

Restraints

Seat Belts 24-1

Supplemental Restraint System

(SRS) 24-9

Seat Belts

Component Location Index 24-2

Front Seat Belt

Removal/Installation 24-3

Rear Seat Belt

Removal/Installation 24-5

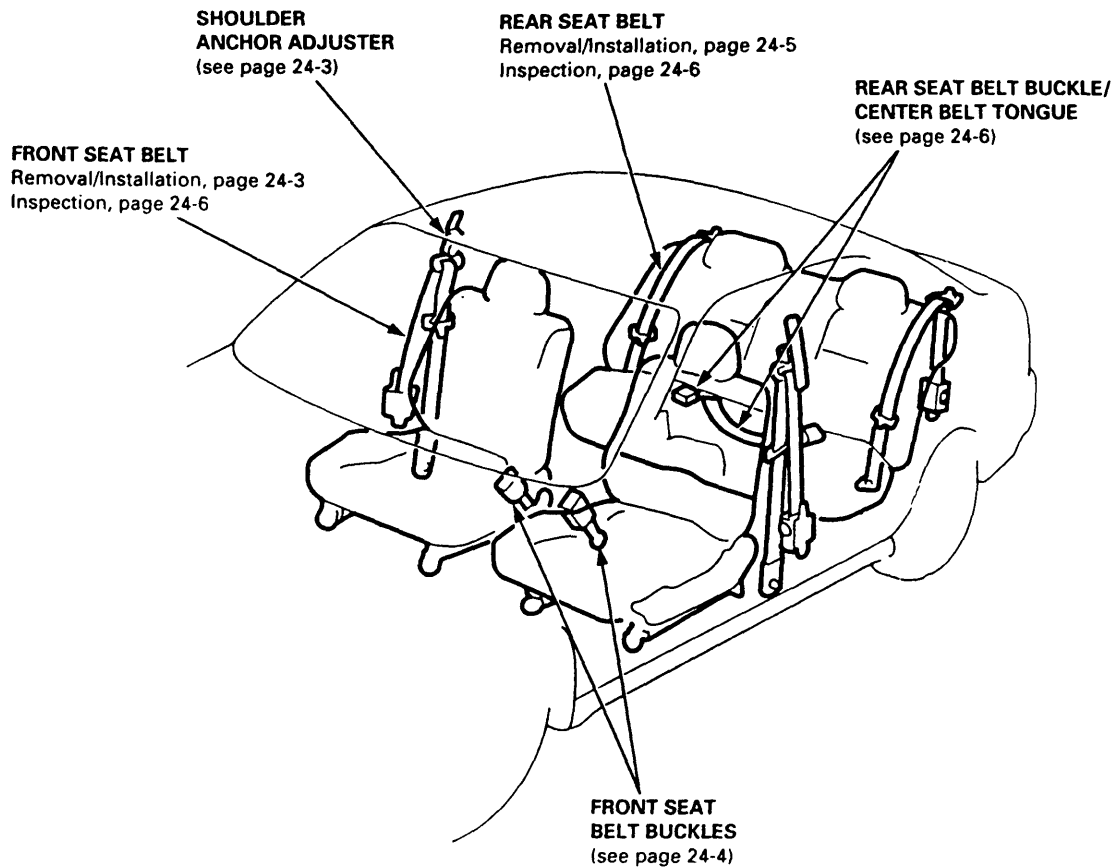
Inspection 24-6

Child Seat Anchor Plate 24-7



Seat Belts

Component Location Index





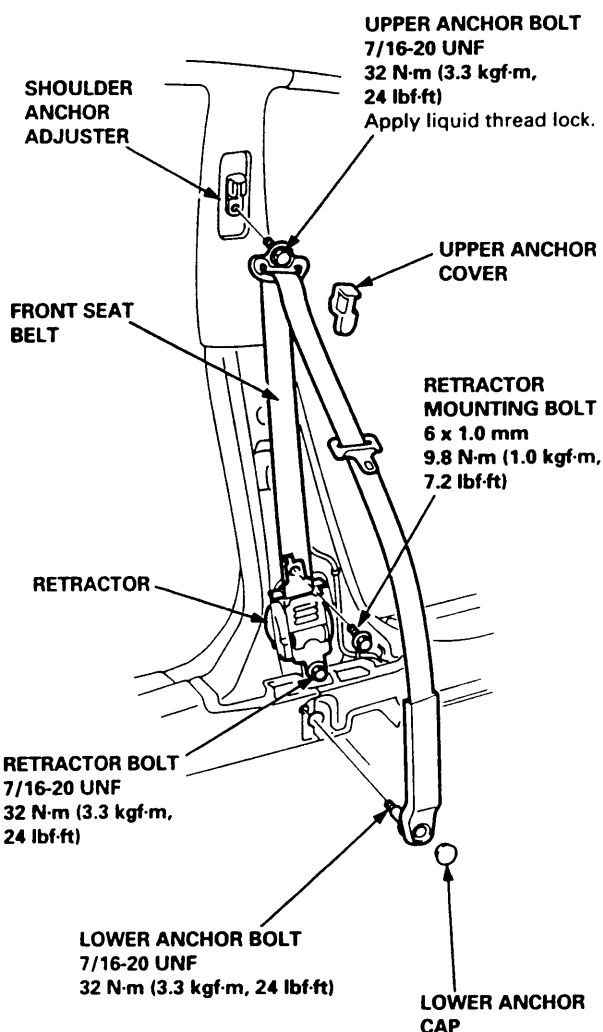
Front Seat Belt

Removal/Installation

CAUTION: Check the front seat belts for damage, and replace then if necessary. Be careful not to damage then during removal and installation.

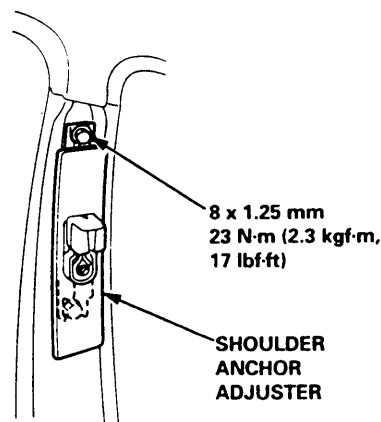
Front seat belt:

1. Slide the front seat forward fully.
2. Remove the center pillar lower trim panel (see section 20).
3. Remove the upper anchor cover and lower anchor cap.



4. With a 14 mm socket or box-end wrench, remove all the anchor bolts and the retractor bolt, remove the retractor mounting bolt, then remove the front seat belt and retractor.

5. Remove the center pillar upper trim (see section 20).
6. Remove the shoulder anchor adjuster.

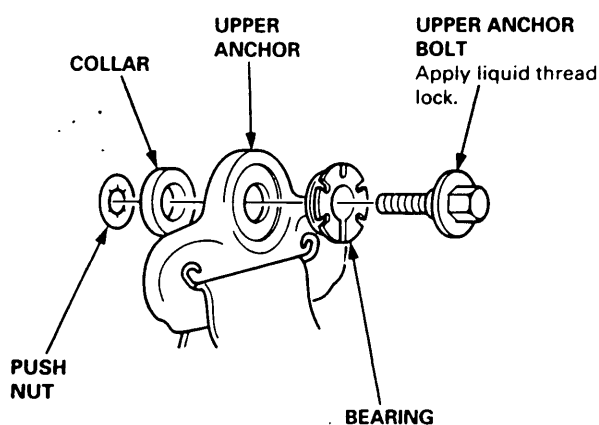


7. Installation is the reverse of the removal procedure.

NOTE:

- Check that the retractor locking mechanism functions as described on page 24-6.
- Make sure you assemble the washers and collars on the upper and lower anchor bolts as shown.
- Before installing the anchor bolts, make sure there are no twists or kinks in the front seat belt.

Upper anchor bolt construction:

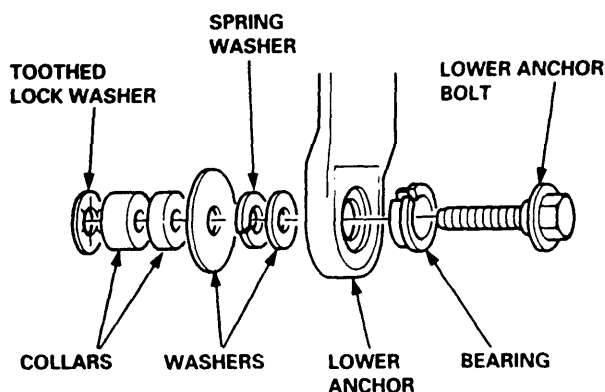


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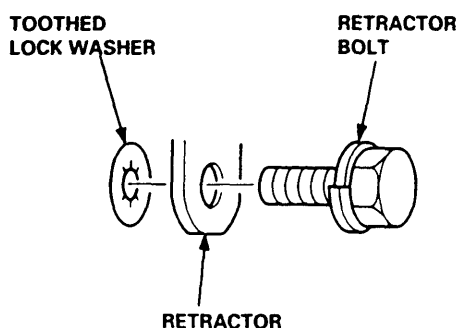
Front Seat Belt

Removal/Installation (cont'd)

Lower anchor bolt construction:

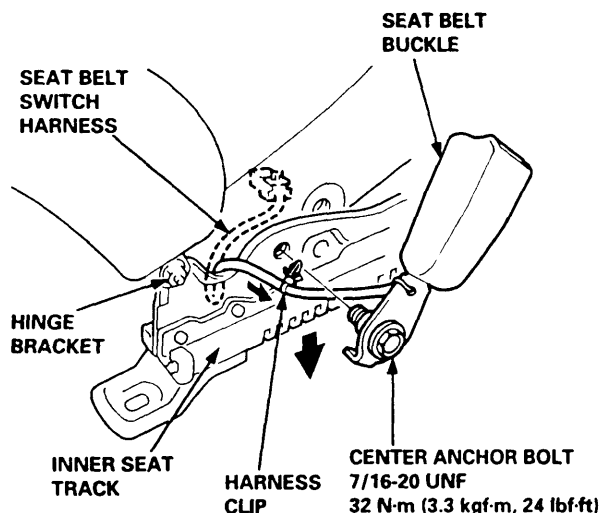


Retractor bolt construction:



Seat belt buckle removal:

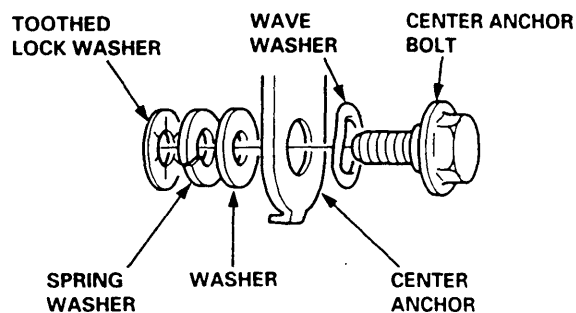
1. Remove the front seat through the door opening (see section 20).
2. Remove the center cover (see section 20).
3. With a 14 mm socket or box-end wrench, remove the center anchor bolt, then remove the seat belt buckle.



4. Driver's: Detach the seat belt switch connector and harness clip from the seat cushion (see section 20). Remove the seat cushion mounting bolts from the inner seat track (see section 20), and move the inner seat track, then pull the seat belt switch harness out.

NOTE: Take care not to damage the hinge bracket.

Center anchor bolt construction:



5. Installation is the reverse of the removal procedure.

NOTE: Make sure you assemble the washers and bearing on the center anchor bolt as shown.



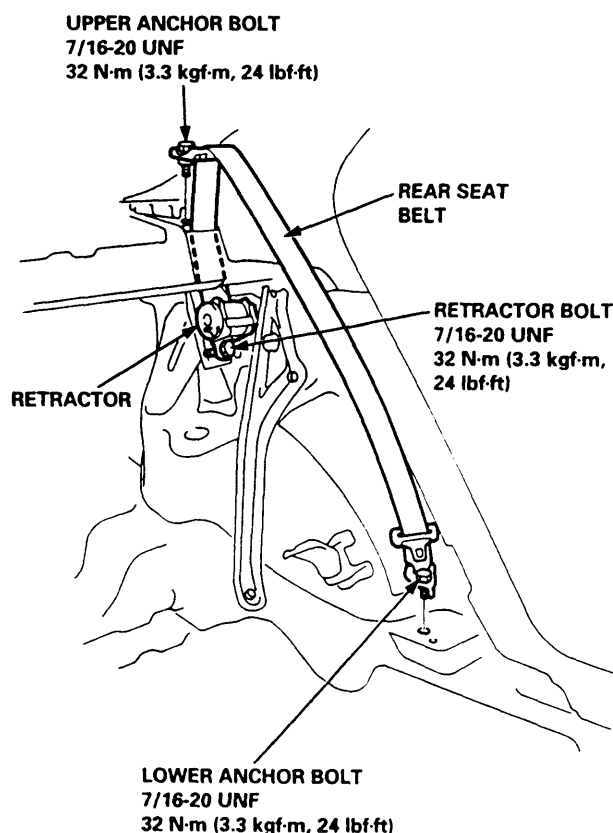
Rear Seat Belt

Removal/Installation

CAUTION: Check the rear seat belts for damage, and replace them if necessary. Be careful not to damage them during removal and installation.

Rear seat belt removal:

1. Remove:
 - Rear seat cushion (see section 20)
 - Rear shelf (see section 20)
 - Rear trim panel (see section 20)
 - Trunk trim panel (see section 20)
2. With a 14 mm socket or box-end wrench, remove all the anchor bolts and retractor bolt, then remove the rear seat belt and retractor.

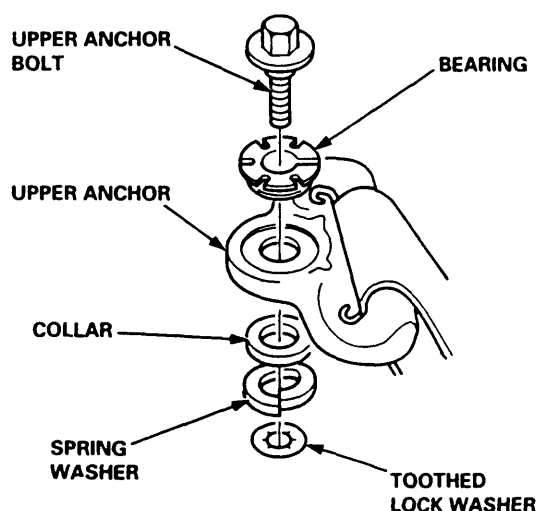


3. Installation is the reverse of the removal procedure.

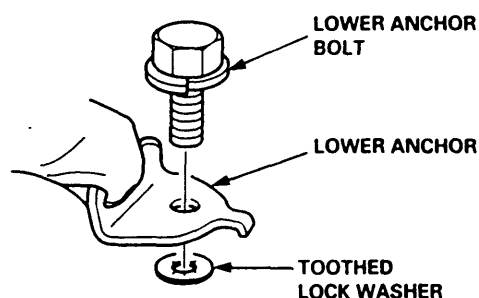
NOTE:

- Check that the retractor locking mechanism functions as described on page 24-6.
- Assemble the washers and collar on the upper anchor bolt as shown.
- Before installing the anchor bolt, make sure there are no twists or kinks in the rear seat belt.

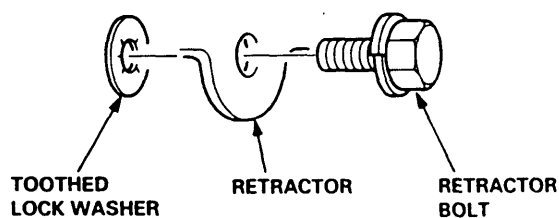
Upper anchor bolt construction:



Lower anchor bolt construction:



Retractor bolt construction:



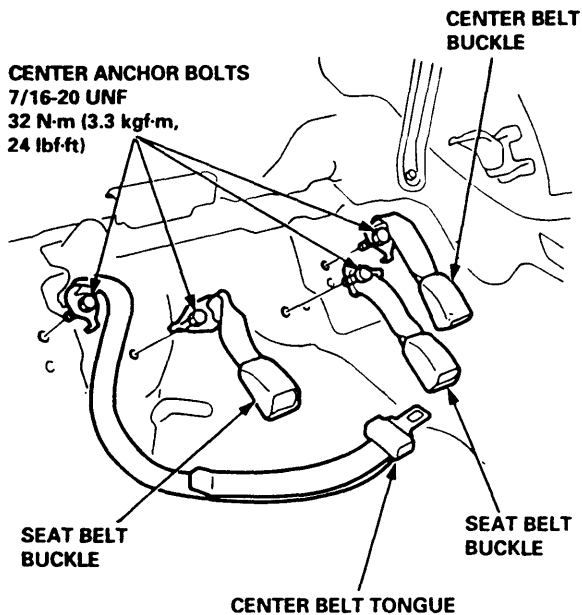
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Rear Seat Belt

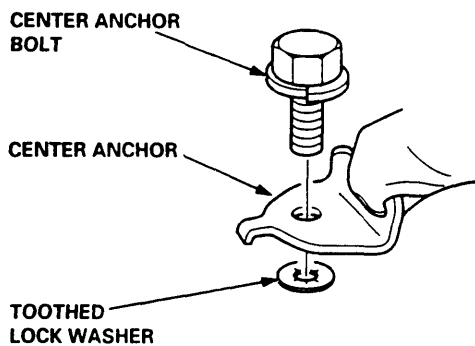
Removal/Installation (cont'd)

Seat belt buckle/Center belt tongue removal:

1. Remove the rear seat cushion (see section 20).
2. With a 14 mm socket or box-end wrench, remove the center anchor bolts, then remove the seat belt buckles and center belt tongue.



Center anchor bolt construction:



3. Installation is the reverse of the removal procedure.

NOTE: Before attaching the seat-back and seat cushion, make sure there are no twists or kinks in the center belts.

Inspection

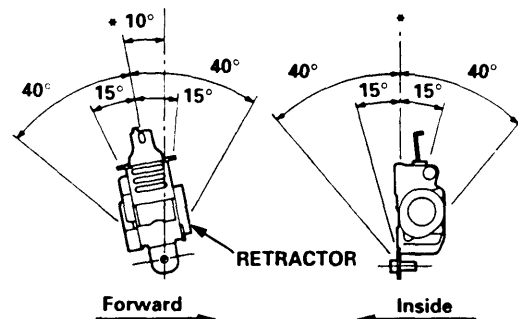
Retractor Inspection

1. Before installing the retractor, check that the seat belt can be pulled out freely.
2. Make sure that the seat belt does not lock when the retractor is leaned slowly up to 15° from the mounted position. The seat belt should lock when the retractor is leaned over 40°.

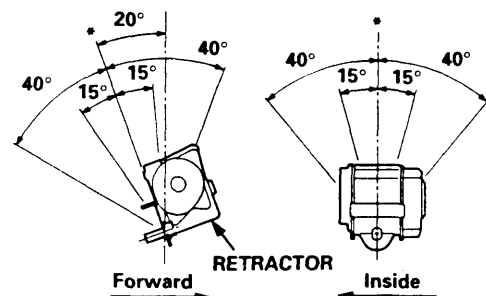
CAUTION: Do not attempt to disassemble the retractor.

*: Mounted Position

Front:



Rear:





Child Seat Anchor Plate

3. Replace the seat belt with a new one if there is any abnormality.

On-the-Car Seat Belt Inspection

1. Check that the seat belt is not twisted or caught on anything.
2. After installing the anchors, check for free movement on the anchor bolts. If necessary, remove the anchor bolts and check that the washers and other parts are not damaged or improperly installed.
3. Check the seat belts for damage or discoloration. Clean with a shop towel if necessary.

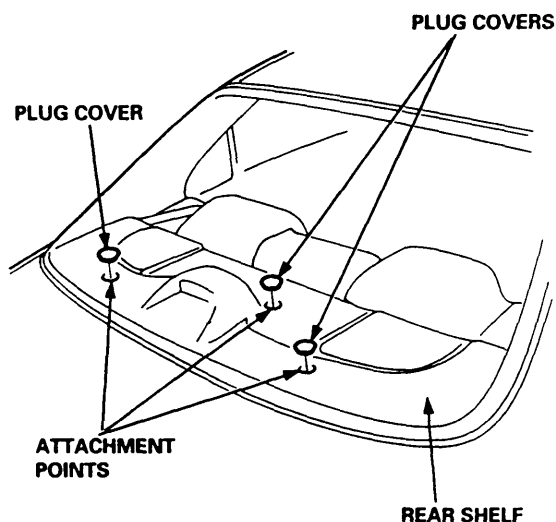
CAUTION: Use only soap and water to clean.

NOTE: Dirt build-up in the metal loops of the upper anchors can cause the seat belts to retract slowly. Wipe the inside of the loops with a clean cloth dampened in isopropyl alcohol.

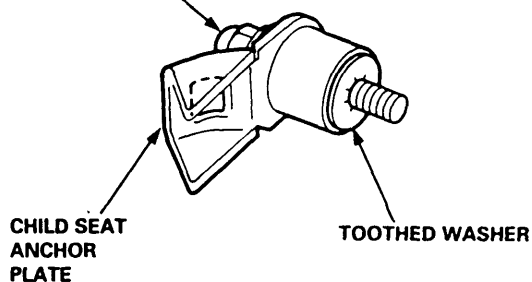
4. Check that the seat belt does not lock when pulled out slowly. The seat belt is designed to lock only during a sudden stop or impact.
5. Make sure that the seat belt will retract automatically when released.
6. For each passenger's seat belt, make sure that the locking mechanism in the seat belt retractor will engage when the seat belt is pulled all the way out.
7. Replace the seat belt with a new one if there is any abnormality.

Attachment points are provided for a rear seat mounted child restraint system which uses a top tether. The attachment points are located on the rear shelf or rear trim panel, just behind the rear seat-back. When using a child seat with a top tether, install the child seat anchor plates securely.

NOTE: Remove the plug covers from the attachment points of the rear shelf.



8 x 1.25 mm
22 N·m (2.2 kgf-m, 16 lbf-ft)



⚠ WARNING

- Do not use the child seat anchor plate for any other purpose; it is designed exclusively for installation of a child seat.
- Make sure the rear seat-back is locked firmly when installing a child seat.

NOTE:

- Do not remove the toothed washer from the child seat anchor plate. Use the child seat anchor plate with the toothed washer attached to it.
- When installing a child seat on the rear seat, follow the instructions of the manufacturer of the child seat.
- Additional anchor plates are available.

Supplemental Restraint System (SRS)

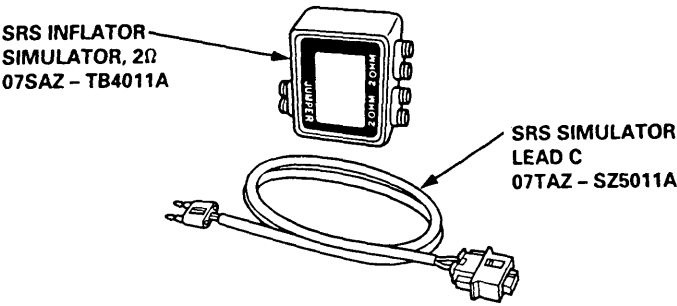
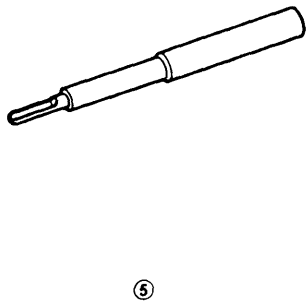
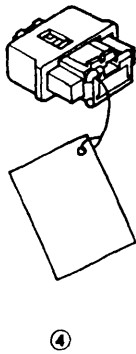
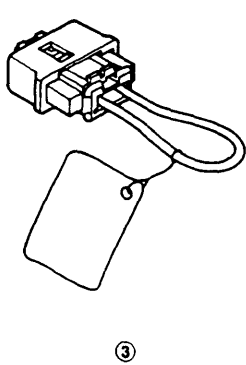
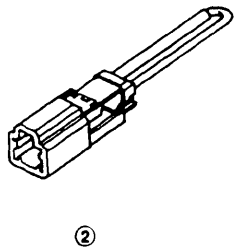
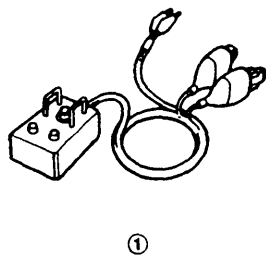
Special Tools	24-10
Component/Wiring Locations Index	24-11
Description	24-12
Circuit Diagram	24-13
Precautions/Procedures	
General Precautions	24-14
Airbag Handling and Storage	24-14
SRS Unit Precautions	24-15
Inspection After Deployment	24-15
Wiring Precautions	24-16
Backprobing Spring-loaded Lock Connectors	24-16
Spring-loaded Lock Connector	24-17
Disconnecting the Airbag Connectors	24-18
Spring-loaded Lock Connector with Built-in Short Contact	24-18
Steering-related Precautions	24-19
Troubleshooting	
Self-diagnostic Procedures	24-20
Reading the DTC	24-20
Erasing the DTC memory	24-22
Troubleshooting of Intermittent Failures	24-22
Diagnostic Trouble Code (DTC) Chart	24-23
SRS Indicator Light Wire Connections	24-25
Flowcharts	24-26
Driver's Airbag Assembly	
Replacement	24-55
Front Passenger's Airbag Assembly	
Replacement	24-57
Airbag Assembly	
Disposal	24-59
Cable Reel	
Replacement	24-61
SRS Unit	
Replacement	24-65



Special Tools

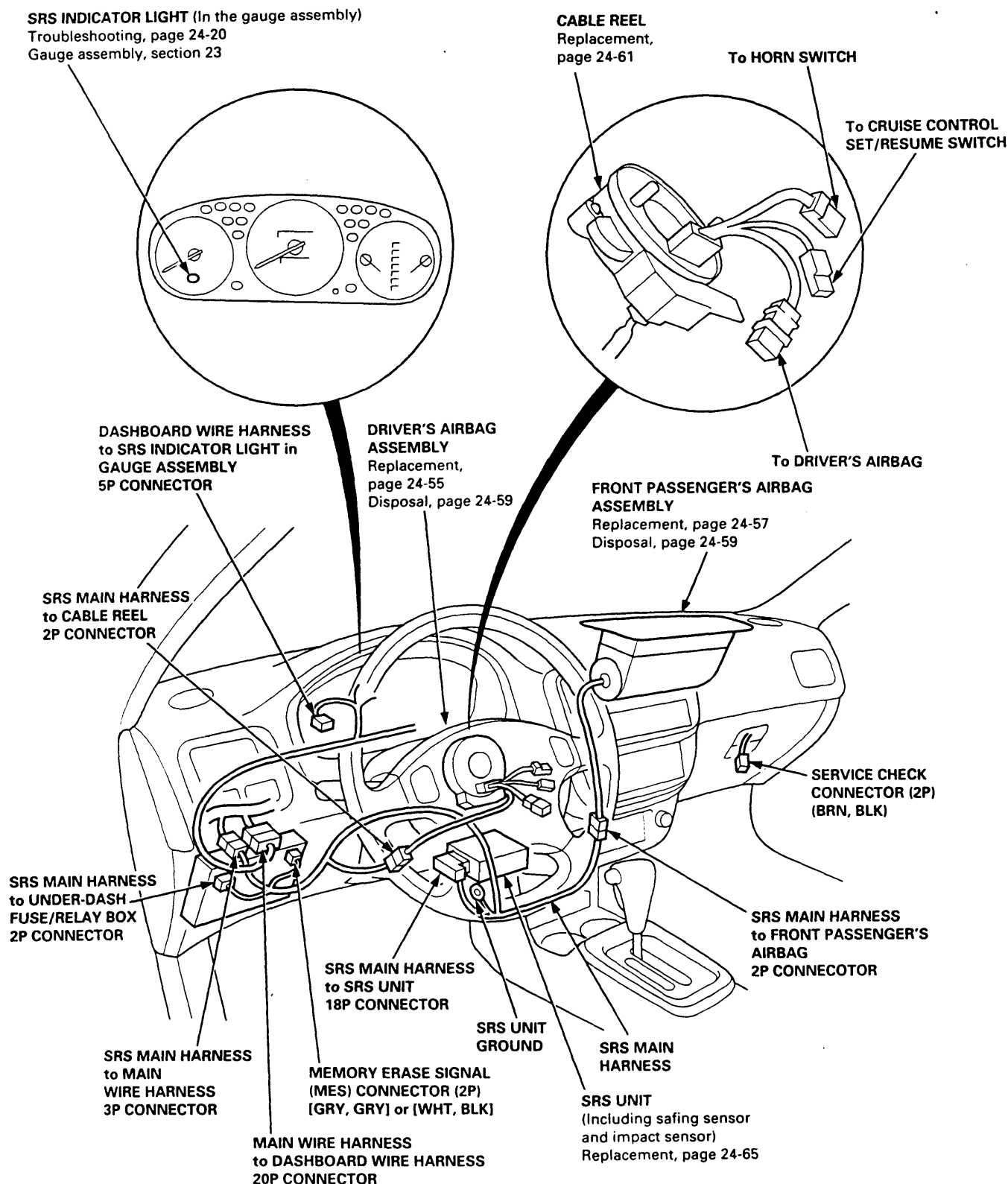
Ref. No.	Tool Number	Description	Qty	Page Reference
①*1	07HAZ – SG00400	Deployment Tool	1	24-59
②*1	07PAZ– 0010100	SCS Service Connector	1	24-21
③	07SAZ – SW50200	SRS Service Connector	1	24-35
④	07TAZ – SZ50200	SRS Service Connector (2 Ω)	1	24-34
⑤*2	07TAZ – 001020A	Backprobe Adapter, 17 mm	2	24-30

*1: Included in SRS Tool Set 07HAZ – SG0000A
*2: Use with the stacking patch cords from T/N 07SAZ – 001000A, Backprobe Set.



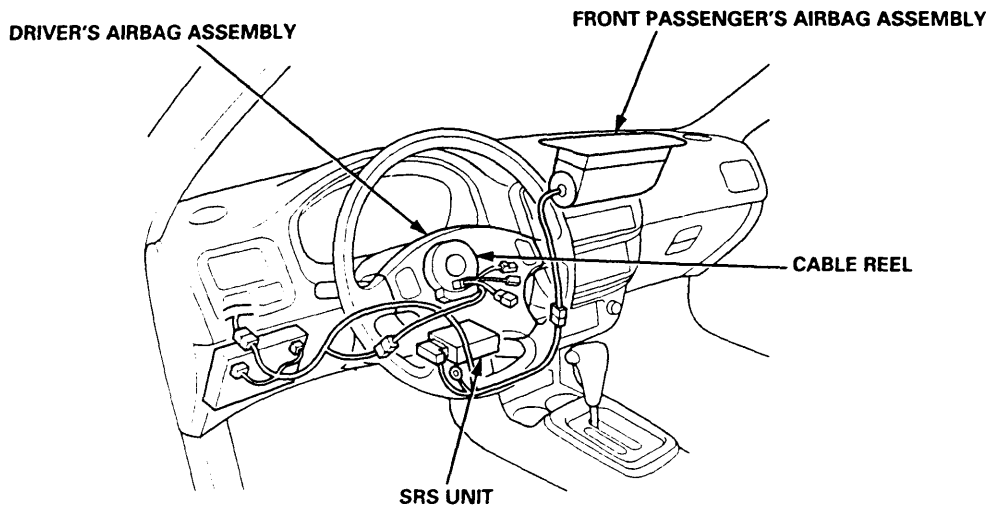
NOTE: The SRS Service Connector, T/N 07SAZ – SW50200, and the SRS Service Connector (2 Ω), T/N 07TAZ – SZ50200, are not available. Instead, use the SRS Inflator Simulator, 2 Ω, T/N 07SAZ – TB4011A, and the SRS Simulator Lead C, T/N 07TAZ – SZ5011A. When the SRS Service Connector, T/N 07SAZ – SW50200, is called for, connect the lead to the Simulator's "Jumper" jack. When the SRS Service Connector (2 Ω), T/N 07TAZ – SZ50200, is called for, connect the lead to one of the simulator's "2 Ω" jacks.

Component/Wiring Locations Index



Description

The SRS is a safety device which, when used in conjunction 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), the cable reel, the driver's airbag, and front passenger's airbag.

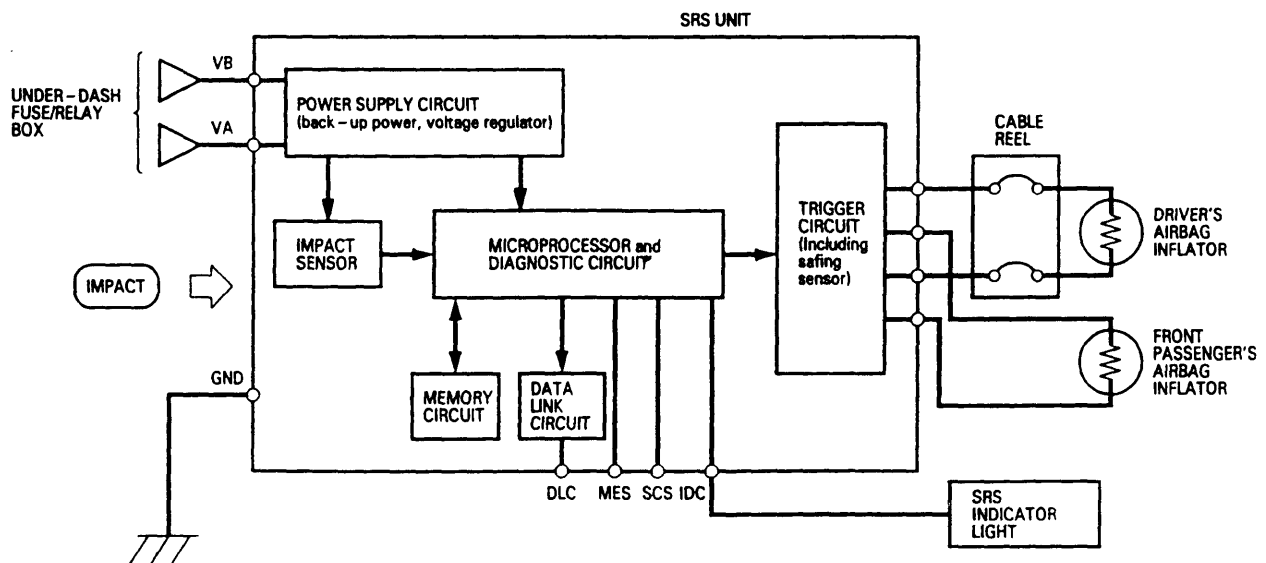


Operation

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 back-up power circuit will keep voltage at a constant level.

For the SRS to operate:

- (1) The impact sensor and safing sensor must activate and send electric signals to the microprocessor.
- (2) The microprocessor must compute the signals and send signals to the airbag inflators.
- (3) The inflators must ignite and deploy the airbags.



Self-diagnosis System

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

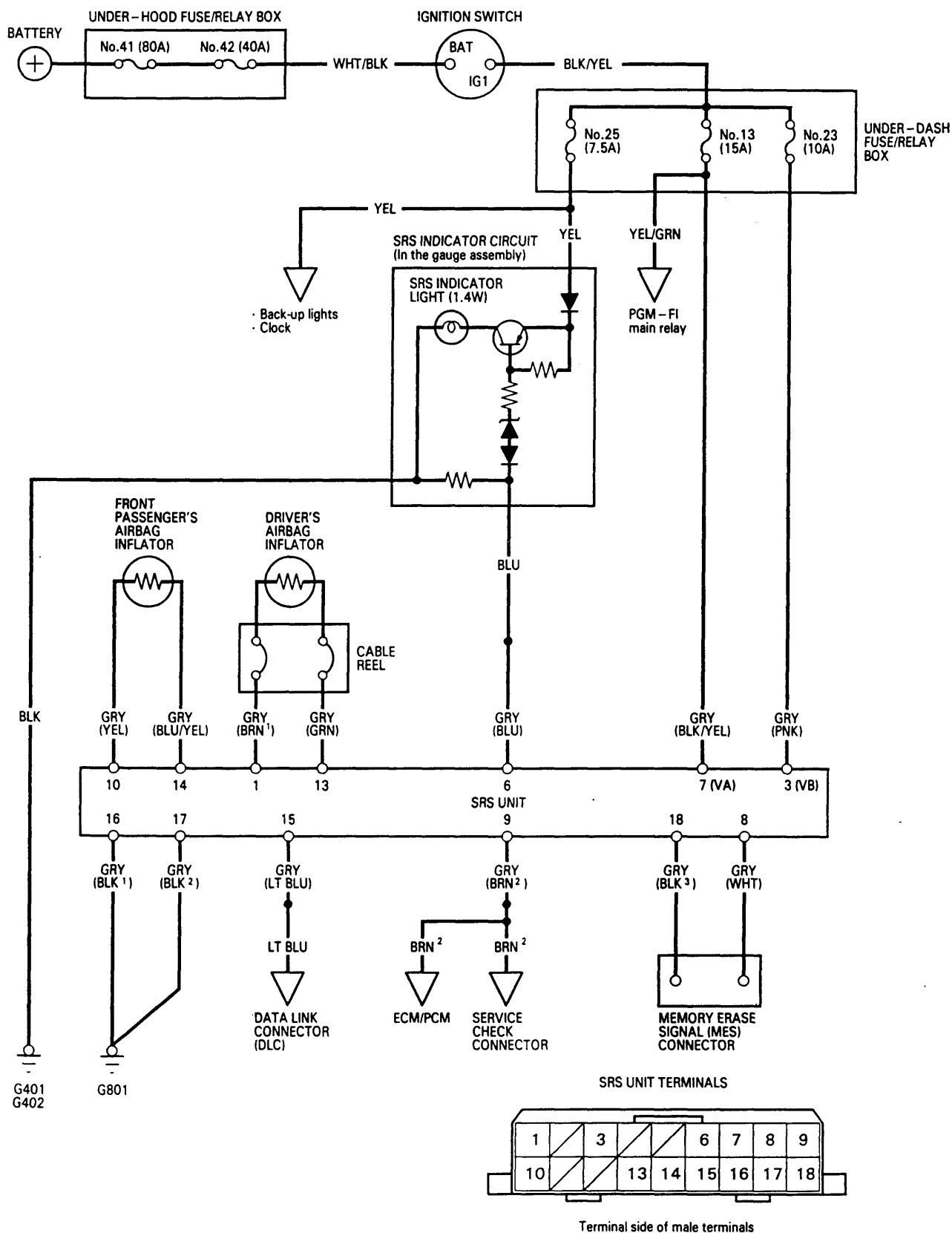
If the light does not come on, or does not go off after six seconds, or if it comes on while driving, it indicates an abnormality in the system. The system must be inspected and repaired as soon as possible.

For better serviceability, the memory will store the cause of the malfunction, and the data link circuit passes on the information from the memory to the data link connector (DLC). This information can be read with the Honda PGM Tester connected to the DLC (16P).



Circuit Diagram

NOTE: The SRS main harness normally uses all GRY wires. However, the wire colors in parenthesis are the actual circuit colors, and wires with those colors may sometimes be used.

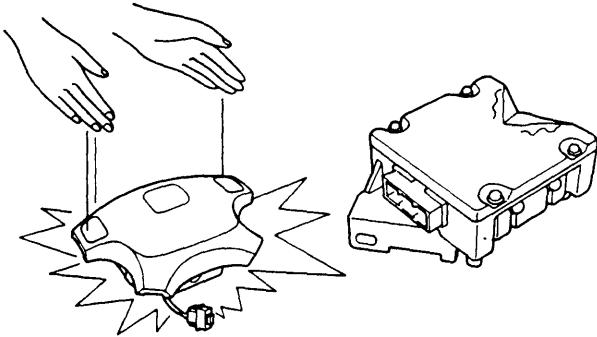


Precautions/Procedures

General Precautions

- 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:

- Airbag assemblies
- Cable reel
- SRS unit



- 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 deployment and possible injury.
- Do not install used SRS parts from another vehicle. When making SRS repairs, use only new parts.
- Except when performing electrical inspections, always disconnect both the negative cable and positive cable from the battery, and wait at least three minutes before beginning work.
- Replacement of the combination light and wiper/washer switches and cruise control switch can be done without removing the steering wheel:
 - Combination light and wiper/washer switch replacement (see section 23).
 - Cruise control set/resume switch replacement (see section 4).
- Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.
- Whenever the airbag has been activated, replace the SRS unit.
- The original radio has a coded theft protection circuit. Be sure to get the customer's code number before disconnecting the battery cables.

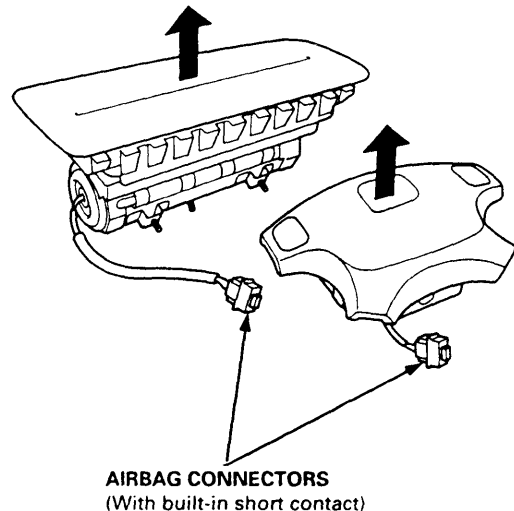
Airbag Handling and Storage

Do not try to disassemble the airbag assembly. It has no serviceable parts. Once an airbag has been operated (deployed), it cannot be repaired or reused.

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

- Store the removed airbag assembly with the pad surface up. The driver's and front passenger's airbag connectors have a built-in short contact (see page 24-18).

▲ WARNING If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.



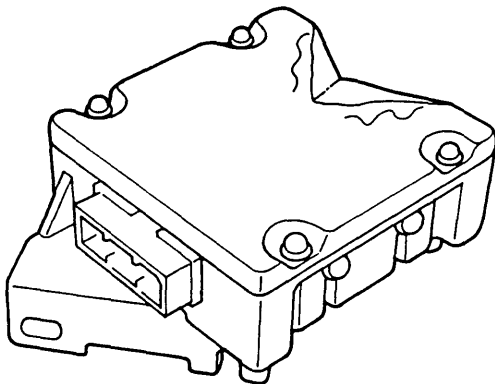
- Store the removed airbag assembly on a secure flat surface away from any high heat source (exceeding 212°F/100°C) and free of any oil, grease, detergent or water.

CAUTION: Improper handling or storage can internally damage the airbag assembly, making it inoperative. If you suspect the airbag assembly has been damaged, install a new unit and refer to the Deployment/Disposal Procedures for disposing of the damaged airbag.



SRS Unit Precautions

- Take extra care when painting or doing body work in the area below the dashboard. Avoid direct exposure of the SRS unit or wiring to heat guns, welding, or spraying equipment.
- Disconnect the driver's and front passenger's airbag connectors before working below the dashboard near the SRS unit.
- After any degree of frontal body damage, or after a collision without airbag deployment, inspect the SRS unit for physical damage. If it is dented, cracked, or deformed, replace it.



- Be sure the SRS unit is installed securely.
- Do not disassemble the SRS unit.
- Store the SRS unit in a cool (less than about 104°F/40°C) and dry (less than 80% humidity, no moisture) place. Do not spill water or oil on the SRS unit, and keep it away from dust.
- During installation or replacement, be careful not to bump (impact wrench, hammer, etc.) the area around the SRS unit. The airbags could accidentally deploy and cause damage or injuries.

Inspection After Deployment

After a collision in which the airbags were deployed, replace the SRS unit, and inspect the following:

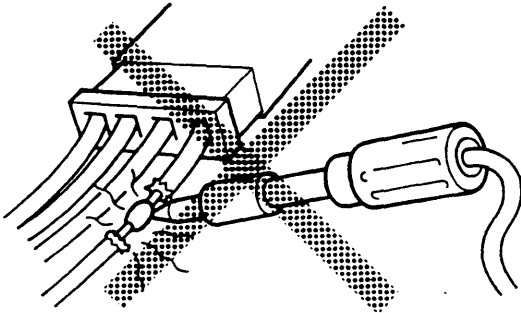
1. Inspect all the SRS wire harnesses. Replace, don't repair, any damaged harnesses.
2. Inspect the cable reel for heat damage. If there is any damage, replace the cable reel.
3. After the vehicle is completely repaired, turn the ignition switch ON (II). If the SRS indicator light comes on for about six seconds and then goes off, the SRS system is OK. If the indicator light does not function properly, go to SRS Troubleshooting.

Precautions/Procedures

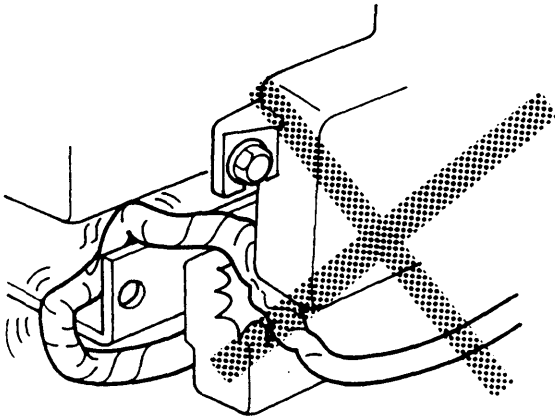
Wiring Precautions

- Never attempt to modify, splice or repair SRS wiring.

NOTE: SRS wiring can be identified by special yellow outer covering.



- Be sure to install the harness wires so that they are not pinched or interfering with other parts.

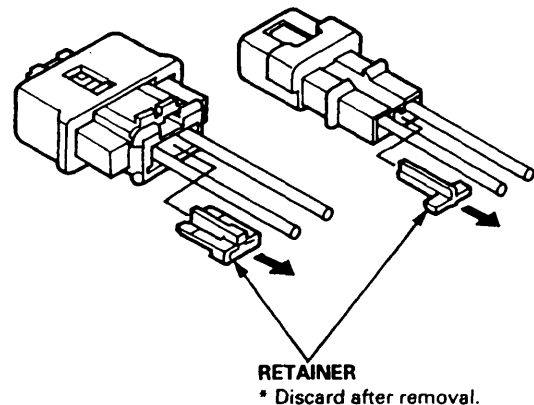


- Make sure all SRS ground locations are clean and grounds are securely fastened for optimum metal-to-metal contact. Poor grounding can cause intermittent problems that are difficult to diagnose.

Backprobing Spring-loaded Lock Connectors

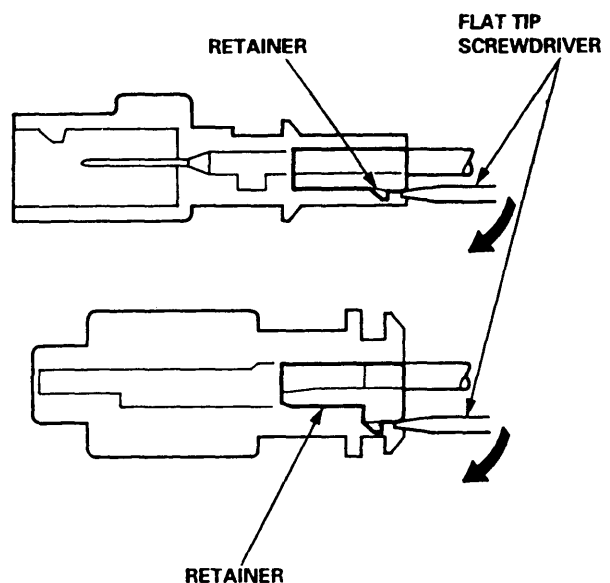
- When checking voltage or resistance on this type of connector the first time, it is necessary to remove the retainer to insert tester probes from the wire side.

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



- To remove the retainer, insert a flat tip screwdriver between connector body and retainer, and carefully pry out the retainer.

NOTE: Take care not to break the connector.





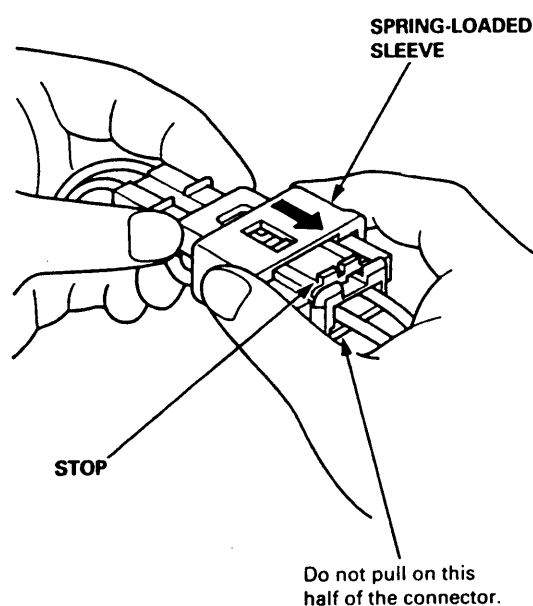
Spring-loaded Lock Connector

Some SRS system connectors have a spring-loaded lock.

Disconnecting

To release the lock, pull the spring-loaded sleeve toward the stop while holding the opposite half of the connector. Then pull the connector halves apart.

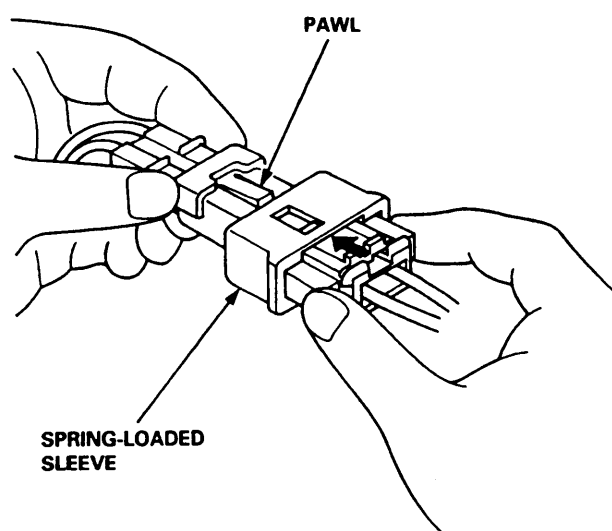
NOTE: Be sure to pull on the sleeve and not on the connector half itself.



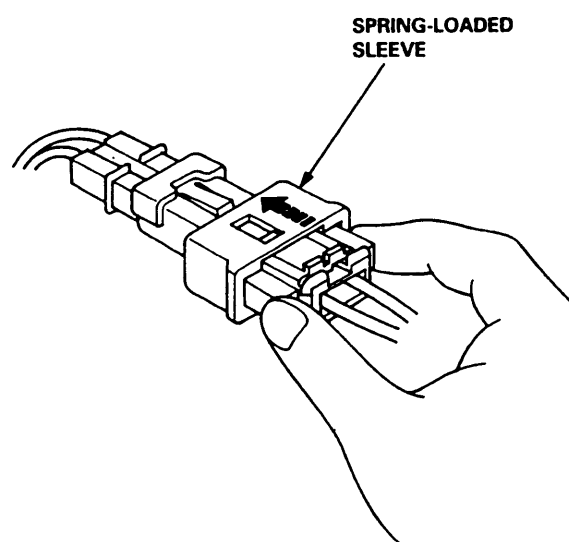
Connecting

1. Hold the pawl-side connector half, and press on the back of the sleeve-side connector half in the direction shown. As the two connector halves are pressed together, the sleeve is pushed back by the pawl.

NOTE: 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.



Precautions/Procedures

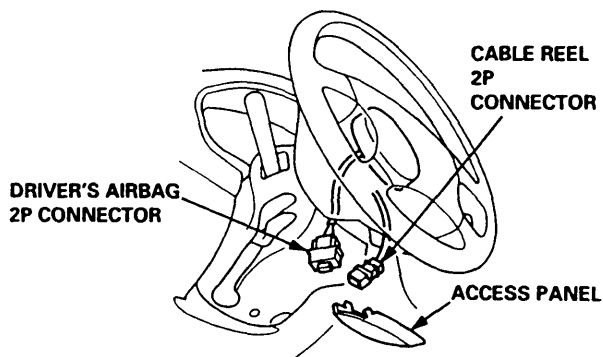
Disconnecting the Airbag Connectors

⚠ WARNING To avoid accidental deployment and possible injury, always disconnect the driver's and front passenger's airbag connectors (automatically shorted) before working near any SRS wiring.

1. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
 2. Disconnect the driver's airbag and front passenger's airbag connectors.
- NOTE: For disconnecting the spring-loaded lock type connector, refer to page 24-17.

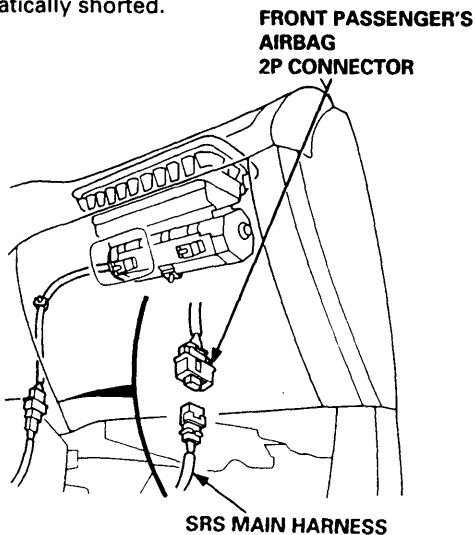
Driver's Side:

- Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.
- NOTE: When disconnected, the airbag connector is automatically shorted.



Front Passenger's Side:

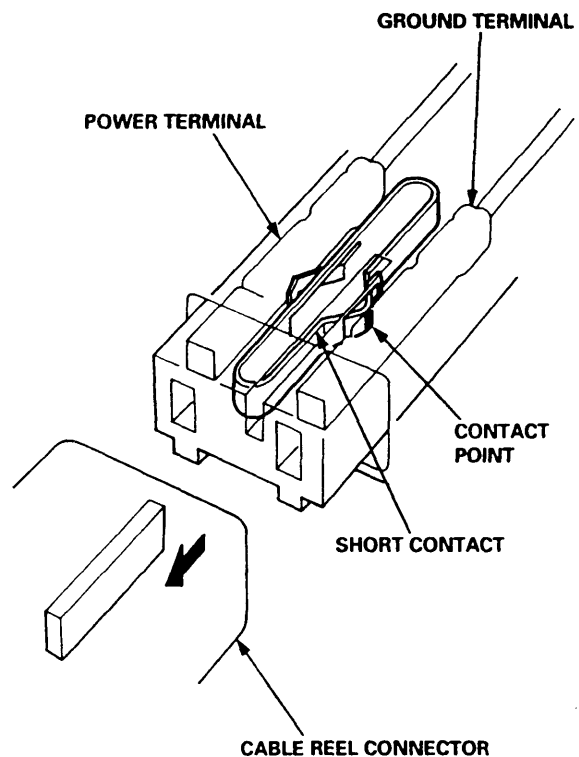
- Disconnect the 2P connector between the front passenger's airbag and SRS main harness.
- NOTE: When disconnected, the airbag connector is automatically shorted.



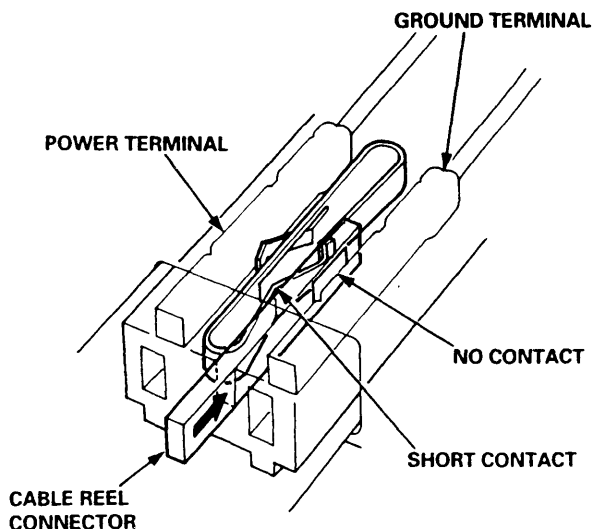
Spring-loaded Lock Connector with Built-in Short Contact

The driver's airbag and front passenger's airbag have a spring-loaded lock connector with a built-in short contact. When this connector is disconnected, the power terminal and the ground terminal in the airbag connector are automatically shorted.

Connector halves disconnected:



Connector halves connected:

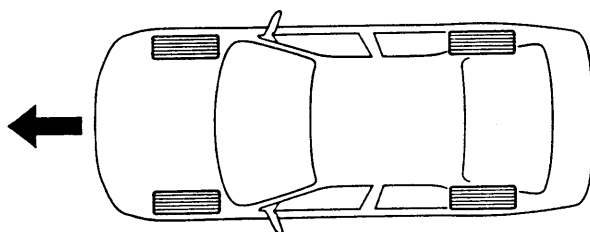




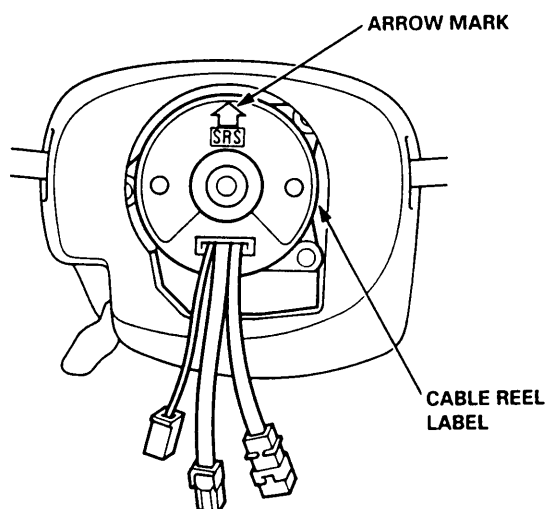
Steering-related Precautions

Steering Wheel and Cable Reel Alignment

NOTE: To avoid misalignment of the steering wheel on reassembly, make sure the wheels are turned straight ahead before removing the steering wheel.



Rotate the cable reel clockwise until it stops. Then rotate it counterclockwise (approximately two and a half turns) until the arrow mark on the cable reel label points straight up.



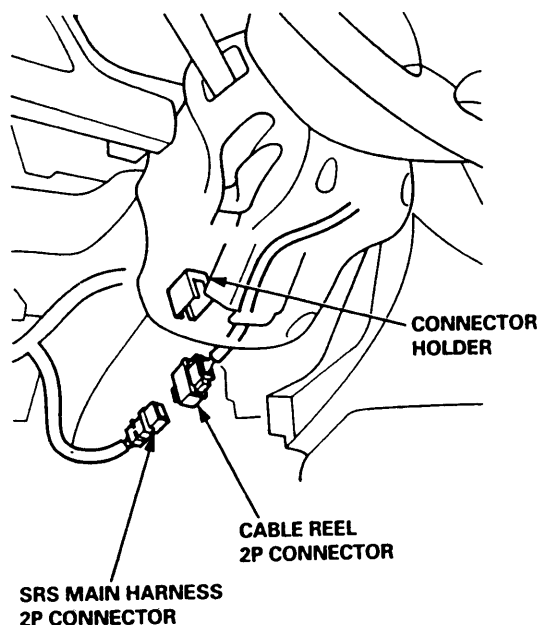
Steering Column Removal

CAUTION

- Before removing the steering column, first disconnect the connector between the cable reel and the SRS main harness.
- If the steering column is going to be removed without dismounting the steering wheel, lock the steering by turning the ignition key to 0-LOCK position, or remove the key from the ignition so that the steering wheel will not turn.

NOTE:

- When the airbag assembly and cable reel are disconnected, and the battery is reconnected and the ignition switch is turned ON (II), the SRS unit will store this as an open in the driver's airbag inflator, and the SRS indicator light will come on. In such a case, make sure to confirm the DTC, then clear the SRS unit memory.
- For disconnecting the spring-loaded lock type connector, refer to page 24-17.



Do not replace the original steering wheel with any other design because it will make it impossible to properly install the airbag (only use genuine Honda replacement parts).

After reassembly, confirm the wheels are still turned straight ahead and that the steering wheel spoke angle is correct. If minor spoke angle adjustment is necessary, do so only by adjusting the tie-rods, not by removing and repositioning the steering wheel.

Troubleshooting

Self-diagnostic Procedures

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

- When you turn the ignition switch ON (II), the SRS indicator will come on. If it goes off after six seconds, the system is normal.
- If there is an abnormality, the system locates and defines the problem, stores this information in memory, and turns the SRS indicator light on.

NOTE: The data will remain in the memory even when the ignition switch is turned off or if the battery is disconnected.

- When you connect the SCS service connector to the service check connector (2P), and turn the ignition switch ON (II), the SRS indicator light will indicate the diagnostic trouble code (DTC) by the number of blinks.
- After reading and recording the DTC, proceed with the troubleshooting for this code.

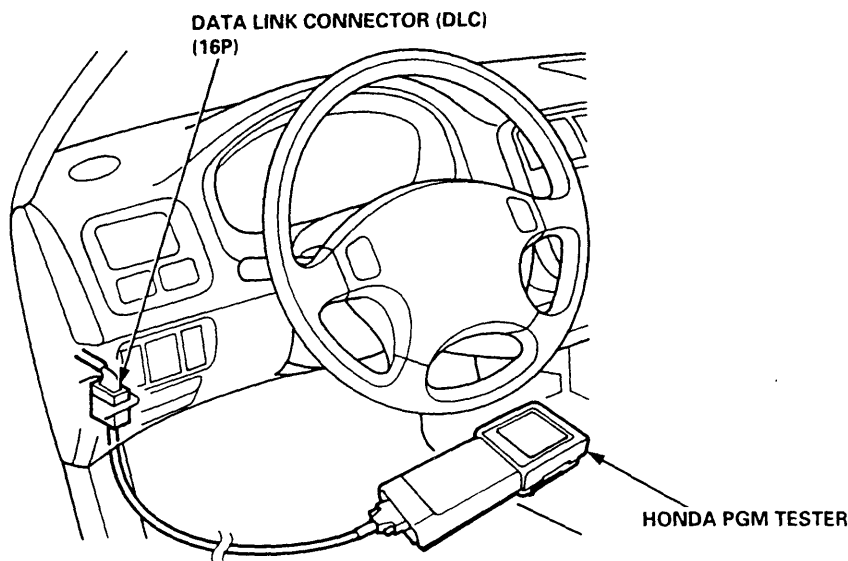
Precautions

- 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 ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbag(s) could accidentally deploy and cause damage or injuries.
- Before you remove the SRS main harness, disconnect the driver's airbag connector (and the front passenger's airbag connector).
- Make sure the battery is sufficiently charged (see section 23). If the battery is dead or low, measuring values won't be correct.
- Do not touch a tester probe to the terminals in the SRS unit or harness connectors, and do not connect the terminals with a jumper wire. Use only the backprobe set and the SCS service connectors. For backprobing spring-loaded lock type connectors, refer to page 24-16.

Reading the DTC

When the SRS indicator light is on, read the DTC using one of these methods:

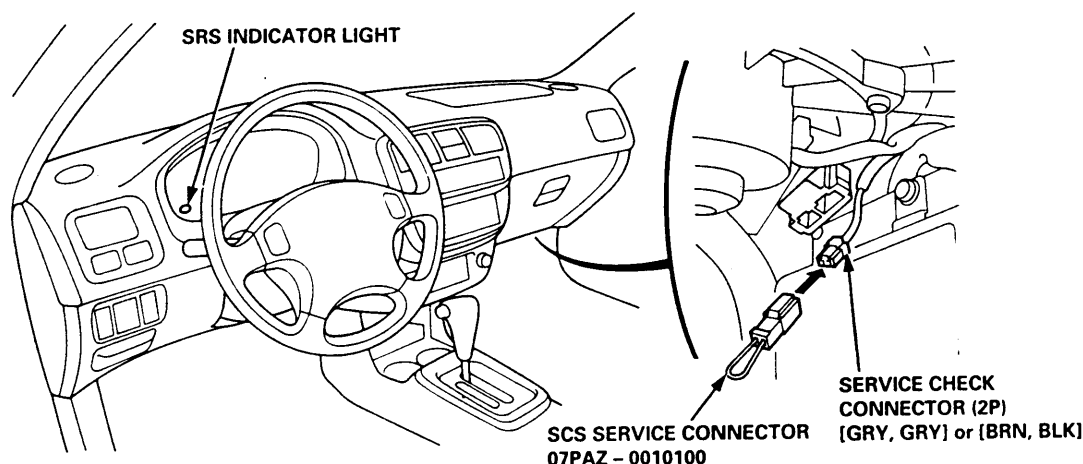
- A. Connect the Honda PGM Tester to the 16P Data Link Connector (DLC), and follow the tester's prompts.





Reading the DTC

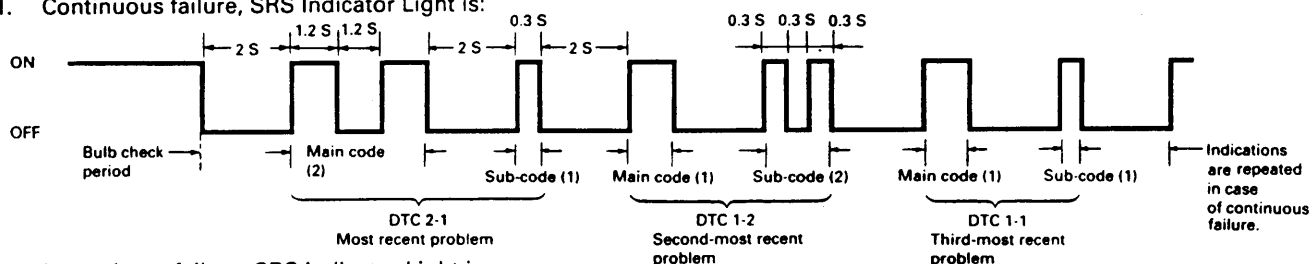
- B. The SRS indicator light also indicates the DTC by the number of blinks when the SCS service connector is connected to the service check connector (2P).
- Turn the ignition switch OFF, and wait for ten seconds. Then connect the SCS service connector to the service check connector (2P).
- NOTE: If you do not wait ten seconds, the SRS unit will not be completely reset and will not output DTCs.



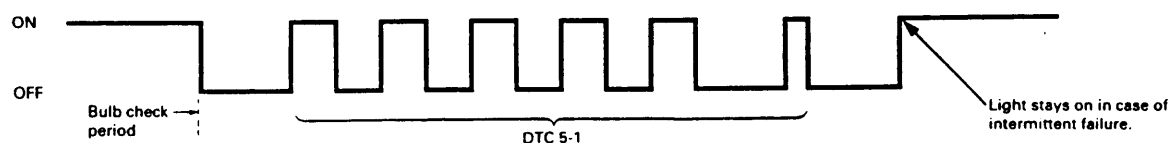
- Turn the ignition switch ON (III). The SRS indicator light comes on for about six seconds and goes off. Then it will indicate the DTC:
 - The DTC consists of a main code and a sub-code.
 - Including the most recent problem, up to three different malfunctions can be indicated.
 - In case of a continuous failure, the DTC will be indicated repeatedly (see example 1 below).
 - In case of an intermittent failure, the SRS indicator light will indicate the DTC one time, then it will stay on (see example 2 below).
 - If both a continuous and an intermittent failure occur, both DTCs will be indicated as continuous failures.
 - In case the system is normal (no DTC), the SRS indicator light will stay on (see example 3).
- Read the DTC.
- Turn the ignition switch OFF, and wait for ten seconds. Then disconnect the SCS service connector from the service check connector (2P).

Examples of DTC Indications:

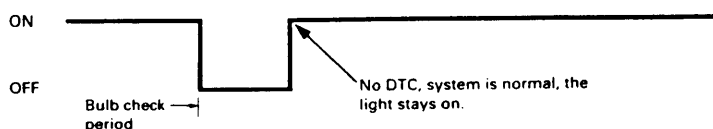
- Continuous failure, SRS Indicator Light is:



- Intermittent failure, SRS Indicator Light is:



- Normal (no failure), SRS Indicator Light is:

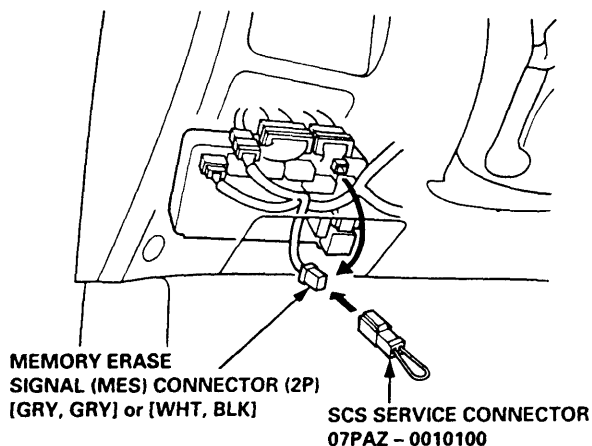


Troubleshooting

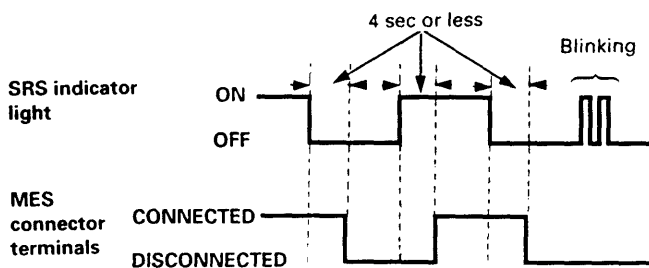
Erasing the DTC memory

To erase the DTC(s) from the SRS unit, use a Honda PGM Tester (see the Honda PGM Tester SRS vehicle System Supplement) or the following procedure.

NOTE: Use the SCS service connector instead of a jumper wire. Otherwise, you may not erase the memory because it is awkward to connect and disconnect a jumper wire quickly enough.



1. Make sure the ignition switch is OFF.
2. Connect the SCS service connector to the MES connector (2P).
3. Turn the ignition switch ON (II).
4. The SRS indicator light comes on for about six seconds and goes off. Remove the SCS service connector from the MES connector (2P) within four seconds after the SRS indicator light went off.
5. The SRS indicator light comes on again. Reconnect the SCS service connector to the MES connector (2P) within the four seconds after the SRS indicator light comes on.
6. The SRS indicator light goes off. Remove the SCS service connector from the MES connector (2P) within four seconds.
7. The SRS indicator light indicates that the memory is erased by blinking two times.
8. Turn the ignition switch OFF, and wait for ten seconds.

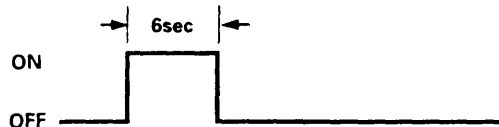


Troubleshooting of Intermittent Failures

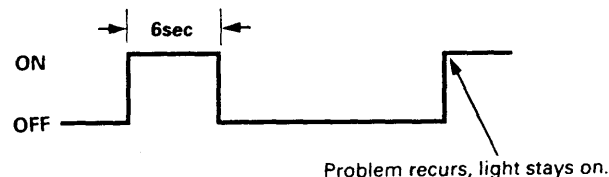
If there was a malfunction, but it doesn't recur, it will be stored in the memory as an intermittent failure, and the SRS indicator light comes on.

After checking the DTC, troubleshoot as follows:

1. Read the DTC (see "Reading the DTC").
2. Erase the DTC memory (see "Erasing the DTC Memory").
3. With the shift lever in neutral, turn the ignition switch ON (II), and let the engine idle.
4. The SRS indicator light comes on for about six seconds and goes off.



5. Shake the wire harness and the connector, take a test drive (quick acceleration, quick braking, cornering), and turn the steering wheel fully left and right, and hold it there for five to ten seconds to find the cause of the intermittent failure. If the problem recurs, the SRS indicator light will stay on.



6. If you can't duplicate the intermittent failure, the system is OK at this time.



Diagnostic Trouble Code (DTC) Chart

SRS indicator light	DTC	Possible cause	Corrective action	See page
doesn't come on	none (doesn't come on)	Faulty SRS indicator light circuit	Troubleshooting	24-26
comes on	none*2 (doesn't go off)	Faulty SRS indicator light circuit, internal failure of SRS unit, faulty SRS power supply	Troubleshooting	24-29
	1-1	Open in the driver's airbag inflator		24-34
	1-2	Increased resistance in the driver's airbag inflator		24-34
	1-3	Short to another wire in the driver's airbag inflator or decreased resistance		24-36
	1-4	Short to power in the driver's airbag inflator		24-38
	1-5	Short to ground in the driver's airbag inflator		24-40
	2-1	Open in the passenger's airbag inflator	Troubleshooting	24-42
	2-2	Increased resistance in the passenger's airbag inflator		24-42
	2-3	Short to another wire in the passenger's airbag inflator or decreased resistance		24-44
	2-4	Short to power in the passenger's airbag inflator		24-46
	2-5	Short to ground in the passenger's airbag inflator		24-48

(cont'd)

Troubleshooting

Diagnostic Trouble Code (DTC) Chart (cont'd)

SRS indicator light	DTC	Possible cause	Corrective action	See page
comes on	5-1	Internal failure of the SRS unit	SRS unit replacement	24-65
	5-2			
	5-3			
	5-4			
	5-5			
	6-1	Internal failure of the SRS unit	SRS unit replacement	24-65
	6-2			
	6-3			
	6-4			
	7-1	Internal failure of the SRS unit	SRS unit replacement	24-65
	7-2			
	7-3			
	8-1	Internal failure of the SRS unit	SRS unit replacement	24-65
	8-2			
	8-5			
	8-6	Internal failure of the SRS unit or two failures at a time	Troubleshooting	24-50
	9-1*1*2	Internal failure of the SRS unit	SRS unit replacement	24-65
	9-2	Faulty SRS power supply (VB line)	Troubleshooting	24-52
	10-1	SRS airbags deployed (SRS unit must be replaced)	SRS unit replacement	24-65

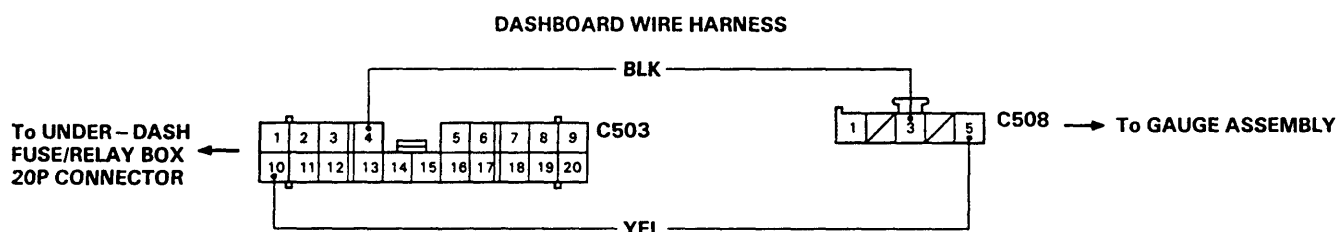
*1: In case of an intermittent failure DTC 9-1, it means there was an internal failure of the SRS unit or a faulty SRS indicator light circuit. Do the troubleshooting for intermittent failures (see page 24-22).

*2: DTC cannot be read with a Honda PGM Tester; Check by jumping the SCS service connector.

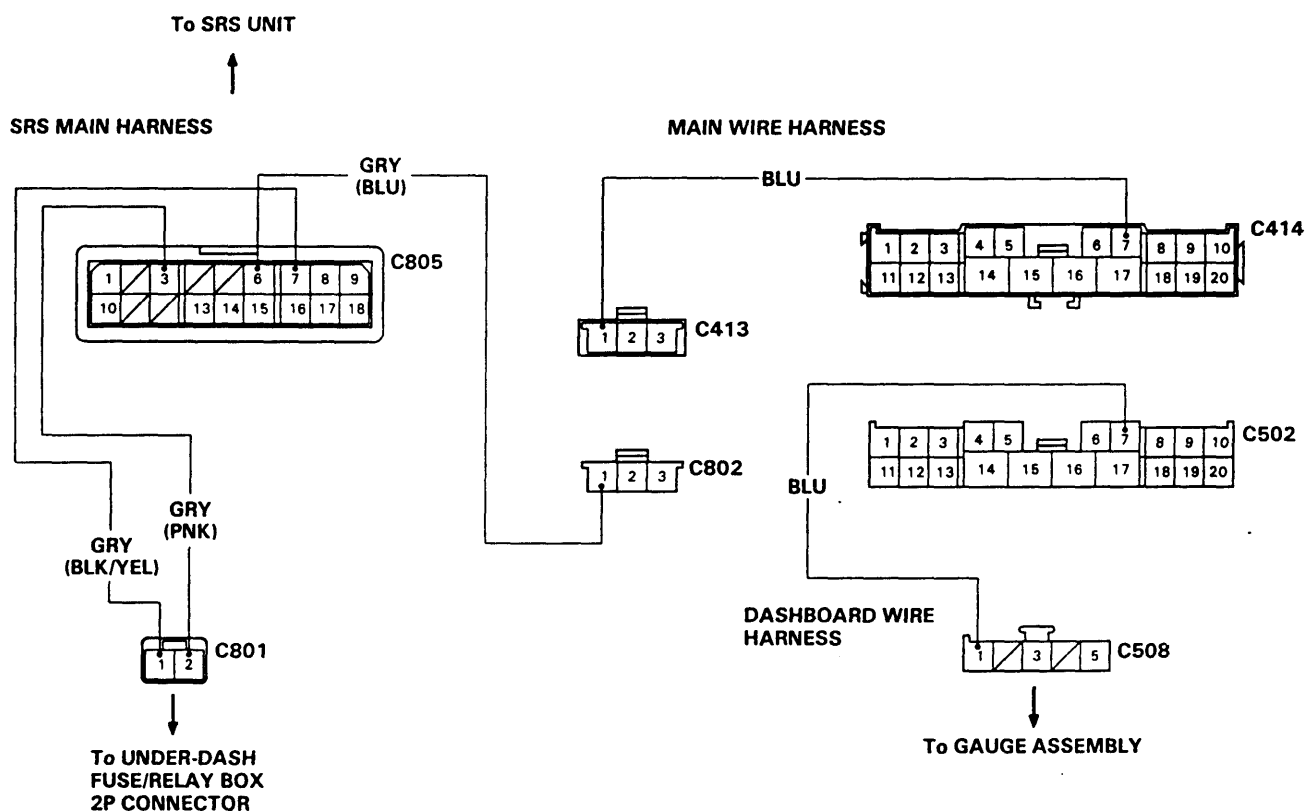


SRS Indicator Light Wire Connections

SRS Indicator Light Power Circuit



SRS Indicator Light Control Circuit



C503 : DASHBOARD WIRE HARNESS 20P CONNECTOR
 C508 : DASHBOARD WIRE HARNESS 5P CONNECTOR
 C801 : SRS MAIN HARNESS 2P CONNECTOR
 C805 : SRS MAIN HARNESS 18P CONNECTOR

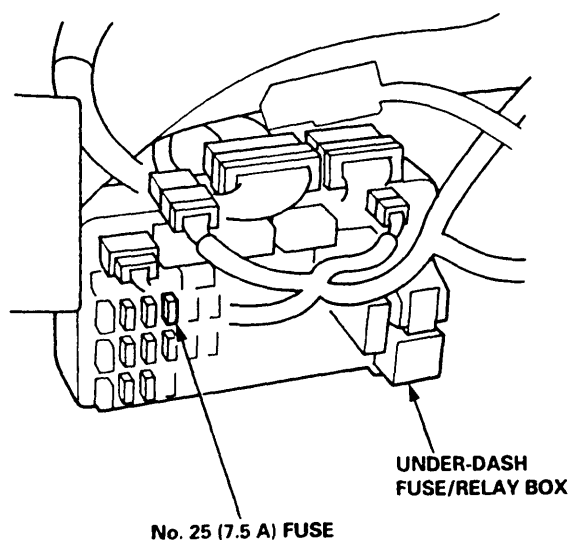
C802 : SRS MAIN HARNESS 3P CONNECTOR
 C413 : MAIN WIRE HARNESS 3P CONNECTOR
 C414 : MAIN WIRE HARNESS 20P CONNECTOR
 C502 : DASHBOARD WIRE HARNESS 20P CONNECTOR

Troubleshooting

The SRS Indicator Light Doesn't Come On

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Check the power supply (fuse): Turn the ignition switch ON (II), and check whether the other indicator lights come on or not (brake system, etc.).	
Do the other indicator lights come on?	
YES	NO
Check the fuse: Check the No. 25 (7.5 A) fuse in the under-dash fuse/relay box.	
Is the fuse OK?	
YES	NO
Check the bulb: Replace the No. 25 (7.5 A) fuse, and check that the SRS indicator light comes on.	
Does the SRS indicator light come on?	
YES	NO
END	
Check the wire harness between fuse and gauge assembly: Check for an open in the wire harness between fuse No. 25 (7.5 A) and the gauge assembly, and repair. Check that the SRS indicator light comes on.	
Does the SRS indicator light come on?	
YES	NO
END	
Check the SRS indicator light bulb: 1. Turn the ignition switch OFF. 2. Remove the gauge assembly. 3. Check for a blown SRS indicator light bulb.	
Is the SRS indicator light bulb OK?	
YES	NO
Check the SRS indicator light circuit: Replace the bulb, and reconnect the gauge assembly connectors. Then turn the ignition switch ON (II).	
Does the SRS indicator light come on?	
YES	NO
END	



(A) To page 24-27

(B) To page 24-27



From page 24-26

From page 24-26

(A)

(B)

Check the SRS indicator light circuit:

1. Disconnect the dashboard wire harness 5P connector from the gauge assembly.
2. Connect a voltmeter between the No. 1 terminal (+) of the 5P connector and ground.
3. Turn the ignition switch ON (II), and measure voltage.

Is there 8.5 V or less for six seconds after the ignition switch has been turned ON (II)?

YES

NO

Faulty SRS indicator light circuit in the gauge assembly; replace the SRS printed circuit board in the gauge assembly.

Check the wire harness of the SRS indicator light circuit (1):

1. Turn the ignition switch OFF.
2. Disconnect the main wire harness 20P connector from the dashboard wire harness.
3. Connect a voltmeter between the No. 7 terminal (+) of the main wire harness 20P connector and ground.
4. Turn the ignition ON (II), and measure voltage.

Is there 8.5 V or less for six seconds after the ignition switch has been turned ON (II)?

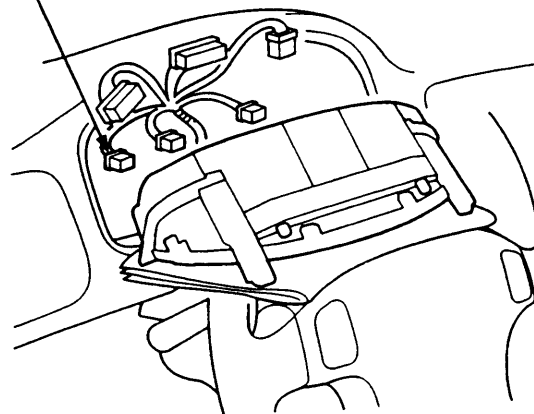
YES

NO

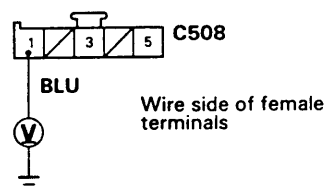
Short to power in the BLU wire of the dashboard wire harness; repair the harness.

To page 24-28

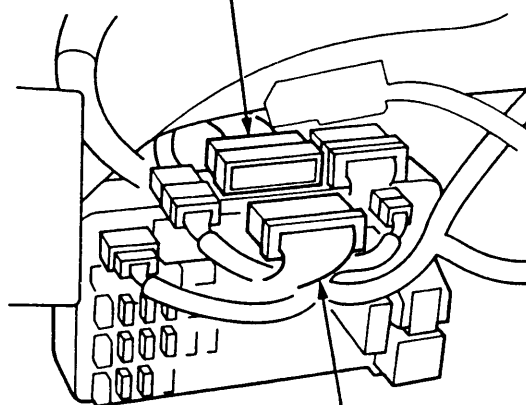
DASHBOARD WIRE HARNESS 5P CONNECTOR



DASHBOARD WIRE HARNESS 5P CONNECTOR

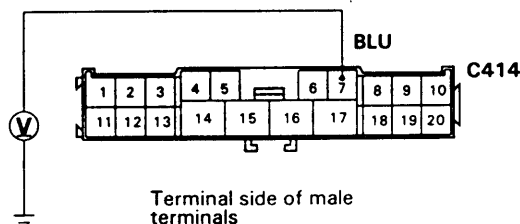


MAIN WIRE HARNESS 20P CONNECTOR



DASHBOARD WIRE HARNESS 20P CONNECTOR

MAIN WIRE HARNESS 20P CONNECTOR



(cont'd)

Troubleshooting

The SRS Indicator Light Doesn't Come On (cont'd)

From page 24-27

Check the wire harness of the SRS indicator light circuit (2):

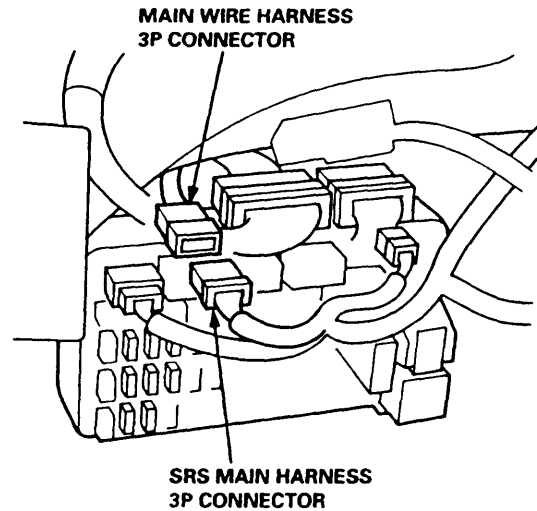
1. Turn the ignition switch OFF.
2. Disconnect the SRS main harness 3P connector from the main wire harness.
3. Connect a voltmeter between the No. 1 terminal (+) of the SRS main harness 3P connector and ground.
4. Turn the ignition switch ON (II), and measure voltage.

Is there 8.5 V or less for six seconds after the ignition switch has been turned ON (III)?

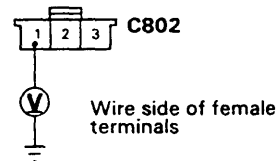
YES

NO

Short to power in the BLU wire of the main wire harness; repair the harness.



SRS MAIN HARNESS 3P CONNECTOR



Check the wire harness of the SRS indicator circuit (3):

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then the positive cable, and wait three minutes.
3. Disconnect the driver's and front passenger's airbag connector (see page 24-18).
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Connect a voltmeter between the No. 6 terminal (+) of the SRS main harness 18P connector and ground.
6. Turn the ignition switch ON (II), and measure voltage. There should be 0.5 V or less.

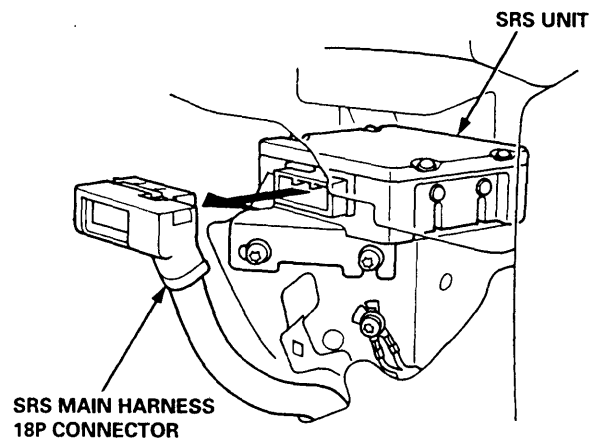
Is voltage as specified?

YES

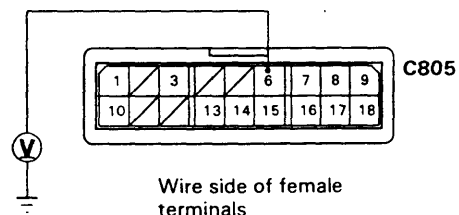
NO

Faulty SRS unit; replace the unit (see page 24-65).

Short to power in the BLU wire of the SRS main harness; replace the harness.



SRS MAIN HARNESS 18P CONNECTOR





The SRS Indicator Light Doesn't Go Off

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-22).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting of Intermittent Failures on page 24-22.

Check the No. 13 (15 A) fuse:

1. Turn the ignition switch ON (II).
2. Check for a blown No. 13 (15 A) fuse in the under-dash fuse/relay box.

Is the fuse OK?

YES

NO

Replace the fuse, and erase the memory:

1. Replace the No. 13 (15 A) fuse.
2. Erase the DTC memory (see page 24-22).
3. Turn the ignition switch ON (II).

Does the SRS indicator light go off after six seconds?

YES

NO

END

Confirm the DTC, and continue troubleshooting

Check for an open in the SRS main harness (VA line):

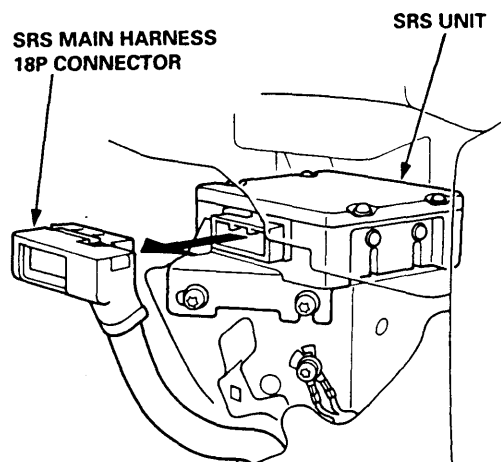
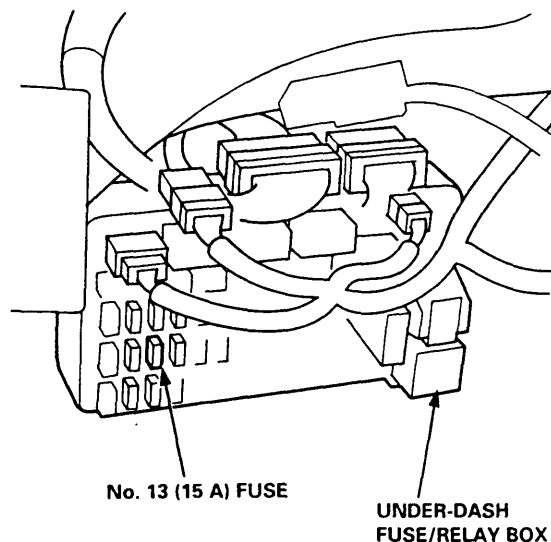
1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's and front passenger's airbag connectors (see page 24-18).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Connect a voltmeter between the No. 7 terminal (+) of the SRS main harness 18P connector and ground.
6. Turn the ignition switch ON (II).

Is there battery voltage?

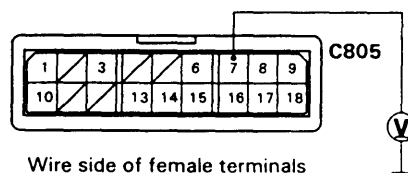
YES

NO

Open in the SRS main harness (VA line); replace the SRS main harness.



SRS MAIN HARNESS 18P CONNECTOR



From page 24-29

(A)

Check for a short to ground in the SRS indicator light circuit:

1. Turn the ignition switch OFF.
2. Disconnect the dashboard wire harness 5P connector from the gauge assembly.
3. Check resistance between the No. 1 terminal of the dashboard wire harness 5P connector and ground. There should be 1 MΩ or more.

Is the resistance as specified?

YES

NO

To page 24-32 (B)

Check the SRS unit:

Connect the SRS main harness 18P connector terminals No. 6 and No. 7 with a jumper wire and backprobe adapters.

Does the SRS indicator light go off?

YES

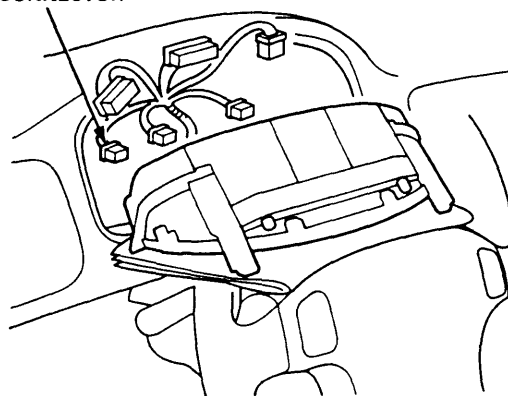
NO

Faulty SRS unit or poor contact at the SRS main harness 18P connector; check the connector.

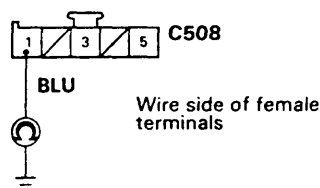
If the connector is OK, replace the SRS unit.

To page 24-31 (C)

DASHBOARD WIRE HARNESS 5P CONNECTOR

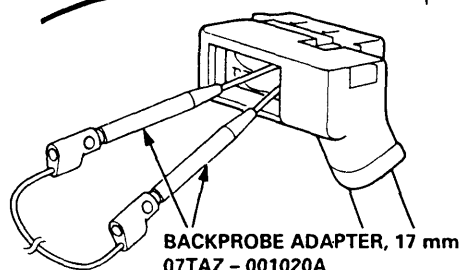
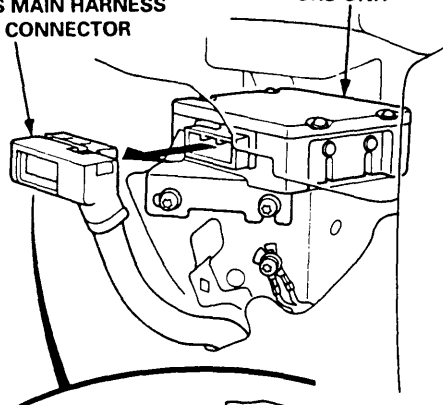


DASHBOARD WIRE HARNESS 5P CONNECTOR



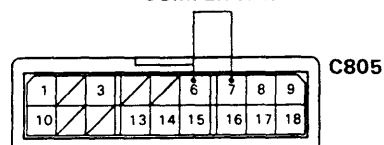
SRS MAIN HARNESS 18P CONNECTOR

SRS UNIT



BACKPROBE ADAPTER, 17 mm
07TAZ - 001020A

JUMPER WIRE



Wire side of female terminals



From page 24-30

(C)

Check the SRS indicator circuit:

1. Turn the ignition switch OFF.
2. Remove the gauge assembly.
NOTE: Do not disconnect the dashboard wire harness 5P connector from the gauge assembly.
3. Turn the ignition switch ON (II).
4. Connect the dashboard wire harness 5P connector terminals No. 1 and No. 5 with a jumper wire.

Does the SRS indicator light go off?

YES

NO

Faulty SRS unit or poor contact at the SRS main harness 18P connector; check the connector.
If the connector is OK, replace the SRS unit.

Check for an open in the SRS indicator light circuit:

Check resistance between the No. 6 terminal of the SRS main harness 18P connector and No. 1 terminal of the dashboard wire harness 5P connector; there should be 0 – 1.0 Ω .

Is the resistance as specified?

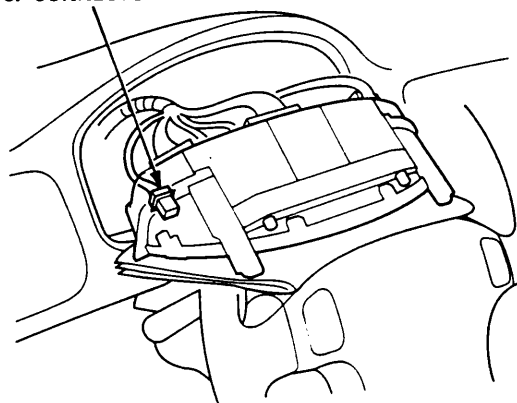
YES

NO

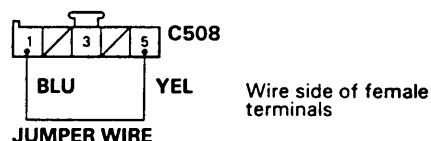
(D) To page 24-33

To page 24-33 (E)

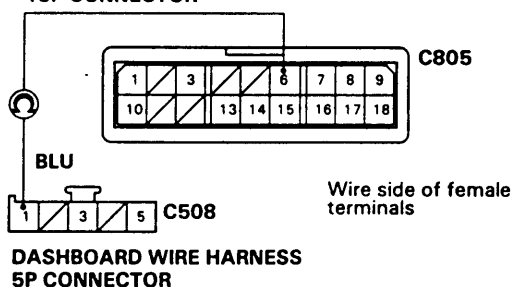
**DASHBOARD WIRE HARNESS
5P CONNECTOR**



DASHBOARD WIRE HARNESS 5P CONNECTOR



**SRS MAIN HARNESS
18P CONNECTOR**



From page 24-30

(B)

Check for a short to ground in the main wire harness:

1. Disconnect the dashboard wire harness 20P connector from the main wire harness.
2. Check resistance between the No. 7 terminal of the main wire harness 20P connector and ground. There should be 1 MΩ or more.

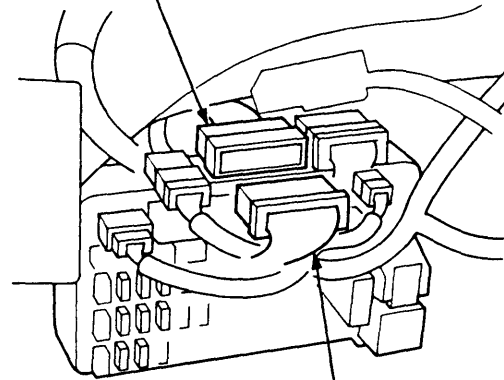
Is the resistance as specified?

YES

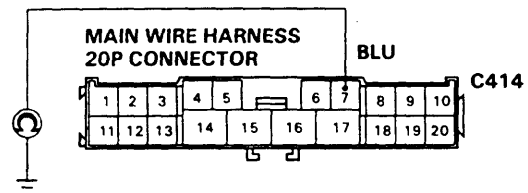
NO

Short to ground in the dashboard wire harness; repair the dashboard wire harness.

MAIN WIRE HARNESS

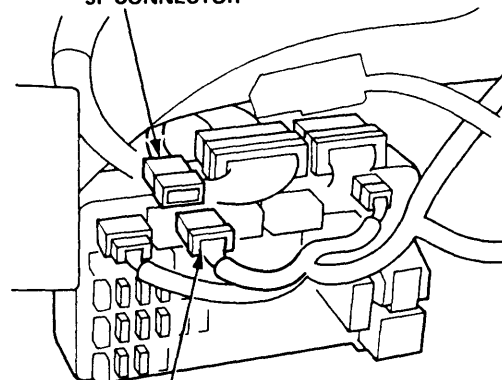


DASHBOARD WIRE HARNESS



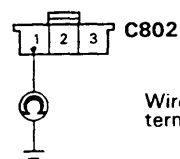
Terminal side of male terminals

MAIN WIRE HARNESS 3P CONNECTOR



SRS MAIN HARNESS 3P CONNECTOR

SRS MAIN HARNESS 3P CONNECTOR



Wire side of female terminals

Check for a short to ground in the SRS main harness:

1. Disconnect the SRS main harness 3P connector from the main wire harness.
2. Check resistance between the No. 1 terminal of the SRS main harness 3P connector and ground. There should be 1 MΩ or more.

Is the resistance as specified?

YES

NO

Short to ground in the main wire harness; replace the main wire harness.

Short to ground in the SRS main harness; replace the SRS main harness.



From page 24-31

(D)

Check the SRS indicator circuit input voltage:

1. Reconnect the SRS main harness 18P connector to the SRS unit.
2. Connect a voltmeter between the No. 1 terminal (+) of the dashboard wire harness 5P connector and ground.
3. Turn the ignition switch ON (II), and measure voltage.

Is there 8.5 V or more six seconds after the ignition switch has been turned ON (II)?

YES

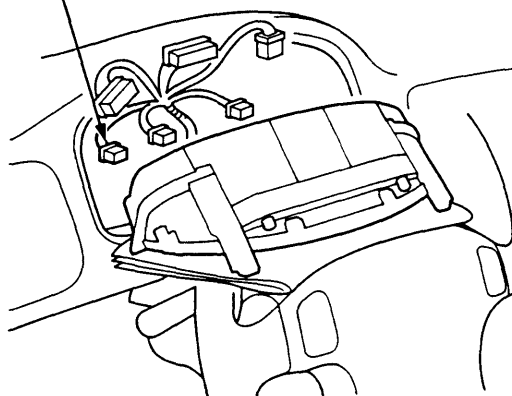
NO

The problem has disappeared due to disconnecting and connecting the connectors. Be sure all terminals make good contact, and recheck the system (see Troubleshooting of Intermittent Failures on page 24-22).

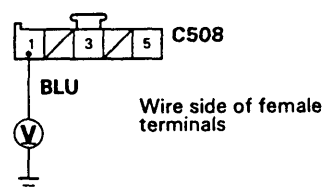
Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

DASHBOARD WIRE HARNESS 5P CONNECTOR



DASHBOARD WIRE HARNESS 5P CONNECTOR



From page 24-31

(E)

Check for an open in the dashboard wire harness:

1. Disconnect the dashboard wire harness 24P connector from the main wire harness.
2. Check resistance between the No. 6 terminal of the SRS main harness 18P connector and No. 7 terminal of the main wire harness 20P connector; there should be 0 – 1.0 Ω .

Is the resistance as specified?

YES

NO

Open in the BLU wire of the dashboard wire harness; repair the dashboard wire harness.

Check for an open in the main wire harness:

1. Disconnect the SRS main harness 3P connector from the main wire harness.
2. Check resistance between the No. 6 terminal of the SRS main harness 18P connector and No. 1 terminal of the SRS main harness 3P connector; there should be 0 – 1.0 Ω .

Is the resistance as specified?

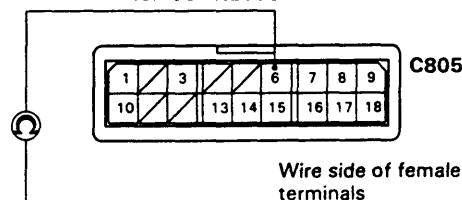
YES

NO

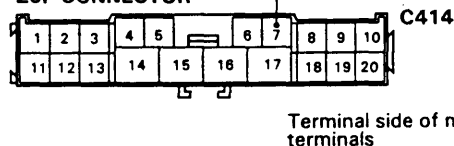
Open in the BLU wire of the main wire harness; repair the main wire harness.

Open in the SRS main harness; replace the SRS main harness.

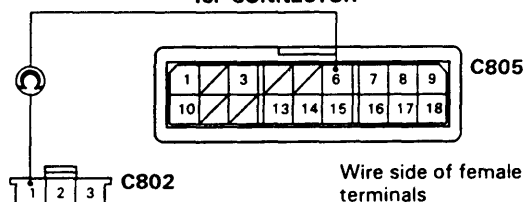
SRS MAIN HARNESS 18P CONNECTOR



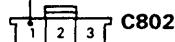
MAIN WIRE HARNESS 20P CONNECTOR



SRS MAIN HARNESS 18P CONNECTOR



SRS MAIN HARNESS 3P CONNECTOR



Troubleshooting

DTC 1-1 and DTC 1-2

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-22).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting of Intermittent Failures on page 24-22.

Check for an open in the driver's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
CAUTION: Do not disconnect the front passenger's airbag connector.
4. Connect the SRS service connector (2 Ω) to the cable reel 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-22).
7. Read the DTC (see page 24-20).

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

YES

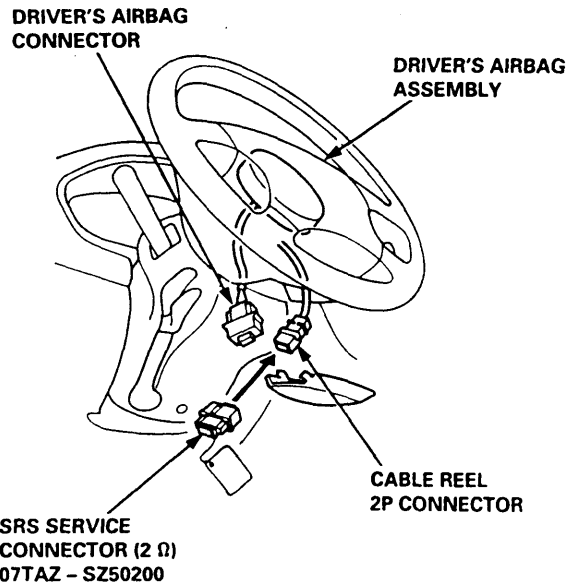
NO

Open or increased resistance in the driver's airbag inflator; replace the driver's airbag assembly (see page 24-55).

Check for an open in the cable reel:

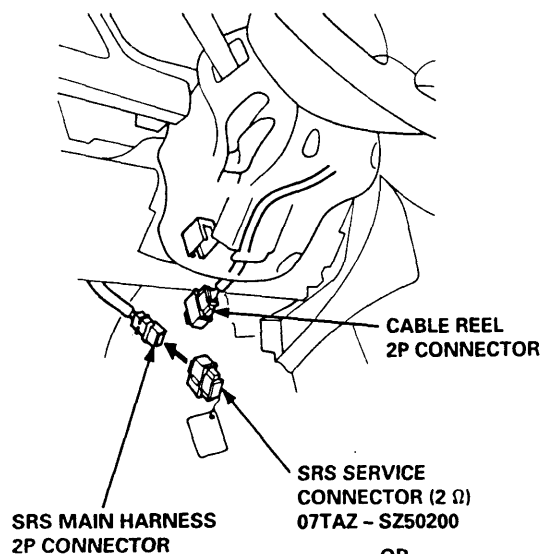
1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the SRS service connector (2 Ω) from the cable reel 2P connector.
3. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
4. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector. (cont'd)

To page 24-35



OR
SRS INFLATOR
SIMULATOR (2 Ω JACK)
07SAZ-TB4011A

AND
SRS SIMULATOR LEAD C
07TAZ-SZ5011A



OR
SRS INFLATOR
SIMULATOR (2 Ω JACK)
07SAZ-TB4011A

AND
SRS SIMULATOR LEAD C
07TAZ-SZ5011A



From page 24-34

Check for an open in the cable reel (cont'd):

5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-22).
7. Read the DTC (see page 24-20).

Is DTC 1-1 or 1-2 indicated?

YES

NO

Open or increased resistance in the cable reel; replace the cable reel (see page 24-61).

Check for an open in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the front passenger's airbag connector from the SRS main harness.
3. Remove the special tool from the SRS main harness 2P connector, and connect the SRS service connector to the SRS main harness 2P connector.
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Check resistance between terminals No. 1 and No. 13 of the SRS main harness 18P connector. There should be 0 – 1.0 Ω .

Is the resistance as specified?

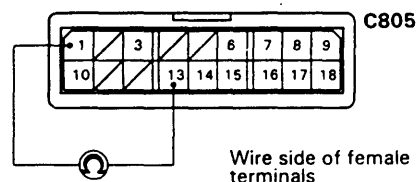
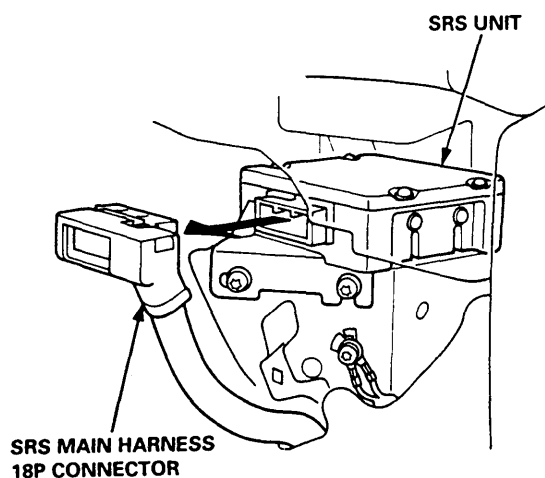
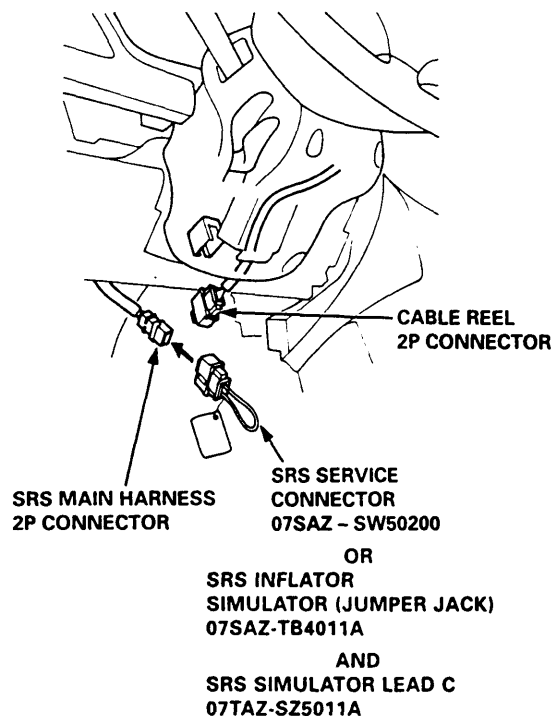
YES

NO

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

Open or increased resistance in the SRS main harness; replace the SRS main harness.



Troubleshooting

DTC 1-3

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-22).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting of Intermittent Failures on page 24-22.

Check for a short to another wire in the driver's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.

CAUTION: Do not disconnect the front passenger's airbag connector.

4. Connect the SRS service connector (2 Ω) to the cable reel 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-22).
7. Read the DTC (see page 24-20).

Is DTC 1-3 indicated?

YES

NO

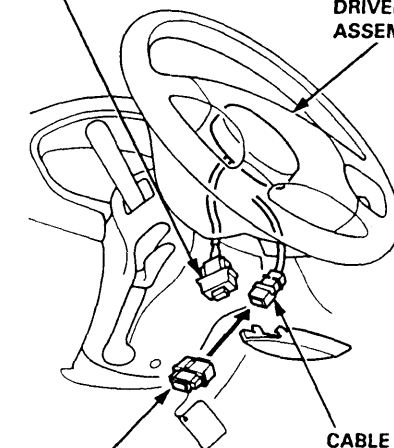
Short in the driver's airbag inflator; replace the driver's airbag assembly (see page 24-55).

Check for a short in the cable reel:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the SRS service connector (2 Ω) from the cable reel 2P connector.
3. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
4. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector. (cont'd)

DRIVER'S AIRBAG CONNECTOR

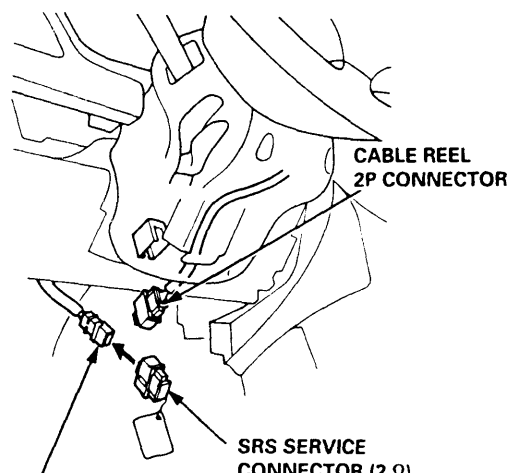
DRIVER'S AIRBAG ASSEMBLY



SRS SERVICE CONNECTOR (2 Ω)
07TAZ - SZ50200

OR
SRS INFLATOR SIMULATOR (2 Ω JACK)
07SAZ-TB4011A

AND
SRS SIMULATOR LEAD C
07TAZ-SZ5011A



SRS MAIN HARNESS 2P CONNECTOR

SRS SERVICE CONNECTOR (2 Ω)
07TAZ - SZ50200

OR
SRS INFLATOR SIMULATOR (2 Ω JACK)
07SAZ-TB4011A

AND
SRS SIMULATOR LEAD C
07TAZ-SZ5011A

To page 24-37



From page 24-36

Check for a short in the cable reel (cont'd):

5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-22).
7. Read the DTC (see page 24-20).

Is DTC 1-3 indicated?

YES

NO

Short in the cable reel; replace the cable reel (see page 24-61).

Check for a short in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the front passenger's airbag connector from the SRS main harness.
3. Disconnect the SRS main harness 18P connector from the SRS unit.
NOTE: Do not disconnect the SRS service connector (2 Ω).
4. Check resistance between terminals No. 1 and No. 13 of the SRS main harness 18P connector. There should be approx 2.0 – 3.0 Ω .

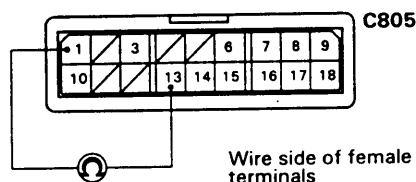
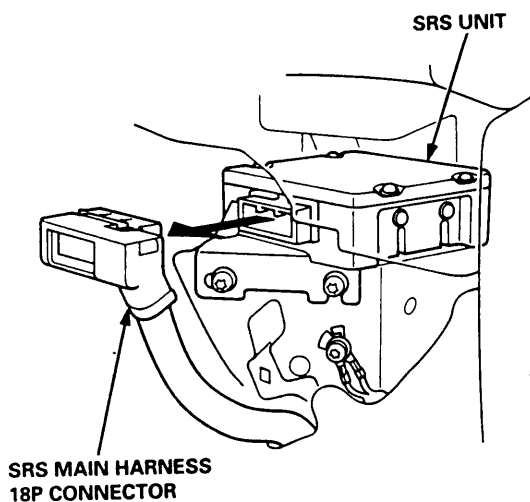
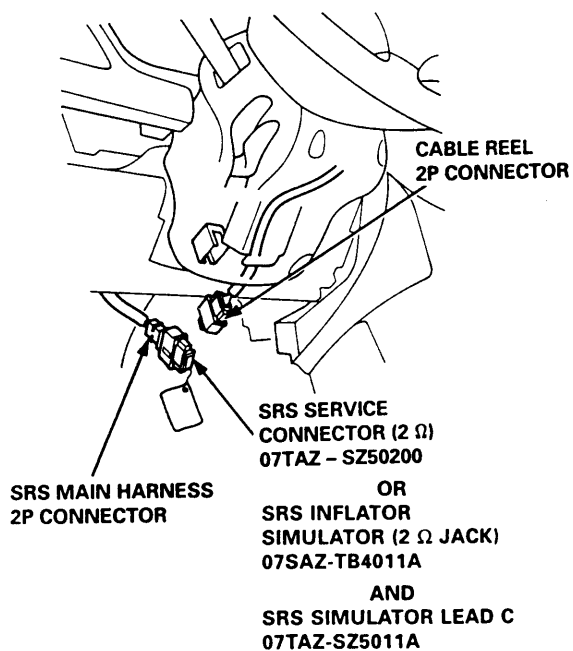
Is the resistance as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 24-65).

Short in the SRS main harness; replace the SRS harness.



Troubleshooting

DTC 1-4

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-22).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting of Intermittent Failures on page 24-22.

Check for a short to power in the driver's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.

CAUTION: Do not disconnect the front passenger's airbag connector.

4. Connect the SRS service connector (2 Ω) to the cable reel 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-22).
7. Read the DTC (see page 24-20).

Is DTC 1-4 indicated?

YES

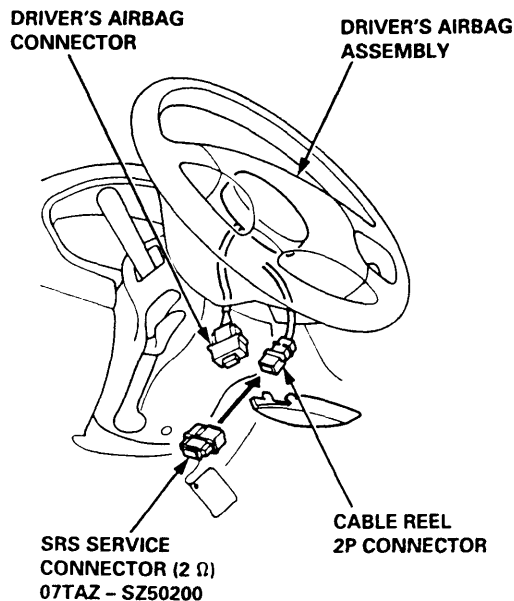
NO

Short to power in the driver's airbag inflator; replace the driver's airbag assembly (see page 24-55).

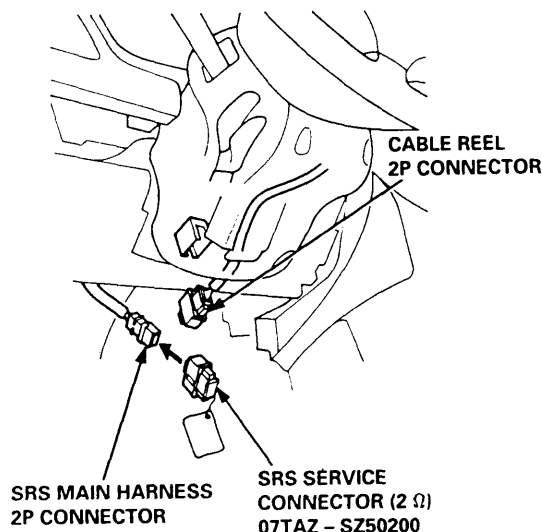
Check for a short to power in the cable reel:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the SRS service connector (2 Ω) from the cable reel 2P connector.
3. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
4. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.

(cont'd)



OR
SRS INFLATOR
SIMULATOR (2 Ω JACK)
07SAZ-TB4011A
AND
SRS SIMULATOR LEAD C
07TAZ-SZ5011A



OR
SRS INFLATOR
SIMULATOR (2 Ω JACK)
07SAZ-TB4011A
AND
SRS SIMULATOR LEAD C
07TAZ-SZ5011A

To page 24-39



From page 24-38

Check for a short to power in the cable reel (cont'd):

5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-22).
7. Read the DTC (see page 24-20).

Is DTC 1-4 indicated?

YES

NO

Short to power in the cable reel; replace the cable reel (see page 24-61).

Check for a short to power in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the front passenger's airbag connector from the SRS main harness.
3. Remove the SRS service connector ($2\ \Omega$) from the SRS main harness 2P connector.
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Connect a voltmeter between the No. 1 (+) terminal of the SRS main harness 18P connector and ground.
6. Turn the ignition switch ON (II), and measure the voltage. There should be 0.5 V or less.
7. Turn the ignition switch OFF.
8. Connect a voltmeter between the No. 13 (+) terminal of the SRS main harness 18P connector and ground.
9. Turn the ignition switch ON (II), and measure voltage. There should be 0.5 V or less.

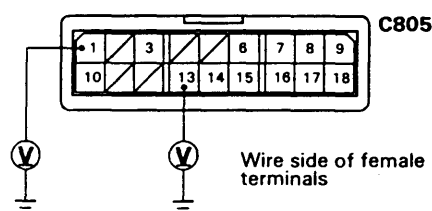
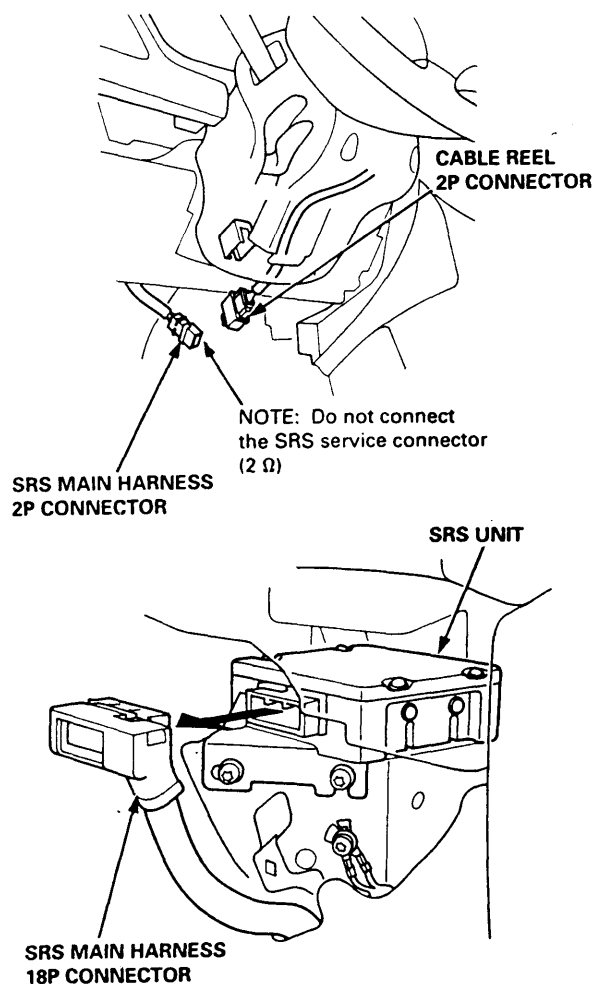
Are voltages as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 24-65).

Short to power in the SRS main harness; replace the SRS main harness.



Troubleshooting

DTC 1-5

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-22).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting of Intermittent Failures on page 24-22.

Check for a short to ground in the driver's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
CAUTION: Do not disconnect the front passenger's airbag connector.
4. Connect the SRS service connector (2 Ω) to the cable reel 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-22).
7. Read the DTC (see page 24-20).

Is DTC 1-5 indicated?

YES

NO

Short to ground in the driver's airbag inflator; replace the driver's airbag assembly (see page 24-55).

Check for a short to ground in the cable reel:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the SRS service connector (2 Ω) from the cable reel 2P connector.
3. Remove the dashboard lower cover, and disconnect the cable reel 2P connector from the SRS main harness.
4. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector. (cont'd)

DRIVER'S AIRBAG CONNECTOR

DRIVER'S AIRBAG ASSEMBLY

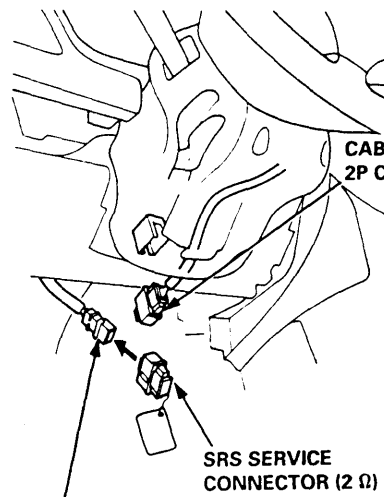
SRS SERVICE CONNECTOR (2 Ω)
07TAZ - SZ50200

OR

SRS INFLATOR SIMULATOR (2 Ω JACK)
07SAZ-TB4011A

AND

SRS SIMULATOR LEAD C
07TAZ-SZ5011A



SRS MAIN HARNESS 2P CONNECTOR

SRS SERVICE CONNECTOR (2 Ω)
07TAZ - SZ50200

OR

SRS INFLATOR SIMULATOR (2 Ω JACK)
07SAZ-TB4011A

AND

SRS SIMULATOR LEAD C
07TAZ-SZ5011A

To page 24-41



From page 24-40

Check for a short to ground in the cable reel (cont'd):

5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-22).
7. Read the DTC (see page 24-20).

Is DTC 1-5 indicated?

YES

NO

Short to ground in the cable reel; replace the cable reel (see page 24-61).

Check for a short to ground in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the front passenger's airbag connector from the SRS main harness.
3. Remove the SRS service connector (2 Ω) from the SRS main harness 2P connector.
4. Check resistance between the No. 1 terminal of the SRS main harness 18P connector and ground, and between the No. 13 terminal of the SRS main harness 18P connector and ground. There should be 1 M Ω or more.

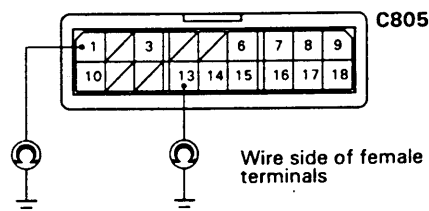
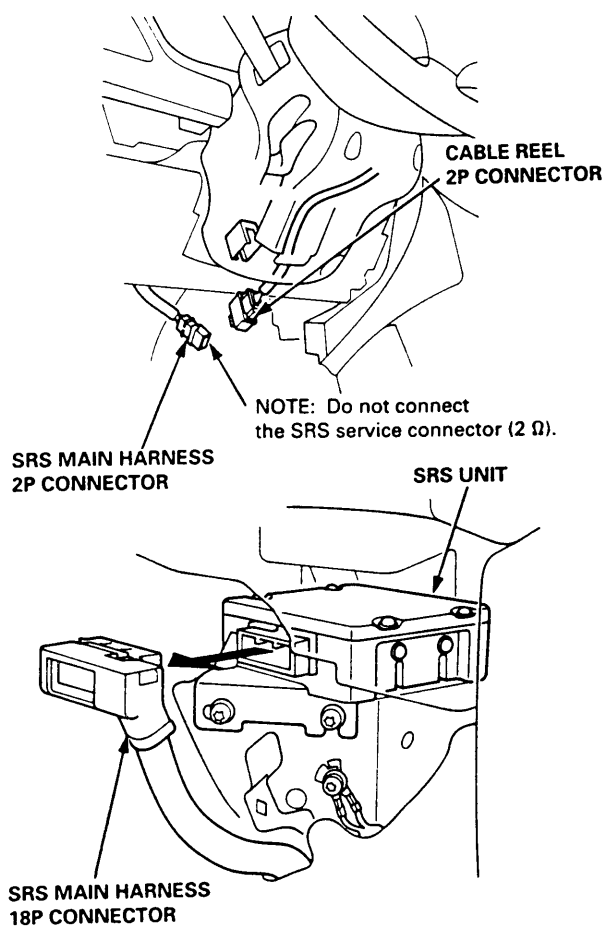
Is the resistance as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 24-65).

Short to ground in the SRS main harness; replace the SRS main harness.



Troubleshooting

DTC 2-1 and DTC 2-2

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-22).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting of Intermittent Failures on page 24-22.

Check for an open in the passenger's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the front passenger's airbag 2P connector from the SRS main harness.

CAUTION: Do not disconnect the driver's airbag connector.

4. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-22).
7. Read the DTC (see page 24-20).

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

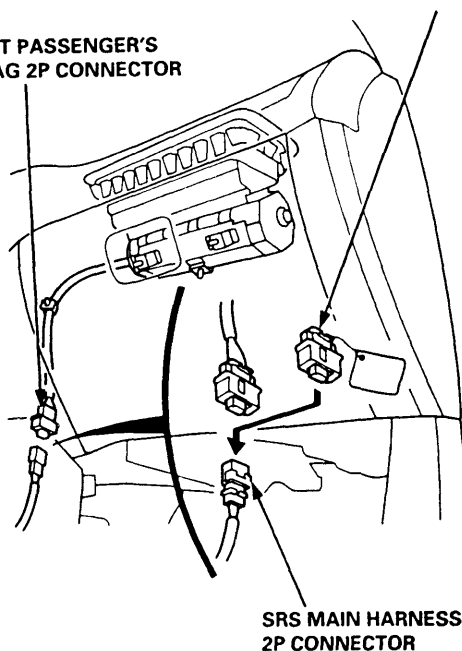
YES

NO

Open or increased resistance in the passenger's airbag inflator; replace the passenger's airbag assembly (see page 24-57).

SRS SERVICE
CONNECTOR (2 Ω)
07TAZ - SZ50200
OR
SRS INFLATOR
SIMULATOR (2 Ω JACK)
07SAZ-TB4011A
AND
SRS SIMULATOR LEAD C
07TAZ-SZ5011A

FRONT PASSENGER'S
AIRBAG 2P CONNECTOR



SRS MAIN HARNESS
2P CONNECTOR

To page 24-43



From page 24-42

Check for an open in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
3. Remove the SRS service connector (2 Ω) from the SRS main harness 2P connector, then connect the SRS service connector to the SRS main harness 2P connector.
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Check resistance between the No. 10 terminal and No. 14 terminal of the SRS main harness 18P connector. There should be 0 – 1.0 Ω .

Is the resistance as specified?

YES

NO

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

Open or increased resistance in the SRS main harness; replace the SRS main harness.

**SRS SERVICE
CONNECTOR
07SAZ – SW50200**

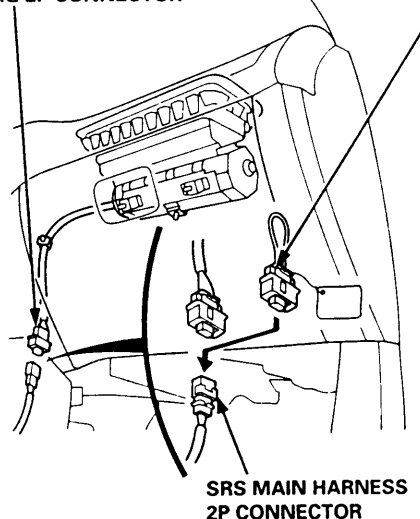
OR

**SRS INFLATOR
SIMULATOR (JUMPER JACK)
07SAZ-TB4011A**

AND

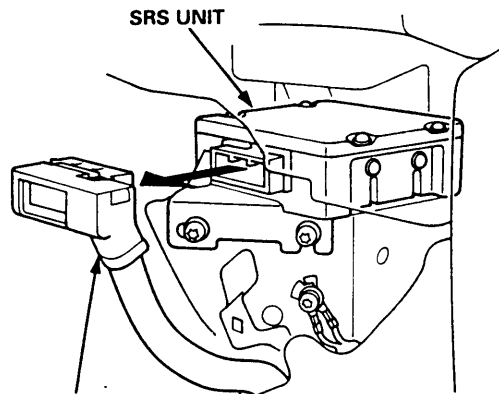
**SRS SIMULATOR LEAD C
07TAZ-SZ5011A**

**FRONT PASSENGER'S
AIRBAG 2P CONNECTOR**

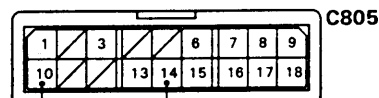


**SRS MAIN HARNESS
2P CONNECTOR**

SRS UNIT



**SRS MAIN HARNESS
18P CONNECTOR**



**Wire side of female
terminals**

Troubleshooting

DTC 2-3

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-22).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting of Intermittent Failures on page 24-22.

Check for a short to another wire or decreased resistance in the passenger's airbag inflator:

1. Turn the ignition switch OFF.
 2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
 3. Disconnect the front passenger's airbag 2P connector from the SRS main harness.
- CAUTION:** Do not disconnect the driver's airbag connector.
4. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.
 5. Reconnect the battery positive cable, then reconnect the negative cable.
 6. Erase the DTC memory (see page 24-22).
 7. Read the DTC (see page 24-20).

Is DTC 2-3 indicated?

YES

NO

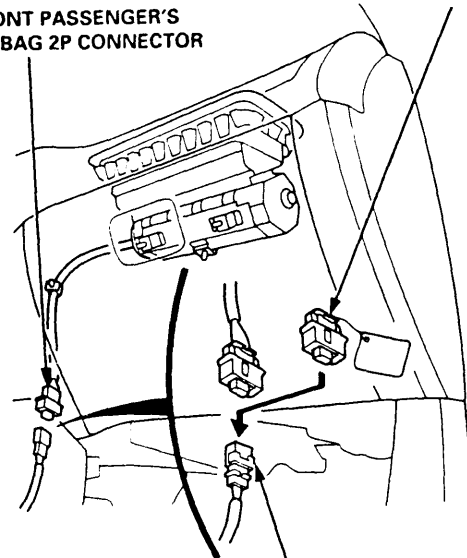
Short to another wire or decreased resistance in the passenger's airbag inflator; replace the passenger's airbag assembly (see page 24-57).

SRS SERVICE
CONNECTOR (2 Ω)
07TAZ - SZ50200

OR
SRS INFLATOR
SIMULATOR (2 Ω JACK)
07SAZ-TB4011A

AND
SRS SIMULATOR LEAD C
07TAZ-SZ5011A

FRONT PASSENGER'S
AIRBAG 2P CONNECTOR



SRS MAIN HARNESS
2P CONNECTOR

To page 24-45



From page 24-44

Check for a short to another wire or decreased resistance in the SRS main harness.

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
3. Disconnect the SRS main harness 18P connector from the SRS unit.
NOTE: Do not disconnect the SRS service connector (2 Ω).
4. Check resistance between the No. 10 terminal and No. 14 terminal of the SRS main harness 18P connector. There should be approx. 2.0 – 3.0 Ω .

Is the resistance as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 24-65).

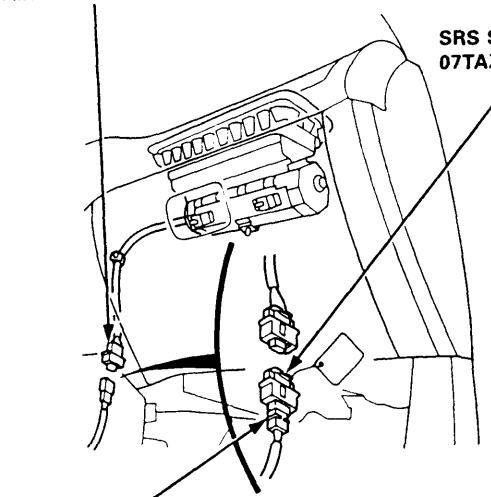
Short to another wire or decreased resistance in the SRS main harness; replace the SRS main harness.

SRS SERVICE
CONNECTOR (2 Ω)
07TAZ - SZ50200

OR
SRS INFLATOR
SIMULATOR (2 Ω JACK)
07SAZ-TB4011A

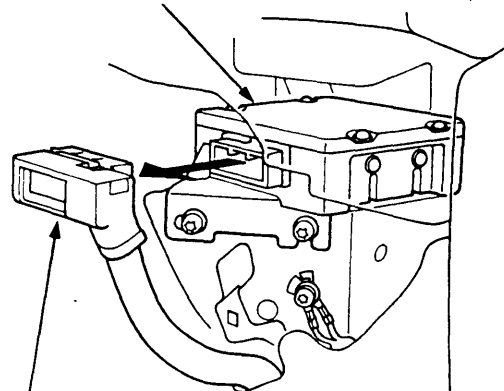
AND
SRS SIMULATOR LEAD C
07TAZ-SZ5011A

FRONT PASSENGER'S
AIRBAG 2P CONNECTOR

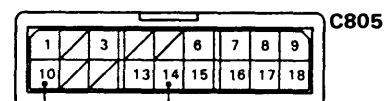


SRS MAIN HARNESS
2P CONNECTOR

SRS UNIT



SRS MAIN HARNESS
18P CONNECTOR



C805



Wire side of female
terminals

Troubleshooting

DTC 2-4

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-22).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting of Intermittent Failures on page 24-22.

Check for a short to power in the passenger's airbag inflator:

1. Turn the ignition switch OFF.
 2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
 3. Disconnect the passenger's airbag 2P connector from the SRS main harness.
- CAUTION:** Do not disconnect the driver's airbag connector.
4. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.
 5. Reconnect the battery positive cable, then reconnect the negative cable.
 6. Erase the DTC memory (see page 24-22).
 7. Read the DTC (see page 24-20).

Is DTC 2-4 indicated?

YES

NO

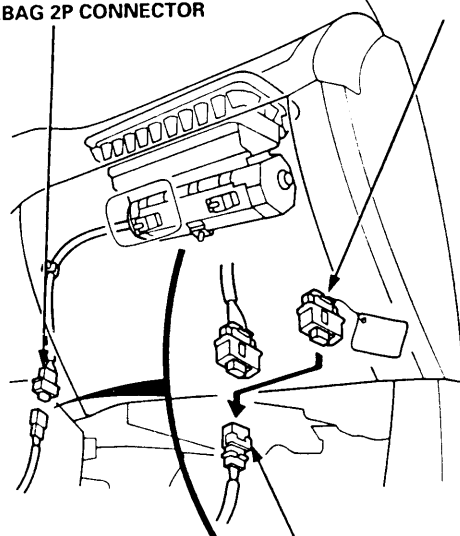
Short to power in the passenger's airbag inflator; replace the front passenger's airbag assembly (see page 24-57).

SRS SERVICE
CONNECTOR (2 Ω)
07TAZ - SZ50200

OR
SRS INFLATOR
SIMULATOR (2 Ω JACK)
07SAZ-TB4011A

AND
SRS SIMULATOR LEAD C
07TAZ-SZ5011A

FRONT PASSENGER'S
AIRBAG 2P CONNECTOR



SRS MAIN HARNESS
2P CONNECTOR

To page 24-47



From page 24-46

Check for a short to power in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Remove the SRS service connector (2 Ω) from the SRS main harness 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Connect a voltmeter between the No. 10 (+) terminal of the SRS main harness 18P connector and ground.
7. Turn the ignition switch ON (II), and measure voltage. There should be 0.5 V or less.
8. Connect a voltmeter between the No. 14 (+) terminal of the SRS main harness 18P connector and ground, and measure voltage. There should be 0.5 V or less.

Are voltages as specified?

YES

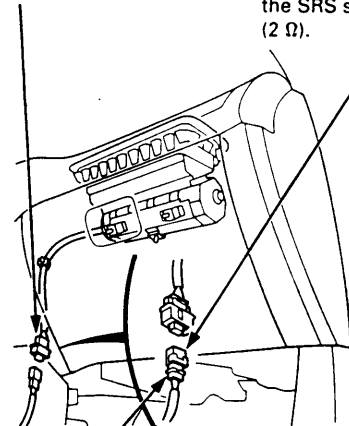
NO

Faulty SRS unit; replace the SRS unit (see page 24-65).

Short to power in the SRS main harness; replace the SRS main harness.

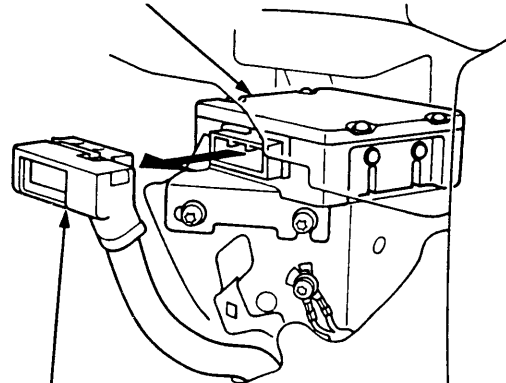
FRONT PASSENGER'S AIRBAG 2P CONNECTOR

NOTE: Do not connect the SRS service connector (2 Ω).

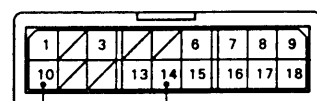


SRS MAIN HARNESS 2P CONNECTOR

SRS UNIT



SRS MAIN HARNESS 18P CONNECTOR



C805



Wire side of female terminals

Troubleshooting

DTC 2-5

CAUTION: Whenever the ignition switch is ON (III), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Try to reproduce the SRS indicator light:

1. Erase the DTC memory (see page 24-22).
2. Turn the ignition switch ON (II), and check that the SRS indicator light comes on for about six seconds and goes off.

Does the SRS indicator light stay on?

YES

NO

Intermittent failure, system is OK at this time. See Troubleshooting of Intermittent Failures on page 24-22.

Check for a short to ground in the passenger's airbag inflator:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the front passenger's airbag 2P connector from the SRS main harness.

CAUTION: Do not disconnect the driver's airbag connector.

4. Connect the SRS service connector (2 Ω) to the SRS main harness 2P connector.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Erase the DTC memory (see page 24-22).
7. Read the DTC (see page 24-20).

Is DTC 2-5 indicated?

YES

NO

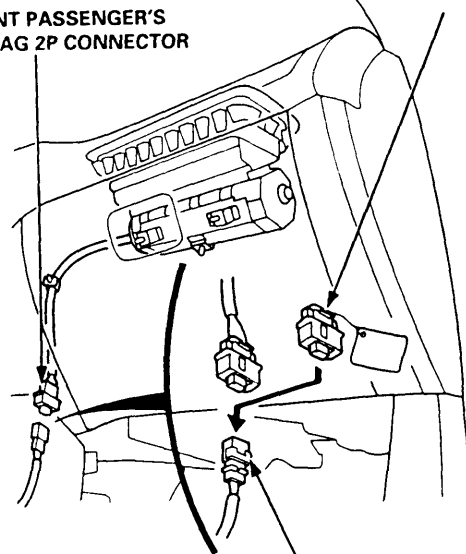
Short to ground in the passenger's airbag inflator; replace the front passenger's airbag assembly (see page 24-57).

SRS SERVICE
CONNECTOR (2 Ω)
07TAZ - SZ50200

OR
SRS INFLATOR
SIMULATOR (2 Ω JACK)
07SAZ-TB4011A

AND
SRS SIMULATOR LEAD C
07TAZ-SZ5011A

FRONT PASSENGER'S
AIRBAG 2P CONNECTOR



SRS MAIN HARNESS
2P CONNECTOR

To page 24-49



From page 24-48

Check for a short to ground in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag 2P connector from the cable reel 2P connector.
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Remove the SRS service connector (2 Ω) from the SRS main harness 2P connector.
5. Check resistance between the No. 10 terminal of the SRS main harness 18P connector and ground, and between the No. 14 terminal of the SRS main harness 18P connector and ground.
There should be 1 M Ω or more.

Is the resistance as specified?

YES

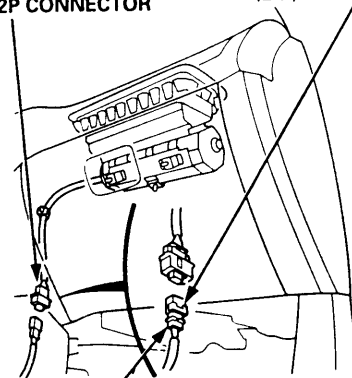
NO

Faulty SRS unit; replace the SRS unit (see page 24-65).

Short to ground in the SRS main harness; replace the SRS main harness.

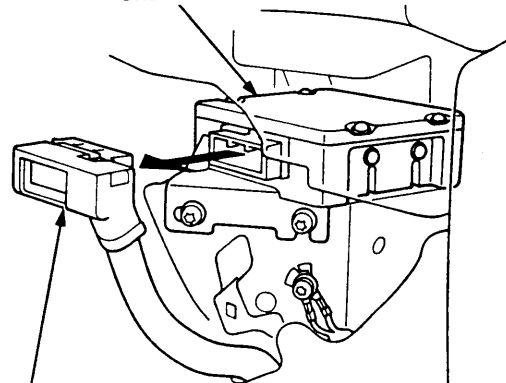
FRONT PASSENGER'S AIRBAG 2P CONNECTOR

NOTE: Do not connect the SRS service connector (2 Ω)

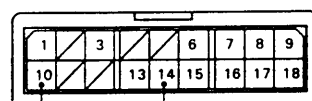


SRS MAIN HARNESS 2P CONNECTOR

SRS UNIT



SRS MAIN HARNESS 18P CONNECTOR



C805



Wire side of female terminals

Troubleshooting

DTC 8-6

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Besides indicating an abnormality in the SRS unit, DTC 8-6 may also indicate that two problems equivalent to DTC 1-1 and 2-4, 1-4 and 2-1, or 1-4 and 2-4 occurred at the same time. Proceed in the order shown below.

Check the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
2. Disconnect the driver's airbag and front passenger's airbag connectors (see page 24-18).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Turn the ignition switch ON (II).
6. Connect a voltmeter and measure voltage between the No. 10 terminal of the SRS main harness 18P connector and ground, and between the No. 14 terminal of the SRS main harness 18P connector and ground. There should be approx. 0 – 0.5 V.

Are voltages as specified?

YES

NO

Short to power in the SRS main harness; replace the SRS main harness.

Check the SRS main harness and the cable reel:

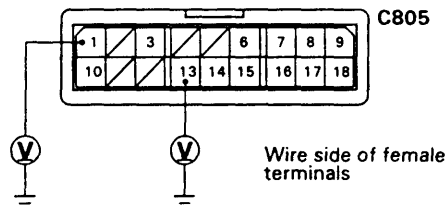
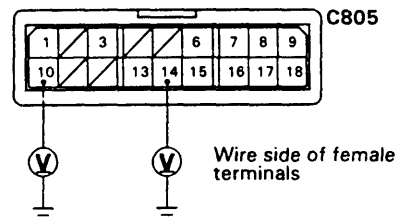
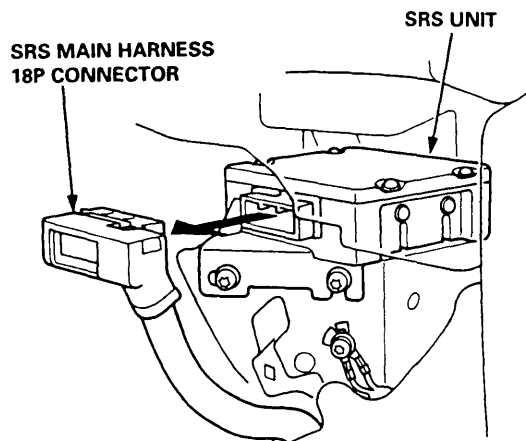
1. Turn the ignition switch ON (II).
2. Connect a voltmeter and measure voltage between the No. 1 terminal of the SRS main harness 18P connector and ground, and between the No. 13 terminal and ground. There should be approx. 0 – 0.5 V.

Are voltages as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 24-65).



To page 24-51



From page 24-50

Check the cable reel:

1. Turn the ignition switch OFF.
2. Disconnect the cable reel 2P connector from the SRS main harness.
3. Turn the ignition switch ON (II).
4. Connect a voltmeter and measure voltage between the No. 1 terminal of the SRS main harness 18P connector and ground, and between the No. 13 terminal of the SRS main harness 18P connector and ground. There should be approx. 0 – 0.5 V.

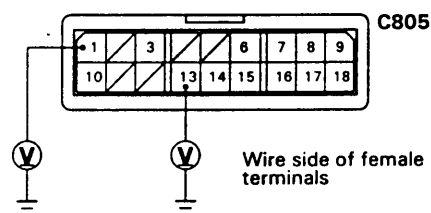
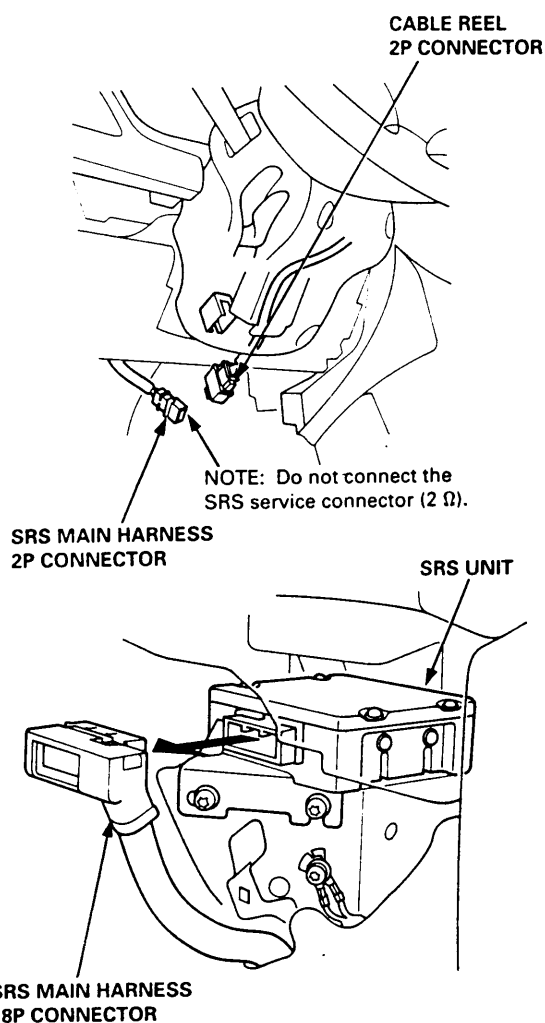
Are voltages as specified?

YES

NO

Short to power in the cable reel; replace the cable reel (see page 24-61).

Short to power in the SRS main harness; replace the SRS main harness.



Troubleshooting

DTC 9-2

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than three minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

Check the fuse:

1. Turn the ignition switch OFF.
2. Check for blown No. 23 (10 A) fuse in the under-dash fuse/relay box.

Is the fuse OK?

YES

NO

(F) To page 24-53

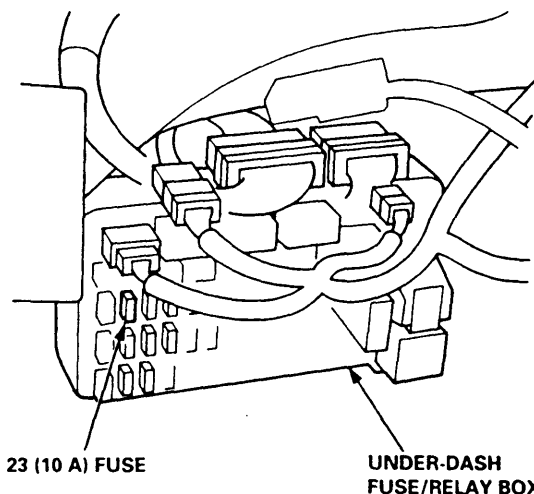
Replace the fuse. Turn the ignition switch ON (II) ; and check that the fuse doesn't blow.

Is the fuse OK?

YES

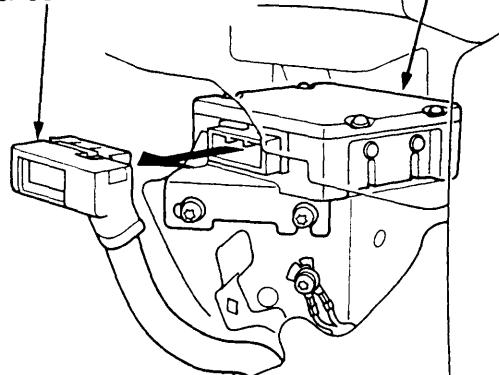
NO

The problem has disappeared. Test-drive the vehicle and see Troubleshooting of Intermittent Failures on page 24-22.



SRS MAIN HARNESS 18P CONNECTOR

SRS UNIT



Check for short to ground between the under-dash fuse/relay box and the SRS unit.

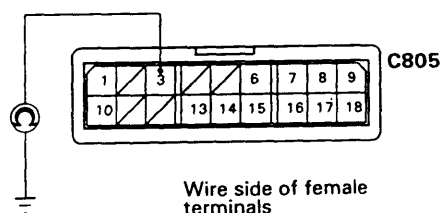
1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's and front passenger's airbag connector (see page 24-18).
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Check resistance between the No. 3 terminal of the SRS main harness 18P connector and ground. There should be 1 MΩ or more.

Is the resistance as specified?

YES

NO

Faulty SRS unit; replace the SRS unit (see page 24-65).



(G)

To page 24-53



(G) from page 24-52

Check for short to ground in the SRS main harness:

1. Disconnect the SRS main harness 2P connector from the under-dash fuse/relay box.
2. Check resistance between the No. 3 terminal of the SRS main harness 18P connector and ground. There should be 1 MΩ or more.

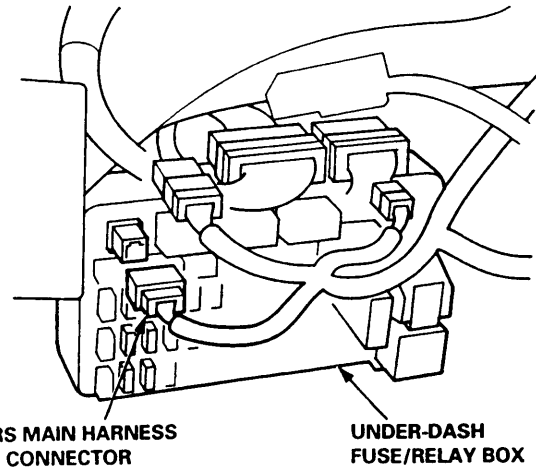
Is the resistance as specified?

YES

NO

Short to ground in the under-dash fuse/relay box; replace the under-dash fuse/relay box.

Short to ground in the SRS main harness; replace the SRS main harness.



(F) From page 24-52

Check for an open in the SRS main harness:

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for three minutes.
3. Disconnect the driver's and front passenger's airbag connector (see page 24-18).
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Reconnect the battery positive cable, then reconnect the negative cable.
6. Connect a voltmeter between the No. 3 terminal of the SRS main harness 18P connector and ground.
7. Turn the ignition switch ON (II), and measure voltage.

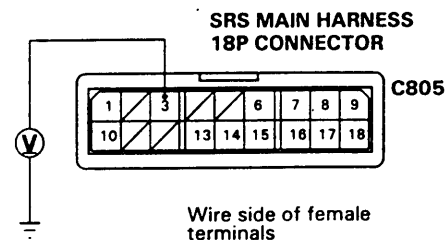
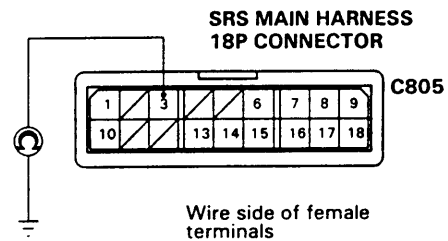
Is there battery voltage?

YES

NO

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness



To page 24-54

(cont'd)

Troubleshooting

DTC 9-2 (cont'd)

From page 24-53

Check for an open in the SRS main harness:

1. Turn the ignition switch OFF.
2. Disconnect the SRS main harness 2P connector from the under-dash fuse/relay box.
3. Check resistance between the No. 2 terminal of the SRS main harness 2P connector and No. 3 terminal of the SRS main harness 18P connector. There should be 0 – 0.5 Ω .

Is the resistance as specified?

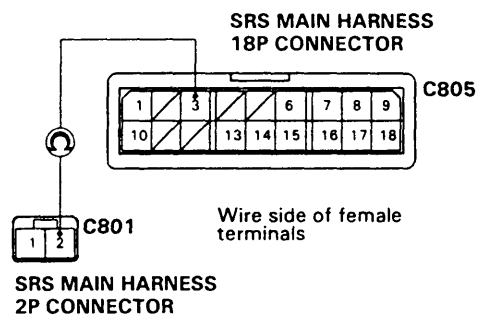
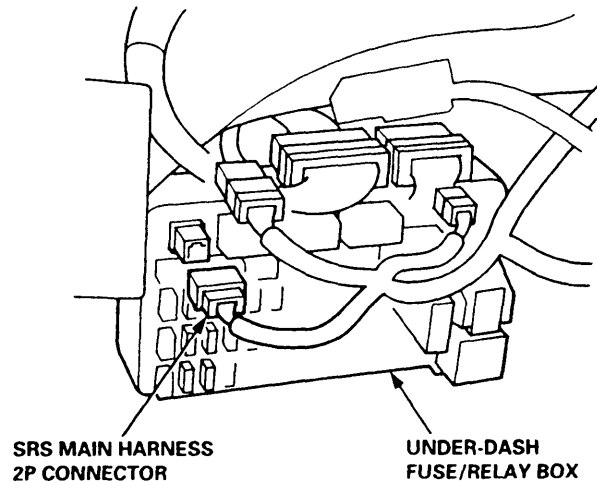
YES

NO

Poor contact at the SRS main harness 2P connector; check the connector.

- If the connector is OK, substitute a known-good under-dash fuse/relay box, and recheck.
- If the problem is still present, replace the SRS main harness.

Open in the SRS main harness; replace the SRS main harness.





Driver's Airbag Assembly

Replacement

After a collision in which the airbags were deployed, the airbag assemblies and the SRS unit must be replaced.

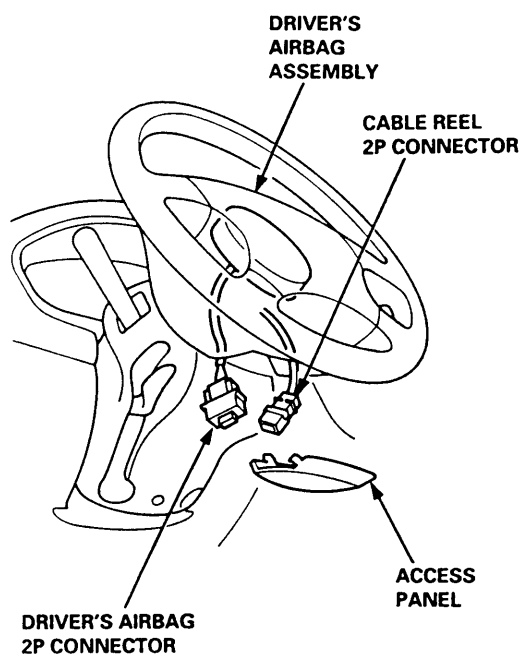
⚠ WARNING Store a removed airbag assembly with the pad surface up. If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

CAUTION:

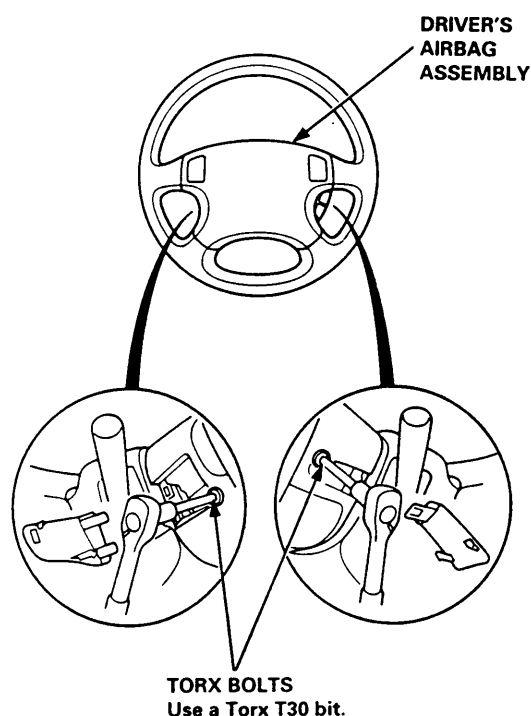
- Do not install used SRS parts from another vehicle. When repairing, use only new SRS parts.
- Carefully inspect the airbag assembly before you install it. Do not install an airbag assembly that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.
- Always disconnect the driver's airbag connector when the SRS main harness is disconnected.
- Do not disassemble or tamper with the airbag assembly.

1. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
2. Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.

NOTE: When disconnected, the airbag connector is automatically shorted.



3. Remove the two Torx bolts using a Torx T30 bit, then remove the driver's airbag assembly.



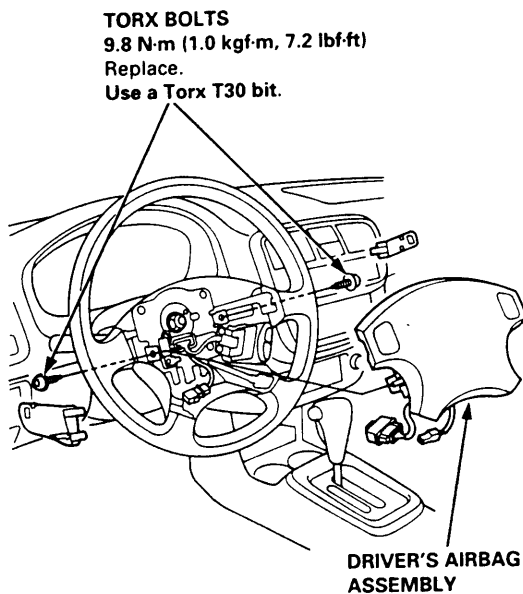
(cont'd)

Driver's Airbag Assembly

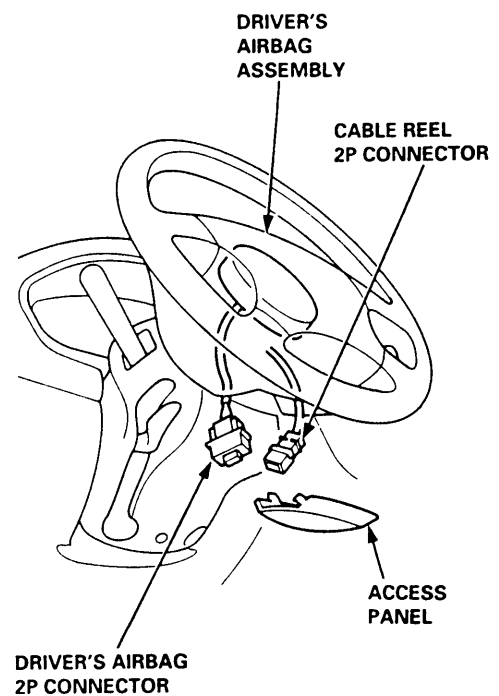
Replacement (cont'd)

CAUTION: Be sure to install the SRS wiring so that it is not pinched or interfering with other parts.

4. Place the new driver's airbag assembly into the steering wheel, and secure it with new Torx bolts.



5. Connect the driver's airbag 2P connector to the cable reel 2P connector, then install the access panel on the steering wheel.



6. Connect the battery positive cable, then connect the negative cable.
7. After installing the airbag assembly, confirm proper system operation:
 - Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.
 - Make sure both horn buttons work.



Front Passenger's Airbag Assembly

Replacement

After a collision in which the airbags were deployed, the airbag assemblies and the SRS unit must be replaced.

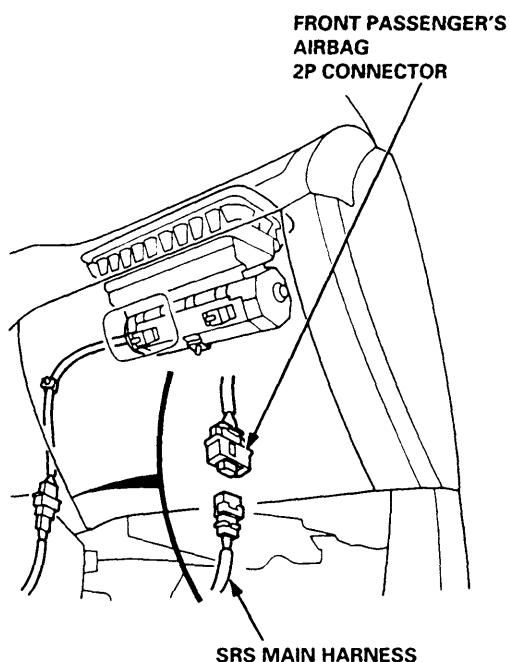
⚠ WARNING Store a removed airbag assembly with the pad surface up. If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

CAUTION:

- Do not install used SRS parts from another vehicle. When repairing, use only new SRS parts.
- Carefully inspect the airbag assembly before you install it. Do not install an airbag assembly that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.
- Always disconnect the front passenger's airbag connector when the SRS main harness is disconnected.
- Do not disassemble or tamper with the airbag assembly.

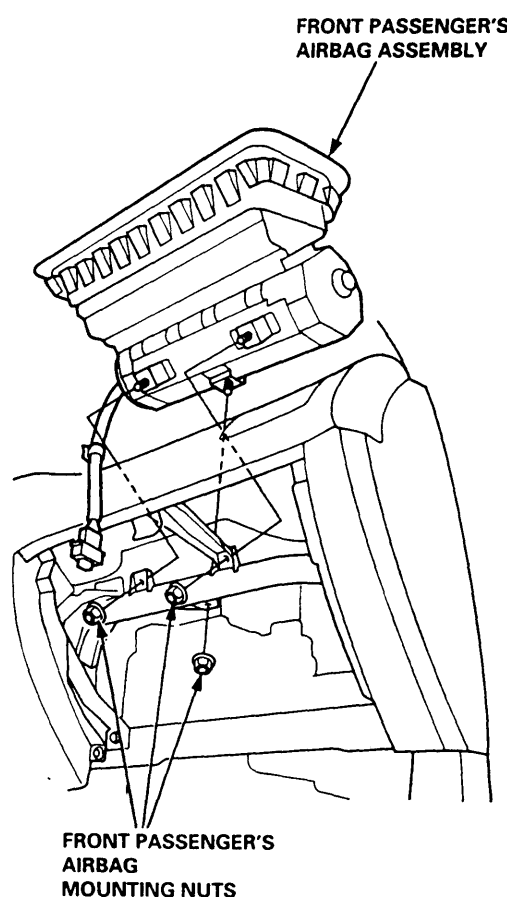
1. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
2. Remove the glove box (see section 20).
3. Disconnect the 2P connector between the front passenger's airbag and SRS main harness.

NOTE: When disconnected, the airbag connector is automatically shorted.



4. Remove the three mounting nuts from the bracket, then remove the harness clip.
5. Lift the front passenger's airbag out of the dashboard.

NOTE: The lid of the airbag assembly has pawls on its side which attach it to the dashboard. To remove the airbag assembly, cover the lid and dashboard with a cloth, and pry carefully with a flat tip screwdriver.



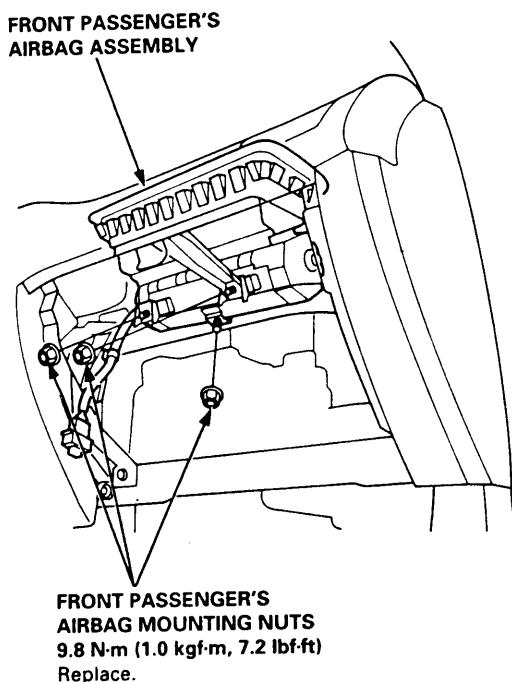
(cont'd)

Front Passenger's Airbag Assembly

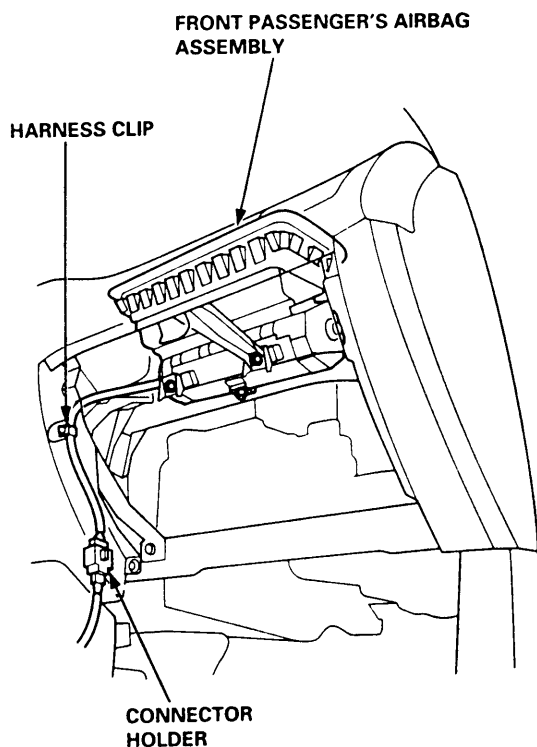
Replacement (cont'd)

CAUTION: Be sure to install the SRS wiring so that it is not pinched or interfering with other parts.

6. Place the new front passenger's airbag assembly into the dashboard. Tighten the front passenger's airbag mounting nuts.



7. Attach the airbag connector to the connector holder, then reinstall the glove box.



8. Connect the battery positive cable, then connect the negative cable.
9. After installing the airbag assembly, confirm proper system operation:
Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.

Airbag Assembly



Disposal

Before scrapping any airbags (including those in a whole vehicle to be scrapped), the airbags must be deployed. If the vehicle is still within the warranty period, before you deploy the airbags, the Acura District Parts and Service Manager must give approval and/or special instructions. Only after the airbags have been deployed (as the result of vehicle collision, for example), can they be scrapped. If the airbags appear intact (not deployed), treat them with extreme caution. Follow this procedure:

Deploying the Airbags: In-vehicle

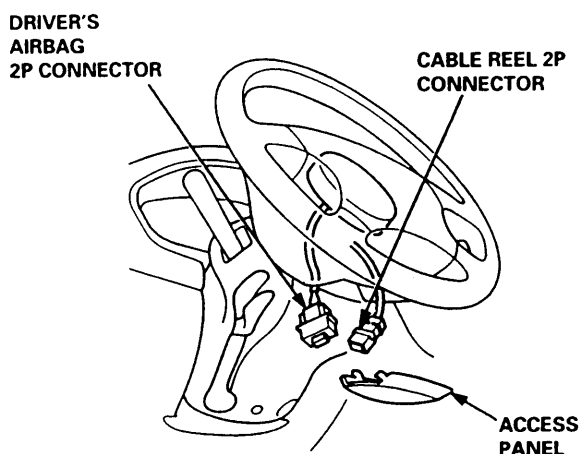
NOTE: If an SRS vehicle is to be entirely scrapped, its air-bags should be deployed while still in the vehicle. The airbags should not be considered as salvageable parts and should never be installed in another vehicle.

⚠ WARNING Confirm that each airbag assembly is securely mounted; otherwise, severe personal injury could result from deployment.

1. Disconnect the battery negative cable, then disconnect the positive cable.
2. Confirm that the special tool is functioning properly by following the check procedure on the tool label or on page 24-60.

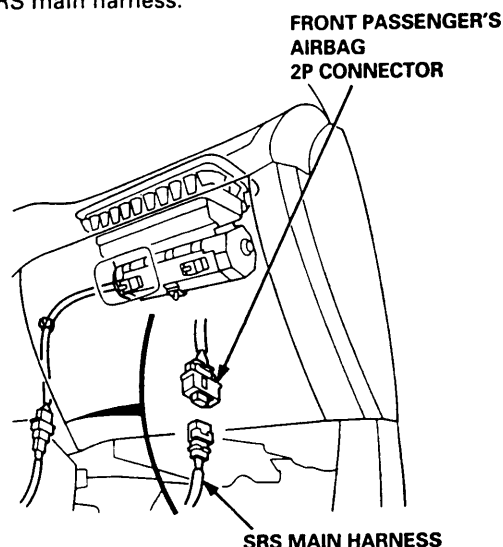
Driver's Airbag:

3. Remove the access panel, then disconnect the 2P connector between the driver's airbag and the cable reel.

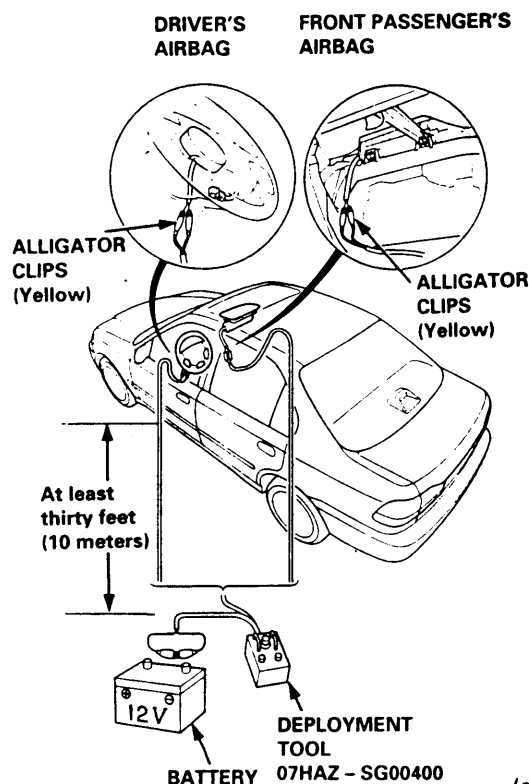


Front Passenger's Airbag:

4. Remove the glove box, then disconnect the 2P connector between the front passenger's airbag and SRS main harness.



5. Cut off the airbag connector, strip the ends of the airbag wires, and connect the deployment tool alligator clips to the airbag. Place the deployment tool at least thirty feet (10 meters) away from the airbag.



(cont'd)

Airbag Assembly

Disposal (cont'd)

6. Connect a 12 volt battery to the tool:

- If the green light on the tool comes on, the airbag igniter circuit is defective and cannot deploy the airbag. Go to Damaged Airbag Special Procedure.
- If the red light on the tool comes on, the airbag is ready to be deployed.

7. Push the tool's deployment switch. The airbag should deploy (deployment is both highly audible and visible; a loud noise and rapid inflation of the bag, followed by slow deflation).

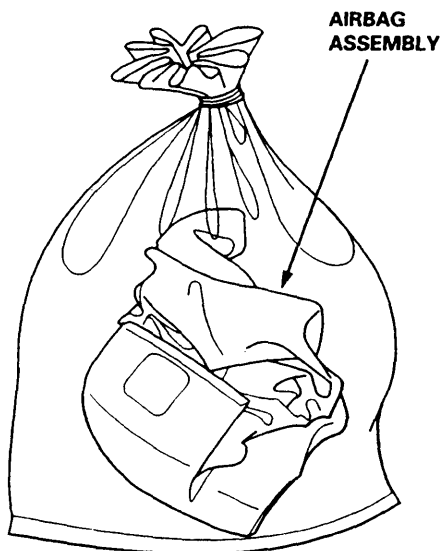
- If the airbags deploy and the green light on the tool comes on, continue with this procedure.
- If an airbag doesn't deploy, yet the green light comes ON, its igniter is defective. Go to Damaged Airbag Special Procedure.

▲ WARNING During deployment, the airbag assembly can become hot enough to burn you. Wait thirty minutes after deployment before touching the assembly.

8. Dispose of the complete airbag assembly. No part of it can be reused. Place it in a sturdy plastic bag, and seal it securely.

CAUTION:

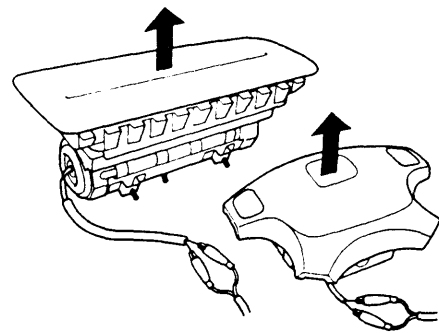
- Wear a face shield and gloves when handling a deployed airbag.
- Wash your hands and rinse them well with water after handling a deployed airbag.



Deploying the Airbag: Out-of-vehicle

NOTE: If an intact airbag assembly 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:

▲ WARNING Position the airbag assembly face up, outdoors on flat ground at least thirty feet (10 m) from any obstacles or people.



1. Confirm that the special tool is functioning properly by following the check procedure on this page or on the tool label.
2. Follow steps 5, 6, 7, and 8 of the in-vehicle deployment procedure.

Damaged Airbag Special Procedure

▲ WARNING If an airbag cannot be deployed, it should not be treated as normal scrap; it should still be considered a potentially explosive device that can cause serious injury.

1. If installed in a vehicle, follow the removal procedure on page 24-55.
2. In all cases, make a short circuit by twisting together the two airbag inflator wires.
3. Package the airbag in exactly the same packaging that the new replacement part came in.
4. Mark the outside of the box "DAMAGED AIRBAG NOT DEPLOYED" so it does not get confused with your parts stock.
5. Contact your Acura District Parts and Service Manager for how and where to return it for disposal.

Deployment Tool: Check Procedure

1. Connect the yellow clips to both switch protector handles on the tool; connect the tool to a battery.
2. Push the operation switch: green means the tool is OK; red means the tool is faulty.
3. Disconnect the battery and the yellow clips.



Cable Reel

Replacement

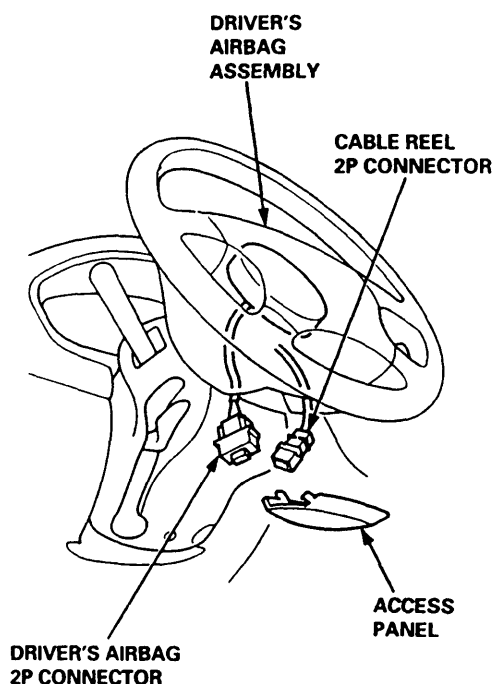
⚠ WARNING Store a removed airbag assembly with the pad surface up. If the airbag is improperly stored face down, accidental deployment could propel the unit with enough force to cause serious injury.

CAUTION:

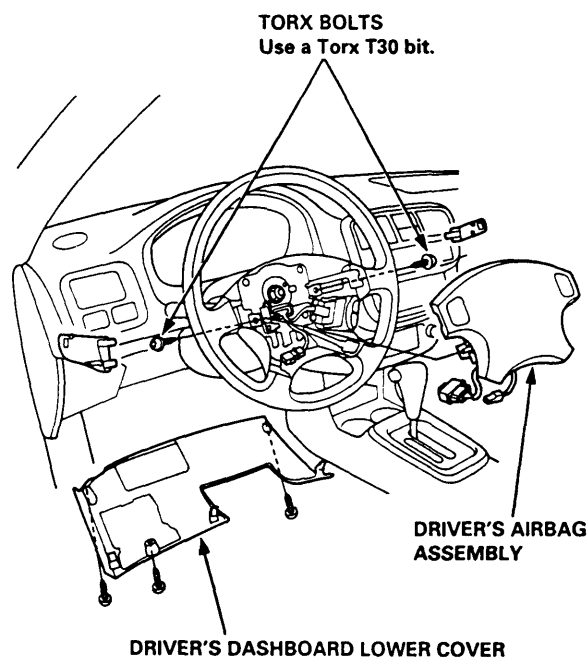
- Carefully inspect the airbag assembly before installing it. Do not install an airbag assembly that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.
- Always disconnect the airbag connector when the SRS main harness is disconnected.
- Do not disassemble or tamper with the airbag assembly.

1. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
2. Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel.

NOTE: When disconnected, the airbag connector is automatically shorted.



3. Make sure the wheels are aligned straight ahead.
4. Remove the driver's dashboard lower cover.
5. Remove the two Torx bolts from the steering wheel, and disconnect the horn connector. Then remove the driver's airbag assembly.

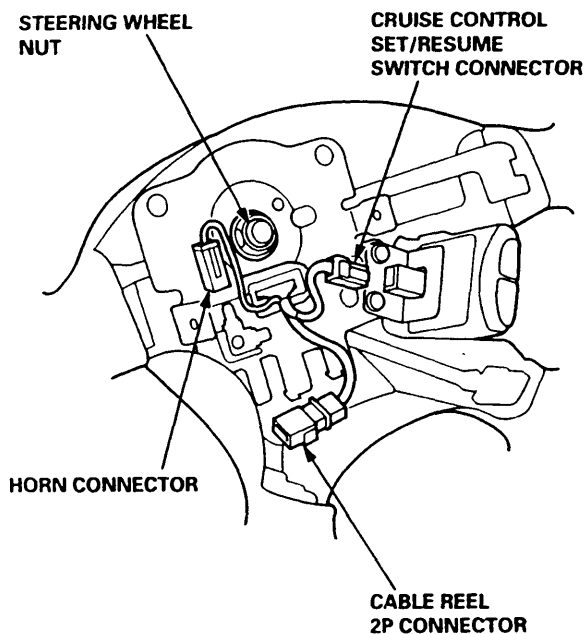


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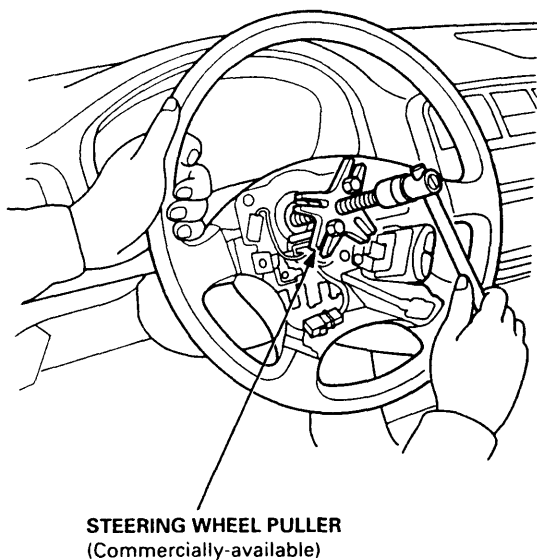
Cable Reel

Replacement (cont'd)

6. Disconnect the connectors from the horn and cruise control set/resume switches, then remove the steering wheel nut.



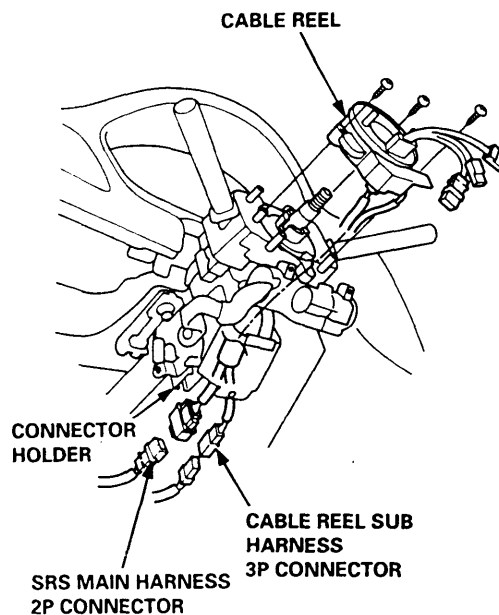
7. Remove the steering wheel with a steering wheel puller.



8. Remove the column covers.



9. Disconnect the 3P connector between the main wire harness and cable reel sub-harness, and the 2P connector between the cable reel and SRS main harness.



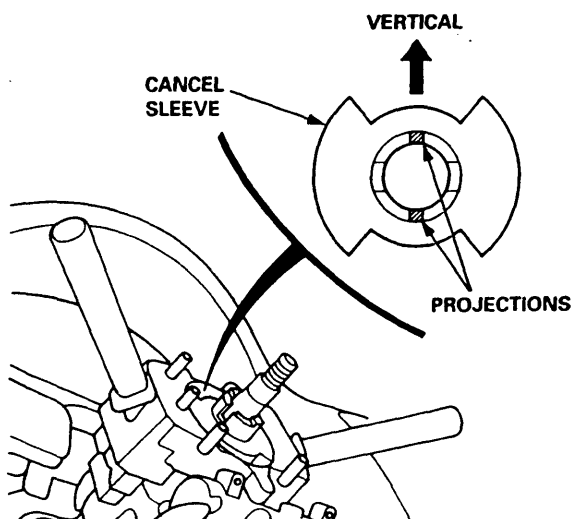
10. Remove the cable reel from the column.



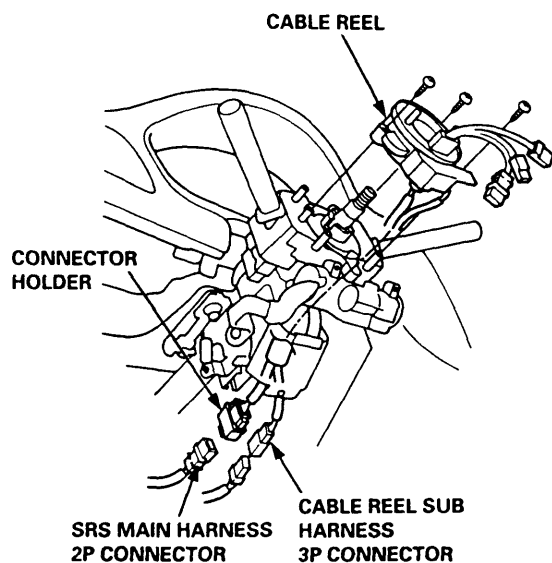
CAUTION:

- Before installing the steering wheel, the front wheels should be aligned straight ahead.
- Be sure to install the harness wires so that they are not pinched or interfering with other parts.
- After reassembly, confirm that the wheels are still turned straight ahead and that the steering wheel spoke angle is correct (road test). If minor spoke angle adjustment is necessary, do so only by adjusting the tie-rods, not by removing and repositioning the steering wheel.

11. Set the cancel sleeve so that the projections are aligned vertically.

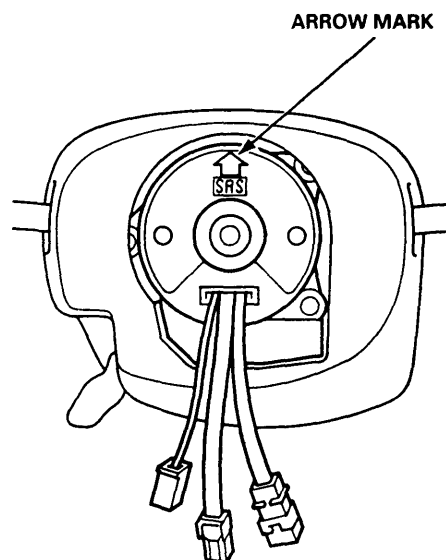


12. Carefully install the cable reel on the steering column shaft. Then connect the 3P connector to the cable reel sub harness, and connect the 2P connector to the SRS main harness.

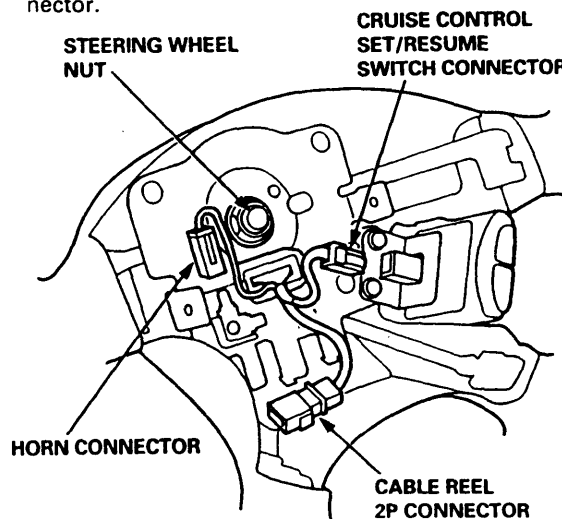


13. Install the steering column covers.

14. 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 (approximately two and a half turns) until the arrow mark on the cable reel label points straight up.



15. Install the steering wheel, then connect the horn connector and cruise control set/resume switch connector.



(cont'd)

Cable Reel

Replacement (cont'd)

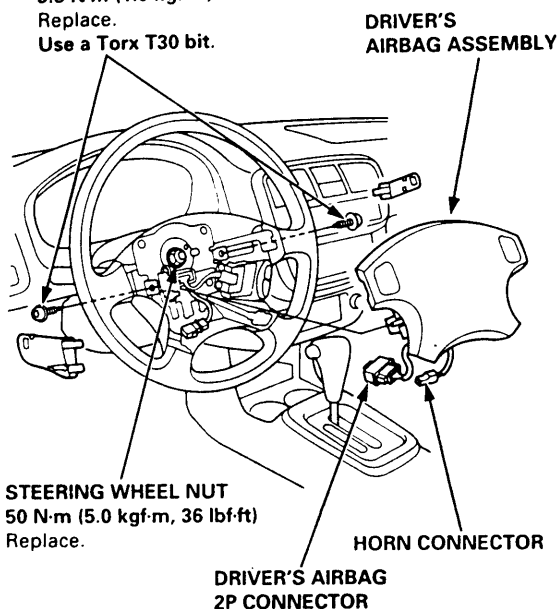
16. Install the steering wheel nut, and connect the horn connector to the steering wheel. Then install the driver's airbag assembly.

TORX BOLTS

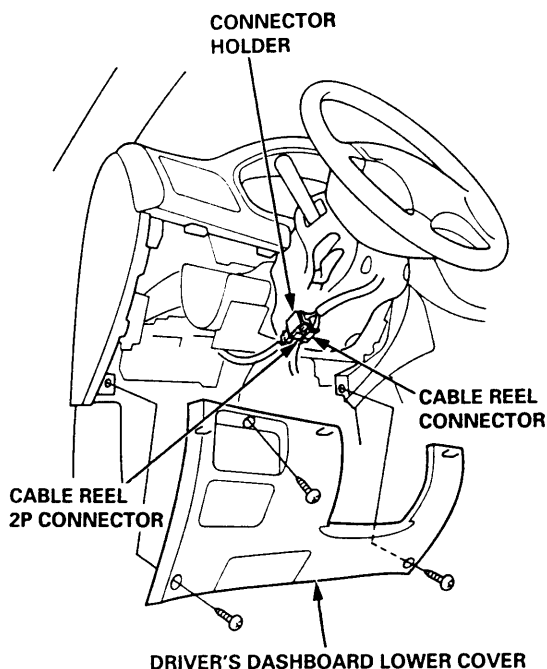
9.8 N·m (1.0 kgf·m, 7.2 lbf·ft)

Replace.

Use a Torx T30 bit.



17. Attach the cable reel 2P and 3P connector to the connector holder. Then install the driver's dashboard lower cover.



18. Reconnect the driver's airbag 2P connector to the cable reel 2P connector, and reinstall the access panel on the steering wheel.

19. Reconnect the battery positive cable, then the negative cable.

20. After installing the cable reel, confirm proper system operation:

- Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.
- Make sure both horn buttons work.
- Make sure the headlight and wiper switches work.
- Go for a test drive, and make sure the cruise control switches work.

SRS Unit



Replacement

CAUTION:

- Before disconnecting any part of the SRS main harness, disconnect the airbag connectors.
- During installation or replacement, do not bump (impact wrench, hammer etc.) the area near the SRS unit.
- Do not damage the SRS unit terminals or connectors.
- Do not disassemble the SRS unit; it has no serviceable parts.
- Store the SRS unit in a clean, dry area.
- Do not use any SRS unit which has been subjected to water or shows signs of being dropped or improperly handled, such as dents, cracks or deformation.

1. Disconnect the battery negative cable, then disconnect the positive cable from the battery, and wait at least three minutes.
2. Disconnect the airbag connectors:

NOTE: When disconnected, the airbag connectors are automatically shorted.

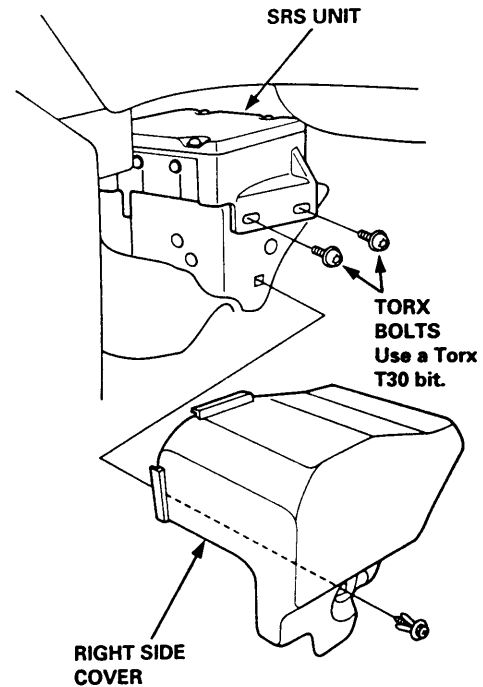
Driver's Side:

Remove the access panel from the steering wheel, then disconnect the 2P connector between the driver's airbag and cable reel (see page 24-18).

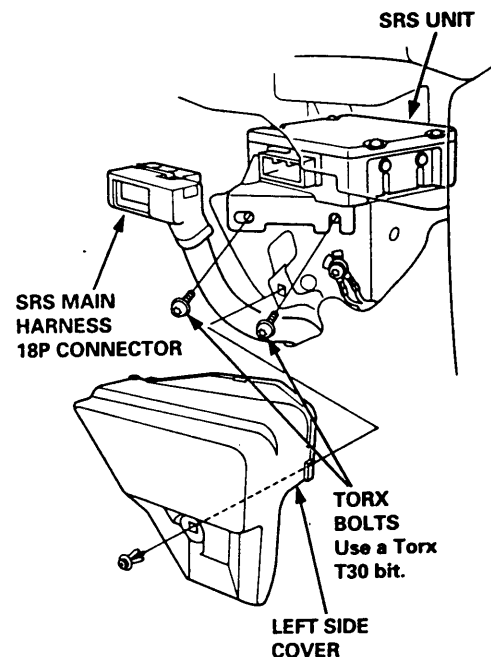
Front Passenger's Side:

Disconnect the 2P connector between the front passenger's airbag and SRS main harness (see page 24-18).

3. Remove the right side cover from the SRS unit.



4. Remove the left side cover from the SRS unit, then disconnect the SRS main harness 18P connector from the SRS unit.



5. Remove the four Torx bolts from the SRS unit, then pull out the SRS unit from the driver's side.

(cont'd)

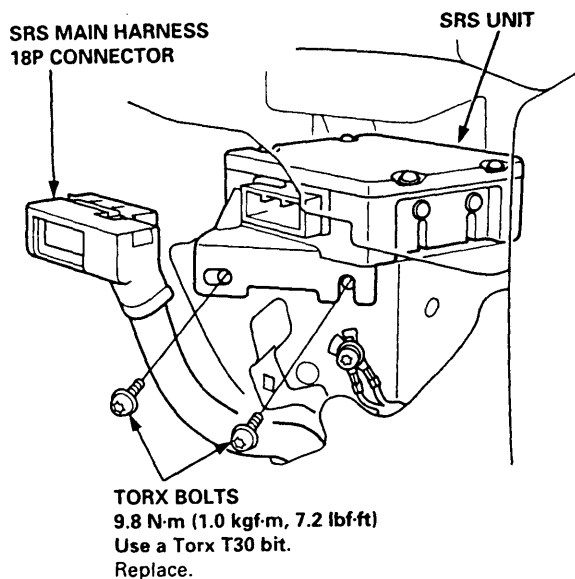
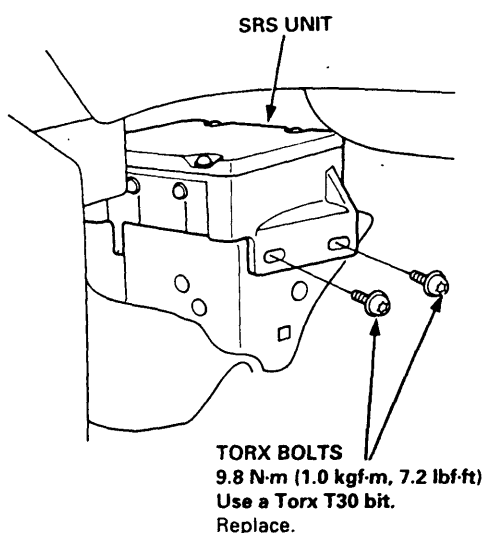
SRS Unit

Replacement (cont'd)

CAUTION:

- Be sure to install the SRS wiring so that it is not pinched or interfering with other parts.
- When tightening the Torx bolts to the specified torque after replacement, be careful to turn them in so that their heads rest squarely on the brackets.

6. Install the new SRS unit.



7. Connect the SRS main harness 18P connector to the SRS unit; push it into position until it clicks.
8. Install the SRS unit covers (right and left).

NOTE: Make sure the covers snap together in the middle.

9. Reconnect the driver's airbag 2P connector to the cable reel 2P connector, then reinstall the access panel on the steering wheel.
10. Reconnect the front passenger's airbag connector to the SRS main harness.
11. Reconnect the battery positive cable, then the negative cable.
12. After installing the SRS unit, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator light should come on for about six seconds and then go off.