



DTC 9-2

CAUTION: Whenever the ignition switch is ON (II), or has been turned OFF for less than 3 minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.

NOTE: The PCM memory must be reset after reconnecting the battery (see page 11-125).

Check the fuse:

Check for blown No. 7 (10 A) fuse in the under-dash fuse/relay box.

Is the fuse OK?

YES

NO

(A) To page 24-82

Replace the fuse. Turn the ignition switch ON (II), and check that the fuse doesn't blow.

Is the fuse OK?

YES

NO

The problem has disappeared. Test-drive the vehicle and see Troubleshooting Intermittent Failures on page 24-37.

Check for short to ground between the under-dash fuse/relay box and the SRS unit.

1. Turn the ignition switch OFF.
2. Disconnect the battery negative cable, then disconnect the positive cable, and wait for 3 minutes.
3. Disconnect the driver's and front passenger's airbag connectors, then disconnect the driver's and front passenger's seat belt tensioner connectors (see page 24-33).
4. Disconnect the SRS main harness 18P connector from the SRS unit.
5. Check resistance between the No. 3 terminal of SRS main harness 18P connector and ground. There should be 1 MΩ or more.

Is the resistance as specified?

YES

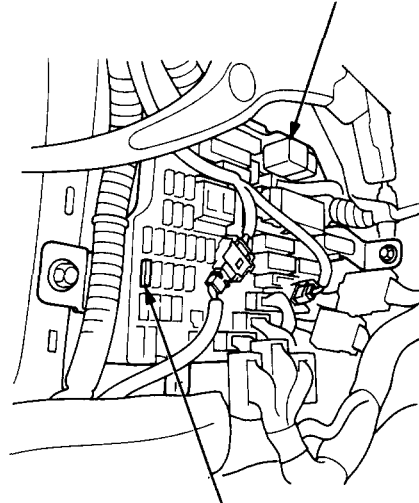
NO

Faulty SRS unit; replace the SRS unit (see page 24-181).

(B)

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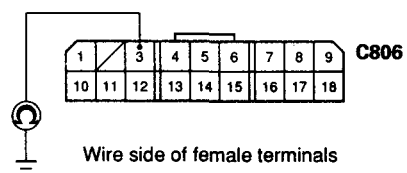
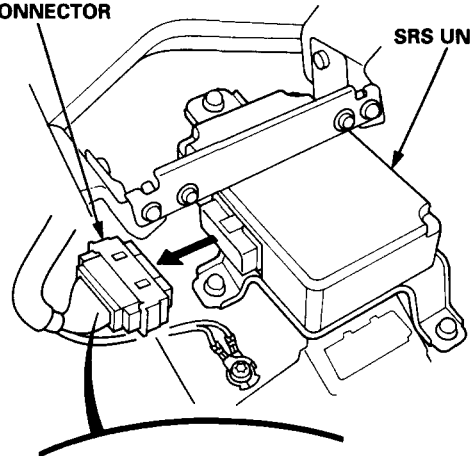
UNDER-DASH FUSE/RELAY BOX



No. 7 (10 A) FUSE

SRS MAIN HARNESS
18P CONNECTOR

SRS UNIT



(cont'd)

Troubleshooting - '96 - 98 Models

DTC 9-2 (cont'd)

(A) From page 24-81

Check for an open in the SRS main harness:

1. Disconnect the battery negative cable, then disconnect the positive cable, and wait for 3 minutes.
2. Disconnect the driver's and front passenger's airbag connectors, then disconnect the driver's and front passenger's seat belt tensioner connectors (see page 24-33).
3. Disconnect the SRS main harness 18P connector from the SRS unit.
4. Reconnect the battery positive cable, then reconnect the negative cable.
5. Connect a voltmeter between the No. 3 terminal of the SRS main harness 18P connector and ground.
6. Turn the ignition switch ON (II), and measure voltage.

Is there battery voltage?

YES

NO

Poor contact at the SRS main harness 18P connector; check the connector.

- If the connector is OK, substitute a known-good SRS unit, and recheck.
- If the problem is still present, replace the SRS main harness.

Check for an open in the SRS main harness:

1. Turn the ignition switch OFF.
2. Disconnect the SRS main harness 2P connector from the under-dash fuse/relay box.
3. Check resistance between the No. 1 terminal of the SRS main harness 2P connector and No. 3 terminal of SRS main harness 18P connector. There should be approx. 1 Ω or less.

Is the resistance as specified?

YES

NO

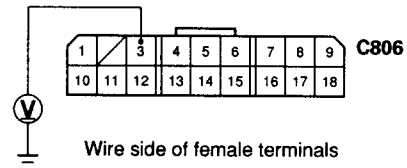
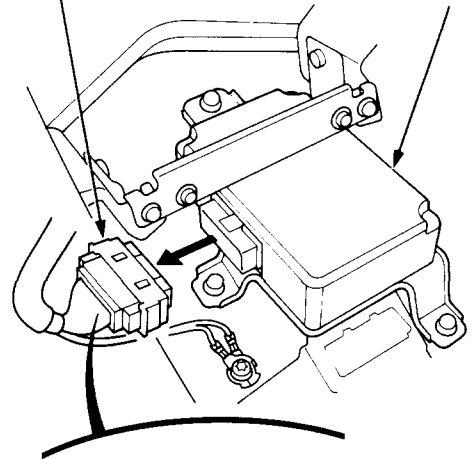
Poor contact at the SRS main harness 2P connector; check the connector.

- If the connector is OK, substitute a known-good under-dash fuse/relay box, and recheck.
- If the problem is still present, replace the SRS main harness.

Open in the SRS main harness; replace the SRS main harness.

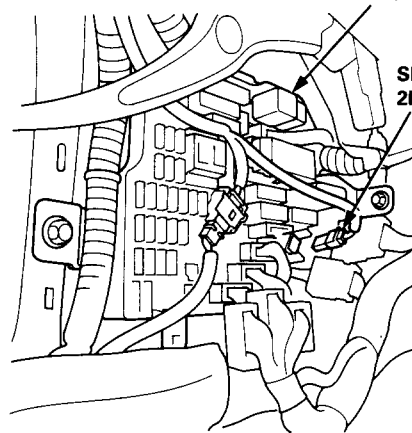
SRS MAIN HARNESS
18P CONNECTOR

SRS UNIT

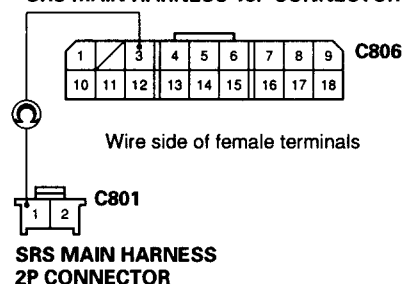


UNDER-DASH FUSE/RELAY BOX

SRS MAIN HARNESS
2P CONNECTOR



SRS MAIN HARNESS 18P CONNECTOR





From page 24-81
(B)

Check for short to ground in the SRS main harness:

1. Disconnect the SRS main harness 2P connector from the under-dash fuse/relay box.
2. Check resistance between the No. 3 terminal of the SRS main harness 18P connector and ground. There should be 1 M Ω or more.

Is the resistance as specified?

YES

NO

Short to ground in the under-dash fuse/relay box; replace the under-dash fuse/relay box.

Short to ground in the SRS main harness; replace the SRS main harness.

**SRS MAIN HARNESS
18P CONNECTOR**

SRS UNIT

