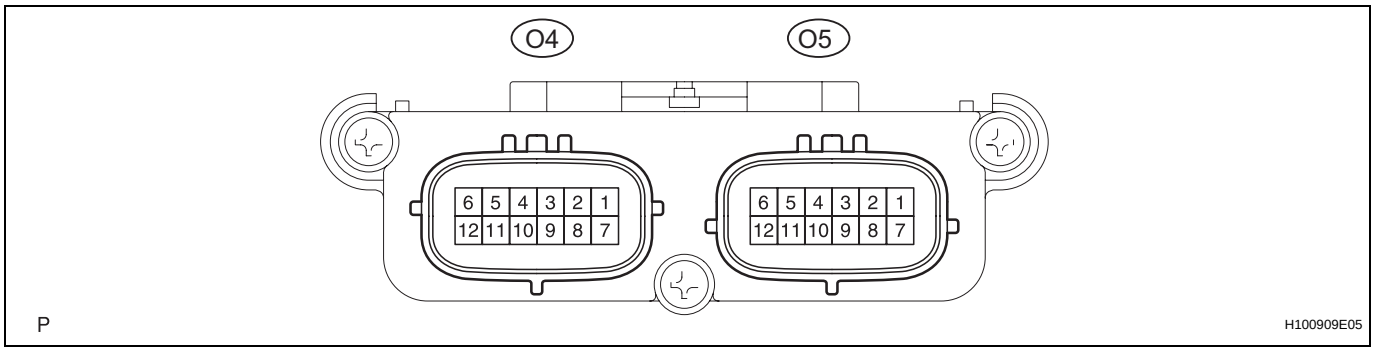
PROBLEM SYMPTOMS TABLE

HINT:
Proceed to the troubleshooting for each circuit in the table below.

Symptom	Suspected area	See page
Selected airbag cut-off switch position (AUTO or OFF) and displayed passenger airbag ON/OFF indicator of passenger seat occupant conditions do not correspond (for except Double Cab)	Trouble in Passenger Airbag ON/OFF Indicator	RS-450
Passenger seat occupant conditions and displayed passenger airbag ON/OFF indicator do not correspond (for Double Cab)	Trouble in Passenger Airbag ON/OFF Indicator	RS-450

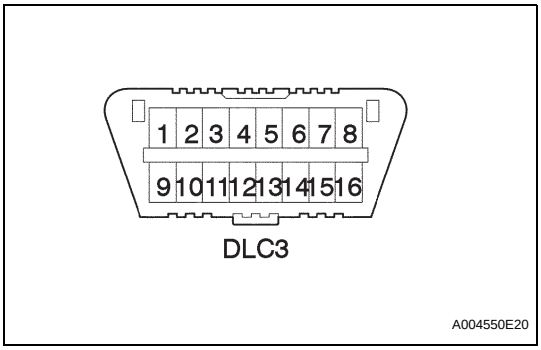
TERMINALS OF ECU

1. OCCUPANT CLASSIFICATION ECU



Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specification
+B (O5-1) - GND (O5-3)	R - W-B	Battery	Ignition switch on	10 to 14 V
DIA (O5-2) - GND (O5-3)	W - W-B	Diagnosis (DLC3)	Ignition switch on	Pulse generation
GND (O5-3) - Body ground	W-B - Body ground	Ground	Always	Below 1 Ω
FSR- (O5-4) - GND (O5-3)	G-B - W-B	Center airbag sensor assembly communication line (-)	Always	Below 1 Ω
BGND (O5-5) - GND (O5-3)	P-G - W-B	Passenger side buckle switch ground line	Always	Below 1 Ω
IG (O5-7) - GND (O5-3)	O - W-B	Power source (IGN Fuse)	Ignition switch on	10 to 14 V
FSR+ (O5-8) - FSR- (O5-4)	G-R - G-B	Center airbag sensor assembly communication line	Ignition switch on	Pulse generation
BSW (O5-9) - BGND (O5-5)	B - P-G	Passenger side buckle switch line	Buckle switch ON Buckle switch OFF	Pulse generation
SGD1 (O4-1) - GND (O5-3)	L - W-B	Occupant classification sensor front LH ground line	Always	Below 1 Ω
SGD2 (O4-2) - GND (O5-3)	O - W-B	Occupant classification sensor front RH ground line	Always	Below 1 Ω
SGD3 (O4-3) - GND (O5-3)	P-G - W-B	Occupant classification sensor rear LH ground line	Always	Below 1 Ω
SGD4 (O4-4) - GND (O5-3)	B-R - W-B	Occupant classification sensor rear RH ground line	Always	Below 1 Ω
SVC1 (O4-11) - SGD1 (O4-1)	B-L - L	Occupant classification sensor front LH power supply line	Ignition switch on, a load is applied to occupant classification sensor front LH	4.5 to 5.1 V
SVC2 (O4-12) - SGD2 (O4-2)	LG-B - O	Occupant classification sensor front RH power supply line	Ignition switch on, a load is applied to occupant classification sensor front RH	4.5 to 5.1 V
SVC3 (O4-5) - SGD3 (O4-3)	B-O -P-G	Occupant classification sensor rear LH power supply line	Ignition switch on, a load is applied to occupant classification sensor rear LH	4.5 to 5.1 V
SVC4 (O4-6) - SGD4 (O4-4)	GR-L - B-R	Occupant classification sensor rear RH power supply line	Ignition switch on, a load is applied to occupant classification sensor rear RH	4.5 to 5.1 V
SIG1 (O4-7) - SGD1 (O4-1)	G - L	Occupant classification sensor front LH signal line	Ignition switch on, a load is applied to occupant classification sensor front LH	Pulse generation

Symbols (Terminal No.)	Wiring Color	Terminal Description	Condition	Specification
SIG2 (O4-8) - SGD2 (O4-2)	R-L - O	Occupant classification sensor front RH signal line	Ignition switch on, a load is applied to occupant classification sensor front RH	Pulse generation
SIG3 (O4-9) - SGD3 (O4-3)	R-B - P-G	Occupant classification sensor rear LH signal line	Ignition switch on, a load is applied to occupant classification sensor rear LH	Pulse generation
SIG4 (O4-10) - SGD4 (O4-4)	L-R - B-R	Occupant classification sensor rear RH signal line	Ignition switch on, a load is applied to occupant classification sensor rear RH	Pulse generation



DIAGNOSIS SYSTEM

1. CHECK DLC3

(a) The vehicle's ECU uses the ISO 9141-2 for communication protocol. The terminal arrangement of the DLC3 complies with SAE J1962 and matches the ISO 15765-4 format.

Symbols (Terminal No.)	Terminal Description	Condition	Specified Condition
SIL (7) - SG (5)	Bus + line	During transmission	Pulse generation
CG (4) - Body ground	Chassis ground	Always	Below 1 Ω
BAT (16) - Body ground	Battery positive	Always	11 to 14 V

HINT:

If the display shows a communication error message when the intelligent tester is connected to the DLC3, the ignition switch is turned to the ON position and the intelligent tester is operated, there is a problem on the vehicle side or tool side.

- If communication is normal when the tool is connected to another vehicle, inspect the DLC3 on the original vehicle.
- If communication is still not possible when the tool is connected to another vehicle, the problem is probably in the tool itself. Consult the Service Department listed in the tool's instruction manual.

2. SYMPTOM SIMULATION

HINT:

The most difficult case in troubleshooting is when no symptoms occur. In such cases, a thorough customer problem analysis must be carried out. Then the same or similar conditions and environment in which the problem occurred in the customer's vehicle should be simulated. Regardless of the technician's experience or skill, if troubleshooting proceeds without confirmation of the problem symptoms, something important is likely to be overlooked and incorrect guesses may be made at some points in the repair operation.

This leads to a standstill in troubleshooting.