

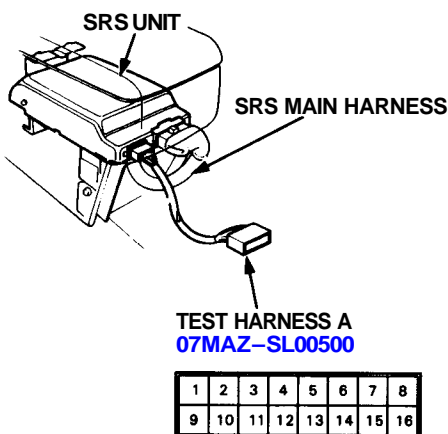
# Supplemental Restraint System (SRS)

## Troubleshooting (cont'd)

### SRS Indicator Light Stays On Continuously

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

1. Make a photocopy of the chart on page 23-415.
2. Connect Test Harness A to the SRS unit as shown.



3. Turn the ignition switch ON.

- Voltages in the chart assume the car's "battery voltage" is about 12 volts. Less than 12 volts will result in different or possibly false readings.
- Do not disconnect the airbags from the circuit when checking SRS unit voltages.

4. First, check for voltage between Test Harness Terminal No. 12 and ground.

- If voltage is indicated, there is a poor ground (see page 23-429).
- If no voltage is indicated, continue with checking all the other terminals.

5. Record your voltage readings, for each terminal, in the row of blank boxes near the top of the chart.

6. Compare each reading with the voltage ranges listed in the column below it. If the reading is within a range, circle that range.

|                      |               |               |               |             |               |               |               |
|----------------------|---------------|---------------|---------------|-------------|---------------|---------------|---------------|
|                      | 7.1<br>-9.5   | 7.1<br>-9.5   | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 |
|                      | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 |
| Failure Mode Voltage | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 |
|                      | 5.1<br>-7.0   | 5.1<br>-7.0   | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 |
|                      | 5.1<br>-7.0   | 5.1<br>-7.0   | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 |

Circle the range if your reading is within it.

- If you circled all the Failure Mode ranges across any row, check the car for the Probable Failure Mode listed at the end of the row. (Refer to the letter for that mode on the following pages).

|   |             |               |   |   |   |   |
|---|-------------|---------------|---|---|---|---|
| 0 | 2.0<br>-8.5 | 10.5<br>-14.5 | - | - | D | Open in one dash sensor.                          |
| 0 | 2.0<br>-8.5 | 10.5<br>-14.5 | - | - | E | Open in driver's airbag inflator or cable reel.   |
| 0 | 2.0<br>-8.5 | 10.5<br>-14.5 | - | - | F | Open in front passenger's airbag inflator.        |
| 0 | 2.0<br>-8.5 | 10.5<br>-14.5 | - | - | G | Open in driver's seat belt pretensioner.          |
| 0 | 2.0<br>-8.5 | 10.5<br>-14.5 | - | - |   | Open in front passenger's seat belt pretensioner. |

If you circle all the ranges in this row, follow the troubleshooting procedure under this failure mode on the following pages.

- If you did not circle all the ranges across any row, replace the SRS unit with a known-good unit, and retest.
  - If all your voltage readings are now Normal, replace the original SRS unit.
  - If your voltage readings are still not Normal but they don't match a complete row of Failure Mode ranges, check the condition of the SRS connectors shown in the system diagram on page 23-397.



NOTE: Do not disconnect the airbags when checking SRS unit voltages.

| Test Harness Terminal | 1 SADH        | 2 SAPH        | 3 BUC3        | 4 VCC       | 5 SV          | 6 CCHK1       | 7 M3          | 8 SPDH        | 9 SPPH        | 10 BUC1       | 11 BUC2       | 12 GND | 13 IDC              | 14 MI         | - | - | Probable Failure Mode   |
|-----------------------|---------------|---------------|---------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------|---------------------|---------------|---|---|---|
| Normal Voltage        | 5.1<br>-7.0   | 5.1<br>-7.0   | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 | 5.1<br>-7.0   | 5.1<br>-7.0   | 10.5<br>-14.5 | 10.5<br>-14.5 | 0      | 8.5<br>-13.0        | 10.5<br>-14.5 | - | - |   |
| Your Voltage Reading  |               |               |               |             |               |               |               |               |               |               |               |        |                     |               | - | - |   |
| Failure Mode Voltage  | 3.0<br>-5.0   | 3.0<br>-5.0   | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 | 3.0<br>-5.0   | 3.0<br>-5.0   | 10.5<br>-14.5 | 10.5<br>-14.5 | 0      | 2.0<br>-8.5         | 10.5<br>-14.5 | - | - | A Open in one safing sensor contact.  |
|                       | 0             | 0             | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 | 0             | 0             | 10.5<br>-14.5 | 10.5<br>-14.5 | 0      | 2.0<br>-8.5         | 10.5<br>-14.5 | - | - | B<br>• Short to driver's or passenger's inflator (body ground).<br>• Short to driver's or passenger's seat belt pretensioner (body ground).<br>• Short in dash sensors.<br>• Open in both safing sensor contacts. |
|                       | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 0      | 2.0<br>-8.5         | 10.5<br>-14.5 | - | - | C Short in one safing sensor contact or open in both dash sensors.  |
|                       | 7.1<br>-9.5   | 7.1<br>-9.5   | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 | 7.1<br>-9.5   | 7.1<br>-9.5   | 10.5<br>-14.5 | 10.5<br>-14.5 | 0      | 2.0<br>-8.5         | 10.5<br>-14.5 | - | - | D Open in one dash sensor.  |
|                       | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 0      | 2.0<br>-8.5         | 10.5<br>-14.5 | - | - | E Open in driver's airbag inflator or cable reel.   |
|                       | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 0      | 2.0<br>-8.5         | 10.5<br>-14.5 | - | - | F Open in front passenger's airbag inflator.  |
|                       | 5.1<br>-7.0   | 5.1<br>-7.0   | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 | 0             | 5.1<br>-7.0   | 10.5<br>-14.5 | 10.5<br>-14.5 | 0      | 2.0<br>-8.5         | 10.5<br>-14.5 | - | - | G Open in driver's seat belt pretensioner.  |
|                       | 5.1<br>-7.0   | 5.1<br>-7.0   | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 | 5.1<br>-7.0   | 0             | 10.5<br>-14.5 | 10.5<br>-14.5 | 0      | 2.0<br>-8.5         | 10.5<br>-14.5 | - | - | H Open in front passenger's seat belt pretensioner.   |
|                       | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 10.5<br>-14.5 | 0      | 2.0<br>-8.5         | 10.5<br>-14.5 | - | - | I Short in seat belt pretensioner trigger transistor.   |
|                       | 4.0<br>-7.0   | 4.0<br>-7.0   | 8.5<br>-14.5  | 0           | 0             | 8.5<br>-14.5  | 8.5<br>-14.5  | 4.0<br>-7.0   | 4.0<br>-7.0   | 8.5<br>-14.5  | 8.5<br>-14.5  | 0      | 2.0<br>-8.5         | 8.5<br>-14.5  | - | - | J Blown SRS fuse (No. 7 10 A) or open in the wire.  |
|                       | 5.1<br>-7.0   | 5.1<br>-7.0   | 10.5<br>-14.5 | 4.5<br>-5.5 | 12.0<br>-14.0 | 10.5<br>-14.5 | 10.5<br>-14.5 | 5.1<br>-7.0   | 5.1<br>-7.0   | 10.5<br>-14.5 | 10.5<br>-14.5 | 0      | 0<br>(8.5<br>-13.0) | 10.5<br>-14.5 | - | - | J Short (or open) in SRS indicator wire harness.  |

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# Supplemental Restraint System (SRS)

## Troubleshooting (cont'd)

### Mode A: Open in one safing sensor contact.

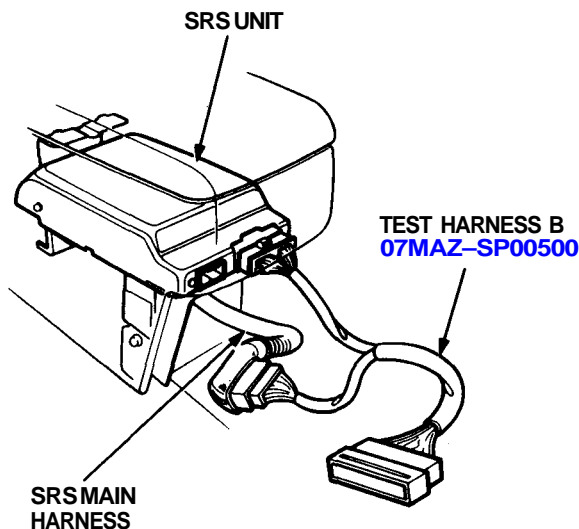
The SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-415.

### Mode B:

- Short to driver's or passenger's airbag inflator (body ground).
- Short to driver's or passenger's seat belt pretensioner (body ground).
- Short in dash sensor.
- Open in both safing sensor contacts.

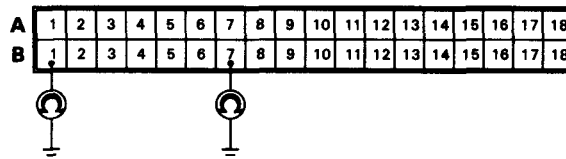
NOTE: The original radio has a coded theft protection circuit. Be sure to get the code number before disconnecting battery cables.

1. Before disconnecting any part of the SRS wire harness, connect the short connectors (see page 23-407).
2. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.



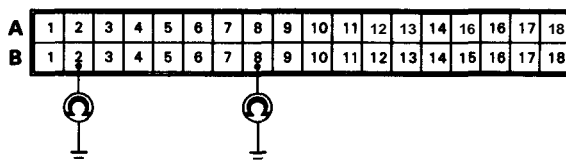
3. Reconnect the driver's airbag connector, then check continuity between the B1 terminal and body ground, and between the B7 terminal and body ground.

TEST HARNESS B  
07MAZ-SP00500



- If there is continuity at either terminal, go to step 7.
  - If there is no continuity at either terminal, go to step 4.
4. Reconnect the front passenger's airbag connector, then check continuity between the B2 terminal and body ground, and between the B8 terminal and body ground.

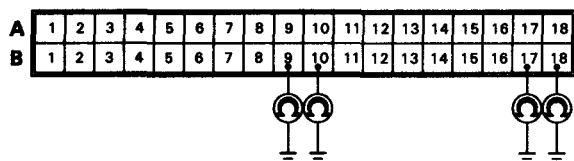
TEST HARNESS B  
07MAZ-SP00500



- If there is continuity at either terminal, go to step 11.
- If there is no continuity at either terminal, go to step 5.

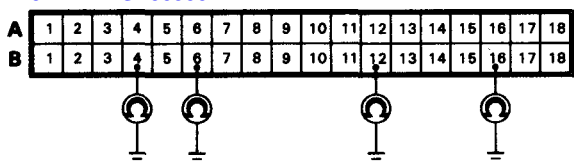
5. Reconnect the seat belt pretensioner 3-P connector, then check continuity between body ground and each terminal of both seat belt pretensioners.

**TEST HARNESS B**  
**07MAZ-SP00500**



- If there is continuity at any of the terminals, go to step 13.
  - If there is no continuity at any of the terminals, go to step 6.
6. Check continuity between body ground and each terminal of both dash sensors.

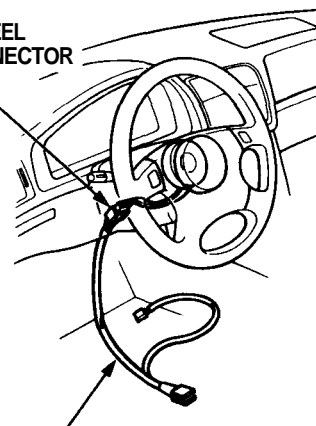
**TEST HARNESS B**  
**07MAZ-SP00500**



- If there is continuity at any of the terminals, go to step 17.
- If there is no continuity at any of the terminals, go to step 18.

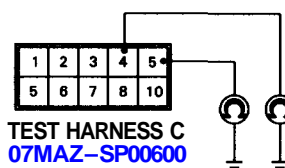
7. Disconnect the cable reel 7-P connector from the SRS main harness, then connect Test Harness C only to the cable reel side of the 7-P connector.

**CABLE REEL**  
**7-P CONNECTOR**



**TEST HARNESS C**  
**07MAZ-SP00600**

8. Check continuity between the No. 4 terminal and body ground, and between the No. 5 terminal and body ground.



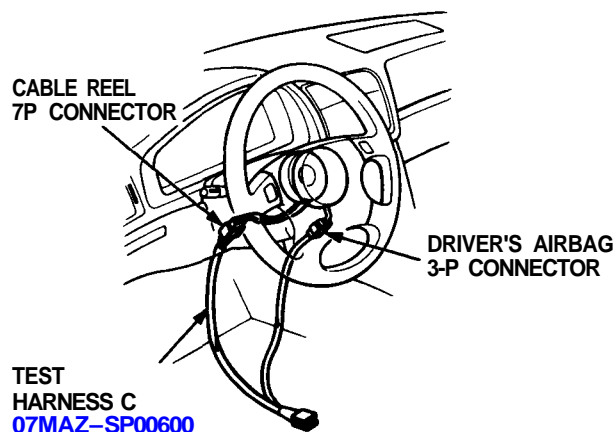
- If there is continuity at either terminal, go to step 9.
- If there is no continuity at either terminal, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

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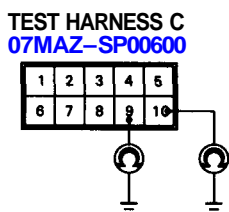
# Supplemental Restraint System (SRS)

## Troubleshooting (cont'd)

9. Disconnect the driver's airbag 3-P connector from the cable reel, then connect Test Harness C to the driver's airbag 3-P connector.

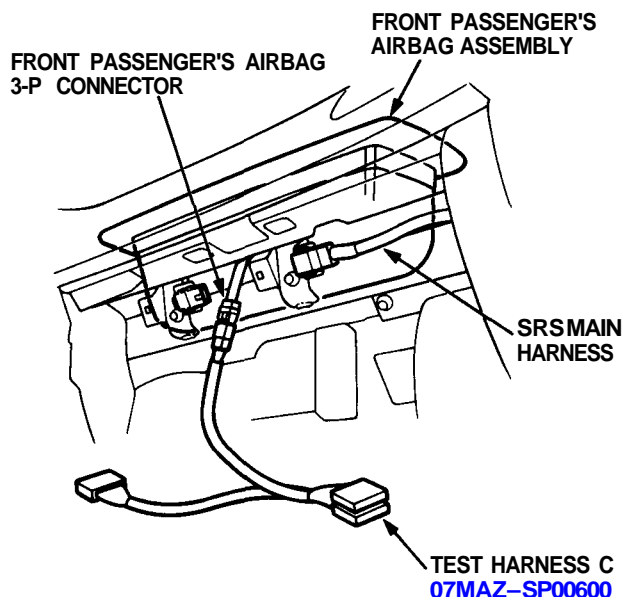


10. Check continuity between the No.9 terminal and body ground, and between the No. 10 terminal and body ground.

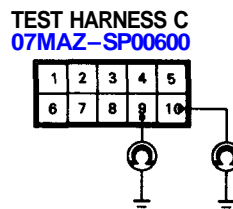


- If there is continuity at either terminal, the driver's airbag inflator is faulty. Replace it and recheck the voltages according to the chart on page 23-415.
- If there is no continuity at either terminal, the cable reel is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

11. Disconnect the front passenger's airbag 3-P connector from the SRS main harness, then connect Test Harness C to the airbag side of the connector.

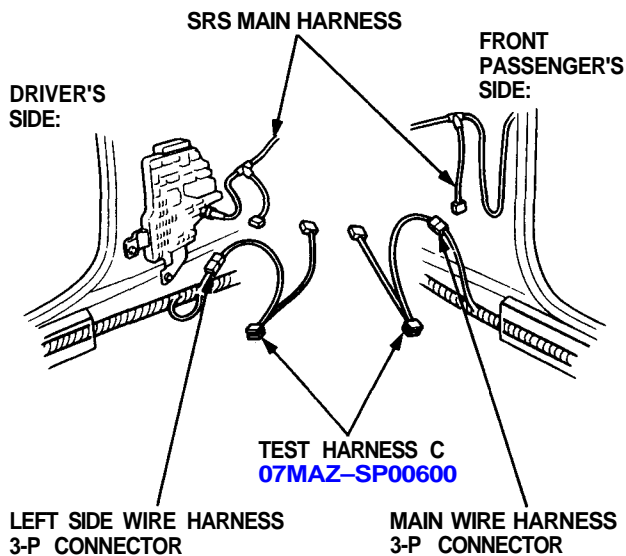


12. Check continuity between the No.9 terminal and body ground, and between the No. 10 terminal and body ground.

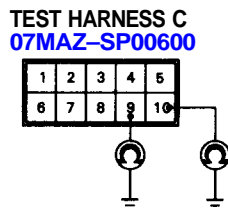


- If there is continuity at either terminal, the front passenger's airbag inflator is faulty. Replace it and recheck the voltages according to the chart on page 23-415.
- If there is no continuity at either terminal, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

13. Disconnect the connector between the SRS main harness and the left side wire harness 3-P connector (driver's side), and between the SRS main harness and the car main wire harness 3-P connector (front passenger's side). First, connect Test Harness C to the left side wire harness side of the driver's pretensioner 3-P connector, and check continuity, then connect it to the car main wire harness side of the front passenger's pretensioner 3-P connector, and check continuity again.

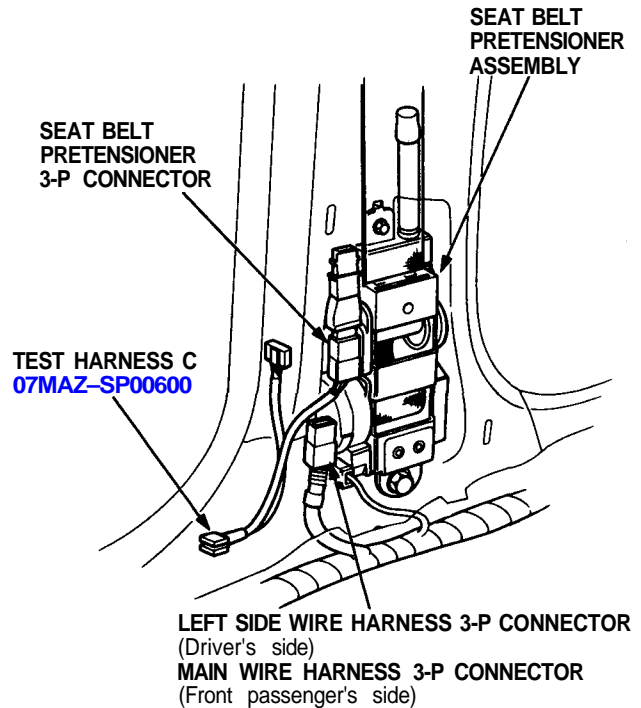


14. Check continuity between the No.9 terminal and body ground, and between the No. 10 terminal and body ground.

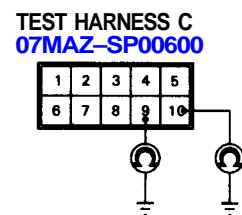


- If there is continuity at either terminal, go to step 15.
- If there is no continuity at either terminal, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

15. Disconnect the 3-P connector from the driver's and front passenger's seat belt pretensioners, then connect Test Harness C to the seat belt pretensioner side of the connector, first on the driver's side, then on the passenger's side.



16. Check continuity between the No.9 terminal and body ground, and between the No. 10 terminal and body ground.



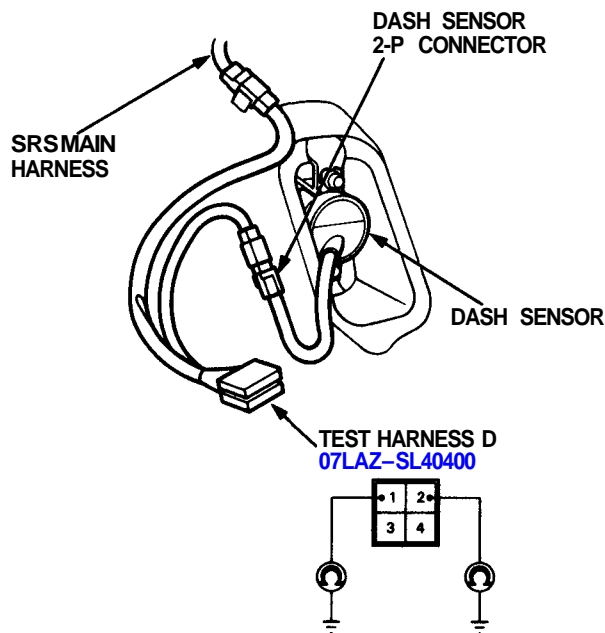
- If there is continuity at either terminal, the seat belt pretensioner is faulty. Replace it and recheck the voltages according to the chart on page 23-415.
- If there is no continuity at either terminal, the left side wire harness (driver's side) or the car main wire harness (front passenger's side) is faulty. Replace the faulty harness and recheck the voltages according to the chart on page 23-415.

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# Supplemental Restraint System (SRS)

## Troubleshooting (cont'd)

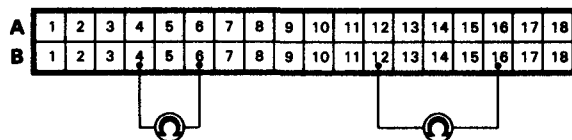
17. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector. Check continuity between the No. 1 terminal and body ground, and between the No. 2 terminal and body ground.



- If there is continuity at either terminal, the dash sensor is faulty. Replace it and recheck the voltages according to the chart on page 23-415.
- If there is no continuity at either terminal, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

18. Check the resistance between the left dash sensor terminals B1 2 and B16, and between the right dash sensor terminals B4 and B6.

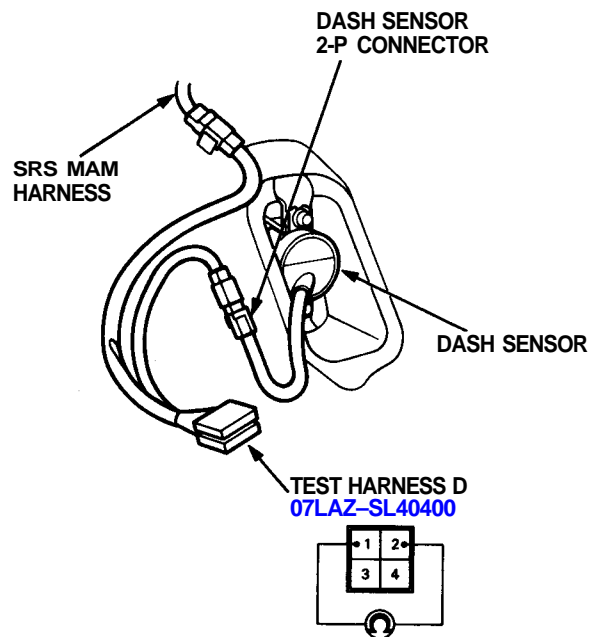
TEST HARNESS B  
07MAZ-SP00500



- If resistance is 3.8 – 4.2 kΩ for both sensors, the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-415.

- If resistance is less than 3.8 kΩ for either sensor, go to step 19.

19. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector. Check the resistance between the No. 1 terminal and No. 2 terminal.



- If resistance is 3.8-4.2 kΩ, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

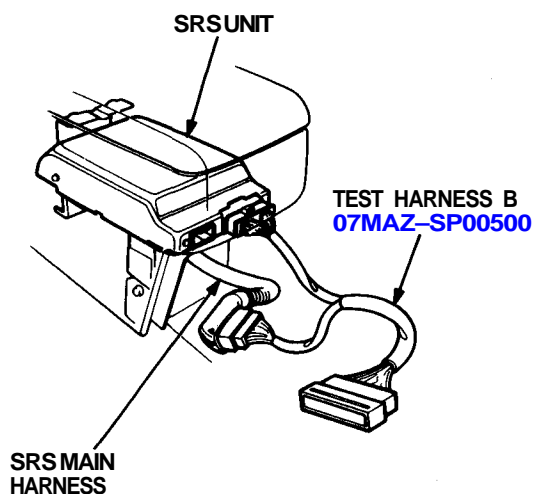
- If resistance is less than 3.8 kΩ, the dash sensor is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

**Mode C: Short in one safing sensor contact, or open in both dash sensors.**

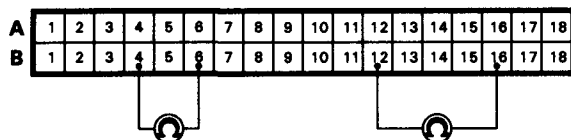
**Mode D: Open in one dash sensor.**

NOTE: The original radio has a coded theft protection circuit. Be sure to get the code number before disconnecting the battery cables.

1. Before disconnecting any part of the SRS wire harness, connect the short connectors (see page 23-407).
2. Connect the Test Harness B between the SRS unit and the SRS main harness 18-P connector. Check the resistance between the left dash sensor terminals B12 and B16, and between the right dash sensor terminals B4 and B6.

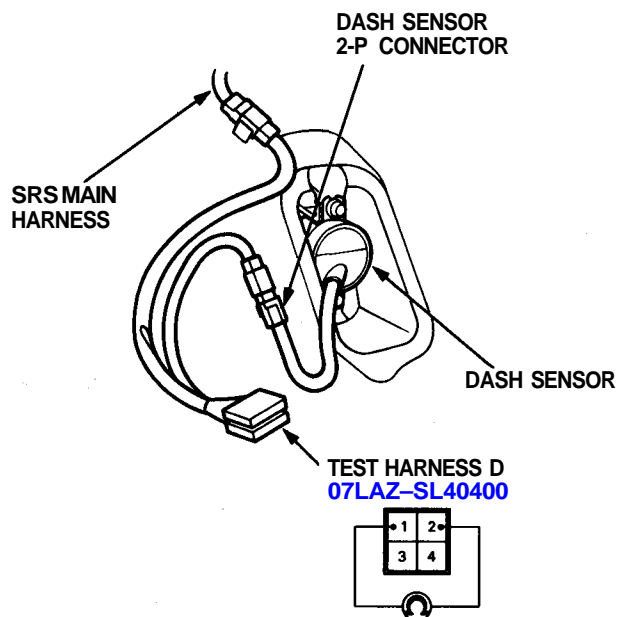


**TEST HARNESS B**  
**07MAZ-SP00500**



- If resistance is more than 5 k $\Omega$  for either set of terminals, go to step 3.
- If resistance is less than 5 k $\Omega$  for both sets of terminals, the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-415.

3. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector. Check the resistance between the No. 1 terminal and No. 2 terminal.



- If resistance is more than 5 k $\Omega$ , the dash sensor is faulty. Replace it and recheck the voltages according to the chart on page 23-415.
- If resistance is less than 5 k $\Omega$ , the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

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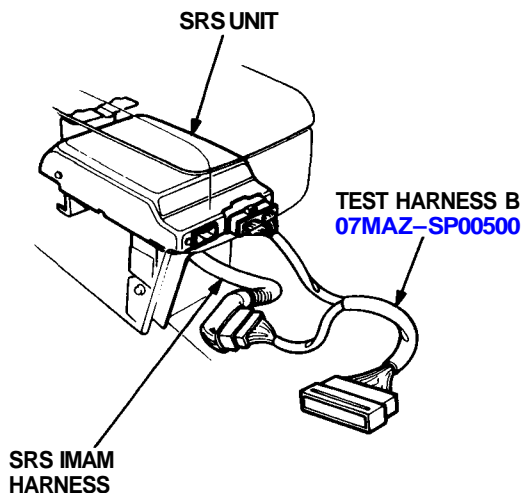
# Supplemental Restraint System (SRS)

## Troubleshooting(cont'd)

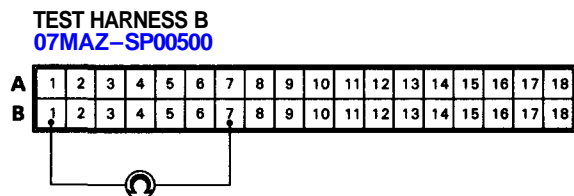
### Mode E: Open in driver's airbag inflator or cable reel.

NOTE: The original radio has a coded theft protection circuit. Be sure to get the code number before disconnecting the battery cables.

1. Before disconnecting any part of the SRS wire harness, connect the short connectors (see page 23-407).
2. Connect Test Harness B between the SRS unit and the SRS main harness 18-P connector.

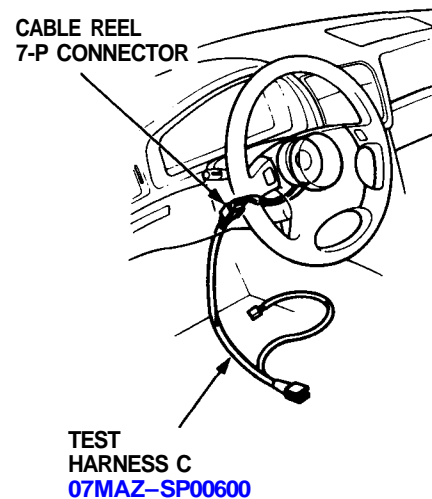


3. Reconnect the driver's airbag connector, then measure the resistance between the B1 and the B7 terminals.

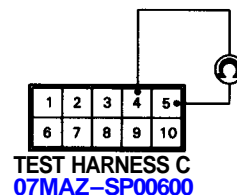


- If resistance is more than 0.2 k $\Omega$ , go to step 4.
- If resistance is less than 0.2 k $\Omega$ , the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-415.

4. Disconnect the cable reel 7-P connector from the SRS main harness, then connect Test Harness C only to the cable reel side of the 7-P connector.

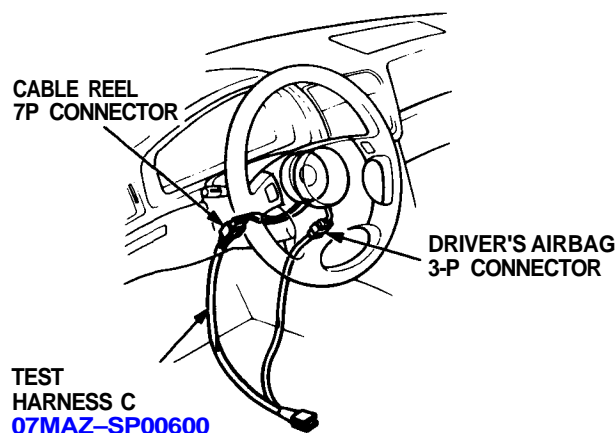


5. Measure the resistance between the No.4 terminal and the No.5 terminal.

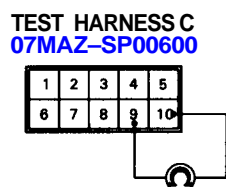


- If resistance is more than 0.2 k $\Omega$ , go to step 6.
- If resistance is less than 0.2 k $\Omega$ , the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

6. Disconnect the driver's airbag 3-P connector from the cable reel, then connect Test Harness C to the driver's airbag 3-P connector.



7. Measure the resistance between the No.9 terminal and the No. 10 terminal.

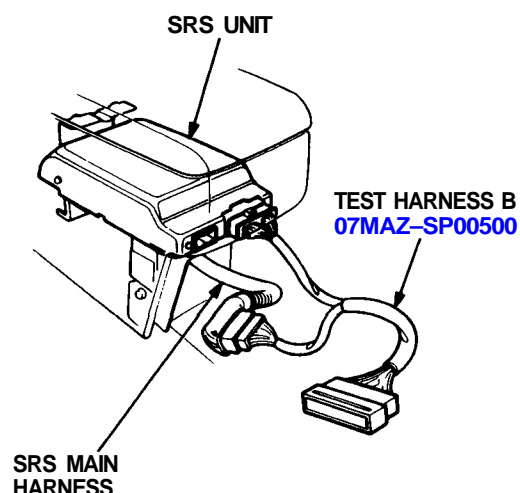


- If resistance is more than 0.2 k $\Omega$ , the driver's airbag inflator is faulty. Replace the airbag assembly and recheck the voltages according to the chart on page 23-415.
- If resistance is less than 0.2 k $\Omega$ , the cable reel is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

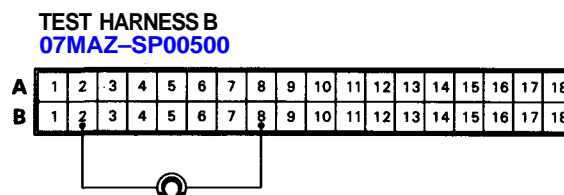
#### Mode F: Open in front passenger's airbag inflator.

**NOTE:** The original radio has a coded theft protection circuit. Be sure to get the code number before disconnecting the battery cables.

1. Before disconnecting any part of the SRS wire harness, connect the short connectors (see page 23-407).
2. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.



3. Reconnect the front passenger's airbag connector, then measure the resistance between the No.2 terminal and the No.8 terminal.



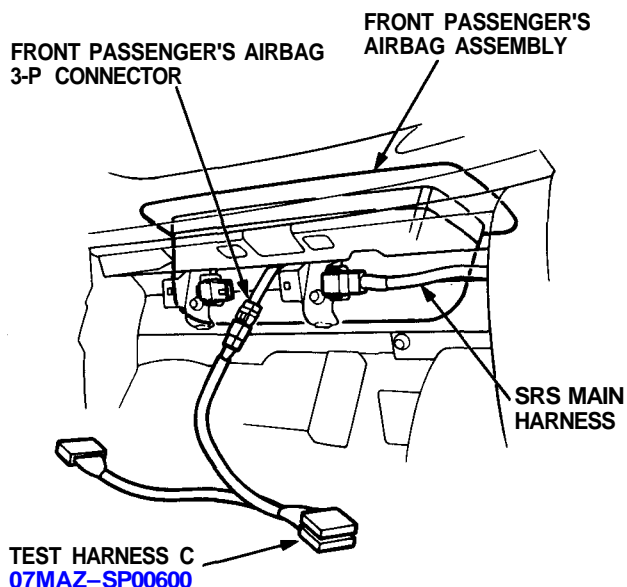
- If resistance is more than 0.2 k $\Omega$ , go to step 4.
- If resistance is less than 0.2 k $\Omega$ , the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-415.

(cont'd)

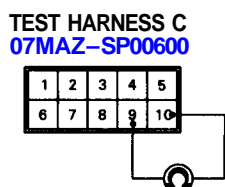
# Supplemental Restraint System (SRS)

## Troubleshooting (cont'd)

4. Disconnect the front passenger's airbag 3-P connector from the SRS main harness, then connect Test Harness C to the front passenger's airbag side of the connector.



5. Measure the resistance between the No.9 terminal and the No. 10 terminal.

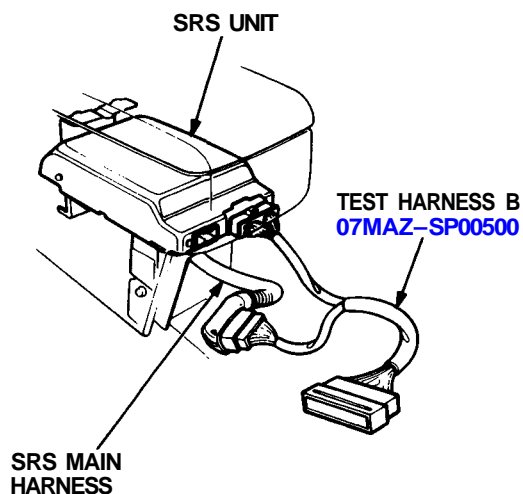


- If resistance is more than 0.2 k $\Omega$ , the front passenger's airbag inflator is faulty. Replace the front passenger's airbag assembly and recheck the voltages according to the chart on page 23-415.
- If resistance is less than 0.2 k $\Omega$ , the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

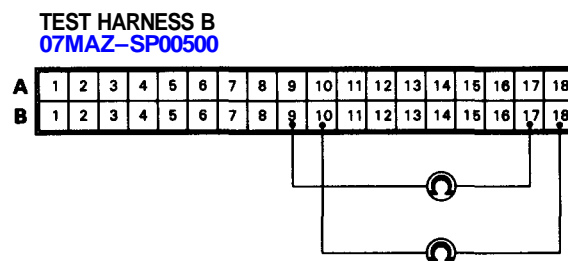
### Mode G: Open in seat belt pretensioner (driver's side or front passenger's side).

NOTE: The original radio has a coded theft protection circuit. Be sure to get the code number before disconnecting the battery cables.

1. Before disconnecting any part of the SRS wire harness, connect the short connectors (see page 23-407).
2. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.

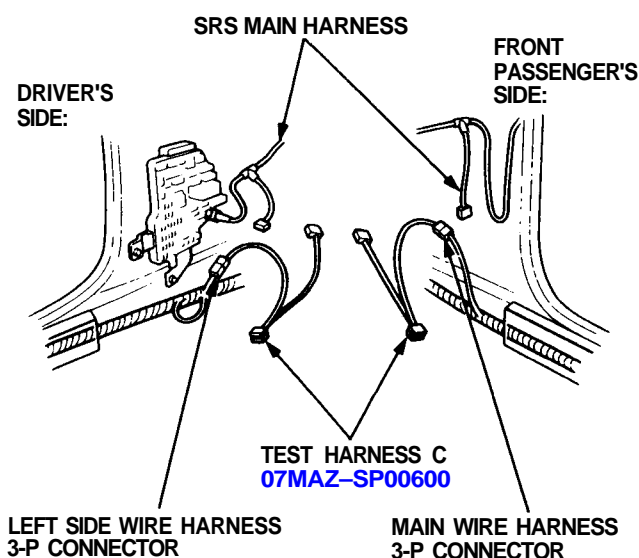


3. Reconnect the seat belt pretensioner 3-P connector, then measure the resistance between the driver's seat belt pretensioner terminals B10 and B18, and between the front passenger's seat belt pretensioner terminals B9 and B17.

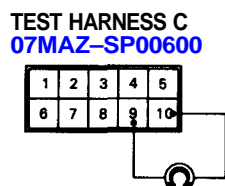


- If resistance is more than 0.2 k $\Omega$ , go to step 4.
- If resistance is less than 0.2 k $\Omega$ , the SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page 23-415.

4. Disconnect the connector between the SRS main harness and the left side wire harness 3-P connector (driver's side), and between the SRS main harness and the car main wire harness 3-P connector (front passenger's side). First, connect Test Harness C to the left side wire harness side of the driver's pretensioner 3-P connector, and check resistance, then connect it to the car main wire harness side of the front passenger's pretensioner 3-P connector, and check resistance again.

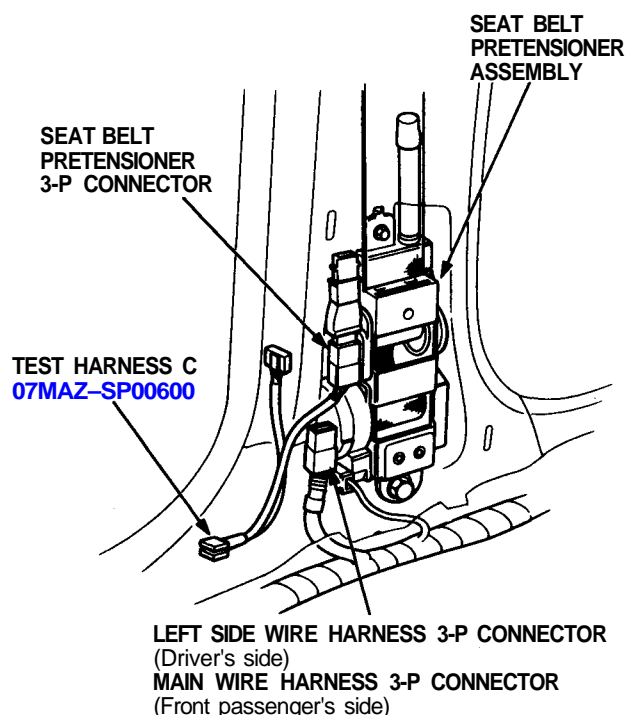


5. Measure the resistance between the No.9 terminal and the No. 10 terminal.

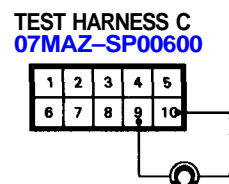


- If resistance is more than 0.2 k $\Omega$ , go to step 6.
- If resistance is less than 0.2 k $\Omega$ , the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

6. Disconnect the 3-P connector from the driver's and front passenger's seat belt pretensioners, then connect Test Harness C to the seat belt pretensioner side of the 3-P connector, first on the driver's side, then on the front passenger's side.



7. Measure the resistance between the No.9 terminal and the No.10 terminal.



- If resistance is more than 0.2 k $\Omega$ , the seat belt pretensioner is faulty. Replace it and recheck the voltages according to the chart on page 23-415.
- If resistance is less than 0.2 k $\Omega$ , the left side wire harness (driver's side) or the car main wire harness (front passenger's side) is faulty. Replace the faulty harness and recheck the voltages according to the chart on page 23-415.

(cont'd)

# Supplemental Restraint System (SRS)

## Troubleshooting(cont'd)

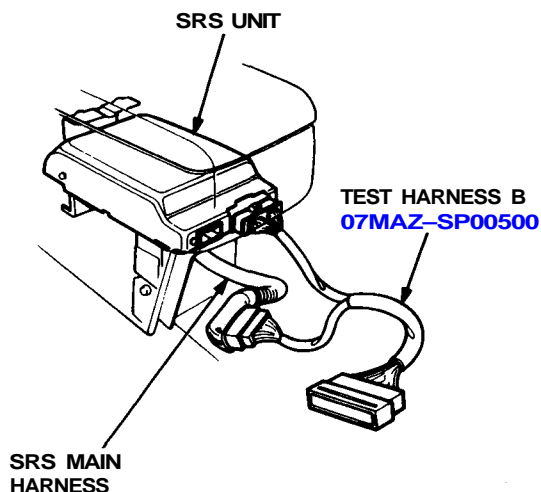
### Mode H: Short in seat belt pretensioner trigger transistor.

The SRS unit is faulty. Substitute a known-good SRS unit and recheck the voltages according to the chart on page [23-415](#).

### Mode I: Blown SRS No.7 fuse, or open in the wire.

NOTE: The original radio has a coded theft protection circuit. Be sure to get the code number before disconnecting the battery cables.

1. Check the SRS No.7 (10 A) fuse in the under-dash fuse/relay box. If it's OK, go to step 2. If it's blown, replace it with a new 10 A fuse, then turn the ignition switch ON:
  - If fuse doesn't blow, go on to step 2.
  - If the fuse blows, troubleshoot as necessary to find the short.
2. Before disconnecting any part of the SRS wire harness, connect the short connectors (see page [23-407](#)).
3. Connect Test Harness B between the SRS unit and the SRS main harness 18-P connector.



4. Reconnect the positive and negative cable to the battery.
5. Measure the voltage between the B13 terminal (+) and body ground with the ignition switch ON (II).

TEST HARNESS B  
07MAZ-SP00500

|   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|
| A | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |

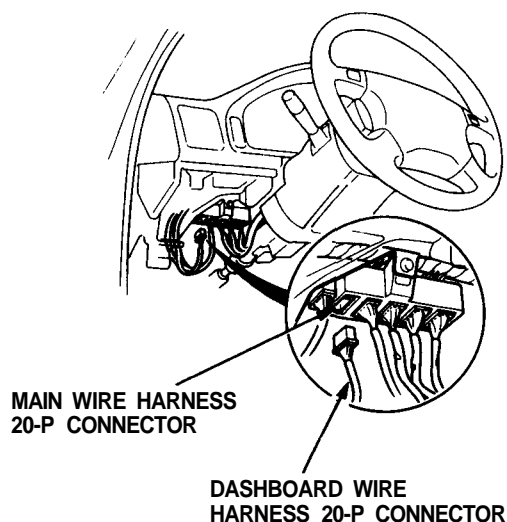


- If there is battery voltage, the SRS unit is faulty. Replace it and recheck the voltages according to the chart on page [23-415](#).
- If less than battery voltage, the SRS main harness is faulty. Replace it and recheck the voltages according to the chart on page [23-415](#).

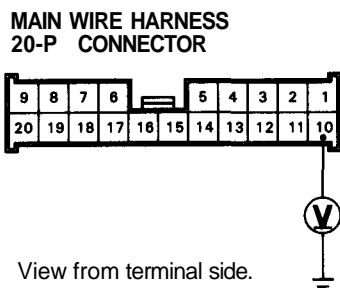
### Mode J: Short or open in SRS indicator wire harness.

NOTE: The original radio has a coded theft protection circuit. Be sure to get the code number before disconnecting the battery cables.

1. Disconnect the dashboard wire harness 20-P connector from the main wire harness.

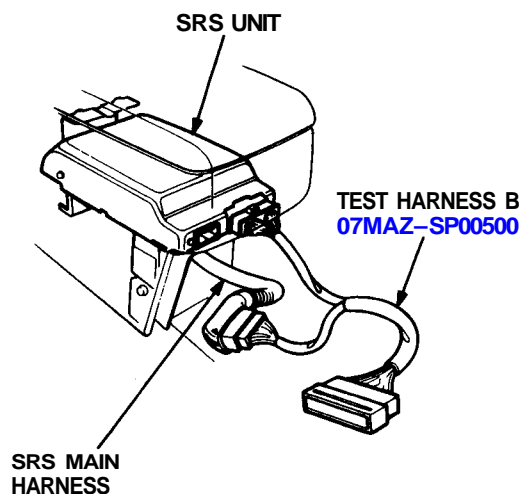


2. Turn the ignition switch ON (II) and wait for six seconds. Measure the voltage between the No. 10 terminal (+) and body ground on the main wire harness 20-P connector side.



- If voltage is more than 8.5 V, go to step 8.
- If voltage is less than 8.5 V, go to step 3.


3. Before disconnecting any part of the SRS wire harness, connect the short connectors (see page 23-407).
4. Connect Test Harness B between the SRS unit and the SRS main harness 18-P connector.



5. Reconnect the battery positive cable and negative cable.
6. Check for continuity between the B11 terminal and body ground.

### TEST HARNESS B 07MAZ-SP00500

|   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|
| A | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |



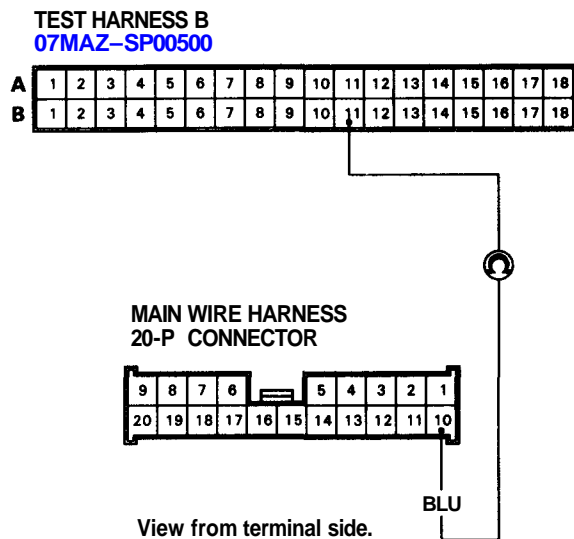
- If there is continuity, the SRS main harness is shorted. Replace the SRS main harness and recheck the voltages according to the chart on page 23-415.
- If there is no continuity, go to step 7.

(cont'd)

# Supplemental Restraint System (SRS)

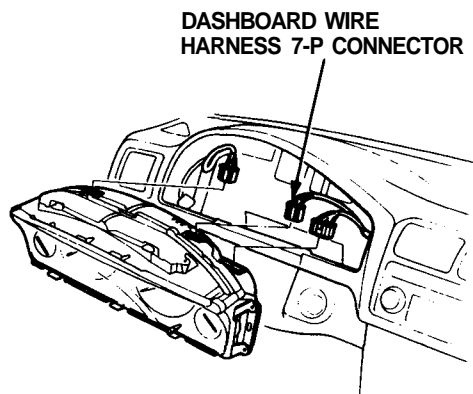
## Troubleshooting (cont'd)

7. Check for continuity between the B11 terminal of Test Harness B and the No. 10 terminal of the main wire harness 20-P connector.

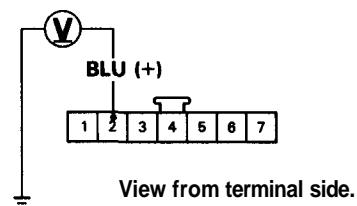


- If there is continuity, the SRS unit is faulty. Replace it and recheck the voltages according to the chart on page 23-415.
- If there is no continuity, there is an open in the SRS main harness. Replace the SRS main harness and recheck the voltages according to the chart on page 23-415.

8. Reconnect the dashboard wire harness 20-P connector to the main wire harness. Disconnect the dashboard wire harness 7-P connector from the gauge assembly.



9. Turn the ignition switch ON (II) and wait for six seconds. Measure the voltage between the No. 2 terminal (+) and body ground.

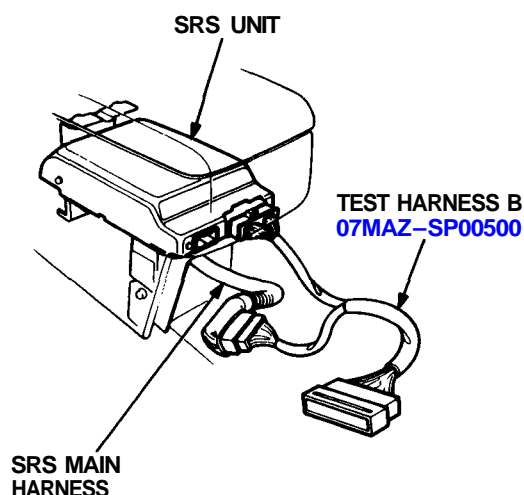


- If voltage is more than 8.5 V, the SRS indicator circuit is faulty (in the gauge assembly). Replace the gauge assembly and recheck the voltages according to the chart on page 23-415.
- If voltage is less than 8.5 V, the dashboard wire harness (or the main wire harness) is faulty. Replace it and recheck the voltages according to the chart on page 23-415.

### Poor ground at SRS unit or unit mounting bolts.

NOTE: The original radio has a coded theft protection circuit. Be sure to get the code number before disconnecting the battery cables.


1. Before disconnecting any part of the SRS wire harness, connect the short connectors (see page 23-407).
2. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.




3. Check for continuity between the B5 terminal and body ground, and the B15 terminal and body ground.

### TEST HARNESS B 07MAZ-SP00500

|   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|
| A | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| B | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |





- If there is continuity at either terminal, the SRS unit is faulty. Replace and recheck the voltages according to the chart on page 23-415.
- If there is no continuity at either terminal, the SRS unit ground, the SRS unit component grounds or the SRS main harness is faulty. Check the grounds (check wire and control unit mounting bolts) and, if necessary, replace the SRS main harness. Recheck the voltages according to the chart on page 23-415.