

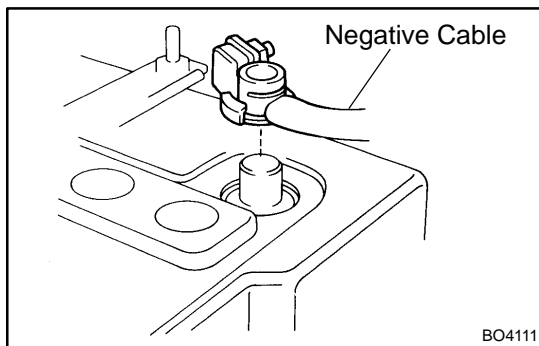
FOR ALL OF VEHICLES PRECAUTION

INOKE-01

1. FOR VEHICLES EQUIPPED WITH SRS AIRBAG AND SEAT BELT PRETENSIONER

- (a) The LEXUS IS300 is equipped with an Supplemental Restraint System (SRS), such as the driver airbag, front passenger airbag assembly, side airbag assembly, curtain shield airbag assembly and seat belt pretensioners. Failure to carry out service operations in the correct sequence could cause the supplemental restraint system to unexpectedly deploy during servicing, possibly leading to a serious accident.

Further, if a mistake is made in servicing the supplemental restraint system, it is possible the SRS may fail to operate when required. Before servicing (including removal or installation of parts, inspection or replacement), be sure to read the following items carefully, then follow the correct procedure described in this manual.



(b) GENERAL NOTICE

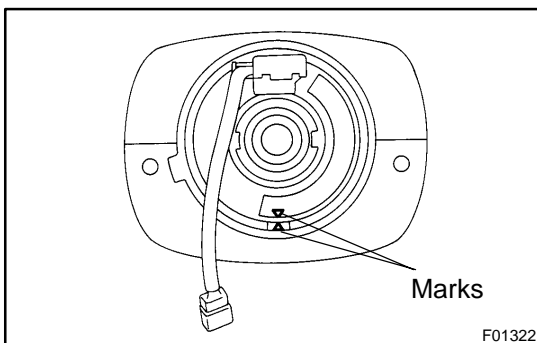
- (1) Malfunction symptoms of the SRS are difficult to confirm, so the diagnostic trouble codes become the most important source of information when troubleshooting. When troubleshooting the supplemental restraint system, always check the diagnostic trouble codes before disconnecting the battery (see page [DI-607](#)).

- (2) Work must be started after 90 seconds from the time the ignition switch is turned to the LOCK position and the negative (-) terminal cable is disconnected from the battery.

(The supplemental restraint system is equipped with a back-up power source so that if work is started within 90 seconds of disconnecting the negative (-) terminal cable from the battery, the SRS may deploy.)

When the negative (-) terminal cable is disconnected from the battery, memory of the clock and audio systems will be cancelled. So before starting work, make a record of the contents memorized by the each memory system. Then when work is finished, reset the clock and audio systems as before. To avoid erasing the memory of each memory system, never use a back-up power supply from another battery.

- (3) Even in cases of a minor collision where the SRS does not deploy, the steering wheel pad (see page [RS-17](#)), front passenger airbag assembly (see page [RS-31](#)), side airbag assembly (see page [RS-44](#)), curtain shield airbag assembly (see page [RS-58](#)), front airbag sensor (see page [RS-74](#)), side and curtain shield airbag sensor assembly (see page [RS-79](#)) and seat belt pretensioner (see page [BO-220](#)) should be inspected.
- (4) Never use SRS parts from another vehicle. When replacing parts, replace them with new parts.
- (5) Before repairs, remove the airbag sensor if shocks are likely to be applied to the sensor during repairs.
- (6) Never disassemble and repair the steering wheel pad, front passenger airbag assembly, side airbag assembly, curtain shield airbag assembly, front airbag sensor, side and curtain shield airbag sensor assembly or seat belt pretensioner.
- (7) Replace if the airbag sensor, steering wheel pad, front passenger airbag assembly, side airbag assembly, curtain shield airbag assembly, front airbag sensor assembly or seat belt pretensioner if it has been dropped, or if there are cracks, dents or other defects in its case, bracket or connector.
- (8) Do not directly expose the steering wheel pad, front passenger airbag assembly, side airbag assembly, curtain shield airbag assembly, front airbag sensor, side and curtain shield airbag sensor assembly or seat belt pretensioner to hot air or flames.
- (9) Use a voltmeter/ohmmeter with high impedance (10 k Ω /V minimum) for troubleshooting of the electrical circuit.
- (10) Information labels are attached to the periphery of the SRS components. Follow the instructions on the labels.
- (11) After work on the SRS is completed, check the SRS warning light (see page [DI-607](#)).



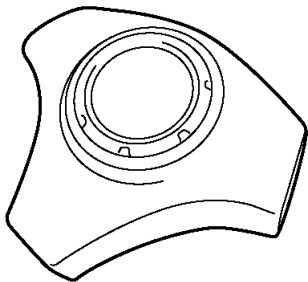
- (c) **SPIRAL CABLE (in Combination Switch)**
- The steering wheel must be fitted correctly to the steering column with the spiral cable at the neutral position, otherwise cable disconnection and other troubles may result. Refer to [SR-25](#) of this manual concerning correct steering wheel installation.

(d) STEERING WHEEL PAD (with Airbag)

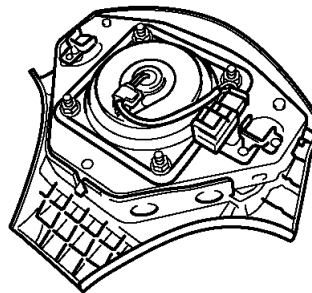
- (1) When removing the steering wheel pad or handling a new steering wheel pad, it should be placed with the pad top surface facing up see illustration below. Storing the pad with its metallic surface facing upward may lead to a serious accident if the airbag inflates. In addition, do not store a steering wheel pad on top of one another.
- (2) Never measure the resistance of the airbag squib. This may cause the airbag to deploy, which is could cause serious injury.
- (3) Grease or detergents of any kind should not be applied to the steering wheel pad.
- (4) Store the steering wheel pad where the ambient temperature remains below 93°C (200°F), has low humidity and is away from electrical noise.
- (5) Before using an electric welder, first disconnect the airbag connector (the connector is yellow and has 4 pins) under the steering column near the combination switch connector.
- (6) As a safety measure, always deploy airbags using an SST before disposal (see page [RS-17](#)). Deploy airbags in a safe place away from electrical noise.

Example:

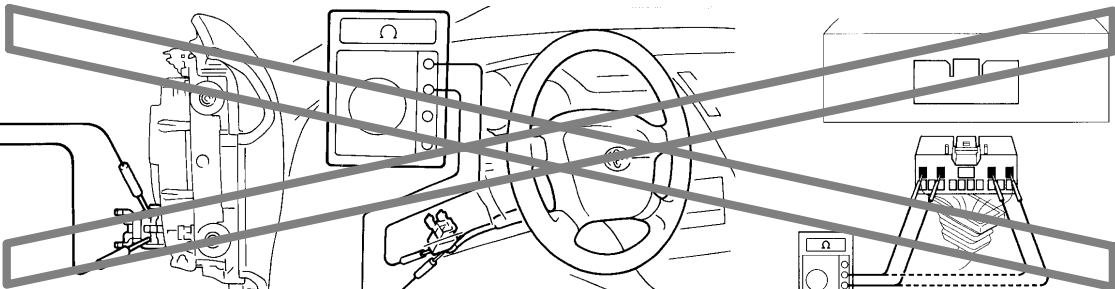
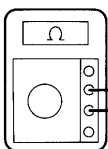
CORRECT



WRONG



B17163

Example:

R05643 R06953 R06952

NEVER USE AN OHMMETER ON AN AIRBAG OR PRETENSIONER

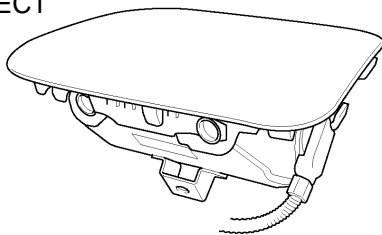
Z13950

(e) FRONT PASSENGER AIRBAG ASSEMBLY

- (1) Always store a removed or new front passenger airbag assembly with the airbag deployment direction facing up.
Storing the airbag assembly with the airbag deployment direction facing down could cause a serious accident if the airbag inflate.
- (2) Never measure the resistance of the airbag squib. This may cause the airbag to deploy, which is could cause serious injury.
- (3) Grease or detergents of any kind should not be applied to the steering wheel pad.
- (4) Store the steering wheel pad where the ambient temperature remains below 93°C (200°F), has low humidity and is away from electrical noise.
- (5) Before using an electric welder, first disconnect the airbag connector (the connector is yellow and has 4 pins) under the steering column near the combination switch connector.
- (6) As a safety measure, always deploy airbags using an SST before disposal (see page [RS-31](#)).
Deploy airbags in a safe place away from electrical noise.

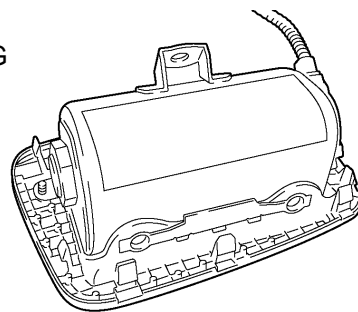
Example:

CORRECT



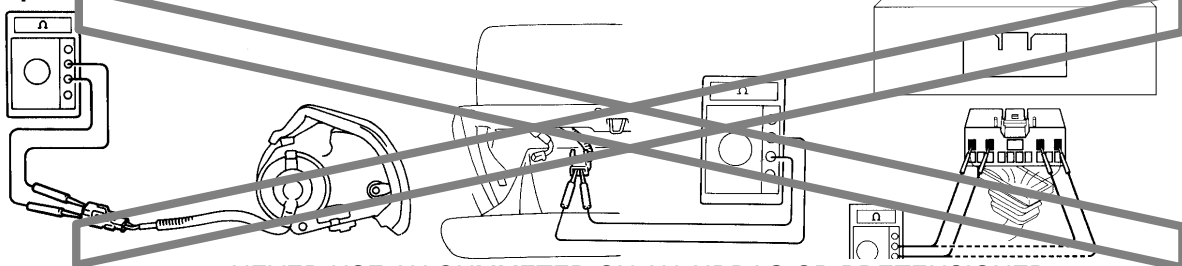
H15183 B11669

WRONG



Y

B17162

Example:

R05648 R05649 R06952

NEVER USE AN OHMMETER ON AN AIRBAG OR PRETENSIONER

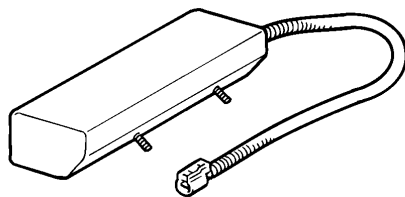
Z13951

(f) SIDE AIRBAG ASSEMBLY

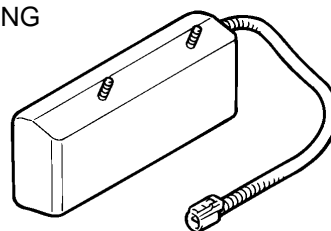
- (1) Always store a removed or new side airbag assembly with the airbag deployment direction facing up. Storing the airbag assembly with the airbag deployment direction facing down could cause a serious accident if the airbag inflates.
- (2) Never measure the resistance of the airbag squib. This may cause the airbag to deploy, which could cause serious injury.
- (3) Grease or detergents of any kind should not be applied to the steering wheel pad.
- (4) Store the steering wheel pad where the ambient temperature remains below 93°C (200°F), has low humidity and is away from electrical noise.
- (5) Before using an electric welder, first disconnect the airbag connector (the connector is yellow and has 2 pins) under the steering column near the combination switch connector.
- (6) As a safety measure, always deploy airbags using an SST before disposal (see page [RS-44](#)). Deploy airbags in safe place away from electrical noise.

Example:

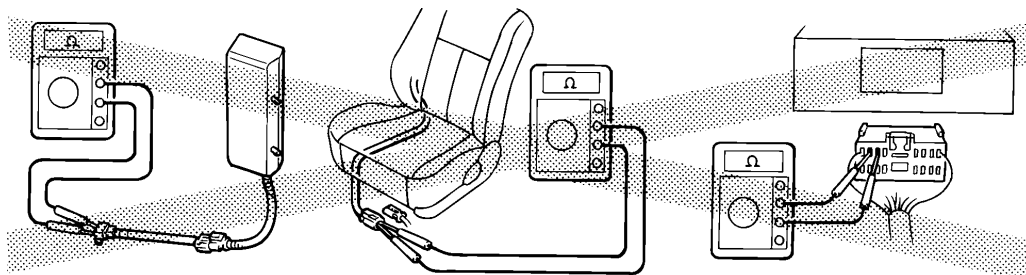
CORRECT



WRONG



B17197

Example:

NEVER USE AN OHMMETER ON AN AIRBAG OR PRETENSIONER

B01546

(g) CURTAIN SHIELD AIRBAG ASSEMBLY

- (1) Always store a removed or new side airbag assembly with the airbag deployment direction facing up. Storing the airbag assembly with the airbag deployment direction facing down could cause a serious accident if the airbag inflates.

NOTICE:

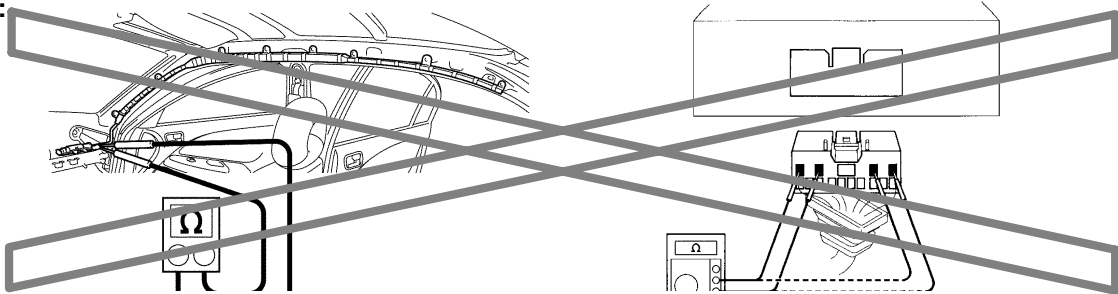
Plastic bag is not re-useable.

CAUTION:

Never disassemble the curtain shield airbag assembly.

- (2) Never measure the resistance of the airbag squib. This may cause the airbag to deploy, which could cause serious injury.
- (3) Grease or detergents of any kind should not be applied to the curtain shield airbag assembly.
- (4) Store the steering wheel pad where the ambient temperature remains below 93°C (200°F), has low humidity and is away from electrical noise.
- (5) Before using an electric welder, first disconnect the airbag connector (the connector is yellow and has 2 pins) under the steering column near the combination switch connector.
- (6) As a safety measure, always deploy airbags using an SST before disposal (see page [RS-59](#)). Deploy airbags in a safe place away from electrical noise.

Example:



H12059R06952

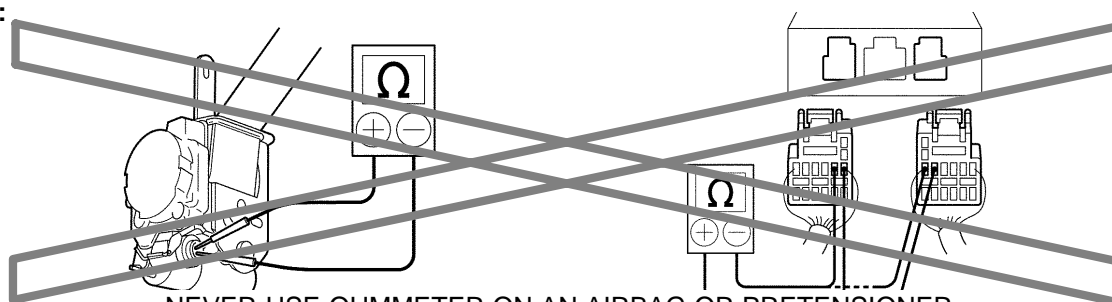
P

NEVER USE AN OHMMETER ON AN AIRBAG OR PRETENSIONER

B08605

(h) SEAT BELT PRETENSIONER

- (1) Never measure the resistance of the seat belt pretensioner. This may cause the seat belt pretensioner to activate, which could cause serious injury.
- (2) Never disassemble the seat belt pretensioner.
- (3) Never install the seat belt pretensioner in another vehicle.
- (4) Store the seat belt pretensioner where the ambient temperature remains below 80°C (176°F), has low humidity and is away from electrical noise.
- (5) Before using an electric welder, first disconnect the connector (the connector is yellow and has 2 pins).
- (6) As a safety measure, always activate the seat belt pretensioner before disposal (see page [BO-220](#)). Activate the pretensioner in safe place away from electrical noise.
- (7) The seat belt pretensioner becomes hot after activation. Allow it to cool before disposing. Never use water to cool seat belt pretensioner.

Example:

B02121

(i) AIRBAG SENSOR ASSEMBLY

- (1) If an airbag sensor assembly has been involved in a collision where its SRS has deployed, do not re-use it.
- (2) The connectors to the airbag sensor assembly should be connected or disconnected with the sensor mounted on the floor. Failure to do so could cause undesired deployment of the SRS.
- (3) To avoid serious injury, servicing the SRS must be started 90 seconds after:
 - The ignition switch is turned to the LOCK position.
 - The negative (-) terminal cable is disconnected from the battery.

Even if only loosening the set bolts of the airbag sensor assembly, you must follow the above guidelines.

(j) WIRE HARNESS AND CONNECTOR

The SRS wire harness is integrated with the instrument panel wire harness assembly. All the connectors in the system are a standard yellow color. If the SRS wire harness becomes disconnected or the connector becomes broken, etc., repair or replace it as shown on page [RS-82](#).

2. FOR VEHICLES EQUIPPED WITH A CATALYTIC CONVERTER

CAUTION:

If large amount of unburned gasoline flows into the converter, it may overheat and create a fire hazard. To prevent this, observe the following precautions and explain them to your customer.

- (a) Use only unleaded gasoline.
- (b) Avoid prolonged idling.
Avoid running the engine at idle speed for more than 20 minutes.
- (c) Avoid spark jump test.
 - (1) Perform spark jump test only when absolutely necessary. Perform this test as rapidly as possible.
 - (2) While testing, never race the engine.
- (d) Avoid prolonged engine compression measurement.
Engine compression tests must be done as rapidly as possible.
- (e) Do not run engine when fuel tank is nearly empty.
This may cause the engine to misfire and create an extra load on the converter.
- (f) Avoid coasting with ignition turned off.
- (g) Do not dispose of used catalyst along with parts contaminated with gasoline or oil.

3. IF VEHICLE IS EQUIPPED WITH MOBILE COMMUNICATION SYSTEM

For vehicles with mobile communication systems such as two-way radios and cellular telephones, observe the following precautions.

- (1) Install the antenna as far as possible away from the ECU and sensors of the vehicle's electronic system.
- (2) Install the antenna feeder at least 20 cm (7.87 in.) away from the ECU and sensors of the vehicle's electronic systems. For details about ECU and sensors locations, refer to the section on the applicable component.
- (3) Avoid winding the antenna feeder together with other wiring as much as possible, and also avoid running the antenna feeder parallel with other wire harnesses.
- (4) Check that the antenna and feeder are correctly adjusted.
- (5) Do not install powerful mobile communications system.

4. FOR USING OBD II SCAN TOOL OR HAND-HELD TESTER

CAUTION:

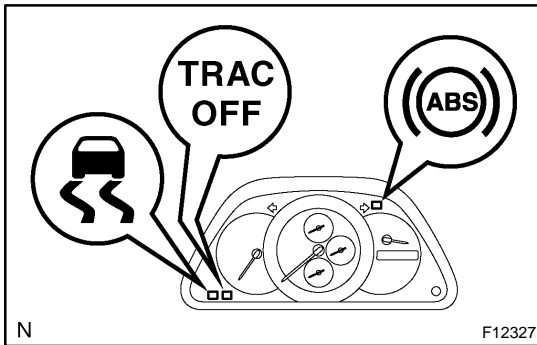
Observe the following items for safety reasons:

- **Before using the OBD II scan tool or hand-held tester, the OBD II scan tool's instruction book or hand-held tester's operator manual should be read thoroughly.**
- **Be sure to route all cables securely when driving with the OBD II scan tool or hand-held tester connected to the vehicle. (i.e. Keep cables away from feet, pedals, steering wheel and shift lever.)**
- **Two persons are required when test driving with the OBD II scan tool or hand-held tester, one person to drive the vehicle and the other person to operate the OBD II scan tool or hand-held tester.**

5. FOR VEHICLES EQUIPPED WITH TRACTION CONTROL (TRAC) SYSTEM

NOTICE:

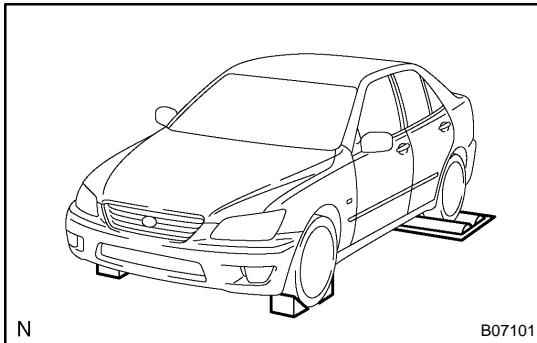
When using a 2-wheel drum tester such as a speedometer tester or chassis dynamometer, etc., or jacking up the rear wheels and driving the wheels, always push in the TRAC cut switch and turn the TRAC system OFF.



- (a) Press the TRAC cut switch.
- (b) Check that the TRAC system is turned OFF by the TRAC cut switch.

HINT:

The SLIP indicator light should be always ON immediately after the engine is restarted.



- (c) Begin measurements.
- (d) Press the TRAC cut switch to turn the TRAC to the operative mode and check that the TRAC OFF indicator light goes off.

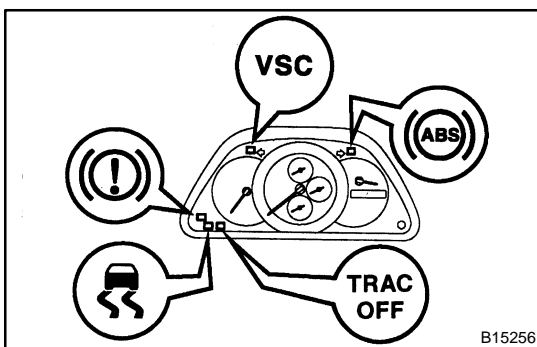
HINT:

The SLIP indicator light blinks when the TRAC system is operational.

6. FOR VEHICLES EQUIPPED WITH VEHICLE SKID CONTROL (VSC) SYSTEM

NOTICE:

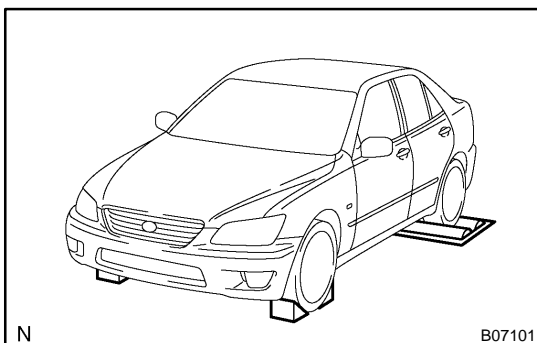
When using 2-wheel drum tester such as a speedometer tester or chassis dynamometer, etc., or jacking up the front wheels and driving the wheels, always push in the VSC OFF switch to turn the VSC system OFF.



- (a) Press the VSC OFF switch.
- (b) Check that the VSC OFF indicator light comes ON.

HINT:

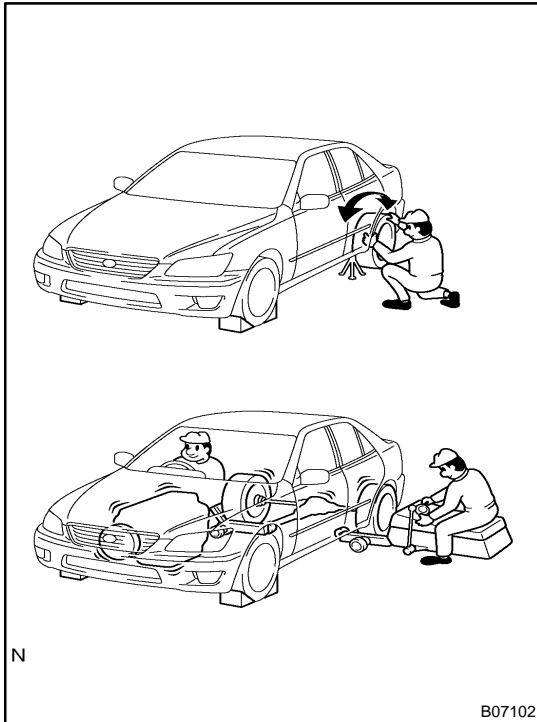
The VSC OFF indicator light should be always OFF when the engine is restarted.



- (c) Begin measurements.
- (d) Press the VSC OFF switch again to change the VSC system to operational condition and check that the VSC OFF indicator light goes off.

HINT:

The SLIP indicator light blinks and the VSC buzzer sounds when the VSC system is operational.



7. FOR VEHICLES EQUIPPED WITH LIMITED SLIP DIFFERENTIAL

- (a) Never apply driving force when RH or LH rear wheel only is touching the ground.
- (b) During service/rectification work never spin (race) the RH or LH rear wheel only such as with ON-The-Car type wheel balancer, both rear wheels must be off the ground.

HINT:

- In case of the above, due to the construction of the LSD the driving force is transmitted to the opposite wheel and therefore it is possible for the vehicle to start suddenly if only one rear wheel is off the ground. Furthermore it could result in component damage to the LSD due to the loads acting on it.
- Always raise both rear wheels off the ground and support the vehicle on suitable safety stand.

8. INSPECTION AND ADJUSTMENT OF JOINT ANGLE DURING REMOVAL AND INSTALLATION OF PROPELLER SHAFT

When performing operations which involve the removal and installation of the propeller shaft, always check the joint angle. Make adjustments if necessary (see page [PR-11](#)).

