

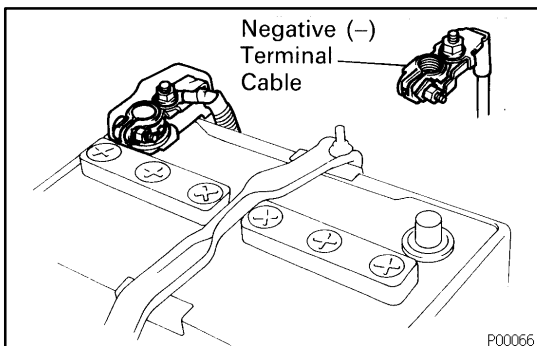
FOR ALL OF VEHICLES

GENERAL INFORMATION

IN050-02

1. FOR VEHICLES EQUIPPED WITH SRS AIRBAG AND SEAT BELT PRETENSIONER

- (a) The LEXUS SC400/SC300 are equipped with a SRS (Supplemental Restraint System), such as the driver airbag, front passenger airbag and seat belt pretensioners. Failure to carry out service operations in the correct sequence could cause the SRS to unexpectedly deploy during servicing, possibly leading to a serious accident. Further, if a mistake is made in servicing the supplemental restraint system, it is possible the SRS may fail to operate when required. Before servicing (including removal or installation of parts, inspection or replacement), be sure to read the following items carefully, then follow the correct procedure described in this manual.



(b) GENERAL NOTICE

- (1) Malfunction symptoms of the SRS are difficult to confirm, so the diagnostic trouble codes become the most important source of information when troubleshooting. When troubleshooting the SRS, always inspect the diagnostic trouble codes before disconnecting the battery (See page [DI-540](#)).

- (2) Work must be started after 90 seconds from the time the ignition switch is turned to the "LOCK" position and the negative (-) terminal cable is disconnected from the battery.

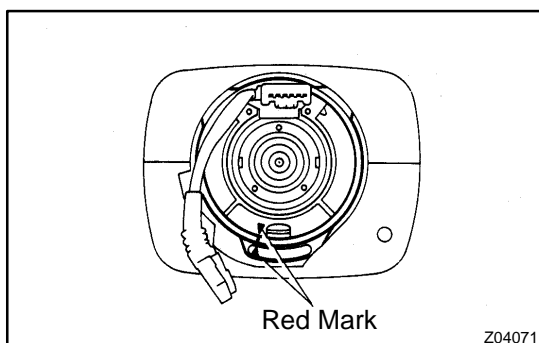
(The SRS is equipped with a back-up power source so that if work is started within 90 seconds of disconnecting the negative (-) terminal cable from the battery, the SRS may deploy.)

When the negative (-) terminal cable is disconnected from the battery, memory of the clock and audio systems will be canceled. 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. The vehicle has power tilt and power telescopic steering, power seat, power outside rear view mirror.

Which are all equipped with memory function, it is not possible to make a record of the memory contents. So when the work is finished, therefore it will be necessary to explain this fact to the customer, and ask 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.

- (3) Even in cases of a minor collision where the SRS does not deploy, the front airbag sensors, steering wheel pad and front passenger airbag assembly should be inspected (See page [RS-2](#)).
- (4) Never use SRS parts from another vehicle. When replacing parts, replace them with new parts.
- (5) Before repairs, remove the airbag sensors if shocks are likely to be applied to the sensors during repairs.
- (6) Never disassemble and repair the front airbag sensors, center airbag sensor assembly, steering wheel pad or front passenger airbag assembly in order to reuse it.
- (7) If the front airbag sensors, center airbag sensor assembly, steering wheel pad or front passenger airbag assembly have been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.
- (8) Do not expose the front airbag sensors, center airbag sensor assembly, steering wheel pad or front passenger airbag assembly directly to hot air or flames.
- (9) Use a volt/ohmmeter with high impedance (10 k Ω /V minimum) for troubleshooting of the electrical circuit.
- (10) Information labels are attached to the periphery of the SRS components. Follow the instructions on the notices.
- (11) After work on the SRS is completed, check the SRS warning light (See page [DI-540](#)).

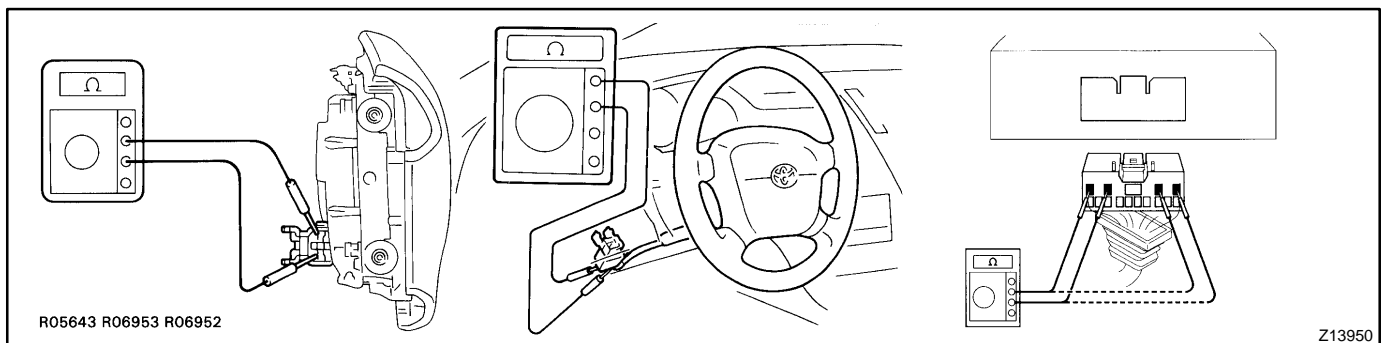
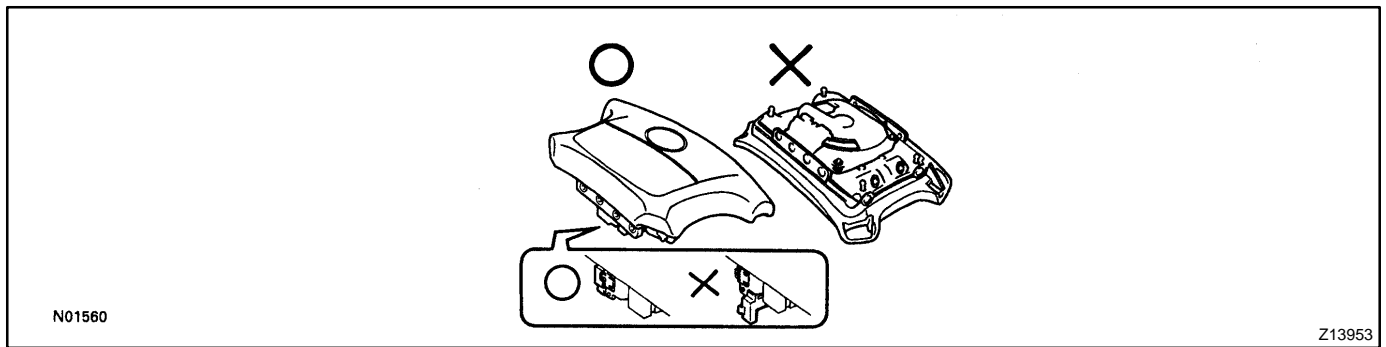


(c) SPIRAL CABLE (in Combination Switch)

The steering wheel must be fitted correctly to the steering column with the spiral cable at the neutral position, otherwise cable disconnection and other troubles may result. Refer to page [SR-8](#) of this manual concerning correct steering wheel, as shown in the installation.

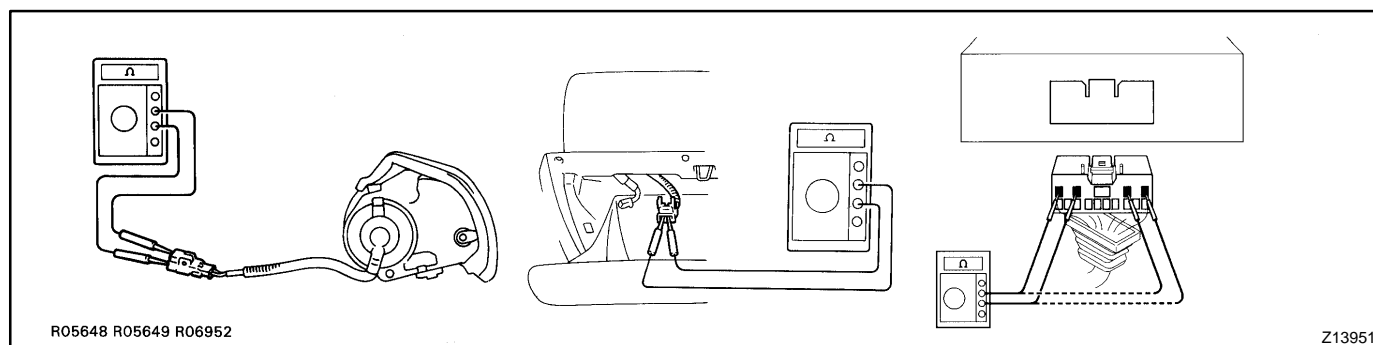
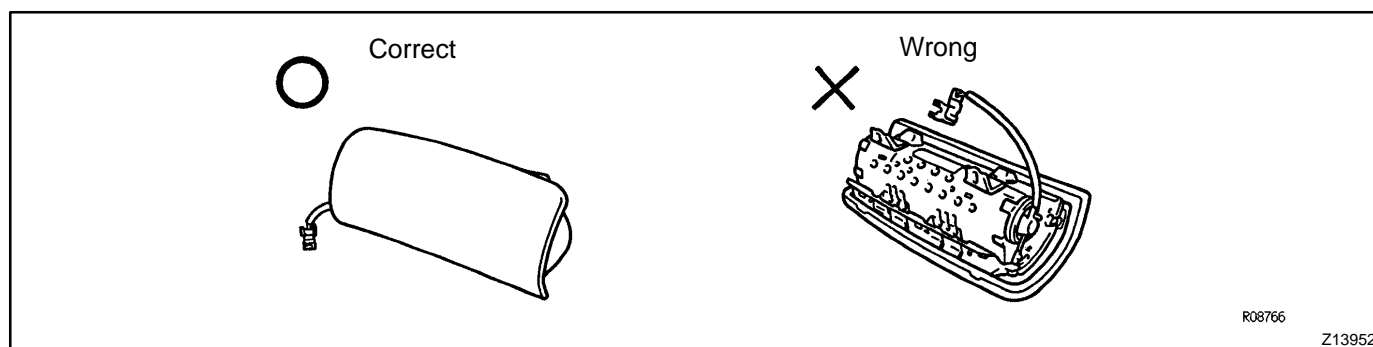
(d) STEERING WHEEL PAD (with Airbag)

- (1) When removing the steering wheel pad or handling a new steering wheel pad, it should be placed with the pad top surface facing up.
In this case, the twin-lock type connector lock lever should be in the locked state and care should be taken to place it so the connector will not be damaged. Do not store a steering wheel pad on top of another one. (Storing the pad with its metallic surface up may lead to a serious accident if the airbag inflates for some reason.)
- (2) Never measure the resistance of the airbag squib. (This may cause the airbag to deploy, which is very dangerous.)
- (3) Grease should not be applied to the steering wheel pad and the pad should not be cleaned with detergents of any kind.
- (4) Store the steering wheel pad where the ambient temperature remains below 93°C (200°F), without high humidity and away from electrical noise.
- (5) When using electric welding, first disconnect the airbag connector (yellow color and 2 pins) under the steering column near the combination switch connector before starting work.
- (6) When disposing of a vehicle or the steering wheel pad alone, the airbag should be deployed using an SST before disposal (See page RS-11). Carry out the operation in a place away from electrical noise.



(e) FRONT PASSENGER AIRBAG ASSEMBLY

- (1) Always store a removed or new front passenger airbag assembly with the airbag deployment direction facing up. Store the airbag assembly with the airbag deployment direction facing down could cause a serious accident if the airbag inflates.
- (2) Never measure the resistance of the airbag squib. (This may cause the airbag to deploy, which is very dangerous.)
- (3) Grease should not be applied to the front passenger airbag assembly and the door should not be cleaned with detergents of any kind.
- (4) Store the front passenger airbag assembly where the ambient temperature remains below 93 °C (200 °F), without high humidity and away from electrical noise.
- (5) When using electric welding, first disconnect the airbag connector (yellow color and 2 pins) under the steering column near the combination switch connector before starting work.
- (6) When disposing of a vehicle or the front passenger airbag assembly alone, the airbag should be deployed using an SST before disposal (See page [RS-24](#)). Carry out the operation in a place away from electrical noise.



(f) AIRBAG SENSOR ASSEMBLY

- (1) Never reuse the center airbag sensor assembly involved in a collision when the airbag has deployed.
- (2) Work must be started after 90 seconds from the time the ignition switch is turned to the "LOCK" position and the negative (–) terminal cable is disconnected from the battery, even just loosening the set bolts of center airbag sensor assembly.

(g) WIRE HARNESS AND CONNECTOR

The airbag wire harness is integrated with the cowl wire harness assembly. The wires for the airbag wire harness are encased in a yellow corrugated tube. All the connectors for the system are also a standard yellow color. If the SRS wire harness becomes disconnected or the connector becomes broken due to an accident, etc., repair or replace it.

2. FOR VEHICLES EQUIPPED WITH A CATALYTIC CONVERTER**CAUTION:**

If large amounts of unburned gasoline flow into the converter, it may overheat and create a fire hazard. To prevent this, observe the following precautions and explain them to your customer.

- (a) Use only unleaded gasoline.
- (b) Avoid prolonged idling.
Avoid running the engine at idle speed for more than 20 minutes.
- (c) Avoid spark jump test.
 - (1) Perform spark jump test only when absolutely necessary. Perform this test as rapidly as possible.
 - (2) While testing, never race the engine.
- (d) Avoid prolonged engine compression measurement.
Engine compression tests must be done as rapidly as possible.
- (e) Do not run engine when fuel tank is nearly empty.
This may cause the engine to misfire and create an extra load on the converter.
- (f) Avoid coasting with ignition turned off and prolonged braking.
- (g) Do not dispose of used catalyst along with parts contaminated with gasoline or oil.

3. IF VEHICLE IS EQUIPPED WITH MOBILE COMMUNICATION SYSTEM

For vehicles with mobile communication systems such as two-way radios and cellular telephones, observe the following precautions.

- (1) Install the antenna as far as possible away from the ECM, ECU and sensors of the vehicle's electronic system.
- (2) Install the antenna feeder at least 20 cm (7.87 in.) away from the ECM, ECU and sensors of the vehicle's electronics systems. For details about ECM, ECU and sensors locations, refer to the section on the applicable component.
- (3) Do not wind the antenna feeder together with the other wiring. As much as possible, also avoid running the antenna feeder parallel with other wire harnesses.
- (4) Confirm that the antenna and feeder are correctly adjusted.
- (5) Do not install powerful mobile communications system.

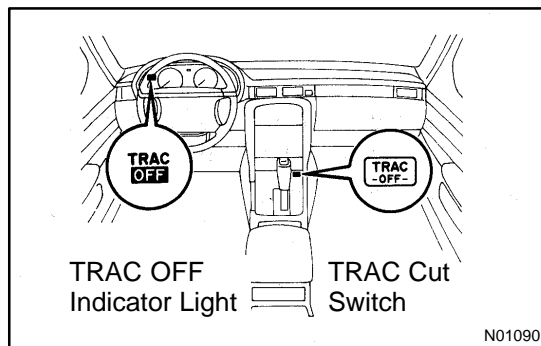
4. FOR USING OBD II SCAN TOOL OR LEXUS HAND-HELD TESTER

Observe the following for safety reasons:

- Before using the OBD II scan tool or LEXUS hand-held tester, the OBD II scan tool's instruction book or LEXUS hand-held tester's operator manual should be read thoroughly.
- Be sure to route all cables securely when driving with the OBD II scan tool or LEXUS hand-held tester connected to the vehicle. (i.e. Keep cables away from feet, pedals, steering wheel and shift lever.)
- Two persons are required when test driving with the OBD II scan tool or LEXUS hand-held tester, one person to drive the vehicle and one person to operate the OBD II scan tool or LEXUS hand-held tester.

5. FOR VEHICLES EQUIPPED WITH TRACTION CONTROL (TRAC) SYSTEM

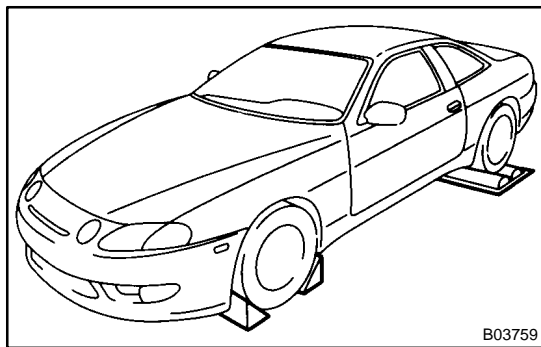
When using a rear wheel two-wheel drum tester such as a speedometer tester or chassis dynamometer, etc., or jacking up the rear wheels and driving the wheels, always push in the TRAC cut ("TRAC OFF") switch and turn the TRAC system OFF.



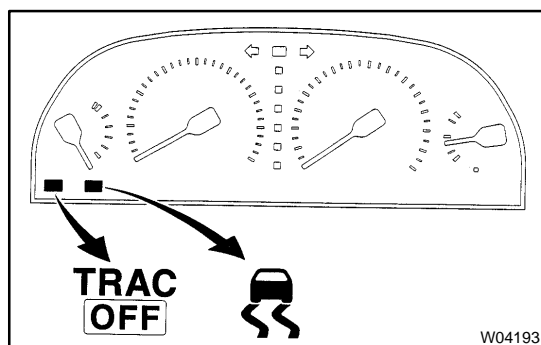
- (1) Press the TRAC cut ("TRAC OFF") switch.
- (2) Check that the TRAC OFF indicator light comes on when the TRAC system is turned off by the TRAC cut switch.

HINT:

The SLIP indicator light should always operate right after the engine is restarted.



- (3) Begin measurements.



- (4) Press the TRAC cut switch again to change the TRAC to operative and check that the TRAC OFF indicator light goes off.

HINT:

The SLIP indicator light blinks when the TRAC system is operative.

6. INSPECTION AND ADJUSTMENT OF JOINT ANGLE DURING REMOVAL AND INSTALLATION OF PROPELLER SHAFT

When performing operations which involve the removal and installation of the propeller shaft be sure to check the joint angle. Make adjustment if necessary (See page [PR-16](#)).

