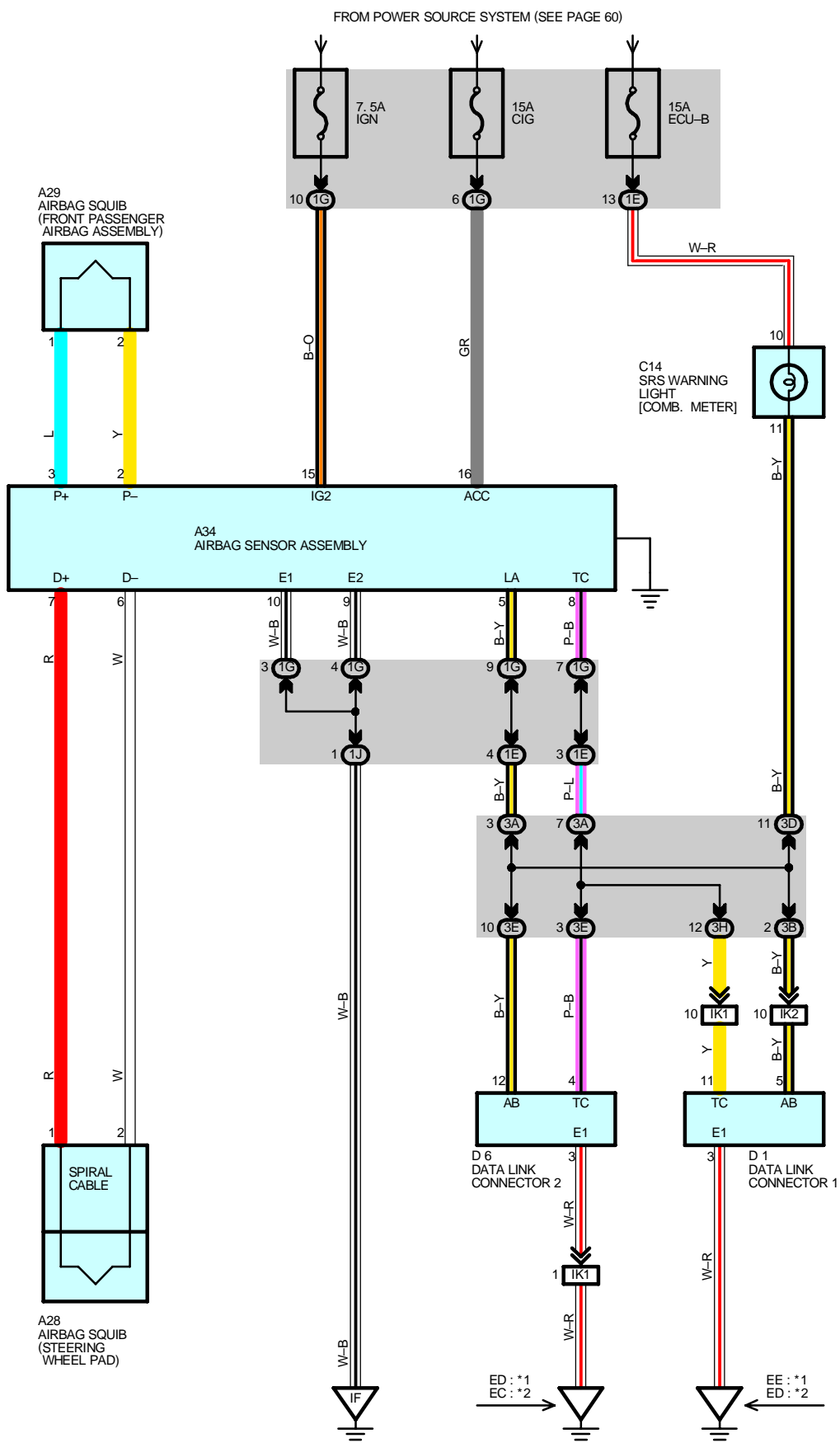


NOTICE: When inspecting or repairing the SRS, perform the operation in accordance with the following precautionary instructions and the procedure and precautions in the Repair Manual for the applicable model year.

- 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, front passenger airbag assembly or 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, front passenger airbag assembly and 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, front passenger airbag assembly or airbag sensor assembly in order to reuse it.
- If the steering wheel pad, front passenger airbag assembly or 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 Ω /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 passenger protection device which has a supplemental role to the seat belts.

When the ignition SW is turned to **ACC** or **ON**, current from the **CIG** fuse flows to **TERMINAL 16** of the airbag sensor assembly.

Only when the ignition SW is on does the current from the **IGN** fuse to **TERMINAL 15**.

If an accident occurs while driving, when the frontal impact exceeds a set level, current from the **CIG** or **IGN** fuse flows to **TERMINALS 7** and **3** of the airbag sensor assembly to **TERMINAL 1** of the airbag squib to **TERMINAL 2** to **TERMINALS 6** and **2** of the airbag sensor assembly to **TERMINAL 10**, **TERMINAL 9** or **BODY GROUND** to **GROUND**, so that current flows to the airbag squibs and causes it to operate.

The airbag stored inside the steering wheel pad is instantaneously expanded to soften the shock to the driver.

The airbag stored inside the passenger's instrument panel is instantaneously expanded to soften the shock to the passenger.

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A28	30	C14	30	D6	30
A29	30	D1	26 (1UZ-FE)		
A34	30		28 (2JZ-GE)		

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1E	20	Instrument Panel Wire and J/B No. 1 (Left Kick Panel)
1G	20	Cowl Wire and J/B No. 1 (Left Kick Panel)
1J		
3A	22	Instrument Panel Wire and J/B No. 3 (Behind the Instrument Panel Center)
3B		
3D		
3E		
3H		

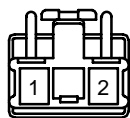
: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IK1	42	Engine Wire and Instrument Panel Wire (Right Kick Panel)
IK2		

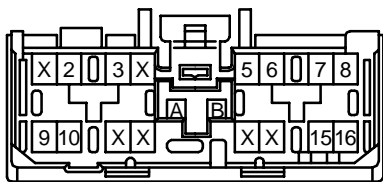
: GROUND POINTS

Code	See Page	Ground Points Location
EC	38 (2JZ-GE)	Front Side of Intake Manifold
ED	36 (1UZ-FE)	Rear Side of Cylinder Head RH
	38 (2JZ-GE)	
EE	36 (1UZ-FE)	Rear Side of Cylinder Head LH
IF	40	Left Kick Panel

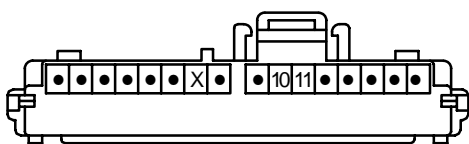
A28, A29 YELLOW



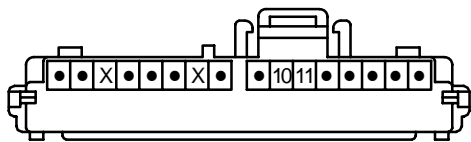
A34 YELLOW



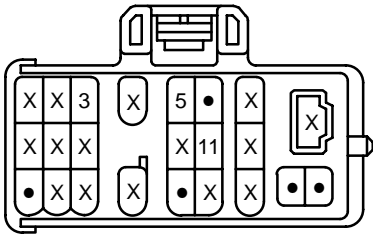
(1UZ-FE) C14



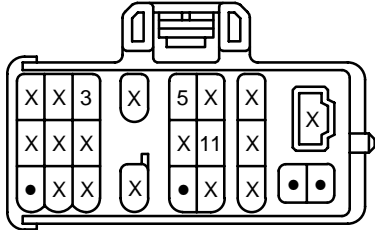
(2JZ-GE) C14



(1UZ-FE) D1 BLACK



(2JZ-GE) D1 BLACK



D6 DARK GRAY

