Restraints

GENERAL	.RT-2
SRSCM (SUPPLEMENTAL RESTRAINTS SYSTEM	
CONTROL MODULE)	RT-6
AIR BAG MODULE (DRIVE SIDE) AND CLOCK SPRING	RT-13
AIR BAG MODULE (PASSENGER SIDE)	RT-16
AIR BAG CONNECTORS	RT-21
TROUBLESHOOTING	RT-22
AIRBAG MODULE DISPOSAL	RT-48

GENERAL

GENERAL ERMB0010

The supplemental restraint system (SRS AIRBAG) is designed to supplement the seat belt to help reduce the risk and/or severity of injury to the driver and passenger by activating and deploying the driver, and passenger in certain frontal collisions.

The SRS AIRBAG consists of : a driver side airbag module located in the center of the steering wheel, which contains a folded cushion and an inflator unit ; a passenger side airbag module located in the passenger side crash pad which contains a folded cushion assembled with an inflator unit ; driver and passenger belt pretensioner : SRSCM located on the floor under the audio which monitors the system: a spring interconnection (clock spring) located within the steering column ; system wiring and wiring connector. The impact sensing function of the SRSCM is carried out by an electronic accelerometer that continuously measures the vehicle's acceleration and delivers a corresponding signal through an amplifying and filtering circuity to the microprocessor.

Only authorized service personnel should work on or around the SRS components. Those service personnel should read this manual carefully before doing any such work. Extreme caution must be used when servicing the SRS to avoid injury to the service personnel (by inadvertent deployment of the air bag) or the driver (by render the SRS inoperative).

CUSTOMER CAUTIONS ERHA0050

Failure to carry out service procedure in the correct sequence could cause the airbag system to unexpectedly deploy during service, possibly leading to serious injury.

Further more, if a mistake is made in servicing the airbag system, it is possible that the airbag may fail to operate when required.

Before performing service (including removal or installation of parts, inspection or replacement), be sure to read the following items carefully.

Be sure to proceed with airbag related service only after approx. 30 seconds or more from the time the ignition switch is turned to the LOCK position and the negative (-) battery terminal cable is disconnected from the battery. The airbag system is equipped with a back-up power source to assure the deployment of the airbag if the battery cable is disconnected due to an accident. The back-up power is available for approx. 150 ms.

- 2. When the negative (-) terminal cable is disconnected from the battery, the memory of the clock and audio systems will be canceled. So before starting work, record the contents in the memory of these systems. When the work is finished, reset the audio system and adjust the clock.
- 3. Malfunction symptoms of the airbag system are difficult to confirm, so the diagnostic trouble codes become the most important source of information when troubleshooting.
- 4. When troubleshooting the airbag system, always inspect the diagnostic trouble codes before disconnecting the battery.
- 5. Never use airbag component from another vehicle. When replacing parts, replace them with new parts.
- 6. Never attempt to disassemble and repair the airbag modules (DAB,PAB, BPT), clock spring and wiring in order to reuse them.
- 7. If any components of the SRS have been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.
- 8. After work on the airbag system is completed, perform the SRS SRI check. The airbag indicator lamp can be interrupted by other circuit faults in some cases. Therefore, if the airbag indicator lamp is turned on, be sure to erase the DTC codes using the Hi-Scan just after repairing or replacing components, including the fuse.
- 9. Especially when welding the body, never fail to disconnect the negative (-) battery terminal.

SPECIAL SERVICE TOOL ERMB0050

Tool (Number and name)	Illustration	Use
DAB, PAB : 0957A-38100 BPT : 0957A-34200 Deployment adaptor	ERHA010A	Deployment inside the vehicle (when vehicle will no longer be driven)
0957A-38000 Diagnosis checker		Wring harness checker of each module
- -	ERHA010B	
0957A-38200 Dummy		Simulator to check the resistance of each wiring harness
	ERHA010C	

* DAB : Driver side air bag * PAB : Passenger side air bag * BPT : Belt Pretensioner

WARNING/CAUTION LABELS ERMB0100

A number of caution labels relating to the SRS are found in the vehicle, as shown in the following illustration. Follow label instructions when servicing the SRS.

If labels are dirty or damaged, replace them with new ones.



GENERAL

ERMB0150

 A. AIRBAG WARNING TO AVOID SERIOUS INJURY : Never put a rear-facing child seats in front. Unbelted children can be killed by the air bag. Do not sit close to the airbag. Always use seat belts. Do not place any objects over the airbag or between the airbag and yourself. See the owner's manual for further information and explanation. 	 B. SUPPLEMENTAL RESTRAINT SYSTEM (AIRBAG) INFORMATION The airbag is a supplemental restraint system (SRS). You must always wear the seat belts. The airbag system condition is normal when "SRS" lamp in cluster flashes approximately 6 times after the ignition key is turned on and then goes off. If any of the following conditions occur, the system must be serviced. "SRS" lamp does not light up when key is turned on. "SRS" lamp stays lit or flashes continuously. The airbag has inflated. The airbag system must be inspected by an authorized dealer ten years after vehicle manufacture date shown on certification label, located on left front door opening area. WARNING Failure to follow above instructions may result in injury to you or other occupants in the vehicle. See "SRS" section in Owner's Manual for more in- formation about airbag.
C. CAUTION : AIRBAG ESPS UNIT Detach connector before unmounting. Assemble strictly according to manual instructions.	 D. WARNING This item contains an explosive igniter, to help avoid personal injury due to unwanted inflation do not service or dispose of this unit without following instructions in the service manual. Failure to do so may render the SRS system inoperative, risking serious driver injury.
E. CAUTION : SUPPLEMENTAL RESTRAINT SYSTEM MODULE This item contains an explosive igniter, to help avoid personal injury due to unwanted inflation do not service or dispose of this unit without following instructions in the service manual. Failure to do so may render the SRS system inoperative, risking serious driver injury.	 F. CAUTION : SRS clock spring This is not a repairable part. Do not disassemble or tamper. If defective, replace entire unit as per service manual instructions. To re-center, rotate clockwise until tight. Then rotate in opposite direction approximately 3 turns and align the >< mark. Failure to follow these instructions may render SRS system inoperative, risking serious driver injury.
G. CAUTION: SHS Before removal of steering gearbox, read service manual, center the front wheels and remove the ignition key. Failure to do so may damage SRS clock spring and render the SRS system inoperative, risking serious driver injury.	

SRSCM (SUPPLEMENTAL RESTRAINTS SYSTEM CONTROL MODULE)

ELECTRICAL SYSTEM ERHA0250

The SRS airbag system has sophisticated electrical and electronic components. Therefore the airbag operating components should be handled very carefully.

SRSCM (Supplement Restraint System Control Module)

The SRSCM will deploy the airbag modules by sensing the frontal impact sensed by the sensor built in to the SRSCM.

- DC/DC convertor: The DC/DC converter in the power supply includes a step-up and a step-down converter, which provides the firing voltage for four firing circuits and the internal operating voltage. If the internal operating voltage falls below a defined threshold, a reset is executed.
- 2. Arming sensor/safing sensor : The arming/safing sensor built in to the airbag firing circuit has the function of arming the airbag circuit under all required deployment conditions and maintaining the airbag firing circuits unarmed under normal driving conditions. The safing sensor is a dual-contact electromechanical switch that closes if it experiences a deceleration exceeding a specified threshold.
- 3. Back-up power : The SRSCM reserves an energy reserve to provide deployment energy for a short period when the vehicle voltage is low or if lost in a vehicle frontal crash.
- Malfunction detection : The SRSCM continuously monitors SRS operating status while the ignition key is turned on and detects possible malfunctions in the system. The malfunction can be displayed in the form of a diagnostic trouble codes using the Hi-Scan Pro.
- MIL (Malfunction Indication Lamp) notification : If any fault is detected, the SRSCM sends a signal to the indicator lamp on the instrument cluster to warn the vehicle driver.
 The MIL indicator is the key item in notifying the driver of SRS faults. It verifies lamp and SRSCM operation

by flashing 6 times when the ignition switch is first turned on.

6. Malfunction recording : Once a fault occurs in the system, the SRSCM records the fault in memory in the form of a DTC, which can only be erased by the Hi-Scan Pro.

- 7. Data link connector : SRSCM memory stored is linked through this connector located underneath the driver side crash pad to an external output device such as the Hi-Scan Pro.
- 8. After firing the airbags once, the SRSCM cannot be used again and must be replaced.
- 9. Crash output

The crash output is used to unlock the doors in case of a crash. The crash output is : 0-200 μ A in OFF mode and 200mA in ON mode. During the unlock command, the switch is closed for 200 mS.

INFLATOR MODULE (DAB, PAB) ERMB0250

The DAB (Driver airbag), PAB (Passenger airbag) module and BPT (Belt pretensioner) are comprised of an inflator and cushion. The initiator (A gas generator igniting device) is positioned in the inflator. When the vehicle crashes from the front with sufficient force, closing the sensor of the SRSCM, current develops through the deployment loop. Current passing through the initiator ignites the material in the DAB and PAB module and inflates the airbag.



ERMB025A

- When removing the air-bag module or handling a new airbag module, it should be placed with the pad top surface facing up. This way the twin-lock type connector lock lever should be in a locked state and care should be taken to place it so that the connector will not be damaged. Do not store a steering wheel pad on top of another one. (Storing the pad with its metallic surface facing up may lead to a serious accident if the airbag should inflate.)
- 2. Never measure the resistance of the airbag squib. (This may cause the airbag to deploy.)
- 3. Store the airbag module where the ambient temperature remains below 93°C (200°F), without high humidity and away from electrical noise.
- 4. When using electric welding, disconnect the battery(-) terminal before starting work.

SRS HARNESS ERMB0260

The SRS harness is wrapped in a yellow tube to enable it to be discriminated from other system harnesses. And the shorting bar is contained inside the wiring connectors of the DAB, PAB and BPT inflator side. The shorting bar shorts the current flow of the DAB, PAB and BPT module circuits when the connectors are disconnected. The circuits to the inflator module are shorted in this way to help prevent unwanted deployment of the airbag when serving the airbag module.

SRSCM INDEPENDENT LAMP ACTIVATION

The SRS malfunction indicator lamp (MIL) is located on the cluster giving information about SRS operating conditions by the control signals from SRSCM.

There are certain faulty conditions in which the SRSCM (SRS Control Module) cannot function and thus cannot control the operation of the lamp. In these cases, the lamp is directly activated by appropriate circuitry that operates independently of the SRSCM, as follow :

- 1. Loss of ignition voltage supply to the SRSCM : lamp turned on continuously.
- 2. Loss of internal operating voltage to the SRSCM : lamp turned on continuously.
- 3. SRSCM faults : lamp turned on continously
- 4. SRSCM not connected : lamp turned on through shorting bar in wiring harness connector.



KTMB002C

MIL OPERATING METHOD ERHA0400



ERDA009A

CLOCK SPRING ERMB0300

The clock spring (coil spring) consists of two current carrying coils. It is attached between the steering column and the steering wheel. It allows rotation of the steering wheel while maintaining continuous contact with the deployment loop through the inflator module.

The steering wheel must be fitted correctly to the steering column with the clock spring at the neutral position, otherwise cable disconnection and other troubles may result.



ERHA003B



SYSTEM COMPONENT AND

LAYOUT ERMB0350



SRSCM (SRS CONTROL MODULE) ERJB0130



AIRBAG ERMB0430



AIR BAG MODULE (DRIVE SIDE) AND CLOCK SPRING





REMOVAL ERMB0480

1. Disconnect the negative battery cable and keep it secure away from battery.

Wait for 30 seconds after disconnecting the battery cable before doing any further work.



ERA9007A

2. Remove the side protect cover of the steering wheel and the airbag module mounting bolts using a hexagonal wrench.



EPHA002A

- 3. When disconnecting the connector of the clock spring from the airbag module, pull the airbag's lock toward the outer side to spread it open.
- 4. Remove the driver's airbag module.

- 1. When disconnecting the airbag module-clock spring connector, take care not to apply excessive force to it.
- 2. The removed airbag module should be stored in a clean, dry place with the pad cover facing up.



ERHA005A

5. Remove the steering wheel using the SST (09561-11002).

Do not hammer on the steering wheel. Doing so may damage the collapsible column mechanism.



KFWC003A

INSPECTION ERMB0490

AIRBAG MODULE

If any damaged or worn parts are found during the following inspection, replace the airbag module with a new one.

Dispose the old one according to the specified procedure.

Never attempt to measure the circuit resistance of the airbag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental airbag deployment could result in serious personal injury.

- 1. Check the pad cover for dents, cracks or deformities.
- 2. Check the airbag module for denting, cracking or deformation.
- 3. Check hooks and connectors for damage, terminals for deformities, and harnesses for binds.
- 4. Check the airbag inflator case for dents, cracks or deformities.



ERHA005A



ERHA004A

5. Install the airbag module to the steering wheel to check the fit and alignment with the wheel.



KPKA012A

CLOCK SPRING

- 1. If, as a result of the following checks, even one abnormal point is discovered, replace the clock spring with a new one.
- 2. Check the connectors and protective tube for damage, and terminals for deformities.



ERHA004C

AIR BAG MODULE (PASSENGER SIDE)

AIR BAG MODULE (PASSENGER)

REMOVAL ERMB0500

\land CAUTION

- 1. Never attempt to disassemble or repair the airbag module.
- 2. Do not drop the airbag module or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust are detected.
- 3. The airbag module should be stored on a flat surface and placed so that the pad surface is facing upward. Do not place anything on top of it.
- 4. An undeployed airbag module should only be disposed of in accordance with the procedures.
- 5. Never attempt to measure the circuit resistance of the airbag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental airbag deployment could result in serious personal injury.
- 6. Whenever the PAB is deployed it should be replaced with a new one assembled with an extension wire, because the squib is a melt down if the PAB is deployed making the extension wire useless.
- 1. Disconnect the battery negative (-) terminal cable.

Wait at least 30 seconds.



2. Remove the glove box.

3. Disconnect the PAB module connector.

4. Remove the crash pad assembly and then undo the PAB module. (Refer to the BD section)



KRMB001A

PRETENSIONER SEAT BELT

COMPONENTS ERJB0260



KEWE004A

FUNCTION OF PRETENSIONER ERHA0900

When a vehicle crashes with a certain degree of frontal impact, the gas generator will ignited an electrical firing signal from the SRSCM (Supplemental Restraint System Control Module).

Gas from the gas generator causes movement of the piston in the manifold case (cylinder), which operates the rack gear. The rack gear, rotates a piston gear and a pinion rotates the planet gears.

Finally, the webbing is retracted by the rotation of the spool. Therefore, the pretensioner seat belt helps to reduce the severity of injury to the front seat occupant by retracting the seat belt webbing. This prevents the occupant from thrusting forward and hitting the steering wheel or the instrument panel when the vehicle crashes.



LOAD LIMITER

The load limiter is designed to relieve the impact force to an occupant chest's of the seat belt webbing when the occupant is restrained by the seat belt during a crash. If the crash force reaches a certain value, the torsion bar in the pretensioned seat belt will deform and cause the webbing to extracted from the seat belt, thus, relieving the impact force.



REMOVAL ERMB0570

1. Disconnect the battery negative (-) terminal.

Wait at least 30 seconds.



ERA9007A

- 2. Remove the door scuff trim.
- 3. Remove the center pillar lower trim after removing seat belt lower anchor bolt.



- 4. Remove the upper anchor plate cover and upper anchor plate.
- 5. Remove the lower anchor plate and front seat belt.



HEW6015A

CAUTION

1. Never attempt to disassemble or repair the BPT.

- 2. Do not drop the BPT or allow contact with water, grease, oil. Replace it if a dent, crack, deformation or rust are detected.
- 3. Do not place anything on the BPT.
- 4. Do not expose the BPT to temperature over $93^{\circ}C(200^{\circ}F)$.
- 5. BPT functions one time only. Be sure to replace the BPT after it is deployed.
- 6. Be sure to wear gloves and safety goggles when handling the deployed BPT.

SRSCM CONNECTOR

(DAB+PAB+	·BPT)	ERMB0450
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
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	<u> </u>									Г						-						:		
26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50

Shorting bar

•

ERMB005A

PIN NO	Description	Input/output
1-11	-	-
12	Passenger airbag, Low	Output
13	Passenger airbag, High	Output
14	Passenger seat belt buckle switch, High	Output
15	Driver airbag, Lows	Output
16	Driver airbag, High	Output
17	Diagnosis	Input/output
18	Driver seat belt buckle switch, High	Output
19	Warning lamp	Output
20	Ground	Input
21	Battery supply	Input
22	Passenger seat belt pretensioner, Low	Output
23	Passenger seat belt pretensioner, High	Output
24	Driver seat belt pretensioner, High	Output
25	Driver seat belt pretensioner, Low	Output
26-31	-	-
32-35	Shorting bar	-
36	-	-
37-38	Shorting bar	-
39	Passenger seat belt buckle switch, Low	Output
40-41	Shorting bar	-
42	Crash output	Output
43	Driver seat belt buckle switch, Low	Output
44-45	Shorting bar	-
46	-	
47-50	Shorting bar	•

TROUBLESHOOTING

DIAGNOSIS WITH SCAN TOOL ERHA1000

CHECK PROCEDURES

- 1. Turn the ignition key to "OFF" position.
- 2. Connect the Scan tool DLC to the vehicle data link connector in the lower dash panel.
- 3. Turn the ignition key to "ON" position and turn on Scan tool.
- 4. Perform the SRS diagnosis according to the vehicle's model configuration.
- 5. If a fault code is shown, replace the component. Never attempt to repair the component.
- 6. If the Scan tool finds that a component in the system is faulty, there is a possibility that the fault is not in the components but in the SRS wiring or connector.



ERHA006A

DIAGNOSTIC TROUBLESHOOTING

FLOW ERMB0650



ERA9035A

SPECIFICATION

	DAB	PAB	BPT	
Resistance	2 ± 0.2Ω	$2 \pm 0.4\Omega$	2.15 ± 0.35Ω	
All-fire current	0.4A(Min), 10sec	0.25A(Min), 10sec	200mA, 10sec	
No-fire current	1.2A(Max), 2mS 1.2A, 2mS		800mA, 2mS	
Monitor current	50mA	100mA	40mA	

ERMB0700

INSPECTION CHART FOR DIAGNOSTIC TROUBLE CODE OPTIONS : DAB + PAB + BPT

DTC No.	Fault description	Remedy
B1111	Battery voltage too high	Erasible
B1112	Battery voltage too low	Erasible
B1346	Driver airbag (DAB), Resistance too high	Erasible
B1347	Driver airbag (DAB), Resistance too low	Erasible
B1348	Driver airbag (DAB), Short to GND	Erasible
B1349	Driver airbag (DAB), Short to Battery	Erasible
B1352	Passenger airbag (PAB), Resistance too high	Erasible
B1353	Passenger airbag (PAB), Resistance too low	Erasible
B1354	Passenger airbag (PAB), Short to GND	Erasible
B1355	Passenger airbag (PAB), Short to Battery	Erasible
B1361	Driver seat belt pretensioner (DBPT), Resistance too high	Erasible
B1362	Driver seat belt pretensioner (DBPT), Resistance too low	Erasible
B1363	Driver seat belt pretensioner (DBPT), Short to GND	Erasible
B1364	Driver seat belt pretensioner (DBPT), Short to Battery	Erasible
B1367	Passenger seat belt pretensioner (PBPT), Resistance too high	Erasible
B1368	Passenger seat belt pretensioner (PBPT), Resistance too low	Erasible
B1369	Passenger seat belt pretensioner (PBPT), Short to GND	Erasible
B1370	Passenger seat belt pretensioner (PBPT), Short to Battery	Erasible
B1511	Driver seat buckle switch, short to battery	Erasible
B1512	Driver seat buckle switch, short to ground	Erasible
B1513	Passenger seat buckle switch, short to battery	Erasible
B1514	Passenger seat buckle switch, short to ground	Erasible
B1620	Internal fault	Replace SRSCM
B1650	Crash recorded	Replace SRSCM
B1661	ECU mismatching	Erasible
B2500	Warning lamp failure	Erasible

NOTE

- The DAB is located in the steering wheel. The PAB is located in the crash pad.

ERMB0750

CIRCUIT INSPECTION

DTC	B1111	Battery voltage too high		
DIC	B1112	Battery voltage too low	 	

CIRCUIT DESCRIPTION

The SRS is equipped with a voltage-increase or decrease circuit (DC-DC converter) in the SRSCM in case the source voltage goes down or up. When the battery voltage is down or up the voltage-increase or decrease circuit (DC-DC converter) function will increase or decrease the voltage of the SRS to normal voltage. The diagnosis system malfunction display for this circuit is different to other circuits. When the SRS warning lamp remains lit up and the DTC is a B1111 or B1112 code, battery voltage too high or low is indicated. When voltage returns to normal, the SRS warning light automatically goes off and a malfunction is no longer indicated.

INSPECTION PROCEDURE

- 1. Preparation.
 - 1) Disconnect the negative (-) terminal cable from the battery, and wait at least 30 seconds.
 - 2) Remove the DAB module.
 - 3) Disconnect the connectors of the PAB and belt pretensioners.
 - 4) Disconnect the SRSCM connector.



EADA011A

Place the DAB with the front surface facing upward.

- 2. Check source voltage.
 - 1) Connect the negative (-) terminal cable to the battery.

2) Turn the ignition switch ON.



[CHECK]

Measure voltage between the battery supply terminal 21 of the SRS connector and body ground.

LIMIT : 9 - 16V



Check the harness between the battery and the SRSCM. Check the battery and charging system

OK J

ERJB040A

3. Does the SRS warning light turn off ?

[PREPARATION]

- 1) Turn the ignition switch to LOCK.
- 2) Connect the DAB module.
- Connect the PAB connector, left and right side airbag, belt pretensioner and satellite connectors.
- 4) Connect the SRSCM connector.
- 5) Turn the ignition switch ON.



KTMB002C

[CHECK]

Check that the SRS warning light goes off.



OK J

 $\mathbf{NG} \rightarrow \mathbf{Check} \text{ for DTCs. If a DTC is output,}$ perform troubleshooting for the DTC. If B1111 or B1112 is output, replace the SRSCM.

From the results of the above inspection, the malfunctioning part can now be considered normal.

ERJB040B

ERHA1100

CIRCUIT INSPECTION

	B1348	DAB Short to ground
DTC	B1354	PAB Short to ground
DIC	B1363	Driver BPT Short to ground
	B1369	Passenger BPT Short to ground

CIRCUIT DESCRIPTION

The squib circuit consists of the SRSCM, clock spring, DAB, PAB and BPT. It causes the SRS to deploy when the SRS deployment conditions are satisfied. The above

DTCs are recorded when short to ground is detected in the squib circuit.

DTC Detecting Condition	Trouble Area
 Short circuit in squib wire harness (to ground) Squib malfunction Clock spring malfunction SRSCM malfunction 	 DAB squib PAB squib BPT squib Clock spring SRSCM Wire harness

WIRING DIAGRAM



INSPECTION PROCEDURE

- 1. Preparation
 - 1) Disconnect the battery negative terminal and wait for 30 seconds.
 - 2) Disconnect the DAB module connector.
 - 3) Disconnect the PAB and BPT connectors.
 - 4) Disconnect the SRSCM connector.
 - 🛈 ΝΟΤΕ

Place the DAB module facing upward.

2. Check DAB squib circuit.

[CHECK]

For the connector (on the clock spring side) between clock spring and DAB, measure the resistance between DAB high and body ground.

Resistance : ∞

NG → Go to step "9".



ERDA027F



ERDA027J

3. Check PAB squib circuit.

[CHECK]

For the connector (on the SRSCM side) between SRSCM and PAB, measure the resistance between PAB high and body ground.

Resistance : ∞



 Repair or replace harness or connector between SRSCM and PAB.

OK ↓ Go to step "7".

ERDA027G



ERDA027K

4. Check BPT squib circuit.

[CHECK]

For the connector (on the SRSCM side) between SRSCM and BPT, measure the resistance between BPT high and body ground.

Resistance : ∞



Repair or replace harness between SRSCM and BPT.



Go to step "8".

ERDA027H



5. Check SRSCM.

[PREPARATION]

- 1. Connector to SRSCM.
- 2. Using a service wire, connect DAB high and DAB low on the clock spring side of connector between clock spring and DAB.
- Using a service wire, connect PAB high and low on SRSCM side of connector between SRSCM and PAB.
- 4. Connect BPT using the same method.
- 5. Connect negative (-) terminal cable to battery, and wait for 30 seconds.

[CHECK]

- 1. Turn ignition switch to "ON", and wait for at least 30 seconds.
- 2. Clear the malfunction code stored in the memory with Scan tool.
- 3. Turn the ignition switch to "LOCK", and wait for 30 seconds.
- 4. Turn the ignition switch to "ON", and wait for 30 seconds.
- 5. Using the Scan tool, check the DTC.

DTC has no output.

[HINT]

Codes other than these ones may be output at this time, but they are not relevant to this checking procedure.

NG → Replace SRSCM.

OK ↓

From the results of the above inspection, the part can now be considered to be normal.



6. Check DAB squib.

[PREPARATION]

- 1. Turn ignition switch to "LOCK".
- 2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
- 3. Connect the DAB connector.
- 4. Connect the negative (-) terminal cable to the battery, and wait for 30 seconds.

[CHECK]

- 1. Turn the ignition switch "ON", and wait for at least 30 seconds.
- 2. Clear malfunction code stored in the memory of the Scan tool.
- 3. Turn the ignition switch to "LOCK", and wait for 30 seconds.
- 4. Turn the ignition switch "ON", and wait for 30 seconds.
- 5. Using the Scan tool, check the DTC.

DTC has not output.

[HINT]

Codes other than these ones may be output at this time, but they are not relevant to this checking procedure.





From the results of the above inspection, the part can now be considered to be normal.

ERDA027N



ERDA027C

7. Check PAB squib.

[PREPARATION]

- 1. Turn the ignition switch to "LOCK".
- 2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
- 3. Connect the PAB connector.
- 4. Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

[CHECK]

- 1. Turn the ignition switch to "ON", and wait for at least 30 seconds.
- 2. Clear the malfunction code stored in the memory with Scan tool.
- 3. Turn the ignition switch to "LOCK", and wait for 30 seconds.
- 4. Turn the ignition switch "ON", and wait for 30 seconds.
- 5. Using the Scan tool, check the DTC.

DTC has no output.

[HINT]

Codes other than these ones may be output at this time, but they are not relevant to this checking procedure.

NG → Replace PAB.

OK JL

From the results of the above inspection, the part can now be considered to be normal.

ON S R S PAB

ERDA027D

ERDA0270

8. Check BPT squib.

[PREPARATION]

- 1. Turn the ignition swich to "LOCK".
- 2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
- 3. Connect the BPT connector.
- 4. Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

[CHECK]

- 1. Turn the ignition switch to "ON", and wait for 30 seconds.
- 2. Clear the malfunction code stored in the memory with the Scan tool.
- 3. Turn the ignition switch to "LOCK", and wait for 30 seconds.
- 4. Turn the ignition switch to "ON", and wait for 30 seconds.
- 5. Using the Scan tool, check the DTC.

DTC is not the output.

[HINT]

Codes other than these ones may be output at this time, but they are not relevant to this checking procedure.





From the results of the above inspection, the part can now be considered to be normal.

ERDA027P



ERDA027E

[PREPARATION]

Disconnect the connector between the SRSCM and clock spring.

[CHECK]

Measure the resistance between the DAB high on clock spring side of the connector between the clock spring and DAB and body ground.

Resistance : ∞





Repair or replace the harness or the connector between the SRSCM and the clock spring.

ERDA027R



ERDA027Q

ERHA1150

CIRCUIT INSPECTION

	B1349	DAB Short to battery
DTO	B1355	PAB Short to battery
DIC	B1364	BPT (Driver) Short to battery
	B1370	BPT (Passenger) Short to battery

CIRCUIT DESCRIPTION

The squib circuit consists of the SRSCM, clock spring, DAB, PAB, and BPT. It causes the SRS to deploy when the SRS deployment conditions are satisfied. The above

DTCs are recorded when a B+ short is detected in the squib circuit.

DTC Detecting Condition	Trouble Area	
 Short circuit in squib wire harness (to B+) Squib malfunction Spiral cable malfunction SRSCM malfunction 	 DAB squib PAB squib BPT squib Wire harness 	

WIRING DIAGRAM



TROUBLESHOOTING

INSPECTION PROCEDURE

- 1. Preparation.
 - 1) Disconnect the battery negative terminal and wait for 30 seconds.
 - 2) Disconnect the DAB module connector.
 - 3) Disconnect the PAB and BPT connectors.
 - 4) Disconnect the SRSCM connector.

🚺 ΝΟΤΕ

Place the DAB module facing upward.

2. Check the DAB squib circuit.

[CHECK]

For the connector (on the clock spring side) between clock spring and DAB, measure the voltage between DAB high and body ground.

Voltage: 0 V

NG 🌙 Go to step "9".



ERDA027F



ERDA028B

3. Check PAB squib circuit.

[CHECK]

For the connector (on the SRSCM side) between SRSCM and PAB, measure the voltage between PAB high and body ground.

Voltage: 0 V

NG 🗦

 Repair or replace harness or connector between SRSCM and PAB.

OK Go to step "7".

ERDA027G



ERDA028C

4. Check BPT squib circuit.

[CHECK]

For the connector (on the SRSCM side) between SRSCM and BPT, measure the voltage between BPT high and body ground.

Voltage: 0 V



→ Repair or replace harness between SRSCM and BPT.



ERDA027H



ERDA028D

5. Check SRSCM.

[PREPARATION]

- 1. Connect the connector to the SRSCM.
- 2. Using a service wire, connect DAB high and low on the clock spring side of the connector between the clock spring and DAB.
- 3. Using a service wire, connect PAB high and low on the SRSCM side of the connector between the SRSCM and PAB.
- 4. Using a service wire, connect BPT high and low on the SRSCM side of the connector between SRSCM and BPT.
- 5. Connect the negative (-) terminal cable to battery, and wait for 30 seconds.

[CHECK]

- 1. Turn the ignition switch "ON", and wait for at least 30 seconds.
- 2. Clear the malfunction code stored in the memory with Scan tool.
- 3. Turn the ignition switch to "LOCK", and wait for 30 seconds.
- 4. Turn the ignition switch to "ON", and wait for at least 30 seconds.
- 5. Using the Scan tool, check the DTC.

DTC is no output.

[HINT]

Codes other than these ones may be output at this time, but they are not relevant to this checking procedure.

NG → Replace SRSCM.

OK J

From the results of the above inspection, the part can now be considered to be normal.



6. Check DAB squib.

[PREPARATION]

- 1. Turn the ignition switch to "LOCK".
- 2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
- 3. Connect the DAB connector.
- 4. Connect the negative (-) terminal cable to the battery, and wait for 30 seconds.

[CHECK]

- 1. Turn the ignition switch to "ON", and wait for 30 seconds.
- 2. Clear the malfunction code stored in the memory with Scan tool.
- 3. Turn the ignition switch to "LOCK", and wait for 30 seconds.
- 4. Turn the ignition switch to "ON", and wait for 30 seconds.
- 5. Using the Scan tool, check the DTC.

DTC is no output.

[HINT]

Codes other than these ones may be output at this time, but they are not relevant to this checking procedure.





From the results of the above inspection, the part can now be considered to be normal.

ERDA027N



ERDA028E



7. Check PAB squib.

[PREPARATION]

- 1. Turn the ignition switch to "LOCK".
- 2. Disconnect the negative (-) terminal cable from the battery, and wait for at least 30 seconds.
- 3. Connect the PAB connector.
- 4. Connect the negative (-) terminal cable to the battery, and wait for 30 seconds.

[CHECK]

- 1. Turn the ignition switch to "ON", and wait for 30 seconds.
- 2. Clear the malfunction code stored in the memory with Scan tool.
- 3. Turn the ignition switch to "LOCK", and wait for 30 seconds.
- 4. Turn the ignition switch to "ON", and wait 30 seconds.
- 5. Using the Scan tool, check the DTC.

DTC is no output.

[HINT]

Codes other than these ones may be output at this time, but they are not relevant to this checking procedure.

NG → Replace PAB.

OK

From the results of the above inspection, the part can now be considered to be normal.

ERDA027O



ERDA028F

8. Check BPT squib.

[PREPARATION]

- 1. Turn the ignition switch to "LOCK".
- 2. Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
- 3. Connect the BPT connector.
- 4. Connect the negative (-) terminal cable from the battery, and wait for 30 seconds.

[CHECK]

- 1. Turn the ignition switch to "ON", and wait for at least 30 seconds.
- 2. Clear the malfunction code stored in the memory with Scan tool.
- 3. Turn the ignition switch to "LOCK", and wait for 30 seconds.
- 4. Turn the ignition switch to "ON", and wait for 30 seconds.
- 5. Using the Scan tool, check the DTC.

DTC is no output.

[HINT]

Codes other than these ones may be the output at this time, but they are not relevant to this checking procedure.





From the results of the above inspection, the part can now be considered to be normal.

ERDA027P



ERDA028G

9. Check Clock spring.

[PREPARATION]

- 1. Turn the ignition switch to "LOCK".
- 2. Disconnect the connector between the SRSCM and clock spring.

[CHECK]

Turn the ignition switch to "ON", and measure voltage between DAB high on the side and body ground.

Voltage: 0 V

NG \rightarrow Replace the clock spring.



Repair or replace the harness or the connector between the SRSCM and the clock spring.

ERDA027R



ERDA028B

ERHA1200

CIRCUIT INSPECTION

DTC	B1346	DAB resistance too high (R \geq 6.7 Ω)
DIC	B1347	DAB resistance too low (R \leq 1.06 Ω)

CIRCUIT DESCRIPTION

The DAB squib circuit consists of the SRSCM, clock spring and DAB. It causes the airbag to deploy when the airbag deployment conditions are satisfied. The above DTCs are recorded when DAB resistance too high or low is detected in the DAB squib circuit.

DTC Detecting Condition	Trouble Area	
 Too high or low resistane between DAB high (+) wiring harness and DAB low (-) wiring harness of squib. 	DAB squib	
 DAB malfunction Clock spring malfunction SRSCM malfunction 	Clock springSRSCMWire harness	

WIRING DIAGRAM



INSPECTION PROCEDURE

- Preparation. 1.
 - Disconnect the battery negative terminal and wait 1) for 30 seconds.
 - 2) Disconnect the DAB module connector.
 - Disconnect the PAB and BPT connectors. 3)
 - Disconnect the SRSCM connector. 4)

Place the DAB module facing upward.

2. Check the DAB resistance.

[PREPARATION]

Release the airbag activation prevention mechanism on the SRSCM side of airbag squib. Connect the dummy (0957A-38200) to the clock spring side connector.

[CHECK]

Measure the resistance between DAB high (+) and low (-).

1.8 Ω < R < 3.4 Ω

NG 🔶 Go to step "4".





1.

2.

3.

4.

3. Check DAB squib.

[PREPARATION]

1. Turn the ignition switch to "ON", and wait for 30 seconds.

Disconnect the negative (-) terminal cable from

Connect the negative (-) terminal cable to the bat-

- 2. Clear the malfunction code stored in the memory with Scan tool.
- 3. Turn the ignition switch to "LOCK", and wait for 30 seconds.
- 4. Turn the ignition switch "ON", and wait for 30 seconds.
- 5. Using the Scan tool, check the DTC.

Turn the ignition switch to "LOCK".

Connect the DAB connector.

tery, and wait for 30 seconds.

the battery, and wait for 30 seconds.

DTC is no output.

[HINT]

Codes other than these ones may be output at this time, but they are not relevant to this checking procedure.





From the results of the above inspection, the part can now be considered to be normal.

ERDA027N



ERDA029B

ERDA029C



ERDA028E

4. Check Clock spring.

[PREPARATION]

Disconnect the connector between the SRSCM clock spring, and connect the dummy connector (0957A-38200) to the clock spring side of the connector as illustrated.

[CHECK]

Measure the resistance between DAB high (+) and low (-).

1.8 Ω < R < 3.4 Ω

NG \rightarrow Replace the clock spring.



Repair or replace the harness or the connector between the SRSCM and the clock spring.

ERDA027R



ERDA029D

ERHA1250

CIRCUIT INSPECTION

DTC	B1352	PAB resistance too high (R \geq 5.4 Ω)
DIC	B1353	PAB resistance too low (R \leq 0.4 Ω)

CIRCUIT DESCRIPTION

The PAB squib circuit consists of the SRSCM and PAB. It causes the airbag to deploy when the airbag deployment conditions are satisfied. The above DTCs are recorded

when PAB resistance too high or low is detected in the PAB squib circuit.

DTC Detecting Condition	Trouble Area	
 Too high or low resistane between PAB high (+) wiring harness and PAB low (-) wiring harness of squib. 	• PAB squib	
 PAB malfunction SRSCM malfunction 	SRSCMWire harness	

WIRING DIAGRAM



INSPECTION PROCEDURE

- 1. Preparation.
 - 1) Disconnect the battery negative terminal and wait for 30 seconds.
 - 2) Disconnect the DAB module connector.
 - 3) Disconnect the PAB and BPT connectors.
 - 4) Disconnect the SRSCM connector.

NOTE

Place the DAB module facing upward.

2. Check the PAB resistance.

[PREPARATION]

Release the airbag activation prevention mechanism on the SRSCM side of the airbag squib. Connect the dummy connector (0957A-38200)to the PAB connector of the SRSCM connector side.

[CHECK]

Measure the resistance between PAB high (+) and PAB low (-).

1.6 Ω < R < 2.8 Ω



Repair or replace harness or connector between the SRSCM and PAB.





ERDA030B

ERHA125A

3. Check PAB squib.

[PREPARATION]

- 1. Turn the ignition swich to "LOCK".
- 2. Disconnect the negative (-) terminal cable from the battery, and wait for at least 30 seconds.
- 3. Connect the PAB connector.
- 4. Connect the negative (-) terminal cable to the battery, and wait for 30 seconds.

[CHECK]

- 1. Turn the ignition switch to "ON", and wait for 30 seconds.
- 2. Clear the malfunction code stored in the memory with Scan tool.
- 3. Turn the ignition switch to "LOCK", and wait for 30 seconds.
- 4. Turn the ignition switch to "ON", and wait for 30 seconds.
- 5. Using the Scan tool, check the DTC.

DTC is no output.

[HINT]

Codes other than these ones may be output at this time, but they are not relevant to this checking procedure.

NG → Replace PAB.



From the results of the above inspection, the part can now be considered to be normal.

ERDA027O



ERDA028F

ERHA1260

CIRCUIT INSPECTION

DTC B1362 Driver seat belt pretensioner, resistance too low (R B1367 Passenger seat belt pretensioner, resistance too low in B1368 Passenger seat belt pretensioner, resistance too low	1 ≥ 5.432) ≤ 0.4Ω) gh (R ≥ 5.4Ω) w (R < 0.4Ω)
B1368 Passenger seat belt pretensioner, resistance too lov	w (R ≤ 0.4Ω)

CIRCUIT DESCRIPTION

The BPT squib circuit consists of the SRSCM and BPT. It causes the airbag to deploy when the airbag deployment conditions are satisfied. The above DTCs are recorded

when BPT resistance too high or low is detected in the BPT squib circuit.

DTC Detecting Condition	Trouble Area	
 Too high or low resistance between BPT high(+) and BPT low(-) wiring harness of squib 	• BPT squib	
SRSCM malfunctionBPT malfunction	SRSCMWire harness	

WIRING DIAGRAM



INSPECTION PROCEDURE

- 1. Preparation.
 - 1) Disconnect the negative(-) terminal cable from the battery, and wait for 30 seconds.
 - 2) Disconnect the BPT connector.
 - Disconnect the SRSCM connector. 3)
- 2. Check DAB squib circuit.

[PREPARATION]

Release the airbag activation prevention mechanism on the SRSCM side of the airbag squib side. Connect the dummy connector(0957A-38200) to the BPT connector of the SRSCM connector side.

[NOTE]

Before checking the resistance, you have to insert the shorting bar with the insert plastic attached diagnosis checker into the SRSCM connector.

[CHECK]

Measure the resistance between BPT high(+) and BPT low(-).

$1.8\Omega < R < 2.5\Omega$



NG - Repair or replace harness or connector between the SRSCM and BPT.





ERHA126C

ERHA126B

Check BPT squib. 3.

[PREPARATION]

- Turn the ignition switch to "LOCK". 1.
- Disconnect the negative(-) terminal cable from 2. the battery, and wait for 30 seconds.
- Connect the BPT connector. 3.
- Connect the negative(-) terminal cable to the bat-4. tery, and wait for 30 seconds.

[CHECK]

- Turn the ignition switch to "ON", and wait for 30 1. seconds.
- 2. Clear the malfunction code stored in the memory with Scan tool.
- 3. Turn the ignition switch to "LOCK", and wait for 30 seconds.
- 4. Turn the ignition switch to "ON", and wait for 30 seconds.
- Using the Scan tool, check the DTC. 5.

DTC is not output.

[HINT]

Codes other than these ones may be output at this time, but they are not relevant to this checking procedure.

NG 🔿 Replace BPT



From the results of the above inspection, the part can now be considered to be normal.

ERHA126D

ERHA126E



ERMB1500

CIRCUIT INSPECTION

	B1511	Driver seat belt switch open/short to Battery
DTC	B1512	Driver seat belt switch short to GND
	B1513	Passenger seat belt switch open/short to Battery
· · · · ·	B1514	Passenger seat belt switch short to GND

CIRCUIT DESCRIPTION

This system decides whether the seat belt of the driver or passenger are locked and then prevent the belt pretensioner from deploying on crash.

INSPECTION PROCEDURE

- 1. Preparation.
 - 1) Disconnect the negative (-) terminal cable from the battery, and wait for 30 seconds.
 - Remove the DAB module. 2)
 - 3) Disconnect the connectors of the PAB and BPT.
 - Disconnect the SRSCM connector. 4)
- Check buckle switch sensor circuit (Short to GND/Bat-2. tery).



ERKB030B



[CHECK]

Measure the voltage and resistance of the seat belt switch high and body ground between the SRSCM connector and the seat belt switch connector.

Resistance : ∞ Voltage: 0V



NG → Repair or replace the harness between the SRSCM and the seat belt swtich.

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J	

ERKB049B

3. Check the seat belt switch



ERKB030D

[CHECK]

Check the resistance with the switch on and off.

SWITCH OPEN : $R = 4K\Omega \pm 10\%$ (Belted) SWITCH OPEN : $R = 1K\Omega \pm 10\%$ (Unbelted)

ERKB030C





From the results of the above inspection the malfunctioning part can now be considered normal.

ERKB049C

ERMB1700

CIRCUIT INSPECTION

DTC

B2500

Warning lamp failure

CIRCUIT DESCRIPTION

The SRS warning lamp is located on the cluster. When the airbag system is normal, the SRI flashes for approx. 6 seconds after the ignition switch is turned "ON", and then turns off automatically. If there is a malfunction in the airbag system, the SRI stays on to inform the driver of the abnormality. The SRSCM measures the voltage at the airbag SRI (Service Reminder Indicator) output pin, both when the lamp is on and when the lamp is off, to detect whether the requested state matches the actual state.

INSPECTION PROCEDURE

Check the fuse. 1.

[PREPARATION]

- Remove fuse No. 22 and 23 from the junction 1. block.
- 2. Inspect the state of the fuses.
- 3. Replace if necessary.
- 2. Check SRS warning lamp circuit. [PREPARATION]
 - Connect the negative (-) terminal cable to the bat-1. tery.
 - 2. Turn the ignition switch to "ON".

[CHECK]

Measure voltage of the harness side connector 1. of the SRSCM. Voltage: 9 - 16V



Check the SRS warning light bulb/repair the SRS warning light circuit.



ERDA032A

2. Check the SRS SRI (Service Reminder Indicator). **OK: SRS SRI ON**



ERMB170A



NG - If no fault is found in wiring or connector, replace the SRSCM.



From the results of the above inspection, the part can now be considered to be normal.

ERDA032B

ERHA1350

CIRCUIT INSPECTION

DTC	B1620 B1650 B1661	Internal fault Crash recorded ECU mismatching		
		–		

CIRCUIT DESCRIPTION

SRSCM MALFUNCTION

The SRSCM shall also cyclically monitor the following :

- 1. Functional readiness of the firing circuit activation transistors.
- 2. Adequacy of deployment energy reserves.
- 3. Safety sensor integrity : detection of faulty closure.
- 4. Plausibility of accelerometer signal.
- 5. Operation of SRSCM components.

The timely completion of all tests is monitored by a separate hardware watchdog. During normal operation, the watchdog is triggered periodically by the SRSCM; If the SRSCM fails to trigger the watchdog, the watchdog will reset the SRSCM and activate the SRI (Service Reminder Indicator). The SRSCM must be replaced, once the fault codes mentioned above are confirmed.

AIRBAG MODULE DISPOSAL

FIELD DEPLOYMENT

PROCEDURES ERMB2000

When handling the deployed airbag, be careful not to allow by-product dust to enter the eyes and

AIRBAG REMOTE DEPLOYMENT DEVICES

always wear gloves to avoid direct contact with by-product material.

AIRBAG MODULE DISPOSAL PROCEDURES

Before either disposing of a vehicle equipped with an airbag, or prior to disposing of the airbag module, be sure to first follow the procedures described below to deploy the airbag.

Tool, Number, Name	Use
Deployment tool (0957A-34100-A) SRS DEPLOYMENT ADAPTER HARNESS DAB : 0957A-38000 PAB : 0957A-34200	Deployment inside the vehicle (when vehicle will no longer be driven)
ERDA034A	

DISPOSAL PLAN

When the problem occurs, take the following disposal steps.

CASE		DISPOSAL PLAN
Car scrapping	DAB, PAB, BPT	Deploy the airbag module in the scrapper yard with SST
Crash (Deployed)		Service station disposes of the airbag module

ERM82100

UNDEPLOYED AIRBAG MODULE DISPOSAL

🕂 CAUTION

- 1. If the vehicle is to be scrapped, junked, or otherwise disposed of, deploy the airbag inside the vehicle.
- 2. Since there is a loud noise when the airbag is deployed, avoid residential areas whenever possible. If anyone is nearby, give out a warning.
- 3. Since a large amount of smoke is produced when the airbag is deployed, select a wellventilated site. Moreover, never attempt the test near a fire or smoke sensor.

DEPLOYMENT INSIDE THE VEHICLE

WHEN VEHICLE WILL NO LONGER BE DRIVEN

- 1. Open all windows and doors of the vehicle. Move the vehicle to an isolated spot.
- 2. Disconnect the negative (-) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

Wait for at least 30 seconds after disconnecting the battery cable before doing any further work.



ERDA034B

- 3. Remove the airbag SRSCM connector.
- 4. Connect the deployment tool to the connector of each module.
- 5. As far away from the vehicle as possible, press the push button (removed from the vehicle) to deploy the airbag.

A CAUTION

1. Before deploying the airbag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.

- 2. The inflator will be quite hot immediately following the deployment, so wait for 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from the airbag deployment. See the Deployed Airbag Module Disposal Procedures for the post-deployment handling instructions.
- 3. If the airbag fails to deploy when the procedures above are followed, do not go near the module. Contact your local distributor.

ERMB2200

DEPLOYED AIRBAG MODULE DISPOSAL PROCEDURES

After deployment, the airbag module should be disposed of in the same manner as any other scrap parts, except that the following points should be carefully noted during disposal.

- 1. The inflator will be quite hot immediately following deployment, so wait for 30 minutes to allow it to cool before attempting to handle it.
- 2. Do not put water or oil on the airbag after deployment.
- 3. There may be, adhered to the deployed airbag module, material that could irritate the eyes and/or skin, so wear gloves and safety glasses when handling a deployed airbag module. IF, DESPITE THESE PRECAUTIONS, THE MATERIAL DOES GET INTO THE EYES OR ON THE SKIN, IMMEDIATELY RINSE THE AFFECTED AREA WITH A LARGE AMOUNT OF CLEAN WATER. IF ANY IRRITATION DEVELOPS, SEEK MEDICAL ATTENTION.
- 4. Tightly seal the airbag module in a strong vinyl bag for disposal.
- 5. Be sure to always wash your hands after completing this operation.



ERDA034D