GENERAL PROCEDURES

Supplemental Restraint System (SRS) Depowering and Repowering

Depowering Procedure

⚠ WARNING: Always wear safety glasses when repairing an air bag supplemental restraint system (SRS) vehicle and when handling an air bag module. This will reduce the risk of injury in the event of an accidental deployment.

⚠ WARNING: Never probe the connectors on the air bag module. Doing so can result in air bag deployment, which can result in personal injury.

⚠ WARNING: To reduce the risk of personal injury, do not use any memory saver devices.

NOTE: If a seat equipped with a supplemental restraint system (SRS) component is being serviced, **the SRS must be depowered.**

NOTE: The air bag warning lamp illuminates when the RCM fuse is removed and the ignition switch is ON. This is normal operation and does not indicate a supplemental restraint system (SRS) fault.

NOTE: The SRS must be fully operational and free of faults before releasing the vehicle to the customer.

1. Turn all vehicle accessories OFF.
2. Turn the ignition switch to OFF.
3. At the smart junction box (SJB), located in the RH lower kick panel, remove the cover and the restraints control module (RCM) fuse 17 (10A) from the SJB. For additional information, refer to the Wiring Diagram Manual.
4. Turn the ignition ON and visually monitor the air bag indicator for at least 30 seconds. The air bag indicator will remain lit continuously (no flashing) if the correct RCM fuse has been removed. If the air bag indicator does not remain lit continuously, remove the correct RCM fuse before proceeding.
5. Turn the ignition switch to OFF.
6. **⚠ WARNING: To avoid accidental deployment and possible personal injury, the backup power supply must be depleted before repairing or replacing any front or side air bag supplemental restraint system (SRS) components and before servicing, replacing, adjusting or striking components near the front or side air bag sensors, such as doors, instrument panel, console, door latches, strikers, seats and hood latches.**

   The front impact severity sensor is located on the radiator support bracket.

   The first row side impact sensors (if equipped) are located at or near the base of the B-pillars.

   To deplete the backup power supply energy, disconnect the battery ground cable and wait at least one minute. Be sure to disconnect auxiliary batteries and power supplies (if equipped).

   Disconnect the battery ground cable and wait at least 1 minute. For additional information, refer to Section 414-01.

Repowering Procedure

1. **⚠ WARNING: The restraint system diagnostic tool is for restraint system service only. Remove from vehicle prior to road use. Failure to remove could result in injury and possible violation of vehicle safety standards.**

   Make sure all restraint system diagnostic tool(s) that may have been installed during the repair have been removed from the vehicle and all SRS components are connected.
2. Turn the ignition switch from OFF to ON.
3. Install RCM fuse 17 (10A) to the SJB and close the cover.
4. **⚠ WARNING: Be sure that nobody is in the vehicle and that there is nothing blocking or set in front of any air bag module when the battery ground cable is connected.**

   Connect the battery ground cable.

GENERAL PROCEDURES (Continued)

5. Prove out the SRS as follows:

   Turn the ignition key from ON to OFF. Wait 10 seconds, then turn the key back to ON and visually monitor the air bag indicator with the air bag modules installed. The air bag indicator will light continuously for approximately 6 seconds and then turn off. If an air bag SRS fault is present, the air bag indicator will:

   - fail to light.
   - remain lit continuously.
   - flash.

   The flashing might not occur until approximately 30 seconds after the ignition switch has been turned from the OFF to the ON position. This is the time required for the RCM to complete the testing of the SRS. If the air bag indicator is inoperative and a SRS fault exists, a chime will sound in a pattern of 5 sets of 5 beeps. If this occurs, the air bag indicator and any SRS fault discovered must be diagnosed and repaired.

   Clear all continuous DTCs from the restraints control module using a diagnostic tool.