

AIR BAG RESTRAINT SYSTEM

Article Text

1995 Isuzu Rodeo

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ARTICLE BEGINNING

1995 ACCESSORIES/SAFETY EQUIPMENT
Isuzu Air Bag Restraint System

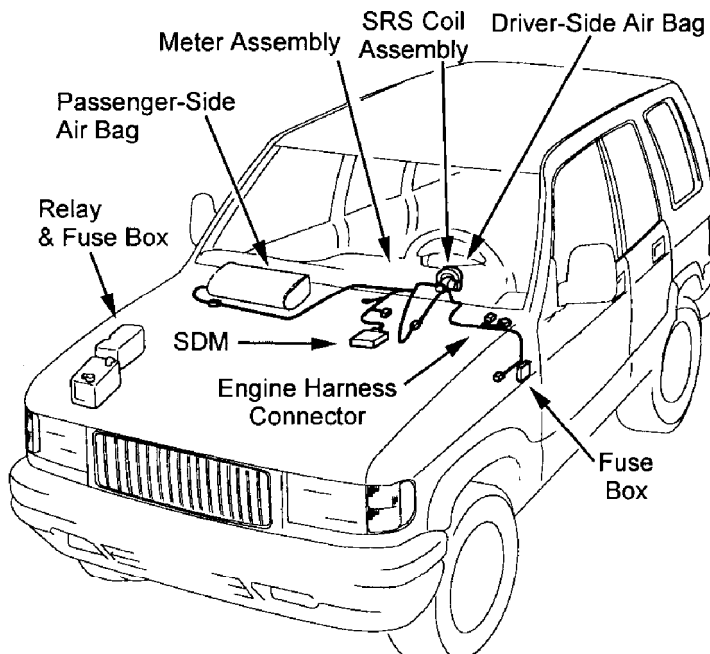
Isuzu; Rodeo

* PLEASE READ THIS FIRST *

WARNING: To avoid injury from accidental air bag deployment, read and carefully follow all WARNINGS and SERVICE PRECAUTIONS.

DESCRIPTION & OPERATION

Supplemental Restraint System (SRS) is designed to protect driver and front passenger by activating when vehicle receives a sufficient front-end impact. System includes sensing and diagnostic module (SDM), driver-side air bag, SRS coil assembly, passenger-side air bag, and AIR BAG warning lamp in instrument panel. SDM, SRS coil assembly (driver-side only), driver side air bag module, passenger-side air bag module and connector wire make up deployment loops. function of deployment loops is to supply current through air bag assemblies which will cause deployment of air bags in event of a frontal crash of sufficient force. air bags are supplied with enough current to deploy when SDM detects vehicle velocity changes severe enough to warrant deployment. See Fig. 1.



96HQ5001

Fig. 1: Locating SRS Components & Wiring
Courtesy of Isuzu Motors Limited

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For air bag to deploy, a sensing device in SDM converts vehicle velocity change to an electrical signal. This signal is processed by SDM and compared to a value stored in memory. When signal exceeds stored value, SDM will cause current to flow through air bag assemblies, deploying air bags.

NOTE: SRS wiring harness and connections are Yellow.

SYSTEM OPERATION CHECK

When ignition is first turned on, AIR BAG warning lamp should flash 7 times. lamp should not come on or flash while vehicle is driven. If lamp does not operate as specified, system must be inspected/repaired as soon as possible. See DIAGNOSIS & TESTING.

SERVICE PRECAUTIONS

* PLEASE READ THIS FIRST *

Observe these precautions when working with air bag system:

- * Disable SRS before servicing any SRS or steering column component. Failure to do this could result in accidental air bag deployment, possibly causing personal injury. See DISABLING & ACTIVATING SRS SYSTEM.
- * Wait about 15 seconds after disabling air bag system. SDM maintains system voltage for about 15 seconds after battery is disconnected. Servicing air bag system before 15 seconds may cause accidental air bag deployment, possibly causing personal injury.
- * After an accident, all SRS components, including wiring harness and brackets, must be inspected. If any components are damaged or bent, they must be replaced, even if air bag did not deploy. Check steering column, knee bolster, instrument panel steering column reinforcement plate and lower brace for damage. DO NOT service/repair any component or wiring. If components or wiring are damaged or defective, replacement is required.
- * Always wear safety glasses when servicing SRS or handling an air bag.
- * DO NOT attempt to disassemble air bag module. Neither component has any serviceable or reusable parts.
- * A replacement air bag module must be stored in its original special container until used for service. Special container must be stored in a clean, dry place, away from sources of extreme heat, sparks and high electrical energy.
- * When placing a live air bag module on a bench or other surface, always face air bag and trim cover up, away from surface. This will reduce motion of air bag module if accidentally deployed.
- * After deployment, air bag module is very hot. Wait 30 minutes before handling.

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- * After deployment, air bag surface may contain deposits of sodium hydroxide, which can irritate skin. Always wear safety glasses, rubber gloves and long-sleeved shirt during clean-up, and wash hands using mild soap and water. Follow correct disposal procedures. See DISPOSAL PROCEDURES.
- * DO NOT allow any electrical source near inflator on back of air bag module.
- * When carrying a live air bag module, trim cover pad should be pointed away from your body to minimize injury in case of accidental air bag deployment.
- * DO NOT probe any wire through insulator; this will damage wire and eventually cause failure due to corrosion.
- * When performing electrical tests, always use test harnesses RECOMMENDED BY MANUFACTURER. See SPECIAL TOOLS. DO NOT connect tester probes directly to component connector pins or wires.
- * DO NOT use any type of electrical equipment other than that specified by manufacturer. See SPECIAL TOOLS.
- * If SRS is not fully functional for any reason, vehicle should not be driven until system is repaired. DO NOT remove any component or in any way disable system from operating normally. If SRS is not functional, park vehicle until repairs can be made.

SPECIAL TOOLS

To avoid accidental air bag deployment when testing or working around SRS, use recommended tools. See RECOMMENDED TOOLS table.

RECOMMENDED TOOLS TABLE

Tool Name	Tool Number
SRS Load Tool	J-41433
Connector Test Adapter Kit	J-35626-A
Passenger-Side Deployment Fixture	J-41497
Scan Tool	Tech 1
Deployment Harness	J-41434
Digital Multimeter	J-39200

DISABLING & ACTIVATING SRS SYSTEM

* PLEASE READ THIS FIRST *

WARNING: Wait about 15 seconds after disabling air bag system. SDM maintains system voltage for about 15 seconds after battery is disconnected. Servicing air bag system before 15 seconds may cause accidental air bag deployment, possibly causing personal injury.

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DISABLING SRS SYSTEM

NOTE: When disconnected, air bag connector is automatically shorted.

Turn ignition switch to "LOCK" and remove key. Remove SRS fuse SRS-1 and SRS-2 from left dash side of lower fuse block or disconnect battery. Disconnect Yellow 3-way connector at base of steering column. Remove glove box assembly. Disconnect Yellow 2-way connector behind glove box assembly. See Fig. 2.

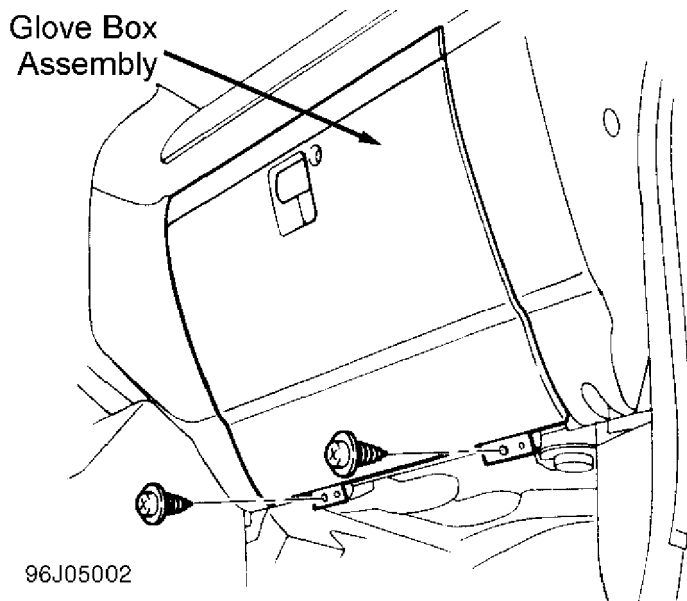


Fig. 2: Removing glove box assembly
Courtesy of Isuzu Motors Limited

ACTIVATING SRS SYSTEM

Turn ignition switch to "LOCK" and remove key. Connect Yellow 2-way connector passenger-side air bag module. Install glovebox. Connect Yellow 3-way connector at base of steering column. Install SRS fuse SRS-1 and SRS-2 to left dash side lower fuse block or reconnect battery. Turn ignition switch to "ON" and verify that "AIR BAG" warning lamp flashes seven times and then turns off. If it does not operate as described, see DIAGNOSTIC PROCEDURES.

DISPOSAL PROCEDURES

* PLEASE READ THIS FIRST *

WARNING: Undeployed air bag module contains substances that can cause illness or injury if handled improperly. Disposing of an air bag module without first deploying it may violate federal, state and/or local laws. This also applies to vehicles being scrapped. After deployment, air bag module can be disposed of as would any other part. Wear safety

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glasses and gloves when handling an air bag module.

AIR BAG DEPLOYMENT

NOTE: If vehicle is to be scrapped, perform on-vehicle air bag deployment procedure.

WARNING: During deployment, air bag module can become hot enough to burn you. Wait 30 minutes after deployment before touching assembly.

On-Vehicle

1) Before proceeding, read service precautions. See **SERVICE PRECAUTIONS**. Ensure air bag assemblies are securely mounted to steering wheel. Turn ignition switch to "LOCK", remove key and put on safety glasses. Remove all loose objects from front seats. Disconnect air bag module Yellow 3-way harness connector at base of steering column. Cut Yellow 3-way harness connector from vehicle, leaving at least 6 inches (15 cm) of wire at connector.

2) Strip 1/2 inch (13 mm) of insulation from Yellow/Green and Yellow/Black wire lead of connector. Cut two 30 feet (900 cm) deployment wires from 18 gauge or thicker multi-strand wire to be used to fabricate driver-side deployment harness. Strip 1/2 inch (13 mm) of insulation from both ends of 30 foot (900 cm) wires. Short wires by twisting together one end from each. Wires should remain shorted and not connected to a power source until air bag is to be deployed.

WARNING: Never connect deployment wires to any power source before connecting to air bag module leads. Air bag will immediately deploy when a power source is connected to it.

3) Twist together one connector wire lead to one deployment wire. Connection should be mechanically secure. Bend twisted connection flat and wrap tightly with electrical tape to insulate and secure. Twist together, bend and tape remaining connector wire to remaining deployment wire. Connect deployment harness to driver-side airbag assembly, Yellow 3-wire connector at base of steering column. Route deployment harness out of driver-side of vehicle.

WARNING: Never connect deployment wires to any power source before connecting to air bag module leads. Air bag will immediately deploy when a power source is connected to it.

4) Disconnect passenger-side air bag module Yellow 2-way connector located behind glove box assembly. Cut passenger air bag module harness connector from vehicle leaving at least 6 inches (15 cm) of wire at connector. Cut two 30 foot (900 cm) deployment wires from 18 gauge or thicker multi-strand wire. Strip 1/2 inch (13 mm) from both ends of deployment wires. These wires will be used to fabricate passenger deployment harness. See Fig. 2.

5) Strip 1/2 inch (13 mm) of insulation from Blue/White and Pink/Blue wire lead of connector. Short wires by twisting together one

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end from each. Deployment wire should remain shorted and not be connected to a power source until air bag is to be deployed.

WARNING: Never connect deployment wires to any power source before connecting to air bag module leads. Air bag will immediately deploy when a power source is connected to it.

6) Twist together one connector wire lead to one deployment wire. connection should be mechanically secure. Bend twisted connection flat and wrap tightly with electrical tape to insulate and secure. Twist together, bend and tape remaining connector wire to deployment wire. Connect deployment harness to passenger-side air bag module Yellow 2-way connector located behind glove box assembly. Route deployment harness out passenger-side of vehicle.

7) Verify that inside of vehicle and area surrounding vehicle area are clear of all people and loose or flammable objects.

8) Stretch driver and passenger deployment harness to full length. Completely cover windshield area and front door window openings with a drop cloth to reduce possibility of injury due to fragmentation of glass or other objects.

9) Notify all people in area that you are going to deploy air bags and that deployment will be accompanied by a substantial noise.

10) Separate two ends of driver-side deployment harness wire. Connect driver-side deployment wires to a 12 volt minimum, 2 amps minimum power source. A vehicle battery is suggested. driver-side air bag will immediately deploy. Separate two ends of passenger deployment harness wire.

11) Connect passenger deployment harness wires to power source to immediately deploy passenger-side air bag.

WARNING: Observe safety precautions when handling a deployed air bag module. After deployment, metal surfaces of assembly will be very hot. Allow air bag module to cool before handling any metal portion of it. Do not place hot deployed assembly near any flammable objects.

12) Short driver-side deployment harness wires by twisting together one end from each. Carefully remove drop cloth from vehicle and clean off any fragments or discard drop cloth entirely. Disconnect driver-side deployment harness and passenger side deployment harness from vehicle and discard.

13) In unlikely event that either or both of air bag assemblies did not deploy after following these procedures, remove undeployed air bag module from vehicle. See AIR BAG MODULE article in REMOVAL & INSTALLATION section. Temporarily store air bag module with air bag opening facing up, away from surface upon which it rest.

Off-Vehicle

NOTE: Before proceeding, read service precautions. See SERVICE PRECAUTIONS. following procedure requires use of J-41434 SRS deployment harness with

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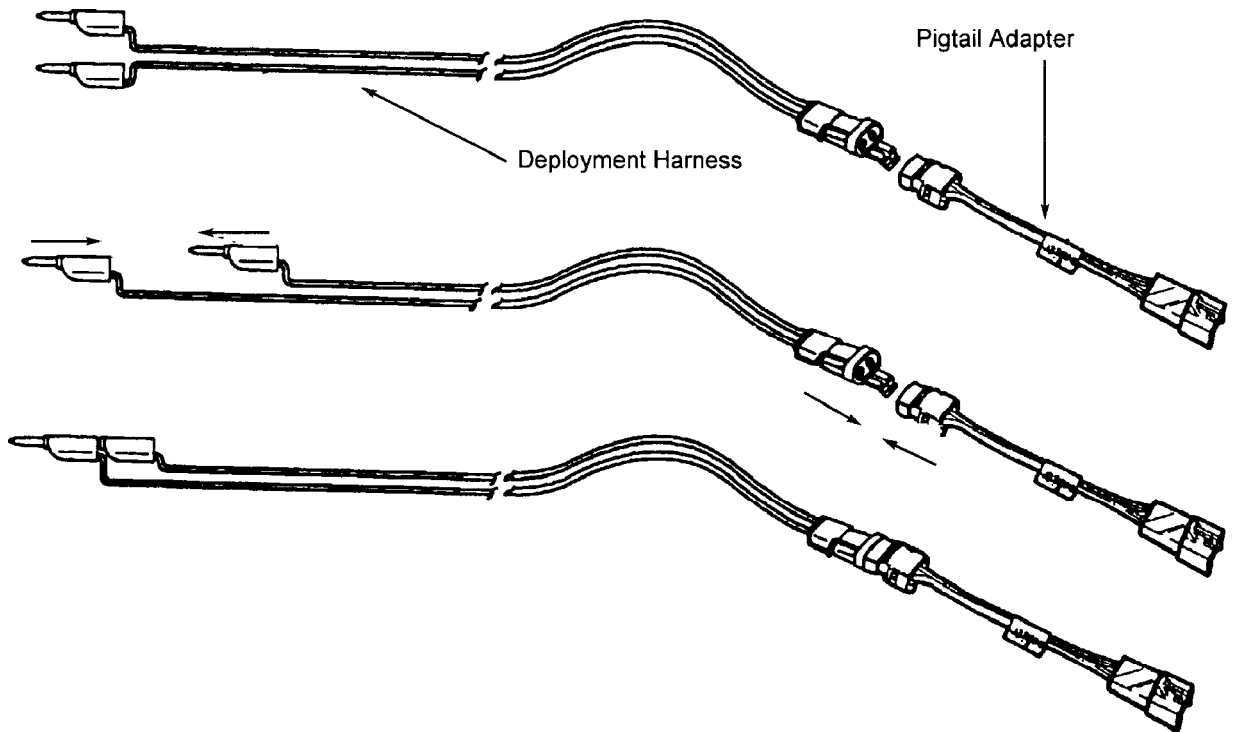
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appropriate pigtail adapter. Do not attempt procedure without J-41434 adapter.

WARNING: Never connect deployment wires to any power source before connecting to air bag module leads. Air bag will immediately deploy when a power source is connected to it.

1) Turn ignition switch to "LOCK", remove key and put on safety glasses. Using J-41434 SRS deployment harness, short two SRS deployment leads by fully seating one banana plug into other. See Fig. 3. Connect appropriate pigtail adapter to SRS deployment harness. Remove driver-side air bag module from vehicle. See AIR BAG MODULE article in REMOVAL & INSTALLATION section.



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Fig. 3: Using J-41434 SRS Deployment Harness And Appropriate Pigtails
Courtesy of Isuzu Motors Limited

2) Place driver-side air bag module on work bench away from all loose or flammable objects with trim cover facing up. Clear a space on ground about 6 feet (183 cm) around area where air bag will be deployed. Place driver-side air bag module, with trim cover facing up, on ground in center of 6 foot area just cleared. See Fig. 4.

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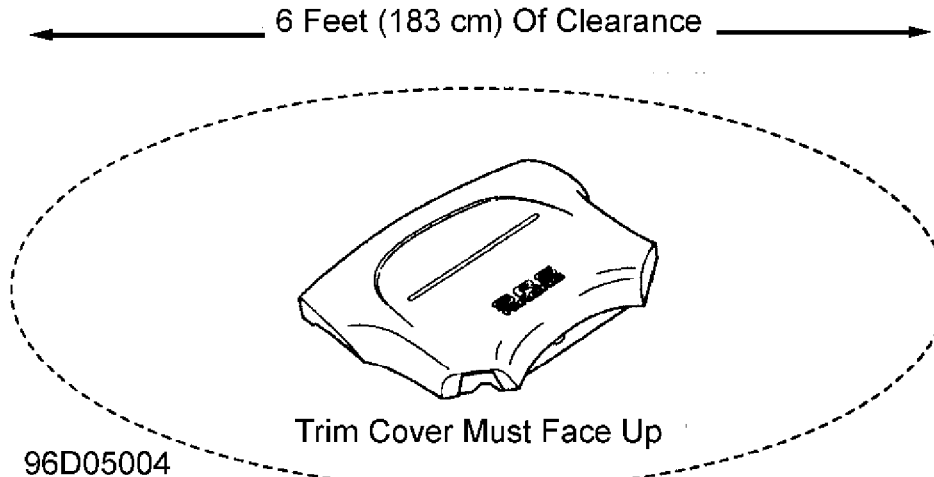


Fig. 4: Placing air bag module in Cleared Area
Courtesy of Isuzu Motors Limited

3) Stretch SRS Deployment Harness and pigtail adapter to its full length and place a power source near shorted end of SRS deployment harness. A vehicle battery is suggested. Connect driver-side air bag module to pigtail adapter. Deployment harness should remain shorted and not be connected to power source until air bag is to be deployed. air bag module will deploy immediately when a power source is connected.

NOTE: Ensure pigtail adapter is firmly seated into driver-side air bag module connector. Failure to fully seat connectors may leave shorting bar functioning (shorted) and result in non-deployment of driver air bag module.

NOTE: Notify all people in immediate area that you are about to deploy driver-side air bag. deployment will make a substantial noise.

WARNING: Never connect deployment wires to any power source before connecting to air bag module leads. air bag will immediately deploy when a power source is connected to it.

4) Separate two banana plugs on SRS deployment harness. Connect SRS deployment harness wires to power source to immediately deploy drive-side air bag. Disconnect SRS deployment harness from power source and short together two deployment harness leads by fully seating one banana plug into other.

WARNING: During deployment, air bag module can become hot enough to burn you. Wait 30 minutes after deployment before touching assembly.

NOTE: Disconnect pigtail adapter from air bag module as soon

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after deployment as possible. This will prevent damage to adapter or harness due to possible contact with hot air bag assembly canister. Be sure to inspect harness and pigtail for damage before reuse.

5) Proceed with deployment of passenger-side air bag module.

NOTE: Deployment of passenger-side air bag module requires use of J-41434 SRS deployment harness with appropriate pigtail adapter and J-41497 passenger-side SRS module deployment fixture. Do not attempt this procedure without J-41434, adapter and J-41497.

6) Turn ignition switch to "LOCK", remove key and put on safety glasses. Using J-41434 SRS deployment harness, and passenger-side module deployment fixture J-41497, short two SRS deployment leads by fully seating one banana plug into other. See Fig. 3. Connect appropriate pigtail adapter to SRS deployment harness. Remove passenger-side air bag module from vehicle. See AIR BAG MODULE article in REMOVAL & INSTALLATION section.

7) Place passenger-side air bag module on work bench away from all loose or flammable objects with trim cover facing up. Clear a space on ground about 6 feet (183 cm) around area where air bag will be deployed. Place passenger-side air bag module, with trim cover facing up, on ground in center of 6 foot area just cleared. See Fig. 4.

8) Place J-41497 in bench vice to provide stabilization of fixture during deployment. Attach passenger-side air bag module in J-41497. Mount so that bag will deploy upward. Hand tighten all fasteners prior to deployment. Stretch SRS Deployment Harness and pigtail adapter to its full length and place a power source near shorted end of SRS deployment harness. A vehicle battery is suggested. Connect passenger-side air bag module to pigtail adapter. Deployment harness should remain shorted and not be connected to power source until air bag is to be deployed. air bag module will deploy immediately when a power source is connected.

NOTE: Ensure pigtail adapter is firmly seated into passenger-side air bag module connector. Failure to fully seat connectors may leave shorting bar functioning (shorted) and result in non-deployment of driver air bag module.

NOTE: Notify all people in immediate area that you are about to deploy driver-side air bag. deployment will make a substantial noise.

WARNING: Never connect deployment wires to any power source before connecting to air bag module leads. air bag will immediately deploy when a power source is connected to it.

9) Separate two banana plugs on SRS deployment harness. Connect SRS deployment harness wires to power source to immediately

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deploy passenger-side air bag. Disconnect SRS deployment harness from power source and short together two deployment harness leads by fully seating one banana plug into other.

WARNING: During deployment, air bag module can become hot enough to burn you. Wait 30 minutes after deployment before touching assembly.

NOTE: Disconnect pigtail adapter from air bag module as soon after deployment as possible. This will prevent damage to adapter or harness due to possible contact with hot air bag assembly canister. Be sure to inspect harness and pigtail for damage before reuse.

POST-COLLISION INSPECTION

When a vehicle has been involved in a collision, certain components of the passive restraint system must be inspected or replaced. See PASSIVE RESTRAINT SYSTEM INSPECTION article in the GENERAL INFORMATION section for post-collision inspection information.

REMOVAL & INSTALLATION

* PLEASE READ THIS FIRST *

WARNING: Failure to follow service precautions may result in air bag deployment and personal injury. See SERVICE PRECAUTIONS. After component replacement, check system operation. See SYSTEM OPERATION CHECK.

AIR BAG MODULE

Removal & Installation (Driver-Side)

1) Before proceeding, read air bag service precautions. See SERVICE PRECAUTIONS. Disable air bag system. See DISABLING SRS SYSTEM.

2) Loosen air bag module fixing bolts from behind steering wheel assembly using a Torx driver. Disconnect Yellow 2-way connector located behind air bag module and remove air bag module.

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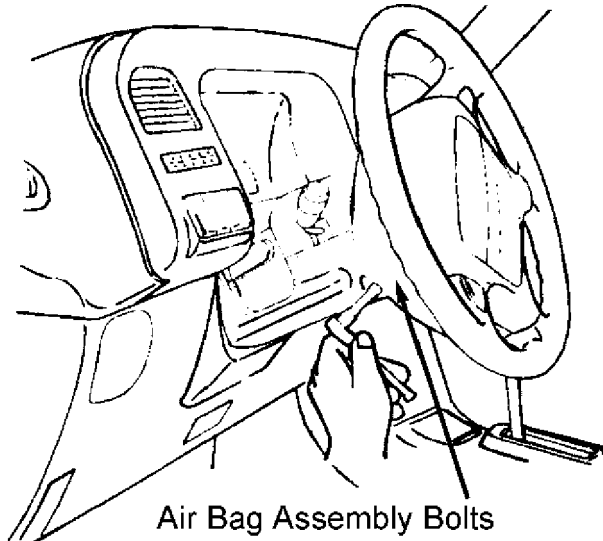
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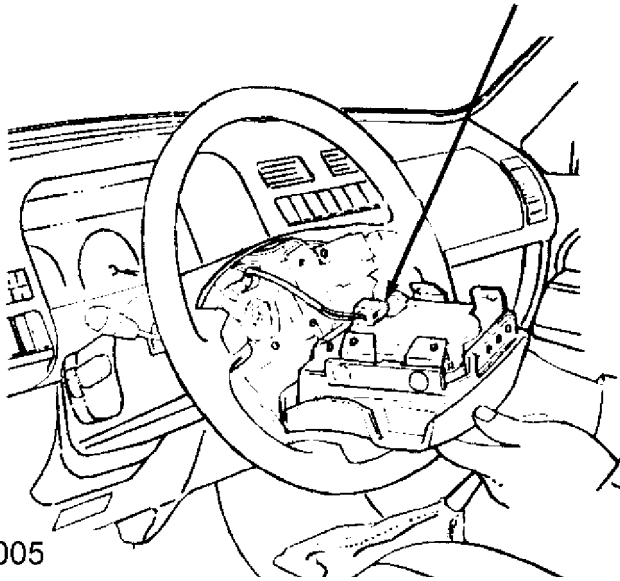
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Air Bag Assembly Bolts

Yellow 2-Way Connector



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Fig. 5: Removing/Installing Driver-Side Air Bag module
Courtesy of Isuzu Motors Limited

3) To install, reverse removal procedure. Secure air bag module with new Torx bolts. See Fig. 6. Tighten Torx bolts to 69 INCH lbs. (8 N.m). Activate air bag system. See ACTIVATING SRS SYSTEM.

Removal & Installation (Passenger-Side)

1) Before proceeding, read air bag service precautions. See SERVICE PRECAUTIONS. Disable air bag system. See DISABLING SRS SYSTEM.

2) Remove gear shift knob, rear console assembly and disconnect harness connector. Remove ECM and SDM cover. Remove glove box assembly with lid and remove glove box cover.

3) Remove instrument panel assist side lower cover.

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Disconnect engine hood opener lever and remove instrument panel door side lower cover. Remove lower cluster with ashtray.

4) Remove meter cluster assembly and disconnect harness connector. Remove instrument panel lower center cover and disconnect passenger-side air bag module harness connector. Remove air bag module fixing bolts and nuts and remove air bag module.

5) To Install, reverse removal procedure. Tighten air bag module fixing nuts to 52 INCH lbs. (6 N.m). Activate air bag system. See ACTIVATING SRS SYSTEM.

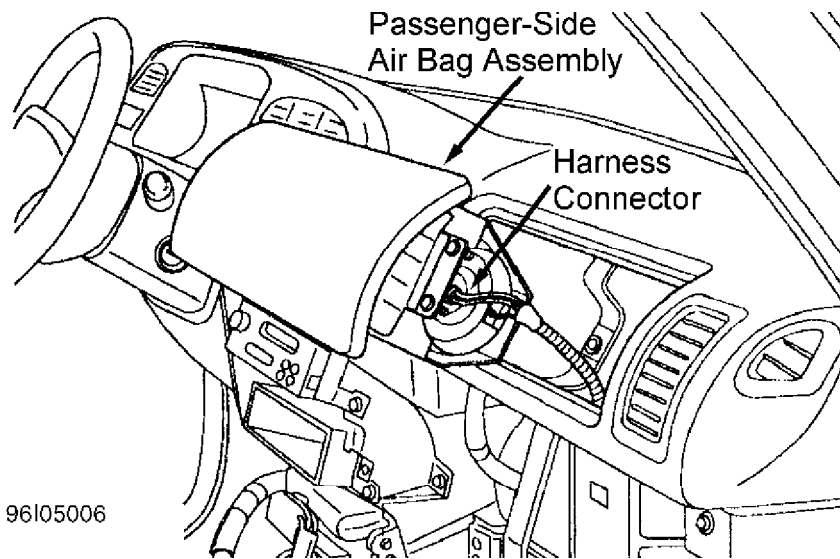


Fig. 6: Removing/Installing Passenger-Side Air Bag Assembly
Courtesy of Isuzu Motors Limited

STEERING WHEEL

WARNING: To avoid injury from accidental air bag deployment, read and carefully follow all WARNINGS and SERVICE PRECAUTIONS.

Removal

1) Disable air bag system. See DISABLING SRS SYSTEM. Loosen air bag module fixing bolts from behind steering wheel assembly using Torx driver until air bag module can be released from steering wheel.

2) Disconnect Yellow 2-way connector located behind air bag module and remove air bag module. Disconnect horn lead connector. Remove steering wheel attachment nut. Apply a setting mark across steering wheel and shaft so parts can be reassembled in original position. See Fig. 7.

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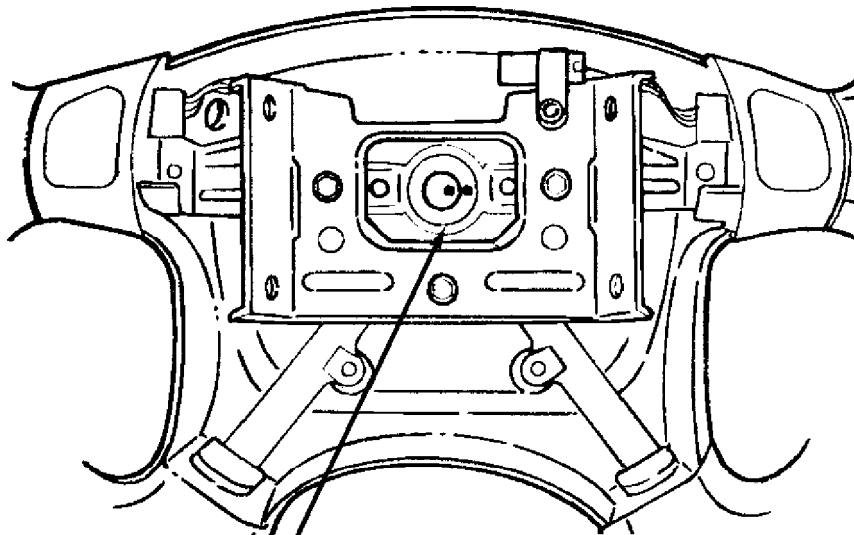
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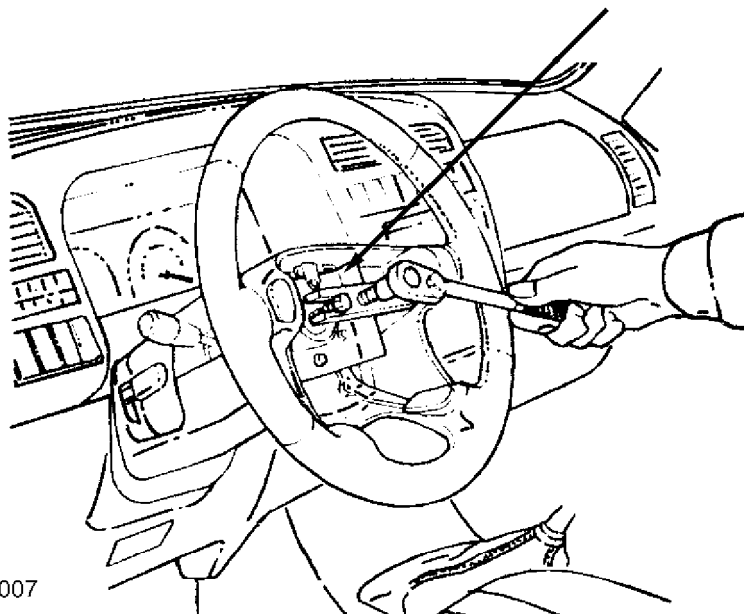
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Alignment Marks

Steering Wheel Puller



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Fig. 7: Removing/Installing Steering Wheel
Courtesy of Isuzu Motors Limited

3) Turn wheels to straight ahead position before removing steering wheel and remove wheel using tool J-29752. Feed wiring through wheel and remove wheel.

CAUTION: Never apply force to steering wheel in direction of shaft by using hammer or impact tools. steering shaft is designed as an energy absorbing unit.

Installation

1) Install steering wheel and align setting marks. Reverse removal procedure. Tighten steering wheel fixing nut to 25 FOOT lbs.

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(34 N.m). Tighten Torx bolts to 69 INCH lbs. (8 N.m). Activate air bag system. See ACTIVATING SRS SYSTEM.

SRS COIL ASSEMBLY

WARNING: To avoid injury from accidental air bag deployment, read and carefully follow all WARNINGS and SERVICE PRECAUTIONS.

Removal

1) Disable air bag system. See DISABLING SRS SYSTEM. Loosen air bag module fixing bolts from behind steering wheel assembly using Torx driver until air bag module can be released from steering wheel.

2) Disconnect Yellow 2-way connector located behind air bag module and remove air bag module. Disconnect horn lead connector. Remove steering wheel as previously described.

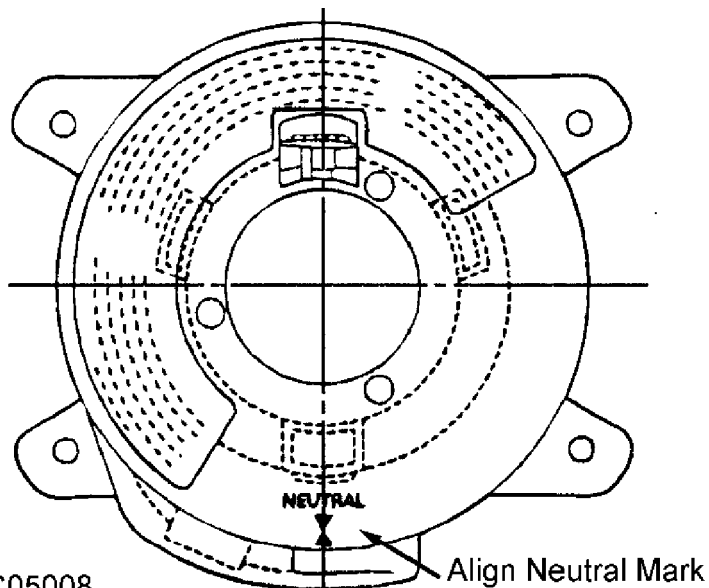
3) Remove steering lower cover and engine hood opening lever. Remove driver knee bolster assembly. Remove steering column cover. Remove air conditioning lower duct and disconnect 3-way wiring harness connectors located at base of steering column. Remove combination switch assembly with SRS coil.

NOTE: SRS coil is part of combination switch assembly and cannot be replaced separately. Be sure not to remove SRS coil from combination switch assembly.

Installation

1) To install, reverse removal procedure turning SRS coil clockwise to full, return about 3 turns and align neutral mark. See Fig. 8.

2) Activate air bag system. See ACTIVATING SRS SYSTEM.



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Fig. 8: Aligning SRS Coil Neutral Mark
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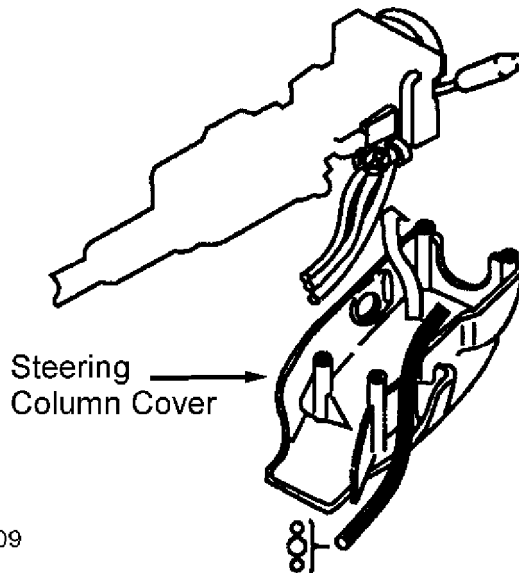
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CAUTION: When turning SRS coil clockwise to full, stop turning if resistance is felt. Forced turning may damage cable in SRS coil.

CAUTION: When installing steering column cover, be sure to wire (through each harness) so that harness starter switch, combination switch, and SRS coil will not catch wiring. See Fig. 9.



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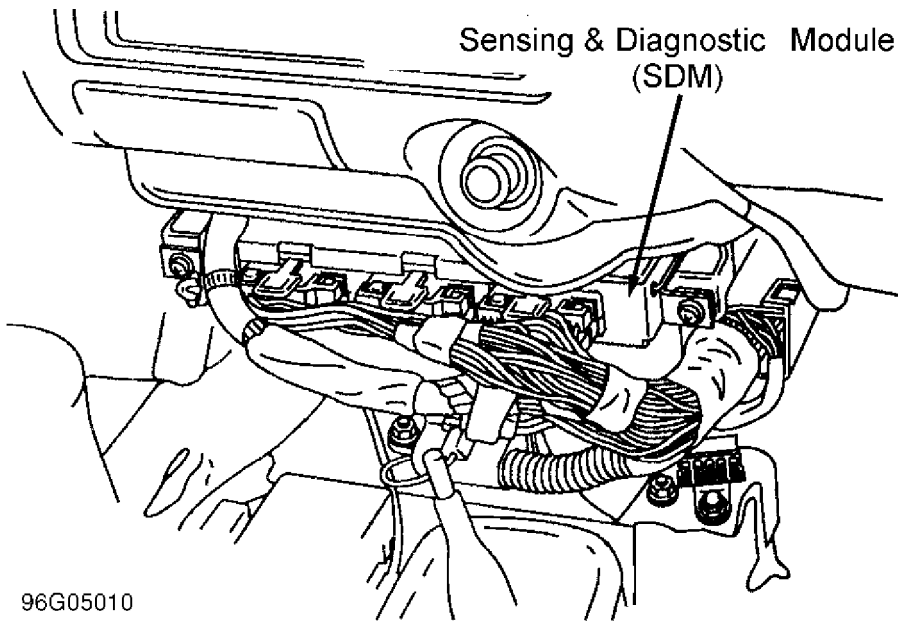
Fig. 9: Installing Steering Column Cover
Courtesy of Isuzu Motors Limited

SENSING & DIAGNOSTIC MODULE (SDM)

Removal

1) Before proceeding, read service precautions section. See SERVICE PRECAUTIONS. Disable air bag system. See DISABLING SRS SYSTEM.

2) Remove transmission knob (for M/T) and transfer case lever knob. Remove front console assembly and disconnect wiring harness connector. Pull CPA (Connector Position Assurance - Black color) out and push connector lock down to disconnect SDM harness connector. Remove 3 SDM fixing bolts and remove SDM. See Fig. 10.



96G05010

Fig. 10: Removing Sensing & Diagnostic Module (SDM)
 Courtesy of Isuzu Motors Limited

Installation

To install, reverse removal procedure. Tighten fixing bolts to 87 INCH lbs. 26 INCH lbs. (9.8 N.m ñ 3 N.m). Activate air bag system. See ACTIVATING SRS SYSTEM.

TORQUE SPECIFICATIONS

TORQUE SPECIFICATIONS TABLE

Application	Ft. Lbs. (N.m)
Steering Wheel Nut	25 (34)
	INCH Lbs. (N.m)
Driver-Side Air Bag Torx Bolts	69 (8)
Passenger-Side Air Bag Nuts	84 (10)
SDM Bolts	61-113 (6.8-12.8)

DIAGNOSIS & TESTING

* PLEASE READ THIS FIRST *

WARNING: Failure to follow air bag service precautions may result in air bag deployment and personal injury. See SERVICE PRECAUTIONS. After component replacement, ensure proper system operation. See SYSTEM OPERATION CHECK.

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SELF-DIAGNOSTIC SYSTEM

WARNING: To avoid deployment when troubleshooting, DO NOT use electrical test equipment such as a battery powered or AC powered voltmeter, ohmmeter or any other type of equipment other than specified in this article. DO NOT use a non-powered, probe type tester. Instructions must be followed carefully or personal injury may result.

DIAGNOSTIC PROCEDURES

Diagnostic procedures in this article are steps to find and repair SRS problems quickly and easily. Failure to follow these procedures may result in extended diagnostic time, incorrect diagnosis and incorrect parts replacement.

Perform SRS Diagnostic System Check

SRS Diagnostic System Check should always be starting point of any SRS diagnostics. It checks for proper AIR BAG warning lamp operation and checks for SRS trouble codes using both FLASH CODE and SCAN TOOL methods.

Refer To Proper Diagnostic Chart

SRS Diagnostic System Check will lead to correct chart to diagnose SRS problems. Bypassing procedures may result in extended diagnostic time, incorrect diagnosis and incorrect parts replacement.

Repeat SRS Diagnostic System Check

Performing SRS Diagnostic System Check after all repairs or diagnostic procedures will assure that repair has been made correctly and that no other conditions exist.

FLASH CODE DIAGNOSTICS

Flash Code diagnostics is activated by grounding by terminal 4 shorting to terminal 13 of DLC connector with ignition ON. warning lamp displays a number of flashes which represents tens digit, then a 1.2 second pause, followed by a number of flashes which represents ones digit of code. After all of codes have been displayed, entire code sequence will continually repeat until ground is removed from terminal 4 of DLC connector.

Flash code 12 will always be first code displayed. It is not an indication of a problem but an indication that flash code mode has been activated. If there are no active or history codes present, code 12 will be displayed until ground is removed from DLC connector terminal 4.

Flash code 13 will be displayed if there are no active codes and history codes are present or no history codes exist that are not current. To read history codes a scan tool must be used.

SCAN TOOL DIAGNOSTICS

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A scan tool can be used to read current and history codes and to clear all history codes after a repair is complete. To use scan tool, connect it to DLC and turn ignition switch to "ON". Then follow manufacturer's directions for communication with SRS.

DIAGNOSTIC TROUBLE CODE (DTC) CHART

AA

TRUBLE CODE POSSIBLE CAUSE

15	.....	Passenger Deployment Loop Resistance High
16	.....	Passenger Deployment Loop Resistance Low
17	.....	Passenger Deployment Loop Open
18	.....	Passenger Deployment Loop Short To Ground
19	.....	Passenger Deployment Loop Short To Voltage
21	.....	Driver Deployment Loop Resistance High
22	.....	Driver Deployment Loop Resistance Low
24	.....	Driver Deployment Loop Short To Ground
25	.....	Driver Deployment Loop Short To Ignition
26	.....	Driver Deployment Loop Open
51	.....	Deployment Event Commanded
53	.....	Deployment Commanded With Deployment Loop Fault Or Energy Reserves Out Of Range
61	.....	Warning Lamp Circuit Failure
71	.....	Internal SDM Fault

AA

SRS DIAGNOSTIC SYSTEM CHECK

Circuit Description

When the ignition switch is first turned ON, "Ignition 1" voltage is applied from the SRS-2 fuse to the SDM at the "Ignition 1" input terminal A8. The SDM responds by flashing the AIR BAG warning lamp seven times while performing tests on the SRS.

Notes On System Check Chart

NOTE: Numbers below refer to step numbers in the SRS DIAGNOSTIC SYSTEM CHECK table.

- 1) The AIR BAG warning lamp should flash seven times after ignition is first turned on.
- 2) After the AIR BAG warning lamp flashes seven times, it should turn off.
- 3) Improper operation of the AIR BAG warning lamp is indicated. This test differentiates a warning lamp stays on condition from a warning lamp does not come on condition.
- 4) This test checks for the proper operation of the serial data line. This test will also determine whether history diagnostic trouble codes are stored, and if so identify them.
- 5) This test checks for proper operation of the serial data line. This test will also identify the stored diagnostic trouble codes and whether they are current or history.

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Diagnostic Aids

The order in which diagnostic trouble codes are diagnosed is very important. Failure to diagnose the diagnostic trouble codes in the order specified may result in extended diagnostic time, incorrect diagnosis and incorrect parts replacement.

SRS DIAGNOSTIC SYSTEM CHECK TABLE

STEP	ACTION	YES	NO
1	NOTE "AIRBAG" WARNING LAMP AS IGNITION SWITCH IS TURNED "ON." DOES WARNING LAMP FLASH 7 TIMES?	GO TO STEP 2.	GO TO STEP 3.
2	NOTE THE "AIR BAG" WARNING LAMP AFTER IT FLASHED 7 TIMES. DOES THE "AIR BAG" WARNING LAMP GO "OFF"?	GO TO STEP 4.	GO TO STEP 5.
3	NOTE THE "AIR BAG" WARNING LAMP AS THAT IGNITION SWITCH IS TURNED "ON." DOES THE "AIR BAG" WARNING LAMP COME "ON" STEADY?	GO TO CHART B.	GO TO CHART C.
4	IGNITION SWITCH "OFF." CONNECT A SCAN TOOL TO DATA LINK CONNECTOR. FOLLOW DIRECTION GIVEN IN THE SCAN TOOL INSTRUCTION MANUAL. IGNITION SWITCH "ON." REQUEST THE SRS DIAGNOSTIC TROUBLE CODE DISPLAY, RECODE ALL HISTORY DIAGNOSTIC TROUBLE CODE(S), SPECIFY AS SUCH, ON REPAIR ORDER. IS A (ARE) DIAGNOSTIC TROUBLE CODE(S) DISPLAYED?	IGNITION SWITCH "OFF". WHEN DTC 71 IS SET, GO TO DTC 71 CHART. FOR ALL HISTORY CODES REFER TO "DIAGNOSTIC AIDS" FOR THAT SPECIFIC DTC. A HISTORY DTC INDICATES THE MALFUNCTION HAS BEEN REPAIRED OR IS INTERMITTENT.	SRS IS FUNCTIONAL AND FREE OF MALFUNCTIONS. NO FURTHER DIAGNOSIS IS REQUIRED. IF SCAN TOOL INDICATES "NO DATA RECEIVED". REFER TO SECTION 8.
5	IGNITION SWITCH "OFF." CONNECT A SCAN TOOL TO DATA LINK CONNECTOR. FOLLOW	IGNITION SWITCH "OFF". WHEN DTC 53 IS SET, GO TO DTC	IF SCAN TOOL INDICATES "NO DATA RECEIVED", REFER TO

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```
3 3 DIRECTIONS AS GIVEN IN 3 53 CHART. WHEN 3 SECTION 8. 3
3 3 THE SCAN TOOL 3 DTC 51 IS SET, 3 3
3 3 INSTRUCTION MANUAL. 3 GO TO DTC 3 3
3 3 IGNITION SWITCH "ON". 3 51 CHART. 3 3
3 3 REQUEST THE SRS 3 WHEN DTC 19 IS 3 3
3 3 DIAGNOSTIC TROUBLE 3 SET, GO TO DTC 3 3
3 3 CODE DISPLAY, 3 19 CHART. 3 3
3 3 RECORD ALL 3 WHEN DTC 25 IS 3 3
3 3 DIAGNOSTIC TROUBLE 3 SET, GO TO DTC 3 3
3 3 CODE(S), SPECIFYING AS 3 25 CHART. 3 3
3 3 CURRENT OR HISTORY ON 3 DIAGNOSE 3 3
3 3 REPAIR ORDER. 3 REMAINING 3 3
3 3 IS A (ARE) DIAGNOSTIC 3 CURRENT DTCS 3 3
3 3 TROUBLE CODE(S) 3 FROM LOWEST TO 3 3
3 3 DISPLAYED? 3 HIGHEST. WHEN 3 3
3 3 3 ONLY HISTORY 3 3
3 3 3 DTCS EXIST, 3 3
3 3 3 REFER TO 3 3
3 3 3 "DIAGNOSTIC 3 3
3 3 3 AIDS" FOR THAT 3 3
3 3 3 SPECIFIC DTC. A 3 3
3 3 3 HISTORY DTC 3 3
3 3 3 INDICATES THE 3 3
3 3 3 MALFUNCTION HAS 3 3
3 3 3 BEEN REPAIRED 3 3
3 3 3 OR IS 3 3
3 3 3 INTERMITTENT. 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAUU
```

CHART A SDM INTEGRITY CHECK

WARNING: During service procedures, be very careful when handling a Sensing And Diagnostic Module (SDM). Never strike or jar the SDM. Never power up the SRS when the SDM is not rigidly attached to the vehicle. All SDM and mounting bracket fasteners must be carefully torqued and the arrow must be pointing toward the front of the vehicle to ensure proper operation of the SRS. The SDM could be activated when powered while not rigidly attached to the vehicle which could cause deployment and result in personal injury.

Circuit Description

When the SDM recognizes "Ignition 1" voltage applied to terminals A8 is greater than 9 volts, the AIR BAG warning lamp is flashed 7 times to verify operation. At this time the SDM performs "Turn-ON" tests followed by Continuous Monitoring tests. When a malfunction is detected, the SDM sets a current diagnostic trouble code and illuminates the AIR BAG warning lamp. The SDM will clear current diagnostic trouble codes and move them to a history file when the malfunction is no longer detected and/or the ignition switch is cycled, except for DTCs 19, 25, 51, 53 and 71. DTC 71 can only clear using a scan tool CLEAR CODES command. DTCs 19, 25, 51, 53 and 71 can

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not be cleared after a CLEAR CODES command is issued.

Chart Test Description

NOTE: Numbers below refer to step numbers on the diagnostic chart.

- 1) This test confirms a current malfunction. If no current malfunction is occurring (history DTC set) refer to the DIAGNOSTIC AIDS for the appropriate code. The SDM should not be replaced for a history diagnostic trouble code.
- 2) This test checks for a malfunction introduced into the SRS during the diagnostic process. It is extremely unlikely that a malfunctioning SDM would cause a new malfunction to occur during the diagnostic process.
- 3) When all circuitry outside the SDM has been found to operate properly, as indicated by the appropriate diagnostic chart, should the SDM be replaced.

CHART A SDM INTEGRITY CHECK TABLE

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UAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA;
STEP ACTION YES NO
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA-
3 1 3 THIS CHART ASSUMES 3 THE SYMPTOM OR 3 GO TO STEP 2 3
3 3 THAT THE "SRS 3 DTC IS NO 3
3 3 DIAGNOSTIC SYSTEM 3 LONGER OCCURRING. 3
3 3 CHECK" AND EITHER A 3 CLEAR SRS 3
3 3 SYMPTOM CHART OR A 3 DIAGNOSTIC 3
3 3 DIAGNOSTIC TROUBLE 3 TROUBLE CODES. 3
3 3 CODE CHART DIAGNOSIS 3 REPEAT "SRS 3
3 3 HAVE BEEN PERFORMED. 3 DIAGNOSTIC 3
3 3 WHEN ALL CIRCUITRY 3 SYSTEM CHECK." 3
3 3 OUTSIDE THE SDM HAS 3
3 3 BEEN FOUND TO OPERATE 3
3 3 PROPERLY, AS INDICATED 3
3 3 BY THE APPROPRIATE 3
3 3 DIAGNOSTIC CHART, AND 3
3 3 THE SYMPTOM OR DTC 3
3 3 REMAINS CURRENT, THE 3
3 3 FOLLOWING DIAGNOSTIC 3
3 3 PROCEDURES MUST BE 3
3 3 PERFORMED TO VERIFY 3
3 3 THE NEED FOR SDM 3
3 3 REPLACEMENT. IGNITION 3
3 3 SWITCH "OFF." 3
3 3 RECONNECT ALL SRS 3
3 3 COMPONENTS, ENSURE ALL 3
3 3 COMPONENTS ARE 3
3 3 PROPERLY MOUNTED. 3
3 3 ENSURE THE IGNITION 3
3 3 SWITCH HAS BEEN "OFF" 3
3 3 FOR AT LEAST TWO 3
3 3 MINUTES. NOTE "AIR 3
    
```


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STEP	ACTION	YES	NO
1	WHEN MEASUREMENTS ARE REQUESTED IN THIS CHART USE J-39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J-35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED, REFER TO "INTERMITTENTS AND POOR CONNECTIONS" IN SECTION 8. IGNITION SWITCH "OFF." CONNECT SCAN TOOL TO DATA LINK CONNECTOR, FOLLOW DIRECTIONS AS GIVEN IN THE SCAN TOOL INSTRUCTION MANUAL. IGNITION SWITCH "ON." REQUEST SRS DIAGNOSTIC TROUBLE CODE DISPLAY. DOES SCAN TOOL INDICATE "NO DATA RECEIVED"?	GO TO STEP 2.	GO TO STEP 3.
2	IGNITION SWITCH "OFF." INSPECT SDM HARNESS CONNECTOR CONNECTION TO SDM. IS IT SECURELY CONNECTED TO THE SDM?	IGNITION SWITCH "OFF." REPLACE SDM. RECONNECT ALL COMPONENTS ENSURE ALL COMPONENTS ARE PROPERLY MOUNTED. REPEAT "SRS DIAGNOSTIC SYSTEM CHECK."	CONNECT SDM SECURELY TO DEACTIVATE SHORTING CLIP IN SDM HARNESS CONNECTOR. REPEAT "SRS DIAGNOSTIC SYSTEM CHECK."
3	USING SCAN TOOL, REQUEST SRS DATA LIST. IS "IGNITION" MORE THAN 9 VOLTS?	GO TO STEP 4.	IGNITION SWITCH "OFF." REPLACE SDM. RECONNECT ALL COMPONENTS. ENSURE ALL COMPONENTS ARE PROPERLY MOUNTED. REPEAT "SRS DIAGNOSTIC SYSTEM CHECK."

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3      3      REQUESTED IN THIS      3      3      3
3      3      CHART USE 39200 DVM      3      3      3
3      3      WITH CORRECT TERMINAL      3      3      3
3      3      ADAPTER FROM      3      3      3
3      3      J-35616-A. WHEN A      3      3      3
3      3      CHECK FOR PROPER      3      3      3
3      3      CONNECTION IS      3      3      3
3      3      REQUESTED, REFER TO      3      3      3
3      3      "INTERMITTENTS AND      3      3      3
3      3      POOR CONNECTIONS"      3      3      3
3      3      IN SECTION 8.      3      3      3
3      3      IGNITION SWITCH "OFF."      3      3      3
3      3      REMOVE AND INSPECT      3      3      3
3      3      "SRS-1" FUSE TO THE      3      3      3
3      3      "AIR BAG" WARNING      3      3      3
3      3      LAMP. IS FUSE GOOD?      3      3      3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 2      3      IGNITION SWITCH "OFF."      3      GO TO STEP 4.      3      GO TO STEP 3.      3
3      3      DISCONNECT DRIVER AND      3      3      3
3      3      PASSENGER AIR BAG      3      3      3
3      3      ASSEMBLIES. YELLOW      3      3      3
3      3      3-WAY AND 2-WAY      3      3      3
3      3      CONNECTORS LOCATED AT      3      3      3
3      3      BASE OF STEERING      3      3      3
3      3      COLUMN AND BEHIND      3      3      3
3      3      GLOVE BOX ASSEMBLY.      3      3      3
3      3      DISCONNECT SDM.      3      3      3
3      3      IGNITION SWITCH "ON."      3      3      3
3      3      MEASURE VOLTAGE ON SDM      3      3      3
3      3      HARNESS CONNECTOR FROM      3      3      3
3      3      TERMINAL "A7" TO      3      3      3
3      3      TERMINAL "A6"      3      3      3
3      3      (GROUND). IS SYSTEM      3      3      3
3      3      VOLTAGE PRESENT ON      3      3      3
3      3      TERMINAL "A7"?      3      3      3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 3      3      IGNITION SWITCH "OFF."      3      GO TO STEP 5.      3      REPLACE BULB.      3
3      3      REMOVE INSTRUMENT      3      3      3      REPEAT "SRS      3
3      3      METER CLUSTER. CHECK      3      3      3      DIAGNOSTIC      3
3      3      FOR PROPER CONNECTION      3      3      3      SYSTEM CHECK."      3
3      3      TO INSTRUMENT CLUSTER      3      3      3      3
3      3      AT IB04-GRN TERMINAL.      3      3      3      3
3      3      IF OK THEN REMOVE AND      3      3      3      3
3      3      INSPECT "AIR BAG"      3      3      3      3
3      3      BULB. IS BULB GOOD?      3      3      3      3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 4      3      IGNITION SWITCH "OFF."      3      GO TO CHART A.      3      REPLACE SRS      3
3      3      DISCONNECT INSTRUMENT      3      3      3      HARNESS.      3
3      3      METER CLUSTER HARNESS      3      3      3      REPEAT "SRS      3
3      3      CONNECTOR. IGNITION      3      3      3      DIAGNOSTIC      3
3      3      SWITCH "ON." MEASURE      3      3      3      SYSTEM CHECK."      3
3      3      VOLTAGE ON SDM HARNESS      3      3      3      3

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3 3 CONNECTOR FROM 3 3
3 3 TERMINAL "A7" TO 3 3
3 3 TERMINAL "A6" 3 3
3 3 (GROUND). IS VOLTAGE 1 3 3
3 3 VOLT OR LESS? 3 3

```

AA

```

3 5 3 INSTALL BULB. 3 SERVICE 3 REPLACE SRS 3
3 3 MEASURE RESISTANCE 3 INSTRUMENT 3 HARNESS. 3
3 3 FROM INSTRUMENT METER 3 METER CLUSTER. 3 REPEAT "SRS 3
3 3 CLUSTER HARNESS 3 REPEAT "SRS 3 DIAGNOSTIC 3
3 3 CONNECTOR IB04-GRN 3 DIAGNOSTIC 3 SYSTEM CHECK." 3
3 3 TERMINAL TO SDM 3 SYSTEM CHECK". 3 3
3 3 HARNESS CONNECTOR 3 3 3
3 3 TERMINAL "A7". IS 3 3 3
3 3 RESISTANCE 5.0 OHMS 3 3 3
3 3 OR LESS? 3 3 3

```

AA

```

3 6 3 REPLACE "SRS-1 " FUSE. 3 INSTALL "SRS-1" 3 GO TO STEP 7. 3
3 3 IGNITION SWITCH "ON" 3 FUSE. RECONNECT 3 3
3 3 WAIT 10 SECONDS THEN 3 ALL COMPONENTS, 3 3
3 3 IGNITION SWITCH "OFF." 3 ENSURE ALL 3 3
3 3 REMOVE AND INSPECT 3 COMPONENTS ARE 3 3
3 3 "SRS-1" FUSE. IS FUSE 3 PROPERLY 3 3
3 3 GOOD? 3 MOUNTED. 3 3
3 3 3 REPEAT "SRS 3 3
3 3 3 DIAGNOSTIC 3 3
3 3 3 SYSTEM CHECK." 3 3

```

AA

```

3 7 3 DISCONNECT DRIVER AND 3 INSTALL "SRSÄ1" 3 REPLACE SRS 3
3 3 PASSENGER AIR BAG 3 FUSE. GO TO 3 HARNESS. 3
3 3 ASSEMBLIES, YELLOW 3 CHART A. 3 REPLACE "SRS-1" 3
3 3 2-WAY CONNECTORS 3 3 FUSE. 3
3 3 LOCATED AT TOP OF 3 3 RECONNECT ALL 3
3 3 STEERING COLUMN AND 3 SRS COMPONENTS, 3
3 3 BEHIND THE GLOVE BOX 3 COMPONENTS ARE 3
3 3 ASSEMBLY. DISCONNECT 3 PROPERLY 3
3 3 SDM. REPLACE "SRSÄ1 " 3 MOUNTED. 3
3 3 FUSE.IGNITION SWITCH 3 REPEAT "SRS 3
3 3 "ON" WAIT 10 SECONDS. 3 DIAGNOSTIC 3
3 3 IGNITION SWITCH "OFF." 3 SYSTEM CHECK." 3
3 3 REMOVE AND INSPECT 3 3 3
3 3 "SRSÄ1" FUSE. 3 3 3
3 3 IS FUSE GOOD? 3 3 3

```

AA

DTC 15 PASSENGER DEPLOYMENT LOOP RESISTANCE HIGH

Circuit Description

When the ignition switch is turned ON, the SDM will perform tests to diagnose critical malfunctions within itself. Upon passing these tests "Ignition 1" and deployment loop voltages are measured to ensure they are within their respective normal voltage ranges. The SDM

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then proceeds with the Resistance Measurement Test. Passenger Side Low terminal A3 is grounded through a resistor and the passenger current source connected to Passenger Side High terminal A4 allows a known amount of current to flow. By monitoring the voltage difference between Passenger Side High and Passenger Side Low the SDM calculates the combined resistance of the passenger air bag assembly, harness wiring CKTs IB07-ORG/BLU and IB08-PNK/BLU connector terminal contact.

DTC Will Set When

The combined resistance of the passenger air bag assembly, harness wiring CKTs IB07-ORG/BLU and IB08-PNK/BLU, and connector terminal contact is above a specified value. This test is run once each ignition cycle during the Resistance Measurement Test when:

- * No higher priority faults are detected during "Turn-ON".
- * "Ignition 1" voltage is in the specified value.

Action Taken

SDM turns on the AIR BAG warning lamp and sets a diagnostic trouble code.

DTC Will Clear When

Ignition switch is turned OFF.

DTC Chart Test Description

NOTE: Numbers below refer to step numbers on the diagnostic chart.

- 2) This test determines whether the malfunction is in the SDM.
- 3) This test verifies proper connection of the yellow 2-way connector.
- 4) This test checks for proper contact and/or corrosion of the yellow 2-way connector terminals.
- 5) This test checks for a malfunctioning passenger air bag assembly.
- 6) This test determines whether the malfunction is due to high resistance in the wiring.

Diagnostic Aids

An intermittent condition is likely to be caused by a poor connection at the passenger air bag assembly harness connector terminals 1 and 2, SDM terminal A3 and A4, or a poor wire to terminal connection in CKTs IB07-ORG/BLU and IB08-PNK/BLU. This test for this diagnostic trouble code is only run while the AIR BAG warning lamp is performing the bulb check, unless DTC 17 or DTC 26 is detected. When a scan tool CLEAR CODES command is issued and the malfunction is still present, the DTC will not reappear until the next ignition cycle.

DTC 15 PASSENGER DEPLOYMENT LOOP RESISTANCE HIGH CHECK TABLE

STEP	ACTION	YES	NO
3		3	3

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```

AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 1 3 PERFORM THE "SRS 3 GO TO STEP 2. 3 GO TO THE "SRS 3
3 3 DIAGNOSTIC SYSTEM 3 DIAGNOSTIC 3
3 3 CHECK." WAS THE "SRS 3 SYSTEM CHECK." 3
3 3 DIAGNOSTIC SYSTEM 3 3
3 3 CHECK" PERFORMED? 3 3

```

```

AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 2 3 WHEN MEASUREMENTS ARE 3 GO TO STEP 3. 3 GO TO CHART A. 3
3 3 REQUESTED IN THIS 3 3
3 3 CHART USE J-39200 DVM 3 3
3 3 WITH CORRECT TERMINAL 3 3
3 3 ADAPTER FROM 3 3
3 3 J-35616-A. WHEN A 3 3
3 3 CHECK FOR PROPER 3 3
3 3 CONNECTION IS 3 3
3 3 REQUESTED, REFER TO 3 3
3 3 "INTERMITTENTS AND 3 3
3 3 POOR CONNECTIONS" IN 3 3
3 3 SECTION 8. USE SCAN 3 3
3 3 TOOL DATA LIST 3 3
3 3 FUNCTION, READ AND 3 3
3 3 RECORD THE PASSENGER 3 3
3 3 DEPLOYMENT LOOP 3 3
3 3 RESISTANCE. IS 3 3
3 3 PASSENGER RESISTANCE 3 3
3 3 MORE THAN 2.8 OHMS? 3 3

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AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 3 3 IGNITION SWITCH "OFF." 3 GO TO STEP 4. 3 SEAT PASSENGER 3
3 3 MAKE SURE THE 3 AIR BAG 3
3 3 PASSENGER AIR BAG 3 ASSEMBLY 3
3 3 ASSEMBLY YELLOW 2-WAY 3 YELLOW 2-WAY 3
3 3 CONNECTOR LOCATED 3 CONNECTOR 3
3 3 BEHIND GLOVE BOX 3 PROPERLY. 3
3 3 ASSEMBLY IS SEATED 3 GO TO STEP 7. 3
3 3 PROPERLY. IS YELLOW 3 3
3 3 2-WAY CONNECTOR 3 3
3 3 CONNECTED PROPERLY? 3 3

```

```

AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 4 3 DISCONNECT AND INSPECT 3 GO TO STEP 5. 3 IGNITION 3
3 3 THE PASSENGER AIR BAG 3 SWITCH "OFF." 3
3 3 ASSEMBLY YELLOW 2-WAY 3 REPLACE SRS 3
3 3 CONNECTOR LOCATED 3 HARNESS. 3
3 3 BEHIND GLOVE BOX 3 GO TO STEP 7. 3
3 3 ASSEMBLY. IF OK, 3 3
3 3 RECONNECT THE 3 3
3 3 PASSENGER AIR BAG 3 3
3 3 ASSEMBLY 2-WAY 3 3
3 3 CONNECTOR. IGNITION 3 3
3 3 SWITCH "ON." IS DTC 15 3 3
3 3 CURRENT? 3 3

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```

AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 5 3 IGNITION SWITCH "OFF." 3 GO TO STEP 6. 3 IGNITION 3

```


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source connected to Passenger Side High terminal A4 allows a known amount of current to flow. By monitoring the voltage difference between Passenger Side High and Passenger Side Low the SDM calculates the combined resistance of the passenger air bag assembly, harness wiring CKTs IB07-ORG/BLU and IB08-PNK/BLU connector terminal contact.

DTC Will Set When

The combined resistance of the passenger air bag assembly, harness wiring CKTs IB07-ORG/BLU and IB08-PNK/BLU, and connector terminal contact is below a specified value. This test is run once each ignition cycle during the Resistance Measurement Test when:

- * No higher priority faults are detected during "Turn-ON".
- * "Ignition 1" voltage is in the specified value.

Action Taken

SDM turns on the AIR BAG warning lamp and sets a diagnostic trouble code.

DTC Will Clear When

Ignition switch is turned OFF.

DTC Chart Test Description

NOTE: Numbers below refer to step numbers on the diagnostic chart.

- 2) This test determines whether the malfunction is in the SDM.
- 3) This test verifies proper connection of the yellow 2-way connector.
- 4) This test checks for proper contact and/or corrosion of the yellow 2-way connector terminals.
- 5) This test checks for a malfunctioning passenger air bag assembly.
- 6) This test determines whether the malfunction is due to low resistance in the wiring.

Diagnostic Aids

An intermittent condition is likely to be caused by a short between CKTs IB07-ORG/BLU and IB08-PNK/BLU, or a malfunctioning shorting bar on the passenger air bag assembly which would require replacement of the air bag assembly. The test for this diagnostic trouble code is only run while AIR BAG warning lamp is performing the bulb check, unless DTC 17 or DTC 26 is detected. When a scan tool CLEAR CODES command is issued and the malfunction is still present, the DTC will not reappear until the next ignition cycle.

DTC 16 PASSENGER DEPLOYMENT LOOP RESISTANCE LOW CHECK TABLE

STEP	ACTION	YES	NO
1	PERFORM THE "SRS	GO TO STEP 2.	GO TO THE "SRS

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DIAGNOSTIC SYSTEM CHECK." WAS THE "SRS DIAGNOSTIC SYSTEM CHECK" PERFORMED?

Separator line of asterisks

2 WHEN MEASUREMENTS ARE REQUESTED IN THIS CHART USE 39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J-35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED, REFER TO "INTERMITTENTS AND POOR CONNECTIONS" IN SECTION 8. USING SCAN TOOL DATA LIST FUNCTION, READ AND RECORD THE PASSENGER DEPLOYMENT LOOP RESISTANCE. IS PASSENGER RESISTANCE LESS THAN 1.5 OHMS?

Separator line of asterisks

3 IGNITION SWITCH "OFF". IS THE PASSENGER AIR BAG ASSEMBLY YELLOW 2-WAY CONNECTOR LOCATED BEHIND GLOVE BOX ASSEMBLY SEATED PROPERLY?

Separator line of asterisks

4 DISCONNECT AND INSPECT THE PASSENGER AIR BAG ASSEMBLY YELLOW 2-WAY CONNECTOR LOCATED BEHIND GLOVE BOX ASSEMBLY. IF OK, RECONNECT PASSENGER AIR BAG ASSEMBLY 2-WAY CONNECTOR. IGNITION SWITCH "ON". IS DTC 16 CURRENT?

Separator line of asterisks

5 IGNITION SWITCH "OFF." DISCONNECT DRIVER AND PASSENGER AIR BAG ASSEMBLY, YELLOW 2-WAY CONNECTORS LOCATED AT TOP OF STEERING COLUMN AND BEHIND GLOVE BOX

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3      3      ASSEMBLY. CONNECT      3      3      3
3      3      J-41433 SRS DRIVER/      3      3      3
3      3      PASSENGER LOAD TOOL      3      3      3
3      3      AND APPROPRIATE          3      3      3
3      3      ADAPTERS TO DRIVER AND      3      3      3
3      3      PASSENGER AIR BAG          3      3      3
3      3      ASSEMBLY HARNESS          3      3      3
3      3      CONNECTORS. IGNITION      3      3      3
3      3      SWITCH "ON". IS DTC 16      3      3      3
3      3      CURRENT?                  3      3      3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 6      3      IGNITION SWITCH "OFF".      3      GO TO STEP 7.      3      GO TO CHART A.      3
3      3      THERE HAS BEEN AN          3      3      3
3      3      INCREASE IN TOTAL          3      3      3
3      3      CIRCUIT RESISTANCE OF          3      3      3
3      3      PASSENGER INFLATOR          3      3      3
3      3      DEPLOYMENT LOOP. USE          3      3      3
3      3      THE HIGH RESOLUTION          3      3      3
3      3      OHMMETER MODE OF THE          3      3      3
3      3      DVM WHILE CHECKING          3      3      3
3      3      CKTS ORG/BLU AND PNK/          3      3      3
3      3      BLU AND SDM CONNECTOR          3      3      3
3      3      TERMINAL "A3" AND          3      3      3
3      3      "A4", TO LOCATE SOURCE          3      3      3
3      3      OF INCREASED                  3      3      3
3      3      RESISTANCE. WAS A            3      3      3
3      3      FAULT FOUND AND FIXED?          3      3      3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 7      3      RECONNECT ALL          3      REPEAT "SRS          3      GO TO STEP 7.      3
3      3      COMPONENTS, ENSURE ALL          3      DIAGNOSTIC          3      3
3      3      COMPONENT ARE PROPERLY          3      SYSTEM CHECK".      3      3
3      3      MOUNTED. CLEAR                  3      3      3
3      3      DIAGNOSTIC TROUBLE            3      3      3
3      3      CODES. WAS THIS STEP            3      3      3
3      3      FINISHED?                      3      3      3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
    
```

DTC 17 PASSENGER DEPLOYMENT LOOP OPEN

Circuit Description

When the ignition switch is turned ON, the SDM will perform tests to diagnose critical malfunctions within itself. Upon passing these tests, "Ignition 1", and deployment loop voltages are measured to ensure they are within their respective normal voltage ranges. During Continuous Monitoring diagnostics, a fixed amount of current is flowing in the deployment loop. This produces proportional voltage drops in the loop. By monitoring the voltage difference between Passenger Side High and Passenger Side Low, the SDM calculates the combined resistance of the passenger air bag assembly, harness wiring CKTs IB07-ORG/BLU and IB08-PNK/BLU, and connector terminal contact.

DTC Will Set When

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The voltage difference between Passenger Side High terminal A4 and Passenger Side Low terminal A3 is above or equal to a specified value for 500 milliseconds during Continuous Monitoring.

Action Taken

SDM turns ON the AIR BAG warning lamp and sets a diagnostic trouble code.

DTC Will Clear When

The voltage difference between Passenger Side High terminal A4 and Passenger Side Low terminal A3 is below a specified value for 500 milliseconds during Continuous Monitoring.

DTC Chart Test Description

NOTE: Numbers below refer to step numbers on the diagnostic chart.

- 2) This test determines whether the malfunction is in the SDM.
- 3) This test verifies proper connection of the yellow 2-way connector.
- 4) This test checks for proper contact anchor corrosion of the shorting clip in the yellow 2-way connector terminals.
- 5) The test checks for a malfunctioning passenger air bag assembly.
- 6) This test determines whether the open is in the wiring.

Diagnostic Aids

An intermittent condition is likely to be caused by a poor connection at the passenger air bag assembly harness connector terminals 1 and 2, SDM terminals A3 and A4, or an open in CKTs IB07-ORG/BLU and IB08-PNK/BLU.

DTC 17 PASSENGER DEPLOYMENT LOOP OPEN CHECK TABLE

```

UAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA;
STEP ACTION YES NO
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA-
1 PERFORM THE "SRS GO TO STEP 2. GO TO THE "SRS
DIAGNOSTIC SYSTEM DIAGNOSTIC
CHECK." WAS THE "SRS SYSTEM CHECK."
DIAGNOSTIC SYSTEM
CHECK" PERFORMED?
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA-
2 WHEN MEASUREMENTS ARE GO TO STEP 3. GO TO CHART A.
REQUESTED IN THIS
CHART USE 39200 DVM
WITH CORRECT TERMINAL
ADAPTER FROM
J-35616-A. WHEN A
CHECK FOR PROPER
CONNECTION IS
REQUESTED, REFER TO

```

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```

3     3     "INTERMITTENTS AND     3           3           3
3     3     POOR CONNECTIONS"     3           3           3
3     3     IN SECTION 8. USING     3           3           3
3     3     SCAN TOOL DATA LIST   3           3           3
3     3     FUNCTION, READ AND     3           3           3
3     3     RECORD THE PASSENGER   3           3           3
3     3     DEPLOYMENT LOOP        3           3           3
3     3     RESISTANCE. IS         3           3           3
3     3     PASSENGER VDIF.        3           3           3
3     3     0.4 VOLTS OR MORE?     3           3           3
    
```

AA

```

3 3     3     IGNITION SWITCH "OFF." 3     GO TO STEP 4.     3     SEAT     3
3     3     MAKE SURE PASSENGER     3           3     PASSENGER 3
3     3     AIR BAG ASSEMBLY        3           3     AIR BAG   3
3     3     YELLOW 2-WAY CONNECTOR   3           3     ASSEMBLY  3
3     3     LOCATED BEHIND GLOVE    3           3     YELLOW 2-WAY 3
3     3     BOX ASSEMBLY IS SEATED   3           3     CONNECTOR  3
3     3     PROPERLY. IS YELLOW     3           3     PROPERLY.  3
3     3     2-WAY CONNECTOR         3           3     GO TO STEP 7. 3
3     3     CONNECTED PROPERLY?     3           3           3
    
```

AA

```

3 4     3     DISCONNECT AND INSPECT 3     GO TO STEP 5.     3     IGNITION  3
3     3     PASSENGER AIR BAG       3           3     SWITCH "OFF." 3
3     3     ASSEMBLY YELLOW 2-WAY    3           3     REPLACE     3
3     3     CONNECTOR LOCATED        3           3     SRS HARNESS. 3
3     3     BEHIND GLOVE BOX         3           3     GO TO STEP 7. 3
3     3     ASSEMBLY. IF OK,         3           3           3
3     3     RECONNECT PASSENGER     3           3           3
3     3     AIR BAG ASSEMBLY        3           3           3
3     3     2-WAY CONNECTOR.        3           3           3
3     3     IGNITION SWITCH "ON."    3           3           3
3     3     IS DTC 17 CURRENT?       3           3           3
    
```

AA

```

3 5     3     IGNITION SWITCH "OFF." 3     GO TO STEP 6.     3     IGNITION  3
3     3     DISCONNECT DRIVER AND   3           3     SWITCH "OFF." 3
3     3     PASSENGER AIR BAG       3           3     REPLACE     3
3     3     ASSEMBLY, YELLOW 2-WAY   3           3     PASSENGER AIR 3
3     3     CONNECTORS LOCATED AT    3           3     BAG ASSEMBLY. 3
3     3     TOP OF STEERING COLUMN    3           3     GO TO STEP 7. 3
3     3     AND BEHIND GLOVE BOX     3           3           3
3     3     ASSEMBLY. CONNECT        3           3           3
3     3     J-41433 SRS DRIVER/      3           3           3
3     3     PASSENGER LOAD TOOL      3           3           3
3     3     AND APPROPRIATE          3           3           3
3     3     ADAPTERS TO DRIVER AND   3           3           3
3     3     PASSENGER AIR BAG       3           3           3
3     3     ASSEMBLY HARNESS        3           3           3
3     3     CONNECTORS. IGNITION     3           3           3
3     3     SWITCH "ON." IS DTC 17   3           3           3
3     3     CURRENT?                 3           3           3
    
```

AA

```

3 6     3     IGNITION SWITCH "OFF." 3     GO TO STEP 7.     3     GO TO CHART A. 3
    
```

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```
3      3      THERE HAS BEEN AN      3      3      3
3      3      INCREASE IN THE TOTAL      3      3      3
3      3      CIRCUIT RESISTANCE OF      3      3      3
3      3      PASSENGER INFLATOR      3      3      3
3      3      DEPLOYMENT LOOP. USE      3      3      3
3      3      HIGH RESOLUTION      3      3      3
3      3      OHMMETER MODE OF DVM      3      3      3
3      3      WHILE CHECKING CKTS      3      3      3
3      3      ORG/BLU AND PNK/BLU      3      3      3
3      3      AND SDM CONNECTOR      3      3      3
3      3      TERMINAL "A3" AND "A4"      3      3      3
3      3      TO LOCATE SOURCE OF      3      3      3
3      3      INCREASED RESISTANCE.      3      3      3
3      3      WAS A FAULT FOUND AND      3      3      3
3      3      FIXED?      3      3      3
```

AA

```
3 7 3      RECONNECT ALL      3      REPEAT "SRS      3      GO TO STEP 7.      3
3 3      COMPONENTS, ENSURE ALL      3      DIAGNOSTIC      3      3
3 3      COMPONENT ARE PROPERLY      3      SYSTEM CHECK".      3      3
3 3      MOUNTED. CLEAR      3      3      3
3 3      DIAGNOSTIC TROUBLE      3      3      3
3 3      CODES. WAS THIS STEP      3      3      3
3 3      FINISHED?      3      3      3
```

AA

DTC 18 PASSENGER DEPLOYMENT LOOP SHORT TO GROUND

Circuit Description

When the ignition switch is turned ON, the SDM will perform tests to diagnose critical malfunctions within itself. Upon passing these tests, "Ignition A" and deployment loop voltages are measured to ensure they are within their respective normal voltage ranges. The SDM monitors the voltages at Driver Side Low terminal A10 and Passenger Side Low terminal A3 to detect short to ground in the air bag assembly circuits.

DTC Will Set When

Neither of the two air bag assemblies is open.
"Ignition 1" is within the normal operating voltage range. Once these conditions are met and the voltage at Passenger Side Low is below a specified value, DTC 18 will set. This test is run once each ignition cycle and Continuous Monitoring.

Action Taken

SDM turns ON the AIR BAG warning lamp and sets a diagnostic trouble code.

DTC Will Clear When

This malfunction is no longer occurring and the ignition switch is turned OFF.

DTC Chart Test Description

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NOTE: Numbers below refer to step numbers on the diagnostic chart.

2) This test determines whether the SDM is malfunctioning.

3) This test isolates the malfunction to one side of the passenger air bag assembly yellow 2-way connector behind glove box compartment.

4) This test determines whether the malfunction is in CKT IB07-ORG/BLU.

5) This test determines whether the malfunction CKT IB08PNK/BLU.

Diagnostic Aids

An intermittent condition is likely to be caused by a short to ground in the passenger air bag assembly circuit. Inspect CKTs IB07-ORG/BLU and IB08-PNK/BLU carefully for cutting or chafing. If the wiring pigtail of the passenger air bag assembly is damaged the component must be replaced.

DTC 18 PASSENGER DEPLOYMENT LOOP SHORT TO GROUND CHECK TABLE

STEP	ACTION	YES	NO
1	PERFORM THE "SRS DIAGNOSTIC SYSTEM CHECK." WAS THE "SRS DIAGNOSTIC SYSTEM CHECK" PERFORMED?	GO TO STEP 2.	GO TO THE "SRS DIAGNOSTIC SYSTEM CHECK."
2	WHEN MEASUREMENTS ARE REQUESTED IN THIS CHART USE J-39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J-35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED, REFER TO "INTERMITTENTS AND POOR CONNECTIONS" IN SECTION 8. IGNITION SWITCH "OFF." DISCONNECT SCAN TOOL DATA LINK CONNECTOR. FOLLOW DIRECTIONS AS GIVEN IN THE SCAN TOOL OPERATOR'S MANUAL. IGNITION SWITCH "ON." READ PASSENGER SENSE LO AND REPAIR ORDER. IS PASSENGER SENSE LO LESS THAN 1.5 VOLTS?	GO TO STEP 3.	GO TO CHART A.

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```
^AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA^
3 3 3 IGNITION SWITCH "OFF." 3 GO TO STEP 4. 3 IGNITION 3
3 3 3 DISCONNECT PASSENGER 3 3 SWITCH "OFF." 3
3 3 3 AIR BAG ASSEMBLY 3 3 REPLACE 3
3 3 3 YELLOW 2-WAY CONNECTOR 3 3 PASSENGER AIR 3
3 3 3 BEHIND GLOVE BOX 3 3 BAG ASSEMBLY. 3
3 3 3 ASSEMBLY. LEAVE DRIVER 3 3 GO TO STEP 6. 3
3 3 3 AIR BAG ASSEMBLY 3 3 3
3 3 3 CONNECTED. CONNECT SRS 3 3 3
3 3 3 DRIVER/PASSENGER LOAD 3 3 3
3 3 3 TOOL J-41433 AND 3 3 3
3 3 3 APPROPRIATE ADAPTER TO 3 3 3
3 3 3 PASSENGER AIR BAG 3 3 3
3 3 3 ASSEMBLY HARNESS 3 3 3
3 3 3 CONNECTOR. IGNITION 3 3 3
3 3 3 SWITCH "ON". IS DTC 18 3 3 3
3 3 3 CURRENT? 3 3 3
^AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA^
3 4 3 IGNITION SWITCH "OFF." 3 GO TO STEP 5. 3 REPLACE SRS 3
3 3 3 DISCONNECT SRS DRIVER/ 3 3 HARNESS. 3
3 3 3 PASSENGER LOAD TOOL. 3 3 GO TO STEP 6. 3
3 3 3 MEASURE RESISTANCE ON 3 3 3
3 3 3 SDM HARNESS CONNECTOR 3 3 3
3 3 3 FROM TERMINAL "A4" TO 3 3 3
3 3 3 TERMINAL "A6". DOES 3 3 3
3 3 3 J-39200D DISPLAY "OL" 3 3 3
3 3 3 (INFINITE)? 3 3 3
^AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA^
3 5 3 MEASURE RESISTANCE ON 3 GO TO CHART A. 3 REPLACE SRS 3
3 3 3 SDM HARNESS CONNECTOR 3 3 HARNESS. 3
3 3 3 FROM TERMINAL "A3" TO 3 3 GO TO STEP 6. 3
3 3 3 TERMINAL "A6" 3 3 3
3 3 3 (GROUND). DOES J-39200 3 3 3
3 3 3 DISPLAY "OL" 3 3 3
3 3 3 (INFINITE)? 3 3 3
^AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA^
3 6 3 RECONNECT ALL 3 REPEAT "SRS 3 GO TO STEP 6. 3
3 3 3 COMPONENTS, ENSURE ALL 3 DIAGNOSTIC 3 3
3 3 3 COMPONENT ARE PROPERLY 3 SYSTEM CHECK". 3 3
3 3 3 MOUNTED. CLEAR 3 3 3
3 3 3 DIAGNOSTIC TROUBLE 3 3 3
3 3 3 CODES. WAS THIS STEP 3 3 3
3 3 3 FINISHED? 3 3 3
^AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAU
```

DTC 19 PASSENGER DEPLOYMENT LOOP SHORT TO VOLTAGE

CAUTION: When DTC 19 or 25 has been set it is necessary to replace the SDM. Setting DTC 19 and 25 or 51 or 53 will also cause DTC 71 to set. When a scan tool "CLEARCODES" command is issued and the malfunction is still present, DTC 19 or 25 or 51 or 53 and DTC 71 will remain current. Ensure that the short to

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voltage condition is repaired prior to installing a replacement SDM to avoid damaging the SDM.

Circuit Description

When the ignition switch is turned ON, the SDM will perform tests to diagnose critical malfunctions within itself. Upon passing these tests, "Ignition 1", and deployment loop voltages are measured to ensure they are within their respective normal voltage ranges. The SDM monitors the voltages at Driver Side Low terminal A10 and Passenger Side Low terminal A3 to detect short to B+ in the air bag assembly circuits.

DTC Will Set When

"Ignition 1" is within the normal operating voltage range. Once these conditions are met and the voltage at Passenger Side Low is above a specified value, DTC 19 will set. This test is run once each ignition cycle and Continuous Monitoring.

Action Taken

SDM turns ON the AIR BAG warning lamp and sets DTC 19 and also DTC 71.

DTC Will Clear When

The SDM is replaced.

DTC Chart Test Description

NOTE: Numbers below refer to step numbers on the diagnostic chart.

2) This test determines whether the malfunction is in the SDM.

3) This test isolates the malfunction to one side of the passenger air bag assembly yellow 2-way connector behind glove box compartment.

4) This test determines whether the malfunction is in CKT IB07-ORG/BLU.

5) This test determines whether the malfunction CKT IB08-PNK/BLU.

Diagnostic Aids

An intermittent condition is likely to be callused by a short to B+ in the passenger air bag assembly circuit. Inspect CKTs IB07ORG/BLU and IB08-PNK/BLU carefully for cutting or chafing. If the wiring pigtail of the passenger air bag assembly is damaged, the component must be replaced. A careful inspection of CKT 1B07-ORG/BLU and IB08-PNK/BLU, including the passenger air bag assembly pigtail is essential to ensure that the replacement SDM will not be damaged.

DTC 19 PASSENGER DEPLOYMENT LOOP SHORT TO VOLTAGE CHECK TABLE

STEP	ACTION	YES	NO
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
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3	1	3	PERFORM THE "SRS	3	GO TO STEP 2.	3	GO TO THE "SRS	3
3	3	3	DIAGNOSTIC SYSTEM	3		3	DIAGNOSTIC	3
3	3	3	CHECK." WAS THE "SRS	3		3	SYSTEM CHECK."	3
3	3	3	DIAGNOSTIC SYSTEM	3		3		3
3	3	3	CHECK" PERFORMED?	3		3		3

AA

3	2	3	WHEN MEASUREMENTS ARE	3	GO TO STEP 3.	3	GO TO CHART A.	3
3	3	3	REQUESTED IN THIS	3		3		3
3	3	3	CHART GO TO CHART A.	3		3		3
3	3	3	USE J-39200 DVM WITH	3		3		3
3	3	3	CORRECT TERMINAL	3		3		3
3	3	3	ADAPTER FROM	3		3		3
3	3	3	J-35616-A. WHEN A	3		3		3
3	3	3	CHECK FOR PROPER	3		3		3
3	3	3	CONNECTION IS	3		3		3
3	3	3	REQUESTED, REFER TO	3		3		3
3	3	3	"INTERMITTENTS AND	3		3		3
3	3	3	POOR CONNECTIONS" IN	3		3		3
3	3	3	SECTION 8. IGNITION	3		3		3
3	3	3	SWITCH "OFF." CONNECT	3		3		3
3	3	3	SCAN TOOL DATA LINK	3		3		3
3	3	3	CONNECTOR. FOLLOW	3		3		3
3	3	3	DIRECTIONS AS GIVEN IN	3		3		3
3	3	3	THE SCAN TOOL	3		3		3
3	3	3	OPERATOR'S MANUAL.	3		3		3
3	3	3	IGNITION SWITCH "ON."	3		3		3
3	3	3	READ PASSENGER SENSE	3		3		3
3	3	3	LO AND REPAIR ORDER.	3		3		3
3	3	3	IS PASSENGER SENSE LO	3		3		3
3	3	3	MORE THAN 3.5 VOLTS?	3		3		3

AA

3	3	3	IGNITION SWITCH "OFF."	3	GO TO STEP 4.	3	IGNITION	3
3	3	3	DISCONNECT PASSENGER	3		3	SWITCH "OFF."	3
3	3	3	AIR BAG ASSEMBLY	3		3	REPLACE	3
3	3	3	YELLOW 2-WAY CONNECTOR	3		3	PASSENGER AIR	3
3	3	3	BEHIND THE GLOVE BOX	3		3	BAG ASSEMBLY.	3
3	3	3	ASSEMBLY. LEAVE DRIVER	3		3	GO TO STEP 6.	3
3	3	3	AIR BAG ASSEMBLY	3		3		3
3	3	3	CONNECTED. CONNECT SRS	3		3		3
3	3	3	DRIVER/PASSENGER LOAD	3		3		3
3	3	3	TOOL J-41433 AND	3		3		3
3	3	3	APPROPRIATE ADAPTER TO	3		3		3
3	3	3	PASSENGER AIR BAG	3		3		3
3	3	3	ASSEMBLY HARNESS	3		3		3
3	3	3	CONNECTOR. IGNITION	3		3		3
3	3	3	SWITCH "ON." IS	3		3		3
3	3	3	PASSENGER SENSE LO	3		3		3
3	3	3	MORE THAN 3.5 VOLTS?	3		3		3

AA

3	4	3	IGNITION SWITCH "OFF."	3	GO TO STEP 5.	3	REPLACE SRS	3
3	3	3	DISCONNECT SDM.	3		3	HARNESS.	3
3	3	3	DISCONNECT SRS DRIVER/	3		3	GO TO STEP 6.	3

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```
3 3 PASSENGER LOAD TOOL. 3 3 3
3 3 MEASURE RESISTANCE ON 3 3 3
3 3 SDM HARNESS CONNECTOR 3 3 3
3 3 FROM TERMINAL "A4" TO 3 3 3
3 3 TERMINAL "A6" 3 3 3
3 3 (GROUND). DOES J-39200 3 3 3
3 3 DISPLAY "OL" 3 3 3
3 3 (INFINITE)? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 5 3 MEASURE RESISTANCE ON 3 GO TO CHART A. 3 REPLACE SRS 3
3 3 SDM HARNESS CONNECTOR 3 HARNESS. 3
3 3 FROM TERMINAL "A6" 3 GO TO STEP 6. 3
3 3 (GROUND). DOES J-39200 3 3 3
3 3 DISPLAY "OL" 3 3 3
3 3 (INFINITE)? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 6 3 IGNITION SWITCH "ON." 3 REPLACE SDM. 3 GO TO CHART A. 3
3 3 IS PASSENGER SENSE LO 3 GO TO STEP 7. 3 3
3 3 LESS THAN 3.5 VOLTS? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 7 3 RECONNECT ALL 3 REPEAT "SRS 3 GO TO STEP 7. 3
3 3 COMPONENTS, ENSURE ALL 3 DIAGNOSTIC 3 3
3 3 COMPONENT ARE PROPERLY 3 SYSTEM CHECK". 3 3
3 3 MOUNTED. CLEAR 3 3 3
3 3 DIAGNOSTIC TROUBLE 3 3 3
3 3 CODES. WAS THIS STEP 3 3 3
3 3 FINISHED? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
```

DTC 21 DRIVER DEPLOYMENT LOOP RESISTANCE HIGH

Circuit Description

When the ignition switch is turned ON, the SDM will perform tests to diagnose critical malfunctions within itself. Upon passing these tests, "Ignition 1", and deployment loop voltages are measured to ensure they are within their respective normal voltage ranges. The SDM then proceeds with the Resistance Measurement. Test Driver Side Low terminal A10 is grounded through a current sink and the driver current source connected to Driver Side High terminal A9 allows a known amount of current to flow. By monitoring the voltage difference between Driver Side High and Driver Side Low, the SDM calculates the combined resistance of the driver air bag assembly, SRS coil assembly, harness wiring CKTs IB05-YEL/GRN and IB06-YEL/BLK, and connector terminal contact.

DTC Will Set When

The combined resistance of the driver air bag assembly, SRS Coil assembly, harness wiring CKTs IB05-YEL/GRN and IB06-YEL/BLK, and connector terminal contact is above a specified value. This test run once each ignition cycle during the Resistance Measurement Test when:

* No higher priority faults are detected during Turn-ON.

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* "Ignition 1" voltage is in the specified value.

Action Taken

SDM turns ON the AIR BAG warning lamp and sets DTC 21.

DTC Will Clear When

The ignition switch is turned OFF.

DTC Chart Test Description

NOTE: Numbers below refer to step numbers on the diagnostic chart.

2) This test determines whether the malfunction is in the SDM.

3) This test verifies proper connection of the yellow Away connector at the base of the steering column.

4) This test checks for proper contact and/or corrosion of the 3-way connector terminals at the base of steering column.

5) This test isolate the malfunction to one side of the driver air bag assembly yellow Away connector located at the base of the steering column.

6) This test determines whether the malfunction is due to high resistance in the wiring.

7) This test determines whether the malfunction is in the SRS coil assembly or the driver air bag assembly.

Diagnostic Aids

An intermittent condition is likely to be caused by a poor connection at terminals 2 and 3 of the SRS coil 3-way connector at the base of the steering column, terminal 1 and 2 of the driver air bag assembly 2-way connector et the top of the steering column, SDM terminals A9 and A10 or a poor wire to terminal connection in CKT IB05-YEL/GRN or IB06-YEL/BLK. The test for this diagnostic trouble code is only run while the AIR BAG warning lamp is performing the bulb check, unless DTC 17 or DTC 26 is detected. When a scan tool CLEAR CODES command is issued and the malfunction is still present, the DTC will not reappear until the next ignition cycle.

DTC 21 DRIVER DEPLOYMENT LOOP RESISTANCE HIGH CHECK TABLE

STEP	ACTION	YES	NO
1	PERFORM THE "SRS DIAGNOSTIC SYSTEM CHECK." WAS THE "SRS DIAGNOSTIC SYSTEM CHECK" PERFORMED?	GO TO STEP 2.	GO TO THE "SRS DIAGNOSTIC SYSTEM CHECK."
2	WHEN MEASUREMENTS ARE REQUESTED IN THIS CHART USE J-39200 DVM WITH CORRECT TERMINAL	GO TO STEP 3.	GO TO CHART A.

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3 3 ADAPTER FROM 3 3 3

3 3 J-35616-A. WHEN A 3 3 3

3 3 CHECK FOR PROPER 3 3 3

3 3 CONNECTION IS 3 3 3

3 3 REQUESTED, REFER TO 3 3 3

3 3 "INTERMITTENTS AND 3 3 3

3 3 POOR CONNECTIONS" IN 3 3 3

3 3 SECTION 8. USE SCAN 3 3 3

3 3 TOOL DATA LIST 3 3 3

3 3 FUNCTION, READ AND 3 3 3

3 3 RECORD THE DRIVER 3 3 3

3 3 DEPLOYMENT LOOP 3 3 3

3 3 RESISTANCE. IS DROVER 3 3 3

3 3 RESIST MORE THAN 4.3 3 3 3

3 3 OHMS? 3 3 3

AA~

3 3 3 3 IGNITION SWITCH "OFF." 3 GO TO STEP 4. 3 SEAT DRIVER 3

3 3 DISCONNECT DRIVER AIR 3 BAG AIR BAG 3

3 3 BAG ASSEMBLY YELLOW 3 ASSEMBLY 3-WAY 3

3 3 3-WAY CONNECTOR 3 CONNECTOR 3

3 3 LOCATED AT BASE OF 3 PROPERLY. 3

3 3 STEERING COLUMN IS 3 GO TO STEP 8. 3

3 3 SEATED PROPERLY. IS 3 3 3

3 3 THE 3-WAY CONNECTOR 3 3 3

3 3 CONNECTED PROPERLY? 3 3 3

AA~

3 4 3 DISCONNECT AND INSPECT 3 GO TO STEP 5. 3 IGNITION 3

3 3 THE DRIVER AIR BAG 3 SWITCH "OFF". 3

3 3 ASSEMBLY YELLOW 3-WAY 3 REPLACE 3

3 3 CONNECTOR LOCATED BASE 3 HARNESS. 3

3 3 OF STEERING COLUMN. IF 3 GO TO STEP 8. 3

3 3 OK, RECONNECT THE 3 3 3

3 3 DRIVER AIR BAG 3 3 3

3 3 ASSEMBLY YELLOW 3-WAY 3 3 3

3 3 CONNECTOR. IGNITION 3 3 3

3 3 SWITCH "ON". IS DTC 21 3 3 3

3 3 CURRENT? 3 3 3

AA~

3 5 3 IGNITION SWITCH "OFF". 3 GO TO STEP 6. 3 GO TO STEP 7. 3

3 3 DISCONNECT DRIVER AND 3 3 3

3 3 PASSENGER AIR BAG 3 3 3

3 3 ASSEMBLY, YELLOW 3-WAY 3 3 3

3 3 AND 2-WAY CONNECTORS 3 3 3

3 3 LOCATED AT BASE OF 3 3 3

3 3 STEERING COLUMN AND 3 3 3

3 3 BEHIND GLOVE BOX 3 3 3

3 3 ASSEMBLY. CONNECT SRS 3 3 3

3 3 DRIVER/PASSENGER LOAD 3 3 3

3 3 TOOL J-14133 AND 3 3 3

3 3 APPROPRIATE ADAPTER TO 3 3 3

3 3 PASSENGER AND DRIVER 3 3 3

3 3 AIR BAG ASSEMBLY 3 3 3

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```
3 3 HARNESS CONNECTORS. 3 3 3
3 3 IGNITION SWITCH "ON". 3 3 3
3 3 IS DTC 21 CURRENT? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 6 3 IGNITION SWITCH "OFF". 3 GO TO STEP 8. 3 GO TO CHART A. 3
3 3 THERE HAS BEEN A 3 3 3
3 3 INCREASE IN THE TOTAL 3 3 3
3 3 CIRCUIT RESISTANCE OF 3 3 3
3 3 THE DRIVER INFLATOR 3 3 3
3 3 DEPLOYMENT LOOP. USE 3 3 3
3 3 THE HIGH RESOLUTION 3 3 3
3 3 OHMMETER MODE OF THE 3 3 3
3 3 DVM WHILE CHECKING 3 3 3
3 3 CKTS IB05 YEL/GRN AND 3 3 3
3 3 IB06 YEL/BLK, AND SDM 3 3 3
3 3 CONNECTOR TERMINAL 3 3 3
3 3 "A9" AND "A10" TO 3 3 3
3 3 LOCATE THE SOURCE OF 3 3 3
3 3 INCREASED RESISTANCE. 3 3 3
3 3 WAS A FAULT FOUND AND 3 3 3
3 3 FIXED? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 7 3 IGNITION SWITCH "OFF". 3 IGNITION 3 IGNITION 3
3 3 DISCONNECT SRS DRIVER/ 3 SWITCH "OFF". 3 SWITCH "OFF." 3
3 3 PASSENGER LOAD TOOL 3 REPLACE SRS 3 REPLACE 3
3 3 FROM DRIVER AIR BAG 3 COIL ASSEMBLY. 3 DRIVER AIR 3
3 3 ASSEMBLY HARNESS 3 REFER TO 3 BAG ASSEMBLY. 3
3 3 CONNECTOR. CONNECT SRS 3 SECTION 9J-3. 3 GO TO STEP 8. 3
3 3 DRIVER/PASSENGER LOAD 3 GO TO STEP 8. 3 3
3 3 TOOL J-41433 ON 3 3 3
3 3 STEERING COLUMN. 3 3 3
3 3 RECONNECT DRIVER AIR 3 3 3
3 3 BAG ASSEMBLY HARNESS 3 3 3
3 3 CONNECTOR AT BASE OF 3 3 3
3 3 STEERING COLUMN. 3 3 3
3 3 IGNITION SWITCH "ON". 3 3 3
3 3 IS DTC 21 CURRENT? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 8 3 RECONNECT ALL 3 REPEAT "SRS 3 GO TO STEP 8. 3
3 3 COMPONENTS, ENSURE ALL 3 DIAGNOSTIC 3 3
3 3 COMPONENT ARE PROPERLY 3 SYSTEM CHECK". 3 3
3 3 MOUNTED. CLEAR 3 3 3
3 3 DIAGNOSTIC TROUBLE 3 3 3
3 3 CODES. WAS THIS STEP 3 3 3
3 3 FINISHED? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAU
```

DTC 22 DRIVER DEPLOYMENT LOOP RESISTANCE LOW

Circuit Description

When the ignition switch is turned ON, the SDM will perform tests to diagnose critical malfunctions within itself. Upon passing

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these tests "Ignition 1", and deployment loop voltages are measured to ensure they are within their respective normal voltage ranges. The SDM then proceeds with the Resistance Measurement Test. Driver Side Low terminal A10 is grounded through a current sink and the driver current source connected to Driver Side High terminal A9 allows a known amount of current to flow. By monitoring the voltage difference between Driver Side High and Driver Side Low the SDM calculates the combined resistance of the driver air bag assembly, SRS coil assembly, harness wiring CKTs IB05-YEL/GRN and IB06-YEL/BLK and connector terminal contact.

DTC Will Set When

The combined resistance of the driver air bag assembly, SRS Coil assembly, harness wiring CKTs IB05-YEL/GRN and IB06-YEL/BLK and connector terminal contact is above a specified value. This test is run once each ignition cycle during the Resistance Measurement Test when:

- * No higher priority faults are detected during Turn-ON.
- * "Ignition 1" voltage is in the specified value.

Action Taken

SDM turns ON the AIR BAG warning lamp and sets DTC 22.

DTC Will Clear When

The ignition switch is turned OFF.

DTC Chart Test Description

NOTE: Numbers below refer to step numbers on the diagnostic chart.

- 2) This test determines whether the malfunction is in the SDM.
- 3) This test verifies proper connection of the yellow 3-way connector at the base of the steering column.
- 4) This test checks for proper operation of the shorting clip in the yellow 3-way connector.
- 5) This test isolate the malfunction to one side of the driver air bag assembly yellow 3-way connector located at the base of steering column.
- 6) This test determines whether the malfunction is due to high resistance in the wiring.
- 7) This test determines whether the malfunction is in the SRS coil assembly or the driver air bag assembly.

Diagnostic Aids

An intermittent condition is likely to be caused by a short between CKT IB05-YEL/GRN or IB06-YEL/BLK or a malfunctioning shorting clip on the driver air bag assembly or SRS coil assembly which would require replacement of the component. The test for this diagnostic trouble code is only run while the AIR BAG warning lamp is performing the bulb check, unless DTC 17 or DTC 26 is detected. When a scan tool

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CLEAR CODES command is issued and the malfunction is still present, the DTC will not reappear until the next ignition cycle.

DTC 22 DRIVER DEPLOYMENT LOOP RESISTANCE LOW CHECK TABLE

STEP	ACTION	YES	NO
1	PERFORM THE "SRS DIAGNOSTIC SYSTEM CHECK." WAS THE "SRS DIAGNOSTIC SYSTEM CHECK" PERFORMED?	GO TO STEP 2.	GO TO THE "SRS DIAGNOSTIC SYSTEM CHECK."
2	WHEN MEASUREMENTS ARE REQUESTED IN THIS CHART USE J-39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J-35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED, REFER TO "INTERMITTENTS AND POOR CONNECTIONS" IN SECTION 8. USE SCAN TOOL DATA LIST FUNCTION, READ AND RECORD THE DRIVER DEPLOYMENT LOOP RESISTANCE. IS DRIVER RESIST LESS THAN 2.1 OHMS?	GO TO STEP 3.	GO TO CHART A.
3	IGNITION SWITCH "OFF" MAKE SURE THE DRIVER AIR BAG ASSEMBLY YELLOW 3-WAY CONNECTOR LOCATED AT THE BASE OF STEERING COLUMN IS SEATED PROPERLY. IS THE 3-WAY CONNECTOR CONNECTED PROPERLY?	GO TO STEP 4.	SEAT DRIVER AIR BAG ASSEMBLY 3-WAY CONNECTOR PROPERLY. GO TO STEP 8.
4	DISCONNECT AND INSPECT THE DRIVER AIR BAG ASSEMBLY YELLOW 3-WAY CONNECTOR LOCATED BASE OF STEERING COLUMN. IF OK, RECONNECT THE DRIVER AIR BAG ASSEMBLY YELLOW 3-WAY CONNECTOR. IGNITION	GO TO STEP 5.	IGNITION SWITCH "OFF". REPLACE SRS HARNESS. GO TO STEP 8.

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3 3 SWITCH "ON." IS DTC 22 3 3 3
3 3 CURRENT? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 5 3 IGNITION SWITCH "OFF." 3 GO TO STEP 6. 3 GO TO STEP 7. 3
3 3 DISCONNECT DRIVER AND 3 3 3
3 3 PASSENGER AIR BAG 3 3 3
3 3 ASSEMBLY YELLOW 3-WAY 3 3 3
3 3 AND 2-WAY CONNECTORS 3 3 3
3 3 LOCATED AT BASE OF 3 3 3
3 3 STEERING COLUMN AND 3 3 3
3 3 BEHIND GLOVE BOX 3 3 3
3 3 ASSEMBLY. CONNECT SRS 3 3 3
3 3 DRIVER/PASSENGER LOAD 3 3 3
3 3 TOOL J-41433 AND 3 3 3
3 3 APPROPRIATE ADAPTER TO 3 3 3
3 3 PASSENGER AND DRIVER 3 3 3
3 3 AIR BAG ASSEMBLY 3 3 3
3 3 HARNESS CONNECTORS. 3 3 3
3 3 IGNITION SWITCH "ON". 3 3 3
3 3 IS DTC 22 CURRENT? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 6 3 IGNITION SWITCH "OFF." 3 GO TO STEP 8. 3 GO TO CHART A. 3
3 3 THERE HAS BEEN A 3 3 3
3 3 INCREASE IN THE TOTAL 3 3 3
3 3 CIRCUIT RESISTANCE OF 3 3 3
3 3 THE PASSENGER INFLATOR 3 3 3
3 3 DEPLOYMENT LOOP. USE 3 3 3
3 3 THE HIGH RESOLUTION 3 3 3
3 3 OHMMETER MODE OF THE 3 3 3
3 3 DVM WHILE CHECKING 3 3 3
3 3 CKTS YEL/BRN AND 3 3 3
3 3 YEL/BLK, AND SDM 3 3 3
3 3 CONNECTOR TERMINAL 3 3 3
3 3 "A9" AND "A10" TO 3 3 3
3 3 LOCATE THE SOURCE OF 3 3 3
3 3 INCREASED RESISTANCE. 3 3 3
3 3 WAS A FAULT FOUND AND 3 3 3
3 3 FIXED? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 7 3 IGNITION SWITCH "OFF". 3 IGNITION SWITCH 3 IGNITION 3
3 3 DISCONNECT SRS DRIVER/ 3 "OFF". REPLACE 3 SWITCH "OFF". 3
3 3 PASSENGER LOAD TOOL 3 SRS COIL 3 REPLACE 3
3 3 FROM DRIVER AIR BAG 3 ASSEMBLY. 3 DRIVER AIR 3
3 3 ASSEMBLY HARNESS 3 REFER TO 3 BAG ASSEMBLY. 3
3 3 CONNECTOR. CONNECT SRS 3 SECTION 9J-3. 3 GO TO STEP 8. 3
3 3 DRIVER/PASSENGER LOAD 3 GO TO STEP 8. 3 3
3 3 TOOL J-41433 TO TOP OF 3 3 3
3 3 STEERING COLUMN. 3 3 3
3 3 RECONNECT DRIVER AIR 3 3 3
3 3 BAG ASSEMBLY HARNESS 3 3 3
3 3 CONNECTOR AS BASE OF 3 3 3
3 3 STEERING COLUMN. 3 3 3
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```
3 3 IGNITION SWITCH "ON". 3 3 3
3 3 IS DTC 22 CURRENT? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 8 3 RECONNECT ALL 3 REPEAT "SRS 3 GO TO STEP 8. 3
3 3 COMPONENTS, ENSURE ALL 3 DIAGNOSTIC 3 3
3 3 COMPONENT ARE PROPERLY 3 SYSTEM CHECK". 3 3
3 3 MOUNTED. CLEAR 3 3 3
3 3 DIAGNOSTIC TROUBLE 3 3 3
3 3 CODES. WAS THIS STEP 3 3 3
3 3 FINISHED? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
```

DTC 24 DRIVER DEPLOYMENT LOOP SHORT TO GROUND

Circuit Description

When the ignition switch is turned ON, the SDM will perform tests to diagnose critical malfunctions within itself. Upon passing these tests, Ignition 1, and deployment loop voltages are measured to ensure they are within their respective normal voltage ranges.

The SDM monitors the voltage at Driver Side Low terminal A10 and Passenger Side Low terminal A3 to detect shorts to ground in the air bag assembly circuits.

DTC Will Set When

Neither of the two air bag assemblies is not open.

"Ignition 1" is within the normal operating voltage range.

This test is run once each ignition cycle and Continuous Monitoring. Once these conditions are met and the voltage at Driver Side Low is below a specified value, DTC 24 will set.

Action Taken

SDM turns ON the AIR BAG warning lamp and sets a diagnostic trouble code.

DTC Will Clear When

The malfunction is no longer occurring and the ignition is turned OFF.

DTC Chart Test Description

NOTE: Numbers below refer to numbers on the diagnostic chart.

- 2) This test determines whether the SDM is malfunctioning
- 3) This test isolates the malfunction to one side of the driver air bag assembly yellow 3-way connector at the base of the steering column.
- 4) This test determines whether the malfunction is in CKT IB05-YEL/GRN.
- 5) This test determines whether the malfunction is in CKT IB06-YEL/BLK.
- 6) This test determines whether the malfunction is in the SRS coil assembly or the driver air bag assembly.

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Diagnostic Aids

An intermittent condition is likely to be caused by a short to ground in the driver air bag assembly circuit. Inspect CKTs IB05-YEL/GRN and IB06-YEL/BLK carefully for cutting or chafing.

DTC 24 DRIVER DEPLOYMENT LOOP SHORT TO GROUND CHECK TABLE

STEP	ACTION	YES	NO
1	PERFORM THE "SRS DIAGNOSTIC SYSTEM CHECK." WAS THE "SRS DIAGNOSTIC SYSTEM CHECK" PERFORMED?	GO TO STEP 2.	GO TO THE "SRS DIAGNOSTIC SYSTEM CHECK."
2	WHEN MEASUREMENTS ARE REQUESTED IN THIS CHART USE J-39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J-35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED, REFER TO "INTERMITTENTS AND POOR CONNECTIONS" IN SECTION 8. IGNITION SWITCH "OFF." CONNECT SCAN TOOL DATA LINK CONNECTOR. FOLLOW DIRECTIONS AS GIVEN IN THE SCAN TOOL OPERATOR'S MANUAL. IGNITION SWITCH "ON". READ DRIVER SENSLO AND REPAIR ORDER. IS DRIVER SENSLO LESS THAN 1.5 VOLTS?	GO TO STEP 3.	GO TO CHART A.
3	IGNITION SWITCH "OFF". DISCONNECT DRIVER AIR BAG ASSEMBLY YELLOW 3-WAY CONNECTOR BASE OF STEERING COLUMN. LEAVE PASSENGER AIR BAG ASSEMBLY CONNECTED. CONNECT SRS DRIVER/PASSENGER LOAD TOOL J-41433 AND APPROPRIATE ADAPTER TO DRIVER AIR BAG	GO TO STEP 4.	GO TO STEP 6.

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3	3	ASSEMBLY HARNESS	3	3	3
3	3	CONNECTOR. IGNITION	3	3	3
3	3	SWITCH "ON". IS DTC 24	3	3	3
3	3	CURRENT?	3	3	3
AA					
3	4	IGNITION SWITCH "OFF."	3	GO TO STEP 5.	3
3	3	DISCONNECT SDM.	3	REPLACE SRS	3
3	3	DISCONNECT SRS DRIVER/	3	HARNESS.	3
3	3	PASSENGER LOAD TOOL.	3	GO TO STEP 7.	3
3	3	MEASURE RESISTANCE ON	3		3
3	3	SDM HARNESS CONNECTOR	3		3
3	3	"A9" TO TERMINAL "A6"	3		3
3	3	(GROUND). DOES J-39200	3		3
3	3	DISPLAY "OL"	3		3
3	3	(INFINITE)?	3		3
AA					
3	5	MEASURE RESISTANCE ON	3	GO TO CHART A.	3
3	3	SDM HARNESS CONNECTOR	3	REPLACE SRS	3
3	3	FROM TERMINAL "A10" TO	3	HARNESS.	3
3	3	TERMINAL "A6" (GROUND).	3	GO TO STEP 7.	3
3	3	DOES J-39200 DISPLAY	3		3
3	3	"OL" (INFINITE)?	3		3
AA					
3	6	IGNITION SWITCH "OFF."	3	IGNITION	3
3	3	DISCONNECT SRS DRIVER/	3	IGNITION	3
3	3	PASSENGER LOAD TOOL	3	SWITCH "OFF".	3
3	3	J-41433 FROM DRIVER	3	REPLACE SRS	3
3	3	AIR BAG ASSEMBLY	3	COIL ASSEMBLY.	3
3	3	HARNESS CONNECTOR.	3	REFER TO	3
3	3	CONNECT SRS DRIVER/	3	SECTION 9J-3.	3
3	3	PASSENGER LOAD TOOL	3	GO TO STEP 7.	3
3	3	J-41433 AND	3		3
3	3	APPROPRIATE ADAPTER	3		3
3	3	J-35616-A TO DRIVER	3		3
3	3	AIR BAG ASSEMBLY	3		3
3	3	HARNESS CONNECTOR.	3		3
3	3	LOCATED TOP OF	3		3
3	3	STEERING COLUMN.	3		3
3	3	RECONNECT DRIVER AIR	3		3
3	3	BAG ASSEMBLY HARNESS	3		3
3	3	CONNECTOR AT BASE OF	3		3
3	3	STEERING COLUMN.	3		3
3	3	IGNITION SWITCH "ON".	3		3
3	3	IS DTC 24 CURRENT?	3		3
AA					
3	7	RECONNECT ALL	3	REPEAT "SRS	3
3	3	COMPONENTS, ENSURE ALL	3	DIAGNOSTIC	3
3	3	COMPONENT ARE PROPERLY	3	SYSTEM CHECK".	3
3	3	MOUNTED. CLEAR	3		3
3	3	DIAGNOSTIC TROUBLE	3		3
3	3	CODES. WAS THIS STEP	3		3
3	3	FINISHED?	3		3

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AA

DTC 25 DRIVER DEPLOYMENT LOOP SHORT TO VOLTAGE

CAUTION: When DTC 25 has been set it is necessary to replace the SDM. Setting DTC 25 will also cause DTC 71 to set. When a scan tool "CLEAR CODES" command is issued and the malfunction is not longer present, DTC 25 and DTC 71 will remain current. Ensure that the short to voltage condition is repaired prior to installing a replacement SDM to avoid damaging the SDM.

Circuit Description

When the ignition switch is turned ON, the SDM will perform tests to diagnose critical malfunctions within itself. Upon passing these tests, "Ignition 1" and deployment loop voltages are measured to ensure they are within their respective normal voltage ranges. The SDM monitors the voltage at Driver Side Low terminal A10 and Passenger Side Low terminal A3 to detect shorts to B+ in the air bag assembly circuits.

DTC Will Set When

"Ignition 1" is in the normal operating voltage range. This test is run once each ignition cycle and Continuous Monitoring. Once these conditions are met and the voltage at Driver Side Low is above a specified value, DTC 25 will set.

Action Taken

SDM turns ON the AIR BAG warning lamp and sets DTC 25 and also DTC 71.

DTC Will Clear When

The SDM is replaced.

DTC Chart Test Description

NOTE: Numbers below refer to step numbers on the diagnostic chart.

- 2) This test determines whether the SDM is malfunctioning.
- 3) This test isolates the malfunction to one side of the driver air bag assembly yellow Away connector at the base of steering column.
- 4) This test determines whether the malfunction is in CKT IB05-YEL/GRN.
- 5) This test determines whether the malfunction is in CKT IB06-YEL/BLK.
- 6) This test determines whether the malfunction is in the SRS coil assembly or the driver air bag assembly

Diagnostic Aids

An intermittent condition is likely to be caused by a short to B+ in the driver air bag assembly circuit. Inspect CKTs IB05-YEL/GRN and IB06-YEL/BLK carefully for cutting or chafing. If the

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wiring pigtail of the driver air bag assembly and SRS coil assembly is damaged, the components must be replaced. A careful inspection of CKT IB05-YEL/GRN and IB06-YEL/BLK, including the SRS coil assembly and driver air bag assembly is essential to ensure that the replacement SDM will not be damaged.

DTC 25 DRIVER DEPLOYMENT LOOP SHORT TO IGNITION

STEP	ACTION	YES	NO
1	PERFORM THE "SRS DIAGNOSTIC SYSTEM CHECK." WAS THE "SRS DIAGNOSTIC SYSTEM CHECK" PERFORMED?	GO TO STEP 2.	GO TO THE "SRS DIAGNOSTIC SYSTEM CHECK."
2	WHEN MEASUREMENTS ARE REQUESTED IN THIS CHART USE J-39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J-3561A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED, REFER TO "INTERMITTENTS AND POOR CONNECTIONS" IN SECTION 8. IGNITION SWITCH "OFF". CONNECT SCAN TOOL DATA LINK CONNECTOR. FOLLOW DIRECTIONS AS GIVEN IN THE SCAN TOOL OPERATOR'S MANUAL. IGNITION SWITCH "ON". READ DRIVER SENSLO AND REPAIR ORDER. IS DRIVER SENSLO MORE THAN 3.5 VOLTS?	GO TO STEP 3.	GO TO CHART A.
3	IGNITION SWITCH "OFF." DISCONNECT DRIVER AIR BAG ASSEMBLY YELLOW 3-WAY CONNECTOR AT BASE OF STEERING COLUMN. LEAVE PASSENGER AIR BAG ASSEMBLY CONNECTED. CONNECT SRS DRIVER/PASSENGER LOAD TOOL J-41433 AND APPROPRIATE ADAPTER TO DRIVER AIR BAG	GO TO STEP 4.	GO TO STEP 6.

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3 3 ASSEMBLY HARNESS 3 3 3
3 3 CONNECTOR. IGNITION 3 3 3
3 3 SWITCH "ON". IS DRIVER 3 3 3
3 3 SENSLO MORE THAN 3 3 3
3 3 3.5 VOLTS? 3 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 4 3 IGNITION SWITCH "OFF." 3 GO TO STEP 5. 3 REPLACE SRS 3
3 3 DISCONNECT SDM. 3 HARNESS. 3
3 3 DISCONNECT SRS DRIVER/ 3 GO TO STEP 7. 3
3 3 PASSENGER LOAD TOOL. 3 3
3 3 MEASURE RESISTANCE ON 3 3
3 3 SDM HARNESS CONNECTOR 3 3
3 3 "A9" TO TERMINAL "A6" 3 3
3 3 (GROUND). DOES J-39200 3 3
3 3 DISPLAY "OL" 3 3
3 3 (INFINITE)? 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 5 3 MEASURE RESISTANCE ON 3 GO TO CHART A. 3 REPLACE SRS 3
3 3 SDM HARNESS CONNECTOR 3 HARNESS. 3
3 3 FROM TERMINAL "A10" TO 3 GO TO STEP 7. 3
3 3 TERMINAL "A6" (GROUND). 3 3
3 3 DOES J-39200 DISPLAY 3 3
3 3 "OL" (INFINITE)? 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 6 3 IGNITION SWITCH "OFF." 3 IGNITION 3 IGNITION 3
3 3 DISCONNECT SRS DRIVER/ 3 SWITCH "OFF." 3 SWITCH "OFF." 3
3 3 PASSENGER LOAD TOOL 3 REPLACE 3 REPLACE 3
3 3 J-41433 AND 3 SRS COIL 3 DRIVER 3
3 3 APPROPRIATE ADAPTER 3 ASSEMBLY. 3 AIR BAG 3
3 3 J-35616-A TO DRIVER 3 GO TO STEP 7. 3 ASSEMBLY. 3
3 3 AIR BAG ASSEMBLY 3 GO TO STEP 7. 3
3 3 HARNESS CONNECTOR. 3 3
3 3 LOCATED TOP OF 3 3
3 3 STEERING COLUMN. 3 3
3 3 RECONNECT DRIVER AIR 3 3
3 3 BAG ASSEMBLY HARNESS 3 3
3 3 CONNECTOR AT BASE OF 3 3
3 3 STEERING COLUMN. 3 3
3 3 IGNITION SWITCH "ON." 3 3
3 3 IS DRIVER SENSLO MORE 3 3
3 3 THAN 3.5 VOLTS? 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 7 3 IGNITION SWITCH "ON". 3 REPLACE SDM. 3 GO TO CHART A. 3
3 3 IS PASSENGER SENSLO 3 GO TO STEP 8. 3
3 3 LESS THAN 3.5 VOLTS? 3 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 8 3 RECONNECT ALL 3 REPEAT "SRS 3 GO TO STEP 8. 3
3 3 COMPONENTS, ENSURE ALL 3 DIAGNOSTIC 3
3 3 COMPONENT ARE PROPERLY 3 SYSTEM CHECK". 3
3 3 MOUNTED. CLEAR 3 3
3 3 DIAGNOSTIC TROUBLE 3 3
3 3 CODES. WAS THIS STEP 3 3
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terminals 1 and 2 at the top of the steering column, SRS coil assembly harness 3-way connection terminals 2 and 3, SDM terminals A9 and A10, or an open in CKTs IB05-YEL/GRN and IB06-YEL/BLK.

DTC 26 DRIVER DEPLOYMENT LOOP OPEN CHECK TABLE

STEP	ACTION	YES	NO
1	PERFORM THE "SRS DIAGNOSTIC SYSTEM CHECK." WAS THE "SRS DIAGNOSTIC SYSTEM CHECK" PERFORMED?	GO TO STEP 2.	GO TO THE "SRS DIAGNOSTIC SYSTEM CHECK."
2	WHEN MEASUREMENTS ARE REQUESTED IN THIS CHART USE J-39200 DVM WITH CORRECT TERMINAL ADAPTER FROM J-35616-A. WHEN A CHECK FOR PROPER CONNECTION IS REQUESTED, REFER TO "INTERMITTENTS AND POOR CONNECTIONS" IN SECTION 8. USE SCAN TOOL DATA LIST FUNCTION, READ AND RECORD THE DRIVER DIFFERENTIAL VOLTAGE. IS DRIVER VDIF 0.4 VOLTS OR MORE?	GO TO STEP 3.	GO TO CHART A.
3	IGNITION SWITCH "OFF." MAKE SURE THE DRIVER AIR BAG ASSEMBLY YELLOW 3-WAY CONNECTOR LOCATED AT BASE OF STEERING COLUMN IS SEATED PROPERLY. IS THE YELLOW 3-WAY CONNECTOR CONNECTED PROPERLY?	GO TO STEP 4.	SEAT DRIVER AIR BAG ASSEMBLY 3-WAY CONNECTOR. GO TO STEP 8.
4	DISCONNECT AND INSPECT THE DRIVER AIR BAG ASSEMBLY YELLOW 3-WAY CONNECTOR LOCATED AT BASE OF STEERING COLUMN. IF OK, RECONNECT DRIVER AIR BAG ASSEMBLY YELLOW	GO TO STEP 5.	IGNITION SWITCH "OFF". REPLACE SRS HARNESS. GO TO STEP 8.

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3      3      3-WAY CONNECTOR.      3      3      3
3      3      IGNITION SWITCH "ON".  3      3      3
3      3      IS DTC 26 CURRENT?      3      3      3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 5      3      IGNITION SWITCH "OFF".  3      GO TO STEP 6.      3      GO TO STEP 7.      3
3      3      DISCONNECT DRIVER AND  3      3      3
3      3      PASSENGER AIR BAG      3      3      3
3      3      ASSEMBLY, YELLOW 3-WAY  3      3      3
3      3      AND 2-WAY CONNECTORS    3      3      3
3      3      LOCATED AT BASE OF     3      3      3
3      3      STEERING COLUMN AND    3      3      3
3      3      BEHIND GLOVE BOX       3      3      3
3      3      ASSEMBLY. CONNECT SRS  3      3      3
3      3      DRIVER/PASSENGER LOAD   3      3      3
3      3      TOOL J-41433 AND       3      3      3
3      3      APPROPRIATE ADAPTER TO  3      3      3
3      3      PASSENGER AND DRIVER    3      3      3
3      3      AIR BAG ASSEMBLY       3      3      3
3      3      HARNESS CONNECTORS.    3      3      3
3      3      IGNITION SWITCH "ON".  3      3      3
3      3      IS DTC 26 CURRENT?      3      3      3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 6      3      IGNITION SWITCH "OFF."  3      GO TO STEP 8.      3      GO TO CHART A.      3
3      3      THERE HAS BEEN AN      3      3      3
3      3      INCREASE IN THE TOTAL   3      3      3
3      3      CIRCUIT RESISTANCE OF    3      3      3
3      3      THE DRIVER INFLATOR     3      3      3
3      3      DEPLOYMENT LOOP. USE    3      3      3
3      3      THE HIGH RESOLUTION     3      3      3
3      3      OHMMETER MODE OF THE    3      3      3
3      3      DVM WHILE CHECKING      3      3      3
3      3      CKTS IB-05 YEL/GRN AND   3      3      3
3      3      IB-06 YEL/BLK, AND SDM   3      3      3
3      3      CONNECTOR TERMINAL      3      3      3
3      3      "A9" AND "A10" TO       3      3      3
3      3      LOCATE THE SOURCE OF    3      3      3
3      3      INCREASED RESISTANCE.    3      3      3
3      3      WAS A FAULT FOUND AND    3      3      3
3      3      FIXED?                  3      3      3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 7      3      IGNITION SWITCH "OFF".  3      IGNITION          3      IGNITION          3
3      3      DISCONNECT SRS DRIVER/    3      SWITCH "OFF".    3      SWITCH "OFF".    3
3      3      PASSENGER LOAD TOOL        3      REPLACE SRS     3      REPLACE         3
3      3      FROM DRIVER AIR BAG        3      COIL ASSEMBLY  3      DRIVER AIR      3
3      3      ASSEMBLY HARNESS           3      REFER TO       3      BAG ASSEMBLY.   3
3      3      CONNECTOR. CONNECT SRS     3      SECTION 9J-3.  3      GO TO STEP 8.   3
3      3      DRIVER/PASSENGER LOAD     3      GO TO STEP 8.  3      3              3
3      3      TOOL J-41433 ON           3      3              3      3              3
3      3      STEERING COLUMN.          3      3              3      3              3
3      3      RECONNECT DRIVER AIR      3      3              3      3              3
3      3      BAG ASSEMBLY HARNESS      3      3              3      3              3
3      3      CONNECTOR AT THE BASE     3      3              3      3              3

```

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3	3	OF STEERING COLUMN.	3	3	3
3	3	IGNITION SWITCH "ON."	3	3	3
3	3	IS DTC 26 CURRENT?	3	3	3
 ##### 					
3	8	RECONNECT ALL	3	REPEAT "SRS	3
		COMPONENTS, ENSURE ALL	3	GO TO STEP 8.	3
		COMPONENT ARE PROPERLY	3	DIAGNOSTIC	3
		MOUNTED. CLEAR	3	SYSTEM CHECK".	3
		DIAGNOSTIC TROUBLE	3		3
		CODES. WAS THIS STEP	3		3
		FINISHED?	3		3
 ##### 					

DTC 51 DEPLOYMENT EVENT COMMANDED

WARNING: During service procedures, be very careful when handling a sensing and diagnostic module (SDM). Never strike or jar the SDM. Never power up the SRS when the SDM is not rigidly attached to the vehicle. All SDM and mounting bracket fasteners must be carefully torqued and the arrow must be pointing toward the front of the vehicle to ensure proper operation of the SRS. The SDM could be activated when powered while not rigidly attached to the vehicle which could cause deployment and result in personal injury.

Circuit Description

The SDM contains a sensing device which converts vehicle velocity changes 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 air bag assembly deploying the air bags and causing DTC 51 to set.

DTC Will Set When

The SDM detects a frontal crash, up to 30 degrees off the centerline of the vehicle, of sufficient force to warrant deployment of the air bags.

Action Taken

SDM turns ON the AIR BAG warning lamp records CRASH DATA, and sets a diagnostic trouble code.

DTC Will Clear When

The SDM is replaced.

DTC Chart Test Description

NOTE: Numbers below refer to step numbers on the diagnostic chart.

- 2) If inflator module(s) has not deployed, DTC 51 may have set falsely.
- 3) If DTC 51 has set with no signs of frontal impact, the

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diagnostic trouble code has set falsely.

DTC 51 DEPLOYMENT EVENT COMMANDED CHECK TABLE

```
UAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA;
STEP ACTION YES NO
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
1 3 PERFORM THE "SRS 3 GO TO STEP 2. 3 GO TO THE "SRS 3
3 3 DIAGNOSTIC SYSTEM 3 DIAGNOSTIC 3
3 3 CHECK." WAS THE "SRS 3 SYSTEM CHECK." 3
3 3 DIAGNOSTIC SYSTEM 3
3 3 CHECK" PERFORMED? 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
2 3 IGNITION SWITCH "OFF." 3 REPLACE 3 GO TO STEP 3. 3
3 3 HAVE AIR BAG 3 COMPONENTS AND 3
3 3 ASSEMBLIES DEPLOYED? 3 PERFORM 3
3 3 3 INSPECTIONS AS 3
3 3 3 DIRECTED IN 3
3 3 3 "REPAIRS AND 3
3 3 3 INSPECTIONS 3
3 3 3 REQUIRED AFTER 3
3 3 3 AN ACCIDENT". 3
3 3 3 CLEAR 3
3 3 3 DIAGNOSTIC 3
3 3 3 TROUBLE CODES. 3
3 3 3 REPEAT "SRS 3
3 3 3 DIAGNOSTIC 3
3 3 3 SYSTEM CHECK." 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
3 3 INSPECT FRONT OF 3 REPLACE 3 IGNITION 3
3 3 VEHICLE AND UNDER- 3 COMPONENTS AND 3 SWITCH "OFF". 3
3 3 CARRIAGE FOR SIGNS OF 3 PERFORM 3 REPLACE SDM. 3
3 3 IMPACT. WERE SIGNS OF 3 INSPECTIONS AS 3 RECONNECT ALL 3
3 3 IMPACT FOUND? 3 DIRECTED IN 3 SRS SYSTEM 3
3 3 3 "REPAIRS AND 3 COMPONENTS, 3
3 3 3 INSPECTIONS 3 ENSURE ALL 3
3 3 3 REQUIRED AFTER 3 COMPONENTS 3
3 3 3 AN ACCIDENT". 3 ARE PROPERLY 3
3 3 3 CLEAR 3 MOUNTED. 3
3 3 3 DIAGNOSTIC 3 REPEAT "SRS 3
3 3 3 TROUBLE CODES 3 DIAGNOSTIC 3
3 3 3 REPEAT "SRS. 3 SYSTEM CHECK." 3
3 3 3 DIAGNOSTIC 3
3 3 3 SYSTEM CHECK" 3
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAU
```

DTC 53 DEPLOYMENT COMMANDED WITH DEPLOYMENT LOOP FAULT OR ENERGY RESERVES OUT OF RANGE

WARNING: During service procedures, be very careful when handling a sensing and diagnostic module (SDM). Never strike or jar the SDM. Never power up the SRS when the SDM is not rigidly attached to the vehicle. All SDM and mounting bracket

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fasteners must be carefully torqued and the arrow must be pointing toward the front of the vehicle to ensure proper operation of the SRS. The SDM could be activated when powered while not rigidly attached to the vehicle which could cause deployment and result in personal injury.

Circuit Description

The SDM contains a sensing drive which converts vehicle velocity changes 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 air bag assembly deploying the air bags. DTC 53 is set accompanying with DTC 51 when a deployment occurs while an air bag assembly circuit fault is present that could possible result in a no deployment situation in one or both air bag assemblies.

DTC Will Set When

The SDM detects a frontal crash, up to 30 degrees off the centerline of the vehicle, of sufficient force to warrant deployment of the air bags and an inflator circuit fault is present.

Action Taken

SDM turns ON the AIR BAG warning lamp records CRASH DATA, and sets a diagnostic trouble code.

DTC Will Clear When

The SDM is replaced. If DTC 53 is set, one or more DTCs will be set in addition to DTC 53. Malfunction(s) setting DTC(s) (otherthan DTC 71) must be repaired so that DTC(s) will not be set when a new SDM is installed.

DTC Chart Test Description

NOTE: Numbers below refer to step numbers on the diagnostic chart.

2) If air bag assembly have not deployed, DTC 53 may have set falsely.

3) If DTC 53 has set with no signs of frontal impact, the diagnostic trouble code has set falsely.

DTC 53 DEPLOYMENT COMMANDED WITH DEPLOYMENT LOOP FAULT OR ENERGY RESERVES OUT OF RANGE CHECK TABLE

```
UAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA;
STEP ACTION YES NO
AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
1 PERFORM THE "SRS GO TO STEP 2. GO TO THE "SRS
DIAGNOSTIC SYSTEM DIAGNOSTIC
CHECK." WAS THE "SRS SYSTEM CHECK."
DIAGNOSTIC SYSTEM
CHECK" PERFORMED?
```

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3	2	3	IGNITION SWITCH "OFF."	3	REPLACE	3	GO TO STEP 3.	3
3	3	3	HAVE AIR BAG	3	COMPONENTS AND	3		3
3	3	3	ASSEMBLIES DEPLOYED?	3	PERFORM	3		3
3	3	3		3	INSPECTIONS AS	3		3
3	3	3		3	DIRECTED IN	3		3
3	3	3		3	"REPAIRS AND	3		3
3	3	3		3	INSPECTIONS	3		3
3	3	3		3	REQUIRED AFTER	3		3
3	3	3		3	AN ACCIDENT".	3		3
3	3	3		3	CLEAR	3		3
3	3	3		3	DIAGNOSTIC	3		3
3	3	3		3	TROUBLE CODES.	3		3
3	3	3		3	REPEAT "SRS	3		3
3	3	3		3	DIAGNOSTIC	3		3
3	3	3		3	SYSTEM CHECK."	3		3
AA								
3	3	3	INSPECT FRONT OF	3	REPLACE	3	IGNITION	3
3	3	3	VEHICLE AND UNDER-	3	COMPONENTS AND	3	SWITCH "OFF."	3
3	3	3	CARRIAGE FOR SIGNS OF	3	PERFORM	3	REPLACE SDM.	3
3	3	3	IMPACT. WERE SIGNS OF	3	INSPECTIONS AS	3	RECONNECT ALL	3
3	3	3	IMPACT FOUND?	3	DIRECTED IN	3	SRS SYSTEM	3
3	3	3		3	"REPAIRS AND	3	COMPONENTS	3
3	3	3		3	INSPECTIONS	3	ENSURE ALL	3
3	3	3		3	REQUIRED AFTER	3	COMPONENTS	3
3	3	3		3	AN ACCIDENT"	3	ARE PROPERLY	3
3	3	3		3	CLEAR	3	MOUNTED.	3
3	3	3		3	DIAGNOSTIC	3	REPEAT "SRS	3
3	3	3		3	TROUBLE CODES.	3	DIAGNOSTIC	3
3	3	3		3	REPEAT "SRS	3	SYSTEM CHECK."	3
3	3	3		3	DIAGNOSTIC	3		3
3	3	3		3	SYSTEM CHECK."	3		3
AA								

DTC 61 WARNING LAMP CIRCUIT FAILURE

Circuit Description

When the ignition switch is turned ON, battery voltage is applied to the AIR BAG warning lamp and to the "Ignition 1" input terminal A8. The SDM responds by flashing the AIR BAG warning lamp seven times. The SDM monitors the lamp driver output by comparing the output state at SRS Warning Lamp terminal A7 to the microprocessor commanded state. When "Ignition 1" is in the specified value, and the output state does not match the commanded state of the lamp driver for 500 milliseconds, DTC 61 is set.

DTC Will Set When

"Ignition 1" voltage is the specified value and the output state at the SRS Warning Lamp terminal does not match the commanded state of the lamp driver for 500 milliseconds. This test is run every 100 milliseconds during Continuous Monitoring tests.

Action Taken

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SDM attempts to turn ON the AIR BAG warning lamp and sets a diagnostic trouble code.

DTC Will Clear When
The ignition switch is turned OFF.

Diagnostic Aids
Refer to CHART B and CHART C to diagnose warning lamp circuit malfunctions.

DTC 61 WARNING LAMP CIRCUIT FAILURE CHECK TABLE

Table with columns: STEP, ACTION, YES, NO. Contains diagnostic steps for DTC 61, including performing SRS diagnostic system checks and ignition switch procedures.

DTC 71 INTERNAL SDM FAULT

WARNING: During service procedures, be very careful when handling a sensing and diagnostic module (SDM). Never strike or jar the SDM. Never power up the SRS when the SDM is not rigidly attached to the vehicle. All SDM and mounting bracket fasteners must be carefully torqued and the arrow must be pointing toward the front of the vehicle to ensure proper operation of the SRS. The SDM could be activated when powered while not rigidly attached to the vehicle which could cause deployment and result in personal injury.

CAUTION: When DTC 19 or 25 or 51 or 53 has been set it is necessary to

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replace the SDM. Setting DTC 19 and 25 or 51 or 53 will also cause DTC 71 to set. When a scan tool "CLEAR CODES" command is issued and the malfunction is still present, DTC 19 or 25 or 51 or 53 and DTC 71 will remain current. Ensure that the short to voltage condition is repaired prior to installing a replacement SDM to avoid damaging the SDM.

Circuit Description

DTC 71 is an indication of a potential internal SDM malfunction and will set if any of the following conditions are detected:

- * Deployment or microprocessor energy reserve failure.
- * EEPROM failure.
- * ROM failure.
- * RAM failure.
- * Calibration checksum failure.
- * Deployment switch faults.
- * Accelerometer faults.
- * Arming sensor faults.
- * Diagnostic current faults.
- * DTC 19
- * DTC 25
- * DTC 51
- * DTC 53

DTC Will Set When

Any of the above indicated malfunctions are detected by the SDM. The malfunctions described above are tested mainly during Continuous Monitoring and some ones run each ignition cycle.

Action Taken

SDM turns ON the AIR BAG warning lamp and sets a diagnostic trouble code.

DTC Will Clear When

A scan tool Clear Codes commanded is received by the SDM. Some of the indicated malfunctions will only allow the AIR BAG warning lamp to go out. But when DTC 19, 25, 51, 53 are also set, SDM is replaced.

DTC 71 INTERNAL SDM FAULT CHECK TABLE

STEP	ACTION	YES	NO
1	PERFORM THE "SRS DIAGNOSTIC SYSTEM CHECK." WAS THE "SRS DIAGNOSTIC SYSTEM CHECK" PERFORMED?	GO TO STEP 2.	GO TO THE "SRS DIAGNOSTIC SYSTEM CHECK."
2	NOTE SRS "DIAGNOSTIC	GO TO DTC 19 IF	GO TO "SRS

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3 3 SYSTEM CHECK." IS DTC 3 DTC 19 IS SET. 3 DIAGNOSTIC 3

3 3 19 OR 25 OR 51 OR 53 3 GO TO DTC 25 IF 3 SYSTEM CHECK." 3

3 3 ALSO SET (CURRENT OR 3 DTC 25 IS SET. 3 IGNITION 3

3 3 HISTORY)? (REFER TO 3 GO TO DTC 51 IF 3 SWITCH "OFF." 3

3 3 NOTICE ABOVE). 3 DTC 51 IS SET. 3 REPLACE SDM. 3

3 3 3 GO TO DTC 53 IF 3 REPEAT "SRS 3

3 3 3 DTC 53 IS SET. 3 DIAGNOSTIC 3

3 3 3 SYSTEM CHECK." 3

AA

WIRING DIAGRAM

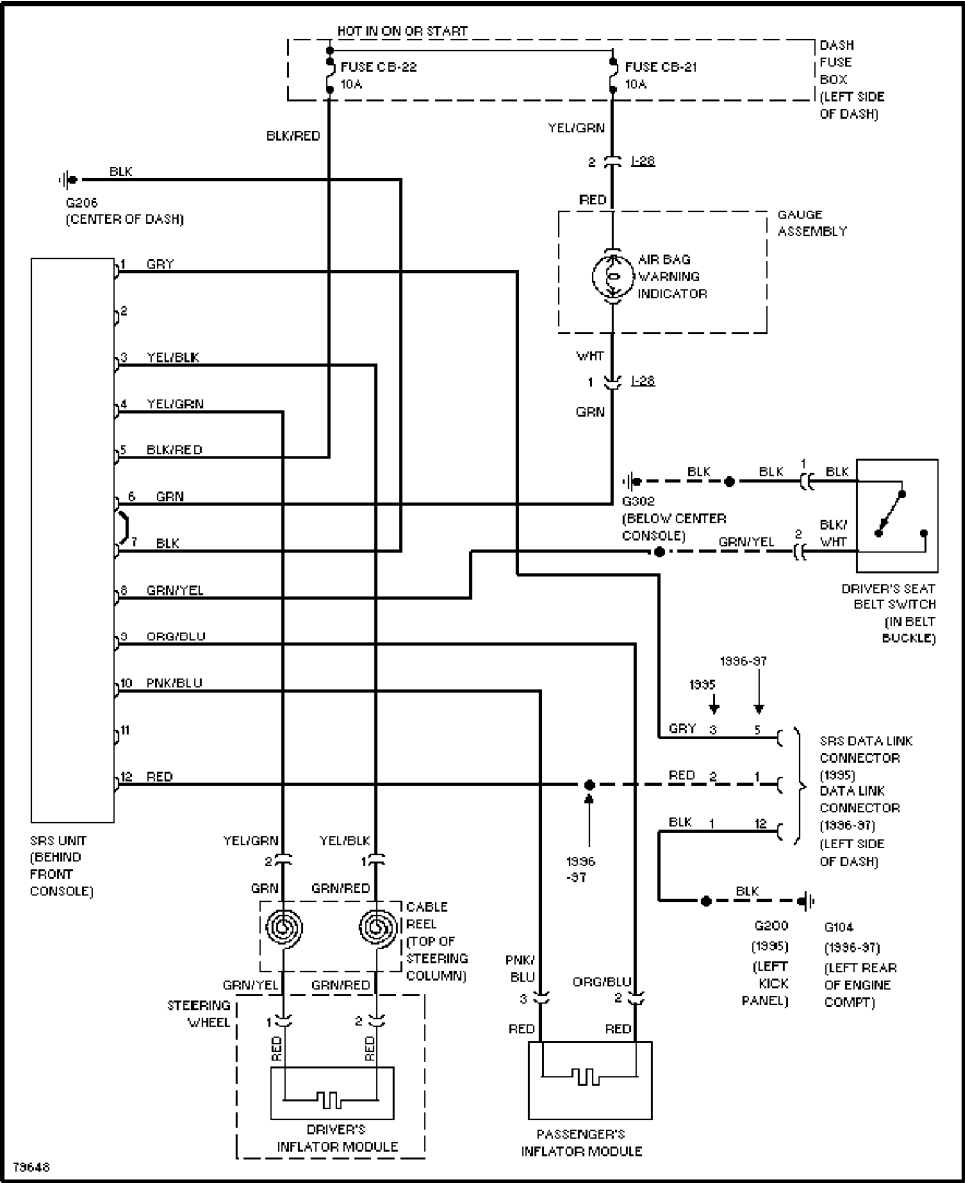


Fig. 11: SRS Wiring Diagram (Rodeo)

END OF ARTICLE