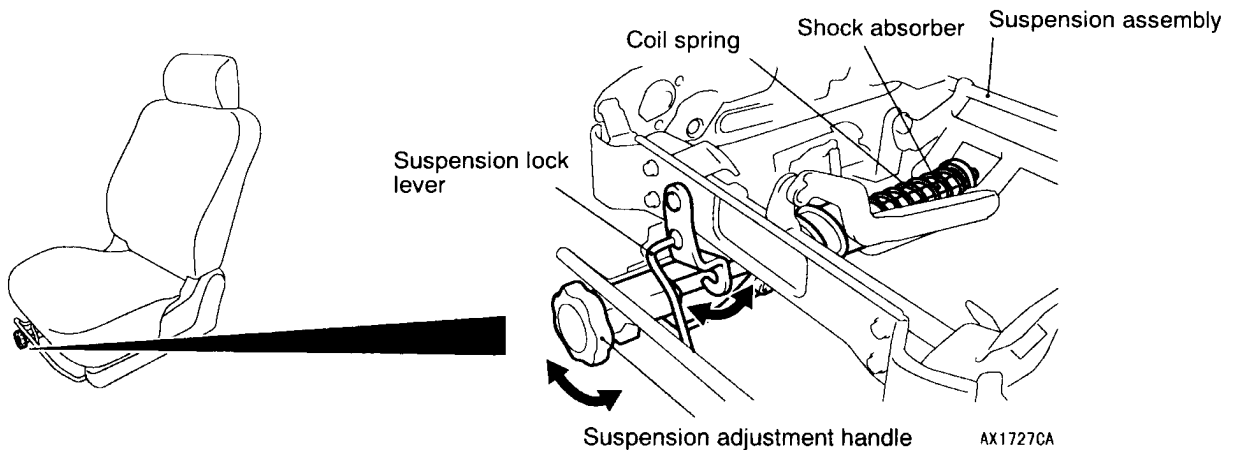
At the HIGH setting, the seat cushion heater and seat back heater are connected in parallel, and at the LOW setting, they are connected in series.



SUSPENSION SEATS

The suspension seats have a suspension assembly added underneath the seat cushions. This suspension assembly absorbs vibration from the vehicle body when driving on poor road surfaces in order to alleviate passenger fatigue and to improve riding

comfort. The suspension assembly is a combination of coil; springs and shock absorbers, and the amount of suspension can be adjusted by turning a handle to change the spring force. In addition, a suspension locking mechanism is also provided.



SEAT BELTS

<Front seat belt>

- Three-point seat belts with ELR have been adopted. In addition, one-touch pushbutton-type adjustable seat belt anchors and seats with built-in buckles have also been adopted in order to improve merchantability.
- Seat belt retractors with force limiter have been adopted. In addition, a seat belt warning lamp has been provided. This warning lamp illuminates when the driver's side seat belt has not been fastened to notify the driver in order to improve safety.

<Second seat belt>

- Three-point seat belts with ELR (left and right) has been adopted. In addition, seat belts with a child seat fixing mechanism (ALR) (left and right) have also been adopted to improve safety

- Seat belt hooks have been provided to allow the seat belts to be secured so that they do not get caught in luggage and become damaged when luggage has been loaded into the vehicle.

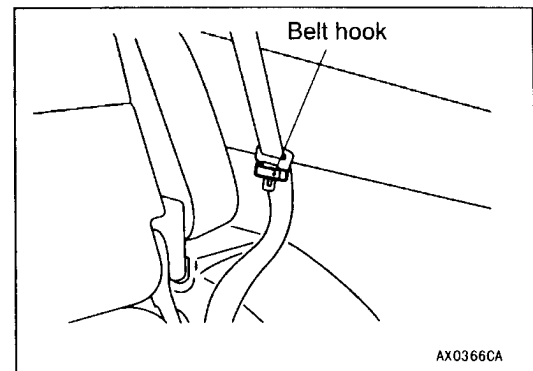
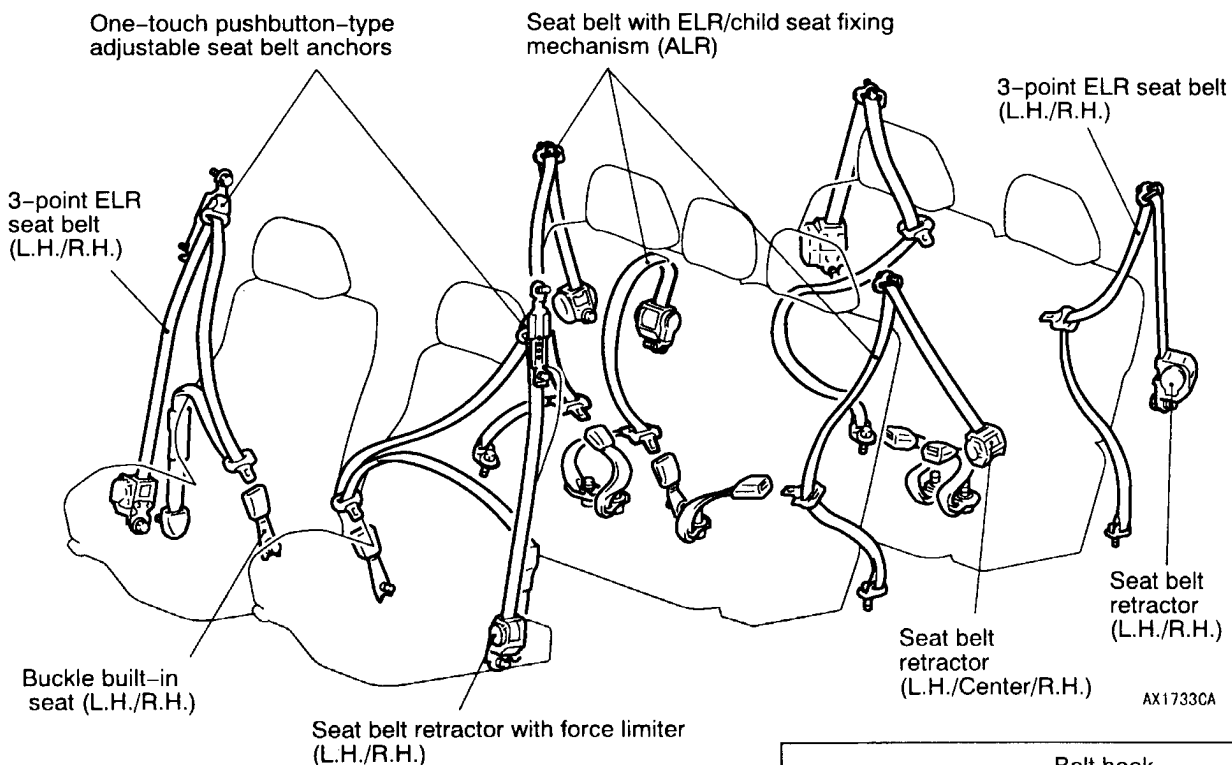
<Third seat belt>

- Three-point seat belts with ELR have been adopted to improve safety
- Seat belt hooks have been provided to allow the seat belts to be secured so that they do not get caught in luggage and become damaged when luggage has been loaded into the vehicle

NOTE

For details on the seat belt warning lamp, refer to GROUP 7 – Combination Meter.

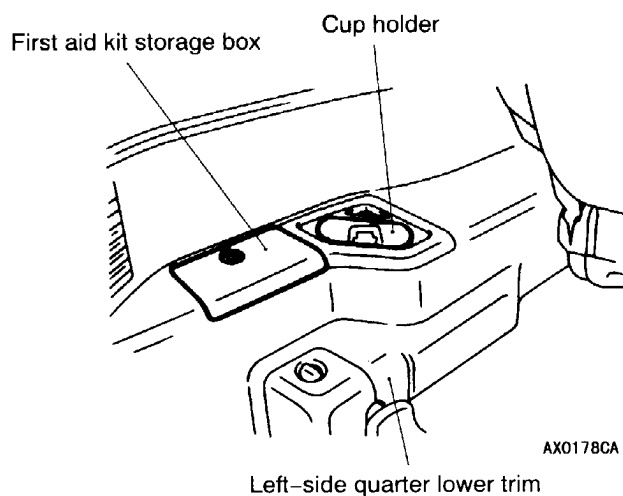
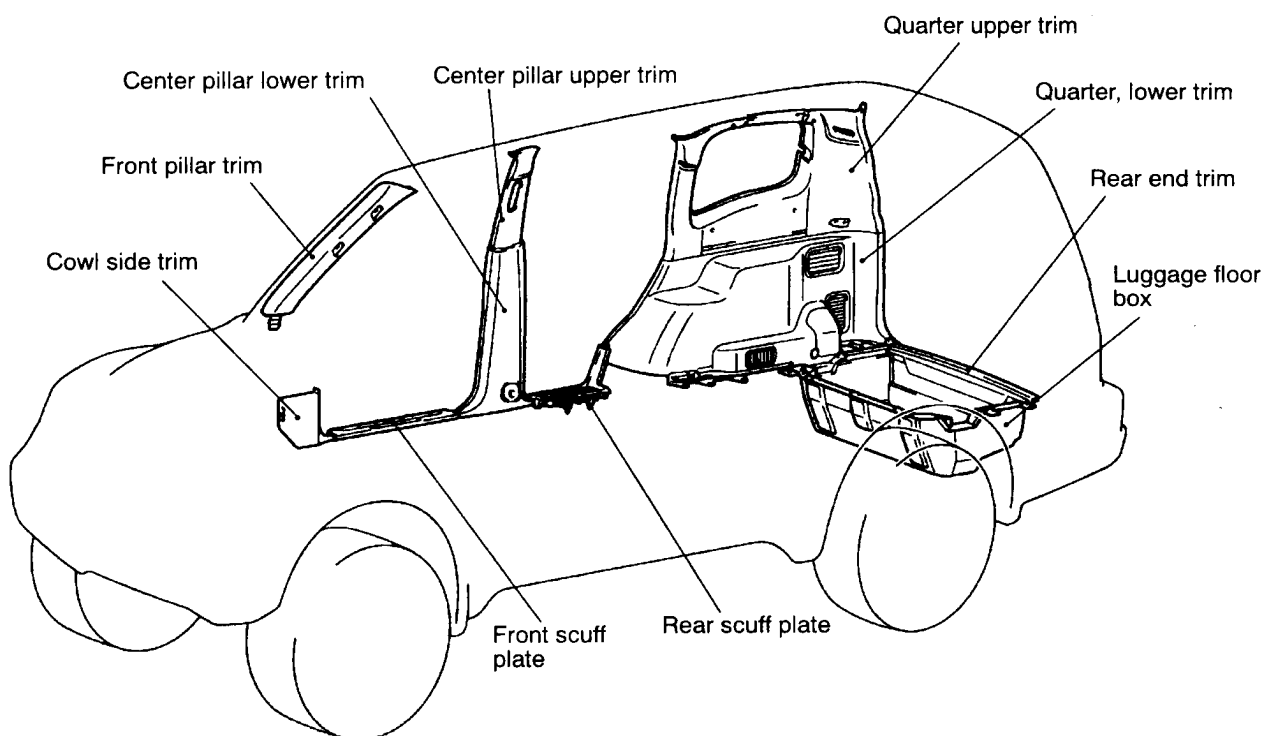
CONSTRUCTION DIAGRAM



INTERIOR TRIMS

- The interior has a full complement of trims to improve the feeling of high quality.
- Wide, flat scuff plates have been adopted to improve the ease of getting in and out of the vehicle.
- A luggage floor box is provided under the floor to provide increased luggage compartment space.
- The left-side quarter trim has a convenient side box and a cup holder for storing small items, provided in order to increase merchantability. <Long wheelbase>
- The trims are also made from non-flammable materials to enhance the excellent safety features of the interior. The various materials used are also provided with indicator symbols to facilitate recycling.

CONSTRUCTION DIAGRAM



X0160CA

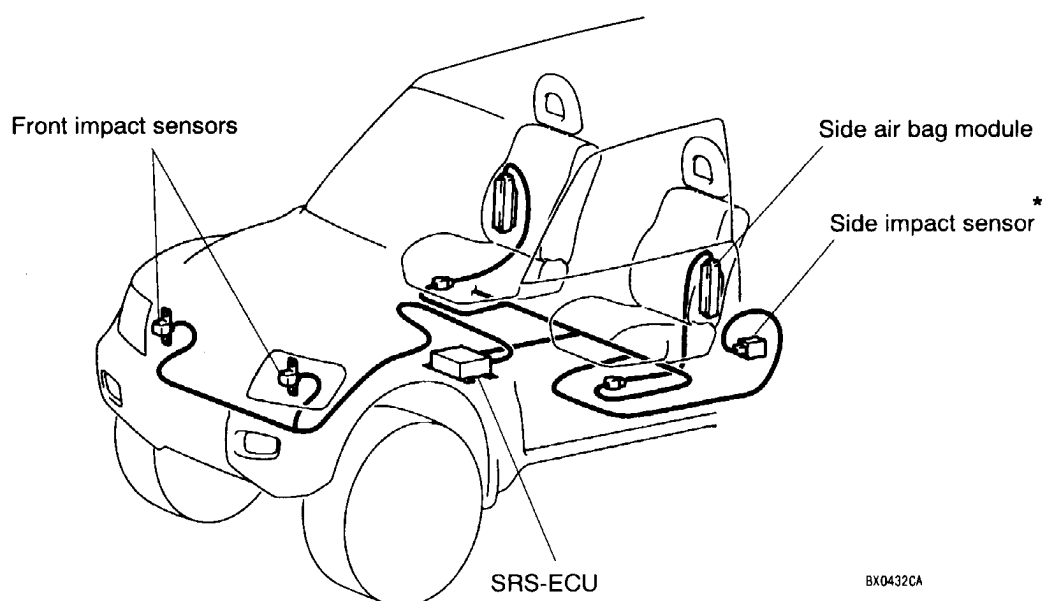
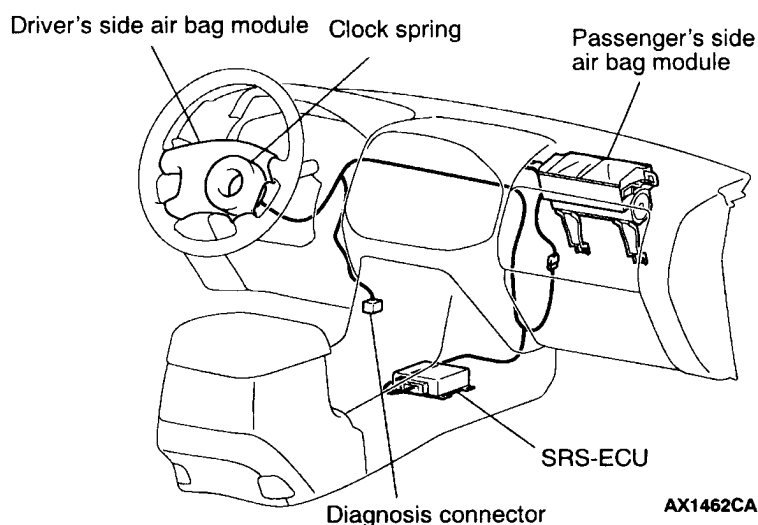
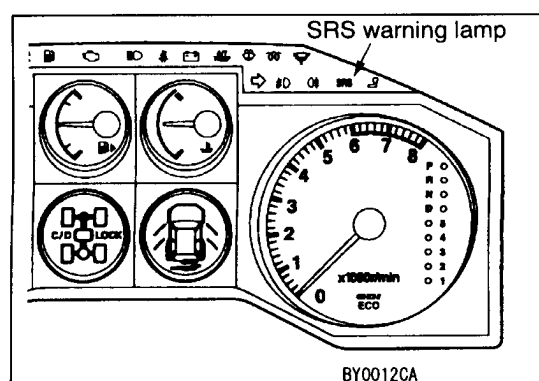
AX0178CA

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

SRS air bags (GL: driver's side, Except GL: driver's side and passenger's side) have been provided as standard equipment in all models in order to provide comprehensive safety for passengers in the event of an impact. In addition, SRS side air bags (driver's side and front passenger's side) are available as options for all models. The SRS air bags and SRS side air bags are designed to supplement the use of seat belts, and their operation

is most effective when seat belts are being worn. If an impact force which is above a set level is applied to the front or sides of the vehicle, the air bags operate to alleviate the shocks to the head and torso during a front impact, and to alleviate the shocks to the upper body during a side impact. All air bag modules use inflators which do not contain any sodium azide.

CONSTRUCTION DIAGRAM



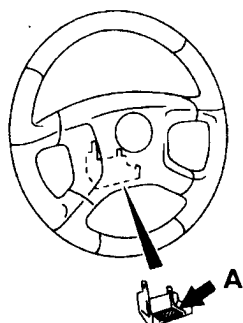
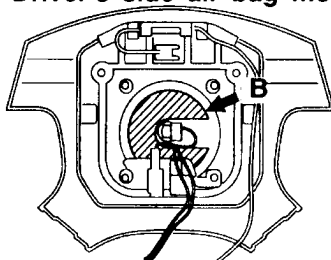
NOTE

*indicates components which are installed at left and right.

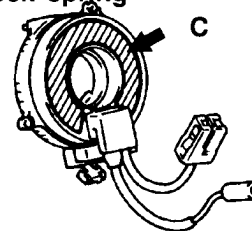
WARNING/CAUTION LABELS

Caution labels which contain cautions that must be observed when handling or working with SRS air

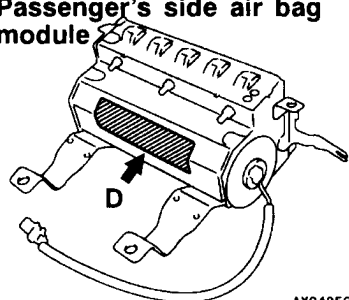
bags are attached in the places shown in the illustrations below.

Steering wheel**Driver's side air bag module**

AX0434CA

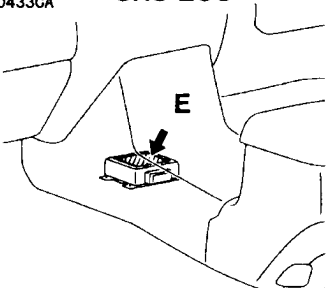
Clock spring

BW0963AL

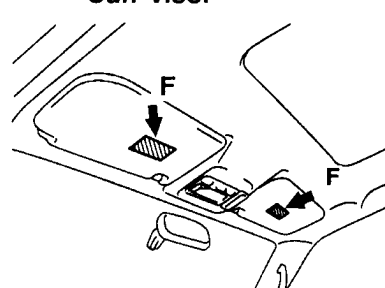
Passenger's side air bag module

AX0435CA

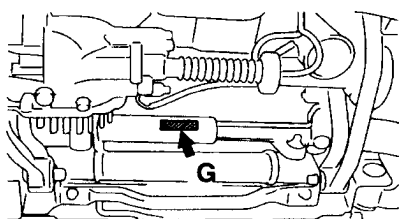
AX0433CA

SRS-ECU

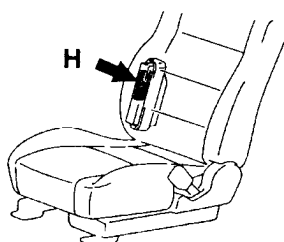
AX0436CA

Sun visor

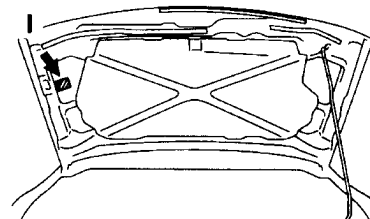
AX0437CA

Steering gearbox

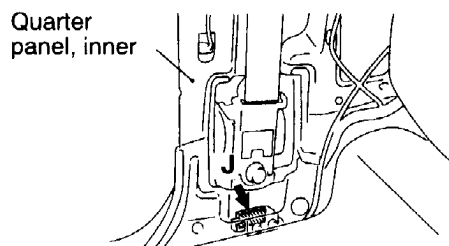
AX0438CA

Side air bag (driver's side and passenger's side)

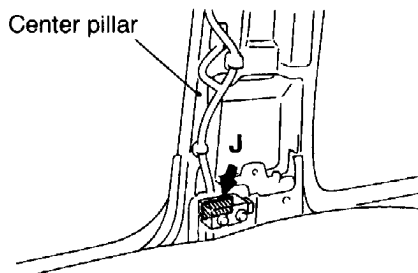
AX0439CA

Hood

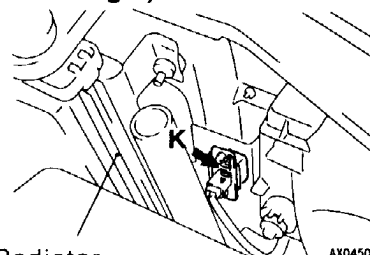
AX0440CA

Side impact sensor (left and right) <Short wheelbase>

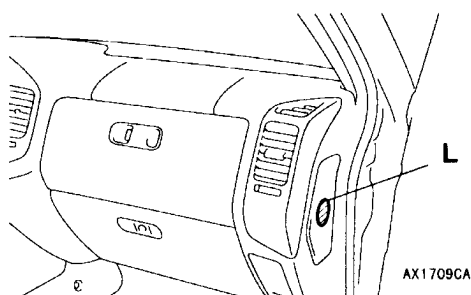
AX0441CA

<Long wheelbase>

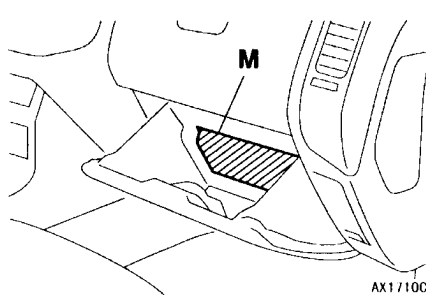
AX0442CA

Front impact sensor (left and right)

AX0450CA

Radiator**Instrument panel**

AX1709CA

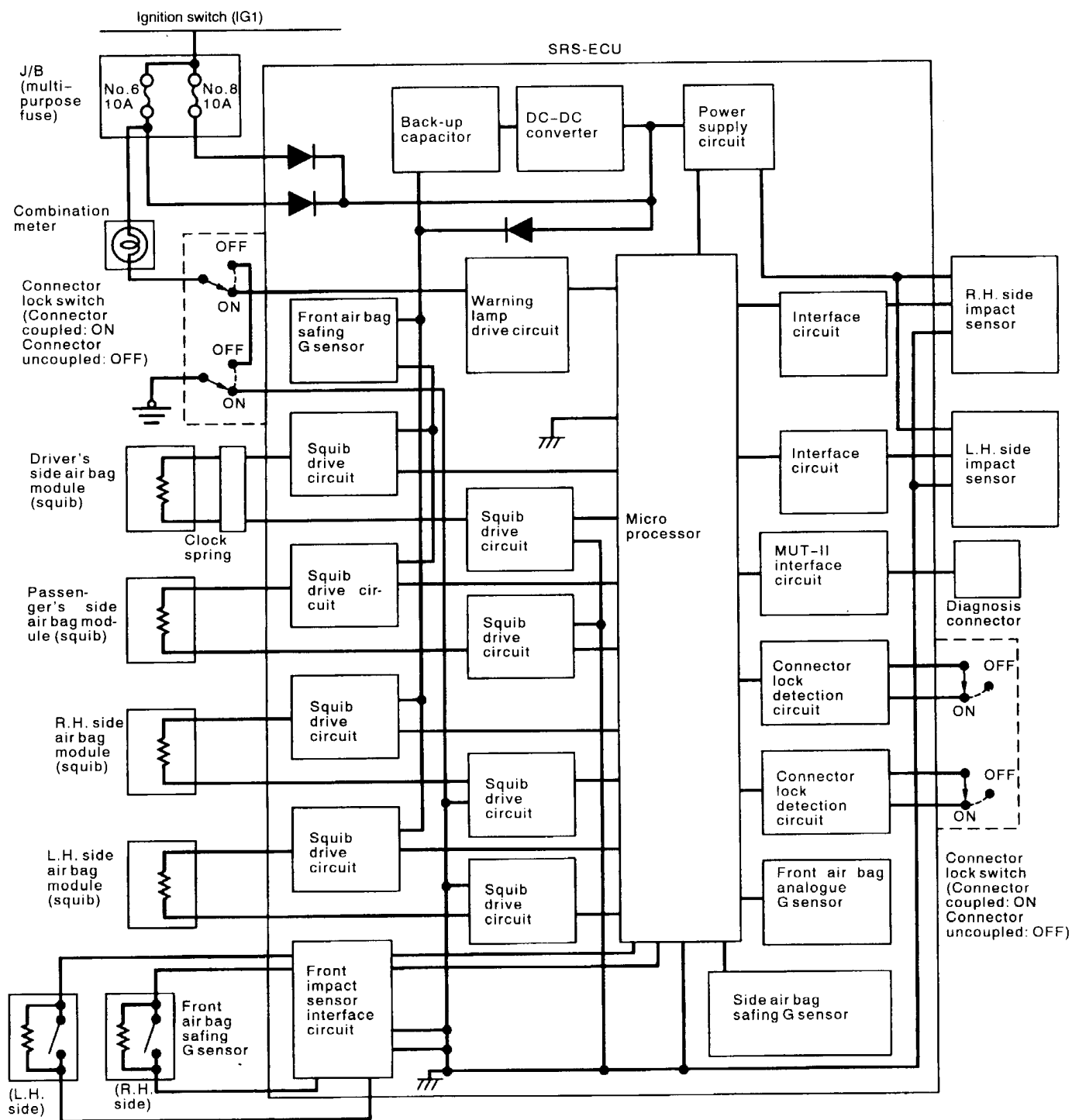
Glove box

AX1710CA

- A. CAUTION: SRS
BEFORE REPLACING STEERING WHEEL, READ SERVICE MANUAL, THIS AIR BAG MODULE CANNOT BE REPAIRED. DO NOT DISASSEMBLE OR TAMPER.
- B. DANGER
CONTENTS ARE EXTREMELY FLAMMABLE. DO NOT PROBE WITH ELECTRICAL DEVICES OR OTHERWISE TEMPER WITH IN ANY WAY.
- C. CAUTION: SRS CLOCK SPRING
THIS IS NOT A REPAIRABLE PART. IF DEFECTIVE, REPLACE ENTIRE UNIT ACCORDING TO THE SERVICE MANUAL INSTRUCTIONS. TO RE-CENTER: ROTATE CLOCKWISE UNTIL TIGHT. THEN ROTATE IN OPPOSITE DIRECTION ROUGHLY 3 TURNS AND ALIGN ARROWS ►◄.
- D. WARNING: FLAMMABLE/EXPLOSIVE SRS AIR BAG MODULE
TO AVOID SERIOUS INJURY:
- DO NOT REPAIR, DISASSEMBLE OR TAMPER.
 - AVOID CONTACT WITH FLAME OR ELECTRICITY.
 - DO NOT DIAGNOSE/USE NO TEST EQPT OR PROBES.
 - STORE BELOW 200°F (93°C).
 - BEFORE DOING ANY WORK INVOLVING MODULE, READ SERVICE MANUAL FOR IMPORTANT FURTHER DATA.
- E. CAUTION:
DO NOT DISASSEMBLE OR DROP. IF DEFECT, REFER TO SERVICE MANUAL.
- F. WARNING TO AVOID SERIOUS INJURY:
- THE AIR BAG DOES NOT SAFETY BELT.
 - FOR MAXIMUM SAFETY PROTECTION IN ALL TYPES OF CRASHES, YOU MUST ALWAYS WEAR YOUR SAFETY BELT.
 - DO NOT INSTALL REARWARD-FACING CHILD SEATS IN ANY FRONT PASSENGER SEAT POSITION.
 - DO NOT SIT OR LEAN UNNECESSARILY CLOSE TO THE AIR BAG.
 - DO NOT PLACE ANY OBJECTS OVER THE AIR BAG OR BETWEEN THE AIR BAG AND YOURSELF.
 - SEE THE OWNER'S MANUAL FOR FURTHER INFORMATION AND EXPLANATIONS.
- G. WARNING: SRS
FIX STRG. WHEEL AT TIRES STRAIGHT AHEAD BEFORE GEARBOX REMOVAL. OTHERWISE, MAY DAMAGE SRS CLOCK SPRING MAKING SRS SYSTEM INOPERATIVE, RISKING SERIOUS DRIVER INJURY.
- H. WARNING: FLAMMABLE/EXPLOSIVE SRS AIR BAG MODULE
TO AVOID SERIOUS INJURY:
- DO NOT REPAIR, DISASSEMBLE OR TAMPER.
 - AVOID CONTACT WITH FLAME OR ELECTRICITY.
 - DO NOT DIAGNOSE/USE NO TEST EQPT OR PROBES.
 - STORE BELOW 200°F (93°C).
 - BEFORE DOING ANY WORK INVOLVING MODULE, READ SERVICE MANUAL FOR IMPORTANT FURTHER DATA.
- I. WARNING
THIS VEHICLE HAS AN AIR BAG SYSTEM. REFER TO SERVICE MANUAL BEFORE SERVICING OR DISASSEMBLING UNDERHOOD COMPONENTS. READ THE "SRS" SECTION OF MANUAL FOR IMPORTANT INSTRUCTION. IMPROPER SERVICE PROCEDURES CAN RESULT IN THE AIR BAG FIRING OR BECOMING INOPERATIVE, POSSIBLY LEADING TO INJURY.
- J. CAUTION:
DO NOT DISASSEMBLE OR DROP. IF DEFECT, REFER TO SERVICE MANUAL.
- K. CAUTION: SRS
DO NOT DISASSEMBLE OR DROP.
- L. 
- The symbol is a circular warning icon. It features a black circle with a white border. Inside the circle, there is a white silhouette of a person sitting in a car seat, with a white air bag inflating in front of them. A diagonal white line with a small circle at its end (a prohibition symbol) crosses over the entire scene, indicating that the action shown (being near the air bag) is prohibited or dangerous. The word "AIRBAG" is written in a semi-circle at the top of the circle.

- M. AIR BAG SYSTEM INFORMATION**
THIS VEHICLE HAS AN AIR BAG SYSTEM WHICH WILL SUPPLEMENT THE SEAT BELT IN CERTAIN FRONTAL COLLISIONS. THE AIR BAG IS NOT A SUBSTITUTE FOR THE SEAT BELT IN ANY TYPE OF COLLISION. THE DRIVER AND ALL OTHER OCCUPANTS SHOULD WEAR SEAT BELTS AT ALL TIME.
- WARNING!**
IF THE "SRS" WARNING LIGHT DOES NOT ILLUMINATE FOR SEVERAL SECONDS WHEN THE IGNITION KEY IS TURNED TO "ON" OR THE ENGINE IS STARTED, OR IF THE WARNING LIGHT STAYS ON WHILE DRIVING, TAKE THE VEHICLE TO YOUR NEAREST AUTHORIZED DEALER IMMEDIATELY. ALSO, IF VEHICLE FOR SERVICE IMMEDIATELY.
- THE AIR BAG SYSTEM MUST BE INSPECTED BY AN AUTHORIZED DEALER TEN YEARS AFTER THE VEHICLE MANUFACTURE DATE SHOWN ON THE CERTIFICATION LABEL LOCATED ON THE LEFT FRONT DOOR-LATCH POST OR DOOR FRAME.
- READ THE "SRS" SECTION OF YOUR OWNER'S MANUAL BEFORE DRIVING FOR IMPORTANT INFORMATION ABOUT OPERATION AND SERVICE OF THE AIR BAG SYSTEM.
- WHEN YOU ARE GOING TO DISCARD YOUR GAS GENERATOR OR VEHICLE, PLEASE SEE YOUR DEALER.

SRS SCHEMATIC



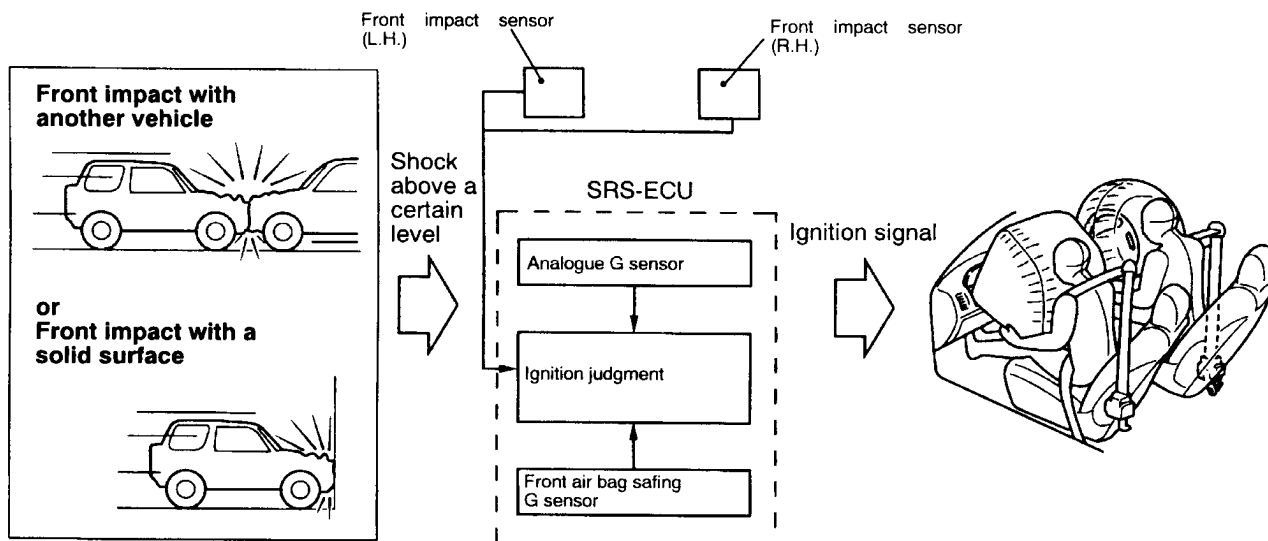
CONSTRUCTION AND OPERATION

SYSTEM OPERATION

FRONT AIR BAG

When a shock that is above a set level is applied to the front of the vehicle, and when this shock is detected simultaneously by the front impact sensors inside the engine compartment and by the analogue G sensor and safing G sensor inside

the SRS-ECU (so that all of these sensors are on), an ignition signal is output from the SRS-ECU to the driver's side and passenger's side air bag modules (squibs) and the air bags are deployed.

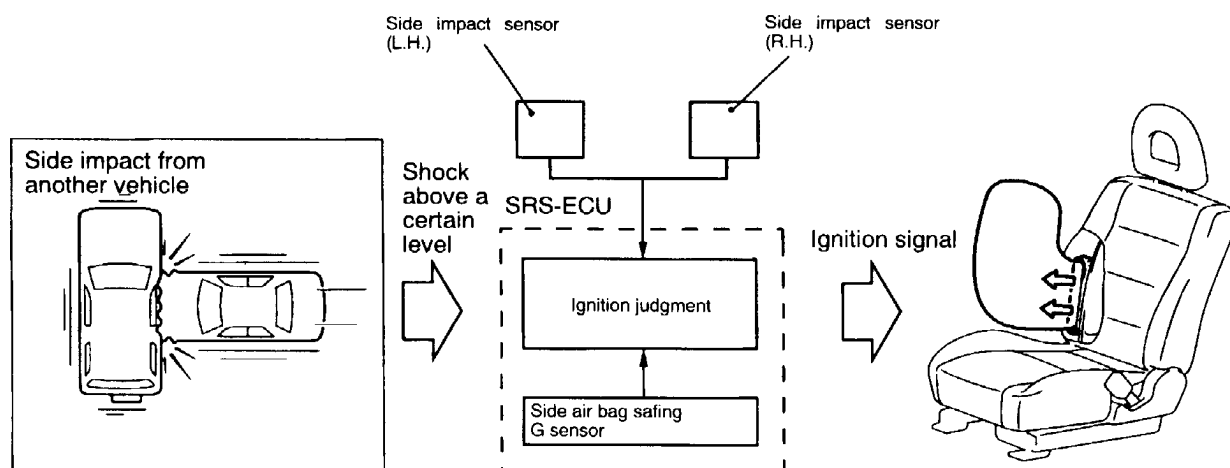


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SIDE AIR BAGS

When a shock that is above a set level is applied to the side of the vehicle, and when this shock is detected simultaneously by the side impact sensors located inside the quarter inner panel and center pillar and by the safing G sensor inside the

SRS-ECU (so that all of these sensors are on), an ignition signal is output from the SRS-ECU to the side air bag module (squib) on the side which received the impact and this side air bag is deployed.



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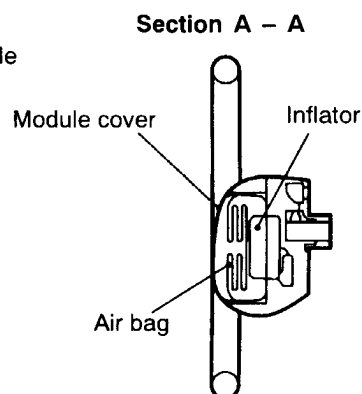
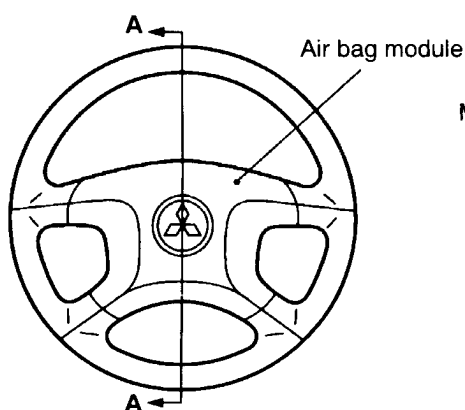
DRIVER'S SIDE AIR BAG MODULE

A driver's side air bag module which is integrated with the 4-spoke steering wheel has been adopted. The driver's side air bag module is an assembly which consists of an air bag, module cover, inflator and the parts which secure them in place. It is built into the steering wheel.

The air bag is made from nylon, with a rubber coating on the inside. It expands by means of gas which

is generated by the inflator. After this occurs and the air bag comes into contact with the passenger, the gas escapes from the two exhaust holes at the rear of the air bag, causing the bag to deflate in order to alleviate the impact.

In addition, the air bag module uses an inflator which does not contain any sodium azide.



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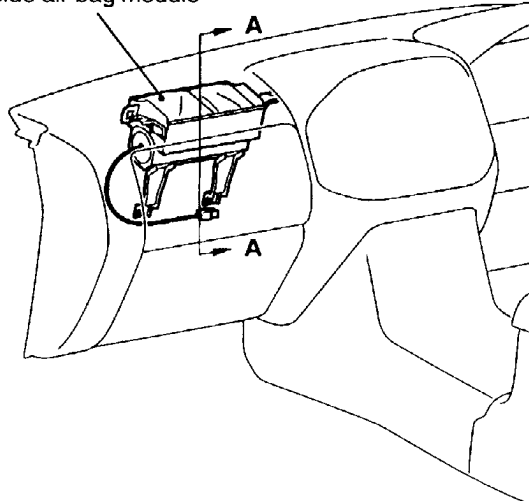
PASSENGER'S SIDE AIR BAG MODULE

The passenger's side air bag module consists of an air bag, inflator, module cover (integrated into the instrument panel pad), and the parts which secure them in place. The air bag is made from polyamide. It expands by means of gas which is generated by the inflator. After this occurs and the

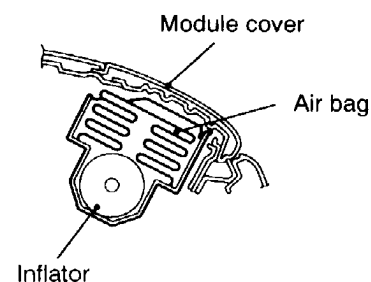
air bag comes into contact with the passenger, the gas escapes from the two exhaust holes at the rear of the air bag, causing the bag to deflate in order to alleviate the impact.

In addition, the air bag module uses a hybrid-type inflator which does not contain any sodium azide.

Passenger's side air bag module



Section A – A



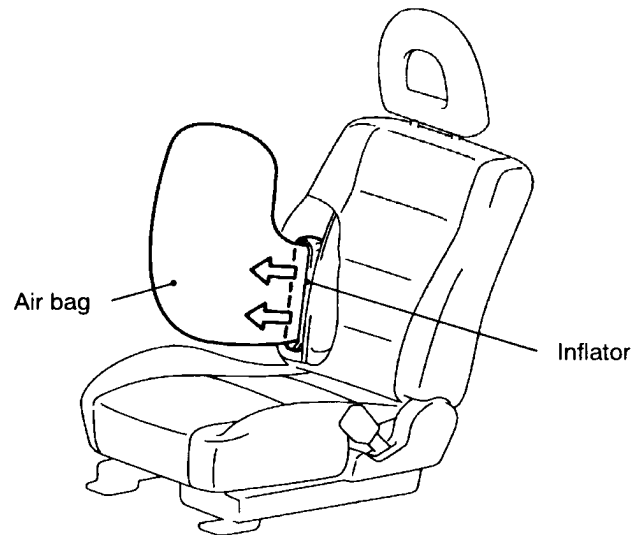
AX0447CA

SIDE AIR BAG MODULE

The side air bag modules are assemblies which consist of an air bag, an inflator and the parts which secure them in place. They are installed to the outer side supports of both the driver's seat and passenger's seat. Installation to the seats means that a stable protection can be provided at all times, regardless of the seat position and the reclining angle.

NOTE

For details of the structure and operation of the side air bag modules, refer to the '97 GALANT Technical Information Manual (Pub. No. PYDE9604).

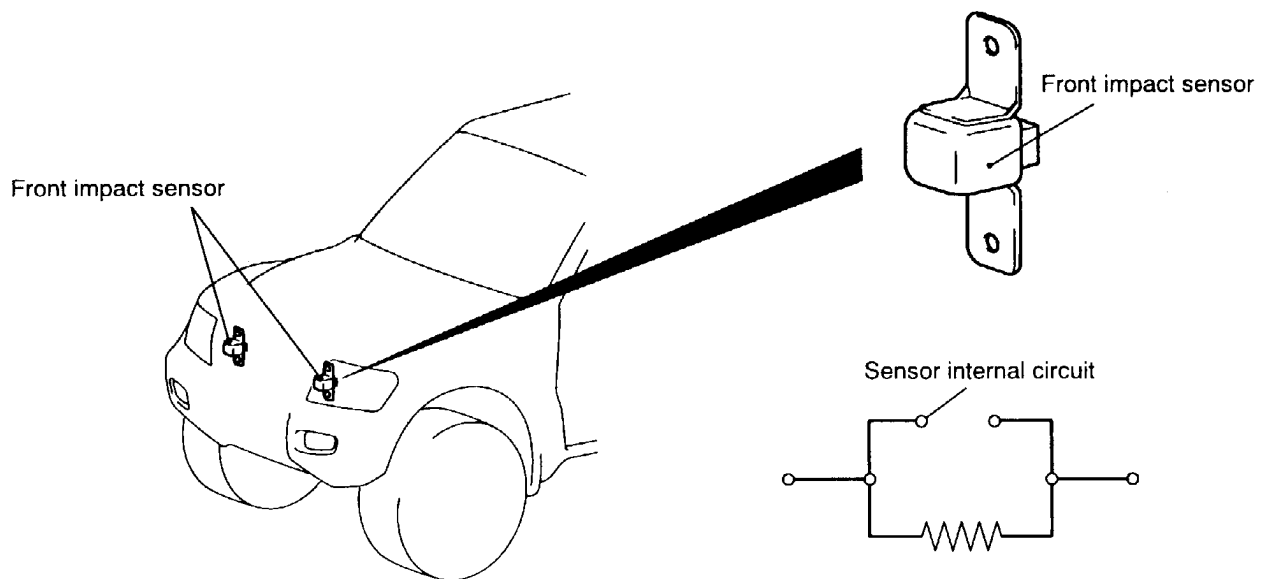


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FRONT IMPACT SENSOR

The front impact sensors are installed behind the headlamp support panels inside the engine compartment. When a shock is received from an impact, the contacts inside the front impact sensors

turn on, and a signal is output and sent to the SRS-ECU. In addition, the front impact sensors have a resistor installed in parallel with the contact for the purpose of problem diagnosis.

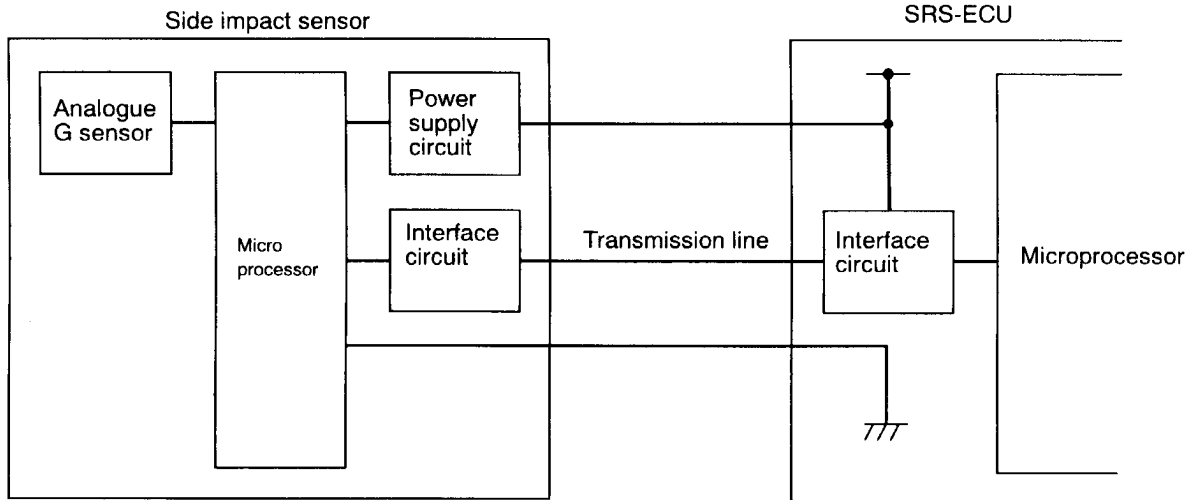


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SIDE IMPACT SENSOR

The side impact sensors have a built-in microprocessor in addition to the analogue G sensor. In short wheelbase vehicles, the side impact sensors are installed to the bottom of the quarter panel, inner, and in long wheelbase vehicles, they are installed to the bottom of the center pillar. The microprocessor constantly monitors the ana-

logue G sensor output, and when it judges that the side air bag needs to be deployed, it outputs an air bag ignition instruction signal to the SRS-ECU. In addition, it also carries out problem diagnosis for the internal components of the side air bag sensor, and outputs a problem diagnosis code to the SRS-ECU if a problem is found.



X0285AL

SRS-ECU

The SRS-ECU has a built-in safing G sensor for side impacts in addition to an analogue G sensor and front impact safing G sensor. When the shock from a front impact is detected simultaneously by the front impact sensors inside the engine compartment and by the analogue G sensor and front impact safing G sensor inside the SRS-ECU, the SRS-ECU outputs an ignition signal to the driver's side and passenger's side air bag modules (squibs). When the shock from a side impact is detected simultaneously by the analogue G sensor inside the side impact sensor and by the side impact safing G sensor inside the SRS-ECU, the SRS-ECU out-

puts an ignition signal to the side air bag module (squib) on the side which received the impact. In addition, the SRS-ECU has the following functions in order to increase system reliability.

- Power supply backup function (backup capacitor) in case of a power supply problem during an impact
- Voltage boosting function (DC-DC converter) in case of drops in system voltage
- Diagnosis function for carrying out system inspection

Diagnosis Code Output

The SRS-ECU diagnosis the following items and stores a diagnosis code in the non-volatile memory (EEPROM*) when a problem is detected.

Memory is not deleted after the battery is disconnected. (The diagnosis code memory can be erased with the MUT-II.)

Code No.	Major Contents of Diagnosis
11	Front impact sensor short-circuited
12	One front impact sensor open-circuited
13	Two front impact sensor open-circuited

Code No.	Major Contents of Diagnosis
14	Analog G-sensor malfunction
15	Safing G-sensor short-circuited (for front impact)
16	Safing G-sensor open-circuited (for front impact)
17	Safing G-sensor malfunction (for side impact)
21*3	Driver's side air bag squib short-circuited
22*3	Driver's side air bag squib open-circuited
24*3	Passenger's side air bag squib short-circuited
25*3	Passenger's side air bag squib open-circuited
31	Capacitor voltage rises
32	Capacitor voltage drops
34*2	SRS-ECU connector lock out of order
35	Ignition of the air bag completed
41*2	Power supply voltage (IG1 (A) voltage) drops abnormally.
42*2	Power supply voltage (IG1 (B) voltage) drops abnormally.
43*2	SRS warning lamp circuit open-circuited
44*2	SRS warning lamp circuit malfunction
45	SRS-ECU non-volatile memory (EEPROM) and A/D converter system
51	Driver's side air bag squib activating circuit short-circuited
52	Driver's side air bag squib activating circuit open-circuited
54	Passenger's side air bag squib activating circuit short-circuited
55	Passenger's side air bag squib activating circuit open-circuited
61	Driver's side air bag squib drive circuit (power supply side) short-circuited
62	Driver's side air bag squib drive circuit (ground side) short-circuited
64	Front passenger's side air bag squib drive circuit (power supply side) short-circuited
65	Front passenger's side air bag squib drive circuit (ground side) short-circuited
71*3	Side air bag squib (RH) short-circuited
72*3	Side air bag squib (RH) open-circuited
73	Side air bag squib (RH) drive circuit shorted
74	Side air bag squib (RH) drive circuit open
75	Side air bag squib (RH) drive circuit (power supply side) shorted
76	Side air bag squib (RH) drive circuit (ground side) shorted
79	Side impact sensor (LH) communication error
81*3	Side air bag squib (LH) short-circuited

Code No.	Major Contents of Diagnosis
82*3	Side air bag squib (LH) open-circuited
83	Side air bag squib (LH) drive circuit shorted
84	Side air bag squib (LH) drive circuit open
85	Side air bag squib (LH) drive circuit (power supply side) shorted
86	Side air bag squib (LH) drive circuit (ground side) shorted
89	Side impact sensor (RH) communication error
91*2	Side impact sensor (LH) voltage error
92	G-sensor of side impact sensor (LH) failure
93	Side impact sensor (LH) communication impossible
94*2	Side impact sensor (RH) voltage error
95	G-sensor of side impact sensor (RH) failure
96*3	Side impact sensor (RH) communication impossible

NOTE

*1: Electrically Erasable Programmable ROM

*2: This diagnosis code memory will be automatically cleared from the memory and the SRS warning lamp will be switched off when the system returns to normal condition.

*3: The diagnosis codes will remain in memory and the SRS warning lamp will be switched off if the system returns to normal.

Service data output

When the SRS-ECU detects a problem, it stores a diagnosis code and the duration of the problem has lasted in the non-volatile memory. Diagnosis codes and duration are erased with the MUT-II.

No.	Service Data Item	Applicability
92	Number indicating how often the memory is cleared	Maximum time to be stored: 250
93	How long a problem has lasted (How long it takes from the occurrence of the problem till the first air bag squib Igniting signal)	Maximum time to be stored: 9,999 minutes (approximately seven days)
94	How long a problem has lasted (How long it takes from the first air bag squib Igniting signal till now)	