

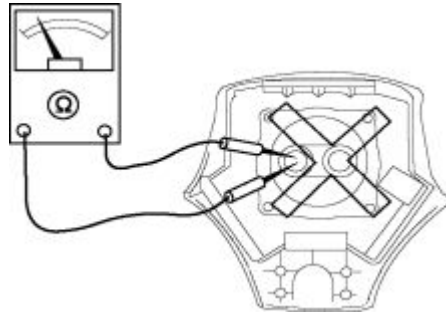
SAFETY

AIR BAG SYSTEM SERVICE CAUTIONS/SERVICE WARNINGS

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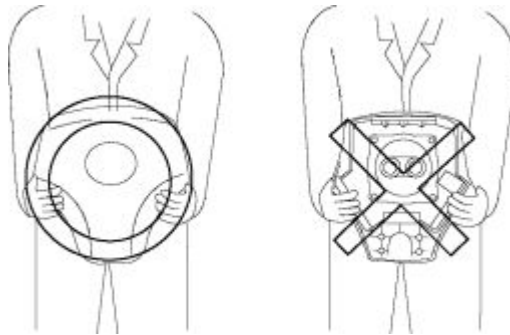
Air Bag Module Inspection

- Inspecting an air bag module using a tester can operate (deploy) the air bag module, which may cause serious injury. Do not use a tester to inspect an air bag module. Always use the on-board diagnostic function to diagnose the air bag module for malfunctions.

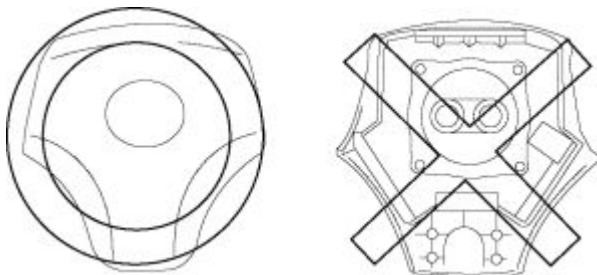


Air Bag Module Handling

- Handling a live (undeployed) air bag module that is pointed toward your body could result in serious injury if the air bag module were to accidentally operate (deploy). When carrying a live (undeployed) air bag module, point the deployment surface away from your body to lessen the chance of injury in case it operates (deploys).



- A live (undeployed) air bag module placed with its deployment surface to ground is dangerous. If the air bag module were to accidentally operate (deploy), it could cause serious injury. Always place a live (undeployed) air bag module with its deployment surface up.



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Side Air Bag Module Handling

- When a side air bag module operates (deploys) due to a collision, the interior of the seat back (pad, frame, trim) may become damaged. If a side air bag does not operate (deploy) normally from a seat back that has been reused, a serious accident may result. After a side air bag has operated (deployed), always replace both the side air bag module and the seat back (pad, frame, trim) with new parts. After servicing, verify that the seat operates normally and that the wiring harness is not caught.

SAS Control Module Handling

- Removing the SAS control module or disconnecting the SAS control module connector with the ignition switch at the ON position can activate the sensor in the SAS control module and operate (deploy) the air bags and pre-tensioner seat belts, which may cause serious injury. Before removing the SAS control module or disconnecting the SAS control module connector, always turn the ignition switch to the LOCK position, disconnect the negative battery cable, and then wait for 1 min or more to allow the backup power supply of the SAS control module to deplete its stored power.
- Connecting the SAS control module connector with the SAS control module not securely fixed to the vehicle is dangerous. The sensor in the SAS control module could send an electrical signal to the air bag modules and pre-tensioner seat belts. This will operate (deploy) the air bags and pre-tensioner seat belts, which may result in serious injury. Therefore, before connecting the connector, securely fix the SAS control module to the vehicle.
- Because a sensor is built into the SAS control module, once the air bags and pre-tensioner seat belts have operated (deployed) due to a collision or other causes, the SAS control module must be replaced with a new one even if the used one does not have any visible external damage or deformation. The used SAS control module may have been damaged internally which may cause improper operation. If the SAS control module is reused, the air bags and pre-tensioner seat belts may not operate (deploy) normally, which could result in a serious accident. Always replace the SAS control module with a new one. The SAS control module cannot be bench-checked or self-checked.

Crash Zone Sensor Handling

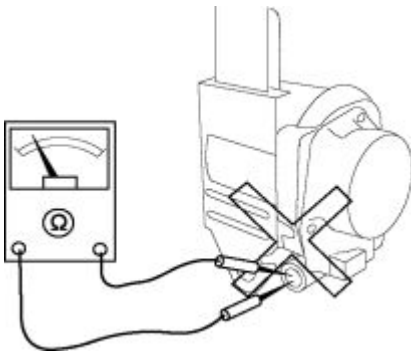
- Removing the crash zone sensor or disconnecting the crash zone sensor connector with the ignition switch at the ON position can activate the crash zone sensor and operate (deploy) the air bags and pre-tensioner seat belts, which may cause serious injury. Before removing the crash zone sensor or disconnecting the crash zone sensor connector, always turn the ignition switch to the LOCK position, disconnect the negative battery cable, and then wait for 1 min or more to allow the backup power supply of the SAS control module to deplete its stored power.
- If the crash zone sensor is subjected to shock or the sensor is disassembled, the air bags and pre-tensioner seat belts may accidentally operate (deploy) and cause injury, or the system may fail to operate normally and cause a serious accident. Do not subject the crash zone sensor to shock or disassemble the sensor.
- Because a sensor is built into the crash zone sensor, once the air bags and pre-tensioner seat belts have operated (deployed) due to a collision or other causes, the crash zone sensor must be replaced with a new one even if the used one does not have any visible external damage or deformation. If the crash zone sensor is reused, the air bags and pre-tensioner seat belts may not operate (deploy) normally, which could result in a serious accident. Always replace the crash zone sensor with a new one. The crash zone sensor cannot be bench-checked or self-checked.

Side Air Bag Sensor Handling

- Removing the side air bag sensor or disconnecting the side air bag sensor connector with the ignition switch at the ON position can activate the side air bag sensor and operate (deploy) the side air bag, which may cause serious injury. Before removing the side air bag sensor or disconnecting the side air bag sensor connector, always turn the ignition switch to the LOCK position, disconnect the negative battery cable, and then wait for 1 min or more to allow the backup power supply of the SAS control module to deplete its stored power.
- If the side air bag sensor is subjected to shock or the sensor is disassembled, the side air bag may accidentally operate (deploy) and cause injury, or the system may fail to operate normally and cause a serious accident. Do not subject the side air bag sensor to shock or disassemble the sensor.
- Because a sensor is built into the side air bag sensor, once the air bag has operated (deployed) due to a collision or other causes, the side air bag sensor must be replaced with a new one even if the used one does not have any visible external damage or deformation. If the side air bag sensor is reused, the side air bag may not operate (deploy) normally, which could result in a serious accident. Always replace the side air bag sensor with a new one. The side air bag sensor cannot be bench-checked or self-checked.

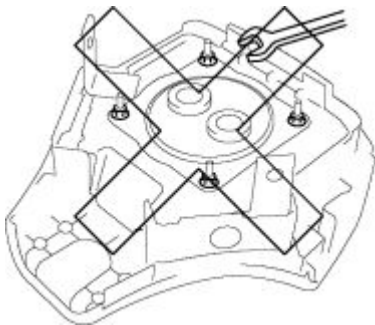
Pre-tensioner Seat Belt Inspection

- Inspecting a pre-tensioner seat belt using a tester can operate (deploy) the pre-tensioner seat belt, which may cause serious injury. Do not use a tester to inspect a pre-tensioner seat belt. Always use the on-board diagnostic function to diagnose the pre-tensioner seat belt for malfunctions.



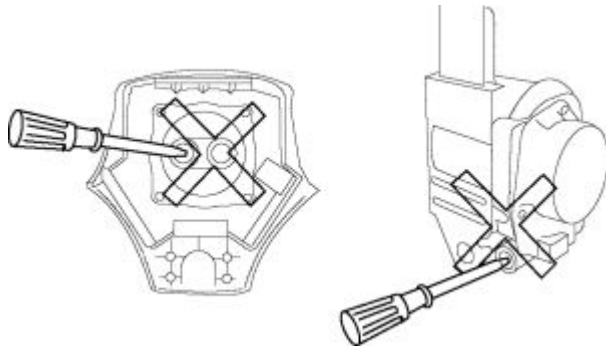
Air Bag System Component Disassembly

- Disassembling the air bag system components could cause it to not operate (deploy) normally. Never disassemble any air bag system components.



Air Bag Module, Pre-tensioner Seat Belt Handling

- Oil, grease, or water on the air bag modules may cause the air bags and pre-tensioner seat belts to fail to operate (deploy) in an accident. Never allow oil, grease, or water to get on the air bag modules or pre-tensioner seat belts.
- Inserting a screwdriver or similar object into the connector of an air bag module or a pre-tensioner seat belt may damage the connector and cause the air bag module or the pre-tensioner seat belt to operate (deploy) improperly, which may cause serious injury. Never insert any foreign objects into the air bag module or seat belt connectors.

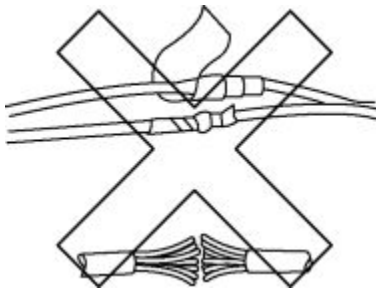


Air Bag Module, Pre-tensioner Seat Belt Reuse

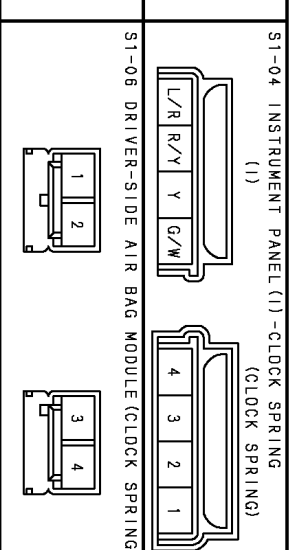
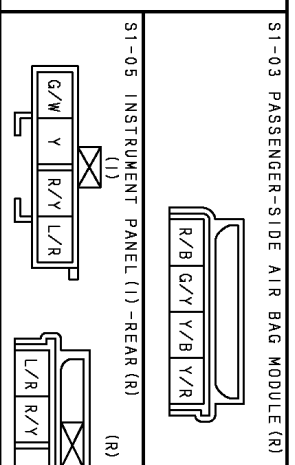
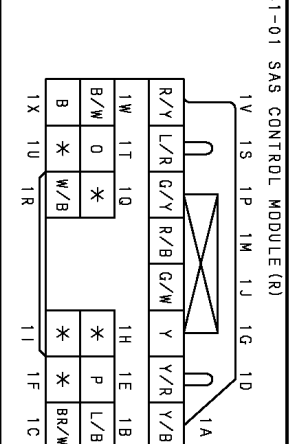
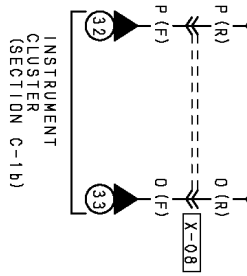
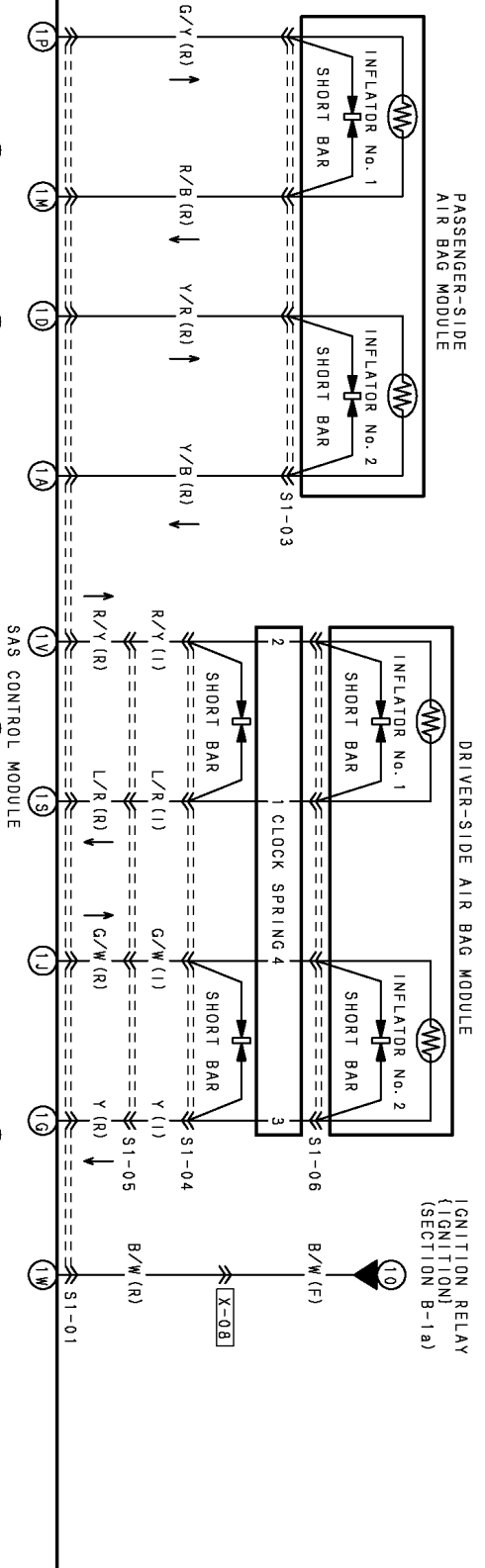
- Even if an air bag module or a pre-tensioner seat belt does not operate (deploy) in a collision and does not have any external signs of damage, it may have been damaged internally, which may cause improper operation. Before reusing a live (undeployed) air bag module and the pre-tensioner seat belts, always use the on-board diagnostic to diagnose the air bag module and the pre-tensioner seat belts to verify that they have no malfunction.

Air Bag Wiring Harness Repair

- Incorrectly repairing an air bag wiring harness can accidentally operate (deploy) the air bag module and pre-tensioner seat belts. If a problem is found in the air bag wiring harness, always replace the wiring harness with a new one.



IGNITION RELAY
(IGNITION)
(SECTION B-1a)

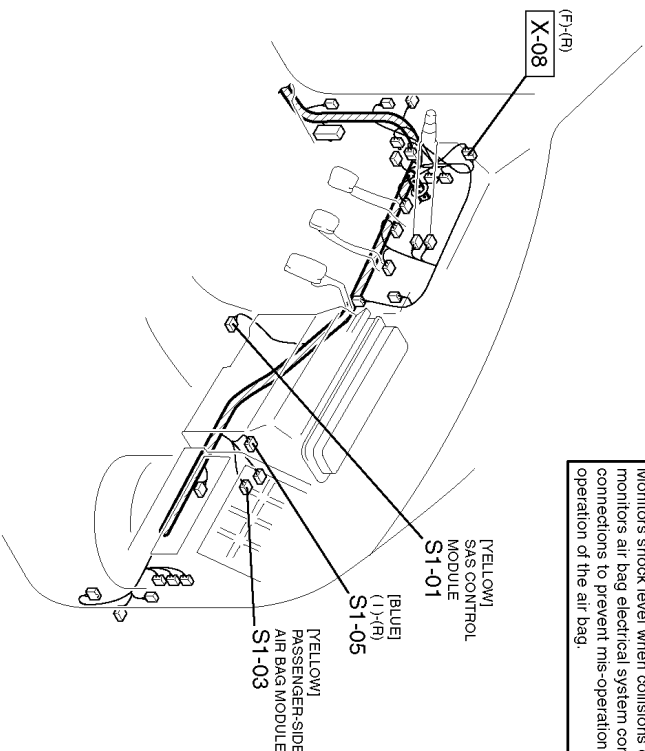


TERMINALS OF THIS CONNECTOR ARE INDICATED BY NUMBERS.

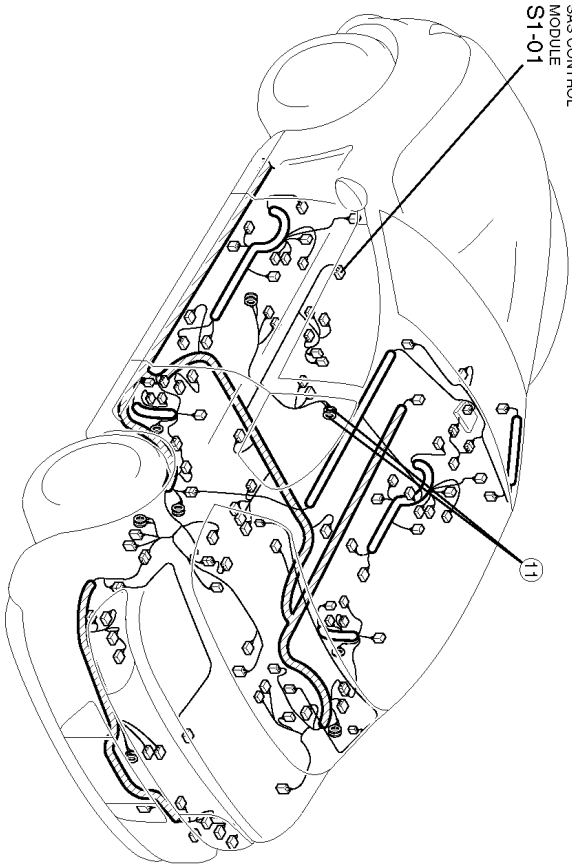
TERMINALS OF THIS CONNECTOR ARE INDICATED BY NUMBERS.

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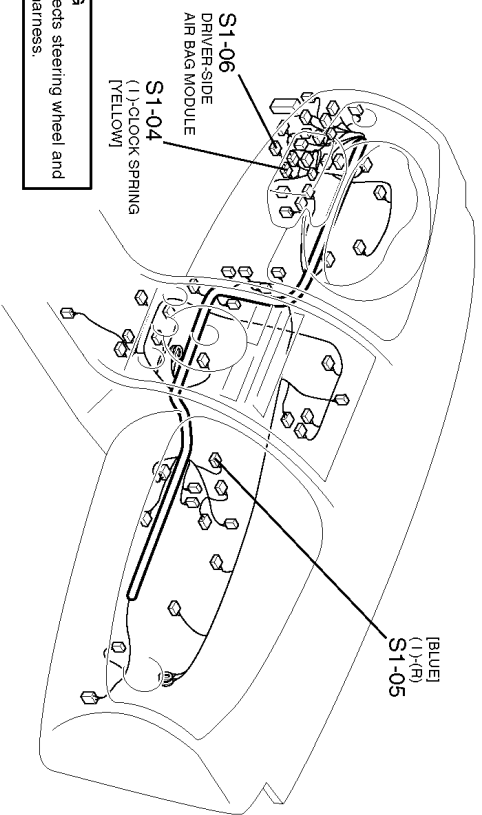
SAS CONTROL MODULE
 Monitors shock level when collisions occur. Also, monitors air bag electrical system components and connections to prevent mis-operation or no operation of the air bag.

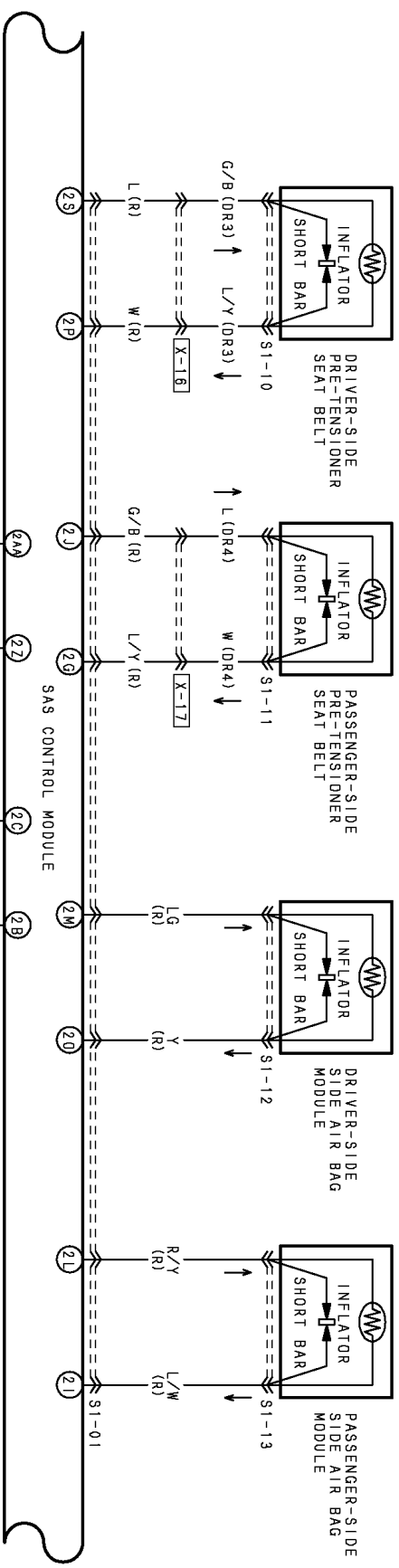


[YELLOW] SAS CONTROL MODULE S1-01



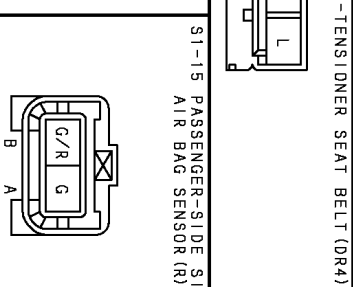
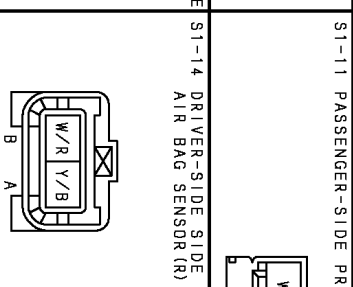
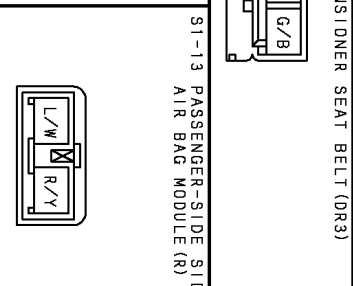
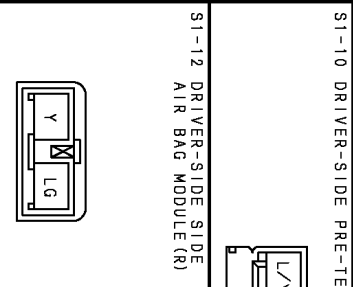
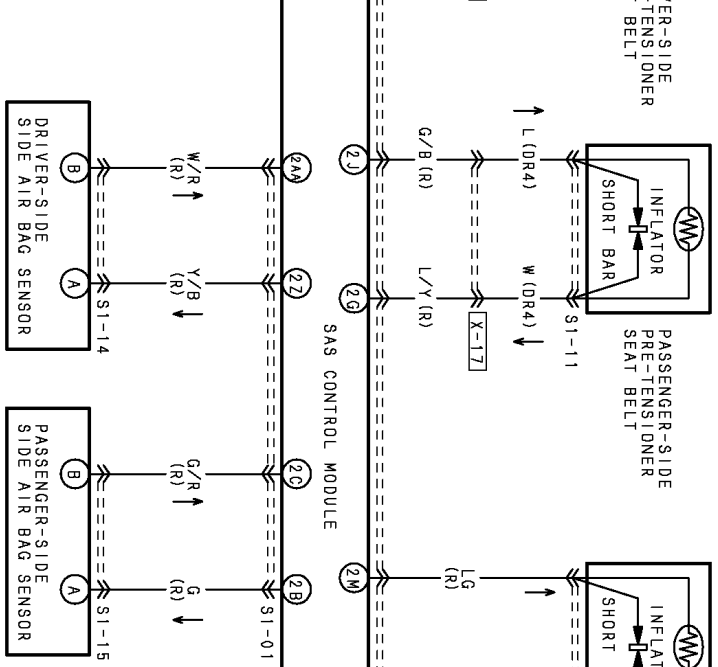
CLOCK SPRING
 Electrically connects steering wheel and air bag to body harness.





S1-01 SAS CONTROL MODULE (R)

2V	2S	2P	2M	2J	2G	2D
P	P/L	L	W	LG	G/B	L/Y
2Z	2W	2T				2H
Y/B	LG/B	GV				2E
W/R	LG/R	*	*	Y	R/Y	L/W
2AA	2X	2U	2R	2O	2L	2I
						2F
						2C



S1-10 DRIVER-SIDE PRE-TENSIONER SEAT BELT (DR3)

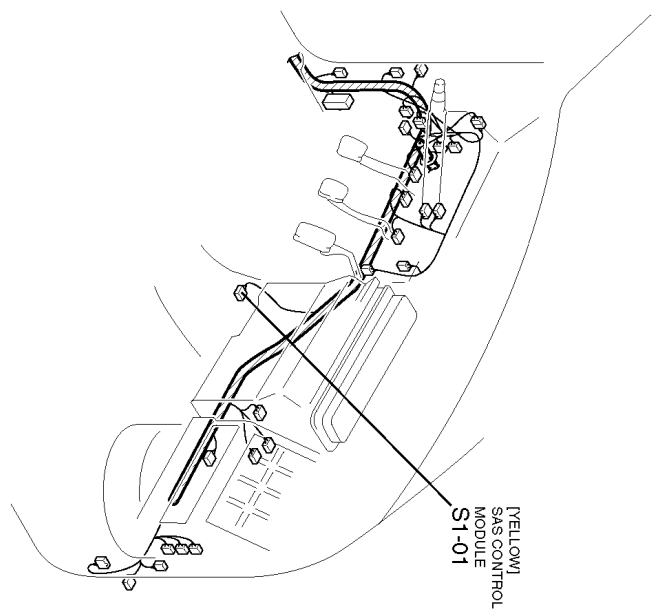
S1-12 DRIVER-SIDE SIDE AIR BAG MODULE (R)

S1-13 PASSENGER-SIDE SIDE AIR BAG MODULE (R)

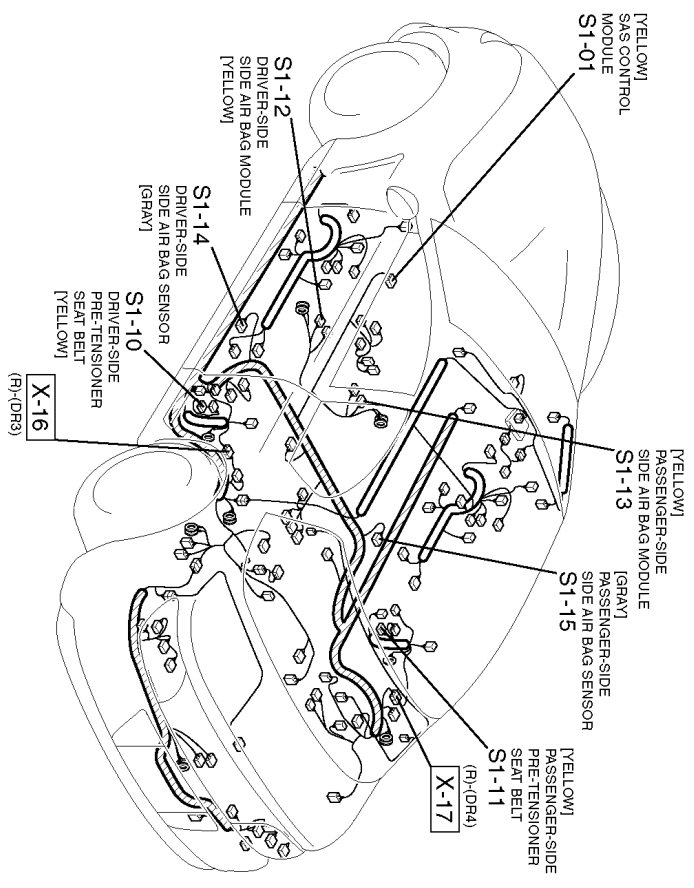
S1-14 DRIVER-SIDE SIDE AIR BAG SENSOR (R)

S1-15 PASSENGER-SIDE SIDE AIR BAG SENSOR (R)

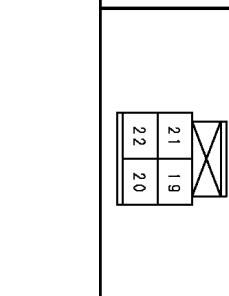
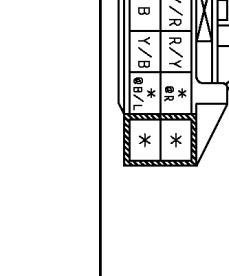
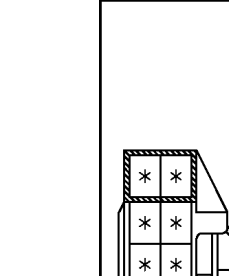
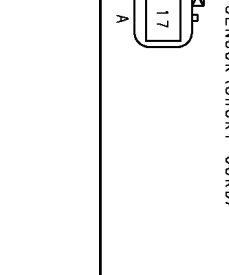
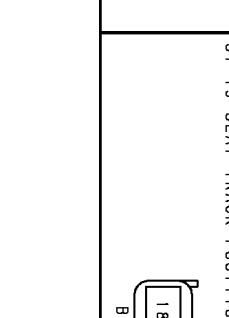
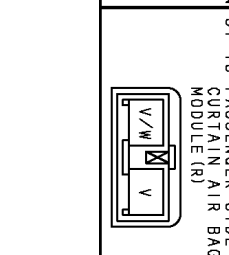
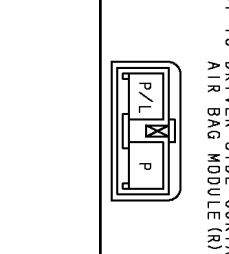
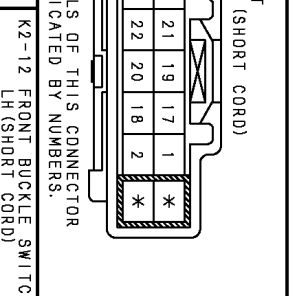
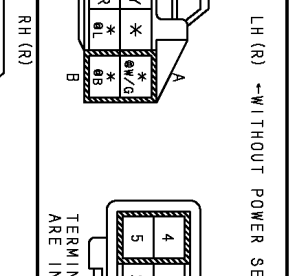
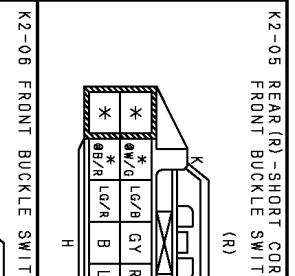
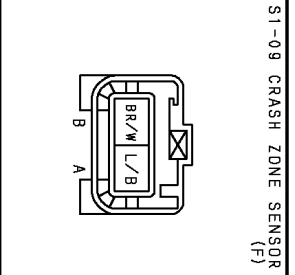
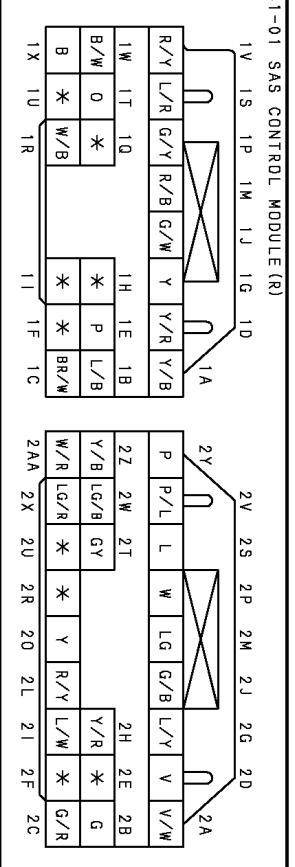
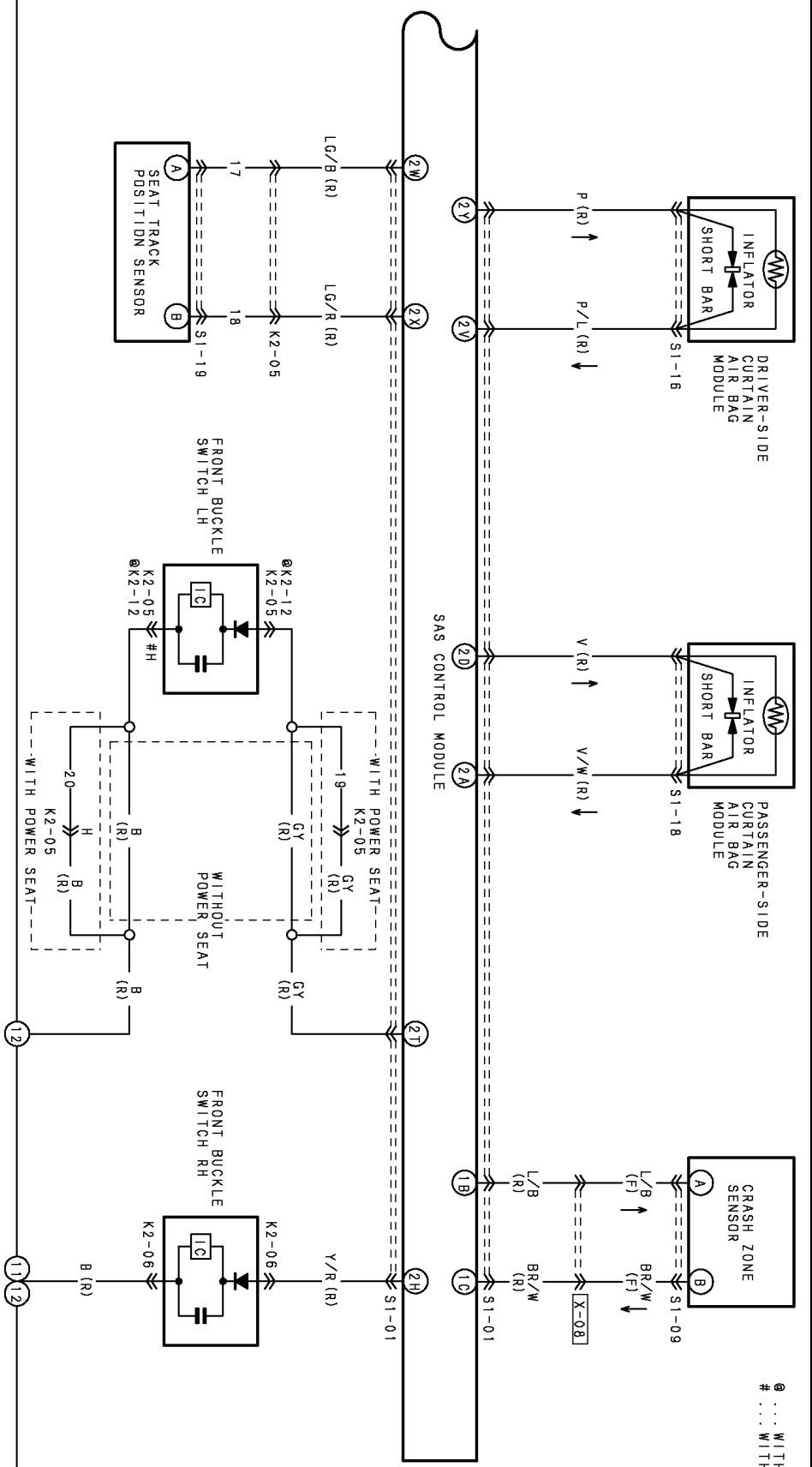
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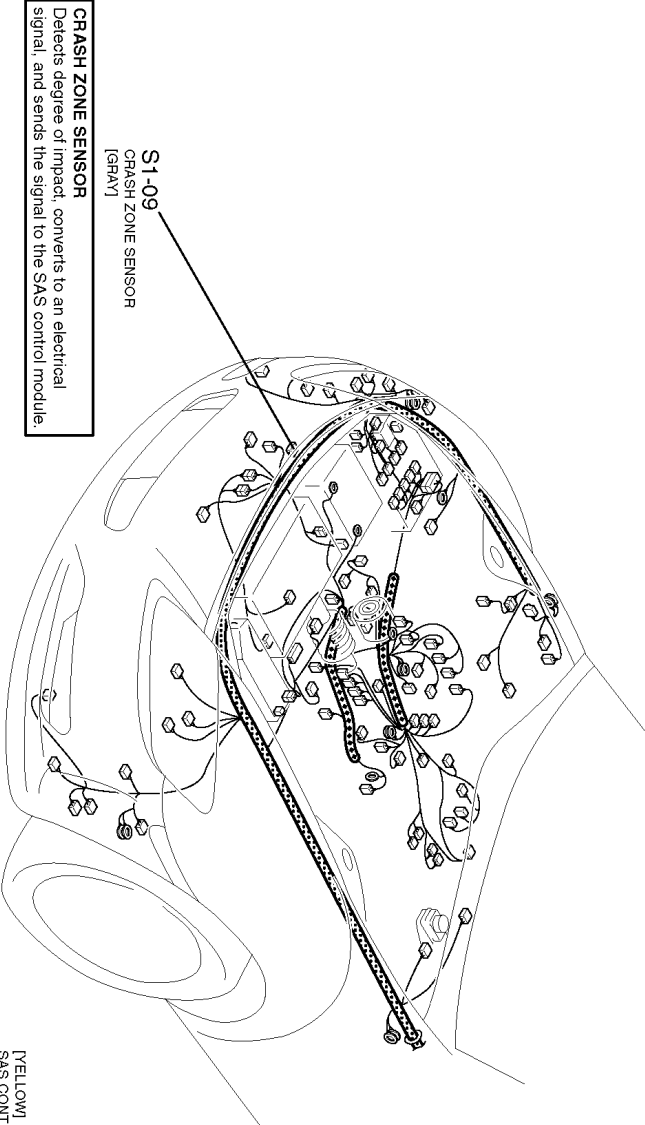


SAS CONTROL MODULE
Monitors shock level when collisions occur. Also, monitors air bag electrical system components and connections to prevent mis-operation or no operation of the air bag.



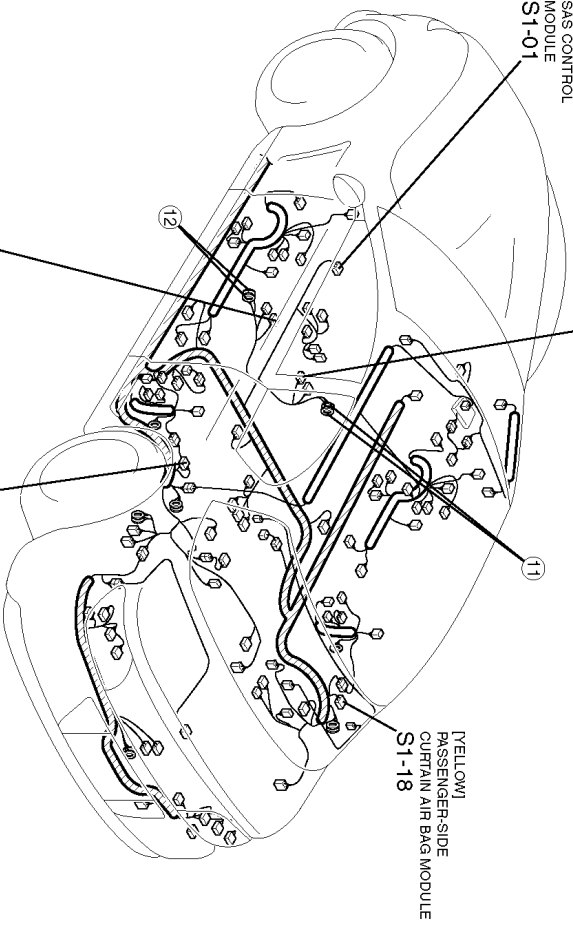
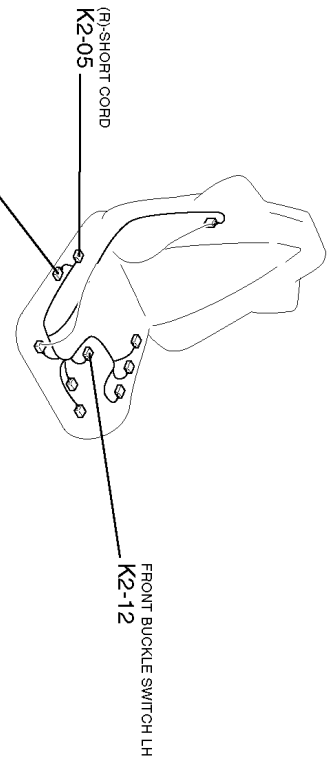
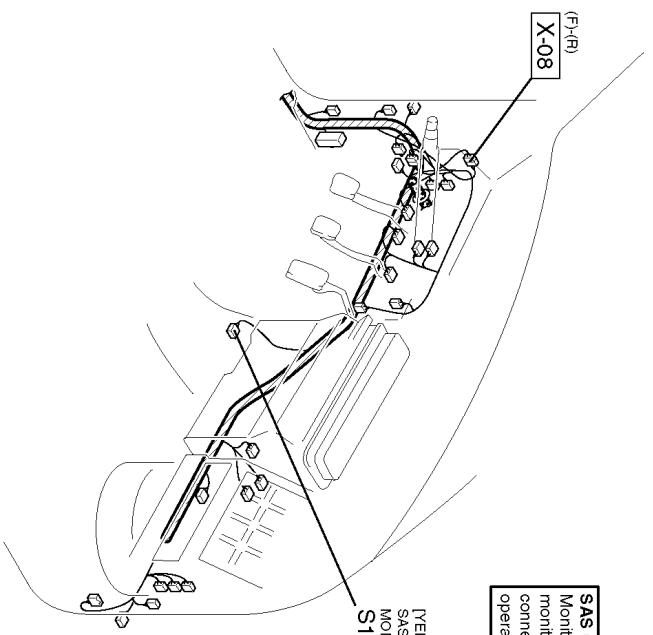
① ... WITH POWER SEAT
... WITHOUT POWER SEAT





CRASH ZONE SENSOR
Detects degree of impact; converts to an electrical signal, and sends the signal to the SAS control module.

SAS CONTROL MODULE
Monitors shock level when collisions occur. Also, monitors air bag electrical system components and connections to prevent mis-operation or no operation of the air bag.



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FOREWORD

Outline

- The OBD (on-board diagnostic) system has the following functions:
 - Malfunction detection function: Detects malfunctions in the air bag system and outputs DTCs.
 - Data monitor function: Reads out specific input/output signals and the system status.
- Diagnostic DTCs can be read/cleared using the WDS or equivalent.

NOTE:

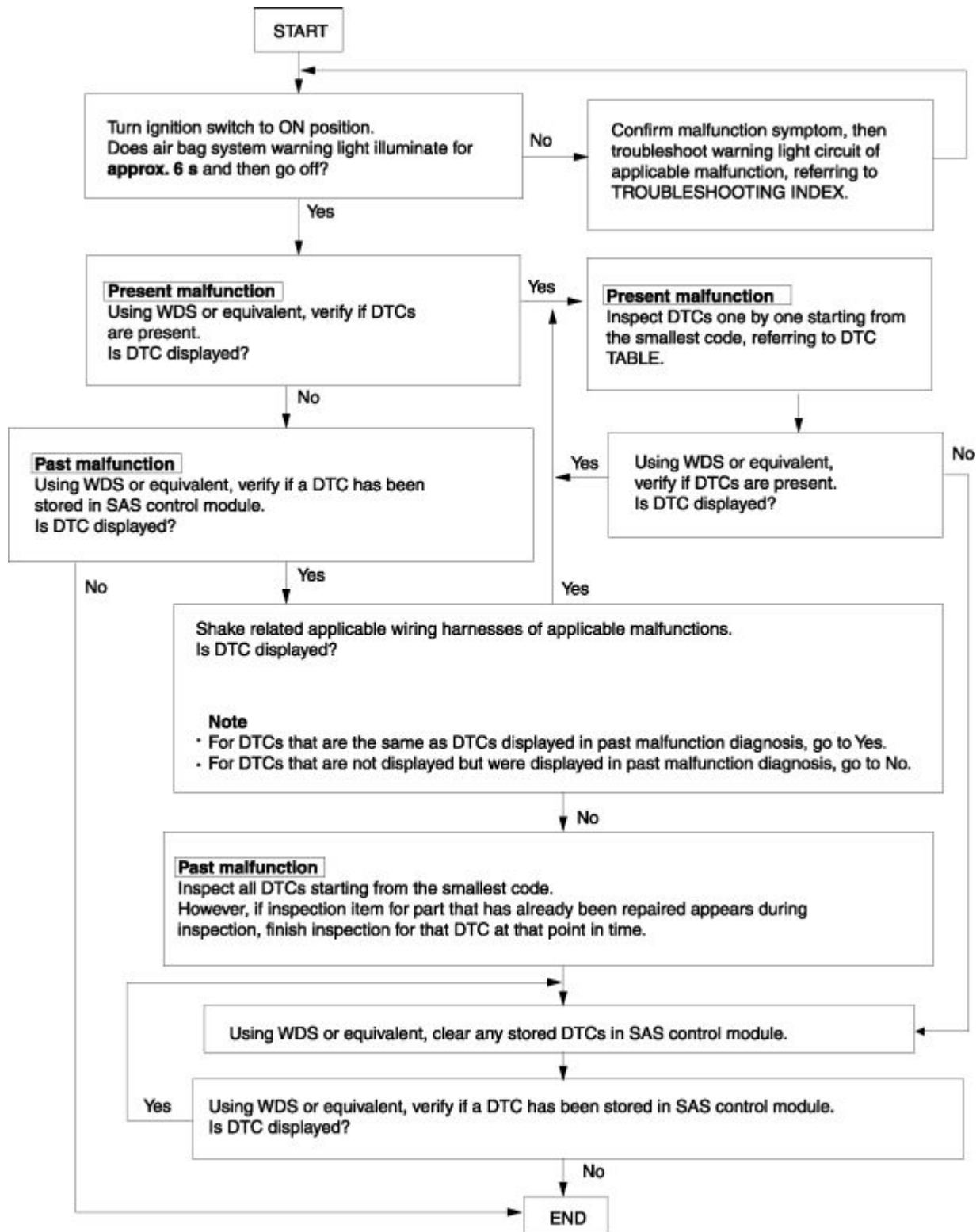
- When the air bag system is malfunctioning, turn the ignition switch to the ON position to display the current DTC using the air bag system warning light on the instrument cluster. However this light is strictly for reference. Make sure to inspect the system using the WDS or equivalent.

FLOWCHART

- Use the following flowchart to verify the cause of the trouble.

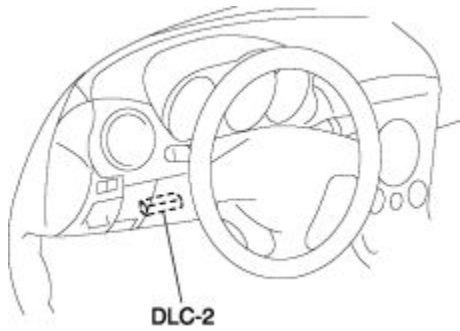
NOTE:

- While performing the inspection of the past malfunction code, the applicable DTCs may be added to memory by removing or disconnecting the related parts. Inspect only the DTCs that were indicated before inspecting.
- When DTCs of the present malfunction are no longer output after present or past malfunctions or both have been repaired, be sure to perform past malfunction display cancellation to prevent repair of malfunctions that have already been repaired.



PID/DATA MONITOR DISPLAY

1. Connect the WDS or equivalent to the DLC-2 connector (16-pin).



2. Display the data monitor items.

PID/DATA MONITOR TABLE

PID name (definition)	Unit/Condition	Operation Condition (Reference)	Terminal
CCNT_RCM (Number of continuous DTCs)	—	<ul style="list-style-type: none"> • DTCs detected: 1—255 • No DTCs detected: 0 	—
D_ABAGR2 (Driver-side air bag module (inflator No.2) resistance)	Ohms	Under any condition: 1.5—3.7 ohms	1G, 1J
D_CRSH_S (Driver-side side air bag sensor status)	OK/ COMM_FAIL/ INT_FAIL	<ul style="list-style-type: none"> • Sensor normal: OK • Sensor communication error: COMM_FAIL • Sensor internal circuit abnormal: INT_FAIL 	2Z, 2AA
DABAGR (Driver-side air bag module (inflator No.1) resistance)	Ohms	Under any condition: 1.5—3.7 ohms	1S, 1V
D_PTENSFLT (Driver-side pre-tensioner seat belt)	NORMAL/	<ul style="list-style-type: none"> • Related wiring harness normal: 	2P, 2S

circuit status)	OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	NORMAL <ul style="list-style-type: none"> • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND • Related wiring harness short to power supply: SHRT_B+ • Pre-tensioner seat belt circuit resistance low: SQ_LOWRES 	
DR_BUKL (Driver-side buckle switch status)	Buckled/ Unbuckled	<ul style="list-style-type: none"> • Driver-side buckle switch on: Buckled • Driver-side buckle switch off: Unbuckled 	2T
DR_CURTN (Driver-side curtain air bag module resistance)	Ohms	Under any condition: 1.4—3.2 ohms	2V, 2Y
DR_PTENS (Driver-side pre-tensioner seat belt resistance)	Ohms	Under any condition: 1.5—3.1 ohms	2P, 2S
DS_AB (Driver-side side air bag module resistance)	Ohms	Under any condition: 1.4—3.2 ohms	2M, 2O
DS_AB_ST (Driver-side side air bag module circuit status)	NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND • Related wiring harness short to power supply: SHRT_B+ • Air bag module circuit resistance low: SQ_LOWRES 	2M, 2O
DS_CURT_ST (Driver-side curtain air bag module circuit status)	NORMAL/ OPEN/ SHRT_GND/	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to 	2V, 2Y

	SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> ground: SHRT_GND Related wiring harness short to power supply: SHRT_B+ Air bag module circuit resistance low: SQ_LOWRES 	
DS1_STAT (Driver-side air bag module (inflator No.1) circuit status)	NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> Related wiring harness normal: NORMAL Related wiring harness circuit open: OPEN Related wiring harness short to ground: SHRT_GND Related wiring harness short to power supply: SHRT_B+ Air bag module circuit resistance low: SQ_LOWRES 	1S, 1V
DS2_STAT (Driver-side air bag module (inflator No.2) circuit status)	NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> Related wiring harness normal: NORMAL Related wiring harness circuit open: OPEN Related wiring harness short to ground: SHRT_GND Related wiring harness short to power supply: SHRT_B+ Air bag module circuit resistance low: SQ_LOWRES 	1G, 1J
DSB_P_ST (Driver-side pre-tensioner seat belt circuit status)	NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> Related wiring harness normal: NORMAL Related wiring harness circuit open: OPEN Related wiring harness short to ground: SHRT_GND Related wiring harness short to power supply: SHRT_B+ Pre-tensioner seat belt circuit resistance low: SQ_LOWRES 	2P, 2S
FNT_CRSH_S (Crash zone sensor status)	OK/ COMM_FAIL/ INT_FAIL	<ul style="list-style-type: none"> Sensor normal: OK Sensor communication error: COMM_FAIL 	1B, 1C

		<ul style="list-style-type: none"> • Sensor internal circuit abnormal: INT_FAIL 	
<p>OD_D_CRSH</p> <p>(Driver-side side air bag sensor status)</p>	<p>OK/</p> <p>COMM_FAIL/</p> <p>INT_FAIL</p>	<ul style="list-style-type: none"> • Sensor normal: OK • Sensor communication error: COMM_FAIL • Sensor internal circuit abnormal: INT_FAIL 	2Z, 2AA
<p>OD_D_CURT</p> <p>(Driver-side curtain air bag module circuit status)</p>	<p>NORMAL/</p> <p>OPEN/</p> <p>SHRT_GND/</p> <p>SHRT_B+/</p> <p>SQ_LOWRES</p>	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND • Related wiring harness short to power supply: SHRT_B+ • Air bag module circuit resistance low: SQ_LOWRES 	2V, 2Y
<p>OD_DAB1_ST</p> <p>(Driver-side air bag module (inflator No.1) circuit status)</p>	<p>NORMAL/</p> <p>OPEN/</p> <p>SHRT_GND/</p> <p>SHRT_B+/</p> <p>SQ_LOWRES</p>	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND • Related wiring harness short to power supply: SHRT_B+ • Air bag module circuit resistance low: SQ_LOWRES 	1S, 1V
<p>OD_DAB2_ST</p> <p>(Driver-side air bag module (inflator No.2) circuit status)</p>	<p>NORMAL/</p> <p>OPEN/</p> <p>SHRT_GND/</p> <p>SHRT_B+/</p> <p>SQ_LOWRES</p>	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND • Related wiring harness short to power supply: SHRT_B+ • Air bag module circuit resistance low: SQ_LOWRES 	1G, 1J

<p>OD_DSAB_ST</p> <p>(Driver-side side air bag module circuit status)</p>	<p>NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES</p>	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND • Related wiring harness short to power supply: SHRT_B+ • Air bag module circuit resistance low: SQ_LOWRES 	<p>2M, 2O</p>
<p>OD_F_CRSH</p> <p>(Crash zone sensor status)</p>	<p>OK/ COMM_FAIL/ INT_FAIL</p>	<ul style="list-style-type: none"> • Sensor normal: OK • Sensor communication error: COMM_FAIL • Sensor internal circuit abnormal: INT_FAIL 	<p>1B, 1C</p>
<p>OD_P_CRSH</p> <p>(Passenger-side side air bag sensor status)</p>	<p>OK/ COMM_FAIL/ INT_FAIL</p>	<ul style="list-style-type: none"> • Sensor normal: OK • Sensor communication error: COMM_FAIL • Sensor internal circuit abnormal: INT_FAIL 	<p>2B, 2C</p>
<p>OD_P_CURT</p> <p>(Passenger-side curtain air bag module circuit status)</p>	<p>NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES</p>	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND • Related wiring harness short to power supply: SHRT_B+ • Air bag module circuit resistance low: SQ_LOWRES 	<p>2A, 2D</p>
<p>OD_PAB1_ST</p> <p>(Passenger-side air bag module (inflator No.1) circuit status)</p>	<p>NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SHRT_B+/ SHRT_B+</p>	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND 	<p>1M, 1P</p>

	SQ_LOWRES	<ul style="list-style-type: none"> • Related wiring harness short to power supply: SHRT_B+ • Air bag module circuit resistance low: SQ_LOWRES 	
OD_PAB2_ST (Passenger-side air bag module (inflator No.2) circuit status)	NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND • Related wiring harness short to power supply: SHRT_B+ • Air bag module circuit resistance low: SQ_LOWRES 	1A, 1D
OD_PSAB_ST (Passenger-side side air bag module circuit status)	NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND • Related wiring harness short to power supply: SHRT_B+ • Air bag module circuit resistance low: SQ_LOWRES 	2I, 2L
P_ABAGR2 (Passenger-side air bag module (inflator No.2) resistance)	Ohms	Under any condition: 1.4—2.9 ohms	1A, 1D
P_PTENSFLT (Passenger-side pre-tensioner seat belt circuit status)	NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND • Related wiring harness short to power supply: SHRT_B+ • Pre-tensioner seat belt circuit resistance low: SQ_LOWRES 	2G, 2J
PABAGR	Ohms	Under any condition: 1.4—2.9 ohms	1M, 1P

(Passenger-side air bag module (inflator No.1) resistance)			
P_CRSH_S (Passenger-side side air bag sensor status)	OK/ COMM_FAIL/ INT_FAIL	<ul style="list-style-type: none"> • Sensor normal: OK • Sensor communication error: COMM_FAIL • Sensor internal circuit abnormal: INT_FAIL 	2B, 2C
PS_AB (Passenger-side side air bag module resistance)	Ohms	Under any condition: 1.4—3.2 ohms	2I, 2L
PS_AB_ST (Passenger-side side air bag sensor circuit status)	NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND • Related wiring harness short to power supply: SHRT_B+ • Air bag module circuit resistance low: SQ_LOWRES 	2I, 2L
PS_BUKL (Passenger-side buckle switch status)	Buckled/ Unbuckled	<ul style="list-style-type: none"> • Passenger-side buckle switch on: Buckled • Passenger-side buckle switch off: Unbuckled 	2H
PS_CURTN (Passenger-side curtain air bag module resistance)	Ohms	Under any condition: 1.4—3.2 ohms	2A, 2D
PS_CURT_ST (Passenger-side curtain air bag module circuit status)	NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> • Related wiring harness normal: NORMAL • Related wiring harness circuit open: OPEN • Related wiring harness short to ground: SHRT_GND • Related wiring harness short to power supply: SHRT_B+ 	2A, 2D

		<ul style="list-style-type: none"> Air bag module circuit resistance low: SQ_LOWRES 	
PS_PTENS (Passenger-side pre-tensioner seat belt resistance)	Ohms	Under any condition: 1.5—3.1 ohms	2G, 2J
PS1_STAT (Passenger-side air bag module (inflator No.1) circuit status)	NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> Related wiring harness normal: NORMAL Related wiring harness circuit open: OPEN Related wiring harness short to ground: SHRT_GND Related wiring harness short to power supply: SHRT_B+ Air bag module circuit resistance low: SQ_LOWRES 	1M, 1P
PS2_STAT (Passenger-side air bag module (inflator No.2) circuit status)	NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> Related wiring harness normal: NORMAL Related wiring harness circuit open: OPEN Related wiring harness short to ground: SHRT_GND Related wiring harness short to power supply: SHRT_B+ Air bag module circuit resistance low: SQ_LOWRES 	1A, 1D
PSB_P_ST (Passenger-side pre-tensioner seat belt circuit status)	NORMAL/ OPEN/ SHRT_GND/ SHRT_B+/ SQ_LOWRES	<ul style="list-style-type: none"> Related wiring harness normal: NORMAL Related wiring harness circuit open: OPEN Related wiring harness short to ground: SHRT_GND Related wiring harness short to power supply: SHRT_B+ Pre-tensioner seat belt circuit resistance low: SQ_LOWRES 	2G, 2J
RCM_VOLT (IG1 voltage)	V	<ul style="list-style-type: none"> Ignition switch is at ON: B+ 	1W

		<ul style="list-style-type: none"> • Other: 0 	
<p>TRAK_SW (Seat track position sensor state)</p>	Forward/Rearward	<ul style="list-style-type: none"> • Front seat front position: Forward • Front seat rear position: Rearward 	2W, 2X

SYMPTOM TROUBLESHOOTING

AIR BAG SYSTEM

Troubleshooting Index

- Use the chart below verify the symptoms of the trouble in order to diagnose the appropriate area.

No.	Troubleshooting item	Description	Page
1	Air bag system warning light does not illuminate.	Malfunction in air bag system warning light circuit (short to ground).	(See NO.1 AIR BAG SYSTEM WARNING LIGHT DOES NOT ILLUMINATE)
2	Air bag system warning light is illuminated constantly.	Malfunction in air bag system warning light circuit (open circuit or short to power supply).	(See NO.2 AIR BAG SYSTEM WARNING LIGHT IS ILLUMINATED CONSTANTLY)

NO.1 AIR BAG SYSTEM WARNING LIGHT DOES NOT ILLUMINATE

1	Air bag system warning light does not illuminate.
DETECTION CONDITION	Malfunction in air bag system warning light circuit (short to ground)
POSSIBLE CAUSE	<ul style="list-style-type: none"> SAS control module malfunction Instrument cluster (circuit board) malfunction Short to ground circuit in wiring harness between instrument cluster and SAS control module

Diagnostic Procedure

- When performing an asterisked (*) troubleshooting inspection, slightly shake the wiring harness and connectors while performing the inspection to discover whether poor contact points are the cause of any intermittent malfunction. If there is a problem, verify that connectors, terminals and wiring harness are connected correctly and undamaged.

STEP	INSPECTION	ACTION
1	INSPECT OTHER WARNING AND INDICATOR LIGHTS CIRCUIT IN INSTRUMENT CLUSTER <ul style="list-style-type: none"> Turn the ignition switch to the ON position. Do other warning and indicator lights illuminate? 	Yes Turn the ignition switch to the LOCK position, then go to the next step.
		No Inspect instrument cluster power supply system and ground system the, then go to Step 4.
2	INSPECT SAS CONTROL MODULE WARNING:	Yes Replace the SAS control module, then go to Step 4. (See SAS CONTROL MODULE REMOVAL/INSTALLATION)

	<ul style="list-style-type: none"> Handling the air bag system components improperly can accidentally deploy the air bag modules and pre-tensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> Turn the ignition switch to LOCK position. Disconnect the negative battery cable and wait for 1 min or more . Remove the column cover. Disconnect the clock spring connector. Remove the glove compartment. Disconnect the passenger-side air bag module connector. Disconnect the driver and passenger-side side air bag module connectors. Disconnect the driver and passenger-side curtain air bag module connectors. Remove the rear door lower trim. Disconnect the driver- and passenger-side pre-tensioner seat belt connectors. Partially peel back the floor covering. Disconnect all SAS control module connectors. Connect the negative battery cable. Turn the ignition switch to ON position. Does the air bag system warning light illuminate? 	No	Go to the next step.
*3	<p>INSPECT WIRING HARNESS BETWEEN SAS CONTROL MODULE AND INSTRUMENT CLUSTER FOR SHORT TO GROUND</p> <ul style="list-style-type: none"> Turn the ignition switch to LOCK position. Disconnect the negative battery cable. Disconnect the instrument cluster connector. Is there continuity between terminal 2K of the instrument cluster connector and ground? 	Yes	<p>Replace the wiring harness, then go to Step 4.</p>
4	<p>CONFIRM THAT MALFUNCTION SYMPTOMS DO NOT RECUR AFTER REPAIR</p>	Yes	<p>Complete troubleshooting, then explain repairs to customer.</p>
		No	<p>Replace the instrument cluster, then go to next step.</p> <p>(See INSTRUMENT CLUSTER REMOVAL/INSTALLATION)</p>

	<ul style="list-style-type: none"> • Turn the ignition switch to LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect all SAS control module connectors. • Connect the driver and passenger-side pre-tensioner seat belt connectors. <ul style="list-style-type: none"> • Connect the driver and passenger-side curtain air bag module connectors. • Connect the driver and passenger-side side air bag module connectors. • Connect the passenger-side air bag module connector. • Connect the clock spring connector. • Connect the negative battery cable. • Turn the ignition switch to ON position. • Does the air bag system warning light operate properly? 	No	Recheck malfunction symptoms, then repeat from Step 1 if malfunction recurs.
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NO.2 AIR BAG SYSTEM WARNING LIGHT IS ILLUMINATED CONSTANTLY

2	Air bag system warning light is illuminated constantly.
DETECTION CONDITION	Malfunction in air bag system warning light circuit (open circuit or short to power supply).
POSSIBLE CAUSE	<ul style="list-style-type: none">• Weak battery• SAS control module malfunction• Instrument cluster (circuit board) malfunction• No connection in SAS control module connector• Poor contact in instrument cluster connector (24-pin)• Open or short to power supply circuit in wiring harness between instrument cluster and SAS control module• Poor contact at terminals 1T, 1X and/or 1W of SAS control module connector• Poor contact in wiring harness between terminal 1X of SAS control module connector and ground• Poor contact in wiring harness between battery and terminal 1W of SAS control module

Diagnostic Procedure

- When performing an asterisked (*) troubleshooting inspection, slightly shake the wiring harness and connectors while performing the inspection to discover whether poor contact points are the cause of any intermittent malfunction. If there is a problem, verify that connectors, terminals and wiring harness are connected correctly and undamaged.

STEP	INSPECTION	ACTION	
1	INSPECT BATTERY <ul style="list-style-type: none"> Measure the voltage of battery. Is the voltage 9 V or more ? 	Yes	Go to the next step.
		No	Battery is weak. Inspect charge/discharge system, then go to Step 9. (See BATTERY INSPECTION)
2	VERIFY THAT SAS CONTROL MODULE CONNECTOR IS CONNECTED WARNING: <ul style="list-style-type: none"> Handling the air bag system components improperly can accidentally deploy the air bag modules and pre-tensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. (See SERVICE WARNINGS .) (See SERVICE CAUTIONS .) <ul style="list-style-type: none"> Turn the ignition switch to LOCK position. Disconnect the negative battery cable and wait for 1 min or more . Turn up the floor covering. Are all SAS control module connectors securely connected? 	Yes	Go to the next step.
		No	Reconnect the connector properly, then go to Step 9.
* 3		Yes	Go to the next step.

	<p>INSPECT WIRING HARNESS BETWEEN SAS CONTROL MODULE AND INSTRUMENT CLUSTER FOR CONTINUITY</p> <ul style="list-style-type: none"> • Remove the column cover. • Disconnect the clock spring connector. • Remove the glove compartment. • Disconnect the passenger-side air bag module connector. • Disconnect the driver and passenger-side side air bag module connectors. • Disconnect the driver and passenger-side curtain air bag module connectors. • Remove the rear door lower trims. • Disconnect the driver- and passenger-side pre-tensioner seat belt connectors. • Partially peel back the floor covering. • Disconnect all SAS control module connectors. • Disconnect the instrument cluster connector. • Is there continuity between SAS control module connector terminal 1T and instrument cluster connector terminal 2K? 	No	Replace the wiring harness, then go to Step 9.
* 4	<p>INSPECT WIRING HARNESS BETWEEN SAS CONTROL MODULE AND INSTRUMENT CLUSTER FOR SHORT TO POWER SUPPLY</p> <ul style="list-style-type: none"> • Connect the negative battery cable. • Turn the ignition switch to ON position. • Measure the voltage at instrument cluster connector terminal 2K. • Is the voltage 9 V or more ? 	Yes	Replace the wiring harness, then go to Step 9.
		No	Go to the next step.
5	<p>CHECK TO SEE WHETHER MALFUNCTION IS IN AIR BAG SYSTEM WARNING LIGHT IN INSTRUMENT CLUSTER</p> <ul style="list-style-type: none"> • Connect instrument cluster connector terminal 2K to ground, then reconnect the connector • Does the air bag system warning light illuminate with ignition switch ON? 	Yes	Replace the instrument cluster, then go to Step 9. (See INSTRUMENT CLUSTER REMOVAL/INSTALLATION)
		No	Go to the next step.
6		Yes	Go to the Step 8.

	<p>INSPECT POWER SUPPLY CIRCUIT OF SAS CONTROL MODULE (TERMINAL 1W)</p> <ul style="list-style-type: none"> • Turn the ignition switch to LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect all SAS control module connectors. • Connect the driver and passenger-side pre-tensioner seat belt connectors. • Connect the driver and passenger-side curtain air bag module connectors. • Connect the driver and passenger-side side air bag module connectors. • Connect the passenger-side air bag module connector. • Connect the clock spring connector. • Inspect the voltage for PID/DATA monitor RCM_VOLT item using WDS or equivalent. • Is the voltage of at least one terminal 9 V or more ? 		
7	<p>INSPECT WIRING HARNESS BETWEEN BATTERY AND FUSE BLOCK</p> <ul style="list-style-type: none"> • Connect the negative battery cable. • Turn the ignition switch to ON position. • Measure the voltage at instrument cluster connector terminal 1G. • Is the voltage 9 V or more ? 	Yes	Go to the next step.
		No	Repair the wiring harnesses, then go to Step 9.
8	<p>VERIFY THAT SAS CONTROL MODULE CONNECTOR TERMINAL 1X IS GROUND</p> <ul style="list-style-type: none"> • Turn the ignition switch to LOCK position. 	Yes	<p>Replace the SAS control module, then go to the next step.</p> <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION)</p>

	<ul style="list-style-type: none"> • Disconnect the negative battery cable and wait for 1 min or more . • Remove the column cover. • Disconnect the clock spring connector. • Remove the glove compartment. • Disconnect the passenger-side air bag module connector. • Disconnect the driver and passenger-side side air bag module connectors. • Disconnect the driver and passenger-side curtain air bag module connectors. • Remove the rear door lower trims. • Disconnect the driver and passenger-side pre-tensioner seat belt connectors. • Partially peel back the floor covering. • Disconnect all SAS control module control model connectors. • Inspect the wiring harness between SAS control module connector terminal 1X and ground for the following: <ul style="list-style-type: none"> ▪ Short to power supply ▪ Open circuit • Is the wiring harness okay? 	No	Replace the wiring harnesses, then go to the next step.
9	<p>CONFIRM THAT MALFUNCTION SYMPTOMS DO NOT RECUR AFTER REPAIR</p> <ul style="list-style-type: none"> • Turn the ignition switch to LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect all SAS control module connectors. • Connect the driver and passenger-side pre-tensioner seat belt connectors. • Connect the driver and passenger-side curtain air bag module connectors. • Connect the driver and passenger-side side air bag module connectors. • Connect the passenger-side air bag module connector. • Connect the clock spring connector. • Connect the instrument cluster connector. • Connect the negative battery cable. • Turn the ignition switch to ON position. • Does the air bag system warning light operate properly? 	Yes	Complete troubleshooting, then explain repairs to customer.
		No	Recheck malfunction symptoms, then repeat from Step 1 if malfunction recurs.

DTC B1231

DTC B1231	SAS control module activation (deployment) control freeze
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none">• Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection with only detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure.• SAS control module determined collision

Diagnostic procedure

ACTION
Replace the SAS control module.
(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)

DTC B1342

DTC B1342	<ul style="list-style-type: none">• SAS control module (air bag system warning light DTC 12 is displayed.)• SAS control module DTC 12 detection circuit malfunction (the air bag system warning light illuminates continuously.)
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none">• Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection with only detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure.• Malfunction in the SAS control module internal circuit
POSSIBLE CAUSE	<ul style="list-style-type: none">• SAS control module malfunction

Diagnostic procedure

ACTION
<ul style="list-style-type: none">• Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION)</p>

DTC B1426, B1427

DTC	B 1426	Seat belt warning light circuit short to power supply
	B1427	Seat belt warning light circuit open
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. Malfunction in the seat belt warning light circuit 	
	<ul style="list-style-type: none"> Instrument cluster malfunction Malfunction of the connectors between the instrument cluster and SAS control module Open or short circuit in the wiring harness between the battery and the instrument cluster Open or short circuit in the wiring harness between the instrument cluster and SAS control module SAS control module malfunction 	
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>INSTRUMENT CLUSTER HARNESS SIDE CONNECTOR</p> </div> <div style="text-align: center;"> <p>SAS CONTROL MODULE HARNESS SIDE CONNECTOR</p> </div> </div>		

Diagnostic procedure

STEP	INSPECTION	ACTION	
1	INSPECT FOR CONTINUITY BETWEEN BATTERY FUSE AND INSTRUMENT CLUSTER <ul style="list-style-type: none"> • Connect negative battery cable. • Turn the ignition switch to the ON position. • Measure the voltage at instrument cluster connector terminal 2A. • Is the voltage 9 V or more ? 	Yes	Go to next step.
		No	Repair the related wiring harness.
2		Yes	Go to next step.

Notes:

INSPECT WIRING HARNESS BETWEEN INSTRUMENT CLUSTER AND SAS CONTROL MODULE

WARNING:

- Handling the air bag system components improperly can accidentally deploy the air bag modules and pre-tensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components.

(See SERVICE WARNINGS .)

(See SERVICE CAUTIONS .)

- Turn the ignition switch to the LOCK position.
- Disconnect the negative battery cable and wait for **1 min or more** .
- Remove the column cover.
- Disconnect the clock spring connector.
- Remove the glove compartment.
- Disconnect the passenger-side air bag module connector.
- Disconnect the driver and passenger-side curtain air bag module connectors.
- Disconnect the driver and passenger-side side air bag module connectors.
- Remove the rear door lower trim.
- Disconnect the driver and passenger-side pre-tensioner seat belt connectors.
- Partially peel back the floor covering.
- Disconnect the SAS control module connector.
- Disconnect the instrument cluster connector.
- Inspect the wiring harness between SAS control module terminal 1E and instrument cluster terminal 2A for the following:
 - Short to ground
 - Short to power supply
 - Open circuit
- Is the wiring harness normal?

No Replace the air bag wiring harness.

3	<p>INSPECT SEAT BELT WARNING LIGHT</p> <ul style="list-style-type: none"> • Connect the instrument cluster connector. • Ground instrument cluster connector terminal 2G using a jumper wire. • Turn the ignition switch to the ON position. • Does the seat belt warning light illuminate? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	<p>Replace the instrument cluster.</p> <p>(See INSTRUMENT CLUSTER REMOVAL/INSTALLATION .)</p>

DTC B1869, B1870

DTC	B1869	<ul style="list-style-type: none"> Air bag system warning light circuit open (the air bag system warning light is continuously illuminated.) Air bag system warning light circuit short to body ground (the air bag system warning light is never illuminated.)
	B1870	Air bag system warning light system circuit short to power supply (the air bag system warning light is continuously illuminated.)
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. Malfunction in the air bag system warning light circuit 	
POSSIBLE CAUSE	<ul style="list-style-type: none"> Instrument cluster malfunction Malfunction of the connectors between the instrument cluster and SAS control module Open or short circuit in the wiring harness between the battery and the instrument cluster Open or short circuit in the wiring harness between the instrument cluster and SAS control module SAS control module malfunction 	
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>INSTRUMENT CLUSTER HARNESS SIDE CONNECTOR</p> </div> <div style="text-align: center;"> <p>SAS CONTROL MODULE HARNESS SIDE CONNECTOR</p> </div> </div>		

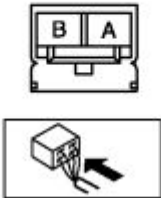
Diagnostic procedure

STEP	INSPECTION	ACTION	
1	INSPECT FOR CONTINUITY BETWEEN BATTERY FUSE AND INSTRUMENT CLUSTER <ul style="list-style-type: none"> • Turn the ignition switch to the ON position. • Measure the voltage at instrument cluster connector terminal 2K. • Is the voltage 9 V or more ? 	Yes	Go to next step.
		No	Repair the related wiring harness.
2		Yes	Go to next step.

	<p>INSPECT WIRING HARNESS BETWEEN INSTRUMENT CLUSTER AND SAS CONTROL MODULE</p> <p>WARNING:</p> <ul style="list-style-type: none"> • Handling the air bag system components improperly can accidentally deploy the air bag modules and pre-tensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Remove the column cover. • Disconnect the clock spring connector. • Remove the glove compartment. • Disconnect the passenger-side air bag module connector. • Disconnect the driver and passenger-side curtain air bag module connectors. • Disconnect the driver and passenger-side side air bag module connectors. • Remove the rear door lower trim. • Disconnect the driver and passenger-side pre-tensioner seat belt connectors. • Partially peel back the floor covering. • Disconnect the SAS control module connector. • Disconnect the instrument cluster connector. • Inspect the wiring harness between SAS control module terminal 1T and instrument cluster terminal 2K for the following: <ul style="list-style-type: none"> ▪ Short to ground ▪ Short to power supply ▪ Open circuit • Is the wiring harness normal? 		
4	<p>INSPECT AIR BAG SYSTEM WARNING LIGHT</p> <ul style="list-style-type: none"> • Connect the instrument cluster connector. • Turn the ignition switch to the ON position. • Does the air bag system warning light illuminate? 	<p>Yes</p> <p>No</p>	<p>Go to next step.</p> <p>Replace the instrument cluster. (See INSTRUMENT CLUSTER REMOVAL/INSTALLATION)</p>

5	<p>INSPECT AIR BAG SYSTEM WARNING LIGHT</p> <ul style="list-style-type: none"> • Ground instrument cluster connector terminal 2K to the body using a jumper wire. • Does the air bag system warning light go out? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	<p>Replace the instrument cluster.</p> <p>(See INSTRUMENT CLUSTER REMOVAL/INSTALLATION)</p>

DTC B1877, B1878, B1879, B1885

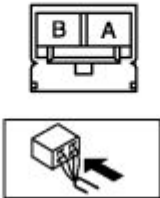
DTC	B1877	Driver-side pre-tensioner seat belt circuit resistance high
	B1878	Driver-side pre-tensioner seat belt circuit short to power supply
	B1879	Driver-side pre-tensioner seat belt circuit short to ground
	B1885	Driver-side pre-tensioner seat belt circuit resistance low
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> • Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. • Abnormal resistance (other than 1.5—3.1 ohms) detected in the driver-side pre-tensioner seat belt circuit • Malfunction in the wiring harness between the driver-side pre-tensioner seat belt and SAS control module 	
POSSIBLE CAUSE	<ul style="list-style-type: none"> • Open or short circuit in the wiring harness between the driver-side pre-tensioner seat belt and SAS control module • Driver-side pre-tensioner seat belt malfunction • SAS control module malfunction 	
<p>DRIVER-SIDE PRE-TENSIONER SEAT BELT HARNESS SIDE CONNECTOR</p> 		

Diagnostic procedure

STEP	INSPECTION	ACTION	
1	<p>INSPECT DRIVER-SIDE PRE-TENSIONER SEAT BELT</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ DR_PTENS <ul style="list-style-type: none"> • Is driver-side pre-tensioner seat belt resistance normal? <ul style="list-style-type: none"> ▪ Resistance: 1.5—3.1 ohms 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	Go to next step.
2	<p>INSPECT DRIVER-SIDE PRE-TENSIONER SEAT BELT CONNECTOR</p> <p>WARNING:</p> <ul style="list-style-type: none"> • Handling the air bag system components improperly can accidentally deploy the air bag modules and pre-tensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Remove the driver-side rear door lower trim. • Disconnect the driver-side pre-tensioner seat belt connector. • Is there any malfunction of the driver-side pre-tensioner seat belt connector? 	Yes	Replace the air bag wiring harness.
		No	Go to next step.

3	<p>VERIFY WHETHER MALFUNCTION IS IN DRIVER-SIDE PRE-TENSIONER SEAT BELT OR RELATED WIRING HARNESS</p> <ul style="list-style-type: none"> • Connect the leads of the SST (Fuel and thermometer checker) or apply 2-ohm resistance to driver-side pre-tensioner seat belt connector terminals A and B. • Set the resistance of the SST (Fuel and thermometer checker) to the 2-ohm position. • Connect the negative battery cable. • Turn the ignition switch to the ON position. • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ DSB_P_ST • Are related wiring harnesses normal? 	Yes	<p>Replace the driver-side pre-tensioner seat belt.</p> <p>(See FRONT SEAT BELT REMOVAL/INSTALLATION .)</p>
4	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect the driver-side pre-tensioner seat belt connector. • Are DTCs B1877, B1878, B1879 and/or B1885 indicated? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	DTC troubleshooting completed.

DTC B1881, B1882, B1883, B1886

DTC	B1881	Passenger-side pre-tensioner seat belt circuit resistance high
	B1882	Passenger-side pre-tensioner seat belt circuit short to power supply
	B1883	Passenger-side pre-tensioner seat belt circuit short to body ground
	B1886	Passenger-side pre-tensioner seat belt circuit resistance low
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> • Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. • Abnormal resistance (other than 1.5—3.1 ohms) detected in the passenger-side pre-tensioner seat belt circuit • Malfunction in the wiring harness between the passenger-side pre-tensioner seat belt and SAS control module 	
POSSIBLE CAUSE	<ul style="list-style-type: none"> • Open or short circuit in the wiring harness between the passenger-side pre-tensioner seat belt and SAS control module • Passenger-side pre-tensioner seat belt malfunction • SAS control module malfunction 	
<p>PASSENGER-SIDE PRE-TENSIONER SEAT BELT HARNESS SIDE CONNECTOR</p> 		

Diagnostic procedure

STEP	INSPECTION	ACTION
1	<p>INSPECT PASSENGER-SIDE PRE-TENSIONER SEAT BELT</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ PS_PTENS <ul style="list-style-type: none"> • Is the resistance of the passenger-side pre-tensioner seat belt normal? <ul style="list-style-type: none"> ▪ Resistance: 1.5—3.1 ohms 	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
2	<p>INSPECT PASSENGER-SIDE PRE-TENSIONER SEAT BELT CONNECTOR</p> <p>WARNING:</p> <ul style="list-style-type: none"> • Handling the air bag system components improperly can accidentally deploy the air bag modules and pre-tensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Remove the passenger-side rear door lower trim. • Disconnect the passenger-side pre-tensioner seat belt connector. • Is there any malfunction of the passenger-side pre-tensioner seat belt connector? 	<p>Yes Replace the air bag wiring harness.</p> <p>No Go to the next step.</p>
3	<p>VERIFY WHETHER MALFUNCTION IS IN PASSENGER-SIDE PRE-TENSIONER SEAT BELT OR RELATED WIRING HARNESS</p>	<p>Yes Replace the passenger-side pre-tensioner seat belt.</p> <p>(See FRONT SEAT BELT REMOVAL/INSTALLATION .)</p>

	<ul style="list-style-type: none"> • Connect the leads of the SST (Fuel and thermometer checker) or apply 2-ohm resistance to passenger-side pre-tensioner seat belt connector terminals A and B. • Set the resistance of the SST (Fuel and thermometer checker) to the 2-ohm position. • Connect the negative battery cable. • Turn the ignition switch to the ON position. • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ PSB_P_ST • Are related wiring harnesses normal? 	No	Replace the air bag wiring harness, then go to the next step.
4	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect the passenger-side pre-tensioner seat belt connector. • Are DTCs B1881, B1882, B1883 and/or B1886 indicated? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	DTC troubleshooting completed.

DTC B1913, B1916, B1932, B1934

DTC	B1913	Driver-side air bag module (inflator No.1) circuit short to body ground
	B1916	Driver-side air bag module (inflator No.1) circuit short to power supply
	B1932	Driver-side air bag module (inflator No.1) circuit resistance high
	B1934	Driver-side air bag module (inflator No.1) circuit resistance low
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. Abnormal resistance (other than 1.5—3.7 ohms) detected in the driver-side air bag module (inflator No.1) circuit Malfunction in the wiring harness between the driver-side air bag module (inflator No.1) and SAS control module 	
POSSIBLE CAUSE	<ul style="list-style-type: none"> Open or short circuit in the wiring harness between the clock spring and SAS control module Clock spring malfunction Driver-side air bag module (inflator No.1) malfunction SAS control module malfunction 	
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>SAS CONTROL MODULE HARNESS SIDE CONNECTOR</p> </div> <div style="text-align: center;"> <p>CLOCK SPRING HARNESS SIDE CONNECTOR</p> </div> <div style="text-align: center;"> <p>DRIVER-SIDE AIR BAG MODULE HARNESS SIDE CONNECTOR (CLOCK SPRING)</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>(INFLATOR NO.1)</p> </div> <div style="text-align: center;"> <p>(INFLATOR NO.2)</p> </div> </div> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> </div>		

Diagnostic procedure

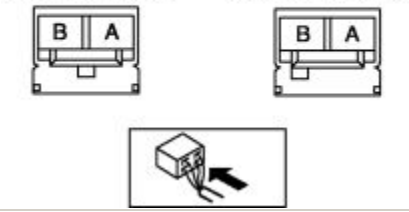
STEP	INSPECTION	ACTION
1	<p>INSPECT DRIVER-SIDE AIR BAG MODULE (INFLATOR NO.1)</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, verify the following PID/DATA monitor. (See PID/DATA MONITOR TABLE .) <ul style="list-style-type: none"> ▪ DABAGR • Is the resistance of the driver-side air bag module normal? <ul style="list-style-type: none"> ▪ Resistance: 1.5—3.7 ohms 	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		<p>No Go to the next step.</p>
2	<p>INSPECT DRIVER-SIDE AIR BAG MODULE CONNECTOR (CLOCK SPRING)</p> <p>WARNING:</p> <ul style="list-style-type: none"> • Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Remove the driver-side air bag module. • Is there any malfunction of the driver-side air bag module connector? 	<p>Yes Replace the air bag wiring harness.</p>
		<p>No Go to the next step.</p>
3	<p>VERIFY WHETHER MALFUNCTION IS IN DRIVER-SIDE AIR BAG MODULE (INFLATOR NO.1) OR RELATED WIRING HARNESS</p> <ul style="list-style-type: none"> • Connect the leads of the SST (Fuel and thermometer check) or apply 2 ohm resistance to driver side air 	<p>Yes</p> <p>Replace the driver-side air bag module.</p> <p>(See DRIVER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)</p>

	<p>checker) or apply 2-ohm resistance to driver-side air bag module (inflator No.1) connector terminals 3A and 3B, and driver-side air bag module (inflator No.2) connector terminals 4A and 4B.</p> <ul style="list-style-type: none"> • Set the resistance of the SST (Fuel and thermometer checker) to the 2-ohm position. • Connect the negative battery cable. • Turn the ignition switch to the ON position. • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ OD_DAB1_ST • Are related wiring harnesses normal? 	No	Go to the next step.
4	<p>INSPECT CLOCK SPRING</p> <ul style="list-style-type: none"> • Inspect the clock spring. <p>(See CLOCK SPRING INSPECTION .)</p> <ul style="list-style-type: none"> • Is the clock spring normal? 	Yes	Go to the next step.
5	<p>INSPECT WIRING HARNESS BETWEEN CLOCK SPRING AND SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Remove the column cover. • Disconnect the clock spring connector. • Remove the glove compartment. • Disconnect the passenger-side air bag module connector. • Disconnect the driver and passenger-side side air bag module connectors. 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.

	<ul style="list-style-type: none"> • Disconnect the driver and passenger-side curtain air bag module connectors. • Remove the rear door lower trim. • Disconnect the driver and passenger-side pretensioner seat belt connectors. • Partially peel back the floor covering. • Inspect the wiring harness between SAS control module terminal 1S and clock spring terminal 1D, SAS control module terminal 1V and clock spring terminal 1C for the following: <ul style="list-style-type: none"> ▪ Short to ground ▪ Short to power supply ▪ Open circuit • Is the wiring harness normal? 	No	Replace the air bag wiring harness.
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Notes:

DTC B1913, B1925, B1933, B1935

DTC	B1913	Passenger-side air bag module (inflator No.1) circuit short to body ground
	B1925	Passenger-side air bag module (inflator No.1) circuit short to power supply
	B1933	Passenger-side air bag module (inflator No.1) circuit resistance high
	B1935	Passenger-side air bag module (inflator No.1) circuit resistance low
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. Abnormal resistance (other than 1.4—2.9 ohms) detected in the passenger-side driver-side air bag module (inflator No.1) circuit Malfunction in the wiring harness between the passenger-side air bag module (inflator No.1) and SAS control module 	
POSSIBLE CAUSE	<ul style="list-style-type: none"> Open or short circuit in the wiring harness between the passenger-side air bag module (inflator No.1) and SAS control module Passenger-side air bag module (inflator No.1) malfunction SAS control module malfunction 	
<p>PASSENGER-SIDE AIR BAG MODULE HARNESS SIDE CONNECTOR</p> <p>(INFLATOR NO.1) (INFLATOR NO.2)</p> 		

Diagnostic procedure

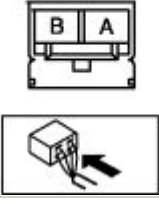
STEP	INSPECTION	ACTION
1	<p>INSPECT PASSENGER-SIDE AIR BAG MODULE (INFLATOR NO.1)</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ PABAGR • Is the resistance of the passenger-side air bag module normal? <ul style="list-style-type: none"> ▪ Resistance: 1.4—2.9 ohms 	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		<p>No</p> <p>Go to the next step.</p>
2	<p>INSPECT PASSENGER-SIDE AIR BAG MODULE (INFLATOR NO.1) CONNECTOR</p> <p>WARNING:</p> <ul style="list-style-type: none"> • Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Remove the glove compartment. • Disconnect the passenger-side air bag module connector. • Is there any malfunction of the passenger-side air bag module connector? 	<p>Yes</p> <p>Replace the air bag wiring harness.</p>
		<p>No</p> <p>Go to the next step.</p>

3	<p>VERIFY WHETHER MALFUNCTION IS IN PASSENGER-SIDE AIR BAG MODULE (INFLATOR NO.1) OR RELATED WIRING HARNESS</p> <ul style="list-style-type: none"> • Connect the leads of the SST (Fuel and thermometer checker) or apply 2-ohm resistance to passenger-side air bag module (inflator No.1) connector terminals A and B, and passenger-side air bag module (inflator No.2) connector terminals A and B. • Set the resistance of the SST (Fuel and thermometer checker) to the 2-ohm position. • Connect the negative battery cable. • Turn the ignition switch to the ON position. • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ OD_PAB1ST • Are related wiring harnesses normal? 	Yes	<p>Replace the passenger-side air bag module.</p> <p>(See PASSENGER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)</p>
		No	<p>Replace the air bag wiring harness, then go to the next step.</p>
4	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect the passenger-side air bag module connector. • Are DTCs B1913, B1925, B1933 and/or B1935 indicated? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	<p>DTC troubleshooting completed.</p>

Diagnostic procedure

STEP	INSPECTION	ACTION
1	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, perform SAS control module configuration. • Is DTC B1921 indicated? 	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		<p>No</p> <p>DTC troubleshooting completed.</p>

DTC B1992, B1993, B1994, B1995

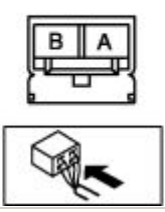
DTC	B1992	Driver-side side air bag module circuit short to power supply
	B1993	Driver-side side air bag module circuit short to body ground
	B1994	Driver-side side air bag module circuit resistance high
	B1995	Driver-side side air bag module circuit resistance low
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> • Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. • Abnormal resistance (other than 1.4—3.2 ohms) detected in the driver-side side air bag module circuit • Malfunction in the wiring harness between the driver-side side air bag module and SAS control module 	
POSSIBLE CAUSE	<ul style="list-style-type: none"> • Open or short circuit in the wiring harness between the driver-side side air bag module and SAS control module • Driver-side side air bag module malfunction • SAS control module malfunction 	
<p>DRIVER-SIDE SIDE AIR BAG MODULE HARNESS SIDE CONNECTOR</p> 		

Diagnostic procedure

STEP	INSPECTION	ACTION	
1	<p>INSPECT DRIVER-SIDE SIDE AIR BAG MODULE</p> <ul style="list-style-type: none"> Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> DS_AB Is the resistance of the driver-side side air bag module normal? <ul style="list-style-type: none"> Resistance: 1.4—3.2 ohms 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> DTC troubleshooting completed.
		No	Go to the next step.
2	<p>INSPECT DRIVER-SIDE SIDE AIR BAG MODULE CONNECTOR</p> <p>WARNING:</p> <ul style="list-style-type: none"> Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> Turn the ignition switch to the LOCK position. Disconnect the negative battery cable and wait for 1 min or more . Disconnect the driver-side side air bag module connector. Is there any malfunction of the driver-side side air bag module connector? 	Yes	Replace the air bag wiring harness.
		No	Go to the next step.
3	<p>VERIFY WHETHER MALFUNCTION IS IN DRIVER-SIDE SIDE AIR BAG MODULE OR RELATED WIRING HARNESS</p>	Yes	<p>Replace the driver-side side air bag module.</p> <p>(See SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)</p>

	<ul style="list-style-type: none"> • Connect the leads of the SST (Fuel and thermometer checker) or apply 2-ohm resistance to driver-side side air bag module connector terminals A and B. • Set the resistance of the SST (Fuel and thermometer checker) to the 2-ohm position. • Connect the negative battery cable. • Turn the ignition switch to the ON position. • Using the WDS or equivalent, verify the following PID/DATA monitor. • (See PID/DATA MONITOR TABLE .) <ul style="list-style-type: none"> ▪ OD_DSAB_ST • Are related wiring harnesses normal? 	No	Replace the air bag wiring harness, then go to the next step.
4	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect the driver-side side air bag module connector. • Are DTCs B1992, B1993, B1994, and/or B1995 indicated? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	DTC troubleshooting completed.

DTC B1996, B1997, B1998, B1999

DTC	B1996	Passenger-side side air bag module circuit short to power supply
	B1997	Passenger-side side air bag module circuit short to body ground
	B1998	Passenger-side side air bag module circuit resistance high
	B1999	Passenger-side side air bag module circuit resistance low
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> • Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. • Abnormal resistance (other than 1.4—3.2 ohms) detected in the passenger-side side air bag module circuit • Malfunction in the wiring harness between the passenger-side side air bag module and SAS control module 	
POSSIBLE CAUSE	<ul style="list-style-type: none"> • Open or short circuit in the wiring harness between the passenger-side side air bag module and SAS control module • Passenger-side side air bag module malfunction • SAS control module malfunction 	
<p>PASSENGER-SIDE SIDE AIR BAG MODULE HARNESS SIDE CONNECTOR</p> 		

Diagnostic procedure

STEP	INSPECTION	ACTION
1	<p>INSPECT PASSENGER-SIDE SIDE AIR BAG MODULE</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ PS_AB <ul style="list-style-type: none"> • Is the resistance of the passenger-side side air bag module normal? <ul style="list-style-type: none"> ▪ Resistance: 1.4—3.2 ohms 	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No
2	<p>INSPECT PASSENGER-SIDE SIDE AIR BAG MODULE CONNECTOR</p> <p>WARNING:</p> <ul style="list-style-type: none"> • Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Disconnect the passenger-side side air bag module connector. • Is there any malfunction of the passenger-side side air bag module connector? 	Yes
		No
3	<p>VERIFY WHETHER MALFUNCTION IS IN PASSENGER-SIDE SIDE AIR BAG MODULE OR RELATED WIRING HARNESS</p>	<p>Yes</p> <p>Replace the passenger-side side air bag module.</p> <p>(See SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)</p>

	<ul style="list-style-type: none"> • Connect the leads of the SST (Fuel and thermometer checker) or apply 2-ohm resistance to passenger-side side air bag module connector terminals A and B. • Set the resistance of the SST (Fuel and thermometer checker) to the 2-ohm position. • Connect the negative battery cable. • Turn the ignition switch to the ON position. • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ DSB_P_ST • Are related wiring harnesses normal? 	No	Replace the air bag wiring harness, then go to the next step.
4	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect the passenger-side side air bag module connector. • Are DTCs B1996, B1997, B1998 and/or B1999 indicated? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	DTC troubleshooting completed.

DTC B2228, B2230, B2232, B2234

DTC	B2228	Driver-side air bag module (inflator No.2) circuit short to body ground
	B2230	Driver-side air bag module (inflator No.2) circuit short to power supply
	B2232	Driver-side air bag module (inflator No.2) circuit resistance high
	B2234	Driver-side air bag module (inflator No.2) circuit resistance low
DETECTION CONDITION		<p>WARNING:</p> <ul style="list-style-type: none"> Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. Abnormal resistance (other than 1.5—3.7 ohms) detected in the driver-side air bag module (inflator No.2) circuit Malfunction in the wiring harness between the driver-side air bag module (inflator No.2) and SAS control module
POSSIBLE CAUSE		<ul style="list-style-type: none"> Open or short circuit in the wiring harness between the clock spring and SAS control module Clock spring malfunction Driver-side air bag module (inflator No.2) malfunction SAS control module malfunction
<p>The diagram illustrates the electrical connections for the SAS system. On the left is the SAS Control Module Harness Side Connector with terminals 1V, 1S, 1P, 1M, 1J, 1G, 1D, 1A, 1W, 1T, 1Q, 1H, 1E, 1B, 1X, 1U, 1R, 1I, 1F, and 1C. In the center is the Clock Spring Harness Side Connector with terminals 1D, 1C, 1B, and 1A. On the right are the Driver-Side Air Bag Module Harness Side Connectors for Inflator No.1 (terminals 3B, 3A) and Inflator No.2 (terminals 4B, 4A). Arrows indicate the connection points for each component.</p>		

Diagnostic procedure

STEP	INSPECTION	ACTION
1	<p>INSPECT DRIVER-SIDE AIR BAG MODULE (INFLATOR NO.2)</p> <ul style="list-style-type: none"> Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> D_ABAGR2 Is the resistance of the driver-side air bag module normal? <ul style="list-style-type: none"> Resistance: 1.5—3.7 ohms 	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> DTC troubleshooting completed.
		<p>No Go to the next step.</p>
2	<p>INSPECT DRIVER-SIDE AIR BAG MODULE CONNECTOR (CLOCK SPRING)</p> <p>WARNING:</p> <ul style="list-style-type: none"> Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> Turn the ignition switch to the LOCK position. Disconnect the negative battery cable and wait for 1 min or more . Disconnect the driver-side air bag module connector. Is there any malfunction of the driver-side air bag module connector? 	<p>Yes Replace the air bag wiring harness.</p>
		<p>No Go to the next step.</p>
3	<p>VERIFY WHETHER MALFUNCTION IS IN DRIVER-SIDE AIR BAG MODULE (INFLATOR NO.2) OR RELATED WIRING HARNESS</p> <ul style="list-style-type: none"> Connect the leads of the SST (Fuel and thermometer check) or apply 2 ohm resistance to driver side air 	<p>Yes</p> <p>Replace the driver-side air bag module.</p> <p>(See DRIVER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)</p>

	<p>checker) or apply 2-ohm resistance to driver-side air bag module (inflator No.1) connector terminals 3A and 3B, and driver-side air bag module (inflator No.2) connector terminals 4A and 4B.</p> <ul style="list-style-type: none"> • Set the resistance of the SST (Fuel and thermometer checker) to the 2-ohm position. • Connect the negative battery cable. • Turn the ignition switch to the ON position. • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ OD_DAB2_ST • Are related wiring harnesses normal? 	No	Go to the next step.
4	<p>INSPECT CLOCK SPRING</p> <ul style="list-style-type: none"> • Inspect the clock spring. <p>(See CLOCK SPRING INSPECTION .)</p> <ul style="list-style-type: none"> • Is the clock spring normal? 	Yes	Go to the next step.
5	<p>INSPECT WIRING HARNESS BETWEEN CLOCK SPRING AND SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Remove the column cover. • Disconnect the clock spring connector. • Remove the glove compartment. • Disconnect the passenger-side air bag module connector. • Disconnect the driver and passenger-side side air bag module connectors. • Disconnect the driver and passenger-side curtain air bag module connectors. 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.

	<ul style="list-style-type: none"> • Remove the rear door lower trim. • Disconnect the driver and passenger-side pretensioner seat belt connectors. • Partially peel back the floor covering. • Disconnect the SAS control module connector. • Inspect the wiring harness between SAS control module terminal 1G and clock spring terminal 1B, SAS control module terminal 1J and clock spring terminal 1A for the following: <ul style="list-style-type: none"> ▪ Short to ground ▪ Short to power supply ▪ Open circuit • Is the wiring harness normal? 	No	Replace the air bag wiring harness.
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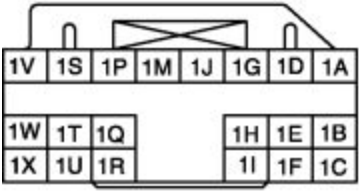



Notes:

Diagnostic procedure

STEP	INSPECTION	ACTION	
1	<p>INSPECT PASSENGER-SIDE AIR BAG MODULE (INFLATOR NO.2)</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ P_ABAGR2 <ul style="list-style-type: none"> • Is the resistance of the passenger-side air bag module normal? <ul style="list-style-type: none"> ▪ Resistance: 1.4—2.9 ohms 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	Go to the next step.
2	<p>INSPECT PASSENGER-SIDE AIR BAG MODULE (INFLATOR NO.2) CONNECTOR</p> <p>WARNING:</p> <ul style="list-style-type: none"> • Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Remove the glove compartment. • Disconnect the passenger-side air bag module connector. • Is there any malfunction of the passenger-side air bag module connector? 	Yes	Replace the air bag wiring harness.
		No	Go to the next step.

3	<p>VERIFY WHETHER MALFUNCTION IS IN PASSENGER-SIDE AIR BAG MODULE (INFLATOR NO.2) OR RELATED WIRING HARNESS</p> <ul style="list-style-type: none"> • Connect the leads of the SST (Fuel and thermometer checker) or apply 2-ohm resistance to passenger-side air bag module (inflator No.1) connector terminals A and B, and passenger-side air bag module (inflator No.2) connector terminals A and B. • Set the resistance of the SST (Fuel and thermometer checker) to the 2-ohm position. • Connect the negative battery cable. • Turn the ignition switch to the ON position. • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ OD_PAB2_ST • Are related wiring harnesses normal? 	Yes	<p>Replace the passenger-side air bag module.</p> <p>(See PASSENGER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)</p>
		No	<p>Replace the air bag wiring harness, then go to the next step.</p>
4	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect the passenger-side air bag module connector. • Are DTCs B2229, B2231, B2233 and/or B2235 indicated? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	<p>DTC troubleshooting completed.</p>

DTC B2296

DTC B2296	Crash zone sensor (communication error, internal circuit abnormal)
<p>DETECTION CONDITION</p>	<p>WARNING:</p> <ul style="list-style-type: none"> • Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. • Malfunction in the wiring harness between the crash zone sensor and SAS control module • Malfunction in the crash zone sensor circuit
<p>POSSIBLE CAUSE</p>	<ul style="list-style-type: none"> • Open or short circuit in the wiring harness between the crash zone sensor and SAS control module • SAS control module malfunction • Crash zone sensor malfunction
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>SAS CONTROL MODULE HARNESS SIDE CONNECTOR</p>   </div> <div style="text-align: center;"> <p>CRASH ZONE SENSOR HARNESS SIDE CONNECTOR</p>   </div> </div>	

Diagnostic procedure

STEP	INSPECTION	ACTION
1	<p>INSPECT CRASH ZONE SENSOR</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, verify the following PID/DATA monitor. (See PID/DATA MONITOR TABLE .) <ul style="list-style-type: none"> ▪ OD_F_CRSH • Is the crash zone sensor normal? 	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		<p>No</p> <p>Go to the next step.</p>
2	<p>INSPECT WIRING HARNESS BETWEEN CRASH ZONE SENSOR AND SAS CONTROL MODULE</p>	<p>Yes</p> <p>Replace the crash zone sensor, then go to the next step.</p> <p>(See CRASH ZONE SENSOR REMOVAL/INSTALLATION .)</p>

WARNING:

- Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components.

(See SERVICE WARNINGS .)

(See SERVICE CAUTIONS .)

- Turn the ignition switch to the LOCK position.
- Disconnect the negative battery cable and wait for **1 min or more** .
- Remove the column cover.
- Disconnect the clock spring connector.
- Remove the glove compartment.
- Disconnect the passenger-side air bag module connector.
- Disconnect the driver and passenger-side side air bag module connectors.
- Disconnect the driver and passenger-side curtain air bag module connectors.
- Remove the rear door lower trim.
- Disconnect the driver and passenger-side pretensioner seat belt connectors.
- Partially peel back the floor covering.
- Disconnect the SAS control module SAS control module connector.
- Disconnect the crash zone sensor connector.
- Connect the negative battery cable.
- Inspect the wiring harnesses between SAS control module terminal 1B and crash zone sensor terminal A, SAS control module terminal 1C and crash zone sensor terminal B for the following:
 - Short to ground
 - Short to power supply
 - Open circuit
- Is the wiring harness normal?

No

Replace the air bag wiring harness.

3	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect the SAS control module connector. • Connect the crash zone sensor connector. • Is DTC B2296 indicated? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	DTC troubleshooting completed.

DTC B2434, B2435, B2691

DTC	B2434	Driver-side front buckle switch circuit short to body ground
	B2435	Driver-side front buckle switch circuit resistance not within specification
	B2691	Driver-side front buckle switch circuit open or short to power supply
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. Malfunction in the driver-side front buckle switch circuit 	
POSSIBLE CAUSE	<ul style="list-style-type: none"> Malfunction of the connectors between the driver-side front buckle switch and SAS control module Open or short circuit in the wiring harness between the driver-side front buckle switch and SAS control module Driver-side front buckle switch malfunction SAS control module malfunction 	
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>SAS CONTROL MODULE HARNESS SIDE CONNECTOR</p> </div> <div style="text-align: center;"> <p>DRIVER-SIDE FRONT BUCKLE SWITCH HARNESS SIDE CONNECTOR (MANUAL SEAT)</p> </div> <div style="text-align: center;"> <p>DRIVER-SIDE FRONT BUCKLE SWITCH HARNESS SIDE CONNECTOR (POWER SEAT)</p> </div> </div>		

Diagnostic procedure

STEP	INSPECTION	ACTION	
1	<p>INSPECT DRIVER-SIDE BUCKLE SWITCH CIRCUIT</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, verify the following PID/DATA monitor. (See PID/DATA MONITOR TABLE .) <ul style="list-style-type: none"> ▪ DR_BUKL • Is the driver-side front buckle switch normal? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	Go to the next step.
2	<p>INSPECT DRIVER-SIDE BUCKLE MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Remove the driver-side front buckle. <p>(See FRONT BUCKLE REMOVAL/INSTALLATION .)</p> <ul style="list-style-type: none"> • Inspect the driver-side front buckle switch. <p>(See FRONT BUCKLE SWITCH INSPECTION .)</p> <ul style="list-style-type: none"> • Is the driver-side front buckle switch normal? 	Yes	Go to the next step.
		No	<p>Replace the driver-side front buckle.</p> <p>(See FRONT BUCKLE REMOVAL/INSTALLATION .)</p>
3	<p>INSPECT WIRING HARNESS BETWEEN DRIVER-SIDE BUCKLE SWITCH AND GROUND</p> <ul style="list-style-type: none"> • Inspect the wiring harness between driver-side front buckle switch terminal H (manual seat) or terminal C (power seat) and ground for the following: <ul style="list-style-type: none"> ▪ Short to power supply ▪ Open circuit • Is the wiring harness normal? 	Yes	Go to the next step.
		No	Replace the wiring harness.

4	<p>INSPECT WIRING HARNESS BETWEEN DRIVER-SIDE BUCKLE SWITCH AND SAS CONTROL MODULE</p> <p>WARNING:</p> <ul style="list-style-type: none"> • Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p>	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
	<ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Remove the column cover. • Disconnect the clock spring connector. • Remove the glove compartment. • Disconnect the passenger-side air bag module connector. • Disconnect the driver and passenger-side side air bag module connectors. • Disconnect the driver and passenger-side curtain air bag module connectors. • Remove the rear door lower trim. • Disconnect the driver and passenger-side pretensioner seat belt connectors. • Partially peel back the floor covering. • Disconnect the SAS control module connector. • Inspect the wiring harness between SAS control module terminal 2T and driver-side front buckle switch terminal G (manual seat) or terminal D (power seat) for the following: <ul style="list-style-type: none"> ▪ Short to ground ▪ Short to power supply ▪ Open circuit • Is the wiring harness normal? 	No	Replace the wiring harness.

DTC B2438, B2439, B2692

DTC	B2438	Passenger-side front buckle switch circuit short to body ground
	B2439	Passenger-side front buckle switch circuit resistance not within specification
	B2692	Passenger-side front buckle switch circuit open or short to power supply
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. Malfunction in the passenger-side front buckle switch circuit 	
POSSIBLE CAUSE	<ul style="list-style-type: none"> Malfunction of the connectors between the passenger-side front buckle switch and SAS control module Open or short circuit in the wiring harness between the passenger-side front buckle switch and SAS control module Passenger-side front buckle switch malfunction SAS control module malfunction 	
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>SAS CONTROL MODULE HARNESS SIDE CONNECTOR</p> </div> <div style="text-align: center;"> <p>PASSENGER-SIDE FRONT BUCKLE SWITCH HARNESS SIDE CONNECTOR</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> </div>		

Diagnostic procedure

STEP	INSPECTION	ACTION	
1	<p>INSPECT PASSENGER-SIDE BUCKLE SWITCH CIRCUIT</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE)</p> <ul style="list-style-type: none"> ▪ PS_BUKL <ul style="list-style-type: none"> • Is the passenger-side buckle switch normal? 	Yes	<p>Present malfunction diagnosis:</p> <ul style="list-style-type: none"> • Replace SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION)</p> <p>Past malfunction diagnosis:</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	Go to next step.
2	<p>INSPECT PASSENGER-SIDE BUCKLE MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Remove the passenger-side front buckle. • Inspect the passenger-side front buckle switch. <p>(See FRONT BUCKLE SWITCH INSPECTION .)</p> <ul style="list-style-type: none"> • Is the passenger-side front buckle switch normal? 	Yes	Go to the next step.
		No	<p>Replace the passenger-side front buckle.</p> <p>(See FRONT BUCKLE REMOVAL/INSTALLATION .)</p>
3	<p>INSPECT WIRING HARNESS BETWEEN PASSENGER-SIDE BUCKLE SWITCH AND GROUND</p> <ul style="list-style-type: none"> • Inspect the wiring harness between passenger-side front buckle switch terminal H and ground for the following: <ul style="list-style-type: none"> ▪ Short to power supply ▪ Open circuit • Is the wiring harness normal? 	Yes	Go to the next step.
		No	Replace the wiring harness.

4	<p>INSPECT WIRING HARNESS BETWEEN PASSENGER-SIDE BUCKLE SWITCH AND SAS CONTROL MODULE</p> <p>WARNING:</p> <ul style="list-style-type: none"> Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p>	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> DTC troubleshooting completed.
	<ul style="list-style-type: none"> Turn the ignition switch to the LOCK position. Disconnect the negative battery cable and wait for 1 min or more . Remove the column cover. Disconnect the clock spring connector. Remove the glove compartment. Disconnect the passenger-side air bag module connector. Disconnect the driver and passenger-side side air bag module connectors. Disconnect the driver and passenger-side curtain air bag module connectors. Remove the rear door lower trim. Disconnect the driver and passenger-side pretensioner seat belt connectors. Partially peel back the floor covering. Disconnect the SAS control module connector. Inspect the wiring harness between SAS control module terminal 2H and passenger-side front buckle switch terminal G for the following: <ul style="list-style-type: none"> Short to ground Short to power supply Open circuit Is the wiring harness normal? 	No	Replace the wiring harness.

DTC B2444, U2017

DTC	B2444	Driver-side side air bag sensor (internal circuit abnormal)
	U2017	Driver-side side air bag sensor (communication error)
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. Malfunction in the wiring harness between the driver-side side air bag sensor and SAS control module Malfunction in the driver-side side air bag sensor circuit 	
POSSIBLE CAUSE	<ul style="list-style-type: none"> Open or short circuit in the wiring harness between the driver-side side air bag sensor and SAS control module Driver-side side air bag sensor malfunction SAS control module malfunction 	
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>SAS CONTROL MODULE HARNESS SIDE CONNECTOR</p> </div> <div style="text-align: center;"> <p>DRIVER-SIDE SIDE AIR BAG SENSOR HARNESS SIDE CONNECTOR</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> </div>		

Diagnostic procedure

STEP	INSPECTION	ACTION
1	<p>INSPECT DRIVER-SIDE SIDE AIR BAG SENSOR</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, verify the following PID/DATA monitor. (See PID/DATA MONITOR TABLE .) <ul style="list-style-type: none"> ▪ OD_D_CRSH • Is the driver-side side air bag sensor normal? 	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		<p>No</p> <p>Go to the next step.</p>
2	<p>INSPECT WIRING HARNESS BETWEEN DRIVER-SIDE SIDE AIR BAG SENSOR AND SAS CONTROL MODULE</p>	<p>Yes</p> <p>Replace the driver-side side air bag sensor, then go to the next step.</p> <p>(See SIDE AIR BAG SENSOR REMOVAL/INSTALLATION .)</p>

WARNING:

- Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components.

(See SERVICE WARNINGS .)


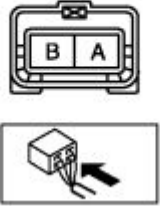
(See SERVICE CAUTIONS .)

- Turn the ignition switch to the LOCK position.
- Disconnect the negative battery cable and wait for **1 min or more** .
- Remove the column cover.
- Disconnect the clock spring connector.
- Remove the glove compartment.
- Disconnect the passenger-side air bag module connector.
- Disconnect the driver and passenger-side side air bag module connectors.
- Disconnect the driver and passenger-side curtain air bag module connectors.
- Remove the rear door lower trim.
- Disconnect the driver and passenger-side pretensioner seat belt connectors.
- Partially peel back the floor covering.
- Disconnect the SAS control module connector.
- Disconnect the driver-side side air bag sensor connector.
- Connect the negative battery cable.
- Inspect the wiring harnesses between SAS control module terminal 2Z and driver-side side air bag sensor terminal A, SAS control module terminal 2AA and driver-side side air bag sensor terminal B for the following:
 - Short to ground
 - Short to power supply
 - Open circuit
- Is the wiring harness normal?

No Replace the air bag wiring harness.

3	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect the SAS control module connector. • Connect the driver-side side air bag sensor connector. • Are DTCs B2444 and/or U2017 indicated? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
	No		DTC troubleshooting completed.

DTC B2445, U2018

DTC	B2445	Passenger-side side air bag sensor (internal circuit abnormal)																											
	U2018	Passenger-side side air bag sensor (communication error)																											
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. Malfunction in the wiring harness between the passenger-side side air bag sensor and SAS control module Malfunction in the passenger-side side air bag sensor circuit 																												
POSSIBLE CAUSE	<ul style="list-style-type: none"> Open or short circuit in the wiring harness between the passenger-side side air bag sensor and SAS control module Passenger-side side air bag sensor malfunction SAS control module malfunction 																												
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>SAS CONTROL MODULE HARNESS SIDE CONNECTOR</p> <table border="1" style="border-collapse: collapse; width: 100%;"> <tr> <td>2Y</td><td>2V</td><td>2S</td><td>2P</td><td>2M</td><td>2J</td><td>2G</td><td>2D</td><td>2A</td> </tr> <tr> <td>2Z</td><td>2W</td><td>2T</td><td></td><td></td><td></td><td>2H</td><td>2E</td><td>2B</td> </tr> <tr> <td>2AA</td><td>2X</td><td>2U</td><td>2R</td><td>2O</td><td>2L</td><td>2I</td><td>2F</td><td>2C</td> </tr> </table>  </div> <div style="text-align: center;"> <p>PASSENGER-SIDE SIDE AIR BAG SENSOR HARNESS SIDE CONNECTOR</p>  </div> </div>			2Y	2V	2S	2P	2M	2J	2G	2D	2A	2Z	2W	2T				2H	2E	2B	2AA	2X	2U	2R	2O	2L	2I	2F	2C
2Y	2V	2S	2P	2M	2J	2G	2D	2A																					
2Z	2W	2T				2H	2E	2B																					
2AA	2X	2U	2R	2O	2L	2I	2F	2C																					

Diagnostic procedure

STEP	INSPECTION	ACTION
1	<p>INSPECT PASSENGER-SIDE SIDE AIR BAG SENSOR</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, verify the following PID/DATA monitor. (See PID/DATA MONITOR TABLE .) <ul style="list-style-type: none"> ▪ OD_P_CRSH • Is the passenger-side side air bag sensor normal? 	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		<p>No</p> <p>Go to the next step.</p>
2	<p>INSPECT WIRING HARNESS BETWEEN PASSENGER-SIDE AIR BAG SENSOR AND SAS CONTROL MODULE</p>	<p>Yes</p> <p>Replace the passenger-side side air bag sensor, then go to the next step.</p> <p>(See SIDE AIR BAG SENSOR REMOVAL/INSTALLATION .)</p>

WARNING:

- Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components.

(See SERVICE WARNINGS .)

(See SERVICE CAUTIONS .)

- Turn the ignition switch to the LOCK position.
- Disconnect the negative battery cable and wait for **1 min or more** .
- Remove the column cover.
- Disconnect the clock spring connector.
- Remove the glove compartment.
- Disconnect the passenger-side air bag module connector.
- Disconnect the driver and passenger-side side air bag module connectors.
- Disconnect the driver and passenger-side curtain air bag module connectors.
- Remove the door trim.
- Disconnect the driver and passenger-side pretensioner seat belt connectors.
- Partially peel back the floor covering.
- Disconnect the SAS control module connector.
- Disconnect the passenger-side side air bag sensor connector.
- Connect the negative battery cable.
- Inspect the wiring harnesses between SAS control module terminal 2B and passenger-side side air bag sensor terminal A, SAS control module terminal 2C and passenger-side side air bag sensor terminal B for the following:
 - Short to ground
 - Short to power supply
 - Open circuit
- Is the wiring harness normal?

No Replace the air bag wiring harness.

3	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect the passenger-side side air bag sensor connector. • Are DTCs B2445 and/or U2018 indicated? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
	No		DTC troubleshooting completed.

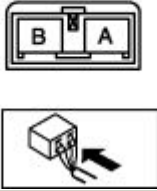
DTC B2477

DTC B2477	Configuration error
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. SAS control module configuration has not been performed correctly.
POSSIBLE CAUSE	<ul style="list-style-type: none"> SAS control module configuration error SAS control module malfunction

Diagnostic procedure

STEP	INSPECTION	ACTION
1	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> Using the WDS or equivalent, perform SAS control module configuration. Is DTC B2477 indicated? 	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> DTC troubleshooting completed.
		<p>No</p> <p>DTC troubleshooting completed.</p>

DTC B2773, B2774, B2775, B2776

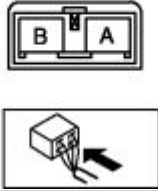
DTC	B2773	Driver-side curtain air bag module circuit resistance low
	B2774	Driver-side curtain air bag module circuit resistance high
	B2775	Driver-side curtain air bag module circuit short to body ground
	B2776	Driver-side curtain air bag module circuit short to power supply
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> • Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. • Abnormal resistance (other than 1.4—3.2 ohms) detected in the driver-side curtain air bag module circuit • Malfunction in the wiring harness between the driver-side curtain air bag module and SAS control module 	
POSSIBLE CAUSE	<ul style="list-style-type: none"> • Open or short circuit in the wiring harness between the driver-side curtain air bag module and SAS control module • Driver-side curtain air bag module malfunction • SAS control module malfunction 	
<p>DRIVER-SIDE CURTAIN AIR BAG MODULE HARNES SIDE CONNECTOR</p> 		

Diagnostic procedure

STEP	INSPECTION	ACTION
1	<p>INSPECT DRIVER-SIDE CURTAIN AIR BAG MODULE</p> <ul style="list-style-type: none"> Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> DR_CURTN Is the resistance of the driver-side curtain air bag module normal? <ul style="list-style-type: none"> Resistance: 1.4—3.2 ohms 	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> DTC troubleshooting completed.
		<p>No Go to the next step.</p>
2	<p>INSPECT DRIVER-SIDE CURTAIN AIR BAG MODULE CONNECTOR</p> <p>WARNING:</p> <ul style="list-style-type: none"> Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> Turn the ignition switch to the LOCK position. Disconnect the negative battery cable and wait for 1 min or more . Disconnect the driver-side curtain air bag module connector. Is there any malfunction of the driver-side curtain air bag module connector? 	<p>Yes Replace the air bag wiring harness.</p>
		<p>No Go to the next step.</p>
3	<p>VERIFY WHETHER MALFUNCTION IS IN DRIVER-SIDE CURTAIN AIR BAG MODULE OR RELATED WIRING HARNESS</p> <ul style="list-style-type: none"> Connect the leads of the SST (Fuel and thermometer check) or apply 2 ohm resistance to driver side 	<p>Yes Replace the driver-side curtain air bag module.</p> <p>(See CURTAIN AIR BAG MODULE REMOVAL/INSTALLATION .)</p>

	<p>checker) or apply 2-ohm resistance to driver-side curtain air bag module connector terminals A and B.</p> <ul style="list-style-type: none"> • Set the resistance of the SST (Fuel and thermometer checker) to the 2-ohm position. • Connect the negative battery cable. • Turn the ignition switch to the ON position. • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ OD_D_CURT • Are related wiring harnesses normal? 	No	Replace the air bag wiring harness, then go to the next step.
4	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect the driver-side curtain air bag module connector. • Are DTCs B2773, B2774, B2775 and/or B2776 indicated? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	DTC troubleshooting completed.

DTC B2777, B2778, B2779, B2780

DTC	B2777	Passenger-side curtain air bag module circuit resistance low
	B2778	Passenger-side curtain air bag module circuit resistance high
	B2779	Passenger-side curtain air bag module circuit short to body ground
	B2780	Passenger-side curtain air bag module circuit short to power supply
DETECTION CONDITION	<p>WARNING:</p> <ul style="list-style-type: none"> • Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. • Abnormal resistance (other than 1.4—3.2 ohms) detected in the passenger-side curtain air bag module circuit • Malfunction in the wiring harness between the passenger-side curtain air bag module and SAS control module 	
POSSIBLE CAUSE	<ul style="list-style-type: none"> • Open or short circuit in the wiring harness between the passenger-side curtain air bag module and SAS control module • Passenger-side curtain air bag module malfunction • SAS control module malfunction 	
<p>PASSENGER-SIDE CURTAIN AIR BAG MODULE HARNES SIDE CONNECTOR</p> 		

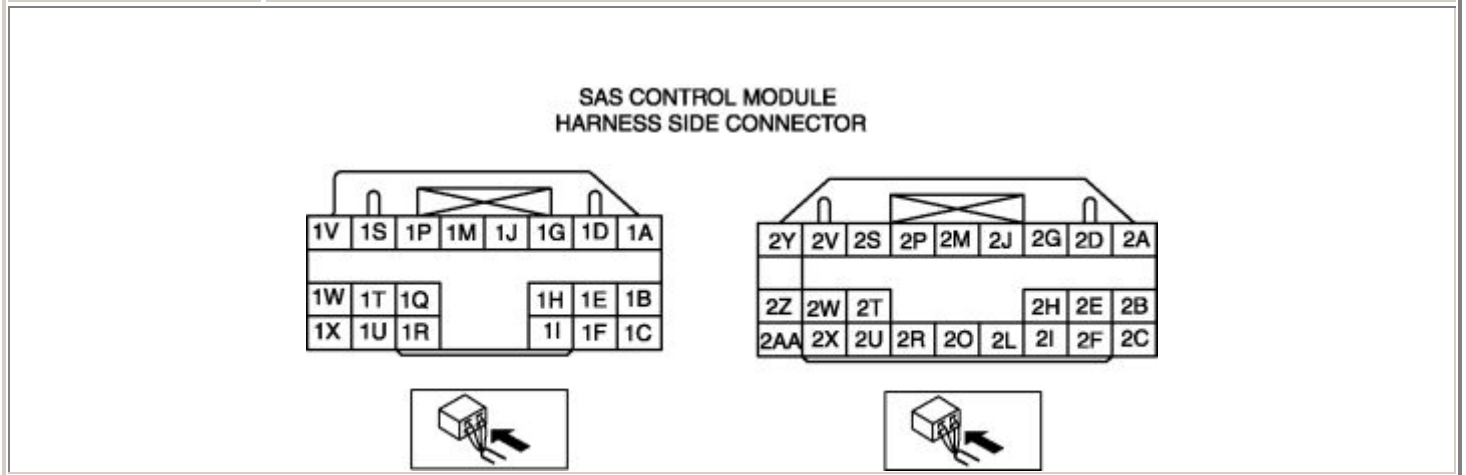
Diagnostic procedure

STEP	INSPECTION	ACTION
1	<p>INSPECT PASSENGER-SIDE CURTAIN AIR BAG MODULE</p> <ul style="list-style-type: none"> Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> PS_CURTN Is the resistance of the passenger-side curtain air bag module normal? <ul style="list-style-type: none"> Resistance: 1.4—3.2 ohms 	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> DTC troubleshooting completed.
		<p>No Go to the next step.</p>
2	<p>INSPECT PASSENGER-SIDE CURTAIN AIR BAG MODULE CONNECTOR</p> <p>WARNING:</p> <ul style="list-style-type: none"> Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> Turn the ignition switch to the LOCK position. Disconnect the negative battery cable and wait for 1 min or more . Disconnect the passenger-side curtain air bag module connector. Is there any malfunction of the passenger-side curtain air bag module connector? 	<p>Yes Replace the air bag wiring harness.</p>
		<p>No Go to the next step.</p>
3	<p>VERIFY WHETHER MALFUNCTION IS IN PASSENGER-SIDE CURTAIN AIR BAG MODULE OR RELATED WIRING HARNESS</p> <ul style="list-style-type: none"> Connect the leads of the SST (Fuel and thermometer check) or apply 2 ohm resistance to passenger side 	<p>Yes</p> <p>Replace the passenger-side curtain air bag module.</p> <p>(See CURTAIN AIR BAG MODULE REMOVAL/INSTALLATION .)</p>

	<p>checker) or apply 2-ohm resistance to passenger-side curtain air bag module connector terminals A and B.</p> <ul style="list-style-type: none"> • Set the resistance of the SST (Fuel and thermometer checker) to the 2-ohm position. • Connect the negative battery cable. • Turn the ignition switch to the ON position. • Using the WDS or equivalent, verify the following PID/DATA monitor. <p>(See PID/DATA MONITOR TABLE .)</p> <ul style="list-style-type: none"> ▪ OD_P_CURT • Are related wiring harnesses normal? 	No	Replace the air bag wiring harness, then go to the next step.
4	<p>INSPECT SAS CONTROL MODULE</p> <ul style="list-style-type: none"> • Turn the ignition switch to the LOCK position. • Disconnect the negative battery cable and wait for 1 min or more . • Connect the passenger-side curtain air bag module connector. • Are DTCs B2777, B2778, B2779 and/or B2780 indicated? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	DTC troubleshooting completed.

DTC B2867

DTC B2867	Poor connection of any SAS control module connectors
<p>DETECTION CONDITION</p>	<p>WARNING:</p> <ul style="list-style-type: none"> • Detection conditions are for understanding the DTC outline before performing an inspection. Performing an inspection according to only the detection conditions may cause injury due to an operating error, or damage the system. When performing an inspection, always follow the inspection procedure. • There is no continuity between the poor connection detector bar terminals of the SAS control module.
<p>POSSIBLE CAUSE</p>	<ul style="list-style-type: none"> • Poor connection of any SAS control module connectors • Malfunction of any SAS control module connectors • SAS control module malfunction



STEP	INSPECTION	ACTION	
1	<p>VERIFY THAT ALL SAS CONTROL MODULE CONNECTORS ARE CONNECTED WITH SAS CONTROL MODULE</p> <p>WARNING:</p> <ul style="list-style-type: none"> Handling the air bag system components improperly can accidentally deploy the air bag modules and pre-tensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components. <p>(See SERVICE WARNINGS .)</p> <p>(See SERVICE CAUTIONS .)</p> <ul style="list-style-type: none"> Turn the ignition switch to the LOCK position. Disconnect the negative battery cable and wait for 1 min or more . Partially peel back the floor covering. Are all SAS control module connectors securely connected? 	Yes	Go to the next step.
		No	Reconnect the connector properly.
2	<p>INSPECT ALL SAS CONTROL MODULE CONNECTORS</p> <ul style="list-style-type: none"> Remove the column cover. Disconnect the clock spring connector. Remove the glove compartment. Disconnect the passenger-side air bag module connector. Disconnect the driver and passenger-side side air bag module connectors. Disconnect the driver and passenger-side curtain air bag module connectors. Remove the rear door lower trim. Disconnect the driver and passenger-side pre-tensioner seat belt connectors. Disconnect the SAS control module connector. Are the poor connection detector bars of SAS control module connectors normal? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION .)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> DTC troubleshooting completed.
		No	Replace the air bag wiring harness.

Diagnostic procedure

STEP	INSPECTION	ACTION	
1	<p>INSPECT SEAT TRACK POSITION SENSOR CIRCUIT</p> <ul style="list-style-type: none"> • Using the WDS or equivalent, verify the following PID/DATA monitor. (See PID/DATA MONITOR TABLE .) ▪ TRAK_SW • Is the seat track position sensor circuit normal? 	Yes	<p>[Present malfunction diagnosis]</p> <ul style="list-style-type: none"> • Replace the SAS control module. <p>(See SAS CONTROL MODULE REMOVAL/INSTALLATION)</p> <p>[Past malfunction diagnosis]</p> <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	Go to next step.
2	<p>INSPECT WIRING HARNESS BETWEEN SEAT TRACK POSITION SENSOR AND SAS CONTROL</p>	Yes	Replace the seat track position sensor, then go to next step.

TRACK POSITION SENSOR AND SAS CONTROL MODULE

WARNING:

- Handling the air bag system components improperly can accidentally deploy the air bag modules and pretensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the air bag system components.

(See SERVICE WARNINGS .)

(See SERVICE CAUTIONS .)

- Turn the ignition switch to the LOCK position.
- Disconnect the negative battery cable and wait for **1 min or more** .
- Remove the column cover.
- Disconnect the clock spring connector.
- Remove the glove compartment.
- Disconnect the passenger-side air bag module connector.
- Disconnect the driver and passenger-side curtain air bag module connectors.
- Disconnect the driver and passenger-side side air bag module connectors.
- Remove the rear door lower trims.
- Disconnect the driver and passenger-side pretensioner seat belt connectors.
- Disconnect the seat track position sensor connector
- Inspect the wiring harness between SAS control module terminal and seat track position sensor terminals for short to ground, short to power supply, and open circuit:
 - 2W—A
 - 2X—B
- Is the wiring harness normal?

No

Replace wiring harness, then go to next step.

3	INSPECT SAS CONTROL MODULE <ul style="list-style-type: none"> • Connect the SAS control module connector. • Connect the clock spring connector. • Connect the passenger-side air bag module connector. • Connect the driver-and passenger-side curtain air bag module connectors. • Connect the driver-and passenger-side side air bag module connectors. • Connect the driver-and passenger-side pre tensioner seat belt connectors. • Connect the seat track position sensor connector. • Are DTCs C1947, C1948 and/or C1981 indicated? 	Yes	[Present malfunction diagnosis] <ul style="list-style-type: none"> • Replace the SAS control module. (See SAS CONTROL MODULE REMOVAL/INSTALLATION) [Past malfunction diagnosis] <ul style="list-style-type: none"> • DTC troubleshooting completed.
		No	DTC troubleshooting completed.

CLEARING DTC

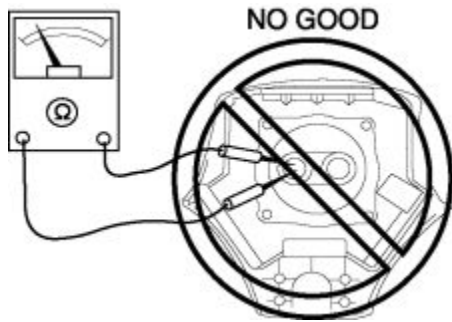
1. After repairs have been made, retrieve DTCs.
2. Using the WDS or equivalent, clear DTCs from memory.
3. Perform the DTC inspection again and verify that no DTC is displayed.

AIR BAG SYSTEM

SERVICE WARNINGS

Air Bag Module Inspection

- Inspecting an air bag module using a tester can operate (deploy) the air bag module, which may cause serious injury. Do not use a tester to inspect an air bag module. Always use the on-board diagnostic function to diagnose the air bag module for malfunctions.



Air Bag Module Handling

- Handling a live (undeployed) air bag module that is pointed toward your body could result in serious injury if the air bag module were to accidentally operate (deploy). When carrying a live (undeployed) air bag module, point the deployment surface away from your body to lessen the chance of injury in case it operates (deploys).



- A live (undeployed) air bag module placed with its deployment surface to ground is dangerous. If the air bag module were to accidentally operate (deploy), it could cause serious injury. Always place a live (undeployed) air bag module with its deployment surface up.



Side Air Bag Module Handling

- When a side air bag module operates (deploys) due to a collision, the interior of the seat back (pad, frame, trim) may become damaged. If a side air bag does not operate (deploy) normally from a seat back that has been reused, a serious accident may result. After a side air bag has operated (deployed), always replace both the side air bag module and the seat back (pad, frame, trim) with new parts. After servicing, verify that the seat operates normally and that the wiring harness is not caught.

SAS Control Module Handling

- Removing the SAS control module or disconnecting the SAS control module connector with the ignition switch at the ON position can activate the sensor in the SAS control module and operate (deploy) the air bags and pre-tensioner seat belts, which may cause serious injury. Before removing the SAS control module or disconnecting the SAS control module connector, always turn the ignition switch to the LOCK position, disconnect the negative battery cable, and then wait for 1 min or more to allow the backup power supply of the SAS control module to deplete its stored power.
- Connecting the SAS control module connector with the SAS control module not securely fixed to the vehicle is dangerous. The sensor in the SAS control module could send an electrical signal to the air bag modules and pre-tensioner seat belts. This will operate (deploy) the air bags and pre-tensioner seat belts, which may result in serious injury. Therefore, before connecting the connector, securely fix the SAS control module to the vehicle.
- Because a sensor is built into the SAS control module, once the air bags and pre-tensioner seat belts have operated (deployed) due to a collision or other causes, the SAS control module must be replaced with a new one even if the used one does not have any visible external damage or deformation. The used SAS control module may have been damaged internally which may cause improper operation. If the SAS control module is reused, the air bags and pre-tensioner seat belts may not operate (deploy) normally, which could result in a serious accident. Always replace the SAS control module with a new one. The SAS control module cannot be bench-checked or self-checked.

Crash Zone Sensor Handling

- Removing the crash zone sensor or disconnecting the crash zone sensor connector with the ignition switch at the ON position can activate the crash zone sensor and operate (deploy) the air bags and pre-tensioner seat belts, which may cause serious injury. Before removing the crash zone sensor or disconnecting the crash zone sensor connector, always turn the ignition switch to the LOCK position, disconnect the negative battery cable, and then wait for 1 min or more to allow the backup power supply of the SAS control module to deplete its stored power.
- If the crash zone sensor is subjected to shock or the sensor is disassembled, the air bags and pre-tensioner seat belts may accidentally operate (deploy) and cause injury, or the system may fail to operate normally and cause a serious accident. Do not subject the crash zone sensor to shock or disassemble the sensor.
- Because a sensor is built into the crash zone sensor, once the air bags and pre-tensioner seat belts have operated (deployed) due to a collision or other causes, the crash zone sensor must be replaced with a new one even if the used one does not have any visible external damage or deformation. If the crash zone sensor is reused, the air bags and pre-tensioner seat belts may not operate (deploy) normally, which could result in a serious accident. Always replace the crash zone sensor with a new one. The crash zone sensor cannot be bench-checked or self-checked.

Side Air Bag Sensor Handling

- Removing the side air bag sensor or disconnecting the side air bag sensor connector with the ignition switch at the ON position can activate the side air bag sensor and operate (deploy) the side air bag, which may cause serious injury. Before removing the side air bag sensor or disconnecting the side air bag sensor connector, always turn the ignition switch to the LOCK position, disconnect the negative battery cable, and then wait for 1 min or more to allow the backup power supply of the SAS control module to deplete its stored power.

- If the side air bag sensor is subjected to shock or the sensor is disassembled, the side air bag may accidentally operate (deploy) and cause injury, or the system may fail to operate normally and cause a serious accident. Do not subject the side air bag sensor to shock or disassemble the sensor.
- Because a sensor is built into the side air bag sensor, once the air bag has operated (deployed) due to a collision or other causes, the side air bag sensor must be replaced with a new one even if the used one does not have any visible external damage or deformation. If the side air bag sensor is reused, the side air bag may not operate (deploy) normally, which could result in a serious accident. Always replace the side air bag sensor with a new one. The side air bag sensor cannot be bench-checked or self-checked.

Pre-tensioner Seat Belt Inspection

- Inspecting a pre-tensioner seat belt using a tester can operate (deploy) the pre-tensioner seat belt, which may cause serious injury. Do not use a tester to inspect a pre-tensioner seat belt. Always use the on-board diagnostic function to diagnose the pre-tensioner seat belt for malfunctions.



SERVICE CAUTIONS

Air Bag System Component Disassembly

- Disassembling the air bag system components could cause it to not operate (deploy) normally. Never disassemble any air bag system components.



Air Bag Module, Pre-tensioner Seat Belt Handling

- Oil, grease, or water on the air bag modules may cause the air bags and pre-tensioner seat belts to fail to operate (deploy) in an accident. Never allow oil, grease, or water to get on the air bag modules or pre-tensioner seat belts.
- Inserting a screwdriver or similar object into the connector of an air bag module or a pre-tensioner seat belt may damage the connector and cause the air bag module or the pre-tensioner seat belt to operate

(deploy) improperly, which may cause serious injury. Never insert any foreign objects into the air bag module or seat belt connectors.



Air Bag Module, Pre-tensioner Seat Belt Reuse

- Even if an air bag module or a pre-tensioner seat belt does not operate (deploy) in a collision and does not have any external signs of damage, it may have been damaged internally, which may cause improper operation. Before reusing a live (undeployed) air bag module and the pre-tensioner seat belts, always use the on-board diagnostic to diagnose the air bag module and the pre-tensioner seat belts to verify that they have no malfunction.

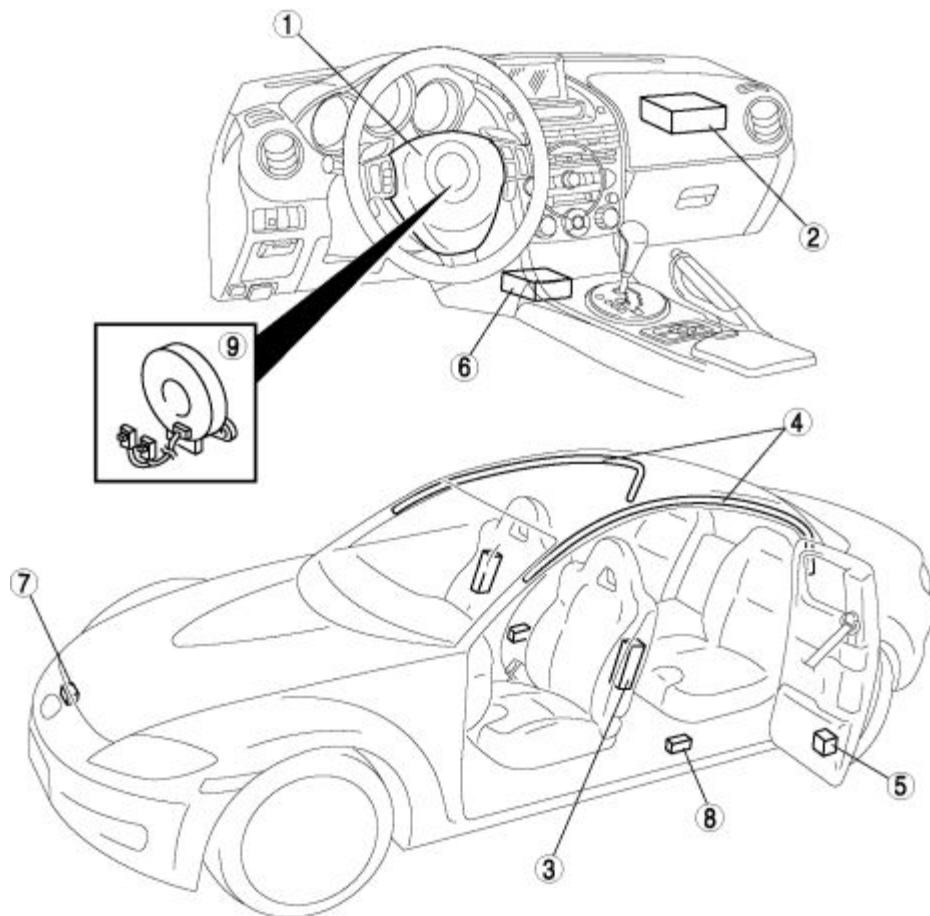
Air Bag Wiring Harness Repair

- Incorrectly repairing an air bag wiring harness can accidentally operate (deploy) the air bag module and pre-tensioner seat belts. If a problem is found in the air bag wiring harness, always replace the wiring harness with a new one.



AIR BAG SYSTEM

LOCATION INDEX



1	<p>Driver-side air bag module</p> <p>(See DRIVER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)</p> <p>(See AIR BAG MODULE AND PRE-TENSIONER SEAT BELT DEPLOYMENT PROCEDURES .)</p>
2	<p>Passenger-side air bag module</p> <p>(See PASSENGER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)</p> <p>(See AIR BAG MODULE AND PRE-TENSIONER SEAT BELT DEPLOYMENT PROCEDURES .)</p>
3	<p>Side air bag module</p> <p>(See SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)</p> <p>(See AIR BAG MODULE AND PRE-TENSIONER SEAT BELT DEPLOYMENT PROCEDURES .)</p>
4	<p>Curtain air bag module</p>

	(See CURTAIN AIR BAG MODULE REMOVAL/INSTALLATION .)
	(See AIR BAG MODULE AND PRE-TENSIONER SEAT BELT DEPLOYMENT PROCEDURES .)
5	Pre-tensioner seat belt (See AIR BAG MODULE AND PRE-TENSIONER SEAT BELT DEPLOYMENT PROCEDURES .)
6	SAS control module (See SAS CONTROL MODULE REMOVAL/INSTALLATION .)
7	Crash zone sensor (See CRASH ZONE SENSOR REMOVAL/INSTALLATION .)
8	Side air bag sensor (See SIDE AIR BAG SENSOR REMOVAL/INSTALLATION .)
9	Clock spring (See CLOCK SPRING REMOVAL/INSTALLATION .) (See CLOCK SPRING INSPECTION .) (See CLOCK SPRING ADJUSTMENT .)

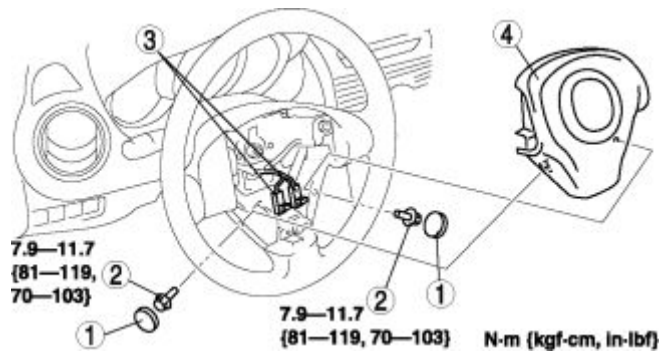
DRIVER-SIDE AIR BAG MODULE

DRIVER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION

WARNING:

- Handling the air bag module improperly can accidentally deploy the air bag module, which may seriously injure you. Read the service warnings and cautions before handling the air bag module. (See SERVICE WARNINGS .) (See SERVICE CAUTIONS .)

1. Turn the ignition switch to the LOCK position.
2. Disconnect the negative battery cable and wait for **1 min or more** .
3. Remove in the order indicated in the table.



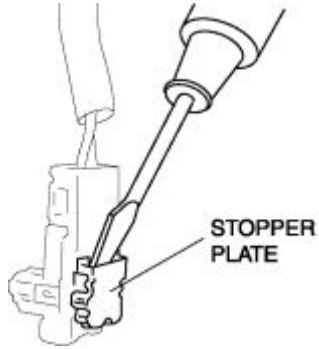
1	Cover
2	Bolt
3	Connector (See Connector Removal Note .)
4	Driver-side air bag module

4. Install in the reverse order of removal.
5. Turn the ignition switch to the ON position.

6. Verify that the air bag system warning light illuminates for **approx. 6 s** and goes out.
 - If the air bag system warning light does not operate normally, refer to the on-board diagnostic system (air bag system) and perform inspection of the system.

Connector Removal Note

1. Using a flathead screwdriver, pry out the connector stopper plate.



2. Disconnect the connector.

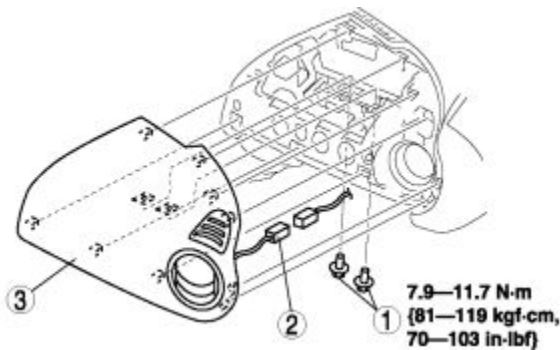
PASSENGER-SIDE AIR BAG MODULE

PASSENGER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION

WARNING:

- Handling the air bag module improperly can accidentally deploy the air bag module, which may seriously injure you. Read the service warnings and cautions before handling the air bag module. (See SERVICE WARNINGS .) (See SERVICE CAUTIONS .)
- Due to the adoption of 2-step deployment control in the passenger-side air bag module, depending on the impact force, it is possible that inflator No.2 might not deploy. In such cases, before disposing of the air bag module, make sure to follow the inflator deployment procedures and verify complete deployment of inflators No.1 and 2.

1. Turn the ignition switch to the LOCK position.
2. Disconnect the negative battery cable and wait for **1 min or more** .
3. Remove the glove compartment. (See GLOVE COMPARTMENT REMOVAL/INSTALLATION .)
4. Remove in the order indicated in the table.



1	Bolt
2	Connector
3	Passenger-side air bag module

5. Install in the reverse order of removal.

6. Turn the ignition switch to the ON position.

7. Verify that the air bag system warning light illuminates for **approx. 6 s** and goes out.
 - If the air bag system warning light does not operate, refer to the on-board diagnostic system (air bag system) and perform inspection of the system.

Notes:

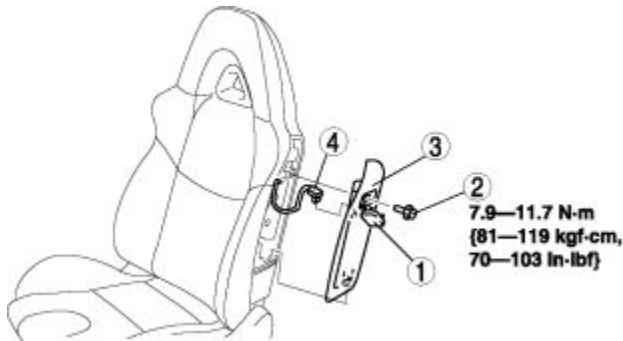
SIDE AIR BAG MODULE

SIDE AIR BAG MODULE REMOVAL/INSTALLATION

WARNING:

- Handling the air bag module improperly can accidentally operate (deploy) the air bag module, which may seriously injure you. Read the service warnings and cautions before handling the air bag module. (See SERVICE WARNINGS .) (See SERVICE CAUTIONS .)
- If the side air bag module is installed with debris in the seat back, the foreign material may be scattered when the side air bag module operates (deploys), causing injury. Verify that there is no foreign material in the seat back before installing the side air bag module.

1. Turn the ignition switch to the LOCK position.
2. Disconnect the negative battery cable and wait for **1 min or more** .
3. Remove in the order indicated in the table.



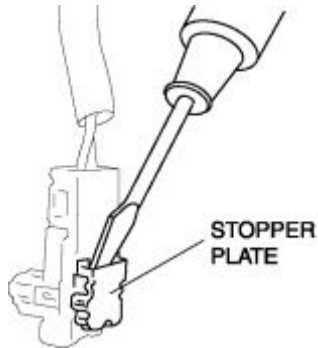
1	Cover
2	Bolt
3	Side air bag module
4	Connector (See Connector Removal Note .)

4. Install in the reverse order of removal.
5. Turn the ignition switch to the ON position.

6. Verify that the air bag system warning light illuminates for **approx. 6 s** and goes out.
 - If the air bag system warning light does not operate normally, refer to the on-board diagnostic system (air bag system) and perform inspection of the system.

Connector Removal Note

1. Using a flathead screwdriver, pry out the connector stopper plate.



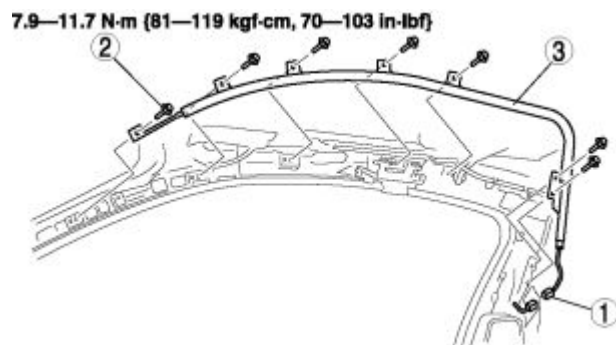
2. Disconnect the connector.

CURTAIN AIR BAG MODULE

CURTAIN AIR BAG MODULE REMOVAL/INSTALLATION

WARNING:

- Handling the air bag module improperly can accidentally deploy the air bag module, which may seriously injure you. Read the service warnings and cautions before handling the air bag module. (See SERVICE WARNINGS .) (See SERVICE CAUTIONS .)
1. Turn the ignition switch to the LOCK position.
 2. Disconnect the negative battery cable and wait for **1 min or more** .
 3. Remove the following parts:
 - a. A-pillar trim (See A-PILLAR TRIM REMOVAL/INSTALLATION .)
 - b. Rear seat (See REAR SEAT REMOVAL/INSTALLATION .)
 - c. Tire house trim (See TIRE HOUSE TRIM REMOVAL/INSTALLATION .)
 - d. Rear pillar trim (See REAR PILLAR TRIM REMOVAL/INSTALLATION .)
 - e. Headliner (See HEADLINER REMOVAL/INSTALLATION .)
 - f. Head impact pad (See HEAD IMPACT PAD REMOVAL/INSTALLATION .)
 4. Remove in the order indicated in the table.



1	Connector
2	Bolt
3	Curtain air bag module

5. Install in the reverse order of removal.

6. When the ignition switch is turned to the ON position verify that the air bag system warning light illuminates for **approx. 6 s** and goes out.
 - If the air bag system warning light does not operate normally, refer to the on-board diagnostic system (air bag system) and perform inspection of the system.

SAS CONTROL MODULE

SAS CONTROL MODULE REMOVAL/INSTALLATION

WARNING:

- Handling the SAS control module improperly can accidentally deploy the air bag modules and pretensioner seat belt, which may seriously injure you. Read the service warnings and cautions before handling the air bag module. (See SERVICE WARNINGS .) (See SERVICE CAUTIONS .)

CAUTION:

- Handling the SAS control module improperly can accidentally deploy the air bag modules and pretensioner seat belt, which may seriously injure you. If configuration is not completed before removing the SAS control module, DTC B2477 will be displayed.

1. Perform SAS control module configuration when replacing it. (See SAS CONTROL MODULE CONFIGURATION S.)

2. Turn the ignition switch to the LOCK position.

3. Disconnect the negative battery cable and wait for **1 min or more** .

4. Remove the following parts:

- a. Console (See CONSOLE REMOVAL/INSTALLATION .)

- b. Glove compartment (See GLOVE COMPARTMENT REMOVAL/INSTALLATION .)

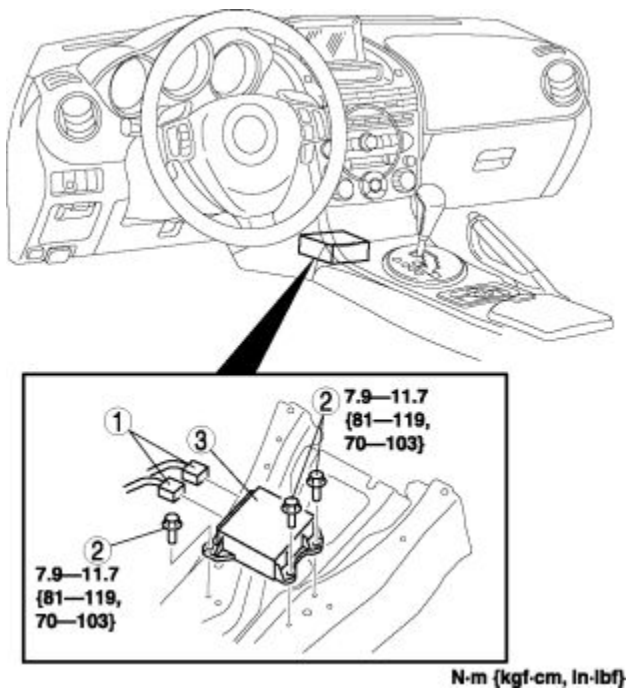
- c. Side panel (See SIDE PANEL REMOVAL/INSTALLATION .)

- d. Lower panel (See LOWER PANEL REMOVAL/INSTALLATION .)

- e. Column cover (See COLUMN COVER REMOVAL/INSTALLATION .)

- f. Steering shaft (See STEERING WHEEL AND COLUMN REMOVAL/INSTALLATION .)
- g. A-pillar trim (See A-PILLAR TRIM REMOVAL/INSTALLATION .)
- h. Dashboard (See DASHBOARD REMOVAL/INSTALLATION .)

5. Remove in the order indicated in the table.



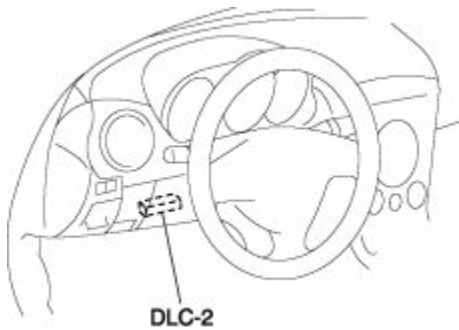
1	Connector
2	Bolt
3	SAS control module

- 6. Install in the reverse order of removal.
- 7. Turn the ignition switch to the ON position.

- If the SAS control module is replaced, turn the ignition switch to the ON position for **20 s or more** after completing the configuration.
8. Verify that the air bag system warning light illuminates for **approx. 6 s** and goes out.
- If the air bag system warning light does not operate normally, refer to the on-board diagnostic system (air bag system) and perform inspection of the system.

SAS CONTROL MODULE CONFIGURATION

1. Connect the WDS or equivalent to the DLC-2 (16-pin).



2. Select "Module programming" from the menu.
3. Select "Programmable Module Installation".
4. Select the following items and perform procedure according to the directions on the WDS screen.

Item

- "RCM"

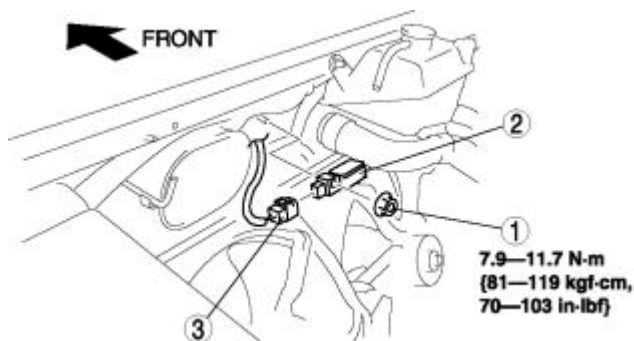
CRASH ZONE SENSOR

CRASH ZONE SENSOR REMOVAL/INSTALLATION

WARNING:

- Handling the crash zone sensor improperly can accidentally deploy the air bags and pre-tensioner seat belts, which may seriously injure you. Read the service warnings and cautions before handling the crash zone sensor. (See SERVICE WARNINGS .) (See SERVICE CAUTIONS .)

1. Turn the ignition switch to the LOCK position.
2. Disconnect the negative battery cable and wait for **1 min or more** .
3. Remove the engine cover. (See ENGINE COVER REMOVAL/INSTALLATION .)
4. Remove the air cleaner box. (See INTAKE-AIR SYSTEM REMOVAL/INSTALLATION .)
5. Remove the air cleaner box tray. (See INTAKE-AIR SYSTEM REMOVAL/INSTALLATION .)
6. Remove in the order indicated in the table.



1	Nut
2	Crash zone sensor
3	Connector

7. Install in the reverse order of removal.

8. Turn the ignition switch to the ON position.

9. Verify that the air bag system warning light illuminates for **approx. 6 s** and goes out.
 - If the air bag system warning light does not operate normally, refer to the on-board diagnostic system (air bag system) and perform inspection of the system.

Notes:

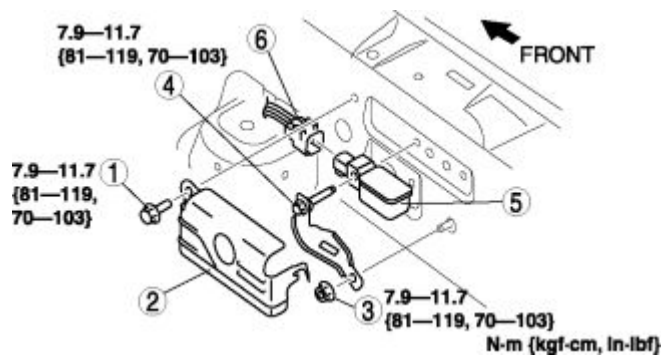
SIDE AIR BAG SENSOR

SIDE AIR BAG SENSOR REMOVAL/INSTALLATION

WARNING:

- Handling the side air bag sensor improperly can accidentally operate (deploy) the air bag module, which may seriously injure you. Read the service warnings and cautions before handling the side air bag sensor. (See SERVICE WARNINGS .) (See SERVICE CAUTIONS .)

1. Turn the ignition switch to the LOCK position.
2. Disconnect the negative battery cable and wait for **1 min or more** .
3. Remove the inner scuff plate. (See INNER SCUFF PLATE REMOVAL/INSTALLATION .)
4. Remove the seat belt rail for the front seat. (See FRONT SEAT BELT REMOVAL/INSTALLATION .)
5. Partially peel back the floor covering.
6. Remove in the order indicated in the table.



1	Bolt A
2	Cover
3	Nut
4	Bolt B
5	Side air bag sensor

7. Install in the reverse order of removal.
8. Turn the ignition switch to the ON position and hold for **5 s or more** .

CAUTION:

- When replacing the side air bag sensor, performing the following operations while turning the ignition switch to the ON position will cancel the sensor code over-write, which could cause the air bags to fail to operate (deploy).
 - The ignition switch is not held in the LOCK position for **5 s or more** .
 - The engine is started.
 - If the above operations are performed and the sensor code over-write is canceled, it will be necessary to replace the sensor again.
9. Verify that the air bag system warning light illuminates for **approx. 6 s** and goes out.
 - If the air bag system warning light does not operate normally, refer to the on-board diagnostic system (air bag system) and perform inspection of the system.

CLOCK SPRING

CLOCK SPRING REMOVAL/INSTALLATION

CAUTION:

- For vehicles with DSC: If the disc on the combination switch is deformed or has foreign material adhering to it, performance of the steering angle sensor may be reduced, causing abnormal operation. When handling the clock spring, be careful not to deform the disc and make sure there is no foreign material on it.

1. Disconnect the negative battery cable.

2. Remove the driver-side air bag module.

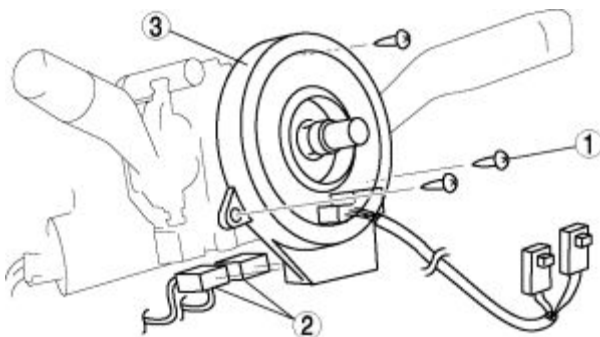
(See DRIVER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)

3. Remove the steering wheel.

(See STEERING WHEEL AND COLUMN REMOVAL/INSTALLATION .)

4. Remove the column cover. (See COLUMN COVER REMOVAL/INSTALLATION .)

5. Remove in the order indicated in the table.



1	Screw
2	Connector
3	Clock spring. (See Clock Spring Installation Note .)

6. Install in the reverse order of removal.
7. Turn the ignition switch to the ON position.
8. Verify that the air bag system warning light illuminates for **approx. 6 s** and goes out.
 - If the air bag system warning light does not operate normally, refer to the on-board diagnostic system (air bag system) and perform inspection of the system.

Clock Spring Installation Note

CAUTION:

- If the clock spring is not adjusted, the spring wire in the clock spring could over-wind and break when the steering wheel is turned. Always adjust the clock spring after installing it.
1. Adjust the clock spring after installing it. (See CLOCK SPRING ADJUSTMENT .)

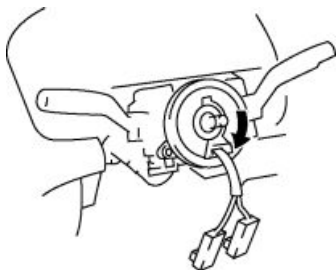
CLOCK SPRING ADJUSTMENT

NOTE:

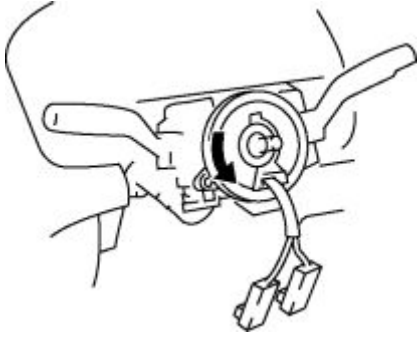
- The adjustment procedure is also specified on the caution label of the clock spring.
1. Set the front tires straight-ahead.

CAUTION:

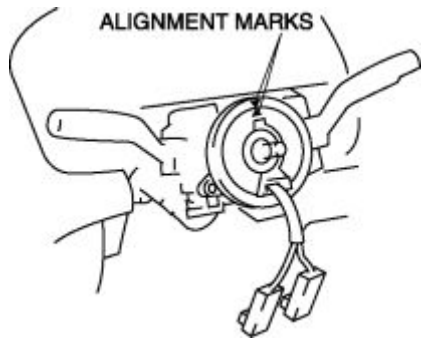
- The clock spring will break if over-wound. Do not forcibly turn the clock spring.
2. Turn the clock spring clockwise until it stops.



3. From the stopped position, turn the clock spring counterclockwise **2 3/4 turns** .



4. Align the marks.

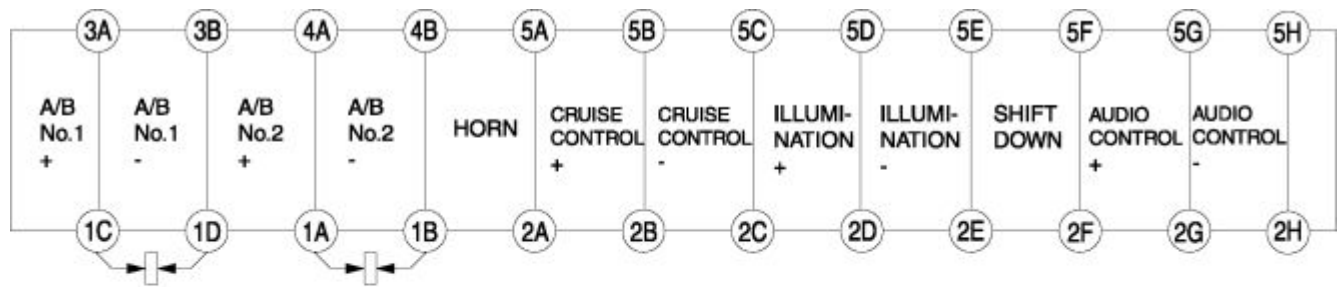
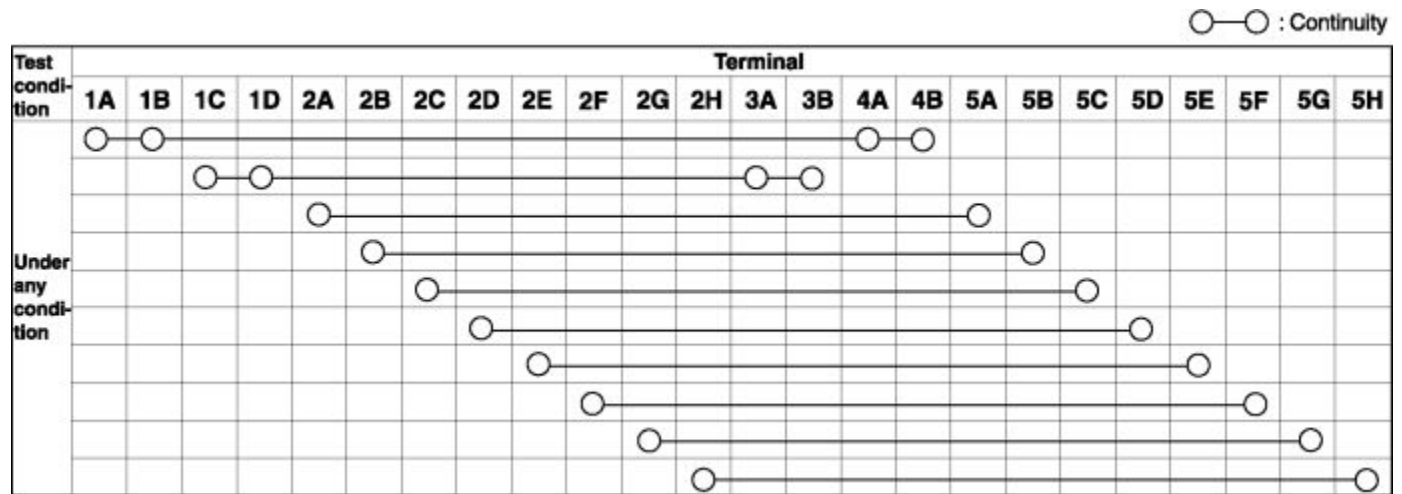


CLOCK SPRING INSPECTION

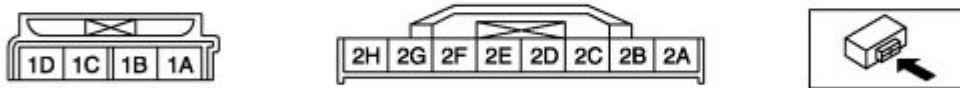
1. Remove the driver-side air bag module.
(See DRIVER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)
2. Remove the steering wheel.
(See STEERING WHEEL AND COLUMN REMOVAL/INSTALLATION .)
3. Remove the clock spring. (See CLOCK SPRING REMOVAL/INSTALLATION .)
4. Verify continuity as indicated in the table.
 - If not as indicated in the table, replace the clock spring.

NOTE:

- When the vehicle-side connector for the clock spring is disconnected, terminals 1A, 1B, 1C and 1D are shorted to prevent unexpected operation (deployment) of the air bag module.



VEHICLE-SIDE CONNECTOR



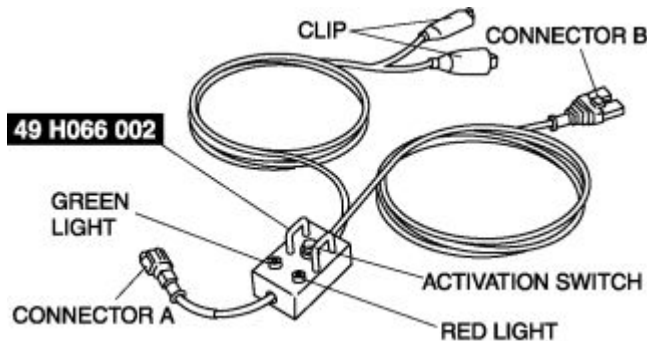
AIR BAG MODULE-SIDE CONNECTOR



DEPLOYMENT TOOL

INSPECTION OF SST (DEPLOYMENT TOOL)

1. Before using the SST (49 H066 002), inspect its operation.



Inspection Procedure

1. Follow the steps below to inspect the SST (49 H066 002).
 - If not as indicated in the table, replace the SST (49 H066 002) because it has a malfunction.

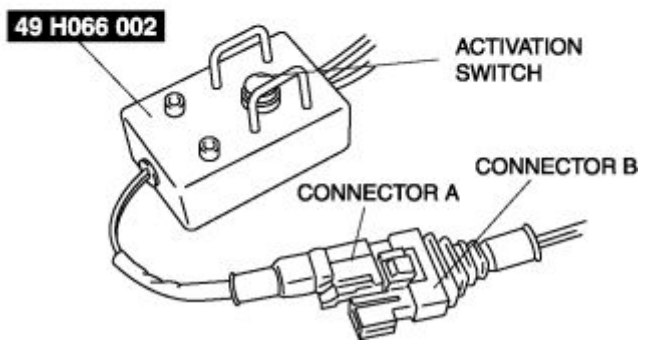
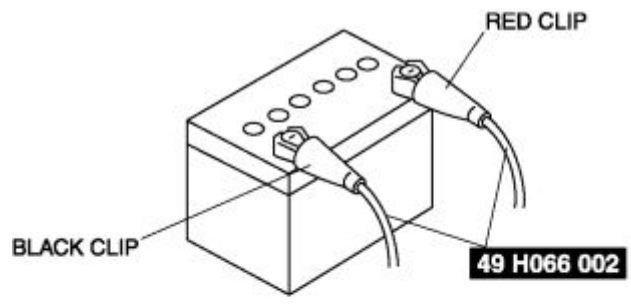
WARNING:

- Do not use a malfunctioning SST (49 H066 002), otherwise it could cause the air bag module or pre-tensioner seat belt to accidentally operate (deploy).

CAUTION:

- Because the permissible voltage for the SST (49 H066 002) is 12 V, do not connect a 24 V power source because it will damage the SST. Always connect only a 12 V power source.

Step	Inspection procedure	Light condition	
		Green	Red
1	Connect the power supply red clip to the positive battery terminal, and the black clip to the negative battery terminal.	On	Off
2	Connect connectors A and B.	Off	On
3	Press the activation switch.	On	Off



Notes:

AIR BAG MODULES

AIR BAG MODULE AND PRE-TENSIONER SEAT BELT DEPLOYMENT PROCEDURES

WARNING:

- A live (undeployed) air bag module or pre-tensioner seat belt may accidentally operate (deploy) when it is disposed of and cause serious injury. Do not dispose of a live (undeployed) air bag module and pre-tensioner seat belt. If the SSTs (Deployment tool and Adapter harness) are not available, consult the nearest Mazda representative for assistance.

CAUTION:

- Deploying the air bag modules and pre-tensioner seat belts inside the vehicle may cause damage to the vehicle interior. When the vehicle is not to be scrapped, always deploy the air bag modules and pre-tensioner seat belts outside the vehicle.
- If the vehicle is to be scrapped, or when disposing of any air bag modules or pre-tensioner seat belts, operate (deploy) them inside the vehicle by following the deployment procedure below and using the SST (Deployment tool).
- When disposing of a operated (deployed) air bag module and pre-tensioner seat belt, refer to "AIR BAG MODULE AND PRE-TENSIONER SEAT BELT DISPOSAL PROCEDURES".

Deployment Procedure for Inside of Vehicle

1. Inspect the SST (Deployment tool). (See INSPECTION OF SST (DEPLOYMENT TOOL) .)
2. Move the vehicle to an open space, away from strong winds, and close all of the vehicle doors and windows.
3. Turn the ignition switch to the LOCK position.
4. Disconnect the negative battery cable and wait for **1 min or more** .
5. Follow the procedure below for operating (deploying) the applicable air bag module or pre-tensioner seat belt.

Driver-side air bag module

WARNING:

- The driver-side air bag module is a dual inflator type. If one inflator is forced to operate (deploy), the other may operate (deploy) accidentally. To prevent injury while disposing of the air bag module, make sure to operate (deploy) both driver-side air bag module inflators simultaneously, following the procedure below.

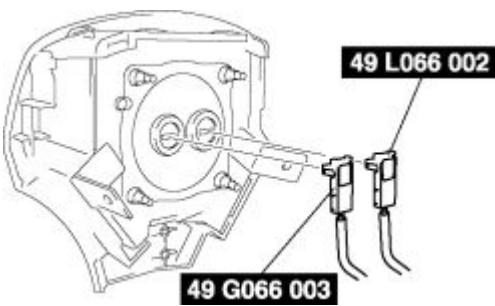
NOTE:

- The SSTs , two types of adapter harnesses (for inflators No.1 and No.2) and two deployment tools are to be used to operate (deploy) the driver-side air bag module.

1. Remove the driver-side air bag module.

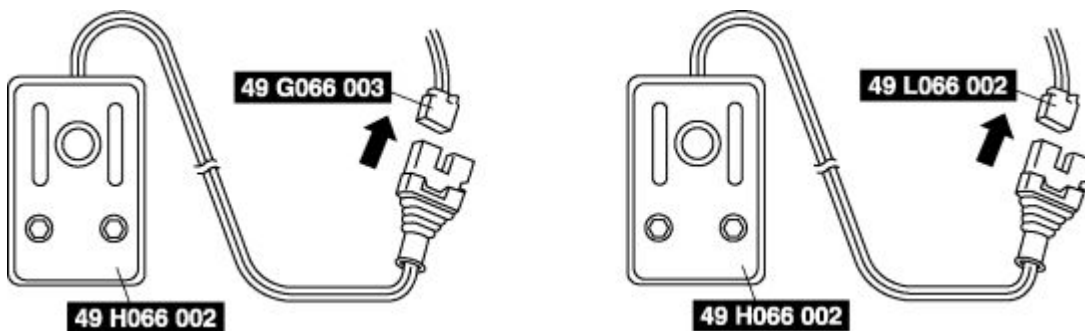
(See DRIVER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)

2. Connect the SSTs (Adapter harness) to the driver-side air bag module as shown in the figure.



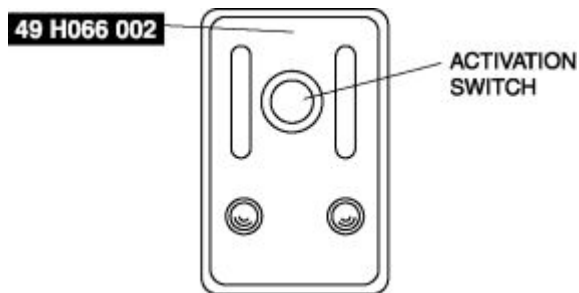
3. Install the driver-side air bag module. (See DRIVER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)

4. Connect the SSTs (Deployment tool) to the SSTs (Adapter harness).



5. Connect both SSTs (Deployment tool) to the battery. Connect the power supply red clip to the positive battery terminal, and the black clip to the negative battery terminal.

6. Verify that the red lamp on both SSTs (Deployment tool) is illuminated.
7. Verify that all persons are standing **at least 6 m {20 ft}** away from the vehicle.
8. Press the activation switch on the SST (Deployment tool) connected with 49 L066 002 (a yellow connector) of the SST (Adapter harness), and **after 3 s** , press the activation switch on the other SST (Deployment tool) to operate (deploy) the air bag module (both inflators).



WARNING:

- Verify that air bag module operation (explosive) sound occurs twice. If no operation (explosive) sound was heard or a single operation (explosive) sound was heard, both inflators would not have operated (deployed) properly. This may cause serious injury because the air bag module may operate (deploy) accidentally. If the two operation (explosive) sounds are not heard, perform Step 8 again. In case that the two operation (explosive) sounds in total are not verified even though Step 8 is performed again, leave the air bag module alone for 30 min or more before getting near it again.
- The air bag module is very hot immediately after it is operated (deployed). You can get burned. Do not touch the air bag module for at least 15 min after deployment.

9. Disconnect the SSTs (Deployment tool) from the SSTs (Adapter harness).

Passenger-side air bag module

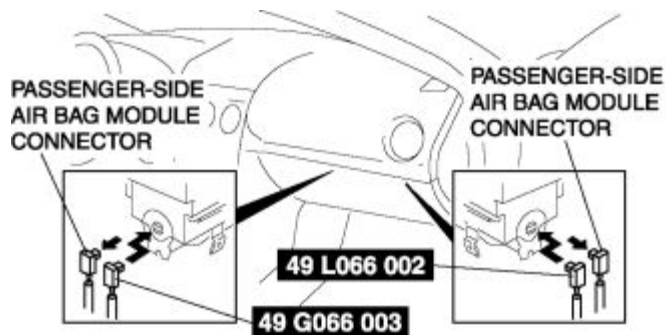
WARNING:

- The passenger-side air bag module is a dual inflator type. If one inflator is forced to operate (deploy), the other may operate (deploy) accidentally. To prevent injury while disposing of the air bag module, make sure to operate (deploy) both passenger-side air bag module inflators simultaneously, following the procedure below.

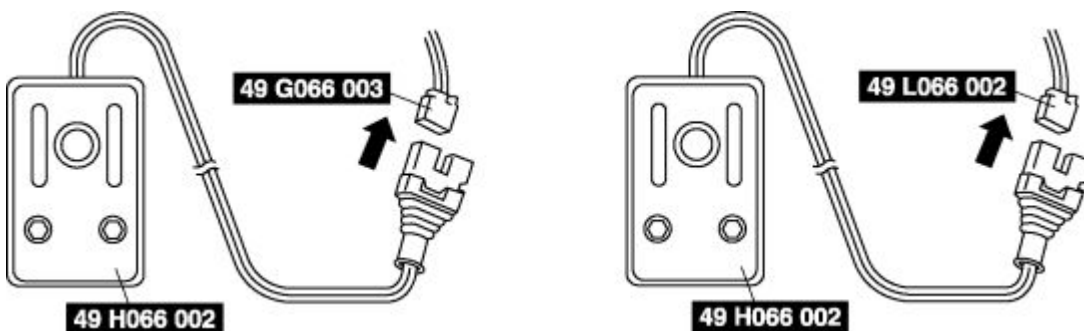
NOTE:

- The SSTs , two types of adapter harnesses (for inflators No.1 and No.2) and two deployment tools are to be used to operate (deploy) the passenger-side air bag module.

1. Remove the glove compartment. (See GLOVE COMPARTMENT REMOVAL/INSTALLATION .)
2. Disconnect the passenger-side air bag module connector.
3. Connect the SSTs (Adapter harness) to the passenger-side air bag module as shown in the figure.

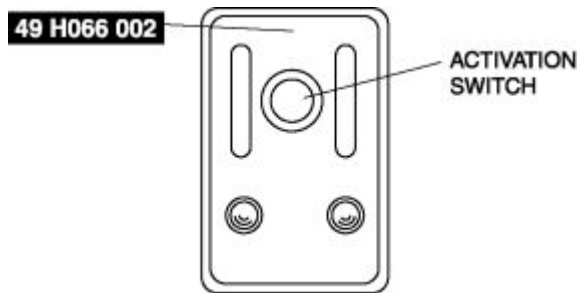


4. Connect the SSTs (Deployment tool) to the SSTs (Adapter harness).



5. Connect both SSTs (Deployment tool) to the battery. Connect the power supply red clip to the positive battery terminal, and the black clip to the negative battery terminal.

6. Verify that the red lamp on both SSTs (Deployment tool) is illuminated.
7. Verify that all persons are standing **at least 6 m {20 ft}** away from the vehicle.
8. Press the activation switch on the SST (Deployment tool) connected with 49 L066 002 (a yellow connector) of the SST (Adapter harness), and **after 3 s** , press the activation switch on the other SST (Deployment tool) to operate (deploy) the air bag module (both inflators).



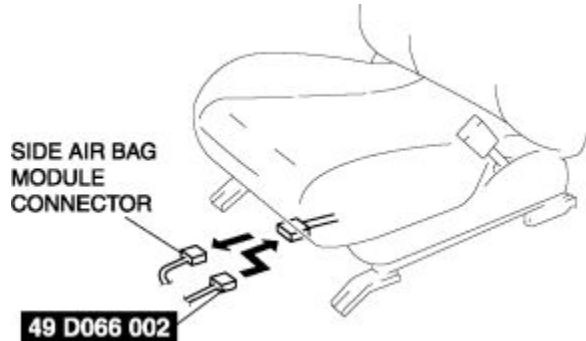
WARNING:

- Verify that air bag module operation (explosive) sound occurs twice. If no operation (explosive) sound was heard or a single operation (explosive) sound was heard, both inflators would not have operated (deployed) properly. This may cause serious injury because the air bag module may operate (deploy) accidentally. If the two operation (explosive) sounds are not heard, perform Step 8 again. In case that the two operation (explosive) sounds in total are not verified even though Step 8 is performed again, leave the air bag module alone for 30 min or more before getting near it again.
- The air bag module is very hot immediately after it is operated (deployed). You can be burned. Do not touch the air bag module for at least 15 min after deployment.

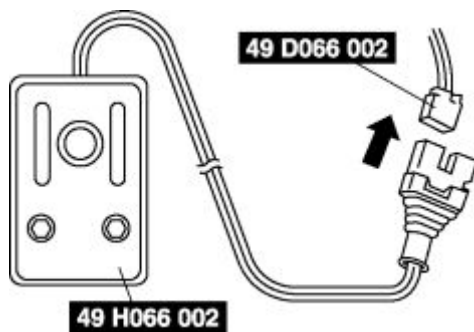
9. Disconnect the SSTs (Deployment tool) from the SSTs (Adapter harness).

Side air bag module

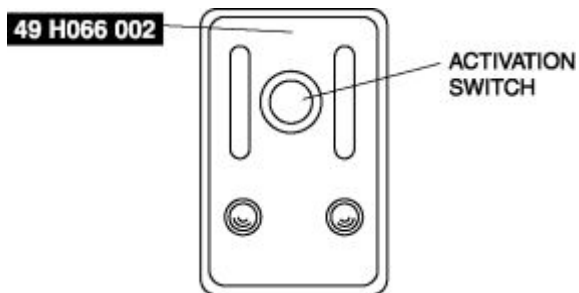
1. Disconnect the side air bag module connector.
2. Connect the SST (Adapter harness) to the side air bag module as shown in the figure.



3. Connect the SST (Deployment tool) to the SST (Adapter harness).



4. Connect the SST (Deployment tool) to the battery. Connect the power supply red clip to the positive battery terminal, and the black clip to the negative battery terminal.
5. Verify that the red lamp on the SST (Deployment tool) is illuminated.
6. Verify that all persons are standing **at least 6 m {20 ft}** away from the vehicle.
7. Press the activation switch on the SST (Deployment tool) to operate (deploy) the side air bag module.

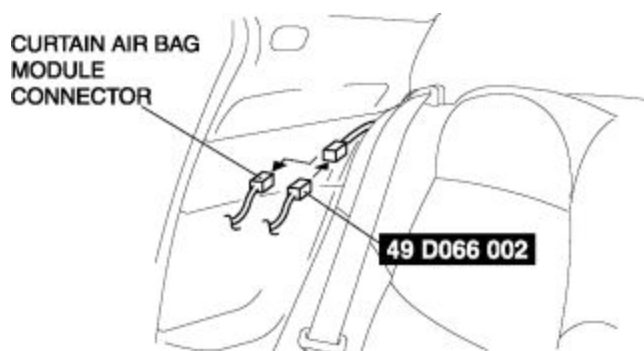


Curtain air bag module

1. Remove the tire house trim.

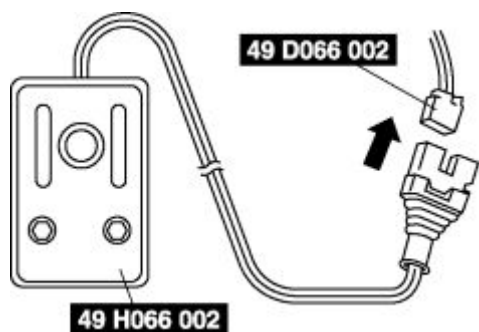
(See TIRE HOUSE TRIM REMOVAL/INSTALLATION .)

2. Disconnect the curtain air bag module connector.

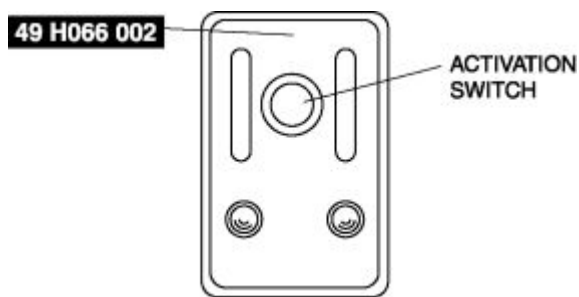


3. Connect the SST (Adapter harness) to the curtain air bag module as shown in the figure.

4. Connect the SST (Deployment tool) to the SST (Adapter harness).

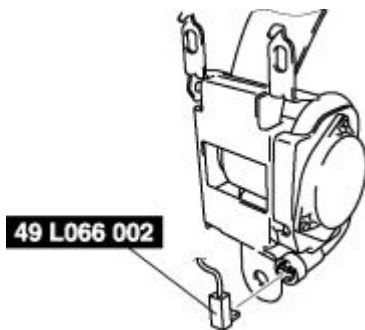


5. Connect the **SST** (Deployment tool) to the battery. Connect the power supply red clip to the positive battery terminal, and the black clip to the negative battery terminal.
6. Verify that the red lamp on the **SST** (Deployment tool) is illuminated.
7. Verify that all persons are standing **at least 6 m {20 ft}** away from the vehicle.
8. Press the activation switch on the **SST** (Deployment tool) to operate (deploy) the curtain air bag module.



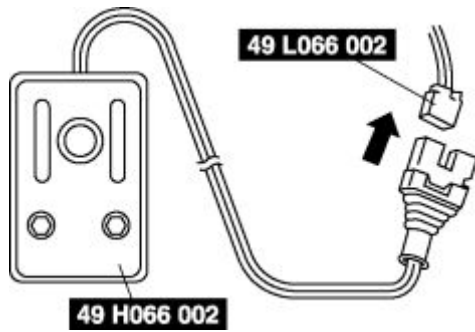
Pre-tensioner seat belt

1. Remove the rear door lower trim.
(See **REAR DOOR LOWER TRIM REMOVAL/INSTALLATION** .)
2. Remove the pre-tensioner seat belt and connect the **SST** (Adapter harness) as shown in the figure. (See **FRONT SEAT BELT REMOVAL/INSTALLATION** .)

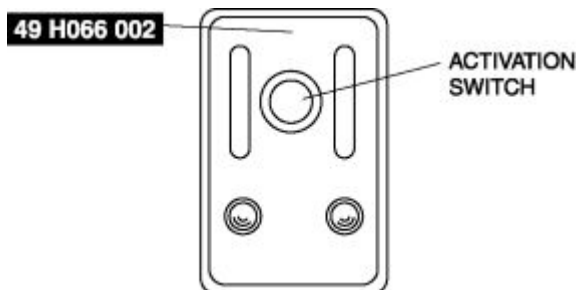


3. Install the pre-tensioner seat belt.

4. Connect the SST (Deployment tool) to the SST (Adapter harness).



5. Connect the SST (Deployment tool) to the battery. Connect the power supply red clip to the positive battery terminal, and the black clip to the negative battery terminal.
6. Verify that the red lamp on the SST (Deployment tool) is illuminated.
7. Verify that all persons are standing **at least 6 m {20 ft}** away from the vehicle.
8. Press the activation switch on the SST (Deployment tool) to operate (deploy) the pre-tensioner seat belt.



Deployment Procedure for Outside of Vehicle

1. Inspect the **SST** (Deployment tool).

(See INSPECTION OF SST (DEPLOYMENT TOOL) .)

2. Turn the ignition switch to the LOCK position.
3. Disconnect the negative battery cable and wait for **1 min or more** .
4. Follow the procedure below for operating (deploying) the applicable air bag module or pre-tensioner seat belt.

Driver-side air bag module

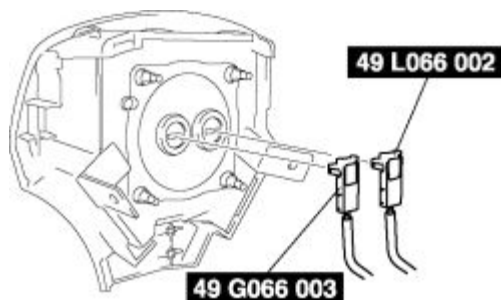
WARNING:

- The driver-side air bag module is a dual inflator type. If one inflator is forced to operate (deploy), the other may operate (deploy) accidentally. To prevent injury while disposing of the air bag module, make sure to operate (deploy) both driver-side air bag module inflators simultaneously, following the procedure below.

1. Remove the driver-side air bag module.

(See DRIVER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)

2. Connect the **SSTs** (Adapter harness) to the driver-side air bag module as shown in the figure.



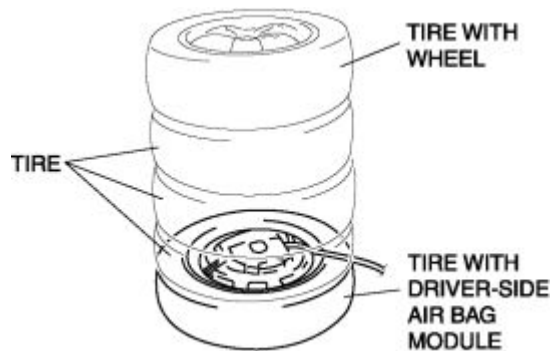
- Place the driver-side air bag module on the center of the tire wheel with the padded surface facing up. To secure the air bag module to the tire wheel, wrap a wire (cross section 1.25 mm^2 { 0.002 in^2 } or more) through the wheel and the bolt installation holes of the air bag module **at least 4 times** .



WARNING:

- If the air bag module is not properly installed to the tire wheel, serious injury may occur when the module is operated (deployed). When installing the air bag module to the tire wheel, make sure the padded surface is facing up.

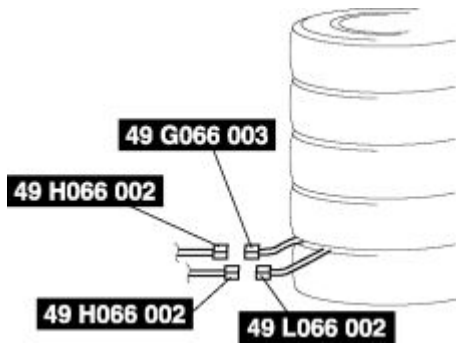
- Stack three tires without wheels on top of the tire with the driver-side air bag module, and then stack another tire with a wheel on the very top.



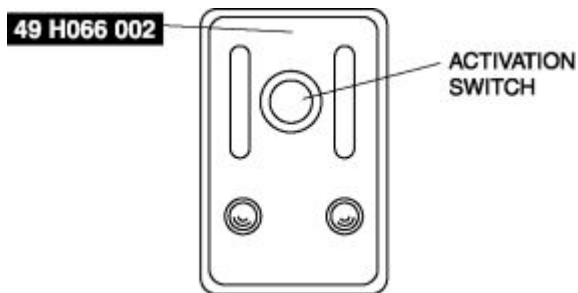
- Secure the tires with wire.



- Connect the SSTs (Deployment tool) to the SSTs (Adapter harness).



7. Connect both SSTs (Deployment tool) to the battery. Connect the power supply red clip to the positive battery terminal, and the black clip to the negative battery terminal.
8. Verify that the red lamp on both SSTs (Deployment tool) is illuminated.
9. Verify that all persons are standing **at least 6 m {20 ft}** away from the vehicle.
10. Press the activation switch on the SST (Deployment tool) connected with 49 L066 002 (a yellow connector) of the SST (Adapter harness), and **after 3 s** , press the activation switch on the other SST (Deployment tool) to operate (deploy) the air bag module (both inflators).



WARNING:

- Verify that air bag module operation (explosive) sound occurs twice. If no operation (explosive) sound was heard or a single operation (explosive) sound was heard, both inflators would not have operated (deployed) properly. This may cause serious injury because the air bag module may operate (deploy) accidentally. If the two operation (explosive) sounds are not heard, perform Step 10 again. In case that the two operation (explosive) sounds in total are not verified even though Step 10 is performed again, leave the air bag module alone for 30 min or more before getting near it again.
- The air bag module is very hot immediately after it is operated (deployed). You can be burned. Do not touch the air bag module for at least 15 min after deployment.

11. Disconnect the SSTs (Deployment tool) from the SSTs (Adapter harness).

Passenger-side air bag module

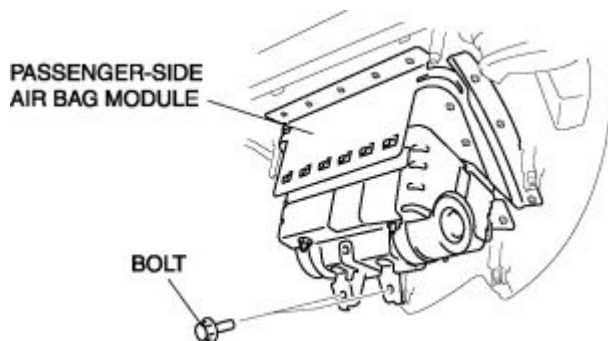
WARNING:

- The passenger-side air bag module is a dual inflator type. If one inflator is forced to operate (deploy), the other may operate (deploy) accidentally. To prevent injury while disposing of the air bag module, make sure to operate (deploy) both passenger-side air bag module inflators simultaneously, following the procedure below.

1. Remove the passenger-side air bag module.

(See PASSENGER-SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)

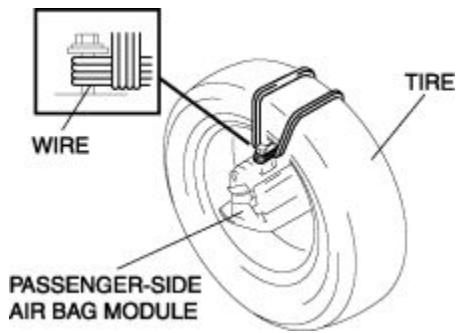
2. Install the bolts to the passenger-side air bag module.



3. Connect the SSTs (Adapter harness) to the passenger-side air bag module as shown in the figure.



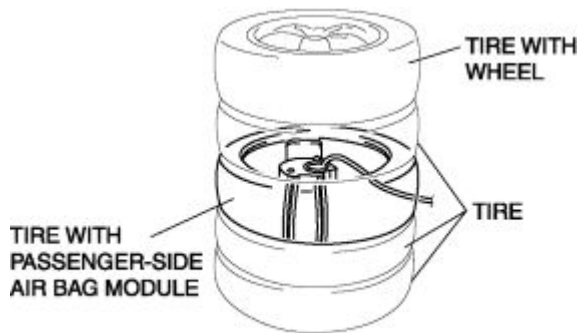
4. Place the padded surface of the passenger-side air bag module facing the center of the tire as shown in the figure. To secure the air bag module to the tire wheel, wrap a wire (cross section 1.25 mm^2 {0.002 in²} or more) through the tire and around the bolts **at least 4 times** .



WARNING:

- If the air bag module is not properly installed to the tire, serious injury may occur when the module is operated (deployed). When installing the air bag module to the tire, make sure the padded surface is facing the center of the tire.

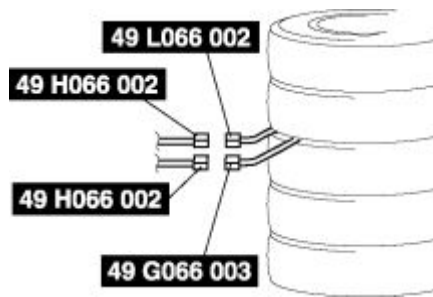
5. Stack the tire with the passenger-side air bag module on top of two tires without wheels. Stack a tire without a wheel on top of the tire with the passenger-side air bag module, and then stack another tire with a wheel on the very top.



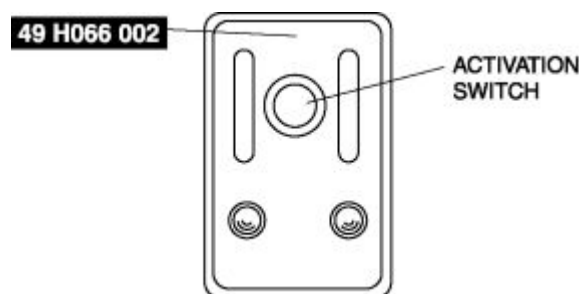
6. Secure the tires with wire.



7. Connect the SSTs (Deployment tool) to the SSTs (Adapter harness).



8. Connect both SSTs (Deployment tool) to the battery. Connect the power supply red clip to the positive battery terminal, and the black clip to the negative battery terminal.
9. Verify that the red lamp on both SSTs (Deployment tool) is illuminated.
10. Verify that all persons are standing **at least 6 m {20 ft}** away from the vehicle.
11. Press the activation switch on the SST (Deployment tool) connected with 49 L066 002 (a yellow connector) of the SST (Adapter harness), and **after 3 s** , press the activation switch on the other SST (Deployment tool) to operate (deploy) the air bag module (both inflators).



WARNING:

- Verify that air bag module operation (explosive) sound occurs twice. If no operation (explosive) sound was heard or a single operation (explosive) sound was heard, both inflators would not have operated (deployed) properly. This may cause serious injury because the air bag module may operate (deploy) accidentally. If the two operation (explosive) sounds are not heard, perform Step 11 again. In case that the two operation (explosive) sounds in total are not verified even though Step 11 is performed again, leave the air bag module alone for 30 min or more before getting near it again.
- The air bag module is very hot immediately after it is operated (deployed). You can be burned. Do not touch the air bag module for at least 15 min after deployment.

12. Disconnect the SSTs (Deployment tool) from the SSTs (Adapter harness).

Side air bag module

1. Remove the side air bag module.

(See SIDE AIR BAG MODULE REMOVAL/INSTALLATION .)

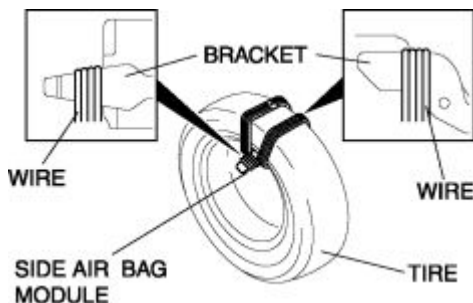
2. Connect the SST (Adapter harness) to the side air bag module as shown in the figure.



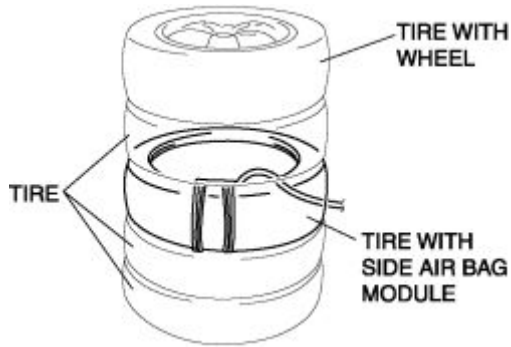
3. Place the padded surface of the side air bag module facing the center of the tire as shown in the figure. To secure the air bag module to the tire wheel, wrap a wire (cross section 1.25 mm^2 { 0.002 in^2 } or more) through the tire and around the brackets **at least 4 times** .

WARNING:

- If the air bag module is not properly installed to the tire, serious injury may occur when the module is operated (deployed). When installing the air bag module to the tire, make sure the padded surface is facing the center of the tire.



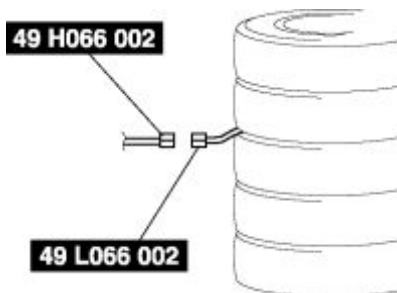
4. Stack the tire with the side air bag module on top of two tires without wheels. Stack a tire without a wheel on top of the tire with the side air bag module, and then stack another tire with a wheel on the very top.



5. Secure the tires with wire.

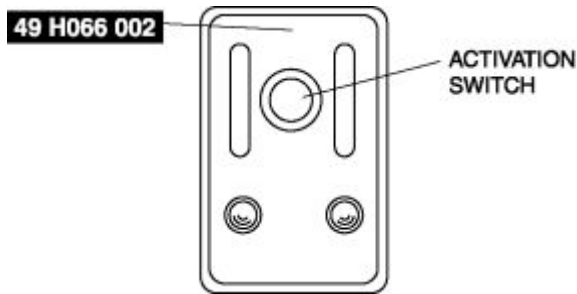


6. Connect the SST (Deployment tool) to the SST (Adapter harness).



7. Connect the SST (Deployment tool) to the battery. Connect the power supply red clip to the positive battery terminal, and the black clip to the negative battery terminal.
8. Verify that the red lamp on the SST (Deployment tool) is illuminated.
9. Verify that all persons are standing **at least 6 m {20 ft}** away from the vehicle.

10. Press the activation switch on the SST (Deployment tool) to operate (deploy) the side air bag module.

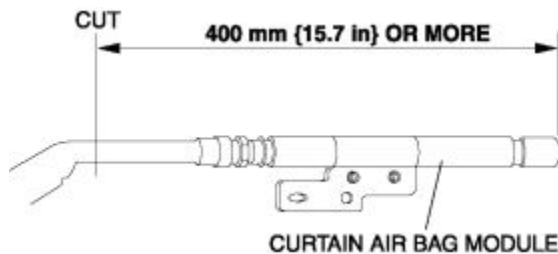


Curtain air bag module

1. Remove the curtain air bag module.

(See CURTAIN AIR BAG MODULE REMOVAL/INSTALLATION .)

2. Secure the curtain air bag module in a vise, and cut off the deployment section, as shown in the figure.



WARNING:

- Be sure not to crush the pipe on the side where it is cut. If it is crushed completely, the interior pressure of the pipe will build up and can cause it to explode during air bag module operation (deployment).

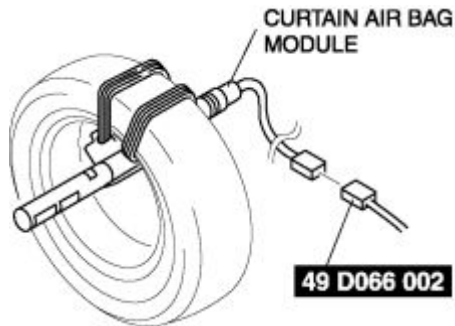
3. Secure the curtain air bag module to the tire, by wrapping a wire (cross section **1.25 mm² {0.002 in² } or more**) through the tire and the bolt installation holes **at least 4 times** as shown in the figure.



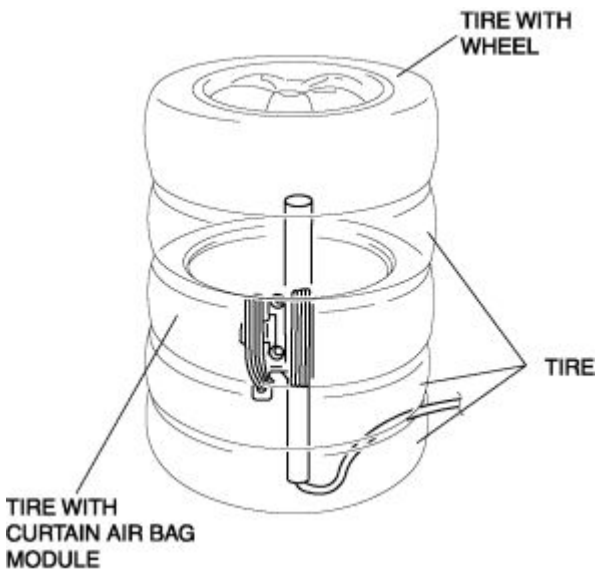
WARNING:

- If the air bag module is not properly installed to the tire, serious injury may occur when the module is operated (deployed). Make sure to install the air bag module securely.

4. Connect the SST (Adapter harness) to the curtain air bag module as shown in the figure.



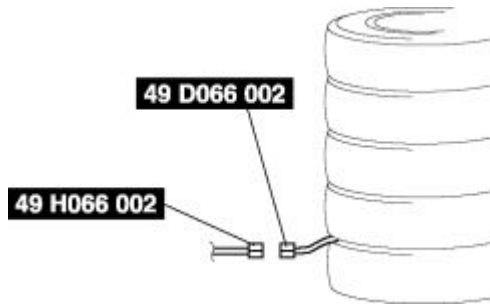
5. Stack the tire with the curtain air bag module on top of two tires without wheels. Stack a tire without a wheel on top of the tire with the curtain air bag module, and then stack another tire with a wheel on the very top.



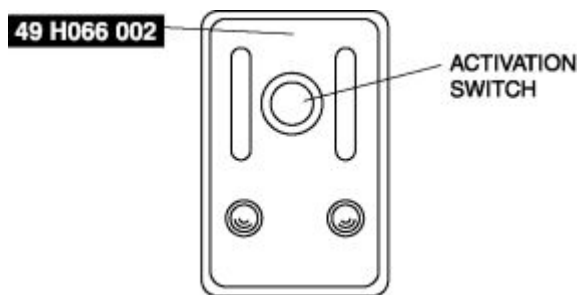
6. Secure the tires with wire.



7. Connect the SST (Deployment tool) to the SST (Adapter harness).



8. Connect the SST (Deployment tool) to the battery. Connect the power supply red clip to the positive battery terminal, and the black clip to the negative battery terminal.
9. Verify that the red lamp on the SST (Deployment tool) is illuminated.
10. Verify that all persons are standing **at least 6 m {20 ft}** away from the vehicle.
11. Press the activation switch on the SST (Deployment tool) to operate (deploy) the curtain air bag module.



Pre-tensioner seat belt

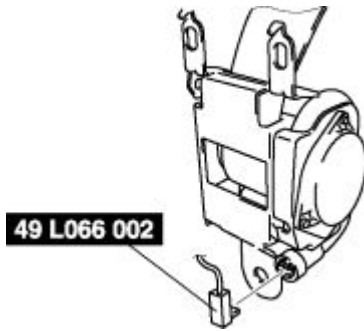
1. Remove the pre-tensioner seat belt.

(See FRONT SEAT BELT REMOVAL/INSTALLATION .)

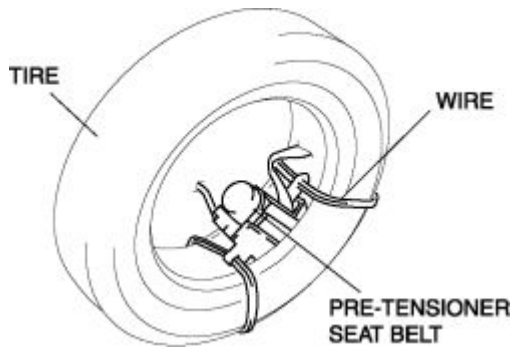
WARNING:

- If the pre-tensioner seat belt is not properly installed to the tire, serious injury may occur when the pre-tensioner part is operated (deployed). When installing the pre-tensioner seat belt to the tire, make sure the pre-tensioner part is inside the tire.

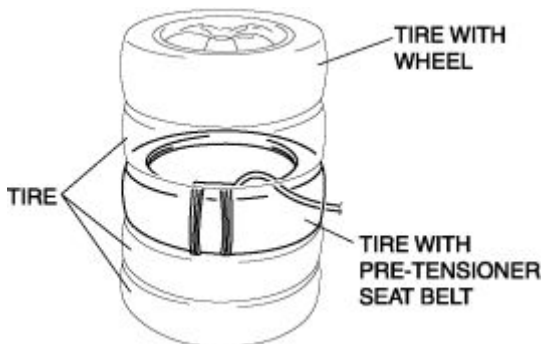
2. Connect the SST (Adapter harness) to the pre-tensioner seat belt as shown in the figure.



3. Put the pre-tensioner seat belt inside the tire and secure it to the tire by wrapping a wire (cross section 1.25 mm^2 { 0.002 in^2 } or more) through the tire and the bolt installation holes **at least 4 times** .



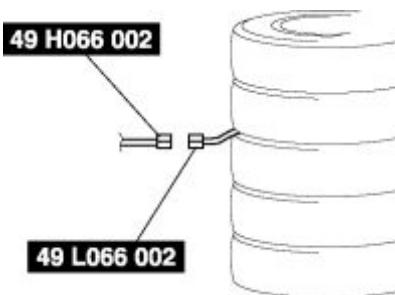
4. Stack the tire with the pre-tensioner seat belt on top of two tires without wheels. Stack a tire without a wheel on top of the tire with the pre-tensioner seat belt, and then stack another tire with a wheel on the very top.



5. Secure the tires with wire.



6. Connect the SST (Deployment tool) to the SST (Adapter harness).

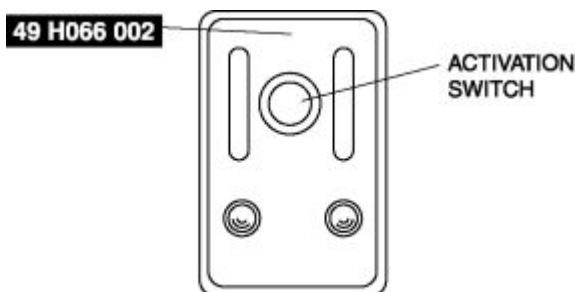


7. Connect the SST (Deployment tool) to the battery. Connect the power supply red clip to the positive battery terminal, and the black clip to the negative battery terminal.

8. Verify that the red lamp on the SST (Deployment tool) is illuminated.

9. Verify that all persons are standing **at least 6 m {20 ft}** away from the vehicle.

10. Press the activation switch on the SST (Deployment tool) to operate (deploy) the pre-tensioner seat belt.



AIR BAG MODULE AND PRE-TENSIONER SEAT BELT DISPOSAL PROCEDURES

WARNING:

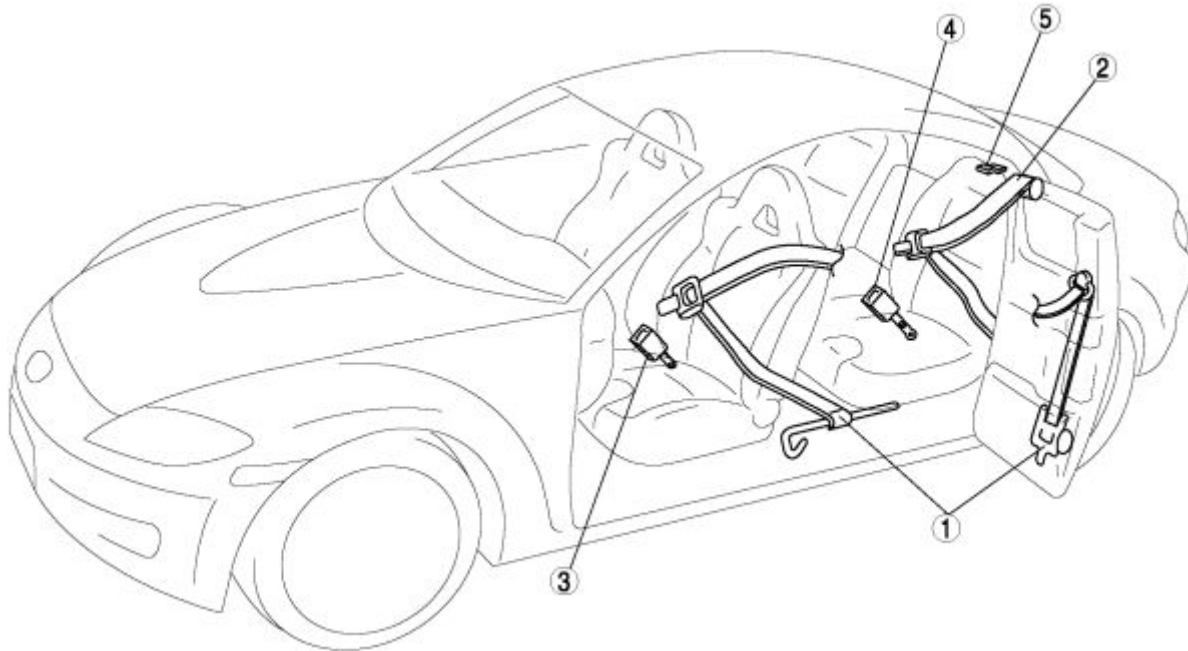
- A live (undeployed) air bag module or pre-tensioner seat belt may accidentally operate (deploy) when it is disposed of and cause serious injury. Always refer to the "AIR BAG MODULE AND PRE-TENSIONER SEAT BELT DEPLOYMENT PROCEDURES" and dispose of air bag modules and pre-tensioner seat belts in a deployed condition.
- The air bag modules and the pre-tensioner seat belts are very hot immediately after they are deployed. You can be burned. Do not touch an air bag module and pre-tensioner seat belt for at least 15 min after deployment.
- Pouring water on the deployed air bag module and pre-tensioner seat belt is dangerous. The water will mix with the residual gases to form a gas that can make breathing difficult. Do not pour water on the deployed air bag module and pre-tensioner seat belt.
- The deployed air bag module or pre-tensioner seat belt may contain deposits of sodium hydroxide, a caustic byproduct of the gas-generated combustion. If this substance gets into your eyes or on your hands, it can cause irritation and itching. When handling the deployed air bag module and pre-tensioner seat belt, wear gloves and safety glasses.
- Due to the adoption of 2-step deployment control in both the driver and passenger-side air bag modules, depending on the impact force, it is possible that inflator No.2 might not operate (deploy). Before disposing of the air bag module, always follow the inflator deployment procedures and verify the complete operation (deployment) of inflators No.1 and 2.

1. Remove the deployed air bag module or pre-tensioner seat belt.
2. Put the air bag module or pre-tensioner seat belt in a plastic bag, seal the bag, and then dispose of it.



SEAT BELT

LOCATION INDEX



1	Front seat belt (See FRONT SEAT BELT REMOVAL/INSTALLATION .) (See LOCK RELEASE SOLENOID INSPECTION .) (See SEAT BELT INSPECTION .)
2	Rear seat belt (See REAR SEAT BELT REMOVAL/INSTALLATION .) (See SEAT BELT INSPECTION .)
3	Front buckle (See FRONT BUCKLE REMOVAL/INSTALLATION .) (See FRONT BUCKLE SWITCH INSPECTION .)
4	Rear buckle (See REAR BUCKLE REMOVAL/INSTALLATION .)
5	Child restraint seat anchor (See CHILD RESTRAINT SEAT ANCHOR REMOVAL/INSTALLATION .)

FRONT SEAT BELT

FRONT SEAT BELT REMOVAL/INSTALLATION

WARNING:

- Handling the front seat belt (pre-tensioner seat belt) improperly can accidentally deploy the pre-tensioner, which may seriously injure you. Read the service warnings and cautions before handling the front seat belt. (See SERVICE WARNINGS .) (See SERVICE CAUTIONS .)

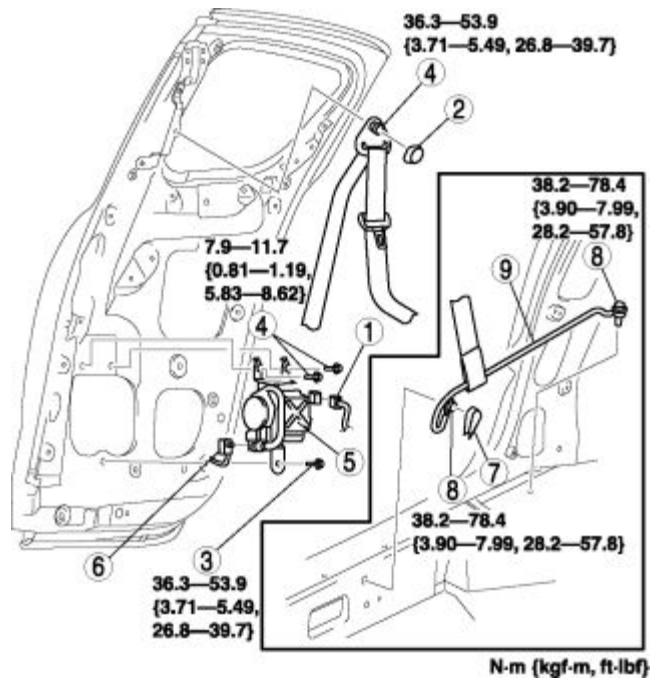
WARNING:

- The side air bag sensor is attached below the seat belt rail. When working around the seat belt rail, disconnect the negative battery cable or work carefully, avoiding excessive impact to the area below the seat belt rail.

CAUTION:

- The ELR (emergency locking retractor) has a spring that will unwind if the retractor cover is removed. The spring cannot be rewound by hand. If this occurs, the ELR will not work properly. Therefore, do not disassemble the retractor.

1. Turn the ignition switch to the LOCK position.
2. Disconnect the negative battery cable and wait for **1 min or more** .
3. Remove the rear door lower trim. (See REAR DOOR LOWER TRIM REMOVAL/INSTALLATION .)
4. Remove the rear door upper trim. (See REAR DOOR UPPER TRIM REMOVAL/INSTALLATION .)
5. Remove the rear seat cushion. (See REAR SEAT REMOVAL/INSTALLATION .)
6. Remove in the order indicated in the table.



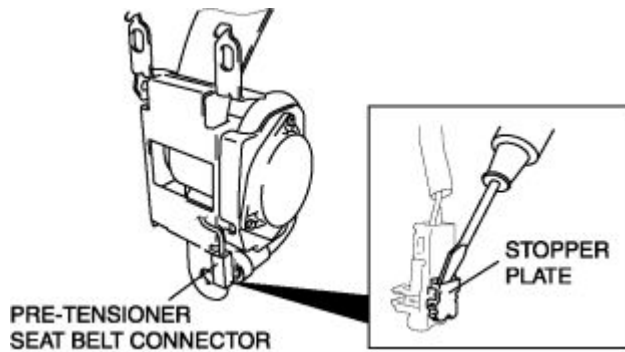
1	Lock release solenoid connector
2	Cover A
3	Bolt A
4	Bolt B
5	Front seat belt
6	Pre-tensioner seat belt connector (See Pre-tensioner Seat Belt Connector Removal Note .)
7	Cover B
8	Bolt C
9	Seat belt rail

7. Install in the reverse order of removal.

8. Verify that the air bag system warning light illuminates for **approx. 6 s** and then goes out when the ignition switch is turned to the ON position.
- If the air bag system warning light does not operate, refer to the on-board diagnostic system and perform inspection of the system.

Pre-tensioner Seat Belt Connector Removal Note

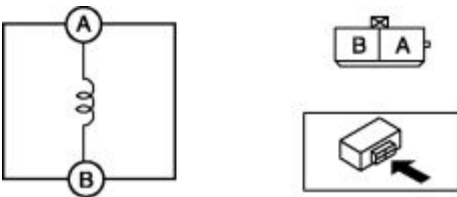
1. Using a flathead screwdriver, pry out the pre-tensioner seat belt connector stopper plate.



2. Disconnect the pre-tensioner seat belt connector.

LOCK RELEASE SOLENOID INSPECTION

1. Disconnect the negative battery cable.
2. Remove the rear door lower trim. (See REAR DOOR LOWER TRIM REMOVAL/INSTALLATION .)
3. Disconnect the lock release solenoid connector.
4. Measure the resistance of the lock release solenoid individually.
 - If not within the specification, replace the front seat belt.



Standard

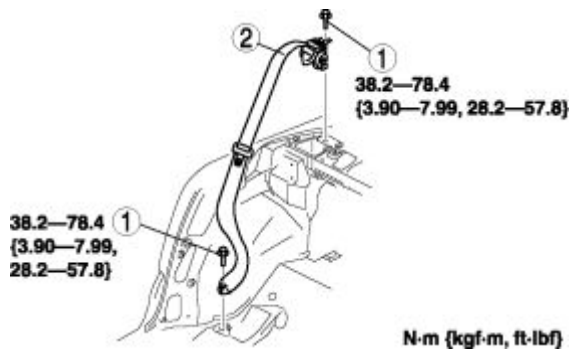
- 54—66 ohms

REAR SEAT BELT

REAR SEAT BELT REMOVAL/INSTALLATION

CAUTION:

- The ELR (emergency locking retractor) has a spring that will unwind if the retractor cover is removed. The spring cannot be rewound by hand. If this occurs, the ELR will not work properly. Therefore, do not disassemble the retractor.
1. Remove the rear seat. (See REAR SEAT REMOVAL/INSTALLATION .)
 2. Remove the front console. (See CONSOLE REMOVAL/INSTALLATION .)
 3. Remove the rear console. (See CONSOLE REMOVAL/INSTALLATION .)
 4. Remove the rear package trim. (See REAR PACKAGE TRIM REMOVAL/INSTALLATION .)
 5. Remove in the order indicated in the table.



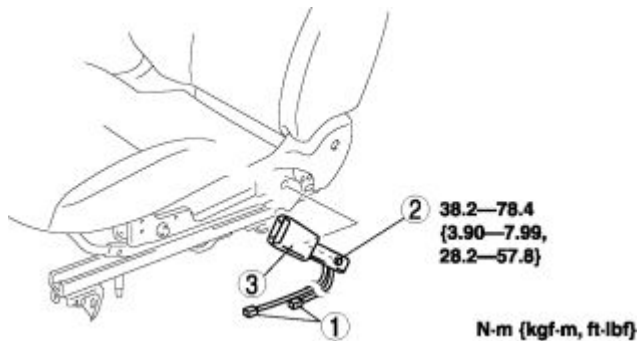
1	Bolt
2	Rear seat belt

6. Install in the reverse order of removal.

FRONT BUCKLE

FRONT BUCKLE REMOVAL/INSTALLATION

1. Remove the front seat. (See FRONT SEAT REMOVAL/INSTALLATION .)
2. Remove in the order indicated in the table.



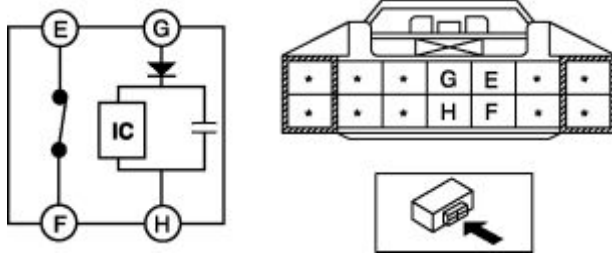
1	Connector
2	Bolt
3	Front buckle

3. Install in the reverse order of removal.

FRONT BUCKLE SWITCH INSPECTION

Driver-Side

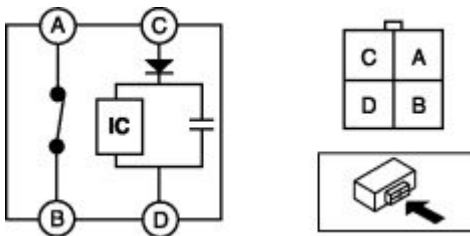
1. Disconnect the negative battery cable.
2. Disconnect the buckle switch connector.
3. Verify continuity as indicated in the table.
 - If not as indicated in the table, replace the front buckle.



Manual seat

○—○ : Continuity

Seat belt	Terminal			
	E	F	G	H
Fastened			○—○	○—○
Unfastened	○—○		○—○	○—○



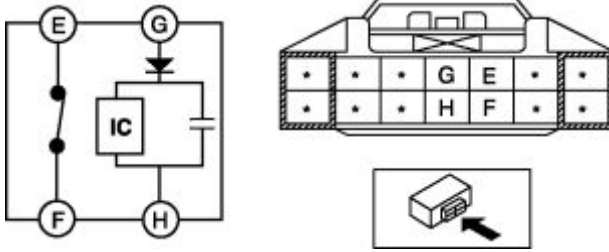
Power seat

○—○ : Continuity

Seat belt	Terminal			
	A	B	C	D
Fastened			○—○	○—○
Unfastened	○—○		○—○	○—○

Passenger-Side

1. Disconnect the negative battery cable.
2. Disconnect the buckle switch connector.
3. Verify continuity as indicated in the table.
 - If not as indicated in the table, replace the front buckle.



○—○ : Continuity

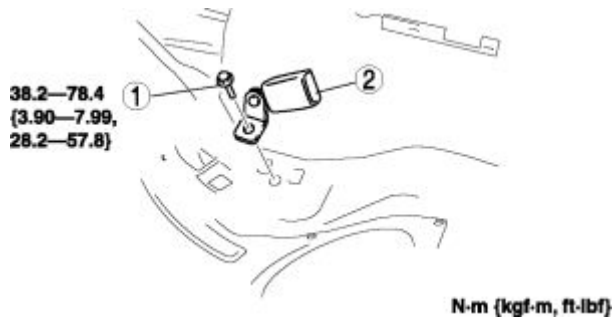
Seat belt	Terminal			
	E	F	G	H
Fastened			○—○	○—○
Unfastened	○—○	○—○	○—○	○—○

Notes:

REAR BUCKLE

REAR BUCKLE REMOVAL/INSTALLATION

1. Remove the rear seat cushion. (See REAR SEAT REMOVAL/INSTALLATION .)
2. Remove in the order indicated in the table.



1	Bolt
2	Rear buckle

3. Install in the reverse order of removal.

SEAT BELT

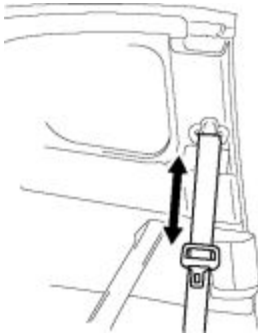
SEAT BELT INSPECTION

Belt

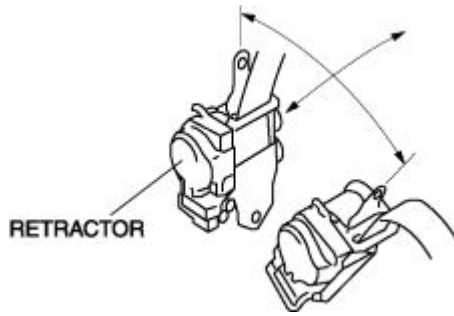
1. Verify that the belt is installed properly with no twisting or kinks.
2. Verify that there is no damage to the seat belt and no deformation of the metal fittings.
 - If there is any malfunction, replace the seat belt.

ELR

1. Verify that the belt can be pulled out smoothly, and that it retracts smoothly.



- If there is any malfunction, replace the seat belt.
2. Verify that the retractor locks when the belt is pulled quickly.
 - If there is any malfunction, replace the seat belt.
 3. Remove the retractor.
 4. While pulling the seat belt out, make sure that the seat belt does not lock when the retractor is tilted slowly **up to 15°** from the mounted position and locks when the retractor is tilted **40° or more**.



- If there is any malfunction, replace the seat belt.

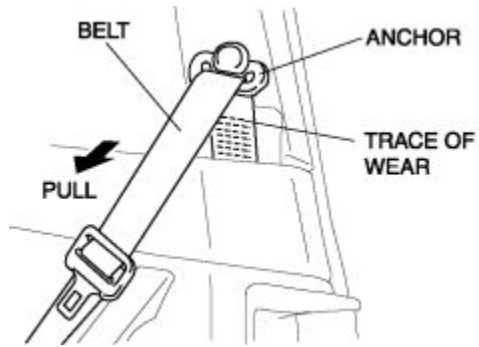
ALR

1. Pull the belt out fully to change the lock mode from ELR to ALR.
2. Verify that retractor makes a clicking sound as the belt slowly retracts. If no sound is heard, the lock mode has not changed to ALR. If necessary, repeat Step 1.
 - If there is any malfunction, replace the seat belt.
3. Verify that the retractor locks when pulled.
 - If there is any malfunction, replace the seat belt.
4. Verify that the lock mode changes to ELR when the belt is fully pulled out.
 - If there is any malfunction, replace the seat belt.

Load Limiter Retractor

WARNING:

- When the load limiter operates, the belt and anchor rub against each other strongly leaving wear tracks. If the seat belt is used in this state, the seat belt will not function as its full capability and there is the possibility of serious injury to passengers. Be sure to replace the seat belt once the load limiter operates.
1. If the vehicle has been subjected to a shock in an accident, pull the belt from the retractor and confirm that there are no wear tracks (the load limiter has not operated) by visually inspecting and feeling the belt.



- If there is any malfunction, replace the seat belt.

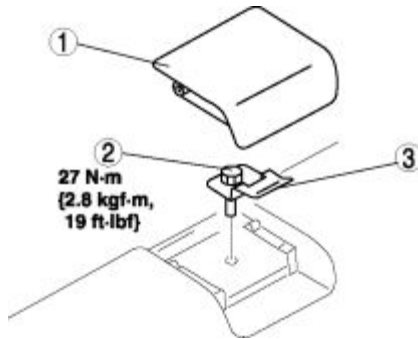
Seat Belt Lock Release

1. With the front seat belts unbuckled, close all the doors (door switch off).
2. Open either one of the front doors, then press the door switch by hand (door switch off).
3. When releasing the door switch (door switch on), confirm on both sides that the operation sound of the lock release solenoids is heard.
 - If there is any malfunction, inspect the following parts:
 - Lock release solenoid (See LOCK RELEASE SOLENOID INSPECTION .)
 - Door switch (See DOOR SWITCH INSPECTION .)
 - Keyless control module (See KEYLESS CONTROL MODULE INSPECTION .)
4. With the front seat belts unbuckled, open all the doors (door switch on).
5. When either one of driver-side or passenger-side seat belts is buckled (front buckle switch on), confirm that the operation sound of the lock release solenoid is heard for the buckled seat belt (lock release solenoid off).
 - If there is any malfunction, inspect the following parts:
 - Lock release solenoid (See LOCK RELEASE SOLENOID INSPECTION .)
 - Front buckle switch (See FRONT BUCKLE SWITCH INSPECTION .)
 - Keyless control module (See KEYLESS CONTROL MODULE INSPECTION .)

CHILD-RESTRAINT SEAT ANCHOR

CHILD RESTRAINT SEAT ANCHOR REMOVAL/INSTALLATION

1. Remove in the order indicated in the table.



1	Cover
2	Bolt
3	Child restraint seat anchor

2. Install in the reverse order of removal.