SECTION BF

CONTENTS

When you read wiring diagrams:
- **Read GI section, "HOW TO READ WIRING DIAGRAMS".**
- **See EL section, "POWER SUPPLY ROUTING" for power distribution circuit.**

When you perform trouble diagnoses, read GI section, "HOW TO FOLLOW FLOW CHART IN TROUBLE DIAGNOSES".

Precautions

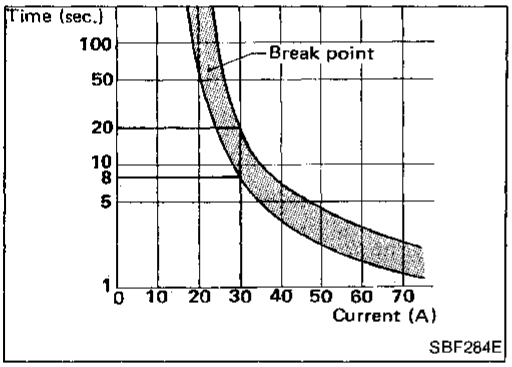
- When removing or installing various parts, place a cloth or padding onto the vehicle body to prevent scratches.
- Handle trim, molding, instruments, grille, etc. carefully during removing or installation. Be careful not to soil or damage them.
- Apply sealing compound where necessary when installing parts.
- When applying sealing compound, be careful that the sealing compound does not protrude from parts.
- When replacing any metal parts (for example body outer panel, members, etc.), be sure to take rust prevention measures.

Supplemental Restraint System "AIR BAG"

The Supplemental Restraint System "Air Bag" helps to reduce the risk or severity of injury to the driver in a frontal collision. The Supplemental Restraint System consists of an air bag (located in the center of the steering wheel), sensors, a diagnosis unit, warning lamp, wiring harness and spiral cable. Information necessary to service the system safely is included in the BF section of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could lead to personal injury or death in the event of a severe frontal collision, all maintenance must be performed by an authorized NISSAN dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system.**
- **All SRS electrical wiring harnesses and connectors are covered with yellow outer insulation. Do not use electrical test equipment on any circuit related to the SRS "Air Bag".**



Circuit Breaker Inspection

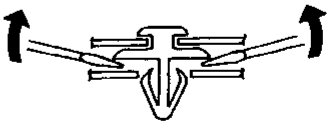
For example, when current is 30A, the circuit is broken within 8 to 20 seconds.

Circuit breakers are used in the following systems.

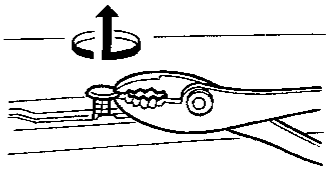
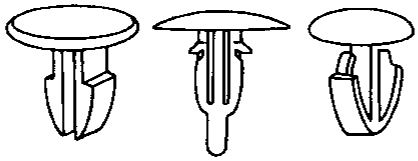
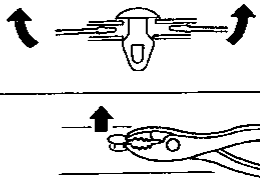
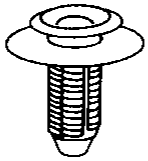
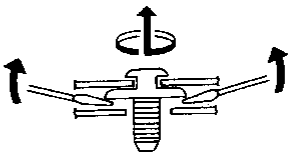
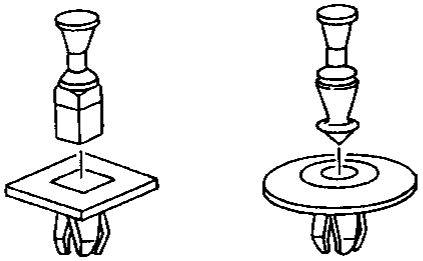
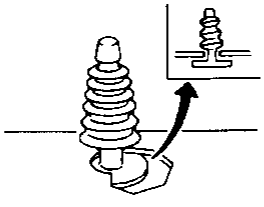
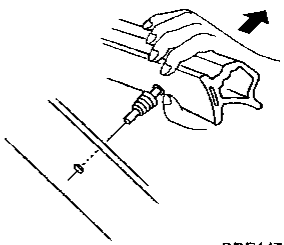
- Power window & power door lock
- Power sun roof

Clip and Fastener

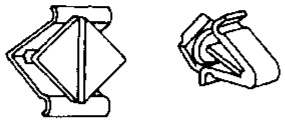
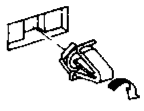
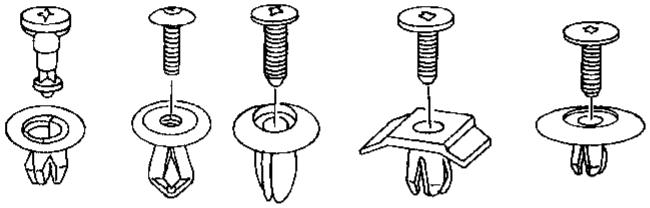
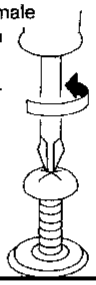
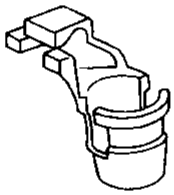
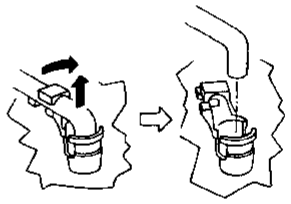
- Clips and fasteners in BF section correspond to the following numbers and symbols.
- Replace any clips and/or fasteners which are damaged during removal or installation.

Symbol No.	Shapes	Removal & Installation
C101	 SBF256G	**Removal:** Remove by bending up with flat-bladed screwdrivers.  SBF367B

Clip and Fastener (Cont'd)

Symbol No.	Shapes	Removal & Installation
C102	 MBF176B	 **Removal:** Pull up by rotating. SBF115B
C103	 SBF257G	**Removal:** Remove with a flat-bladed screwdriver or pliers.  SBF292C
C109	 SBF189C	**Removal:** **Remove with flat-bladed screwdrivers. (It is better to remove by pulling up and rotating.)**  SBF190L
C203	 SBF258G	Push center pin to catching position. (Do not remove center pin by hitting it.) Push Push **Installation:** SBF708E
CE103	 SBF104B	**Removal:**  SBF147B

Clip and Fastener (Cont'd)

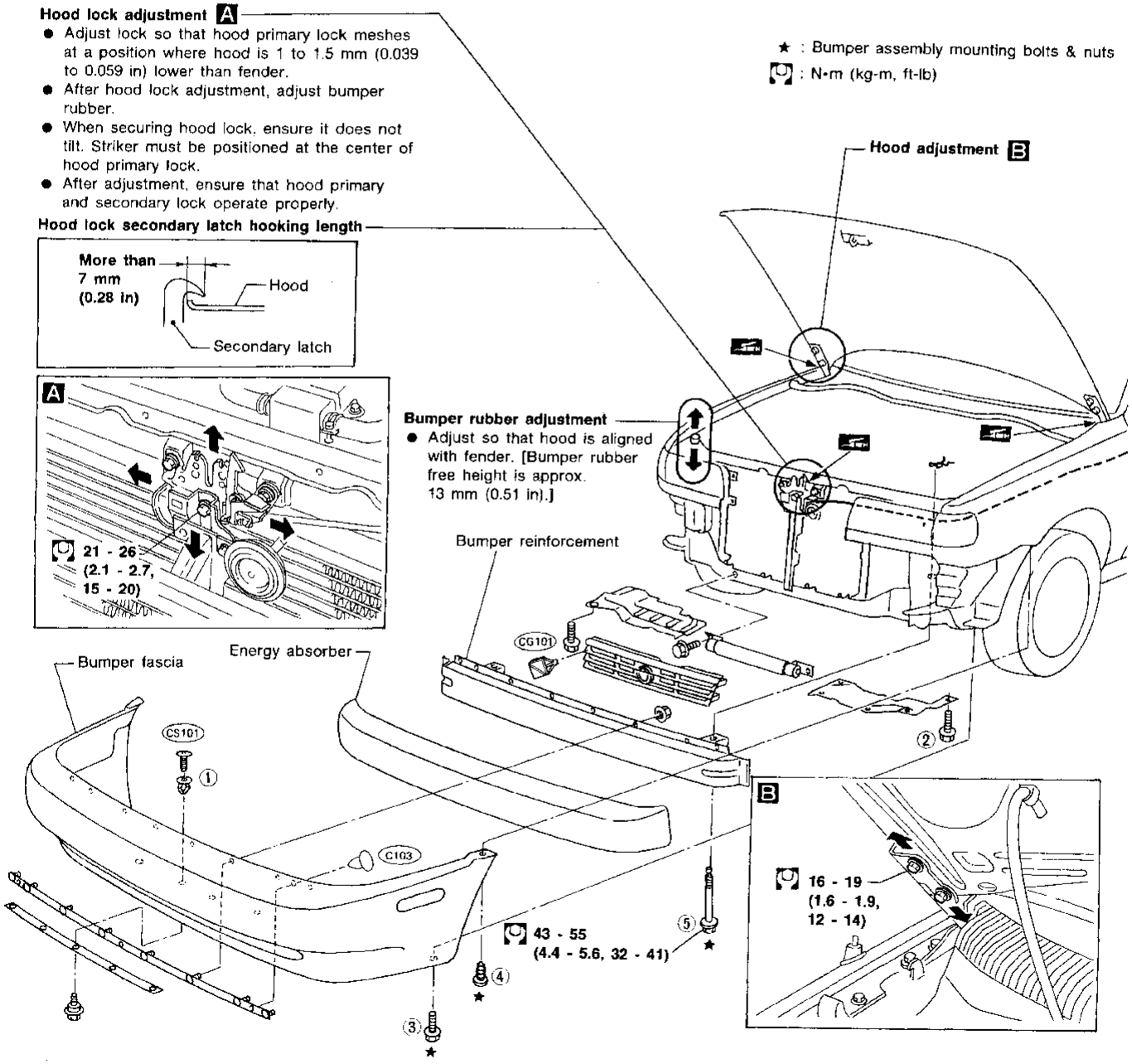
Symbol No.	Shapes	Removal & Installation
CG101	 SBF145B	**Removal**  Rotate 45° to remove.  **Removal** **Installation**  SBF085B
CS101	 SBF078B	**Removal:** 1. Screw out with a Phillips screwdriver. 2. Remove female portion with flat-bladed screwdriver.  SBF992G
CR103	 SBF768B	**Removal:** Holder portion of clip must be spread out to remove rod.  SBF770B

Body Front End

- Hood adjustment: Adjust at hinge portion.
- Hood lock adjustment: After adjusting, check hood lock control operation. Apply a coat of grease to hood locks engaging mechanism.
- Hood opener: Do not attempt to bend cable forcibly. Doing so increases effort required to unlock hood.

REMOVAL — Front bumper assembly

① Remove clips (CS10) securing bumper fascia.
② Remove bolts securing left and right under covers.
③ Remove screws securing bumper fascia to stays.
④ Remove screws located at wheel opening. Remove bumper fascia and fender.
⑤ Remove bolts securing bumper assembly.
⑥ Pull bumper assembly out. Disconnect left and right side marker lamp harness connectors.
⑦ Remove bumper assembly.



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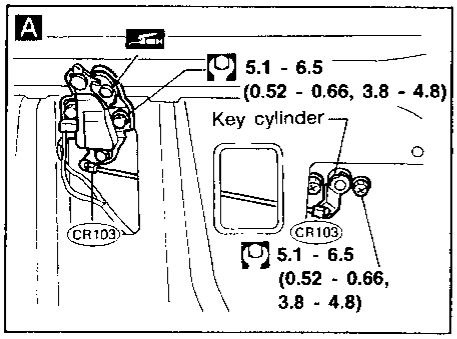
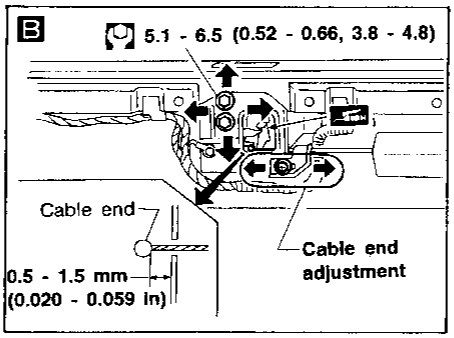
Body Rear End and Opener

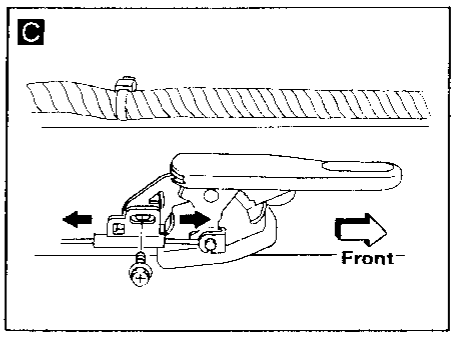
- Trunk lid adjustment: Adjust at hinge-trunk lid portion for proper trunk lid fit.
- Trunk lid lock system adjustment: Adjust striker so that it is in the center of the lock. After adjustment, check trunk lid lock operation.
- Opener cable: Do not attempt to bend cable using excessive force.
- After installing/adjusting opener, make sure that trunk lid and fuel filler lid open smoothly.

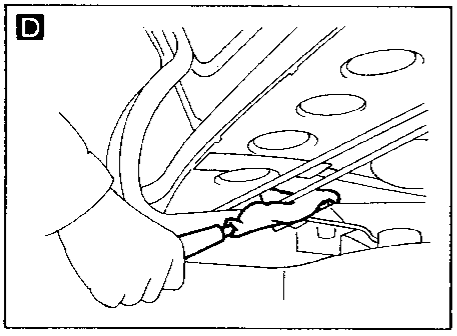
REMOVAL — Rear bumper assembly

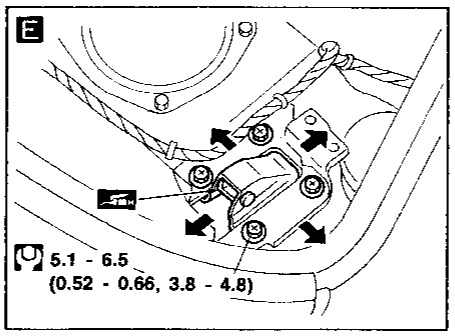
① Remove screws securing bumper fascia to stays.
② Remove screws located at wheel opening. Remove bumper fascia and fender.
③ Remove bolts securing bumper assembly.
④ Pull bumper assembly out. Disconnect left and right side marker lamp harness connectors.
⑤ Remove bumper assembly.



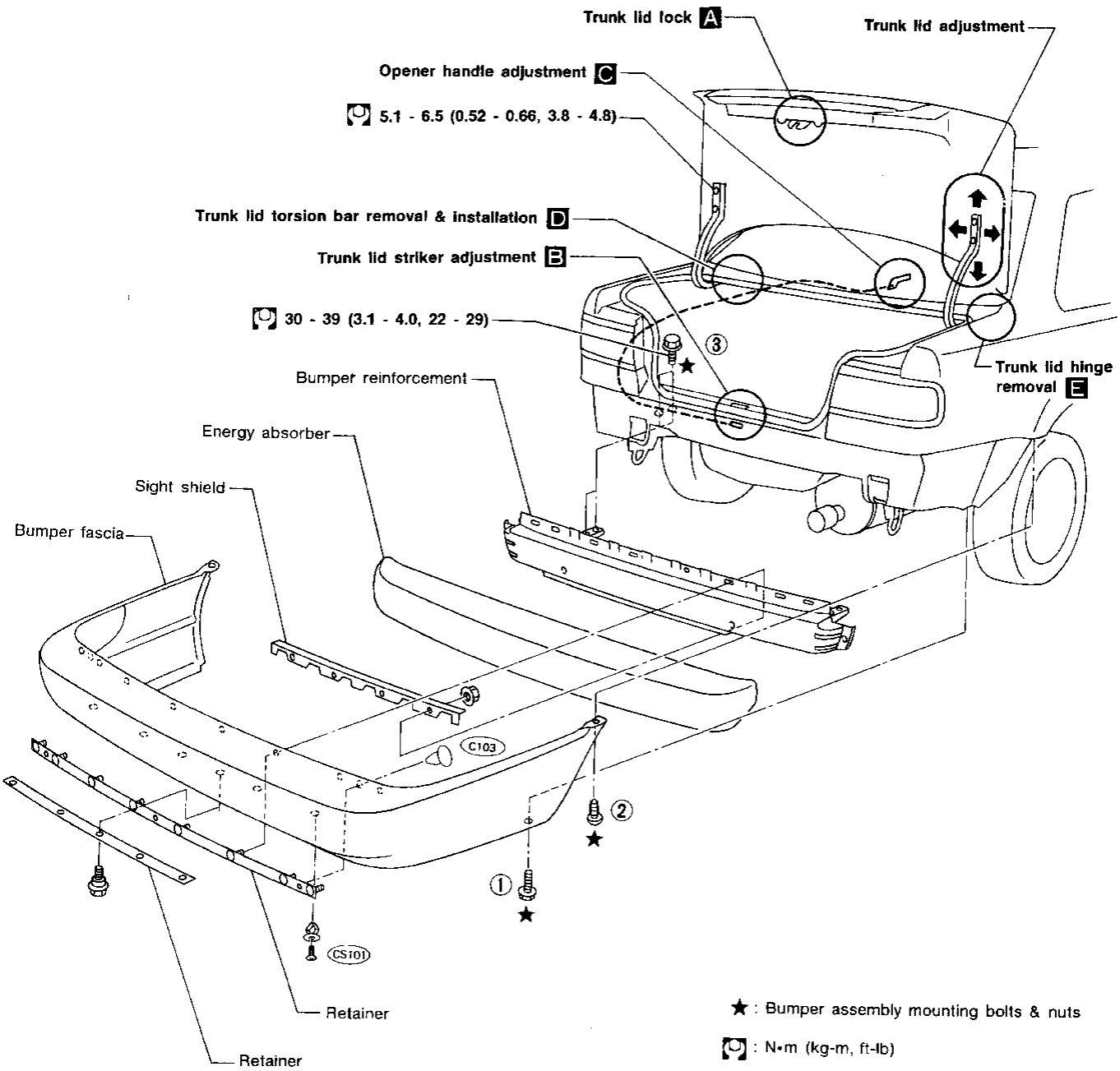








Body Rear End and Opener (Cont'd)



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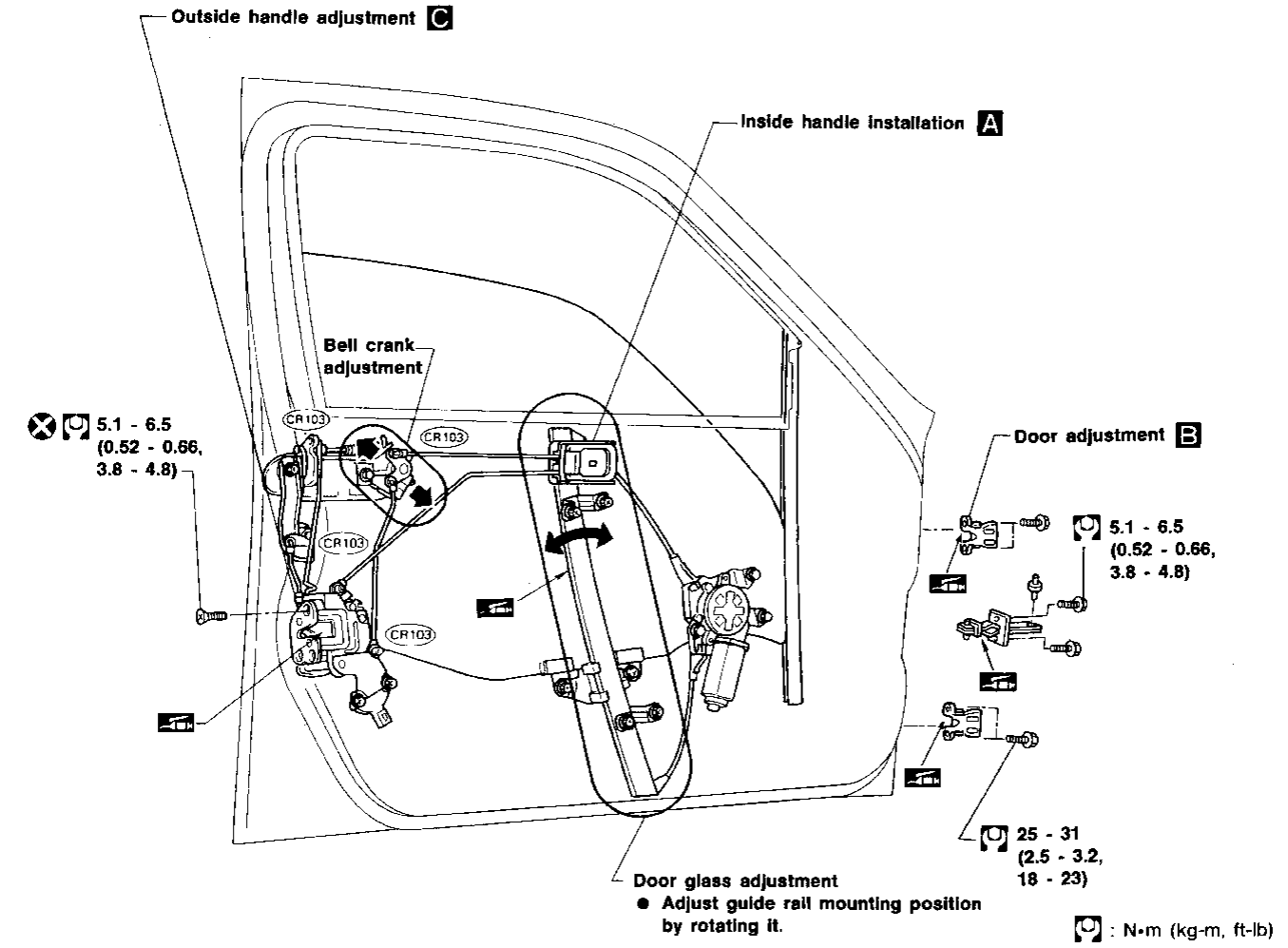
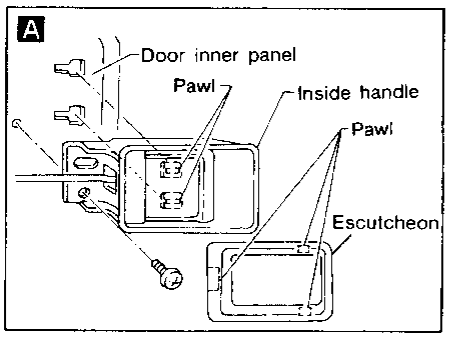
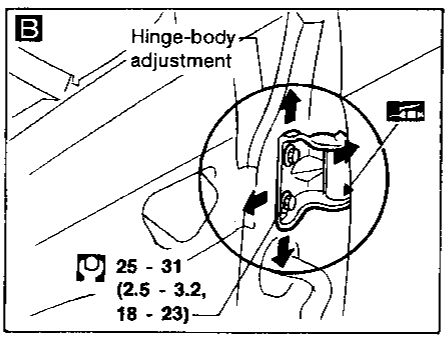
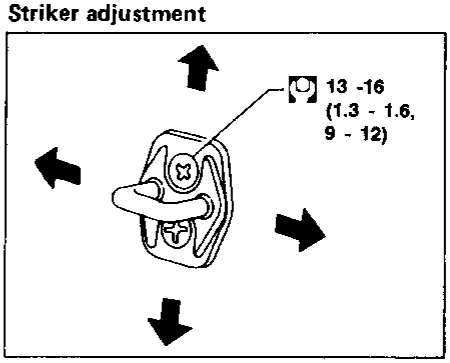
Front Door

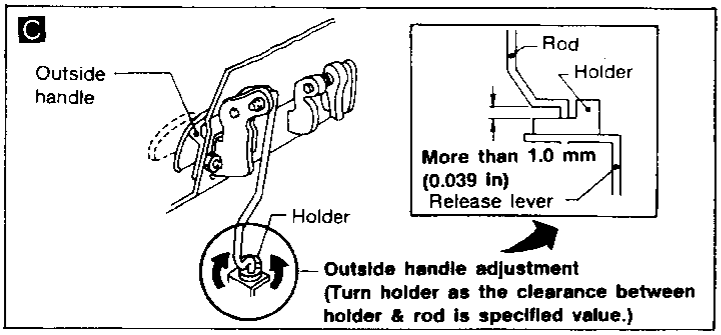
- For removal of door trim, refer to "INTERIOR AND EXTERIOR" BF-28.
- After adjusting door or door lock, check door lock operation.











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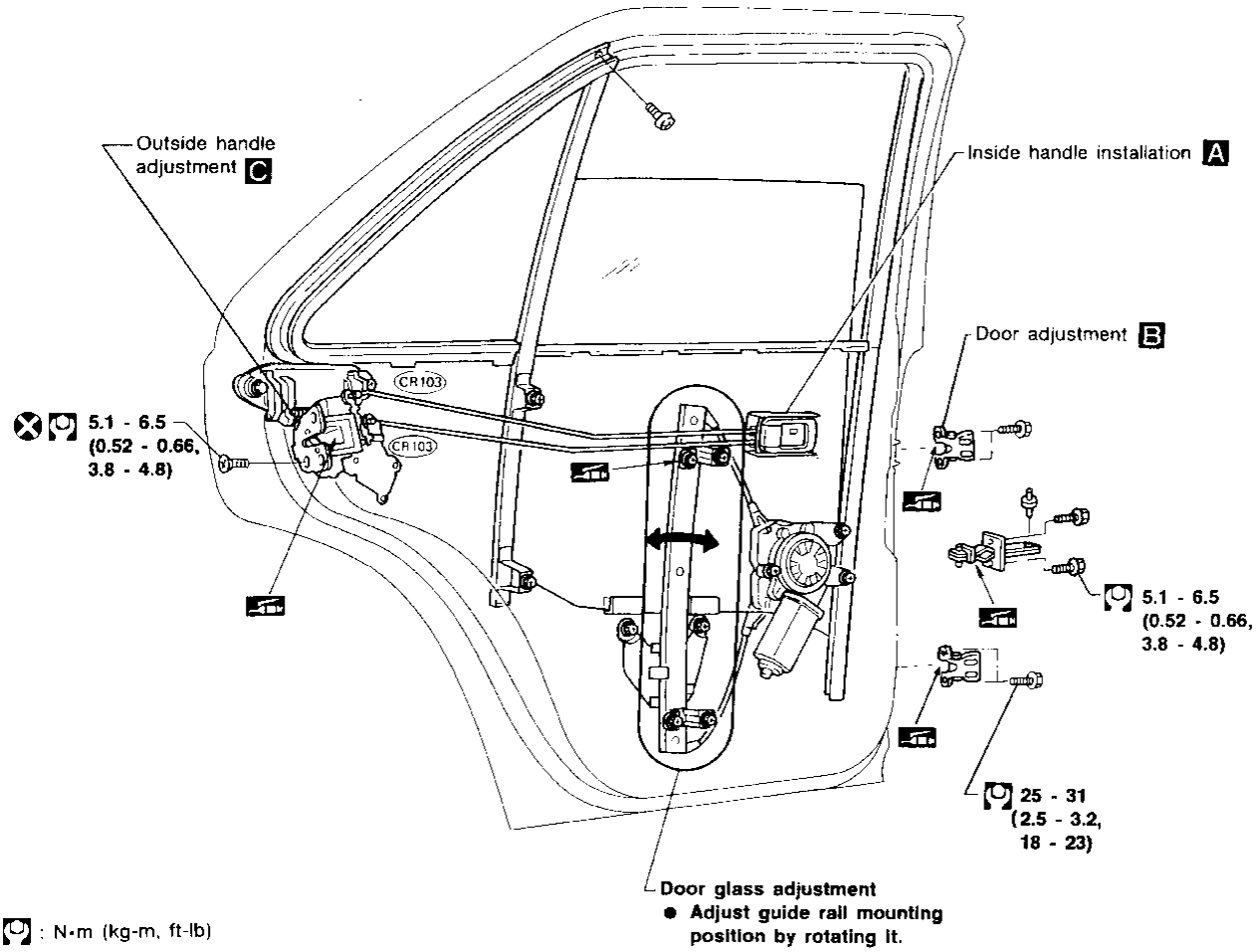
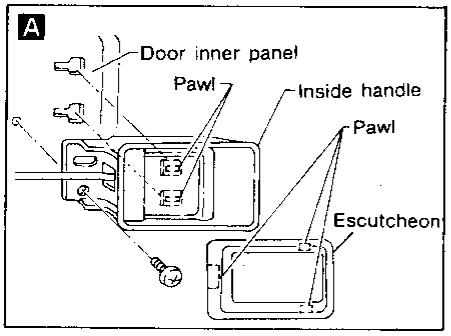
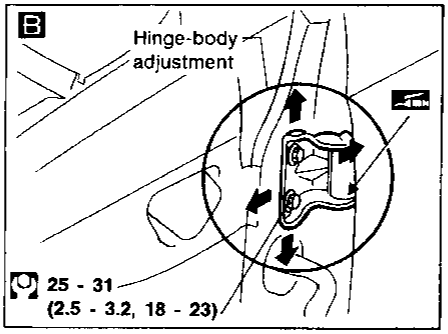
Rear Door

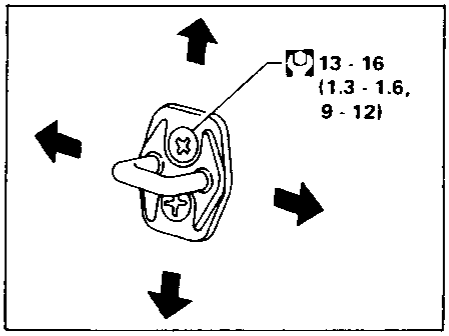


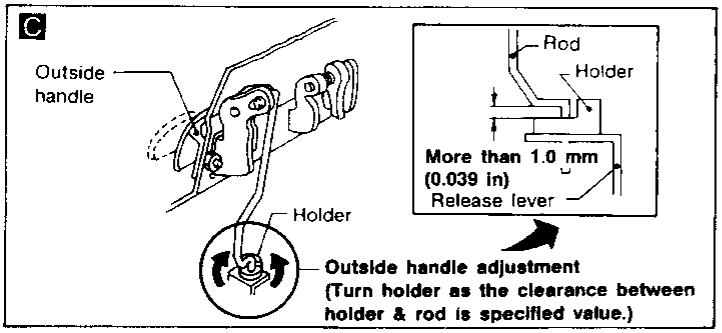
: N·m (kg-m, ft-lb)





Striker adjustment

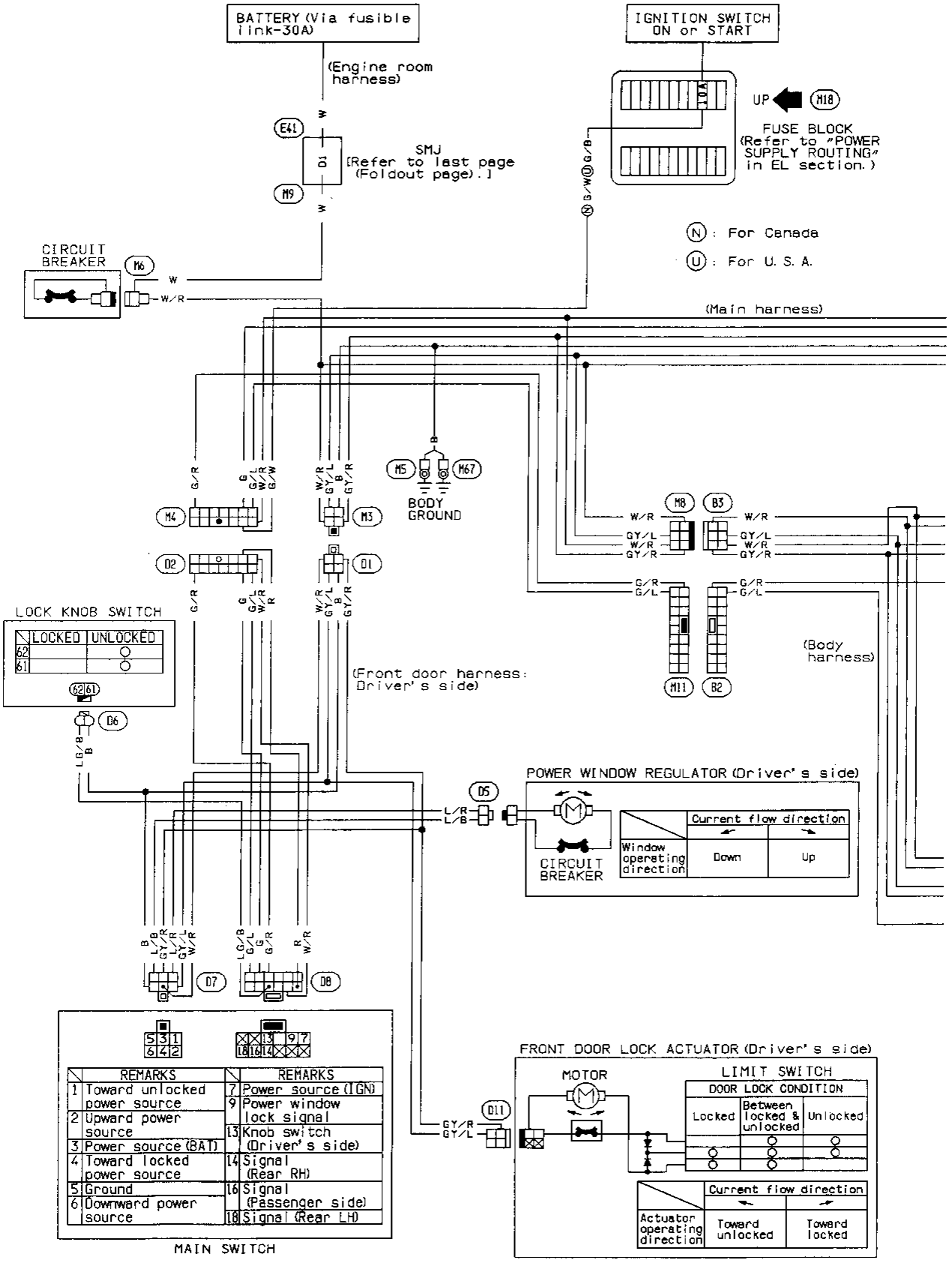


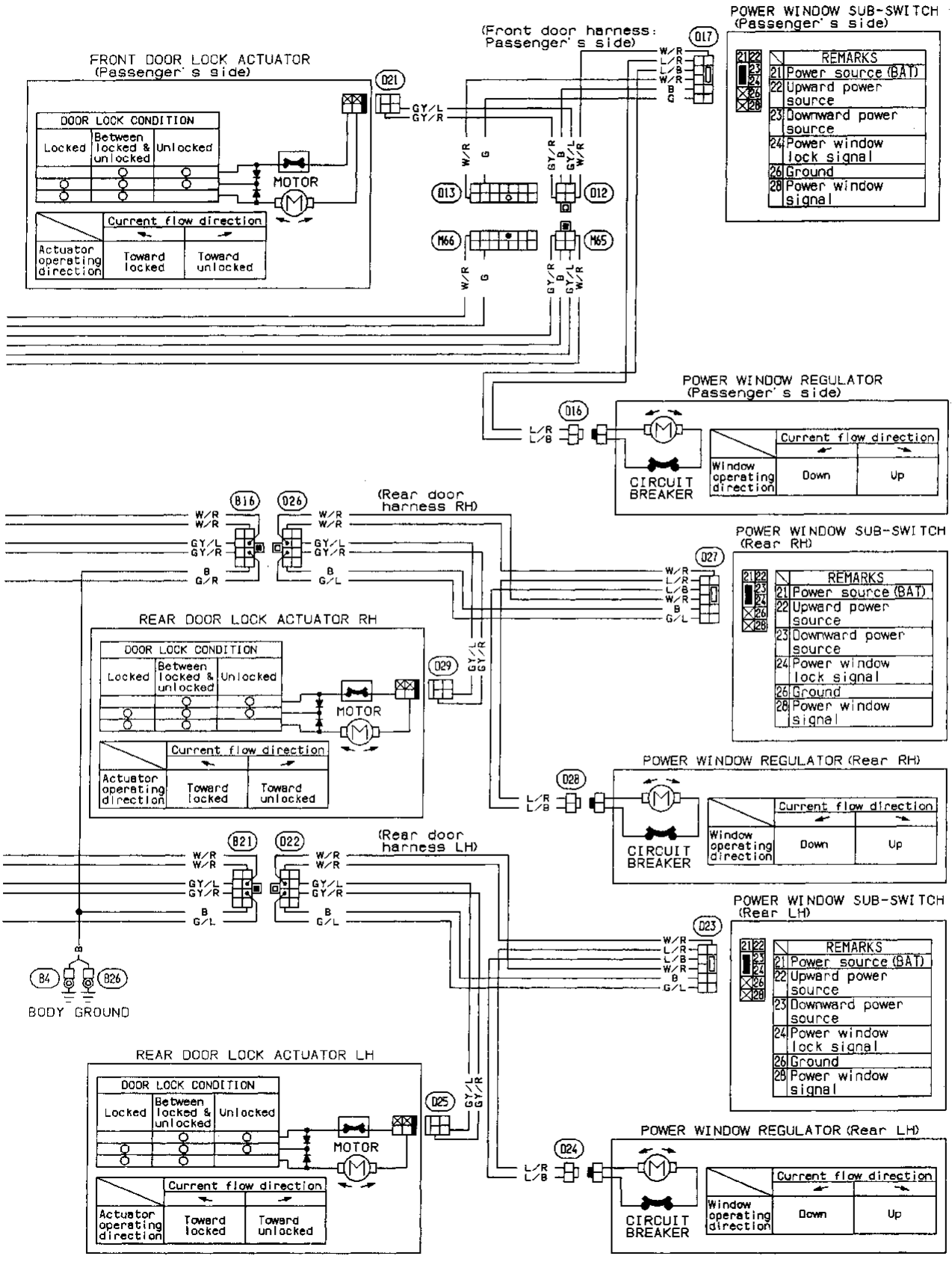


MBF439AA

Power Window and Power Door Lock

WIRING DIAGRAM




FRONT DOOR LOCK ACTUATOR (Passenger's side)
DOOR LOCK CONDITION
Locked
Between locked & unlocked
Unlocked
MOTOR
Current flow direction
Actuator operating direction
Toward locked
Toward unlocked
(Front door harness: Passenger's side)
POWER WINDOW SUB-SWITCH (Passenger's side)
REMARKS
21 Power source (BAT)
22 Upward power source
23 Downward power source
24 Power window lock signal
26 Ground
28 Power window signal
POWER WINDOW REGULATOR (Passenger's side)
CIRCUIT BREAKER
Window operating direction
Down
Up
(Rear door harness RH)
REAR DOOR LOCK ACTUATOR RH
POWER WINDOW SUB-SWITCH (Rear RH)
POWER WINDOW REGULATOR (Rear RH)
(Rear door harness LH)
POWER WINDOW SUB-SWITCH (Rear LH)
REAR DOOR LOCK ACTUATOR LH
POWER WINDOW REGULATOR (Rear LH)
BODY GROUND

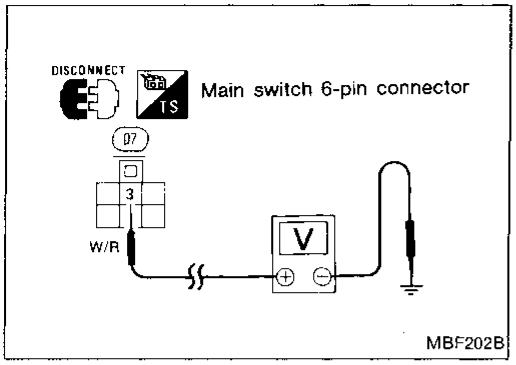
MBF231B

Contents

Since left and right component parts are basically the same, harness layout and methods for electrical components inspection are shown for one side only.
Although methods for checking component parts on both sides are described in the flow chart, making it easier to troubleshoot, apply checking procedures to either side that have malfunction during trouble diagnoses.

Symptom Chart

Procedure	Main Power Supply and Ground Circuit Check			Diagnostic Procedure							Electrical Components Inspection			Remarks
Reference Page	BF-14	BF-14	BF-14	BF-17	BF-17	BF-19	BF-20	BF-21	BF-22	BF-23	BF-24	BF-24	BF-24	—
SYMPTOM	Procedure 1	Procedure 2	Procedure 3	Procedure 1	Procedure 2	Procedure 3	Procedure 4	Procedure 5	Procedure 6	Procedure 7	Lock knob switch	Door lock actuator(s)	Power window motor(s)	—
Power windows and power door locks cannot be operated.	○			○	○	○	○	○	○	○	○	○	○	—
Power door locks and passenger power window cannot be operated.				○	○	○		○	○	○	○	○	○	—
Power door locks cannot be operated by either the main or lock knob switches but power windows can be operated.				○	○	○					○	○		—
Power door locks cannot be operated by lock knob switch but can be operated by main switch.					○						○			—
One or two door locks cannot be operated.						○						○		—
Power windows cannot be operated but power door locks can be operated.			○				○	○	○	○			○	—
Driver's side power window cannot be operated but other windows can be operated.							○						○	—
Passenger power windows cannot be operated but door locks can be operated.		○						○		○			○	—
Passenger power windows cannot be operated by main switch but can be operated by passenger's switches.									○	○				—
Power window lock cannot be operated.									○					—

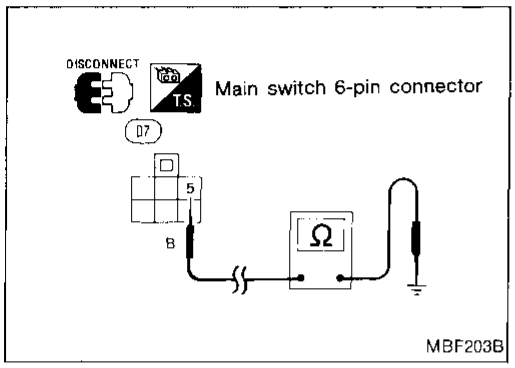


Main Power Supply and Ground Circuit Check

PROCEDURE 1

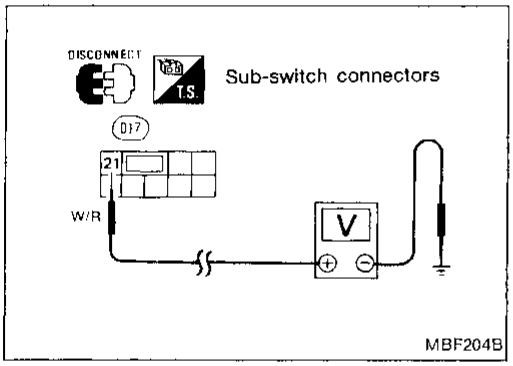
Main power supply

Terminals	Battery voltage exists
③ - Ground	Yes



Ground circuit

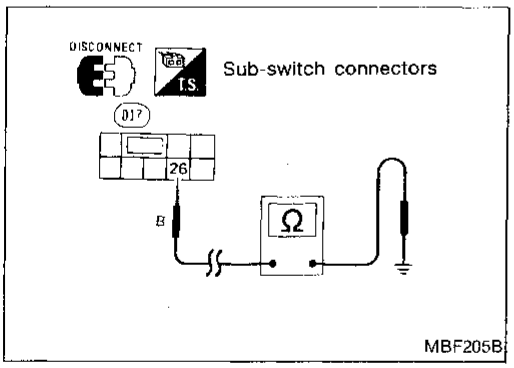
Terminals	Continuity
⑤ - Ground	Yes



PROCEDURE 2

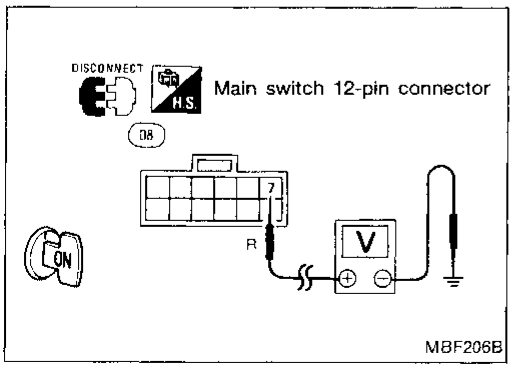
Power supply for sub-switch (passenger)

Terminals	Battery voltage exists
㉑ - Ground	Yes



Ground circuit for sub-switch (passenger)

Terminals	Continuity
㉖ - Ground	Yes

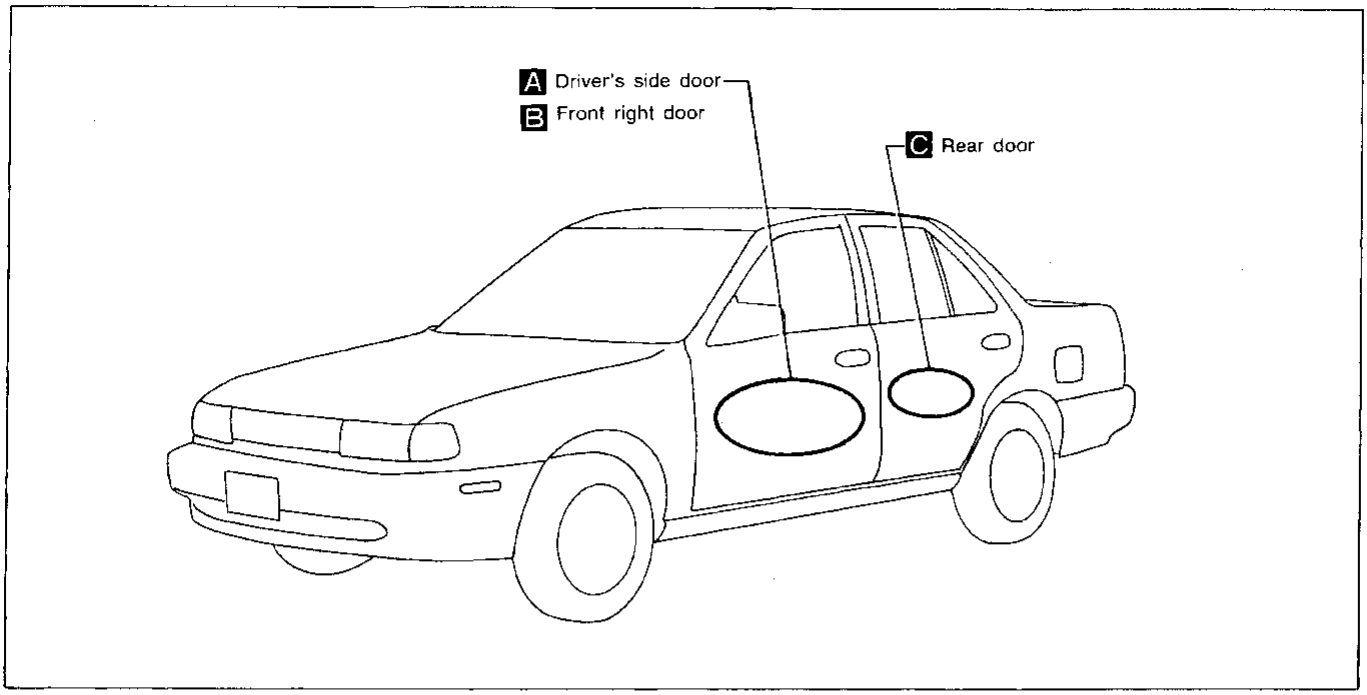


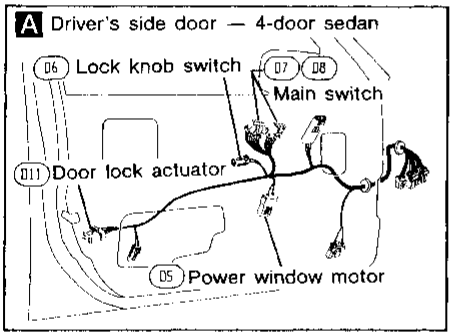
PROCEDURE 3

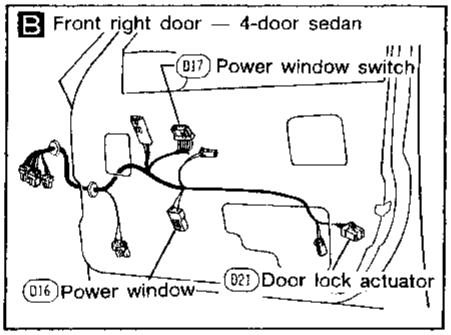
Power supply for ignition signal

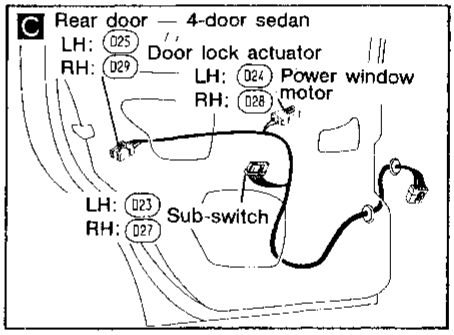
Terminals	Ignition switch	Battery voltage exists
⑦ - Ground	ON	Yes

Harness Layout









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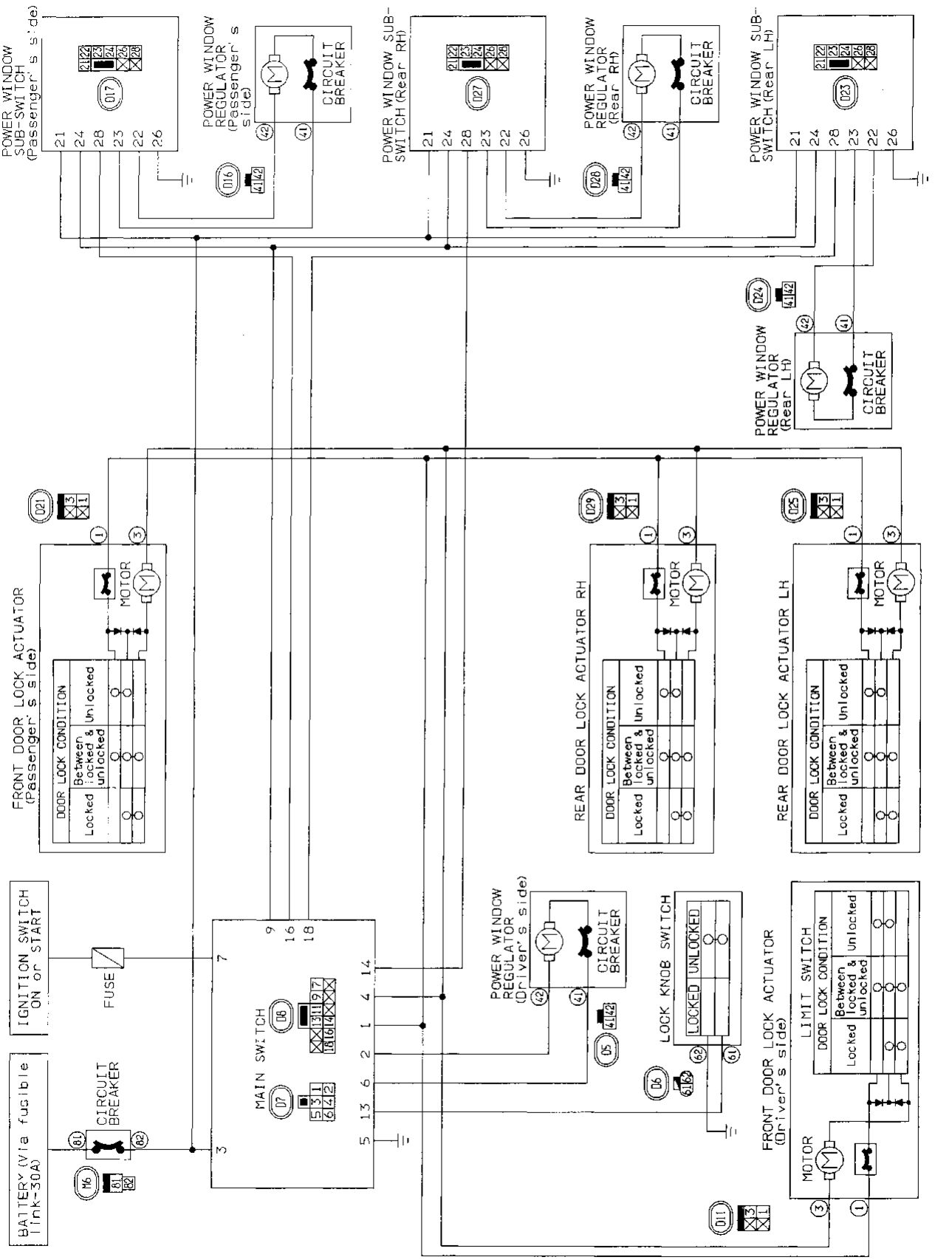
Circuit Diagram for Quick Pinpoint Check



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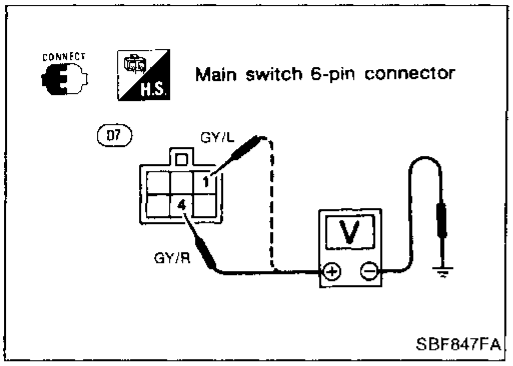


Diagnostic Procedure 1

SYMPTOM:

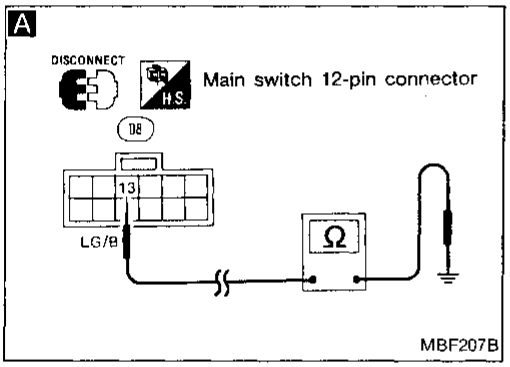
Power door locks cannot be operated by either the main or door lock knob switches but power windows can be operated.

CHECK DOOR LOCK OPERATION CIRCUIT.
Check voltage for main switch 6-pin connector.

Terminals	Main switch operation	Voltage
① - Ground	Unlock	0V → 12V → 0V
④ - Ground	Lock	0V → 12V → 0V

NG → Replace main switch.

OK → Go to Diagnostic Procedure 3.



Diagnostic Procedure 2

SYMPTOM:

Door locks cannot be operated by driver's side lock knob switch but can be operated by main switch.

A

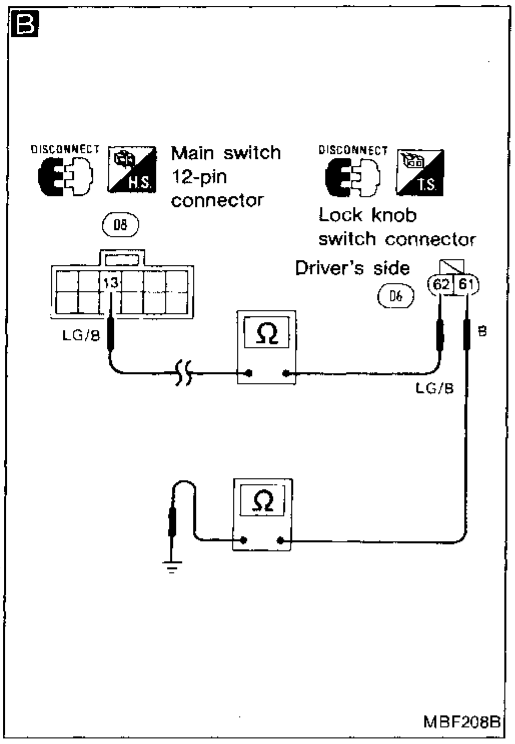
CHECK LOCK KNOB SWITCH CIRCUIT.
1) Disconnect 12-pin connector from main switch.
2) Check continuity.
For driver's side lock knob

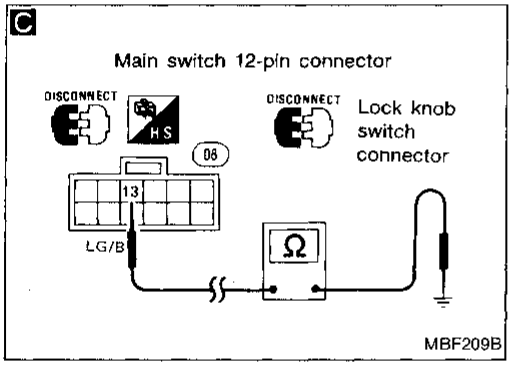
Terminals	Door lock condition	Continuity
⑬ - Ground	Locked	No
	Unlocked	Yes

OK → Replace main switch.

NG → (Go to Ⓐ on next page.)

Diagnostic Procedure 2 (Cont'd)





Ⓐ

B

1) Disconnect connector from lock knob switch.
2) Check continuity.

Terminals	Continuity
⑬ - ⑫	Yes
⑪ - Ground	

NG → Repair harness.

OK ↓

C

1) Disconnect connector from lock knob switch.
2) Check continuity.

For driver's side lock knob

Terminals	Continuity
⑬ - Ground	Yes

Yes → Repair harness. There will be incorrect grounding between terminals ⑬ and ⑫ for driver's side lock knob switch.

No ↓

Go to LOCK KNOB SWITCH in Electrical Components Inspection. (See page BF-24.)

OK → Check system again.

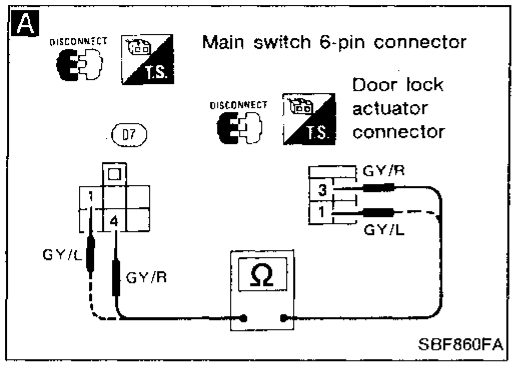
NG ↓

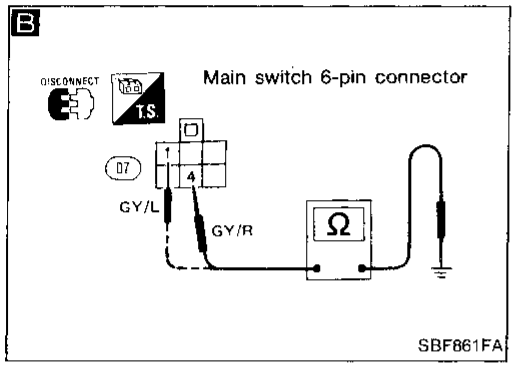
Check lock & unlock switch harness for open and short circuit.

NG → Repair harness.

OK ↓

Replace lock knob switch.





Diagnostic Procedure 3

SYMPTOM:

One or two door locks cannot be operated.

A

CHECK DOOR LOCK ACTUATOR CIRCUIT.
1) Disconnect 6-pin connector from main switch.
2) Disconnect connector from inoperative door lock actuator(s).
3) Check continuity.

Terminals	Continuity
④ - ③	Yes
① - ①	Yes

NG → Repair harness

OK ↓

B

Does continuity exist?

Connector	Terminals
Main switch 6-pin connector D7	④ - Ground
	① - Ground

Yes → Repair harness. There will be incorrect grounding between terminals ④ and ③, ① and ①.

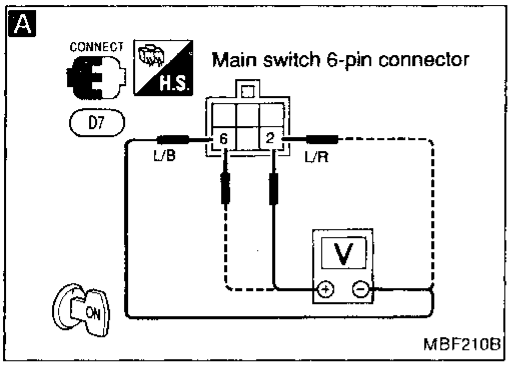
No ↓

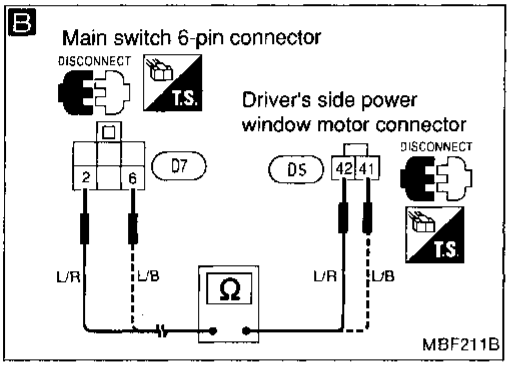
Go to DOOR LOCK ACTUATOR in Electrical Components Inspection. (See page BF-24.)

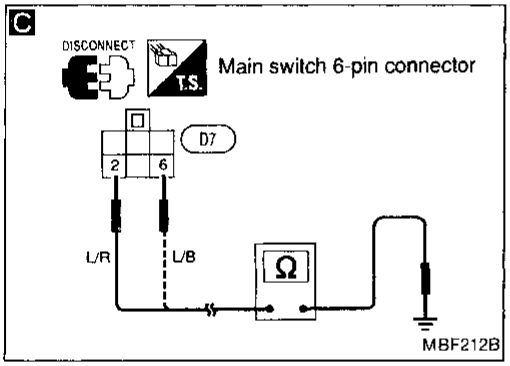
OK → Check system again.

NG ↓

Replace door lock actuator.







Diagnostic Procedure 4

SYMPTOM:

Driver's side power window cannot be operated but other power windows can be operated.

A

CHECK DRIVER's SIDE POWER WINDOW MOTOR CIRCUIT.
Check voltage for main switch 6-pin connector.

Terminals		Main switch operation	Battery voltage exists
⊕	⊖		
②	⑥	Up	Yes
⑥	②	Down	Yes

NG → Replace main switch.

OK ↓

B

1) Disconnect 6-pin connector from main switch, and connector from driver side power window motor.
2) Check continuity.

Terminals	Continuity
② - ㊷ ⑥ - ㊶	Yes

NG → Repair harness.

OK ↓

C

Does continuity exist?

Terminals
② - Ground
⑥ - Ground

Yes → Repair harness. There will be incorrect grounding.

No ↓

Go to POWER WINDOW MOTOR in Electrical Components Inspection. (See page BF-24.)

OK → Check system again.

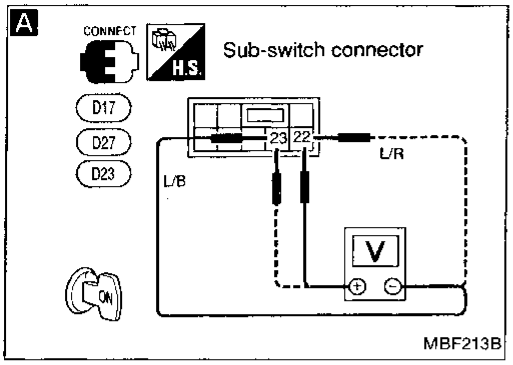
NG ↓

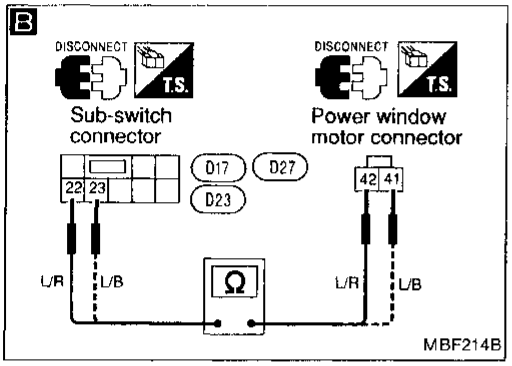
Check power window motor harness for open or short circuit.

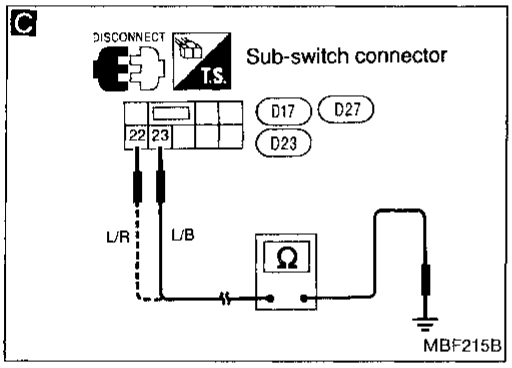
NG → Repair harness.

OK ↓

Replace power window motor.







Diagnostic Procedure 5

SYMPTOM:

Passenger power windows cannot be operated but door locks can be operated.

A

CHECK PASSENGER POWER WINDOW CIRCUIT.
Check voltage for sub-switch connector.

Terminals ⊕	Terminals ⊖	Sub-switch operation	Voltage
㉒	㉓	Up	12V
㉓	㉒	Down	12V

NG → Replace sub-switch.

OK ↓

B

1) Disconnect connector from sub-switch and power window motor.
2) Check continuity.

Terminals	Continuity
㉒ - ㊷	Yes
㉓ - ㊶	Yes

NG → Repair harness.

OK ↓

C

Does continuity exist?

Terminals
㉒ - Ground
㉓ - Ground

Yes → Repair harness. There will be incorrect grounding.

No ↓

Go to POWER WINDOW MOTOR in Electrical Components Inspection. (See page BF-24.)

OK → Check system again.

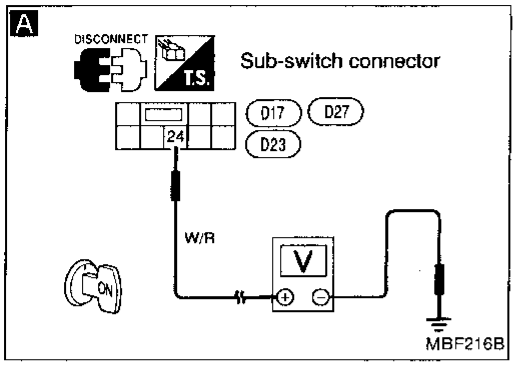
NG ↓

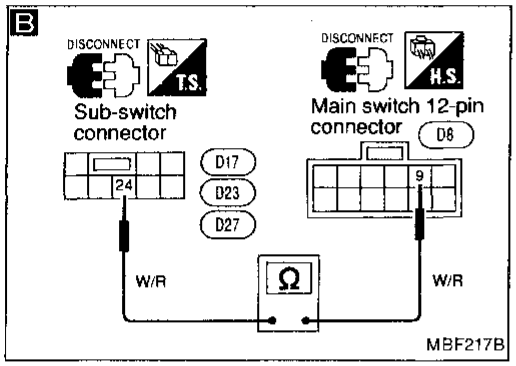
Check power window motor harness for open or short circuit.

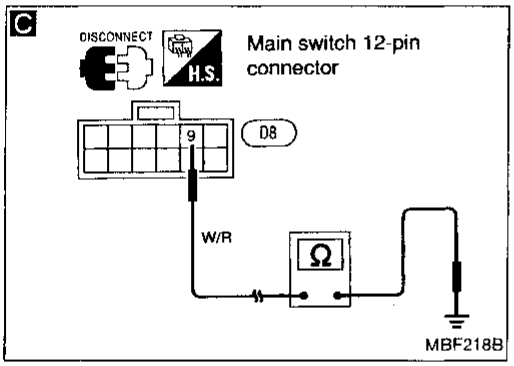
NG → Repair harness.

OK ↓

Replace power window motor.







Diagnostic Procedure 6

SYMPTOM:

Passenger power windows cannot be operated by either the passenger's switches or main switch.

A

CHECK POWER WINDOW LOCK SIGNAL CIRCUIT.

1) Disconnect connectors from sub-switches.
2) Check battery voltage for each connector while ignition switch is "ON".

Terminals	Power window lock switch	Battery voltage exists
㉔ - Ground	ON	No
	OFF	Yes

OK → Replace sub-switch.

NG ↓

B

1) Disconnect 12-pin connector from main switch.
2) Check continuity for each connector and main switch connector.

Terminals	Continuity
㉔ - ⑨	Yes

NG → Repair harness.

OK ↓

C

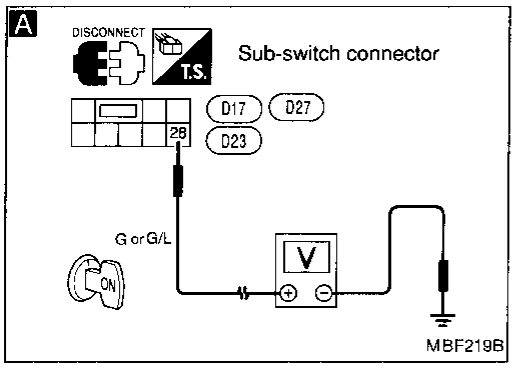
Does continuity exist?

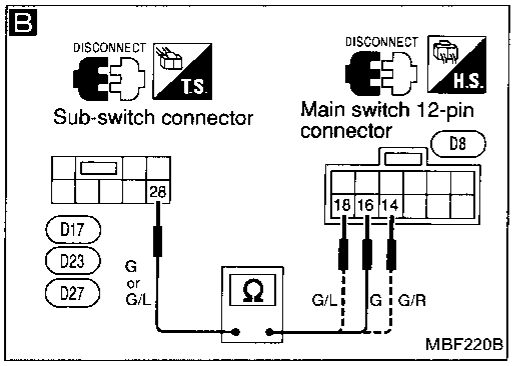
Terminals
⑨ - Ground

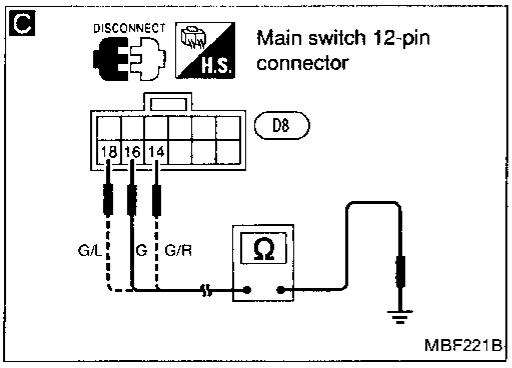
Yes → Repair harness. There will be incorrect grounding.

No ↓

Replace main switch.







Diagnostic Procedure 7

SYMPTOM:

Passenger power windows cannot be operated by main switch but can be operated by passenger's switches.

A

CHECK DATA LINE SIGNAL CIRCUIT.
1) Disconnect connectors from all switches except main switch.
2) Check voltage while power window lock switch is "OFF".

Terminals	Main switch operation	Voltage
㉘ - Ground	Up	Above 12V
	Down	Approx. 4V
	No operation	Approx. 0V

OK → Replace Main switch.

NG ↓

B

1) Disconnect 12-pin connector from main switch.
2) Check continuity.

	Terminals
Passenger	⑯ - ㉘
Rear left	⑱ - ㉘
Rear right	⑭ - ㉘

Continuity should exist.

NG → Repair harness.

OK ↓

C

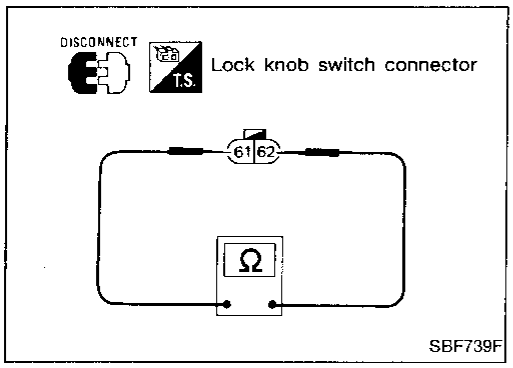
Does continuity exist?

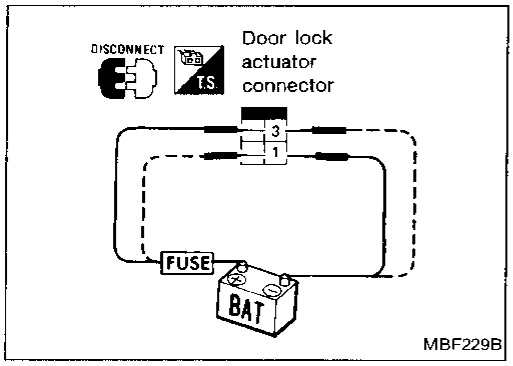
	Terminals
Passenger	⑯ - Ground
Rear left	⑱ - Ground
Rear right	⑭ - Ground

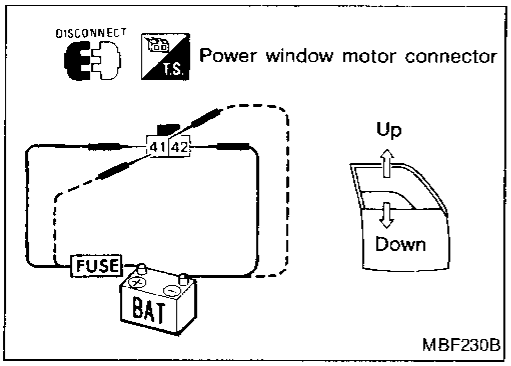
Yes → Repair harness. There will be incorrect grounding.

No ↓

Replace main switch.







Electrical Components Inspection

LOCK KNOB SWITCH

Terminals	Condition	Continuity
⑥① - ⑥②	Locked	No
	Unlocked	Yes

DOOR LOCK ACTUATOR

	Terminals		Operation
	⊕	⊖	
Passenger (Front and rear)	③	①	Lock
	①	③	Unlock

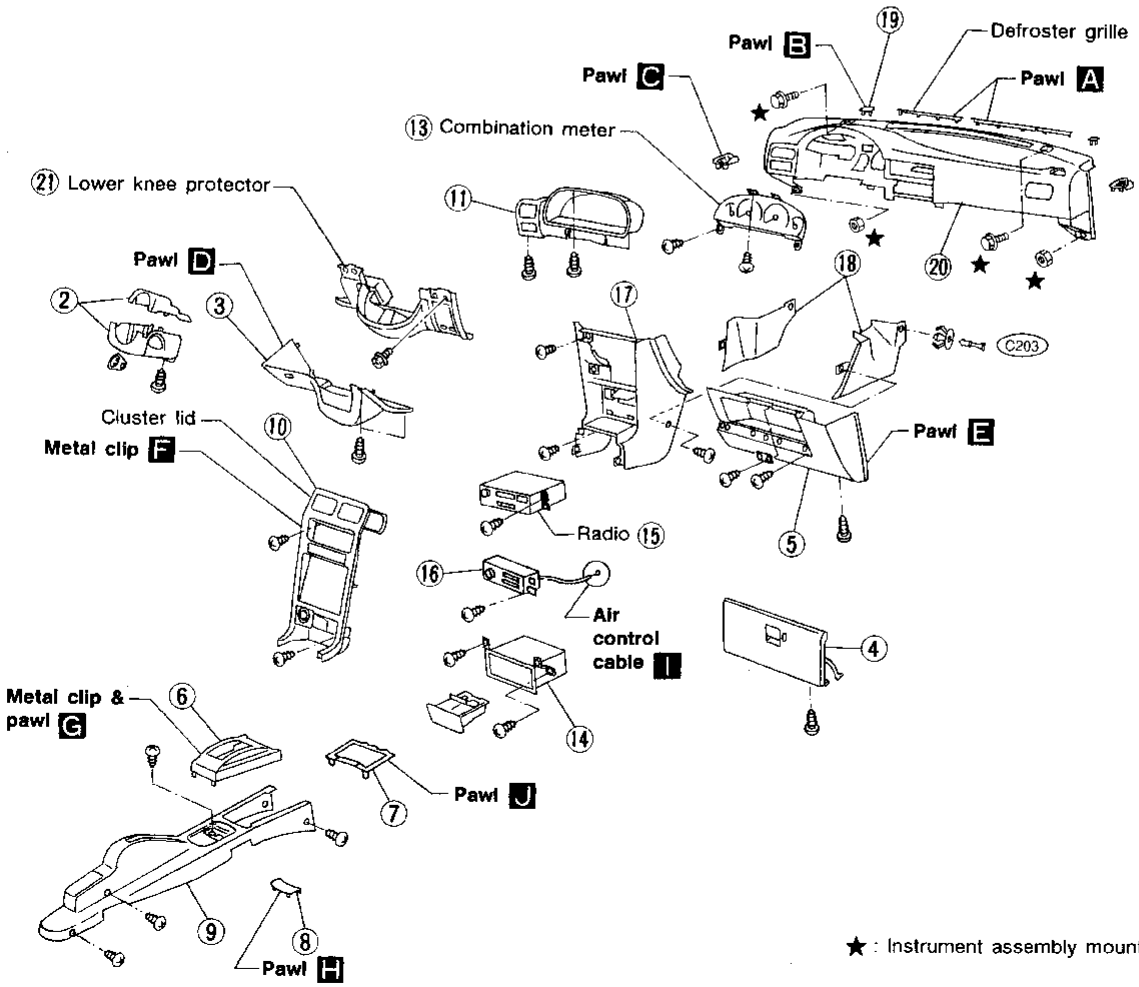
POWER WINDOW MOTOR

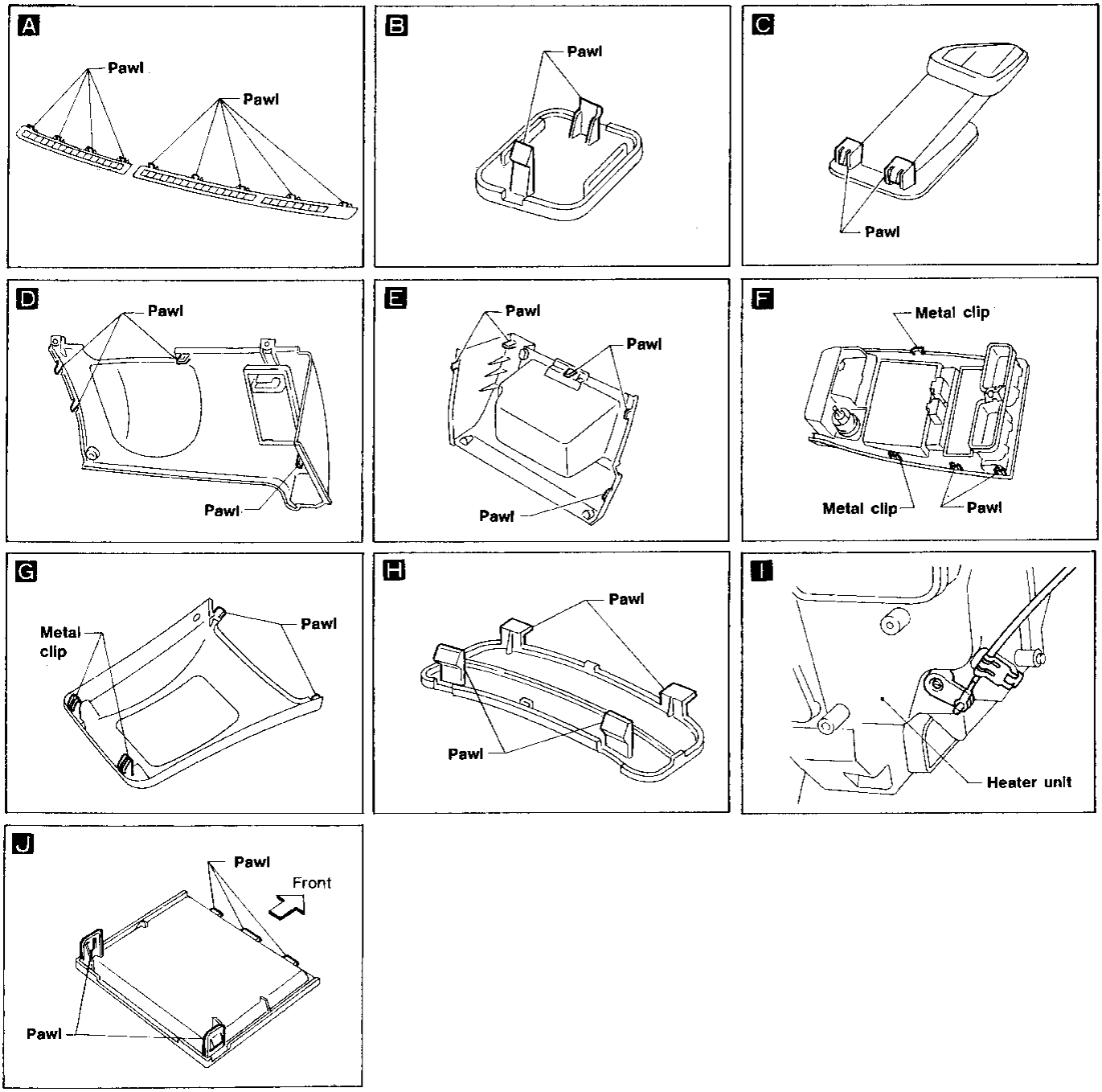
Terminals		Operation
⊕	⊖	
④①	④②	Downward
④②	④①	Upward

CAUTION:
- **Disconnect ground terminal from battery in advance.**
- **Disconnect air bag system line in advance.**
- **Be careful not to scratch pad and other parts.**

REMOVAL — Instrument panel assembly

① Remove steering wheel. Disengage air bag system in advance.
② Remove steering column cover.
③ Remove lower instrument cover on driver's side. D
④ Remove glove box lid.
⑤ Remove glove box. E
⑥ Remove A/T finisher or shift lever boot. G
⑦ Remove instrument lower center cover. J
⑧ Remove console mask. H
⑨ Remove console box.
⑩ Remove cluster lid C. F
⑪ Remove cluster lid A.
⑫ Remove speedometer cable at A/T or M/T side. — Needle type combination meter
⑬ Remove combination meter assembly.
⑭ Remove deck pocket.
⑮ Remove radio.
⑯ Remove A/C or heater control. I
⑰ Remove instrument lower panel center.
⑱ Remove instrument lower cover.
⑲ Remove instrument upper mask. B
⑳ Remove instrument panel and pads. A
㉑ Remove lower knee protector.




A
Pawl
Pawl
B
Pawl
C
Pawl
D
Pawl
Pawl
E
Pawl
Pawl
Pawl
F
Metal clip
Metal clip
Pawl
G
Metal clip
Pawl
H
Pawl
Pawl
I
Heater unit
J
Pawl
Front
Pawl

MBF253B

Interior

SIDE AND FLOOR TRIM — Passenger room

CAUTION:

- **Be sure to remove front, center and rear pillar garnishes by pulling them straight out. Use a long flat-bladed screwdriver when removing metal clips from rear pillar garnish.**
- **Wrap the tip of flat-bladed screwdriver with a cloth when removing metal clips from garnishes.**

Removal — Body side trim

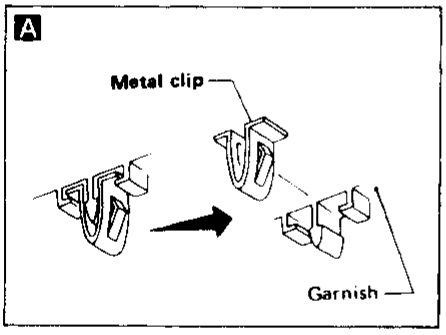
① Remove front pillar garnish.
② Remove front and rear kick plates.
③ Remove dash side finisher.
④ Remove upper garnish.
⑤ Remove center pillar lower garnish.
⑥ Remove center pillar upper garnish.
⑦ Remove rear parcel shelf.
⑧ Remove rear pillar finisher.

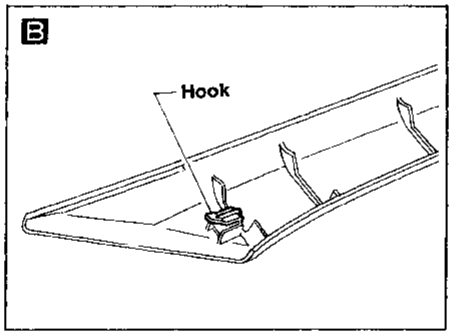
Removal — Rear parcel shelf finisher

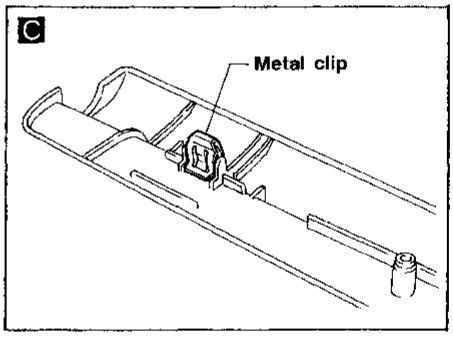
1 Remove rear seat cushion. For details, refer to "Rear Seat" in "SEAT".
2 Remove rear seatback. For details, refer to "Rear Seat" in "SEAT".
3 Remove high-mounted stop lamp assembly.
4 Remove rear parcel shelf finisher.

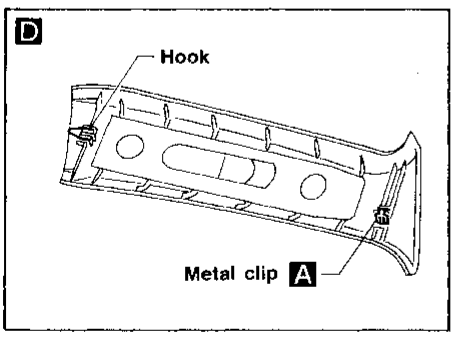
Removal — Door trim

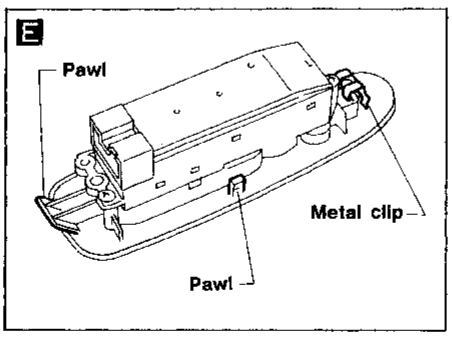
① Remove inside handle escutcheon.
② Remove power window switch assembly.
③ Remove pull handle.

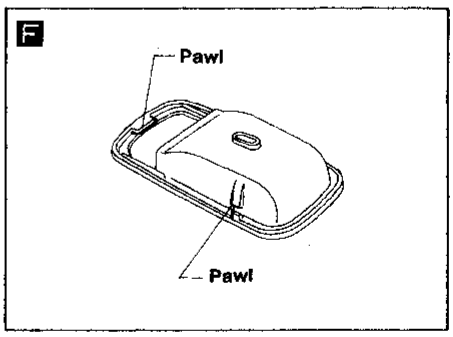


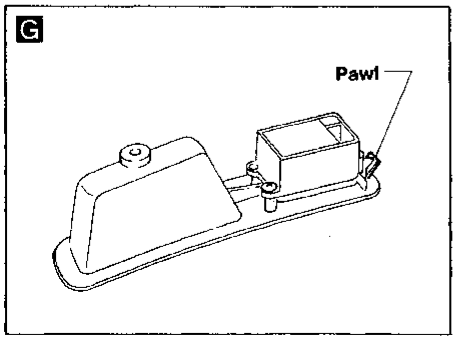


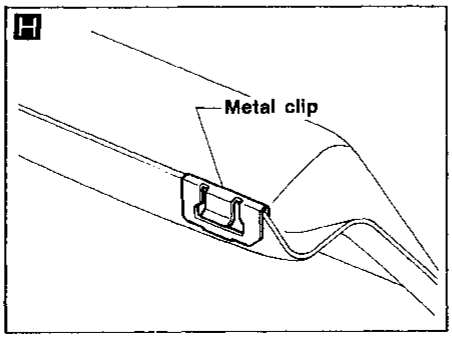




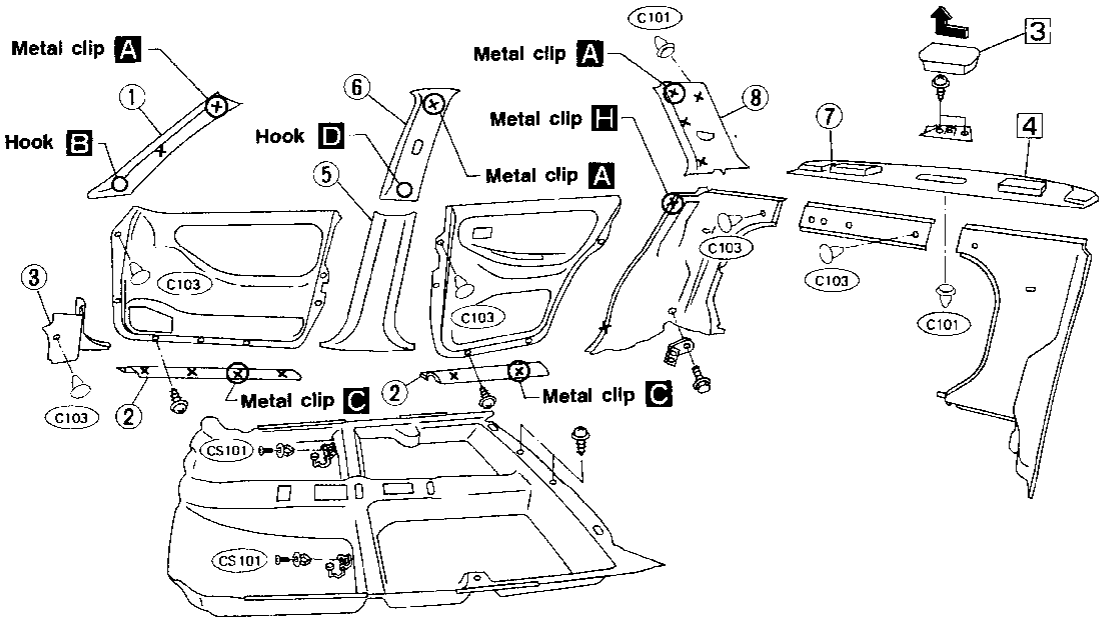




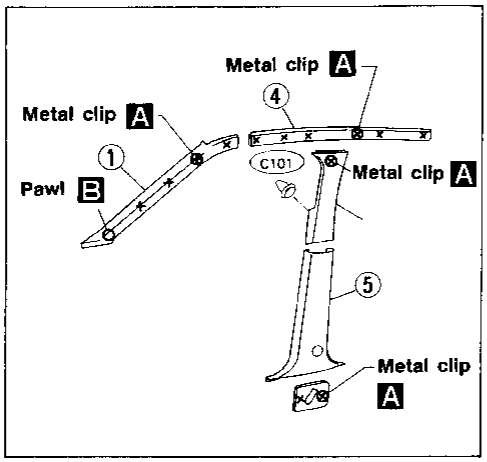




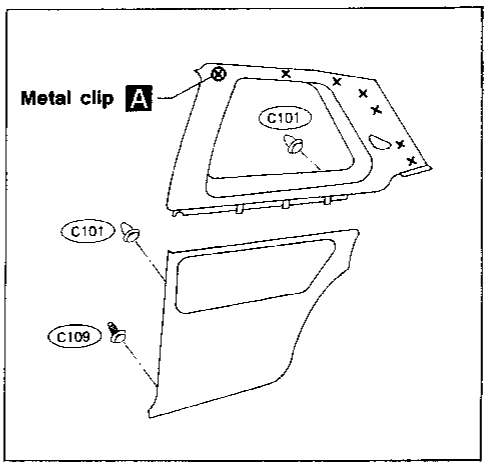
Interior (Cont'd)



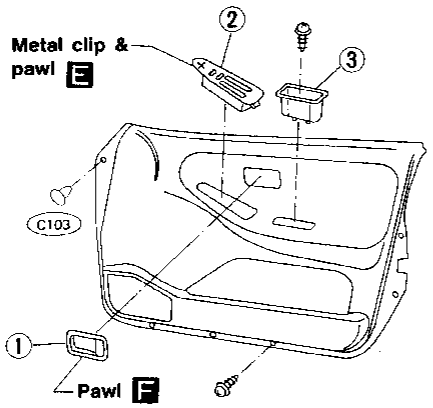
Models with 2-point motorized automatic seat bolt



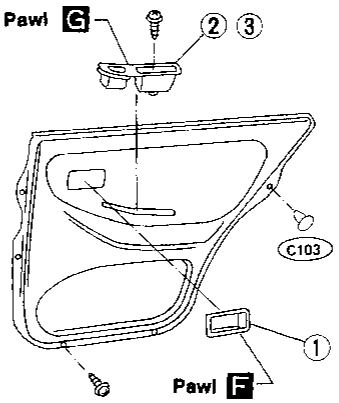
2-door Sedan



Front door trim



Rear door trim



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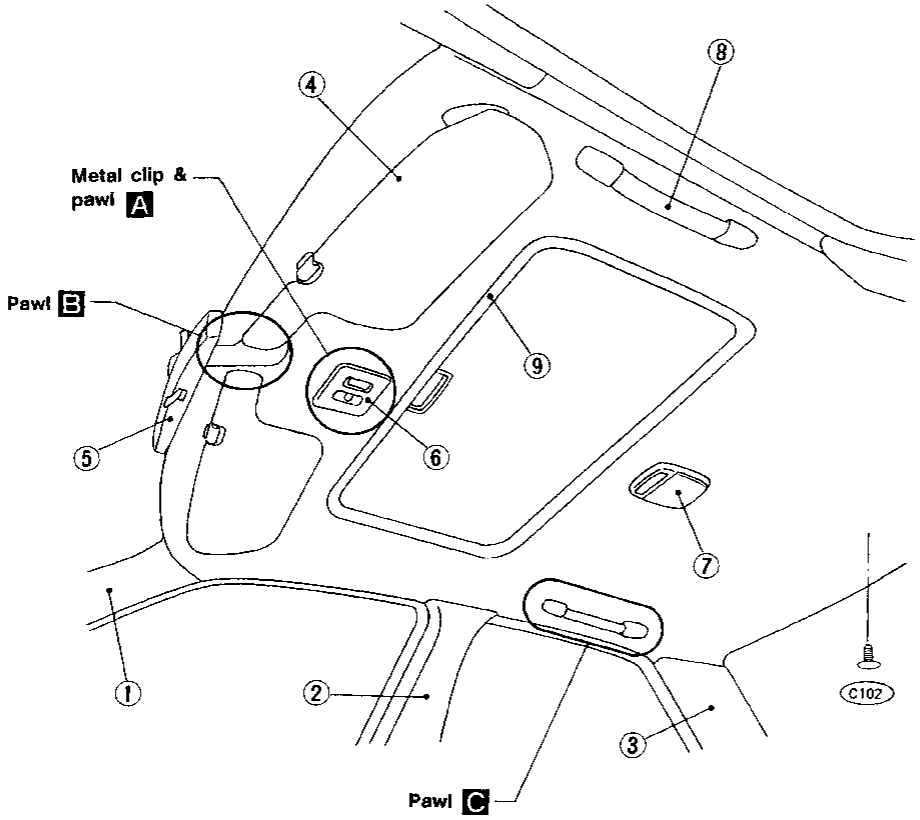
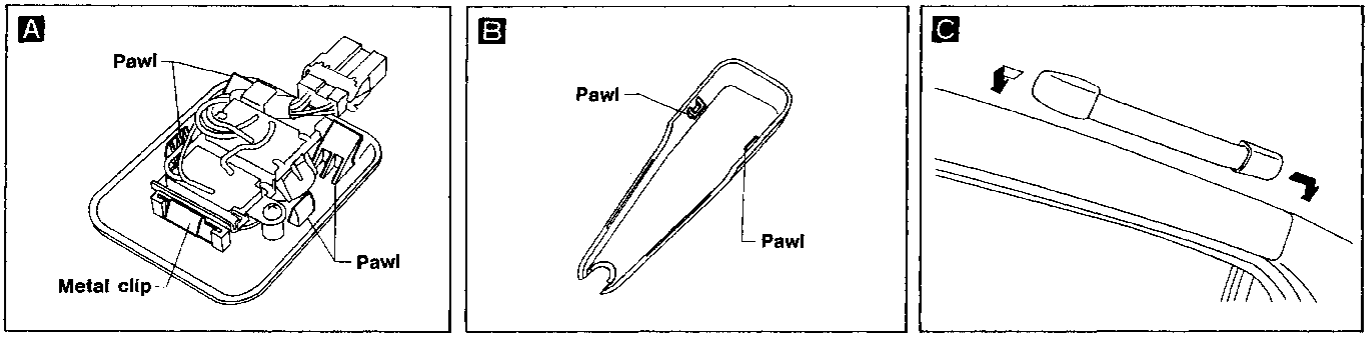
ROOF TRIM

Removal — Headlining

① Remove front pillar garnish. Refer to "Removal — Body side trim" for details.
② Remove center pillar garnish. Refer to "Removal — Body side trim" for details.
③ Remove rear pillar garnish. Refer to "Removal — Body side trim" for details.
④ Remove sun visor.
⑤ Remove rearview mirror.
⑥ Remove sun roof control switch assembly.
⑦ Remove interior lamp assembly.
⑧ Remove assist grip.
⑨ Remove welt.
⑩ Remove headlining.





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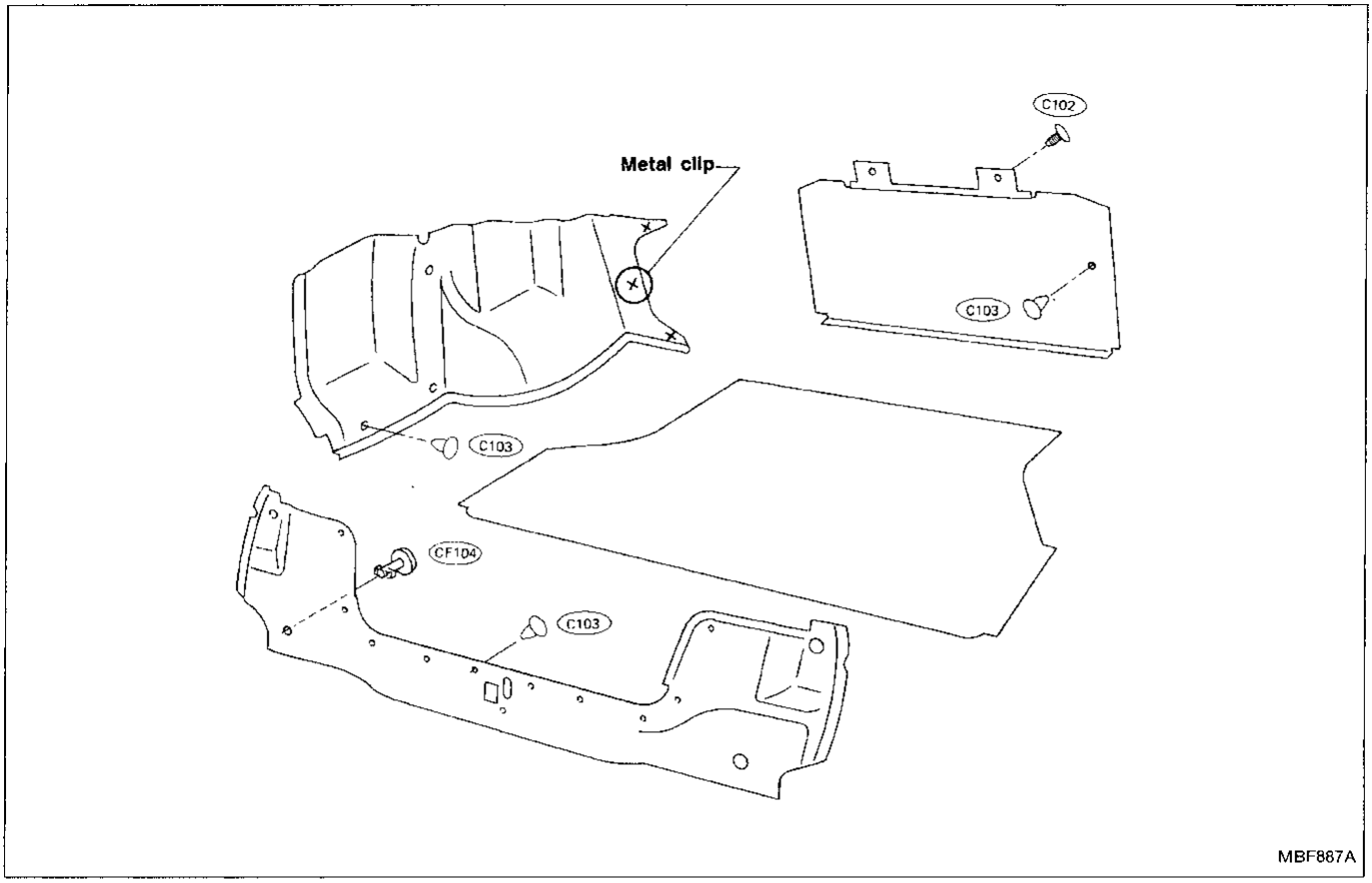
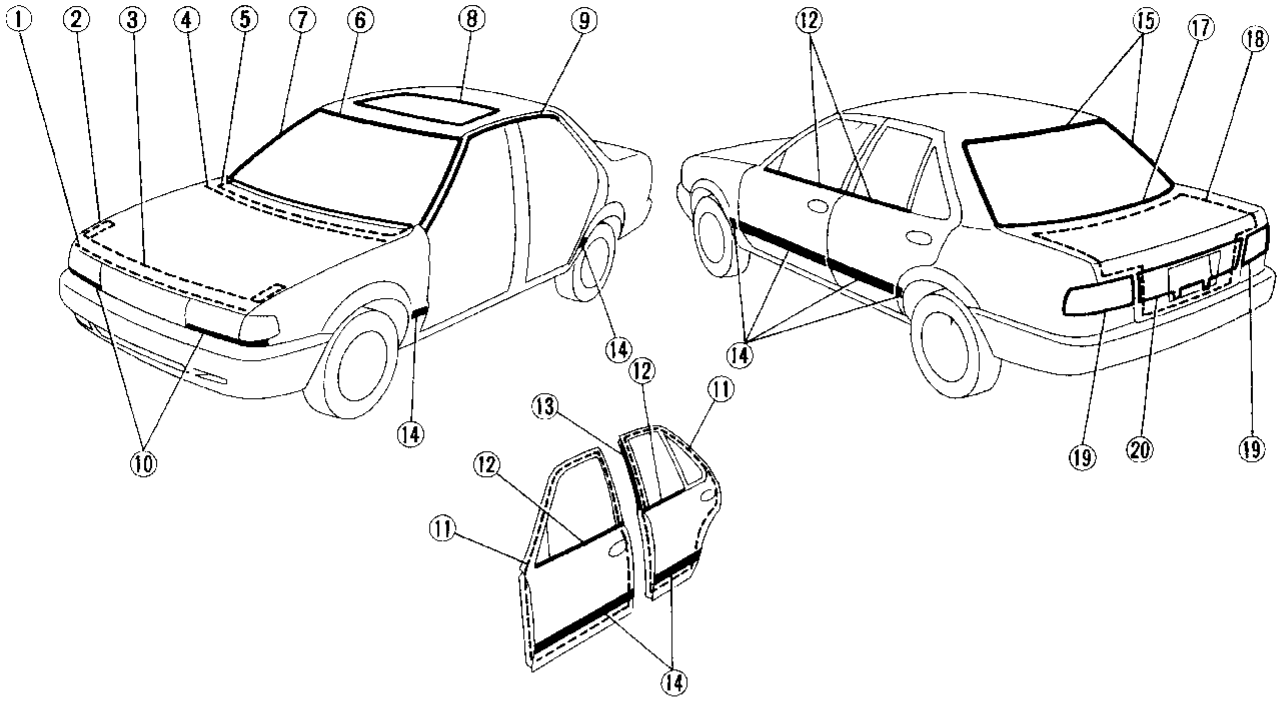
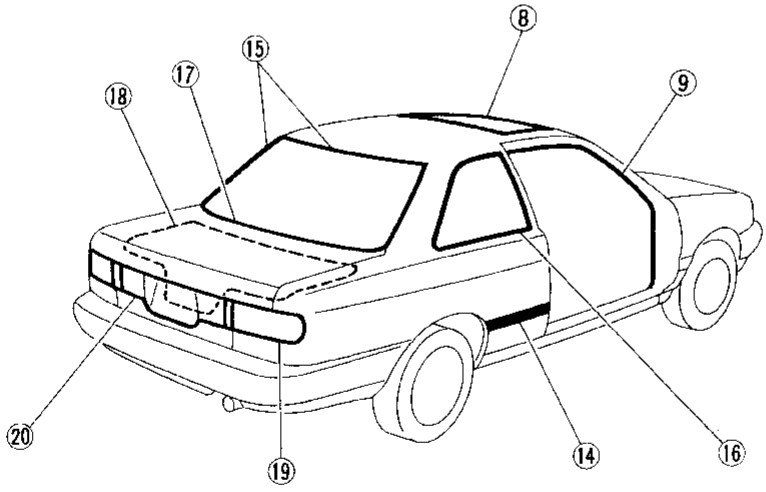
Interior (Cont'd)

LUGGAGE COMPARTMENT TRIM — Trunk space



Exterior





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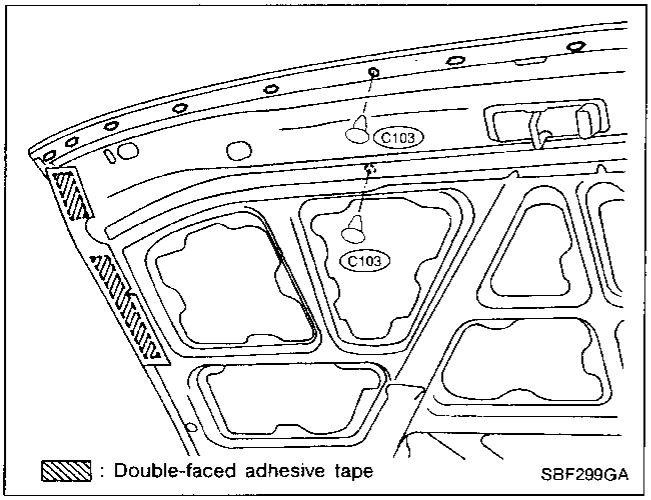
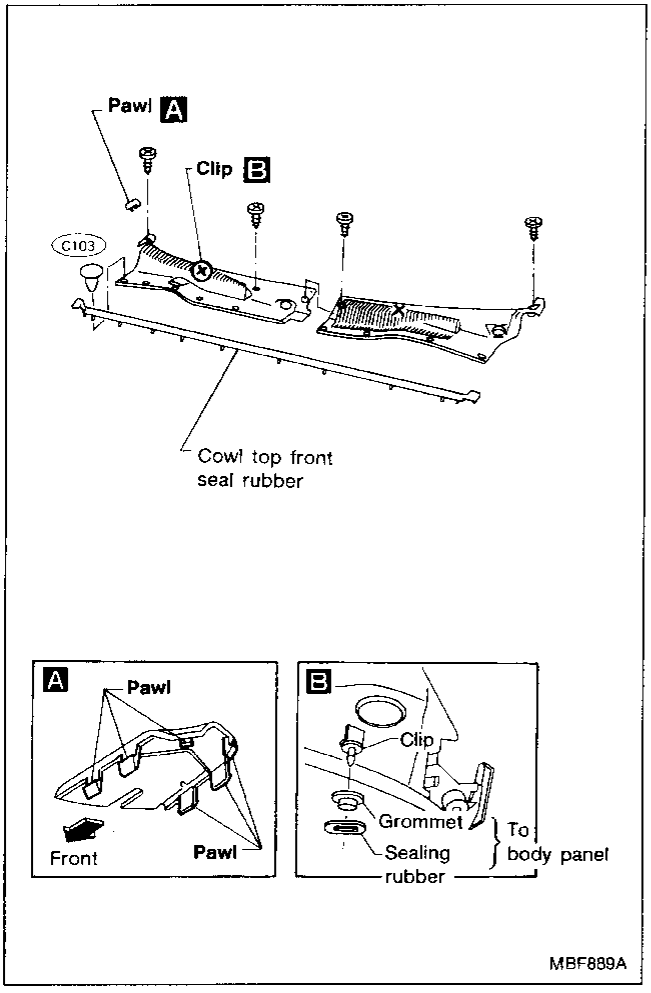
Exterior (Cont'd)

① ② ③ Hood front seal

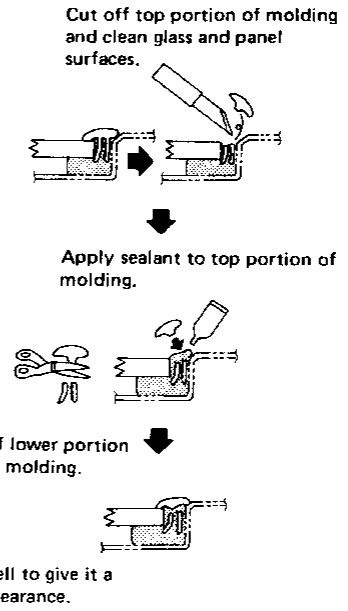


④ ⑤ Cowl top seal and cowl top grille



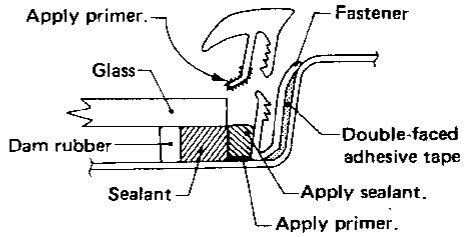
⑥ Windshield upper molding

Method 1



Method 2

1. Cut off sealant at glass end.
2. Clean the side on which panel was mounted.
3. Set molding fastener and apply sealant to body panel, and apply primer to molding and body.

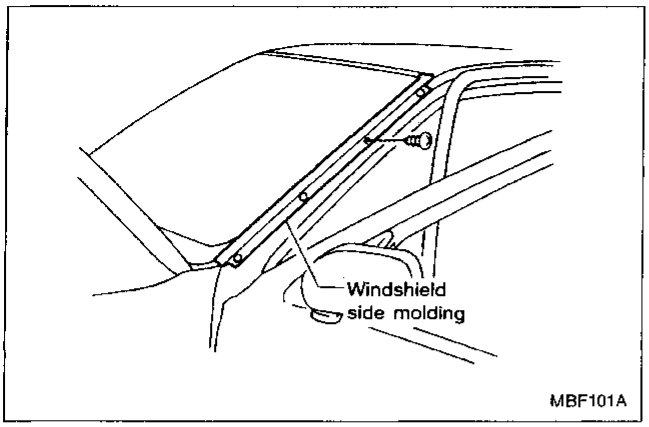


4. Install molding by aligning the molding mark located on center with vehicle center.
   Be sure to install tightly so that there is no gap around the corner.

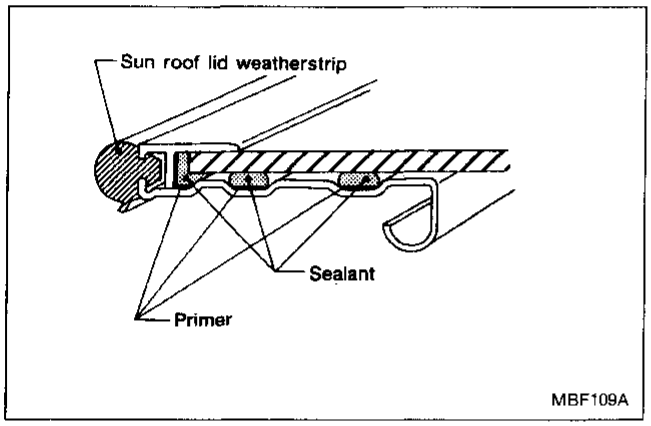
SBF161E

Exterior (Cont'd)

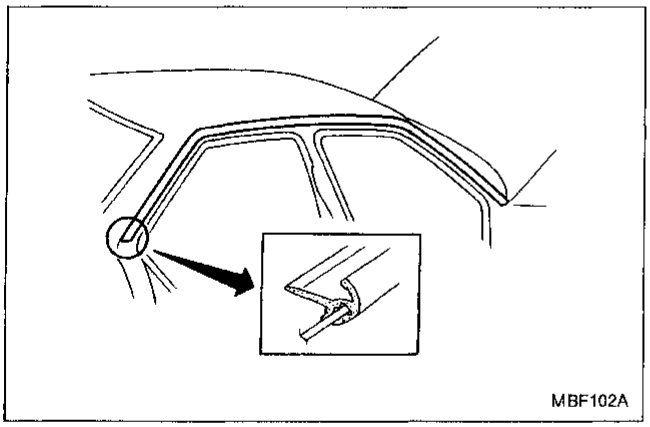
⑦ Windshield side molding



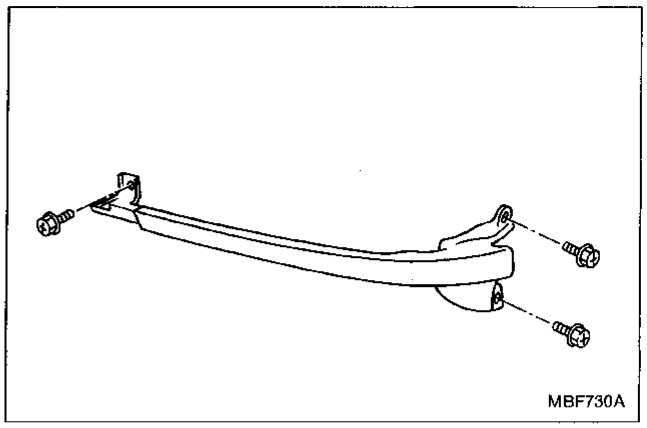
⑧ Sun roof lid weatherstrip



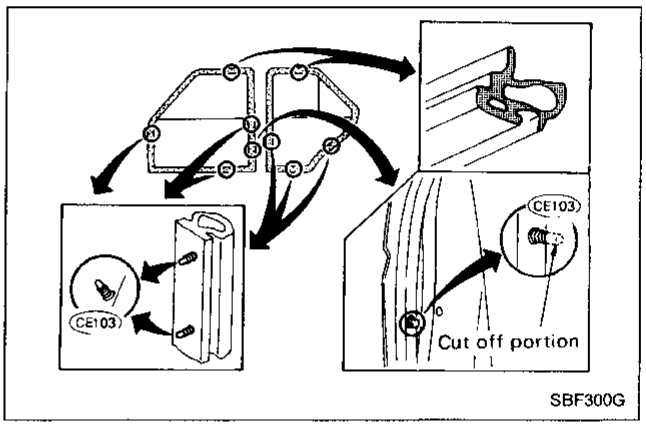
⑨ Body side drip weatherstrip



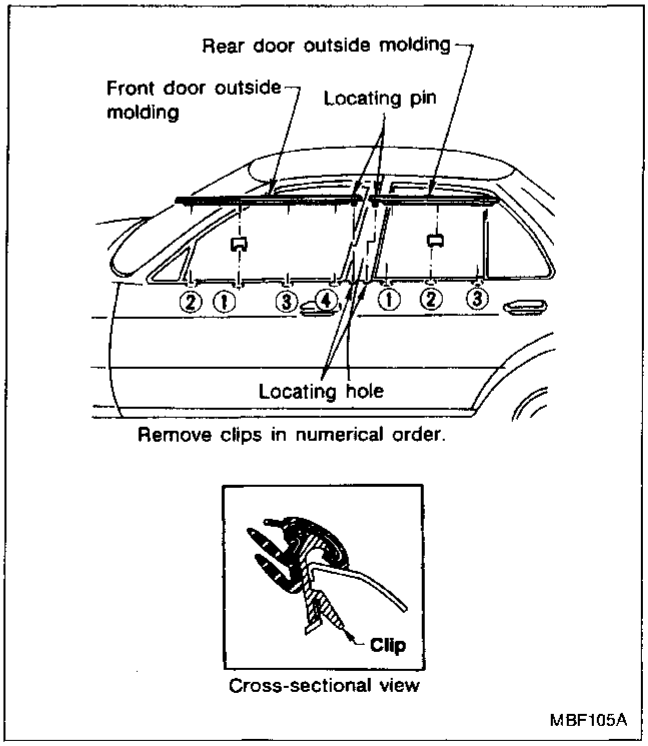
⑩ Front apron



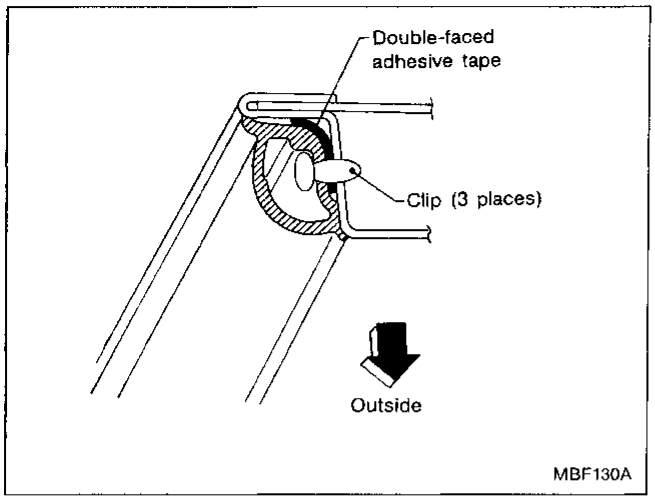
⑪ Door weatherstrip



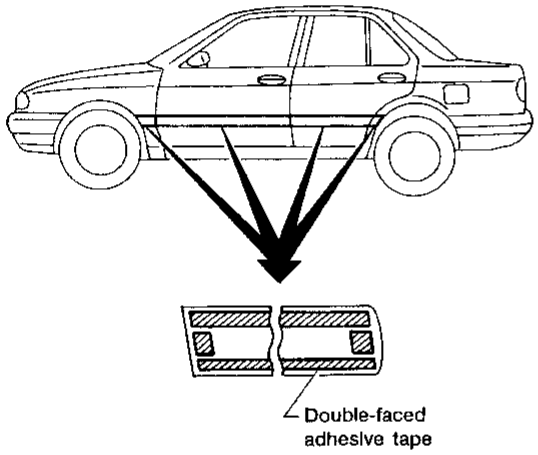
⑫ Door waist outside molding



⑬ Rear door parting seal



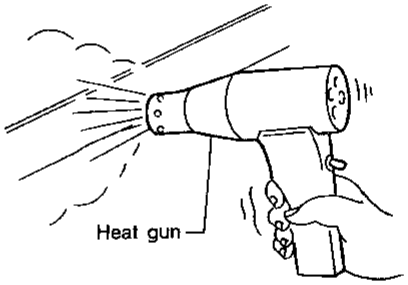
⑭ Side guard molding



- **Original side guard molding is affixed to body panel with double-faced adhesive tape, sealant and clips.**
- **The repair parts are also affixed with double-faced adhesive tape and clips.**

- **Removal:**

1. Heat molding portion to 30 to 40°C (86 to 104°F) with a heat gun.



2. Raise end of molding and, while cutting off bonding agent, detach molding.

- **Installation:**

1. Remove all traces of bonding agent from body panel. Then clean contact face of body.
2. Heat body panel and molding to 30 to 40°C (86 to 104°F) with a heat gun. Then install molding.

MBF223B

⑮ Rear window upper & side molding

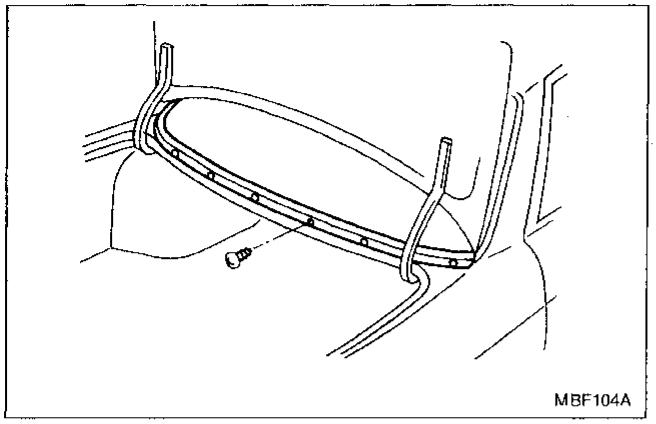
Basically the same as windshield upper molding.
Refer to ⑥ Windshield upper molding.

⑯ Side window molding (2-door)

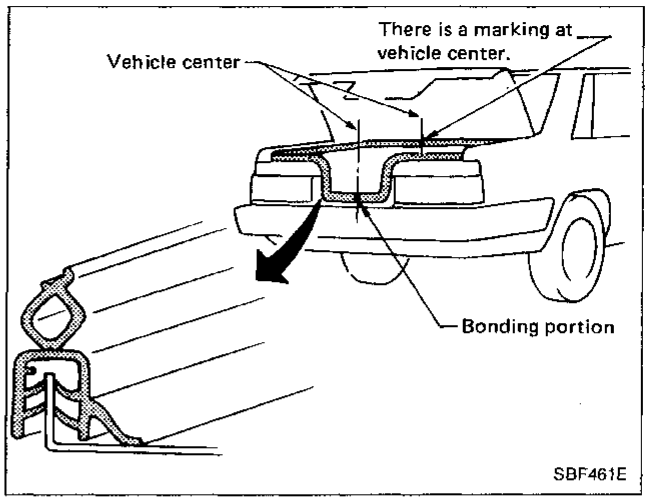
Refer to "Rear Side Window".

Exterior (Cont'd)

⑰ Rear window lower molding



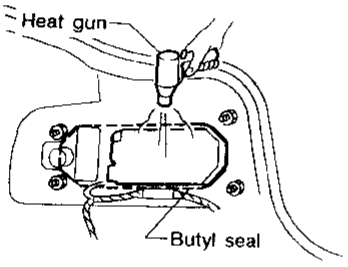
⑱ Trunk lid weatherstrip



⑲ Rear combination lamp

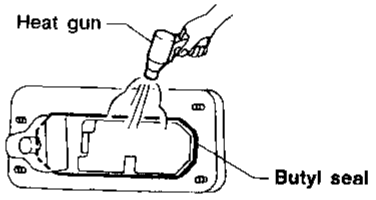
- Rear combination lamps are installed with nuts and butyl seal.

Removal



- Warm up lamp assembly area to a temperature slightly below 60°C (140°F).

Installation

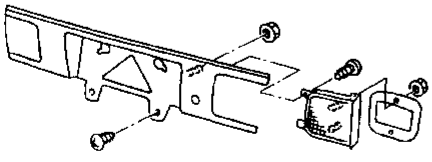


- Apply butyl seal evenly as it tends to become thin at the corners.
- Warm up lamp assembly area to a temperature slightly below 60°C (140°F).

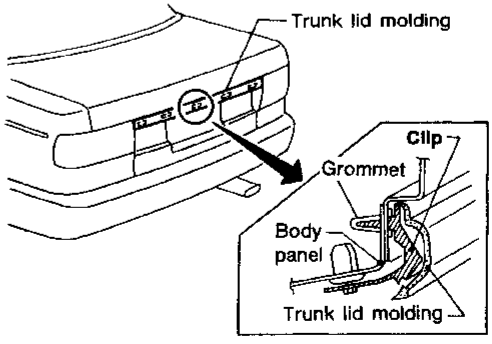
MBF120A

⑳ Trunk lid finisher and molding

Type 1



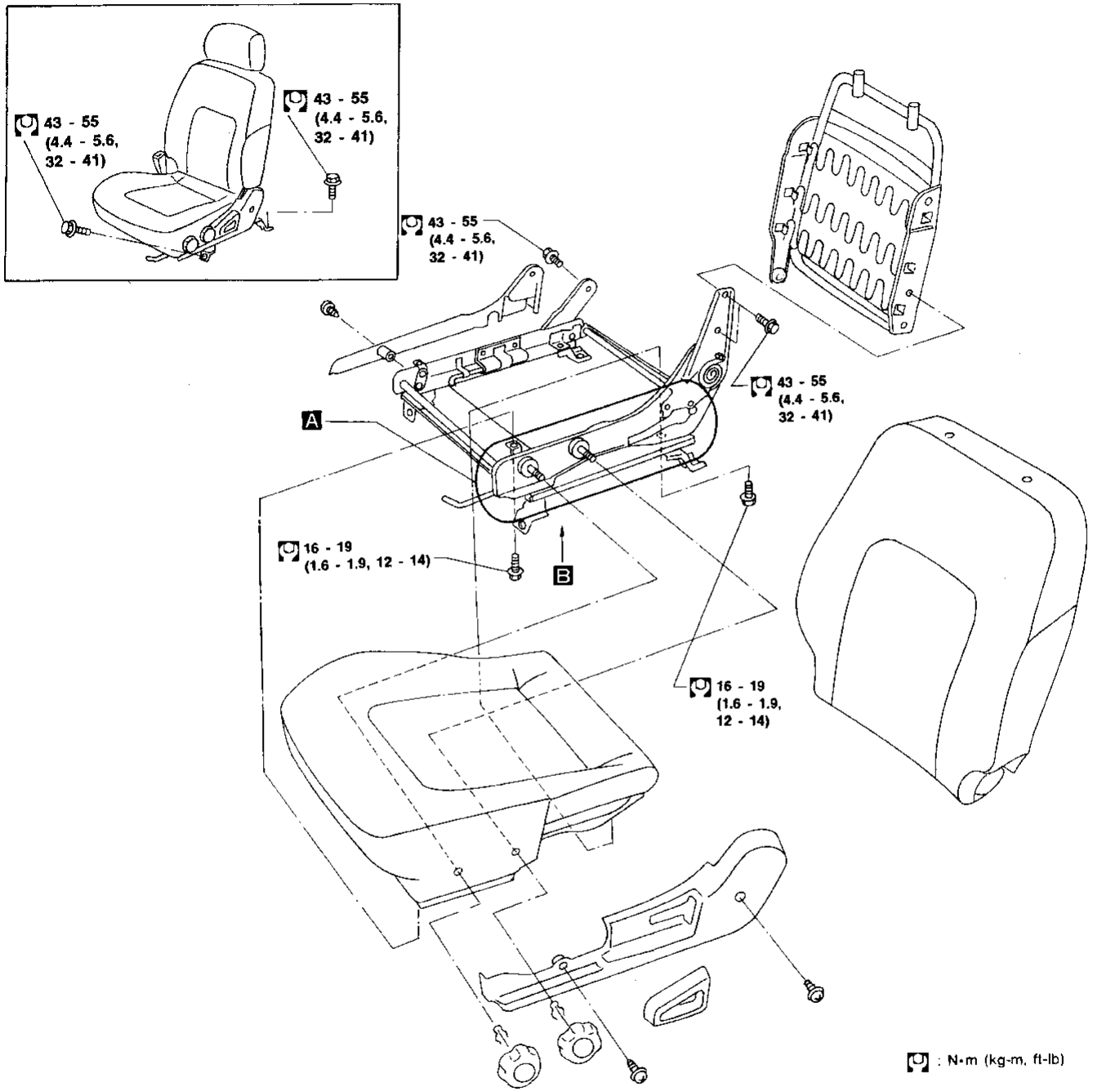
Type 2

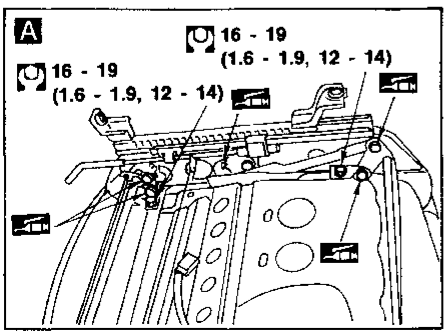


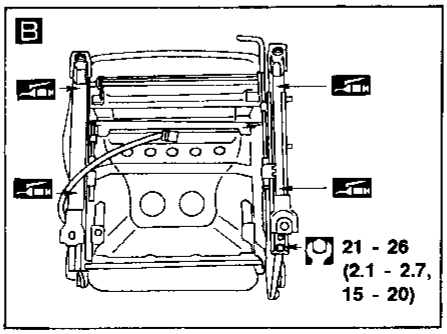
- When removing or installing the seat trim, handle it carefully to keep dirt out and avoid damage.

Front Seat

TYPE A



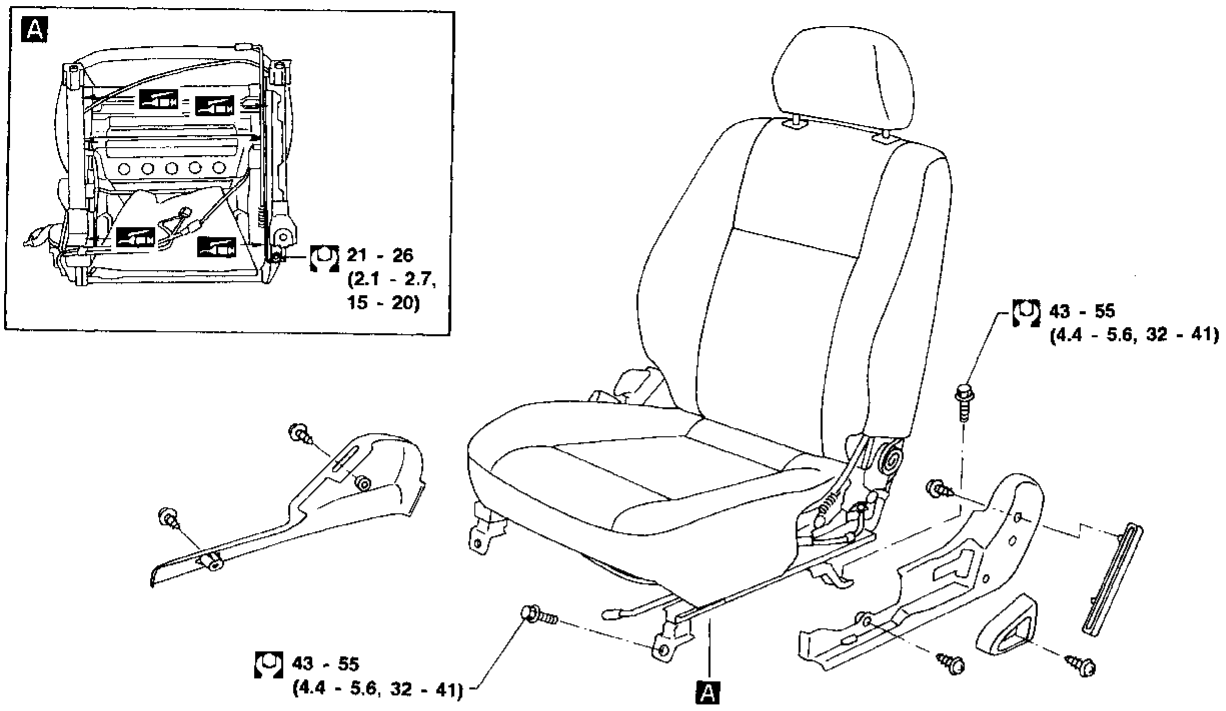


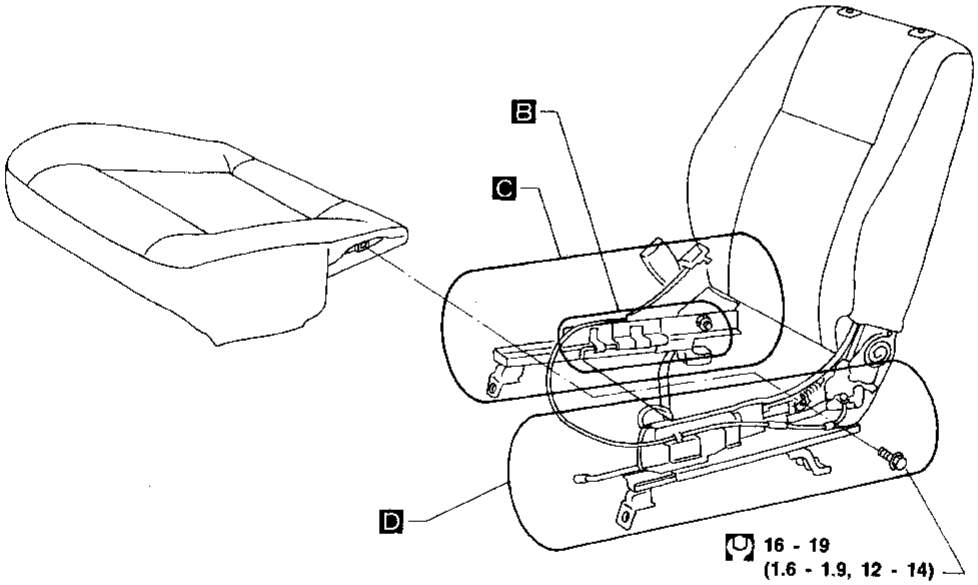


MBF098A

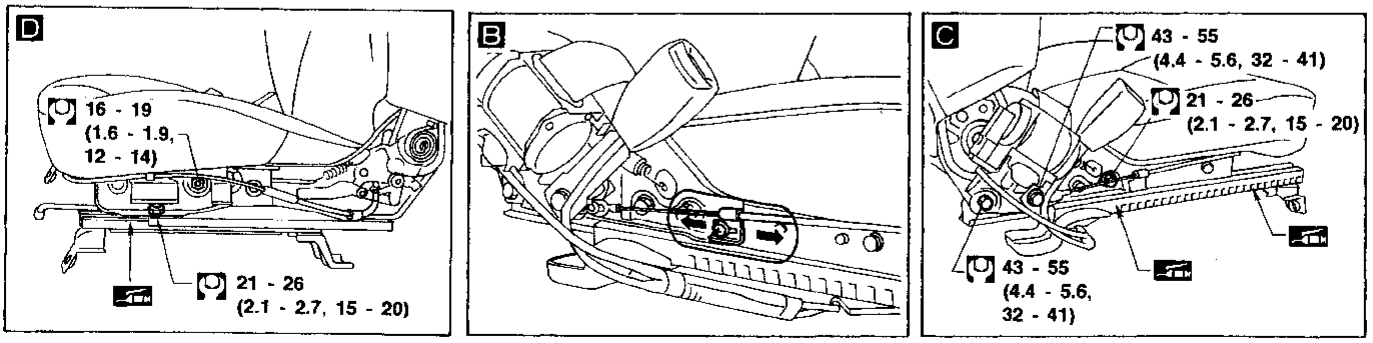
Front Seat (Cont'd)

TYPE B



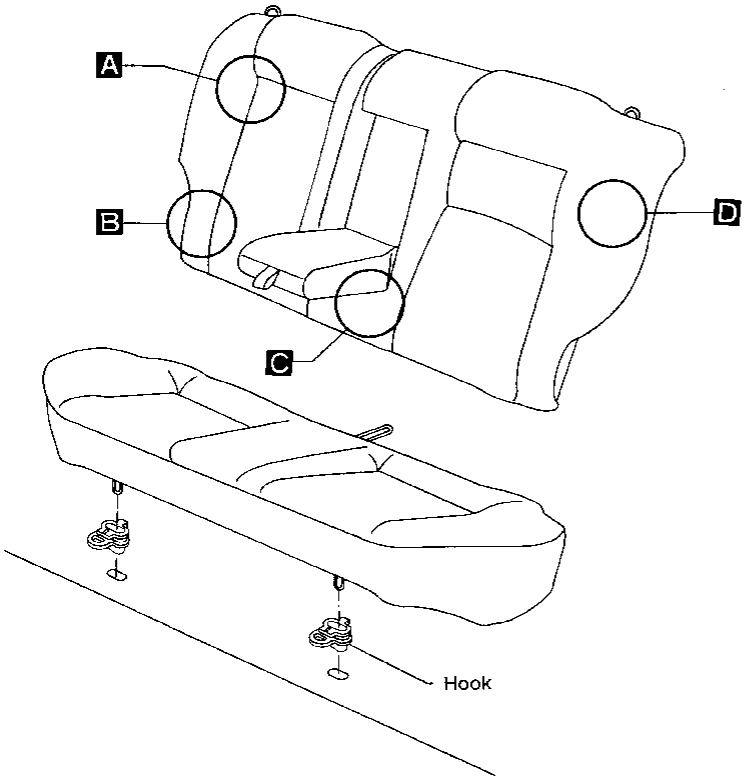


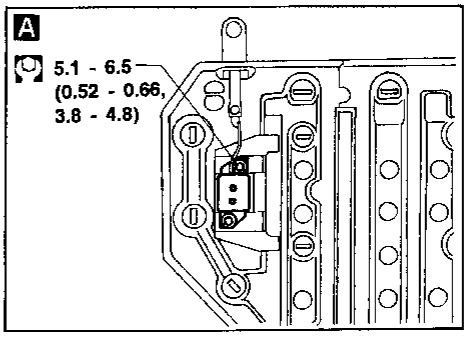
: N•m (kg-m, ft-lb)

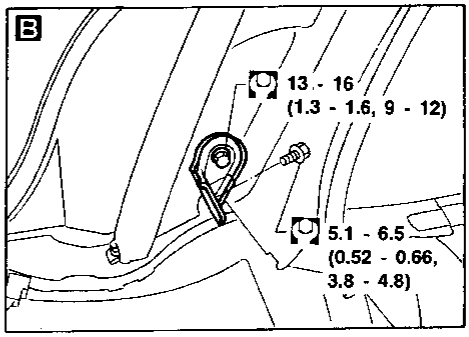


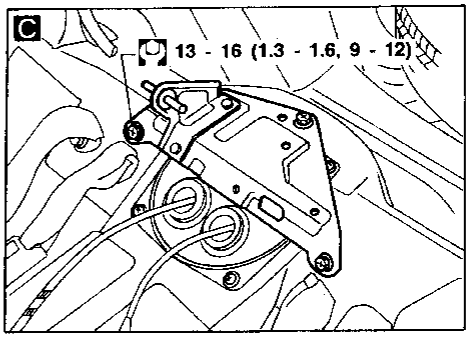
MBF094A

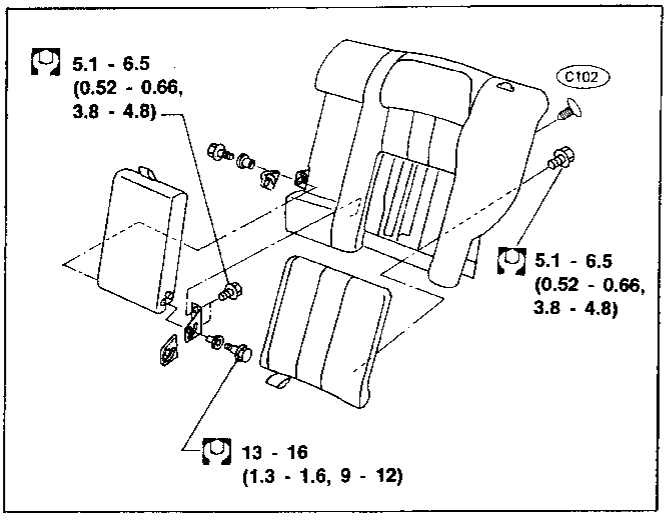
Rear Seat

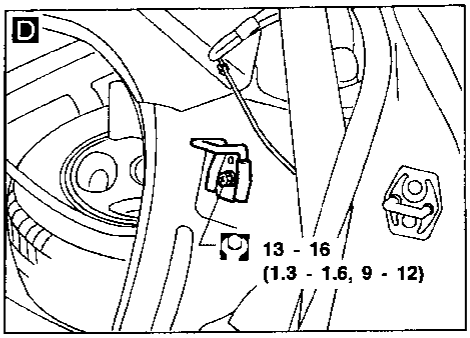








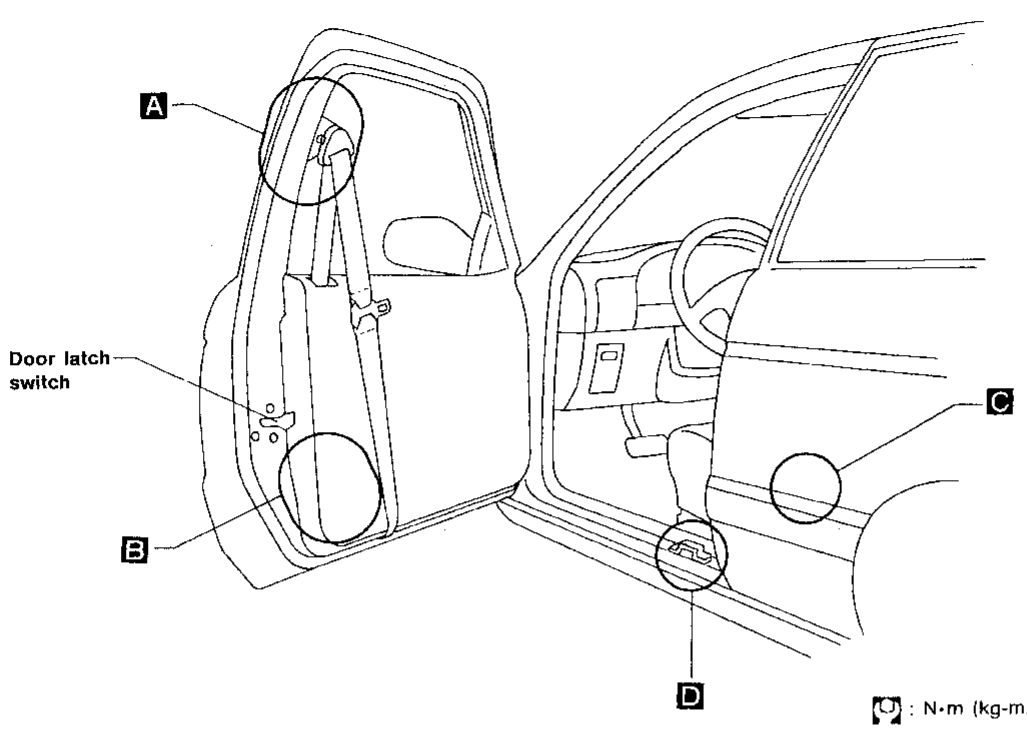


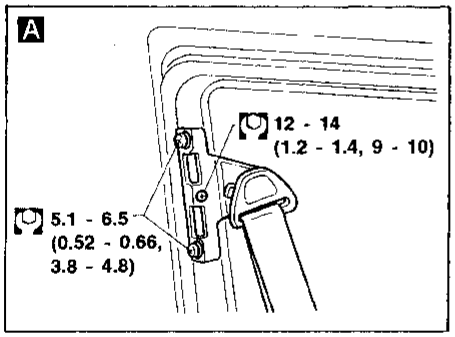


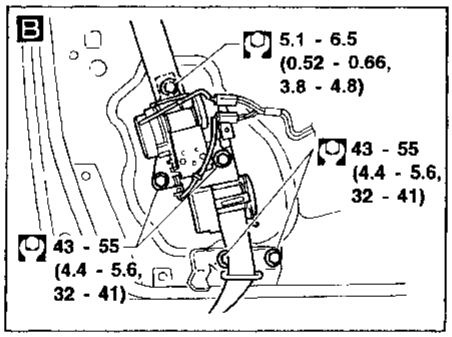
: N·m (kg-m, ft-lb)

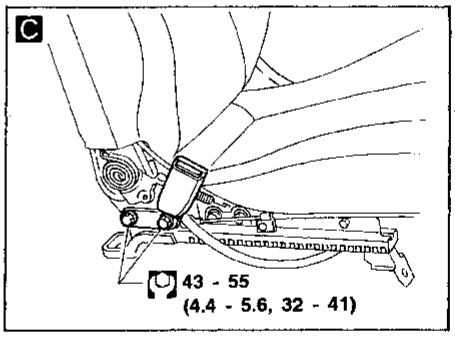
MBF891A

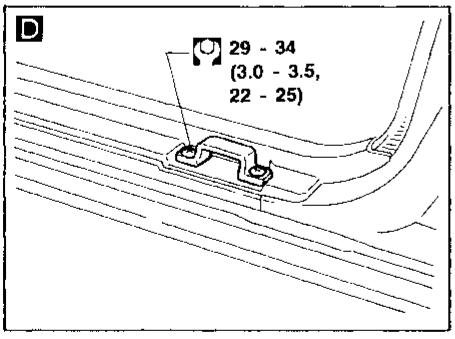
Unit Location





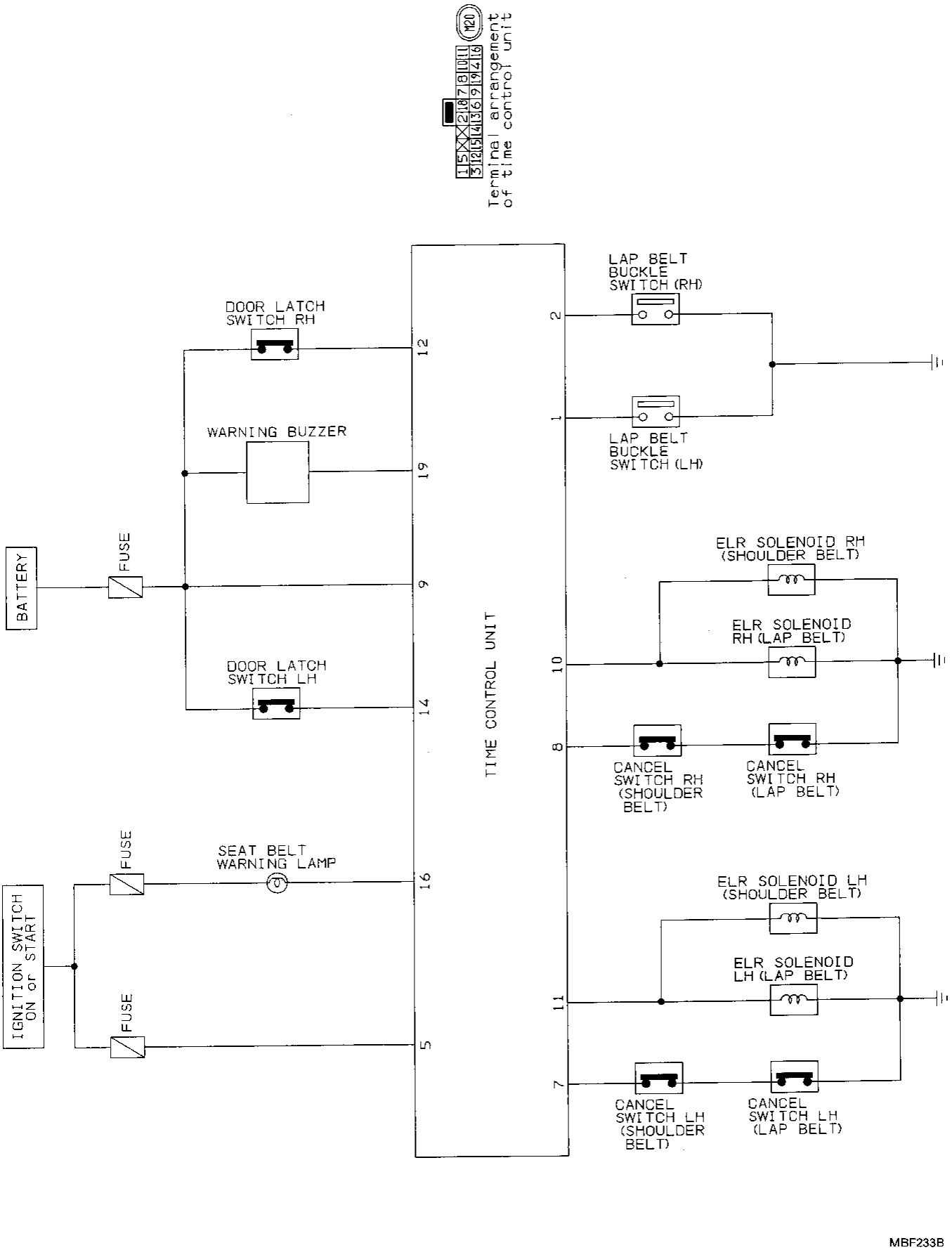




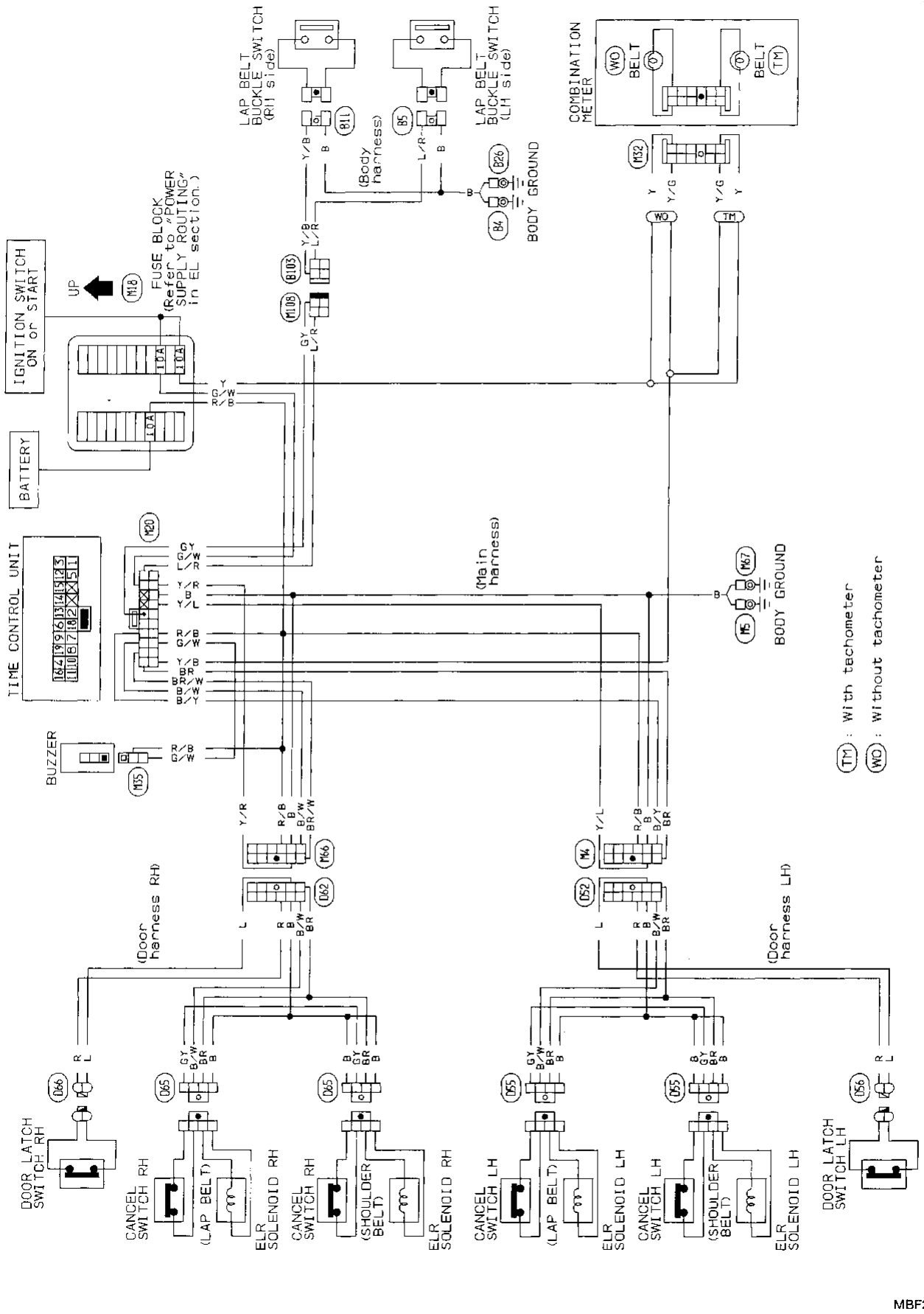


MBF112A

Schematic


M120
Terminal arrangement of time control unit
TIME CONTROL UNIT
LAP BELT BUCKLE SWITCH (RH)
LAP BELT BUCKLE SWITCH (LH)
DOOR LATCH SWITCH RH
WARNING BUZZER
BATTERY
FUSE
DOOR LATCH SWITCH LH
ELR SOLENOID RH (SHOULDER BELT)
ELR SOLENOID RH (LAP BELT)
CANCEL SWITCH RH (SHOULDER BELT)
CANCEL SWITCH RH (LAP BELT)
FUSE
SEAT BELT WARNING LAMP
IGNITION SWITCH ON or START
FUSE
ELR SOLENOID LH (SHOULDER BELT)
ELR SOLENOID LH (LAP BELT)
CANCEL SWITCH LH (SHOULDER BELT)
CANCEL SWITCH LH (LAP BELT)
MBF233B

Wiring Diagram



MBF234B

Description

WARNING LIGHT AND CHIME OPERATION

The warning light and chime are controlled by the following input signals.

Input signal	Switch application		Notice
	Driver's side	Passenger side	
Ignition switch	—	—	Ignition switch condition
Door latch switch	Yes	Yes	Door is open.
Seat belt buckle switch	Yes	Yes	Seat belt is not fastened.
Cancel switch	Yes	Yes	ELR solenoid is on.

- Basic operation

Door	Ignition switch	Shoulder belt		ELR solenoid	Warning light	Warning buzzer
		Driver's	Passenger			
OPEN	OFF → ON	Fastened	Fastened	ON	Lights continuously	OFF
		Except above			Lights continuously	4 times (6 seconds)
	ON	Either fastened or not fastened.			Lights continuously	OFF
CLOSED	OFF → ON	Fastened	Fastened	OFF	Lights for 6 seconds	OFF
		Except above			Lights continuously (100 seconds)	4 times (6 seconds)
	ON	Fastened	Fastened		OFF	OFF
		Except above			Lights continuously (100 seconds)	OFF

SEAT BELT LOCKING CANCELER

Seat belt retractors for both sides have been equipped with a system to cancel the seat belt locks.

Function

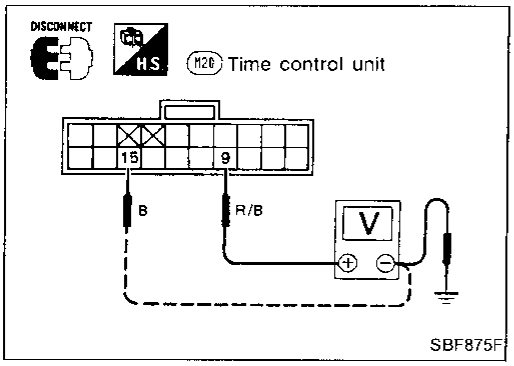
The seat belt retractor does not lock belt length when the door is opened. While ignition switch is "ON", the system warning lamp also glows.

ALARM FUNCTION (Ignition switch "ON")

When time control unit output for ELR solenoid is off and the input from door latch switch is on, the warning lamp will flash and the buzzer will operate for 6 seconds when the ignition switch is turned on and the door is closed.

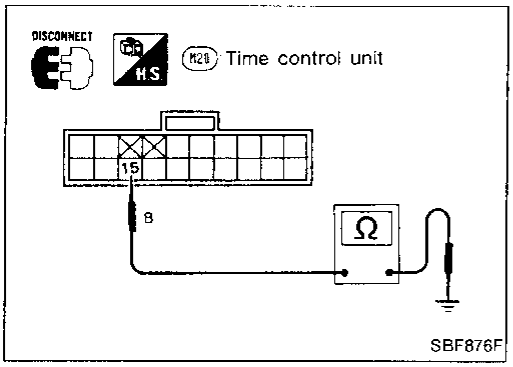
Trouble Diagnoses

Remove driver's side lower instrument cover. Refer to "INSTRUMENT PANEL" BF-25.



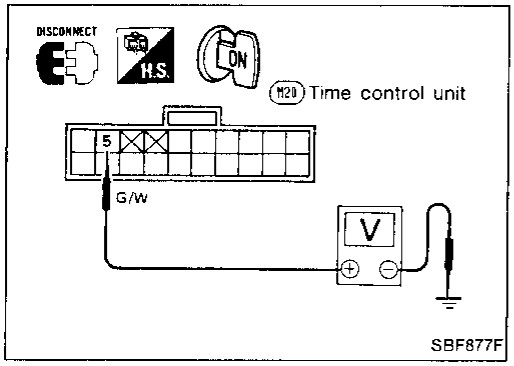
POWER SUPPLY CIRCUIT CHECK (Ignition switch ON or START)

	Terminals		Voltage
	⊕	⊖	
Time control unit	⑨	Body ground	Approx. 12V
	⑨	⑮	Approx. 12V



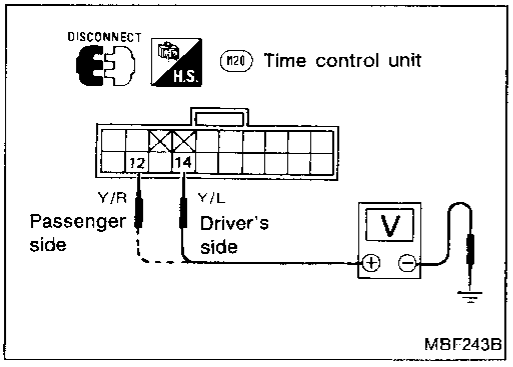
GROUND CIRCUIT CHECK

	Terminals		Continuity
Time control unit	⑮	Body ground	Yes



IGNITION SWITCH CIRCUIT CHECK (Ignition switch ON)

	Terminals		Voltage
Time control unit	⑤	Body ground	Approx. 12V

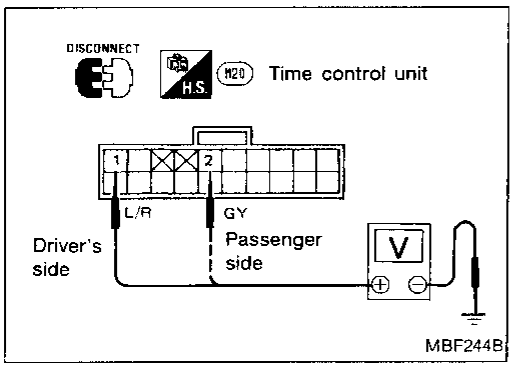


LATCH SWITCH CIRCUIT CHECK

	Condition	Terminals		Voltage
Door	OPEN	⑭	Body ground	Approx. 12V
		⑫		
	CLOSED	⑭		0V
		⑫		

Trouble Diagnoses (Cont'd)

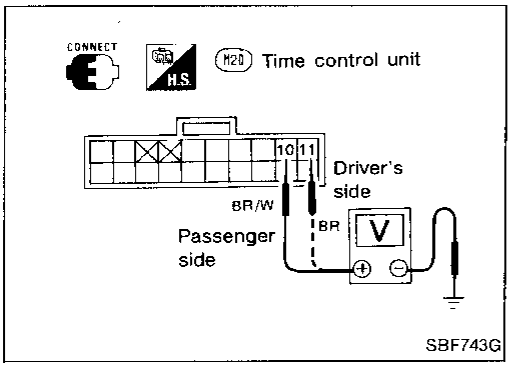
BUCKLE SWITCH CIRCUIT CHECK



		Condition	Terminals		Voltage
Seat belt	Driver's side	FASTENED	①	Body ground	Approx. 12V
		NOT FASTENED			0V
	Passenger side	FASTENED	②		Approx. 12V
		NOT FASTENED			0V

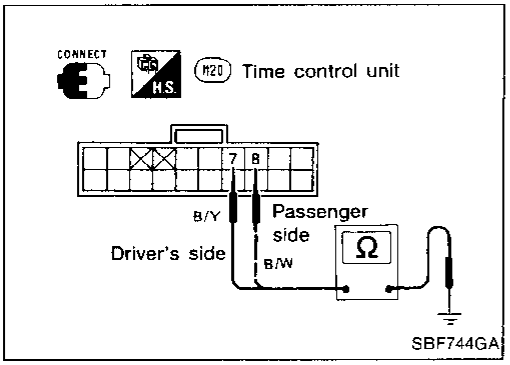
SEAT BELT LOCKING CANCELLER CIRCUIT CHECK

ELR solenoid



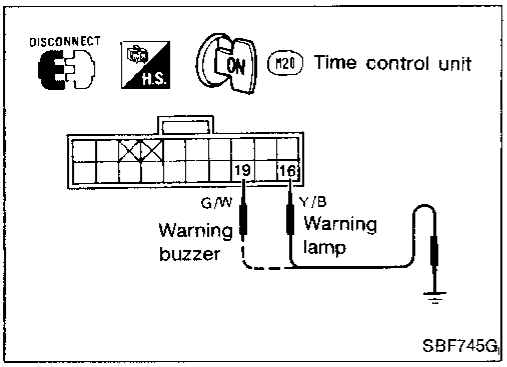
		Condition	Terminals		Voltage
Door	Driver's side	Open	⑪	Body ground	Approx. 12V
		Closed			0V
	Passenger side	Open	⑩		Approx. 12V
		Closed			0V

Cancel switch



		Condition	Terminals		Continuity
Door	Driver's side	Open	⑦	Body ground	No (more than 1 kΩ)
		Closed			Yes (less than 10Ω)
	Passenger side	Open	⑧		No (more than 1 kΩ)
		Closed			Yes (less than 10Ω)

SEAT BELT WARNING LAMP AND BUZZER CIRCUIT CHECK

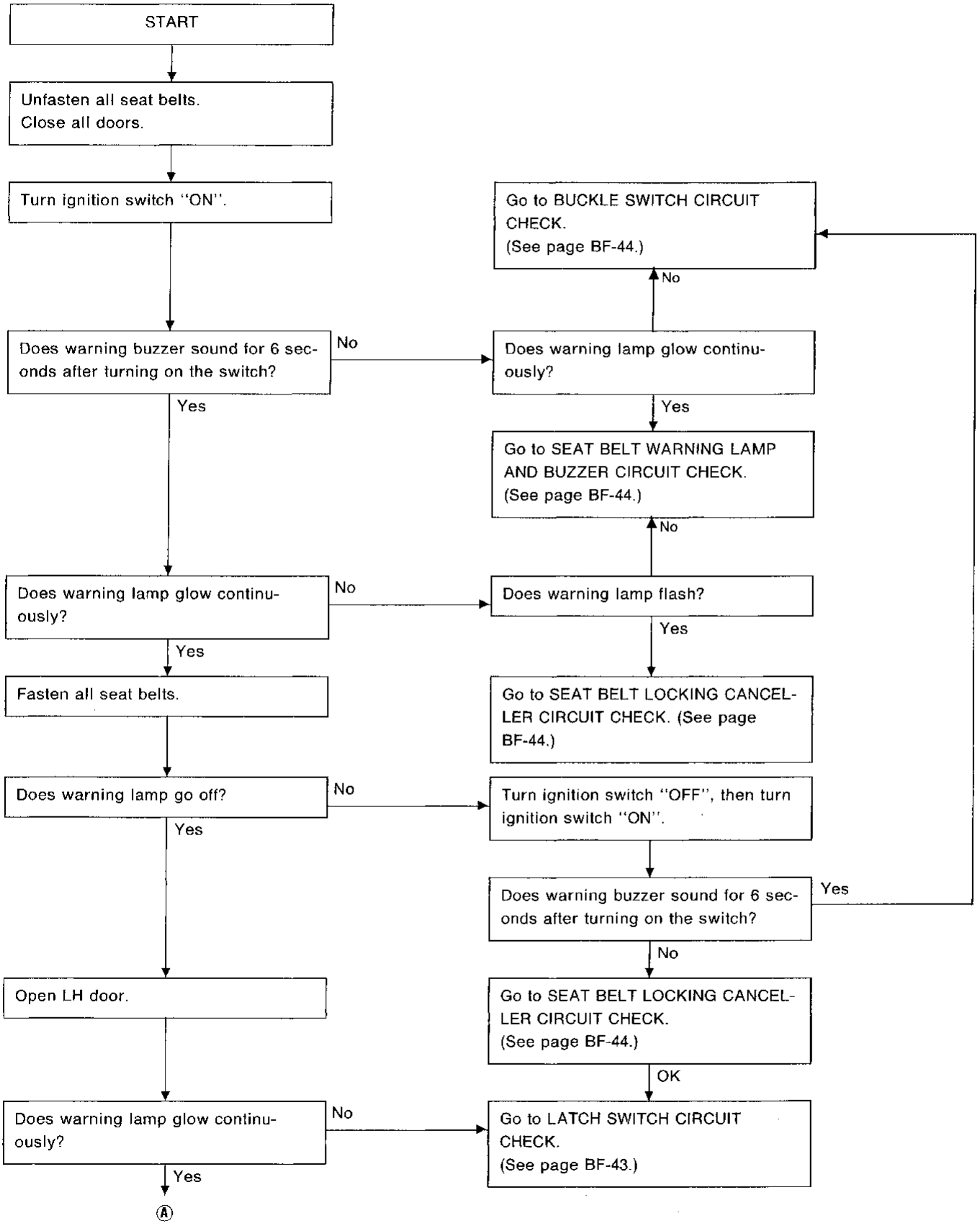


	Condition	Operation
Warning lamp	Terminal ⑯ is grounded.	Lamp glows.
Warning buzzer	Terminal ⑲ is grounded.	Buzzer sounds.

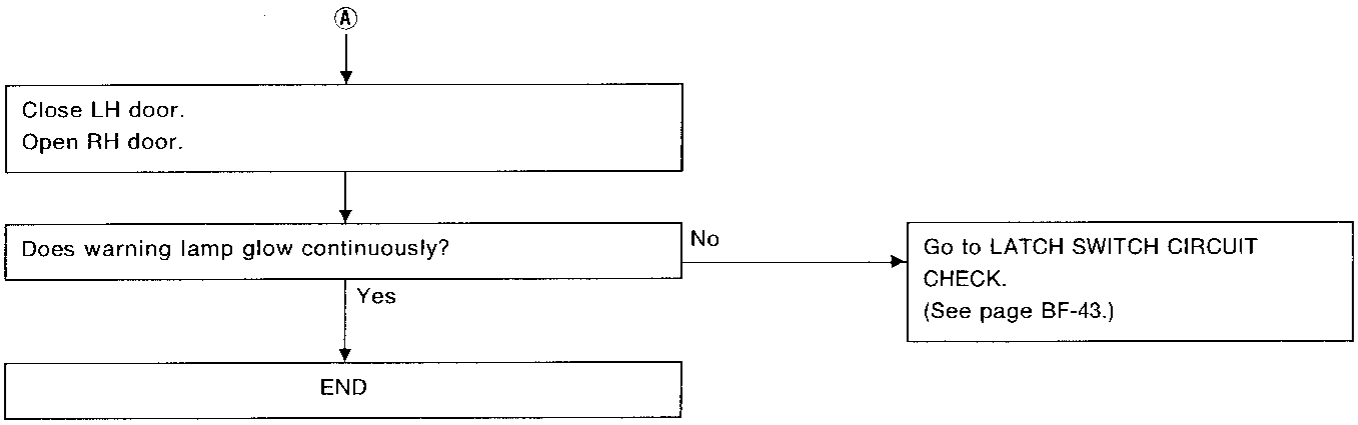
Trouble Diagnoses (Cont'd)

PROCEDURE 1

Warnings indicate incorrectly or do not function.

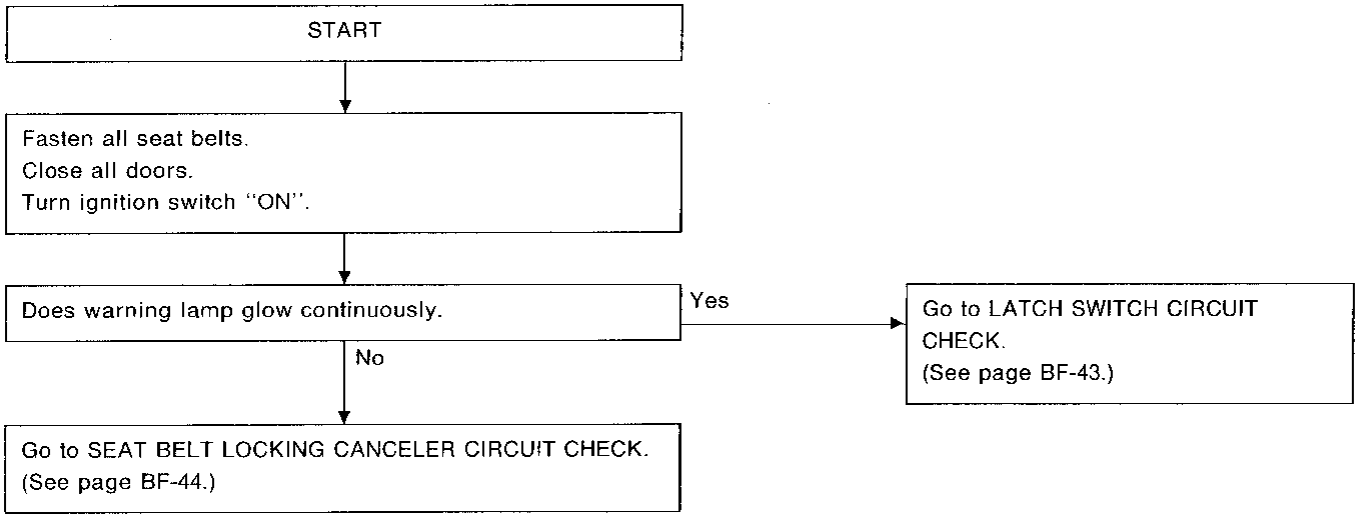


Trouble Diagnoses (Cont'd)



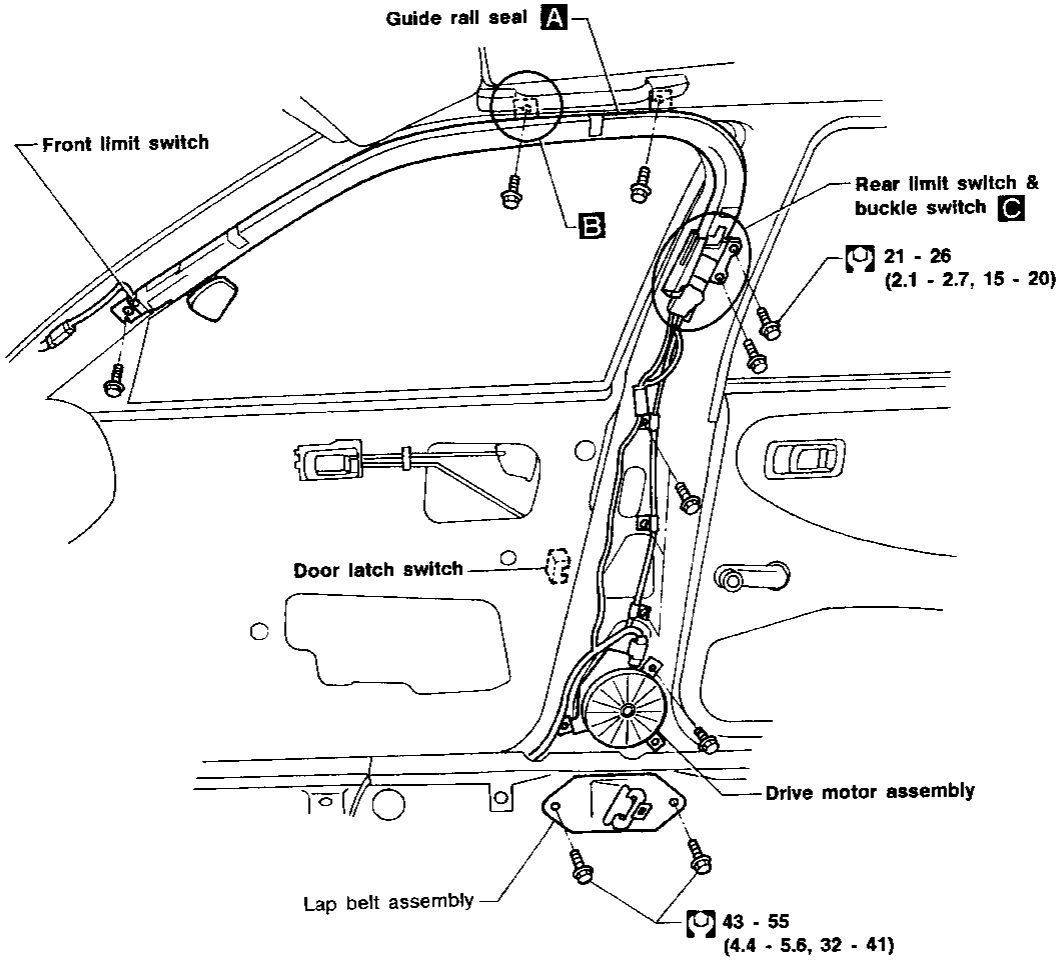
PROCEDURE 2

Seat belt locks when opening the door.

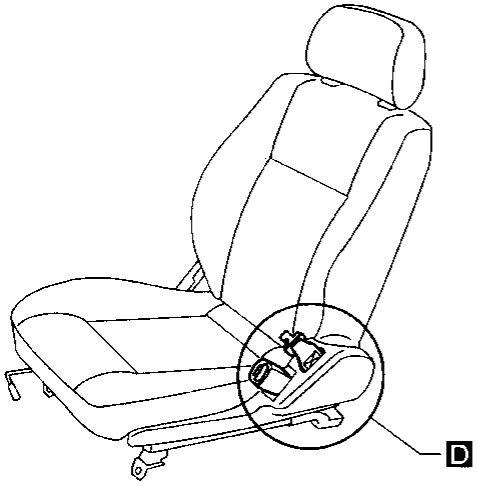


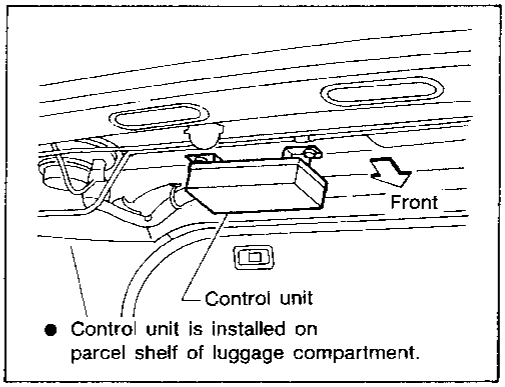
NOTE

Unit Location

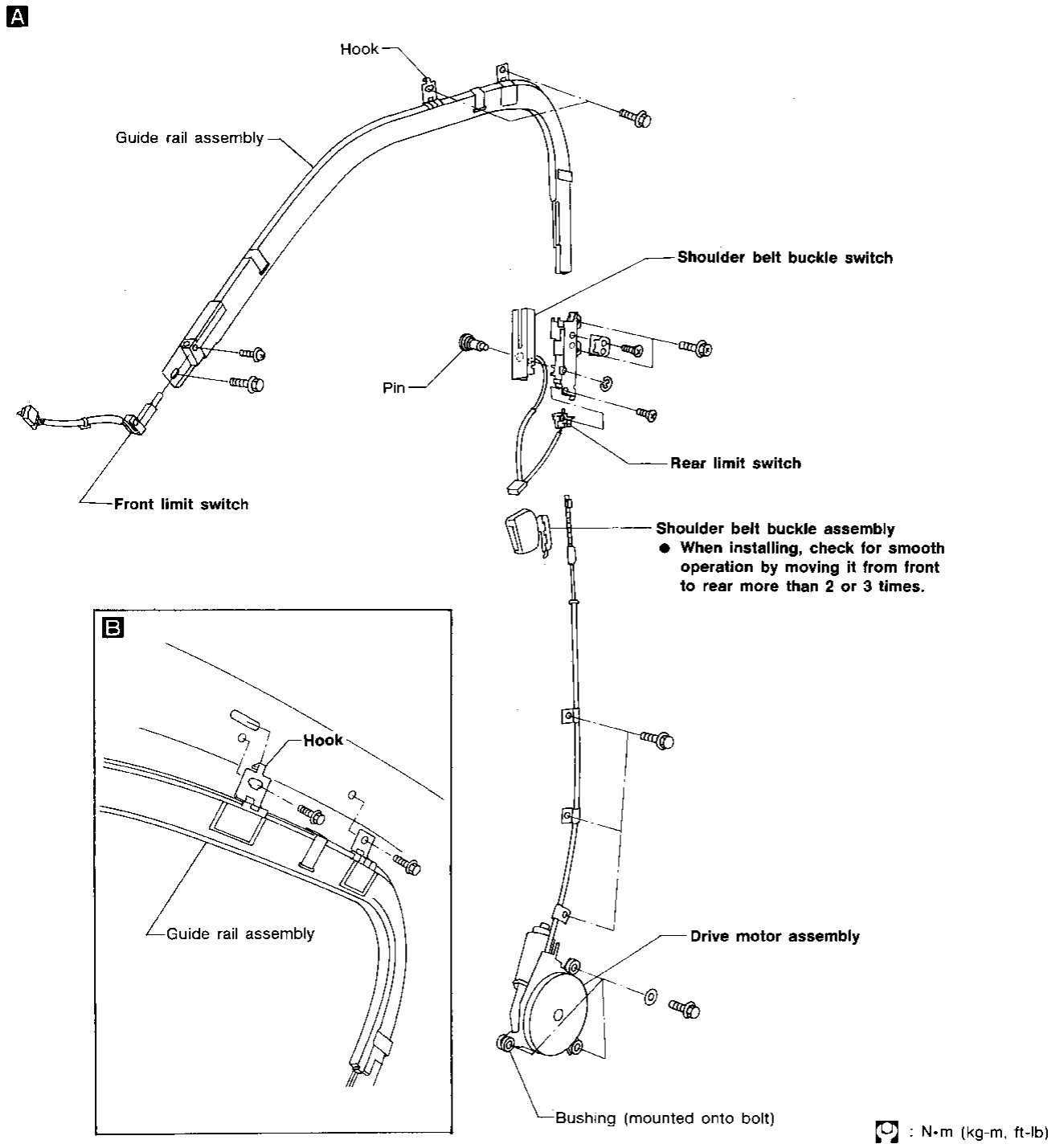


: N•m (kg-m, ft-lb)





Unit Location (Cont'd)



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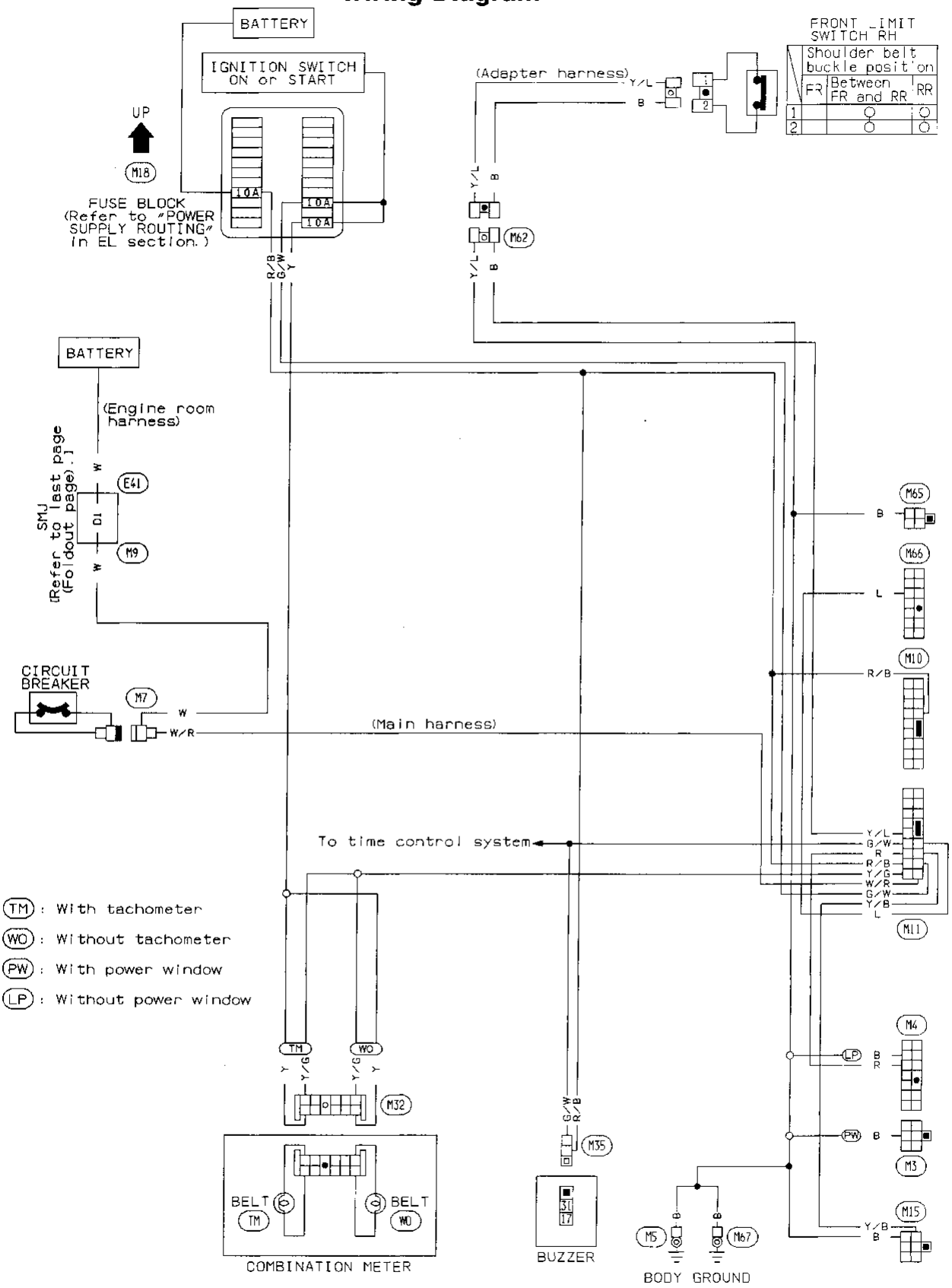
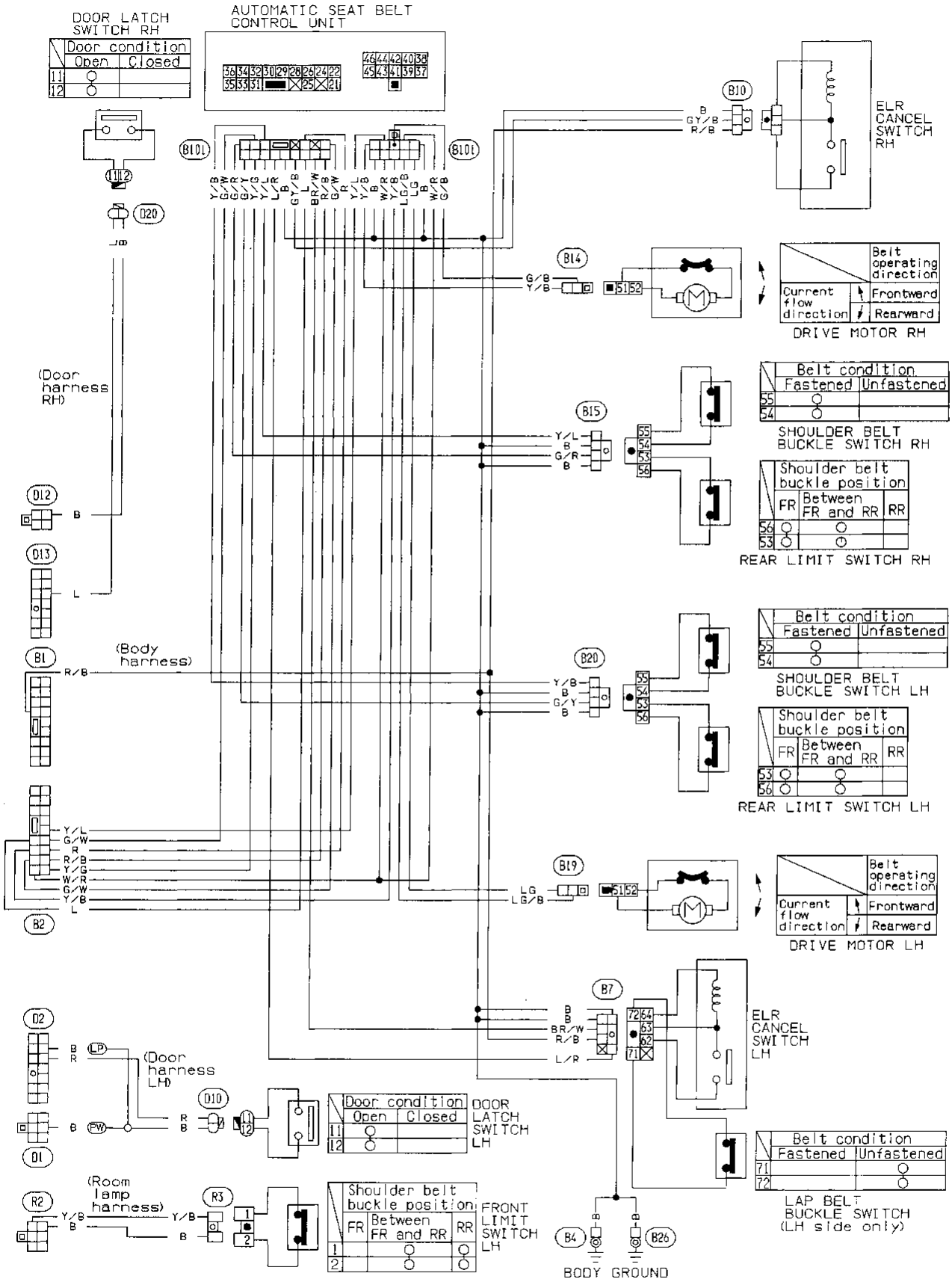
Wiring Diagram



Wiring Diagram (Cont'd)



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Description

FUNCTION

Shoulder belt buckle is mainly operated while ignition switch is "ON".

Condition (A): Ignition switch is "ON".

When door is opened, shoulder belt buckle is moved frontward and when door is closed, buckle is moved rearward.

Condition (B): Ignition switch is "OFF".

When door is opened, shoulder belt buckle is moved frontward. When the door is closed, buckle will remain in this position.

(Voltage of output signal is approximate value.)

Input signal	Ignition switch	OFF	OFF	ON	ON	ON	ON	ON	ON	ON	ON	ON	OFF	OFF	OFF	OFF	OFF
	Door latch switch	OFF	ON	OFF	OFF	OFF	ON	ON	ON	OFF	OFF	OFF	OFF	ON	ON	ON	OFF
	Front limit switch	OFF	OFF	OFF	ON	ON	ON	ON	OFF	OFF	ON	ON	ON	ON	ON	OFF	OFF
	Rear limit switch	ON	ON	ON	ON	OFF	OFF	ON	ON	ON	ON	OFF	OFF	OFF	ON	ON	ON
Output signal	Drive motor power source for frontward operation	0V	0V	0V	0V	0V	12V	12V	0V	0V	0V	0V	0V	12V	12V	0V	0V
	Drive motor power source for rearward operation	0V	0V	12V	12V	0V	0V	0V	0V	12V	12V	0V	0V	0V	0V	0V	0V
Shoulder belt buckle	Function	Stop	Stop	Start to move	Moving	Stop	Start to move	Moving	Stop	Start to move	Moving	Stop	Stop	Start to move	Moving	Stop	Stop
	Position	Front	Front	Front	Between Front & Rear	Rear	Rear	Between Front & Rear	Front	Front	Between Front & Rear	Rear	Rear	Rear	Between Front & Rear	Front	Front

TIMER (Ignition switch either "ON" or "OFF")

If limit switch does not operate (when accomplishing frontward operation, front limit switch can not be turned "OFF" or when accomplishing rearward operation, rear limit switch can not be turned "OFF"), control unit will continue to supply power to drive motor for 15 seconds.

QUICK WARNING (Ignition switch "ON")

If front limit switch is not turned "OFF" after accomplishing frontward operation, control unit will stop supplying power 15 seconds later and warning lamp will flash and chime will operate rapidly for approximately 6 seconds.

REAR LOCK (Fail safe operation)

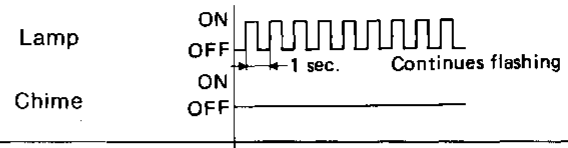
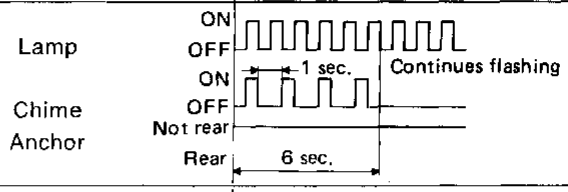
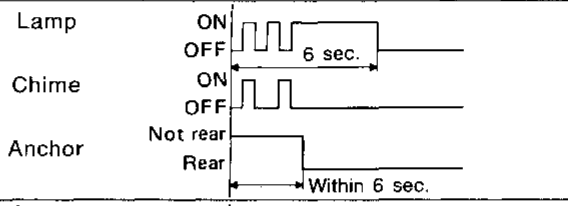
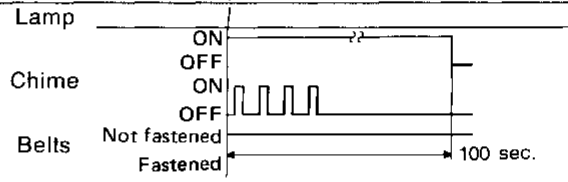
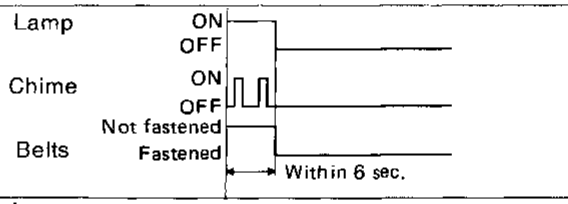
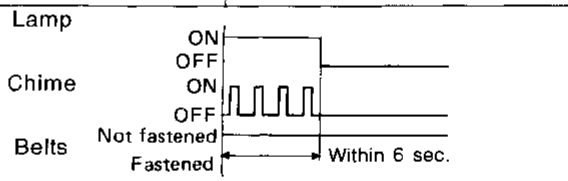
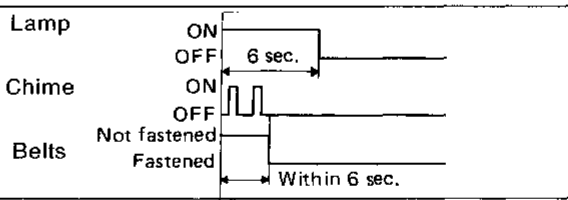
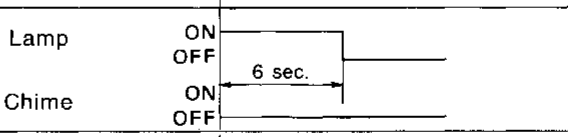
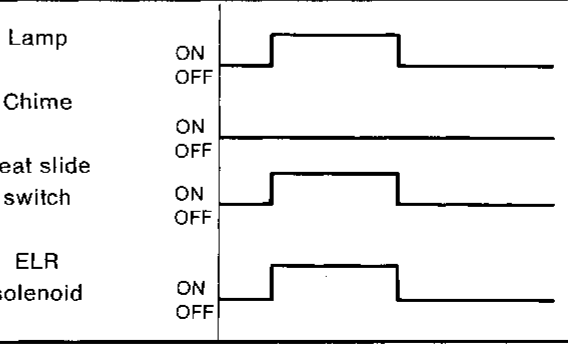
If quick warning functions twice successively while ignition switch is "ON", shoulder belt buckle will move to rear position and will remain in the rear position. This function is canceled when the ignition switch is "OFF".

SHOULDER BELT LOCKING CANCELLER (Ignition switch "ON" or "OFF")

The shoulder belt retractor does not lock belt length when moving the seat position front-rear adjusting lever (Seat slide switch is turned on). While ignition switch is "ON", the system warning lamp also glows. This system can be operated independently of "Automatic Seat Belt System".

Description (Cont'd)

WARNING

Priority	Warning item	Ignition switch	Indication of warning (Indicating time is approximately value.)
1	Shoulder anchors are not at rear lock position.	ON	
		OFF → ON	
			
2	Shoulder belts are not fastened.	ON	
			
3	Driver's side lap belt is not fastened.	OFF → ON	
			
4	Normal (All belts are fastened and shoulder anchors are in rear lock position.)	OFF → ON	
1	Move seat front-rear adjusting lever. (Seat slide switch is turned on.)	ON	

Contents

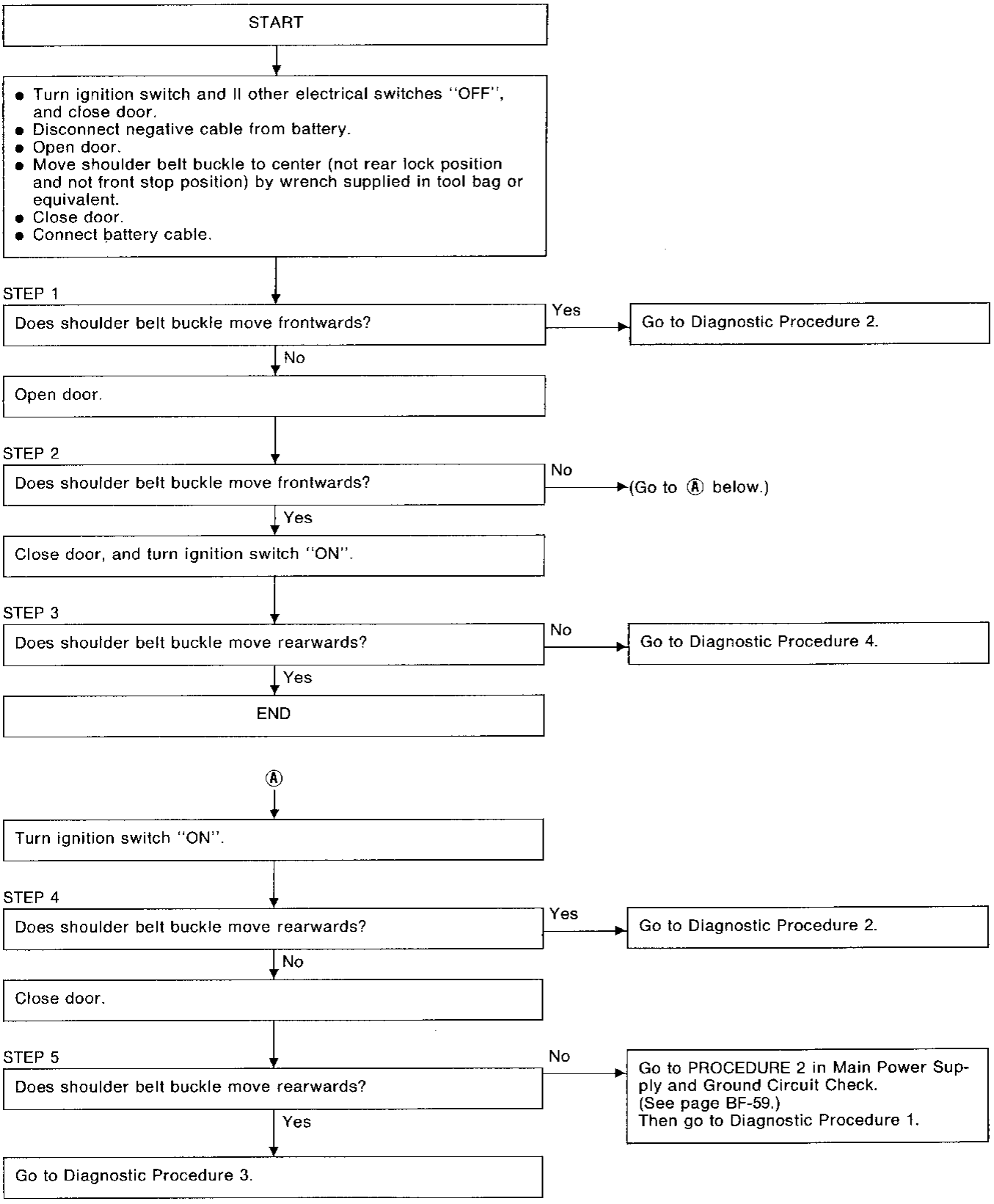
Since left and right component parts are basically the same, harness layout and methods for electrical components inspection are shown for one side only.
For those methods enclosed by double rectangles, component parts n both sides must be checked.

Symptom Chart

Procedure		Reference page		SYMPTOM	No operation has made. (No warning indicated and no buckles movement performed)	Shoulder belt buckle in LH or RH side does not move.	Shoulder belt buckle moves frontward only. (not rearward)	Shoulder belt buckle moves rearward only. (not frontward)	Warnings indicate incorrectly or do not function.	Quick warning operates.	Shoulder belt locks when adjusting front-rear seat position.
Preliminary Check		BF-56	Procedure 1			○	○	○			
		BF-57	Procedure 2						○		
Main Power Supply and Ground Circuit Check		BF-59	Procedure 1		○						
		BF-59	Procedure 2			○					
Diagnostic Procedure		BF-62	Procedure 1		○	○					
		BF-64	Procedure 2				○	○			
		BF-65	Procedure 3		○	○		○		○	
		BF-66	Procedure 4		○	○	○		○		
		BF-68	Procedure 5						○		
		BF-69	Procedure 6						○		
		BF-71	Procedure 7						○		
		BF-72	Procedure 8						○		
		BF-73	Procedure 9						○		○
Electrical Components Inspection		—	Warning lamp		○				○		
		—	Warning chime		○				○		
	LH side	BF-74	Front limit switch		○	○		○		○	
		BF-74	Rear limit switch		○	○	○		○		
		BF-74	Door latch switch		○		○	○			
		BF-74	Shoulder belt buckle switch		○				○		
		BF-74	Drive motor assembly		○	○					
		BF-75	Lap belt buckle switch		○				○		
		BF-75	Seat slide switch						○		○
	RH side	BF-74	Front limit switch		○	○		○		○	
		BF-74	Rear limit switch		○	○	○		○		
		BF-74	Door latch switch		○		○	○			
		BF-74	Shoulder belt buckle switch		○				○		
		BF-74	Drive motor assembly		○	○					
		BF-75	Seat slide switch						○		○

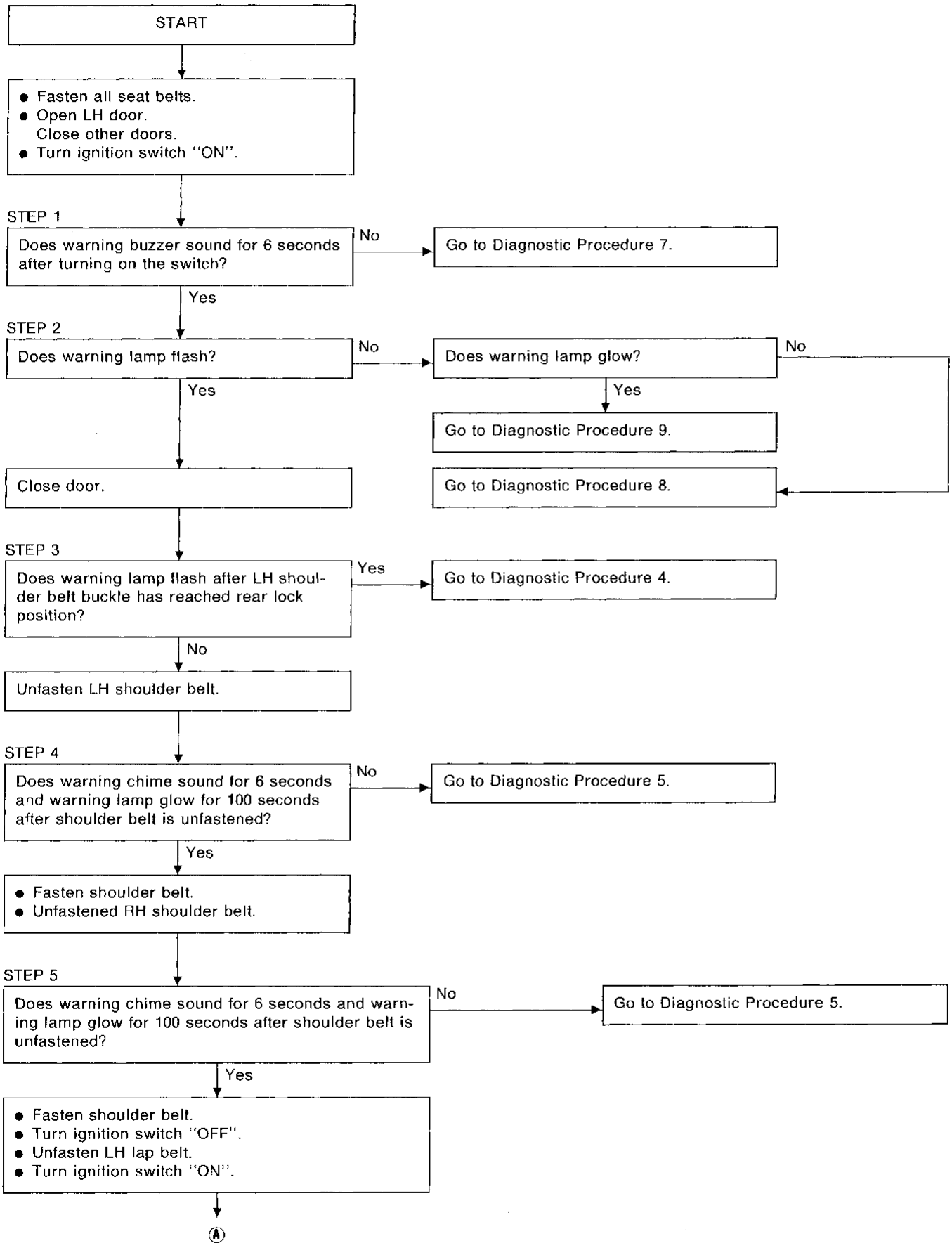
Preliminary Check

PROCEDURE 1

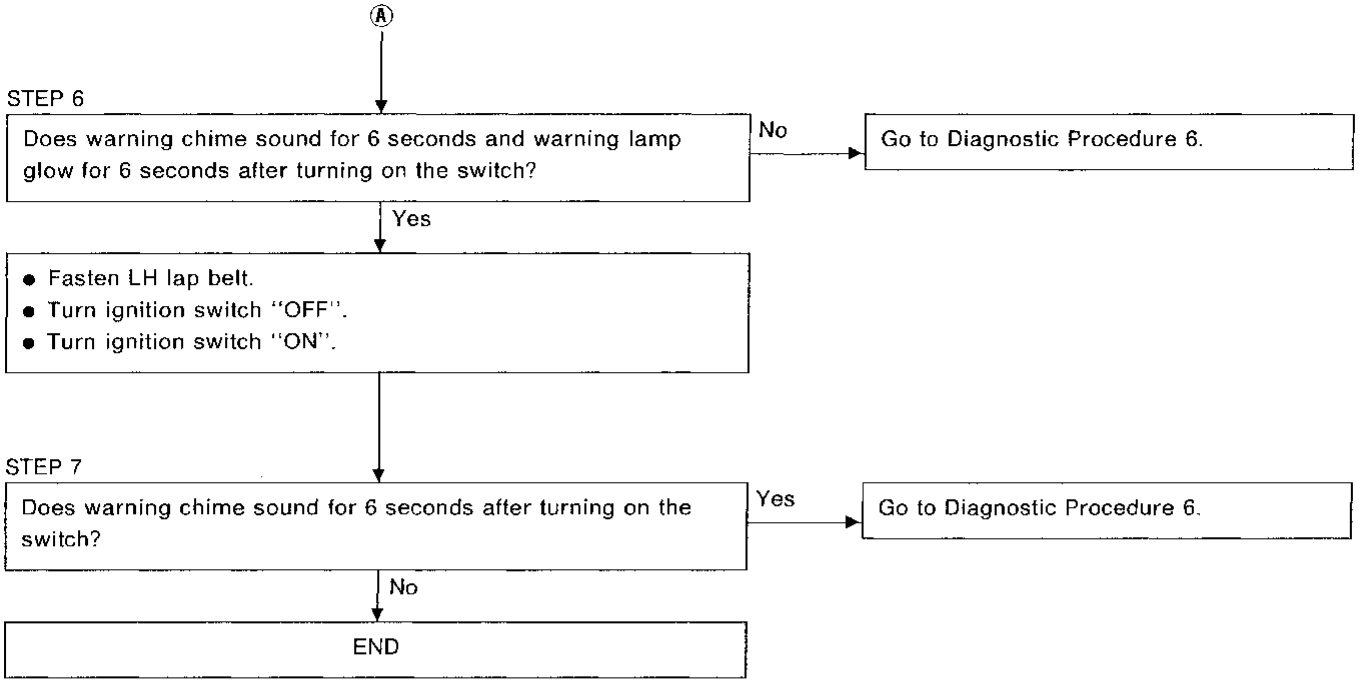


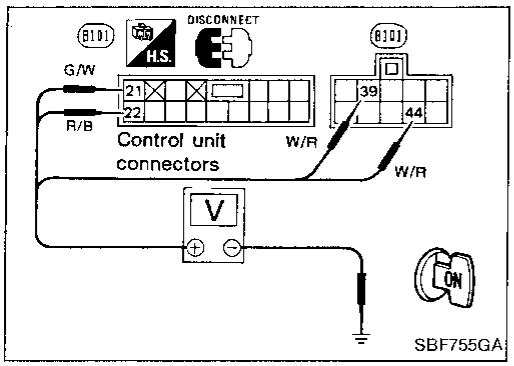
Preliminary Check (Cont'd)

PROCEDURE 2



Preliminary Check (Cont'd)



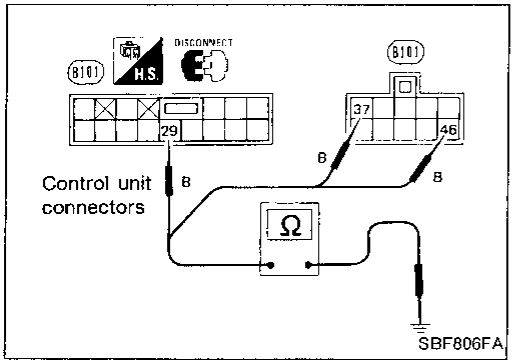


Main Power Supply and Ground Circuit Check

PROCEDURE 1

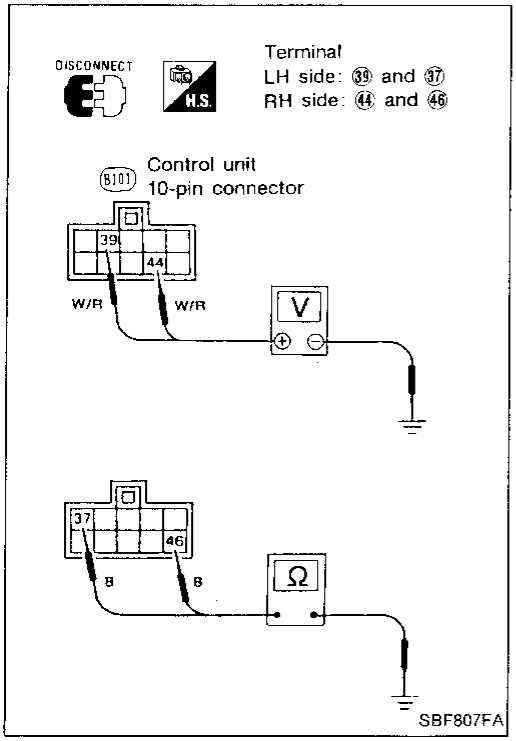
Main power supply

Terminals	Battery voltage existence condition	
	Ignition switch "ON"	Other than ignition switch "ON"
㉑ - Ground	Yes	No
㉒ - Ground	Yes	Yes
㊴ - Ground	Yes	Yes
㊹ - Ground	Yes	Yes



Ground circuit

Terminals	Continuity
㉙ - Ground	Yes
㊲ - Ground	Yes
㊻ - Ground	Yes



PROCEDURE 2

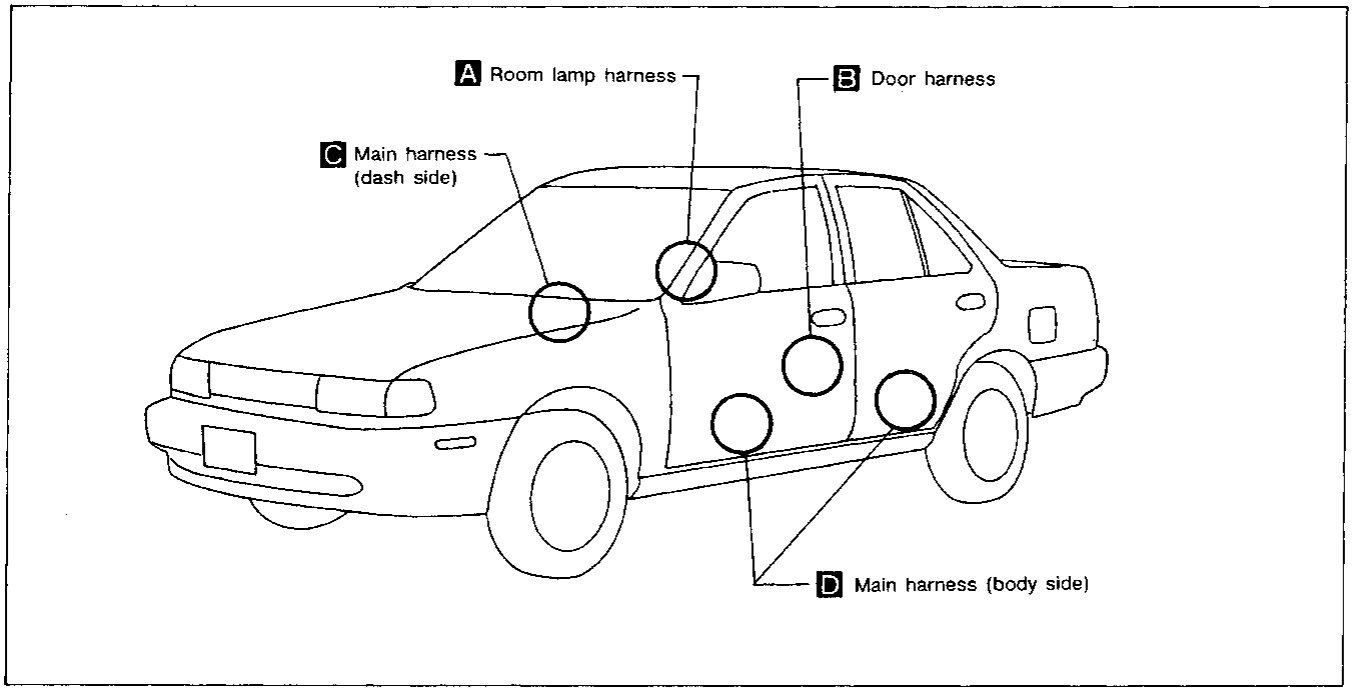
Power supply for motor drive

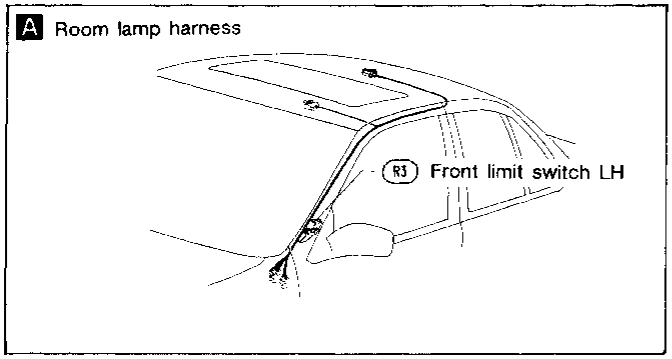
	Terminals	Battery voltage existence
LH side	㊴ - Ground	Yes
RH side	㊹ - Ground	Yes

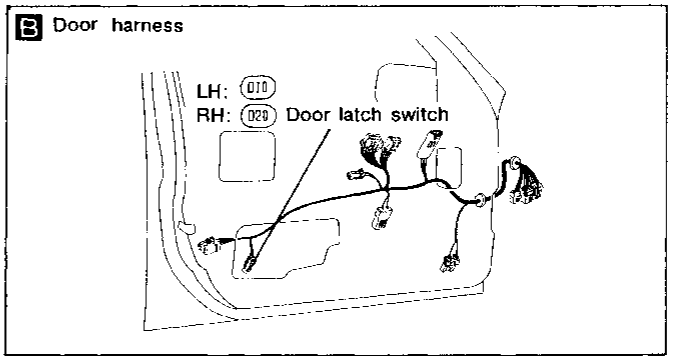
Ground circuit for motor drive

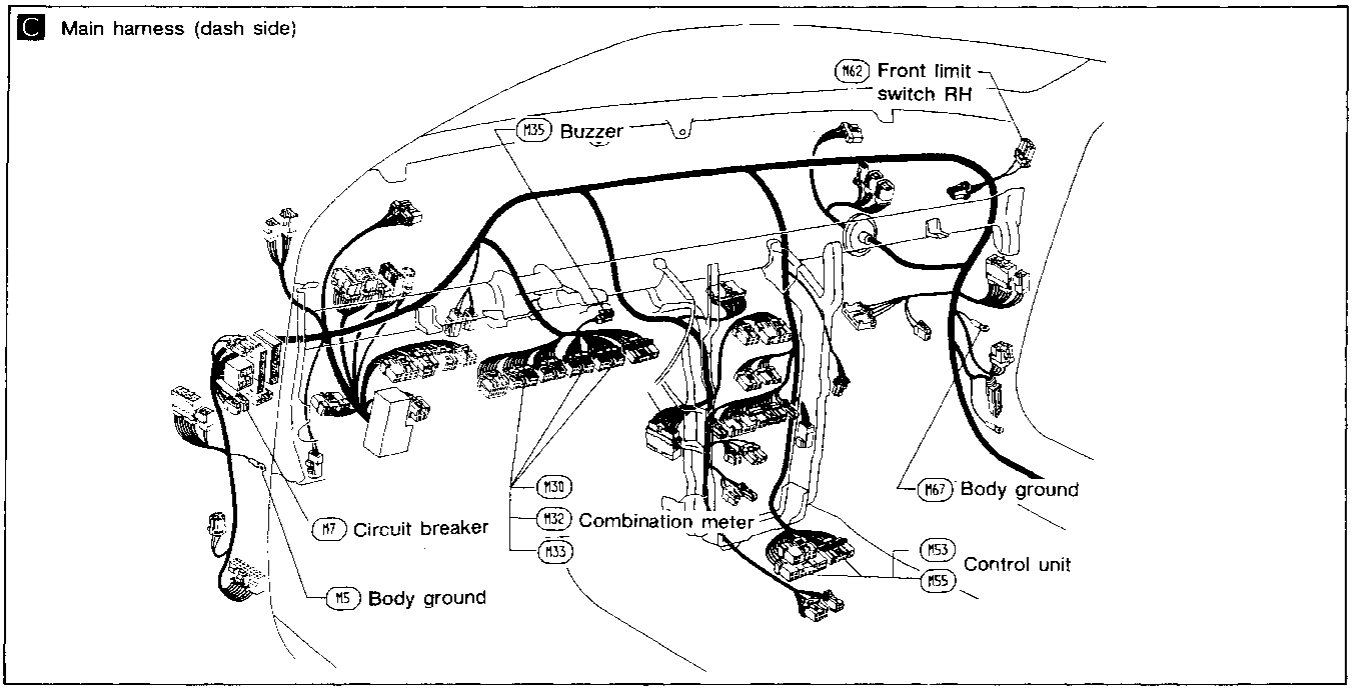
	Terminals	Continuity
LH side	㊲ - Ground	Yes
RH side	㊻ - Ground	Yes

Harness Layout









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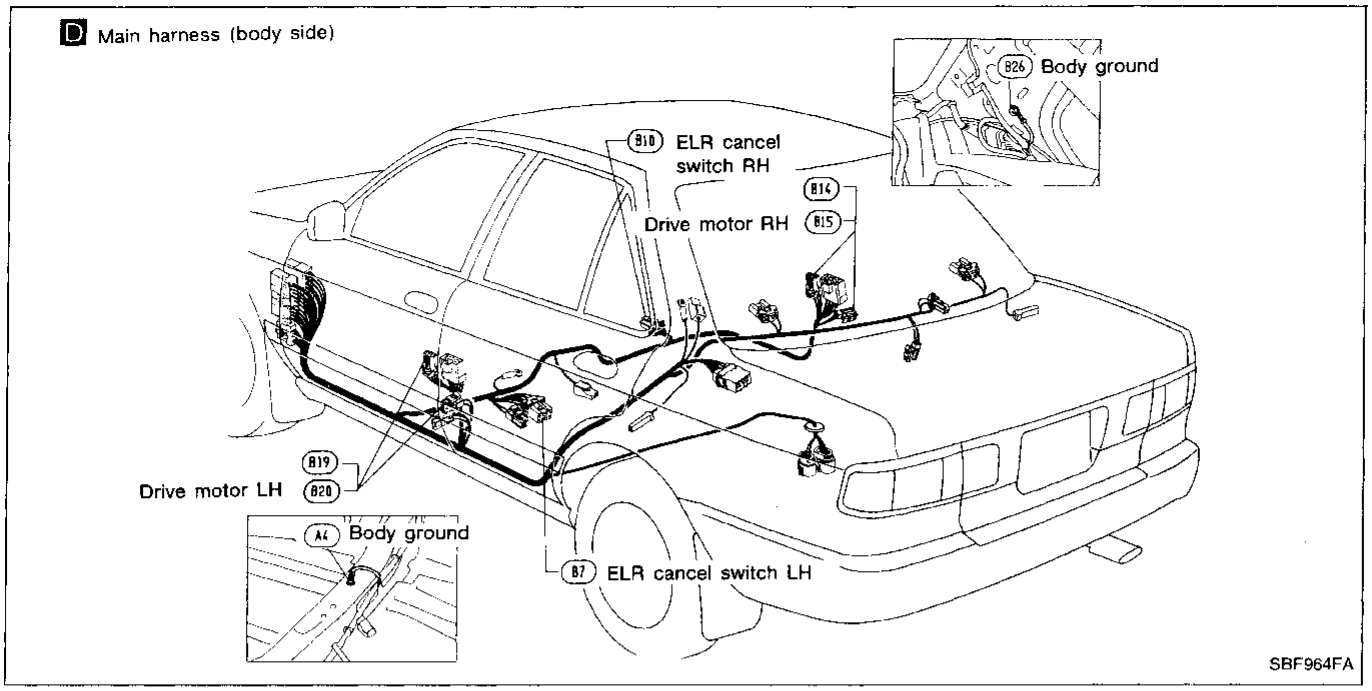
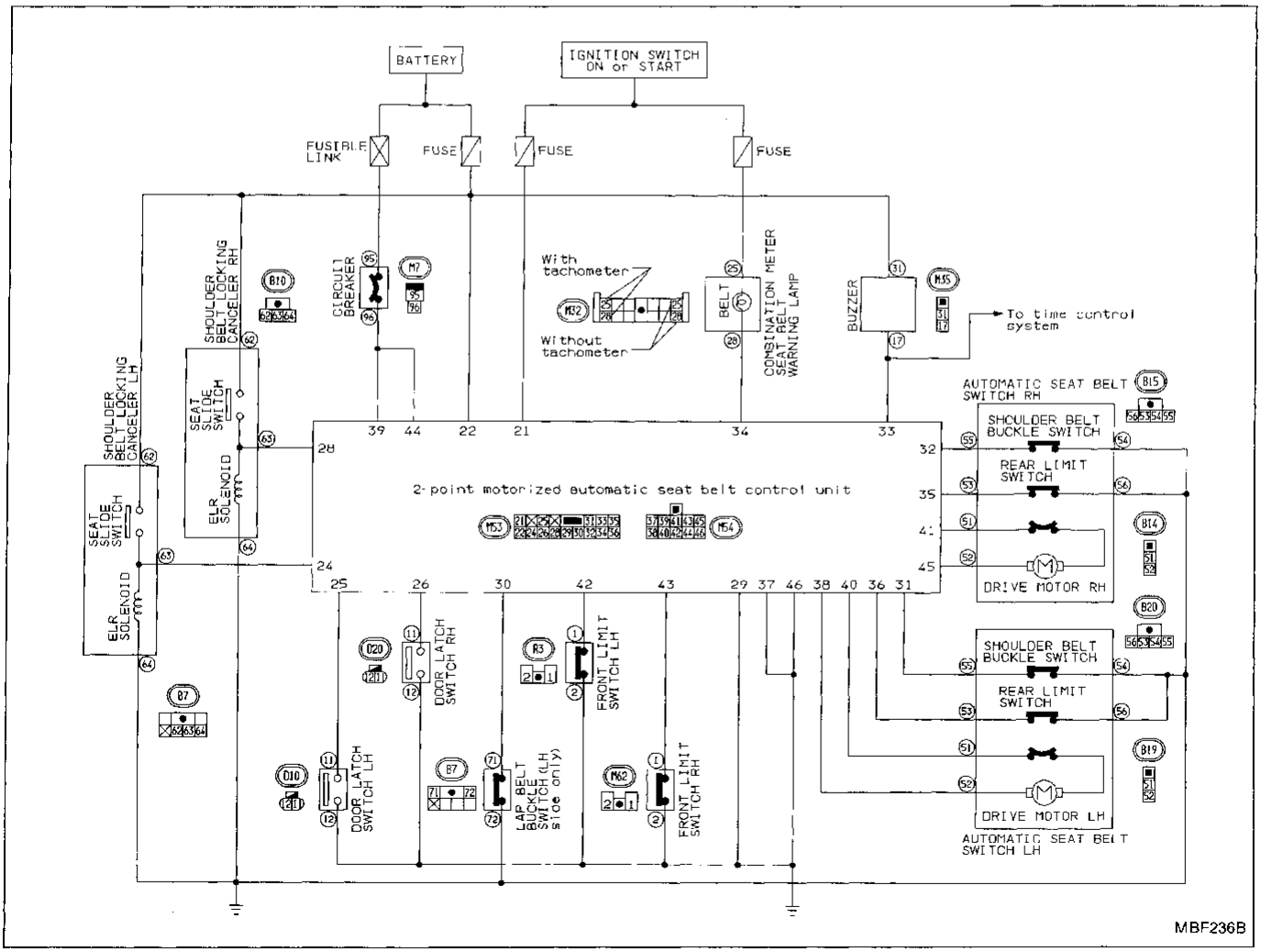
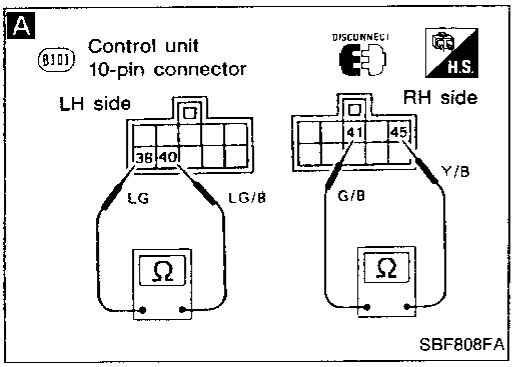
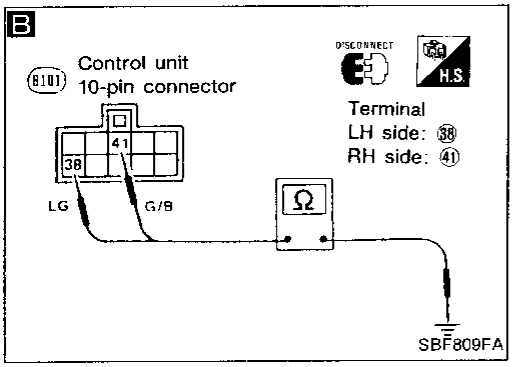
Harness Layout (Cont'd)

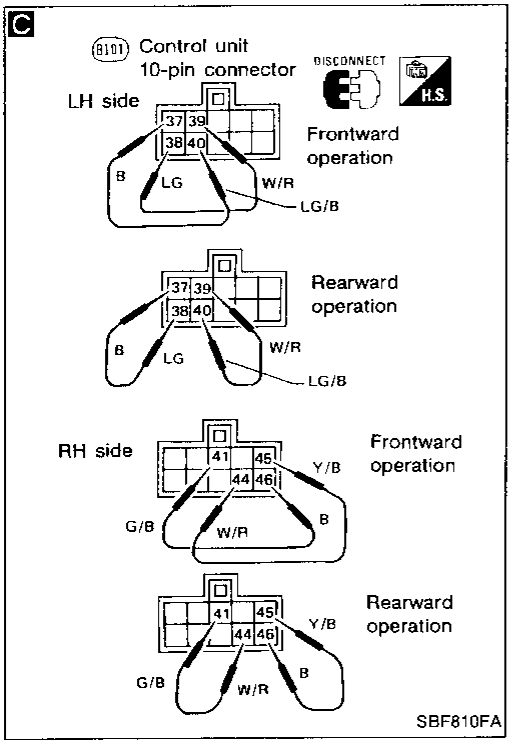


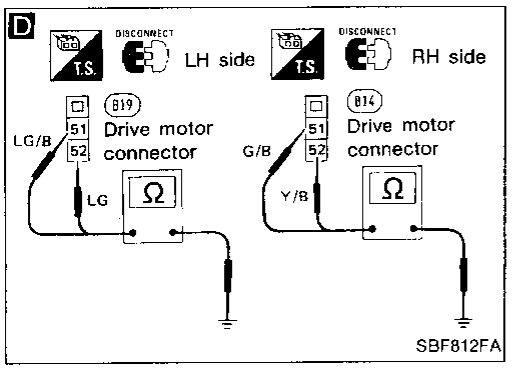
Circuit Diagram for Quick Pinpoint Check











Diagnostic Procedure 1

START

A

CHECK MOTOR CIRCUIT.
1) Disconnect 10-pin connector from control unit.
2) Check continuity.

	Terminals
LH side	38 - 40
RH side	41 - 45

Continuity should exist.

NG → (Go to Ⓐ on next page.)

OK ↓

B

Does continuity exist?

	Terminals
LH side	38 - Ground
RH side	41 - Ground

Yes → (Go to Ⓑ below.)

No ↓

C

CHECK MOTOR OPERATION.
Check shoulder belt buckle movement.

OK → (Go to Ⓒ on next page.)

NG ↓

Go to DRIVE MOTOR ASSEMBLY in Electrical Components Inspection. (See page BF-74.)

NG → Replace drive motor assembly.

OK ↓

Replace guide rail assembly.

Ⓑ ↓

D

1) Disconnect connector from drive motor assembly.
2) Does continuity exist in at least one point?

	Terminals
LH side	51 - Ground
	52 - Ground
RH side	51 - Ground
	52 - Ground

Yes → Repair harness. There will be incorrect grounding.

No ↓

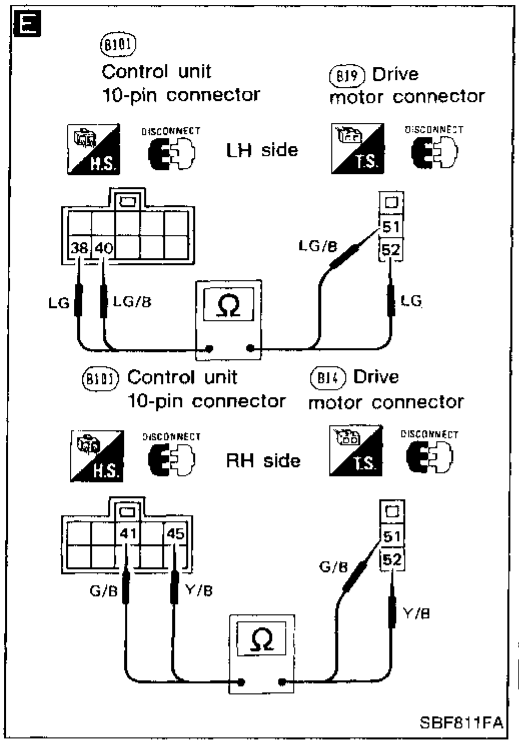
Check drive motor harness for incorrect grounding.

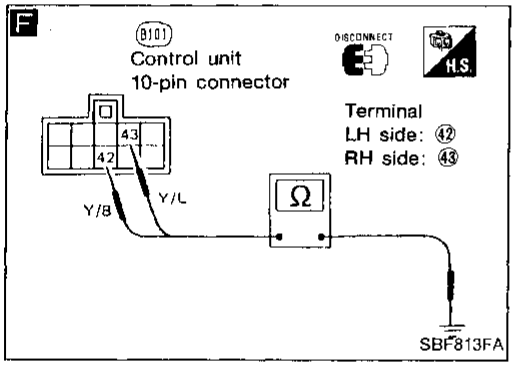
NG → Repair drive motor harness.

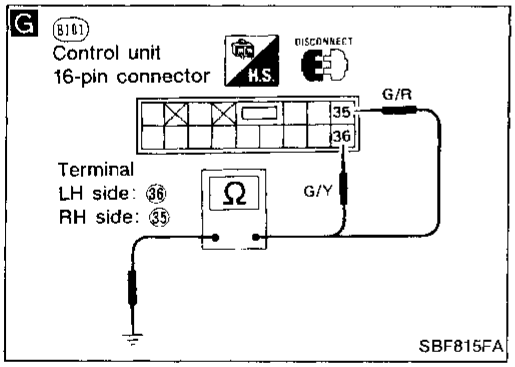
OK ↓

Replace drive motor assembly.

Diagnostic Procedure 1 (Cont'd)







Ⓐ

E

1) Disconnect connector from drive motor assembly.
2) Check continuity.

NG → Repair harness.

	Terminals
LH side	38 - 52
	40 - 51
RH side	41 - 51
	45 - 52

Continuity should exist.

OK ↓

Check drive motor harness for open circuit. NG → Repair drive motor harness.

OK ↓

Replace drive motor.

Ⓒ

F

CHECK STOP SIGNAL.
1) Move shoulder belt buckle to center (not rear lock position and not front).
2) Check continuity.

NG → Go to Diagnostic Procedure 3 and return to next step.

	Terminals
LH side	42 - Ground
RH side	43 - Ground

Continuity should exist.

OK ↓

G

1) Disconnect 16-pin connector from control unit.
2) Check continuity.

NG → Go to Diagnostic Procedure 4 and return to next step.

	Terminals
LH side	36 - Ground
RH side	35 - Ground

Continuity should exist.

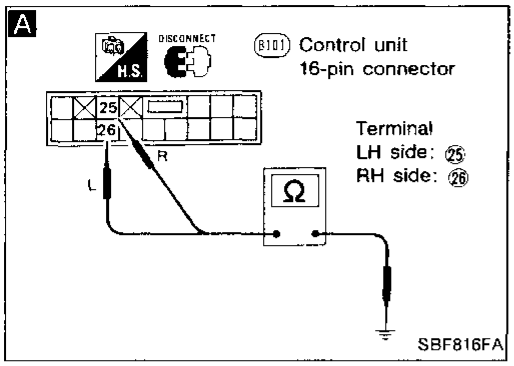
OK ↓

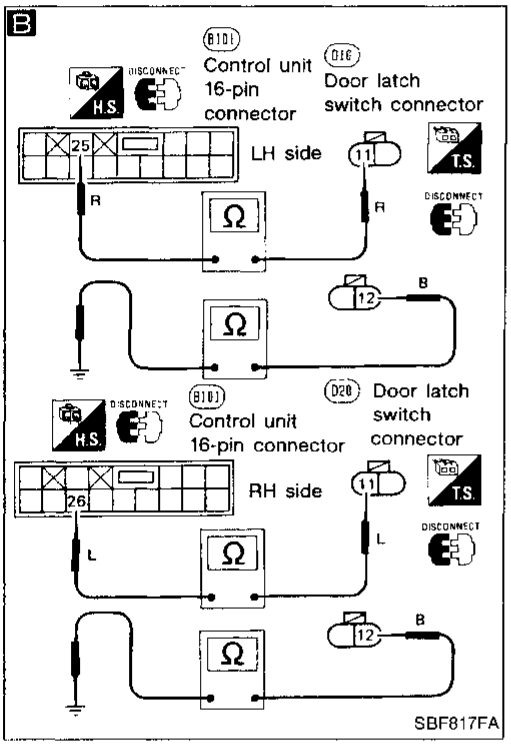
Is this the second time? Yes → Replace control unit.

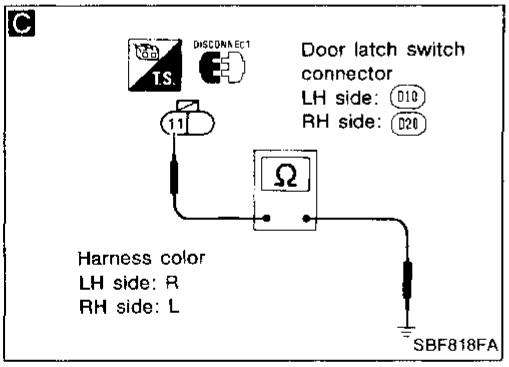
No ↓

Reinstall any part removed.

Go to PROCEDURE 1 (START) in Preliminary Check.
(See page BF-56.)







Diagnostic Procedure 2

START

A

CHECK DOOR LATCH SWITCH CIRCUIT.
1) Disconnect 16-pin connector from control unit.
2) Check continuity.

	Terminals	Door condition	Continuity
LH side	25 - Ground	Open	Yes
		Closed	No
RH side	26 - Ground	Open	Yes
		Closed	No

OK → Is this the second time?
- Yes → Replace control unit.
- No → Reinstall any part removed. → Go to PROCEDURE 1 (START) in Preliminary Check. (See page BF-56.)

NG

B

1) Disconnect door latch switch connector.
2) Check continuity.

	Terminals
LH side	25 - 11 12 - Ground
RH side	26 - 11 12 - Ground

Continuity should exist.

NG → Repair harness.

OK

C

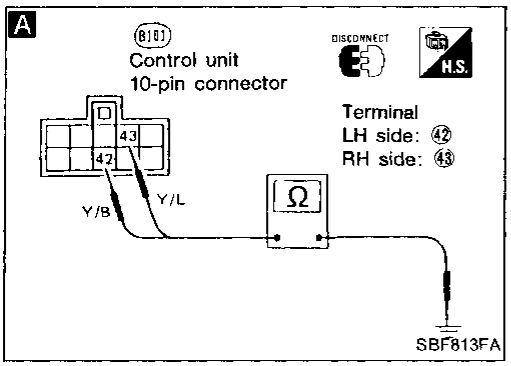
Does continuity exist?

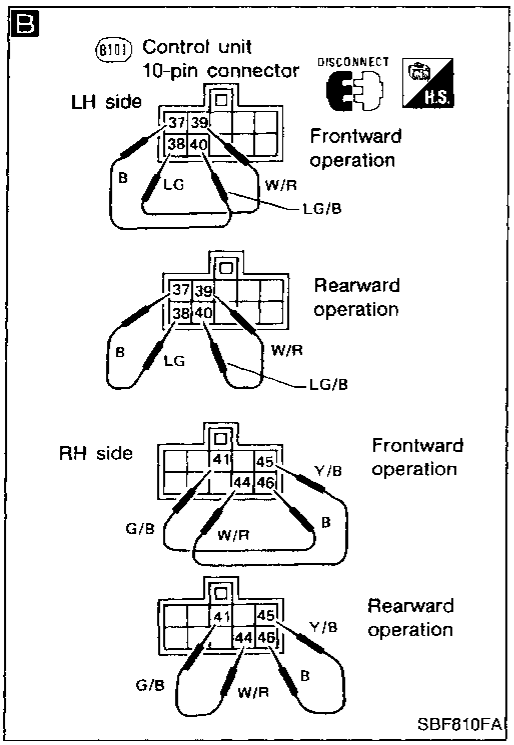
	Connector	Terminals
LH side	D10	11 - Ground
RH side	D20	11 - Ground

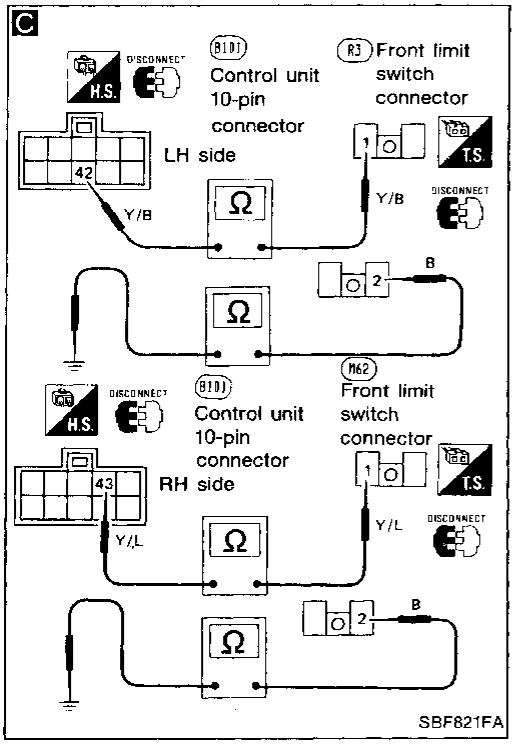
Yes → Repair harness. There will be incorrect grounding between terminals 25 and 11 or 26 and 11.

No → Go to DOOR LATCH SWITCH in Electrical Components Inspection. (See page BF-74.)
- OK → Reinstall any part removed. → Go to PROCEDURE 1 (START) in Preliminary Check. (See page BF-56.)
- NG → Check door latch switch harness for open and short circuit.
  - NG → Repair door latch switch harness.
  - OK → Replace door lock assembly.

Diagnostic Procedure 3







START

A

CHECK FRONT LIMIT SWITCH CIRCUIT.
1) Disconnect 10-pin connector from control unit.
2) Check continuity.

	Terminals	Shoulder belt buckle position	Continuity
LH side	⑫ - Ground	At front	No
		Not at front	Yes
RH side	⑬ - Ground	At front	No
		Not at front	Yes

OK → (Go to Ⓑ below.)

B **Check drive motor for operation.**

NG

C

1) Disconnect connector from front limit switch.
2) Check continuity.

	Terminals
LH side	⑫ - ① ② - Ground
RH side	⑬ - ① ② - Ground

Continuity should exist.

NG → Repair harness.

OK

(Go to Ⓐ on next page.)

Ⓑ

Is this the second time?

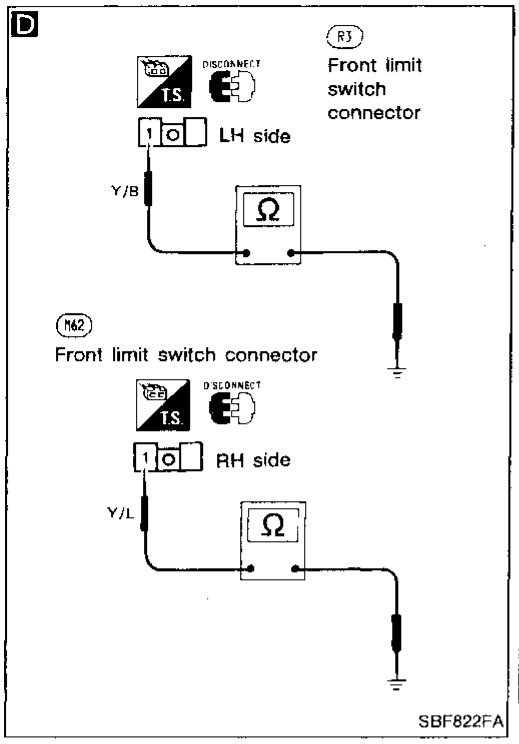
Yes → Replace control unit.

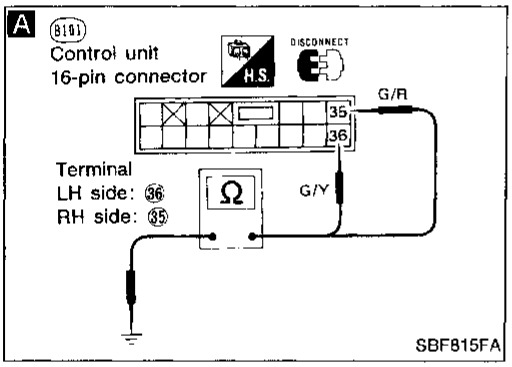
No

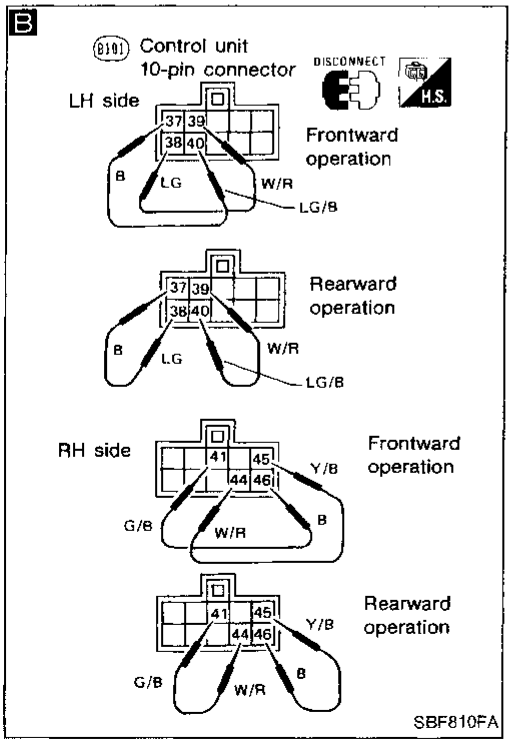
Reinstall any part removed.

Go to PROCEDURE 1 (START) in Preliminary Check.
(See page BF-56.)

Diagnostic Procedure 3 (Cont'd)







Ⓐ

D

Does continuity exist?

	Connector	Terminals
LH side	R3	① - Ground
RH side	M62	① - Ground

Yes → Repair harness. There will be incorrect grounding between terminals 42 and ① or 43 and ①.

No ↓

Go to FRONT LIMIT SWITCH in Electrical Components Inspection. (See page BF-74.)

OK → Replace guide rail assembly.

NG ↓

Check front limit switch harness for open and short circuit.

NG → Repair front limit switch harness.

OK ↓

Replace front limit switch.

Diagnostic Procedure 4

START

A

CHECK REAR LIMIT SWITCH CIRCUIT.

1) Disconnect 16-pin connector from control unit.
2) Check continuity.

	Terminals	Shoulder belt buckle position	Continuity
LH side	36 - Ground	At rear	No
		Not at rear	Yes
RH side	35 - Ground	At rear	No
		Not at rear	Yes

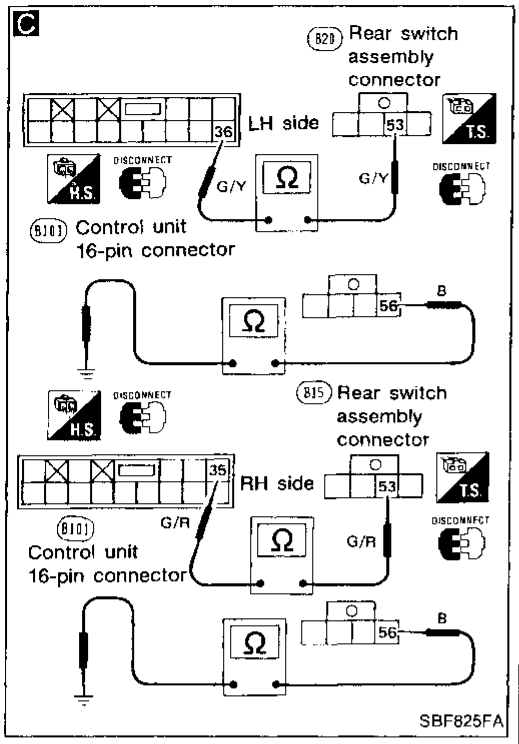
OK → (Go to Ⓑ on next page.)

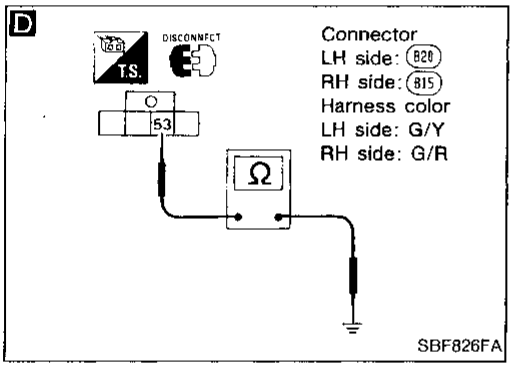
B **Check drive motor for operation.**

NG ↓

(Go to Ⓐ on next page.)

Diagnostic Procedure 4 (Cont'd)





Ⓐ

C

1) Disconnect connector from rear switch assembly.
2) Check continuity.

	Terminals
LH side	36 - 53 56 - Ground
RH side	35 - 53 56 - Ground

Continuity should exist.

NG → Repair harness.

OK

D

Does continuity exist?

	Connector	Terminals
LH side	B20	53 - Ground
RH side	B15	53 - Ground

Yes → Repair harness. There will be incorrect grounding between terminals 36 and 53 or 35 and 53.

No

Go to REAR LIMIT SWITCH in Electrical Components Inspection. (See page BF-74.)

OK → (Go to Ⓑ below.)

NG

Check rear limit switch harness for open or short circuit.

NG → Repair rear limit switch harness.

OK

Replace rear switch assembly.

Ⓑ

Is this the second time?

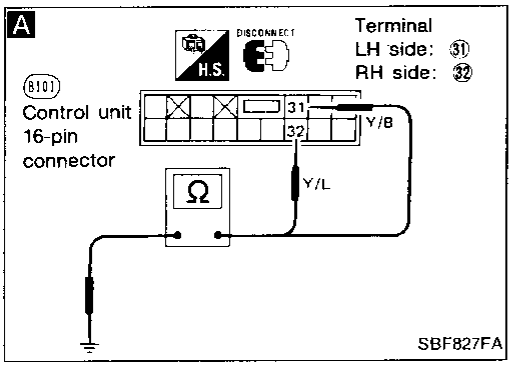
Yes → Replace control unit.

No

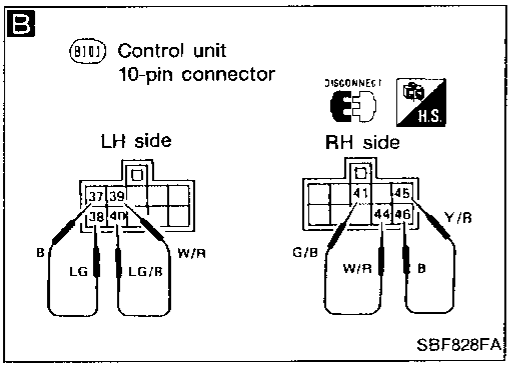
Reinstall any part removed.

Go to PROCEDURE 1 (STEP 3) (See page BF-56.) or PROCEDURE 2 (STEP 3) (See page BF-57.) in Preliminary Check.

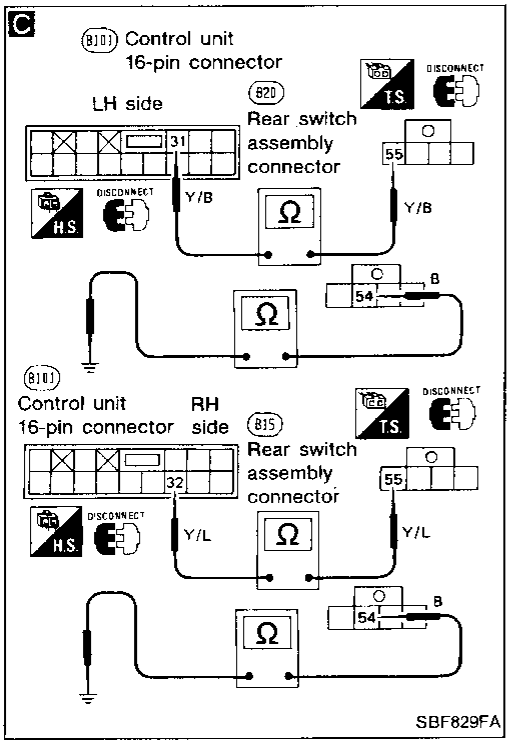
A



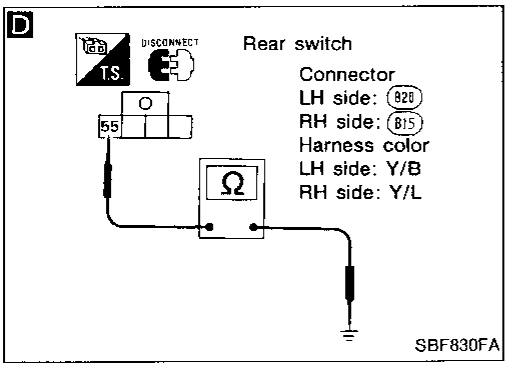
B



C



D



Diagnostic Procedure 5

START

A

CHECK SHOULDER BELT BUCKLE SWITCH CIRCUIT.
1) Disconnect 16-pin connector from control unit.
2) Check continuity when shoulder belt buckle is at rear lock position.

	Terminals	Shoulder belt	Continuity
LH side	31 - Ground	Fastened	Yes
		Unfastened	No
RH side	32 - Ground	Fastened	Yes
		Unfastened	No

OK → (Go to Ⓑ on next page.)

B **If shoulder belt buckle is not at rear lock position, set it to rear lock position.**

NG

C

1) Disconnect connector from rear switch assembly.
2) Check continuity.

	Terminals
LH side	31 - 55 54 - Ground
RH side	32 - 55 54 - Ground

Continuity should exist.

NG → Repair harness.

OK

D

Does continuity exist?

	Connector	Terminals
LH side	820	55 - Ground
RH side	815	55 - Ground

Yes → Repair harness. There will be incorrect grounding between terminals 31 and 55 or 32 and 55.

No

Go to SHOULDER BELT BUCKLE SWITCH in Electrical Components Inspection. (See page BF-74.)

OK → (Go to Ⓑ on next page.)

NG

(Go to Ⓐ on next page.)

Diagnostic Procedure 5 (Cont'd)

Ⓐ

Check shoulder belt buckle switch harness for open or short circuit.

NG → Repair shoulder belt buckle switch harness.

OK

Replace rear switch assembly.

Ⓑ

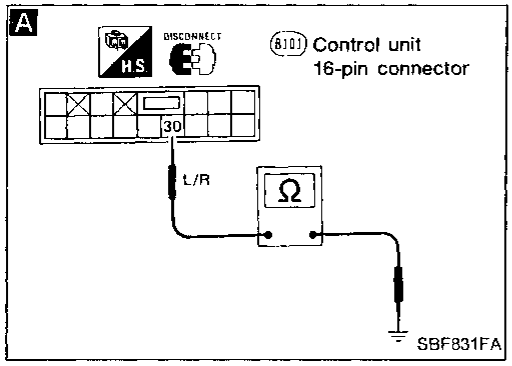
Is this the second time?

Yes → Replace control unit.

No

Reinstall any part removed.

Go to PROCEDURE 2 (STEP 4) in Preliminary Check.
(See page BF-57.)



Diagnostic Procedure 6

START

A

CHECK LAP BELT BUCKLE SWITCH CIRCUIT (LH only).

1) Disconnect 16-pin connector from control unit.
2) Check continuity.

Terminals	Lap belt	Continuity
㉚ - Ground	Fastened	No
	Unfastened	Yes

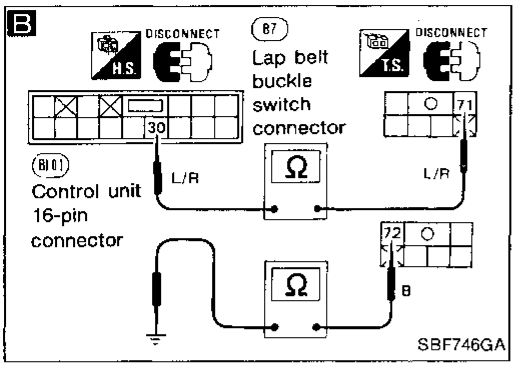
OK → (Go to Ⓐ on next page.)

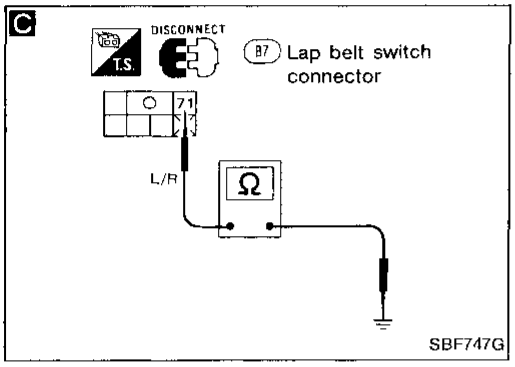
NG

(Go to Ⓑ on next page.)

1151

Diagnostic Procedure 6 (Cont'd)





Ⓑ

B

1) Disconnect lap belt switch connector.
2) Check continuity.

Terminals
㉚ - ⑦①
⑦② - Ground

Continuity should exist.

NG → Repair harness.

OK

C

Does continuity exist?

Terminals
⑦① - Ground

Yes → Repair harness. There will be incorrect grounding.

No

Go to LAP BELT BUCKLE SWITCH in Electrical Components Inspection. (See page BF-75.)

OK → (Go to Ⓐ below.)

NG

Check lap belt buckle switch harness for open and short circuit.

NG → Repair lap belt buckle switch harness.

OK

Replace shoulder belt buckle assembly.

Ⓐ

Is this the second time?

Yes → Replace control unit.

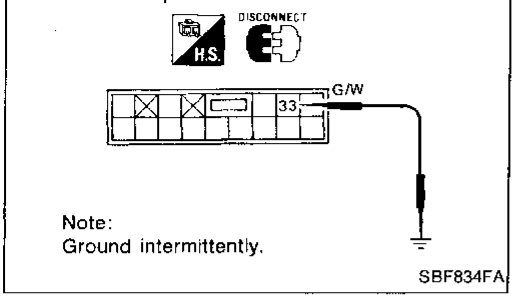
No

Reinstall any part removed.

Go to PROCEDURE 2 (STEP 6) in Preliminary Check. (See page BF-58.)

A

(B101) Control unit 16-pin connector



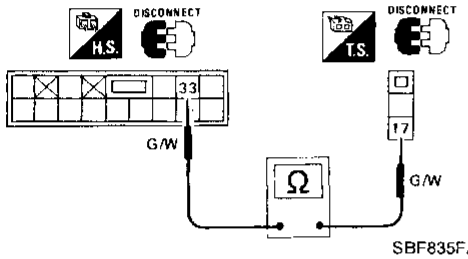
Note:
Ground intermittently.

SBF834FA

B

(B101) Control unit 16-pin connector

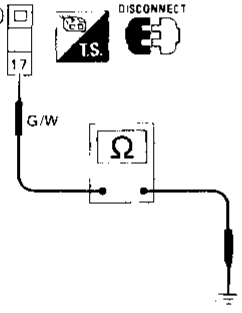
Warning buzzer connector (M35)



SBF835FA

C

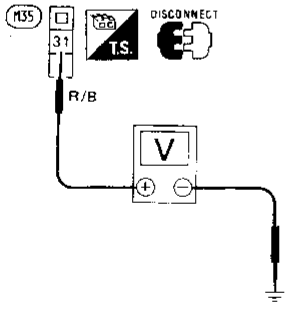
Warning buzzer connector (M35)



SBF836F

D

Warning buzzer connector (M35)



SBF837F

Diagnostic Procedure 7

START

A

CHECK WARNING BUZZER CIRCUIT.
1) Disconnect 16-pin connector from control unit.
2) Check warning buzzer.

Terminals	Method	Result
(33) - Ground	Ground intermittently.	Sound

OK → (Go to Ⓐ below.)

NG

B

1) Disconnect connector(s) from buzzer.
2) Check continuity.

Terminals
(33) - (17)

Continuity should exist.

NG → Repair harness.

OK

C

Does continuity exist?

Terminals
(17) - Ground

Yes → Repair harness. There will be incorrect grounding.

No

D

Check battery voltage existence.

Terminals
(31) - Ground

Battery voltage should exist.

NG → Repair harness. For details, refer to POWER SUPPLY ROUTING in EL section.

OK

Ⓐ

Is this the first time? Yes → Replace warning chime.

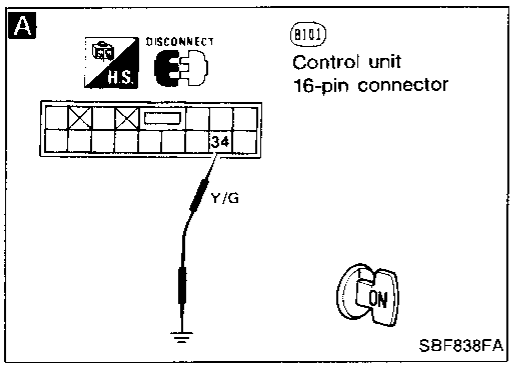
No

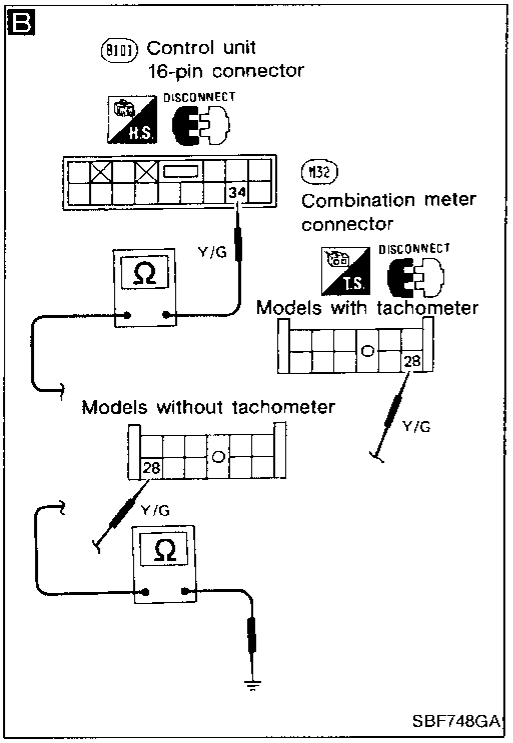
Is this the second time? Yes → Replace control unit.

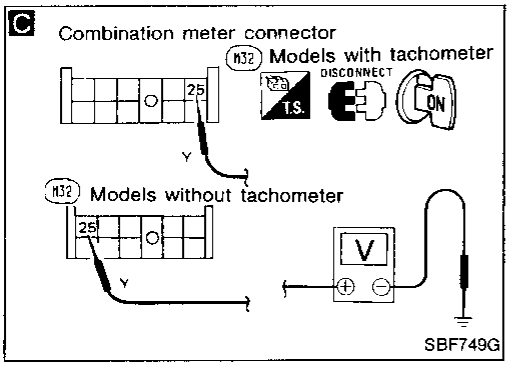
No

Reinstall any part removed.

Go to PROCEDURE 2 (START) in Preliminary Check.
(See page BF-57.)







Diagnostic Procedure 8

START

A

CHECK WARNING LAMP CIRCUIT.
1) Disconnect 16-pin connector from control unit.
2) Check warning lamp.

Terminals	Result
㉞ - Ground	Glow

OK → (Go to Ⓐ below.)

NG

B

1) Disconnect connector from combination meter.
2) Check continuity.

Model	Terminals
With tachometer	㉞ - ㉘
Without tachometer	㉞ - ㉘

Continuity should exist.

NG → Repair harness.

OK

B

Does continuity exist?

Model	Terminals
With tachometer	㉘ - Ground
Without tachometer	㉘ - Ground

Yes → Repair harness. There will be incorrect grounding.

No

C

Check battery voltage existence.

Model	Terminals
With tachometer	㉕ - Ground
Without tachometer	㉕ - Ground

Battery voltage should exist.

NG → Repair harness. For details, refer to POWER SUPPLY ROUTING in EL section.

OK

Is warning lamp bulb burn out?

Yes → Replace bulb.

No

Ⓐ

Is this the second time?

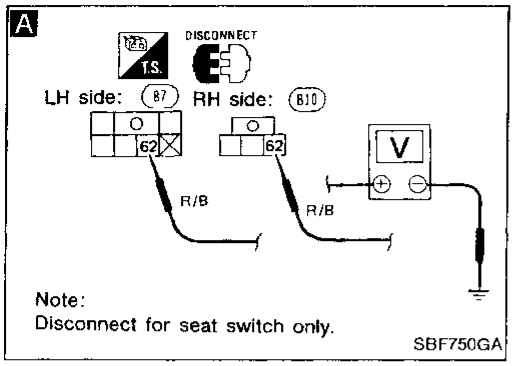
Yes → Replace control unit.

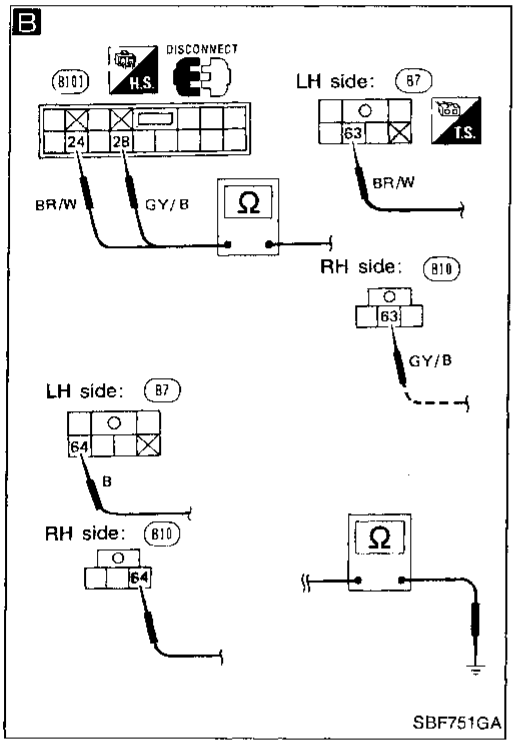
No

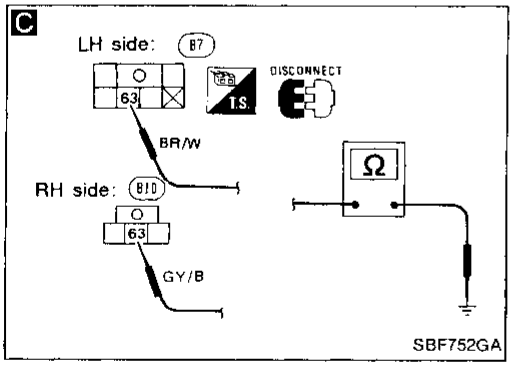
Reinstall any part removed.

Go to PROCEDURE 2 (START) in Preliminary Check.
(See page BF-57.)

Diagnostic Procedure 9







START

A

Does battery voltage exist between terminal (62) and ground?

- No → Repair harness, harness connector and fuse between battery and terminal (62).
- Yes ↓

Go to SEAT SLIDE SWITCH in Electrical Components Inspection. (See page BF-75.)

- NG → Replace seat slide switch.
- OK ↓

B

Does continuity exist?

- NG → Repair harness, harness connector.
- OK ↓

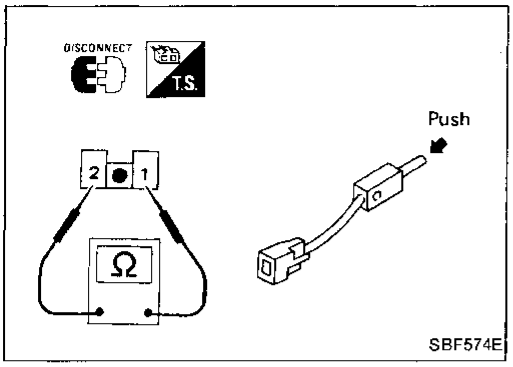
	Connector	Terminals
LH side	B7	63 - 24
		64 - Ground
RH side	B10	63 - 28
		64 - Ground

C

Does continuity exist between terminal 63 and ground?

- Yes → Repair harness. There will be incorrect grounding.
- No ↓

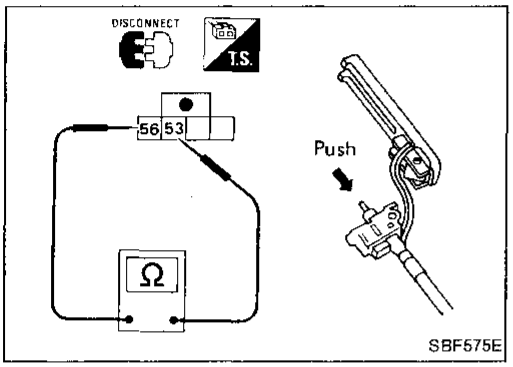
Replace shoulder belt locking canceller (shoulder belt retractor assembly).



Electrical Components Inspection

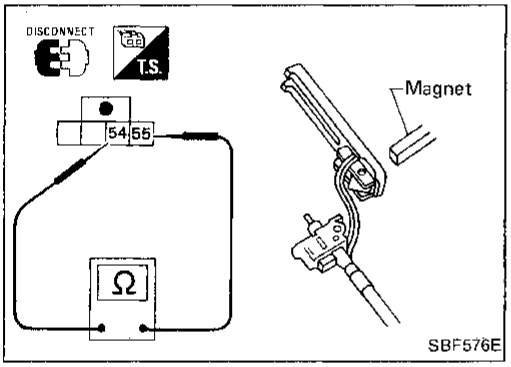
FRONT LIMIT SWITCH

Condition	Continuity
Pushed	No
Released	Yes



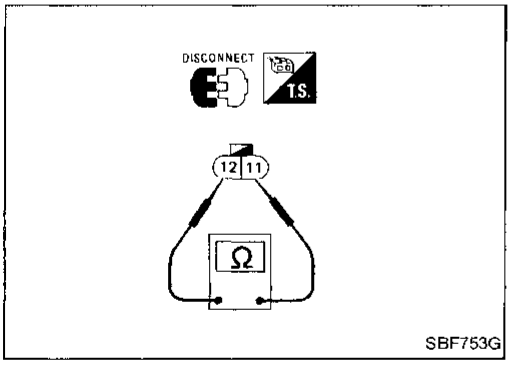
REAR LIMIT SWITCH

Condition	Continuity
Pushed	No
Released	Yes



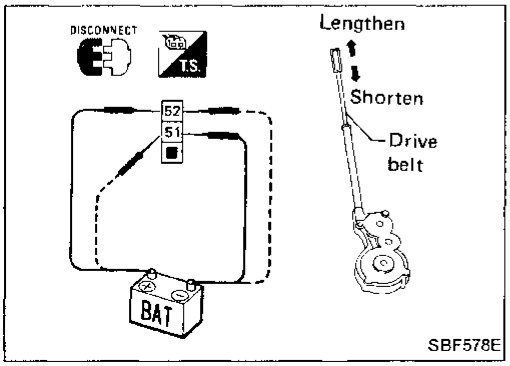
SHOULDER BELT BUCKLE SWITCH

Condition	Continuity
Move magnet toward buckle switch.	Yes
Move magnet away buckle switch.	No



DOOR LATCH SWITCH
(Built-into door lock assembly)

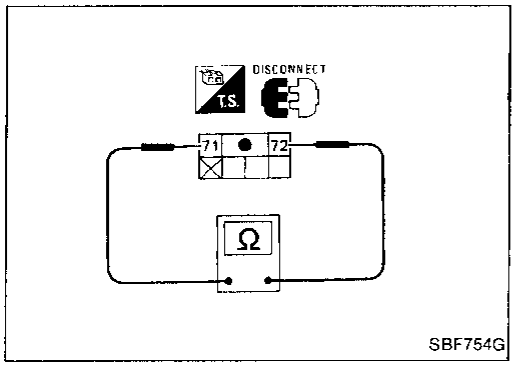
Door condition	Continuity
Open	Yes
Closed	No



DRIVE MOTOR ASSEMBLY

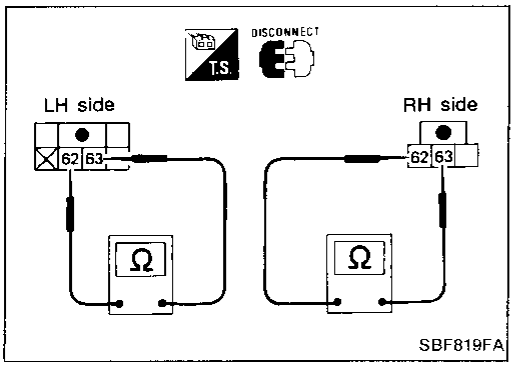
Terminals		Drive belt operation
⊕	⊖	
52	51	Lengthen
51	52	Shorten

Electrical Components Inspection (Cont'd)



LAP BELT BUCKLE SWITCH
(Built-into lap belt buckle for LH side)

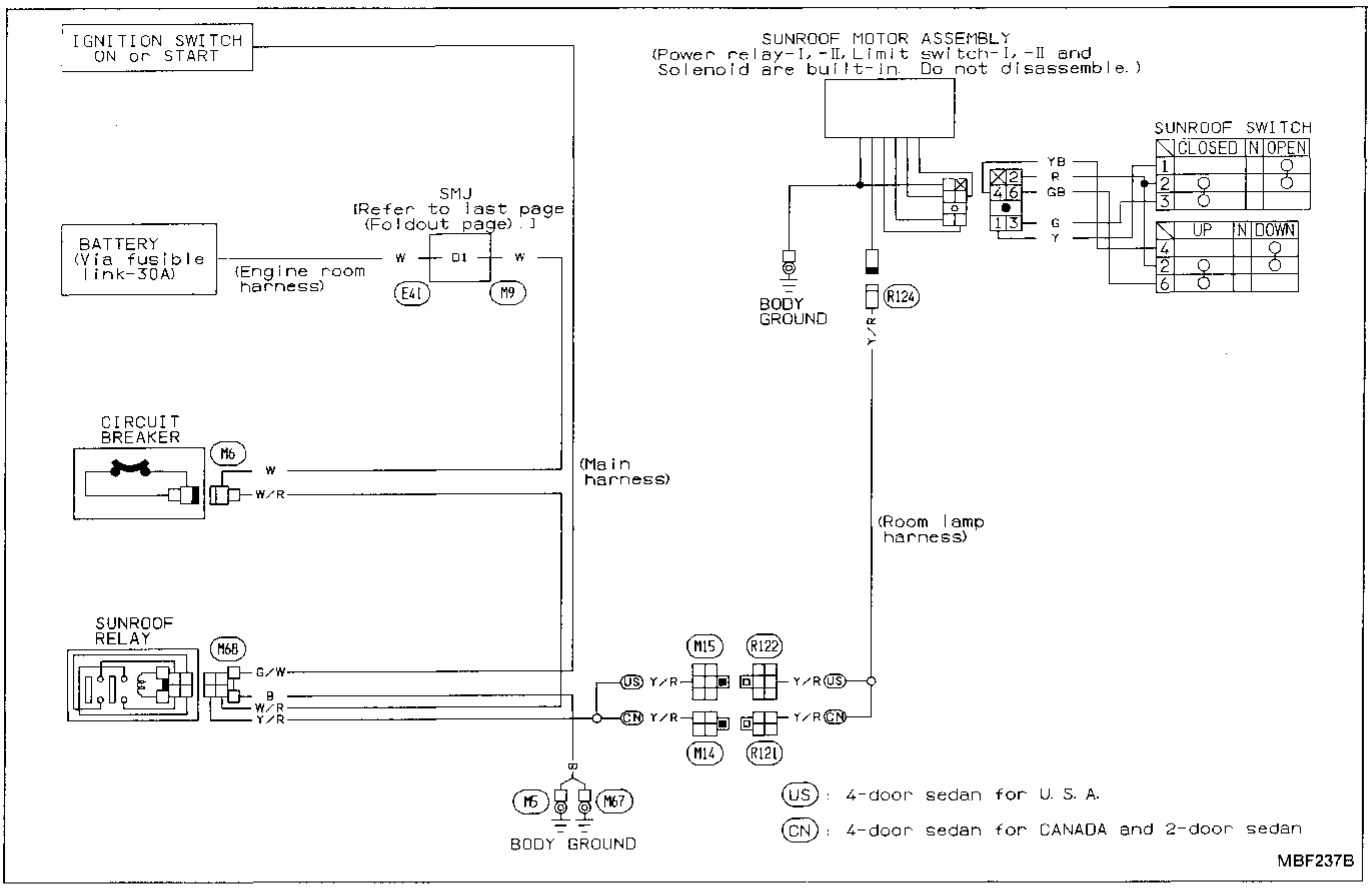
Condition	Continuity
Fastened	No
Unfastened	Yes



SEAT SLIDE SWITCH
(Seat slide inside rail)

Condition	Continuity
Move seat front-rear adjusting lever	Yes
Release seat front-rear adjusting lever	No

Wiring Diagram



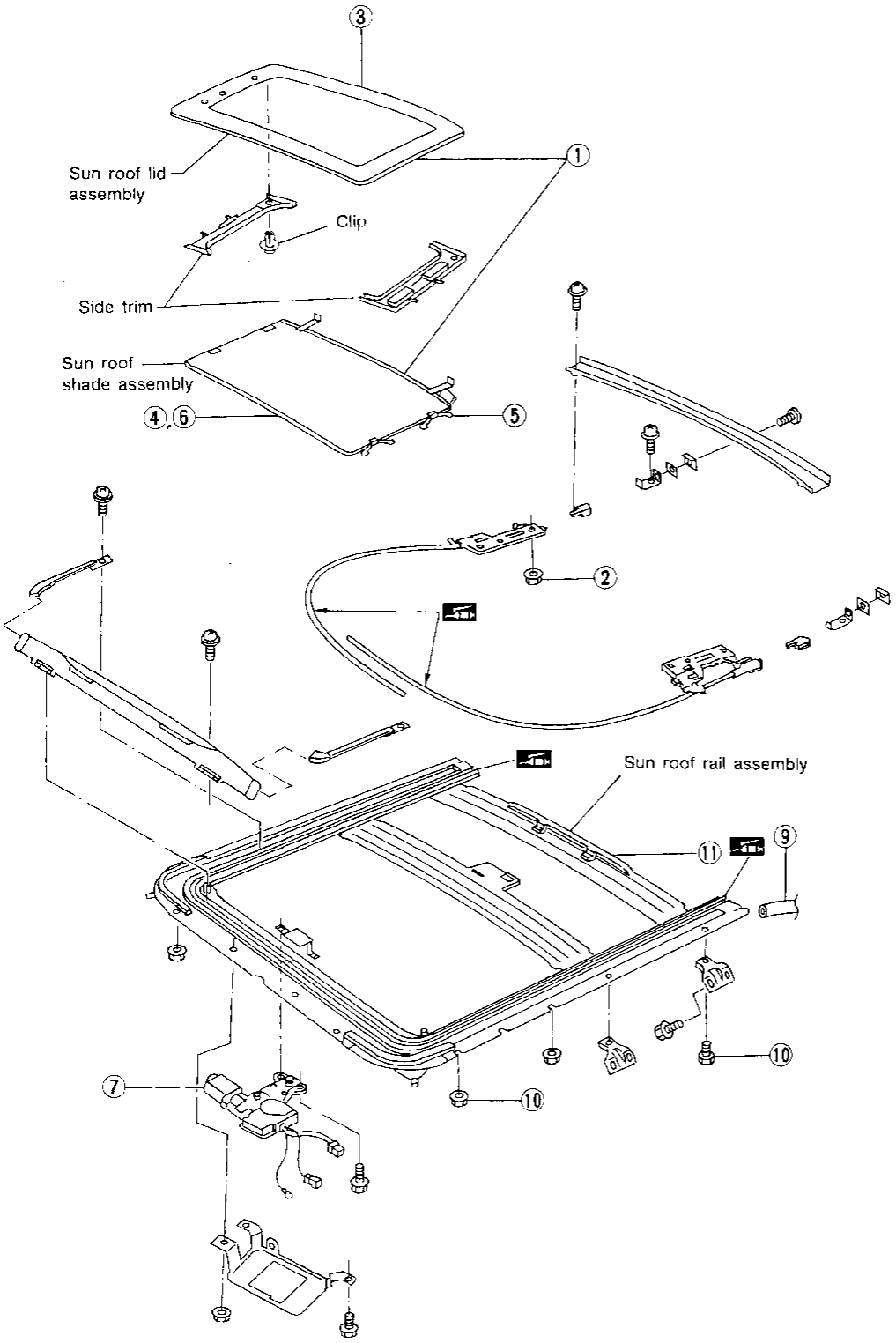
Electric Sun Roof

- After any adjustment, check sun roof operation and lid alignment.
- Handle finisher plate and glass lid with care so not to damage it.
- It is desirable for easy installation to mark each point before removal.

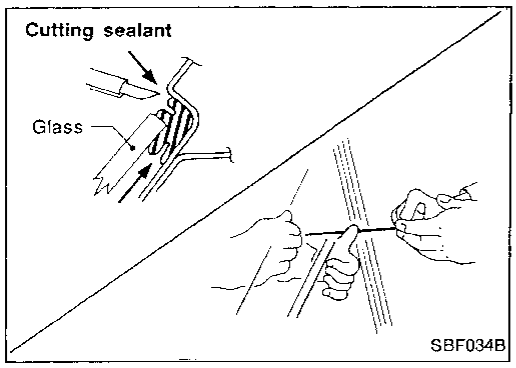
REMOVAL — Sun roof assembly

① Fully close or tilt up sun roof lid assembly. Fully open sun roof shade assembly. Remove clips and side trim.
② Close sun roof lid, and remove the six nuts from the back of the sun roof lid.
③ Lift out sun roof away from roof.
④ Pull sun roof shade forward.
⑤ Remove the four shade locks located beside sun roof shade.
⑥ Remove sun roof shade.
⑦ Remove sun roof motor assembly.
⑧ Disconnect interior lamp harness.
⑨ Disconnect front and rear drain hoses.
⑩ Remove nuts and bolts securing sun roof rails.
⑪ Remove sun roof rail assembly.

Electric Sun Roof (Cont'd)



MBF125A



REMOVAL

After removing moldings, remove glass.

CAUTION:

Be careful not to scratch glass when removing.

INSTALLATION

- **Use genuine Nissan Sealant kit or equivalent. Follow instructions furnished with it.**
- **After installation, the vehicle should remain stationary until sealant hardens.**

WARNING:

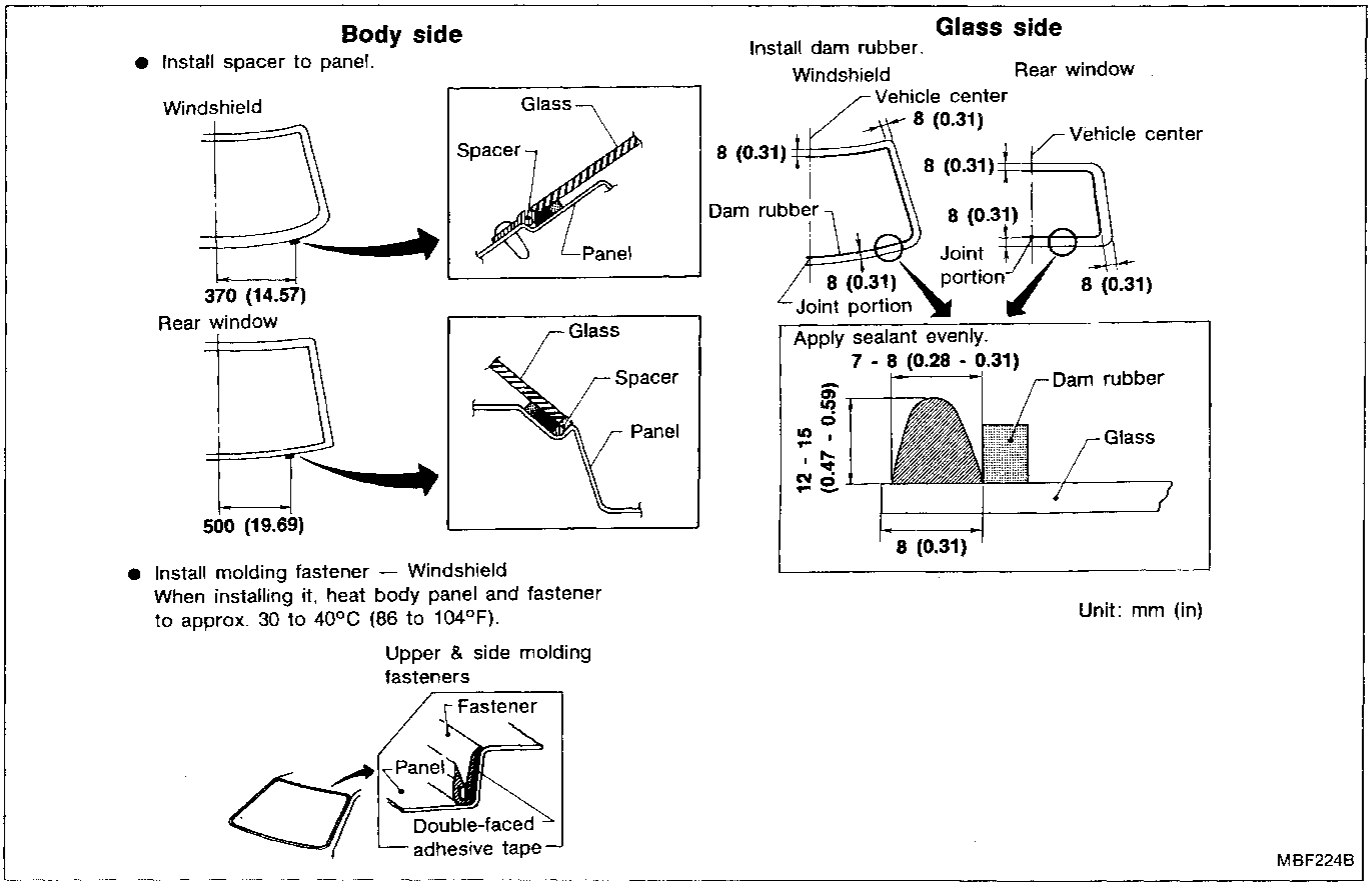
Keep heat and open flames away as primers are flammable.

CAUTION:

Advise the user of the fact that vehicle should not be driven on rough roads or surfaces until sealant has properly vulcanized.

- **Do not use sealant which is past its usable term.**
- **Do not leave cartridge unattended with its cap open.**
- **Keep primers and sealant in a cool, dry place. Ideally, they should be stored in a refrigerator.**
- **Molding must be installed securely so that it is in position and leaves no gap.**

Windshield and Rear Window



REPAIRING WATER LEAKS FOR WINDSHIELD AND WINDOWS

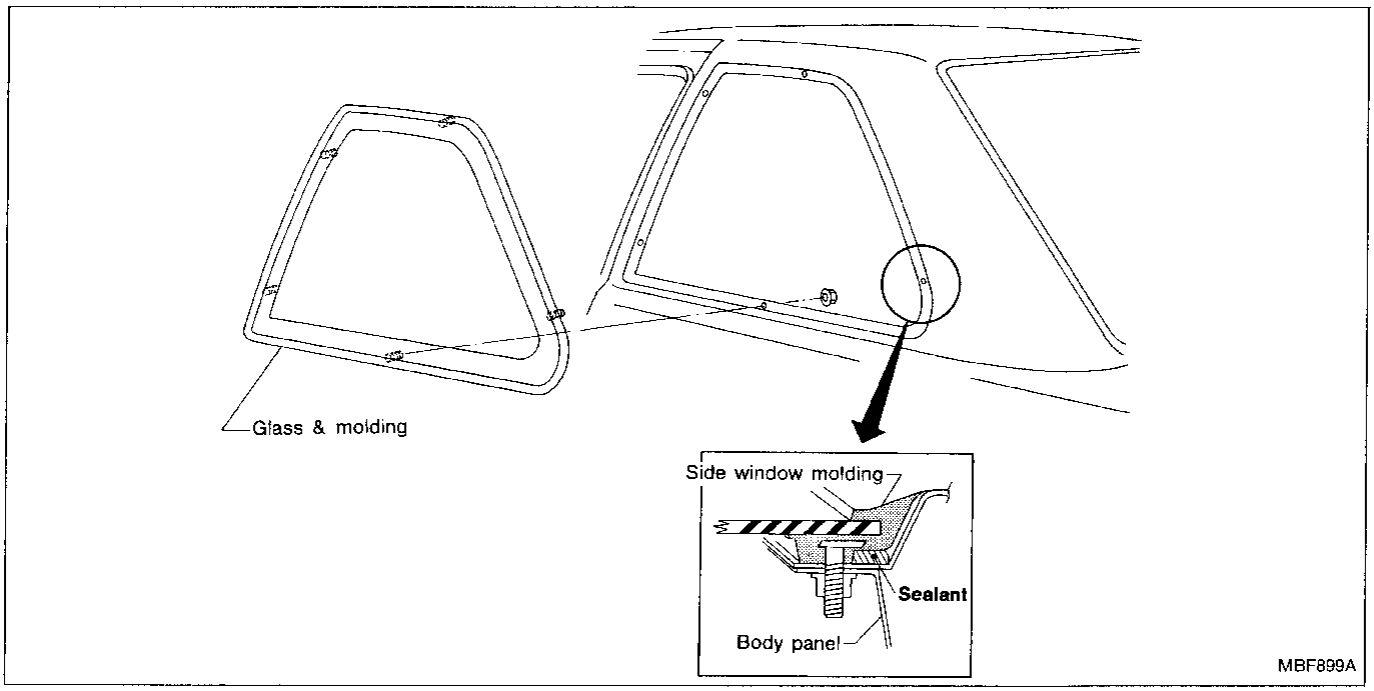
Leaks can be repaired without removing and reinstalling glass.

If water is leaking between caulking material and body or between glass and caulking material, determine the extent of the leak by applying water while pushing glass outward.

To stop the leak, apply primer (if necessary) and then sealant to the leak point.

Rear Side Window

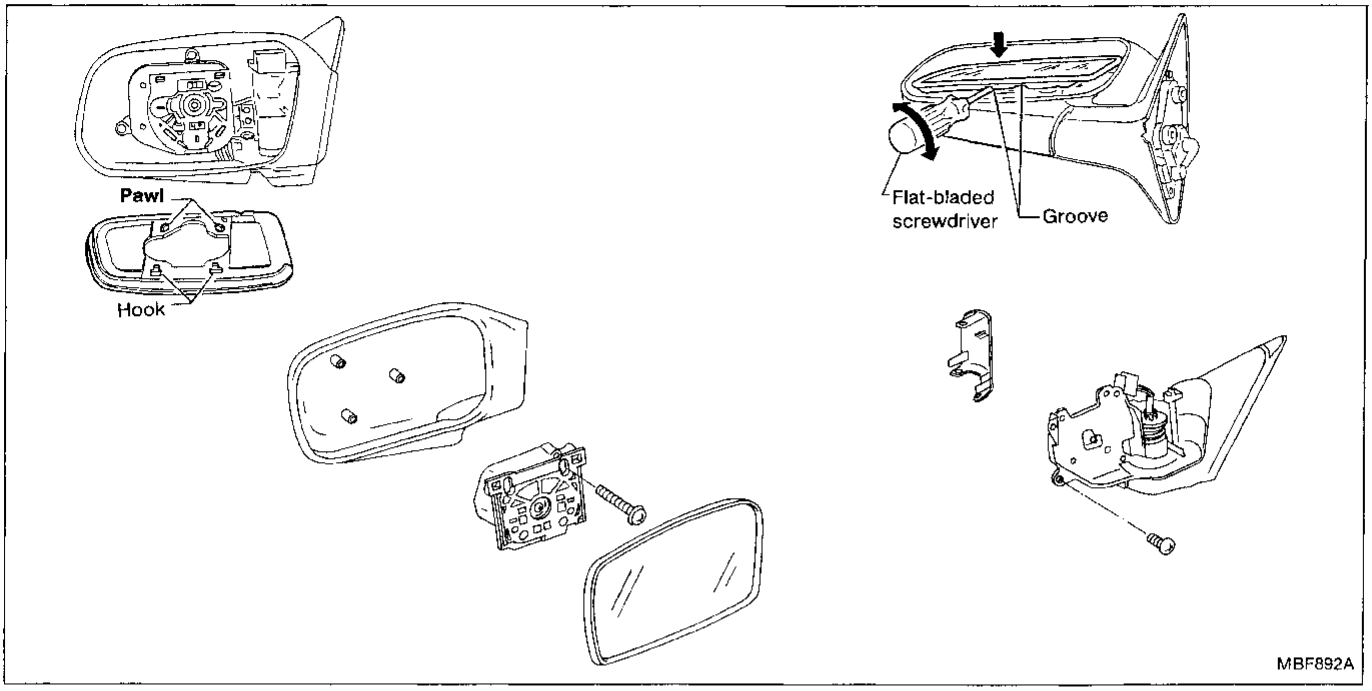
2-DOOR SEDAN



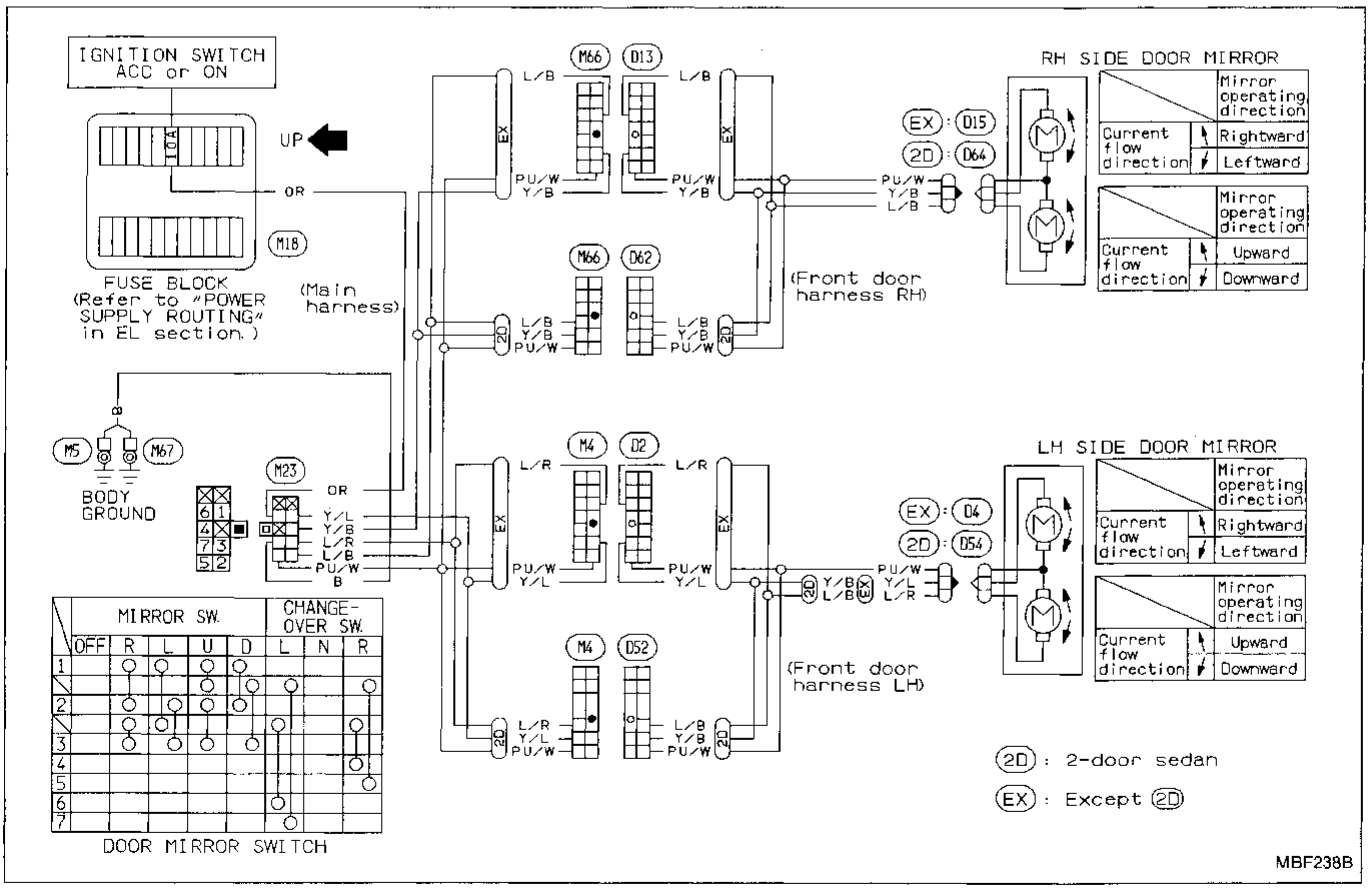
Door Mirror

REMOVAL

- Wrap flat-bladed screwdriver with a cloth to prevent scratching rear of door mirror. Do not insert screwdriver too far.

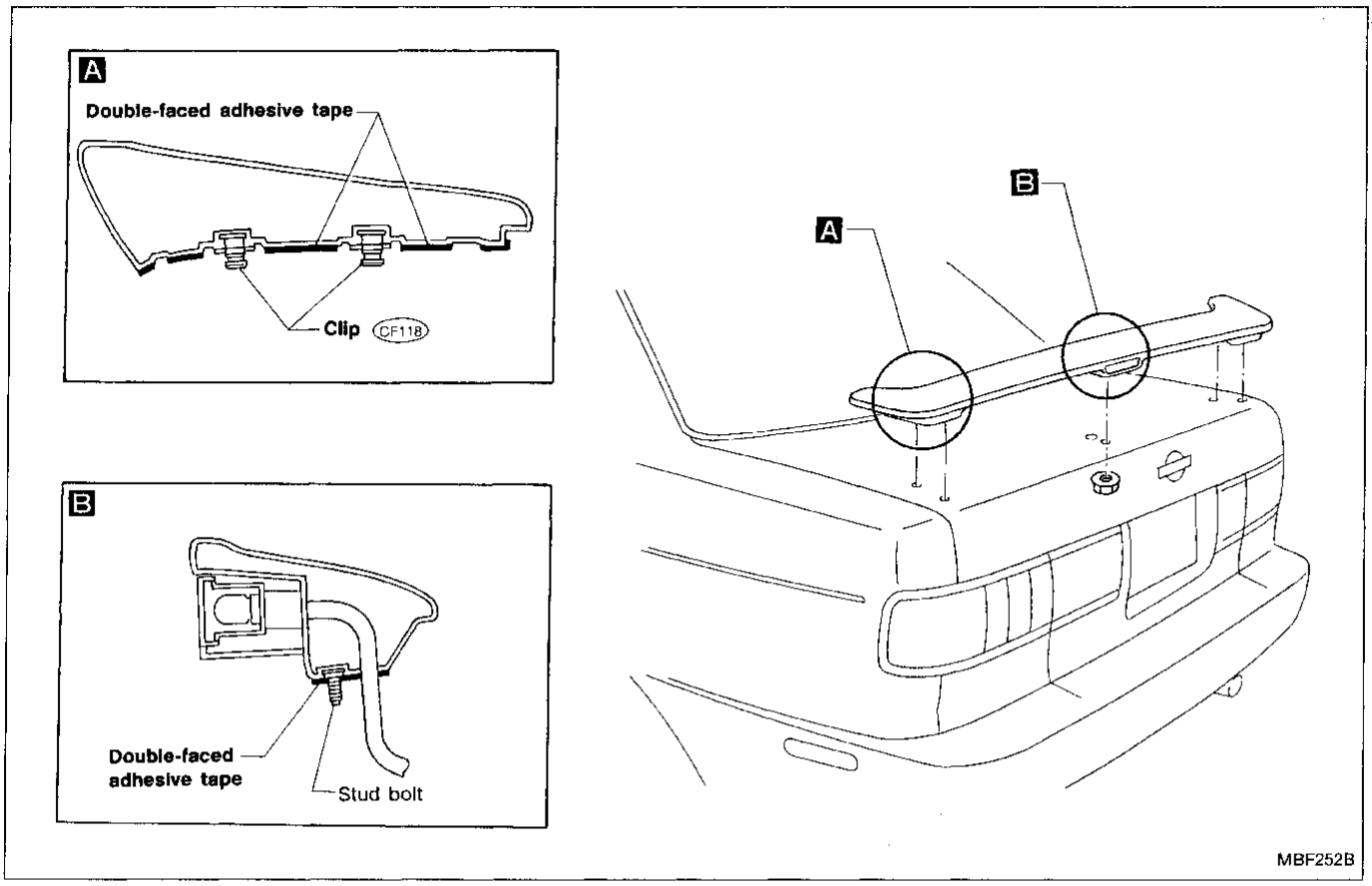


WIRING DIAGRAM

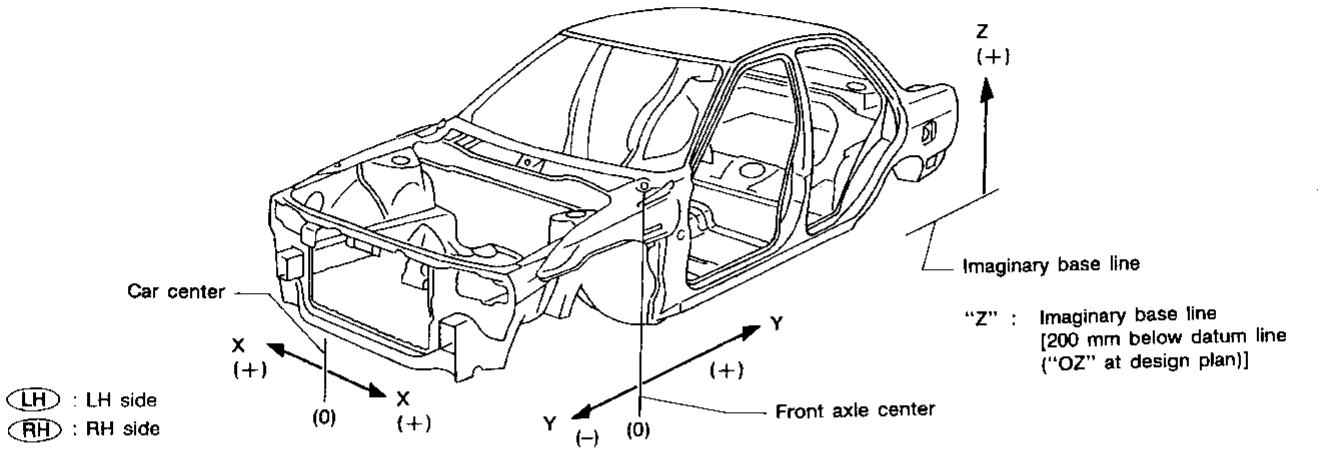


- When installing, make sure that there are not gaps or waves at ends of air spoiler.
- Before installing spoiler, clean and remove oil from surface where spoiler will be mounted.

REAR AIR SPOILER



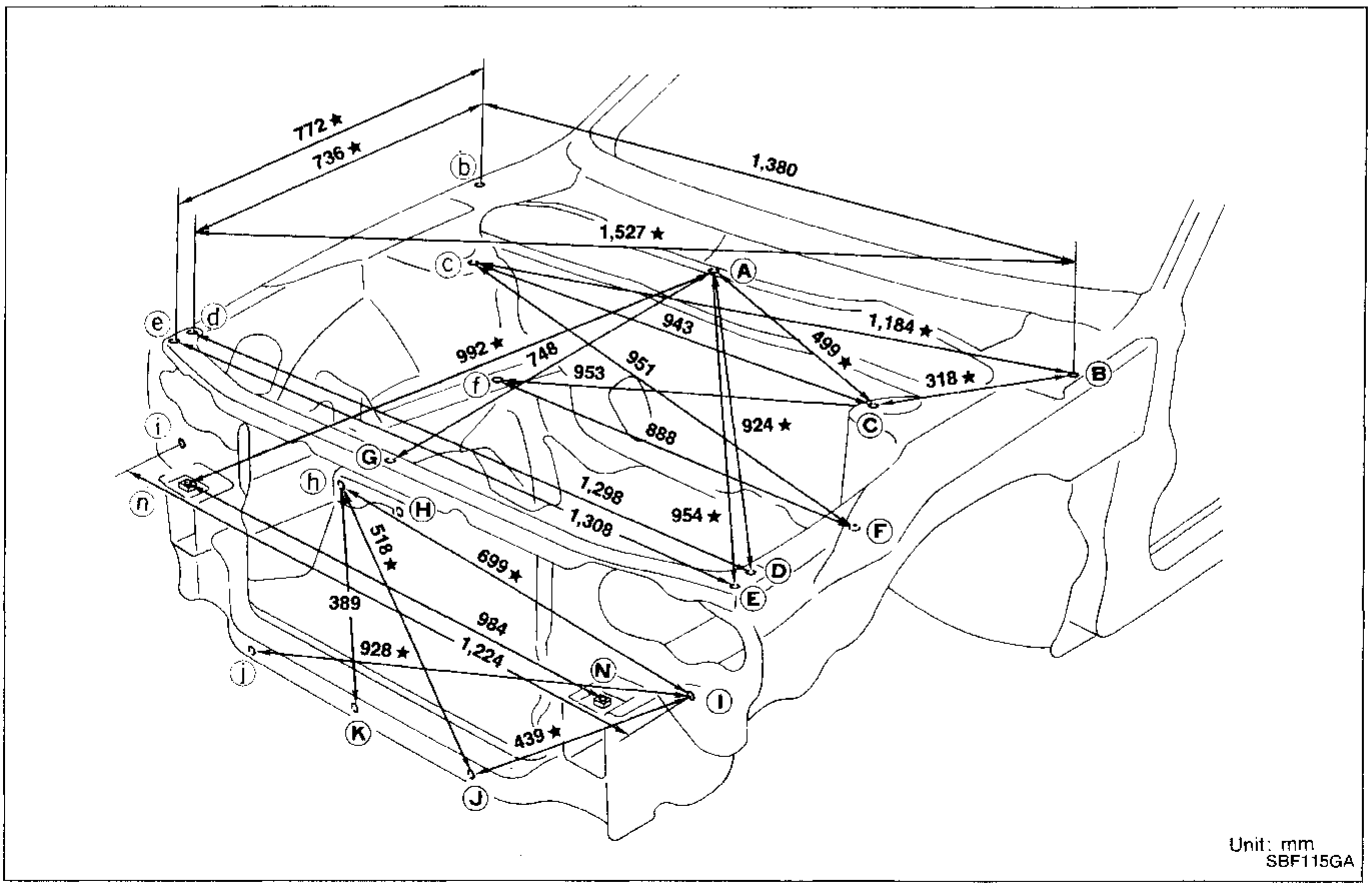
- All dimensions indicated in figures are actual ones.
- When a tram tracking gauge is used, adjust both pointers to equal length and check the pointers and gauge itself to make sure there is no free play.
- When a measuring tape is used, check to be sure there is no elongation, twisting or bending.
- Measurements should be taken at the center of the mounting holes.
- An asterisk (*) following the value at the measuring point indicates that the measuring point on the other side is symmetrically the same value.
- The coordinates of the measurement points are the distances measured from the standard line of "X", "Y" and "Z".



SBF874G

Engine Compartment

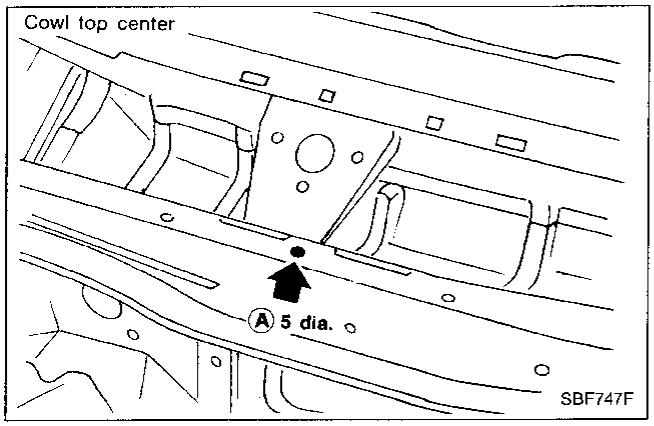
MEASUREMENT

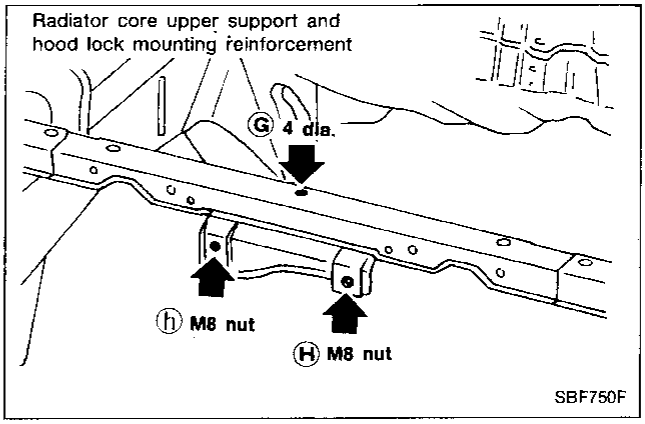


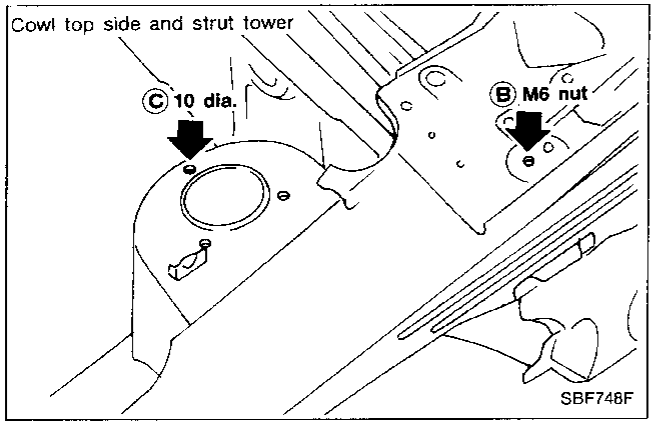
Engine Compartment (Cont'd)

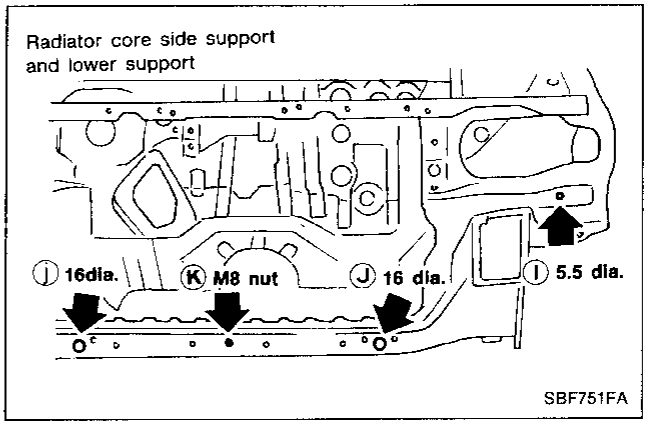
MEASUREMENT POINTS

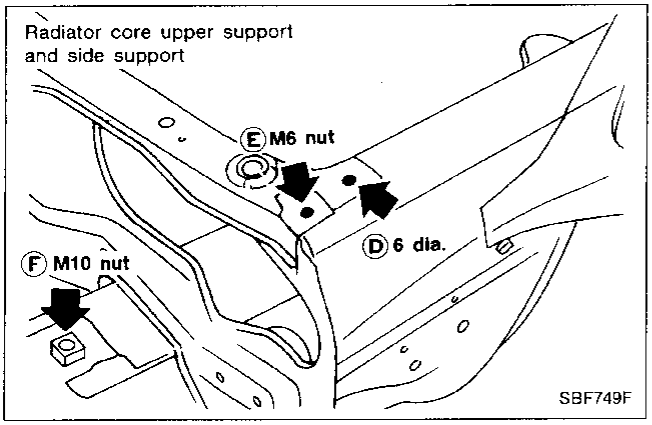
Unit: mm

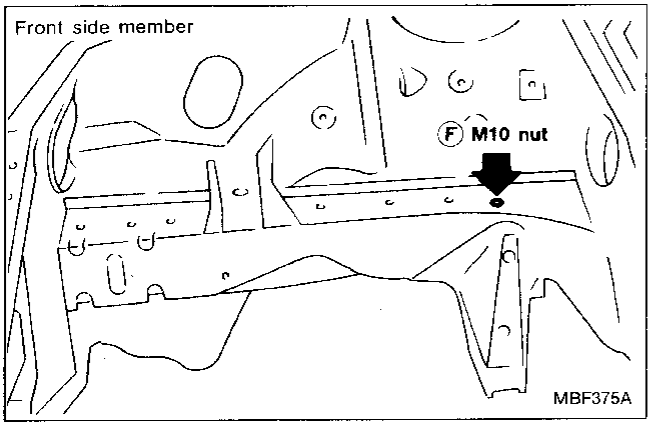






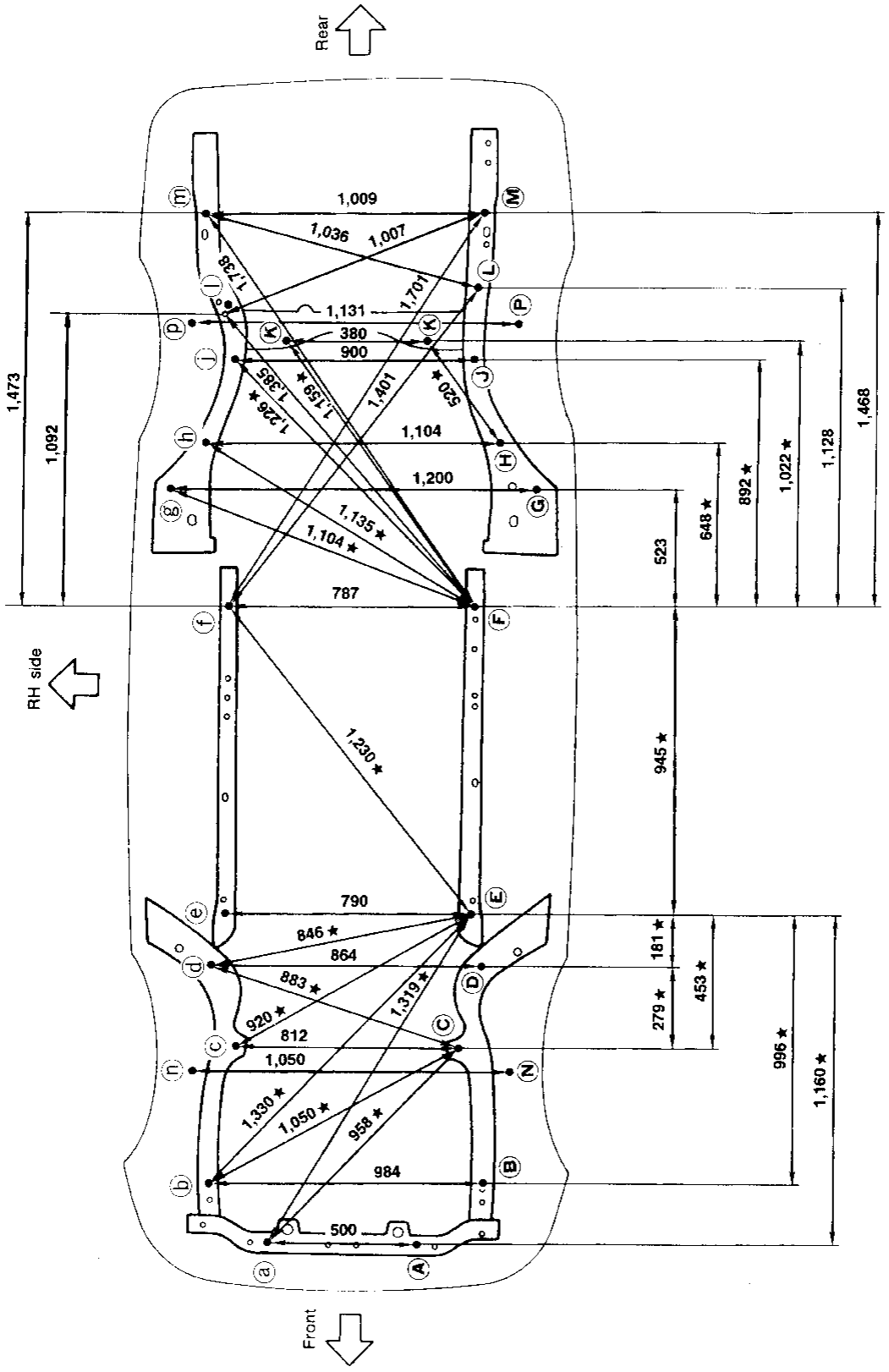






Underbody

MEASUREMENT



SBF117GA

Underbody (Cont'd)

MEASUREMENT POINTS

Front side member and front extension

Coordinates:

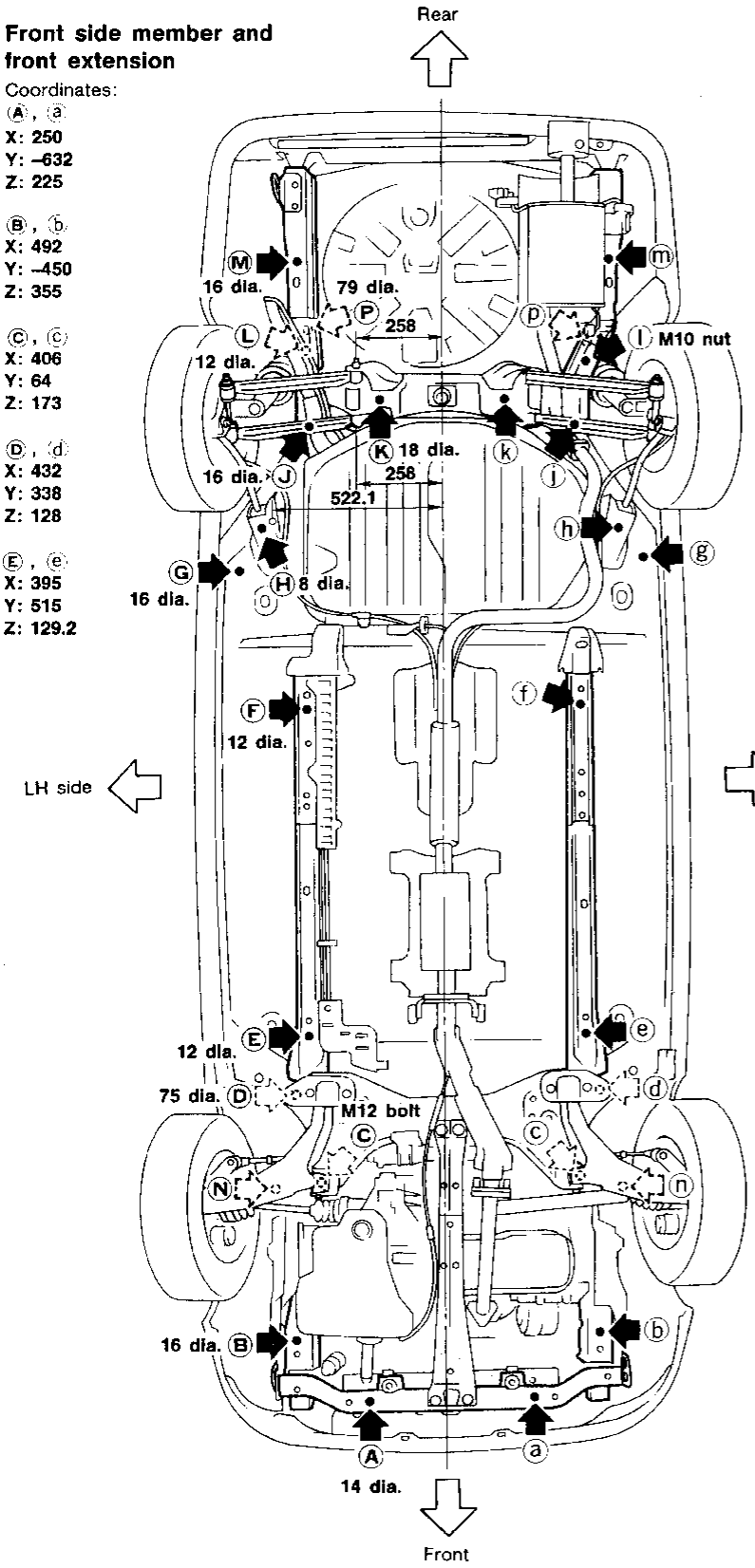
Ⓐ, ⓐ
X: 250
Y: –632
Z: 225

Ⓑ, ⓑ
X: 492
Y: –450
Z: 355

Ⓒ, ⓒ
X: 406
Y: 64
Z: 173

Ⓓ, ⓓ
X: 432
Y: 338
Z: 128

Ⓔ, ⓔ
X: 395
Y: 515
Z: 129.2



Rear side member and rear extension

Cordinates:

Ⓕ, ⓕ
X: 393.5
Y: 1,460
Z: 126.9

Ⓖ, ⓖ
X: 600
Y: 1,930
Z: 227.5

Ⓗ, ⓗ
X: 552
Y: 2,085.9
Z: 176.5

Ⓙ, ⓙ
X: 450
Y: 2,325
Z: 338

Ⓚ, ⓚ
X: 190
Y: 2,459
Z: 194.8

Ⓛ
X: 438.3
Y: 2,567
Z: 338

Ⓘ
X: 461.2
Y: 2,528.8
Z: 338

Ⓜ
X : 470
Y : 2,911
Z : 339.6

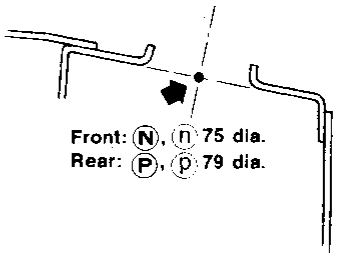
ⓜ
X: 539
Y: 2,911
Z: 339.6

Front and rear strut tower centers

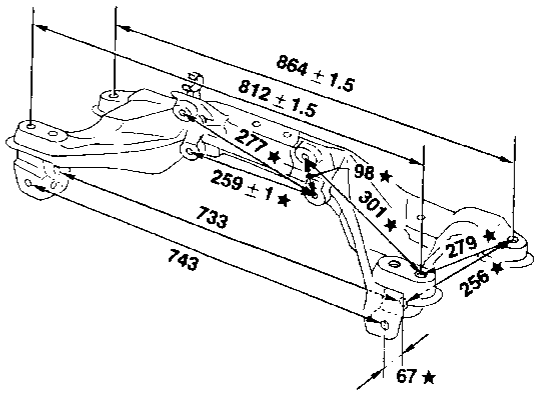
Coordinates:

Ⓝ, ⓝ
X: 525.2
Y: 17.5
Z: 754.2

Ⓟ, ⓟ
X: 565.3
Y: 2,496
Z: 778.5



Front suspension member



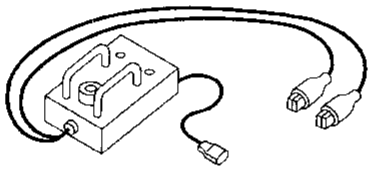
Unit: mm

SBF118GA

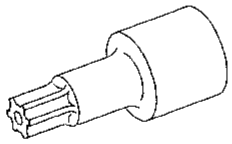
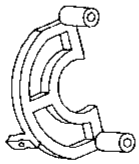
Precautions for SRS "Air Bag" Service

- Do not use a circuit tester to check SRS circuits.
- Before servicing the SRS, turn ignition switch "OFF", disconnect battery ground cable and wait for at least 10 minutes.
  For approximately ten minutes after the cables are removed, it is still possible for the air bag to inflate. Therefore, do not work on any air bag system connectors or wires until at least ten minutes have passed.
- SRS sensors must always be installed with their arrow marks " ⇦" facing the front of the vehicle for proper operation. Also check sensors for cracks, deformities or rust before installation and replace as required.
- The spiral cable must be aligned with the neutral position since its rotations are limited. Do not attempt to turn steering wheel or column after removal of steering gear.
- Handle air bag module carefully. Always place it with the pad side facing upward.
- After removing any SRS parts, discard old bolts and replace with new ones. Conduct self-diagnosis to check entire SRS for proper function.
- If front of vehicle is damaged in a collision, always check the crash zone sensor and the wiring harness.

Special Service Tool

Tool number (Kent-Moore No.) Tool name	Description
KV99106400 (J38381) Deployment tool	 NT219 Disposing of air bag module

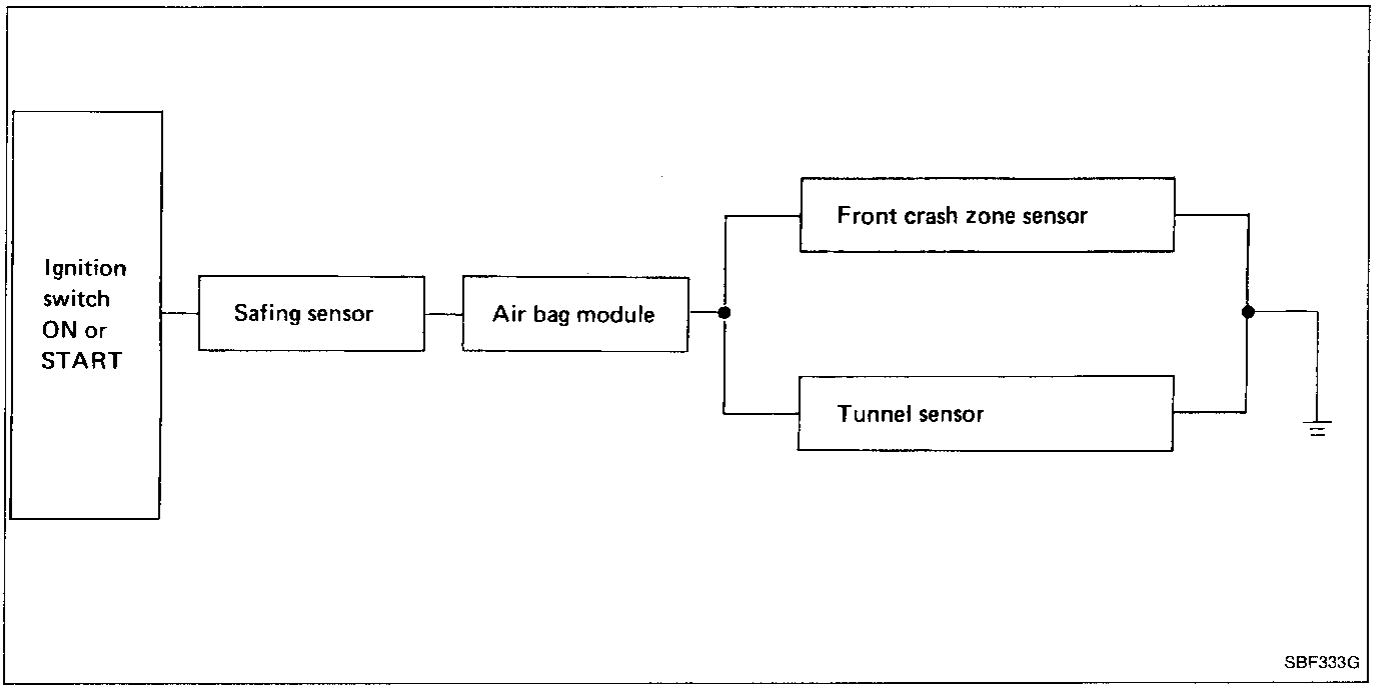
Commercial Service Tools

Tool name	Description
Special torx bit	 NT220 Use for special bolts (tamper resistant screw)
Spiral cable stopper	 NT221 Avoiding unexpected spiral cable rotation

Description

The air bag deploys when any of the two sensors (front crash zone sensor or tunnel sensor) and the safing sensor simultaneously activate while the ignition switch is "ON".

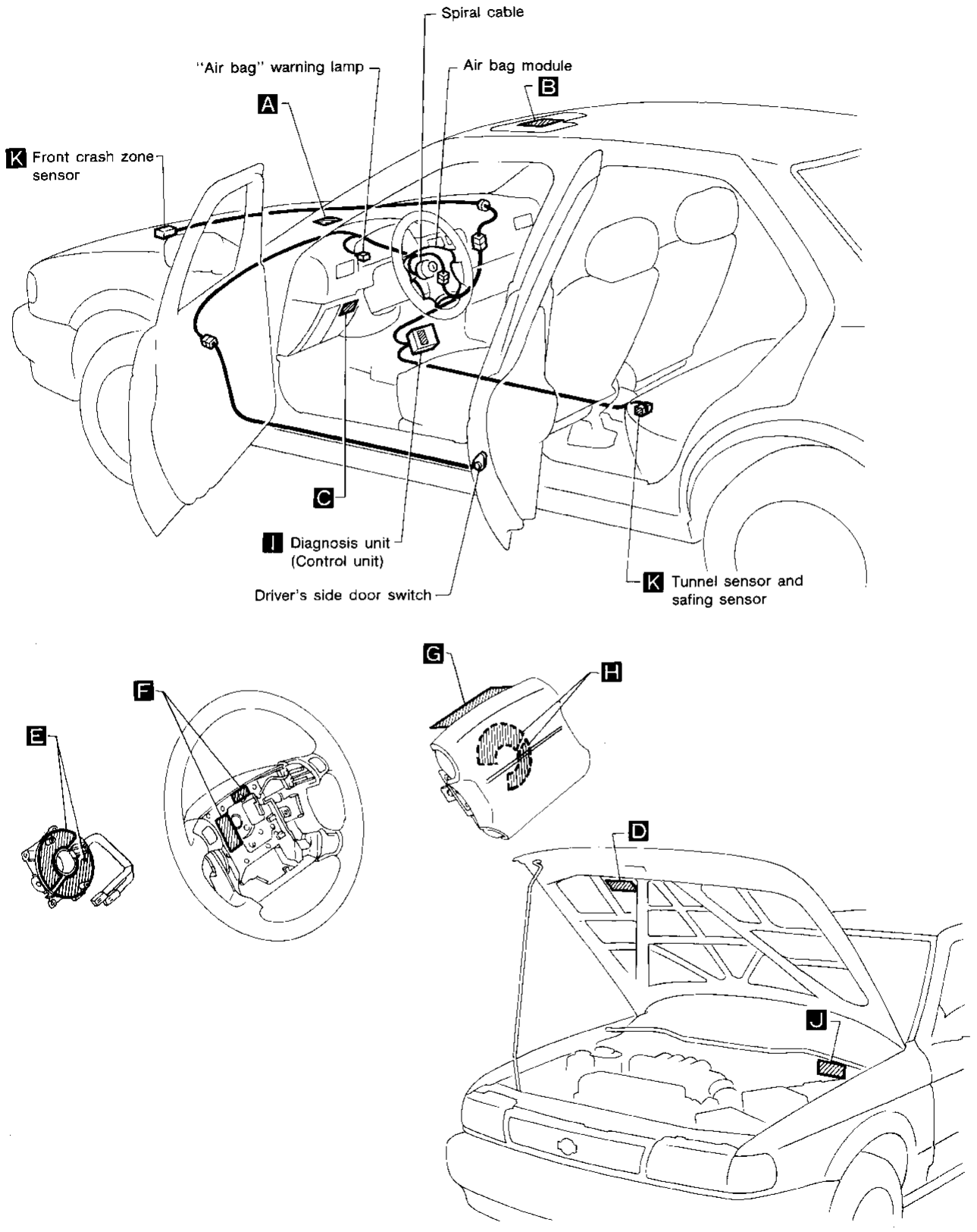
Ignition	Crash zone sensor	Tunnel sensor	Safing sensor	Air bag signal
	Front			
ON	ON		ON	ON
ON		ON	ON	ON



Self-diagnosis

The diagnosis unit (control unit) diagnoses the SRS circuit. When the ignition key is in the "ON" or "START" position, the "AIR BAG" warning lamp will illuminate for about 7 seconds and then turn off. This means that the system is operational.

SRS Component Parts Location



Caution Labels

The CAUTION LABELS are important when servicing air bags in the field. If they are dirty or damaged, replace them with new ones.

A

DRIVER-AIRBAG

B

INFORMATION SRS AIRBAG

- THIS CAR IS EQUIPPED WITH A DRIVER AIR BAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.) TO REDUCE INJURY TO THE DRIVER IN A FRONTAL COLLISION.
- THE SYSTEM IS DESIGNED TO SUPPLEMENT THE ACCIDENT PROTECTION PROVIDED BY THE DRIVER'S SEAT BELT. BUT IT IS NOT A SUBSTITUTE FOR THE BELT SYSTEM.
- ALWAYS WEAR YOUR SEAT BELT WHEN THE CAR IS IN USE.
- THE SYSTEM MUST BE INSPECTED 10 YEARS AFTER DATE OF MANUFACTURE, AS NOTED ON THE CERTIFICATION LABEL LOCATED ON THE LEFT FRONT DOOR.
- THE "AIRBAG" LAMP WILL LIGHT MOMENTARILY WHEN THE IGNITION KEY IS TURNED TO THE "ON" OR "START" POSITION. THIS MEANS THE SYSTEM IS OPERATIONAL.
- HOWEVER, IF ANY OF THE FOLLOWING CONDITIONS OCCUR, THE SYSTEM MUST BE SERVICED:
  1. THE "AIR BAG" LAMP DOES NOT GO ON AS DESCRIBED ABOVE.
  2. THE "AIRBAG" LAMP FLASHES INTERMITTENTLY OR REMAINS ON.
  3. ANY PORTION OF THE FRONT END OF THE CAR IS DAMAGED.
  4. THE AIR BAG HAS DEPLOYED.
- SEE YOUR OWNER'S MANUAL FOR DETAILS ABOUT THE FUNCTIONING, SERVICE, AND DISPOSAL PROCEDURES FOR THE SYSTEM.

C

NOTICE SRS AIRBAG

- THIS CAR IS EQUIPPED WITH A DRIVER AIR BAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.)
- IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
- ALWAYS WEAR YOUR SEAT BELT.

D

WARNING SRS AIRBAG

- THIS CAR IS EQUIPPED WITH A DRIVER AIR BAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.)
- ALL S.R.S. ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
- DO NOT USE ELECTRICAL TEST EQUIPMENT ON THESE CIRCUITS.
- TAMPERING WITH OR DISCONNECTING THE S.R.S. WIRING AND CONNECTORS COULD RESULT IN ACCIDENTAL DEPLOYMENT OF THE AIR BAG OR MAKE THE SYSTEM INOPERATIVE, WHICH MAY RESULT IN SERIOUS INJURY.

E

CAUTION SRS AIRBAG

- BEFORE ASSEMBLY;
  - LINE UP THE FRONT WHEELS STRAIGHT AHEAD.
  - ALIGN THE ARROW WITH THE YELLOW MARK ON THE SIDE GEAR.
  - READ SERVICE MANUAL.
- NO SERVICEABLE PARTS INSIDE.
- DO NOT DISASSEMBLE OR TAMPER.

F

WARNING SRS AIRBAG

BEFORE MOUNTING STEERING WHEEL;

- MAKE SURE THAT THE FRONT WHEELS ARE IN STRAIGHT-AHEAD POSITION.
- ALIGN THE ARROW WITH THE YELLOW MARK ON THE SIDE GEAR. (SPIRAL CABLE)
- READ SERVICE MANUAL.

Caution Labels (Cont'd)

G

WARNING SRS AIRBAG

- THIS AIRBAG MODULE CANNOT BE REPAIRED.
- USE DIAGNOSTIC INSTRUCTIONS TO DETERMINE IF THE UNIT IS OPERATIONAL.
- IF NOT OPERATIONAL, REPLACE AND DISPOSE OF THE ENTIRE UNIT AS DIRECTED IN THE INSTRUCTIONS.
- UNDER NO CIRCUMSTANCES SHOULD A DIAGNOSIS BE PERFORMED USING ELECTRICALLY POWERED TEST EQUIPMENT OR PROBING DEVICES.
- TAMPERING OR MISHANDLING CAN RESULT IN PERSONAL INJURY.
- STORE THE REMOVED AIRBAG MODULE WITH THE PAD SURFACE UP.
- FOR SPECIAL HANDLING OR STORAGE REFER TO SERVICE MANUAL.

H

DANGER POISON

- KEEP OUT OF THE REACH OF CHILDREN.
- CONTAINS SODIUM ACID AND POTASSIUM NITRATE.
- CONTENTS ARE POISONOUS AND EXTREMELY FLAMMABLE.
- CONTACT WITH ACID, WATER OR HEAVY METALS MAY PRODUCE HARMFUL AND IRRITATING GASES OR EXPLOSIVE COMPOUNDS.
- DO NOT DISMANTLE, INCINERATE, OR BRING INTO CONTACT WITH ELECTRICITY OR STORE AT TEMPERATURES EXCEEDING 200°F.
- FIRST AID: IF CONTENTS ARE SWALLOWED, INDUCE VOMITING;
  - — FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES
  - — IF GASES FROM ACID OR WATER CONTACT ARE INHALED, SEEK FRESH AIR
  - — IN EVERY CASE, GET PROMPT MEDICAL ATTENTION
- FOR ADDITIONAL INFORMATION, SEE MATERIAL SAFETY DATA SHEET (MSDS) FOR THIS PRODUCT.

I

CAUTION SRS AIRBAG

- NO SERVICEABLE PARTS INSIDE.
- DO NOT DISASSEMBLE OR TAMPER.
- DO NOT DROP; KEEP DRY.
- WHILE REMOVED, STORE IN A CLEAN AND DRY AREA.

J

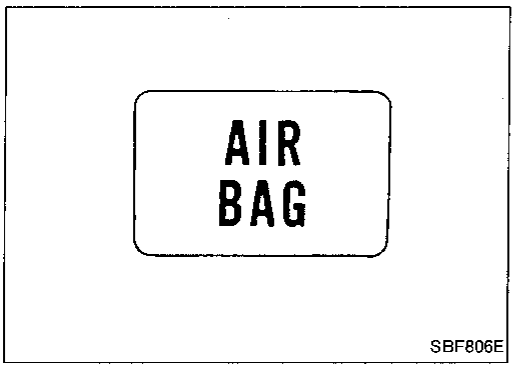
CAUTION SRS AIRBAG

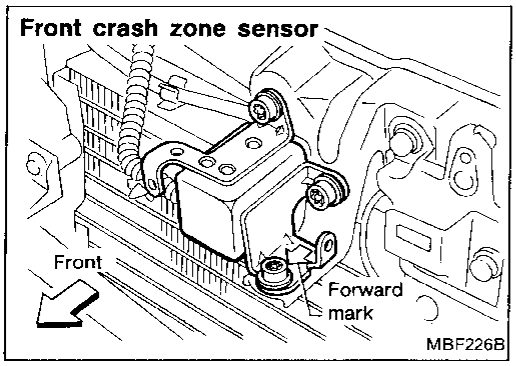
- TO AVOID DAMAGING THE S.R.S. SPIRAL CABLE, WHICH COULD MAKE THE SYSTEM INOPERATIVE, REMOVE THE STEERING WHEEL BEFORE REMOVING THE STEERING LOWER JOINT.

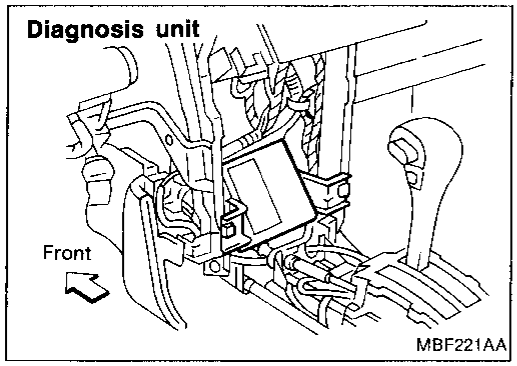
K

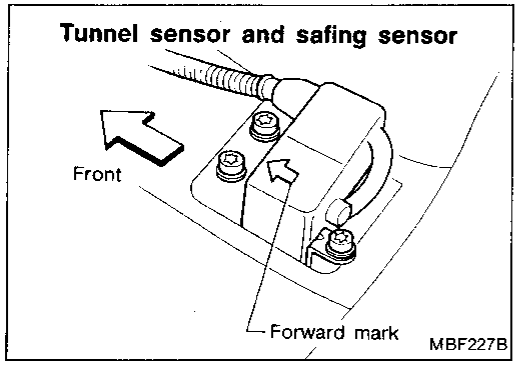
WARNING SRS AIRBAG

- DO NOT DISASSEMBLE OR TAMPER.
- DISMANTLING AND INSTALLATION SHOULD ONLY BE PERFORMED BY TRAINED PERSONNEL.









Maintenance Items

1. Check "AIR BAG" warning lamp
   When the ignition key is in the "ON" or "START" position, the "AIR BAG" warning lamp will illuminate for about 7 seconds and then turn off. This means that the system is operational.

2. Visually check SRS components

(1) Sensors
- Check sensors to ensure the arrow marks face the front of the vehicle.
- Check body and sensor brackets for deformities or rust.
- Check sensor case for dents, cracks, deformities or rust.
- Check sensor harness for binds, connector for damage, and terminals for deformities.

(2) Diagnosis (Control) unit — Airbag
- Check case and bracket for dents, cracks or deformities.
- Check connectors for damage, and terminals for deformities.

(3) Main harness
- Check connectors for poor connections.
- Check harnesses for binds, connectors for damage, and terminals deformities.

(4) Spiral cable
- Visually check lock (engagement) pins and combination switch for damage.
- Check connectors, flat cable and protective tape for damage.
- Check steering wheel for noise, binds or difficult operation.

(5) Steering wheel
- Check harness (built into steering wheel) and connectors for damage, and terminals for deformities.
- Install air bag module to check fit or alignment with steering wheel.
- Check steering wheel for excessive free play.

(6) Air bag module
- Remove air bag module from steering wheel.
  Check harness cover and connectors for damage, terminals for deformities, and harness for binds.
- Install air bag module to steering wheel to check fit or alignment with the wheel.

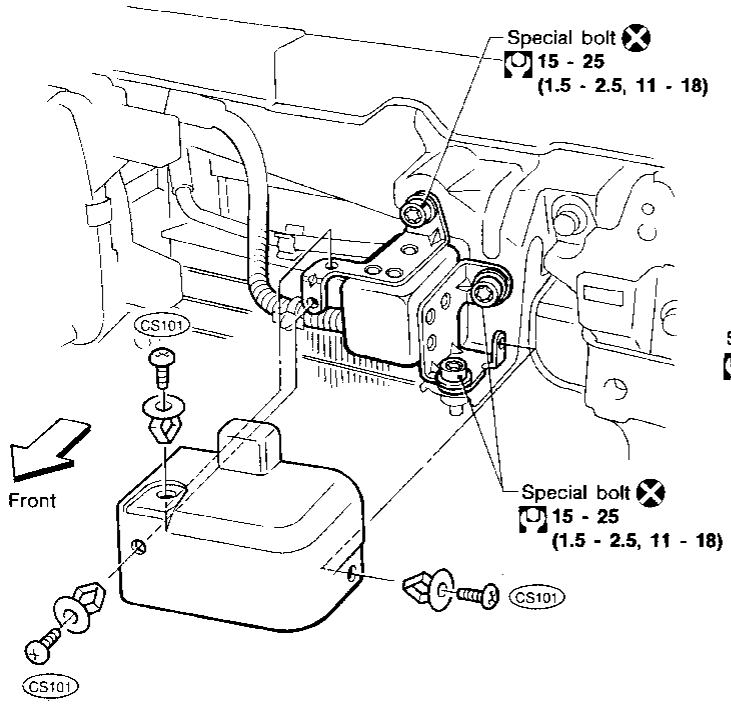
CAUTION:
Replace previously used screws with new ones.

Removal and Installation — Diagnosis (Control) Unit and Sensors

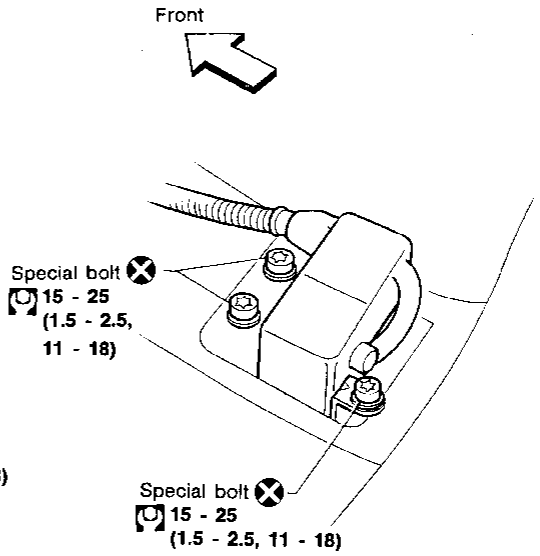
CAUTION:

- **Before servicing SRS, turn the ignition switch off, disconnect battery ground cable and wait for at least 10 minutes.**
- **The special bolts are coated with bonding agent. Discard old ones after removal; replace with new ones.**
- Check all sensors for proper installation.
- Check all sensors to ensure they are free of deformities, dents, cracks or rust. If they show any visible signs of damage, replace them with new ones.
- Check sensor brackets to ensure they are free of deformities or rust.

Front crash zone sensor



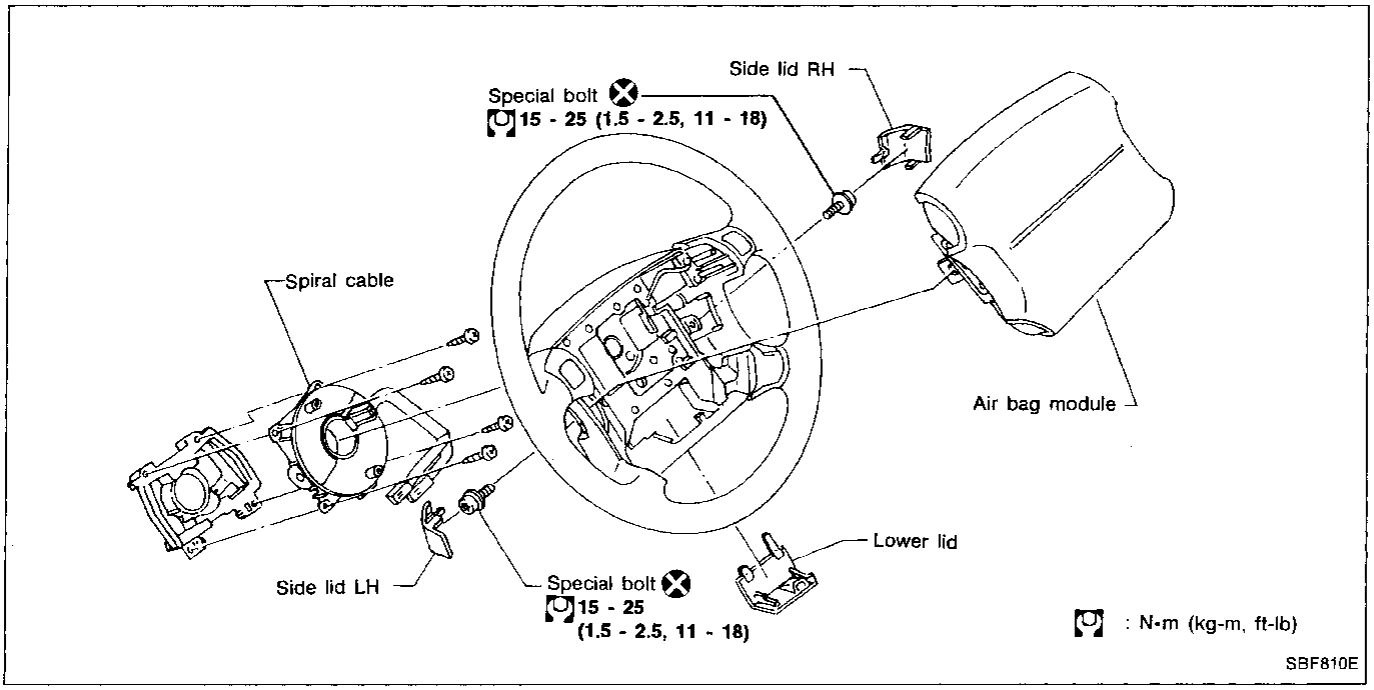
Tunnel sensor and safing sensor

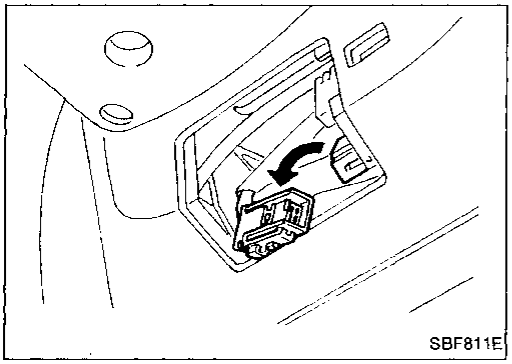


: N•m (kg-m, ft-lb)

MBF228B

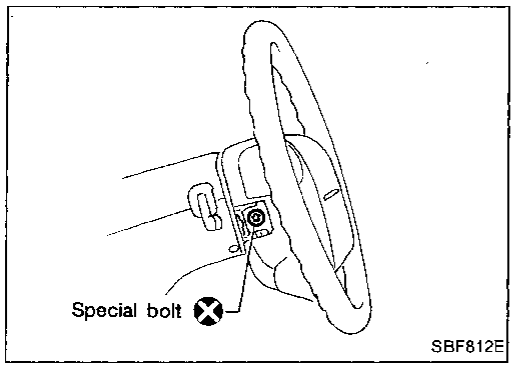
Removal — Air Bag Module and Spiral Cable



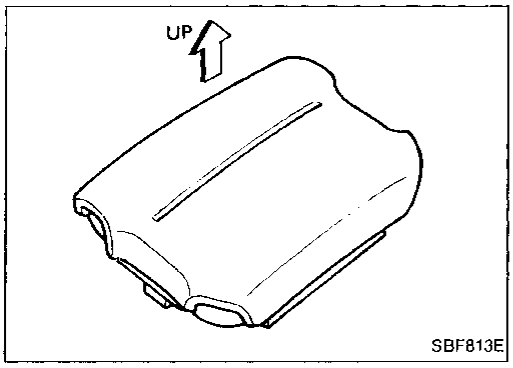


CAUTION:
Before servicing SRS, turn the ignition switch off, disconnect battery ground cable and wait for at least 10 minutes.

1. Remove lower lid from steering wheel, and disconnect air bag module connector.

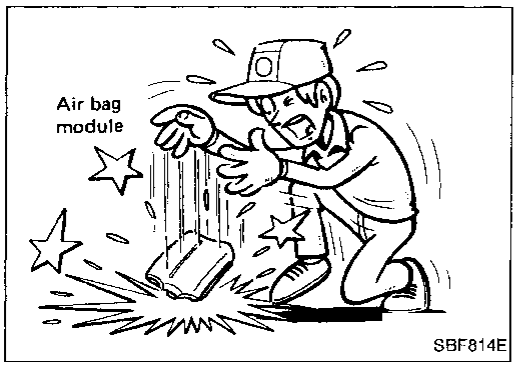


2. Remove side lid. Using the T50H torx bit, remove left and right special bolts. Air bag module can then be removed.



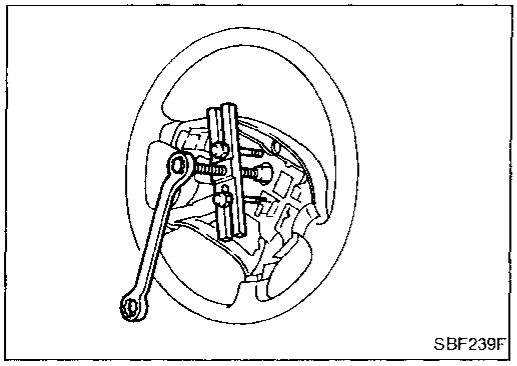
CAUTION:
- **Always place air bag module with pad side facing upward.**
- **Do not attempt to disassemble air bag module.**
- **The special bolts are coated with bonding agent. Discard old ones after removal; replace with new ones.**

Removal — Air Bag Module and Spiral Cable (Cont'd)

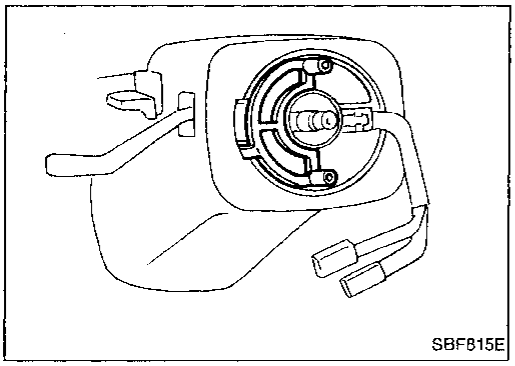


SBF814E

- **Do not drop or impact air bag module. If any portion is deformed or cracked, replace the module.**
- **Do not expose the air bag module to temperatures exceeding 100°C (212°F).**
- **Do not allow oil, grease or water to come in contact with the air bag module.**


SBF239F

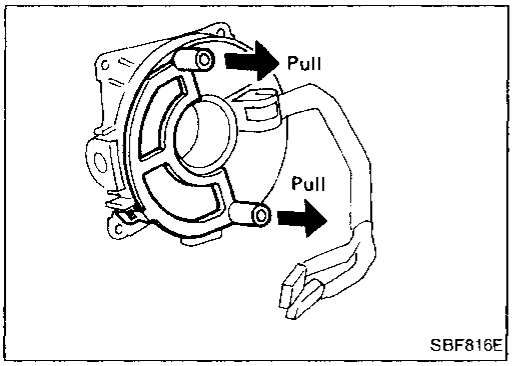
3. Set steering wheel in the neutral position.
4. Disconnect horn connector and remove nuts.
5. Using steering wheel puller, remove steering wheel. Be careful not to over-tighten puller bolt on steering wheel.


SBF815E

6. Attach spiral cable to stopper.
7. Remove steering column cover.
8. Disconnect connector and remove the four screws. The spiral cable can then be removed.

Installation — Air Bag Module and Spiral Cable

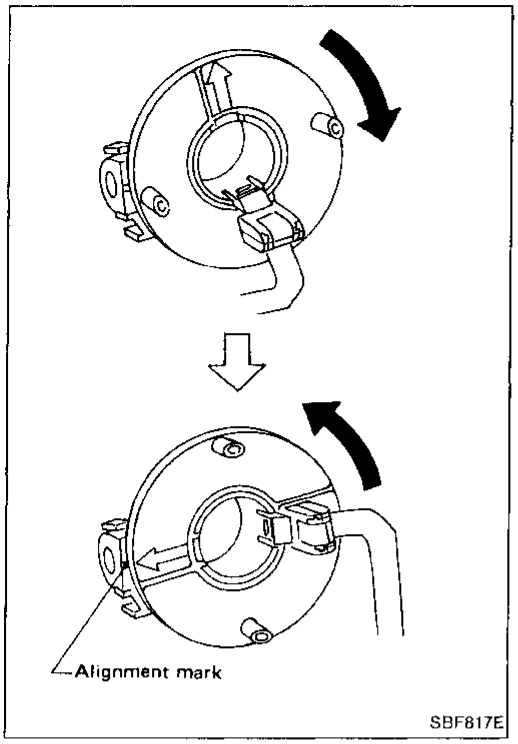
1. Connect spiral cable connector and tighten with screws. Install steering column cover.



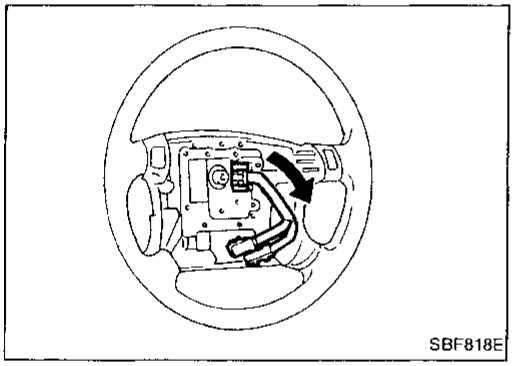
SBF816E

2. Remove stopper by pulling two pin guides.

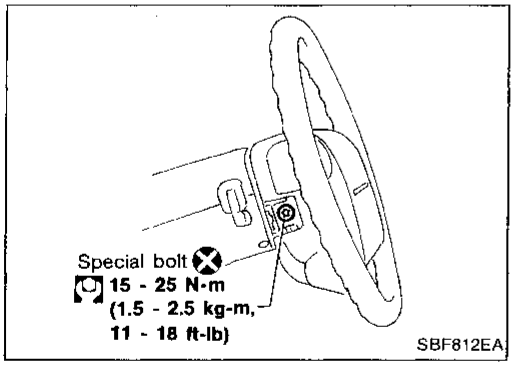
Installation — Air Bag Module and Spiral Cable (Cont'd)



- Alignment of spiral cable with neutral position
  If stopper is not used, align spiral cable with neutral position as follows:
  Turn spiral cable clockwise until it catches stopper. Then, back spiral cable off approximately two turns until yellow alignment mark appears on left gear. Align arrow mark "⇦" of spiral cable with this yellow mark.

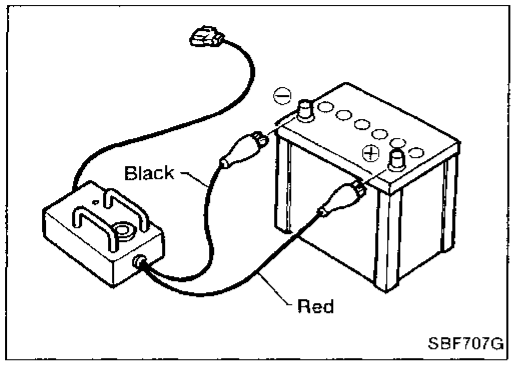


3. Install steering wheel setting spiral cable pin guides, and pull spiral cable through.
4. Connect horn connector and engage spiral cable with pawls in steering wheel.
5. Tighten nuts.



6. Position air bag module and tighten with new special bolts.
7. Connect air bag module connector.
8. Install all lids.

9. Conduct self-diagnosis to ensure entire SRS operates properly. (Use CONSULT or warning lamp check.)



Scrapping the Air Bag

Before scrapping an air bag module or a vehicle equipped with an SRS air bag, be sure to deploy air bag.

CONNECTING TO BATTERY

- Place the vehicle outdoors in such a way that it is surrounded on all sides by at least 6 m (20 ft) of open space.
- Use a voltmeter to make sure the vehicle battery is fully charged.

CAUTION:

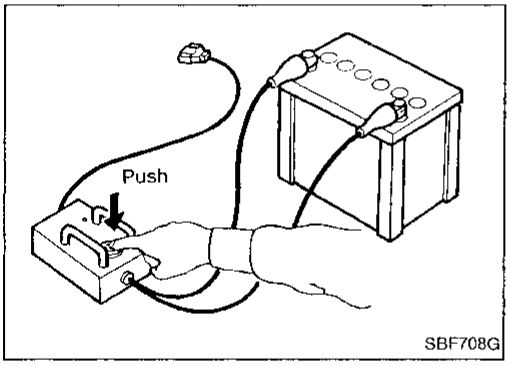
The battery must show voltage of 9.6V or more.

Remove the battery from the vehicle and place it on dry wood blocks approximately 5 m (16 ft) away from the vehicle.

- Wait 10 to 12 minutes after the vehicle battery is disconnected before proceeding.
- Connect deployment tool to the battery.

CAUTION:

Make sure the polarity is correct. The right side lamp in the tool, marked "deployment tool power", should glow with a green light. If the right side lamp glows red, reverse the connections to the battery.



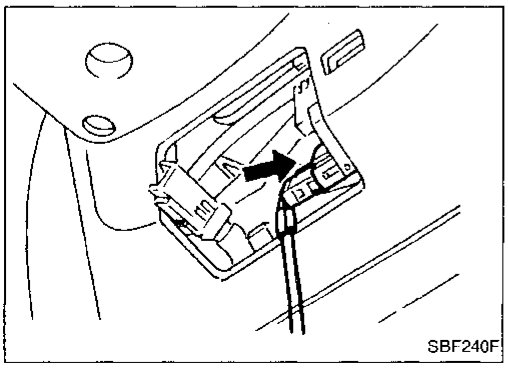
DEPLOYMENT TOOL CHECK

Press the deployment tool switch to the "ON" position. The left side lamp in the tool, marked "air bag connector voltage" should illuminate. If it does not illuminate, replace the tool.

AIR BAG DEPLOYMENT TOOL LAMP ILLUMINATION CHART (Battery connected)

Switch operation	Left side lamp, green* "AIR BAG CONNECTOR VOLTAGE"	Right side lamp, green* "DEPLOYMENT TOOL POWER"
OFF	OFF	ON
ON	ON	ON

*: If this lamp glows red, the tool is connected to the battery incorrectly. Reverse the connections and make sure the lamp glows green.



CONNECTING TO AIR BAG

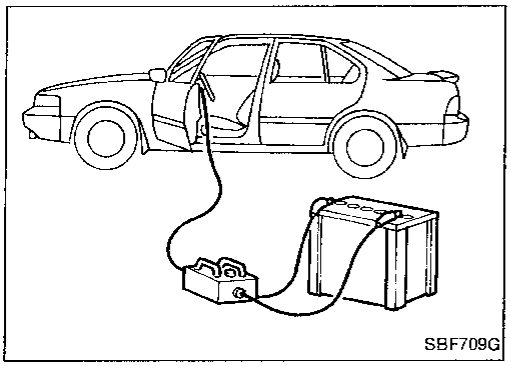
- Remove lower lid from steering wheel and disconnect air bag module connector.
- Connect deployment tool connector.

CAUTION:

Make sure the deployment tool is disconnected from the battery before you make this connection.

- Reconnect the battery cable to the prepared battery.
- The lamp on the right side of the tool, marked "deployment tool power", should glow green, not red.

Scrapping the Air Bag (Cont'd)


SBF709G

DEPLOYMENT

Press the button on the deployment tool. The left side lamp on the tool, marked "air bag connector voltage", will illuminate and the air bag will deploy.

DISPOSAL

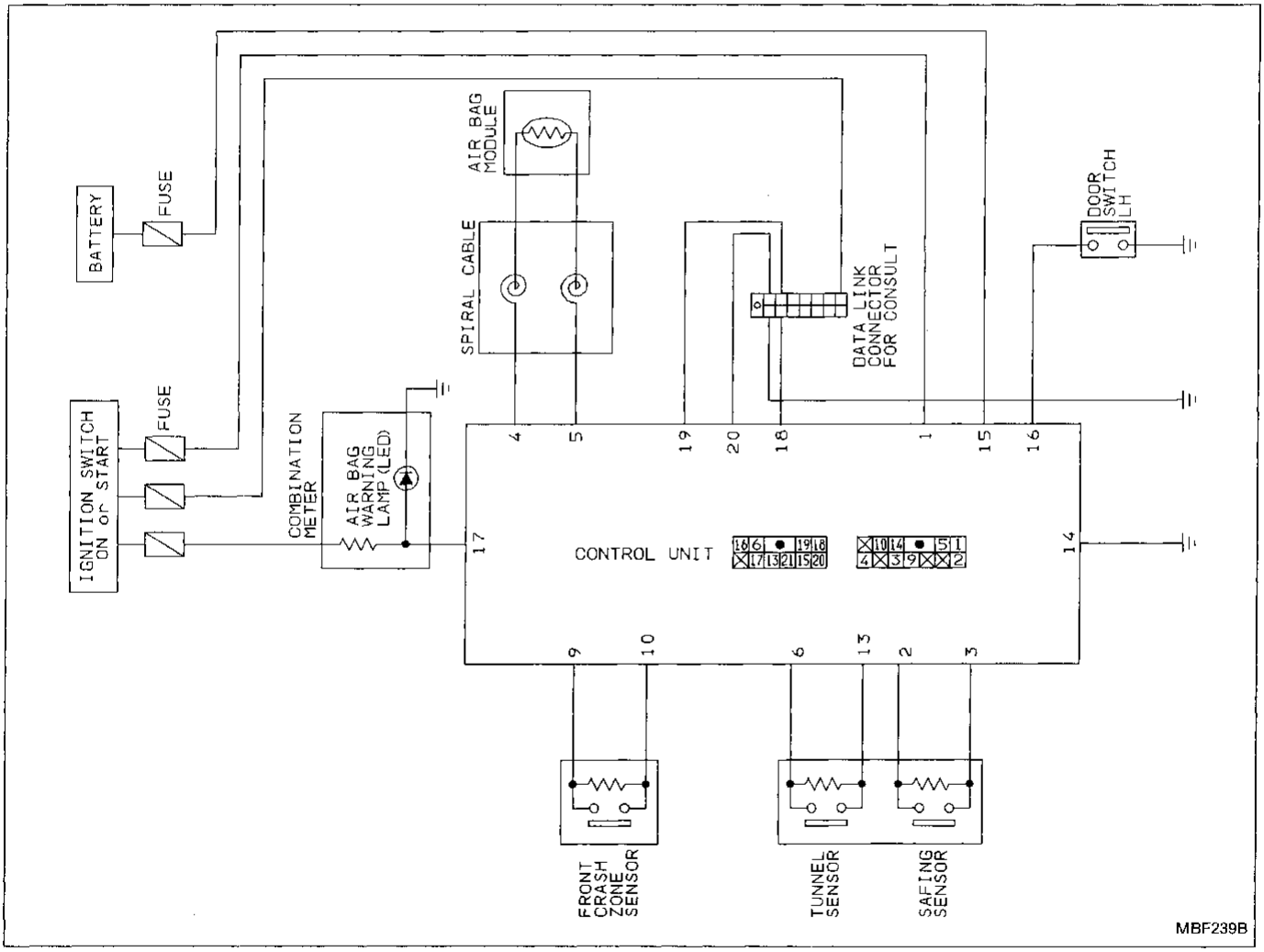
- Remove steering wheel side lids. Use the special "torx" bit to remove the air bag module from the steering wheel. Place it into a sealed vinyl bag for disposal.

CAUTION:

- **When deploying air bag, ensure vehicle is empty.**
- **No poisonous gas is produced upon air bag deployment. However, be careful not to inhale gas since it irritates throat and can cause choking.**
- **Due to heat, leave air bag module unattended for more than 30 minutes after air bag deployment.**
- **Do not attempt to disassemble air bag module.**
- **Air bag module can not be re-used.**
- **Never apply water to a deployed air bag module.**
- **Be sure to wear gloves when handling a deployed air bag module.**

Contents

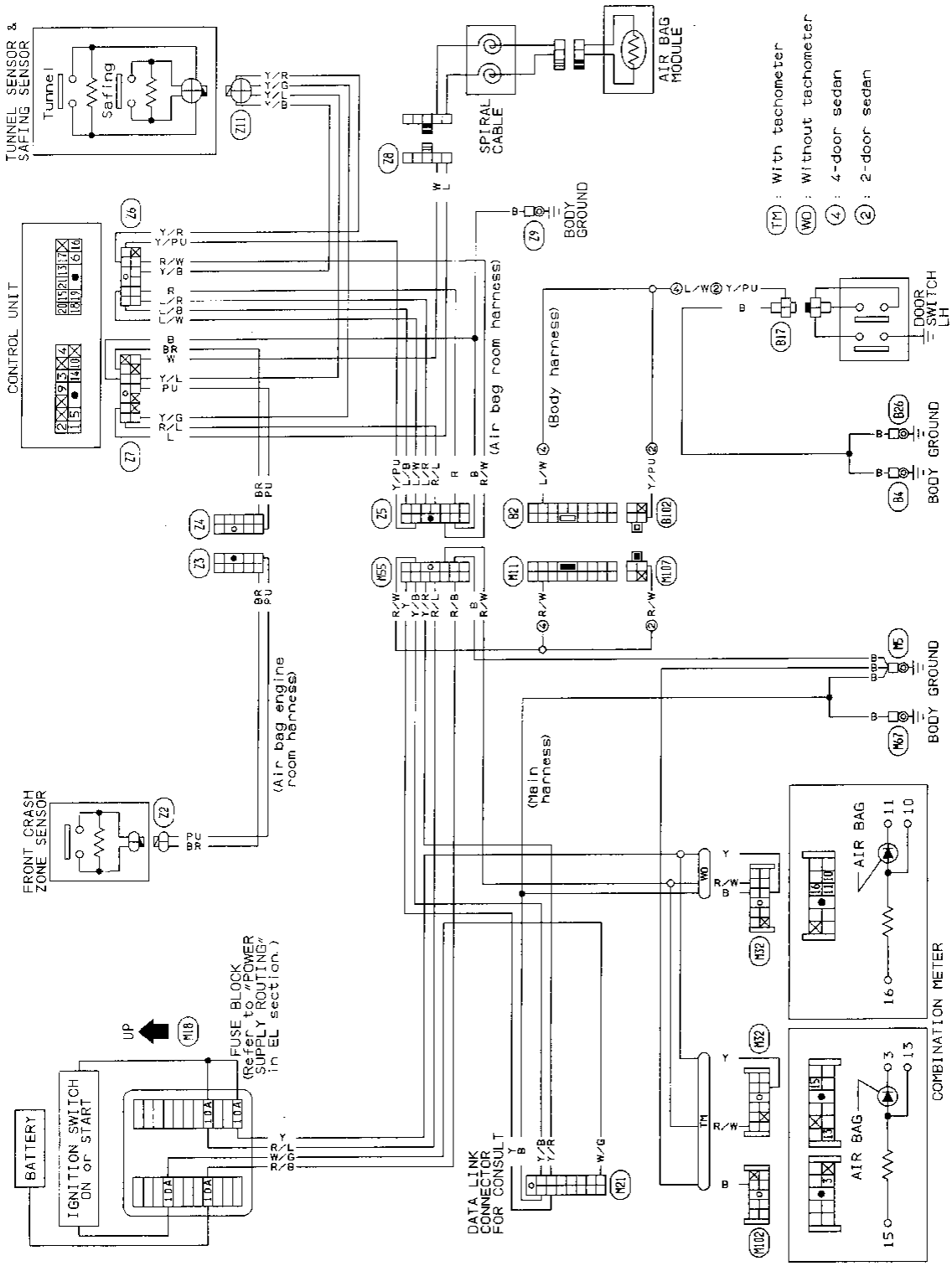
Schematic



Wiring Diagram

CAUTION:

- **Do not use a circuit tester to check SRS "Air Bag" harness connectors. The wiring harness and connectors have yellow outer insulation for easy identification.**
- **Do not attempt to repair, splice or modify the SRS "Air Bag" wiring harness. If the harness is damaged, replace it with a new one.**
- **Keep ground portion clean.**



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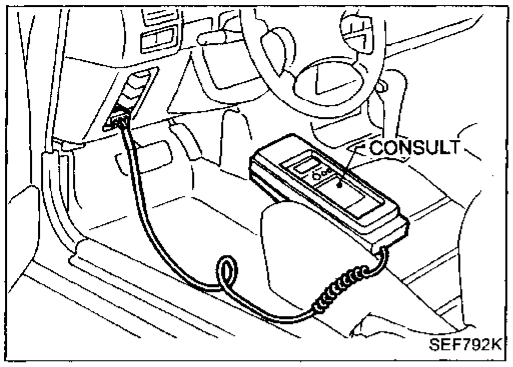


Self-diagnosis

USING CONSULT

The self-diagnosis results can be read by CONSULT, as follows:

1. Connect "CONSULT" to data link connector for CONSULT. (Data link connector for CONSULT is located in the fuse box.)
2. Turn ignition switch to "ON". (When CONSULT is connected, the "AIR BAG" warning lamp will be turned to present diagnosis mode.)

⬇

3. Touch "START" to operate "CONSULT".
4. Touch "AIR BAG" to choose air bag system.

⬇

5. Touch "SELF DIAG RESULTS" to read self-diagnosis results.

⬇

6. Problem codes are displayed on "SELF DIAG RESULT 1" (first page — present mode). The problem code last indicated is displayed on "SELF DIAG RESULT 2" (second page — initial mode).
7. When "PRINT" is pressed, information displayed on "SELF DIAG RESULTS 1 and 2" is printed out.

⬇

8. After repairing malfunctioning parts, press "ERASE" to clear self-diagnosis results.

- **After repairing malfunctioning parts, attempt to clear self-diagnosis results from memory.**
- **If malfunctioning parts are not completely repaired, self-diagnosis results remain stored in memory.**

⬇

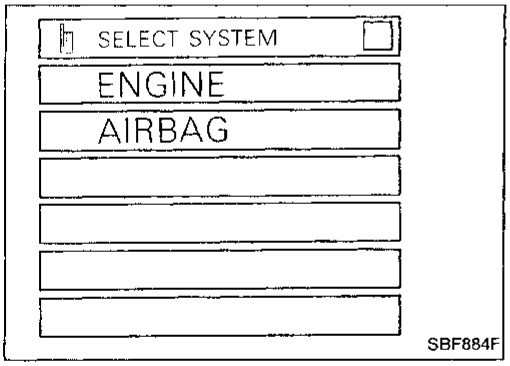
9. Push Back Key of CONSULT until SELECT SYSTEM mode appears to make "SELF-DIAGNOSIS" user mode.

⬇

10. Push the power off switch.

⬇

11. Turn off ignition switch.

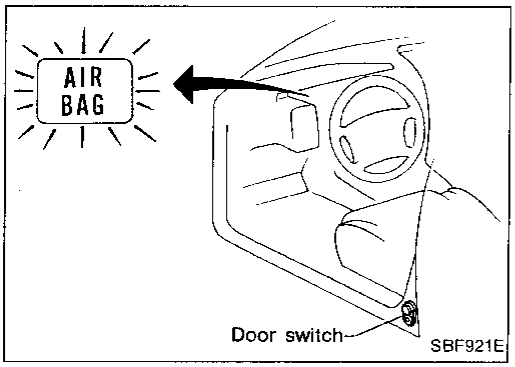


Self-diagnosis (Cont'd)

Self-diagnosis results

Diagnostic item	Explanation	Repair order * Recheck SRS at each replacement.
NO SELF DIAGNOSTIC FAILURE INDICATED	Normal. The SRS "Air Bag" is in good order.	—
SAFING SENSOR [OPEN/LWR-GND-SHORT]	The circuit for the safing sensor is open or the wire from the safing sensor to the diagnosis (control) unit (terminal No. 3) is shorted.	1. Visually check the wiring harness connections. 2. Replace the safing sensor. (safing sensor and tunnel sensor unit) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
SAFING SENSOR [SHORT/LWR-VB-SHORT]	Both the wires for the safing sensor are shorted or the wire from the safing sensor to the diagnosis (control) unit (terminal No. 3) is shorted to some power supply circuit.	
AIRBAG MODULE [OPEN]	The circuit for driver's air bag module is open. (including the spiral cable)	1. Visually check the wiring harness connections. 2. Replace the spiral cable. 3. Replace driver's air bag module. (Before disposing of it, it must be deployed.) 4. Replace the diagnosis (control) unit. 5. Replace the main harness.
AIRBAG MODULE [VB-SHORT]	The circuit for driver's air bag module is shorted to some power supply circuit. (including the spiral cable)	
AIRBAG MODULE [GND-SHORT]	The circuit for driver's air bag module is shorted to ground. (including the spiral cable)	
AIRBAG MODULE [SHORT]	The circuits for driver's air bag module are shorted to each other.	
TUNNEL SENSOR [OPEN/UPR-VB-SHORT]	The circuit for the tunnel sensor is open or the wire from the diagnosis (control) unit (terminal No. 6) to the tunnel sensor is shorted to some power supply circuit.	1. Visually check the wiring harness connections. 2. Replace the tunnel sensor. (safing sensor and tunnel sensor unit) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
TUNNEL SENSOR [SHORT/UPR-GND-SHORT]	Both the wires for the tunnel sensor are shorted or the wire from the diagnosis (control) unit (terminal No. 6) to the tunnel sensor is shorted to ground.	
CRASH ZONE SEN-CTR [OPEN/UPR-VB-SHORT]	The circuit for the crash zone sensor is open or the wire from the diagnosis (control) unit (terminal No. 9) to the crash zone sensor is shorted to some power supply circuit.	1. Visually check the wiring harness connections. 2. Replace the crash zone sensor. 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
CRASH ZONE SEN-CTR [SHORT/UPR-GND-SHORT]	Both the wires for the crash zone sensor are shorted or the wire from the diagnosis (control) unit (terminal No. 9) to the crash zone sensor is shorted to ground.	
DIAGNOSIS (CONTROL) UNIT	The diagnosis unit (control unit) is out of order.	1. Visually check the wiring harness connections. 2. Replace the diagnosis (control) unit. 3. Replace the main harness.
INDEFINITE FAILURES [AIR BAG]	A problem which cannot be specified occurs because more than two parts are out of order.	1. Visually check the wiring harness connections. 2. Replace the diagnosis (control) unit. 3. Replace all sensors, spiral cable and air bag module. 4. Replace the main harness.

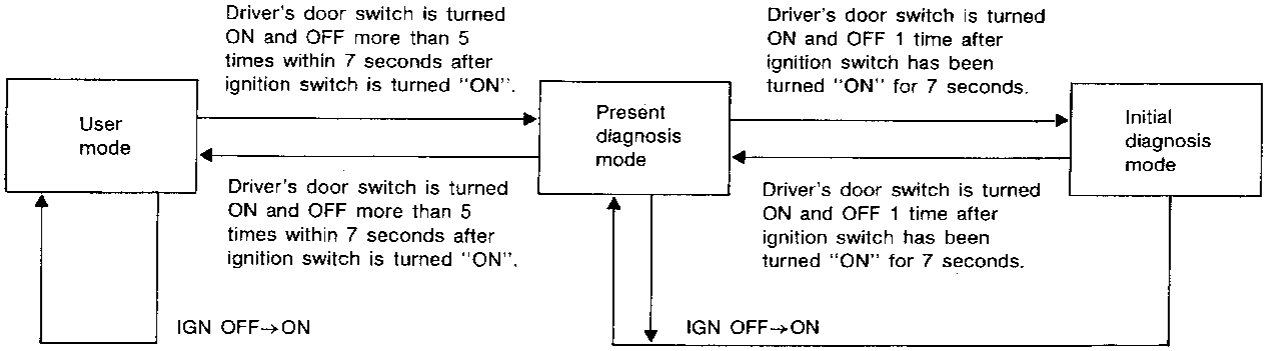
Self-diagnosis (Cont'd)



USING THE WARNING LAMP

Self-diagnosis results can be also read by using the "AIR BAG" warning lamp.
The "Air bag" warning lamp operates as shown below:

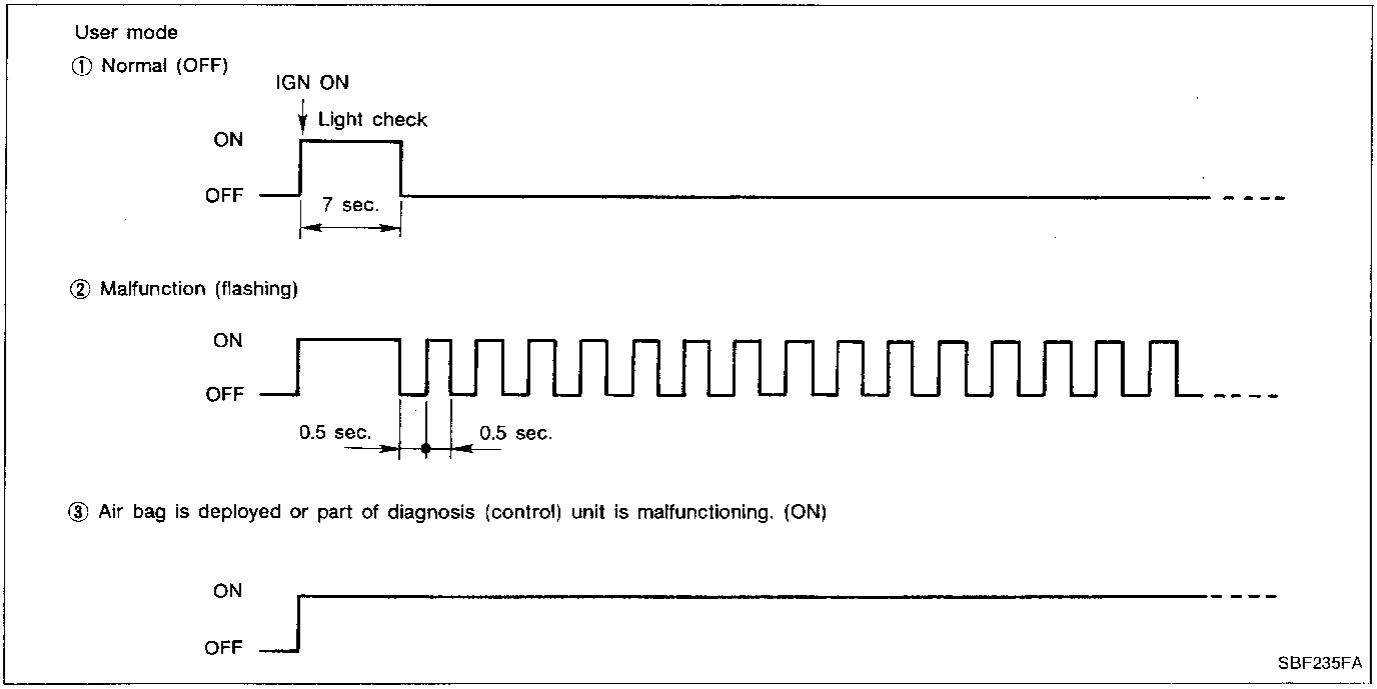
How to alternate self-diagnosis



Problem codes are displayed in present diagnosis mode (self-diagnosis result 1). The problem code last indicated is displayed in initial diagnosis mode (self-diagnosis result 2).

After the malfunctioning parts have been repaired and the system is returned to the user mode, the present diagnosis mode information, displayed as self-diagnosis results, is automatically cleared from memory.

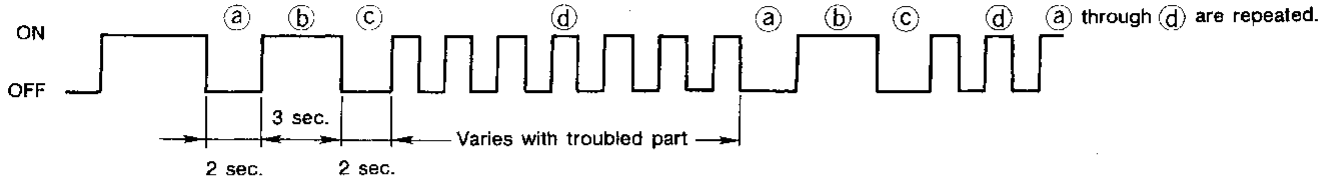
- **After repairing malfunctioning part, attempt to clear self-diagnosis results from memory.**
- **If a malfunctioning part is not completely repaired, information stored in memory will not be cleared.**



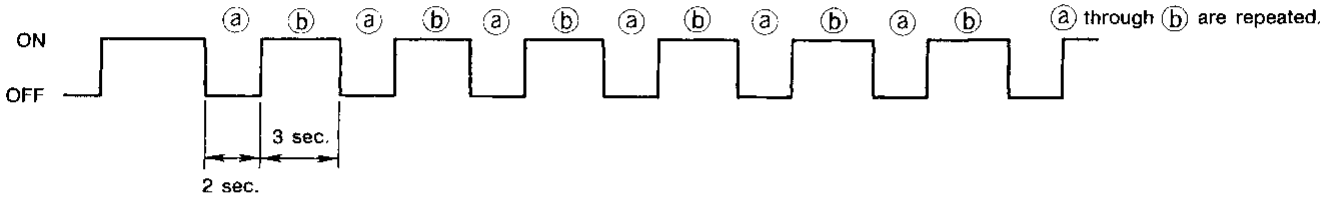
Self-diagnosis (Cont'd)

Present diagnosis mode (self-diagnosis result 1)

ⓑ Start signal; Start signal identifies display modes.



No trouble (or intermittent trouble/repair completion)



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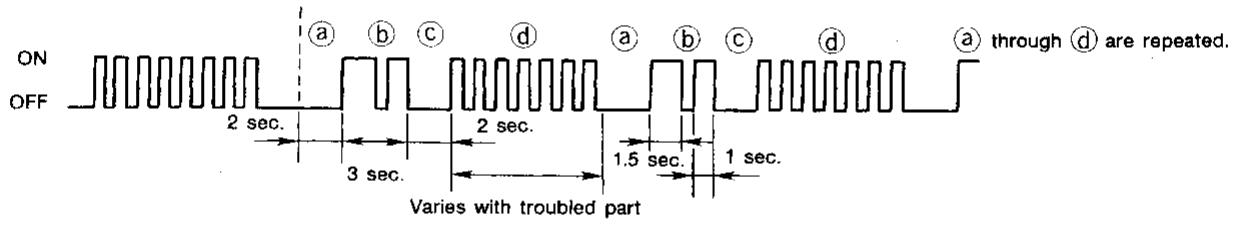
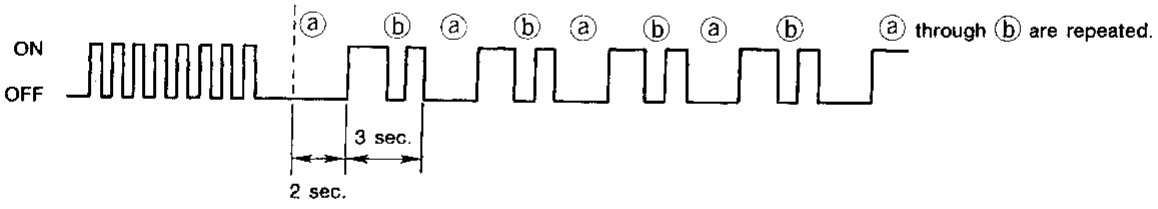
Initial diagnosis mode (self-diagnosis result 2)

ⓑ Start signal; Start signal identifies display modes.



No trouble



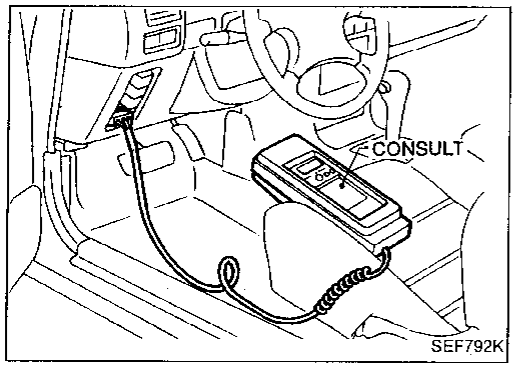
SBF237FA

Self-diagnosis results in present- and initial-diagnosis modes can be identified by number of flashes ⓓ. Refer to Table on next page for troubled parts.

Self-diagnosis (Cont'd)

Warning lamp flashing times and repair

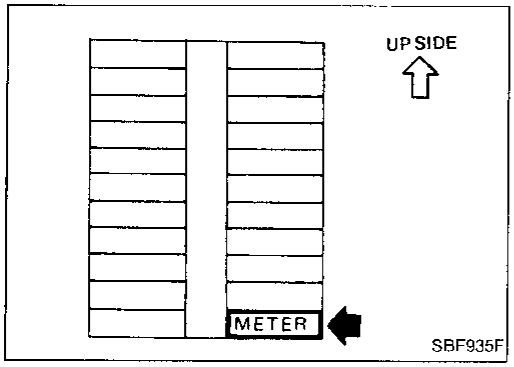
Flash code ⓓ (# of flashes)	Explanation	Repair order * Recheck SRS at each replacement.
0	Normal. The SRS "Air Bag" is in good order.	—
1	The circuit for the safing sensor is out of order.	1. Visually check the wiring harness connections. 2. Replace the safing sensor. (safing sensor and tunnel sensor unit) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
2	The circuit for the air bag module is out of order.	1. Visually check the wiring harness connections. 2. Replace the spiral cable. 3. Replace the air bag module. (Before disposing of it, it must be deployed.) 4. Replace the diagnosis (control) unit. 5. Replace the main harness.
3	The circuit for the tunnel sensor is out of order.	1. Visually check the wiring harness connections. 2. Replace the tunnel sensor. (safing sensor and tunnel sensor unit) 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
6	The circuit for the center crash zone sensor is out of order.	1. Visually check the wiring harness connections. 2. Replace the center crash zone sensor. 3. Replace the diagnosis (control) unit. 4. Replace the main harness.
7	The diagnosis (control) unit is out of order.	1. Visually check the wiring harness connections. 2. Replace the diagnosis (control) unit. 3. Replace the main harness.
8	More than two parts groups are out of order.	1. See the SELF-DIAGNOSIS RESULT 2 diagnostic item [Initial], then repair it. 2. Visually check the wiring harness connections. 3. Replace the diagnosis (control) unit. 4. Replace all sensors, spiral cable and air bag module. 5. Replace the main harness.

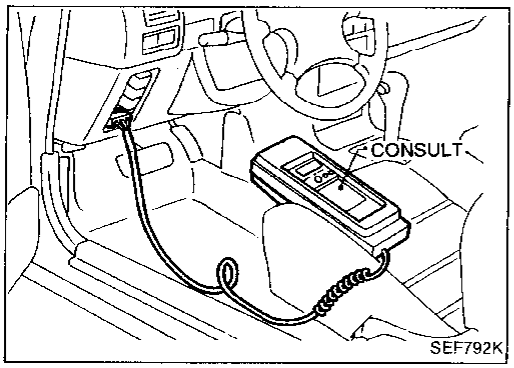


Diagnostic Procedure 1

SYMPTOM: Warning lamp flashes.

Connect the CONSULT and operate it. Read the SELF-DIAGNOSIS RESULTS 1 and 2.	→ Refer to SELF-DIAGNOSIS RESULTS and repair.
OR	
Refer to warning lamp self-diagnosis.	→ Refer to the number of warning lamp flashes. Repair as necessary.

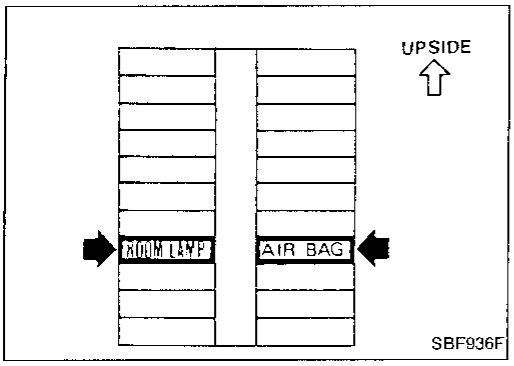


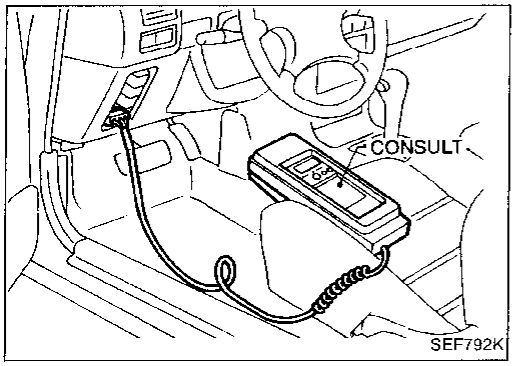


Diagnostic Procedure 2

SYMPTOM: Warning lamp does not come on.

1. Check the warning lamp fuse. — NG → Replace the fuse.
   ↓ OK
2. Connect the CONSULT unit and begin diagnosis.
   • Is "AIR BAG" displayed on the CONSULT screen? — NG → Replace the diagnosis (control) unit.
   ↓ OK
3. Read the SELF-DIAGNOSIS RESULTS 1 and 2. — NG → Refer to SELF-DIAGNOSIS RESULTS and repair.
   ↓ OK
4. Check the warning lamp bulb. — NG → Replace the warning lamp bulb.
   ↓ OK
5. Check the warning lamp harness connection. — NG → Replace the harness.
   ↓ OK
6. Replace the diagnosis (control) unit.





Diagnostic Procedure 3

SYMPTOM: Warning lamp does not go off.

1. Is the air bag module deployed?
   - Yes → Replace the air bag module.
   - No ↓
2. Check the fuses used for the SRS "Air Bag" and "ROOM LAMP".
   - NG → Replace the fuse.
   - OK ↓
3. Connect the CONSULT unit and operate it.
   - ● Is "AIR BAG" displayed on the CONSULT?
   - NG → Replace the diagnosis (control) unit.
   - OK ↓
4. Read the SELF-DIAGNOSIS RESULTS 1 and 2.*
   - NG → Refer to SELF-DIAGNOSIS RESULTS and repair.

   OR

   Refer to the warning lamp self-diagnosis.*
   - NG → Refer to the warning lamp flashing times and repair as necessary.
   - OK ↓
5. Check the harness connection between the warning lamp and the diagnosis (control) unit.
   - NG → Replace the harness.
   - OK ↓
6. Replace the diagnosis (control) unit.

* Recheck SRS after each replacement.

Collision Diagnosis

To repair the SRS "AIR BAG", perform the following steps.

When air bag deployed in a collision:

① Replace the diagnosis (control) unit.
② Remove the air bag module.
③ Check the SRS components using the table shown below:
- If the SRS components are showing any visible damage such as dents, cracks, or deformation, replace them with new ones.

④ Conduct self-diagnosis using CONSULT or "AIR BAG" warning lamp to ensure entire SRS operates properly except open circuits of air bag module.
⑤ Install new air bag module.
⑥ Conduct self-diagnosis again.

When air bag did not deploy in a collision:

① Check the SRS components using the table shown below:
- If the SRS components are showing any visible damage such as dents, cracks, or deformation, replace them with new ones.

② Conduct self-diagnosis using CONSULT or "AIR BAG" warning lamp to ensure entire SRS operates properly.

SRS inspection

Part	Air bag deployed	Air bag did NOT deploy
Air bag module	REPLACE Install with new bolts.	1. Remove air bag module. Check harness cover and connectors for damage, terminals for deformities, and harness for binding. 2. Install air bag module into the steering wheel to check fit and alignment with the wheel. 3. No damage found, reinstall with new bolts. 4. If damaged—REPLACE. Air bag must be deployed before discarding.
Diagnosis (Control) unit	REPLACE Install with new bolts.	1. Check case and bracket for dents, cracks or deformities. 2. Check connectors for damage, and terminals for deformities. 3. If no damage is found, reinstall with new bolts. 4. If damaged—REPLACE.
Sensors	1. Check body and sensor brackets for deformities or rust. 2. Check sensor case for dents, cracks, scratches, deformities or rust. 3. Check sensor harness, connector, and terminals for binding, damage, or deformities. 4. If no damage is found, reinstall with new bolts. 5. If damaged—REPLACE.	
Steering wheel	1. Check harness (built into steering wheel) and connectors for damage, and terminals for deformities. 2. Install air bag module to check fit or alignment with steering wheel. 3. Check steering wheel for excessive free play. 4. If no damage is found, reinstall with new bolts. 5. If damaged—REPLACE.	
Spiral cable	1. Visually check lock (engagement) pins and combination switch for damage. 2. Check connectors, flat cable and protective tape for damage. 3. Check steering wheel for noise, binding or heavy operation. 4. If no damage is found, reinstall with new bolts. 5. If damaged—REPLACE.	
Harness and Connectors	1. Check connectors for poor connection, damage, and terminals for deformities. 2. Check harness for binding, chafing, cuts, or deformities. 3. If no damage is found, reinstall 4. Damaged—REPLACE damaged section of harness. Do not attempt to repair, splice or modify any SRS harness.	