

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

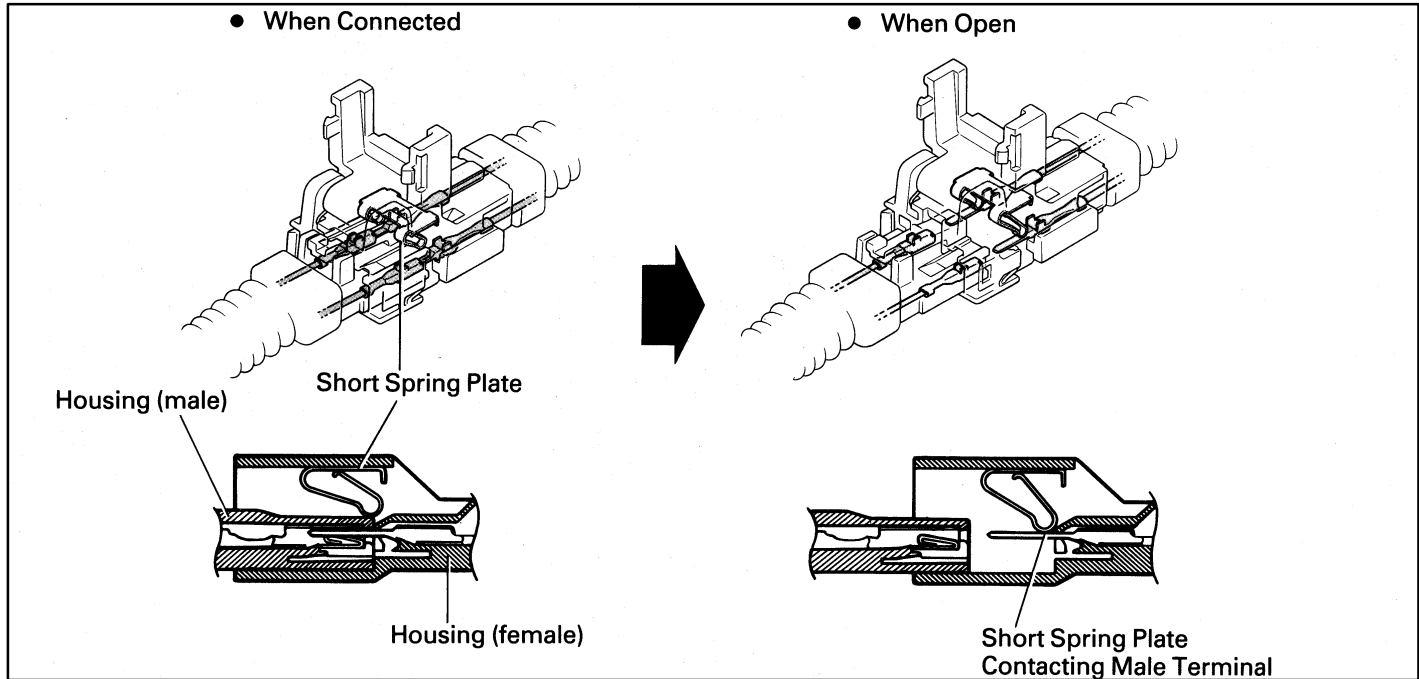
- Malfunction symptoms of the airbag system are difficult to confirm, so the diagnostic codes become the most important source of information when troubleshooting.  
When troubleshooting the airbag system, always inspect the diagnostic codes before disconnecting the battery.
- Work must be started after 20 seconds or longer from the time the Ignition SW is set to the “LOCK” position and the negative (–) terminal cable is disconnected from the battery.  
(The airbag system is equipped with a back-up power source so that if work is started within 20 seconds of disconnecting the negative (–) terminal cable of the battery, the airbag may be deployed.)  
When the negative (–) terminal cable is disconnected from the battery, memory of the clock and audio systems will be cancelled. So before starting work, make a record of the contents memorized by each memory system. Then when work is finished, reset the clock and audio system as before.  
When the vehicle has tilt and telescopic steering, power seat, outside rear view mirror and power shoulder belt anchorage, which are all equipped with memory function, it is not possible to make a record of the memory contents. So when the operation is finished, it will be necessary to explain this fact to the customer, and request the customer to adjust the features and reset the memory.  
To avoid erasing the memory of each memory system, never use a back-up power supply from outside the vehicle.
- When removing the steering wheel pad or handling a new steering wheel pad, keep the pad upper surface facing upward. Also, lock the lock lever of the twin lock type connector at the rear of the pad and take care not to damage the connector.  
(Storing the pad with its metallic surface up may lead to a serious accident if the airbag inflates for some reason.)
- Store the steering wheel pad where the ambient temperature remains below 93°C (200°F), without high humidity and away from electrical noise.
- Never use airbag parts from another vehicle. When replacing airbag parts, replace them with new parts.
- Never disassemble or repair the steering wheel pad, center airbag sensor assembly or front airbag sensors.
- Before repairing the body, remove the airbag sensors if during repair shocks are likely to be applied to the sensors due to vibration of the body or direct tapping with tools or other parts.
- Do not reuse a steering wheel pad or front airbag sensors.  
After evaluating whether the center airbag sensor assembly is damaged or not, decide whether or not to reuse it. (See the Repair Manual for the method for evaluating the center airbag sensor assembly.)
- When troubleshooting the airbag system, use a high-impedance (Min. 10kΩ/V) tester.
- The wire harness of the airbag system is combined with the cowl wiring harness assembly.  
The vehicle wiring harness exclusively for the airbag system is distinguished by corrugated yellow tubing, as are the connectors.
- Do not measure the resistance of the airbag squib.  
(It is possible this will deploy the airbag and is very dangerous.)
- If the wire harness used in the airbag system is damaged, replace the whole wire harness assembly.  
When the connector to the airbag front sensors can be repaired alone (when there is no damage to the wire harness), use the repair wire specially designed for the purpose.  
(Refer to the Repair Manual for the applicable Model year for details of the replacement method.)
- INFORMATION LABELS (NOTICES) are attached to the periphery of the airbag components. Follow the instructions on the notices.

# SRS AIRBAG

The airbag system has connectors which possess the functions described below:

## 1. AIRBAG ACTIVATION PREVENTION MECHANISM

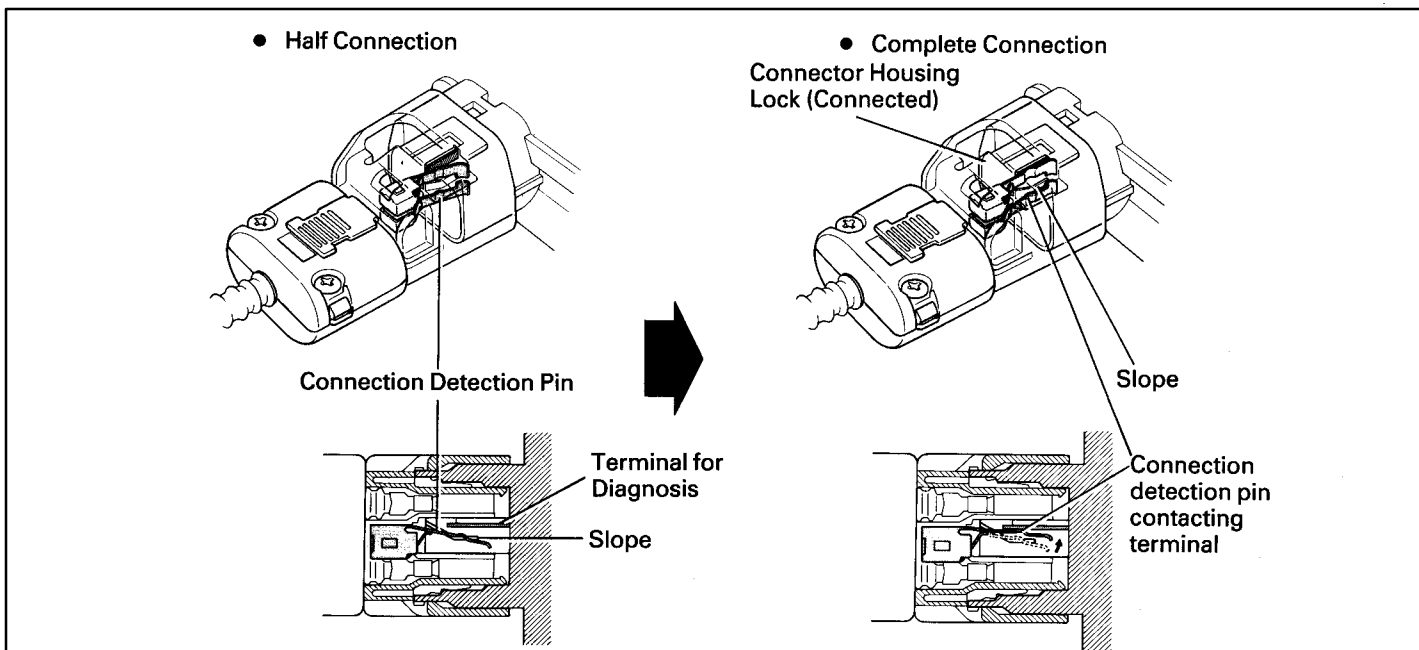
Each connector contains a short spring plate. When the connector is disconnected, the short spring plate automatically connects the power source and grounding terminals of the squib to preclude a potential difference between the terminals.



## 2. ELECTRICAL CONNECTION CHECK MECHANISM

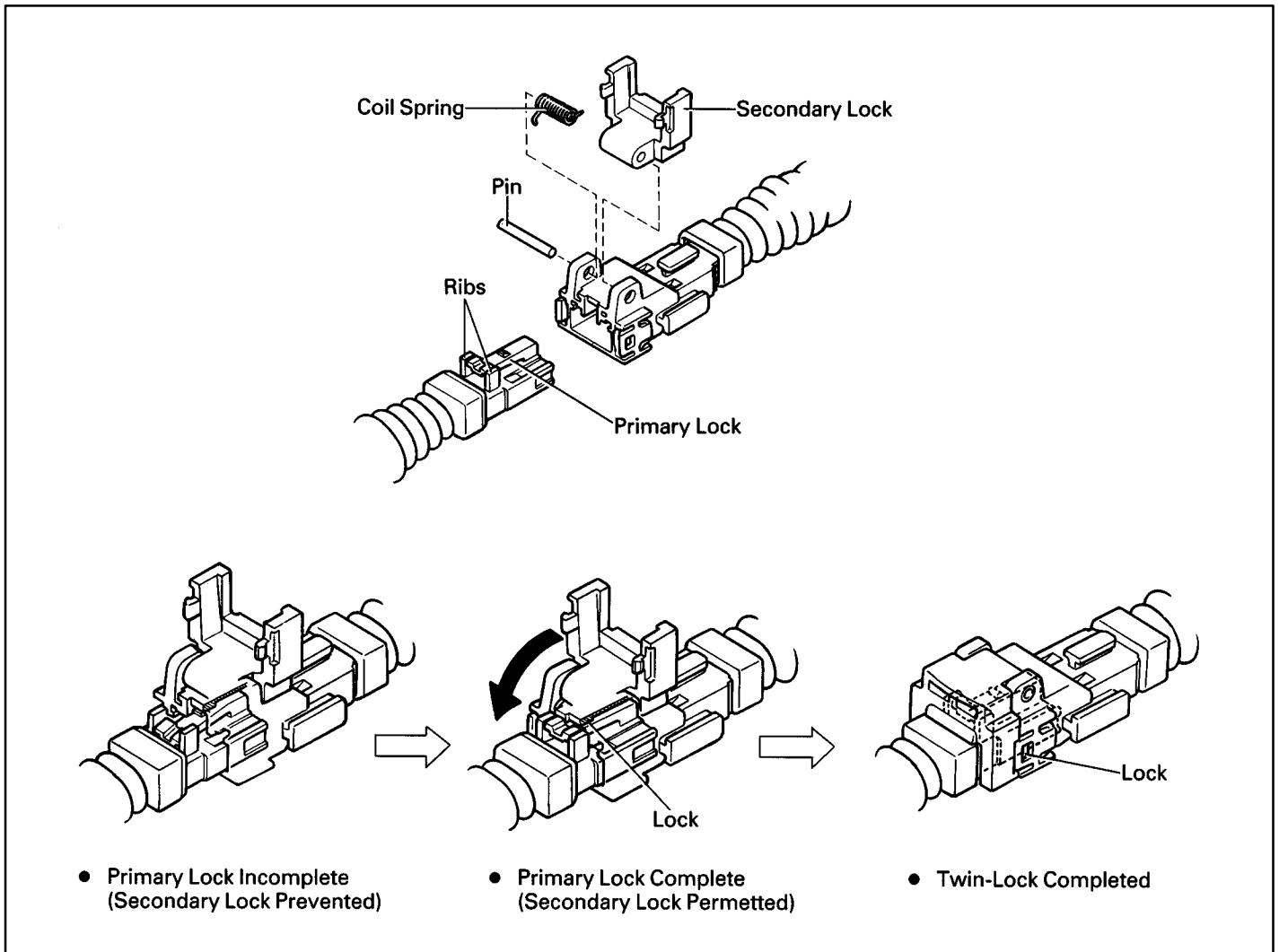
This mechanism is designed to electrically check if connectors are connected correctly and completely.

The electrical connection check mechanism is designed so that the connection detection pin connects with the diagnosis terminals when the connector housing lock is in the locked condition.

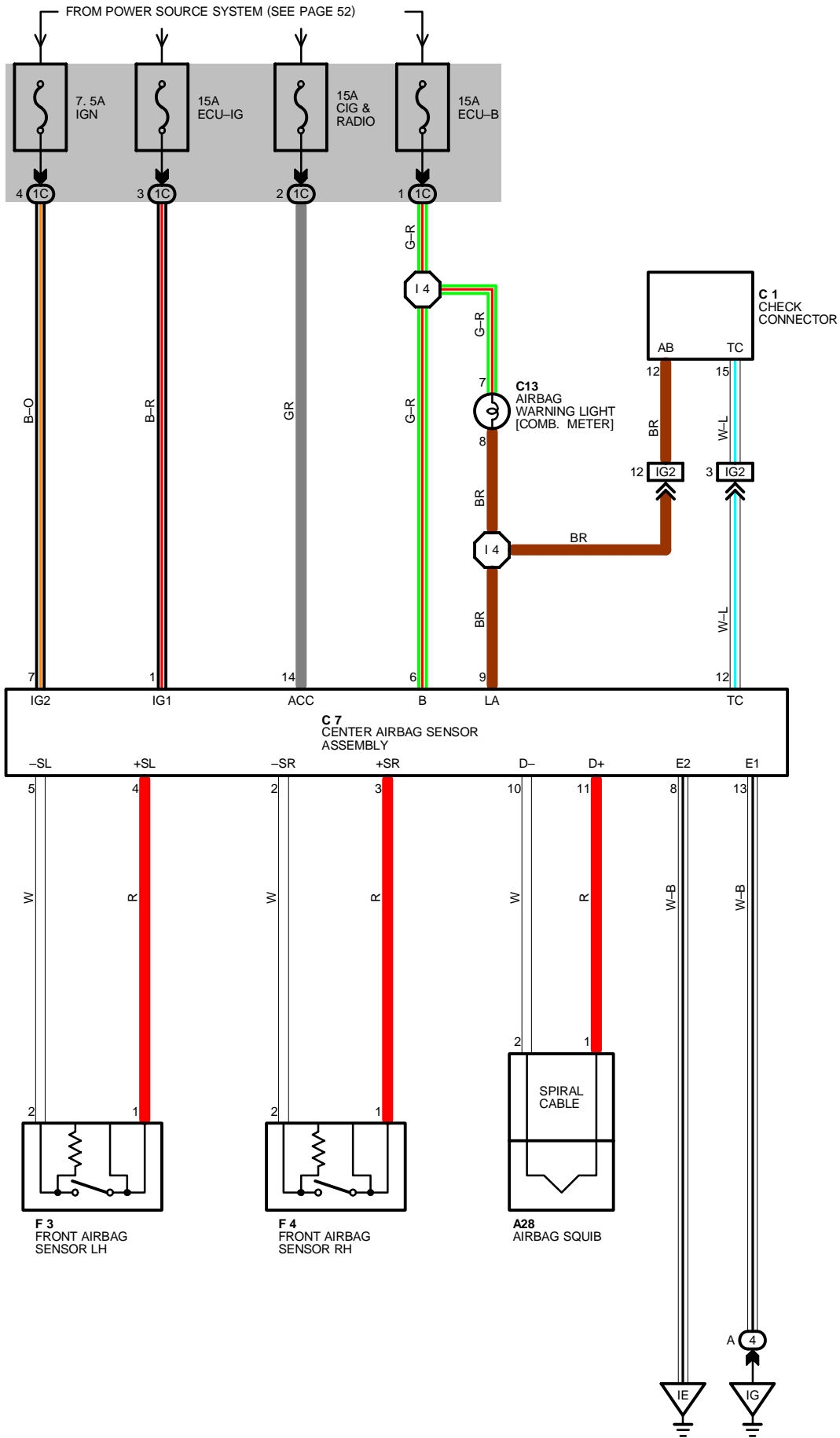


### 3. CONNECTOR TWIN-LOCK MECHANISM

With this mechanism connectors (male and female connectors) are locked by two locking devices to increase connection reliability. If the primary lock is incomplete, ribs interfere and prevent the secondary lock.



# SRS AIRBAG



## SYSTEM OUTLINE

THE SRS (SUPPLEMENTAL RESTRAINT SYSTEM) AIRBAG IS A DRIVER PROTECTION DEVICE WHICH HAS A SUPPLEMENTAL ROLE TO THE SEAT BELTS.

CURRENT FLOWS CONSTANTLY TO **TERMINAL 6** OF THE CENTER AIRBAG SENSOR ASSEMBLY. WHEN THE IGNITION SW IS TURNED TO ACC OR ON, CURRENT FROM THE CIG & RAD FUSE FLOW TO **TERMINAL 14** OF THE CENTER AIRBAG SENSOR ASSEMBLY. ONLY WHEN THE IGNITION SW IS ON DOES THE CURRENT FROM THE ECU-IG FUSE FLOW TO **TERMINAL 1**, AND THE CURRENT FROM THE IGN FUSE TO **TERMINAL 7**.

IF AN ACCIDENT OCCURS WHILE DRIVING, DECELERATION CAUSED BY A FRONTAL IMPACT IS DETECTED BY EACH SENSOR AND SWITCH, AND WHEN THE FRONTAL IMPACT EXCEEDS A SET LEVEL (WHEN THE MERCURY SW BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON AND THE CENTER AIRBAG SENSOR IS ON, FRONT AIRBAG SENSORS ARE OFF), CURRENT FROM THE CIG & RAD, ECU-IG OR IGN FUSE FLOWS TO **TERMINAL 11** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 1** OF THE AIRBAG SQUIB → SQUIB → **TERMINAL 2** → **TERMINAL 10** OF CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 8, TERMINAL 13 OR BODY GROUND** → **GROUND**.

WHEN THE MERCURY SW BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON AND THE FRONT AIRBAG SENSOR LH OR RH IS ON, CENTER AIRBAG SENSOR IS OFF CURRENT FROM THE CIG & RAD, ECU-IG OR IGN FUSE FLOWS TO **TERMINAL 11** OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 1** OF THE AIRBAG SQUIB → SQUIB → **TERMINAL 2** → **TERMINAL 10**, OF THE CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 3 OR 4** → **TERMINAL 1** OF FRONT AIRBAG SENSOR → **TERMINAL 2** → **TERMINAL 2 OR 5** OF CENTER AIRBAG SENSOR ASSEMBLY → **TERMINAL 8, TERMINAL 13 OR BODY GROUND** → **GROUND**.

WHEN THE MERCURY SW BUILT INTO THE CENTER AIRBAG SENSOR ASSEMBLY IS ON, AND THE FRONT AIRBAG SENSOR LH OR RH IS ON AND CENTER AIRBAG SENSOR IS ON ONE OF THE ABOVE-MENTIONED CIRCUITS IS ACTIVATED SO THAT CURRENT FLOWS TO THE AIRBAG SQUIB AND CAUSES IT TO OPERATE. THE BAG STORED INSIDE THE STEERING WHEEL PAD IS INSTANTANEOUSLY EXPANDED TO SOFTEN THE SHOCK TO THE DRIVER.

THE REASON WHY THERE ARE MULTIPLE POWER SOURCES AND GROUND POINTS IS SO THAT IN THE EVENT THAT ONE OR TWO OF THE POWER SOURCES AND GROUND POINTS DO NOT WORK FOR SOME REASON, THE REMAINING POWER SOURCE AND GROUND POINT WILL BE AVAILABLE TO COMPENSATE.

### ○ : PARTS LOCATION

| CODE       | SEE PAGE               | CODE       | SEE PAGE | CODE       | SEE PAGE               |
|------------|------------------------|------------|----------|------------|------------------------|
| <b>A28</b> | 28                     | <b>C 7</b> | 28       | <b>F 3</b> | 26 (5S-FE), 27 (4A-FE) |
| <b>C 1</b> | 26 (5S-FE), 27 (4A-FE) | <b>C13</b> | 28       | <b>F 4</b> | 26 (5S-FE), 27 (4A-FE) |

### ○ : RELAY BLOCKS

| CODE     | SEE PAGE | RELAY BLOCKS (RELAY BLOCK LOCATION) |
|----------|----------|-------------------------------------|
| <b>4</b> | 24       | R/B NO. 4 (RIGHT KICK PANEL)        |

### ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

| CODE      | SEE PAGE | JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION) |
|-----------|----------|--|
| <b>1C</b> | 18       | COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)            |

### □ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| CODE       | SEE PAGE | JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION) |
|------------|----------|--|
| <b>IG2</b> | 36       | ENGINE WIRE AND COWL WIRE (UNDER THE ENGINE ECU)           |

### ▽ : GROUND POINTS

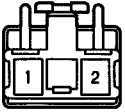
| CODE      | SEE PAGE | GROUND POINTS LOCATION    |
|-----------|----------|---------------------------|
| <b>IE</b> | 36       | INSTRUMENT PANEL BRACE LH |
| <b>IG</b> | 36       | R/B NO. 4 SET BOLT        |

### ○ : SPLICE POINTS

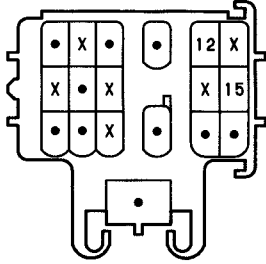
| CODE       | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS | CODE | SEE PAGE | WIRE HARNESS WITH SPLICE POINTS |
|------------|----------|---------------------------------|------|----------|---------------------------------|
| <b>I 4</b> | 36       | COWL WIRE                       |      |          |                                 |

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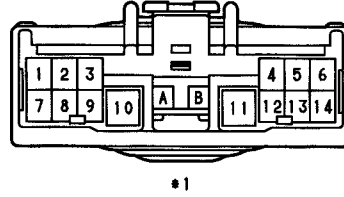
A28 YELLOW



C 1 DARK GRAY

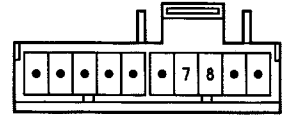


C 7 YELLOW

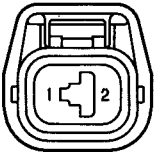


\*1

C13 BROWN



F 3, F 4 YELLOW



\*1

\*1: WITH ELECTRICAL CONNECTION CHECK MECHANISM (SEE PAGE 162)