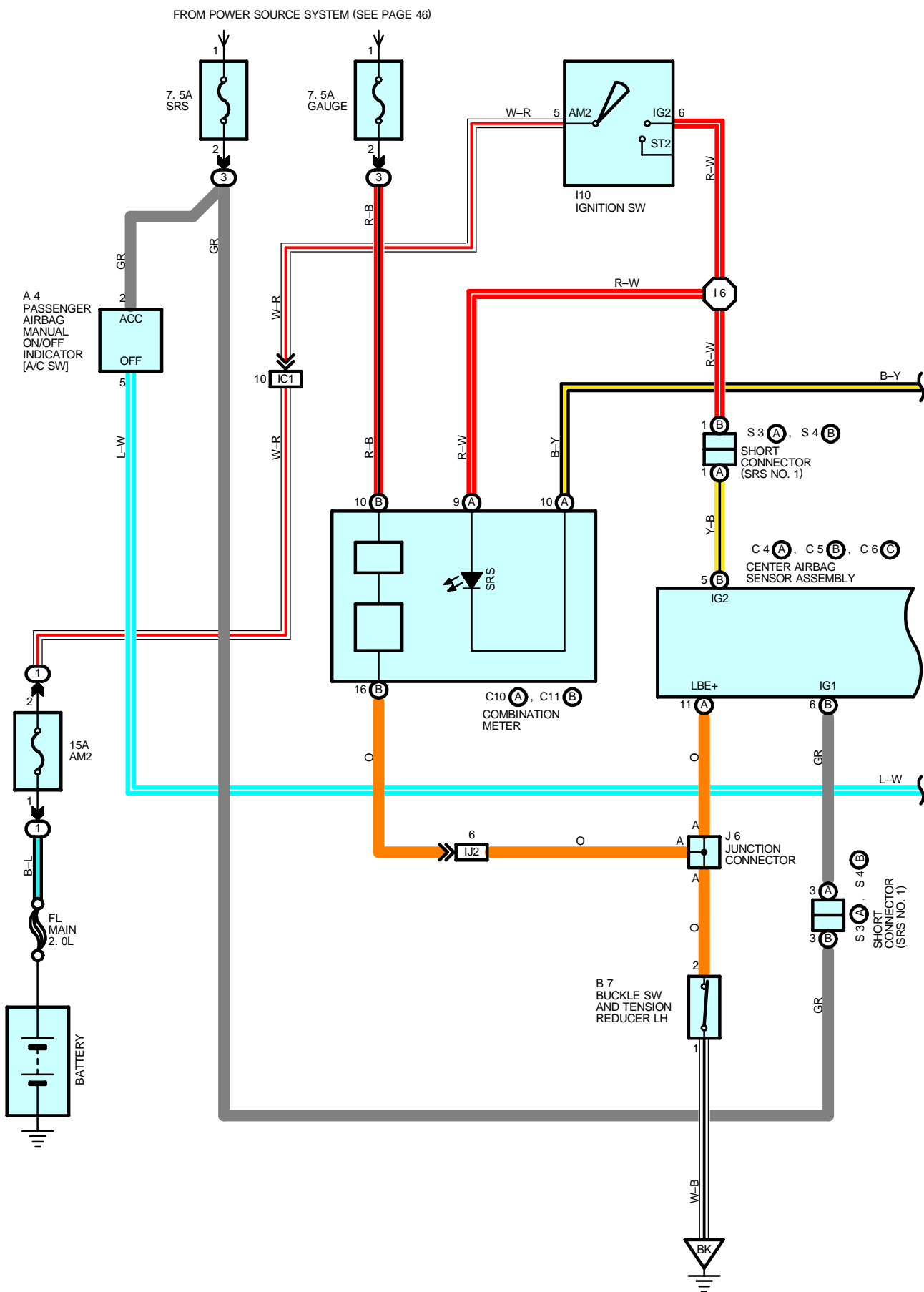
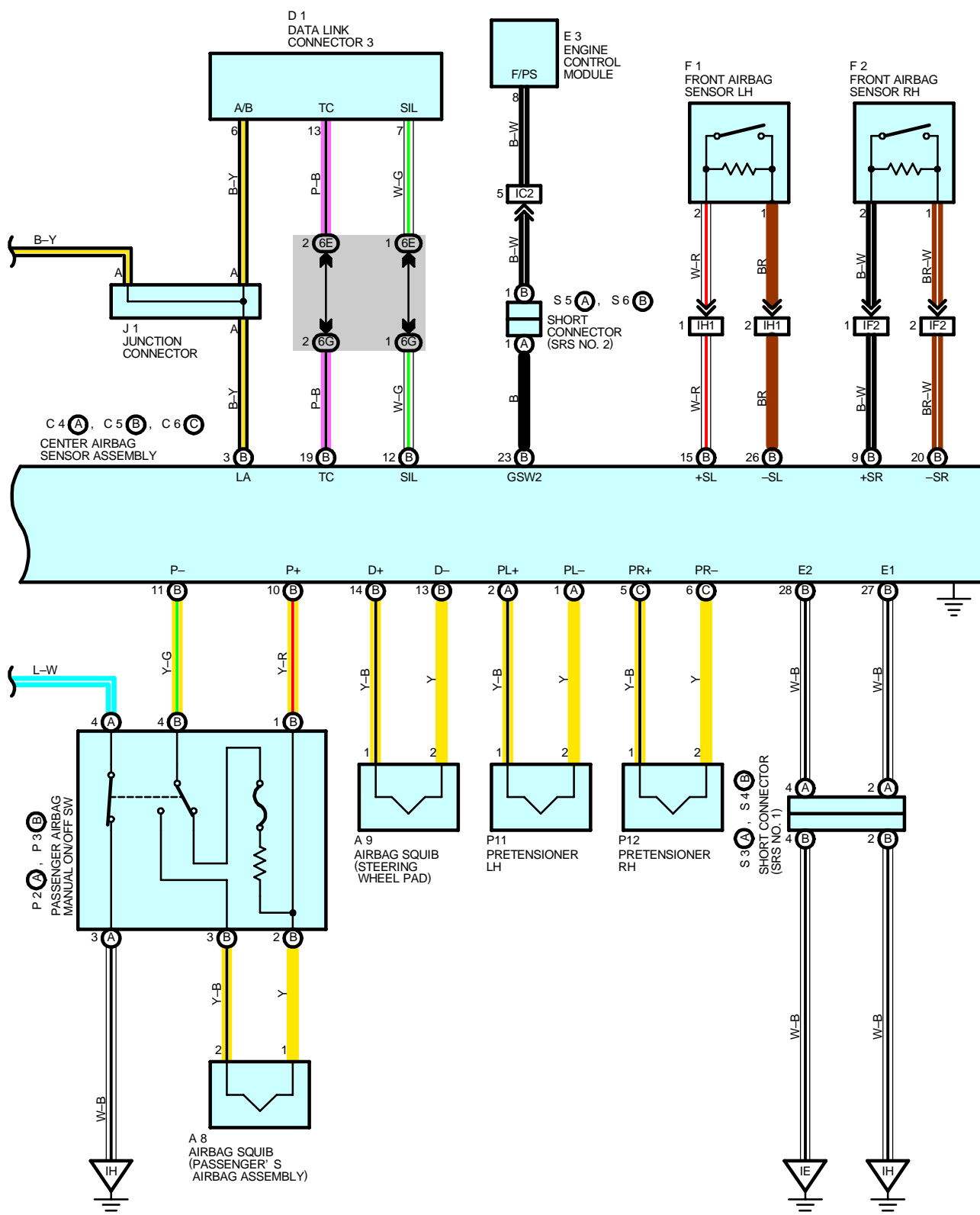


NOTICE: When inspecting or repairing the SRS, perform the operation in accordance with the following precautionary instructions and the procedure and precautions in the Repair Manual for the applicable model year.

- Malfunction symptoms of the SRS are difficult to confirm, so the DTCs become the most important source of information when troubleshooting. When troubleshooting the SRS, always inspect the DTCs before disconnecting the battery.
- **Work must be started after 90 seconds from when the ignition switch is turned to the "LOCK" position and the negative (–) terminal cable is disconnected from the battery.**  
(The SRS is equipped with a back-up power source so that if work is started within 90 seconds from disconnecting the negative (–) terminal cable of the battery, the SRS may be deployed.)
- When the negative (–) terminal cable is disconnected from the battery, the memory of the clock and audio system will be canceled. So before starting work, make a record of the contents memorized in the audio memory system. When work is finished, reset the audio systems as they were before and adjust the clock. To avoid erasing the memory in each memory system, never use a back-up power supply from outside the vehicle.
- Before repairs, remove the airbag sensor if shocks are likely to be applied to the sensor during repairs.
- Do not expose the steering wheel pad, passenger airbag assembly, seat belt pretensioner, center airbag sensor assembly, front airbag sensor assembly, directly to hot air or flames.
- Even in cases of a minor collision where the SRS does not deploy, the steering wheel pad, passenger airbag assembly, seat belt pretensioner, center airbag sensor assembly, front airbag sensor assembly should be inspected.
- Never use SRS parts from another vehicle. When replacing parts, replace them with new parts.
- Never disassemble and repair the steering wheel pad, passenger airbag assembly, seat belt pretensioner, center airbag sensor assembly, front airbag sensor assembly in order to reuse it.
- If the steering wheel pad, passenger airbag assembly, seat belt pretensioner, center airbag sensor assembly, front airbag sensor assembly has been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.
- Use a volt/ohmmeter with high impedance (10 k $\Omega$ /V minimum) for troubleshooting the system's electrical circuits.
- Information labels are attached to the periphery of the SRS components. Follow the instructions on the notices.
- After work on the SRS is completed, perform the SRS warning light check.
- If the vehicle is equipped with a mobile communication system, refer to the precaution in the IN section of the Repair Manual.





## SYSTEM OUTLINE

The SRS is a driver and front passenger protection device which has a supplemental role to the seat belts. When the ignition SW is turned to ACC or ON, the current from the SRS fuse flows to the center airbag sensor assembly TERMINAL (B) 6. Only when the ignition SW is ON does the current from the IGN fuse flow to center airbag sensor assembly TERMINAL (B) 5.

In case an accident occurs while driving, when the frontal impact exceeds a predetermined level, the current from the center airbag sensor assembly TERMINAL (B) 14 to airbag squibs TERMINAL 1 to TERMINAL 2 to center airbag sensor assembly TERMINAL (B) 13 to TERMINAL (B) 27, (B) 28 to GROUND or BODY GROUND. The current flows to the airbag squibs, and the airbag stored in the steering wheel is expanded instantaneously to reduce the impact to the driver.

As for the passenger side seat, if the passenger airbag manual ON/OFF SW is on, the current flows from the center airbag sensor assembly TERMINAL (B) 10 to passenger airbag manual SW ON/OFF SW TERMINAL (B) 1 to TERMINAL (B) 2 to airbag squibs TERMINAL 2 to TERMINAL 1 to passenger airbag manual SW ON/OFF SW TERMINAL (B) 3 to TERMINAL (B) 4 to center airbag sensor assembly TERMINAL (B) 11 to TERMINAL (B) 27, (B) 28 to GROUND or BODY GROUND.

The airbag stored in the front passenger's instrument panel is expanded instantaneously to reduce the impact to the front passenger.

## ○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A4	<a href="#">32</a>	C11	<a href="#">32</a>	P2	<a href="#">33</a>
A8	<a href="#">32</a>	D1	<a href="#">32</a>	P3	<a href="#">33</a>
A9	<a href="#">32</a>	E3	<a href="#">34</a>	P11	<a href="#">35</a>
B7	<a href="#">32</a>	F1	<a href="#">34</a>	P12	<a href="#">35</a>
C4	<a href="#">32</a>	F2	<a href="#">34</a>	S3	<a href="#">33</a>
C5	<a href="#">32</a>	I10	<a href="#">33</a>	S4	<a href="#">33</a>
C6	<a href="#">32</a>	J1	<a href="#">33</a>	S5	<a href="#">33</a>
C10	<a href="#">32</a>	J6	<a href="#">35</a>	S6	<a href="#">33</a>

## ○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	<a href="#">22</a>	Fusible Link Block (Engine Compartment Left)
3	<a href="#">24</a>	R/B No.3 (Left Side of Instrument Panel)

## ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
6E	<a href="#">26</a>	Instrument Panel Wire and J/B No.6 (Instrument Panel Brace LH)
6G		

## □ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	<a href="#">38</a>	Engine Room Main Wire and Instrument Panel Wire (Left Kick Panel)
IC2		
IF2	<a href="#">40</a>	Luggage Room Wire and Instrument Panel Wire (Instrument Panel Brace LH)
IH1	<a href="#">40</a>	Instrument Panel Wire and Luggage Room Wire (Under the Instrument Panel Center)
IJ2	<a href="#">40</a>	Floor Wire and Instrument Panel Wire (Right Kick Panel)

## ▽ : GROUND POINTS

Code	See Page	Ground Points Location
IE	<a href="#">38</a>	Left Kick Panel
IH	<a href="#">38</a>	Right Kick Panel
BK	<a href="#">42</a>	Under the Center Pillar RH

## ○ : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I6	<a href="#">40</a>	Instrument Panel Wire			

