

## GENERAL DESCRIPTION

The interiors to value functionality, habitation, and safety brings a new sense of good quality and security. Furthermore, it is also intended for getting actively involved with global environmental protection and natural resource recycling.

### FEATURES

Improvements in quality	<ol style="list-style-type: none"> <li>1. Fully trim-covered interior</li> <li>2. Adoption of grained panel &lt;Option:General Export (except for Hong Kong), GCC/Standard feature:Hong Kong&gt;</li> </ol>
Consideration for the most suitable riding posture	<ol style="list-style-type: none"> <li>1. The adjustable seat belt anchor has been installed to the front seat belt.</li> <li>2. The surface spring consisting of each spring linked with the front seatback frame has been adopted. &lt;Some models for Hong Kong&gt;</li> <li>3. Large-sized headrest has been installed to the rear seat. &lt;High back luxury bench seat&gt;</li> </ol>
Improvements in safety	<ol style="list-style-type: none"> <li>1. Installation of SRS air bag &lt;Some models&gt;</li> <li>2. Installation of ELR 3-point seat belt (front seat)</li> <li>3. Installation of ELR 3-point seat belt (rear seat)</li> <li>4. A seat belt with the force limiter mechanism has been installed as the front seat belt.</li> <li>6. Head impact reduction pillar trim</li> <li>7. Folding assistant grip</li> <li>8. Inflammable materials are used for instrumental panel, floor console, and trims.</li> </ol>
Improvements in usability	<ol style="list-style-type: none"> <li>1. Large floor console box (with 5-level adjustment armrest) &lt;Vehicle for Hong Kong&gt;</li> <li>2. Vanity mirror &lt;Some models&gt;</li> <li>3. Trunk-thru lid &lt;High back bench seat, high back split seat&gt;</li> </ol>
Convenient storage	<ol style="list-style-type: none"> <li>1. Glove box</li> <li>2. Center panel box</li> <li>3. Two boxes of one on the top of the other on the floor console &lt;Vehicle for Hong Kong&gt;</li> <li>4. Sun glasses pocket &lt;Vehicle for Hong Kong&gt;</li> <li>5. Cup holder</li> <li>6. Trunk under box &lt;Vehicle for Hong Kong&gt;</li> </ol>
Dealing with resource recycling	Display of material codes to resin parts

## INSTRUMENT PANEL AND FLOOR CONSOLE

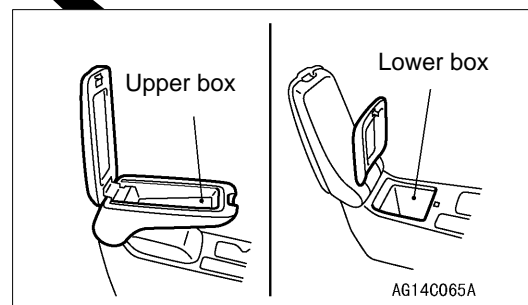
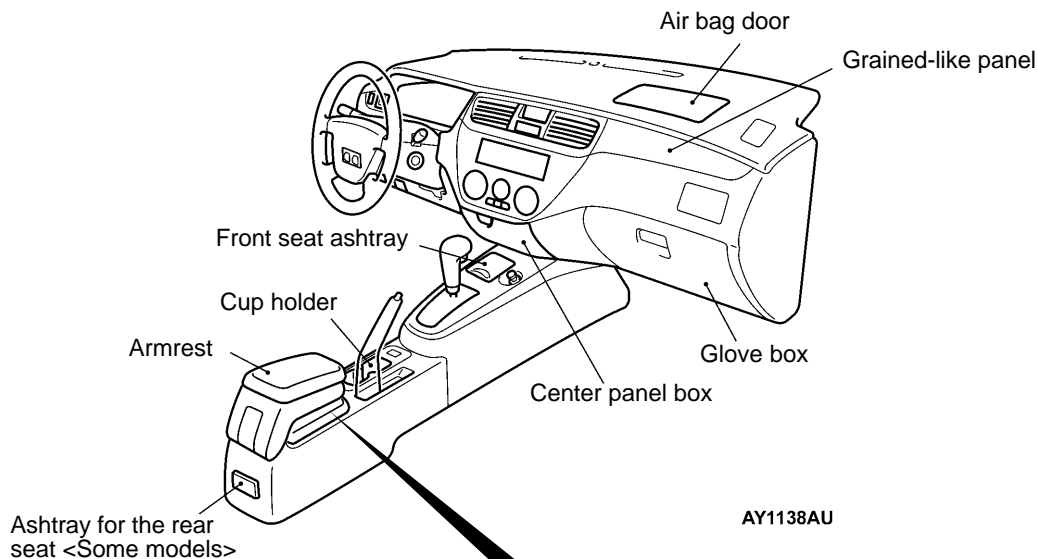
The instrument panel and the floor console have the following features:

- The center panel with a new sense of design incorporate the instrument panel has been adopted.
- The considerably tilted center panel has enhanced a sense of emancipation and operability.
- Adoption of grained panel has improved a sense of quality. <Option:General Export (except for Hong Kong), GCC/Standard feature:Hong Kong>
- A center panel box convenient for storing accessories has been installed.
- The push-to-open type lid to the center panel box has been installed. <Some models for Hong Kong>
- Hair transplant has been done inside the center panel box to prevent the stored goods from being damaged. <Some models>
- A pad incorporating the front passenger's air bag door has improved appearance.
- A glove compartment convenient for accessories has been installed.
- Adoption of large armrest for the rear console has increased marketing value.<Vehicle for Hong Kong>
- The armrest can be adjusted to the desired height by 5-level adjustment function. <Vehicle for Hong Kong>
- In the armrest, a glove compartment has been set as the top box, and the box to store up to 9 CD cases has been set as the bottom box. <Vehicle for Hong Kong>
- A cup holder has been installed to the floor console.
- Ashtrays have been installed to the front and the rear console.

Inflammable materials are used for the instrument panel and the floor console to increase safety as interiors.

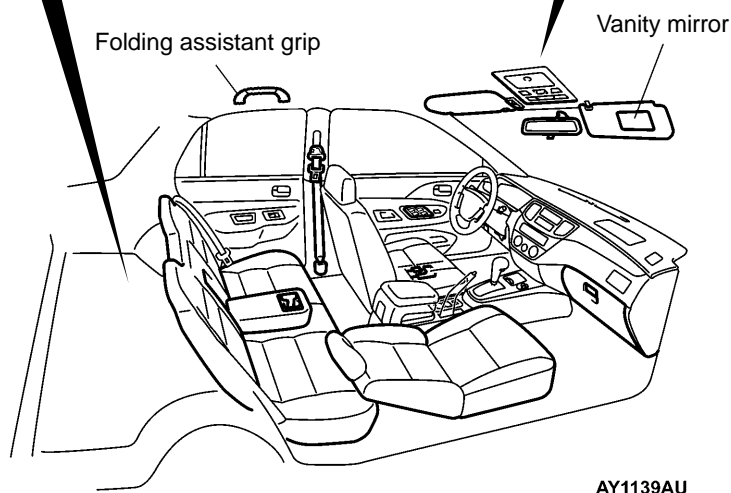
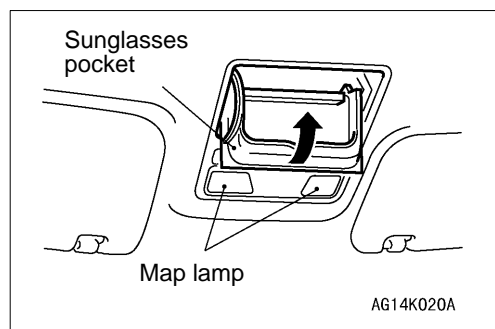
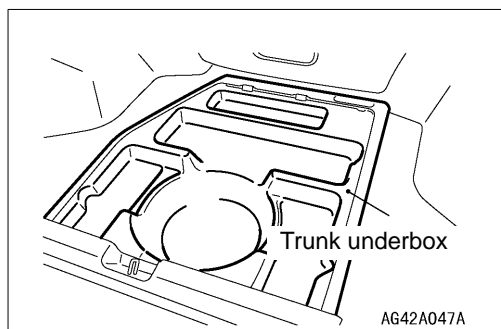
Also, material codes are indicated to deal with recycling easily.

## CONSTRUCTION DIAGRAM



## ACCESSORIES

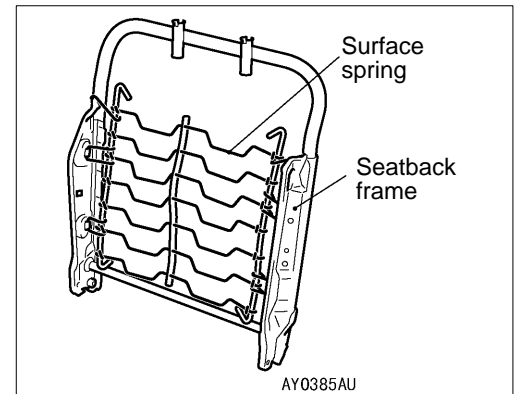
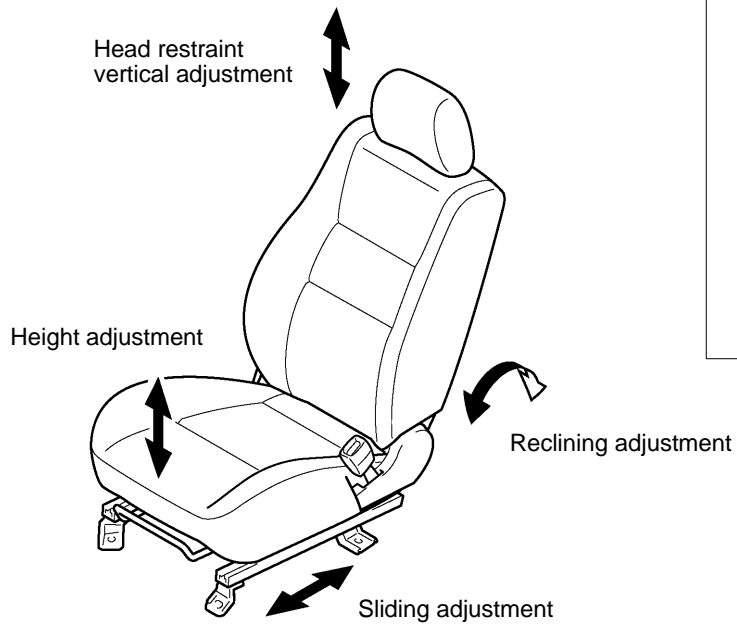
- A push-opening sunglasses pocket (incorporating a map lamp) has been installed to improve convenience.<Vehicle for Hong Kong>
- A vanity mirror has been installed to improve usability.<Some models>
- A folding assistant grip has been installed to improve safety.
- A trunk underbox has been installed in the trunk to improve convenience.<Vehicle for Hong Kong>



## SEAT

### FRONT SEAT

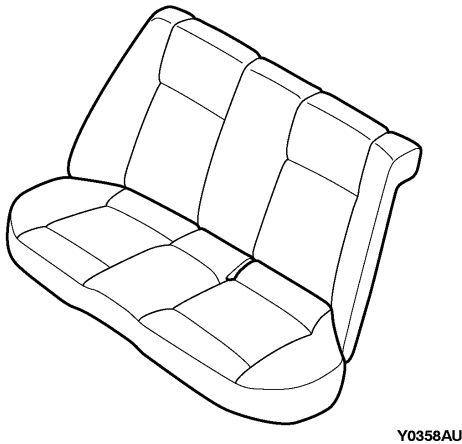
- The most suitable driving position can be set by the sliding and reclining mechanism.
- Height adjustment function to secure the most suitable driving posture has been adopted at the driver's seat. <Some models>
- Surface springs to disperse the body pressure of passengers by joining each spring on the seatback frame has been adopted to improve softness on the seat landing and reduction of fatigue from a long-hour driving. <Some models for Hong Kong>



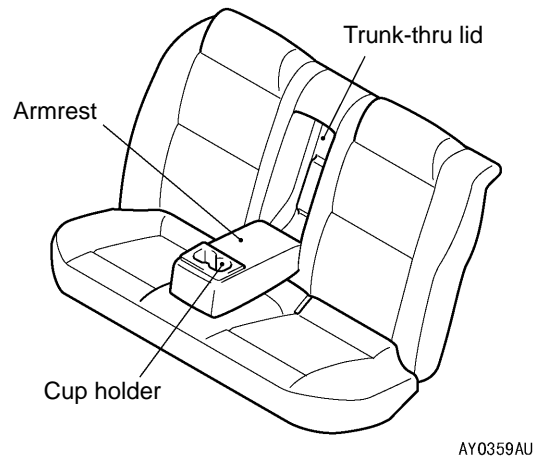
## REAR SEAT

- The low back bench seat for the rear seat has been adopted for General Export and GCC except for Hong Kong, and the high back standard bench seat and the high back luxury bench seat have been adopted for the model for Hong Kong.
- The trunk-thru lid to get accessories in and out of the armrest with a cup holder and the cabin has been set for the high back standard bench seat and the high back luxury bench seat to improve usability. Furthermore, a large-sized headrest has been installed to the high back luxury bench seat.

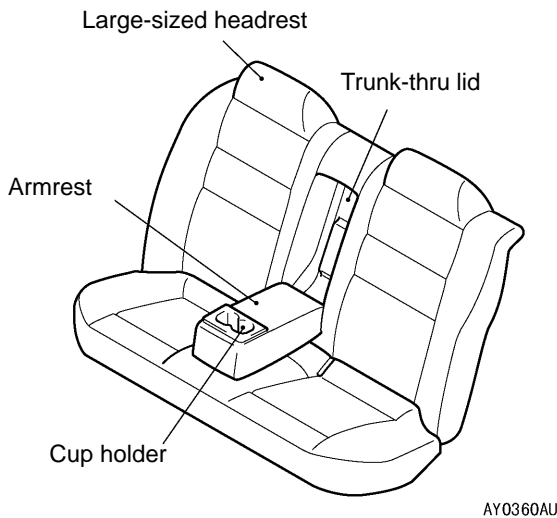
<Low back bench seat>



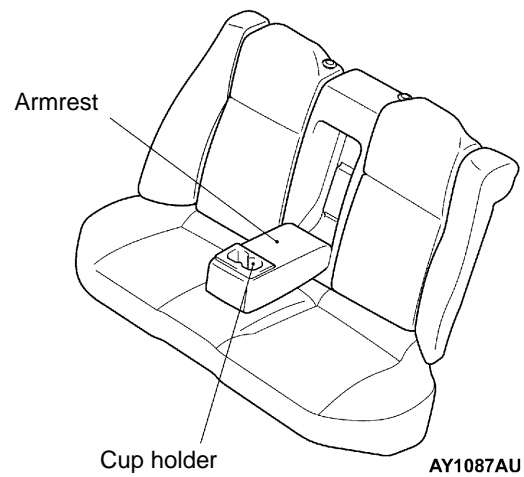
<High back standard bench seat>



<High back luxury bench seat>



<High back split seat>



## SEAT BELT

### FRONT SEAT BELT

- The adoption of ELR 3-point seat belt and the installation of the one-touch push button style adjustable seat belt anchor and the seat retractable buckle have secured the most suitable belt fitting.
- The seat belt retractor with the force limiter for the driver's seat and the front passenger's seat has been adopted to increase safety.
- A seat belt wear warning lamp installed to the driver's seat urges a driver to wear a seat belt.

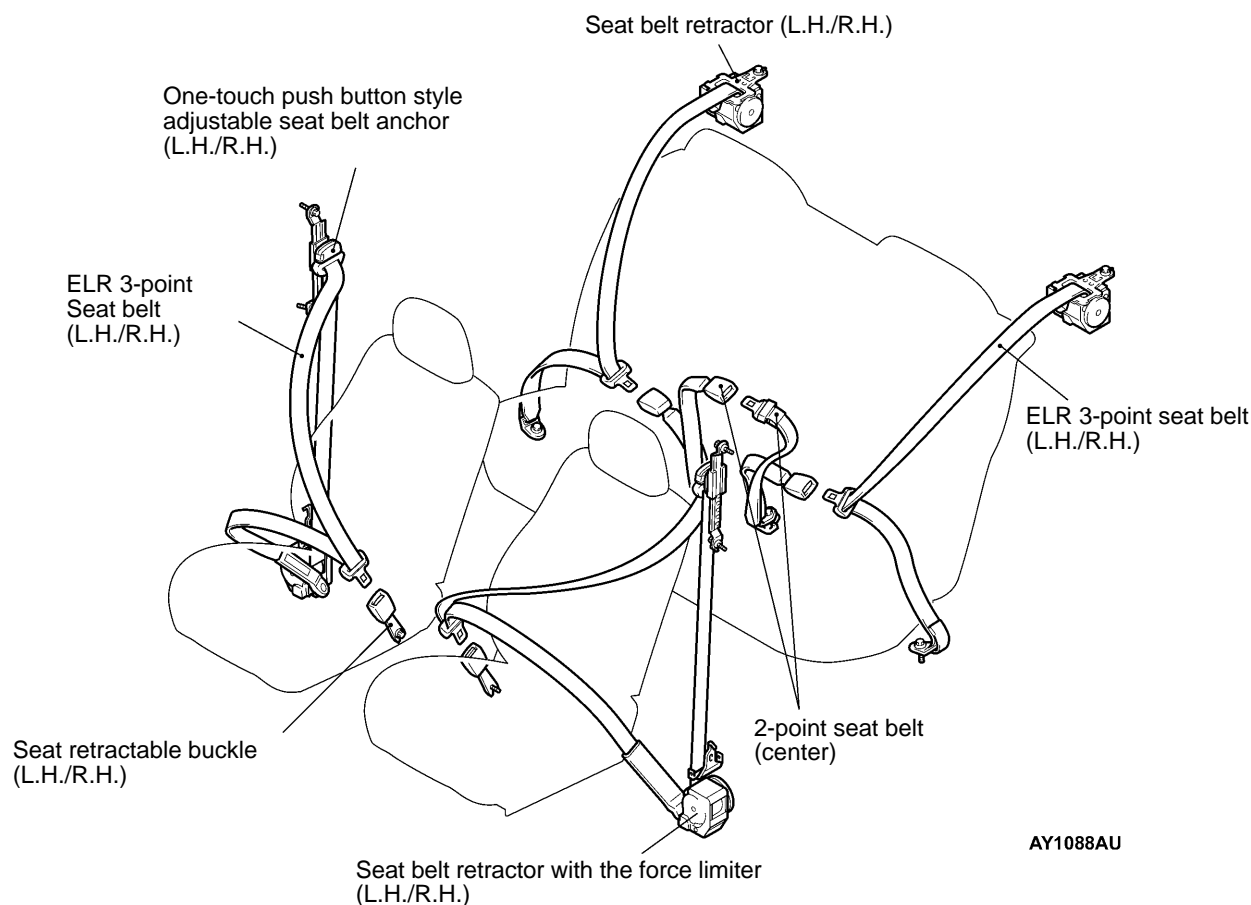
### REAR SEAT BELT

- ELR 3-point seat belt (both sides) and 2-point wrap belt (centre) have been installed.

#### NOTE

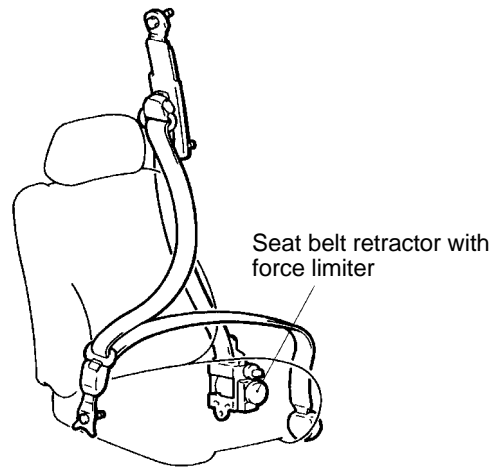
Refer to [Combination Meter](#) for more information regarding a seat belt wear warning lamp.

### CONSTRUCTION DIAGRAM

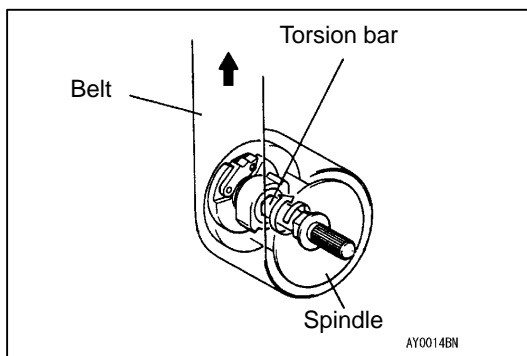


### SEAT BELT RETRACTOR WITH FORCE LIMITER

The driver's/front passenger's seat belt retractor has been equipped with a force limiter. The force limiter is a device which operates when a predetermined force is applied, and limits the force.



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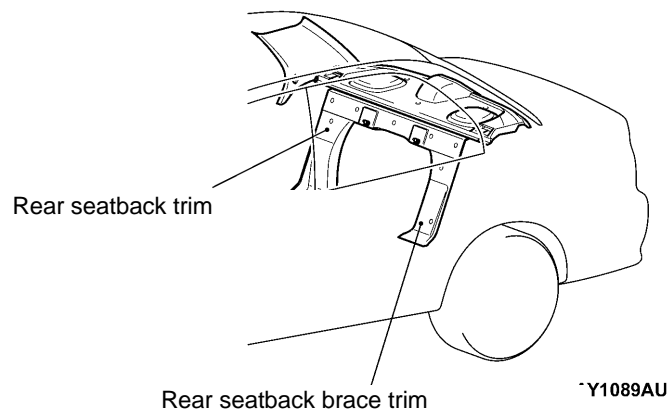
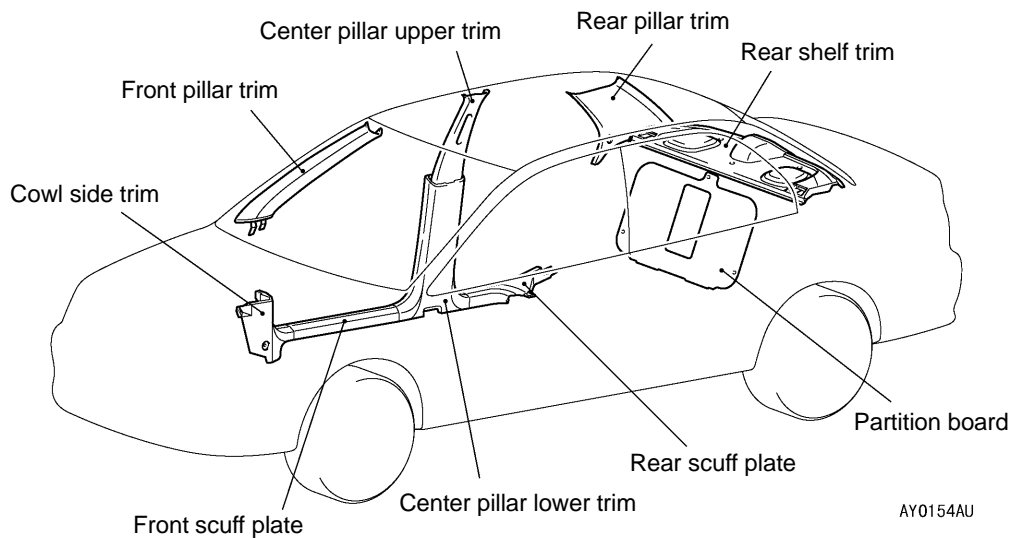
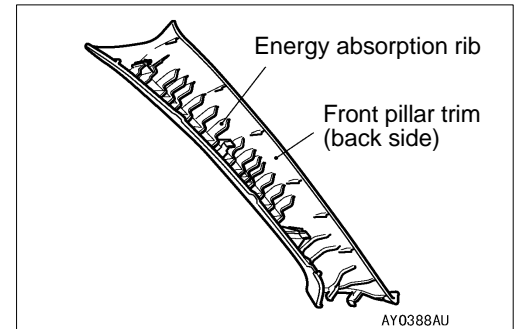
#### OPERATION

- (1) If a collision energy is transmitted to the seat belt, the ELR mechanism will operate to lock the seat belt.
- (2) Then, if the energy increases to a predetermined value, the torsion bar will be distorted. As the spindle rotates together with the torsion bar, the seat belt webbing is pulled out, reducing a impact against the occupants.

## INTERIOR TRIMS

- The interiors are fully covered by trims to enhance product value.
- The adoption of the energy absorption rib mold located in the rear of the front pillar trim and the rear pillar trim to protect head from the side impact and the resin materials for the trims as unbreakable materials has increased safety as outstanding interiors.
- Use of inflammable materials for the trims has increased safety as outstanding interiors. Also, material codes are indicated to deal with recycling easily.

### CONSTRUCTION DIAGRAM

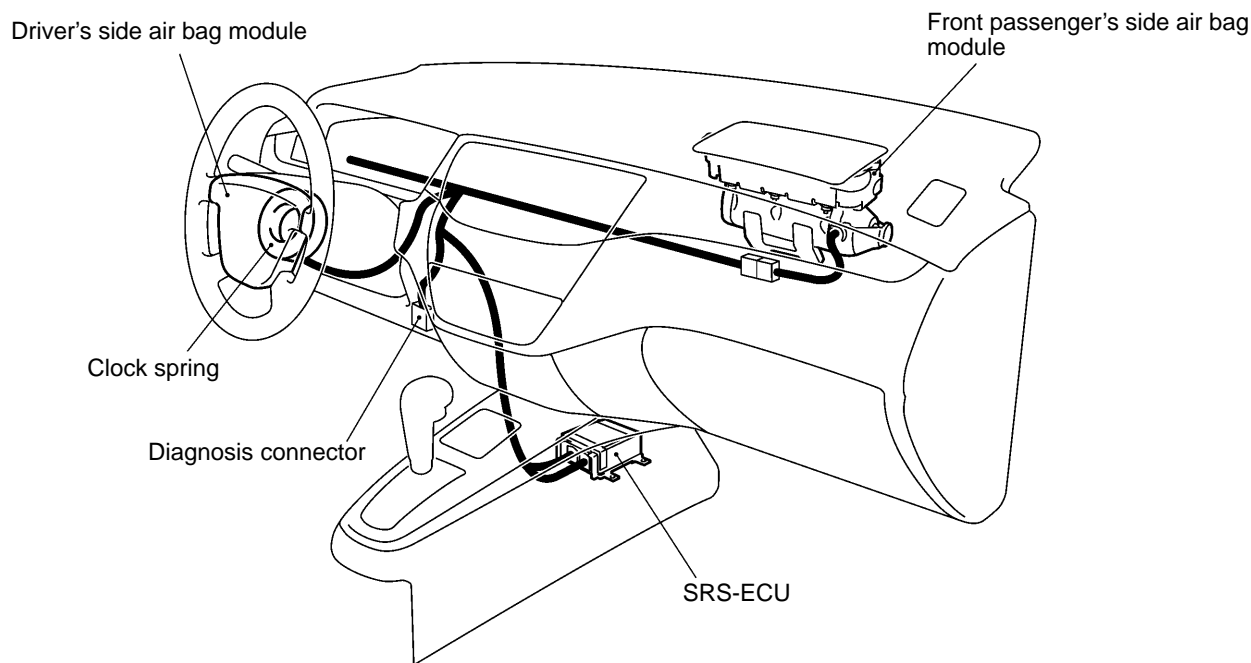
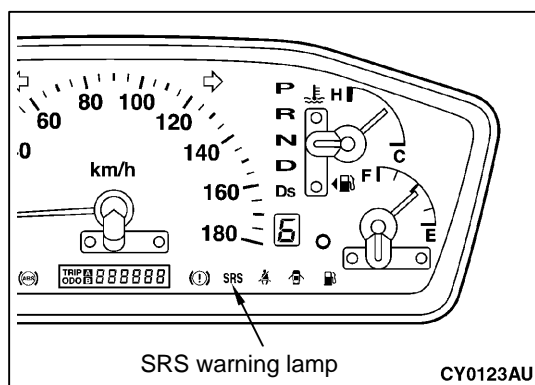




## SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

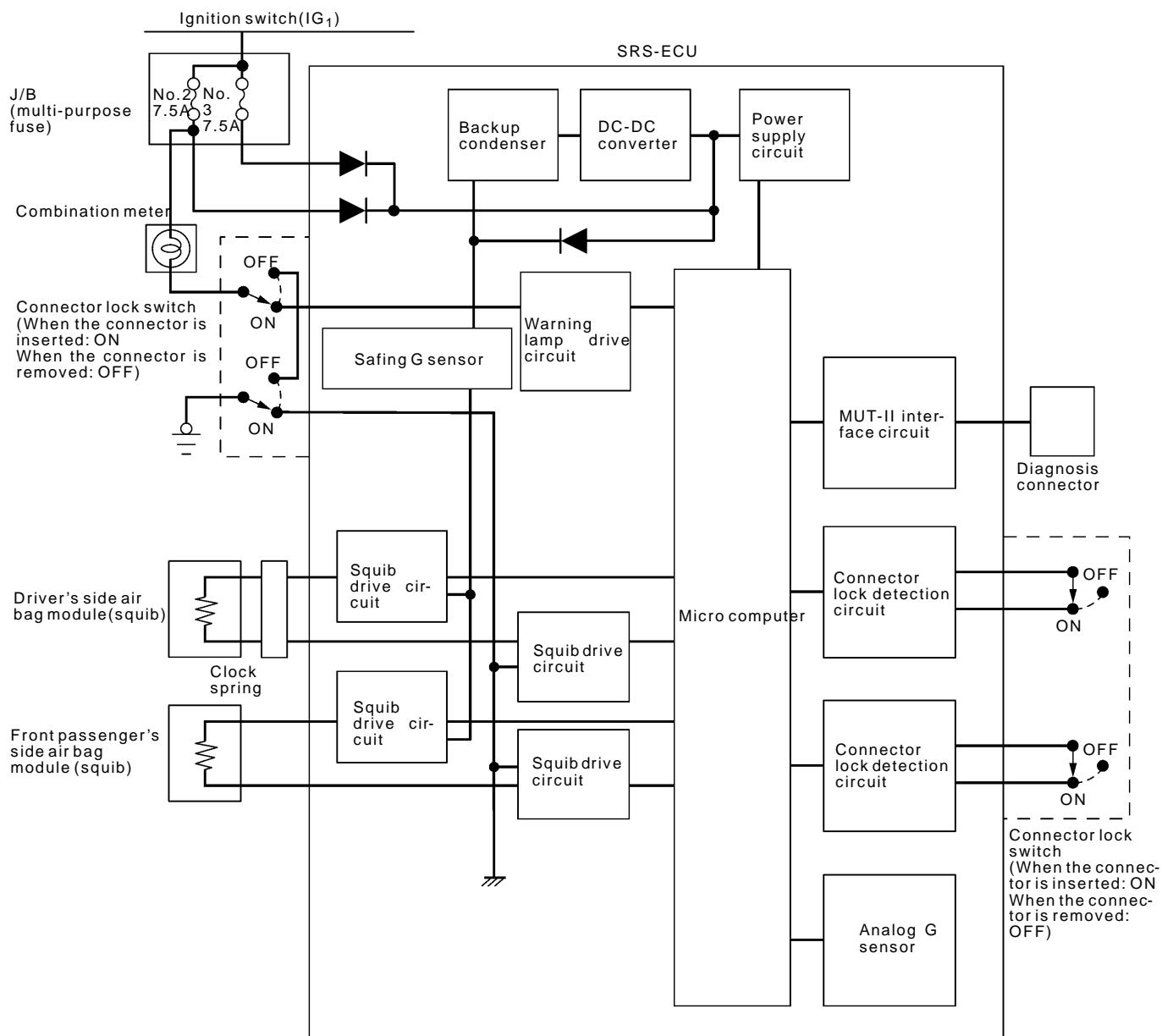
- SRS air bag is a system to be effective once the seat belt is worn. The system is designed to be a supplemental system of the seat belt. The system protects head and chest of a front seat passenger from the frontal collision by inflating the air bag to soften the impact when the impact applied from the front of the vehicle is greater than the set value.
- Driver's/front passenger's seat air bag has been installed to some models for General Export except for Hong Kong as an option. Driver's/front passenger's seat air bag or driver's seat air bag has been installed to models for GCC as an option. Driver's - front passenger's seat air bag has been installed to models for Hong Kong as a standard feature.
- An inflator that does not contain sodium azide has been adopted for all types of the air bag modules.

## CONSTRUCTION DIAGRAM



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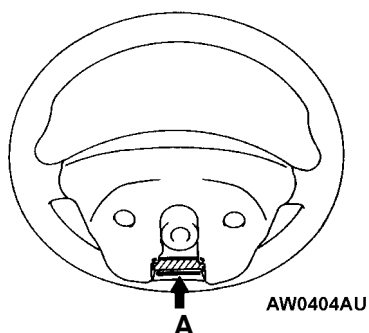
## SRS SYSTEM CIRCUIT DIAGRAM



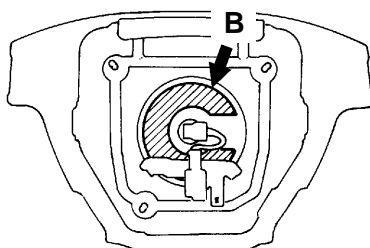
## CAUTION LABELS

Labels to indicate cautions regarding the handling and the services of SRS air bag are attached on the position shown in the following illustration.

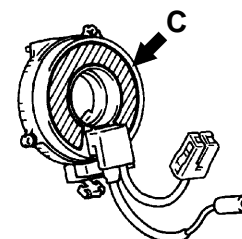
**Steering wheel**



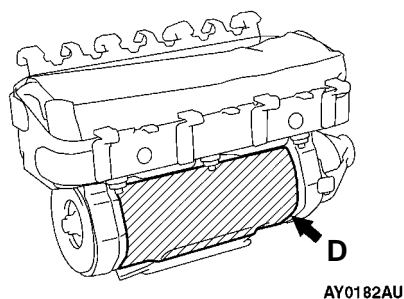
**Driver's side bag module**



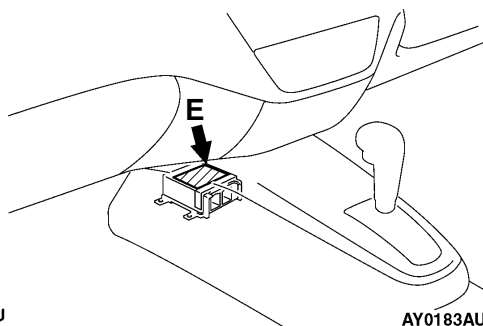
**Clock spring**



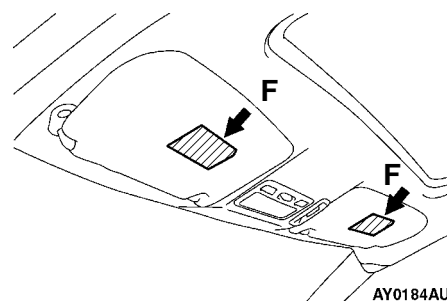
**Front passenger's side air bag module**



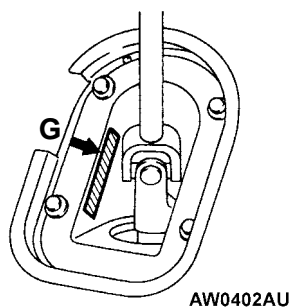
**SRS-ECU**



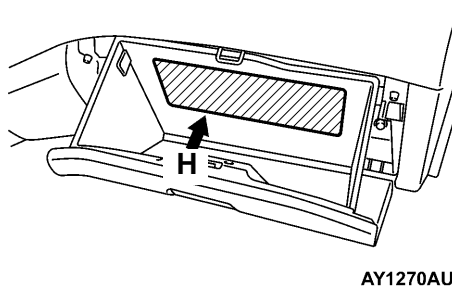
**Sun visor**



**Steering joint cover**




**Glove box**



A. CAUTION: SRS  
BEFORE REPLACING STEERING WHEEL, READ SERVICE MANUAL, THIS AIR BAG MODULE CANNOT BE REPAIRED. DO NOT DISASSEMBLE OR TAMPER.

B. DANGER  
CONTENTS ARE EXTREMELY FLAMMABLE. DO NOT PROBE WITH ELECTRICAL DEVICES OR OTHERWISE TEMPER WITH IN ANY WAY.

C. CAUTION: SRS CLOCK SPRING  
THIS IS NOT A REPAIRABLE PART. IF DEFECTIVE, REPLACE ENTIRE UNIT ACCORDING TO THE SERVICE MANUAL INSTRUCTIONS. TO RE-CENTER: ROTATE CLOCKWISE UNTIL TIGHT. THEN ROTATE IN OPPOSITE DIRECTION ROUGHLY 3 TURNS AND ALIGN ARROWS .

D. WARNING: FLAMMABLE/EXPLOSIVE SRS AIR BAG MODULE TO AVOID SERIOUS INJURY:

- DO NOT REPAIR, DISASSEMBLE OR TAMPER.
- AVOID CONTACT WITH FLAME OR ELECTRICITY.
- DO NOT DIAGNOSE/USE NO TEST EQPT OR PROBES.
- STORE BELOW 2005F (935C).
- BEFORE DOING ANY WORK INVOLVING MODULE, READ SERVICE MANUAL FOR IMPORTANT FURTHER DATA.

E. CAUTION:  
DO NOT DISASSEMBLE OR DROP. IF DEFECT, REFER TO SERVICE MANUAL.

F. WARNING TO AVOID SERIOUS INJURY:

- THE AIR BAG DOES NOT SAFETY BELT.
- FOR MAXIMUM SAFETY PROTECTION IN ALL TYPES OF CRASHES, YOU MUST ALWAYS WEAR YOUR SAFETY BELT.
- DO NOT INSTALL REARWARD-FACING CHILD SEATS IN ANY FRONT PASSENGER SEAT POSITION.
- DO NOT SIT OR LEAN UNNECESSARILY CLOSE TO THE AIR BAG.
- DO NOT PLACE ANY OBJECTS OVER THE AIR BAG OR BETWEEN THE AIR BAG AND YOURSELF.
- SEE THE OWNER'S MANUAL FOR FURTHER INFORMATION AND EXPLANATIONS.

G. WARNING: SRS  
FIX STRG. WHEEL AT TIRES STRAIGHT AHEAD BEFORE GEARBOX REMOVAL. OTHERWISE, MAY DAMAGE SRS CLOCK SPRING MAKING SRS SYSTEM INOPERATIVE, RISKING SERIOUS DRIVER INJURY.

H. AIR BAG SYSTEM INFORMATION  
THIS VEHICLE HAS AN AIR BAG SYSTEM WHICH WILL SUPPLEMENT THE SEAT BELT IN CERTAIN FRONTAL COLLISIONS. THE AIR BAG IS NOT A SUBSTITUTE FOR THE SEAT BELT IN ANY TYPE OF COLLISION. THE DRIVER AND ALL OTHER OCCUPANTS SHOULD WEAR SEAT BELTS AT ALL TIME.  
WARNING!  
IF THE "SRS" WARNING LIGHT DOES NOT ILLUMINATE FOR SEVERAL SECONDS WHEN THE IGNITION KEY IS TURNED TO "ON" OR THE ENGINE IS STARTED, OR IF THE WARNING LIGHT STAYS ON WHILE DRIVING, TAKE THE VEHICLE TO YOUR NEAREST AUTHORIZED DEALER IMMEDIATELY. ALSO, IF VEHICLE FOR SERVICE IMMEDIATELY.  
THE AIR BAG SYSTEM MUST BE INSPECTED BY AN AUTHORIZED DEALER TEN YEARS AFTER THE VEHICLE MANUFACTURE DATE SHOWN ON THE CERTIFICATION LABEL LOCATED ON THE LEFT FRONT DOOR-LATCH POST OR DOOR FRAME.  
READ THE "SRS" SECTION OF YOUR OWNER'S MANUAL BEFORE DRIVING FOR IMPORTANT INFORMATION ABOUT OPERATION AND SERVICE OF THE AIR BAG SYSTEM.  
WHEN YOU ARE GOING TO DISCARD YOUR GAS GENERATOR OR VEHICLE, PLEASE SEE YOUR DEALER.

## CONSTRUCTION AND OPERATION

### NOTE

Refer to 1999 PAJERO io Technical Information Manual (Pub. No. PYJE9805) for more information

### DRIVER'S SIDE AIR BAG MODULE

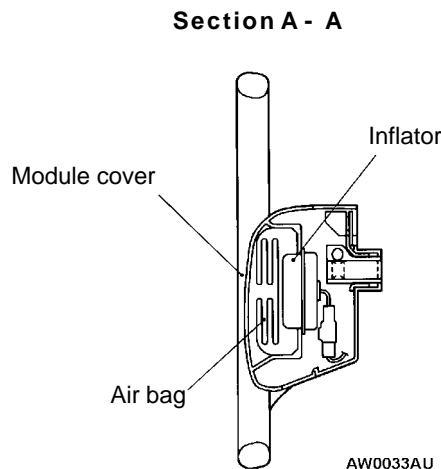
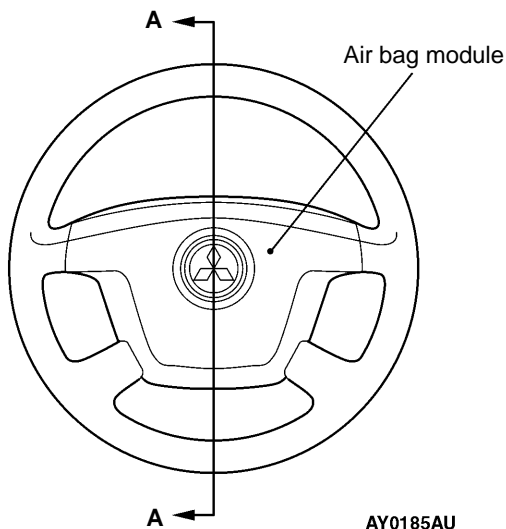
The driver's side air bag module incorporate 4-spoke steering wheel has been installed.

The driver's side air bag module is an assembly part consisting of air bag, module cover, inflator, and its fixing parts and is installed to the steering wheel.

The air bag is made from nylon and inflates by the gas generating from the inflator. As a passenger is

regarding the inflator and the clock spring of the front passenger's side air bag module.

being pressed to the air bag, it deflates discharging gas from two bores at the rear of the air bag to reduce the shock from the impact. An inflator that does not contain sodium azide has been adopted.



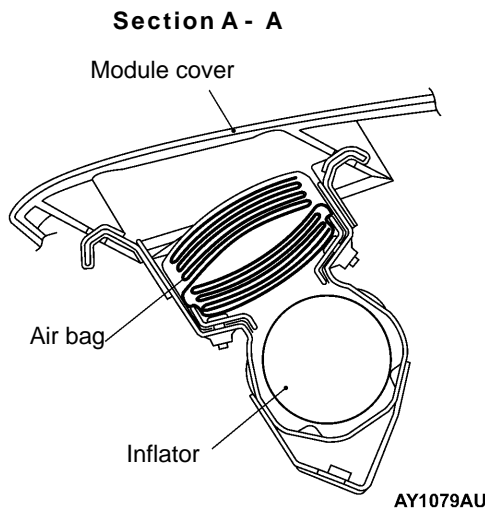
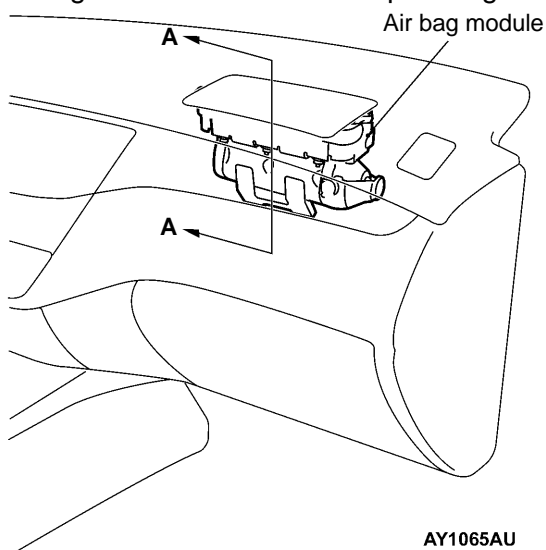
### FRONT PASSENGER'S SIDE AIR BAG MODULE

The front passenger's side air bag module consists of air bag, inflator, module cover (incorporating the instrument panel pad), and the fixing gear related to those parts.

The air bag is made from nylon and inflates by the gas generating from the inflator. As a passenger is

being pressed to the air bag, it deflates discharging gas from two bores at the rear of the air bag to reduce the shock from the impact.

An inflator that does not contain sodium azide has been adopted for all types of the air bag modules.



## SRS-ECU

The SRS-ECU incorporates an analog G sensor and safing G sensor for frontal collisions. In frontal collisions, the driver's and front passenger's air bags deploy only when both the analog and safing G sensors detect simultaneously a collision-induced G of a level exceeding the threshold as in the case with the conventional system. Like the conventional system, the SRS-ECU is provided with the following capabilities:

- Backup power supply in case of power failure in collisions
- Boosting function in case of battery voltage drop
- Self-diagnosis function to avoid system's operation errors and improve its reliability

### Caution

**Never disassemble the SRS-ECU.**

## DIAGNOSIS FUNCTION

The SRS-ECU has the following functions to make system checking using MUT-II easy.

- Diagnosis code output

- Service data output

## DIAGNOSIS CODE OUTPUT

The SRS-ECU diagnoses the following items and stores a diagnosis code in the non-volatile memory (EEPROM\*1) when a problem is detected.

Therefore, the memory is not deleted after a battery terminal is disconnected. (The diagnosis code memory can be deleted by the MUT-II.)

Code No.	Major Contents of Diagnosis
14	Frontal collision analog G sensor failure
15	Frontal collision safing G sensor short-circuited
16	Frontal collision safing G sensor open-circuited
21*3	Driver's side front air bag squib short-circuited
22*3	Driver's side air bag squib open-circuited
24*3	Front passenger's side front air bag squib short-circuited
25*3	Front passenger's side front air bag squib open-circuited
31	Capacitor voltage rises
32	Capacitor voltage drops
34*2	Connector locking mechanism malfunction
35	Ignition of the air bag completed
41*2	Power supply voltage (IG1 voltage) drops abnormally.
42*2	Power supply voltage (IG1 voltage) drops abnormally.
43*2	SRS warning lamp circuit open-circuited
44*2	Defective SRS warning lamp circuit
45	Defective SRS-ECU
49	Air bag fully deployed
51	Driver's side front air bag squib activating circuit short-circuited
52	Driver's side front air bag squib activating circuit open-circuited
54	Front passenger's side front air bag squib activating circuit short-circuited
55	Front passenger's side front air bag squib activating circuit open-circuited
61	Driver's side front air bag squib drive circuit (power supply side) short-circuited
62	Driver's side front air bag squib drive circuit (earth side) short-circuited

Code No.	Major Contents of Diagnosis
64	Front passenger's side front air bag squib drive circuit (power supply side) short-circuited
65	Front passenger's side front air bag squib drive circuit (earth side) short-circuited

## NOTE

- \*1: Electrically Erasable Programmable ROM
- \*2: This diagnosis code memory will be automatically cleared from the memory and the SRS warning lamp will be switched off when the system returns to normal condition.
- \*3: The diagnosis codes will remain in memory and the SRS warning lamp will be switched off if the system returns to normal.

## SERVICE DATA OUTPUT

When the SRS-ECU detects a problem, it stores a diagnosis code and the duration of the problem has lasted in the non-volatile memory. In addition, how often a diagnosis code and duration are cleared by

the MUT-II are stored in the non-volatile memory as a reference for service work. The data which is stored can be read by the MUT-II.

No.	Service Data Item	Applicability
92	Number indicating how often the memory is cleared	Maximum time to be stored: 250
93	How long a problem has lasted (How long takes from the occurrence of the problem till the first air bag squib igniting signal)	Maximum time to be stored: 9999 minutes (approximately 7days)
94	How long a problem has lasted (How long it takes from the first air bag squib igniting signal signal till now)	