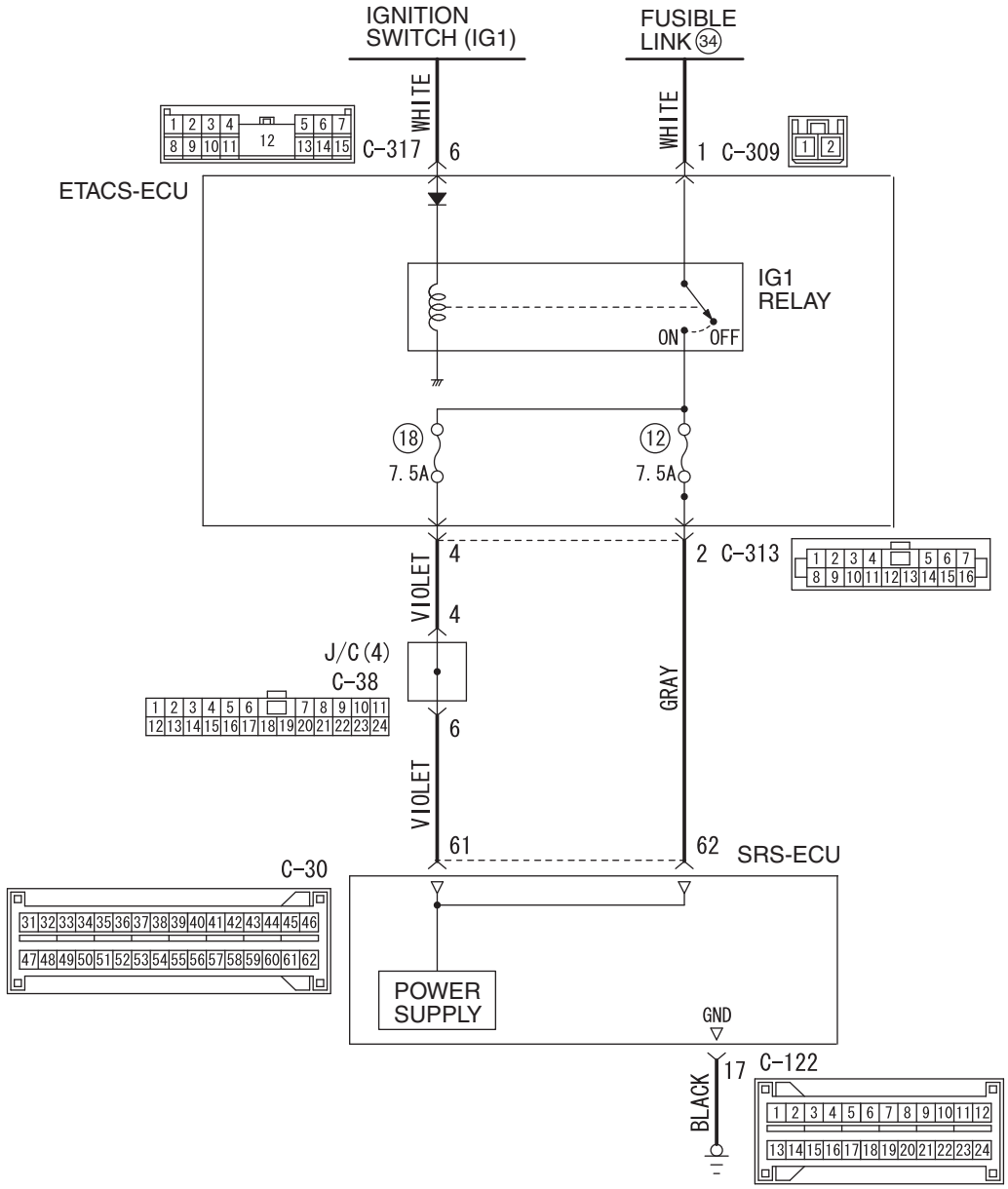
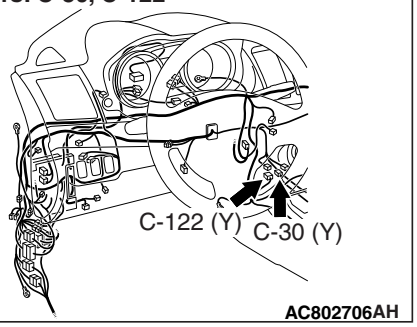
DTC B212C: Open Circuit to IG1 Power Supply (Fuse No.12 Circuit)
DTC B212D: Open Circuit to IG1 Power Supply (Fuse No.18 Circuit)

IG1 Power Supply Circuit



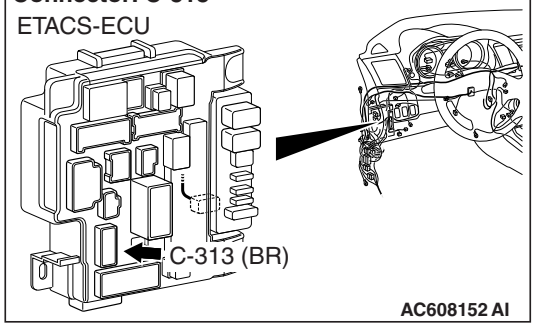
AC710517AC

Connectors: C-30, C-122



AC802706AH

Connector: C-313



AC608152 AI

TSB Revision

⚠ CAUTION
If DTC B212C (Fuse No.12) or B212D (Fuse No.18) is set in the SRS-ECU, always diagnose the CAN main bus lines.

CIRCUIT OPERATION

- The SRS-ECU is powered from the fusible link (34).
- 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 code is set when an open circuit occurs in the power supply circuit to the SRS-ECU (terminal No.61) or in the power supply circuit to the SRS-ECU (terminal No.62). Also, if the code No. B212C and B212D are set at the same time, the battery voltage may have dropped. Therefore, check the battery first.

TROUBLESHOOTING HINTS

- Open circuit to power supply circuit
- Damaged wiring harnesses or connectors
- Malfunction of the SRS-ECU
- Malfunction of ETACS-ECU

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Power supply fuse number 12, 18 check.

Q: Is the fuse in good condition?

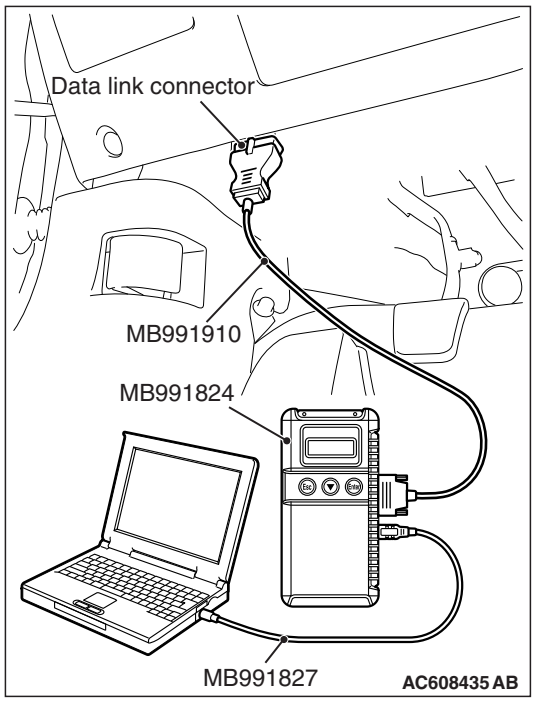
YES : Go to Step 3.
NO : Go to Step 2

STEP 2. Check for a blown fuse.

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

Q: Is the fuse in good condition?

YES : Go to Step 3.
NO : Repair the wiring harness between the C-313 ETACS-ECU connector terminal No. 4/2 and the C-30 SRS-ECU connector terminal No. 61/62, and replace the power supply fuse.



STEP 3. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 4.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 4. Using scan tool MB991958, diagnose the ETACS.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Diagnose the ETACS (Refer to GROUP 54A, ETACS, Diagnosis P.54A-678). Then go to Step 9.
NO : Check the input signal of ETACS-ECU ignition switch (IG1) (Refer to GROUP 54A, ETACS, Symptom procedures P.54A-738). Then go to step 5.

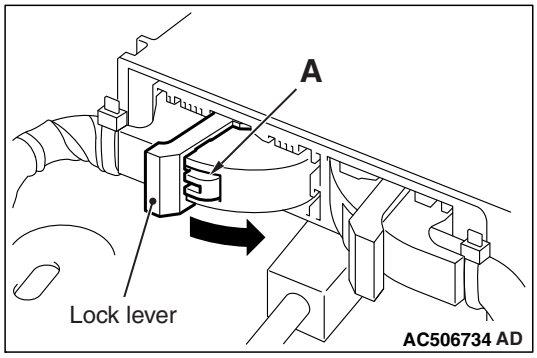
STEP 5. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

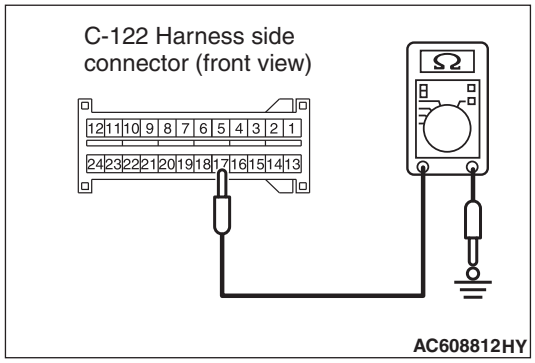
Q: Is the DTC set?

YES : Go to Step 6.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 6. Resistance measurement at the C-122 SRS-ECU connector.



(1) While pushing the part "A" indicated in the figure of the harness side connector, turn the lock lever to the direction of the arrow to release the lock lever, and disconnect the C-122 SRS-ECU connectors.

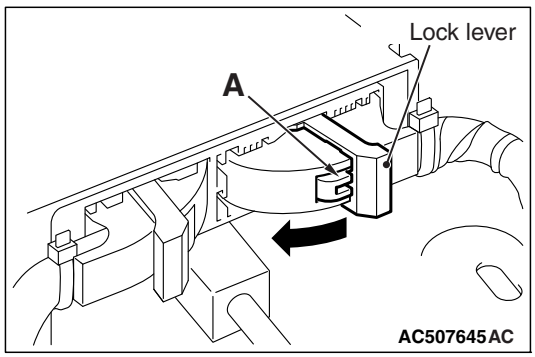


(2) Take the measurements below at the C-122 wiring harness side connectors. It should be less than 2 ohms.
- Continuity between C-122 wiring harness side connector terminal No. 17 and body ground

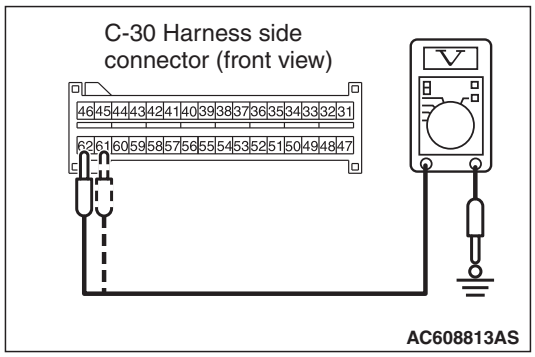
Q: Does continuity exist?

YES : Go to Step 7.
NO : Repair the wiring harness between the C-122 SRS-ECU connector terminal No. 17 and the ground.

STEP 7. Measure the voltage at the C-30 SRS-ECU connector.



(1) Disconnect the negative battery terminal.
(2) While pushing the part "A" indicated in the figure of the harness side connector, turn the lock lever to the direction of the arrow to release the lock lever, and disconnect the C-30 SRS-ECU connector.
(3) Connect the negative battery terminal.
(4) Ignition switch: ON



(5) Take the measurements below at the C-30 harness side connector.
- Voltage between terminal No. 61/62 and body ground

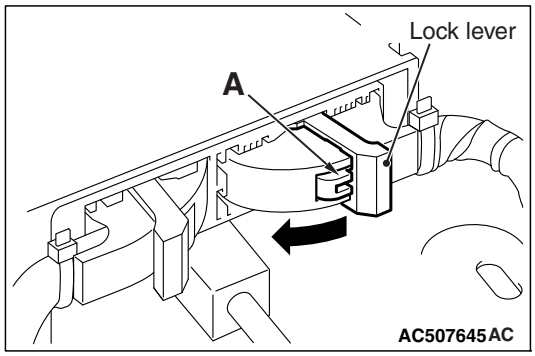
OK: 9 V or more

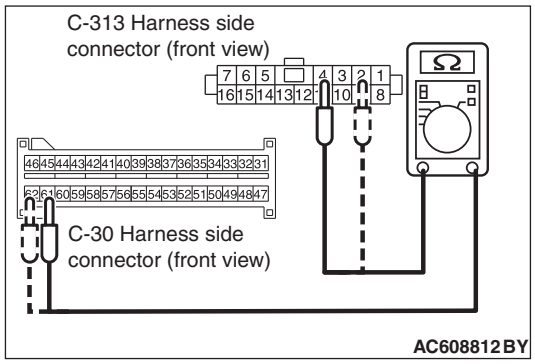
Q: Is the measured voltage within the specified range?

YES : Go to Step 9.
NO : Go to Step 8.

STEP 8. Check the harness for open circuit between SRS-ECU connector C-30 (terminal No.61 and 62) and the ETACS-ECU connector C-313 (terminal No.4 and 2).

(1) Disconnect the negative battery terminal.
(2) While pushing the part "A" indicated in the figure of the harness side connector, turn the lock lever to the direction of the arrow to release the lock lever, and disconnect the C-30 SRS-ECU connector.
(3) Disconnect the ETACS-ECU connector C-313.





(4) Check for continuity between the following terminals. It should be less than 2 ohms.

<Fuse No.12>
- SRS-ECU connector C-30 (terminal No.62) and the ETACS-ECU connector C-313 (terminal No.2)

<Fuse No.18>
- SRS-ECU connector C-30 (terminal No.61) and the ETACS-ECU connector C-313 (terminal No.4)

Q: Does continuity exist?

YES : Replace the ETACS-ECU (Refer to GROUP 54A, ETACS-ECU P.54A-772).
NO : Repair the harness wire between SRS-ECU connector C-30 and the ETACS-ECU connector C-313.

STEP 9. Recheck for diagnostic trouble code.
Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is DTC B212C <Fuse No.12 circuit> or B212D <Fuse No.18 circuit> set?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC B2207: Occupant Restraint Controller Internal 1
DTC B2208: Occupant Restraint Controller Internal 2
DTC B2209: Occupant Restraint Controller Internal 3
DTC B220A: Occupant Restraint Controller Internal 4
DTC B220B: Occupant Restraint Controller Firing Stored Energy
DTC B220C: Occupant Restraint Controller Accelerometer 1
DTC B220D: Occupant Restraint Controller Accelerometer 2

⚠ CAUTION
If DTCs are set in the SRS-ECU, always diagnose the CAN main bus line.

TROUBLE JUDGEMENT

The above DTC is set if an abnormality is detected in the circuit inside the SRS-ECU.

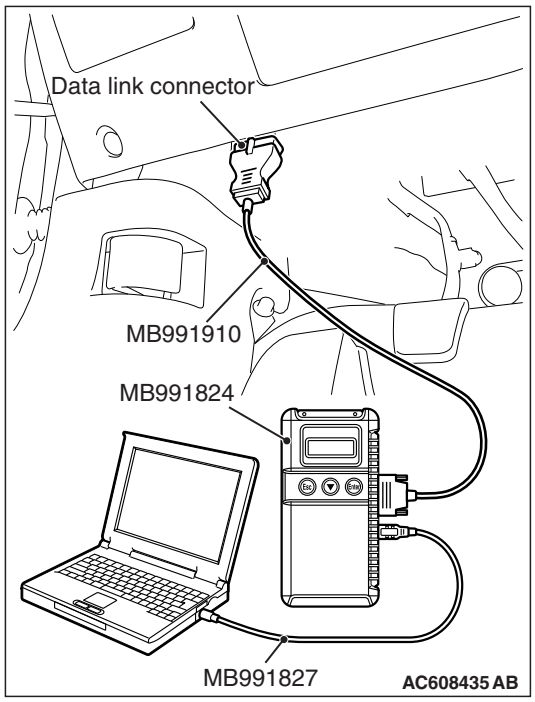
TROUBLESHOOTING HINTS

Malfunction of the SRS-ECU

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Turn the ignition switch to the "ON" position.
(2) Check if the DTC is set.
(3) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Are any "Stored" or "Active" DTCs output?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC B223D: OCM (Occupant Classification-ECU) DTC Present

⚠ CAUTION
If DTC B223D is set in the SRS-ECU, always diagnose the CAN main bus line.

DTC SET CONDITION

It is set if a DTC occurs in the occupant classification-ECU.

TROUBLESHOOTING HINTS

- Malfunction of the SRS-ECU
- Malfunction of the occupant classification-ECU

DIAGNOSIS

Required Special Tool:

- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827 M.U.T.-III USB Cable
  - MB991910 M.U.T.-III Main Harness A (Vehicles with CAN communication system)

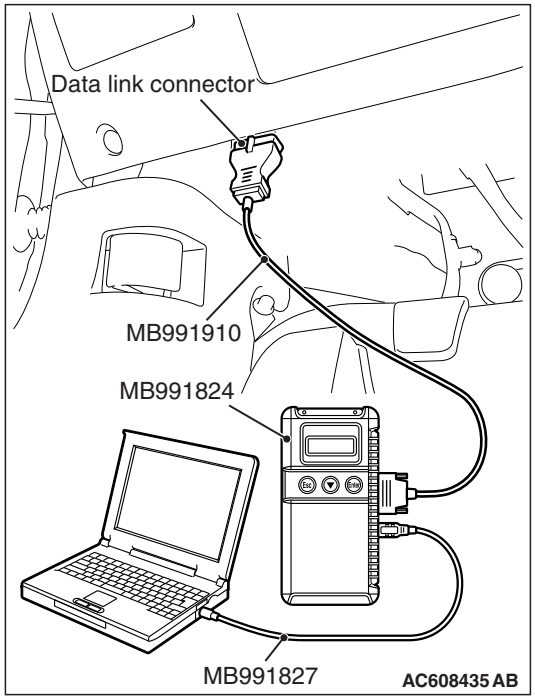
STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).



STEP 2. Recheck for diagnostic trouble code.

Check that the DTC is set in the occupant classification-ECU.

Q: Is the DTC set?

YES : Diagnose the occupant classification-ECU (Refer to P.52B-416). Then go to Step 3.
NO : Go to Step 3

STEP 3. Recheck for diagnostic trouble code.
Check again if the DTC is set to the SRS-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to use Troubleshooting/inspection Service Points P.00-14).

DTC U0019: Bus Off (CAN-B)

⚠ CAUTION
- **If the DTC U0019 is set, be sure to diagnose the CAN main bus line.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION
If the CAN-B circuit malfunction occurs, the SRS-ECU sets the DTC U0019.

JUDGMENT CRITERIA
Because of the CAN-B bus circuit malfunction, if SRS-ECU becomes unable to perform the normal data transmission, SRS-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS
The CAN bus line may be defective

DIAGNOSIS
Required Special Tools:
- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Using scan tool MB991958, diagnose the CAN bus line.
(1) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(2) Diagnose the CAN bus line.
(3) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2 .
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.
Check again if the DTC is set to the SRS-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0141: ETACS CAN Timeout

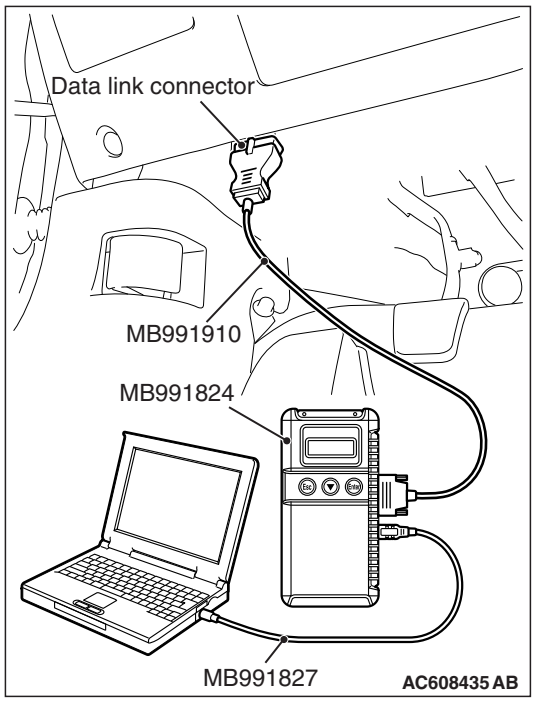
⚠ CAUTION
- **If the DTC U0141 is set, be sure to diagnose the CAN main bus line.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION
If the signal from ETACS-ECU cannot be received, the SRS-ECU sets the DTC U0141.

JUDGEMENT CRITERIA
Because of the CAN-B bus circuit malfunction, if SRS-ECU becomes unable to perform the normal data transmission, SRS-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS
- The CAN bus line may be defective
- The ETACS-ECU may be defective
- The SRS-ECU may be defective

DIAGNOSIS
Required Special Tools:
- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the ETACS-ECU diagnostic trouble code

Check again if the DTC is set to the ETACS-ECU.

Q: Is the DTC set?

YES : Diagnose the ETACS-ECU. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0141 for other system.

Check if the DTC U0141 is set in occupant classification-ECU, combination meter, A/C-ECU, KOS-ECU or WCM, hands free module, CAN box unit, radio and CD player, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the ETACS-ECU (Refer to GROUP 54A, ETACS – ETACS-ECU P.54A-772).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.
Check again if the DTC is set to the SRS-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to use Troubleshooting/inspection Service Points P.00-14).

DTC U0154: Occupant Classification-ECU CAN Timeout

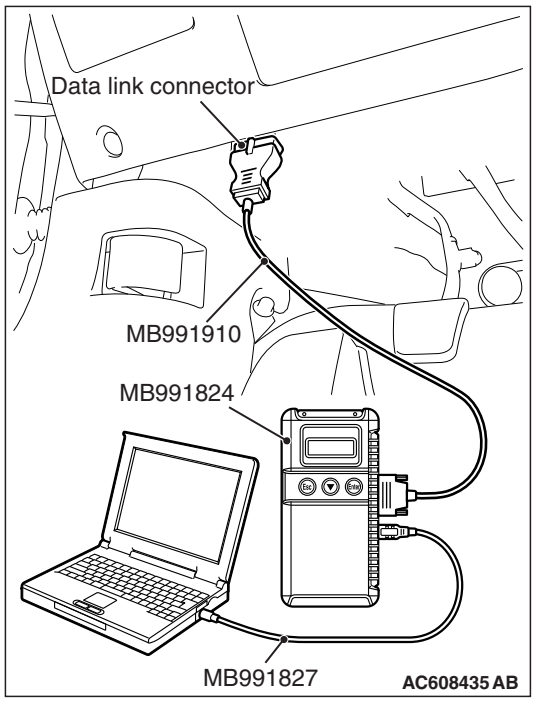
⚠ CAUTION
- **If the DTC U0154 is set, be sure to diagnose the CAN main bus line.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION
When the signals from occupant classification-ECU cannot be received, the SRS-ECU sets the DTC U0154.

JUDGEMENT CRITERIA
Because of the CAN-B bus circuit malfunction, if SRS-ECU becomes unable to perform the normal data transmission, SRS-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS
- The CAN bus line may be defective
- The occupant classification-ECU may be defective
- The SRS-ECU may be defective

DIAGNOSIS
Required Special Tools:
- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the occupant classification-ECU diagnostic trouble code.
Check if the DTC is set to the occupant classification-ECU.

Q: Is the DTC set?

YES : Diagnose the occupant classification-ECU. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0154 for other system.
Check if the DTC U0154 is set in ETACS-ECU, combination meter, A/C-ECU, KOS-ECU or WCM, hands free module, CAN box unit, radio and CD player, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the passenger seat cushion frame assembly (Refer to GROUP 52A, Front Seat Assembly P.52A-21).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.
Check again if the DTC is set to the SRS-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to use Troubleshooting/inspection Service Points P.00-14).

DTC U0155: Combination Meter CAN Timeout

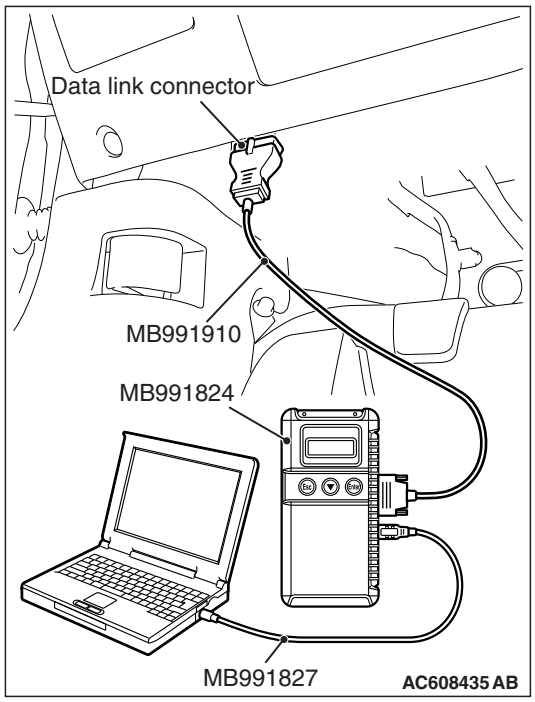
⚠ CAUTION
- **If the DTC U0155 is set, be sure to diagnose the CAN main bus line.**
- **When replacing the ECU, always check that the communication circuit is normal.**

TROUBLE JUDGEMENT
If the signal from combination meter cannot be received, the SRS-ECU sets the DTC U0155.

JUDGEMENT CRITERIA
Because of the CAN-B bus circuit malfunction, if SRS-ECU becomes unable to perform the normal data transmission, SRS-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS
- The CAN bus line may be defective
- The combination meter may be defective
- The SRS-ECU may be defective

DIAGNOSIS
Required Special Tools:
- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the combination meter diagnostic trouble code

Check if DTC is set to the combination meter.

Q: Is the DTC set?

YES : Diagnose the combination meter. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0155 for other system.

Check if the DTC U0155 is set in ETACS-ECU, occupant classification-ECU, A/C-ECU, KOS-ECU or WCM, hands free module, CAN box unit, radio and CD player, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the combination meter (Refer to GROUP 54A, Combination Meter P.54A-126).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.
Check again if the DTC is set to the SRS-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to use Troubleshooting/inspection Service Points P.00-14).

DTC U0164: A/C-ECU CAN Timeout

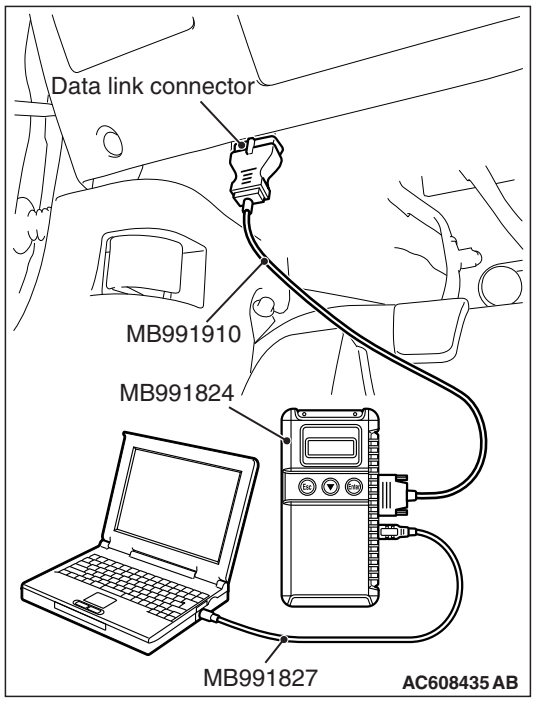
⚠ CAUTION
- **If the DTC U0164 is set, be sure to diagnose the CAN main bus line.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION
If the signal from A/C-ECU cannot be received, the SRS-ECU sets the DTC U0164.

JUDGEMENT CRITERIA
Because of the CAN-B bus circuit malfunction, if SRS-ECU becomes unable to perform the normal data transmission, SRS-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS
- The CAN bus line may be defective
- The A/C-ECU may be defective
- The SRS-ECU may be defective

DIAGNOSIS
Required Special Tools:
- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the Scan Tool (M.U.T.-III) P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the A/C diagnostic trouble code

Check if DTC is set to the A/C-ECU.

Q: Is the DTC set?

YES : Diagnose the A/C. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0164 for other system.

Check if the DTC U0164 is set in ETACS-ECU, occupant classification-ECU, combination meter, KOS-ECU or WCM, hands free module, CAN box unit, radio and CD player, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the A/C-ECU (Refer to GROUP 55A, A/C-ECU P.55A-189).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.
Check again if the DTC is set to the SRS-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to use Troubleshooting/inspection Service Points P.00-14).

DTC U0168: KOS-ECU or WCM CAN Timeout

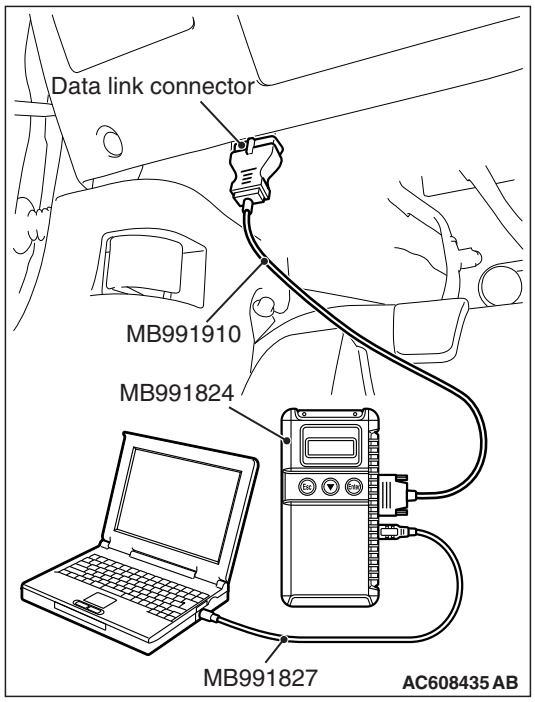
⚠ CAUTION
- **If DTC U0168 is set, be sure to diagnose the CAN bus line.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION
If the signal from KOS-ECU or WCM cannot be received, the SRS-ECU sets the DTC U0168.

JUDGEMENT CRITERIA
Because of the CAN-B bus circuit malfunction, if SRS-ECU becomes unable to perform the normal data transmission, SRS-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS
- Malfunction of CAN bus line may be defective.
- Malfunction of the KOS-ECU may be defective.
- Malfunction of the WCM may be defective.
- Malfunction of SRS-ECU may be defective.

DIAGNOSIS
Required Special Tools:
- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the Scan Tool (M.U.T.-III) P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the KOS-ECU or WCM diagnostic trouble code

Check again if the DTC is set to the KOS-ECU or WCM.

Q: Is the DTC set?

YES : Diagnose the KOS or WCM. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0168 for other system.

Check if the DTC U0168 is set in ETACS-ECU, occupant classification-ECU, combination meter, A/C-ECU, hands free module, CAN box unit, radio and CD player, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the KOS -ECU (Refer to GROUP 42B, KOS-ECU P.42B-216) or WCM (Refer to GROUP 42C, WCM P.42C-121).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.

Check again if the DTC is set to the SRS-ECU.

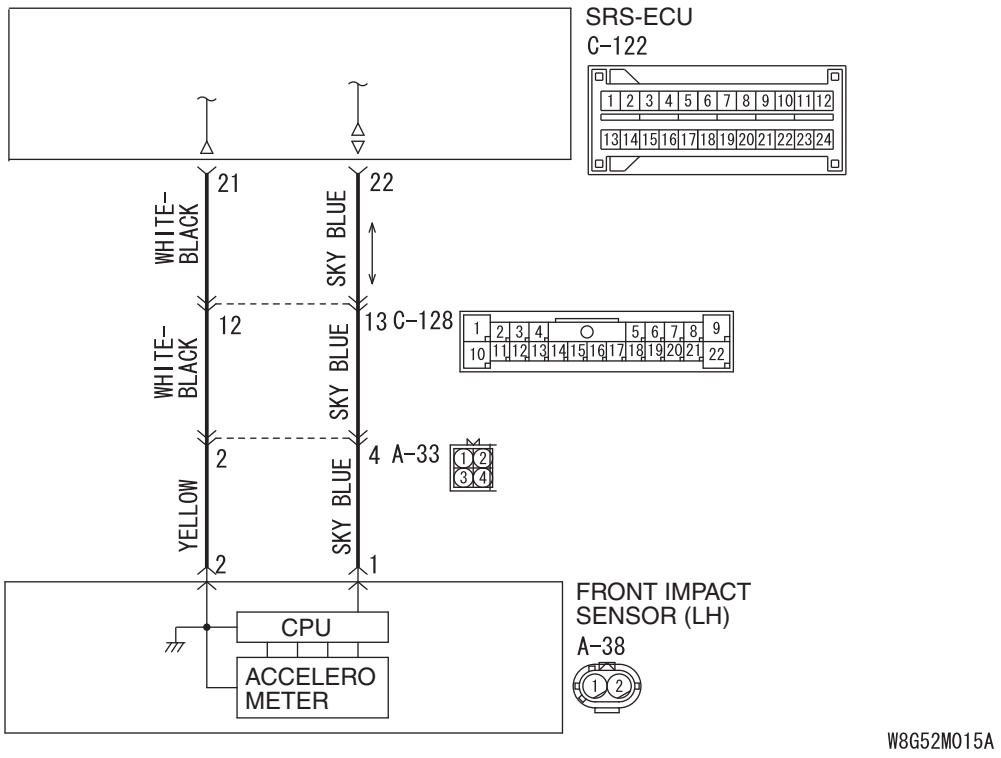
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

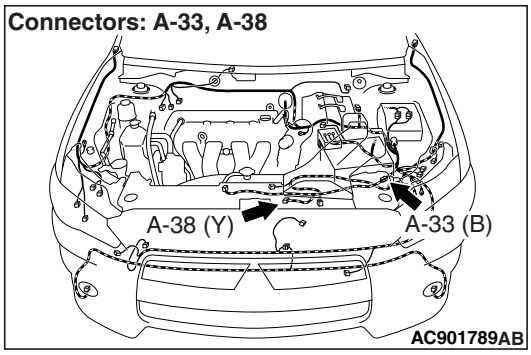
Q: Is the DTC set?

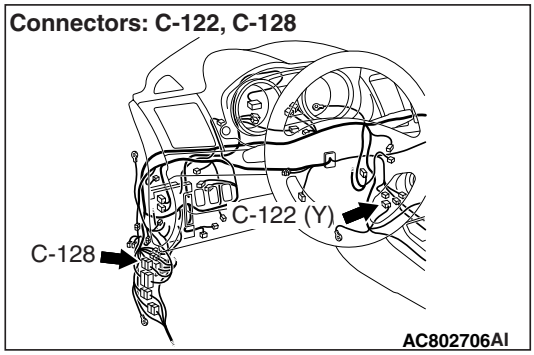
YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to use Troubleshooting/inspection Service Points P.00-14).

DTC U0170: Front Impact Sensor (LH) Communication Error

Front Impact Sensor (LH) Circuit







⚠ CAUTION

If DTC U0170 is set in the SRS-ECU, always diagnose the CAN main bus line.

CIRCUIT OPERATION

If an impact of set value or more is detected, the front impact sensor sends the coded acceleration data to SRS-ECU. Based on the acceleration data, SRS-ECU determines the necessity of driver's and front passenger's air bag deployment, and then turns ON the power supply circuit to the inflator.

DTC SET CONDITIONS

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

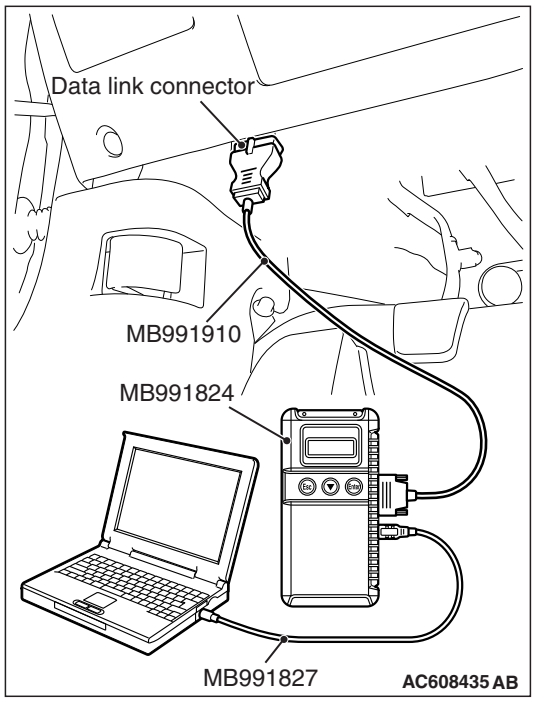
TROUBLESHOOTING HINTS

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

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Go to Step 3.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 3. Check for any diagnostic trouble code.

Check the front impact sensor (LH).
(1) Disconnect the negative battery terminal.
(2) Alternate the front impact sensor (LH) and front impact sensor (RH), and then install the alternated sensors.
(3) Connect the negative battery terminal.
(4) Erase diagnostic trouble code from memory, and check the diagnostic trouble code.

Q: Is DTC U0171 set?

YES : Replace the front impact sensor (LH) with a new one (Refer to P.52B-413). Go to Step 5.
NO : Go to Step 4.

STEP 4. Check the harness wires for open circuit and short circuit between SRS-ECU connector C-122 (terminal No.21 and 22) and front impact sensor (LH) connector A-38 (terminal No.2 and 1).

NOTE: After inspecting intermediate connector A-33, C-128 inspect the wiring harness. If the intermediate connector A-33, C-128 is damaged, repair or replace it.

Q: Are the harness wires between SRS-ECU connector C-122 (terminal No.21 and 22) and front impact sensor (LH) connector A-38 (terminal No.2 and 1) in good condition?

YES : Go to Step 5.
NO : Repair the harness wires between SRS-ECU connector C-122 and front impact sensor (LH) connector A-38.

STEP 5. Recheck for diagnostic trouble code.

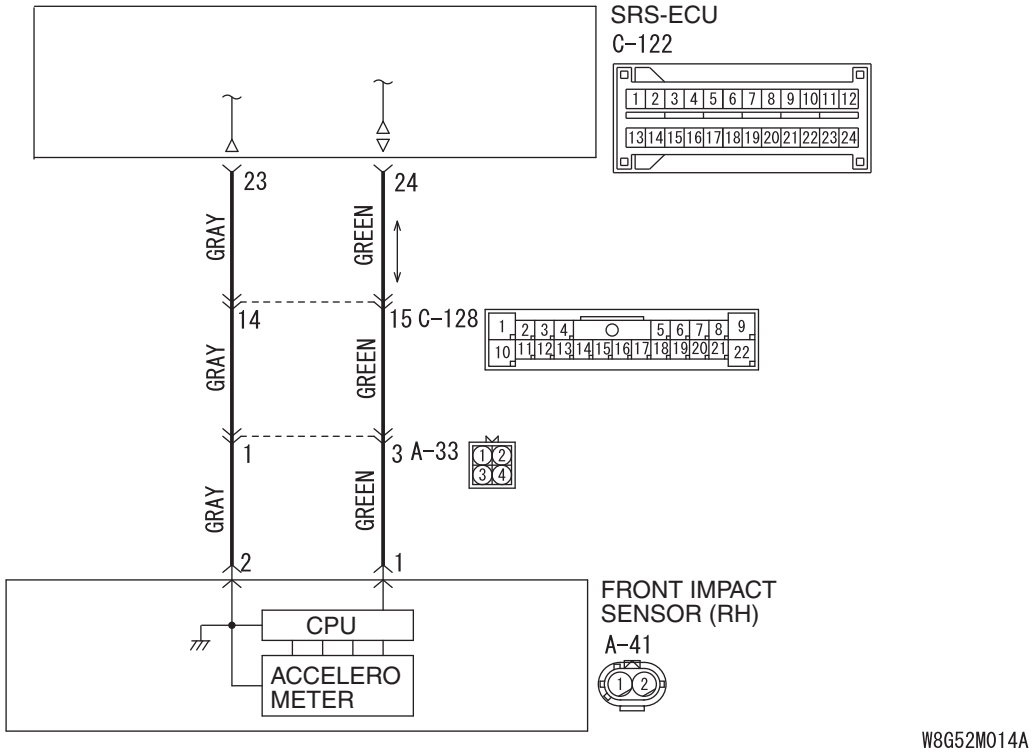
Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

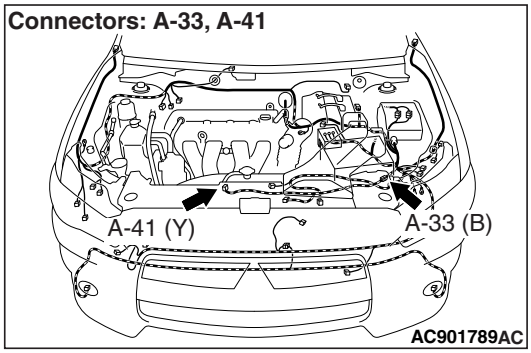
Q: Is DTC U0170 set?

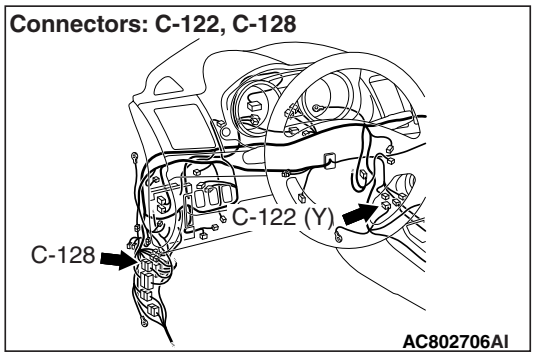
YES : Replace SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0171: Front Impact Sensor (RH) Communication Error

Front Impact Sensor (RH) Circuit







⚠ CAUTION

If DTC U0171 is set in the SRS-ECU, always diagnose the CAN main bus line.

CIRCUIT OPERATION

If an impact of set value or more is detected, the front impact sensor sends the coded acceleration data to SRS-ECU. Based on the acceleration data, SRS-ECU determines the necessity of driver's and front passenger's air bag deployment, and then turns ON the power supply circuit to the inflator.

DTC SET CONDITIONS

These DTCs are set if communication between the front impact sensor (RH) and the SRS-ECU is not possible or faulty.

TROUBLESHOOTING HINTS

- Damaged wiring harnesses or connectors
- Malfunction of the front impact sensor (RH)
- Malfunction of the SRS-ECU

TSB Revision

DIAGNOSIS

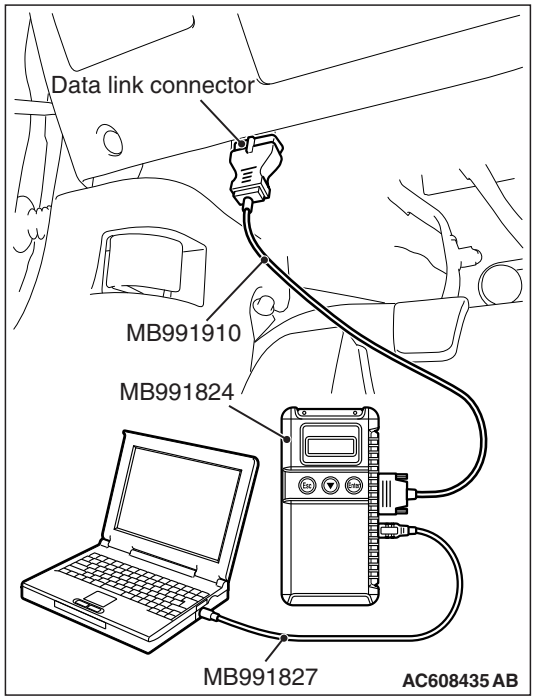
Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.



(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Go to Step 3.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 3. Check for any diagnostic trouble code.

Check the front impact sensor (RH).
(1) Disconnect the negative battery terminal.
(2) Alternate the front impact sensor (RH) and front impact sensor (LH), and then install the alternated sensors.
(3) Connect the negative battery terminal.
(4) Erase diagnostic trouble code from memory, and check the diagnostic trouble code.

Q: Is DTC U0170 set?

YES : Replace the front impact sensor (RH) with a new one (Refer to P.52B-413). Go to Step 5.
NO : Go to Step 4.

STEP 4. Check the harness wires for open circuit and short circuit between SRS-ECU connector C-122 (terminal No.23 and 24) and front impact sensor (RH) connector A-41 (terminal No.2 and 1).

NOTE: After inspecting intermediate connector A-33, C-128 inspect the wiring harness. If the intermediate connector A-33, C-128 is damaged, repair or replace it.

Q: Are the harness wires between SRS-ECU connector C-122 (terminal No.23 and 24) and front impact sensor (RH) connector A-41 (terminal No.2 and 1) in good condition?

YES : Go to Step 5.
NO : Repair the harness wires between SRS-ECU connector C-122 and front impact sensor (RH) connector A-41.

STEP 5. Recheck for diagnostic trouble code.

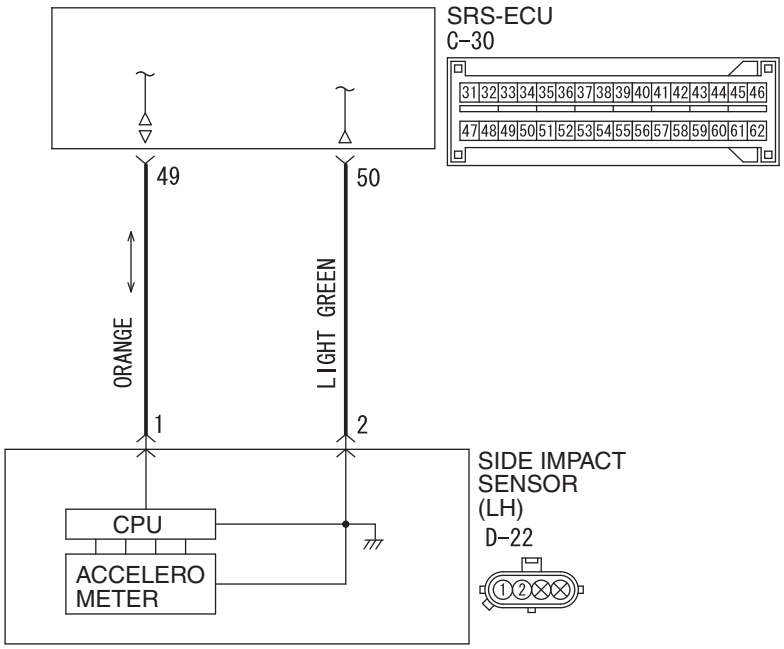
Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is DTC U0171 set?

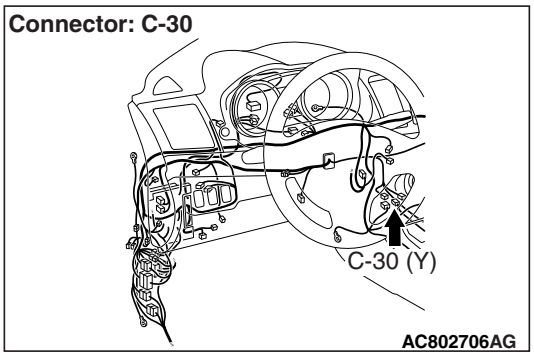
YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

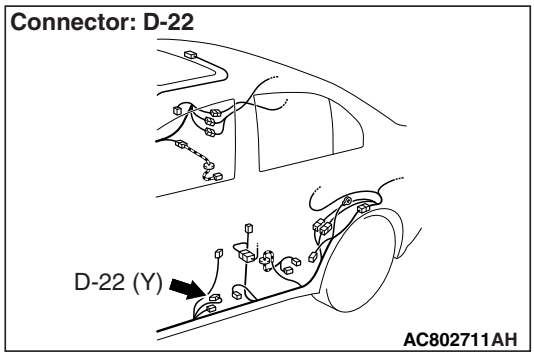
DTC U0172: Side Impact Sensor (LH) Communication Error

Side Impact Sensor (LH) Circuit



AC710850AB





⚠ CAUTION

If DTC U0172 is set in the SRS-ECU, always diagnose the CAN main bus line.

CIRCUIT OPERATION

If an impact of set value or more is detected, the side impact sensor sends the coded acceleration data to SRS-ECU. Based on the acceleration data, SRS-ECU determines the necessity of side-airbag and curtain air bag deployment, and then turns ON the power supply circuit to the inflator.

DTC SET CONDITIONS

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

TROUBLESHOOTING HINTS

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

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)

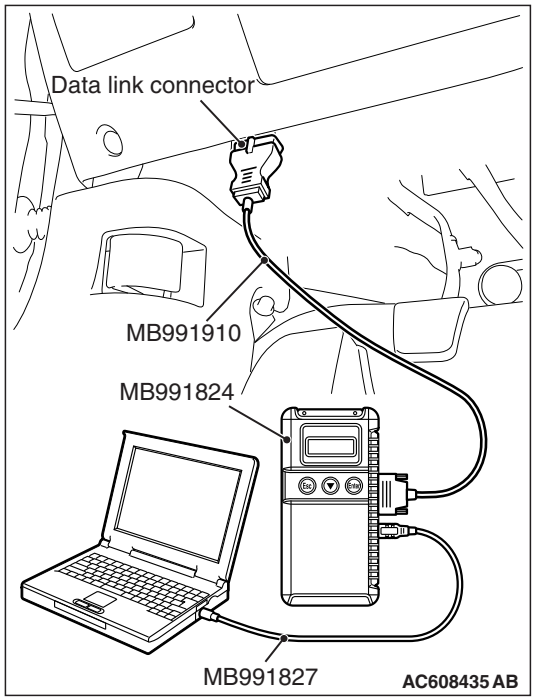
TSB Revision

- MB991827: M.U.T.-III USB Cable
- MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.



(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Go to Step 3.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 3. Check for any diagnostic trouble code.

Check the side impact sensor (LH).

(1) Disconnect the negative battery terminal.
(2) Alternate the side impact sensor (LH) and side impact sensor (RH), and then install the alternated sensors.
(3) Connect the negative battery terminal.
(4) Erase diagnostic trouble code from memory, and check the diagnostic trouble code.

Q: Is DTC U0175 set?

YES : Replace the side impact sensor (LH) with a new one (Refer to P.52B-443). Go to Step 5.
NO : Go to Step 4.

STEP 4. Check the harness wires for open circuit and short circuit between SRS-ECU connector C-30 (terminal No.49 and 50) and side impact sensor (LH) connector D-22 (terminal No.1 and 2).

Q: Are the harness wires between SRS-ECU connector C-30 (terminal No.49 and 50) and side impact sensor (LH) connector D-22 (terminal No.1 and 2) in good condition?

YES : Go to Step 5.
NO : Repair the harness wires between SRS-ECU connector C-30 and side impact sensor (LH) connector D-22.

STEP 5. Recheck for diagnostic trouble code.

Check again if the DTC is set.

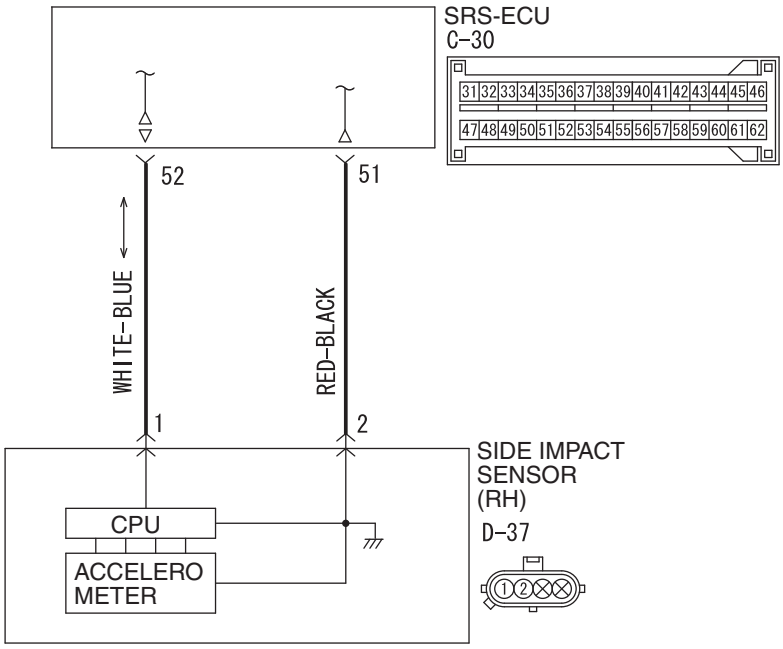
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is DTC U0172 set?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

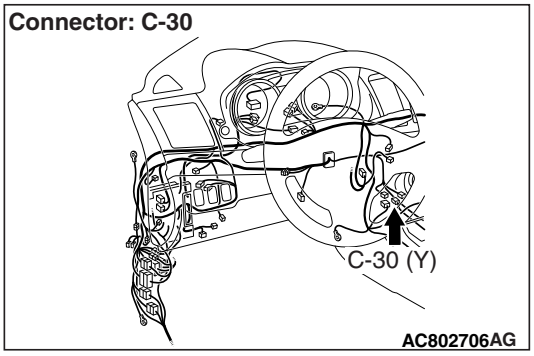
DTC U0175: Side Impact Sensor (RH) Communication Error

Side Impact Sensor (RH) Circuit



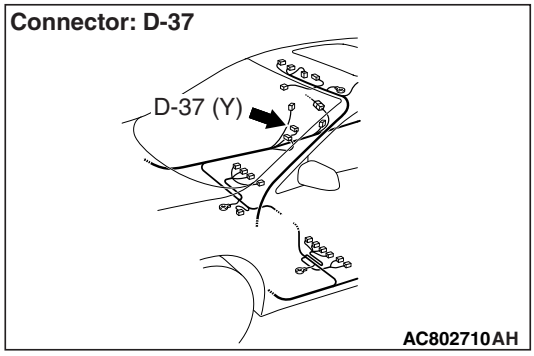
AC710851AB

Connector: C-30



AC802706AG

Connector: D-37



AC802710AH

⚠ CAUTION

If DTC U0175 is set in the SRS-ECU, always diagnose the CAN main bus line.

CIRCUIT OPERATION

If an impact of set value or more is detected, the side impact sensor sends the coded acceleration data to SRS-ECU. Based on the acceleration data, SRS-ECU determines the necessity of side air bag and curtain air bag deployment, and then turns ON the power supply circuit to the inflator.

DTC SET CONDITIONS

These DTCs 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

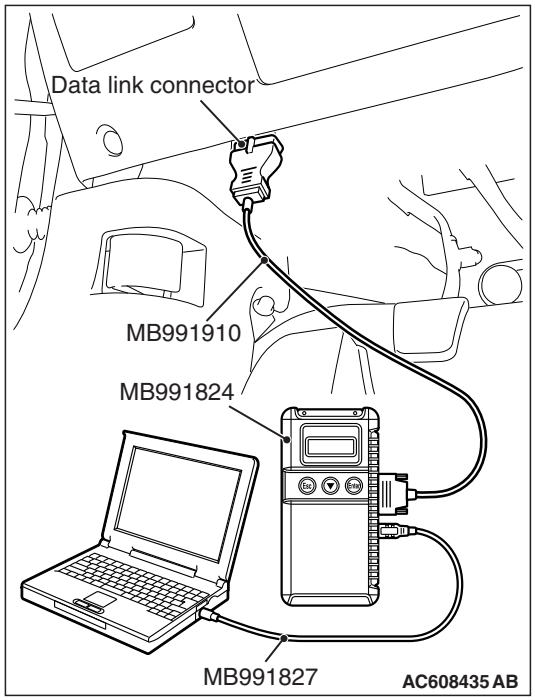
Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)

TSB Revision

- MB991827: M.U.T.-III USB Cable
- MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Using scan tool MB991958, diagnose the CAN bus line.



⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Go to Step 3.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 3. Check for any diagnostic trouble code.

Check the side impact sensor (RH).
(1) Disconnect the negative battery terminal.
(2) Alternate the side impact sensor (RH) and side impact sensor (LH), and then install the alternated sensors.
(3) Connect the negative battery terminal.
(4) Erase diagnostic trouble code from memory, and check the diagnostic trouble code.

Q: Is DTC U0172 set?

YES : Replace the side impact sensor (RH) with a new one (Refer to P.52B-443). Go to Step 5.
NO : Go to Step 4.

STEP 4. Check the harness wires for open circuit and short circuit between SRS-ECU connector C-30 (terminal No.51 and 52) and side impact sensor (RH) connector D-37 (terminal No.2 and 1).

Q: Are the harness wires between SRS-ECU connector C-30 (terminal No.51 and 52 and side impact sensor (RH) connector D-37 (terminal No.2 and 1) in good condition?

YES : Go to Step 5.
NO : Repair the harness wires between SRS-ECU connector C-30 and side impact sensor (RH) connector D-37.

STEP 5. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is DTC U0175 set?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0184: Audio CAN Timeout

⚠ CAUTION

- **If the DTC U0184 is set, be sure to diagnose the CAN main bus line.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION

When the signals from radio and CD player or CD changer cannot be received, the SRS-ECU sets the DTC U0184.

JUDGEMENT CRITERIA

Because of the CAN-B bus circuit malfunction, if SRS-ECU becomes unable to perform the normal data transmission, SRS-ECU determines that an abnormality is present.

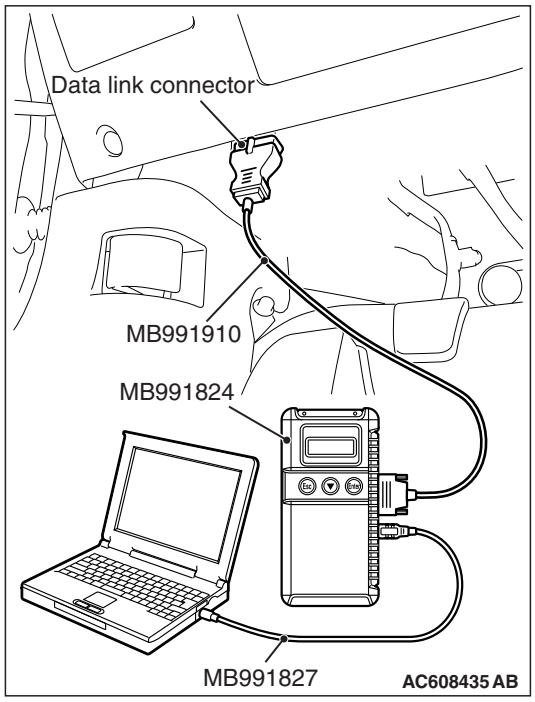
TROUBLESHOOTING HINTS

- The CAN bus line may be defective
- The radio and CD player or CD changer may be defective
- The SRS-ECU may be defective

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the audio diagnostic trouble code

Check if the DTC is set to the audio.

Q: Is the DTC set?

YES : Diagnose the radio and CD player. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0184 for other system.

Check if the DTC U0184 is set in ETACS-ECU, occupant classification-ECU, combination meter, A/C-ECU, KOS-ECU or WCM, hands free module, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the radio and CD player (Refer to GROUP 54A, Radio and CD player P.54A-428).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.

Check again if the DTC is set to the SRS-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the SRS-ECU.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to use Troubleshooting/inspection Service Points P.00-14).

DTC U0195: Satellite Radio Tuner CAN Timeout

⚠ CAUTION

- **If the DTC U0195 is set, be sure to diagnose the CAN main bus line.**
- **When replacing the ECU, always check that the communication circuit is normal.**

TROUBLE JUDGEMENT

If the signal from satellite radio tuner cannot be received, the SRS-ECU sets the DTC U0195.

JUDGEMENT CRITERIA

Because of the CAN-B bus circuit malfunction, if SRS-ECU becomes unable to perform the normal data transmission, SRS-ECU determines that an abnormality is present.

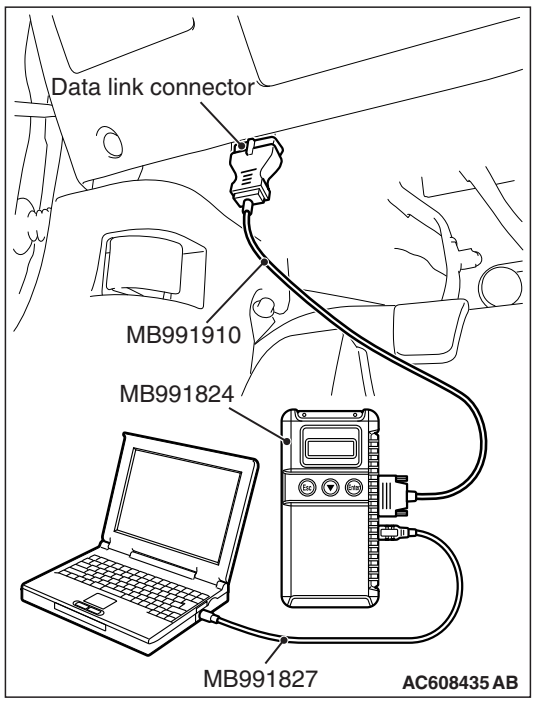
TROUBLESHOOTING HINTS

- The CAN bus may be defective.
- The satellite radio tuner may be defective.
- The SRS-ECU may be defective.

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the satellite radio tuner diagnostic trouble code.
Check if DTC is set to the satellite radio tuner.

Q: Is the DTC set?

YES : Diagnose the satellite radio. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0195 for other system.
Check if the DTC U0195 is set in ETACS-ECU, occupant classification-ECU, A/C-ECU, KOS-ECU or WCM, hands free module, CAN box unit, radio and CD player.

Q: Is the DTC set?

YES : Replace the satellite radio tuner (Refer to GROUP 54A, Satellite Radio Tuner P.54A-670).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.
Check again if the DTC is set to the SRS-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : The trouble can be an intermittent malfunction such as a poor connection or open circuit in the CAN bus lines between the satellite radio tuner and the ETACS-ECU (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14)

DTC U0197: Hands Free Module CAN Timeout

⚠ CAUTION
- **If the DTC U0197 is set, be sure to diagnose the CAN main bus line.**
- **When replacing the ECU, always check that the communication circuit is normal.**

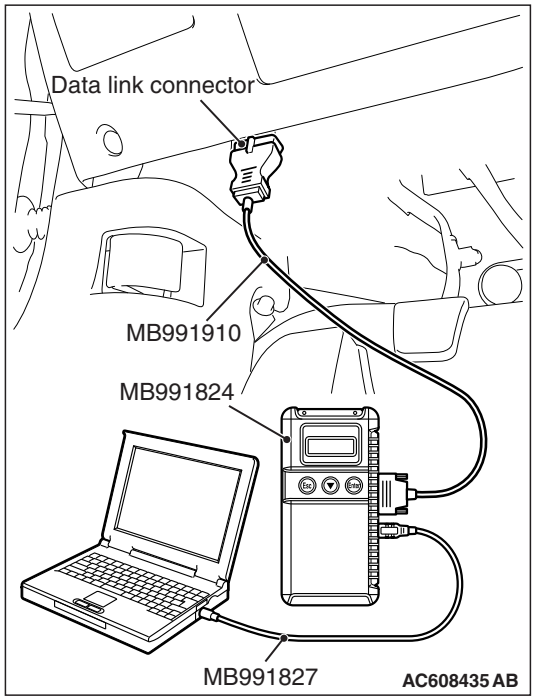
DIAGNOSTIC FUNCTION
When the signals from hands free module cannot be received, the SRS-ECU sets the DTC U0197.

JUDGEMENT CRITERIA
Because of the CAN-B bus circuit malfunction, if SRS-ECU becomes unable to perform the normal data transmission, SRS-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS
- The CAN bus line may be defective.
- The hands free module may be defective.
- The SRS-ECU may be defective.

DIAGNOSIS

Required Special Tools:
- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the hands free module diagnostic trouble code

Check if the DTC is set to the hands free module.

Q: Is the DTC set?

YES : Diagnose the hands-free cellular phone system. Then go to Step 4.

NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0197 for other system.

check if the DTC U0197 is set in ETACS-ECU, occupant Classification-ECU, combination meter, A/C-ECU, KOS-ECU or WCM, CAN box unit, radio and CD player, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the hands free module (Refer to GROUP 54A, Hands Free Cellular Phone System P.54A-623).

NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.

Check again if the DTC is set to the SRS-ECU.

(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the SRS-ECU (Refer to P.52B-416).

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to use Troubleshooting/inspection Service Points P.00-14).

DTC U1414: Defective Coding Data

⚠ CAUTION
- **If the DTC U1414 is set, diagnose the CAN main bus lines.**
- **When replacing the ECU, always check that the communication circuit is normal.**

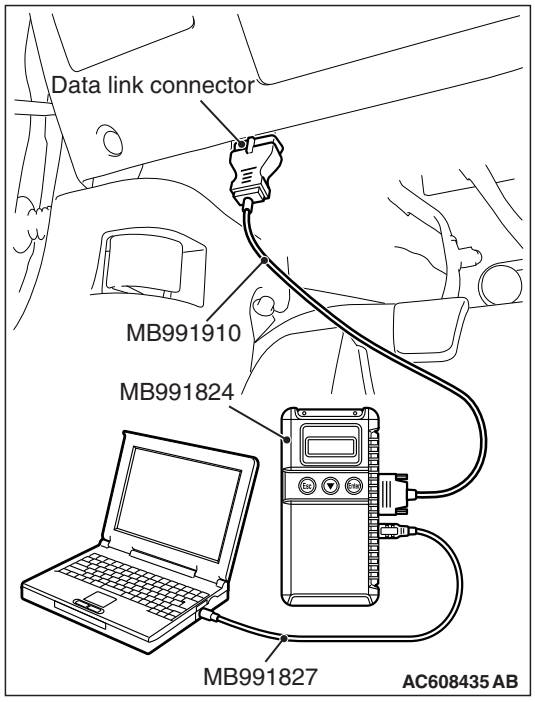
DIAGNOSTIC FUNCTION
If an incorrect information data is written in the SRS-ECU, it sets the diagnosis code No. U1414.

JUDGEMENT CRITERIA
When the coding data (vehicle information) from ETACS-ECU is not received, SRS-ECU determines that the abnormality is present.

TROUBLESHOOTING HINTS
- The CAN bus line may be defective
- The ETACS-ECU may be defective
- The SRS-ECU may be defective

DIAGNOSIS

Required Special Tools:
- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the ETACS-ECU diagnostic trouble code

Check if DTC Nos. U0331, B1761, B222C, B2206, or B2215 is set to the ETACS-ECU.

Q: Is the DTC set?

YES : Diagnose the ETACS-ECU.
NO : Go to Step 3.

STEP 3. Recheck for diagnostic trouble code.

Check again if the DTC is set to the SRS-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to use Troubleshooting/inspection Service Points P.00-14).

DTC U1415: Coding not Completed/Data Fail

⚠ CAUTION

- **If the DTC U1415 is set, diagnose the CAN main bus lines.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION

If the vehicle information data is not registered to the SRS-ECU, the SRS-ECU sets the DTC U1415.

JUDGEMENT CRITERIA

With the global coding counter value "0", if all the global coding data (vehicle information) are not stored, the SRS-ECU determines that a problem has occurred.

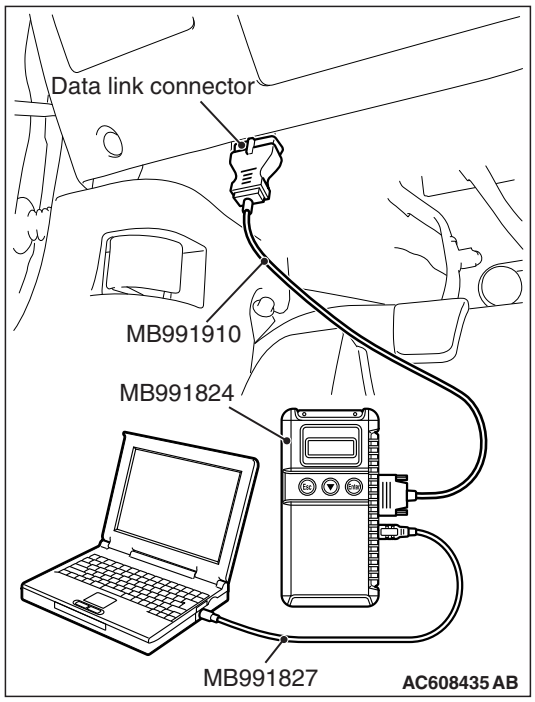
TROUBLESHOOTING HINTS

- The CAN bus line may be defective
- The ETACS-ECU may be defective
- The SRS-ECU may be defective

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the ETACS-ECU diagnostic trouble code

Check if DTC Nos. U0331, B1761, B222C, B2206, or B2215 is set to the ETACS-ECU.

Q: Is the DTC set?

YES : Diagnose the ETACS-ECU.
NO : Go to Step 3.

STEP 3. Recheck for diagnostic trouble code.

Check again if the DTC is set to the SRS-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the SRS-ECU.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to use Troubleshooting/inspection Service Points P.00-14).

DIAGNOSTIC TROUBLE CODE CHART <Occupant classification-ECU>

M1524003302212

⚠ CAUTION

During diagnosis, a DTC code associated with another system may be set when the ignition switch is turned on with connector(s) disconnected. After completing the repair, confirm all systems for DTC code(s). If DTC code(s) are set, erase them all.

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

Diagnostic trouble Code No.	Inspection item	Reference page
B1B78	Passenger seat weight sensor (front: LH) performance	P.52B-321
B1B79	Passenger seat weight sensor (ground side) short-circuited (front: LH)	P.52B-325
B1B7A	Passenger seat weight sensor (power supply side) short-circuited or open (front: LH)	P.52B-329
B1B7D	Passenger seat weight sensor (front: RH) performance	P.52B-321
B1B7E	Passenger seat weight sensor (ground side) short-circuited (front: RH)	P.52B-325
B1B7F	Passenger seat weight sensor (power supply side) short-circuited or open (front: RH)	P.52B-329
B1B82	Passenger seat weight sensor (rear: LH) performance	P.52B-321
B1B83	Passenger seat weight sensor (ground side) short-circuited (rear: LH)	P.52B-325
B1B84	Passenger seat weight sensor (power supply side) short-circuited or open (rear: LH)	P.52B-329
B1B87	Passenger seat weight sensor (rear: RH) performance	P.52B-321
B1B88	Passenger seat weight sensor (ground side) short-circuited (rear: RH)	P.52B-325
B1B89	Passenger seat weight sensor (power supply side) short-circuited or open (rear: RH)	P.52B-329
B1B8C	Seat slide sensor circuit performance	P.52B-334
B1B8D	Seat slide sensor open circuit	P.52B-339
B1B8E	Seat slide sensor (power supply side) short circuit	P.52B-343
B1B91	Driver seat slide sensor configuration mismatch	P.52B-347
B1BA7	Occupant classification system verification required	P.52B-349
B1BA8	Occupant classification-ECU out of calibration/not calibrated	P.52B-350
B1BBA	Passenger seat weight sensor power supply circuit	P.52B-352
B1BBC	Occupant classification system negative system weight	P.52B-354
B1BBD	Occupant classification-ECU current configuration table unprogrammed	P.52B-356
B1C23	Passenger seat weight sensor (front: LH) configuration mismatch	P.52B-357
B1C24	Passenger seat weight sensor (front: RH) configuration mismatch	P.52B-357

TSB Revision

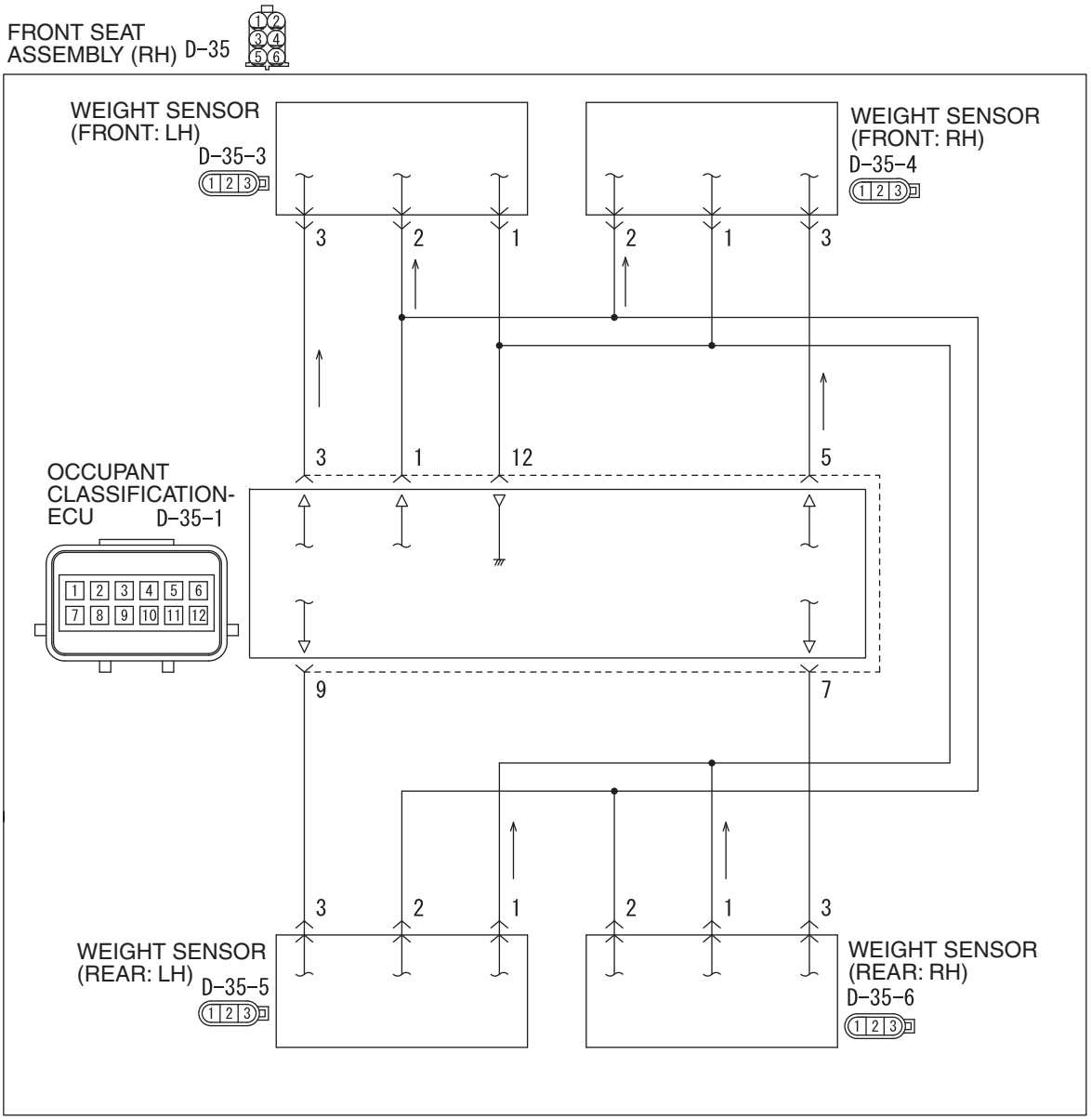
Diagnostic trouble Code No.	Inspection item	Reference page
B1C25	Passenger seat weight sensor (rear: LH) configuration mismatch	P.52B-357
B1C26	Passenger seat weight sensor (rear: RH) configuration mismatch	P.52B-357
B1CB2	Occupant classification-ECU parameter table incompatible	P.52B-359
B210D	Battery voltage low	P.52B-361
B210E	Battery voltage high	P.52B-361
B2206	Chassis number does not match	P.52B-365
B2212	Occupant classification-ECU internal failure	P.52B-359
B2250	Occupant classification-ECU not programmed/flash required	P.52B-359
B2262	Occupant classification-ECU electrostatic discharge event detected	P.52B-359
U0020	CAN-B bus off performance	P.52B-367
U0021	CAN-B bus (HI) circuit open	P.52B-367
U0022	CAN-B bus (HI) shorted to circuit ground	P.52B-367
U0023	CAN-B bus (HI) shorted to circuit power supply	P.52B-367
U0024	CAN-B bus (LO) circuit open	P.52B-367
U0025	CAN-B bus (LO) shorted to circuit ground	P.52B-367
U0026	CAN-B bus (LO) shorted to circuit power supply	P.52B-367
U0141	ETACS CAN timeout	P.52B-369
U0151	SRS-ECU CAN timeout	P.52B-371
U0155	Combination meter CAN timeout	P.52B-373
U0164	A/C-ECU CAN timeout	P.52B-375
U0168	KOS-ECU or WCM CAN timeout	P.52B-377
U0184	Audio CAN timeout	P.52B-379
U0195	Satellite Radio tuner CAN timeout	P.52B-381
U0197	Hands free module CAN timeout	P.52B-383
U0245	Audio visual navigation unit CAN timeout	P.52B-385
U1419	The signal from a weight sensor (front: LH) is unusual	P.52B-387
U141A	The signal from a weight sensor (front: RH) is unusual	P.52B-387
U141B	The signal from a weight sensor (rear: LH) is unusual	P.52B-387
U141C	The signal from a weight sensor (rear: RH) is unusual	P.52B-387
U1423	The signal from a weight sensor is unusual	P.52B-387

TSB Revision

DIAGNOSTIC TROUBLE CODE PROCEDURES <OCCUPANT CLASSIFICATION-ECU>

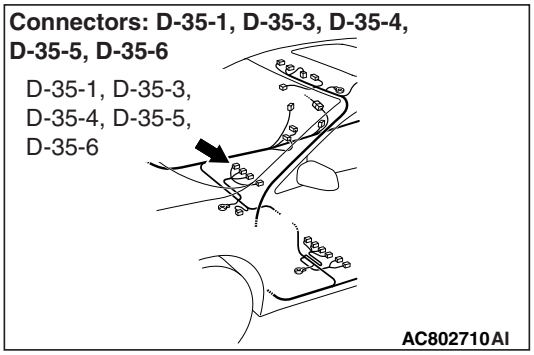
DTC B1B78: Passenger Seat Weight Sensor (front: LH) Performance
DTC B1B7D: Passenger Seat Weight Sensor (front: RH) Performance
DTC B1B82: Passenger Seat Weight Sensor (rear: LH) Performance
DTC B1B87: Passenger Seat Weight Sensor (rear: RH) Performance

Weight Sensor



AC803894 AC

TSB Revision



⚠ CAUTION

If DTC B1B78, B1B7D, B1B82 or B1B87 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

CIRCUIT OPERATION

The load data from the weight sensor is classified with the occupant classification-ECU, and its classified information is send to SRS-ECU by CAN bus line. The SRS-ECU determines the air bag deployment based on this classified information, and controls the power supply circuit to the inflator.

DTC SET CONDITIONS

This DTC is set if the weight sensor output voltage is out of the range (guideline: 1 to 3.5 V).

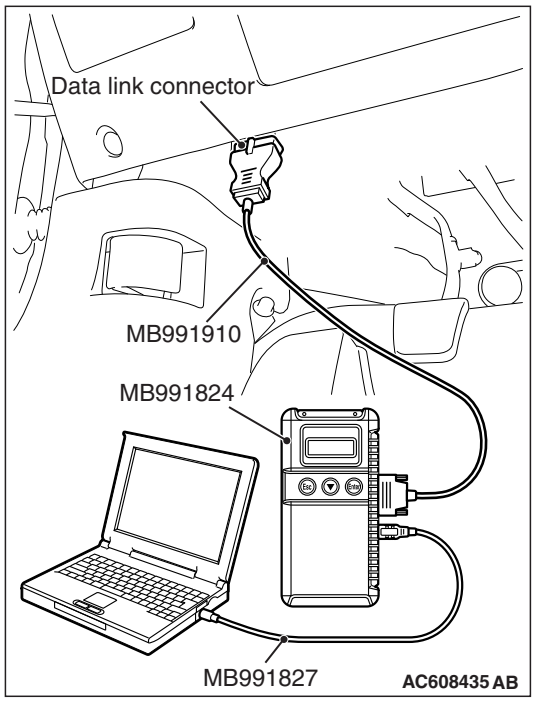
TROUBLESHOOTING HINTS

- The weight sensor may be defective.
- Occupant classification-ECU may be defective.
- The wiring harness or connectors may have loose, corroded, or damaged terminals, or terminals pushed back in the connector

DIAGNOSIS

Required Special Tools:

- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827 M.U.T.-III USB Cable
  - MB991910 M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Go to Step 3.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 3. Check occupant classification-ECU connector D-35-1 and weight sensor connector D-35-3, D-35-4, D-35-5 or D-35-6 for loose, corroded or damaged terminals, or terminals pushed back in the connector.

Q: Is the check result normal?

YES : Go to Step 4.
NO : Repair or replace the component(s) (Refer to GROUP 00E, Harness Connector Inspection P.00E-2).

STEP 4. Check the wiring harness between occupant classification-ECU connector D-35-1 (terminal 3, 5, 7, and 9) and weight sensors D-35-3, D-35-4, D-35-5, and D-35-6 (terminal 3).

Q: Is the check result normal?

YES : Go to Step 5.

NO : The wiring harness may be damaged or the connector(s) may have loose, corroded or damaged terminals, or terminals pushed back in the connector. Repair the wiring harness as necessary.

STEP 5. Recheck for diagnostic trouble code.

Check again if the DTC is set to the occupant classification-ECU.

(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

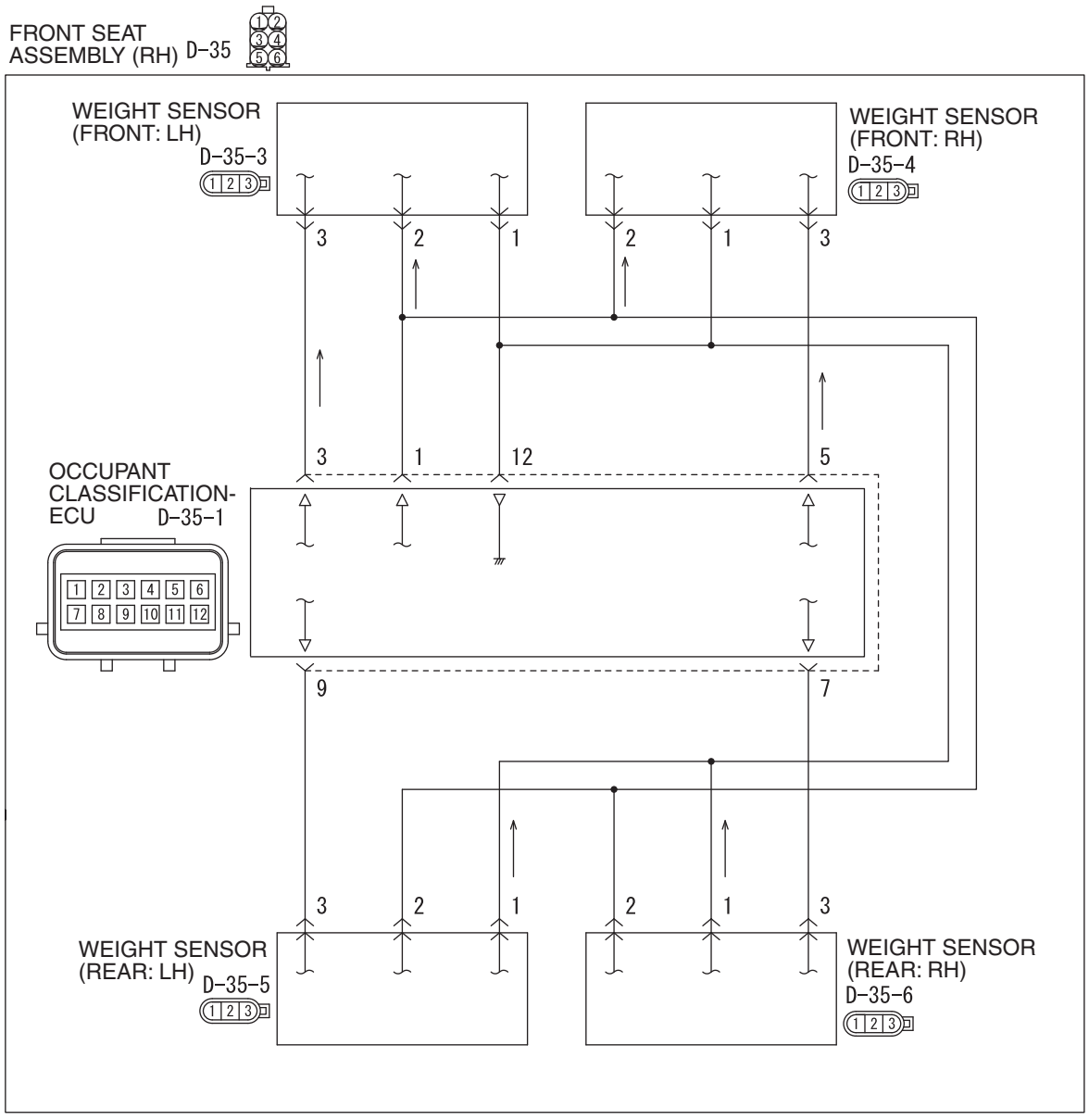
Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

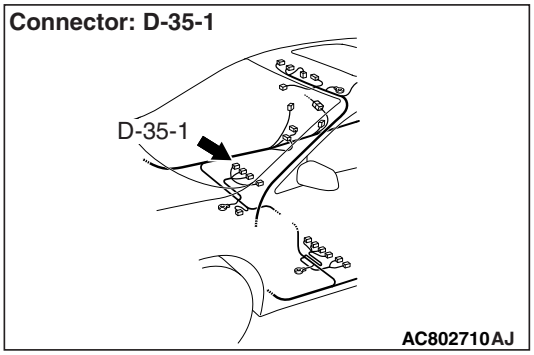
DTC B1B79: Passenger Seat Weight Sensor (ground side) Short-circuited (front: LH)
DTC B1B7E: Passenger Seat Weight Sensor (ground side) Short-circuited (front: RH)
DTC B1B83: Passenger Seat Weight Sensor (ground side) Short-circuited (rear: LH)
DTC B1B88: Passenger Seat Weight Sensor (ground side) Short-circuited (rear: RH)

Weight Sensor



AC803894 AC

TSB Revision



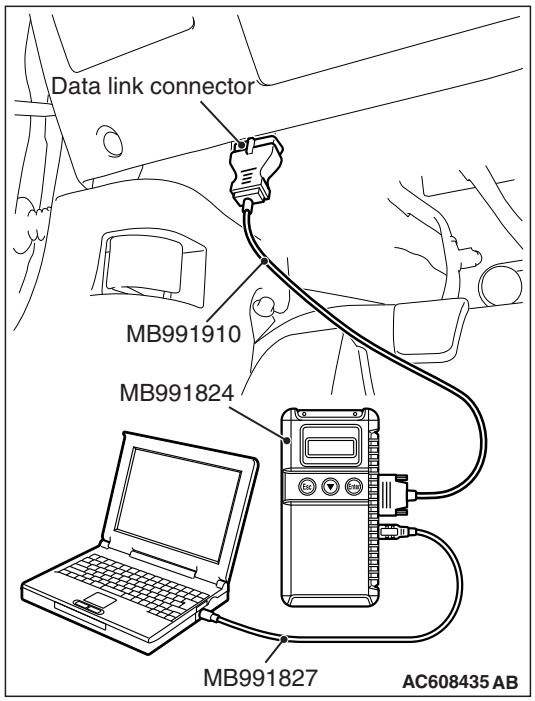
⚠ CAUTION
If DTC B1B79, B1B7E, B1B83 or B1B88 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

CIRCUIT OPERATION
The load data from the weight sensor is classified with the occupant classification-ECU, and its classified information is send to SRS-ECU by CAN bus line. The SRS-ECU determines the air bag deployment based on this classified information, and controls the power supply circuit to the inflator.

DTC SET CONDITIONS
This DTC is set if the weight sensor wire is short-circuited to ground.

TROUBLESHOOTING HINTS
- Disengaged wire harnesses or connector
- Short to the ground in the weight sensor harness
- Malfunction of the weight sensor
- Malfunction of the occupant classification-ECU

DIAGNOSIS
Required Special Tools:
- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN Communication System)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

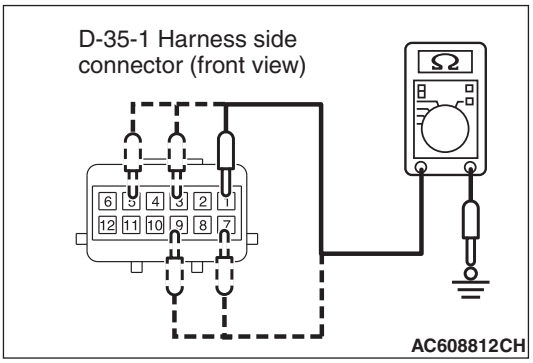
YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Go to Step 3.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).



STEP 3. Measure the resistance at occupant classification-ECU connector D-35-1.

(1) Disconnect the connector D-35-1.
(2) Disconnect weight sensor connector D-35-3, D-35-4, D-35-5 or D-35-6.
(3) Check for continuity between D-35-1 harness side connector terminals 1, 3, 5, 7, 9 and body ground. It should be open circuit.

Q: Is it open circuit?

YES : Go to Step 4.

NO : Repair the wiring harness between occupant classification-ECU connector D-35-1 terminals 3, 5, 9, 7 and weight sensor connector D-35-3, 4, 5, 6 terminals 3 (signal line) or occupant classification-ECU connector D-35-1 terminals 1 and weight sensor connector D-35-3 terminals 2 (power supply line). Then go to Step 4.

STEP 4. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

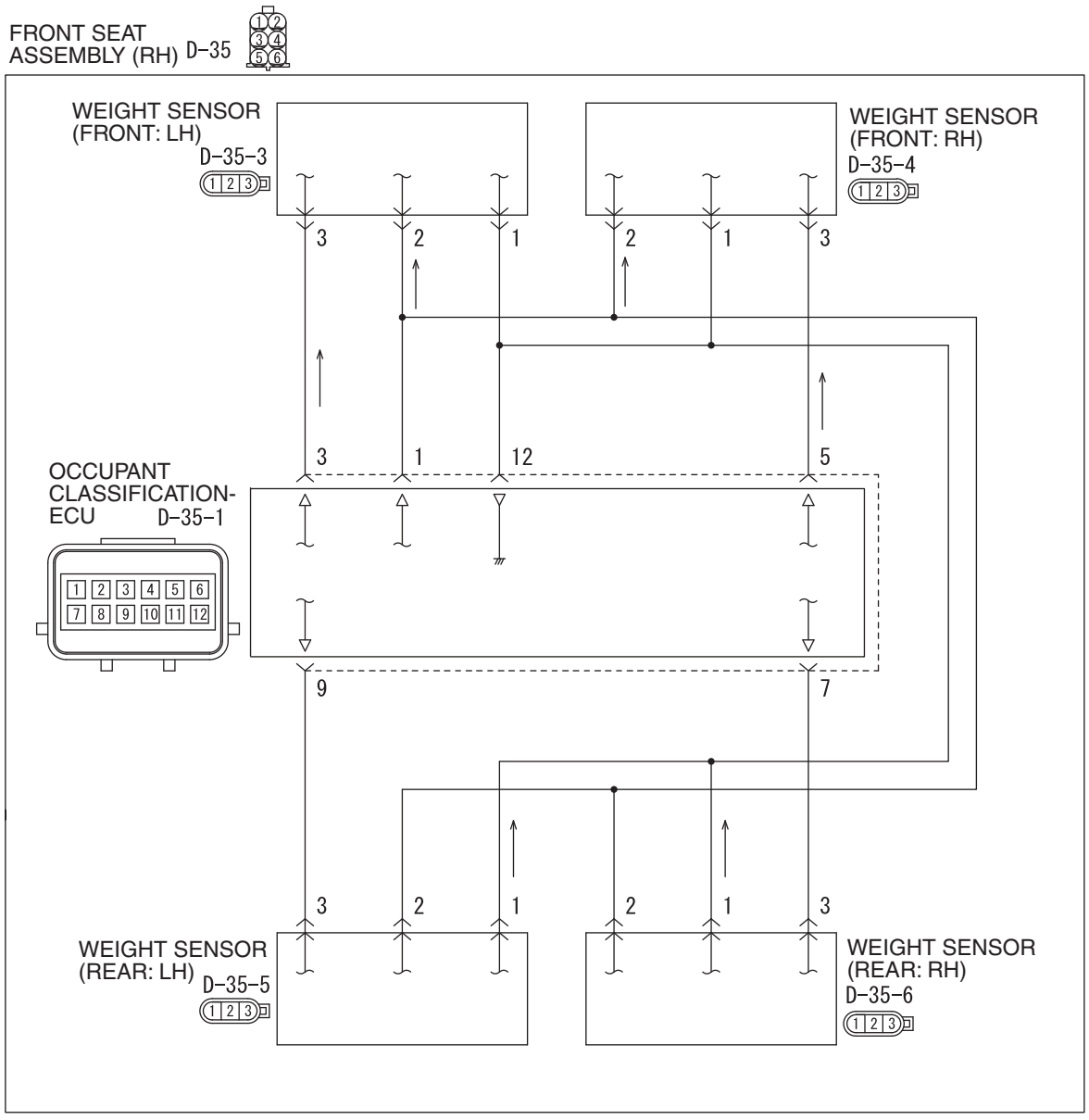
Q: Is DTCs B1B79, B1B7E, B1B83, B1B88 set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

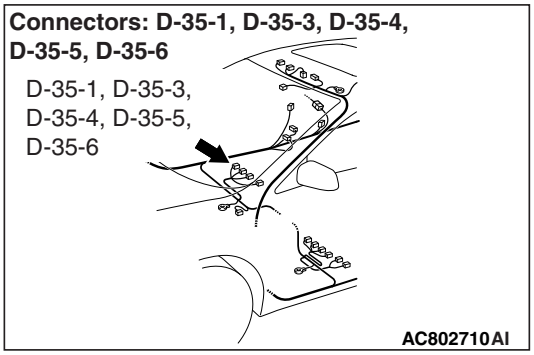
DTC B1B7A: Passenger Seat Weight Sensor (power supply side) Short-circuited or Open (front: LH)
DTC B1B7F: Passenger Seat Weight Sensor (power supply side) Short-circuited or Open (front: RH)
DTC B1B84: Passenger Seat Weight Sensor (power supply side) Short-circuited or Open (rear: LH)
DTC B1B89: Passenger Seat Weight Sensor (power supply side) Short-circuited or Open (rear: RH)

Weight Sensor



AC803894 AC

TSB Revision



⚠ CAUTION

If DTC B1B7A, B1B7F, B1B84 or B1B89 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

CIRCUIT OPERATION

The load data from the weight sensor is classified with the occupant classification-ECU, and its classified information is send to SRS-ECU by CAN bus line. The SRS-ECU determines the air bag deployment based on this classified information, and controls the power supply circuit to the inflator.

DTC SET CONDITIONS

- This DTC is set if the weight sensor wires are short-circuited to the power supply.
- This DTC is set if the weight sensor wire are open circuit

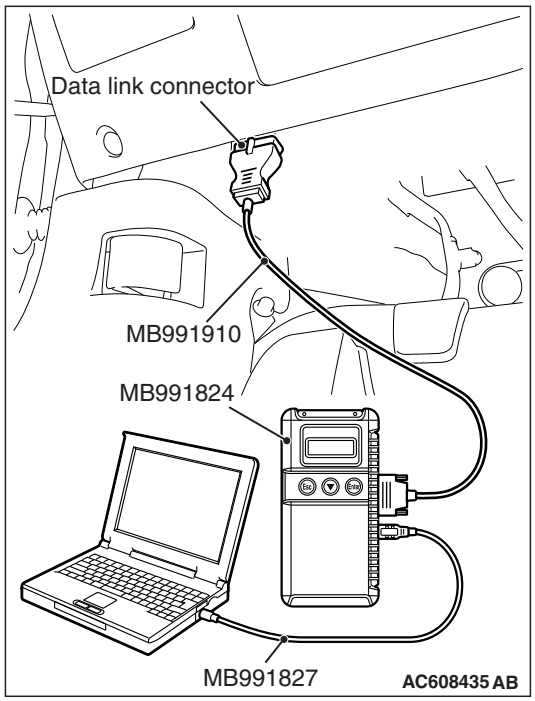
TROUBLESHOOTING HINTS

- Damaged wiring harnesses or connectors
- Short to the power supply in the weight sensor harness
- Open circuit in the weight sensor harness
- Malfunction of the weight sensor
- Malfunction of the occupant classification-ECU

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

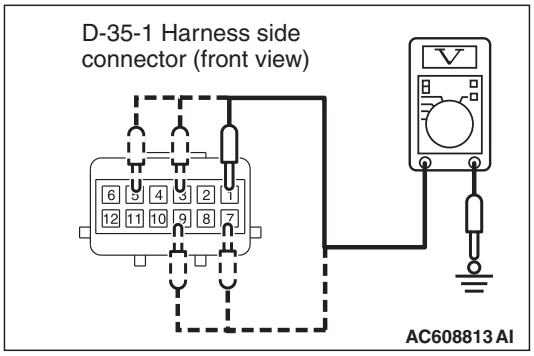
YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTCs set?

YES : Go to Step 3 .
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).



STEP 3. Measure the voltage at occupant classification-ECU connector D-35-1.

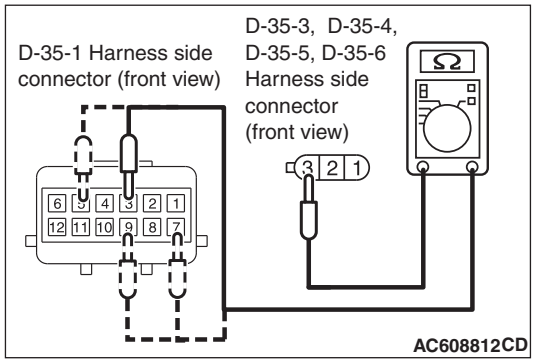
(1) Disconnect the connector D-35-1.
(2) Disconnect weight sensor connector D-35-3, D-35-4, D-35-5 or D-35-6.
(3) Turn the ignition switch to the "ON" position.
(4) Measure the voltage between terminals 1, 3, 5, 7, 9 and body ground.
Voltage should measure 1 volt or less.

Q: Is the measured voltage within the specified range?

YES : Go to Step 4.

NO : Repair the wiring harness between occupant classification-ECU connector D-35-1 terminals 3, 5, 9, 7 and weight sensor connector D-35-3, 4, 5, 6 terminals 3 (signal line) or occupant classification-ECU connector D-35-1 terminals 1 and weight sensor connector D-35-3 terminals 2 (power supply line). Then go to Step 4.

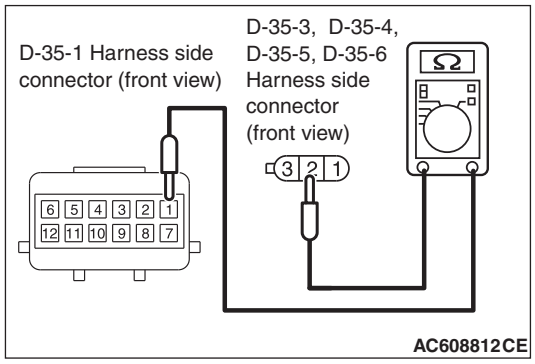
STEP 4. Check the harness open circuit between occupant classification-ECU connector D-35-1 and weight sensor connector D-35-3, D-35-4, D-35-5 or D-35-6.



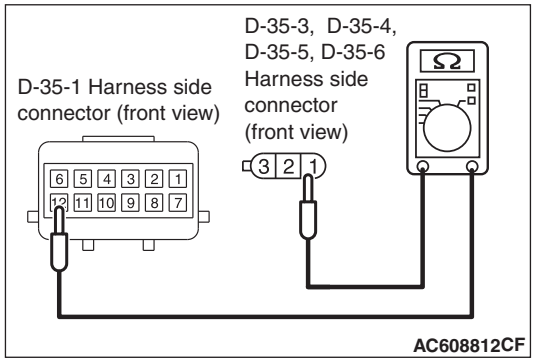
(1) Disconnect occupant classification-ECU connector D-35-1 and weight sensor connector D-35-3, D-35-4, D-35-5 or D-35-6.

(2) Check for continuity between the following terminals. It should be less than 2 ohms.

- Occupant classification-ECU connector D-35-1 (terminal No.3) and the weight sensor connector D-35-3 (terminal No.3)
- Occupant classification-ECU connector D-35-1 (terminal No.5) and the weight sensor connector D-35-4 (terminal No.3)
- Occupant classification-ECU connector D-35-1 (terminal No.7) and the weight sensor connector D-35-6 (terminal No.3)
- Occupant classification-ECU connector D-35-1 (terminal No.9) and the weight sensor connector D-35-5 (terminal No.3)



- Occupant classification-ECU connector D-35-1 (terminal No.1) and the weight sensor connector D-35-3, D-35-4, D-35-5 and D-35-6 (terminal No.2)



- Occupant classification-ECU connector D-35-1 (terminal No.12) and weight sensor connector D-35-3, D-35-4, D-35-5 and D-35-6 (terminal No.1)

Q: Does continuity exist?

YES : Go to Step 5.

NO : Repair the harness wires between occupant classification-ECU connector D-35-1 and weight sensor connector D-35-3, D-35-4, D-35-5 and D-35-6. Then go to Step 5.

STEP 5. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

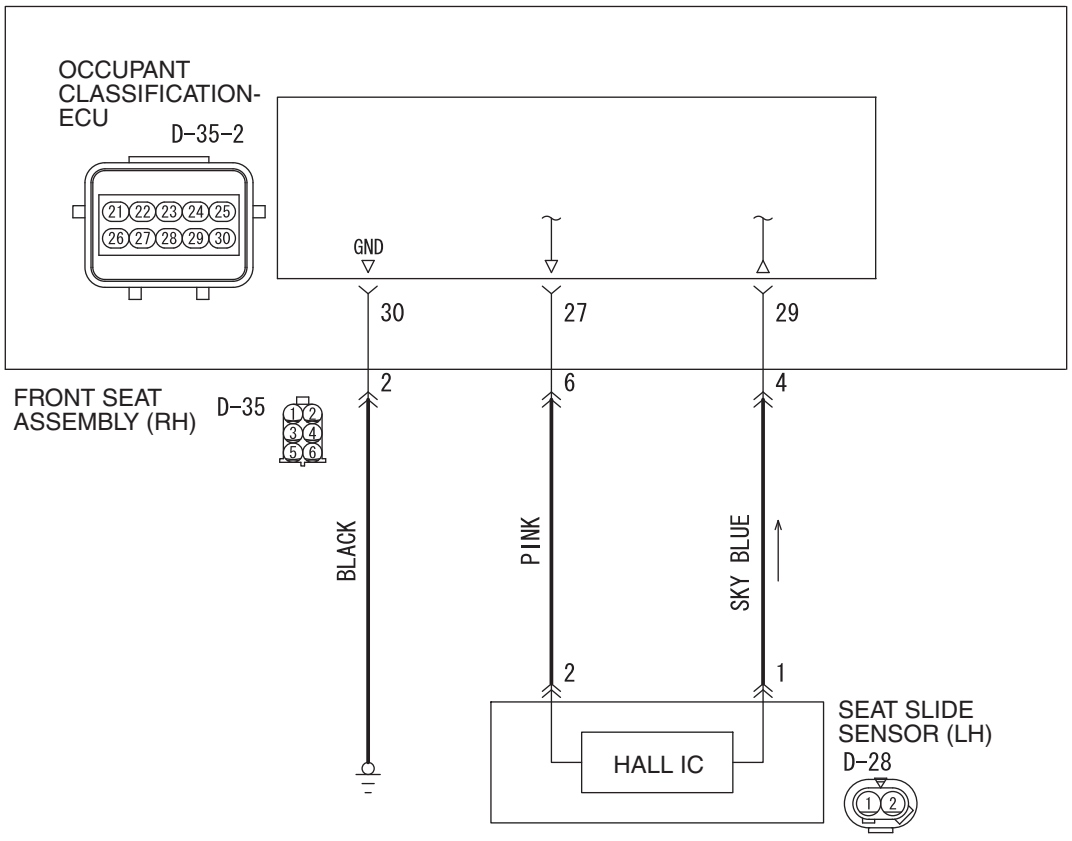
Q: Is DTCs B1B7A, B1B7F, B1B84, B1B89 set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

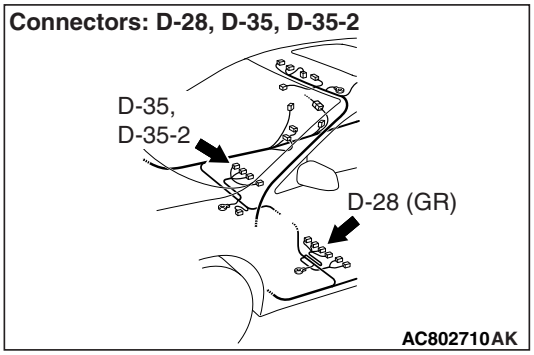
DTC B1B8C: Driver Seat Slide Sensor Circuit Performance

Seat Slide Sensor Circuit



AC710858 AC

TSB Revision



⚠ CAUTION
If DTC B1B8C is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

CIRCUIT OPERATION

- The seat slide sensor sets the current value Hi or Low determined by the seat position.
- The occupant classification-ECU determines the seat position according to the current value from the seat slide sensor.

DTC SET CONDITION

The DTC is set when the seat slide sensor output current is not within the specified range.

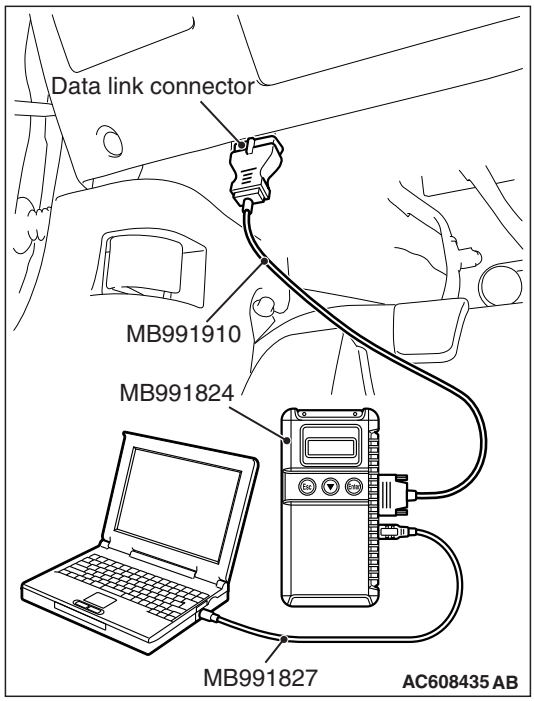
TROUBLESHOOTING HINTS

- The seat slide sensor may be defective.
- The wiring harness or connectors may have loose, corroded, or damaged terminals, or terminals pushed back in the connector
- Malfunction of the occupant classification-ECU

DIAGNOSIS

Required Special Tools:

- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827 M.U.T.-III USB Cable
  - MB991910 M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

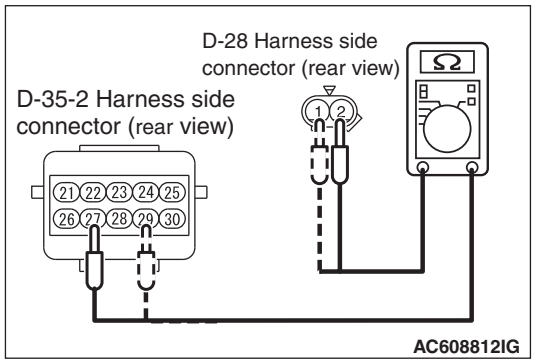
YES : Go to Step 3.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 3. Check the occupant classification-ECU connector D-35-2, front seat assembly connector D-35 and seat slide sensor connector D-28 for loose, corroded or damaged terminals, or terminals pushed back in the connector.

Q: Is the occupant classification-ECU connector D-35-2, front seat assembly connector D-35 and seat slide sensor connector D-28 in good condition?

YES : Go to Step 4.
NO : Replace the component(s) (Refer to GROUP 00E, Harness Connector Inspection P.00E-2).

TSB Revision



STEP 4. Check the harness for open circuit between occupant classification-ECU connector D-35-2 (terminal No.27 and 29) and the seat slide sensor connector D-28 (terminal No.2 and 1).

(1) Disconnect occupant classification-ECU connector D-35-2 and seat slide sensor connector D-28.

⚠ 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. It should be less than 2 ohms.
- Occupant classification-ECU connector D-35-2 (terminal No.27) and the seat slide sensor connector D-28 (terminal No.2)
- Occupant classification-ECU connector D-35-2 (terminal No.29) and the seat slide sensor connector D-28 (terminal No.1)

Q: Does continuity exist?

YES : Go to Step 5.

NO : Repair the harness wires between occupant classification-ECU connector D-35-2 and seat slide sensor connector D-28.

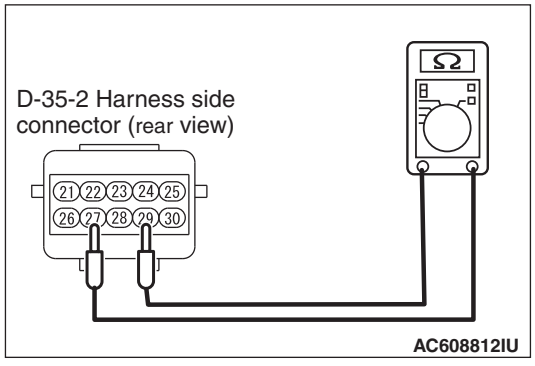
STEP 5. Check the seat slide sensor circuit. Measure the resistance at occupant classification-ECU connector D-35-2.

(1) Disconnect occupant classification connector-ECU connector D-35-2.

(2) Disconnect seat slide sensor connector D-28.

⚠ CAUTION

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

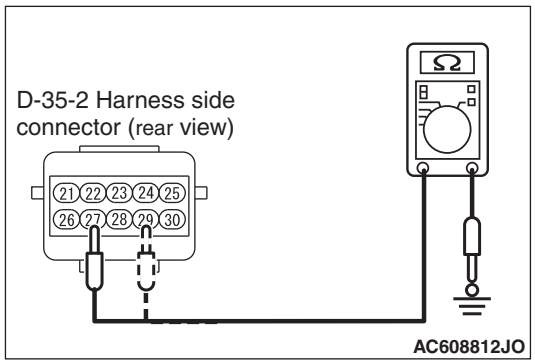


(3) Check for continuity between D-35-2 harness side connector terminals 27 and 29.
It should be open circuit.

Q: Is it open circuit?

YES : Go to Step 6.

NO : Repair the harness wires between occupant classification-ECU connector D-35-2 and seat slide sensor connector D-28.



STEP 6. Check the harness for open circuit between occupant classification-ECU connector D-35-2.

(1) Disconnect occupant classification-ECU connector D-35-2 and seat slide sensor connector D-28.

⚠ 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 D-35-2 Occupant classification-ECU connector terminals No.27, 29 and body ground.
It should be open circuit.

Q: Is it open circuit?

YES : Go to Step 7

NO : Repair the harness wires between occupant classification-ECU connector D-35-2 and seat slide sensor connector D-28.

STEP 7. Recheck for diagnostic trouble code.

Check again if the DTC is set to the occupant classification-ECU.

(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (LH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (LH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>. Then go to Step 8.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 8. Recheck for diagnostic trouble code.

Check again if the DTC is set to the occupant classification-ECU.

(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

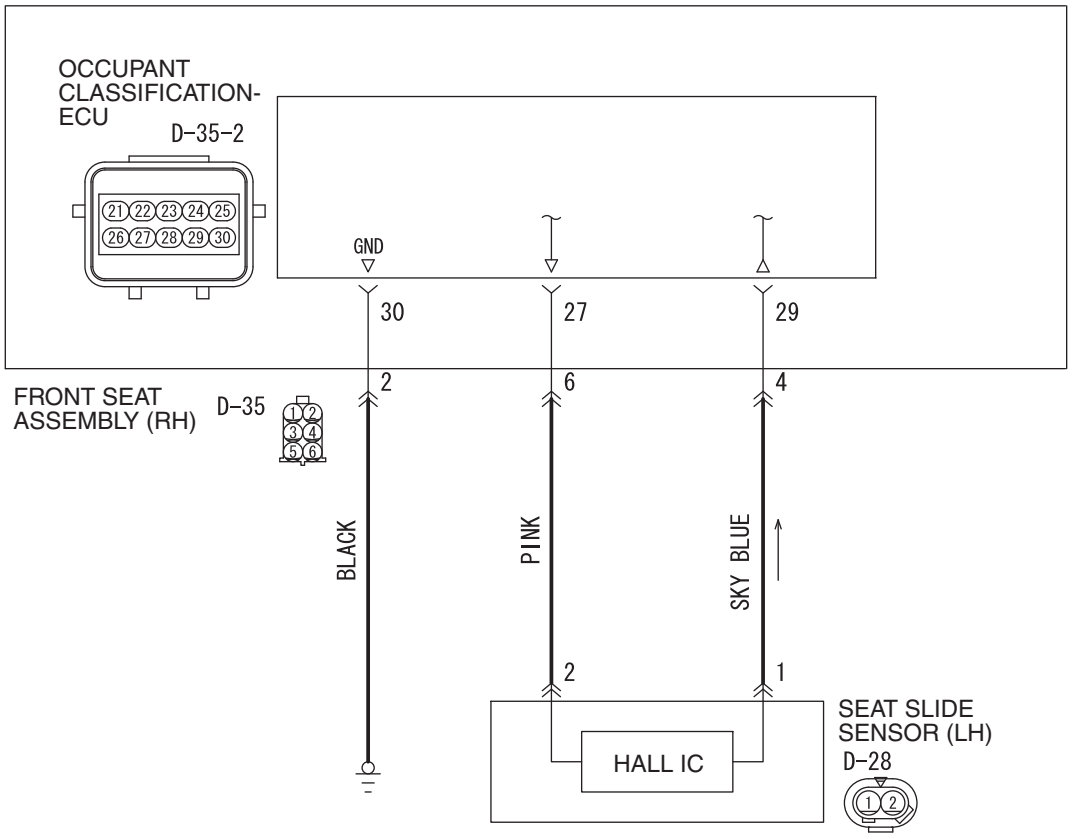
Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

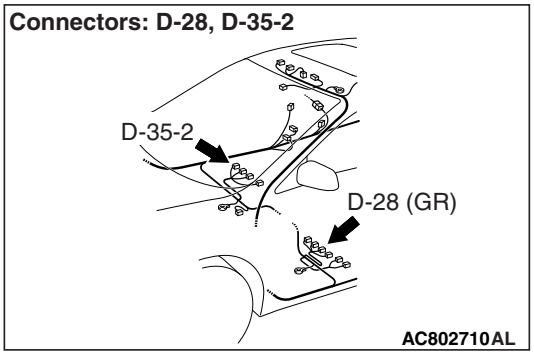
DTC B1B8D: Driver Seat Slide Sensor Open Circuit

Seat Slide Sensor Circuit



AC710858 AC

TSB Revision



⚠ CAUTION

If DTC B1B8D is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

CIRCUIT OPERATION

- The seat slide sensor sets the current value Hi or Low determined by the seat position.
- The occupant classification-ECU determines the seat position according to the current value from the seat slide sensor.

DTC SET CONDITIONS

- This DTC is set if there is abnormal resistance between the input terminals of the seat slide sensor. The most likely causes for this code to be set are the followings:
  - Open circuit in the seat slide sensor or harness

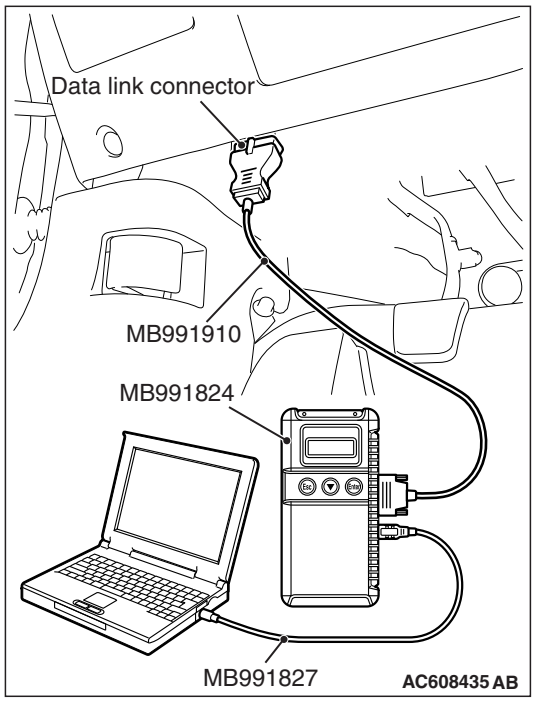
TROUBLESHOOTING HINTS

- Open circuit in the seat slide sensor circuit
- Disengaged seat slide sensor connector
- Improper connector contact
- Malfunction of the seat slide sensor
- Malfunction of the occupant classification-ECU

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

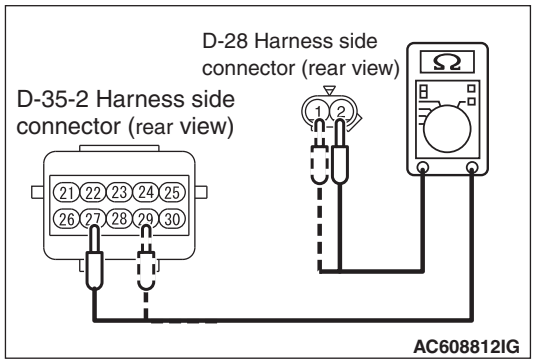
YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Go to Step 3.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).



STEP 3. Check the harness for open circuit between occupant classification-ECU connector D-35-2 (terminal No.27 and 29) and the seat slide sensor connector D-28 (terminal No.2 and 1).

(1) Disconnect occupant classification-ECU connector D-35-2 and seat slide sensor connector D-28.

⚠ 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. It should be less than 2 ohms.

- Occupant classification-ECU connector D-35-2 (terminal No.27) and the seat slide sensor connector D-28 (terminal No.2)
- Occupant classification-ECU connector D-35-2 (terminal No.29) and the seat slide sensor connector D-28 (terminal No.1)

Q: Does continuity exist?

YES : Go to Step 4.

NO : Repair the harness wires between occupant classification-ECU connector D-35-2 and seat slide sensor connector D-28.

STEP 4. Recheck for diagnostic trouble code.

Check again if the DTC is set to the occupant classification-ECU.

(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC B1B8Dset?

YES : Replace the front seat cushion frame (LH) (Refer to GROUP 52A, Front seat assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (LH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>. Then go to Step 5.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 5. Recheck for diagnostic trouble code.

Check again if the DTC is set to the occupant classification-ECU.

(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

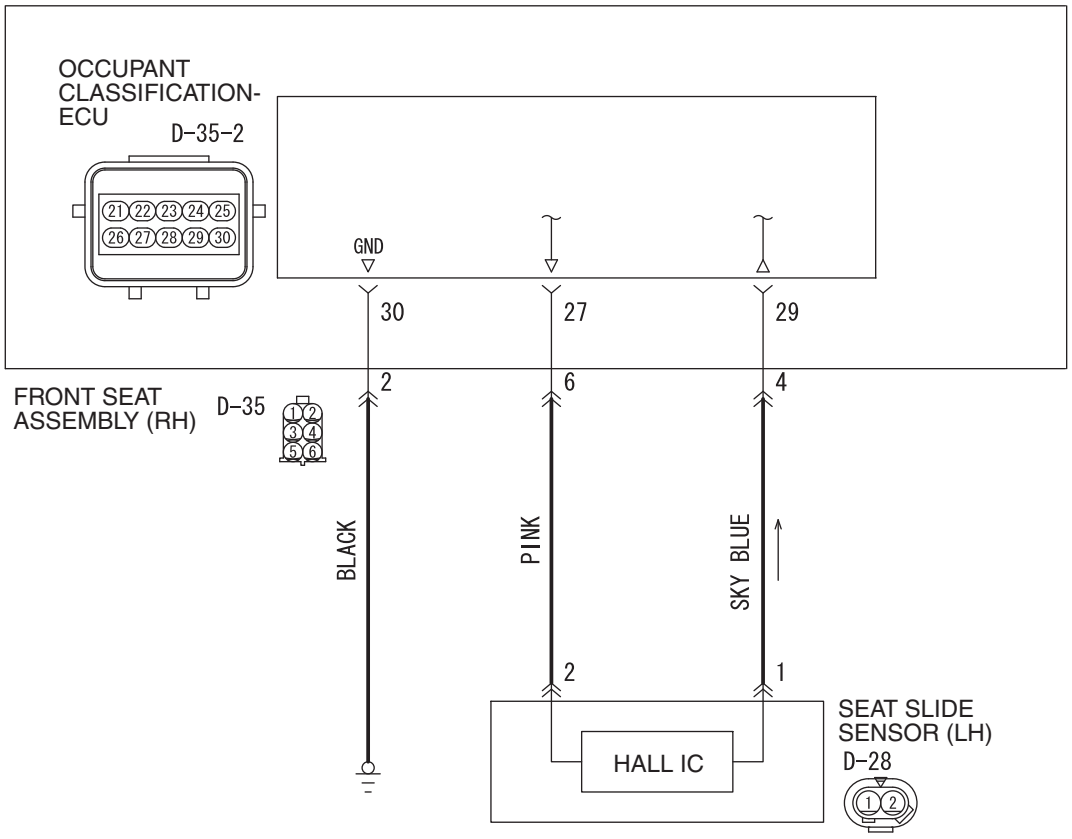
Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front seat assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

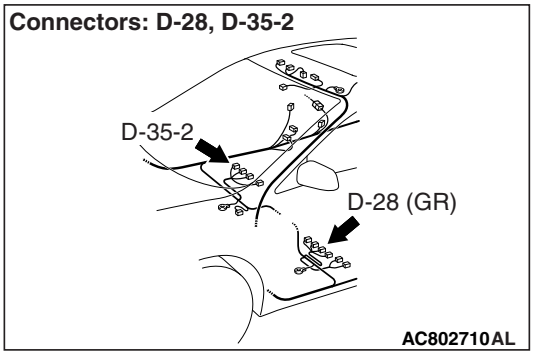
DTC B1B8E: Seat Slide Sensor (power supply side) Short Circuit

Seat Slide Sensor Circuit



AC710858 AC

TSB Revision



⚠ CAUTION
If DTC B1B8E is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

CIRCUIT OPERATION

- The seat slide sensor sets the current value Hi or Low determined by the seat position.
- The occupant classification determines the seat position according to the current value from the seat slide sensor.

DTC SET CONDITIONS

This DTC is set if there is abnormal resistance between the input terminals of the seat slide sensor.

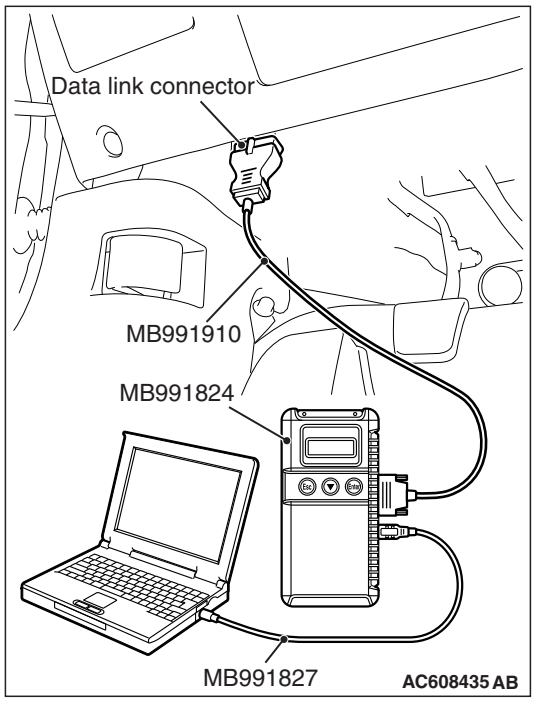
TROUBLESHOOTING HINTS

- Damaged wiring harnesses or connectors
- Short to the power supply in the seat slide sensor harness
- Malfunction of the seat slide sensor
- Malfunction of the occupant classification-ECU

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

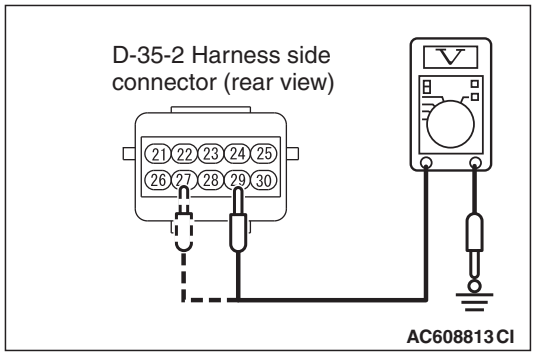
YES : Go to Step 3.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 3. Check the seat slide sensor circuit. Measure the voltage at the occupant classification-ECU connector D-35-2.

(1) Disconnect occupant classification connector-ECU connector D-35-2.
(2) Disconnect seat slide sensor connector D-28.
(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 D-35-2 harness side connector terminals 27, 29 and body ground.
Voltage should measure 1 volt or less.



Q: Is the measured voltage within the specified range?

YES : Go to Step 5.
NO : Go to Step 4.

STEP 4. Check the harness wires for short circuit to power supply between the occupant classification-ECU connector D-35-2 (terminal No.27 and 29) and seat slide sensor connector D-28 (terminal No.2 and 1).

Q: Is the check result normal?

YES : Go to Step 5.
NO : Repair the harness wires between the occupant classification-ECU connector D-35-2 and seat slide sensor connector D-28. Then go to Step 5.

STEP 5. Recheck for diagnostic trouble code.

Check again if the DTC is set to the occupant classification-ECU.

(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC B1B8E set?

YES : Replace the front seat cushion frame (LH) (Refer to GROUP 52A, Front seat assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (LH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>. Then go to Step 6.
NO : The procedure is complete.

STEP 6. Recheck for diagnostic trouble code.
Check again if the DTC is set to the occupant classification-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front seat assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC B1B91: Driver Seat Slide Sensor Configuration Mismatch

⚠ CAUTION
If DTC B1B91 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

DTC SET CONDITIONS

These DTCs are set if there is an error in the coding data of the occupant classification-ECU.

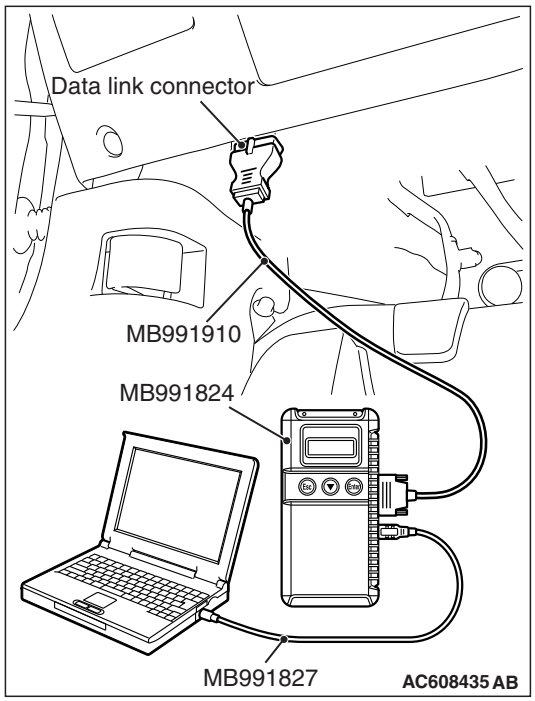
TROUBLESHOOTING HINTS

Malfunction of occupant classification-ECU

DIAGNOSIS

Required Special Tools:

- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827 M.U.T.-III USB Cable
  - MB991910 M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC B1BA7: Occupant Classification System Verification Required

⚠ CAUTION
If DTC B1BA7 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

CIRCUIT OPERATION

The load data from the weight sensor is classified with the occupant classification-ECU, and its classified information is send to SRS-ECU by CAN bus line. The SRS-ECU determines the air bag deployment based on this classified information, and controls the power supply circuit to the inflator.

DTC SET CONDITIONS

This DTC is set if a light impact is detected by the occupant classification-ECU.

TROUBLESHOOTING HINTS

- Malfunction of weight sensor
- Malfunction of the occupant classification-ECU

DIAGNOSIS

Required Special Tools:

- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827 M.U.T.-III USB Cable
  - MB991910 M.U.T.-III Main Harness A (Vehicles with CAN communication system)

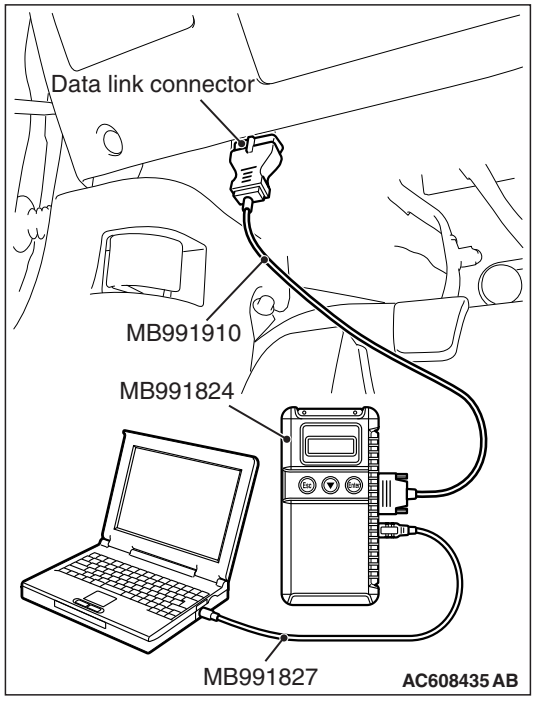
STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).



STEP 2. Weight sensor check.
Refer to P.52B-403

Q: Is the check result normal?

YES : Go to step 3.

NO : Replace the passenger seat cushion frame assembly (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

STEP 3. Recheck for diagnostic trouble code.
Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC B1BA7 set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC B1BA8: Occupant classification-ECU Out of Calibration/not Calibrated

⚠ CAUTION
If DTC B1BA8 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

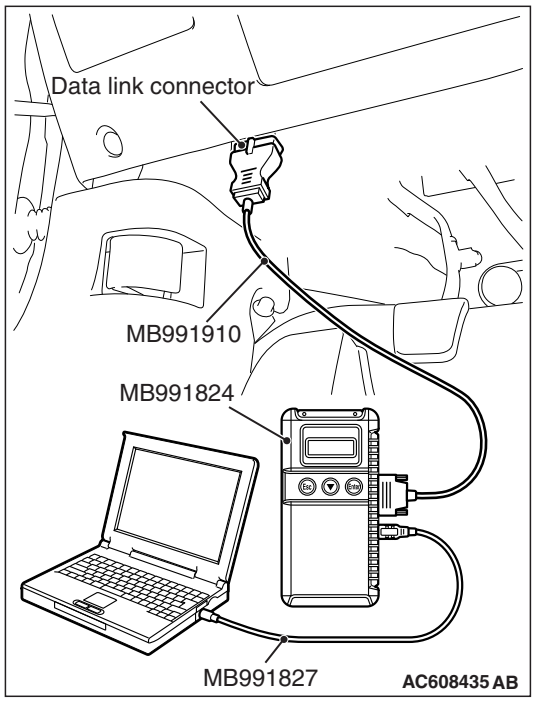
CIRCUIT OPERATION
The load data from the weight sensor is classified with the occupant classification-ECU, and its classified information is send to SRS-ECU by CAN bus line. The SRS-ECU determines the air bag deployment based on this classified information, and controls the power supply circuit to the inflator.

DTC SET CONDITION
This DTC is set when the 30 Kg (66 pounds) system and 0 Kg (0 pound) system have not been executed.

TROUBLESHOOTING HINTS
- Zero calibration not executed
- 30 Kg (66 pounds) system and 0 Kg (0 pound) system not executed
- Malfunction of the occupant classification-ECU

DIAGNOSIS
Required Special Tools:
- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827 M.U.T.-III USB Cable
  - MB991910 M.U.T.-III Main Harness A (Vehicles with CAN communication system)

TSB Revision



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC B1BA7 set?

YES : After executing zero calibration of the occupant classification-ECU, execute 30 Kg (66 pounds) system and 0 Kg (0 pound) system. Then go to Step 3.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 3. Recheck for diagnostic trouble code.
Check again if the DTC is set to the occupant classification-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC B1BBA: Passenger Seat Weight Sensor Power Supply Circuit

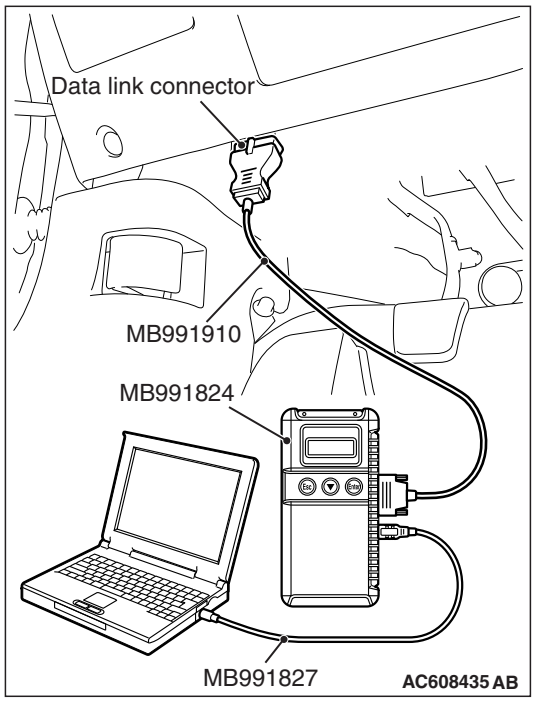
⚠ CAUTION
If DTC B1BBA is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

CIRCUIT OPERATION
The load data from the weight sensor is classified with the occupant classification-ECU, and its classified information is send to SRS-ECU by CAN bus line. The SRS-ECU determines the air bag deployment based on this classified information, and controls the power supply circuit to the inflator.

DTC SET CONDITIONS
This DTC is set if the weight sensor power supply line is defective.

TROUBLESHOOTING HINTS
- The weight sensor may be defective.
- The occupant classification-ECU may be defective.
- The wiring harness or connectors may have loose, corroded, or damaged terminals, or terminals pushed back in the connector

DIAGNOSIS
Required Special Tools:
- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827 M.U.T.-III USB Cable
  - MB991910 M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Go to Step 3.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 3. Using scan tool MB991958,read the occupant classification-ECU diagnostic trouble code.

Check if the DTC B210D or B210E is set the occupant classification-ECU.

Q: Is the DTC B210D or B210E set?

YES : Diagnose the occupant classification-ECU
NO : Replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

TSB Revision

DTC B1BBC: Occupant Classification System Negative System Weight

⚠ CAUTION
If DTC B1BBC is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

CIRCUIT OPERATION
The load data from the weight sensor is classified with the occupant classification-ECU, and its classified information is send to SRS-ECU by CAN bus line. The SRS-ECU determines the air bag deployment based on this classified information, and controls the power supply circuit to the inflator.

DTC SET CONDITION
This DTC is set if the passenger seat weight is –15 Kg (–35 pound) or less.

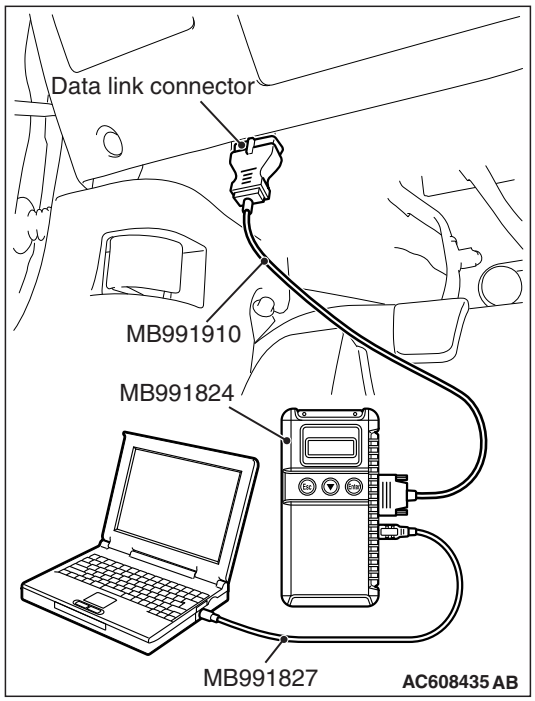
TROUBLESHOOTING HINTS
An object is caught in between the passenger seat and floor.

DIAGNOSIS
Required Special Tools:
- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827 M.U.T.-III USB Cable
  - MB991910 M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Check for an object caught in between the passenger seat and floor.

Q: Is the check result normal?

YES : Go to Step 2.
NO : It corrects.



STEP 2. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 3.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 3. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC B1BA7 set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC B1BBD: Occupant Classification-ECU Current Configuration table Unprogrammed

⚠ CAUTION
If DTC B1BBD is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

DTC SET CONDITIONS

The DTC is set if the check error occurs in the coding data of the occupant classification-ECU.

TROUBLESHOOTING HINTS

- Zero calibration not executed
- The occupant Classification-ECU may be defective.

DIAGNOSIS

Required Special Tools:

- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827 M.U.T.-III USB Cable
  - MB991910 M.U.T.-III Main Harness A (Vehicles with CAN communication system)

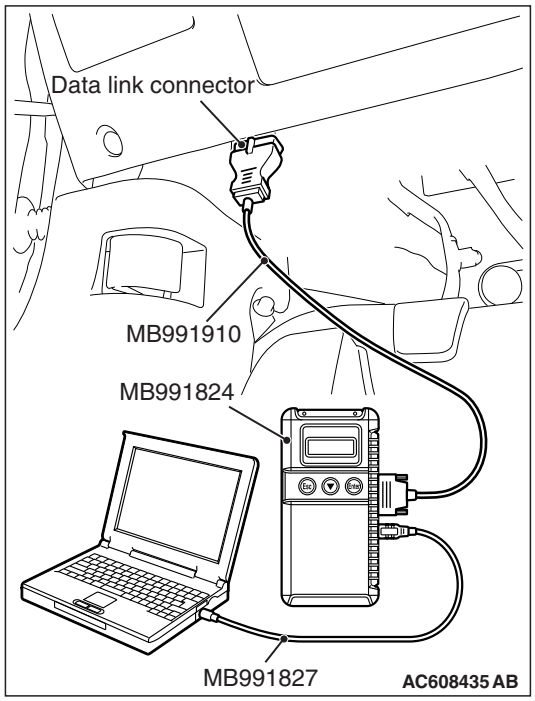
STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).



STEP 2. Recheck for diagnostic trouble code.
Check again if the DTC is set the occupant classification-ECU.
(1) Zero calibration of occupant classification -ECU
(2) Erase the DTC.
(3) Turn the ignition switch to the "ON" position.
(4) Check if the DTC is set.
(5) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC B1C23: Passenger Seat Weight Sensor (front: LH) Configuration Mismatch
DTC B1C24: Passenger Seat Weight Sensor (front: RH) Configuration Mismatch
DTC B1C25: Passenger Seat Weight Sensor (rear: LH) Configuration Mismatch
DTC B1C26: Passenger Seat Weight Sensor (rear: RH) Configuration Mismatch

⚠ CAUTION
If DTC B1C23, B1C24 B1C25, B1C26 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

DTC SET CONDITIONS

The DTC is set if the weight sensor serial No. of the coding data in the occupant classification-ECU does not match the serial No. sent from the weight sensor.

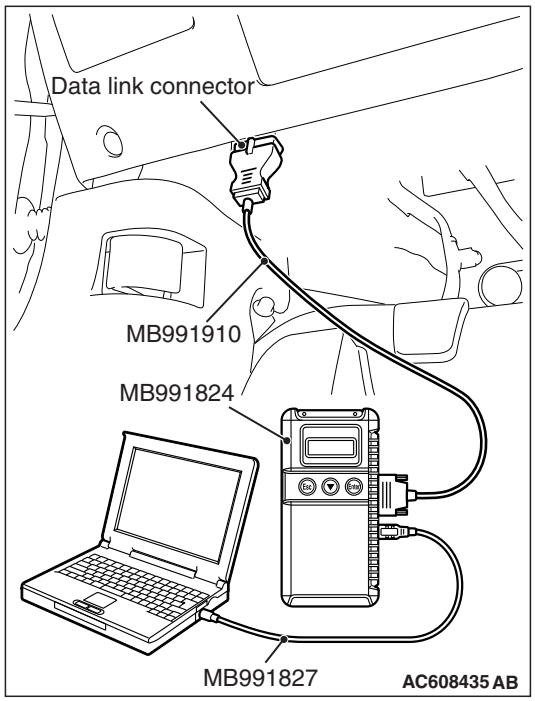
TROUBLESHOOTING HINTS

- Zero calibration not executed

DIAGNOSIS

Required Special Tools:

- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827 M.U.T.-III USB Cable
  - MB991910 M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Perform the zero calibration. Then, if the DTC is set when it is checked again, replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25 <Except RALLIART>, P.52A-25 <RALLIART>).
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC B1CB2: Occupant Classification-ECU Parameter Table Incompatible
DTC B2212: Occupant Classification-ECU internal Failure
DTC B2250: Occupant Classification-ECU not Parameter Flash Required
DTC B2262: Occupant Classification-ECU Electrostatic Discharge Event Detected

⚠ CAUTION
If DTC B1CB2, B2212, B2250, B2262 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

TROUBLE JUDGEMENT

The above DTC is set if an abnormality is detected in the circuit inside the occupant classification-ECU.

TROUBLESHOOTING HINTS

Malfunction of the occupant classification-ECU

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

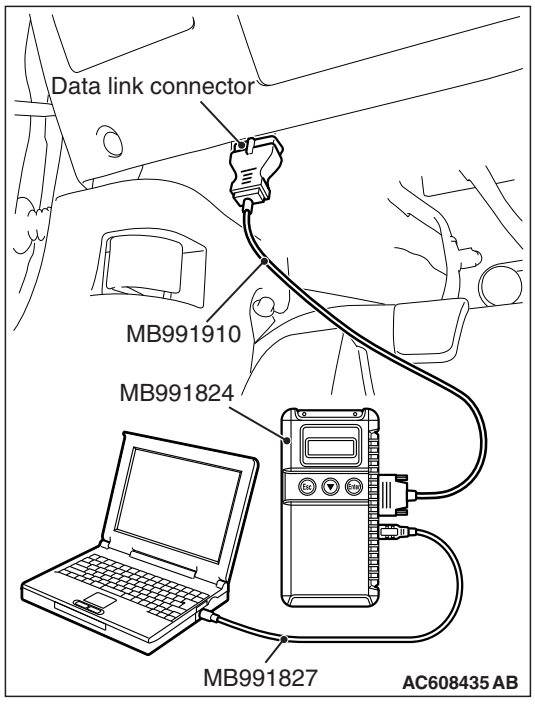
STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).



STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set.

(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

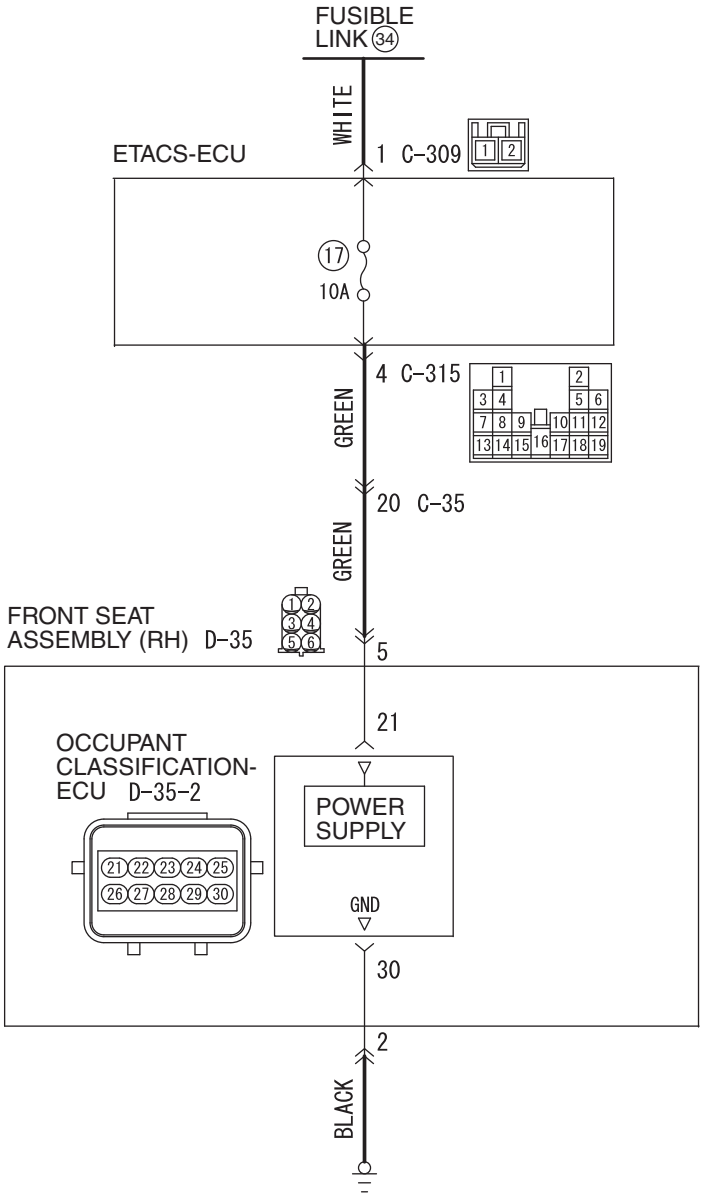
Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

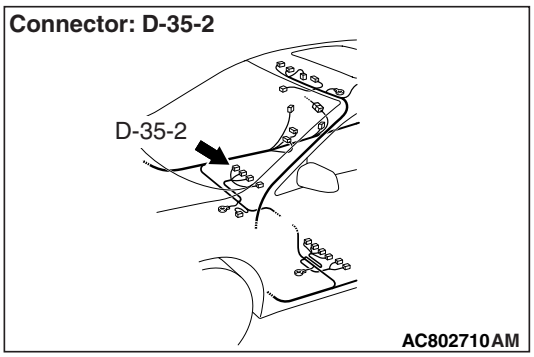
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

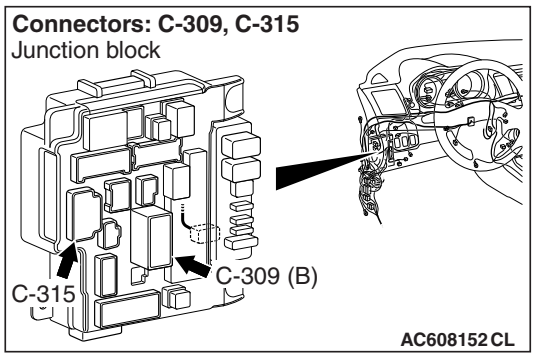
DTC B210D: Battery Voltage Low
DTC B210E: Battery Voltage High

Occupant Classification-ECU Power Supply Circuit



AC710859 AC





TSB Revision

⚠ CAUTION

If DTC B210D, B210E is set in the occupant classification-ECU, always diagnose the CAN main bus lines.

TROUBLE JUDGEMENT

The occupant classification-ECU sets DTC B210D if the power supply fuse voltage decreases to the specified value or less, and sets DTC B210E if the power supply fuse voltage increases to the specified value or more.

TECHNICAL DESCRIPTION (COMMENT)

The power supply fuse or the occupant classification-ECU may have a problem.

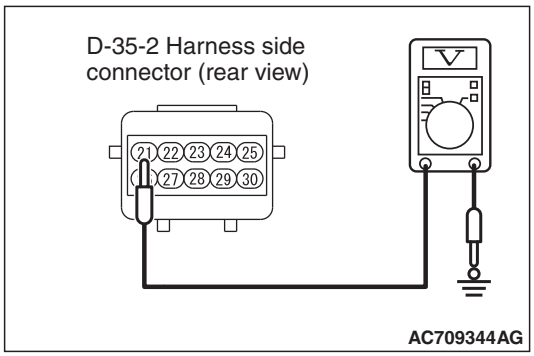
TROUBLESHOOTING HINTS

- The power supply fuse may be defective.
- The occupant classification-ECU may be defective.
- The battery may be defective.
- The generator may be defective.
- The wiring harness or connectors may have loose, corroded, or damaged terminals, or terminals pushed back in the connector

DIAGNOSIS

Required Special Tools:

- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827 M.U.T.-III USB Cable
  - MB991910 M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Measure the voltage at the occupant classification-ECU connector.

(1) Disconnect the D-35-2 occupant classification-ECU connector.
(2) Measure the voltage between the D-35-2 harness side connector terminal No. 21 and the body ground.
  - The voltage should measure 12 volts (battery positive voltage).

Q: Is the measured voltage approximately 12 volts (battery positive voltage)?

YES : Go to Step 10.
NO : Go to Step 2.

STEP 2. Power supply fuse No.17 check.

Q: Is the fuse in good condition?

YES : Go to Step 4.
NO : Go to Step 3.

STEP 3. Wiring harness check between the C-315 ETACS-ECU connector terminal No. 4 and the D-35-2 occupant classification-ECU connector terminal No. 21.

- Short circuit check for SRS-ECU power supply wire

Q: Is the check result normal?

YES : Replace the power supply fuse.
NO : Repair the wiring harness. And then replace the power supply fuse.

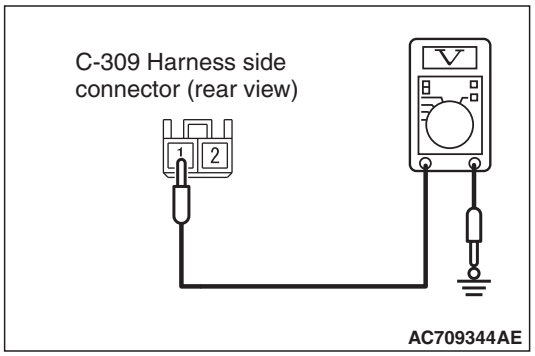
TSB Revision

STEP 4. Battery check.
Refer to GROUP 54A, Battery Test P.54A-8.

Q: Is the check result normal?

YES : Go to Step 5.
NO : Charge or replace the battery.

STEP 5. Measure the voltage at the ETACS-ECU connector.
(1) Disconnect the C-309 ETACS-ECU connector.
(2) Measure the voltage between the C-309 harness side connector terminal No. 1 and the body ground.
- The voltage should measure 12 volts (battery positive voltage).



Q: Is the measured voltage approximately 12 volts (battery positive voltage)?

YES : Go to Step 7.
NO : Go to Step 6.

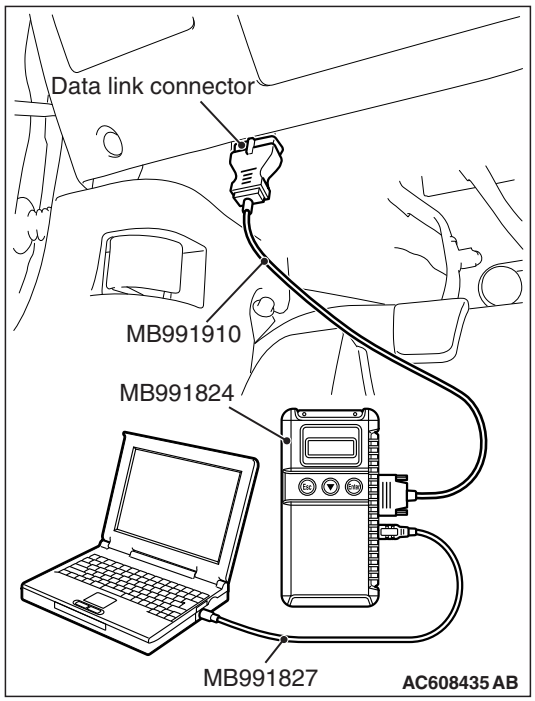
STEP 6. Wiring harness check between the fusible link (34) and the C-309 ETACS-ECU connector terminal No. 1.
- Open circuit check for ETACS-ECU power supply wire

Q: Is the check result normal?

YES : Go to Step 10.
NO : Repair the wiring harness.

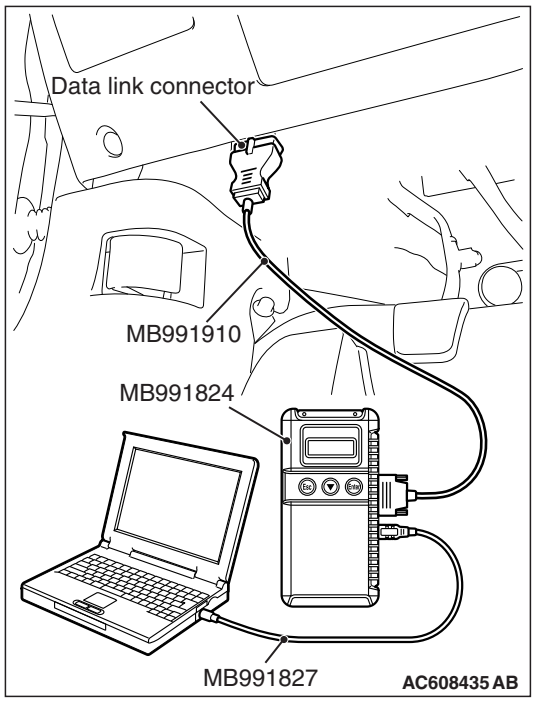
STEP 7. Using scan tool MB991958, diagnose the ETACS.

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.
(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Erase the DTC.
(3) Turn the ignition switch to the "ON" position.
(4) Check if the DTC is set.
(5) Turn the ignition switch to the "LOCK" (OFF) position.



Q: Is the DTC set?

YES : Diagnose the ETACS (Refer to GROUP 54A, ETACS, Diagnosis P.54A-678).
NO : Check the input signal of ETACS-ECU ignition switch (IG1) (Refer to GROUP 54A, ETACS, Symptom procedures P.54A-738). Than go to step 8.



STEP 8. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 9.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 9. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Go to Step 10.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 10. Recheck for diagnostic trouble code.
Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is DTC B210D or B210E set?

YES : Replace the front seat cushion frame (RH) <Sports seat> or replace the slide adjuster (RH) <RECARO seat> (Refer to GROUP 52A, Front Seat Assembly P.52A-25).

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC B2206: Chassis number does not match

⚠ CAUTION
If DTC B2206 is set in the occupant classification-ECU, always diagnose the CAN bus line.

TROUBLE JUDGEMENT

If the registered chassis number is different from the chassis number transmitted on the CAN bus lines, the occupant classification-ECU sets the DTC B2206.

JUDGEMENT CRITERIA

If the chassis number registered to occupant classification-ECU and the chassis number on CAN bus lines do not match, the occupant classification-ECU determines that a problem has occurred.

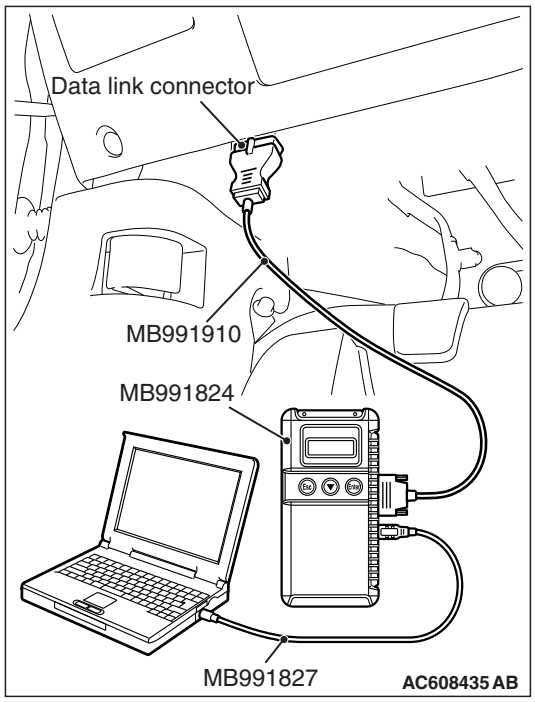
TROUBLESHOOTING HINTS

- Chassis number not written
- The occupant classification-ECU may be defective.
- The CAN bus line may be defective.

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the Scan Tool (M.U.T.-III) P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Accuracy check is performed. Then go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck for diagnostic trouble code.

Check again if the DTC is set to the occupant classification-ECU.
(1) Zero calibration of occupant classification-ECU.
(2) Erase the DTC.
(3) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(4) Check if DTC is set.
(5) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0020: CAN-B Bus Off Performance
DTC U0021: CAN-B Bus (HI) Circuit Open
DTC U0022: CAN-B Bus (HI) Shorted to Circuit Ground
DTC U0023: CAN-B Bus (HI) Shorted to Circuit Power Supply
DTC U0024: CAN-B Bus (LO) Circuit Open
DTC U0025: CAN-B Bus (LO) Shorted to Circuit Ground
DTC U0026: CAN-B Bus (LO) Shorted to Circuit Power Supply

⚠ CAUTION
- **If the DTC U0020, U0021, U0022, U0023, U0024, U0025, U0026 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION

If the CAN-B circuit malfunction is present, the occupant classification-ECU sets the DTC U0020, U0021, U0022, U0023, U0024, U0025, U0026.

JUDGEMENT CRITERIA

Because of the CAN-B bus circuit malfunction, if occupant classification-ECU becomes unable to perform the normal data transmission, occupant classification-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS

The CAN bus line may be defective

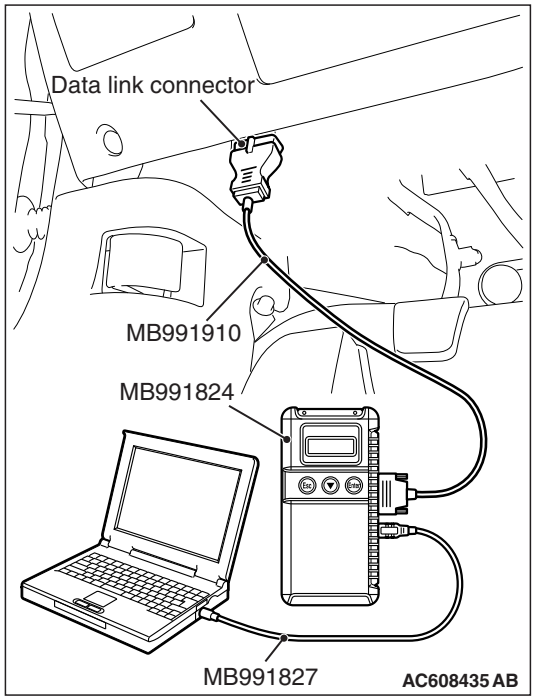
DIAGNOSIS

Required Special Tools:
- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Using scan tool MB991958, diagnose the CAN bus line.
(1) Turn the ignition switch to the "ON" position.
(2) Diagnose the CAN bus line.
(3) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).



STEP 2. Recheck for diagnostic trouble code

Check again if the DTC is set to the occupant classification-ECU.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0141: ETACS CAN Timeout

⚠ CAUTION

- **If the DTC U0141 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION

If the signal from ETACS-ECU cannot be received, the occupant classification-ECU sets the DTC U0141.

JUDGEMENT CRITERIA

Because of the CAN-B bus circuit malfunction, if occupant classification-ECU becomes unable to perform the normal data transmission, occupant classification-ECU determines that an abnormality is present.

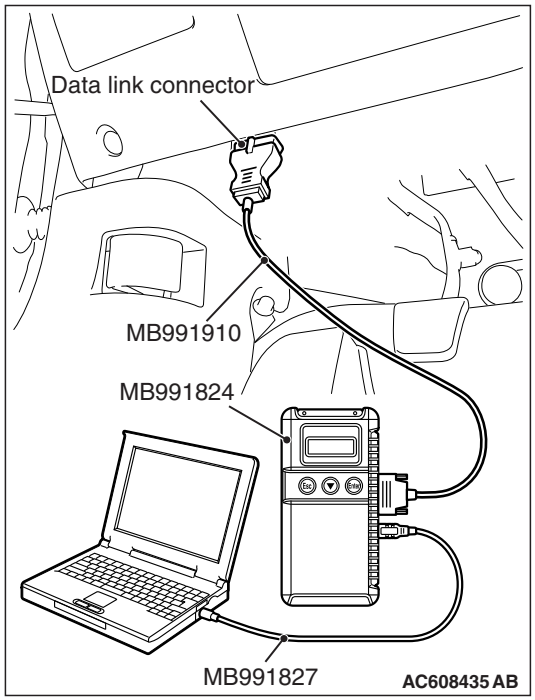
TROUBLESHOOTING HINTS

- The CAN bus line may be defective
- The ETACS-ECU may be defective
- The occupant classification-ECU may be defective

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the ETACS-ECU diagnostic trouble code

Check again if the DTC is set to the ETACS-ECU.

Q: Is the DTC set?

YES : Diagnose the ETACS-ECU. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0141 for other system.

Check if the DTC U0141 is set in SRS-ECU, combination meter, A/C-ECU, KOS-ECU or WCM, hands free module, CAN box unit, radio and CD player, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the ETACS-ECU (Refer to GROUP 54A, ETACS – ETACS-ECU P.54A-772).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.

Check again if the DTC is set to the occupant classification-ECU.

(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0151: SRS-ECU CAN timeout

⚠ CAUTION

- **If DTC U0151 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION

If the signal from SRS-ECU cannot be received, the occupant classification system sets DTC U0151.

JUDGEMENT CRITERIA

Because of the CAN-B bus circuit malfunction, if occupant classification-ECU becomes unable to perform the normal data transmission, occupant classification-ECU determines that an abnormality is present.

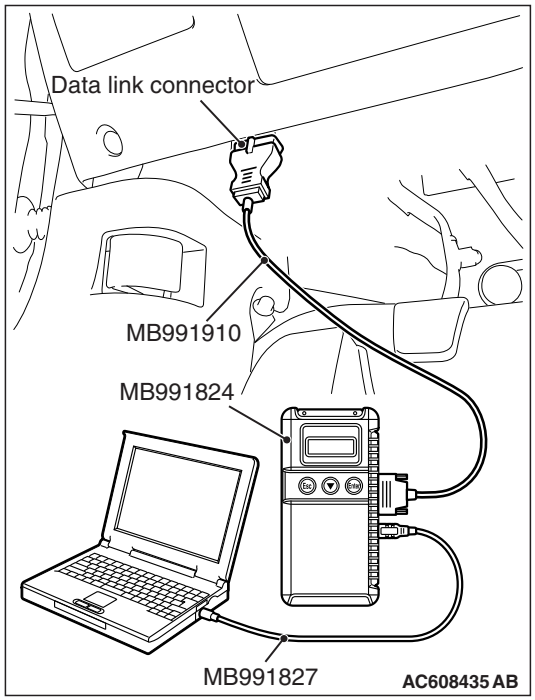
TROUBLESHOOTING HINTS

- The CAN bus line may be defective
- The SRS-ECU may be defective
- The occupant classification-ECU may be defective

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the Scan Tool (M.U.T.-III) P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the SRS-ECU diagnostic trouble code.
Check again if the DTC is set to the SRS-ECU.

Q: Is the DTC set?

YES : Diagnose the SRS-ECU. Then Go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0151 for other system.
Check if the DTC U0151 is set in ETACS-ECU, combination meter, A/C-ECU, KOS-ECU or WCM, hands free module, CAN box unit, radio and CD player, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.
Check again if the DTC is set to the occupant classification-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0155: Combination Meter CAN Timeout

⚠ CAUTION

- **If the DTC U0155 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.**
- **When replacing the ECU, always check that the communication circuit is normal.**

TROUBLE JUDGEMENT

If the signal from combination meter cannot be received, the occupant classification-ECU sets the DTC U0155.

JUDGEMENT CRITERIA

Because of the CAN-B bus circuit malfunction, if occupant classification-ECU becomes unable to perform the normal data transmission, occupant classification-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS

- The CAN bus line may be defective
- The combination meter may be defective
- The occupant classification-ECU may be defective

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

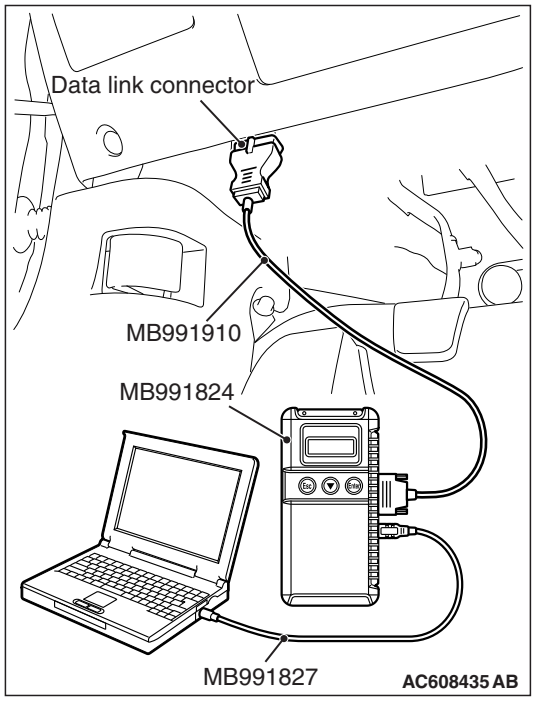
⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).



STEP 2. Using scan tool MB991958, read the combination meter diagnostic trouble code

Check if DTC is set to the combination meter.

Q: Is the DTC set?

YES : Diagnose the combination meter. Then go to Step 4.

NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0155 for other system.

Check if the DTC U0155 is set in ETACS-ECU, SRS-ECU, A/C-ECU, KOS-ECU or WCM, hands free module, CAN box unit, radio and CD player, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the combination meter (Refer to GROUP 54A, Combination Meter P.54A-126).

NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.

Check again if the DTC is set to the occupant classification-ECU.

(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0164: A/C-ECU CAN Timeout

⚠ CAUTION

- **If the DTC U0164 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION

If the signal from A/C-ECU cannot be received, the occupant classification-ECU sets the DTC U0164.

JUDGEMENT CRITERIA

Because of the CAN-B bus circuit malfunction, if the occupant classification-ECU becomes unable to perform the normal data transmission, the occupant classification-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS

- The CAN bus line may be defective
- The A/C-ECU may be defective
- The occupant classification-ECU may be defective

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

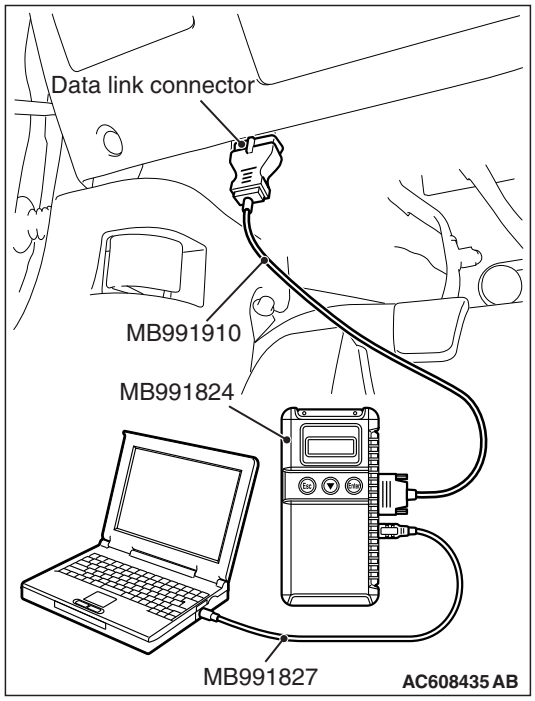
⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the Scan Tool (M.U.T.-III) P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).



STEP 2. Using scan tool MB991958, read the A/C diagnostic trouble code.
Check if DTC is set to the A/C-ECU.

Q: Is the DTC set?

YES : Diagnose the A/C. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0164 for other system.
Check if the DTC U0164 is set in ETACS-ECU, SRS-ECU, combination meter, KOS-ECU or WCM, hands free module, CAN box unit, radio and CD player, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the A/C-ECU (Refer to GROUP 55A, A/C-ECU P.55A-189).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.
Check again if the DTC is set to the occupant classification-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0168: KOS-ECU or WCM CAN Timeout

⚠ CAUTION

- **If DTC U0168 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION

If the signal from KOS-ECU or WCM cannot be received, the occupant classification-ECU sets the DTC U0168.

JUDGEMENT CRITERIA

Because of the CAN-B bus circuit malfunction, if the occupant classification-ECU becomes unable to perform the normal data transmission, the occupant classification-ECU determines that an abnormality is present.

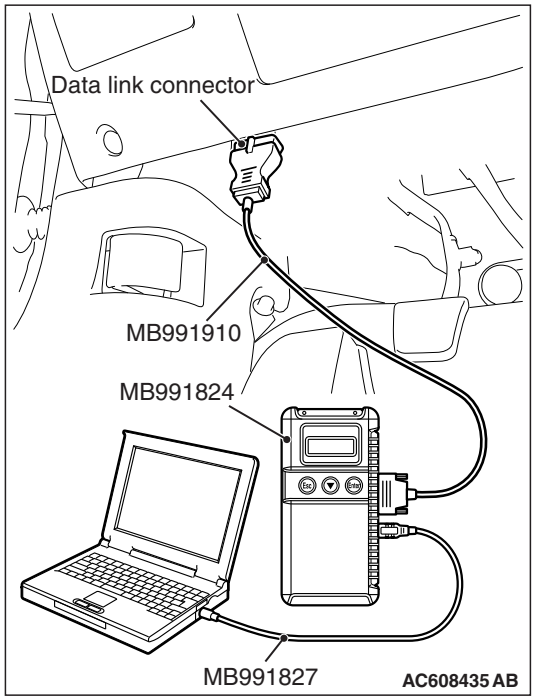
TROUBLESHOOTING HINTS

- Malfunction of CAN bus line may be defective.
- Malfunction of the KOS-ECU may be defective.
- Malfunction of the WCM may be defective.
- Malfunction of the occupant classification-ECU may be defective.

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the Scan Tool (M.U.T.-III) P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the KOS-ECU or WCM diagnostic trouble code.
Check again if the DTC is set to the KOS-ECU or WCM.

Q: Is the DTC set?

YES : Diagnose the KOS or WCM. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0168 for other system.
Check if the DTC U0168 is set in ETACS-ECU, SRS-ECU, combination meter, KOS-ECU or WCM, A/C-ECU, hands free module, CAN box unit, radio and CD player, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the KOS -ECU (Refer to GROUP 42B, KOS-ECU P.42B-216) or WCM (Refer to GROUP 42C, WCM P.42C-121)
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.
Check again if the DTC is set to the occupant classification-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0184: Audio CAN Timeout

⚠ CAUTION

- **If the DTC U0184 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION

When the signals from radio and CD player or CD changer cannot be received, the occupant classification-ECU sets the DTC U0184.

JUDGEMENT CRITERIA

Because of the CAN-B bus circuit malfunction, if occupant classification-ECU becomes unable to perform the normal data transmission, occupant classification-ECU determines that an abnormality is present.

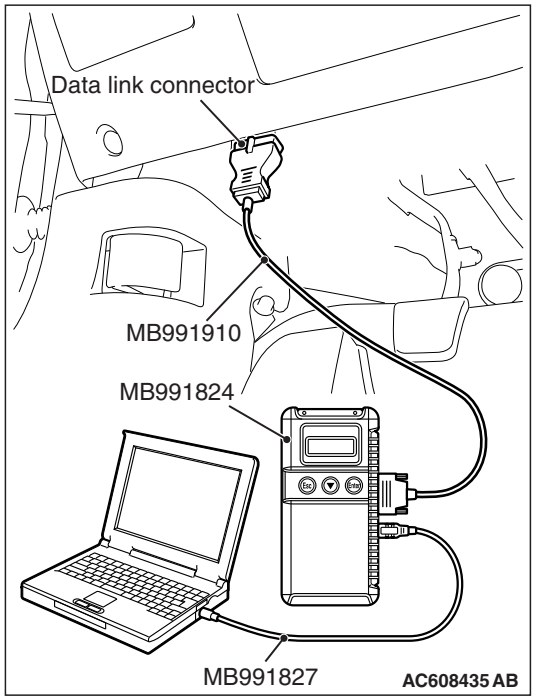
TROUBLESHOOTING HINTS

- The CAN bus line may be defective
- The radio and CD player or CD changer may be defective
- The occupant classification-ECU may be defective

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Using scan tool MB991958, read the audio diagnostic trouble code.
Check if the DTC is set to the audio.

Q: Is the DTC set?

YES : Diagnose the radio and CD player. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0184 for other system.
Check if the DTC U0184 is set in ETACS-ECU, SRS-ECU, combination meter, A/C-ECU, KOS-ECU or WCM, hands free module, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the radio and CD player (Refer to GROUP 54A, Radio and CD player P.54A-428).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.
Check again if the DTC is set to the occupant classification-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0195: Satellite Radio Tuner CAN Timeout

⚠ CAUTION

- **If the DTC U0195 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.**
- **When replacing the ECU, always check that the communication circuit is normal.**

TROUBLE JUDGEMENT

If the signal from satellite radio tuner cannot be received, the occupant classification-ECU sets the DTC U0195.

JUDGEMENT CRITERIA

Because of the CAN-B bus circuit malfunction, if occupant classification-ECU becomes unable to perform the normal data transmission, occupant classification-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS

- The CAN bus may be defective.
- The satellite radio tuner may be defective.
- The occupant classification-ECU may be defective.

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

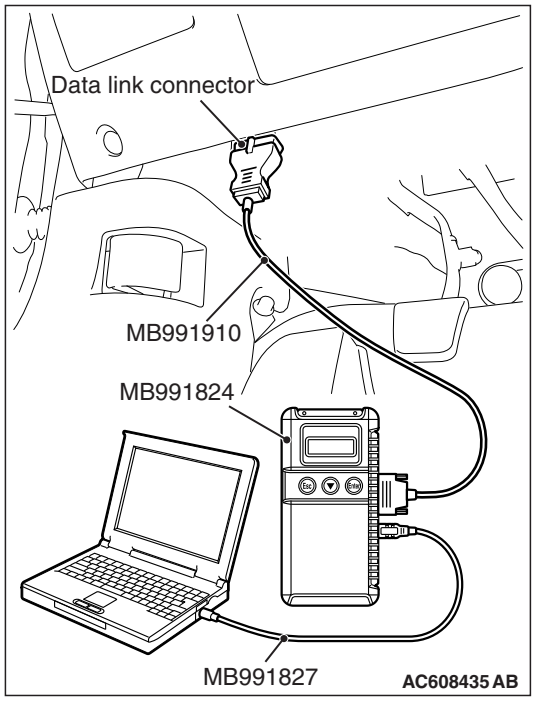
⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).



STEP 2. Using scan tool MB991958, read the satellite radio tuner diagnostic trouble code.
Check if DTC is set to the satellite radio tuner.

Q: Is the DTC set?

YES : Diagnose the satellite radio. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0195 for other system.
Check if the DTC U0195 is set in ETACS-ECU, SRS-ECU, A/C-ECU, hands free module, CAN box unit, radio and CD player.

Q: Is the DTC set?

YES : Replace the satellite radio tuner (Refer to GROUP 54A, Satellite Radio Tuner P.54A-670).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.
Check again if the DTC is set to the occupant classification-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0197: Hands Free Module CAN Timeout

⚠ CAUTION

- **If the DTC U0197 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION

When the signals from hands free module cannot be received, the occupant classification-ECU sets the DTC U0197.

JUDGEMENT CRITERIA

Because of the CAN-B bus circuit malfunction, if occupant classification-ECU becomes unable to perform the normal data transmission, occupant classification-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS

- The CAN bus line may be defective.
- The hands free module may be defective.
- The occupant classification-ECU may be defective.

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

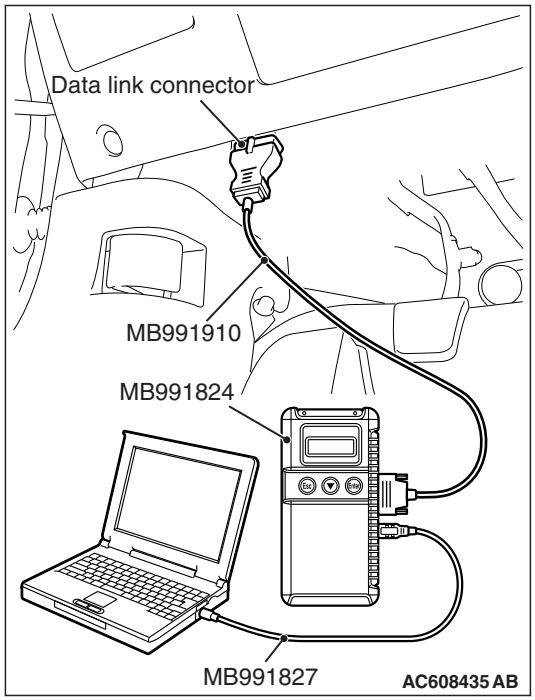
⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the scan tool P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C Diagnosis P.54C-17).



STEP 2. Using scan tool MB991958, read the hands free module diagnostic trouble code.
Check if the DTC is set to the hands free module.

Q: Is the DTC set?

YES : Diagnose the hands-free cellular phone system. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0197 for other system.
Check if the DTC U0197 is set in ETACS-ECU, SRS-ECU, combination meter, A/C-ECU, KOS-ECU or WCM, CAN box unit, radio and CD player, satellite radio tuner.

Q: Is the DTC set?

YES : Replace the hands free module (Refer to GROUP 54A, Hands Free Cellular Phone System P.54A-623).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.
Check again if the DTC is set to the occupant classification-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U0245: Audio Visual Navigation Unit CAN timeout

⚠ CAUTION

- **If DTC U0245 is set in the occupant classification-ECU, always diagnose the CAN main bus lines.**
- **When replacing the ECU, always check that the communication circuit is normal.**

DIAGNOSTIC FUNCTION

When the signals from audio visual navigation unit cannot be received, the occupant classification system sets DTC U0245.

JUDGEMENT CRITERIA

Because of the CAN-B bus circuit malfunction, if audio visual navigation becomes unable to perform the normal data transmission, occupant classification-ECU determines that an abnormality is present.

TROUBLESHOOTING HINTS

- The CAN bus line may be defective.
- The occupant classification-ECU may be defective.
- The audio visual navigation unit may be defective.

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicles Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

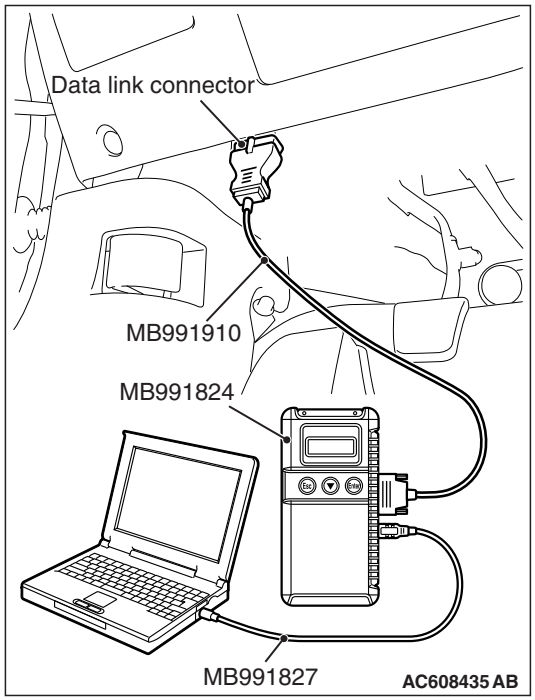
⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

(1) Connect scan tool MB991958. Refer to "How to connect the Scan Tool (M.U.T.-III) P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).



STEP 2. Using scan tool MB991958, read the audio visual navigation unit diagnostic trouble code.
Check if DTC is set to the audio visual navigation unit.

Q: Is the DTC set?

YES : Diagnose the MMCS. Then go to Step 4.
NO : Go to Step 3.

STEP 3. Using scan tool MB991958, read diagnostic trouble code No. U0245 for other system.
Check if the DTC U0245 is set in ETACS-ECU, combination meter, KOS-ECU or WCM, A/C-ECU, hands free module.

Q: Is the DTC set?

YES : Replace the CAN box unit (Refer to GROUP 54A, MMCSP.54A-536).
NO : Go to Step 4.

STEP 4. Recheck for diagnostic trouble code.
Check again if the DTC is set to the occupant classification-ECU.
(1) Erase the DTC.
(2) Turn the ignition switch from "LOCK" (OFF) position to "ON" position.
(3) Check if DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

DTC U1419: The signal from a weight sensor (front: LH) is unusual
DTC U141A: The signal from a weight sensor (front: RH) is unusual
DTC U141B: The signal from a weight sensor (rear: LH) is unusual
DTC U141C: The signal from a weight sensor (rear: RH) is unusual
DTC U1423: The signal from a weight sensor is unusual

DTC SET CONDITIONS

There DTCs are set if communication between the weight sensor and the occupant classification-ECU is not possible or faulty.

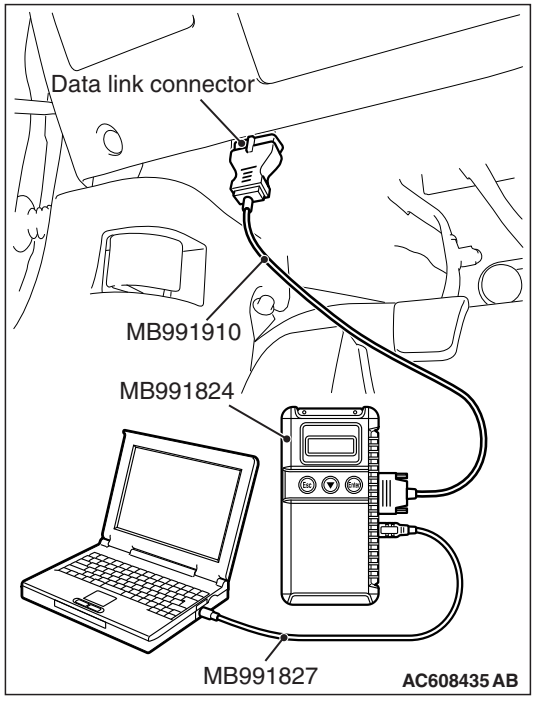
TROUBLESHOOTING HINTS

- Malfunction of weight sensor
- The occupant classification-ECU may be defective.

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the DTC set?

YES : Go to Step 2.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 2. Check the weight sensor.
Replace weight sensor
Check the diagnostic trouble code.

Q: Is DTC U1419, U141A, U141B, U141C, U1423 set?

YES : Replace the front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART> or replace the slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

NO : The procedure is complete.

TROUBLE SYMPTOM CHART

M1524003401197

⚠ CAUTION
During diagnosis, a DTC code associated with another system may be set when the ignition switch is turned on with connector(s) disconnected. After completing the repair, confirm all systems for DTC code(s). If DTC code(s) are set, erase them all.

Symptom	Inspection procedure No.	Reference page
Communication between the scan tool and the SRS-ECU is not possible.	1	P.52B-388
Power supply circuit system	2	P.52B-390
The SRS warning light does not illuminate.	3	P.52B-394
The SRS warning light does not go out.	4	P.52B-396

SYMPTOM PROCEDURES

Inspection procedure 1: Communication between the Scan Tool and the SRS-ECU is not possible.

TECHNICAL DESCRIPTION (COMMENT)

If the scan tool (M.U.T.-III Sub Assembly) can not communicate with the SRS system, the CAN bus lines may be defective. If the SRS system does not work, the SRS-ECU or its power supply circuit may be defective.

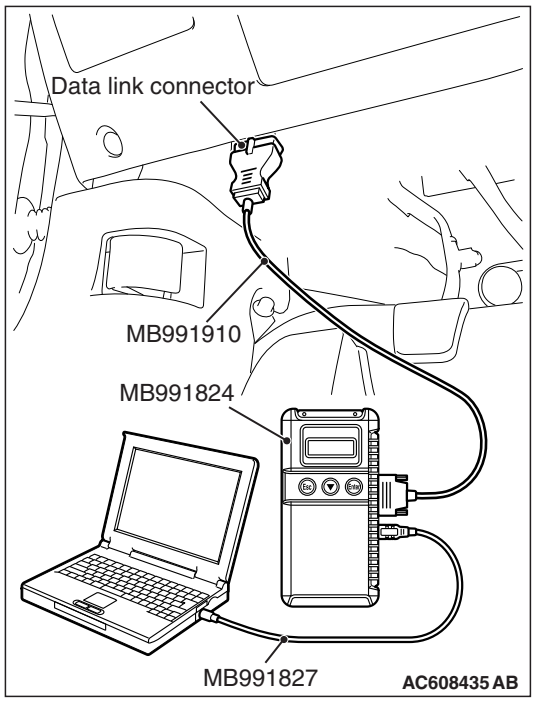
TROUBLESHOOTING HINTS (The most likely causes for this case:)

- Damaged wiring harness or connector
- Malfunction of the SRS-ECU

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

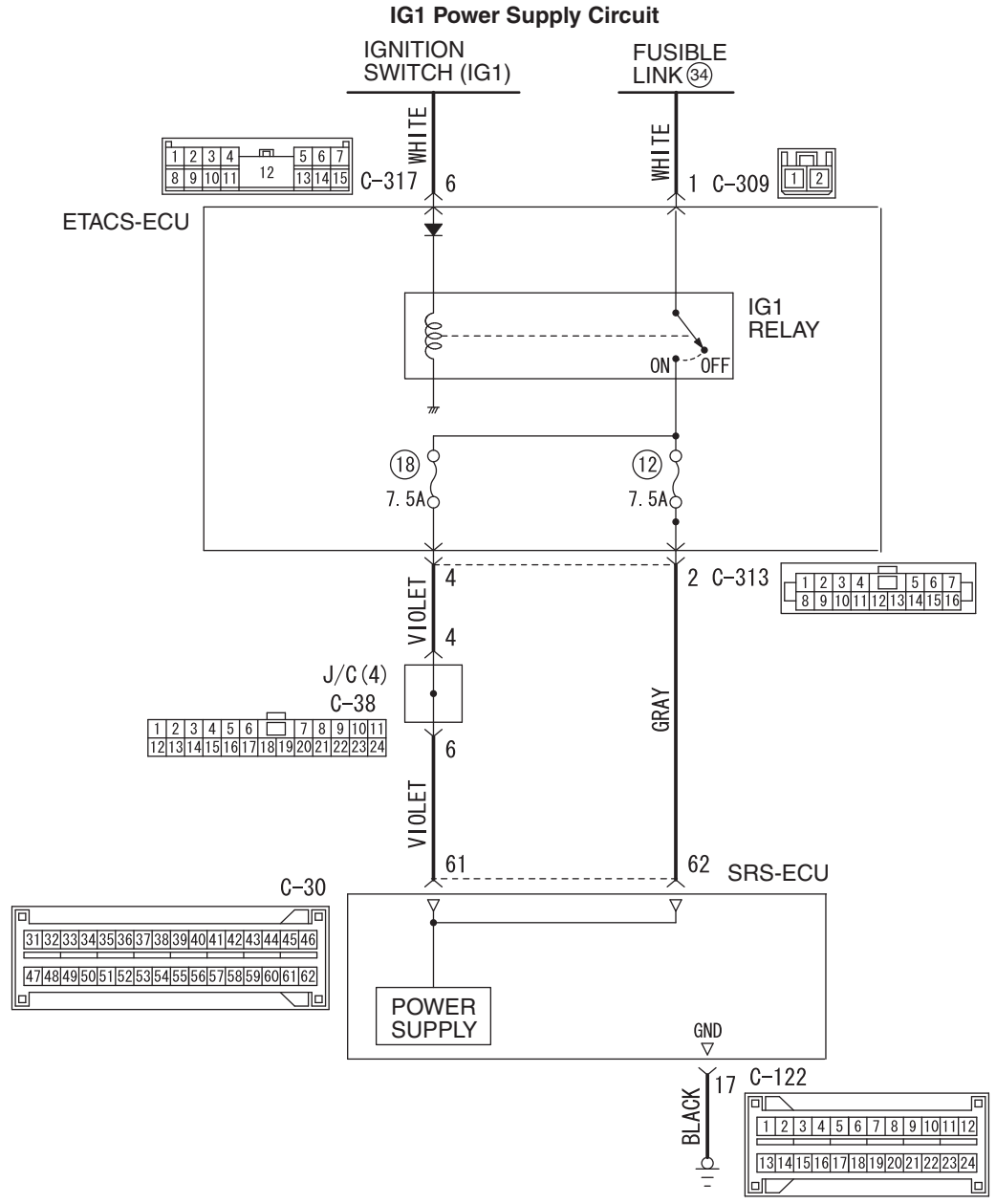
(1) Connect scan tool MB991958. Refer to "How to connect the Scan Tool (M.U.T.-III) P.52B-28."
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is the CAN bus line found to be normal?

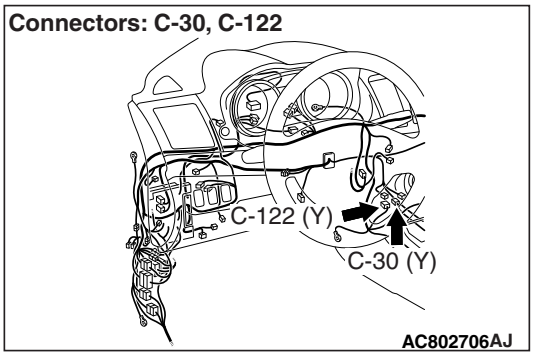
YES : Check and repair the power supply circuit system (Refer to P.52B-390).

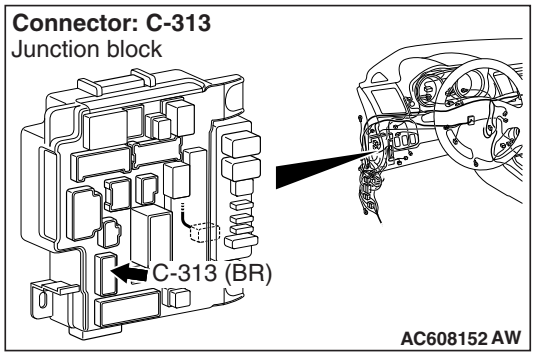
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

Inspection procedure 2: Power supply circuit system



AC710517AC





TSB Revision

CIRCUIT OPERATION

To SRS-ECU, the power is supplied from two independent circuits (fuse No. 12 and 18) via IG1 relay of ETACS-ECU.
If the power is not supplied to SRS-ECU, the communication between scan tool (M.U.T.-III Sub Assembly) and SRS-ECU cannot be established.

TROUBLESHOOTING HINTS (THE MOST LIKELY CAUSES FOR THIS CASE:)

- Damaged wiring harness or connector
- Charging system failed
- Malfunction of the SRS-ECU
- Malfunction of the ETACS-ECU

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Power supply fuse check.

Q: Is the fuse in good condition?

YES : Go to Step 3.
NO : Go to Step 2

STEP 2. Check for a blown fuse.

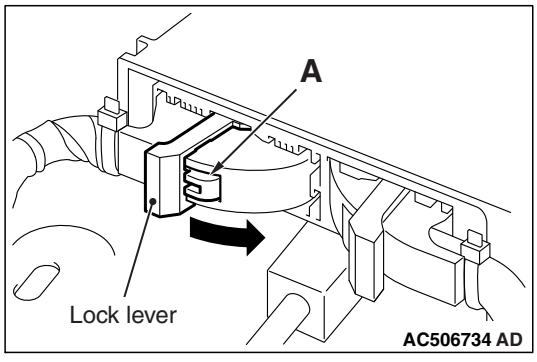
(1) Replace the fuse.
(2) Turn the ignition switch to the "ON" position, wait for at least one minute and then turn the switch off.
(3) Check the fuse.

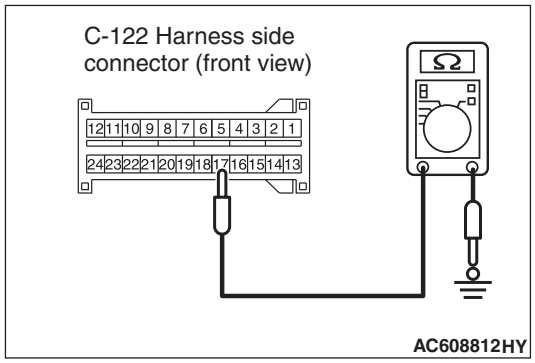
Q: Is the fuse in good condition?

YES : Go to Step 3.
NO : Repair the wiring harness between the C-313 ETACS-ECU connector terminal No. 4/2 and the C-30 SRS-ECU connector terminal No. 61/62, and replace the power supply fuse.

STEP 3. Resistance measurement at the C-122 SRS-ECU connectors

(1) While pushing the part "A" indicated in the figure of the harness side connector, turn the lock lever to the direction of the arrow to release the lock lever, and disconnect the C-122 SRS-ECU connectors.





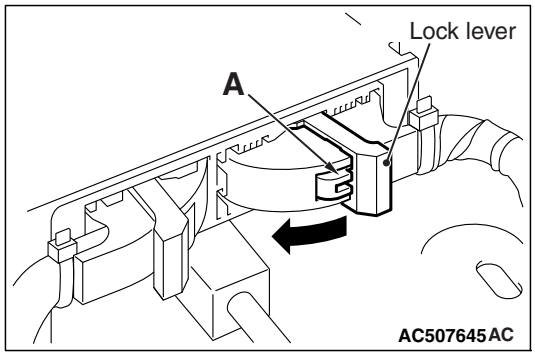
(2) Take the measurements below at the C-122 wiring harness side connector.
- Continuity between C-122 wiring harness side connector terminal No. 17 and body ground

OK: Continuity (Less than 2 ohms)

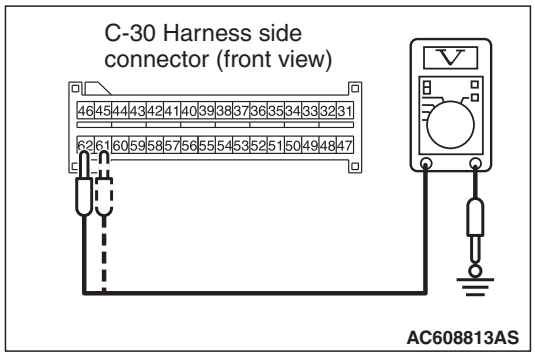
Q: Is the check result normal?

YES : Go to Step 4.
NO : Repair the wiring harness between the C-122 SRS-ECU connector terminal No. 17 and the ground.

STEP 4. Measure the voltage at the C-30 SRS-ECU connector.



(1) Disconnect the negative battery terminal.
(2) While pushing the part "A" indicated in the figure of the harness side connector, turn the lock lever to the direction of the arrow to release the lock lever, and disconnect the C-30 SRS-ECU connector.
(3) Connect the negative battery terminal.
(4) Ignition switch: ON



(5) Take the measurements below at the C-30 harness side connector.
- Voltage between terminal No. 61, 62 and body ground

OK: 9 V or more

Q: Is the measured voltage within the specified range?

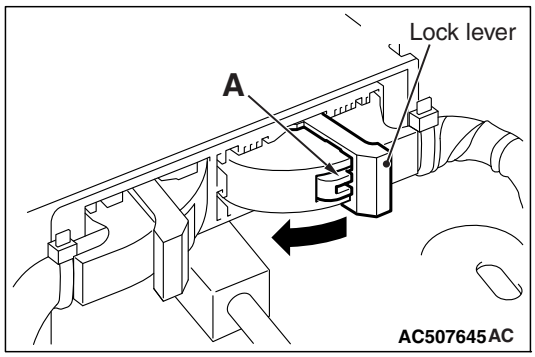
YES : Go to Step 6.
NO : Go to Step 5.

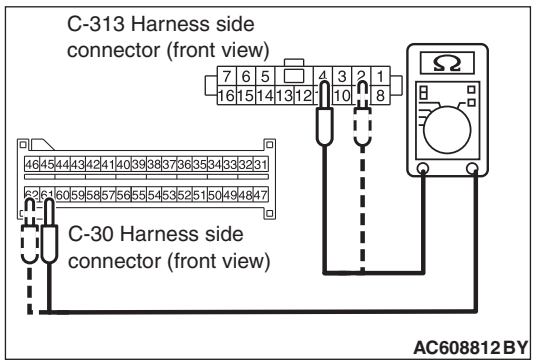
STEP 5. Check the harness for open circuit between SRS-ECU connector C-30 (terminal No.61 and 62) and the ETACS-ECU connector C-313 (terminal No.4 and 2).

(1) Disconnect the negative battery terminal.

(2) While pushing the part "A" indicated in the figure of the harness side connector, turn the lock lever to the direction of the arrow to release the lock lever, and disconnect the C-30 SRS-ECU connector.

(3) Disconnect the ETACS-ECU connector C-313.





(4) Check for continuity between the following terminals. It should be less than 2 ohms.

<Fuse No.12>

- SRS-ECU connector C-30 (terminal No.62) and the ETACS-ECU connector C-313 (terminal No.2)

<Fuse No.18>

- SRS-ECU connector C-30 (terminal No.61) and the ETACS-ECU connector C-313 (terminal No.4)

Q: Does continuity exist?

YES : Replace the ETACS-ECU (Refer to GROUP 54A, ETACS-ECU P.54A-772).

NO : Repair the harness wire between SRS-ECU connector C-30 and the ETACS-ECU connector C-313.

STEP 6. Retest the system

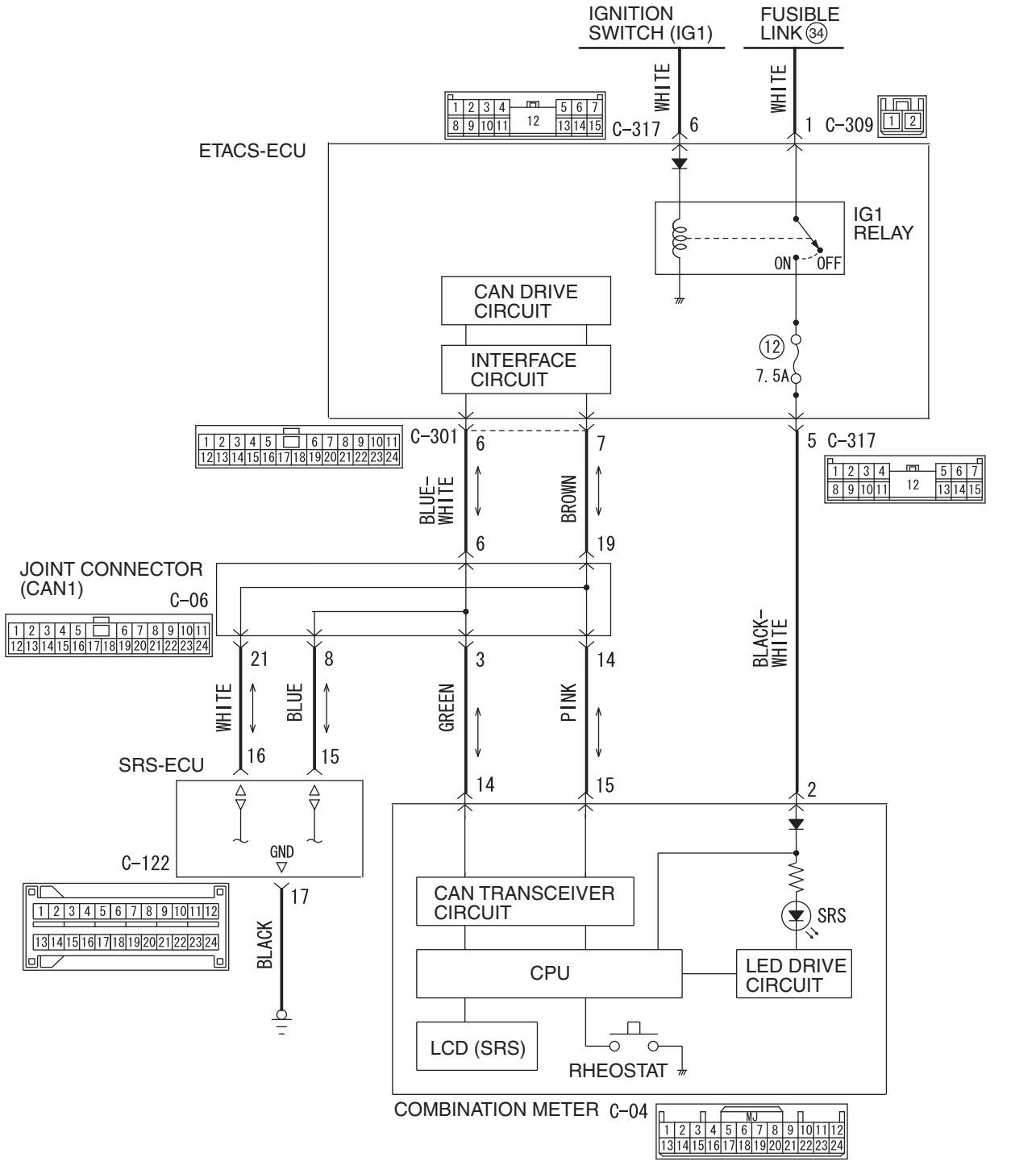
Q: Is the communication between scan tool and SRS-ECU possible?

YES : Intermittent malfunction (Refer to GROUP 00, How to Use Troubleshooting/Inspection Service Points –How to Cope with Intermittent Malfunction P.00-14.)

NO : Replace SRS-ECU (Refer to P.52B-416).

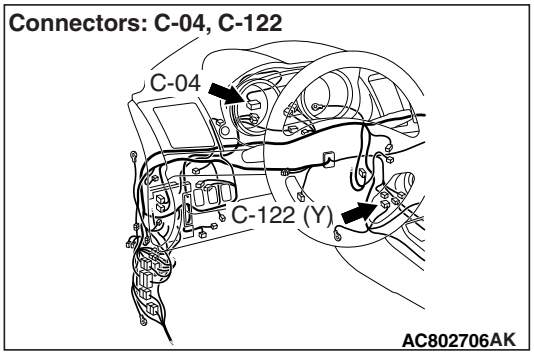
Inspection procedure 3: The SRS Warning Light does not Illuminate.

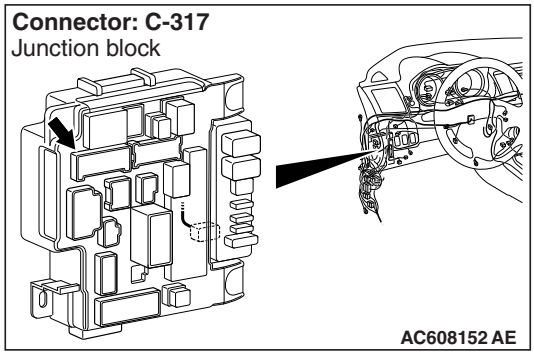
SRS Warning Light Circuit



AC802774 AC

TSB Revision





CIRCUIT OPERATION

- 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.
- SRS-ECU sends the SRS warning light signal to the combination meter via the CAN communication.
- As a cause, the failure of CAN bus line, combination meter, or SRS-ECU is suspected.

TROUBLESHOOTING HINTS

- Damaged wiring harness and connectors
- Combination meter malfunction
- Malfunction of SRS-ECU

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)

STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

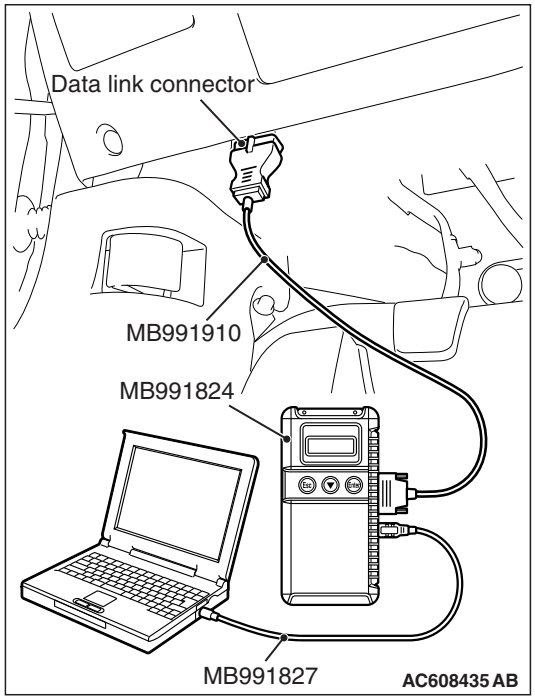
⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

Use scan tool MB991958 to diagnose the CAN bus lines.
(1) Connect scan tool MB991958 to the data link connector.
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.

Q: Is the check result satisfactory?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).



TSB Revision

STEP 2. Using scan tool MB991958, check actuator test
Check the SRS-ECU actuator tests.
Item No. 01: SRS warning light

Q: Does the SRS warning light turn on and off normally?

YES : Go to Step 3.
NO : Replace SRS-ECU (Refer to P.52B-416).

STEP 3. Using scan tool MB991958, check actuator test
Check the combination meter actuator tests.
Item No. 07: Indicator 1

Q: Does the SRS warning light turn on and off normally?

YES : Go to Step 4.
NO : Replace the combination meter. (Refer to GROUP 54A, Combination Meter P.54A-126.)

STEP 4. Wiring harness inspection between C-317 ETACS-ECU connector terminal No. 5 and C-04 combination meter connector terminal No. 2

NOTE: Prior to the wiring harness inspection, check the ETACS-ECU connectors C-317 and combination meter connector C-04, and repair if necessary.

- The SRS warning light inspection for open and short circuit

Q: Is the check result normal?

YES : Replace the combination meter. (Refer to GROUP 54A, Combination Meter P.54A-126.)
NO : Repair the wiring harness.

Inspection Procedure 4: The SRS warning light does not go out.

CIRCUIT OPERATION

- 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.
- SRS-ECU sends the SRS warning light signal to the combination meter via the CAN communication.
- As a cause, the failure of CAN bus line, combination meter, or SRS-ECU is suspected.

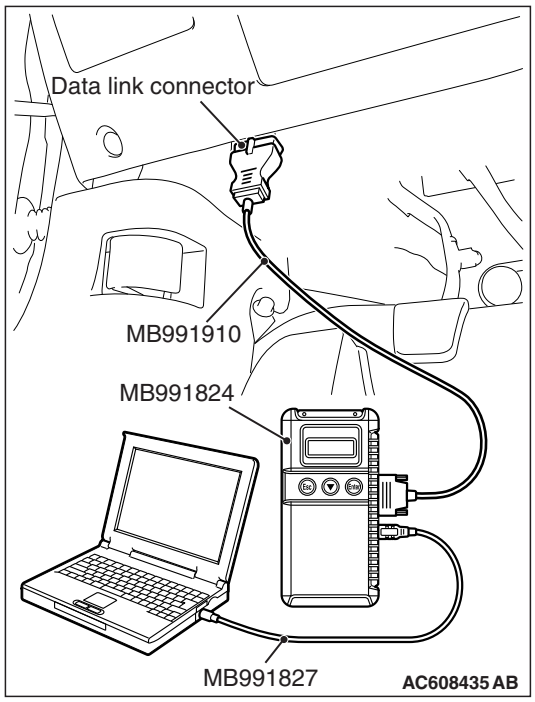
TROUBLESHOOTING HINTS

- Damaged wiring harness and connectors
- Combination meter malfunction
- Malfunction of SRS-ECU

DIAGNOSIS

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface (V.C.I.)
  - MB991827: M.U.T.-III USB Cable
  - MB991910: M.U.T.-III Main Harness A (Vehicles with CAN communication system)



STEP 1. Using scan tool MB991958, diagnose the CAN bus line.

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

Use scan tool MB991958 to diagnose the CAN bus lines.
(1) Connect scan tool MB991958 to the data link connector.
(2) Turn the ignition switch to the "ON" position.
(3) Diagnose the CAN bus line.

Q: Is the check result satisfactory?

YES : Go to Step 2.
NO : Repair the CAN bus line (Refer to GROUP 54C, Diagnosis P.54C-17).

STEP 2. Recheck of the SRS warning light

(1) Connect the negative battery terminal.
(2) Ignition switch: ON

Q: Does the SRS warning light illuminate for approximately 7 seconds and then go out after the ignition switch is turned to the "ON" position?

YES : Go to Step 3.
NO : There is an intermittent malfunction such as poor engaged connector(s) or open circuit (Refer to GROUP 00, How to Cope with Intermittent Malfunction P.00-14).

STEP 3. Using scan tool MB991958, check actuator test

Check the combination meter actuator tests.
Item No. 07: Indicator 1

Q: Does the SRS warning light turn on and off normally?

YES : Go to Step 4.
NO : Replace the combination meter. (Refer to GROUP 54A, Combination Meter P.54A-126.)

STEP 4. Recheck for diagnostic trouble code.

Check again if the DTC is set.
(1) Erase the DTC.
(2) Turn the ignition switch to the "ON" position.
(3) Check if the DTC is set.
(4) Turn the ignition switch to the "LOCK" (OFF) position.

Q: Is DTC set?

YES : Troubleshoot for the relevant DTC.
NO : Go to Step 5

STEP 5. Recheck of the SRS warning light

(1) Connect the negative battery terminal.
(2) Ignition switch: ON

Q: Does the light stay ON?

YES : Replace the SRS-ECU (Refer to P.52B-416).
NO : The procedure is complete.

DATA LIST REFERENCE TABLE

M1524003500403

DATA LIST OUTPUT

The following items can be read by the scan tool from the SRS-ECU input data.

Item No.	Display on M.U.T.-III	Check conditions	Normal conditions
01	SRS warning light "ON" request	• Ignition switch: ON • After warning lamp pre-check	OFF
		• Ignition switch: ON • During warning lamp pre-check	ON
02	Pass. SRS light "ON" request	• Ignition switch: ON • After warning light pre-check	OFF
		• Ignition switch: ON • During warning light pre-check	ON
04	Passenger's seatbelt switch	• Ignition switch: ON • After warning light pre-check • Wear the passenger seatbelt.	Fastened
		• Ignition switch: ON • After warning light pre-check • Undo the passenger seatbelt.	Unfastened
05	Passenger seat airbag ignition	• Ignition switch: ON • After warning light pre-check • Apply a load to the passenger seat.	Permission
		• Ignition switch: ON • After warning light pre-check • Undo a load from a passenger seat.	Prohibition

The following items can be read by the scan tool from the occupant classification-ECU input data.

Item No.	Display on M.U.T.-III	Check conditions	Normal conditions
01	Passenger weight	Apply a load to the passenger seat.	–2048 Kg (4515 lb) to 2048 Kg (4515 lb)
02	Dr seat position sensor current	Slide the seat the back-end to the front-position.	0 to 1,700 mA
03	Dr seat position sensor voltage	Slide the seat the back-end to the front-position.	0 to 5,000 mV
07	Dr seat position sensor status	Slide the seat the back-end to the front-position.	Not Frontal Zone/Frontal Zone/Undetermined/No Dr STPS/No Pa STPS/Seat sensor DTC
08	occupant classification status	Apply a load to the passenger seat.	Empty/RFIS*/Child/More 5th%/Less 5th%/Undermined
10	Battery voltage	Always	6.5 to 16 V
21	Pa seat weight sensor 1 RR	Apply a load to the passenger seat.	–2048 Kg (4515 lb) to 2048 Kg (4515 lb)
22	Pa seat weight sensor 1 RR volt	Apply a load to the passenger seat.	0 to 5,000 mV

Item No.	Display on M.U.T.-III	Check conditions	Normal conditions
23	Pa seat weight sensor 2 RF	Apply a load to the passenger seat.	–2048 Kg (4515 lb) to 2048 Kg (4515 lb)
24	Pa seat weight sensor 2 RF volt	Apply a load to the passenger seat.	0 to 5,000 mV
25	Pa seat weight sensor 3 LF	Apply a load to the passenger seat.	–2048 Kg (4515 lb) to 2048 Kg (4515 lb)
26	Pa seat weight sensor 3 LF volt	Apply a load to the passenger seat.	0 to 5,000 mV
27	Pa seat weight sensor 4 LR	Apply a load to the passenger seat.	–2048 Kg (4515 lb) to 2048 Kg (4515 lb)
28	Pa seat weight sensor 4 LR volt	Apply a load to the passenger seat.	0 to 5,000 mV
30	VIN Information	Always	–

*NOTE: *: Radio Frequency Integrated Circuit*

ACTUATOR TEST REFERENCE TABLE

M1524003600240

The scan tool activates the following actuators for testing.

Item No.	Item name	Test item	Driven content
01	SRS warning light	SRS warning light illumination	ON

FAIL-SAFE FUNCTION REFERENCE TABLE

M1524003700151

If the SRS-ECU determines that the following parts are defective, the SRS-ECU operates the SRS warning light and controls as follows.

- If the seat slide sensor is defective, the SRS-ECU determines that the seat is in its backward position and controls the air bag.
- If the occupant classification sensor or the occupant classification-ECU is defective, the SRS-ECU determines that the occupant classification is class 2 [The occupant classification sensor detects 30 kg (66 pounds) or more.] and controls the air bag and the passenger's air bag OFF indicator light.

ACCURACY CHECK OF OCCUPANT CLASSIFICATION SENSOR

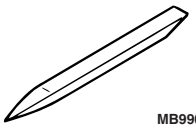
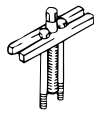
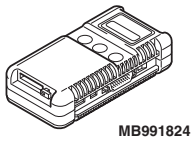
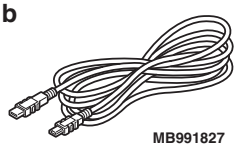
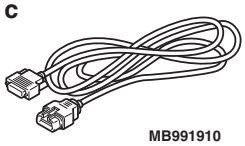
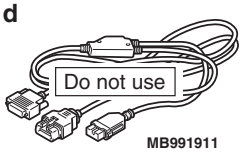
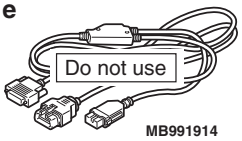
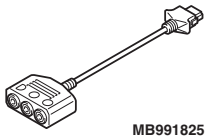
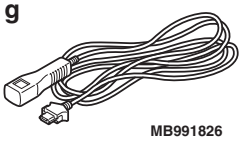
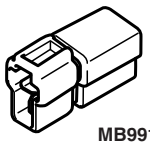
M1524025800082

The scan tool can be used to perform the next function.

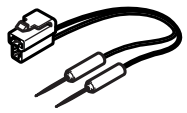
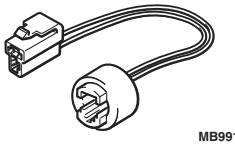
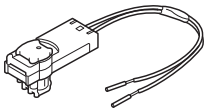
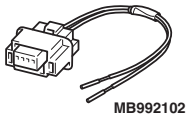
- Zero-Calibration & System Test

SPECIAL TOOLS

M1524000701445

Tool	Tool number and name	Supersession	Application
 MB990784	MB990784 Ornament remover	General service tool	Removal of cover.
 MB990803AE	MB990803 Steering wheel puller	General service tool	Steering wheel removal
a  MB991824 b  MB991827 c  MB991910 d  MB991911 e  MB991914 f  MB991825 g  MB991826 MB991958	MB991958 a: MB991824 b: MB991827 c: MB991910 d: MB991911 e: MB991914 f: MB991825 g: MB991826 Scan tool (M.U.T.-III sub assembly) a: Vehicle communication interface (V. C. I.) b: M.U.T.-III USB cable c: M.U.T.-III main harness A (Vehicles with CAN communication system) d: M.U.T.-III main harness B (Vehicles without CAN communication system) e: M.U.T.-III main harness C (for Chrysler models only) f: M.U.T.-III measurement adapter g: M.U.T.-III trigger harness	MB991824-KIT *NOTE: g: MB991826 M.U.T.-III Trigger Harness is not necessary when pushing V.C.I. ENTER key.*	**⚠ CAUTION** **For vehicles with CAN communication, use M.U.T.-III main harness A to send simulated vehicle speed. If you connect M.U.T.-III main harness B instead, the CAN communication does not function correctly.** Checking diagnostic trouble code
 MB991865	MB991865 Dummy resistor		SRS air bag and seat belt pre-tensioner circuit check

TSB Revision

Tool	Tool number and name	Supersession	Application
 MB991866	MB991866 Resistor harness		Driver's and passenger's (front) air bag and side-airbag circuit check
 MB991884	MB991884 Resistor harness		Knee air bag, curtain air bag and seat belt pre-tensioner circuit check
 MB991885	MB991885 Adapter harness		Deployment of Knee air bag, curtain air bag and seat belt pre-tensioner inside or outside the vehicle
a b c d Do not use MB991223	MB991223 a: MB991219 b: MB991220 c: MB991221 d: MB991222 Harness set a: Test harness b: LED harness c: LED harness adaptor d: Probe	General service tools	Checking the continuity and measuring the voltage at the SRS-ECU harness connector
 MB992102	MB992102 Air bag inflation adapter harness		Deployment of driver's and passenger's (front) air bag module inside or outside the vehicle
MB992006	MB992006 Extra fine probe	General service tool	Continuity check and voltage measurement at harness wire or connector for loose, corroded or damaged terminals, or terminals pushed back in the connector.

TEST EQUIPMENT

M1524000800513

Tool	Name	Use
AC000019AB	Digital multi-meter Use a multi-meter for which the maximum test current is 2 mA or less at the minimum range of resistance measurement	Checking the SRS electrical circuitry with SRS check harness

TSB Revision

POST-COLLISION DIAGNOSIS

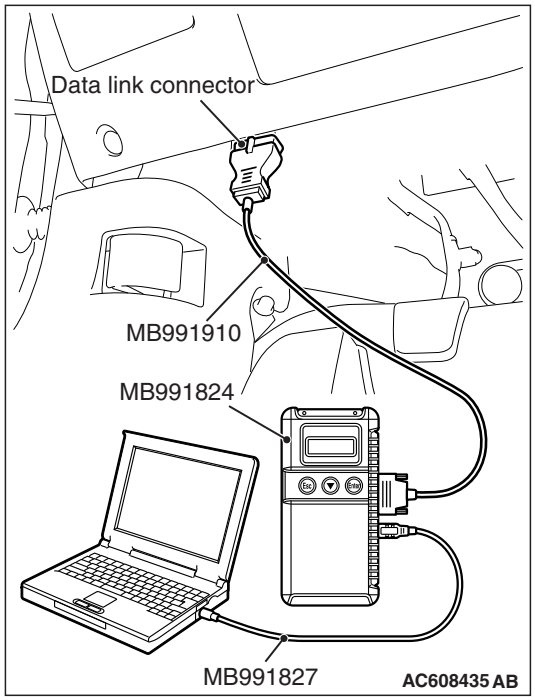
M1524001101770

To inspect and service the SRS after a collision (whether or not the air bags have deployed), perform the following steps.

SRS-ECU MEMORY CHECK

Required Special Tool:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824:Vehicle Communication Interface (V.C.I.)
  - MB991827:M.U.T.-III USB Cable
  - MB991910:M.U.T.-III Main Harness A (Vehicles with CAN Communication System)



⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

1. Connect scan tool MB991958 to the data link connector (16-pin).
2. Read (and write down) all displayed diagnostic trouble codes (Refer to SRS-ECU P.52B-32, Occupant classification-ECU P.52B-319).

   NOTE: If the battery power supply has been disconnected or disrupted by the collision, scan tool MB991958 cannot communicate with the SRS-ECU. Check the battery, then check and, if necessary, repair the front wiring harness and the instrument panel wiring harness before proceeding.
3. Read the data list (fault duration and how many times memories are erased), using scan tool MB991958 (Refer to P.52B-399).
4. Erase the diagnostic trouble codes, and then turn the ignition switch to the LOCK (OFF) position.
5. Wait for at least one second, and then turn the ignition switch to the ON position again.
6. After waiting 15 seconds or more, note all displayed diagnostic trouble codes (Refer to SRS-ECU P.52B-32, Occupant classification-ECU P.52B-319).

REPAIR PROCEDURE

WHEN FRONT AIR BAGS DEPLOY IN A COLLISION.

1. Replace the following parts with new ones:
   - Front impact sensors (Refer to P.52B-413).
   - SRS-ECU (Refer to P.52B-416).
   - Driver's air bag module (Refer to P.52B-419) <Except RALLIART>, (Refer to P.52B-427) <RALLIART>.
   - Passenger's (front) air bag module (Refer to P.52B-435).
   - Knee air bag module (Refer to P.52B-439).
   - Seat belt with pre-tensioner (Refer to P.52B-458).
   - Instrument panel assembly (Refer to GROUP 52A, Instrument Panel Assembly P.52A-3).

TSB Revision

- Front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART>, slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.

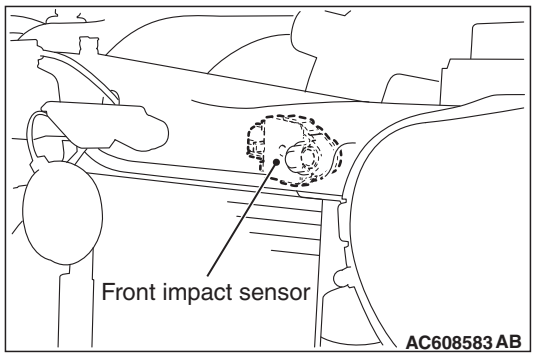
2. Check the following parts and replace if there are any malfunctions:
   - Clock spring (Refer to P.52B-419) <Except RALLIART>, (Refer to P.52B-427) <RALLIART>.
   - Seat slide sensor
   - Seat belt switch (Refer to GROUP 52A, Front Seat Belt, Inspection P.52A-35).
   - Steering wheel, steering column shaft assembly
     (1) Check the wiring harness (built into the steering wheel) and connectors for damage, and terminals for deformation.
     (2) Install the air bag module to check fit and alignment with the steering wheel.
     (3) Check the steering wheel for noise, binding or difficult operation and excessive free play.
     (4) Check the steering column shaft shock absorbing mechanism (Refer to GROUP 37, On-Vehicle Service – Steering Column Shaft Assembly Shock Absorbing Mechanism Check P.37-30).
3. Check the wiring harnesses for binding, the connectors for damage, poor connections, and the terminals for deformation (Refer to P.52B-25).

WHEN SIDE AND CURTAIN AIR BAGS DEPLOY IN A COLLISION.

1. Replace the following parts with new ones:
   - SRS-ECU (Refer to P.52B-416).
   - Side impact sensors (Refer to P.52B-443).
   - Front seatback assembly (Refer to P.52B-446) <Except RALLIART>, Front seatback (Refer to P.52B-450) <RALLIART>.
   - Front seat cushion frame (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <Except RALLIART>, slide adjuster (RH) (Refer to GROUP 52A, Front Seat Assembly P.52A-25) <RALLIART>.
   - Curtain air bag module (Refer to P.52B-454).
2. Check the wiring harnesses for binding, the connectors for damage, poor connections, and the terminals for deformation (Refer to P.52B-25).

WHEN AIR BAGS DO NOT DEPLOY IN LOW-SPEED COLLISION.

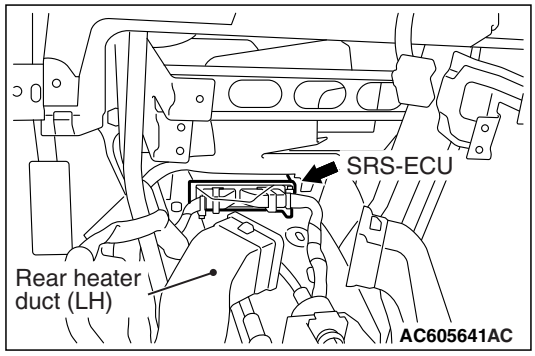
Check the SRS components. If the SRS components are showing any visible damage such as dents, cracks, or deformation, replace them with new ones. Concerning parts removed for inspection, replacement with new parts and cautionary points for working, refer to appropriate INDIVIDUAL COMPONENT SERVICE P.52B-409.



FRONT IMPACT SENSOR

1. Check the headlight support panel upper for distortion and rust.
2. Check the front impact sensor for dents, cracks, deformation or rust.
3. Check the front impact sensor wiring harness for binding, check the connector for damage, and check the terminals for deformation.

NOTE: The illustration shows the side impact sensor (LH). The position of the side impact sensor (RH) is symmetrical to this.



SRS-ECU

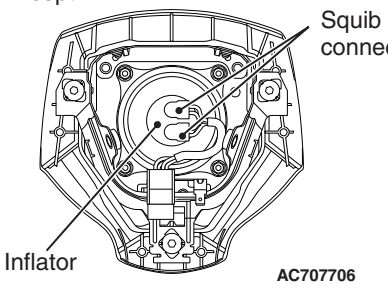
1. Check the SRS-ECU case and brackets for dents, cracks or deformation.
2. Check the connector for damage, and the terminals for deformation.
3. Check the installation of the SRS-ECU and its bracket.

AIR BAG MODULES

1. Check the pad cover for dents, cracks or deformation.
2. Check the connector for damage, terminal deformities, and the harness for binding.
3. Check the air bag inflator case for dents, cracks or deformities.
4. Install the air bag module (driver's side) to the steering wheel to check installation or alignment with the steering wheel.
5. Install the air bag module (front passenger's side) to the instrument panel and front deck crossmember to check installation or alignment.

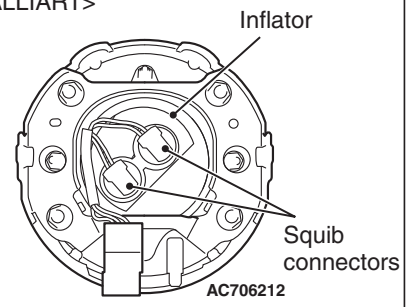
<Driver's side>

<Except RALLIART>



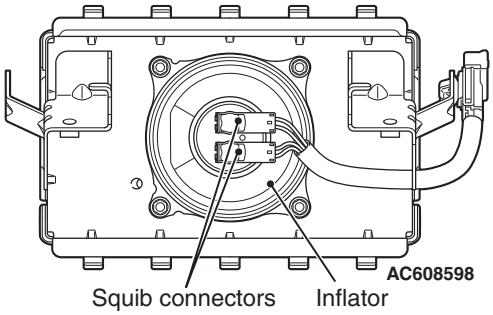
AC707706

<RALLIART>



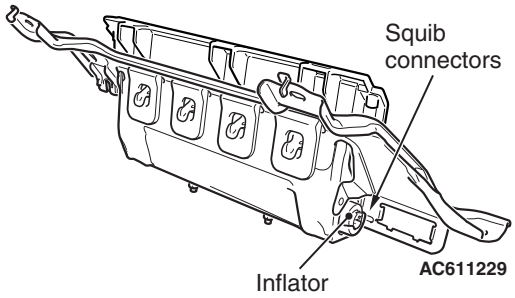
AC706212

<Passenger's side>



AC608598

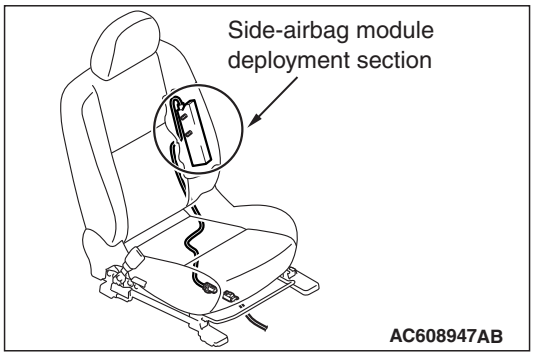
<Knee air bag module>



AC611229

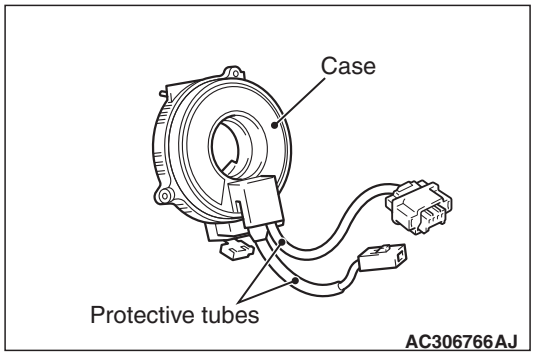
AC802936 AE

FRONT SEATBACK ASSEMBLY (SIDE-AIRBAG MODULE)



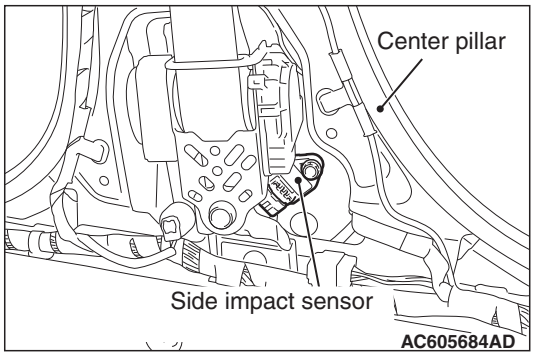
1. Check the air bag module deployment section for dents or deformation.
2. Check that there is no connector damage, bent terminals or harness crimping.

CLOCK SPRING



1. Check the clock spring connectors and protective tube for damage, and the terminals for deformation.
2. Visually check the case for damage.
3. Check for continuity between the connectors (Refer to P.52B-425) <Except RALLIART>, (Refer to P.52B-433) <RALLIART>

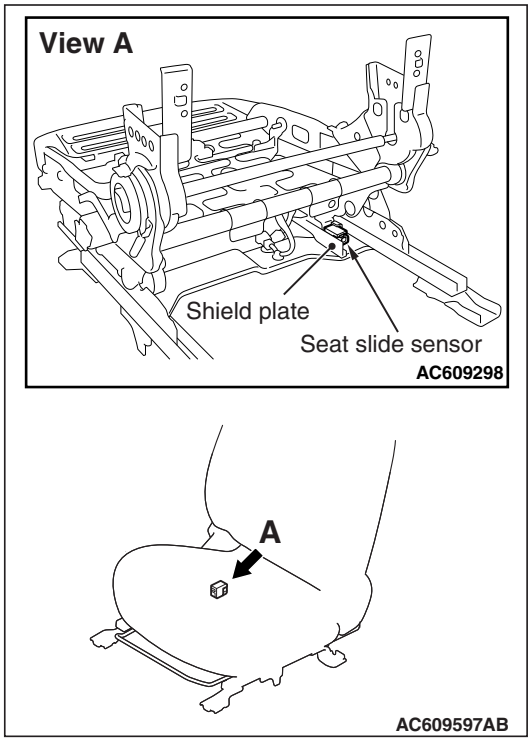
SIDE IMPACT SENSOR



1. Check that there is no bending or corrosion in the center pillar.
2. Check that there is no denting, breakage or bending of the side impact sensor.
3. Check that there is no harness crimping, connector damage or bent terminals.

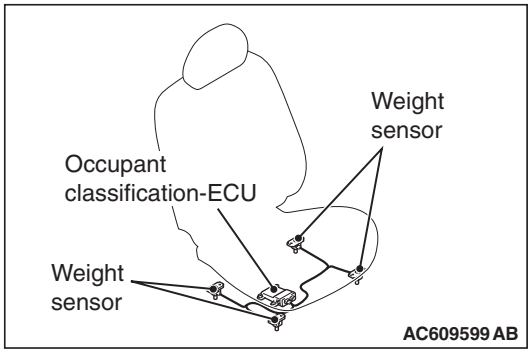
   NOTE: The illustration shows the side impact sensor (LH). The position of the side impact sensor (RH) is symmetrical to this.

SEAT SLIDE SENSOR



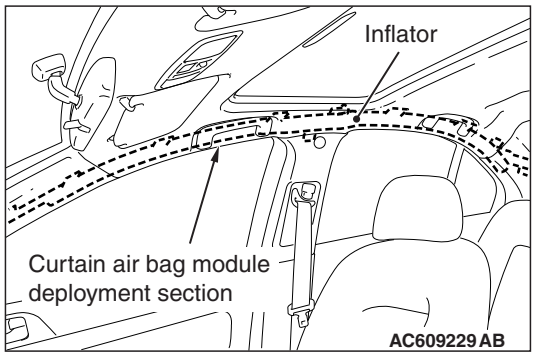
1. Check that there is no connector damage, bent terminals or harness crimping.
2. Check the installation of the seat slide sensor.

OCCUPANT CLASSIFICATION-ECU AND WEIGHT SENSOR



1. Check the occupant classification-ECU case and weight sensor for dents, cracks or deformation.
2. Check the connector for damage, and the terminals for deformation.
3. Check the installation of the occupant classification-ECU and weight sensor.
4. Check the diagnostic trouble code of the occupant classification-ECU and replace the front seat cushion frame (RH) <Except RALLIART>, slide adjuster (RH) <RALLIART>. if DTC B1BA7 is set.

CURTAIN AIR BAG MODULE



1. Check that the curtain air bag deployment part of the headlining is normal.
2. Check the inflator surface for cracks, dents or deformations.
3. Check the connector for damage, the terminal for deformation, and the harness for binding.

STEERING WHEEL, STEERING COLUMN AND SHAFT ASSEMBLY

1. Check the wiring harness (built into the steering wheel) and the connectors for damage, and the terminals for deformation.
2. Install the air bag module to check fit or alignment with the steering wheel.

TSB Revision

3. Check the steering wheel for noise, binding or difficult operation and excessive free play.
4. Check the steering column shaft shock absorbing mechanism (Refer to GROUP 37, On-Vehicle Service – Steering Column Shaft Assembly Shock Absorbing Mechanism Check P.37-30).

SEAT BELT WITH PRE-TENSIONER

1. Check the seat belt for damage or deformation.
2. Check the seat belt with pre-tensioner for cracks or deformation.
3. Check that the unit is installed correctly to the vehicle body.

HARNESS CONNECTOR (FRONT WIRING HARNESS, INSTRUMENT PANEL WIRING HARNESS, AND FLOOR WIRING HARNESS)

Check the harnesses for binding, the connectors for damage, poor connection, and the terminals for deformation (Refer to P.52B-25).

INDIVIDUAL COMPONENT SERVICE

M1524002901058

⚠ ***WARNING***

- ***If heat damage occurs during paint work, remove the SRS-ECU, the air bag modules, the clock spring, front seats, impact sensor and the seat belt with pre-tensioner. Recheck the SRS system operability after reinstalling them.***
  - ***SRS-ECU, air bag modules, clock spring, front seats, impact sensor: 93°C (200°F) or more***
  - ***Seat belt with pre-tensioner: 90°C (194°F) or more***
- ***If the SRS components are removed for the purpose of inspection, sheet metal repair, painting, etc., they should be stored in a clean, dry place until they are reinstalled.***

If the SRS components are to be removed or replaced as a result of maintenance, diagnosis, etc., follow the appropriate procedure in this section. (Front impact sensor: refer to P.52B-413, SRS-ECU: refer to P.52B-416, Driver's air bag modules and clock spring: refer to P.52B-419 <except for RALLIART>, refer to P.52B-427 <RALLIART>, Passenger's (front) air bag module refer to P.52B-435, Side-airbag module: refer to P.52B-446 <except for RALLIART>,refer to P.52B-450 <RALLIART>, Knee air bag module: refer to P.52B-439, Side impact sensor: refer to P.52B-443, Curtain air bag module: refer to P.52B-454, Seat belt with pre-tensioner: refer to P.52B-458).

ON-VEHICLE SERVICE

ACCURACY CHECK OF OCCUPANT CLASSIFICATION SENSOR

M1524025100113

⚠ CAUTION

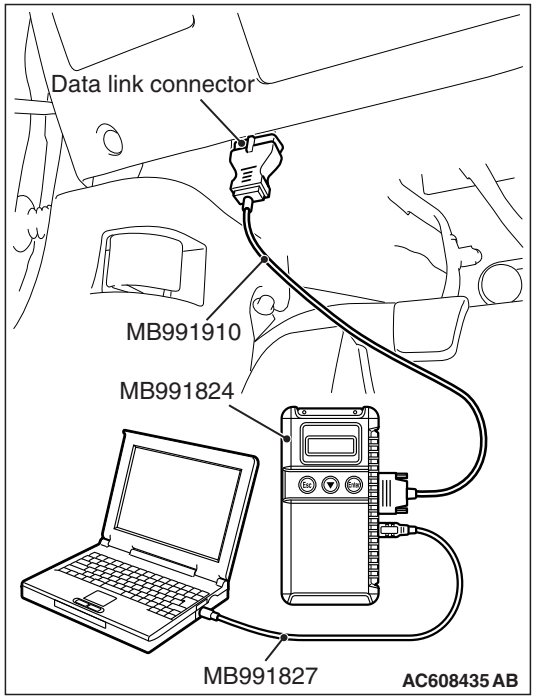
The following precaution must be observed when executing accuracy testing and calibration.

- **Perform the occupant classification sensor calibration at room temperature. (Proposal: 20 ± 15°C (68 ± 27° F)) (Before the calibration, place the occupant classification sensor more than 30 minutes at room temperature.)**
- **Do not apply any load or vibration while the weight check and the calibration is performed.**
- **Perform the weight check and the calibration after seat components are all assembled.**

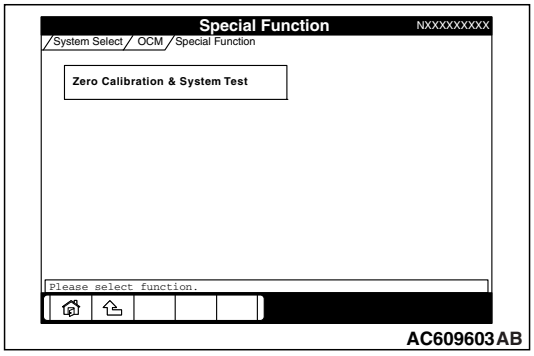
⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

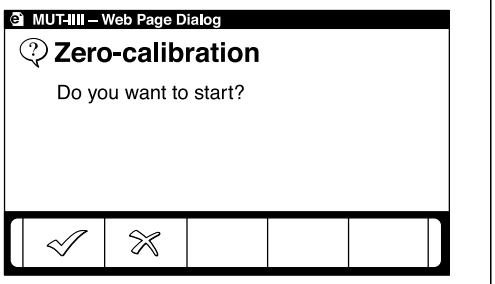
1. Connect scan tool MB991958 to the data link connector.



2. To execute accuracy check and calibration, operate scan tool MB991958 (M.U.T.-III Sub Assembly) as follows.
   (1) Select "OCM".
   (2) Select "Special Function".
   (3) Select "Zero Calibration & System Test".
   (4) The start of the zero calibration.

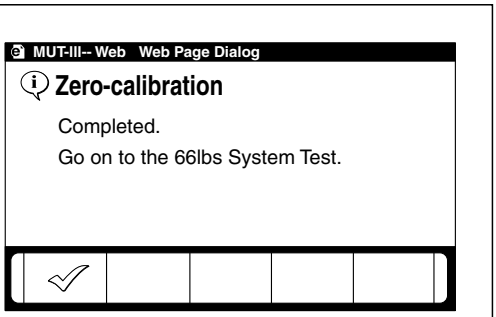


TSB Revision



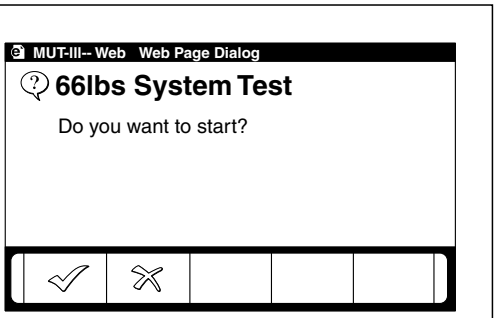
AC609604 AB

(5) The execution check of the zero calibration.



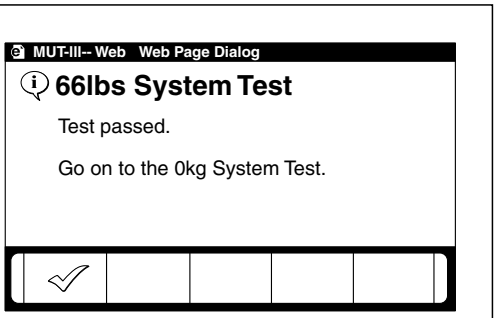
AC710647AB

(6) The zero calibration has been completed when the screen as shown in the illustration is displayed. The OK button is pushed and it progresses to the next.
(7) The start of 66 lbs system test.



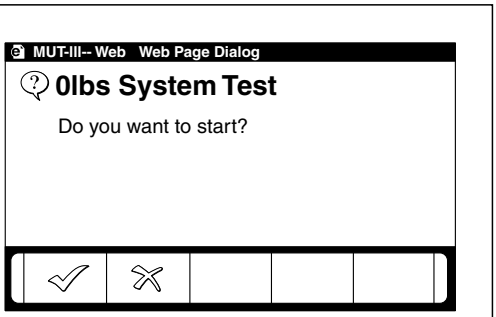
AC710648AB

(8) The execution check of the 66 lbs system test.



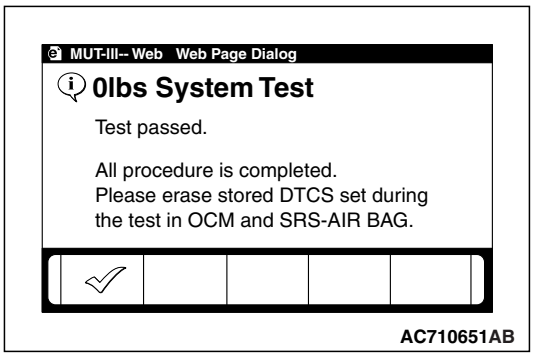
AC710649AB

(9) The 66 lbs system test has been completed when the screen as shown in the illustration is displayed. The OK button is pushed and it progresses to the next.
(10)The start of 0 lbs system test.



AC710650AB

(11)The execution check of the 0 lbs system test.



(12)The 0 lbs system test has been completed when the screen as shown in the illustration is displayed.

FRONT IMPACT SENSORS

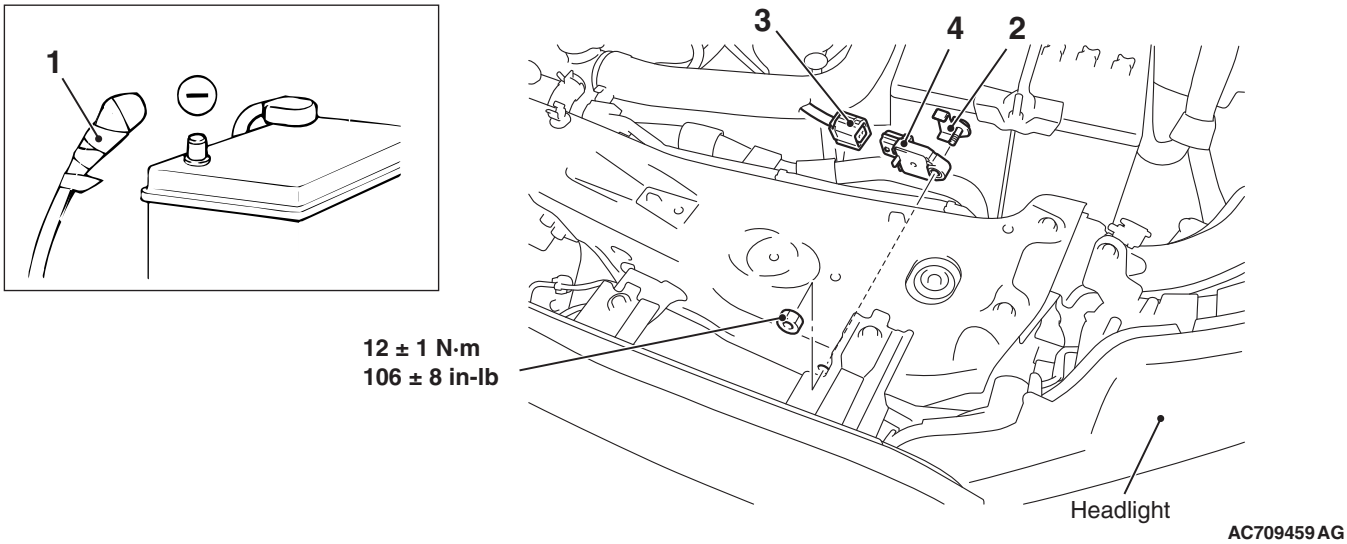
REMOVAL AND INSTALLATION

M1524001501660

⚠ WARNING

- ***Never repair or disassemble the front impact sensor. If faulty, replace it.***
- ***Handle the front impact sensors very carefully, taking care not to drop them. They must be replaced if they are dropped.***
- ***Replace the sensors with new ones after the air bag has deployed.***

Pre-removal Operation
- Turn the ignition key to the "LOCK" (OFF) position.



AC709459 AG

Removal steps

<<A>> 1. Negative (–) battery cable
- Headlight support panel cover (Refer to Group 51, Front Bumper Assembly and Radiator Grille P.51-3).

2. Air bag sensor bracket
<<B>> 3. Front impact sensor connector
4. Front impact sensor

Installation steps

>>A<< • Pre-installation inspection
>>B<< 4. Front impact sensor

Installation steps (Continued)

3. Front impact sensor connector
2. Air bag sensor bracket
- Headlight support panel cover (Refer to Group 51, Front Bumper Assembly and Radiator Grille P.51-3).

1. Negative(–) battery cable
>>C<< • Post-installation inspection

NOTE: The figure indicates the left front impact sensor. The right impact sensor is symmetrical to this.

REMOVAL SERVICE POINTS

<<A>> NEGATIVE (–) BATTERY CABLE DISCONNECTION

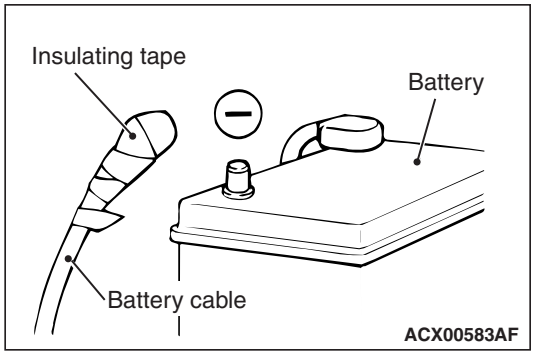
⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

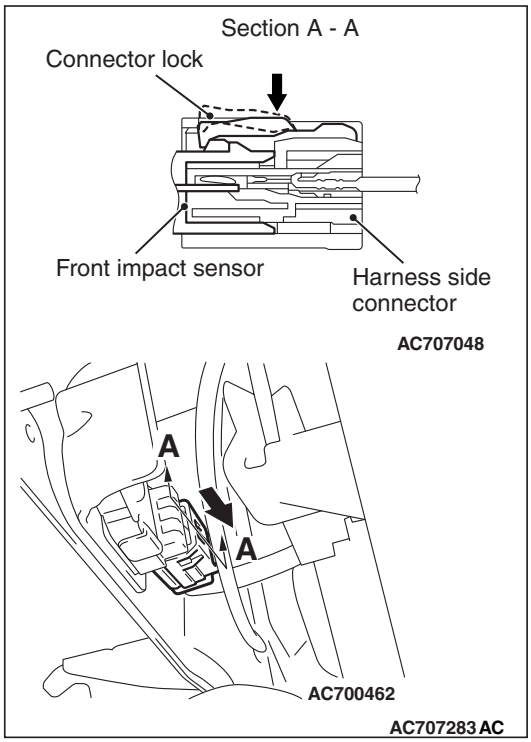
Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

Disconnect the negative (–) battery cable from the battery and tape the terminal to prevent accidental connection and air bag(s) deployment.



<<B>> FRONT IMPACT SENSOR CONNECTOR REMOVAL

Press the connector lock of the harness side connector of the front impact sensor to release the lock. Then, remove the harness side connector by pulling it in the direction of the arrow.



INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

When installing the new front impact sensor, refer to "INSPECTION."

>>B<< FRONT IMPACT SENSOR INSTALLATION

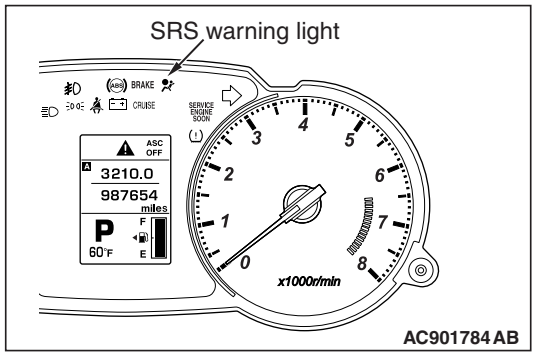
⚠ ***WARNING***

The SRS may not activate properly if a front impact sensor is not installed properly, which could result in serious injury or death to the vehicle's driver.

1. Securely connect the connector.
2. Position the front impact sensor facing toward the front of the vehicle as indicated by the arrow on the label, and install it securely.

>>C<< POST-INSTALLATION INSPECTION

1. Reconnect the negative (–) battery cable.
2. Turn the ignition key to "ON" position.
3. Does the "SRS" warning light illuminate for approximately seven seconds, and then go out?
4. If yes, the SRS system is functioning properly.
   If not, consult page P.52B-32.



INSPECTION

M1524001600716

⚠ ***WARNING***

If a dent, crack, deformation or rust is detected, replace with a new sensor.

NOTE: For checking of the front impact sensor other than described below, refer to the section concerning SRS diagnosis (Refer to P.52B-32).

1. Check the front impact sensor and bracket for dents, cracks or deformation.
2. Check the connector for damage, and terminals for deformation.
3. Check that there is no bending or corrosion in the radiator support panel.

SRS CONTROL UNIT (SRS-ECU)

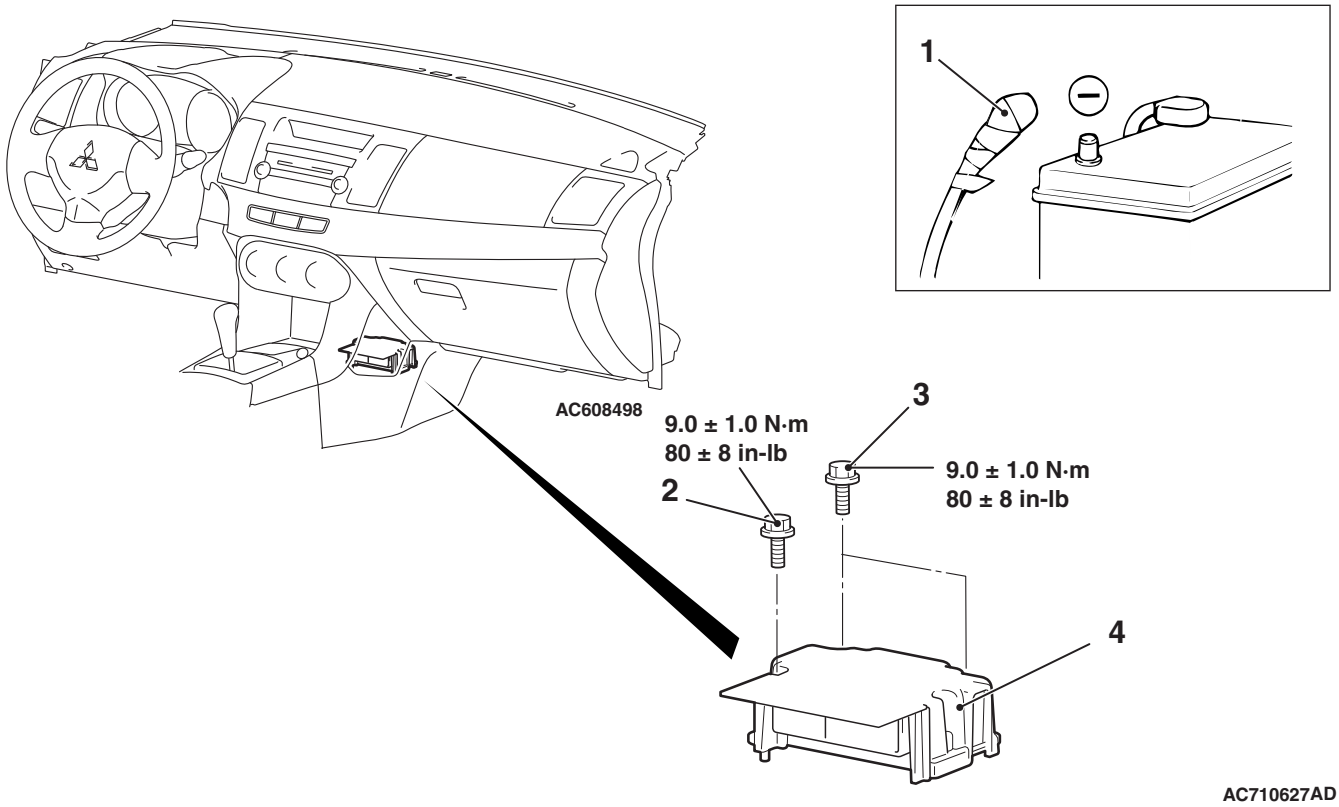
REMOVAL AND INSTALLATION

M1524002101654

⚠ WARNING

- ***Never attempt to disassemble or repair the SRS-ECU. If faulty, replace it.***
- ***Do not drop or subject the SRS-ECU to impact or vibration. If denting, cracking, deformation, or rust are discovered in the SRS-ECU, replace it with a new SRS-ECU.***
- ***After deployment of an air bag, replace the SRS-ECU with a new one.***
- ***Never use an ohmmeter on or near the SRS-ECU, and use only the special test equipment described here P.52B-402.***

Pre-removal Operation
- Turn the ignition switch to the "LOCK" (OFF) position.



Removal steps

<<A>>
1. Negative (–) battery cable
   - Floor console front bracket (Refer to GROUP 52A, Front Floor Console Assembly P.52A-9).
   - Instrument under cover (Refer to GROUP 52A, Instrument Lower Panel P.52A-8).
   - Rear heater duct A (Refer to GROUP 55A, Ducts P.55A-203).
2. SRS-ECU mounting bolt (ground bolt)
3. SRS-ECU mounting bolt

<<B>>
4. SRS-ECU

Installation steps

>>A<<
4. SRS-ECU
3. SRS-ECU mounting bolt

>>B<<
2. SRS-ECU mounting bolt (ground bolt)
   - Rear heater duct A (Refer to GROUP 55A, Ducts P.55A-203).
   - Instrument under cover (Refer to GROUP 52A, Instrument Lower Panel P.52A-8).
   - Floor console front bracket (Refer to GROUP 52A, Front Floor Console Assembly P.52A-9).
1. Negative (–) battery cable

>>C<<
- Post-installation inspection

TSB Revision

REMOVAL SERVICE POINTS

<<A>> NEGATIVE (–)BATTERY CABLE DISCONNECTION

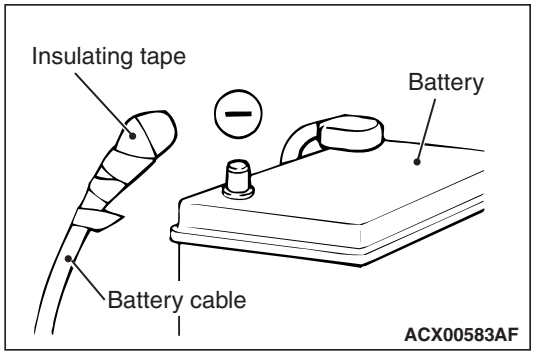
⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

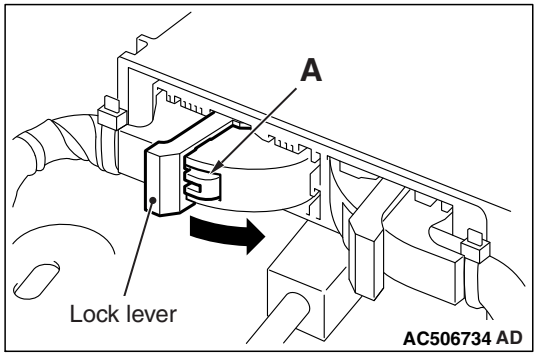
Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

Disconnect the negative (–) battery cable from the battery and tape the terminal to prevent accidental connection and deployment.



<<B>> SRS-ECU REMOVAL

While pushing the part "A" indicated in the figure of the harness side connector, turn the lock lever to the direction of the arrow to release the lock lever.



INSTALLATION SERVICE POINTS

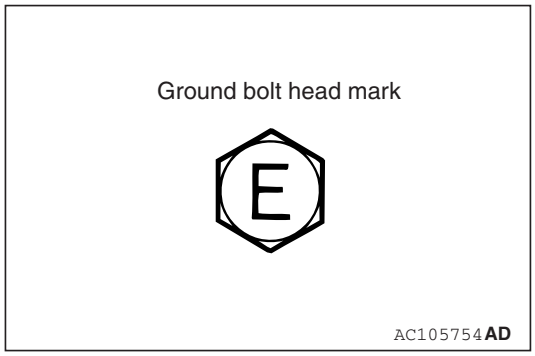
>>A << SRS-ECU INSTALLATION

⚠ ***WARNING***

The SRS may not activate if the SRS-ECU is not installed properly, which could result in serious injury or death to the vehicle's driver or front passenger.

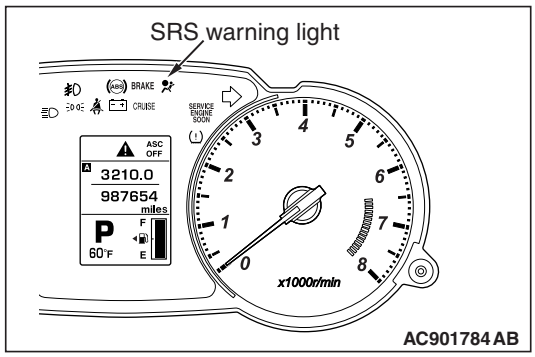
>>B<< SRS-ECU MOUNTING BOLT (GROUND BOLT) INSTALLATION

Check the head mark "E" and install the ground bolt.



>>C<< POST-INSTALLATION INSPECTION

1. Reconnect the negative (–) battery cable.
2. Turn the ignition switch to the "ON" position.
3. Does the "SRS" warning light illuminate for approximately seven seconds, and then go out?
4. If yes, the SRS system is functioning properly. If not, refer to P.52B-32.



INSPECTION

M1524002200670

⚠ WARNING

If a dent, crack, deformation or rust is discovered, replace the SRS-ECU with a new one.

- Check the SRS-ECU and brackets for dents, cracks or deformation.
- Check the SRS-ECU connector for damage, and the terminals for deformation.

NOTE: Refer to P.52B-32 for inspection of SRS-ECU for other than physical damage.

DRIVER'S AIR BAG MODULE AND CLOCK SPRING <Except RALLIART>

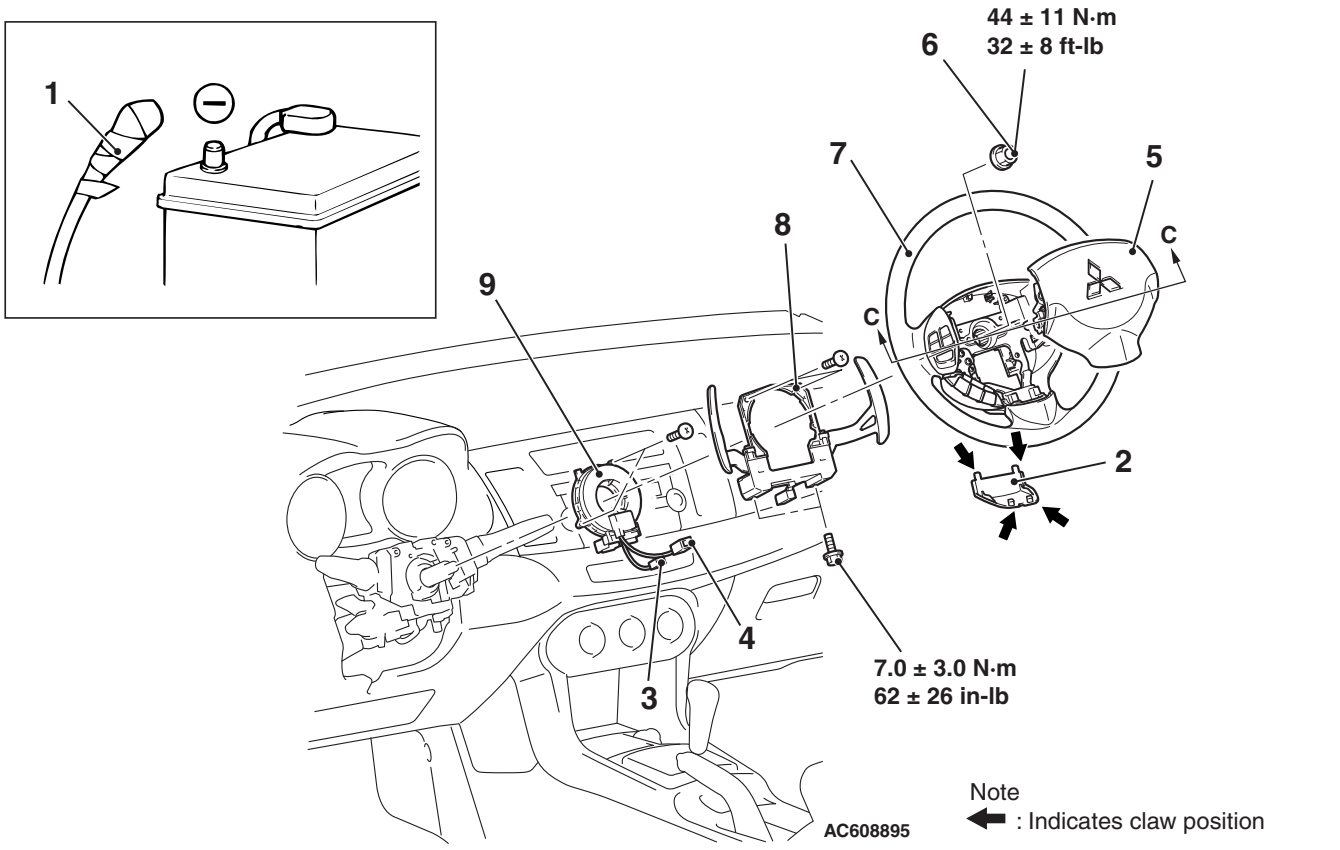
REMOVAL AND INSTALLATION

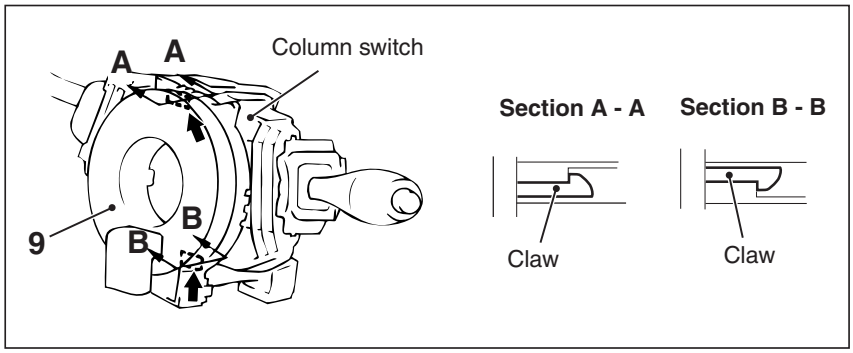
M1524047500487

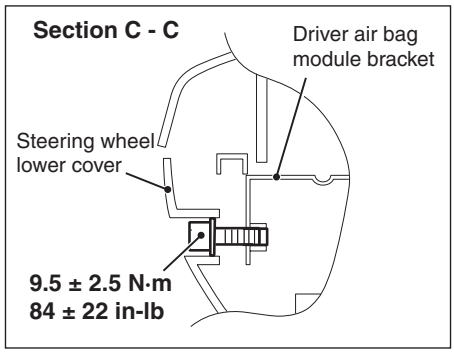
⚠ WARNING

- ***Never attempt to disassemble or repair the air bag modules or clock spring. If faulty, replace it.***
- ***Do not drop the air bag modules or clock spring or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust is detected.***
- ***The air bag modules should be stored on a flat surface with the pad cover facing upward. Do not place anything on top of it.***
- ***Do not expose the air bag modules to temperatures over 93°C (200°F).***
- ***After the air bag deployment, replace the air bag module with a new one. Also, check the clock spring, and replace with a new part if there is an abnormality.***
- ***Wear gloves and safety glasses when handling air bags that have already deployed.***
- ***Certain components of this vehicle, such as air bag modules and seat belt pre-tensioners, may contain perchlorate materials. Special handling may apply. For additional information, see www.dtsc.ca.gov/hazardouswaste/perchlorate.***
- ***An undeployed air bag module should only be disposed of in accordance with the procedures (Refer to P.52B-463).***
- ***When removing and installing the front passenger seat, be sure to carry out accuracy check of the occupant classification sensor after the seat has been installed in the vehicle (On-Vehicle Service P.52B-410).***

Pre-removal operation
- Check that the front wheels are at the straight-ahead position.







AC802772 AD

Driver's air bag module removal steps

<<A>> 1. Negative (–) battery cable
<<B>> 2. Cover
3. Horn connector
<<C>> 4. Driver's air bag module connector
<<D>> 5. Driver's air bag module

Driver's air bag module installation steps

>>A<< • Pre-installation inspection
>>C<< 5. Driver's air bag module
>>D<< 4. Driver's air bag module connector
>>D<< 3. Horn connector
2. Cover
1. Negative (–) battery cable
>>E<< • Post-installation inspection

Clock spring removal steps

<<A>> 1. Negative (–) battery cable
<<B>> 2. Cover
3. Horn connector
<<C>> 4. Driver's air bag module connector
<<D>> 5. Driver's air bag module
6. Flange nut
<<E>> 7. Steering wheel assembly
• Lower, upper column cover (Refer to Group 37 Steering Column shaft assembly P.37-37).
8. Paddle shift assembly <vehicles for 2400-CVT>
<<F>> 9. Clock spring

Clock spring installation steps

>>A<< Pre-installation inspection
>>B<< 9. Clock spring
• Lower, upper column cover

TSB Revision

Clock spring installation steps

8. Paddle shift assembly <vehicles for 2400-CVT>
>>C<< 7. Steering wheel assembly
6. Flange nut
>>C<< 5. Driver's air bag module
>>D<< 4. Driver's air bag module connector
>>D<< 3. Horn connector
2. Cover
1. Negative (–) battery cable
>>E<< • Post-installation inspection

Required Special Tools:

- MB990784: Ornament Remover
- MB990803: Steering Wheel Puller
- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824:Vehicle Communication Interface(V.C.I.)
  - MB991827:M.U.T.-III USB Cable
  - MB991910:M.U.T.-III Main Harness A
- MB992006: Extra Fine Probe

REMOVAL SERVICE POINTS

<<A>> NEGATIVE (–) BATTERY CABLE DISCONNECTION

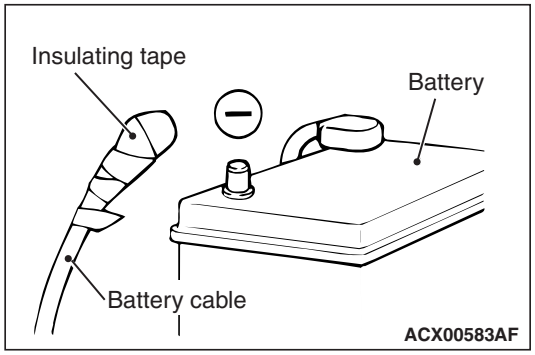
⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

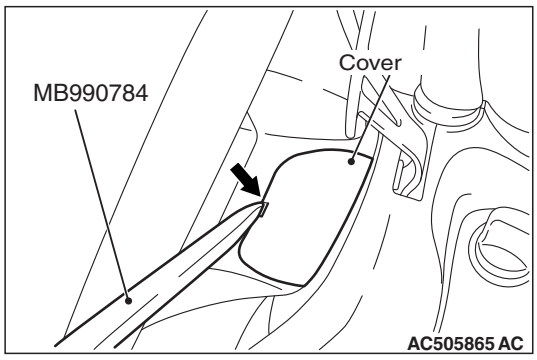
Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

Disconnect the negative (–) battery cable from the battery and tape the terminal to prevent accidental connection and air bag(s) deployment.



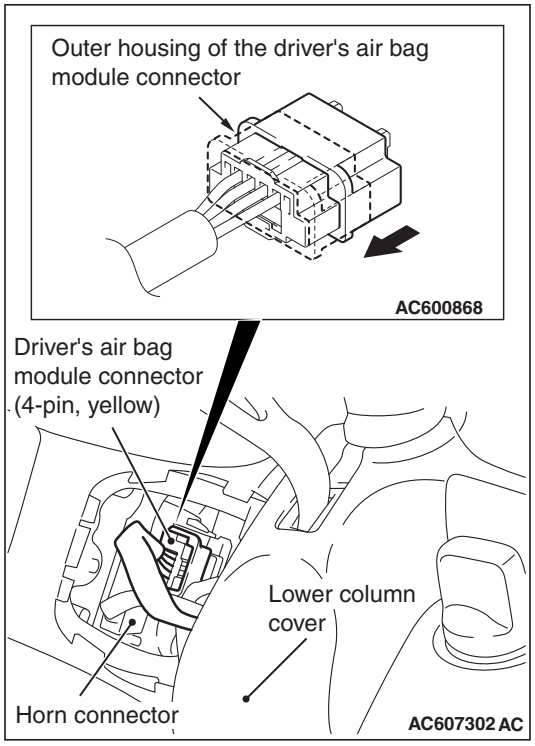
<<B>> COVER REMOVAL

Insert Special tool MB990784 into the notch shown in the figure, and remove the cover.



<<C>> DRIVER'S AIR BAG MODULE CONNECTOR REMOVAL

Slide the outer housing of the driver's air bag module connector in the arrow direction shown, and disconnect the connector.

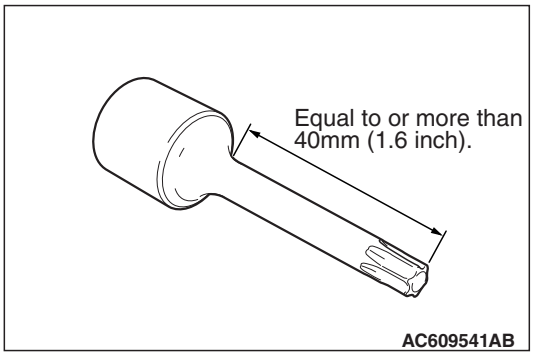


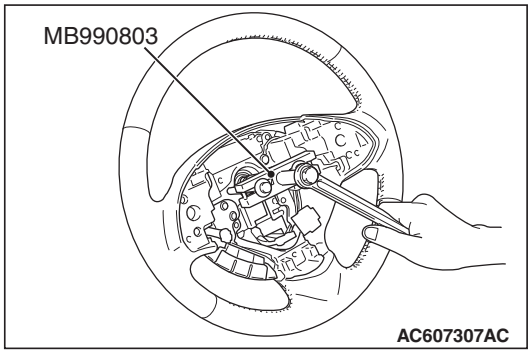
<<D>> DRIVER'S AIR BAG MODULE REMOVAL

⚠ WARNING

- ***The air bag module must not be measured with such equipment as an ohmmeter.***
- ***The air bag module must not be disassembled.***
- ***The removed air bag module should be stored in a clean, dry place with the deployment surface facing up.***

Using t-type long torx wrench (T30), a torx screw is loosened completely and removed.





<<E>> STEERING WHEEL ASSEMBLY REMOVAL

Use special tool MB990803 to remove the steering wheel.

<<F>> CLOCK SPRING REMOVAL

⚠ ***WARNING***
The removed clock spring should be stored in a clean, dry place.

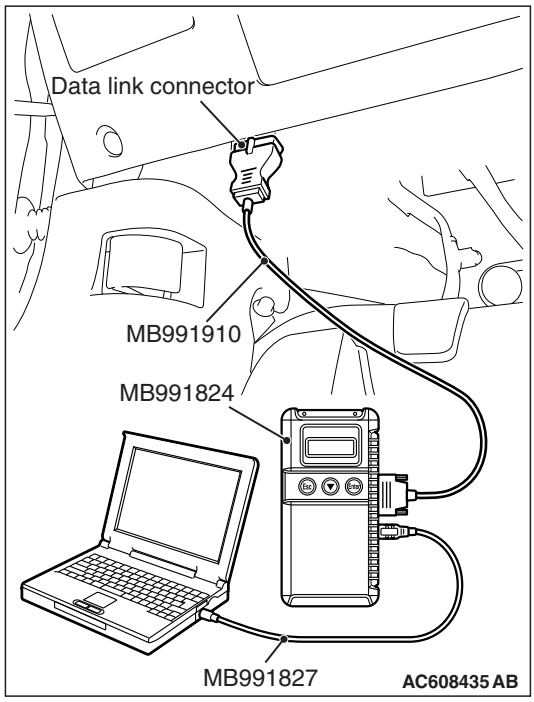
INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

⚠ ***WARNING***
Dispose of air bag modules only according to the specified procedure (Refer to P.52B-463).

1. When installing the new air bag modules and clock spring, refer to “INSPECTION” (P.52B-425).
2. Connect the negative (–) battery cable.

⚠ **CAUTION**
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.



3. Connect scan tool MB991958 to the data link connector.
4. Turn the ignition switch to the “ON” position.
5. Check DTCs using scan tool MB991958 to ensure entire SRS operates properly.
   At this time, check that no DTC except B1B02 and B1B06 are set.

⚠ ***DANGER***
Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***
Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

6. Turn the ignition switch to the "LOCK" (OFF) position. Disconnect the negative (–) battery cable and tape the terminal to prevent accidental connection and air bags deployment.

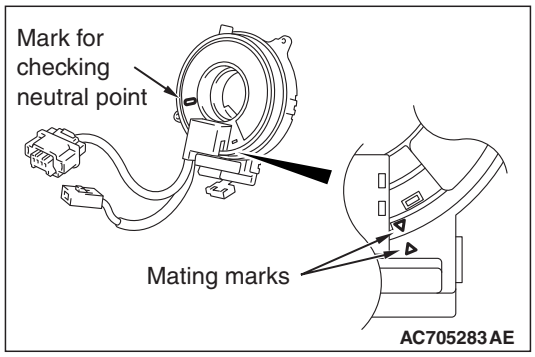
>>B<< CLOCK SPRING INSTALLATION

1. Check that the front wheels are at the straight-ahead position.

⚠ CAUTION

- **If the center of the clock spring is not correctly aligned, the steering wheel may not be turned fully or the cable inside the clock spring may be broken, causing the SRS air bag to be inoperative or operated incorrectly.**
- **When aligning the clock spring neutral position mark, perform with the clock spring independently. If performed with the steering wheel sensor installed, the steering wheel sensor may be damaged.**

2. Align the mating marks of the clock spring.
   Alignment of mating marks
   (1) Turn the clock spring clockwise fully.
   (2) Turn the clock spring counterclockwise approximately three and 1/2 turns to align the mating marks.
   (3) Check that the white roller can be seen from the window for checking the neutral point when the mating marks are aligned.
   NOTE: If the white roller cannot be seen or black roller can be seen, the neutral point is not aligned correctly.
   (4) Install the clock spring to the column switch.



>>C<< STEERING WHEEL ASSEMBLY/DRIVER'S AIR BAG MODULE ASSEMBLY INSTALLATION

⚠ CAUTION

When installing the steering wheel and air bag module, ensure that the harness of the clock spring does not become caught or tangled.

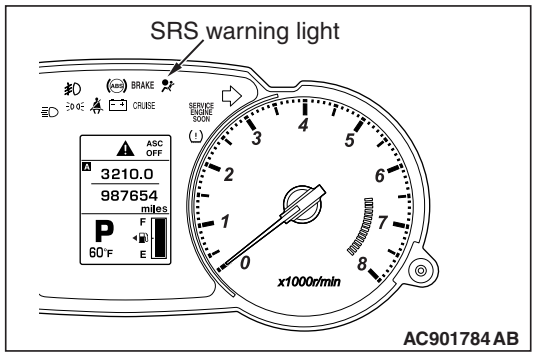
1. Before installing the steering wheel and air bag module, turn the vehicle's front wheels to the straight-ahead position and align the mating marks of the clock spring.
2. After securing the steering wheel, turn the steering wheel all the way in both directions to confirm that the steering wheel rotation is normal.

>>D<< DRIVER'S AIR BAG MODULE CONNECTOR/HORN CONNECTOR CONNECTION

Connect the connector securely and route the harnesses not to lie off the cover hole.

>>E<< POST-INSTALLATION INSPECTION

1. Reconnect the negative (–) battery cable.
2. Turn the ignition switch to “ON” position.
3. Does the "SRS" warning light illuminate for approximately seven seconds, and go out?
4. If yes, the SRS system is functioning properly. If not, refer to P.52B-32.



INSPECTION

M1524047600150

AIR BAG MODULE CHECK

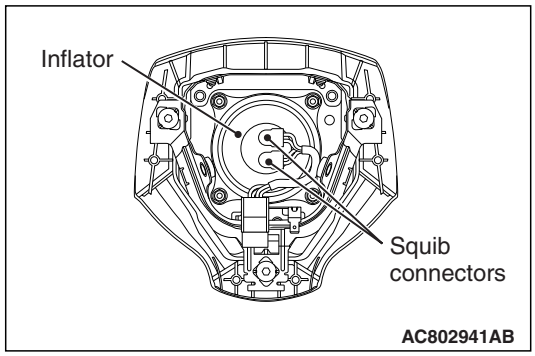
⚠ DANGER

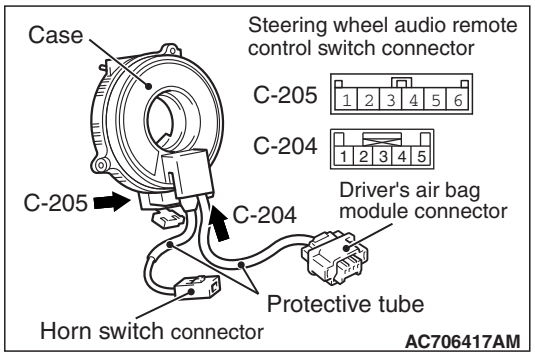
Never attempt to measure the circuit resistance of the air bag modules (squib), even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result, and possible serious personal injury.

⚠ WARNING

If any component damage is found during the following inspection, replace the air bag module with a new one. Dispose of the old one according to the specified procedure (Refer to P.52B-463).

1. Check the pad cover for dents, cracks or deformation.
2. Check the connectors for damage, the terminals for deformation, and the harness for binding.
3. Check the air bag inflator case for dents, cracks or deformation.
4. Install the air bag module to the steering wheel and check fit and alignment with the steering wheel.





CLOCK SPRING CHECK

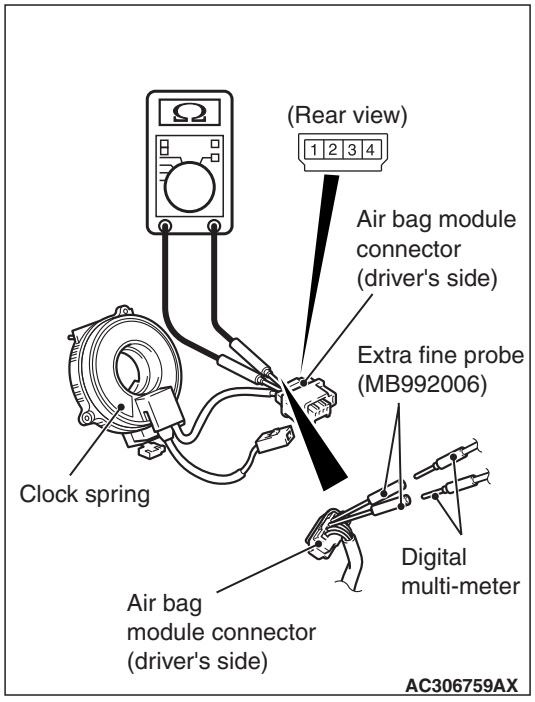
If any malfunction is found in the following inspections, replace the clock spring with a new one.

1. Check the connectors and protective tube for damage, and the terminals for deformation.
2. Visually check the case for damage.
3. Check that the continuity exists between the following connector terminals.
   - C-205 connector terminal 1 and horn switch connector
   - C-205 connector terminal 2 and C-204 connector terminal 5
   - C-205 connector terminal 3 and C-204 connector terminal 4
   - C-205 connector terminal 4 and C-204 connector terminal 3
   - C-205 connector terminal 5 and C-204 connector terminal 2
   - C-205 connector terminal 6 and C-204 connector terminal 1

⚠ CAUTION

Do not directly insert a probe, etc. into the terminal from the front of the connector.

4. Insert the special tool MB992006 from behind the airbag module connector of the C-207 driver's side.
5. Connect the circuit tester to the special tool as shown in the figure, and check the continuity among terminal No. 1 – 2 or No. 3 – 4.



DRIVER'S AIR BAG MODULE AND CLOCK SPRING <RALLIART>

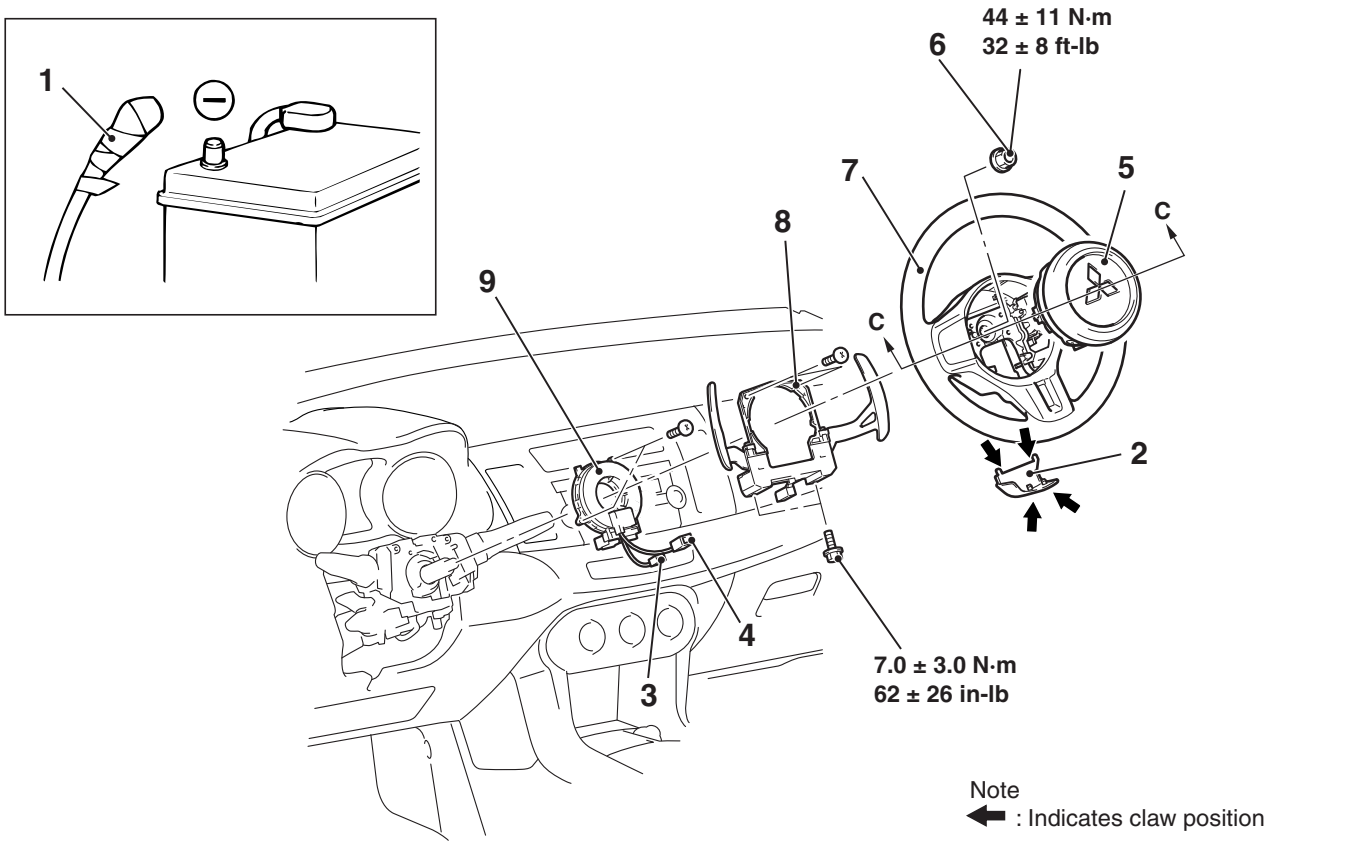
REMOVAL AND INSTALLATION

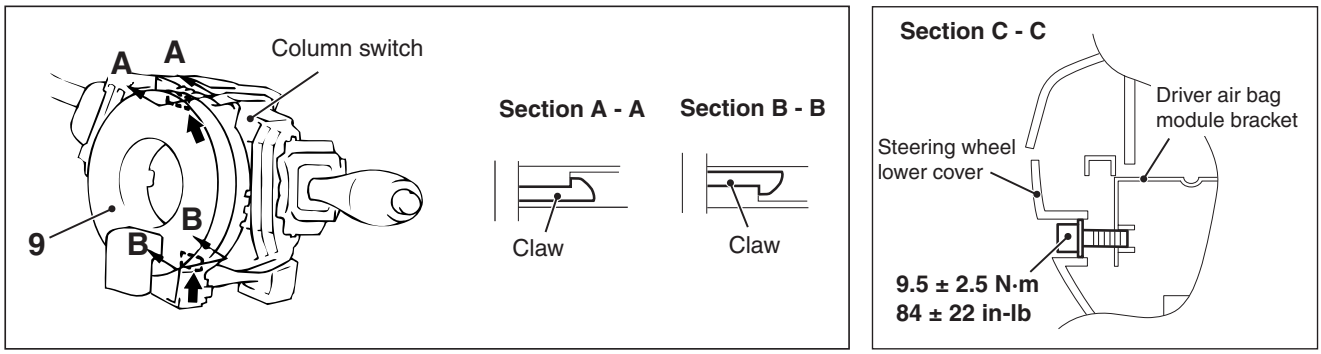
M1524047500498

⚠ WARNING

- ***Never attempt to disassemble or repair the air bag modules or clock spring. If faulty, replace it.***
- ***Do not drop the air bag modules or clock spring or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust is detected.***
- ***The air bag modules should be stored on a flat surface with the pad cover facing upward. Do not place anything on top of it.***
- ***Do not expose the air bag modules to temperatures over 93°C (200°F).***
- ***After the air bag deployment, replace the air bag module with a new one. Also, check the clock spring, and replace with a new part if there is an abnormality.***
- ***Wear gloves and safety glasses when handling air bags that have already deployed.***
- ***Certain components of this vehicle, such as air bag modules and seat belt pre-tensioners, may contain perchlorate materials. Special handling may apply. For additional information, see www.dtsc.ca.gov/hazardouswaste/perchlorate.***
- ***An undeployed air bag module should only be disposed of in accordance with the procedures (Refer to P.52B-463).***
- ***When removing and installing the front passenger seat, be sure to carry out accuracy check of the occupant classification sensor after the seat has been installed in the vehicle (On-Vehicle Service P.52B-410).***

Pre-removal operation
- Check that the front wheels are at the straight-ahead position.





AC802778 AD

Driver's air bag module removal steps

<<A>> 1. Negative (–) battery cable
<<B>> 2. Cover
3. Horn connector
<<C>> 4. Driver's air bag module connector
<<D>> 5. Driver's air bag module

Driver's air bag module installation steps

>>A<< • Pre-installation inspection
>>C<< 5. Driver's air bag module
>>D<< 4. Driver's air bag module connector
>>D<< 3. Horn connector
2. Cover
1. Negative (–) battery cable
>>E<< • Post-installation inspection

Clock spring removal steps

<<A>> 1. Negative (–) battery cable
<<B>> 2. Cover
<<C>> 3. Horn connector
4. Driver's air bag module connector
<<D>> 5. Driver's air bag module
6. Flange nut
<<E>> 7. Steering wheel assembly
• Lower, upper column cover (Refer to Group 37 Steering Shaft P.37-37).
8. Paddle shift assembly
<<F>> 9. Clock spring

Clock spring installation steps

>>A<< Pre-installation inspection
>>B<< 9. Clock spring
• Lower, upper column cover (Refer to Group 37 Steering Shaft P.37-37).
8. Paddle shift assembly
>>C<< 7. Steering wheel assembly

TSB Revision

Clock spring installation steps

6. Flange nut
>>C<< 5. Driver's air bag module
>>D<< 4. Driver's air bag module connector
>>D<< 3. Horn connector
2. Cover
1. Negative (–) battery cable
>>E<< • Post-installation inspection

Required Special Tools:

- MB990784: Ornament Remover
- MB990803: Steering Wheel Puller
- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824:Vehicle Communication Interface(V.C.I.)
  - MB991827:M.U.T.-III USB Cable
  - MB991910:M.U.T.-III Main Harness A
- MB992006: Extra Fine Probe

REMOVAL SERVICE POINTS

<<A>> NEGATIVE (–) BATTERY CABLE DISCONNECTION

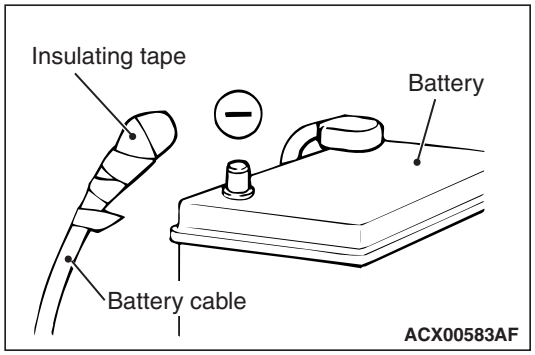
⚠ DANGER

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ WARNING

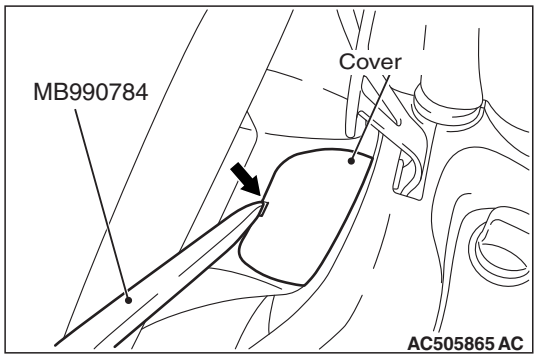
Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

Disconnect the negative (–) battery cable from the battery and tape the terminal to prevent accidental connection and air bag(s) deployment.

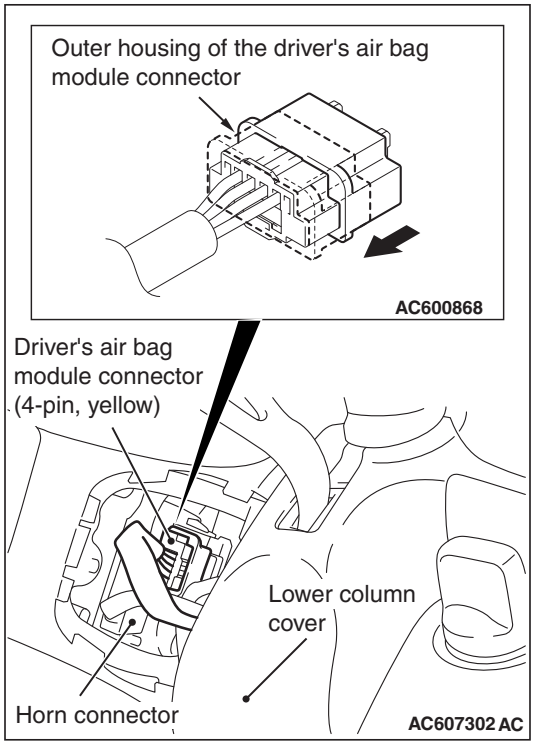


<<B>> COVER REMOVAL

Insert Special tool MB990784 into the notch shown in the figure, and remove the cover.



<<C>> DRIVER'S AIR BAG MODULE CONNECTOR REMOVAL



Slide the outer housing of the driver's air bag module connector in the arrow direction shown, and disconnect the connector.

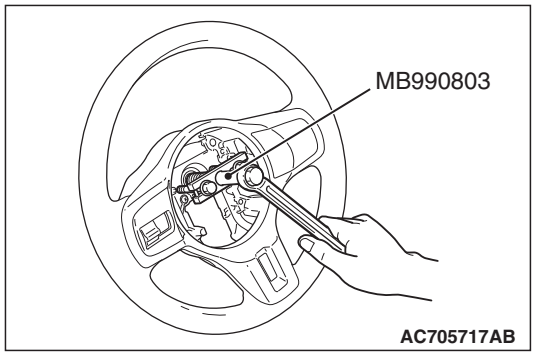
<<D>> DRIVER'S AIR BAG MODULE REMOVAL

⚠ WARNING

- ***The air bag module must not be measured with such equipment as an ohmmeter.***
- ***The air bag module must not be disassembled.***
- ***The removed air bag module should be stored in a clean, dry place with the deployment surface facing up.***

Loosen the torx screw and remove the air bag module assembly.

<<E>> STEERING WHEEL ASSEMBLY REMOVAL



Use special tool MB990803 to remove the steering wheel.

<<F>> CLOCK SPRING REMOVAL

⚠ WARNING
The removed clock spring should be stored in a clean, dry place.

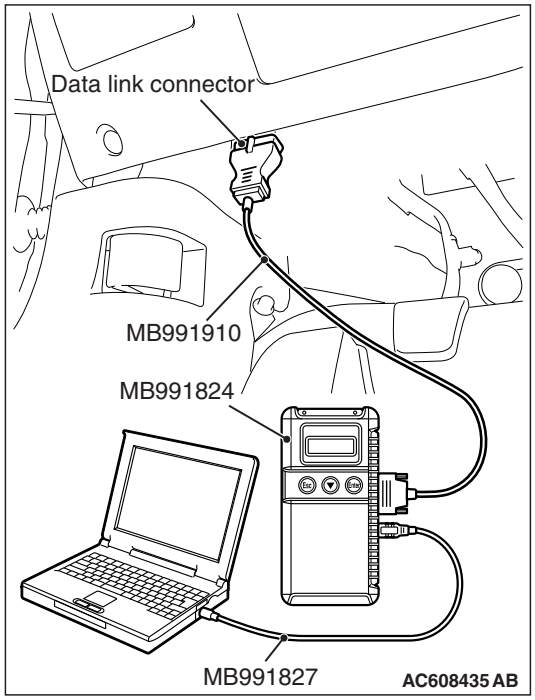
INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

⚠ WARNING
Dispose of air bag modules only according to the specified procedure (Refer to P.52B-463).

1. When installing the new air bag modules and clock spring, refer to “INSPECTION” (P.52B-433).
2. Connect the negative (–) battery cable.

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.



3. Connect scan tool MB991958 to the data link connector.
4. Turn the ignition switch to the “ON” position.
5. Check DTCs using scan tool MB991958 to ensure entire SRS operates properly.
   At this time, check that no DTC except B1B02 and B1B06 are set.

⚠ DANGER
Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ WARNING
Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

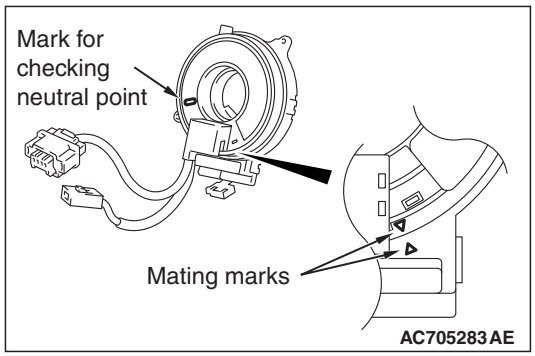
6. Turn the ignition switch to the "LOCK" (OFF) position. Disconnect the negative (–) battery cable and tape the terminal to prevent accidental connection and air bags deployment.

>>B<< CLOCK SPRING INSTALLATION

1. Check that the front wheels are at the straight-ahead position.

⚠ CAUTION
- **If the center of the clock spring is not correctly aligned, the steering wheel may not be turned fully or the cable inside the clock spring may be broken, causing the SRS air bag to be inoperative or operated incorrectly.**
- **When aligning the clock spring neutral position mark, perform with the clock spring independently. If performed with the steering wheel sensor installed, the steering wheel sensor may be damaged.**

2. Align the mating marks of the clock spring.



Alignment of mating marks

(1) Turn the clock spring clockwise fully.
(2) Turn the clock spring counterclockwise approximately three and 1/2 turns to align the mating marks.
(3) Check that the white roller can be seen from the window for checking the neutral point when the mating marks are aligned.

NOTE: If the white roller cannot be seen or black roller can be seen, the neutral point is not aligned correctly.

(4) Install the clock spring to the column switch.

>>C<< STEERING WHEEL ASSEMBLY/DRIVER'S AIR BAG MODULE ASSEMBLY INSTALLATION

⚠ CAUTION

When installing the steering wheel and air bag module, ensure that the harness of the clock spring does not become caught or tangled.

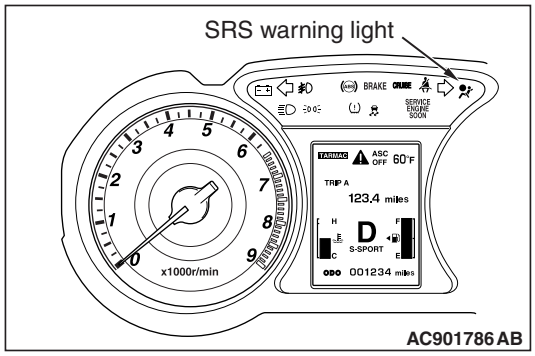
1. Before installing the steering wheel and air bag module, turn the vehicle's front wheels to the straight-ahead position and align the mating marks of the clock spring.
2. After securing the steering wheel, turn the steering wheel all the way in both directions to confirm that the steering wheel rotation is normal.

>>D<< DRIVER'S AIR BAG MODULE CONNECTOR/HORN CONNECTOR CONNECTION

Connect the connector securely and route the harnesses not to lie off the cover hole.

>>E<< POST-INSTALLATION INSPECTION

1. Reconnect the negative (–) battery cable.
2. Turn the ignition switch to "ON" position.
3. Does the "SRS" warning light illuminate for approximately seven seconds, and go out?
4. If yes, the SRS system is functioning properly. If not, refer to P.52B-32.



INSPECTION

M1524047600161

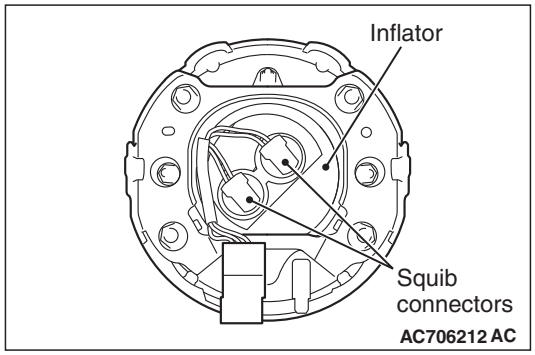
AIR BAG MODULE CHECK

⚠ DANGER

Never attempt to measure the circuit resistance of the air bag modules (squib), even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result, and possible serious personal injury.

⚠ WARNING

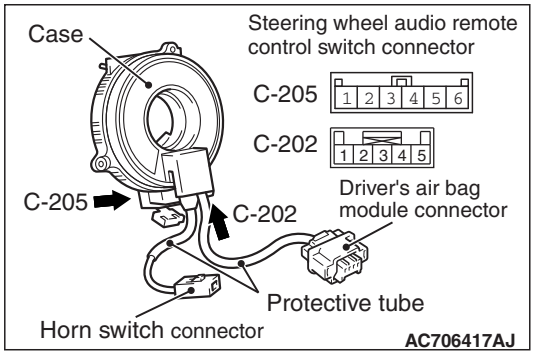
If any component damage is found during the following inspection, replace the air bag module with a new one. Dispose of the old one according to the specified procedure (Refer to P.52B-463).



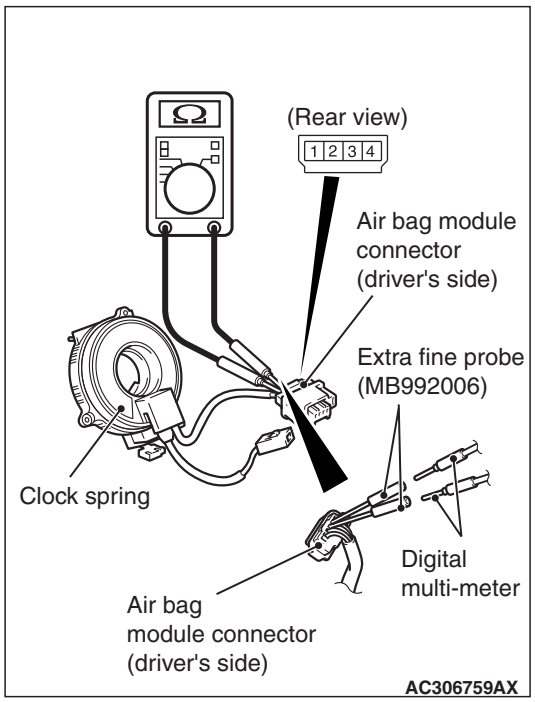
1. Check the pad cover for dents, cracks or deformation.
2. Check the connectors for damage, the terminals for deformation, and the harness for binding.
3. Check the air bag inflator case for dents, cracks or deformation.
4. Install the air bag module (driver's side) to the steering wheel and check fit and alignment with the steering wheel.

CLOCK SPRING

If any malfunction is found in the following inspections, replace the clock spring with a new one.



1. Check the connectors and protective tubes for damage and the terminal for deformation.
2. Check the case for damage.
3. Check that the continuity exists between the following connector terminals.
   - C-205 connector terminal 1 and horn switch connector
   - C-205 connector terminal 2 and C-202 connector terminal 5
   - C-205 connector terminal 3 and C-202 connector terminal 4
   - C-205 connector terminal 4 and C-202 connector terminal 3
   - C-205 connector terminal 5 and C-202 connector terminal 2
   - C-205 connector terminal 6 and C-202 connector terminal 1



⚠ CAUTION

Never insert the probe directly to the terminals from the front of the connector.

4. Check for continuity between the driver's air bag module connectors according to the following procedures.
   (1) Insert special tool extra fine probe (MB992006) from the backside of driver's air bag module connector.
   (2) Connect the circuit tester to the special tool as shown in the figure, and check the continuity among terminal No. 1 – 2 or No. 3 – 4.

PASSENGER'S (FRONT) AIR BAG MODULE

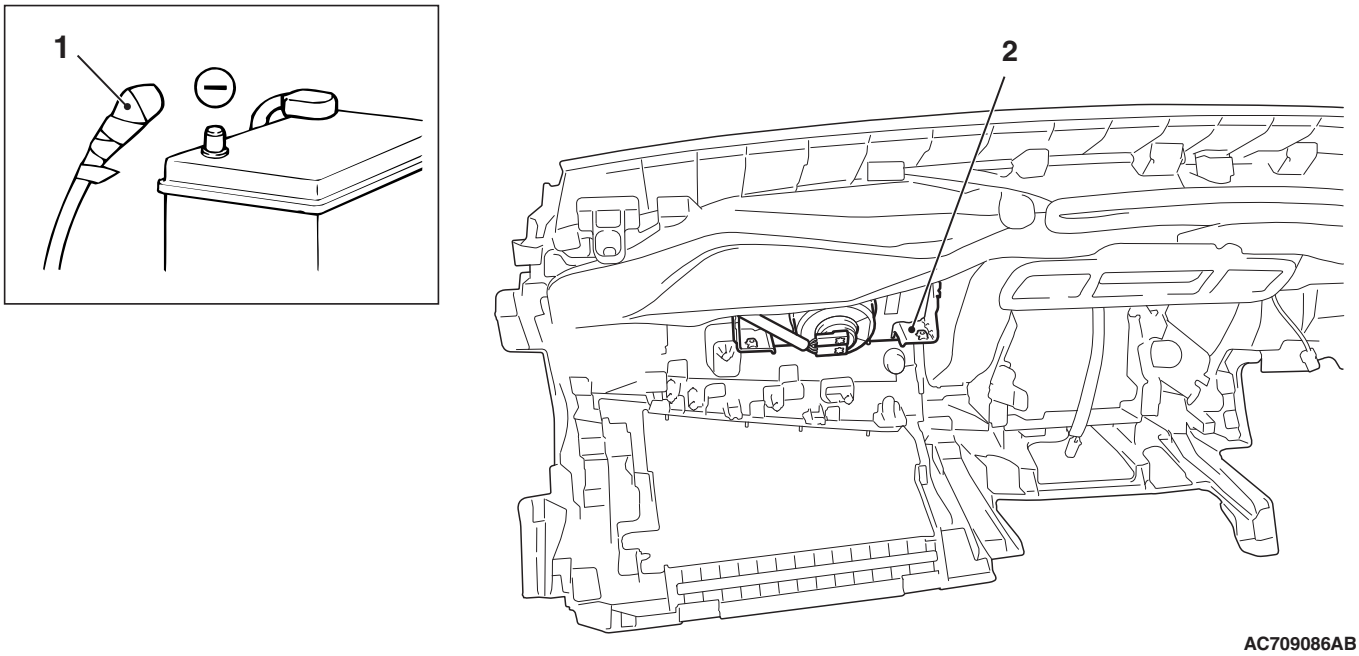
PASSENGER'S (FRONT) AIR BAG MODULE REMOVAL AND INSTALLATION

M1524047300212

⚠ WARNING

- ***Never attempt to disassemble or repair the air bag modules. If faulty, replace it.***
- ***Do not drop the air bag modules or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust is detected.***
- ***The air bag modules should be stored on a flat surface with the pad cover facing upward. Do not place anything on top of it.***
- ***Do not expose the air bag modules to temperatures over 93°C (200°F).***
- ***After the air bag deployment, replace the air bag module with a new one.***
- ***Wear gloves and safety glasses when handling air bags that have already deployed.***
- ***Certain components of this vehicle, such as air bag modules and seat belt pre-tensioners, may contain perchlorate materials. Special handling may apply. For additional information, see www.dtsc.ca.gov/hazardouswaste/perchlorate.***
- ***An undeployed air bag module should only be disposed of in accordance with the procedures (Refer to P.52B-463).***
- ***When removing and installing the front passenger seat, be sure to carry out accuracy check of the occupant classification sensor after the seat has been installed in the vehicle (On-Vehicle Service P.52B-410).***

PASSENGER'S (FRONT) AIR BAG MODULE



AC709086AB

	Passenger's (front) air bag module removal steps
<<A>>	1. Negative (–) battery cable
	• Instrument Panel Assembly (Refer to GROUP 52A, Instrument Panel Assembly P.52A-3)
<<B>>	2. Passenger's (front) air bag module

	Passenger's (front) air bag installation steps
>>A<<	1. Negative (–) battery cable
	• Pre-installation inspection
	2. Passenger's (front) air bag module
	• Instrument Panel Assembly (Refer to GROUP 52A, Instrument Panel Assembly P.52A-3)

TSB Revision

Passenger's (front) air bag installation steps (Continued)

1. Negative (–) battery cable

>>B<<

- Post-installation inspection

NOTE: The illustration above shows instrument panel back side.

Required Special Tools:

- MB991958 Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824: Vehicle Communication Interface(V.C.I.)
  - MB991827 M.U.T.-III USB Cable
  - MB991910 M.U.T.-III Main Harness A

REMOVAL SERVICE POINTS

<<A>> NEGATIVE (–) BATTERY CABLE DISCONNECTION

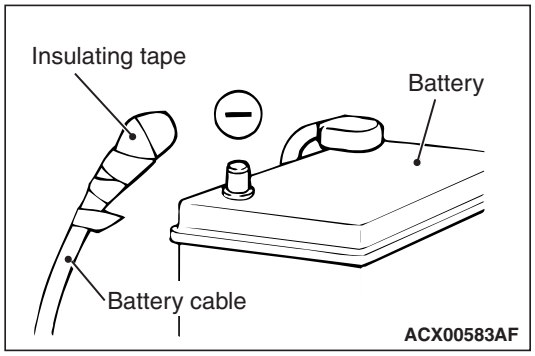
⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

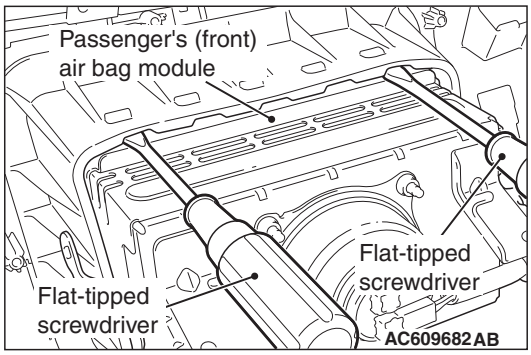
Disconnect the negative (–) battery cable from the battery and tape the terminal to prevent accidental connection and air bag(s) deployment.



<<B>> PASSENGER'S (FRONT) AIR BAG MODULE REMOVAL

⚠ WARNING

- ***The air bag module must not be measured with such equipment as an ohmmeter.***
- ***The air bag module must not be disassembled.***
- ***The removed air bag module should be stored in a clean, dry place with the deployment surface facing up.***



Insert a flat-tipped screwdriver or similar tool to the location shown in the figure. After disengaging the tabs, remove the passenger's (front) air bag module.

INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

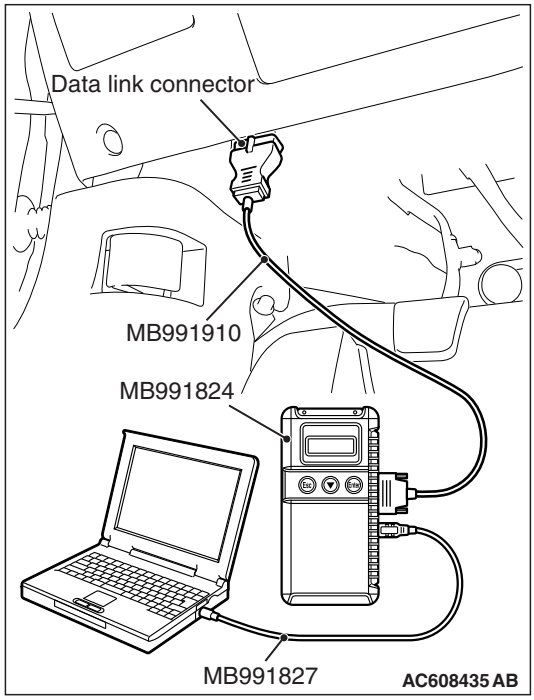
⚠ WARNING

Dispose of air bag modules only according to the specified procedure (Refer to P.52B-463).

1. When installing the new air bag modules, refer to "INSPECTION" (P.52B-438).
2. Connect the negative (–) battery cable.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.



3. Connect scan tool MB991958 to the data link connector.
4. Turn the ignition switch to the "ON" position.
5. Check DTCs using scan tool MB991958 to ensure entire SRS operates properly.
   At this time, check that no DTC except B1B0A and B1B0E are set.

⚠ DANGER

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ WARNING

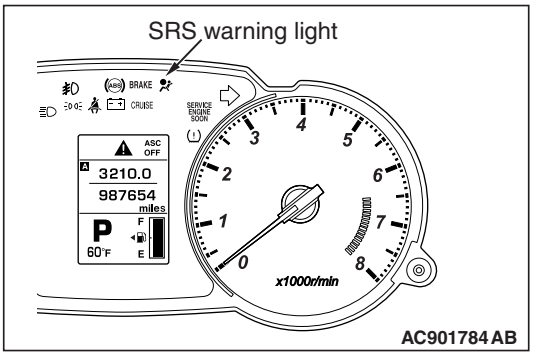
Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

6. Turn the ignition switch to the "LOCK" (OFF) position. Disconnect the negative (–) battery cable and tape the terminal to prevent accidental connection and air bags deployment.

>>B<< POST-INSTALLATION INSPECTION

1. Reconnect the negative (–) battery cable.
2. Turn the ignition switch to “ON” position.
3. Does the "SRS" warning light illuminate for approximately seven seconds, and go out?
4. If yes, the SRS system is functioning properly. If not, refer to P.52B-32.

INSPECTION



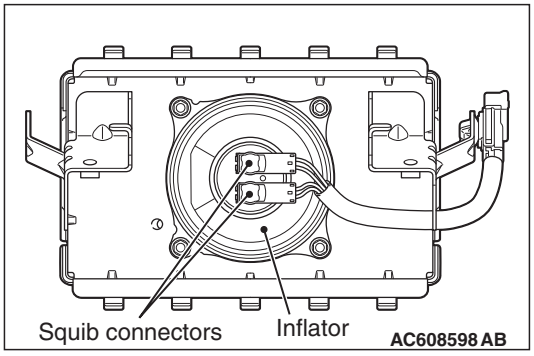
M1524047400060

⚠ CAUTION

- **Never measure circuit resistance in the air bag modules (squib) even with the specified tester. Measuring the circuit resistance with a tester causes accidental air bag deployment due to current that flows or static, resulting in serious personal injury.**
- **When replacing the parts, discard the old parts after deploying the air bag according to the specified procedure (Refer to P.52B-463).**

If any malfunction is found in the following inspections, replace the air bag module with a new one.

1. Check the harness and connector for damage and the terminal for deformation.
2. Check the air bag inflator cases for dents, cracks or deformation.
3. Check the air bag module for proper installation.



KNEE AIR BAG MODULE

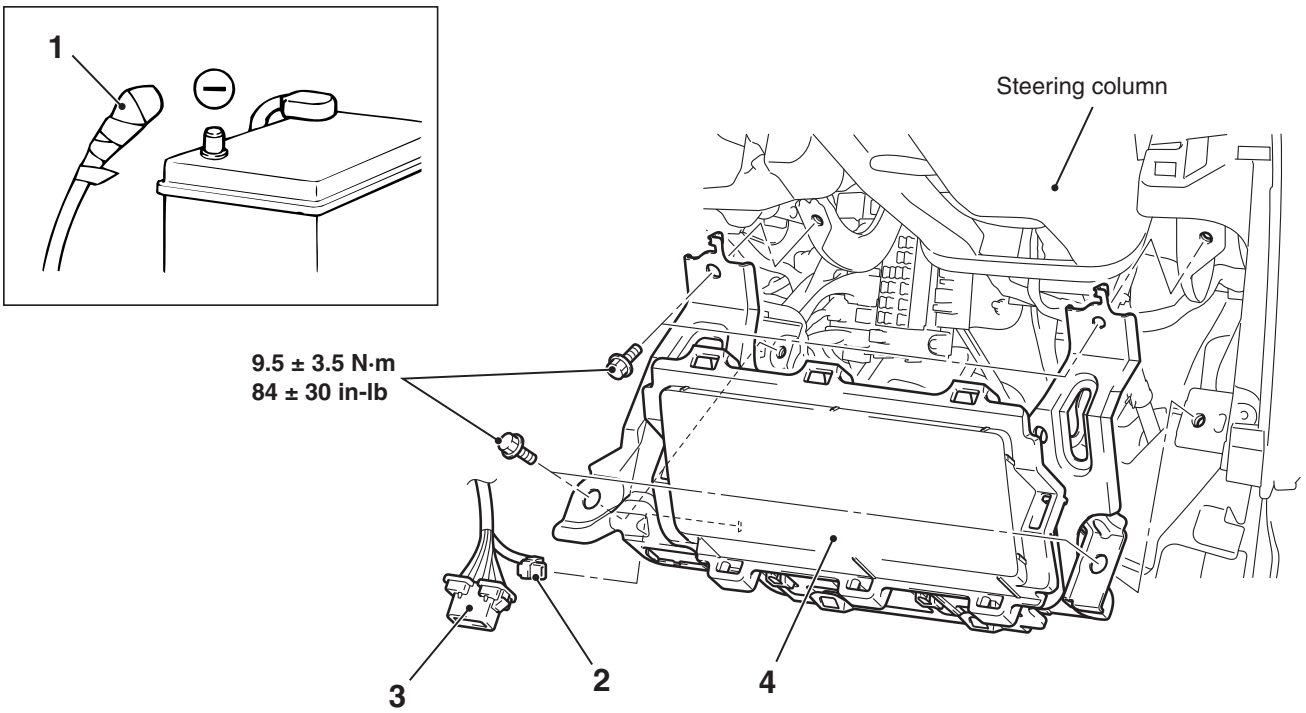
REMOVAL AND INSTALLATION

M1524044000201

⚠ WARNING

- ***Never attempt to disassemble or repair the knee air bag modules. If faulty, replace it.***
- ***Do not drop the knee air bag modules or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust is detected.***
- ***Do not expose the knee air bag modules to temperatures over 93 °C (200 °F).***
- ***After the air bag deployment, replace the air bag module with a new one.***
- ***Wear gloves and safety glasses when handling air bags that have already deployed.***
- ***Certain components of this vehicle, such as air bag modules and seat belt pre-tensioners, may contain perchlorate materials. Special handling may apply. For additional information, see www.dtsc.ca.gov/hazardouswaste/perchlorate.***
- ***An undeployed knee air bag module should only be disposed of in accordance with the procedures (Refer to P.52B-463).***
- ***When removing and installing the front passenger seat, be sure to carry out accuracy check occupant classification sensor after the seat has been installed in the vehicle (On-vehicle Service P.52B-410).***

Pre-removal Operation
- Turn the ignition switch to the "LOCK" (OFF) position.



AC802836 AC

Removal steps

<<A>> 1. Negative (–) battery cable connection
- Instrument panel cover lower (Refer to GROUP 52A, Instrument Lower Panel P.52A-8).

<<B>> 2. Knee air bag module connector

Removal steps (Continued)

3. Data link connector

<<C>> 4. Knee air bag module

Installation steps

>>A<< • Pre-installation inspection

>>B<< 4. Knee air bag module

TSB Revision

Installation steps (Continued)

- Instrument panel cover lower (Refer to GROUP 52A, Instrument Lower Panel P.52A-8).

3. Data link connector
2. Knee air bag module connector
1. Negative (–) battery cable

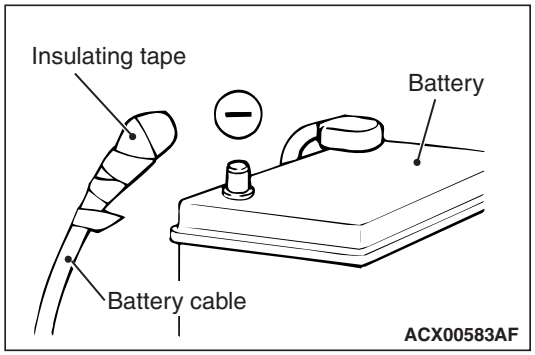
>>C<<
- Post-installation inspection

REMOVAL SERVICE POINTS

<<A>> NEGATIVE (–) BATTERY CABLE DISCONNECTION

⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

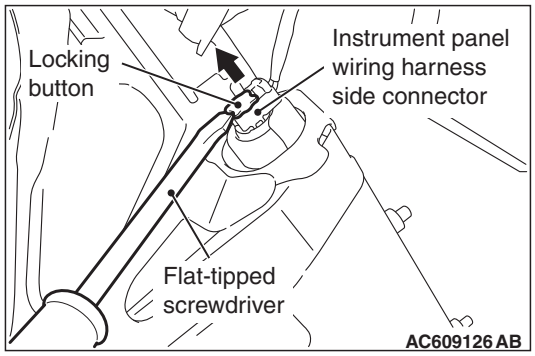


⚠ ***WARNING***

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

Disconnect the negative (–) battery cable from the battery and tape the terminal to prevent accidental connection and seat belt pre-tensioner operation.

<<B>> KNEE AIR BAG MODULE CONNECTOR REMOVAL



After removing the knee air bag module, use the flat-tipped screwdriver, and pull out the lock button of the harness-side connector in the arrow direction to release lock.

<<C>> KNEE AIR BAG MODULE REMOVAL

⚠ ***WARNING***

- ***The air bag module must not be measured with such equipment as an ohmmeter.***
- ***The air bag module must not be disassembled.***
- ***The removed air bag module should be stored in a clean, dry place with the deployment surface facing up.***

INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

⚠ *WARNING*

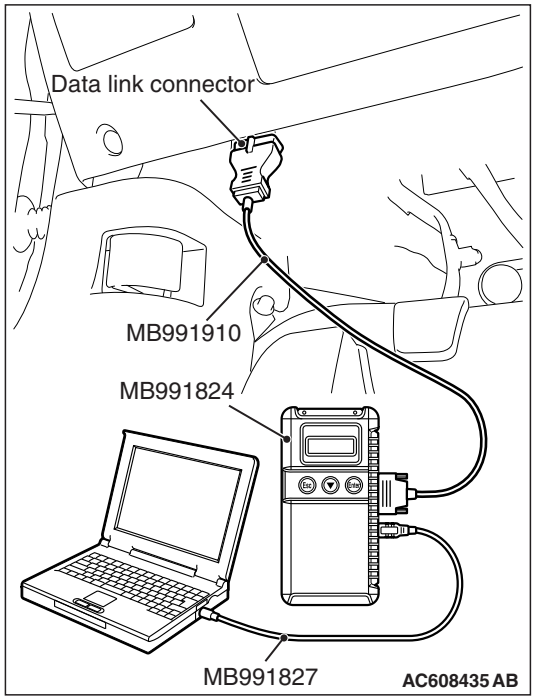
Dispose of knee air bag module only according to the specified procedure (Refer to P.52B-463).

1. When installing the new knee air bag module, refer to "INSPECTION" (P.52B-442).
2. Connect the negative (–) battery cable.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

3. Connect scan tool MB991958 to the data link connector.
4. Turn the ignition switch to the "ON" position.
5. Check DTCs using scan tool MB991958 to ensure entire SRS operates properly.
   At this time, check that no DTC except B1B12 is set.



⚠ *DANGER*

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ *WARNING*

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

6. Turn the ignition switch to the "LOCK" (OFF) position. Disconnect the negative (–) battery cable and tape the terminal to prevent accidental connection and air bag deployment.

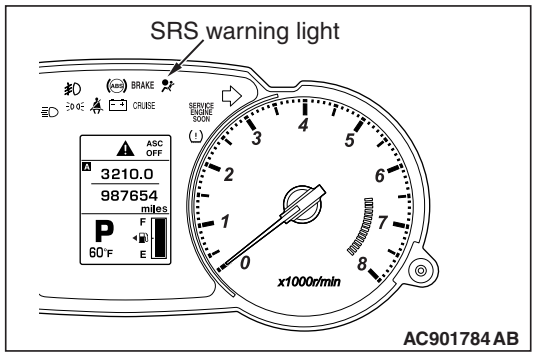
>>B<< KNEE AIR BAG MODULE INSTALLATION

⚠ CAUTION

- **Take care not to bend or distort the knee air bag when installing it.**
- **Take care that the surrounding components do not trap the air bag.**
- **Take care that the front pillar trim clips or other parts do not interfere with the strap.**

Connect the knee air bag module connector, then securely lock the locking button of the harness-side connector.

>>C<< POST-INSTALLATION INSPECTION



1. Connect the negative (–) battery cable.
2. Turn the ignition switch to the “ON” position.
3. Does the "SRS" warning light illuminate for approximately seven seconds, and go out?
4. If yes, the SRS system is functioning properly. If not, refer to P.52B-32.

INSPECTION

M1524044100071

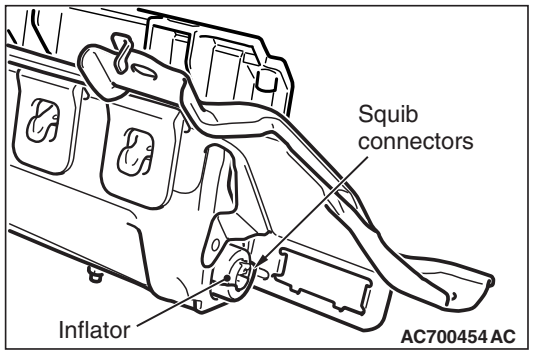
KNEE AIR BAG MODULE CHECK

⚠ DANGER

Never attempt to measure the circuit resistance of the air bag modules (squib), even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result, and possible serious personal injury.

⚠ WARNING

If any component damage is found during the following inspection, replace the air bag module with a new one. Dispose of the old one according to the specified procedure (Refer to P.52B-463).



1. Check the inflator surface for cracks, dents or deformations.
2. Check the air bag for breakage.
3. Check the connector for damage, the terminal for deformation and the harness for binding.

SIDE IMPACT SENSOR

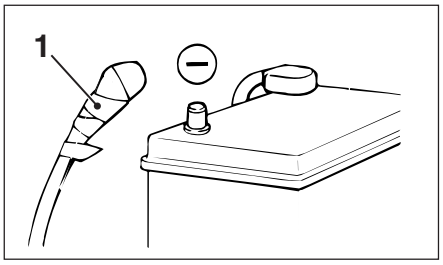
REMOVAL AND INSTALLATION

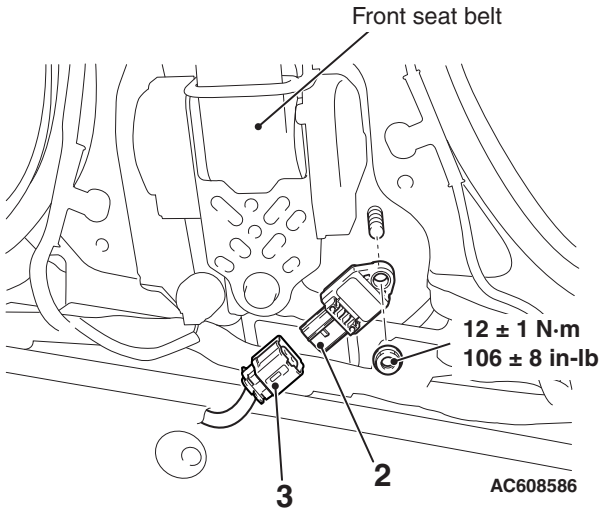
M1524004601280

⚠ WARNING

- ***Never attempt to disassemble or repair the side impact sensor. If faulty, replace it.***
- ***Do not drop or subject the side impact sensor to impact or vibration. Replace the side impact sensor, if dents, cracking, deformation, or rust are present.***
- ***Replace the side impact sensor after the side and curtain air bag has deployed.***

Pre-removal Operation
- Turn the ignition key to the "LOCK" (OFF) position.





AC609672 AD

Side impact sensor removal steps

<<A>> 1. Negative (–) battery cable
- Lower center pillar trim (Refer to GROUP 52A, Trim P.52A-12).

2. Side impact sensor

<<B>> 3. Side impact sensor connector

Side impact sensor installation steps

>>A<<
- Pre-installation inspection

3. Side impact sensor connector

>>B<< 2. Side impact sensor
- Lower center pillar trim (Refer to GROUP 52A, Trim P.52A-12).

1. Negative (–) battery cable

>>C<<
- Post-installation inspection

NOTE: The illustration above shows the side impact sensor (LH). The position of the side impact sensor (RH) is symmetrical to this.

TSB Revision

REMOVAL SERVICE POINTS

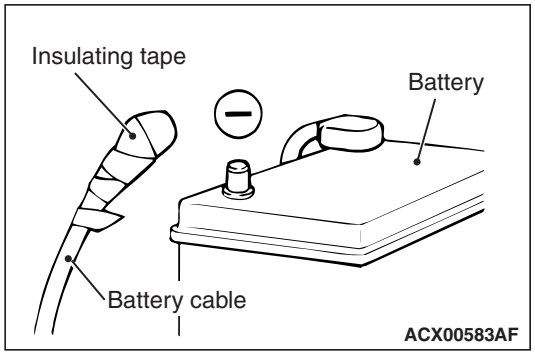
<<A>> NEGATIVE (–) BATTERY CABLE DISCONNECTION

⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

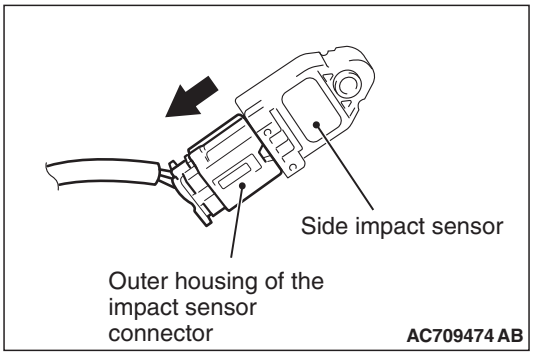
⚠ ***WARNING***

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.



Disconnect the negative (–) battery cable from the battery and tape the terminal to prevent accidental connection and air bag deployment.

<<B>> SIDE IMPACT SENSOR CONNECTOR REMOVAL



Slide the outer housing of the impact sensor connector in the arrow direction shown, and disconnect the connector.

INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

Check the side impact sensor for dents, breakage and bending and measure the resistance between the terminals, even when installing a new side impact sensor.

>>B <<SIDE IMPACT SENSOR INSTALLATION

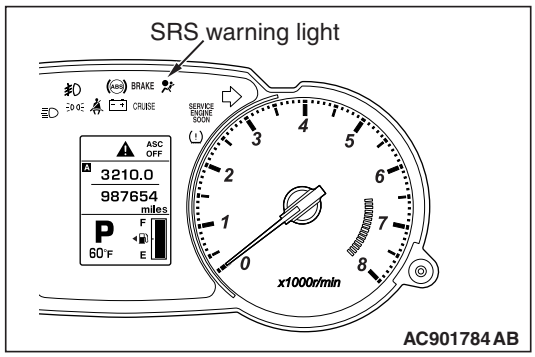
⚠ ***WARNING***

If the side impact sensor is not installed securely and correctly, the side-airbag may not operate normally.

Securely connect the connector.

>>C<< POST-INSTALLATION INSPECTION

1. Reconnect the negative (–) battery cable.
2. Turn the ignition switch to the "ON" position.
3. Does the "SRS" warning light illuminate for approximately seven seconds, and go out?
4. If yes, the SRS system is functioning properly. If not, refer to P.52B-32.



INSPECTION

M1524004700671

⚠ *WARNING*

If a dent, crack, deformation or rust is detected, replace with a new sensor.

NOTE: For checking of the side impact sensor other than described below, refer to the section concerning SRS diagnosis (Refer to P.52B-32).

1. Check the side impact sensor and bracket for dents, cracks or deformation.
2. Check the connector for damage, and terminals for deformation.
3. Check that there is no bending or corrosion in the center pillar.

SIDE-AIRBAG MODULE(S) <Except RALLIART>

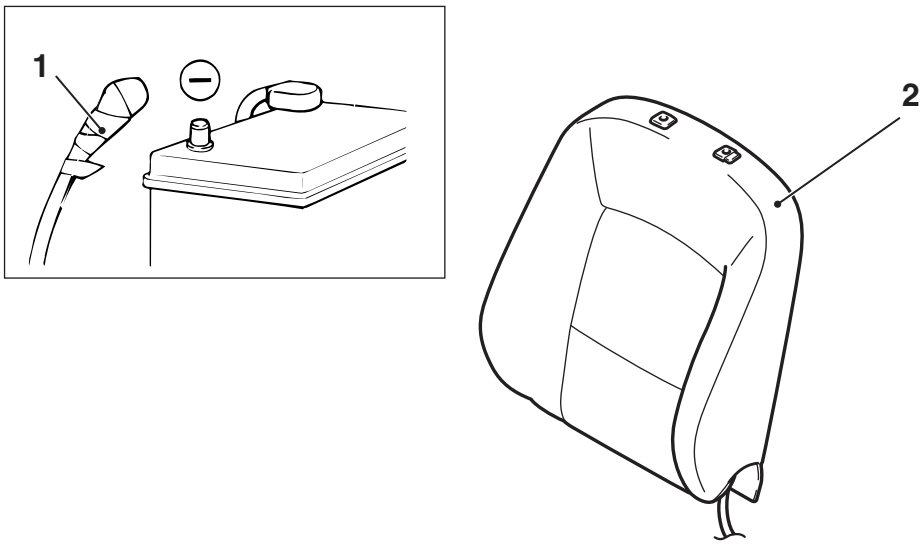
SIDE-AIRBAG MODULE(S) REMOVAL AND INSTALLATION

M1524036500591

⚠ WARNING

- ***Never attempt to disassemble or repair the side-air bag modules. If faulty, replace it.***
- ***Do not drop the side-air bag modules or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust is detected.***
- ***Do not expose the side-air bag modules to temperatures over 93 °C (200 °F).***
- ***After the air bag deployment, replace the air bag module with a new one.***
- ***Wear gloves and safety glasses when handling air bags that have already deployed.***
- ***Certain components of this vehicle, such as air bag modules and seat belt pre-tensioners, may contain perchlorate materials. Special handling may apply. For additional information, see www.dtsc.ca.gov/hazardouswaste/perchlorate.***
- ***An undeployed side-air bag module should only be disposed of in accordance with the procedures (Refer to P.52B-463).***
- ***When removing and installing the front passenger seat, be sure to carry out accuracy check occupant classification sensor after the seat has been installed in the vehicle (On-vehicle Service P.52B-410).***

Pre-removal Operation
- Turn the ignition switch to the "LOCK" (OFF) position.



AC802012 AC

Removal step

<<A>> 1. Negative (–) battery cable
- Front seat assembly (Refer to GROUP 52A – Front Seat Assembly P.52A-21)

<<B>> 2. Front seatback assembly (with side-airbag module) (Refer to GROUP 52A – Front Seat Assembly P.52A-25)

Installation step

>>A<< • Pre-installation inspection

2. Front seatback assembly (with side-airbag module) (Refer to GROUP 52A – Front Seat Assembly P.52A-25)
- Front seat assembly (Refer to GROUP 52A – Front Seat Assembly P.52A-21)

1. Negative (–) battery cable

>>B<< • Post-installation inspection

TSB Revision

REMOVAL SERVICE POINT

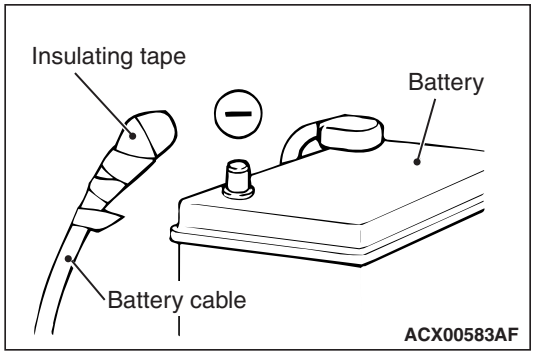
<<A>> NEGATIVE (–) BATTERY CABLE DISCONNECTION

⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.



Disconnect the negative (–) battery cable from the battery and tape the terminal to prevent accidental connection and air bag(s) deployment.

<<B>> FRONT SEATBACK ASSEMBLY (WITH SIDE-AIRBAG MODULE) REMOVAL

⚠ **CAUTION**

- **When replacing the side-air bag module, replace the front seatback assembly.**
- **Never use an electric tester to diagnose the air bag module circuit. Never attempt to disassemble the air bag module.**
- **Store the removed front seatback assembly in a clean and dry place.**
- **When discarding the air bag module, discard after deploying the air bag as specified in the service procedure (Refer to P.52B-463).**

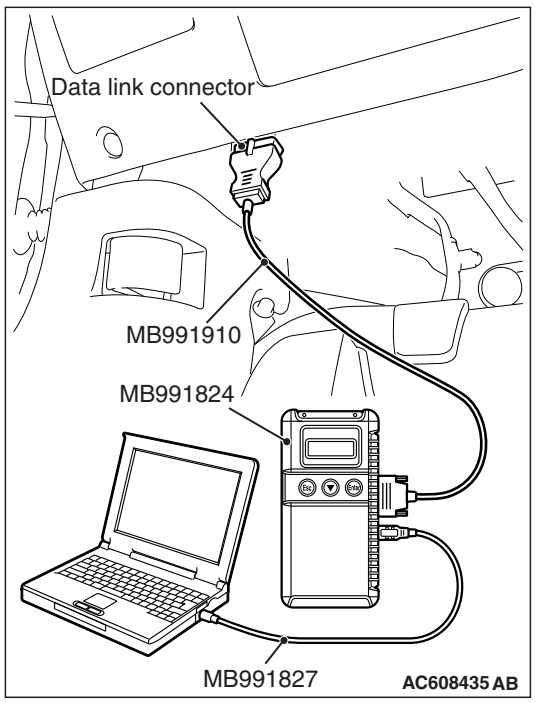
INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

⚠ ***WARNING***

Dispose of side-air bag modules only according to the specified procedure (Refer to P.52B-463).

1. When installing the new side-air bag modules, refer to “INSPECTION” (P.52B-453).
2. Connect the negative (–) battery cable.



⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

3. Connect scan tool MB991958 to the data link connector.
4. Turn the ignition switch to the “ON” position.
5. Check DTCs using scan tool MB991958 to ensure entire SRS operates properly.
   At this time, check that no DTC except B1C29, B1C2D are set.

⚠ DANGER

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

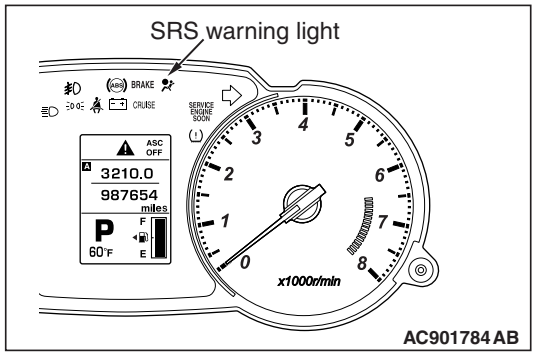
⚠ WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

6. Turn the ignition switch to the "LOCK" (OFF) position. Disconnect the negative (–) battery cable and tape the terminal to prevent accidental connection and air bags deployment.

>>B<< POST-INSTALLATION INSPECTION

1. Reconnect the negative (–) battery cable.
2. Turn the ignition switch to “ON” position.
3. Does the "SRS" warning light illuminate for approximately seven seconds, and go out?
4. If yes, the SRS system is functioning properly. If not, refer to P.52B-32.



INSPECTION

M1524036600178

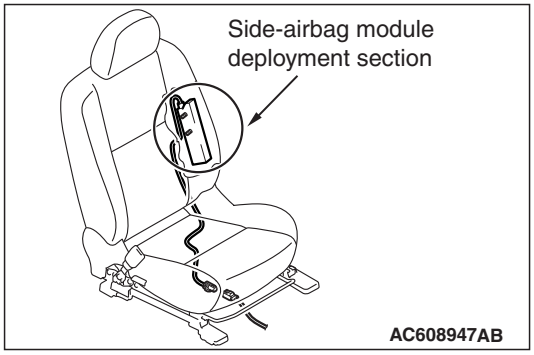
FRONT SEATBACK ASSEMBLY WITH SIDE-AIRBAG MODULE CHECK

⚠ ***DANGER***

Never attempt to measure the circuit resistance of the air bag module (squib), even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result, and possible serious personal injury.

⚠ ***WARNING***

If any improper part is found during the following inspection, replace the front seatback assembly with a new one. Dispose of the old one according to the specified procedure (Refer to P.52B-463).



1. Check the air bag module deployment section for dents or deformation.
2. Check the connector for damage, the terminals for deformation, and the harness for binding.

SIDE-AIRBAG MODULE(S) <RALLIART>

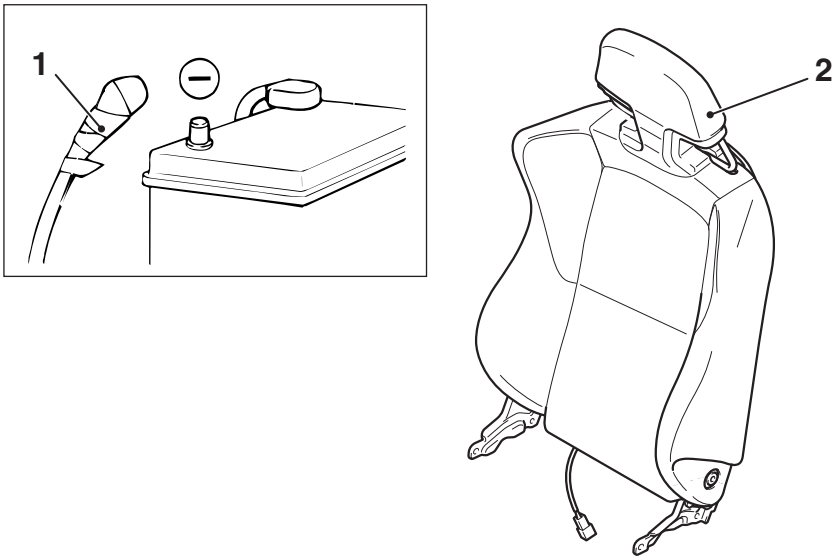
REMOVAL AND INSTALLATION

M1524036500580

⚠ WARNING

- ***Never attempt to disassemble or repair the side-air bag modules. If faulty, replace it.***
- ***Do not drop the side-air bag modules or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust is detected.***
- ***Do not expose the side-air bag modules to temperatures over 93 °C (200 °F).***
- ***After the air bag deployment, replace the air bag module with a new one.***
- ***Wear gloves and safety glasses when handling air bags that have already deployed.***
- ***Certain components of this vehicle, such as air bag modules and seat belt pre-tensioners, may contain perchlorate materials. Special handling may apply. For additional information, see www.dtsc.ca.gov/hazardouswaste/perchlorate.***
- ***An undeployed side-air bag module should only be disposed of in accordance with the procedures (Refer to P.52B-463).***
- ***When removing and installing the front passenger seat, be sure to carry out accuracy check occupant classification sensor after the seat has been installed in the vehicle (On-vehicle Service P.52B-410).***

Pre-removal Operation
- Turn the ignition switch to the "LOCK" (OFF) position.



AC801897AC

Removal steps

<<A>> 1. Negative (–) battery cable
- Front seat assembly (Refer to GROUP 52A, Front Seat Assembly P.52A-21).

<<B>> 2. Front seatback (with side-airbag module) (Refer to GROUP 52A, Front Seat Assembly P.52A-21)

Installation steps

>>A<<
- Pre-installation inspection
- Front seat assembly (Refer to GROUP 52A, Front Seat Assembly P.52A-21).

2. Front seatback (with side-airbag module) (Refer to GROUP 52A, Front Seat Assembly P.52A-21)
1. Negative (–) battery cable

>>B<<
- Post-installation inspection

TSB Revision

REMOVAL SERVICE POINT

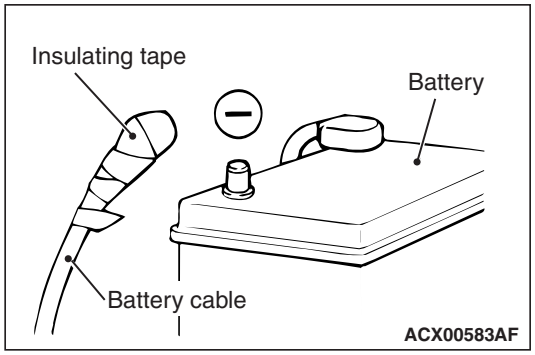
<<A>> NEGATIVE (–) BATTERY CABLE DISCONNECTION

⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.



Disconnect the negative (–) battery cable from the battery and tape the terminal to prevent accidental connection and air bag(s) deployment.

<<B>> FRONT SEATBACK REMOVAL

⚠ **CAUTION**

- **When replacing the side-air bag module, replace the front seatback.**
- **Never use an electric tester to diagnose the air bag module circuit. Never attempt to disassemble the air bag module.**
- **Store the removed front seatback in a clean and dry place.**
- **When discarding the air bag module, discard after deploying the air bag as specified in the service procedure (Refer to P.52B-463).**

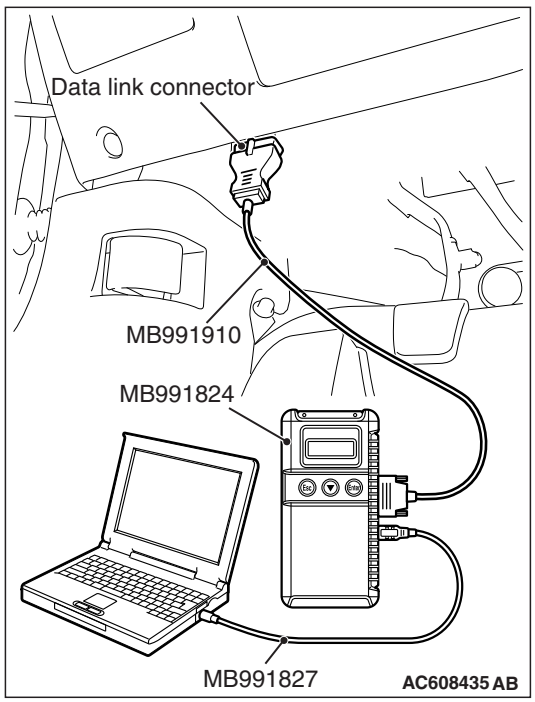
INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

⚠ ***WARNING***

Dispose of side-air bag modules only according to the specified procedure (Refer to P.52B-463).

1. When installing the new side-air bag modules, refer to “INSPECTION” (P.52B-453).
2. Connect the negative (–) battery cable.



⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

3. Connect scan tool MB991958 to the data link connector.
4. Turn the ignition switch to the “ON” position.
5. Check DTCs using scan tool MB991958 to ensure entire SRS operates properly.
   At this time, check that no DTC except B1C29, B1C2D are set.

⚠ DANGER

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

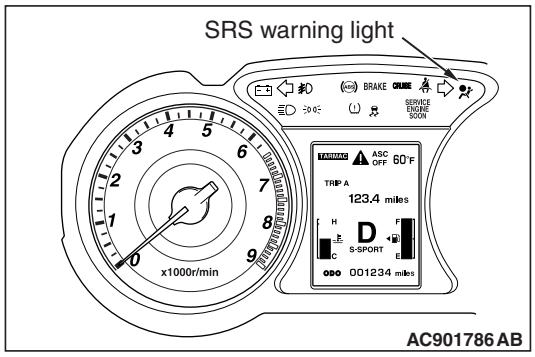
⚠ WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

6. Turn the ignition switch to the "LOCK" (OFF) position. Disconnect the negative (–) battery cable and tape the terminal to prevent accidental connection and air bags deployment.

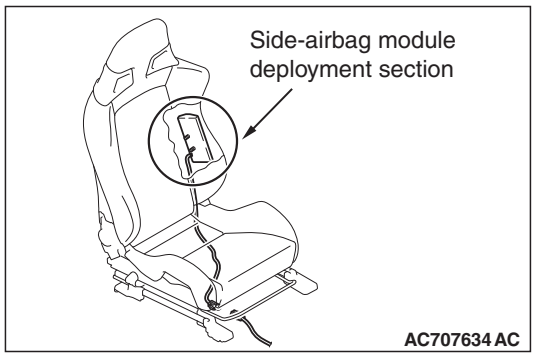
>>B<< POST-INSTALLATION INSPECTION

1. Reconnect the negative (–) battery cable.
2. Turn the ignition switch to “ON” position.
3. Does the "SRS" warning light illuminate for approximately seven seconds, and go out?
4. If yes, the SRS system is functioning properly. If not, refer to P.52B-32.



INSPECTION

M1524036700089



⚠ DANGER

Never attempt to measure the circuit resistance of the air bag modules (squib), even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result, and possible serious personal injury.

⚠ WARNING

If any improper part is found during the following inspection, replace the front seatback with a new one. Dispose of the old one according to the specified procedure (Refer to P.52B-463).

1. Check the air bag module deployment section for dents or deformation.
2. Check the connector for damage, the terminals for deformation, and the harness for binding.

CURTAIN AIR BAG MODULE(S)

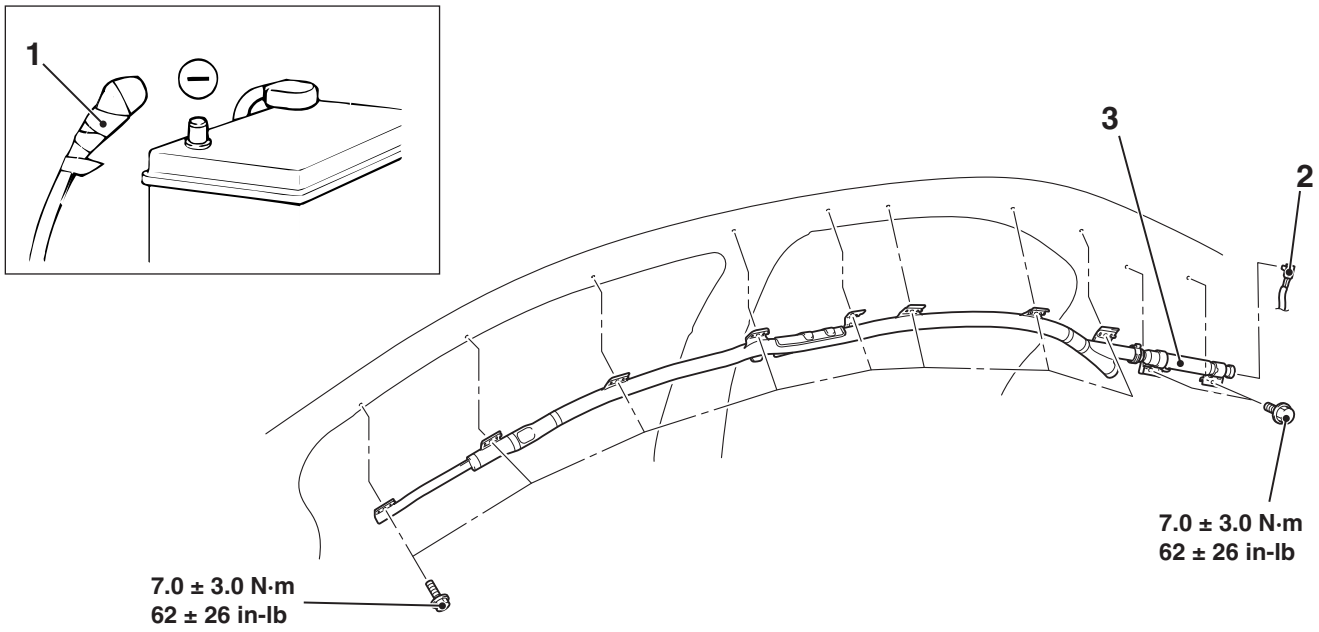
REMOVAL AND INSTALLATION

M1524013500590

⚠ WARNING

- ***Never attempt to disassemble or repair the curtain air bag modules. If faulty, replace it.***
- ***Do not drop the curtain air bag modules or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust is detected.***
- ***Do not expose the curtain air bag modules to temperatures over 93 °C (200 °F).***
- ***After the air bag deployment, replace the air bag module with a new one.***
- ***Wear gloves and safety glasses when handling air bags that have already deployed.***
- ***Certain components of this vehicle, such as air bag modules and seat belt pre-tensioners, may contain perchlorate materials. Special handling may apply. For additional information, see www.dtsc.ca.gov/hazardouswaste/perchlorate.***
- ***An undeployed curtain air bag module should only be disposed of in accordance with the procedures (Refer to P.52B-463).***
- ***When removing and installing the front passenger seat, be sure to carry out accuracy check occupant classification sensor after the seat has been installed in the vehicle (On-vehicle Service P.52B-410).***

Pre-removal Operation
- Turn the ignition switch to the "LOCK" (OFF) position.



AC608584 AE

Removal steps

<<A>> 1. Negative (–) battery cable
- Headlining (Refer to GROUP 52A, Headlining P.52A-18).

<<B>> 2. Curtain air bag module connector

<<C>> 3. Curtain air bag module

Installation steps

>>A<< • Pre-installation inspection

>>B<< 3. Curtain air bag module

>>C<< 2. Curtain air bag module connector
- Headlining (Refer to GROUP 52A, Headlining P.52A-18).

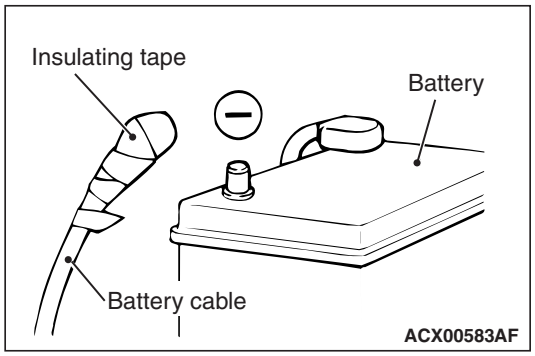
1. Negative (–) battery cable

>>D<< • Post-installation inspection

TSB Revision

REMOVAL SERVICE POINTS

<<A>> NEGATIVE (–) BATTERY CABLE DISCONNECTION



⚠ ***DANGER***

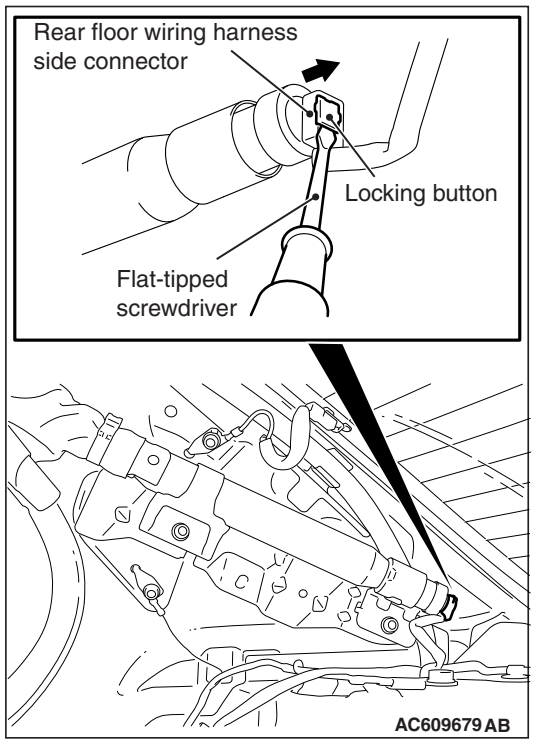
Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

Disconnect the negative (–) battery cable from the battery and tape the terminal to prevent accidental connection and seat belt pre-tensioner operation.

<<B>> CURTAIN AIR BAG MODULE CONNECTOR REMOVAL



Use a flat-tipped screwdriver to unlock the locking button of the rear floor wiring harness side connector. After releasing the lock, disconnect the connector.

<<C>> CURTAIN AIR BAG MODULE REMOVAL

⚠ ***WARNING***

- ***The air bag module must not be measured with such equipment as an ohmmeter.***
- ***The air bag module must not be disassembled.***
- ***The removed air bag module should be stored in a clean, dry place with the deployment surface facing up.***

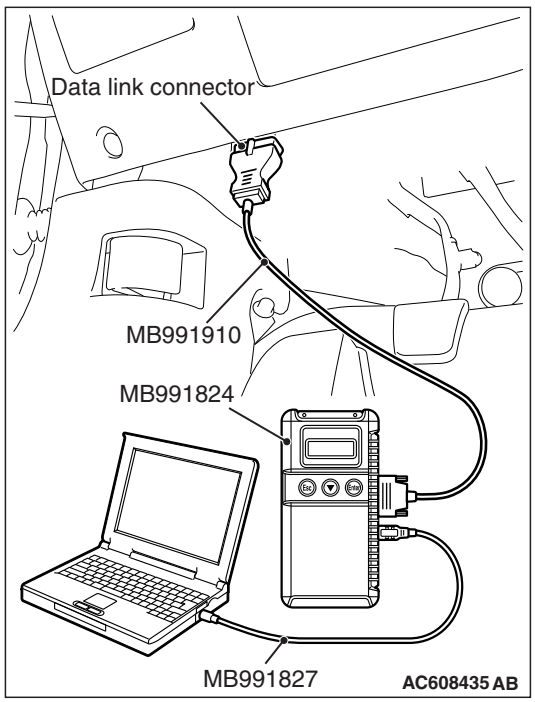
INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

⚠ ***WARNING***

Dispose of curtain air bag module only according to the specified procedure (Refer to P.52B-25).

1. When installing the new curtain air bag module, refer to “INSPECTION” (P.52B-457).
2. Connect the negative (–) battery cable.



⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

3. Connect scan tool MB991958 to the data link connector.
4. Turn the ignition switch to the “ON” position.
5. Check DTCs using scan tool MB991958 to ensure entire SRS operates properly.
   At this time, check that no DTC except B1B1A and B1B22 are set.

⚠ DANGER

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

6. Turn the ignition switch to the "LOCK" (OFF) position. Disconnect the negative (–) battery cable and tape the terminal to prevent accidental connection and air bag deployment operation.

>>B<< CURTAIN AIR BAG MODULE INSTALLATION

⚠ CAUTION

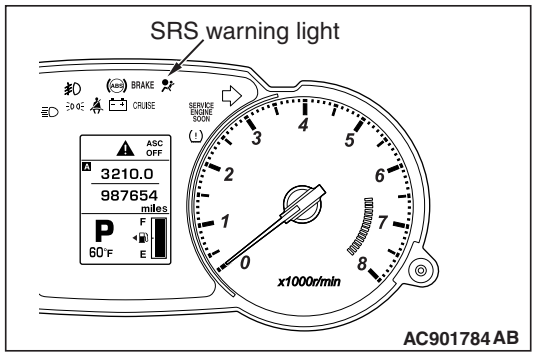
- **Take care not to bend or distort the curtain air bag when installing it.**
- **Take care that the surrounding components do not trap the air bag.**
- **Take care that the front pillar trim clips or other parts do not interfere with the strap.**

>>C<< CURTAIN AIR BAG MODULE CONNECTOR CONNECTION

Connect the curtain air bag module connector, then securely lock the locking button of the harness-side connector.

>>D<< POST-INSTALLATION INSPECTION

1. Connect the negative (–) battery cable.
2. Turn the ignition switch to the “ON” position.

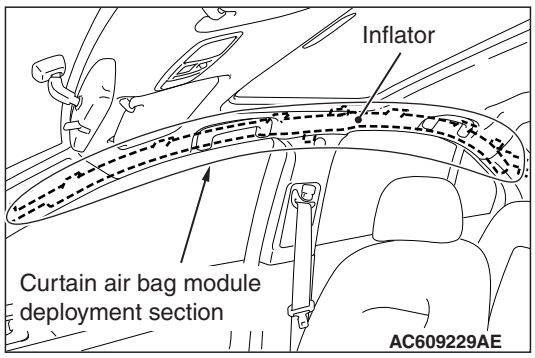


3. Does the "SRS" warning light illuminate for approximately seven seconds, and go out?
4. If yes, the SRS system is functioning properly. If not, refer to P.52B-32.

INSPECTION

M1524013600177

CURTAIN AIR BAG MODULE CHECK



⚠ ***DANGER***

Never attempt to measure the circuit resistance of the air bag modules (squib), even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result, and possible serious personal injury.

⚠ ***WARNING***

- ***If any component damage is found during the following inspection, replace the air bag module with a new one. Dispose of the old one according to the specified procedure (Refer to P.52B-463).***
- ***There must be no abnormality to the air bag deployment section of headlining.***

1. Check the inflator surface for cracks, dents or deformations.
2. Check the air bag for breakage.
3. Check the connector for damage, the terminal for deformation and the harness for binding.

SEAT BELTS WITH PRE-TENSIONER

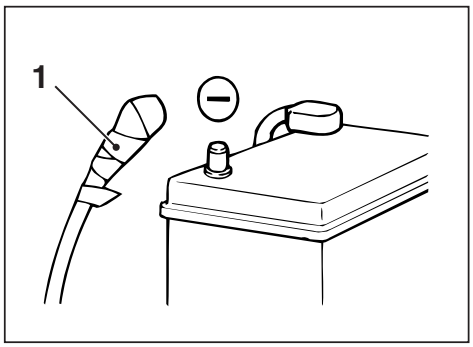
REMOVAL AND INSTALLATION

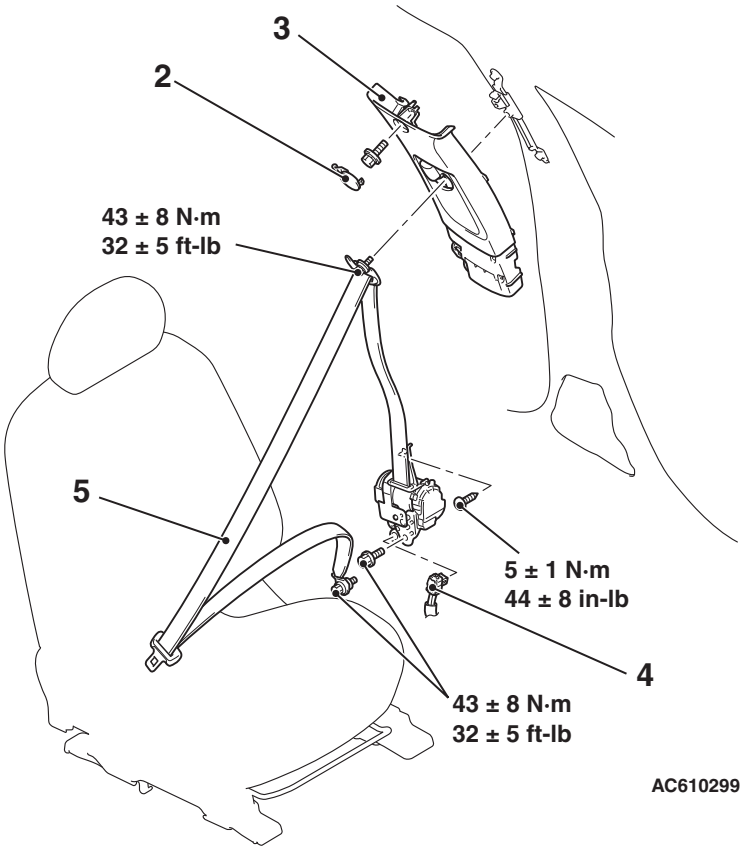
M1524004101542

⚠ WARNING

- ***Never attempt to disassemble or repair the seat belt pre-tensioner. If faulty, replace it.***
- ***Be extremely careful when handling the seat with pre-tensioner. Do not subject it to shocks, drop it, bring it close to strong magnets or allow contact with water, grease or oil. Always replace it with a new part if any dents, cracks or deformation is found.***
- ***Do not place anything on the seat belt pre-tensioner.***
- ***Do not expose the seat belt pre-tensioner to temperatures over 90°C (194°F).***
- ***After operating the seat belt pre-tensioner, replace the seat belt pre-tensioner with a new part.***
- ***Gloves and protective goggles must be worn when handling a seat belt pre-tensioner once it has been used.***
- ***Certain components of this vehicle, such as air bag modules and seat belt pre-tensioners, may contain perchlorate materials. Special handling may apply. For additional information, see www.dtsc.ca.gov/hazardouswaste/perchlorate.***
- ***If disposing of a seat belt with pre-tensioner which has not yet been operated, its seat belt pre-tensioner must be operated first before disposal (Refer to P.52B-463).***
- ***When removing and installing the front passenger seat belt, be sure to carry out accuracy check of the occupant classification sensor after the seat has been installed in the vehicle (On-Vehicle Service P.52B-410).***

Pre-removal Operation
- Turn the ignition key to the "LOCK" (OFF) position.





AC609681AE

Removal steps

<<A>> 1. Negative (–) battery cable
2. Center pillar trim cap (Refer to GROUP 52A, Trims P.52A-12).
- Lower center pillar trim (Refer to GROUP 52A, Trims P.52A-12).

3. Upper center pillar trim (Refer to GROUP 52A, Trims P.52A-12).
<<B>> 4. Seat belt pre-tensioner connector
<<C>> 5. Seat belt with pre-tensioner

Installation steps

>>A<< - Pre-installation inspection
5. Seat belt with pre-tensioner
>>B<< 4. Seat belt pre-tensioner connector
3. Upper center pillar trim (Refer to GROUP 52A, Trims P.52A-12).
- Lower center pillar trim (Refer to GROUP 52A, Trims P.52A-12).

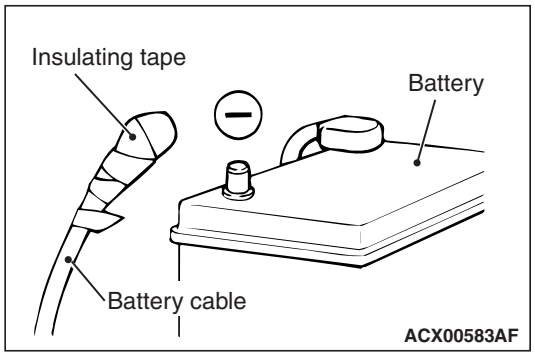
2. Center pillar trim cap (Refer to GROUP 52A, Trims P.52A-12).
1. Negative (–) battery cable
>>C<< - Post-installation inspection

Required Special Tools:

- MB991958: Scan Tool (M.U.T.-III Sub Assembly)
  - MB991824:Vehicle Communication Interface(V.C.I.)
  - MB991827:M.U.T.-III USB Cable
  - MB991910:M.U.T.-III Main Harness A

REMOVAL SERVICE POINTS

<<A>> NEGATIVE (–) BATTERY CABLE DISCONNECTION



⚠ DANGER

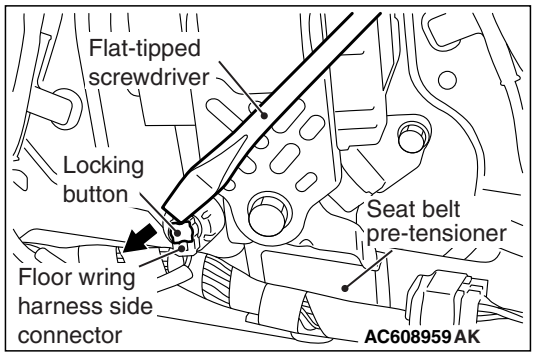
Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

Disconnect the negative (–) battery cable from the battery and tape the terminal to prevent accidental connection and seat belt pre-tensioner operation.

<<B>> SEAT BELT PRE-TENSIONER CONNECTOR DISCONNECTION



Use a flat-tipped screwdriver to unlock the locking button of the floor wiring harness side connector. After releasing the lock, disconnect the connector.

<<C>> SEAT BELT WITH PRE-TENSIONER REMOVAL

⚠ CAUTION

When discarding the seat belt with pre-tensioner, discard after operating the pre-tensioner as specified in the service procedure (Refer to P.52B-463).

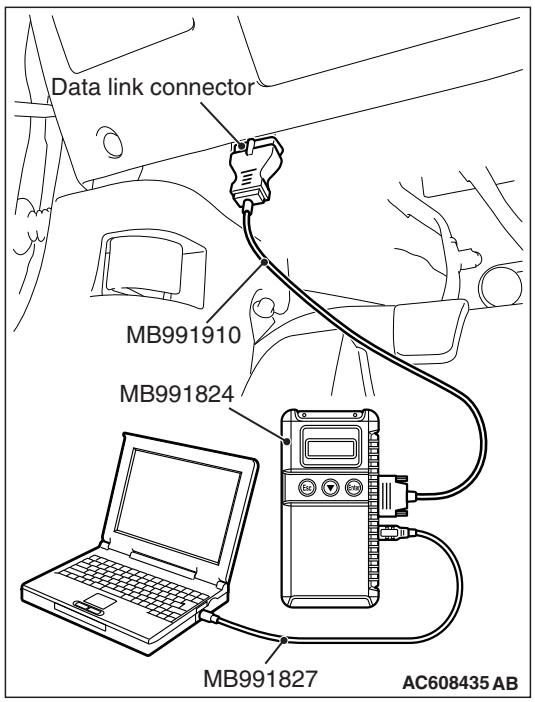
INSTALLATION SERVICE POINTS

>>A<< PRE-INSTALLATION INSPECTION

⚠ WARNING

Dispose of seat belt pre-tensioner only according to the specified procedure (Refer to P.52B-463).

1. When installing the new seat belt pre-tensioner, refer to “INSPECTION” (P.52B-462).
2. Connect the negative (–) battery cable.



⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

3. Connect scan tool MB991958 to the data link connector.
4. Turn the ignition switch to the “ON” position.
5. Check DTCs using scan tool MB991958 to ensure entire SRS operates properly.
   At this time, check that no DTC except B1C3A and B1C49 are set.

⚠ DANGER

Wait at least 60 seconds after disconnecting the battery cable before doing any further work (Refer to P.52B-25).

⚠ WARNING

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

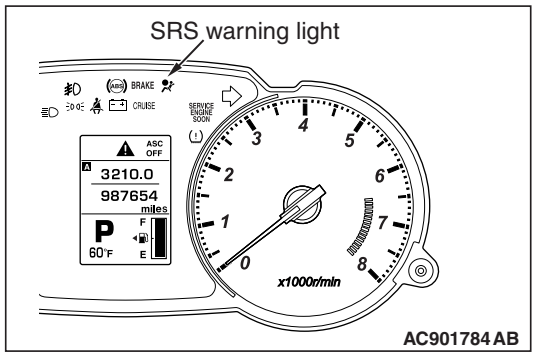
6. Turn the ignition switch to the "LOCK" (OFF) position. Disconnect the negative (–) battery cable and tape the terminal to prevent accidental connection and seat belt pre-tensioner operation.

>>B<< SEAT BELT PRE-TENSIONER CONNECTOR CONNECTION

Connect the seat belt pre-tensioner connector then securely lock the locking button of the harness-side connector.

>>C<< POST-INSTALLATION INSPECTION

1. Reconnect the negative (–) battery cable.
2. Turn the ignition switch to the “ON” position.
3. Does the "SRS" warning light illuminate for approximately seven seconds, and go out?
4. If yes, the SRS system is functioning properly. If not, refer to P.52B-32.



INSPECTION

M1524004200579

SEAT BELT WITH PRE-TENSIONER CHECK

⚠ WARNING

- ***If any component damage is found during the following inspection, replace the seat belt with pre-tensioner with a new one. Dispose of the old one according to the specified procedure (Refer to P.52B-463).***
- ***Never attempt to measure the circuit resistance of the seat belt pre-tensioner even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental seat belt pre-tensioner operation will result in serious personal injury.***

1. Check seat belt pre-tensioner for dents, cracks or deformation.
2. Check the connectors for damage, the terminals for deformation, and the harness for binding.

AIR BAG MODULE AND SEAT BELT PRE-TENSIONER DISPOSAL PROCEDURES

M1524001201700

Before disposing of an air bag or a vehicle equipped with an air bag, follow the procedures below to deploy the air bag.

UNDEPLOYED AIR BAG MODULE DISPOSAL

Required Special Tools:
- MB992102: Air Bag Inflation Adapter Harness
- MB991885: Adapter Harness

⚠ ***WARNING***
- ***If the vehicle is to be scrapped or otherwise disposed of, deploy the air bags and operate the seat belt pre-tensioners inside the vehicle. If the vehicle will continue to be used and only the air bag modules and seat belt pre-tensioner are to be disposed of, deploy the air bags and operate the seat belt pre-tensioners outside the vehicle.***
- ***Since a large amount of smoke is produced when the air bag is deployed and the seat belt pre-tensioner is operated, avoid residential areas whenever possible.***
- ***Since there is a loud noise when the air bags are deployed and when the seat belt pre-tensioners are operated, avoid residential areas whenever possible. If anyone is nearby, give warning of the impending noise.***
- ***Suitable ear protection should be worn by personnel performing these procedures or by people in the immediate area.***

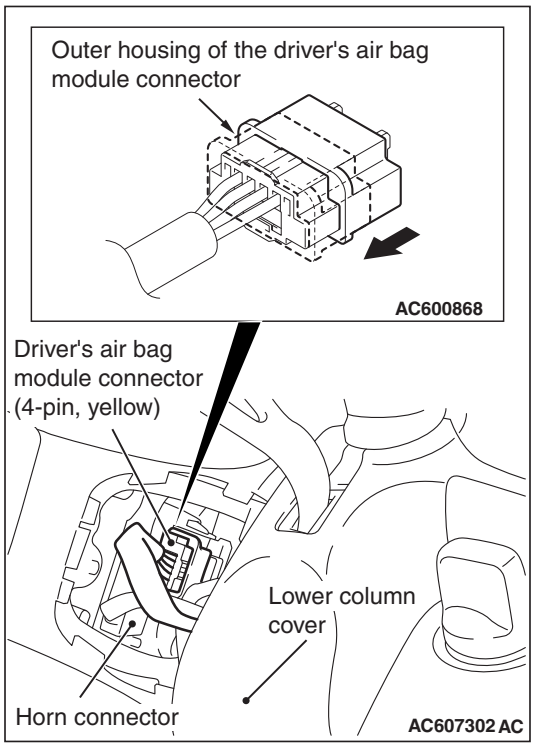
DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <DRIVER'S AIR BAG MODULE>

1. Move the vehicle to an isolated spot.

⚠ ***DANGER***
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-25).

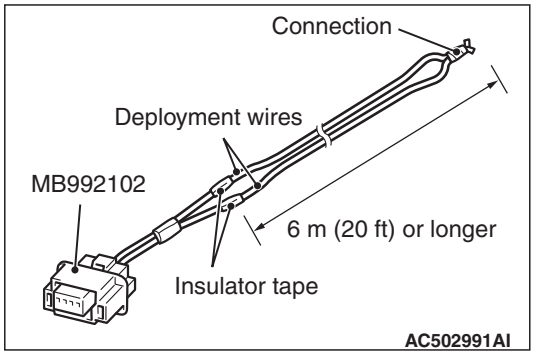
⚠ ***WARNING***
Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

2. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.
3. Remove the cover (Refer to P.52B-419 <Except RALLIART>, P.52B-427 <RALLIART>).



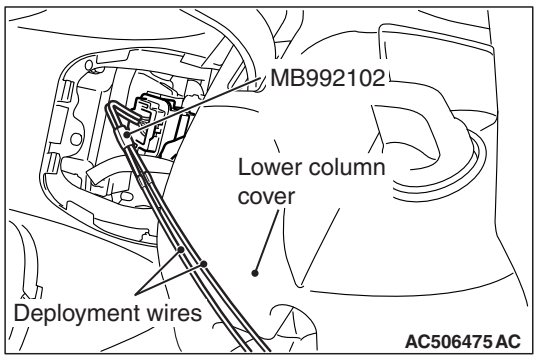
4. Slide the outer housing of the driver's air bag module connector in the arrow direction shown, and disconnect the connector.

   NOTE: When the driver's air bag module connector is disconnected from the inflator, the four pins of inflator connector are automatically shorted. This prevents the unintentional deployment of driver's air bags caused by the static or others.



5. Connect deployment wires, each 6 meters (20 feet) or longer, to the two leads of special tool MB992102, and cover the connections with insulator tape. The other ends of the deployment wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag module.

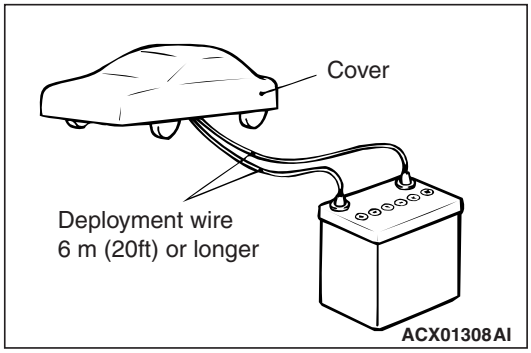
   NOTE: This prevents the air bags from being unintentionally deployed because of the static and others.



6. Connect the special tool MB992102 to the driver's air bag module, and then pull out the deployment wire to outside the vehicle.

⚠ WARNING

If the windshield glass is scratched, air bag deployment could cause it to crack and fly out of the vehicle, so always put a cover over the vehicle.



7. To suppress the sound as much as possible, completely close all door windows, close the doors and put a cover on the vehicle.

⚠ ***WARNING***

- ***Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485) for post-deployment handling instructions.***
- ***If the air bag module fails to deploy, do not go near the module.***

8. At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
9. After deployment, dispose of the air bag module according to the Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485).

DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <PASSENGER'S (FRONT) AIR BAG MODULE>

1. Move the vehicle to an isolated spot.

⚠ ***DANGER***

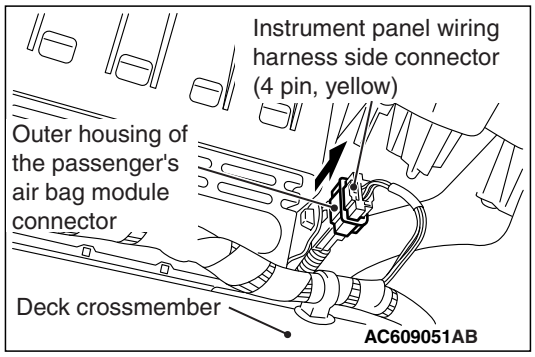
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-25).

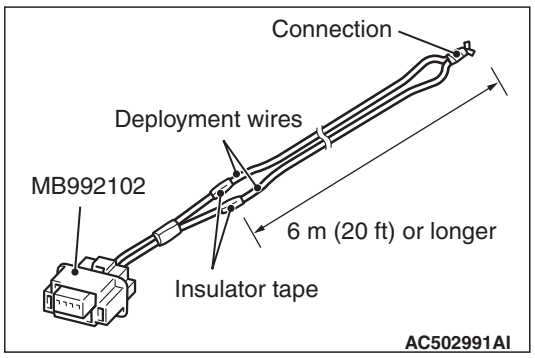
⚠ ***WARNING***

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

2. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.
3. Remove the glove box cover (Refer to GROUP 52A, Glove Box P.52A-6).
4. Slide the outer housing of passenger's (front) air bag module connector in the arrow direction shown, and disconnect the connector.

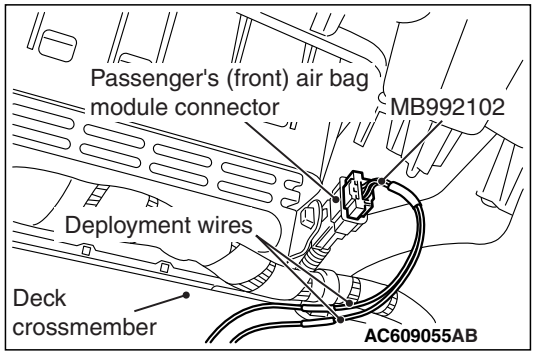
   NOTE: When the passenger's (front) air bag module connector is disconnected from the instrument panel wiring harness side connector, the four pins of inflator connector are automatically shorted. This prevents the unintentional deployment of passenger's (front) air bags caused by the static or others.



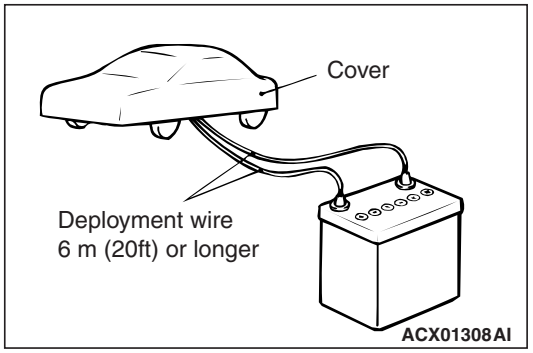


5. Connect deployment wires, each 6 meters (20 feet) or longer, to the two leads of special tool MB9921020, and cover the connections with insulator tape. The other ends of the deployment wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag module.

   NOTE: This prevents the unintentional deployment of passenger's (front) air bags caused by the static or others.



6. Connect the special tool MB992102 to the passenger's (front) air bag module, and then pull out the deployment wire to outside the vehicle.



⚠ WARNING

If the glass is scratched, air bag deployment could cause it to crack and fly out of the vehicle, so always put a cover over the vehicle.

7. To suppress the operation sound as much as possible, completely close all door windows, close the doors and put a cover on the vehicle.

⚠ WARNING

- ***Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485) for post-deployment handling instructions.***
- ***If the air bag module fails to deploy, do not go near the module.***

8. At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
9. After deployment, dispose of the air bag module according to the Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485).

DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <KNEE AIR BAG MODULE>

1. Move the vehicle to an isolated spot.

⚠ DANGER

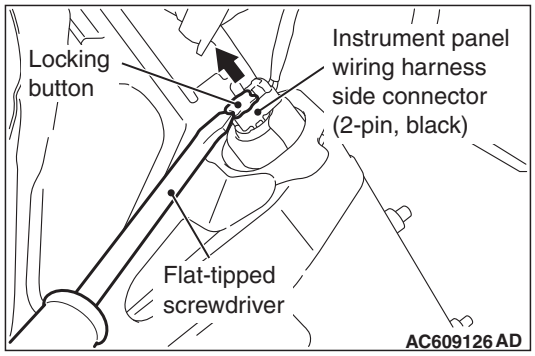
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-25).

⚠ WARNING

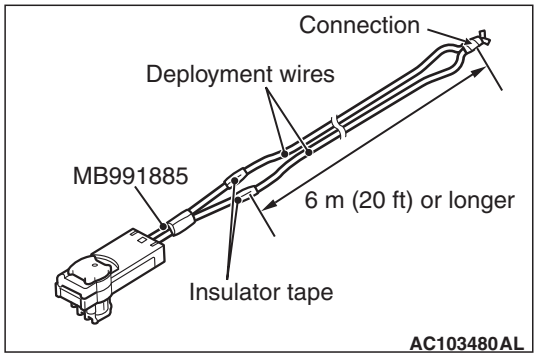
Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

2. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.
3. Remove the instrument panel cover lower (Refer to GROUP 52A, Instrument lower panel P.52A-8).
4. Use the flat-tipped screwdriver to pull out the locking button of knee air bag harness side connector. After releasing the lock, disconnect the connector.

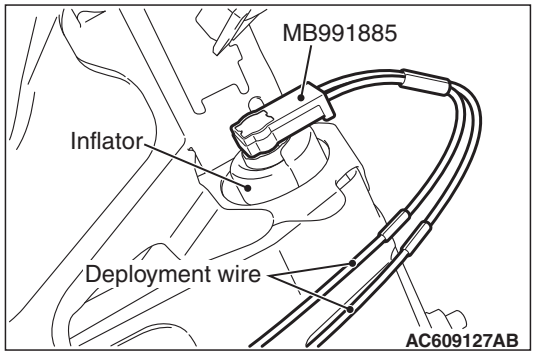
   NOTE: If the knee air bag module connector is disconnected from the instrument panel wiring harness side connector, both electrodes of the knee air bag module connector will be automatically shorted to prevent unintended deployment of the knee air bag module due to static electricity, etc.

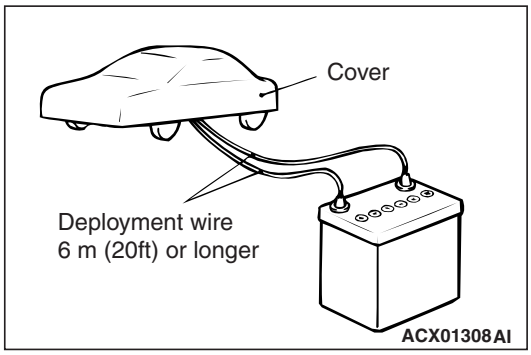


5. Connect deployment wires, each 6 meters (20 feet) or longer, to the two leads of special tool MB991885, and cover the connections with insulation tape. The other ends of the deployment wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the curtain air bag module.



6. Connect the special tool MB991885 to the inflator, and then pull out the deployment wire to outside the vehicle.





⚠ ***WARNING***

If the glass is scratched, air bag deployment could cause it to crack and fly out of the vehicle, so always put a cover over the vehicle.

7. To suppress the deployment sound as much as possible, completely close all door windows, close the doors and put the cover on the vehicle.

⚠ ***WARNING***

- ***Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485) for post-operation handling instructions.***
- ***If the air bag module fails to deploy, do not go near the air bag module.***

8. At a location as far away from the vehicle as possible, disconnect the two connected wires from each the, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
9. After deployment, dispose of the air bag module according to the Deployed Air Bag Module and Operated Seat belt Pre-tensioner Disposal (Refer to P.52B-485).

DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <SIDE-AIRBAG MODULE>

1. Move the vehicle to an isolated spot.

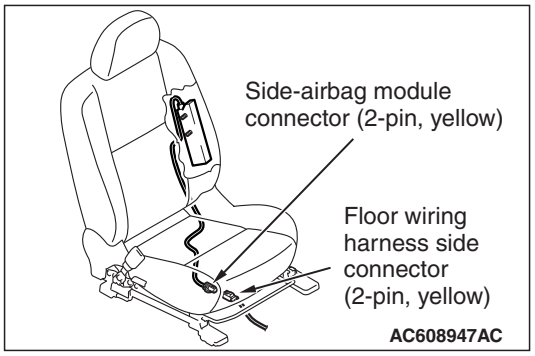
⚠ ***DANGER***

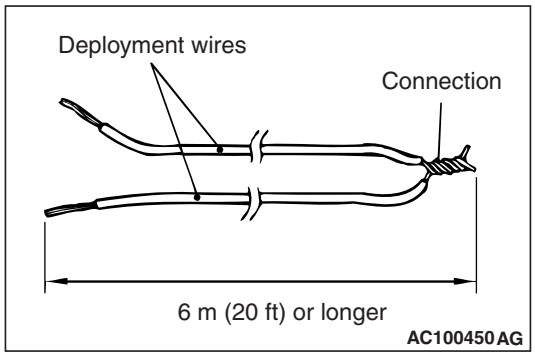
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-25).

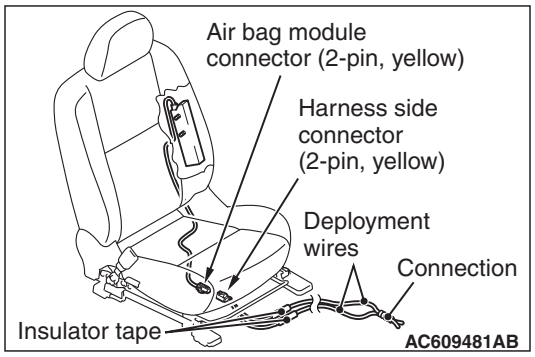
⚠ ***WARNING***

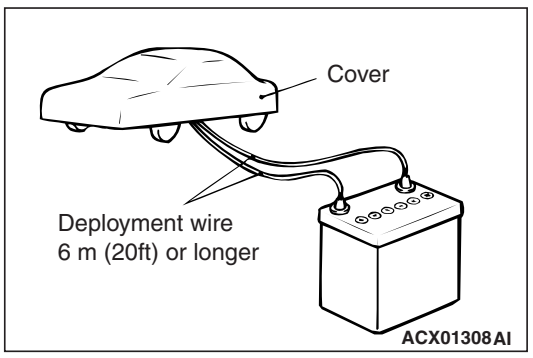
Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

2. Disconnect the (–) and (+) terminals of battery cable, and then remove the battery from the vehicle.









3. Disconnect the connections of the side-airbag module connector (two-pin: yellow) and the floor harness side connector (two-pin: yellow).

⚠ CAUTION

Make sure to deploy both driver's and front passenger's side air bags.

NOTE: When the side-airbag module connector is disconnected from the floor wiring harness side connector, the two pins of side air bag module connector are automatically shorted. This prevents the unintentional deployment of side-airbags caused by the static or others.

4. Obtain two suitable wires, which are 6 meters (20 feet) or longer, as deployment wires. Then connect the wires at one end to short.

   NOTE: This prevents the side-airbags from unintentional deployment caused by static electricity, etc.

⚠ CAUTION

Never fail to do Step 5 in order to prevent accidental deployment caused by static.

5. Touch the vehicle body with bare hands to release the charged static.
6. With the side-airbag module connector disconnected, cut the floor harness using a nipper or similar tools.
7. Connect the deployment wire to each of two cut wiring harnesses. After covering the connection areas with insulation tape, pull out the deployment wire to outside the vehicle.
8. Connect the floor harness, to which the deployment wire is connected, to the side-airbag module connector.

⚠ WARNING

If the glass is scratched, air bag deployment could cause it to crack and fly out of the vehicle, so always put a cover over the vehicle.

9. To suppress the operation sound as much as possible completely close all door windows, close the doors and put the cover on the vehicle.

⚠ ***WARNING***

- ***Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485) for post-deployment handling instructions.***
- ***If the side-airbag module fails to deploy, do not go near the module.***

10. At a location as far away from the vehicle as possible, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the side-airbag.
11. After deployment, dispose of the front seatback assembly (side-airbag module) according to the Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485).

DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <CURTAIN AIR BAG MODULE>

1. Move the vehicle to an isolated spot.

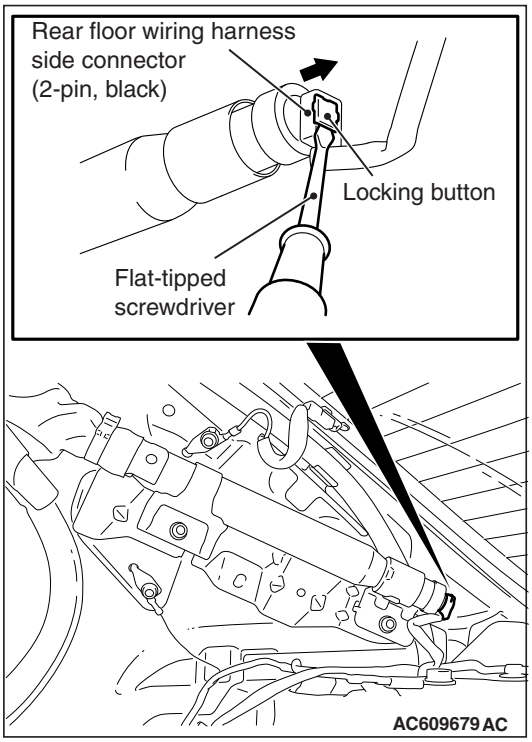
⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

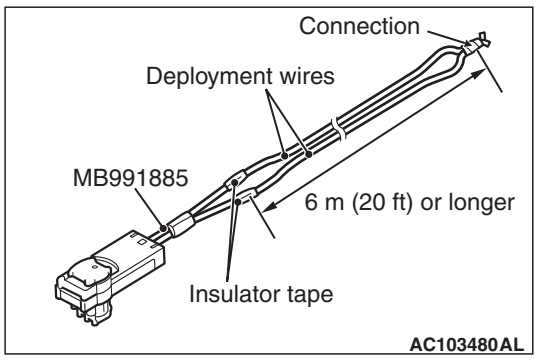
Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

2. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.
3. Remove the headlining (Refer to GROUP 52A, Headlining P.52A-18).

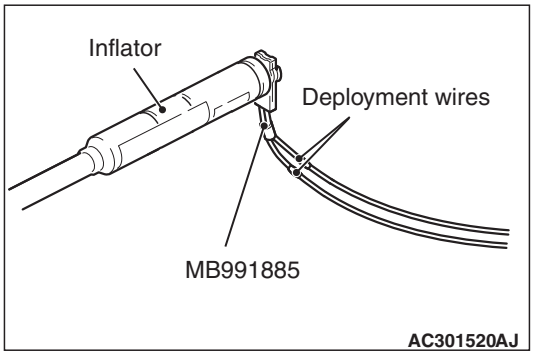


4. Use the flat-tipped screwdriver to pull out the locking button of rear floor harness side connector. After releasing the lock, disconnect the connector.

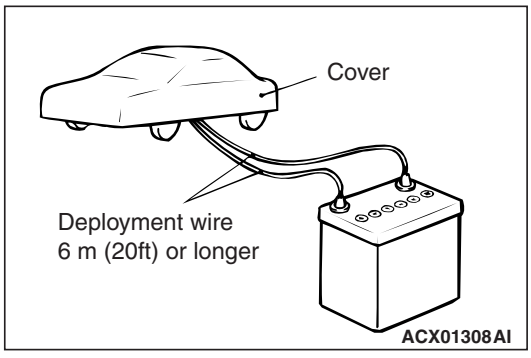
   NOTE: If the curtain air bag module connector is disconnected from the rear floor wiring harness side connector, both electrodes of the curtain air bag module connector will be automatically shorted to prevent unintended deployment of the curtain air bag module due to static electricity, etc.



5. Connect deployment wires, each 6 meters (20 feet) or longer, to the two leads of special tool MB991885, and cover the connections with insulation tape. The other ends of the deployment wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the curtain air bag module.



6. Connect the special tool MB991885 to the inflator, and then pull out the deployment wire to outside the vehicle.



⚠ *WARNING*

If the glass is scratched, air bag deployment could cause it to crack and fly out of the vehicle, so always put a cover over the vehicle.

7. To suppress the deployment sound as much as possible, completely close all door windows, close the doors and put the cover on the vehicle.

⚠ ***WARNING***

- ***Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485) for post-operation handling instructions.***
- ***If the air bag module fails to deploy, do not go near the air bag module.***

8. At a location as far away from the vehicle as possible, disconnect the two connected wires from each the, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
9. After deployment, dispose of the air bag module according to the Deployed Air Bag Module and Operated Seat belt Pre-tensioner Disposal (Refer to P.52B-485).

DEPLOYMENT INSIDE THE VEHICLE (WHEN DISPOSING OF A VEHICLE) <SEAT BELT PRE-TENSIONER>

1. Move the vehicle to an isolated spot.

⚠ ***DANGER***

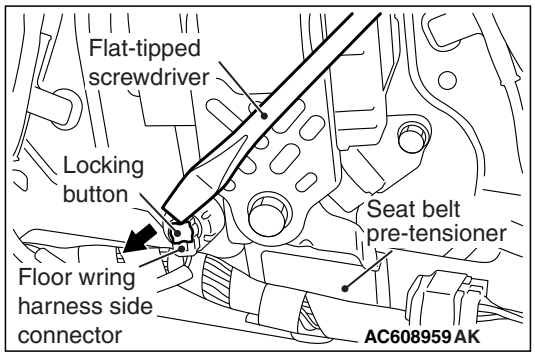
Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-25).

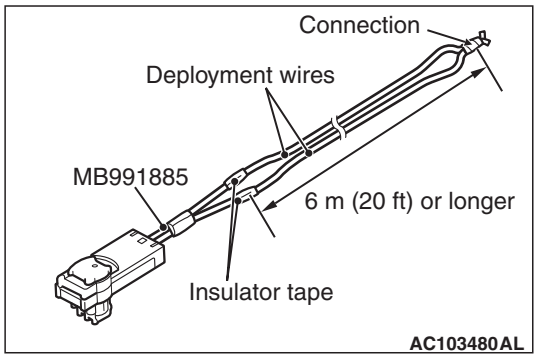
⚠ ***WARNING***

Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.

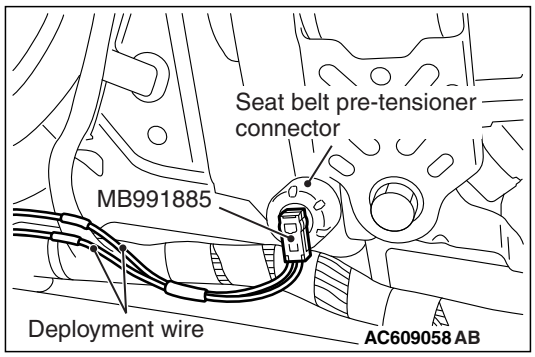
2. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.
3. Remove the lower center pillar trim (Refer to GROUP 52A, Trims P.52A-12).
4. Use the slotted (–) screwdriver to pull out the locking button of floor harness side connector. After releasing the lock, disconnect the connector.

   NOTE: If the seat belt pre-tensioner connector is disconnected from the floor wiring harness side connector, both electrodes of the seat belt pre-tensioner connector will be automatically shorted to prevent unintended operation of the seat belt pre-tensioner due to static electricity, etc.





5. Connect deployment wires, each 6 meters (20 feet) or longer, to the two leads of special tool MB991885, and cover the connections with insulation tape. The other ends of the deployment wires should be connected to each other (short-circuited), to prevent sudden unexpected operation of the seat belt pre-tensioner.



6. Connect the special tool MB991885 to the two-pin connector of seat belt pre-tensioner, and then pull out the deployment wire to outside the vehicle.
7. In order to suppress the operation sound as much as possible, fully close all the door windows and close the doors.

⚠ WARNING

- ***Before operating the seat belt pre-tensioner in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.***
- ***The inflator will be quite hot immediately following the operation, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the seat belt pre-tensioner operation. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485) for post-operation handling instructions.***
- ***If the seat belt pre-tensioner fails to operate, do not go near the seat belt pre-tensioner.***

8. At a location as far away from the vehicle as possible, disconnect the two connected wires from each the, and connect them to the two terminals of the battery (which has been removed from the vehicle) to operate the seat belt pre-tensioner.
9. After operation, dispose of the seat belt pre-tensioner according to the Deployed Air Bag Module operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485).

DEPLOYMENT OUTSIDE THE VEHICLE <DRIVER'S AIR BAG MODULE>

⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

- ***Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.***
- ***Deploy the air bag in a wide, flat area at least 6 meters (20 feet) away from obstacles and other people.***
- ***Do not perform deployment outside if a strong wind is blowing. If there is a slight breeze, place the air bag module downwind from the battery.***

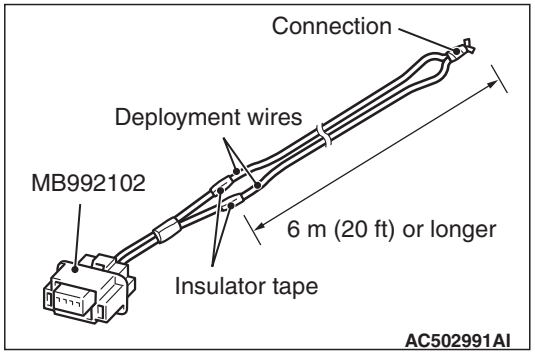
1. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

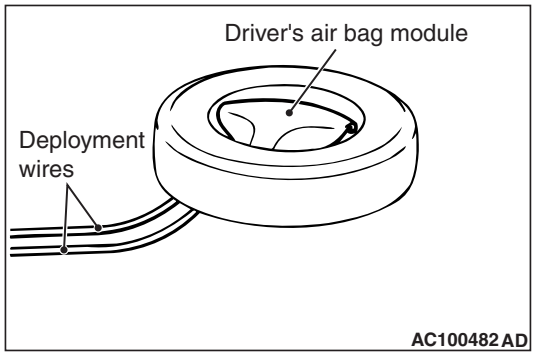
⚠ **CAUTION**

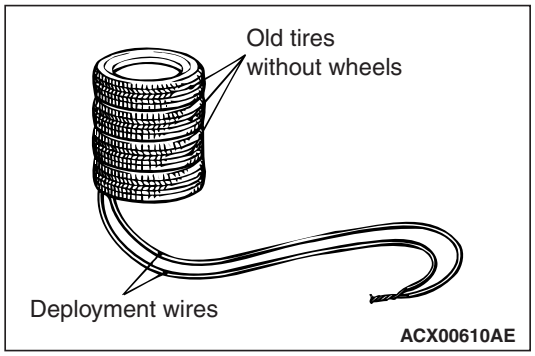
Once disconnected, both electrodes of the driver's air bag module connector short automatically to prevent accidental deployment caused by static etc. Still, in consideration of the accidental deployment, store the air bag module on a flat place with deployment surface facing up. Do not put anything on it.

2. Remove the air bag module from the vehicle (Refer to P.52B-419 <Except RALLIART>, P.52B-427 <RALLIART>)
3. Connect deployment wires, each 6 meters (20 feet) or longer, to the two leads of special tool MB992102, and cover the connections with insulator tape. The other ends of the deployment wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag module.

   NOTE: This prevents the air bags from being unintentionally deployed because of the static and others.
4. Connect the special tool MB992102 to the driver's air bag module.
5. To the torx screw installation hole located at the backside of air bag module, tie a thick wire for fixing the wheel.
6. Route the deployment wires connected to the driver's air bag module beneath an old tire and wheel assembly. Then, using the wire tied to the bolt, secure the driver's air bag module to the tire and wheel assembly with the deployment surface facing up.



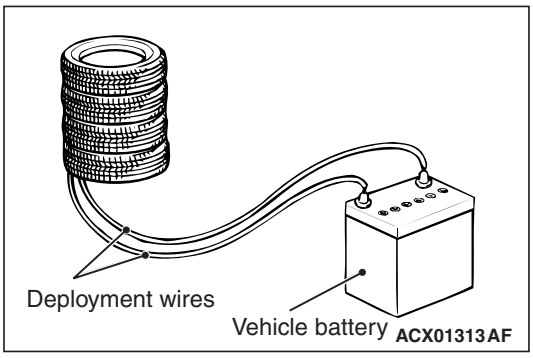




7. Place three old tires without wheels on the tire secured with the driver's air bag module.

⚠ ***WARNING***

- ***Before deployment, check carefully to be sure that no one is nearby.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485) for post-deployment handling instructions.***
- ***If the air bag fails to deploy, do not go near the module.***



8. At a location as far away from the air bag module as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them, to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
9. Discard the deployed air bag module as specified in Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485).

DEPLOYMENT OUTSIDE THE VEHICLE <PASSENGER'S (FRONT) AIR BAG MODULE>

⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

- ***Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.***
- ***Deploy the air bag in a wide, flat area at least 6 meters (20 feet) away from obstacles and other people.***
- ***Do not perform deployment outside if a strong wind is blowing. If there is a slight breeze, place the air bag module downwind from the battery.***

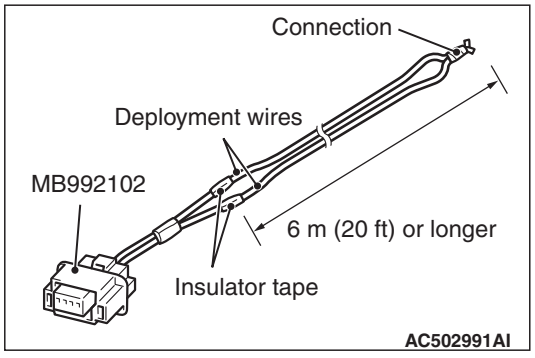
1. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

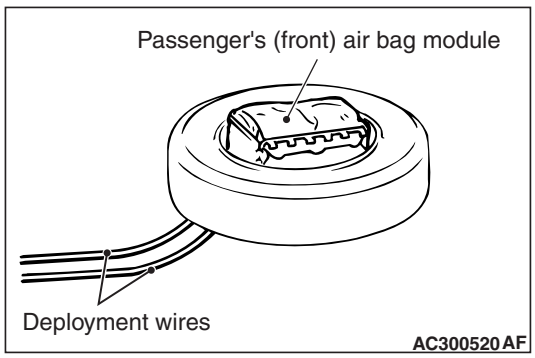
⚠ **CAUTION**

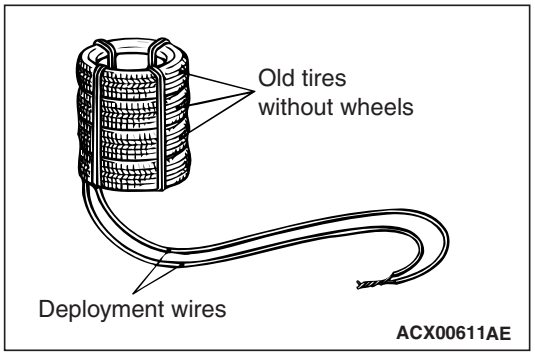
Once disconnected, both electrodes of the passenger's (front) air bag module connector short automatically to prevent accidental deployment caused by static etc. Still, in consideration of possible accidental deployment, store the air bag module on flat place with deployment surface facing up. Do not put anything on it.

2. Remove the air bag module from the vehicle (Refer to P.52B-435).
3. Connect deployment wires, each 6 meters (20 feet) or longer, to the two leads of special tool MB992102, and cover the connections with insulator tape. The other ends of the deployment wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag module.

   NOTE: This prevents the air bags from being unintentionally deployed because of the static and others.
4. Connect the special tool MB992102 to the passenger's (front) air bag module.
5. Pass the thick wire through the hole of air bag module mounting bracket. When, with the air bag module deployment surface facing upward, fit the module to the old tire with wheel.



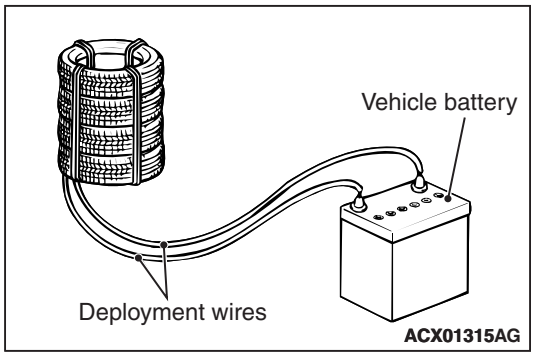




6. Place three old tires without wheels on top of the tire secured to the air bag module, and secure all tires together with ropes (four locations).

⚠ ***WARNING***

- ***Before deployment, check carefully to be sure that no one is nearby.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485) for post-deployment handling instructions.***
- ***If the air bag fails to deploy, do not go near the module.***



7. At a location as far away from the air bag module as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
8. Discard the deployed air bag module as specified in Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485).

DEPLOYMENT OUTSIDE THE VEHICLE <KNEE AIR BAG MODULE>

⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

- ***Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.***
- ***Deploy the air bag in a wide, flat area at least 6 meters (20 feet) away from obstacles and other people.***
- ***Do not perform deployment outside if a strong wind is blowing. If there is a slight breeze, place the air bag module downwind from the battery.***

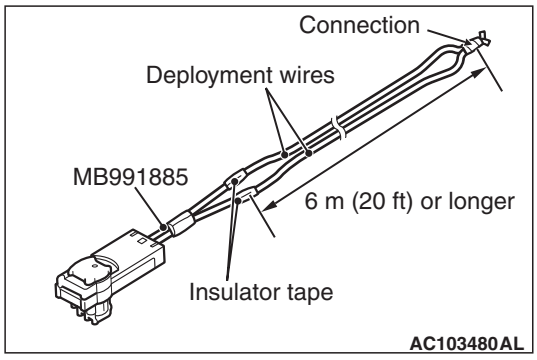
1. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

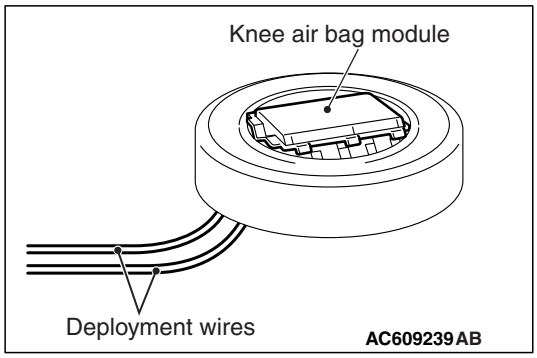
⚠ **CAUTION**

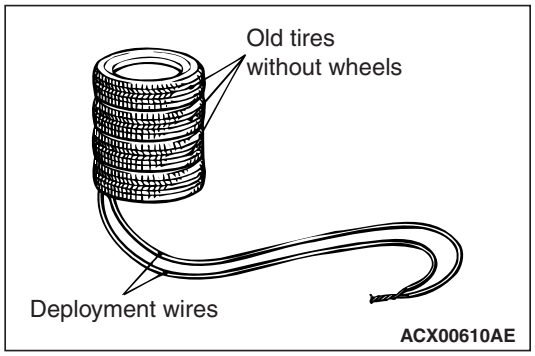
Once disconnected, both electrodes of the knee air bag module connector short automatically to prevent accidental deployment caused by static etc. Still, in consideration of possible accidental deployment, store the air bag module on flat place with deployment surface facing up. Do not put anything on it.

2. Remove the air bag module from the vehicle (Refer to P.52B-439).
3. Connect deployment wires, each 6 meters (20 feet) or longer, to the two leads of special tool MB991885, and cover the connections with insulator tape. The other ends of the deployment wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag module.

   NOTE: This prevents the air bags from being unintentionally deployed because of the static and others.
4. Connect the special tool MB991885 to the knee air bag module.
5. Pass the thick wire through the hole of air bag module mounting bracket. When, with the air bag module deployment surface facing upward, fit the module to the old tire with wheel.



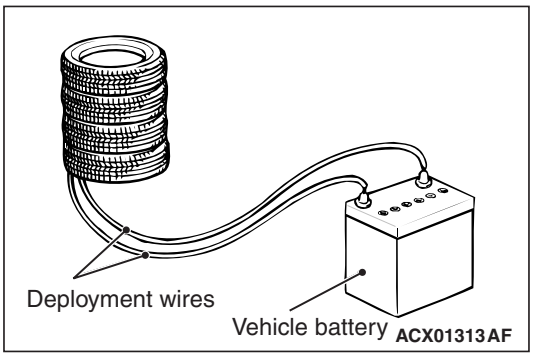




6. Place three old tires without wheels on the tire secured with the knee air bag module.

⚠ ***WARNING***

- ***Before deployment, check carefully to be sure that no one is nearby.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485) for post-deployment handling instructions.***
- ***If the air bag fails to deploy, do not go near the module.***



7. At a location as far away from the air bag module as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
8. Discard the deployed air bag module as specified in Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485).

DEPLOYMENT OUTSIDE VEHICLE <SIDE-AIR BAG MODULE>

⚠ DANGER

Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-25).

⚠ WARNING

- ***Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.***
- ***Deploy the side-air bag in a wide, flat area at least 6 meters (20 feet) away from obstacles and other people.***
- ***Do not perform deployment outside if a strong wind is blowing. If there is a slight breeze, place the side-air bag module downwind from the battery.***

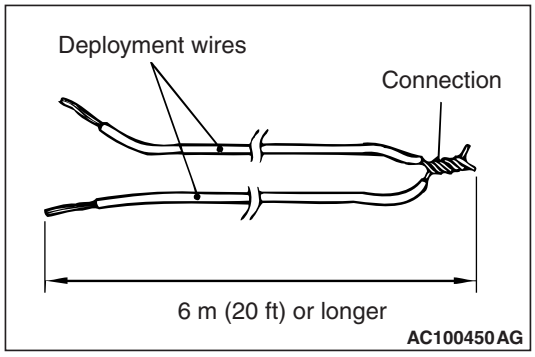
1. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

⚠ CAUTION

Once disconnected, both electrodes of the side-air bag module connector short automatically to prevent accidental deployment caused by static etc. Still, in consideration of the accidental deployment, store the side-air bag module on flat place with deployment surface facing up. Also, do not put anything on it.

2. Remove the front seatback assembly (Refer toP.52A-25) <Except RALLIART>, the front seatback (Refer to P.52A-25) <RALLIART>.
3. Obtain two suitable wires, which are 6 meters (20 feet) or longer, as deployment wires. Then connect the wires at one end to short.

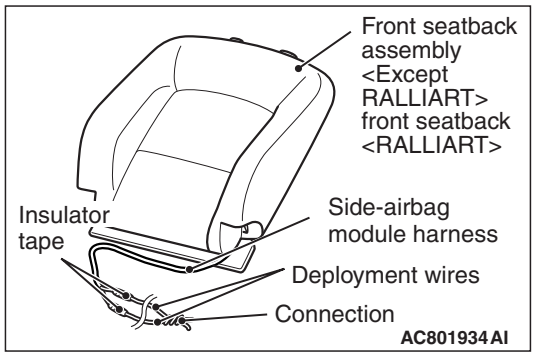
   NOTE: This prevents the side-air bags from unintentional deployment caused by static electricity, etc.



⚠ CAUTION

Never fail to do Step 4 in order to prevent accidental deployment caused by static.

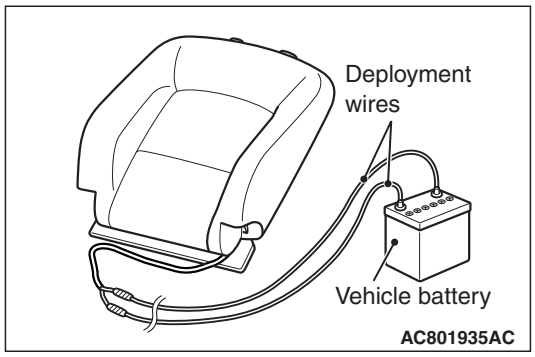
4. Touch the vehicle's body with bare hands to discharge static electricity.
5. Install the front seatback so that the backside of the front seatback meets the ground.



6. Cut off the side-air bag module wiring harness connector from the wiring harness with nippers. Connect the deployment wire to each of the two cut wiring harnesses, and cover the connection areas with insulation tape.

⚠ ***WARNING***

- ***Before deployment, check carefully to be sure that no one is nearby.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485) for post-deployment handling instructions.***
- ***If the side-air bag fails to deploy, do not go near the module.***



7. At a location as far away from the front seatback as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
8. Discard the deployed side-air bag module as specified in Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485).

DEPLOYMENT OUTSIDE THE VEHICLE <CURTAIN AIR BAG MODULE>

⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

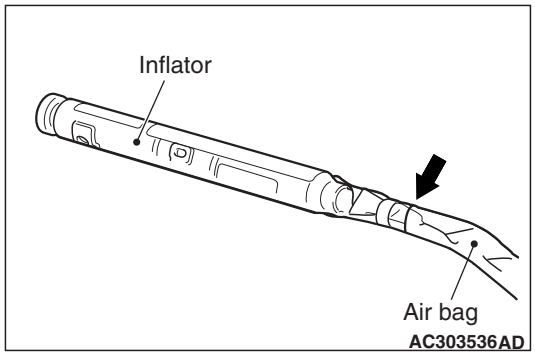
- ***Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.***
- ***Deploy the air bag in a wide, flat area at least 6 meters (20 feet) away from obstacles and other people.***
- ***Do not perform deployment outside if a strong wind is blowing. If there is a slight breeze, place the air bag module downwind from the battery.***

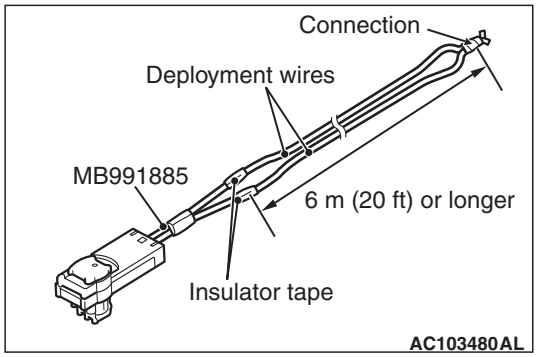
1. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

⚠ ***WARNING***

Store the curtain air bag module on a flat surface with its operation surface facing up. Do not place anything on top of them.

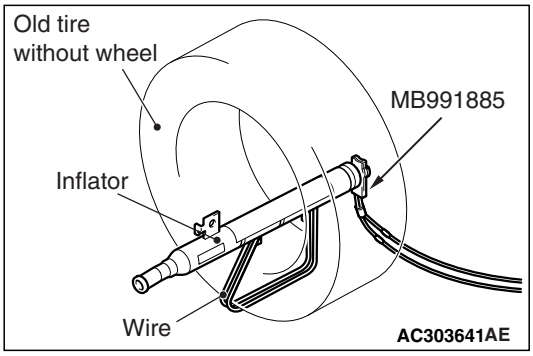
2. Remove the curtain air bag module from the vehicle (Refer to P.52B-454).
3. Cut the inflator from the air bag as shown in the figure using a cutter or a similar tool.



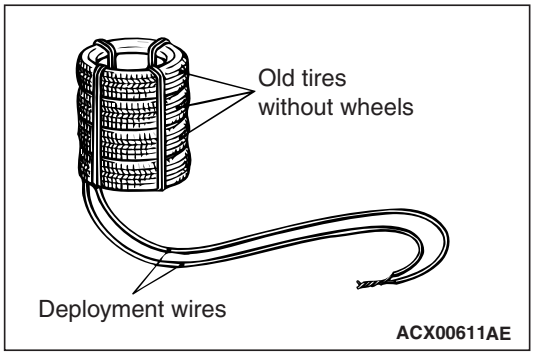


4. Connect deployment wires, each 6 meters (20 feet) or longer, to the two leads of special tool MB991885, and cover the connections with insulation tape. The other ends of the deployment wires should be connected to each other (short-circuited), to prevent sudden unexpected deployment of the air bag module.

   NOTE: This prevents the air bags from being unintentionally deployed because of the static and others.
5. Connect the special tool MB991885 to the curtain air bag module.



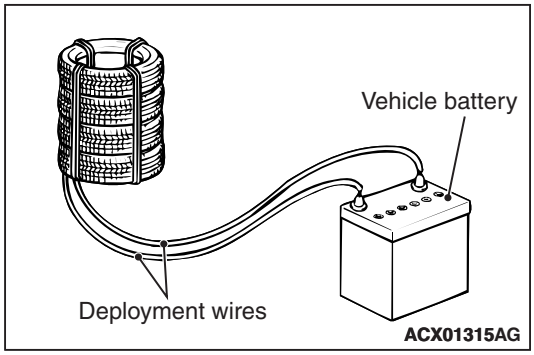
6. Feed a thick wire through the bracket of the inflator, and connect it to an old tire without a wheel.



7. Place the tire to which the inflator is fixed onto the two stacked tires. Then, place 1 or more old tires without wheel onto the stacked tires, and tie and fix all the tires with rope. (4 positions)

⚠ WARNING

- ***Before operation, check carefully to be sure that no one is nearby.***
- ***The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module and Operated Seat Belt Pre-tensioner Disposal (Refer to P.52B-485) for post-operation handling instructions.***
- ***If the air bag fails to deploy, do not go near the module.***



8. At a location as far away from the air bag module as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to deploy the air bag.
9. Discard the deployed air bag module as specified in Deployed Air Bag Module and Seat Belt Pre-tensioner Disposal (Refer to P.52B-485).

DEPLOYMENT OUTSIDE THE VEHICLE <SEAT BELT PRE-TENSIONER>

⚠ ***DANGER***

Wait at least 60 seconds after disconnecting the battery cables before doing any further work (Refer to P.52B-25).

⚠ ***WARNING***

- ***Battery posts, terminals and related accessories contain lead and lead compounds. WASH HANDS AFTER HANDLING.***
- ***Operate the seat belt pre-tensioner in a wide, flat area at least 6 meters (20 feet) away from obstacles and other people.***
- ***Do not perform operation outside if a strong wind is blowing. If there is a slight breeze, place the seat belt pre-tensioner downwind from the battery.***

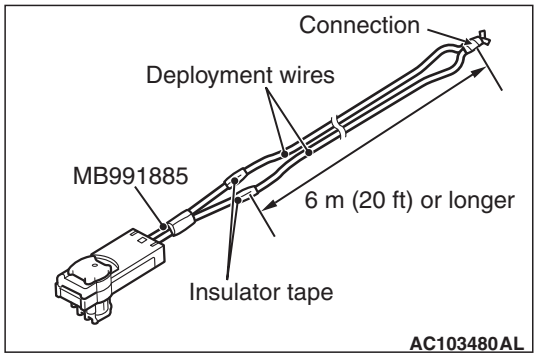
1. Disconnect the negative (–) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

⚠ ***WARNING***

Store the seat belt pre-tensioner on a flat surface with its operation surface facing up. Do not place anything on top of them.

2. Remove the seat belt pre-tensioner from the vehicle (Refer to P.52B-458).
3. Connect deployment wires, each 6 meters (20 feet) or longer, to the two leads of special tool MB991885, and cover the connections with insulation tape. The other ends of the deployment wires should be connected to each other (short-circuited), to prevent sudden unexpected operation of the seat belt pre-tensioner.

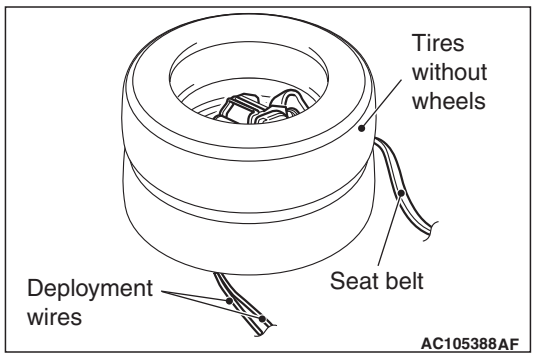
   NOTE: This prevents the unintentional activation of inflator caused by the static or others.
4. Connect the special tool MB991885, which the deployment wires is attached to, to the seat belt pre-tensioner connector.

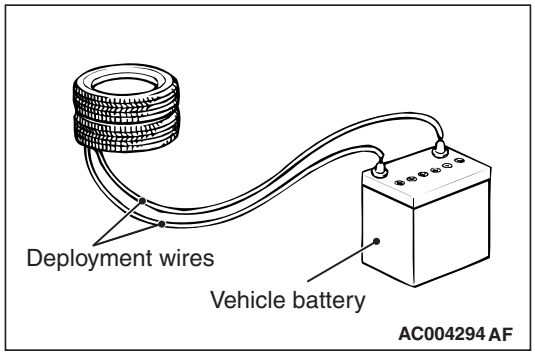


⚠ **CAUTION**

The adapter harness below the wheel should be loose. If it is too tight, the reaction when the seat belt pre-tensioner operates could damage the adapter harness.

5. Pass the thick wires through the hole on the seat belt pre-tensioner bracket and secure them to the front (raised part) of the wheel in two places.





6. Pull the seat belt out to the outside of the tire, and then place one tire without a wheel on top.

⚠ ***WARNING***

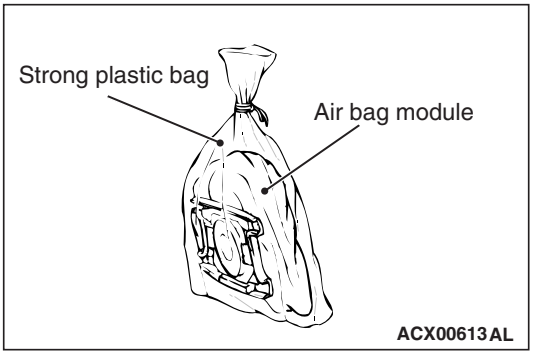
- ***Before operation, check carefully to be sure that no one is nearby.***
- ***The inflator will be quite hot immediately following the operation, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from seat belt pre-tensioner operation. See Deployed Air Bag Module and Operated Seat Belt pre-tensioner Disposal (Refer to P.52B-485) for post-operation handling instructions.***
- ***If the seat belt pre-tensioner fails to operate, do not go near the seat belt pre-tensioner.***

7. At a location as far away from the seat belt pre-tensioner as possible, and from a shielded position, disconnect the two connected wires from each other, and connect them to the two terminals of the battery (which has been removed from the vehicle) to operate the seat belt pre-tensioner.
8. Discard the operated seat belt pre-tensioner as specified in Deployed Air Bag Module and Seat Belt pre-tensioner Disposal (Refer to P.52B-485).

DEPLOYED AIR BAG MODULE AND OPERATED SEAT BELT PRE-TENSIONER DISPOSAL

After deployment and operation, the air bag module and seat belt pre-tensioner should be disposed of in the same manner as any other scrap parts, adhering to local laws and/or legislation. Observe the following precautions during air bag or seat belt pre-tensioner disposal:

1. The inflator will be quite hot immediately following deployment, so wait at least 30 minutes to allow it cool before attempting to handle it.
2. Do not put water or oil on the air bag after deployment or on the seat belt pre-tensioner after operation.



⚠ ***WARNING***

If after following these precautions, any material does get into the eyes or on the skin, immediately rinse the affected area with a large amount of clean water. If any irritation develops, seek medical attention.

3. There may be material on the deployed air bag module or the operated seat belt pre-tensioner, that could irritate the eye and/or skin. Wear gloves and safety glasses when handling a deployed air bag module or the operated seat belt pre-tensioner.
4. Tightly seal the air bag module and seat belt pre-tensioner in a strong plastic bag for disposal.
5. Be sure to always wash your hands after completing this operation.