

SUPPLEMENTAL RESTRAINT SYSTEM

600NC-01

PRECAUTION

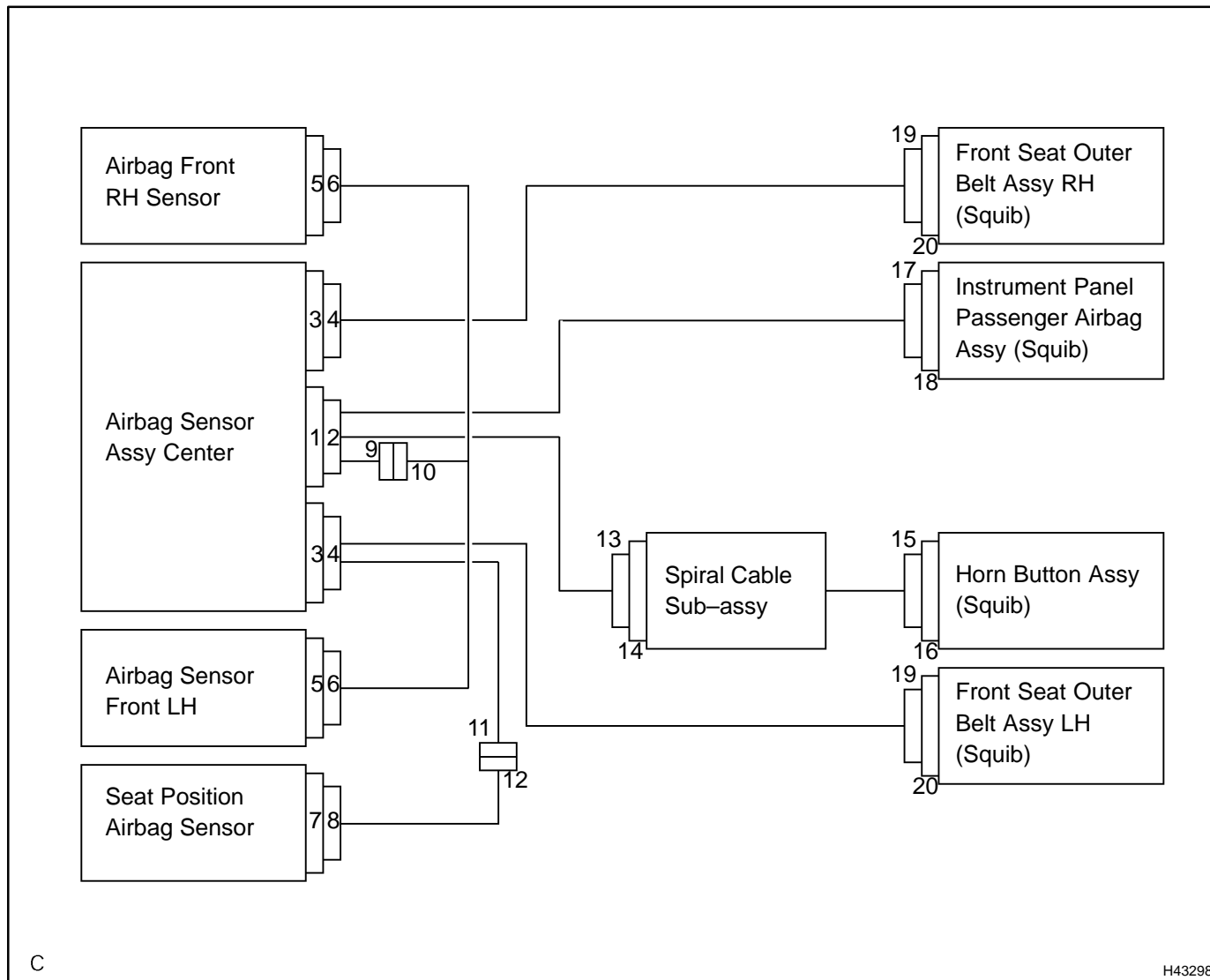
CAUTION:

- **SCION xB is equipped with SRS, which comprises of a driver airbag, front passenger airbag. Failure to carry out service operations in the correct sequence could cause the SRS to unexpectedly deploy during servicing, possibly leading to serious accident. Further, if a mistake is made in servicing the SRS, it is possible that the SRS may fail to operate when required. Before performing servicing (including removal or installation of parts, inspection or replacement), be sure to read the following items carefully, then follow the correct procedures indicated in the repair manual.**
- **Wait at least 90 seconds after the ignition switch is turned to the "LOCK" position and the negative (-) terminal cable is disconnected from the battery.**
(The SRS is equipped with a back-up power source, so that if work is started within 90 seconds after disconnecting the negative (-) terminal cable of the battery, the SRS may be deployed.)
- **Do not expose the horn button assy, instrument panel passenger airbag assy, airbag sensor assy center, airbag front sensor, or seat position airbag sensor directly to hot air or flames.**

NOTICE:

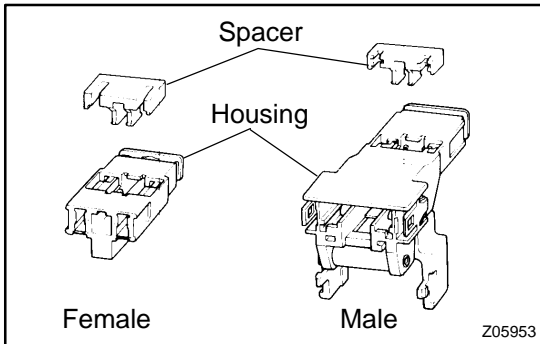
- **Malfunction symptoms of the SRS are difficult to confirm, so DTCs are the most important information source of information when troubleshooting. When troubleshooting the SRS, always inspect DTCs before disconnecting the battery.**
- **Even in the case of a minor collision when the SRS does not deploy, the horn button assy, instrument panel passenger airbag assy, airbag sensor assy center, airbag front sensor, and seat position airbag sensor must be inspected (See page 60-9).**
- **Before repair work, remove the airbag sensor if any kind of shock is likely to occur to the sensor during operation.**
- **Never use SRS parts from another vehicle. When replacing the parts, replace them with new ones.**
- **Never disassemble nor repair the horn button assy, instrument panel passenger airbag assy, airbag sensor assy center, airbag front sensor, or seat position airbag sensor in order to reuse it.**
- **If the horn button assy, instrument panel passenger airbag assy, airbag sensor assy center, airbag front sensor, or seat position airbag sensor has been dropped, or if there are any cracks, dents or other defects in the case, bracket or connector, replace it with a new one.**
- **Use a volt/ohmmeter with high impedance (10 k Ω /V minimum) for troubleshooting the electrical circuits.**
- **Information labels are attached to the periphery of the SRS components. Follow the instructions in the notice.**
- **After work on the SRS is completed, perform the SRS warning light check (See page 05-451).**
- **When the negative (-) terminal cable is disconnected from the battery, the memory of the clock and audio system will be canceled. So before starting work, make a record of the contents memorized in the audio memory system. When work is finished, reset the audio systems as they were before and adjust the clock. To avoid erasing the memory in each memory system, never use a back-up power supply from outside the vehicle.**
- **If the vehicle is equipped with a mobile communication system, refer to the precaution in the INTRODUCTION section.**

1. SRS CONNECTORS

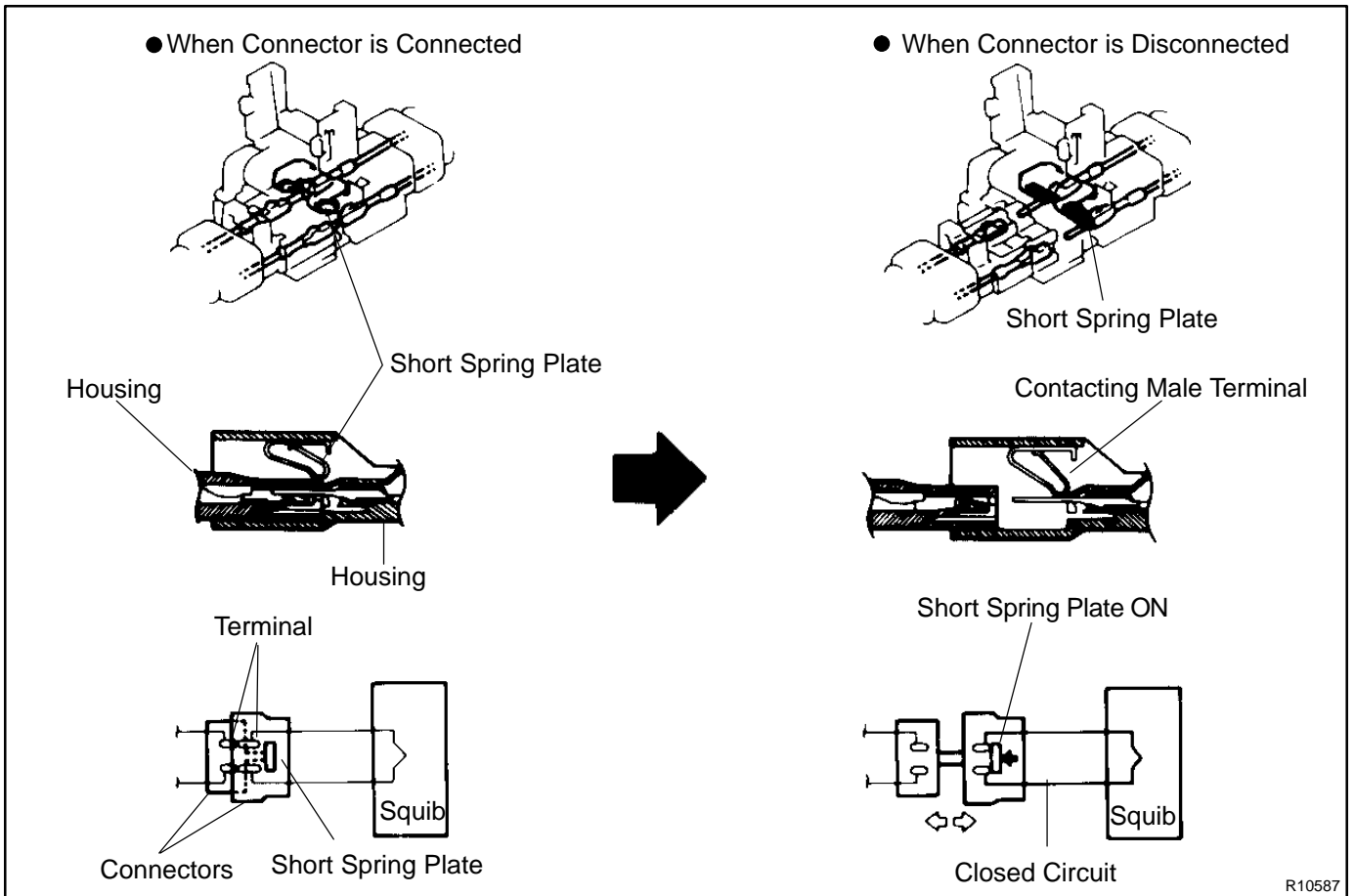


No.	Item	Application
(1)	Terminal Twin-Lock Mechanism	Connectors 2, 4, 6, 8, 10, 12, 13, 17, 20
(2)	Activation Prevention Mechanism	Connectors 2, 4, 7, 14, 16, 18
(3)	Electrical Connection Check Mechanism	Connectors 1, 2, 3, 4
(4)	Half Connection Prevention Mechanism	Connectors 10, 13
(5)	Connector Lock Mechanism	Connectors 15, 19
(6)	Connector Position Assurance Mechanism	Connectors 6

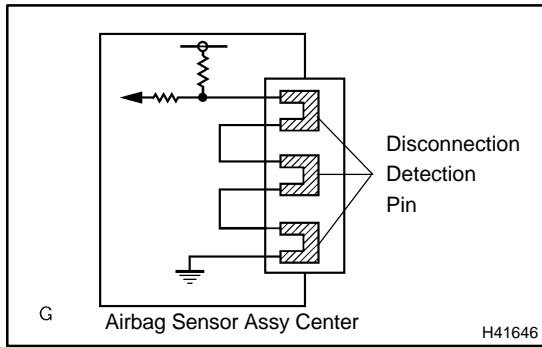
(a) All connectors, except seat position airbag sensor connector, in the SRS are colored in yellow to distinguish them from other connectors. The connectors having special functions and specifically designed for the SRS are used in the locations shown on the previous page to ensure high reliability. These connectors use durable gold-plated terminals.



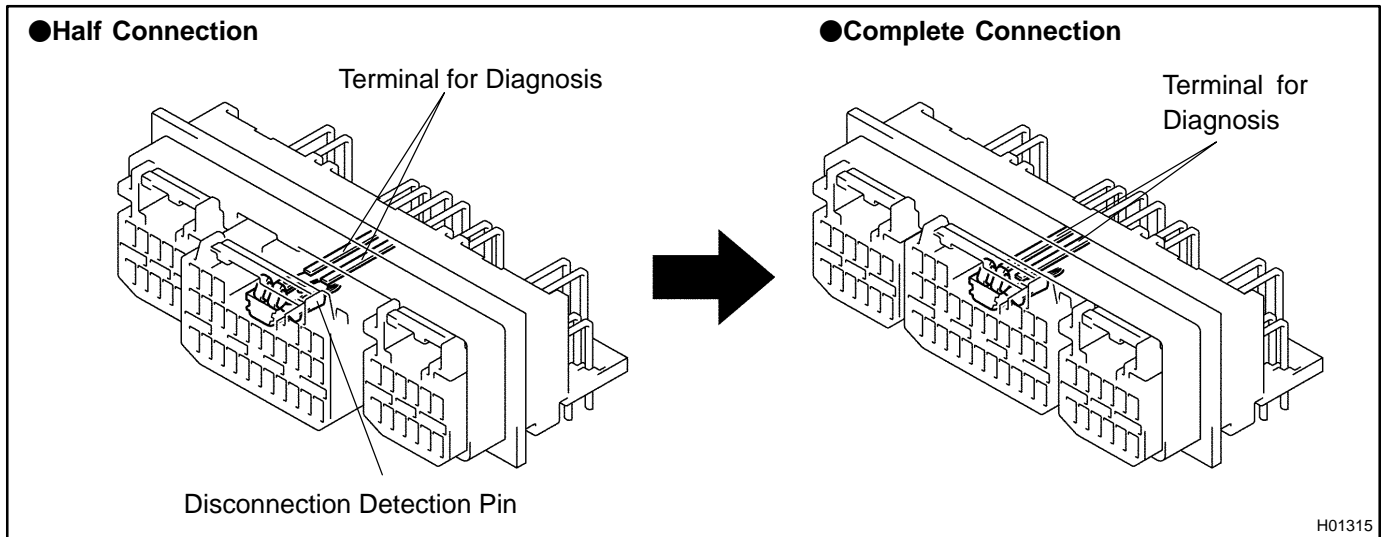
- (1) Terminal twin-lock mechanism:
Each connector has a two-piece component consisting of a housing and a spacer. This design enables the terminal to be locked securely by two locking devices (the retainer and the lance) to prevent terminals from coming out.
- (2) Activation prevention mechanism:
Each connector contains a short spring plate. When the connector is disconnected, the short spring plate automatically connects positive (+) terminal and negative (-) terminal of the squib.



HINT:
The type of connector is shown in the diagram on the previous page.



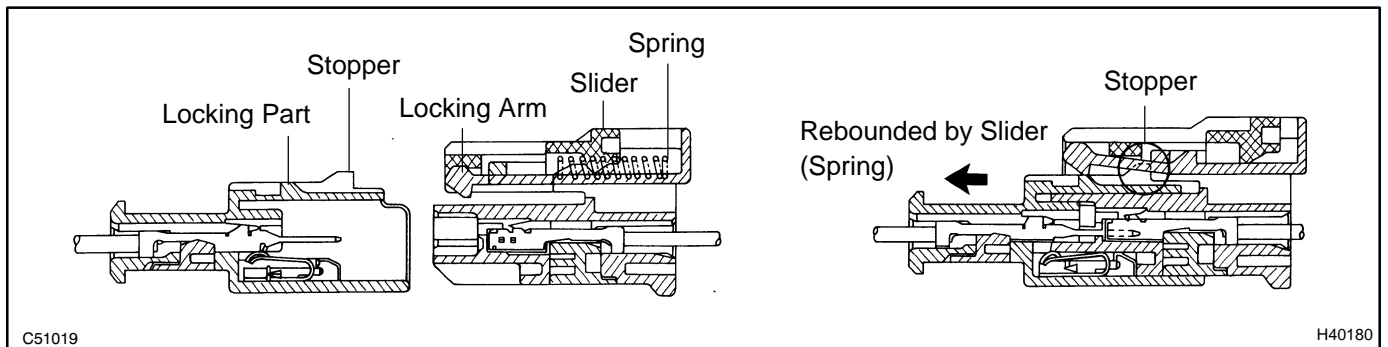
- (3) Electrical connection check mechanism:
 This mechanism electrically checks that the connectors are connected correctly and completely. The electrical connection check mechanism is designed so that the disconnection detection pin connects with the diagnosis terminals when the connector housing lock is locked.



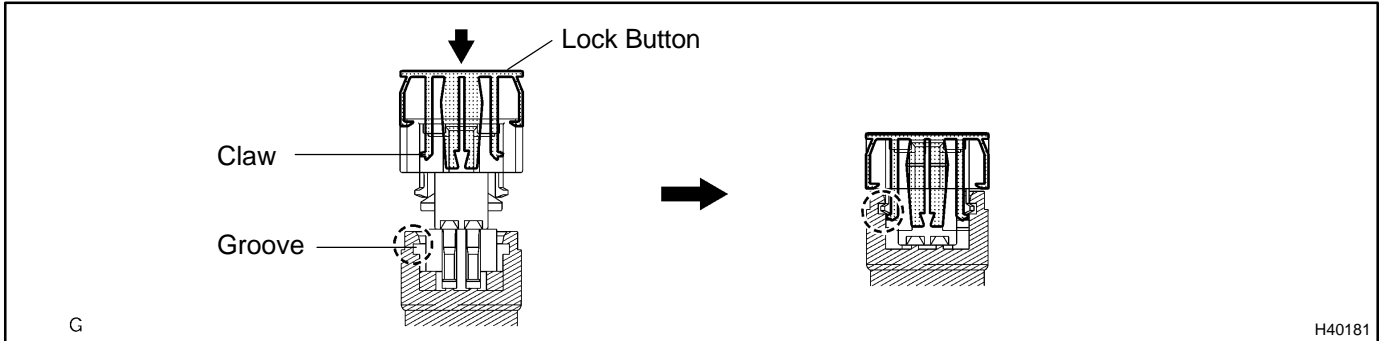
HINT:

The connectors shown in this illustration are connectors, "1", "2", "3" and "4" in the step 1.

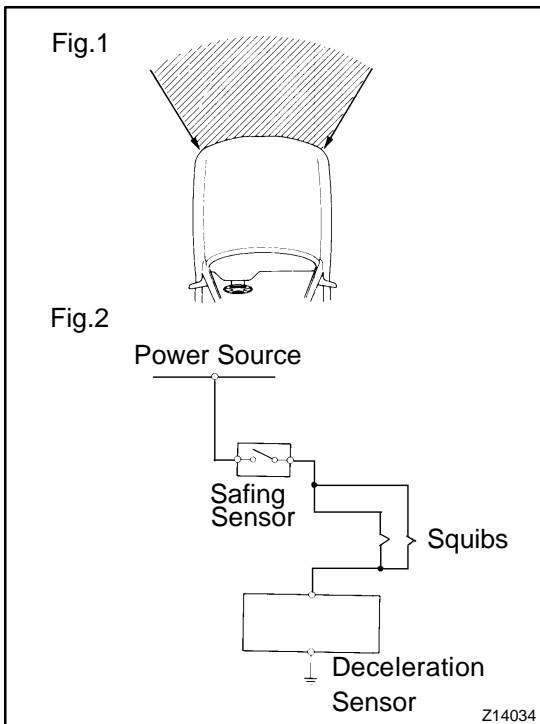
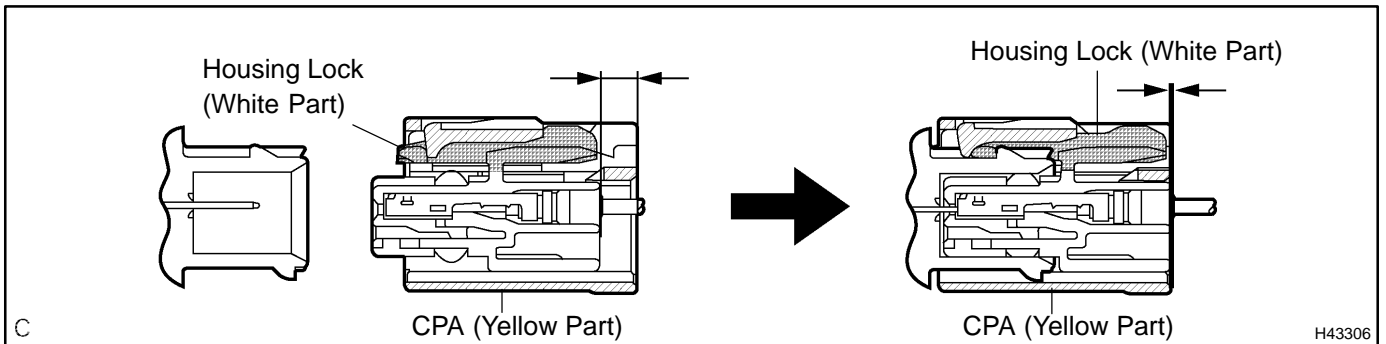
- (4) Half connection prevention mechanism:
 If the connector is not completely connected, the connector is disconnected due to the spring operation to the extent that no continuity exists.



- (5) Connector lock mechanism:
Locking the connector lock button connects the connector securely.



- (6) Connector position assurance mechanism:
Only when the housing lock (white part) is completely engaged, the CPA (yellow part) slides, which completes the connector engagement.



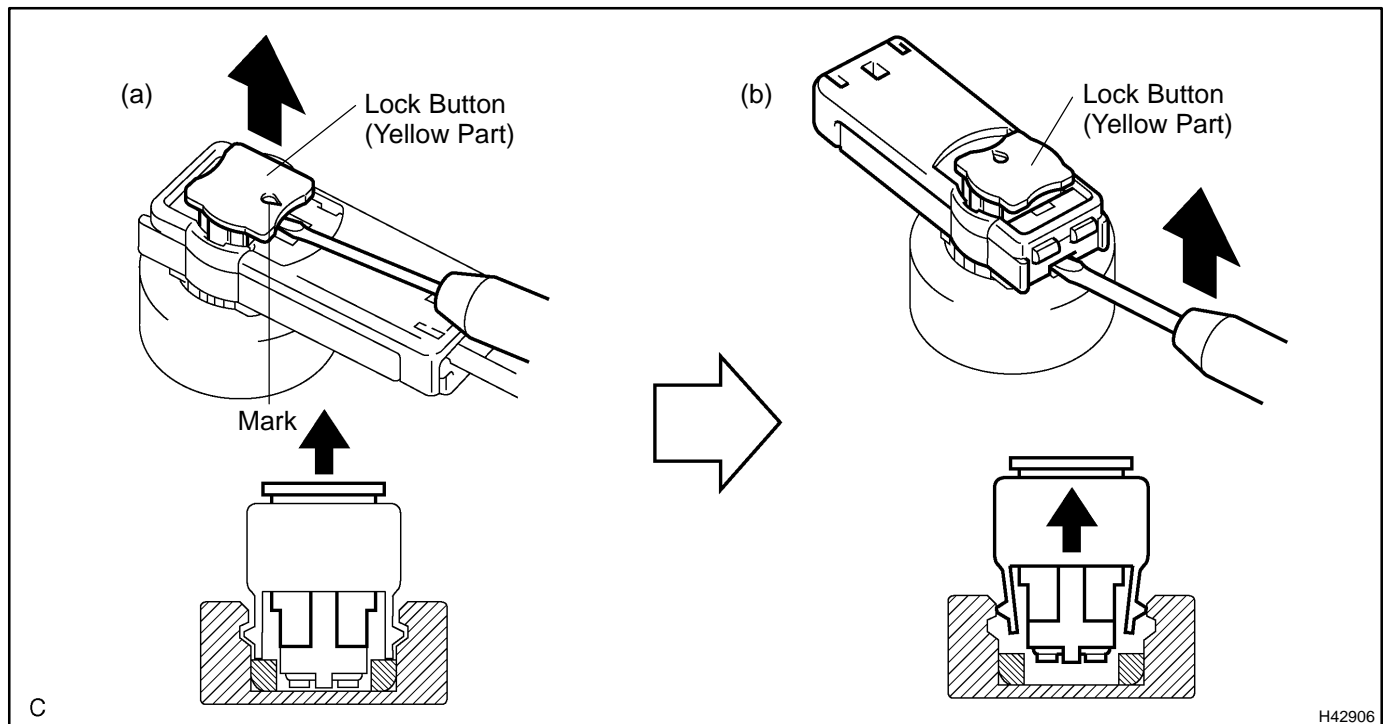
- (b) When the vehicle is involved in a frontal collision in the hatched area (Fig. 1) and the shock is larger than the predetermined level, the SRS is activated automatically. The safing sensor is designed to go on at a smaller deceleration rate than the airbag sensor. As illustrated in the Fig. 2, ignition is caused when current flows to the squib, which happens when the safing sensor and the deceleration sensor go on simultaneously. When a deceleration force acts on the sensors, 2 squibs in the driver airbag and front passenger airbag ignite and generate gas. The gas discharging into the driver airbag and front passenger airbag rapidly increases the pressure inside the bags, breaking the horn button assy and instrument panel. The deployment of the bags then end, and the bags deflate as the gas is discharged through discharge holes at the bag's rear or side.

2. DISCONNECTION OF CONNECTORS FOR HORN BUTTON ASSY

HINT:

Tape up the screwdriver tip before use.

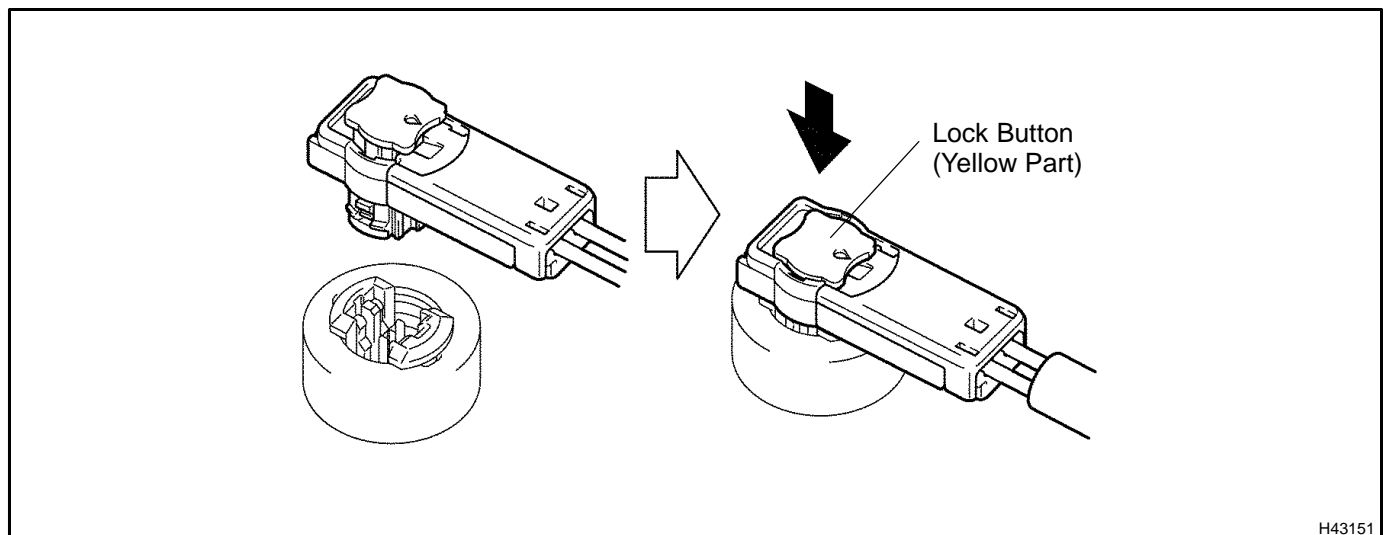
- (a) Release the lock button (yellow part) of the connector using a screwdriver.
- (b) Insert a screwdriver tip between the connector and the base, and then raise the connector.



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3. CONNECTION OF CONNECTORS FOR HORN BUTTON ASSY

- (a) Connect the connector.
- (b) Push down securely on the lock button (yellow part) of the connector.



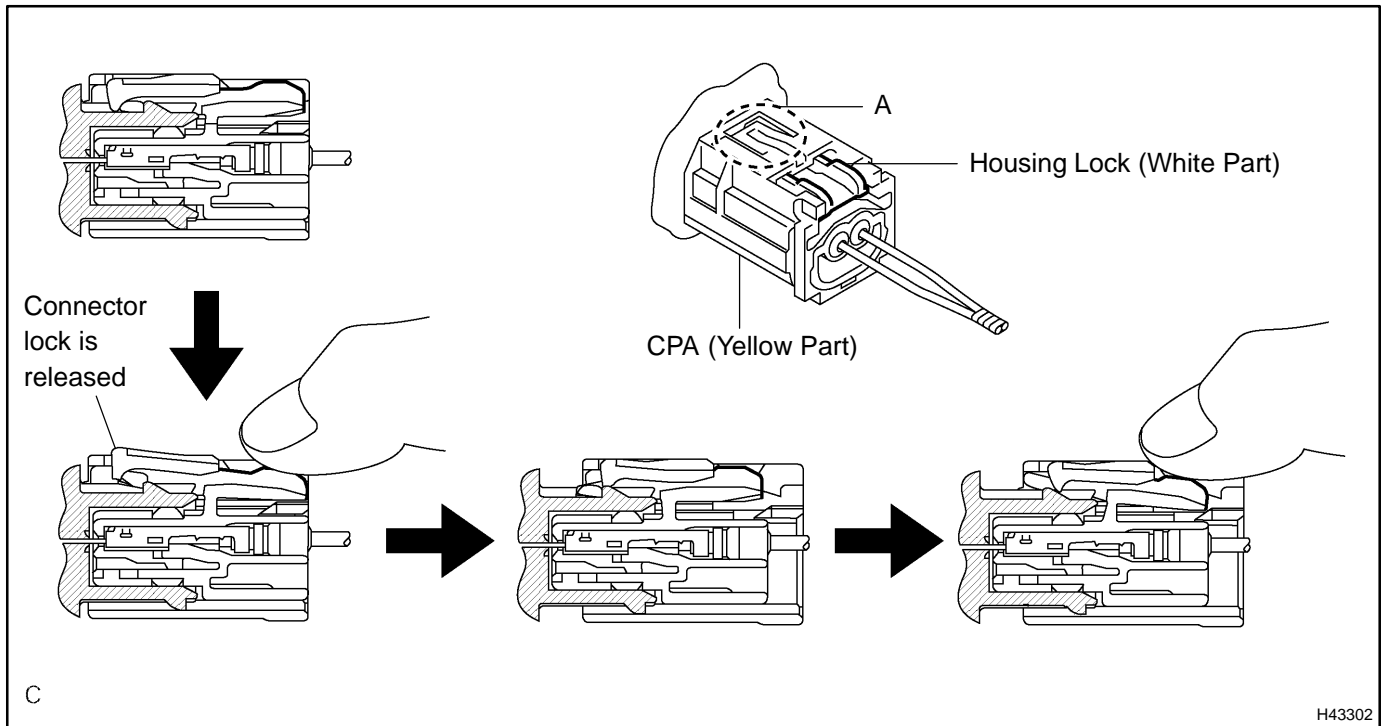
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4. DISCONNECTION OF CONNECTOR FOR AIRBAG FRONT SENSOR

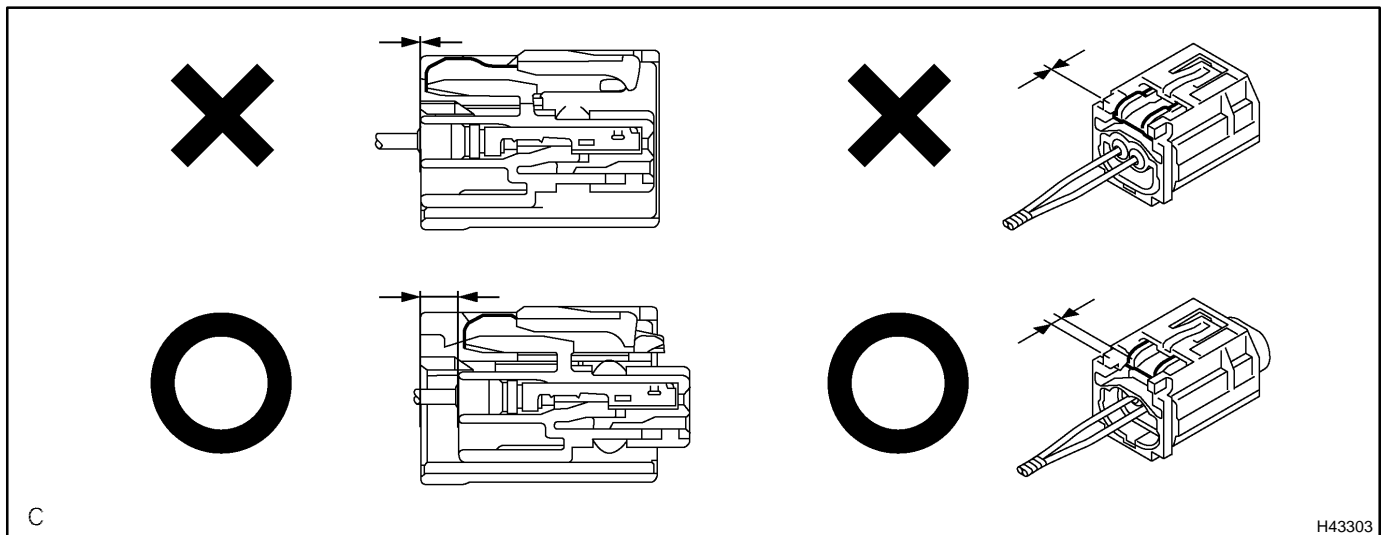
- (a) Push down the housing lock (white part) and slide the CPA (yellow part). (At this time, the connector cannot be disconnected yet).
- (b) Push down the housing lock (white part) again and disconnect the connector.

HINT:

Do not push down the A part shown in the illustration when disconnecting.

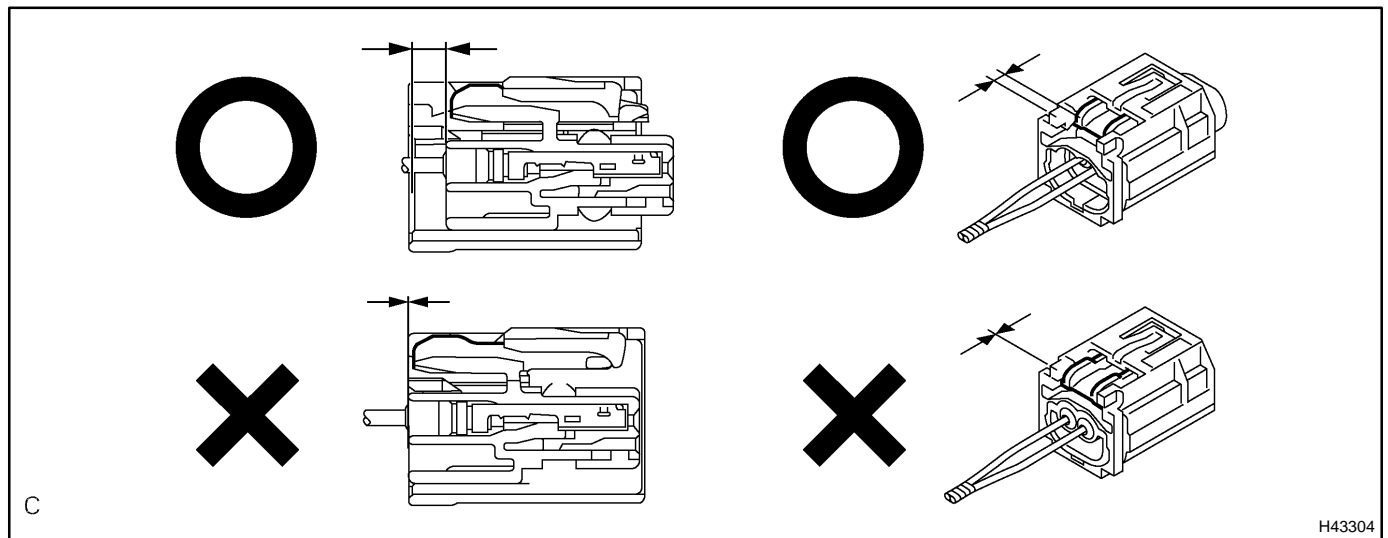


- (c) After disconnecting the connector, check that the position of the housing lock (the white part) is as shown in the illustration.



5. CONNECTION OF CONNECTOR FOR AIRBAG FRONT SENSOR

- (a) Before connecting the connectors, check that the position of the housing lock (the white part) is as shown in the illustration.



- (b) Be sure to engage the connectors until they are locked. (When locking, make sure that a click sound can be heard.)

HINT:

When connecting them, the housing lock (white part) slides. Be sure not to hold the housing lock (white part) and A part, as it may result in an insecure fit.

