PRE-CHECK

1. SRS WARNING LIGHT CHECK
   (a) Turn the ignition switch to the ON position and check that
       the SRS warning light lights up.
   (b) Check that the SRS warning light goes out after approx.
       6 seconds.

   HINT:
   - When the ignition switch is at ON and the SRS warning
     light remains on or flashes, the airbag sensor assembly
     has detected a malfunction code.
   - If, after approx. 6 second have elapsed, the SRS warning
     light sometimes lights up, a short in the SRS warning light
     circuit can be considered likely. Proceed to "SRS warning
     light circuit malfunction" on page 05–585 and 05–588.

2. DTC CHECK (using diagnosis check wire)
   (a) Present troubles codes:
       Output the DTC.
       (1) Turn the ignition switch to the ON position and wait
           for approx. 60 seconds.
       (2) Using SST, connect terminals Tc and CG of the
           DLC3.
           SST 09843–18040
       NOTICE:
       Pay due attention to the terminal connecting position to
       avoid a malfunction.
   (b) Past troubles codes:
       Output the DTC.
       (1) Using service wire, connect terminals Tc and CG of
           the DLC3.
           SST 09843–18040
       (2) Turn the ignition switch to the ON position and wait
           for approx. 60 seconds.

       NOTICE:
       Pay due attention to the terminal connecting position to
       avoid a malfunction.
3. **DTC CHECK (Using hand–held tester)**
   (a) Hook up the hand–held tester to the DLC3.
   (b) Read the DTCs by following the prompts on the tester screen.
   HINT:
   Please refer to the hand–held tester operator’s manual for further details.

4. **DTC CLEARANCE (Not using service wire)**
   (a) When the ignition switch is turned off, the diagnostic trouble code is cleared.
   HINT:
   DTC might not be cleared by turning the ignition switch OFF. In this case, proceed to the next step.

5. **DTC CLEARANCE (Using service wire)**
   (a) Using a service wire, connect terminals TC and CG of the DLC3.
   (b) Disconnect terminal TC of DLC3 within 10 seconds after the DTC begins to be output, and check if the warning light lights up within 3 seconds.
   (c) Within 2.0 seconds to 4.0 seconds after the SRS warning light lights up, connect the terminals TC and CG of the DLC3.
   (d) Light the SRS warning light goes off 2.0 to 4.0 seconds after connecting the terminals TC and CG of DLC3, then disconnect the terminal TC of the DLC3 2.0 to 4.0 seconds after the warning light goes off.
   (e) Light the SRS warning light on again 3 seconds after disconnecting terminal TC of DLC3, then within 2.0 to 4.0 seconds after the lighting, connect terminals TC and CG of the DLC3.
   (f) Check if the SRS warning light goes off 2.0 to 4.0 seconds after connecting terminals TC and CG of DLC3, and the correct code is output 1 second after the SRS warning goes off.
If DTCs are to cleared, repeat the above procedure until the codes are cleared.

T1: 0 – ∞ second
T2: approx. 6 second
T3: 3 – 5 second
T4: 3 – 10 second
T5: 2 – 4 second
T6: 1 – 5 second
T7: within 1 second

*: The past trouble code in the illustration shows DTC 21 as an example.
6. **DTC CLEARANCE (Using hand-held tester)**
   (a) Hook up the hand-held tester to the DLC3.
   (b) Clear the DTCs by following the prompts on the tester screen.

   **HINT:**
   Please refer to the hand-held tester operation’s manual for further details.

7. **RELEASE METHOD OF AIRBAG ACTIVATION PREVENTION MECHANISM**
   (a) An airbag activation prevention mechanism is built into the connector for the squib circuit of the SRS. When release of the airbag activation prevention mechanism is directed in the troubleshooting procedure, as shown in the illustration of the connectors on the next pages, insert paper which has the same thickness as the male terminal between the terminal and the short spring.

   **CAUTION:**
   Never release the airbag activation prevention mechanism on the squib connector.

   **NOTICE:**
   - Do not release the airbag activation prevention mechanism unless specifically directed by the troubleshooting procedure.
   - If the inserted paper is too thick the terminal and short spring may be damaged, so always use paper with the same thickness as the male terminal.