

GROUP 52B

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

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 WARNING

- Carefully read and observe the information in the **SERVICE PRECAUTIONS** prior to any service.
- For information concerning troubleshooting or maintenance, always observe the procedures in the **Troubleshooting** section.
- If any SRS components are removed or replaced in connection with any service procedures, be sure to follow the procedures in the **INDIVIDUAL COMPONENT SERVICE** section for the compartments involved.
- If you have any questions about the SRS, please contact your local distributor.

GENERAL INFORMATION

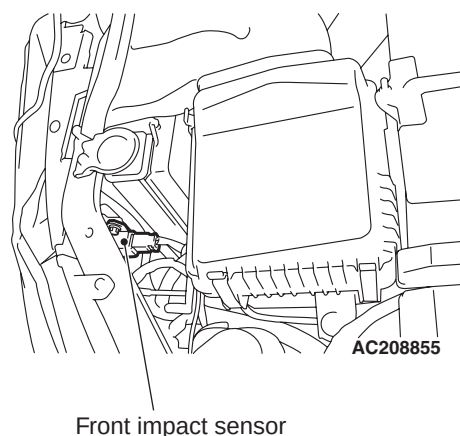
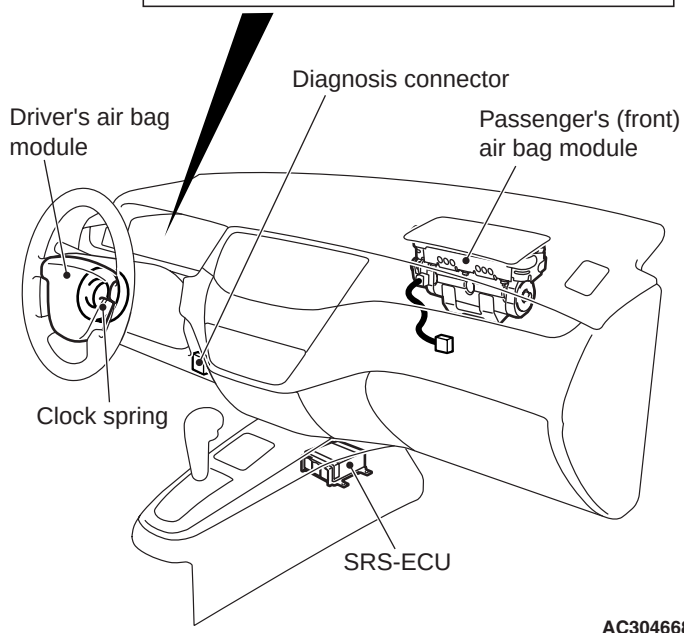
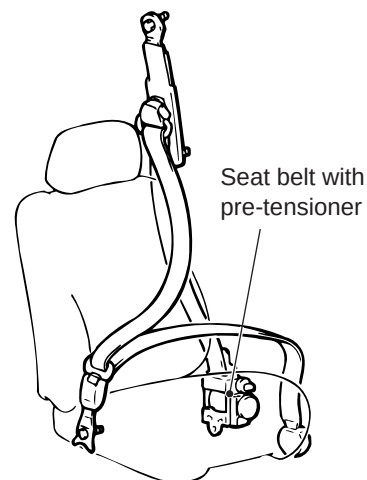
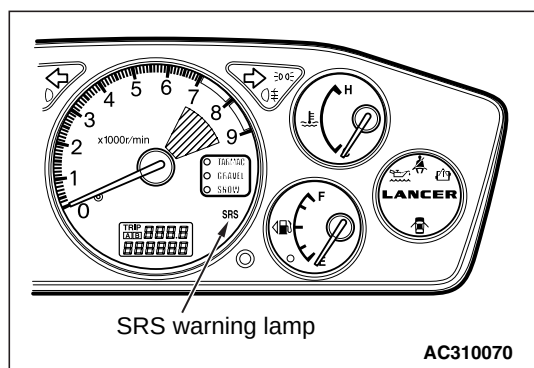
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The Supplemental Restraint System (SRS) and seat belt with pre-tensioner is designed to supplement the driver's and front passenger's seat belts to help reduce the risk or severity of injury to the driver and front passenger by activating and deploying both front air bags in certain frontal collisions.

The SRS consist of two air bag modules, SRS air bag control unit (SRS-ECU), two front impact sensors, SRS warning lamp, clock spring and seat belt pre-tensioner. Front air bags are located in the centre of the steering wheel and above the glove box. Each air bag is made up of a folded air bag and an inflator unit. The SRS-ECU under the front floor console

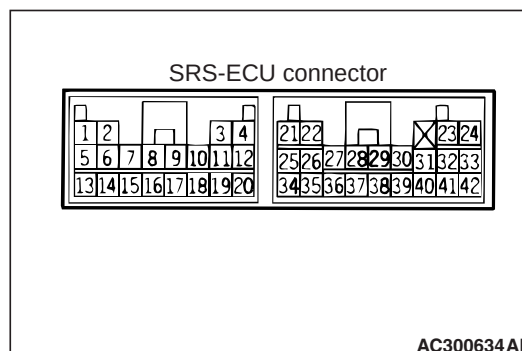
monitors the system and has a safing G-sensor and analogue G-sensor. The warning lamp on the instrument panel indicates the operational status of the SRS. The clock spring is installed in the steering column. The seat belt pre-tensioner is built into the driver's and passenger's front seat belt retractor. The front impact sensor is assembled on the headlamp support panel to monitor collision upon frontal impact.

Only authorized service personnel should do work on or around the SRS components. Those service personnel should read this manual carefully before starting any such work.



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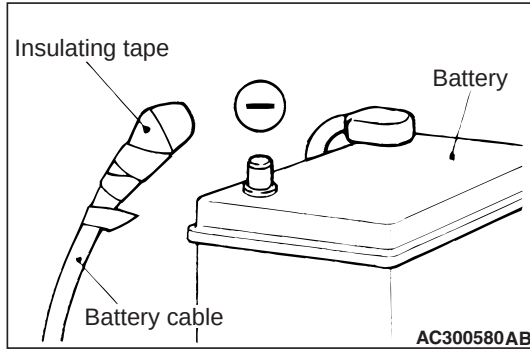
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Do not attempt to repair the wiring harness connectors of the SRS. If a defective wiring harness is found, repair or replace it by referring to the table below.

SRS-ECU terminal No.	Destination of harness	Remedy
1, 2	Instrument panel wiring harness → Front wiring harness (RH) → Front impact sensor (RH)	Correct or replace each wiring harness.
3, 4	Instrument panel wiring harness → Front wiring harness (LH) → Front impact sensor (LH)	Correct or replace each wiring harness.
7	Instrument panel wiring harness → Earth	Correct or replace the instrument panel wiring harness.
8	Instrument panel wiring harness → SRS warning lamp	Correct or replace the instrument panel wiring harness.
9, 10	Instrument panel wiring harness → Passenger's (front) air bag module	Correct or replace the instrument panel wiring harness.
11, 12	Instrument panel wiring harness → Clock spring → Driver's air bag module	Correct or replace instrument panel wiring harness. Replace the clock spring.
13	Instrument panel wiring harness → Junction block (fuse No.3)	Correct or replace the instrument panel wiring harness.
16	Instrument panel wiring harness → Junction block (fuse No.2)	Correct or replace the instrument panel wiring harness.
20	Instrument panel wiring harness → Diagnosis connector	Correct or replace the instrument panel wiring harness.
27, 28	Floor wiring harness (RH) → Passenger's (front) seat belt pre-tensioner <LH drive vehicles> Floor wiring harness (LH) → Passenger's (front) seat belt pre-tensioner <RH drive vehicles>	Connect or replace the floor wiring harness.
29, 30	Floor wiring harness (LH) → Driver's seat belt pre-tensioner <LH drive vehicles> Floor wiring harness (RH) → Driver's seat belt pre-tensioner <RH drive vehicles>	Connect or replace the floor wiring harness.

⚠ DANGER



After disconnecting the battery cable, wait 60 seconds or more before proceeding with the following work. In addition, insulate the negative battery terminal with a tape. The condenser inside the SRS-ECU is designed to retain enough voltage to deploy the air bag for a short time even after the battery has been disconnected, so serious injury may result from unintended air bag deployment if work is done on the SRS system immediately after the battery cables are disconnected.

⚠ CAUTION

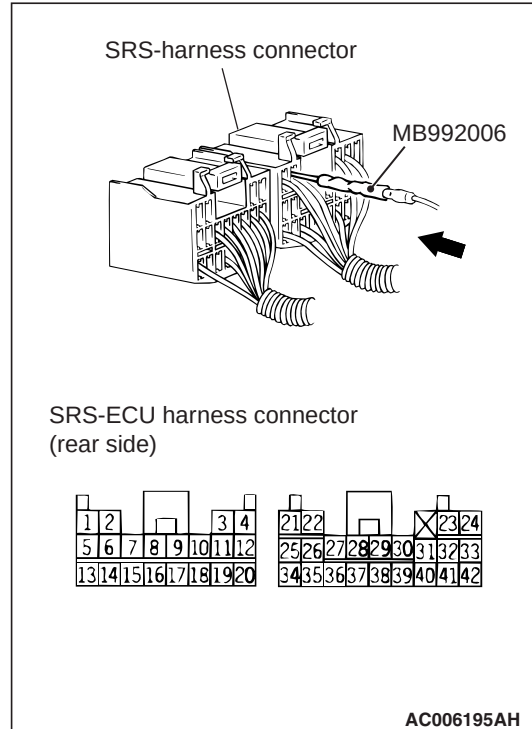
The SRS components and seat belt with pre-tensioner should not be subjected to heat, so remove the front impact sensors, SRS-ECU, driver's and passenger's (front) air bag modules, clock spring, and seat belt pre-tensioner before drying or baking the vehicle after painting.

- Front impact sensors, SRS-ECU, air bag modules, clock spring: 93°C or more
- Seat belt with pre-tensioner: 90°C or more

⚠ CAUTION

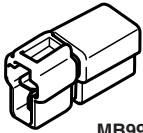
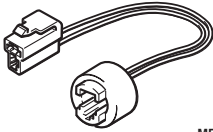
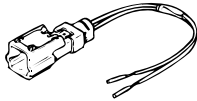
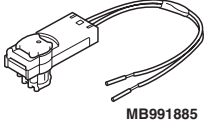
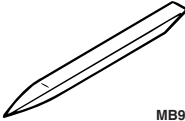
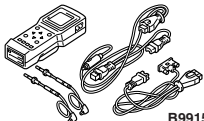
Whenever you finish servicing the SRS, always erase the diagnosis code and check warning lamp operation to make sure that the system functions properly.

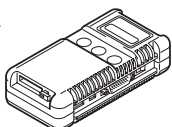
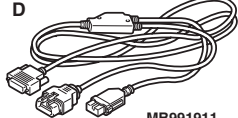
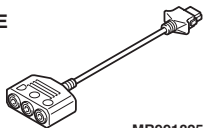
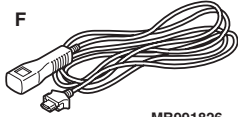
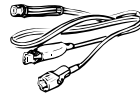
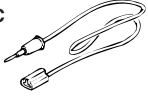
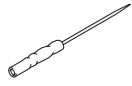
⚠ CAUTION



If checks are carried out by using the SRS-ECU harness connector, observe the following procedures: Insert the special tool extra fine probe (MB992006) into connector from harness side (rear side), and connect the tester to this probe. If any tool than special tool is used, damage to the harness and other components will result. Never insert the probe directly to the terminals from the front of the connector. The terminals are plated to increase their conductivity, so that if they are touched directly by the probe, the plating may break, which will cause drops in reliability.

SPECIAL TOOLS

Tool	No.	Name	Use
 MB991865	MB991865	Dummy resistor	SRS air bag and seat belt with pre-tensioner circuit check
 MB991866	MB991866	Resistor harness	SRS air bag circuit check
 MB991884	MB991884	Resistor harness (For Pre-tensioner)	Seat belt with pre-tensioner and curtain air bag circuit check
 MB686560	MB686560	SRS air bag adapter harness	• Deployment of passenger's (front) air bag module inside the vehicle • Deployment of passenger's (front) air bag module outside the vehicle
 MB991885	MB991885	Pre-tensioner adapter harness	• Deployment of seat belt with pre-tensioner and curtain air bag inside the vehicle • Deployment of seat belt with pre-tensioner and curtain air bag outside the vehicle
 MB990784	MB990784	Ornament remover	Removal of cover.
 B991502	MB991502	M.U.T.-II sub assembly	• Reading and erasing diagnosis code • Reading trouble period • Reading erase times

Tool	No.	Name	Use
A  MB991824 B  MB991827 C  MB991910 D  MB991911 E  MB991825 F  MB991826 MB991955	MB991955 A: MB991824 B: MB991827 C: MB991910 D: MB991911 E: MB991825 F: MB991826	M.U.T.-III sub-assembly A: Vehicle communication interface (V. C. I.) B: M.U.T.-III USB cable C: M.U.T.-III main harness A (Vehicles with CAN communication system) D: M.U.T.-III main harness B (Vehicles without CAN communication system) E: M.U.T.-III measure adapter F: M.U.T.-III trigger harness	Checking diagnosis code ⚠ CAUTION M.U.T.-III main harness B (MB991911) should be used. M.U.T.-III main harness A should not be used for this vehicle.
A  B  C  D  MB991223AZ	MB991223 A: MB991219 B: MB991220 C: MB991221 D: MB991222	Harness set A: Check harness B: LED harness C: LED harness adapter D: Probe	Checking the continuity and measuring the voltage at the SRS-ECU harness connector
 MB992006	MB992006	Extra fine probe	Continuity check and voltage measurement at harness wire or connector

TEST EQUIPMENTS

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Tool	Name	Use
 AC300683	Digital multi-meter	Checking SRS electrical circuitry (Use multi-meter for which the maximum test current is 2 mA or less at minimum range of resistance measurement)

TROUBLESHOOTING

DIAGNOSIS TROUBLESHOOTING FLOW

M1524003100386

Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#).

DIAGNOSIS FUNCTION

M1524003200361

DIAGNOSIS CODES CHECK

CAUTION

Turn off the ignition switch before connecting or disconnecting the M.U.T.-II/III.

Connect the M.U.T.-II/III to the diagnosis connector (16-pin) under the instrument under cover, then check diagnosis codes (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

ERASING DIAGNOSIS CODE

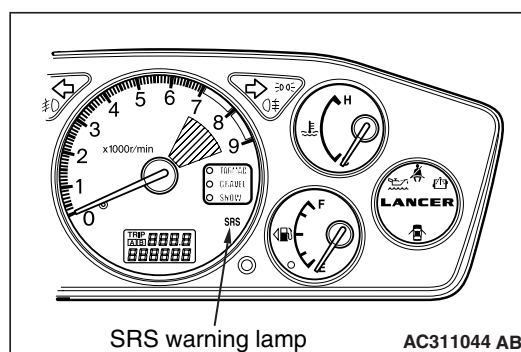
CAUTION

Turn off the ignition switch before connecting or disconnecting the M.U.T.-II/III.

Connect the M.U.T.-II/III to the diagnosis connector and erase the diagnosis code.

SRS WARNING LAMP CHECK

M1524004300446



1. Check that the SRS warning lamp comes on when the ignition switch is turned ON.
2. Check that the SRS warning lamp illuminates for about 7 seconds and then goes out.
3. If this is not the cause, check the diagnosis codes.

CHECK CHART FOR DIAGNOSIS CODES

M1524003300885

Inspect according to the inspection chart that is appropriate for the diagnosis code.

Code No.	Diagnosis item	Reference Page
1A	Front impact sensor (LH) circuit short	P.52B-11
1B	Front impact sensor (LH) circuit open	P.52B-11
1C	Front impact sensor (LH) short-circuited to power supply	P.52B-11
1D	Front impact sensor (LH) short-circuited to earth	P.52B-11
2A	Front impact sensor (RH) circuit short	P.52B-11
2B	Front impact sensor (RH) circuit open	P.52B-11
2C	Front impact sensor (RH) short-circuited to power supply	P.52B-11
2D	Front impact sensor (RH) short-circuited to earth	P.52B-11
14	Analogue G-sensor malfunction	P.52B-15
15	Safing G-sensor (for frontal collision) short-circuited	P.52B-15
16	Safing G-sensor (for frontal collision) open-circuited	P.52B-15
21*2	Driver's air bag module (squib) system (short-circuited between terminals of the squib circuit)	P.52B-17
22*2	Driver's air bag module (squib) system (open-circuited in the squib circuit)	P.52B-21
24*2	Passenger's (front) air bag module (squib) system (short-circuited between terminals of the squib circuit)	P.52B-24
25*2	Passenger's (front) air bag module (squib) system (open-circuited in the squib circuit)	P.52B-27
26*2	Driver's seat belt pre-tensioner (squib) system (short-circuited between terminals of the squib circuit)	P.52B-29
27*2	Driver's seat belt pre-tensioner (squib) system (open-circuited in the squib circuit)	P.52B-34
28*2	Passenger's (front) seat belt pre-tensioner (squib) system (short-circuit between terminals of the squib circuit)	P.52B-38
29*2	Passenger's (front) seat belt pre-tensioner (squib) system (open-circuited in the squib circuit)	P.52B-43
31	SRS-ECU capacitor circuit voltage too high	P.52B-15
32	SRS-ECU capacitor circuit voltage too low	P.52B-15
34*1	SRS-ECU connector lock out of order	P.52B-47
35	Ignition of the air bag completed	P.52B-49
39	Air bag deployed simultaneously	P.52B-49
41*1	Power supply voltage (IG1 (A) voltage) drops abnormally.	P.52B-50
42*1	Power supply voltage (IG1 (B) voltage) drops abnormally.	P.52B-55
43*1	SRS warning lamp circuit open-circuited	Lamp does not illuminate P.52B-60
		Lamp does not switch off P.52B-64
44*1	SRS warning lamp circuit malfunction	P.52B-67

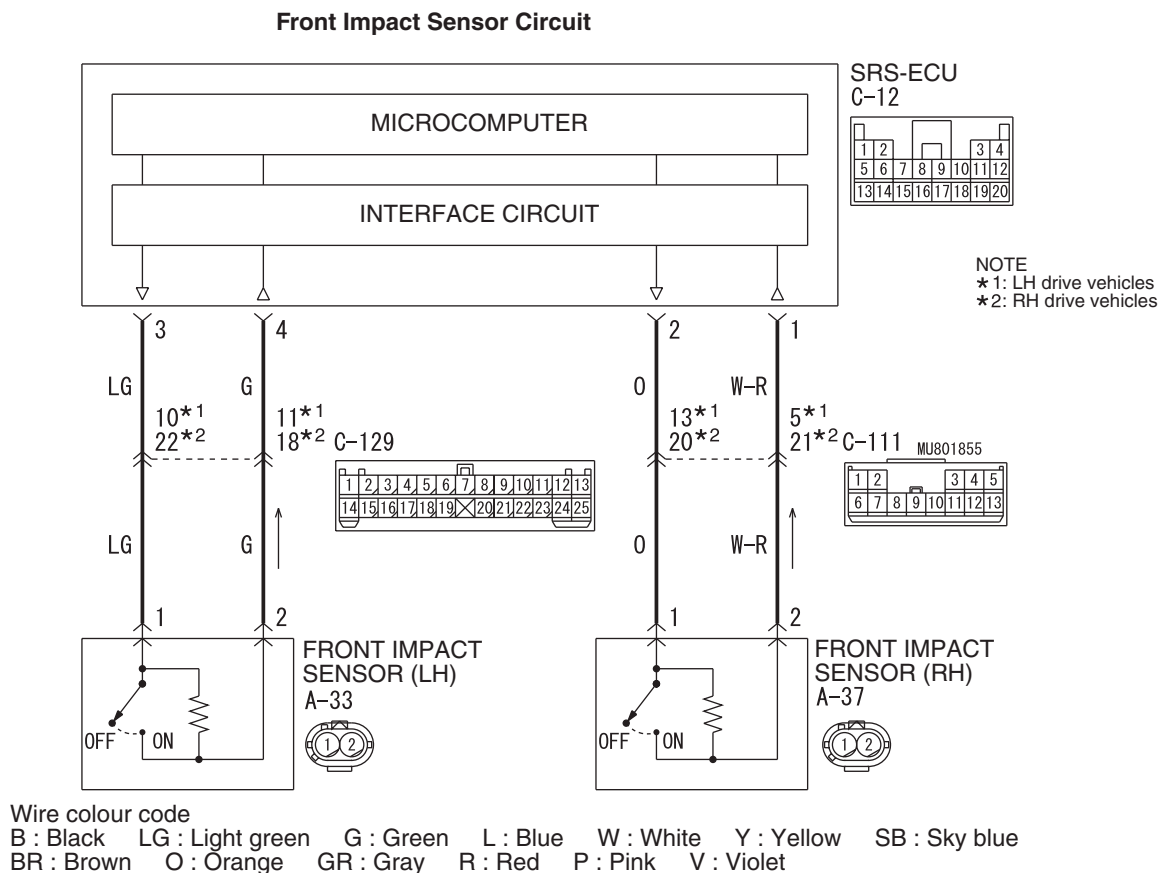
Code No.	Diagnosis item	Reference Page
45	SRS-ECU non-volatile memory (EEPROM) and A/D converter system	P.52B-15
46* ¹	Improper installed of SRS-ECU	P.52B-68
51	Driver's air bag squib activating circuit short-circuited	P.52B-15
52	Driver's air bag squib activating circuit open-circuited	P.52B-15
54	Passenger's (front) air bag squib activating circuit short-circuited	P.52B-15
55	Passenger's (front) air bag squib activating circuit open-circuited	P.52B-15
56	Driver's seat belt pre-tensioner activating circuit short-circuited	P.52B-15
57	Driver's seat belt pre-tensioner activating circuit open-circuited	P.52B-15
58	Passenger's (front) seat belt pre-tensioner activating circuit short-circuited	P.52B-15
59	Passenger's (front) seat belt pre-tensioner activating circuit open-circuited	P.52B-15
61	Driver's air bag module (squib) system (short-circuited to the power supply)	P.52B-69
62	Driver's air bag module (squib) system (short-circuited to the earth)	P.52B-72
64	Passenger's (front) air bag module (squib) system (short-circuited to the power supply)	P.52B-75
65	Passenger's (front) air bag module (squib) system (short-circuited to the earth)	P.52B-77
66	Driver's seat belt pre-tensioner (squib) system (short-circuited to the power the supply)	P.52B-79
67	Driver's seat belt pre-tensioner (squib) system (short-circuited to the earth)	P.52B-83
68	Passenger's (front) seat belt pre-tensioner (squib) system (short-circuited to the power supply)	P.52B-87
69	Passenger's (front) seat belt pre-tensioner (squib) system (short-circuited to the earth)	P.52B-91

NOTE:

- *¹: If the vehicle condition returns to normal, the diagnosis code will be automatically erased, and the SRS warning lamp will return to normal.
- *²: However, if no diagnosis code resets, the SRS warning lamp will be switched off (The diagnosis code will be retained).
- If the vehicle has a discharged battery, it will store the diagnosis code 41 or 42. When these diagnosis codes are read, check the battery.

DIAGNOSTIC TROUBLE CODE PROCEDURES

Code No.1A Front impact sensor (LH) circuit short
 Code No.1B Front impact sensor (LH) circuit open
 Code No.1C Front impact sensor (LH) short-circuited to power supply
 Code No.1D Front impact sensor (LH) short-circuited to earth
 Code No.2A Front impact sensor (RH) circuit short
 Code No.2B Front impact sensor (RH) circuit open
 Code No.2C Front impact sensor (RH) short-circuited to power supply
 Code No.2D Front impact sensor (RH) short-circuited to earth



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OPERATION

- When the left and right front impact sensors detect a collision, the switches inside the sensors turn ON.
- SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.

DIAGNOSIS CODE SET CONDITIONS

These diagnosis codes are set if there are abnormal resistance between the input terminals of the front impact sensors.

The most likely causes for these codes to be set are shown in the table below:

Code No.	Trouble causes
1A	• Left front impact sensor or its wiring shorted
1B	• Left front impact sensor or wiring open circuit
1C	• Short to the power supply in the left front impact sensor harness
1D	• Short to body earth in the left front impact sensor harness
2A	• Right front impact sensor or its wiring shorted
2B	• Right front impact sensor or wiring open circuit
2C	• Short to the power supply in the right front impact sensor harness
2D	• Short to body earth in the right front impact sensor harness

PROBABLE CAUSE

- Damaged harness wires and connectors
- Front impact sensor failed
- Malfunction of the SRS-ECU

DIAGNOSIS

Step 1. Check the front impact sensor.

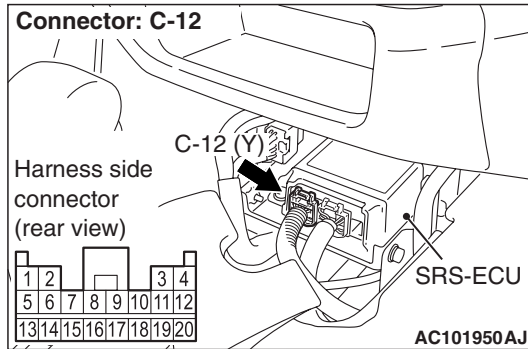
Refer to [P.52B-108](#).

Q: Is the check result satisfactory?

YES : Go to Step 2.

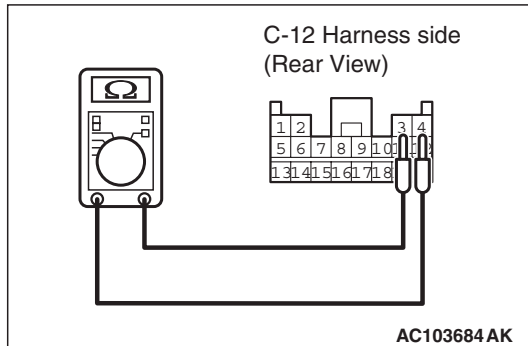
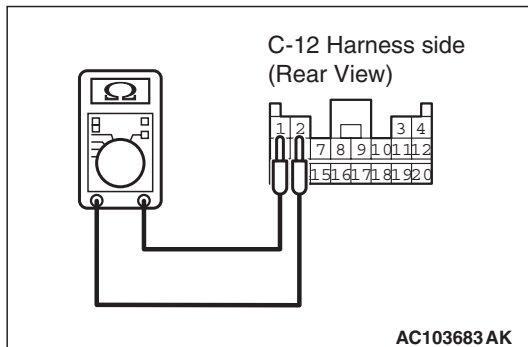
NO : Replace the front impact sensor (Refer to [P.52B-107](#)).

Step 2. Resistance measurement at the SRS-ECU connector C-12.



(1) Disconnect SRS-ECU connector C-12.

CAUTION

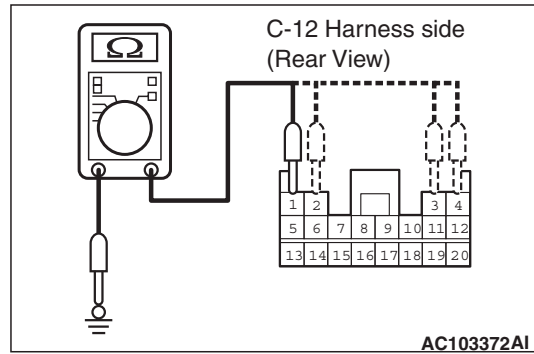


Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(2) Take the measurements below at harness-side connector C-12.

- Resistance between terminals 1 and 2 as well as 3 and 4.

NG: 2 ohms or less (short circuit) or 2 megaohms or more (open circuit)



- Continuity between terminals 1, 2, 3, 4 and body earth

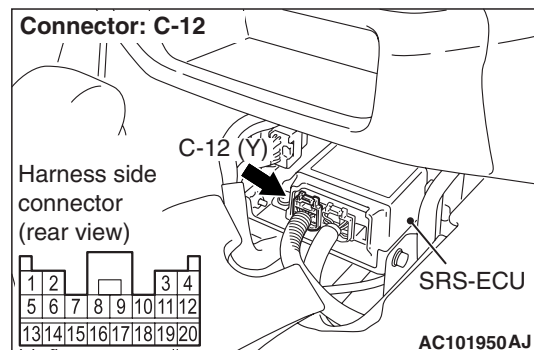
OK: No continuity

Q: Is the check result satisfactory?

YES : Go to Step 3.

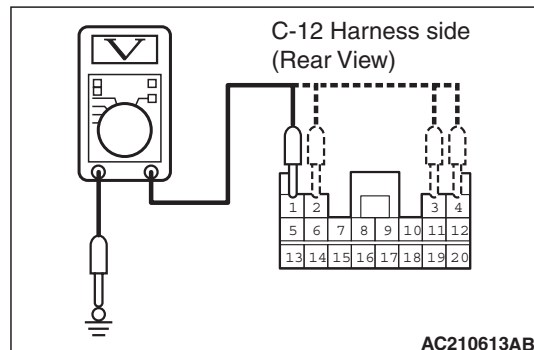
NO : Go to Step 4.

Step 3. Voltage measurement at the SRS-ECU connector C-12.



(1) Disconnect SRS-ECU connector C-12.

CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(2) Take the measurements below at harness-side connector C-12.

- Voltage between terminals 1, 2, 3, 4 and body earth

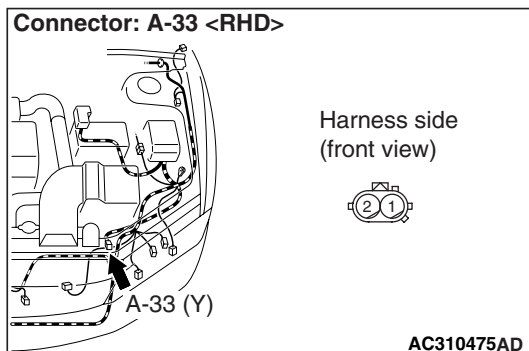
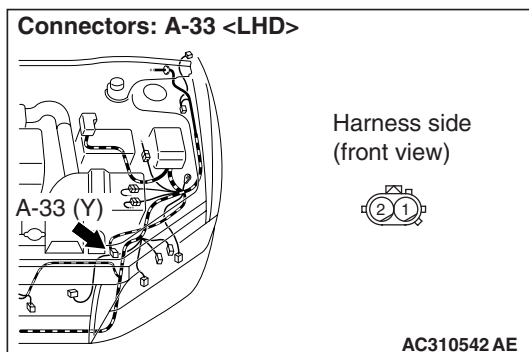
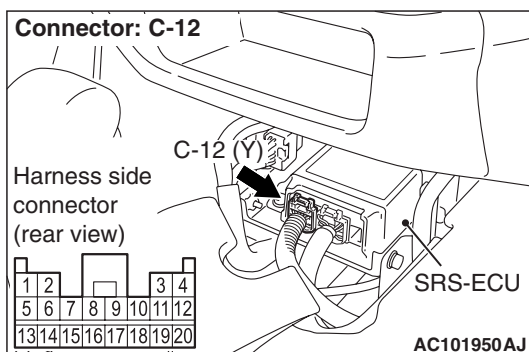
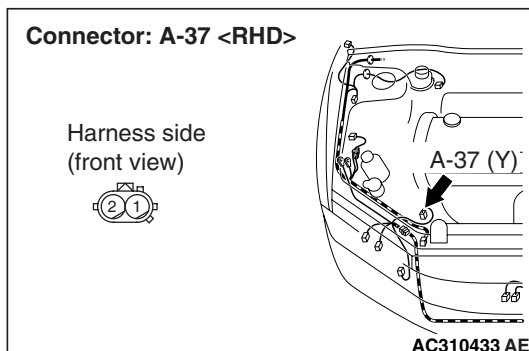
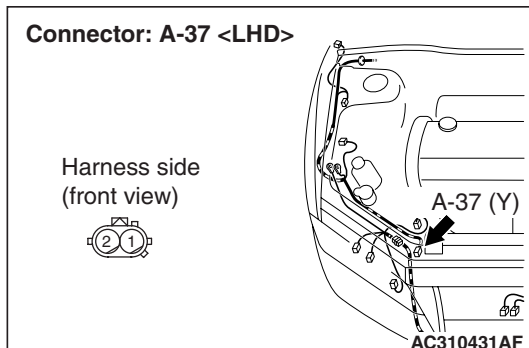
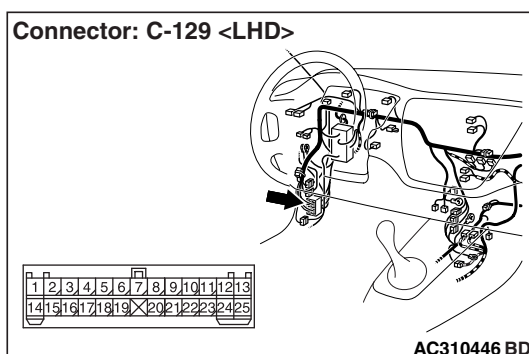
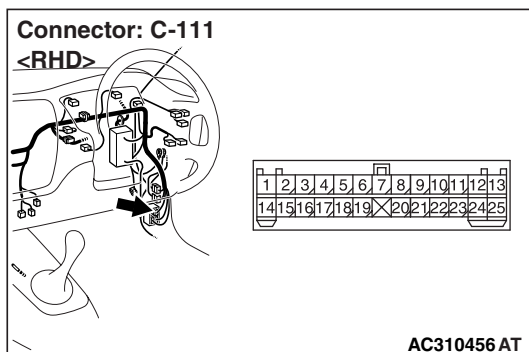
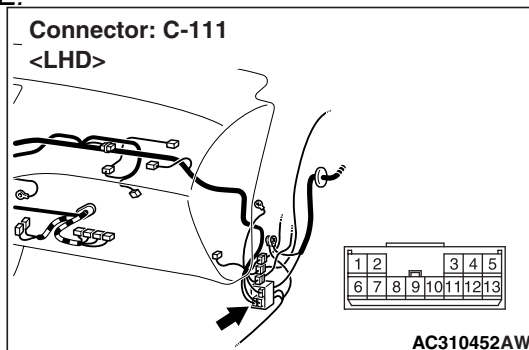
OK: 0V

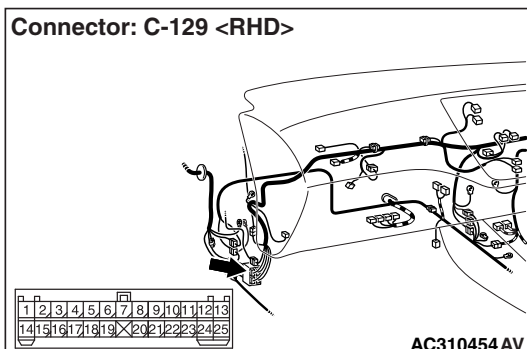
Q: Is the check result satisfactory?

YES : Go to Step 5.

NO : Go to Step 4.

Step 4. Check the wiring harness between the right front impact sensor connector A-37 (terminals 1 and 2) and SRS-ECU connector C-12 (terminals 1 and 2) as well as between left front impact sensor connector A-33 (terminals 1 and 2) and SRS-ECU connector C-12 (terminals 3 and 4).

**NOTE:**



Prior to the wiring harness inspection, check intermediate connectors C-111 and C-129, and repair if necessary.

- Check the front impact sensor output line for open or short circuit.

Q: Is the check result satisfactory?

YES : Go to Step 4.

NO : Repair the wiring harness.

Step 5. Check whether the diagnosis code is reset.

Check again if the diagnosis code is set.

- (1) Erase the diagnosis code.
- (2) Turn the ignition switch to the "ON" position.
- (3) Check if the diagnosis code is set.
- (4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is diagnosis code 1A, 1B, 1C, 1D, 2A, 2B, 2C or 2D set?

YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : The procedure is complete. (If no malfunctions are found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

Code No.14: Analogue G-sensor malfunction

Code No.15: Safing G-sensor (for frontal collision) short-circuited

Code No.16: Safing G-sensor (for frontal collision) open-circuited

Code No.31: SRS-ECU capacitor circuit voltage too high

Code No.32: SRS-ECU capacitor circuit voltage too low

Code No.45: SRS-ECU non-volatile memory (EEPROM) and A/D converter system

Code No.51: Driver's air bag squib activating circuit short-circuited

Code No.52: Driver's air bag squib activating circuit open-circuited

Code No.54: Passenger's (front) air bag squib activating circuit short-circuited

Code No.55: Passenger's (front) air bag squib activating circuit open-circuited

Code No.56: Driver's seat belt pre-tensioner activating circuit short-circuited

Code No.57: Driver's seat belt pre-tensioner activating circuit open-circuited

Code No.58: Passenger's (front) seat belt pre-tensioner activating circuit short-circuited

Code No.59: Passenger's (front) seat belt pre-tensioner activating circuit open-circuited

DIAGNOSIS CODE SET CONDITIONS

These diagnosis codes are set when a fault is detected in the SRS-ECU. The most likely causes for this code to be set are shown in the table below:

Code No.	Part/Circuit integral to SRS-ECU	Trouble causes
14	Analog G-sensor	• When the analog G-sensor is not operating • When the characteristics of the analog G-sensor are abnormal • When the output from the analog G-sensor is abnormal
15	Safing G-sensor (for frontal collision)	• Short circuit in the safing G-sensor
16		• Open circuit in the safing G-sensor
31	Capacitor circuit	• Voltage at the capacitor terminal is higher than the specified value for five seconds or more
32		• Voltage at the capacitor terminal is lower than the specified value for five seconds or more (This is not detected if diagnosis code No.41 or 42 indicating battery positive voltage drop has been output).
45	Non-volatile memory (EEPROM) and A/D converter	• When the non-volatile memory (EEPROM) and A/D converter system are abnormal
51	Driver's air bag module (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
52		• Open circuit in the squib ignition drive circuit
54	Passenger's (front) air bag module (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
55		• Open circuit in the squib ignition drive circuit
56	Driver's seat belt pre-tensioner (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
57		• Open circuit in the squib ignition drive circuit
58	Passenger's (front) seat belt pre-tensioner (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
59		• Open circuit in the squib ignition drive circuit

PROBABLE CAUSE

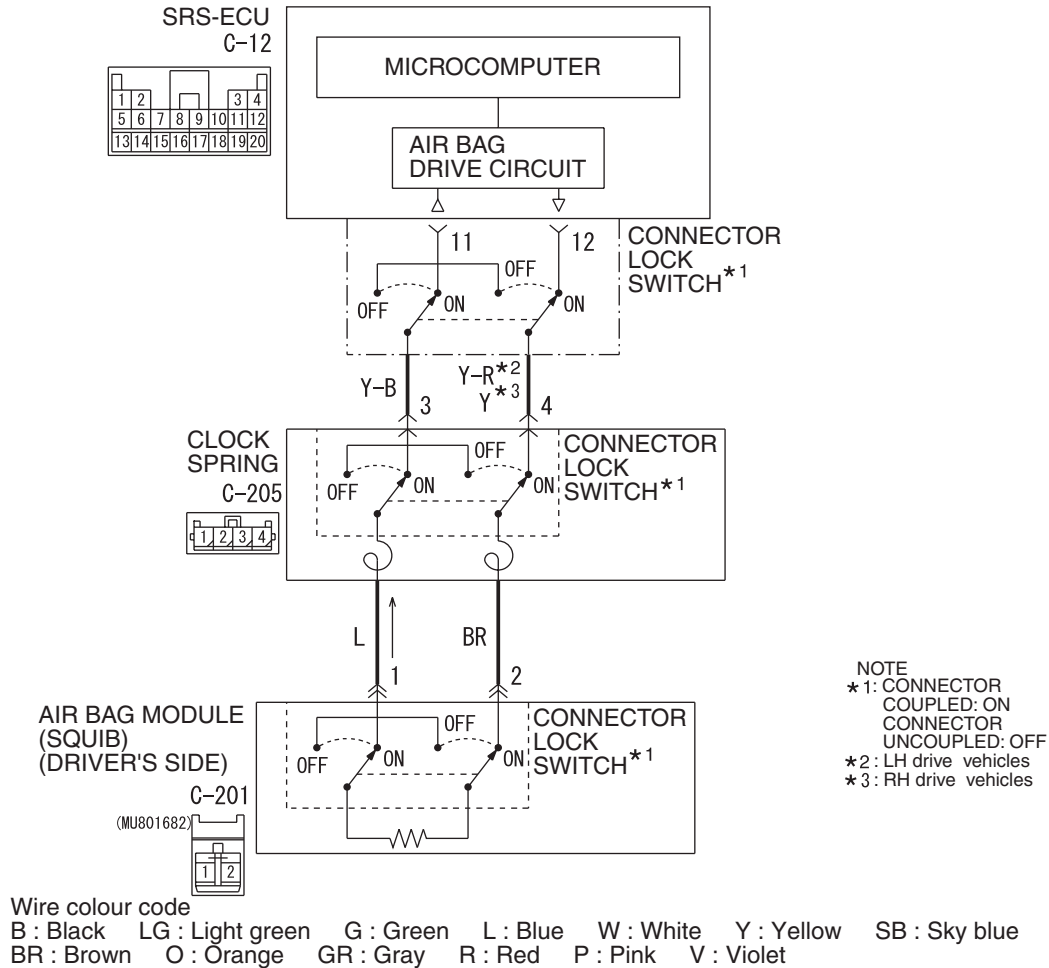
Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

Replace the SRS-ECU (Refer to [P.52B-109](#)).

Code No.21: Driver's air bag module (squib) system (short-circuited between terminals of the squib circuit)

Driver's Air Bag Module (Squib) Circuit



W6J52E000A

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if one driver's air bag squib wire shorted to the other. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

- Improper engaged connector or defective short spring*
- Short circuit in the clock spring
- Short circuit between the driver's air bag module (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

NOTE: *: The squib circuit connectors integrate a "short" spring (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the earth wire in the squib circuit when the connectors are disconnected). Therefore, if connector C-12, C-205 or C-201 is damaged or improperly engaged, the short spring may not be released when the connector is connected.

DIAGNOSIS PROCEDURE

STEP 1. M.U.T.-II/III diagnosis code

CAUTION

To prevent damage to M.U.T.-II/III, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting M.U.T.-II/III.

- (1) Turn the ignition switch to the "ON" position.
- (2) Check if the diagnosis code is set.
- (3) Turn the ignition switch to the "LOCK" (OFF) position.

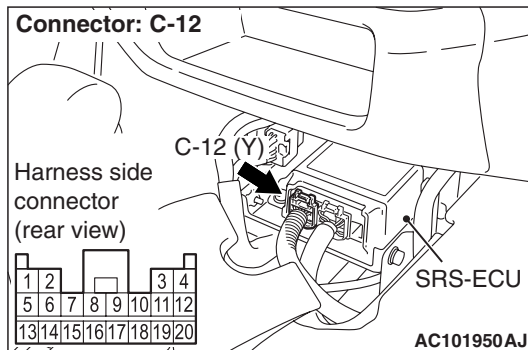
Q: Is diagnosis code 34 set?

YES : Go to Step 2.

NO : Go to Step 3.

STEP 2. Connector lock check: SRS-ECU connector C-12 (M.U.T.-II/III diagnosis code)

- (1) Disconnect the negative battery terminal.



- (2) Disconnect connectors C-12 and then reconnect them.
- (3) Connect the negative battery terminal.
- (4) Erase the diagnosis code memory, and check the diagnosis code.

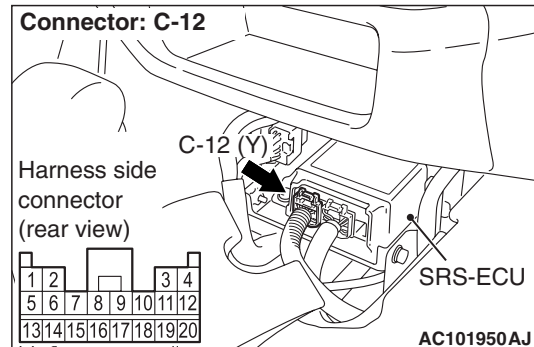
Q: Is diagnosis code 21 set?

YES : Go to Step 4.

NO : The procedure is complete. It is assumed that diagnosis code 21 set as connector C-12 was engaged improperly.

STEP 3. Connector lock check: SRS-ECU connector C-12 clock spring connector C-205 and driver's air bag module connector C-201. (M.U.T.-II/III diagnosis code)

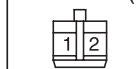
- (1) Disconnect the negative battery terminal.



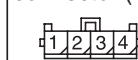
Connectors: C-201, C-205

<LHD>

C-201 Harness side connector (rear view)



C-205 Harness side connector (rear view)

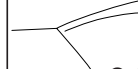


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Connectors: C-201, C-205

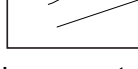
<RHD>

C-201 Harness side connector (rear view)



C-205 (Y)

C-205 Harness side connector (rear view)



AC310481AF

- (2) Disconnect connectors C-12, C-205 and C-201, and then reconnect them.
- (3) Connect the negative battery terminal.
- (4) Erase the diagnosis code memory, and check the diagnosis code.

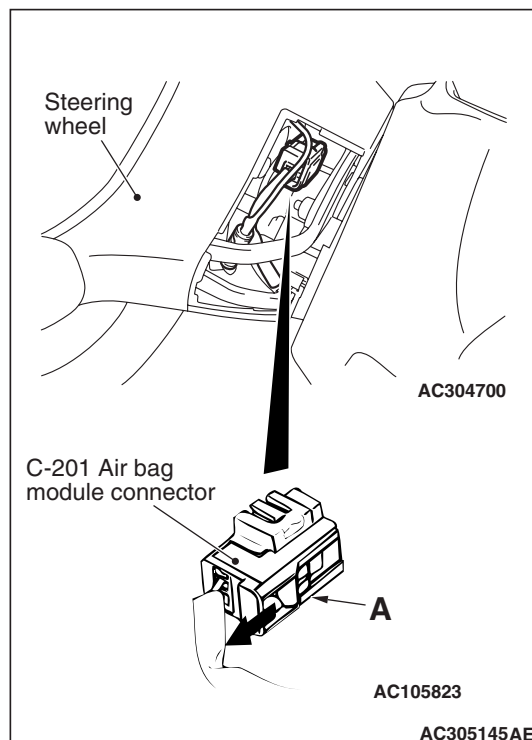
Q: Is diagnosis code 21 set?

YES : Go to Step 4.

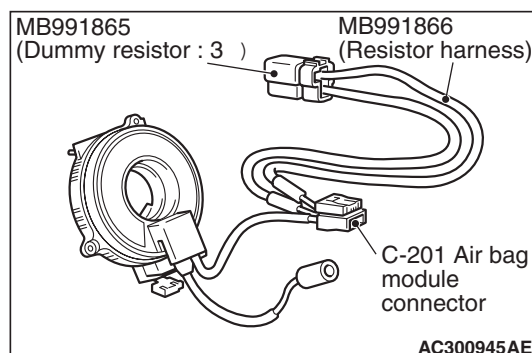
NO : The procedure is complete. It is assumed that diagnosis code 21 set as connector C-12, C-205 or C-201 was engaged improperly.

STEP 4. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) By sliding the A section (in the figure) of air bag module connector C-201 in the arrow direction, disconnect the connector.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (4) Insert special tool (MB991866) into clock spring side air bag module connector C-201 by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 21 set?

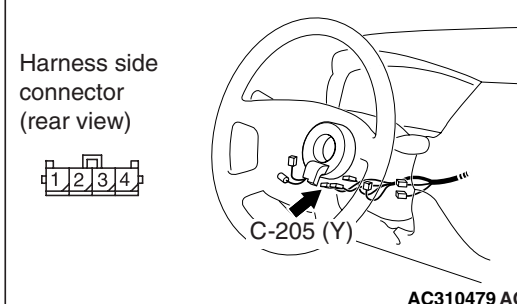
YES : Go to Step 5.

NO : Replace the driver's air bag module (Refer to P.52B-110).

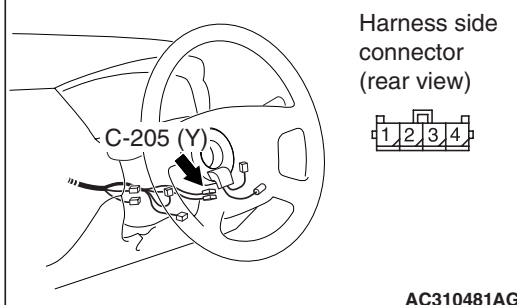
STEP 5. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.

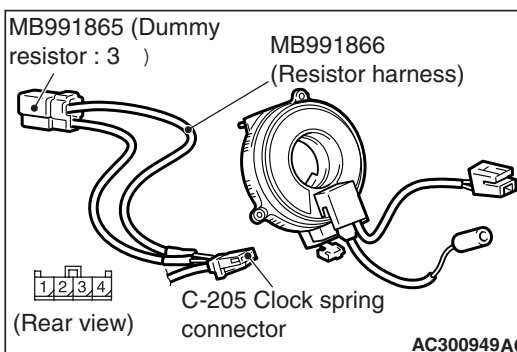
Connector: C-205 <LHD>



Connector: C-205 <RHD>



(2) Disconnect the clock spring connector C-205.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

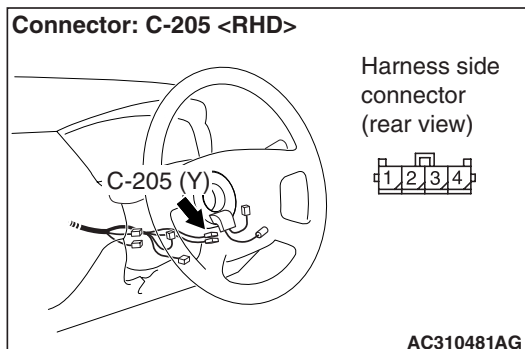
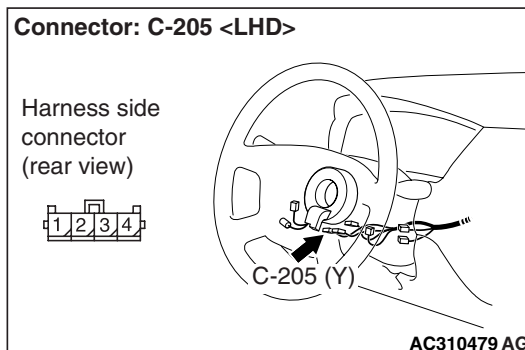
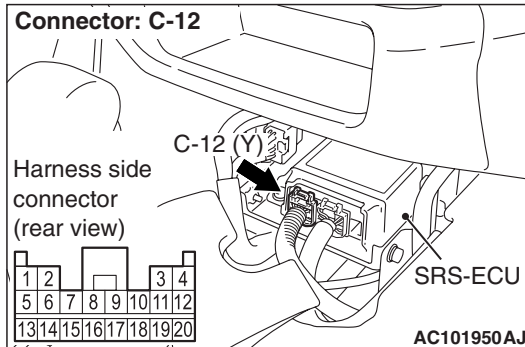
- (4) Insert special tool (MB991866) into clock spring harness side connector C-205 (terminal No.3 and 4) by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 21 set?

YES : Go to Step 6.

NO : Replace the clock spring (Refer to P.52B-110).

STEP 6. Resistance measurement at the SRS-ECU connector C-12.



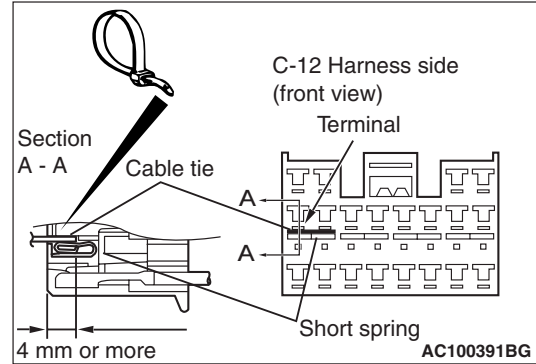
(1) Disconnect SRS-ECU connector C-12.

⚠ DANGER

To prevent the air bag from deploying unintentionally, disconnect the clock spring connector C-205 to short the squib circuit.

(2) Disconnect the clock spring connector C-205.

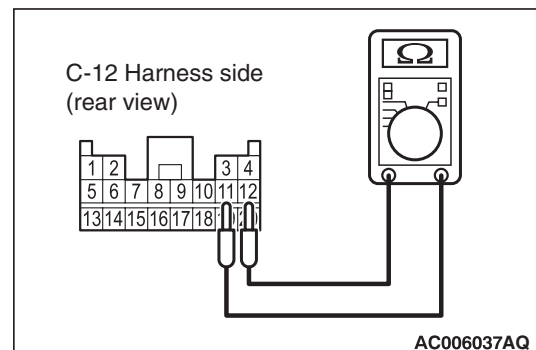
⚠ CAUTION



Insert an insulator such as a cable tie to a depth of 4 mm or more, otherwise the short spring will not be released.

(3) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 11, 12 and the short spring to release the short spring.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between C-12 harness side connector terminals 11 and 12.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 7.

NO : Repair the harness wires between SRS-ECU connector C-12 (terminal No.11 and 12 and clock spring connector C-205 (terminal No.3 and 4).

STEP 7. Check whether the diagnosis code is reset.

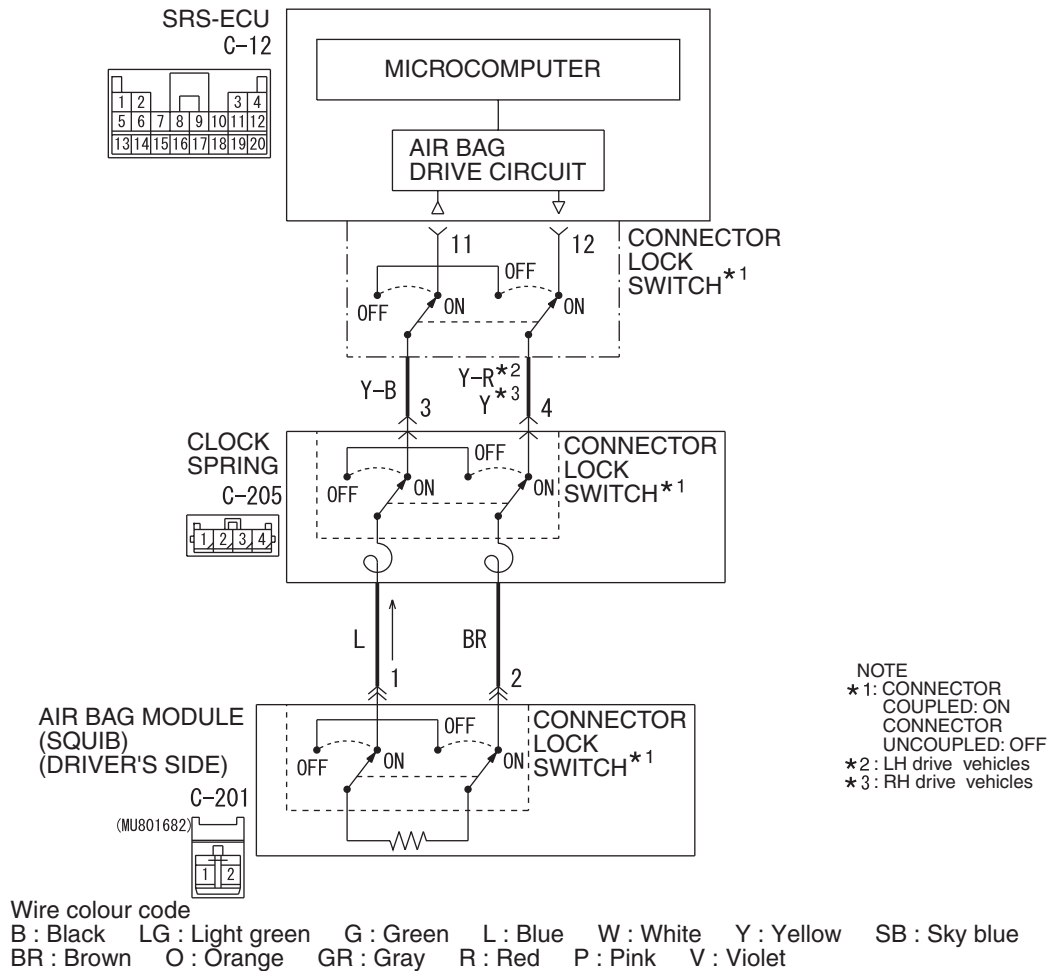
Q: Is diagnosis code 21 set?

YES : Replace the SRS-ECU (Refer to P.52B-109).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points P.00-5).

Code No.22: Driver's air bag module (squib) system (open-circuited in the squib circuit)

Driver's Air Bag Module (Squib) Circuit



W6J52E000A

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

PROBABLE CAUSES

- Open circuit in the clock spring
- Open circuit due to improper neutral position of the clock spring
- Open circuit in the driver's air bag module (squib) circuit
- Disengaged driver's air bag module (squib) connector
- Improper connector contact
- Malfunction of the SRS-ECU

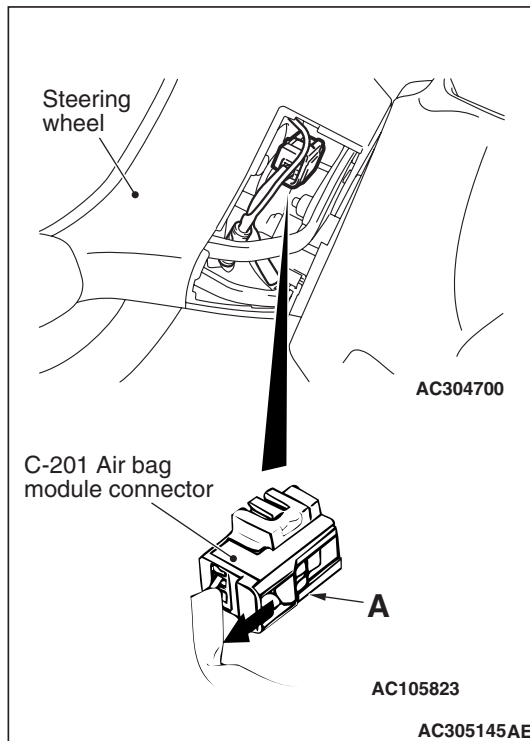
DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if driver's air bag squib wire(s) are open-circuited. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

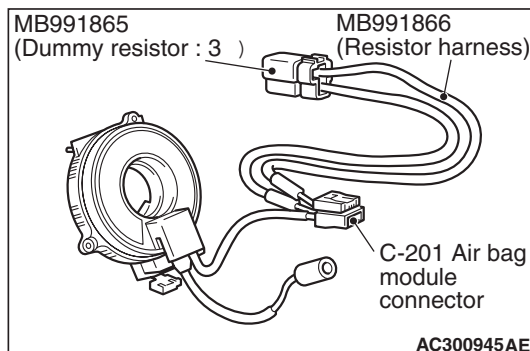
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) By sliding the A section (in the figure) of air bag module connector C-201 in the arrow direction, disconnect the connector.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

CAUTION**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

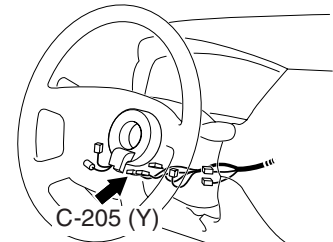
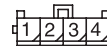
- (4) Insert special tool (MB991866) into clock spring side air bag module connector C-201 by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 22 set?**YES :** Go to Step 2.**NO :** Replace the driver's air bag module (Refer to P.52B-110).**STEP 2. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)**

(1) Disconnect the negative battery terminal.

Connector: C-205 <LHD>

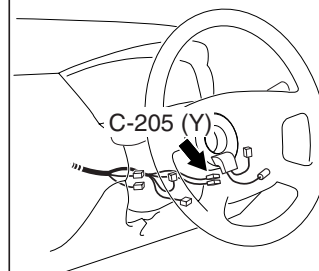
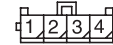
Harness side connector (rear view)



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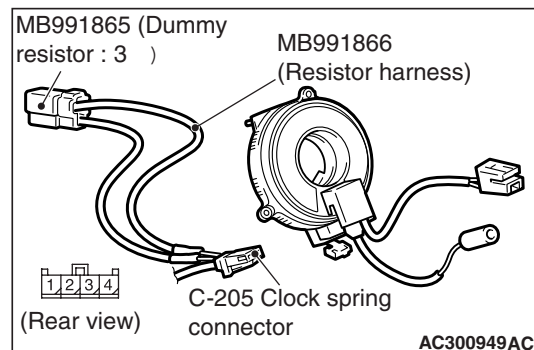
Connector: C-205 <RHD>

Harness side connector (rear view)



AC310481AG

(2) Disconnect the clock spring connector C-205.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

CAUTION**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

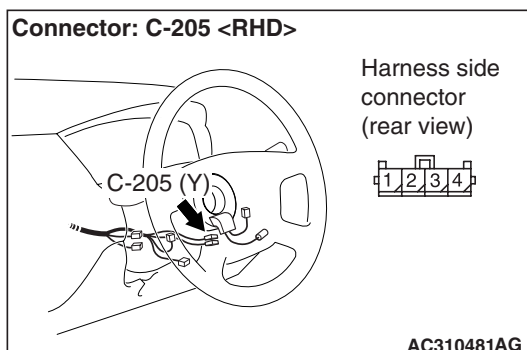
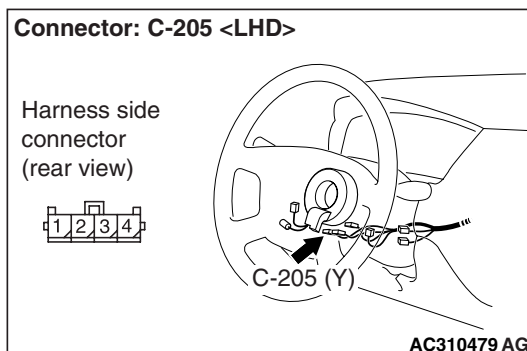
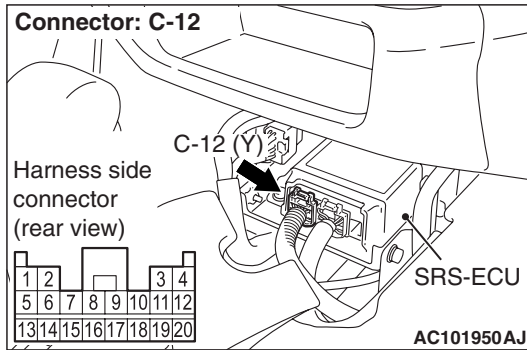
- (4) Insert special tool (MB991866) into clock spring harness side connector C-205 (terminal No.3 and 4) by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 22 set?

YES : Go to Step 3.

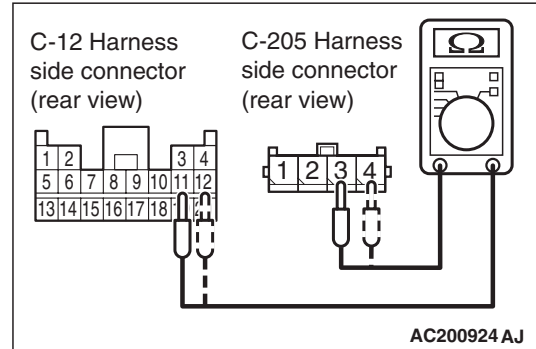
NO : Replace the clock spring (Refer to [P.52B-110](#)).

STEP 3. Resistance measurement between the SRS-ECU connector C-12 (terminal No.11 and 12) and the clock spring connector C-205 (terminal No.3 and 4)



(1) Disconnect SRS-ECU connector C-12 and clock spring connector C-205.

CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(2) Resistance measurement between the following terminals.

- SRS-ECU connector C-12 terminal No.11 and the clock spring connector C-205 terminal No.3
- SRS-ECU connector C-12 terminal No.12 and the clock spring connector C-205 terminal No.4

OK: Less than 2 Ω

Q: Are the check results normal?

YES : Go to Step 4.

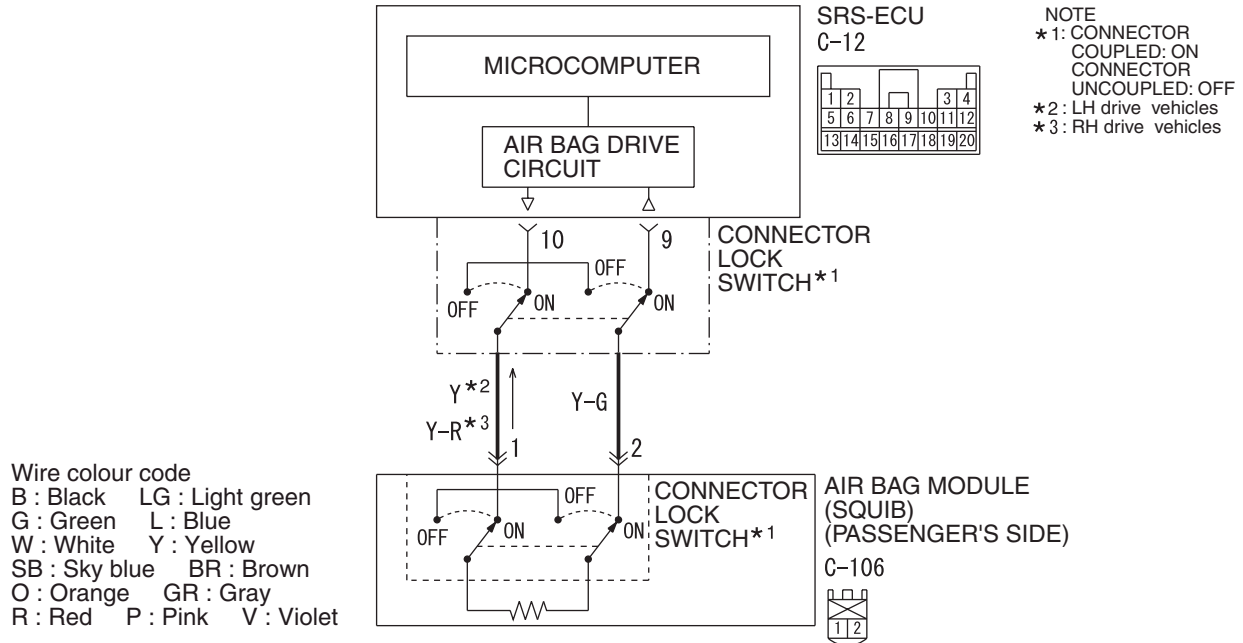
NO : Repair the harness wires between SRS-ECU connector C-12 (terminal No.11 and 12) and clock spring connector C-205 (terminal No.3 and 4).

STEP 4. Check whether the diagnosis code is reset.

Q: Is diagnosis code 22 set?

YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

Code No.24: Passenger's (front) air bag module (squib) system (short-circuited between terminals of the squib circuit)**Passenger's (Front) Air Bag Module (Squib) Circuit**

W6J52E001A

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if one passenger's (front) air bag squib wire shorted to the other. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

- Improper engaged connector or defective short spring*
- Short circuit between the passenger's (front) air bag module (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

NOTE: *: The squib circuit connectors integrate a "short" spring (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the earth wire in the squib circuit when the connectors are disconnected). Therefore, if connector C-12 or C-106 is damaged or improperly engaged, the short spring may not be released when the connector is connected.

DIAGNOSIS PROCEDURE**STEP 1. M.U.T.-II/III diagnosis code****⚠ CAUTION**

To prevent damage to M.U.T.-II/III, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting M.U.T.-II/III.

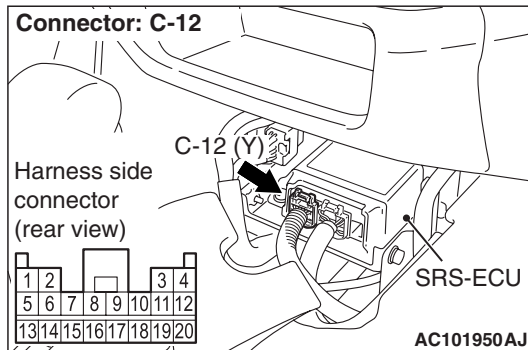
- (1) Turn the ignition switch to the "ON" position.
- (2) Check if the diagnosis code is set.
- (3) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is diagnosis code 34 set?

- YES :** Go to Step 2.
NO : Go to Step 3.

STEP 2. Connector lock check: SRS-ECU connector C-12. (M.U.T.-II/III diagnosis code)

- (1) Disconnect the negative battery terminal.



- (2) Disconnect the connectors C-12 and then reconnect them.
 (3) Connect the negative battery terminal.
 (4) Erase the diagnosis code memory, and check the diagnosis code.

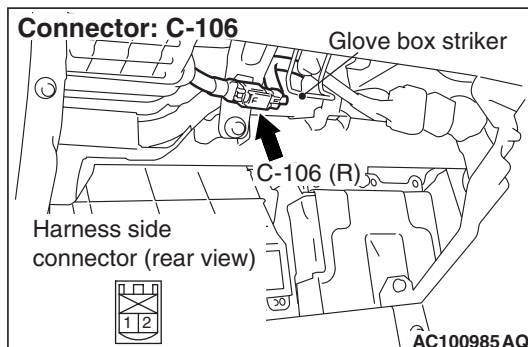
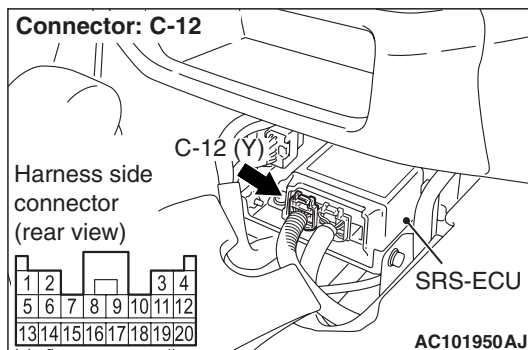
Q: Is diagnosis code 24 set?

YES : Go to Step 4.

NO : The procedure is complete. It is assumed that diagnosis code 24 set as connector C-12 was engaged improperly.

STEP 3. Connector lock check: SRS-ECU connector C-12 and passenger's (front) air bag module connector C-106. (M.U.T.-II/III diagnosis code)

- (1) Disconnect the negative battery terminal.



- (2) Disconnect connectors C-12 and C-106, and then reconnect them.

- (3) Connect the negative battery terminal.
 (4) Erase the diagnosis code memory, and check the diagnosis code.

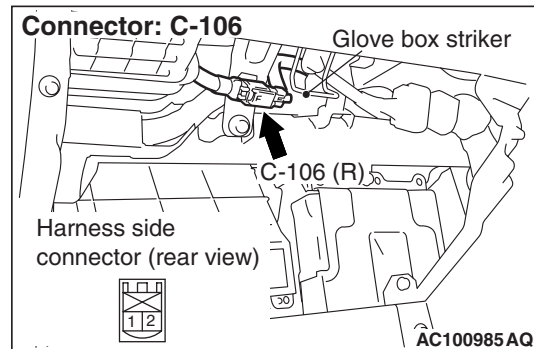
Q: Is diagnosis code 24 set?

YES : Go to Step 4.

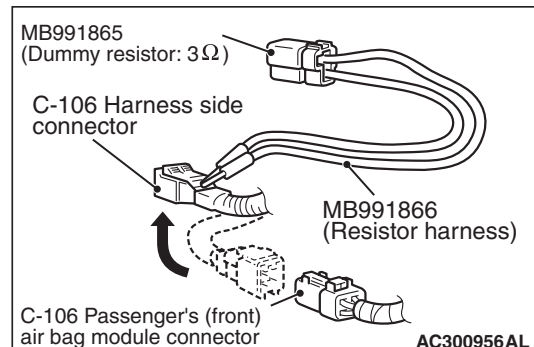
NO : The procedure is complete. It is assumed that diagnosis code 24 set as connector C-12, or C-106 was engaged improperly.

STEP 4. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

- (1) Disconnect the negative battery terminal.



- (2) Disconnect passenger's (front) air bag module connector C-106.



- (3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION

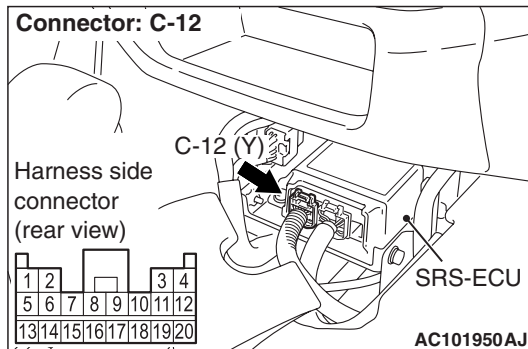
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (4) Disconnect the passenger's (front) air bag module connector C-106 and insert special tool (MB991866) into the harness side connector by backprobing.
 (5) Connect the negative battery terminal.
 (6) Erase the diagnosis code memory, and check the diagnosis code.

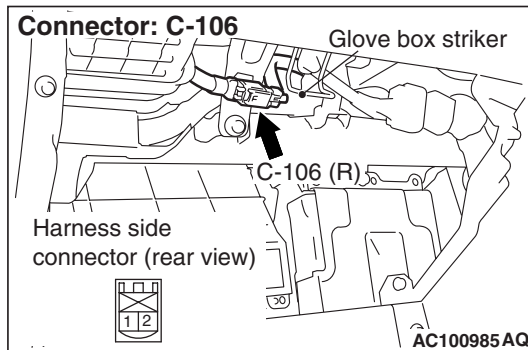
Q: Is diagnosis code 24 set?

YES : Go to Step 5.

NO : Replace the passenger's (front) air bag module (Refer to P.52B-110).

STEP 5. Resistance measurement at SRS-ECU connector C-12.

(1) Disconnect SRS-ECU connector C-12.

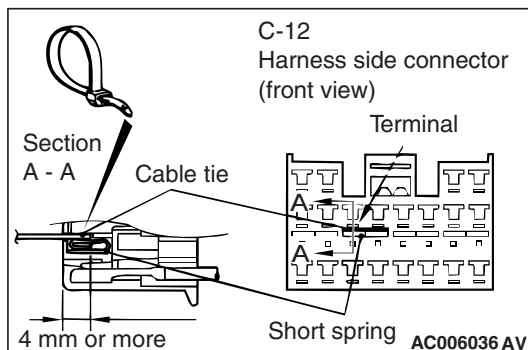


(2) Disconnect passenger's (front) air bag module connector C-106.

⚠ DANGER

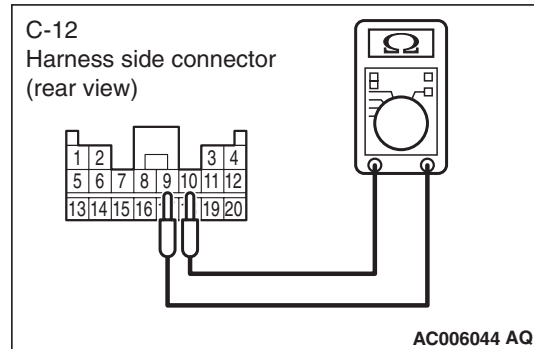
To prevent the air bag from deploying unintentionally, disconnect the passenger's (front) air bag module connector C-106 to short the squib circuit.

(3) Disconnect the passenger's (front) air bag module connector C-106.

⚠ CAUTION

Insert an insulator such as a cable tie to a depth of 4 mm or more, otherwise the short spring will not be released.

(4) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 9, 10 and the short spring to release the short spring.

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(5) Resistance measurement between C-12 harness side connector terminals 9 and 10.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the harness wires between SRS-ECU connector C-12 (terminal No.9 and 10) and passenger's (front) air bag module connector C-106 (terminal No.2 and 1).

STEP 6. Check whether the diagnosis code is reset.

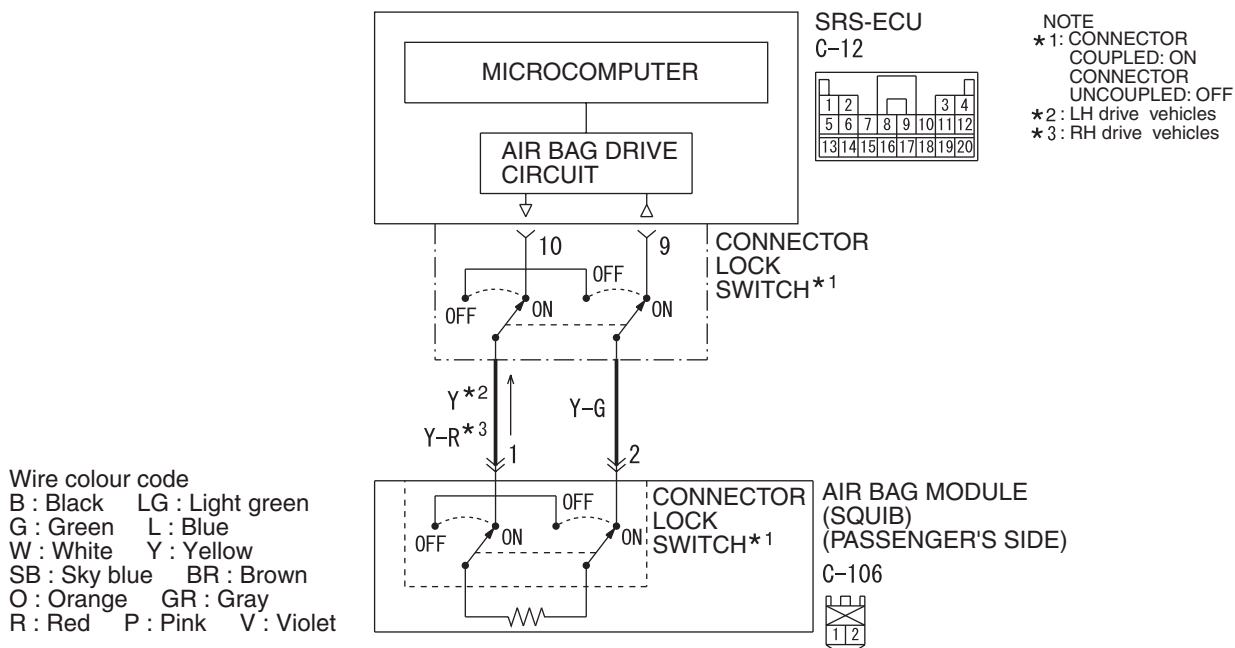
Q: Is diagnosis code 24 set?

YES : Replace the SRS-ECU (Refer to P.52B-109).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points P.00-5).

Code No.25: Passenger's (front) air bag module (squib) system (open-circuited in the squib circuit)

Passenger's (Front) Air Bag Module (Squib) Circuit



W6J52E001A

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if passenger's (front) air bag squib wire(s) are open-circuited. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

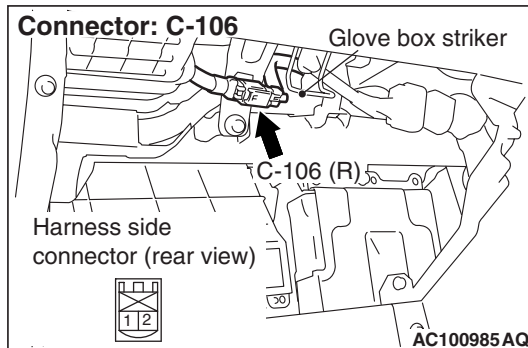
PROBABLE CAUSES

- Open circuit in the passenger's (front) air bag module (squib) circuit
- Improper connector contact
- Malfunction of the SRS-ECU

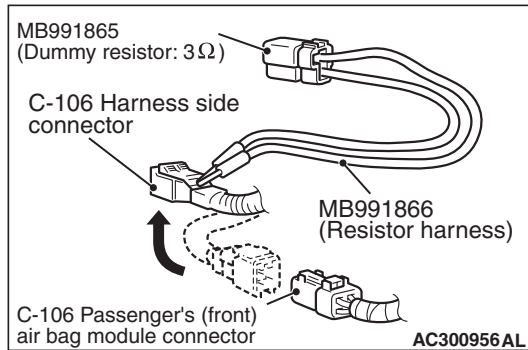
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect passenger's (front) air bag module connector C-106.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

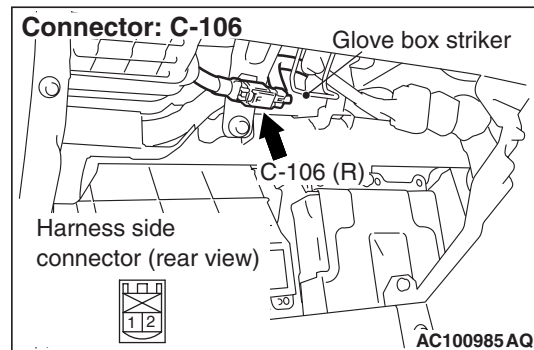
- (4) Disconnect the passenger's (front) air bag module connector C-106, and insert special tool (MB991866) into the harness side connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 25 set?

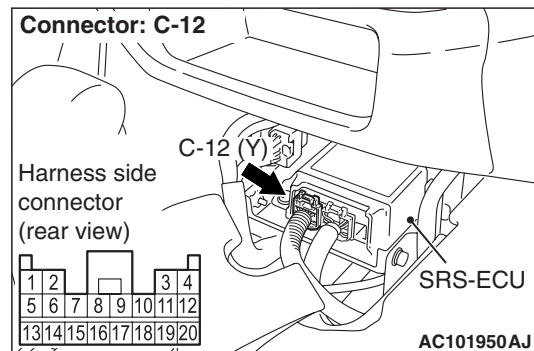
YES : Go to Step 2.

NO : Replace the passenger's (front) air bag module (Refer to [P.52B-110](#)).

STEP 2. Resistance measurement between SRS-ECU connector C-12 (terminal No.9 and 10) and the passenger's (front) air bag module connector C-106 (terminal No.2 and 1)

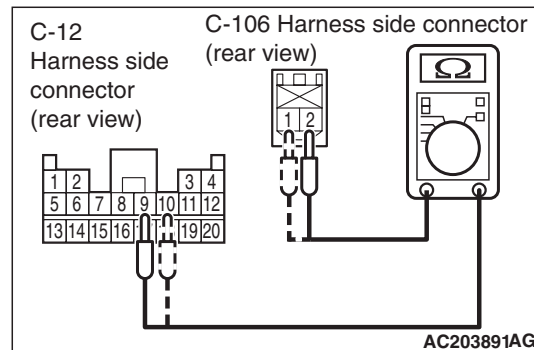


(1) Disconnect passenger's (front) air bag module connector C-106.



(2) Disconnect SRS-ECU connector C-12 and passenger's (front) air bag module connector C-106.

CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Resistance measurement between the following terminals.

- SRS-ECU connector C-12 terminal No.10 and the passenger's (front) air bag module connector C-106 terminal No.1
- SRS-ECU connector C-12 terminal No.9 and the passenger's (front) air bag module connector C-106 terminal No.2

OK: Less than 2 Ω

Q: Are the check results normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector C-12 (terminal No.10 and 9 and passenger's (front) air bag module connector C-106 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

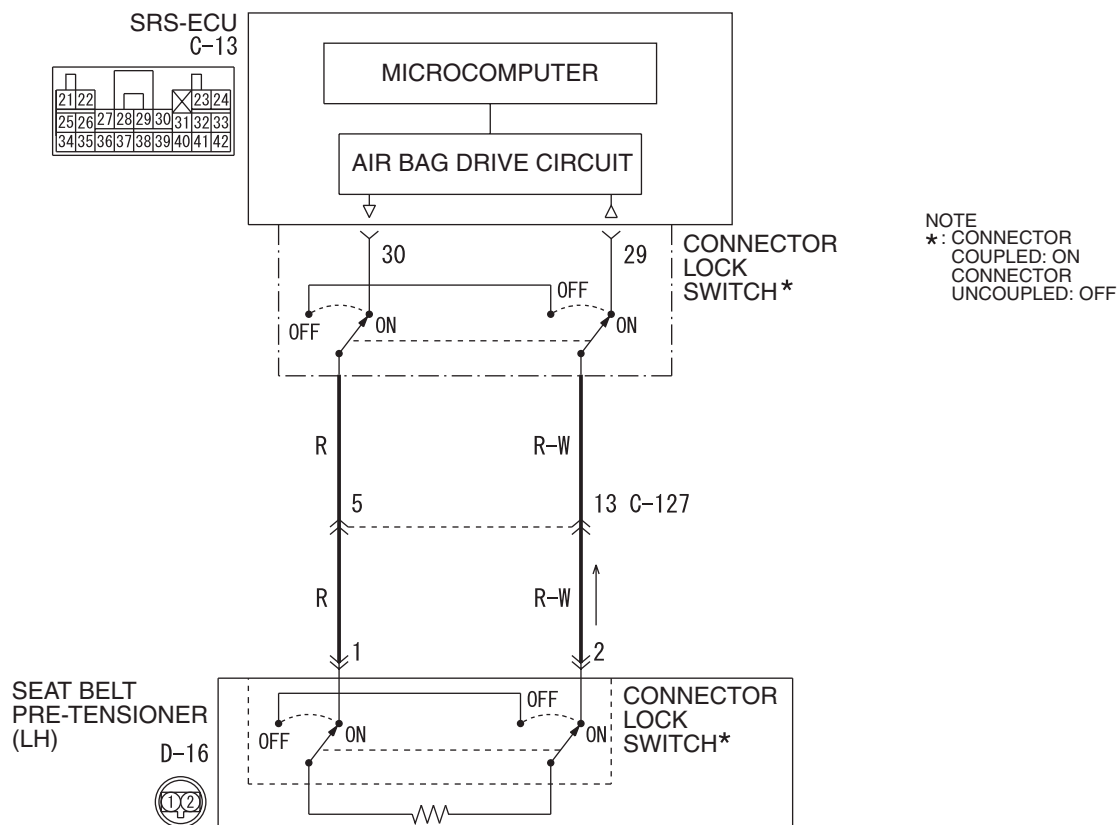
Q: Is diagnosis code 25 set?

YES : Replace the SRS-ECU (Refer to P.52B-109).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points P.00-5).

Code No.26: Driver's seat belt pre-tensioner (squib) system (short-circuited between terminals of the squib circuit)

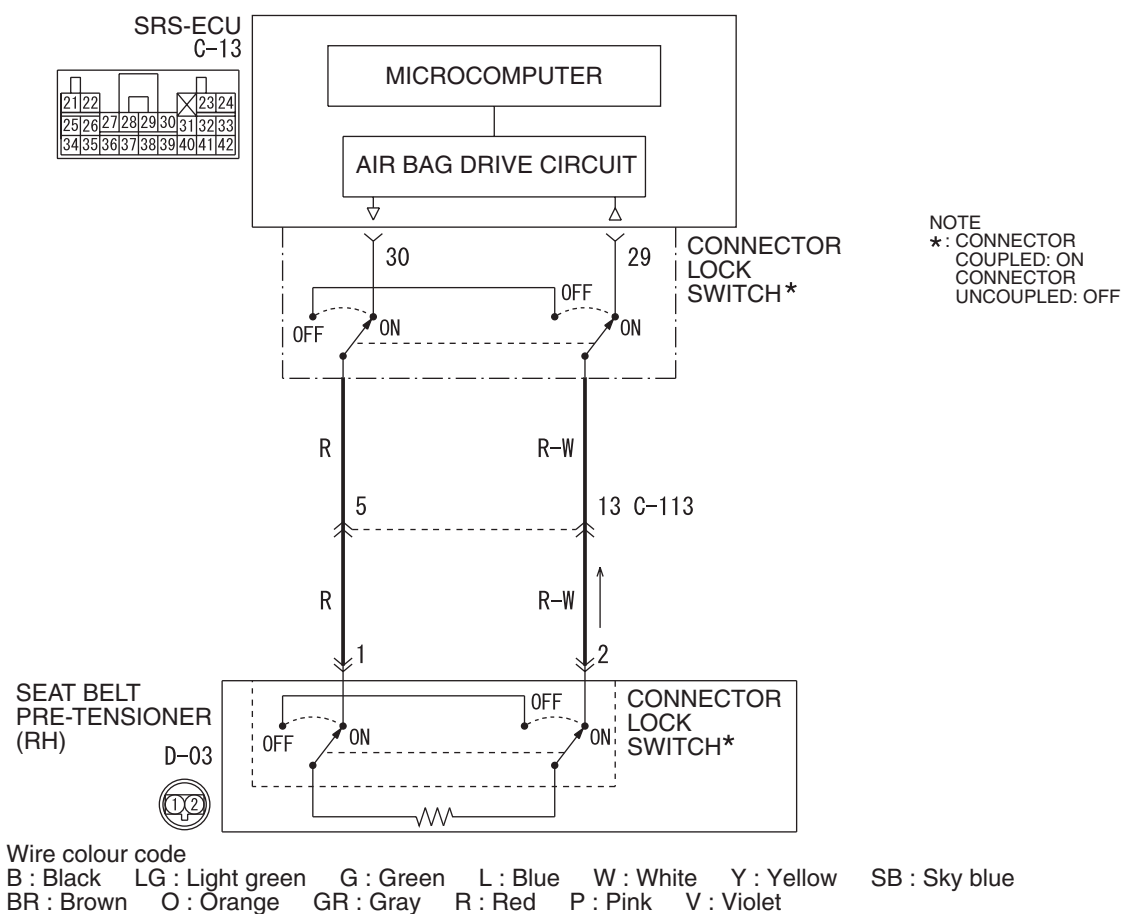
Driver's Seat Belt Pre-Tensioner (Squib) (LHD)



Wire colour code

B : Black LG : Light green G : Green L : Blue W : White Y : Yellow SB : Sky blue
BR : Brown O : Orange GR : Gray R : Red P : Pink V : Violet

Driver's Seat Belt Pre-Tensioner (Squib) (RHD)



W4J52F023A

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the seat belt pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if one driver's seat belt pre-tensioner squib wire shorted to the other. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

- Improper engaged connector or defective short spring*
- Short circuit between the driver's seat belt pre-tensioner (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

NOTE: * The squib circuit connectors integrate a "short" spring (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the earth wire in the squib circuit when the connectors are disconnected). Therefore, if connector C-13, D-16 <LHD>, or D-03 <RHD> is damaged or improperly engaged, the short spring may not be released when the connector is connected.

- (2) Disconnect connectors C-13, D-16 <LHD>, or D-03 <RHD>, and then reconnect them. For connector D-16 <LHD> or D-03 <RHD>, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

- (3) Connector the negative battery terminal.
- (4) Erase the diagnosis code memory, and check the diagnosis code.

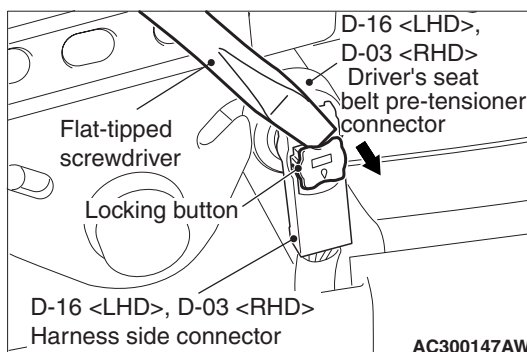
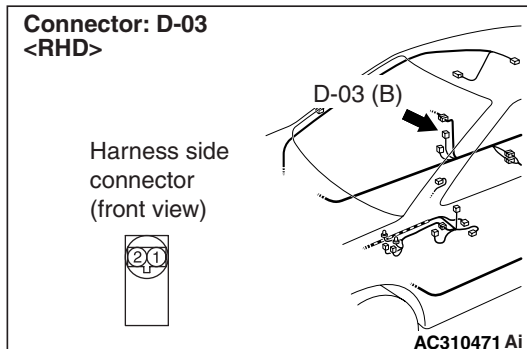
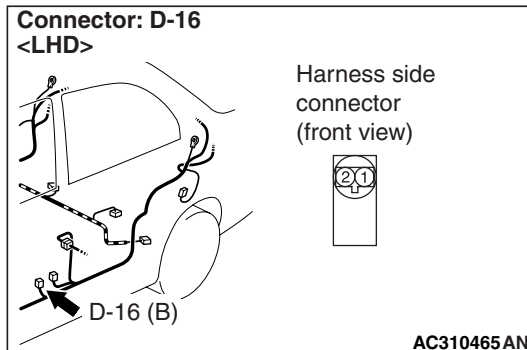
Q: Is diagnosis code 26 set?

YES : Go to Step 4.

NO : The procedure is complete. It is assumed that diagnosis code 26 set as connector C-13, D-16 <LHD>, or D-03 <RHD> was engaged improperly.

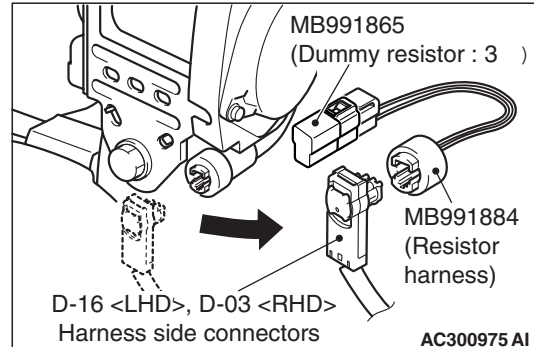
STEP 4. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

- (1) Disconnect the negative battery terminal.



- (2) Disconnect driver's seat belt pre-tensioner

connector D-16 <LHD> or D-03 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



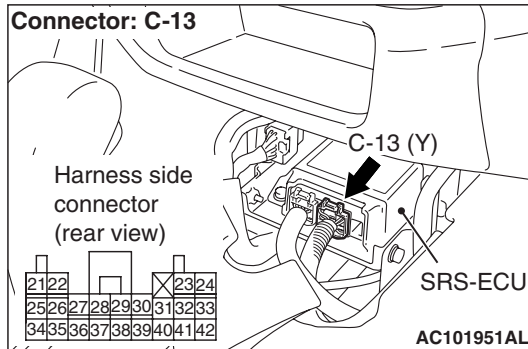
- (3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
- (4) Connect special tool (MB991884) to the D-16<LHD> or D-03 <RHD> harness side connector.
- (5) Connect the negative battery terminal.
- (6) Erase diagnosis code memory, and then check the diagnosis code.

Q: Is diagnosis code 26 set?

YES : Go to Step 5.

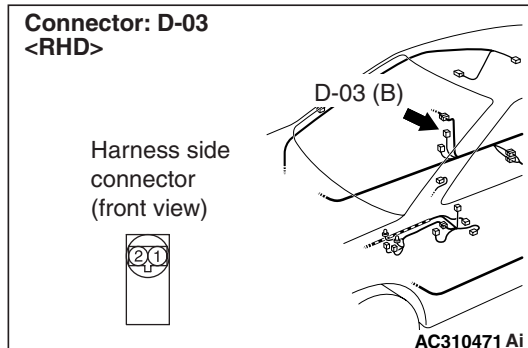
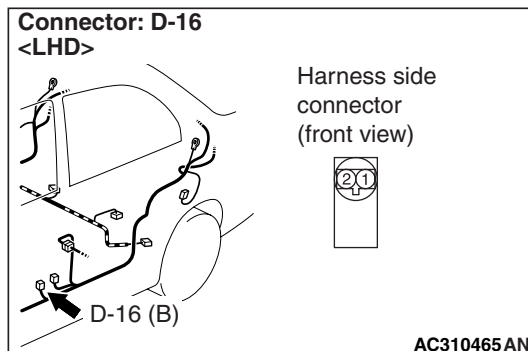
NO : Replace the driver's seat belt with pre-tensioner (Refer to [P.52B-117](#)).

STEP 5. Resistance measurement at the SRS-ECU connector C-13.

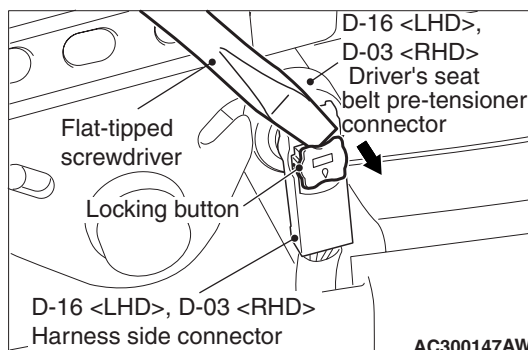


(1) Disconnect SRS-ECU connector C-13.

⚠ DANGER



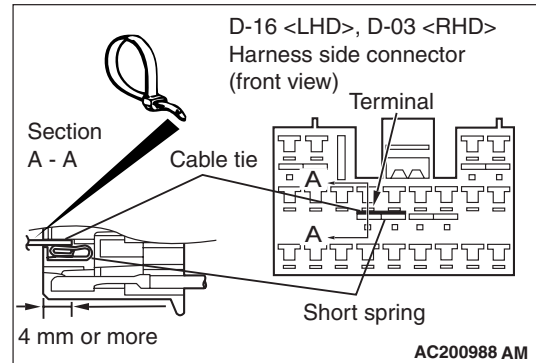
To prevents the air bag from deploying unintentionally, disconnect the driver's seat belt pre-tensioner connector D-16 <LHD> or D-03 <RHD> to short the squib circuit.



(2) Disconnect driver's seat belt pre-tensioner

connector D-16 <LHD> or D-03 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

⚠ CAUTION

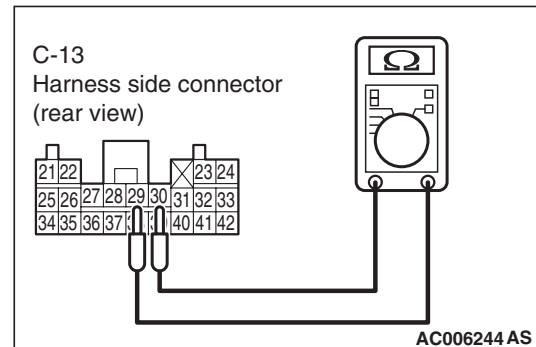


Insert an insulator such as a cable tie to a depth of 4mm or more, otherwise the short spring will not be released.

(3) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 29, 30 and the short spring to release the short spring.

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.



(4) Resistance measurement between C-13 harness side connector terminals 29 and 30.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the harness wires between SRS-ECU connector C-13 (terminal No.29 and 30) and driver's seat belt pre-tensioner connector D-16 <LHD>, D-03 <RHD> (terminal No.2 and 1).

STEP 6. Check whether the diagnosis code is reset.

Q: Is diagnosis code 26 set?

YES : Replace the SRS-ECU (Refer to

[P.52B-109](#)).

NO : An intermittent malfunction is suspected

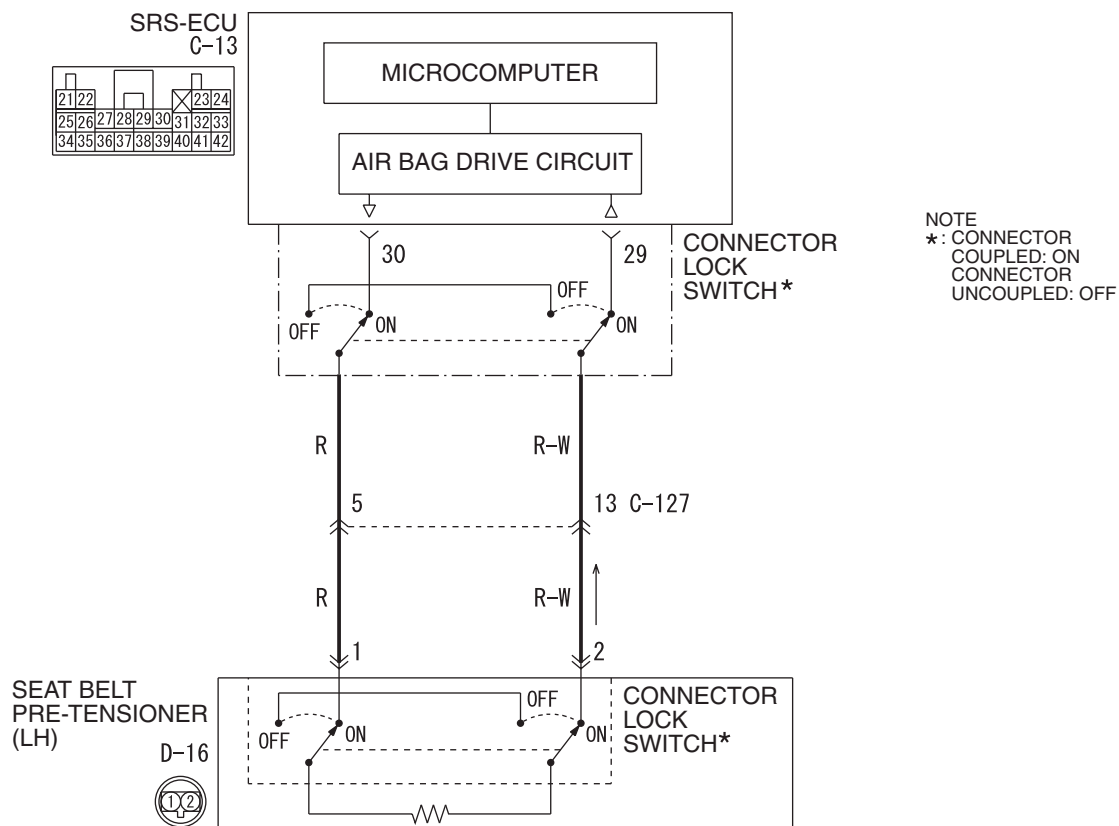
(Refer to GROUP 00 – How to Use

Troubleshooting/Inspection Service Points

[P.00-5](#)).

Code No.27: Driver's seat belt pre-tensioner (squib) system (open-circuited in the squib circuit)

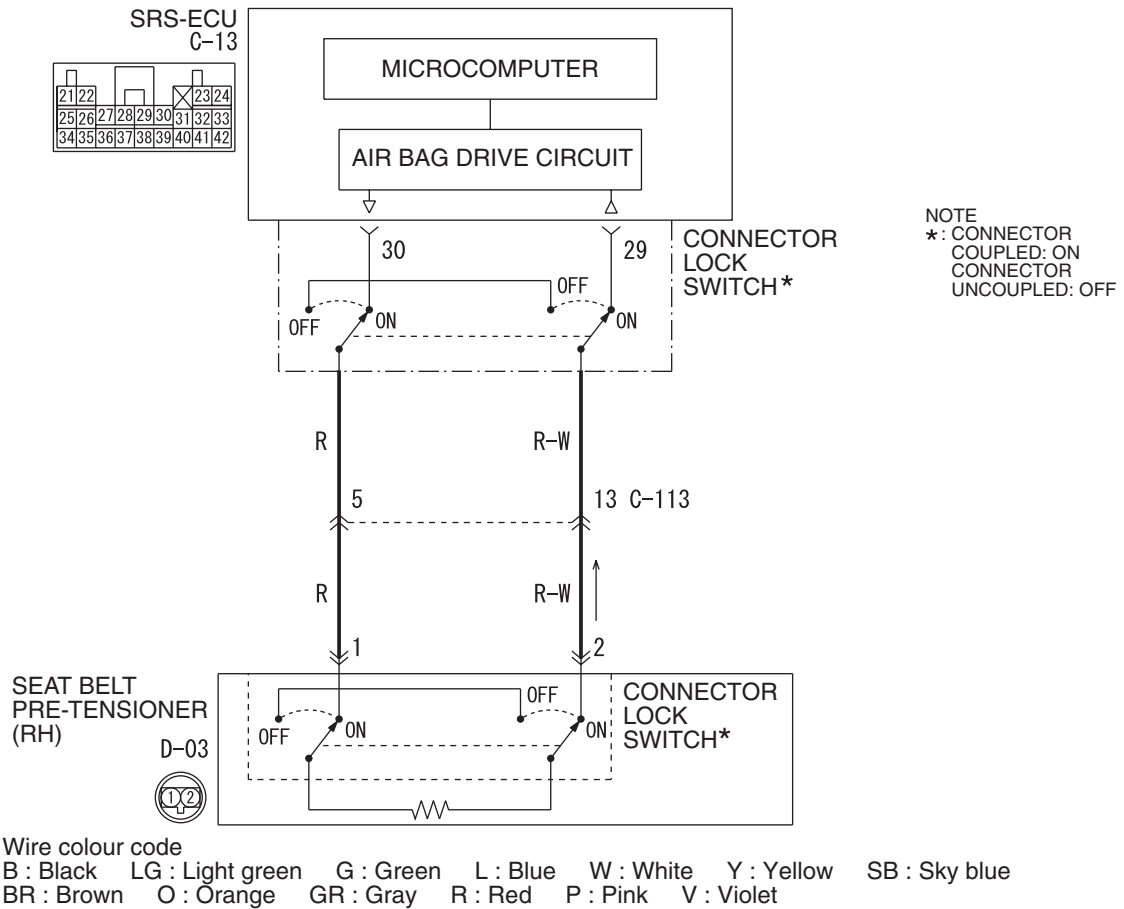
Driver's Seat Belt Pre-Tensioner (Squib) (LHD)



Wire colour code

B : Black LG : Light green G : Green L : Blue W : White Y : Yellow SB : Sky blue
BR : Brown O : Orange GR : Gray R : Red P : Pink V : Violet

Driver's Seat Belt Pre-Tensioner (Squib) (RHD)



W4J52E023A

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the seat belt pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if driver's seat belt pre-tensioner squib wire(s) are open-circuited. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

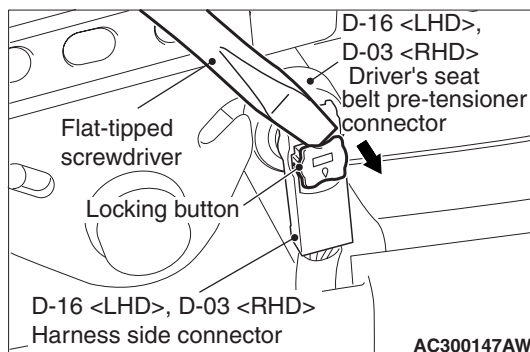
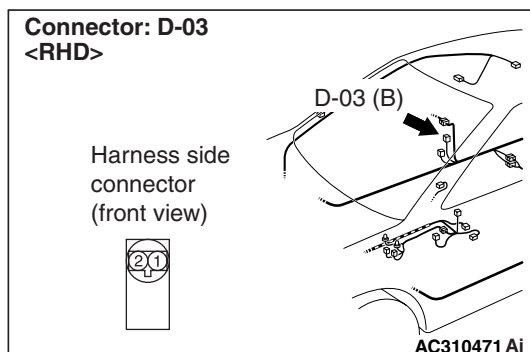
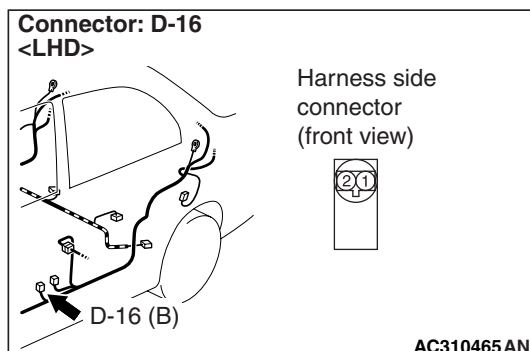
PROBABLE CAUSES

- Improper connector contact
- Open circuit in the driver's seat belt pre-tensioner (squib) circuit
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

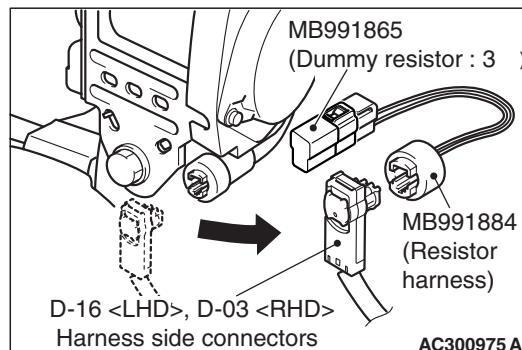
STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect driver's seat belt pre-tensioner

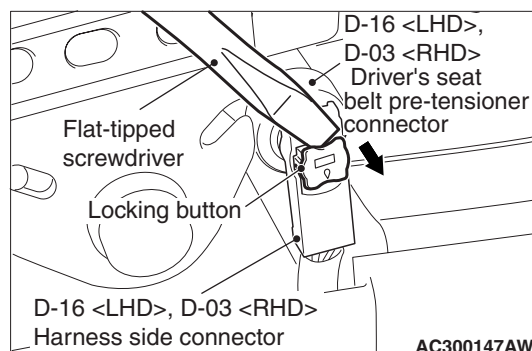
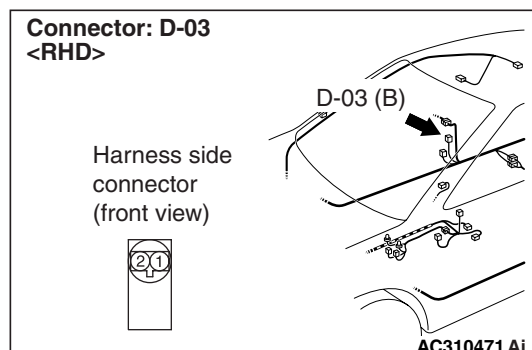
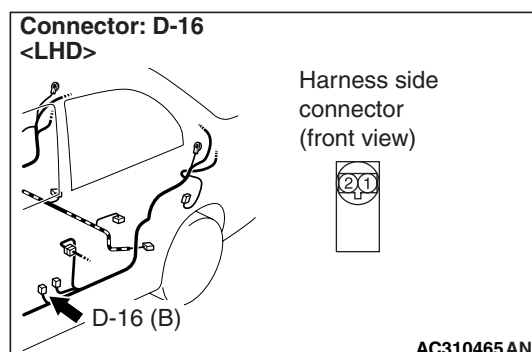
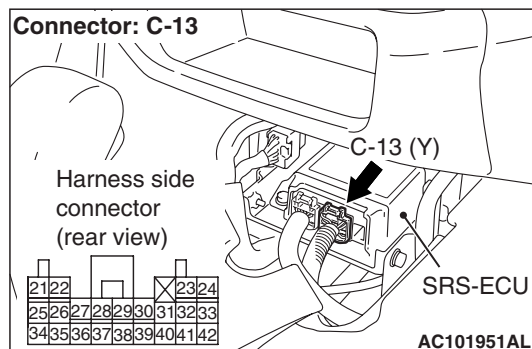
connector D-16 <LHD> or D-03 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



- (3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
- (4) Connect special tool (MB991884) to the D-16 <LHD> or D-03 <RHD> harness side connector.
- (5) Connect the negative battery terminal.
- (6) Erase diagnosis code memory, and then check the diagnosis code.

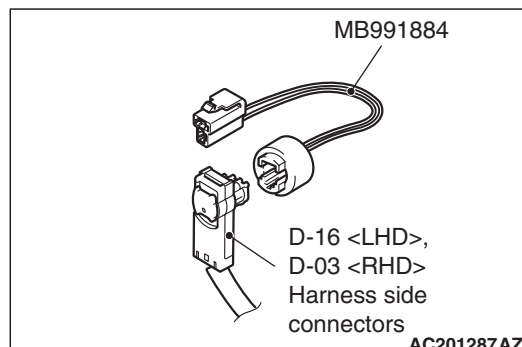
Q: Is diagnosis code 27 set?**YES :** Go to Step 2.**NO :** Replace the driver's seat belt with pre-tensioner (Refer to [P.52B-117](#)).

STEP 2. Resistance measurement between SRS-ECU connector C-13 (terminal No.29 and 30) and the driver's seat belt pre-tensioner D-16 <LHD> or D-03 <RHD> (terminal No.2 and 1).

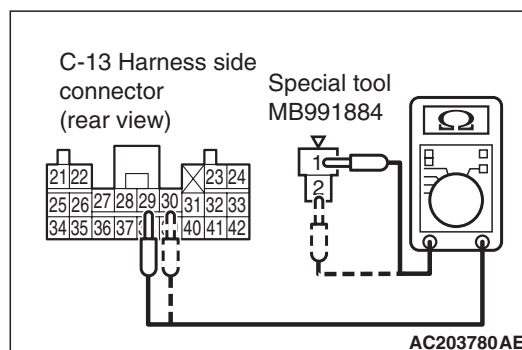


(1) Disconnect SRS-ECU connector C-13 and driver's seat belt pre-tensioner connector D-16

<LHD> or D-03 <RHD>, and measure at the wiring harness side. For connector D-16 <LHD> or D-03 <RHD>, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



(2) Connect D-16 <LHD> or D-03 <RHD> harness side connector to special tool resistor harness (MB991884).



⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Resistance measurement between the following terminals.

- SRS-ECU connector C-13 terminal No.29 and special tool terminal No.1
- SRS-ECU connector C-13 terminal No.30 and special tool terminal No.2

OK: Less than 2 Ω

Q: Are the check results normal?

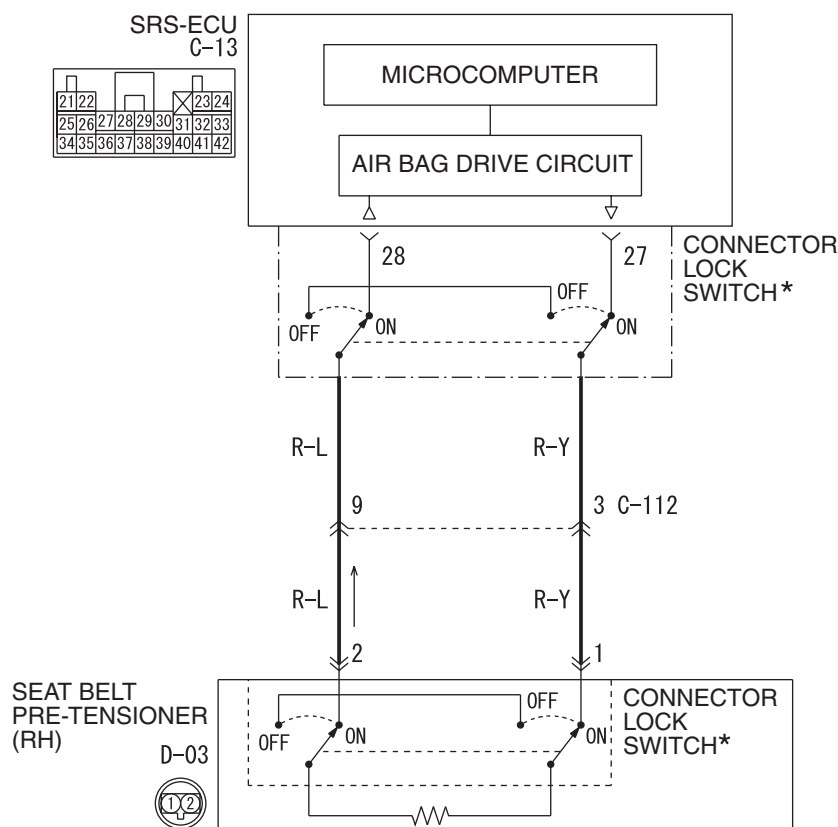
YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector C-13 (terminal No.29 and 30) and driver's seat belt pre-tensioner connector D-16 <LHD> or D-03 <RHD> (terminal No.2 and 1).

STEP 3. Check whether the diagnosis code is reset.**Q: Is diagnosis code No.27 set?**

YES : Replace the SRS-ECU (Refer to P.52B-109).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points P.00-5).

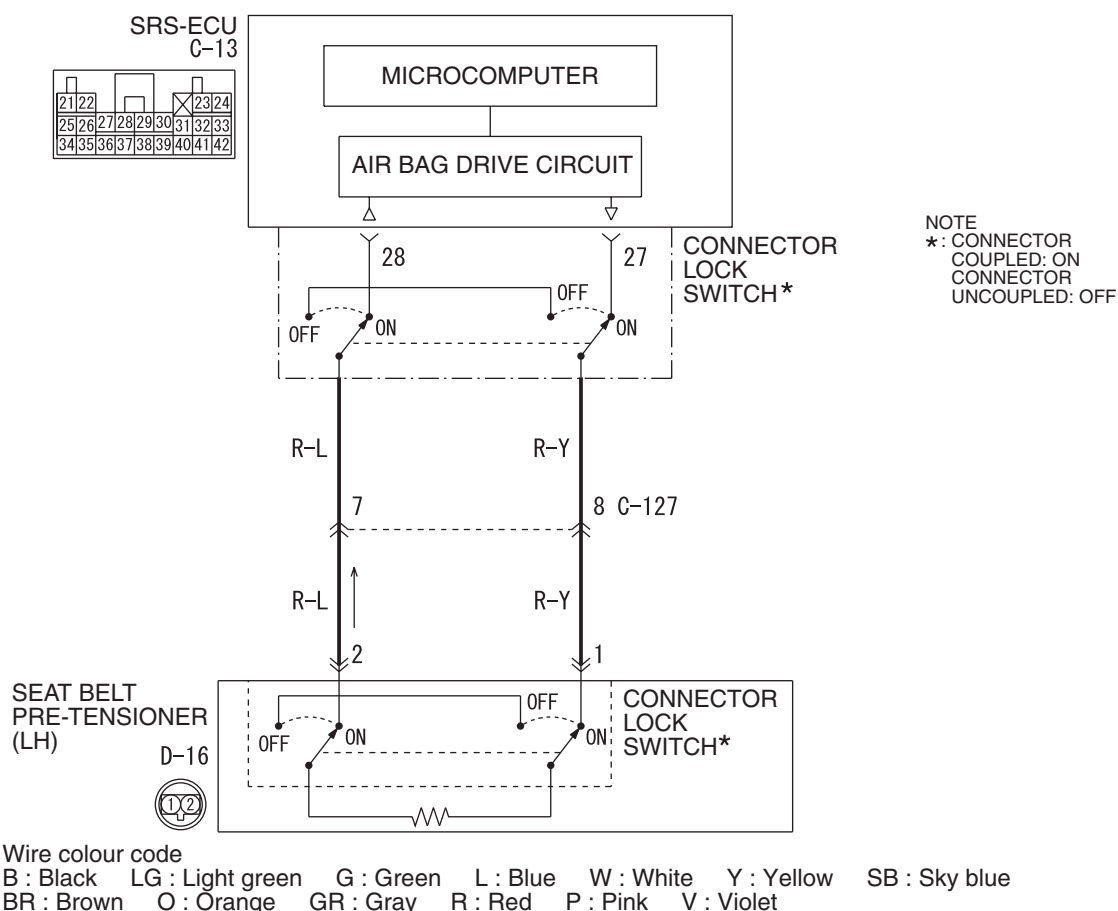
Code No.28: Passenger's (front) seat belt pre-tensioner (squib) system (short-circuit between terminals of the squib circuit)**Passenger's (Front) Seat Belt Pre-tensioner (Squib) (LHD)**

NOTE
*: CONNECTOR
COUPLED: ON
CONNECTOR
UNCOUPLD: OFF

Wire colour code

B : Black LG : Light green G : Green L : Blue W : White Y : Yellow SB : Sky blue
BR : Brown O : Orange GR : Gray R : Red P : Pink V : Violet

Passenger's (Front) Seat Belt Pre-tensioner (Squib) (RHD)



W4J52E024A

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the seat belt pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if one passenger's (front) seat belt pre-tensioner squib wire shorted to the other. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

PROBABLE CAUSES

- Improper engaged connector or defective short spring*
- Short circuit between the passenger's (front) seat belt pre-tensioner (squib) circuit terminals
- Damaged connector(s)

- Malfunction of the SRS-ECU

NOTE: *: The squib circuit connectors integrate a "short" spring (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the earth wire in the squib circuit when the connectors are disconnected). Therefore, if connector C-13, D-03 <LHD> or D-16 <RHD> is damaged or improperly engaged, the short spring may not be released when the connector is connected.

DIAGNOSIS PROCEDURE

STEP 1. M.U.T.-II/III diagnosis code

CAUTION

To prevent damage to M.U.T.-II/III, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting M.U.T.-II/III.

- (1) Turn the ignition switch to the "ON" position.
- (2) Check if the diagnosis code is set.
- (3) Turn the ignition switch to the "LOCK" (OFF) position.

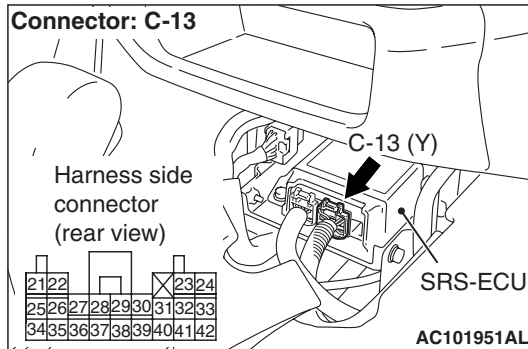
Q: Is diagnosis code 34 set?

YES : Go to Step 2.

NO : Go to Step 3.

STEP 2. Connector lock check: SRS-ECU connector C-13. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



- (2) Disconnect the connectors C-13 and then reconnect them.
- (3) Connector the negative battery terminal.
- (4) Erase the diagnosis code memory, and check the diagnosis code.

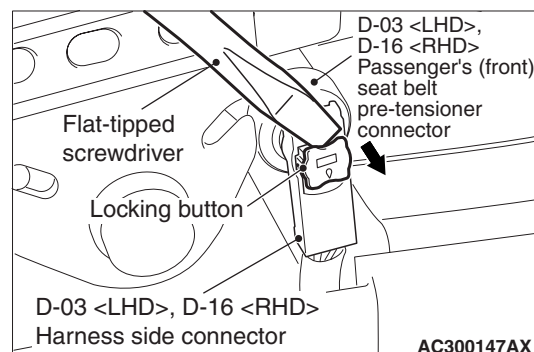
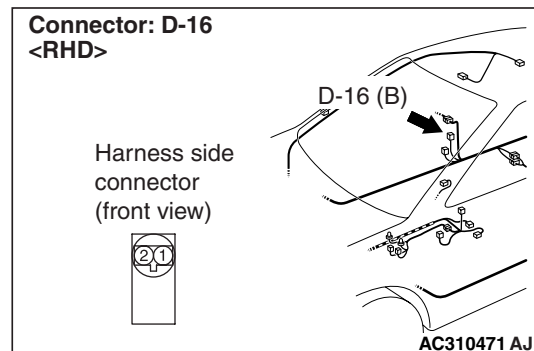
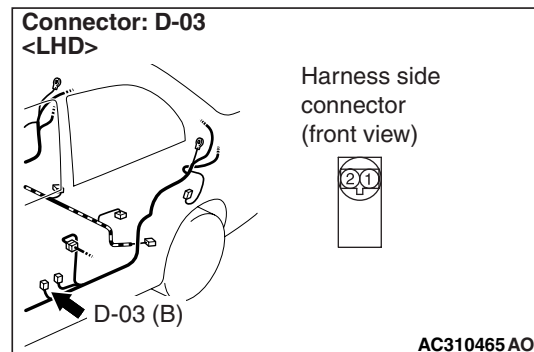
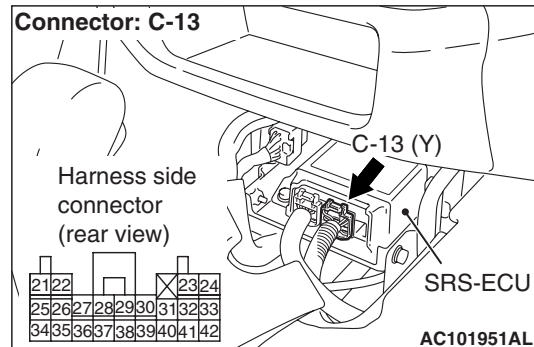
Q: Is diagnosis code 28 set?

YES : Go to Step 4.

NO : The procedure is complete. It is assumed that diagnosis code 28 set as connector C-13, D-03 <LHD> or D-16 <RHD> was engaged improperly.

STEP 3. Connector lock check: SRS-ECU connector C-13 and passenger's (front) seat belt pre-tensioner connector D-03 <LHD> or D-16 <RHD> (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



- (2) Disconnect connectors C-13 and D-03 <LHD> or D-16 <RHD>, and then reconnect them. For connector D-03 <LHD> or D-16 <RHD>, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

- (3) Connector the negative battery terminal.
- (4) Erase the diagnosis code memory, and check the diagnosis code.

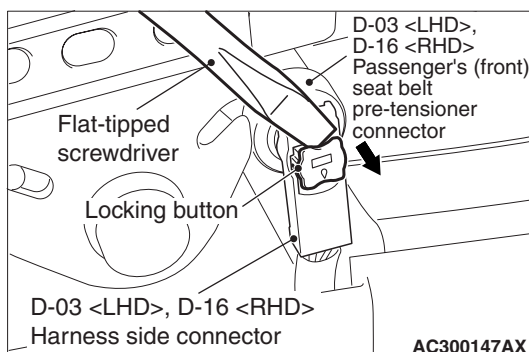
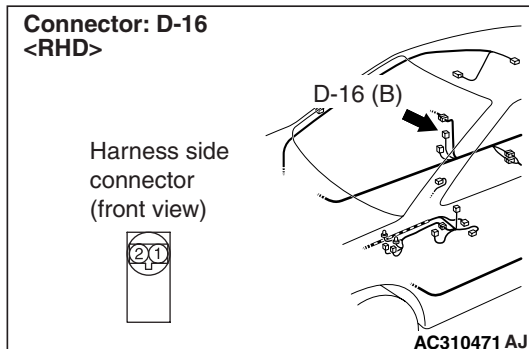
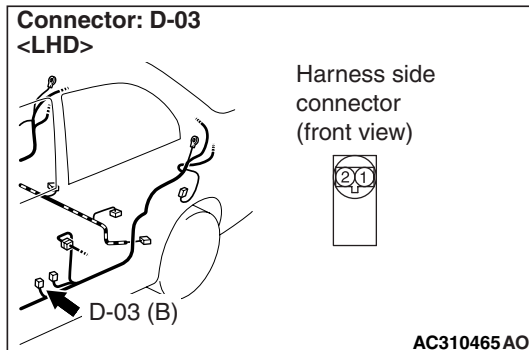
Q: Is diagnosis code 28 set?

YES : Go to Step 4.

NO : The procedure is complete. It is assumed that diagnosis code 28 set as connector C-13, D-03 <LHD> or D-16 <RHD> was engaged improperly.

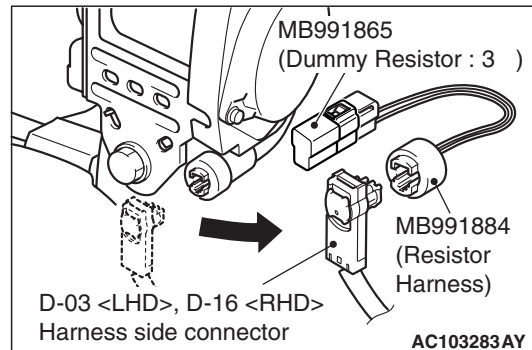
STEP 4. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

- (1) Disconnect the negative battery terminal.



- (2) Disconnect passenger's (front) seat belt

pre-tensioner connector D-03 <LHD> or D-16 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

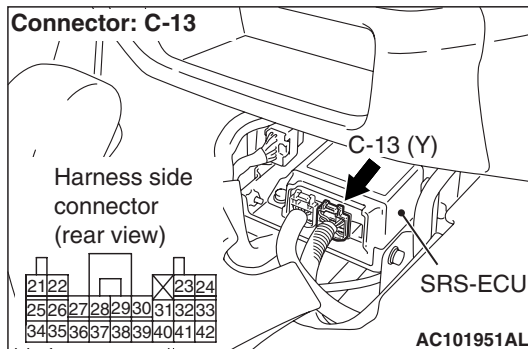


- (3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
- (4) Connect special tool (MB991884) to the D-03 <LHD> or D-16 <RHD> harness side connector.
- (5) Connect the negative battery terminal.
- (6) Erase diagnosis code memory, and then check the diagnosis code.

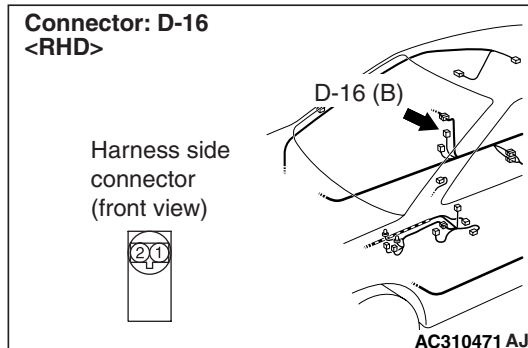
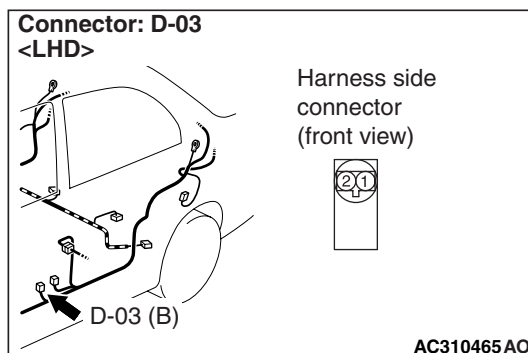
Q: Is diagnosis code 28 set?

YES : Go to Step 5.

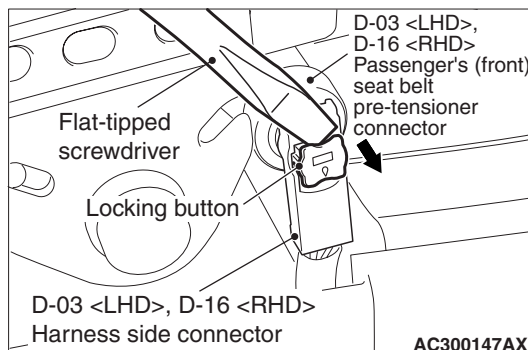
NO : Replace the passenger's (front) seat belt with pre-tensioner (Refer to [P.52B-117](#)).

STEP 5. Resistance measurement at the SRS-ECU connector C-13

(1) Disconnect SRS-ECU connector C-13.

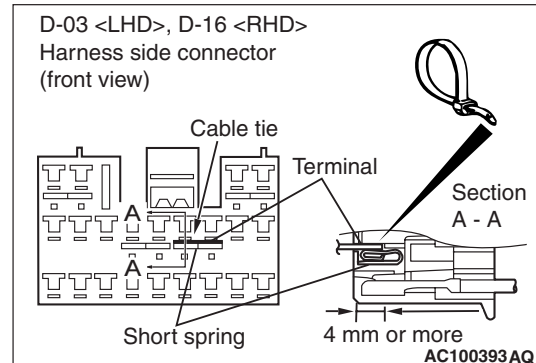
⚠ DANGER

To prevent the air bag from deploying unintentionally, disconnect the passenger's (front) seat belt pre-tensioner connector D-03 <LHD> or D-16 <RHD> to short the squib circuit.



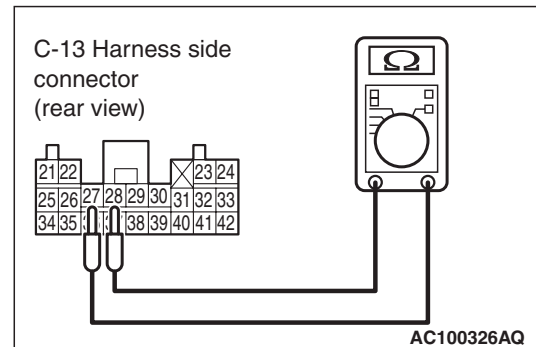
(2) Disconnect passenger's (front) seat belt

pre-tensioner connector D-03 <LHD> or D-16 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

⚠ CAUTION

Insert an insulator such as a cable tie to a depth of 4 mm or more, otherwise the short spring will not be released.

(3) Insert a cable tie [3 mm wide, 0.5 mm thick] between terminals 27, 28 and the short spring to release the short spring.

⚠ CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Resistance measurement between C-13 harness side connector terminals 27 and 28.

OK: Open circuit.

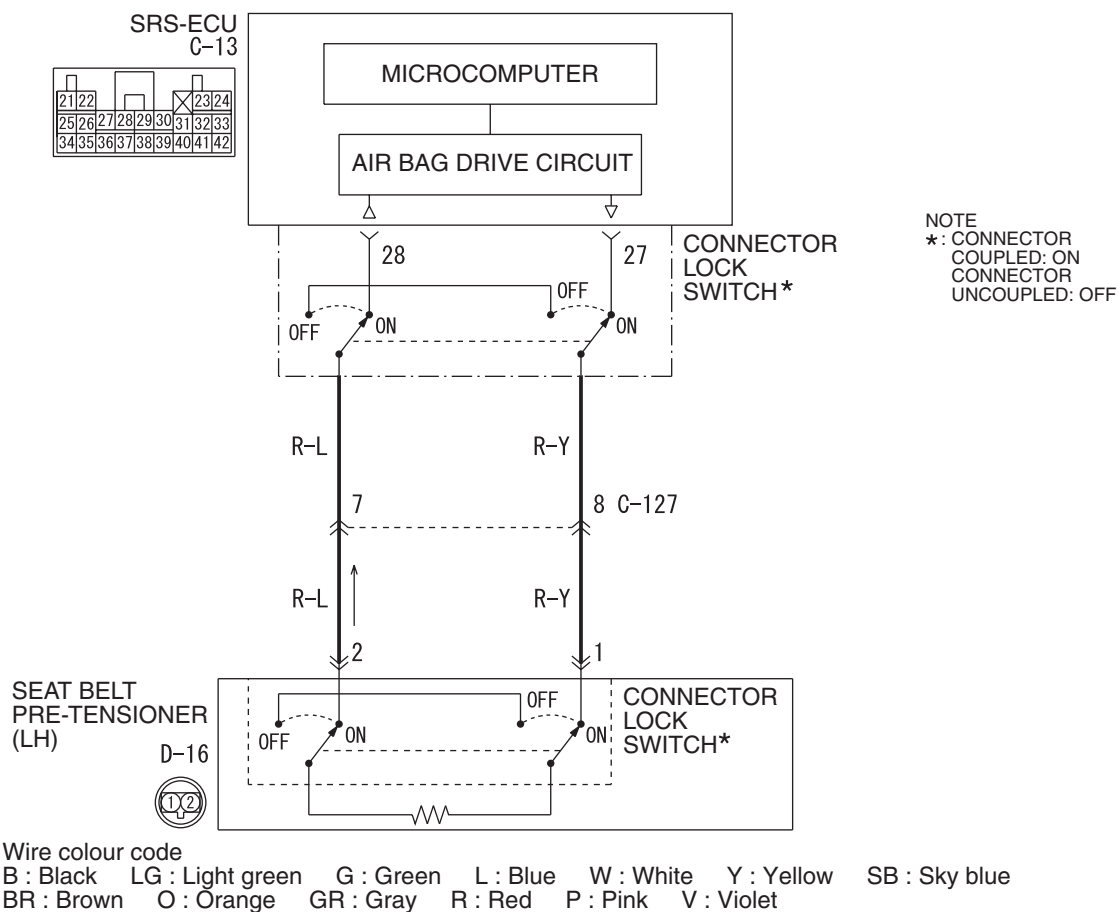
Q: Is the check result normal?

YES : Go to Step 6.

NO : Repair the harness wires between SRS-ECU connector C-13 (terminal No.7 and 8) and passenger's (front) seat belt pre-tensioner connector D-03 <LHD> or D-16 <RHD> (terminal No.1 and 2).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points P.00-5).

Passenger's (Front) Seat Belt Pre-tensioner (Squib) (RHD)



W4J52E024A

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the seat belt pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the passenger's (front) seat belt pre-tensioner squib wire(s) are open-circuited. However, if no diagnosis code resets, the SRS warning lamp will be switched off (diagnosis code will be retained).

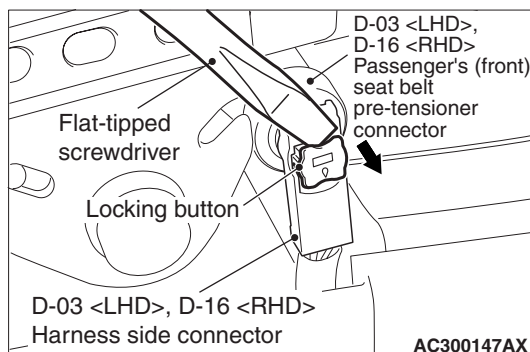
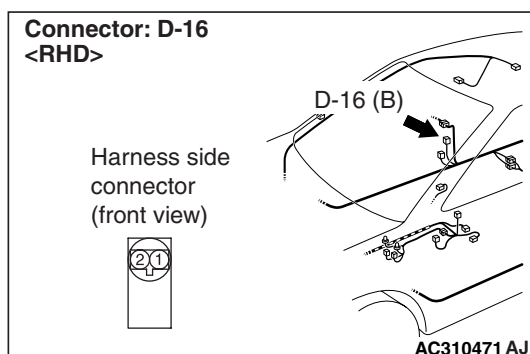
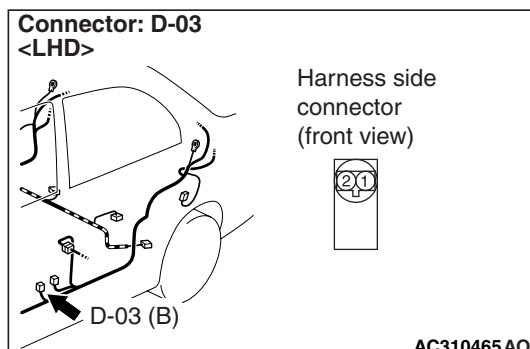
PROBABLE CAUSES

- Open circuit in the passenger's (front) seat belt pre-tensioner (squib) circuit
- Improper connector contact
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

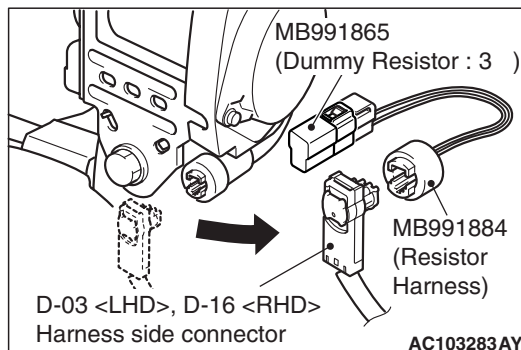
STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect passenger's (front) seat belt

pre-tensioner connector D-03 <LHD> or D-16 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



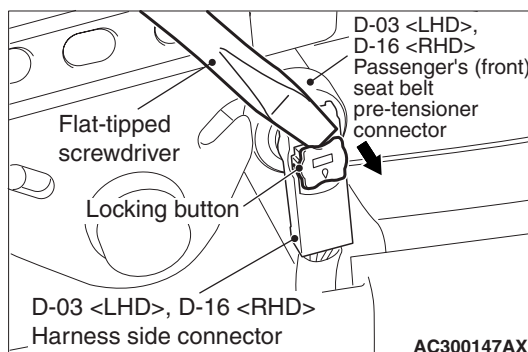
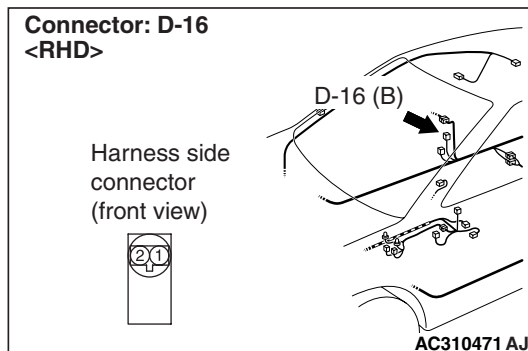
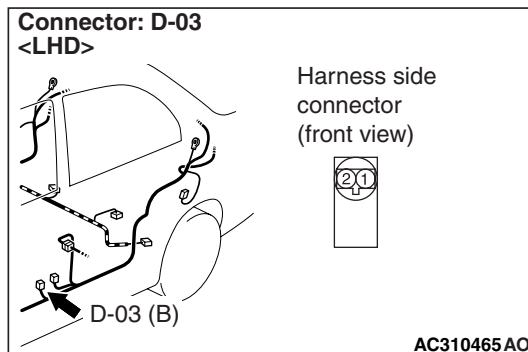
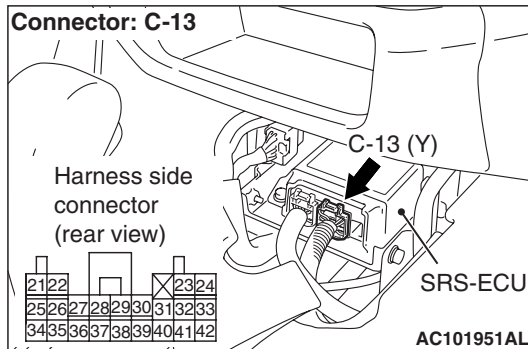
- (3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
- (4) Connect special tool (MB991884) to the D-03 <LHD> or D-16 <RHD> harness side connector.
- (5) Connect the negative battery terminal.
- (6) Erase diagnosis code memory, and then check the diagnosis code.

Q: Is diagnosis code 29 set?

YES : Go to Step 2.

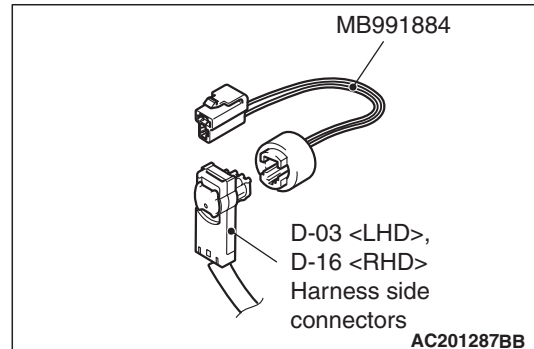
NO : Replace the passenger's (front) seat belt with pre-tensioner (Refer to [P.52B-117](#)).

STEP 2. Resistance measurement between SRS-ECU connector C-13 (terminal No.27 and 28) and the passenger's (front) seat belt pre-tensioner connector D-03 <LHD> or D-16 <RHD> (terminal No.1 and 2)



(1) Disconnect SRS-ECU connector C-13 and

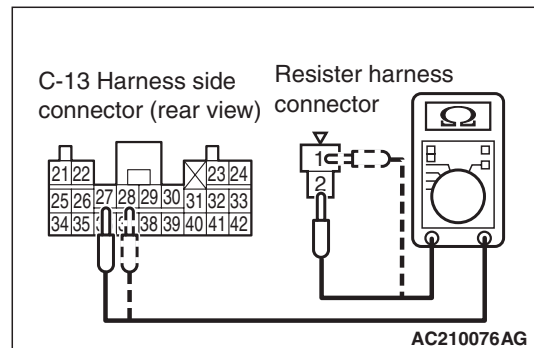
passenger's (front) seat belt pre-tensioner connector D-03 <LHD> or D-16 <RHD>. For connector D-03 <LHD> or D-16 <RHD>, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



(2) Connect D-03 <LHD> or D-16 <RHD> harness side connector to special tool resistor harness (MB991884).

CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.



(3) Resistance measurement between the following terminals.

- SRS-ECU connector C-13 terminal No.27 and the special tool terminal No.2
- SRS-ECU connector C-13 terminal No.28 and the special tool terminal No.1

OK: Less than 2 Ω

Q: Are the check results normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector C-13 (terminal No.27 and 28) passenger's (front) seat belt pre-tensioner connector D-03 <LHD> or D-16 <RHD> (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

Q: Is diagnosis code 29 set?

YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

Code No.34: SRS-ECU connector lock out of order

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if a poor connection at the SRS-ECU is detected. However, if the vehicle condition returns to normal, diagnosis code number 34 will be automatically erased, and the SRS warning lamp will go out.

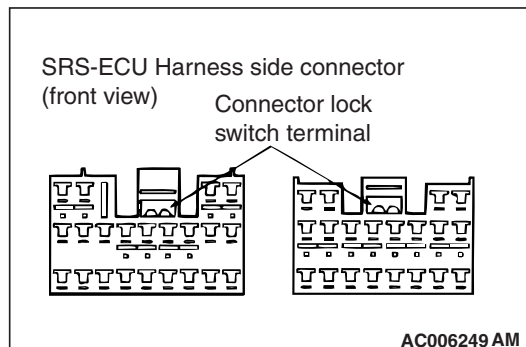
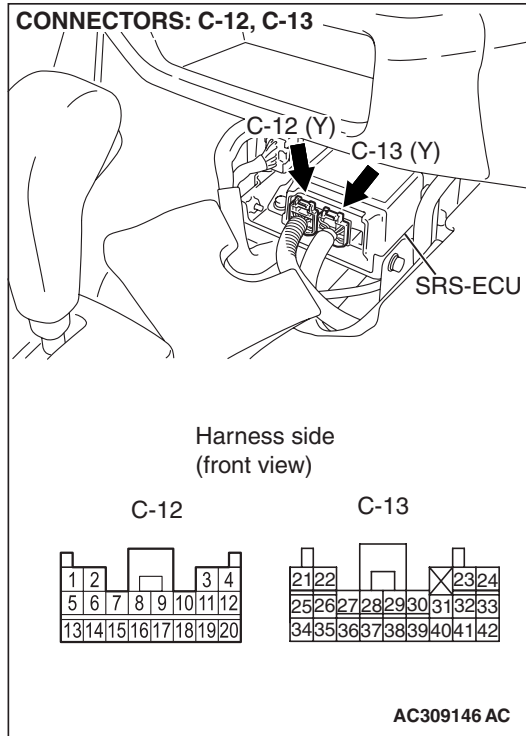
PROBABLE CAUSES

- Damaged connectors
- Malfunction of the SRS-ECU

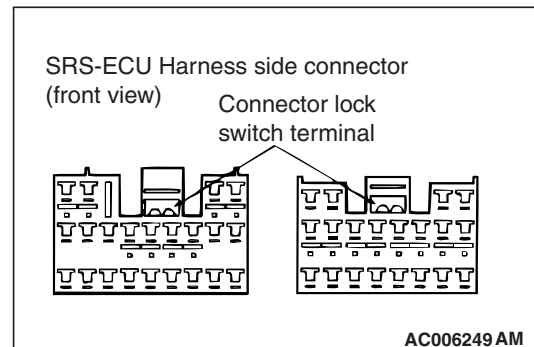
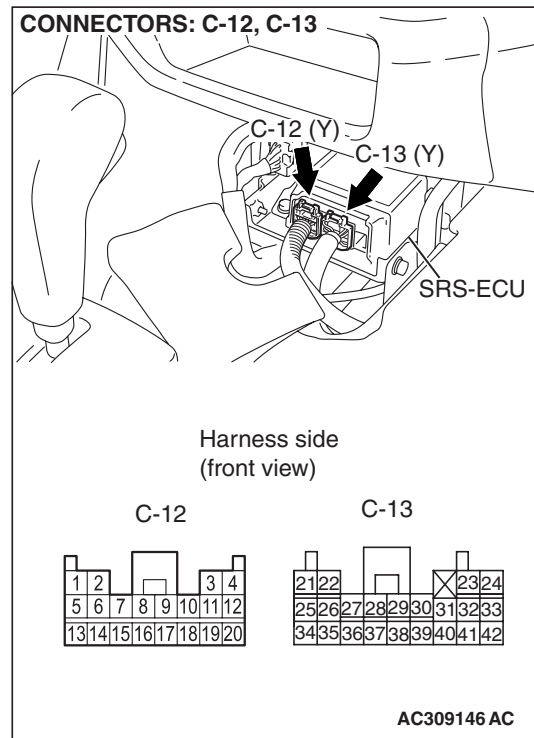
DIAGNOSIS PROCEDURE

STEP 1. Connector lock check: SRS-ECU connector C-12 and C-13 (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



- (2) Disconnect SRS-ECU connectors C-12 and C-13, and then reconnect them.
- (3) Connect the negative battery terminal.
- (4) Erase diagnosis code memory, and then check the diagnosis code.

Q: Is diagnosis code 34 set?**YES :** Go to Step 2.**NO :** The procedure is complete. It is assumed that diagnosis code 34 set as connector C-12 or C-13 was engaged improperly.**STEP 2. Connector lock check: SRS-ECU connector C-12 and C-13**

- (1) Disconnect SRS-ECU connectors C-12 and C-13.
- (2) Check the connector lock switch terminal inside the harness side connector for improper contact or deformation.

Q: Are the SRS-ECU connector C-12 and C-13 in good condition?**YES :** Go to Step 3.**NO :** Repair the SRS-ECU connector C-12 or C-13.

STEP 3. Check whether the diagnosis code is reset.

Q: Is diagnosis code 34 set?

YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

Code No.35: Ignition of the air bag completed

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set after the air bag has deployed. If this diagnosis code is set before the air bag has deployed, the cause is probably a malfunction inside the SRS-ECU.

PROBABLE CAUSE

Malfunction of the SRS-ECU

DIAGNOSIS

Replace the SRS-ECU. (Refer to [P.52B-109](#)).

Code No. 39 Air bags Deployed Simultaneously

DIAGNOSIS CODE SET CONDITIONS

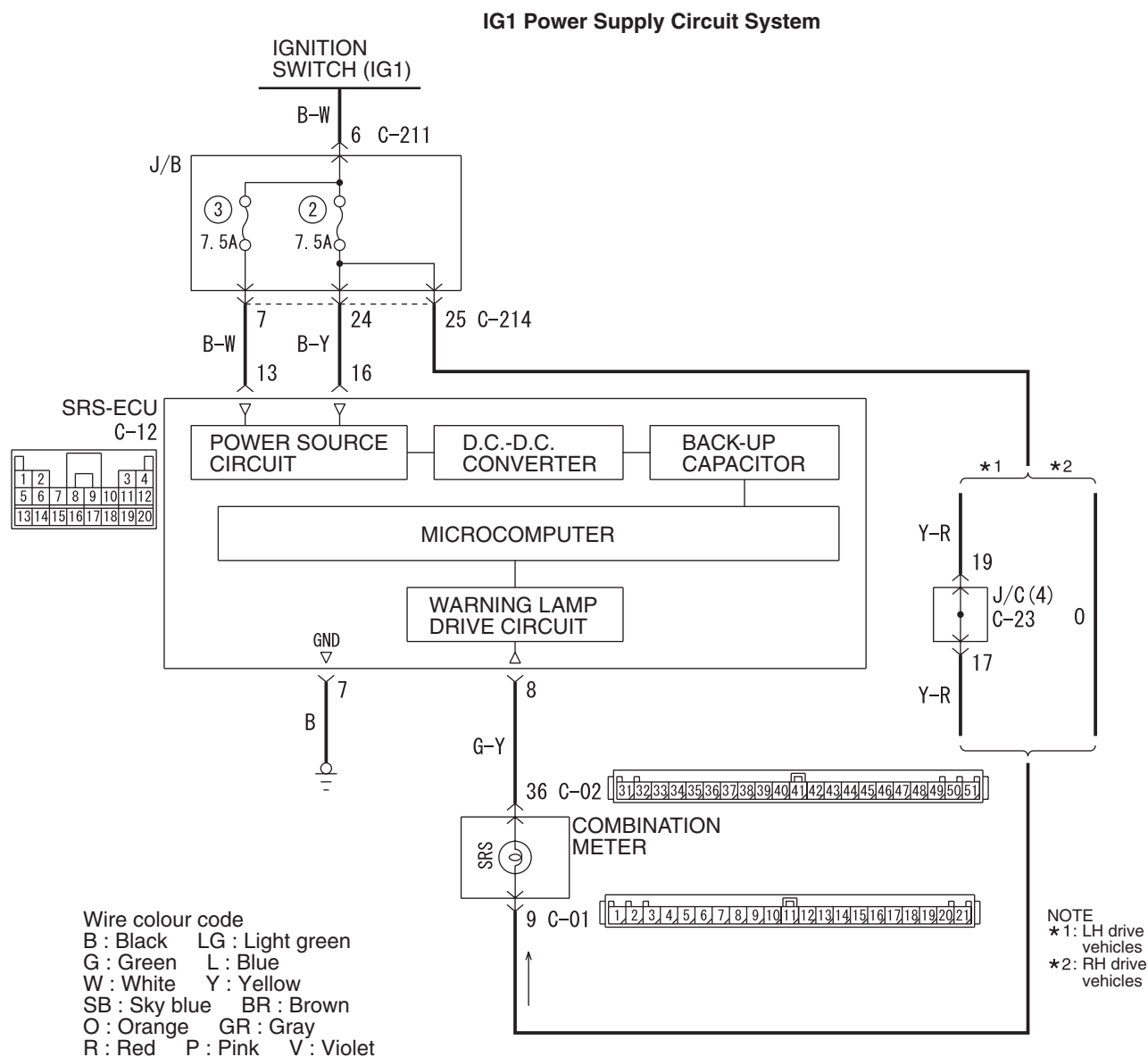
This code is set when the air bags have deployed simultaneously. If this code is set before the air bags have deployed, an internal failure may have occurred in the SRS-ECU.

PROBABLE CAUSE

Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

Replace the SRS-ECU. (Refer to [P.52B-109](#)).

Code No.41: Power supply voltage (IG1 (A) voltage) drops abnormally.

W4J52E025A

OPERATION

- The SRS-ECU is powered from the ignition switch (IG1).
- The SRS-ECU power is supplied from two circuits. Even if one circuit is shut off, the air bag can inflate.

DIAGNOSIS CODE SET CONDITIONS

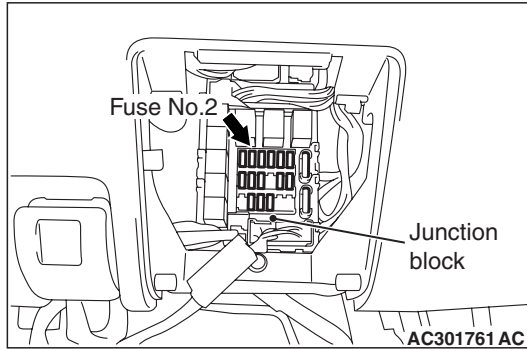
This diagnosis code is set if the voltage between the IG1 terminals (fuse No.2 circuit) and earth is lower than a predetermined value for a continuous period of 5 second or more. However, if the system returns to normal condition, code number 41 will be erased automatically and the SRS warning lamp will go out.

PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

STEP 1. Check junction block fuse number 2.



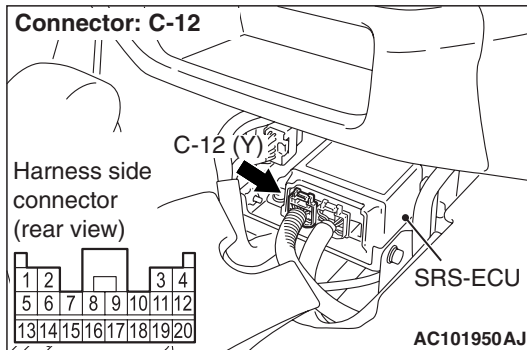
Q: Is the fuse burned out?

YES : Go to Step 4.

NO : Go to Step 2.

STEP 2. Voltage measurement at the SRS-ECU connector C-12

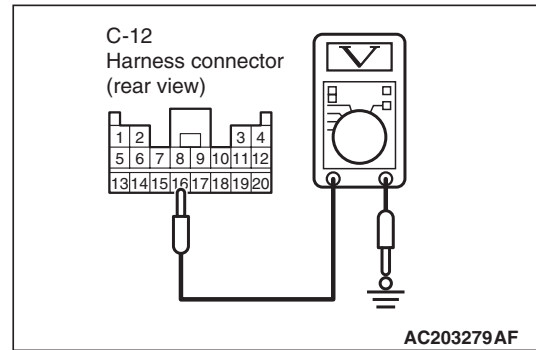
(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector C-12.

- (3) Connect the negative battery terminal.
(4) Turn the ignition switch to the "ON" position.

CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (5) Voltage measurement between C-12 harness side connector terminal 16 and body earth.

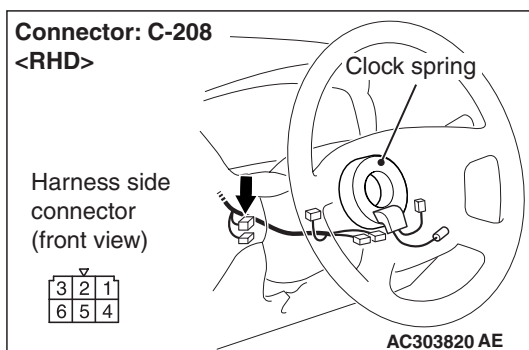
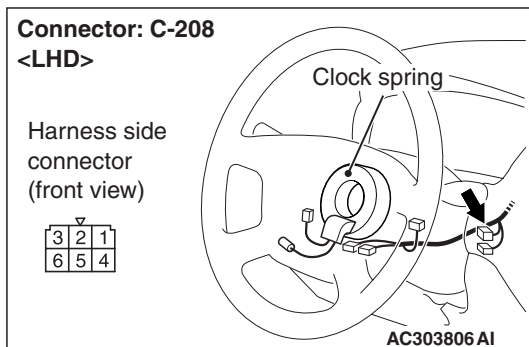
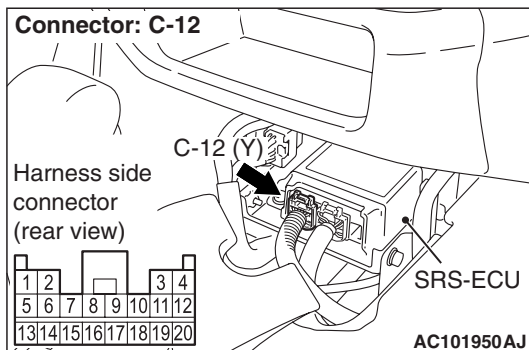
OK: 9 V or more.

Q: Is the check result normal?

YES : Go to Step 8.

NO : Go to Step 3.

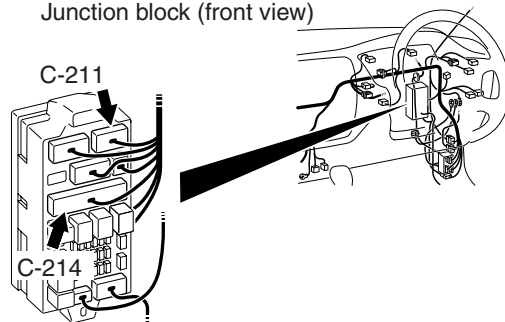
STEP 3. Check the connectors between SRS-ECU connector C-12 and ignition switch connector C-208.



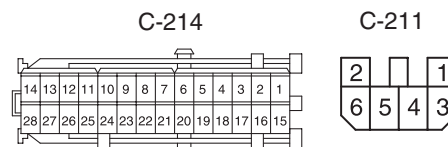
Connectors: C-211, C-214

<RHD>

Junction block (front view)



Harness side (front view)

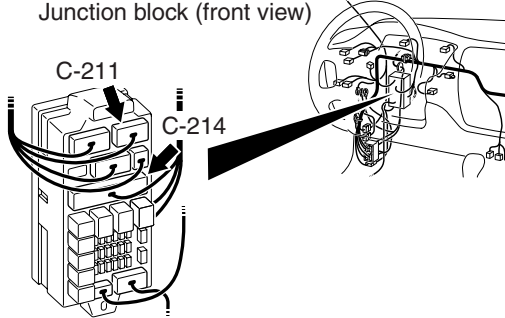


AC303823 AV

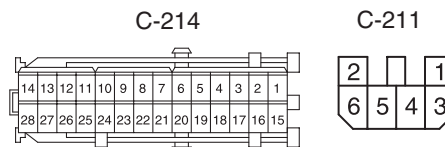
Connectors: C-211, C-214

<LHD>

Junction block (front view)



Harness side (front view)



AC303809 AY

Q: Is the check result normal?

YES : Check the harness wires for open circuit between SRS-ECU connector C-12 (terminal No.16) and ignition switch connector C-208, and repair if necessary.

NO : Repair the defective connector.

STEP 4. Check a burned-out fuse.

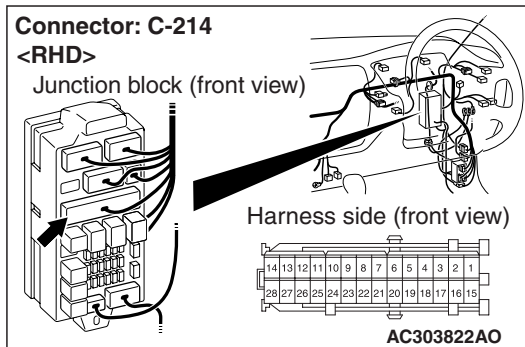
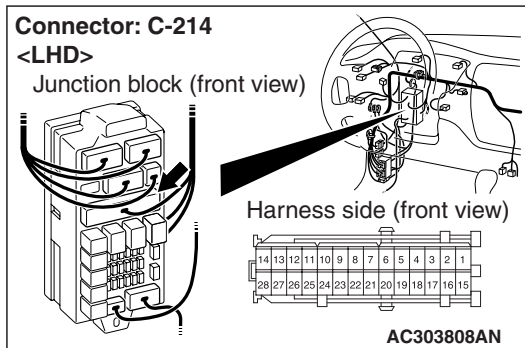
- (1) Replace the fuse.
- (2) Turn the ignition switch to the "ON" position, wait for at least one minute and then turn the ignition switch to the "LOCK" (OFF) position.
- (3) Check the fuse.

Q: Is the fuse in good condition?

YES : This diagnosis is complete.

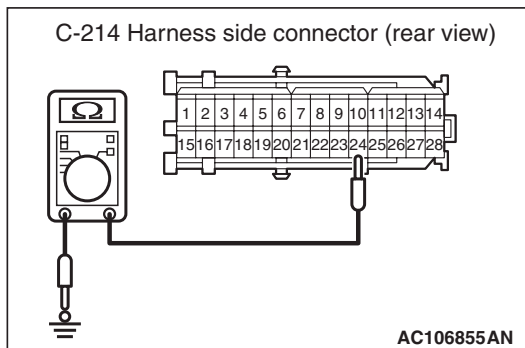
NO : Go to Step 5.

STEP 5. Resistance measurement at the junction block connector C-214



- (1) Disconnect junction block connector C-214, and measure at the wiring harness side.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (2) Resistance measurement between terminal 24 and body earth.

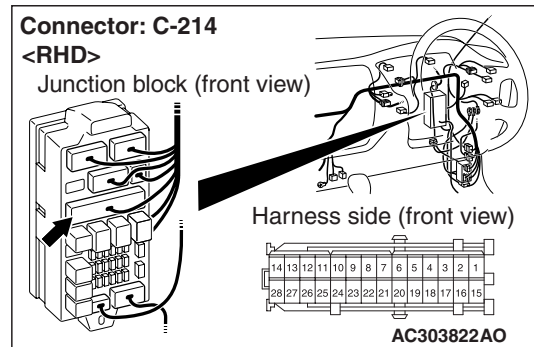
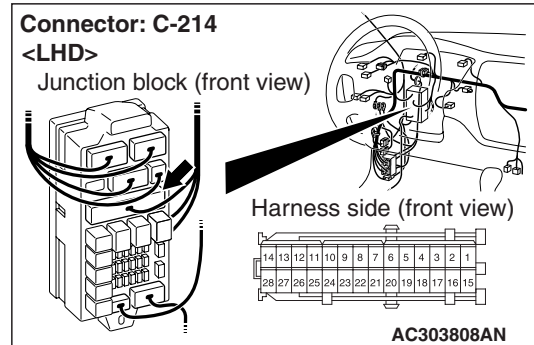
OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 6.

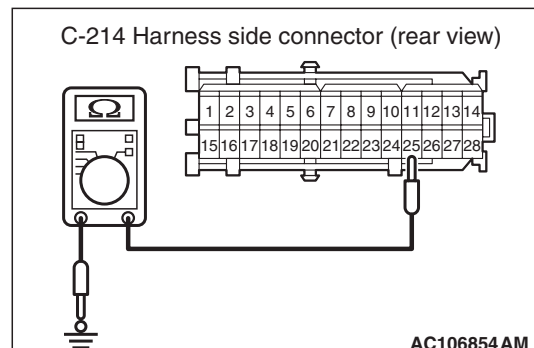
NO : Go to Step 7.

STEP 6. Resistance measurement at junction block connector C-214



- (1) Disconnect junction block connector C-214, and measure at the wiring harness side.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

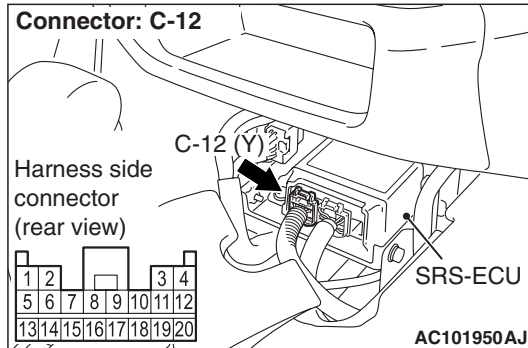
- (2) Resistance measurement between terminal 25 and body earth.

OK: Open circuit

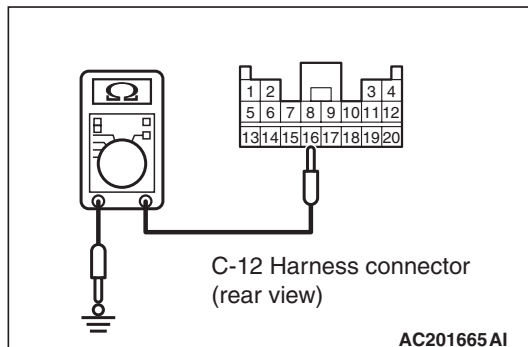
Q: Is the check result normal?

YES : Check the other circuit, which flows through fuse number 2.

NO : Check the harness wire for short circuit between junction block connector C-214 (terminal No.25) and combination meter connector C-01 (terminal No.9), and repair if necessary.

STEP 7. Resistance measurement at the SRS-ECU connector C-12

- (1) Disconnect SRS-ECU connector C-12, and measure at the wiring harness side.

CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (2) Resistance measurement between terminal 16 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 8.

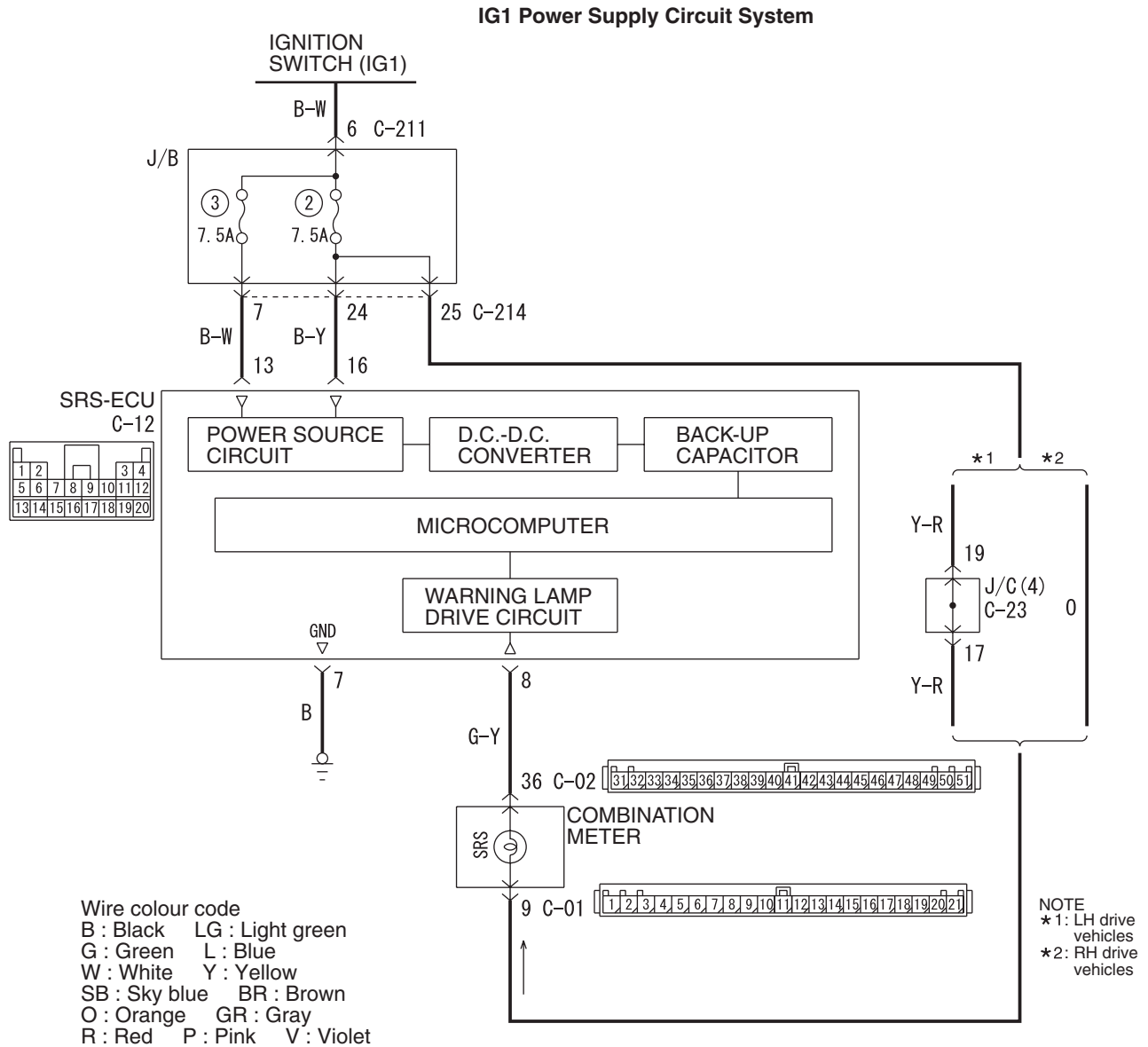
NO : Check the harness wire for short circuit between SRS-ECU connector C-12 (terminal No.16) and junction block connector C-214 (terminal No.24), and repair if necessary.

STEP 8. Check whether the diagnosis code is reset.**Q: Is diagnosis code 41 set?**

YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

Code No.42: Power supply voltage (IG1 (B) voltage) drops abnormally.



W4J52E025A

OPERATION

- The SRS-ECU is powered from the ignition switch (IG1).
- The SRS-ECU power is supplied from two circuits. Even if one circuit is shut off, the air bag can inflate.

DIAGNOSIS CODE SET CONDITIONS

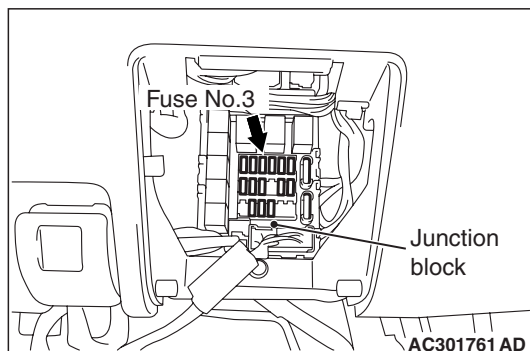
This diagnosis code is set if the voltage between the IG1 terminals (fuse No.3 circuit) and earth is lower than a predetermined value for a continuous period of 5 second or more. However, if the system returns to normal condition, code number 42 will be erased automatically and the SRS warning lamp will go out.

PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

STEP 1. Check junction block fuse number 3.



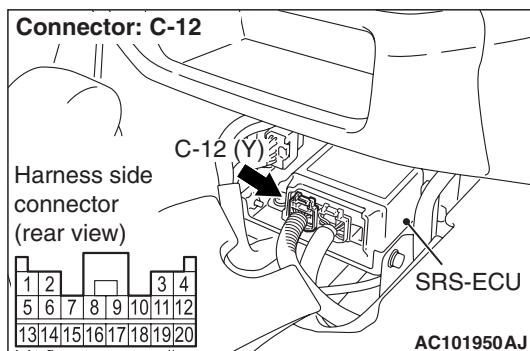
Q: Is the fuse burned out?

YES : Go to Step 4.

NO : Go to Step 2.

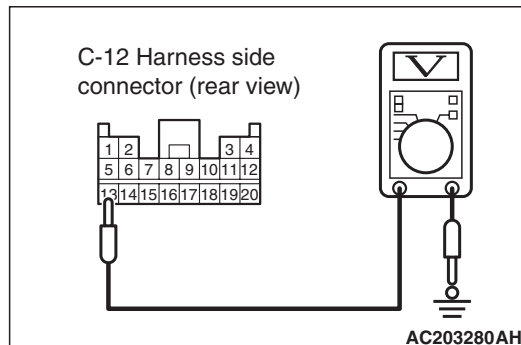
STEP 2. Voltage measurement at SRS-ECU connector C-12

(1) Disconnect the negative battery terminal.



(2) Disconnect SRS-ECU connector C-12.

- (3) Connect the negative battery terminal.
(4) Turn the ignition switch to the "ON" position.

CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (5) Voltage measurement between C-12 harness side connector terminal 13 and body earth.

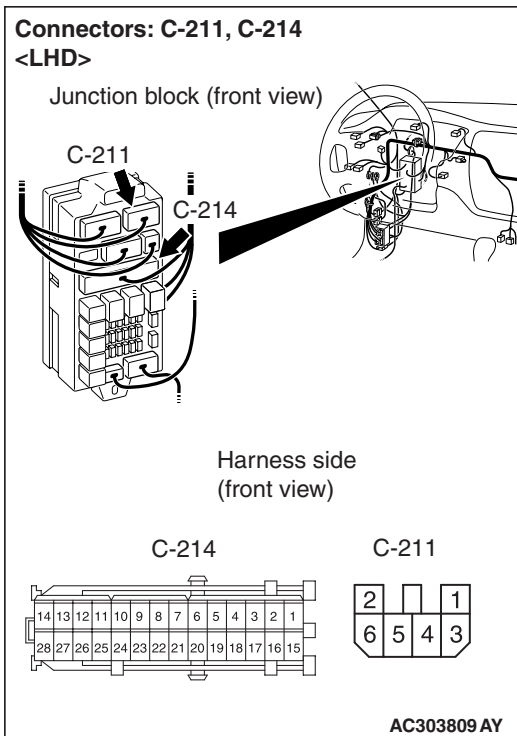
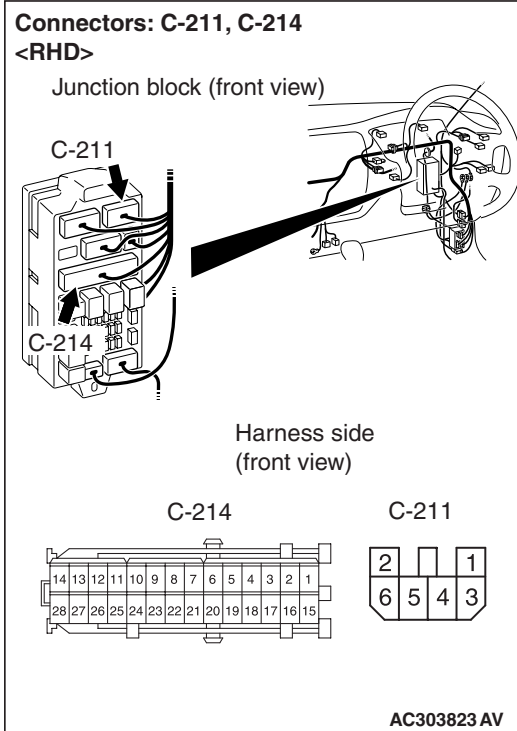
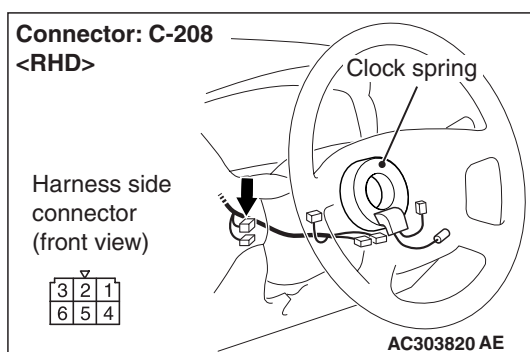
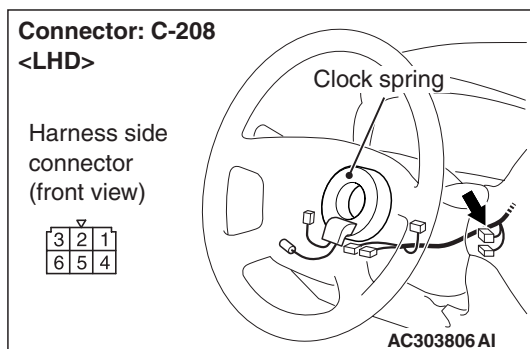
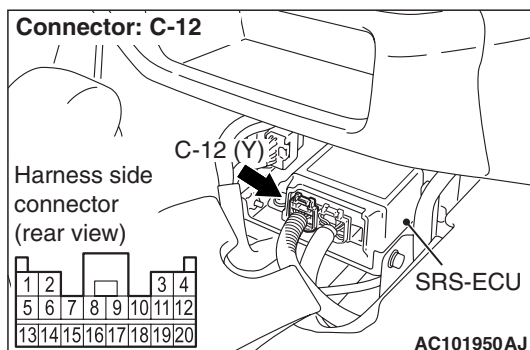
OK: 9 V or more

Q: Is the check result normal?

YES : Go to Step 7.

NO : Go to Step 3.

STEP 3. Check the connectors between SRS-ECU connector C-12 and ignition switch connector C-208.



Q: Is the check result normal?

YES : Check the harness wires for open or short circuit between SRS-ECU connector C-12 (terminal No.13) and ignition switch connector C-208, and repair if necessary.

NO : Repair the defective connector.

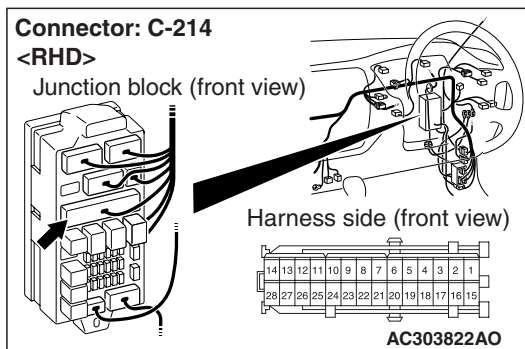
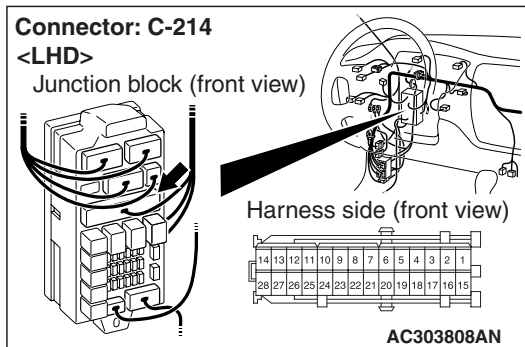
STEP 4. Check a burned-out fuse.

- (1) Replace the fuse.
- (2) Turn the ignition switch to the "ON" position, wait for at least one minute and then turn the ignition switch to the "LOCK" (OFF) position.
- (3) Check the fuse.

Q: Is the fuse in good condition?

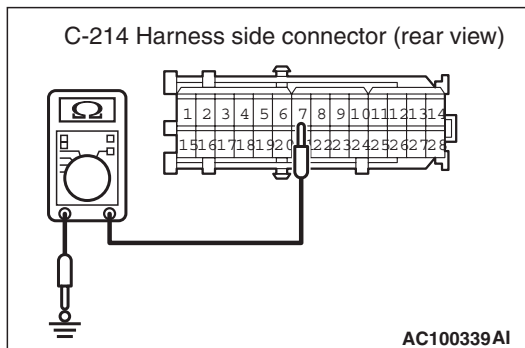
YES : Go to Step 7.

NO : Go to Step 5.

STEP 5. Resistance measurement at the junction block connector C-214

- (1) Disconnect junction block connector C-214, and measure at the wiring harness side.

CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

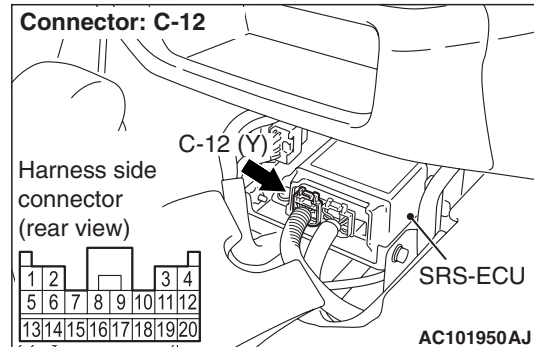
- (2) Resistance measurement between terminal 7 and body earth.

OK: Open circuit

Q: Is the check result normal?

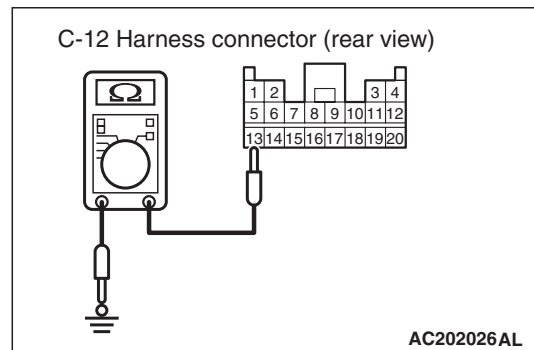
YES : Check the other circuit, which flows through fuse number 3.

NO : Go to Step 6.

STEP 6. Resistance measurement at the SRS-ECU connector C-12

- (1) Disconnect SRS-ECU connector C-12, and measure at the wiring harness side.

CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (2) Resistance measurement between terminal 13 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 7.

NO : Check the harness wire for short circuit between SRS-ECU connector C-12 (terminal No.13) and junction block connector C-214 (terminal No.7), and repair if necessary.

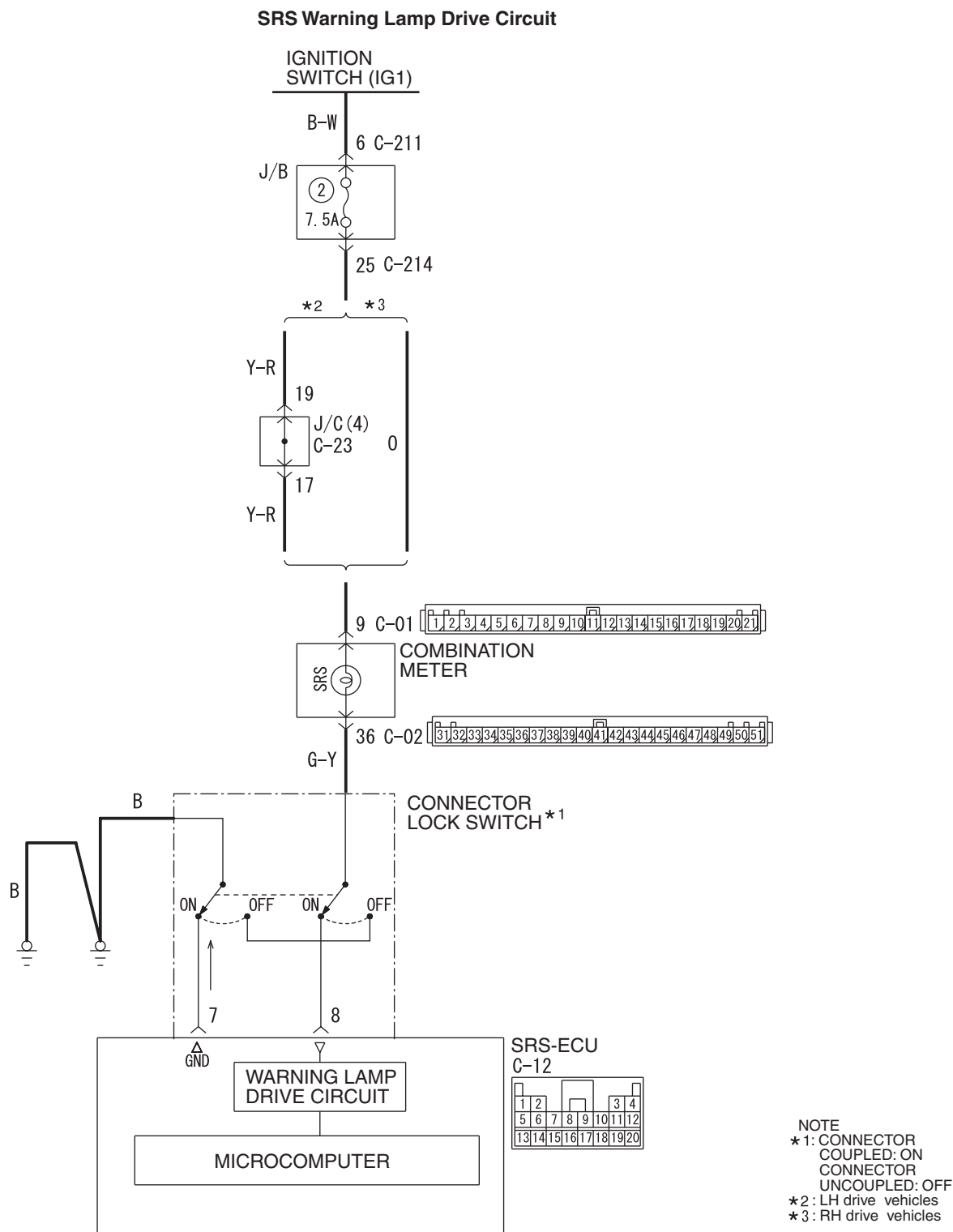
STEP 7. Check whether the diagnosis code is reset.

Q: Is diagnosis code 42 set?

YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : An intermittent malfunction is suspected
(Refer to GROUP 00 – How to Use
Troubleshooting/Inspection Service Points
[P.00-5](#)).

Code No.43: SRS warning lamp circuit open-circuited (Lamp does not illuminate).



Wire colour code

B : Black LG : Light green G : Green L : Blue W : White Y : Yellow SB : Sky blue
BR : Brown O : Orange GR : Gray R : Red P : Pink V : Violet

OPERATION

- Power for the SRS warning lamp is supplied from the ignition switch (IG1) circuit.
- The SRS warning lamp illuminates when the ignition switch is turned to the "ON" position and goes out after approximately 7 seconds if there is not a malfunction in the SRS system.

DIAGNOSIS CODE SET CONDITIONS

- This diagnosis code is set when an open circuit is detected for a continuous period of 5 seconds while the SRS-ECU is monitoring the SRS warning lamp and the lamp is OFF. (transistor OFF). However, if the vehicle condition returns to normal, diagnosis code 43 will be automatically erased, and the SRS warning lamp will go out.

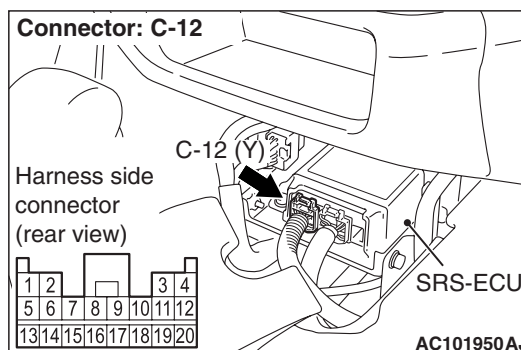
PROBABLE CAUSES

- Damaged wiring harnesses of connectors
- Blown bulb
- Malfunction of the SRS-ECU
- Malfunction of the combination meter

DIAGNOSIS PROCEDURE

STEP 1. Check the SRS warning lamp.

- (1) Disconnect the negative battery terminal.



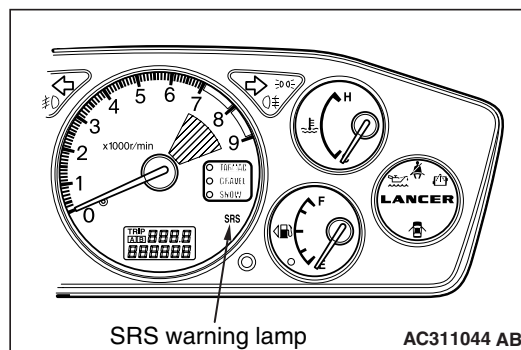
- (2) Disconnect the SRS-ECU connector C-12.
- (3) Connect the negative battery terminal.
- (4) Turn the ignition switch to the "ON" position.

Q: Does the warning lamp illuminate?

YES : Go to Step 4.

NO : Go to Step 2.

STEP 2. Check the SRS warning lamp bulb.



Q: Has the SRS warning lamp bulb blown?

YES : Replace the SRS warning lamp bulb.

NO : Go to Step 3.

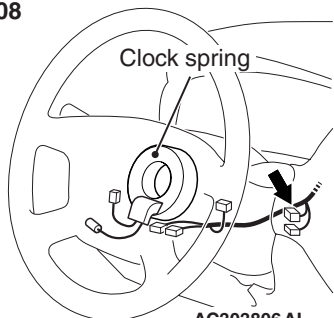
STEP 3. Check the harness for open circuit between ignition switch connector C-208 (terminal No.2) and combination meter C-01 (terminal No.9) and between combination meter C-02 (terminal No.36) and SRS-ECU connector C-12 (terminal No.8).

Connector: C-208

<LHD>

Harness side
connector
(front view)

3	2	1
6	5	4



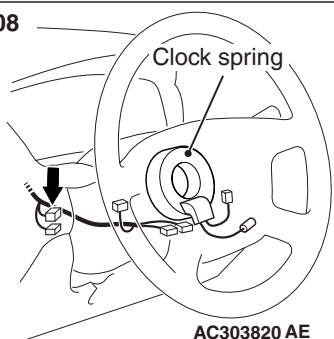
AC303806 AI

Connector: C-208

<RHD>

Harness side
connector
(front view)

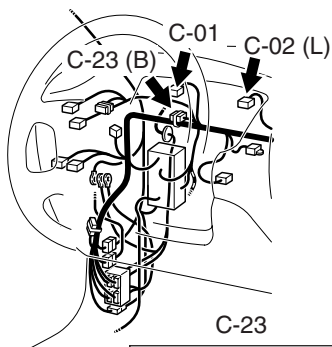
3	2	1
6	5	4



AC303820 AE

Connectors: C-01, C-02, C-23

<LHD>



C-23

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

C-01 Harness side

2	1	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
---	---	----	----	----	----	----	----	----	----	----	----	----	---	---	---	---	---	---	---	---	---

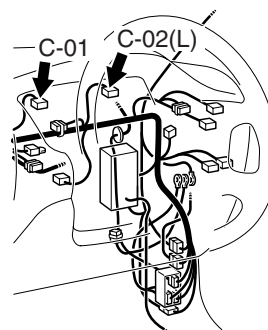
C-02 Harness side

5	1	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31
---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

AC303799 AQ

Connectors: C-01, C-02

<RHD>



C-01

Harness side

2	1	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
---	---	----	----	----	----	----	----	----	----	----	----	----	---	---	---	---	---	---	---	---	---

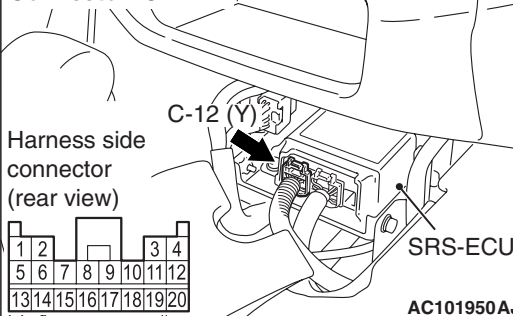
C-02

Harness side

5	1	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31
---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

AC303815 AR

Connector: C-12



Harness side
connector
(rear view)

1	2									3	4	
5	6	7	8	9	10	11	12					
13	14	15	16	17	18	19	20					

AC101950 AJ

NOTE: After inspecting intermediate connectors C-01, C-02, C-23 <LHD> or C-01, C-02 <RHD> inspect the wiring harness. If intermediate connectors C-01, C-02, C-23 <LHD> or C-01, C-02 <RHD> are damaged, repair or replace them.

Q: Is the check result normal?

YES : Replace the combination meter (Refer to GROUP 54A – Combination Meters Assembly [P.54A-56](#)). Then go to Step 4.

NO : Repair the harness wires between SRS-ECU connector C-12 (terminal No.8) and the ignition switch connector C-208 (terminal No.2).

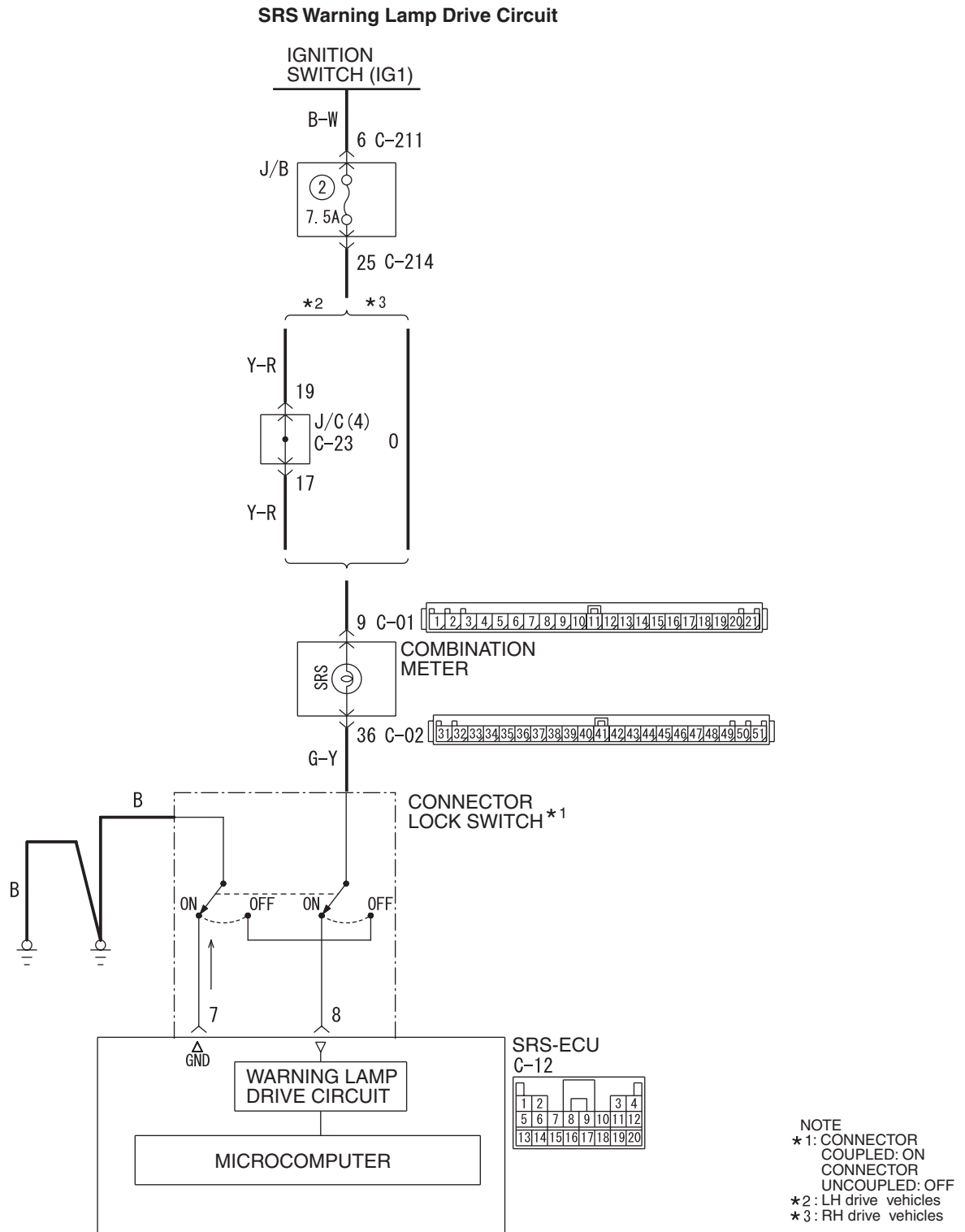
STEP 4. Check whether the diagnosis code is reset.

Q: Is diagnosis code 43 set?

YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : An intermittent malfunction is suspected
(Refer to GROUP 00 – How to Use
Troubleshooting/Inspection Service Points
[P.00-5](#)).

Code No.43: SRS warning lamp circuit open-circuited (Lamp does not Switch Off).



Wire colour code

B : Black LG : Light green G : Green L : Blue W : White Y : Yellow SB : Sky blue
BR : Brown O : Orange GR : Gray R : Red P : Pink V : Violet

OPERATION

- Power for the SRS warning lamp is supplied from the ignition switch (IG1) circuit.
- The SRS warning lamp illuminates when the ignition switch is turned to the "ON" position and goes out after approximately 7 seconds if there is not a malfunction in the SRS system.

DIAGNOSIS CODE SET CONDITIONS

- This diagnosis code is set when a short to earth occurs in the harness between the SRS warning lamp and SRS-ECU while SRS-ECU is monitoring the lamp and the lamp is ON. However, if the vehicle condition returns to normal, diagnosis code 43 will be automatically erased, and the SRS warning lamp will go out.

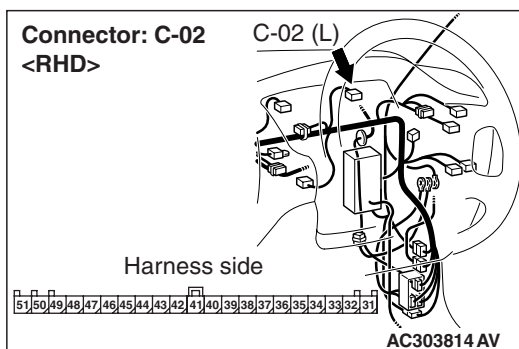
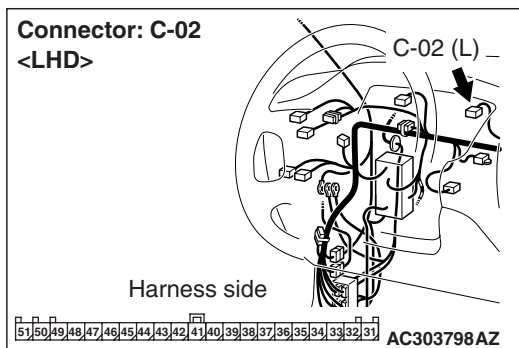
TROUBLESHOOTING HINTS

- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU
- Malfunction of the combination meter

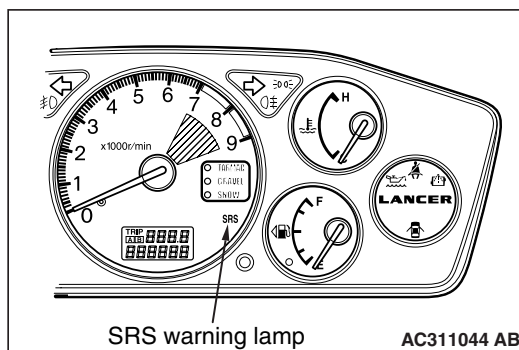
DIAGNOSIS PROCEDURE

STEP 1. Check the SRS warning lamp.

- (1) Disconnect the negative battery cable.



- (2) Disconnect the combination meter connector C-02.
- (3) Connect the negative battery cable.
- (4) Turn the ignition switch to the "ON" position.

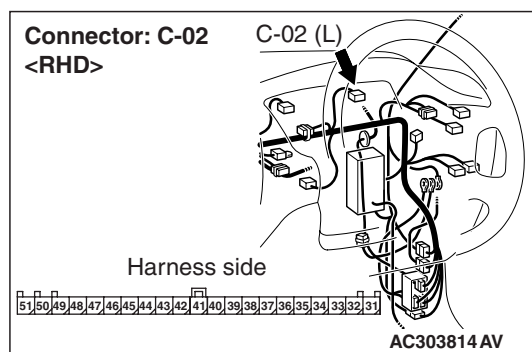
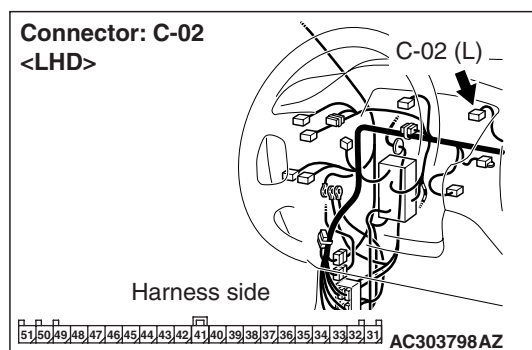
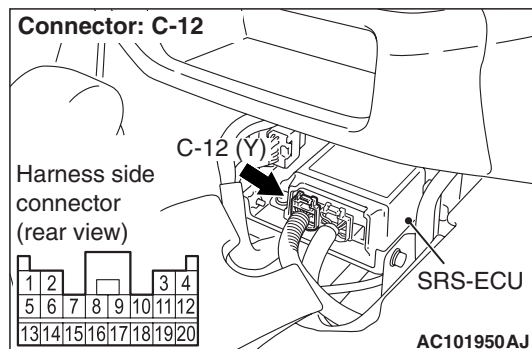


Q: Does the SRS warning lamp go out?

YES : Go to Step 2.

NO : Replace the combination meter (Refer to GROUP 54A – Combination Meters Assembly [P.54A-56](#)).

STEP 2. Check the harness for short circuit to earth between SRS-ECU connector C-12 (terminal No.8) and combination meter connector C-02 (terminal No.36).



STEP 3. Check whether the diagnosis code is reset.

Q: Is diagnosis code 43 set?

YES : Replace the SRS-ECU (Refer to

[P.52B-109](#)).

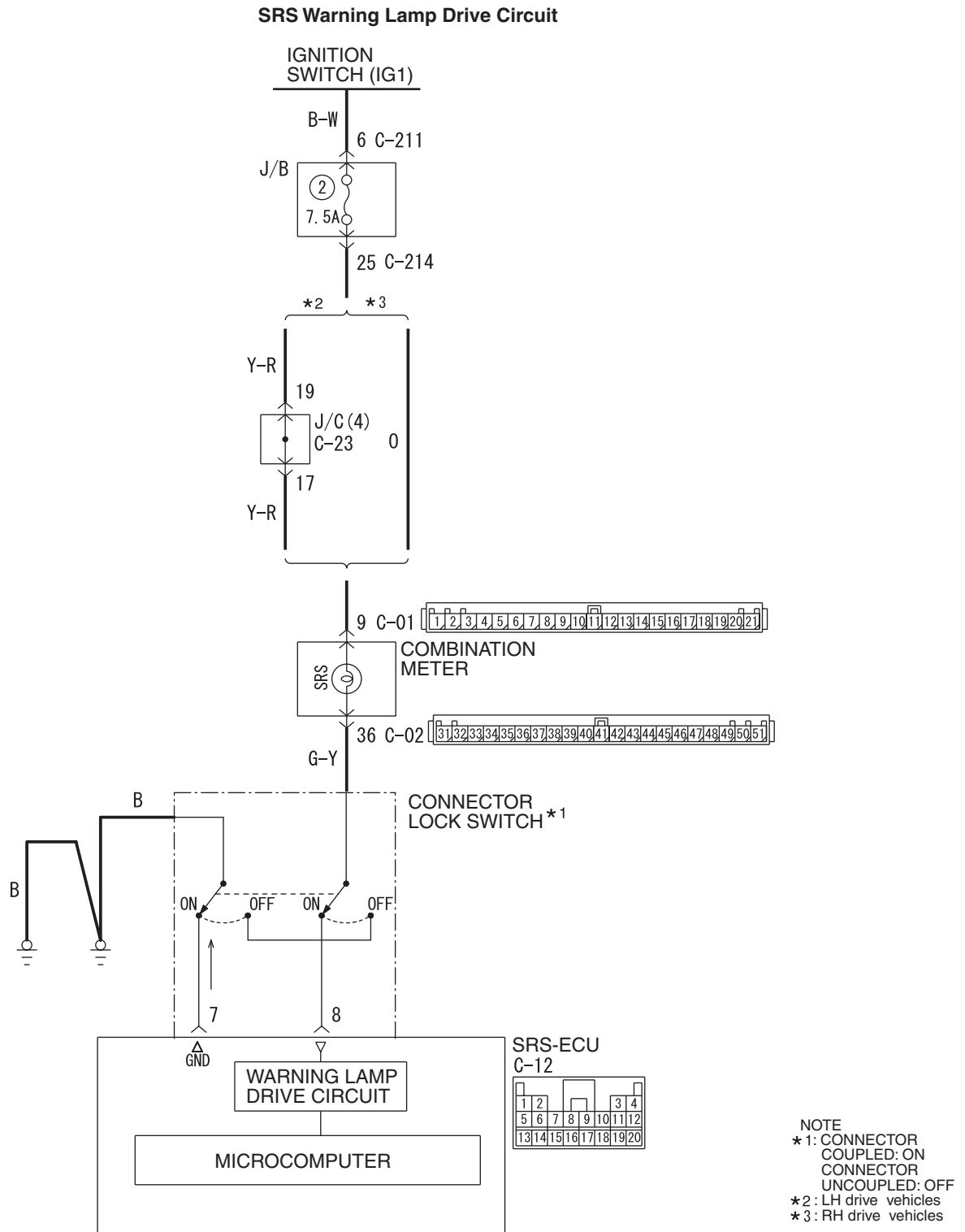
NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the harness wire between SRS-ECU connector C-12 (terminal No.8) and combination meter connector C-02 (terminal No.36).

Code No.44: SRS warning lamp circuit malfunction



Wire colour code
 B : Black LG : Light green G : Green L : Blue W : White Y : Yellow SB : Sky blue
 BR : Brown O : Orange GR : Gray R : Red P : Pink V : Violet

OPERATION

- Power for the SRS warning lamp is supplied from the ignition switch (IG1).
- The SRS warning lamp illuminates when the ignition switch is turned to the "ON" position and goes out after approximately 7 seconds if there is not a malfunction in the SRS system.

DIAGNOSIS CODE SET CONDITIONS

- This diagnosis code is set under one of the following cases while the SRS-ECU is monitoring the warning lamp drive circuit:
 - When a short circuit occurs in the warning lamp drive circuit.

- When a malfunction is detected in the output transistor inside the SRS-ECU.
- However, if the vehicle condition returns to normal, diagnosis code 44 will be automatically erased, and the SRS warning lamp will go out.

PROBABLE CAUSES

- Damaged wiring harnesses of connectors
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

Check the SRS warning lamp drive circuit system. Refer to [P.52B-60](#), [P.52B-64](#).

Code No. 46 Improper installation of SRS-ECU

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set when an SRS-ECU designed only for the driver's air bag, is installed on vehicle, which has both driver's and passenger's (front) air bags. However, if the system returns to normal condition, code number 46 will be erased automatically and the SRS warning lamp will go out.

PROBABLE CAUSES

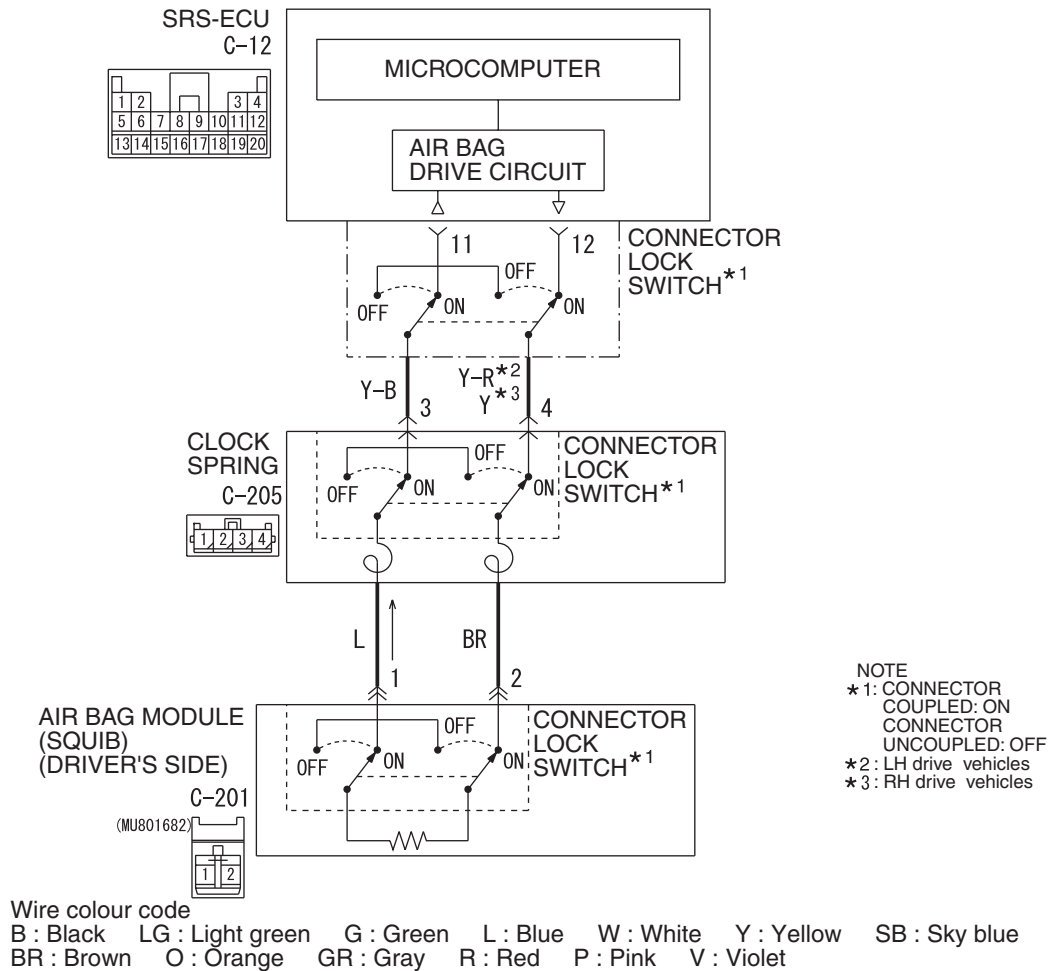
Incorrect SRS-ECU

DIAGNOSIS PROCEDURE

Replace the SRS-ECU to a proper one for equipment (Refer to [P.52B-109](#)).

Code No.61: Driver's air bag module (squib) system (short-circuited to the power supply)

Driver's Air Bag Module (Squib) Circuit



W6J52E000A

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU sends an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the driver's air bag squib wire(s) are short-circuited to the power supply.

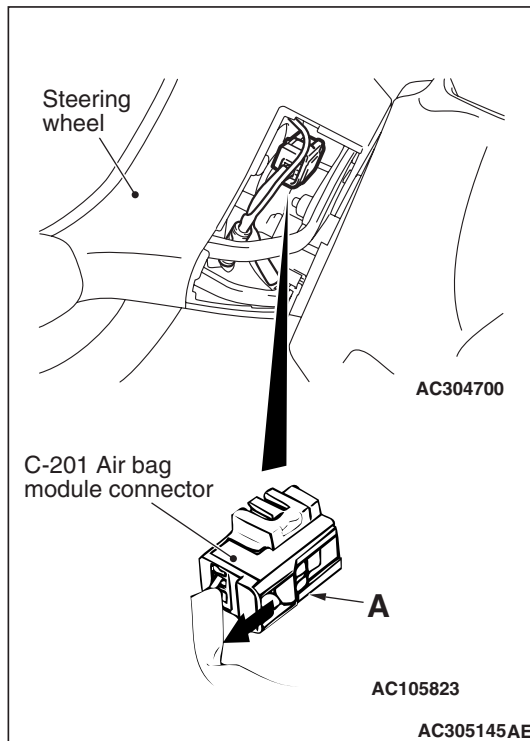
PROBABLE CAUSES

- Malfunction of the clock spring
- Damaged harness wires and connectors
- Short to the power supply in the driver's air bag module (squib) harness
- Malfunction of the SRS-ECU

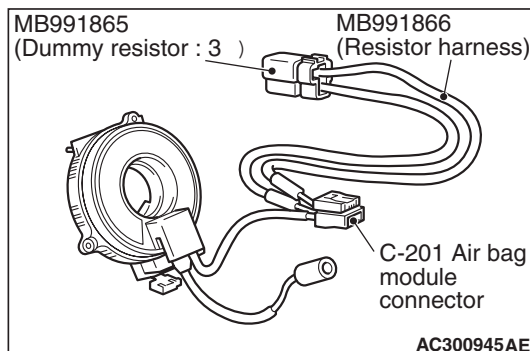
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) By sliding the A section (in the figure) of air bag module connector C-201 in arrow direction, disconnect the connector.



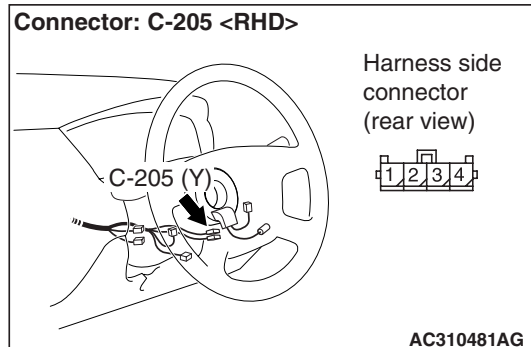
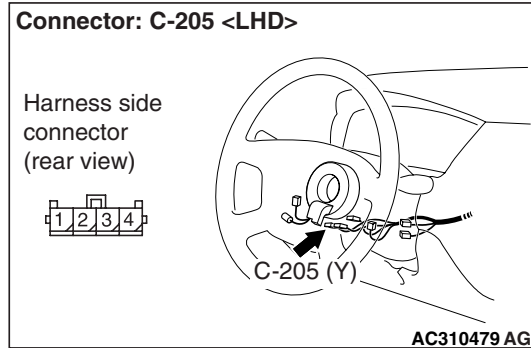
(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

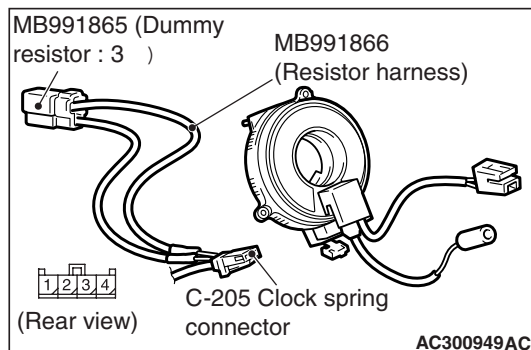
- (4) Insert special tool (MB991866) into clock spring side air bag module connector C-201 by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 61 out put?**YES :** Go to Step 2.**NO :** Replace the driver's air bag module (Refer to P.52B-110).**STEP 2. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)**

(1) Disconnect the negative battery terminal.



(2) Disconnect the clock spring connector C-205.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

⚠ CAUTION**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

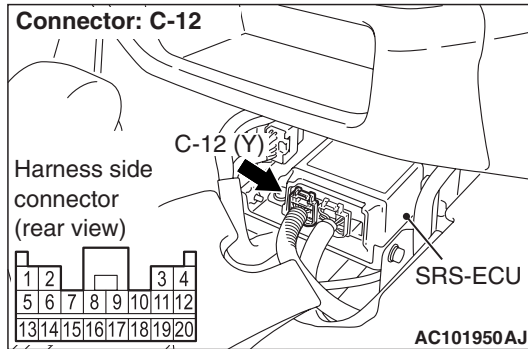
- (4) Insert special tool (MB991866) into clock spring harness side connector C-205 (terminal No.3 and 4) by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 61 set?

YES : Go to Step 3.

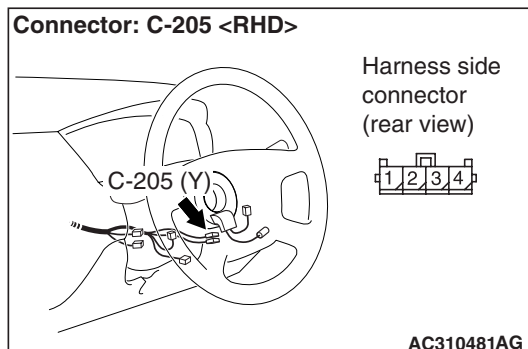
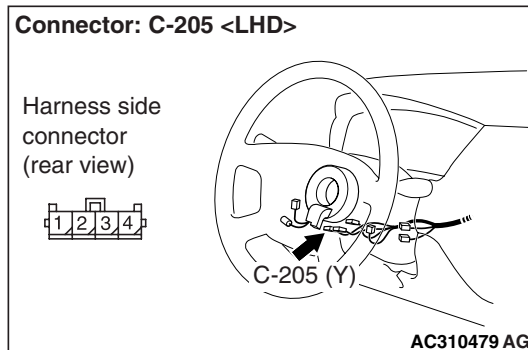
NO : Replace the clock spring (Refer to [P.52B-110](#)).

STEP 3. Voltage measurement at the SRS-ECU connector C-12



(1) Disconnect SRS-ECU connector C-12.

⚠ DANGER

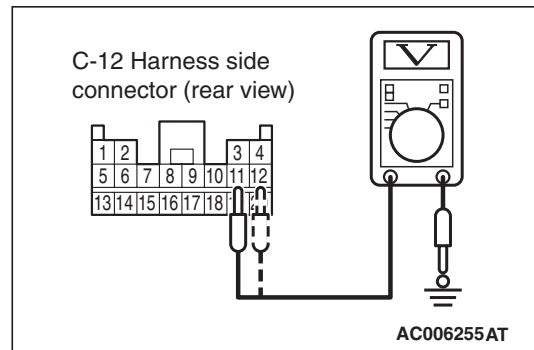


To prevents the air bag from deploying unintentionally, disconnect the clock spring connector C-205 to short the squib circuit.

(2) Disconnect the clock spring connector C-205.

(3) Turn the ignition switch to the "ON" position.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Voltage measurement between C-12 harness side connector terminals 11, 12 and body earth.

OK: 0 V

Q: Is the check result normal?

YES : Go to Step 4.

NO : Repair the harness wires between SRS-ECU connector C-12 (terminal No.11 and 12) and clock spring connector C-205 (terminal No.3 and 4).

STEP 4. Check whether the diagnosis code is reset.

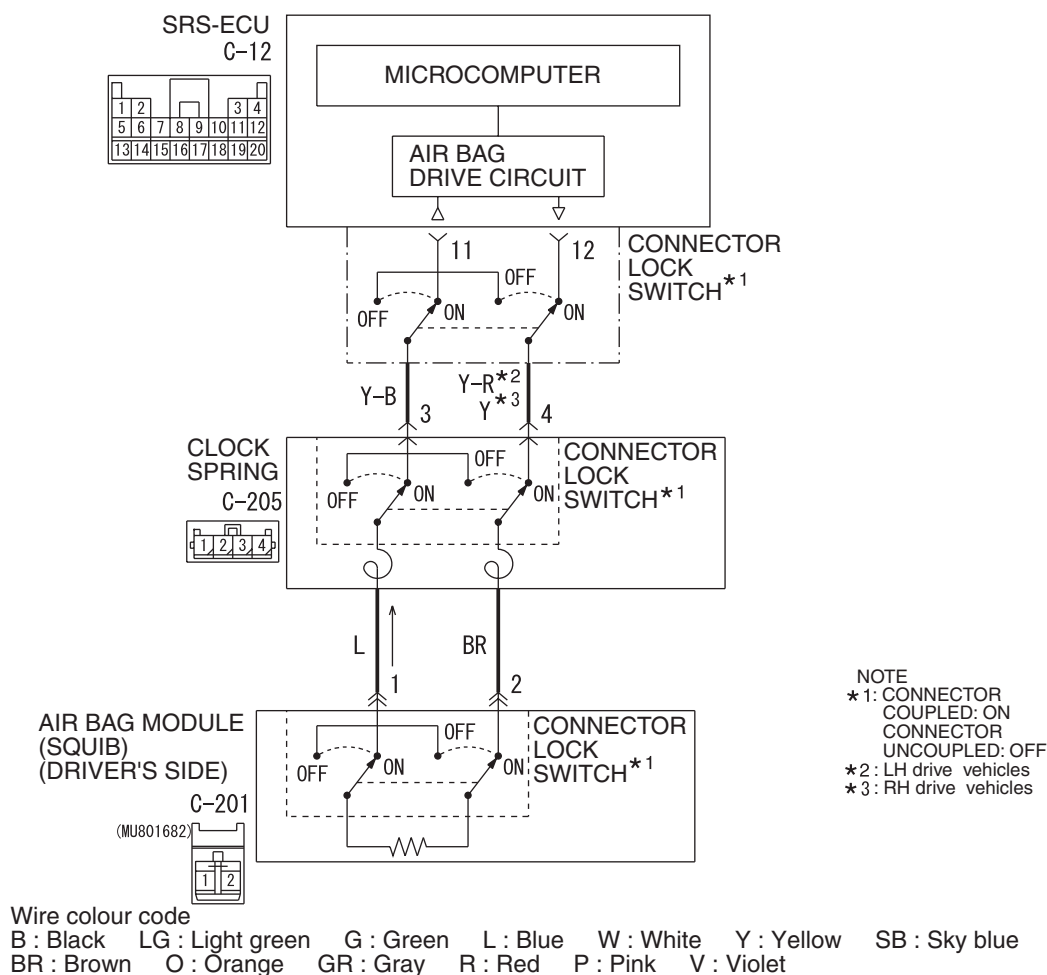
Q: Is diagnosis code 61 set?

YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

Code No.62: Driver's air bag module (squib) system (short-circuited to the earth)

Driver's Air Bag Module (Squib) Circuit



W6J52E000A

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the driver's air bag squib wire(s) are short-circuited to the earth.

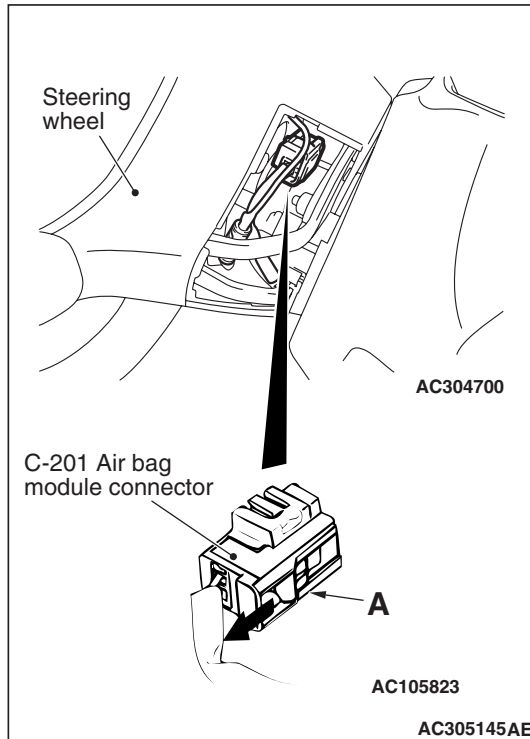
PROBABLE CAUSES

- Malfunction of the clock spring
- Damaged harness wires and connectors
- Short to the earth in the driver's air bag module (squib) harness
- Malfunction of the SRS-ECU

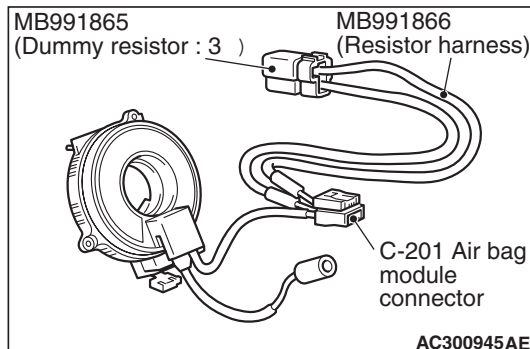
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) By sliding the A section (in the figure) of air bag module connector C-201 in arrow direction, disconnect the connector.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (4) Insert special tool (MB991866) into clock spring side air bag module connector C-201 by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnosis code memory, and check the diagnosis code.

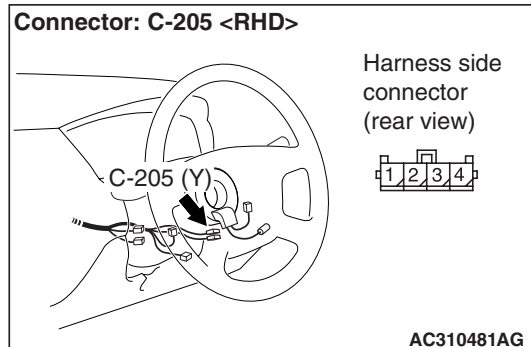
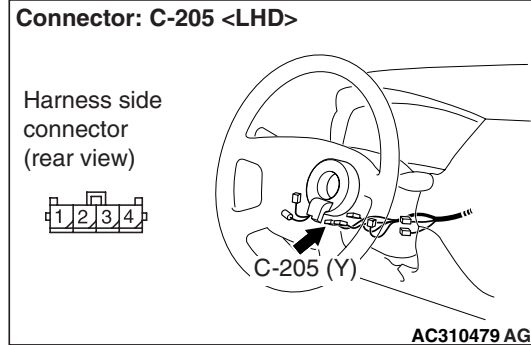
Q: Is diagnosis code 62 out put?

YES : Go to Step 2.

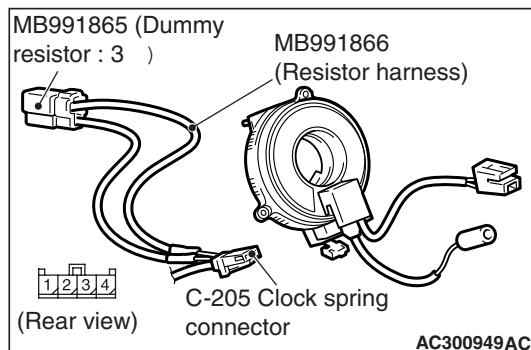
NO : Replace the driver's air bag module (Refer to P.52B-110).

STEP 2. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect the clock spring connector C-205.



(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

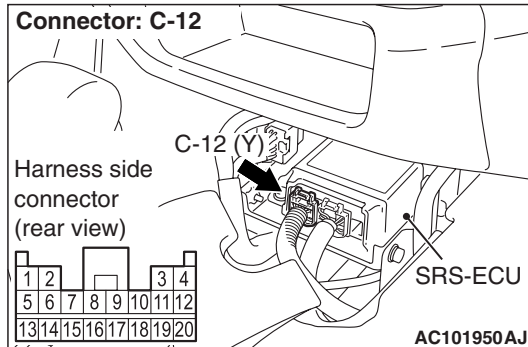
- (4) Insert special tool (MB991866) into clock spring harness side connector C-205 (terminal No.3 and 4) by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 62 set?

YES : Go to Step 3.

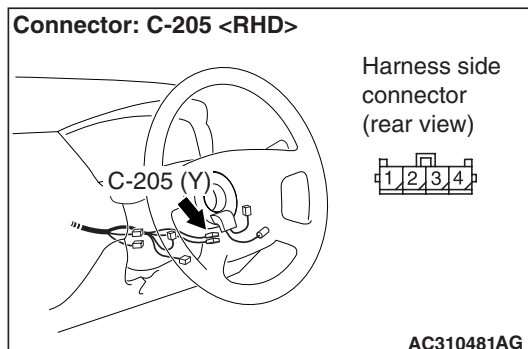
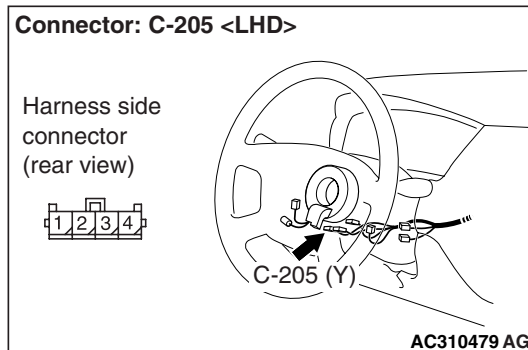
NO : Replace the clock spring (Refer to P.52B-110).

STEP 3. Resistance measurement at the SRS-ECU connector C-12



(1) Disconnect SRS-ECU connector C-12.

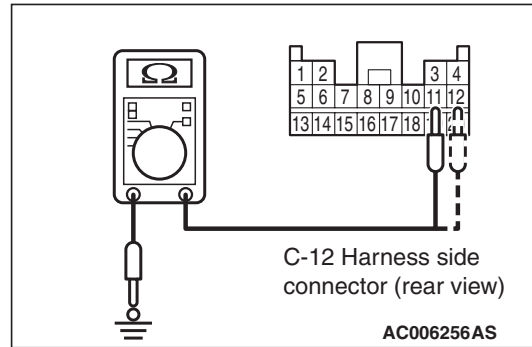
⚠ DANGER



To prevent the air bag from deploying unintentionally, disconnect the clock spring connector C-205 to short the squib circuit.

(2) Disconnect the clock spring connector C-205.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Check for continuity between C-12 harness side connector terminals 11, 12 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 4.

NO : Repair the harness wires between SRS-ECU connector C-12 (terminal No.11 and 12) and clock spring connector C-205 (terminal No.3 and 4).

STEP 4. Check whether the diagnosis code is reset.

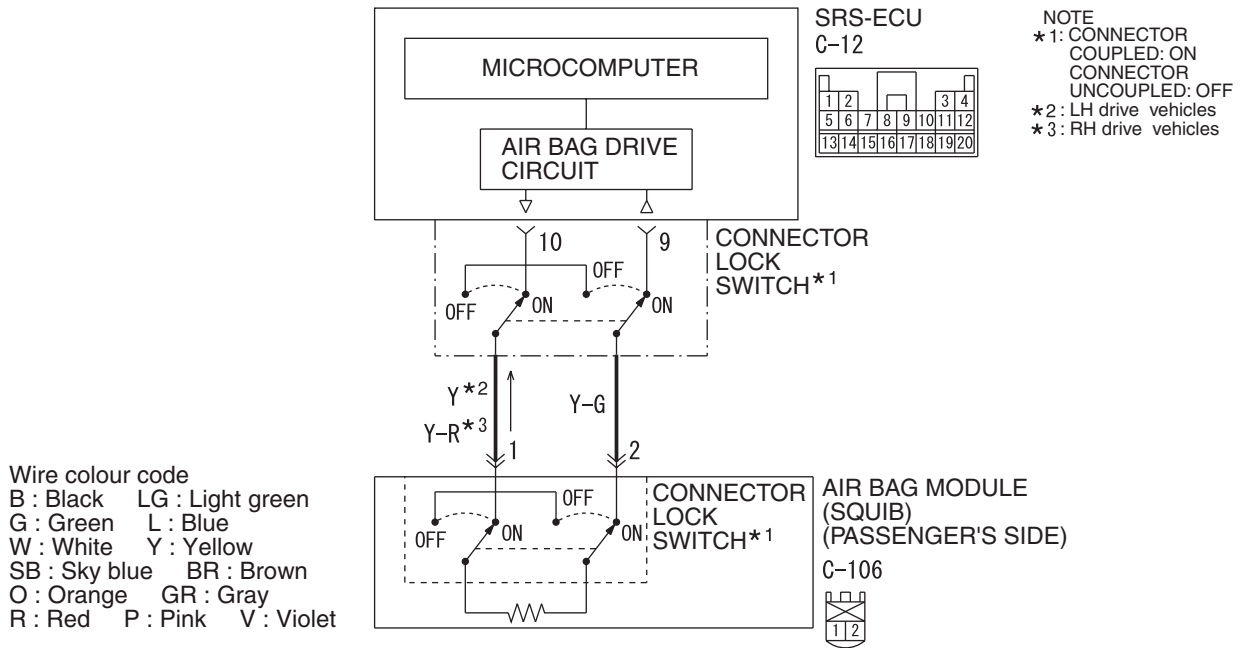
Q: Is diagnosis code 62 set?

YES : Replace the SRS-ECU (Refer to P.52B-109).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points P.00-5).

Code No.64: Passenger's (front) air bag module (squib) system (short-circuited to the power supply)

Passenger's (Front) Air Bag Module (Squib) Circuit



W6J52E001A

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the passenger's (front) air bag squib wire(s) are short-circuited to the power supply.

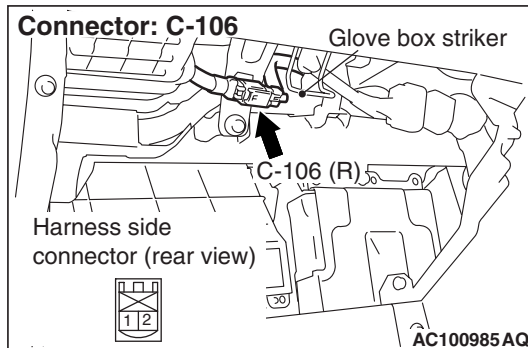
PROBABLE CAUSES

- Damaged harness wires and connectors
- Short to the power supply in the passenger's (front) air bag module (squib) harness
- Malfunction of the SRS-ECU

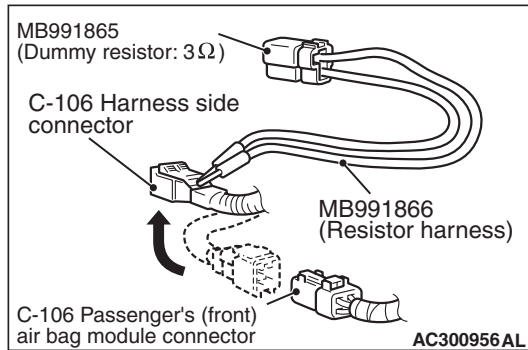
DIAGNOSIS PROCEDURE

STEP1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



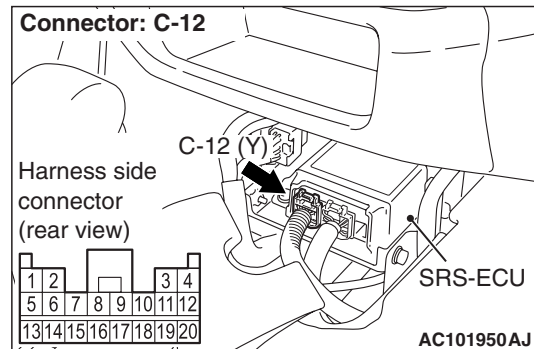
(2) Disconnect passenger's (front) air bag module connector C-106.



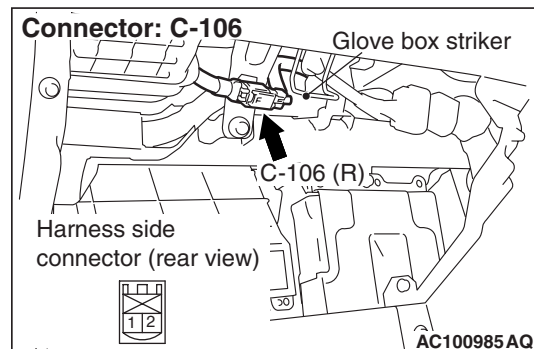
(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

CAUTION**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

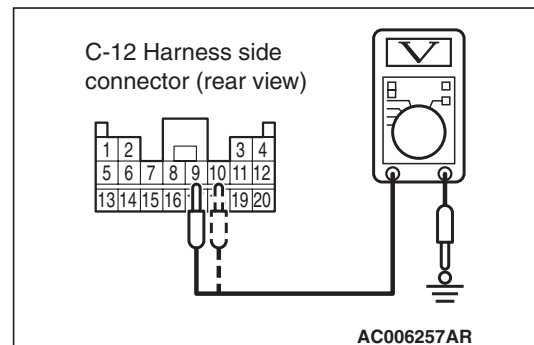
- (4) Disconnect the passenger's (front) air bag module connector C-106, and insert special tool (MB991866) into the harness side connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 64 set?**YES :** Go to Step 2.**NO :** Replace the passenger's (front) air bag module (Refer to [P.52B-110](#)).**STEP 2. Voltage measurement at the SRS-ECU connector C-12**

(1) Disconnect SRS-ECU connector C-12.

CAUTION**To prevent the air bag from deploying unintentionally, disconnect the passenger's (front) air bag module connector C-106 to short the squib circuit.**

- (2) Disconnect the passenger's (front) air bag module connector C-106.
- (3) Turn the ignition switch to the "ON" position.

CAUTION**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(4) Voltage measurement between C-12 harness side connector terminals 9, 10 and body earth.

OK: 0 V

Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector C-12 (terminal No.9 and 10) and passenger's (front) air bag module connector C-106 (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

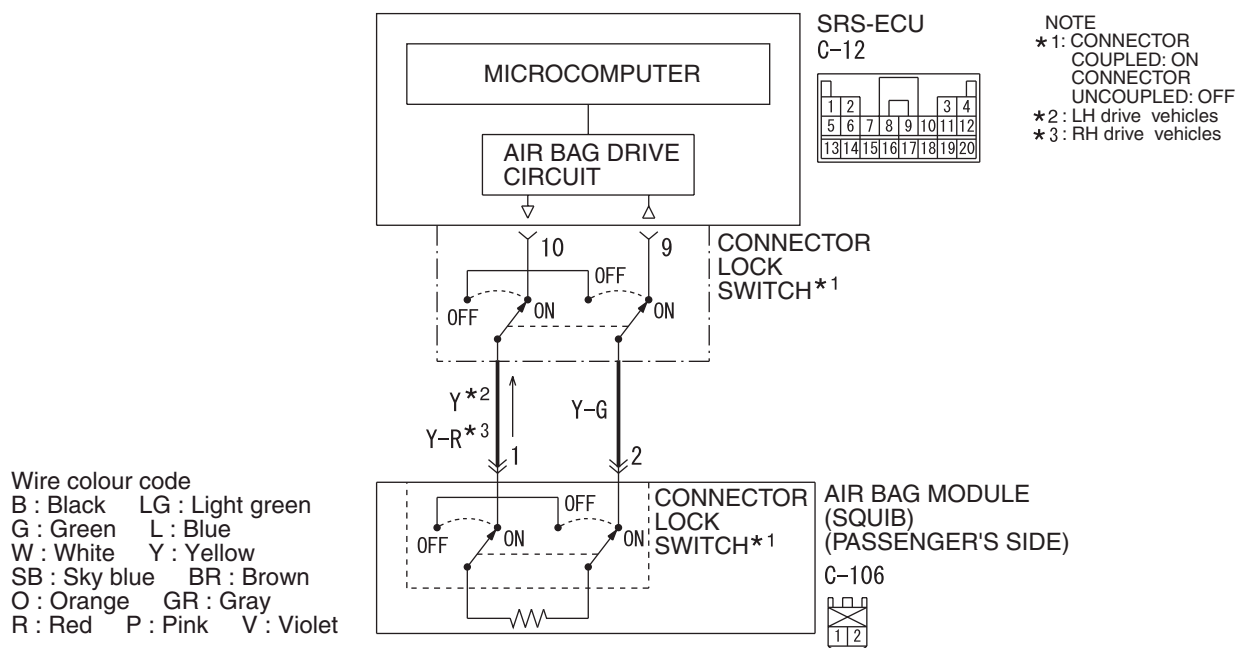
Q: Is diagnosis code 64 set?

YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

Code No.65: Passenger's (front) air bag module (squib) system (short-circuited to the earth)

Passenger's (Front) Air Bag Module (Squib) Circuit



W6J52E001A

OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRs (front) air bag will inflate.
- The ignition signal is input to the air bag module spring to inflate the air bag.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the passenger's (front) air bag squib wire(s) are short-circuited to the earth.

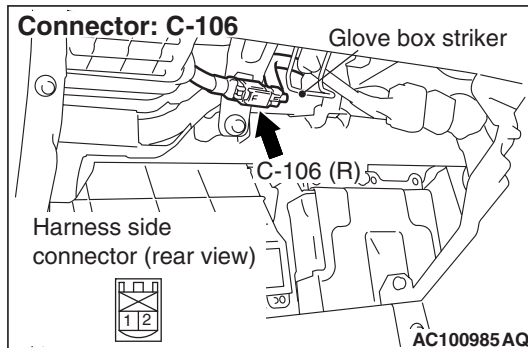
PROBABLE CAUSES

- Damaged harness wires and connectors
- Short to the earth in the passenger's (front) air bag module (squib) harness
- Malfunction of the SRS-ECU

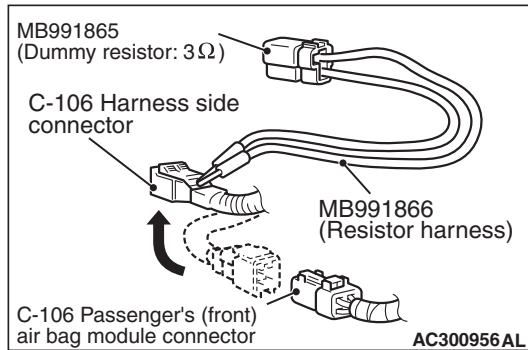
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



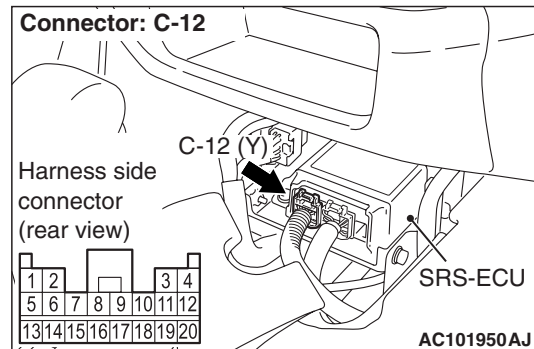
(2) Disconnect passenger's (front) air bag module connector C-106.



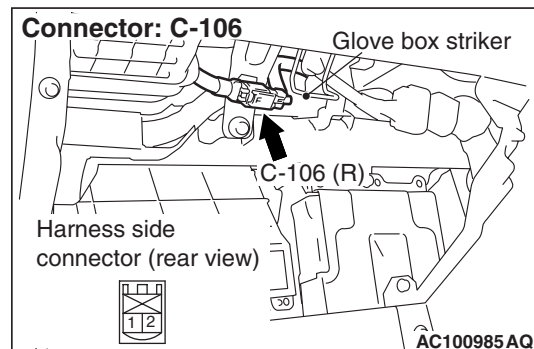
(3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991866).

CAUTION**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

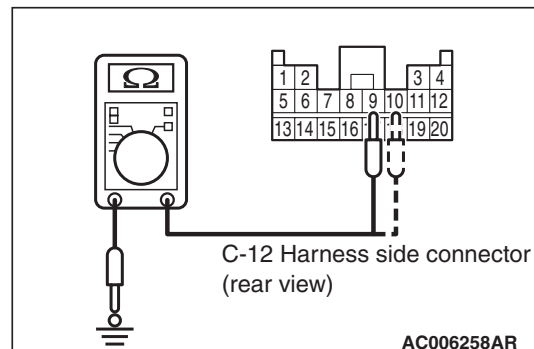
- (4) Disconnect the passenger's (front) air bag module connector C-106, and insert special tool (MB991866) into the harness side connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 65 set?**YES :** Go to Step 2.**NO :** Replace the passenger's (front) air bag module (Refer to [P.52B-110](#)).**STEP 2. Resistance measurement at the SRS-ECU connector C-12**

(1) Disconnect SRS-ECU connector C-12.

CAUTION**To prevent the air bag from deploying unintentionally, disconnect the passenger's (front) air bag module connector C-106 to short the squib circuit.**

(2) Disconnect passenger's (front) air bag module connector C-106.

CAUTION**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

OK: Open circuit

NO : Repair the harness wires between SRS-ECU connector C-12 (terminal No.9 and 10) and passenger's (front) air bag module connector C-106 (terminal No.1 and 2).

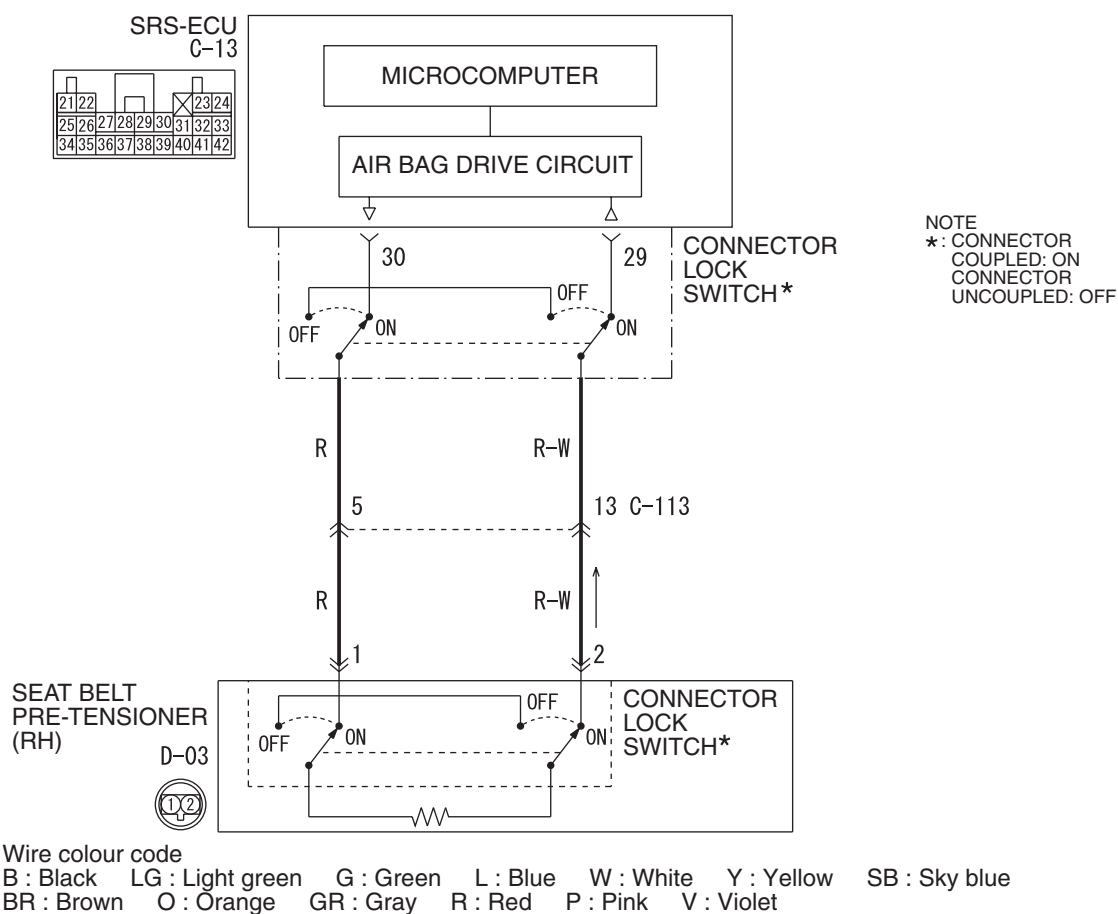
NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points P.00-5).

Code No.66: Driver's seat belt pre-tensioner (squib) system (short-circuited to the power supply)

[illegible]

W4J52E021A

Driver's Seat Belt Pre-Tensioner (Squib) (RHD)



W4J52E023A

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the seat belt pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the driver's seat belt pre-tensioner wire(s) are short-circuited to the power supply.

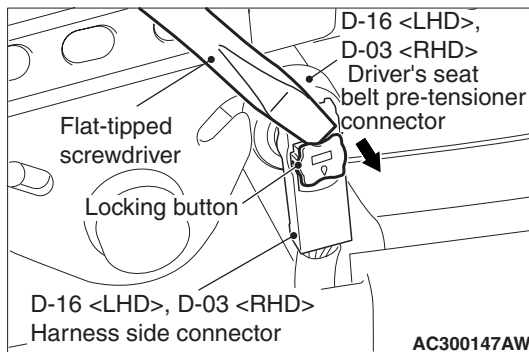
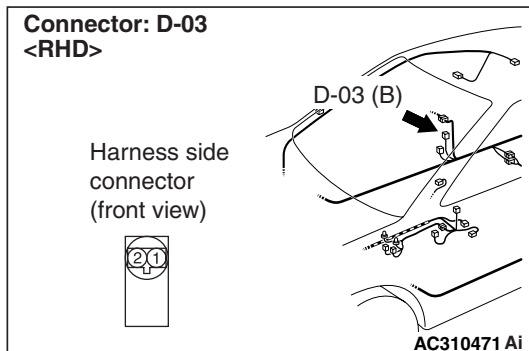
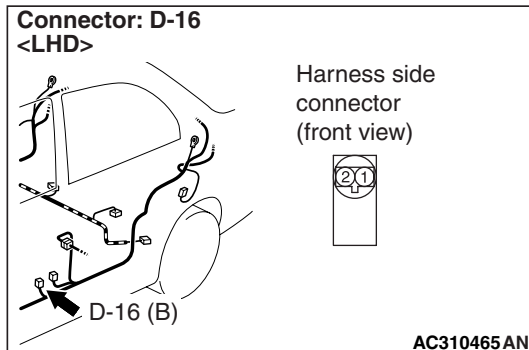
PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Short to the power supply in the driver's seat belt pre-tensioner (squib) harness
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

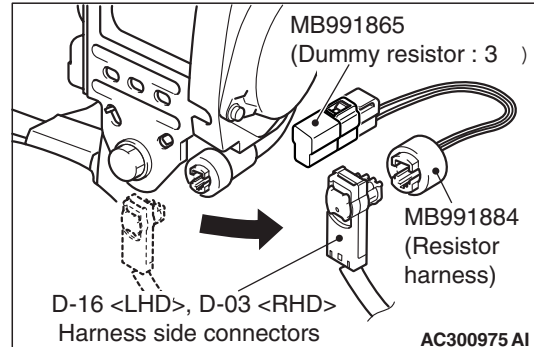
STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect driver's seat belt pre-tensioner

connector D-16 <LHD> or D-03 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

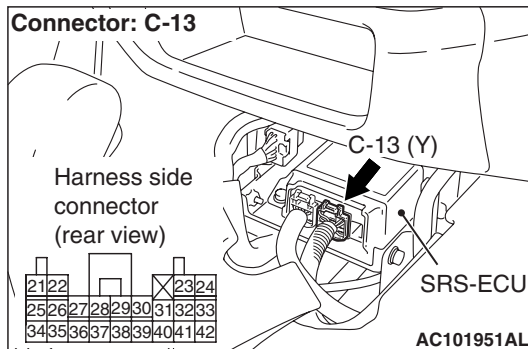


- (3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
- (4) Connect special tool (MB991884) to the D-16 <LHD> or D-03 <RHD> harness side connector.
- (5) Connect the negative battery terminal.
- (6) Erase diagnosis code memory, and check the diagnosis code.

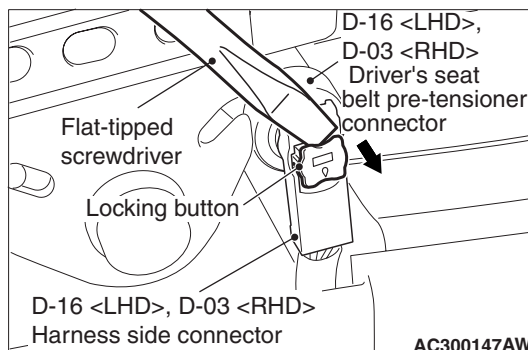
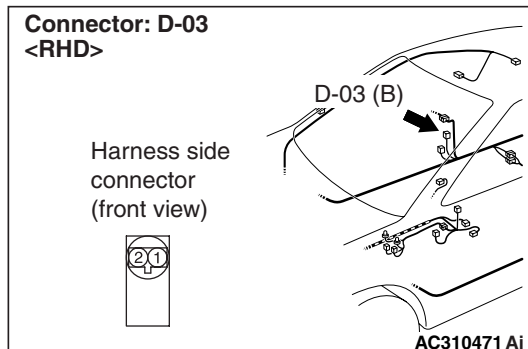
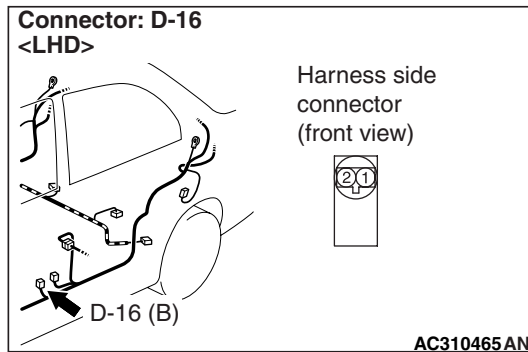
Q: Is diagnosis code 66 set?

YES : Go to Step 2.

NO : Replace the driver's seat belt with pre-tensioner (Refer to [P.52B-117](#)).

STEP 2. Voltage measurement at the SRS-ECU connector C-13

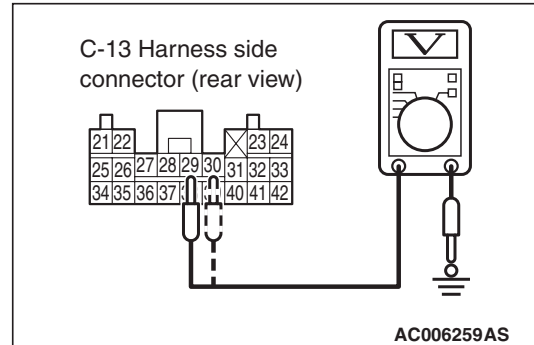
(1) Disconnect SRS-ECU connector C-13.



(2) Disconnect driver's seat belt pre-tensioner

connector D-16 <LHD> or D-03 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

(3) Turn the ignition switch to the "ON" position.

CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Voltage measurement between C-13 harness side connector terminals 29, 30 and body earth.

OK: 0 V

Q: Is the measured voltage within the specified range?

YES : Go to Step 3.

NO : Repair the harness wire between SRS-ECU connector C-13 (terminal No.29 and 30) and driver's seat belt pre-tensioner connector D-16 <LHD> or D-03 <RHD> (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

Q: Is diagnosis code 66 set?

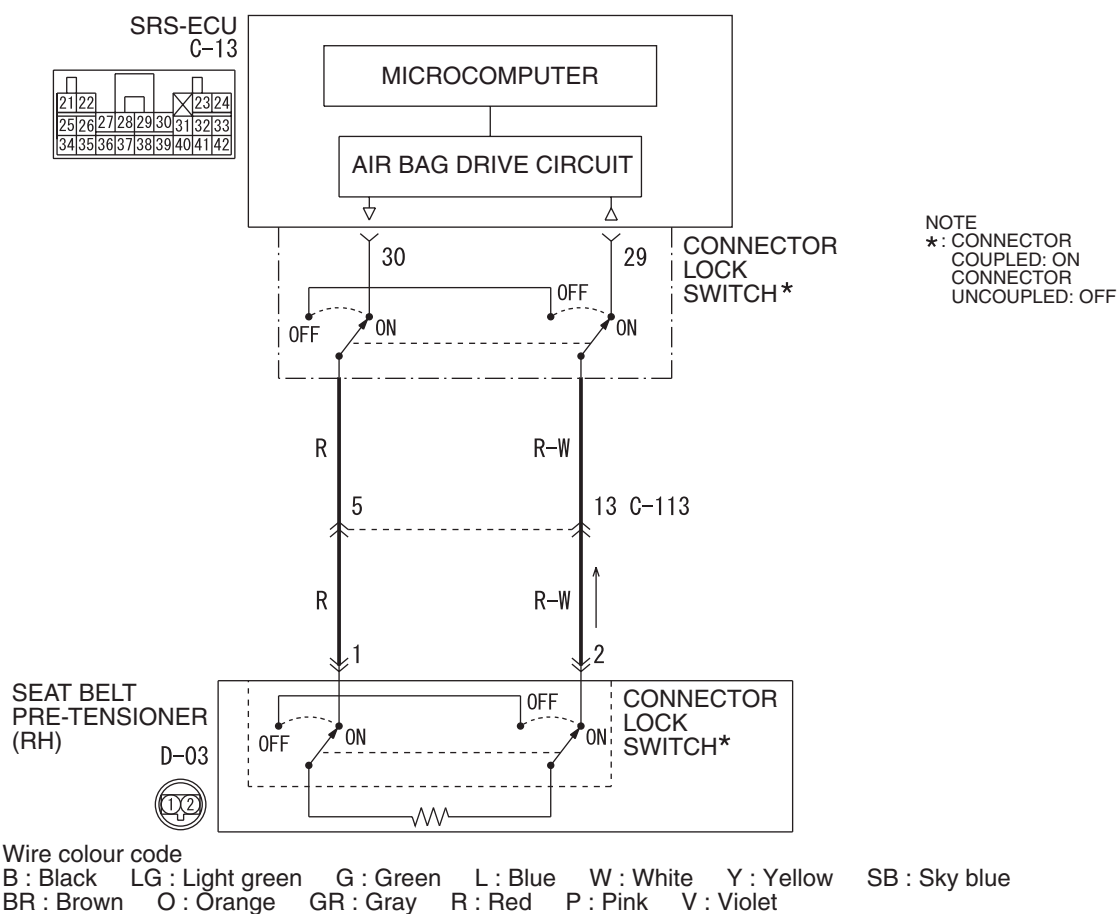
YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

Driver's Seat Belt Pre-Tensioner (Squib) (LHD)



Driver's Seat Belt Pre-Tensioner (Squib) (RHD)



W4J52E023A

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the seat belt pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if the driver's seat belt pre-tensioner wire(s) are short-circuited to the earth.

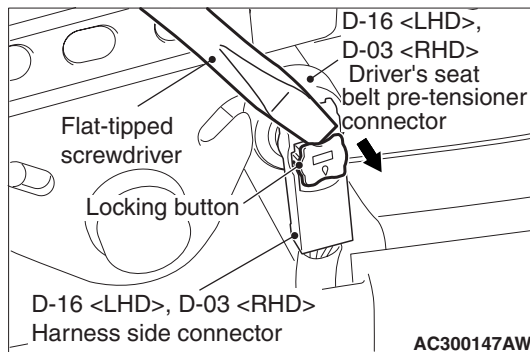
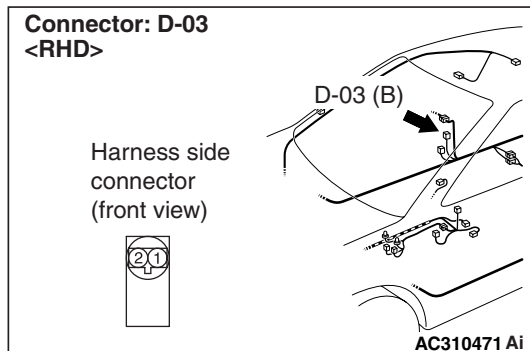
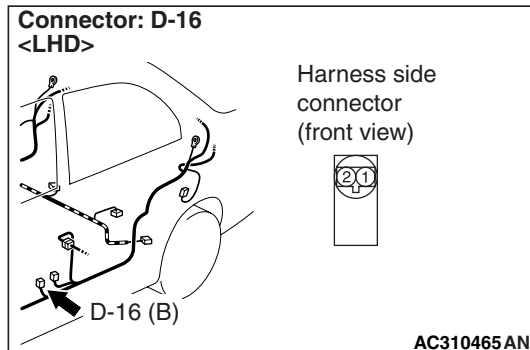
PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Short to the earth in the driver's seat belt pre-tensioner (squib) harness
- Malfunction of the SRS-ECU

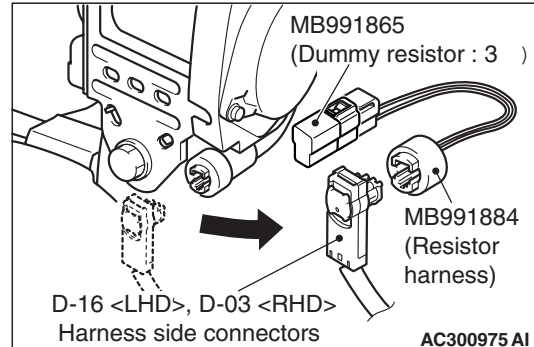
DIAGNOSIS PROCEDURE

STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



connector D-16 <LHD> or D-03 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



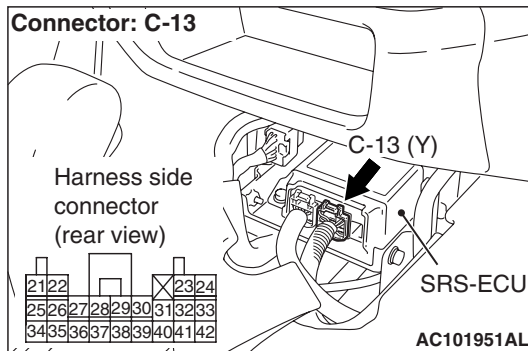
- (3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
- (4) Connect special tool (MB991884) to the D-16 <LHD> or D-03 <RHD> harness side connector.
- (5) Connect the negative battery terminal.
- (6) Erase diagnosis code memory, and check the diagnosis code.

Q: Is diagnosis code 67 set?

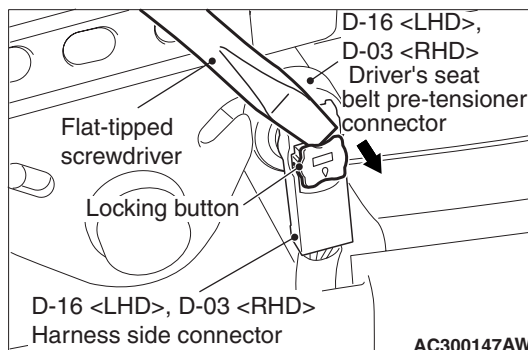
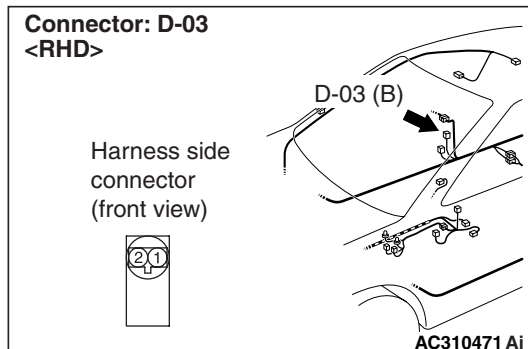
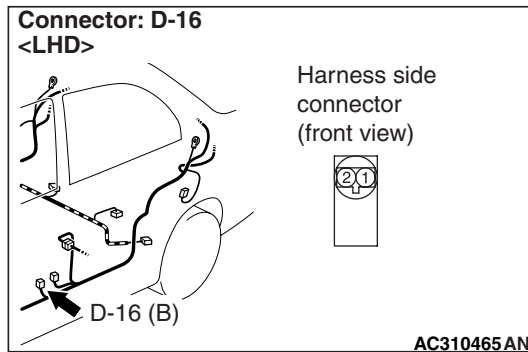
YES : Go to Step 2.

NO : Replace the driver's seat belt with pre-tensioner (Refer to [P.52B-117](#)).

(2) Disconnect driver's seat belt pre-tensioner

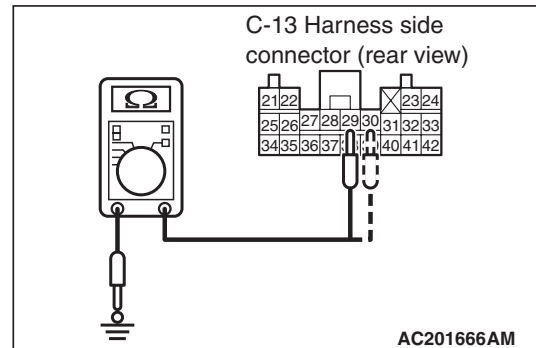
STEP 2. Resistance measurement at the SRS-ECU connector C-13

(1) Disconnect SRS-ECU connector C-13.



(2) Disconnect driver's seat belt pre-tensioner

connector D-16 <LHD> or D-03 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Resistance measurement between C-13 harness side connector terminals 29, 30 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the harness wire between SRS-ECU connector C-13 (terminal No.29 and 30) and driver's seat belt pre-tensioner connector D-16 <LHD> or D-03 <RHD> (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

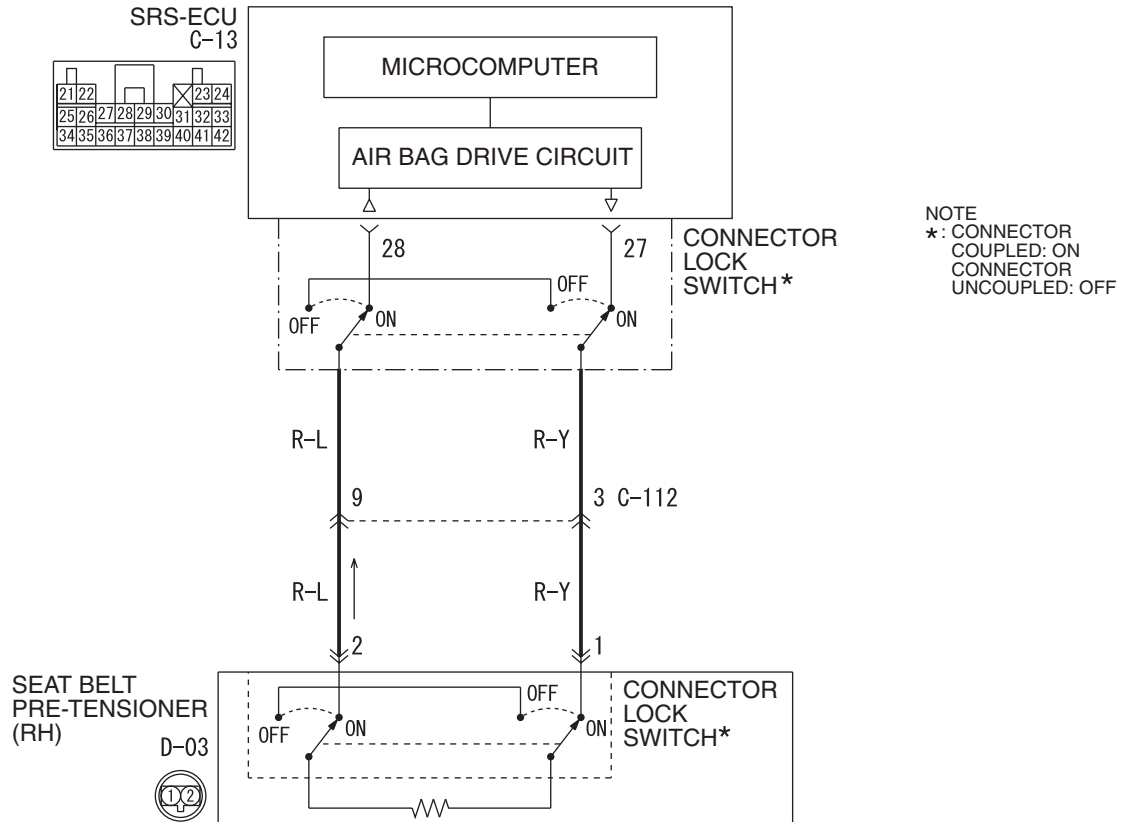
Q: Is diagnosis code 67 set?

YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

Code No.68: Passenger's (front) seat belt pre-tensioner (squib) system (short-circuited to the power supply)

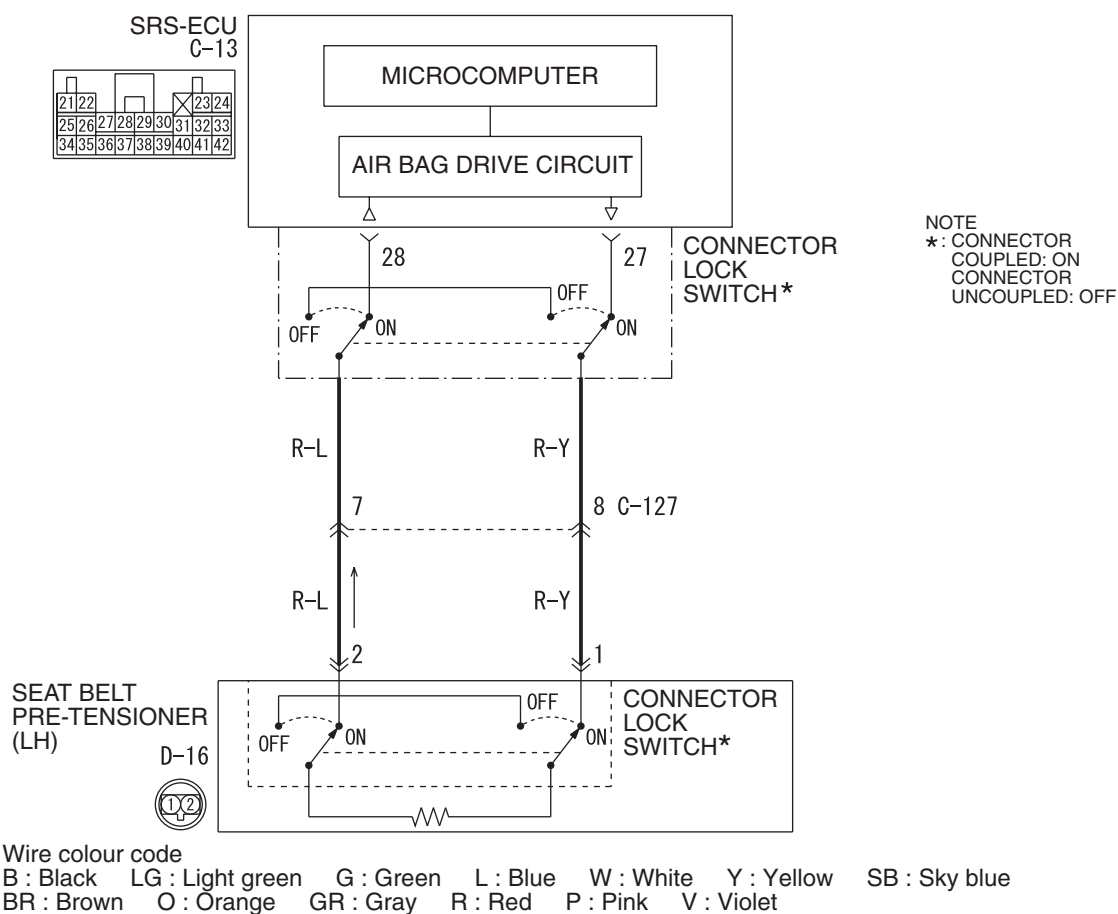
Passenger's (Front) Seat Belt Pre-tensioner (Squib) (LHD)



Wire colour code

B : Black LG : Light green G : Green L : Blue W : White Y : Yellow SB : Sky blue
BR : Brown O : Orange GR : Gray R : Red P : Pink V : Violet

Passenger's (Front) Seat Belt Pre-tensioner (Squib) (RHD)



W4J52E024A

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the seat belt pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if passenger's (front) seat belt pre-tensioner wire(s) are short-circuited to the power supply.

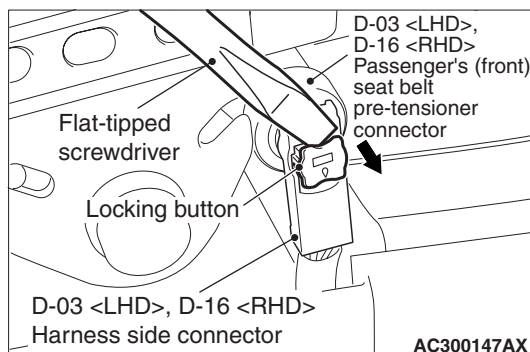
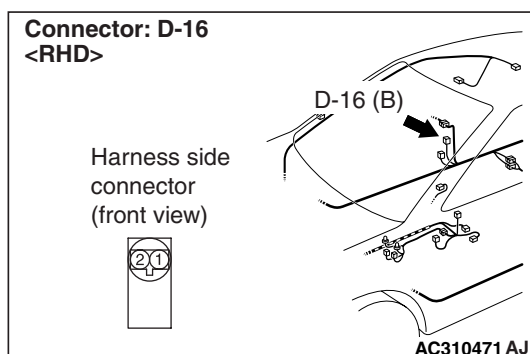
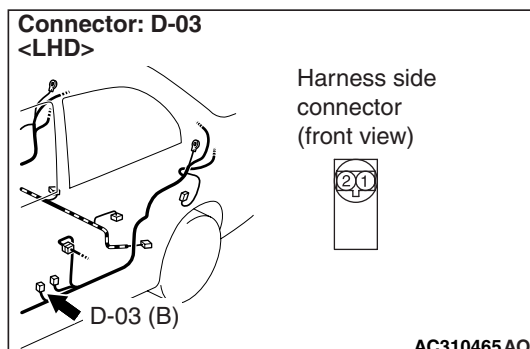
PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Short to the power supply in the passenger's (front) seat belt pre-tensioner (squib) harness
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

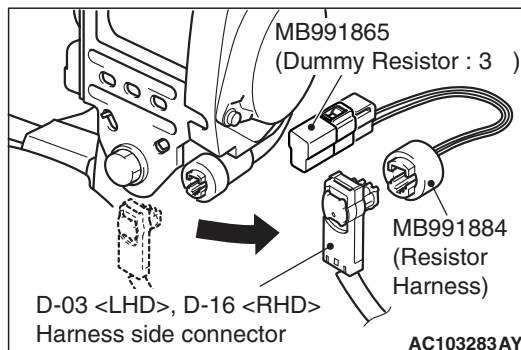
STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect passenger's (front) seat belt

pre-tensioner connector D-03 <LHD> or D-16 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

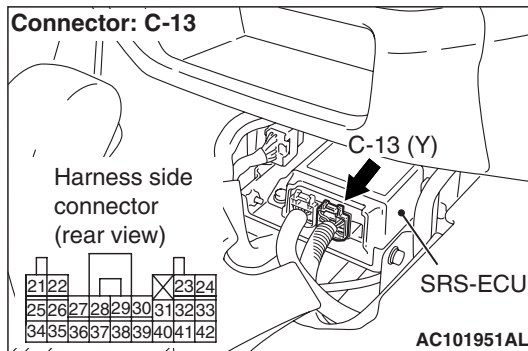


- (3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
- (4) Connect special tool (MB991884) to the D-03 <LHD> or D-16 <RHD> harness side connector.
- (5) Connect the negative battery terminal.
- (6) Erase diagnosis code memory, and then check the diagnosis code.

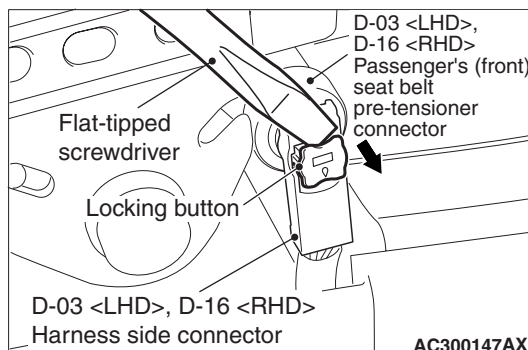
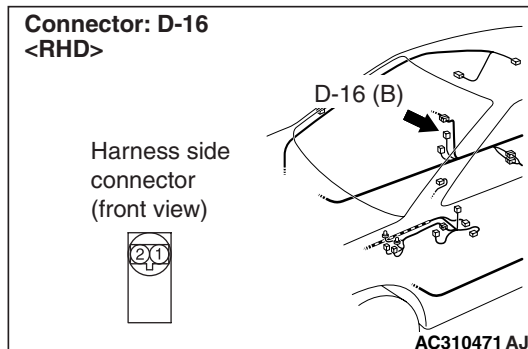
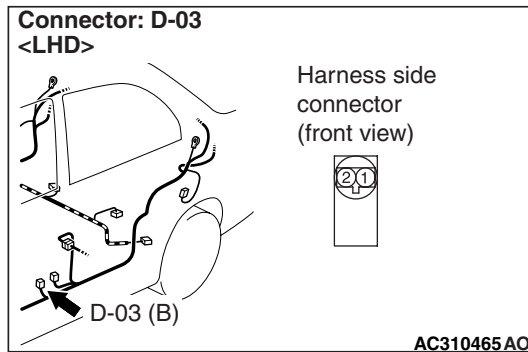
Q: Is diagnosis code 68 set?

YES : Go to Step 2.

NO : Replace the passenger's (front) seat belt with pre-tensioner (Refer to [P.52B-117](#)).

STEP 2. Voltage measurement at the SRS-ECU connector C-13

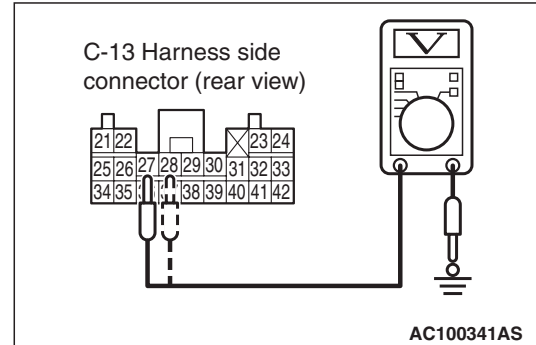
(1) Disconnect SRS-ECU connector C-13.



(2) Disconnect passenger's (front) seat belt

pre-tensioner connector D-03 <LHD> or D-16 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

(3) Turn the ignition switch to the "ON" position,

CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Voltage measurement between C-13 harness side connector terminals 27, 28 and body earth.

OK: 0 V**Q: Is the check result normal?****YES :** Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector C-13 (terminal No.27 and 28) and passenger's (front) seat belt pre-tensioner connector D-03 <LHD> or D-16 <RHD> (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.**Q: Is diagnosis code 68 set?**

YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

W4J52E022A

[illegible]

NOTE
*: CONNECTOR
COUPLED: ON
CONNECTOR
UNCOUPLD: OFF

B : Black LG : Light green G : Green L : Blue W : White Y : Yellow SB : Sky blue
BR : Brown O : Orange GR : Gray R : Red P : Pink V : Violet

OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analogue G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the seat belt pre-tensioner will deploy.

DIAGNOSIS CODE SET CONDITIONS

This diagnosis code is set if passenger's (front) seat belt pre-tensioner wire(s) are short-circuited to the earth.

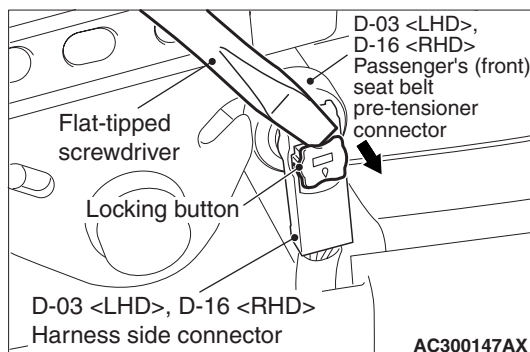
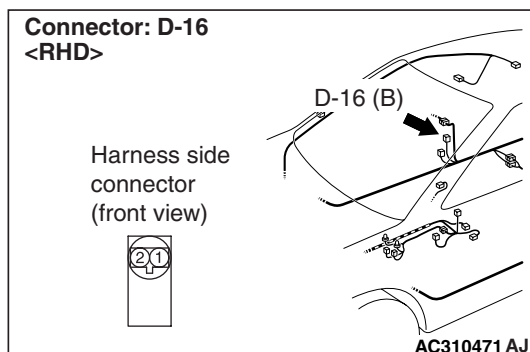
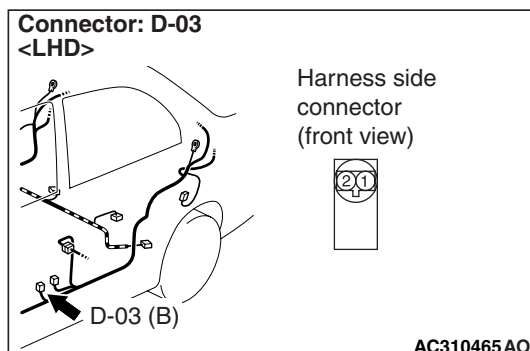
PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Short to the earth in the passenger's (front) seat belt pre-tensioner (squib) harness
- Malfunction of the SRS-ECU

DIAGNOSIS PROCEDURE

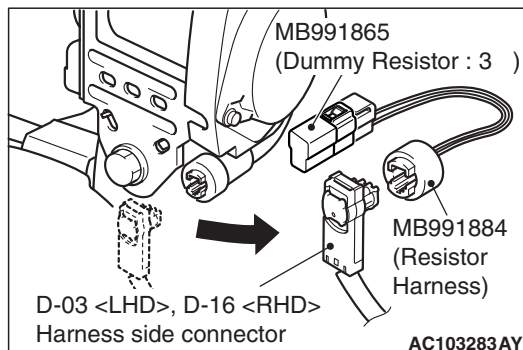
STEP 1. Check the diagnosis code by connecting a dummy resistor. (M.U.T.-II/III diagnosis code)

(1) Disconnect the negative battery terminal.



(2) Disconnect passenger's (front) seat belt

pre-tensioner connector D-03 <LHD> or D-16 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



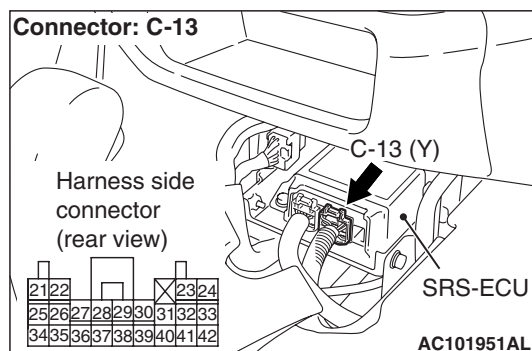
- (3) Connect special tool dummy resistor (MB991865) to special tool resistor harness (MB991884).
- (4) Connect special tool (MB991884) to the D-03 <LHD> or D-16 <RHD> harness side connector.
- (5) Connect the negative battery terminal.
- (6) Erase diagnosis code memory, and then check the diagnosis code.

Q: Is diagnosis code 69 set?

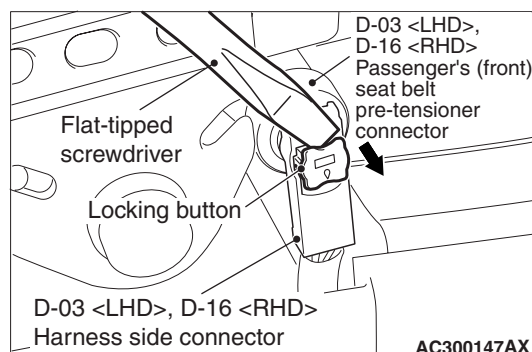
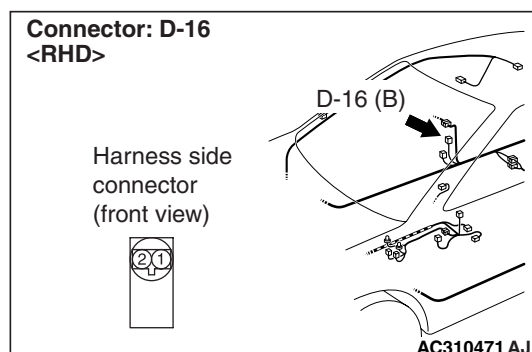
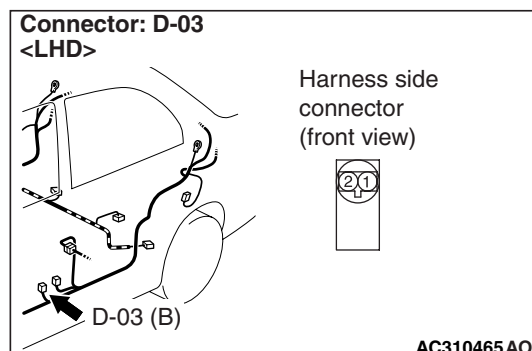
YES : Go to Step 2.

NO : Replace the passenger's (front) seat belt with pre-tensioner (Refer to [P.52B-117](#)).

STEP 2. Resistance measurement at the SRS-ECU connector C-13



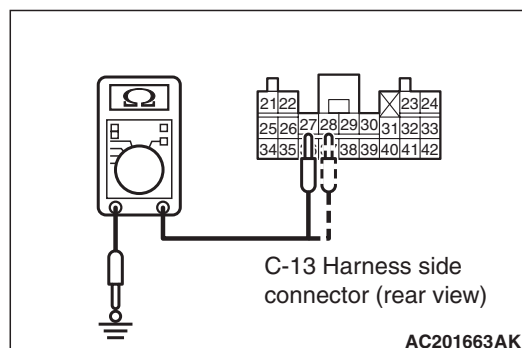
(1) Disconnect SRS-ECU connector C-13.



(2) Disconnect passenger's (front) seat belt

pre-tensioner connector D-03 <LHD> or D-16 <RHD>. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(3) Resistance measurement between C-13 harness side connector terminals 27, 28 and body earth.

OK: Open circuit

Q: Is the check result normal?

YES : Go to Step 3.

NO : Repair the harness wires between SRS-ECU connector C-13 (terminal No.27 and 28) and passenger's (front) seat belt pre-tensioner connector D-03 <LHD> or D-16 <RHD> (terminal No.1 and 2).

STEP 3. Check whether the diagnosis code is reset.

Q: Is diagnosis code 69 set?

YES : Replace the SRS-ECU (Refer to [P.52B-109](#)).

NO : An intermittent malfunction is suspected (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points P.00-5).

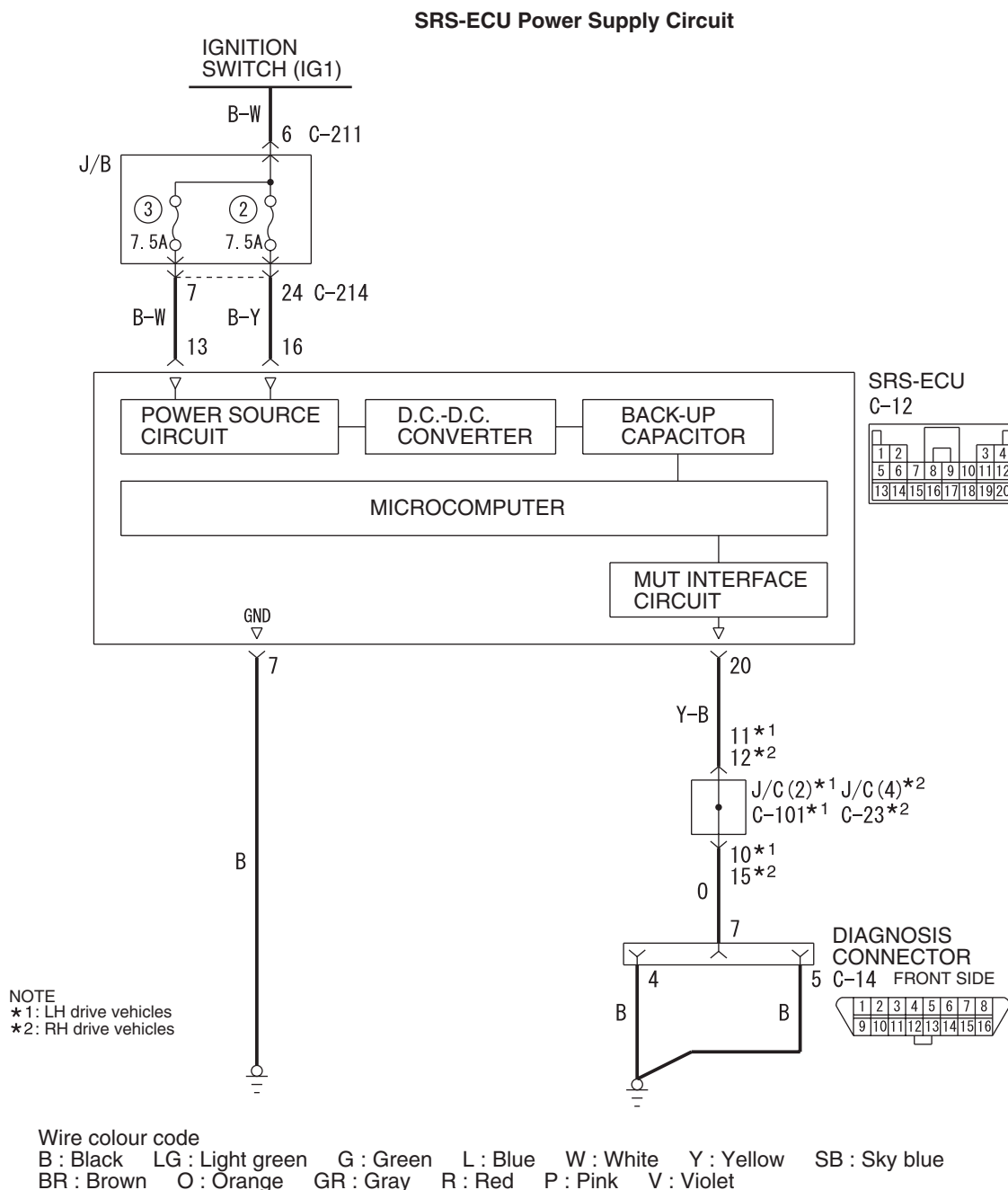
CHECK CHART FOR TROUBLE SYMPTOMS

M1524003400611

Trouble	Inspection procedure No.	Reference page
Communication with M.U.T.-II MB991502 or M.U.T.-III MB991955 is not possible (Communication with all systems is not possible).	–	GROUP 13A – Troubleshooting P.13A-237
Communication with M.U.T.-II MB991502 or M.U.T.-III MB991955 is not possible (Communication is not possible with SRS).	1	P.52B-96
When the ignition switch is turned to the "ON" position (engine stopped), the SRS warning lamp does not illuminate.	Refer to diagnosis code No.43.	P.52B-60
After the ignition switch is turned to the "ON" position, the SRS warning lamp does not go off within approximately 7 seconds.	Refer to diagnosis code No.43.	P.52B-64

SYMPTOM PROCEDURES

INSPECTION PROCEDURE 1: Communication with M.U.T.-II MB991502 or M.U.T.-III MB991955 is not possible (Communication is not possible with SRS).



W4J52E020A

OPERATION

- The SRS-ECU is powered from the ignition switch (IG1).
- The SRS-ECU power is supplied from two circuits. Even if one circuit is shut off, the air bag can inflate.
- The SRS system diagnosis can be done by connecting M.U.T.-II MB991502 or M.U.T.-III MB991955 to the diagnosis connector.

COMMENTS ON TROUBLE SYMPTOM

If communication is not possible with the SRS only, the cause is probably an open circuit in the on-board diagnostic output circuit of the SRS or in the power circuit (including earth circuit).

PROBABLE CAUSES

- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU
- Incorrect M.U.T.-II ROM pack

DIAGNOSIS PROCEDURE

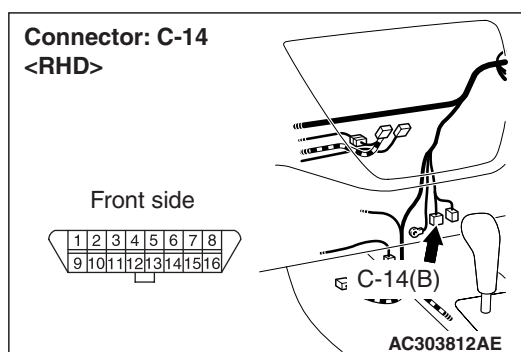
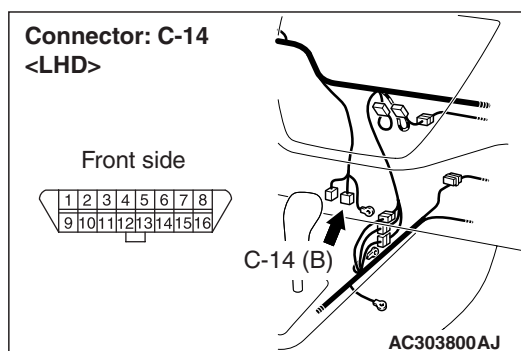
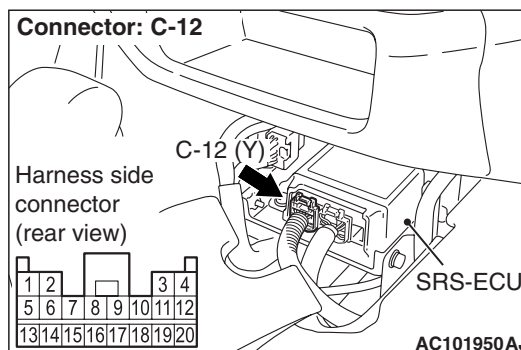
STEP 1. Check that the M.U.T.-II/III can communicate with the other systems.

Q: Can the M.U.T.-II/III communicate with the other systems?

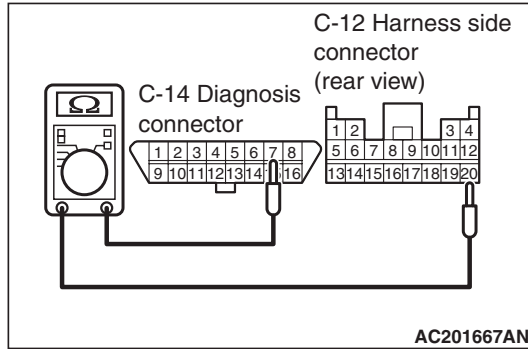
YES : Go to Step 2.

NO : Refer to GROUP 13A – Troubleshooting
[P.13A-237](#).

STEP 2. Resistance measurement between SRS-ECU connector C-12 (terminal No.20) and diagnosis connector C-14 (terminal No.7)



- (1) Disconnect SRS-ECU connector C-12 and diagnosis connector C-14, and measure at the wiring harness side.

CAUTION

Do not insert a test probe into the terminal from of the SRS-ECU connector C-12 its front side directly as the connector contact pressure may be weakened.

(2) Resistance measurement between the following terminals.

- SRS-ECU connector C-12 (terminal No.20) and diagnosis connector C-14 (terminal No.7)

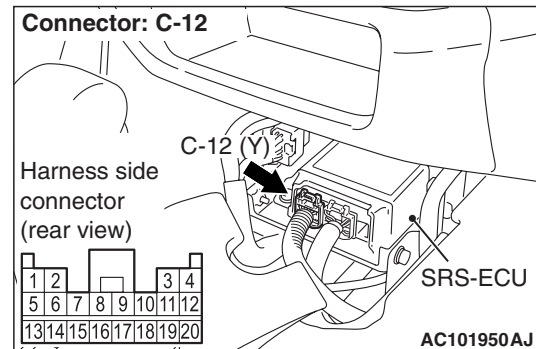
OK: Less than 2 Ω

Q: Is the check results normal?

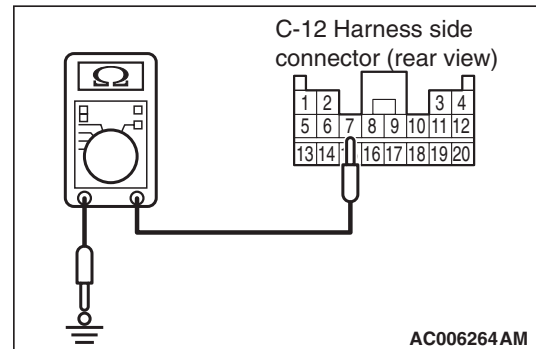
YES : Go to Step 3.

NO : Go to Step 5.

STEP 3. Resistance measurement the earth circuit to the SRS-ECU connector C-12



(1) Disconnect SRS-ECU connector C-12 and measure at the wiring harness side.

CAUTION

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(2) Check for continuity between terminal 7 and body earth.

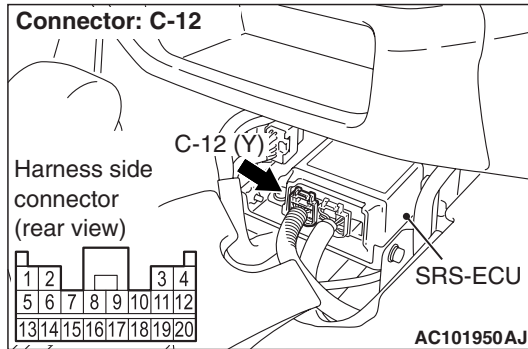
OK: Less than 2 Ω

Q: Is the check result normal?

YES : Go to Step 4.

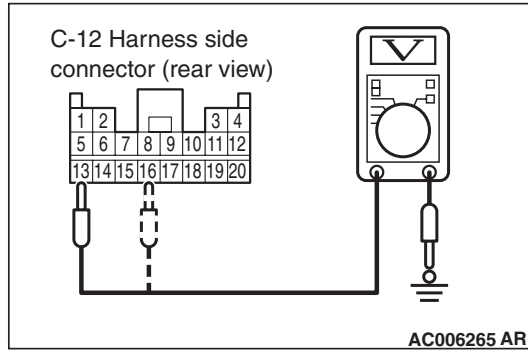
NO : Check the harness wire for open circuit between SRS-ECU connector C-12 (terminal No.7) and earth, and repair if necessary.

STEP 4. Voltage measurement the power supply circuit to the SRS-ECU connector C-12



- (1) Disconnect SRS-ECU connector C-12 and measure at the wiring harness side.
- (2) Connect the negative battery terminal.
- (3) Turn the ignition switch to the "ON" position.

⚠ CAUTION



Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (4) Voltage measurement between terminals 13, 16 and body earth.

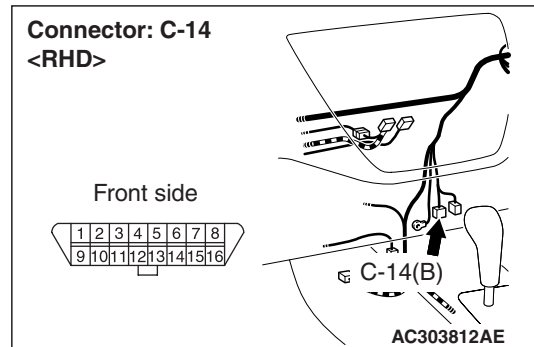
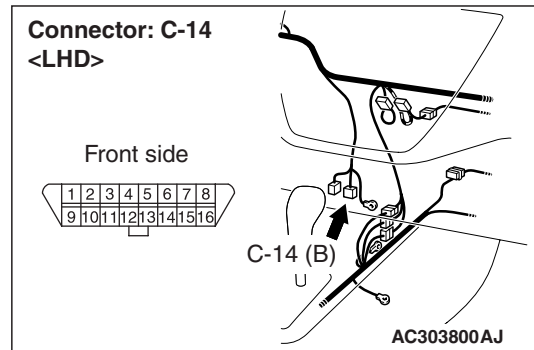
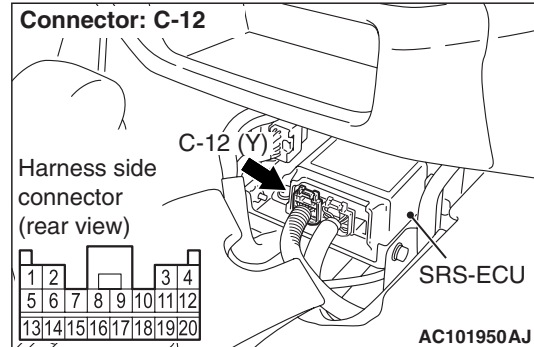
OK: 9 V or more

Q: Is the check result normal?

YES : Go to Step 7.

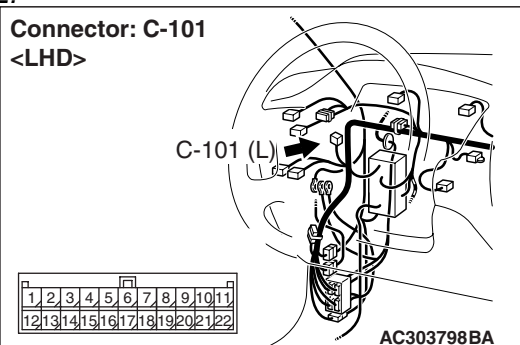
NO : Go to Step 6.

STEP 5. Check the harness wires between SRS-ECU connector C-12 and diagnosis connector C-14.

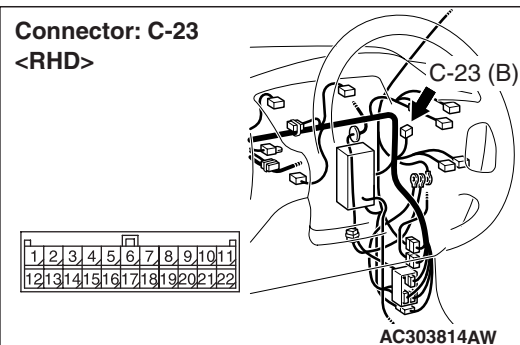


NOTE:

Connector: C-101
<LHD>



Connector: C-23
<RHD>



Prior to the wiring harness inspection, check junction block connector C-101 <LHD> or C-23 <RHD>, and repair if necessary.

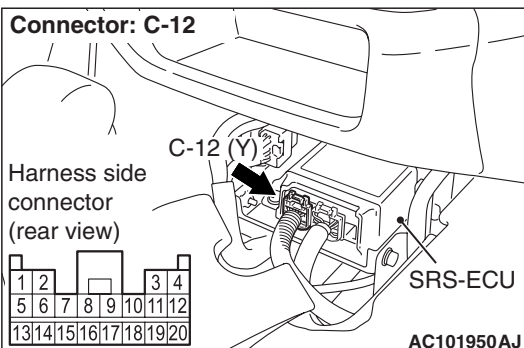
Q: Is the check result normal?

YES : An intermittent malfunction is suspected
(Refer to GROUP 00 – How to Use
Troubleshooting/Inspection Service Points
[P.00-5](#)).

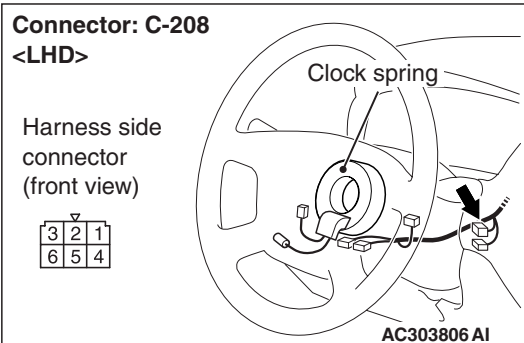
NO : Repair the harness wires.

**STEP 6. Check the harness wires between
SRS-ECU connector C-12 and ignition switch
connector C-208.**

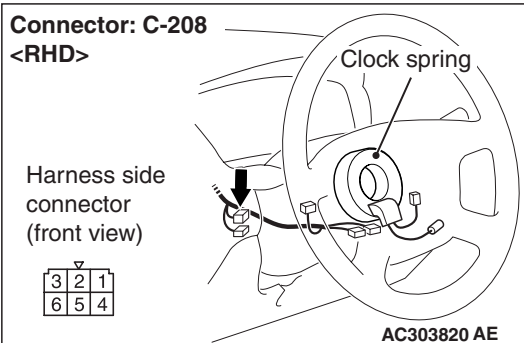
Connector: C-12



Connector: C-208
<LHD>



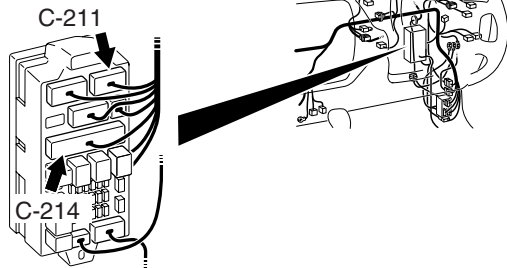
Connector: C-208
<RHD>



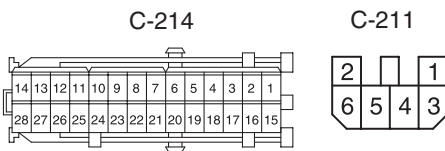
NOTE:

Connectors: C-211, C-214
<RHD>

Junction block (front view)



Harness side
(front view)



AC303823 AV

Q: Is the check result normal?

YES : An intermittent malfunction is suspected
(Refer to GROUP 00 – How to Use
Troubleshooting/Inspection Service Points
[P.00-5](#)).

NO : Repair the harness wires.

STEP 7. Retest the system.

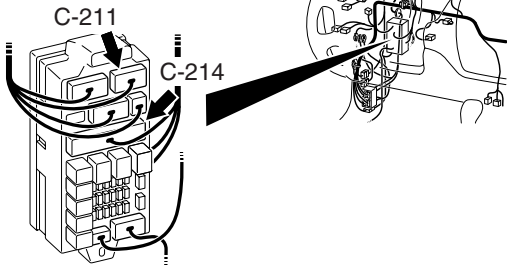
Q: Does the M.U.T.-II/III communicate normally with the SRS system?

YES : An intermittent malfunction is suspected
(Refer to GROUP 00 – How to Use
Troubleshooting/Inspection Service Points
[P.00-5](#)).

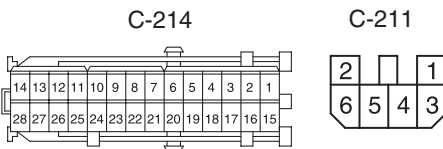
NO : Replace the SRS-ECU (Refer to
[P.52B-109](#)).

Connectors: C-211, C-214
<LHD>

Junction block (front view)



Harness side
(front view)



AC303809 AY

Prior to the wiring harness inspection, check junction block connectors C-211 and C-214, and repair if necessary.

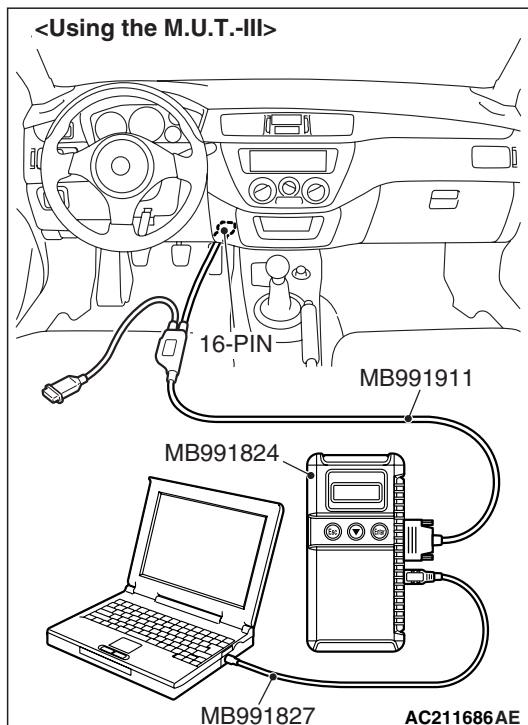
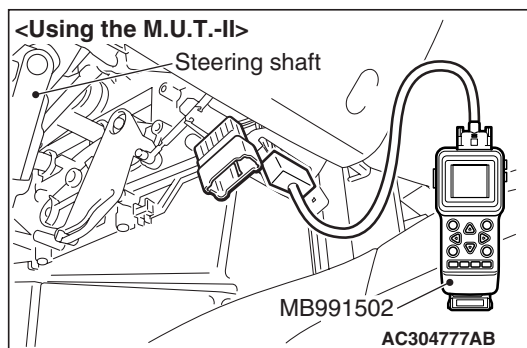
POST-COLLISION DIAGNOSIS

M1524001100692

Whether or not the air bags have deployed, check and service the vehicle after collision as follows:

SRS-ECU MEMORY CHECK

⚠ CAUTION



Refer to that the ignition switch is "LOCK" (OFF) when connecting or disconnecting M.U.T.-II/III.

1. Connect the M.U.T.-II/III to the diagnosis connector (Refer to GROUP 00 – How to Use Troubleshooting/Inspection Service Points [P.00-5](#)).

2. Read (and write down) all displayed diagnosis codes (Refer to [P.52B-9](#)).

NOTE: If battery power supply has been shut down by the collision, the M.U.T.-II/III cannot communicate with the SRS-ECU. Check and, repair if necessary, the instrument panel wiring harness before the next job.

3. Use the M.U.T.-II/III to read the data list (how long trouble(s) have continued and how often memory have been erased).

Data list

No	Data List Item	Applicability
92	Number indicating how often the memory is cleared	Maximum time to be stored: 250 times
93	How long a problem has lasted (How long it takes from the occurrence of the problem till the first air bag squib igniting signal)	Maximum time to be stored: 9,999 minutes (approximately 7 days)
94	How long a problem has lasted (How long it takes from the first air bag squib igniting signal till now).	

4. Erase the diagnosis codes and after waiting 5 seconds or more read (and write down) all displayed diagnosis codes.

REPAIR PROCEDURE

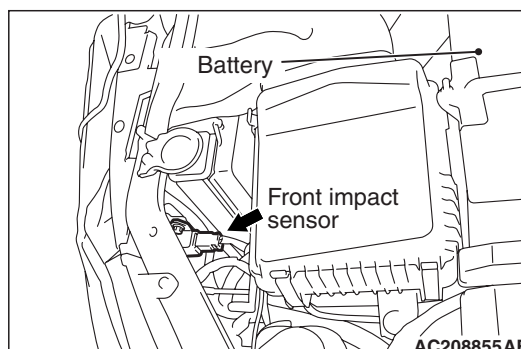
WHEN FRONT AIR BAGS DEPLOY IN A COLLISION

1. Replace the following parts with new ones.
 - Front impact sensor (Refer to [P.52B-107](#)).
 - SRS-ECU (Refer to [P.52B-109](#)).
 - Driver's and passenger's (front) air bag modules (Refer to [P.52B-110](#)).
 - Seat belt with pre-tensioner (Refer to [P.52B-117](#)).
 - Instrument panel (Refer to GROUP 52A – Instrument Panel Assembly [P.52A-2](#)).
2. Check the following parts and replace if there are any malfunctions.
 - Clock spring (Refer to [P.52B-110](#)).
 - Steering wheel, steering column and shaft assembly
 - (1) Check the wiring harness (built into the steering wheel) and connectors for damage, and terminals for deformation.
 - (2) Install the air bag module to check fit or alignment with the steering wheel.
 - (3) Check the steering wheel for noise, binds or difficult operation and excessive free play.
 - (4) Check the steering column shaft shock absorbing mechanism (Refer to GROUP 37 – On-vehicle Service [P.37-12](#)).
3. Check the harness for binding, connectors for damage, poor connections, and terminals for deformation (Refer to [P.52B-2](#)).

WHEN AIR BAGS DO NOT DEPLOY IN LOW-SPEED COLLISION

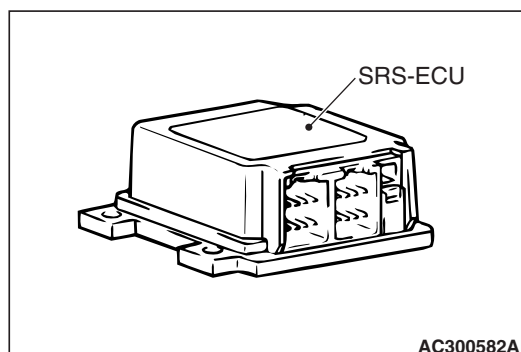
Check the SRS components. If visible damage such as dents, cracks, or deformation are found on the SRS components, replace them with new ones. Concerning parts removed for inspection, replacement with new parts and cautions in working refer to [P.52B-105](#).

FRONT IMPACT SENSOR



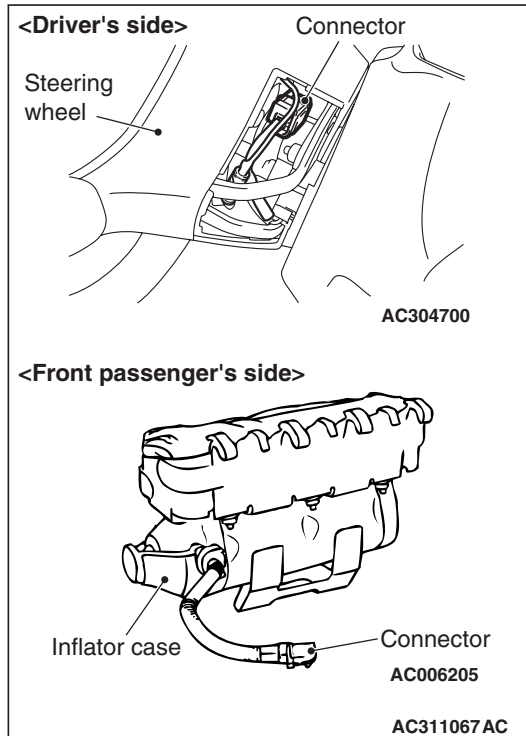
1. Check the radiator support panel for distortion and rust.
2. Check the front impact sensor for dents, cracks, deformation or rust.
3. Check the front impact sensor wiring harness for binding, check the connector for damage, and check the terminals for deformation.

SRS-ECU



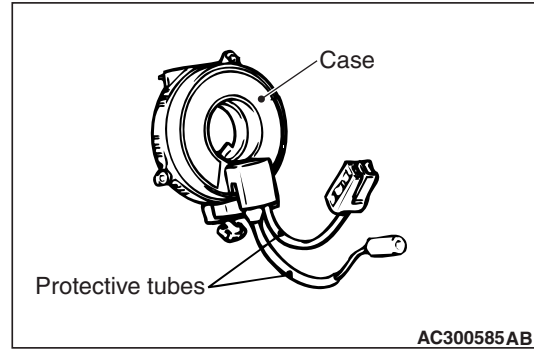
1. Check the SRS-ECU case and brackets for dents, cracks or deformation.
2. Check the connector for damage, and the terminals for deformation.
3. Check the SRS-ECU and bracket for installation condition.

AIR BAG MODULES



1. Check the pad cover for dents, cracks or deformation.
2. Check the connector for damage, terminals deformities, and the harness for binding.
3. Check the air bag inflator case for dents, cracks or deformities.
4. Check the air bag modules for proper installation.

CLOCK SPRING



1. Check the clock spring connectors and protective tube for damage, and the terminals for deformation.
2. Visually check the case for damage.

STEERING WHEEL, STEERING COLUMN AND SHAFT ASSEMBLY

1. Check the wiring harness (built into the steering wheel) and the connectors for damage, and the terminals for deformation.
2. Install the air bag module to check fit or alignment with the steering wheel.
3. Check the steering wheel for noise, binding or difficult operation and excessive free play.
4. Check the steering column shaft shock absorbing mechanism (Refer to GROUP 37 – On-vehicle Service [P.37-12](#)).

SEAT BELT WITH PRE-TENSIONER

1. Check the seat belt for damage or deformation.
2. Check the seat belt with pre-tensioner for cracks or deformation.
3. Check that the unit is installed correctly to the vehicle body.

HARNESS CONNECTOR (INSTRUMENT PANEL WIRING HARNESS AND FLOOR WIRING HARNESS, ROOF WIRING HARNESS)

Check harnesses for binding, connectors for damage and terminals for deformation (Refer to [P.52B-2](#)).

INDIVIDUAL COMPONENT SERVICE

M1524002900431

 WARNING

- ***If heat damage may occur during paint work, remove the SRS-ECU, the driver's and passenger's (front) air bag modules, the clock spring, front impact sensors and the seat belt with pre-tensioner.***
 - ***SRS-ECU, driver's and passenger's (front) air bag modules, clock spring and front impact sensors: 93 °C or more***
 - ***Seat belt with pre-tensioner: 90 °C or more***
- ***If the SRS components are removed for the purpose of check, sheet metal repair, painting, etc., they should be stored in a clean, dry place until they are reinstalled.***

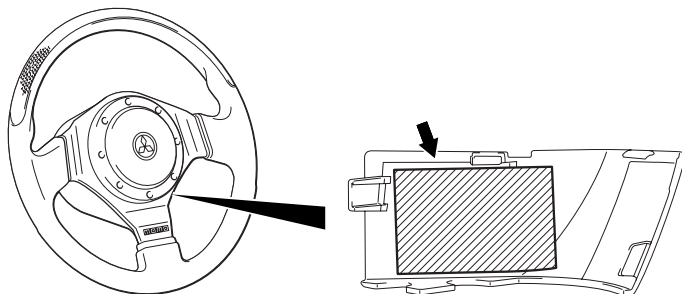
If the SRS components are to be removed or replaced as a result of maintenance, troubleshooting etc., follow the service procedures that follow. (Front impact sensor; refer to [P.52B-107](#), SRS-ECU; refer to [P.52B-109](#), Driver's and passenger's (front) air bag modules and clock spring; refer to [P.52B-110](#), Seat belt with pre-tensioner; refer to [P.52B-117](#)).

WARNING/CAUTION LABELS

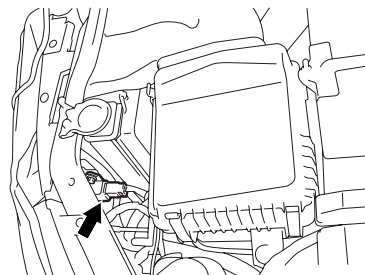
M1524003000431

Caution labels on the SRS are attached in the vehicle as shown. Follow label instructions when servicing the SRS. If the label(s) are dirty or damaged, replace with new one(s).

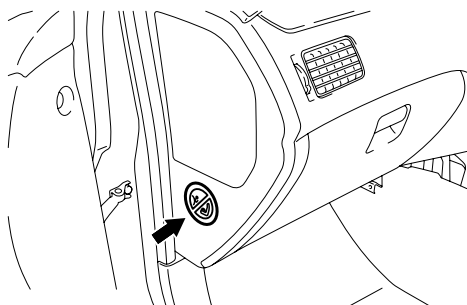
Steering wheel



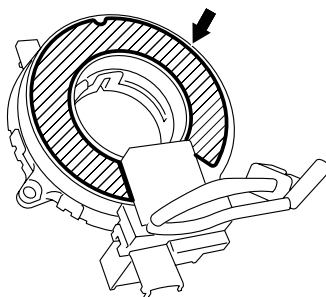
Front impact sensor



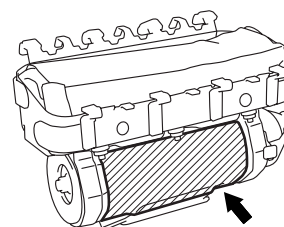
Instrument panel



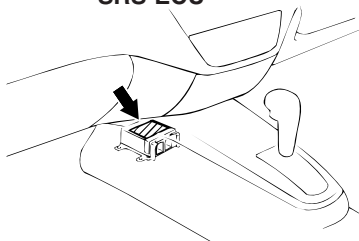
Clock spring



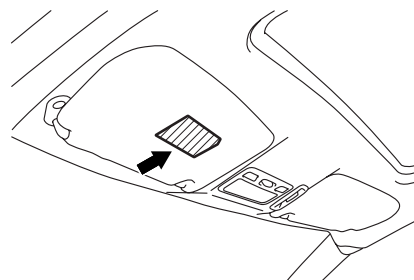
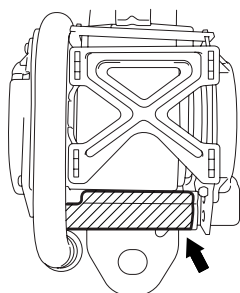
Passenger's (front) air bag module



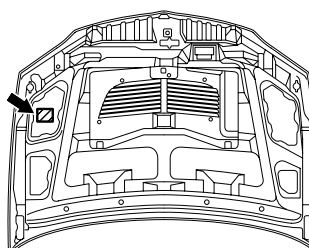
SRS-ECU



Sun visor *

Seat belt with pre-tensioner
(driver's and passenger's seat)

HOOD



NOTE

*: Indicates RHD vehicles. For LHD vehicles, the specified application position of label is reversed left to right.

AC504533 AC

FRONT IMPACT SENSORS

REMOVAL AND INSTALLATION

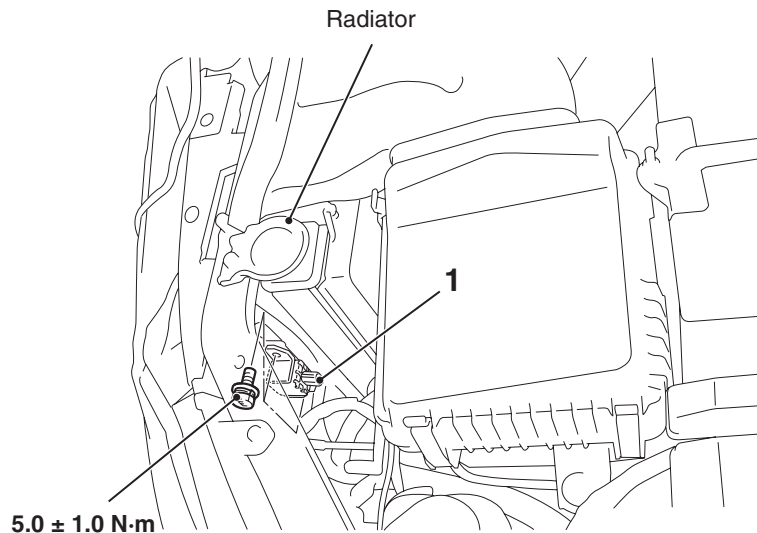
M1524001500407

WARNING

- *Disconnect the negative battery terminal and wait for 60 seconds or more before starting work. Furthermore, the disconnected battery terminal should be covered with tape to insulate it.*
- *Never attempt to disassemble or repair the front impact sensor. If faulty, replace it.*
- *Do not drop or subject the front impact sensor to impact or vibration. If denting, cracking, deformation, or rust are discovered in the front impact sensor, replace it with a new front impact sensor. Discard the old one.*
- *After deployment of an air bag, replace the front impact sensor with a new one.*

Pre-removal Operation

- Turn the ignition switch to the "LOCK" (OFF) position.
- Disconnect the Negative Battery Terminal.



AC311090 AB

Removal step

1. Front impact sensor

Installation steps

- >>A<< • Pre-installation inspection
- >>B<< 1. Front impact sensor
 - Negative battery cable connection
- >>C<< • Post-installation inspection

NOTE: The figure on the left indicates the left front impact sensor.

INSTALLATION SERVICE POINTS

>>A<<PRE-INSTALLATION INSPECTION

When the new front impact sensor refer to the previous item "INSPECTION."

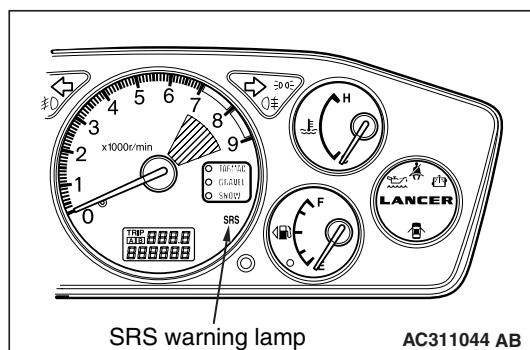
>>B<<FRONT IMPACT SENSOR
INSTALLATION**⚠ WARNING**

The SRS may not activate properly if a front impact sensor is not installed properly.

1. Securely connect the connector.
2. Position the front impact sensor facing toward the front of the vehicle as shown by the arrow on the label, and install it securely.

>>C<<POST-INSTALLATION INSPECTION

1. Connect the negative battery cable.
2. Turn the ignition switch to "ON" position.



3. Does the SRS warning lamp illuminate for about 7 seconds and then goes out?
4. If no, refer to troubleshooting (Refer to [P.52B-9](#)).

INSPECTION

M1524001600374

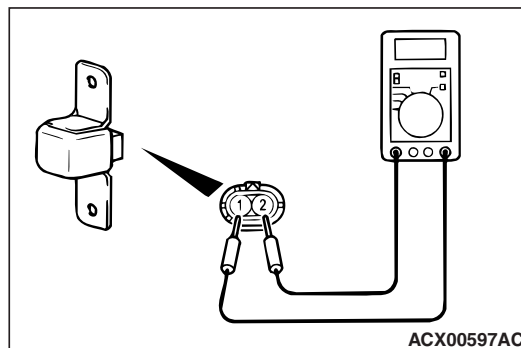
⚠ WARNING

If a dent, crack, deformation or rust is detected, replace with a new sensor.

1. Check the front impact sensor for dents, cracks, deformation or rust.

⚠ WARNING

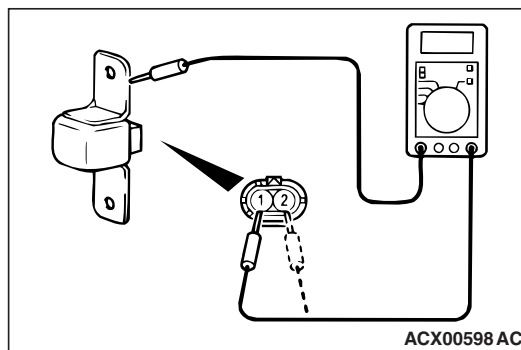
Always replace the sensor with a new one if the resistance shows a short or open circuit.



2. Check short or open circuit between the terminals of the front impact sensor.

Short circuit: 2 Ω or less

Open circuit: 2 M Ω or more



3. Check the continuity between the terminal and bracket. If there is a continuity, the insulation is malfunctioned, and replace the sensor with a new one.
4. Check the head lamp support pane for deformation and rust.

SRS CONTROL UNIT (SRS-ECU)

REMOVAL AND INSTALLATION

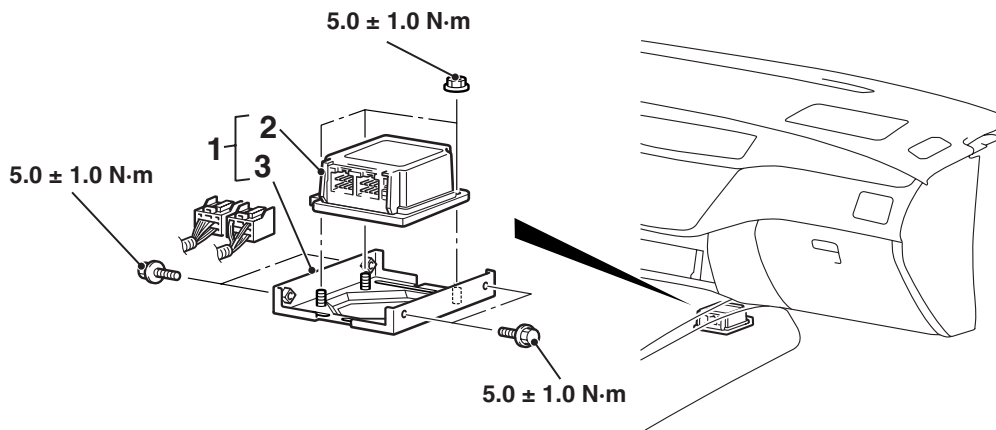
M1524002100491

⚠ WARNING

- **Disconnect the negative battery terminal and wait for 60 seconds or more before starting work. Furthermore, the disconnected battery terminal should be covered with tape to insulate it.**
- **Never attempt to disassemble or repair the SRS-ECU. If faulty, replace it.**
- **Do not drop or subject the SRS-ECU to impact or vibration. If denting, cracking, deformation, or rust are discovered in the SRS-ECU, replace it with a new SRS-ECU. Discard the old one.**
- **After deployment of an air bag, replace the SRS-ECU with a new one.**
- **Never use an ohmmeter on or near the SRS-ECU, and use only the special test equipment described on [P.52B-8](#).**

Pre-removal Operation

- Turn the ignition switch to the "LOCK" (OFF) position.
- Disconnect the Negative Battery Terminal.



AC311091 AB

Removal steps

- Front floor console (Refer to GROUP 52A – Front floor console assembly [P.52A-7](#)).
- 1. SRS-ECU and SRS-ECU bracket
- 2. SRS-ECU
- 3. SRS-ECU bracket

Installation steps

- >>A<<
 - 3. SRS-ECU bracket
 - 2. SRS-ECU
 - 1. SRS-ECU and SRS-ECU bracket
- Front floor console (Refer to GROUP 52A – Front floor console assembly [P.52A-7](#)).
- Negative battery cable connection
- >>B<<
 - Post-installation inspection

INSTALLATION SERVICE POINTS

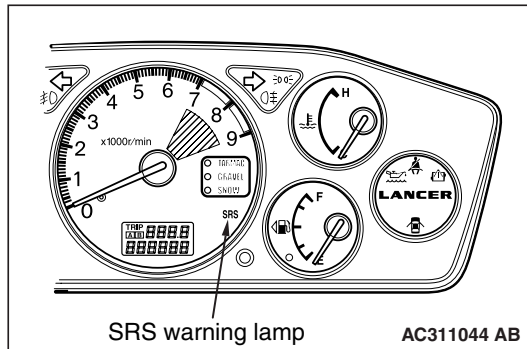
>>A<< SRS-ECU INSTALLATION

⚠ WARNING

The SRS may not activate if SRS-ECU is not installed properly.

>>B<< POST-INSTALLATION
INSPECTION

1. Connect the negative battery cable.
2. Turn the ignition switch to "ON" position.



3. Does the SRS warning lamp illuminate for about 7 seconds and then goes out?
4. If no, refer to troubleshooting (Refer to [P.52B-9](#)).

INSPECTION

M1524002200324

⚠ WARNING

If any problems are found, replace the SRS-ECU.

- Check the SRS-ECU and brackets for dents, cracks or deformation.
- Check the SRS-ECU connector for damage, and the terminals for deformation.

NOTE: For the checks other than the items above, refer to "Troubleshooting" (Refer to [P.52B-9](#)).

DRIVER'S AND PASSENGER'S (FRONT) AIR BAG MODULES AND CLOCK SPRING

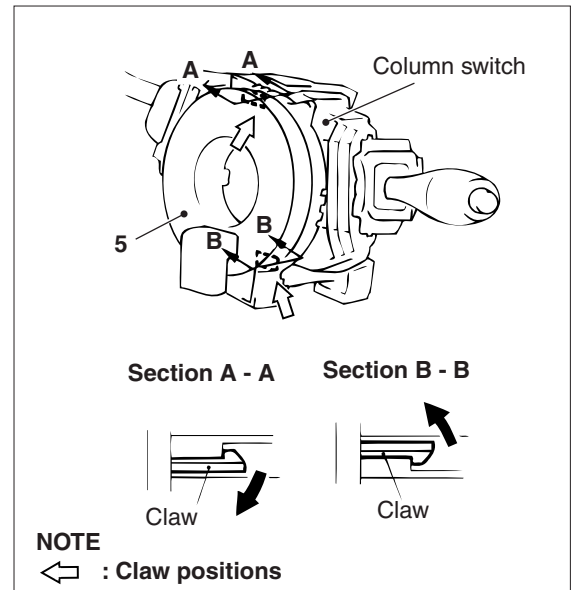
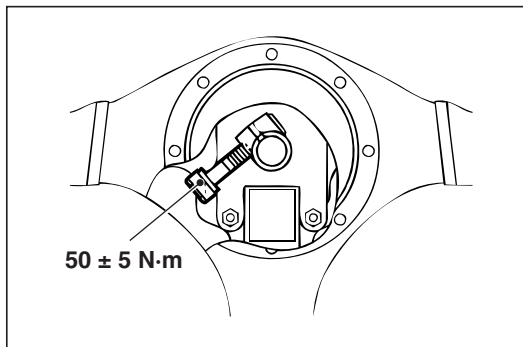
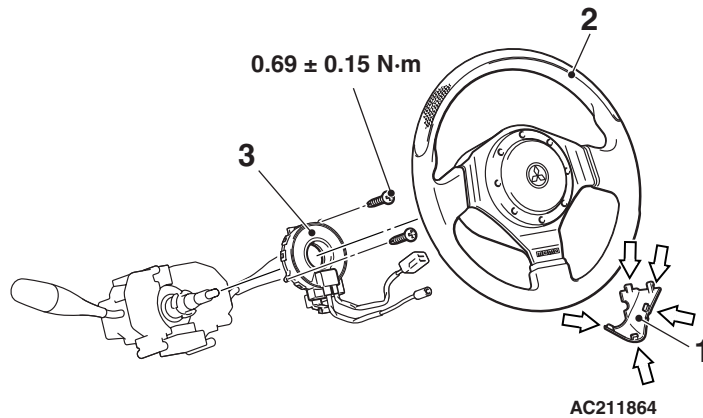
REMOVAL AND INSTALLATION

M1524014500269

⚠ WARNING

- *Disconnect the negative battery terminal and wait for 60 seconds or more before starting work. Furthermore, the disconnected battery terminal should be covered with tape to insulate it.*
- *Never attempt to disassemble or repair the air bag modules or clock spring. If faulty, replace it.*
- *Do not drop the air bag modules or clock spring or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust is detected.*
- *The air bag modules should be stored on a flat surface is facing upward. Do not place anything on top of it.*
- *Do not expose the air bag modules to temperatures over 93 °C.*
- *After deployment of an air bag, replace the clock spring with a new one.*
- *Wear gloves and safety glasses when handling air bags that have already deployed.*
- *An undeployed air bag module should only be disposed of in accordance with the procedures (Refer to [P.52B-120](#)).*

<DRIVER'S AIR BAG MODULE AND CLOCK SPRING>



AC504607AB

Driver's air bag module removal steps

- <<A>> 1. Cover
 <> 2. Steering wheel and driver's air bag module assembly

Clock spring removal steps

- <<A>> 1. Cover
 <> 2. Steering wheel and driver's air bag module assembly
 • Lower column cover (Refer to GROUP 37 – Steering shaft P.37-15).
 <<C>> 3. Clock spring

Driver's air bag module installation steps

- >>A<< • Pre-installation inspection
 >>C<< 2. Steering wheel and driver's air bag module assembly

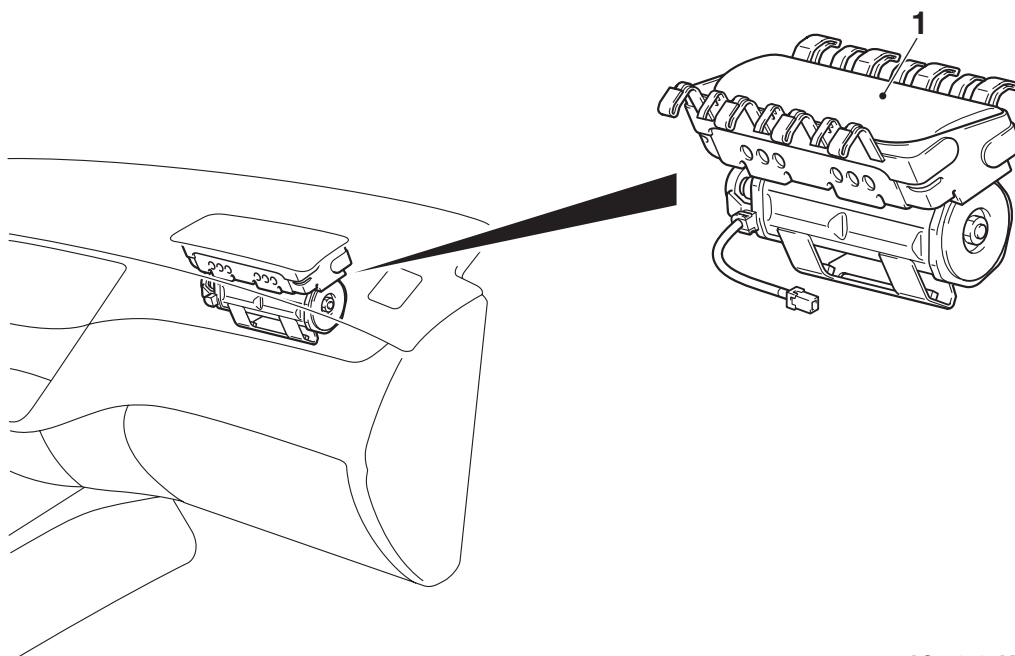
Driver's air bag module installation steps (Continued)

1. Cover
 • Negative battery cable connection
 >>D<< • Post-installation inspection

Clock spring installation steps

- >>A<< • Pre-installation inspection
 >>B<< 3. Clock spring
 • Lower column cover (Refer to GROUP 37 – Steering shaft P.37-15).
 >>C<< 2. Steering wheel and driver's air bag module assembly
 1. Cover
 • Negative battery cable connection
 >>D<< • Post-installation inspection

<PASSENGER'S (FRONT) AIR BAG MODULE>



AC304946AB

Passenger's (front) removal steps

<<D>>

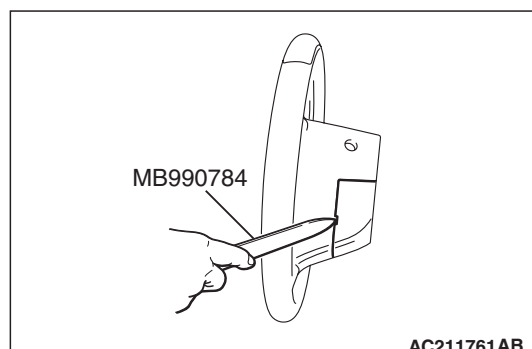
- Instrument panel (Refer to GROUP 52A – Instrument panel [P.52A-2](#)).
- 1. Passenger's (front) air bag module

Passenger's (front) installation steps

- >>A<<
- Pre-installation inspection
 - 1. Passenger's (front) air bag module
 - Instrument panel (Refer to GROUP 52A – Instrument panel [P.52A-2](#)).
 - Negative battery cable connection
- >>D<<
- Post-installation inspection

REMOVAL SERVICE POINTS

<<A>> COVER REMOVAL



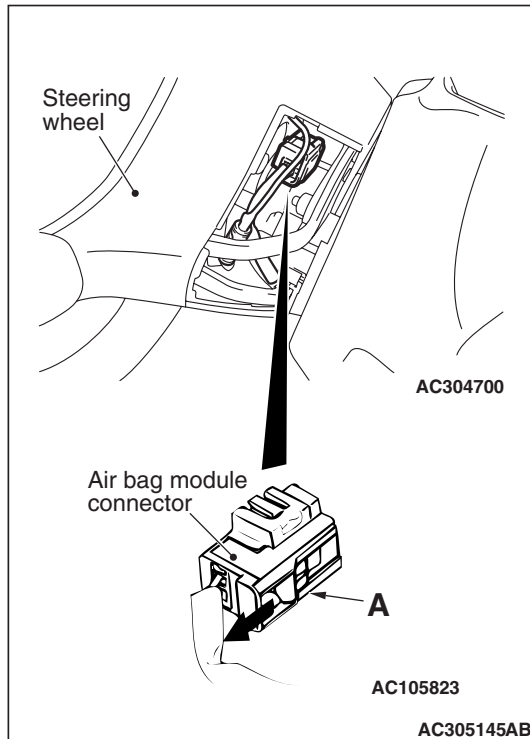
AC211761AB

Insert the special tool ornament remover (MB990784) as shown in the illustration to remove the cover.

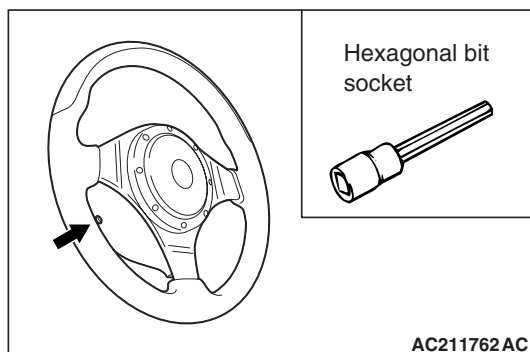
<> STEERING WHEEL AND DRIVER'S AIR BAG MODULE ASSEMBLY REMOVAL

⚠ WARNING

- The air bag module must not be measured with such equipment as an ohmmeter, nor disassembled.
- The removed air bag module should be stored in a clean, dry place with the deployment surface facing up.



1. By sliding the A section (in the figure) of the air bag module connector in the arrow direction, disconnect the connector.



2. Insert the hexagonal bit socket into the arrow section in the figure. Completely loosen the bolt, and then remove the steering wheel air bag module assembly.

NOTE: Use a hexagonal bit socket or a hexagonal wrench having an effective length of 75 mm or more in the hexagonal section and the diameter of 8 mm or more.

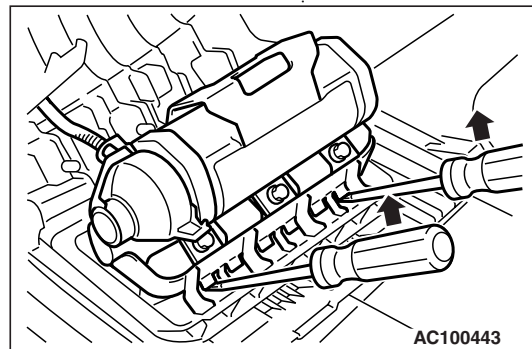
<C>> CLOCK SPRING REMOVAL

⚠ WARNING

The removed clock spring should be stored in a clean, dry place.

<<D>> PASSENGER'S (FRONT) AIR BAG MODULE REMOVAL

⚠ WARNING



When the air bag module is removed, do not damage the engagement of the pawls.

- The removed air bag module should be stored in a clean, dry place with facing the deployment surface facing up.

Insert the screwdriver (–) into the position specified in the figure and lift the screwdriver upward to release the pawls engaged, and then remove the air bag module.

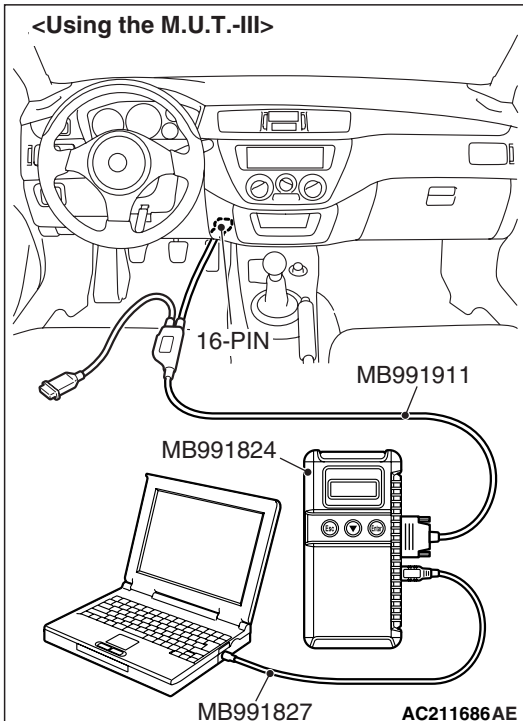
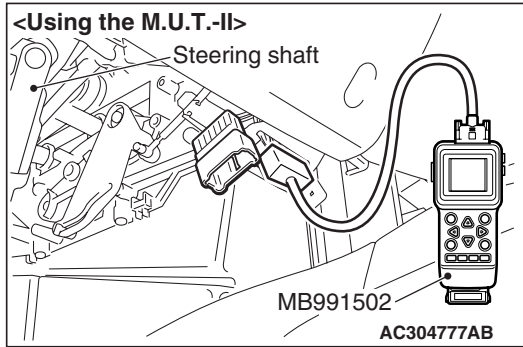
INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

⚠ WARNING

Dispose of air bag modules only according to the specified procedure (Refer to P.52B-120).

1. When installing the new air bag modules and clock spring, refer to "INSPECTION" (P.52B-115).
2. Connect the negative battery cable.

CAUTION

To prevent damage to M.U.T.-II/III, always turn the ignition, switch to the "LOCK" (OFF) position before connecting or disconnecting M.U.T.-II/III.

3. Connect M.U.T.-II/III to the diagnosis connector.
4. Turn the ignition switch to the "ON" position.
5. Check diagnosis codes using M.U.T.-II/III ensure that the SRS operates properly.

Confirm that the diagnosis codes other than 21 and 24 are not set.

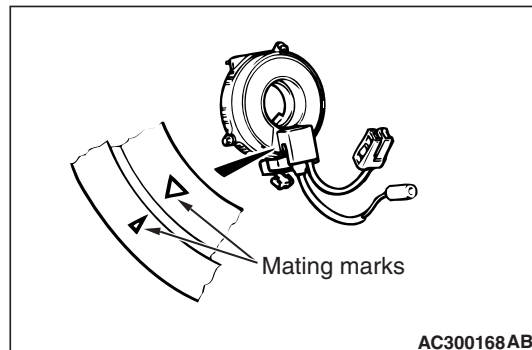
DANGER

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-3).

6. Turn the ignition switch to the "LOCK" (OFF) position. Disconnect the negative battery cable and tape the terminal to prevent accidental connection and air bags deployment.

>>B<< CLOCK SPRING INSTALLATION**WARNING**

Ensure that the clock spring's mating marks are properly aligned. If not, the steering wheel may not rotate completely during a turn, or the flat cable in the clock spring could be damaged. This would prevent normal SRS operation and possibly cause serious injury to the driver.



1. Align the mating marks of the clock spring.

<Mating Mark Alignment>

Turn the clock spring clockwise fully. Then turn it back approximately 3 3/4 turns counterclockwise to align the mating marks.

2. Turn the front wheels to the straight-ahead position. Then install the clock spring to the column switch.

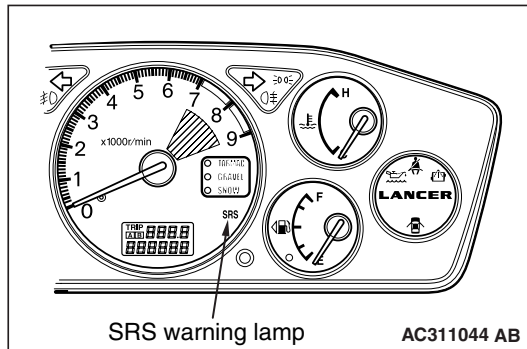
>>C<< STEERING WHEEL AND DRIVER'S AIR BAG MODULE ASSEMBLY INSTALLATION**CAUTION**

When installing the steering wheel, and driver's air bag module ensure that the harness of the clock spring does not become caught or tangled.

1. Before installing the steering wheel, and driver's air bag module turn the vehicle's front wheels to the straight-ahead position and align the mating marks of the clock spring.
2. After securing the steering wheel, turn the steering wheel all the way in both directions to confirm that the steering wheel rotation is normal.

>>D<< POST-INSTALLATION INSPECTION

1. Reconnect the negative battery cable.
2. Turn the ignition switch to "ON" position.



3. Does the SRS warning lamp illuminate for about 7 seconds and then goes out?
4. If yes, the SRS system is functioning properly. If no, refer to [P.52B-8](#).

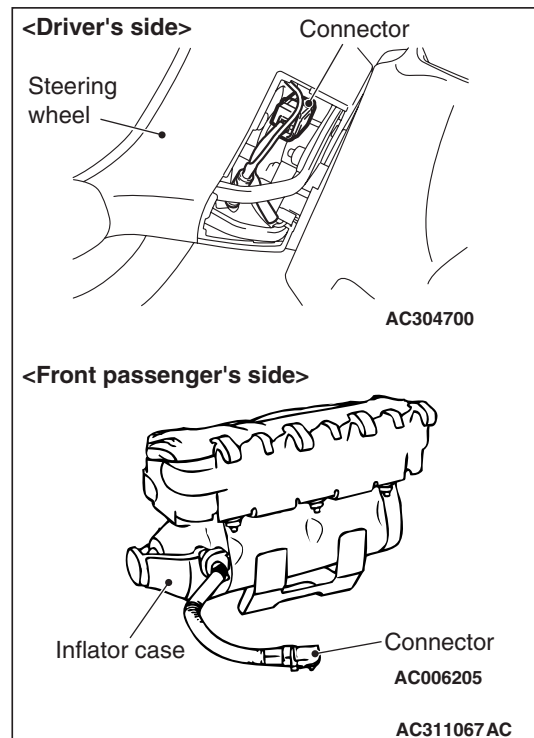
INSPECTION

M1524014600039

AIR BAG MODULE CHECK

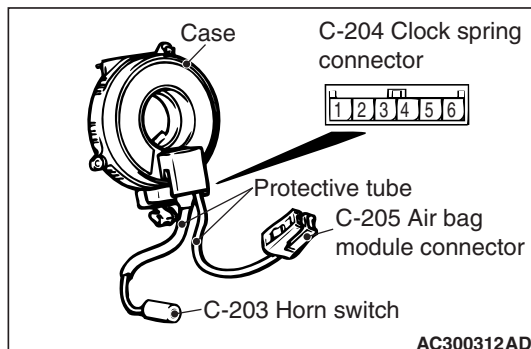
⚠ WARNING

- ***If any component damage is found during the following inspection, replace the air bag module(s) with a new one. Dispose of the old one according to the specified procedure (Refer to [P.52B-120](#)).***
- ***Never attempt to measure the circuit resistance of the air bag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag module(s) deployment will result in serious personal injury.***



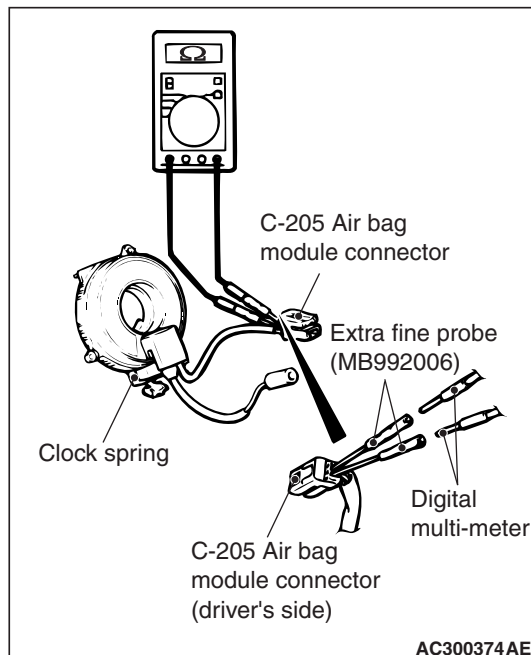
1. Check the pad cover for dents, cracks or deformation.
2. Check the connectors for damage, the terminals for deformation, and the harness for binds.
3. Check the air bag inflator case for dents, cracks or deformation.
4. Install the air bag module (driver's side) to the steering wheel and check fit and alignment with the wheel.
5. Install the air bag module (front passenger's side) to the instrument panel and front deck crossmember and check fit and alignment.

CLOCK SPRING CHECK



If any malfunction is found in the following inspections, replace the clock spring with a new one.

1. Check the connectors and protective tube for damage, and the terminals for deformation.
2. Visually check the case for damage.
3. Check to see that there is a charge (continuity) between the C-204 clock spring connector terminal 1 and C-203 horn switch.

CAUTION

Do not directly insert a probe, etc. into the terminal from the front of the connector.

4. Insert the special tool extra fine probe (MB992006) from behind the C-205 air bag module connector (driver's side).
5. As shown in the Figure, connect the circuit tester to the special tool extra fine probe (MB992006) and check to see that there is a charge between the terminals.

SEAT BELTS WITH PRE-TENSIONER

REMOVAL AND INSTALLATION

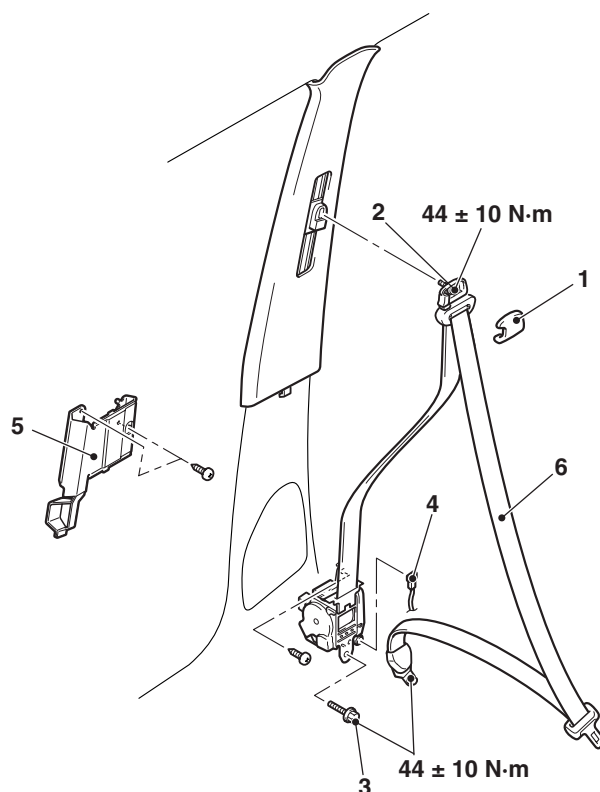
M1524004100390

WARNING

- **Never attempt to disassemble or repair the seat belt pre-tensioner. If faulty, replace it.**
- **Be extremely careful when handling the seat with pre-tensioner. Do not subject it to shocks, drop it, bring it close to strong magnets or allow contact with water, grease or oil. Always replace it with a new part if any dents, cracks or deformation is found.**
- **Do not place anything on top of the seat belt pre-tensioner.**
- **Do not expose the seat belt with pre-tensioner to temperatures over 90 °C.**
- **After operating the seat belt pre-tensioner, replace the seat belt with pre-tensioner with a new part.**
- **Gloves and protective goggles should be worn when handling a seat belt pre-tensioner once it has been used.**
- **If disposing of a seat belt with pre-tensioner which has not yet been operated, its seat belt pre-tensioner should be operated first before disposal (Refer to [P.52B-120](#)).**

Pre-removal Operation

- Turn the ignition switch to the "LOCK" (OFF) position.
- Disconnect the Negative Battery Terminal.



Removal steps

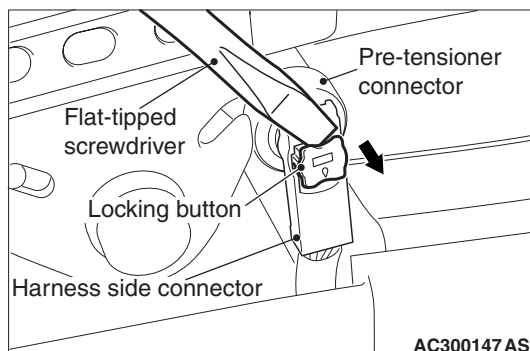
<<A>>

1. Sash guide cover
2. Seat belt shoulder anchor bolt
3. Seat belt lower anchor bolt
 - Centre pillar trim, lower (Refer to GROUP 52A – Trims P.52A-10).
4. Pre-tensioner connector connection
5. Bracket
6. Seat belt with pre-tensioner

Installation steps

- >>A<<
- Pre-installation inspection
 - 6. Seat belt with pre-tensioner
 - 5. Bracket
- >>B<<
- 4. Pre-tensioner connector connection
 - Centre pillar trim, lower (Refer to GROUP 52A – Trims P.52A-10).
 - 3. Seat belt lower anchor bolt
 - 2. Seat belt shoulder anchor bolt
 - 1. Sash guide cover
 - Negative battery cable connection
- >>C<<
- Post-installation inspection

NOTE: The figure shows the seat belt with pre-tensioner (RH).

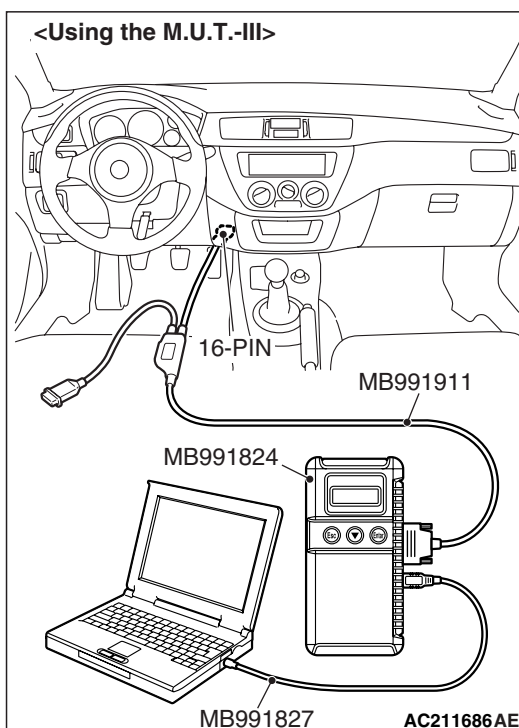
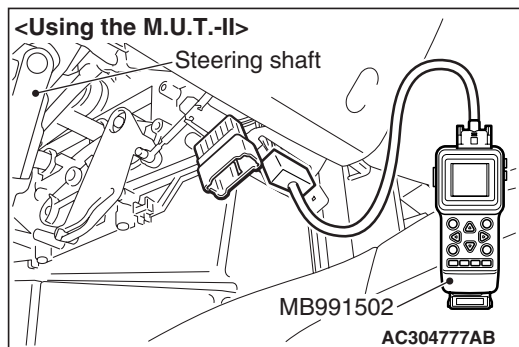
REMOVAL SERVICE POINTS**<<A>>PRE-TENSIONER CONNECTOR DISCONNECTION**

1. Use a flat-tipped screwdriver to pull out forward and unlock the locking button of the harness-side connector.
2. Disconnect the pre-tensioner connector.

INSTALLATION SERVICE POINTS**>>A<< PRE-INSTALLATION INSPECTION****⚠ WARNING**

When discarding the seat belt with pre-tensioner, operate the pre-tensioner as specified in the service procedure (Refer to P.52B-120).

1. Even new seat belt with pre-tensioner require inspection before installation.
2. Connect the negative battery cable.

⚠ CAUTION

To prevent damage to M.U.T.-II/III, always turn the ignition, switch to the “LOCK” (OFF) position before connecting or disconnecting M.U.T.-II/III.

3. Connect M.U.T.-II/III to the diagnosis connector.

4. Turn the ignition switch to the ON position.
5. Check diagnosis codes using M.U.T.-II/III to ensure that the SRS operates properly.
Confirm that the diagnosis codes other than 26 and 28 are not set.
6. Turn the ignition switch to "LOCK" (OFF) position.

** DANGER**

Wait at least 60 seconds after the disconnection of the battery cable before any further job (Refer to P.52B-3).

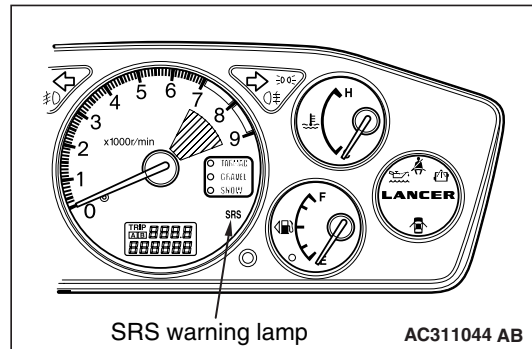
7. Disconnect the negative battery cable and insulate with tape.

>>B<< PRE-TENSIONER CONNECTOR CONNECTION

Connect the pretensioner connector then securely lock the locking button of the harness-side connector.

>> C<< POST-INSTALLATION INSPECTION

1. Connect the negative battery cable.
2. Turn the ignition switch to "ON" position.



3. Does the SRS warning lamp illuminate for about 7 seconds and then goes out?
4. If no, refer to troubleshooting (Refer to P.52B-9).

INSPECTION

M1524004200245

** WARNING**

- ***If any component damage is found during the following inspection, replace the seat belt with pre-tensioner with a new one. Dispose of the old one according to the specified procedure (Refer to P.52B-120).***
 - ***Never attempt to measure the circuit resistance of the seat belt pre-tensioner even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental seat belt pre-tensioner operation will result in serious personal injury.***
1. Check the seat belt pre-tensioner deployment section for dents and deformation.
 2. Check the harness and connector for damage and the terminals for deformation.

AIR BAG MODULE AND SEAT BELT PRE-TENSIONER DISPOSAL PROCEDURES

M1524001200989

Before disposing of an air bag or a vehicle equipped with an air bag, follow the procedures below to deploy the air bag.

UNDEPLOYED AIR BAG MODULE DISPOSAL

⚠ WARNING

- *If the vehicle is to be scrapped or otherwise disposed of, deploy the air bags and operate the seat belt pre-tensioner inside the vehicle. If the vehicle will continue to be used and only the air bag modules and seat belt pre-tensioner are to be disposed of, deploy the air bags and operate the seat belt pre-tensioner outside the vehicle.*
- *Since a large amount of smoke is produced when the air bag is deployed and the seat belt pre-tensioner is operated, avoid residential areas whenever possible.*
- *Since there is loud noise when the air bags are deployed and when the seat belt pre-tensioner are operated, avoid residential areas whenever possible. If anyone is nearby, give warning of the impending noise.*
- *Suitable ear protection should be worn by personnel performing these procedures or by people in the immediate area.*

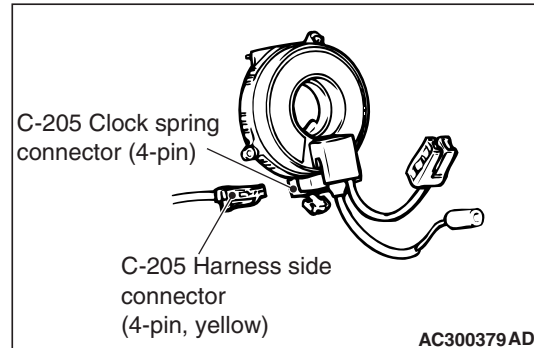
DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <DRIVER'S AIR BAG MODULE>

1. Move the vehicle to an isolated spot.

⚠ DANGER

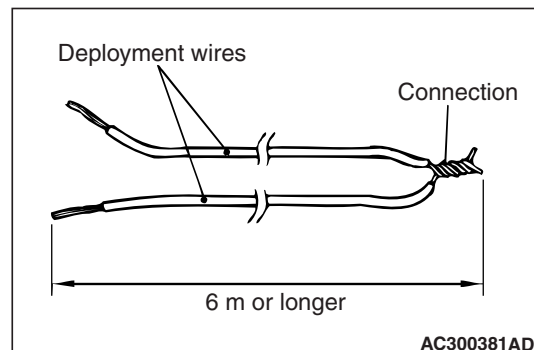
Wait at least 60 seconds after the disconnection of the battery cable before any further job (Refer to [P.52B-3](#)).

2. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.
3. Remove the column cover lower (Refer to GROUP 37 – Steering shaft [P.37-15](#)).

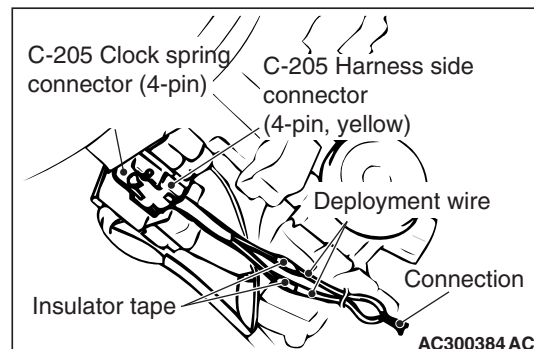


4. Remove the connection between the C-205 clock spring connector (4-pin) and the harness side connector (4-pin, yellow).

NOTE: Once disconnected from the instrument panel wiring harness, both electrodes of the clock spring connector short automatically. This prevents the driver's air bag from accidental deployment caused by static, etc.



5. Obtain two suitable wires, which are 6 meters or longer, as deployment wires. Then connect the wires at one end to short.
6. Touch the vehicle's body with bare hands to discharge static in you.

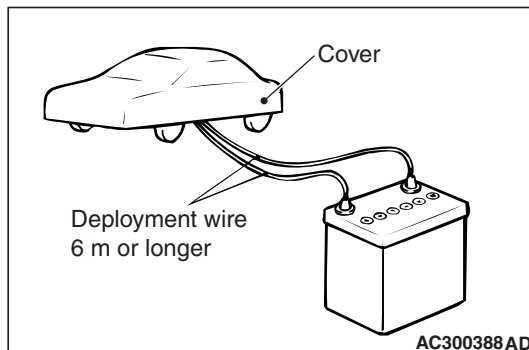


7. Cut with a pliers, etc. the instrument panel wiring harness shown in the figure of the instructions, while the C-205 clock spring connector is disconnected.

NOTE: The disconnection location should be sufficiently away from the C-205 harness side connector with consideration to the expansion harness connection location upon disconnections.

8. Connect the deployment wires on the two instrument panel wiring harnesses disconnected, cover the connection areas with insulator tape and then pull out the deployment wires outside the vehicle.
9. Connect the C-205 harness side connector connected with an expansion harness to the C-205 clock spring connector.

⚠ WARNING



If the glass is scratched, air bag deployment could cause it to crack and fly out of the vehicle, so always put a cover over the vehicle.

10. To suppress the operation sound as much as possible completely close all door windows, close the doors and put the cover on the vehicle.

⚠ WARNING

- ***Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-128) for post-deployment handling instructions.***
- ***If the air bag module fails to deploy, do not go near the module. Contact your distributor.***

11. At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
12. After deployment, dispose of the air bag module according to the Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-128).

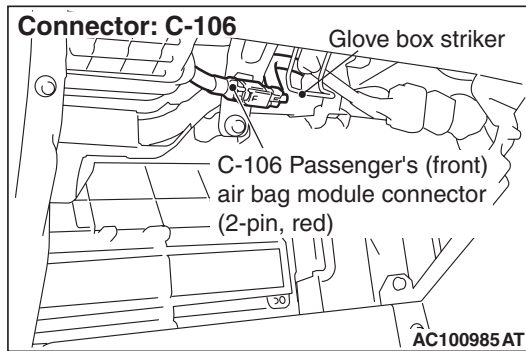
**DEPLOYMENT INSIDE THE VEHICLE
(WHEN DISPOSING OF A VEHICLE)
<PASSENGER'S (FRONT) AIR BAG
MODULE>**

1. Move the vehicle to an isolated spot.

⚠ DANGER

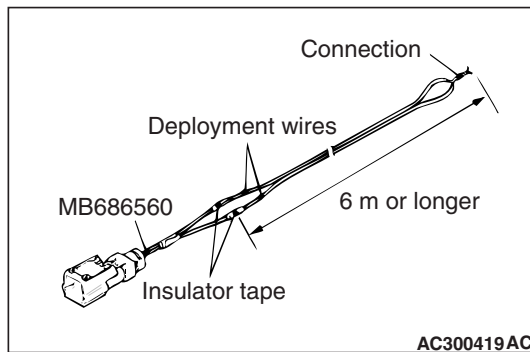
Wait at least 60 seconds after the disconnection of the battery cable before any further job (Refer to P.52B-3).

2. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.
3. Remove the glove box (Refer to GROUP 52A – Instrument Panel P.52A-2).

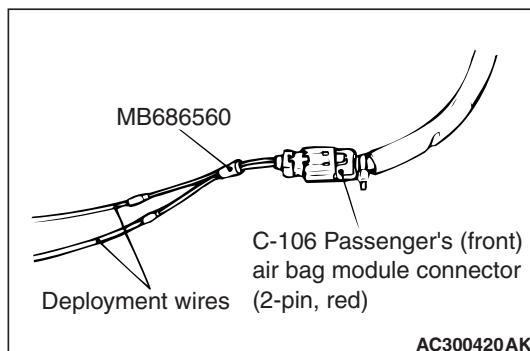


4. Remove the connection between the C-106 passenger's (front) air bag module connector (2-pin, red) and the harness side connector (2-pin, red).

NOTE: Once disconnected from the instrument panel wiring harness, both electrodes of the passenger's (front) air bag module short automatically. This prevents the passenger's (front) air bag from accidental deployment caused by static, etc.

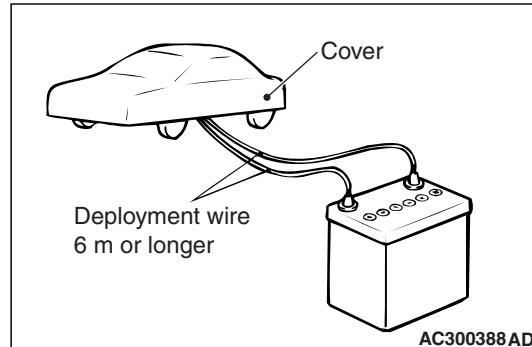


5. Connect deployment wires longer than 6 m to each SRS air bag adapter harness (MB686560) and insulate the connections with insulator tape. Also, connect the deployment wires in the other ends to short, thereby preventing the passenger's (front) air bag from accidental deployment caused by static etc.



6. Connect the C-106 passenger's (front) air bag module connector (2-pin, red) to special tool SRS air bag adapter harness (MB686560) and move the deployment wires out of the vehicle.

⚠ WARNING



If the glass is scratched, air bag deployment could cause it to crack and fly out of the vehicle, so always put a cover over the vehicle.

7. To suppress the operation sound as much as possible completely close all door windows, close the doors and put the cover on the vehicle.

⚠ WARNING

- ***Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
 - ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-128) for post-deployment handling instructions.***
 - ***If the air bag module fails to deploy, do not go near the module. Contact your distributor.***
8. At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
9. After deployment, dispose of the air bag module according to the Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-128).

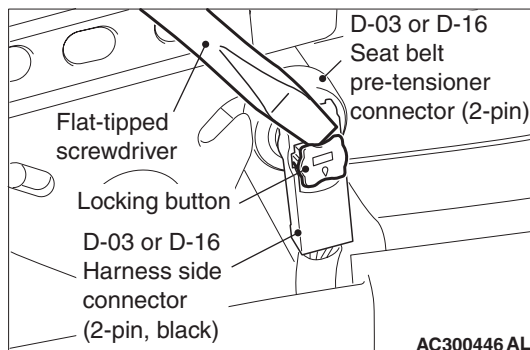
DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <SEAT BELT PRE-TENSIONER>

1. Move the vehicle to an isolated spot.

⚠ DANGER

Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-3).

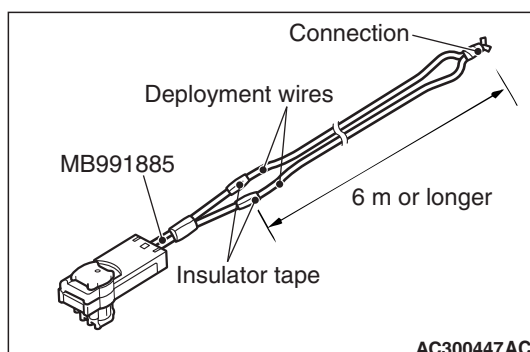
2. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.
3. Remove the centre pillar lower trim (Refer to GROUP 52A – Trim P.52A-10).



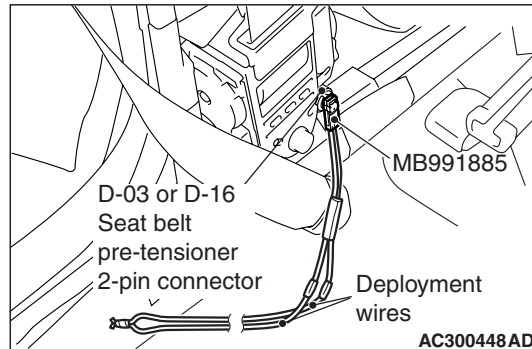
4. Execute the following steps to disconnect the connection between D-03 or D-16 seat belt pre-tensioner connector (2-pin) and harness side connector (2-pin, black).

NOTE: Once disconnected from the floor wiring harness, both electrode of the seat belt pre-tensioner connector short automatically. This prevents the seat belt pre-tensioner from accidental deployment caused by static etc.

- (1) Use a flat-tipped screwdriver to pull out forward and unlock the locking button of the harness-side connector (2-pin, black).
- (2) Disconnect the D-03 or D-16 harness side connector.



5. Connect deployment wires longer than 6 m to each special tool SRS air bag adapter harness (MB991885) and insulate the connections with insulator tape. Also, connect the deployment wires in the other ends to short, thereby preventing the seat belt pre-tensioner from accidental deployment caused by static etc.



6. Connect the D-03 or D-16 seat belt pre-tensioner 2-pin connector (black) to special tool SRS air bag adapter harness (MB991885) and move the deployment harness out of the vehicle.

⚠ WARNING

- **Before operating the seat belt pre-tensioner in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.**
- **The inflator will be quite hot immediately following the operation, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although no poisonous, do not inhale gas from the seat belt pre-tensioner operation. See Deployed Air Bag and Operated Seat Belt pre-tensioner Disposal (Refer to P.52B-128) for post-operation handling instructions.**
- **If the seat belt pre-tensioner fails to operate, do not go near the seat belt pre-tensioner. Contact your distributor.**

7. At a location as far away from the vehicle as possible, disconnect the two connected wires from each the, and connect them to the two terminals of the battery (which has been removed from the vehicle) to operating the seat belt pre-tensioner.
8. After operation, dispose of the seat belt pre-tensioner according to the Deployed Air Bag Module operated seat belt pre-tensioner Disposal (Refer to P.52B-128).

**DEPLOYMENT OUTSIDE THE VEHICLE
<DRIVER'S AIR BAG MODULE>****⚠ WARNING**

- *This should be carried out in a wide, flat area at least 6 m away from obstacles and other people.*
- *Do not deploy outside if wind is high. Even in a soft wind, ignite to windward of the air bag modules.*

⚠ DANGER

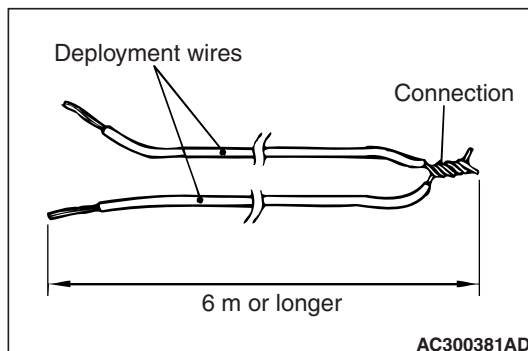
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-3).

1. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.

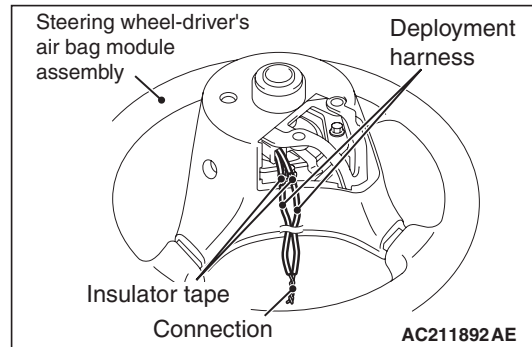
⚠ WARNING

Once disconnected, both electrodes of the driver's air bag module connector short automatically to prevent accidental deployment caused by static etc. Still, in consideration of the accidental deployment, store the air bag module on flat place with deployment surface facing up. Also, do not put anything on it.

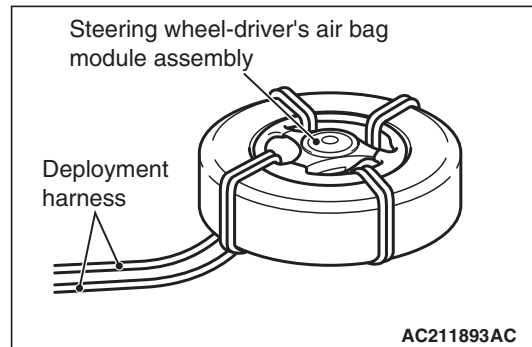
2. Remove the driver's air bag module from the vehicle (Refer to P.52B-110).



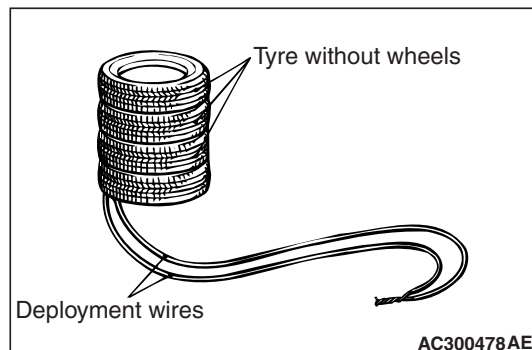
3. Obtain two suitable wires, which are 6 meters or longer, as deployment wires. Then connect the wires at one end to short.
4. Touch the vehicle's body with bare hands to discharge static in you.



5. Release the secured connector of the steering wheel-driver's air bag module assembly to cut off the connector from the harness with a nipper and etc. Connect deployment harnesses to each of two separated harnesses and cover the area with insulator tape.



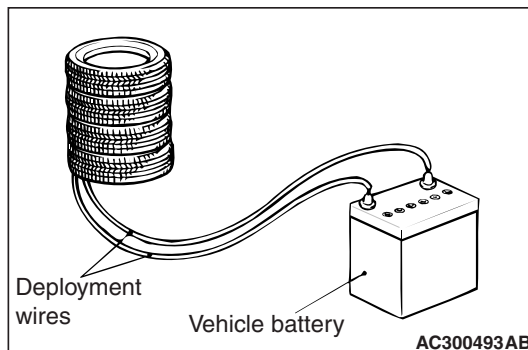
6. Use a rope to tie the steering wheel-driver's air bag module assembly to secure old tyres with wheels.
7. Route the deployment harness connected to driver's air bag module beneath old tyres with wheels. Then, secure the steering wheel-driver's air bag module assembly with the deployment surface facing up.



8. Place three old tyres without wheels on the tyre secured with the driver's air bag module.

⚠ WARNING

- Before deployment, check carefully to be sure that no one is nearby.
- The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-128) for post-deployment handling instructions.
- If the air bag fails to deploy, do not go near the module. Contact your distributor.



9. At a location as far away from the driver's air bag module as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them, to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
10. Discard the deployed driver's air bag module as specified in Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-128).

**DEPLOYMENT OUTSIDE THE VEHICLE
<PASSENGER'S (FRONT) AIR BAG
MODULE>**

⚠ WARNING

- This should be carried out in a wide, flat area at least 6 m away from obstacles and other people.
- Do not deploy outside if wind is high. Even in a soft wind, ignite to windward of the air bag modules.

⚠ DANGER

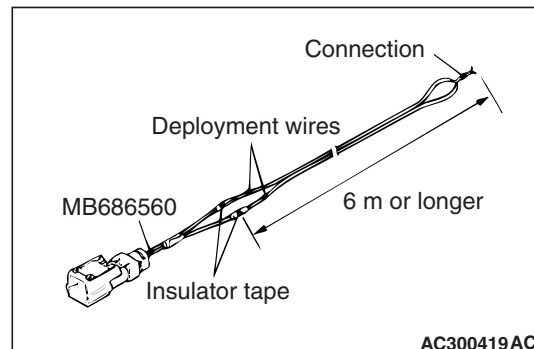
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-3).

1. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.

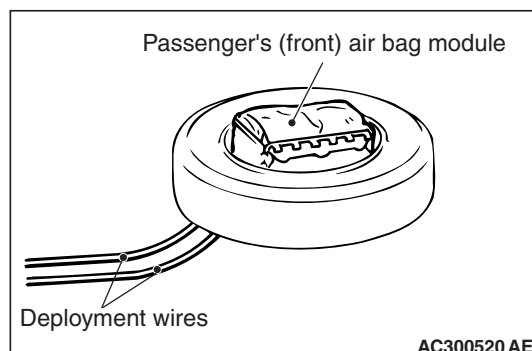
⚠ WARNING

Once disconnected, both electrodes of the passenger's (front) air bag module connector short automatically to prevent accidental deployment caused by static etc. Still, in consideration of the accidental deployment, store the air bag module on flat place with deployment surface facing up. Also, do not put anything on it.

2. Remove the passenger's (front) air bag module from the vehicle (Refer to P.52B-110).



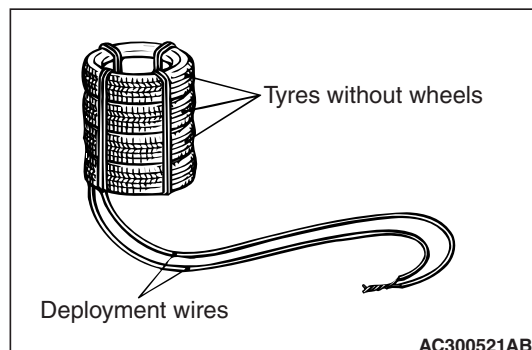
3. Connect deployment wires longer than 6 m to each SRS air bag adapter harness (MB686560) and insulate the connections with insulator tape. Also, connect the deployment wires in the other ends to short, thereby preventing the passenger's (front) air bag from accidental deployment caused by static etc.



4. Connect the deployment wires to SRS air bag adapter harness (MB686560), pass it beneath the tyre and wheel assembly, and connect it to the passenger's (front) air bag module.

CAUTION

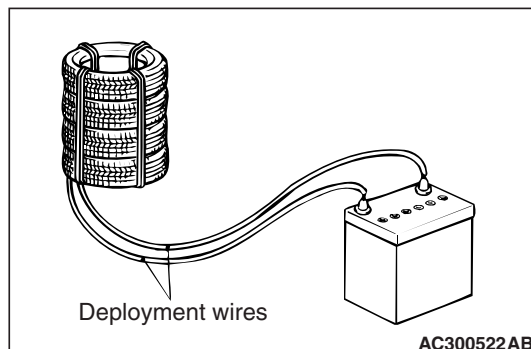
- The adapter harness below the wheel should be loose. If it is too tight, the reaction when the air bag deploys could damage the adapter harness.
 - During deployment, the connector of SRS air bag adapter harness (MB686560) must not be between the tyres.
5. Pass the thick wire through the passenger's (front) air bag module mounting hole, and then secure the passenger's (front) air bag module to an old tyre with a wheel in it so that the pad on the module is facing upwards.



6. Place three old tyres without wheels on top of the tyre secured to the passenger's (front) air bag module, and secure all tyres together with ropes (four locations).

WARNING

- Before deployment, check carefully to be sure that no one is nearby.
- The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-128) for post-deployment handling instructions.
- If the air bag fails to deploy, do not go near the module. Contact your distributor.



7. At a location as far away from the passenger's (front) air bag module as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them, to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
8. Discard the deployed air bag module as specified in Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-128).

DEPLOYMENT OUTSIDE THE VEHICLE <SEAT BELT PRE-TENSIONER>

⚠ WARNING

- *This should be carried out in a wide, flat area at least 6 m away from obstacles and other people.*
- *Do not deploy outside if wind is high. Even in a soft wind, ignite to windward of the air bag modules.*

⚠ DANGER

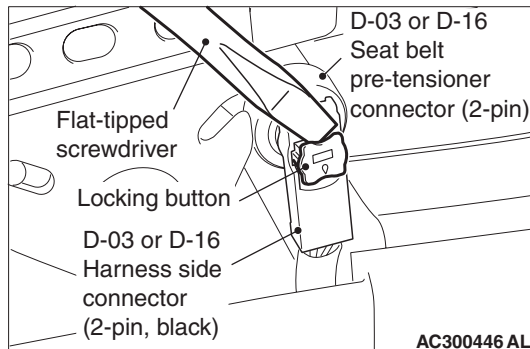
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-3).

1. Disconnect the negative and positive battery cables from the battery terminals, and then remove the battery from the vehicle.

⚠ WARNING

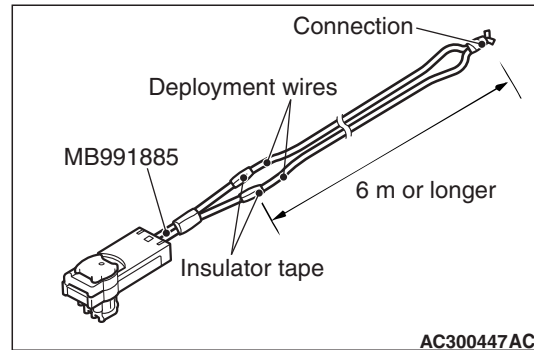
Once disconnected, both electrodes of the seat belt pre-tensioner connector short automatically to prevent accidental operate caused by static etc. Still, in consideration of the accidental deployment, store the operated seat belt pre-tensioner the correct way up with its operation surface upper most on a flat surface. Do not place anything on top of them.

2. Remove the seat belt pre-tensioner from the vehicle (Refer to P.52B-117).



3. Use a flat-tipped screwdriver to unlock the locking button of the harness-side connector (2-pin, black) by with drawing it toward you in two stages.

4. Disconnect the D-03 or D-16 harness side connector.

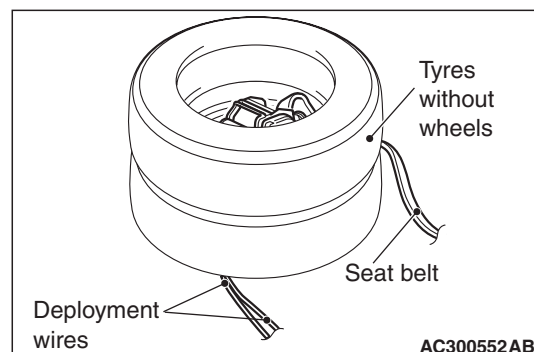


5. Connect deployment wires longer than 6 m to each special tool SRS air bag adapter harness (MB991885) and insulate the connections with insulator tape. Also, connect the deployment wires in the other ends to short, thereby preventing the passenger's (front) air bag from accidental deployment caused by static etc.
6. Connect the special tool SRS air bag adapter harness (MB991885), which the deployment wires is attached to, to the seat belt pre-tensioner connector.

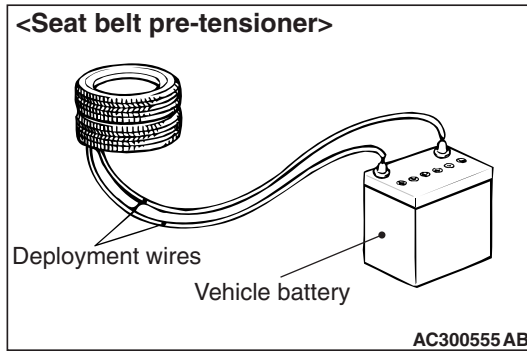
⚠ CAUTION

The adapter harness below the wheel should be loose. If it is too tight, the reaction when the seat belt pre-tensioner operates could damage the adapter harness.

7. Pass the thick wires through the hole on the seat belt pre-tensioner bracket and secure them to the front (raised part) of the wheel on two place.



8. Pull the seat belt out the outside of the tyre, and then place one tyre without a wheel inside on top of the existing tyre.

⚠ WARNING

Before operation, check carefully to be sure that no one is nearby.

- **The inflator will be quite hot immediately following the operation, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from seat belt pre-tensioner operation. See Deployed Air Bag Module and Operated Seat Belt pre-tensioner Disposal (Refer to P.52B-128) for post-operation handling instructions.**
 - **If the seat belt pre-tensioner fails to operate, do not go near the seat belt pre-tensioner. Contact your distributor.**
9. At a location as far away from the seat belt pre-tensioner as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to operated seat belt pre-tensioner.
 10. Discard the operated seat belt pre-tensioner as specified in Deployed Air Bag Module and Seat Belt pre-tensioner Disposal (Refer to P.52B-128).

DEPLOYED AIR BAG MODULE AND OPERATED SEAT BELT PRE-TENSIONER DISPOSAL

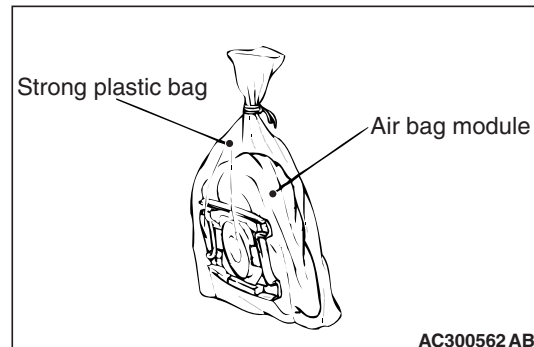
After deployment and operation, the air bag module and seat belt pre-tensioner should be disposed of in the same manner as any other scrap parts, adhering to local laws and/or legislation. Observe the following precautions during air bag or seat belt pre-tensioner disposal:

1. The inflator will be quite hot immediately following deployment, so wait at least 30 minutes to allow it cool before attempting to handle it.
2. Do not put water or oil on the air bag after deployment or on the seat belt pre-tensioner after operation.

⚠ WARNING

If after following these precautions, any material does get into the eyes or on the skin, immediately rinse the affected area with a large amount of clean water. If any irritation develops, seek medical attention.

3. There may be material on the deployed air bag module or the operated seat belt pre-tensioner, that could irritate the eye and/or skin. Wear gloves and safety glasses when handling a deployed air bag module or the operated seat belt pre-tensioner.



4. Tightly seal the air bag module and seat belt pre-tensioner in a strong plastic bag for disposal.
5. Be sure to always wash your hands after completing this operation.