

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.

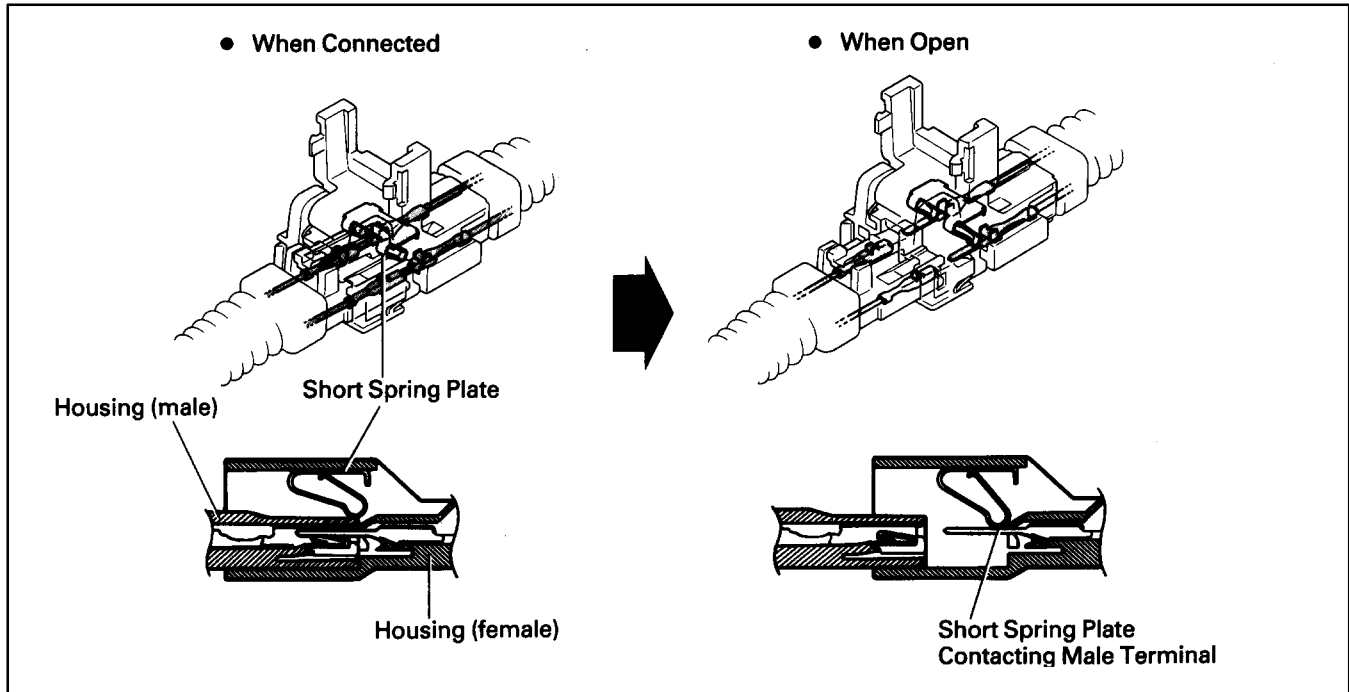
- Malfunction symptoms of the SRS are difficult to confirm, so the DTCs become the most important source of information when troubleshooting. When troubleshooting the SRS, always inspect the DTCs before disconnecting the battery.
- **Work must be started after 90 seconds from when the ignition switch 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 of disconnecting the negative (–) terminal cable of the battery, the SRS 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 the audio memory system. When work is finished, reset the audio systems as before and adjust the clock. To avoid erasing the memory of each memory system, never use a back-up power supply from outside the vehicle.
- 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 ones.
- Before repairs, remove the airbag sensor if shocks are likely to be applied to the sensor during repairs.
- 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 have been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.
- Do not expose the steering wheel pad, front passenger airbag assembly or airbag sensor assembly directly to hot air or flames.
- 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, check the SRS warning light.
- If the vehicle is equipped with a mobile communication system, refer to the precaution in the IN section of the Repair Manal.



The SRS has connectors which possess the functions described below:

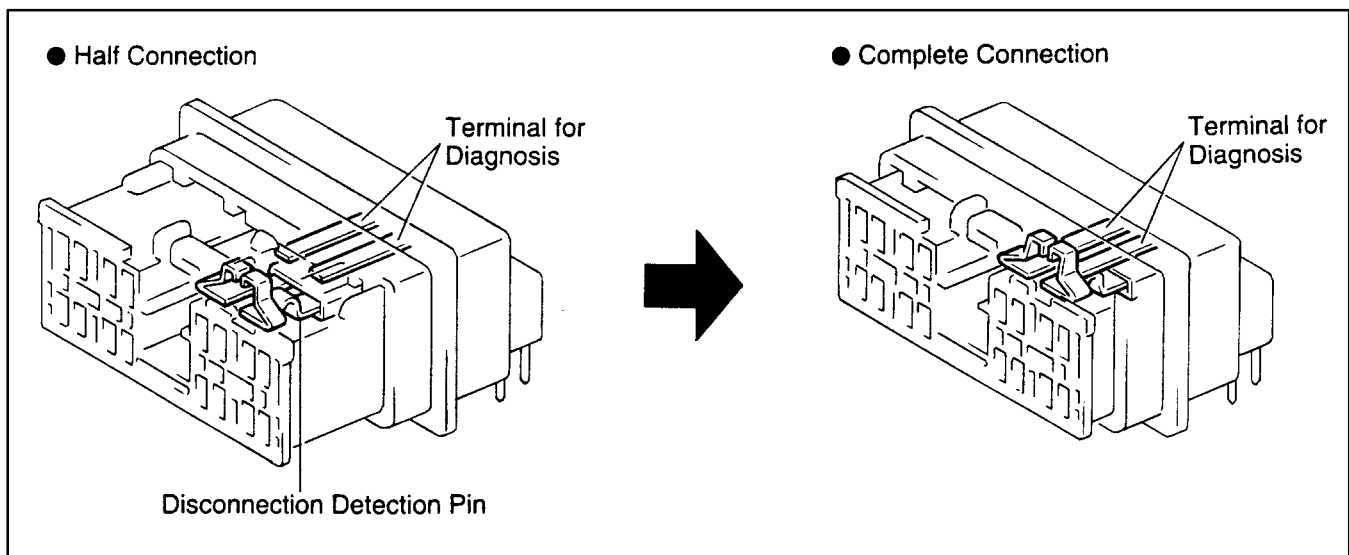
1. SRS ACTIVATION PREVENTION MECHANISM

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.



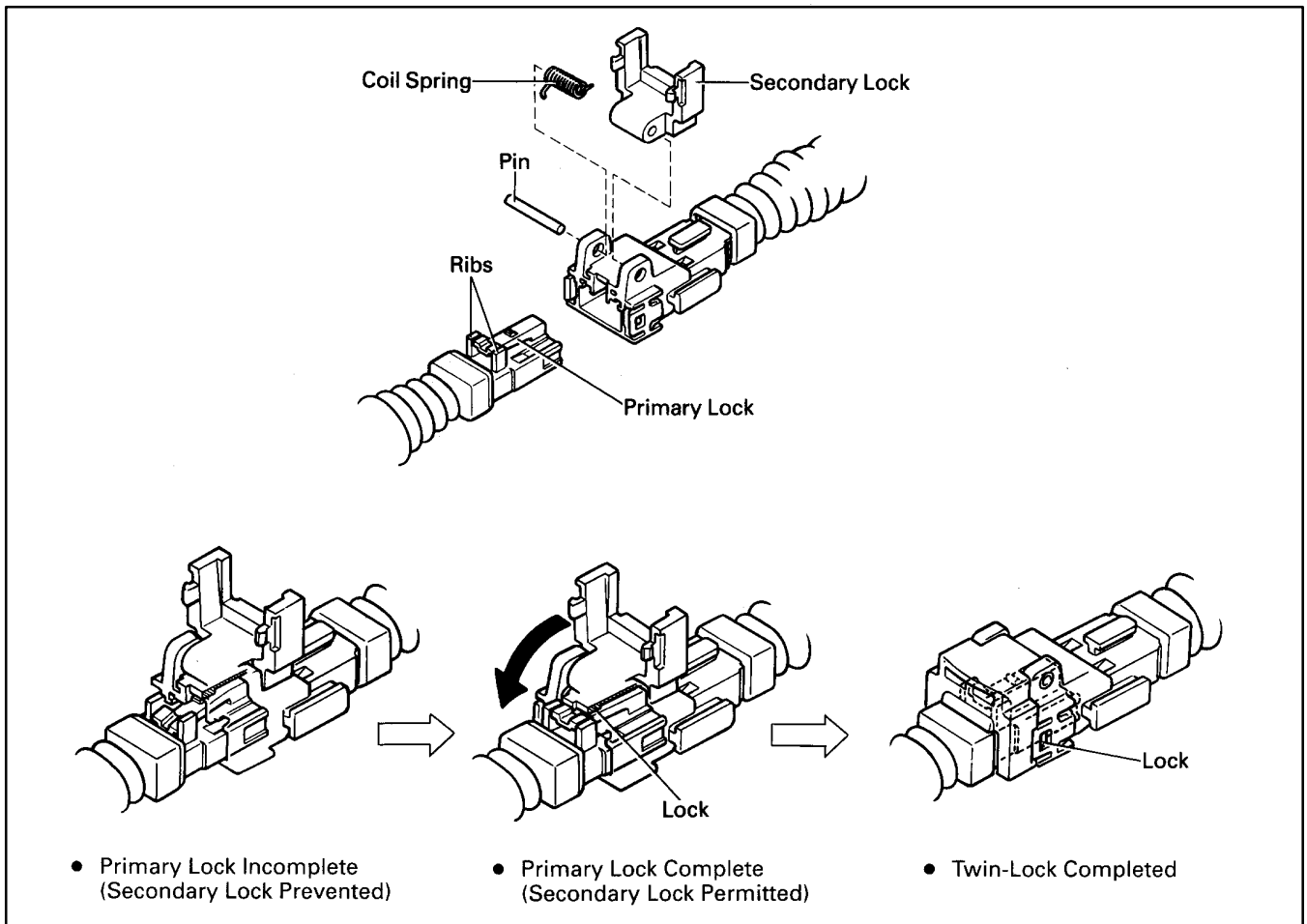
2. ELECTRICAL CONNECTION CHECK MECHANISM

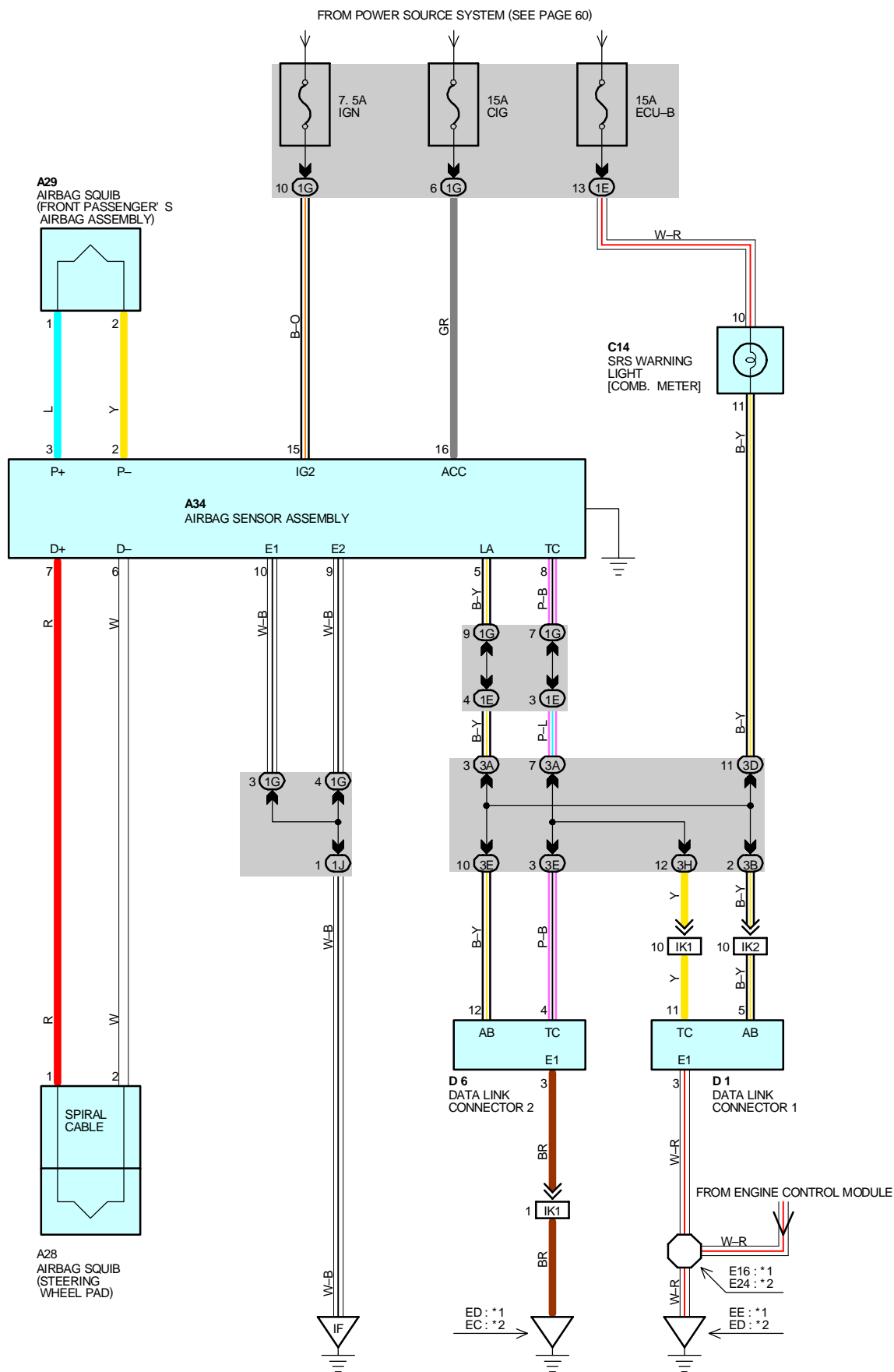
This mechanism electrically checks if connectors are connected correctly and completely. The electrical connection check mechanism is designed so that the disconnection detection pin connects with the diagnosis terminals when the connector housing lock is locked.



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.





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 FLOW 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 → **TERMINAL 1** OF THE AIRBAG SQUIB → **TERMINAL 2** → **TERMINALS 6** AND **2** OF THE AIRBAG SENSOR ASSEMBLY → **TERMINAL 10**, **TERMINAL 9** OR **BODY GROUND** → **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	A34	30	D 1	26(1UZ-FE),28(2JZ-GE)
A29	30	C14	30	D 6	30

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IE	20	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
IG	20	COWL NO. 2 WIRE AND J/B NO. 1 (LEFT KICK PANEL)
IJ	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
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	40	ENGINE WIRE AND INSTRUMENT PANEL WIRE (RIGHT KICK PANEL)
IK2		

▽ : GROUND POINTS

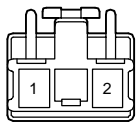
CODE	SEE PAGE	GROUND POINTS LOCATION
EC	38(2JZ-GE)	FRONT SIDE OF INTAKE MANIFOLD
ED	36(1UZ-FE)	REAR SIDE OF CYLINDER HEAD RH
	38(2JZ-GE)	
EE	36(1UZ-FE)	REAR SIDE OF CYLINDER HEAD LH
IF	40	LEFT KICK PANEL

○ : SPLICE POINTS

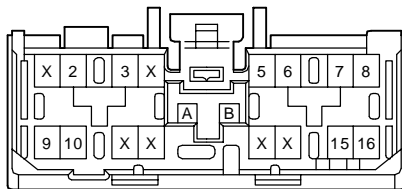
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E16	36(1UZ-FE)	ENGINE WIRE	E24	38(2JZ-GE)	ENGINE WIRE



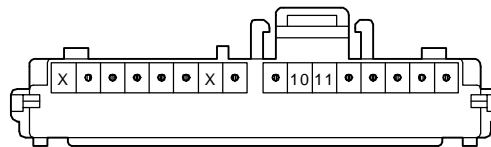
A28, A29 YELLOW



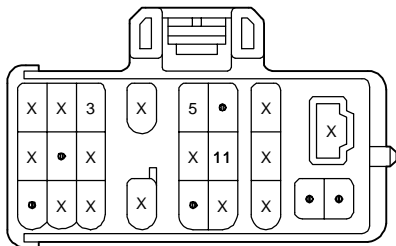
A34 YELLOW



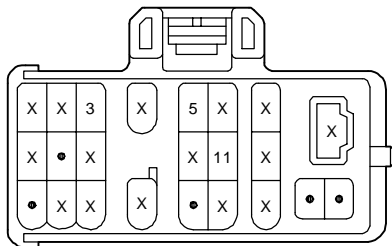
C14



(1UZ-FE) D 1 BLACK



(2JZ-GE) D 1 BLACK



D 6 DARK GRAY

