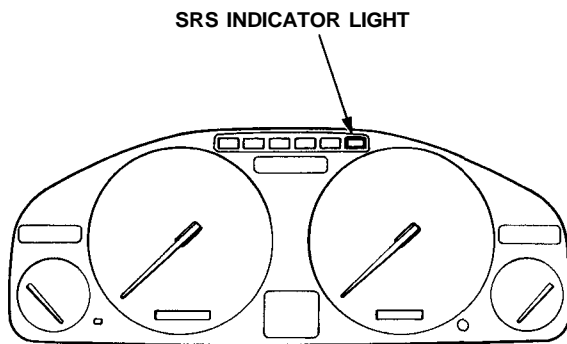


Supplemental Restraint System (SRS)

Troubleshooting

Self-diagnosis Function

The SRS unit includes a self-diagnosis function. If there is a failure in the sensors, SRS unit, inflators, or their circuits, the SRS indicator light in the gauge assembly comes ON.



As a system check, the SRS indicator light also comes on when the ignition is first turned to the II position. If the light goes off after approximately six seconds, the system is OK.

If the SRS indicator light remains on (or fails to come on in the system check mode) one of the SRS components (or the wiring/connectors in-between) is faulty.

Troubleshooting Precautions

- Always use the test harness. Do not use test probes directly on component connector terminals or wires; you may damage them or the SRS unit.
- When connecting any of the test harnesses to the system, push the connectors straight-in; do not bend the connector terminals.
- Before disconnecting the airbag connectors, turn off the ignition switch and wait for at least three minutes to let the capacitor in the back-up circuit discharge. This will prevent a malfunction of the seat belt pretensioners.
- Before disconnecting any part of the SRS wire harness, connect the short connectors (RED) to the airbags and both seat belt pretensioners. After connecting the short connectors to the airbags, immediately connect an short connector "A" (Tool Number **07MAZ-SP0020A**) to the cable reel connector (for the driver's airbag), and another to the SRS main harness connector (for the passenger's airbag). This will prevent any static electricity from triggering the seat belt pretensioners before you disconnect them (see page **23-409**).

SRS Indicator Light Troubleshooting

Possible conditions:

1. SRS indicator light does not come on at all — see page **23-412**.
2. SRS indicator light stays on constantly — see page **23-416**.
3. SRS indicator light comes on in combination with a failure of another electrical system (brake system light, malfunction indicator lamp etc.). Check for damage/corrosion at the under-dash fuse/relay box connector.

NOTE:

- Before starting the applicable troubleshooting, check the condition of all SRS connectors and ground points.
- If the fault is not found after completing the applicable troubleshooting, substitute a known-good SRS unit and check whether the SRS indicator light goes off. If it does, the original SRS unit must be faulty; replace it.