Restraints

GENERAL

GENERAL EA2B8088

The supplemental restraint system (SRS) is designed to supplement the seat belt to help reduce the risk or severity of injury to the driver and passenger by activating and deploying the driver, passenger, side airbag and belt pre-tensioner in certain frontal or side collisions.
The SRS (Airbag) consists of : a driver side airbag module located in the center of the steering wheel, which contains the folded cushion and an inflator unit ; a passenger side airbag module located in the passenger side crash pad contains the folded cushion assembled with inflator unit ; Side airbag modules located in the driver and passenger seat contain the folded cushion and an inflator unit. SRSCM located on the floor under the heater core which monitors the system, an accelerometer which senses the vehicle deceleration, a spring interconnection (clock spring) located within the steering column ; system wiring and wiring connector; and a knee bolster located under the steering column. The impact sensing function of the SRSCM is carried out by electronic accelerometer that continuously measure the vehicle's acceleration and delivers a corresponding signal through amplifying and filtering circuity to the microprocessor.

SRSCM (SRS CONTROL MODULE)

The SRS airbag system consists of electrical and electronic. Be cautious in the airbag parts.
SRSCM will detect front impact with inside sensor, and side impact with side impact sensor, detect airbag deployment request signal, and determine airbag module deployment.

1. DC/DC converter: DC/DC converter in power supply unit includes up/down transformer converter, and provide ignition voltage for 2 front airbag ignition circuits and inside operation voltage. If inside operation voltage is below critical value setting, it will perform re-setting.

2. Safety sensor: Safety sensor is located in airbag ignition circuit. Safety sensor will operate airbag circuit at any deployment condition and release airbag circuit safely at normal driving condition. Safety sensor is a double contact electro-mechanical switch that will close detecting deceleration above certain criteria.

3. Back up power supply: SRSCM has separate back up power supply, that will supply deployment energy instantly in low voltage condition or upon power failure by front crash.

4. Self diagnosis: SRSCM will constantly monitor current SRS operation status and detect system failure during vehicle power supply is on, system failure may be checked with trouble codes using scan too. (Hi-Scan)

5. Airbag warning lamp on: Upon detecting error, the module will transmit signal to SRSCM indicator lamp located at cluster. MIL lamp will indicate driver SRS error. Upon ignition key on, SRS lamp will blink 7 times to indicate operation.

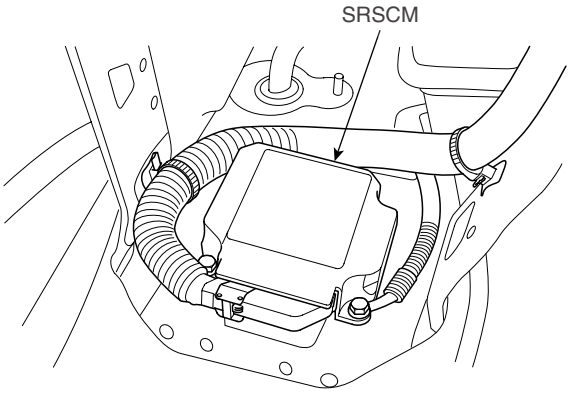
6. Trouble code registration: Upon error occurrence in system, SRSCM will store DTC corresponding to the error. DTC can be cleared only by Hi-Scan.

7. Self diagnostic connector: Data stored in SRSCM memory will be output to Hi-Scan or other external output devices through connector located below driver seat crash pad.

8. Once airbag is deployed, SRSCM should not be used again but replaced.

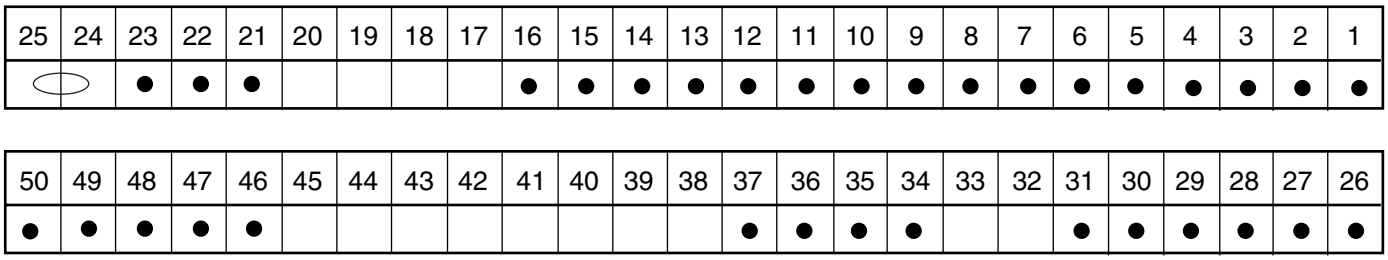
9. SRSCM will determine whether passenger has put on seat belt using built-in switch signal in seat belt buckle, and deploy front seat airbag at each set crash speed.

10. Side airbag deployment will be determined by SRSCM that will detect satellite sensor impact signal upon side crash, irrespective to seat belt condition.



KRQE220A

SRSCM CONNECTOR



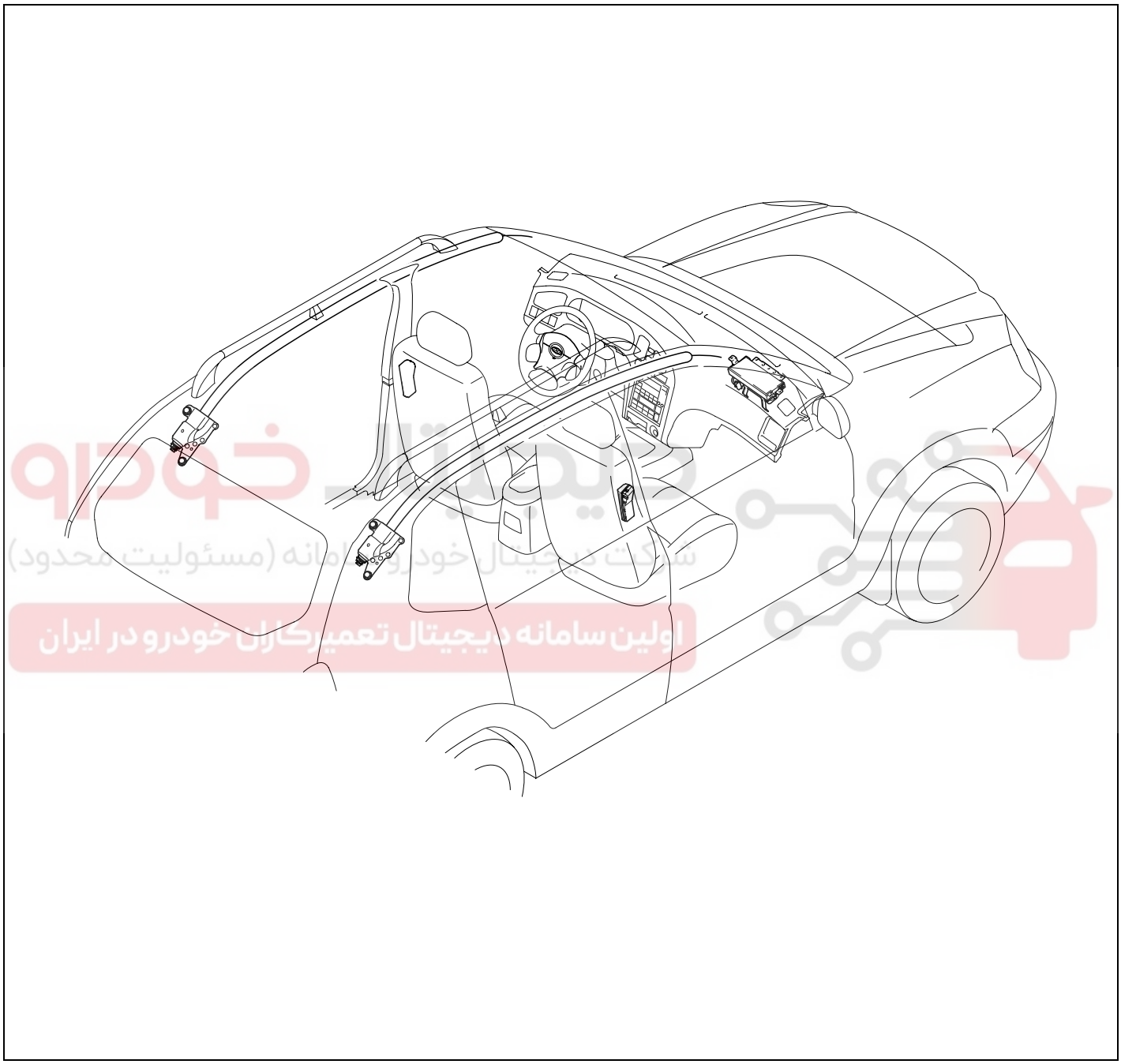
KRQE001Z

PIN NO.	FUNCTION	INPUT/OUTPUT
1	Driver airbag, High (+)	Output
2	Driver airbag, Low (-)	Output
3	Passenger airbag, High (+)	Output
4	Passenger airbag, Low (-)	Output
5	Driver buckle pretensioner, High (+)	Output
6	Driver buckle pretensioner, Low (-)	Output
7	Passenger buckle pretensioner, High (+)	Output
8	Passenger buckle pretensioner, Low (-)	Output
9	Driver side airbag, High (+)	Output
10	Driver side airbag, Low (-)	Output
11	Passenger side airbag, High (+)	Output
12	Passenger side airbag, Low (-)	Output
13	Driver curtain airbag, High (+)	Output
14	Driver curtain airbag, Low (-)	Output
15	Passenger curtain airbag, High (+)	Output
16	Passenger curtain airbag, Low (-)	Output
17	-	-
18	-	-
19	-	-
20	-	-
21	Driver belt pretensioner, High (+)	Output
22	Driver belt pretensioner, Low (-)	Output
23	Battery supply	Input
24 ~ 25	Shorting bar	-
26	-	-
27	Crash output	Output
28	Driver front impact sensor, High (+)	Output
29	Driver front impact sensor, Low (-)	Output
30	Passenger front impact sensor, High (+)	Output

PIN NO.	FUNCTION	INPUT/OUTPUT
31	Passenger front impact sensor, Low (-)	Output
32	-	-
33	-	-
34	Driver side impact sensor, High (+)	Output
35	Driver side impact sensor, Low (-)	Output
36	Passenger side impact sensor, High (+)	Output
37	Passenger side impact sensor, Low (-)	Output
38 ~ 45	-	-
46	Passenger belt pretensioner, High (+)	Output
47	Passenger belt pretensioner, Low (-)	Output
48	K-diagnostic line	Input/Output
49	Ground	Input
50	Warning lamp	Output

AIRBAG MODULE (DAB, PAB, SAB)

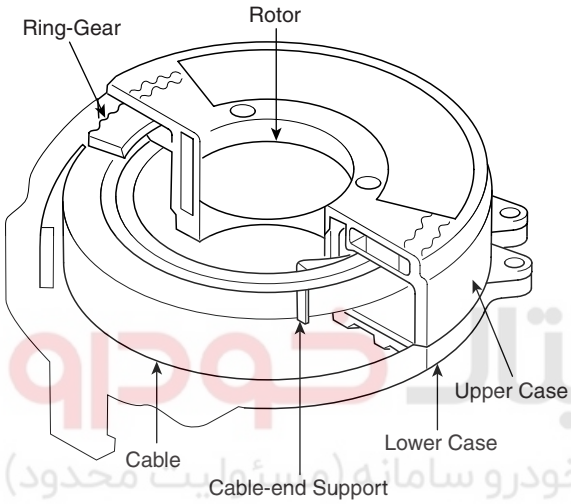
The driver airbag (DAB), the passenger airbag (PAB), the side airbag (SAB), and the curtain airbag (CAB) modules that consist of the inflator (ignitor) and the cushion, the ignition unit (cracker, ignitor charger, gas) is integrated into the inflator. Upon front or side crash of intensity enabling SRSCM sensor operation, current will flow through the ignitor circuit. Current will flow into the inflator and activate the ignition material in the inflator to deploy the airbag.



KRQE220B

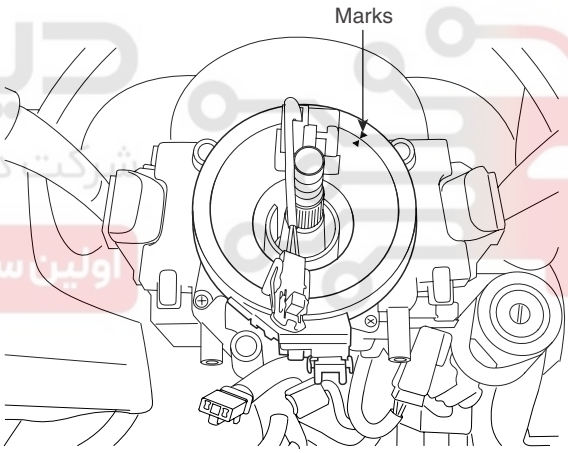
CLOCK SPRING

1. The clock spring (coil spring) consists of two current carrying coils. It is attached between the steering column and the steering wheel. It allows rotation of the steering wheel while maintaining continuous contact of the deployment loop through the inflator module. The steering wheel must be fitted correctly to the steering column with the clock spring at the neutral position, otherwise cable disconnection and other troubles may result.



ERQE220C

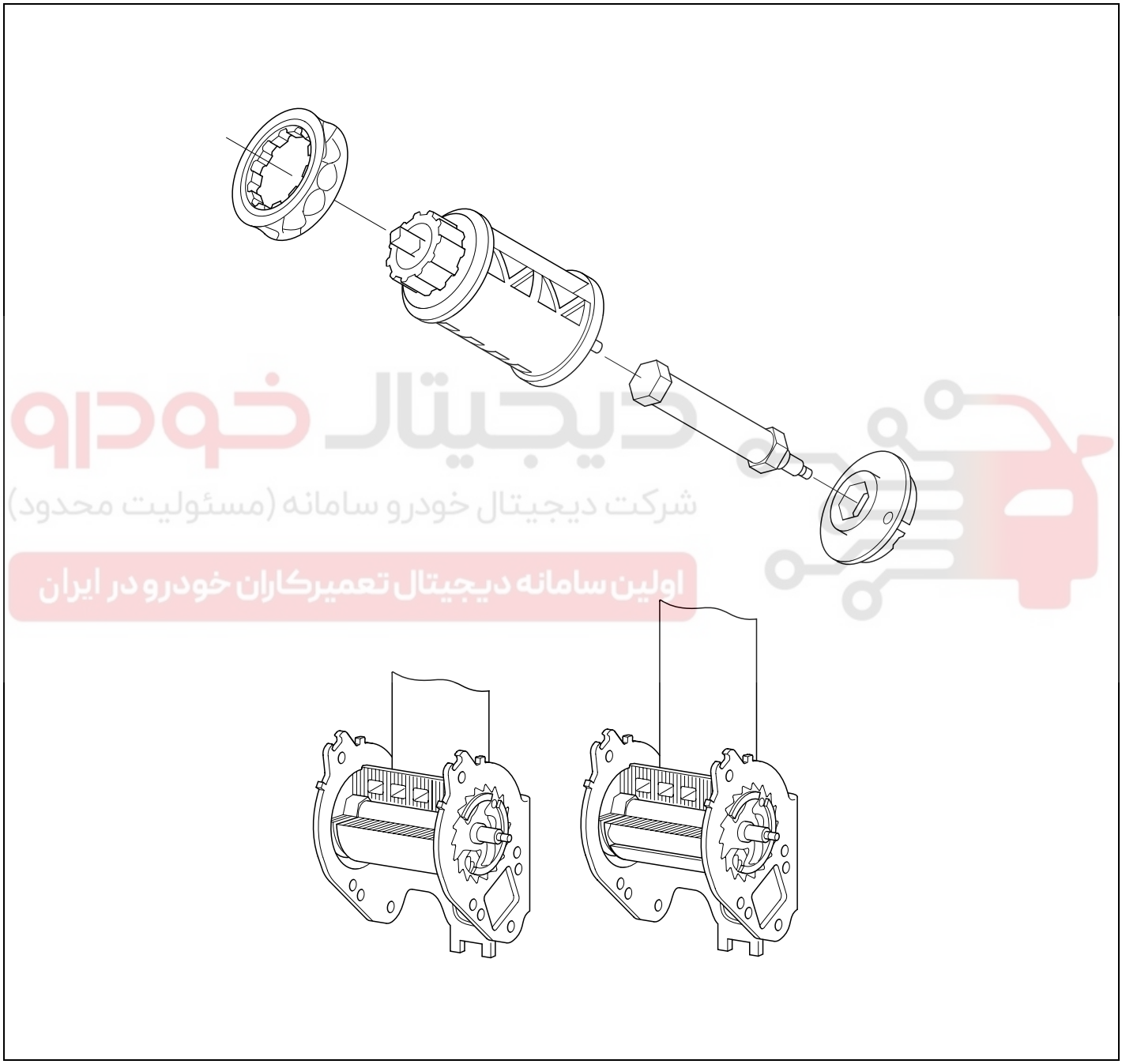
2. The system includes ring gear (90 teeth) located at upper case, transparent cover installed at rotor with screw, and gear (80 teeth) interlocked with ring gear and driven by prominent part of the cover. Upper case is installed on the steering column at fixed position. Rotor is connected with steering column and always rotate with steering wheel. Gear is always interlocked with ring gear by prominent part of the cover. Rotor and prominent part of the cover will rotate together. Therefore, gear will rotate in reverse direction to rotor by 10 teeth difference with the ring gear. On the gear, R2, R1, NEUTRAL, L1 and L2 marks are embedded on every tenth teeth. Matching marks are on the upper case. Clock spring mark should match with gear's NEUTRAL mark when the vehicle is in straight forward position. Gear's R mark indicates rotor rotation clockwise and L counterclockwise. In order to center again, turn the steering wheel clockwise to the end, and thereafter turn counterclockwise about 3 revolution to match the mark.



ERQE220D

PRE-TENSIONER SEAT BELT

1. This system is designed to protect the occupants from moving forward by transmitting a signal from SRSCM to the ignition system (gas generator) which in built is the pre-tensioner belt. When the ignition system explodes, then the spindle will turn in reverse direction to keep the belt from waving and hold the passengers.
2. The Load Limiter is designed to restrain the passenger by the seat belt from moving forward in case of an accident. In order to protect the passenger from injury, the torsion bar installed in the seat belt will be deformed when pressure between chest and the belt reaches 500kg/cm2 or more, so that it reduces the impact by releasing the seat belt.



KRQE220E

SRS HARNESS

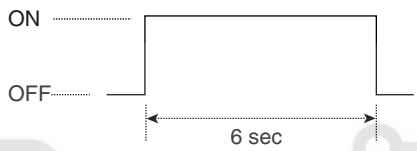
The SRS harness is wrapped in yellow tube to be discriminated from other system harness. And the shorting bar is included inside the wiring connectors of DAB, PAB, SAB and BPT inflator side. The shorting bar shorts the current flow DAB, PAB, SAB and BPT module circuit when the connectors are disconnected. The circuits to the inflator module are shorted in this way to help prevent unwanted deployment of the airbag when serving the airbag module.

SRSCM INDEPENDENT LAMP ACTIVATION

There are certain fault conditions in which the SRSCM (SRS Control Module) cannot function and thus cannot control the operation of the lamp. In these cases, the lamp is directly activated by appropriate circuitry that operates independently of the SRSCM, as follow.

1. Loss of ignition voltage supply to the SRSCM : Lamp turned on continuously.
2. Loss of internal operating voltage : Lamp turned on continuously.
3. SRSCM malfunctioning : Lamp turned on continuously.
4. SRSCM not connected : Lamp turned on through shorting bar in wiring harness connector.

WARNING LAMP OPERATION CONDITION AND STATUS OPERATION CONDITION LAMP

Condition	Airbag warning Lamp Activation
• No current fault • Less than 10 faults are momorized • Same code repeatedly occurs less than 10 times	
• Active fault • More than 10 faults are memorized • Same code repeatedly occurs more than 10 times • Fault(s) related to collision is(are) memorized • SRSCM internal fault is memorized • "Pretensioner only deploy" fault is memorized • Fault code(s) related to passive sensor (Buckle switch, seat track position sensor, PPD, OCS or PODS) is(are) memorized	
• SRSCM power is not supplied (but warning lamp power is normal) • SRSCM internal power is broken • SRSCM micro-processor fault • SRSCM connector is not connected	

ERQE500A

PRECAUTIONS E55DA887

GENERAL PRECAUTIONS

Please read the following precautions carefully before performing the airbag system service. Observe the instructions described in this manual, or the airbags could accidentally deploy and cause damage or injuries.

- Except when performing electrical inspections, always turn the ignition switch OFF and disconnect the negative cable from the battery, and wait at least three minutes before beginning work.

  NOTE

  The contents in the memory is not erased even if the ignition switch is turned OFF or the battery cables are disconnectedfrom the battery.

- Use the replacement parts which are manufactured to the same standards as the original parts and quality. Do not install used SRS parts from another vehicle. Use only new parts when making SRS repairs.
- Carefully inspect any SRS part before you install it. Do not install any part that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.

ERKD002V

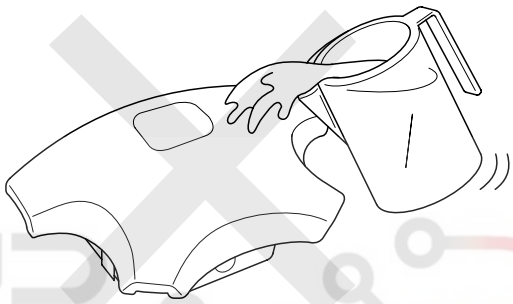
- Before removing any of the SRS parts (including the disconnection of the connectors), always disconnect the SRS connector.

AIRBAG HANDLING AND STORAGE

Do not disassemble the airbags; it has no serviceable parts. Once an airbag has been deployed, it cannot be repaired or reused.

For temporary storage of the air bag during service, please observe the following precautions.

- Store the removed airbag with the pad surface up.
- Keep free from any oil, grease, detergent, or water to prevent damage to the airbag assembly.



ERKD002Z

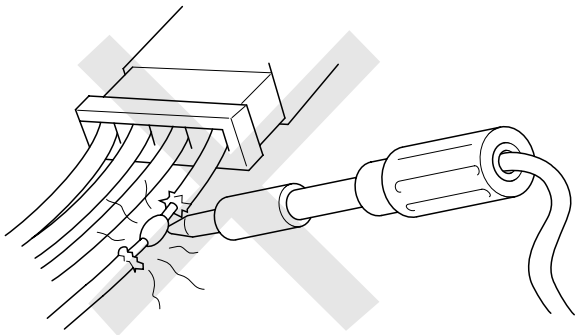
- Store the removed airbag on secure, flat surface away from any high heat source (exceeding 200°F/93°C).
- Never perform electrical inspections to the airbags, such as measuring resistance.
- Do not position yourself in front of the airbag assembly during removal, inspection, or replacement.
- Refer to the scrapping procedures for disposal of the damaged airbag.
- Be careful not to bump or impact the SRS unit or the side impact sensors whenever the ignition switch is ON, wait at least three minutes after the ignition switch is turned OFF before begin work.
- During installation or replacement, be careful not to bump (by impact wrench, hammer, etc.) the area around the SRS unit and the side impact sensor. The airbags could accidentally deploy and cause damage or injury.

- After a collision in which the airbags were deployed, replace the front airbags and the SRS unit. After a collision in which the side airbag was deployed, replace the side airbag and side impact sensor on the side where the side airbag deployed and the SRS unit. After a collision in which the airbags or the side air bags did not deploy, inspect for any damage or anydeformation on the SRS unit and the side impact sensors. If there is any damage, replace the SRS unit and/or the side impact sensors.
- Do not disassemble the SRS unit or the side impact sensors.
- Turn the ignition switch OFF, disconnect the battery negative cable and wait at least three minutes before beginning installation or replacement of the SRS unit.
- Be sure the SRS unit and side impact sensors are installed securely with the mounting bolts.
- Do not spill water or oil on the SRS unit or the side impact sensors and keep them away from dust.
- Store the SRS unit and the side impact sensors in a cool (less than 104°F/40°C) and dry (less than 80% relative humidity, no moisture) area.

WIRING PRECAUTIONS

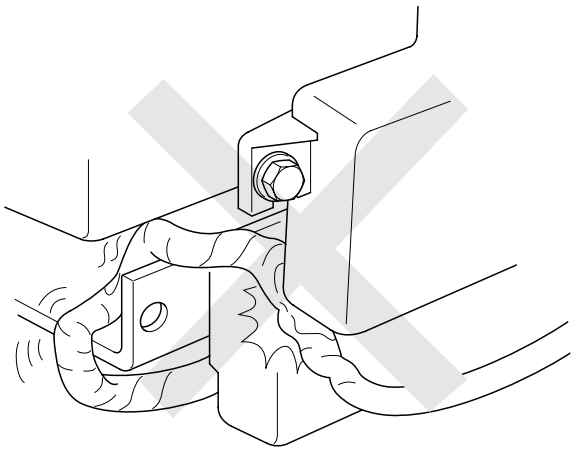
SRS wiring can be identified by special yellow outer covering (except the SRS circuits under the front seats).
Observe the instructions described in this section.

- Never attempt to modify, splice, or repair SRS wiring. If there is an open or damage in SRS wiring, replace the harness.



ERKD002Y

- Be sure to install the harness wires so that they are not pinched, or interfere with other parts.

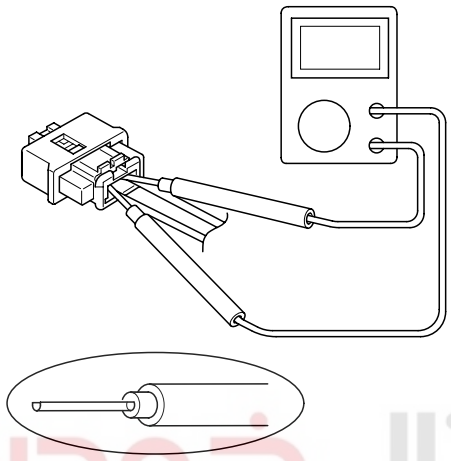


ERKD002X

- Make sure all SRS ground locations are clean, and grounds are securely fastened for optimum metal-to-metal contact. Poor grounding can cause intermittent problems that are difficult to diagnose.

PRECAUTIONS FOR ELECTRICAL INSPECTIONS

- When using electrical test equipment, insert the probe of the tester into the wire side of the connector.
  Do not insert the probe of the tester into the terminal side of the connector, and do not tamper with the connector.



ERKD002W

- Use a u-shaped probe. Do not insert the probe forcibly.
- Use specificed service connectors for troubleshooting.
  Using improper tools could cause an error in inspection due to poor metal contact.

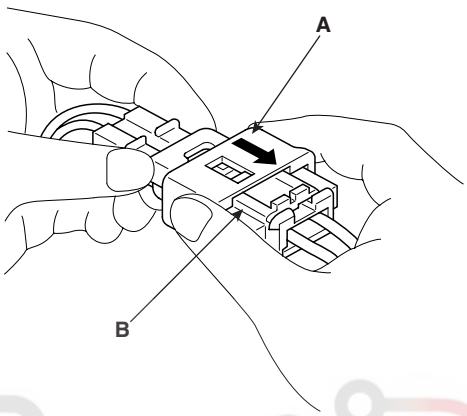
SPRING-LOADED LOCK CONNECTOR

Some SRS system connectors have a spring-loaded lock.

AIRBAG CONNECTOR (I)

DISCONNECTING

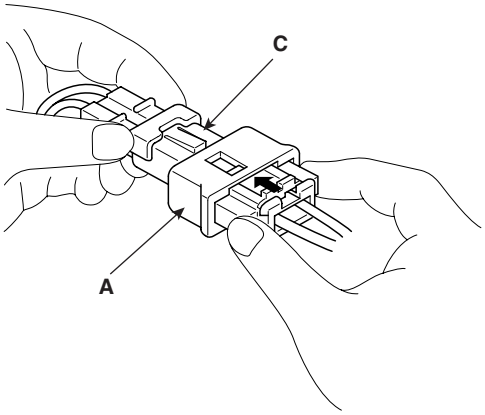
To release the lock, pull the spring-loaded sleeve (A) toward the stop (B) while holding the opposite half of the connector. Then pull the connector halves apart. Be sure to pull on the sleeve and not on the connector half.



ERKD511A

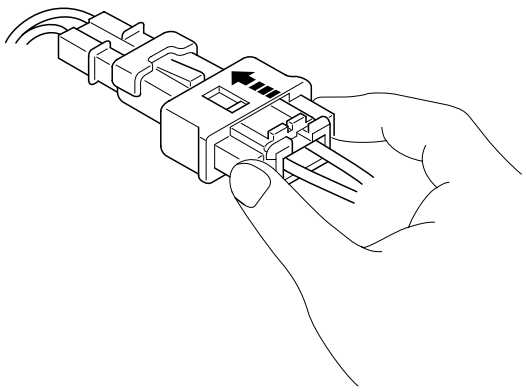
CONNECTING

1. To reconnect, hold the pawl-side connector half, and press on the back of the sleeve-side connector half in the direction shown. As the two connectpr halves are pressed together, the sleeve (A) is pushed back by the pawl (C). Do not touch the sleeve.



ERKD511B

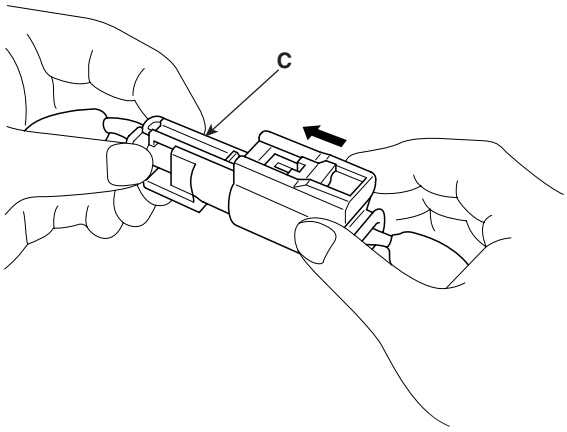
2. When the connector halves are completely connected, the pawl is released, and the spring-loaded sleeve locks the connector.



ERKD511C

CONNECTING

Hold both connector halves and press firmy until the projection (C) of the sleeve-side connector clicks to lock.

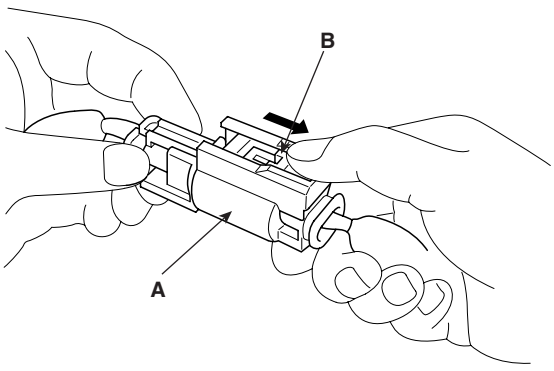


ERKD511E

AIRBAG CONNECTOR (II)

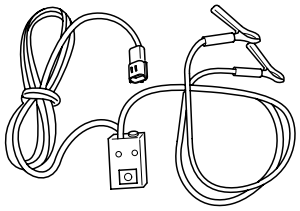
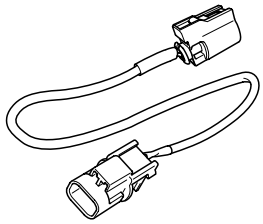
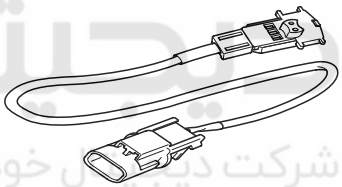
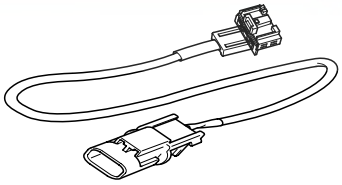
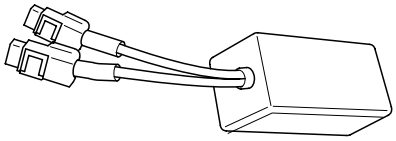
DISCONNECTING

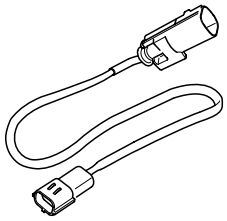
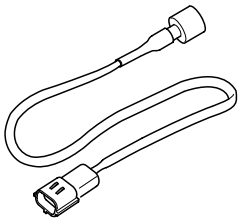
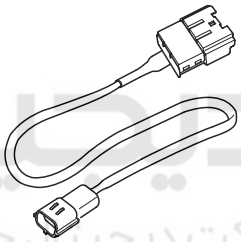
To release the lock, pull the spring-loaded sleeve (A) witile pressing the slider (B), while holding the opposite half of the connector. Pull the connector halves apart. Be sure to pull on the sleeve and not on the connector half.



ERKD511D

SPECIAL SERVICE TOOLS E0DE65F2

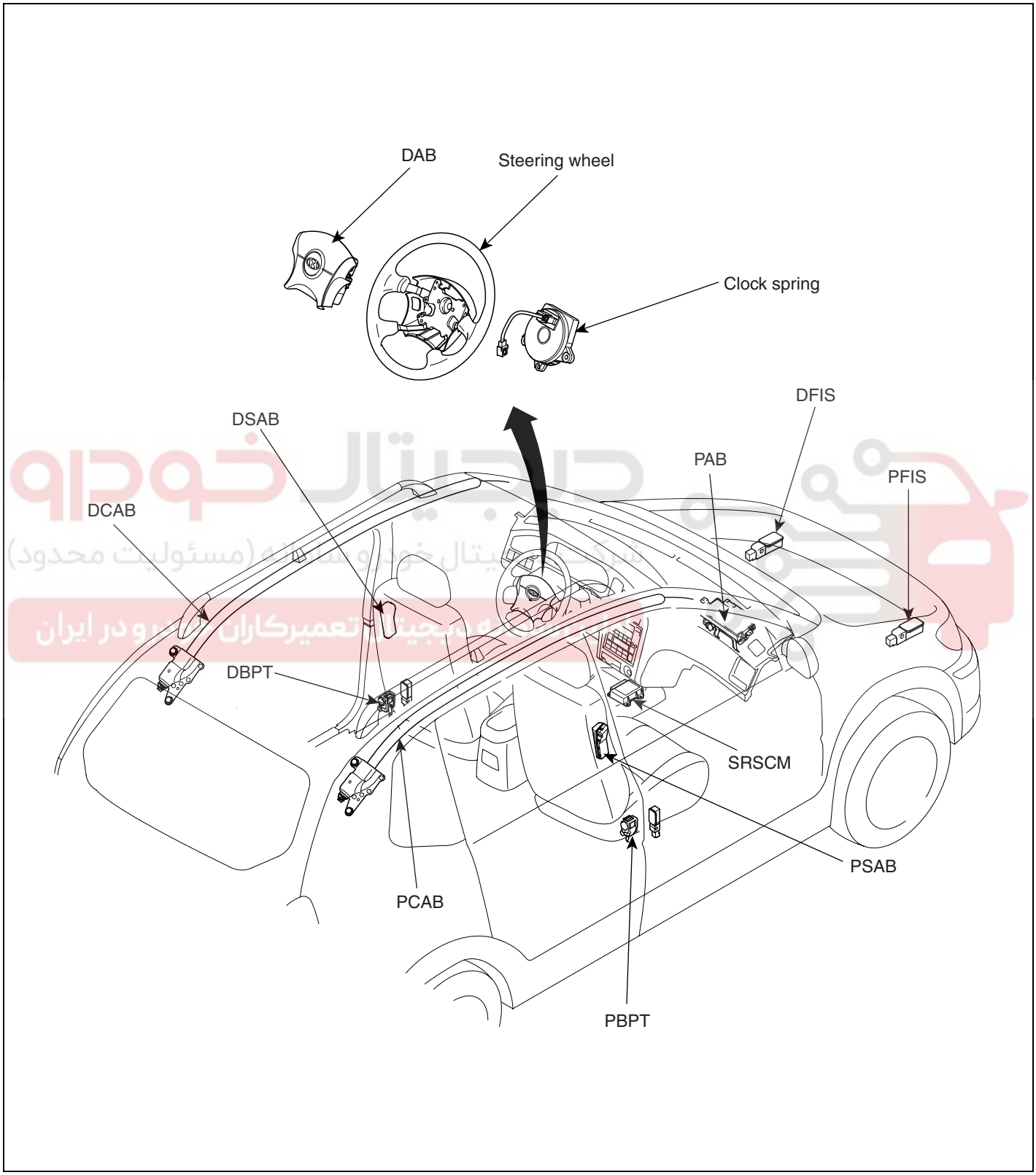
Tool(Number and Name)	Illustration	Use
Deployment tool 0957A-34100A	 ARIE500A	Airbag deployment tool
Deployment adapter 0957A-3F100	 ERKD001F	Use with deployment tool. (SAB)
Deployment adapter 0957A-38500	 ARIE500C	Use with deployment tool.(DAB,CAB,BPT,PAB)
Deployment adapter 0957A-2E210	 ARIE501B	Use with deployment tool. (BUPT)
Dummy 0957A-38200	 ARIE500D	Simulator to check the resistance of each wiring harness

Tool(Number and Name)	Illustration	Use
Dummy adapter 0957A-3F000	 ERKD001G	Use with dummy (PAB,SAB)
Dummy adapter 0957A-1C000	 ARIE500F	Use with dummy (DAB,CAB,BPT)
Dummy adapter 0957A-2E200	 ARIE501C	Use with dummy (BUPT)

DAB : Driver Airbag
PAB : Passenger Airbag
SAB : Side Airbag
BPT : Belt Pretensioner
CAB : Curtain Airbag
BUPT: Buckle Pretensioner

AIR BAG SYSTEM (SRS)

COMPONENTS ED643B0B



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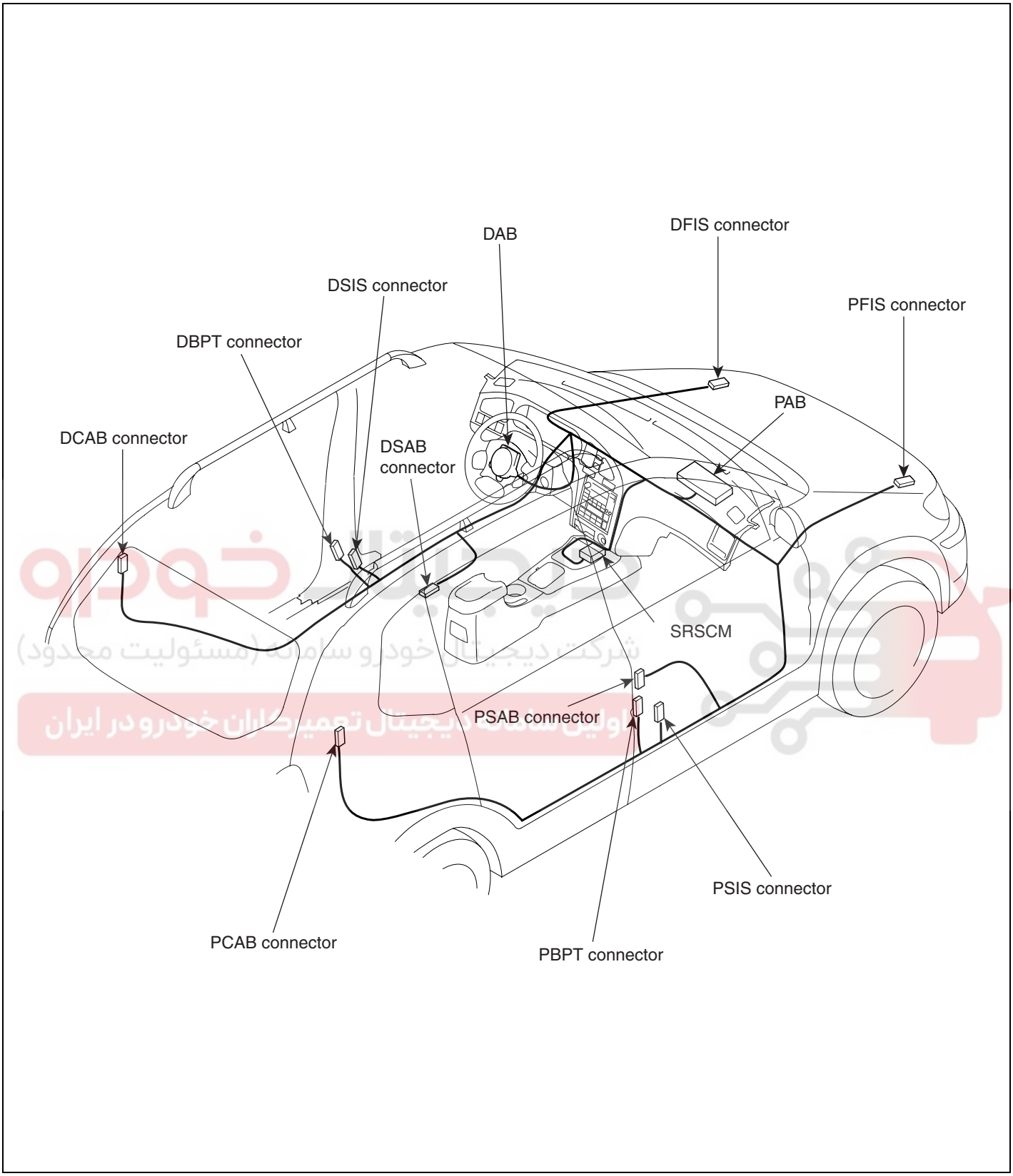
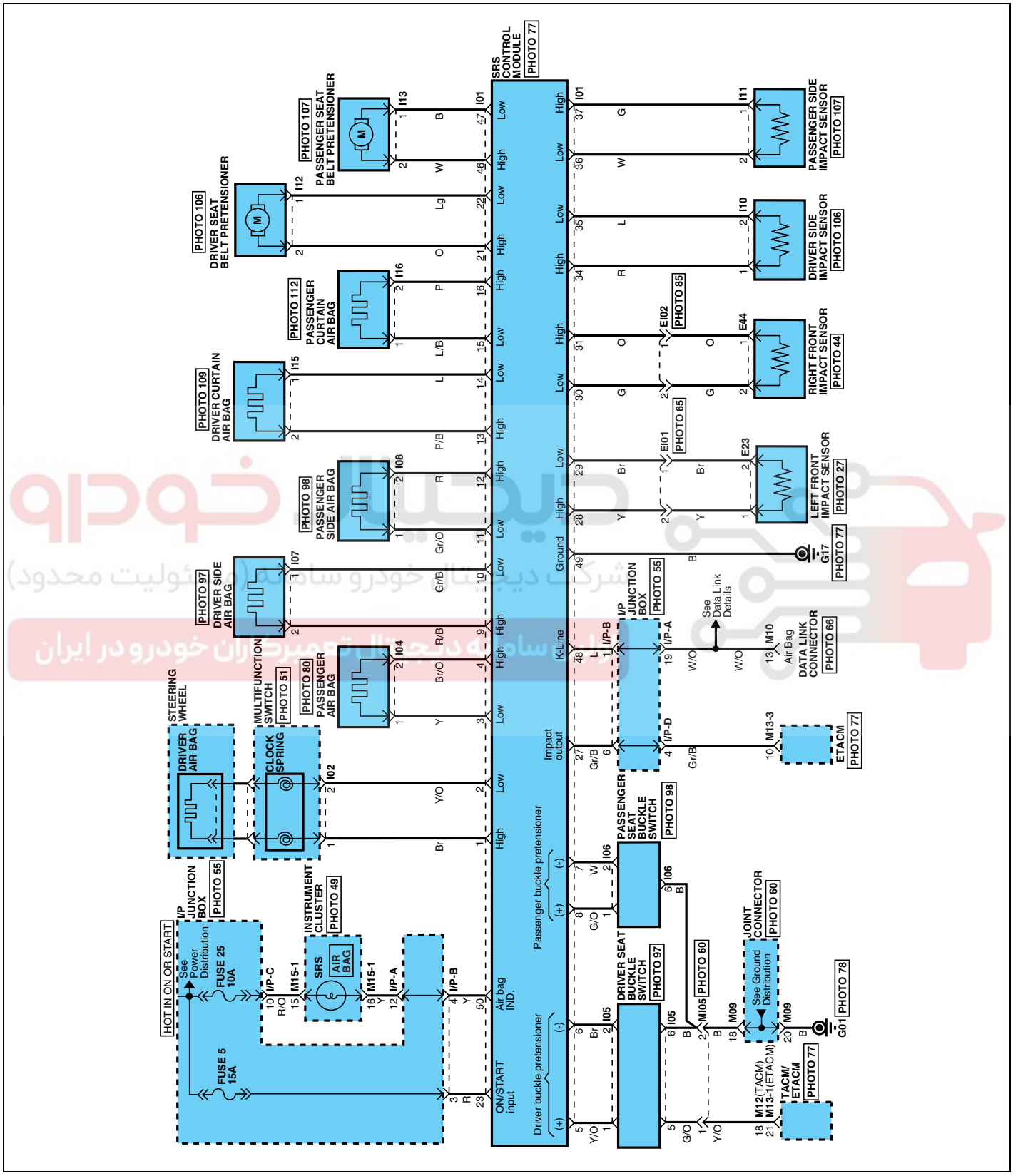


ERQE010C

CIRCUIT DIAGRAM FOR SUPPLEMENTAL RESTRAINT SYSTEM EFA140AD



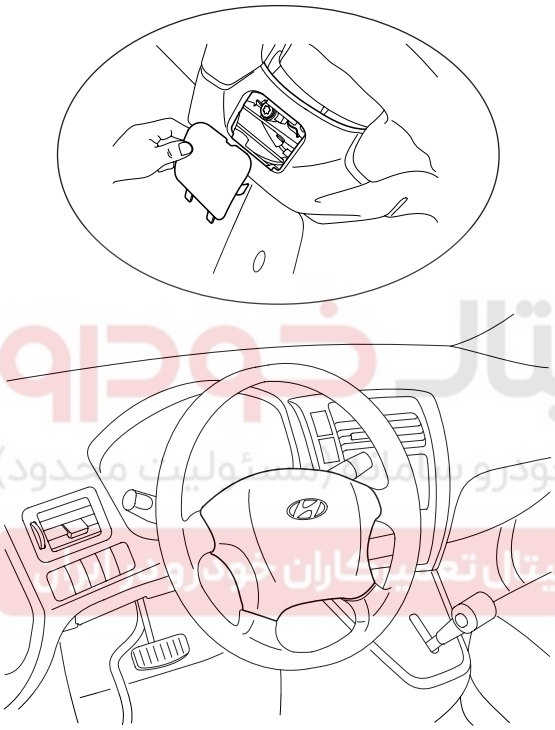
ERQE046A

REPLACEMENT EEDB57A8

DRIVER'S AIRBAG REPLACEMENT

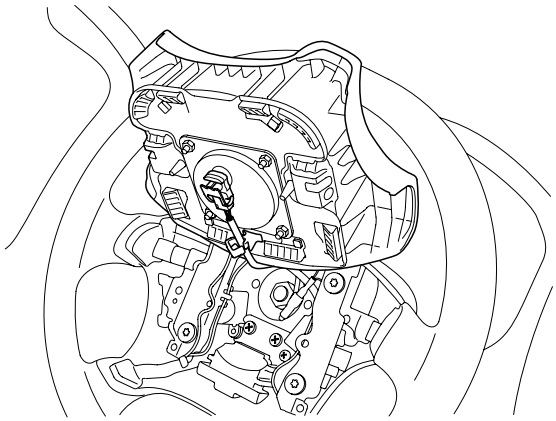
REMOVAL

1. Disconnect the battery negative cable and wait at least three minutes before beginning work.
2. After removing the cover (A), then loowen the two Torx bolt (B).



KRQE100C

3. Remove the driver's airbag from the steering wheel, then disconnect the driver's airbag connectors.



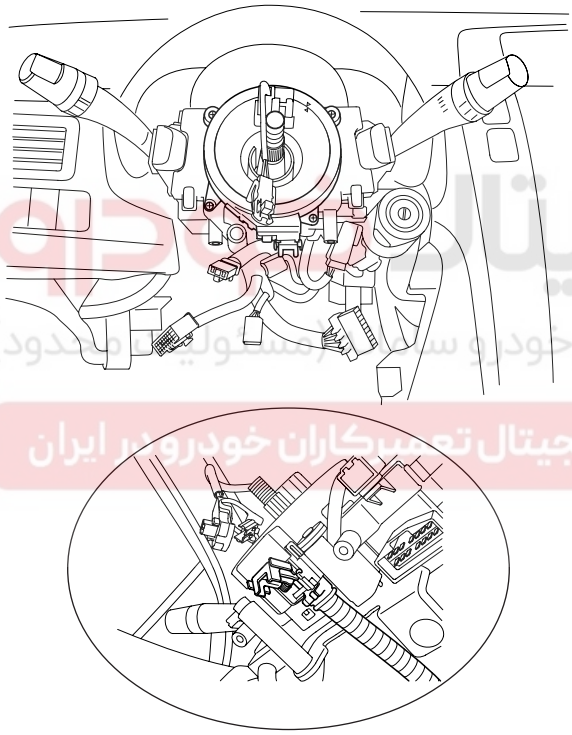
KRQE100D

INSTALLATION

1. Connect the driver's airbag connectors, then install the driver's airbag on the steering wheel.
2. Secure the airbag with the new Torx bolts.
3. Connect the battery negative cable.
4. After installing the airbag, confirm proper system operation:
   - Turn the ignition switch ON; the SRS indicator light should blink for about six seconds and then go off.
   - Make sure both horn buttons work.
5. Enter the customer's preset radio stations.

CLOCK SPRING REPLACEMENT

1. Disconnect the negative battery cable, and wait at least 30 seconds before beginning work.
2. Remove the DAB (See page RT- 18).
3. Remove the steering wheel (See page ST- Steering wheel group).
4. After disconnecting the lock pin (A), disconnect the connector (B).
5. Loosen the mounting screw (C), then remove the clock spring (D).



KRQE100G

6. Installation is the reverse of removal.

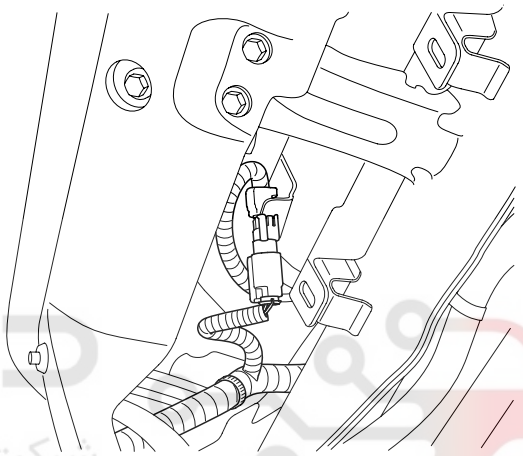
NOTE

After installing the clock spring, confirm proper system operation; Turn the ignition switch ON: the SRS indicator light should blink for about 6 seconds and then go off.

PASSENGER AIRBAG REPLACEMENT

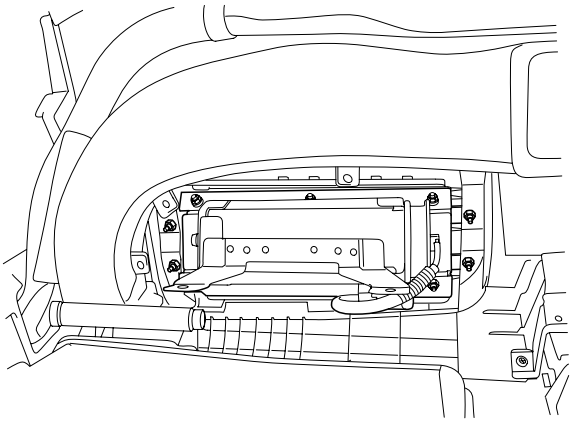
REMOVAL

1. Disconnect the battery negative cable and wait at least three minutes before beginning work.
2. Remove the glove box (see BD group - glove box) , then disconnect the connector between the SRS main harness connector (A) and front passenger's airbag connector (B).



KRQE100I

3. Remove the crash pad. (see BD group - crash pad)
4. Remove the mounting nuts (A) from the crash pad. Then remove the passenger's airbag (B).



KRQE100J

INSTALLATION

1. Place the new front passenger's airbag on the dashboard. Tighten the front passenger's airbag mounting nuts.
2. Install the dashboard.
3. Connect the front passenger's airbag connector to the SRS main harness connector.
   Attach the front passenger's airbag connector to the connector holder, then reinstall the glove box.
4. Reconnect the battery negative cable.
5. After installing the airbag, confirm proper system operation: Turn the ignition switch On; the SRS indicator light should blink for about six seconds and then go off.
6. Enter the customer's preset radio stations.

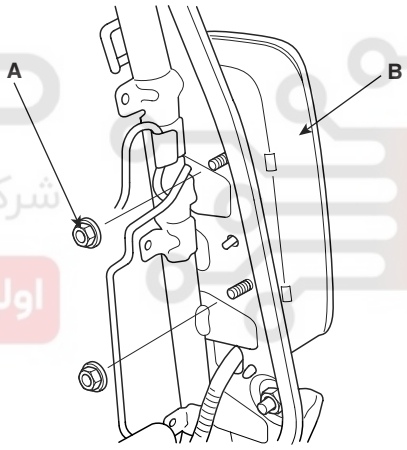
SIDE AIRBAG REPLACEMENT

NOTE

Review the seats replacement procedure in the body section of the manual before performing repair or service

REMOVAL

1. Disconnect the battery negative cable and wait at least three minutes before beginning work.
2. Disconnect the side airbag harness connector (A).
3. Remove the seat-back cover (See page BD- Front seat).
4. Remove the two mounting nuts (A) and the side airbag (B).



ERKD510C

INSTALLATION

CAUTION

Be sure to install the harness wires so that they are not pinched or interfering with other parts.

NOTE

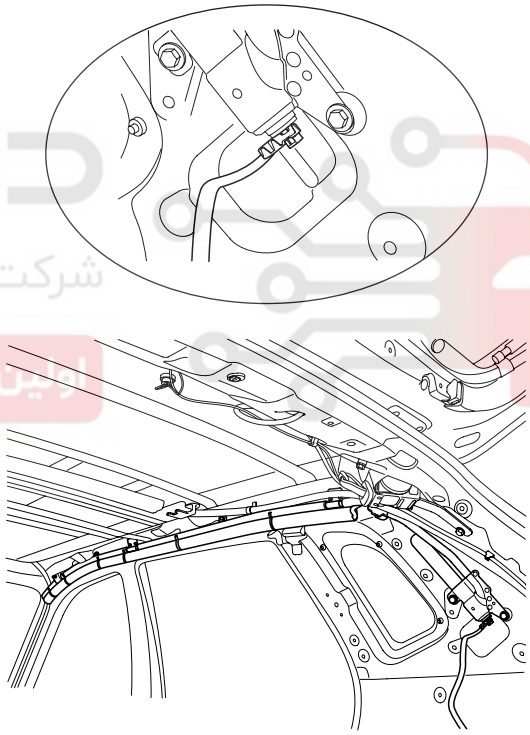
- *If the side airbag lid is affxey by a tape, remove the tape.*
- *Do not open the lid of the side airbag cover.*
- *Use new mounting nuts tightened to the specified torque when you replace a side airbag.*
- *Make sure that the seat-back cover is installed properly. Improper installation may prevent the proper deployment.*

1. Place the new side airbag on the seat back-frame. Tighten the side airbag mounting nuts.
2. Install the new seat-back cover.
3. Install the seat assembly, then connect the side airbag harness connector.
4. Reconnect the battery negative cable.
5. After installing the side airbag, confirm proper system operation: Turn the ignition switch ON; the SRS indicator light should blink for about six seconds and then go off.
6. Recline and slide the front seat forward fully, make sure the harness wires are not pinched or interfering with other parts.

CURTAIN AIRBAG REPLACEMENT

REMOVAL

1. Disconnect the battery negative cable and wait of least 30 second before beginning work.
2. Remove the follows parts (See page BD- group).
   - Front and rear seat
   - Interior trim
   - Trunk trim
   - Headlining
3. Disconnect the connector (A).
4. After loosening the mounting bolts, remove the curtain airbag (B).



KRQE100N

5. Installation is the reverse of removal

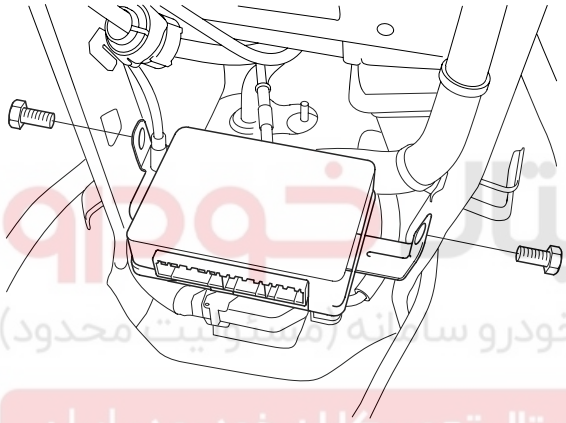
NOTE

After installing the curtain airbag, confirm proper system operation: Turn the ignition switch ON; the SRS indicator light should blink for about seconds and then go off.

SRSCM REPLACEMENT

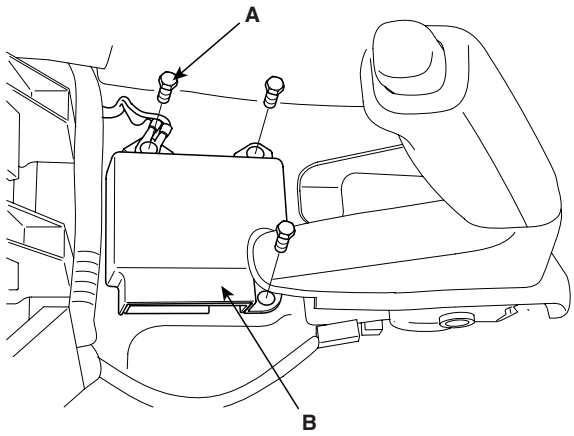
REMOVAL

1. Disconnect the battery negative cable, and wait at least three minutes before beginning work.
2. Disconnect the airbag connectors.
3. Disconnect the side airbag connectors.
4. Remove the center console. (See page BD- console group)
5. Remove the ECM (A) from the SRS unit (B).



KRQE101C

6. Disconnect the connector (A), than remove the SRSCM (B).



ERKD600D

INSTALLATION

1. Install the new SRSCM unit with the three bolts, then connect the connectors to the SRSCM unit.
2. Install the console.
3. Reconnect the airbag connectors.
4. Reconnect the side airbag connectors.
5. Reconnect the battery negative cable.
6. After installing the SRSCM unit, confirm proper system operation: Turn the ignition switch ON; the SRS indicator light should blink for about six seconds and then go off.

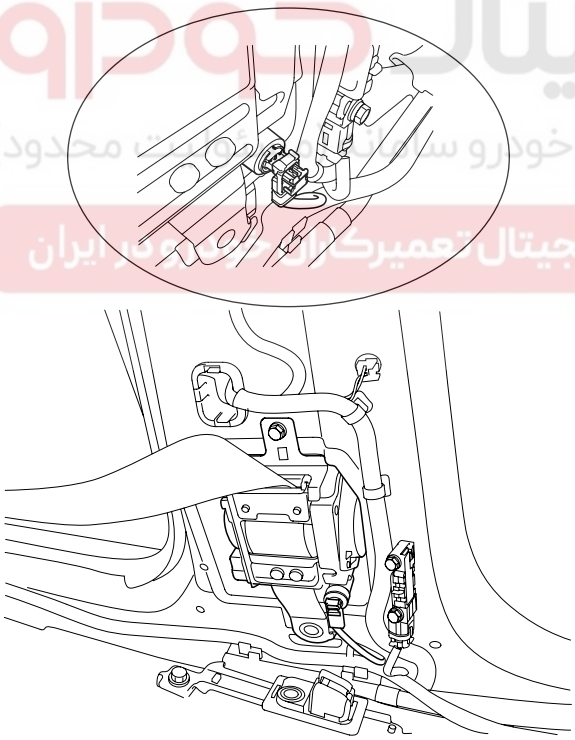
BELT PRETENSIONER REPLACEMENT

REMOVAL

1. Disconnect the battery negative cable, and wait at least three minutes before beginning work.
2. Remove the seat assembly (see BD group - seat)
3. Remove the front door scuff trim (see BD group - interior)
4. Remove the center pillar trim (see BD group - interior)
5. Remove the lower anchor bolt (see BD group - belt)
6. Remove the upper anchor bolt (see BD group - belt)
7. Disconnect the connector (A).
8. After loowening the mounting bolt (B).
   After the pretensioner (C).

INSTALLATION

1. Install the new belt pretension with bolt.
2. Install the upper anchor bolt.
3. Install the lower anchor bolt.
4. Install the center piller trim.
5. Install the front door scuff trim.
6. Install the seat assembly.
7. Reconnect the negative battery cable.
8. After installing the belt pretensioner, confirm proper system operation: Turn the ignition switch ON: the SRS indicator light should blink for about six seconds and then go off.



KRQE100S

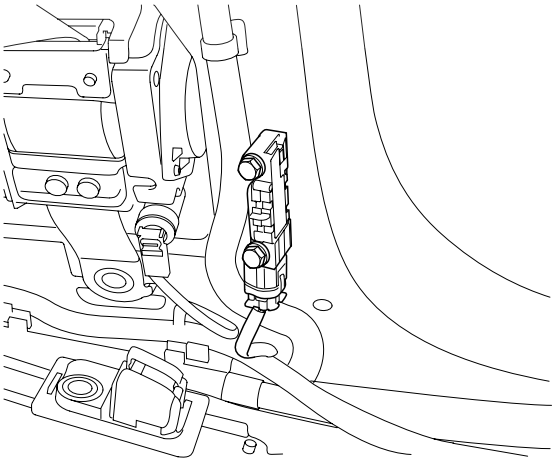
SIDE IMPACT SENSOR REPLACEMENT

REMOVAL

CAUTION

- ***Removal of the airbag must be performed according to the precautions/procedures described previously.***
- ***Before disconnecting the side impact sensor connector(s), disconnect the side airbag connector(s).***
- ***Do not turn the ignition switch ON and do not connect the battery cable while replacing the side impact sensor.***

1. Disconnect the negative battery cable, and wait at least three minutes before beginning work.
2. Remove the seat assembly (see BD group - seat).
3. Remove the front door sill trim (see BD group - interior).
4. Remove the center pillar trim (see BD group - interior).
5. Remove the lower anchor bolt (see BD group - belt).
6. Remove the belt pretensioner.
7. Remove the two bolts then remove the side impact sensor (A).



KRQE101A

8. Disconnect the SRS harness connector from the side impact sensor.

INSTALLATION

CAUTION

- ***Be sure to install the harness wires so that they are not pinched or interfere with other parts.***
- ***Do not turn the ignition switch ON and do not connect the battery cable while replacing the side impact sensor.***

1. Install the new side impact sensor with the two bolts then connect the SRS harness connector to the side impact sensor.
2. Reinstall belt pretensioner.
3. Reconnect the negative battery cable.
4. After installing the side impact sensor, confirm proper system operation: Turn the ignition switch ON: the SRS indicator light should blink for about six seconds and then go off.

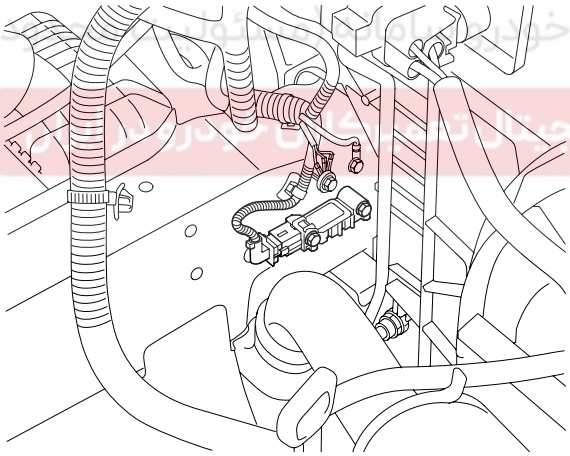
FRONT IMPACT SENSOR REPLACEMENT

REMOVAL

CAUTION

- ***Removal of the airbag must be performed according to the precautions/ procedures described previously.***
- ***Before disconnecting the front impact sensor connector, disconnect the front airbag connector(s).***
- ***Do not turn the ignition switch ON and do not connect the battery cable while replacing the front impact sensor.***

1. Disconnect the negative battery cable, and wait at least three minutes before beginning work.
2. Remove the radiator guard (see BD group-exterior).
3. Remove the bolt then remove the front impact sensor.
4. Disconnect the SRS harness connector (A) from the front impact sensor (B).



KRQE101B

INSTALLATION

CAUTION

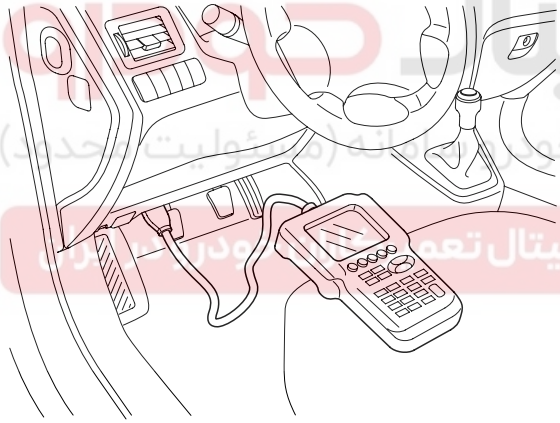
- ***Be sure to install the harness wire so that they are not pinched or interfere with other parts.***
- ***Do not turn the ignition switch ON and do not contact the battery cable while replacing the front impact sensor.***

1. Install the new front impact sensor with bolt then connect the SRS harness connector to the front impact sensor.
2. Install the radiator guard.
3. Reconnect the negative battery cable.
4. After installing the front impact sensor, confirm proper system operation: Turn the ignition switch ON: the SRS indicator light should blink for about six seconds and then go off.

TROUBLESHOOTING

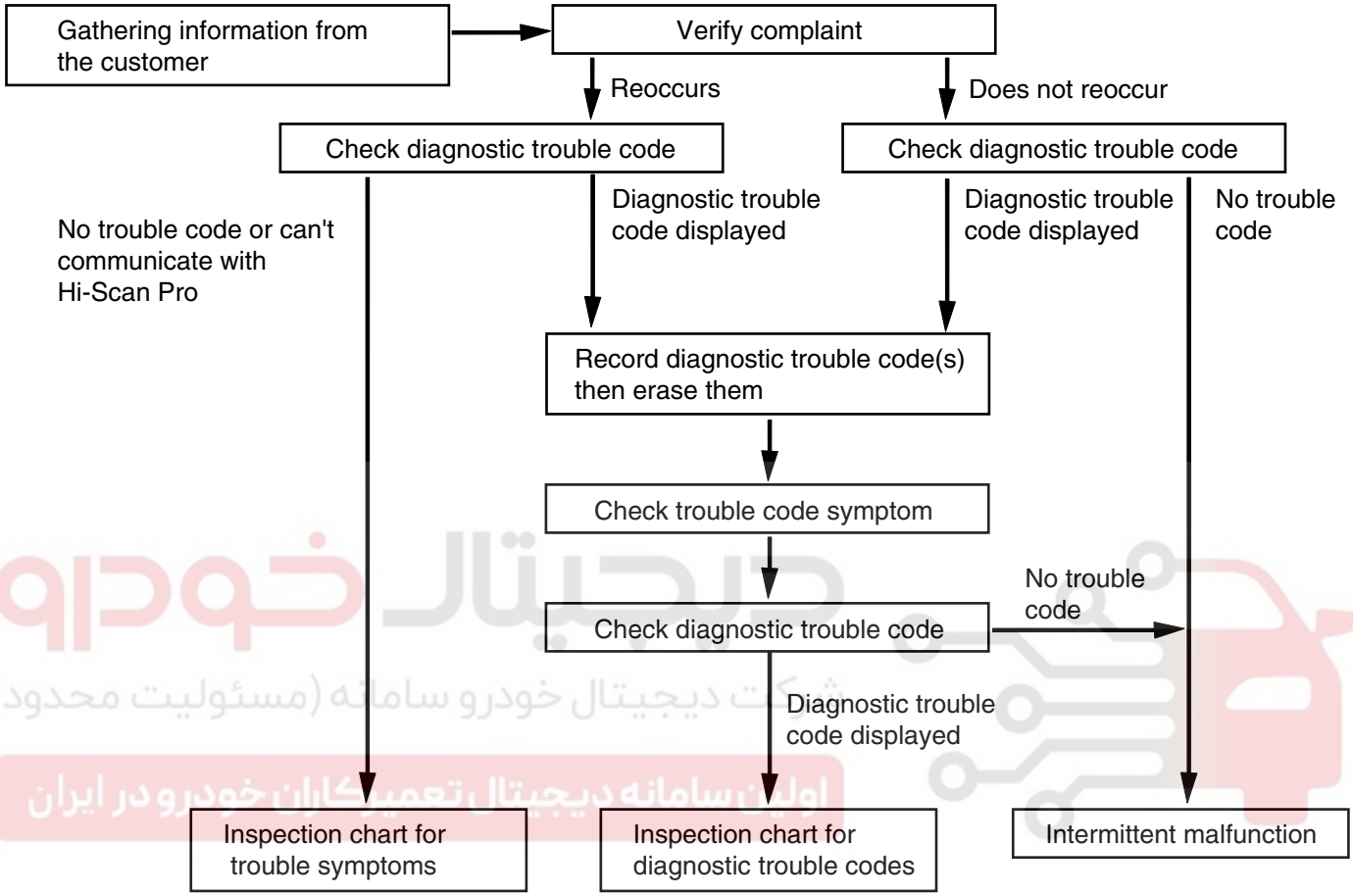
HI-SCAN CHECK EB7B0D2B

1. Turn the ignition switch off.
2. Connect the Hi-Scan Pro connector to the datalink connector located under the crash pad.
3. Connect the Hi-Scan Pro power cable.
4. Turn the ignition switch on and power on the Hi-Scan Pro.
5. Read DTCs.
6. Find and repair the trouble, and clear the DTCs using Hi-Scan Pro.
7. Disconnect the Hi-Scan Pro.



KRQE900A

DIAGNOSTIC TROUBLESHOOTING FLOW



ERA9035A

DIAGNOSTIC TROUBLE CODE TABLE EC4BAB20

CODE	FAULT DESCRIPTION	SEE PAGE
B1101	Battery voltage high	see page RT - 30
B1102	Battery voltage low	see page RT - 30
B1326	Driver frontal impact sensor circuit leakage to ground	see page RT - 33
B1327	Driver frontal impact sensor circuit leakage to battery	see page RT - 36
B1328	Driver frontal impact sensor defect	see page RT - 39
B1329	Driver frontal impact sensor communication error	see page RT - 39
B1330	Driver frontal impact sensor wrong ID	see page RT - 42
B1331	Passenger frontal impact sensor circuit leakage to ground	see page RT - 33
B1332	Passenger frontal impact sensor circuit leakage to battery	see page RT - 36
B1333	Passenger frontal impact sensor defect	see page RT - 39
B1334	Passenger frontal impact sensor communication error	see page RT - 39
B1335	Passenger frontal impact sensor wrong ID	see page RT - 42
B1346	Driver airbag resistance too high	see page RT - 43
B1347	Driver airbag resistance too low	see page RT - 43
B1348	Driver airbag resistance circuit leakage to ground	see page RT - 47
B1349	Driver airbag resistance circuit leakage to battery	see page RT - 51
B1352	Passenger airbag resistance too high	see page RT - 55
B1353	Passenger airbag resistance too low	see page RT - 55
B1354	Passenger airbag resistance circuit leakage to ground	see page RT - 58
B1355	Passenger airbag resistance circuit leakage to battery	see page RT - 61
B1361	Driver belt pretensioner resistance too high	see page RT - 64
B1362	Driver belt pretensioner resistance too low	see page RT - 64
B1363	Driver belt pretensioner resistance circuit leakage to ground	see page RT - 67
B1364	Driver belt pretensioner resistance circuit leakage to battery	see page RT - 70
B1367	Passenger belt pretensioner resistance too high	see page RT - 64
B1368	Passenger belt pretensioner resistance too low	see page RT - 64
B1369	Passenger belt pretensioner resistance circuit leakage to ground	see page RT - 67
B1370	Passenger belt pretensioner resistance circuit leakage to battery	see page RT - 70
B1378	Driver side airbag resistance too high	see page RT - 73
B1379	Driver side airbag resistance too low	see page RT - 73
B1380	Driver side airbag resistance circuit leakage to ground	see page RT - 76
B1381	Driver side airbag resistance circuit leakage to battery	see page RT - 79
B1382	Passenger side airbag resistance too high	see page RT - 73
B1383	Passenger side airbag resistance too low	see page RT - 73
B1384	Passenger side airbag resistance circuit leakage to ground	see page RT - 76
B1385	Passenger side airbag resistance circuit leakage to battery	see page RT - 79

CODE	FAULT DESCRIPTION	SEE PAGE
B1400	Driver side impact sensor defect	see page RT - 82
B1401	Driver side impact sensor circuit leakage to ground	see page RT - 85
B1402	Driver side impact sensor circuit leakage to battery	see page RT - 88
B1403	Passenger side impact sensor defect	see page RT - 82
B1404	Passenger side impact sensor circuit leakage to ground	see page RT - 85
B1405	Passenger side impact sensor circuit leakage to battery	see page RT - 88
B1409	Driver side impact sensor communication error	see page RT - 82
B1410	Passenger side impact sensor communication error	see page RT - 82
B1414	Driver side impact sensor wrong ID	see page RT - 91
B1415	Passenger side impact sensor wrong ID	see page RT - 91
B1473	Driver curtain airbag resistance too high	see page RT - 92
B1474	Driver curtain airbag resistance too low	see page RT - 92
B1475	Driver curtain airbag resistance circuit leakage to ground	see page RT - 95
B1476	Driver curtain airbag resistance circuit leakage to battery	see page RT - 98
B1477	Passenger curtain airbag resistance too high	see page RT - 92
B1478	Passenger curtain airbag resistance too low	see page RT - 92
B1479	Passenger curtain airbag resistance circuit leakage to ground	see page RT - 95
B1480	Passenger curtain airbag resistance circuit leakage to battery	see page RT - 98
B1620	Airbag unit internal fault	see page RT - 101
B1650	Crash recorded in front airbag	see page RT - 101
B1670	Crash recorded in full stage	see page RT - 101
B1651	Crash recorded driver side airbag	see page RT - 101
B1652	Crash recorded passenger side airbag	see page RT - 101
B1657	Crash recorded belt pretensioner only	see page RT - 101
B1658	Belt pretensioner 6times deployment	see page RT - 101
B1701	Driver buckle pretensioner resistence too high	see page RT - 102
B1702	Driver buckle pretensioner resistance too low	see page RT - 102
B1703	Driver buckle pretensioner resistance circuit leakage to ground	see page RT - 104
B1704	Driver buckle pretensioner resistance circuit leakage to battery	see page RT - 107
B1706	Passenger buckle pretensioner resistance too high	see page RT - 102
B1707	Passenger buckle pretensioner resistance too low	see page RT - 102
B1708	Passenger buckle pretensioner resistance circuit leakage to ground	see page RT -104
B1709	Passenger buckle pretensioner resistance circuit leakage to battery	see page RT -107
B2500	Warning lamp failure	see page RT -110

DTC B1101 BATTERY VOLTAGE TOO HIGH, B1102 BATTERY VOLTAGE TOO LOW

DESCRIPTION E1168ABD

The diagnosis system malfunction display for this circuit is different to other circuits. When the SRS warning lamp remains lit up and the DTC is a B1101 or B1102 code,battery voltage too high or low is indicated. When voltage returns to normal, the SRS warning light automatically goes off and a malfunction is no longer indicated.

SPECIFICATIONS ED40B83D

7 ~ 16V

INSPECTION OF CONNECTOR AND TERMINAL EAD0E5CA

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

CAUTION

Do not deform the connector for revising contact.

3. Are confirmed trouble on the connector and the terminal?

YES

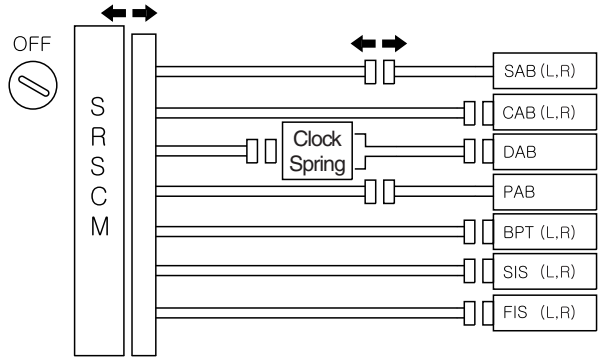
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the source voltage.

CHECK SOURCE VOLTAGE E6DECBD0

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB, SAB, CAB, SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.



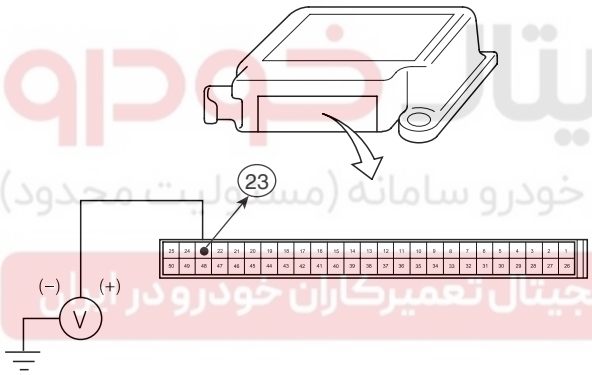
ERQE200A

2. Check the source voltage

   1) Connect the negative(-) terminal cable to the battery.

   2) Turn the ignition switch " ON ".

   3) Measure voltage between the battery supply terminal 23 of the SRSCM connector and body ground.



KRQE200B

   4) Does the normal voltage?

NO

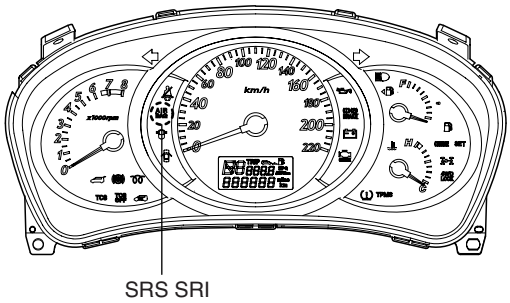
▶ Check the harness between the battery and the SRSCM. Check the battery and charging system

YES

▶ Check the SRS SRI.

CHECK THE SRS SRI E99CD053

1. Turn the ignition switch " LOCK ".
2. Connect the DAB module.
3. Connect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
4. Connect the SRSCM connector.
5. Turn the ignition switch " ON ".



ERQE209A

6. Does the SRS SRI turn off?

NO

▶ Check for DTCs.If a DTC is output, perfrom troubleshooting for the DTC. If B1101 or B1102 is output,replace the SRSCM.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

DTC B1326 DFIS SHORT TO GROUND, B1331 PFIS SHORT TO GROUND

DESCRIPTION E70E6D5B

The release consists of the SRSCM and FIS.
The above DTC is recorded when a short to ground is detected in the FIS circuit.

DETECTING CONDITION E2BE13DE

Condition	Probable cause
- Short circuit is wire harness(to ground) - FIS malfunction - SRSCM malfunction	- FIS - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL E8A58AE8

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION
   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

YES

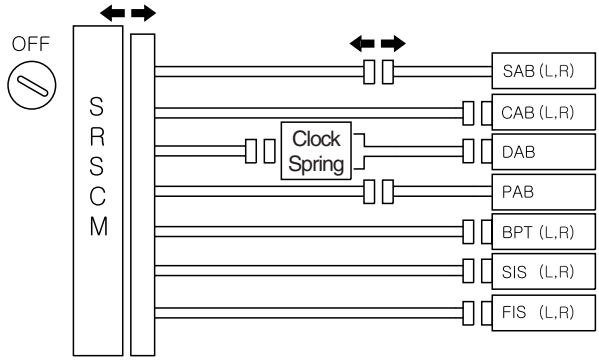
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the FIS circuit.

CHECK FIS CIRCUIT EB5108E1

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

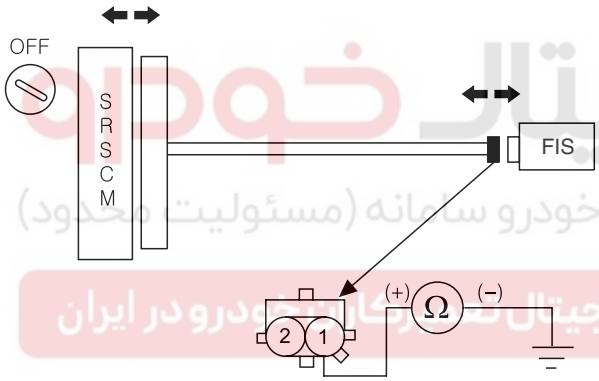


ERQE200A

2. Check FIS circuit

For the connector(on the SRSCM side) between the SRSCM and FIS, measure the resistance between the FIS high(+) and body ground.

Resistance : ∞



KRQE205C

YES

▶ Check the FIS.

NO

▶ Replace the harness between the SRSCM and FIS.

CHECK FIS E6F5CDE0

1. Preparation

1) Turn the ignition switch " LOCK ".

2) Connect the FIS connector.

3) Connect the SRSCM connector.

4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.

KRQE205B

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the FIS(see page RT- 25).

DTC B1327 DFIS SHORT TO BATTERY, B1332 PFIS SHORT TO BATTERY

DESCRIPTION E196FC85

The release consists of the SRSCM and FIS.
The above DTC is recorded when a short to battery is detected in the FIS circuit.

DETECTING CONDITION EE9BD19D

Condition	Probable cause
- Short circuit is wire harness(to B+) - FIS malfunction - SRSCM malfunction	- FIS - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL E4E748A2

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION
   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

YES

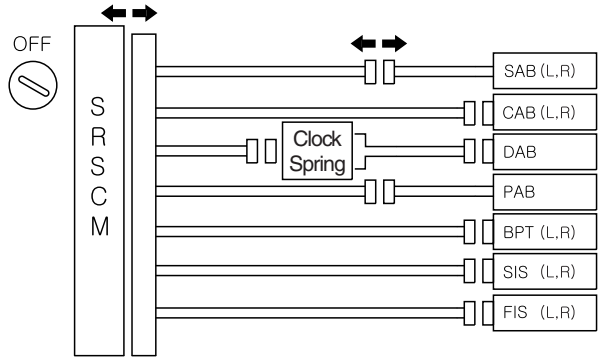
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the FIS squib circuit.

CHECK FIS CIRCUIT EE90E501

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

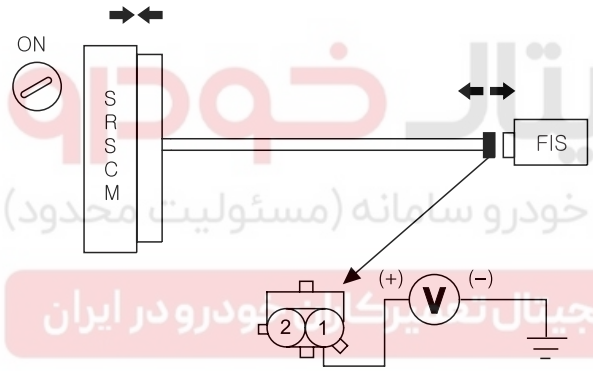


ERQE200A

2. Check FIS circuit

For the connector(on the SRSCM side) between the SRSCM and FIS, measure the voltage between the FIS high(+) and body ground.

Voltage : 0V



KRQE205D

YES

▶ Check the FIS.

NO

▶ Replace the harness between the SRSCM and FIS.

CHECK FIS ECA123AD

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the FIS connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.

KRQE205B

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the FIS(see page RT- 25).

DTC B1328 DFIS DEFECT, B1329 DFIS COMMUNICATION ERROR, B1333 PFIS DEFECT, B1334 PFIS COMMUNICATION ERROR

DESCRIPTION E1DF9FB3

The release system for the SRS consists of the SRSCM and FIS.
The above DTC is recorded when a defect is detected in the FIS circuit.

DETECTING CONDITION EDFBBD32

Condition	Probable cause
- FIS malfunction - SRSCM malfunction	- FIS - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL EA0B7CCE

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

CAUTION

Do not deform the connector for revising contact.

3. Are confirmed trouble on the connector and the terminal?

YES

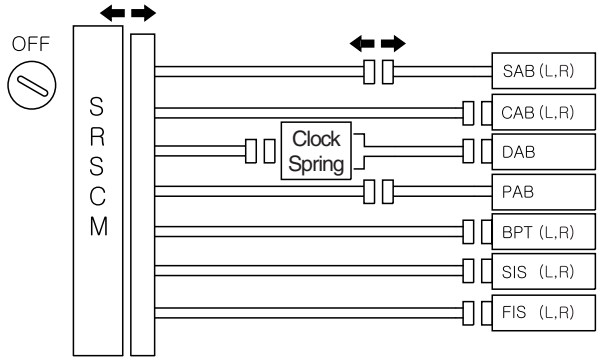
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the FIS circuit.

CHECK FIS CIRCUIT E6A9C1C8

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.



ERQE200A

2. Check FIS circuit

Check continuity between the SRSCM connector and the FIS connector as high(+)and high(+), low(-) and low(-).

OK : Continuity

KRQE205A

YES

▶ Check the FIS.

NO

▶ Replace the harness between the SRSCM and FIS.

CHECK FIS EC7C385C

1. Preparation

1) Turn the ignition switch " LOCK ".

2) Connect the FIS connector.

3) Connect the SRSCM connector.

4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

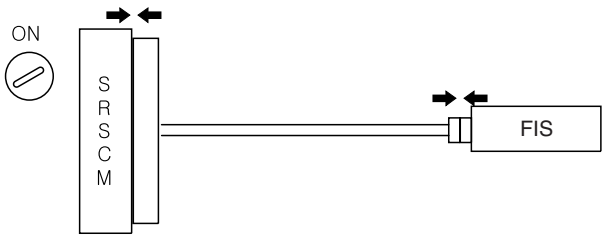
3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



KRQE205B

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the FIS(see page RT- 25).

DTC B1330 DFIS WRONG ID, B1335 PFIS WRONG ID

DESCRIPTION E9AFFABD

SRSCM MALFUNCTION

The SRSCM shall also cyclically monitor the following :

1. Functional readliness of the firing circuit activation transistors.
2. Adequacy of deployment energy reserves.
3. Safing sensor integtity : detection of faulty closure.
4. Plausibility of accelerometer signal.
5. Operation of SRSCM components.

The timely completion of all tests is monitored by a separate hardware watchdog. During normal operation, the watchdog is triggered periodically by the SRSCM : If the SRSCM fails to trigger the watchdog, the watchdog willreset the SRSCM and activate the SRS SRI.
The SRSCM must be replaced once the fault codes mentioned above are confirmed.

DTC B1346 DAB RESISTANCE TOO HIGH, B1347 DAB RESISTANCE TOO LOW

DESCRIPTION E8D5DE66

The DAB squib circuit consists of the SRSCM, the clock spring and the DAB.The circuit causes the airbag to deploy when the airbag deployment conditions are satisfied.The above DTC is recorded when the DAB resistance too high or low is detected in the DAB squib circuit.

DETECTING CONDITION E3651D70

Condition	Probable cause
- Too hign or low resistance between DAB high(+) and low(-) wiring harness of squib - DAB malfunction - Clock spring malfunction - SRSCM malfunction	- DAB squib - Clock spring - SRSCM - Wire harness

SPECIFICATIONS E535AB7E

DAB : 1.7Ω ≤ R ≤ 2.3Ω
Clock spring : 0.24Ω ≤ R ≤ 0.61Ω

INSPECTION OF CONNECTOR AND TERMINAL EBAFFAE4

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

   YES

   ▶ After repairing the trouble part, check whether DTC occurs or not.

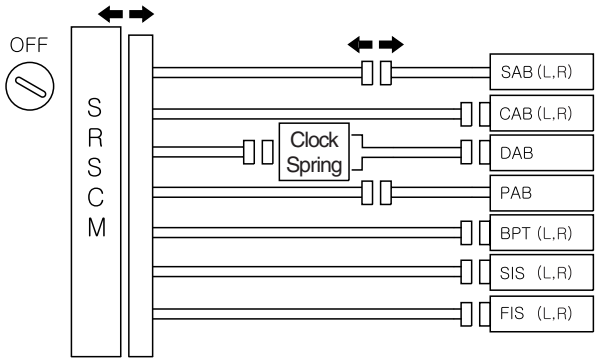
   NO

   ▶ Check the DAB resistance.

CHECK DAB RESISTANCE EDCCB7F3

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.

4) Disconnect the SRSCM connector.



ERQE200A

2. Check DAB resistance.

CAUTION

Never attempt to measure the circuit resistance of the airbag module(squib) even if you are using the specified tester.

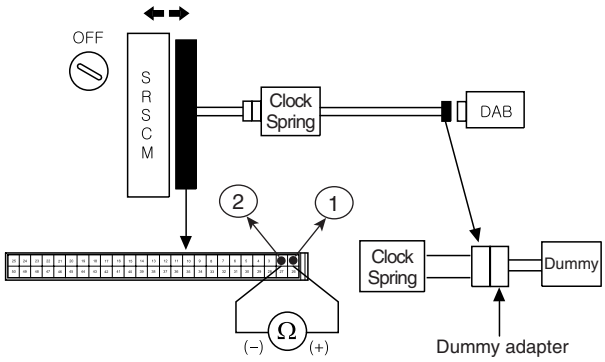
NOTE

Before checking the resistance,you have to insert the shorting bar insert plastic that is attached to the diagnosis checker into the SRSCM connector.

1) Release the airbag activation prevention mechanism on SRSCM side of airbag squib side.
Connect the dummy(0957A-38200) and dummy adapter(0957A-1C000) to the clock spring side connector.

2) Measure the resistance between the DAB high(+) and low(-).

Resistance : 1.7Ω ≤ R ≤ 2.3Ω



ERQE200C

YES

▶ Check the DAB squib.

NO

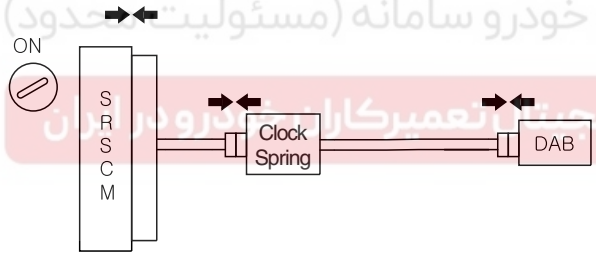
▶ Check the clock spring.

CHECK DAB SQUIB EACCED9E

1. Preparation
   1) Turn the ignition switch " LOCK ".
   2) Connect the DAB connector.
   3) Connect the SRSCM connector.
   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.
2. Check
   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.
   2) Clear the malfunction code stored in the memory with the HI-Scan Pro.
   3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.
   4) Turn the ignition switch to " ON ", and wait for at 30 seconds.
   5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



ERQE200D

   6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

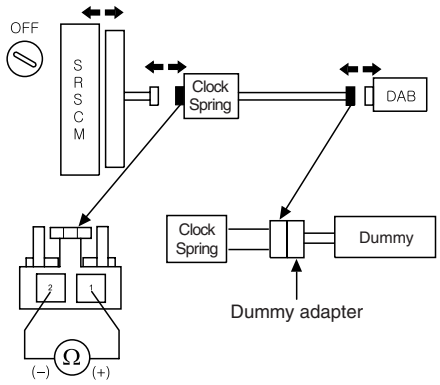
NO

▶ Replace the DAB(see page RT- 18).

CHECK CLOCK SPRING EEC1D208

1. Disconnect the connector between the SRSCM clock spring, and connect the dummy connector(0957A-38200) and dummy adapter(0957A-1C000) to the clock spring side connector.
2. Measure the resistance between the DAB high(+) and low(-).

Resistance : 0.24Ω ≤ R ≤ 0.61Ω



ERQE200E

YES

▶ Replace the harness between the SRSCM and the clock spring.then check the DAB squib(see page RT- 18).

NO

▶ Replace the clock spring(see page RT- 19).

DTC B1348 DAB SHORT TO GROUND

DESCRIPTION E087EA0B

The DAB squib circuit consists of the SRSCM, the clock spring and the DAB.The circuit causes the airbag to deploy when the airbag deployment conditions are satisfied.The above DTC is recorded when a short to ground is detected in the DAB squib circuit.

DETECTING CONDITION EEFB0AF7

Condition	Probable cause
- Short circuit is squib wire harness(to ground) - DAB squib malfunction - Clock spring malfunction - SRSCM malfunction	- DAB squib - Clock spring - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL EC02D892

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

   YES

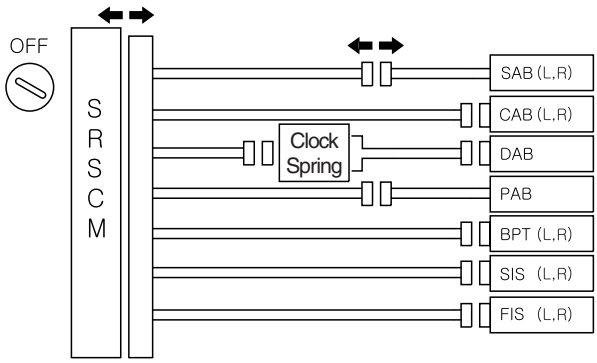
   ▶ After repairing the trouble part, check whether DTC occurs or not.

   NO

   ▶ Check the DAB squib circuit.

CHECK DAB SQUIB CIRCUIT EF99BD0B

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

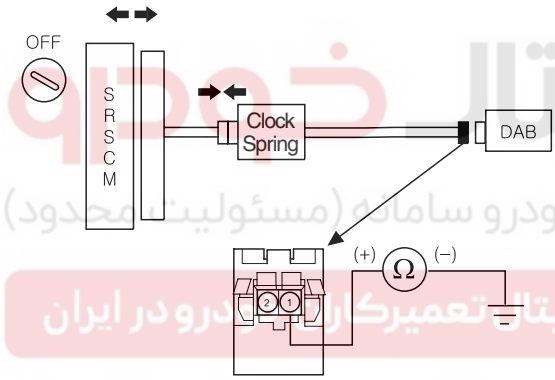


ERQE200A

2. Check DAB squib circuit

For the connector(on the clock spring side) between the clock spring and the DAB, measure the resistance between the DAB high and body ground.

Resistance : ∞



ERQE200G

YES

▶ Check the DAB squib.

NO

▶ Check the clock spring circuit.

CHECK DAB SQUIB EDECBBAF

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the DAB connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

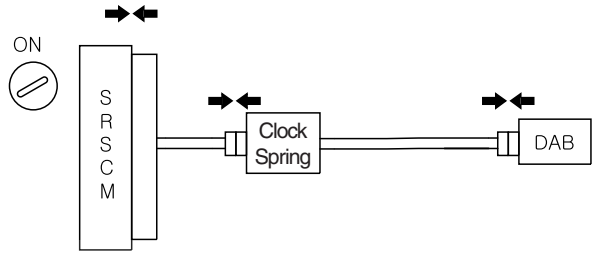
3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



ERQE200D

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

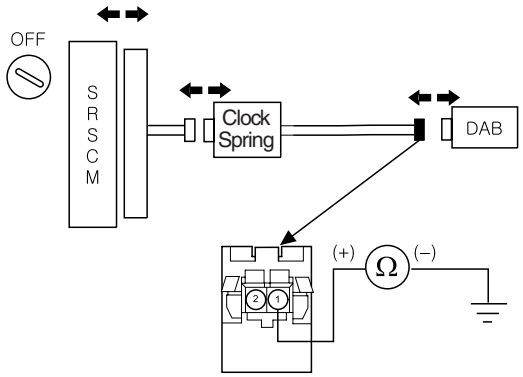
NO

▶ Replace the DAB(see page RT- 18).

CHECK CLOCK SPRING CIRCUIT E007D0BF

1. Disconnect the connector between the SRSCM and the clock spring.
2. Measure the resistance between the DAB high(+) on the clock spring side of the connector between the clock spring and the DAB and body ground.and low(-).

Resistance : ∞



ERQE200H

YES

▶ Replace the harness between the SRSCM and the clock spring.then check the DAB squib circuit(see page RT-18).

NO

▶ Replace the clock spring(see page RT- 19).

DTC B1349 DAB SHORT TO BATTERY

DESCRIPTION E5A8A8BB

The DAB squib circuit consists of the SRSCM, the clock spring and the DAB.It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when a short to battery is detected in the DAB squib circuit.

DETECTING CONDITION E1ADE5C3

Condition	Probable cause
- Short circuit is squib wire harness(to battery+) - DAB squib malfunction - Clock spring malfunction - SRSCM malfunction	- DAB squib - Clock spring - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL EC52F33E

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

CAUTION

Do not deform the connector for revising contact.

3. Are confirmed trouble on the connector and the terminal?

YES

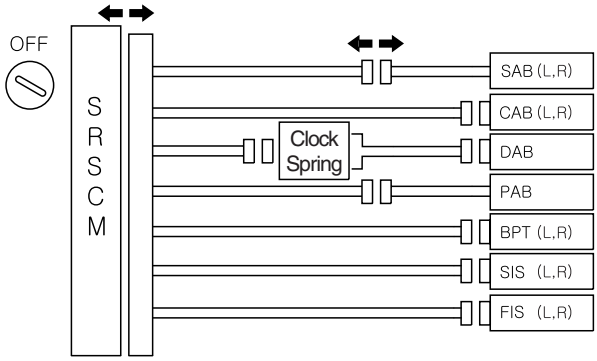
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the DAB squib circuit.

CHECK DAB SQUIB CIRCUIT E88D104D

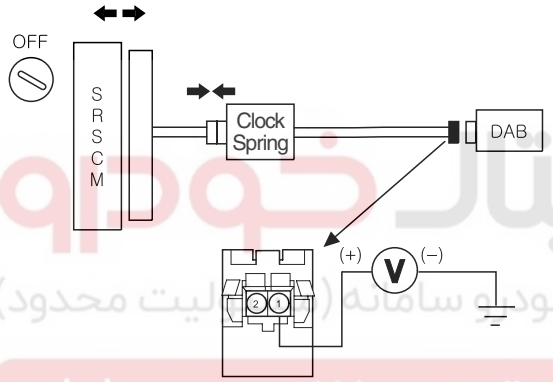
1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.



ERQE200A

2. Check DAB squib circuit

For the connector(on the clock spring side) between the clock spring and the DAB, measure the voltage between the DAB high and body ground.



ERQE200I

Voltage : 0V

YES

▶ Check the DAB squib.

NO

▶ Check the clock spring circuit.

CHECK DAB SQUIB E3FD78C0

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the DAB connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

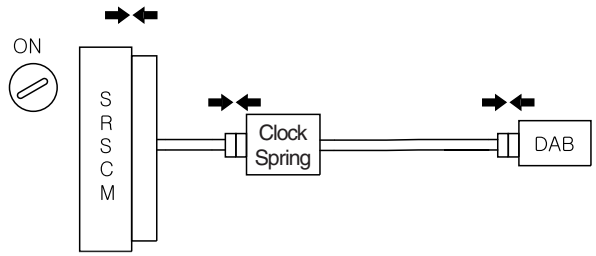
3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



ERQE200D

6) There is no DTC.

YES

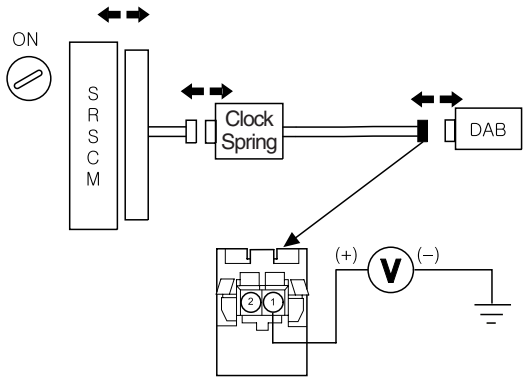
▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the DAB(see page RT- 18).

CHECK CLOCK SPRING CIRCUIT EF833D50

1. Disconnect the connector between the SRSCM and the clock spring.
2. Turn the ignition switch to " ON ", measure the voltage between the DAB high(+) and body ground.



ERQE200J

Voltage : 0V

YES

▶ Replace the harness between the SRSCM and the clock spring.then check the DAB squib circuit.

NO

▶ Replace the clock spring(see page RT- 19).

DTC B1352 PAB RESISTANCE TOO HIGH, B1353 PAB RESISTANCE TOO LOW

DESCRIPTION E7DEBBD7

The PAB squib circuit consists of the SRSCM and PAB.It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when the PAB resistance too high or low is detected in the PAB squib circuit.

DETECTING CONDITION EAFA5AE6

Condition	Probable cause
- Too hign or low resistance between PAB high(+) and low(-) wiring harness of squib. - PAB malfunction - SRSCM malfunction	- PAB squib - SRSCM - Wire harness

SPECIFICATIONS ED0AAE71

PAB : 1.7Ω ≤ R ≤ 2.3Ω

INSPECTION OF CONNECTOR AND TERMINAL EE6AAD8E

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

   YES

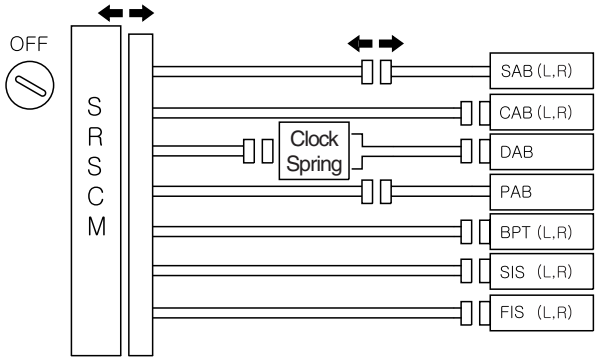
   ▶ After repairing the trouble part, check whether DTC occurs or not.

   NO

   ▶ Check the PAB resistance.

CHECK PAB RESISTANCE E5459BF4

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.



ERQE200A

2. Check PAB resistance.

CAUTION

Never attempt to measure the circuit resistance of the airbag module(squib) even if you are using the specified tester.

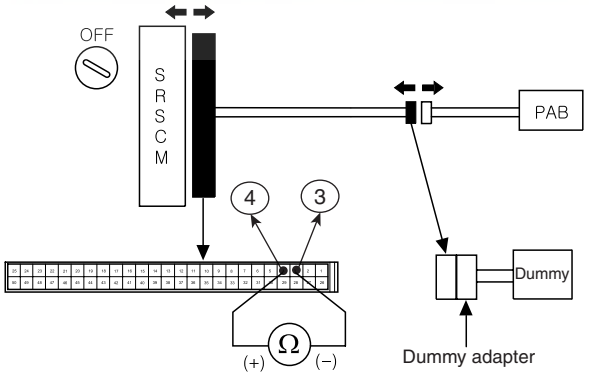
NOTE

Before checking the resistance,you have to insert the shorting bar insert plastic that is attached to the diagnosis checker into the SRSCM connector.

1) Release the airbag activation prevention mechanism on SRSCM side of airbag squib side.
Connect the dummy(0957A-38200) and dummy adapter(0957A-3F000) to PAB connector of the SRSCM connector side.

2) Measure the resistance between the PAB high(+) and low(-).

Resistance : 1.7Ω ≤ R ≤ 2.3Ω



ERQE201A

YES

3) ▶ Check the PAB squib.

NO

▶ Replace the harness between the SRSCM and PAB.

CHECK PAB SQUIB E9792093

1. Preparation

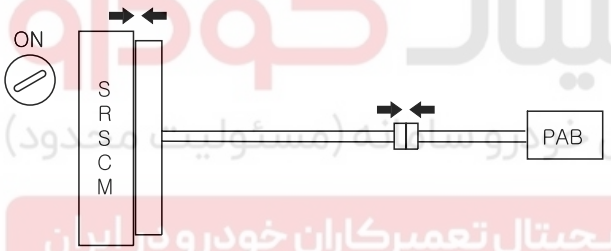
1) Turn the ignition switch " LOCK ".
2) Connect the PAB connector.
3) Connect the SRSCM connector.
4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.
2) Clear the malfunction code stored in the memory with the HI-Scan Pro.
3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.
4) Turn the ignition switch to " ON ", and wait for at 30 seconds.
5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



KRQE201B

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the PAB(see page RT- 19).

DTC B1354 PAB SHORT TO GROUND

DESCRIPTION E4F978AE

The PAB squib circuit consists of the SRSCM and PAB.It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when a short to ground is detected in the PAB squib circuit.

DETECTING CONDITION E0EE45A8

Condition	Probable cause
- Short circuit is squib wire harness(to ground) - PAB squib malfunction - SRSCM malfunction	- PAB squib - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL EC2C631B

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION
   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

YES

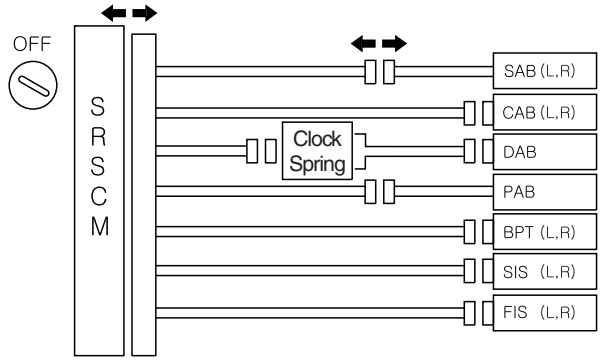
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the PAB squib circuit.

CHECK PAB SQUIB CIRCUIT EAF46A2C

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

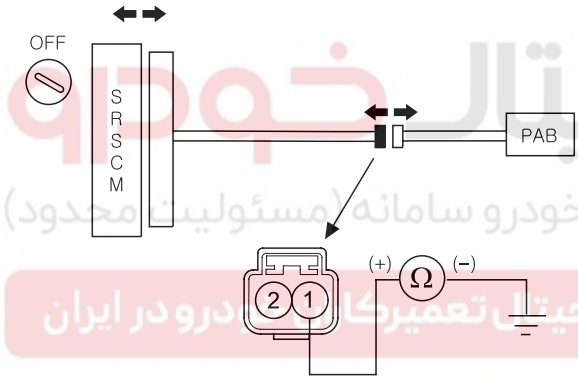


ERQE200A

2. Check PAB squib circuit

For the connector(on the SRSCM side) between the SRSCM and PAB, measure the resistance between the PAB high(+) and body ground.

Resistance : ∞



KRQE201C

YES

▶ Check the PAB squib.

NO

▶ Replace the harness between the SRSCM and PAB.

CHECK PAB SQUIB E6941E2F

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the PAB connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

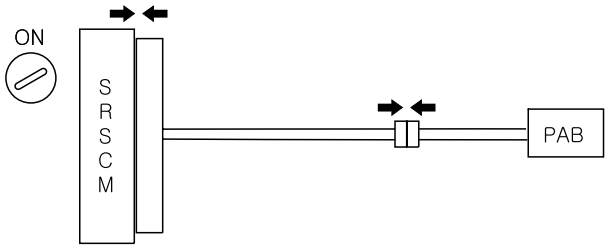
3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



KRQE201B

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the PAB(see page RT- 19).

DTC B1355 PAB SHORT TO BATTERY

DESCRIPTION E864BD36

The PAB squib circuit consists of the SRSCM and PAB.It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when a short to battery is detected in the PAB squib circuit.

DETECTING CONDITION E5CF0BC2

Condition	Probable cause
- Short circuit is squib wire harness(to battery+) - PAB squib malfunction - SRSCM malfunction	- PAB squib - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL EFDBCAC1

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

   YES

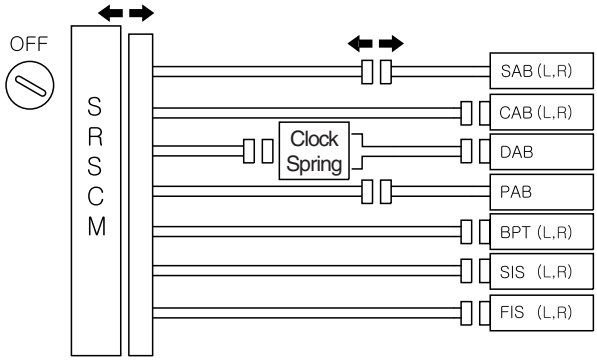
   ▶ After repairing the trouble part, check whether DTC occurs or not.

   NO

   ▶ Check the PAB squib circuit.

CHECK PAB SQUIB CIRCUIT EC7B8E56

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

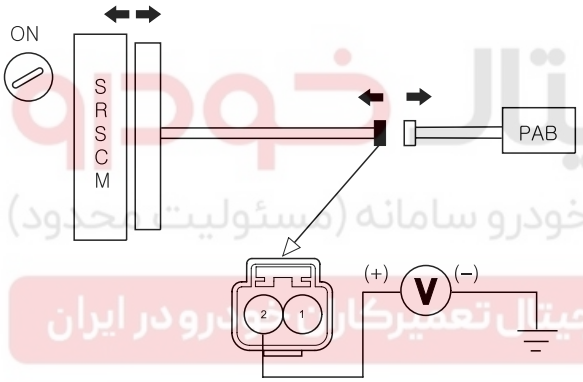


ERQE200A

2. Check PAB squib circuit

For the connector(on the SRSCM side) between the SRSCM and PAB, measure the voltage between the PAB high(+) and body ground.

Voltage : 0V



KRQE201D

YES

▶ Check the PAB squib.

NO

▶ Replace the harness between the SRSCM and PAB.

CHECK PAB SQUIB EAE0D55E

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the PAB connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

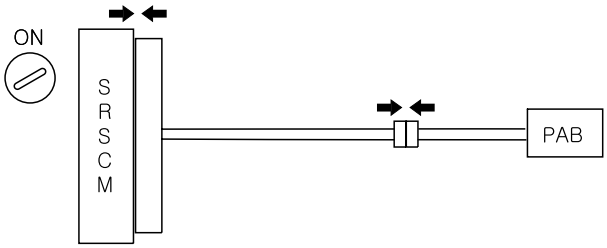
3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



KRQE201B

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the PAB(see page RT- 19).

DTC B1361 DBPT RESISTANCE TOO HIGH, B1362 DBPT RESISTANCE TOO LOW, B1367 PBPT RESISTANCE TOO HIGH, B1368 PBPT RESISTANCE TOO LOW

DESCRIPTION E316EB69

The BPT squib circuit consists of the SRSCM and BPT. It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when the BPT resistance too high or low is detected in the BPT squib circuit.

DETECTING CONDITION EE40A068

Condition	Probable cause
- Too hign or low resistance between BPT high(+) and low(-) wiring harness of squib - BPT malfunction - SRSCM malfunction	- BPT squib - SRSCM - Wire harness

SPECIFICATIONS EBD0D8EC

BPT : 1.8Ω ≤ R ≤ 2.5Ω

INSPECTION OF CONNECTOR AND TERMINAL E9DEB5E4

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

   YES

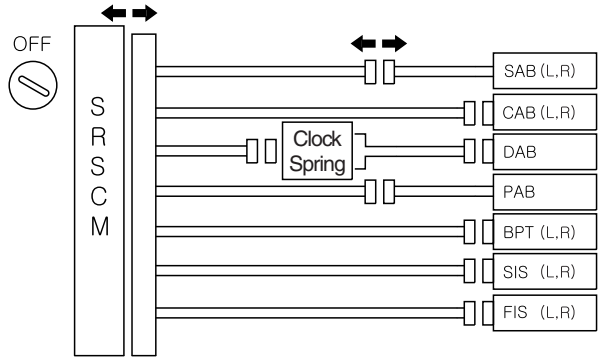
   ▶ After repairing the trouble part, check whether DTC occurs or not.

   NO

   ▶ Check the BPT resistance.

CHECK BPT RESISTANCE EDB21B8A

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.



ERQE200A

2. Check BPT resistance.

CAUTION

Never attempt to measure the circuit resistance of the airbag module(squib) even if you are using the specified tester.

NOTE

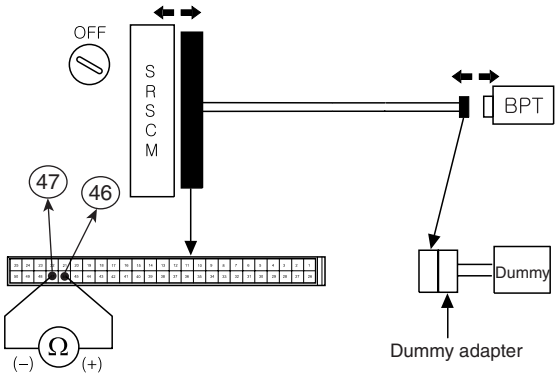
Before checking the resistance,you have to insert the shorting bar insert plastic that is attached to the diagnosis checker into the SRSCM connector.

1) Release the airbag activation prevention mechanism on SRSCM side of airbag squib side.

2) Connect the dummy(0957A-38200) and dummy adapter(0957A-1C000) to BPT connector of the SRSCM connector side.

3) Measure the resistance between the BPT high(+) and low(-).

Resistance : 1.8Ω ≤ R ≤ 2.5Ω



ERQE201E

YES

▶ Check the BPT squib.

NO

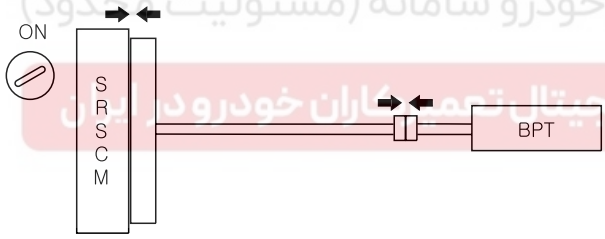
▶ Replace the harness between the SRSCM and BPT.

CHECK BPT SQUIB E0D5CAFF

1. Preparation
   1) Turn the ignition switch " LOCK ".
   2) Connect the BPT connector.
   3) Connect the SRSCM connector.
   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.
2. Check
   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.
   2) Clear the malfunction code stored in the memory with the HI-Scan Pro.
   3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.
   4) Turn the ignition switch to " ON ", and wait for at 30 seconds.
   5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



KRQE201F

   6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the BPT(see page RT- 23).

DTC B1363 DBPT SHORT TO GROUND, B1369 PBPT SHORT TO GROUND

DESCRIPTION E566FE0C

The BPT squib circuit consists of the SRSCM and DBPT.It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when a short to ground is detected in the BPT squib circuit.

DETECTING CONDITION EA6CD504

Condition	Probable cause
- Short circuit is squib wire harness(to ground) - BPT squib malfunction - SRSCM malfunction	- BPT squib - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL ECAAEBA7

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

   YES

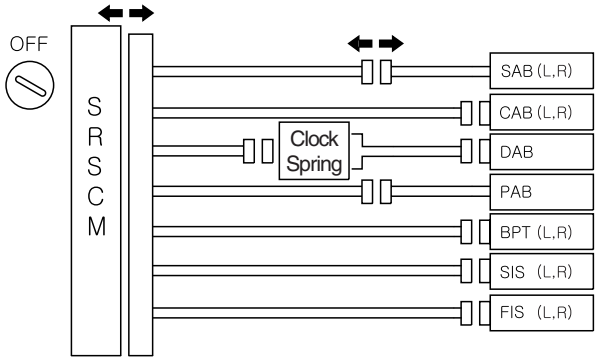
   ▶ After repairing the trouble part, check whether DTC occurs or not.

   NO

   ▶ Check the BPT squib circuit.

CHECK BPT SQUIB CIRCUIT EFCC1AB6

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

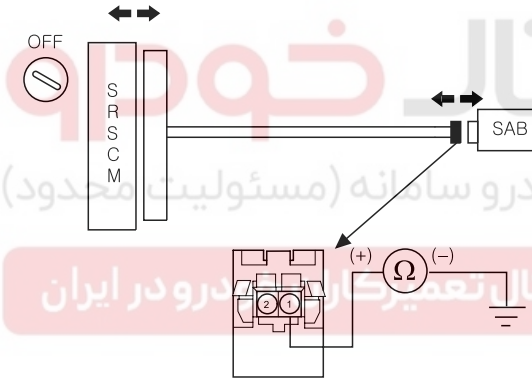


ERQE200A

2. Check BPT squib circuit

For the connector(on the SRSCM side) between the SRSCM and BPT, measure the resistance between the BPT high(+) and body ground.

Resistance : ∞



KRQE201G

YES

▶ Check the BPT squib.

NO

▶ Replace the harness between the SRSCM and BPT.

CHECK BPT SQUIB ECCCDFB1

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the BPT connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

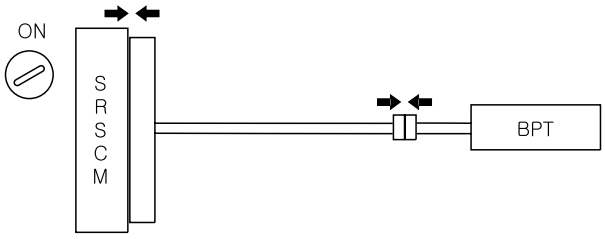
3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



KRQE201F

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the BPT(see page RT- 23).

DTC B1364 DBPT SHORT TO BATTERY, B1370 PBPT SHORT TO BATTERY

DESCRIPTION EFC135BB

The BPT squib circuit consists of the SRSCM and BPT.It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when a short to battery is detected in the BPT squib circuit.

DETECTING CONDITION E62DB248

Condition	Probable cause
- Short circuit is squib wire harness(to B+) - BPT squib malfunction - SRSCM malfunction	- BPT squib - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL E04F5A47

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

YES

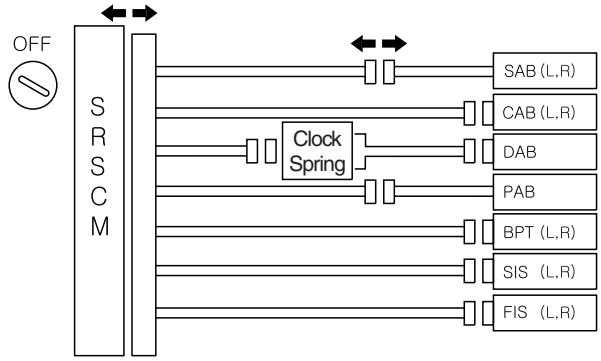
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the BPT squib circuit.

CHECK BPT SQUIB CIRCUIT EDD9A8DB

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.



ERQE200A

2. Check BPT squib circuit

For the connector(on the SRSCM side) between the SRSCM and BPT, measure the voltage between the BPT high(+) and body ground.

Voltage : 0V

KRQE201H

YES

▶ Check the BPT squib.

NO

▶ Replace the harness between the SRSCM and BPT.

CHECK BPT SQUIB E157EDDB

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the BPT connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

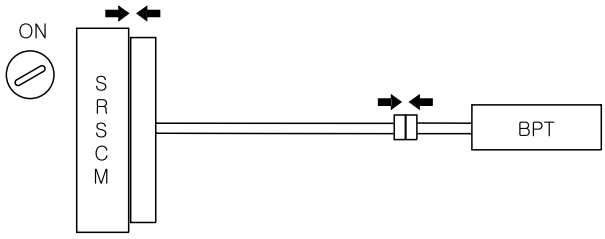
3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



KRQE201F

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the BPT(see page RT- 23).

DTC B1378 DSAB RESISTANCE TOO HIGH, B1379 DSAB RESISTANCE LOW, B1382 PSAB RESISTANCE HIGH, B1383 PSAB RESISTANCE LOW

DESCRIPTION ECA3FBDD

The SAB squib circuit consists of the SRSCM and SAB.It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when the SAB resistance too high or low is detected in the SAB squib circuit.

DETECTING CONDITION E2083341

Condition	Probable cause
- Too hign or low resistance between SAB high(+) and low(-) wiring harness of squib - SAB malfunction - SRSCM malfunction	- SAB squib - SRSCM - Wire harness

SPECIFICATIONS E7A8F1D6

SAB : 1.6Ω ≤ R ≤ 2.4Ω

INSPECTION OF CONNECTOR AND TERMINAL E3AD58DE

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

   YES

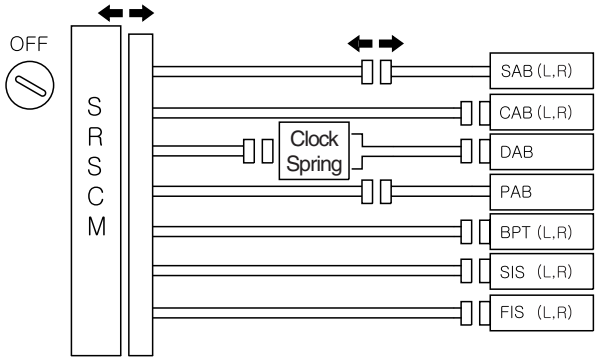
   ▶ After repairing the trouble part, check whether DTC occurs or not.

   NO

   ▶ Check the SAB resistance.

CHECK SAB RESISTANCE EE52666F

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.



ERQE200A

2. Check SAB resistance.

CAUTION

Never attempt to measure the circuit resistance of the airbag module(squib) even if you are using the specified tester.

NOTE

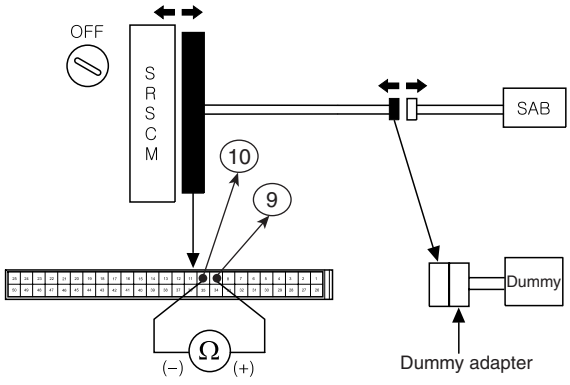
Before checking the resistance,you have to insert the shorting bar insert plastic that is attached to the diagnosis checker into the SRSCM connector.

1) Release the airbag activation prevention mechanism on SRSCM side of airbag squib side.

2) Connect the dummy(0957A-38200) and dummy adapter(0957A-3F000) to SAB connector of the SRSCM connector side.

3) Measure the resistance between the SAB high(+) and low(-).

Resistance : 1.6Ω ≤ R ≤ 2.4Ω



ERQE202A

YES

▶ Check the SAB squib.

NO

▶ Replace the harness between the SRSCM and SAB.

CHECK SAB SQUIB ED137B72

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the SAB connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

   2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

   3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

   4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

   5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.

KRQE202B

   6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the SAB(see page RT- 20).

DTC B1380 DSAB SHORT TO GROUND, B1384 PSAB SHORT TO GROUND

DESCRIPTION EA23BA8E

The SAB squib circuit consists of the SRSCM and SAB.It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when a short to ground is detected in the SAB squib circuit.

DETECTING CONDITION EB832F84

Condition	Probable cause
- Short circuit is squib wire harness(to ground) - SAB squib malfunction - SRSCM malfunction	- SAB squib - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL E9DEADFA

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

YES

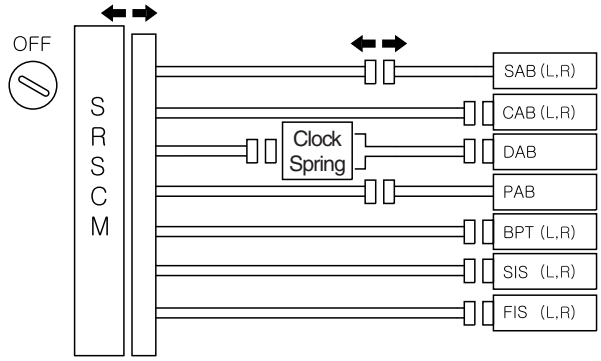
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the SAB squib circuit.

CHECK SAB SQUIB CIRCUIT EBFA4CAF

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

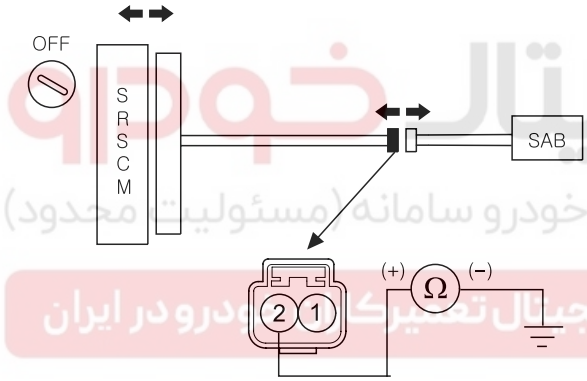


ERQE200A

2. Check SAB squib circuit

For the connector(on the SRSCM side) between the SRSCM and SAB, measure the resistance between the SAB high(+) and body ground.

Resistance : ∞



KRQE202C

YES

▶ Check the SAB squib.

NO

▶ Replace the harness between the SRSCM and SAB.

CHECK SAB SQUIB EF0B9A0C

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the SAB connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

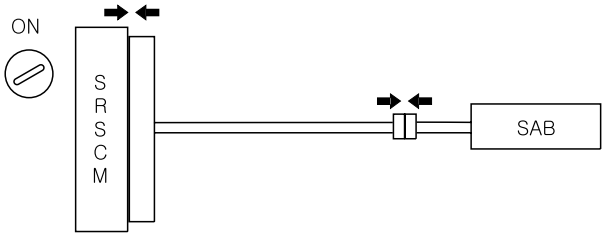
3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



KRQE202B

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the SAB(see page RT- 20).

DTC B1381 DSAB SHORT TO BATTERY, B1385 PSAB SHORT TO BATTERY

DESCRIPTION E4A968A4

The SAB squib circuit consists of the SRSCM and SAB.It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when a short to battery is detected in the SAB squib circuit.

DETECTING CONDITION E7467D17

Condition	Probable cause
- Short circuit is squib wire harness(to B+) - SAB squib malfunction - SRSCM malfunction	- SAB squib - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL E50E8B20

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

YES

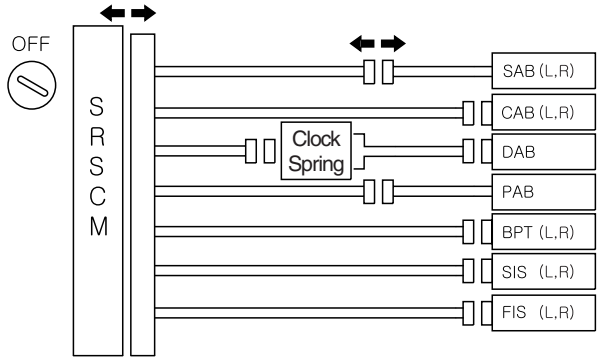
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the SAB squib circuit.

CHECK SAB SQUIB CIRCUIT E0BEC0C4

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

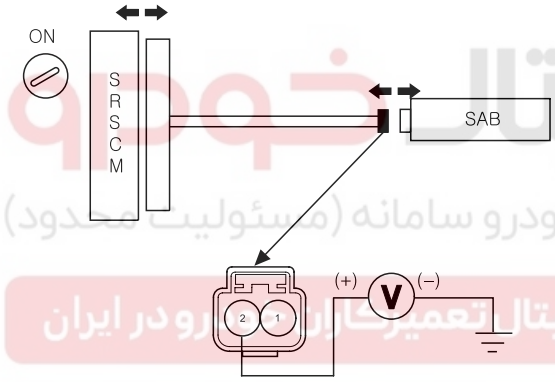


ERQE200A

2. Check SAB squib circuit

For the connector(on the SRSCM side) between the SRSCM and SAB, measure the voltage between the SAB high(+) and body ground.

Voltage : 0V



KRQE202D

YES

▶ Check the SAB squib.

NO

▶ Replace the harness between the SRSCM and SAB.

CHECK SAB SQUIB E2EEB8CB

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the SAB connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

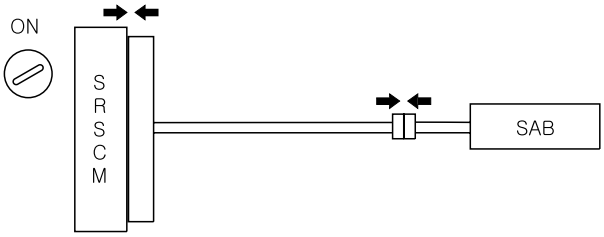
3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



KRQE202B

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the SAB(see page RT- 20).

DTC B1400 DSIS DEFECT, B1403 PSIS DEFECT, B1409 DSIS COMMUNICATION ERROR, B1410 PSIS COMMUNICATION ERROR

DESCRIPTION E048C5CC

The release system for the SRS consists of the SRSCM and SIS.
The above DTC is recorded when a defect is detected in the SIS circuit.

DETECTING CONDITION EC61E35B

Condition	Probable cause
- SIS malfunction - SRSCM malfunction	- SIS - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL EFE2B0DE

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

CAUTION

Do not deform the connector for revising contact.

3. Are confirmed trouble on the connector and the terminal?

YES

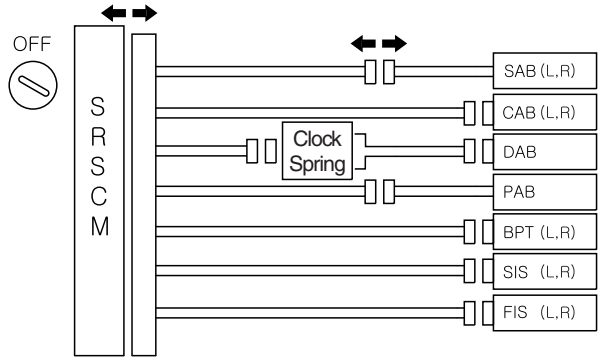
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the SIS circuit.

CHECK SIS CIRCUIT EBC218D5

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.



ERQE200A

2. Check SIS circuit

Check continuity between the SRSCM connector and the SIS connector as high(+)and high(+), low(-) and low(-).

OK : Continuity

KRQE203I

YES

▶ Check the SIS.

NO

▶ Replace the harness between the SRSCM and SIS.

CHECK SIS E82DA57A

1. Preparation

1) Turn the ignition switch " LOCK ".

2) Connect the SIS connector.

3) Connect the SRSCM connector.

4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

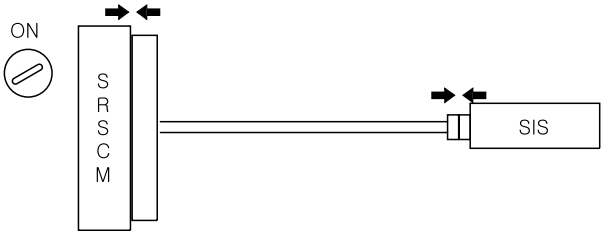
3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.



KRQE203J

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the SIS(see page RT- 24).

DTC B1401 DSIS SHORT TO GROUND, B1404 PSIS SHORT TO GROUND

DESCRIPTION EB4F3C7A

The release consists of the SRSCM and SIS.
The above DTC is recorded when a short to ground is detected in the SIS circuit.

DETECTING CONDITION EEDA8085

Condition	Probable cause
- Short circuit is wire harness(to ground) - SIS malfunction - SRSCM malfunction	- SIS - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL E4575E8D

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION
   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

YES

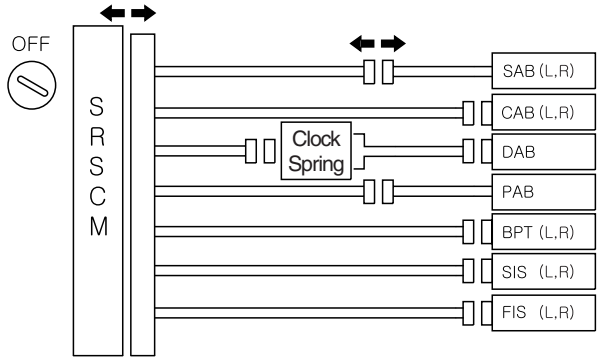
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the SIS circuit.

CHECK SIS CIRCUIT EEA47DF8

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

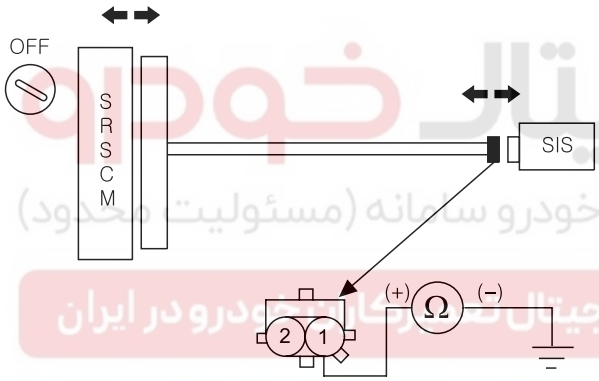


ERQE200A

2. Check SIS circuit

For the connector(on the SRSCM side) between the SRSCM and SIS, measure the resistance between the SIS high(+) and body ground.

Resistance : ∞



KRQE203K

YES

▶ Check the SIS.

NO

▶ Replace the harness between the SRSCM and SIS.

CHECK SIS E5DD73A1

1. Preparation

1) Turn the ignition switch " LOCK ".

2) Connect the SIS connector.

3) Connect the SRSCM connector.

4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.

KRQE203J

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the SIS(see page RT- 24).

DTC B1402 DSIS SHORT TO BATTERY, B1405 PSIS SHORT TO BATTERY

DESCRIPTION E075B005

The release consists of the SRSCM and SIS.
The above DTC is recorded when a short to battery is detected in the SIS circuit.

DETECTING CONDITION E23DB8AB

Condition	Probable cause
- Short circuit is wire harness(to B+) - SIS malfunction - SRSCM malfunction	- SIS - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL EB80B806

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION
   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

YES

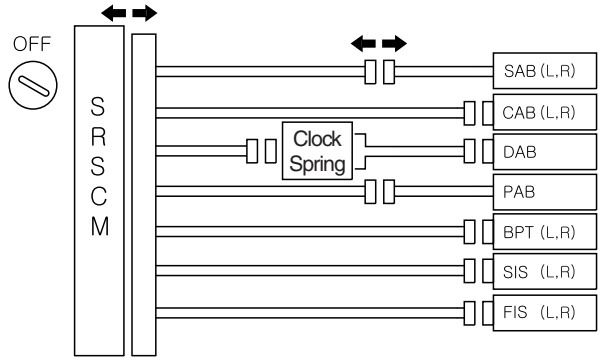
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the SIS squib circuit.

CHECK SIS CIRCUIT EE145DA5

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

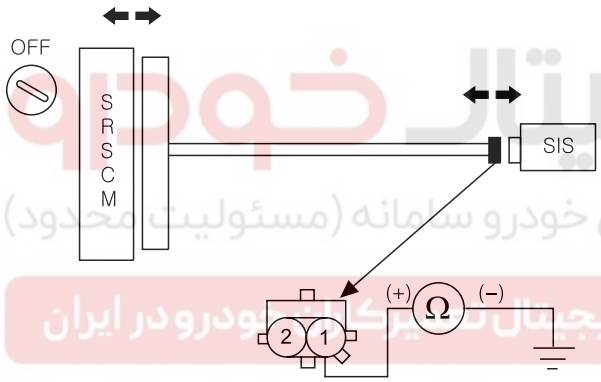


ERQE200A

2. Check SIS circuit

For the connector(on the SRSCM side) between the SRSCM and SIS, measure the voltage between the SIS high(+) and body ground.

Voltage : 0V



KRQE203K

YES

▶ Check the SIS.

NO

▶ Replace the harness between the SRSCM and SIS.

CHECK SIS EB240C10

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the SIS connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.

KRQE203J

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the SIS(see page RT- 24).

DTC B1414 DSIS WRONG ID, B1415 PSIS WRONG ID

DESCRIPTION EF2B702A

SRSCM MALFUNCTION

The SRSCM shall also cyclically monitor the following :

1. Functional readliness of the firing circuit activation transistors.
2. Adequacy of deployment energy reserves.
3. Safing sensor integtity : detection of faulty closure.
4. Plausibility of accelerometer signal.
5. Operation of SRSCM components.

The timely completion of all tests is monitored by a separate hardware watchdog. During normal operation, the watchdog is triggered periodically by the SRSCM : If the SRSCM fails to trigger the watchdog, the watchdog willreset the SRSCM and activate the SRS SRI.
The SRSCM must be replaced once the fault codes mentioned above are confirmed.

DTC B1473 DCAB RESISTANCE TOO HIGH, B1474 DCAB RESISTANCE TOO LOW, B1477 PCAB RESISTANCE HIGH, B1478 PCAB RESISTANCE TOO LOW

DESCRIPTION EF511D48

The CAB squib circuit consists of the SRSCM and CAB.It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when the CAB resistance too high or low is detected in the CAB squib circuit.

DETECTING CONDITION E3F5DCD7

Condition	Probable cause
- Too hign or low resistance between DCAB high(+) and low(-) wiring harness of squib - CAB malfunction - SRSCM malfunction	- CAB squib - SRSCM - Wire harness

SPECIFICATIONS E8950A5B

CAB : 1.8Ω ≤ R ≤ 2.2Ω

INSPECTION OF CONNECTOR AND TERMINAL EC9B7862

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

   YES

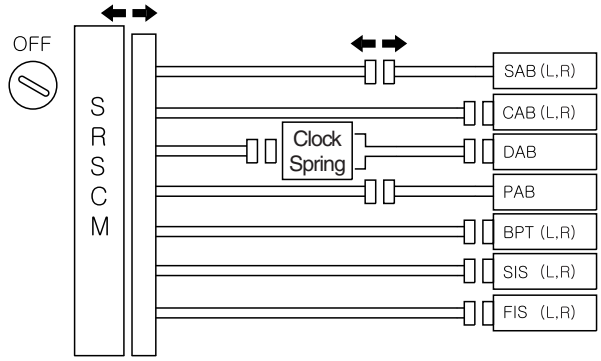
   ▶ After repairing the trouble part, check whether DTC occurs or not.

   NO

   ▶ Check the CAB resistance.

CHECK CAB RESISTANCE E7CF8DED

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.



ERQE200A

2. Check CAB resistance.

CAUTION

Never attempt to measure the circuit resistance of the airbag module(squib) even if you are using the specified tester.

NOTE

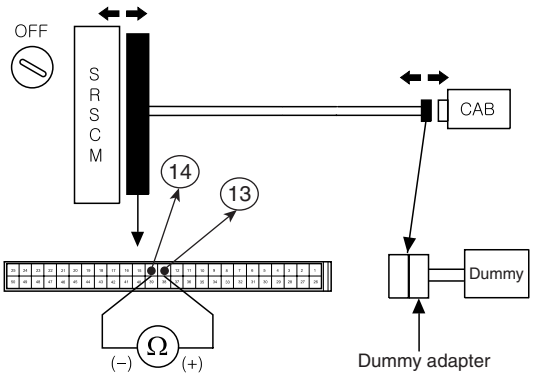
Before checking the resistance,you have to insert the shorting bar insert plastic that is attached to the diagnosis checker into the SRSCM connector.

1) Release the airbag activation prevention mechanism on SRSCM side of airbag squib side.

2) Connect the dummy(0957A-38200) and dummy adapter(0957A-1C000) to CAB connector of the SRSCM connector side.

3) Measure the resistance between the CAB high(+) and low(-).

Resistance : 1.8Ω ≤ R ≤ 2.2Ω



ERQE203A

YES

▶ Check the CAB squib.

NO

▶ Replace the harness between the SRSCM and CAB.

CHECK CAB SQUIB EBDBBCEC

1. Preparation
   1) Turn the ignition switch " LOCK ".
   2) Connect the CAB connector.
   3) Connect the SRSCM connector.
   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.
2. Check
   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.
   2) Clear the malfunction code stored in the memory with the HI-Scan Pro.
   3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.
   4) Turn the ignition switch to " ON ", and wait for at 30 seconds.
   5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.

KRQE203B

   6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the CAB(see page RT- 21).

DTC B1475 DCAB SHORT TO GROUND, B1479 PCAB SHORT TO GROUND

DESCRIPTION EE7CEAEF

The CAB squib circuit consists of the SRSCM and CAB.It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when a short to ground is detected in the CAB squib circuit.

DETECTING CONDITION EBE0C8F0

Condition	Probable cause
- Short circuit is squib wire harness(to ground) - CAB squib malfunction - SRSCM malfunction	- CAB squib - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL E04C2596

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

YES

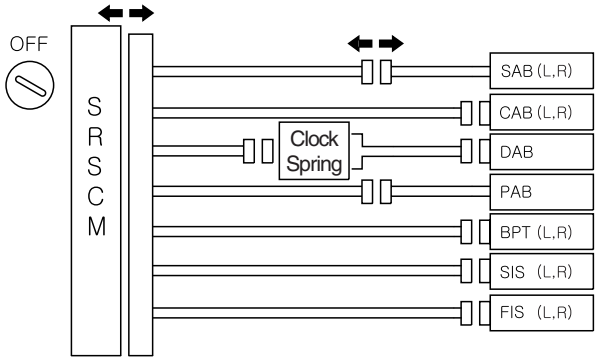
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the CAB squib circuit.

CHECK CAB SQUIB CIRCUIT E47FDB05

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.



ERQE200A

2. Check CAB squib circuit

For the connector(on the SRSCM side) between the SRSCM and CAB, measure the resistance between the CAB high(+) and body ground.

Resistance : ∞

KRQE203C

YES

▶ Check the CAB squib.

NO

▶ Replace the harness between the SRSCM and CAB.

CHECK CAB SQUIB E9FFA0A0

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the CAB connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.

KRQE203B

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the CAB(see page RT- 21).

DTC B1476 DCAB SHORT TO BATTERY, B1480 PCAB SHORT TO BATTERY

DESCRIPTION E586EEAA

The CAB squib circuit consists of the SRSCM and CAB.It causes the SRS to deploy when the SRS deployment conditions are satisfied.The above DTC is recorded when a short to battery is detected in the CAB squib circuit.

DETECTING CONDITION EFB2FDB3

Condition	Probable cause
- Short circuit is squib wire harness(to B+) - CAB squib malfunction - SRSCM malfunction	- CAB squib - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL E2D62CB2

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

YES

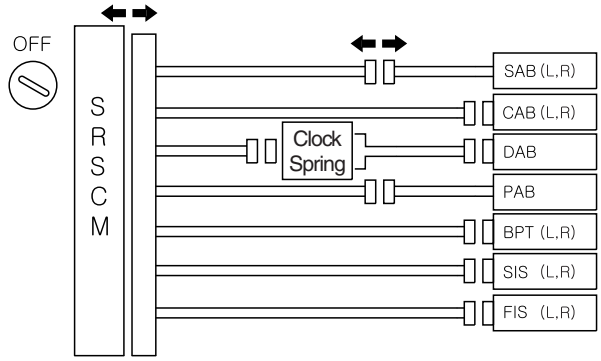
▶ After repairing the trouble part, check whether DTC occurs or not.

NO

▶ Check the CAB squib circuit.

CHECK CAB SQUIB CIRCUIT E766EA3E

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

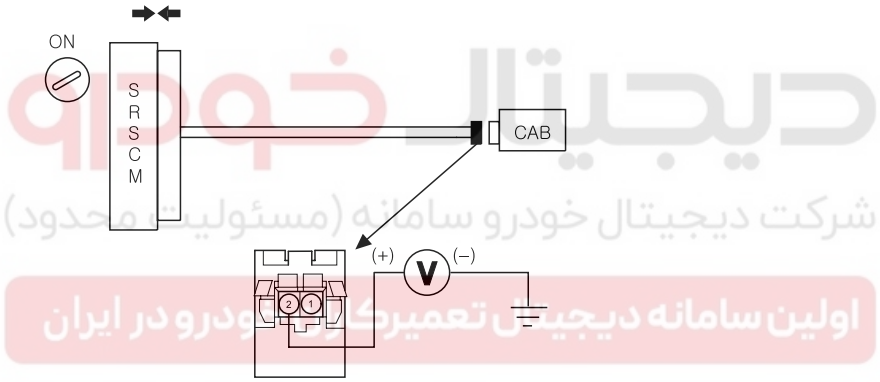


ERQE200A

2. Check CAB squib circuit

For the connector(on the SRSCM side) between the SRSCM and CAB, measure the voltage between the CAB high(+) and body ground.

Voltage : 0V



KRQE203D

YES

▶ Check the CAB squib.

NO

▶ Replace the harness between the SRSCM and CAB.

CHECK CAB SQUIB EC6CC83E

1. Preparation

   1) Turn the ignition switch " LOCK ".

   2) Connect the CAB connector.

   3) Connect the SRSCM connector.

   4) Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

2. Check

   1) Turn the ignition switch to " ON ", and wait for at least 30 seconds.

2) Clear the malfunction code stored in the memory with the HI-Scan Pro.

3) Turn the ignition switch to " LOCK ", and wait for at 30 seconds.

4) Turn the ignition switch to " ON ", and wait for at 30 seconds.

5) Using Hi-Scan Pro, check the DTC.

NOTE

Codes other than these may be output at this time, but they are not relevant to this procedure.

KRQE203B

6) There is no DTC.

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the CAB(see page RT- 21).

DTC B1620 AIRBAG UNIT INTERNAL FAULT, B1650 CRASH RECORDED IN FRONT AIRBAG, B1651 CRASH RECORDED DRIVER SIDE AIRBAG, B1652 CRASH RECORDED PASSENGER SIDE AIRBAG, B1657 CRASH RECORDED BELT PRETENSIONER ONLY, B1658 BELT PRETENSIONER 6TIMES DEPLOYMENT, B1670 CRASH RECORDED IN FULL STAGE

DESCRIPTION E6584A19

SRSCM MALFUNCTION

The SRSCM shall also cyclically monitor the following :

1. Functional readliness of the firing circuit activation transistors.
2. Adequacy of deployment energy reserves.
3. Safing sensor integtity : detection of faulty closure.
4. Plausibility of accelerometer signal.
5. Operation of SRSCM components.

The timely completion of all tests is monitored by a separate hardware watchdog. During normal operation, the watchdog is triggered periodically by the SRSCM : If the SRSCM fails to trigger the watchdog, the watchdog willreset the SRSCM and activate the SRS SRI.
The SRSCM must be replaced once the fault codes mentioned above are confirmed.

DTC B1701 DRIVER BUCKLE PRETENSIONER RESISTANCE TOO HIGH, B1702 DRIVER BUCKLE PRETENSIONER RESISTANCE LOW, B1706 PASSENGER BUCKLE PRETENSIONER RESISTANCE HIGH, B1707 PASSENGER BUCKLE PRETENSIONER RESISTANCE LOW

DESCRIPTION E24DA82F

This system decides whether the seat belt of the driver is locked and then prevent the belt pretensioner from deploying on crash.
The above DTC is recorded when a resistance too high is detected in the buckle switch circuit.

DETECTING CONDITION E67FCD3F

Condition	Probable cause
- Too hign resistance between buckle switch high(+) and low(-) wiring harness of squib. - Buckle pretensioner malfunction - SRSCM malfunction	- Buckle pretensioner - SRSCM - Wire harness

SPECIFICATIONS E1FFF33B

Belted : R = 1Ω ± 10%
Unbelted : R = 400Ω ± 10%

INSPECTION OF CONNECTOR AND TERMINAL E786DA43

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION
   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

   YES

   ▶ After repairing the trouble part, check whether DTC occurs or not.

   NO

   ▶ Check the buckle pretensioner resistance.

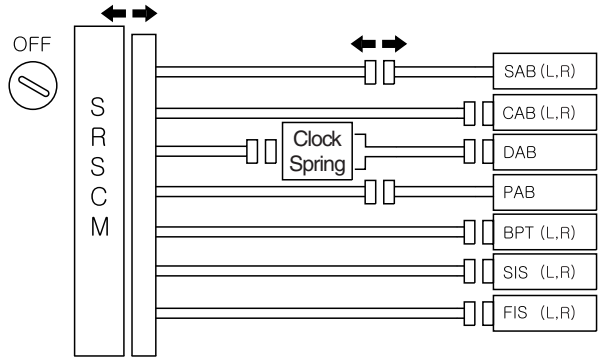
CHECK BUCKLE PRETENSIONER RESISTANCE EAB3E8C6

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.

2) Remove the DAB module.

3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.

4) Disconnect the SRSCM connector.

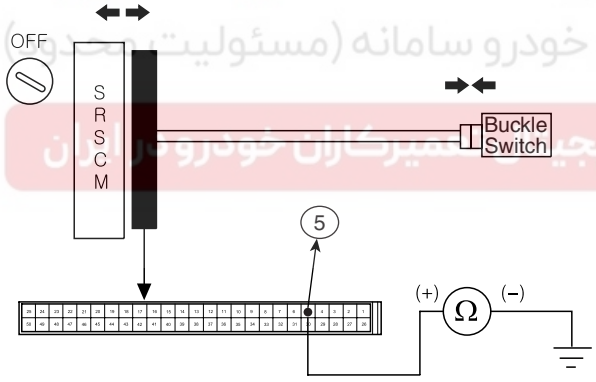


ERQE200A

2. Check buckle pretensioner resistance.

Check the buckle pretensioner resistance.

Belted : R = 1kΩ ± 10%
Unbelted : R = 400Ω ± 10%



ERQE206A

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the buckle pretensioner(see page RT- 23).

DTC B1703 DRIVER BUCKLE PRETENSIONER SHORT TO GROUND, B1708 PASSENGER BUCKLE PRETENSIONER SHORT TO GROUND

DESCRIPTION EFFCF5DF

This system decides whether the seat belt of the driver is locked and then prevent the belt pretensioner from deploying on crash.
The above DTC is recorded when a short to ground is detected in the buckle pretensioner circuit.

DETECTING CONDITION EC0CCC63

Condition	Probable cause
- Short circuit is squib wire harness(to ground) - Buckle pretensioner malfunction - SRSCM malfunction	- Buckle pretensioner - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL ED6C31EA

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

   YES

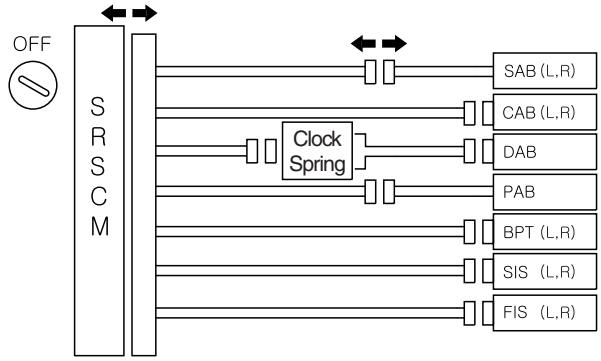
   ▶ After repairing the trouble part, check whether DTC occurs or not.

   NO

   ▶ Check the buckle pretensioner circuit.

CHECK BUCKLE PERTENSIONER CIRCUIT E248B877

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

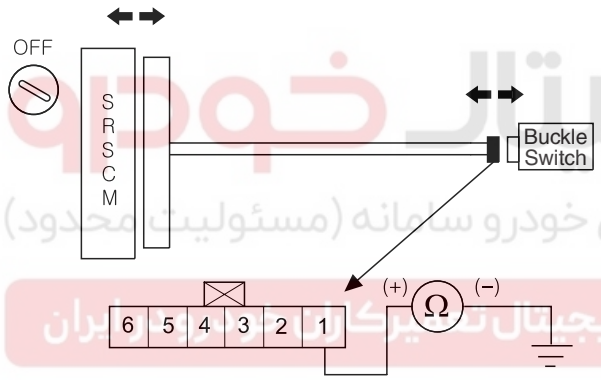


ERQE200A

2. Check buckle pretensioner circuit

For the connector(on the SRSCM side) between the SRSCM and buckle pretensioner, measure the resistance between the buckle pretensioner high(+) and body ground.

Resistance : ∞



ERQE206B

YES

▶ Check the buckle pretensioner.

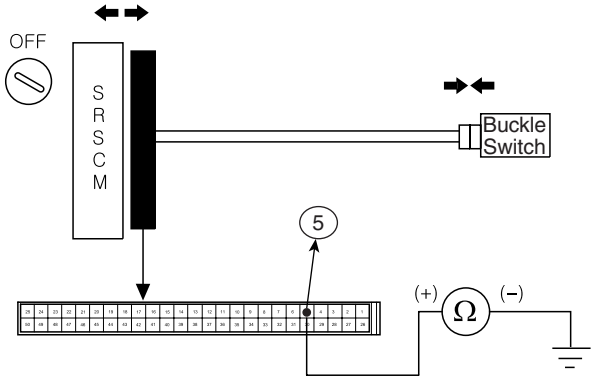
NO

▶ Replace the harness between the SRSCM and buckle pretensioner.

CHECK BUCKLE PRETENSIONER EE625686

Check the buckle pretensioner resistance.

Belted : R = 1kΩ ± 10%
Unbelted : R = 400Ω ± 10%



ERQE206A

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the buckle pretensioner(see page RT- 23).

DTC B1704 DRIVER BUCKLE PRETENSIONER SHORT TO BATTERY, B1709 PASSENGER BUCKLE PRETENSIONER SHORT TO BATTERY

DESCRIPTION EBE2A3F1

This system decides whether the seat belt of the driver is locked and then prevent the belt pretensioner from deploying on crash.
The above DTC is recorded when a short to battery is detected in the buckle pretensioner circuit.

DETECTING CONDITION EEEA7AFB

Condition	Probable cause
- Short circuit is squib wire harness(to B+) - Buckle pretensioner malfunction - SRSCM malfunction	- Buckle pretensioner - SRSCM - Wire harness

INSPECTION OF CONNECTOR AND TERMINAL E12E88FC

1. Check all the connectors related to the DTC for contact condition visually.
2. Check the connector and the terminal.
   1) Check the connector for connection securely.
   2) Check the terminal for contact condition,deterioration,erosion and elasticity.

   CAUTION

   Do not deform the connector for revising contact.
3. Are confirmed trouble on the connector and the terminal?

   YES

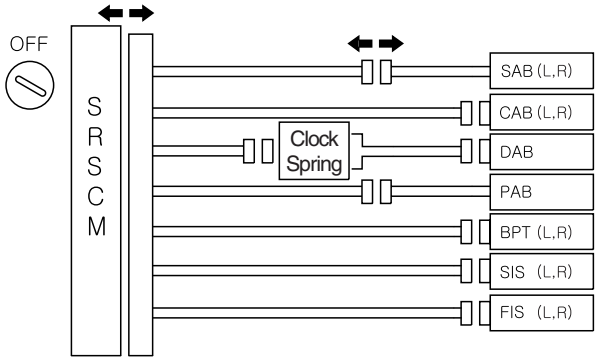
   ▶ After repairing the trouble part, check whether DTC occurs or not.

   NO

   ▶ Check the buckle pretensioner circuit.

CHECK BUCKLE PERTENSIONER CIRCUIT E9E79DAE

1. Preparation
   1) Disconnect the negative(-) terminal cable from the battery,and wait 30 seconds.
   2) Remove the DAB module.
   3) Disconnect the connector of the PAB,SAB,CAB,SIS,FIS and BPT.
   4) Disconnect the SRSCM connector.

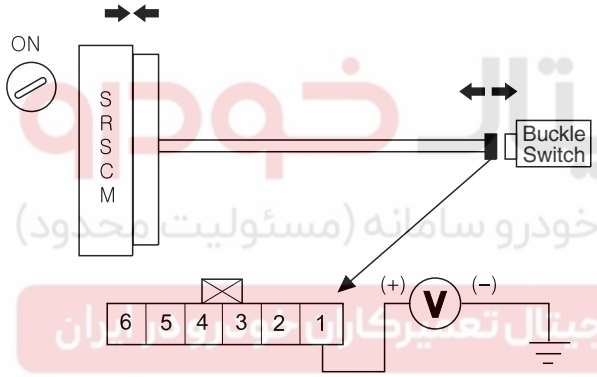


ERQE200A

2. Check buckle pretensioner circuit

For the connector(on the SRSCM side) between the SRSCM and buckle pretensioner, measure the voltage between the buckle pretensioner high(+) and body ground.

Volyage : 0V



ERQE206C

YES

▶ Check the buckle pretensioner.

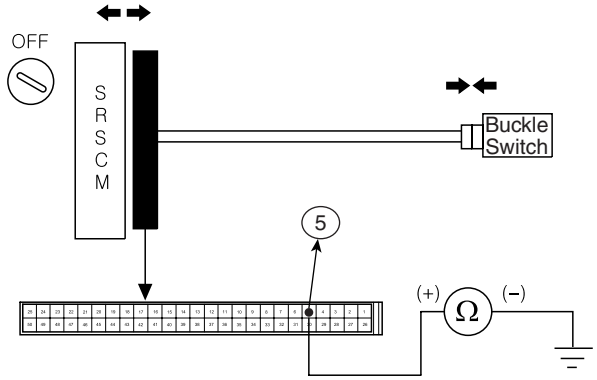
NO

▶ Replace the harness between the SRSCM and buckle pretensioner.

CHECK BUCKLE PRETENSIONER E49ECB1B

Check the buckle pretensioner resistance.

Belted : R = 1kΩ ± 10%
Unbelted : R = 400Ω ± 10%



ERQE206A

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the buckle pretensioner(see page RT- 23).

DTC B2500 SRS SRI FAILURE

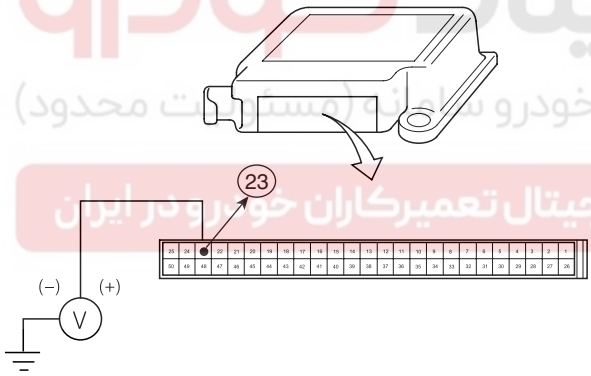
DESCRIPTION ECBBBFBD

The SRS warning lamp is located in the cluster. When the airbag system is normal, the SRS SRI flashes for approx. 6 seconds after the ignition switch is turned " ON ", and then turns off automatically.
If there is a malfunction in the airbag system, the SRS SRI lights up to inform the driver of the abnormality.
The SRSCM shall measure the voltage at the SRS SRI output pin, both when the lamp is on and when the lamp is off, to detedt whether the commanded state matches the actual state

CHECK SRS SRI CIRCUIT E7DD66BC

1. Remove the airbag fuse and airbag warning lamp fuse from junction block.
2. Inspect the state of the fuses(Replace if necessary).
3. Connect the negative(-) terminal cable to the battery.
4. Turn the ignition switch " ON ".
5. Measure voltage at the harness side connector of the SRSCM.

Voltage : 7 ~ 16V



KRQE200B

YES

▶ Check the SRS SRI.

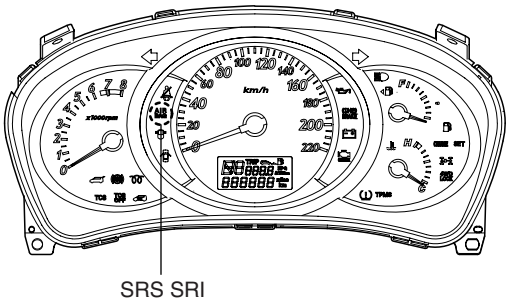
NO

▶ Check the SRS SRI light bulb or replace the SRS SRI circuit.

CHECK SRS SRI

Check the SRS SRI.

OK : SRS SRI " ON "



ERQE209B

YES

▶ From the result of the above inspection, the malfunctioning part can now be considered normal.

NO

▶ Replace the SRSCM(see page RT- 22).

AIR BAG MODULE DISPOSAL

AIRBAG DISPOSAL EE516AA5

SPECIAL TOOL REQUIRED

Deployment tool 0957A-34100A

Before scrapping any airbags or side airbags (including those in a whole vehicle to be scrapped), the airbags or side airbags must be deployed. If the vehicle is still within the warranty period, before deploying the airbags or side airbags, the Technical Manager must give approval and/or special instruction. Only after the airbags or side airbags have been deployed (as the result of vehicle collision, for example), can they be scrapped.
If the airbags or side airbags appear intact (not deployed), treat them with extreme caution. Follow this procedure.

Deploying Airbags In the vehicle

If an SRS equipped vehicle is to be entirely scrapped, its airbags or side airbags should be deployed while still in thevehicle. The airbags or side airbags should not be considered as salvageable parts and should never be installed in another vehicle.

1. Turn the ignition switch OFF, and disconnect the battery negative cable and wait at least three minutes.
2. Confirm that each airbag or side airbag are securely mounted.
3. Confirm that the special tool is functioning properly by following the check procedure.

Driver's Airbag :

4. Remove the driver's airbag , then disconnect driver's airbag connector.
   Then install the SST(0957A-38500).

Passenger's Airbag :

5. Remove the passenger's airbag, then disconnect passenger's airbag connector.
   Then install the SST(0957A-38500).

Side Airbag :

6. Remove the side airbag, then disconnect side airbag connector.
   Then install the SST(0957A-3F100).

Curtain Airbag :

7. Remove the curtain airbag, then disconnect curtain airbag connector.
   Then instal the SST(0957A-38500).

Belt pretensioner :

8. Remove the belt pretensioner, then disconnect belt pretensioner connector.
   Then instal the SST(0957A-2E210).

Buckle pretensioner :

9. Remove the buckle pretensioner, then disconnect buckle pretensioner connector.
   Then instal the SST(0957A-38500).
10. Connect a 12 volt battery to the tool.
11. Push the tool's deployment switch. The airbag should deploy (deployment is both highly audible and visible: a loud noiseand rapid inflation of the bag, followed by slow deflection)
12. Dispose of the complete airbag. No part of it can be reused. Place it in a sturdy plastic bag and seal it securely.

ERKD002U

DEPLOYING THE AIRBAG OUT OF THE VEHICLE

If an intact airbag has been removed from a scrapped vehicle, or has been found defective or damage during transit, storage or service, it should be deployed as follows :

1. Confirm that the special is functioning properly by following the check procedure on this page.
2. Position the airbag face up, outdoors on flat ground at least thirty feet (10meters) from any obstacles or people.

DISPOSAL OF DAMAGED AIRBAG

1. If installed in a vehicle, follow the removal procedure of driver's airbag front passenger's and side airbag.
2. In all cases, make a short circuit by twisting together the two airbag inflator wires.
3. Package the airbag in exactly the same packing that the new replacement part come in.