



SERVICE BULLETIN

No.: ESB-96E52-002

Date: 1997-04-15

<Model>

<M/Y>

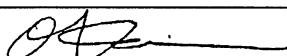
ECLIPSE(D30)
CARISMA

96-10
96-10

Subject: ADDITION OF SRS AIR BAG MAINTENANCE
PROCEDURE

Group: INTERIOR

INFORMATION



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1. Description:

In the SRS air bag troubleshooting, items of cause of trouble in the inspection procedure for each diagnostic trouble code, have been added.

2. Applicable Manuals:

Manual	Pub. No.	Language	Page(s)
'96 ECLIPSE Workshop Manual chassis	PWUE96E1	(English)	52B-9
	PWUS95E1	(Spanish)	
	PWUF95E1	(French)	
	PWUG95E1	(German)	
	PWUD95E1	(Dutch)	
	PWUI95E1	(Italian)	
'96 CARISMA Workshop Manual chassis	PWUE9502	(English)	52B-7
	PWUS9503	(Spanish)	
	PWUF9504	(French)	
	PWUG9505	(German)	
	PWUD9506	(Dutch)	
	PWUW9507	(Swedish)	
	PWUI96E1	(Italian)	

3. Details:

'96 ECLIPSE Workshop Manual chassis

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'96 CARISMA Workshop Manual chassis

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Code No.	Diagnosis item	Reference page
45	SRS-ECU non-volatile memory (EEPROM) and A/D converter system	52B-13
51,52	Driver's side air bag module (squib ignition drive circuit) system	52B-14
54,55	Passenger's side air bag module (squib ignition drive circuit) system	52B-14
56,57	Driver's side pre-tensioner (squib ignition drive circuit) system	52B-14
58,59	Passenger's side pre-tensioner (squib ignition drive circuit) system	52B-14

NOTE

- (1) *1: Vehicles with front passenger's air bag.
- (2) *2: This diagnosis code will be automatically cleared from memory and the SRS warning lamp will switch off when the system returns to normal.
- (3) If the vehicle has a discharged battery it will store the fault codes 41 or 42. When these diagnosis codes are displayed, check the battery.

INSPECTION PROCEDURE CLASSIFIED BY DIAGNOSIS CODES

Code No. 14 Analog G sensor system	Probable cause
The SRS-ECU monitors the analog G sensor output and outputs this code when it detects a sensor failure, abnormal sensor characteristics or abnormal sensor output.	<ul style="list-style-type: none"> • Malfunction of SRS-ECU

Replace the SRS-ECU

Code No. 15 Safing G sensor system	Probable cause
This code is output when there is a short-circuit between the terminals of the safing G sensor. The cause of the problem is probably a short-circuit in the safing G sensor.	<ul style="list-style-type: none"> • Malfunction of SRS-ECU

Replace the SRS-ECU

Code No. 21 or 22 Driver's side air bag module (squib) system	Probable cause
These diagnosis codes are output if there is abnormal resistance between the terminals of the safing G sensor. The cause of the problem is probably a short-circuit in the safing G sensor.	<ul style="list-style-type: none"> • Malfunction of clock spring <Added> • Open-circuit in clock spring due to inappropriate neutral position. • Malfunction of harness or connectors • Malfunction of driver's side air bag module (squib) • Malfunction of SRS-ECU

Chart 1

Code No.	Trouble symptom
21	<ul style="list-style-type: none"> • Short in driver's side air bag module (squib) or harness short • Short in clock spring
22	<ul style="list-style-type: none"> • Open circuit in driver's side air bag module (squib) or open harness • Open circuit in clock spring • Disconnected connector in the driver's side air bag module (squib) • Open circuit in clock spring due to inappropriate neutral position • Malfunction of connector contact <p style="text-align: right;"><Added></p>

Code No. 21, 22, 61 or 62 Driver's air bag module (squib) system

These diagnosis codes are output if there is abnormal resistance between the input terminals of the driver's air bag module (squib).

Refer to the following table 1 for the trouble causes of each code No.

probable cause

- Malfunction of clock spring
- Open-circuit in clock spring due to inappropriate neutral position
- Malfunction of harness of connectors
- Malfunction of driver's air bag module (squib)
- Malfunction of SRS-ECU

<Added>

Chart 1

Code No.	Trouble symptom
21	<ul style="list-style-type: none"> • Short in driver's side air bag module (squib) or harness short • Short in clock spring
22	<ul style="list-style-type: none"> • Open circuit in driver's side air bag module (squib) or open harness • Open circuit in clock spring • Disconnected connector in the driver's side air bag module (squib) • Open circuit in clock spring due to inappropriate neutral position • Malfunction of connector contact
61	The harness wire of the driver's air bag module (squib) is grounded to the power supply.
62	The harness wire of the driver's air bag module (squib) is grounded.

