

2005-08 RESTRAINTS

SRS (Supplemental Restraint System) - RL

COMPONENT LOCATION INDEX

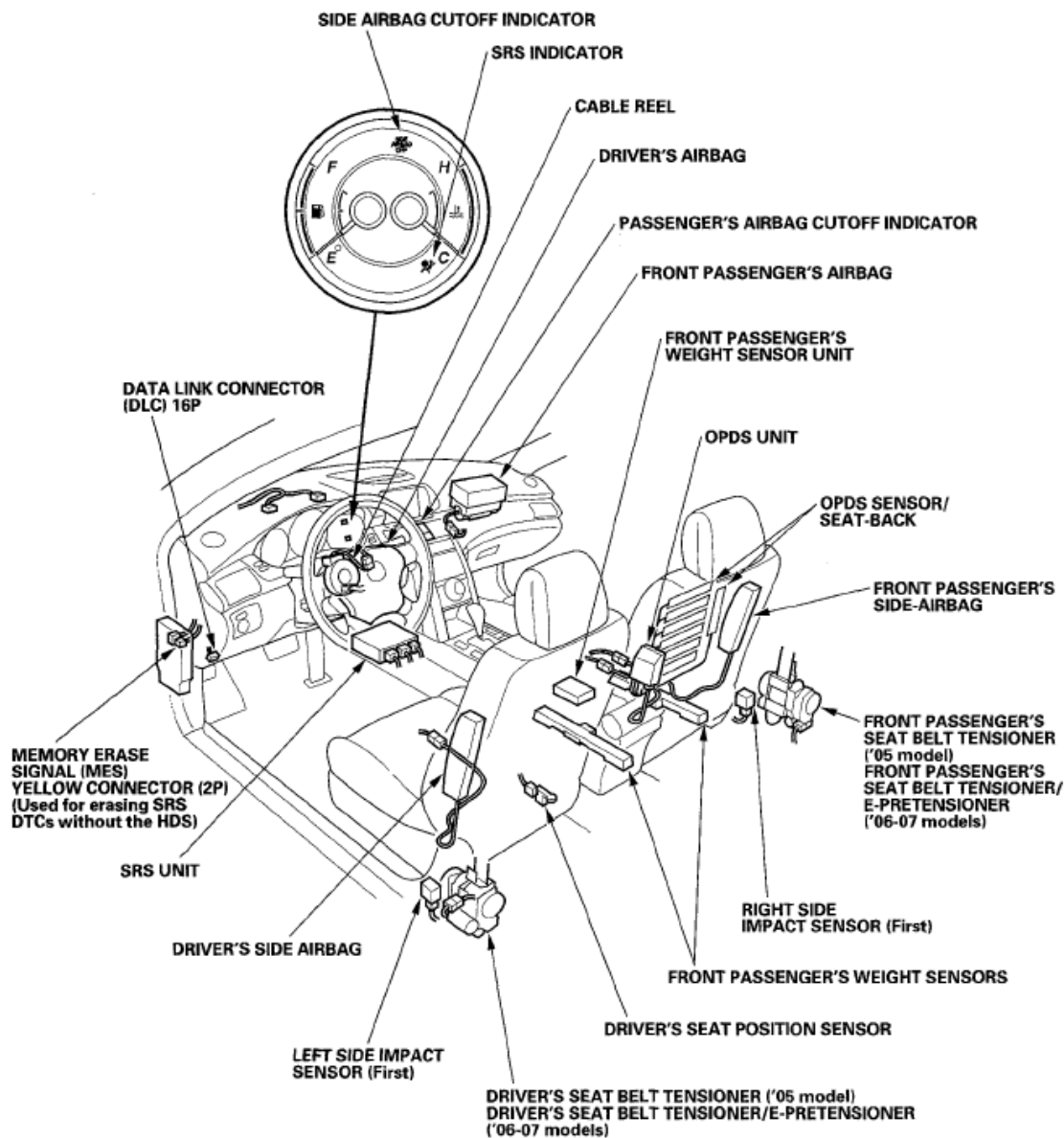


Fig. 1: Identifying SRS Component Location Index (1 Of 2)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2007 Acura RL

2005-08 RESTRAINTS SRS (Supplemental Restraint System) - RL

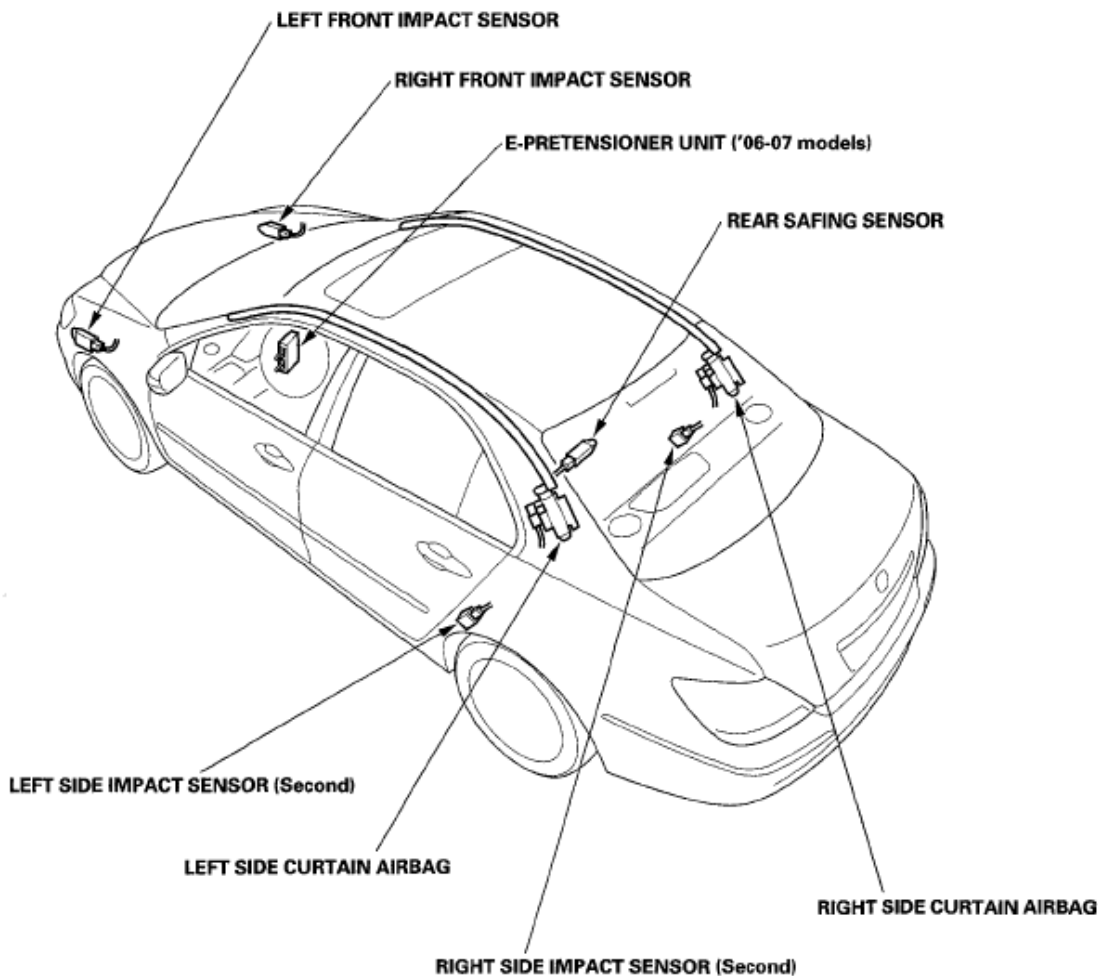


Fig. 2: Identifying SRS Component Location Index (2 Of 2)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

PRECAUTIONS AND PROCEDURES

GENERAL PRECAUTIONS

Please read the following precautions carefully before servicing the airbag system. Observe the instructions described in this manual, or the airbags could accidentally deploy and cause damage or injuries.

- Except when doing electrical inspections, always turn the ignition switch OFF, ground the SCS line with the HDS to take the PCM out of active status, disconnect the negative cable from the battery, then wait for 3 minutes before starting work.

NOTE: **The SRS memory is not cleared even if the ignition switch is turned OFF or the battery cables are disconnected from the battery.**

- Use replacement parts which are manufactured to the same standards and quality as the original parts. Do not install used SRS parts. Use only new parts when making SRS repairs.
- Carefully inspect any SRS part before you install it. Do not install any part that shows signs of being dropped or improperly handled, such as dents, cracks or deformation.

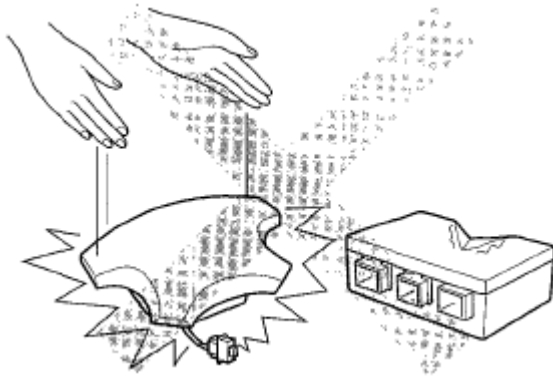


Fig. 3: Precaution For SRS Parts Handling
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Before removing any of the SRS parts (including the disconnection of the connectors), always disconnect the SRS connector.
- Use only a digital multimeter to check the system. If it is not a Honda multimeter, make sure its output is 10 mA (0.01 A) or less when switched to the lowest value in the ohmmeter range. A tester with a higher output could cause accidental deployment and possible injury.
- Do not put objects on the front passenger's airbag.
- The original audio system and the navigation system have a coded theft protection circuit. Be sure to get the client's anti-theft codes before disconnecting the negative cable from the battery.
- Before returning the vehicle to the client, enter the anti-theft codes for the audio system and the navigation system.
- If you disconnect the battery cable, the power tilt and telescopic steering wheel system needs to be reset when you reconnect the battery cable. Do the Steering Column Position Memorization (see **STEERING COLUMN POSITION MEMORIZATION**).

STEERING-RELATED PRECAUTIONS

Cable Reel Alignment

- Misalignment of the cable reel could cause an open in the wiring, making the SRS system, remote steering wheel controls, and the horn inoperative. Center the cable reel whenever the following is performed (see step 6).
 - Installation of the steering wheel
 - Installation of the cable reel
 - Installation of the steering column
 - Other steering-related adjustment or installation
- Do not disassemble the cable reel.
- Do not apply grease to the cable reel.
- If the cable reel shows any signs of damage, replace it with a new one. For example, if it does not rotate smoothly, replace the cable reel.

AIRBAG HANDLING AND STORAGE

Do not disassemble an airbag. It has no serviceable parts. Once an airbag has been deployed, it cannot be

repaired or reused. For temporary storage of the airbag during service, please observe the following precautions.

- Store the removed airbag with the deployment surface up. Never put anything on the removed airbag.

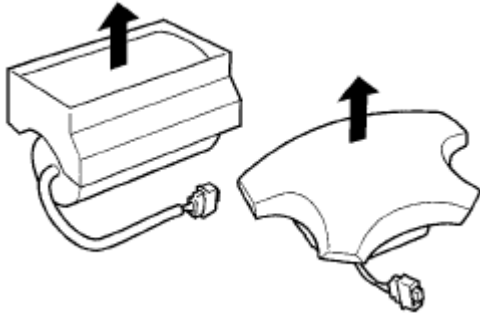


Fig. 4: Precaution - Store Removed Airbag With Deployment Surface Up
Courtesy of AMERICAN HONDA MOTOR CO., INC.

- To prevent damage to the airbag, keep it away from any oil, grease, detergent, or water.



Fig. 5: Precaution - Keep Airbag Away From Any Oil, Grease, Detergent, Or Water
Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Store the removed airbag on a secure, flat surface away from any high heat source (exceeding 200° F/93°C).
- Never do electrical tests on the airbags, such as measuring resistance.
- Do not position yourself in front of the airbag assembly during removal, inspection, or replacement.

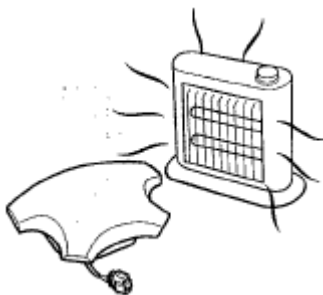


Fig. 6: Precaution - Store Removed Airbag On Secure, Flat Surface Away From Any High Heat Source
Courtesy of AMERICAN HONDA MOTOR CO., INC.

- For proper disposal of a damaged airbag, refer to **AIRBAG DISPOSAL** .
- The side curtain airbag inflator assembly is a long, jointed part containing an inflator (A), a flexible bag (B), an adapter pipe (C), and a center bracket (D).

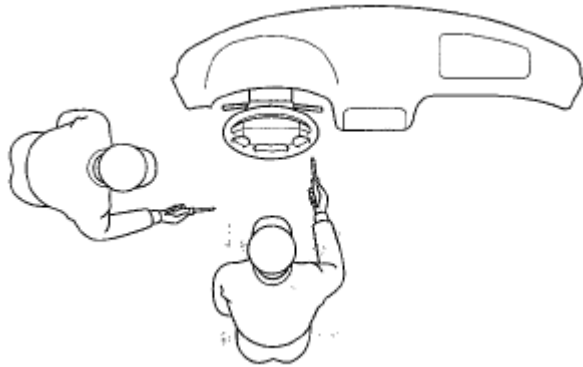


Fig. 7: Precaution - Do Not Position Yourself In Front Of Airbag Assembly During Removal
Courtesy of AMERICAN HONDA MOTOR CO., INC.

- When removing or installing the side curtain airbag inflator assembly, never handle the flexible bag (B) or the adapter pipe (C).

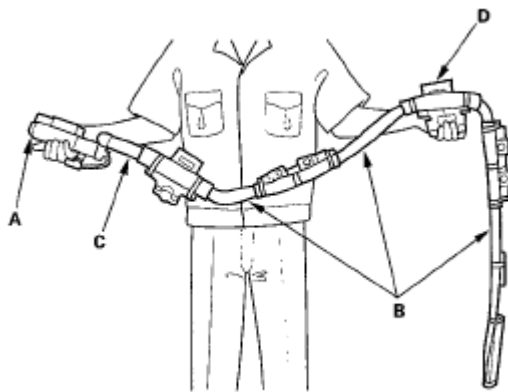


Fig. 8: Precaution - Never Handle Flexible Bag Or Adapter Pipe
Courtesy of AMERICAN HONDA MOTOR CO., INC.

SRS UNIT, FRONT AND SIDE IMPACT SENSORS, DRIVER'S SEAT POSITION SENSOR, FRONT PASSENGER'S WEIGHT SENSOR UNIT, FRONT PASSENGER'S WEIGHT SENSORS, AND REAR SAFING SENSOR

- Turn the ignition switch OFF, disconnect the negative cable from the battery, and wait at least 3 minutes before beginning installation or replacement of the SRS unit or disconnecting the connectors from the SRS unit.
- Be careful not to bump or impact the SRS unit, front impact sensors, rear safing sensor, or side impact sensors when the ignition switch is ON (II), or for at least 3 minutes after the ignition switch is turned OFF.
- During installation or replacement, be careful not to bump (by impact wrench, hammer, etc.) the area around the SRS unit, front impact sensors, rear safing sensor, or side impact sensors. The airbags could accidentally deploy and cause damage or injury.



Fig. 9: Precaution - Do Not Bump (By Impact Wrench, Hammer, Etc.) Area Around SRS Unit
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- After a collision where a front airbag, a side airbag, a side curtain airbag, or a seat belt tensioner deployed, go to **COMPONENT REPLACEMENT/INSPECTION AFTER DEPLOYMENT** . After a collision where the airbags or the side airbags did not deploy, inspect for any damage or any deformation on the SRS unit, front impact sensors, rear safing sensor, and side impact sensors. If there is any damage, replace the SRS unit and/or the sensors.

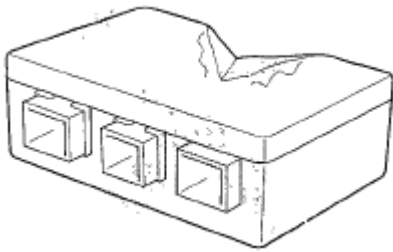


Fig. 10: Precaution - SRS Unit After Collision
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Do not disassemble the SRS unit, front impact sensors, side impact sensors, driver's seat position sensor, front passenger's weight sensor unit, rear safing sensor, and front passenger's weight sensors.
- Be sure the SRS unit, front impact sensors, rear safing sensor, and side impact sensors are installed securely with the mounting bolts torqued to 9.8 N.m (1.0 kgf.m, 7.2 lbf.ft).
- Do not spill water or oil on the SRS unit or the side impact sensors, and keep them away from dust.
- Store the SRS unit, front impact sensors, rear safing sensor, and side impact sensors in a cool (less than 104°F/40°C) and dry (less than 80 % relative humidity, no moisture) area.

WIRING PRECAUTIONS

Some of the SRS wiring can be identified by special yellow outer covering, and the SRS connectors can be identified by their yellow color. Observe the following instructions.

- Never attempt to modify, splice, or repair SRS wiring. If there is an open or damage in SRS wiring or terminals, replace the harness.

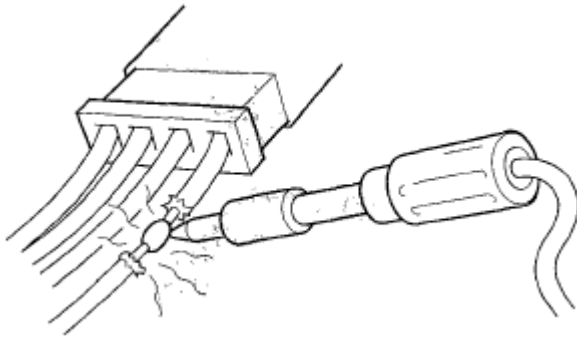


Fig. 11: Wiring Precaution - Never Attempt To Modify, Splice, Or Repair SRS Wiring
Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Be sure to install the harness wires so they do not get pinched or interfere with other parts.

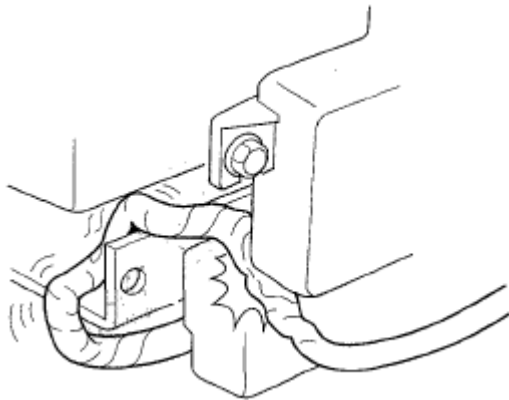


Fig. 12: Wiring Precaution - Check Harness Wires Do Not Get Pinched Or Interfere With Other Parts
Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Make sure all SRS ground locations are clean and grounds are securely fastened for optimum metal-to-metal contact. Poor grounds can cause intermittent problems that are difficult to diagnose.
- Do not use any silicone based cleaners or lubricants on any SRS connectors or terminals.

PRECAUTIONS FOR ELECTRICAL INSPECTIONS

- When using electrical test equipment, insert the probe of the tester into the wire side of the connector. Do not insert the probe of the tester into the terminal side of the connector, and do not tamper with the connector.

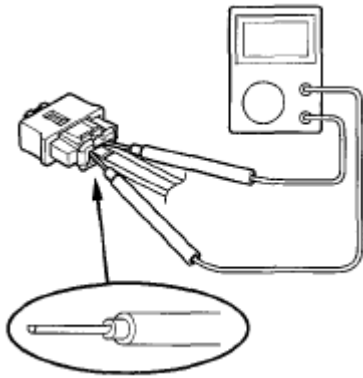


Fig. 13: Precaution For Electrical Inspections - When Using Electrical Test Equipment
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Use a U-shaped probe. Do not insert the probe forcibly.

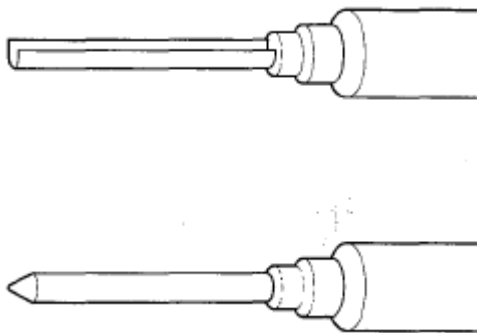


Fig. 14: Precaution For Electrical Inspections - Use U-Shaped Probe
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Use specified service connectors in troubleshooting. Using improper tools could cause an error in inspection due to poor metal-to-metal contact.

SPRING-LOADED LOCK CONNECTOR

Some SRS system connectors have a spring-loaded lock.

Front Airbag Connectors

Disconnecting

To release the lock, pull the spring-loaded sleeve (A) toward the stop (B) while holding the opposite half of the connector. Then pull the connector halves apart. Be sure to pull on the sleeve and not on the connector.

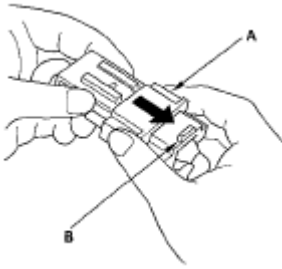


Fig. 15: Disconnecting Front Airbag Connectors
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Connecting

1. To reconnect, hold the pawl-side connector, and press on the back of the sleeve-side connector in the direction shown. As the two connector halves are pressed together, the sleeve (A) is pushed back by the pawl (B). Do not touch the sleeve.

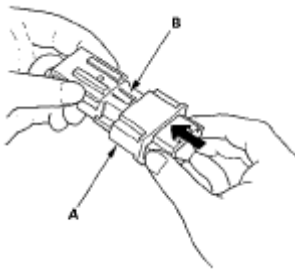


Fig. 16: Connecting Front Airbag Connectors
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. When the connector halves are completely connected, the pawl is released, and the spring-loaded sleeve locks the connector.

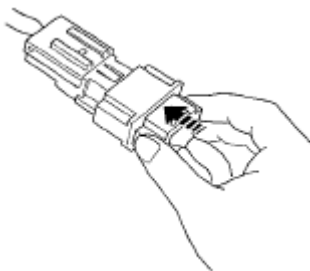


Fig. 17: Connecting Connector Halves
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Side Airbag Connector

Disconnecting

To release the lock, pull the spring-loaded sleeve (A) and the slider (B) while holding the opposite half of the connector. Then pull the connector halves apart. Be sure to pull on the sleeve and not on the connector half.

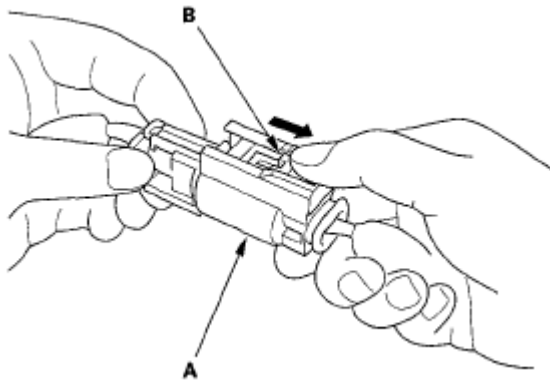


Fig. 18: Disconnecting Side Airbag Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Connecting

Hold both connector halves, and press them firmly together until the projection (C) of the sleeve-side connector clicks.

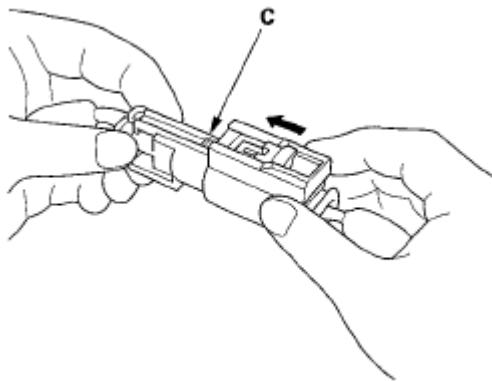


Fig. 19: Connecting Side Airbag Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS

Special Tools Required

SRS Short Cancellor 070AZ-SAA0100

NOTE:

- To prevent damaging of the connector cavity, insert the SRS short canceller straight into the cavity from the terminal side.
- Before installing the short canceller, wash it with electrical contact cleaner, then dry it with compressed air.
- Do not use the short canceller if it is damaged.
- Make sure to remove the short canceller before reconnecting.

When SRS unit connectors A or C are disconnected, a short circuit is created in the connector by its own function to prevent airbag deployment. The circuit may need to be opened when diagnosis is done on the

circuit. Insert the short canceller (No. 070AZ-SAA0100) in the specified cavities when it is necessary to keep the circuit open for diagnosis.

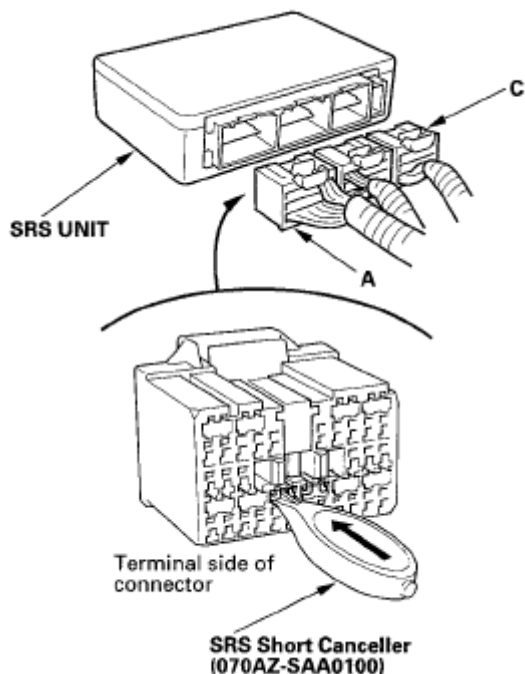


Fig. 20: Identifying SRS Unit Connectors A Or C
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Terminal numbers are shown from the wire side of the female terminals. Insert the short canceller(s) into the cavities on the terminal side of the connector.

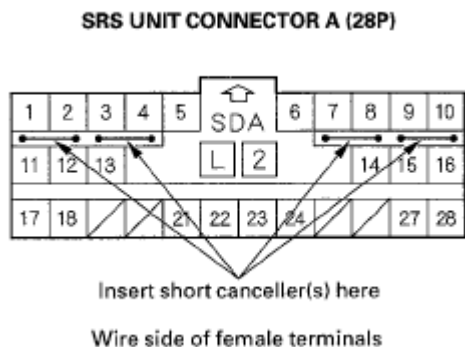
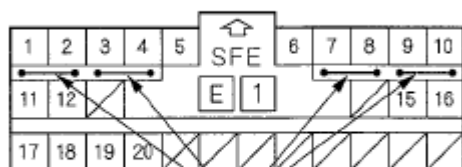


Fig. 21: Identifying SRS Unit Connector A (28P) Terminals
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

SRS UNIT CONNECTOR C (28P)

Insert short canceller(s) here

Wire side of female terminals

Fig. 22: Identifying SRS Unit Connector C (28P) Terminals
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

BACKPROBING SPRING-LOADED LOCK CONNECTORS

When checking voltage or resistance on this type of connector the first time, you must remove the retainer (A) to insert the tester probe from the wire side.

NOTE: It is not necessary to reinstall the removed retainer; the terminals will stay locked in the connector housing.

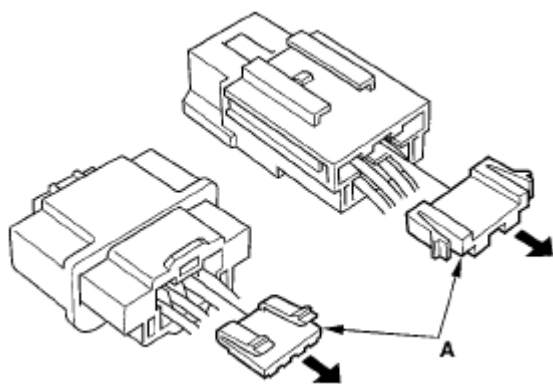


Fig. 23: Identifying Connector Terminal Retainer
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

To remove the retainer (A), insert a flat-tip screwdriver (B) between the connector body and the retainer, then carefully pry out the retainer. Take care not to break the connector.

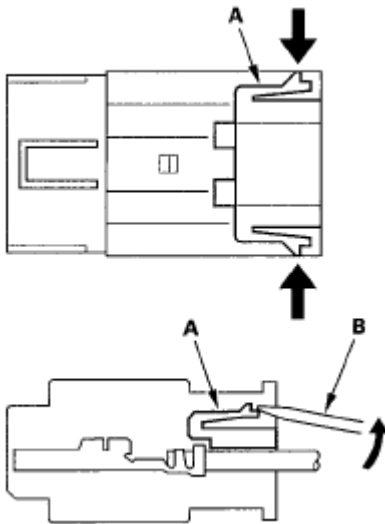


Fig. 24: Removing Retainer Using A Flat-Tip Screwdriver
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

SEATS WITH SIDE AIRBAGS

Seats with side airbags have a "SIDE AIRBAG" label on the seat-back.

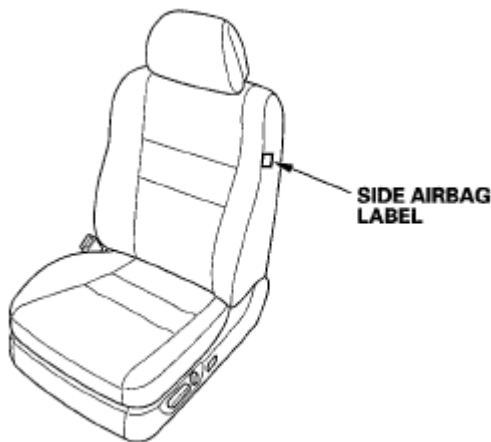


Fig. 25: Identifying Location Of Side Airbag Label
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- When cleaning, use a damp cloth to clean the seat. Do not soak the seat with liquid. Do not spray steam on the seat.
- Do not repair a torn or frayed seat-back cover; replace it.
- After a collision where the side airbag was deployed, replace the seat-back cover and side airbag with new parts. If the seat-back cushion is split, it must be replaced. If the seat-back frame is deformed, it must be replaced.
- Never put aftermarket accessories on the seat (covers, pads, seat heaters, lights, etc.).

DISCONNECTING SYSTEM CONNECTORS

Turn the ignition switch OFF, disconnect the negative cable from the battery, then wait for 3 minutes before

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starting the following procedures.

- Before disconnecting the cable reel 4P connector (1), disconnect the driver's airbag 4P connector (2).
- Before disconnecting SRS unit connector B from the SRS unit, disconnect both seat belt tensioner 4P connectors (3, 4).

'05 model

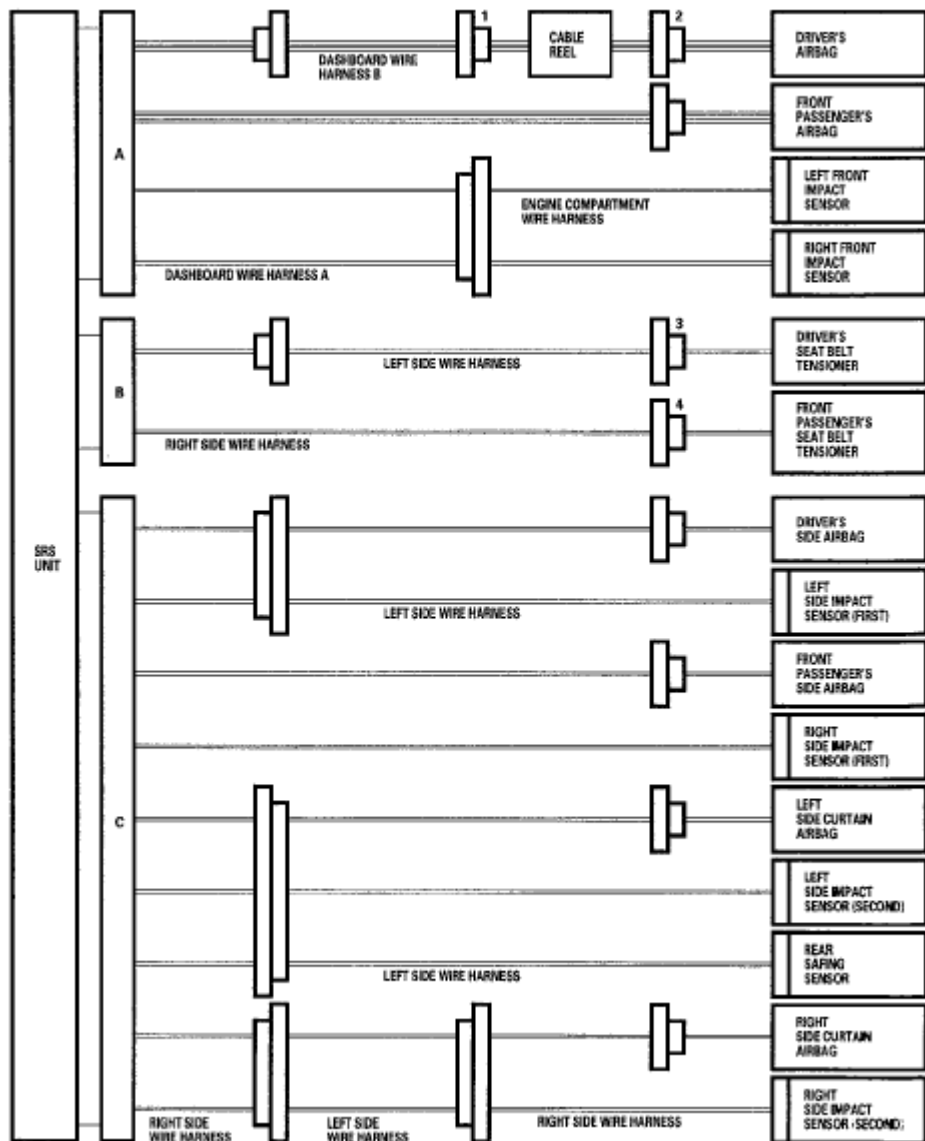


Fig. 26: SRS System Connectors Diagram - '05 Model
Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

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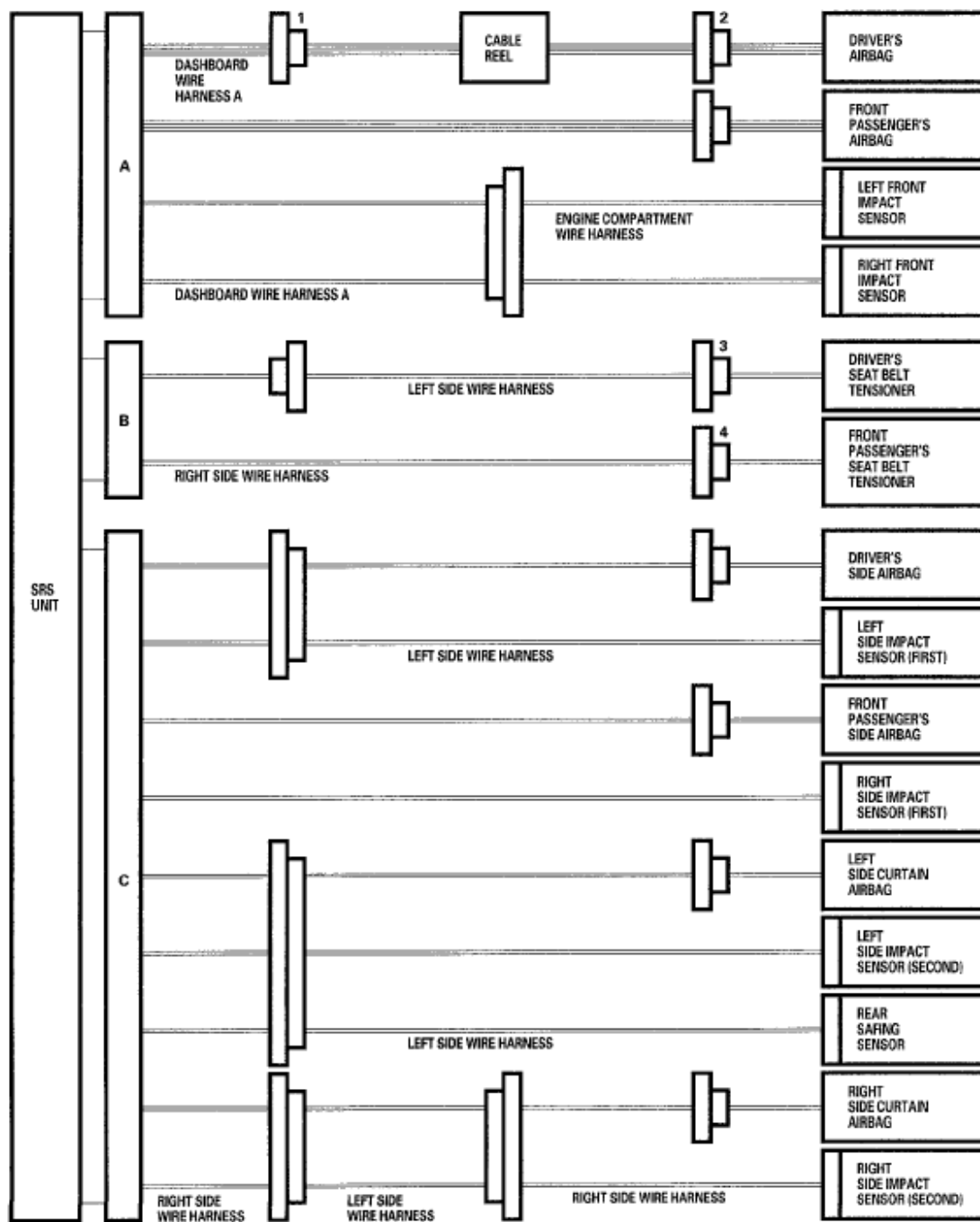


Fig. 27: SRS System Connectors Diagram - '06-08 Model
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

1. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.

Driver's Airbag

2. Remove the access panel (A) from the steering wheel, then disconnect the driver's airbag 4P connector (B) from the cable reel.

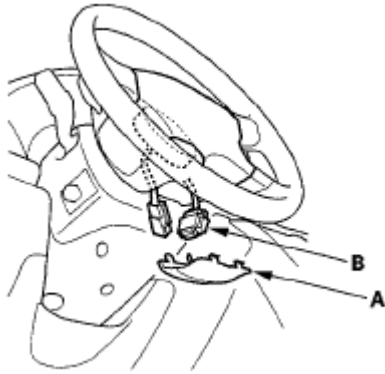


Fig. 28: Identifying Driver's Airbag 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Front Passenger's Airbag

3. Remove the glove box (see **GLOVE BOX REMOVAL/INSTALLATION**), then disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness A.

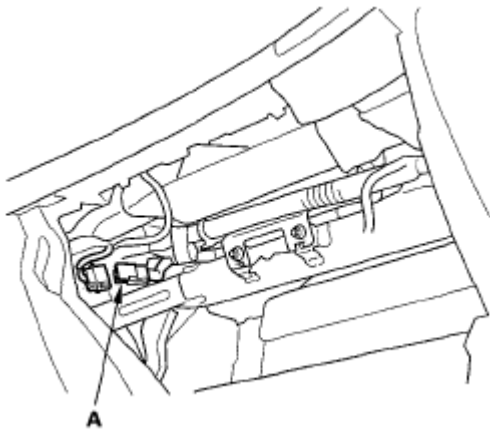


Fig. 29: Identifying Front Passenger's Airbag 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Side Airbag

4. Disconnect both side airbag 2P connectors (A) from the left side wire harness or right side wire harness.



Fig. 30: Identifying Side Airbag 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Side Curtain Airbag

5. Remove the headliner (see **HEADLINER REMOVAL/INSTALLATION**). Disconnect both side curtain airbag harness 2P connectors (A) from the side curtain airbags.

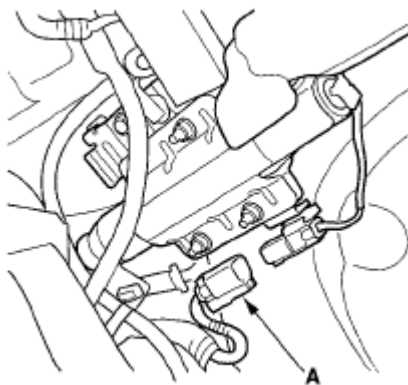


Fig. 31: Identifying Side Curtain Airbag Harness 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Seat Belt Tensioner

6. Remove the B-pillar lower trim (see **B-PILLAR LOWER TRIM**). Disconnect both floor wire harness 4P connector (A) from the seat belt tensioners.

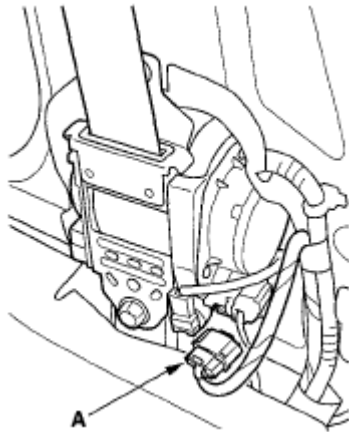


Fig. 32: Identifying Floor Wire Harness 4P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

SRS Unit

- Remove the center console (see **CENTER CONSOLE REMOVAL/INSTALLATION**), then remove the rear vent duct (see step 6 under **DASHBOARD/STEERING HANGER BEAM REMOVAL/INSTALLATION**). Disconnect SRS unit connector A (28P), SRS unit connector B (28P), and/or SRS unit connector C (28P) from the SRS unit.

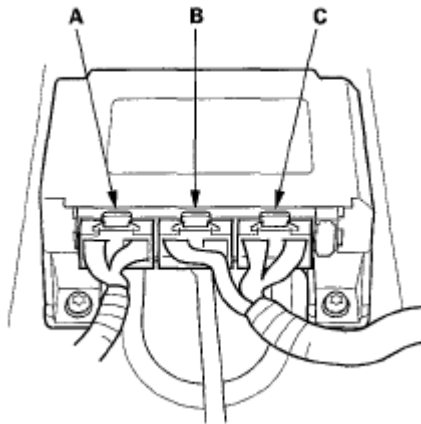


Fig. 33: Identifying SRS Unit Connector A (28P), SRS Unit Connector B (28P) And SRS Unit Connector C (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

GENERAL TROUBLESHOOTING INFORMATION

DTC (DIAGNOSTIC TROUBLE CODES)

The self-diagnostic function of the SRS system allows it to locate the causes of system problems and then store this information in memory. For easier troubleshooting, this data can be retrieved via a data link circuit.

- When you turn the ignition switch ON (II), the SRS indicator comes on. If it goes off after 6 seconds, the system is normal, and is not currently detecting any abnormality.

- If there is an abnormality, the system locates and defines the problem, stores this information in memory, and turns the SRS indicator on. The data remains in memory even when the ignition switch is turned off or if the battery is disconnected.
- The data is stored in memory as a diagnostic trouble code (DTC).
- DTCs are either latching or resetting depending on the malfunction. With resetting DTCs, the SRS indicator goes off the next time the ignition switch is turned ON and the system is normal, but the DTC is still stored. With latching DTCs, the SRS indicator does not turn OFF until the malfunction is repaired and the DTC is cleared.
- When you connect the HDS to the data link connector (DLC), you can retrieve a more detailed DTC in the Honda Systems "SRS" menu.
- After reading and recording the DTC, proceed with the troubleshooting procedure for that code.

Precautions

- Use only a digital multimeter to check the system. If it's not a Honda multimeter, make sure its output is 10 mA (0.01 A) or less when switched to the smallest value in the ohmmeter range. A tester with a higher output could damage the airbag circuit or cause accidental airbag deployment and possible injury.
- Whenever the ignition switch is ON (II), or has been turned OFF for less than 3 minutes, be careful not to bump the SRS unit; the airbags could accidentally deploy and cause damage or injuries.
- Before you remove the dashboard wire harness A or the right side wire harness, disconnect the driver's airbag connector, the front passenger's airbag connector, both side airbag connectors, both side curtain airbag connectors, and both seat belt tensioner connectors.
- Make sure the battery is sufficiently fully charged. If the battery is dead or low, measured values may not be correct.
- Do not touch a tester probe to the terminals in the SRS unit or harness connectors, and do not connect the SRS unit terminals or the sensor terminals with a jumper wire. Use only the backprobe set and the multimeter. Backprobe spring-loaded lock type connectors correctly.

READING THE DTC

1. Make sure the ignition switch is OFF.
2. Connect the HDS to the data link connector (DLC) (A).

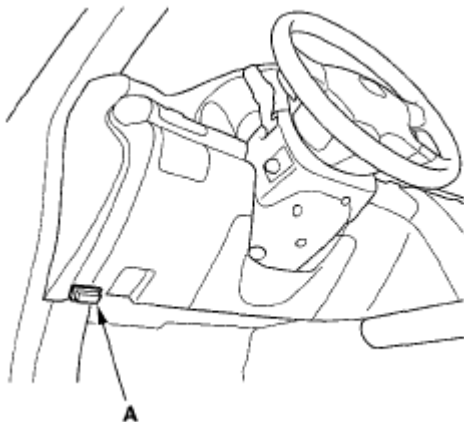


Fig. 34: Identifying Data Link Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the ignition switch ON (II).
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not, troubleshoot the DLC circuit (see '**08 MODEL**').
5. Use the HDS to check for DTCs.
6. Read and record the DTC.
7. Turn the ignition switch OFF, then wait for 10 seconds.
8. Disconnect the HDS from the DLC.
9. Do the troubleshooting procedure for the DTC.

CLEAR THE DTC MEMORY WITH THE HDS

NOTE: Make sure the battery is fully charged before you begin.

1. Make sure the ignition switch is OFF.
2. Connect the HDS to the data link connector (DLC) (A).

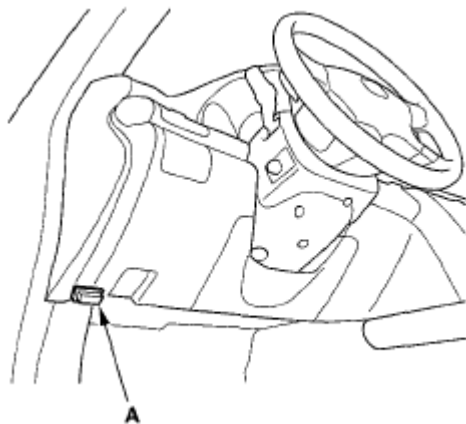


Fig. 35: Identifying Data Link Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the ignition switch ON (II).
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not, troubleshoot the DLC circuit (see '**08 MODEL**').
5. In the SRS MENU of the HDS, select SRS, then DTC to clear the DTC(s).
6. Turn the ignition switch OFF, then wait for 10 seconds.
7. Disconnect the HDS from the DLC.

CLEAR THE DTC MEMORY USING MES CONNECTOR WITHOUT THE HDS

Special Tools Required

SCS Service Connector 07PAZ-001010A

NOTE: Make sure the battery is fully charged before you begin.

To clear the DTC(s) from the SRS unit, use the HDS or the following procedure.

1. Make sure the ignition switch is OFF.
2. Connect the SCS service connector (A) to the yellow MES 2P connector (B). Do not use a jumper wire.

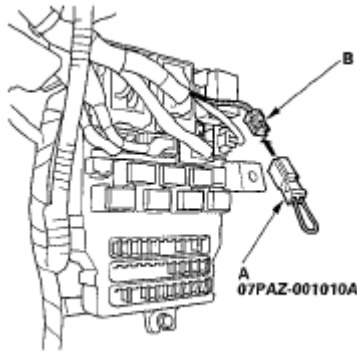


Fig. 36: Identifying SCS Service Connector And Yellow MES 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the ignition switch ON (II).
4. The SRS indicator will come on for about 6 seconds, and then go off. Remove the SCS service connector from the MES connector (2P) within 4 seconds after the indicator goes off.
5. The SRS indicator will come on again. Reconnect the SCS service connector to the MES connector (2P) within 4 seconds after the indicator comes on.
6. When the SRS indicator goes off, remove the SCS service connector from the MES connector (2P) within 4 seconds.
7. The SRS indicator blinks two times, indicating that the memory has been cleared.
8. Turn the ignition switch OFF, and wait for 10 seconds.
9. Turn the ignition switch ON (II) again. If the SRS indicator comes on for 6 seconds, and then goes off, the system is OK.

TROUBLESHOOTING INTERMITTENT FAILURES

If there was a malfunction, but it does not recur, it will be stored in the memory as an intermittent failure, and the SRS indicator may come on depending on this malfunction detected.

NOTE:

- **Make sure the battery connections are good and the battery is fully charged.**
- **A faulty cable reel can cause intermittent connections related to the driver's airbag.**

After checking the DTC, troubleshoot as follows:

1. Make sure the ignition switch is OFF.

2. Connect the HDS to the data link connector (DLC).
3. Turn the ignition switch ON (II).
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see '**08 MODEL**).
5. In the SRS MENU on the HDS, select SRS, then DTC to clear the DTC(s).
6. Read the DTC (see "**READING THE DTC**").
7. Clear the DTC memory (see "**CLEAR THE DTC MEMORY**").
8. Set the parking brake, then start the engine, and let it idle.
9. The SRS indicator comes on for about 6 seconds and then goes off.
10. Shake the related wire harness and the connectors, and look for loose connections, terminal fit, and poor grounds.
11. Take a test-drive (quick acceleration, quick braking, and cornering), turn the steering wheel fully left and right, and hold it there for 5 to 10 seconds. If the problem recurs, the SRS indicator will come on.
12. If you cannot duplicate the concern, ask the client about the conditions when it occurred, or ask the client to demonstrate the concern.
13. If you cannot duplicate the intermittent failure, the system is OK at this time.

OPDS UNIT INITIALIZATION

When a seat-back cover, front passenger's seat-back cushion, and/or OPDS unit is replaced, initialize the OPDS by following the procedure.

NOTE: **A new (uninitialized) OPDS unit installed with a faulty OPDS sensor can cause DTC 85-71.**

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Make sure the front passenger's seat is dry. Set the seat-back in a normal position, and make sure there is nothing on the seat.
3. Make sure the ignition switch is OFF and the MES connector is not shorted.
4. Connect the HDS to the data link connector (DLC) (A).

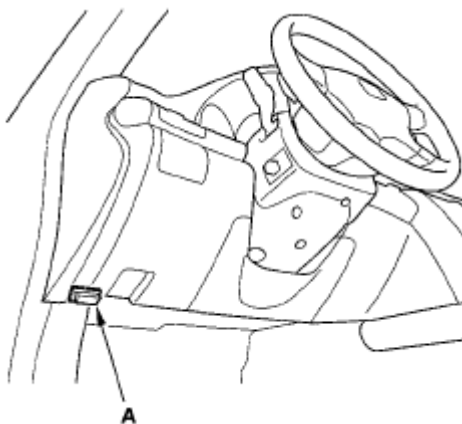


Fig. 37: Identifying Data Link Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Turn the ignition switch ON (II).
6. From the HDS Main Menu, select SRS, then Misc Test, then Calibration. In the Calibration Menu, select OPDS INITIALIZATION. Follow the screen prompts to initialize the OPDS.
7. Turn the ignition switch OFF.
8. Disconnect the HDS from the DLC.

NOTE: If the OPDS system fails to initialize after several attempts, replace the OPDS sensor and retry. If the OPDS system continues to fail to initialize, replace the OPDS unit.

FRONT PASSENGER'S WEIGHT SENSOR UNIT CALIBRATION

When you replace the front passenger's weight sensors or front passenger's weight sensor unit, calibrate front passenger's weight sensor unit.

While calibrating the front passenger's weight sensor unit, observe these precautions:

- Make sure all components of the front passenger's seat are correctly installed.
 - Make sure nothing is on or under the front passenger's seat.
 - Make sure there is nothing in the "front passenger's seat-back pocket.
 - Keep the windows closed.
 - Do all calibration procedures, except test-driving, in the service bay.
 - Make sure the vehicle is on level ground.
 - Keep the A/C and the heater off.
 - Do not touch the front passenger's seat until you are prompted to or when you have completed the calibration.
 - Do not expose the front passenger's seat to sudden temperature changes.
1. Position the front passenger's seat to the rearmost position, adjust the seat height to the lowest position, and adjust the recliner to the forward most position. Do not move the seat from this position.
 2. Connect the HDS to the data link connector (DLC) (A).

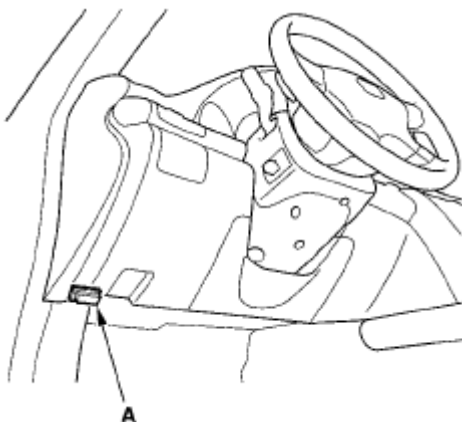


Fig. 38: Identifying Data Link Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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3. Drive the vehicle, and accelerate to 20 mph (36 km/h), then stop on level ground.
4. From the Main Menu on the HDS, select SRS, then seat weight sensor, then Misc Test, then Adjustments. In the Adjustment Menu, select "SWS UNIT," and follow the prompts until the initialization operation has been completed.
5. Prepare a 55 to 77 lbs (25 to 35 kg) weight, then measure and note its actual weight (M) with a scale.

NOTE: The accuracy of the scale must be within ± 2.2 lbs (1 kg).

6. Place the weight on the front passenger's seat.

NOTE: Leave the HDS connected and in the Misc Menu.

7. Drive the vehicle, and accelerate to 20 mph (36 km/h), then stop on level ground.
8. From the HDS's Main Menu, select SRS, then Seat Weight Sensor, then Misc Test, then Inspection. In the HDS Inspection Menu, select "SEAT OUTPUT CHK." The weight (T) of the front passenger's seat is recorded by the HDS.
9. Calculate the variance between the weight measured on the scale (M) and the HDS (T) with the formula shown.

$$\text{Variance} = (T) - (M) < \pm 8.6 \text{ lbs (3.9 kg)}$$

M: Weight measured on the scale

T: Weight measured by the HDS with the weight on the seat

- If the variance is ± 8.6 lbs (± 3.9 kg) or less, calibration is complete. Go to step 18.
 - If the variance is more than ± 8.6 lbs (± 3.9 kg), remove the front passenger's weight sensors (see **FRONT PASSENGER'S WEIGHT SENSOR REPLACEMENT**), and reinstall them, then go to step 10.
10. Remove the weight from the front passenger's seat.
 11. Drive the vehicle, accelerate to 20 mph (36 km/h), then stop on level ground.
 12. From the HDS inspection menu, select Seat Weight Sensor, then "SEAT OUTPUT CHK." The weight (T0) of the front passenger's seat is recorded by the HDS.
 - If the reading on the HDS (T0) is ± 6.6 lbs (± 3.0 kg) or less, go to step 13.
 - If the reading on the HDS (T0) is more than ± 6.6 lbs (± 3.0 kg), repeat this procedure from the beginning.
 13. Measure and note the prepared weight (M1) again with a scale.
 14. Place the weight on the front passenger's seat.
 15. Drive the vehicle, accelerate to 20 mph (36 km/h), then stop on level ground.
 16. From the HDS Main Menu, select SRS, then Seat Weight Sensor, then Misc Test, then Inspection. In the HDS Inspection Menu, select "SEAT OUTPUT CHK." The weight (T1) of the front passenger's seat is recorded by the HDS.
 17. Calculate the variance between the weight measured on the scale and the HDS with the formula shown.

$$\text{Variance} = (T1)-(M1) < \pm 8.6 \text{ lbs (3.9 kg)}$$

T1: Weight measured by the HDS with the weight on the seat

M1: Weight measured on the scale.

- If the variance is ± 8.6 lbs (± 3.9 kg) or less, calibration is complete. Go to step 18.
- If the variance is more than ± 8.6 lbs (± 3.9 kg), replace the front passenger's weight sensors (if they were not replaced before this procedure), and repeat this procedure from the beginning.

18. Turn the ignition switch OFF, and disconnect the HDS from the DLC.

FRONT PASSENGER'S WEIGHT SENSOR UNIT OPERATION CHECK

Check the operation of the front passenger's weight sensor unit operation after any of these actions:

- Replacement of front passenger's seat component(s) (except weight sensor unit and/or weight sensors)
- After a vehicle collision

Pre-Operation Check Set-up

- Make sure all the components of the front passenger's seat are correctly installed.
- Position the front passenger's seat to the rearmost position. Adjust the seat height to the lowest position. Adjust the seat recline to the forward most position. Do not move the seat from this position.
- Make sure nothing is on or under the front passenger's seat.
- Make sure there is nothing in the front passenger's seat-back pocket.
- Keep the windows closed.
- Do all calibration procedures, except test-driving, in the service bay.
- Make sure the vehicle is on level ground.
- Turn the heater and the A/C off.
- Do not touch the passenger's seat during the calibration.
- Do not expose the front passenger's seat to sudden temperature changes.
- Make sure all aftermarket devices such as amplifiers, fluorescent light, air purifiers, CB or HAM radios, etc, are turned off.

After Replacing Front Passenger's Seat Component(s)

1. Connect the HDS to the data link connector (DLC) (A).

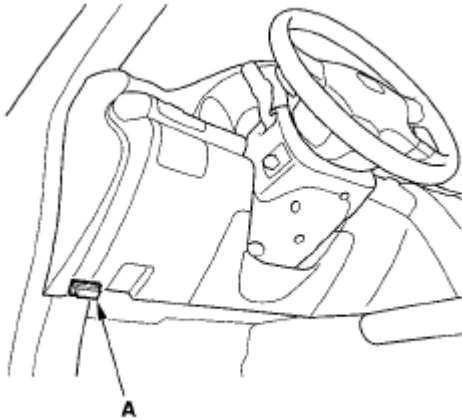


Fig. 39: Identifying Data Link Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Drive the vehicle, accelerate to 20 mph (36 km/h), then stop on level ground.
3. From the HDS Main Menu, select SRS, then Seat Weight Sensor, then Misc Test, then Inspection. In the HDS Inspection Menu, select "SEAT OUTPUT CHK." The weight (T0) of the front passenger's seat is recorded by the HDS.
 - If the reading on the HDS (T0) is ± 6.6 lbs (± 3.0 kg), or less, go to step 4.
 - If the reading on the HDS (T0) is more than ± 6.6 lbs (± 3.0 kg), turn the ignition switch OFF, and go to step 1 of "Calibrating the Front Passenger's Weight Sensor Unit."
4. Prepare a 55 to 77 lbs (25 to 35 kg) weight, then measure and note its actual weight (M) on a scale.

NOTE: The accuracy of the scale must be within ± 2.2 lbs (1 kg).

5. Place the prepared weight on the front passenger's seat.
6. Drive the vehicle, and accelerate to 20 mph (36 km/h), then stop on level ground.
7. From the HDS Main Menu, select SRS, then Seat Weight Sensor, then Misc Test, then Inspection. In the HDS Inspection Menu, select "SEAT OUTPUT CHK." The weight (T1) of the front passenger's seat is recorded by the HDS.
8. Calculate the variance between the weight measured on the scale and the HDS with the formula.

Variance = ((T1)-(T0)-(M1)) \leq ± 8.6 lbs (3.9 kg)

T1: Weight measured by the HDS with the weight on the seat.

T0: Weight measured by the HDS with no load on the seat.

M1: Weight measured on the scale.

- If the variance is ± 8.6 lbs (± 3.9 kg) or less, the check is complete. Go to step 9.
- If the variance is more than ± 8.6 lbs (± 3.9 kg), remove the front passenger's weight sensors (see **FRONT PASSENGER'S WEIGHT SENSOR REPLACEMENT**), reinstall them, then repeat this procedure from the beginning.
- If after reinstalling the front passenger's weight sensors, the variance is still more than ± 8.6 lbs (± 3.9 kg), replace the front passenger's weight sensors (if they were not replaced).

9. Turn the ignition switch OFF, and disconnect the HDS from the DLC.

After a vehicle collision

10. Position the front passenger's seat to the rearmost position, adjust the recliner to the most forward position. Do not move it from these positions.
11. Connect the HDS to the data link connector (DLC) (A).

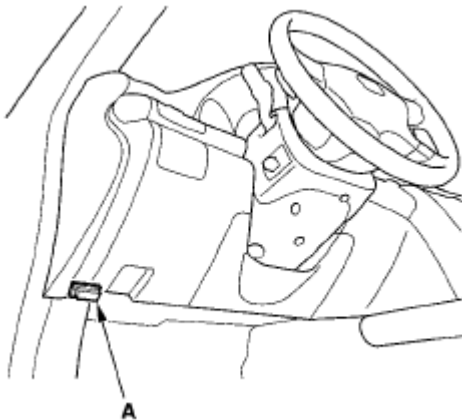


Fig. 40: Identifying Data Link Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

12. Drive the vehicle, accelerate to 20 mph (36 km/h), then stop on level ground.
13. From the HDS inspection menu, select Seat Weight Sensor, then "SEAT OUTPUT CHK." The weight (T0) of the front passenger's seat is recorded by the HDS.
 - If the reading on the HDS (T0) is ± 6.6 lbs (± 3.0 kg) or less, go to step 14.
 - If the reading on the HDS (T0) is more than ± 6.6 lbs (± 3.0 kg), remove the front passenger's weight sensors, reinstall them, then repeat steps 1 - 3.
 - If after reinstalling the front passenger's weight sensors, the reading on the HDS (T0) is still more than ± 6.6 lbs (± 3.0 kg), go to step 1 of "Calibrating the Front Passenger's Weight Sensor Unit."
14. Prepare a 55 to 77 lbs (25 to 35 kg) weight, then measure and note its actual weight (M) on a scale.

NOTE: The accuracy of the scale must be within ± 2.2 lbs (1 kg).

15. Place the prepared weight on the front passenger's seat.
16. Drive the vehicle, and accelerate to 20 mph (36 km/h), then stop on level ground.
17. From the HDS Inspection Menu, select Seat Weight Sensor, then "SEAT OUTPUT CHK." The weight (T1) of the front passenger's seat is recorded by the HDS.
18. Calculate the variance between the weight measured on the scale and the HDS with the formula shown.

$$\text{Variance} = ((T1) - (T0) - (M1)) < \pm 8.6 \text{ lbs (3.9 kg)}$$

T1: Weight measured by the HDS with the weight on the seat.

T0: Weight measured by the HDS with no load on the seat. M1: Weight measured on the scale.

- If the variance is ± 8.6 lbs (± 3.9 kg) or less, the check is complete. Go to step 19.
 - If the variance is more than ± 8.6 lbs (± 3.9 kg), remove the front passenger's weight sensors (see **FRONT PASSENGER'S WEIGHT SENSOR REPLACEMENT**), and reinstall them, then repeat this procedure from the beginning.
 - If after reinstalling the front passenger's seat weight sensors, the variance still more than ± 8.6 lbs (± 3.9 kg), replace the front passenger's weight sensors and the seat riser, then go to step 1 of "Calibrating the Front Passenger's Weight Sensor Unit."
19. Turn the ignition switch OFF, and disconnect the HDS from the DLC.

DRIVER'S SEAT POSITION SENSOR OPERATION CHECK

Check the driver's seat position sensor after any of these actions:

- Driver's seat position sensor replacement
 - Cover plate (front side of driver's seat slide rail) replacement
1. Make sure the ignition switch is OFF (0).
 2. Connect the HDS to the data link connector (DLC) (A).

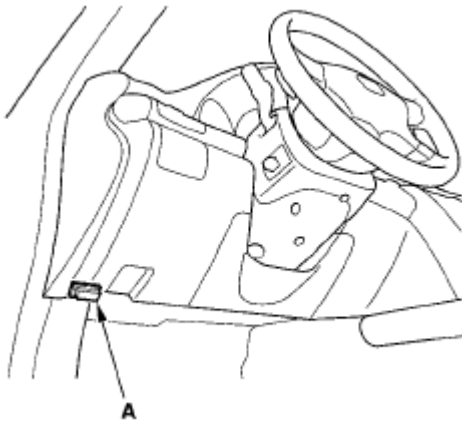


Fig. 41: Identifying Data Link Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the ignition switch ON (II).
4. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see **'08 MODEL**).
5. From the HDS Main Menu, select SRS, then Parameter Information then Buckle Switch, Seat Position Sensor.
6. Move the driver's seat all the way forward.
7. Using a piece of tape (A), mark a line on the seat's outer cover (B) where the front riser cover meets the seat riser (C). The driver's seat position sensor should read "NEAR."

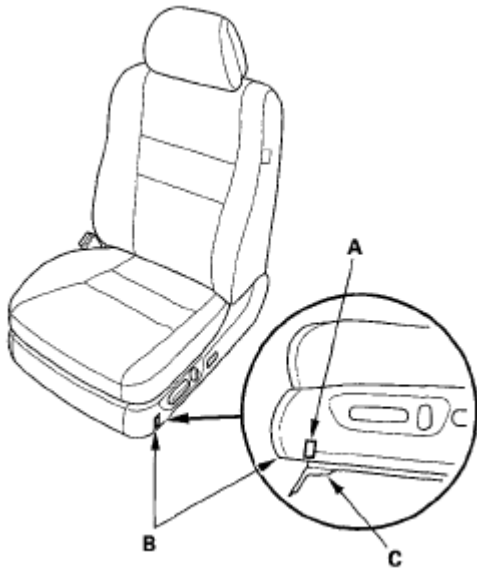


Fig. 42: Marking Line On Seat's Outer Cover Where Front Riser Cover Meets Seat Riser
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Move the seat-back in small increments (about 0.2 in., 5 mm) until the driver's seat position sensor reads "NOT NEAR." The seat should be about 1 in. (25 mm) from the front.

NOTE: It takes a few seconds for the HDS to display changes, so wait about 5 seconds between each move.

If the driver's seat position sensor does not work as described, check the driver's seat position sensor or the cover plate for damage, and replace parts as needed.

9. Turn the ignition switch OFF, and disconnect the HDS from the DLC.

E-PRE-TENSIONER OPERATION CHECK

'06-08 MODELS

1. Shift the transmission to the P position, and release the parking brake.
2. Connect the HDS to the data link connector (DLC) (A).

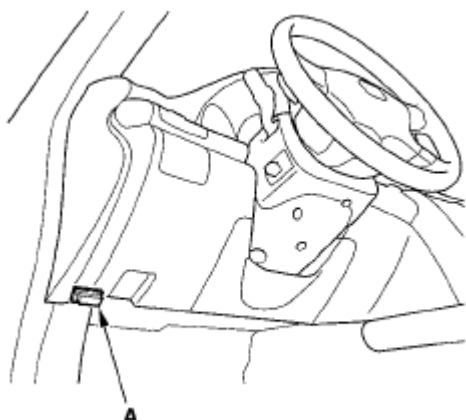


Fig. 43: Identifying Data Link Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Make sure the HDS communicates with the vehicle and the SRS unit. If it does not communicate, troubleshoot the DLC circuit (see **'08 MODEL**).
4. Sit in the driver's and front passenger's seat, and fasten the seat belts.
5. Make sure the SRS indicator comes on for about 6 seconds after turning the ignition switch ON (II), then goes off. If the SRS indicator does not come on, check for DTCs with the HDS.

NOTE: If any DTC is indicated, do the indicated DTCs troubleshooting, then go to go to step 5.

6. Start the engine.
7. Select the E-PRETENSIONER with the HDS, and do the E-PRETENSIONER OPERATION CHECK. Make sure the E-pretensioners retract both driver's and front passenger's seat belts several times.
8. Turn the ignition switch OFF and make sure the SRS indicator goes off.

DTC TROUBLESHOOTING INDEX

DTC TROUBLESHOOTING INDEX

DTC	Latch ⁽¹⁾	Reset ⁽²⁾	Detection Item
<u>11-1X</u>		o	Open in driver's airbag first inflator ('05 model)
<u>11-2X</u>			Increased resistance in driver's airbag first inflator ('05 model)
<u>11-3X</u>			Short to another wire or decreased resistance in driver's airbag first inflator ('05 model)
<u>11-4X</u>			Open in driver's airbag second inflator ('05 model)
<u>11-5X</u>			Increased resistance in

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			driver's airbag second inflator ('05 model)
<u>11-6X</u>			Short to another wire or decreased resistance in driver's airbag second inflator ('05 model)
<u>11-8X</u>	o		Short to power in driver's airbag first inflator ('05 model)
<u>11-9X</u>			Short to ground in driver's airbag first inflator ('05 model)
<u>11-AX</u>			Short to power in driver's airbag second inflator ('05 model)
<u>11-BX</u>			Short to ground in driver's airbag second inflator ('05 model)
<u>11-1X</u>		o	Open in driver's airbag first inflator ('06-08 models)
<u>11-2X</u>			Increased resistance in driver's airbag first inflator ('06-08 models)
<u>11-3X</u>			Short to another wire or decreased resistance in driver's airbag first inflator ('06-08 models)
<u>11-4X</u>			Open in driver's airbag second inflator ('06-08 models)
<u>11-5X</u> 11-5x			Increased resistance in driver's airbag second inflator ('06-08 models)
<u>11-6X</u>			Short to another wire or decreased resistance in driver's airbag second inflator ('06-08 models)
<u>11-8X</u>	o		Short to power in driver's airbag first inflator ('06-08 models)
<u>11-9X</u>			Short to ground in driver's airbag first inflator ('06-08 models)
<u>11-AX</u>			Short to power in driver's airbag second inflator ('06-08 models)
<u>11-BX</u>			Short to ground in driver's airbag second inflator

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			('06-08 models)
<u>12-1X</u>		o	Open in front passenger's airbag first inflator
<u>12-2X</u>			Increased resistance in front passenger's airbag first inflator
<u>12-3X</u>			Short to another wire or decreased resistance in front passenger's airbag first inflator
<u>12-4X</u>			Open in front passenger's airbag second inflator
<u>12-5X</u>			Increased resistance in front passenger's airbag second inflator
<u>12-6X</u>			Short to another wire or decreased resistance in front passenger's airbag second inflator
<u>12-8X</u>	o		Short to power in front passenger's airbag first inflator
<u>12-9X</u>			Short to ground in front passenger's airbag first inflator
<u>12-AX</u>			Short to power in front passenger's airbag second inflator
<u>12-BX</u>			Short to ground in front passenger's airbag second inflator
<u>21-1X</u>		o	Open in driver's seat belt tensioner
<u>21-2X</u>			Increased resistance in driver's seat belt tensioner
<u>21-3X</u>			Short to another wire or decreased resistance in driver's seat belt tensioner
<u>21-8X</u>	o		Short to power in driver's seat belt tensioner
<u>21-9X</u>			Short to ground in driver's seat belt tensioner
<u>22-1X</u>		o	Open in front passenger's seat belt tensioner
<u>22-2X</u>			Increased resistance in front passenger's seat belt tensioner
<u>22-3X</u>			Short to another wire or

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			decreased resistance in front passenger's seat belt tensioner
<u>22-8X</u>	o		Short to power in front passenger's seat belt tensioner
<u>22-9X</u>			Short to ground in front passenger's seat belt tensioner
<u>31-1X</u>		o	Open in driver's side airbag inflator
<u>31-2X</u>			Increased resistance in driver's side airbag inflator
<u>31-3X</u>			Short to another wire or decreased resistance in driver's side airbag inflator
<u>31-8X</u>	o		Short to power in driver's side airbag inflator
<u>31-9X</u>			Short to ground in driver's side airbag inflator
<u>32-1X</u>		o	Open in front passenger's side airbag inflator
<u>32-2X</u>			Increased resistance in front passenger's side airbag inflator
<u>32-3X</u>			Short to another wire or decreased resistance in front passenger's side airbag inflator
<u>32-8X</u>	o		Short to power in front passenger's side airbag inflator
<u>32-9X</u>			Short to ground in front passenger's side airbag inflator
<u>33-1X</u>		o	Open in left side curtain airbag inflator
<u>33-2X</u>			Increased resistance in left side curtain airbag inflator
<u>33-3X</u>			Short to another wire or decreased resistance in left side curtain airbag inflator
<u>33-8X</u>	o		Short to power in left side curtain airbag inflator

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<u>33-9X</u>			Short to ground in left side curtain airbag inflator
<u>34-1X</u>		o	Open in right side curtain airbag inflator
<u>34-2X</u>			Increased resistance in right side curtain airbag inflator
<u>34-3X</u>			Short to another wire or decreased resistance in right side curtain airbag inflator
<u>34-8X</u>	o		Short to power in right side curtain airbag inflator
<u>34-9X</u>			Short to ground in right side curtain airbag inflator
<u>41-1X</u>		o	No signal from the left front impact sensor
<u>41-2X</u>			Internal failure of the left front impact sensor
<u>41-8X</u>	o		
<u>41-9X</u>			
<u>41-BX</u>			
<u>41-CX</u>			Faulty power supply to the left front impact sensor
<u>42-1X</u>		o	No signal from the right front impact sensor
<u>42-2X</u>			Internal failure of the right front impact sensor
<u>42-8X</u>	o		
<u>42-9X</u>			
<u>42-BX</u>			
<u>42-CX</u>			Faulty power supply to the right front impact sensor
<u>43-1X</u>		o	No signal from the left side impact sensor (first)
<u>43-2X</u>			Internal failure of the left side impact sensor (first)
<u>43-8X</u>	o		
<u>43-9X</u>			
<u>43-BX</u>			
<u>43-CX</u>			Faulty power supply to the left side impact sensor (first)
<u>44-1X</u>		o	No signal from the right side impact sensor (first)

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<u>44-2X</u>			Internal failure of the right side impact sensor (first)	
<u>44-8X</u>	o			
<u>44-9X</u>				
<u>44-BX</u>				
<u>44-CX</u>				
<u>45-1X</u>		o	No signal from the left side impact sensor (second)	
<u>45-2X</u>			Internal failure of the left side impact sensor (second)	
<u>45-8X</u>				
45-8x				
<u>45-9X</u>				
45-9x				
<u>45-BX</u>	o		Faulty power supply to the left side impact sensor (second)	
45-Bx				
<u>45-CX</u>				
<u>46-1X</u>		o	No signal from the right side impact sensor (second)	
<u>46-2X</u>			Internal failure of the right side impact sensor (second)	
<u>46-8X</u>				
<u>46-9X</u>				
<u>46-BX</u>	o			
<u>46-CX</u>				
			Faulty power supply to the right side impact sensor (second)	
<u>51-XX</u>		o	Internal failure of the SRS unit	
<u>52-XX</u>	o			
<u>53-XX</u>		o	Open in driver's seat belt buckle switch	
<u>54-XX</u>				
<u>55-XX</u>				
<u>61-1X</u>				
<u>61-2X</u>				
<u>62-1X</u>				
<u>62-2X</u>				
<u>71-11</u>				
<u>71-21</u>				
				Short in driver's seat position sensor

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<u>71-22</u>		Short to power in driver's seat position sensor
<u>73-1X</u>		Open in the driver's e-pretensioner motor ('06-08 models)
<u>74-2X</u>		Open in the front passenger's e-pretensioner motor ('06-08 models)
<u>76-3X</u>		Faulty F-can communication or internal failure of e-pretensioner unit ('06-08 models)
<u>76-4X</u>		Internal failure of e-pretensioner unit ('06-08 models)
<u>76-5X</u>		Internal failure of e-pretensioner unit ('06-08 models)
<u>76-61</u>		No signal from the e-pretensioner unit ('06-08 models)
<u>76-63</u>		Internal failure of e-pretensioner unit ('06-08 models)
<u>81-4X</u>		Internal failure of the front passenger's weight sensor unit
<u>81-5X</u>		No signal from the front passenger's weight sensor unit
<u>81-61</u>		No signal from the front passenger's weight sensor unit
<u>81-62</u>		Response data error from the front passenger's weight sensor unit
<u>81-63</u>		Internal failure of the front passenger's weight sensor unit
<u>81-64</u>		Internal failure of the front passenger's weight sensor unit
<u>81-71</u>		Front passenger's weight sensor unit does not calibrate
<u>81-78</u>		Front passenger's weight sensor unit does not calibrate
<u>81-79</u>		Front passenger's weight sensors initial check failure
<u>82-1X</u>		No signal from the inner side front passenger's weight sensor
<u>83-2X</u>		No signal from the outer side front passenger's weight sensor
<u>85-4X</u>		Internal failure of the OPDS unit
<u>85-5X</u>		Internal failure of the OPDS unit

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<u>85-61</u>			No signal from the OPDS unit
<u>85-63</u>			Internal failure of the OPDS unit
<u>85-64</u>			OPDS unit not initialized
<u>85-71</u>			OPDS sensor initial check failure
<u>85-78</u>			Faulty OPDS sensor
<u>85-79</u>			Side airbag cutoff indicator stays on/off
<u>86-1X</u>			Internal failure of SRS unit
<u>86-2X</u>			Short to ground in the SRS indicator circuit
<u>87-3X</u>			Open in front passenger's airbag cutoff indicator
<u>91-1X</u>			Open or short to ground in passenger's airbag cutoff indicator
<u>91-2X</u>			
<u>92-1X</u>			
<u>92-2X</u>			
<u>A1-1X</u>		X	Faulty Dower supply (VA line)
<u>A2-1X</u>			Faulty power supply (VB line)
<u>B2-1X</u>			No signal from the rear safing sensor
<u>B2-2X</u>			Internal failure of the rear safing sensor
<u>B2-2X</u>	X		
<u>B2-9X</u>			
<u>B2-BX</u>			
<u>B2-CX</u>			Faulty power supply to the rear safing sensor
<u>EX-XX</u>			Control operation recorded
<u>FX-XX</u>			Airbags and/or tensioners deployment recorded

NOTE:

The "x" at the end of each DTC denotes a numeric character (0 thru 9) or an alpha character (A thru F) that you will see on the HDS display. The character is unrelated to your troubleshooting; it designates the SRS unit manufacturer and other details used for product analysis.

- (1) The SRS indicator comes on and stays on whenever the ignition switch is in the ON (II) position, or until the code is cleared.
- (2) The SRS indicator comes on when the DTC is set. The SRS indicator will not come on after the ignition switch is cycled from ON (II) to OFF (0), but the DTC will be stored in the SRS unit.

SYMPTOM TROUBLESHOOTING INDEX

SYMPTOM TROUBLESHOOTING INDEX

Symptom	Diagnostic procedure	Also check for
SRS indicator does not come on	Symptom Troubleshooting (see <u>SRS INDICATOR DOES NOT COME ON</u>)	Communication with HDS
SRS indicator stays on, but no DTCs are stored	Symptom Troubleshooting (see <u>SRS INDICATOR STAYS ON, BUT NO DTCS ARE STORED</u>)	Charging system for under or overcharging
Side airbag cutoff indicator stays on after bulb check, and no DTCs are stored, or side airbag cutoff indicator is flashing	<ul style="list-style-type: none"> • Make sure nothing is on the front passenger's seat. • If the side airbag cutoff indicator stays on after the ignition switch is turned ON (II), initialize the OPDS unit (see <u>OPDS UNIT INITIALIZATION</u>). <ul style="list-style-type: none"> ○ If the side airbag cutoff indicator operates normally, the system is OK. ○ If the side airbag cutoff indicator stays on, replace the OPDS sensor (see <u>FRONT SEAT-BACK COVER REPLACEMENT</u>). The sensor is part of the seat-back pad. 	DTC 87-3x troubleshooting (see <u>DTC 87-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SIDE AIRBAG CUTOFF INDICATOR STAYS ON/OFF</u>).
HDS does not communicate with the SRS unit or the vehicle	Troubleshoot the DLC circuit (see <u>'08 MODEL</u>)	

SYSTEM DESCRIPTION

SRS COMPONENTS

Airbags

The SRS is a safety device which, when used with the seat belt, is designed to help protect the driver and front passenger in a frontal impact exceeding a certain set limit. The system consists of the SRS unit, including safing sensor and impact sensor (A), the cable reel (B), the driver's airbag (C), the front passenger's airbag (D), side airbags (E), side curtain airbags (L), seat belt tensioners (I), front impact sensors (J), side impact sensors (first) (F), and side impact sensors (second) (K).

Since the driver's and front passenger's airbags use the same sensors, both normally inflate at the same time. However, it is possible for only one airbag to inflate. This can occur when the severity of a collision is at the

margin, or threshold, that the SRS unit determines whether or not the airbags will deploy. In such cases, the seat belt will provide sufficient protection, and the supplemental protection offered by the airbag would be minimal.

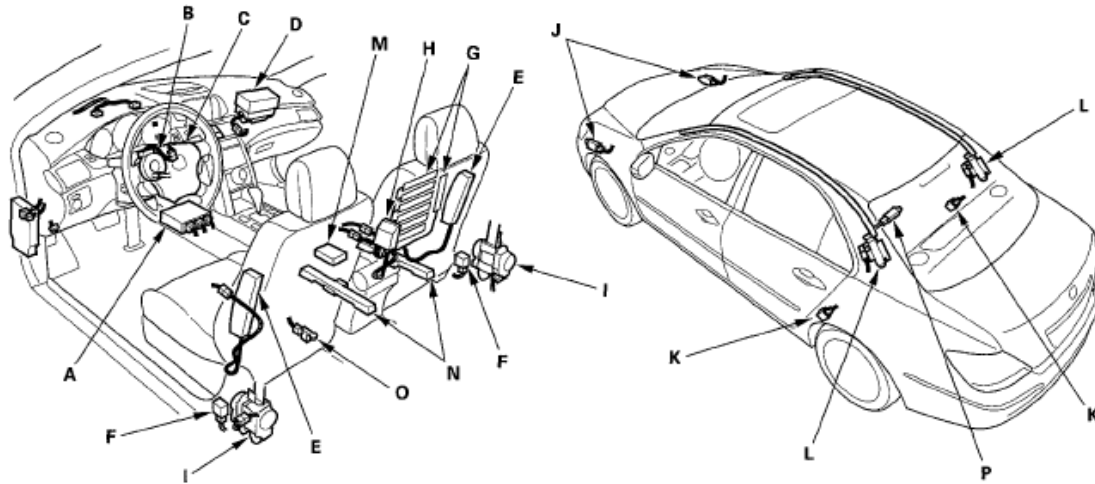


Fig. 44: Identifying SRS Components Locations
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Front Passenger's Weight Sensors

The front passenger's weight sensor unit (M) is under the front passenger's seat along with the front passenger's weight sensors (N). The weight sensors detect the weight on the seat, and send the information to the front passenger's weight sensor unit. If the total weight is about 65 lbs (30 kg) or less, the front passenger's weight sensor unit sends a signal to the SRS unit to prevent the passenger's airbag from deploying. When the passenger's airbag is disabled, the passenger airbag cutoff indicator on the center panel comes on to alert the driver that the front passenger's airbag will not deploy in a front-end collision.

Driver's Seat Position Sensor

The driver's seat position sensor (O) is under the driver's seat on the left side. When the driver's seat is moved to its full forward position, the deployment of the driver's airbag is moderated to decrease its force of impact during a front-end collision.

Rear Safing Sensor

The rear safing sensor (P) is located under the middle of the rear seat. The rear safing sensor performs the same basic function as the safing sensor in the SRS unit. It measures sideways G force, such as the force the vehicle would receive in a side collision in the rear, and sends that information to the SRS unit. The SRS unit uses that information, and the information from the second side impact sensors to determine the side that is impacted and the force. If the threshold is met, the SRS unit deploys the side airbag, the side curtain airbag and the seat belt tensioner on that side.

Side Airbags

The side airbags (E) are in each front seat-back. They help protect the upper torso of the driver or front seat passenger during a moderate to severe side impact. Side impact sensors (first) (F) in each door sill, side impact sensors (second) (K) in each rear door sill, rear safing sensor under the rear seat (P), and the SRS unit safing sensor detect such an impact and instantly inflate the driver's or the passenger's side airbag. Only

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one side airbag will deploy during a side impact. If the impact is on the passenger's side, the passenger's side airbag will deploy even if there is no passenger.

Side Curtain Airbags

The side curtain airbags (L) are in each side of the roof. They help protect the head of the driver, front passenger, and passengers in the rear outer seats during a moderate to severe side impact. Side impact sensors (first) (F) in each front door sill, side impact sensors (second) (K) in each rear door sill, rear safing sensor (P) under the rear seat, and the SRS unit detect such an impact and instantly inflate the driver's or the passenger's side curtain airbag. A side impact causes the side curtain airbag and the side airbag on the impacted side to deploy at the same time.

Seat Belt Tensioners

The seat belt tensioners are linked with the SRS airbags to further increase the effectiveness of the seat belt. In a front-end collision, the tensioners instantly retract the belt firmly to secure the driver and front passenger in their seats.

OPDS

The side airbag system also includes an occupant position detection system (OPDS). This system consists of sensors (G) and a OPDS unit (H) in the front passenger's seat-back. The OPDS unit sends occupant height and position data to the SRS unit. If the OPDS unit determines that the front passenger is of small stature (for example, a child) or the front passenger is leaning into the side airbag deployment path, the SRS unit will automatically disable the passenger's side airbag. The SRS unit will also disable the airbag when the OPDS detects certain objects on the seat. When the side airbag is disabled, the side airbag cutoff indicator on the instrument panel alerts the driver that the passenger's side airbag will not deploy in a side impact. When the object is removed, or the passenger sits upright, the side airbag cutoff indicator will go off after a few seconds, alerting the driver that the passenger's side airbag will deploy in a side impact.

SIDE AIRBAG CUTOFF INDICATOR/OPDS OPERATION

The indicator comes on if the front passenger's seat is occupied by a small adult or child who is leaning into the deployment path, or an object (grocery bag, briefcase, purse, etc.) is in the seat. This indicates the passenger's side airbag is off and will not deploy; there is no problem with the side airbag. If the passenger sits upright or moves to another seat, or you remove the object from the seat, the light should go off. There will be some delay between the occupant's repositioning, and when the indicator will turn on or off.

PASSENGER AIRBAG CUTOFF INDICATOR

The indicator comes on if the weight of the front passenger is about 65 lbs or less. This indicates the passenger's front airbag is off and will not deploy. The front airbag is shut off to reduce the chance of airbag-caused injuries.

SRS OPERATION

The main circuit in the SRS unit senses and judges the force of impact and, if necessary, ignites the inflator charges. If battery voltage is too low or power is disconnected due to the impact, the voltage regulator and the back-up power circuit will keep voltage at a constant level.

For the SRS to operate

Seat Belt Tensioners

1. A front impact sensor or side impact sensor must activate and send electric signals to the microprocessor.
2. The microprocessor must compute the signals and send them to the tensioners.
3. The charges must ignite and deploy the tensioners.

Driver's and Front Passenger's Airbag(s)

1. A front impact sensor must activate and send electric signals to the microprocessor.
2. The microprocessor must compute the signals and send them to the airbag inflator(s).
3. The inflators that receives signals must ignite and deploy the airbags.

Side Airbag(s)

1. A side impact sensor must activate and send electric signals to the microprocessor.
2. The microprocessor must compute the signals and send them to the side airbag inflator(s). However, the microprocessor cuts off the signals to the front passenger's side airbag if the OPDS unit determines if the front passenger's seat is occupied by a small adult or a child who is leaning into the deployment path, or if an object (grocery bag, briefcase, purse, etc.) is in the deployment path of the side airbag.
3. The inflator that receives the signal must ignite and deploy the side airbag.

Side Curtain Airbag(s)

1. Side impact sensors must activate and send electrical signals to the microprocessor.
2. The microprocessor must compute the signals and send them to the side curtain airbag and side airbag inflator(s).
3. The inflator that receives the signals must ignite and deploy the side curtain airbag and side airbag at the same time.

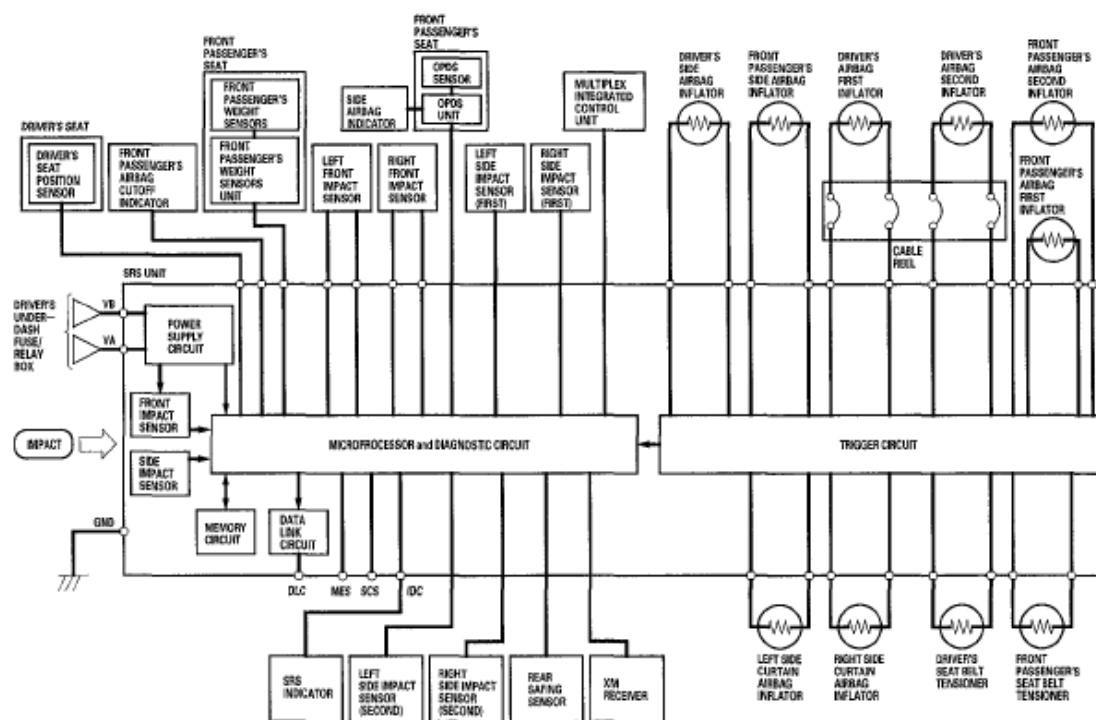


Fig. 45: SRS Diagram

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Self-diagnosis System

A self-diagnosis circuit is built into the SRS unit; when the ignition switch is turned ON (II), the SRS indicator comes on and goes off after about 6 seconds if the system is operating normally.

If the indicator does not come on, or does not go off after 6 seconds, or if it comes on while driving, it indicates an abnormality in the system. The system must be inspected and repaired as soon as possible.

For better serviceability, the SRS unit memory stores a DTC that relates to the cause of the malfunction, and the unit is connected to the data link connector (DLC). This information can be read with the HDS when it is connected to the DLC (16P) (see **GENERAL TROUBLESHOOTING INFORMATION**).

NOTE: Before you disconnect the negative cable from the battery for troubleshooting, make sure you have the anti-theft codes for the audio system and the navigation system.

E-PRETENSIONER ('06-08 MODELS)

When at a risk of a collision, the e-pretensioner system, working with the collision mitigation braking system (CMBS), retracts the driver's and front passenger's seat belt several times slightly to provide a tactile warning to the driver. And when a collision is imminent, the e-pretensioner system retracts the seat belt tightly to help reduce injury from the impact. The e-pretensioner system also works when the driver brakes hard and the brake assist system is turned on.

CMBS AND E-PRETENSIONER OPERATION ('06-08 MODELS)

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Approaching a vehicle ahead: When driving, the millimeter wave radar detects a vehicle ahead, and the system provides audible and visual warnings if it detects a risk of collision.

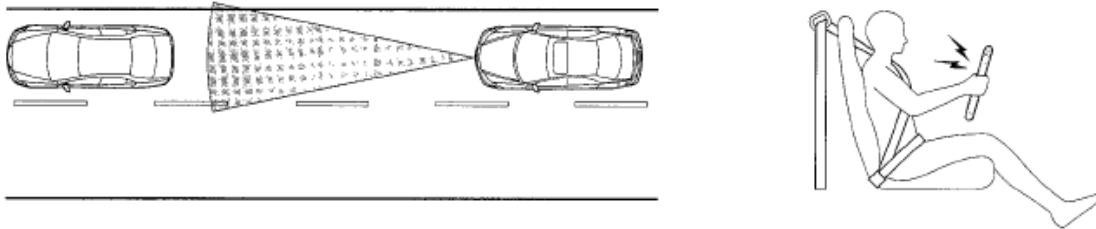


Fig. 46: CMBS And E-pretensioner Operation ('06-08 Models) - Approaching Vehicle Ahead
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Closing on a vehicle ahead: The system applies light braking, and increases seat belt tension slightly to provide a tactile warning to the driver. The front passenger does not feel the tactile warning.

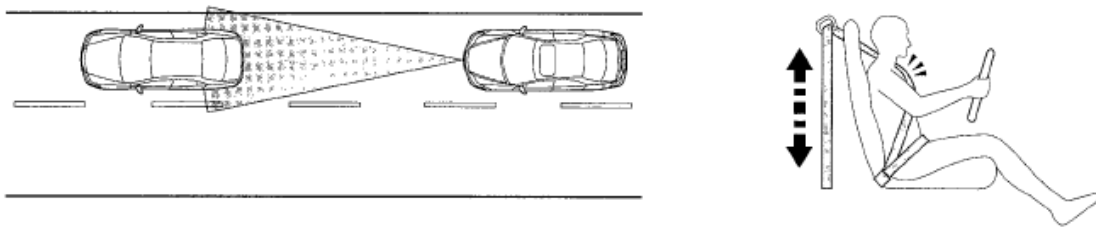


Fig. 47: CMBS And E-pretensioner Operation ('06-08 Models) - Closing On Vehicle Ahead
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Collision unavoidable: The system activates strong braking, and securely tightens both the driver's and front passenger's seat belts to help reduce injury caused by the impact.

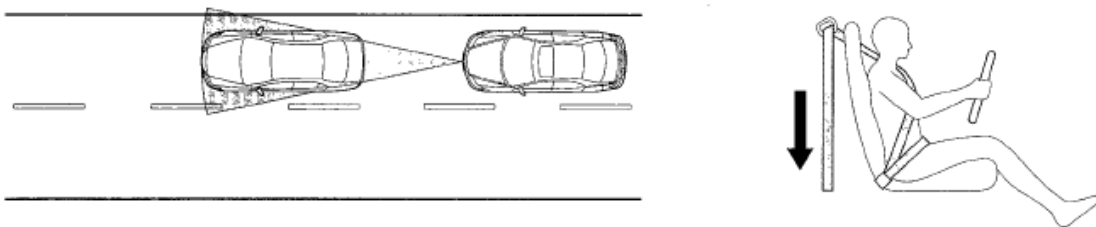


Fig. 48: CMBS And E-pretensioner Operation ('06-08 Models) - Collision Unavoidable
Courtesy of AMERICAN HONDA MOTOR CO., INC.

E-PRETENSIONER ('06-08 MODELS)

The mechanical portion of the e-pretensioner consists of the motor and the gear sections. When the collision mitigation brake or the brake assist system signals are input, the motor in the retractor section is driven to rewind or retract. If the system judges that the driving situation is safe, the tension on the seat belts is released. The e-pretensioners used in conjunction with the conventional tensioners.

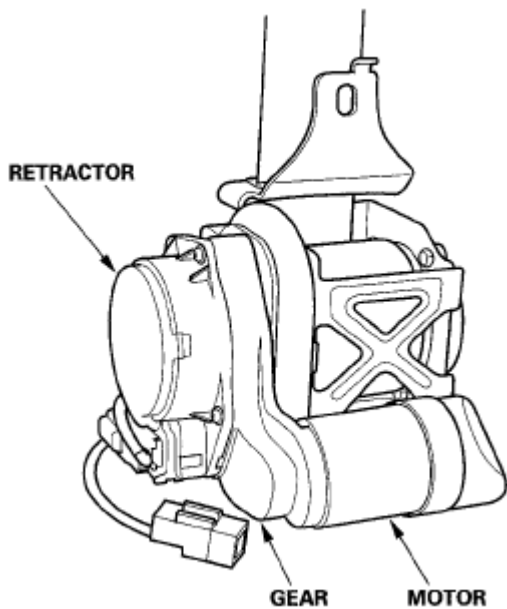


Fig. 49: Identifying E-Pretensioner ('06-08 Models)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

E-PRE-TENSIONER UNIT ('06-08 MODELS)

The e-pretensioner unit operates the motor-driving controls based on F-CAN data it receives from the adaptive cruise control unit, VSA modulator-control unit, and the PCM. Also the e-pretensioner unit receives seat belt buckle switch signals from the SRS unit by an interactive communication function. The e-pretensioner unit has a self-diagnostic function, and if it detects a malfunction, it sends its information to the SRS unit. The SRS indicator is then turned on by the SRS unit.

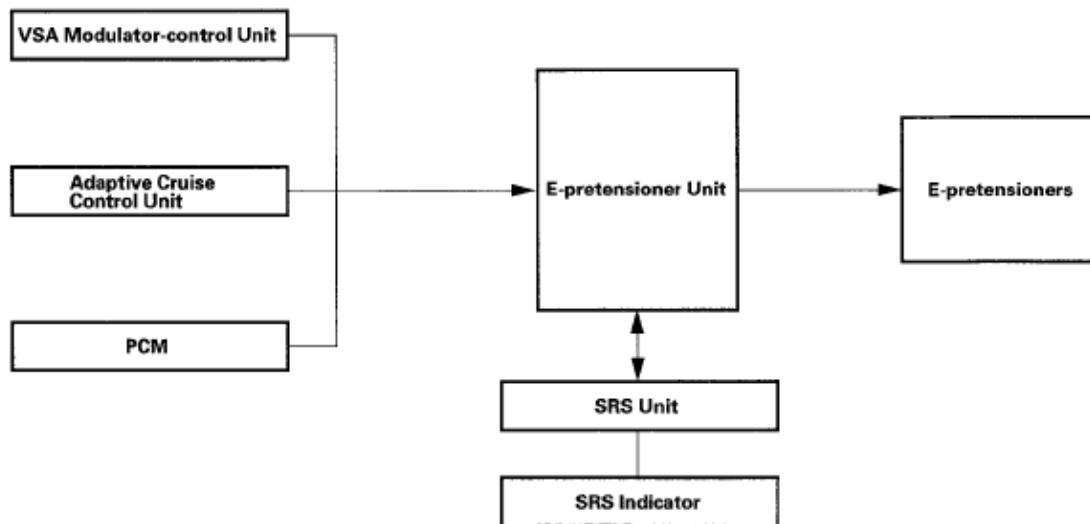
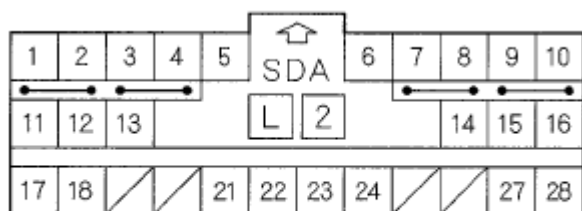


Fig. 50: E-pretensioner Unit Diagram ('06-08 Models)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

SRS UNIT INPUTS AND OUTPUTS AT CONNECTOR A (28P)

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Wire side of female terminals

Fig. 51: Identifying SRS Unit Inputs And Outputs At Connector A (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

TERMINALS DESCRIPTION

Terminal Number	Wire Color	Terminal Name	Description
1	GRN	LA2+	Power source for driver's airbag second inflator
2	PUR	LA2-	Ground for driver's airbag second inflator
3	LT GRN	RA2+	Power source for front passenger's airbag second inflator
4	LT BLU	RA2-	Ground for front passenger's airbag second inflator
5	LT GRN	MES	Memory delete signal input
6	BRN	SCS	Service check signal input
7	LT BLU	LA1 +	Power source for driver's airbag first inflator
8	BRN	LA1-	Ground for driver's airbag first inflator
9	YEL	RA1 +	Power source for front passenger's airbag first inflator
10	BLU	RA1-	Ground for front passenger's airbag first inflator
11	LT BLU	WARN	Gauge control module
12	ORN	PTT	Passenger's airbag cutoff indicator output line
13	ORN	DIAG-LINE	XM receiver
14	GRN	OPDS	Sends and receives communication signal with the OPDS unit
15	BRN	LFS-	Ground for left front impact sensor
16	LT BLU	RFS	Ground for right front

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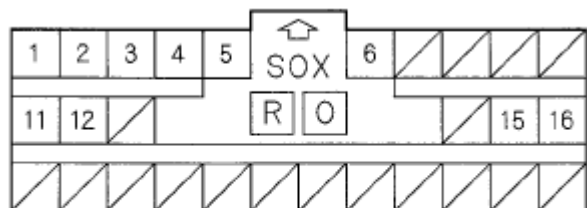
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			impact sensor
17	GRN	VA	SRS system sub power (common with OPDS)
18	RED	VB	SRS dedicated power (dedicated booster circuit)
21	YEL	CDS	Multiplex integrated control unit (MICU)
22	BLK	SRS GND (1)	Ground circuit for the SRS (G505)
23	BLK	SRS GND (2)	Ground circuit for the SRS (G505)
24	RED	K-LINE	Sends and receives scan tool signal (serial data)
27	RED	LFS+	Power source for left front impact sensor
28	GRN	RFS+	Power source for right front impact sensor

NOTE:

BLU or BRN wires may be substituted for the wire colors in this table.

SRS UNIT INPUTS AND OUTPUTS AT CONNECTOR B (28P)



Wire side of female terminals

Fig. 52: Identifying SRS Unit Inputs And Outputs At Connector B (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

TERMINALS DESCRIPTION

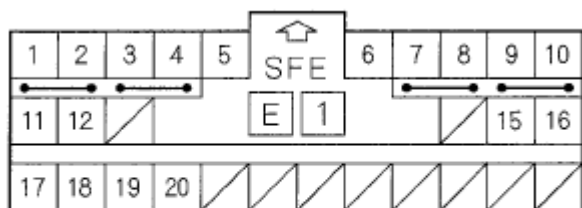
Terminal Number	Wire Color	Terminal Name	Description
1	RED	LRP+	Power source for driver's seat belt tensioner
2	BRN	LRP-	Ground for driver's seat belt tensioner
3	GRN	RRP+	Power source for front passenger's seat belt tensioner
4	LT BLU	RRP-	Ground for front passenger's seat belt tensioner
5	GRY	SS-	Ground for driver's seat

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			position sensor
6	LT GRN	SS+	Power source for driver's seat position sensor
11	YEL	LBSC	Driver's seat belt buckle switch unbuckled signal
12	LT GRN	LBSO	Driver's seat belt buckle switch buckled signal
15	BLU	RBSC	Front passenger's seat belt buckle switch unbuckled signal
16	ORN	RBSO	Front passenger's seat belt buckle switch buckled signal
NOTE: BLU or BRN wires may be substituted for the wire colors in this table.			

SRS UNIT INPUTS AND OUTPUTS AT CONNECTOR C (28P)



Wire side of female terminals

Fig. 53: Identifying SRS Unit Inputs And Outputs At Connector C (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

TERMINALS DESCRIPTION

Terminal Number	Wire Color	Terminal Name	Description
1	GRN	LSA+	Power source for driver's airbag inflator
2	RED	LSA-	Ground for driver's airbag inflator
3	WHT	RSA+	Power source for front passenger's airbag inflator
4	BLU	RSA-	Ground for front passenger's airbag inflator
5	GRN	SSS+	Power source for rear safing sensor
6	LT BLU	SSS-	Ground for rear safing sensor
7	BRN	LCA+	Power source for left side curtain airbag

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			inflater
8	BLU	LCA-	Ground for left side curtain airbag inflater
9	GRY	RCA+	Power source for right side curtain airbag inflater
10	RED	RCA-	Ground for right side curtain airbag inflater
11	PNK	LBS1 +	Power source for left side impact sensor (first)
12	GRY	LBS-	Ground for left side impact sensor (first)
15	BRN/YEL	RBS1 +	Power source for right side impact sensor (first)
16	LT GRN	RBS1-	Ground for right side impact sensor (first)
17	GRN	LSC1 +	Power source for left side impact sensor (second)
18	ORN	LSC1-	Ground for left side impact sensor (second)
19	LT GRN	RCS1 +	Power source for right side impact sensor (second)
20	YEL	RCS1-	Ground for right side impact sensor (second)

CIRCUIT DIAGRAM**2005 model**

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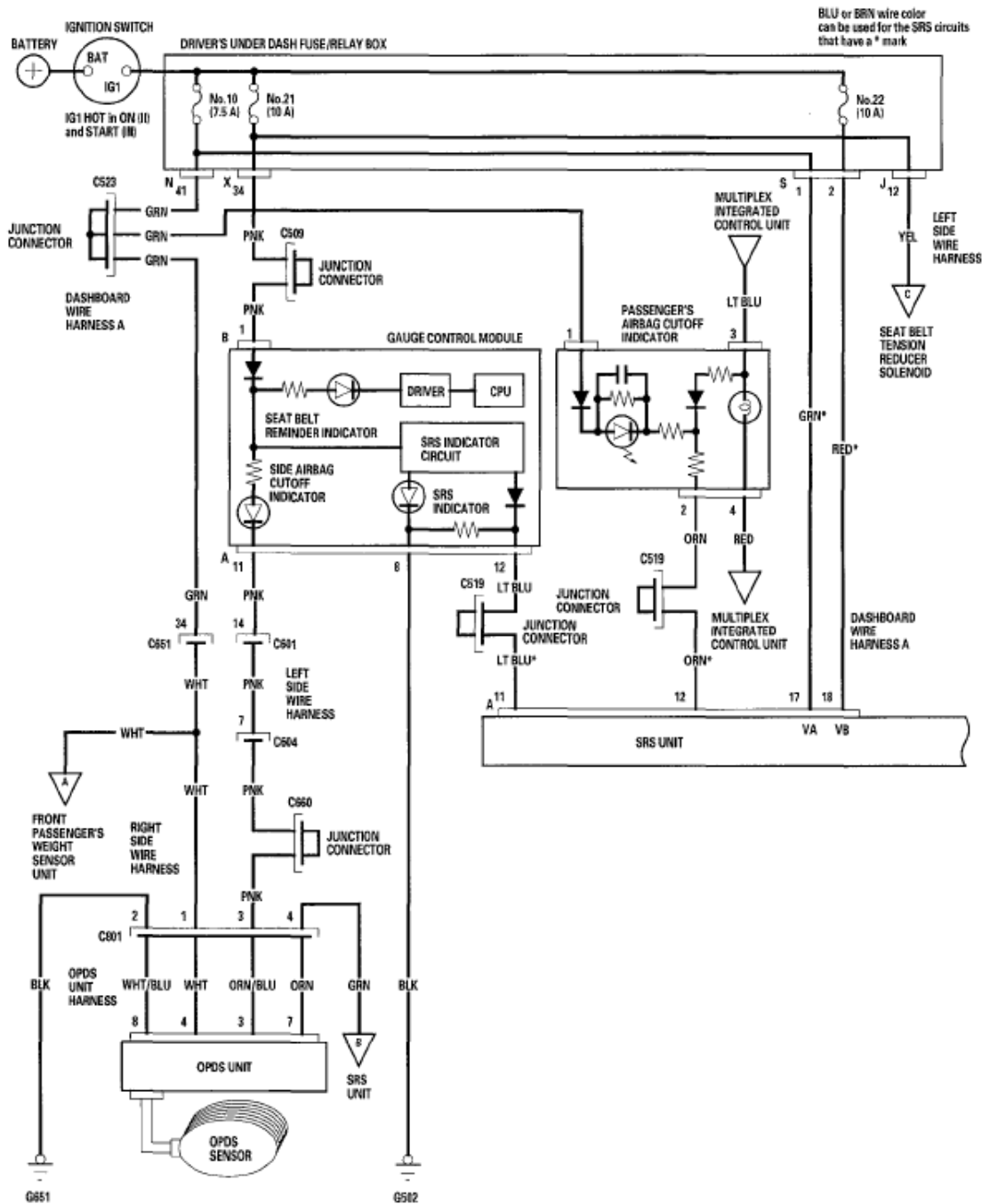


Fig. 54: SRS Circuit Diagram - '05 Model (1 Of 4)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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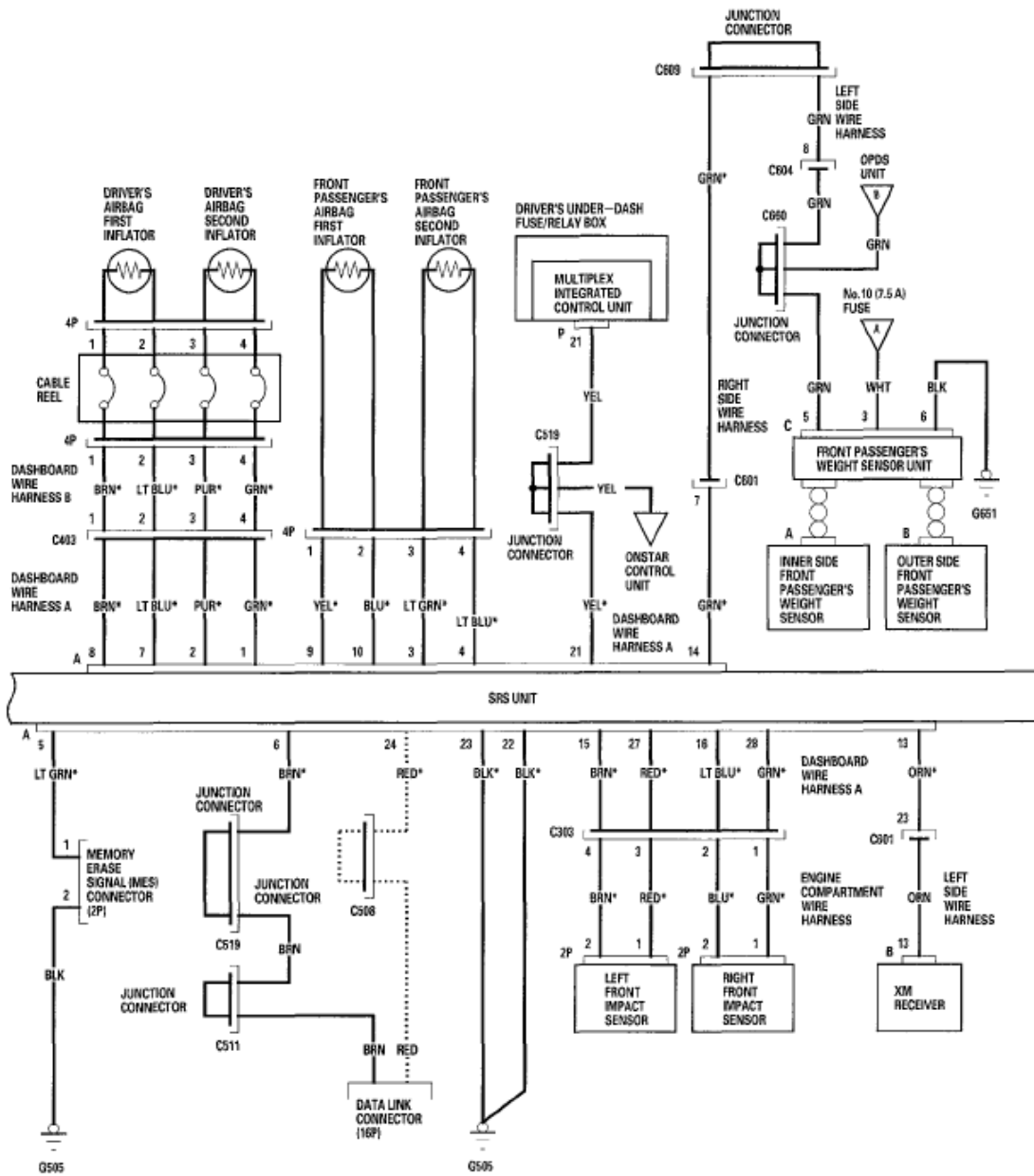


Fig. 55: SRS Circuit Diagram - '05 Model (2 Of 4)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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BLU or BRN wire color
can be used for the SRS circuits
that have a * mark

..... : Other communication line

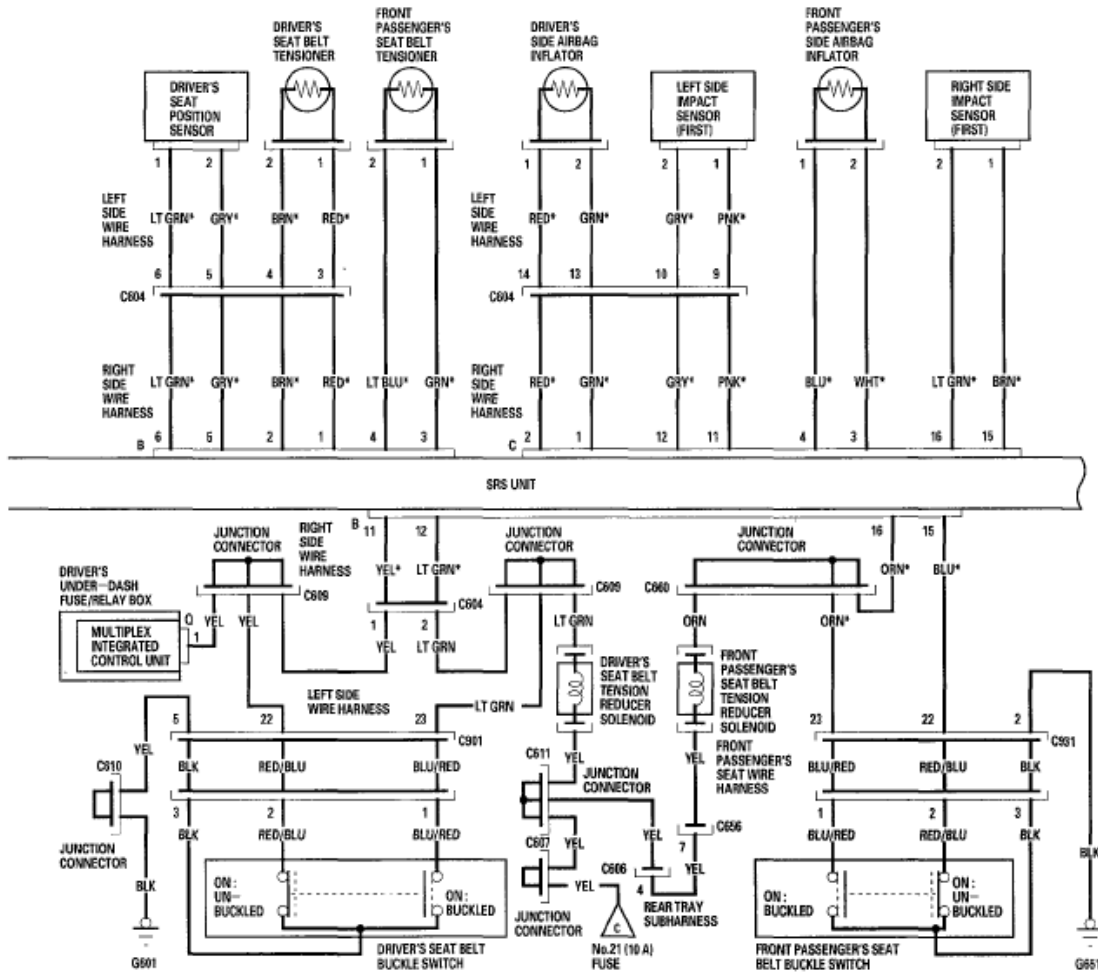


Fig. 56: SRS Circuit Diagram - '05 Model (3 Of 4)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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2005-08 RESTRAINTS SRS (Supplemental Restraint System) - RL

BLU or BRN wire color can be used for the SRS circuits that have a * mark

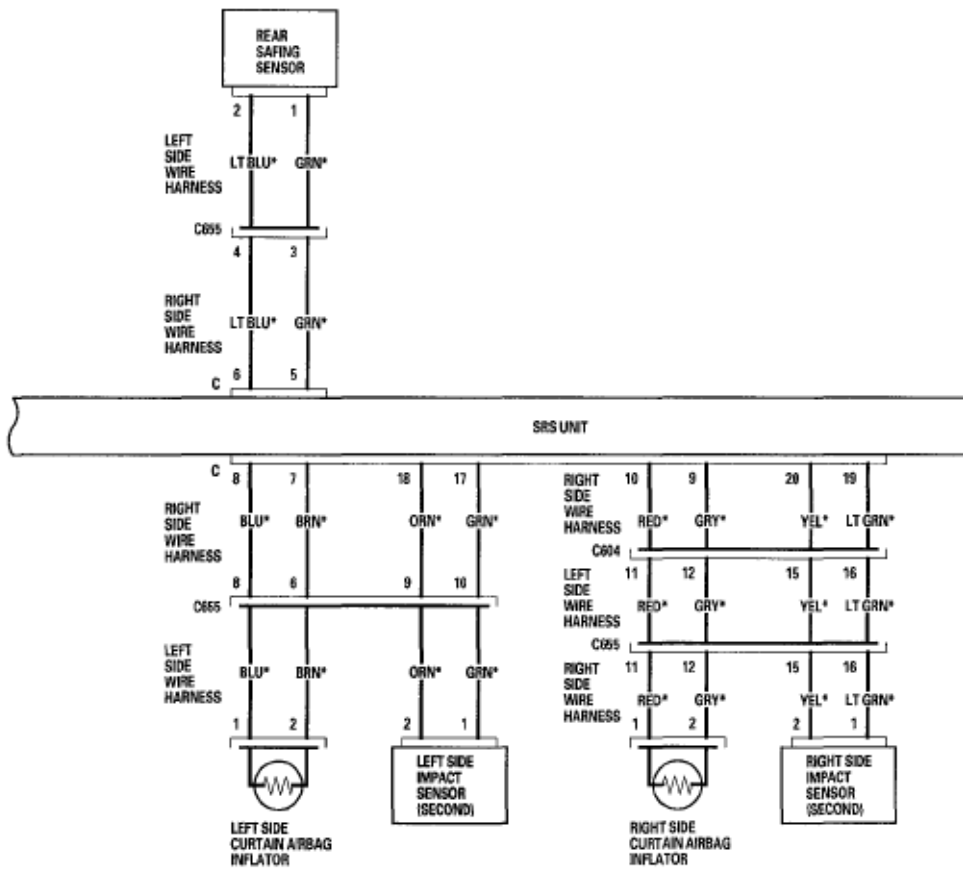


Fig. 57: SRS Circuit Diagram - '05 Model (4 Of 4)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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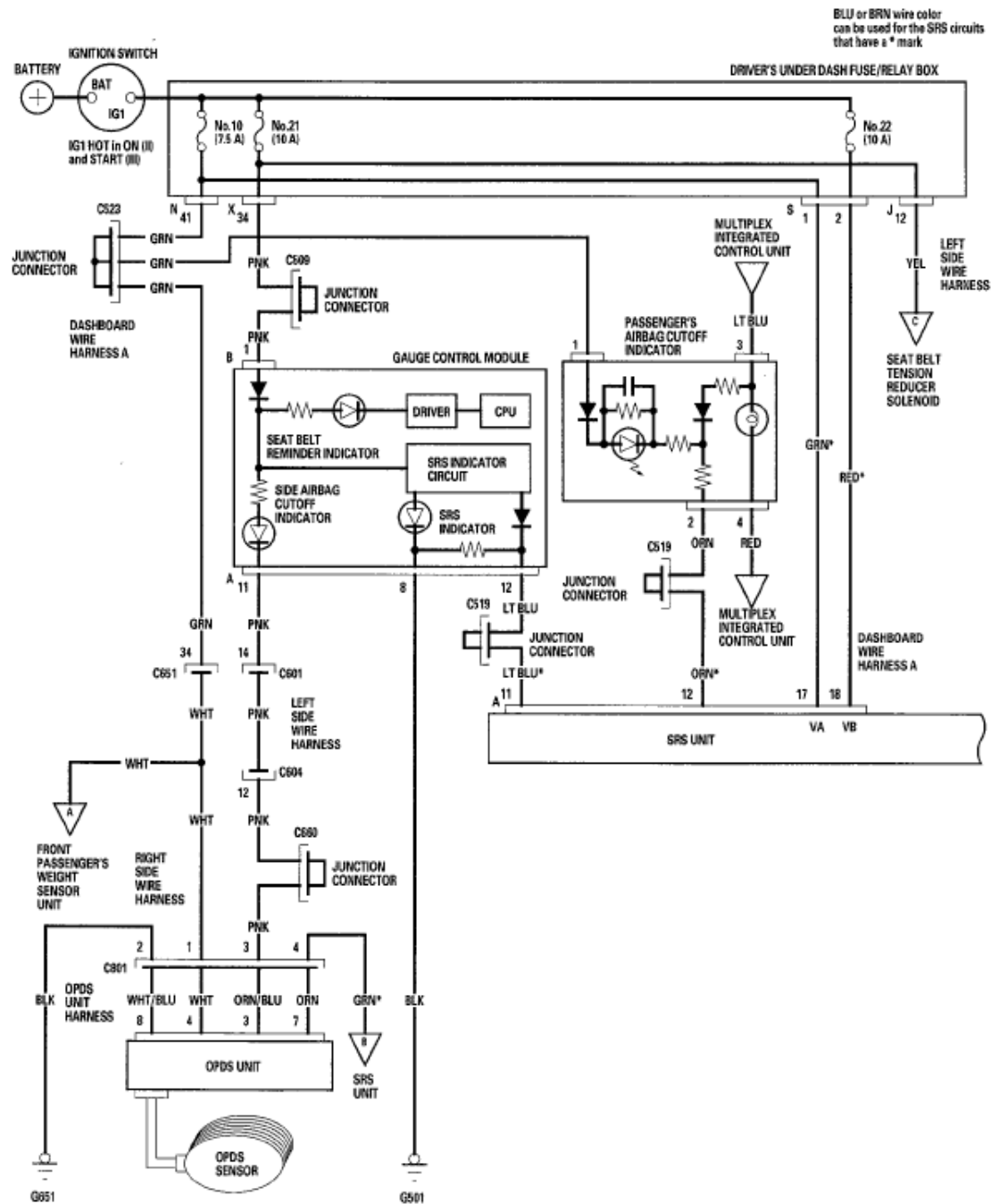


Fig. 58: SRS Circuit Diagram - '06-08 Model (1 Of 4)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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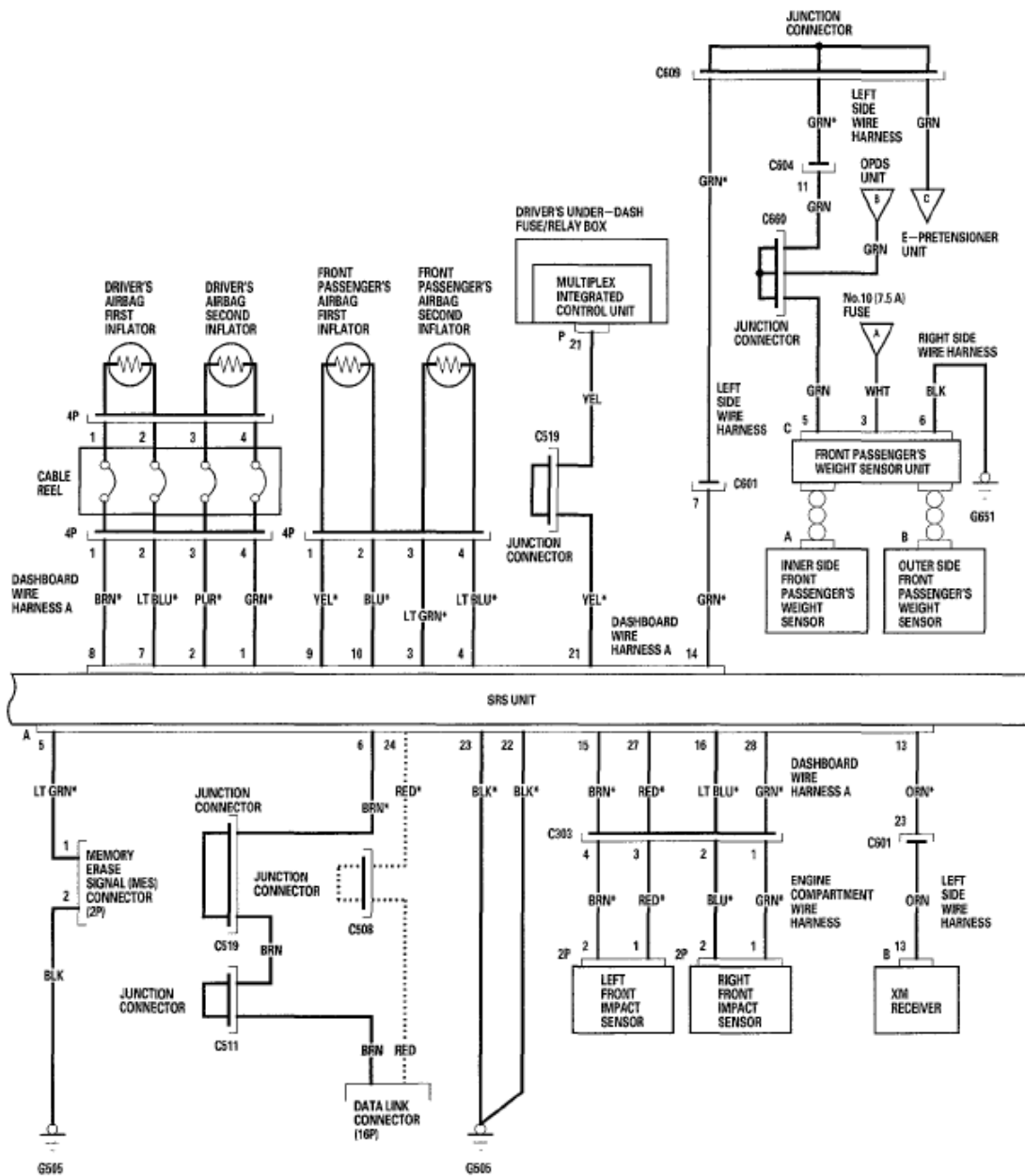


Fig. 59: SRS Circuit Diagram - '06-08 Model (2 Of 4)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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BLU, BRN or GRN wire color can be used for the SRS circuits that have a * mark

..... : Other communication line

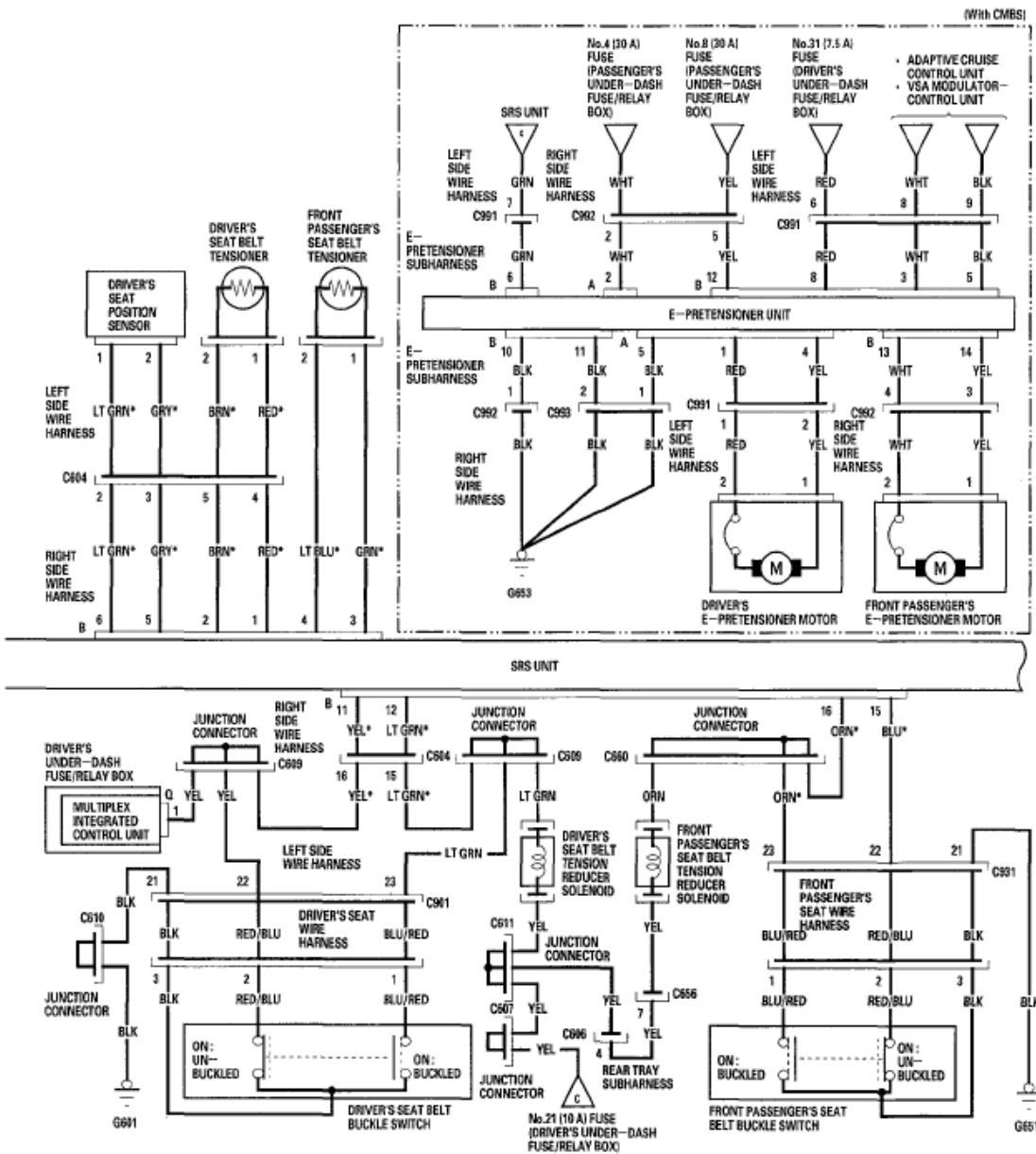


Fig. 60: SRS Circuit Diagram - '06-08 Model (3 Of 4)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

BLU, BRN or GRN wire color can be used for the SRS circuits that have a * mark

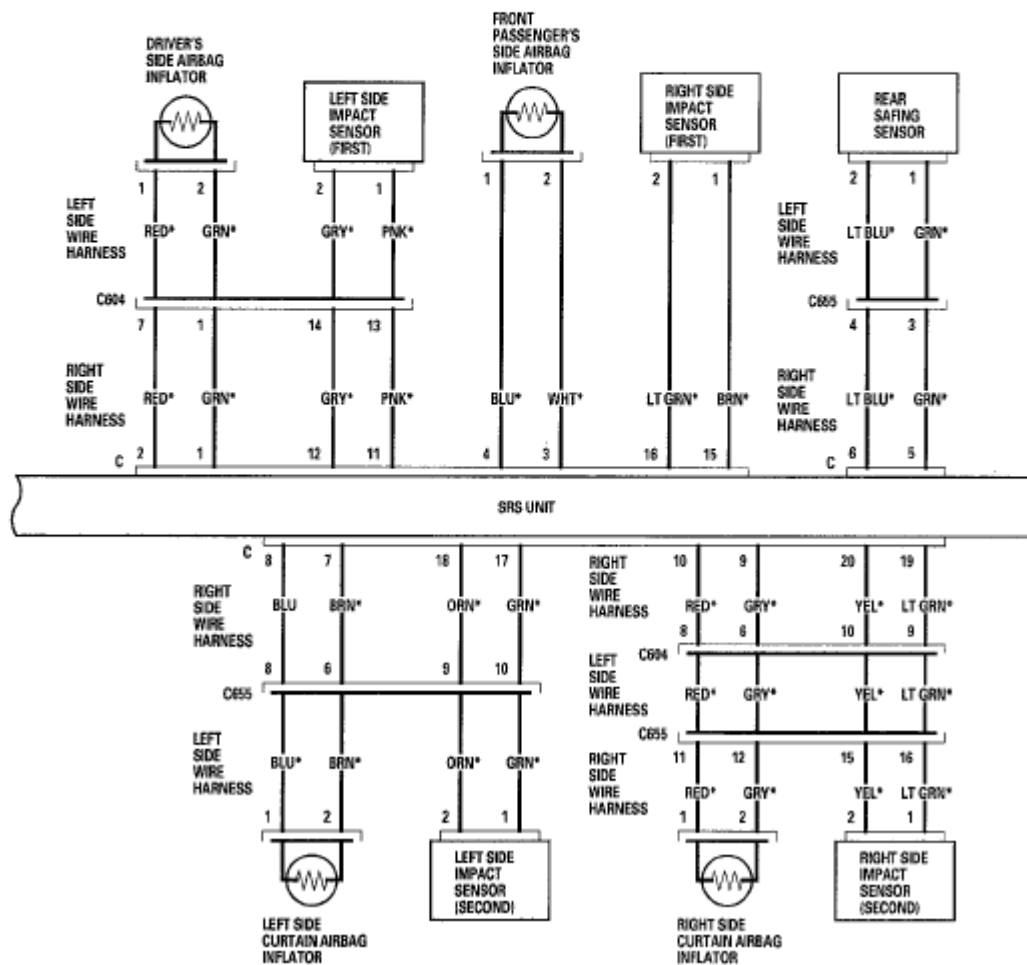


Fig. 61: SRS Circuit Diagram - '06-08 Model (4 Of 4)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

DTC TROUBLESHOOTING

DTC 11-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S AIRBAG FIRST INFLATOR ('05 MODEL);
DTC 11-2X ("X" CAN BE 0 THRU 9 OR A THRU F): INCREASED RESISTANCE IN DRIVER'S AIRBAG FIRST INFLATOR ('05 MODEL);
DTC 11-4X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S AIRBAG SECOND INFLATOR ('05 MODEL);
DTC 11-5X ("X" CAN BE 0 THRU 9 OR A THRU F): INCREASED RESISTANCE IN DRIVER'S AIRBAG SECOND INFLATOR ('05 MODEL)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 11-1x, 11-2x, 11-4x, or 11-5x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the driver's airbag 4P connector (A) from the cable reel.

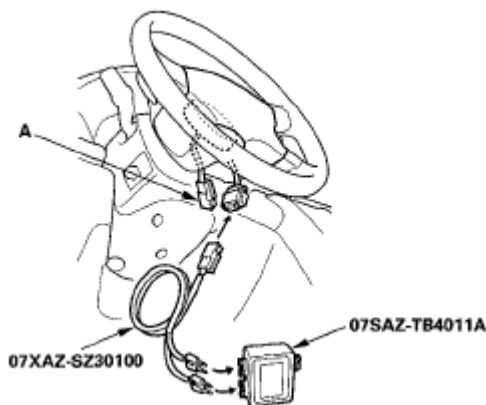


Fig. 62: Identifying Driver's Airbag 4P Connector Of Cable Reel
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the cable reel.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 11-1x, 11-2x, 11-4x, or 11-5x indicated?

YES - Go to step 9.

NO - Open in the driver's airbag first or second inflator; replace the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the dashboard wire harness B 4P connector (A) from the cable reel.

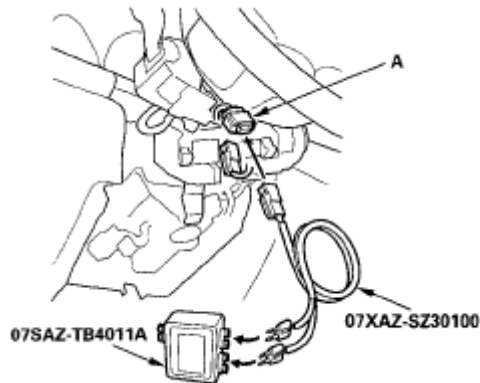


Fig. 63: Identifying Dashboard Wire Harness B 4P Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness B.
12. Reconnect the negative cable to the battery.
13. Clear the DTC memory.
14. Read the DTC.

Is DTC 11-1x, 11-2x, 11-4x, or 11-5x indicated?

YES - Go to step 15.

NO - Open in the cable reel; replace the cable reel (see **CABLE REEL REPLACEMENT**).

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
16. Disconnect SRS unit connector A(28P)from the SRS unit (see step 7).
17. Disconnect the SRS inflator simulator from the SRS simulator lead. Do not disconnect the simulator lead from the dashboard wire harness B 4P connector.
18. Measure the resistance between the terminals of both SRS simulator lead. There should be 1 0. or less.

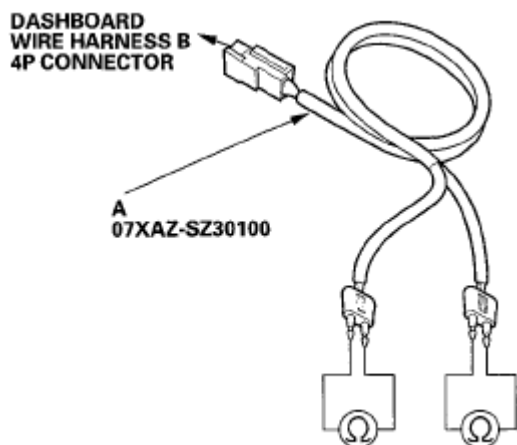


Fig. 64: Measuring Resistance Between Terminals Of Both SRS Simulator Lead
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 19.

19. Disconnect dashboard wire harness A 4P connector C403 from dashboard wire harness B connector C403.

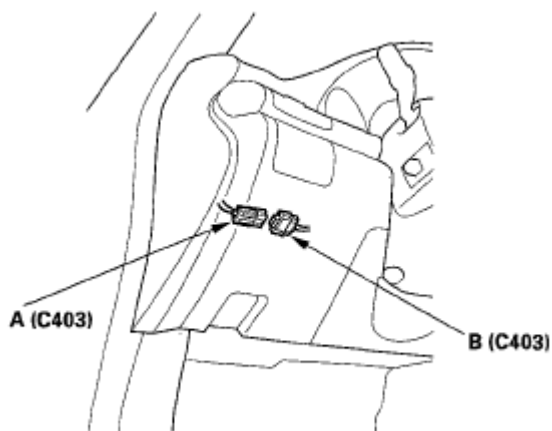
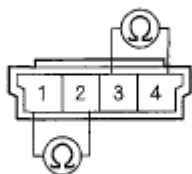


Fig. 65: Identifying Dashboard Wire Harness A 4P Connector C403 And Dashboard Wire Harness B Connector C403
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

20. Measure the resistance between the No. 1 and No. 2 terminals of dashboard wire harness A 4P connector C403, and between the No. 3 and No. 4 terminals. There should be 1 ohms, or less.

DASHBOARD WIRE HARNESS A 4P CONNECTOR C403



Terminal side of male terminals

Fig. 66: Measuring Resistance Between No. 1 And No. 2 Terminals Of Dashboard Wire Harness A 4P Connector C403 And Between No. 3 And No. 4 Terminals
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Open in dashboard wire harness B; replace dashboard wire harness B.

NO - Open in dashboard wire harness A; replace dashboard wire harness A.

DTC 11-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S AIRBAG FIRST INFLATOR ('06-08 MODELS); DTC 11-2X ("X" CAN BE 0 THRU 9 OR A THRU F): INCREASED RESISTANCE IN DRIVER'S AIRBAG FIRST INFLATOR ('06-08 MODELS); DTC 11-4X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S AIRBAG SECOND INFLATOR ('06-08 MODELS); DTC 11-5X ("X" CAN BE 0 THRU 9 OR A THRU F): INCREASED RESISTANCE IN DRIVER'S AIRBAG SECOND INFLATOR ('06-08 MODELS)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 11-1x, 11-2x, 11-4x, or 11-5x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.

4. Disconnect the driver's airbag 4P connector (A) from the cable reel.

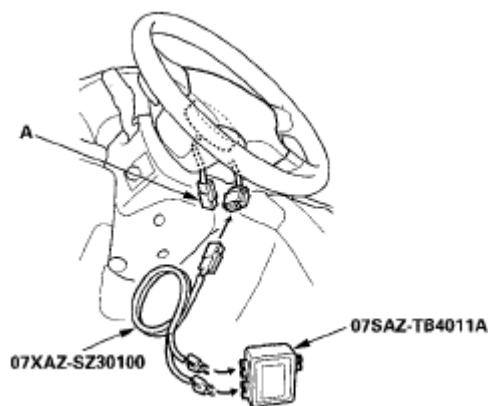


Fig. 67: Identifying Driver's Airbag 4P Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the cable reel.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 11-1x, 11-2x, 11-4x, or 11-5x indicated?

YES - Go to step 9.

NO - Open in the driver's airbag first or second inflator; replace the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the dashboard wire harness A 4P connector (A) from the cable reel.

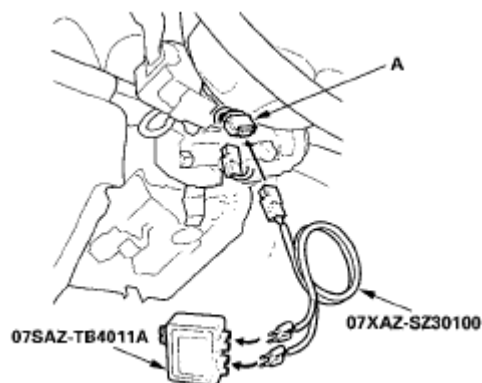


Fig. 68: Identifying Dashboard Wire Harness A 4P Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness A.

12. Reconnect the negative cable to the battery.
13. Clear the DTC memory.
14. Read the DTC.

Is DTC 11-1x, 11-2x, 11-4x, or 11-5x indicated?

YES - Go to step 15.

NO - Open in the cable reel; replace the cable reel (see **CABLE REEL REPLACEMENT**).

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
16. Disconnect SRS unit connector A(28P)from the SRS unit (see step 7). Do not disconnect the simulator lead from the dashboard wire harness A 4P connector.
17. Disconnect the SRS inflator simulator from the SRS simulator lead.
18. Measure the resistance between the terminals of both SRS simulator lead. There should be 1 ohms or less.

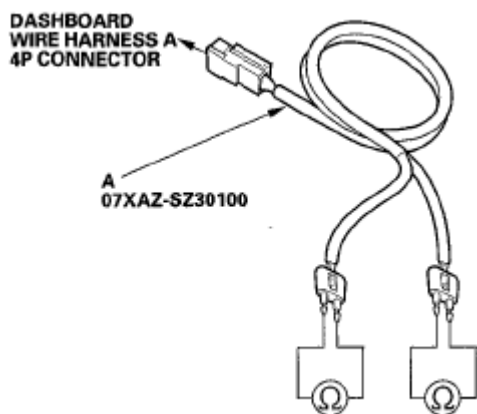


Fig. 69: Measuring Resistance Between Terminals Of Both SRS Simulator Lead
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open in dashboard wire harness A; replace dashboard wire harness A.

DTC 11-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN DRIVER'S AIRBAG FIRST INFLATOR ('05 MODEL); DTC 11-6X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN DRIVER'S AIRBAG SECOND INFLATOR ('05 MODEL)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A

- SRS simulator lead F 07XAZ-SZ30100
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 11-3x or 11-6x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the driver's airbag 4P connector (A) from the cable reel.

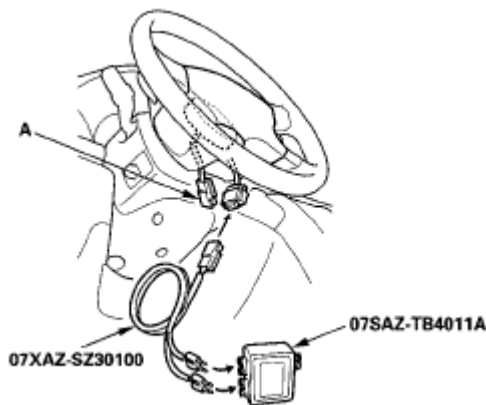


Fig. 70: Identifying Driver's Airbag 4P Connector Of Cable Reel
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the cable reel.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 11-3x or 11-6x indicated?

YES - Go to step 9.

NO - Short in the driver's airbag first or second inflator; replace the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the dashboard wire harness B 4P connector (A) from the cable reel.

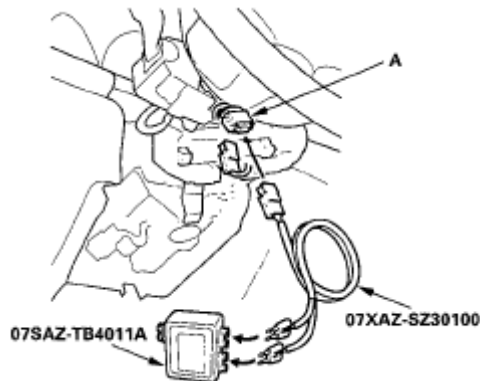


Fig. 71: Identifying Dashboard Wire Harness B 4P Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness B.
12. Reconnect the negative cable to the battery.
13. Clear the DTC memory.
14. Read the DTC.

Is DTC 11-3x or 11-6x indicated?

YES - Go to step 15.

NO - Short in the cable reel; replace the cable reel (see **CABLE REEL REPLACEMENT**).

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
16. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
17. Disconnect the SRS inflator simulator from the SRS simulator lead.
18. Connect a SRS short canceller (070AZ-SAA0100) to No. 7 and No. 8 terminals and No. 1 and No. 2 terminals of the SRS unit connector A (28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
19. Measure the resistance between the terminals of both SRS simulator leads. There should be an open circuit or at least 1 Mohms.

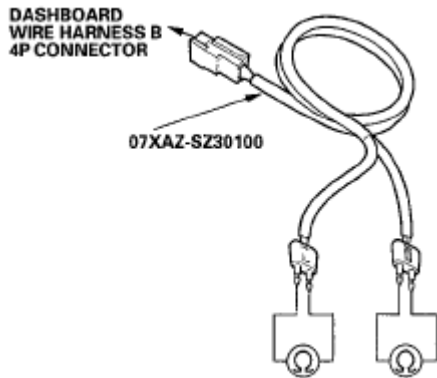


Fig. 72: Measuring Resistance Between Terminals Of Both SRS Simulator Leads
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 20.

20. Disconnect dashboard wire harness A 4P connector C403 from dashboard wire harness B connector C403.

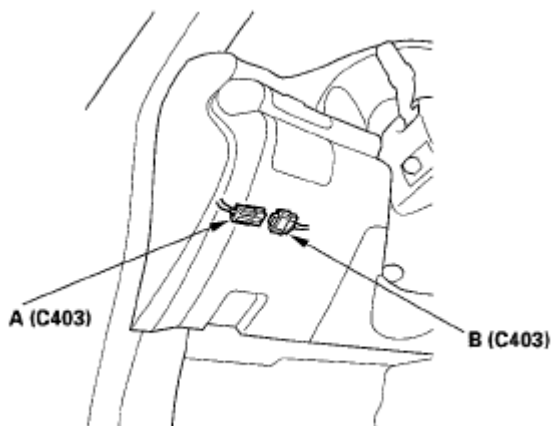
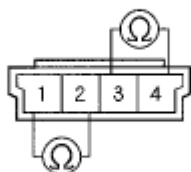


Fig. 73: Identifying Dashboard Wire Harness 4P Connector C403 And Dashboard Wire Harness Connector C403
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

21. Measure the resistance between the No. 1 and No. 2 terminals of dashboard wire harness A 4P connector C403, and between the No. 3 and No. 4 terminals. There should be an open circuit or at least 1M ohms.

DASHBOARD WIRE HARNESS A 4P CONNECTOR C403



Terminal side of male terminals

Fig. 74: Measuring Resistance Between No. 1 And No. 2 Terminals Of Dashboard Wire Harness A 4P Connector C403 And Between No. 3 And No. 4 Terminals
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short in dashboard wire harness B; replace dashboard wire harness B.

NO - Short in dashboard wire harness A; replace dashboard wire harness A.

DTC 11-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN DRIVER'S AIRBAG FIRST INFLATOR ('06-08 MODELS); DTC 11-6X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN DRIVER'S AIRBAG SECOND INFLATOR ('06-08 MODELS)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 11-3x or 11-6x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.

4. Disconnect the driver's airbag 4P connector (A) from the cable reel.

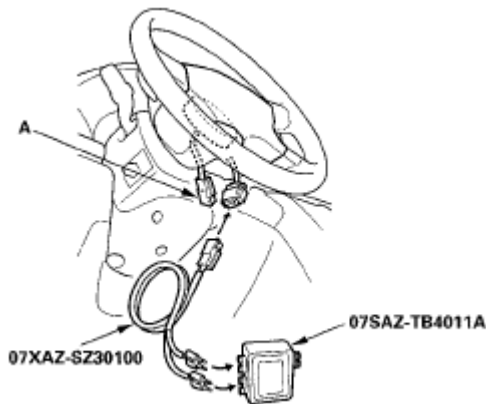


Fig. 75: Identifying Driver's Airbag 4P Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the cable reel.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 11-3x or 11-6x indicated?

YES - Go to step 9.

NO - Short in the driver's airbag first or second inflator; replace the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect dashboard wire harness A 4P connector (A) from the cable reel.

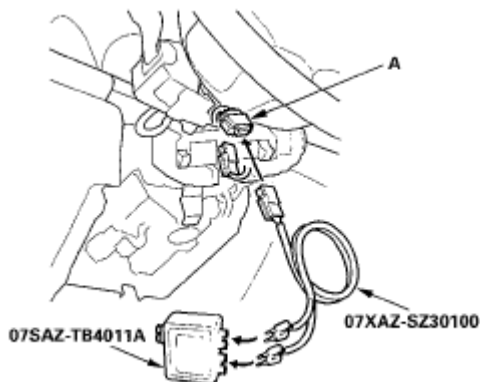


Fig. 76: Identifying Dashboard Wire Harness A 4P Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness A.

12. Reconnect the negative cable to the battery.
13. Clear the DTC memory.
14. Read the DTC.

Is DTC 11-3x or 11-6x indicated?

YES - Go to step 15.

NO - Short in the cable reel; replace the cable reel (see **CABLE REEL REPLACEMENT**).

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
16. Disconnect SRS unit connector A(28P)from the SRS unit (see step 7).
17. Disconnect the SRS inflator simulator from the SRS simulator lead.
18. Connect a SRS short canceller (070AZ-SAA0100) to No. 7 and No. 8 terminals and No. 1 and No. 2 terminals of SRS unit connector A (28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
19. Measure the resistance between the terminals of both SRS simulator leads. There should be an open circuit or at least 1M ohms.

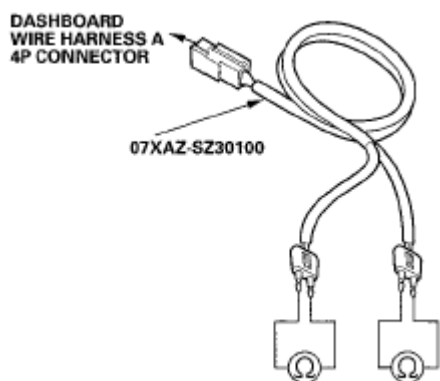


Fig. 77: Measuring Resistance Between Terminals Of Both SRS Simulator Leads
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short in dashboard wire harness A; replace dashboard wire harness A.

DTC 11-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN DRIVER'S AIRBAG FIRST INFLATOR ('05 MODEL); DTC 11-AX ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN DRIVER'S AIRBAG SECOND INFLATOR ('05 MODEL)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A

- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 11-8x or 11-Ax indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the driver's airbag 4P connector (A) from the cable reel.

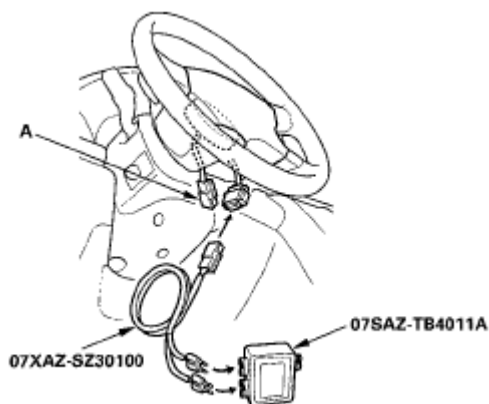


Fig. 78: Identifying Driver's Airbag 4P Connector Of Cable Reel
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the cable reel.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 11-8x or 11-Ax indicated?

YES - Go to step 9.

NO - Short to power in the driver's airbag first or second inflator; replace the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the dashboard wire harness B 4P connector (A) from the cable reel.

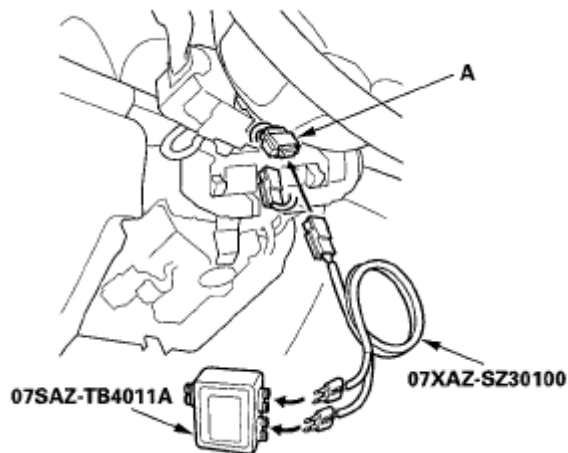


Fig. 79: Identifying Dashboard Wire Harness B (4P) Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness B.
12. Reconnect the negative cable to the battery.
13. Clear the DTC memory.
14. Read the DTC.

Is DTC 11-81 or 11-A1 indicated?

YES - Go to step 15.

NO - Short to power in the cable reel; replace the cable reel (see **CABLE REEL REPLACEMENT**).

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
16. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
17. Disconnect the SRS inflator simulator from the SRS simulator lead.
18. Reconnect the negative cable to the battery.
19. Turn the ignition switch ON (II).
20. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

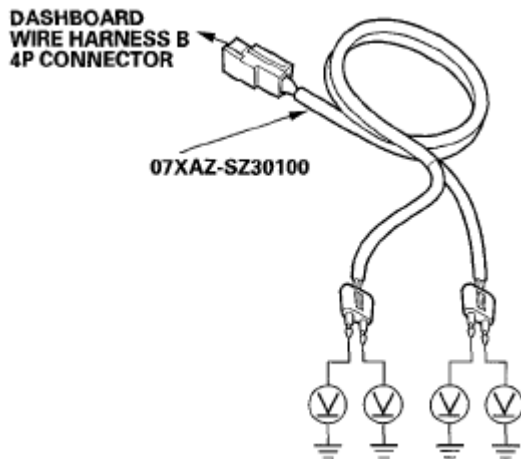


Fig. 80: Measuring Voltage Between Each Terminal Of SRS Simulator Lead And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 21.

21. Disconnect dashboard wire harness A 4P connector C403 from dashboard wire harness B connector C403.

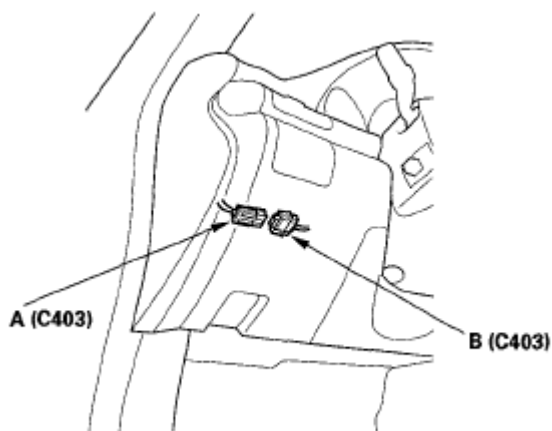


Fig. 81: Identifying Dashboard Wire Harness 4P Connector C403 And Dashboard Wire Harness Connector C403
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

22. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

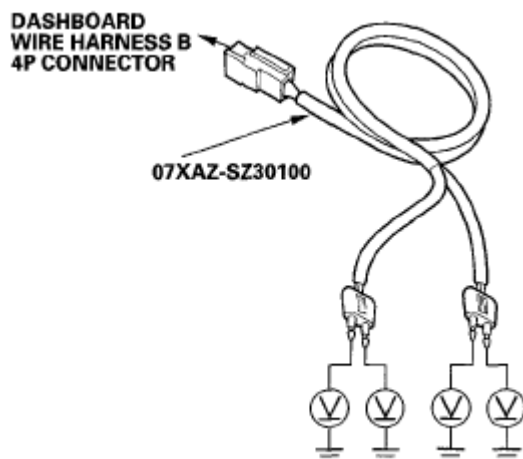


Fig. 82: Measuring Voltage Between Each Terminal Of SRS Simulator Lead And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Short to power in dashboard wire harness A; replace dashboard wire harness A.

NO - Short to power in dashboard wire harness B; replace dashboard wire harness B.

DTC 11-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN DRIVER'S AIRBAG FIRST INFLATOR ('06-08 MODELS); DTC 11-AX ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN DRIVER'S AIRBAG SECOND INFLATOR ('06-08 MODELS)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 11-8x or 11-Ax indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.

4. Disconnect the driver's airbag 4P connector (A) from the cable reel.

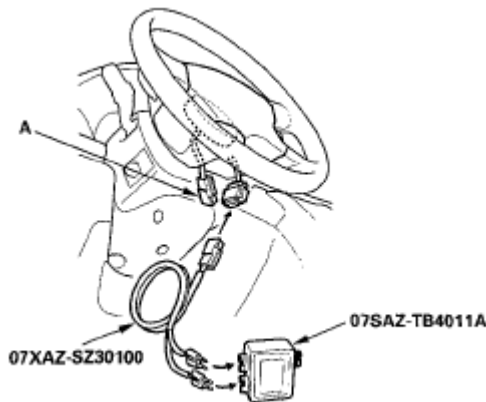


Fig. 83: Identifying Driver's Airbag 4P Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the cable reel.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 11-8x or 11-Ax indicated?

YES - Go to step 9.

NO - Short to power in the driver's airbag first or second inflator; replace the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the dashboard wire harness A 4P connector (A) from the cable reel.

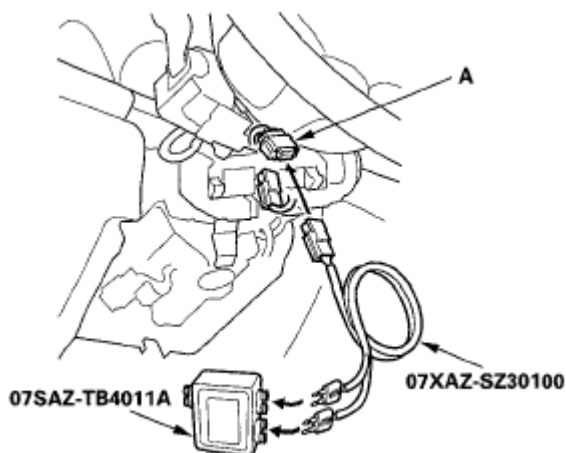


Fig. 84: Identifying Dashboard Wire Harness A 4P Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness A.
12. Reconnect the negative cable to the battery.
13. Clear the DTC memory.
14. Read the DTC.

Is DTC 11-8x or 11-Ax indicated?

YES - Go to step 15.

NO - Short to power in the cable reel; replace the cable reel (see **CABLE REEL REPLACEMENT**).

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
16. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
17. Disconnect the SRS inflator simulator from the SRS simulator lead.
18. Reconnect the negative cable to the battery.
19. Turn the ignition switch ON (II).
20. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

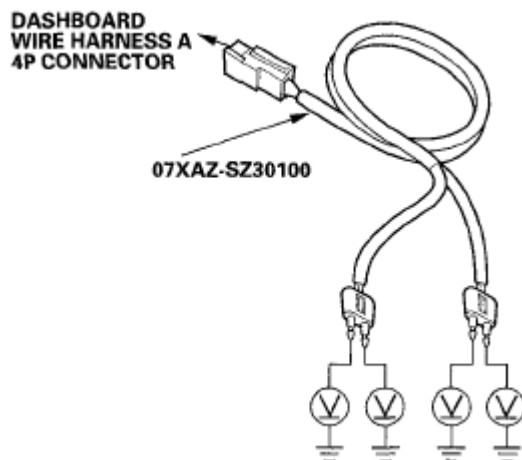


Fig. 85: Measuring Voltage Between Each Terminal Of SRS Simulator Lead And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to power in dashboard wire harness A; replace dashboard wire harness A.

DTC 11-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN DRIVER'S AIRBAG FIRST INFLATOR ('05 MODEL); DTC 11 -BX ("X" CAN BE 0 THRU 9 OR A THRU F):

SHORT TO GROUND IN DRIVER'S AIRBAG SECOND INFLATOR ('05 MODEL)**Special Tools Required**

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 11-9x or 11-Bx indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the driver's airbag 4P connector (A) from the cable reel.

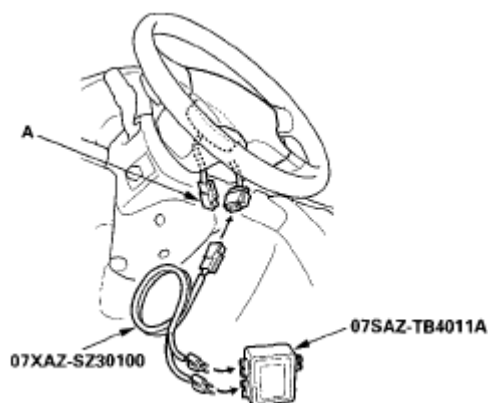


Fig. 86: Identifying Driver's Airbag 4P Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the cable reel.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 11-9x or 11-Bx indicated?

YES - Go to step 9.

NO - Short to ground in the driver's airbag first or second inflator; replace the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the dashboard wire harness 4P connector (A) from the cable reel.

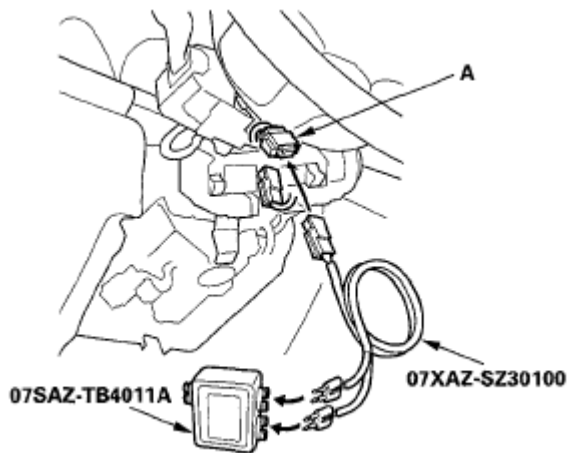


Fig. 87: Identifying Dashboard Wire Harness 4P Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness B.
12. Reconnect the negative cable to the battery.
13. Clear the DTC memory.
14. Read the DTC.

Is DTC 11-9x or 11-Bx indicated?

YES - Go to step 15.

NO - Short to ground in the cable reel; replace the cable reel (see **CABLE REEL REPLACEMENT**).

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
16. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
17. Disconnect the SRS inflator simulator from the SRS simulator lead.
18. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1M ohms.

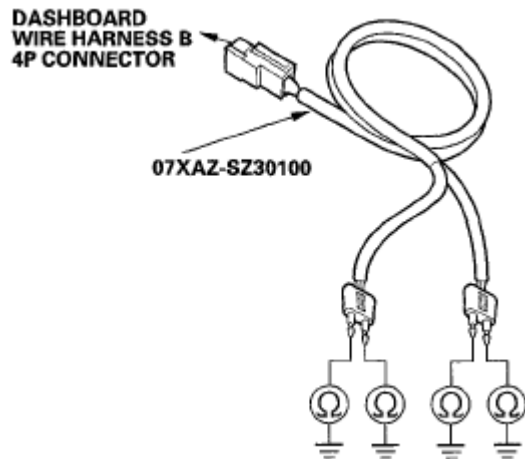


Fig. 88: Measuring Resistance Between Each Terminal Of SRS Simulator Lead And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 19.

19. Disconnect dashboard wire harness A 4P connector C403 from dashboard wire harness B connector C403.

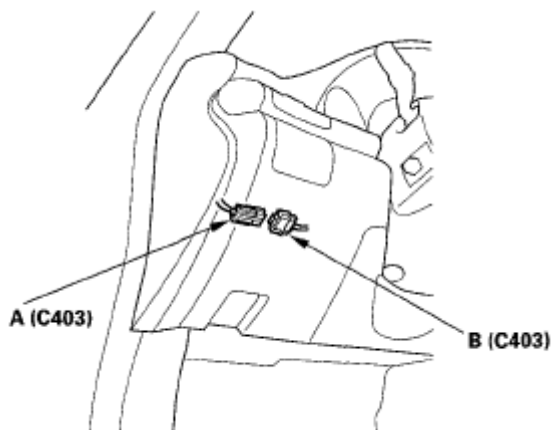


Fig. 89: Identifying Dashboard Wire Harness 4P Connector C403 And Dashboard Wire Harness Connector C403

Courtesy of AMERICAN HONDA MOTOR CO., INC.

20. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1 M ohms.

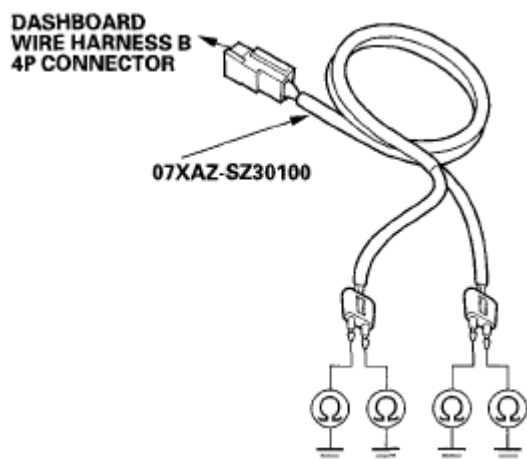


Fig. 90: Measuring Resistance Between Each Terminal Of SRS Simulator Lead And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short to ground in dashboard wire harness A; replace dashboard wire harness A.

NO - Short to ground in dashboard wire harness B; replace dashboard wire harness B.

DTC 11-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN DRIVER'S AIRBAG FIRST INFLATOR ('06-08 MODELS); DTC 11-BX ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN DRIVER'S AIRBAG SECOND INFLATOR ('06-08 MODELS)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES)** and **General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION)**.

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 11-9x or 11-Bx indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TRUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.

4. Disconnect the driver's airbag 4P connector (A) from the cable reel.

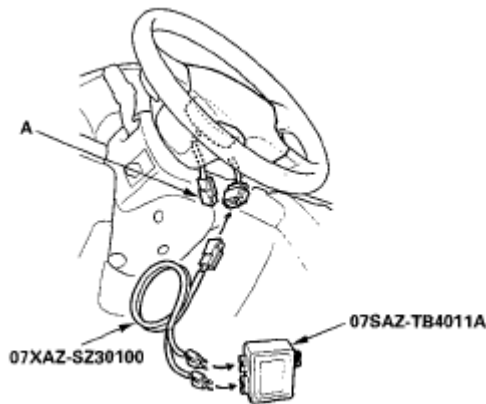


Fig. 91: Identifying Driver's Airbag 4P Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the cable reel.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 11-9x or 11-Bx indicated?

YES - Go to step 9.

NO - Short to ground in the driver's airbag first or second inflator; replace the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the dashboard wire harness 4P connector (A) from the cable reel.

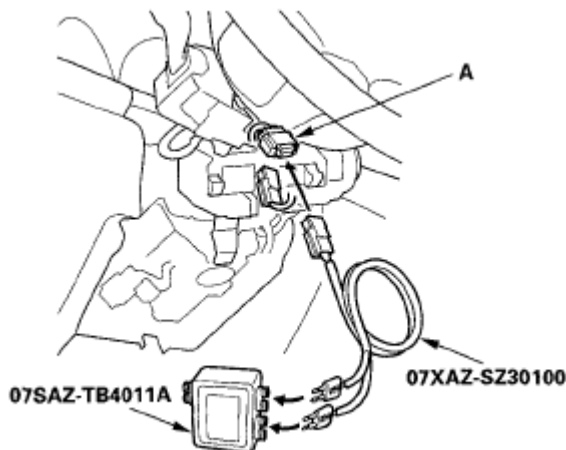


Fig. 92: Identifying Dashboard Wire Harness 4P Connector Of Cable Reel
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness A.
12. Reconnect the negative cable to the battery.
13. Clear the DTC memory.
14. Read the DTC.

Is DTC 11-9x or 11-Bx indicated?

YES - Go to step 15.

NO - Short to ground in the cable reel; replace the cable reel (see **CABLE REEL REPLACEMENT**).

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
16. Disconnect SRS unit connector A(28P)from the SRS unit (see step 7).
17. Disconnect the SRS inflator simulator from the SRS simulator lead.
18. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1 M ohms.

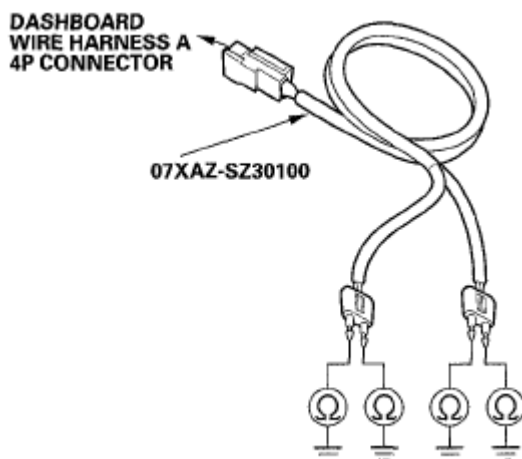


Fig. 93: Measuring Resistance Between Each Terminal Of SRS Simulator Lead And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to ground in dashboard wire harness A; replace dashboard wire harness A.

DTC 12-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN FRONT PASSENGER'S AIRBAG FIRST INFLATOR; DTC 12-2X ("X" CAN BE 0 THRU 9 OR A THRU F): INCREASED RESISTANCE IN FRONT PASSENGER'S AIRBAG FIRST INFLATOR; DTC 12-4X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN FRONT PASSENGER'S AIRBAG SECOND INFLATOR;

DTC 12-5X ("X" CAN BE 0 THRU 9 OR A THRU F): INCREASED RESISTANCE IN FRONT PASSENGER'S AIRBAG SECOND INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 12-1x, 12-2x, 12-4x, or 12-5x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the front passenger's airbag 4P connector (A) from the dashboard wire harness A.

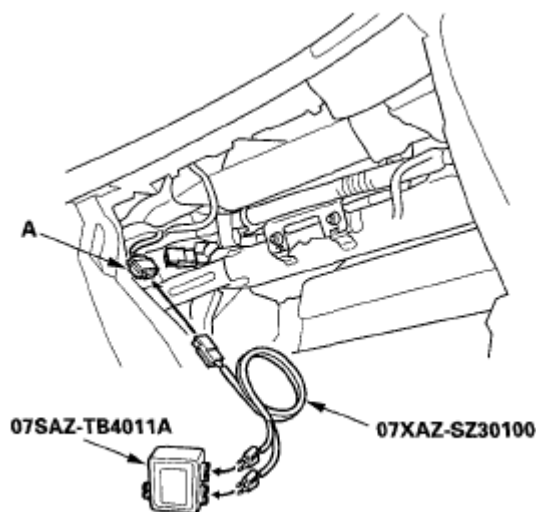


Fig. 94: Identifying Front Passenger's Airbag 4P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness A.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.

8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 12-1X, 12-2x, 12-4x, or 12-5x indicated?

YES - Go to step 9.

NO - Open or increased resistance in the front passenger's airbag first or second inflator; replace the front passenger's airbag (see **FRONT PASSENGER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7). Do not disconnect the simulator lead from the dashboard wire harness A 4P connector.
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Measure the resistance between the terminals of the SRS simulator lead. There should be 1 ohms or less.

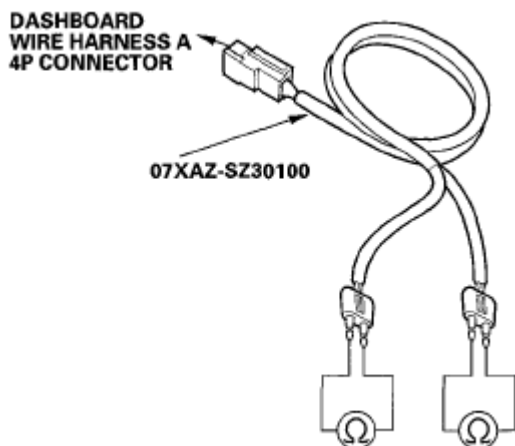


Fig. 95: Measuring Resistance Between Terminals Of SRS Simulator Lead
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector A (28P). Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open or increased resistance in dashboard wire harness A; replace dashboard wire harness A.

DTC 12-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN FRONT PASSENGER'S AIRBAG FIRST INFLATOR; DTC 12-6X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN FRONT PASSENGER'S AIRBAG SECOND INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 12-3x or 12-6x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness A.

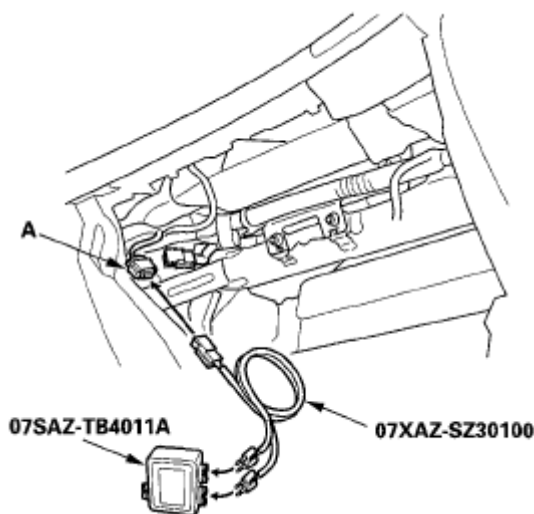


Fig. 96: Identifying Front Passenger's Airbag 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness A.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 12-3x or 12-6x indicated?

YES - Go to step 9.

NO - Short in the front passenger's airbag first or second inflator; replace the front passenger's airbag (see **FRONT PASSENGER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Connect a SRS short canceller (070AZ-SAA0100) to No. 9 and No. 10 terminals and the No. 3 and No. 4 terminals of SRS unit connector A (28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
13. Measure the resistance between the terminals of the SRS simulator lead. There should be an open circuit or at least 1 Mohms.

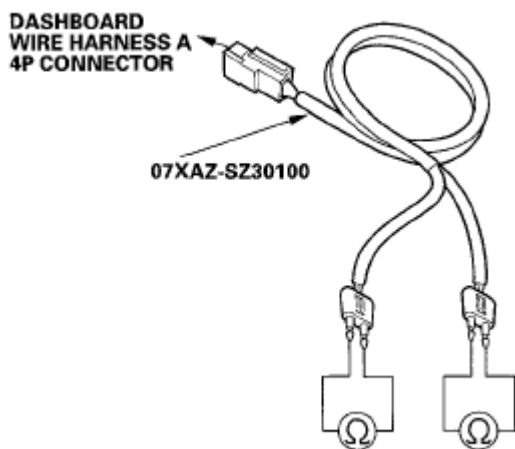


Fig. 97: Measuring Resistance Between Terminals Of SRS Simulator Lead
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connection A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short in dashboard wire harness A; replace dashboard wire harness A.

DTC 12-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN FRONT PASSENGER'S AIRBAG FIRST INFLATOR; DTC 12-AX ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN FRONT PASSENGER'S AIRBAG SECOND INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING**).

INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 12-8x or 12-Ax indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness A.

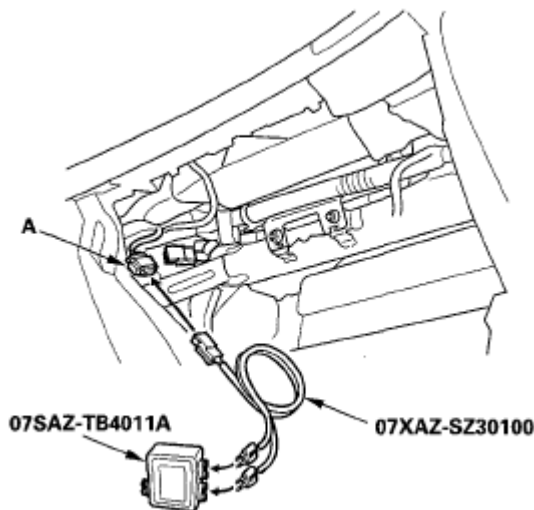


Fig. 98: Identifying Front Passenger's Airbag 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the dashboard wire harness A.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 12-8x or 12-Ax indicated?

YES - Go to step 9.

NO - Short to power in the front passenger's airbag first or second inflator; replace the front passenger's airbag (see **FRONT PASSENGER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.

10. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Reconnect the negative cable to the battery.
13. Turn the ignition switch ON (II).
14. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

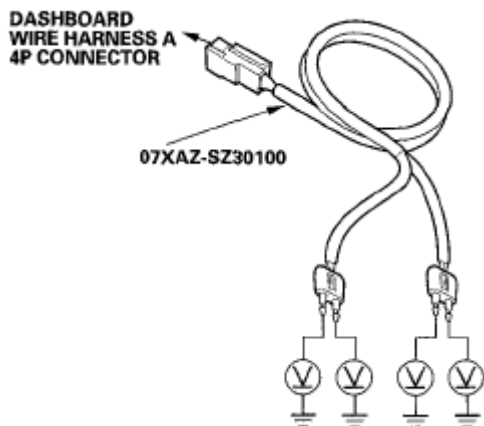


Fig. 99: Measuring Voltage Between Each Terminal Of SRS Simulator Lead And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Faulty SRS unit or poor connection at SRS unit connection A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to power in dashboard wire harness A; replace dashboard wire harness A.

DTC 12-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN FRONT PASSENGER'S AIRBAG FIRST INFLATOR; DTC 12-BX ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN FRONT PASSENGER'S AIRBAG SECOND INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 12-9x or 12-Bx indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness A.

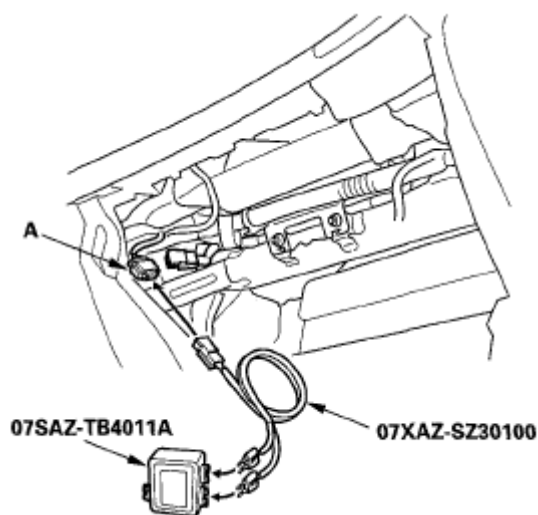


Fig. 100: Identifying Front Passenger's Airbag 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to dashboard wire harness A.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 12-91 or 12-B1 indicated?

YES - Go to step 9.

NO - Short to ground in the front passenger's airbag first or second inflator; replace the front passenger's airbag (see **FRONT PASSENGER'S AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1M ohms.

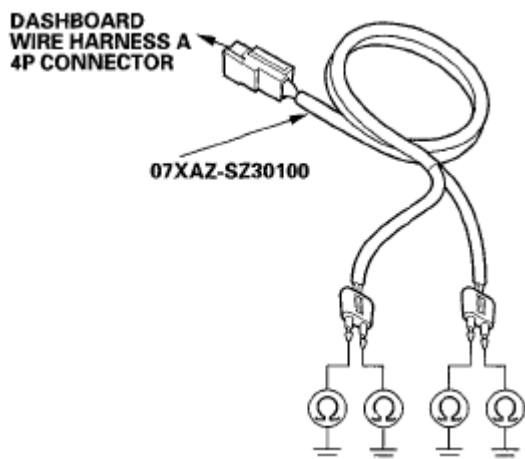


Fig. 101: Measuring Resistance Between Each Terminal Of SRS Simulator Lead And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connection A (28P) and the SRS unit. Check the connection between the connector and the SRS unit. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to ground in the dashboard wire harness A; replace dashboard wire harness A.

DTC 21-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S SEAT BELT TENSIONER; DTC 21-2X ("X" CAN BE 0 THRU 9 OR A THRU F): INCREASED RESISTANCE IN DRIVER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 21-1x or 21-2x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 4P connector (A) from the driver's seat belt tensioner.

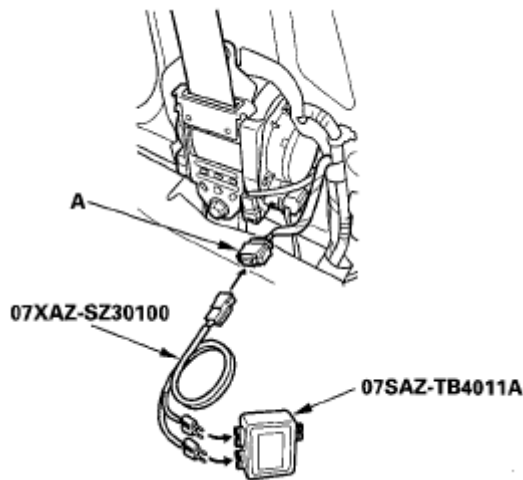


Fig. 102: Identifying Left Side Wire Harness 4P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the left side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

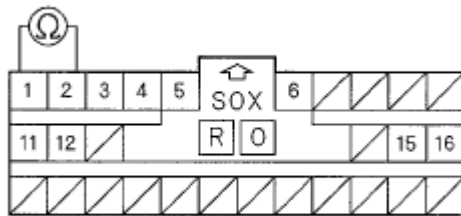
Is DTC 21-1X or 21-2x indicated?

YES - Go to step 9.

NO - Open or increased resistance in the driver's seat belt tensioner; replace the driver's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the front passenger's seat belt tensioner connector (see step 6).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
12. Measure the resistance between the No. 1 and the No. 2 terminals of SRS unit connector B (28P). There should be 2.0-3.0 ohms.

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

Fig. 103: Measuring Resistance Between No. 1 And No. 2 Terminals Of SRS Unit Connector B (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 13

13. Disconnect right side wire harness 16P connector C604 (A) from left side wire harness connector C604 (B).

'05 model

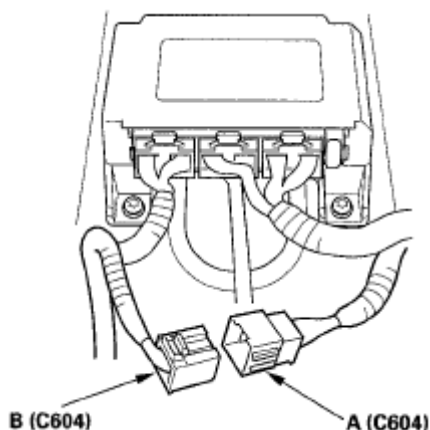


Fig. 104: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '05 Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

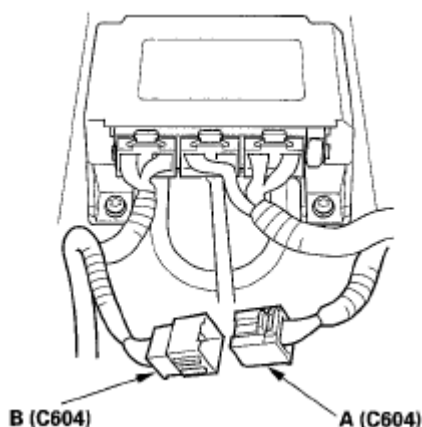


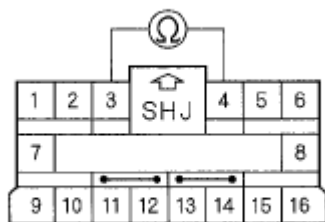
Fig. 105: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '06-08 Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Measure the resistance between the No. 3 [No. 4] and No. 4 [No. 5] terminals of the left side wire harness 16P connector C604. There should be 2.0-3.0 ohms.

: '06-08 models

LEFT SIDE WIRE HARNESS 16P CONNECTOR C604 ('05 model)

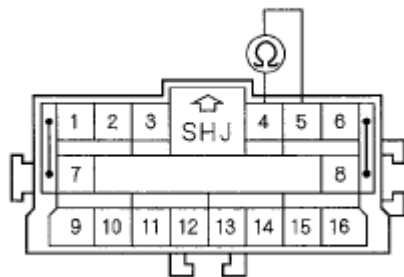


Wire side of female terminals

Fig. 106: Measuring Resistance Between No. 3 [No. 4] Terminals Of Left Side Wire Harness 16P Connector C604 - '05 Models

Courtesy of AMERICAN HONDA MOTOR CO., INC.

LEFT SIDE WIRE HARNESS 16P CONNECTOR C604 ('06-08 models)



Terminal side of male terminals

Fig. 107: Measuring Resistance Between No. 4 [No. 5] Terminals Of Left Side Wire Harness 16P Connector C604 - '06-08 Models

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Open or increased resistance in the right side wire harness; replace the right side wire harness.

NO - Open or increased resistance in the left side wire harness; replace the left side wire harness.

DTC 21-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN DRIVER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 21-3x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 4P connector (A) from the driver's seat belt tensioner.

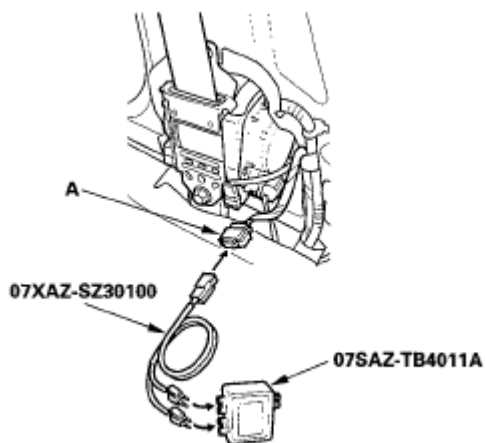


Fig. 108: Identifying Left Side Wire Harness 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the left side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

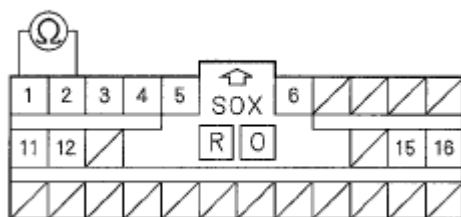
Is DTC 21-3x indicated?

YES - Go to step 9.

NO - Short in the driver's seat belt tensioner; replace the driver's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the front passenger's seat belt tensioner connector (see step 6).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
12. Disconnect the simulator lead from the left side wire harness.
13. Measure the resistance between the No. 1 and the No. 2 terminals of SRS unit connector B (28P). There should be an open circuit or at least 1 Mohms.

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

Fig. 109: Measuring Resistance Between No. 1 And No. 2 Terminals Of SRS Unit Connector B (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 14.

14. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).

'05 model

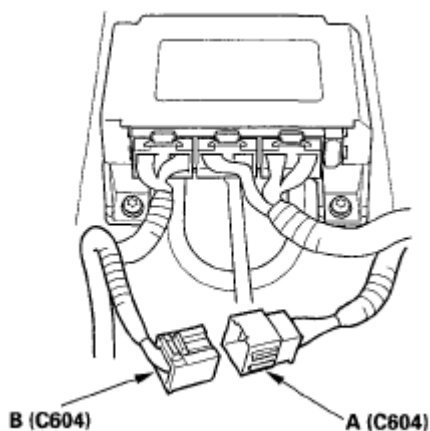


Fig. 110: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '05 Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

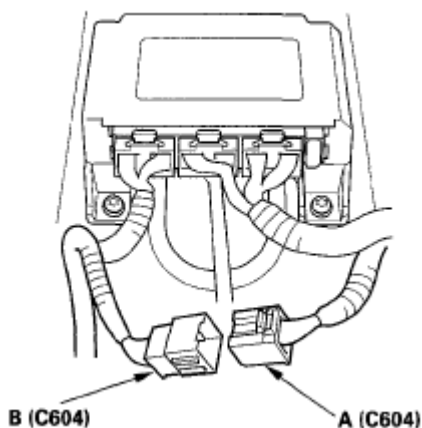


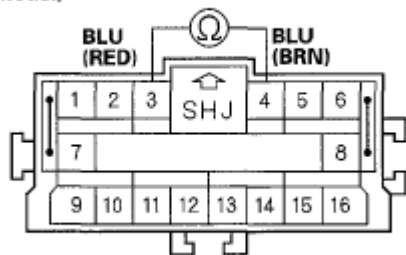
Fig. 111: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '06-08 Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Measure the resistance between the No. 3 [No. 4] and No. 4 [No. 5] terminals of the right side wire harness 16P connector C604. There should be an open circuit or at least 1 M ohms.

:06-08 models

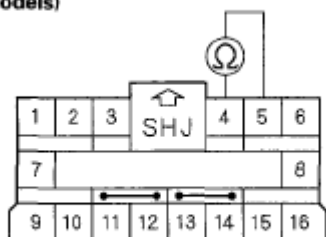
RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604 ('05 model)



Terminal side of male terminals

Fig. 112: Measuring Resistance Between No. 3 [No. 4] Terminals Of Right Side Wire Harness 16P Connector C604 - '05 Models
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604
 ('06-08 models)



Wire side of female terminals

Fig. 113: Measuring Resistance Between No. 4 [No. 5] Terminals Of Right Side Wire Harness 16P Connector C604 - '06-08 Models
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short in the left side wire harness; replace the left side wire harness.

NO - Short in the right side wire harness; replace the right side wire harness.

DTC 21-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN DRIVER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 21-8x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.

4. Disconnect the left side wire harness 4P connector (A) from the driver's seat belt tensioner.

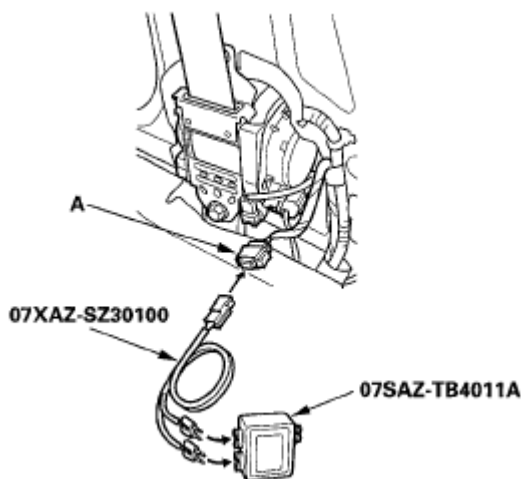


Fig. 114: Identifying Left Side Wire Harness 4P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the left side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 21-81 indicated?

YES - Go to step 9.

NO - Short to power in the driver's seat belt tensioner; replace the driver's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the front passenger's seat belt tensioner connector (see step 6).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
12. Disconnect the simulator lead from the left side wire harness.
13. Reconnect the negative cable to the battery.
14. Turn the ignition switch ON (II).
15. Measure the voltage between the No. 1 terminal of SRS unit connector B (28P) and body ground, and between the No. 2 terminal and body ground. There should be 0.5 V or less.

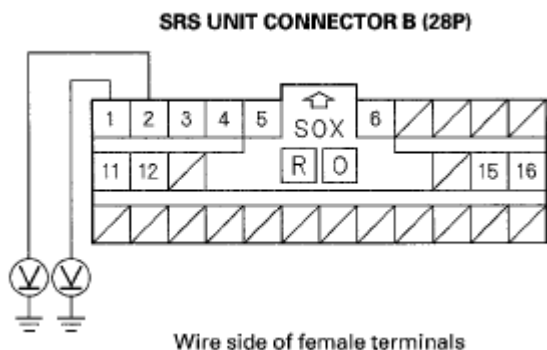


Fig. 115: Measuring Voltage Between No. 1 Terminal Of SRS Unit Connector B (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 16.

16. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).

'05 model

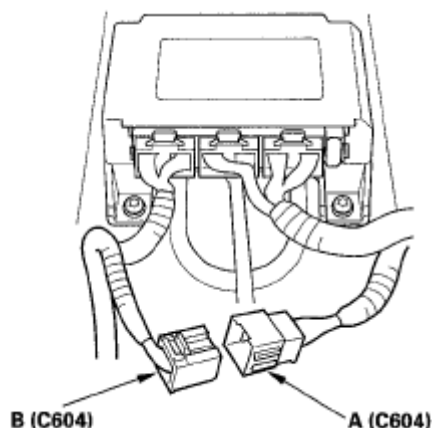


Fig. 116: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '05 Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

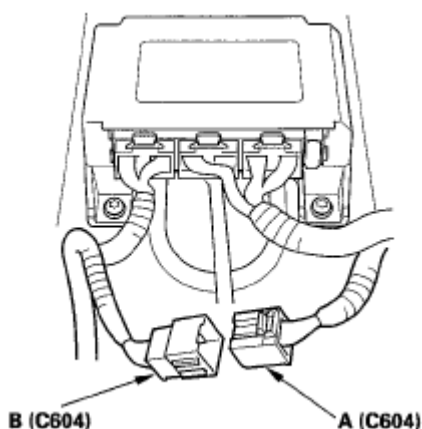


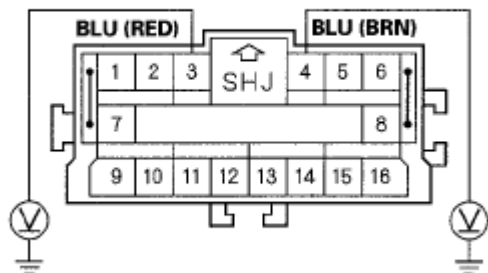
Fig. 117: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '06-08 Models

Courtesy of AMERICAN HONDA MOTOR CO., INC.

17. Measure the voltage between the No. 3 [No. 4] terminal of the right side wire harness 16P connector C604 and body ground, and between the No. 4 [No. 5] terminal and body ground. There should be 0.5 V or less.

: '06-08 models

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604 ('05 model)

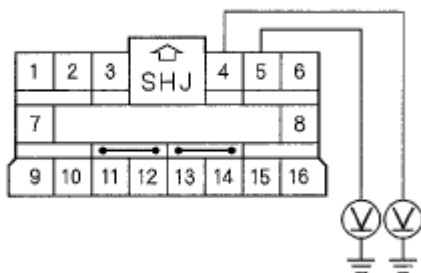


Terminal side of male terminals

Fig. 118: Measuring Voltage Between No. 3 [No. 4] Terminal Of Right Side Wire Harness 16P Connector C604 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604 ('06-08 models)



Wire side of female terminals

Fig. 119: Measuring Voltage Between No. 4 [No. 5] Terminal Of Right Side Wire Harness 16P

Connector C604 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Short to power in the left side wire harness; replace the left side wire harness.

NO - Short to power in the right side wire harness; replace the right side wire harness.

DTC 21-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN DRIVER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES)** and **General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION)**.

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 21-9x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 4P connector (A) from the driver's seat belt tensioner.

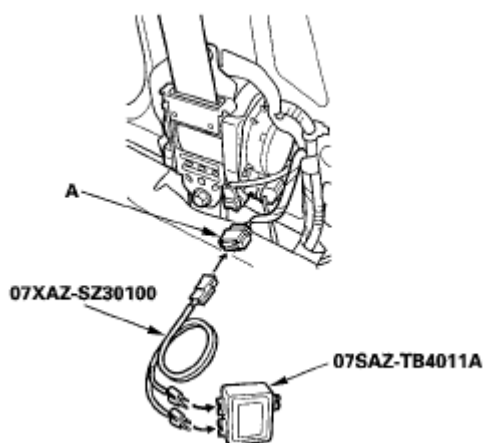


Fig. 120: Identifying Left Side Wire Harness 4P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the left side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 21-9x indicated?

YES - Go to step 9.

NO - Short to ground in the driver's seat belt tensioner; replace the driver's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the front passenger's seat belt tensioner connector (see step 6).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
12. Disconnect the simulator lead from the left side wire harness.
13. Measure the resistance between the No. 1 terminal of SRS unit connector B (28P) and body ground, and between the No. 2 terminal and body ground. There should be an open circuit or at least 1 M ohms.

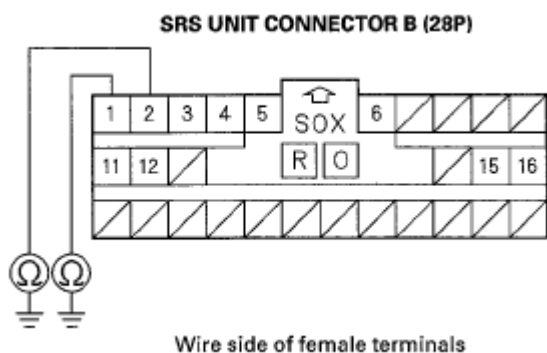


Fig. 121: Measuring Resistance Between No. 1 [No. 2] Terminal Of SRS Unit Connector B (28P) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 14.

14. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).

'05 model

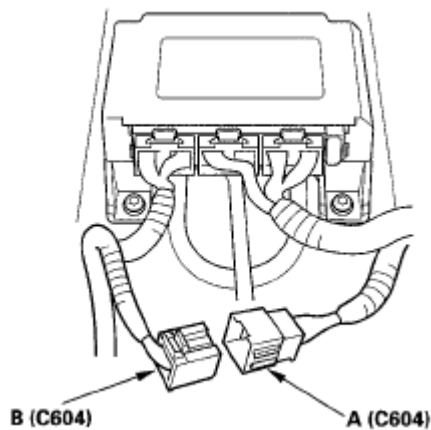


Fig. 122: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '05 Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

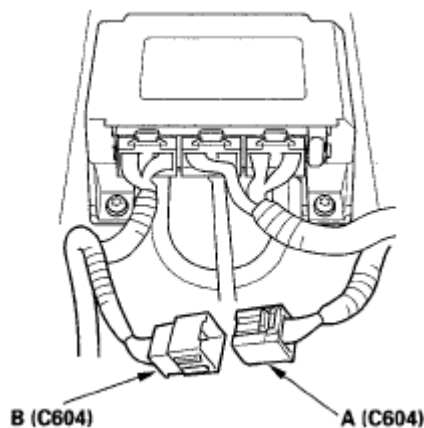


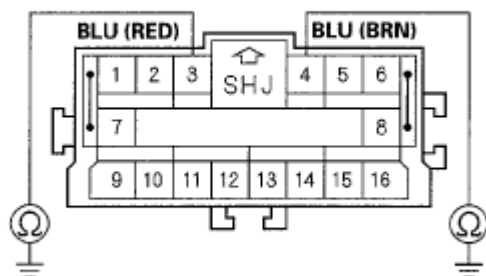
Fig. 123: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '06-08 Models

Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Measure the resistance between the No. 3 [No. 4] terminal of the right side wire harness 16P connector C604 and body ground, and between the No. 4 [No. 5] terminal and body ground. There should be an open circuit or at least 1Mohms.

: '06-08 models

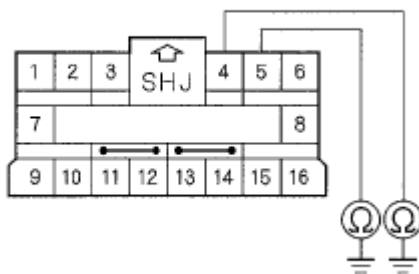
RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604
('05 model)



Terminal side of male terminals

Fig. 124: Measuring Resistance Between No. 3 [No. 4] Terminal Of Right Side Wire Harness 16P Connector C604 And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604
('06-08 models)



Wire side of female terminals

Fig. 125: Measuring Resistance Between No. 4 [No. 5] Terminal Of Right Side Wire Harness 16P Connector C604 And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short to ground in the left side wire harness; replace the left side wire harness.

NO - Short to ground in the right side wire harness; replace the right side wire harness.

DTC 22-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN FRONT PASSENGER'S SEAT BELT TENSIONER; DTC 22-2X ("X" CAN BE 0 THRU 9 OR A THRU F): INCREASED RESISTANCE IN FRONT PASSENGER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 22-1x or 22-2x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 4P connector (A) from the front passenger's seat belt tensioner.

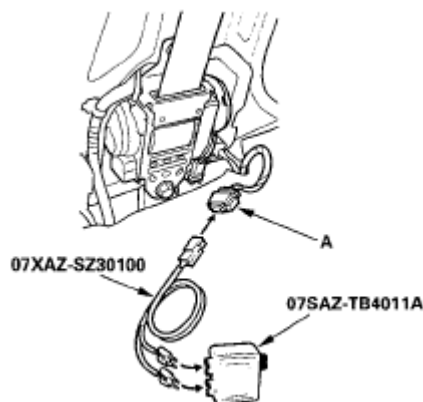


Fig. 126: Identifying Right Side Wire Harness 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the right side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

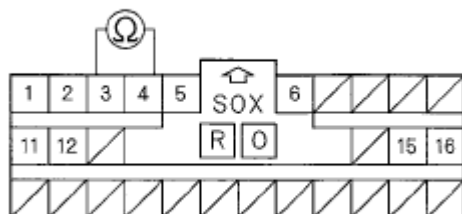
Is DTC 22-1x or 22-2x indicated?

YES - Go to step 9.

NO - Open or increased resistance in the front passenger's seat belt tensioner; replace the front passenger's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the driver's seat belt tensioner connector (see step 6).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
12. Measure the resistance between the No. 3 and the No. 4 terminals of SRS unit connector B (28P). There should be 2.0-3.0 ohms.

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

Fig. 127: Measuring Resistance Between No. 3 And No. 4 Terminals Of SRS Unit Connector B (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open or increased resistance in the right side wire harness; replace the right side wire harness.

DTC 22-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN FRONT PASSENGER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 22-31 indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 4P connector (A) from the front passenger's seat belt tensioner.

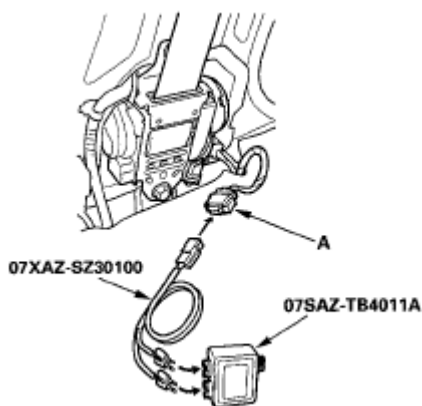


Fig. 128: Identifying Right Side Wire Harness 4P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the right side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 22-3x indicated?

YES - Go to step 9.

NO - Short in the front passenger's seat belt tensioner; replace the front passenger's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the driver's seat belt tensioner connector (see step 6).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
12. Disconnect the simulator lead from the right side wire harness.
13. Measure the resistance between the No. 3 and the No. 4 terminals of SRS unit connector B (28P). There should be an open circuit or at least 1 M ohms.

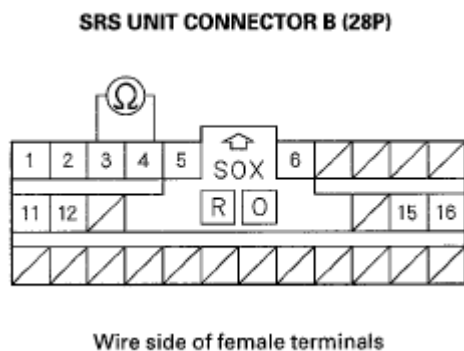


Fig. 129: Measuring Resistance Between No. 3 And No. 4 Terminals Of SRS Unit Connector B (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short in the right side wire harness; replace the right side wire harness.

DTC 22-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN FRONT PASSENGER'S SEAT BELT TENSIONER

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 22-8x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 4P connector (A) from the front passenger's seat belt tensioner.

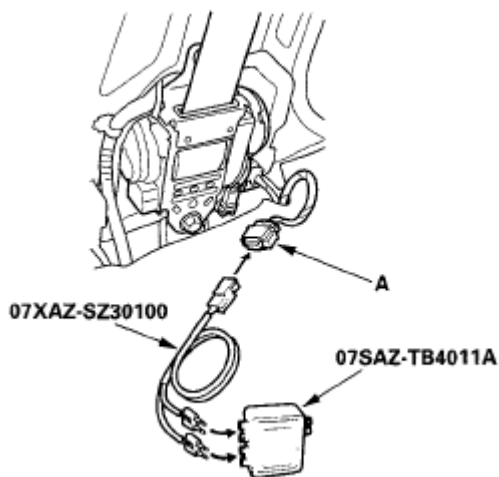


Fig. 130: Identifying Right Side Wire Harness 4P Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the right side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 22-8x indicated?

YES - Go to step 9.

NO - Short to power in the front passenger's seat belt tensioner; replace the front passenger's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the driver's seat belt tensioner connector (see step 6).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
12. Disconnect the simulator lead from the right side wire harness.
13. Reconnect the negative cable to the battery.
14. Turn the ignition switch ON (II).
15. Measure the voltage between the No. 3 terminal of SRS unit connector B (28P) and body ground, and between the No. 4 terminal and body ground. There should be 0.5 V or less.

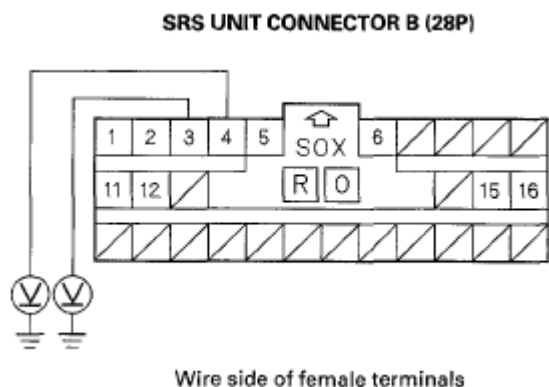


Fig. 131: Measuring Voltage Between No. 3 [No. 4] Terminal Of SRS Unit Connector B (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to power in the right side wire harness; replace the right side wire harness.

DTC 22-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN FRONT

PASSENGER'S SEAT BELT TENSIONER**Special Tools Required**

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead F 07XAZ-SZ30100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 22-9x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 4P connector (A) from the front passenger's seat belt tensioner.

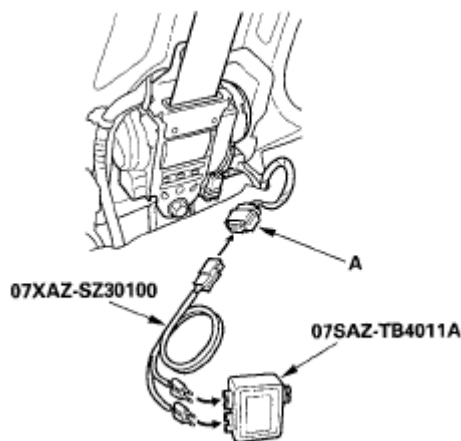


Fig. 132: Identifying Right Side Wire Harness 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead F to the right side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 22-9x indicated?

YES - Go to step 9.

NO - Short to ground in the front passenger's seat belt tensioner; replace the front passenger's seat belt (see **FRONT SEAT BELT REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the driver's seat belt tensioner connector (see step 6).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
12. Disconnect the simulator lead from the right side wire harness.
13. Measure the resistance between the No. 3 terminal of SRS unit connector B (28P) and body ground, and between the No. 4 terminal and body ground. There should be an open circuit or at least 1Mohms.

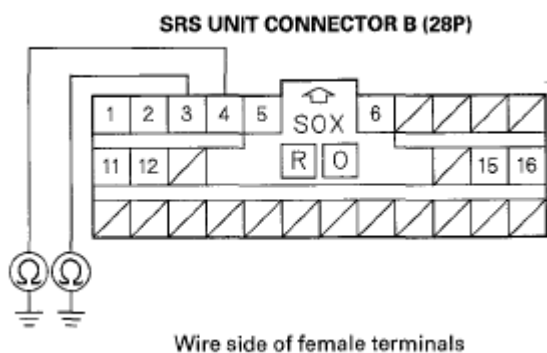


Fig. 133: Measuring Resistance Between No. 3 [No. 4] Terminal Of SRS Unit Connector B (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector B (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to ground in the right side wire harness; replace the right side wire harness.

DTC 31-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S SIDE AIRBAG INFLATOR; DTC 31-2X ("X" CAN BE 0 THRU 9 OR A THRU F): INCREASED RESISTANCE IN DRIVER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 31-1x or 31-2x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 2P connector (A) from the driver's side airbag (B).

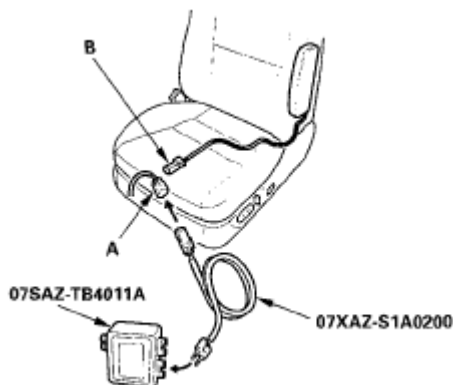


Fig. 134: Identifying Left Side Wire Harness 2P Connector And Driver's Side Airbag
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead E to the left side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 31-1x or 31-2x indicated?

YES - Go to step 9.

NO - Open or increased resistance in the driver's side airbag inflator; replace the driver's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Measure the resistance between the terminals of the SRS simulator lead. There should be 1.0 ohms or less.

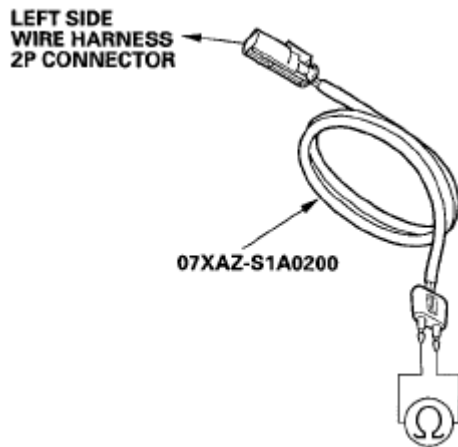


Fig. 135: Measuring Resistance Between Terminals Of SRS Simulator Lead
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 13.

13. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).

'05 model

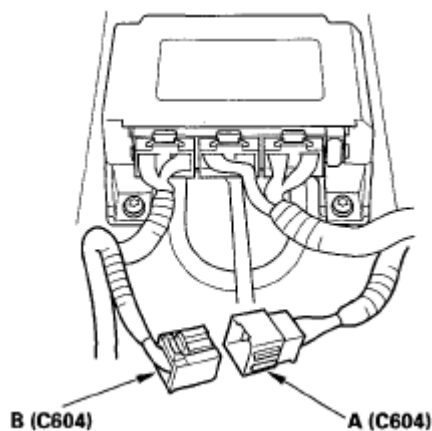


Fig. 136: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '05 Model
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

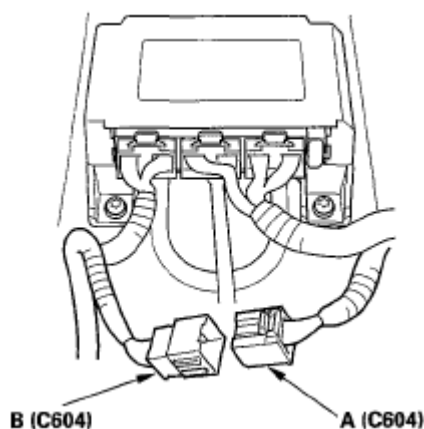


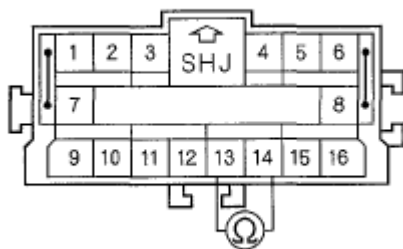
Fig. 137: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '06-08 Models

Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Measure the resistance between the No. 13 [No. 1] and No. 14 [No. 7] terminals of the right side wire harness 16P connector C604. There should be 1.0 ohms or less.

[] : '06-08 models

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604 ('05 model)

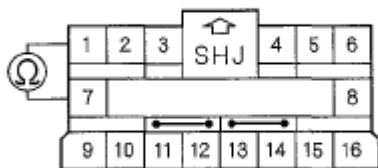


Terminal side of male terminals

Fig. 138: Measuring Resistance Between No. 13 And No. 14 Terminals Of Right Side Wire Harness 16P Connector C604

Courtesy of AMERICAN HONDA MOTOR CO., INC.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604 ('06-08 models)



Wire side of female terminals

Fig. 139: Measuring Resistance Between No. 1 And No. 7 Terminals Of Right Side Wire Harness 16P Connector C604

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Open or increased resistance in the left side wire harness; replace left side wire harness.

NO - Open or increased resistance in the right side wire harness; replace the right side wire harness.

DTC 31-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN DRIVER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 31-3x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 2P connector (A) from the driver's side airbag (B).

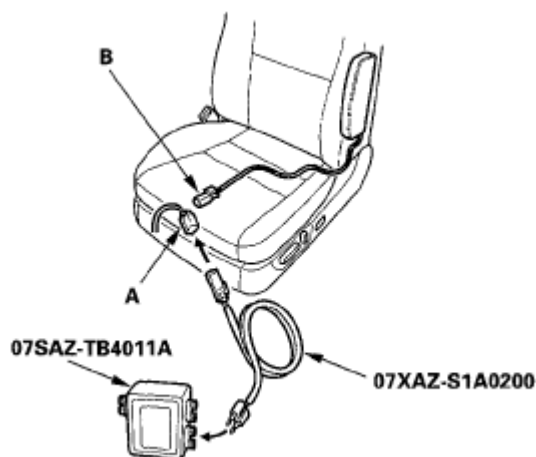


Fig. 140: Identifying Left Side Wire Harness 2P Connector And Driver's Side Airbag

Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead E to the left side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 31-3x indicated?

YES - Go to step 9.

NO - Short to another wire in the driver's side airbag inflator; replace the driver's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Connect the SRS short canceller (070AZ-SAA0100) to the No. 1 and No. 2 terminals of SRS unit connector C (28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
13. Measure the resistance between the terminals of the SRS simulator lead. There should be an open circuit or at least 1M ohms.

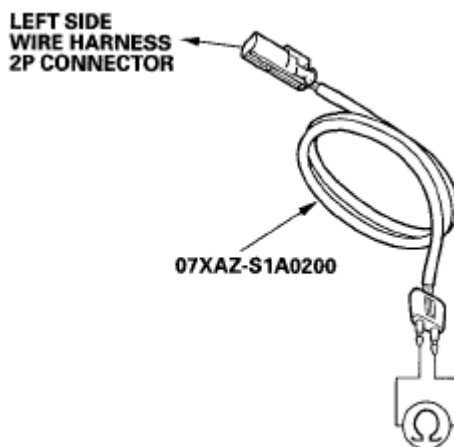


Fig. 141: Measuring Resistance Between Terminals Of SRS Simulator Lead
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 14.

14. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector

C604 (B).

'05 model

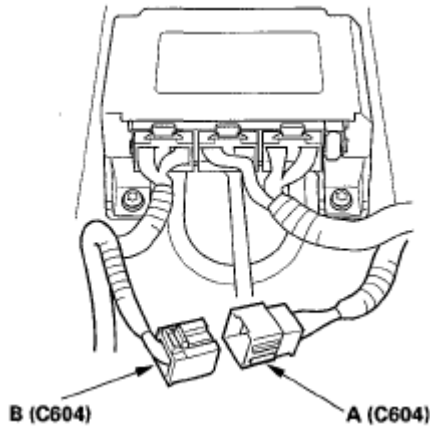


Fig. 142: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '05 Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

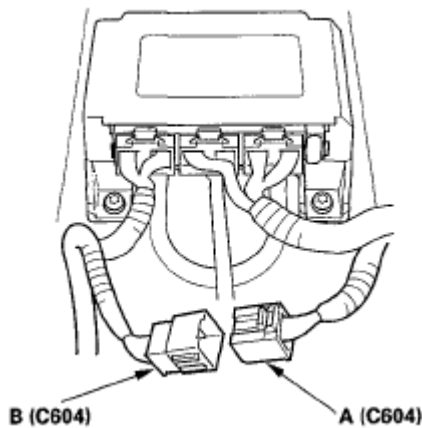


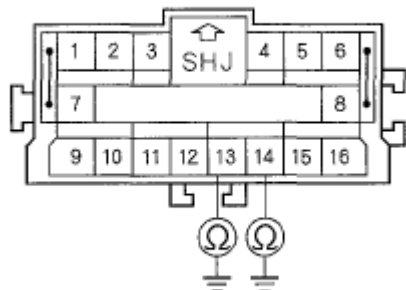
Fig. 143: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '06-08 Models

Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Measure the resistance between the No. 13 [No. 1] terminal of the right side wire harness 16P connector C604 and body ground, and between the No. 14 [No. 7] terminal and body ground. There should be an open circuit or at least 1Mohms.

[] : '06-08 models

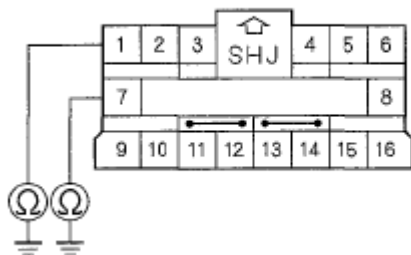
RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604 ('05 model)



Terminal side of male terminals

Fig. 144: Measuring Resistance Between No. 13 [No. 14] Terminal Of Right Side Wire Harness 16P Connector C604 And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604 ('06-08 models)



Wire side of female terminals

Fig. 145: Measuring Resistance Between No. 1 [No. 7] Terminal Of Right Side Wire Harness 16P Connector C604 And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short to ground in the left side wire harness; replace the left side wire harness.

NO - Short to ground in the right side wire harness; replace the right side wire harness.

DTC 31-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN DRIVER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).

- Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 31-8x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

- Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
- Disconnect the left side wire harness 2P connector (A) from the driver's side airbag (B).

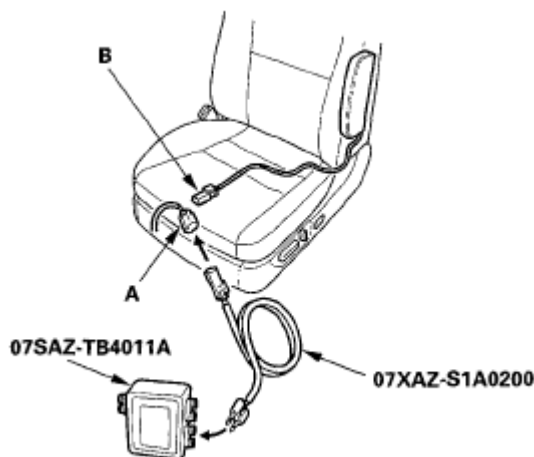


Fig. 146: Disconnect Left Side Wire Harness 2P Connector And Driver's Side Airbag
Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Connect the SRS inflator simulator (2 ohms connectors) and simulator lead E to the left side wire harness.
- Reconnect the negative cable to the battery.
- Clear the DTC memory.
- Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 31-8x indicated?

YES - Go to step 9.

NO - Short to power in the driver's side airbag inflator; replace the driver's side airbag (see **SIDE AIRBAG REPLACEMENT**).

- Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
- Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
- Disconnect the SRS inflator simulator from the SRS simulator lead.
- Reconnect the negative cable to the battery.
- Turn the ignition switch ON (II).

14. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

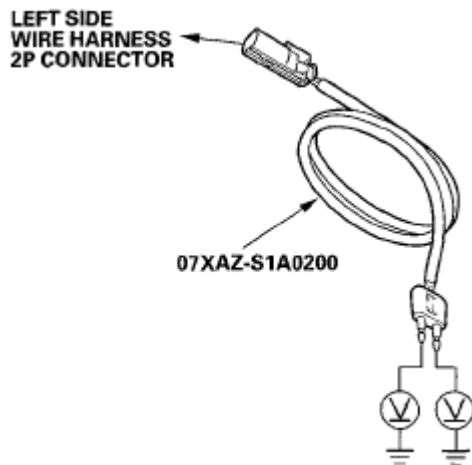


Fig. 147: Measuring Voltage Between Each Terminal Of SRS Simulator Lead And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 15.

15. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).

'05 model

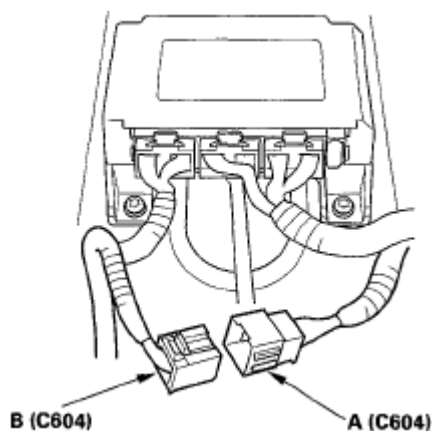


Fig. 148: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '05 Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

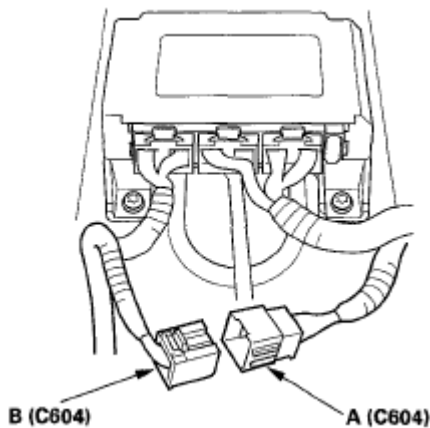


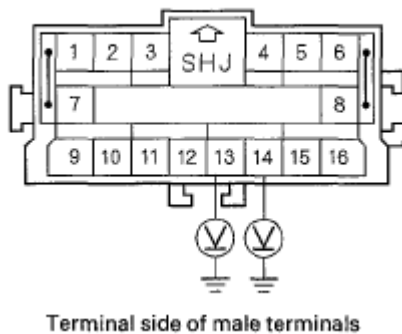
Fig. 149: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '06-08 Models

Courtesy of AMERICAN HONDA MOTOR CO., INC.

16. Measure the voltage between the No. 13 [No.1] terminal of the right side wire harness 16P connector C604 and body ground, and between the No. 14 [No.7] terminal and body ground. There should be 0.5 V or less.

: '06-08 models

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604 ('05 model)

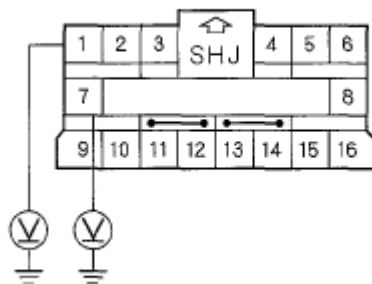


Terminal side of male terminals

Fig. 150: Measuring Voltage Between No. 13 [No. 14] Terminal Of Right Side Wire Harness 16P Connector C604 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604
('06-08 models)



Wire side of female terminals

Fig. 151: Measuring Voltage Between No. 1 [No. 7] Terminal Of Right Side Wire Harness 16P Connector C604 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Short to power in the left side wire harness; replace the left side wire harness.

NO - Short to power in the right side wire harness; replace the right side wire harness.

DTC 31-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN DRIVER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 31-9x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 2P connector (A) from the driver's side airbag (B).

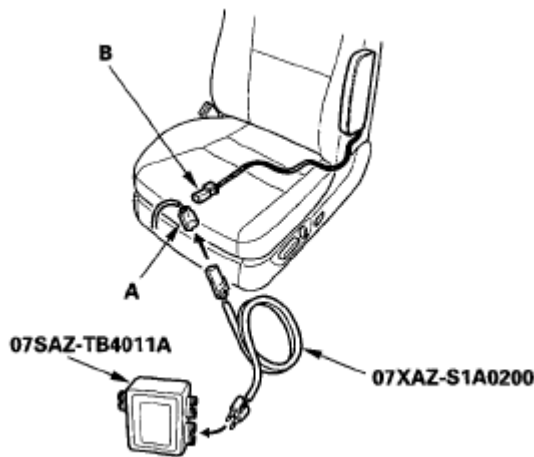


Fig. 152: Identifying Left Side Wire Harness 2P Connector And Driver's Side Airbag
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead E to the left side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 31-9x indicated?

YES - Go to step 9.

NO - Short to ground in the driver's side airbag inflator; replace the driver's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1 Mohms.

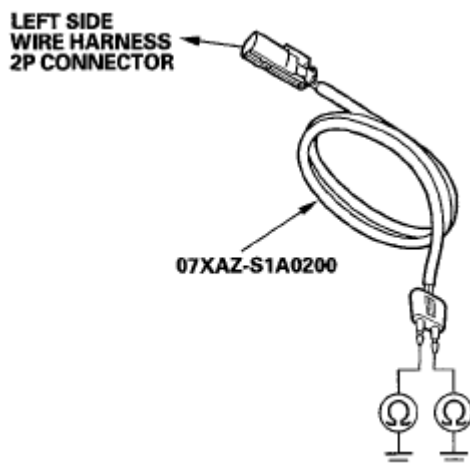


Fig. 153: Measuring Resistance Between Each Terminal Of SRS Simulator Lead And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

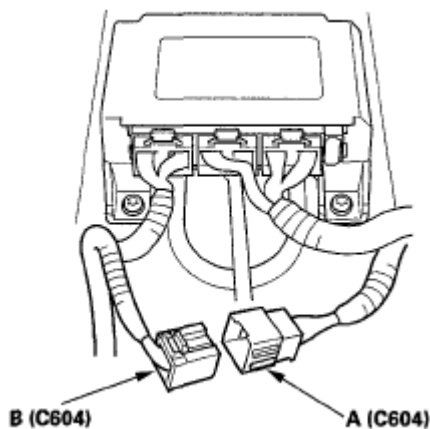
Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 13.

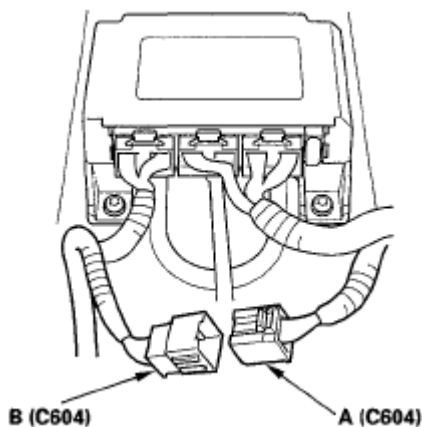
13. Disconnect right side wire harness 16P connector C604 (A) from the left side wire harness connector C604 (B).

'05 model

**Fig. 154: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '05 Model**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

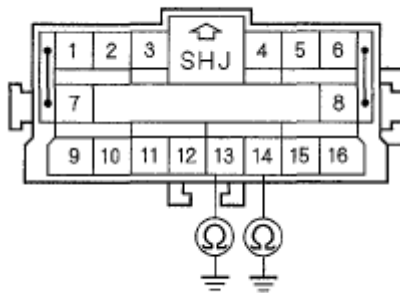
**Fig. 155: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '06-08 Models**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Measure the resistance between the No. 13 [No. 1] terminal of the right side wire harness 16P connector C604 and body ground, and between the No. 14 [No. 7] terminal and body ground. There should be an open circuit or at least 1 M ohms.

: '06-08 models

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604
('05 model)

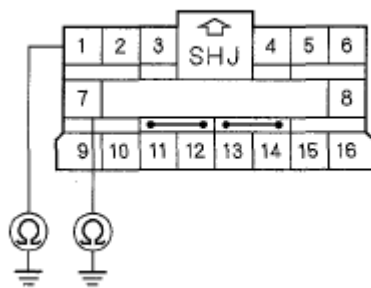


Terminal side of male terminals

Fig. 156: Measuring Resistance Between No. 13 [No. 14] Terminal Of Right Side Wire Harness 16P Connector C604 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604
('06-08 models)



Wire side of female terminals

Fig. 157: Measuring Resistance Between No. 1 [No. 7] Terminal Of Right Side Wire Harness 16P Connector C604 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short to ground in the left side wire harness; replace the left side wire harness.

NO - Short to ground in the right side wire harness; replace the right side wire harness.

DTC 32-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN FRONT PASSENGER'S SIDE AIRBAG INFLATOR; DTC 32-2X ("X" CAN BE 0 THRU 9 OR A THRU F): INCREASED RESISTANCE IN FRONT PASSENGER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A

- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 32-1x or 32-2x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 2P connector (A) from the front passenger's side airbag (B).

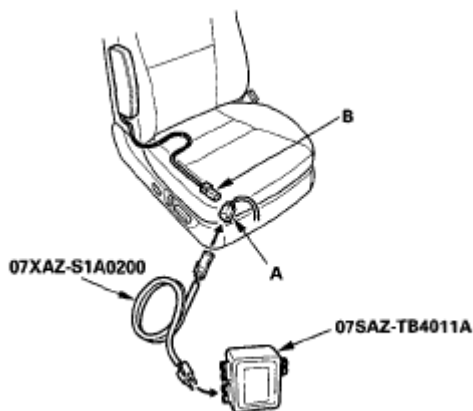


Fig. 158: Identifying Right Side Wire Harness 2P Connector And Front Passenger's Side Airbag
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead E to the right side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 32-1x or 32-2x indicated?

YES - Go to step 9.

NO - Open or increased resistance in the front passenger's side airbag inflator; replace the front passenger's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Measure the resistance between the terminals of the SRS simulator lead. There should be 1.0 ohms or less.

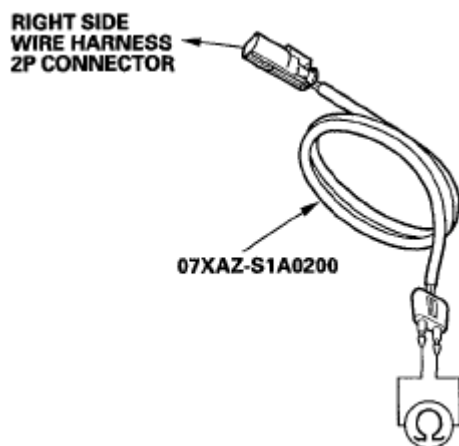


Fig. 159: Measuring Resistance Between Terminals Of SRS Simulator Lead
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open or increased resistance in the right side wire harness; replace the right side wire harness.

DTC 32-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN FRONT PASSENGER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 32-3x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 2P connector (A) from the front passenger's side airbag (B).

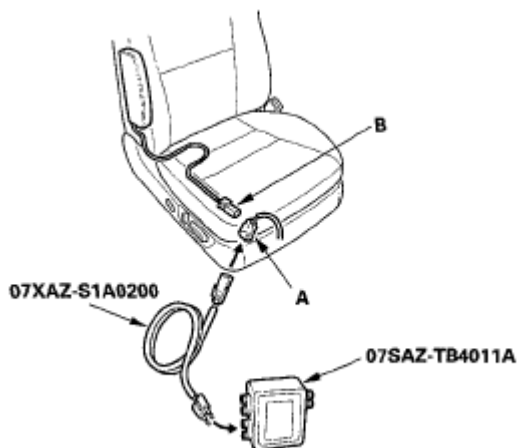


Fig. 160: Identifying Right Side Wire Harness 2P Connector And Front Passenger's Side Airbag
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead E to the right side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 32-3x indicated?

YES - Go to step 9.

NO - Short to another wire in the front passenger's side airbag inflator; replace the front passenger's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Connect the SRS short canceller (070AZ-SAA0100) to the No. 3 and No. 4 terminals of SRS unit connector C (28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
13. Measure the resistance between the terminals of the SRS simulator lead. There should be an open circuit or at least 1 Mohms.

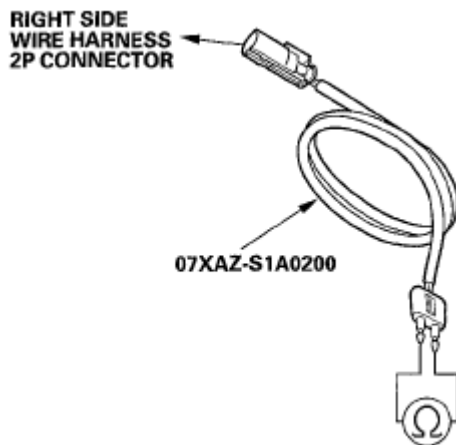


Fig. 161: Measuring Resistance Between Terminals Of SRS Simulator Lead
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short in the right side wire harness; replace the right side wire harness.

DTC 32-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN FRONT PASSENGER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 32-8x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 2P connector (A) from the front passenger's side airbag (B).

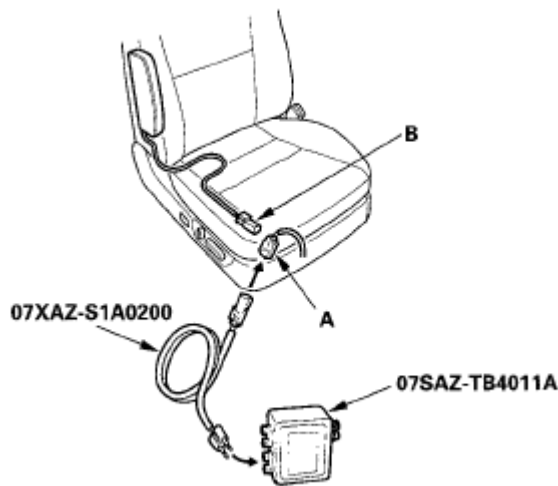


Fig. 162: Identifying Right Side Wire Harness 2P Connector And Front Passenger's Side Airbag Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead E to the right side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 32-8x indicated?

YES - Go to step 9.

NO - Short to power in the front passenger's side airbag inflator; replace the front passenger's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Reconnect the negative cable to the battery.
13. Turn the ignition switch ON (II).
14. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

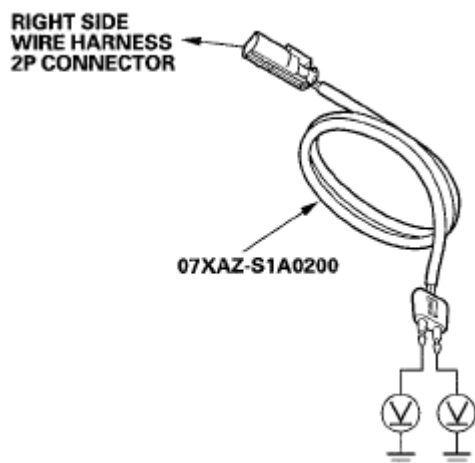


Fig. 163: Measuring Voltage Between Each Terminal Of SRS Simulator Lead And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to power in the right side wire harness; replace the right side wire harness.

DTC 32-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN FRONT PASSENGER'S SIDE AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 32-9x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.

4. Disconnect the right side wire harness 2P connector (A) from the front passenger's side airbag (B).

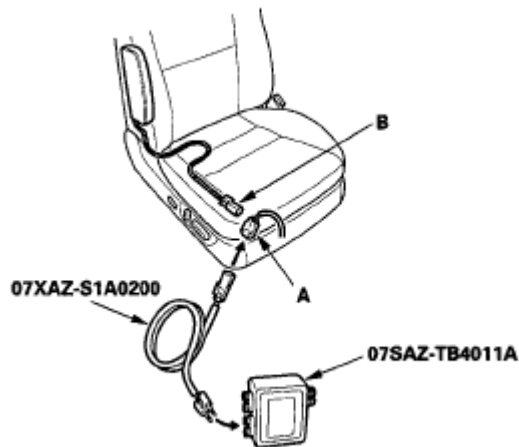


Fig. 164: Identifying Right Side Wire Harness 2P Connector And Front Passenger's Side Airbag Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connectors) and simulator lead E to the right side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 32-9x indicated?

YES - Go to step 9.

NO - Short to ground in the front passenger's side airbag inflator; replace the front passenger's side airbag (see **SIDE AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1Mohms.

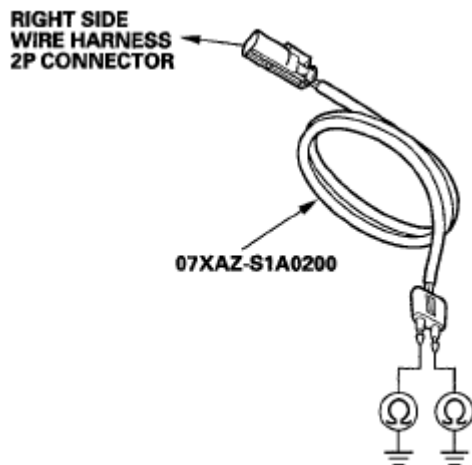


Fig. 165: Measuring Resistance Between Each Terminal Of SRS Simulator Lead And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to ground in the right side wire harness; replace the right side wire harness.

DTC 33-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN LEFT SIDE CURTAIN AIRBAG INFLATOR; DTC 33-2X ("X" CAN BE 0 THRU 9 OR A THRU F): INCREASED RESISTANCE IN LEFT SIDE CURTAIN AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 33-1x or 33-2x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 2P connector (A) from the left side curtain airbag (B).

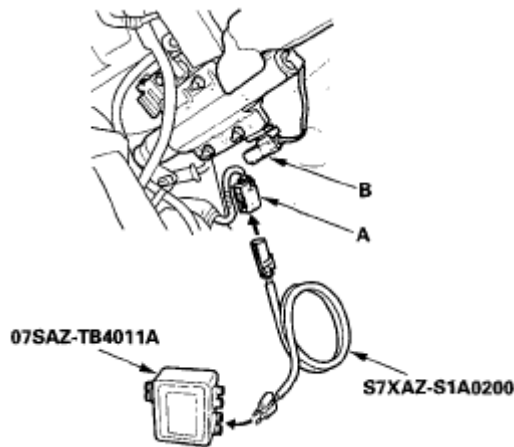


Fig. 166: Identifying Left Side Wire Harness 2P Connector And Left Side Curtain Airbag
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the left side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 33-1 x or 33-2x indicated?

YES - Go to step 9.

NO - Open or increased resistance in the left side curtain airbag inflator; replace the left side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Measure the resistance between the terminals of the SRS simulator lead. There should be 1.0 ohms or less.

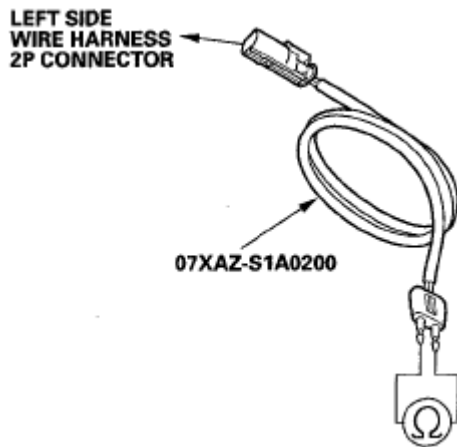


Fig. 167: Measuring Resistance Between Terminals Of SRS Simulator Lead
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at the SRS unit connector C (28P) and the SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 13.

13. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).

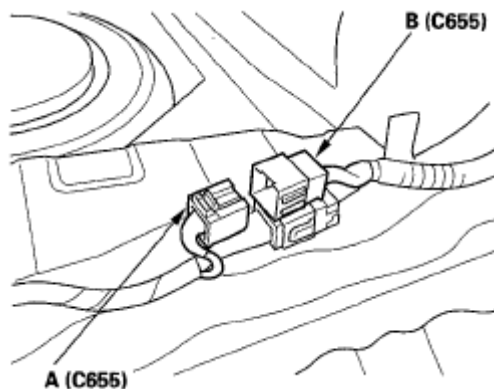
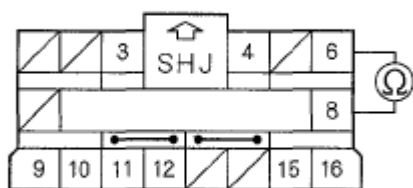


Fig. 168: Identifying Right Side Wire Harness 16P Connector C655 And Left Side Wire Harness Connector C655
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Measure the resistance between the No. 6 and No. 8 terminals of right side wire harness 16P connector C655. There should be 1.0 ohms or less.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C655

Wire side of female terminals

Fig. 169: Measuring Resistance Between No. 6 And No. 8 Terminals Of Right Side Wire Harness 16P Connector C655

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is the resistance as specified?***YES** - Open or increased resistance in left side wire harness; replace left side wire harness.**NO** - Open or increased resistance in the right side wire harness; replace the right side wire harness.**DTC 33-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN LEFT SIDE CURTAIN AIRBAG INFLATOR****Special Tools Required**

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200
- SRS simulator lead F 07XAZ-SZ30100
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

*Does the SRS indicator stay on, and is DTC 33-3x indicated?***YES** - Go to step 3.**NO** - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 2P connector (A) from the left side curtain airbag (B).

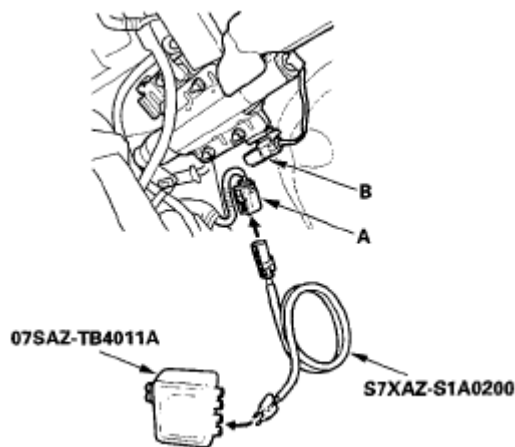


Fig. 170: Disconnecting Left Side Wire Harness 2P Connector And Left Side Curtain Airbag
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the left side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 33-3x indicated?

YES - Go to step 9.

NO - Short to another wire in the left side curtain airbag inflator; replace the left side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Connect the SRS short canceller (070AZ-SAA0100) to No. 7 and No. 8 terminals of SRS unit connector C(28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
13. Measure the resistance between the terminals of the SRS simulator lead. There should be an open circuit or at least 1 M ohms.

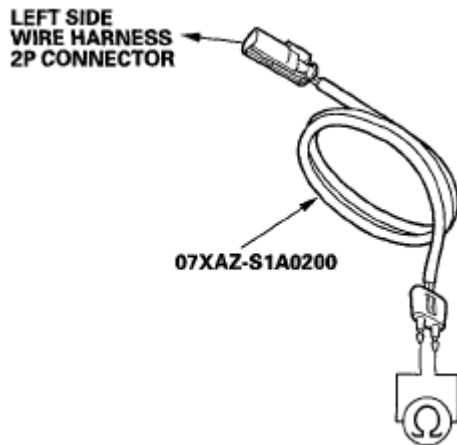


Fig. 171: Measuring Resistance Between Terminals Of SRS Simulator Lead
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 14.

14. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).

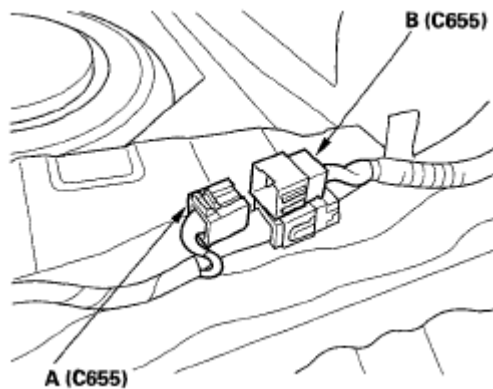
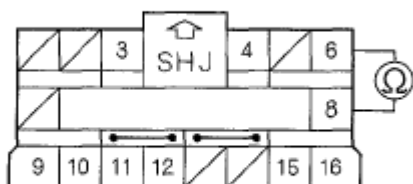


Fig. 172: Identifying Right Side Wire Harness 16P Connector C655 And Left Side Wire Harness Connector C655
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Measure the resistance between the No. 6 and No. 8 terminals of right side wire harness 16P connector C655. There should be an open circuit or at least 1M ohms.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C655



Wire side of female terminals

Fig. 173: Measuring Resistance Between No. 6 And No. 8 Terminals Of Right Side Wire Harness 16P Connector C655

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short to ground in the left side wire harness; replace the left side wire harness.

NO - Short to ground in the right side wire harness; replace the right side wire harness.

DTC 33-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN LEFT SIDE CURTAIN AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on and is DTC 33-8x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 2P connector (A) from the left side curtain airbag (B).

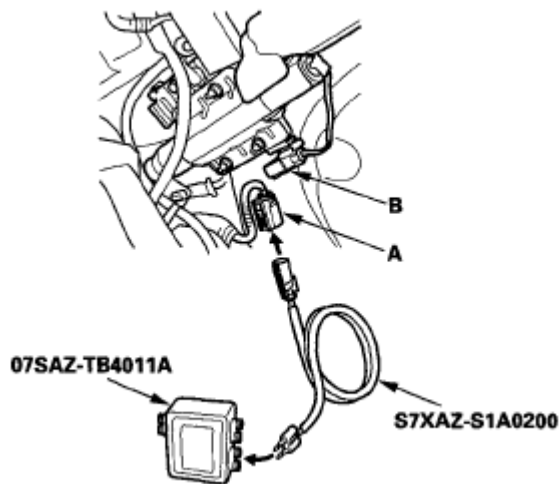


Fig. 174: Identifying Left Side Wire Harness 2P Connector And Left Side Curtain Airbag
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the left side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 33-8x indicated?

YES - Go to step 9.

NO - Short to power in the left side curtain airbag inflator; replace the left side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the SRS unit connector C (28P) from the SRS unit (see step 7). Do not disconnect the simulator lead from the left side wire harness.
11. Reconnect the negative cable to the battery.
12. Turn the ignition switch ON (II).
13. Disconnect the SRS inflator simulator from the SRS simulator lead.
14. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

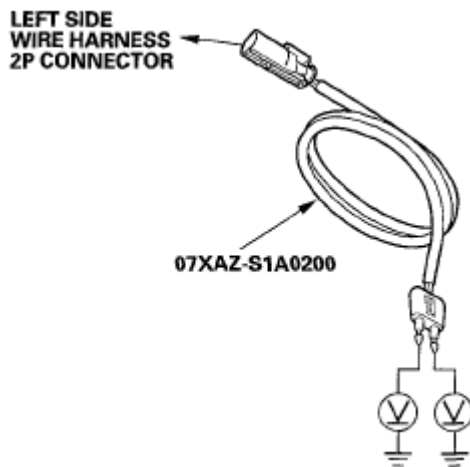


Fig. 175: Measuring Voltage Between Each Terminal Of SRS Simulator Lead And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 15.

15. Turn the ignition switch OFF.
16. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).

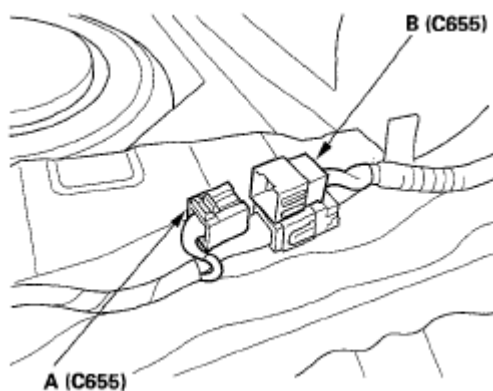


Fig. 176: Identifying Right Side Wire Harness 16P Connector C655 And Left Side Wire Harness Connector C655

Courtesy of AMERICAN HONDA MOTOR CO., INC.

17. Measure the voltage between the No. 6 terminal of right side wire harness 16P connector C655 and body ground, and between the No. 8 terminal and body ground. There should be 0.5 V or less.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C655

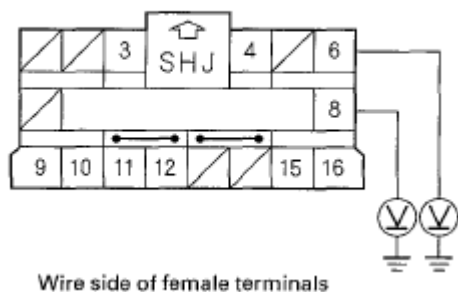


Fig. 177: Measuring Voltage Between No. 6 [No. 8] Terminal Of Right Side Wire Harness 16P Connector C655 And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Short to power in the left side wire harness; replace the left side wire harness.

NO - Short to power in the right side wire harness; replace the right side wire harness.

DTC 33-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN LEFT SIDE CURTAIN AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES)** and **General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION)**.

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 33-9x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 2P connector (A) from the left side curtain airbag (B).

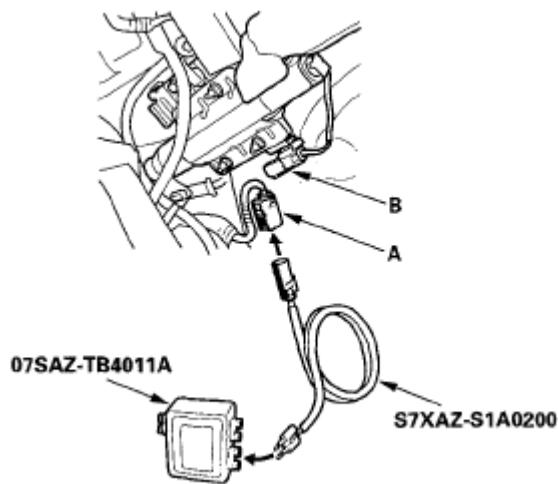


Fig. 178: Identifying Left Side Wire Harness 2P Connector And Left Side Curtain Airbag
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the left side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 33-9x indicated?

YES - Go to step 9.

NO - Short to ground in the left side curtain airbag inflator; replace the left side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect the SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1 M ohms.

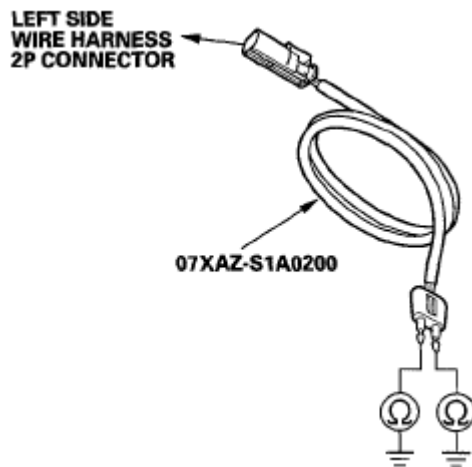


Fig. 179: Measuring Resistance Between Each Terminal Of SRS Simulator Lead And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 13.

13. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).

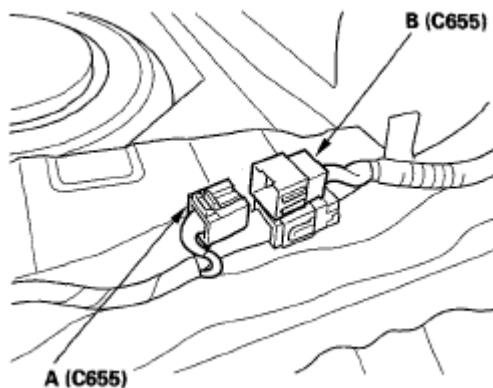


Fig. 180: Identifying Right Side Wire Harness 16P Connector C655 And Left Side Wire Harness Connector C655

Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Measure the resistance between the No. 6 terminal of right side wire harness 16P connector C655 and body ground, and between the No. 8 terminal and body ground. There should be an open circuit or at least 1 M ohms.

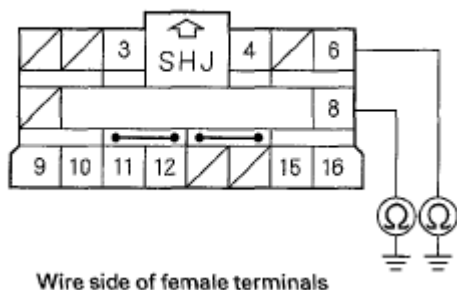
RIGHT SIDE WIRE HARNESS 16P CONNECTOR C655

Fig. 181: Measuring Resistance Between No. 6 [No. 8] Terminal Of Right Side Wire Harness 16P Connector C655 And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short to ground in the left side wire harness; replace the left side wire harness.

NO - Short to ground in the right side wire harness; replace the right side wire harness.

DTC 34-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN RIGHT SIDE CURTAIN AIRBAG INFLATOR; DTC 34-2X ("X" CAN BE 0 THRU 9 OR A THRU F): INCREASED RESISTANCE IN RIGHT SIDE CURTAIN AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 34-1x or 34-2x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 2P connector (A) from the right side curtain airbag (B).

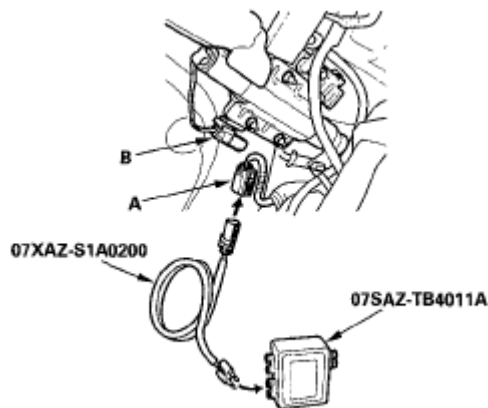


Fig. 182: Identifying Right Side Wire Harness 2P Connector And Right Side Curtain Airbag
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the right side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 34-1x or 34-2x indicated?

YES - Go to step 9.

NO - Open or increased resistance in the right side curtain airbag inflator, replace the right side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Measure the resistance between the terminals of the SRS simulator lead. There should be 1.0 ohms or less.

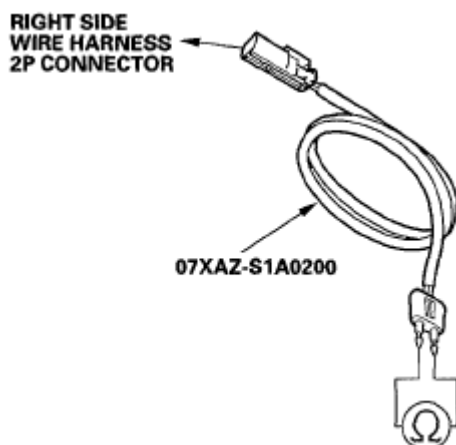


Fig. 183: Measuring Resistance Between Terminals Of SRS Simulator Lead

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit or poor connection at SRS unit connector C (28P) and SRS unit. Check the connection; if the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 13.

13. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).

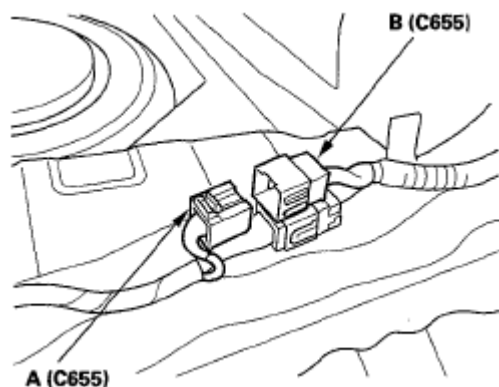
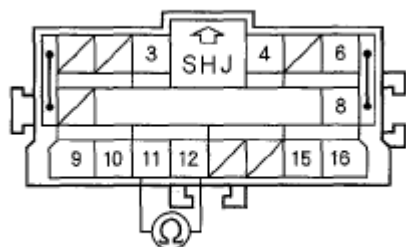


Fig. 184: Identifying Right Side Wire Harness 16P Connector C655 And Left Side Wire Harness Connector C655

Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Measure the resistance between the No. 11 and No. 12 terminals of left side wire harness 16P connector C655. There should be 1.0 ohms or less.

LEFT SIDE WIRE HARNESS 16P CONNECTOR C655



Terminal side of male terminals

Fig. 185: Measuring Resistance Between No. 11 And No. 12 Terminals Of Left Side Wire Harness 16P Connector C655

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Open or increased resistance in the right side wire harness; replace the right side wire harness.

NO - Go to step 15.

15. Disconnect right side wire harness 16P connector C604 (A) from left side wire harness connector C604 (B).

'05 model

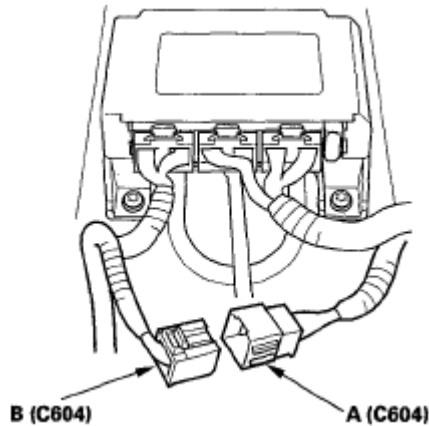


Fig. 186: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '05 Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

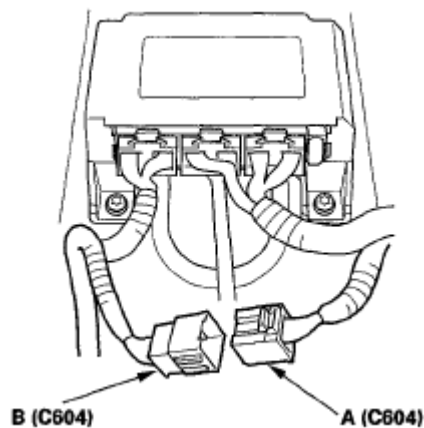


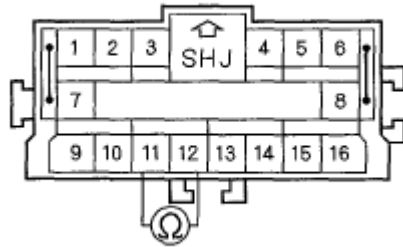
Fig. 187: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '06-08 Models

Courtesy of AMERICAN HONDA MOTOR CO., INC.

16. Measure the resistance between the No. 11 [No. 6] and No. 12 [No. 8] terminals of right side wire harness 16P connector C604. There should be 1.0 ohms or less.

[] : '06-08 models

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604
(*05 model)

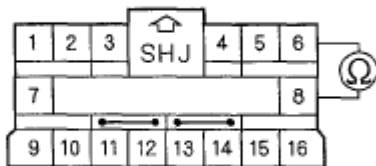


Terminal side of male terminals

Fig. 188: Measuring Resistance Between No. 11 And No. 12 Terminals Of Right Side Wire Harness 16P Connector C604

Courtesy of AMERICAN HONDA MOTOR CO., INC.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604
(*06-08 models)



Wire side of female terminals

Fig. 189: Measuring Resistance Between No. 6 And No. 8 Terminals Of Right Side Wire Harness 16P Connector C604

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Open or increased resistance in the left side wire harness; replace the left side wire harness.

NO - Open or increased resistance in the right side wire harness; replace the right side wire harness.

DTC 34-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO ANOTHER WIRE OR DECREASED RESISTANCE IN RIGHT SIDE CURTAIN AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200
- SRS short canceller 070AZ-SAA0100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).

2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on and is DTC 34-3x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 2P connector (A) from the right side curtain airbag (B).

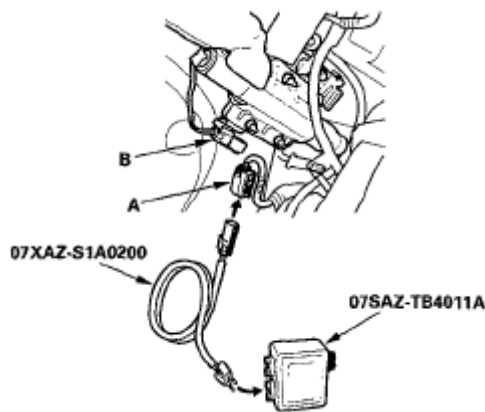


Fig. 190: Identifying Right Side Wire Harness 2P Connector And Right Side Curtain Airbag
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the right side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 34-3x indicated?

YES - Go to step 9.

NO - Short to another wire in the right side curtain airbag inflator; replace the right side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.
12. Connect the SRS short canceller (070AZ-SAA0100) to No. 9 and No. 10 terminals of SRS unit connector C(28P) (see **OPENING THE SRS UNIT SHORTING CONNECTORS FOR DIAGNOSIS**).
13. Measure the resistance between the terminals of the SRS simulator lead. There should be an open

circuit or at least 1M ohms.

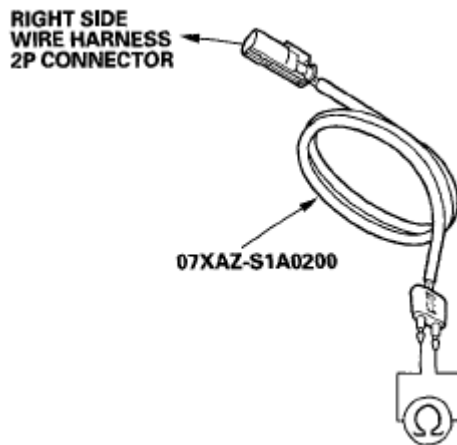


Fig. 191: Measuring Resistance Between Terminals Of SRS Simulator Lead
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 14.

14. Disconnect right side wire harness 16P connector (A) C655 from left side wire harness connector (B) C655.

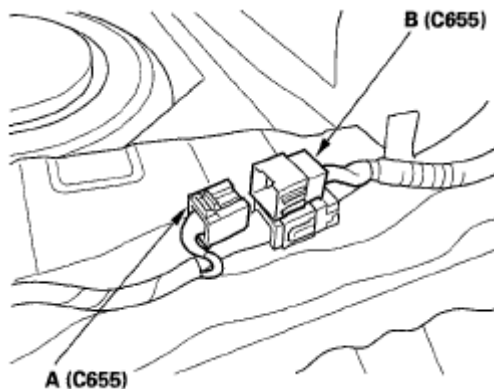
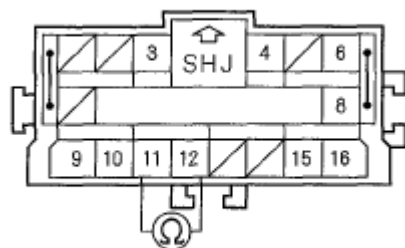


Fig. 192: Identifying Right Side Wire Harness 16P Connector (A) C655 And Left Side Wire Harness Connector (B) C655
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Measure the resistance between the No. 11 and No. 12 terminals of left side wire harness 16P connector C655. There should be an open circuit or at least 1Mohms.

LEFT SIDE WIRE HARNESS 16P CONNECTOR C655

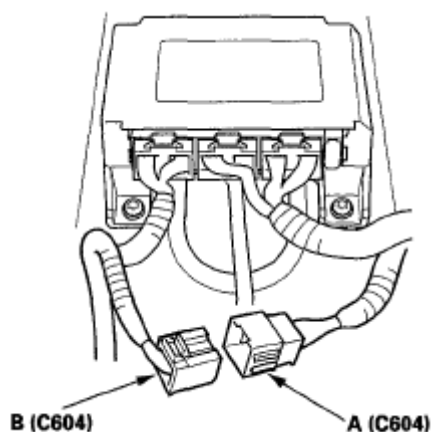
Terminal side of male terminals

Fig. 193: Measuring Resistance Between No. 11 And No. 12 Terminals Of Left Side Wire Harness 16P Connector C655

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is the resistance as specified?***YES** - Short to another wire or decreased resistance in the right side wire harness; replace the right side wire harness.**NO** - Go to step 16.

16. Disconnect right side wire harness 16P connector C604 (A) from left side wire harness connector C604 (B).

'05 model**Fig. 194: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '05 Model**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

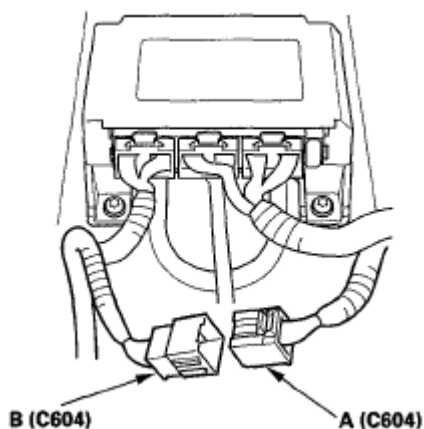


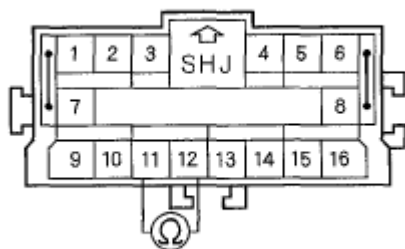
Fig. 195: Identifying Right Side Wire Harness 16P Connector C604 And Left Side Wire Harness Connector C604 - '06-08 Models

Courtesy of AMERICAN HONDA MOTOR CO., INC.

17. Measure the resistance between the No. 11 [No. 6] and No. 12 [No. 8] terminals of the right side wire harness 16P connector C604. There should be an open circuit or at least 1Mohms.

[] : '06-08 models

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604 ('05 model)

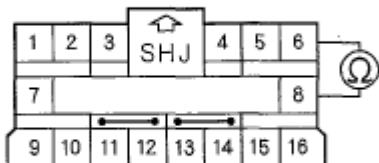


Terminal side of male terminals

Fig. 196: Measuring Resistance Between No. 11 And No. 12 Terminals Of Right Side Wire Harness 16P Connector C604

Courtesy of AMERICAN HONDA MOTOR CO., INC.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604 ('06-08 models)



Wire side of female terminals

Fig. 197: Measuring Resistance Between No. 6 And No. 8 Terminals Of Right Side Wire Harness 16P Connector C604

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short to another wire or decreased resistance in the left side wire harness; replace the left side wire harness.

NO - Short to another wire or decreased resistance in the right side wire harness; replace the right side wire harness.

DTC 34-8X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO POWER IN RIGHT SIDE CURTAIN AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 34-8x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 2P connector (A) from the right side curtain airbag (B).

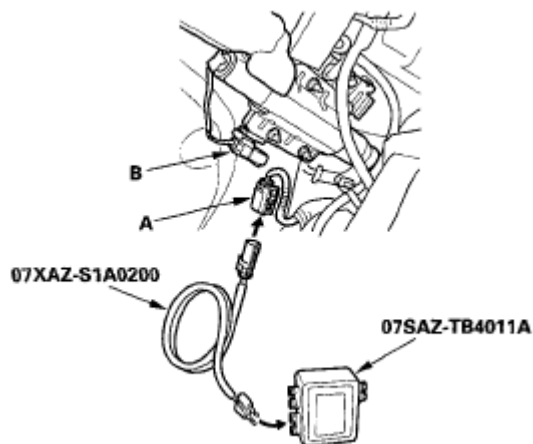


Fig. 198: Identifying Right Side Wire Harness 2P Connector And Right Side Curtain Airbag

Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the right side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 34-8x indicated?

YES - Go to step 9.

NO - Short to power in the right side curtain airbag inflator; replace the right side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
11. Reconnect the negative cable to the battery.
12. Turn the ignition switch ON (II).
13. Disconnect the SRS inflator simulator from SRS simulator lead.
14. Measure the voltage between each terminal of the SRS simulator lead and body ground. There should be 0.5 V or less.

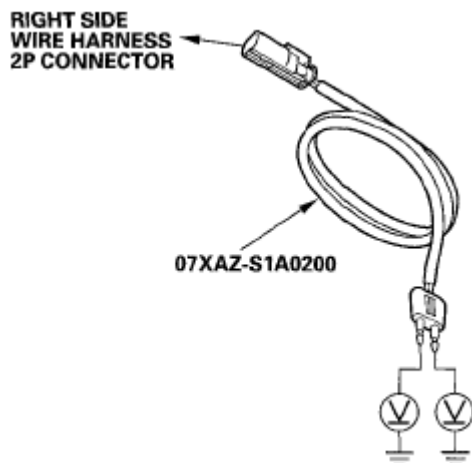


Fig. 199: Measuring Voltage Between Each Terminal Of SRS Simulator Lead And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 15.

15. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.

16. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).

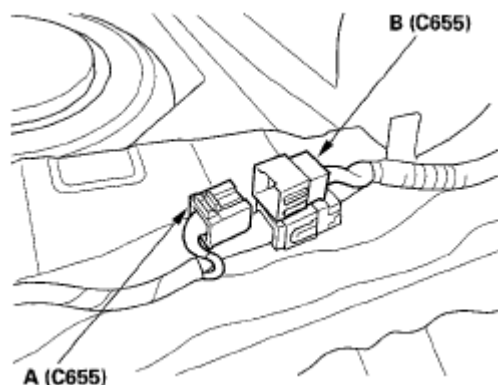
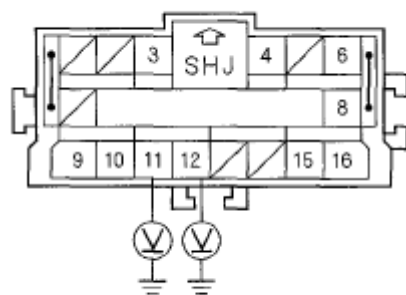


Fig. 200: Identifying Right Side Wire Harness 16P Connector C655 (A) And Left Side Wire Harness Connector C655 (B)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

17. Turn the ignition switch ON (II).
18. Measure the voltage between the No. 11 terminal of left side wire harness 16P connector C655 and body ground, and between the No. 12 terminal and body ground. There should be 0.5 V or less.

LEFT SIDE WIRE HARNESS 16P CONNECTOR C655



Terminal side of male terminals

Fig. 201: Measuring Voltage Between No. 11 [No. 12] Terminal Of Left Side Wire Harness 16P Connector C655 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Short to power in the right side wire harness; replace the right side wire harness.

NO - Go to step 19.

19. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
20. Disconnect right side wire harness 16P connector C604 (A) from left side wire harness connector C604 (B).

'05 model

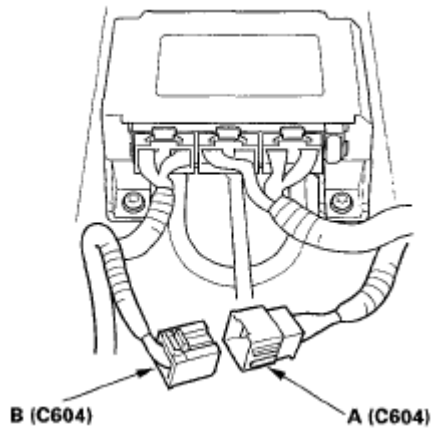


Fig. 202: Identifying Right Side Wire Harness 16P Connector C604 (A) And Left Side Wire Harness Connector C604 (B) - '05 Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

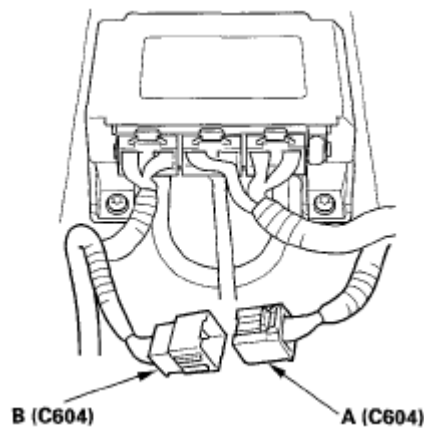


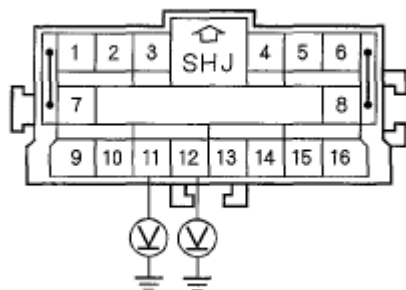
Fig. 203: Identifying Right Side Wire Harness 16P Connector C604 (A) And Left Side Wire Harness Connector C604 (B) - '06-08 Models

Courtesy of AMERICAN HONDA MOTOR CO., INC.

21. Turn the ignition switch ON (II).
22. Measure the voltage between the No. 11 [No. 6] terminal of right side wire harness 16P connector C604 and body ground, and between the No. 12 [No. 8] terminal and body ground. There should be 0.5 V or less.

:06-08 models

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604
(*05 model)

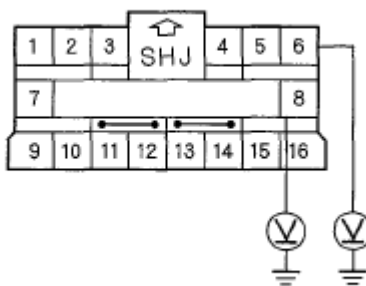


Terminal side of male terminals

Fig. 204: Measuring Voltage Between No. 11 [No. 12] Terminal Of Right Side Wire Harness 16P Connector C604 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604
(*06-08 models)



Wire side of female terminals

Fig. 205: Measuring Voltage Between No. 8 [No. 6] Terminal Of Right Side Wire Harness 16P Connector C604 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Short to power in the left side wire harness; replace the left side wire harness.

NO - Short to power in the right side wire harness; replace the right side wire harness.

DTC 34-9X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN RIGHT SIDE CURTAIN AIRBAG INFLATOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead E 07XAZ-S1A0200

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 34-9x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 2P connector (A) from the right side curtain airbag (B).

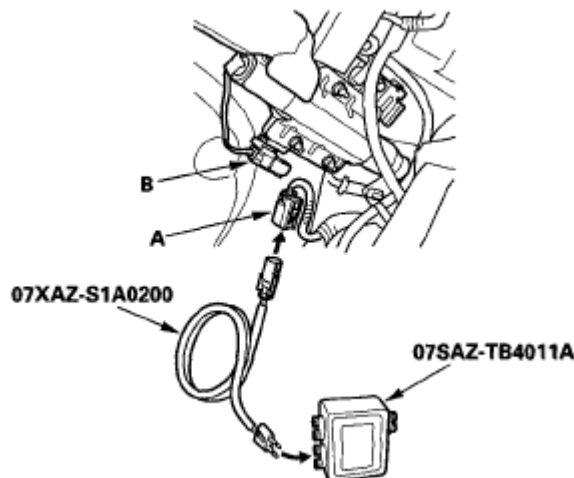


Fig. 206: Identifying Right Side Wire Harness 2P Connector (A) And Right Side Curtain Airbag (B)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Connect the SRS inflator simulator (2 ohms connector) and simulator lead E to the right side wire harness.
6. Reconnect the negative cable to the battery.
7. Clear the DTC memory.
8. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 34-91 indicated?

YES - Go to step 9.

NO - Short to ground in the right side curtain airbag inflator; replace the right side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**).

9. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
11. Disconnect the SRS inflator simulator from the SRS simulator lead.

12. Measure the resistance between each terminal of the SRS simulator lead and body ground. There should be an open circuit or at least 1M ohms.

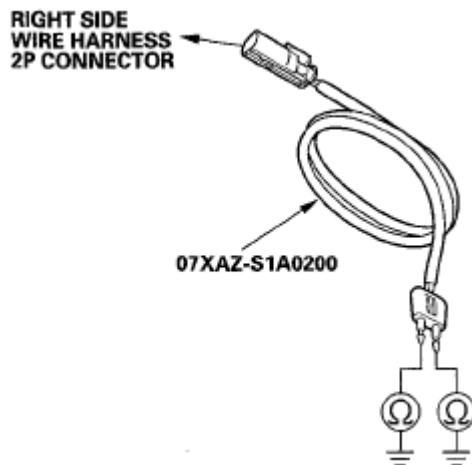


Fig. 207: Measuring Resistance Between Each Terminal Of SRS Simulator Lead And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 13.

13. Disconnect right side wire harness 16P connector C655 (A) from left side wire harness connector C655 (B).

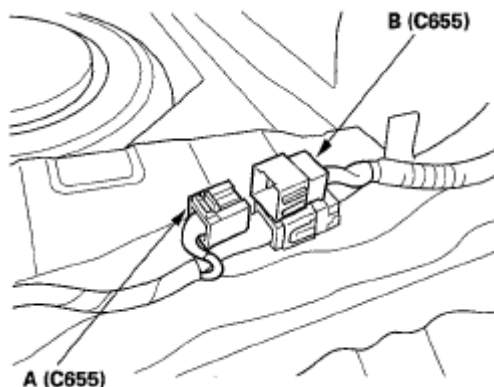
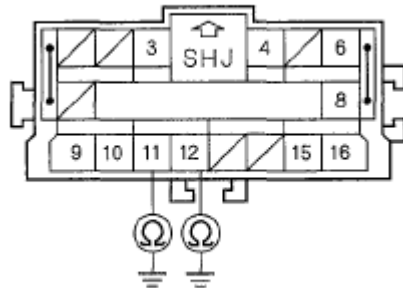


Fig. 208: Identifying Right Side Wire Harness 16P Connector C655 (A) And Left Side Wire Harness Connector C655 (B)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Measure the resistance between the No. 11 terminal of left side wire harness 16P connector C655 and body ground, and between the No. 12 terminal and body ground. There should be an open circuit or at least 1Mohms.

LEFT SIDE WIRE HARNESS 16P CONNECTOR C655



Terminal side of male terminals

Fig. 209: Measuring Resistance Between No. 11 [No. 12] Terminal Of Left Side Wire Harness 16P Connector C655 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short to ground in the right side wire harness; replace the right side wire harness.

NO - Go to step 15.

15. Disconnect right side wire harness 16P connector C604 (A) from left side wire harness connector C604 (B).

'05 model

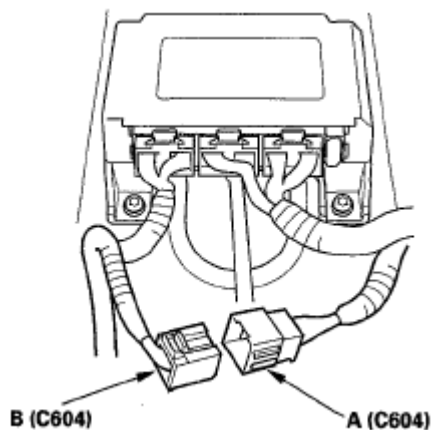


Fig. 210: Identifying Right Side Wire Harness 16P Connector C604 (A) And Left Side Wire Harness Connector C604 (B) - '05 Model

Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

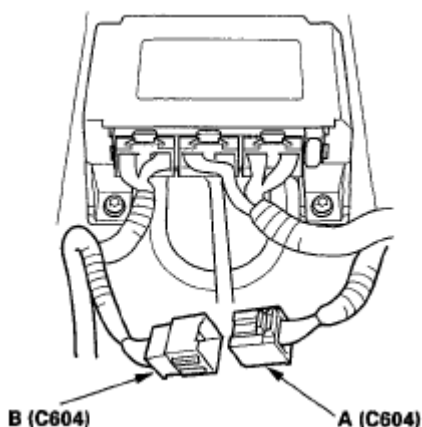
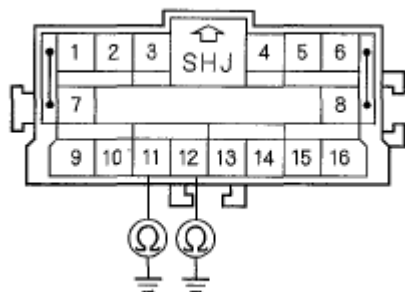


Fig. 211: Identifying Right Side Wire Harness 16P Connector C604 (A) And Left Side Wire Harness Connector C604 (B) - '06-08 Models
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

16. Measure the resistance between the No. 11 [No. 6] terminal of right side wire harness 16P connector C604 and body ground, and between the No. 12 [No. 8] terminal and body ground. There should be an open circuit or at least 1 Mohms.

: '06-08 models

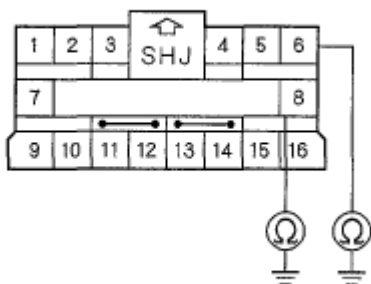
RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604 ('05 model)



Terminal side of male terminals

Fig. 212: Measuring Resistance Between No. 11 [No. 12] Terminal Of Right Side Wire Harness 16P Connector C604 And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

RIGHT SIDE WIRE HARNESS 16P CONNECTOR C604 ('06-08 models)



Wire side of female terminals

Fig. 213: Measuring Resistance Between No. 6 [No. 8] Terminal Of Right Side Wire Harness

16P Connector C604 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short to ground in the left side wire harness; replace the left side wire harness.

NO - Short to ground in the right side wire harness; replace the right side wire harness.

DTC 41-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE LEFT FRONT IMPACT SENSOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 41-1x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF.
4. Disconnect the negative cable from the battery, then wait for 3 minutes.
5. Check the connections between SRS unit connector A (28P) and the SRS unit, between the engine compartment wire harness 2P connector and the left front impact sensor (see **COMPONENT LOCATION INDEX**), and at connector C303 (see **ENGINE COMPARTMENT WIRE HARNESS (LEFT BRANCH)**).

Are the connections OK?

YES - Go to step 6.

NO - Repair the poor connections and retest. If DTC 41-11 is still present, go to step 4.

6. Disconnect the engine compartment wire harness 2P connector (A) from the left front impact sensor.

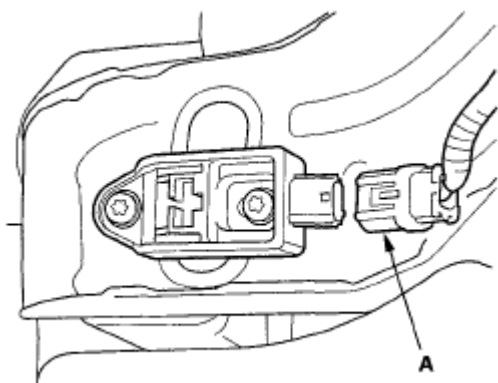
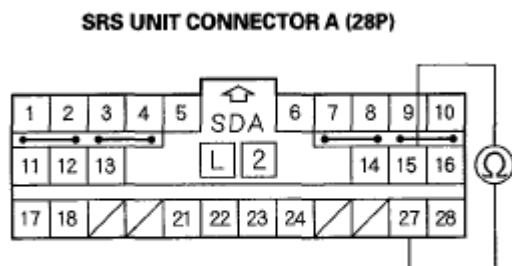


Fig. 214: Identifying Engine Compartment Left Front Impact Sensor And 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
8. Measure the resistance between the No. 15 and No. 27 terminals of SRS unit connector A (28P). There should be an open circuit or at least 1Mohms.



Wire side of female terminals

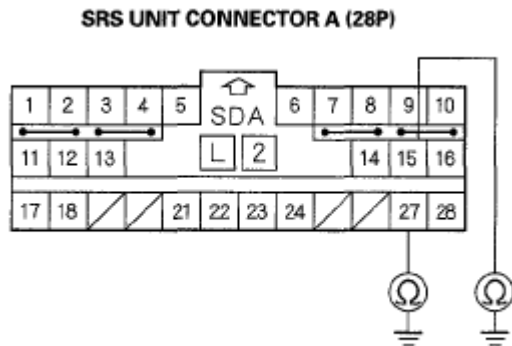
Fig. 215: Measuring Resistance Between No. 15 And No. 27 Terminals Of SRS Unit Connector A (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 9.

NO - Short in dashboard wire harness A or engine compartment wire harness; replace the faulty harness.

9. Measure the resistance between the No. 15 terminal of SRS unit connector A (28P) and body ground, and between the No. 27 terminal and body ground. There should be an open circuit or at least 1 Mohms.



Wire side of female terminals

Fig. 216: Measuring Resistance Between No. 15 [No. 27] Terminal Of SRS Unit Connector A (28P) And Body Ground

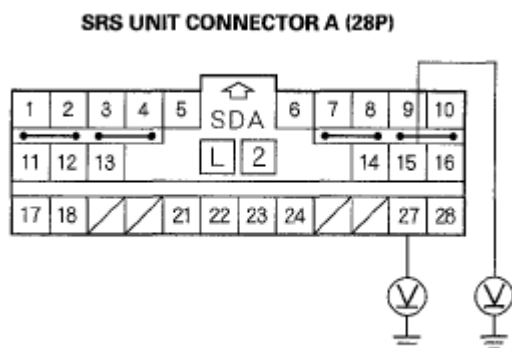
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 10.

NO - Short to ground in dashboard wire harness A or engine compartment wire harness; replace the faulty harness.

10. Reconnect the negative cable to the battery.
11. Turn the ignition switch ON (II).
12. Measure the for voltage between the No. 15 terminal of SRS unit connector A (28P) and body ground, and between the No. 27 terminal and body ground. There should be 1 V or less.



Wire side of female terminals

Fig. 217: Measuring For Voltage Between No. 15 [No. 27] Terminal Of SRS Unit Connector A (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Go to step 13.

NO - Short to power in dashboard wire harness A or engine compartment wire harness; replace the faulty harness.

13. Turn the ignition switch OFF.
14. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the engine compartment wire harness 2P connector (A).

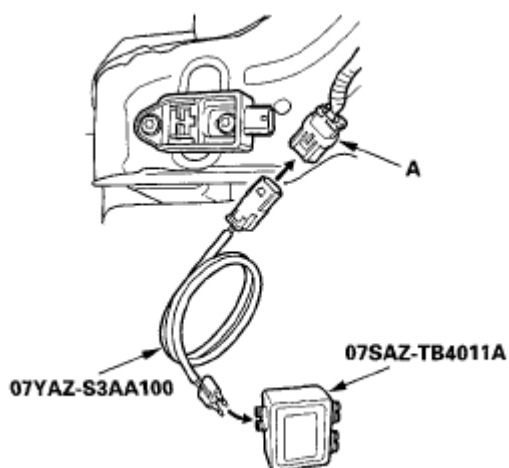


Fig. 218: Identifying Engine Compartment Left Front Impact Sensor And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Measure the resistance between the No. 15 and No. 27 terminals of SRS unit connector A (28P). There should be 0-1.0 ohms.

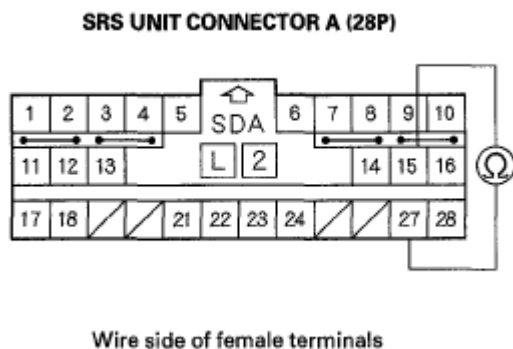


Fig. 219: Measuring Resistance Between No. 15 And No. 27 Terminals Of SRS Unit Connector A (28P)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty left front impact sensor or SRS unit; replace the left front impact sensor (see **FRONT IMPACT SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open in dashboard wire harness A or engine compartment wire harness; replace the faulty harness.

DTC 41-CX ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY POWER SUPPLY TO THE LEFT FRONT IMPACT SENSOR

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 41-Cx indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the engine compartment wire harness 2P connector (A) from the left front impact sensor.

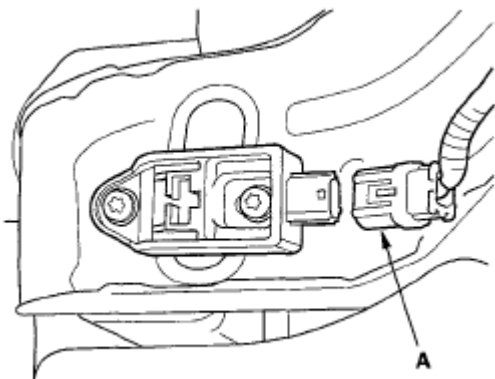


Fig. 220: Identifying Engine Compartment Left Front Impact Sensor And 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
6. Measure the resistance between the No. 27 terminal of SRS unit connector A (28P) and body ground. There should be an open circuit or at least 1 Mohms.

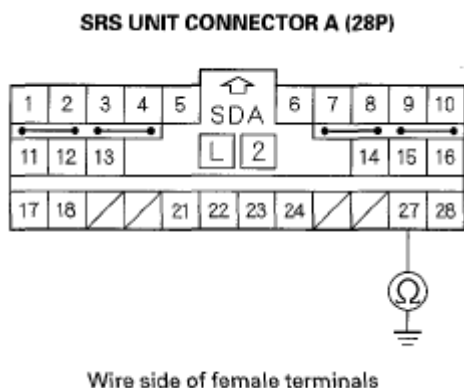
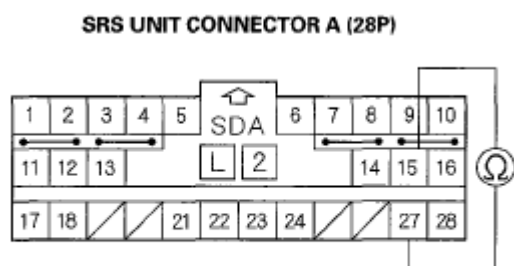


Fig. 221: Measuring Resistance Between No. 27 Terminal Of SRS Unit Connector A (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is the resistance as specified?***YES** - Go to step 7.**NO** - Short to ground in dashboard wire harness A or engine compartment wire harness; replace the faulty harness.

7. Measure the resistance between the No. 15 and No. 27 terminals of SRS unit connector A (28P). There should be an open circuit or at least 1Mohms.



Wire side of female terminals

Fig. 222: Measuring Resistance Between No. 15 And No. 27 Terminals Of SRS Unit Connector A (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is the resistance as specified?***YES** - Faulty left front impact sensor or SRS unit; replace the left front impact sensor (see **FRONT IMPACT SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).**NO** - Short in dashboard wire harness A or engine compartment wire harness; replace the faulty harness.**DTC 42-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE RIGHT FRONT IMPACT SENSOR****Special Tools Required**

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 42-1x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF.
4. Disconnect the negative cable from the battery, then wait for 3 minutes.
5. Check the connections between SRS unit connector A (28P) and the SRS unit, between the engine compartment wire harness 2P connector and the right front impact sensor (see **COMPONENT LOCATION INDEX**), and at connector C303 (see **ENGINE COMPARTMENT WIRE HARNESS (LEFT BRANCH)**).

Are the connections OK?

YES - Go to step 6.

NO - Repair the poor connections and retest. If DTC 42-1x is still present, go to step 4.

6. Disconnect the engine compartment wire harness 2P connector (A) from the right front impact sensor.

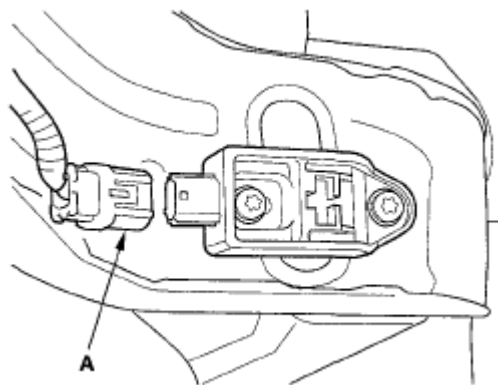
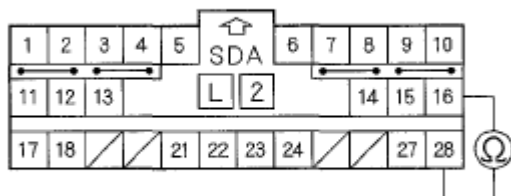


Fig. 223: Identifying Engine Compartment Right Front Impact Sensor And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
8. Measure the resistance between the No. 16 and No. 28 terminals of SRS unit connector A (28P). There should be an open circuit or at least 1Mohms.

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Fig. 224: Measuring Resistance Between No. 16 And No. 28 Terminals Of SRS Unit Connector A (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

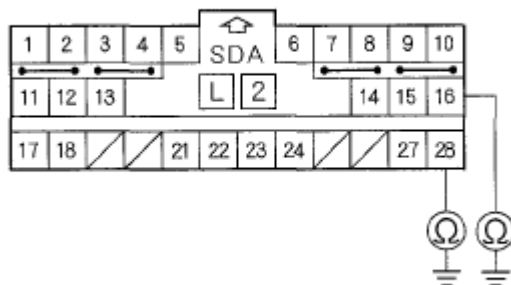
Is the resistance as specified?

YES - Go to step 9.

NO - Short in the engine compartment wire harness or dashboard wire harness A; replace the faulty harness.

9. Measure the resistance between the No. 16 terminal of SRS unit connector A (28P) and body ground, and between the No. 28 terminal and body ground. There should be an open circuit or at least 1 Mohms.

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Fig. 225: Measuring Resistance Between No. 16 [No. 28] Terminal Of SRS Unit Connector A (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 10.

NO - Short to ground in dashboard wire harness A or engine compartment wire harness; replace the faulty harness.

10. Reconnect the negative cable to the battery.
11. Turn the ignition switch ON (II).

12. Measure the voltage between the No. 16 terminal of SRS unit connector A (28P) and body ground, and between the No. 28 terminal and body ground. There should be 1 V or less.

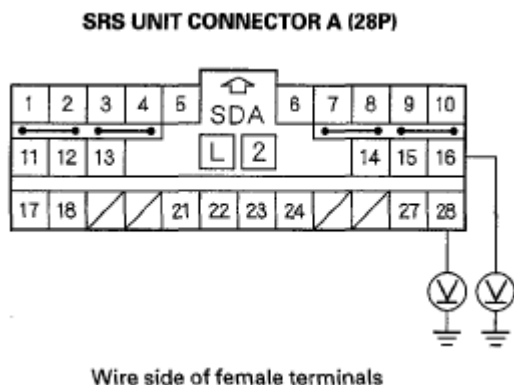


Fig. 226: Measuring Voltage Between No. 16 [No. 28] Terminal Of SRS Unit Connector A (28P) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Go to step 13.

NO - Short to power in the engine compartment wire harness or dashboard wire harness A; replace the faulty harness.

13. Turn the ignition switch OFF.
14. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the engine compartment wire harness 2P connector (A).

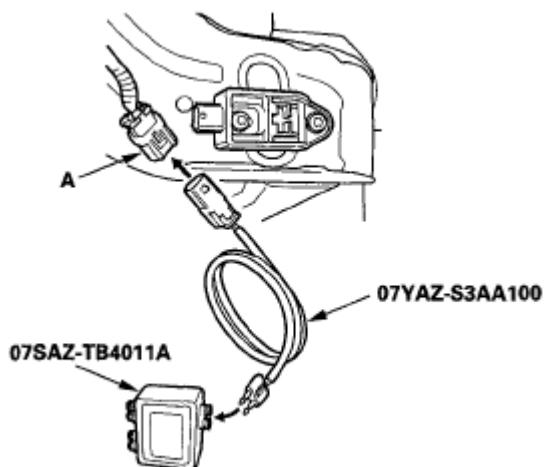
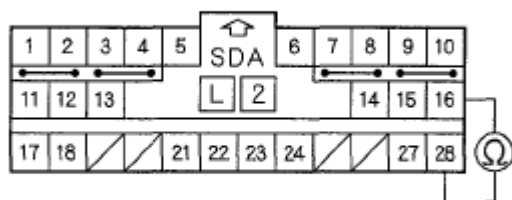


Fig. 227: Identifying Engine Compartment Right Front Impact Sensor And 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

15. Measure the resistance between the No. 16 and No. 28 terminals of SRS unit connector A (28P). There should be 0-1.0 ohms.

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Fig. 228: Measuring Resistance Between No. 16 And No. 28 Terminals Of SRS Unit Connector A (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty right front impact sensor or SRS unit; replace the right front impact sensor (see **FRONT IMPACT SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open in the engine compartment wire harness or dashboard wire harness A; replace the faulty harness.

DTC 42-CX ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY POWER SUPPLY TO THE RIGHT FRONT IMPACT SENSOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 42-Cx indicated?

YES - Go to step 3.

NO - Intermittent failure, system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the engine compartment wire harness 2P connector (A) from the right front impact sensor.

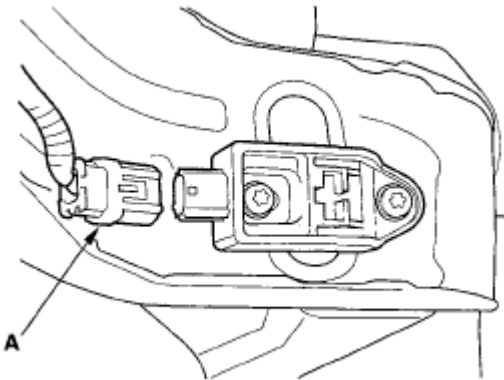


Fig. 229: Identifying Engine Compartment Right Front Impact Sensor And 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
6. Measure the resistance between the No. 28 terminal of SRS unit connector A (28P) and body ground. There should be an open circuit or at least 1 Mohms.

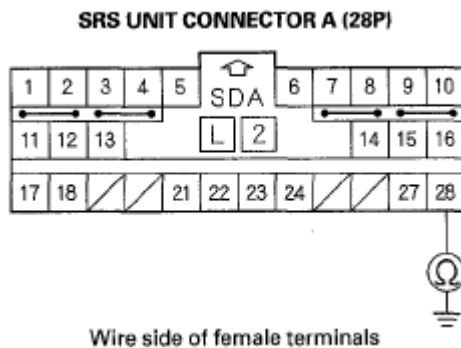


Fig. 230: Measuring Resistance Between No. 28 Terminal Of SRS Unit Connector A (28P) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

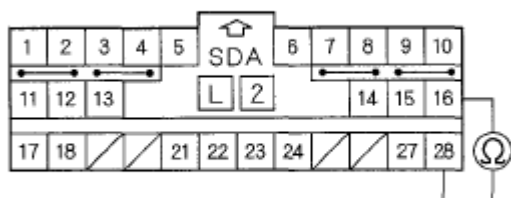
Is the resistance as specified?

YES - Go to step 7.

NO - Short to ground in dashboard wire harness A or engine compartment wire harness; replace the faulty harness.

7. Measure the resistance between the No. 16 and No. 28 terminals of SRS unit connector A (28P). There should be an open circuit or at least 1M ohms.

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Fig. 231: Measuring Resistance Between No. 16 And No. 28 Terminals Of SRS Unit Connector A (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty right front impact sensor or SRS unit; replace the right front impact sensor (see **FRONT IMPACT SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short in dashboard wire harness A or engine compartment wire harness; replace the faulty harness.

DTC 41-2X, 41-8X, 41-9X, 41-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE LEFT FRONT IMPACT SENSOR; DTC 42-2X, 42-8X, 42-9X, 42-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE RIGHT FRONT IMPACT SENSOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 41-2x, 41-8x, 41-9x, 41-Bx, 42-2x, 42-8x, 42-9x, or 42-Bx indicated?

YES - Replace the left or right front impact sensor (see **FRONT IMPACT SENSOR REPLACEMENT**). If the DTC returns, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

DTC 43-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE LEFT SIDE IMPACT SENSOR (FIRST)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 43-1 x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Check the connections between SRS unit connector C (28P) and the SRS unit, between the left side wire harness 2P connector and the left side impact sensor (first), at left wire harness 16P connector C604 and right wire harness connector C604 (see **LEFT SIDE WIRE HARNESS (FRONT BRANCH)**).

Are the connections OK?

YES - Go to step 5.

NO - Repair the poor connections and retest. If the DTC 43-1 x is still present, go to step 5.

5. Disconnect the left side wire harness 2P connector (A) from the left side impact sensor (first).

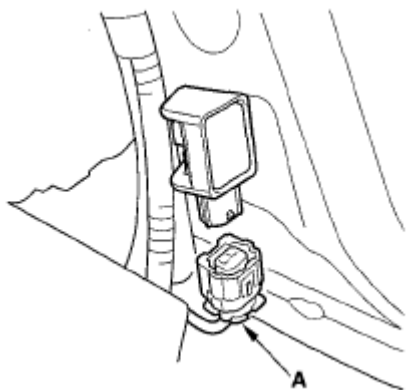


Fig. 232: Identifying Left Side Impact Sensor (First) And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).

7. Measure the resistance between the No. 11 and No. 12 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1 M ohms.

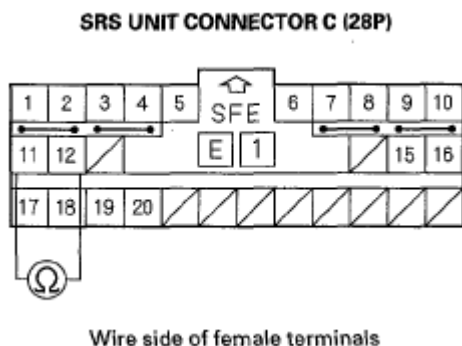


Fig. 233: Measuring Resistance Between No. 11 And No. 12 Terminals Of SRS Unit Connector C (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 8.

NO - Short in the left side wire harness or right side wire harness; replace the faulty harness.

8. Measure the resistance between the No. 11 terminal of SRS unit connector C (28P) and body ground, and between the No. 12 terminal and body ground. There should be an open circuit or at least 1Mohms.

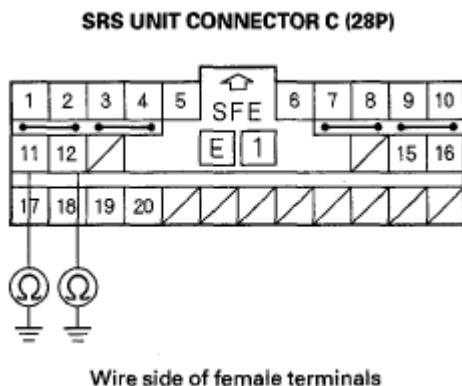


Fig. 234: Measuring Resistance Between No. 11 [No. 12] Terminal Of SRS Unit Connector C (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 9.

NO - Short to ground in the left side wire harness or right side wire harness; replace the faulty harness.

9. Reconnect the negative cable to the battery.
10. Turn the ignition switch ON (II).
11. Measure the voltage between the No. 11 terminal of SRS unit connector C (28P) and body ground, and between the No. 12 terminal and body ground. There should be 1 V or less.

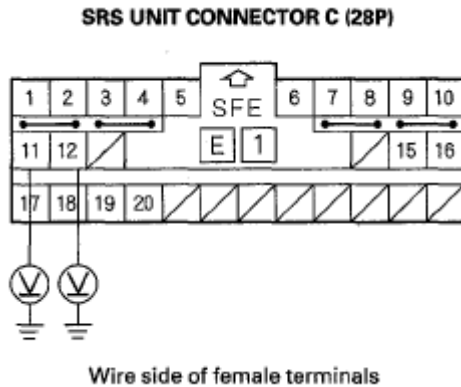


Fig. 235: Measuring Voltage Between No. 11 [No. 12] Terminal Of SRS Unit Connector C (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Go to step 12.

NO - Short to power in the left side wire harness or right side wire harness; replace the faulty harness.

12. Turn the ignition switch OFF.
13. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the left side wire harness 2P connector (A).

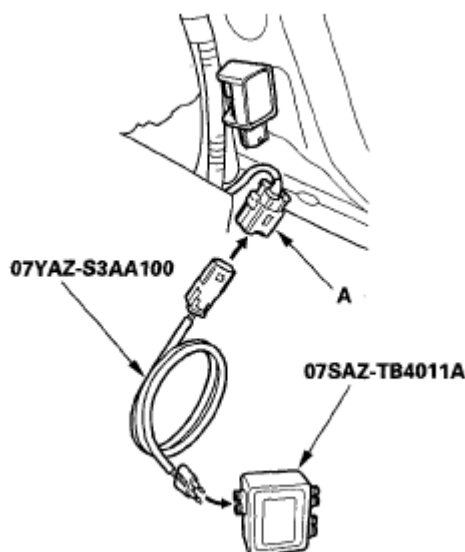


Fig. 236: Identifying Left Side Impact Sensor And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Measure the resistance between the No. 11 and No. 12 terminals of SRS unit connector C (28P). There should be 1.0 ohms or less.

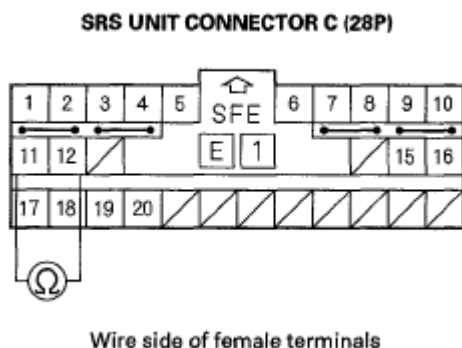


Fig. 237: Measuring Resistance Between No. 11 And No. 12 Terminals Of SRS Unit Connector C (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty left side impact sensor (first) or SRS unit; replace the left side impact sensor (first) (see **SIDE IMPACT SENSOR (FIRST) REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open in the left side wire harness or right side wire harness; replace the faulty harness.

DTC 43-CX ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY POWER SUPPLY TO THE LEFT SIDE IMPACT SENSOR (FIRST)

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 43-Cx indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 2P connector (A) from the driver's side impact sensor (first).

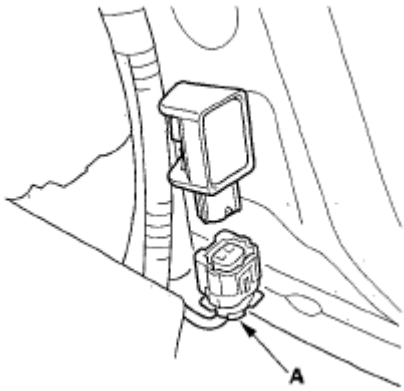


Fig. 238: Identifying Driver's Side Impact Sensor (First) And 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
6. Measure the resistance between the No. 11 terminal of SRS unit connector C (28P) and body ground. There should be an open circuit or at least 1Mohms.

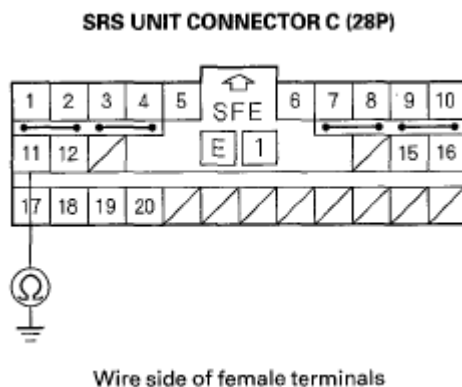


Fig. 239: Measuring Resistance Between No. 11 Terminal Of SRS Unit Connector C (28P) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

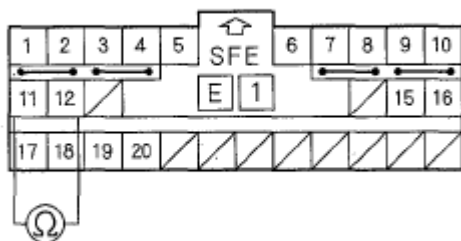
Is the resistance as specified?

YES - Go to step 7.

NO - Short to ground in the left side wire harness or right side wire harness, replace the faulty harness.

7. Measure the resistance between the No. 11 and No. 1.2 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1 M ohms.

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Fig. 240: Measuring Resistance Between No. 11 And No. 12 Terminals Of SRS Unit Connector C (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified ?

YES - Faulty driver's side impact sensor (first) or SRS unit; replace the sensor (first) (see **SIDE IMPACT SENSOR (FIRST) REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short in the left side wire harness or right side wire harness; replace the faulty harness.

DTC 44-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE RIGHT SIDE IMPACT SENSOR (FIRST)

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 44-1 x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Check the connections between the SRS unit connector C (28P) and the SRS unit, between the right side wire harness 2P connector and the right side impact sensor (first) (see **COMPONENT**

LOCATION INDEX).

Are the connections OK?

YES - Go to step 5.

NO - Repair the poor connections and retest. If the DTC 44-1x is still present, go to step 5.

5. Disconnect the right side wire harness 2P connector (A) from the right side impact sensor (first).

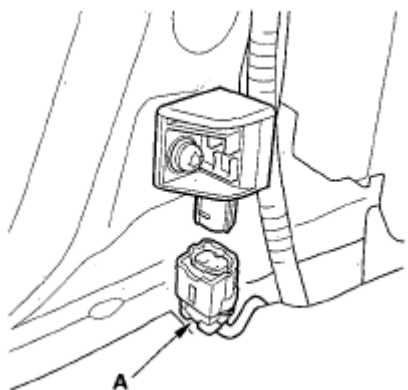
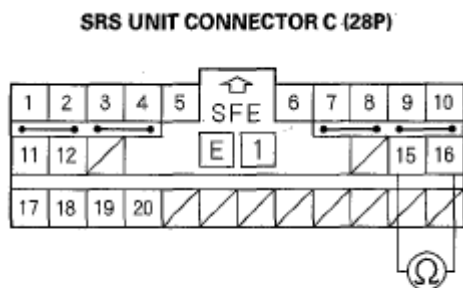


Fig. 241: Identifying Right Side Impact Sensor (First) And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
7. Measure the resistance between the No. 15 and No. 16 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1 M ohms.



Wire side of female terminals

Fig. 242: Measuring Resistance Between No. 15 And No. 16 Terminals Of SRS Unit Connector C (28P)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 8.

NO - Short in the right side wire harness; replace the right side wire harness.

8. Measure the resistance between the No. 15 terminal of SRS unit connector C (28P) and body ground,

and between the No. 16 terminal and body ground. There should be an open circuit or at least 1 Mohms.

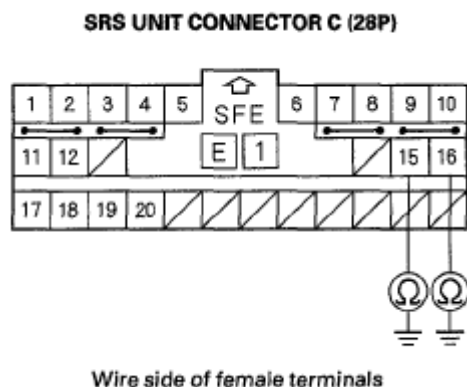


Fig. 243: Measuring Resistance Between No. 15 [No. 16] Terminal Of SRS Unit Connector C (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 9.

NO - Short to ground in the right side wire harness; replace the right side wire harness.

9. Reconnect the negative cable to the battery.
10. Turn the ignition switch ON (II).
11. Measure the voltage between the No. 15 terminal of SRS unit connector C (28P) and body ground, and between the No. 16 terminal and body ground. There should be 1 V or less.

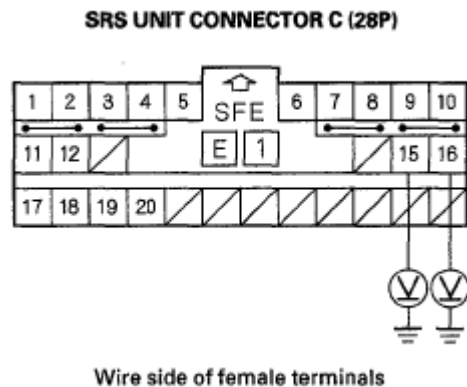


Fig. 244: Measuring Voltage Between No. 15 [No. 16] Terminal Of SRS Unit Connector C (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Go to step 12.

NO - Short to power in the right side wire harness; replace the right side wire harness.

12. Turn the ignition switch OFF.
13. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the right side wire harness 2P connector (A).

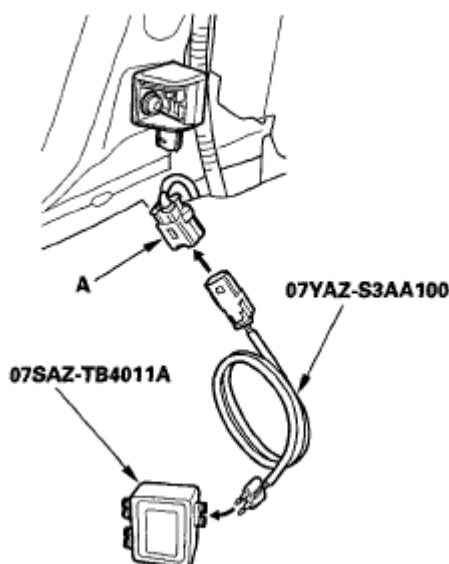


Fig. 245: Identifying Right Side Impact Sensor And 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Measure the resistance between the No. 15 and No. 16 terminals of SRS unit connector C (28P). There should be 1.0 ohms or less.

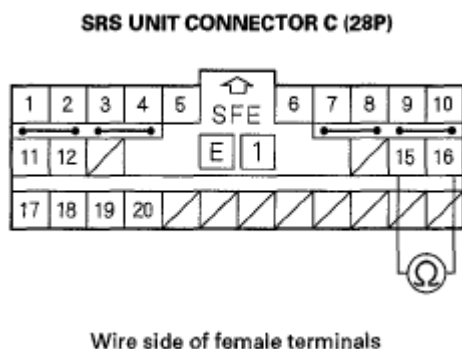


Fig. 246: Measuring Resistance Between No. 15 And No. 16 Terminals Of SRS Unit Connector C (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty right side impact sensor (first) or SRS unit; replace the right side impact sensor (first) (see **SIDE IMPACT SENSOR (FIRST) REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open in the right side wire harness; replace the right side wire harness.

RIGHT SIDE IMPACT SENSOR (FIRST)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 44-Cx indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 2P connector (A) from the right side impact sensor (first).

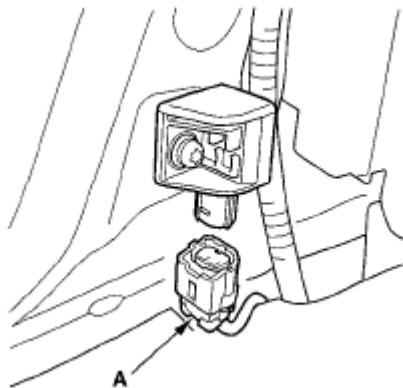
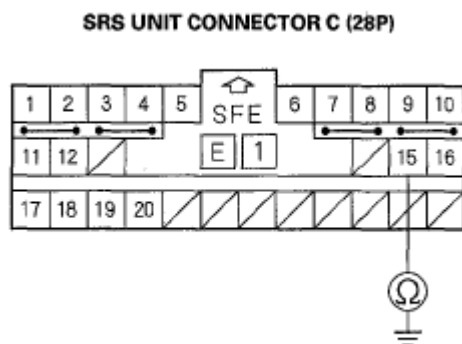


Fig. 247: Identifying Right Side Impact Sensor (First) And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
6. Measure the resistance between the No. 15 terminal of SRS unit connector C (28P) and body ground. There should be an open circuit or at least 1 Mohms.



Wire side of female terminals

Fig. 248: Measuring Resistance Between No. 15 Terminal Of SRS Unit Connector C (28P) And Body Ground

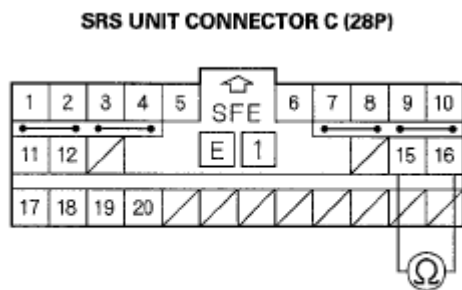
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 7.

NO - Short to ground in the right side wire harness; replace the right side wire harness.

7. Measure the resistance between the No. 15 and No. 16 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1Mohms.



Wire side of female terminals

Fig. 249: Measuring Resistance Between No. 15 And No. 16 Terminals Of SRS Unit Connector C (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty right side impact sensor (first) or SRS unit; replace the right side impact sensor (first) (see **SIDE IMPACT SENSOR (FIRST) REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short in the right side wire harness; replace the right side wire harness.

DTC 43-2X, 43-8X, 43-9X, 43-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE LEFT SIDE IMPACT SENSOR (FIRST); DTC 44-2X, 44-8X, 44-9X, 44-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE RIGHT SIDE IMPACT SENSOR

(FIRST)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 43-2x, 43-8x, 43-9x, 43-Bx, 44-2x, 44-8x, 44-9x, or 44-Bx indicated?

YES - Replace the left or right side impact sensor (first) (see **SIDE IMPACT SENSOR (FIRST) REPLACEMENT**). If the DTC returns, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

DTC 45-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE LEFT SIDE IMPACT SENSOR (SECOND)**Special Tools Required**

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 45-1 x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Check the connections between the SRS unit connector C (28P) and the SRS unit, between the left side wire harness 2P connector and the left side impact sensor (second) (see **COMPONENT LOCATION INDEX**), at left side wire harness 16P connector C655 and right side wire harness connector C655 (see **LEFT SIDE WIRE HARNESS (REAR BRANCH)**).

Are the connections OK?

YES - Go to step 5.

NO - Repair the poor connections and retest. If the DTC 45-1x is still present, go to step 5.

5. Disconnect the left side wire harness 2P connector (A) from the left side impact sensor (second).

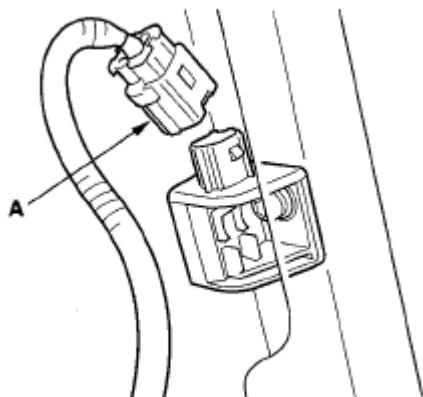
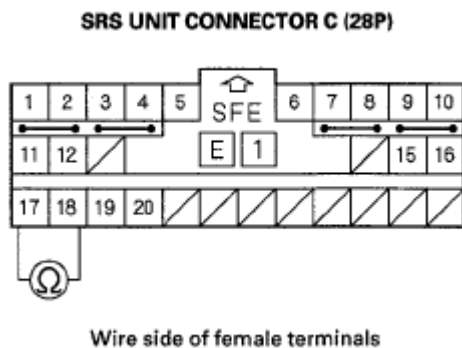


Fig. 250: Identifying Left Side Impact Sensor (Second) And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
7. Measure the resistance between the No. 17 and No. 18 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1 M ohms.



Wire side of female terminals

Fig. 251: Measuring Resistance Between No. 17 And No. 18 Terminals Of SRS Unit Connector C (28P)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 8.

NO - Short in the left side wire harness or right side wire harness; replace the faulty harness.

8. Measure the resistance between the No. 17 terminal of SRS unit connector C (28P) and body ground, and between the No. 18 terminal and body ground. There should be an open circuit or at least 1

Mohms.

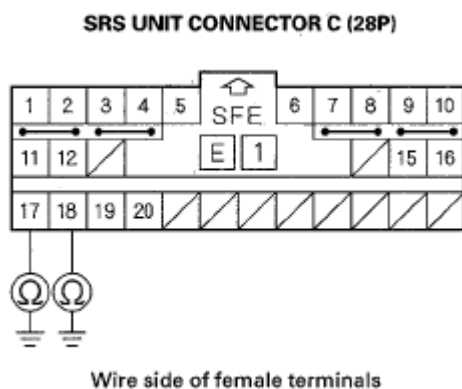


Fig. 252: Measuring Resistance Between No. 17 [No. 18] Terminal Of SRS Unit Connector C (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 9.

NO - Short to ground in the left side wire harness or right side wire harness; replace the faulty harness.

9. Reconnect the negative cable to the battery.
10. Turn the ignition switch ON (II).
11. Measure the voltage between the No. 17 terminal of SRS unit connector C (28P) and body ground, and between the No. 18 terminal and body ground. There should be 1 V or less.

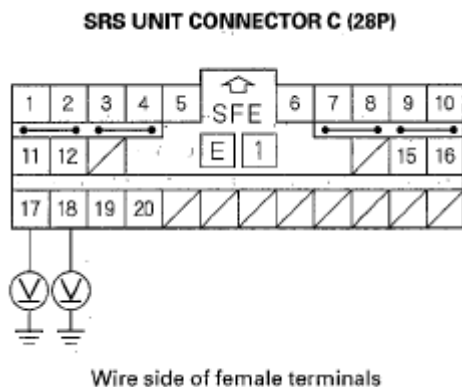


Fig. 253: Measuring Voltage Between No. 17 [No. 18] Terminal Of SRS Unit Connector C (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Go to step 12.

NO - Short to power in the left side wire harness or right side wire harness; replace the faulty harness.

12. Turn the ignition switch OFF.
13. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the left side wire harness 2P connector (A).

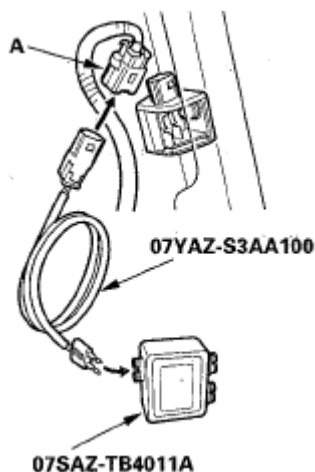


Fig. 254: Identifying Left Side Impact Sensor And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Measure the resistance between the No. 17 and No. 18 terminals of SRS unit connector C (28P). There should be 1.0 ohms or less.

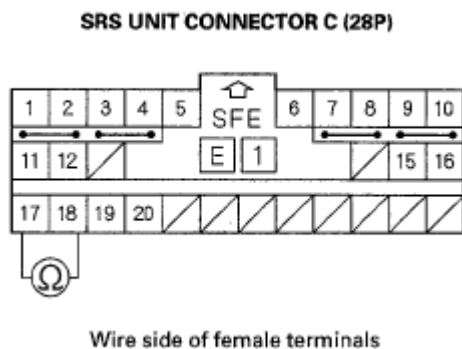


Fig. 255: Measuring Resistance Between No. 17 And No. 18 Terminals Of SRS Unit Connector C (28P)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified ?

YES - Faulty left side impact sensor (second) or SRS unit; replace the left side impact sensor (second) (see **SIDE IMPACT SENSOR (SECOND) REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open in the left side wire harness or right side wire harness; replace the faulty harness.

DTC 45-CX ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY POWER SUPPLY TO THE LEFT SIDE IMPACT SENSOR (SECOND)

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 45-Cx indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 2P connector (A) from the left side impact sensor (second).

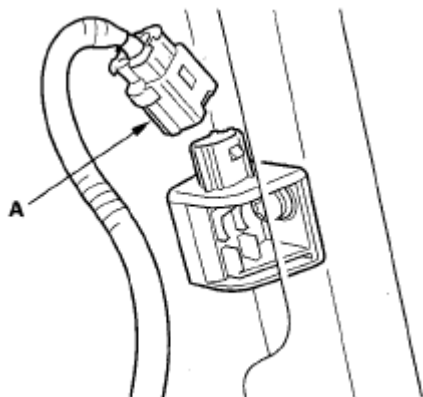
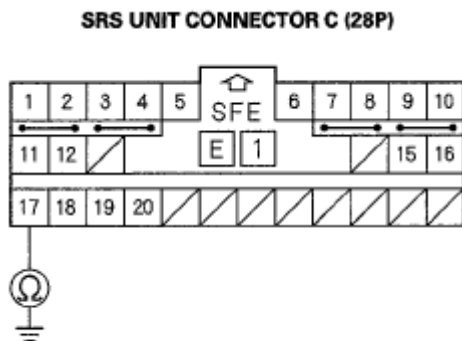


Fig. 256: Identifying Left Side Impact Sensor (Second) And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
6. Measure the resistance between the No. 17 terminal of SRS unit connector C (28P) and body ground. There should be an open circuit or at least 1 Mohms.



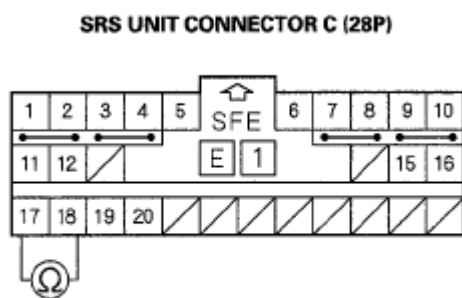
Wire side of female terminals

Fig. 257: Measuring Resistance Between No. 17 Terminal Of SRS Unit Connector C (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is the resistance as specified?***YES** - Go to step 7.**NO** - Short to ground in the left side wire harness or right side wire harness; replace the faulty harness.

7. Measure the resistance between the No. 17 and No. 18 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1Mohms.



Wire side of female terminals

Fig. 258: Measuring Resistance Between No. 17 And No. 18 Terminals Of SRS Unit Connector C (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is the resistance as specified?***YES** - Faulty left side impact sensor (second) or SRS unit; replace the sensor (second) (see **SIDE IMPACT SENSOR (SECOND) REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).**NO** - Short in the left side wire harness or right side wire harness; replace the faulty harness.**DTC 46-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE RIGHT SIDE IMPACT SENSOR (SECOND)****Special Tools Required**

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 46-1 x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Check the connections between SRS unit connector C (28P) and the SRS unit, between the right side wire harness 2P connector and the right side impact sensor (second) (see **COMPONENT LOCATION INDEX**), at right side wire harness 16P connector C655 and left side wire harness connector C655 (see **LEFT SIDE WIRE HARNESS (REAR BRANCH)**), at left side wire harness 16P connector C604 and right side wire harness connector C604 (see **LEFT SIDE WIRE HARNESS (FRONT BRANCH)**).

Are the connections OK?

YES - Go to step 5.

NO - Repair the poor connections and retest. If the DTC 46-1x is still present, go to step 5.

5. Disconnect the right side wire harness 2P connector (A) from the right side impact sensor (second).

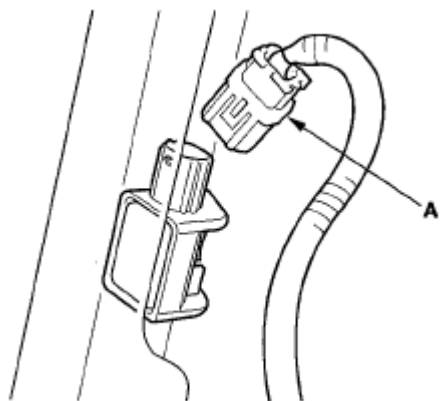
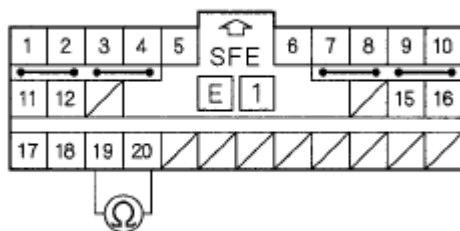


Fig. 259: Identifying Right Side Impact Sensor (Second) And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
7. Measure the resistance between the No. 19 and No. 20 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1Mohms.

SRS UNIT CONNECTOR C (28P)

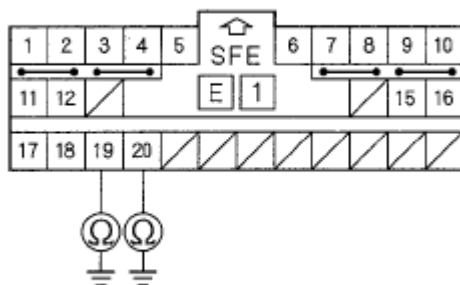
Wire side of female terminals

Fig. 260: Measuring Resistance Between No. 19 And No. 20 Terminals Of SRS Unit Connector C (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is the resistance as specified?***YES** - Go to step 8.**NO** - Short in the right side wire harness or left side wire harness; replace the faulty harness.

8. Measure the resistance between the No. 19 terminal of SRS unit connector C (28P) and body ground, and between the No. 20 terminal and body ground. There should be an open circuit or at least 1 Mohms.

SRS UNIT CONNECTOR C (28P)

Wire side of female terminals

Fig. 261: Measuring Resistance Between No. 19 [No. 20] Terminal Of SRS Unit Connector C (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is the resistance as specified?***YES** - Go to step 9.**NO** - Short to ground in the right side wire harness or left side wire harness; replace the faulty harness.

9. Reconnect the negative cable to the battery.
10. Turn the ignition switch ON (II).
11. Measure the voltage between the No. 19 terminal of SRS unit connector C (28P) and body ground,

and between the No. 20 terminal and body ground. There should be 1 V or less.

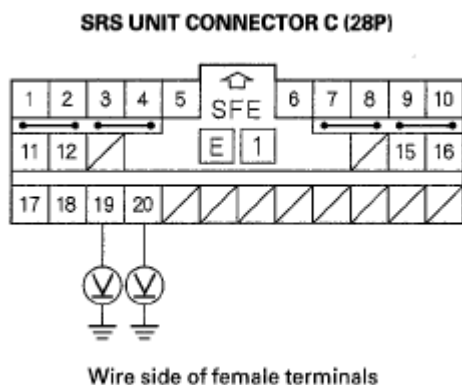


Fig. 262: Measuring Voltage Between No. 19 [No. 20] Terminal Of SRS Unit Connector C (28P) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Go to step 12.

NO - Short to power in the right side wire harness or left side wire harness; replace the faulty harness.

12. Turn the ignition switch OFF.
13. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the right side wire harness 2P connector (A).

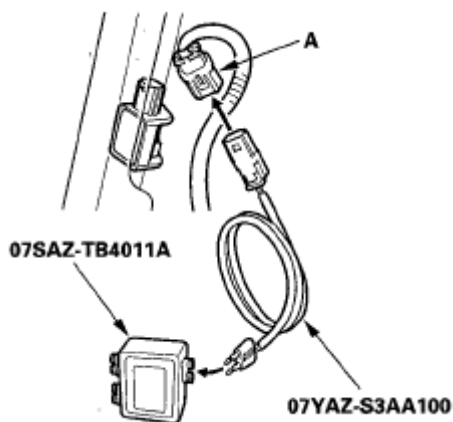
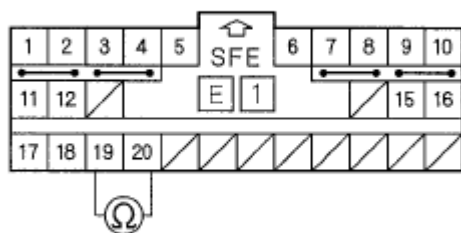


Fig. 263: Identifying Right Side Impact Sensor And 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Measure the resistance between the No. 19 and No. 20 terminals of SRS unit connector C (28P). There should be 1.0 ohms or less.

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Fig. 264: Measuring Resistance Between No. 19 And No. 20 Terminals Of SRS Unit Connector C (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty right side impact sensor (second) or SRS unit; replace the right side impact sensor (second) (see **SIDE IMPACT SENSOR (SECOND) REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open in the right side wire harness or left side wire harness; replace the faulty harness.

DTC 46-CX ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY POWER SUPPLY TO THE RIGHT SIDE IMPACT SENSOR (SECOND)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 46-Cx indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the right side wire harness 2P connector (A) from the right side impact sensor (second).

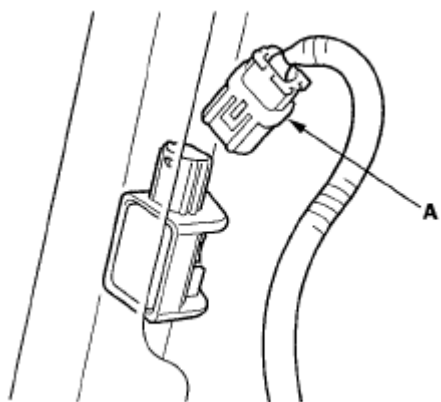


Fig. 265: Identifying Right Side Impact Sensor (Second) And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
6. Measure the resistance between the No. 19 terminal of SRS unit connector C (28P) and body ground. There should be an open circuit or at least 1 Mohms.

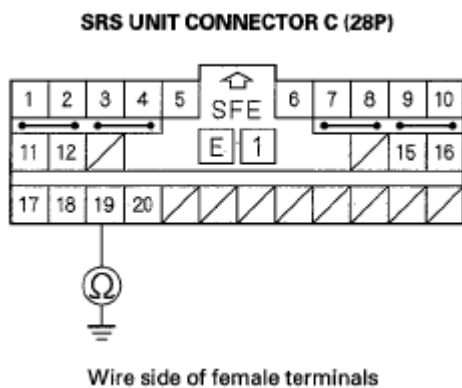


Fig. 266: Measuring Resistance Between No. 19 Terminal Of SRS Unit Connector C (28P) And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

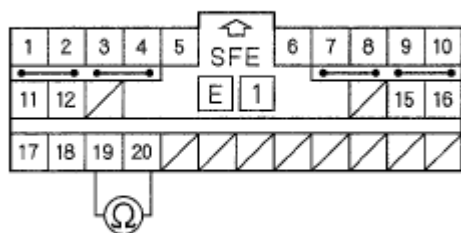
Is the resistance as specified?

YES - Go to step 7.

NO - Short to ground in the right side wire harness or left side wire harness; replace the faulty harness.

7. Measure the resistance between the No. 19 and No. 20 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1Mohms.

SRS UNIT CONNECTOR C (28P)



Wire side of female terminals

Fig. 267: Measuring Resistance Between No. 19 And No. 20 Terminals Of SRS Unit Connector C (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty right side impact sensor (second) or SRS unit; replace the right side impact sensor (second) (see **SIDE IMPACT SENSOR (SECOND) REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short in the right side wire harness or left side wire harness; replace the faulty harness.

DTC 45-2X, 45-8X, 45-9X, 45-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE LEFT SIDE IMPACT SENSOR (SECOND); DTC 46-2X, 46-8X, 46-9X, 46-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE RIGHT SIDE IMPACT SENSOR (SECOND)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 45-2x, 45-8x, 45-9x, 45-Bx, 46-2x, 46-8x, 46-9x, or 46-Bx indicated?

YES - Replace the left side impact sensor (second) (see **SIDE IMPACT SENSOR (SECOND) REPLACEMENT**). If the DTC returns, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

DTC 51-XX, 52-XX, 53-XX, 54-XX, 55-XX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE SRS UNIT

NOTE: • Before troubleshooting any of these DTCs, check the battery/system

voltage. If the voltage is low, replace the battery or repair the charging system before troubleshooting the SRS. If the battery/system voltage is now OK, ask the client if the battery ever went dead. A dead battery may trigger one of these DTCs.

- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 51-xx, 52-xx, 53-xx, 54-xx, or 55-xx indicated?

YES - Replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

**DTC EX-XX ("X" CAN BE 0 THRU 9 OR A THRU F): CONTROL OPERATION RECORDED;
DTC FX-XX ("X" CAN BE 0 THRU 9 OR A THRU F): AIRBAGS AND/OR TENSIONERS
DEPLOYMENT RECORDED**

NOTE:

- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).
- DTC E2-11: Front passenger's airbag does not deploy by SWS operation.
- DTC E4-11: Front left side airbag does not deploy by OPDS operation.
- DTC F1-11: Driver's airbag and/or driver's seat belt tensioner deployed.
- DTC F2-11: Front passenger's airbag and/or front passenger's seat belt tensioner deployed.
- DTC F3-11: Driver's side airbag, left side curtain airbag, and/or driver's seat belt tensioner deployed.
- DTC F4-11: Front passenger's side airbag, right side curtain airbag, and/or front passenger's seat belt tensioner deployed.

The SRS unit must be replaced after any airbags and/or tensioners have deployed (see **COMPONENT REPLACEMENT/INSPECTION AFTER DEPLOYMENT**).

NOTE:

- DTC E2-11 is set if the system triggered airbag deployment but the front passenger's airbag was prevented from deploying because of the front passenger's weight sensor.
- DTC E4-11 is set if the system triggered a passenger's side airbag deployment but the airbag was prevented from deploying by the OPDS.

Replace the right side impact sensor (first) (see SIDE IMPACT SENSOR (FIRST) REPLACEMENT).

DTC 61-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S SEAT BELT BUCKLE SWITCH

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see CLEAR THE DTC MEMORY WITH THE HDS).
2. Turn the ignition switch ON (II), then buckle and unbuckle the left side seat belt several times.
3. Read the DTC (see GENERAL TROUBLESHOOTING INFORMATION).

Is DTC 61-1x indicated?

YES - Go to step 4.

NO - Intermittent failure, the system is OK at this time. Go to TROUBLESHOOTING INTERMITTENT FAILURES . If another DTC is indicated, troubleshoot the DTC.

4. Turn the ignition switch OFF.
5. Disconnect the left side wire harness or the driver's seat wire harness 3P connector from the driver's seat belt buckle switch 3P connector (A).

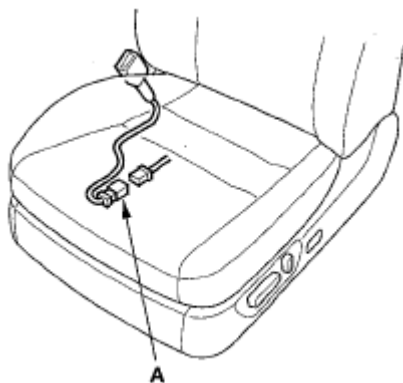
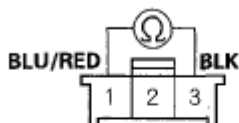


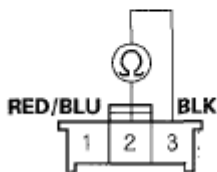
Fig. 268: Identifying Driver's Seat Belt Buckle Switch 3P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Buckle the driver's seat belt.
 - Measure the resistance between the No. 1 and No. 3 terminals of the left side seat belt buckle switch 3P connector. There should be 0-1 ohms.
 - Measure the resistance between the No. 2 and No. 3 terminals of the same connector. There should be an open circuit or at least 1Mohms.

**DRIVER'S SEAT BELT BUCKLE SWITCH
3P CONNECTOR**



Wire side of female terminals



Wire side of female terminals

Fig. 269: Measuring Resistance Between No. 1 And No. 3 [No. 2 and No. 3] Terminals Of Left Side Seat Belt Buckle Switch 3P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Are the resistances as specified?

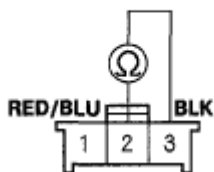
YES - Go to step 7.

NO - Replace the driver's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

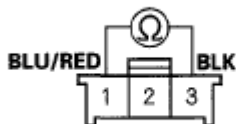
7. Unbuckle the driver's seat belt.

- Measure the resistance between the No. 2 and No. 3 terminals of the driver's seat belt buckle switch 3P connector. There should be 0-1 ohms.
- Measure the resistance between the No. 1 and No. 3 terminals of the same connector. There should be an open circuit or at least 1 M ohms.

**DRIVER'S SEAT BELT BUCKLE SWITCH
3P CONNECTOR**



Wire side of female terminals



Wire side of female terminals

Fig. 270: Measuring Resistance Between No. 2 and No. 3 [No. 1 And No. 3] Terminals Of Same Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

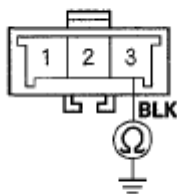
Are the resistances as specified?

YES - Go to step 8.

NO - Replace the driver's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

8. Measure the resistance between the No. 3 terminal of the driver's seat wire harness 3P connector and body ground. There should be 0-1 ohms.

DRIVER'S SEAT WIRE HARNESS 3P CONNECTOR



Terminal side of male terminals

Fig. 271: Measuring Resistance Between No. 3 Terminal Of Driver's Seat Wire Harness 3P Connector And Body Ground

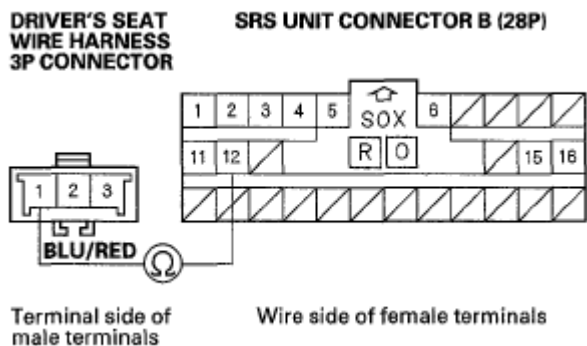
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 9.

NO - Open in the driver's seat wire harness or left side wire harness, or poor ground connection at G601 (see **LEFT SIDE WIRE HARNESS (FRONT BRANCH)**). If G601 is OK, replace the faulty harness.

9. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect both seat belt tensioner 4P connectors from the left side wire harness and right side wire harness (see step 6).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
12. Measure the resistance between the No. 12 terminal of SRS unit connector B (28P) and the No. 1 terminal of the driver's seat wire harness 3P connector. There should be 0-1 ohms.



Terminal side of male terminals

Wire side of female terminals

Fig. 272: Measuring Resistance Between No. 12 Terminal Of SRS Unit Connector B (28P) And No. 1 Terminal Of Driver's Seat Wire Harness 3P Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified ?

YES - Go to step 13.

NO - Open in the driver's seat wire harness or left side wire harness; replace the faulty harness.

13. Measure the resistance between the No. 11 terminal of SRS unit connector B (28P) and the No. 2 terminal of the driver's seat wire harness 3P connector. There should be 0-1 ohms.

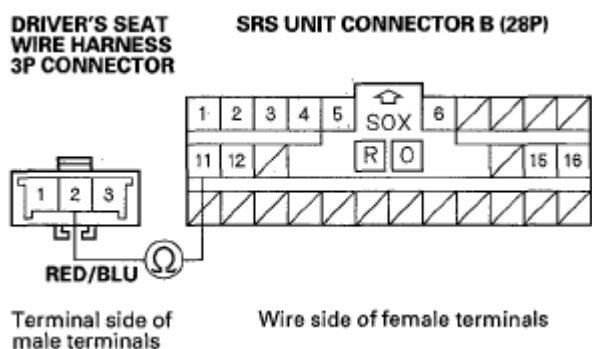


Fig. 273: Measuring Resistance Between No. 11 Terminal Of SRS Unit Connector B (28P) And No. 2 Terminal Of Driver's Seat Wire Harness 3P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open in the driver's seat wire harness, left side wire harness, or the driver's under-dash fuse/relay box, or poor connection at the left side wire harness. Check the connection at the left side wire harness and the driver's under-dash fuse/relay box. If the connection is OK, replace the faulty harness or part.

DTC 61-2X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT IN DRIVER'S SEAT BELT BUCKLE SWITCH

NOTE:

- This code may inadvertently be set if power from fuse 21 (METER IG) is lost. If this is the case, clear the code and confirm that the SRS indicator does not come back on before proceeding.
- Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), then buckle and unbuckle the left side seat belt several times.
3. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 61-2x indicated?

YES - Go to step 4.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

4. Check the No. 21 (10 A) fuse in the driver's under-dash fuse/relay box.

Is the fuse OK?

YES - Go to step 5.

NO - Short to ground in the driver's under-dash fuse/relay box No. 21 (10 A) fuse circuit. After No. 21 (10 A) fuse is replaced, clear the DTC memory.

5. Turn the ignition switch OFF.
6. Disconnect the left side wire harness or driver's seat wire harness 3P connector from the driver's seat belt buckle switch 3P connector (A).

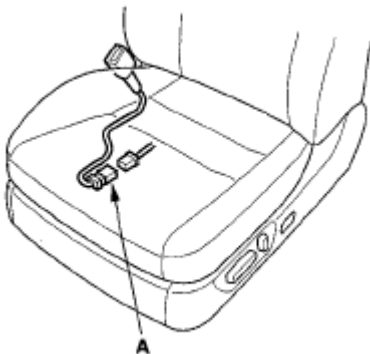
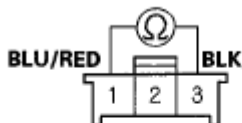


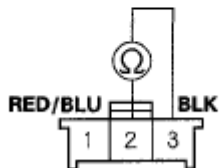
Fig. 274: Identifying Driver's Seat Belt Buckle Switch 3P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Buckle the driver's seat belt.
 - Measure the resistance between the No. 1 and No. 3 terminals of the left side seat belt buckle switch 3P connector. There should be 0-1 ohms.
 - Measure the resistance between the No. 2 and No. 3 terminals of the same connector. There should be an open circuit or at least 1Mohms.

**DRIVER'S SEAT BELT BUCKLE SWITCH
3P CONNECTOR**



Wire side of female terminals



Wire side of female terminals

Fig. 275: Measuring Resistance Between No. 1 and No. 3 [No. 2 And No. 3] Terminals Of Same Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Are the resistances as specified?

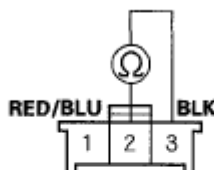
YES - Go to step 8.

NO - Replace the driver's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

8. Unbuckle the driver's seat belt.

- Measure the resistance between the No. 2 and No. 3 terminals of the driver's seat belt buckle switch 3P connector. There should be 0-1 ohms.
- Measure the resistance between the No. 1 and No. 3 terminals of the same connector. There should be an open circuit or at least 1 M ohms.

**DRIVER'S SEAT BELT BUCKLE SWITCH
3P CONNECTOR**



Wire side of female terminals



Wire side of female terminals

Fig. 276: Measuring Resistance Between No. 2 and No. 3 [No. 1 And No. 3] Terminals Of Same Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

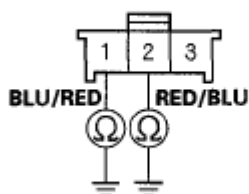
Are the resistances as specified?

YES - Go to step 9.

NO - Replace the driver's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

9. Measure the resistance between the No. 1 terminal of the driver's seat belt buckle switch 3P connector and body ground, and between the No. 2 terminal and body ground. There should be an open circuit or at least 1 M ohms.

**DRIVER'S SEAT BELT BUCKLE SWITCH
3P CONNECTOR**



Wire side of female terminals

Fig. 277: Measuring Resistance Between No. 1 [No. 2] Terminal Of Driver's Seat Belt Buckle Switch 3P Connector And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

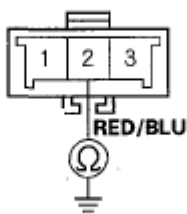
YES - Go to step 10.

NO - Replace the driver's seat belt buckle assembly (see **SEAT BELT BUCKLE**).

10. Disconnect the negative cable from the battery, then wait for 3 minutes.
11. Disconnect both seat belt tensioner 4P connectors from the left side wire harness and right side wire harness (see step 6).
12. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
13. Measure the resistance between the No: 2 terminal of the driver's seat wire harness 3P connector and body ground. There should be an open circuit or at least 1Mohms.

NOTE: Some resistance will be read by some meters since the MICU also monitors the seat belt buckle switch.

DRIVER'S SEAT WIRE HARNESS 3P CONNECTOR



Terminal side of male terminals

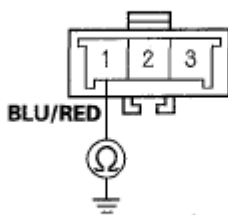
Fig. 278: Measuring Resistance Between No. 2 Terminal Of Driver's Seat Wire Harness 3P

Connector And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is the resistance as specified?***YES** - Go to step 14.**NO** - Short to ground in the driver's seat wire harness, left side wire harness, or MICU. Replace the faulty harness or part.

14. Disconnect the driver's seat belt tension reducer solenoid 2P connector (see **TEST**). Measure the resistance between the No. 1 terminal of the driver's seat wire harness 3P connector and body ground. There should be an open circuit or at least 1Mohms.

DRIVER'S SEAT WIRE HARNESS 3P CONNECTOR

Terminal side of male terminals

Fig. 279: Measuring Resistance Between No. 1 Terminal Of Driver's Seat Wire Harness 3P Connector And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

*Is the resistance as specified?***YES** - Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).**NO** - Short to ground in the driver's seat wire harness or left side wire harness; replace the faulty harness.**DTC 62-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN FRONT PASSENGER'S SEAT BELT BUCKLE SWITCH**

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), then buckle and unbuckle the right side seat belt several times.
3. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 62-1 x indicated?

YES - Go to step 4.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

4. Turn the ignition switch OFF.
5. Disconnect the front passenger's seat belt buckle switch 3P connector (A) from the front passenger's seat wire harness.

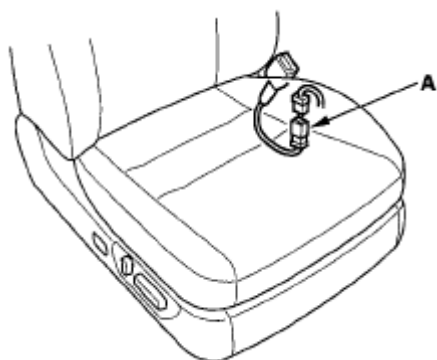
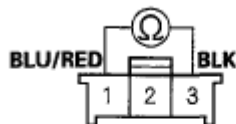


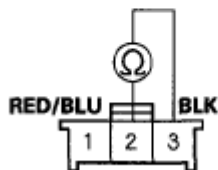
Fig. 280: Identifying Front Passenger's Seat Belt Buckle Switch 3P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Buckle the front passenger's seat belt.
 - Measure the resistance between the No. 1 and No. 3 terminals of the front passenger's seat belt buckle switch 3P connector. There should be 0-1 ohms.
 - Measure the resistance between the No. 2 and No. 3 terminals of the same connector. There should be an open circuit or at least 1Mohms.

**FRONT PASSENGER'S SEAT BELT
BUCKLE SWITCH 3P CONNECTOR**



Wire side of female terminals



Wire side of female terminals

Fig. 281: Measuring Resistance Between No. 1 and No. 3 [No. 2 And No. 3] Terminals Of Same Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Are the resistances as specified?

YES - Go to step 7.

NO - Replace the front passenger's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

7. Unbuckle the front passenger's seat belt.

- Measure the resistance between the No. 1 and No. 3 terminals of the front passenger's seat belt buckle switch 3P connector. There should be 0-1 ohms.
- Measure the resistance between the No. 2 and No. 3 terminals of the same connector. There should be an open circuit or at least 1Mohms.

FRONT PASSENGER'S SEAT BELT BUCKLE SWITCH 3P CONNECTOR

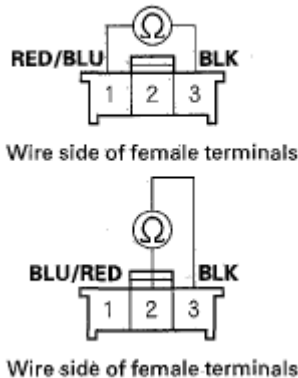


Fig. 282: Measuring Resistance Between No. 1 and No. 3 [No. 2 And No. 3] Terminals Of Same Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

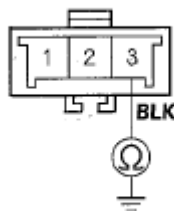
Are the resistances as specified?

YES - Go to step 8.

NO - Replace the front passenger's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

8. Measure the resistance between the No. 3 terminal of the front passenger's seat wire harness 3P connector and body ground. There should be 0-1 ohms.

FRONT PASSENGER'S SEAT WIRE HARNESS 3P CONNECTOR



Terminal side of male terminals

Fig. 283: Measuring Resistance Between No. 3 Terminal Of Front Passenger's Seat Wire Harness 3P Connector And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 9.

NO - Open in the front passenger's seat wire harness or right side wire harness, or poor ground connection at G651 (see **RIGHT SIDE WIRE HARNESS (FRONT BRANCH)**). If G651 is OK, replace the faulty harness.

9. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect both seat belt tensioner 4P connectors from the left side wire harness and right side wire harness (see step 6).
11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
12. Measure the resistance between the No. 16 terminal of SRS unit connector B (28P) and the No. 1 terminal of the front passenger's seat wire harness 3P connector. There should be 0-1 ohms.

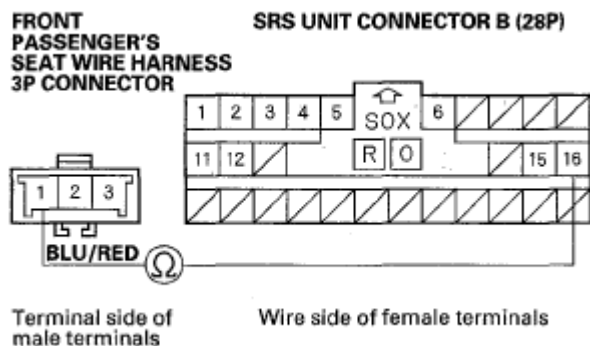


Fig. 284: Measuring Resistance Between No. 16 Terminal Of SRS Unit Connector B (28P) And No. 1 Terminal Of Front Passenger's Seat Wire Harness 3P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 13.

NO - Open in the front passenger's seat wire harness or right side wire harness; replace the faulty harness.

13. Measure the resistance between the No. 15 terminal of SRS unit connector B (28P) and the No. 2 terminal of the front passenger's seat wire harness 3P connector. There should be 0-1 ohms.

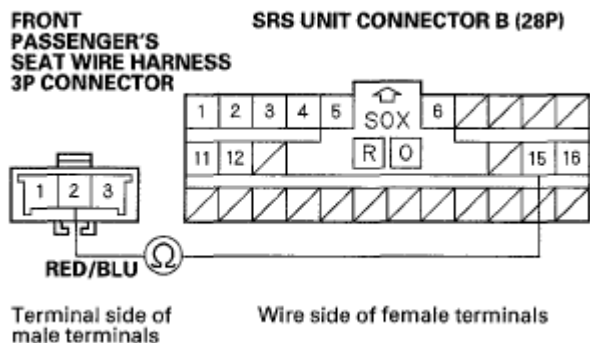


Fig. 285: Measuring Resistance Between No. 15 Terminal Of SRS Unit Connector B (28P) And No. 2 Terminal Of Front Passenger's Seat Wire Harness 3P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open in the front passenger's seat wire harness or right side wire harness; replace the faulty harness.

DTC 62-2X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT IN FRONT PASSENGER'S SEAT BELT BUCKLE SWITCH

NOTE:

- If DTC 61-21 is also set, troubleshoot and repair DTC 61-21 before proceeding.
- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), then buckle and unbuckle the front passenger's seat belt several times.
3. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 62-2x indicated?

YES - Go to step 4.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

4. Turn the ignition switch OFF.
5. Disconnect the front passenger's seat belt buckle switch 3P connector (A) from the front passenger's seat wire harness.

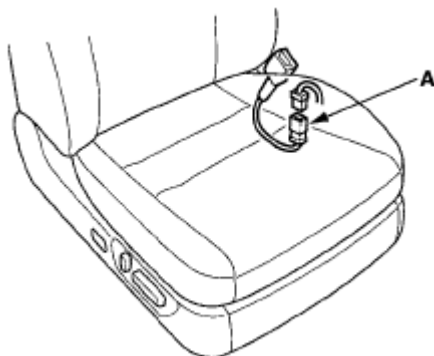


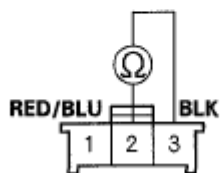
Fig. 286: Identifying Front Passenger's Seat Belt Buckle Switch 3P Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Buckle the front passenger's seat belt.
 - Measure the resistance between the No. 1 and No. 3 terminals of the front passenger's seat belt buckle switch 3P connector. There should be 0-1 ohms.
 - Measure the resistance between the No. 2 and No. 3 terminals of the same connector. There should be an open circuit or at least 1 Mohms.

**FRONT PASSENGER'S SEAT BELT
BUCKLE SWITCH 3P CONNECTOR**

Wire side of female terminals



Wire side of female terminals

Fig. 287: Measuring Resistance Between No. 1 and No. 3 [No. 2 And No. 3] Terminals Of Same Connector**Courtesy of AMERICAN HONDA MOTOR CO., INC.**

Are the resistances as specified?

YES - Go to step 7.

NO - Replace the front passenger's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

7. Unbuckle the front passenger's seat belt.
 - Measure the resistance between the No. 2 and No. 3 terminals of the front passenger's seat belt buckle switch 3P connector. There should be 0-1 ohms.
 - Measure the resistance between the No. 1 and No. 3 terminals of the same connector. There should be an open circuit or at least 1 M ohms.

**FRONT PASSENGER'S SEAT BELT
BUCKLE SWITCH 3P CONNECTOR**

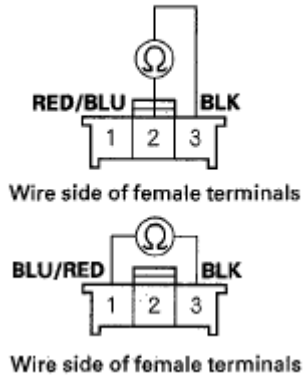


Fig. 288: Measuring Resistance Between No. 2 and No. 3 [No. 1 And No. 3] Terminals Of Same Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

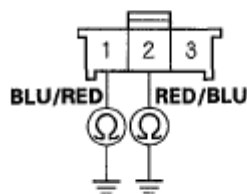
Are the resistances as specified?

YES - Go to step 8.

NO - Replace the front passenger's seat belt buckle assembly (see **SEAT BELT BUCKLE**), then clear the DTC.

8. Measure the resistance between the No.1 terminal of the front passenger's seat belt buckle switch 3P connector and body ground, and between the No. 2 terminal and body ground. There should be an open circuit or at least 1Mohms.

**FRONT PASSENGER'S SEAT BELT
BUCKLE SWITCH 3P CONNECTOR**



Wire side of female terminals

Fig. 289: Measuring Resistance Between No.1 [No.2] Terminal Of Front Passenger's Seat Belt Buckle Switch 3P Connector And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 9.

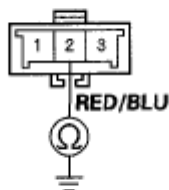
NO - Replace the front passenger's seat belt buckle assembly (see **SEAT BELT BUCKLE**).

9. Disconnect the negative cable from the battery, then wait for 3 minutes.
10. Disconnect both seat belt tensioner 4P connectors from the left side wire harness and right side wire

harness (see step 6).

11. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
12. Measure the resistance between the No. 2 terminal of the front passenger's seat wire harness 3P connector and body ground. There should be an open circuit or at least 1 M ohms.

**FRONT PASSENGER'S SEAT WIRE HARNESS
3P CONNECTOR**



Terminal side of male terminals

Fig. 290: Measuring Resistance Between No. 2 Terminal Of Front Passenger's Seat Wire Harness 3P Connector And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

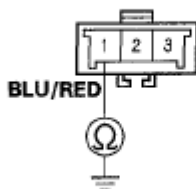
Is the resistance as specified?

YES - Go to step 13.

NO - Short to ground in the front passenger's seat wire harness or right side wire harness; replace the faulty harness.

13. Disconnect the front passenger's seat belt tension reducer solenoid 2P connector (see **TEST**). Measure the resistance between the No. 1 terminal of the front passenger's seat wire harness 3P connector and body ground. There should be an open circuit or at least 1 M ohms.

**FRONT PASSENGER'S SEAT WIRE HARNESS
3P CONNECTOR**



Terminal side of male terminals

Fig. 291: Measuring Resistance Between No. 1 Terminal Of Front Passenger's Seat Wire Harness 3P Connector And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to ground in the front passenger's seat wire harness or right side wire harness; replace the

faulty harness.

DTC 71-11: OPEN IN DRIVER'S SEAT POSITION SENSOR

NOTE:

- Use the HDS to confirm the driver's seat position before proceeding with troubleshooting (see **DRIVER'S SEAT POSITION SENSOR OPERATION CHECK**).
- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 71-11 indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Check the connection between the seat position sensor harness 2P connector and the driver's seat position sensor.
4. Clear the DTC memory.
5. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 71-11 indicated?

YES - Go to step 6.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

6. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
7. Disconnect the left side wire harness 2P connector from the driver's seat position sensor (A).

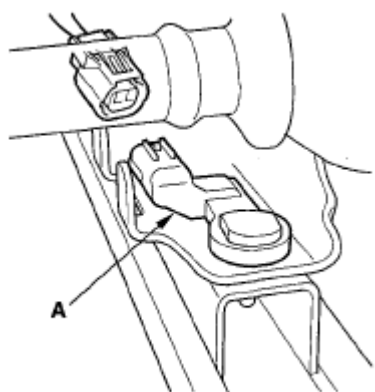


Fig. 292: Identifying Left Side Driver's Seat Position Sensor And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Connect the No. 1 and No. 2 terminals of the left side wire harness 2P connector with a jumper wire.
9. Disconnect both seat belt tensioner 4P connectors (see step 6).
10. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
11. Measure the resistance between the No. 5 and No. 6 terminals of SRS unit connector B (28P). There should be 0-1.0 ohms.

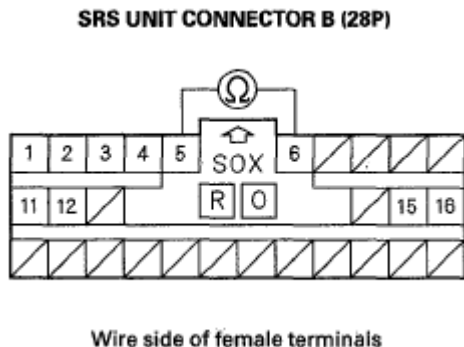


Fig. 293: Measuring Resistance Between No. 5 And No. 6 Terminals Of SRS Unit Connector B (28P)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty driver's seat position sensor or SRS unit; replace the driver's seat position sensor (see **DRIVER'S SEAT POSITION SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open in the right side wire harness or left side wire harness; replace the faulty harness.

DTC 71-21: SHORT IN DRIVER'S SEAT POSITION SENSOR

NOTE:

- Use the HDS to confirm the driver's seat position before proceeding with troubleshooting (see **DRIVER'S SEAT POSITION SENSOR OPERATION CHECK**).

- **Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).**

1. Clear the DTC memory (see CLEAR THE DTC MEMORY WITH THE HDS).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 71-21 indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to TROUBLESHOOTING INTERMITTENT FAILURES. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the driver's seat wire harness 2P connector from the driver's seat position sensor (A) (see COMPONENT LOCATION INDEX).

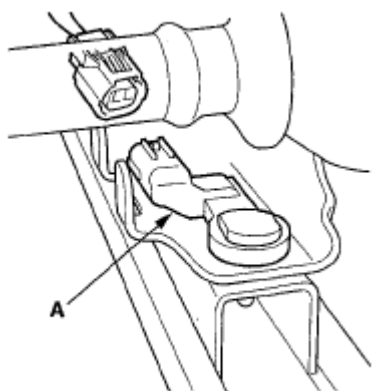


Fig. 294: Identifying Left Side Driver's Seat Position Sensor And 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Reconnect the negative cable to the battery.
6. Clear the DTC memory.
7. Read the DTC (see GENERAL TROUBLESHOOTING INFORMATION).

Is DTC 71-21 indicated?

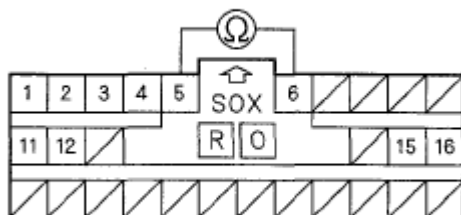
YES - Go to step 8.

NO - Faulty driver's seat position sensor; replace the driver's seat position sensor (see DRIVER'S SEAT POSITION SENSOR REPLACEMENT).

8. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
9. Disconnect both seat belt tensioner 4P connectors (see step 6).

10. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
11. Measure the resistance between the No. 5 and No. 6 terminals of SRS unit connector B (28P). There should be an open circuit or at least 1Mohms.

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

Fig. 295: Measuring Resistance Between No. 5 And No. 6 Terminals Of SRS Unit Connector B (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

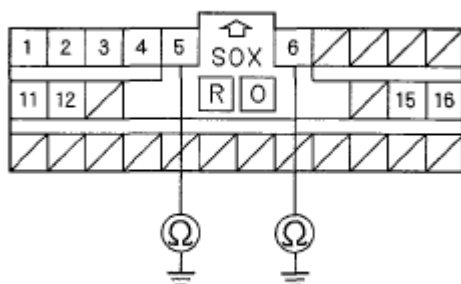
Is the resistance as specified?

YES - Go to step 12.

NO - Short in the right side wire harness or left side wire harness; replace the faulty harness.

12. Measure the resistance between the No. 5 terminal of SRS unit connector B (28P) and body ground, and between the No. 6 terminal and body ground. There should be an open circuit or at least 1 M ohms.

SRS UNIT CONNECTOR B (28P)



Wire side of female terminals

Fig. 296: Measuring Resistance Between No. 5 [No. 6] Terminal Of SRS Unit Connector B (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty driver's seat position sensor or SRS unit; replace the driver's seat position sensor (see **DRIVER'S SEAT POSITION SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short in the right side wire harness or left side wire harness; replace the faulty harness.

DTC 71-22: SHORT TO POWER IN DRIVER'S SEAT POSITION SENSOR

NOTE:

- Use the HDS to confirm the driver's seat position before proceeding with troubleshooting (see **DRIVER'S SEAT POSITION SENSOR OPERATION CHECK**).
- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 71-22 indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 2P connector from the driver's seat position sensor (A).

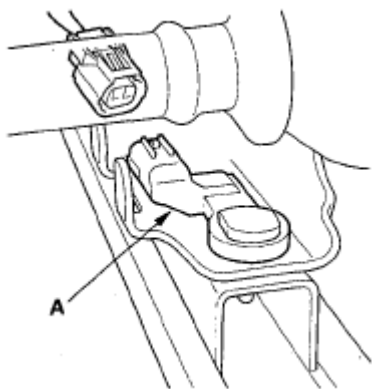


Fig. 297: Identifying Left Side Driver's Seat Position Sensor And 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Disconnect both seat belt tensioner 4P connectors (see step 6).
6. Disconnect SRS unit connector B (28P) from the SRS unit (see step 7).
7. Measure the voltage between the No. 5 terminal of SRS unit connector B (28P) and body ground, and between the No. 6 terminal and body ground. There should be 1 V or less.

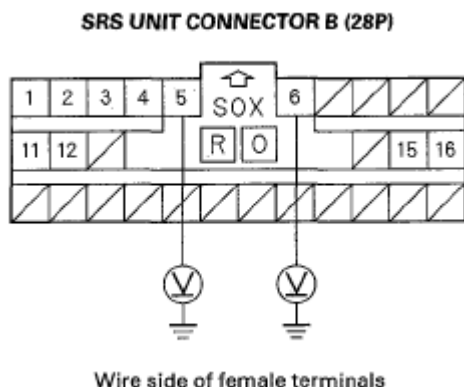


Fig. 298: Measuring Voltage Between No. 5 And 6 Terminal Of SRS Unit Connector B (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Faulty driver's seat position sensor or SRS unit; replace the driver's seat position sensor (see **DRIVER'S SEAT POSITION SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to power in the right side wire harness or left side wire harness; replace the faulty harness.

DTC 73-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN DRIVER'S E-PRETENSIONER MOTOR ('06-08 MODELS)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 73-1 x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF.
4. Disconnect e-pretensioner subharness 5P connector A from the e-pretensioner unit (see **COMPONENT LOCATION INDEX**).
5. Disconnect the e-pretensioner subharness 2P connector from the driver's e-pretensioner motor (see **COMPONENT LOCATION INDEX**).
6. Measure the resistance between the No. 1 terminal of e-pretensioner unit connector A (5P) and the No. 2 terminal of driver's e-pretensioner motor 2P connector, and between the No. 4 terminal of e-

pretensioner unit connector A (5P) and the No. 1 terminal of driver's e-pretensioner motor 2P connector. There should be 0-1.0 ohms.

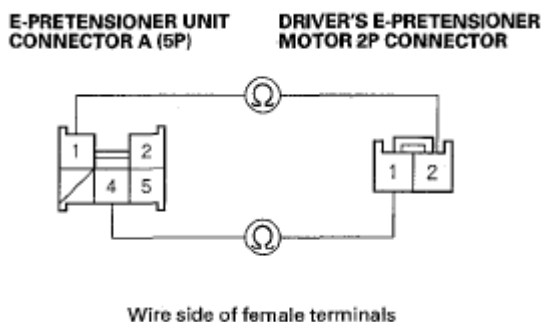


Fig. 299: Measuring Resistance Between No. 1 Terminal Of E-Pretensioner Unit Connector A (5P) And No. 2 Terminal Of Driver's E-Pretensioner Motor 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

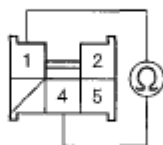
Is the resistance as specified?

YES - Go to step 7.

NO - Open in the e-pretensioner subharness or the left side wire harness; replace the faulty harness.

7. Reconnect the driver's e-pretensioner motor 2P connector.,
8. Measure the resistance between the No. 1 and No. 4 terminals of e-pretensioner unit connector A (5P). There should be 0-1.0 ohms.

E-PRETENSIONER UNIT CONNECTOR A (5P)



Wire side of female terminals

Fig. 300: Measuring Resistance Between No. 1 And No. 4 Terminals Of E-Pretensioner Unit Connector A (5P)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty e-pretensioner unit; replace the e-pretensioner unit (see **E-PRETENSIONER UNIT REPLACEMENT**).

NO - Faulty e-pretensioner motor; replace the driver's e-pretensioner motor (see **COMPONENT LOCATION INDEX**).

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 74-2x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF.
4. Disconnect e-pretensioner subharness 14P connector B from the e-pretensioner unit (see **COMPONENT LOCATION INDEX**).
5. Disconnect the e-pretensioner subharness 2P connector from the driver's e-pretensioner motor (see **COMPONENT LOCATION INDEX**).
6. Measure the resistance between the No. 13 terminal of e-pretensioner unit connector B (14P) and the No. 2 terminal of front passenger's e-pretensioner motor 2P connector, and between the No. 14 terminal of e-pretensioner unit connector B (14P) and the No. 1 terminal of front passenger's e-pretensioner motor 2P connector. There should be 0-1.0 ohms.

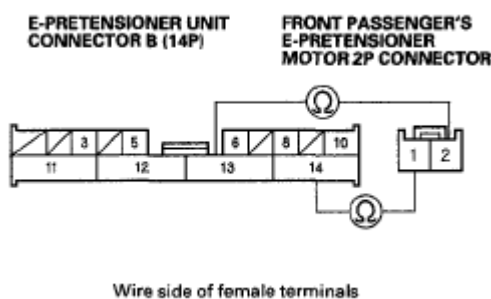


Fig. 301: Measuring Resistance Between No. 13 Terminal Of E-Pretensioner Unit Connector B (14P) And No. 2 Terminal Of Front Passenger's E-Pretensioner Motor 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

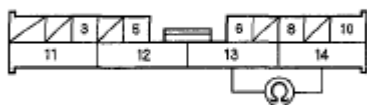
Is the resistance as specified?

YES - Go to step 7.

NO - Open in the e-pretensioner subharness or right side wire harness; replace the faulty harness.

7. Reconnect the front passenger's e-pretensioner motor 2P connector.
8. Measure the resistance between the No. 13 and No. 14 terminals of e-pretensioner unit connector B (14P). There should be 0-1.0 ohms.

E-PRETENSIONER UNIT CONNECTOR B (14P)



Wire side of female terminals

Fig. 302: Measuring Resistance Between No. 13 And No. 14 Terminals Of E-Pretensioner Unit Connector B (14P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty e-pretensioner unit; replace the e-pretensioner unit (see **E-PRETENSIONER UNIT REPLACEMENT**).

NO - Faulty e-pretensioner motor; replace the front passenger's e-pretensioner motor (see **COMPONENT LOCATION INDEX**).

DTC 76-3X ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY F-CAN COMMUNICATION OR INTERNAL FAILURE OF E-PRETENSIONER UNIT ('06-08 MODELS)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 76-3x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Check for DTCs in the PCM.

Are any DTCs indicated?

YES - Troubleshoot the PCM DTCs.

NO - Go to step 4.

4. Turn the ignition switch OFF.
5. Disconnect e-pretensioner subharness 14P connector B from the e-pretensioner unit (see **COMPONENT LOCATION INDEX**).

6. Disconnect PCM connector E (31P) (see **PCM REPLACEMENT**).
7. Measure the resistance between e-pretensioner unit connector B(14P) terminal No. 3 and PCM connector E (31P) terminal No. 15, and between e-pretensioner unit connector B (14P) terminal No. 5 and PCM connector E (31P) terminal No. 26. There should be 0-1.0ohms.

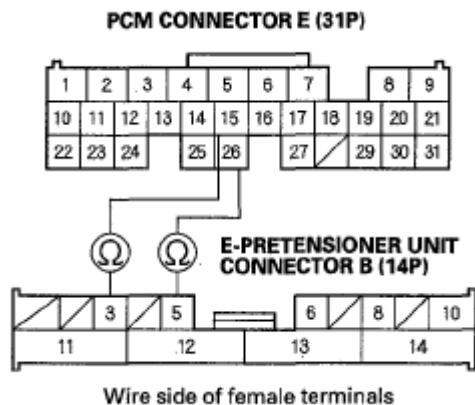


Fig. 303: Measuring Resistance Between E-Pretensioner Unit Connector B(14P) Terminal No. 3 And PCM Connector E (31P) Terminal No. 15
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Check for loose terminals and poor connections at e-pretensioner control unit connector B (14P) terminals No. 3 and No. 5. If the terminals and connections are OK, replace the e-pretensioner control unit, and recheck.

NO - Repair high resistance or an open circuit between C662 and the e-pretensioner control unit connector B(14P).

DTC 76-4X, 76-5X, 76-63 ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF E-PRETENSIONER UNIT ('06-08 MODELS)

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 76-4x, 76-5x, or 76-63 indicated?

YES - Replace the e-pretensioner unit (see **E-PRETENSIONER UNIT REPLACEMENT**).

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

DTC 76-61: NO SIGNAL FROM THE E-PRETENSIONER UNIT ('06-08 MODELS)

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 76-61 indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

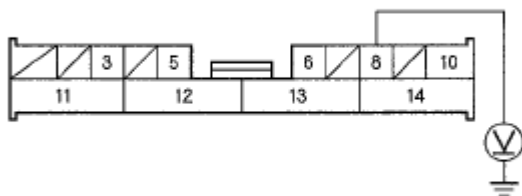
3. Check the No. 31 (7.5 A) fuse in the driver's under-dash fuse/relay box and No. 4 (30 A) fuse and No. 8 (30 A) fuse in the passenger's under-dash fuse/relay box.

Are the fuses OK?

YES - Go to step 4.

NO - Replace the faulty fuse. If the problem is still present, short to ground in the driver's under-dash fuse/relay box or passenger's under-dash fuse/relay box circuit.

4. Disconnect e-pretensioner subharness 14P connector B from the e-pretensioner unit.
5. Turn the ignition switch ON (II).
6. Measure the voltage between the No. 8 terminal of e-pretensioner unit connector B (14P) and body ground. There should be battery voltage.

E-PRETENSIONER UNIT CONNECTOR B (14P)

Wire side of female terminals

Fig. 304: Measuring Voltage Between No. 8 Terminal Of E-Pretensioner Unit Connector B (14P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

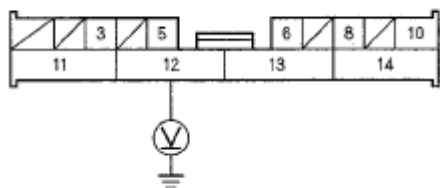
Is there battery voltage?

YES - Go to step 7.

NO - Open between the No. 31 (7.5 A) fuse in the driver's under-dash fuse/relay box and the No. 8 terminal of e-pretensioner unit connector B (14P).

7. Measure the voltage between the No. 12 terminal of e-pretensioner unit connector B (14P) and body ground. There should be battery voltage.

E-PRETENSIONER UNIT CONNECTOR B (14P)



Wire side of female terminals

Fig. 305: Measuring Voltage Between No. 12 Terminal Of E-Pretensioner Unit Connector B (14P) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

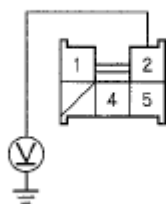
Is the battery voltage?

YES - Go to step 8.

NO - Open between No. 8 (30 A) fuse in the passenger's under-dash fuse/relay box and the No. 12 terminal of e-pretensioner unit connector B(14P).

8. Disconnect e-pretensioner subharness 5P connector A from the e-pretensioner unit.
9. Measure the voltage between the No. 2 terminal of e-pretensioner unit connector A (5P) and body ground. There should be battery voltage.

E-PRETENSIONER UNIT CONNECTOR A (5P)



Wire side of female terminals

Fig. 306: Measuring Voltage Between No. 2 Terminal Of E-Pretensioner Unit Connector A (5P) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

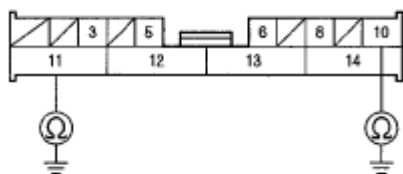
Is there battery voltage?

YES - Go to step 10.

NO - Open between No. 4 (30 A) fuse in the passenger's under-dash fuse/relay box and the No. 1 terminal of e-pretensioner unit connector A(5P).

10. Turn the ignition switch OFF.
11. Measure the resistance between the No. 10 terminal of e-pretensioner unit connector B (14P) and body ground, and between the No. 11 terminal of e-pretensioner unit connector B (14P) and body ground. There should be 0-1.0ohms.

E-PRETENSIONER UNIT CONNECTOR B (14P)



Wire side of female terminals

Fig. 307: Measuring Resistance Between No. 10 Terminal Of E-Pretensioner Unit Connector B (14P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

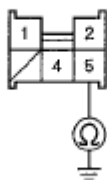
Are the resistances as specified?

YES - Go to step 12.

NO - Open between the No. 10 terminal of e-pretensioner unit connector B (14P) and body ground, or between the No. 11 terminal of e-pretensioner unit connector B (14P) and body ground or poor connection at G653 (see **RIGHT SIDE WIRE HARNESS (FRONT BRANCH)**).

12. Measure the resistance between the No. 5 terminals of e-pretensioner unit connector A (5P) and body ground. There should be 0-1.0 ohms.

E-PRETENSIONER UNIT CONNECTOR A (5P)



Wire side of female terminals

Fig. 308: Measuring Resistance Between No. 5 Terminals Of E-Pretensioner Unit Connector A (5P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 13.

NO - Open between the No. 5 terminal of e-pretensioner unit connector A (5P) and body ground or poor connection G653 (see **RIGHT SIDE WIRE HARNESS (FRONT BRANCH)**).

13. Disconnect the negative cable from the battery, then wait for 3 minutes.

14. Disconnect SRS unit connect A (28P) from the SRS unit (see step 7).
15. Measure the resistance between the No. 14 terminal of SRS unit connector A (28P) and body ground. There should be an open circuit or at least 1 Mohms.

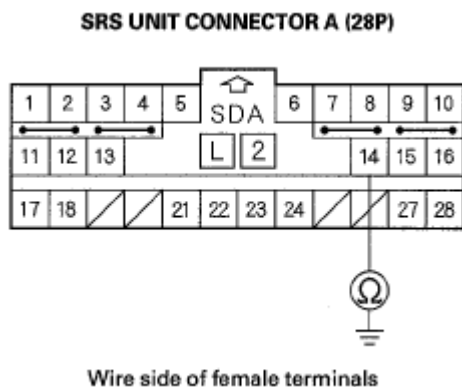


Fig. 309: Measuring Resistance Between No. 14 Terminal Of SRS Unit Connector A (28P) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 16.

NO - Short to ground between the No. 14 terminal of SRS unit connector A (28P) and the No. 6 terminal of e-pretensioner unit connector B (14P).

16. Measure the resistance between the No. 14 terminal of SRS unit connector A (28P) and the No. 6 terminal of e-pretensioner unit connector B (14P). There should be 0-1.0 ohms.

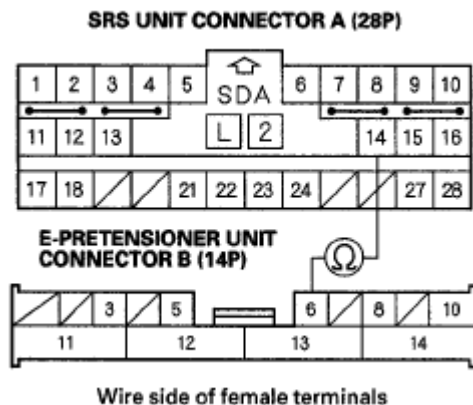


Fig. 310: Measuring Resistance Between No. 14 Terminal Of SRS Unit Connector A (28P) And No. 6 Terminal Of E-Pretensioner Unit Connector B (14P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty e-pretensioner unit; replace the e-pretensioner unit (see **E-PRETENSIONER UNIT REPLACEMENT**).

NO - Open between the No. 14 terminal of SRS unit connector A (28P) and the No. 6 terminal of e-pretensioner unit connector B (14P).

DTC 81-61: NO SIGNAL FROM FRONT PASSENGER'S WEIGHT SENSOR UNIT; DTC 81-62: RESPONSE DATA ERROR FROM THE FRONT PASSENGER'S WEIGHT SENSOR UNIT

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**).

Is DTC 81-61 or 81-62 indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Check the connection between the floor wire harness 6P connector and the front passenger's weight sensor unit (see **FRONT PASSENGER'S WEIGHT SENSOR UNIT REPLACEMENT**).

Is the connection OK?

YES - Go to step 4.

NO - Repair the poor connection and retest. If DTC 81-61 or 81-62 is still present, go to step 4.

4. Turn the ignition switch OFF.
5. Check the No. 10 (7.5 A) fuse in the driver's under-dash fuse/relay box.

Is the fuse OK?

YES - Go to step 6.

NO - Replace the fuse, then turn the ignition switch ON (II). If the fuse blows again, check for a short in the No. 10 (7.5 A) fuse circuit (dashboard wire harness A or right side wire harness).

6. Disconnect the right side wire harness 6R connector (A) from the front passenger's weight sensor unit.

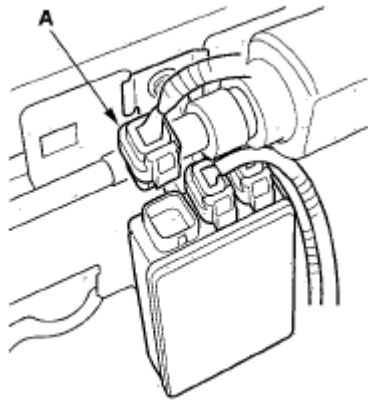
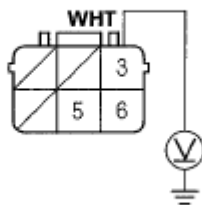


Fig. 311: Identifying Right Side Front Passenger's Weight Sensor Unit And 6P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Turn the ignition switch ON (II).
8. Measure the voltage between the No. 3 terminal of the front passenger's weight sensor unit 6P connector C and body ground. There should be battery voltage.

**FRONT PASSENGER'S WEIGHT SENSOR UNIT
 6P CONNECTOR C**



Wire side of female terminals

**Fig. 312: Measuring Voltage Between No. 3 Terminal Of Front Passenger's Weight Sensor Unit
 6P Connector C And Body Ground**
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES - Go to step 13.

NO - Go to step 9.

9. Turn the ignition switch OFF.
10. Disconnect dashboard wire harness A 34P connector C651 (A) from the right side wire harness C651 (B).

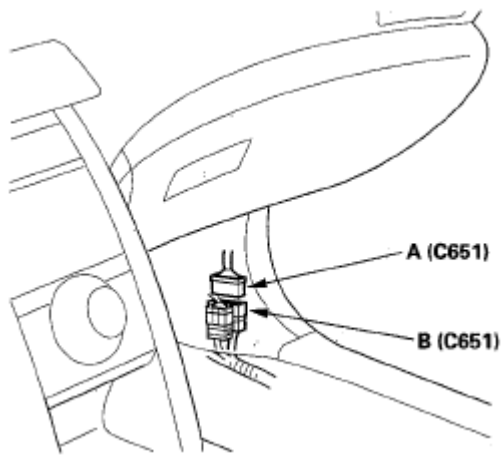
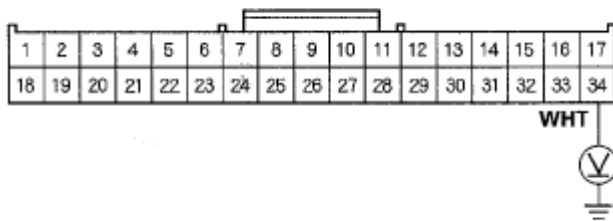


Fig. 313: Identifying Dashboard Wire Harness A 34P Connector C651 (A) And Right Side Wire Harness C651 (B)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

11. Turn the ignition switch ON (II).
12. Measure the voltage between the No. 34 terminal of dashboard wire harness A 34P connector C651 and body ground. There should be battery voltage.

DASHBOARD WIRE HARNESS A 34P CONNECTOR C651



Wire side of female terminals

Fig. 314: Measuring Voltage Between No. 34 Terminal Of Dashboard Wire Harness A 34P Connector C651 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

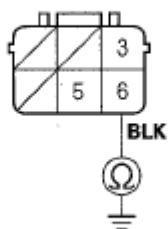
Is there battery voltage?

YES - Open in the right side wire harness; replace the right side wire harness.

NO - Open in the dashboard wire harness A; replace dashboard wire harness A.

13. Turn the ignition switch OFF.
14. Measure the resistance between the No. 6 terminal of the front passenger's weight sensor unit 6P connector C and body ground. There should be 0-1.0 ohms.

**FRONT PASSENGER'S WEIGHT SENSOR UNIT
6P CONNECTOR C**



Wire side of female terminals

Fig. 315: Measuring Resistance Between No. 6 Terminal Of Front Passenger's Weight Sensor Unit 6P Connector C And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

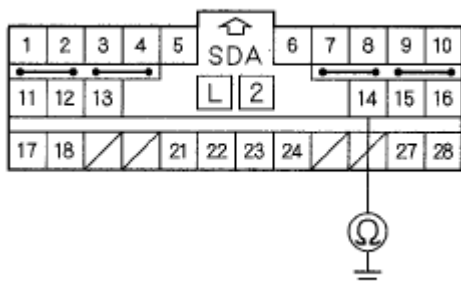
Is the resistance as specified?

YES - Go to step 15.

NO - Open in the right side wire harness; check for poor ground connection at G651 (see **RIGHT SIDE WIRE HARNESS (FRONT BRANCH)**). If the connection is OK, replace the right side wire harness.

15. Disconnect the negative cable from the battery, then wait for 3 minutes.
16. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7). Disconnect OPDS unit 8P connector from the OPDS unit (see **OPDS UNIT REPLACEMENT**).
17. Measure the resistance between the No. 14 terminal of SRS unit connector A (28P) and body ground. There should be an open circuit or at least 1 Mohms.

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Fig. 316: Measuring Resistance Between No. 14 Terminal Of SRS Unit Connector A (28P) And Body Ground
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 18.

NO - Go to step 21.

18. Measure the resistance between the No. 14 terminal of SRS unit connector A (28P) and the No. 5 terminal of the front passenger's weight sensor unit 6P connector C. There should be 0-1.0 ohms.

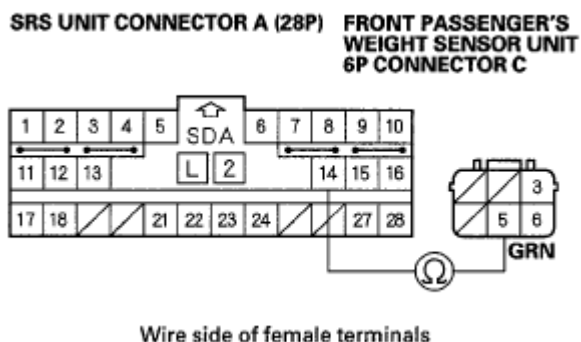


Fig. 317: Measuring Resistance Between No. 14 Terminal Of SRS Unit Connector A (28P) And No. 5 Terminal Of Front Passenger's Weight Sensor Unit 6P Connector C
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty front passenger's weight sensor unit or SRS unit; replace the front passenger's weight sensor unit (see **FRONT PASSENGER'S WEIGHT SENSOR UNIT REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 19.

19. Disconnect left side wire harness 16P connector C604 (A) from the right side wire harness C604 (B).

'05 model

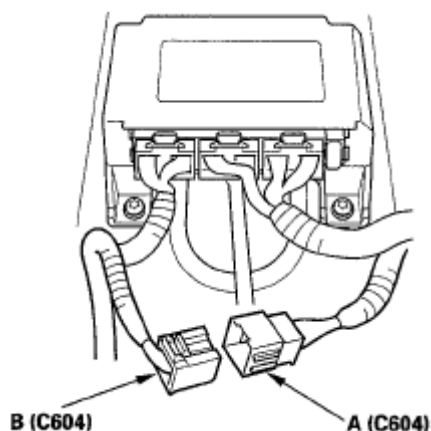


Fig. 318: Identifying Left Side Wire Harness 16P Connector C604 And Right Side Wire Harness C604 - '05 Model
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

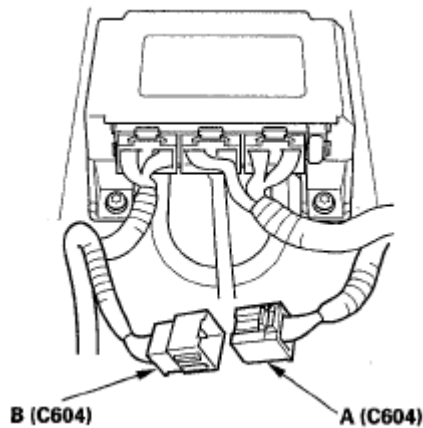


Fig. 319: Identifying Left Side Wire Harness 16P Connector C604 And Right Side Wire Harness C604 - '06-08 Models

Courtesy of AMERICAN HONDA MOTOR CO., INC.

20. Measure the resistance between the No. 14 terminal of SRS unit connector B (28P) and the No. 8 [No. 11] terminal of right side wire harness 16P connector. There should be 0-1.0 ohms.

: '06-08 models

'05 model

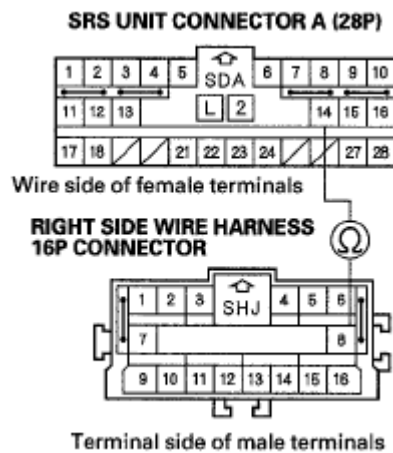


Fig. 320: Measuring Resistance Between No. 14 Terminal Of SRS Unit Connector B (28P) And No. 8 Terminal Of Right Side Wire Harness 16P Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

'06-08 models

2007 Acura RL

2005-08 RESTRAINTS SRS (Supplemental Restraint System) - RL

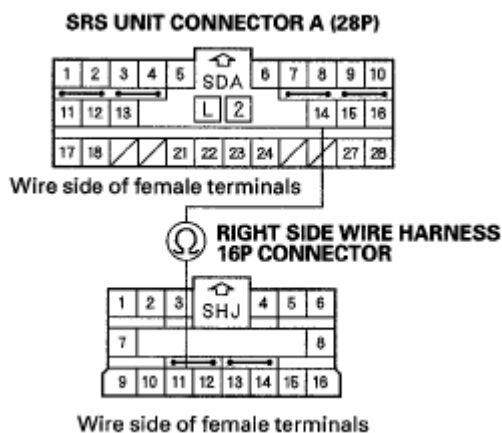


Fig. 321: Measuring Resistance Between No. 14 Terminal Of SRS Unit Connector B (28P) And No. 11 Terminal Of Right Side Wire Harness 16P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Open in the left side wire harness; replace the left side wire harness.

NO - Open in the right side wire harness; replace the right side wire harness.

21. Disconnect dashboard wire harness A 23P connector C601 (A) from left side wire harness C601 (B).

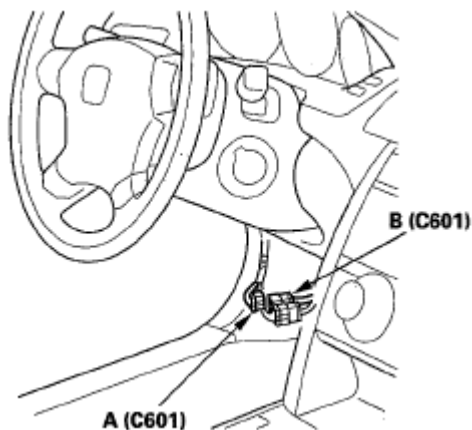


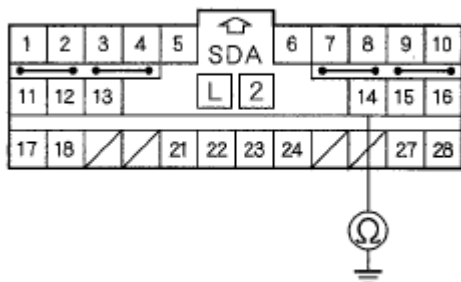
Fig. 322: Identifying Dashboard Wire Harness A 23P Connector C601 (A) And Left Side Wire Harness C601 (B)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

22. Measure the resistance between the No. 14 terminal of SRS unit connector A (28P) and body ground. There should be an open circuit or at least 1 M ohms.

2007 Acura RL

2005-08 RESTRAINTS SRS (Supplemental Restraint System) - RL

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Fig. 323: Measuring Resistance Between No. 14 Terminal Of SRS Unit Connector A (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short to ground in dashboard wire harness A; replace dashboard harness A.

NO - Short to ground in the left side wire harness; replace the left side wire harness.

DTC 81-4X, 81-5X, 81-63,81-64 ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE FRONT PASSENGER'S WEIGHT SENSOR UNIT; DTC 85-4X, 85-5X, 85-63,85-64 ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE OPDS UNIT

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 81-4X, 81-5x, 81-63, 81-64, 85-4x, 85-5X, 85-63, or 85-64 indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Calibrate the front passenger's weight sensor unit (see **FRONT PASSENGER'S WEIGHT SENSOR UNIT CALIBRATION**) or initialize the OPDS unit (see **OPDS UNIT INITIALIZATION**).
4. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES - The system is OK.

NO - Go to step 5.

5. Replace the front passenger's weight sensor unit (see **FRONT PASSENGER'S WEIGHT SENSOR UNIT REPLACEMENT**) or replace the OPDS unit (see **OPDS UNIT REPLACEMENT**).
6. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES - The system is OK.

NO - Replace the SRS unit (see **SRS UNIT REPLACEMENT**).

DTC 81-79: FRONT PASSENGER'S WEIGHT SENSORS INITIAL CHECK FAILURE

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 81-79 indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF.
4. Make sure nothing is on the front passenger's seat.
5. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES - The system is OK.

NO - Remove the front passenger's seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**) and the front passenger's weight sensors (see **FRONT PASSENGER'S WEIGHT SENSOR REPLACEMENT**), then reinstall them. Calibrate the front passenger's weight sensor unit (see **FRONT PASSENGER'S WEIGHT SENSOR UNIT CALIBRATION**). Retry the troubleshooting.

DTC 82-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE INNER SIDE

**FRONT PASSENGER'S WEIGHT SENSOR; DTC 83-2X ("X" CAN BE 0 THRU 9 OR A THRU F):
NO SIGNAL FROM THE OUTER SIDE FRONT PASSENGER'S WEIGHT SENSOR**

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see CLEAR THE DTC MEMORY WITH THE HDS).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 82-1x or 83-2x indicated?

YES - Replace the inner or outer side front passenger's weight sensor (see FRONT PASSENGER'S WEIGHT SENSOR REPLACEMENT).

NO - Intermittent failure, the system is OK at this time. Go to TROUBLESHOOTING INTERMITTENT FAILURES. If another DTC is indicated, troubleshoot the DTC.

DTC 85-61: NO SIGNAL FROM OPDS UNIT

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Make sure nothing is on the front passenger's seat.
2. Clear the DTC memory (see CLEAR THE DTC MEMORY WITH THE HDS).
3. Read the DTC (see GENERAL TROUBLESHOOTING INFORMATION).

Is DTC 85-61 indicated?

YES - Go to step 4.

NO - Intermittent failure, the system is OK at this time. Go to TROUBLESHOOTING INTERMITTENT FAILURES. If another DTC is indicated, troubleshoot the DTC.

4. Check the connection between the OPDS unit harness 8P connector and the OPDS unit.

Is the connection OK?

YES - Go to step 6.

NO - Repair the poor connection and retest. If DTC 85-61 is still present, go to step 5.

5. Clear the DTC.
6. Read the DTC.

Is DTC 85-61 indicated?

YES - Go to step 7.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

7. Turn the ignition switch OFF.
8. Check the No. 10 (7.5 A) fuse in the driver's under-dash fuse/relay box.

Is the fuse OK?

YES - Go to step 9.

NO - Replace the fuse, then turn the ignition switch ON (II). If the fuse blows again, check for a short in the No. 10 (7.5 A) fuse circuit (dashboard wire harness A, right side wire harness, or OPDS unit harness).

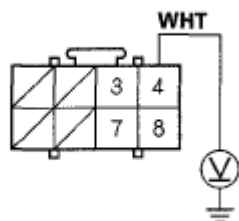
9. Disconnect the OPDS unit harness 8P connector (A) from the OPDS unit.



Fig. 324: Identifying OPDS Unit And 8P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Turn the ignition switch ON (II).
11. Measure the voltage between the No. 4 terminal of the OPDS unit harness 8P connector and body ground. There should be battery voltage.

OPDS UNIT HARNESS 8P CONNECTOR



Wire side of female terminals

Fig. 325: Measuring Voltage Between No. 4 Terminal Of OPDS Unit Harness 8P Connector And

Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES - Go to step 16.

NO - Go to step 12.

12. Turn the ignition switch OFF.
13. Disconnect dashboard wire harness A 34P connector C651 (A) from the right side wire harness C651 (B).

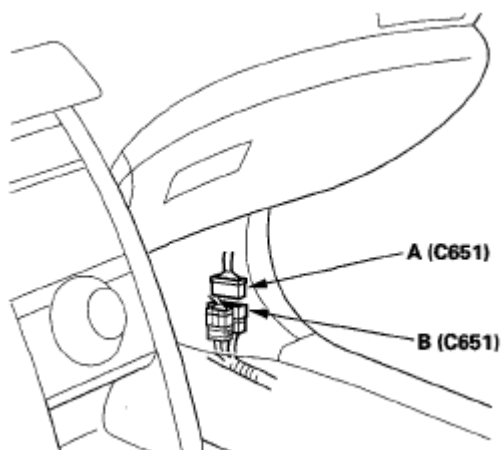
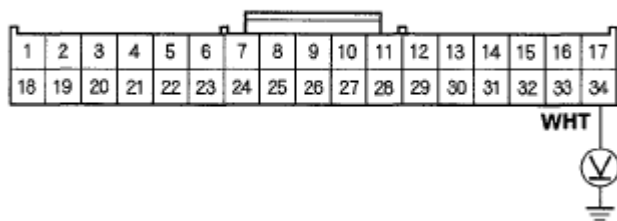


Fig. 326: Identifying Dashboard Wire Harness A 34P Connector C651 (A) And Right Side Wire Harness C651 (B)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Turn the ignition switch ON (II).
15. Measure the voltage between the No. 34 terminal of dashboard wire harness A 34P connector C651 and body ground. There should be battery voltage.

DASHBOARD WIRE HARNESS A 34P CONNECTOR C651



Wire side of female terminals

Fig. 327: Measuring Voltage Between No. 34 Terminal Of Dashboard Wire Harness A 34P Connector C651 And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

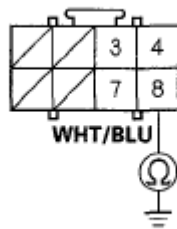
Is there battery voltage?

YES - Open in the right side wire harness or OPDS unit harness; replace the faulty harness.

NO - Open in the dashboard wire harness A; replace dashboard wire harness A.

16. Turn the ignition switch OFF.
17. Measure the resistance between the No. 8 terminal of the OPDS unit harness 8P connector and body ground. There should be 0-1.0 ohms.

OPDS UNIT HARNESS 8P CONNECTOR



Wire side of female terminals

Fig. 328: Measuring Resistance Between No. 8 Terminal Of OPDS Unit Harness 8P Connector And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

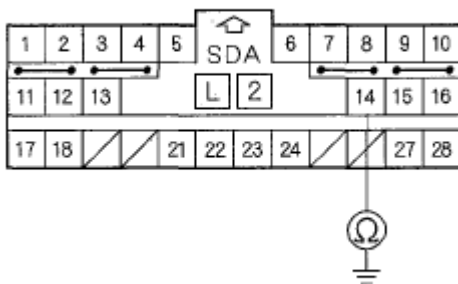
Is the resistance as specified?

YES - Go to step 18.

NO - Open in the OPDS unit harness or right side wire harness; replace the faulty harness.

18. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
19. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
20. Measure the resistance between the No. 14 terminal of SRS unit connector A (28P) and body ground. There should be an open circuit or at least 1 M ohms.

SRS UNIT CONNECTOR A (28P)



Wire side of female terminals

Fig. 329: Measuring Resistance Between No. 14 Terminal Of SRS Unit Connector A (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 21.

NO - Go to step 24.

21. Measure the resistance between the No. 14 terminal of SRS unit connector A (28P) and the No. 7 terminal of the OPDS unit harness 8P connector. There should be 0-1.0 ohms.

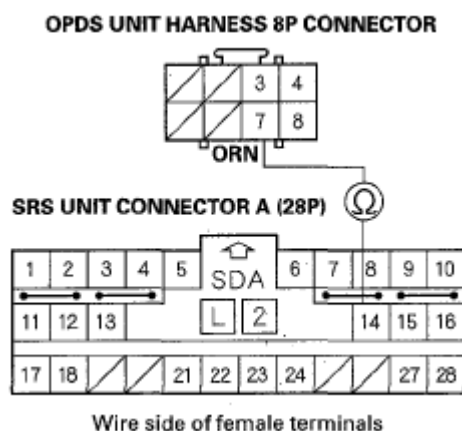


Fig. 330: Measuring Resistance Between No. 14 Terminal Of SRS Unit Connector A (28P) And No. 7 Terminal Of OPDS Unit Harness 8P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty OPDS unit or SRS unit; replace the OPDS unit (see **OPDS UNIT REPLACEMENT**).
 If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 22.

22. Disconnect the right side wire harness 4P connector C801 (A) from the OPDS unit harness.



Fig. 331: Identifying Right Side OPDS Unit And 4P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

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23. Measure the resistance between the No. 14 terminal of SRS unit connector A (28P) and the No. 4 terminal of right side wire harness 4P connector C801. There should be 0-1.0 ohms.

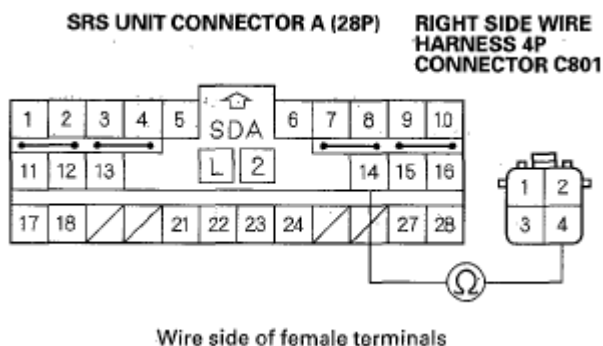


Fig. 332: Measuring Resistance Between No. 14 Terminal Of SRS Unit Connector A (28P) And No. 4 Terminal Of Right Side Wire Harness 4P Connector C801

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Open in the OPDS unit harness; replace the OPDS unit harness.

NO - Open in dashboard wire harness A or right side wire harness; replace the faulty harness.

24. Disconnect right side wire harness 4P connector (A) from the OPDS unit harness.



Fig. 333: Identifying Right Side OPDS Unit And 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

25. Measure the resistance between the No. 14 terminal of SRS unit connector A (28P) and body ground. There should be an open circuit or at least 1Mohms.

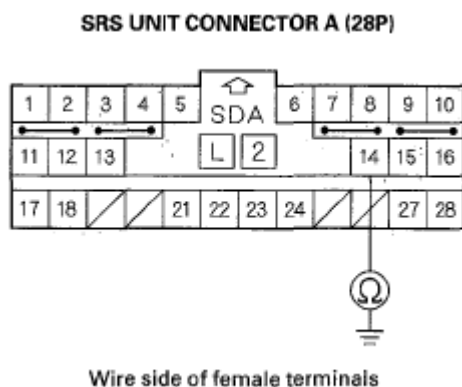


Fig. 334: Measuring Resistance Between No. 14 Terminal Of SRS Unit Connector A (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Short to ground in the OPDS unit harness; replace the OPDS unit harness.

NO - Short to ground in dashboard wire harness A or right side wire harness; replace the faulty harness.

**DTC 81-71,81-78: FRONT PASSENGER'S WEIGHT SENSOR UNIT DOES NOT CALIBRATE;
DTC 85-71,85-78: OPDS UNIT NOT INITIALIZED**

NOTE:

- An incorrect OPDS unit can cause DTC 85-63.
- A new (uninitialized) OPDS unit installed with a faulty OPDS sensor can cause DTC 85-71.
- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on and is DTC 81-71, 81-78, 85-71, or 85-78 indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Calibrate the front passenger's weight sensor unit (see **FRONT PASSENGER'S WEIGHT SENSOR UNIT CALIBRATION**) or initialize the OPDS unit (see **OPDS UNIT INITIALIZATION**).
4. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and

then goes off.

Does the SRS indicator go off?

YES - The system is OK.

NO - Replace the front passenger's weight sensor unit (see **FRONT PASSENGER'S WEIGHT SENSOR UNIT REPLACEMENT**) or OPDS unit (see **OPDS UNIT REPLACEMENT**) and reset.

DTC 85-79: OPDS SENSOR INITIAL CHECK FAILURE

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 85-79 indicated?

YES - Turn the ignition switch OFF, and go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Make sure nothing is on the front passenger's seat.
4. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator go off?

YES - The system is OK.

NO - Initialize the OPDS unit (see **OPDS UNIT INITIALIZATION**).

DTC 86-1X, 86-2X ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY OPDS SENSOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

NOTE: Aftermarket devices (fluorescent lights, laptop computers, etc.) used near the front passenger's seat-back can interfere with the seat-back sensors and cause a false DTC 86-1x or 86-2x. If one of these devices was used, clear the DTC, operate the device near the seat-back, and recheck for DTCs. If DTC 86-1x or 86-2x is reset, erase it, and do not use the device near the seat-back.

3. Check the connections (A) at the OPDS sensor harness connectors and the OPDS unit connector (B).

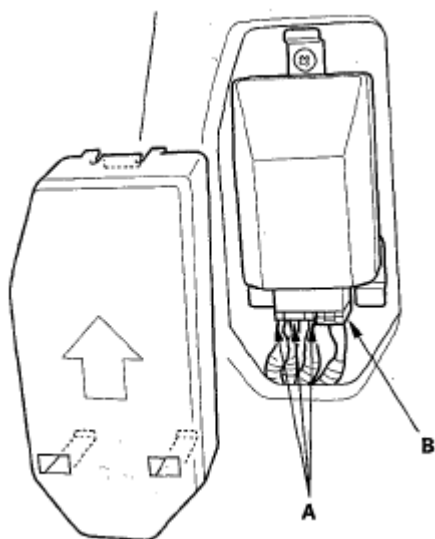


Fig. 335: Identifying OPDS Sensor Harness Connectors At OPDS Unit
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Are the connections OK?

YES - Go to step 4.

NO - Reconnect the OPDS sensor harness connectors, and clear the DTC.

4. Replace the OPDS sensor/seat-back foam (see **FRONT SEAT-BACK COVER REPLACEMENT**), and initialize the OPDS unit (see **OPDS UNIT INITIALIZATION**).
5. Clear the DTC memory, then check for DTC 86-1x or 86-2x.

Is DTC 86-1 x or 86-2x indicated?

YES - Replace the OPDS unit (see **OPDS UNIT REPLACEMENT**).

NO - The system is OK.

DTC 87-3X ("X" CAN BE 0 THRU 9 OR A THRU F): SIDE AIRBAG CUTOFF INDICATOR STAYS ON/OFF

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

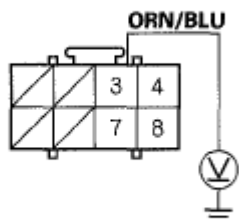
3. Turn the ignition switch OFF. Make sure nothing is on the front passenger's seat.
4. Disconnect the OPDS unit harness 8P connector (A) from the OPDS unit.



Fig. 336: Identifying OPDS Unit Harness 8P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Turn the ignition switch ON (II).
6. Measure the voltage between the No. 3 terminal of the OPDS unit harness 8P connector and body ground. There should be battery voltage.

OPDS UNIT HARNESS 8P CONNECTOR



Wire side of female terminals

Fig. 337: Measuring Voltage Between No. 3 Terminal Of OPDS Unit Harness 8P Connector And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES - Faulty OPDS unit; replace the OPDS unit (see OPDS UNIT REPLACEMENT).

NO - Go to step 7.

7. Turn the ignition switch OFF.
8. Remove the gauge control module (see GAUGE CONTROL MODULE REPLACEMENT). Disconnect gauge control module connector A (20P) from the gauge control module.

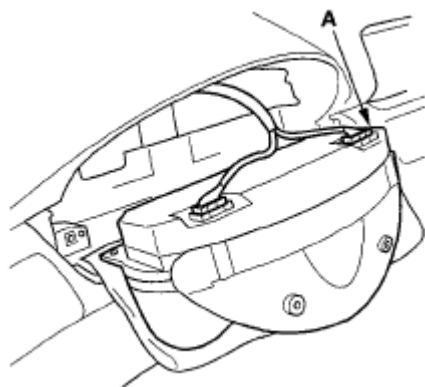
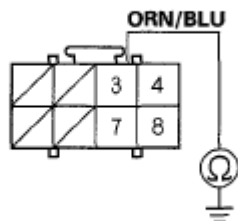


Fig. 338: Identifying Gauge Control Module Connector A (20P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Measure the resistance between the No. 3 terminal of the OPDS unit harness 8P connector and body ground. There should be an open circuit or at least 1Mohms.

OPDS UNIT HARNESS 8P CONNECTOR



Wire side of female terminals

Fig. 339: Measuring Resistance Between No. 3 Terminal Of OPDS Unit Harness 8P Connector And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

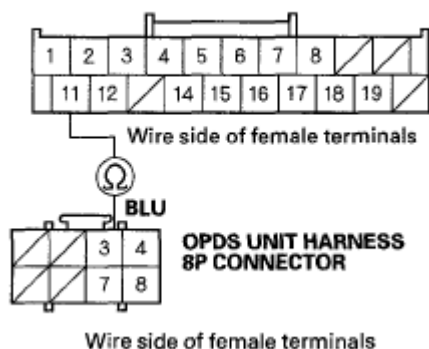
Is the resistance as specified?

YES - Go to step 10.

NO - Short to ground in the OPDS unit harness, right side wire harness, or dashboard wire harness A; replace the faulty harness.

10. Measure the resistance between the No. 3 terminal of the OPDS unit harness 8P connector and the No. 11 terminal of gauge control module connector A (20P). There should be 0-1.0 ohms.

GAUGE CONTROL MODULE CONNECTOR A (20P)



Wire side of female terminals

Fig. 340: Measuring Resistance Between No. 3 Terminal Of OPDS Unit Harness 8P Connector And No. 11 Terminal Of Gauge Control Module Connector A (20P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**.

NO - Open in the OPDS unit harness, right side wire harness, or dashboard wire harness A; replace the faulty harness.

NOTE:

- Before troubleshooting any of these DTCs, check the battery/system voltage. If the voltage is low, repair the charging system before troubleshooting the SRS system. If the battery/system voltage is now OK, ask the client if the battery ever went dead. A dead battery may trigger one of these DTCs.
- Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see CLEAR THE DTC MEMORY WITH THE HDS).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 91-1x indicated?

YES - Replace the SRS unit (see SRS UNIT REPLACEMENT).

NO - Intermittent failure, the system is OK at this time. Go to TROUBLESHOOTING INTERMITTENT FAILURES . If another DTC is indicated, troubleshoot the DTC.

DTC 91-2X ("X" CAN BE 0 THRU 9 OR A THRU F): SHORT TO GROUND IN THE SRS INDICATOR CIRCUIT

NOTE:

Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see CLEAR THE DTC MEMORY WITH THE HDS).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 91-2x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to TROUBLESHOOTING INTERMITTENT FAILURES . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
5. Remove the gauge control module (see GAUGE CONTROL MODULE REPLACEMENT). Disconnect the gauge control module connector A (20P) from the gauge control module.

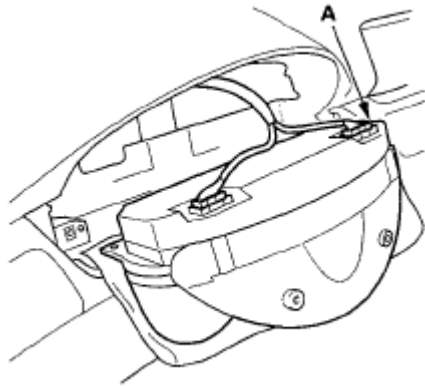


Fig. 341: Identifying Gauge Control Module Connector A (20P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Measure the resistance between the No. 11 terminal of SRS unit connector A (28P) and body ground. There should be an open circuit or at least 1 Mohms.

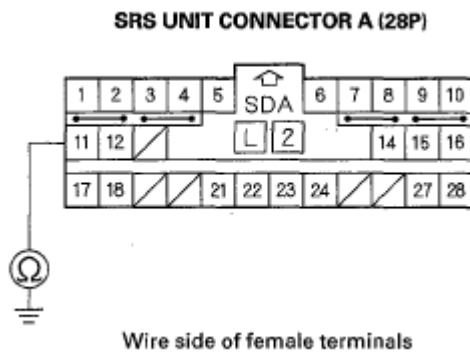


Fig. 342: Measuring Resistance Between No. 11 Terminal Of SRS Unit Connector A (28P) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 7.

NO - Short to ground in the dashboard wire harness; replace the dashboard wire harness.

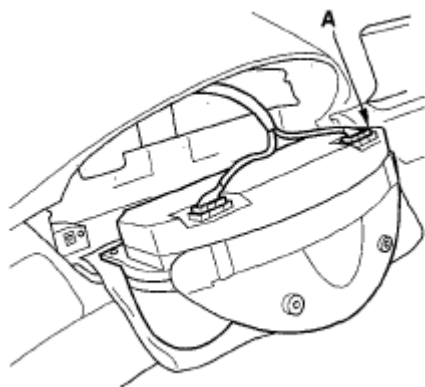


Fig. 343: Identifying Gauge Control Module Connector A (20P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Reconnect the gauge control module connector A (20P).
8. Turn the ignition switch ON (II).
9. Install a jumper wire between the No. 12 terminal of gauge control module connector A (20P) and the No. 1 terminal of the gauge control module connector B (28P). The SRS indicator should go off.

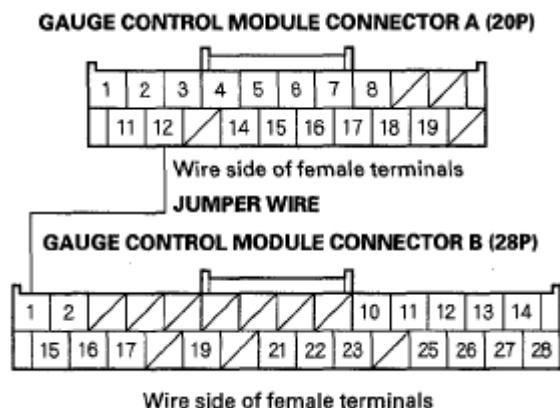


Fig. 344: Installing Jumper Wire Between No. 12 Terminal Of Gauge Control Module Connector A (20P) And No. 1 Terminal Of Gauge Control Module Connector B (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Does the SRS indicator go off?

YES - Faulty SRS unit; replace the SRS unit (see SRS UNIT REPLACEMENT).

NO - Short to ground in the SRS indicator circuit of the gauge control module; replace the gauge control module (see GAUGE CONTROL MODULE REPLACEMENT).

DTC 92-1X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN IN PASSENGER'S AIRBAG CUTOFF INDICATOR

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES) and General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION).

1. Clear the DTC memory (see CLEAR THE DTC MEMORY WITH THE HDS).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 92-1x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to TROUBLESHOOTING INTERMITTENT FAILURES . If another DTC is indicated, troubleshoot the DTC.

3. Disconnect the passenger's airbag cutoff indicator 6P connector (see **PASSENGER'S AIRBAG CUTOFF INDICATOR ILLUMINATION BULB TEST**).
4. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
5. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
6. Reconnect the negative cable to the battery.
7. Turn the ignition switch ON (II).
8. Measure the voltage between the No. 12 terminal of SRS unit connector A (28P) and body ground. There should be 0.5 V or less.

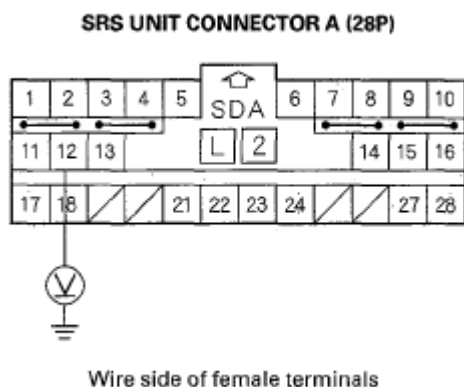


Fig. 345: Measuring Voltage Between No. 12 Terminal Of SRS Unit Connector A (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Faulty SRS unit or passenger's airbag cutoff indicator; replace the passenger's airbag cutoff indicator. If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to power in dashboard wire harness A; replace dashboard wire harness A.

DTC 92-2X ("X" CAN BE 0 THRU 9 OR A THRU F): OPEN OR SHORT TO GROUND IN PASSENGER'S AIRBAG CUTOFF INDICATOR

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC 92-21 indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING**

INTERMITTENT FAILURES . If another DTC is indicated, troubleshoot the DTC.

3. Disconnect the passenger's airbag cutoff indicator 6P connector (see **PASSENGER'S AIRBAG CUTOFF INDICATOR ILLUMINATION BULB TEST**).
4. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
5. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
6. Measure the resistance between the No. 2 terminal of the passenger's airbag cutoff indicator 6P connector and the No. 12 terminal of SRS unit connector A (28P). There should be 0-1.0 ohms.

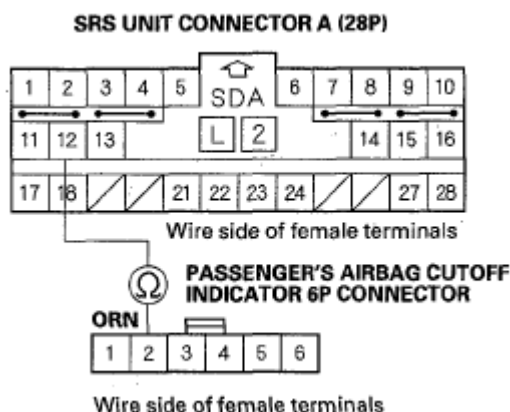


Fig. 346: Measuring Resistance Between No. 2 Terminal Of Passenger's Airbag Cutoff Indicator 6P Connector And No. 12 Terminal Of SRS Unit Connector A (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 7.

NO - Open in dashboard wire harness A; replace dashboard wire harness A.

7. Measure the resistance between the No. 12 terminal of the SRS unit connector A (28P) and body ground. There should be an open circuit or at least 1Mohms.

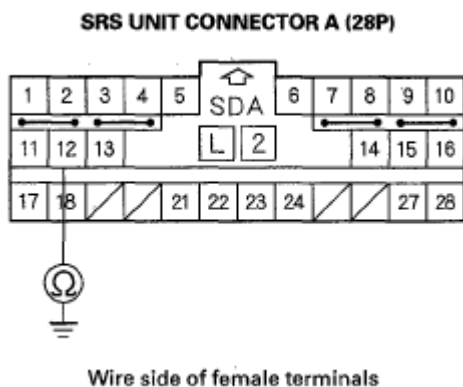


Fig. 347: Measuring Resistance Between No. 12 Terminal Of SRS Unit Connector A (28P) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Check for a faulty SRS unit or passenger's airbag cutoff indicator; replace the passenger's airbag cutoff indicator. If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to ground in dashboard wire harness A; replace dashboard wire harness A.

DTC A1-1X ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY POWER SUPPLY (VA LINE)

NOTE: Before doing this troubleshooting procedure, review SRS Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**) and General Troubleshooting Information (see **GENERAL TROUBLESHOOTING INFORMATION**).

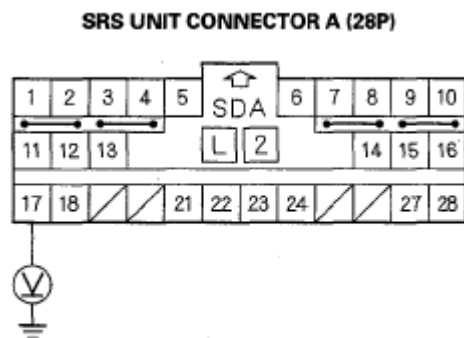
1. Check the No. 10 (7.5 A) fuse in the driver's under-dash fuse/relay box.

Is the fuse OK?

YES - Go to step 2.

NO - Short to ground in the under-dash fuse/relay box No.10 (7.5 A) fuse circuit.

2. Turn the ignition switch ON (II) and wait for 30 seconds. Then turn the ignition switch OFF.
3. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
5. Reconnect the negative cable to the battery.
6. Measure the voltage between the No. 17 terminal of SRS unit connector A (28P) and body ground. Turn the ignition switch ON (II), and measure the voltage. There should be battery voltage.



Wire side of female terminals

Fig. 348: Measuring Voltage Between No. 17 Terminal Of SRS Unit Connector A (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES - Faulty SRS unit or poor contact at SRS unit connector A (28P) and the SRS unit; check the

connection. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 7.

7. Turn the ignition switch OFF.
8. Disconnect driver's under-dash fuse/relay box connector S (2P).

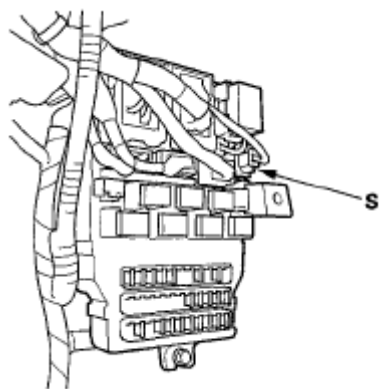


Fig. 349: Identifying Driver's Under-Dash Fuse/Relay Box Connector S (2P)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Measure the resistance between the No. 1 terminal of driver's under-dash fuse/relay box connector S (2P) and the No. 17 terminal of SRS unit connector A (28P). There should be 0-1.0 ohms.

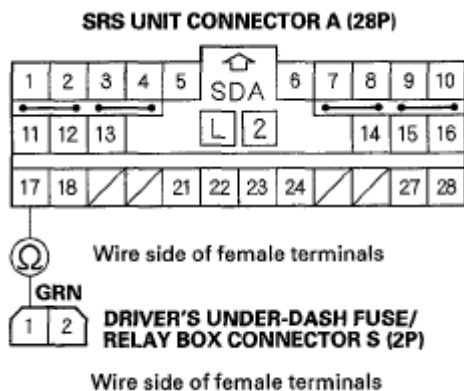


Fig. 350: Measuring Resistance Between No. 1 Terminal Of Driver's Under-Dash Fuse/Relay Box Connector S (2P) And No. 17 Terminal Of SRS Unit Connector A (28P)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Open in the driver's under-dash fuse/relay box or poor connection between connector S (2P) and the driver's under-dash fuse/relay box; check the connection. If the connection is OK, replace the driver's under-dash fuse/relay box.

NO - Open in dashboard wire harness A; replace dashboard wire harness A.

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures (see PRECAUTIONS AND PROCEDURES)** and **General Troubleshooting Information (see GENERAL TROUBLESHOOTING INFORMATION)**.

1. Check the No. 22 (10 A) fuse in the driver's under-dash fuse/relay box.

Is the fuse OK?

YES - Go to step 11.

NO - Go to step 2.

2. Replace the No. 22(10 A) fuse.
3. Turn the ignition switch ON (II), and wait for 30 seconds. Then turn the ignition switch OFF.
4. Check the No. 22 (10 A) fuse.

Is the fuse OK?

YES - The system is OK at this time.

NO - Go to step 5.

5. Replace the No. 22 (10 A) fuse.
6. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
7. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
8. Reconnect the negative cable to the battery.
9. Turn the ignition switch ON (II) and wait for 30 seconds. Then turn the ignition switch OFF.
10. Check the No. 22 (10 A) fuse.

Is the fuse OK?

YES - Short to ground in the SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to ground in dashboard wire harness A or in the driver's under-dash fuse/relay box No. 22 (10 A) fuse circuit; replace dashboard wire harness A. If the problem is still present, replace the driver's under-dash fuse/relay box.

11. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
12. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
13. Reconnect the negative cable to the battery.
14. Turn the ignition switch ON (II).
15. Measure the voltage between the No. 18 terminal of SRS unit connector A (28P) and body ground. There should be battery voltage.

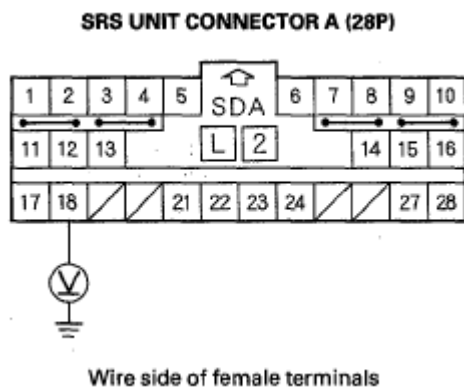


Fig. 351: Measuring Voltage Between No. 18 Terminal Of SRS Unit Connector A (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES - Faulty SRS unit or poor contact at SRS unit connector A (28P) and the SRS unit; check the connection. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Go to step 16.

16. Turn the ignition switch OFF.
17. Disconnect under-dash fuse/relay box connector S (2P).

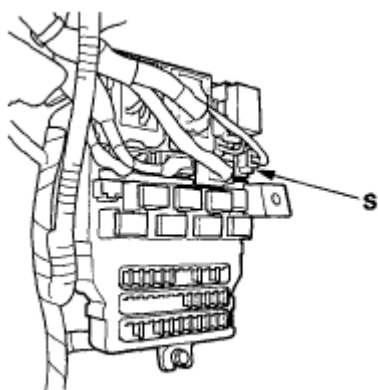


Fig. 352: Identifying Under-Dash Fuse/Relay Box Connector S (2P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

18. Measure the resistance between the No. 2 terminal of driver's under-dash fuse/relay box connector S (2P) and the No. 18 terminal of SRS unit connector A (28P). There should be 0-1.0 ohms.

2007 Acura RL

2005-08 RESTRAINTS SRS (Supplemental Restraint System) - RL

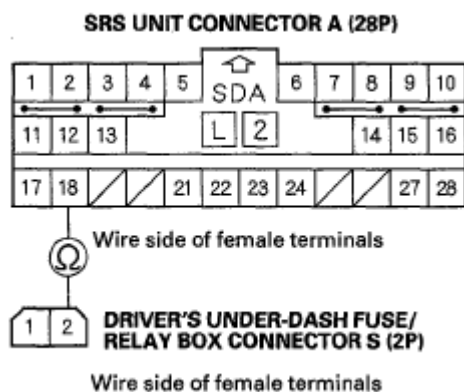


Fig. 353: Measuring Resistance Between No. 2 Terminal Of Driver's Under-Dash Fuse/Relay Box Connector S (2P) And No. 18 Terminal Of SRS Unit Connector A (28P)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Open in the driver's under-dash fuse/relay box or poor connection between connector S (2P) and the driver's under-dash fuse/relay box; check the connection. If the connection is OK, replace the driver's under-dash fuse/relay box.

NO - Open in dashboard wire harness A; replace dashboard wire harness A.

DTC B2-1X ("X" CAN BE 0 THRU 9 OR A THRU F): NO SIGNAL FROM THE REAR SAFING SENSOR

Special Tools Required

- SRS inflator simulator 07SAZ-TB4011A
- SRS simulator lead H 07YAZ-S3AA100

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC B2-1x indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES**. If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.

4. Check the connection between the floor wire harness 2P connector and rear safing sensor (see **REAR SAFING SENSOR REPLACEMENT**).

Is the connection OK?

YES - Go to step 5.

NO - Repair the poor connection and retest. If the DTC B2-11 is still present, go to step 5.

5. Disconnect the left side wire harness 2P connector (A) from the rear safing sensor.

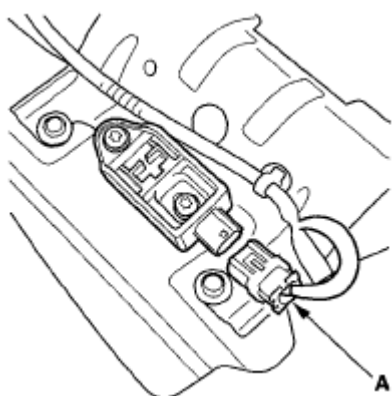


Fig. 354: Identifying Left Side Rear Safing Sensor And Wire Harness 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
7. Measure the resistance between the No. 5 and No. 6 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1Mohms.

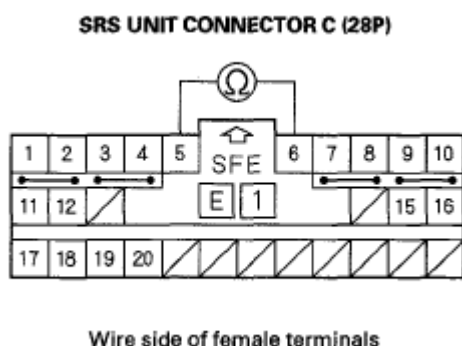


Fig. 355: Measuring Resistance Between No. 5 And No. 6 Terminals Of SRS Unit Connector C (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 8.

NO - Short in the left side wire harness or right side wire harness; replace the faulty harness.

8. Measure the resistance between the No. 5 terminal of SRS unit connector C (28P) and body ground, and between the No. 6 terminal and body ground. There should be an open circuit or at least 1Mohms.

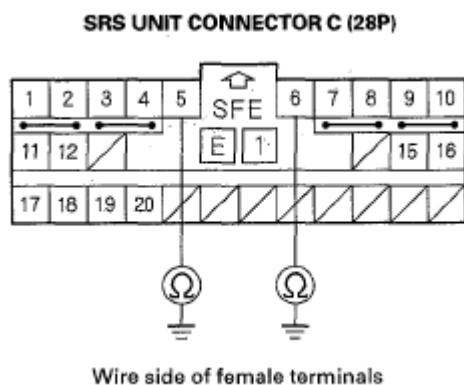


Fig. 356: Measuring Resistance Between No. 5 [No. 6] Terminal Of SRS Unit Connector C (28P) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 9.

NO - Short to ground in the left side wire harness or right side wire harness; replace the faulty harness.

9. Reconnect the negative cable to the battery.
 10. Turn the ignition switch ON (II).
 11. Measure the voltage between the No. 5 terminal of SRS unit connector C (28P) and body ground, and between the No. 6 terminal and body ground. There should be 1 V or less.

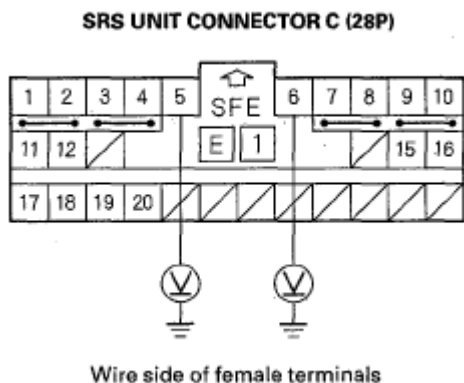


Fig. 357: Measuring Voltage Between No. 5 [No. 6] Terminal Of SRS Unit Connector C (28P) And Body Ground
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Go to step 12.

NO - Short to power in the left side wire harness or right side wire harness; replace the faulty harness.

12. Turn the ignition switch OFF.
13. Connect the SRS inflator simulator (jumper connector) and simulator lead H to the left side wire harness 2P connector (A).

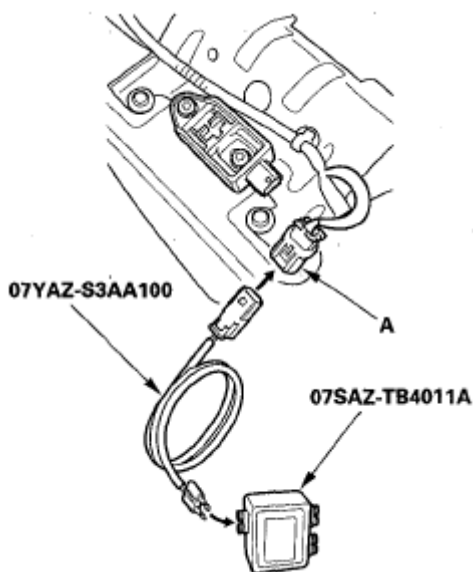


Fig. 358: Identifying Left Side Rear Safing Sensor And Wire Harness 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

14. Measure the resistance between the No. 5 and No. 6 terminals of SRS unit connector C (28P). There should be 0-1.0 ohms or less.

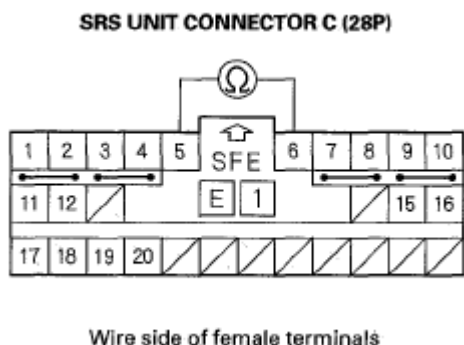


Fig. 359: Measuring Resistance Between No. 5 And No. 6 Terminals Of SRS Unit Connector C (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty rear safing sensor or SRS unit; replace the rear safing sensor (see **REAR SAFING SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Open in the floor wire harness; replace the floor wire harness.

DTC B2-CX ("X" CAN BE 0 THRU 9 OR A THRU F): FAULTY POWER SUPPLY TO THE REAR SAFING SENSOR

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC B2-Cx indicated?

YES - Go to step 3.

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

3. Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
4. Disconnect the left side wire harness 2P connector (A) from the rear safing sensor.

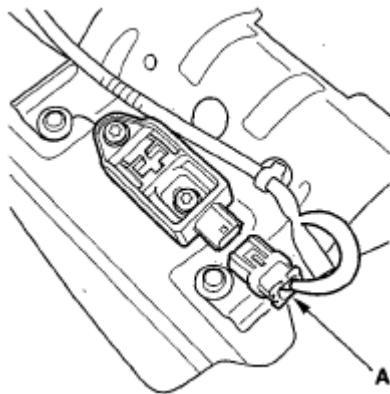


Fig. 360: Identifying Left Side Rear Safing Sensor And Wire Harness 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Disconnect SRS unit connector C (28P) from the SRS unit (see step 7).
6. Measure the resistance between the No. 5 terminal of SRS unit connector C (28P) and body ground. There should be an open circuit or at least 1Mohms.

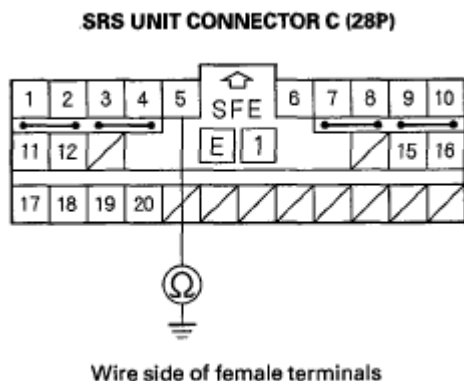


Fig. 361: Measuring Resistance Between No. 5 Terminal Of SRS Unit Connector C (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 7.

NO - Short to ground in the left side wire harness or right side wire harness; replace the faulty harness.

7. Measure the resistance between the No. 5 and No. 6 terminals of SRS unit connector C (28P). There should be an open circuit or at least 1 M ohms.

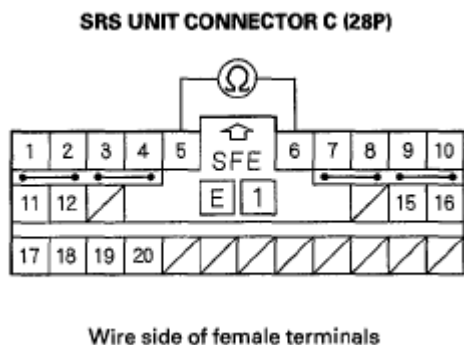


Fig. 362: Measuring Resistance Between No. 5 And No. 6 Terminals Of SRS Unit Connector C (28P)

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Faulty rear safing sensor or SRS unit; replace the rear safing sensor (see **REAR SAFING SENSOR REPLACEMENT**). If the problem is still present, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short in the left side wire harness or right side wire harness; replace the faulty harness.

DTC B2-2X, B2-8X, B2-9X, B2-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE REAR SAFING SENSOR

NOTE: Before doing this troubleshooting procedure, review **SRS Precautions and Procedures** (see **PRECAUTIONS AND PROCEDURES**) and **General Troubleshooting Information** (see **GENERAL TROUBLESHOOTING INFORMATION**).

1. Clear the DTC memory (see **CLEAR THE DTC MEMORY WITH THE HDS**).
2. Turn the ignition switch ON (II), and check that the SRS indicator comes on for about 6 seconds and then goes off.

Does the SRS indicator stay on, and is DTC B2-2x, B2-8x, B2-9x, or B2-Bx indicated?

YES - Replace the rear safing sensor (see **REAR SAFING SENSOR REPLACEMENT**). If the DTC returns, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Intermittent failure, the system is OK at this time. Go to **TROUBLESHOOTING INTERMITTENT FAILURES** . If another DTC is indicated, troubleshoot the DTC.

SYMPTOM TROUBLESHOOTING

SRS INDICATOR DOES NOT COME ON

1. Turn the ignition switch ON (II), and see if the other indicators come on (brake system, etc).

Do the other indicators come on?

YES - Go to step 2.

NO - Go to step 10.

2. Turn the ignition switch OFF, then remove the gauge control module (see **CIRCUIT DIAGRAM**). Disconnect gauge control module connector A (20P) and connector B (28P) from the gauge control module.

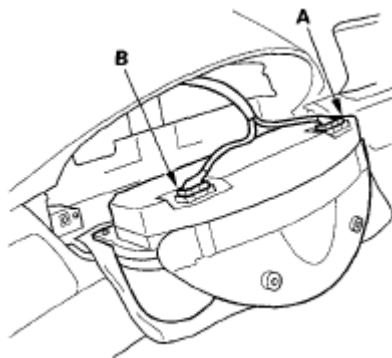
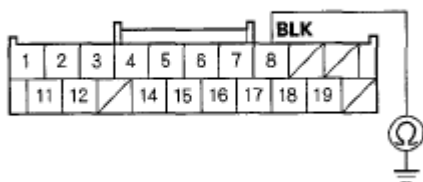


Fig. 363: Identifying Gauge Control Module Connector A (20P) And Connector B (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Measure the resistance between the No. 8 terminal of gauge control module connector A (20P) and body ground. There should be 0-1.0 ohms.

GAUGE CONTROL MODULE CONNECTOR A (20P)



Wire side of female terminals

Fig. 364: Measuring Resistance Between No. 8 Terminal Of Gauge Control Module Connector A (20P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

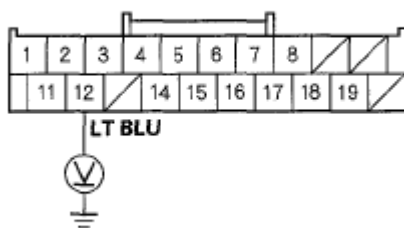
Is the resistance as specified?

YES - Go to step 4.

NO - Open in the dashboard wire harness A or faulty body ground terminal (G502) (see **DASHBOARD WIRE HARNESS A (LEFT BRANCH) ('06-08 MODELS)**). If the body ground terminal is OK, replace dashboard wire harness A.

- Measure the voltage between the No. 12 terminal of gauge control module connector A (20P) and body ground within the first 6 seconds after turning the ignition switch ON (II). There should be about 1.0 V for 6 seconds and then about 11 V.

GAUGE CONTROL MODULE CONNECTOR A (20P)



Wire side of female terminals

Fig. 365: Measuring Voltage Between No. 12 Terminal Of Gauge Control Module Connector A (20P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

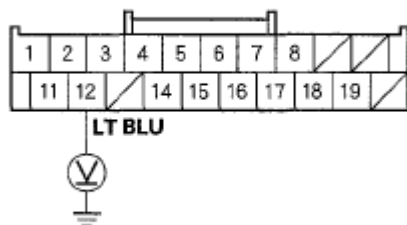
Is the voltage as specified?

YES - Faulty SRS indicator circuit in the gauge control module; replace the gauge control module.

NO - Go to step 5.

- Turn the ignition switch OFF. Disconnect the negative cable from the battery, then wait for 3 minutes.
- Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
- Reconnect the negative cable to the battery.

8. Turn the ignition switch ON (II).
9. Measure the voltage between the No. 12 terminal of gauge control module connector A (20P) and body ground. There should be 0.5 V or less.

GAUGE CONTROL MODULE CONNECTOR A (20P)

Wire side of female terminals

Fig. 366: Measuring Voltage Between No. 12 Terminal Of Gauge Control Module Connector A (20P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the voltage as specified?

YES - Faulty SRS unit; replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Short to power in the dashboard wire harness A or junction connector; replace dashboard wire harness A.

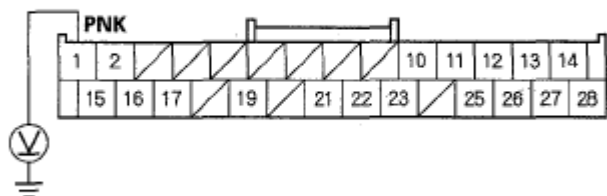
10. Turn the ignition switch OFF. Check the No. 21 (10 A) fuse in the driver's under-dash fuse/relay box.

Is the fuse blown?

YES - Go to step 13.

NO - Go to step 11.

11. Turn the ignition switch ON (II).
12. Measure the voltage between the No. 1 terminal of gauge control module connector B (28P) and body ground. There should be battery voltage.

GAUGE CONTROL MODULE CONNECTOR B (28P)

Wire side of female terminals

Fig. 367: Measuring Voltage Between No. 1 Terminal Of Gauge Control Module Connector B (28P) And Body Ground

Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is there battery voltage?

YES - Faulty SRS indicator circuit in the gauge control module or poor connection at gauge control module connector B (28P) and the gauge control module; if the connection is OK, replace the gauge control module.

NO - Open in the driver's under-dash fuse/relay box No. 21 (10 A) fuse circuit, or open in the PNK wire of dashboard wire harness A or junction connector. If the driver's under-dash fuse/relay box is OK, replace dashboard wire harness A.

13. Replace the No. 21 (10 A) fuse, then check to see if the indicators come on.

Do the indicators come on?

YES - The system is OK at this time.

NO - Repair the short to ground in the driver's under-dash fuse/relay box No. 21 (10 A) fuse circuit.

SRS INDICATOR STAYS ON, BUT NO DTCS ARE STORED

NOTE:

- A new SRS unit must sense the entire system is OK before completing its initial self-test. The most common cause of an incomplete self-test is the failure to replace all deployed parts after a collision, in particular seat belt tensioners (see **AIRBAG AND TENSIONER DISPOSAL**).
- A battery/system voltage above 15.2 V can cause the SRS indicator to come on without storing any DTCs.

1. Disconnect the negative cable from the battery, then wait for 3 minutes.
2. Disconnect SRS unit connector A (28P) from the SRS unit (see step 7).
3. Remove the gauge control module (see **GAUGE CONTROL MODULE REPLACEMENT**). Disconnect gauge control module connector A (20P) from the gauge control module.

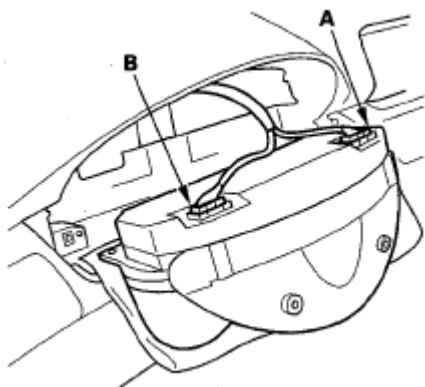


Fig. 368: Identifying Gauge Control Module Connector A (20P) And Connector B (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Measure the resistance between the No. 12 terminal of gauge control module connector A (20P) and the No. 11 terminal of SRS unit connector A (28P). There should be 0-1 ohms.

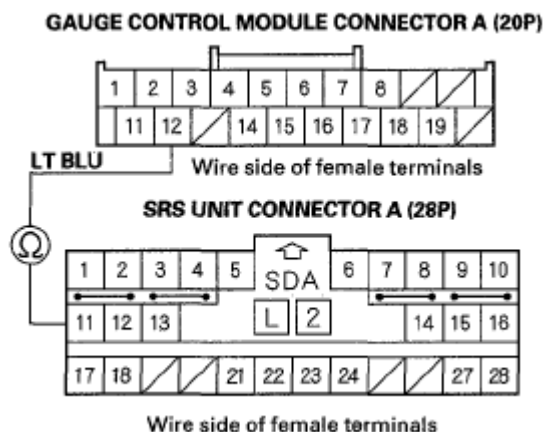


Fig. 369: Measuring Resistance Between No. 12 Terminal Of Gauge Control Module Connector A (20P) And No. 11 Terminal Of SRS Unit Connector A (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Is the resistance as specified?

YES - Go to step 5.

NO - Open in dashboard wire harness A; replace dashboard wire harness A.

5. Reconnect the negative cable to the battery.
6. Reconnect gauge control module connector A (20P) to the gauge control module.
7. Turn the ignition switch ON (II).
8. Install a jumper wire between the No. 12 terminal of gauge control module connector A (20P) and the No. 1 terminal of gauge control module connector B (28P). The SRS indicator should go off.

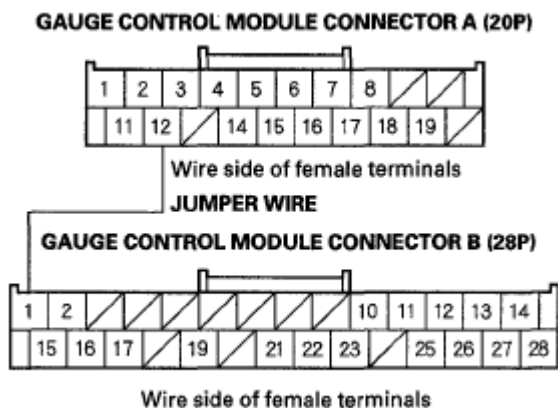


Fig. 370: Installing Jumper Wire Between No. 12 Terminal Of Gauge Control Module Connector A (20P) And No. 1 Terminal Of Gauge Control Module Connector B (28P)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Does the SRS indicator go off?

YES - Faulty SRS unit or poor connection at SRS unit connector A (28P) and the SRS unit; check the connection. If the connection is OK, replace the SRS unit (see **SRS UNIT REPLACEMENT**).

NO - Faulty SRS indicator circuit in the gauge control module or poor connection at gauge control module connector A or B; check the connection. If the connection is OK, replace the gauge control module.

COMPONENT REPLACEMENT/INSPECTION AFTER DEPLOYMENT

NOTE:

- **Before doing any SRS repairs, use the HDS SRS menu method to check for DTCs; refer to the **DTC TROUBLESHOOTING INDEX** for the less obvious deployed parts (seat belt tensioners, front impact sensors, side airbag sensors, etc.).**
- **After a vehicle collision, do the front passenger's weight sensor unit operation check (see **FRONT PASSENGER'S WEIGHT SENSOR UNIT OPERATION CHECK**).**

After a collision where the seat belt tensioners deployed, replace these items:

- SRS unit
- Seat belt tensioners
- Front impact sensors

After a collision where the front airbag(s) deployed, replace these items:

- SRS unit
- Deployed airbag(s)
- Seat belt tensioners
- Front impact sensors

After a collision where the side airbag(s) deployed, replace these items:

- SRS unit
- Deployed side airbag(s)
- Reinforcing cloth rear hooks
- Side impact sensor(s) (first) for the side(s) that deployed
- Side impact sensor(s) (second) for the side(s) that deployed
- 6-pillar lower trim

After a collision, where a side curtain airbag has deployed, replace the items for the side(s) that deployed:

- SRS unit
- Deployed side curtain airbag(s)
- Seat belt tensioner(s) for the side(s) that deployed
- Side impact sensor(s) (first) for the side(s) that deployed

- Side impact sensor(s) (second) for the side(s) that deployed
- Rear safing sensor
- Roof trim
- A-pillar trim
- B-pillar trim
- C-pillar trim
- Front grab handle
- Rear grab handle
- All related trim clips
- Sunvisor

After a moderate to severe side or rear collision, inspect for any damage on the side curtain airbag or other related components. Replace components as needed.

A-Pillar Trim

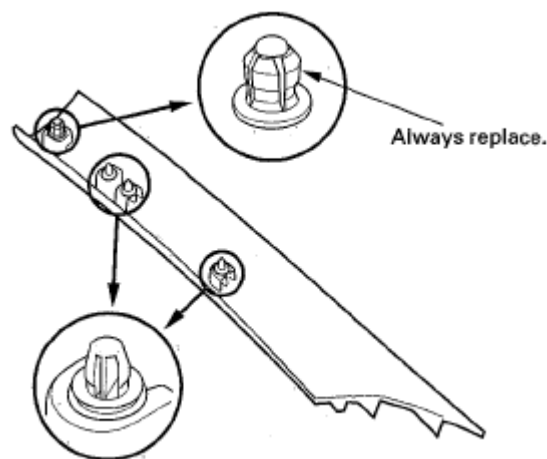


Fig. 371: Identifying A-Pillar Trim Rivets
Courtesy of AMERICAN HONDA MOTOR CO., INC.

B-Pillar Trim

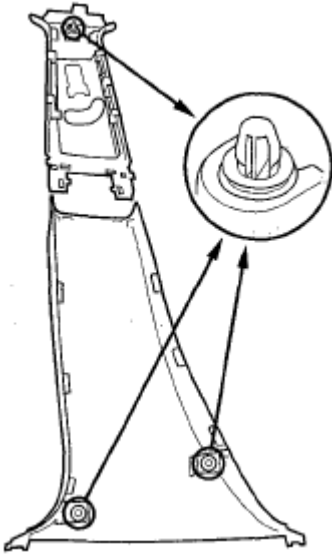


Fig. 372: Identifying B-Pillar Trim Rivets
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

C-Pillar Trim

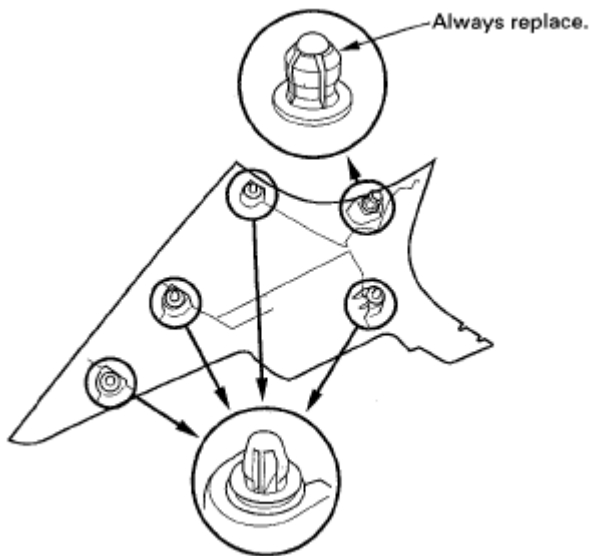


Fig. 373: Identifying C-Pillar Trim Rivets
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

During the repair process, inspect these areas:

- Inspect all the SRS wire harnesses. Replace, do not repair, any damaged harnesses.
- Inspect the cable reel for heat damage. If there is any damage, replace the cable reel.

After the vehicle is completely repaired, turn the ignition switch ON (II). If the SRS indicator comes on for about 6 seconds and then goes off, the SRS is OK. If the indicator does not function properly, use the HDS SRS Menu Method to read the DTC (see **GENERAL TROUBLESHOOTING INFORMATION**). If you cannot retrieve a code, do the SRS symptom troubleshooting.

CHECKING AND ADJUSTING THE HEADLINER/PILLAR TRIM OVERLAP

To prevent the side curtain airbag from deploying and damaging the pillar trim, the overlap between the headliner and pillar trim must be less than 15 mm. To check the overlap, do this:

1. Install the headliner (A) and the pillar trim (B).

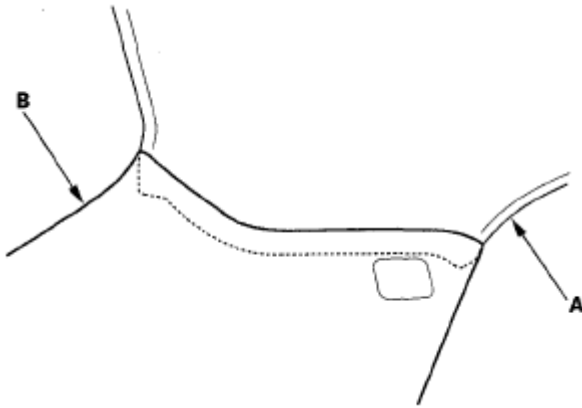


Fig. 374: Identifying Headliner And Pillar Trim
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Using masking tape on the headliner, mark the upper edge of each pillar trim.

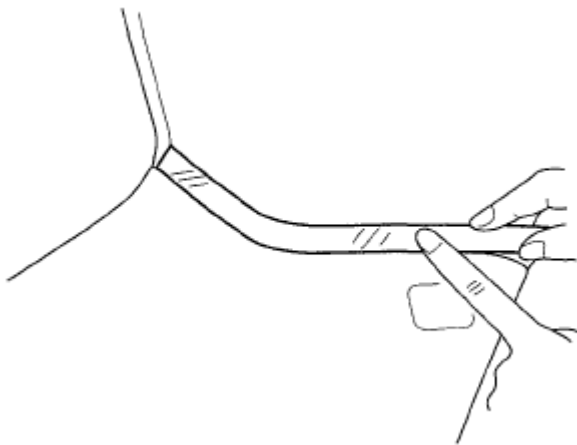


Fig. 375: Masking Tape On Headliner
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the pillar trim, and measure the headliner overlap.
 - If the overlap is less than 15 mm (0.6 in.), remove the tape, and install the pillar trim.
 - If the overlap is more than 15 mm (0.6 in.), go to step 4.

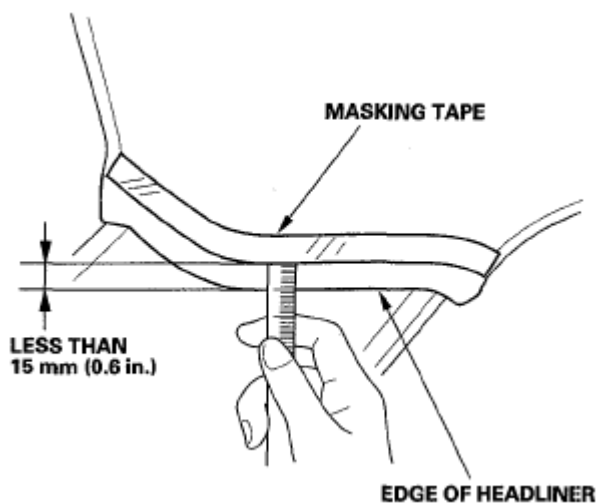


Fig. 376: Measuring Headliner Overlap
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Carefully trim the headliner with a utility knife, reducing the overlap to less than 15 mm.

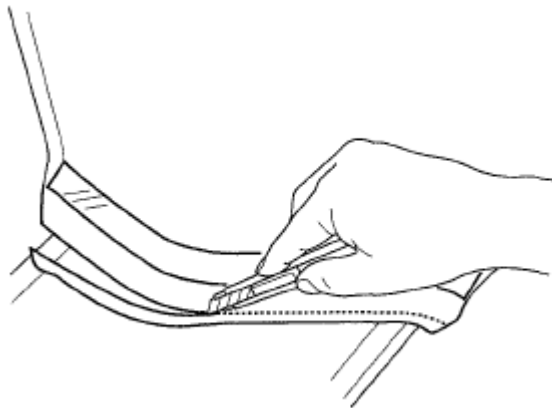


Fig. 377: Trimming Headliner With Utility Knife
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Remove the tape, and install the pillar trim.

DRIVER'S AIRBAG REPLACEMENT

REMOVAL

- Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
- Remove the access panel (A) from the steering wheel, then disconnect the driver's airbag 4P connector (B) from the cable reel.



Fig. 378: Identifying Steering Wheel Access Panel And Airbag 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Using a TORX T30 bit, remove the two TORX bolts (A).

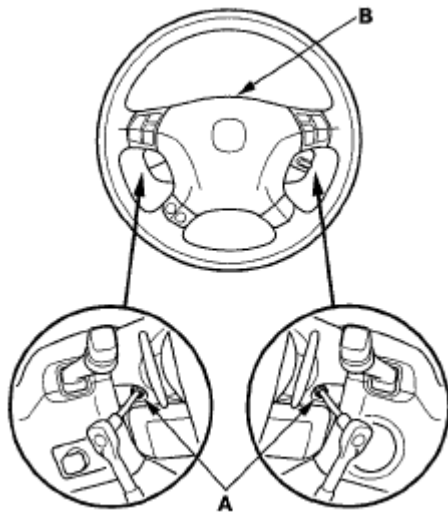


Fig. 379: Removing/Installing Torx Bolts Using TORX T30 Bit
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Disconnect the horn switch connector (1P), then remove the driver's airbag (B).

INSTALLATION

1. Place the new driver's airbag (A) in the steering wheel, connect the horn switch connector (1P), then secure it with new TORX bolts (B).

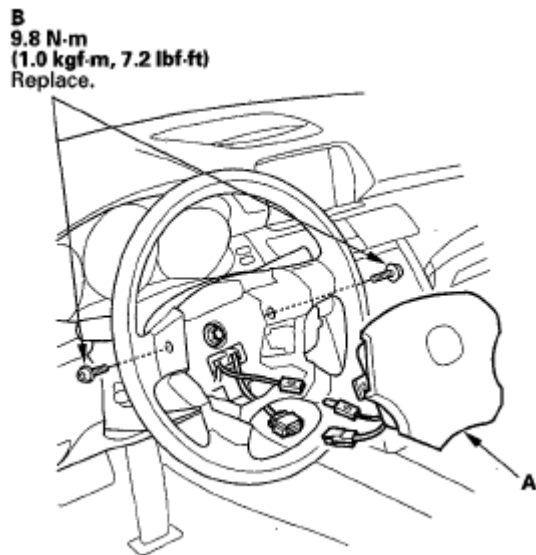


Fig. 380: Identifying Driver's Airbag And NEW Torx Bolts With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Connect the cable reel to the driver's airbag 4P connector (A), then install the access panel (B) on the steering wheel.



Fig. 381: Identifying Steering Wheel Access Panel And Airbag 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Reconnect the negative cable to the battery.
4. After installing the airbag, confirm proper system operation:
 - Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.
 - Make sure the horn button works.

FRONT PASSENGER'S AIRBAG REPLACEMENT

REMOVAL

NOTE: If the front passenger's airbag has been deployed, refer to the installation of the front passenger's airbag after a collision where it deployed (see

COMPONENT REPLACEMENT/INSPECTION AFTER DEPLOYMENT)

1. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
2. Remove the glove box (see **GLOVE BOX REMOVAL/INSTALLATION**).
3. Disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness A.

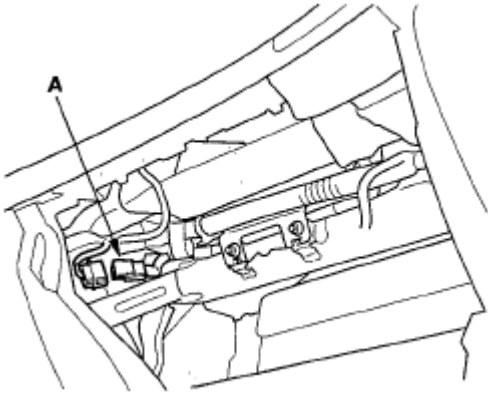


Fig. 382: Identifying Front Passenger's Airbag 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Remove the front passenger's air conditioning duct (A).

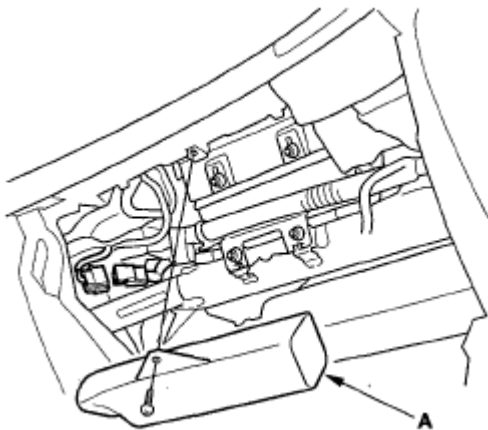


Fig. 383: Identifying Front Passenger's Air Conditioning Duct
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Remove the mounting nuts (A) from the bracket. Remove the front passenger's airbag (B).

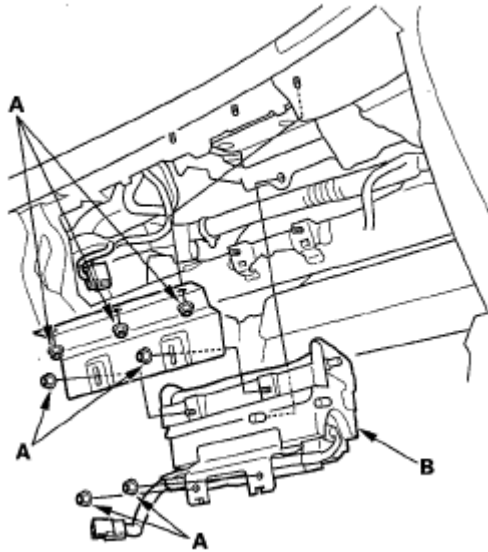


Fig. 384: Identifying Mounting Nuts And Front Passenger's Airbag
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

INSTALLATION

1. Place the new front passenger's airbag (A) into the bracket. Torque the front passenger's airbag mounting nuts (B).

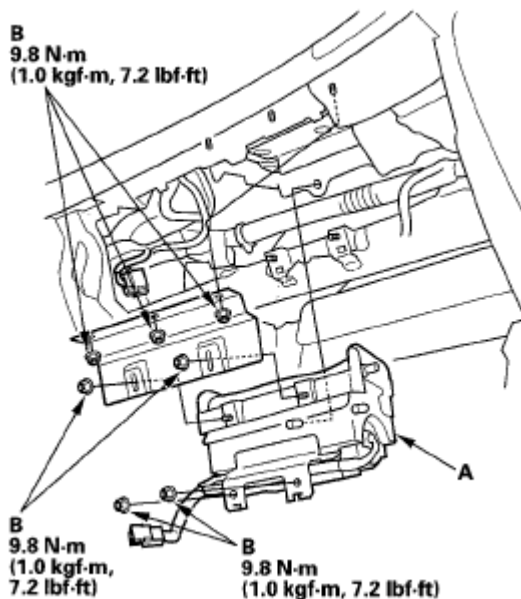


Fig. 385: Identifying Front Passenger's Airbag And Fasteners With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Connect the front passenger's airbag 4P connector (A) to dashboard wire harness A, then reinstall the glove box.

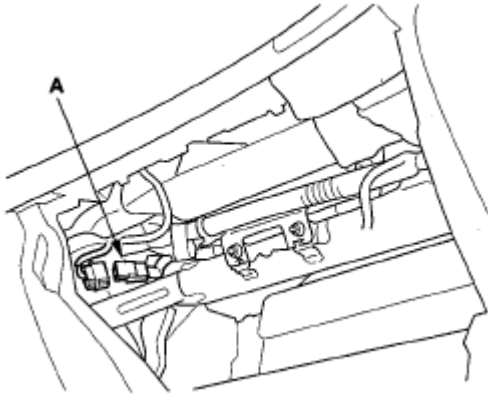


Fig. 386: Identifying Front Passenger's Airbag 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Reconnect the negative cable to the battery.
4. Connect the HDS and clear the DTCs.
5. After installing the airbag, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

INSTALLATION OF THE FRONT PASSENGER'S AIRBAG AFTER A COLLISION WHERE IT DEPLOYED

1. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
2. Remove the dashboard assembly from the vehicle (see **DASHBOARD REPLACEMENT**).
3. Place the new front passenger's airbag (A) into the bracket. Torque the front passenger's airbag mounting nuts (B).

NOTE:

- **Be sure to install the front passenger's airbag so it does not interfere with other parts.**
- **When you install the front passenger's airbag, be careful not to damage the bag.**
- **Be sure to keep the new airbag clean and do not unfold or tamper with the cloth cover on the airbag.**

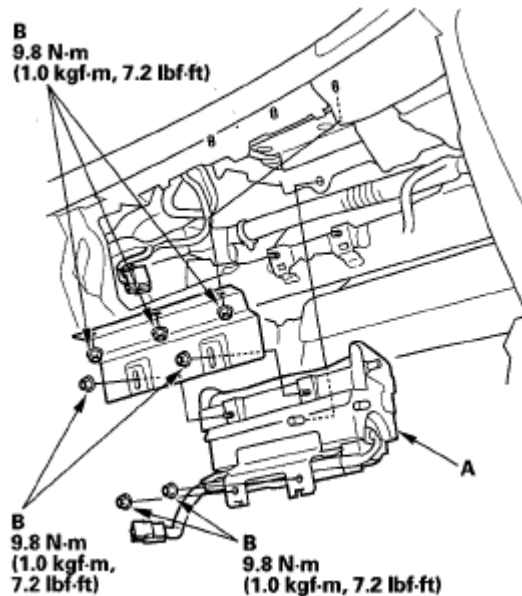


Fig. 387: Identifying Front Passenger's Airbag And Fasteners With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Install the dashboard assembly into the vehicle (see **DASHBOARD REPLACEMENT**).
5. Connect the front passenger's airbag 4P connector (A) to the dashboard wire harness A, then reinstall all removed parts.

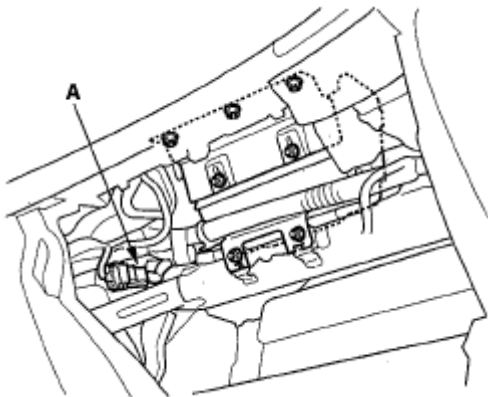


Fig. 388: Identifying Front Passenger's Airbag 4P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Reconnect the negative cable to the battery.
7. Connect the HDS and clear the DTCs.
8. After installing the airbag, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

SIDE AIRBAG REPLACEMENT

REMOVAL

2007 Acura RL

2005-08 RESTRAINTS SRS (Supplemental Restraint System) - RL

1. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
2. Disconnect the side airbag harness 2P connector (A).

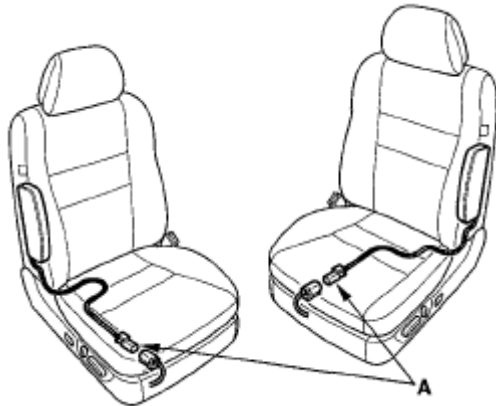


Fig. 389: Identifying Seat Side Airbag Harness 2P Connectors
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**) and seat-back cover (see **FRONT SEAT-BACK COVER REPLACEMENT**).

NOTE: If you are replacing a deployed airbag, replace the reinforcing cloth rear hooks (A).

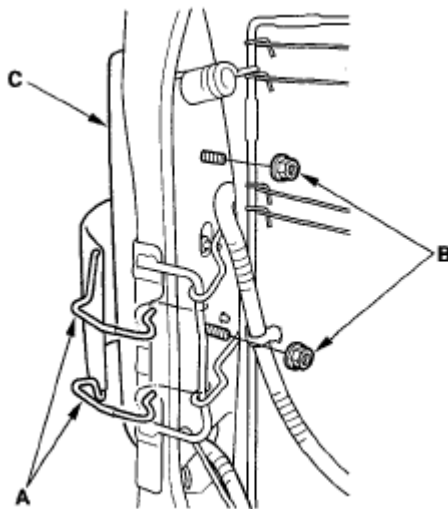


Fig. 390: Identifying Side Airbag Fasteners
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Remove the mounting nuts (B) and the side airbag (C).

INSTALLATION

NOTE:

- If the side airbag lid is secured by a tape, remove the tape.
- Do not open the lid of the side airbag cover.

- Use new mounting nuts tightened to the specified torque.
- Make sure that the seat-back cover is installed properly. Improper installation may prevent proper deployment.
- Be sure to install the harness wires so that they are not pinched or interfering with other parts.

1. Place the new side airbag on the seat-back frame (A). Torque the new side airbag mounting nuts (B).

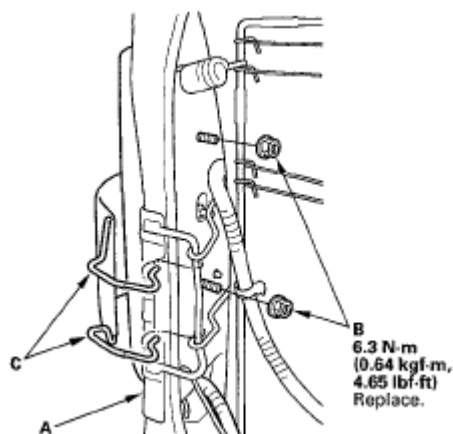


Fig. 391: Identifying Side Airbag Fasteners With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Install the seat-back cover in the reverse order of removal (see **FRONT SEAT-BACK COVER REPLACEMENT**).

NOTE: If you are replacing a deployed airbag, replace the reinforcing cloth rear hooks (C).

3. Install the seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**), then connect the side airbag harness 2P connector.
4. Move the front seat and the seat-back through their full ranges of movement, making sure the harness wires are not pinched or interfering with other parts.
5. Reconnect the negative cable to the battery.
6. Connect the HDS, and clear the DTCs (see **CLEAR THE DTC MEMORY WITH THE HDS**).
7. After installing the side airbag, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

SIDE CURTAIN AIRBAG REPLACEMENT

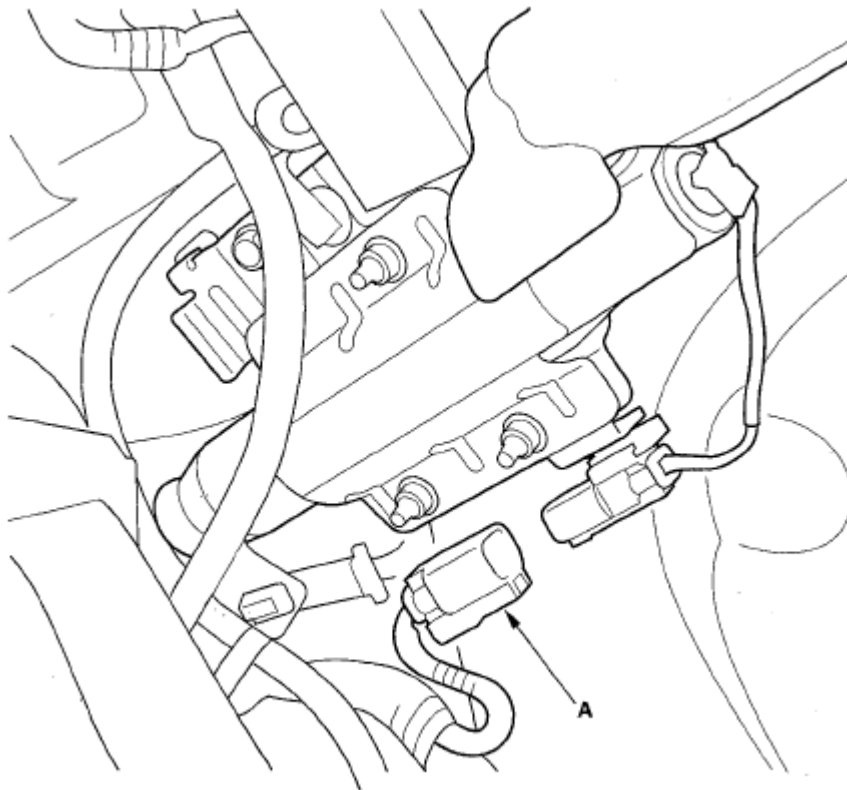
REMOVAL

NOTE:

- Review the interior trim replacement procedure in the body section before doing repair or service (see **C-PILLAR TRIM**).
- Removal of the side curtain airbag must be done according to Precautions and Procedures (see **PRECAUTIONS AND PROCEDURES**).

- **The side curtain airbag system consists of many components. When the side curtain airbag has been deployed, go to COMPONENT REPLACEMENT/INSPECTION AFTER DEPLOYMENT , and replace all of the parts listed.**

1. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
2. Remove the headliner (see HEADLINER REMOVAL/INSTALLATION).
3. Remove the AM/FM main antenna amplifier/AM/FM subantenna amplifier (see AUDIO REMOTE SWITCH TEST).
4. Disconnect the left or right side wire harness 2P connector (A) from the side curtain airbag.



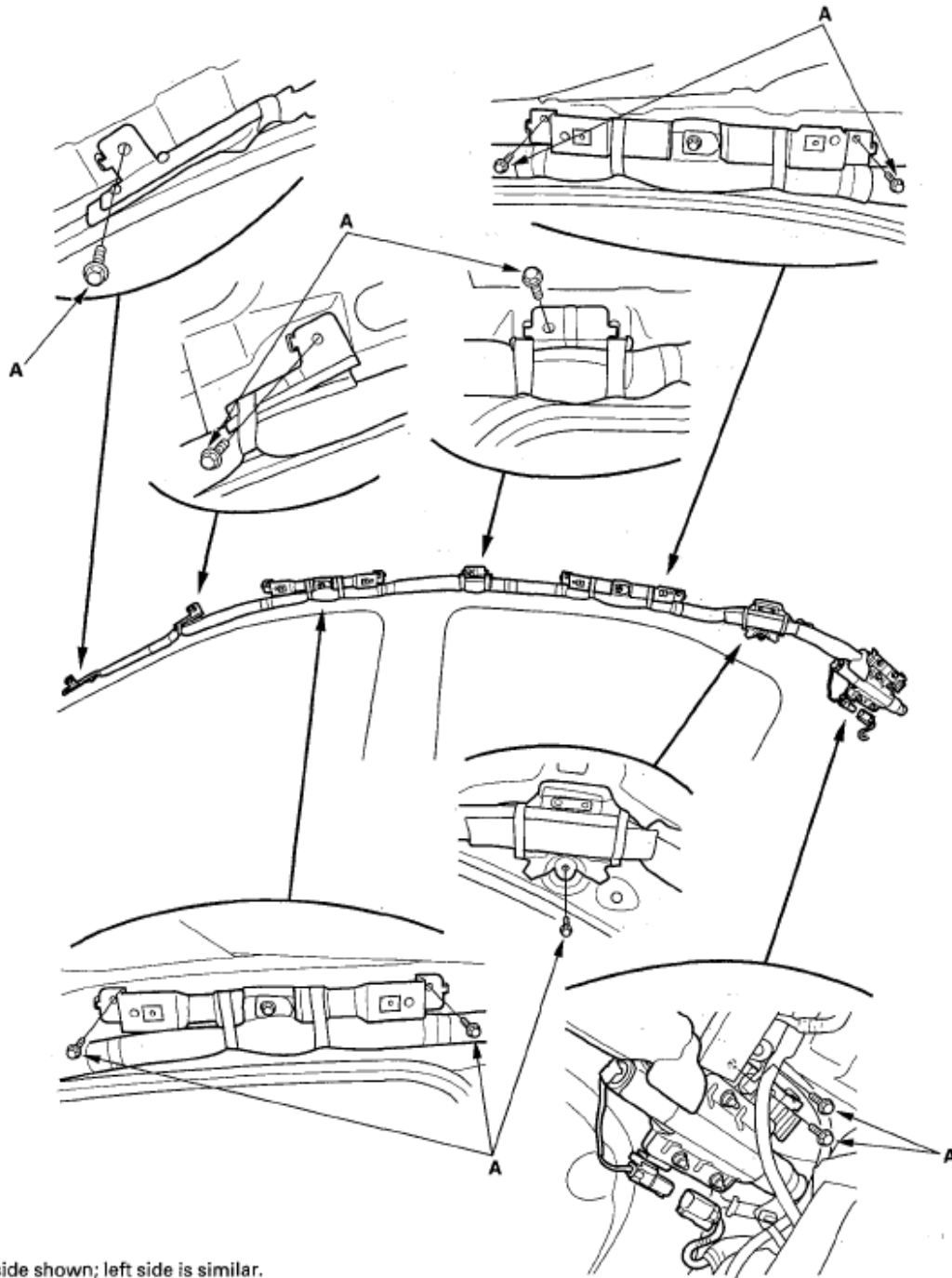
Left side shown; right side is similar.

Fig. 392: Identifying Side Curtain Airbag Wire Harness 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Remove the mounting bolts (A) from the bracket.

2007 Acura RL

2005-08 RESTRAINTS SRS (Supplemental Restraint System) - RL



Right side shown; left side is similar.

Fig. 393: Identifying Side Curtain Airbag Bracket Mounting Fasteners
Courtesy of AMERICAN HONDA MOTOR CO., INC.

INSTALLATION

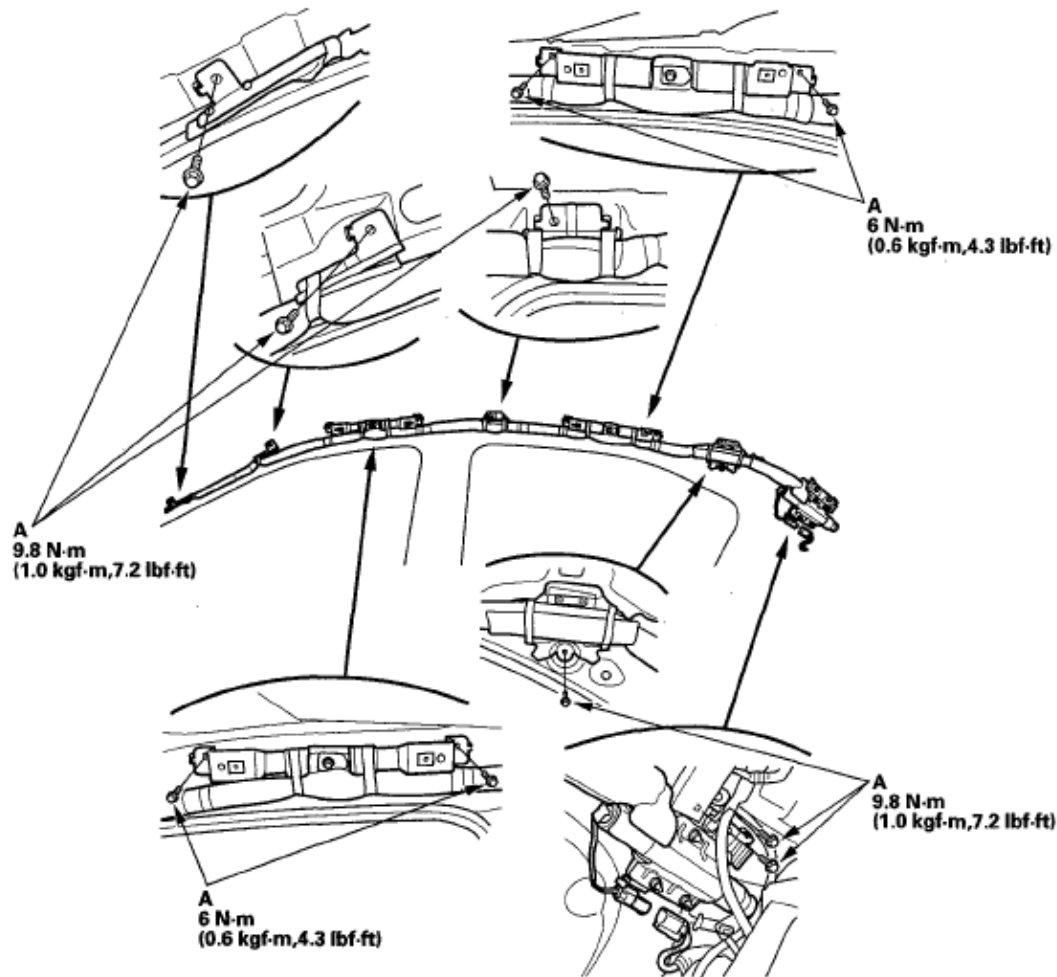
NOTE:

- Installation of the side curtain airbag must be done according to Precaution and Procedures (see **PRECAUTIONS AND PROCEDURES**).
- If the airbag is frayed, or has any other visible damage, replace it. Do not attempt to repair an airbag.
- When you install the airbag, make sure it is not twisted, and not caught

between the inflator bracket by the bracket bolts.

- Make sure that the side curtain airbag inflator retainer is installed properly, otherwise the airbag could incorrectly deploy and cause damage or injuries.

1. Place the new side curtain airbag assembly on the side of the roof. Tighten the side curtain airbag mounting bolts (A).

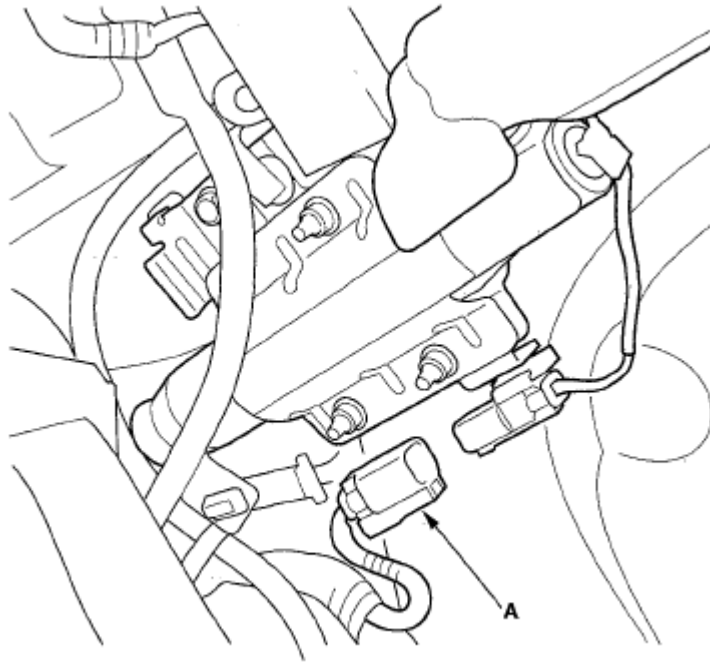


Right side shown; left side is similar.

Fig. 394: Identifying Side Curtain Airbag Bracket Mounting Fasteners With Torque Specifications

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Connect the left or right side wire harness 2P connector (A) to the side curtain airbag.



Left side shown; right side is similar.

Fig. 395: Identifying Side Curtain Airbag And Wire Harness 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Reconnect the negative cable to the battery.
4. Connect the HDS, and clear the DTCs (see **CLEAR THE DTC MEMORY WITH THE HDS**).
5. After installing the side curtain airbag, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.
6. Install all removed parts.
7. Confirm proper headliner/pillar trim overlap (see **DTC B2-2X, B2-8X, B2-9X, B2-BX ("X" CAN BE 0 THRU 9 OR A THRU F): INTERNAL FAILURE OF THE REAR SAFING SENSOR**).

AIRBAG AND TENSIONER DISPOSAL

Special Tools Required

Deployment tool 07HAZ-SG00500

Before scrapping any airbags, side airbags, side curtain airbags, or seat belt tensioners (including those in a whole vehicle to be scrapped), the part(s) must be deployed. If the vehicle is still within the warranty period, the Acura District Parts and Service Manager must give approval and/or special instruction before deploying the part(s). Only after the part(s) have been deployed (as the result of vehicle collision, for example), can they be scrapped. If the parts appear intact (not deployed), treat them with extreme caution. Follow this procedure.

DEPLOYING AIRBAGS IN THE VEHICLE

If an SRS equipped vehicle is to be entirely scrapped, its airbags, side airbags, side curtain airbags, and seat belt tensioners should be deployed while still in the vehicle. These parts should not be considered as

salvageable parts and should never be installed in another vehicle.

1. Turn the ignition switch OFF, then disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
2. Confirm that each airbag, side airbag, side curtain airbags, or seat belt tensioner is securely mounted.
3. Confirm that the special tool is functioning properly by following the check procedure on the tool label.

Driver's Airbag

4. Remove the access panel (A) from the steering wheel, then disconnect the driver's airbag 4P connector (B) from the cable reel.



Fig. 396: Identifying Steering Wheel Access Panel And Airbag 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Front Passenger's Airbag

5. Remove the glove box, then disconnect the front passenger's airbag 4P connector (A) from dashboard wire harness A.

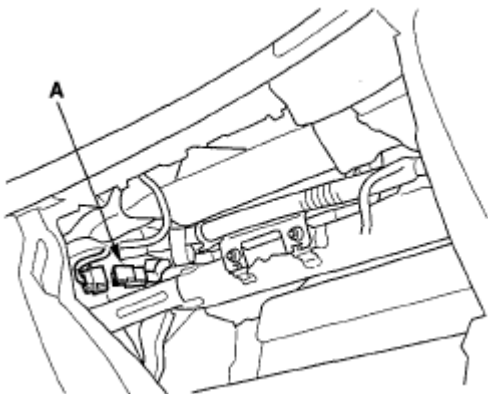


Fig. 397: Identifying Front Passenger's Airbag 4P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Side Airbag

6. Disconnect the side airbag 2P connector (A) from the floor wire harness.



Fig. 398: Identifying Side Airbag 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Side curtain airbag

7. Disconnect the left or right side wire harness 2P connector (A) from the side curtain airbag.

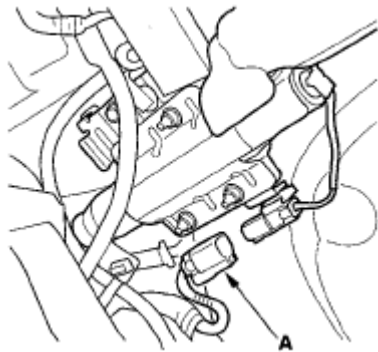


Fig. 399: Identifying Side Curtain Airbag Wire Harness 2P Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

Seat belt tensioner

8. Disconnect the floor wire harness 4P connector (A) from the seat belt tensioner. Pull the seat belt out all the way and cut it.

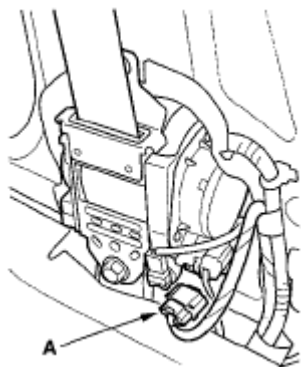


Fig. 400: Identifying Seat Belt Tensioner Floor Wire Harness 4P Connector

Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Cut off each connector, strip the ends of the wires, and connect the deployment tool alligator clips (A) to the wires. Place the deployment tool at least 30 feet (10 meters) away from the vehicle.

NOTE: The driver's and front passenger's airbags have dual inflators. Twist each pair of unlike colored wires together, and clip an alligator clip to each pair.

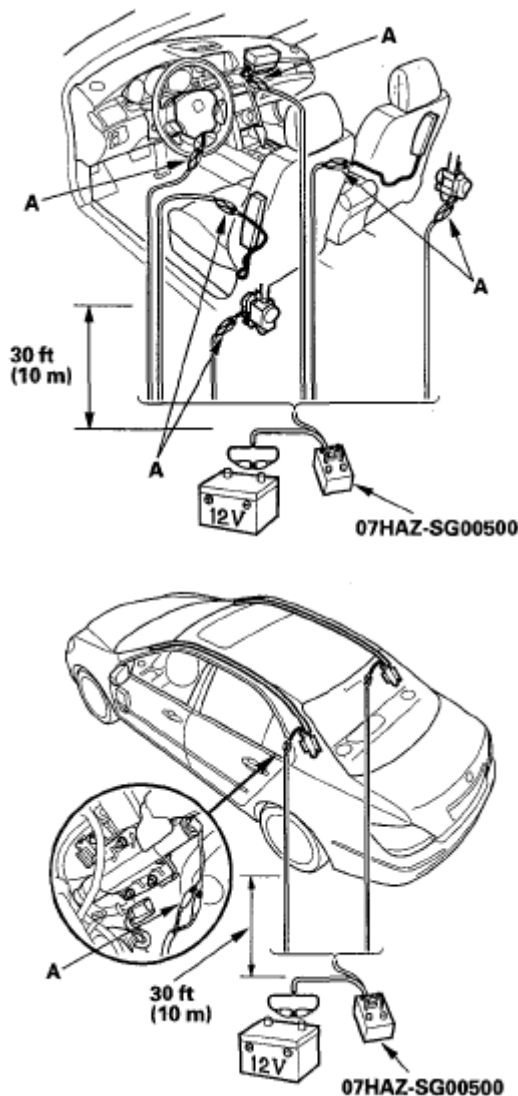


Fig. 401: Preparing Deployment Tool And Airbags For Deployment
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

10. Connect a 12 volt battery to the tool.
 - If the green light on the tool comes on, the igniter circuit is defective and cannot deploy the component. Go to **DISPOSAL OF DAMAGED COMPONENTS**.
 - If the red light on the tool comes on, the component is ready to be deployed.
11. Push the tool's deployment switch. The airbags and tensioners should deploy (deployment is both highly audible and visible: a loud noise and rapid inflation of the bag, followed by slow deflation).

- If the components deploy and the green light on the tool comes on, continue with this procedure.
 - If a component does not deploy, and the green light comes ON, its igniter is defective. Go to **DISPOSAL OF DAMAGED COMPONENTS**.
 - During deployment the airbags can become hot enough to burn you. Wait for 30 minutes after deployment before touching the airbags.
12. Dispose of the complete airbag. No part of it can be reused. Place it in a sturdy plastic bag (A), and seal it securely. Dispose of the deployed airbag according to your local regulations.



Fig. 402: Placing Airbag In Sturdy Plastic Bag
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

DEPLOYING COMPONENTS OUT OF THE VEHICLE

If an intact airbag or tensioner has been removed from a scrapped vehicle, or has been found defective or damaged during transit, storage, or service, it should be deployed as follows:

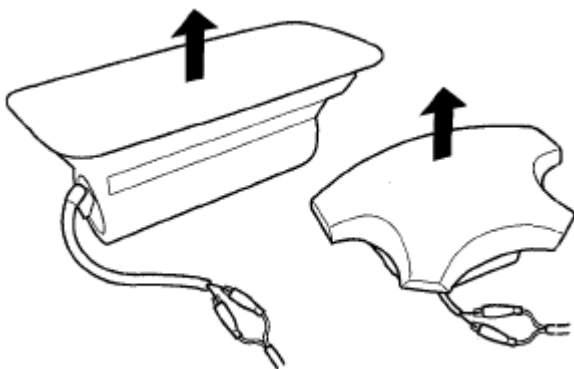


Fig. 403: Positioning Airbags Face Up
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

1. Confirm that the deployment tool is functioning properly by following the check procedure Deploying Airbags in the Vehicle on the tool label.
2. Position the airbag face up, outdoors, on flat ground, at least 30 feet (10 meters) from any obstacles or

people.

3. Follow steps 9 through 12 of the in-vehicle deployment procedure.

NOTE: The driver's and front passenger's airbags have dual inflators. Twist each pair of unlike colored wires together, and clip an alligator clip to each pair.

DISPOSAL OF DAMAGED COMPONENTS

1. If installed in a vehicle, follow the removal procedure for the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**), front passenger's airbag (see **FRONT PASSENGER'S AIRBAG REPLACEMENT**), side airbag (see **SIDE AIRBAG REPLACEMENT**), side curtain airbag (see **SIDE CURTAIN AIRBAG REPLACEMENT**), and seat belt tensioner (see **FRONT SEAT BELT REPLACEMENT**).
2. In all cases, make a short circuit by cutting, stripping, and twisting together the two inflator wires.

NOTE: The driver's and front passenger's airbags have dual inflators. The like color wires go to the individual inflators.

3. Package the component in exactly the same packaging that the new replacement part came in.
4. Mark the outside of the box "DAMAGED AIRBAG NOT DEPLOYED," "DAMAGED SIDE AIRBAG NOT DEPLOYED," "DAMAGED SIDE CURTAIN AIRBAG NOT DEPLOYED," "DAMAGED SEAT BELT TENSIONER NOT DEPLOYED" so it does not get confused with your parts stock.
5. Contact your Acura District Parts and Service Manager for how and where to return it for disposal.

DEPLOYMENT TOOL CHECK

1. Connect the yellow clips to both the switch protector handles on the tool.
2. Push the operation switch: The green light should come on, indicating that the tool is operating properly and is ready for use. If the red light stays on, the tool is faulty, and another one must be used for the procedure.
3. Disconnect the tool clips and connectors from the protector handles and the battery.

CABLE REEL REPLACEMENT

REMOVAL

1. Make sure the wheels are aligned straight ahead.
2. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
3. Remove the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).
4. Disconnect the connector (A) from the cable reel, then remove the steering wheel nut (B).

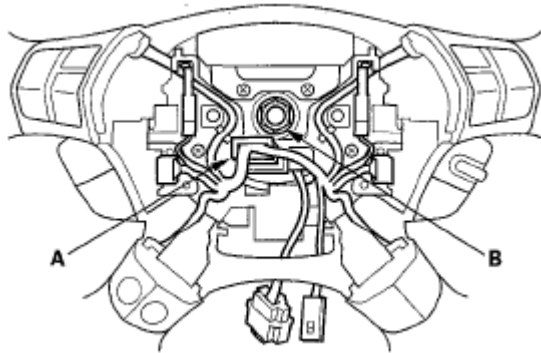


Fig. 404: Identifying Cable Reel Connector And Steering Wheel Nut
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Align the front wheels straight ahead, then remove the steering wheel with a steering wheel puller (see step 5 under **STEERING WHEEL REMOVAL**). Do not tap on the steering wheel or the steering column shaft when removing the steering wheel.
6. Remove the driver's dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION**).
7. Remove the column cover screws (A), then remove the column covers (B, C).

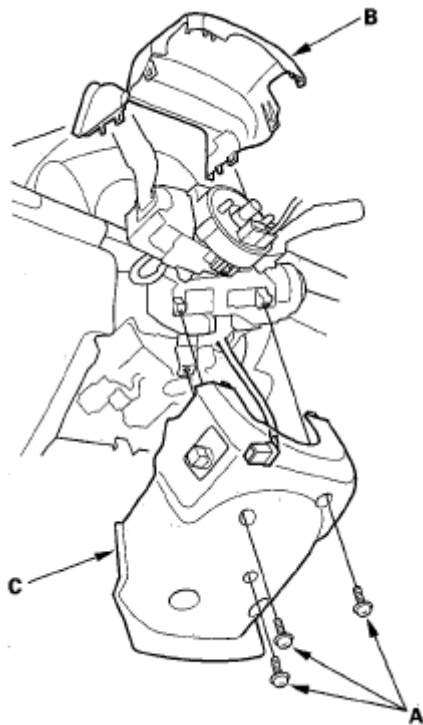


Fig. 405: Identifying Column Covers And Fasteners
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Disconnect the dashboard wire harness A 4P connector (A) from the cable reel 4P connector (B), then disconnect the dashboard wire harness B ('05 model) or the dashboard wire harness A ('06-08 models) 20P connector (C) from the cable reel (D).

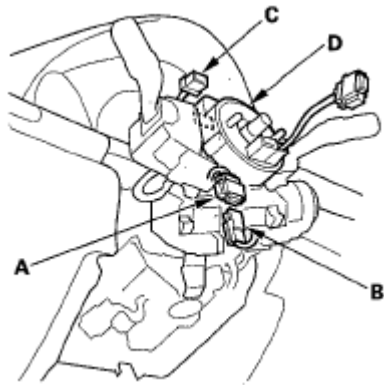


Fig. 406: Identifying Dashboard Wire Harness 4P Connector And Cable Reel 4P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Release the lock tab (A) under the cable reel connector with a 90° hook shaped tool (B). Slide the tool below the cable reel connector just above the lock tab. Release the lower lock tab (C), and slide the cable reel off the column.

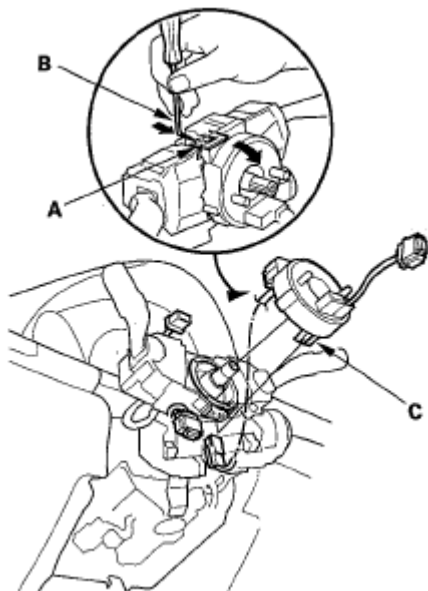


Fig. 407: Removing Cable Reel From Column
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

INSTALLATION

1. Before installing the steering wheel, align the front wheels straight ahead.
2. Disconnect the negative cable from the battery, then wait for 3 minutes.
3. Set the turn signal cancelling sleeve (A) so that the projections (B) are aligned vertically.

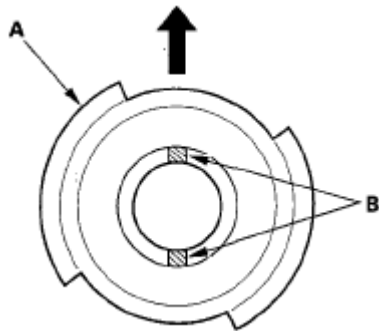


Fig. 408: Identifying Turn Signal Cancelling Sleeve And Projections
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Carefully install the cable reel (A) on the steering column shaft. Then connect the 20P connector (B) to the cable reel, and connect the 4P connector (C) to the dashboard wire harness 4P connector (D).

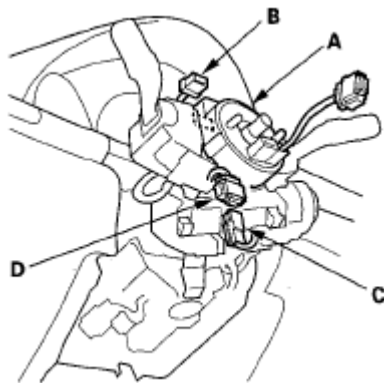


Fig. 409: Identifying Dashboard Wire Harness 4P Connector And Cable Reel 4P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Install the steering column covers.
- If necessary, center the cable reel. (New replacement cable reels come centered.) Do this by first rotating the cable reel clockwise until it stops. Then rotate it counterclockwise (three full turns) until the arrow mark (A) on the cable reel label points straight up.

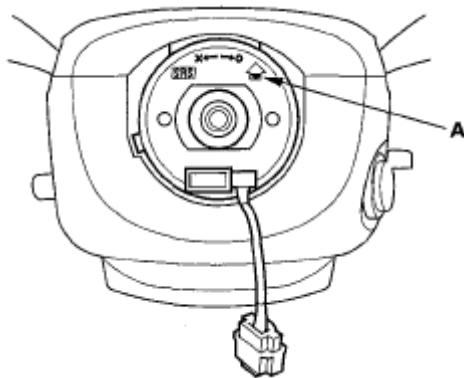


Fig. 410: Identifying Arrow Mark On Cable Reel Label Points Straight Up
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

7. Position the two tabs (A) of the turn signal cancelling sleeve (B) as shown, and install the steering wheel on the steering column shaft, making sure the steering wheel hub (C) engages the pins (D) of the cable reel and tabs of the turn signal cancelling sleeve. Do not tap on the steering wheel or steering column shaft when installing the steering wheel.

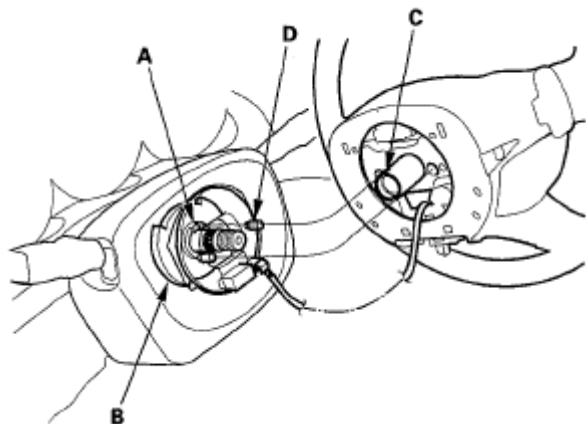


Fig. 411: Preparing To Install Steering Wheel To Column
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Install and torque a new steering wheel nut (A), then reconnect the connector.

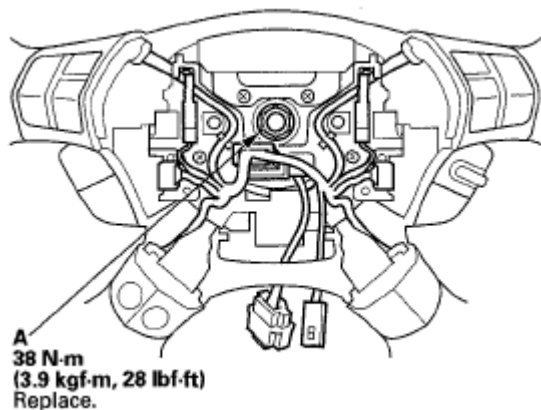


Fig. 412: Identifying Steering Wheel Nut With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

9. Install the driver's airbag (see **DRIVER'S AIRBAG REPLACEMENT**).
10. Reconnect the negative cable to the battery.
11. Connect the HDS and clear the DTCs (see **CLEAR THE DTC MEMORY WITH THE HDS**).
12. After installing the cable reel, confirm proper system operation:
 - Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.
 - After the SRS indicator has turned off, turn the steering wheel fully left and right to confirm the indicator does not come on.
 - Make sure the horn and turn signal switches work properly.
 - Make sure the cruise control buttons work.

- Make sure the steering wheel audio controls work.
- Make sure the INFO/SEL buttons work.

SRS UNIT REPLACEMENT

REMOVAL

NOTE: If you are only disconnecting SRS unit connector A, skip step 2.

1. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
2. Disconnect both seat belt tensioner connectors (see step 6).
3. Remove the center console trim (see CENTER TRIM REMOVAL/INSTALLATION).
4. Remove the center console (see CENTER CONSOLE REMOVAL/INSTALLATION).
5. Remove the rear vent duct (see step 6 under DASHBOARD/STEERING HANGER BEAM REMOVAL/INSTALLATION).
6. Disconnect SRS unit connector A (28P), SRS unit connector B (28P), SRS unit connector C (28P), and remove the TORX bolts (D), then pull out the SRS unit.

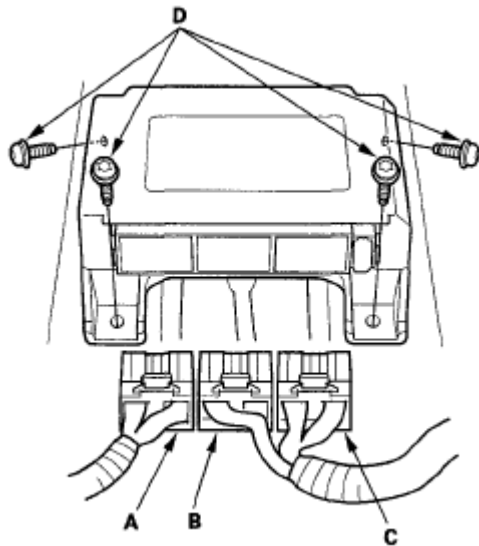


Fig. 413: Identifying SRS Unit, Connectors A (28P), B (28P), C (28P) And Fasteners
Courtesy of AMERICAN HONDA MOTOR CO., INC.

INSTALLATION

1. Install the new SRS unit (A) with the TORX bolts (B), then connect the connectors (C) to the SRS unit; push them into position until they click.

NOTE: Be sure the SRS unit is sitting squarely against its bracket before torquing the TORX bolts.

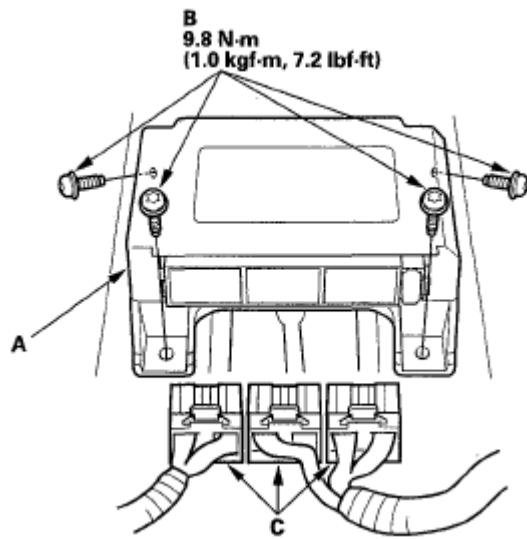


Fig. 414: Identifying SRS Unit, Connectors And Fasteners With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Reconnect both seat belt tensioner connectors (see step 6).
3. Reconnect the negative cable to the battery.
4. Calibrate the front passenger's weight sensor unit (see **FRONT PASSENGER'S WEIGHT SENSOR UNIT CALIBRATION**).
5. Do the front passenger's weight sensor unit operation check (see **FRONT PASSENGER'S WEIGHT SENSOR UNIT OPERATION CHECK**).
6. After installing the SRS unit, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.
7. Reinstall all removed parts.

SIDE IMPACT SENSOR (FIRST) REPLACEMENT

REMOVAL

1. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
2. Disconnect the appropriate side airbag 2P connector (see step 4).
3. Remove the front door sill trim (see **TRIM REMOVAL/INSTALLATION - DOOR AREAS**) and the B-pillar lower trim panel (see **B-PILLAR LOWER TRIM**).
4. Disconnect the floor wire harness 2P connector from the side impact sensor (first).
5. Using a TORX T30 bit, remove the TORX bolt (A), then remove the side impact sensor (first) (B).

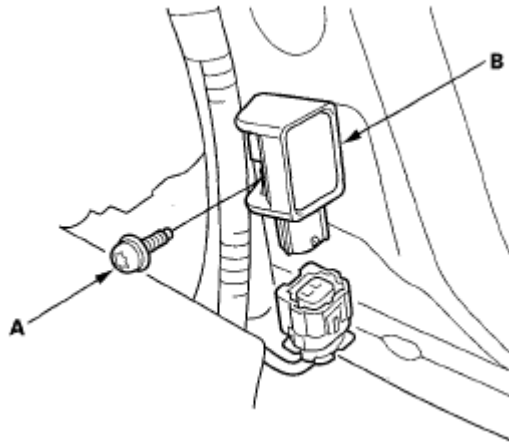


Fig. 415: Identifying Fastener And Side Impact Sensor (First)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

INSTALLATION

1. Install the new side impact sensor (first) (A) with the TORX bolt (B), then connect the floor wire harness 2P connector (C) to the side impact sensor (first).

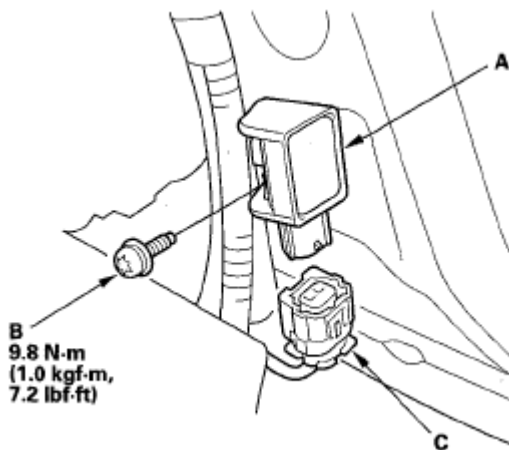


Fig. 416: Identifying Side Impact Sensor (First) And Fastener With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Reconnect the negative cable to the battery.
3. Reinstall all removed parts.
4. After installing the side impact sensor (first), confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

SIDE IMPACT SENSOR (SECOND) REPLACEMENT

REMOVAL

1. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
2. Disconnect the appropriate side curtain airbag 2P connector (see step 5).

3. Disconnect the side impact sensor (second) 2P connector (A) from the floor wire harness.

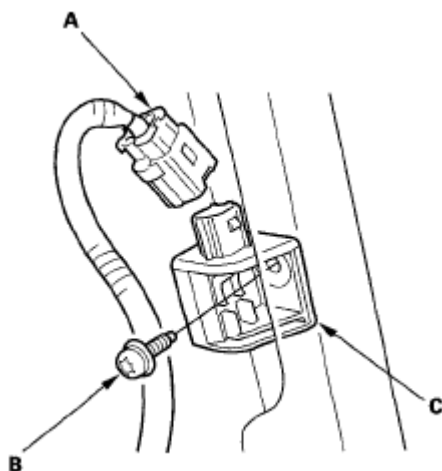


Fig. 417: Identifying Side Impact Sensor (Second) And 2P Connector
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Using a TORX T30 bit, remove the TORX bolt (B), then remove the side impact sensor (second) (C).

INSTALLATION

1. Install the new side impact sensor (second) (A) with the TORX bolt (B), then connect the floor wire harness 2P connector (C) to the side impact sensor (second).

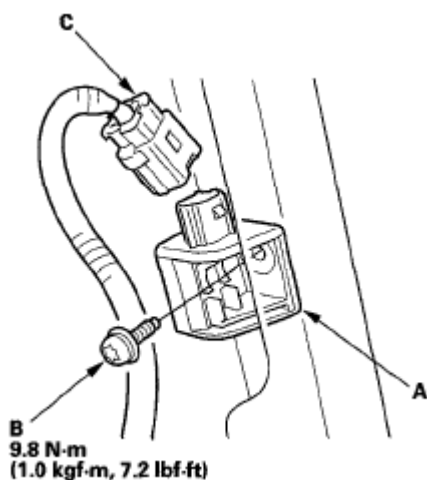


Fig. 418: Identifying Side Impact Sensor (Second) And Fastener With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Reconnect the negative cable to the battery.
3. Reinstall all removed parts.
4. After installing the side impact sensor (second), confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

REAR SAFING SENSOR REPLACEMENT

REMOVAL

1. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
2. Disconnect the side curtain airbag 2P connectors (see step 5).
3. Remove the rear seat (see **REAR SEAT REMOVAL/INSTALLATION**).
4. Disconnect the left side wire harness 2P connector from the rear safing sensor.
5. Using a TORX T30 bit, remove the TORX bolts (A), then remove the rear safing sensor (B).

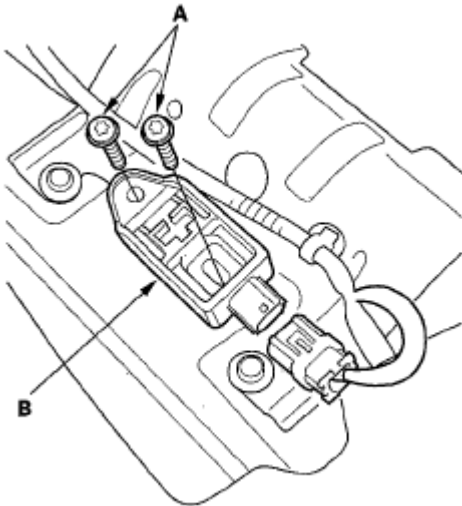


Fig. 419: Identifying Rear Safing Sensor And Fasteners
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

INSTALLATION

1. Install the new rear safing sensor (A) with the TORX bolts (B) then connect the left side wire harness 2P connector (C) to the rear safing sensor.

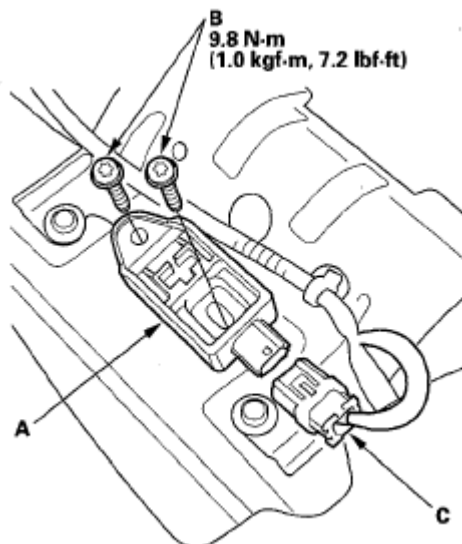


Fig. 420: Identifying Rear Safing Sensor And Fastener With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Reconnect the negative cable to the battery.
3. After installing the rear safing sensor, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.
4. Reinstall all removed parts.

FRONT PASSENGER'S WEIGHT SENSOR REPLACEMENT

REMOVAL

NOTE: Removal of the front passenger's weight sensors must be done according to Precautions and Procedures (see PRECAUTIONS AND PROCEDURES).

1. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
2. Remove the front passenger's seat assembly (see FRONT SEAT REMOVAL/INSTALLATION).
3. Remove the cushion cover/pad from the seat cushion frame (see FRONT SEAT CUSHION COVER REPLACEMENT).
4. Using a TORX T27 bit, remove the tamper-resistant TORX bolts (A) attaching the seat track (B) to the front passenger's weight sensors (C).

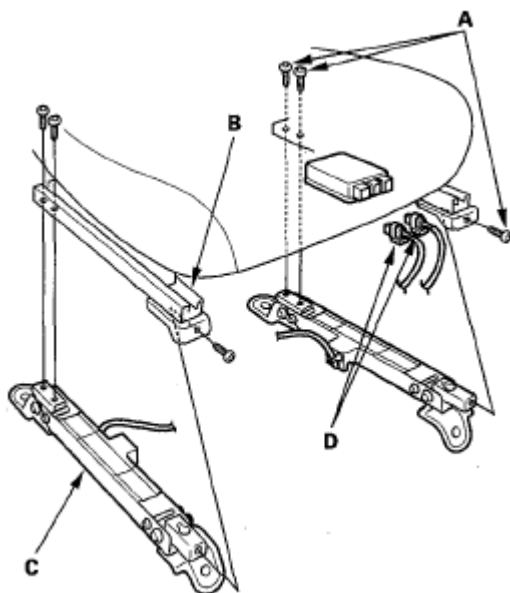


Fig. 421: Identifying Tamper-Resistant Torx Bolts, Seat Track And Front Passenger's Weight Sensors

Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Disconnect the sensor connectors (D) from the seat weight sensor unit, then remove the front passenger's weight sensors.

INSTALLATION

NOTE: Be sure to install the harness wires so they are not pinched or interfering with other parts.

1. Install and torque the new front passenger's weight sensors with TORX bolts (A) under the seat track.

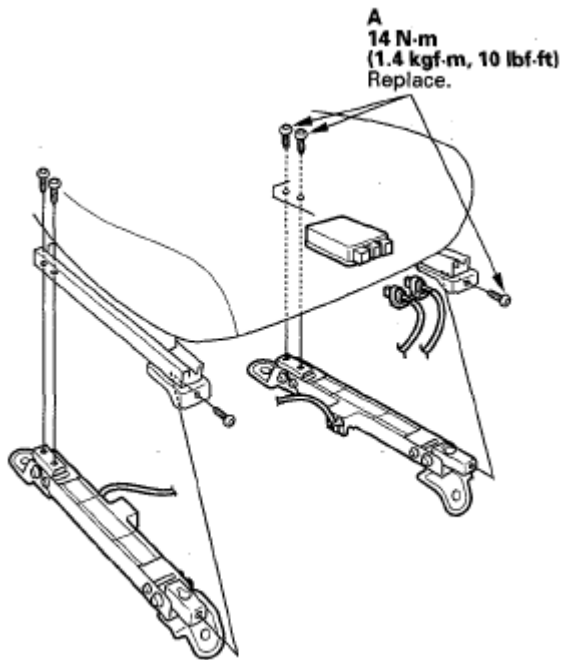


Fig. 422: Identifying Seat Track Fasteners And Front Passenger's Weight Sensors With Torque Specifications

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Reassemble the front passenger's seat cushion cover/pad (see **FRONT SEAT CUSHION COVER REPLACEMENT**).
3. Reinstall the front passenger's seat (see **FRONT SEAT REMOVAL/INSTALLATION**).
4. Reconnect the negative cable to the battery.
5. Calibrate the front passenger's weight sensor unit (see **FRONT PASSENGER'S WEIGHT SENSOR UNIT CALIBRATION**).
6. After installing the front passenger's weight sensors, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come for about 6 seconds and then go off.

OPDS UNIT REPLACEMENT

REMOVAL

1. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
2. Disconnect the passenger's side airbag harness 2P connector (see step 4).
3. Remove the passenger's seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**) and seat-back cover (see **FRONT SEAT-BACK COVER REPLACEMENT**).
4. Remove the cover (A), then disconnect the OPDS unit 8P connector (D) and sensor connectors (C) from the OPDS unit (B).

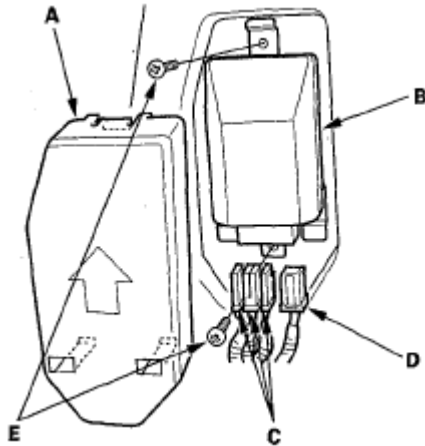


Fig. 423: Identifying OPDS Unit And Connectors
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Remove the two screws (E) and the OPDS unit.

INSTALLATION

- Place the new OPDS unit (A) on the seat-back frame. Tighten the two screws (B), and connect the OPDS unit harness 8P connector D and sensor connectors (C) to the OPDS unit. Reinstall the cover (E).

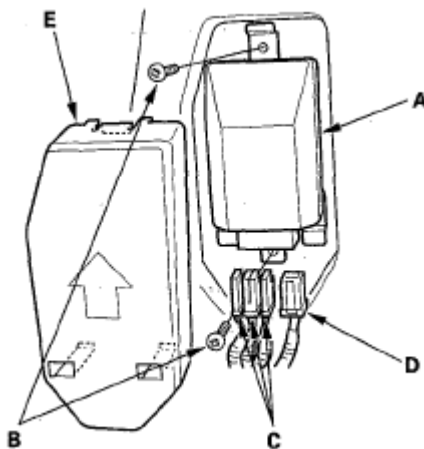


Fig. 424: Identifying OPDS Unit And Connectors
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- Install the seat-back cover in the reverse order of removal.
- Install the seat assembly (see **FRONT SEAT REMOVAL/INSTALLATION**), then connect the side airbag harness 2P connector.
- Reconnect the negative cable to the battery.
- Set the seat-back in the normal position, and make sure there is nothing on the front passenger's seat.
- Initialize the OPDS unit (see **OPDS UNIT INITIALIZATION**).
- After installing the OPDS unit, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

E-PRETENSIONER UNIT REPLACEMENT

NOTE:

- Do not turn the ignition switch ON (II) while the e-pretensioner unit connectors are disconnected.
- Do not remove the parking brake cable from the parking brake pedal.

1. Remove the accelerator pedal module (see ACCELERATOR PEDAL MODULE REMOVAL/INSTALLATION).
2. Disconnect the connectors (A) from the e-pretensioner unit (B).

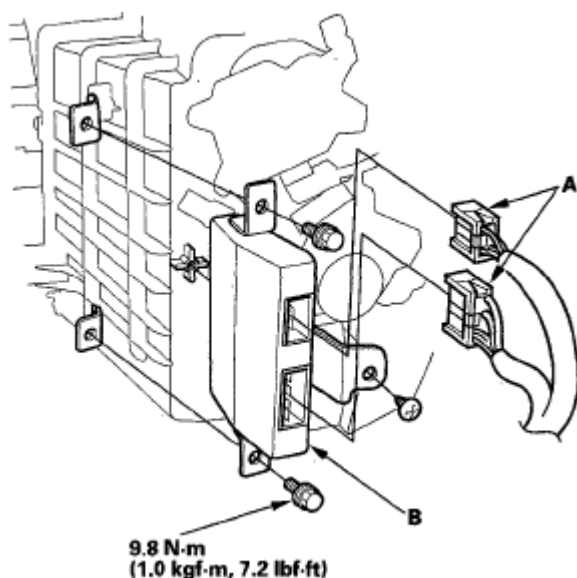


Fig. 425: Identifying E-Pretensioner Unit And Fasteners With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the e-pretensioner unit from behind the heater unit.
4. Install the unit in the reverse order of removal.
5. After installing the e-pretensioner unit, make sure the SRS indicator comes on for about 6 seconds after turning the ignition switch ON (II), then goes off.

FRONT IMPACT SENSOR REPLACEMENT

REMOVAL

1. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
2. Disconnect the driver's airbag 4P connector (see step 2), the front passenger's airbag 4P connector (see step 3), and both seat belt tensioner 2P connectors (see step 6).
3. Remove the front bumper (see FRONT BUMPER REMOVAL/INSTALLATION).
4. Disconnect the engine compartment wire harness 2P connector (A), and using a TORX T30 bit, remove the two TORX bolts (B), then remove the front impact sensor (C).

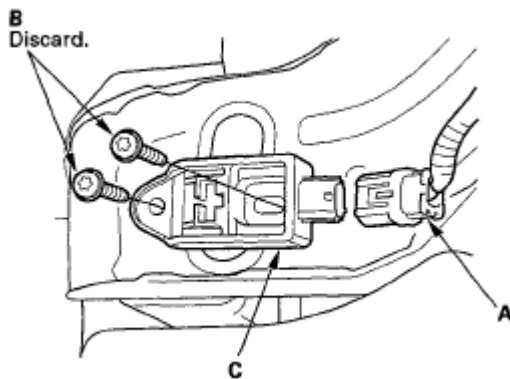


Fig. 426: Identifying Engine Compartment Front Impact Sensor, 2P Connector And Fasteners
Courtesy of AMERICAN HONDA MOTOR CO., INC.

INSTALLATION

1. Install the new front impact sensor with new TORX bolts (A), then connect the engine compartment wire harness 2P connector (B) to the front impact sensor (C).

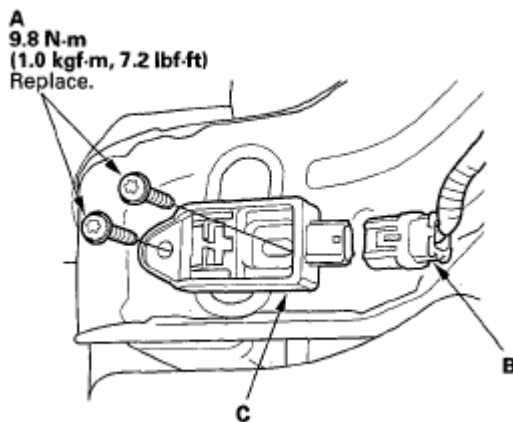


Fig. 427: Identifying Engine Compartment Front Impact Sensor, 2P Connector And NEW Fasteners With Torque Specifications
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Reconnect the driver's airbag 4P connector (see **DISCONNECTING SYSTEM CONNECTORS**), the front passenger's airbag 4P connector (see **DISCONNECTING SYSTEM CONNECTORS**), and both seat belt tensioner 4P connectors (see **DISCONNECTING SYSTEM CONNECTORS**).
3. Reconnect the negative cable to the battery.
4. After installing the front impact sensor, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.
5. Reinstall all removed parts.

DRIVER'S SEAT POSITION SENSOR REPLACEMENT

REMOVAL

NOTE:

- Removal of the driver's seat position sensor must be done according to

Precautions and Procedures (see PRECAUTIONS AND PROCEDURES).

- **Do not turn the ignition switch ON (II), and do not connect the battery cable while removing the driver's seat position sensor.**

1. Move the driver's seat all the way back, all the way up, then tilt the seat-back all the way forward.
2. Disconnect the negative cable from the battery, then wait for 3 minutes.
3. Disconnect the driver's airbag 4P connector (see step 2).
4. Remove the rear cover from the inner seat rail.
5. Disconnect the left side wire harness 2P connector (A) from the driver's seat position sensor.

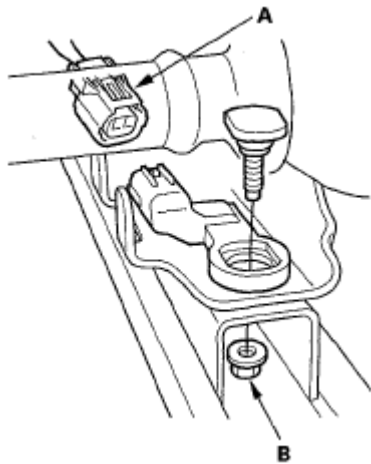


Fig. 428: Identifying Left Side Driver's Seat Position Sensor, 2P Connector And Fasteners
Courtesy of AMERICAN HONDA MOTOR CO., INC.

6. Remove the mounting nut (B), then remove the driver's seat position sensor.

INSTALLATION**NOTE:**

- **Be sure to install the harness wires so they are not pinched or interfering with other parts.**
- **Do not turn the ignition switch ON (II), and do not connect the battery cable while installing the driver's seat position sensor.**
- **After installing the driver's seat position sensor, make sure it is clean. Keep it away from dust.**

1. Install the new driver's seat position sensor with a mounting nut (A), then connect the left side wire harness 2P connector to the driver's seat position sensor (B). Reinstall the seat cover.

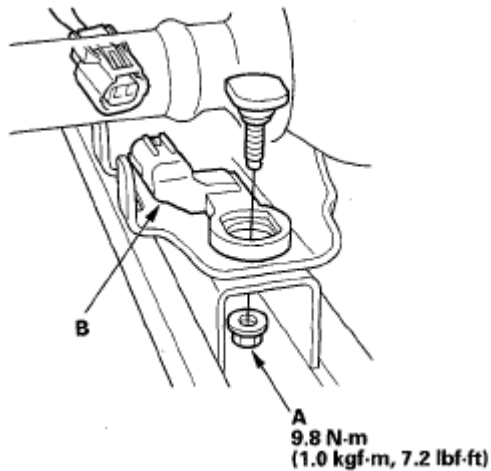


Fig. 429: Identifying Left Side Driver's Seat Position Sensor And Fastener With Torque Specifications

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Reconnect the driver's airbag 4P connector (see DISCONNECTING SYSTEM CONNECTORS).
3. Reconnect the negative cable to the battery.
4. Check the operation of the driver's seat position sensor with the HDS (see DRIVER'S SEAT POSITION SENSOR OPERATION CHECK).

FRONT PASSENGER'S WEIGHT SENSOR UNIT REPLACEMENT

NOTE: Review the seat replacement procedure (see FRONT SEAT REMOVAL/INSTALLATION) before performing repair or service.

REMOVAL

1. Slide the seat all the way to the rear.
2. Disconnect the negative cable from the battery, then wait for 3 minutes before starting work.
3. Disconnect the front passenger's airbag 4P connector (see step 2).
4. Disconnect the connectors from the front passenger's weight sensor unit. Remove the mounting bolt (A) and the front passenger's weight sensor unit (B) from the seat riser.

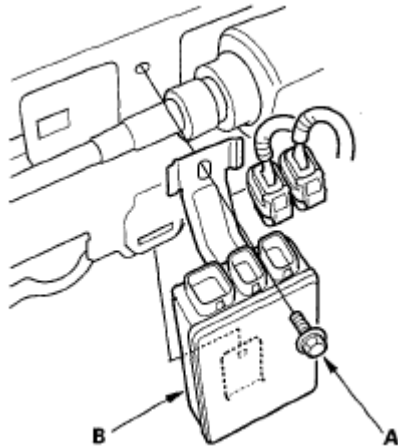


Fig. 430: Identifying Front Passenger's Weight Sensor Unit And Fastener
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

INSTALLATION

NOTE: Be sure to install the harness wires so they are not pinched or interfering with other parts.

1. Place the new front passenger's weight sensor unit on the seat riser. Torque the mounting bolt (A), and connect the connectors.

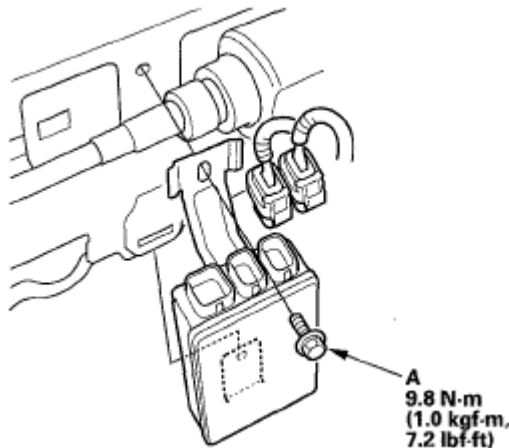


Fig. 431: Identifying Front Passenger's Weight Sensor Unit And Fastener With Torque Specifications
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Reconnect the front passenger's airbag 4P connector (see **DISCONNECTING SYSTEM CONNECTORS**).
3. Reconnect the negative cable to the battery.
4. Calibrate the front passenger's weight sensor unit (see **FRONT PASSENGER'S WEIGHT SENSOR UNIT CALIBRATION**).
5. After installing the front passenger's weight sensor unit, confirm proper system operation: Turn the ignition switch ON (II); the SRS indicator should come on for about 6 seconds and then go off.

PASSENGER'S AIRBAG CUTOFF INDICATOR ILLUMINATION BULB TEST

1. Remove the passenger's vent panel (see **DRIVER'S VENT PANEL REMOVAL/INSTALLATION**).
2. Push out the passenger's airbag cutoff indicator from behind the passenger's vent panel.

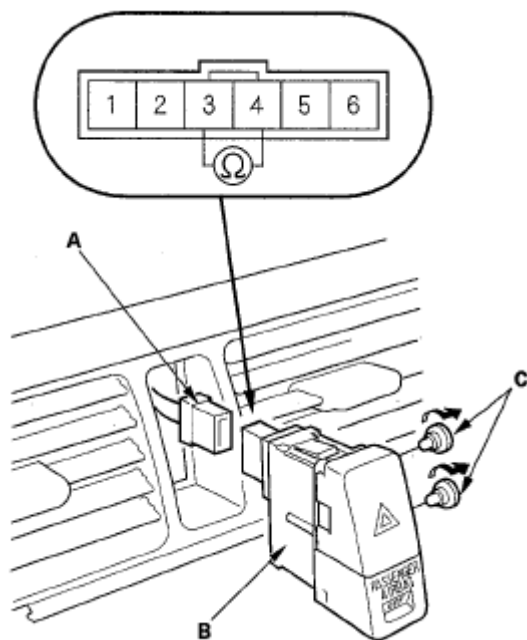


Fig. 432: Checking For Continuity Between No. 3 And No. 4 Terminals Of Indicator Connector
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Disconnect the 6P connector (A) from the passenger's airbag cutoff indicator (B).
4. Check for continuity between the No. 3 and No. 4 terminals of the indicator. If there is no continuity, replace the bulb (C).

NOTE: Both illumination bulbs are connected in parallel. If there is continuity, remove the upper, hazard switch illumination bulb, and recheck for continuity. If there is no continuity, replace the lower, passenger's airbag cutoff indicator illumination bulb.

5. Reinstall the parts in the reverse order of removal.