

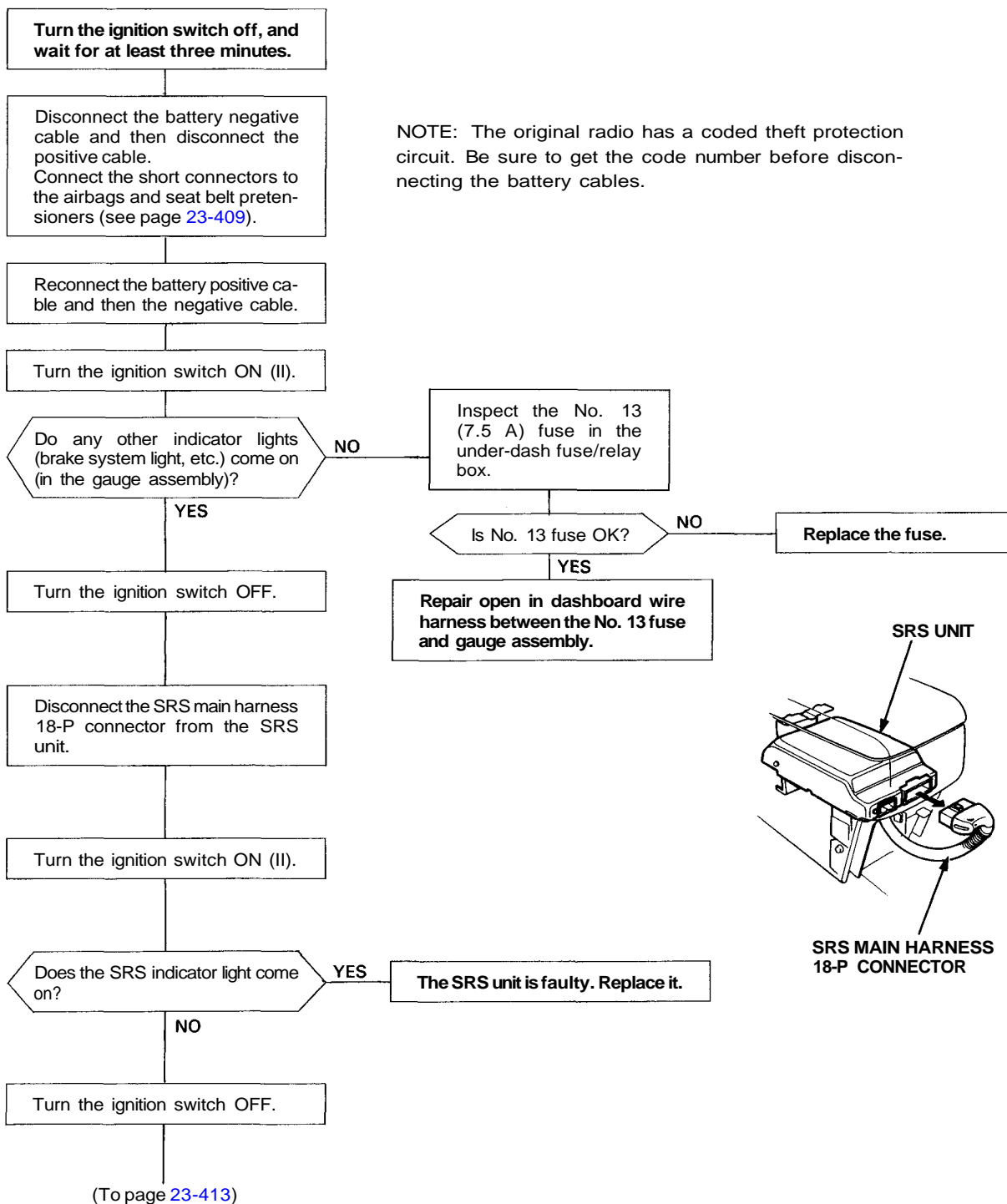
Supplemental Restraint System (SRS)

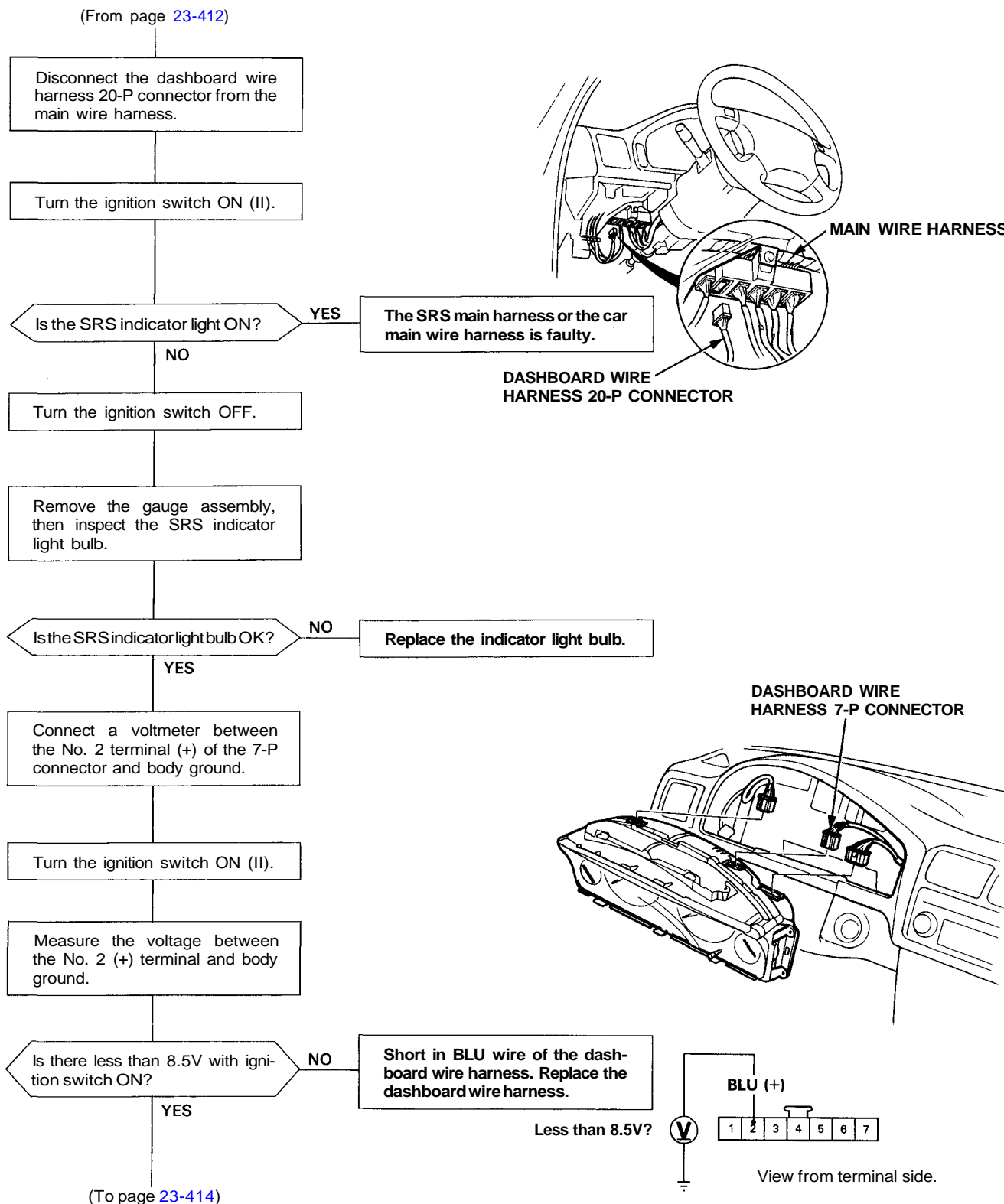
Troubleshooting

The SRS Indicator Does Not Light

CAUTION: Use only a digital multimeter to check the system.

NOTE: Before troubleshooting, make sure that battery voltage is 12 V or more. Otherwise you'll obtain wrong test readings.





(cont'd)

Supplemental Restraint System (SRS)

Troubleshooting (cont'd)

(From page 23-413)

Turn the ignition switch OFF.

Connect the voltmeter between the No. 3 terminal (+) and the No. 1 terminal (-) of the dashboard wire harness 7-P connector.

Turn the ignition switch ON (II).

Measure the voltage between the No. 3 terminal (+) and the No. 1 terminal (-).

Is there battery voltage?

YES

Turn the ignition switch OFF.

(To page 23-415)

NO

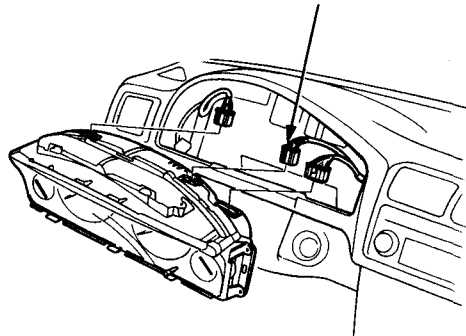
Check for continuity between the No. 1 terminal and body ground.

Is there continuity?

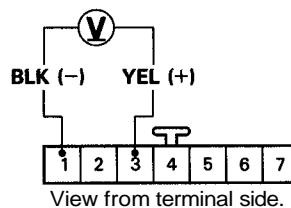
YES

Repair open in the YEL wire (No. 3 terminal) of the dashboard wire harness between the gauge assembly and the No. 13 (7.5 A) fuse.

DASHBOARD WIRE HARNESS 7-P CONNECTOR



Battery voltage?



Repair open in the BLK wire (No. 1 terminal) between the gauge assembly and body ground or look for a poor ground (G301, G302, G303).

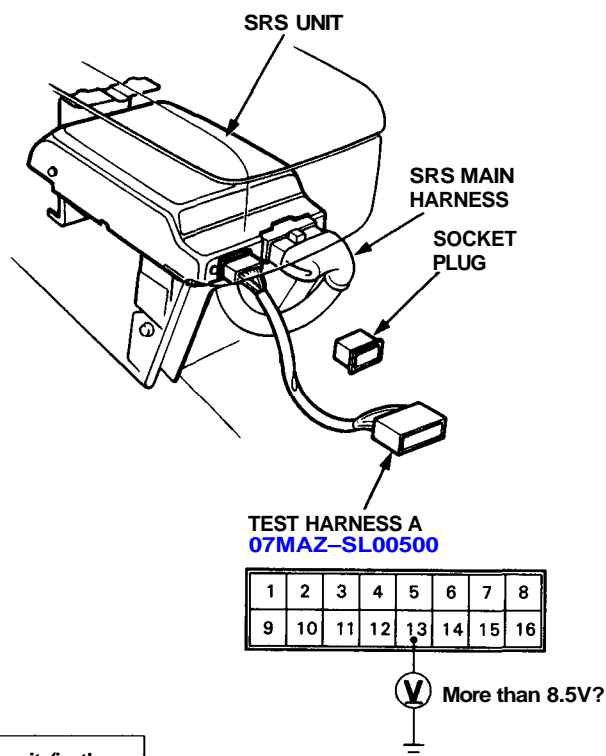
NO

(From page 23-414)

NOTE: Make sure you reinstall the socket plug in the SRS unit after testing.

Reconnect each connector to the gauge assembly and SRS unit then connect Test Harness A to the SRS unit.

Measure the voltage between the No. 13 terminal (+) and body ground for six seconds after ignition is first turned on (II).



Is there more than 8.5V? NO

YES

The SRS indicator circuit (in the gauge assembly) is faulty.

The SRS unit is faulty.

(cont'd)