

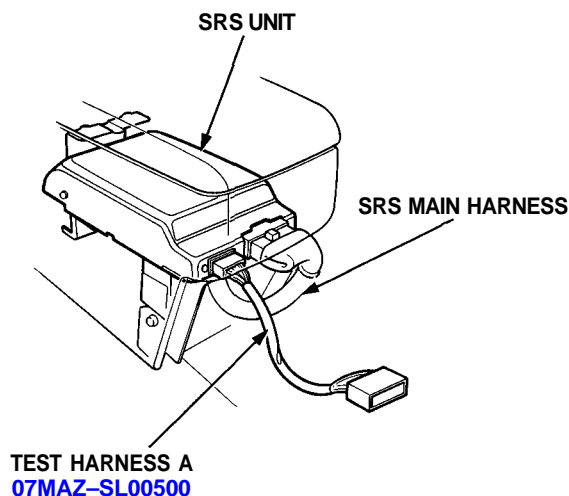
Supplemental Restraint System (SRS)

Troubleshooting(cont'd)

SRS Indicator Light Stays On Continuously

Connect Test Harness A to the SRS unit and check voltages (to ground) according to the shaded areas in the chart below.

- Turn the Ignition switch ON.
- Voltages in the chart assume an original "battery voltage" of approximately 12V.
- A significantly discharged battery (less than 12V) will result in different and possibly false readings.
- Do not disconnect the airbag(s) from the circuit when checking these voltages.



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

Without Front Passenger's Airbag:

| Test Connector Terminal | 1 SADH | — | — | 4 VCC | 5 SV | 6 CCHK1 | — | 8 SADC | — | 10 BUC1 | — | 12 GND | 13 IDC | 14 MI | — | — | Probable Failure Mode |
|-------------------------|---------------|---|---|--------------|---------------|--------------|---|---------------|---|--------------|---|--------------|-------------------|--------------|---|---|---|
| Normal Voltage | 5.0 ~7.5 | — | — | 4.0 ~5.5 | 10.0 ~14.0 | 9.0 ~14.0 | — | 5.0 ~7.5 | — | 0 ~2.0 | — | 0 ~2.0 | 8.5 ~13.0 | 9.0 ~14.0 | — | — | |
| Failure Mode Voltage | 0 ~2.0 | — | — | 4.0 ~5.5 | 10.0 ~14.0 | 9.0 ~14.0 | — | 0 ~2.0 | — | 0 ~2.0 | — | 0 ~2.0 | 2.0 ~8.5 | 9.0 ~14.0 | — | — | Open in cowl B sensor or short in dash sensor. |
| | 10.0 ~15.0 | — | — | 4.0 ~5.5 | 10.0 ~14.0 | 9.0 ~14.0 | — | 10.0 ~15.0 | — | 0 ~2.0 | — | 0 ~2.0 | 2.0 ~8.5 | 9.0 ~14.0 | — | — | Short in cowl C sensor or open in dash sensor. |
| | 8.5 ~10.0 | — | — | 4.0 ~5.5 | 10.0 ~14.0 | 9.0 ~14.0 | — | 6.5 ~10.0 | — | 0 ~2.0 | — | 0 ~2.0 | 2.0 ~8.5 | 9.0 ~14.0 | — | — | D Open in one dash sensor. |
| | 10.0 ~15.0 | — | — | 4.0 ~5.5 | 10.0 ~14.0 | 9.0 ~14.0 | — | 10.0 ~15.0 | — | 0 ~2.0 | — | 0 ~2.0 | 2.0 ~8.5 | 9.0 ~14.0 | — | — | Open in driver's F airbag inflator or cable reel. |
| | 5.0 ~7.5 | — | — | 0 ~2.0 | 0 ~2.0 | 9.0 ~14.0 | — | 5.0 ~7.5 | — | 0 ~2.0 | — | 0 ~2.0 | 2.0 ~8.5 | 9.0 ~14.0 | — | — | Blown SRS fuse J (No. 22) or open in the wire. |
| | 5.0 ~7.5 | — | — | 4.0 ~5.5 | 10.0 ~14.0 | 9.0 ~14.0 | — | 5.0 ~7.5 | — | 0 ~2.0 | — | 0 ~2.0 | 19-15 8.5-13.0 | 9.0 ~14.0 | — | — | Short or open in K SRS indicator wire harness. |
| | 7.0 ~16.0 | — | — | 7.0 ~16.0 | 7.0 ~16.0 | 7.0 ~16.0 | — | 7.0 ~16.0 | — | 7.0 ~16.0 | — | 7.0 ~16.0 | 7.0 ~16.0 | 7.0 ~16.0 | — | — | Poor ground at L SRS unit or unit mounting bolts. |



With Front Passenger's Airbag:

| Test Connector Terminal | 1 SADH | 2 SAPH | — | 4 VCC | 5 SV | 6 CCHK1 | — | — | — | 10 BUC1 | 11 BUC2 | 12 GND | 13 IDC | 14 MI | 15 CCHK2 | 16 M2 | Probable Failure Mode |
|-------------------------|---------------|---------------|---|--------------|---------------|---------------|---|---|---|--------------|--------------|--------------|------------------|---------------|---------------|---------------|---|
| Normal Voltage | 5.0 ~7.5 | 5.0 ~7.5 | — | 4.0 ~5.5 | 11.0 ~14.0 | 10.0 ~15.0 | — | — | — | 0 ~2.0 | 0 ~2.0 | 0 ~2.0 | 8.5 ~13.0 | 10.0 ~15.0 | 10.0 ~15.0 | 10.0 ~15.0 | |
| Failure Mode Voltage | 3.0 ~5.0 | 3.0 ~5.0 | — | 4.0 ~5.5 | 11.0 ~14.0 | 10.0 ~15.0 | — | — | — | 0 ~2.0 | 0 ~2.0 | 0 ~2.0 | 2.0 ~8.5 | 10.0 ~15.0 | 10.0 ~15.0 | 10.0 ~15.0 | A Open in cowl sensor. |
| | 10.0 ~15.0 | 10.0 ~15.0 | — | 4.0 ~5.5 | 11.0 ~14.0 | 10.0 ~15.0 | — | — | — | 0 ~2.0 | 0 ~2.0 | 0 ~2.0 | 2.0 ~8.5 | 10.0 ~15.0 | 10.0 ~15.0 | 10.0 ~15.0 | A Short in cowl sensor |
| | 6.0 ~10.5 | 6.0 ~10.5 | — | 4.0 ~5.5 | 11.0 ~14.0 | 10.0 ~15.0 | — | — | — | 0 ~2.0 | 0 ~2.0 | 0 ~2.0 | 2.0 ~8.5 | 10.0 ~15.0 | 10.0 ~15.0 | 10.0 ~15.0 | D Open in one dash sensor. |
| | 0 ~2.0 | 0 ~2.0 | — | 4.0 ~5.5 | 11.0 ~14.0 | 10.0 ~15.0 | — | — | — | 0 ~2.0 | 0 ~2.0 | 0 ~2.0 | 2.0 ~8.5 | 10.0 ~15.0 | 10.0 ~15.0 | 10.0 ~15.0 | E Short in one dash sensor. |
| | 10.0 ~15.0 | 3.0 ~5.0 | — | 4.0 ~5.5 | 11.0 ~14.0 | 10.0 ~15.0 | — | — | — | 0 ~2.0 | 0 ~2.0 | 0 ~2.0 | 2.0 ~8.5 | 10.0 ~15.0 | 10.0 ~15.0 | 10.0 ~15.0 | F Open in driver's airbag inflator or cable reel. |
| | 3.0 ~5.0 | 10.0 ~15.0 | — | 4.0 ~5.5 | 11.0 ~14.0 | 10.0 ~15.0 | — | — | — | 0 ~2.0 | 0 ~2.0 | 0 ~2.0 | 2.0 ~8.5 | 10.0 ~15.0 | 10.0 ~15.0 | 10.0 ~15.0 | G Open in Front passenger's airbag inflator. |
| | 5.0 ~7.5 | 5.0 ~7.5 | — | 0 ~2.0 | 0 ~2.0 | 10.0 ~15.0 | — | — | — | 0 ~2.0 | 0 ~2.0 | 0 ~2.0 | 2.0 ~8.5 | 10.0 ~15.0 | 10.0 ~15.0 | 10.0 ~15.0 | J Blown SRS fuse (No.22) or open in the wire. |
| | 5.0 ~7.5 | 5.0 ~7.5 | — | 4.0 ~5.5 | 11.0 ~14.0 | 10.0 ~15.0 | — | — | — | 0 ~2.0 | 0 ~2.0 | 0 ~2.0 | 0-10 8.5-13.5 | 10.0 ~15.0 | 10.0 ~15.0 | 10.0 ~15.0 | K Short or open in SRS indicator wire harness. |
| | 7.0 ~16.0 | 7.0 ~16.0 | — | 7.0 ~16.0 | 7.0 ~16.0 | 7.0 ~16.0 | — | — | — | 7.0 ~16.0 | 7.0 ~16.0 | 7.0 ~16.0 | 7.0 ~16.0 | 7.0 ~16.0 | 7.0 ~16.0 | 7.0 ~16.0 | L Poor ground at SRS unit or unit mounting bolts. |

- If your readings aren't within the ranges on the chart, check the contact condition of each SRS connector and its terminals.
- If connector and contacts are OK, continue troubleshooting on the following pages according to the failure mode listed.

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Supplemental Restraint System (SRS)

Troubleshooting (cont'd)

Mode A: Open or short in cowl sensor.

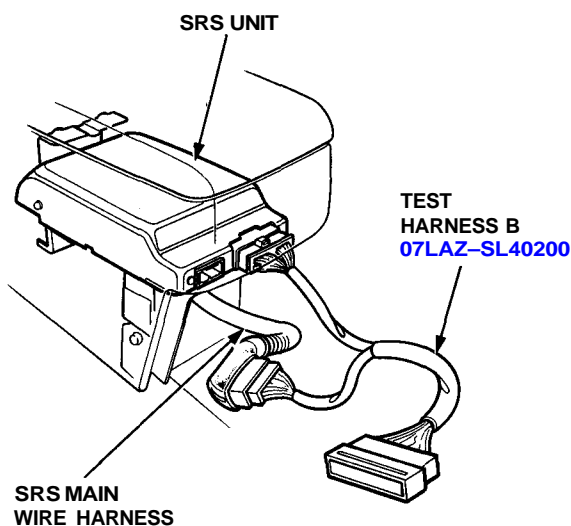
- The SRS unit is faulty. Substitute a known good SRS unit and recheck the voltages according to the chart on page 23-350.

Mode B: Open in cowl sensor, or short in dash sensor.

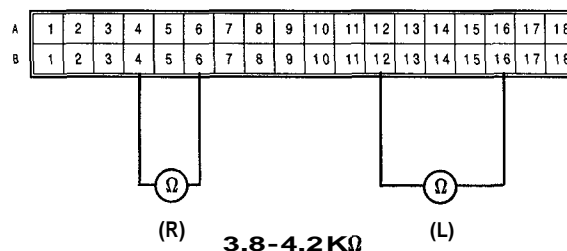
Mode E: Short in one dash sensor.

CAUTION: Disconnect the battery negative cable and then disconnect the positive cable. Install the short connectors on both airbags (See page 23-344).

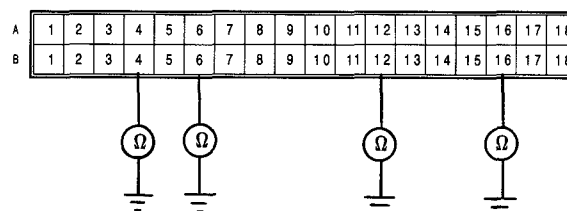
1. Connect the Test Harness B between the SRS unit and SRS main harness 18-P connector.



2. Reconnect the battery cables then check the resistance between the left dash sensor terminals B12 and B16, and between the right dash sensor terminals B4 and B6.



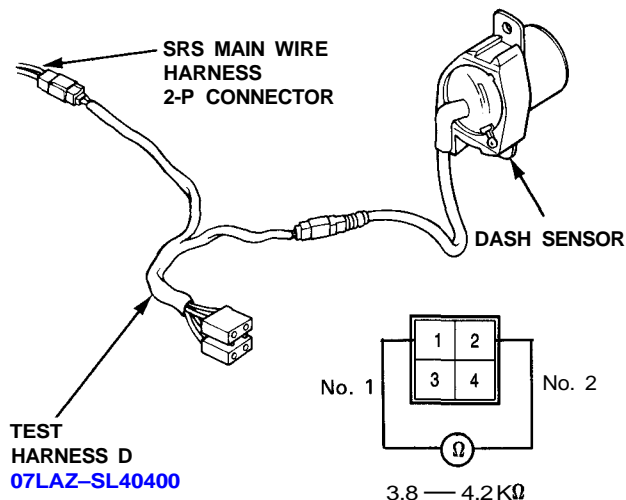
- If resistance is more than 3.8 — 4.2 K Ω for either sensor, go to step 3.
 - If resistance is less than 3.8 — 4.2 K Ω for either sensor, go to step 4.
3. Check continuity between body ground and each terminal of both dash sensors.



- If there is no continuity the SRS unit is faulty. Substitute a known good SRS unit and recheck the voltages according to the chart on page 23-350.
- If there is continuity at any of the terminals, go to step 5.

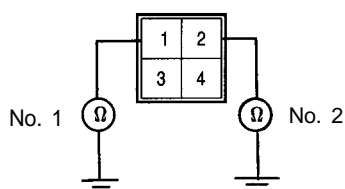


4. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector. Check the resistance between the No. 1 terminal and No. 2 terminal.



NOTE: The left and right sensors cannot be checked at the same time.

- If resistance is less than 3.8 — 4.2 KΩ the respective dash sensor is faulty. Replace the dash sensor and recheck the voltages according to the chart on page 23-350.
 - If resistance is more than 3.8-4.2 KΩ, replace the SRS main wire harness and recheck the voltages according to the chart on page 23-350.
5. 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.

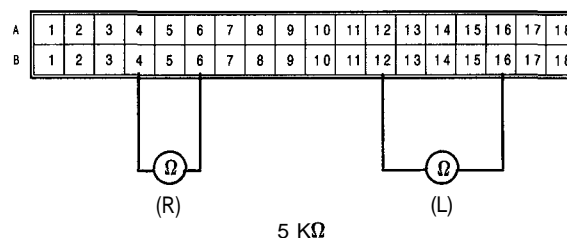
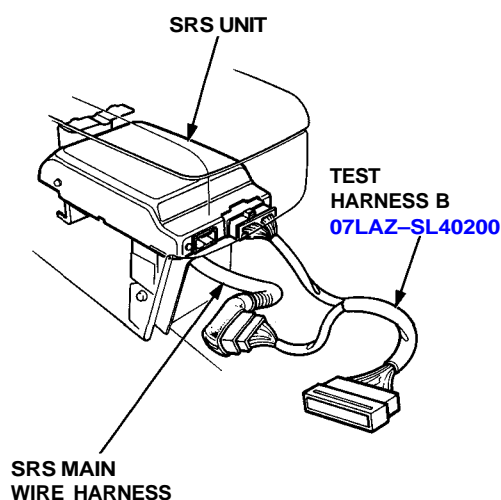


- If there is continuity, the dash sensor is faulty. Replace it and recheck the voltages according to the chart on page 23-350.
- If there is no continuity, replace the SRS main wire harness and recheck the voltages according to the chart on page 23-350.

Mode C: Short in cowl sensor, or open in dash sensor.
Mode D: Open in one dash sensor.

CAUTION: Disconnect the battery negative cable and then disconnect the positive cable. Install the short connectors on both airbags.

1. Connect the Test Harness B between the SRS unit and 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 86.



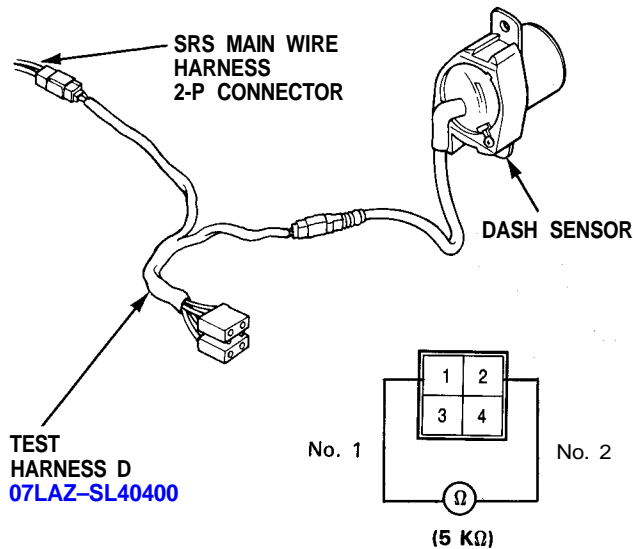
- If resistance is more than 5 KΩ, go to step 2.
- If resistance is less than 5 KΩ, the SRS unit is faulty. Substitute a known good SRS unit and recheck the voltages according to the chart on page 23-350.

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Supplemental Restraint System (SRS)

Troubleshooting (cont'd)

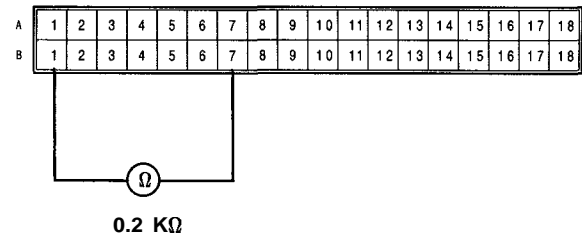
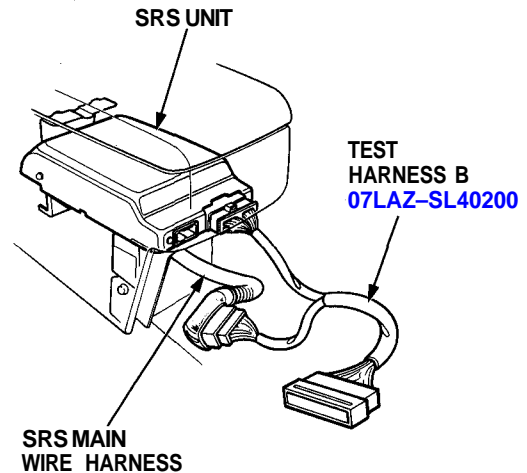
2. Connect Test Harness D between the dash sensor and SRS main harness 2-P connector.
Check the resistance between the No. 1 terminal and No. 2 terminal.



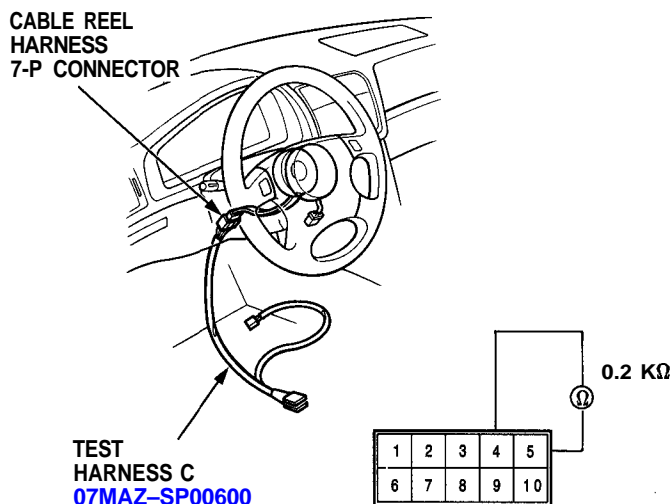
- If resistance is more than 5 KΩ, the dash sensor is faulty. Replace and recheck the voltages according to the chart on page 23-350.
- If resistance is less than 5 KΩ, the SRS main wire harness is faulty. Replace the SRS main wire harness and recheck the voltages according to the chart on page 23-350.

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

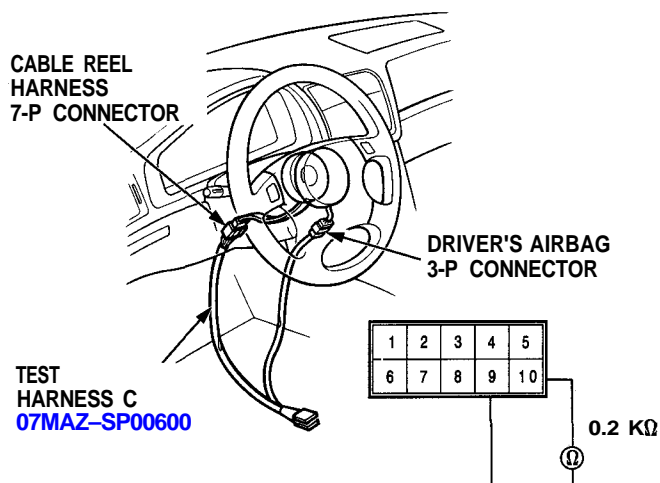
1. Disconnect the battery negative cable and then disconnect the positive cable.
Install the short connector to the front passenger's airbag (See page 23-344).
2. Connect Test Harness B between the SRS unit and SRS main harness's 18-P connector.
Measure the resistance between the B1 and the B7 terminals.



- If resistance is more than 0.2 KΩ, go to step 3.
 - If resistance is less than 0.2 KΩ, the SRS unit is faulty. Substitute a known good SRS unit and recheck the voltages according to the chart on page 23-350.
3. Disconnect the cable reel harness and main harness 7-P connector from the SRS main wire harness, then connect the SRS test harness C only to the cable reel harness side of the 7-P connector.
 4. Measure the resistance between the No. 4 terminal and the No. 5 terminal.



- If resistance is more than 0.2 KΩ, go to step 5.
 - If resistance is less than 0.2 KΩ, the SRS main harness is faulty. Replace the SRS main harness and recheck the voltages according to the chart on page 23-350.
5. Disconnect the driver's airbag 3-P connector from the cable reel harness, then connect the Test Harness C to the driver's airbag 3-P connector. Measure the resistance between the No. 9 terminal and No. 10 terminal.

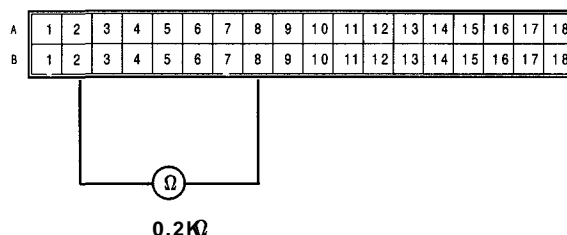
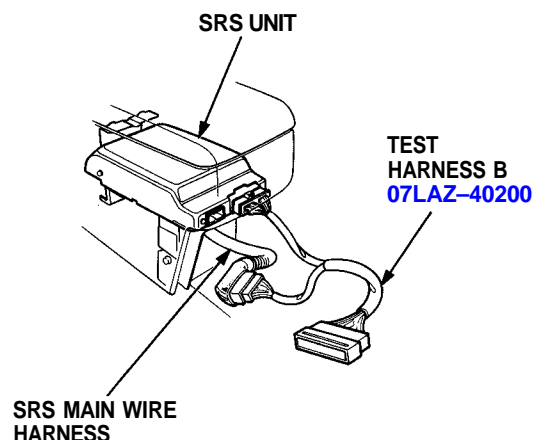


- If resistance is less than 0.2 KΩ, the cable reel is faulty. Replace the cable reel and recheck the voltages according to the chart on page 23-350.
- If resistance is more than 0.2 KΩ, the inflator is faulty. Replace the airbag assembly and recheck the voltage according to the chart on page 23-350.

Mode G: Open in front passenger's airbag inflator.

CAUTION: Disconnect the battery negative cable and then disconnect the positive cable. Install the short connector to the driver's airbag (See page 23-344).

1. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.
2. Measure the resistance between the B2 terminal and B8 terminal.



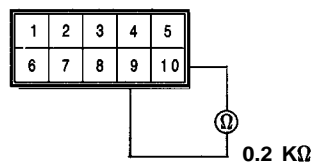
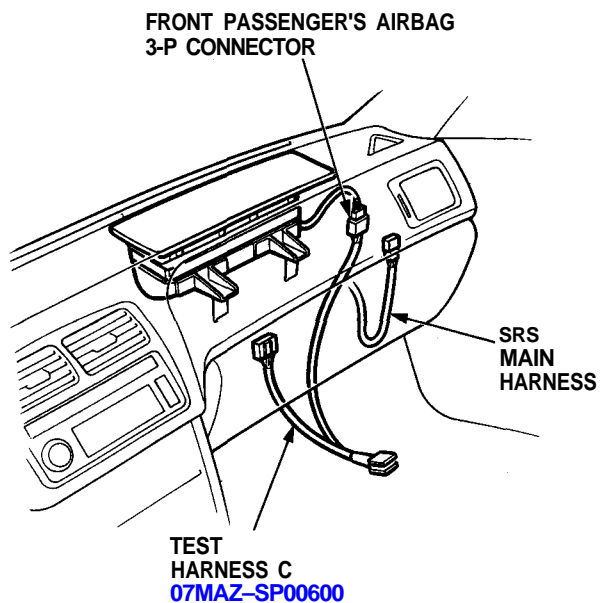
- If resistance is more than 0.2 KΩ, go to step 3.
- If resistance is less than 0.2 KΩ, the SRS unit is faulty. Substitute a known good SRS unit and recheck the voltages according to the chart on page 23-350.

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Supplemental Restraint System (SRS)

Troubleshooting (cont'd)

3. Disconnect the front passenger's airbag 3-P connector. Connect Test Harness C to the airbag side of the 3-P connector.



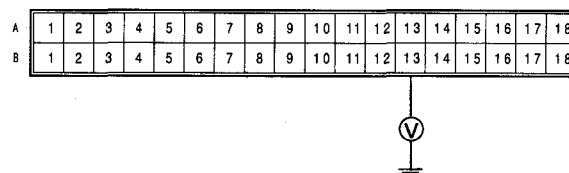
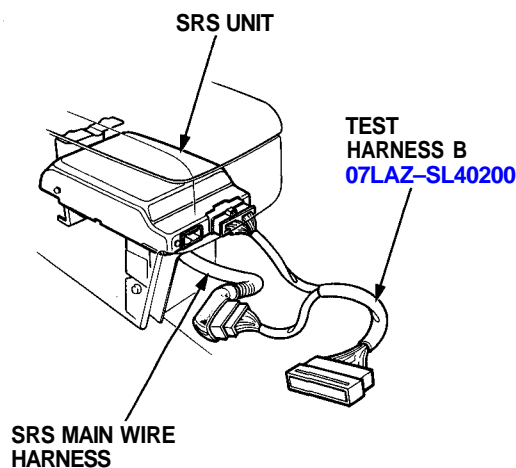
4. Measure the resistance between the No. 9 terminal and the No. 10 terminal.
 - If resistance is less than 0.2 KΩ, the SRS main harness is faulty. Replace the SRS main harness and recheck the voltages according to the chart on page 23-350.
 - If resistance is more than 0.2 KΩ, the front passenger's airbag inflator is faulty. Replace the front passenger's airbag assembly and recheck the voltages according to the chart on page 23-350.

Mode J: Blown SRS No. 22 fuse, or open in the wire.

CAUTION: Disconnect the battery negative cable, then disconnect the positive cable. Install the short connectors on both airbags. (See page 23-344).

NOTE: Check the SRS No. 22 (20A) fuse in the dash fuse box before testing.

1. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.
2. Reconnect the positive and negative cables to the battery.
3. Measure the voltage between the B13 terminal and body ground with the ignition switch ON.



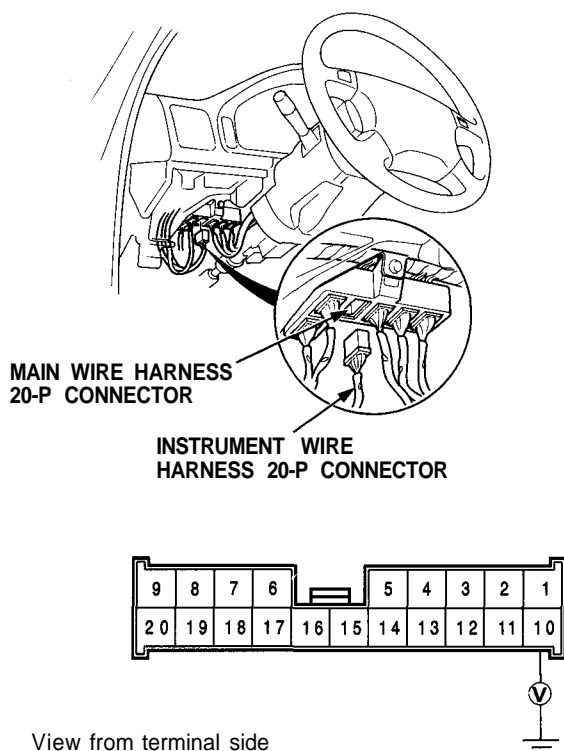
- If there is battery voltage, the SRS unit is faulty. Replace and recheck the voltages according to the chart on page 23-350.
- If less than battery voltage, the main harness is faulty. Replace the SRS main wire harness and recheck the voltages according to the chart on page 23-350.



Mode K: Short or open in SRS indicator wire harness.

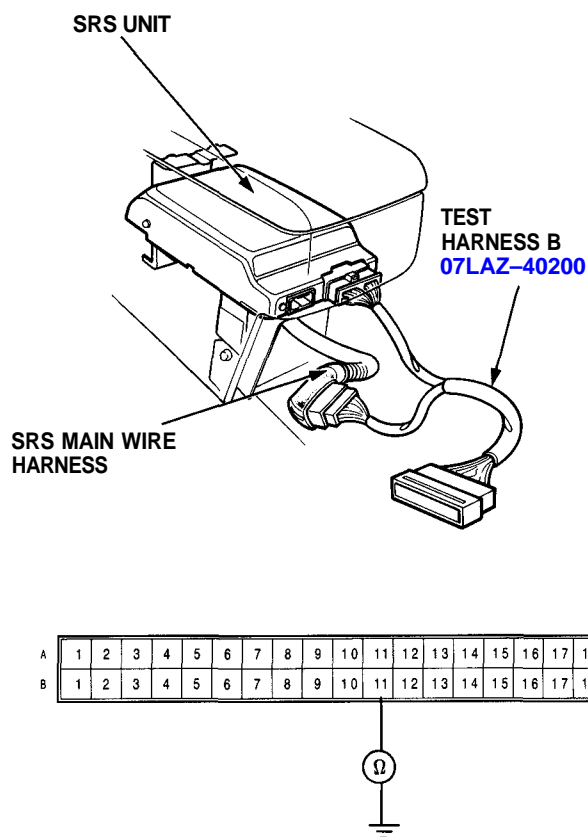
CAUTION: Disconnect the battery negative cable and then disconnect the positive cable. Install the short connectors on both airbags. (See page 23-344).

1. Reconnect the battery positive cable and negative cable.
2. Disconnect the instrument wire harness 20-P connector from the main wire harness.
3. Measure the voltage between the No. 10 terminal and body ground on the main harness side 20-P connector, with the ignition switch ON.



- If voltage is less than 8.5 V, go to step 4.
- If voltage is more than 8.5 V, go to step 6.

4. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector. Check for continuity between the B11 terminal and body ground.



- If there is continuity, the SRS main harness or main wire harness is shorted. Replace the SRS main harness or repair the BLU wire in the main wire harness and recheck the voltages according to the chart on page 23-350.
- If there is no continuity, go to step 5.

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Supplemental Restraint System (SRS)

Troubleshooting (cont'd)

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

TEST HARNESS B

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|
| 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 |

MAIN WIRE HARNESS 20-P CONNECTOR

| | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|
| 9 | 8 | 7 | 6 | | | 5 | 4 | 3 | 2 | 1 |
| 20 | 19 | 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 |

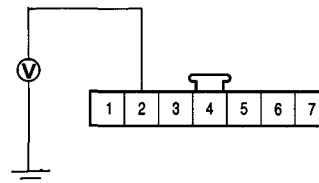
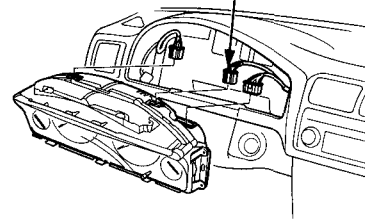
View from terminal side

BLU

- If there is continuity, the SRS unit is faulty. Replace and recheck the voltages according to the chart on page 23-350.
- If there is no continuity, the SRS main harness or the car main wire harness is open. Replace the SRS main harness or repair the BLU wire in the car main wire harness and recheck the voltages according to the chart on page 23-350.

6. Connect the instrument wire harness 20-P connector to the main wire harness, and connect the SRS main harness 18-P connector to the SRS unit. Disconnect the instrument wire harness 7-P connector from the gauge assembly, and measure the voltage between the No. 2 terminal and body ground with ignition switch ON.

INSTRUMENT WIRE HARNESS 7-P CONNECTOR



View from terminal side

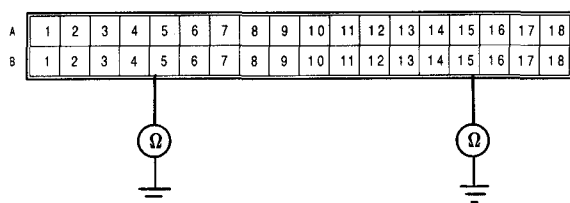
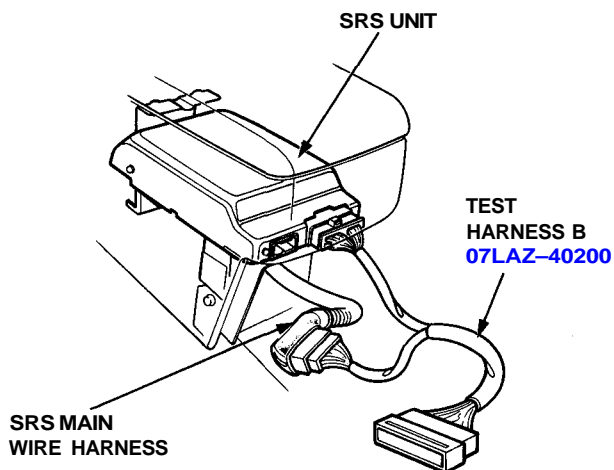
- If voltage is less than 8.5 V, the instrument wire harness is faulty. Repair open or short in BLU wire of the instrument wire harness and recheck the voltages according to the chart on page 23-350.
- If voltage is more than 8.5 V, the SRS indicator circuit is faulty (in the gauge assembly). Replace the gauge assembly and recheck the voltages according to the chart on page 23-350.



Mode L: Poor ground at SRS unit or unit mounting bolts.

CAUTION: Disconnect the battery negative cable and then disconnect the positive cable. Install the short connectors on both airbags. (See page [23-344](#)).

1. Connect Test Harness B between the SRS unit and SRS main harness 18-P connector.
2. Check for continuity between the B5, B1 5 terminals and body ground.



- If there is continuity, the SRS unit is faulty. Replace and recheck the voltages according to the chart on page [23-350](#).
- If there is no continuity, the SRS unit ground, the control 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 [23-350](#).