

## GROUP 52Bb

# SUPPLEMENTAL RESTRAINT SYSTEM (SRS) DIAGNOSIS

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## SRS AIR BAG DIAGNOSIS

### INTRODUCTION TO DIAGNOSIS

The SRS system is controlled by the SRS-ECU. The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors, front air bag analog G-sensor and front air bag safing G-sensor and side-airbag safing G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the safing G-sensor is on, the SRS air bag will inflate. The SRS warning light in the combination meter alerts a malfunction of the SRS system. If the following symptoms occur even when the vehicle has not been in a collision, there may be a malfunction in the SRS system.

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- The SRS warning light does not go off within approximately seven seconds after the ignition switch has been turned "ON".
- The SRS warning light does not illuminate when the ignition switch is turned "ON".

Refer to the Post-collision Diagnosis when inspecting and servicing the vehicle that has been in a collision (Refer to [P.52Ba-20](#)).

### TROUBLESHOOTING STRATEGY

Use these steps to plan your diagnostic strategy. If you follow them carefully, you will be sure that you have exhausted all of the possible ways to find a SRS fault.

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1. Gather information about the problem from the customer.
2. Verify that the condition described by the customer exists.
3. Check the vehicle for any SRS diagnostic trouble codes (SRS DTC).
4. If you cannot verify the condition but there are no SRS DTCs, the malfunction is intermittent. Refer to INTRODUCTION, How to use Troubleshooting – Inspection Service Points – How to Cope With Intermittent Malfunctions [P.00-6](#).
5. If there is a SRS DTC, record the code number, then erase the code from vehicle memory using scan tool MB991502.
6. Recreate the SRS DTC set conditions to see if the same SRS DTC will set again.
  - If the same SRS DTC sets again, follow the Inspection Chart for DTC and find the fault.
  - If you cannot get the same SRS DTC to set again, the malfunction is intermittent. Refer to GROUP 00, How to use Troubleshooting – Inspection Service Points – How to Cope With Intermittent Malfunctions [P.00-6](#).

### TROUBLE CODE DIAGNOSIS

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#### Retrieving SRS Diagnostic Trouble Codes

##### Using Scan Tool MB991502

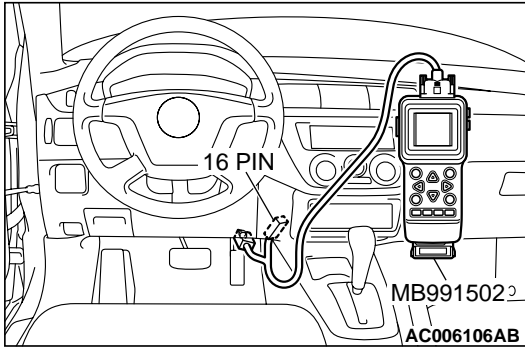
##### Required Special Tool:

- MB991502: Scan Tool (MUT-II)

**⚠ CAUTION**

To prevent damage to scan tool MB991502, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991502.

1. Connect scan tool MB991502 to the data link connector.
2. Turn the ignition switch to the "ON" position.
3. Use scan tool MB991502 to check for SRS diagnostic trouble codes.
4. Turn the ignition switch to the "LOCK" (OFF) position.
5. Disconnect scan tool MB991502.



## Erasing SRS Diagnostic Trouble Codes

### Using Scan Tool MB991502

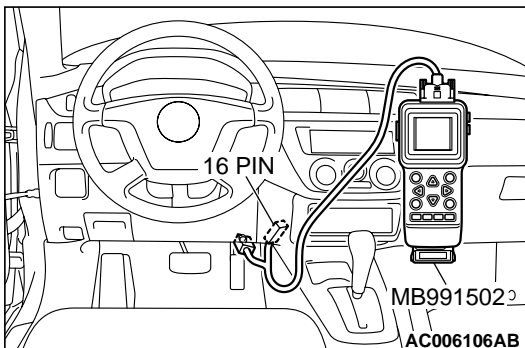
#### Required Special Tool:

- MB991502: Scan Tool (MUT-II)

**⚠ CAUTION**

To prevent damage to scan tool MB991502, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting the scan tool.

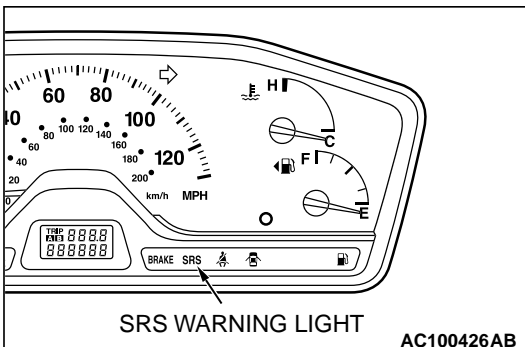
1. Connect scan tool MB991502 to the data link connector.
2. Turn the ignition switch to the "ON" position.
3. Use scan tool MB991502 to erase SRS diagnostic trouble codes.
4. Turn the ignition switch to the "LOCK" (OFF) position.
5. Disconnect scan tool MB991502.



## SRS WARNING LIGHT CHECK

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1. Check that the SRS warning light illuminates when the ignition switch is in the "ON" position.
2. Check that it illuminates for approximately seven seconds and then goes out.
3. If not, check for DTC.



## DIAGNOSTIC TROUBLE CODE CHART

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Inspect according to the inspection chart that is appropriate for the DTC.

DIAGNOSTIC TROUBLE CODE NO.	INSPECTION ITEM	REFERENCE PAGE
14	Analog G-sensor system in the SRS-ECU	P.52Bb-7
15	Safing G-sensor short circuit	P.52Bb-7
16	Safing G-sensor open circuit	P.52Bb-7
17	Safing G-sensor for side-airbag faults	P.52Bb-7
21*2	Driver's air bag module (squib) system fault 1 (Short circuit between terminals of the squib circuit)	P.52Bb-9
22*2	Driver's air bag module (squib) system fault 2 (Open in the squib circuit)	P.52Bb-15
24*2	Passenger's (front) air bag module (squib) system fault 1 (Short circuit between terminals of the squib circuit)	P.52Bb-19
25*2	Passenger's (front) air bag module (squib) system fault 2 (Open in the squib circuit)	P.52Bb-25
26*2	Driver's pre-tensioner (squib) system fault 1 (Short circuit between terminals of the squib circuit)	P.52Bb-28
27*2	Driver's pre-tensioner (squib) system fault 2 (Open in the squib circuit)	P.52Bb-34
28*2	Passenger's (front) pre-tensioner (squib) system fault 1 (Short circuit between terminals of the squib circuit)	P.52Bb-39
29*2	Passenger's (front) pre-tensioner (squib) system fault 2 (Open in the squib circuit)	P.52Bb-45
31	SRS-ECU capacitor circuit voltage too high	P.52Bb-7
32	SRS-ECU capacitor circuit voltage too low	P.52Bb-7
34*1	Connector lock system detects connector unlocked	P.52Bb-49
35	SRS-ECU air bag condition monitor detects deployed air bag	P.52Bb-51
41*1	IG1 power supply circuit system (fuse No.2 circuit)	P.52Bb-52
42*1	IG1 power supply circuit system (fuse No.3 circuit)	P.52Bb-60
43*1	SRS warning light drive circuit system fault 1	Light does not illuminate*1
		Light does not switch off
44*1	SRS warning light drive circuit system fault 2	P.52Bb-76
45	SRS-ECU non-volatile memory (EEPROM) and A/D converter system	P.52Bb-7
51	Driver's air bag module (squib ignition drive circuit) system detected short circuit	P.52Bb-7
52	Driver's air bag module (squib ignition drive circuit) system detected open circuit	P.52Bb-7
54	Passenger's (front) air bag module (squib ignition drive circuit) system detected short circuit	P.52Bb-7

<b>DIAGNOSTIC TROUBLE CODE NO.</b>	<b>INSPECTION ITEM</b>	<b>REFERENCE PAGE</b>
55	Passenger's (front) air bag module (squib ignition drive circuit) system detected open circuit	<a href="#">P.52Bb-7</a>
56	Driver's seat belt pre-tensioner (squib ignition drive circuit) system detected short	<a href="#">P.52Bb-7</a>
57	Driver's seat belt pre-tensioner (squib ignition drive circuit) system detected open	<a href="#">P.52Bb-7</a>
58	Passenger's (front) seat belt pre-tensioner (squib ignition drive circuit) system detected short	<a href="#">P.52Bb-7</a>
59	Passenger's (front) seat belt pre-tensioner (squib ignition drive circuit) system detected open	<a href="#">P.52Bb-7</a>
61	Driver's air bag module (squib) system fault for power supply circuit (Short-circuited to power supply)	<a href="#">P.52Bb-78</a>
62	Driver's air bag module (squib) system fault for ground circuit (Short-circuited to ground)	<a href="#">P.52Bb-83</a>
64	Passenger's (front) air bag module (squib) system fault for power supply circuit (Short-circuited to power supply)	<a href="#">P.52Bb-88</a>
65	Passenger's (front) air bag module (squib) system fault for ground circuit (Short-circuited to ground)	<a href="#">P.52Bb-92</a>
66	Driver's seat belt pre-tensioner (squib) system fault for power supply circuit (Short-circuited to power supply)	<a href="#">P.52Bb-96</a>
67	Driver's seat belt pre-tensioner (squib) system fault for ground circuit (Short-circuited to ground)	<a href="#">P.52Bb-101</a>
68	Passenger's (front) pre-tensioner (squib) system fault for power supply circuit (Short-circuited to power supply)	<a href="#">P.52Bb-106</a>
69	Passenger's (front) pre-tensioner (squib) system fault for ground circuit (Short-circuited to ground)	<a href="#">P.52Bb-111</a>
71*2	Side-airbag module (RH) (squib) system fault 1 (Short circuit between terminals of the squib circuit)	<a href="#">P.52Bb-116</a>
72*2	Side-airbag module (RH) (squib) system fault 2 (Open in the squib circuit)	<a href="#">P.52Bb-122</a>
73	Side-airbag module (RH) (squib) system detected short circuit	<a href="#">P.52Bb-7</a>
74	Side-airbag module (RH) (squib) system detected open circuit	<a href="#">P.52Bb-7</a>
75	Side-airbag module (RH) (squib) system fault power supply circuit (Short-circuited to power supply)	<a href="#">P.52Bb-125</a>
76	Side-airbag module (RH) (squib) system fault ground circuit (Short-circuited to ground)	<a href="#">P.52Bb-129</a>
79	Side-airbag module (LH) (squib) system fault 5 for power supply circuit	<a href="#">P.52Bb-133</a>
81*2	Side-airbag module (LH) (squib) system fault 1 (Short circuit between terminals of the squib circuit)	<a href="#">P.52Bb-136</a>
82*2	Side-airbag module (LH) (squib) system fault 2 (Open in the squib circuit)	<a href="#">P.52Bb-142</a>

DIAGNOSTIC TROUBLE CODE NO.	INSPECTION ITEM	REFERENCE PAGE
83	Side-airbag module (LH) (squib) system fault 3 for ignition drive circuit	P.52Bb-7
84	Side-airbag module (LH) (squib) system fault 4 for ignition drive circuit	P.52Bb-7
85	Side-airbag module (LH) (squib) system fault power supply circuit (Short-circuited to power supply)	P.52Bb-145
86	Side-airbag module (LH) (squib) system fault ground circuit (Short-circuited to ground)	P.52Bb-149
89	Side-airbag module (RH) (squib) system fault 5 for power supply circuit	P.52Bb-153
91*1	Side-impact sensor (LH) power supply circuit system	P.52Bb-156
92	Side-impact sensor (LH) system for fault 1	P.52Bb-160
93	Side-airbag module (LH) (squib) system fault 6 for communication system	P.52Bb-133
94*1	Side-impact sensor (RH) power supply circuit system	P.52Bb-161
95	Side-impact sensor (RH) system for fault 1	P.52Bb-160
96	Side-airbag module (RH) (squib) system fault 6 for communication system	P.52Bb-153

**NOTE:**

- \*1: If the vehicle condition returns to normal, the DTC will be automatically erased, and the SRS warning light will return to normal.
- \*2: However, if no DTC resets, the SRS warning light will be switched off (The DTC will be retained).
- If the vehicle has a discharged battery, it will store the DTC 41 or 42. When these DTC are read, check the battery.

**TROUBLE SYMPTOM CHART**

M1524003400310

SYMPTOMS	INSPECTION PROCEDURE NO.	REFERENCE PAGE
Communication with scan tool MB991502 is not possible (Communication with all systems is not possible).	—	GROUP 13A, DIAGNOSIS P.13Ad-2.
Communication with scan tool MB991502 is not possible (Communication is not possible with SRS).	1	P.52Bb-165
When the ignition switch is turned to the "ON" position (engine stopped), the SRS warning light does not illuminate.	Refer to DTC No.43.	P.52Bb-67
After the ignition switch is turned to the "ON" position, the SRS warning light does not go off within approximately seven seconds.	Refer to DTC No.43.	P.52Bb-73

## **DIAGNOSTIC TROUBLE CODE PROCEDURES**

**DTC 14: Analog G-Sensor System in the SRS-ECU**  
**DTC 15: Safing G-Sensor Short Circuit**  
**DTC 16: Safing G-Sensor Open Circuit**  
**DTC 17: Safing G-Sensor for Side-Airbag Faults**  
**DTC 31: SRS-ECU Capacitor Circuit Voltage too High**  
**DTC 32: SRS-ECU Capacitor Circuit Voltage too Low**  
**DTC 45: SRS-ECU Non-Volatile Memory (EEPROM) and A/D Converter System**  
**DTC 51: Driver's Air Bag Module (Squib Ignition Drive Circuit) System Detected Short Circuit**  
**DTC 52: Driver's Air Bag Module (Squib Ignition Drive Circuit) System Detected Open Circuit**  
**DTC 54: Passenger's (Front) Air Bag Module (Squib Ignition Drive Circuit) System Detected Short Circuit**  
**DTC 55: Passenger's (Front) Air Bag Module (Squib Ignition Drive Circuit) System Detected Open Circuit**  
**DTC 56: Driver's Seat Belt Pre-tensioner (Squib Ignition Drive Circuit) System Detected Short Circuit**  
**DTC 57: Driver's Seat Belt Pre-tensioner (Squib Ignition Drive Circuit) System Detected Open Circuit**  
**DTC 58: Passenger's Seat Belt Pre-tensioner (Squib Ignition Drive Circuit) System Detected Short Circuit**  
**DTC 59: Passenger's Seat Belt Pre-tensioner (Squib Ignition Drive Circuit) System Detected Open Circuit**  
**DTC 73: Side-Airbag Module (RH) (Squib) System Detected Short Circuit**  
**DTC 74: Side-Airbag Module (RH) (Squib) System Detected Open Circuit**  
**DTC 83: Side-Airbag Module (LH) (Squib) System Fault 3 for Ignition Drive Circuit**  
**DTC 84: Side-Airbag Module (LH) (Squib) System Fault 4 for Ignition Drive Circuit**

### **DTC SET CONDITIONS**

- These DTC are set when a fault is detected in the SRS-ECU. The most likely causes for this code to be set are shown in the table below:

### **TROUBLESHOOTING HINTS**

- Malfunction of the SRS-ECU

<b>CODE NO.</b>	<b>DEFECTIVE PART</b>	<b>SYMPTOMS</b>
14	Analog G-sensor	<ul style="list-style-type: none"> <li>• When the analog G-sensor is not operating</li> <li>• When the characteristics of the analog G-sensor are abnormal</li> <li>• When the output from the analog G-sensor is abnormal</li> </ul>
15	Safing G-sensor (front air bag)	• Short circuit in the safing G-sensor
16		• Open circuit in the safing G-sensor
17	Safing G-sensor (side-airbag)	<ul style="list-style-type: none"> <li>• When the safing G-sensor is not operating</li> <li>• When the characteristics of the safing G-sensor are abnormal</li> <li>• When the output from the safing G-sensor is abnormal</li> </ul>
31	Capacitor	• Voltage at the capacitor terminal is higher than the specified value for five seconds or more
32		• Voltage at the capacitor terminal is lower than the specified value for five seconds or more (This is not detected if DTC No. 41 or 42 indicating battery positive voltage drop has been output.)
45	Non-volatile memory (EEPROM) and A/D converter	• When the non-volatile memory (EEPROM) and A/D converter system are abnormal

CODE NO.	DEFECTIVE PART	SYMPTOMS
51	Driver's air bag module (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
52		• Open circuit in the squib ignition drive circuit
54	Front passenger's air bag module (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
55		• Open circuit in the squib ignition drive circuit
56	Driver's seat belt pre-tensioner (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
57		• Open circuit in the squib ignition drive circuit
58	Passenger's seat belt pre-tensioner (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
59		• Open circuit in the squib ignition drive circuit
73	Side-airbag module (RH) (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
74		• Open circuit in the squib ignition drive circuit
83	Side-airbag module (LH) (squib ignition drive circuit)	• Short circuit in the squib ignition drive circuit
84		• Open circuit in the squib ignition drive circuit

**DIAGNOSIS****Required Special Tool:**

- MB991502: Scan Tool (MUT-II)

Replace the SRS-ECU. (Refer to [P.52Ba-25.](#))

Check the diagnostic trouble code.

**Q: Is any of DTC set?**

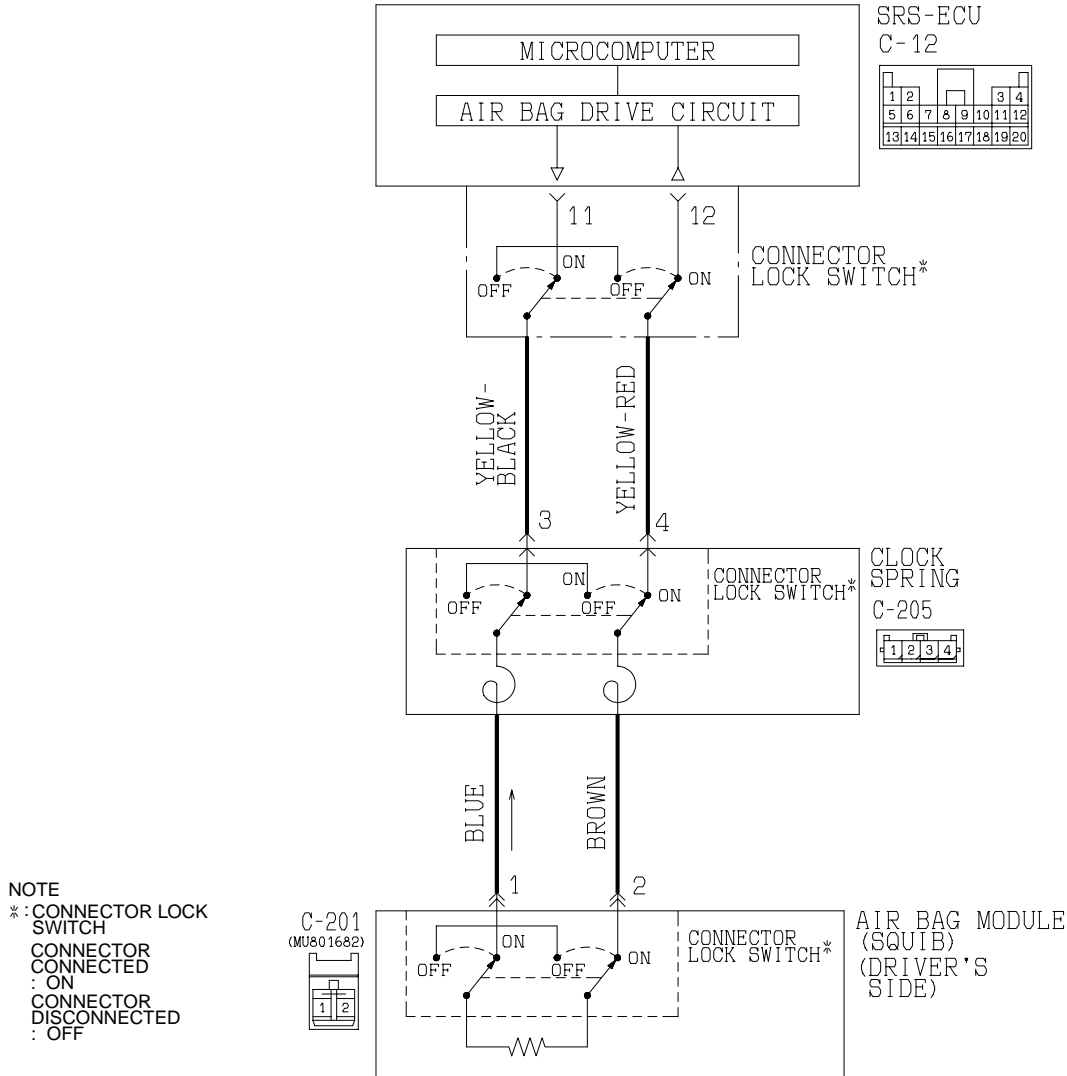
**YES** : There is no action to be taken.

**NO** : The procedure is complete.

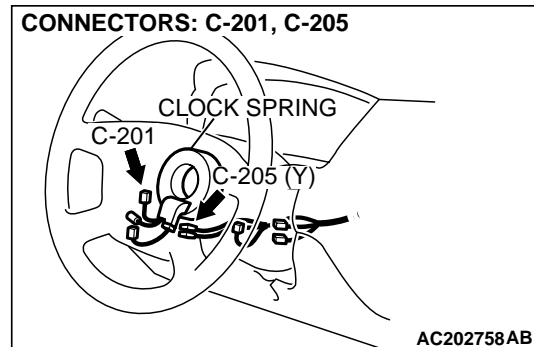
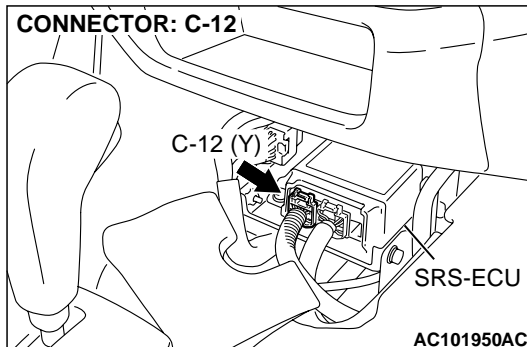


**DTC 21: Driver's Air Bag Module (Squib) System Fault 1 (Short Circuit between Terminals of the Squib Circuit)**

**Driver's Air Bag Module (Squib) Circuit**



W3J04M06AA  
 AC202995AB



**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the driver's air bag module (squib). The most likely causes for this code to be set are the following:

- Short circuit in driver's air bag module (squib) or harness
- Short circuit in the clock spring

However, if no DTC resets, the SRS warning light will be switched off (DTC will be retained).

**TROUBLESHOOTING HINTS**

- Improper engaged connector or defective short bar\*
- Short circuit in the clock spring
- Short circuit between the driver's air bag module (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: \*: The squib circuit connectors integrate a "short" bar (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the ground wire in the squib circuit when the connectors are disconnected). (Refer to P.52Ba-2.) Therefore, if connector C-12, C-205 or C-201 is damaged or improperly engaged, the short bar may not be released when the connector is connected.*

**DIAGNOSIS****Required Special Tools:**

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resister harness

**STEP 1. Check the diagnostic trouble code.****Q: Is DTC 34 set?**

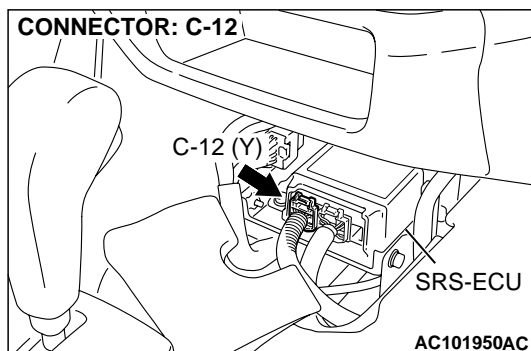
**YES** : Go to Step 2.

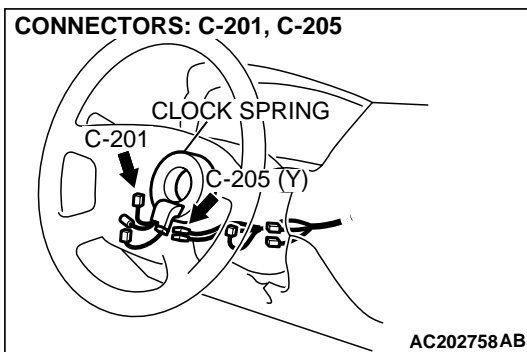
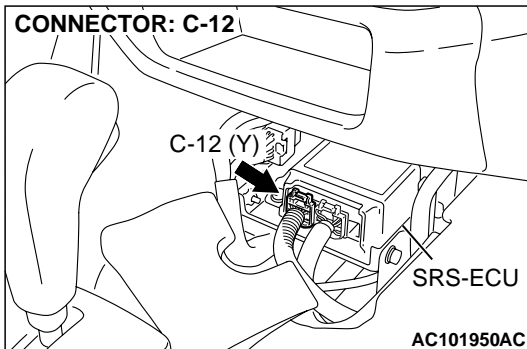
**NO** : Go to Step 3.

**STEP 2. Check SRS-ECU connector C-12.****Q: Is the connector correctly engaged?**

**YES** : Go to Step 3.

**NO** : Engage the connector correctly. Then go to Step 8.





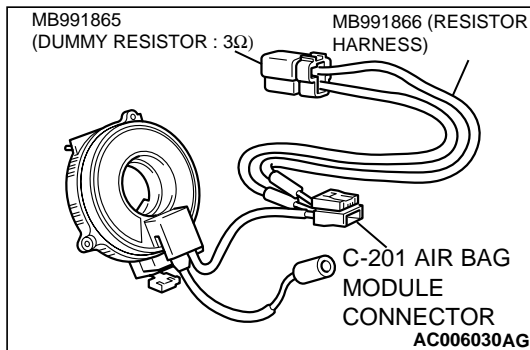
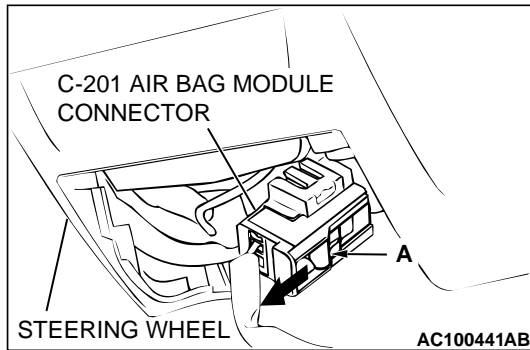
**STEP 3. Check SRS-ECU connector C-12, clock spring connector C-205 and driver's air bag module connector C-201.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect connectors C-12, C-205 and C-201, and then reconnect them.
- (3) Connect the negative battery terminal.
- (4) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 21 set?**

**YES :** Go to Step 4.

**NO :** The procedure is complete. It is assumed that DTC 21 set as connector C-12, C-205 or C-201 was engaged improperly.

**STEP 4. Check the driver's air bag module.**

- (1) Disconnect the negative battery terminal.
- (2) By sliding the A section (in the figure) of air bag module connector C-201 in the arrow direction, disconnect the connector.

- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

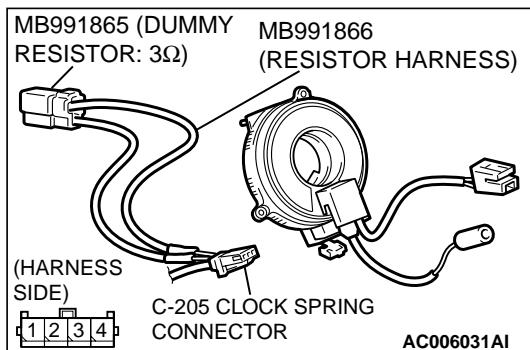
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into clock spring side air bag module connector C-201 by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 21 set?**

**YES :** Go to Step 5.

**NO :** Replace the driver's air bag module. (Refer to [P.52Ba-27.](#)) Then go to Step 8.

**STEP 5. Check the clock spring.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect the clock spring connector C-205.
- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

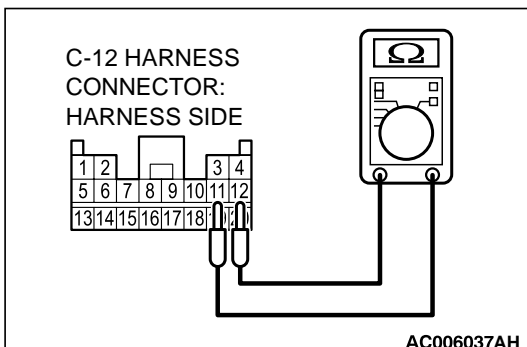
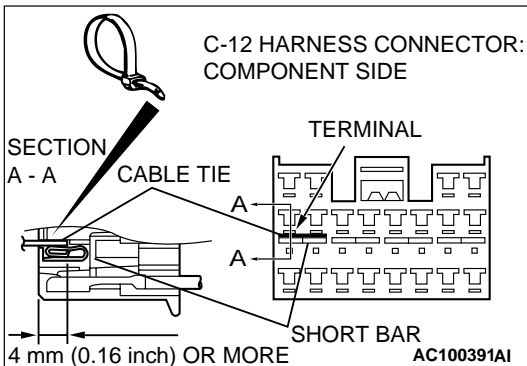
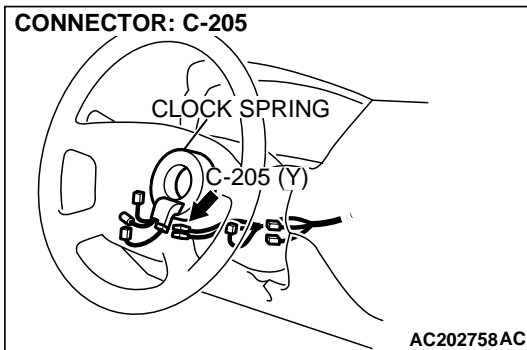
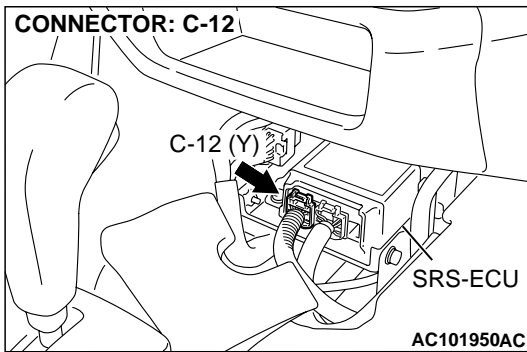
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into clock spring harness side connector C-205 (terminal No.3 and 4) by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 21 set?**

**YES :** Go to Step 6.

**NO :** Replace the clock spring. (Refer to [P.52Ba-27.](#)) Then go to Step 8.



**STEP 6. Check the driver's air bag module circuit at the SRS-ECU connector C-12.**

- (1) Disconnect SRS-ECU connector C-12.

**⚠ DANGER**

*To prevent the air bag from deploying unintentionally, disconnect the clock spring connector C-205 to short the squib circuit.*

- (2) Disconnect the clock spring connector C-205.

**⚠ CAUTION**

Insert an insulator such as a cable tie to a depth of 4mm (0.16 inch) or more, otherwise the short bar will not be released.

- (3) Insert a cable tie [3 mm (0.12 inch) wide, 0.5 mm (0.02 inch) thick] between terminals 11, 12 and the short bar to release the short bar.

**⚠ CAUTION**

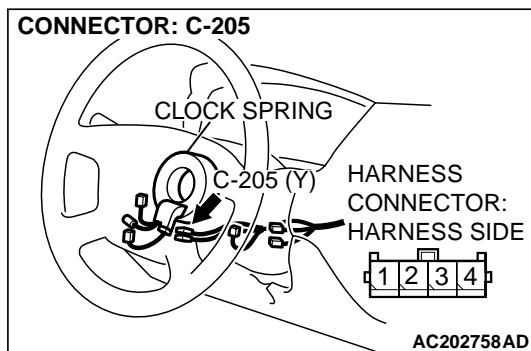
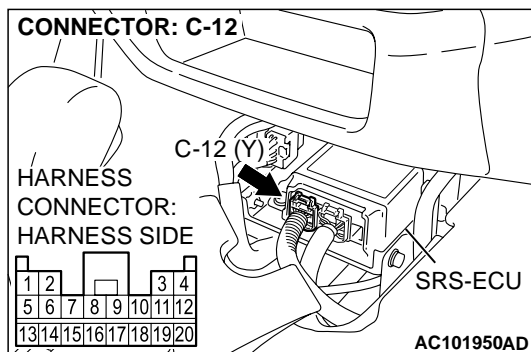
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (4) Check for continuity between C-12 harness connector terminals 11 and 12.  
It should be open circuit.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 21 sets, replace the SRS-ECU. (Refer to P.52Ba-25.) Then go to Step 8.

**NO :** Go to Step 7.



**STEP 7. Check the harness for short circuit between SRS-ECU connector C-12 (terminal No.11 and 12) and clock spring connector C-205 (terminal No.3 and 4).**

**Q: Are harness wires between SRS-ECU connector C-12 (terminal No.11 and 12) and clock spring connector C-205 (terminal No.3 and 4) in good condition?**

**YES :** Go to Step 8.

**NO :** Repair the harness wires between SRS-ECU connector C-12 and clock spring connector C-205. Then go to Step 8.

**STEP 8. Check the diagnostic trouble code.**

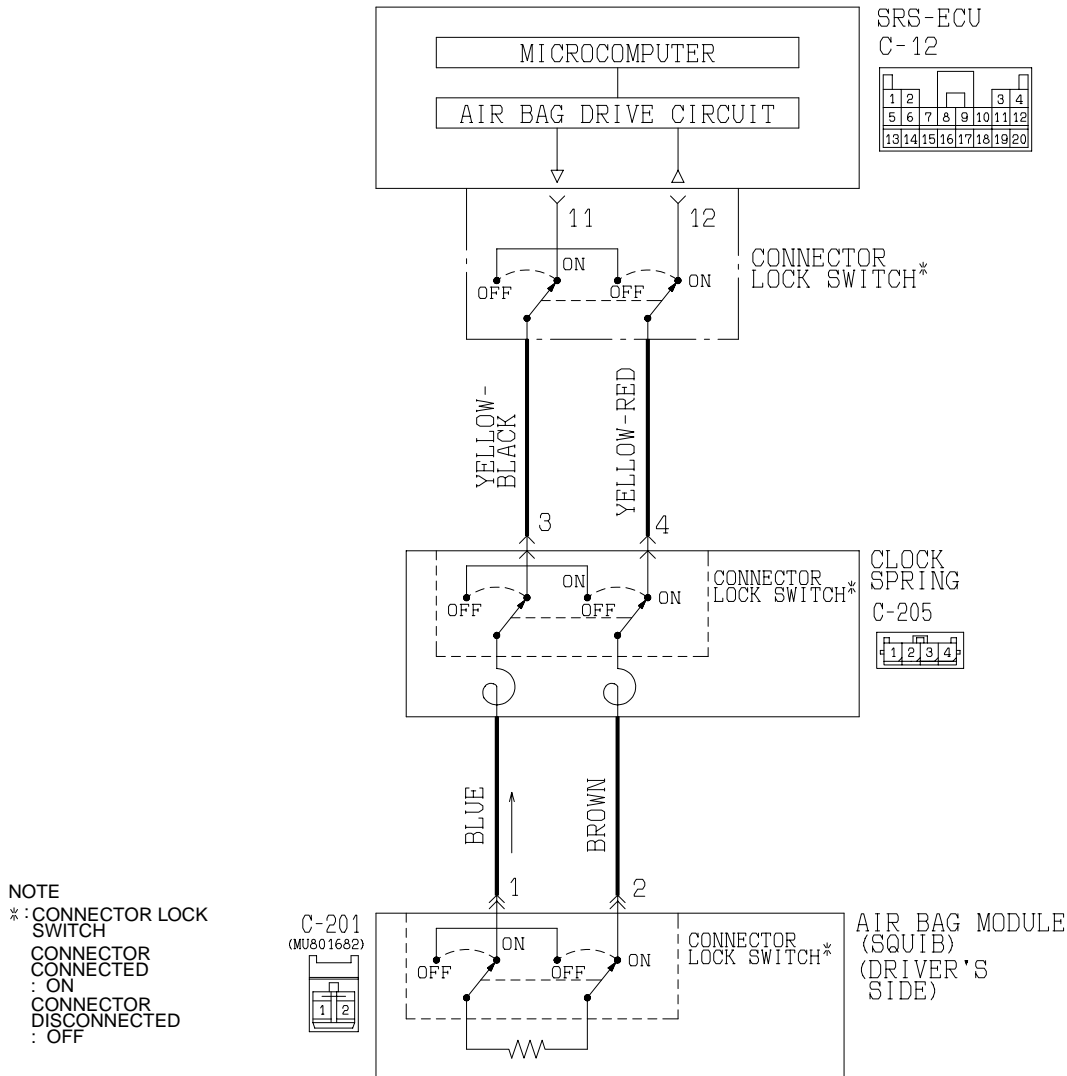
**Q: Is DTC 21 set?**

**YES :** Return to Step 1.

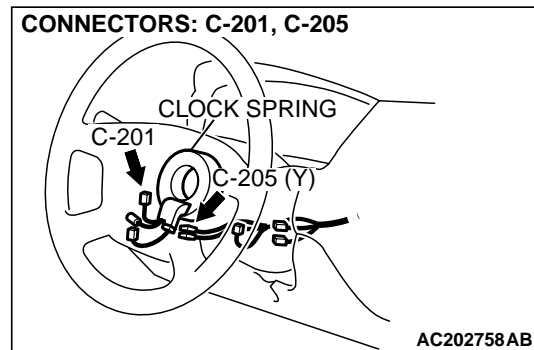
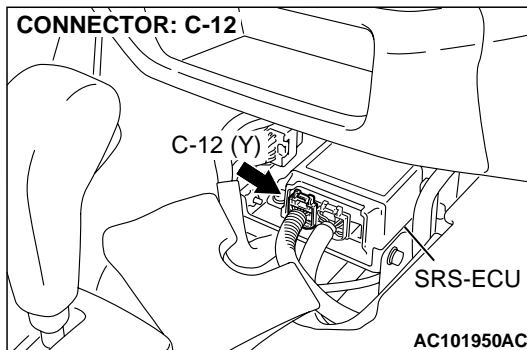
**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**DTC 22: Driver's Air Bag Module (Squib) System Fault 2 (Open in the Squib Circuit)**

**Driver's Air Bag Module (Squib) Circuit**



W3J04M06AA  
 AC202995AB



**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the driver's side air bag module (squib). The most likely causes for this code to be set are the following:

- Open circuit in the driver's air bag module (squib) or harness

- Open circuit in the clock spring
  - Malfunction of connector contact
- However, if no DTC resets, the SRS warning light will be switched off (DTC will be retained).

**TROUBLESHOOTING HINTS**

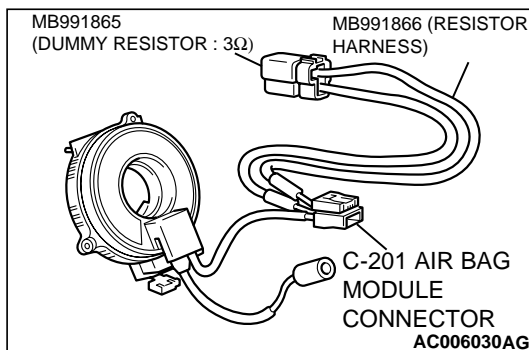
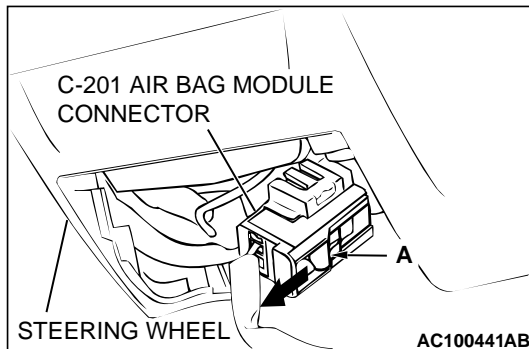
- Open circuit in the clock spring
- Open circuit due to improper neutral position of the clock spring
- Open circuit in the driver's air bag module (squib) circuit
- Disengaged driver's air bag module (squib) connector
- Improper connector contact
- Malfunction of the SRS-ECU

**DIAGNOSIS****Required Special Tools:**

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resistor harness

**STEP 1. Check the driver's air bag module.**

- (1) Disconnect the negative battery terminal.
- (2) By sliding the A section (in the figure) of air bag module connector C-201 in the arrow direction, disconnect the connector.



- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

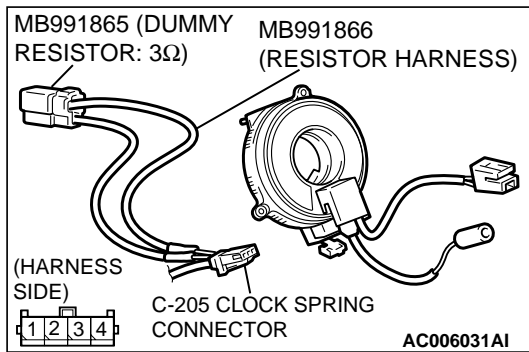
- (4) Insert special tool MB991866 into clock spring side air bag module connector C-201 by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnosis trouble code memory, and check the diagnosis trouble code.

**Q: Is DTC 22 set?**

**YES :** Go to Step 2.

**NO :** Replace the driver's air bag module. (Refer to [P.52Ba-27](#).) Then go to Step 4.





**STEP 2. Check the clock spring.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect the clock spring connector C-205.
- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

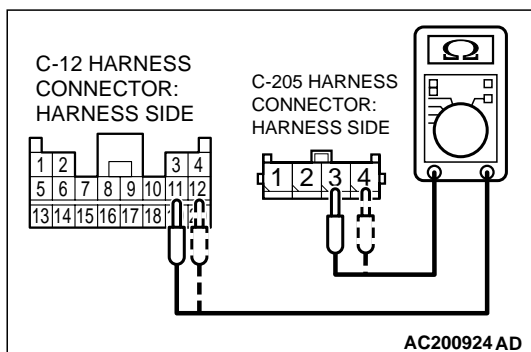
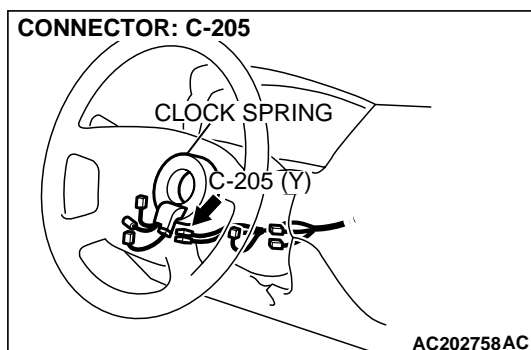
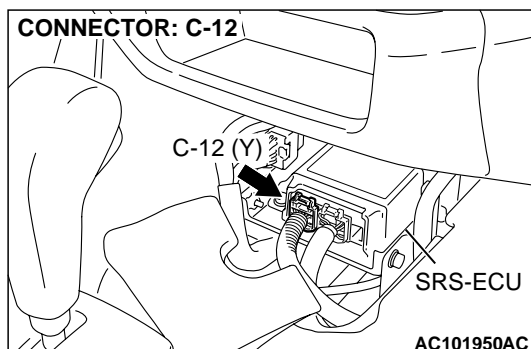
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into clock spring harness side connector C-205 by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 22 set?**

**YES :** Go to Step 3.

**NO :** Replace the clock spring. (Refer to [P.52Ba-27](#).) Then go to Step 4.



**STEP 3. Check the harness between the SRS-ECU connector C-12 (terminal No.11 and 12) and the clock spring connector C-205 (terminal No.3 and 4) for open circuit.**

- (1) Disconnect SRS-ECU connector C-12 and clock spring connector C-205.

**⚠ CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (2) Check for continuity between the following terminals.

C-12 connector    C-205 connector

11	-	3
12	-	4

It should be less than 2 ohms.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 22 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 4.

**NO :** Repair the harness wires between SRS-ECU connector C-12 and clock spring connector C-205. Then go to Step 4.

**STEP 4. Check the diagnostic trouble code.**

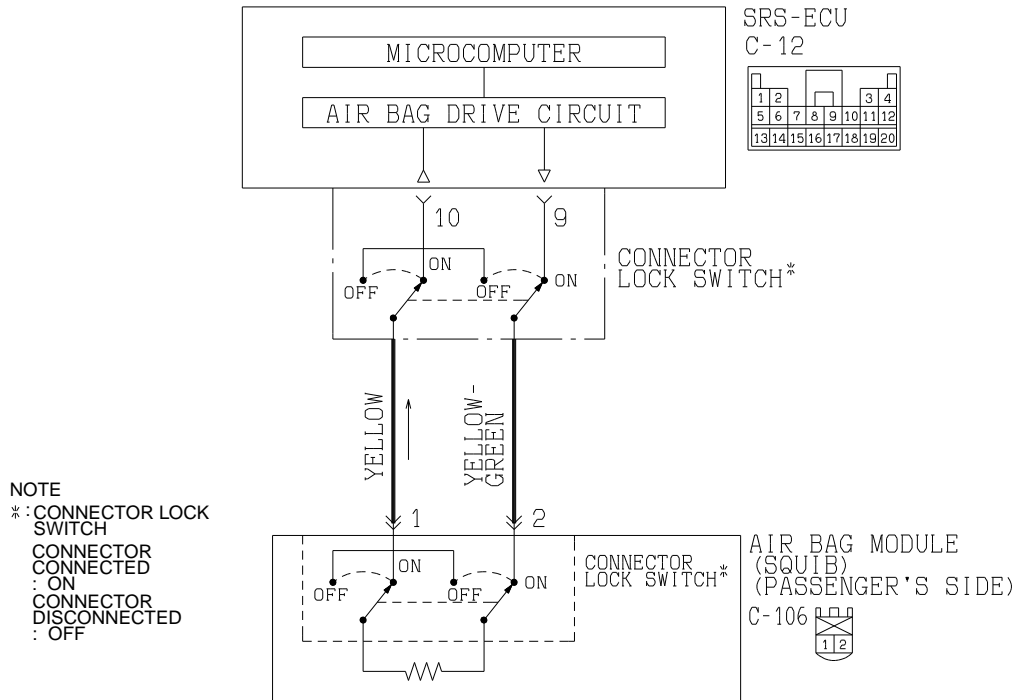
**Q: Is DTC 22 set?**

**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

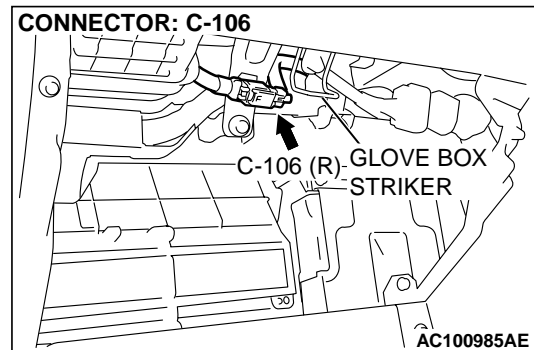
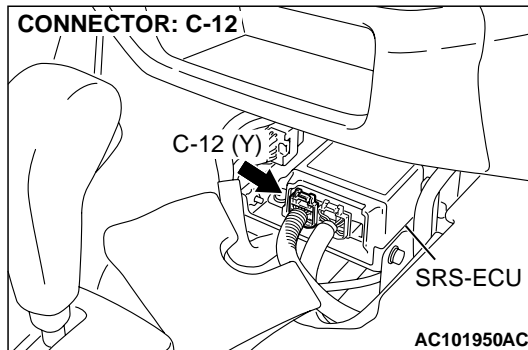
**DTC 24: Passenger's (Front) Air Bag Module (Squib) System Fault 1 (Short Circuit between Terminals of the Squib Circuit)**

**Passenger's (Front) Air Bag Module (Squib) Circuit**



W3J04M03AA

**AC202990AB**



**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the passenger's side air bag module (squib). However, if no DTC resets, the SRS warning light will be switched off (DTC will be retained).

**TROUBLESHOOTING HINTS**

- Improper engaged connector or defective short bar\*
- Short circuit between the passenger's air bag module (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: \*: The squib circuit connectors integrate a "short" bar (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the ground wire in the squib circuit when the connectors are disconnected). (Refer to [P.52Ba-2.](#)) Therefore, if connector C-12 or C-106 is damaged or improperly engaged, the short bar may not be released when the connector is connected.*

**DIAGNOSIS****Required Special Tools:**

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resister harness

**STEP 1. Check the diagnostic trouble code.****Q: Is DTC 34 set?**

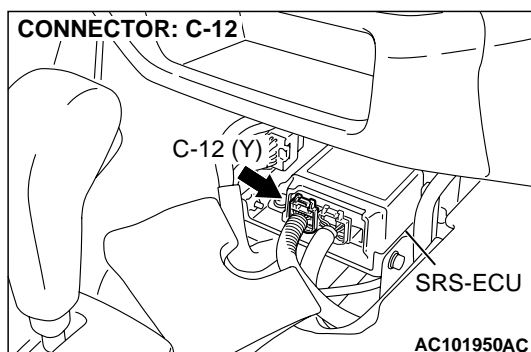
**YES** : Go to Step 2.

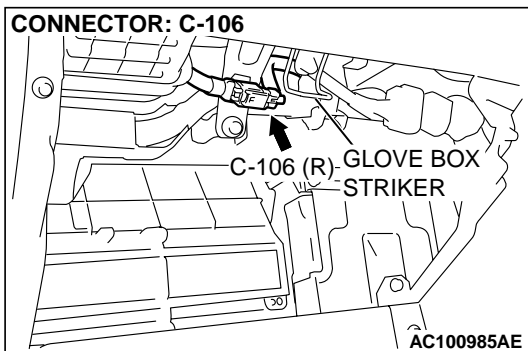
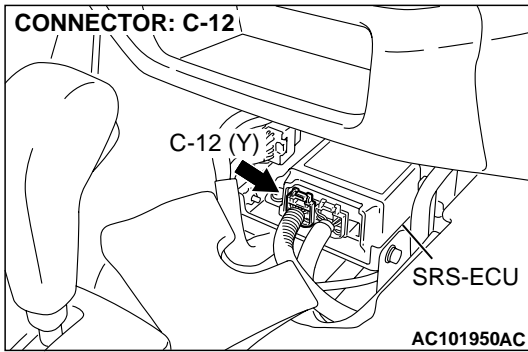
**NO** : Go to Step 3.

**STEP 2. Check SRS-ECU connector C-12.****Q: Is the connector correctly engaged?**

**YES** : Go to Step 3.

**NO** : Engage the connector correctly. Then go to Step 7.





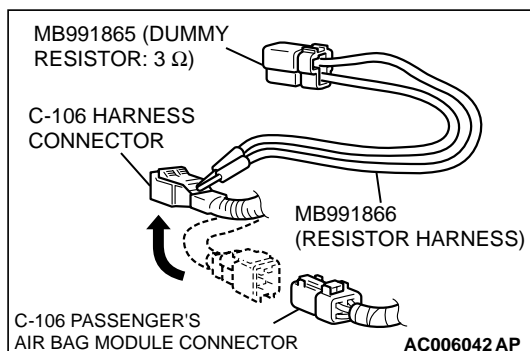
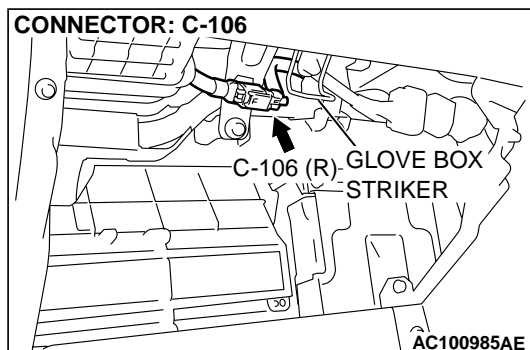
**STEP 3. Check SRS-ECU connector C-12 and passenger's air bag module connector C-106.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect connectors C-12 and C-106, and then reconnect them.
- (3) Connect the negative battery terminal.
- (4) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 24 set?**

**YES :** Go to Step 4.

**NO :** The procedure is complete. It is assumed that DTC 24 set as connector C-12 or C-106 was engaged improperly.

**STEP 4. Check the passenger's air bag module.**

- (1) Disconnect the negative battery terminal.
- (2) Unclip passenger's air bag module connector C-106.

- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

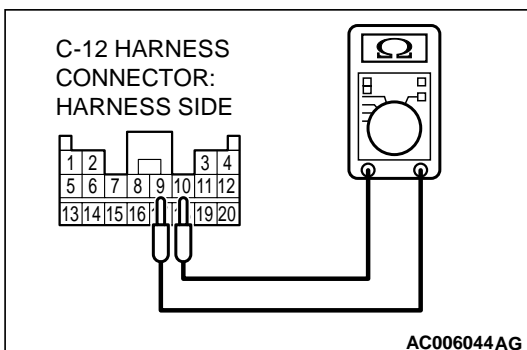
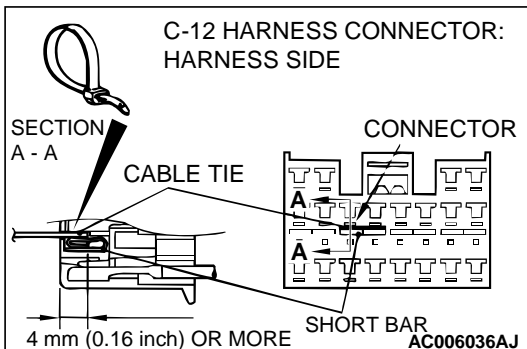
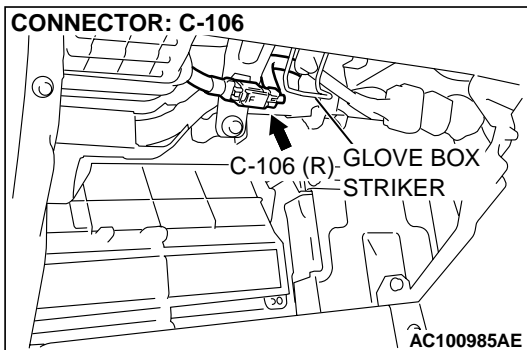
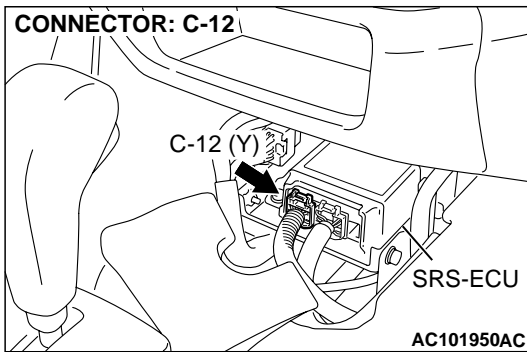
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Disconnect the passenger's air bag module connector C-106, and insert special tool MB991866 into the harness connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 24 set?**

**YES :** Go to Step 5.

**NO :** Replace the passenger's air bag module. (Refer to [P.52Ba-27.](#)) Then go to Step 7.



**STEP 5. Check the passenger's air bag module circuit at SRS-ECU connector C-12.**

(1) Disconnect SRS-ECU connector C-12.

(2) Unclip passenger's air bag module connector C-106.

**⚠ DANGER**

**To prevent the air bag from deploying unintentionally, disconnect the passenger's air bag module connector C-106 to short the squib circuit.**

(3) Disconnect the passenger's air bag module connector C-106.

**⚠ CAUTION**

**Insert an insulator such as a cable tie to a depth of 4mm (0.16 inch) or more, otherwise the short bar will not be released.**

(4) Insert a cable tie [3 mm (0.12 inch) wide, 0.5 mm (0.02 inch) thick] between terminals 9, 10 and the short bar to release the short bar.

**⚠ CAUTION**

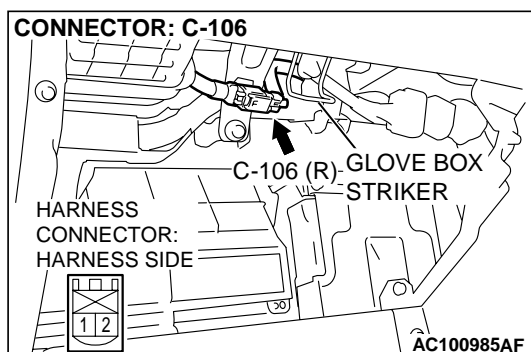
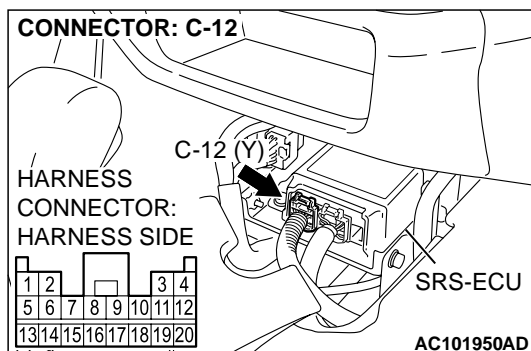
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(5) Check for continuity between C-12 harness connector terminals 9 and 10.  
It should be open circuit.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 24 sets, replace the SRS-ECU. Refer to [P.52Ba-25](#). Then go to Step 7.

**NO :** Go to Step 6.



**STEP 6. Check the harness for short circuit between SRS-ECU connector C-12 (terminal No.9 and 10) and passenger's air bag module connector C-106 (terminal No.1 and 2).**

**Q: Are harness wires between SRS-ECU connector C-12 (terminal No.9 and 10) and passenger's air bag module connector C-106 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 7.

**NO :** Repair the harness wires between SRS-ECU connector C-12 and passenger's air bag module connector C-106. Then go to Step 7.

**STEP 7. Check the diagnostic trouble code.**

**Q: Is DTC 24 set?**

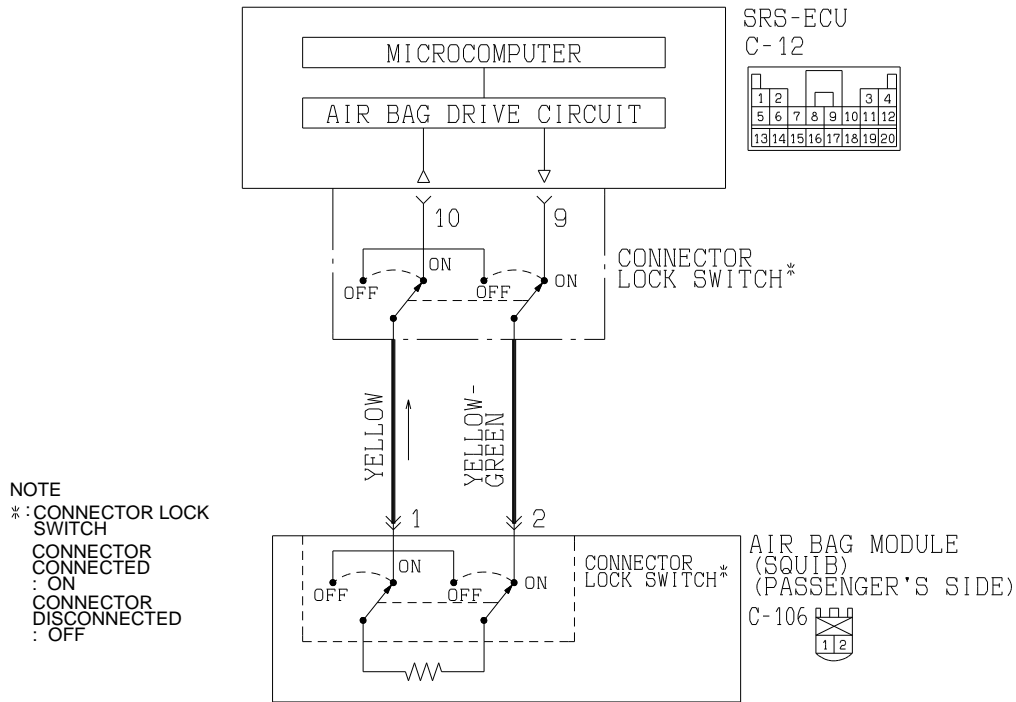
**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))



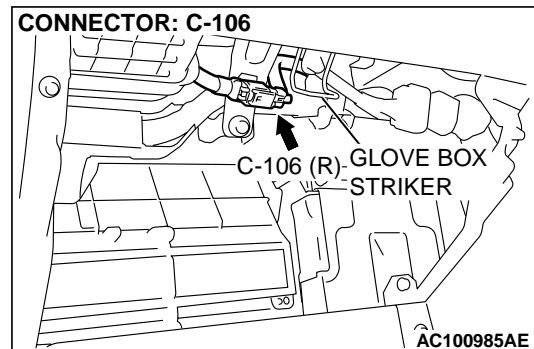
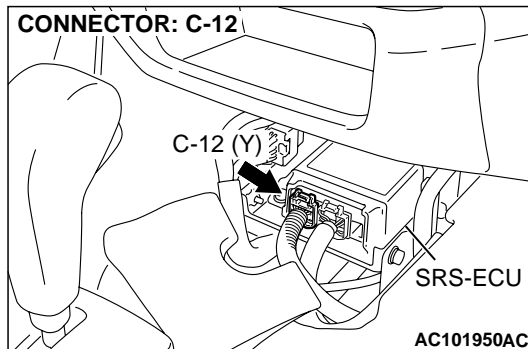
**DTC 25: Passenger's (Front) Air Bag Module (Squib) System Fault 2 (Open in the Squib Circuit)**

**Passenger's (Front) Air Bag Module (Squib) Circuit**



W3J04M03AA

**AC202990AB**



**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the passenger's air bag module (squib). The most likely causes for this code to be set are shown in the table below: However, if no DTC resets, the SRS warning light will be switched off (DTC will be retained).

**TROUBLESHOOTING HINTS**

- Open circuit in the passenger's air bag module (squib) circuit
- Improper connector contact
- Malfunction of the SRS-ECU

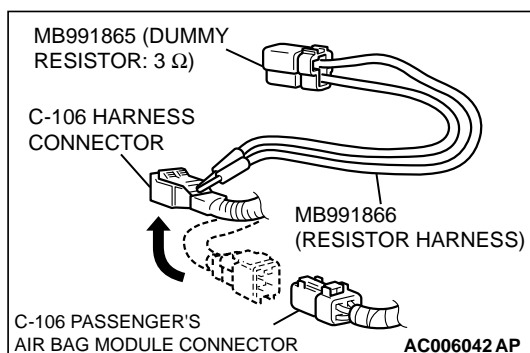
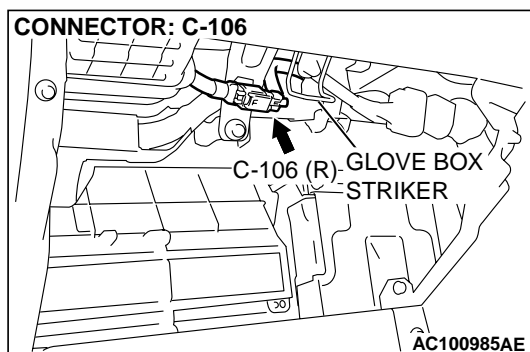
## DIAGNOSIS

## Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resistor harness

**STEP 1. Check the passenger's air bag module.**

- (1) Disconnect the negative battery terminal.
- (2) Unclip passenger's air bag module connector C-106.



- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

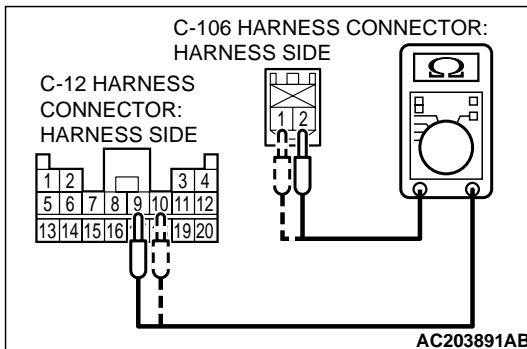
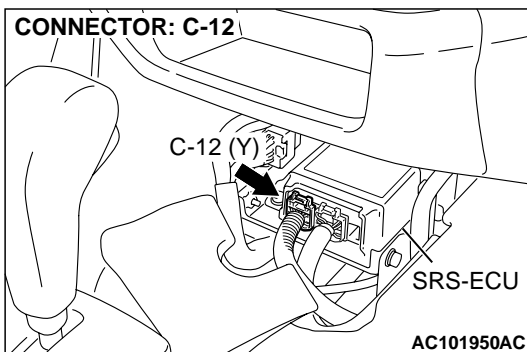
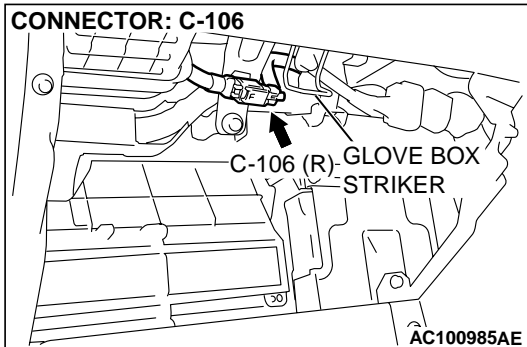
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Disconnect the passenger's air bag module connector C-106, and insert special tool MB991866 into the harness connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 25 set?**

**YES :** Go to Step 2.

**NO :** Replace the passenger's air bag module. (Refer to [P.52Ba-27.](#)) Then go to Step 3.



**STEP 2. Check the harness for open circuit between SRS-ECU connector C-12 (terminal No.9 and 10) and the passenger's air bag module connector C-106 (terminal No.1 and 2).**

(1) Unclip passenger's air bag module connector C-106.

(2) Disconnect SRS-ECU connector C-12 and passenger's air bag module connector C-106.

**CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(3) Check for continuity between the following terminals.

C-12 connector		C-106 connector
9	-	2
10	-	1

It should be less than 2 ohms.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 25 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 3.

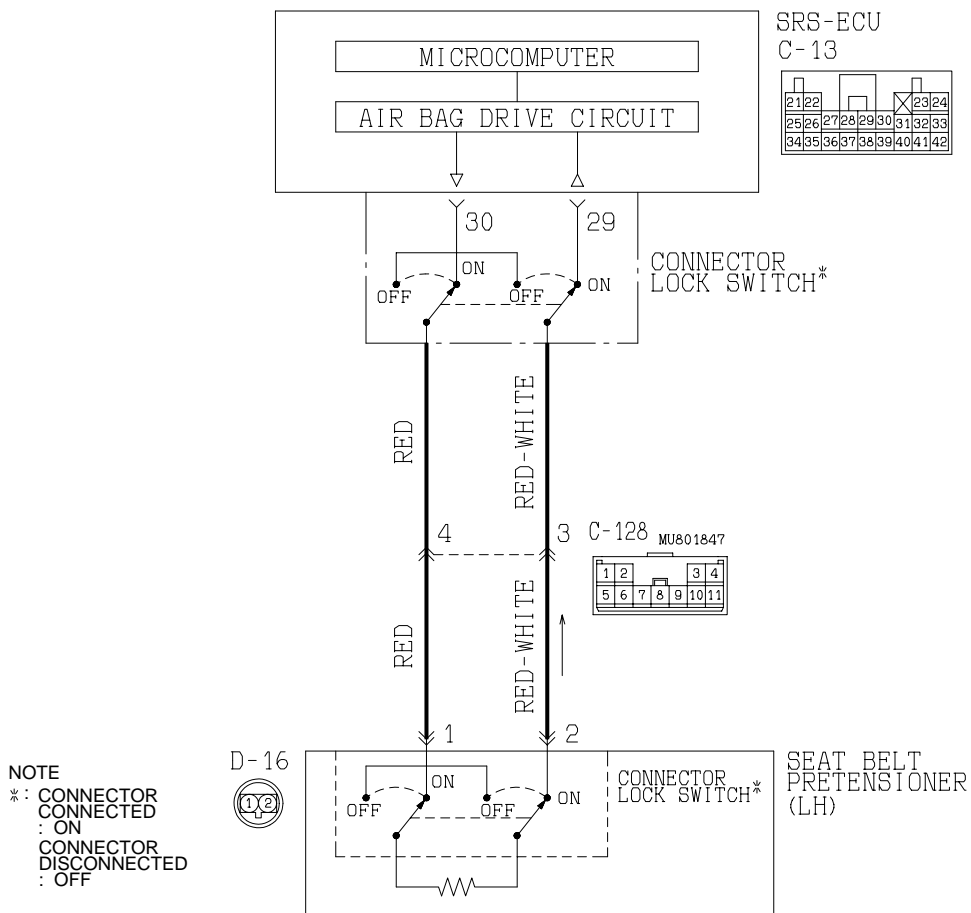
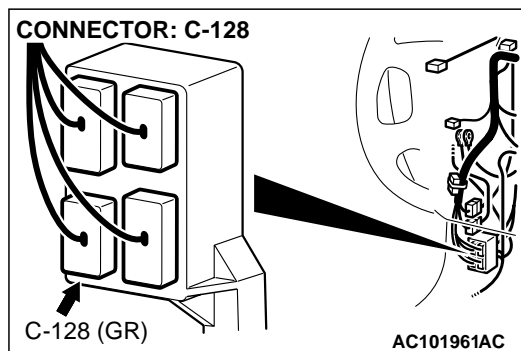
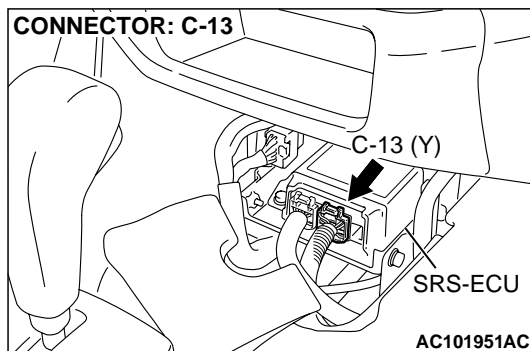
**NO :** Repair the harness wires between SRS-ECU connector C-12 and passenger's air bag module connector C-106. Then go to Step 3.

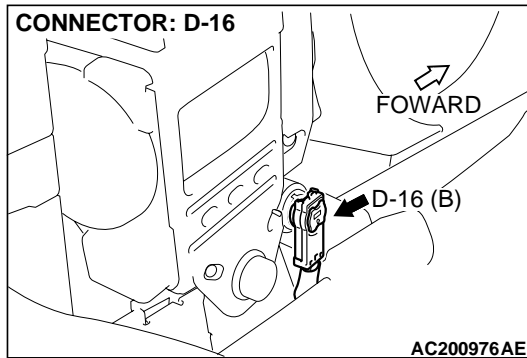
**STEP 3. Check the diagnostic trouble code.**

**Q: Is DTC 25 set?**

**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**DTC 26: Driver's Seat Belt Pre-Tensioner (Squib) System Fault 1 (Short Circuit between Terminals of the Squib Circuit)****Driver's Seat Belt Pre-Tensioner (Squib)**W3J04M07AA  
AC202996 AB



### **CIRCUIT OPERATION**

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

### **DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the driver's side seat belt pre-tensioner (squib).

### **TROUBLESHOOTING HITS**

- Improper engaged connector or defective short bar\*
- Short circuit between the driver's seat belt pre-tensioner (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: \*: The squib circuit connectors integrate a "short" bar (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the ground wire in the squib circuit when the connectors are disconnected). (Refer to [P.52Ba-2.](#)) Therefore, if connector C-13 or D-16 is damaged or improperly engaged, the short bar may not be released when the connector is connected.*

### **DIAGNOSIS**

#### **Required Special Tools:**

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resister
- MB991866: Resister harness (For Pre-tensioner)

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#### **STEP 1. Check the diagnostic trouble code.**

**Q: Is DTC 34 set?**

**YES :** Go to Step 2.

**NO :** Go to Step 3.

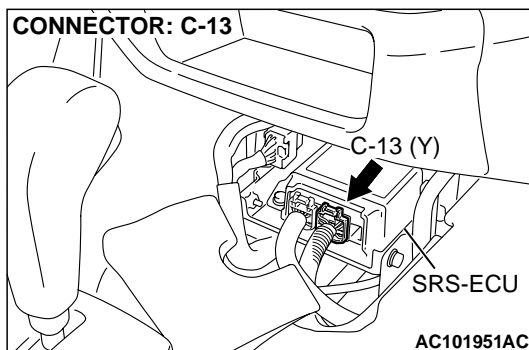
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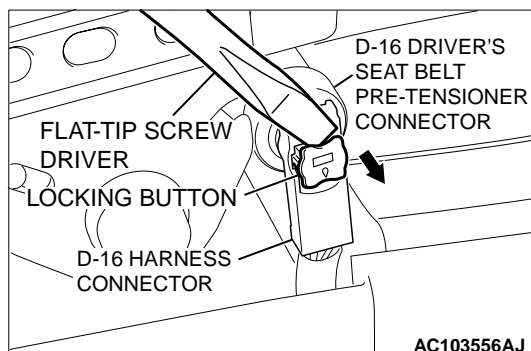
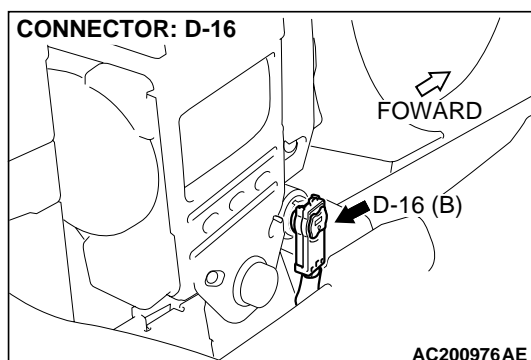
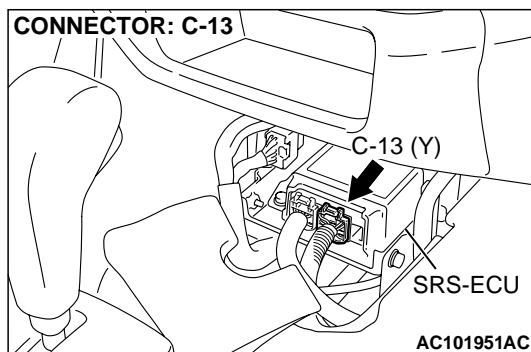
#### **STEP 2. Check the SRS-ECU connector C-13.**

**Q: Is the connector correctly engaged?**

**YES :** Go to Step 3.

**NO :** Engage the connector correctly. Then go to Step 7.



**STEP 3. Check SRS-ECU connector C-13 and driver's seat belt pre-tensioner connector D-16.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect connectors C-13 and D-16, and then reconnect them. For connector D-16, use a flat-tipped screwdriver to pull out the locking button at the harness connector, and then disconnect the connector.
- (3) Connect the negative battery terminal.
- (4) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

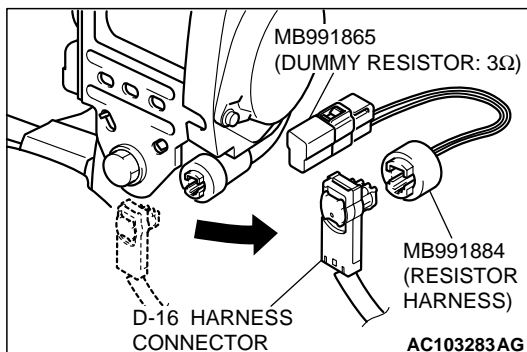
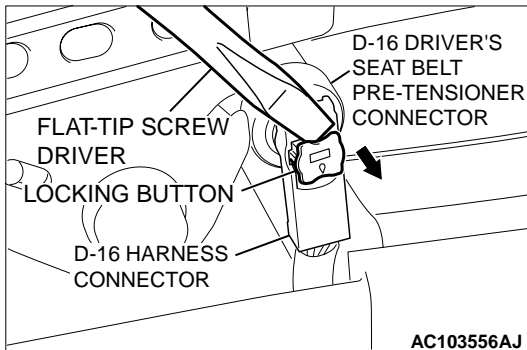
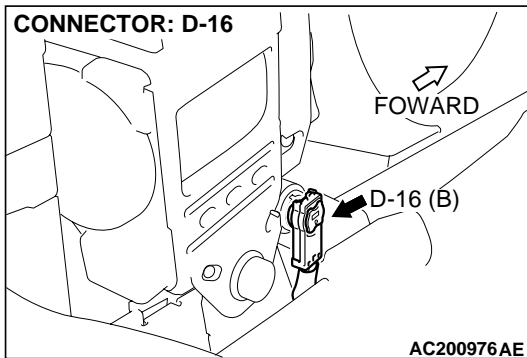
**Q: Is DTC 26 set?**

**YES :** Go to Step 4.

**NO :** The procedure is complete. It is assumed that DTC 26 set as connector C-13 or D-16 was engaged improperly.

**STEP 4. Check the driver's seat belt pre-tensioner.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect driver's seat belt pre-tensioner connector D-16.  
Use a flat-tipped screwdriver to pull out the locking button at the harness connector, and then disconnect the connector.

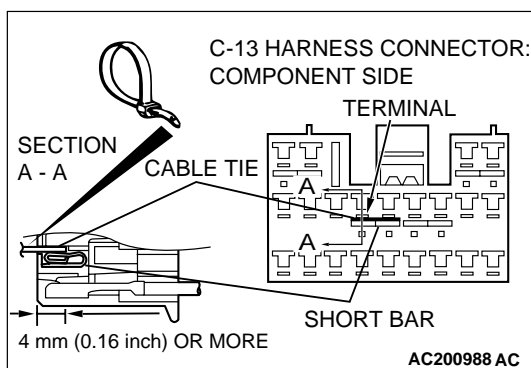
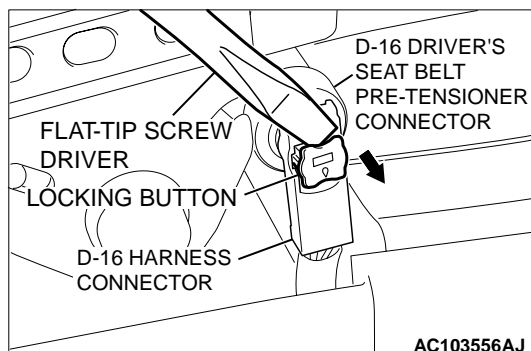
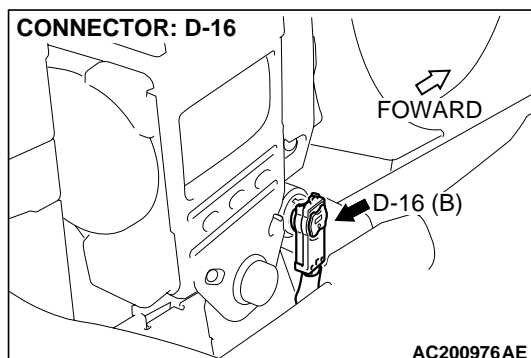
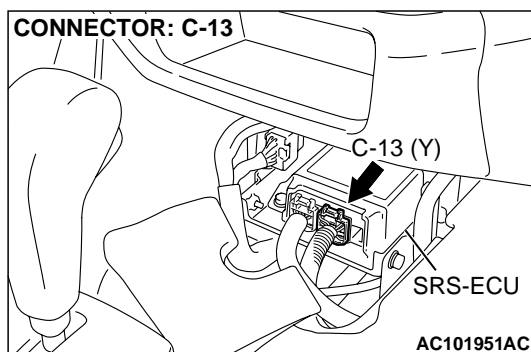


- (3) Connect special tool MB991865 to special tool MB991884.
- (4) Connect special tool MB991884 to the D-16 harness connector.
- (5) Connect the negative battery terminal.
- (6) Erase diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 26 set?**

**YES :** Go to Step 5.

**NO :** Replace the driver's seat belt pre-tensioner. (Refer to [P.52Ba-40.](#)) Then go to Step 7.



**STEP 5. Check the driver's seat belt pre-tensioner circuit at the SRS-ECU connector C-13.**

- (1) Disconnect SRS-ECU connector C-13.

**⚠ DANGER**

***To prevent the air bag from deploying unintentionally, disconnect the driver's seat belt pre-tensioner connector D-16 to short the squib circuit.***

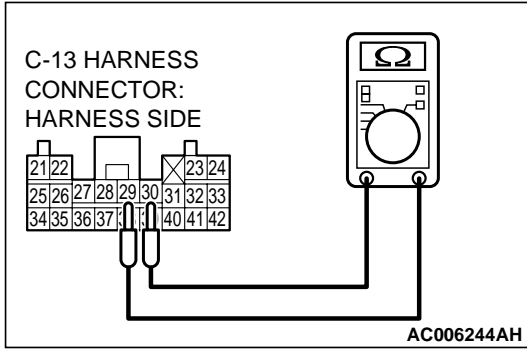
- (2) Disconnect driver's seat belt pre-tensioner connector D-16.  
Use a flat-tipped screwdriver to pull out the locking button at the harness connector, and then disconnect the connector.

**⚠ CAUTION**

**Insert an insulator such as a cable tie to a depth of 4mm (0.16 inch) or more, otherwise the short bar will not be released.**

- (3) Insert a cable tie [3 mm (0.12 inch) wide, 0.5 mm (0.02 inch) thick] between terminals 29, 30 and the short bar to release the short bar.





**⚠ CAUTION**

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

(4) Check for continuity between terminals 29 and 30.

It should be open circuit.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 26 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 7.

**NO :** Go to Step 6.

**STEP 6. Check the harness for short circuit between SRS-ECU connector C-13 (terminal No.29 and 30) and driver's seat belt pre-tensioner connector D-16 (terminal No.1 and 2).**

*NOTE: After inspecting intermediate connector C-128, inspect the wiring harness.*

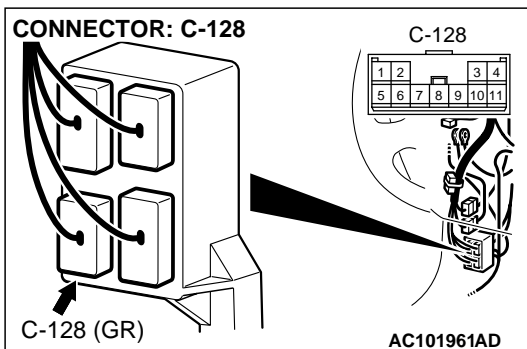
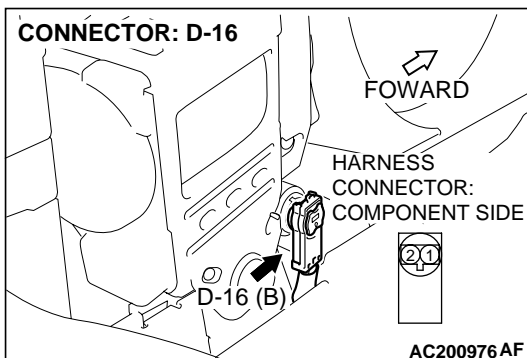
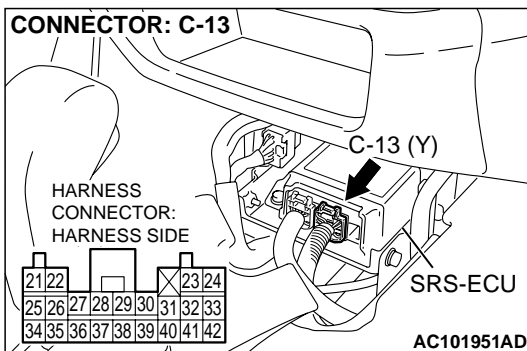
*If the intermediate connector C-128 is damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2.](#)*

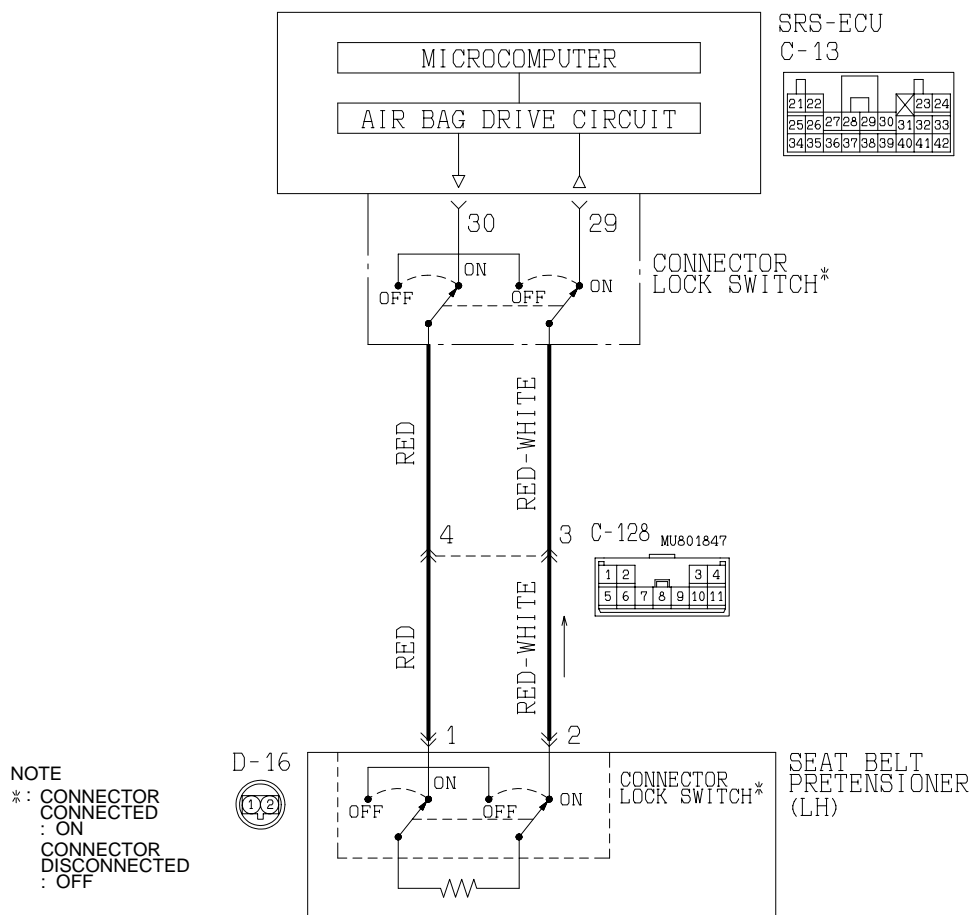
*Go to Step 7.*

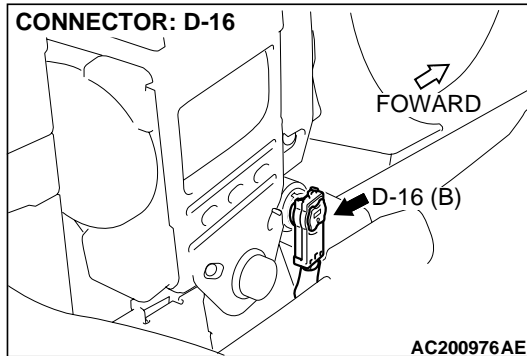
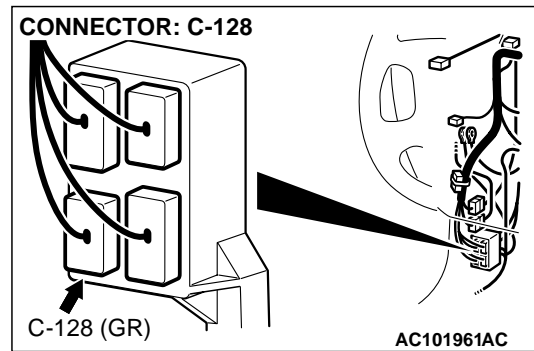
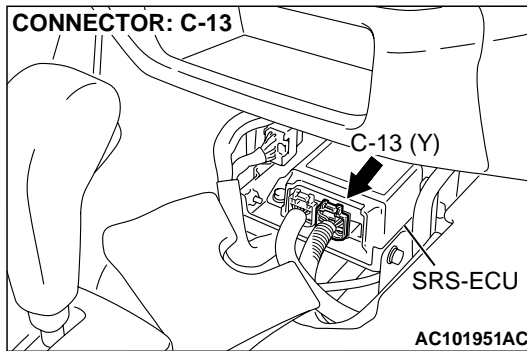
**Q: Are harness wires between SRS-ECU connector C-13 (terminal No.29 and 30) and driver's seat belt pre-tensioner connector D-16 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 7.

**NO :** Repair the harness wires between SRS-ECU connector C-13 and driver's seat belt pre-tensioner connector D-16. Then go to Step 7.



**STEP 7. Check the diagnostic trouble code.****Q: Is DTC 26 set?****YES :** Return to Step 1.**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))**DTC 27: Driver's Seat Belt Pre-Tensioner (Squib) System Fault 2 (Open in the Squib Circuit)****Driver's Seat Belt Pre-Tensioner (Squib)**W3J04M07AA  
AC202996 AB



### CIRCUIT OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

### DTC SET CONDITIONS

This DTC is set if there is abnormal resistance between the input terminals of the driver's seat belt pre-tensioner (squib).

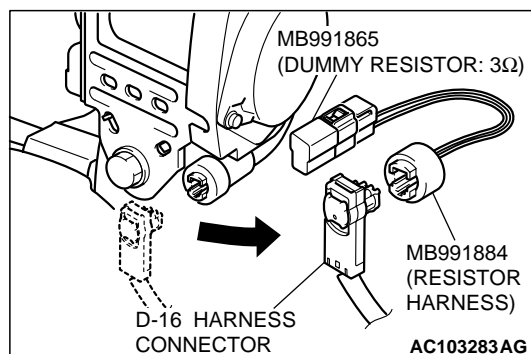
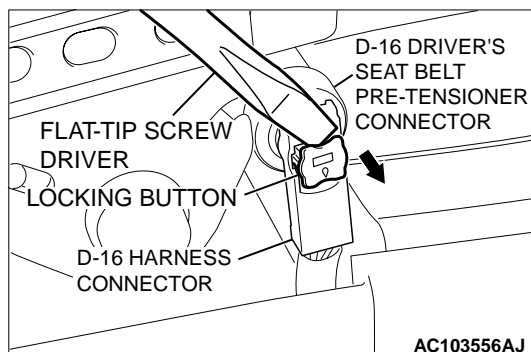
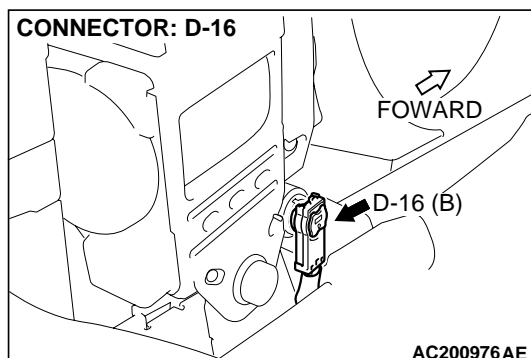
### TROUBLESHOOTING HITS

- Improper connector contact
- Open circuit in the driver's seat belt pre-tensioner (squib) circuit
- Malfunction of the SRS-ECU

### DIAGNOSIS

#### Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resister
- MB991866: Resister harness (For Pre-tensioner)

**STEP 1. Check the driver's seat belt pre-tensioner.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect the driver's seat belt pre-tensioner connector D-16, and insert special tool MB991866 into the harness side connector by backprobing.

- (3) Connect special tool MB991865 to special tool MB991884.
- (4) Connect special tool MB991884 to the D-16 harness connector.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

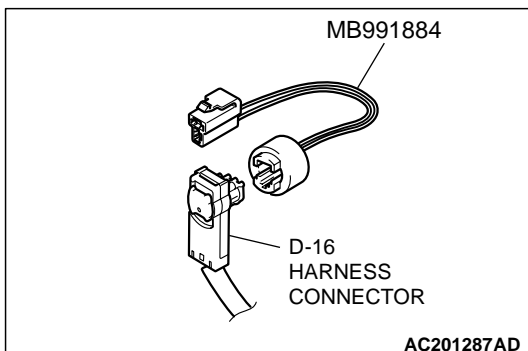
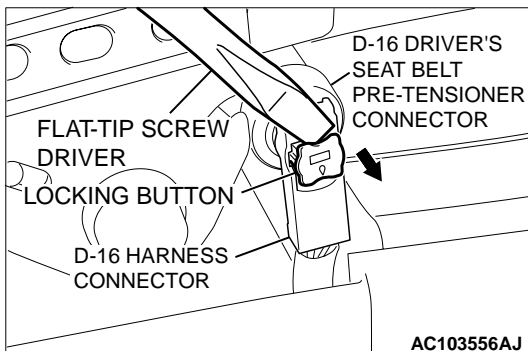
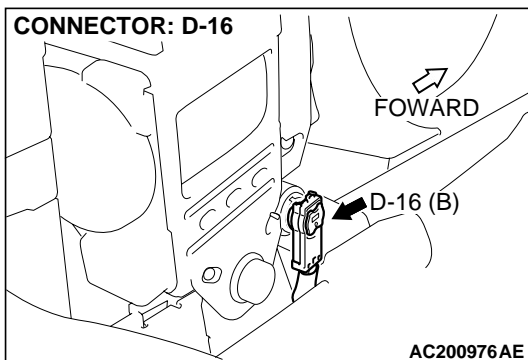
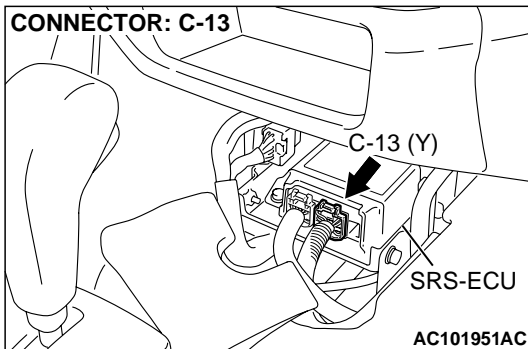
**Q: Is DTC 27 set?**

**YES :** Go to Step 2.

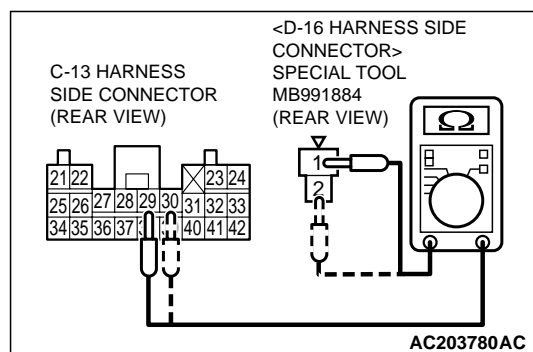
**NO :** Replace the driver's seat belt pre-tensioner. (Refer to [P.52Ba-40.](#)) Then go to Step 3.

**STEP 2. Check the harness for open circuit between SRS-ECU connector C-13 (terminal No.29 and 30) and the driver's seat belt pre-tensioner connector D-16 (terminal No.1 and 2).**

- (1) Disconnect SRS-ECU connector C-13 and driver's seat belt pre-tensioner connector D-16, and measure at the wiring harness side. For connector D-16, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



- (2) Connect D-16 harness connector to special tool MB991884.

**⚠ CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(3) Check for continuity between the following terminals.

C-13 connector    Special tool (MB991884)

30                      -                      2

29                      -                      1

It should be less than 2 ohms.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 27 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 3.

**NO :** Repair harness wires between SRS-ECU connector C-13 and driver's seat belt pre-tensioner connector D-16. Then go to Step 3.

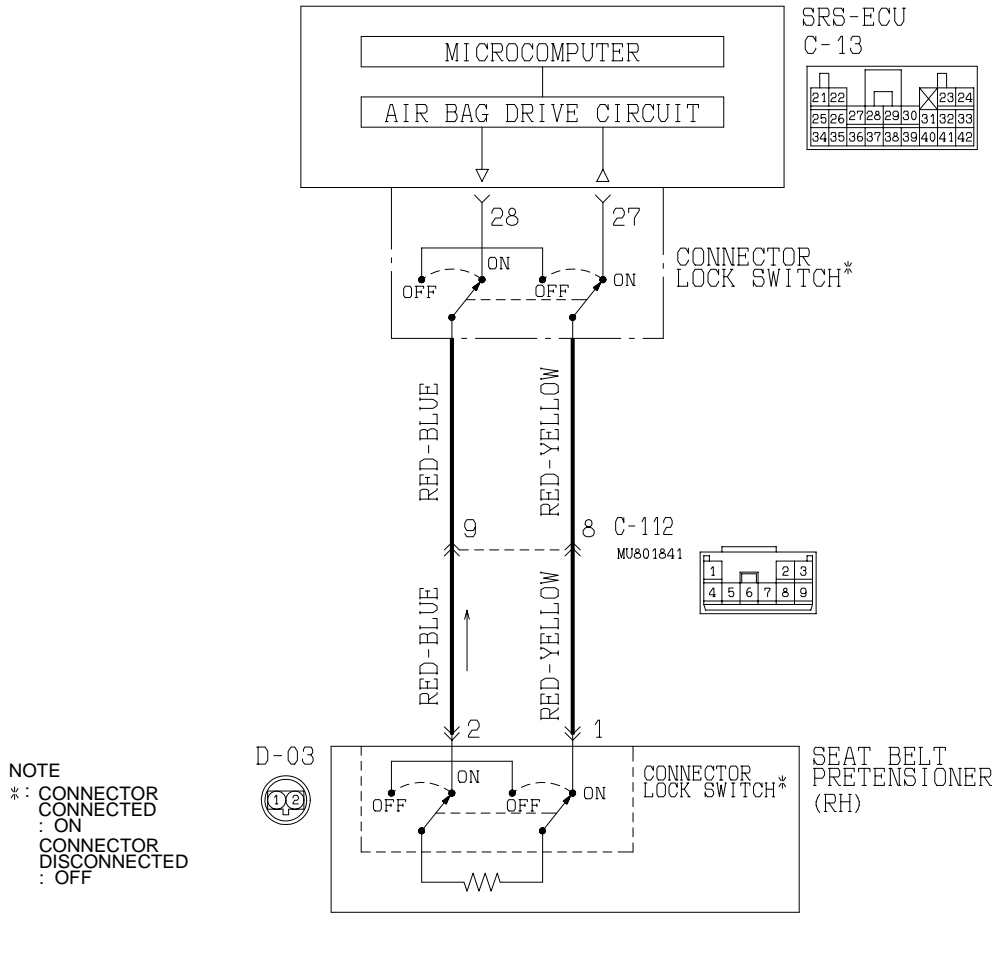
**STEP 3. Check the diagnostic trouble code.****Q: Is DTC 27 set?**

**YES :** Return to Step 1.

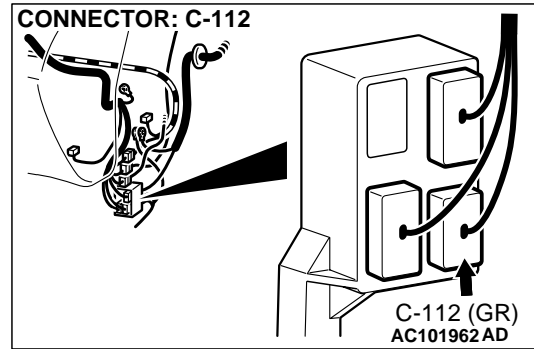
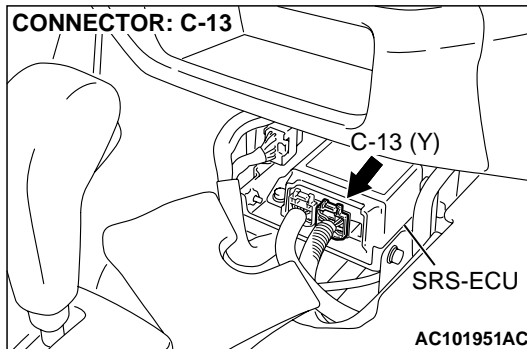
**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

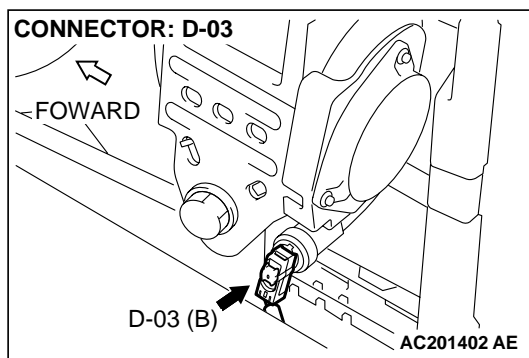
**DTC 28: Passenger's (Front) Seat Belt Pre-Tensioner (Squib) System Fault 1 (Short Circuit between Terminals of the Squib Circuit)**

**Passenger's (Front) Seat Belt Pre-tensioner (Squib)**



W3J04M08AA  
 AC202997AB



**CIRCUIT OPERATION**

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the passenger's seat belt pre-tensioner (squib).

**TROUBLESHOOTING HITS**

- Improper engaged connector or defective short bar\*
- Short circuit between the passenger's seat belt pre-tensioner (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: \*: The squib circuit connectors integrate a "short" bar (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the ground wire in the squib circuit when the connectors are disconnected). (Refer to P.52Ba-2.) Therefore, if connector C-13 or D-03 is damaged or improperly engaged, the short bar may not be released when the connector is connected.*

**DIAGNOSIS****Required Special Tools:**

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resister harness (For Pre-tensioner)

**STEP 1. Check the diagnostic trouble code.**

**Q: Is DTC 34 set?**

**YES :** Go to Step 2.

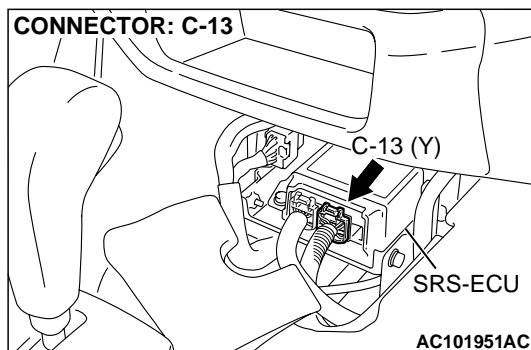
**NO :** Go to Step 3.

**STEP 2. Check the SRS-ECU connector C-13.**

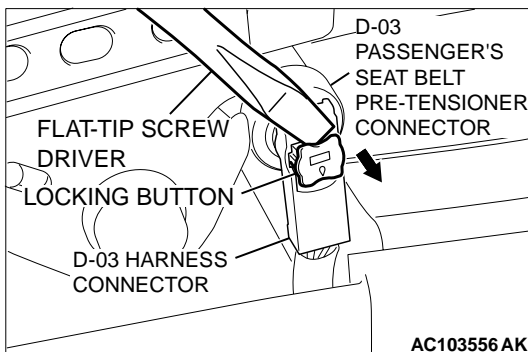
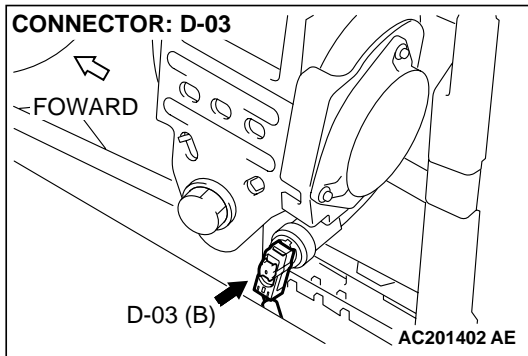
**Q: Is connector correctly engaged?**

**YES :** Go to Step 3.

**NO :** Engage the connector correctly. Then go to Step 7.







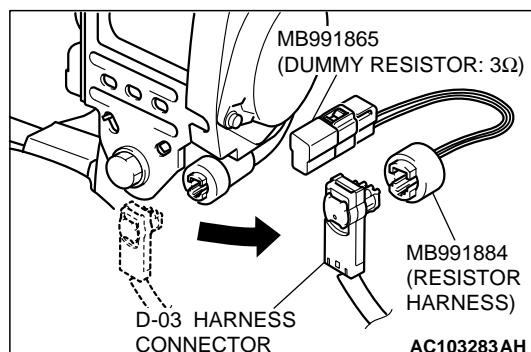
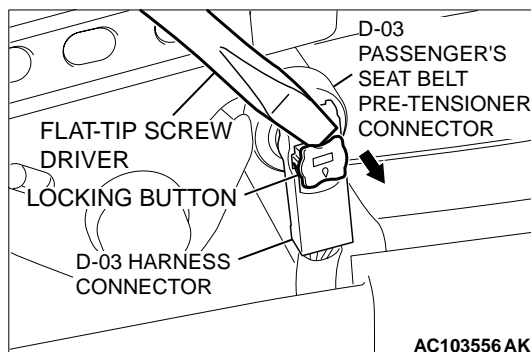
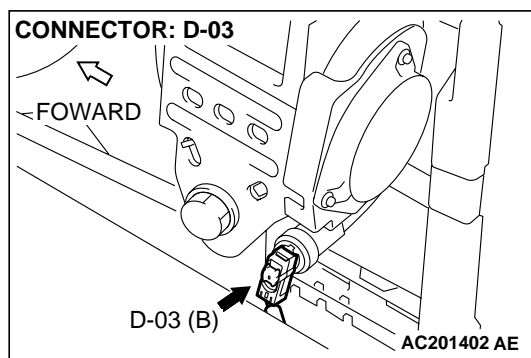
**STEP 3. Check SRS-ECU connector C-13 and passenger's seat belt pre-tensioner connector D-03.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect connectors C-13 and D-03, and then reconnect them.  
For connector D-03, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.
- (3) Connector the negative battery terminal.
- (4) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 28 set?**

**YES :** Go to Step 4.

**NO :** The procedure is complete. It is assumed that DTC 28 set as connector C-13 or D-03 was engaged improperly.

**STEP 4. Check the passenger's seat belt pre-tensioner.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect driver's seat belt pre-tensioner connector D-03. Use a flat-tipped screwdriver to pull out the locking button at the harness connector, and then disconnect the connector.

- (3) Connect special tool MB991865 to special tool MB991884.
- (4) Connect special tool MB991884 to the D-03 harness connector.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

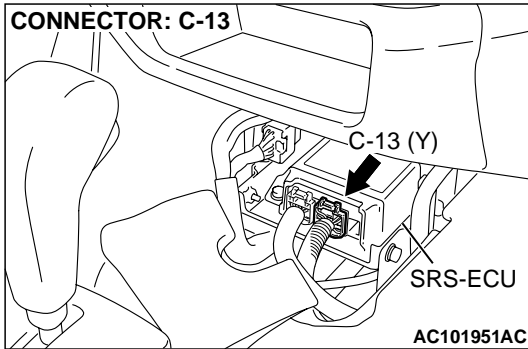
**Q: Is DTC 28 set?**

**YES** : Go to Step 5.

**NO** : Replace the passenger's seat belt pre-tensioner.  
(Refer to [P.52Ba-40.](#)) Then go to Step 7.

**STEP 5. Check the passenger's seat belt pre-tensioner circuit at the SRS-ECU connector C-13.**

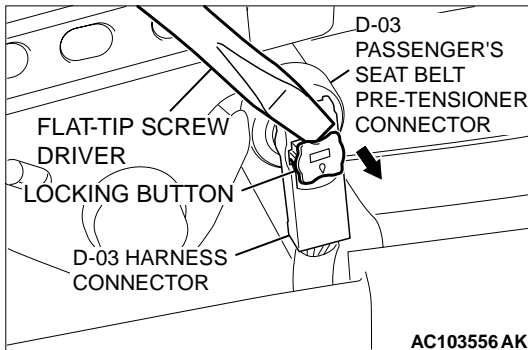
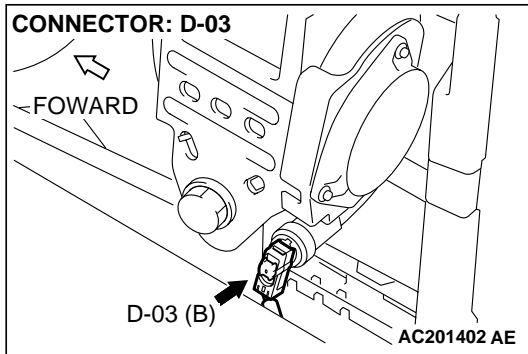
(1) Disconnect SRS-ECU connector C-13.



**⚠ DANGER**

**To prevent the air bag from deploying unintentionally, disconnect the passenger's seat belt pre-tensioner connector D-03 to short the squib circuit.**

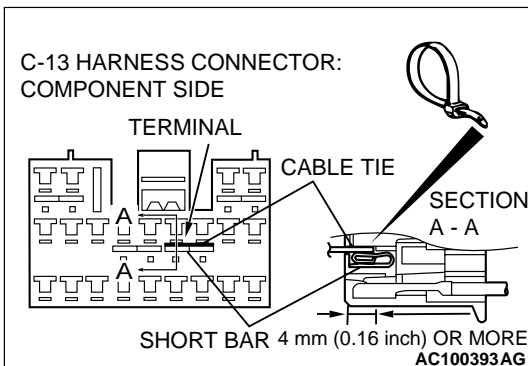
(2) Disconnect driver's seat belt pre-tensioner connector D-03. Use a flat-tipped screwdriver to pull out the locking button at the harness connector, and then disconnect the connector.

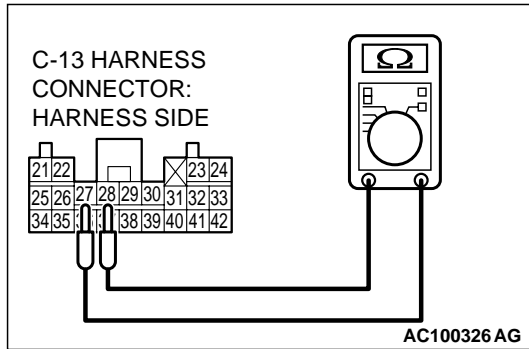


**⚠ CAUTION**

**Insert an insulator such as a cable tie to a depth of 4mm (0.16 inch) or more, otherwise the short bar will not be released.**

(3) Insert a cable tie [3 mm (0.12 inch) wide, 0.5 mm (0.02 inch) thick] between terminals 27, 28 and the short bar to release the short bar.



**⚠ CAUTION**

Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (4) Check for continuity between C-13 harness connector terminals 27 and 28.  
It should be open circuit.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 28 sets, replace the SRS-ECU. (Refer to [P.52Ba-25](#)). Then go to Step 7.

**NO :** Go to Step 6.

**STEP 6. Check the harness for short circuit between SRS-ECU connector C-13 (terminal No. 27 and 28) and passenger's seat belt pre-tensioner connector D-03 (terminal No.1 and 2).**

*NOTE: After inspecting intermediate connector C-112, inspect the wiring harness.*

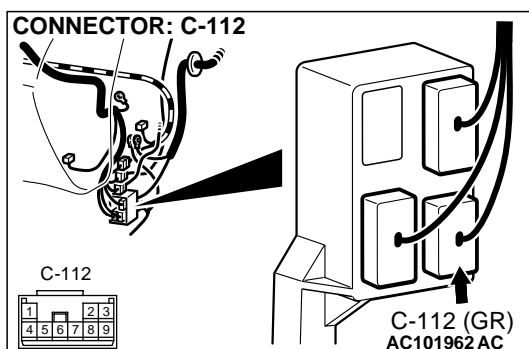
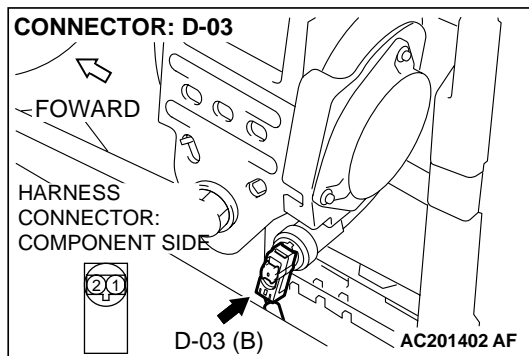
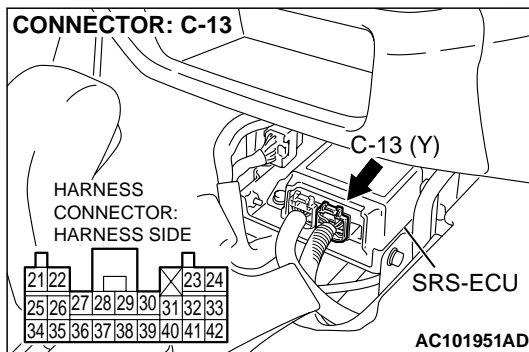
*If the intermediate connector C-112 is damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#).*

Go to Step 7.

**Q: Are harness wires between SRS-ECU connector C-13 (terminal No. 27 and 28) connector and passenger's seat belt pre-tensioner connector D-03 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 7.

**NO :** Repair the harness wires between SRS-ECU connector C-13 and passenger's seat belt pre-tensioner connector D-03. Then go to Step 7.



**STEP 7. Check the diagnostic trouble code DTC.**

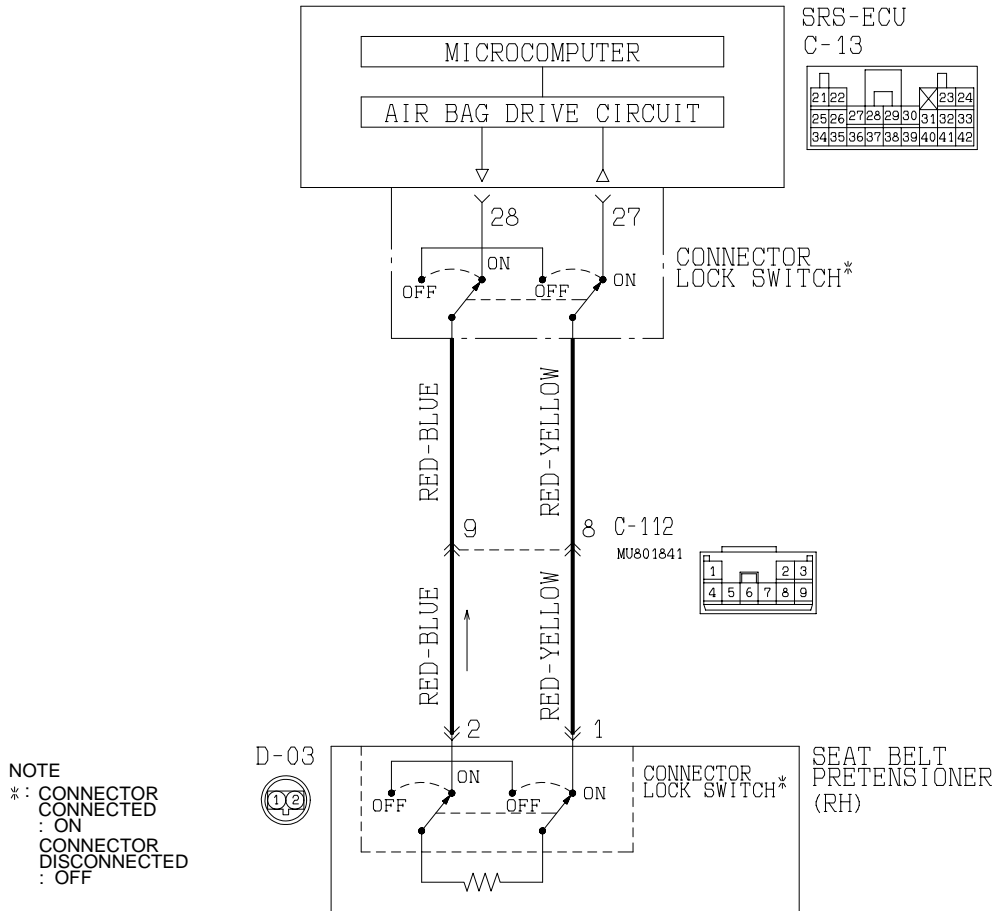
**Q: Is DTC 28 set?**

**YES :** Return to Step 1.

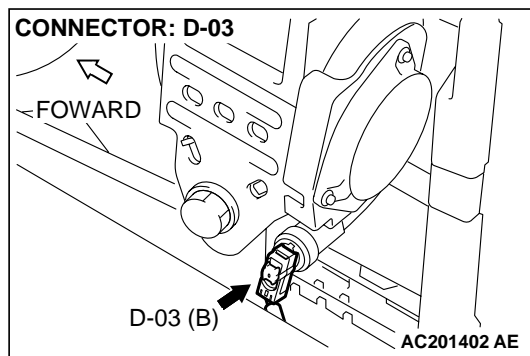
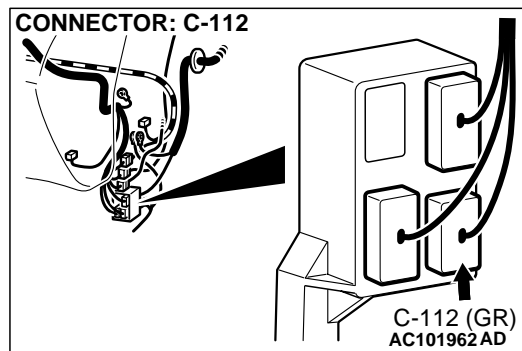
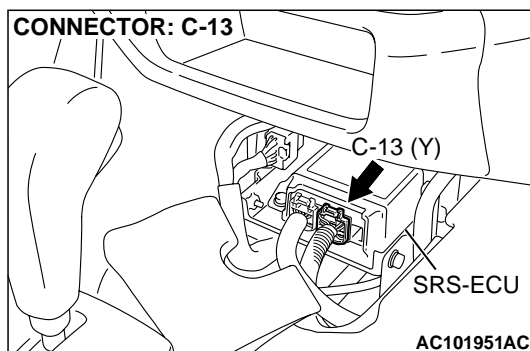
**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**DTC 29: Passenger's (Front) Seat Belt Pre-Tensioner (Squib) System Fault 2 (Open in the Squib Circuit)**

**Passenger's (Front) Seat Belt Pre-tensioner (Squib)**



W3J04M08AA  
 AC202997AB



### CIRCUIT OPERATION

The SRS-ECU judges how severe a collision is by detecting signals from the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

### DTC SET CONDITIONS

This DTC is set if there is abnormal resistance between the input terminals of the passenger's seat belt pre-tensioner (squib).

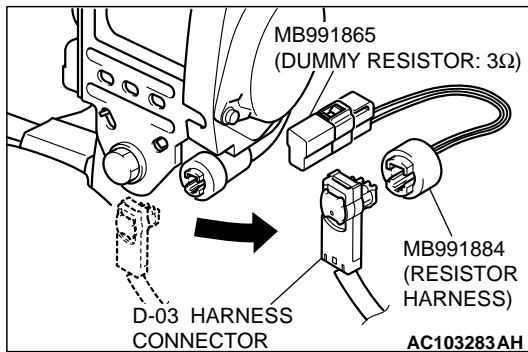
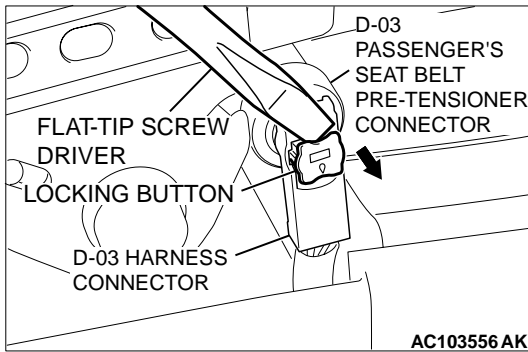
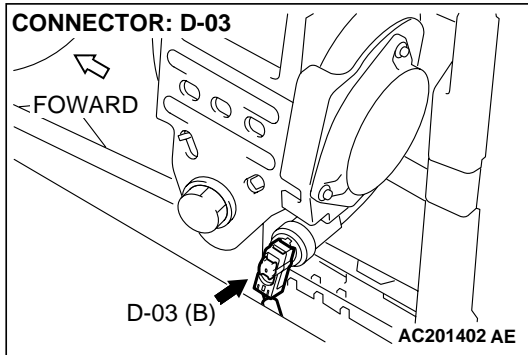
### TROUBLESHOOTING HITS

- Open circuit in the passenger's seat belt pre-tensioner (squib) circuit
- Improper connector contact
- Malfunction of the SRS-ECU

### DIAGNOSIS

#### Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resister
- MB991866: Resister harness (For Pre-tensioner)



**STEP 1. Check the passenger's seat belt pre-tensioner.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect driver's seat belt pre-tensioner connector D-03.  
Use a flat-tipped screwdriver to pull out the locking button at the harness connector, and then disconnect the connector.

- (3) Connect special tool MB991865 to special tool MB991884.
- (4) Connect special tool MB991884 to the D-03 harness connector.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

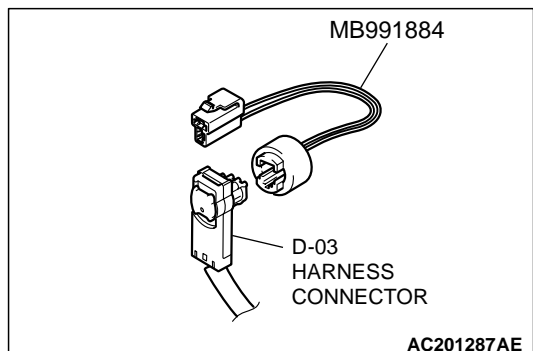
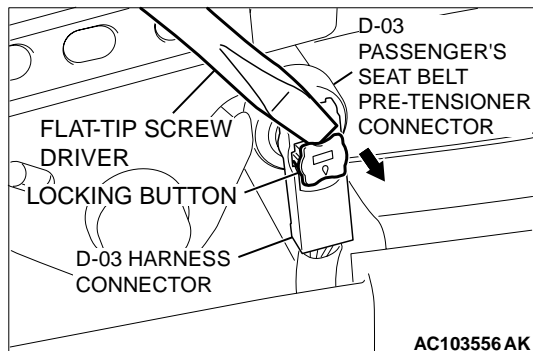
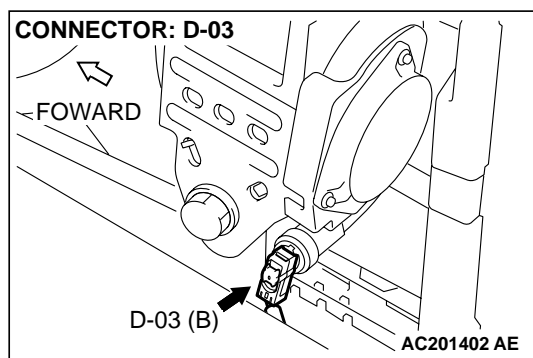
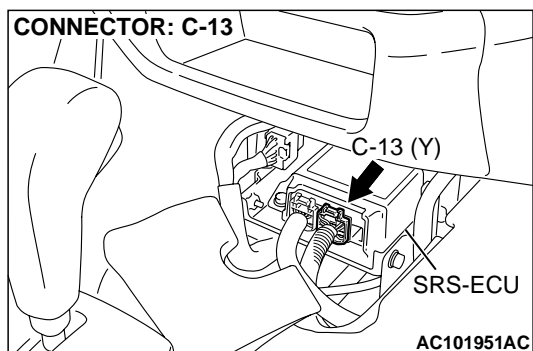
**Q: Is DTC 29 set?**

**YES :** Go to Step 2.

**NO :** Replace the passenger's seat belt pre-tensioner.  
(Refer to [P.52Ba-40.](#)) Then go to Step 3.

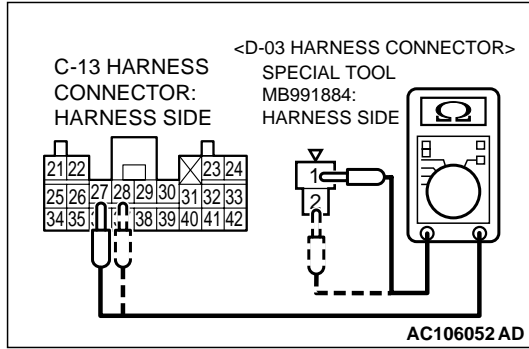
**STEP 2. Check the harness for open circuit between SRS-ECU connector C-13 (terminal No.27 and 28) and the passenger's seat belt pre-tensioner connector D-03 (terminal No.1 and 2).**

- (1) Disconnect SRS-ECU connector C-13 and driver's seat belt pre-tensioner connector D-03, and measure at the wiring harness side. For connector D-03, use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.



- (2) Connect D-03 harness connector to special tool MB991884.





**⚠ CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(3) Check for continuity between the following terminals.

C-13 connector    D-03 connector

27                    -                    1

28                    -                    2

It should be less than 2 ohms.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 29 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 3.

**NO :** Repair the harness wires between SRS-ECU connector C-13 passenger's seat belt pre-tensioner connector D-03. Then go to Step 3.

**STEP 3. Check the diagnostic trouble code.**

**Q: Is DTC 29 set?**

**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**DTC 34: Connector Lock System Detects Connector Unlocked**

**DTC SET CONDITIONS**

This DTC is set if a poor connection at the SRS-ECU is detected. However, if the vehicle condition returns to normal, DTC number 34 will be automatically erased, and the SRS warning light will go out.

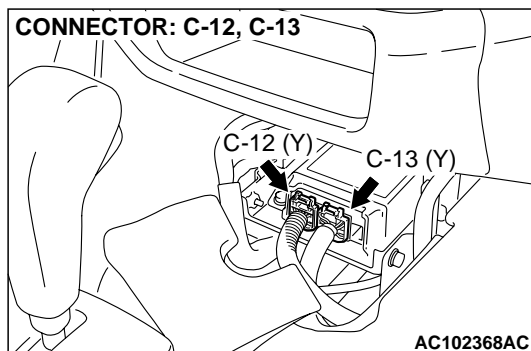
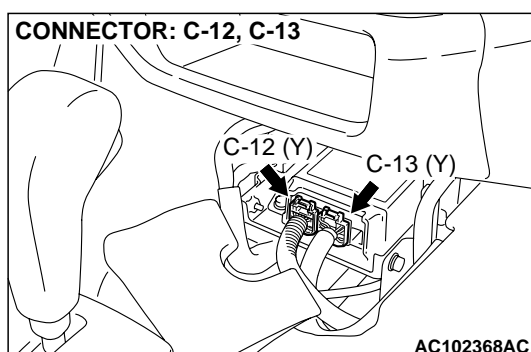
**TROUBLESHOOTING HINTS**

- Damaged connectors
- Malfunction of the SRS-ECU

**DIAGNOSIS**

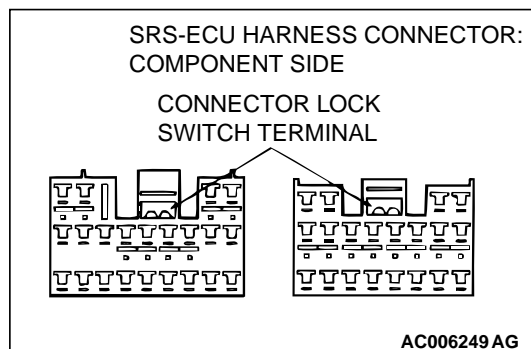
**Required Special Tool:**

- MB991502: Scan Tool (MUT-II)

**STEP 1. Check the SRS-ECU connector C-12, C-13.****Q: Are connectors correctly engaged?****YES :** Go to Step 2.**NO :** Engage the connectors correctly. Then go to Step 3.**STEP 2. Check SRS-ECU connector C-12, C-13 for damage.**

(1) Disconnect SRS-ECU connectors C-12 and C-13.

(2) Check the connector lock switch terminal inside the harness side connector for improper contact or deformation.

**Q: Are the SRS-ECU connector C-12, C-13 in good condition?****YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 34 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 3.**NO :** Repair or replace the SRS-ECU connector C-12, C-13. (Refer to GROUP 00E, Harness Connector Inspection [P.00E-2.](#)) Then go to Step 3.**STEP 3. Check the diagnostic trouble code.****Q: Is DTC 34 set?****YES :** There is no action to be taken.**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

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**DTC 35: SRS-ECU Air Bag Condition Monitor Detects Deployed Air Bag**

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**DTC SET CONDITIONS**

This DTC is set after the air bag has deployed. If this DTC is set before the air bag has deployed, the cause is probably a malfunction inside the SRS-ECU.

**TROUBLESHOOTING HINTS**

Malfunction of the SRS-ECU

**DIAGNOSIS**

**Required Special Tool:**

- MB991502: Scan Tool (MUT-II)

Replace the SRS-ECU. (Refer to [P.52Ba-25.](#))

Check the diagnostic trouble code.

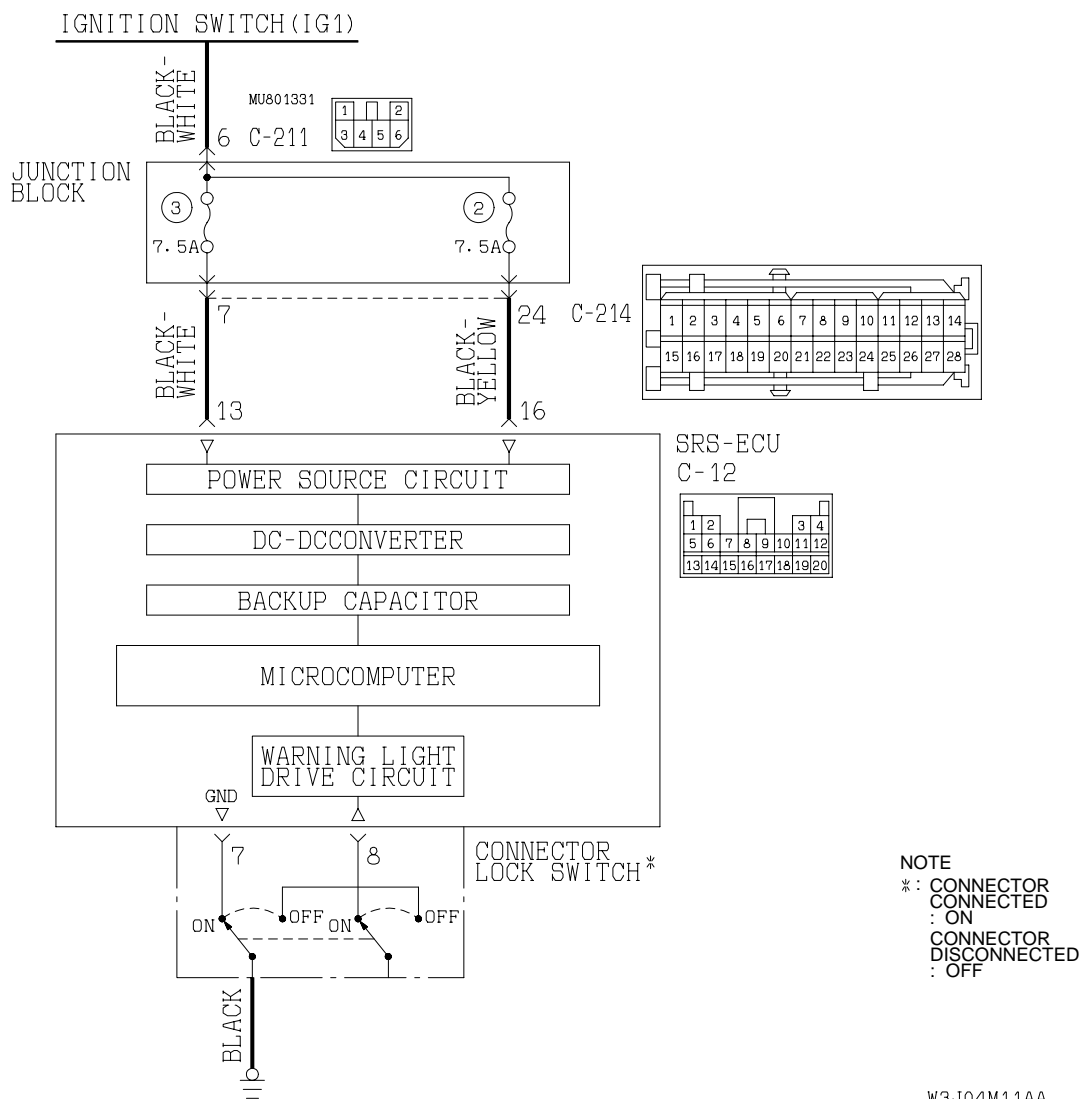
**Q: Is DTC 35 set?**

**YES** : There is no action to be taken.

**NO** : The procedure is complete.

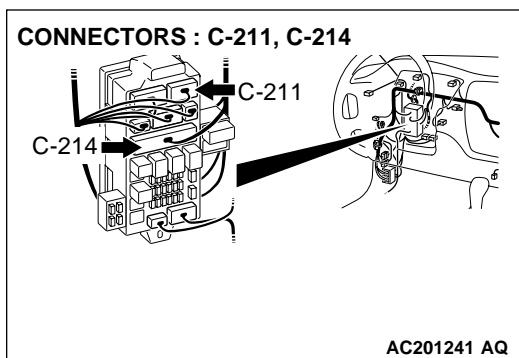
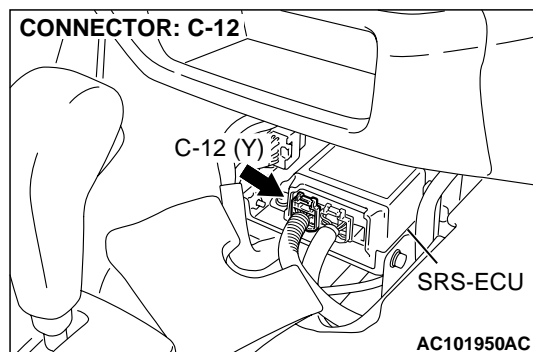
## DTC 41: IG1 Power Supply Circuit System (Fuse No.2 Circuit)

## IG1 Power Supply Circuit System (Fuse No.2 Circuit)



W3J04M11AA

AC203000 AB



**CIRCUIT OPERATION**

- The SRS-ECU is powered from the ignition switch (IG1).
- The SRS-ECU power is supplied from two circuits. Even if one circuit is shut off, the air bag can inflate.

**DTC SET CONDITIONS**

This DTC is set if the voltage between the IG1 terminals (fuse No.2 circuit) and ground is lower than a predetermined value for a continuous period of five second or more. However, if the vehicle condition returns to normal, DTC number 41 will be automatically erased, and the SRS warning light will switch off.

**TROUBLESHOOTING HINTS**

- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU

**DIAGNOSIS**

**Required Special Tools:**

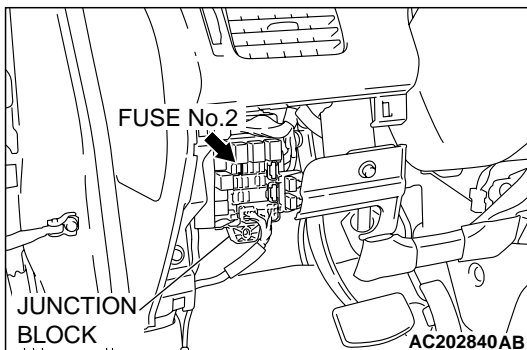
- MB991502: Scan Tool (MUT-II)
- MB991223 (MB991222): Harness set (Probe)

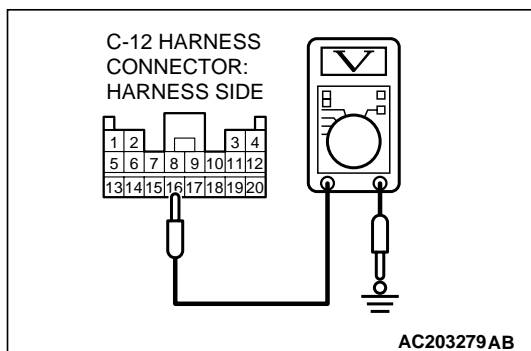
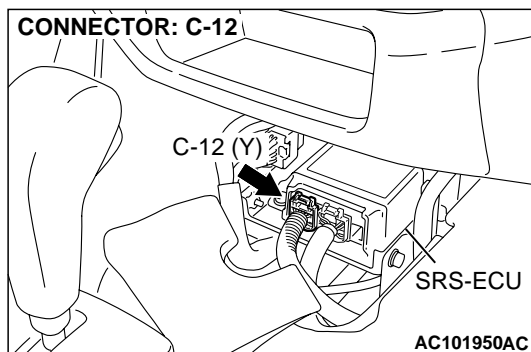
**STEP 1. Check junction block fuses number 2.**

**Q: Is the fuse burned out?**

**YES** : Go to Step 4.

**NO** : Go to Step 2.



**STEP 2. Check the power supply circuit for open circuit at the SRS-ECU connector C-12.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect SRS-ECU connector C-12.
- (3) Connect the negative battery terminal.
- (4) Turn the ignition switch to the "ON" position.

**CAUTION**

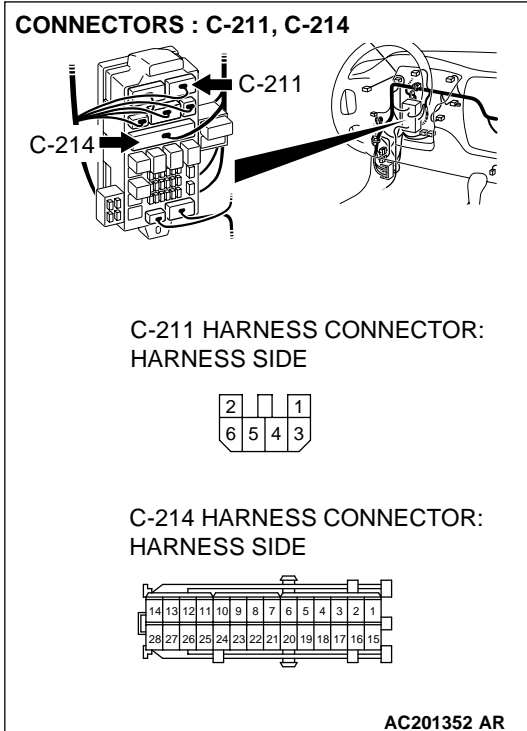
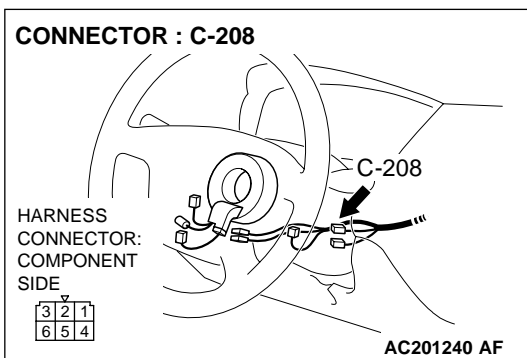
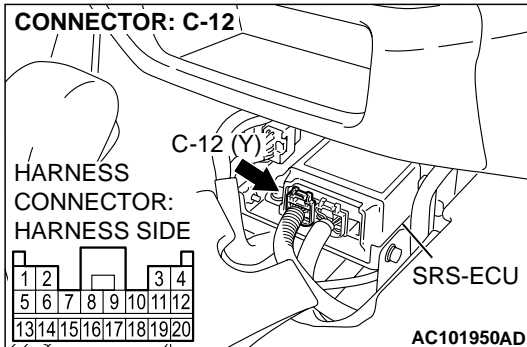
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (5) Measure the voltage between C-12 harness connector terminal 16 and body ground.  
Voltage should measure 9 volts or more.

**Q: Is the measured voltage within the specified range?**

**YES** : Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 41 sets, replace the SRS-ECU. (Refer to [P.52Ba-25](#).) Then go to Step 10.

**NO** : Go to Step 3.



**STEP 3. Check the harness for open circuit between SRS-ECU connector C-12 (terminal No.16) and the ignition switch connector C-208 (terminal No.2).**

*NOTE: After inspecting intermediate connectors C-214 and C-211, inspect the wiring harness. If intermediate connectors are damaged, repair or replace them. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). Then go to Step 10.*

**Q: Is harness between SRS-ECU connector C-12 (terminal No.16) and the ignition switch connector C-208 (terminal No.2) in good condition?**

**YES :** Go to Step 10.

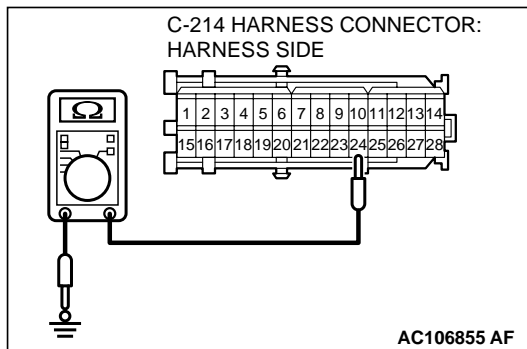
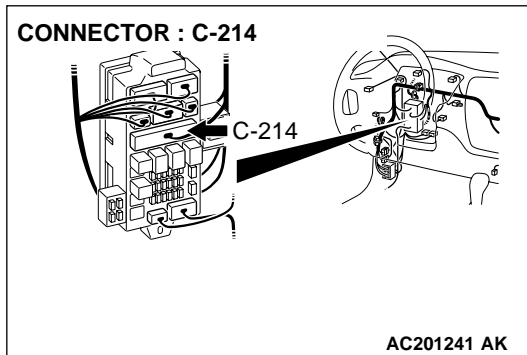
**NO :** Repair the harness wire between SRS-ECU connector C-12 and the ignition switch connector C-208. Then go to Step 10.

**STEP 4. Check a burned-out fuse.**

- (1) Replace the fuse.
- (2) Turn the ignition switch to the "ON" position, wait for at least one minute and then turn the ignition switch to the "LOCK" (OFF) position.
- (3) Check the fuse.

**Q: Is the fuse in good condition?****YES** : Go to Step 10.**NO** : Go to Step 5.**STEP 5. Check the SRS-ECU power supply circuit for short circuit to ground at the junction block connector C-214.**

- (1) Disconnect junction block connector C-214, and measure at the wiring harness side.

**⚠ CAUTION**

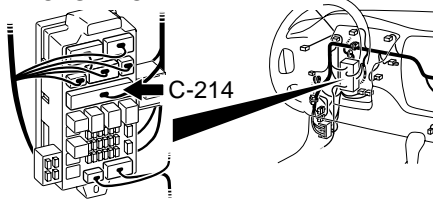
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (2) Check for continuity between terminal 24 and body ground.  
It should be open circuit.

**Q: Does continuity exist?****YES** : Go to Step 6.**NO** : Go to Step 8.

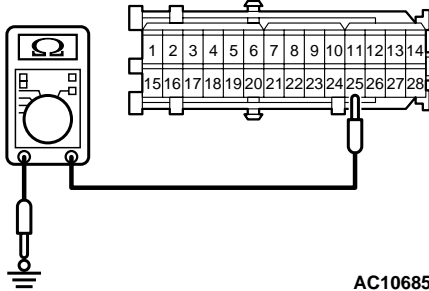


CONNECTOR : C-214



AC201241 AK

C-214 HARNESS CONNECTOR:  
HARNESS SIDE



AC106854 AF

**STEP 6. Check the fuse number 2-related circuit at junction block connector C-205.**

- (1) Disconnect junction block connector C-214, and measure at the wiring harness side.

**CAUTION**

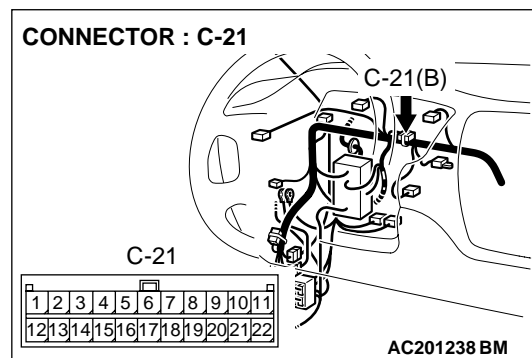
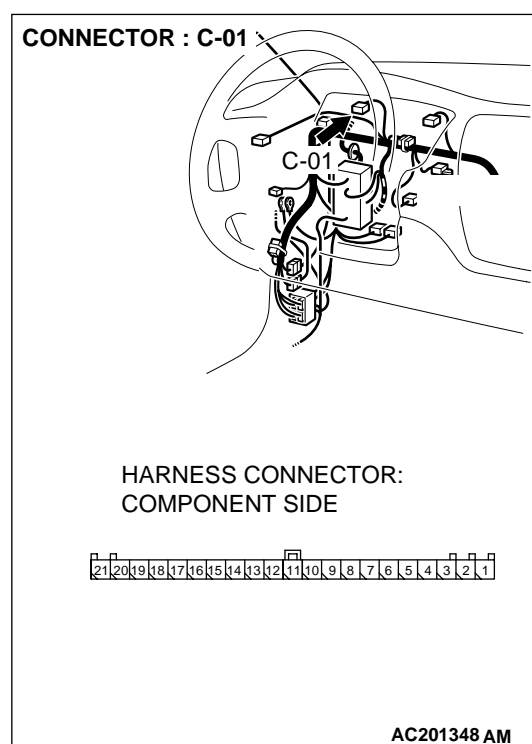
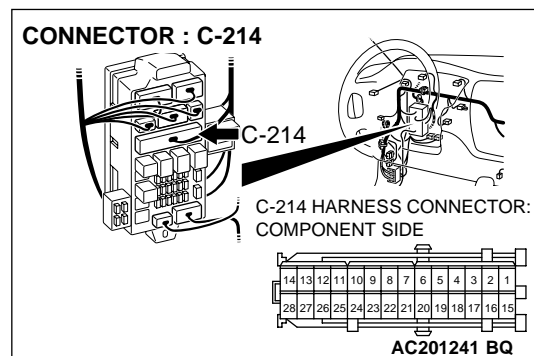
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (2) Check for continuity between C-214 harness connector terminal 25 and body ground.  
It should be open circuit.

**Q: Does continuity exist?**

**YES :** Check the other circuit, which flows through multi-purpose fuse number 2.

**NO :** Go to Step 7.



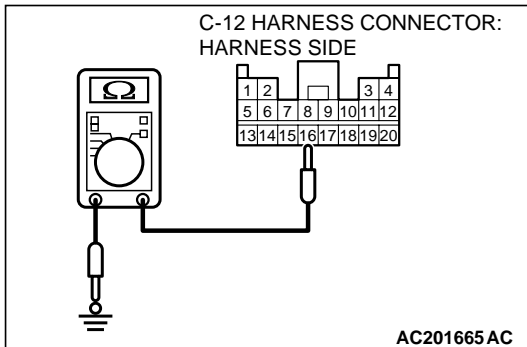
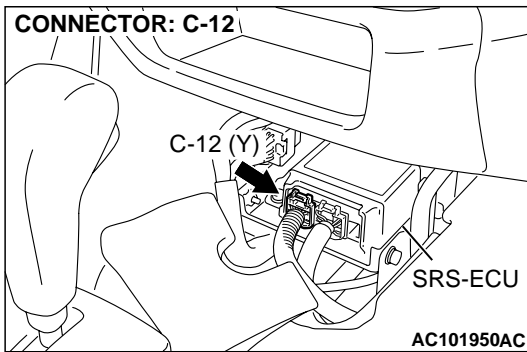
**STEP 7. Check the harness for short circuit to ground between junction block connector C-214 (terminal No.25) and combination meter connector C-01 (terminal No.9).**

*NOTE: After inspecting intermediate connector C-21, inspect the wiring harness. If intermediate connectors are damaged, repair or replace them. Refer to GROUP 00E, Harness Connector Inspection P.00E-2. Then go to Step 10.*

**Q: Is the harness wire between junction block connector C-214 (terminal No.25) and combination meter connector C-01 (terminal No.9) in good condition?**

**YES :** Go to Step 10.

**NO :** Repair the harness wire between junction block connector C-214 and combination meter connector C-01. Then go to Step 10.



**STEP 8. Check the power supply circuit for short circuit to ground at the SRS-ECU connector C-12.**

- (1) Disconnect SRS-ECU connector C-12, and measure at the wiring harness side.

**⚠ CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (2) Check for continuity between terminal 16 and body ground. It should be open circuit.

**Q: Is the circuit normal?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 41 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 10.

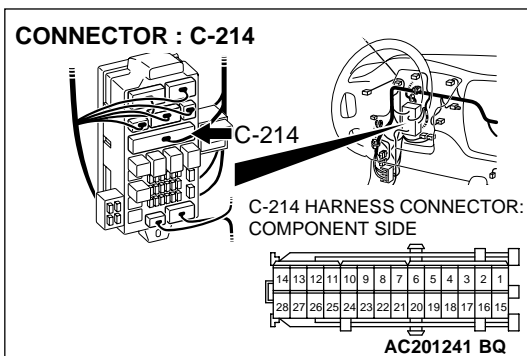
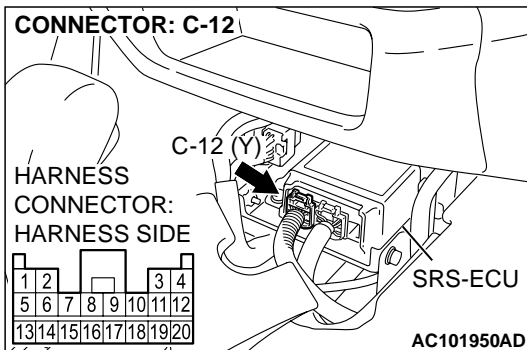
**NO :** Go to Step 9.

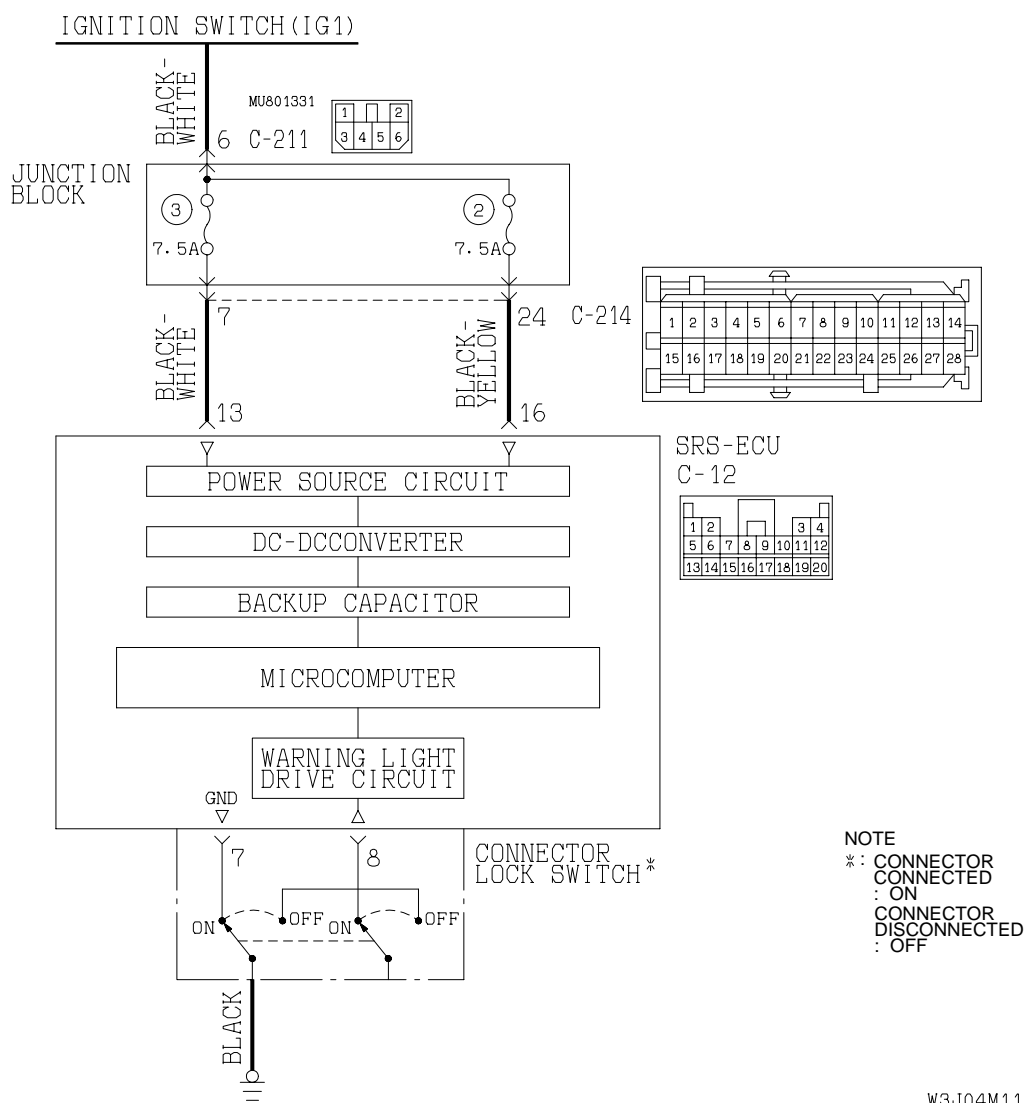
**STEP 9. Check the harness for short circuit to ground between SRS-ECU connector C-12 (terminal No.16) and junction block connector C-214 (terminal No.24).**

**Q: Are harness wire between SRS-ECU connector C-12 (terminal No.16) and junction block connector C-214 (terminal No.24) in good condition?**

**YES :** Go to Step 10.

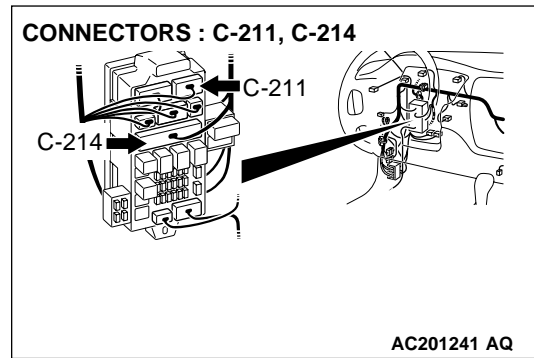
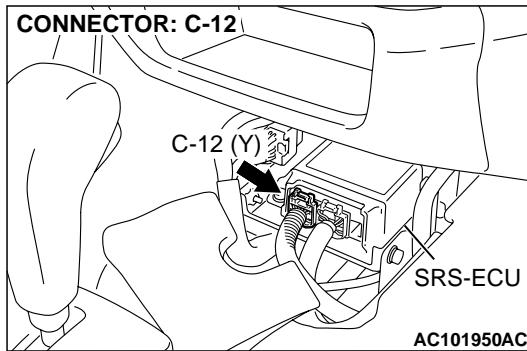
**NO :** Repair the harness wires between SRS-ECU connector C-12 and junction block connector C-214. Then go to Step 10.



**STEP 10. Check the diagnostic trouble code.****Q: Is DTC 41 set?****YES :** Return to Step 1.**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction P.00-6.)**DTC 42: IG1 Power Supply Circuit System (Fuse No.3 Circuit)****IG1 Power Supply Circuit System (Fuse No.3 Circuit)**

W3J04M11AA

AC203000 AC



### CIRCUIT OPERATION

- The SRS-ECU is powered from the ignition switch (IG1).
- The SRS-ECU power is supplied from two circuits. Even if one circuit is shut off, the air bag can inflate.

### DTC SET CONDITIONS

This DTC is set if the voltage between the IG1 terminals (fuse No.3 circuit) and ground is lower than a predetermined value for a continuous period of five second or more. However, if the vehicle condition returns to normal, DTC number 42 will be automatically erased, and the SRS warning light will switch off.

### TROUBLESHOOTING HINTS

- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU

### DIAGNOSIS

#### Required Special Tools:

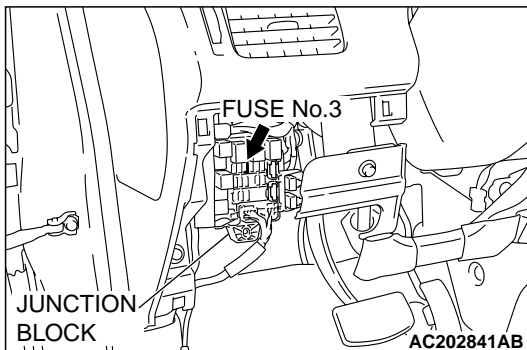
- MB991502: Scan Tool (MUT-II)
- MB991223 (MB991222): Harness set (Probe)

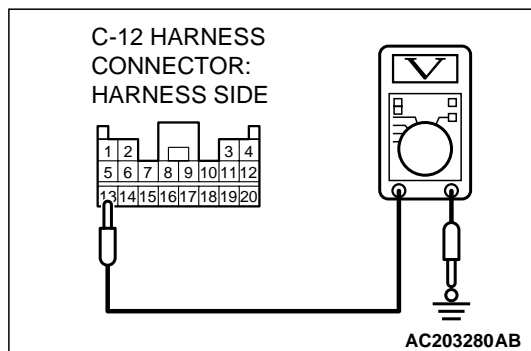
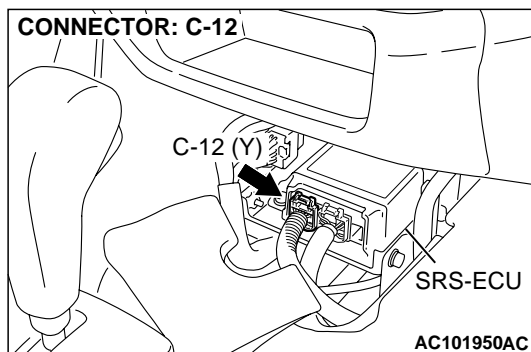
#### STEP 1. Check junction block fuse number 3.

#### Q: Is the fuse burned out?

**YES** : Go to Step 4.

**NO** : Go to Step 2.



**STEP 2. Check the power supply circuit harness for open circuit at the SRS-ECU connector C-12.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect SRS-ECU connector C-12.
- (3) Connect the negative battery terminal.
- (4) Turn the ignition switch to the "ON" position.

**CAUTION**

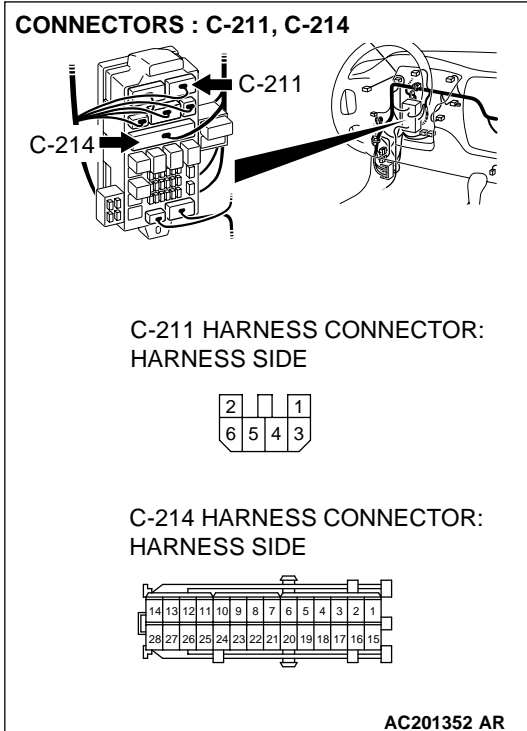
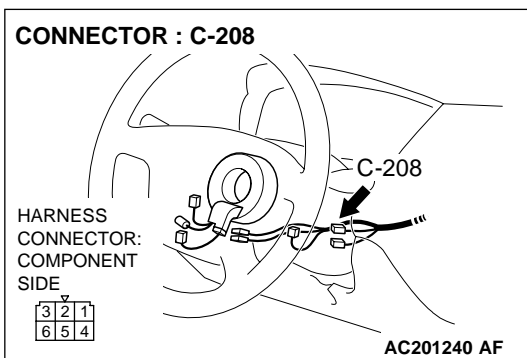
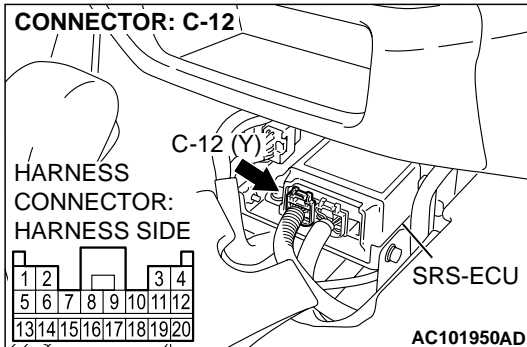
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (5) Measure the voltage between C-12 harness connector terminal 13 and body ground.  
Voltage should measure 9 volts or more.

**Q: Is the measured voltage within the specified range?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 42 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 8.

**NO :** Go to Step 3.



**STEP 3. Check the harness for open circuit between SRS-ECU connector C-12 (terminal No.13) and the ignition switch connector C-208 (terminal No.2).**

*NOTE: After inspecting intermediate connectors C-214 and C-211, inspect the wiring harness. If intermediate connectors are damaged, repair or replace them. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). Then go to Step 8.*

**Q: Is the harness wire between SRS-ECU connector C-12 (terminal No.13) and the ignition switch connector C-208 (terminal No.2) in good condition?**

**YES :** Go to Step 8.

**NO :** Repair the harness wire between SRS-ECU connector C-12 and the ignition switch connector C-208. Then go to Step 8.

**STEP 4. Check a burned-out fuse.**

- (1) Replace the fuse.
- (2) Turn the ignition switch to the "ON" position, wait for at least one minute and then turn the ignition switch to the "LOCK" (OFF) position.
- (3) Check the fuse.

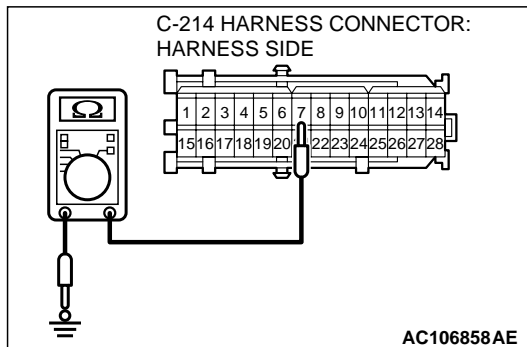
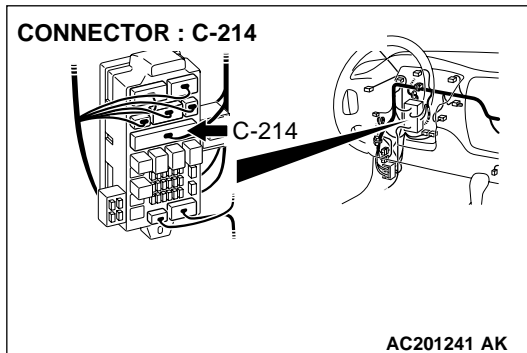
**Q: Is the fuse in good condition?**

**YES :** Go to Step 8.

**NO :** Go to Step 5.

**STEP 5. Check the SRS-ECU power supply circuit for short circuit to ground at the junction block connector C-214.**

- (1) Disconnect junction block connector C-214, and measure at the wiring harness side.

**CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

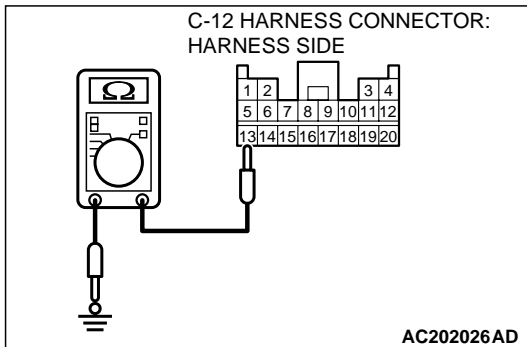
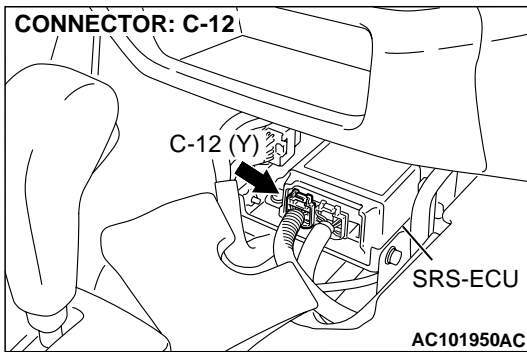
- (2) Check for continuity between C-214 harness connector terminal 7 and body ground.  
It should be open circuit.

**Q: Does continuity exist?**

**YES :** Check the other circuit, which flows through fuse number 3.

**NO :** Go to Step 6.





**STEP 6. Check the power supply circuit for short circuit to ground at the SRS-ECU connector C-12.**

- (1) Disconnect SRS-ECU connector C-12, and measure at the wiring harness side.

**⚠ CAUTION**

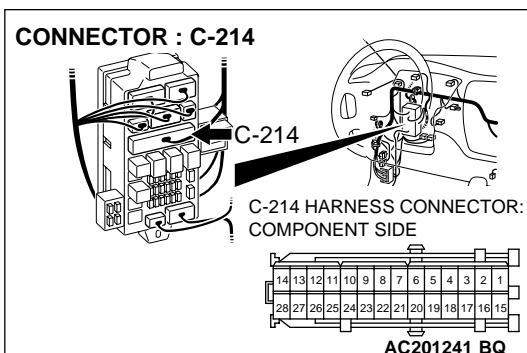
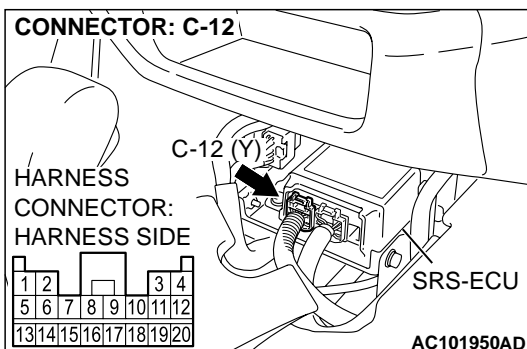
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (2) Check for continuity between C-12 harness connector terminal 13 and body ground.  
It should be open circuit.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 42 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 8.

**NO :** Go to Step 7.



**STEP 7. Check the harness for short circuit to ground between SRS-ECU connector C-12 (terminal No.13) and junction block connector C-214 (terminal No.7).**

**Q: Is the harness wire between SRS-ECU connector C-12 (terminal No.13) and junction block connector C-214 (terminal No.7) in good condition?**

**YES :** Go to Step 8.

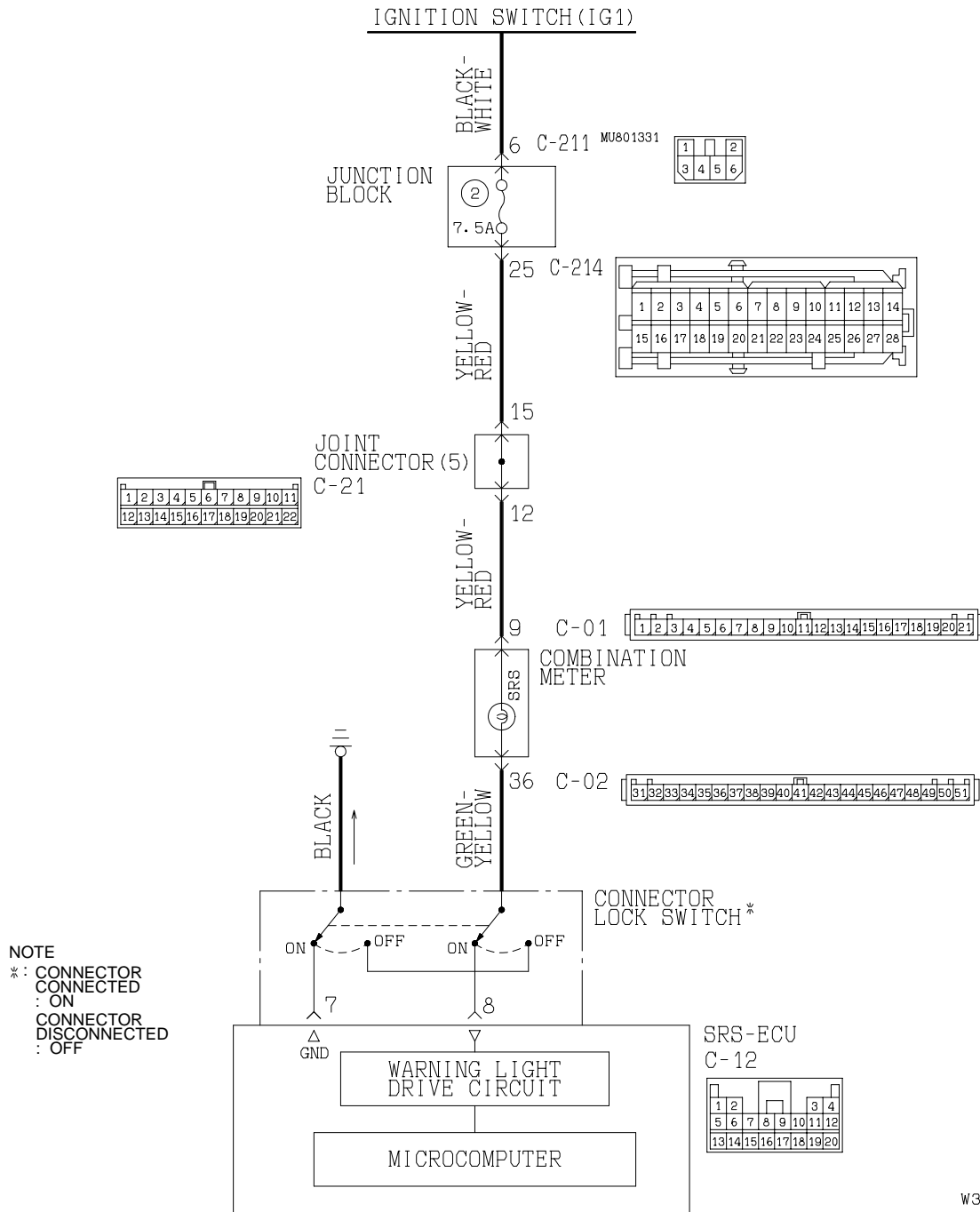
**NO :** Repair the harness wire between SRS-ECU connector C-12 and junction block connector C-214.  
Then go to Step 8.

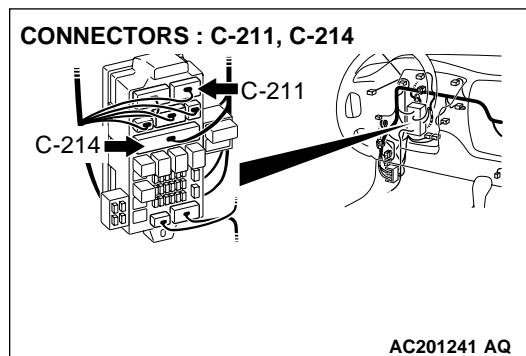
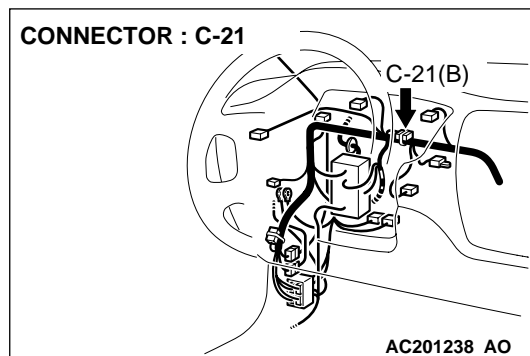
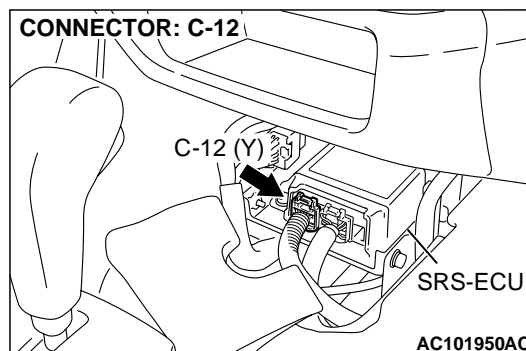
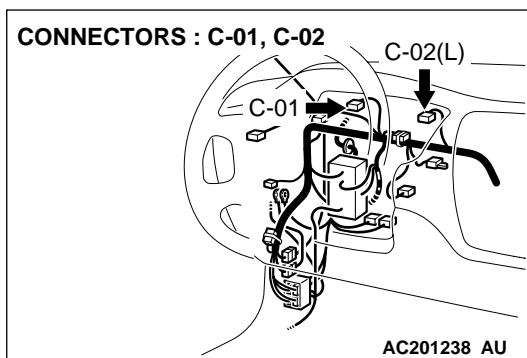
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**STEP 8. Check the diagnostic trouble code.****Q: Is DTC 42 set?****YES :** Return to Step 1.**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**DTC 43: SRS Warning Light Drive Circuit System Fault 1 (Light does not illuminate.)**

**SRS Warning Light Drive Circuit**





### CIRCUIT OPERATION

- Power for the SRS warning light is supplied from the ignition switch (IG1).
- The SRS warning light illuminates when the ignition switch is turned to the "ON" position and goes out after approximately seven seconds if there is not a malfunction in the SRS system.

### DTC SET CONDITIONS

This DTC is set when an open circuit is detected for a continuous period of five seconds while the SRS-ECU is monitoring the SRS warning light and the light is OFF. (transistor OFF.) However, if the vehicle condition returns to normal, DTC 43 will be automatically erased, and the SRS warning light will go out.

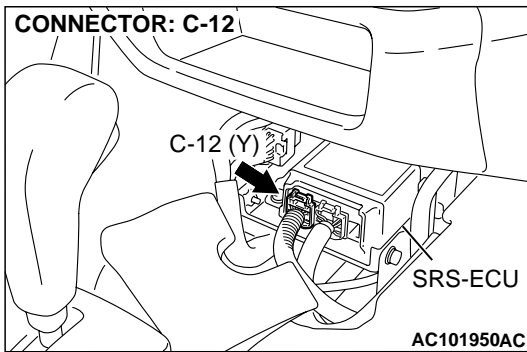
### TROUBLESHOOTING HINTS

- Damaged wiring harnesses or connectors
- Blown bulb
- Malfunction of the SRS-ECU
- Malfunction of the combination meter

### DIAGNOSIS

#### Required Special Tool:

- MB991502: Scan Tool (MUT-II)



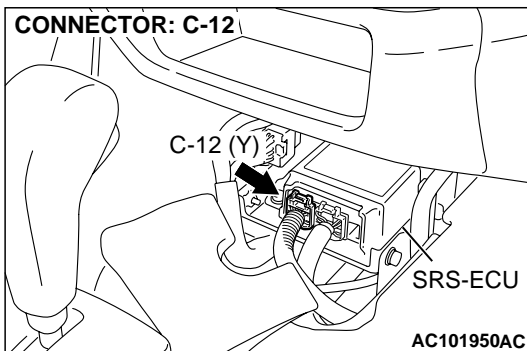
**STEP 1. Check the SRS warning light.**

- (1) Connect the negative battery terminal.
- (2) Disconnect the SRS-ECU connector C-12.
- (3) Turn the ignition switch to the "ON" position.

**Q: Does the warning light illuminate?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 43 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 6.

**NO :** Go to Step 2.



**STEP 2. Check the ground line at the SRS-ECU connector C-12.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect SRS-ECU connector C-12.

**⚠ CAUTION**

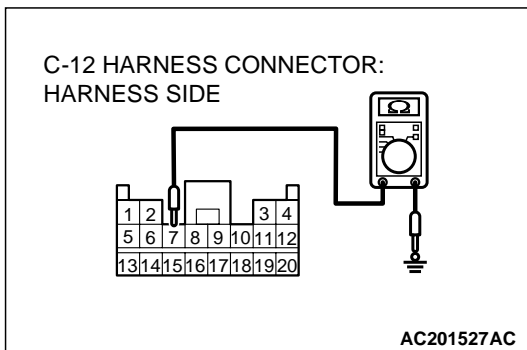
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (3) Check for continuity between C-12 harness connector terminal 7 and ground. It should be less than 2 ohms.

**Q: Does continuity exist?**

**YES :** Go to Step 3.

**NO :** Go to Step 5.

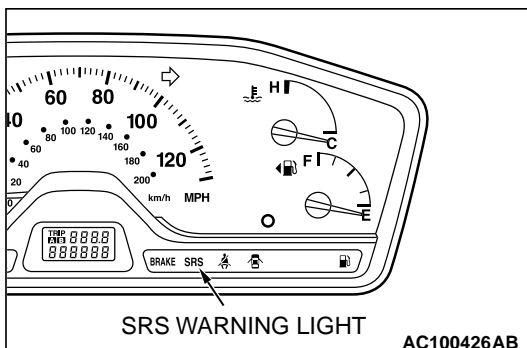


**STEP 3. Check the SRS warning light bulb.**

**Q: Has the SRS warning light bulb blown?**

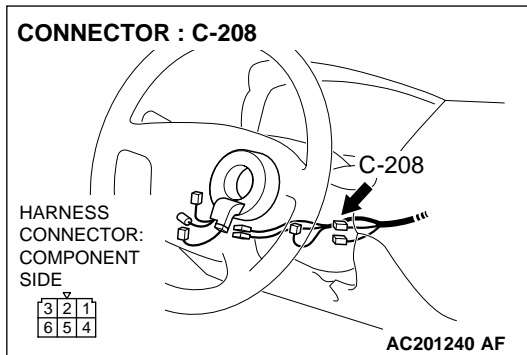
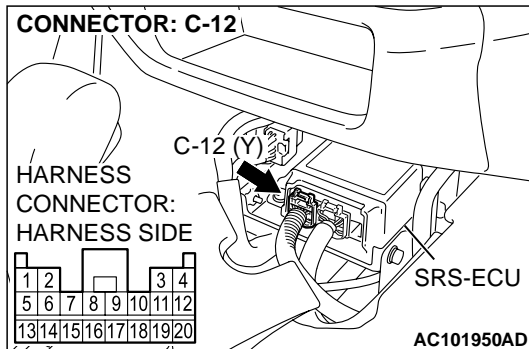
**YES :** Replace the SRS warning light bulb. Then go to Step 6.

**NO :** Go to Step 4.

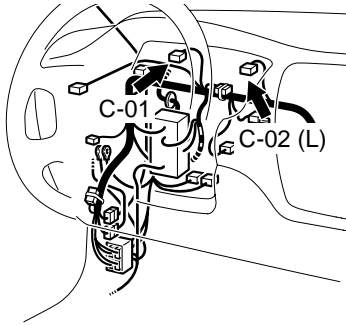


**STEP 4. Check the harness for open circuit between ignition switch connector C-208 (terminal No.2) and combination meter connector C-01 (terminal No.9), and between combination meter connector C-02 (terminal No.36) and SRS-ECU connector C-12 (terminal No.8).**

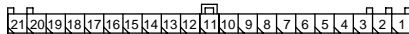
*NOTE: After inspecting intermediate connectors C-02, C-01, C-21, C-214, C-211 inspect the wiring harness. If intermediate connectors C-02, C-01, C-21, C-214, C-211 are damaged, repair or replace them. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#). Then go to Step 5.*



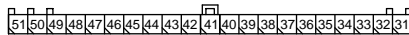
**CONNECTORS : C-01, C-02**



**C-01 HARNESS CONNECTOR:  
COMPONENT SIDE**



**C-02 HARNESS CONNECTOR:  
COMPONENT SIDE**



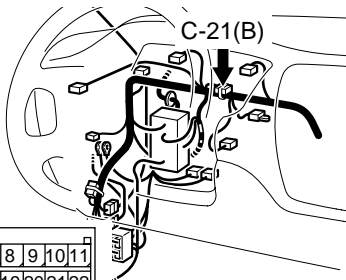
AC201348 AL

**Q: Are the harness wires between SRS-ECU connector C-12 and the ignition switch connector C-208 in good condition?**

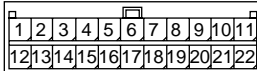
**YES :** Replace the combination meter. (Refer to GROUP 54A, Combination Meters Assembly [P.54A-42.](#)) Then go to Step 6.

**NO :** Repair the harness wires between SRS-ECU connector C-12 and the ignition switch connector C-208. Then go to Step 6.

**CONNECTOR : C-21**

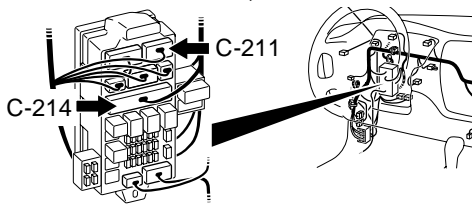


**C-21**

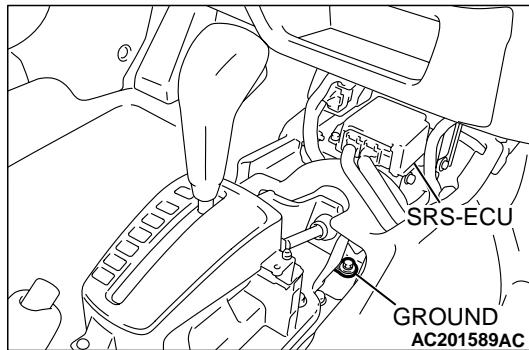
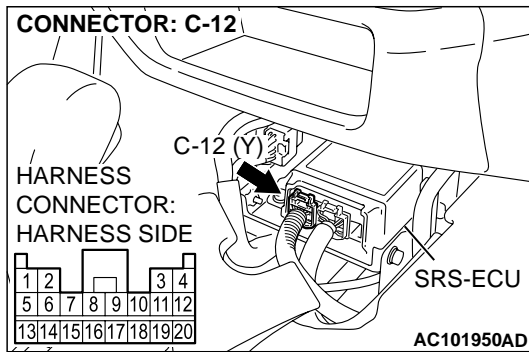


AC201238 BM

**CONNECTORS : C-211, C-214**



**C-211 HARNESS CONNECTOR:  
HARNESS SIDE**



**STEP 5. Check the harness for open circuit between SRS-ECU connector C-12 (terminal No.7) and ground.**

**Q: Is the harness wire between SRS-ECU connector C-12 (terminal No.7) and ground in good condition?**

**YES :** Go to Step 6.

**NO :** Repair the harness wires between SRS-ECU connector C-12 and ground. Then go to Step 6.

**STEP 6. Check the diagnostic trouble code.**

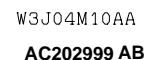
**Q: Is DTC 43 set?**

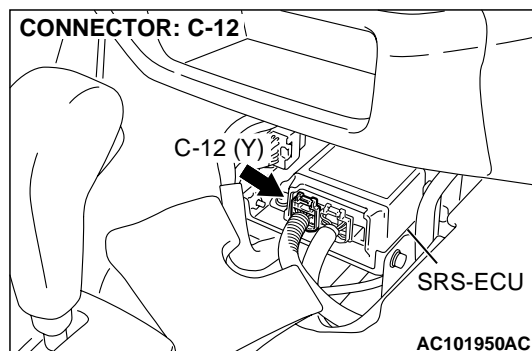
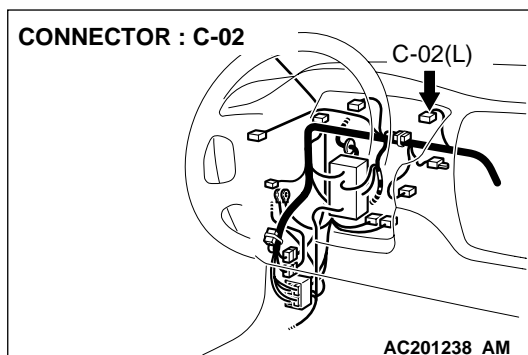
**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))



### SRS Warning Light Drive Circuit



**CIRCUIT OPERATION**

- Power for the SRS warning light is supplied from the ignition switch (IG1).
- The SRS warning light illuminates when the ignition switch is turned to the "ON" position and goes out after approximately seven seconds if there is not a malfunction in the SRS system.

**DTC SET CONDITIONS**

This DTC is set when a short to ground occurs in the harness between the SRS warning light and SRS-ECU while SRS-ECU is monitoring the light and the light is ON. However, if the vehicle condition returns to normal, DTC 43 will be automatically erased, and the SRS warning light will go out.

**TROUBLESHOOTING HINTS**

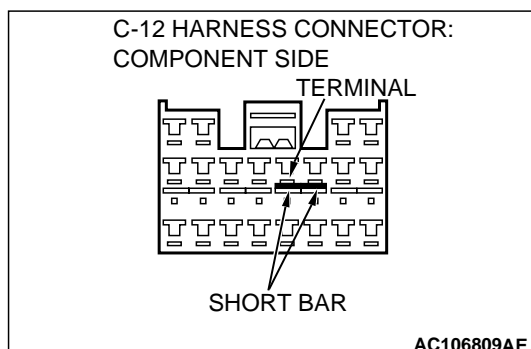
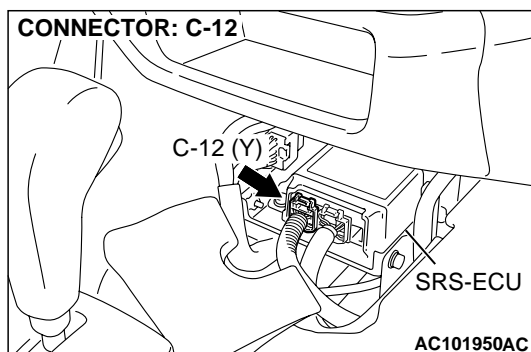
- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU
- Malfunction of the combination meter

**DIAGNOSIS****Required Special Tool:**

- MB991502: Scan Tool (MUT-II)

**STEP 1. Check SRS-ECU connector C-12 for damage.**

(1) Disconnect SRS-ECU connector C-12.

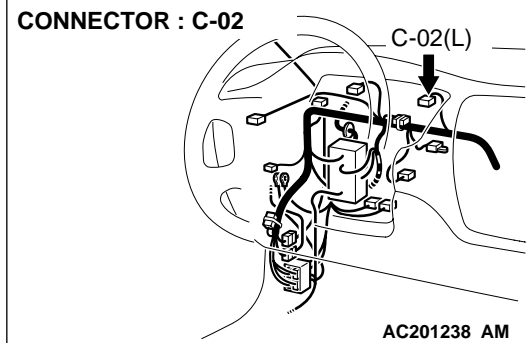


(2) Check the short bar for warning light inside the harness connector for improper contact or deformation.

**Q: Is SRS-ECU connector C-12 in good condition?**

**YES** : Then go to Step 2.

**NO** : Repair or replace the SRS-ECU connector C-12. (Refer to [P.52Ba-25.](#)) Then go to Step 4.



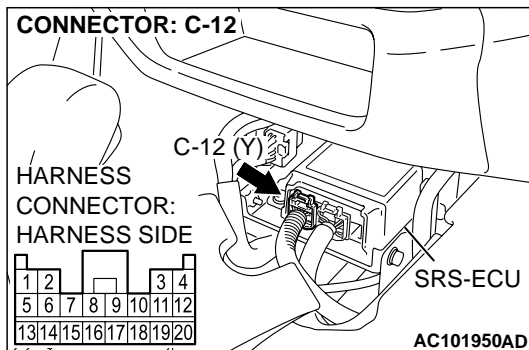
**STEP 2. Check the SRS warning light.**

- (1) Disconnect the negative battery cable.
- (2) Disconnect the combination meter connector C-02.
- (3) Connect the negative battery cable.
- (4) Turn the ignition switch to the "ON" position.

**Q: Does the SRS warning light go out?**

**YES :** Go to Step 3.

**NO :** Replace the combination meter. (Refer to GROUP 54A, Combination Meter Assembly [P.54A-42.](#)) Then go to Step 4.

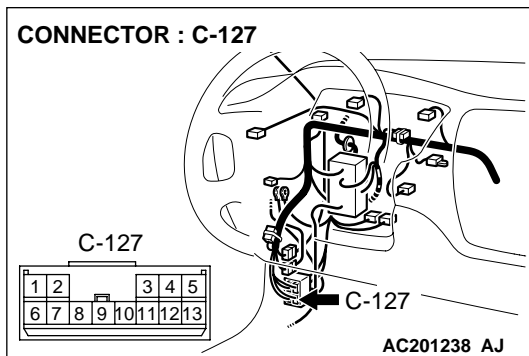


**STEP 3. Check the harness for short circuit to ground between SRS-ECU connector C-12 (terminal No.8) and combination meter connector C-02 (terminal No.36).**

**Q: Is the harness wire between the SRS-ECU connector C-12 (terminal No.8) and combination meter connector C-02 (terminal No.36) in good condition?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 43 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 4.

**NO :** Repair the harness wire between SRS-ECU connector C-12 and combination meter connector C-02. Then go to Step 4.



**STEP 4. Check the diagnostic trouble code.**

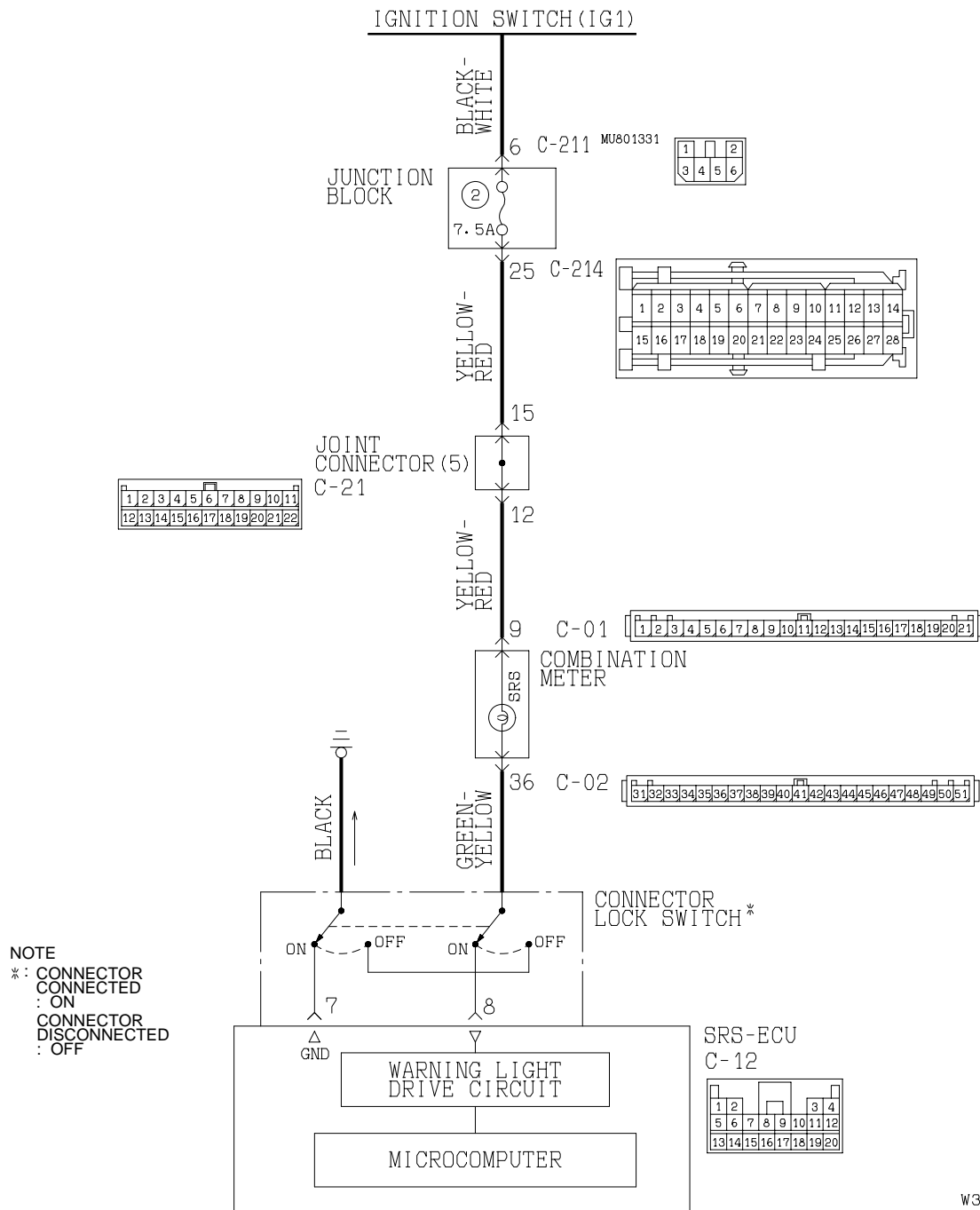
**Q: Is DTC 43 set?**

**YES :** Return to Step 1.

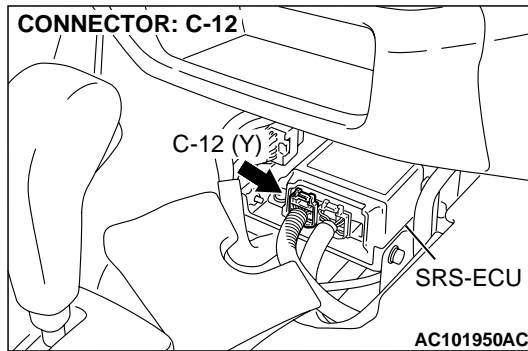
**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

## DTC 44: SRS Warning Light Drive Circuit System Fault 2

### SRS Warning Light Drive Circuit



W3J04M10AA  
**AC202999 AB**



### CIRCUIT OPERATION

- Power for the SRS warning light is supplied from the ignition switch (IG1).
- The SRS warning light illuminates when the ignition switch is turned to the "ON" position and goes out after approximately seven seconds if there is not a malfunction in the SRS system.

### DTC SET CONDITIONS

- This DTC is set under one of the following cases while the SRS-ECU is monitoring the warning light drive circuit:

- When a short circuit occurs in the warning light drive circuit.
- When a malfunction is detected in the output transistor inside the SRS-ECU.

However, if the vehicle condition returns to normal, DTC 44 will be automatically erased, and the SRS warning light will go out.

### TROUBLESHOOTING HINTS

- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU

### DIAGNOSIS

#### Required Special Tool:

- MB991502: Scan Tool (MUT-II)

**STEP 1. Check the SRS warning light drive circuit system.**  
Refer to [P.52Bb-3](#).

**Q: Is the SRS warning light drive circuit normal?**

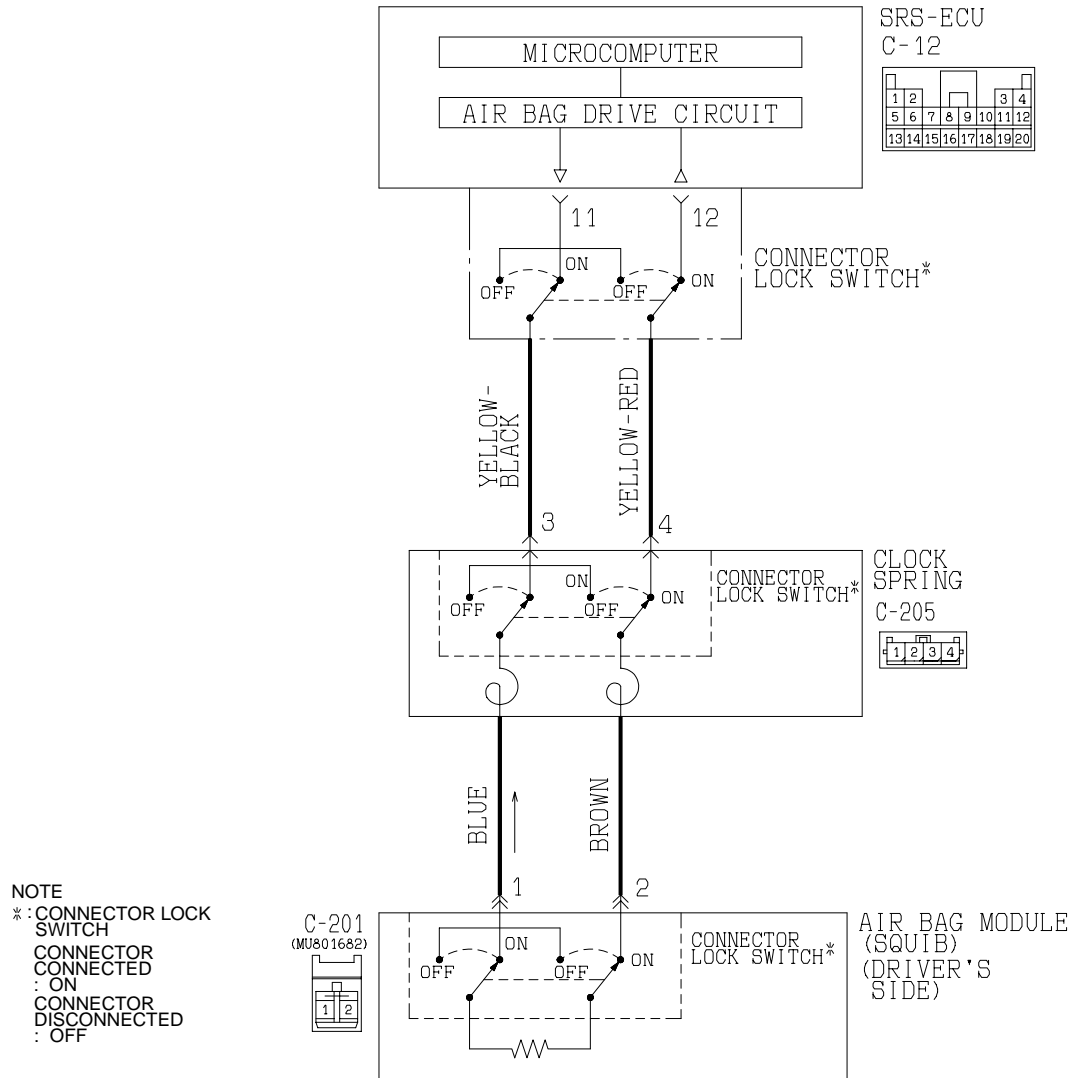
**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 43 sets, replace the SRS-ECU. (Refer to [P.52Ba-25](#).) Then go to Step 2.

**STEP 2. Check the diagnostic trouble code.**

**Q: Is DTC 44 set?**

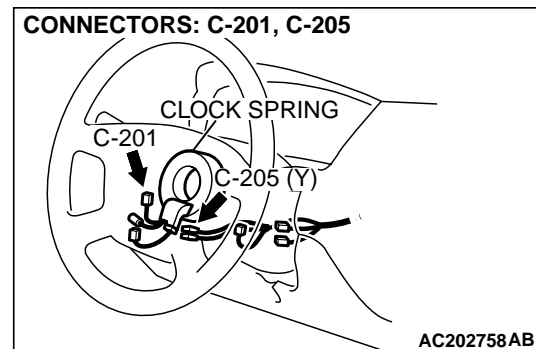
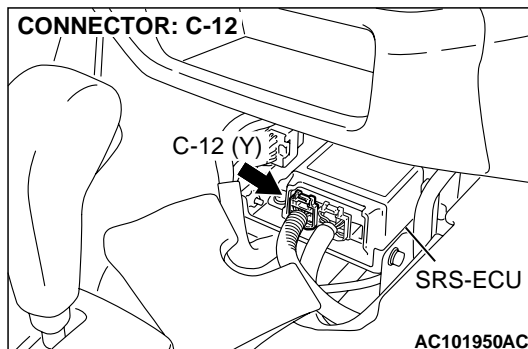
**YES :** There is no action to be taken.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6](#).)

**DTC 61: Driver's Air Bag Module (Squib) System Fault for Power Supply Circuit (Short-Circuited to Power Supply)****Driver's Air Bag Module (Squib) Circuit**

W3J04M06AA

AC202995AB



### CIRCUIT OPERATION

- The SRS-ECU judges how severe a collision is by detecting signals from the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

### DTC SET CONDITIONS

This DTC is set if there is abnormal resistance between the input terminals of the driver's air bag module (squib). However, if no DTC resets, the SRS warning light will be switched off (DTC will be retained).

### TROUBLESHOOTING HINTS

- Malfunction of the clock spring
- Damaged harness wires and connectors
- Short to the power supply in the driver's air bag module (squib) harness
- Malfunction of the SRS-ECU

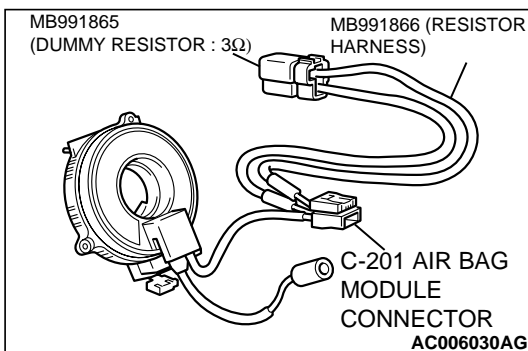
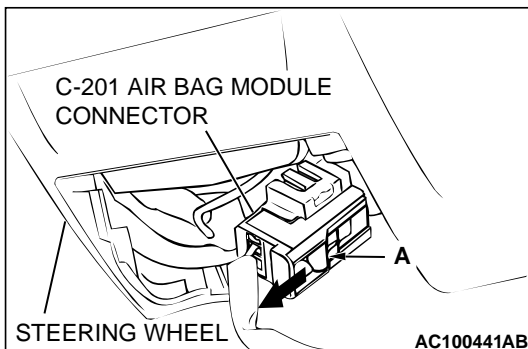
### DIAGNOSIS

#### Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resistor harness

#### STEP 1. Check the driver's air bag module.

- (1) Disconnect the negative battery terminal.
- (2) By sliding the A section (in the figure) of air bag module connector C-201 in arrow direction, disconnect the connector.



- (3) Connect special tool MB991865 to special tool MB991866.

#### **CAUTION**

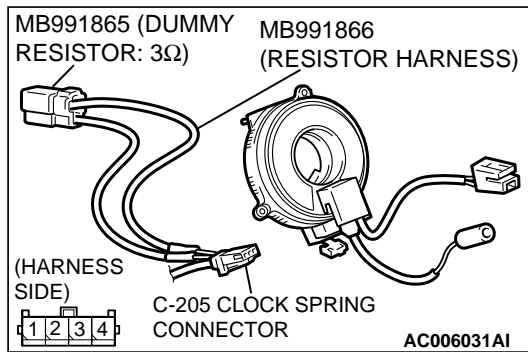
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into clock spring side air bag module connector C-201 by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

#### Q: Is DTC 61 out put?

**YES :** Go to Step 2.

**NO :** Replace the driver's air bag module. (Refer to [P.52Ba-27.](#)) Then go to Step 6.

**STEP 2. Check the clock spring.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect the clock spring connector C-205.
- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

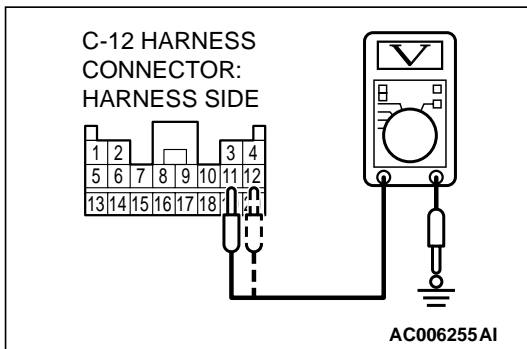
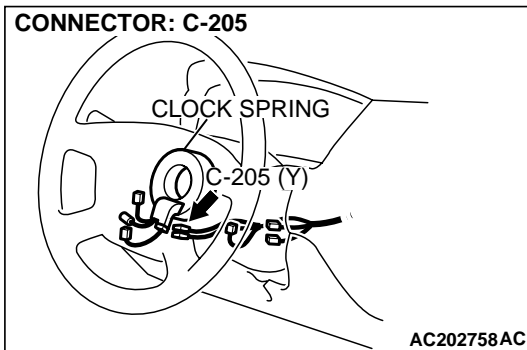
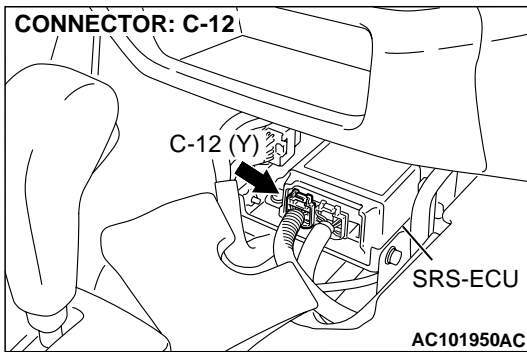
- (4) Insert special tool MB991866 into clock spring harness side connector C-205 (terminal No.3 and 4) by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 61 set?**

**YES :** Go to Step 3.

**NO :** Replace the clock spring. (Refer to [P.52Ba-27](#).) Then go to Step 5.





**STEP 3. Check the driver's air bag module circuit at the SRS-ECU connector C-12.**

- (1) Disconnect SRS-ECU connector C-12.

**⚠ DANGER**

**To prevent the air bag from deploying unintentionally, disconnect the clock spring connector C-205 to short the squib circuit.**

- (2) Disconnect the clock spring connector C-205.  
(3) Turn the ignition switch to the "ON" position.

**⚠ CAUTION**

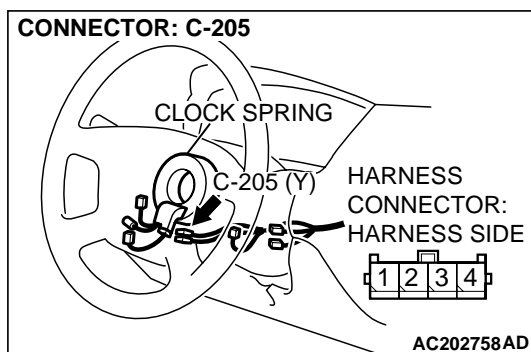
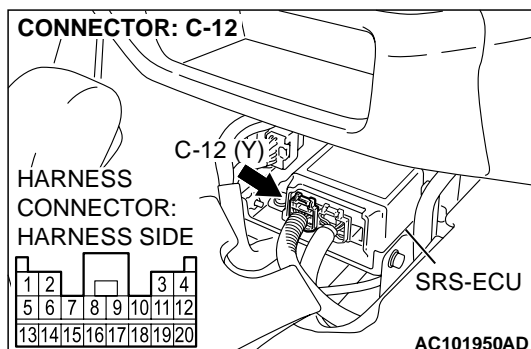
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Measure the voltage between C-12 harness connector terminals 11, 12 and body ground.  
Voltage should measure 0 volt.

**Q: Is the measured voltage within the specified range?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 61 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 5.

**NO :** Go to Step 4.



**STEP 4. Check the harness for short circuit to power supply between SRS-ECU connector C-12 (terminal No.11 and 12) and clock spring connector C-205 (terminal No.3 and 4).**

**Q: Are harness wires between the SRS-ECU connector C-12 (terminal No.11 and 12) and clock spring connector C-205 (terminal No.3 and 4) in good condition?**

**YES :** Go to Step 5.

**NO :** Repair the harness wires between SRS-ECU connector C-12 and clock spring connector C-205. Then go to Step 5.

**STEP 5. Check the diagnostic trouble code.**

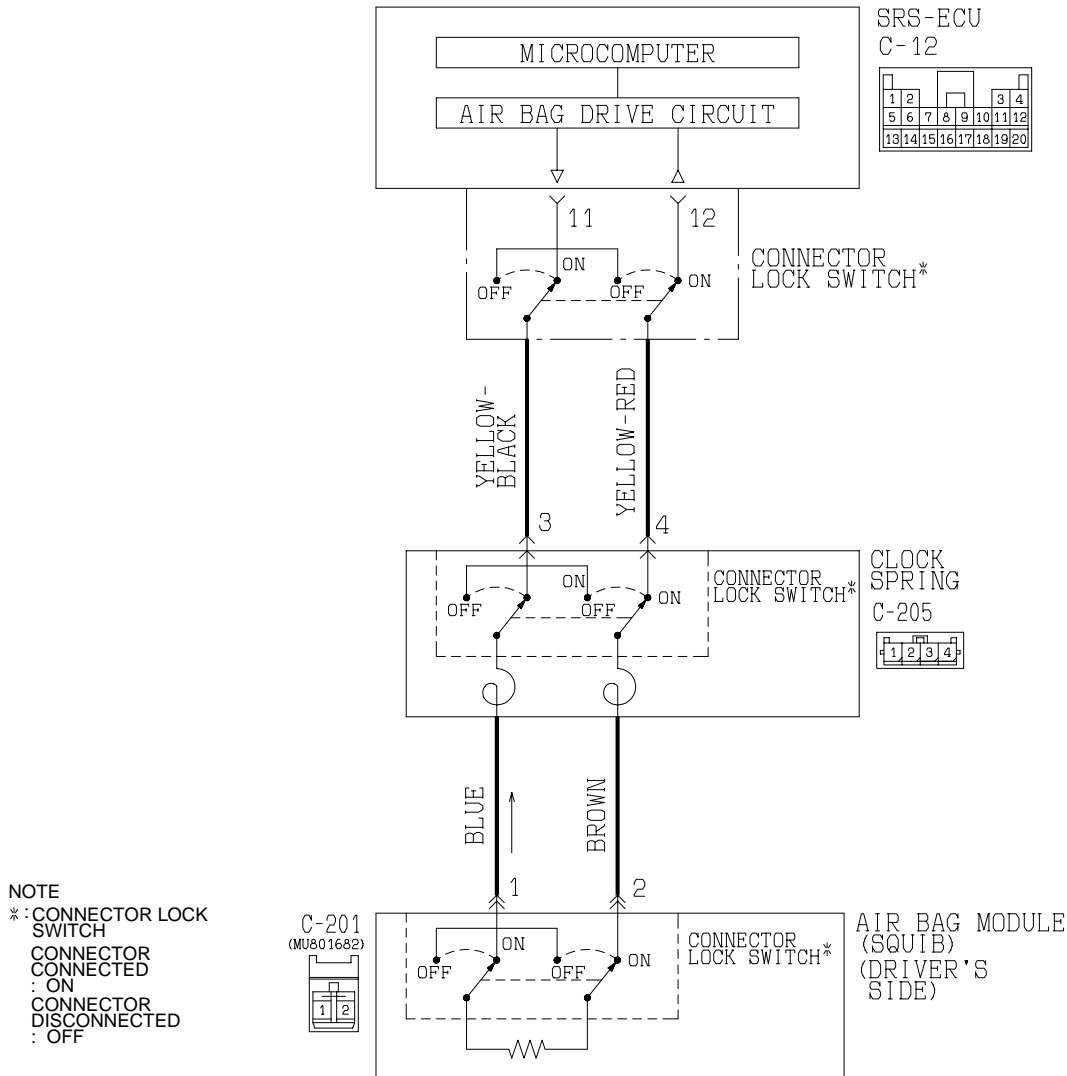
**Q: Is DTC 61 set?**

**YES :** Return to Step 1.

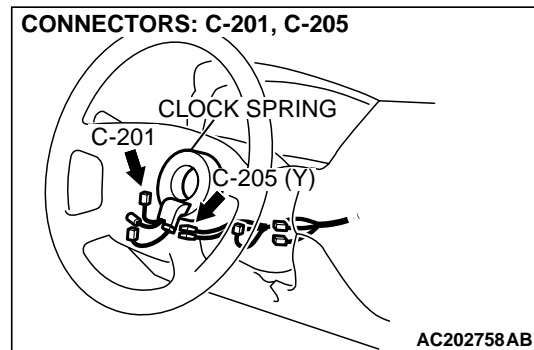
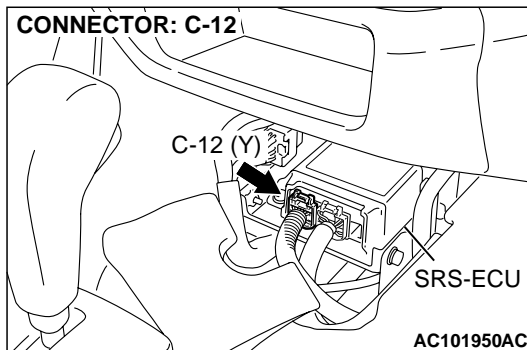
**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**DTC 62: Driver's Air Bag Module (Squib) System Fault for Ground Circuit (Short-Circuited to Ground)**

**Driver's Air Bag Module (Squib) Circuit**



W3J04M06AA  
 AC202995AB



**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the driver's air bag module (squib). However, if no DTC resets, the SRS warning light will be switched off (DTC will be retained).

**TROUBLESHOOTING HINTS**

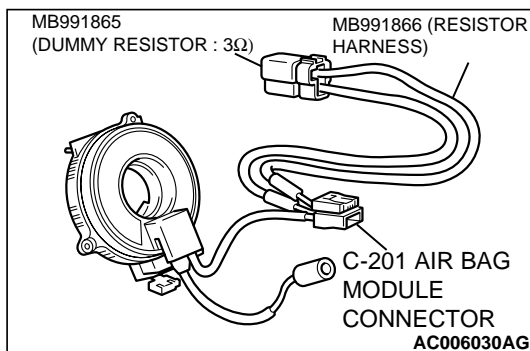
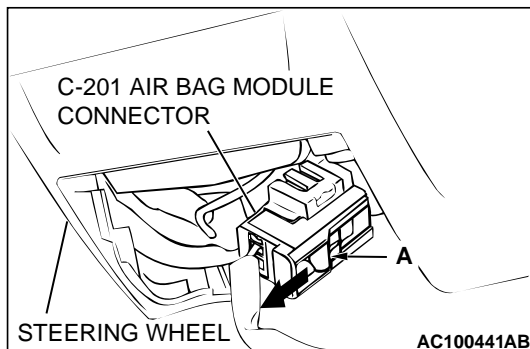
- Malfunction of the clock spring
- Damaged harness wires and connectors
- Short to the ground in the driver's air bag module (squib) harness
- Malfunction of the SRS-ECU

**DIAGNOSIS****Required Special Tools:**

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resistor harness

**STEP 1. Check the driver's air bag module.**

- (1) Disconnect the negative battery terminal.
- (2) By sliding the A section (in the figure) of air bag module connector C-201 in arrow direction, disconnect the connector.



- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

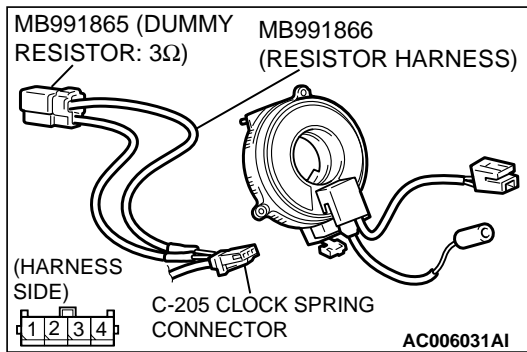
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into clock spring side air bag module connector C-201 by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 62 set?**

**YES :** Go to Step 2.

**NO :** Replace the driver's air bag module. (Refer to [P.52Ba-27.](#)) Then go to Step 5.



**STEP 2. Check the clock spring.**

- (1) Disconnect the clock spring connector C-205.
- (2) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

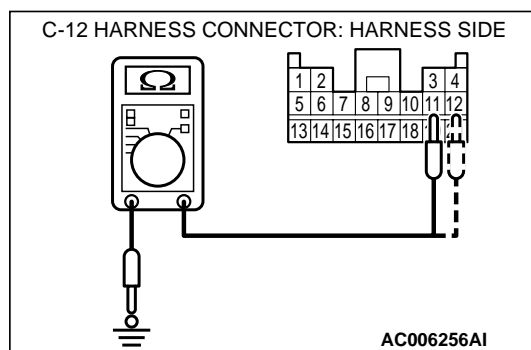
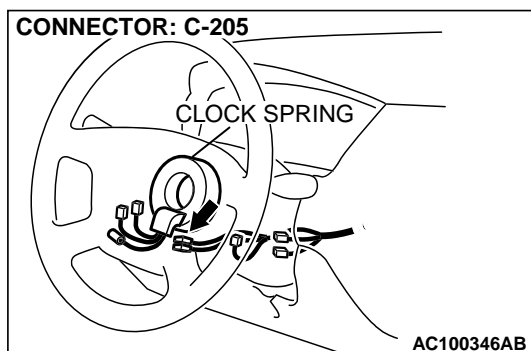
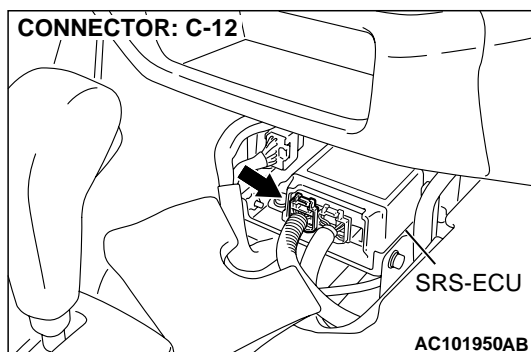
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (3) Insert special tool MB991866 into clock spring harness side connector C-205 (terminal No.3 and 4) by backprobing.
- (4) Connect the negative battery terminal.
- (5) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 62 set?**

**YES :** Go to Step 3.

**NO :** Replace the clock spring. (Refer to [P.52Ba-27.](#)) Then go to Step 5.



### STEP 3. Check the driver's air bag module circuit at the SRS-ECU connector C-12.

(1) Disconnect SRS-ECU connector C-12.

#### **⚠ DANGER**

*To prevent the air bag from deploying unintentionally, disconnect the clock spring connector C-205 to short the squib circuit.*

(2) Disconnect the clock spring connector C-205.

#### **⚠ CAUTION**

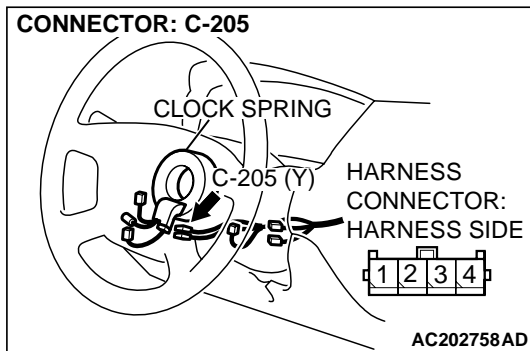
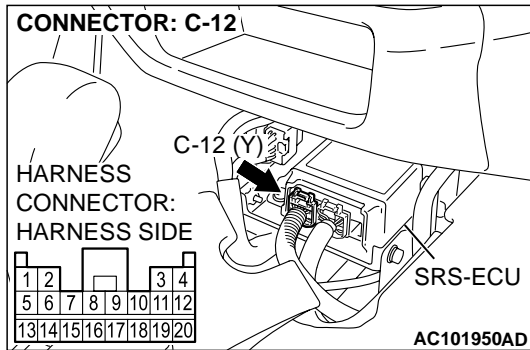
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(3) Check for continuity between C-12 harness connector terminals 11, 12 and body ground.  
It should be open circuit.

#### **Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 62 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 5.

**NO :** Go to Step 5.



**STEP 4. Check the harness for short circuit to ground between SRS-ECU connector C-12 (terminal No.11 and 12) and clock spring connector C-205 (terminal No.3 and 4).**

**Q: Are the harness wires between SRS-ECU connector C-12 (terminal No.11 and 12) and clock spring connector C-205 (terminal No.3 and 4) in good condition?**

**YES :** Go to Step 5.

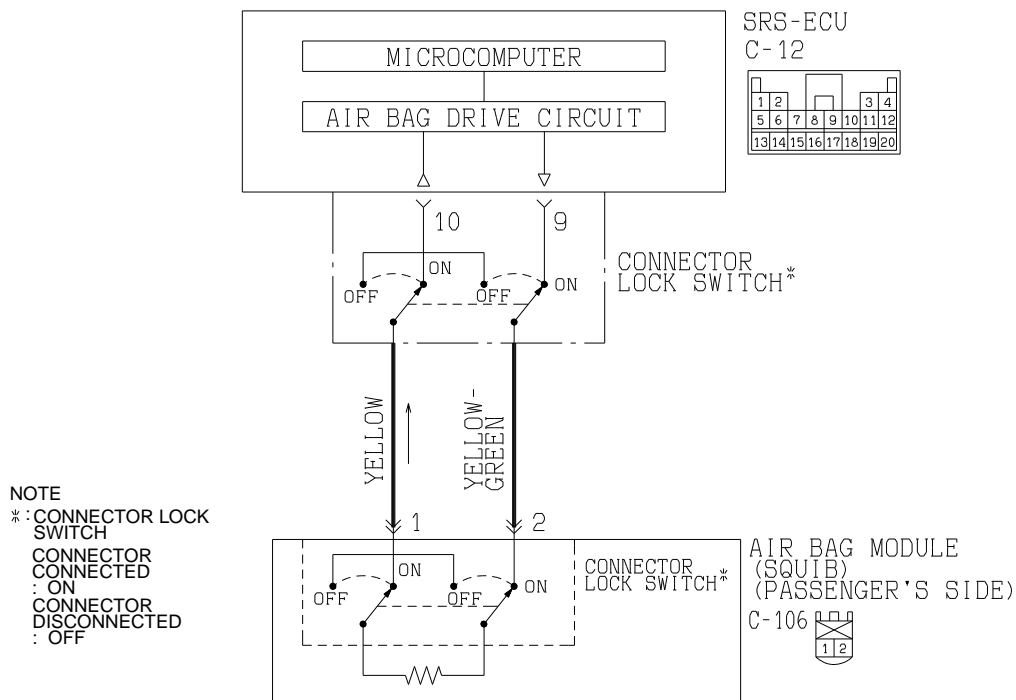
**NO :** Repair the harness wires between SRS-ECU connector C-12 and clock spring connector C-205. Then go to Step 5.

**STEP 5. Check the diagnostic trouble code.**

**Q: Is DTC 62 set?**

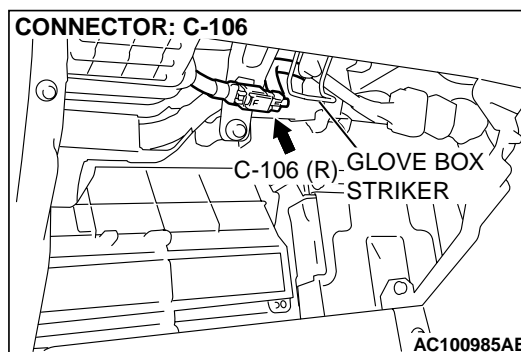
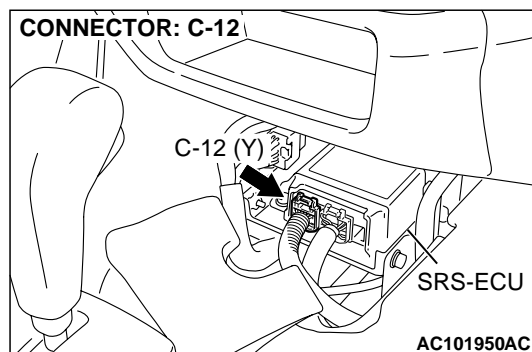
**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**DTC 64: Passenger's (Front) Air Bag Module (Squib) System Fault for Power Supply Circuited (Short-Circuit to Power Supply)****Passenger's (Front) Air Bag Module (Squib) Circuit**

W3J04M03AA

AC202990AB

**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the passenger's air bag module (squib). However, if no DTC resets, the SRS warning light will be switched off (DTC will be retained).

**TROUBLESHOOTING HINTS**

- Damaged harness wires and connectors
- Short to the power supply in the passenger's air bag module (squib) harness
- Malfunction of the SRS-ECU



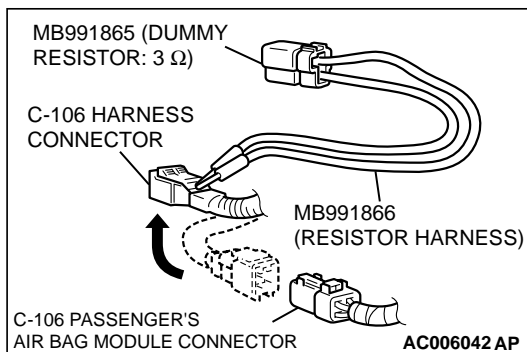
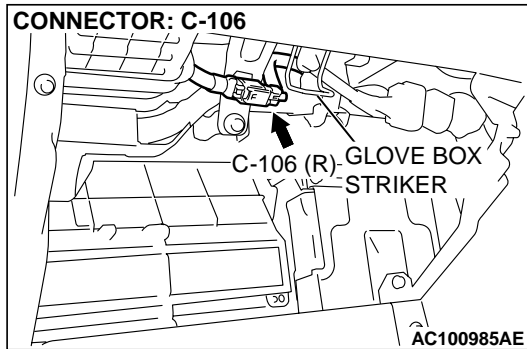
## DIAGNOSIS

### Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resistor harness

### STEP1. Check the passenger's air bag module.

(1) Unclip passenger's air bag module connector C-106.



(2) Connect special tool MB991865 to special tool MB991866.

### **CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(3) Disconnect the passenger's air bag module connector C-106, and insert special tool MB991866 into the harness connector by backprobing.

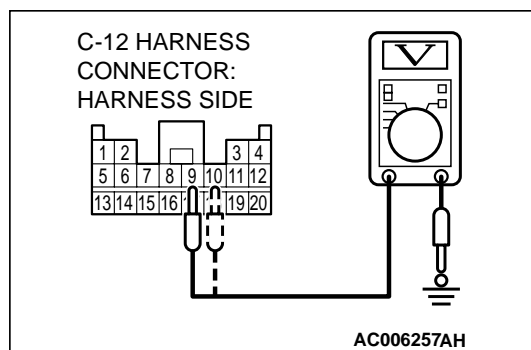
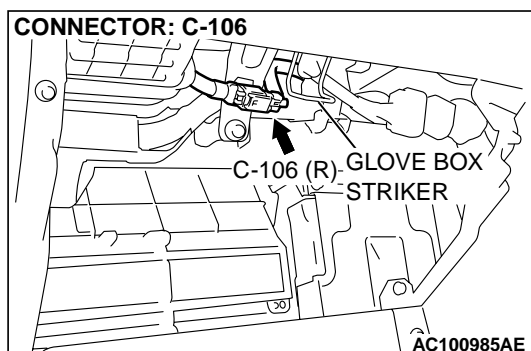
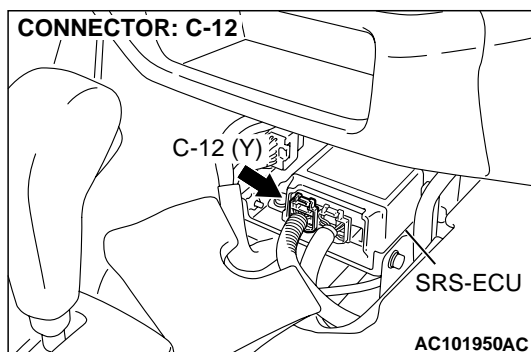
(4) Connect the negative battery terminal.

(5) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

### Q: Is DTC 64 set?

**YES** : Go to Step 2.

**NO** : Replace the passenger's air bag module. (Refer to [P.52Ba-27.](#)) Then go to Step 4.



**STEP 2. Check the passenger's air bag module circuit at the SRS-ECU connector C-12.**

- (1) Disconnect SRS-ECU connector C-12.

**⚠ DANGER**

**To prevent the air bag from deploying unintentionally, disconnect the passenger's air bag module connector C-106 to short the squib circuit.**

- (2) Unclip passenger's air bag module connector C-106.  
(3) Disconnect the passenger's air bag module connector C-106.  
(4) Turn the ignition switch to the "ON" position.

**⚠ CAUTION**

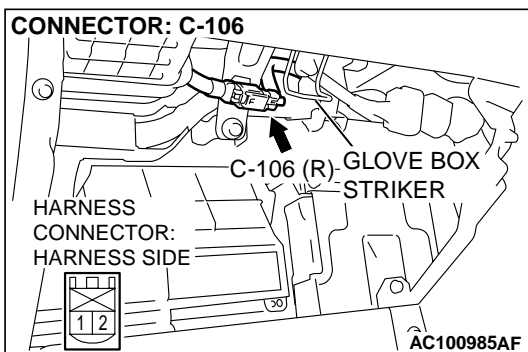
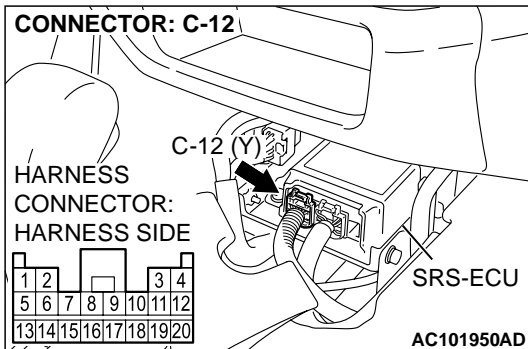
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (5) Measure the voltage between C-12 harness connector terminals 9, 10 and body ground.  
Voltage should measure 0 volt.

**Q: Is the measured voltage within the specified range?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 64 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 4.

**NO :** Go to Step 3.



**STEP 3. Check the harness wires for short circuit to power supply between SRS-ECU connector C-12 (terminal No. 9 and 10) and passenger's air bag module connector C-106 (terminal No.1 and 2).**

**Q: Are the harness wires between SRS-ECU connector C-12 (terminal No. 9 and 10) and passenger's air bag module connector C-106 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 4.

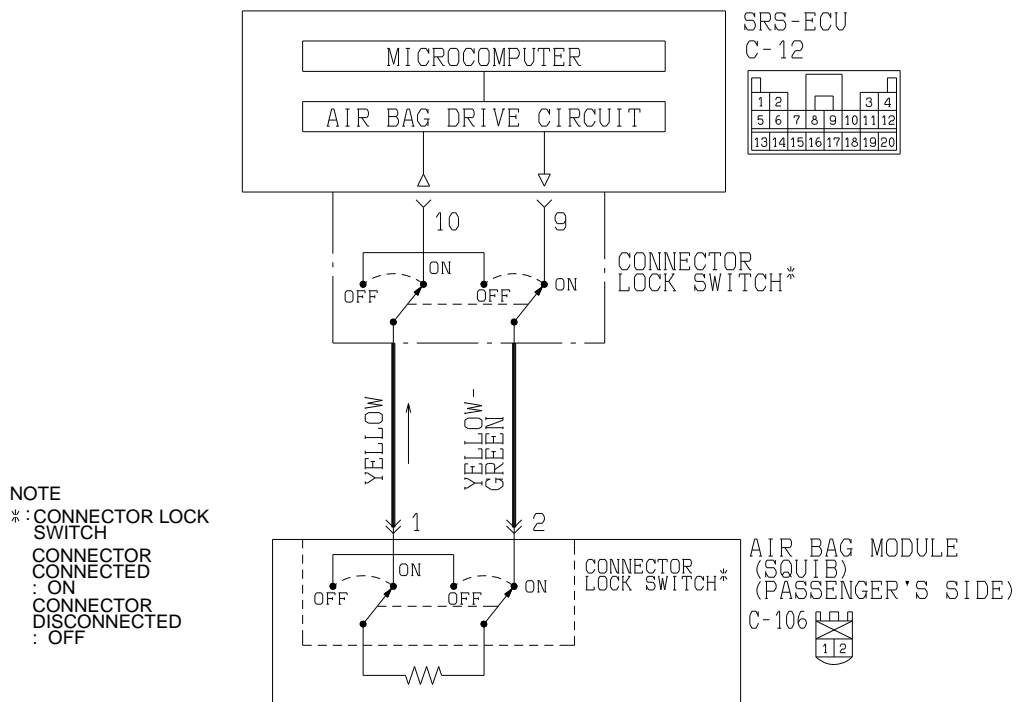
**NO :** Repair the harness wires between SRS-ECU connector C-12 and passenger's air bag module connector C-106. Then go to Step 4.

**STEP 4. Check the diagnostic trouble code.**

**Q: Is DTC 64 set?**

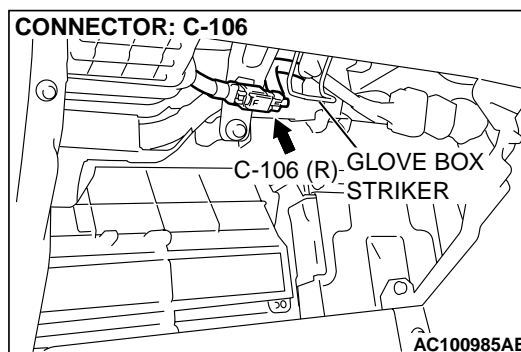
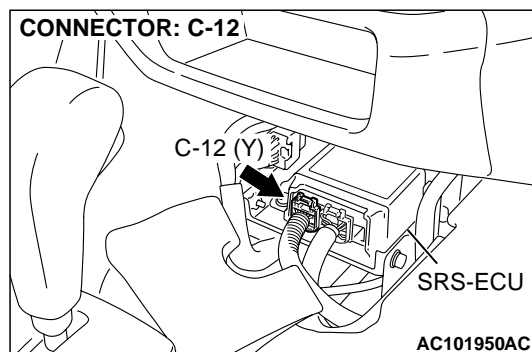
**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**DTC 65: Passenger's (Front) Air Bag Module (Squib) System Fault for Ground Circuit (Short-Circuited to Ground)****Passenger's (Front) Air Bag Module (Squib) Circuit**

W3J04M03AA

AC202990AB

**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the SRS air bag will inflate.
- The ignition signal is input to the air bag module via the clock spring to inflate the air bag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the passenger's air bag module (squib). However, if no DTC resets, the SRS warning light will be switched off (DTC will be retained).

**TROUBLESHOOTING HINTS**

- Damaged harness wires and connectors
- Short to the ground in the passenger's air bag module (squib) harness
- Malfunction of the SRS-ECU

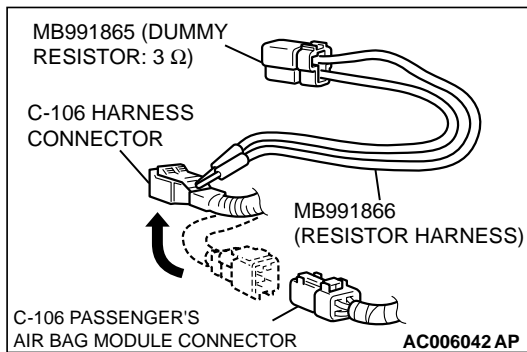
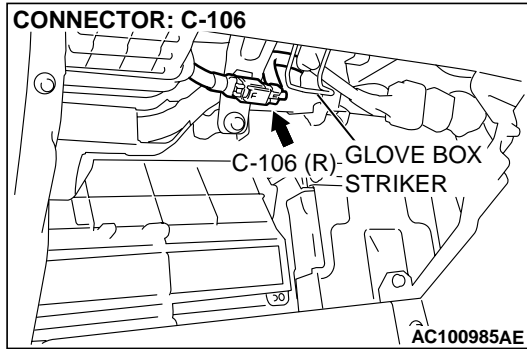
## DIAGNOSIS

### Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resistor harness

### STEP 1. Check the passenger's air bag module.

- (1) Disconnect the negative battery terminal.
- (2) Unclip passenger's air bag module connector C-106.



- (3) Connect special tool MB991865 to special tool MB991866.

### **CAUTION**

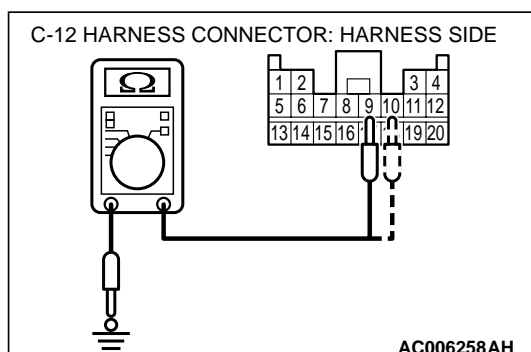
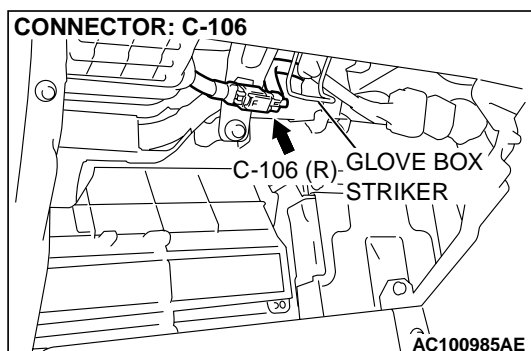
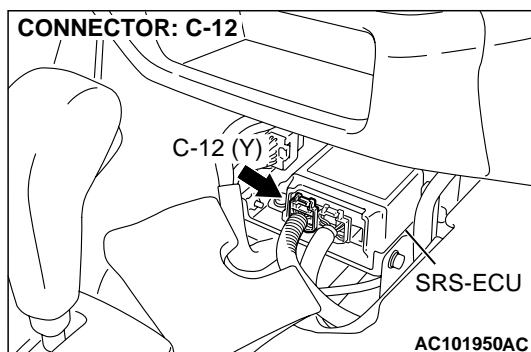
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Disconnect the passenger's air bag module connector C-106, and insert special tool MB991866 into the harness connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

### Q: Is DTC 65 set?

**YES** : Go to Step 2.

**NO** : Replace the passenger's air bag module. (Refer to [P.52Ba-27](#).) Then go to Step 4.



**STEP 2. Check the passenger's air bag module circuit at the SRS-ECU connector C-12.**

- (1) Disconnect SRS-ECU connector C-12.

**⚠ DANGER**

*To prevent the air bag from deploying unintentionally, disconnect the passenger's air bag module connector C-106 to short the squib circuit.*

- (2) Unclip passenger's air bag module connector C-106.  
(3) Disconnect the passenger's air bag module connector C-106.

**⚠ CAUTION**

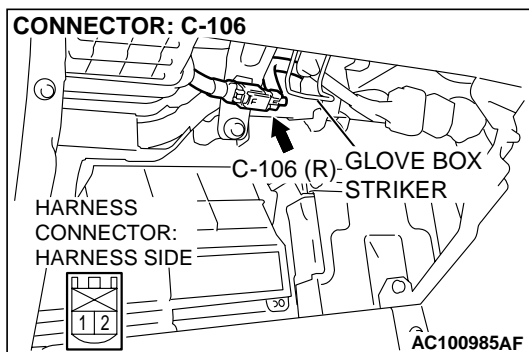
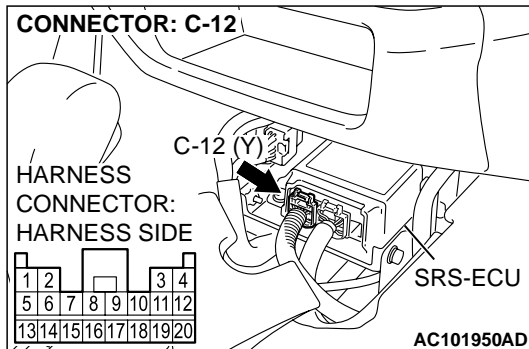
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Check for continuity between C-12 harness connector terminals 9, 10 and body ground.  
It should be open circuit.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 65 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 4.

**NO :** Go to Step 3.



**STEP 3. Check the harness wires for short circuit to ground between SRS-ECU connector C-12 (terminal No.9 and 10) and passenger's air bag module connector C-106 (terminal No.1 and 2).**

**Q: Are the harness wires between SRS-ECU connector C-12 (terminal No.9 and 10) and passenger's air bag module connector C-106 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 4.

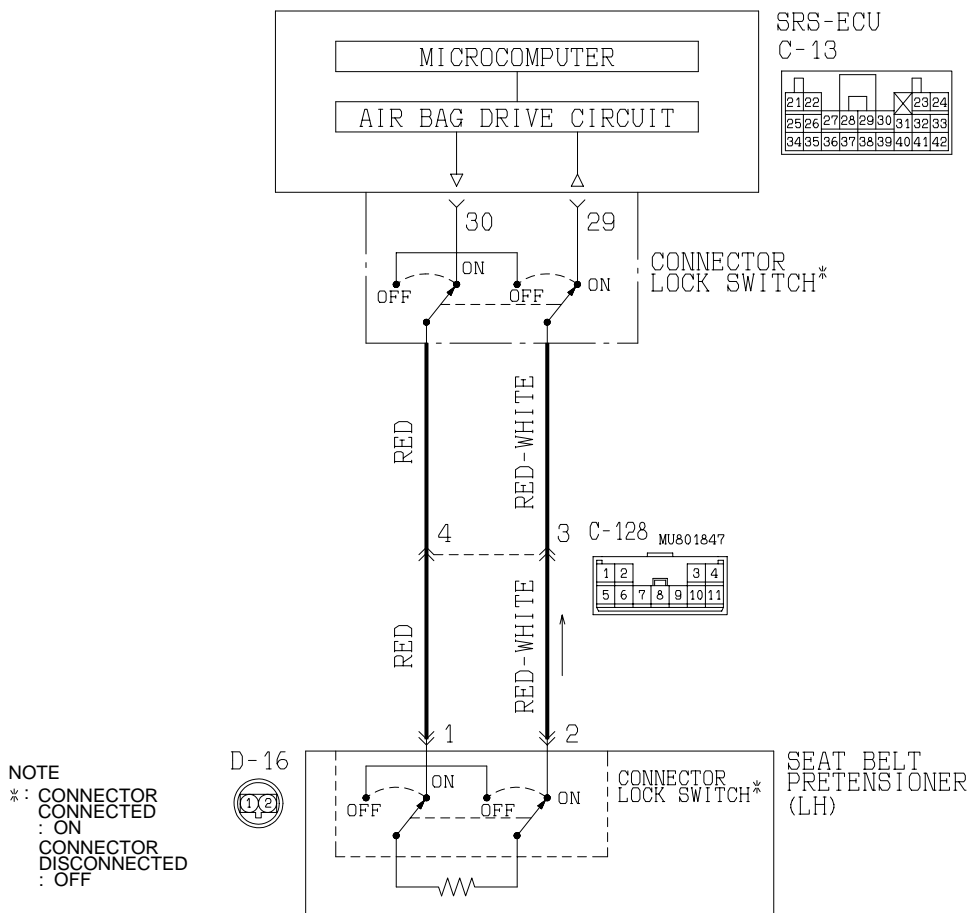
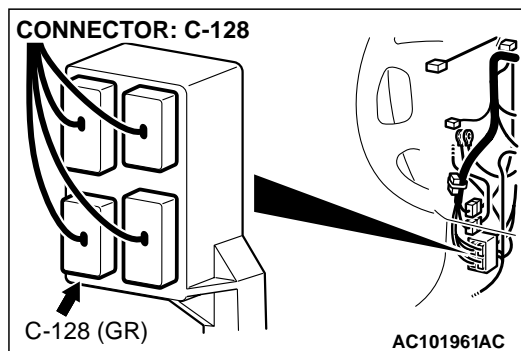
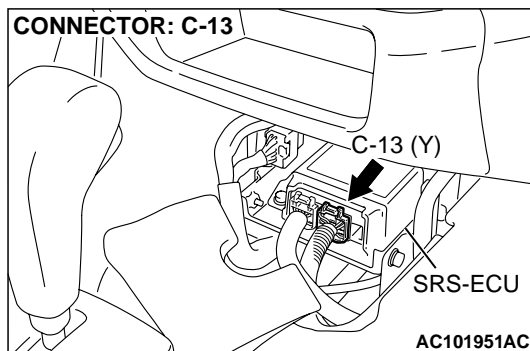
**NO :** Repair the harness wires between SRS-ECU connector C-12 and passenger's air bag module connector C-106. Then go to Step 4.

**STEP 4. Check the diagnostic trouble code.**

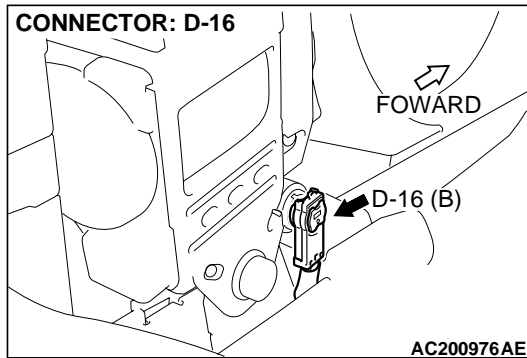
**Q: Is DTC 65 set?**

**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**DTC 66: Driver's Seat Belt Pre-Tensioner (Squib) System Fault for Power Supply Circuit (Short-Circuit to Power Supply)****Driver's Seat Belt Pre-Tensioner (Squib)**W3J04M07AA  
AC202996 AB





### **CIRCUIT OPERATION**

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

### **DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the driver's seat belt pre-tensioner (squib).

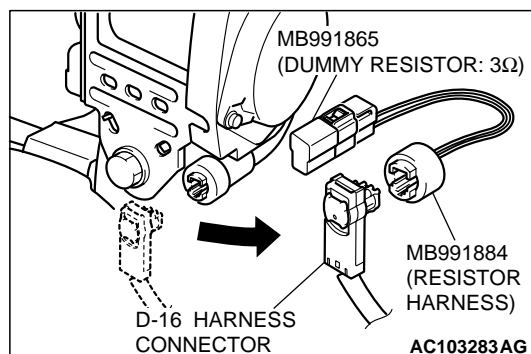
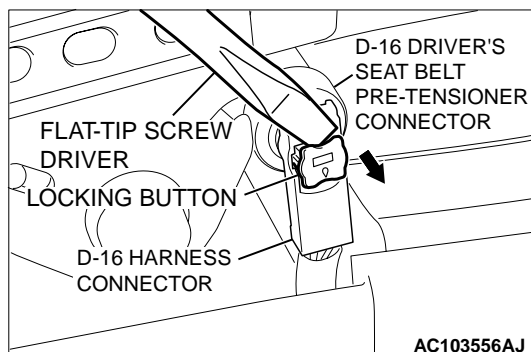
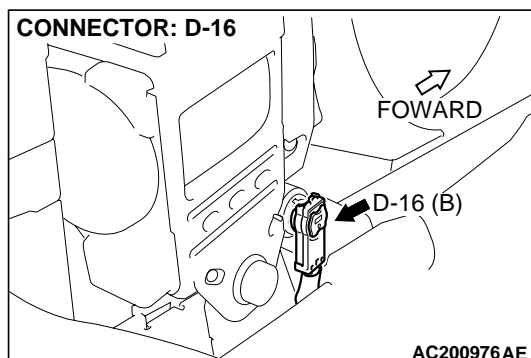
### **TROUBLESHOOTING HITS**

- Damaged wiring harnesses or connectors
- Short to the power supply in the driver's seat belt pre-tensioner (squib) harness
- Malfunction of the SRS-ECU

### **DIAGNOSIS**

#### **Required Special Tools:**

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resister
- MB991866: Resister harness (For Pre-tensioner)

**STEP 1. Check the driver's seat belt pre-tensioner.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect driver's seat belt pre-tensioner connector D-16. Use a flat-tipped screwdriver to pull out the locking button at the harness connector, and then disconnect the connector.

- (3) Connect special tool MB991865 to special tool MB991884.
- (4) Connect special tool MB991884 to the D-16 harness connector.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

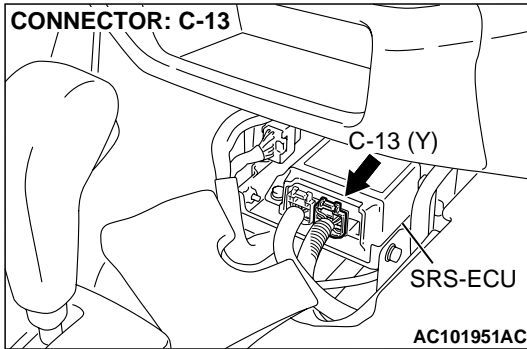
**Q: Is DTC 66 set?**

**YES :** Go to Step 2.

**NO :** Replace the driver's seat belt pre-tensioner. (Refer to [P.52Ba-40.](#)) Then go to Step 4.

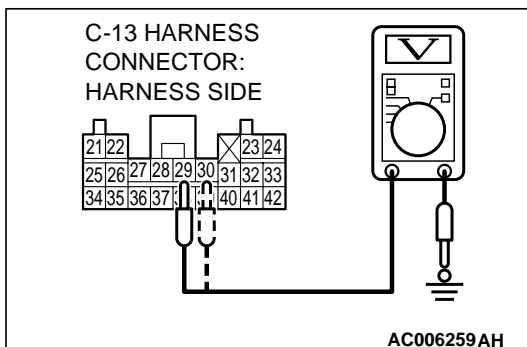
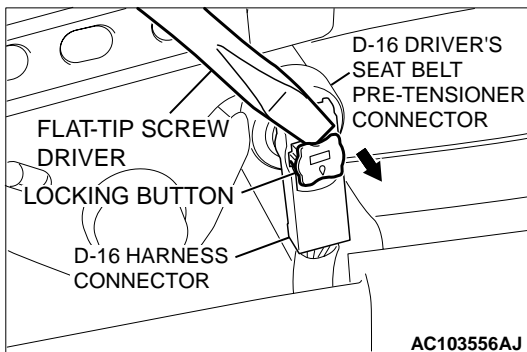
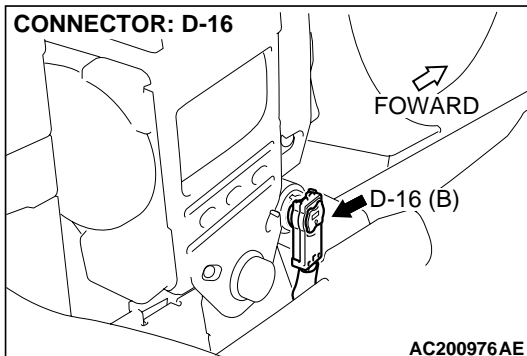
**STEP 2. Check the driver's seat belt pre-tensioner circuit at the SRS-ECU connector C-13.**

(1) Disconnect SRS-ECU connector C-13.



(2) Disconnect driver's seat belt pre-tensioner connector D-16. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

(3) Turn the ignition switch to the "ON" position.



**CAUTION**

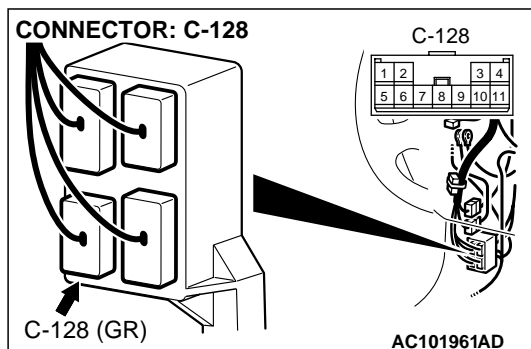
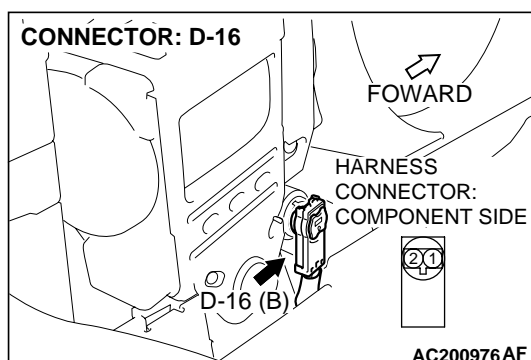
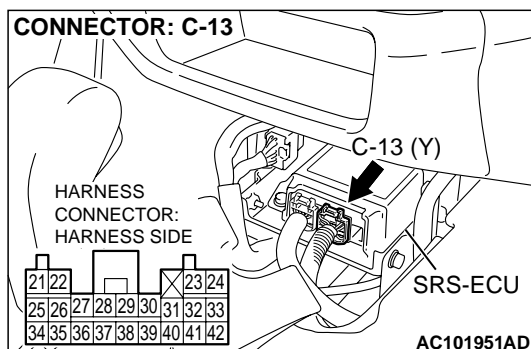
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(4) Measure the voltage between C-13 harness connector terminals 29, 30 and body ground. Voltage should measure 0 volt.

**Q: Is the measured voltage within the specified range?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 65 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 4.

**NO :** Go to Step 3.



**STEP 3. Check the harness wires for short circuit to power supply between SRS-ECU connector C-13 (terminal No.29 and 30) and driver's seat belt pre-tensioner connector D-16 (terminal No.1 and 2).**

*NOTE: After inspecting intermediate connector C-128 inspect the wiring harness.*

*If the intermediate connector C-128 is damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection P.00E-2.*

*Go to Step 4.*

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.29 and 30) and driver's seat belt pre-tensioner connector D-16 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 4.

**NO :** Repair the harness wires between SRS-ECU connector C-13 and driver's seat belt pre-tensioner connector D-16. Then go to Step 4.

**STEP 4. Check the diagnostic trouble code.**

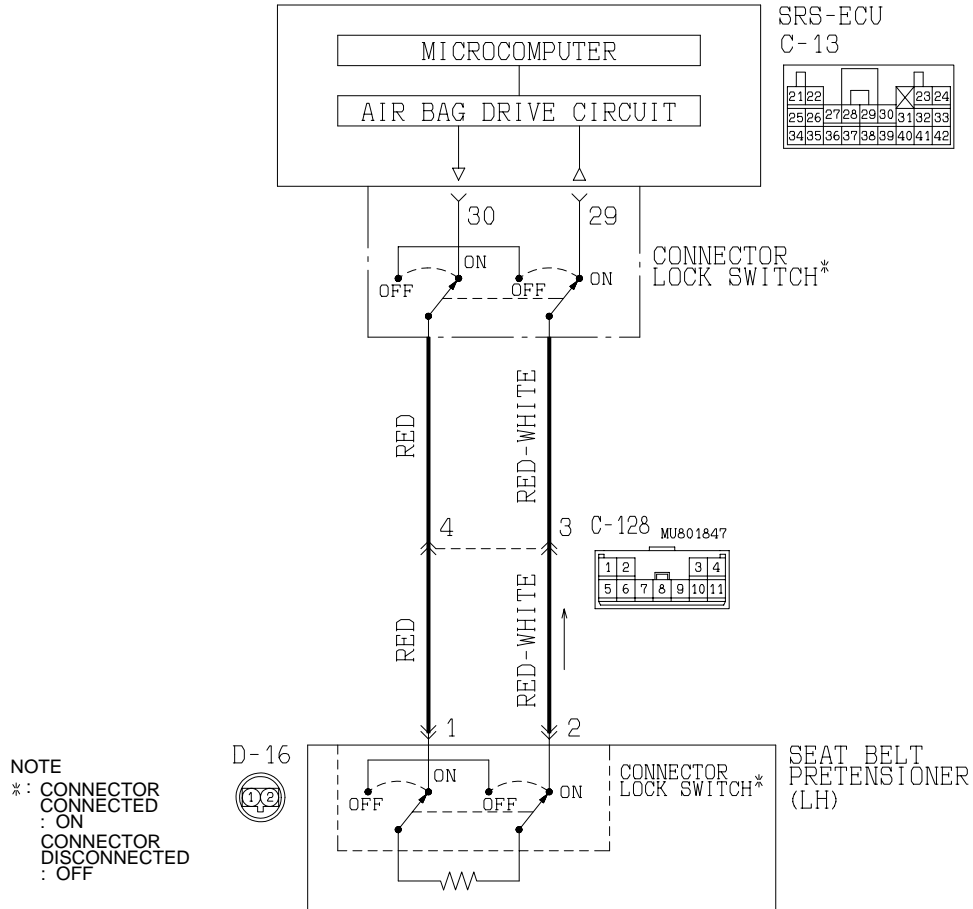
**Q: Is DTC 66 set?**

**YES :** Return to Step 1.

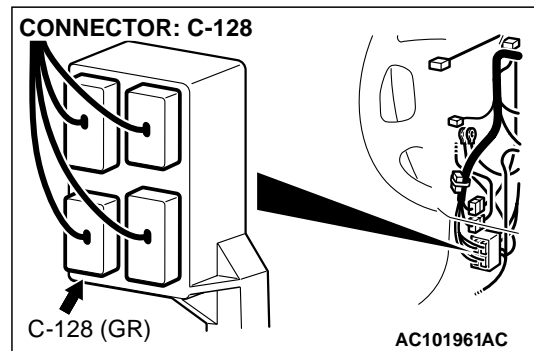
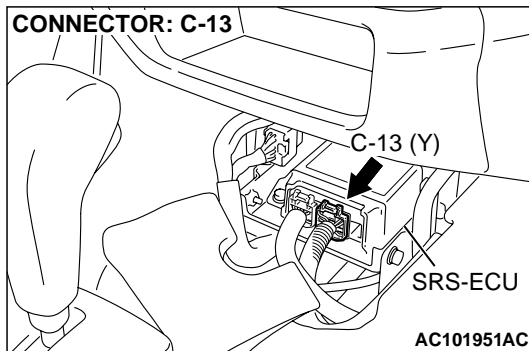
**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction P.00-6.)

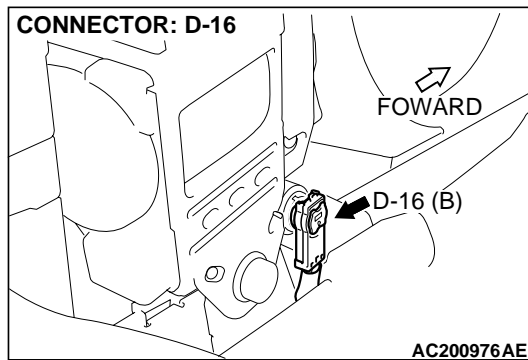
**DTC 67: Driver's Seat Belt Pre-Tensioner (Squib) System Fault for Ground Circuit (Short-Circuited to Ground)**

**Driver's Seat Belt Pre-Tensioner (Squib)**



W3J04M07AA  
 AC202996 AB



**CIRCUIT OPERATION**

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the driver's seat belt pre-tensioner (squib).

**TROUBLESHOOTING HITS**

- Damaged wiring harnesses or connectors
- Short to the ground in the driver's seat belt pre-tensioner (squib) harness
- Malfunction of the SRS-ECU

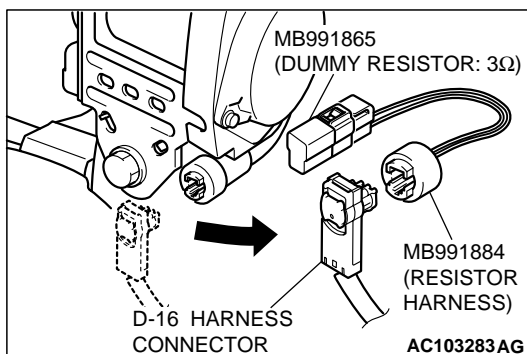
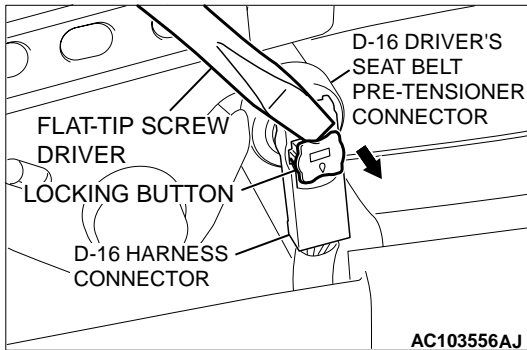
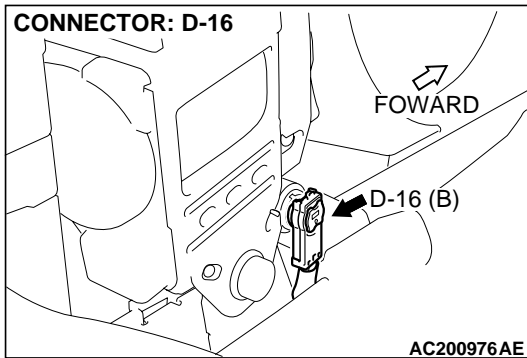
## DIAGNOSIS

### Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resister harness (For Pre-tensioner)

### STEP 1. Check the driver's seat belt pre-tensioner.

- (1) Disconnect the negative battery terminal.
- (2) Disconnect driver's seat belt pre-tensioner connector D-16.  
Use a flat-tipped screwdriver to pull out the locking button at the harness connector, and then disconnect the connector.

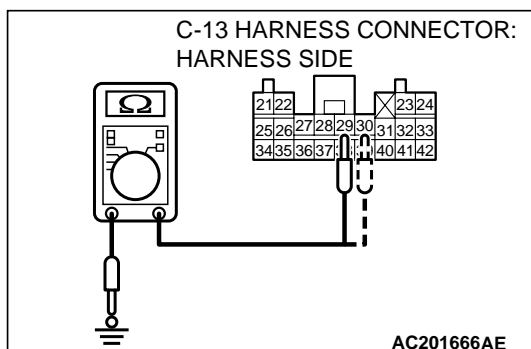
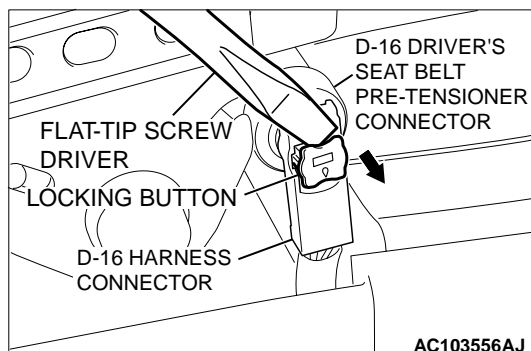
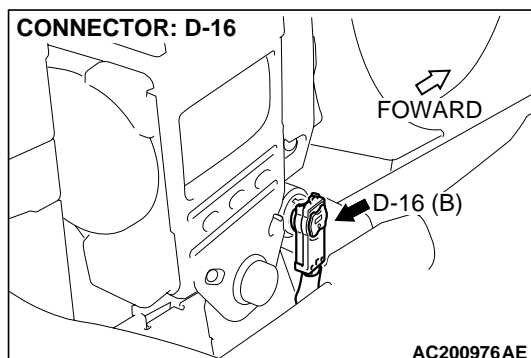
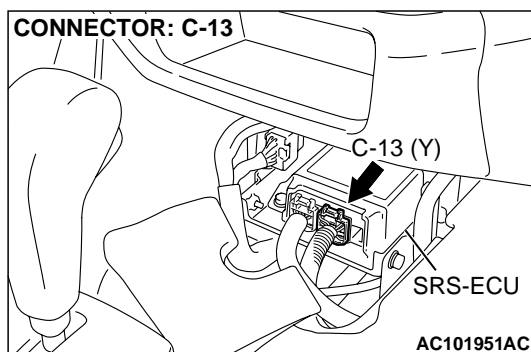


- (3) Connect special tool MB991865 to special tool MB991884.
- (4) Connect special tool MB991884 to the D-16 harness connector.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

### Q: Is DTC 67 set?

**YES** : Go to Step 2.

**NO** : Replace the driver's seat belt pre-tensioner. (Refer to [P.52Ba-40.](#)) Then go to Step 4.



**STEP 2. Check the driver's seat belt pre-tensioner circuit at the SRS-ECU connector C-13.**

(1) Disconnect SRS-ECU connector C-13.

(2) Disconnect driver's seat belt pre-tensioner connector D-16. Use a flat-tipped screwdriver to pull out the locking button at the harness side connector, and then disconnect the connector.

**CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

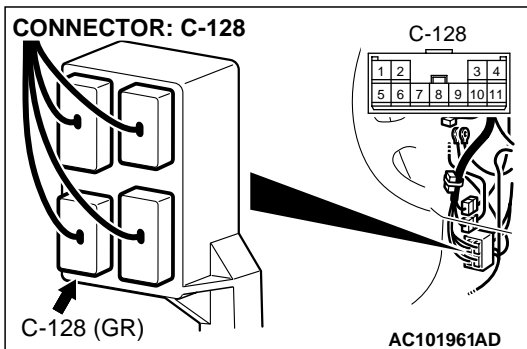
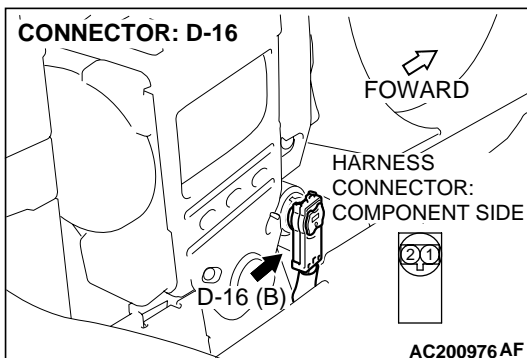
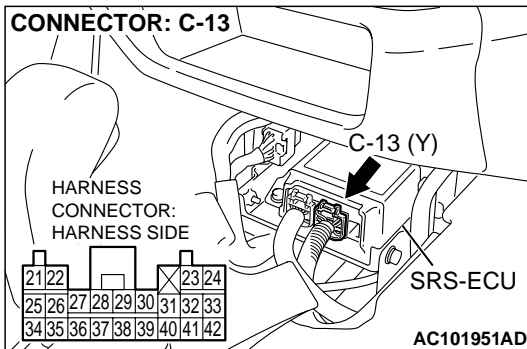
(3) Check for continuity between C-13 harness connector terminals 29, 30 and body ground. It should be open circuit.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 67 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 4.

**NO :** Go to Step 3.





**STEP 3. Check harness wires for short circuit to ground between SRS-ECU connector C-13 (terminal No.29 and 30) and driver's seat belt pre-tensioner connector D-16 (terminal No.1 and 2).**

*NOTE: After inspecting intermediate connector C-128, inspect the wiring harness.*

*If the intermediate connector C-128 is damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection P.00E-2.*

*Go to Step 4.*

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.29 and 30) and driver's seat belt pre-tensioner connector D-16 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 4.

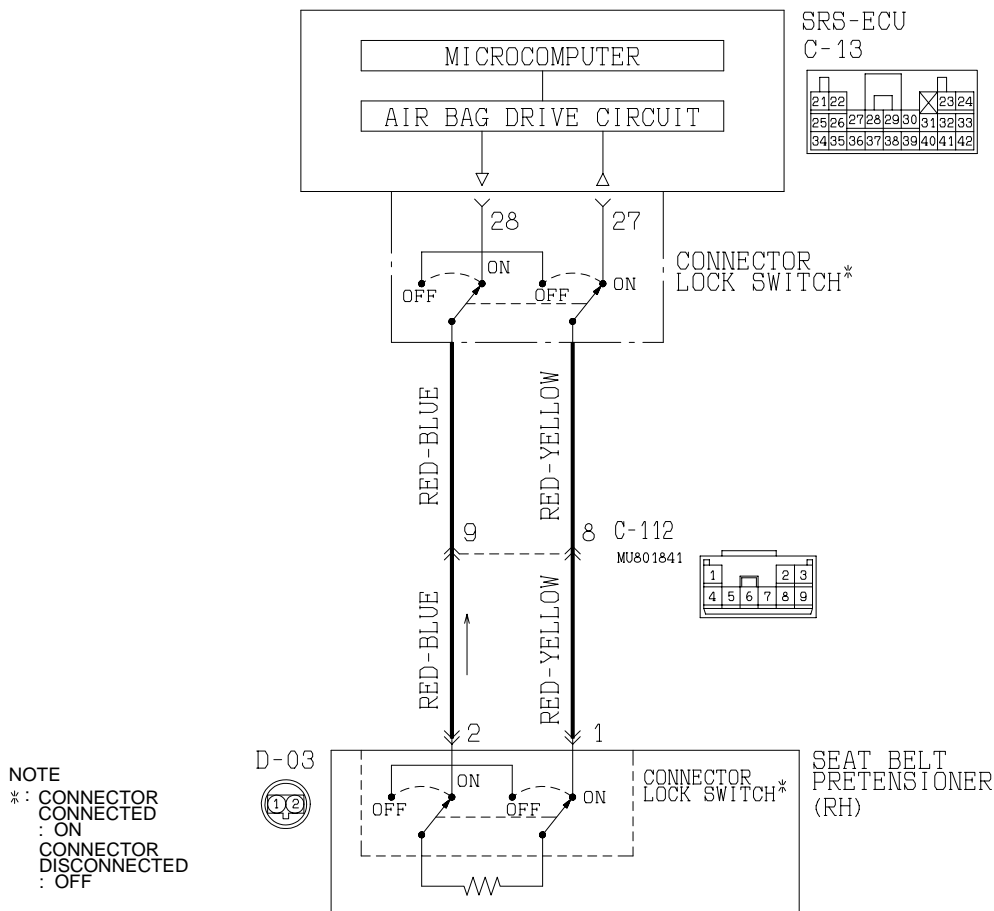
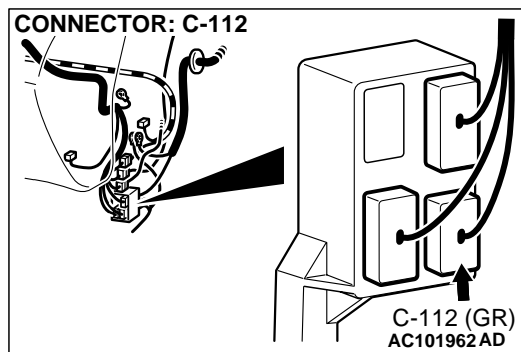
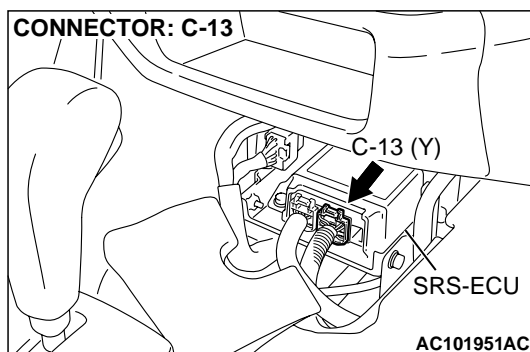
**NO :** Repair the harness wires between SRS-ECU connector C-13 and driver's seat belt pre-tensioner connector D-16. Then go to Step 4.

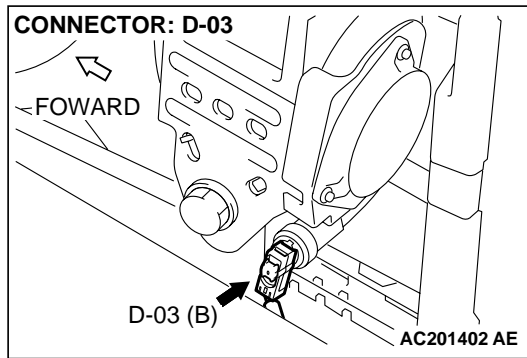
**STEP 4. Check the diagnostic trouble code.**

**Q: Is DTC 67 set?**

**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction P.00-6.)

**DTC 68: Passenger's Seat Belt Pre-Tensioner (Squib) System Fault for Power Supply Circuit (Short-Circuited to Power Supply)****Passenger's (Front) Seat Belt Pre-tensioner (Squib)**W3J04M08AA  
AC202997AB



### **CIRCUIT OPERATION**

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

### **DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the passenger's seat belt pre-tensioner (squib).

### **TROUBLESHOOTING HITS**

- Damaged wiring harnesses or connectors
- Short to the power supply in the passenger's seat belt pre-tensioner (squib) harness
- Malfunction of the SRS-ECU

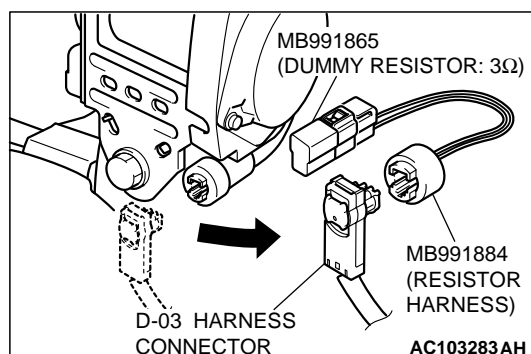
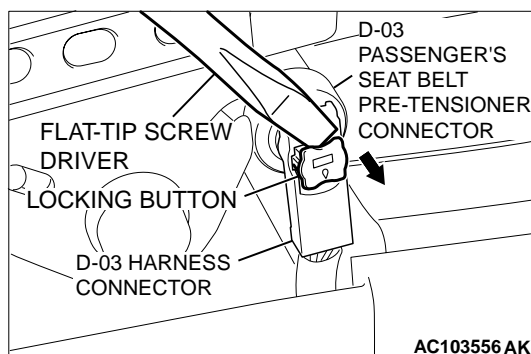
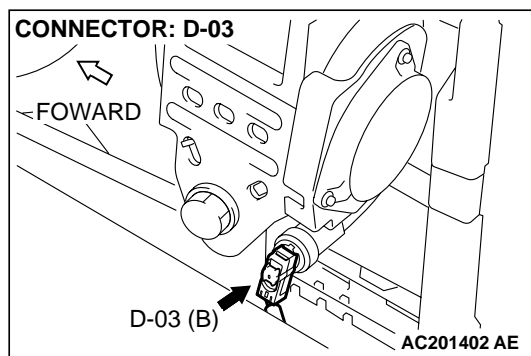
## DIAGNOSIS

## Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resister harness (For Pre-tensioner)

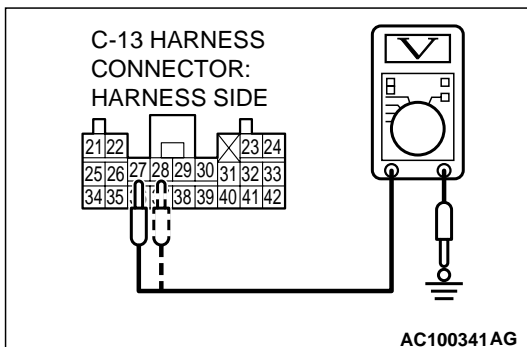
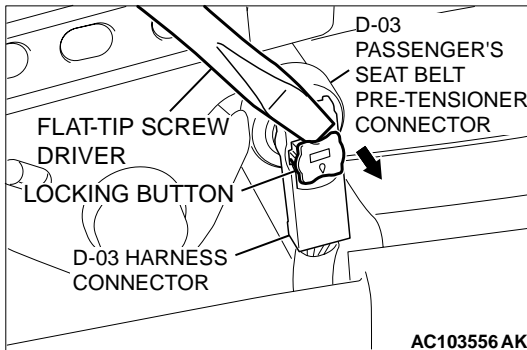
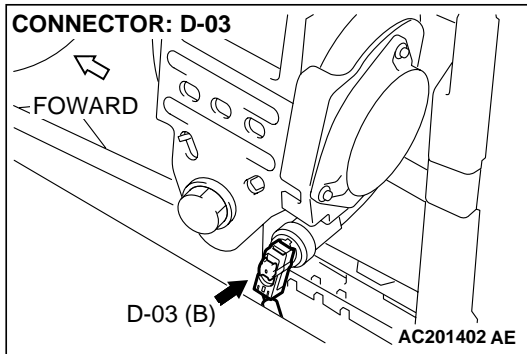
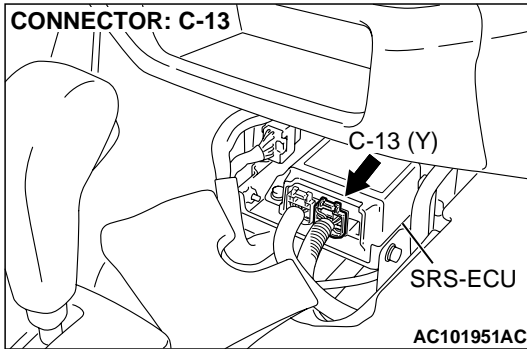
**STEP 1. Check the passenger's seat belt pre-tensioner.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect passenger's seat belt pre-tensioner connector D-03. Use a flat-tipped screwdriver to pull out the locking button at the harness connector, and then disconnect the connector.



- (3) Connect special tool MB991865 to special tool MB991884.
- (4) Connect special tool MB991884 to the D-03 harness connector.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 68 set?****YES :** Go to Step 2.**NO :** Replace the passenger's seat belt pre-tensioner.  
(Refer to [P.52Ba-40.](#)) Then go to Step 4.



**STEP 2. Check the passenger's seat belt pre-tensioner circuit at the SRS-ECU connector C-13.**

(1) Disconnect SRS-ECU connector C-13.

(2) Disconnect passenger's seat belt pre-tensioner connector D-03. Use a flat-tipped screwdriver to pull out the locking button at the harness connector, and then disconnect the connector.

(3) Turn the ignition switch to the "ON" position,

**⚠ CAUTION**

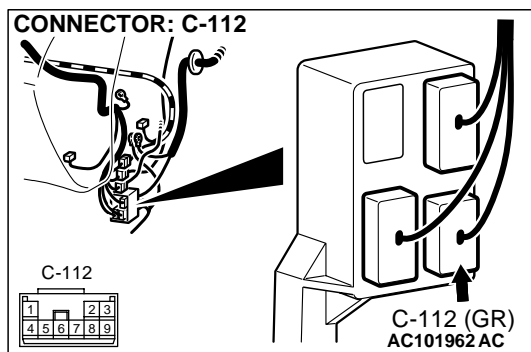
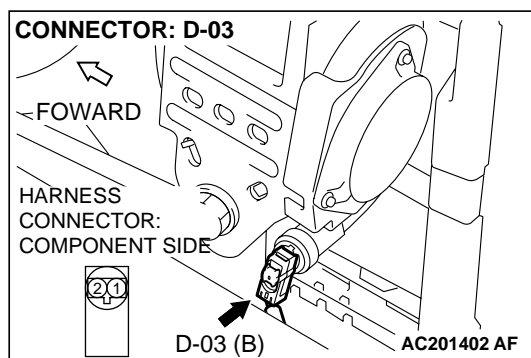
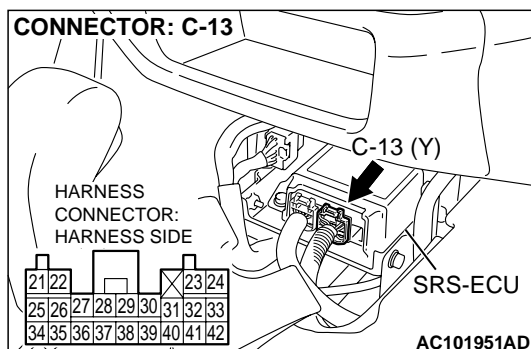
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(4) Measure the voltage between C-13 harness connector terminals 27, 28 and body ground. Voltage should measure 0 volt.

**Q: Is the circuit normal?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 68 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 4.

**NO :** Go to Step 3.



**STEP 3. Check the harness wires for short circuit to power supply between SRS-ECU connector C-13 (terminal No.27 and 28) and passenger's seat belt pre-tensioner connector D-03 (terminal No.1 and 2).**

*NOTE: After inspecting intermediate connector C-112 inspect the wiring harness.*

*If the intermediate connector C-112 is damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection P.00E-2.*

*Go to Step 4.*

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.27 and 28) and passenger's seat belt pre-tensioner connector D-03 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 4.

**NO :** Repair the harness wires between SRS-ECU connector C-13 and passenger's seat belt pre-tensioner connector D-03. Then go to Step 4.

**STEP 4. Check the diagnostic trouble code.**

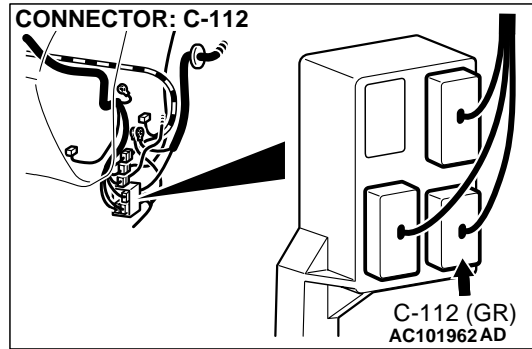
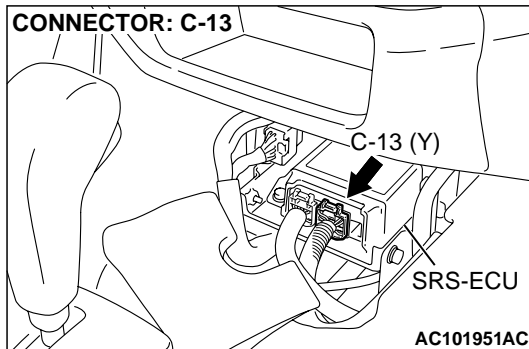
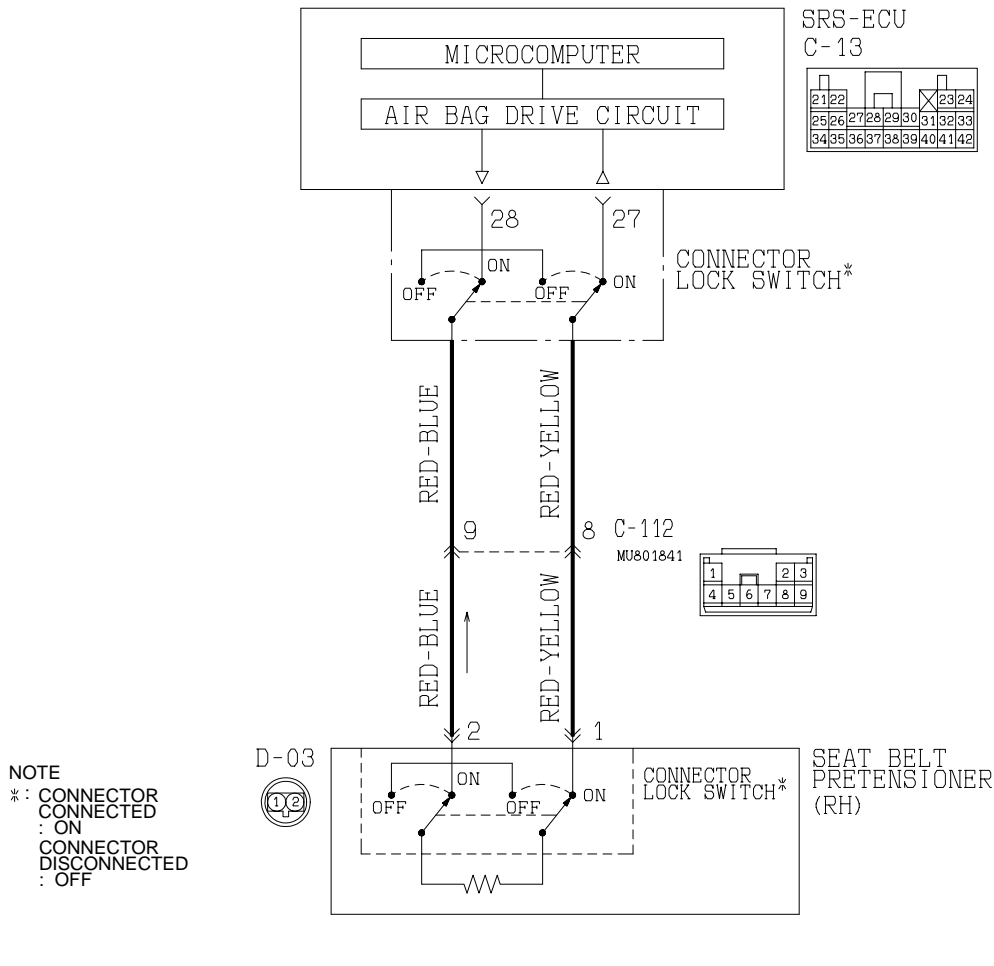
**Q: Is DTC 68 set?**

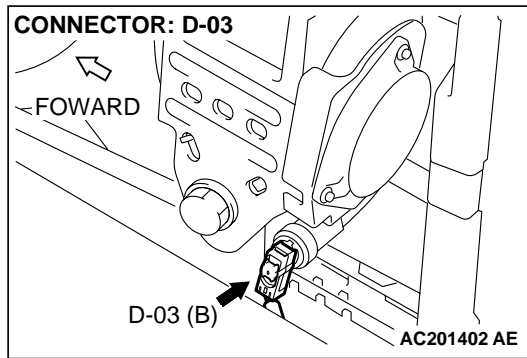
**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction P.00-6.)

**DTC 69: Passenger's Seat Belt Pre-Tensioner (Squib) System Fault for Ground Circuit (Short-Circuit to Ground)**

**Passenger's (Front) Seat Belt Pre-tensioner (Squib)**



**CIRCUIT OPERATION**

The SRS-ECU judges how severe a collision is by detecting signals from the front impact sensors and the front air bag analog G-sensor. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the front air bag safing G-sensor is on, the pre-tensioner will deploy.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the passenger's seat belt pre-tensioner (squib).

**TROUBLESHOOTING HITS**

- Damaged wiring harnesses or connectors
- Short to the ground in the passenger's seat belt pre-tensioner (squib) harness
- Malfunction of the SRS-ECU



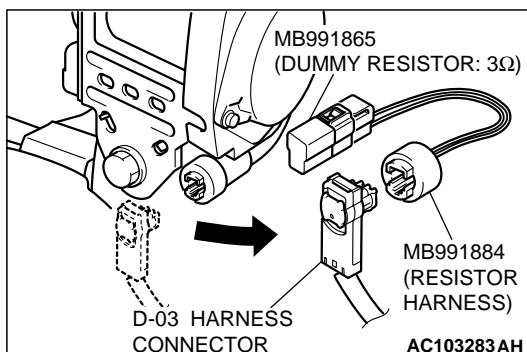
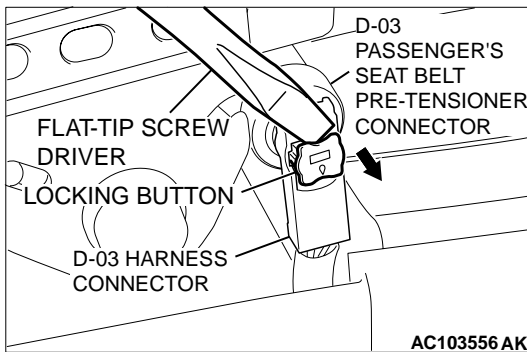
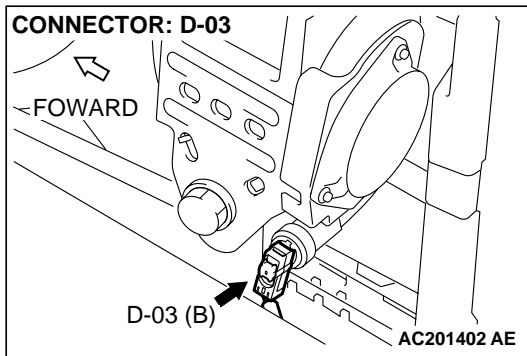
## DIAGNOSIS

### Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resister
- MB991866: Resister harness (For Pre-tensioner)

### STEP 1. Check the passenger's seat belt pre-tensioner.

- (1) Disconnect the negative battery terminal.
- (2) Disconnect driver's seat belt pre-tensioner connector D-03.  
Use a flat-tipped screwdriver to pull out the locking button at the harness connector, and then disconnect the connector.

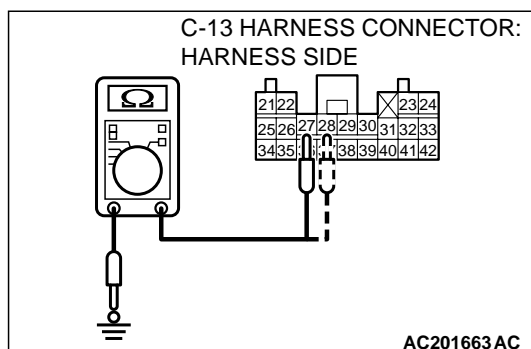
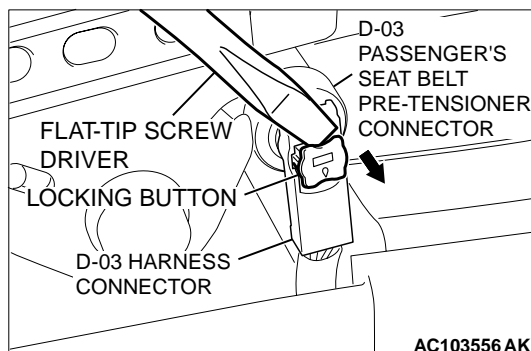
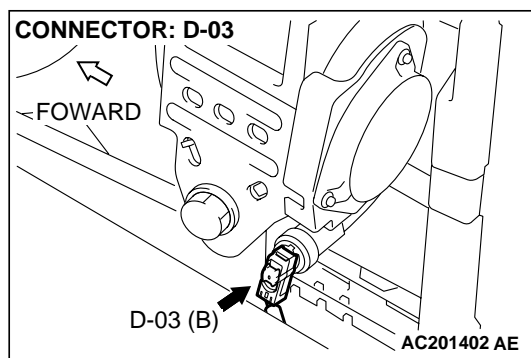
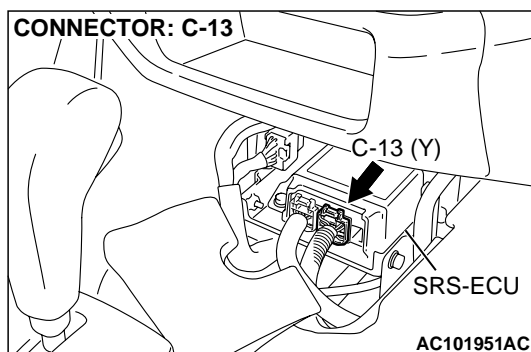


- (3) Connect special tool MB991865 to special tool MB991884.
- (4) Connect special tool MB991884 to the D-03 harness connector.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and then check the diagnostic trouble code.

### Q: Is DTC 69 set?

**YES** : Go to Step 2.

**NO** : Replace the passenger's seat belt pre-tensioner.  
(Refer to [P.52Ba-40.](#)) Then go to Step 3.



## STEP 2. Check the passenger's seat belt pre-tensioner circuit at the SRS-ECU connector C-13.

(1) Disconnect SRS-ECU connector C-13.

(2) Disconnect passenger's seat belt pre-tensioner connector D-03. Use a flat-tipped screwdriver to pull out the locking button at the harness connector, and then disconnect the connector.

### ⚠ CAUTION

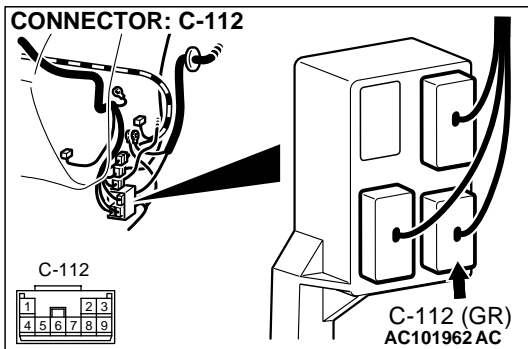
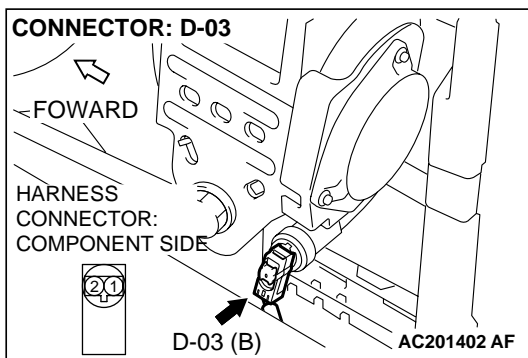
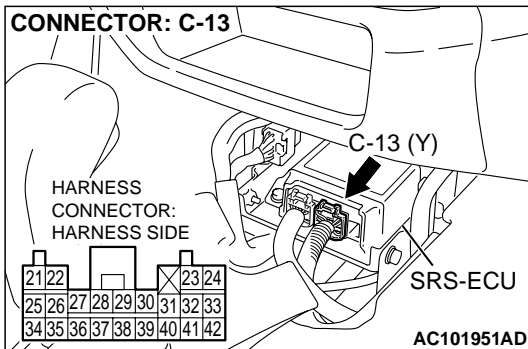
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(3) Check for continuity between C-13 harness connector terminals 27, 28 and body ground. It should be open circuit.

### Q: Does continuity exist?

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 69 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 4.

**NO :** Go to Step 3.



**STEP 3. Check harness wires for short circuit to ground between SRS-ECU connector C-13 (terminal No.27 and 28) and passenger's seat belt pre-tensioner connector D-03 (terminal No.1 and 2).**

*NOTE: After inspecting intermediate connector C-112 inspect the wiring harness.*

*If the intermediate connector C-112 is damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection P.00E-2.*

*Go to Step 4.*

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.27 and 28) and passenger's seat belt pre-tensioner connector D-03 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 4.

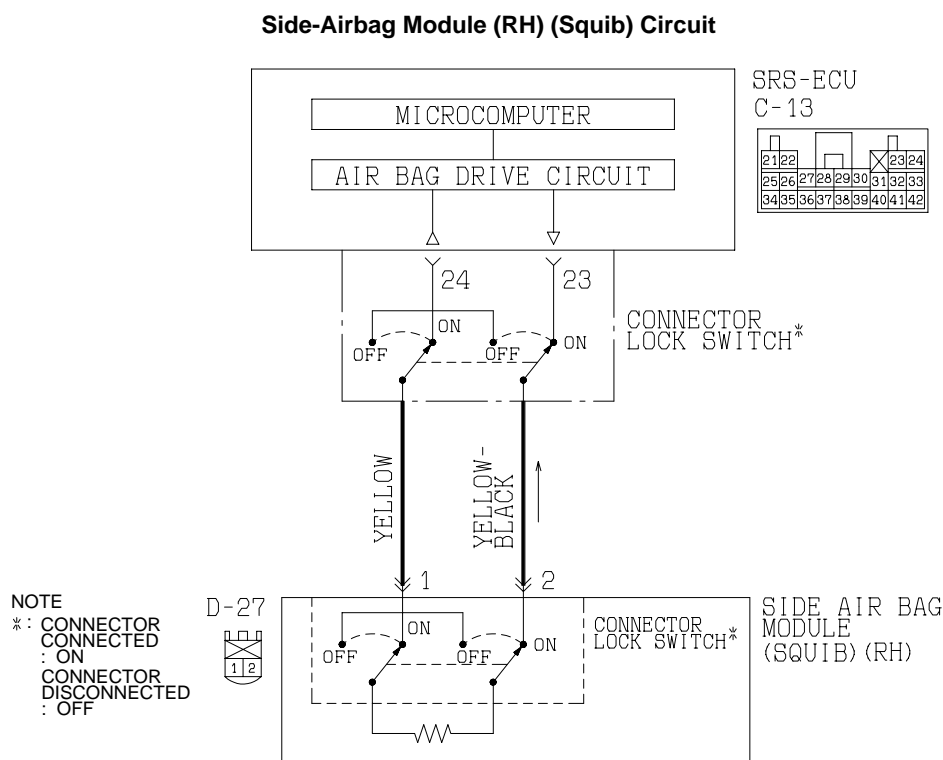
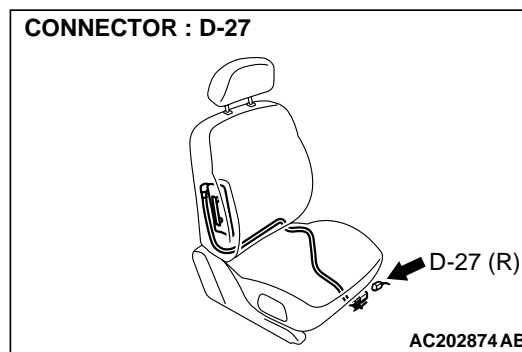
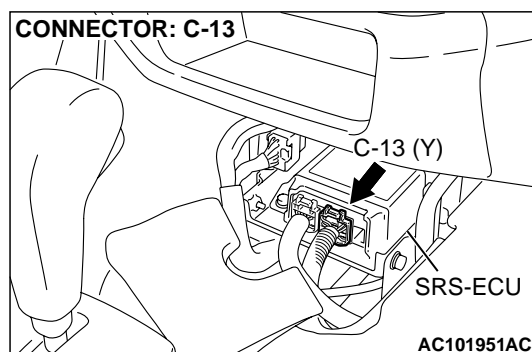
**NO :** Repair the harness wires between SRS-ECU connector C-13 and passenger's seat belt pre-tensioner connector D-03. Then go to Step 4.

**STEP 4. Check the diagnostic trouble code.**

**Q: Is DTC 69 set?**

**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction P.00-6.)

**DTC 71: Side-Airbag Module (RH) (Squib) System Fault 1 (Short Circuit between Terminals of the Squib Circuit)**W3J04M05AA  
AC202994 AB**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the side-airbag module (RH) (squib).

**TROUBLESHOOTING HINTS**

- Improper engaged connector or defective short bar\*
- Short between the side-airbag module (RH) (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU

*NOTE: \*: The squib circuit connectors integrate a "short" bar (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the ground wire in the squib circuit when the connectors are disconnected). (Refer to P.52Ba-2.) Therefore, if connector C-13 or D-27 is damaged or improperly engaged, the short bar may not be released when the connector is connected.*

## **DIAGNOSIS**

### **Required Special Tools:**

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resister harness

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### **STEP 1. Check the diagnostic trouble code.**

#### **Q: Is DTC 34 set?**

**YES** : Go to Step 2.

**NO** : Go to Step 3.

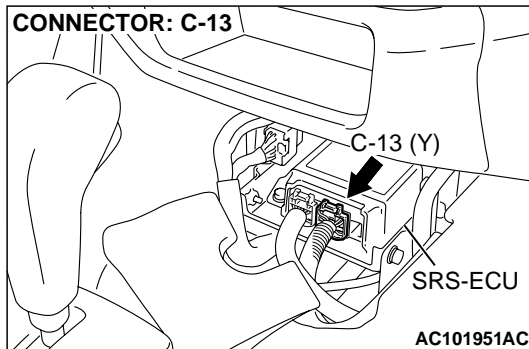
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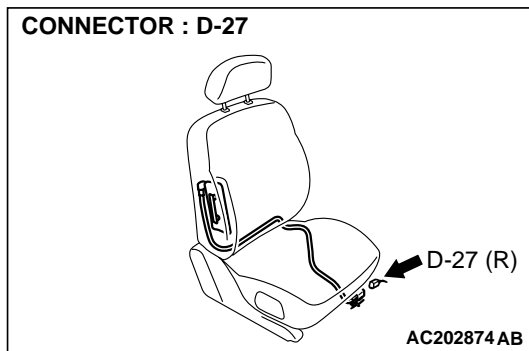
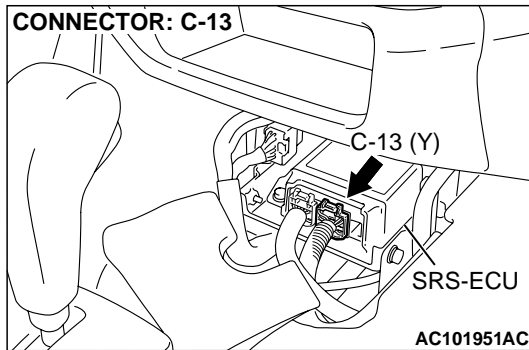
### **STEP 2. Check SRS-ECU connector C-13.**

#### **Q: Is the connector correctly engaged?**

**YES** : Go to Step 3.

**NO** : Engage the connector correctly. Then go to Step 7.



**STEP 3. Check SRS-ECU connector C-13 and side-airbag module (RH) connector D-27.**

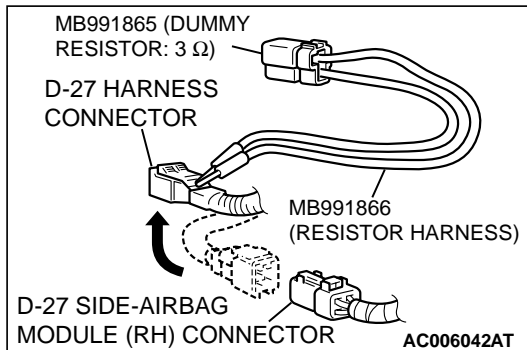
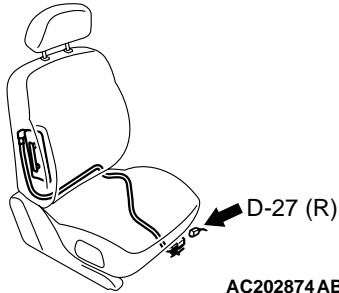
- (1) Disconnect the negative battery terminal.
- (2) Disconnect connectors C-13 and D-27, and then reconnect them.
- (3) Connect the negative battery terminal.
- (4) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 71 out put?**

**YES :** Go to Step 4.

**NO :** The procedure is complete. It is assumed that DTC 71 set as connector C-13 or D-27 was engaged improperly.

CONNECTOR : D-27



**STEP 4. Check the side-airbag module (RH).**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect the side-airbag module (RH) connector D-27.

- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

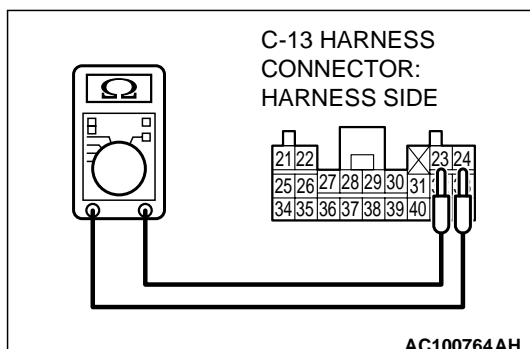
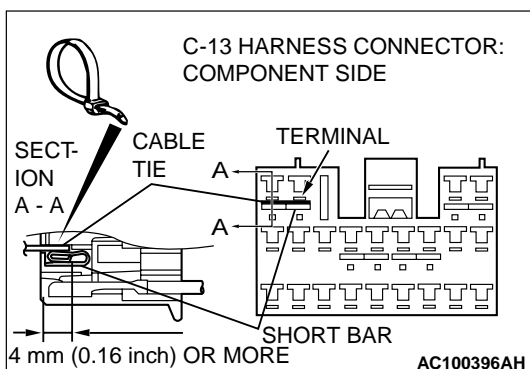
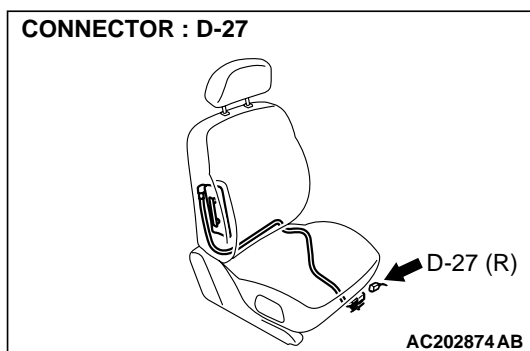
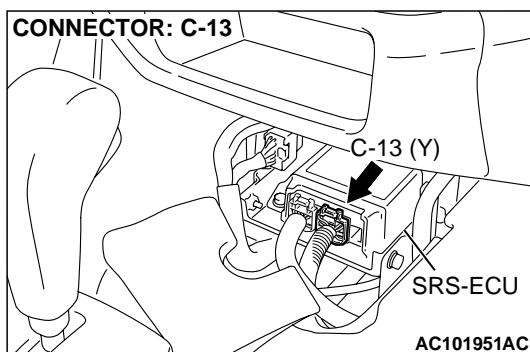
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into the D-27 harness connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 71 set?**

**YES :** Go to Step 5.

**NO :** Replace the seat back assembly of the front seat (RH). (Refer to GROUP 52A, Front Seat [P.52A-17.](#)) Then go to Step 7.



**STEP 5. Check the side-airbag module (RH) circuit at the SRS-ECU connector C-13.**

- (1) Disconnect SRS-ECU connector C-13.

**⚠ DANGER**

**To prevent the air bag from deploying unintentionally, disconnect the side-airbag module (RH) connector D-27 to short the squib circuit.**

- (2) Disconnect side-airbag module connector D-27.

**⚠ CAUTION**

**Insert an insulator such as a cable tie to a depth of 4mm (0.16 inch) or more, otherwise the short bar will not be released.**

- (3) Insert a cable tie [3 mm (0.12 inch) wide, 0.5 mm (0.02 inch) thick] between terminals 23, 24 and the short bar to release the short bar.
- (4) Measure at the wiring harness side.

**⚠ CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

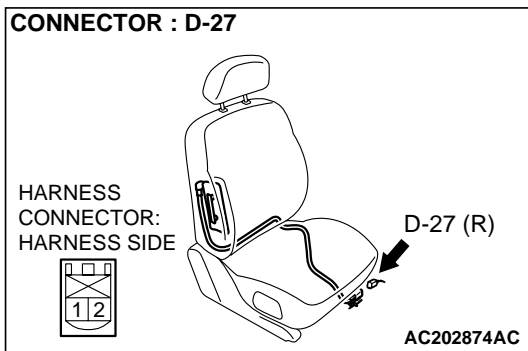
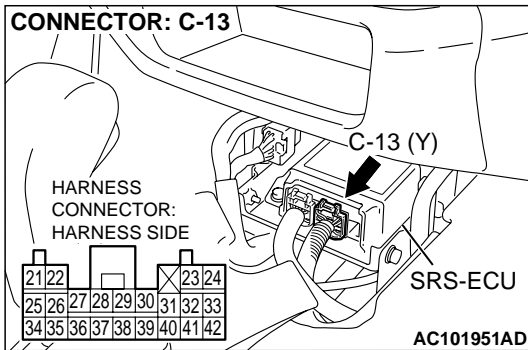
- (5) Check for continuity between C-13 harness connector terminals 23 and 24.  
It should be open circuit.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 71 sets, replace the SRS-ECU. (Refer to P.52Ba-25.) Then go to Step 7.

**NO :** Go to Step 6.





**STEP 6. Check the harness wires for short circuit between SRS-ECU connector C-13 (terminal No.23 and 24) and side-airbag module (RH) connector D-27 (terminal No.1 and 2)**

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.23 and 24) and side-airbag module (RH) connector D-27 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 7.

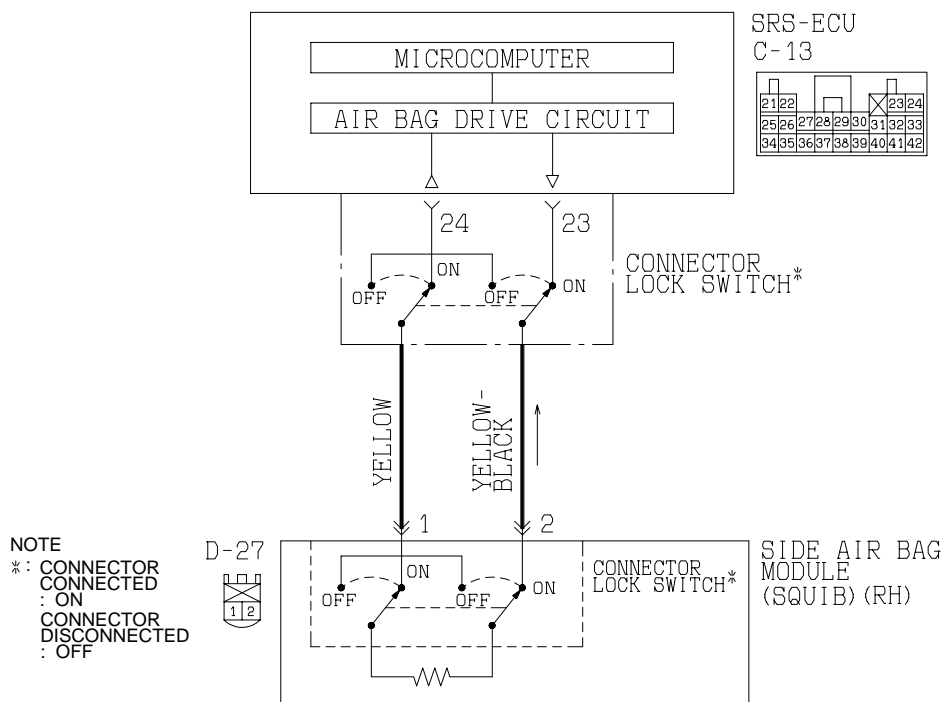
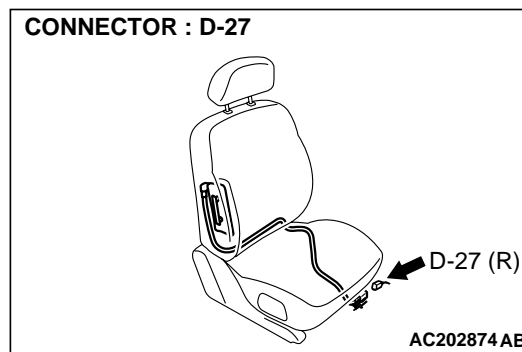
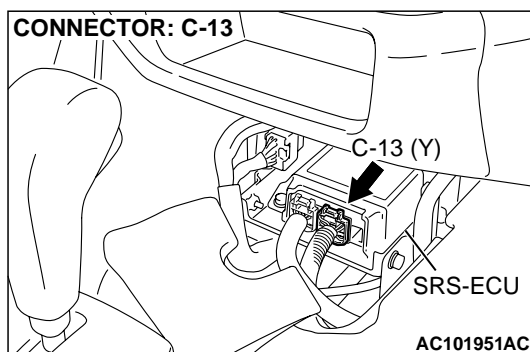
**NO :** Repair the harness wires between SRS-ECU connector C-13 and side-airbag module (RH) connector D-27. Then go to Step 7.

**STEP 7. Check the diagnostic trouble code.**

**Q: Is DTC 71 set?**

**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**DTC 72: Side-Airbag Module (RH) (Squib) System Fault 2 (Open in the Squib Circuit)****Side-Airbag Module (RH) (Squib) Circuit**W3J04M05AA  
AC202994 AB**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the side-airbag module (RH) (squib).

**TROUBLESHOOTING HINTS**

- Open circuit in the side-airbag module (RH) (squib) circuit
- Improper connector contact
- Malfunction of the SRS-ECU

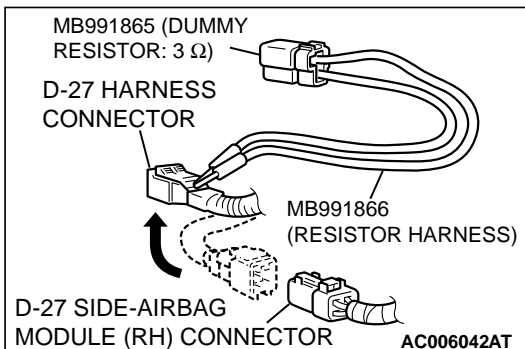
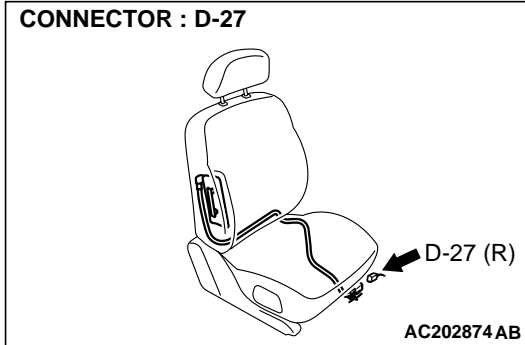
## DIAGNOSIS

### Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resistor harness

### STEP 1. Check the side-airbag module (RH).

- (1) Disconnect the negative battery terminal.
- (2) Disconnect the side-airbag module (RH) connector D-27.



- (3) Connect special tool MB991865 to special tool MB991866.

### **CAUTION**

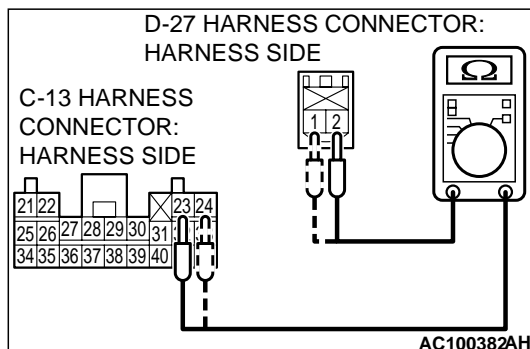
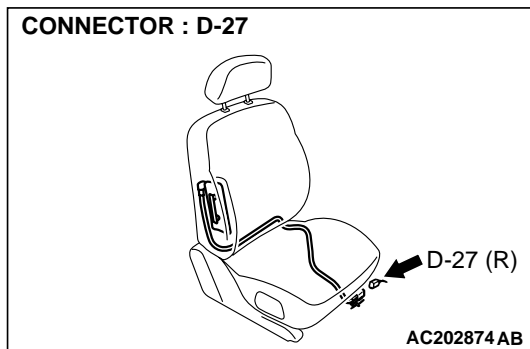
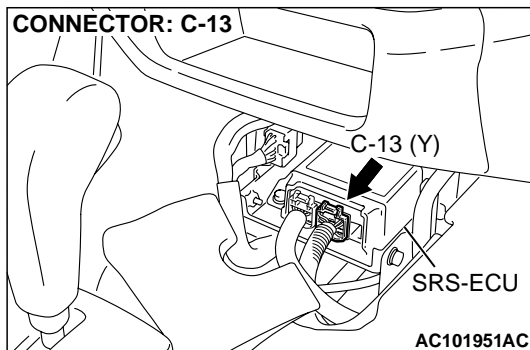
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into the D-27 harness connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

### Q: Is DTC 72 set?

**YES** : Go to Step 2.

**NO** : Replace the seat back assembly of the front seat (RH). (Refer to GROUP 52A, Front Seat [P.52A-17](#).) Then go to Step 3.



**STEP 2. Check the harness for open circuit between SRS-ECU connector C-13 (terminal No.23 and 24) and the side-airbag module (RH) connector D-27 (terminal No.1 and 2).**

(1) Disconnect SRS-ECU connector C-13 and side-airbag module (RH) connector D-27.

**CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(2) Check for continuity between the following terminals.

C-13 connector    D-27 connector

23                -                2

24                -                1

It should be less than 2 ohms.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 72 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 3.

**NO :** Repair the harness wires between SRS-ECU connector C-13 and side-airbag module (RH) connector D-27. Then go to Step 3.

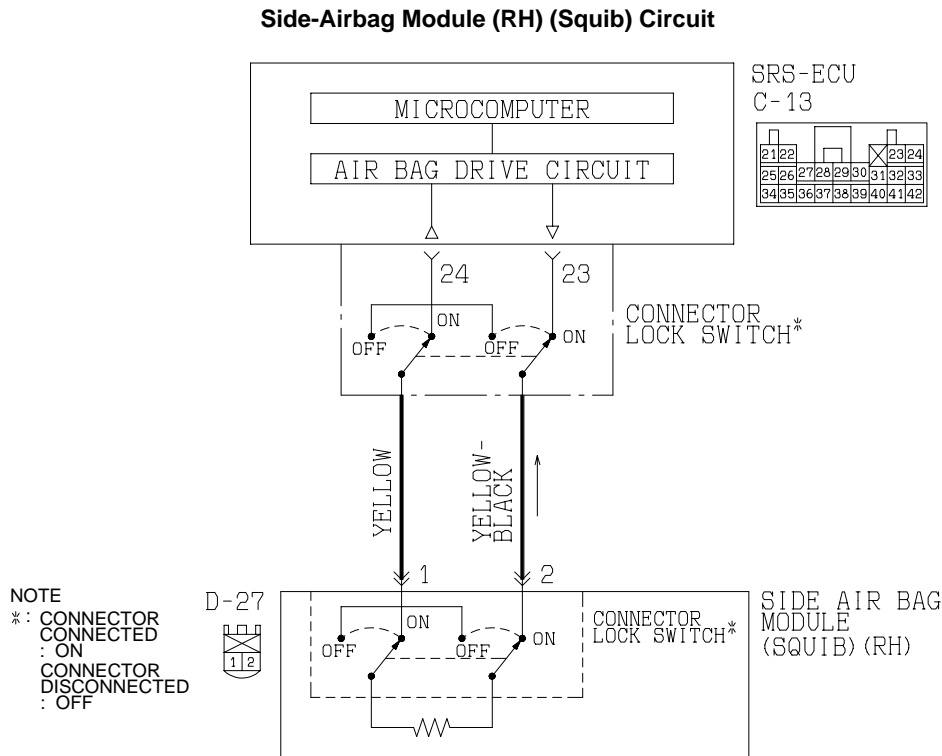
**STEP 3. Check the diagnostic trouble code.**

**Q: Is DTC 72 set?**

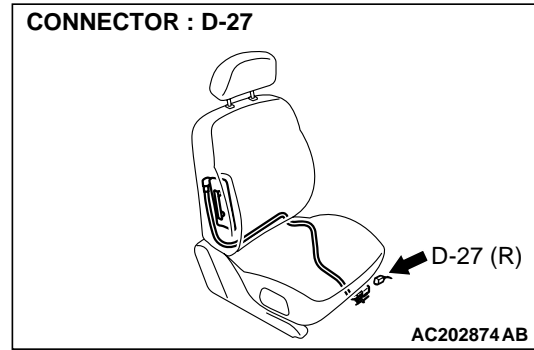
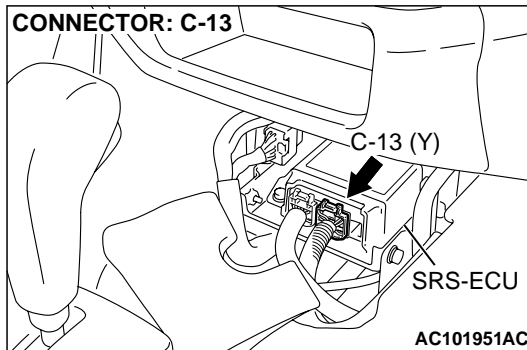
**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**DTC 75: Side-Airbag Module (RH) (Squib) System Fault Power Supply Circuit (Short-Circuited to Power Supply)**



W3J04M05AA  
 AC202994AB



**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the air bag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the side-airbag module (RH) (squib).

**TROUBLESHOOTING HINTS**

- Damaged wiring harnesses or connectors
- Short to the power supply in the side-airbag module (RH) (squib) harness
- Malfunction of the SRS-ECU

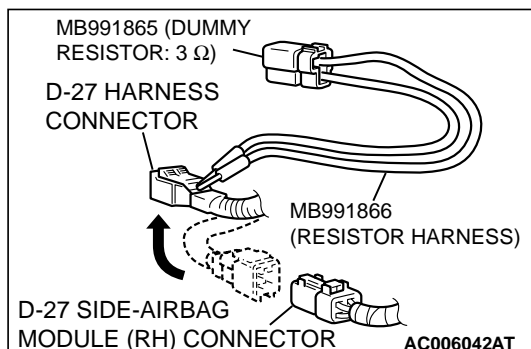
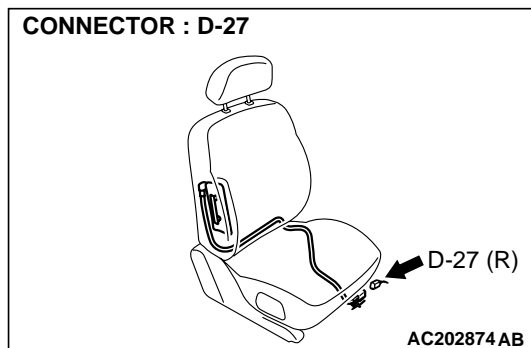
## DIAGNOSIS

## Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resistor harness

**STEP 1. Check the side-airbag module (RH).**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect the side-airbag module (RH) connector D-27.



- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

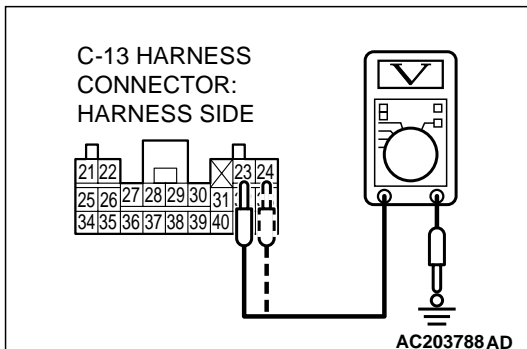
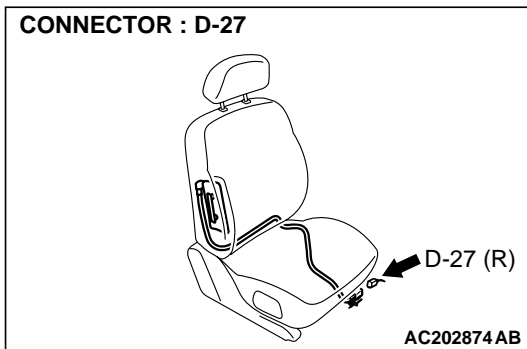
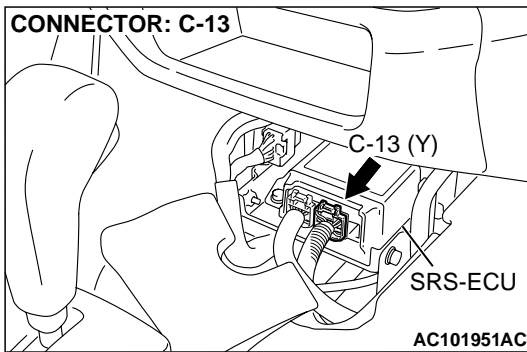
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into the D-27 harness connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 75 set?**

**YES :** Go to Step 2.

**NO :** Replace the seat back assembly of the front seat (RH). (Refer to GROUP 52A, Front Seat [P.52A-17.](#)) Then go to Step 3.



**STEP 2. Check the side-airbag module (RH) circuit at the SRS-ECU connector C-13.**

- (1) Disconnect SRS-ECU connector C-13.

**⚠ DANGER**

***To prevents the air bag from deploying unintentionally, disconnect the side-airbag module (RH) connector D-27 to short the squib circuit.***

- (2) Disconnect side-airbag module (RH) connector D-27.  
 (3) Turn the ignition switch to the "ON" position.

**⚠ CAUTION**

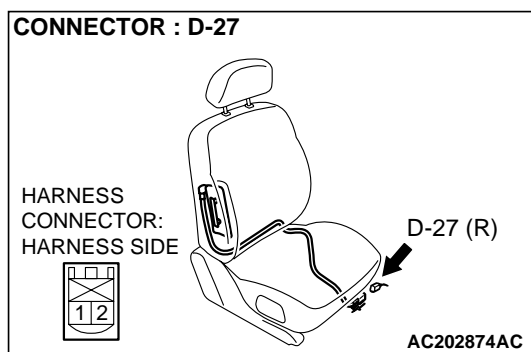
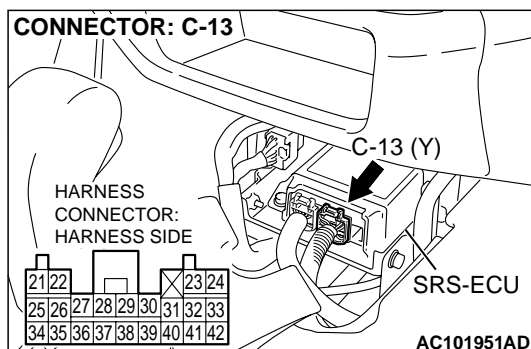
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Measure the voltage between C-13 harness connector terminals 23 and 24 and body ground.  
 Voltage should measure 0 volt.

**Q: Is the measured voltage within the specified range?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 75 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 4.

**NO :** Go to Step 3.



**STEP 3. Check the harness wires for short circuit to power supply between SRS-ECU connector C-13 (terminal No.23 and 24) and side-airbag module (RH) connector D-27 (terminal No.1 and 2).**

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.23 and 24) and side-airbag module (RH) connector D-27 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 4.

**NO :** Repair the harness wires between SRS-ECU connector C-13 and side-airbag module (RH) connector D-27. Then go to Step 4.

**STEP 4. Check the diagnostic trouble code.**

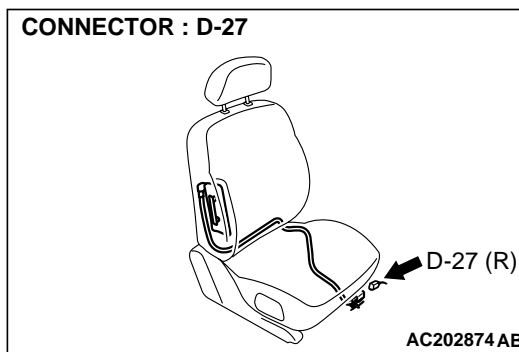
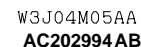
**Q: Is DTC 75 set?**

**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))



### Side-Airbag Module (RH) (Squib) Circuit



## DTC SET CONDITIONS

- This DTC is set if there is abnormal resistance between the input terminals of the side-airbag module (RH) (squib).

- Damaged wiring harnesses or connectors
- Short to ground in the side-airbag module (RH) (squib) harness
- Malfunction of the SRS-ECU

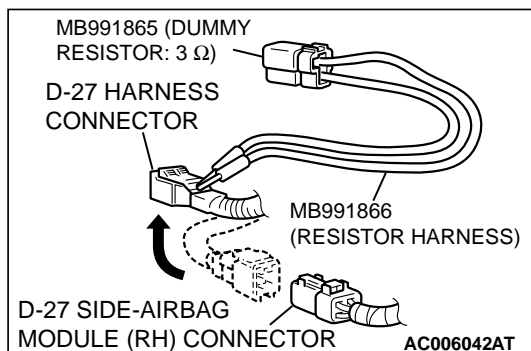
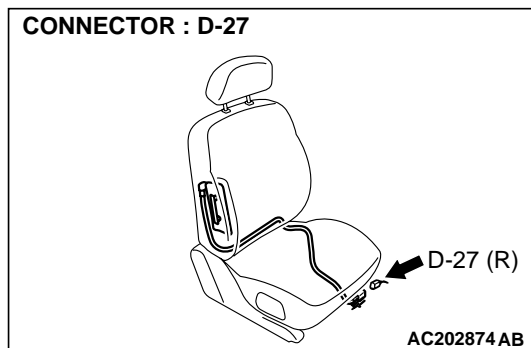
## DIAGNOSIS

## Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resistor harness

**STEP 1. Check the side-airbag module (RH).**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect the side-airbag module (RH) connector D-27.



- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

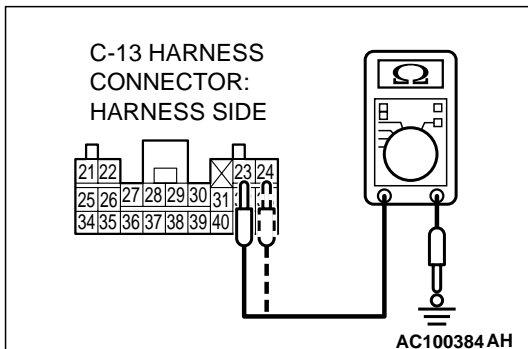
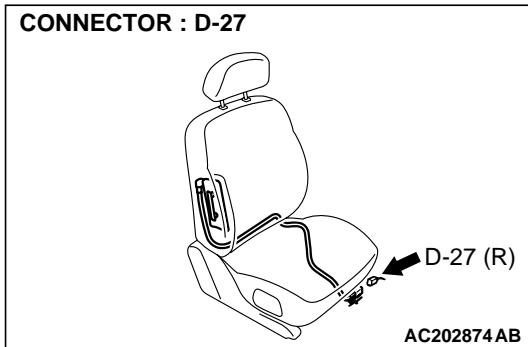
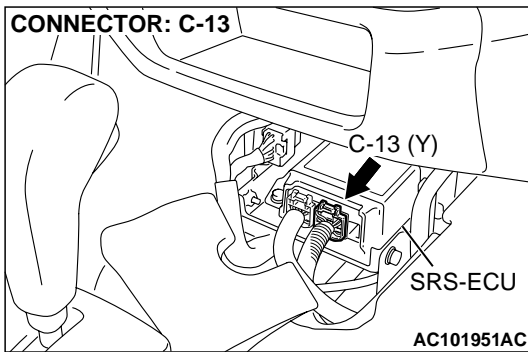
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into the D-27 harness connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 76 set?**

**YES :** Go to Step 2.

**NO :** Replace the seat back assembly of the front seat (RH). (Refer to GROUP 52A, Front Seat [P.52A-17.](#)) Then go to Step 4.



**STEP 2. Check the side-airbag module (RH) circuit at the SRS-ECU connector C-13**

(1) Disconnect SRS-ECU connector C-13.

**⚠ DANGER**

*To prevents the air bag from deploying unintentionally, disconnect the side-airbag module (RH) connector D-27 to short the squib circuit.*

(2) Disconnect side-airbag module (RH) connector D-27.

**⚠ CAUTION**

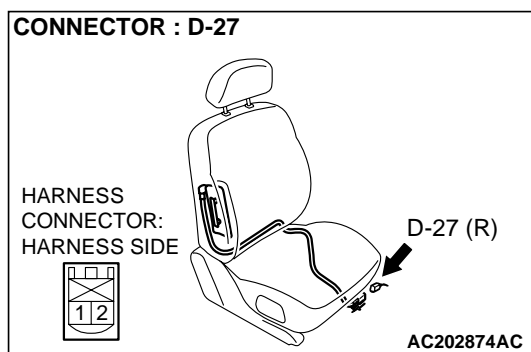
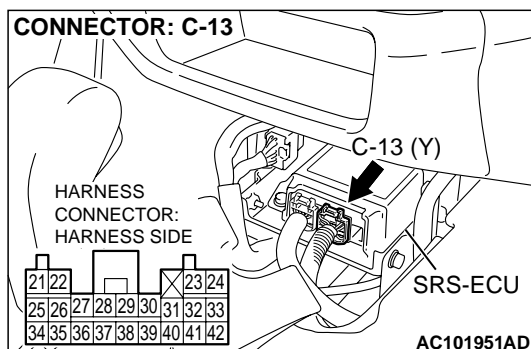
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(3) Check for continuity between C-13 harness connector terminals 23, 24 and body ground.  
It should be open circuit.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 76 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 4.

**NO :** Go to Step 3.



**STEP 3. Check the harness wires for short circuit to ground between SRS-ECU connector C-13 (terminal No.23 and 24) and side-airbag module (RH) connector D-27 (terminal No.1 and 2).**

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.23 and 24) and side-airbag module (RH) connector D-27 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 4.

**NO :** Repair the harness wires between SRS-ECU connector C-13 and side-airbag module (RH) connector D-27. Then go to Step 4.

**STEP 4. Check the diagnostic trouble code.**

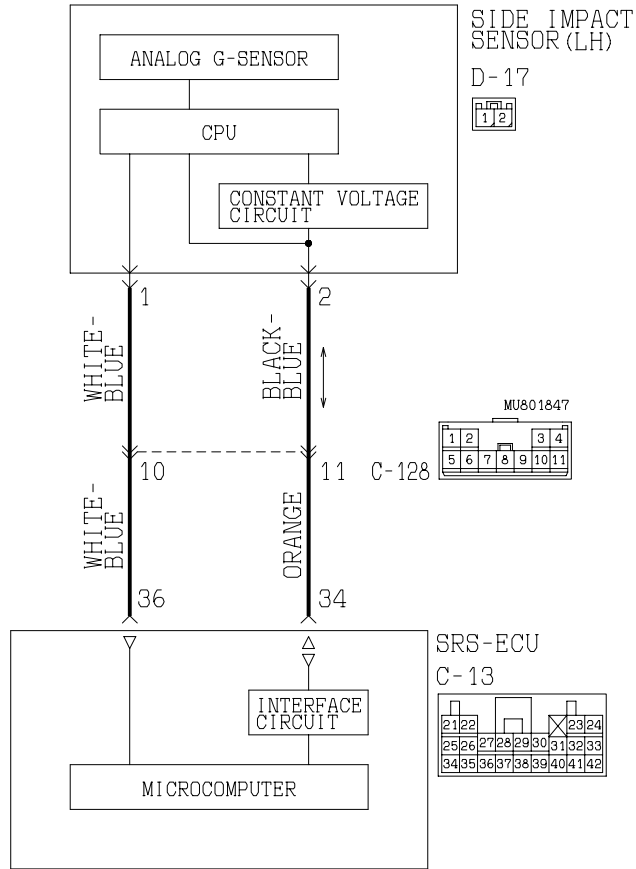
**Q: Is DTC 76 set?**

**YES :** Return to Step 1.

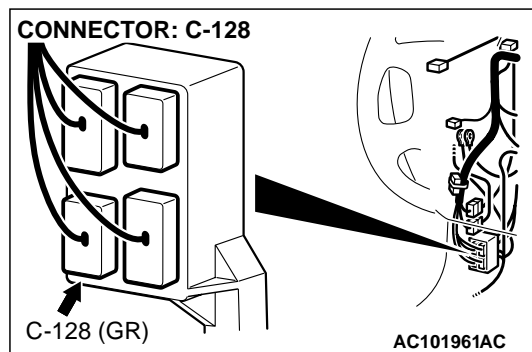
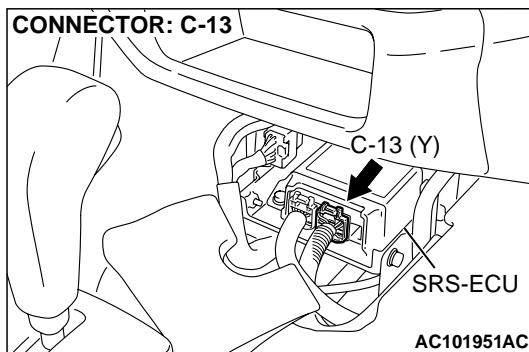
**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

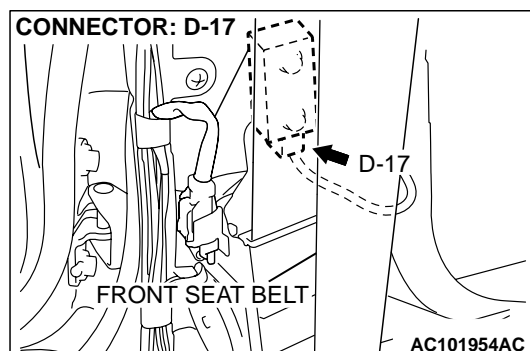
**DTC 79: Side-Airbag Module (LH) (Squib) System Fault 5 for Power Supply Circuit**  
**DTC 93: Side-Airbag Module (LH) (Squib) System Fault 6 for Communication System**

**Side Impact Sensor (LH) Power Supply Circuit**



**AC100931AB**  
W2J07M10AA





### CIRCUIT OPERATION

The side impact sensor includes an analog G sensor and CPU, etc. The CPU monitors the analog G sensor output signal. If the CPU judges that the side-airbags should be deployed, it sends a fire signal to the SRS-ECU to deploy the side-airbags. Besides that, the CPU diagnoses the internal components of the side impact sensor. If a malfunction occurs, it requests the SRS-ECU to set a diagnostic trouble code.

### DTC SET CONDITIONS

These DTC are set if communication between the side impact sensor (LH) and the SRS-ECU is not possible or communication is faulty.

### TROUBLESHOOTING HINTS

- Damaged wiring harnesses or connectors
- Malfunction of the side impact sensor (LH)
- Malfunction of the SRS-ECU

### DIAGNOSIS

#### Required Special Tool:

- MB991502: Scan Tool (MUT-II)

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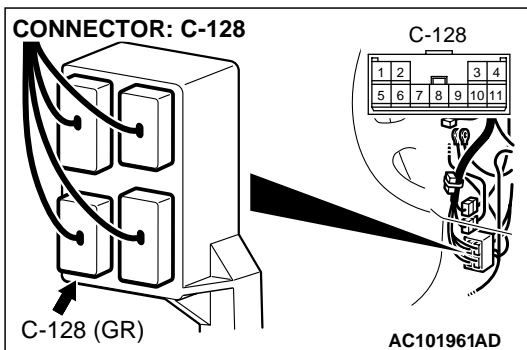
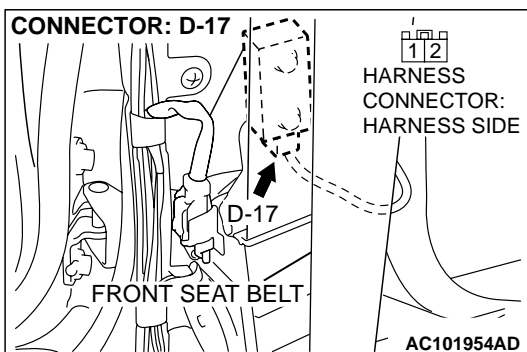
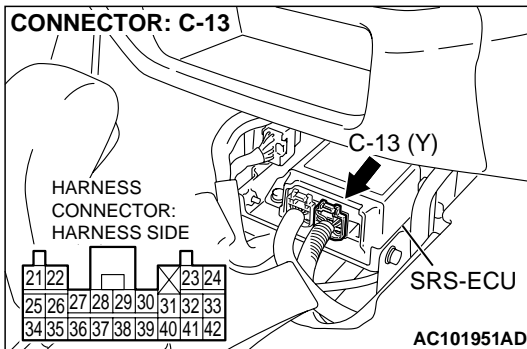
#### STEP 1. Check the side impact sensor (LH).

- (1) Disconnect the negative battery terminal.
- (2) Replace the side impact sensor (LH) with the side impact sensor (RH).
- (3) Connect the negative battery terminal.
- (4) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

#### Q: Is DTC 89 or 96 set?

**YES** : Replace the side impact sensor (LH) with a new one.  
(Refer to [P.52Ba-37](#).) Then go to Step 3.

**NO** : Go to Step 2.



**STEP 2. Check the harness wires for open circuit or short circuit between SRS-ECU connector C-13 (terminal No.34 and 36) and side impact sensor (LH) connector D-17 (terminal No.1 and 2).**

*NOTE: After inspecting intermediate connector C-128 inspect the wiring harness. If the intermediate connector C-128 is damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection P.00E-2. Then go to Step 3. If harness wires are in good condition, go to Step 3. If any harness wires between SRS-ECU connector C-13 and side impact sensor (LH) connector D-17 are damaged, repair them or install the sensor cable. Refer to P.52Ba-37. Then go to Step 3.*

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.34 and 36) and side impact sensor (LH) connector D-17 (terminal No.1 and 2) in good condition?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 79 or 93 sets, replace the SRS-ECU. (Refer to P.52Ba-25.) Then go to Step 3.

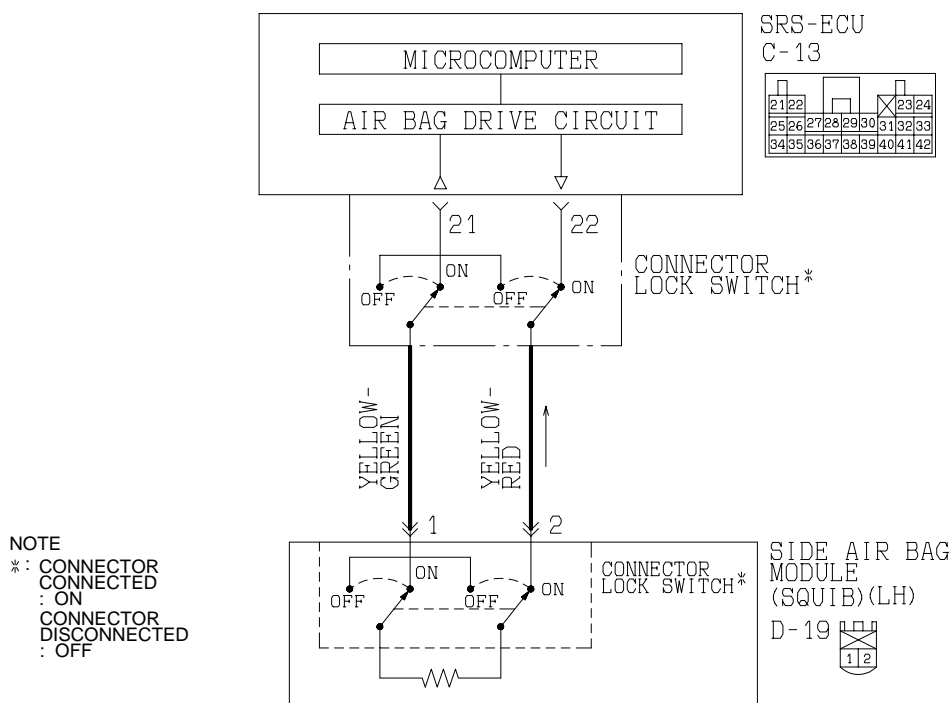
**NO :** Repair the harness wires between SRS-ECU connector C-13 and side impact sensor (LH) connector D-17. Then go to Step 3.

**STEP 3. Check the diagnostic trouble code.**

**Q: Is DTC 79 or 93 set?**

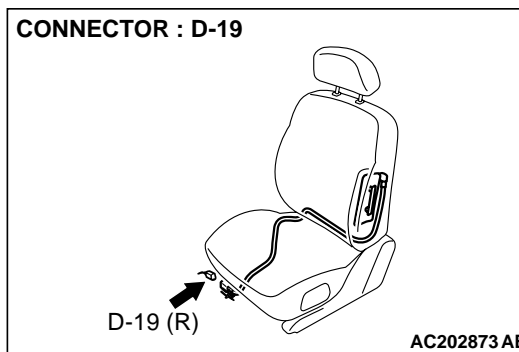
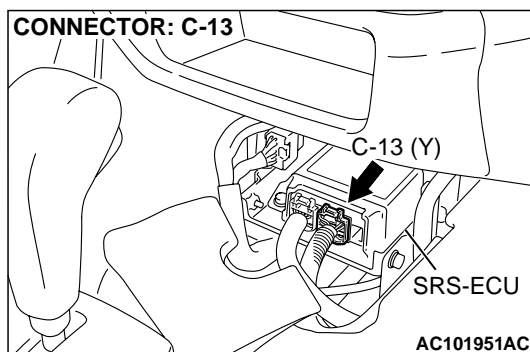
**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction P.00-6.)

**DTC 81: Side-Airbag Module (LH) (Squib) System Fault 1 (Short Circuit between Terminals of the Squib Circuit)****Side-Airbag Module (LH) (Squib) Circuit**

W3J04M04AA

AC202993 AB

**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the air bag module to inflate the side-airbag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the side-airbag module (LH) (squib).

**TROUBLESHOOTING HINTS**

- Improper engaged connector or defective short bar\*
- Short circuit between the side-airbag module (LH) (squib) circuit terminals
- Damaged connector(s)
- Malfunction of the SRS-ECU



*NOTE: \*: The squib circuit connectors integrate a "short" bar (which prevents the air bag from deploying unintentionally due to static electricity by shorting the positive wire to the ground wire in the squib circuit when the connectors are disconnected) (Refer to [P.52Ba-2.](#)) Therefore, if connector C-13 or D-19 is damaged or improperly engaged, the short bar may not be released when the connector is connected.*

## **DIAGNOSIS**

### **Required Special Tool:**

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resister harness

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### **STEP 1. Check the diagnostic trouble code.**

#### **Q: Is DTC 34 set?**

**YES** : Go to Step 2.

**NO** : Go to Step 3.

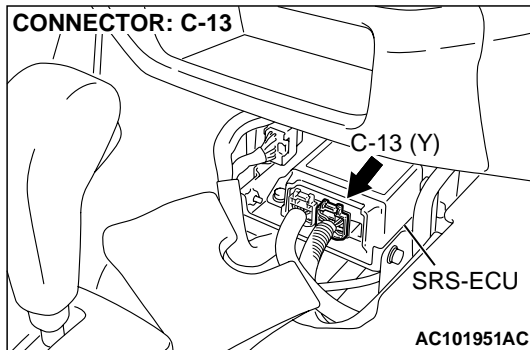
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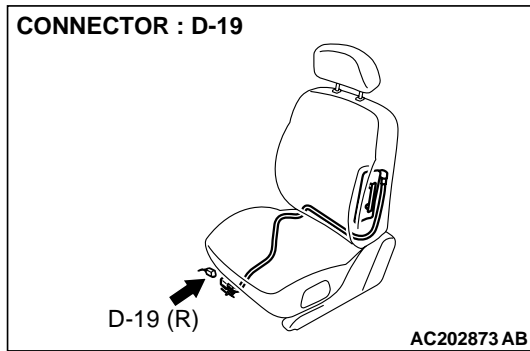
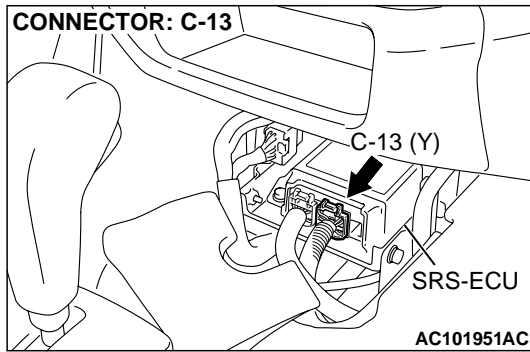
### **STEP 2. Check SRS-ECU connector C-13.**

#### **Q: Is the connector correctly engaged?**

**YES** : Go to Step 3.

**NO** : Engage the connector correctly. Then go to Step 7.



**STEP 3. Check SRS-ECU connector C-13 and side-airbag module (LH) connector D-19.**

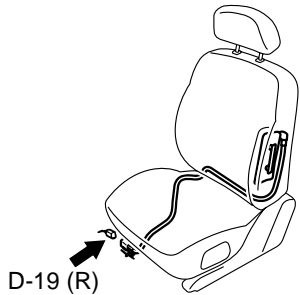
- (1) Disconnect the negative battery terminal.
- (2) Disconnect connectors C-13 and D-19, and then reconnect them.
- (3) Connect the negative battery terminal.
- (4) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 81 out put?**

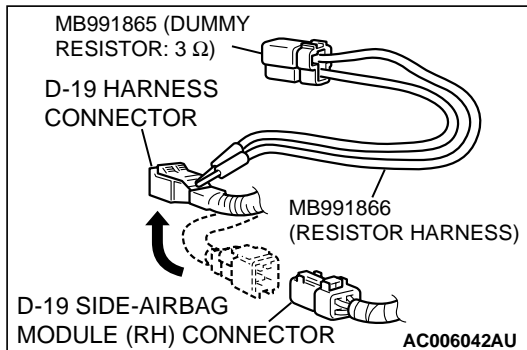
**YES :** Go to Step 4.

**NO :** The procedure is complete. It is assumed that DTC 81 set as connector C-13 or D-19 was engaged improperly.

CONNECTOR : D-19



AC202873 AB



**STEP 4. Check the side-airbag module (LH).**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect the side-airbag module (LH) connector D-19.

- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

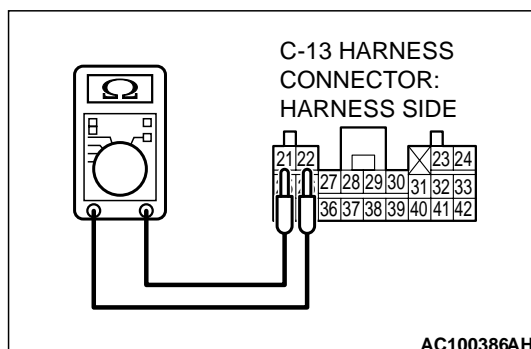
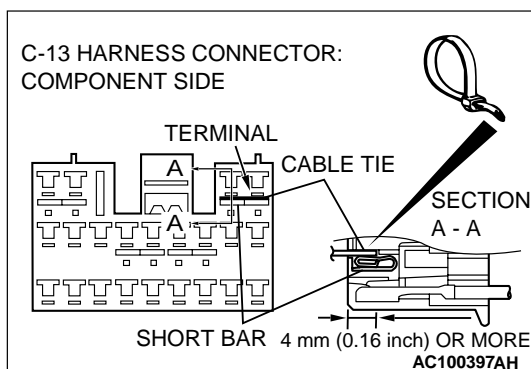
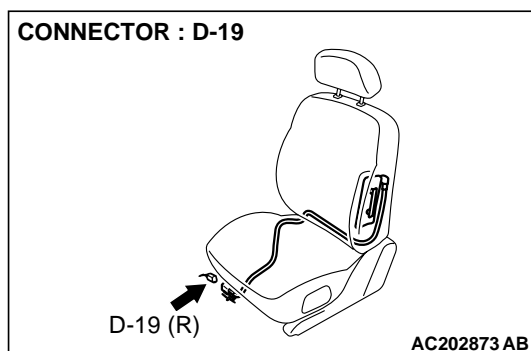
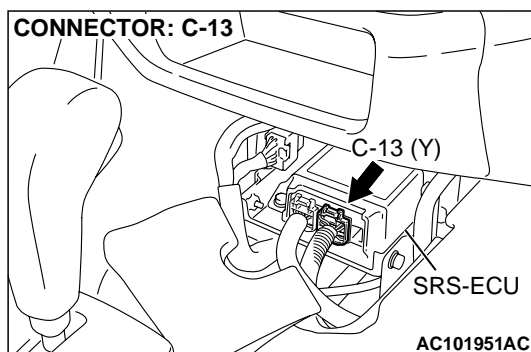
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into the D-19 harness connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 81 set?**

**YES :** Go to Step 5.

**NO :** Replace the seat back assembly of the front seat (LH). (Refer to GROUP 52A, Front Seat [P.52A-17](#).) Then go to Step 7.



**STEP 5. Check the side-airbag module (LH) circuit at the SRS-ECU connector C-13.**

- (1) Disconnect SRS-ECU connector C-13.

**⚠ DANGER**

*To prevent the air bag from deploying unintentionally, disconnect the side-airbag module (LH) connector D-19 to short the squib circuit.*

- (2) Disconnect side-airbag module (LH) connector D-19.

**⚠ CAUTION**

Insert an insulator such as a cable tie to a depth of 4mm (0.16 inch) or more, otherwise the short bar will not be released.

- (3) Insert a cable tie [3 mm (0.12 inch) wide, 0.5 mm (0.02 inch) thick] between C-13 harness connector terminals 21, 22 and the short bar to release the short bar.

**⚠ CAUTION**

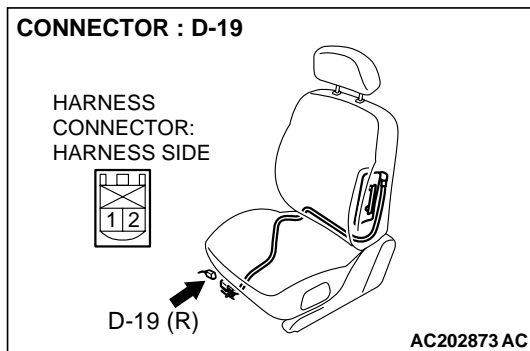
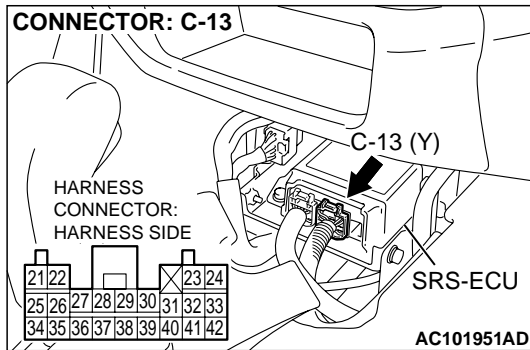
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (4) Check for continuity between terminals 21 and 22.  
It should be open circuit.

**Q: Is the circuit normal?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 81 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 7.

**NO :** Go to Step 6.



**STEP 6. Check the harness wires for short circuit between SRS-ECU connector C-13 (terminal No.21 and 22) and side-airbag module (LH) connector D-19 (terminal No.1 and 2).**

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.21 and 22) and side-airbag module (LH) connector D-19 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 7.

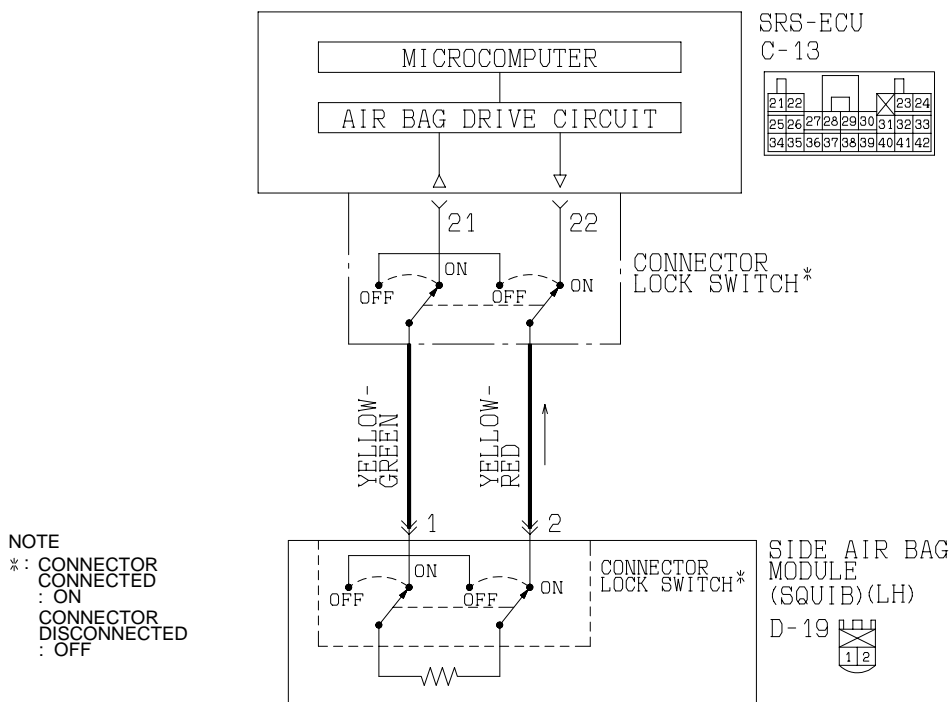
**NO :** Repair the harness wires between SRS-ECU connector C-13 and side-airbag module (LH) connector D-19. Then go to Step 7.

**STEP 7. Check the diagnostic trouble code.**

**Q: Is DTC 81 set?**

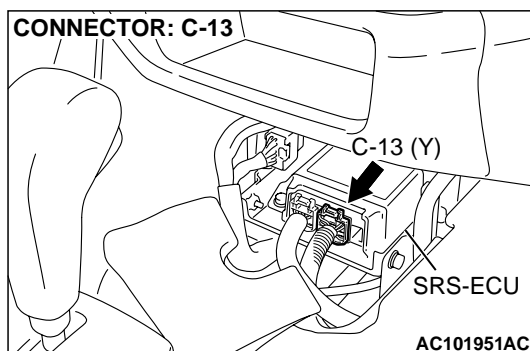
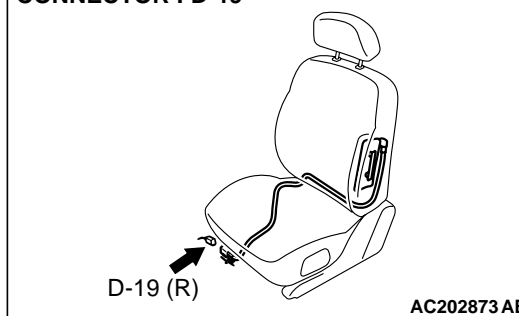
**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**DTC 82: Side-Airbag Module (LH) (Squib) System Fault 2 (Open in the Squib Circuit)****Side-Airbag Module (LH) (Squib) Circuit**

W3J04M04AA

AC202993 AB

**CONNECTOR : D-19****CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the side-airbag module (LH) (squib).

**TROUBLESHOOTING HINTS**

- Open circuit in the side-airbag module (squib) (LH) circuit
- Improper connector contact
- Malfunction of the SRS-ECU

## DIAGNOSIS

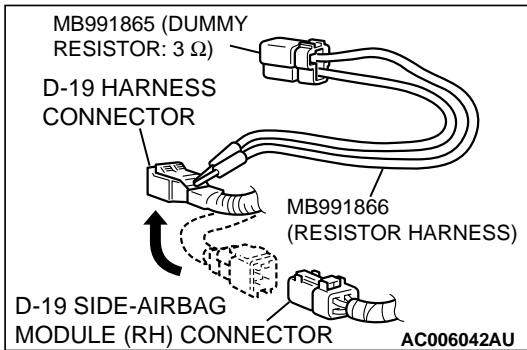
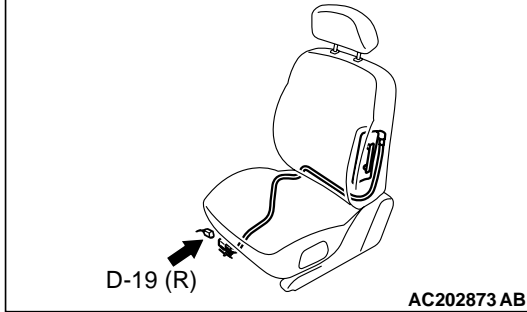
### Required Special Tool:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resistor harness

### STEP 1. Check the side-airbag module (LH).

- (1) Disconnect the negative battery terminal.
- (2) Disconnect the side-airbag module (LH) connector D-19.

CONNECTOR : D-19



- (3) Connect special tool MB991865 to special tool MB991866.

### **CAUTION**

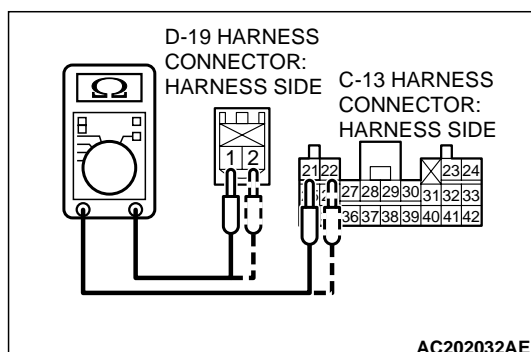
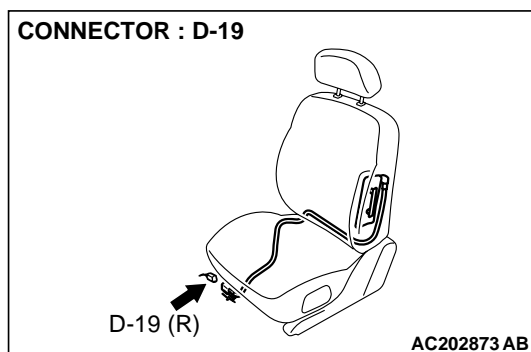
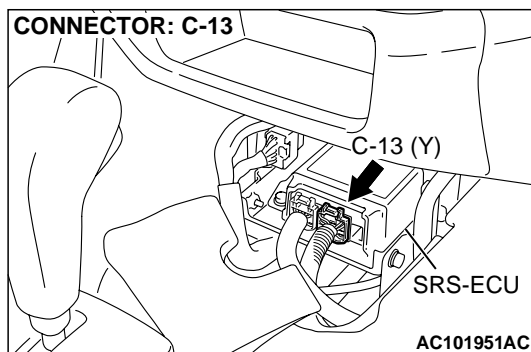
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into the D-19 harness connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

### Q: Is DTC 82 set?

**YES** : Go to Step 2.

**NO** : Replace the seat back assembly of the front seat (LH). (Refer to GROUP 52A, Front Seat [P.52A-17.](#)) Then go to Step 3.



**STEP 2. Check the harness for open circuit between the SRS-ECU connector C-13 (terminal No.21 and 22) and the side-airbag module (LH) D-19 (terminal No.1 and 2).**

(1) Disconnect SRS-ECU connector C-13.

(2) Disconnect side-airbag module (LH) connector D-19.

**CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(3) Check for continuity between the following terminals.

C-13 connector    D-19 connector

21	-	1
22	-	2

It should be less than 2 ohms.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 82 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 3.

**NO :** Repair the harness wires between SRS-ECU connector C-13 and side-airbag module (LH) connector D-19. Then go to Step 3.

**STEP 3. Check the diagnostic trouble code.**

**Q: Is DTC 82 set?**

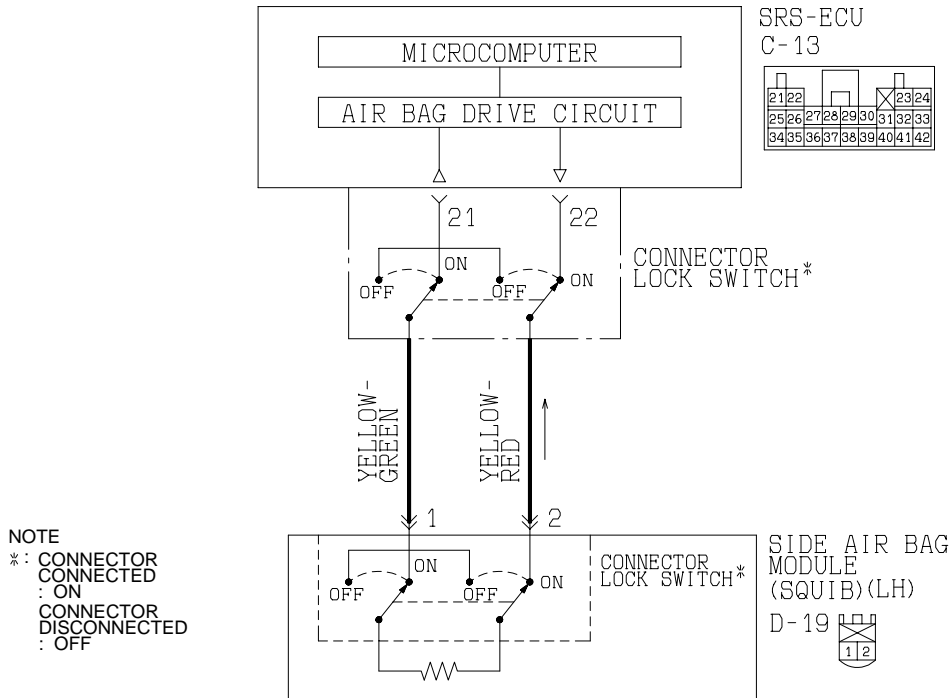
**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

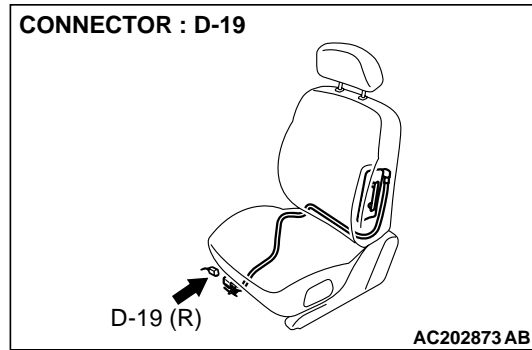
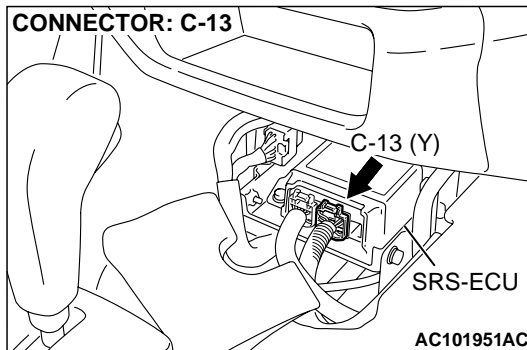


**DTC 85: Side-Airbag Module (LH) (Squib) System Fault Power Supply Circuit (Short-Circuited to Power Supply)**

**Side-Airbag Module (LH) (Squib) Circuit**



W3J04M04AA  
 AC202993 AB



**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the side-airbag module (LH) (squib).

**TROUBLESHOOTING HINTS**

- Damaged wiring harnesses or connectors
- Short to the power supply in the side-airbag module (LH) (squib) harness
- Malfunction of the SRS-ECU

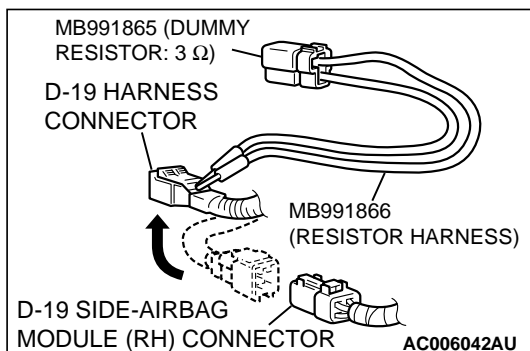
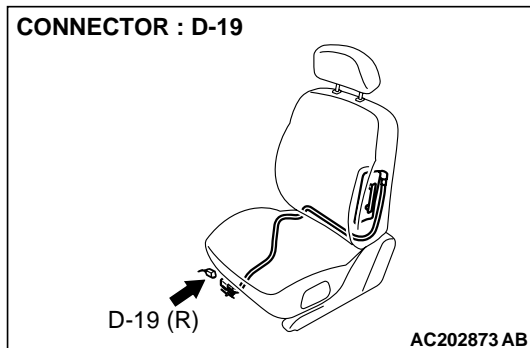
## DIAGNOSIS

## Required Special Tool:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resistor harness

**STEP 1. Check the side-airbag module (LH).**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect the side-airbag module (LH) connector D-19.



- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

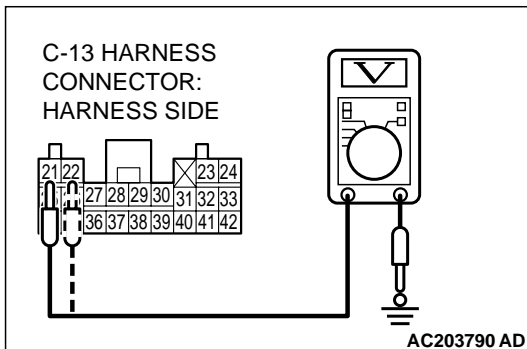
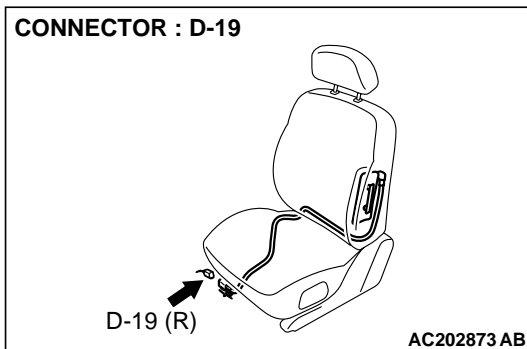
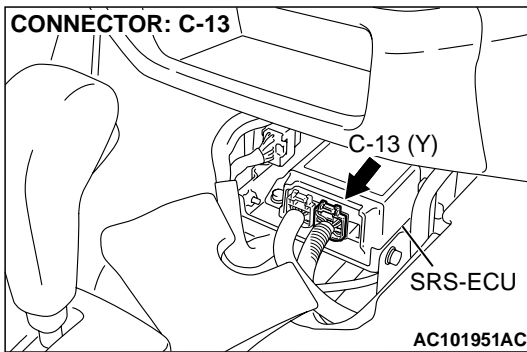
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into the D-19 harness connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 85 set?**

**YES :** Go to Step 2.

**NO :** Replace the seat back assembly of the front seat (LH). (Refer to GROUP 52A, Front Seat [P.52A-17.](#)) Then go to Step 4.



**STEP 2. Check the side-airbag module (LH) circuit at the SRS-ECU connector C-13.**

- (1) Disconnect SRS-ECU connector C-13.

**⚠ DANGER**

**To prevents the air bag from deploying unintentionally, disconnect the side-airbag module (LH) connector D-19 to short the squib circuit.**

- (2) Disconnect side-airbag module (LH) connector D-19.  
(3) Turn the ignition switch to the "ON" position.

**⚠ CAUTION**

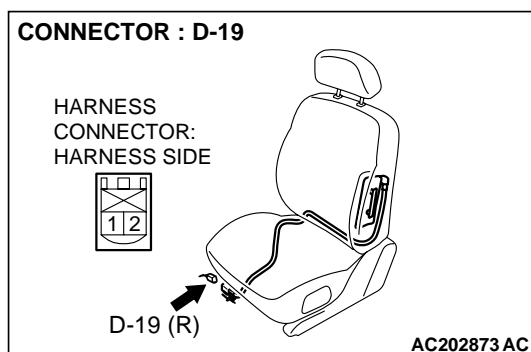
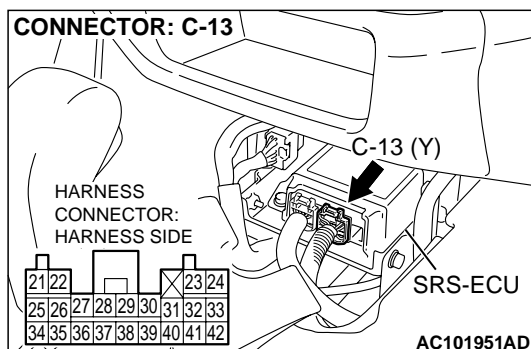
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Measure the voltage between terminals 21, 22 and body ground.  
Voltage should measure 0 volt.

**Q: Is the measured voltage within the specified range?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 85 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 4.

**NO :** Go to Step 3.



**STEP 3. Check the harness wires for short circuit to power supply between SRS-ECU connector C-13 (terminal No.21 and 22) and side-airbag module (LH) connector D-19 (terminal No.1 and 2).**

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.21 and 22) and side-airbag module (LH) connector D-19 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 4.

**NO :** Repair the harness wires between SRS-ECU connector C-13 and side-airbag module (LH) connector D-19. Then go to Step 4.

**STEP 4. Check the diagnostic trouble code.**

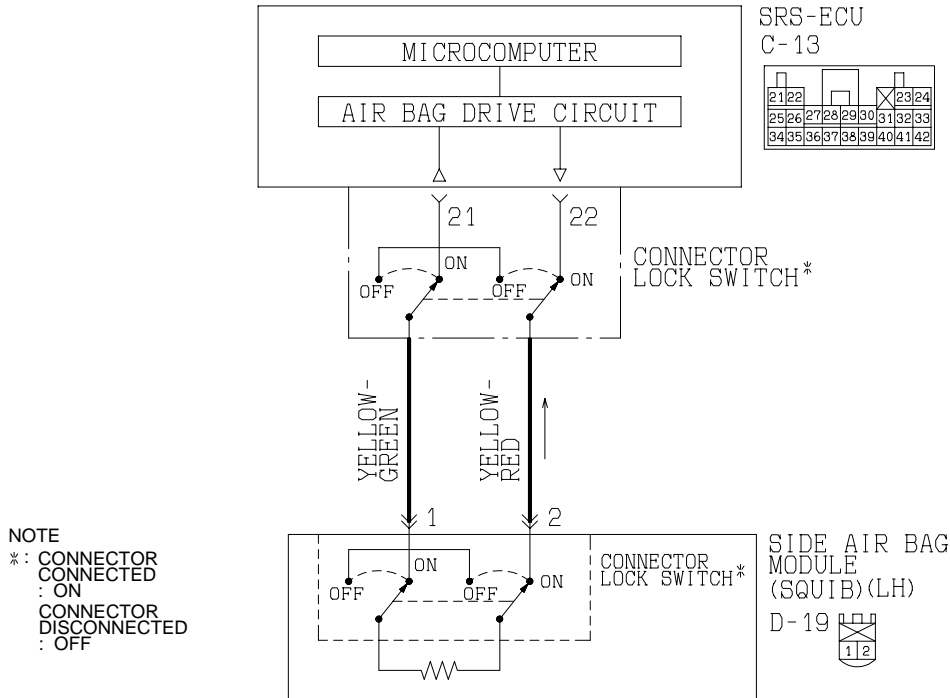
**Q: Is DTC 85 set?**

**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

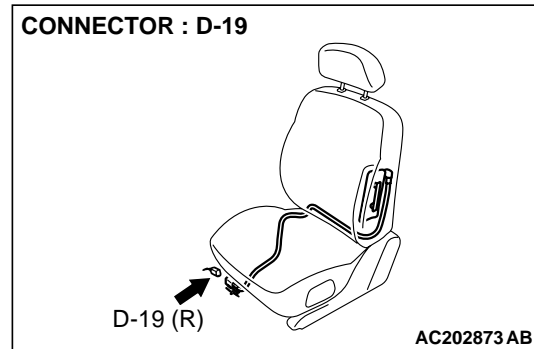
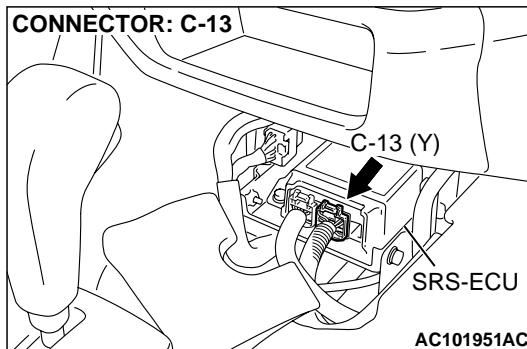
**DTC 86: Side-Airbag Module (LH) (Squib) System Fault Ground Circuit (Short-Circuited to Ground)**

**Side-Airbag Module (LH) (Squib) Circuit**



W3J04M04AA

AC202993 AB



**CIRCUIT OPERATION**

- The SRS-ECU judges how severe a collision is by detecting signals from the left and right side impact sensors. If the impact is over a predetermined level, the SRS-ECU outputs an ignition signal. At this time, if the side-airbag safing G-sensor is on, the SRS side-airbag will inflate.
- The ignition signal is input to the side-airbag module to inflate the side-airbag.

**DTC SET CONDITIONS**

This DTC is set if there is abnormal resistance between the input terminals of the side-airbag module (LH) (squib).

**TROUBLESHOOTING HINTS**

- Damaged wiring harnesses or connectors
- Short to ground in the left hand side-airbag module (squib) harness
- Malfunction of the SRS-ECU

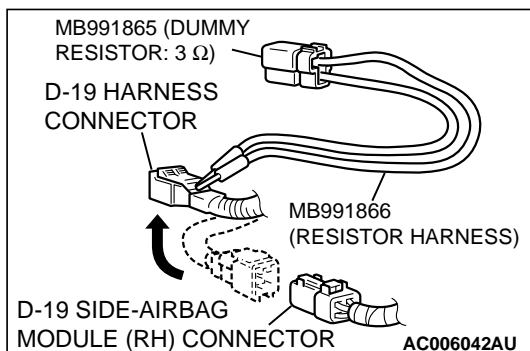
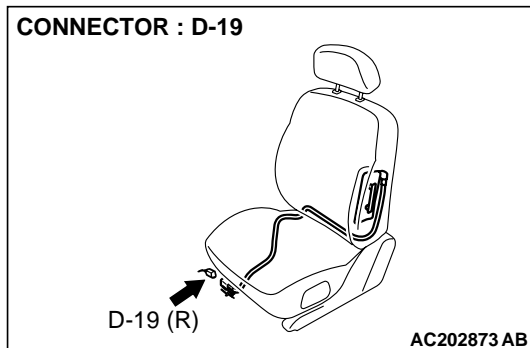
## DIAGNOSIS

## Required Special Tool:

- MB991502: Scan Tool (MUT-II)
- MB991865: Dummy resistor
- MB991866: Resistor harness

**STEP 1. Check the side-airbag module (LH).**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect the side-airbag module (LH) connector D-19.



- (3) Connect special tool MB991865 to special tool MB991866.

**CAUTION**

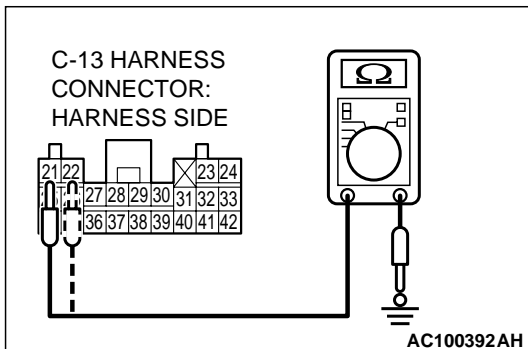
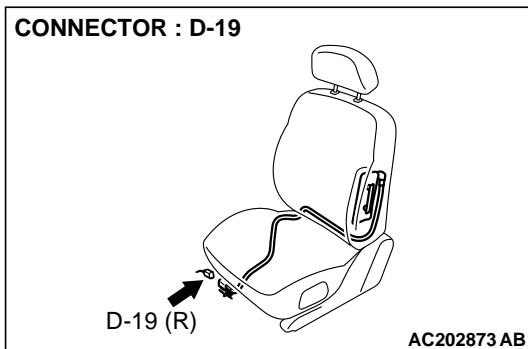
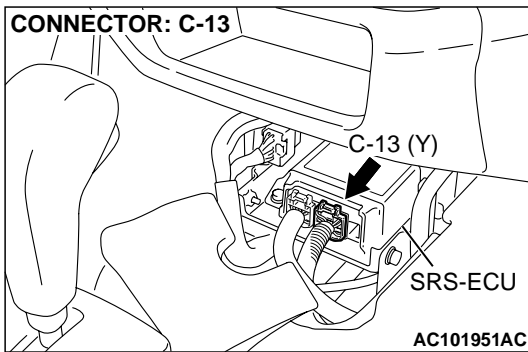
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (4) Insert special tool MB991866 into the D-19 harness connector by backprobing.
- (5) Connect the negative battery terminal.
- (6) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

**Q: Is DTC 86 set?**

**YES :** Go to Step 2.

**NO :** Replace the seat back assembly of the front seat (LH). (Refer to GROUP 52A, Front Seat [P.52A-17.](#)) Then go to Step 4.



**STEP 2. Check the side-airbag module (LH) circuit at the SRS-ECU connector C-13.**

(1) Disconnect SRS-ECU connector C-13.

(2) Disconnect side-airbag module (LH) connector D-19.

**⚠ CAUTION**

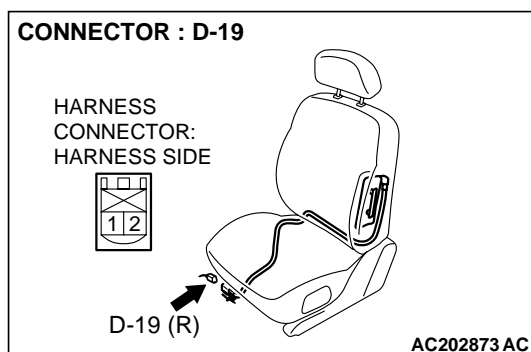
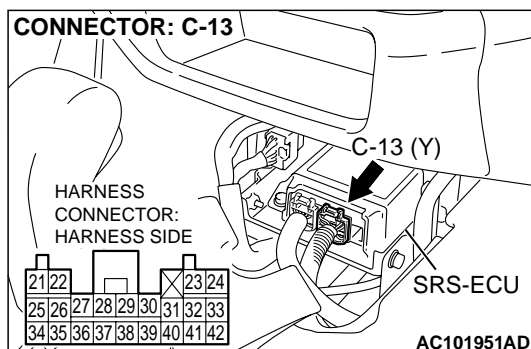
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

(3) Check for continuity between C-13 harness connector terminals 21, 22 and body ground. It should be open circuit.

**Q: Does continuity exist?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 86 sets, replace the SRS-ECU. (Refer to [P.52Ba-25.](#)) Then go to Step 4.

**NO :** Go to Step 3.



**STEP 3. Check the harness wires for short circuit to ground between SRS-ECU connector C-13 (terminal No.21 and 22) and side-airbag module (LH) connector D-19 (terminal No.1 and 2).**

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.21 and 22) and side-airbag module (LH) connector D-19 (terminal No.1 and 2) in good condition?**

**YES :** Go to Step 4.

**NO :** Repair the harness wires between SRS-ECU connector C-13 and side-airbag module (LH) connector D-19. Then go to Step 4.

**STEP 4. Check the diagnostic trouble code.**

**Q: Is DTC 86 set?**

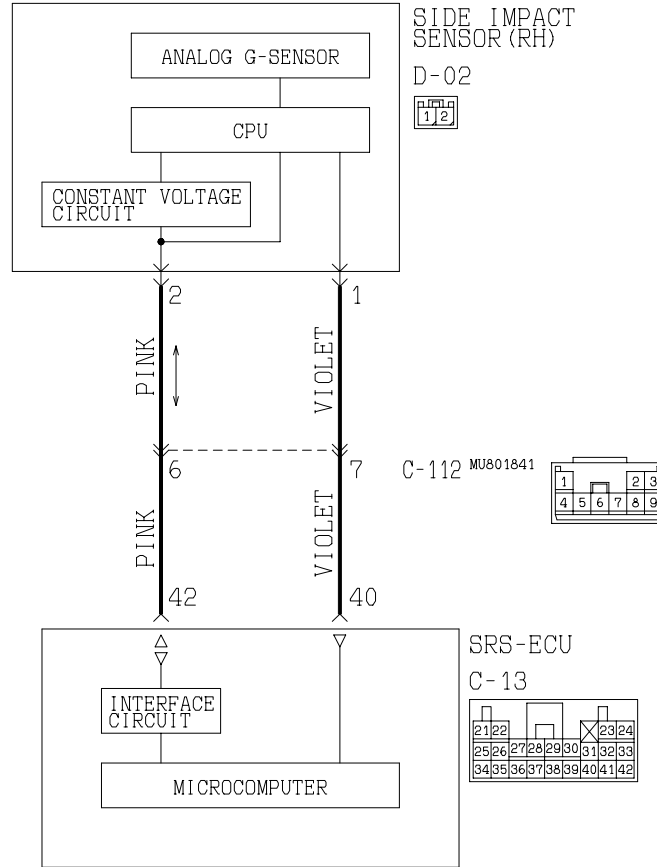
**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

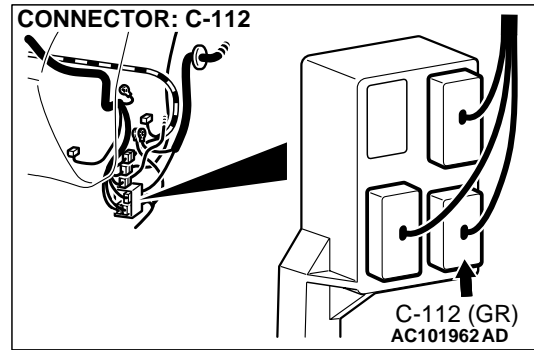
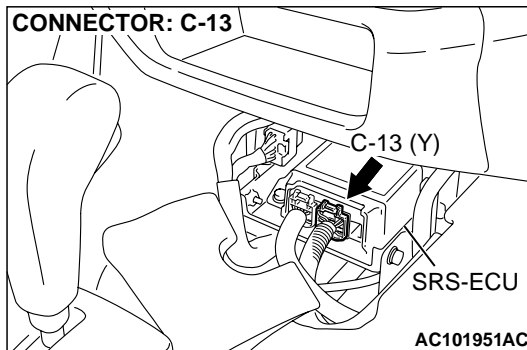


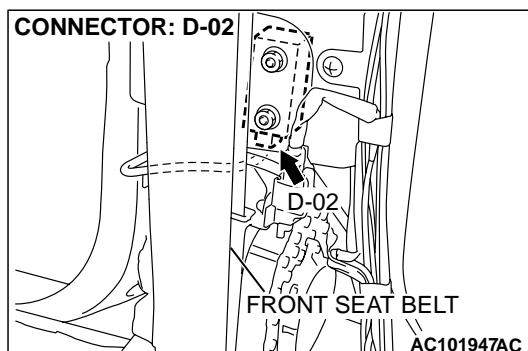
**DTC 89: Side-Airbag Module (RH) (Squib) System Fault 5 for Power Supply Circuit**  
**DTC 96: Side-Airbag Module (RH) (Squib) System Fault 6 for Communication System**

**Side Impact Sensor (RH) Power Supply Circuit**



**AC100932AB**  
W2J07M11AA





### CIRCUIT OPERATION

The side impact sensor includes an analog G sensor and CPU, etc. The CPU monitors the analog G sensor output signal. If the CPU judges that the side-airbags should be deployed, it sends a fire signal to the SRS-ECU to deploy the side-airbags. Besides that, the CPU diagnoses the internal components of the side impact sensor. If a malfunction occurs, it requests the SRS-ECU to set a diagnostic trouble code.

### DTC SET CONDITIONS

These DTC are set if communication between the side impact sensor (RH) and the SRS-ECU is not possible or faulty.

### TROUBLESHOOTING HINTS

- Damaged wiring harnesses or connectors
- Malfunction of the side impact sensor (RH)
- Malfunction of the SRS-ECU

### DIAGNOSIS

#### Required Special Tool:

- MB991502: Scan Tool (MUT-II)

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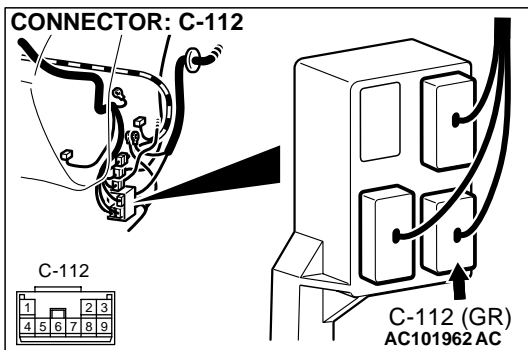
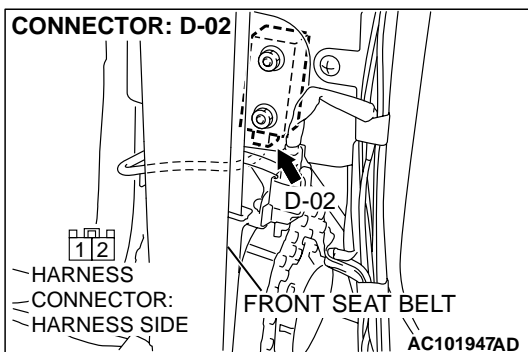
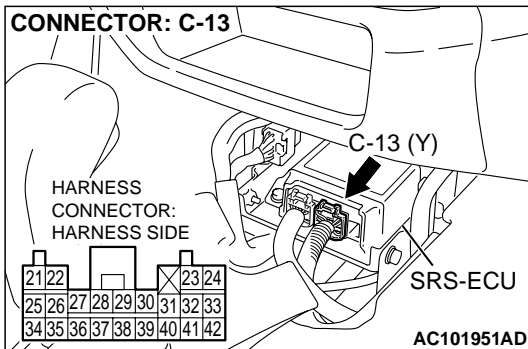
#### STEP 1. Check the side impact sensor (RH).

- (1) Disconnect the negative battery terminal.
- (2) Replace the side impact sensor (RH) with the side impact sensor (LH).
- (3) Connect the negative battery terminal.
- (4) Erase the diagnostic trouble code memory, and check the diagnostic trouble code.

#### Q: Is DTC 79 or 93 out put?

**YES** : Replace the side impact sensor (RH) with a new one.  
(Refer to [P.52Ba-37](#).) Go to Step 3.

**NO** : Go to Step 2.



**STEP 2. Check the harness wires for open circuit or short circuit between SRS-ECU connector C-13 (terminal No.40 and 42) and side impact sensor (RH) connector D-02 (terminal No.1 and 2).**

*NOTE: After inspecting intermediate connector D-112 inspect the wiring harness. If the intermediate connector D-112 is damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection P.00E-2. Then go to Step 3. If harness wires are in good condition, go to Step 3. If any harness wires between SRS-ECU connector C-13 and side impact sensor (RH) connector D-02 are damaged, repair them or install the sensor cable. Refer to P.52Ba-37. Then go to Step 3.*

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.40 and 42) and side impact sensor (RH) connector D-02 (terminal No.1 and 2) in good condition?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 89 or 96 sets, replace the SRS-ECU. (Refer to P.52Ba-25.) Then go to Step 3.

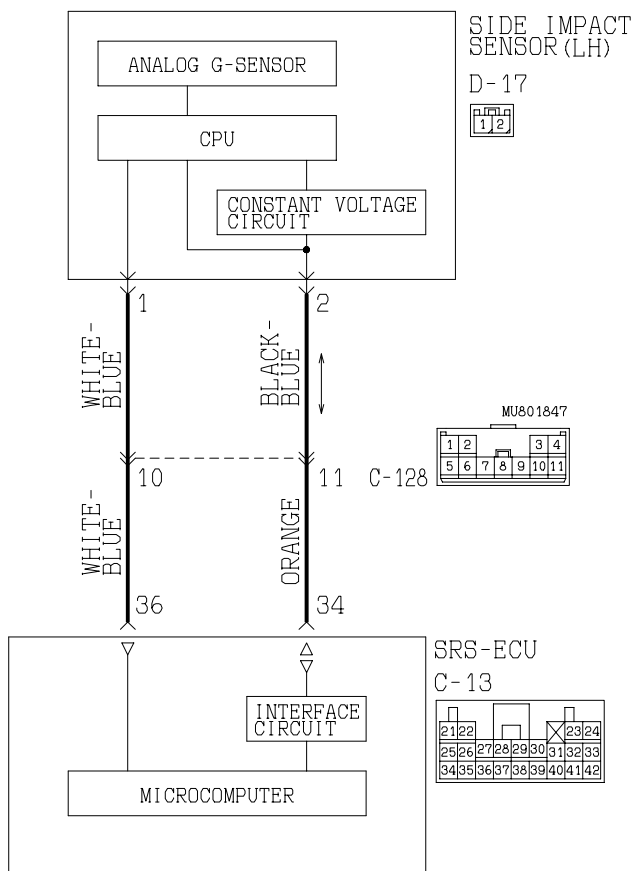
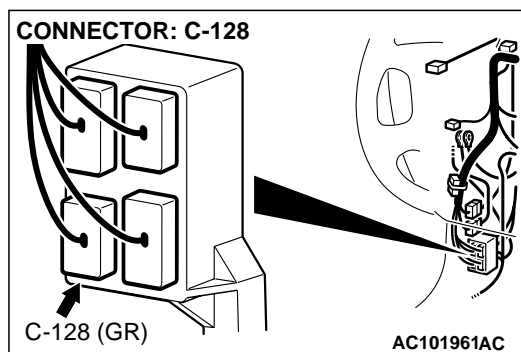
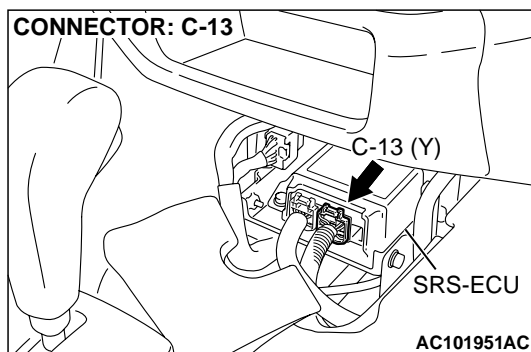
**NO :** Repair the harness wires between SRS-ECU connector C-13 and side impact sensor (RH) connector D-02. Then go to Step 3.

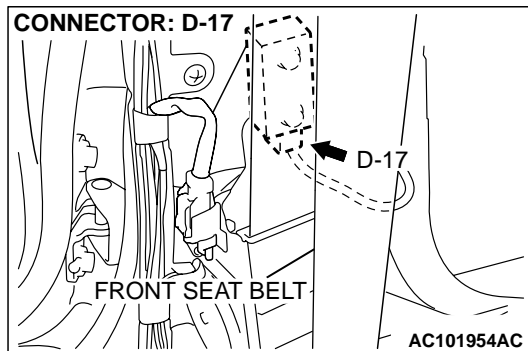
**STEP 3. Check the diagnostic trouble code.**

**Q: Is DTC 89 or 96 set?**

**YES :** Refer to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction P.00-6.)

**DTC 91: Side Impact Sensor (LH) Power Supply Circuit System****Side Impact Sensor (LH) Power Supply Circuit**AC100931AB  
W2J07M10AA



### CIRCUIT OPERATION

The side impact sensor includes an analog G sensor and CPU, etc. The CPU monitors the analog G sensor output signal. If the CPU judges that the side-airbags should be deployed, it sends a fire signal to the SRS-ECU to deploy the side-airbags. Besides that, the CPU diagnoses the internal components of the side impact sensor. If a malfunction occurs, it requests the SRS-ECU to set a diagnostic trouble code.

### DTC SET CONDITIONS

This DTC will set when the power supply voltage to the side impact sensor (LH) remains less than a predetermined value for five seconds. However, if the system returns to normal condition, code number 91 will be erased automatically and the SRS warning light will go out.

### TROUBLESHOOTING HINTS

- Damaged wiring harness or connectors
- Malfunction of the side air bag module (LH) (squib)
- Malfunction of the SRS-ECU

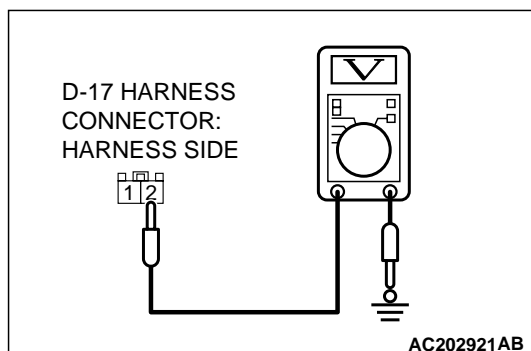
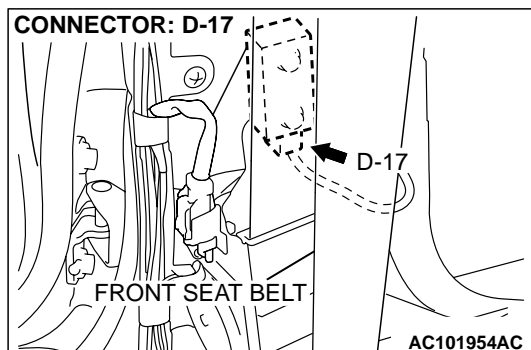
## DIAGNOSIS

## Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991223 (MB991222): Harness set (Probe)

**STEP 1. Check the side impact sensor (LH) power supply circuit at the side impact sensor (LH) connector D-17.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect side impact sensor (LH) connector D-17, and measure at the wiring harness side.
- (3) Connect the negative battery terminal.
- (4) Turn the ignition switch to the "ON" position.

**CAUTION**

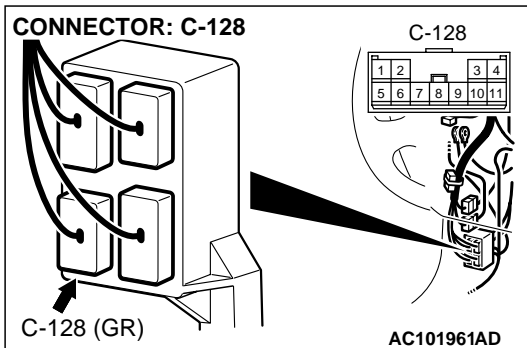
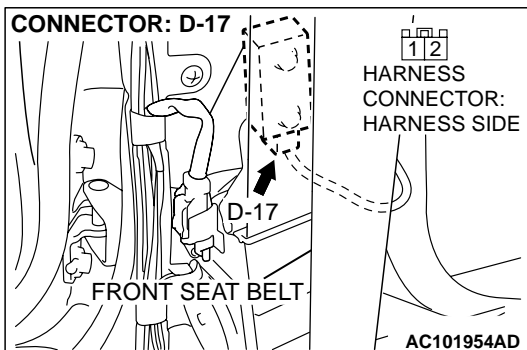
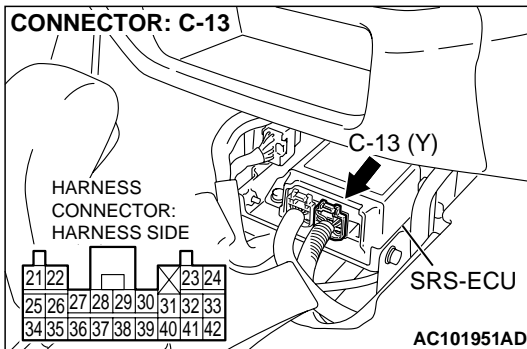
Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.

- (5) Measure the voltage between D-17 harness connector terminal 2 and the ground. Voltage should measure 9 volts or more.

**Q: Is the measured voltage within the specified range?**

**YES** : Replace the side impact sensor (LH). (Refer to [P.52Ba-37](#).) Then go to Step 3.

**NO** : Go to Step 2.



**STEP 2. Check the harness wires for open circuit or short circuit between SRS-ECU connector C-13 (terminal No.34 and 36) and side impact sensor (LH) connector D-17 (terminal No.1 and 2).**

*NOTE: After inspecting intermediate connector C-128 inspect the wiring harness. If the intermediate connector C-128 is damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection P.00E-2. Then go to Step 3.*

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.34 and 36) and side impact sensor (LH) connector D-17 (terminal No.1 and 2) in good condition?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 91 sets, replace the SRS-ECU. (Refer to P.52Ba-25.) Then go to Step 3.

**NO :** Repair the harness wires between SRS-ECU connector C-13 and side impact sensor (LH) connector D-17. Then go to Step 3.

**STEP 3. Check the diagnostic trouble code.**

**Q: Is DTC 91 set?**

**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction P.00-6.)

**DTC 92: Side Impact Sensor (LH) System for Fault 1****DTC 95: Side Impact Sensor (RH) System for Fault 1**

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**DTC SET CONDITIONS**

These DTC are set if the followings are detected from the analog G-sensor inside the side impact sensor output.

- Analog G-sensor is not operating.
- Analog G-sensor characteristics are abnormal.

- Analog G-sensor output is abnormal.

**TROUBLESHOOTING HINTS**

Malfunction of side impact sensor (LH) (for DTC 92) and side impact sensor (RH) (for DTC 95)

**DIAGNOSIS****Required Special Tool:**

- MB991502: Scan Tool (MUT-II)

Replace side impact sensor (LH) (for DTC 92) and side impact sensor (RH) (for DTC 95). (Refer to [P.52Ba-37](#).)

Check the diagnostic trouble code.

**Q: Is any of DTC 92 or 95 set?**

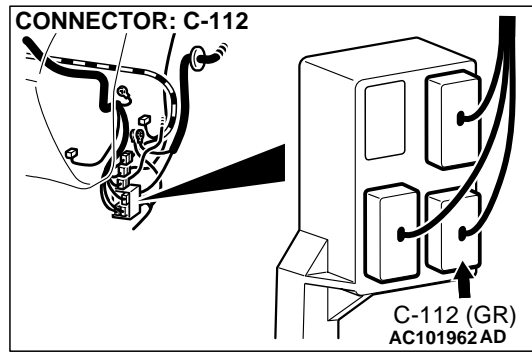
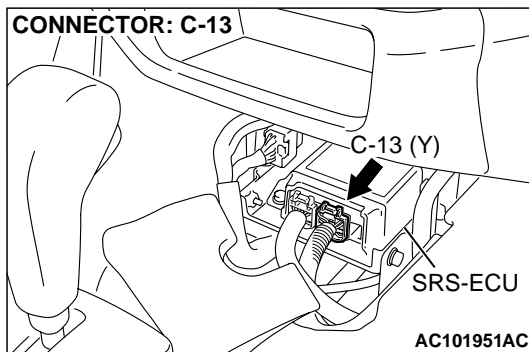
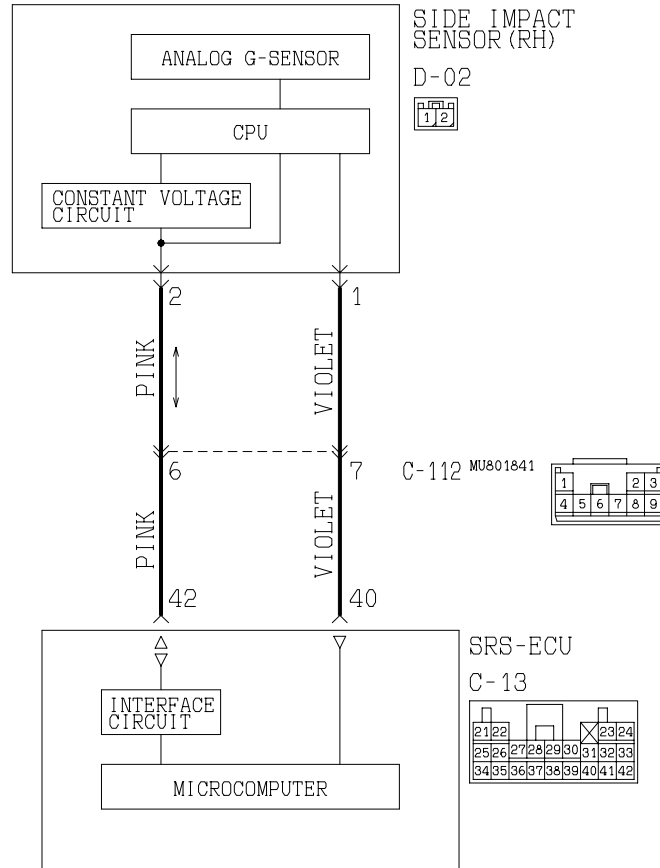
**YES** : Replace the SRS-ECU. (Refer to [P.52Ba-25](#).)

**NO** : The procedure is complete.

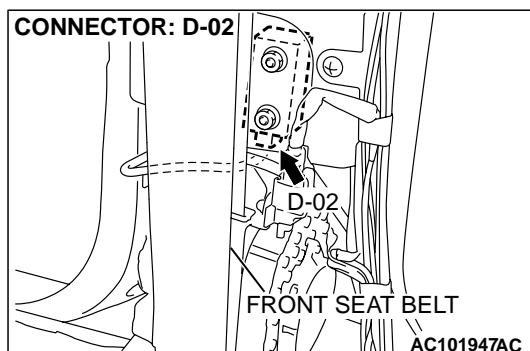


**DTC 94: Side Impact Sensor (RH) Power Supply Circuit System**

**Side Impact Sensor (RH) Power Supply Circuit**



AC100932AB  
W2J07M11AA



### CIRCUIT OPERATION

The side impact sensor includes an analog G sensor and CPU, etc. The CPU monitors the analog G sensor output signal. If the CPU judges that the side-airbags should be deployed, it sends a fire signal to the SRS-ECU to deploy the side-airbags. Besides that, the CPU diagnoses the internal components of the side impact sensor. If a malfunction occurs, it requests the SRS-ECU to set a diagnostic trouble code.

### DTC SET CONDITIONS

This DTC is set if the power supply voltage of the side impact sensor (RH) drops below the rated value for a continuous period of 5 seconds or more. However, DTC number 94 will be automatically cleared and the SRS warning light will switch off if the condition returns to normal.

### TROUBLESHOOTING HINTS

- Damaged wiring harnesses or connectors
- Malfunction of the side-airbag module (RH) (squib)
- Malfunction of the SRS-ECU

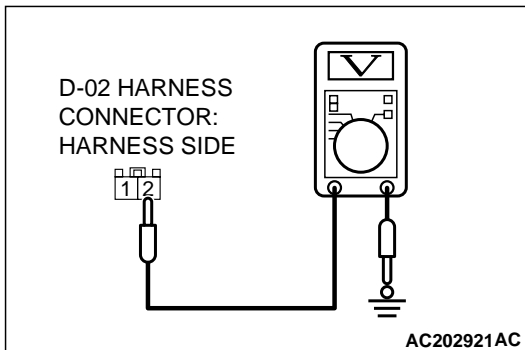
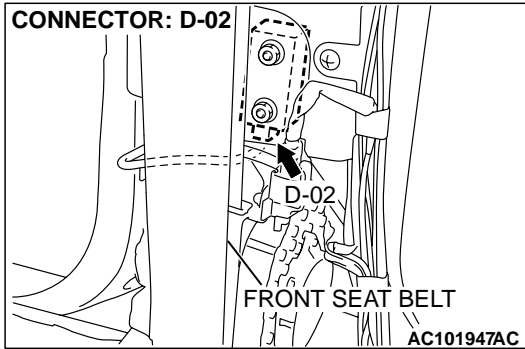
## DIAGNOSIS

### Required Special Tools:

- MB991502: Scan Tool (MUT-II)
- MB991223 (MB991222): Harness set (Probe)

### STEP 1. Check the side impact sensor (RH) power supply circuit at the side impact sensor D-02.

- (1) Disconnect the negative battery terminal.
- (2) Disconnect side impact sensor (RH) connector D-02, and measure at the wiring harness side.
- (3) Connect the negative battery terminal.
- (4) Turn the ignition switch to the "ON" position.



### ⚠ CAUTION

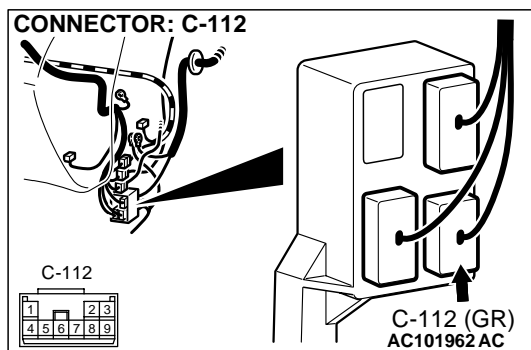
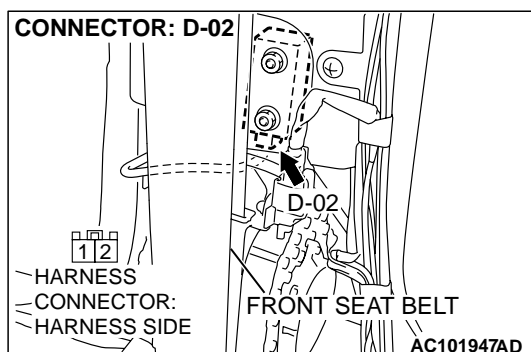
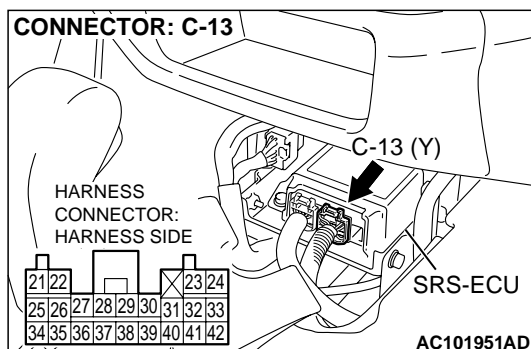
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (5) Measure the voltage between the D-02 harness connector terminal 2 and body ground.  
Voltage should measure 9 volts or more.

### Q: Is the measured voltage within the specified range?

**YES :** Replace the side impact sensor (RH). (Refer to [P.52Ba-37.](#)) Then go to Step 3.

**NO :** Go to Step 2.



**STEP 2. Check the harness wires for open circuit or short circuit between SRS-ECU connector C-13 (terminal No.40 and 42) and side impact sensor (RH) connector D-02 (terminal No.1 and 2).**

*NOTE: After inspecting intermediate connector D-112, inspect the wiring harness. If the intermediate connector D-112 is damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection P.00E-2. Then go to Step 3.*

**Q: Are the harness wires between SRS-ECU connector C-13 (terminal No.40 and 42) and side impact sensor (RH) connector D-02 (terminal No.1 and 2) in good condition?**

**YES :** Erase the diagnostic trouble code memory, and check the diagnostic trouble code. If DTC 94 sets, replace the SRS-ECU. (Refer to P.52Ba-25). Then go to Step 3.

**NO :** Repair the harness wires between SRS-ECU connector C-13 and side impact sensor (RH) connector D-02. Then go to Step 3.

**STEP 3. Check the diagnostic trouble code.**

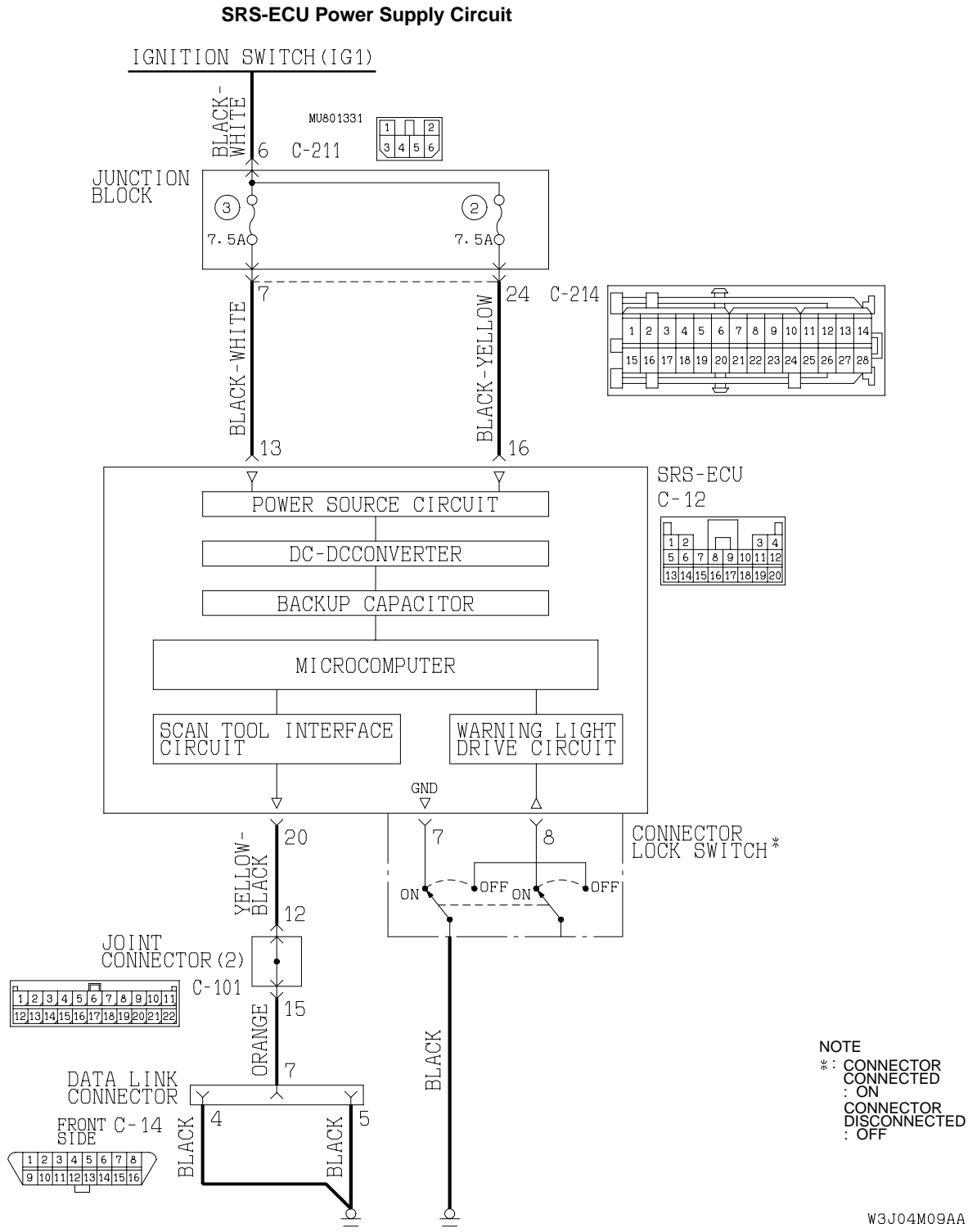
**Q: Is DTC 94 set?**

**YES :** Return to Step 1.

**NO :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction P.00-6.)

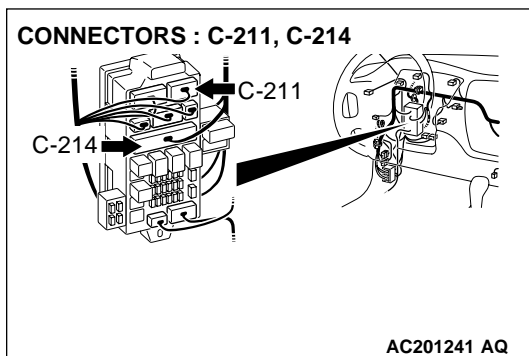
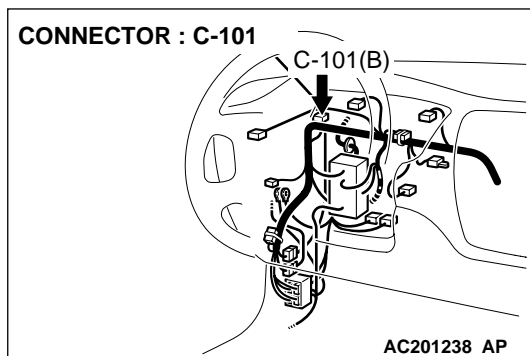
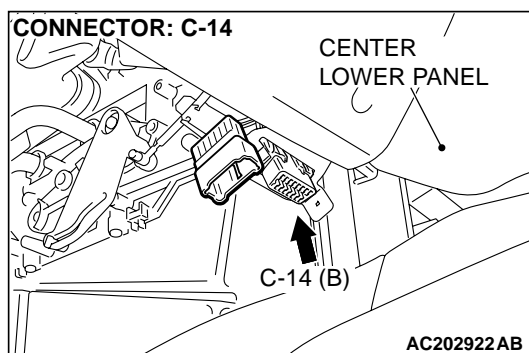
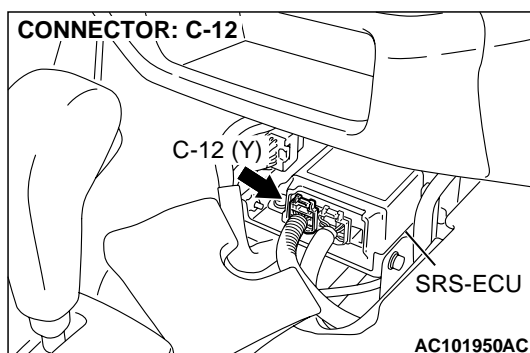
## SYMPTOM PROCEDURES

**INSPECTION PROCEDURE 1: Communication with scan tool MB991502 is not possible**  
**(Communication is not possible with SRS).**



W3J04M09AA

AC202998AB



### CIRCUIT OPERATION

- The SRS-ECU is powered from the ignition switch (IG1).
- The SRS-ECU power is supplied from two circuits. Even if one circuit is shut off, the air bag can inflate.
- The SRS system diagnosis can be done by connecting scan tool MB991502 to the data link connector.

### TECHNICAL DESCRIPTION (COMMENT)

If communication is not possible with the SRS only, the cause is probably an open circuit in the on-board diagnostic output circuit of the SRS or in the power circuit (including ground circuit).

### TROUBLESHOOTING HINTS

- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU
- Incorrect scan tool (MUT-II) ROM pack

**DIAGNOSIS**

**STEP 1. Check that the scan tool can communicate with the other systems.**

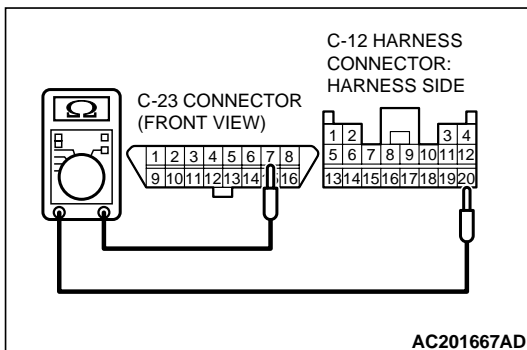
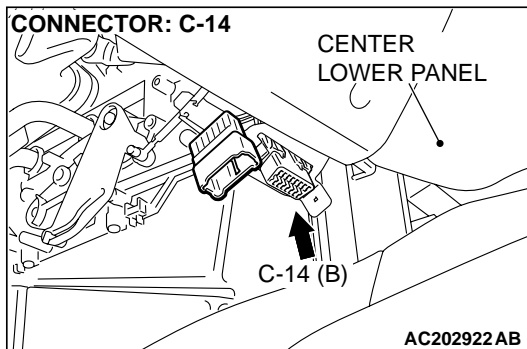
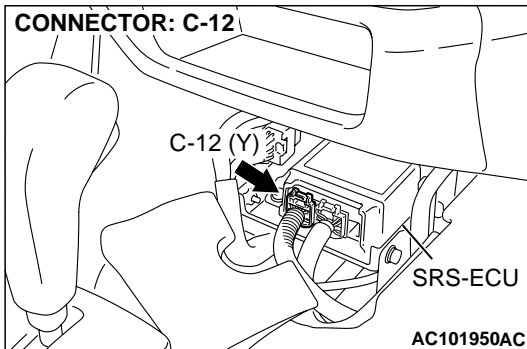
**Q: Can the scan tool communicate with the other systems?**

**YES :** Go to Step 2.

**NO :** Refer to GROUP 13A, Diagnosis [P.13Ad-2](#).

**STEP 2. Check the communication line between the SRS-ECU and the scan tool.**

(1) Disconnect SRS-ECU connector C-12 and data link connector C-14 and measure at the wiring harness side.



**⚠ CAUTION**

**Do not insert a test probe into the terminal of the SRS-ECU connector C-12 from its front side directly as the connector contact pressure may be weakened.**

(2) Check for continuity between the following terminals.

C-12 connector    C-14 connector

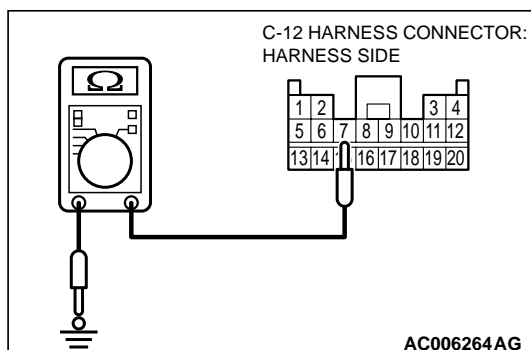
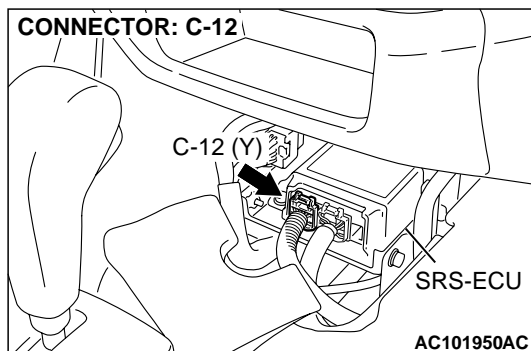
20                      -                      7

It should be less than 2 ohms.

**Q: Does continuity exist?**

**YES :** Go to Step 3.

**NO :** Go to Step 5.

**STEP 3. Check the ground circuit to the SRS-ECU.**

- (1) Disconnect SRS-ECU connector C-12, and measure at the wiring harness side.

**CAUTION**

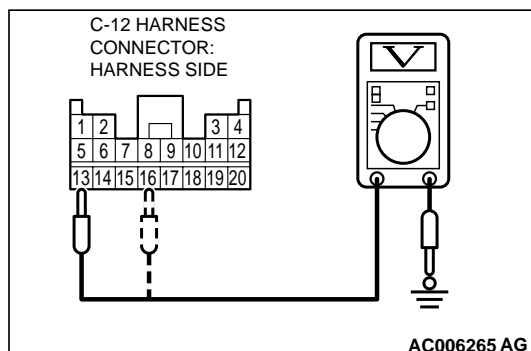
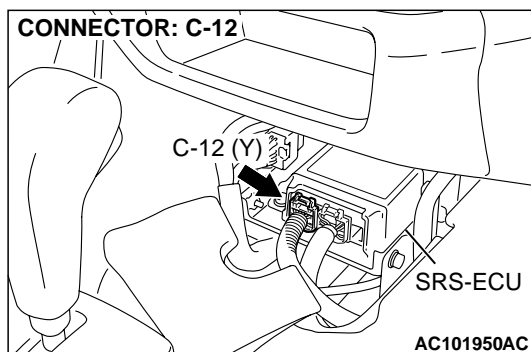
**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

- (2) Check for continuity between terminal 7 and body ground. It should be less than 2 ohms.

**Q: Does continuity exist?**

**YES :** Go to Step 4.

**NO :** Go to Step 6.

**STEP 4. Check the power supply circuit to the SRS-ECU.**

- (1) Disconnect the negative battery terminal.
- (2) Disconnect SRS-ECU connector C-12, and measure at the wiring harness side.
- (3) Connect the negative battery terminal.
- (4) Turn the ignition switch to the "ON" position.

**CAUTION**

**Do not insert a test probe into the terminal from its front side directly as the connector contact pressure may be weakened.**

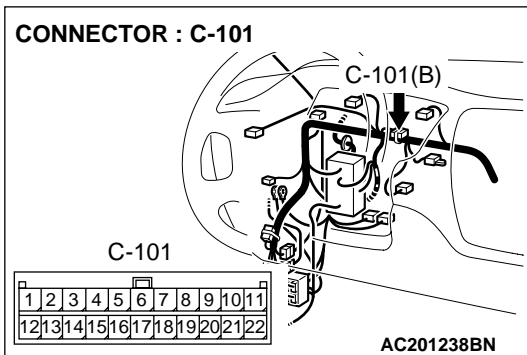
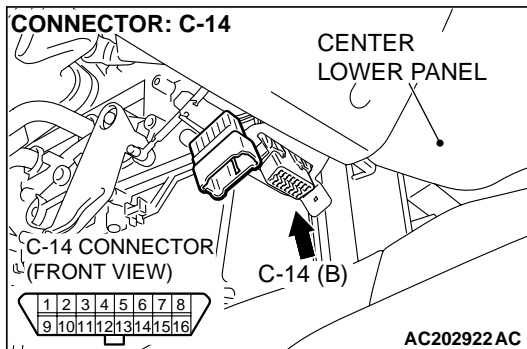
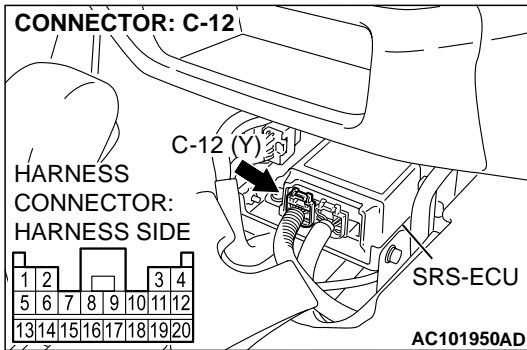
- (5) Measure the voltage between terminals 13, 16 and body ground. Voltage should measure 9 volts or more.

**Q: Is the measured voltage within the specified range?**

**YES :** Recheck the trouble symptom. If it is not solved, replace the SRS-ECU. (Refer to P.52Ba-25.) Then go to Step 8.

**NO :** Go to Step 7.





**STEP 5. Check the harness wires between SRS-ECU connector C-12 (terminal No.20) and data link connector C-14 (terminal No.7).**

*NOTE: After inspecting intermediate connector C-101, inspect the wiring harness.*

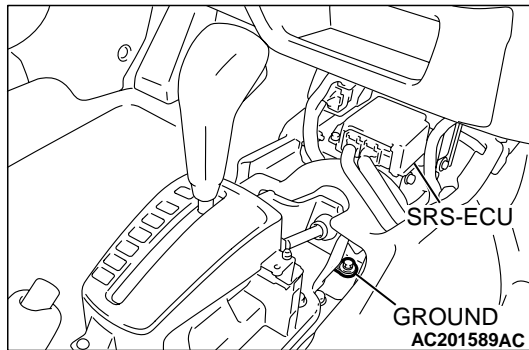
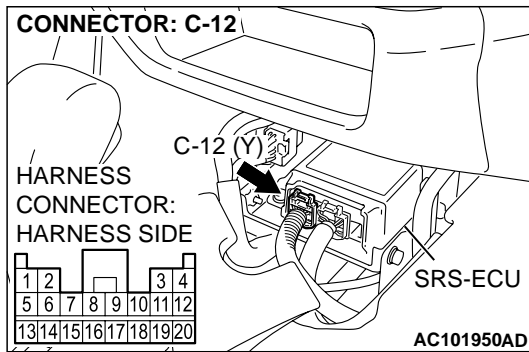
*If the intermediate connector C-101, is damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#).*

*Go to Step 8.*

**Q: Are the harness wires between SRS-ECU connector C-12 (terminal No.20) and data link connector C-14 (terminal No.7) in good condition?**

**YES :** Go to step 8.

**NO :** Repair the harness wires between SRS-ECU connector C-12 and data link connector C-14. Then go to Step 8.

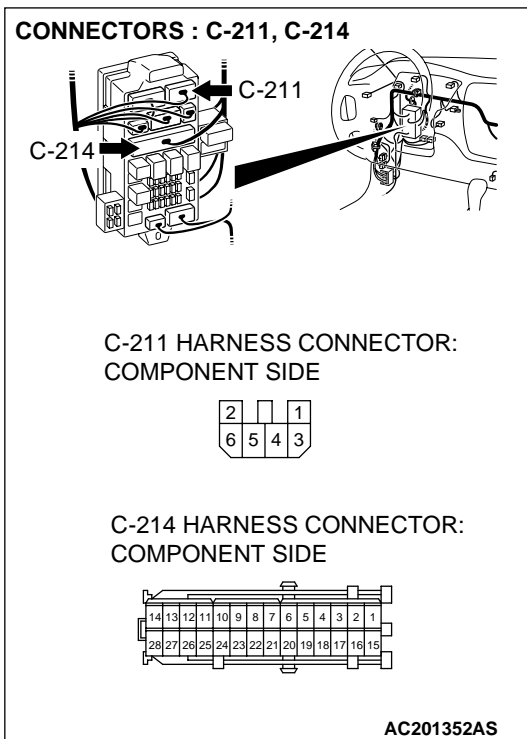
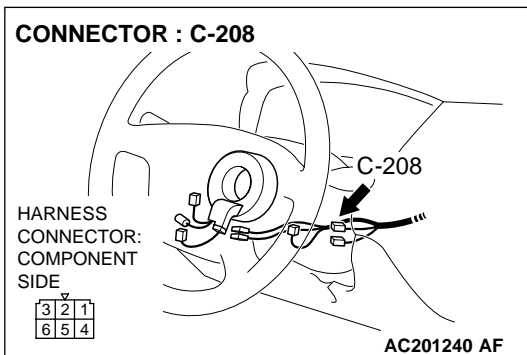
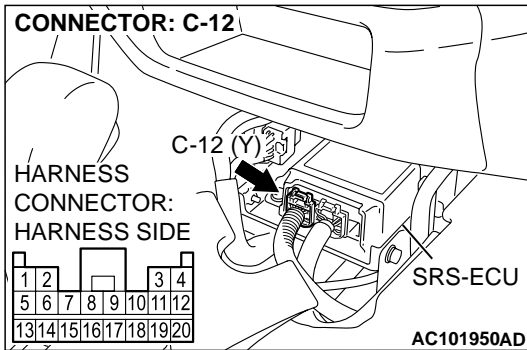


**STEP 6.** Check the harness wire between SRS-ECU connector C-12 (terminal No.7) and ground.

**Q:** Are the harness wire between SRS-ECU connector C-12 (terminal No.7) and ground in good condition?

**YES :** Go to Step 8.

**NO :** Repair the harness wire between SRS-ECU connector C-12 and ground. Then go to Step 8.



**STEP 7. Check the harness wires between SRS-ECU connector C-12 (terminal No.13 and 16) and ignition switch connector C-208 (terminal No.2).**

*NOTE: After inspecting intermediate connector C-214 and C-211, inspect the wiring harness.*

*If the intermediate connector C-214 or C-211 is damaged, repair or replace it. Refer to GROUP 00E, Harness Connector Inspection [P.00E-2](#).*

*Go to Step 8.*

**Q: Are the harness wires between SRS-ECU connector C-12 (terminal No.13 and 16) and ignition switch connector C-208 (terminal No.2) in good condition?**

**YES :** Go to Step 8.

**NO :** Repair the harness wires between SRS-ECU connector C-12 and ignition switch connector C-208. Then go to Step 8.

---

**STEP 8. Retest the system.**

**Q: Does the scan tool communicate normally with the SRS system?**

**YES :** The procedure is complete. (If no malfunctions are not found in all steps, an intermittent malfunction is suspected. Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points – How to Cope with Intermittent Malfunction [P.00-6.](#))

**NO :** There is no action to be taken.