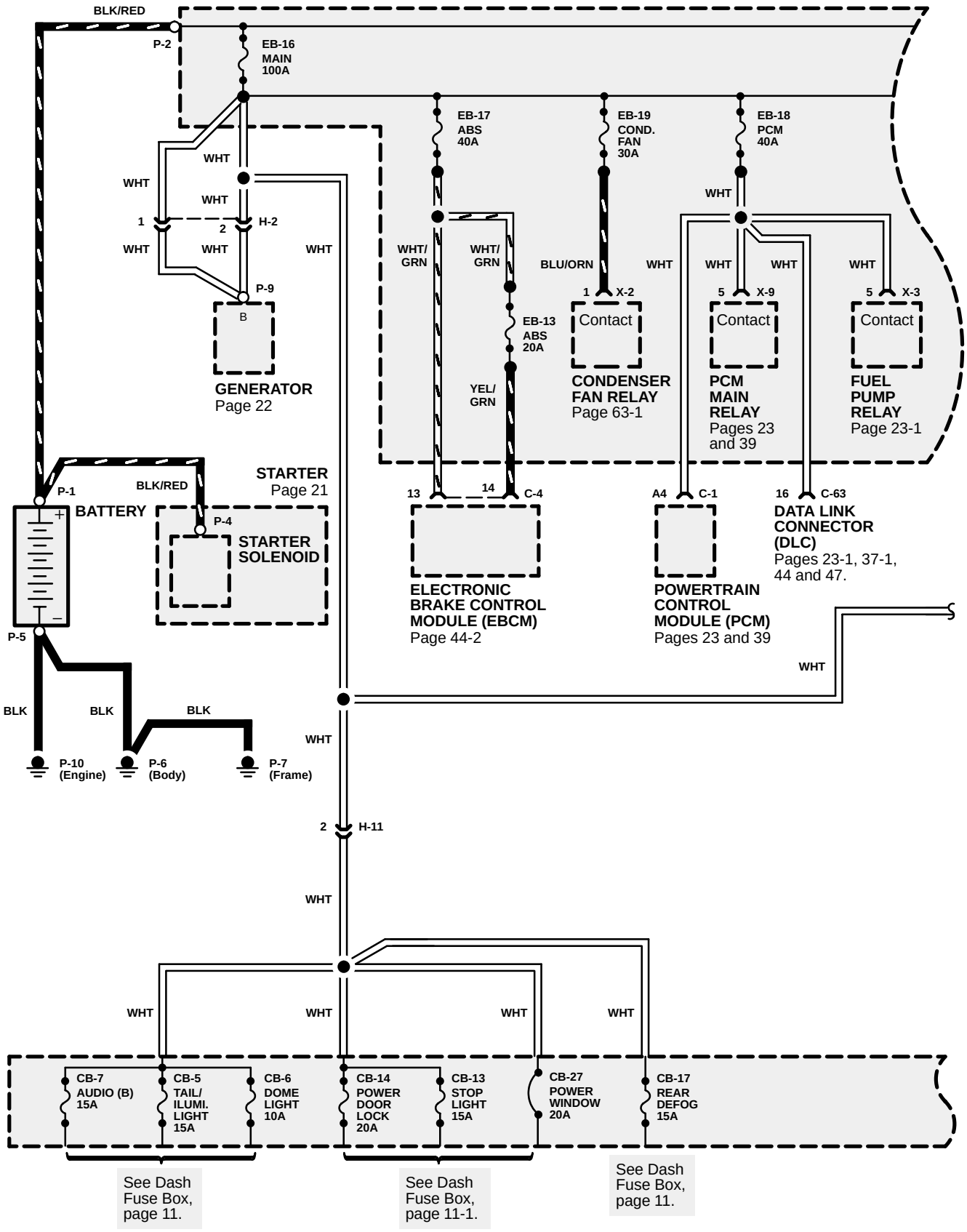
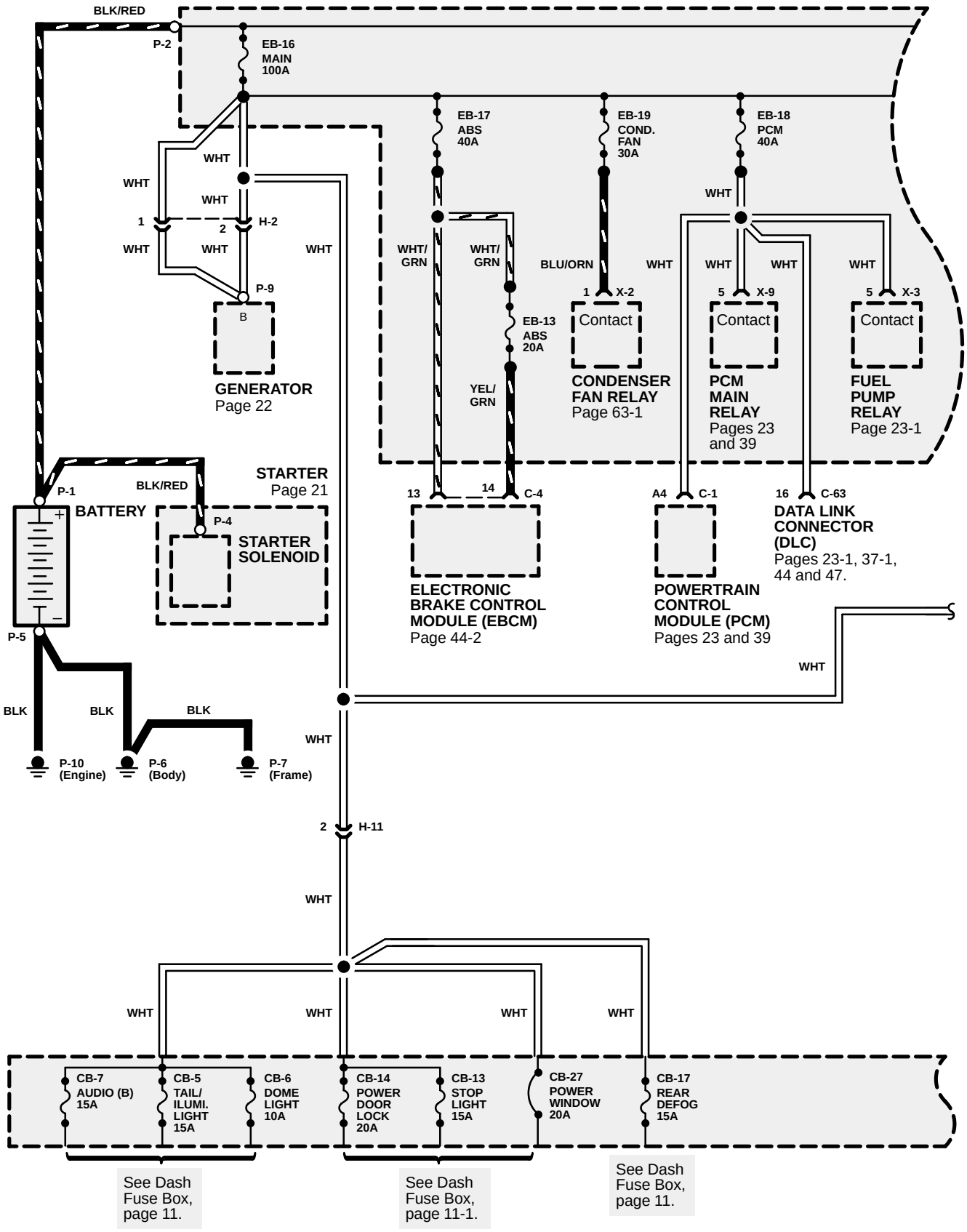
POWER DISTRIBUTION

Circuit Schematic

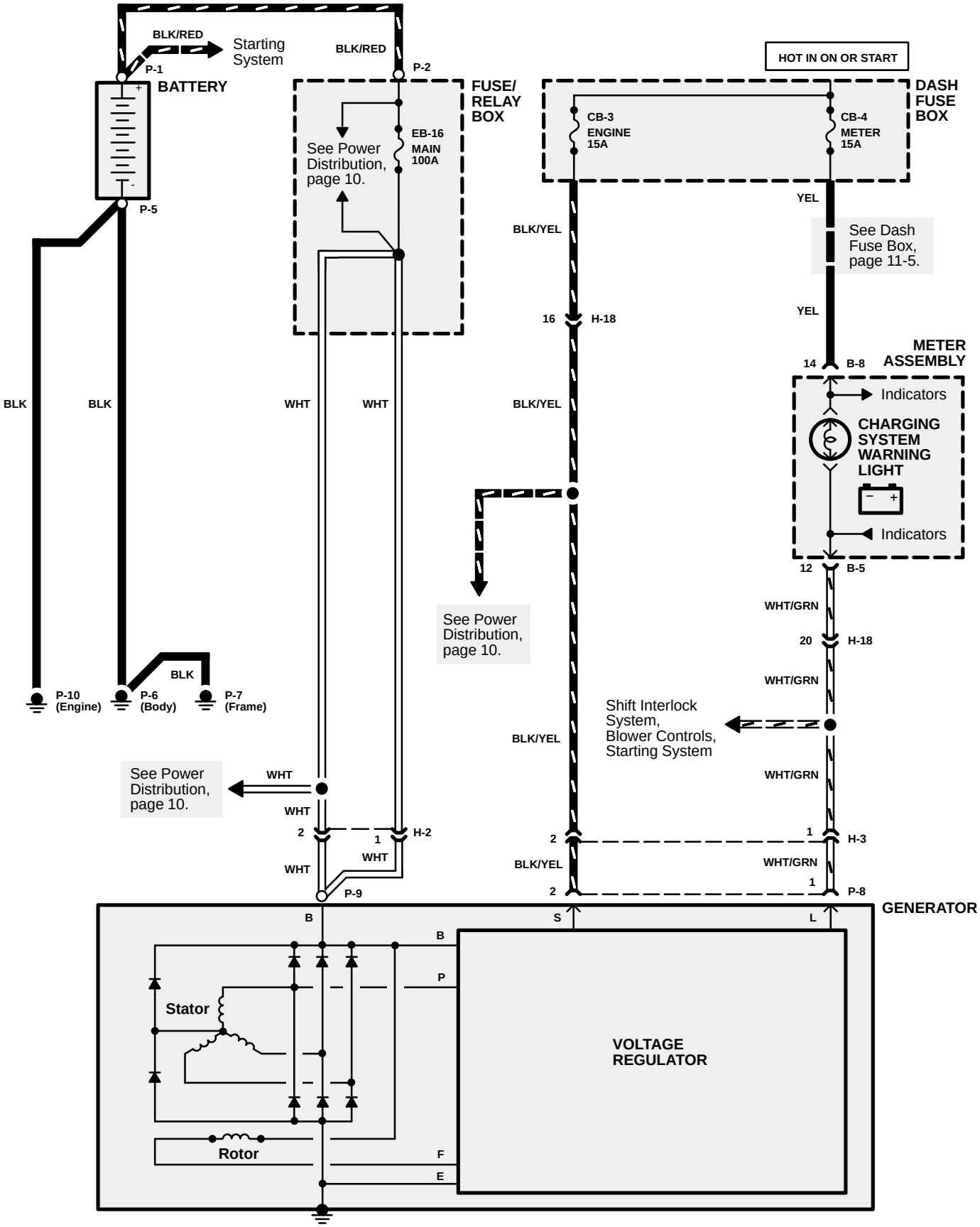


POWER DISTRIBUTION

Circuit Schematic



CHARGING SYSTEM



SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

Circuit Schematic

(Refer to Section 201 for photographs.)

Component		Photo No.
Dash Fuse Box	Behind left I/P side trim panel	36
Data Link Connector (DLC)		
C-63	Below left side of I/P, near engine hood release	38
Driver's Inflator Module	In steering wheel	48
Passenger's Inflator Module	On right side of I/P	54
Sensing and Diagnostic		
Module (SDM)	Below center of I/P	54
SRS Coil Assembly	Top of steering column, below steering wheel	
Connector		
B-1 (3-YEL)	Behind left lower I/P panel, above dash fuse box	37
B-6 (2-YEL)	Behind left side of I/P, on rear of meter assembly	49
B-22 (2-YEL)	Above glove box	54
H-14 (22-BLU)	Behind left side of I/P, above left kick panel on bracket	42
H-15 (18-BLK)	Behind left side of I/P, above left kick panel on bracket	42
H-20 (15-WHT)	Behind left side of I/P, above left kick panel on bracket	42
R-5 (2-BLK/WHT)	Under driver seat	65
Ground		
B-11	Below right side of front console	54
C-46	Behind left kick panel	40

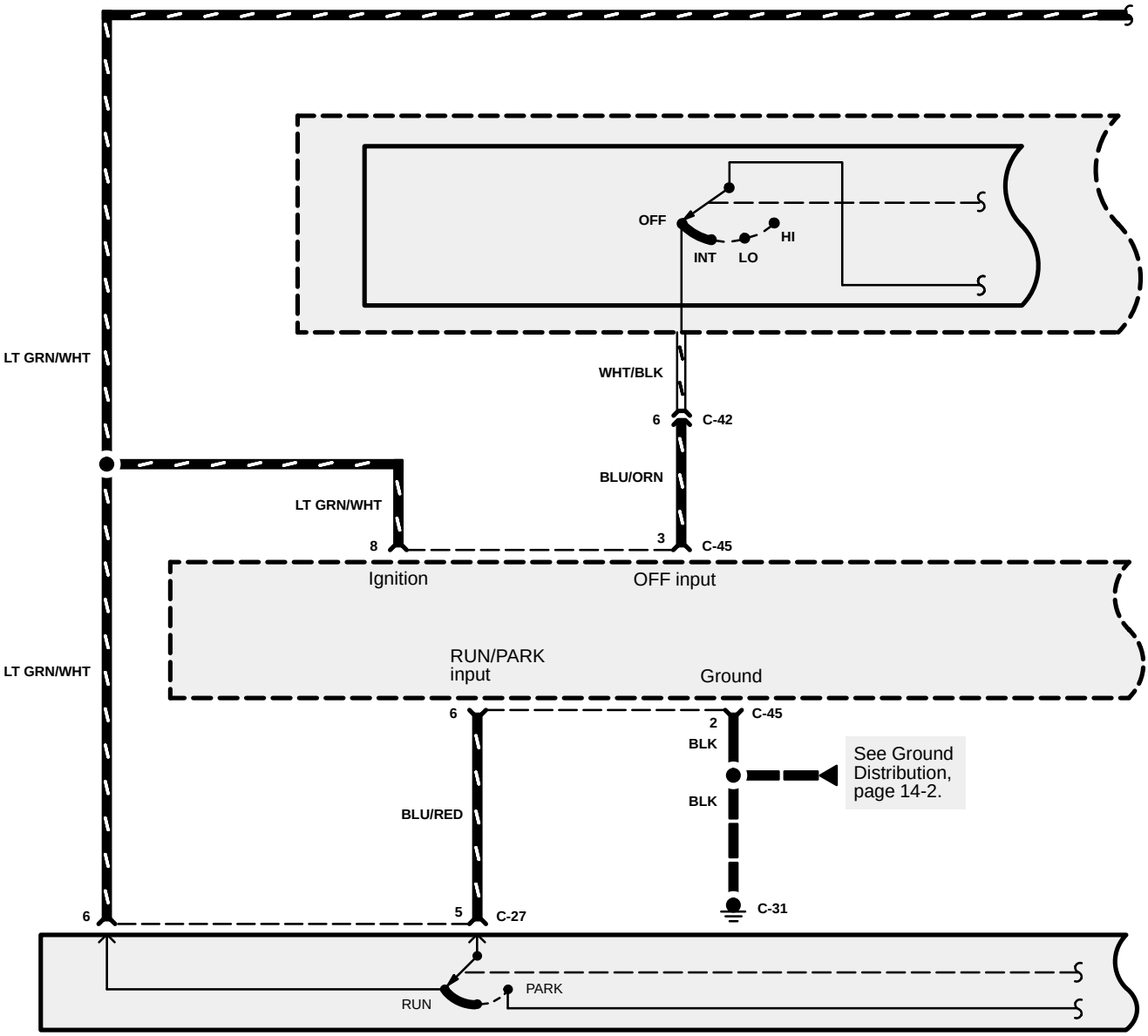
Circuit Operation

The Supplemental Restraint System (SRS) consists of the Sensing and Diagnostic Module (SDM), the driver's inflator module, the SRS coil assembly, the passenger's inflator module, and the AIR BAG readiness indicator light in the meter assembly. The SDM, SRS coil assembly (driver side only), driver's inflator module, passenger's inflator module, and connector wire make up the deployment loops. The function of the deployment loops is to supply current through the inflator modules, which will cause deployment of the air bags in the event of a frontal crash of sufficient force, up to 30 degrees of the centerline of the vehicle. The inflator modules are only supplied enough current to deploy when the SDM detects vehicle velocity changes that are severe enough to warrant deployment.

The SDM contains a sensing device which converts vehicle velocity change to an electrical signal. The electrical signal generated is processed by the SDM and then compared to a value stored in memory. When the generated signal exceeds the stored value, the SDM will cause current to flow through the inflator modules deploying the air bags.

WINDSHIELD WIPER/WASHER

Circuit Schematic



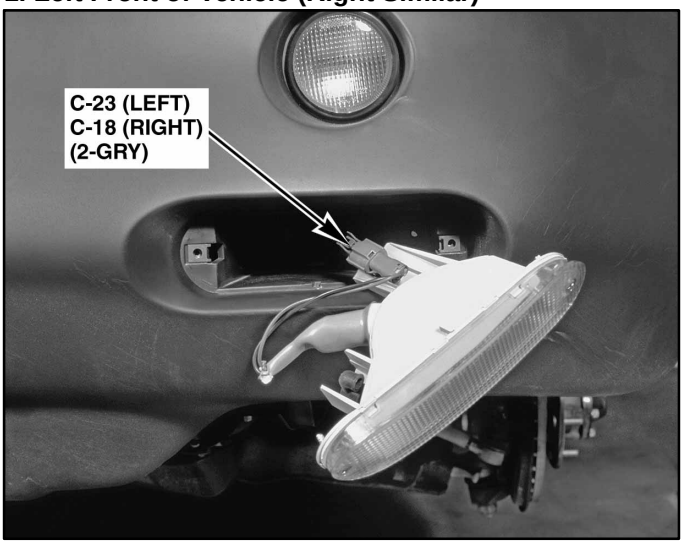
Circuit Operation

The POWER DOOR LOCK fuse CB-14 applies battery voltage at all times to the door lock control unit (in the left front power window and lock switch), the anti-theft and keyless entry control unit and passenger door lock control relay coil. With the starter switch in ON or START, voltage is applies through the ELEC. IG fuse CB-16 and voltage is applied to the anti-theft and keyless entry control unit.

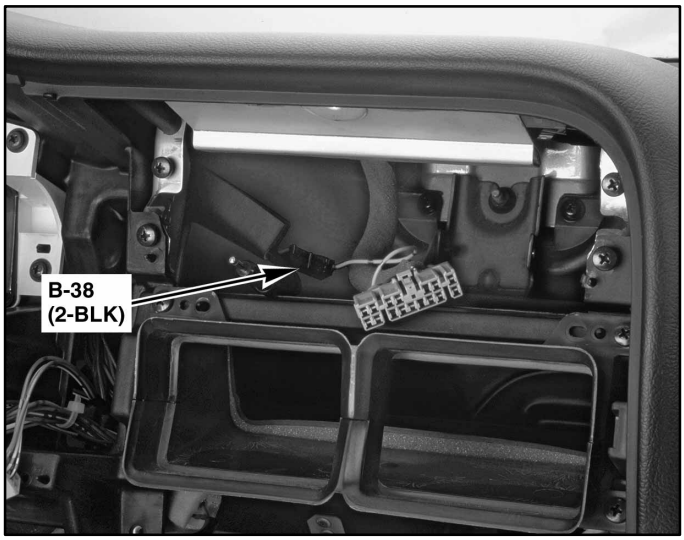
Anti-theft operation

The anti-theft and keyless entry control unit receives input from switches in the doors to monitor any unauthorized entry. If notified of such case, the control unit will flash the interrior lights, the exterrior lights except the headlights, sound the horns and disable the starter. The anti-theft buzzer is used to signal that the system has been armed, the system has been disarmed, during system programming, and when a door has been left open.

1. Left Front of Vehicle (Right Similar)

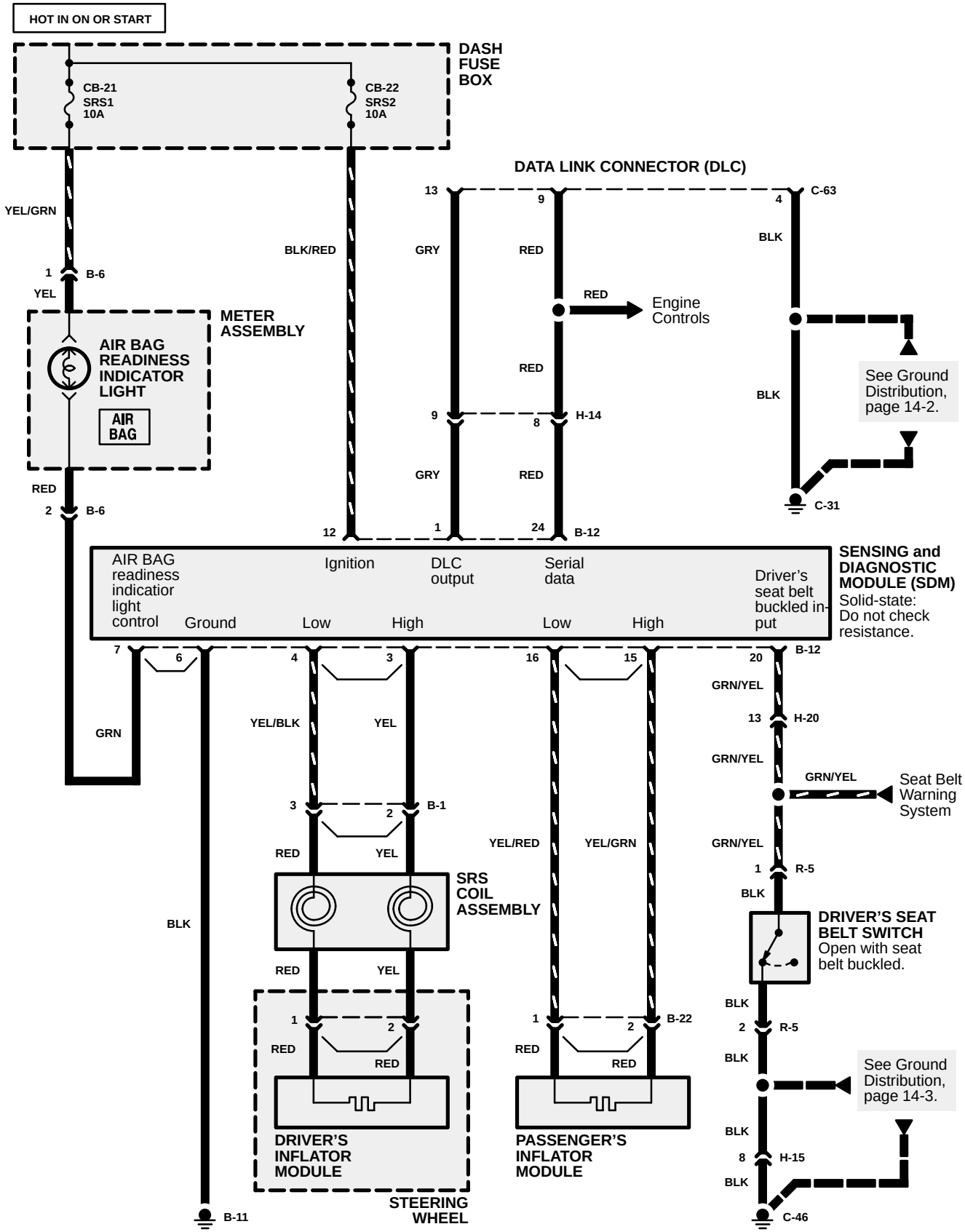


50. Behind Center of I/P



SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

Circuit Schematic



SEAT BELT, LIGHTS-ON, AND KEY-IN IGNITION WARNING SYSTEM

Component Location Index

(Refer to Section 201 for photographs.)

Component		Photo No.
Anti-theft and Keyless Entry Control Unit	Below I/P left of steering column	45
Dash Fuse Box	Behind left I/P side trim panel	36
Fuse/Relay Box	Right side of engine compartment, on inner fender panel	18
Left Door Switch	Near left door striker	70
Taillight Relay	Behind left kick panel	41
Warning Buzzer	Behind left kick panel	40
Connector		
B-8 (16-BLK)	Behind left side of I/P, on rear of meter assembly	49
C-38 (16-WHT)	Behind lower left I/P, right of steering column	47
C-40 (8-BRN)	Behind lower left I/P, right of steering column	47
H-10 (6-CLR)	Below left side of I/P, above left kick panel	45
H-13 (22-WHT)	Behind left side of I/P, above left kick panel on bracket	42
H-15 (18-BLK)	Behind left side of I/P, above left kick panel on bracket	42
H-19 (22-WHT)	Behind I/P right side panel	58
H-20 (15-WHT)	Behind left side of I/P, above left kick panel on bracket	42
H-29 (8-WHT)	Behind left side of I/P, above left kick panel on bracket	42
R-1 (1-CLR)	In left door pillar, behind left door switch	
R-5 (2-BLK/WHT)	Under driver seat	65
Ground		
C-31	Behind right kick panel	57
C-46	Behind left kick panel	40

Circuit Operation

Key-In Ignition Warning

The warning buzzer sounds when the key remind switch is closed, with the starter switch in the OFF position, and the key left in.

Seat Belt Warning

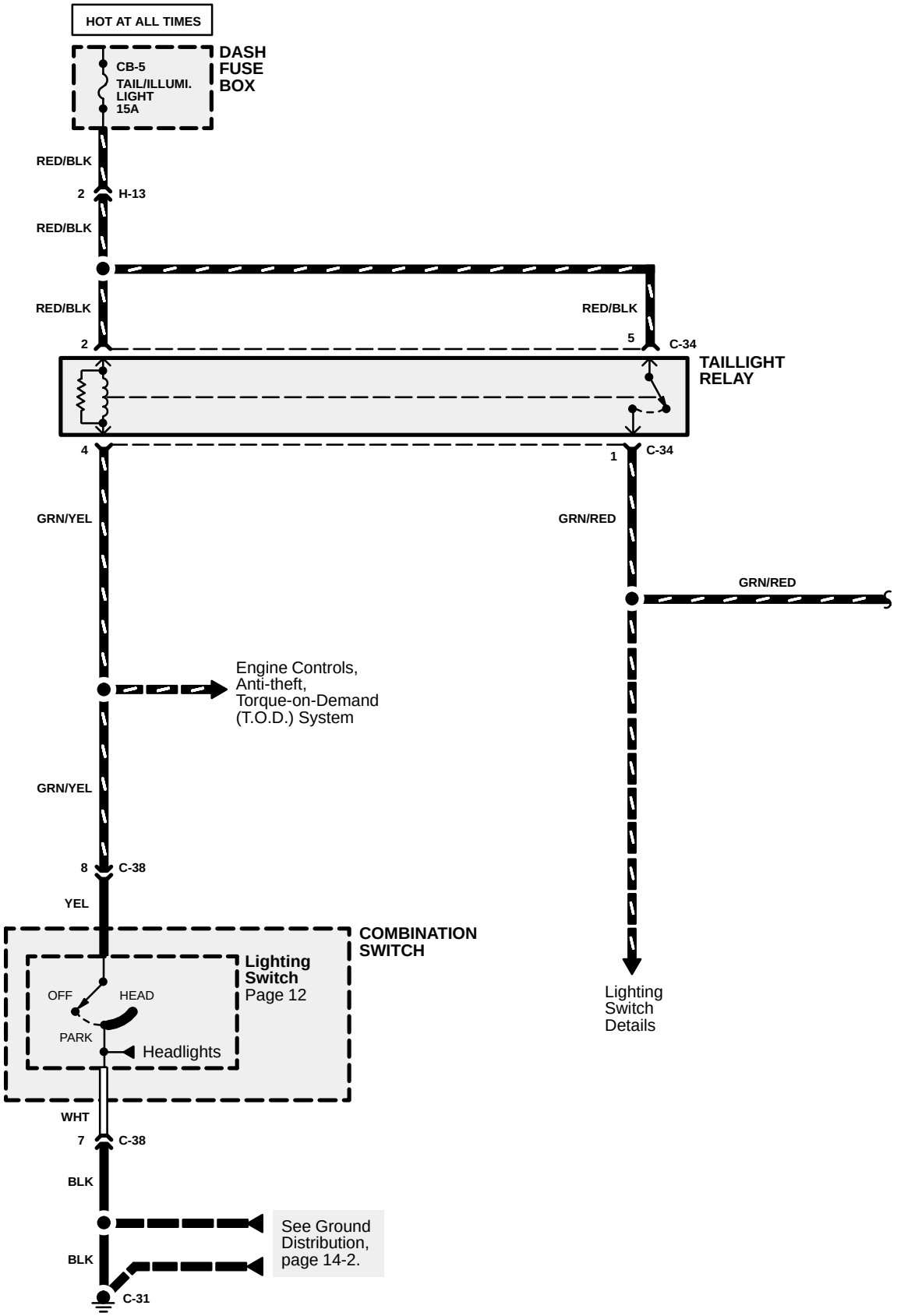
With the starter switch in ON or START, voltage is applied to the seat belt reminder light from the METER fuse CB-4. If the driver does not fasten his or her seat belt, the switch remains closed, which grounds the circuit, illuminating the seat belt reminder light.

Lights-on Warning

With the lighting switch in HEAD or PARK, the warning buzzer sounds when the starter switch is in the OFF position.

A/T SHIFT INDICATOR

Circuit Schematic



POWER WINDOWS

Component Location Index

(Refer to Section 201 for photographs.)

Component		Photo No.
Dash Fuse Box	Behind left I/P side trim panel	36
Left Front Power Window Motor	Inside front left door, behind trim pad	68
Power Window Relay	Behind left kick panel	41
Right Front Power Window Motor	Inside of right front door, behind trim pad	68
Connector		
H-13 (22-WHT)	Behind left side of I/P, above left kick panel on bracket	42
H-15 (18-BLK)	Behind left side of I/P, above left kick panel on bracket	42
H-21 (8-WHT)	Behind left kick panel, in access hole	39
H-21A (8-WHT)	Behind left kick panel, in access hole	39
H-24 (8-WHT)	Behind right kick panel, in access hole	57
Ground		
C-46	Behind left kick panel	40

Circuit Operation

The POWER WINDOW circuit breaker CB-27 applies battery voltage at all times to the power window relay contacts. With the starter switch in ON, the BACK UP/TURN LIGHT fuse CB-15 applies battery voltage to the power window relay coil. The relay energizes and allows battery voltage from the circuit breaker to both of the door power window switches.

Left Front Window

When the left front door power window switch is moved to UP or DOWN, a signal is sent to the control unit (built-into the switch). The control unit provides power to the left front power window, driving the window in the direction selected. The control unit removes power to the motor when the switch is released or when the window reaches its fully open or closed position.

Auto Down

When the left front door power window switch is moved to AUTO, a signal is sent to the control unit (built-into the switch). The control unit provides power to the left front power window motor, driving the window down. The control unit removes power to the motor when the window reaches the fully open position.

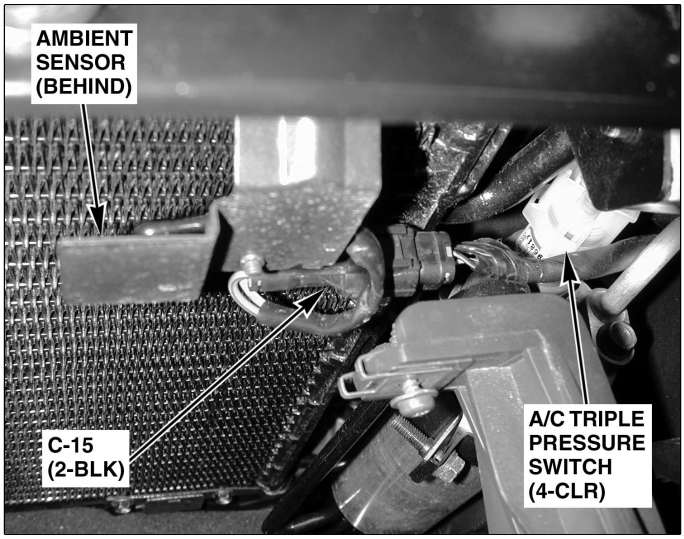
Passenger Windows

The passenger windows can be operated from the left front door power window switch or the respective door power window switch. The passenger door power window switch can only be operated when the lock switch in the left front door power window switch is in the OFF position.

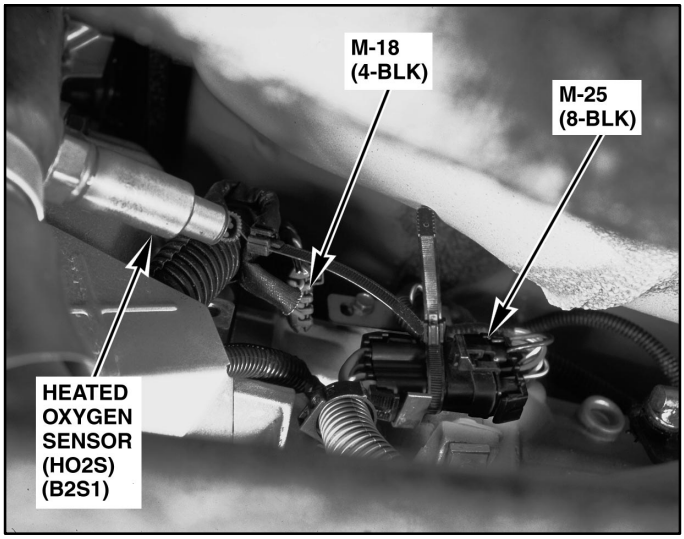
When the passenger power window switch is moved to UP or DOWN, a signal is sent to the control unit (built-into the switch). The control unit then provides power to the window motor, moving the window in the direction selected. The control unit removes power to the motor when the switch is released or when the window reaches its fully open or closed position.

When the passenger window is being controlled by the switch in the left front door, the control unit in the left front door switch sends a multi-plexed signal to the control unit in the other power window switch. The signal tells the appropriate control unit to provide power to its power window motor, moving the window in the direction selected. The control unit removes power to the motor when the switch is released or the window reaches its fully open or closed position.

7. Left Front of Vehicle (Grille Removed)



77. Left Side Front Transmission



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CONNECTOR AND WIRE HARNESS ROUTING

