CHRYSLER MOTORS

1991
BODY

SRS AIR BAG SYSTEM

Diagnostic Procedures

for
DODGE STEALTH

SERVICE TRAINING

TABLE OF CONTENTS

OVERVIEW

This diagnostic procedures manual covers 1991 Dodge Stealth's equipped with the supplemental restraint system (SRS) driver's side air bag.

The procedures contained in this manual include all the specifications, instructions, and graphics needed to diagnose air bag system problems.

When repairs are required, refer to the appropriate 1991 Service Manual for the proper repair procedure.

The diagnostic test procedures in this manual have been designed specifically for use with Chrysler's DRBII diagnostic read-out box with the attached MMC adapter. When performing the tests in this manual, it is assumed you are using the DRBII with the attached MMC adapter(unless the test tells you to do otherwise).

Diagnostic procedures change every year. New diagnostic systems may be added; carry-over systems may be enhanced. READ THE ENTIRE HELPFUL INFORMATION SECTION IN THIS MANUAL BEFORE TRYING TO DIAGNOSE A VEHICLE CODE. It is recommended that you review the entire manual to become familiar with all new and changed diagnostic procedures.

After using this book, if you have any comments or recommendations, please fill out the form at the back of the book and mail it back to us.

HOW TO USE THIS MANUAL

Diagnosis of supplemental restraint system air bag codes is done in three basic steps:

1. Visual inspection

   - A careful and thorough visual inspection may quickly identify the cause of a malfunction and eliminate the need for additional diagnostic procedures.

   - Diagnosis of system problems always starts with the visual inspection. If the problem is not resolved by the visual inspection, perform the diagnostic test(s).

2. Diagnostic tests

   - Each specific code is diagnosed by following a specific testing sequence. It is not necessary to perform all of the tests in this book to diagnose an individual code.

   - Always begin diagnostic testing with Test 1A. This will direct you to the specific test(s) that must be performed in response to the specific system code.

3. Verification test – A verification of system operation must always be performed to ensure that the system is operating normally after the cause of a code has been found and repaired.

All of the information in this manual has been specifically included to assist you to find the cause of an air bag system code.

Helpful Information Section

- The Helpful Information section contains all of the basic information you will need to perform diagnostic tests using the DRBII.

- Begin by reading the Helpful Information section carefully and thoroughly.

- Included in the Helpful Information are several "HELP" subjects (see the Table of Contents). These provide important basic information about the DRBII, components, connectors, and safety. Reference is made to the HELPs within a test procedure when the information is required for correct performance of the test. **NOTE:** Be sure to read HELP 5 - Safety Instructions very carefully before performing the test procedures.

Diagnostic Test Procedures

Finding the cause of a system code is not always easy or quick. However, the diagnostic test procedures in this manual have been designed to lead you through the steps necessary to find the cause of a code as easily and quickly as possible.

- The diagnostic test procedures contain step by step instructions for how to determine the cause of an air bag code. Possible sources of the code are checked and eliminated one by one.

- The diagnostic tests include a schematic of the electrical circuitry for the system, and illustrations of the system components and connectors to clarify the test steps.

- For instructions on performing test procedures, see "Diagnostic Test Procedures" later in this section.

To successfully perform diagnostic testing, use the information and follow the procedures as presented in this book.

SYSTEM DESCRIPTION

The air bag system is designed to provide increased driver protection if the vehicle is involved in a front-end collision. The system is most effective when used in conjunction with the seat belt system, but it will operate and provide a reduced measure of protection even without seat belts being used.

System Components

>> Warning lamp(s) (in the instrument panel)

>> Front impact sensors

>> SRS Diagnostic Module (SDM) (under the rear console assembly)

>> Sensor wiring harness

>> Steering wheel

>> Air Bag Module (in the center of the steering wheel)

>> Clockspring and wiring harness (in the steering column)

System Operation

Whenever the ignition key is turned to the RUN or START position, the SRS warning lamp on the instrument cluster lights and stays lit for 6 to 8 seconds, then goes off. This means that the SRS diagnostic module (SDM) has checked the system and found it to be free of discernible malfunctions.

Use the test procedures in this book to find the cause of any customer complaint regarding the AIR BAG warning lamp, such as:

- warning lamp does not come on at all
- warning lamp stays on
- warning lamp flashes or blinks

The deceleration resulting from the impact of a front-end collision causes the switch inside of the SDM safing sensor to be thrown forward to a closed position. As the front end of the vehicle begins to crush from impact, one or both front sensors are also closed. As soon as one front sensor and the safing sensor are closed, an electrical charge is sent to the Air Bag Module. This causes the inflator to be actuated, which produces a quantity of nitrogen gas, thus deploying the air bag. The total time from the closure of the switches to deployment and deflation of the air bag is 1/10th of a second.

VISUAL INSPECTION

A visual inspection consists of physically looking for the possible cause of a malfunction. A careful and thorough visual inspection of components may quickly identify the cause of a malfunction and eliminate the need for diagnostic testing. If a malfunction is not resolved by the visual inspection, proceed with diagnostic testing according to the instructions in this manual.

See HELP 2 – Component and Connector Locations for pictures identifying the location of system components.

See HELP 3 – Inspection of Electrical Connectors for detailed views of electrical connectors.

THE ON-BOARD DIAGNOSTIC SYSTEM

The air bag system is monitored by the SRS diagnostic module (SDM). The SRS diagnostic module contains the safing sensor, an integral sensor in the circuitry of the system that is used to fire the air bag module.

The SRS diagnostic module monitors critical input and output circuits within the air bag system, making sure they are operating correctly. Some circuits are tested continuously; others are checked only under certain circumstances. The SRS diagnostic module provides information about the air bag system through the SRS warning light and the DRBII.

Each circuit monitored by the SRS diagnostic module has a corresponding code assigned to it. Refer to "System Codes" found later in this section for a list and definition of the air bag system codes.

>> If a malfunction is detected, the SRS light remains lit until service performed, and a code is stored in the SRS diagnostic module. SRS diagnostic module's memory along with the length of time the SRS light is on. The maximum time stored is 9999 minutes (167 hours).

>> The code is stored, along with the time in minutes that it was active. The minimum time stored for any code is one minute.

SYSTEM CODES

Codes for the air bag system are not permanent and will change the moment the reason for the code is corrected. In certain test procedures within this manual, codes are used as a diagnostic tool.

Stored Codes

Stored codes remain in storage until they are erased using the DRBII "Erase Codes" function. More than one code may be stored.

Erase Stored Codes

It is impossible to erase a stored code until the reason for the code has been corrected. The "Erase Codes" function of the DRBII is also useful as a diagnostic tool.

Air Bag Codes

(11)	G-Sensor Trouble 1 (Short)	(33)	Cranking Trouble
(12)	G-Sensor Trouble 2 (1 Open)	(34)	Connector Unlocked
(13)	G-Sensor Trouble 3 (2 Open)	(41)	Ignition Voltage Low 1
(21)	Squib Trouble 1 (Short)	(42)	Ignition Voltage Low 2
(22)	Squib Trouble 2 (Open)	(43)	SRS Lamp Trouble 1
(31)	Condensor Voltage High	(44)	SRS Lamp Trouble 2
(32)	Condensor Voltage Low	(45)	SRS Diagnostic Module

DRBII DIAGNOSTIC READ-OUT BOX

The DRBII is a diagnostic read-out box designed by Chrysler to gain access to the on-board diagnostics that are found on Chrysler-built cars and trucks.

- The DRBII reads the system performance information that is stored in the vehicle system controllers.
- The DRBII displays the codes that have been stored in the various system controller memories.
- The DRBII allows the Technician to run tests of computer-controlled vehicle systems.
- The DRBII, along with the test instructions in this manual, leads the Technician through the diagnostic procedures.

There are diagnostic read-out boxes available from other manufacturers that can be used on Chrysler vehicles. However, the diagnostic test procedures in this manual have been designed specifically for use with Chrysler's DRBII diagnostic read-out box. It is assumed that the DRBII will be used to perform the procedures in this manual.

The DRBII operates by communicating with the controller for the vehicle system being tested. To communicate with the SRS diagnostic module, the DRBII must be connected to the MMC Adapter, which is then connected to the diagnostic connector. See HELP 1 – Operation of the DRBII for Diagnostic Testing for instructions on connecting the DRBII and the adapter.

To perform the diagnostic tests in this manual, a program cartridge must be inserted into the DRBII. This cartridge serves a similar purpose for the DRBII as a diskette does for a personal computer. It contains the diagnostic test program. It must be inserted into the DRBII in order to perform the tests in this manual.

DRBII TEST FUNCTIONS

This manual contains diagnostic tests for the air bag system.

In order to perform the tests in this manual, you must operate the DRBII to reach the AIR BAG MENU level within the diagnostic testing program. See HELP 1 – Operation of the DRBII for Diagnostic Testing for assistance. At the AIR BAG MENU, you can read DRBII faults and perform diagnostic test functions.

The AIR BAG MENU provides a choice of several different categories of test functions as described below.

System Tests – This function is not available under the air bag diagnostics program.

Read Codes – This function enables the Technician to read codes and erase codes.

State Display – This function enables the Technician to read module information.

Actuator Tests – This function is not available under the air bag diagnostics program.

Adjustments – This function is not available under the air bag diagnostics program.

See the "DRBII Functional Flow Diagram" inside the front cover of this manual to see all of the specific DRBII test functions for the air bag system that are available under the AIR BAG MENU level.

DIAGNOSTIC TEST PROCEDURES

A diagnostic test procedure is:

- a systematic method of checking the functioning of a vehicle control system to determine if it is operating normally.
- a systematic method of analyzing and testing a vehicle control system to determine the source of an air bag code.

Guidelines for Performing Diagnostic Test Procedures

Always use the most current diagnostic program cartridge available in order to prevent getting erroneous codes or test results.

All test procedures assume that Chrysler's DRBII diagnostic read-out box is being used.

Refer to HELP 1 – Operation of the DRBII for Diagnostic Testing for instructions on connecting the DRBII and MMC Adapter and instructions on how to get to the diagnostic program tests.

Refer to the "DRBII Functional Flow Diagram" inside the front cover of this manual for an illustration of the DRBII diagnostic program.

To properly perform diagnostic testing of the air bag system using the test procedures in this manual, **ALWAYS start with Test 1A**. Starting with any other test may result in incorrect code diagnosis.

>> Make sure the vehicle being tested has a fully charged battery.

>> **Review HELP 5 – Safety Instructions before performing the test procedures in this manual.**

>> Perform a visual inspection of the connectors and wiring of the circuit being worked on prior to beginning a diagnostic test. For information, refer to "Visual Inspection" found earlier in this section, and to HELP 3 – Visual Inspection of Electrical Connectors.

>> The tests are presented in modified flowchart form.

- The first two columns contain instruction statements. Perform each instruction in order. Perform each instruction as stated.
- The third column contains diagnostic questions. Answer each question with a "yes" or "no" answer.
- The fourth column contains repair or replacement instructions. Perform only the repair/ replacement instruction(s) that follow from the "yes" or "no" answer to each question.
- To proceed from one process box to another, follow the direction of the lines between the boxes as indicated by the arrows.
- If a test is continued, an instruction is given in an arrow-shaped "box" to direct you to the next page or to another test.

NOTE: Tests are identified by a number/letter combination, such as Test NS-1A or Test NS-5C. To avoid confusion between the number 1 and the letter "I" and between the number 0 and the letter "O", no test identifications use the letters "I" or "O".

>> When testing voltage or continuity at the SRS diagnostic module, use the terminal side (not the wire end) of the connector. Do not probe a wire through the insulation; this will damage it and eventually cause it to fail because of corrosion.

>> Be careful when performing electrical tests so as to prevent accidental shorting of terminals. Such mistakes can damage fuses or components. Also, a second code could be set, making diagnosis of the original problem more difficult.

>> Use the **DRBII voltmeter** unless otherwise instructed to use an "external" voltmeter.
NOTE: Under no circumstances should a test lamp be used in place of a voltmeter.

>> Use the **DRBII ohmmeter** unless otherwise instructed to use an "external" ohmmeter.

>> If an external multimeter is used, it must be a digital meter with a maximum test current of 2mA or less at the minimum of the resistance measurement.

After each repair is completed, perform the Verification Test procedure (Test VER-1), which is found in the back of this manual.

REQUIRED TOOLS AND EQUIPMENT

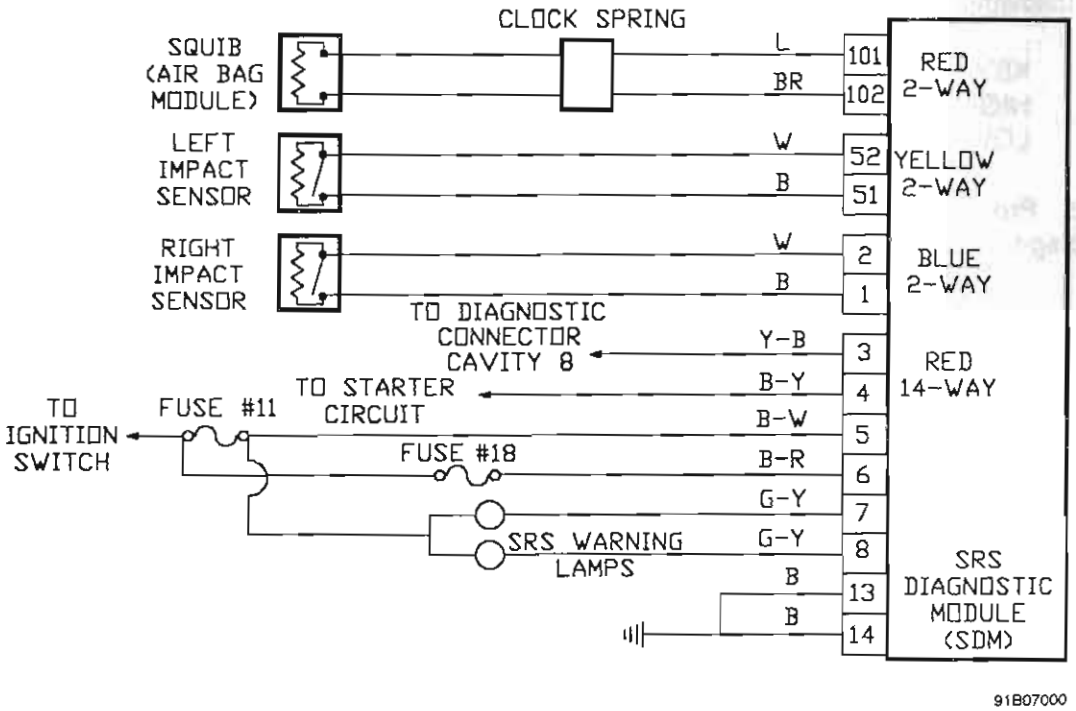
In order to perform the diagnostic tests in this manual, you need the following equipment:

- DRBII diagnostic read-out box
- 1991 diagnostic program cartridge
- MMC adapter
- digital voltmeter
- digital ohmmeter
- jumper wires

GLOSSARY

SDM - SRS (supplemental restraint system) diagnostic module

SYSTEM SCHEMATIC



HELP 1: OPERATION OF THE DRBII FOR DIAGNOSTIC TESTING

This HELP contains the following information and instructions:

How to Use the DRBII Keys

How to Reach the Air Bag Menu

How to Read or Erase Codes with the DRBII

How to Select a DRBII Test Function

How to Use the DRBII Volt/Ohmmeter

How to Use the DRBII Menu

Inside the front cover of this manual is the "DRBII Functional Flow Diagram." The diagram shows all of the program menus, including the specific DRBII test functions that are available for the air bag system.

If there is a problem with the operation of the DRBII, the screen will display a blank screen or any of the following error messages:

KEYPAD TEST FAILURE	RAM TEST FAILURE
HIGH BATTERY	CARTRIDGE ERROR
LOW BATTERY	

NOTE: Problems with the operation of the DRBII must be corrected before proceeding with code diagnosis testing.

HOW TO USE THE DRBII KEYS

>> To reach HELP on the DRBII, press and hold [F3] at any time.

>> To move forward or backward one item at a time within a menu, press the up arrow or down arrow key.

>> To select an item, press the item number, or move the arrows to the desired item and press ENTER.

>> To return to the previous display, press ATM.

>> To monitor one item of a multiple-item display, move the arrows to the desired item and press ENTER.

>> To freeze a variable display item, press READ/HOLD. To unfreeze the item, press READ/HOLD again.

>> To restart the DRBII, hold MODE and press ATM at the same time.

HOW TO REACH THE AIR BAG MENU

In order to perform the diagnostic tests in this manual, you must operate the DRBII to reach the AIR BAG MENU level within the AIR BAG diagnostic program. At the AIR BAG MENU, you can:

- read codes
- select DRBII test functions

The instructions below tell you how to reach the AIR BAG MENU.

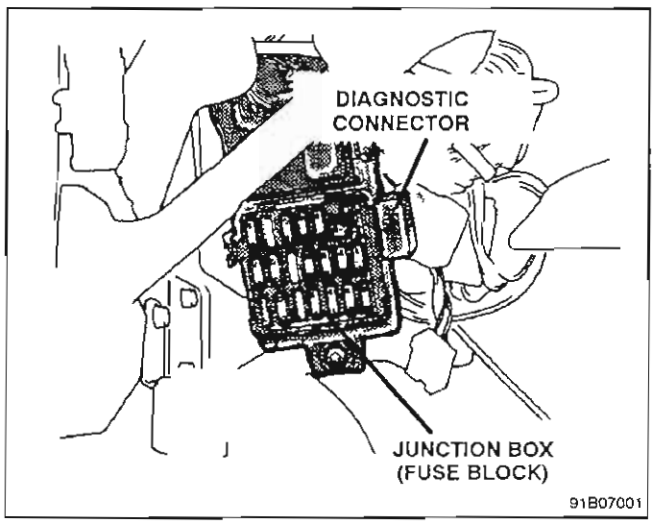
If you already know how to reach the AIR BAG MENU, see "How to Select a DRBII Test Function" found later in this HELP 1 for instructions on how to select a DRBII test function.

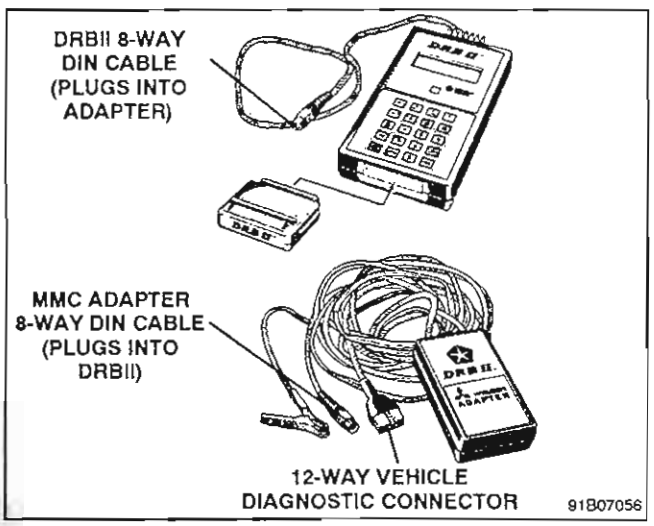
A. Connect the DRBII to the vehicle as follows. Refer to the illustrations below.

1. Connect the 8-way DIN connector of the DRBII to the 8-way DIN connector of the MMC Adapter.

2. Plug the 12-way diagnostic connector of the MMC Adapter into the diagnostic connector of the vehicle. The vehicle's diagnostic connector is located under the left side of the dash next to the junction block (fuse box).

3. Attach the red alligator clip to the battery positive terminal. **NOTE: Attach the red alligator clip last, after the other two connectors are connected.**





B. Turn the vehicle's ignition switch to the "RUN" position. **NOTE:** Do not touch the keypad during the DRBII power-up sequence or an error will result.

C. The copyright date and diagnostics program version number will be displayed briefly similar to the following:

```
1991 DIAGNOSTICS
COPYRIGHT (c) 1990
CHRYSLER CORP. V2.F0
PRESS F3 FOR HELP
```

NOTE: The version number (V2.F0) is subject to change. It may not appear on the display exactly as it is illustrated above.

D. After a few seconds, the display will change to read as follows (or press ENTER to change the display immediately):

```
----- DRBII -----

1) VEHICLES TESTED
2) HOW TO USE
```

Press the down arrow twice to view the rest of the menu. The screen will display:

```
----- DRBII -----
2) HOW TO USE
3) CONFIGURE
4) SELECT SYSTEM
```

NOTE: For an explanation of items 1), 2), and 3), see "How to Use the DRBII Menu" found later in this HELP 1.

E. Select 4) SELECT SYSTEM to enter the diagnostic test program. The display will change to read as follows:

```
---- SELECT SYSTEM -----

1) ENGINE
2) TRANSMISSION
```

F. Press the down arrow four times to bring the AIR BAG option into view on the DRBII. The screen will display:

```
---- SELECT SYSTEM -----
3) SUSPENSION
4) ABS
5) AIR BAG
```

G. Select 5) AIR BAG to enter the air bag system part of the DRBII program. The display will change to read as follows:

AIR BAG DIAGNOSTICS SRS AIR BAG SYSTEM ECU ID: XXXXXXX

NOTE: The ECU ID number is subject to change. It may not appear on the display exactly as it is illustrated above.

H. After a few seconds, the display will change to read as follows (or press ENTER to change the display immediately):

---- AIR BAG MENU ---- 1) SYSTEM TESTS 2) READ CODES

Press the down arrow three times to view the rest of the menu. The screen will display:

---- AIR BAG MENU ---- 3) STATE DISPLAY 4) ACTUATOR TESTS 5) ADJUSTMENTS

At this point, you have reached the AIR BAG MENU of the AIR BAG diagnostic program. Now you can select any of the specific test functions that have been programmed into the DRBII cartridge.

Instructions for reading codes and for selecting DRBII test functions are found below and on the next page.

HOW TO READ OR ERASE CODES WITH THE DRBII

To read codes:

When the AIR BAG MENU screen is displayed, select 2) READ CODES.

- If there are no codes, the display will read as follows:

---- AIR BAG CODES ---- NO CODES DETECTED

- If there are no codes, the display will read as follows:

1 OF 3 CODES [message appears here]

To read more than one code, press the down arrow to display the next code.

To erase codes:

NOTE: All codes must have been "read" (that is, displayed) before codes can be erased.

A. After all codes have been read, press ATM. The display will change to read as follows:

---- ERASE----
1) ERASE CODES 2) DON'T ERASE CODES

B. Press 1) ERASE CODES to erase all codes. The display will return to the AIR BAG MENU screen.

HOW TO SELECT A DRBII TEST FUNCTION

To perform a specific DRBII test function from one of the AIR BAG MENU test categories, proceed as follows.

A. Press the number of the desired test category, or move the arrows to the desired category and press ENTER. The display will change to a menu of the test functions that are available in the selected category.

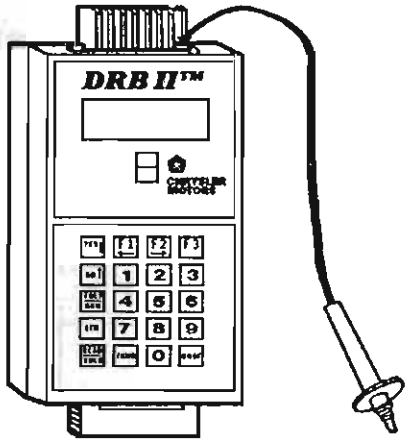
B. Press the number of the desired test function, or move the arrows to the desired function and press ENTER.

NOTE: Refer to the "DRBII Functional Flow Diagram" inside the front cover of this manual for an illustration of the test categories and the test functions available in each category.

HOW TO USE THE DRBII VOLT/OHMMETER

To access the volt/ohmmeter function of the DRBII, proceed as follows.

A. Connect the red volt/ohmmeter test lead to the red port at the right top of the DRBII. **NOTE:** There are two ports at the top of the DRBII. Be sure to connect the lead to the correct port.



91C12156

Voltmeter Mode

A. Press VOLT/OHM once. The top line of the display will change to read as follows:

* - VOLTS = .X -- *

B. Touch the test probe to the connector or wire to be measured.

C. Read the voltage on the DRBII display.

D. When voltage testing is done, press VOLT/OHM three times to exit voltmeter mode.

Ohmmeter Mode

A. Press VOLT/OHM twice. The top line of the display will change to read as follows:

* - OHMS = XX Ω - *

B. Touch the test probe to the connector or wire to be measured.

C. Read the resistance to ground on the DRBII display.

D. When resistance testing is done, press VOLT/OHM twice to exit ohmmeter mode.

NOTE: Some test steps require the use of an ohmmeter other than the DRBII ohmmeter. Before using an "external" ohmmeter, be sure it is properly adjusted to take accurate readings of resistance. Refer to the manufacturer's operating instructions if necessary.

Continuity Meter Mode

A. Press VOLT/OHM three times. The top line of the display will change to read as follows:

* – NO CONTINUITY – *

B. Touch the test probe to the connector or wire to be measured.

C. Read the continuity on the DRBII display.

D. When continuity testing is done, press VOLT/OHM once to exit continuity meter mode.

HOW TO USE THE DRBII MENU

The DRBII screen reads as follows:

----- DRBII -----
1) VEHICLES TESTED
2) HOW TO USE
3) CONFIGURE
4) SELECT SYSTEM

VEHICLES TESTED – The display will read:

```
VEHICLES SUPPORTED:
1991 CHRYSLER
PLYMOUTH/DODGE
JEEP & EAGLE
```

HOW TO USE – A series of screens will be displayed about how to use the DRBII keys to move through the diagnostic program.

CONFIGURE – provides a menu of four DRBII functions, and enables you to view or change these functions. The functions are:

- US/METRIC: enables you to have sensor, input, output, and other values displayed either in US standard units or in metric units.
- KEY CLICK: enables you to choose to have either the green light illuminate or the beeper sound whenever a DRBII key is pressed.
- KEY REPEAT: If key repeat is ON, the down arrow or up arrow key will scroll the display repeatedly; if key repeat is OFF, the down arrow or up arrow key will scroll the display only one item at a time.
- REMOTE DISPLAY: enables you to have what appears on the DRBII screen also displayed on another terminal screen.

When you select CONFIGURE, the display will read:

```
----- CONFIGURE -----

1) VIEW
2) CHANGE
```

- VIEW: enables you to view the setting of any of the four DRBII functions under the CONFIGURE menu. If selected, the display will read:

```
US/METRIC          US
KEY CLICK      BEEPER
KEY REPEAT         ON
REMOTE DISPLAY     ON
```

- CHANGE: enables you to change the setting of any of the four DRBII functions under the CONFIGURE menu. If selected, the display will read:

```
----- CONFIGURE -----

1) US/METRIC
2) KEY CLICK
```

Press the down arrow twice to view the rest of the menu. The display will change to read as follows:

```
---- CONFIGURE -----
2) KEY CLICK
3) KEY REPEAT
4) REMOTE DISPLAY
```

Press the number of the function you want to change, or move the arrows to the item and press ENTER. The menu for each choice will read as follows:

```
---- US / METRIC ----

1) US
2) METRIC
```

```
----- KEY CLICK -----
1) BEEPER
2) GREEN LED
3) NONE
4) BEEPER & LED
```

```
---- KEY REPEAT ----

1) ON
2) OFF
```

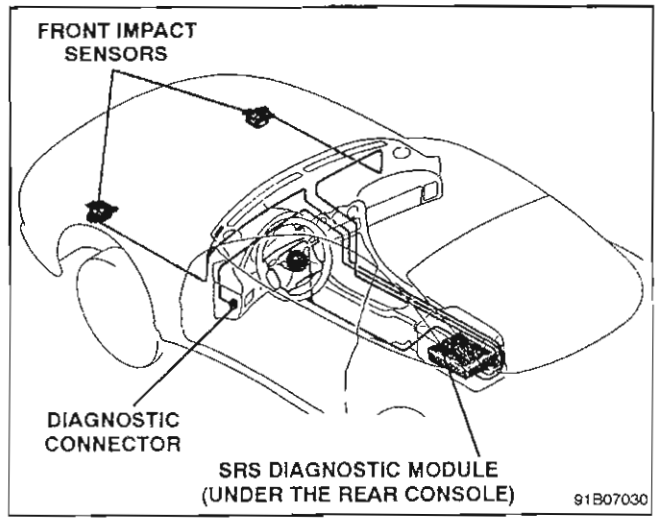
```
----- REMOTE DISPLAY -----

1) ON
2) OFF
```

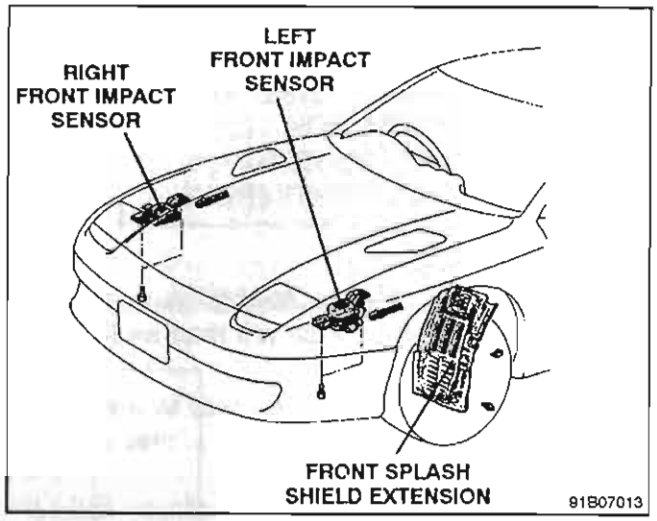
Press the number of the desired setting, or move the arrows to the desired setting and press ENTER.

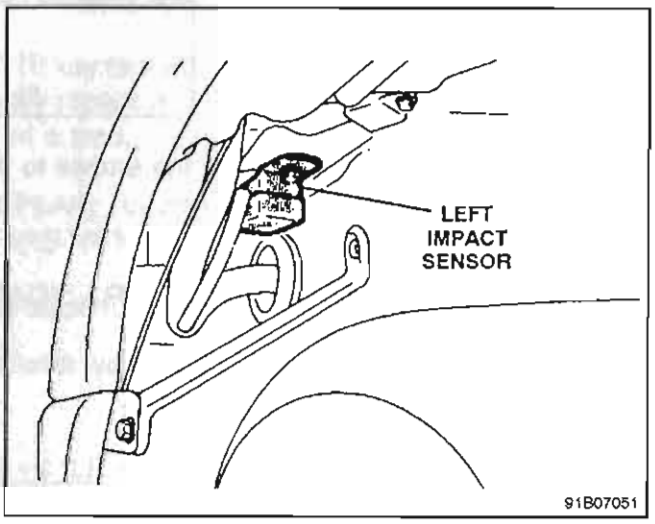
HELP 2 – COMPONENT AND CONNECTOR LOCATIONS

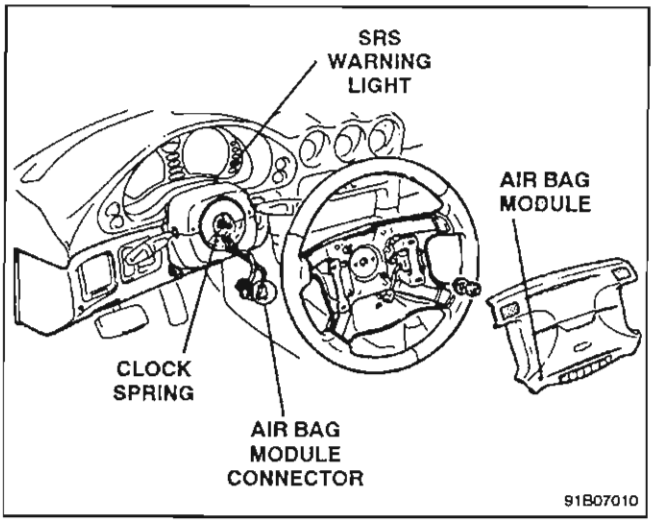
Air bag system components and connectors can be located by referring to the illustrations provided below.

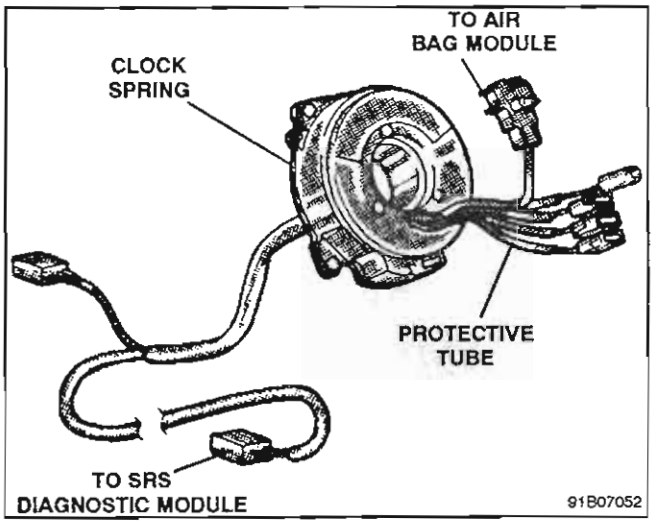
For wiring colors and proper wire placement in connectors, see HELP 3 – Inspection of Electrical Connectors.

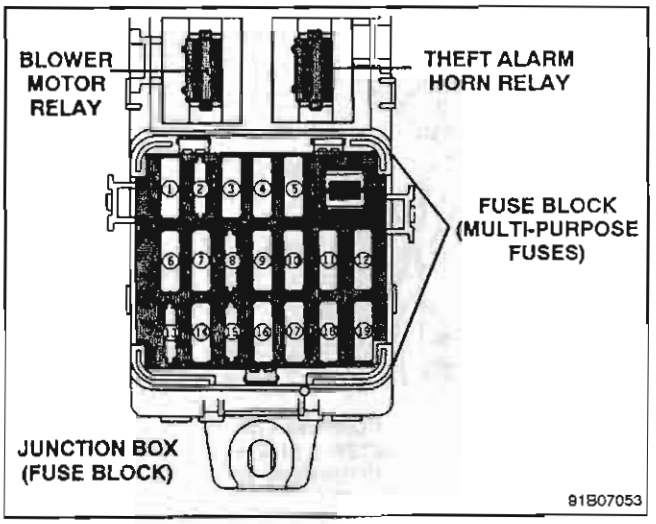


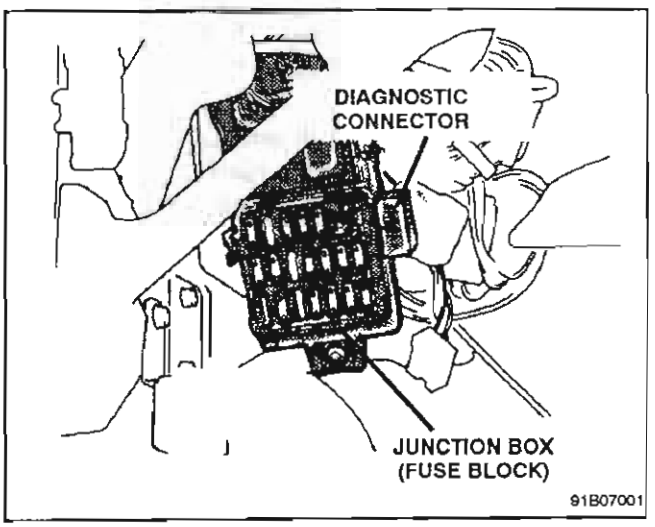

RIGHT
FRONT IMPACT
SENSOR
LEFT
FRONT IMPACT
SENSOR
FRONT SPLASH
SHIELD EXTENSION
91B07013

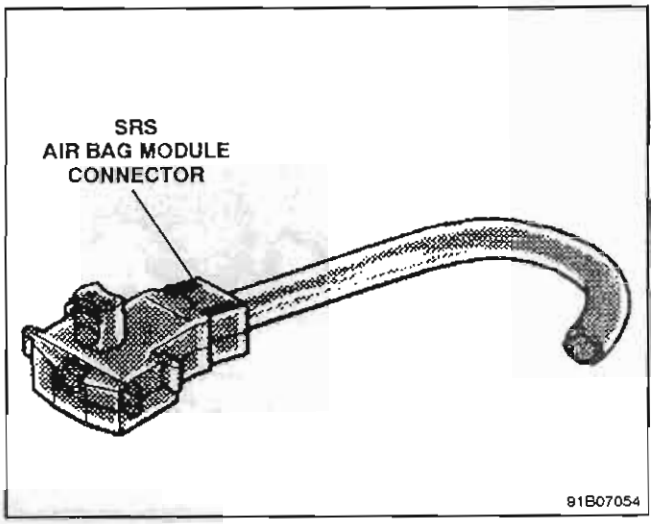

LEFT
IMPACT
SENSOR
91B07051

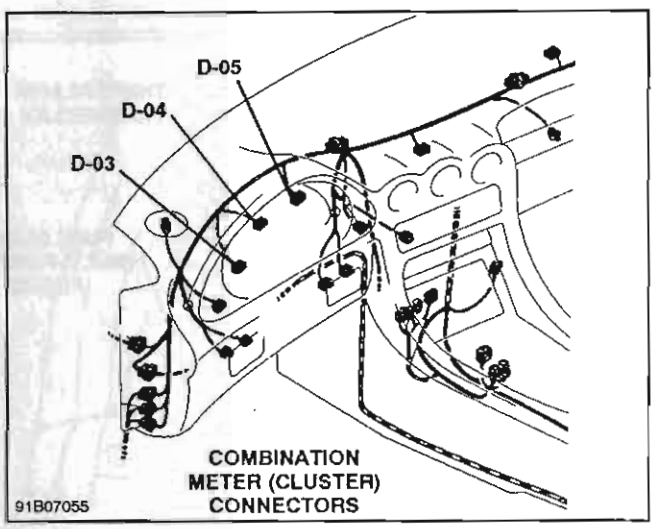

SRS
WARNING
LIGHT
AIR BAG
MODULE
CLOCK
SPRING
AIR BAG
MODULE
CONNECTOR
91B07010


TO AIR
BAG MODULE
CLOCK
SPRING
PROTECTIVE
TUBE
TO SRS
DIAGNOSTIC MODULE
91B07052


BLOWER
MOTOR
RELAY
THEFT ALARM
HORN RELAY
FUSE BLOCK
(MULTI-PURPOSE
FUSES)
JUNCTION BOX
(FUSE BLOCK)
91B07053


DIAGNOSTIC
CONNECTOR
JUNCTION BOX
(FUSE BLOCK)
91B07001





HELP 3 – INSPECTION OF ELECTRICAL CONNECTORS

Each time you disconnect a connector, inspect it thoroughly to determine that it is in good condition. Focus on the circuit being checked.

Dirt and corrosion are the biggest problems in connectors, causing voltage drop, open circuits, or other improper operation. Water and dirt in a connector can allow voltage to "leak" into other circuits, leading to problems during damp/wet weather.

>> Inspect both sides of the connector for water, dirt or physical damage such as corrosion and pin push-outs. Pay attention to female connectors for spread cavities. **NOTE:** Use caution when testing wires to avoid damage to connectors.

>> Ensure that the connector is properly wired by verifying the wire color in each cavity against the appropriate pinout illustration below. Correct any miswired connectors.

Clean, repair, or replace the connector as necessary for proper vehicle operation.

WIRE COLOR CODES

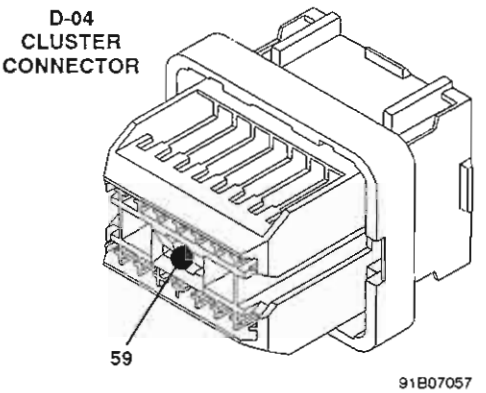
Wire colors for the SRS air bag are identified by the following color codes:

CODE	WIRE COLOR
B	BLACK
BR	BROWN
GR	GREY
G	GREEN
L	BLUE
LG	LIGHT GREEN
O	ORANGE
P	PINK
R	RED
SB	SKY BLUE
V	VIOLET
W	WHITE
Y	YELLOW

91B07056

D-04 CLUSTER CONNECTOR

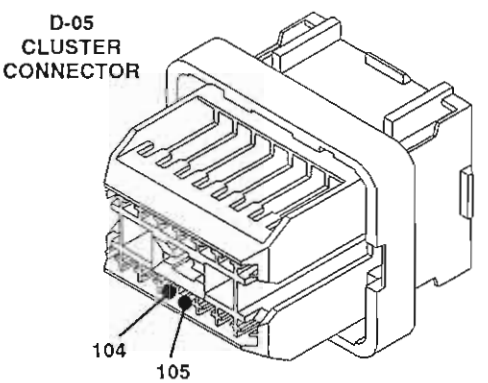
CAV .. CIRCUIT .... FUNCTION
59 ..... Ignition Feed to Cluster



91B07057

D-05 CLUSTER CONNECTOR

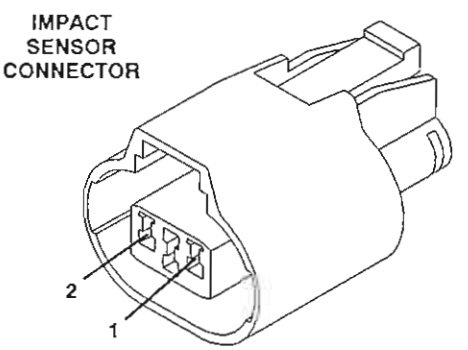
CAV .. CIRCUIT .... FUNCTION
104 .... G-Y ..... To SRS Diagnostic Module-Warning Lamp
105 .... G-Y ..... To SRS Diagnostic Module-Warning Lamp



91B07058

FRONT IMPACT SENSOR CONNECTOR (RIGHT OR LEFT)

CAV .. CIRCUIT .... FUNCTION
1 ..... B ..... To SRS Diagnostic Module
2 ..... W ..... To SRS Diagnostic Module

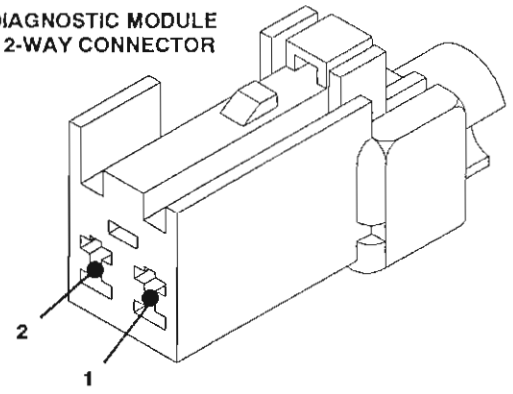


WIRE END VIEW 91B07059

SRS DIAGNOSTIC MODULE BLUE 2-WAY CONNECTOR

CAV	CIRCUIT	FUNCTION
1	B	To Right Impact Sensor Circuit
2	W	To Right Impact Sensor Circuit

SRS DIAGNOSTIC MODULE
BLUE 2-WAY CONNECTOR

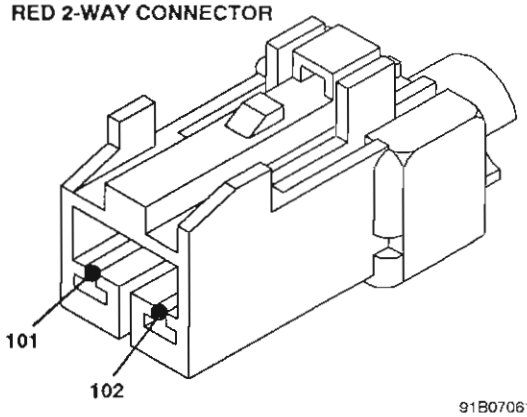


91B07060

SRS DIAGNOSTIC MODULE RED 2-WAY CONNECTOR

CAV	CIRCUIT	FUNCTION
101	BR	To Clock Spring (Air Bag Module)
102	L	To Clock Spring (Air Bag Module)

SRS DIAGNOSTIC MODULE
RED 2-WAY CONNECTOR

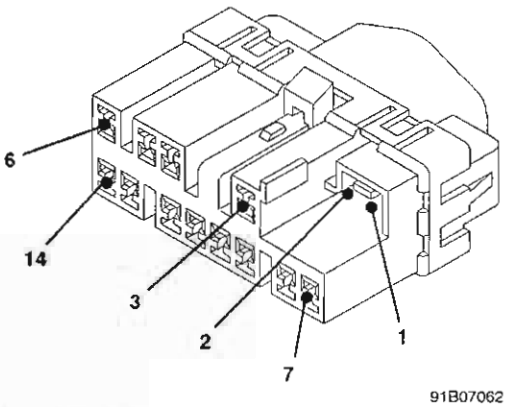


91B07061

SRS DIAGNOSTIC MODULE RED 14-WAY CONNECTOR

CAV	CIRCUIT	FUNCTION
1		Connector Lock Switch
2		Connector Lock Switch
3	Y-B	To Diagnostic Connector Pin #8
4	B-Y	To Starter Circuit
5	B-W	Ignition 2 (Fuse #11)
6	B-R	Ignition 1 (Fuse #18)
7	G-Y	SRS Warning Lamp (Pin 105)
8	G-Y	SRS Warning Lamp (Pin 104)
9-12		Not Used
13	B	Module Ground
14	B	Module Ground

SRS DIAGNOSTIC MODULE
RED 14-WAY CONNECTOR

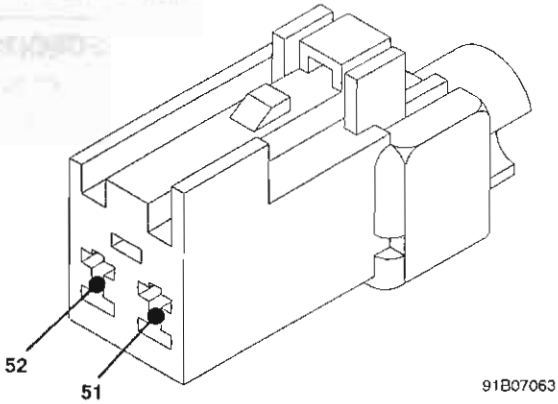


91B07062

SRS DIAGNOSTIC MODULE YELLOW 2-WAY CONNECTOR

CAV	CIRCUIT	FUNCTION
51	B	To Left Impact Sensor
52	W	To Left Impact Sensor

SRS DIAGNOSTIC MODULE
YELLOW 2-WAY CONNECTOR



91B07063

HELP 5 – SAFETY INSTRUCTIONS

WARNING: When instructed to make a repair or replace a component, **always** disconnect the battery ***before making the repair.*** This is a necessary precaution to prevent accidental and unexpected deployment of the air bag.

Never attempt to repair or disassemble the following items:

- SRS Diagnostic Module
- Clock Spring
- Air Bag Module Connector
- Impact Sensors

HELP 6 – REMOVAL OF SHORTING BAR

NOTE: Before removing the shorting bar, notice the orientation of it within the connector so it can be replaced the same way.

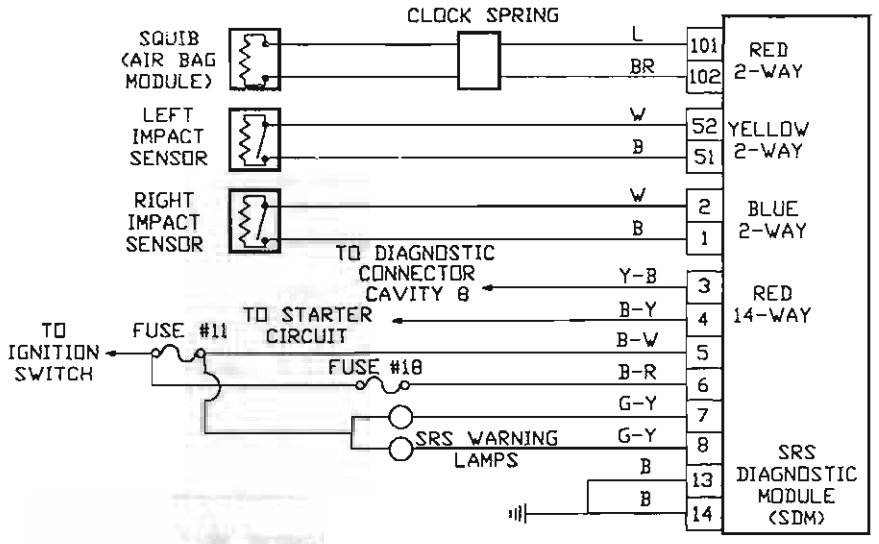
To remove the shorting bar from the connector, insert a small pointed tool (such as the end of a paperclip) into the little hole in the bar. The hole is accessed through the opening of the connector. Using the tool as a lever, pull the shorting bar out of the connector.

To replace the shorting bar, insert it with the folded edge last into the opening of the connector. Push it firmly until it snaps into place.

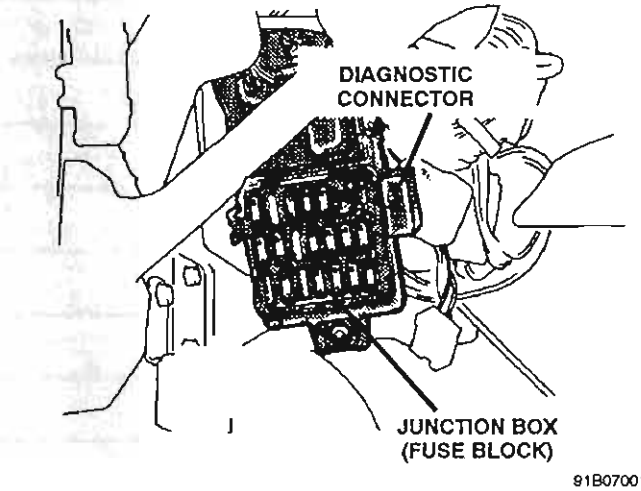
STEALTH
SRS AIR BAG
DIAGNOSTIC
TEST PROCEDURES

TEST 1A **TESTING SYSTEM FUNCTION**

Perform VISUAL INSPECTION Before Proceeding



91B07000

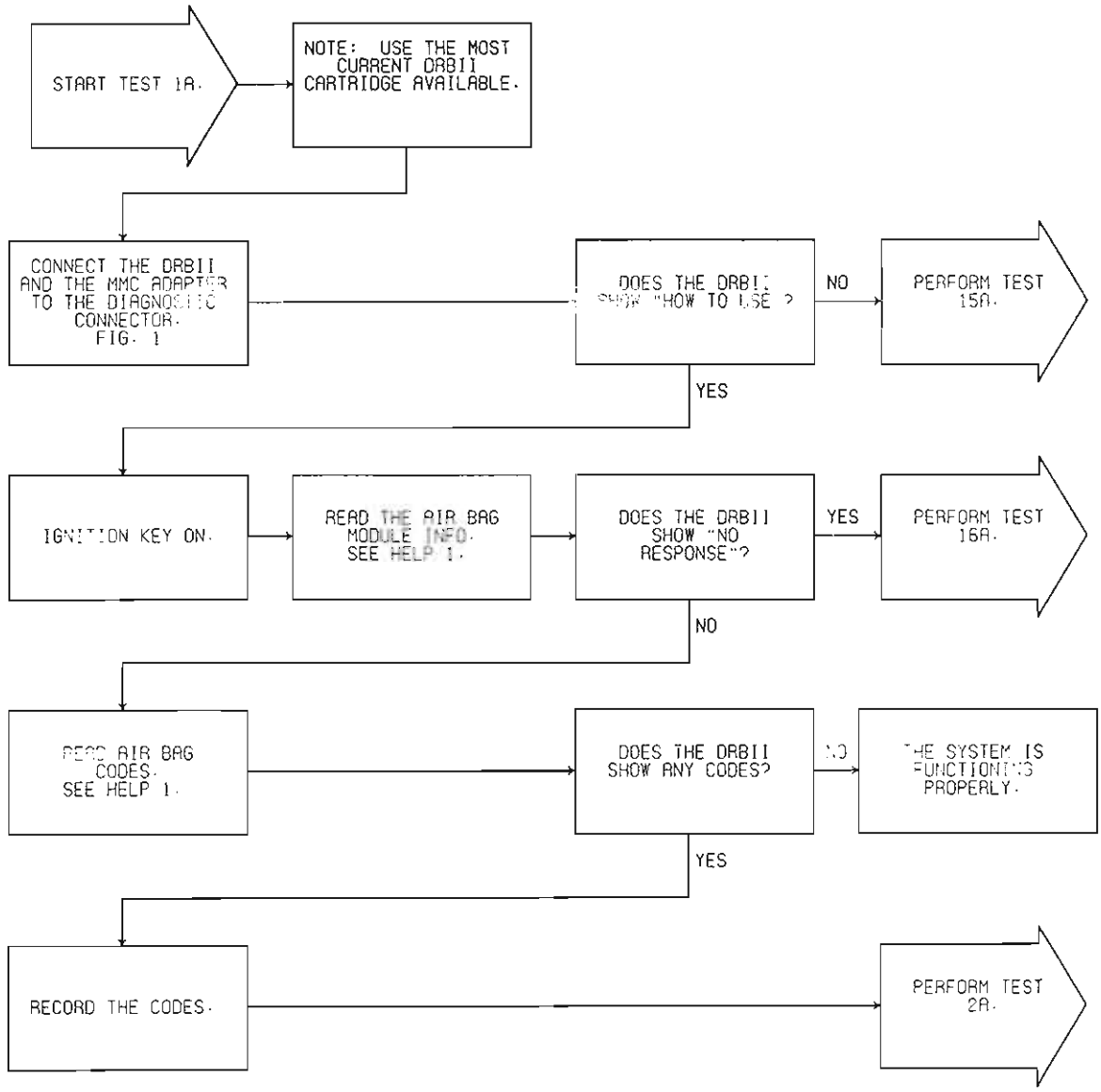


91B07001

FIG. 1

TEST 1A TESTING SYSTEM FUNCTION

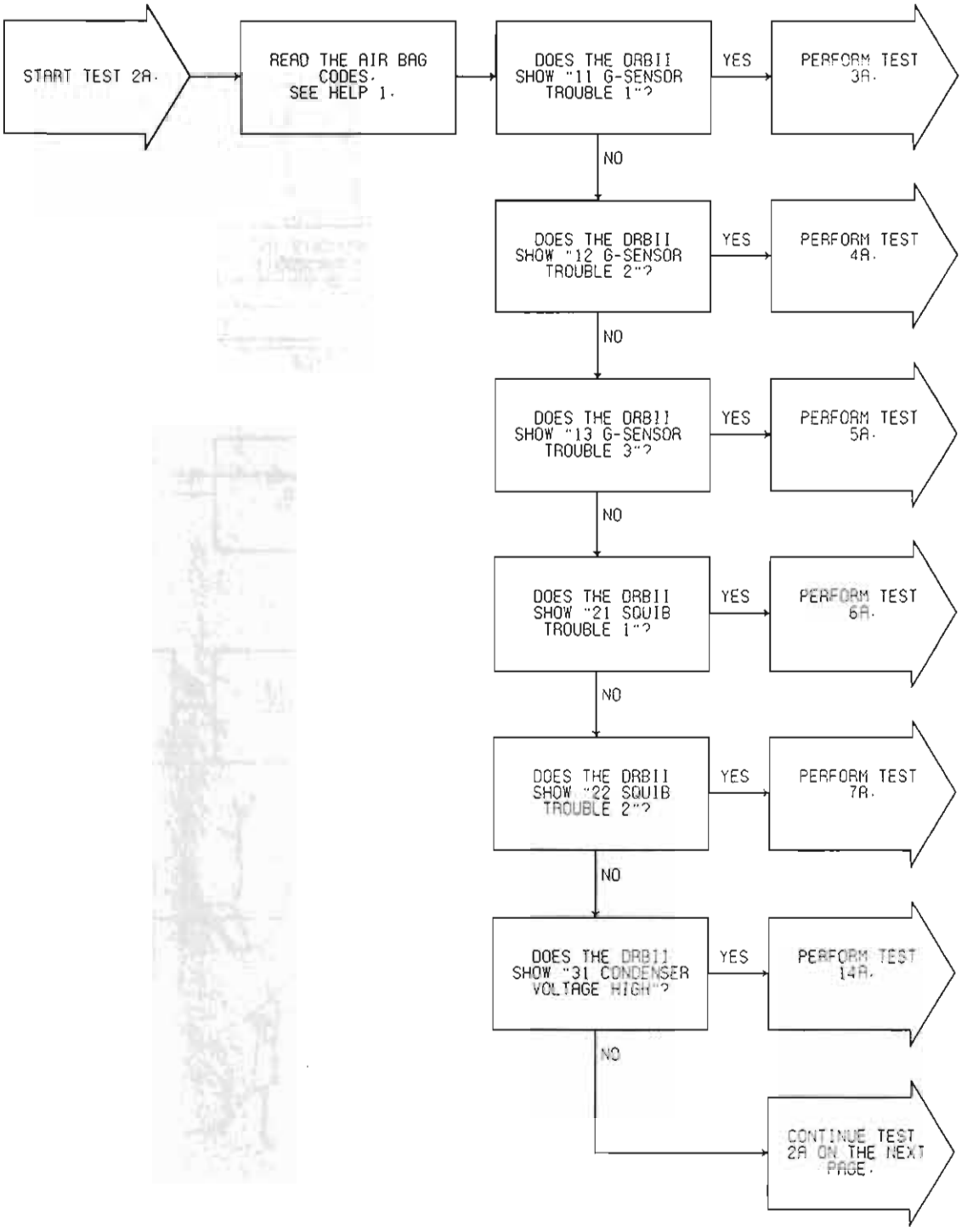
Perform VISUAL INSPECTION Before Proceeding



Perform Verification TEST VER-1.

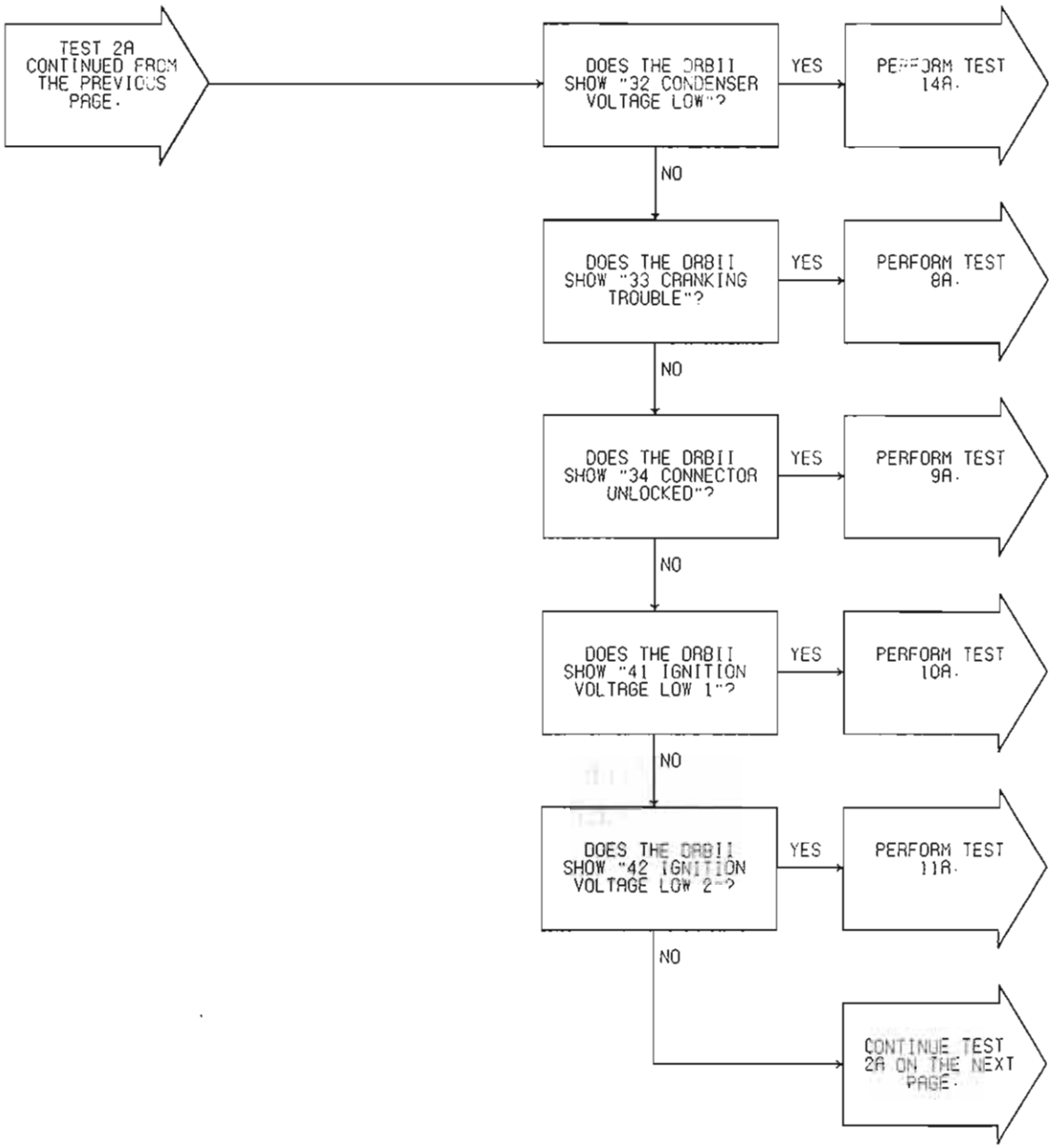
TEST 2A SRS AIR BAG CODES

Perform TEST 1A Before Proceeding



**Perform Verification TEST VER-1.*

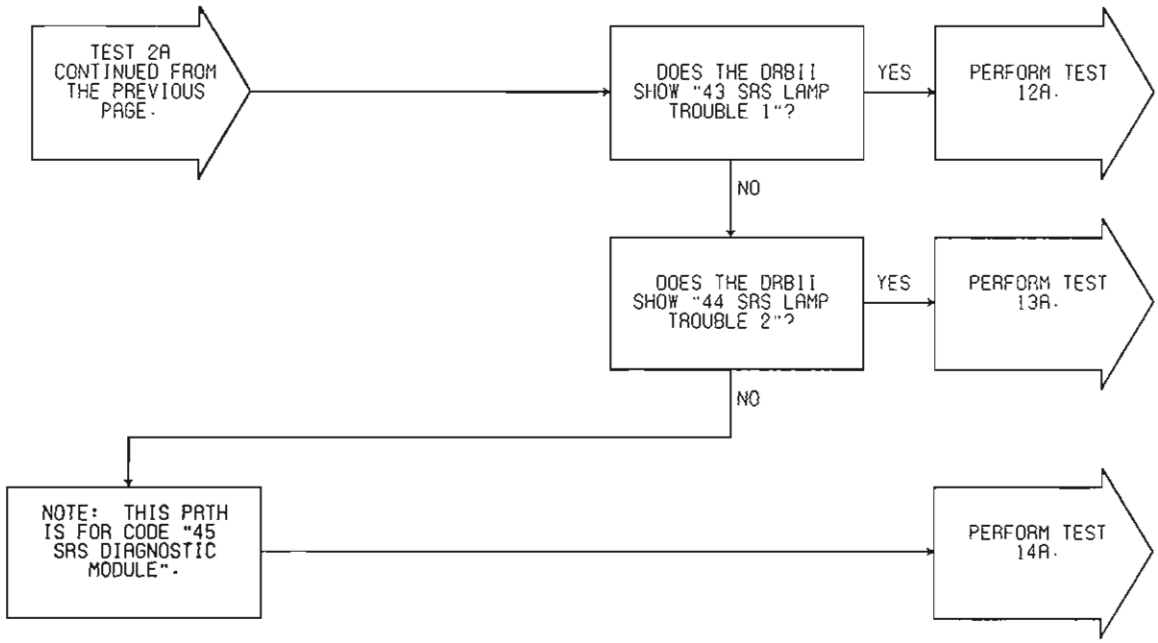
TEST 2A CONTINUED - SRS AIR BAG CODES



Perform Verification TEST VER-1.

INTENTIONALLY
LEFT BLANK

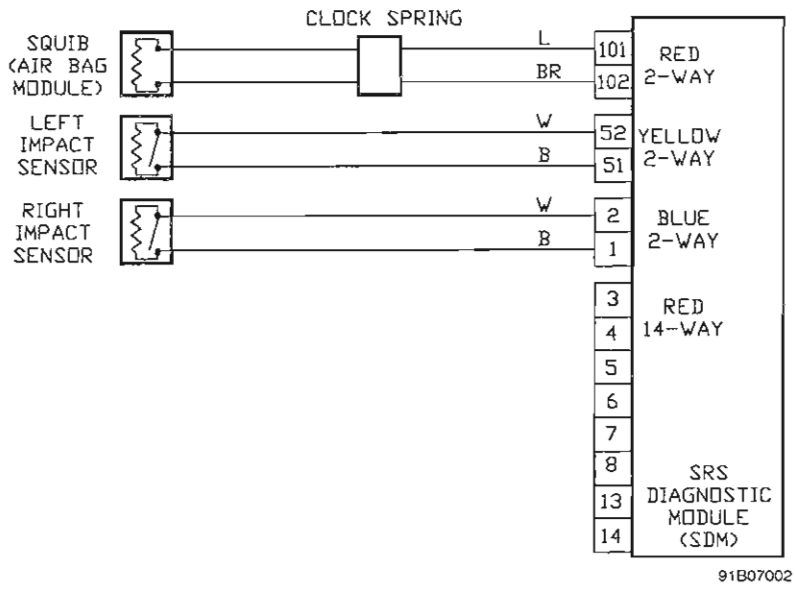
TEST 2A CONTINUED - SRS AIR BAG CODES



**Perform Verification TEST VER-1.*

TEST 3A DIAGNOSING CODE 11 – "G-SENSOR TROUBLE 1"

Perform TEST 2A Before Proceeding



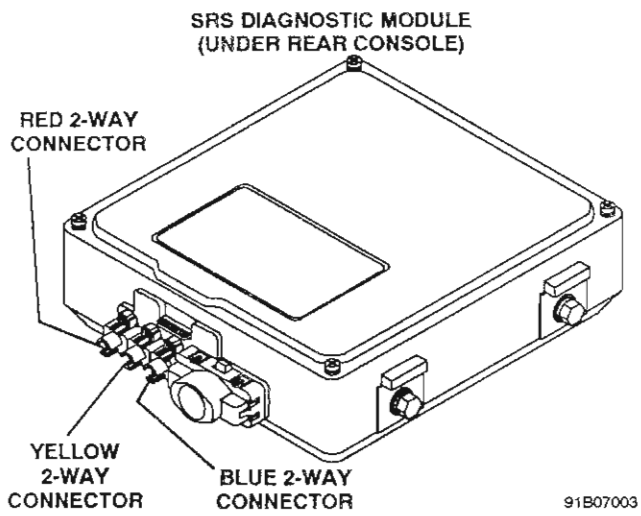


FIG. 1

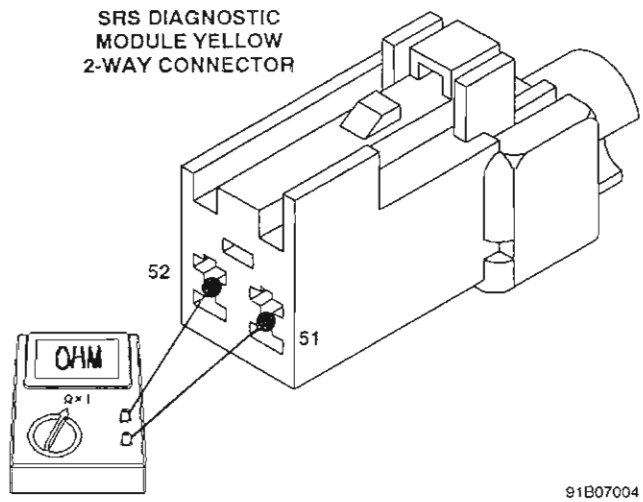


FIG. 2

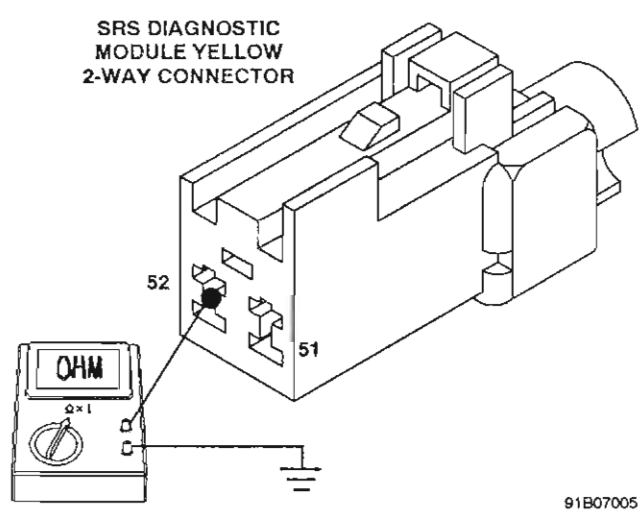


FIG. 3

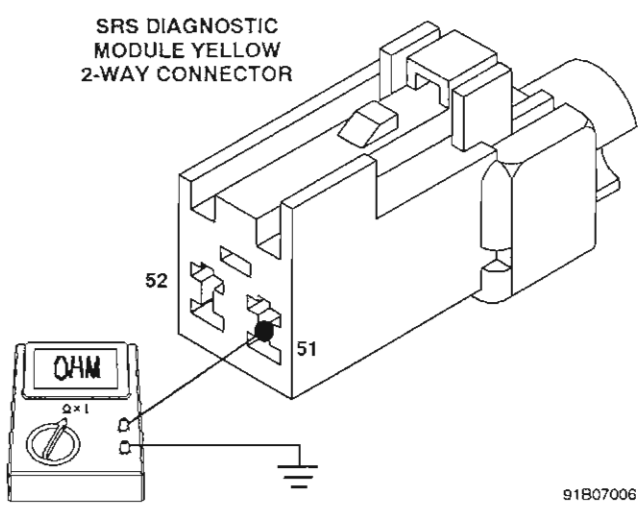
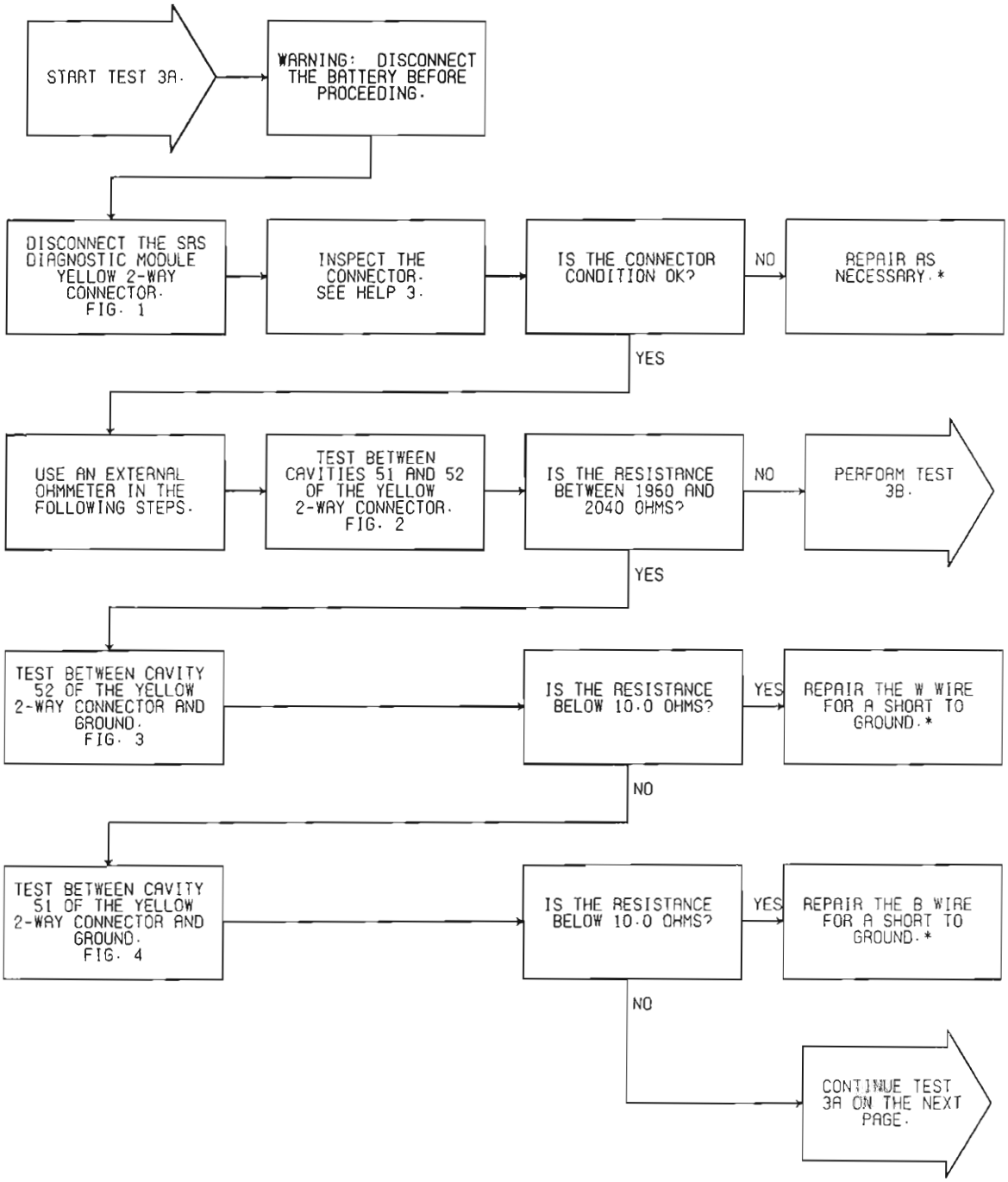


FIG. 4

TEST 3A DIAGNOSING CODE 11 – "G-SENSOR TROUBLE 1"

Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

TEST 3A CONTINUED - DIAGNOSING CODE 11 – "G-SENSOR TROUBLE 1"

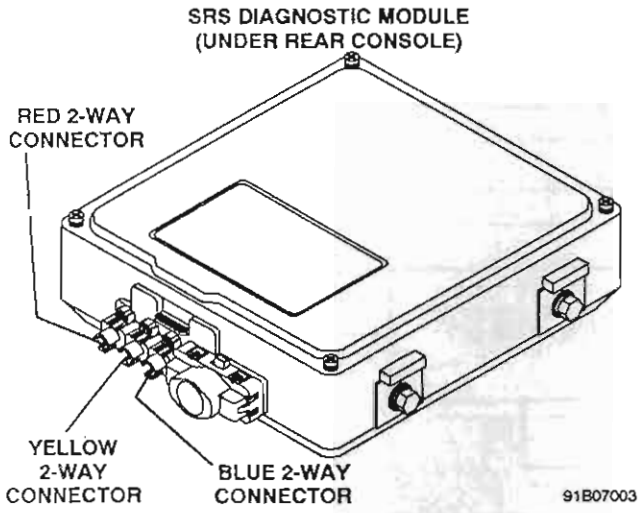


FIG. 1

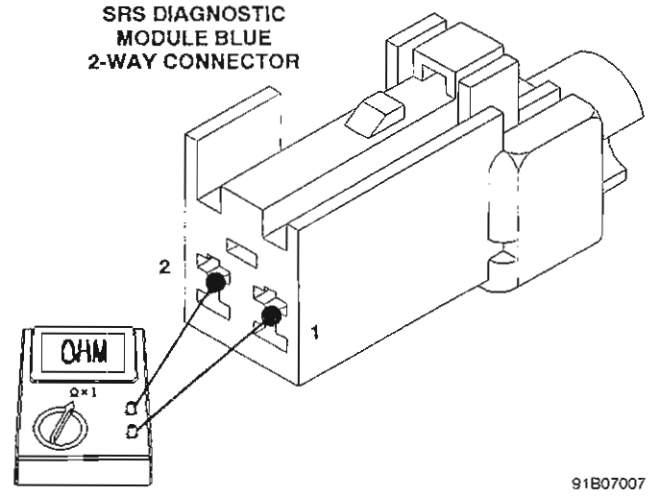


FIG. 2

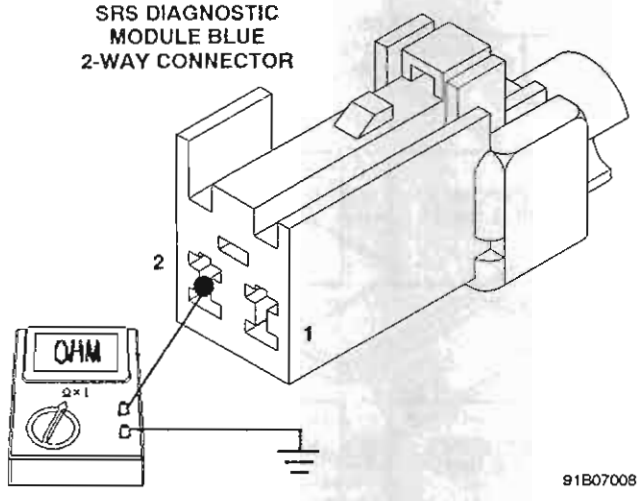


FIG. 3

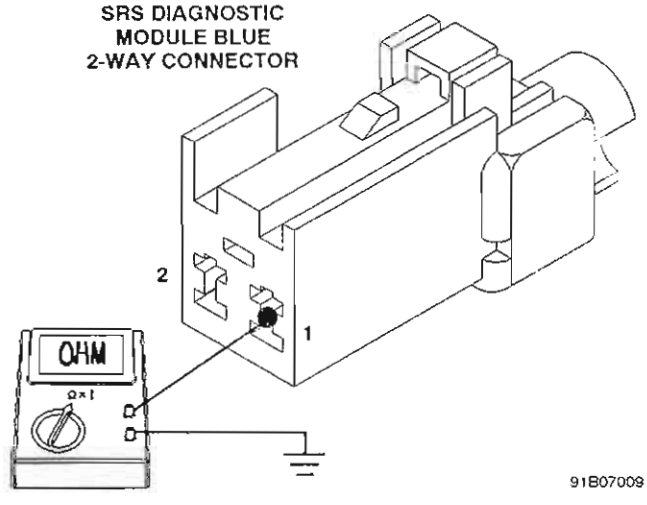


FIG. 4

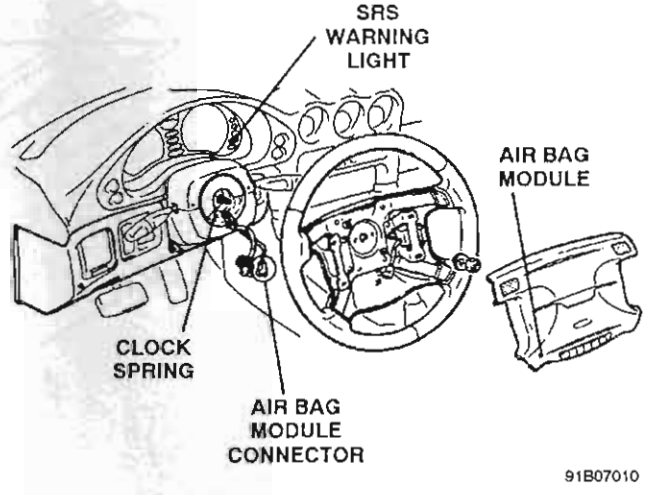
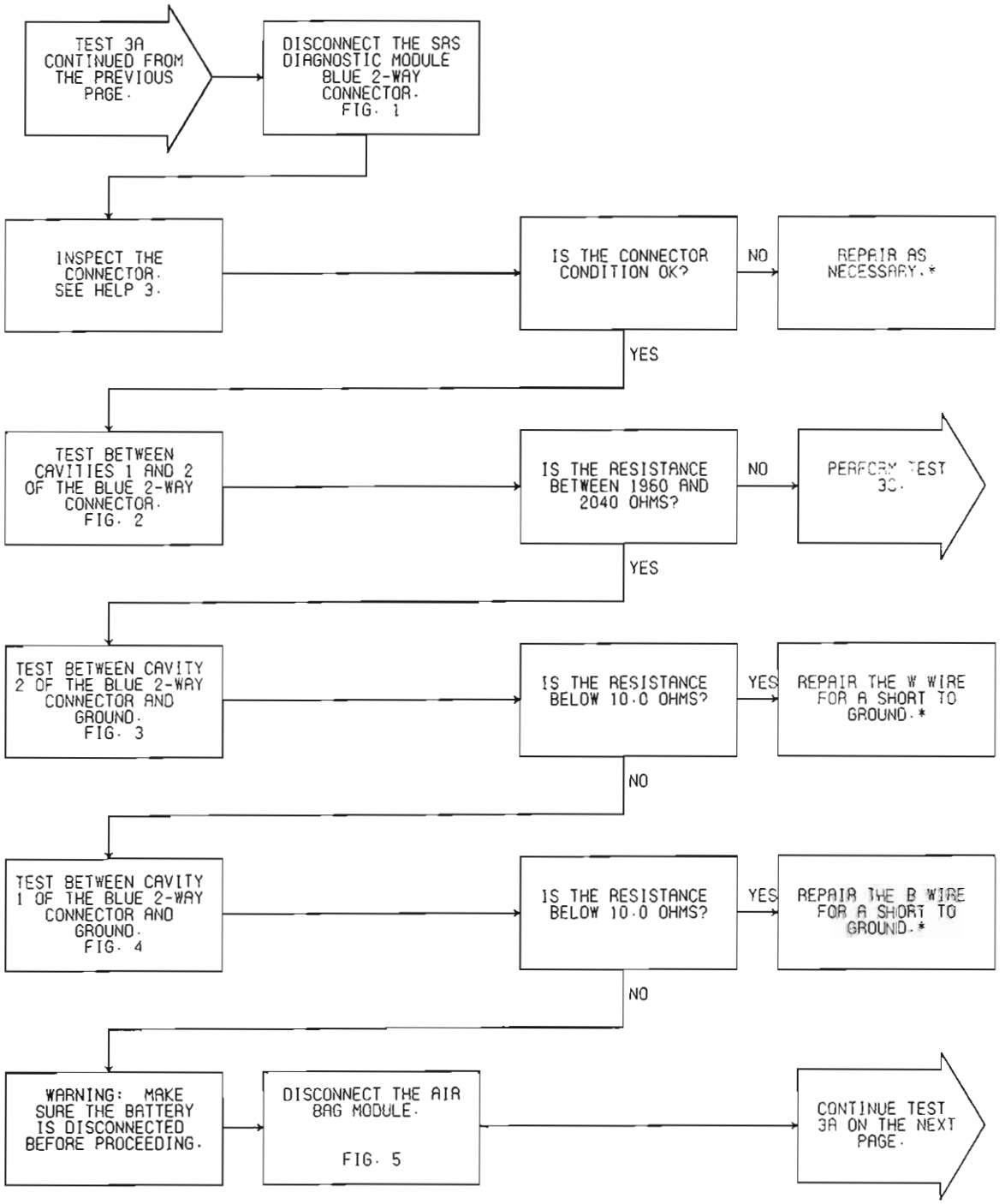


FIG. 5

TEST 3A CONTINUED - DIAGNOSING CODE 11 – "G-SENSOR TROUBLE 1"



Perform Verification TEST VER-1.

TEST 3A	CONTINUED - DIAGNOSING CODE 11 – "G-SENSOR TROUBLE 1"

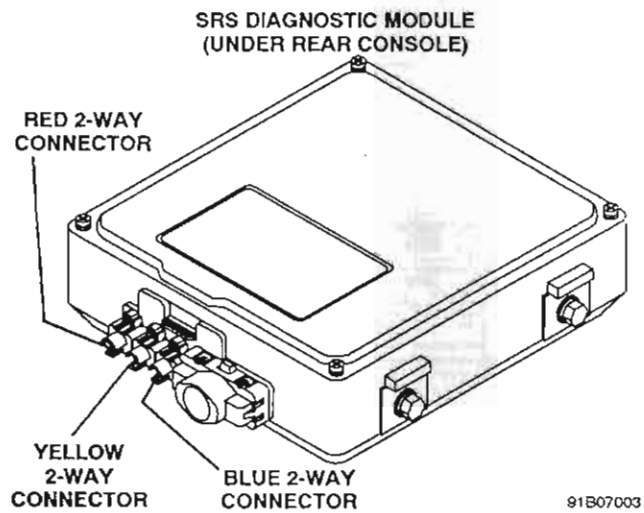


FIG. 1

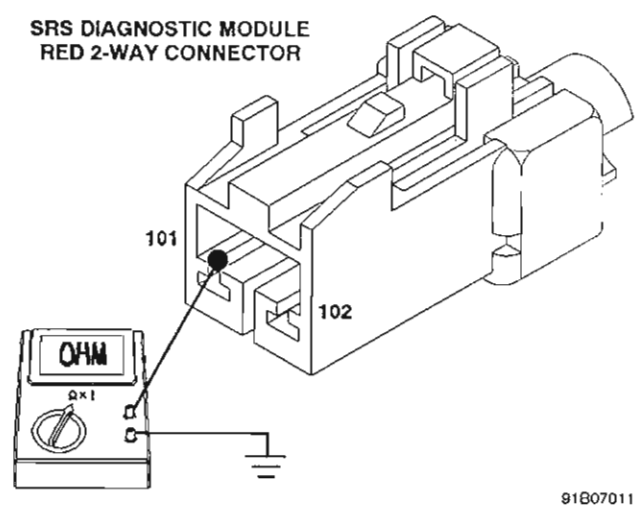
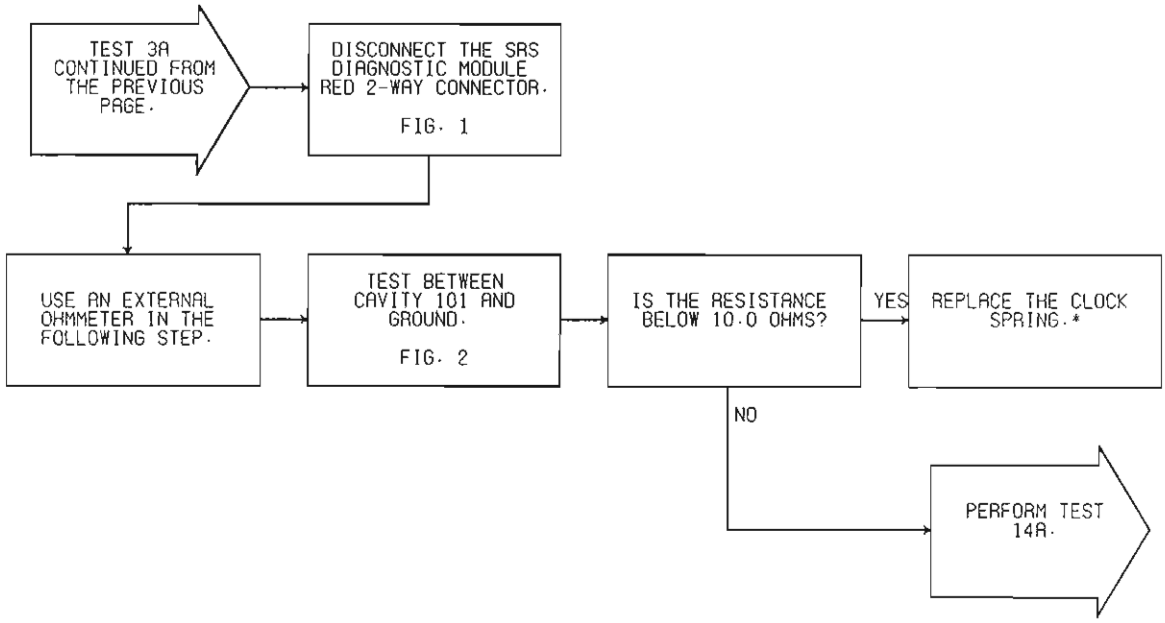


FIG. 2

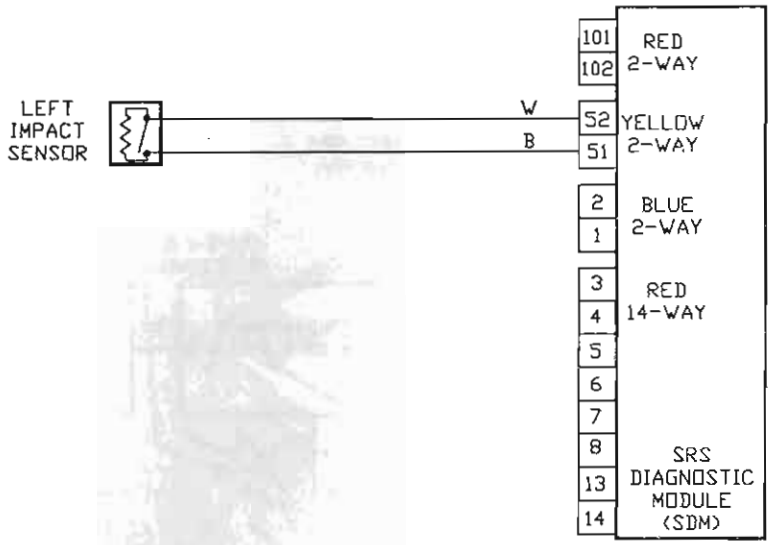
TEST 3A CONTINUED - DIAGNOSING CODE 11 – "G-SENSOR TROUBLE 1"



Perform Verification TEST VER-1.

TEST 3B DIAGNOSING LEFT IMPACT SENSOR CIRCUIT

Perform TEST 3A Before Proceeding



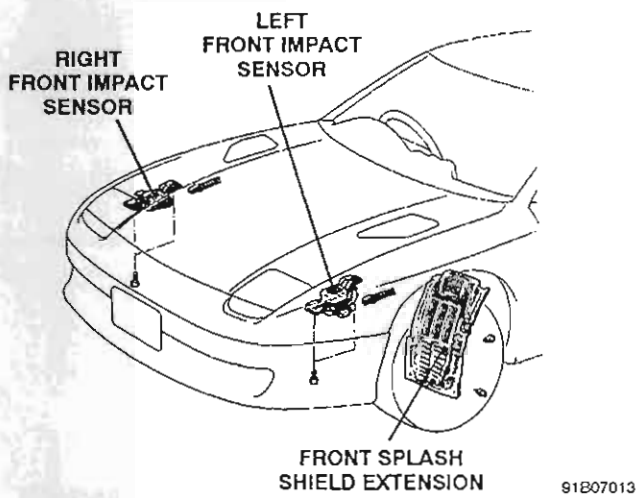


FIG. 1

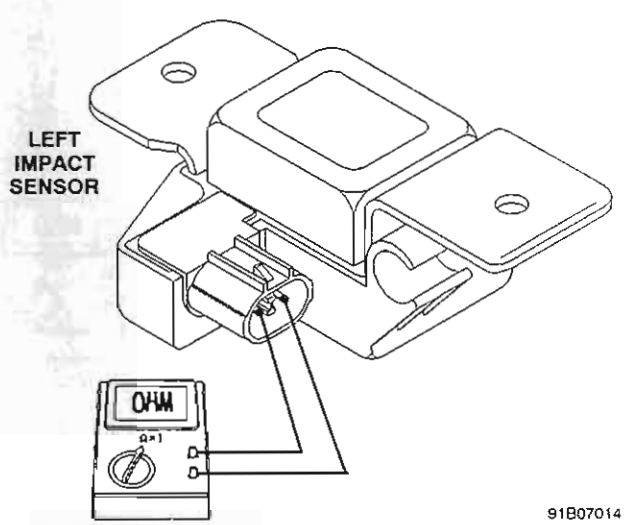
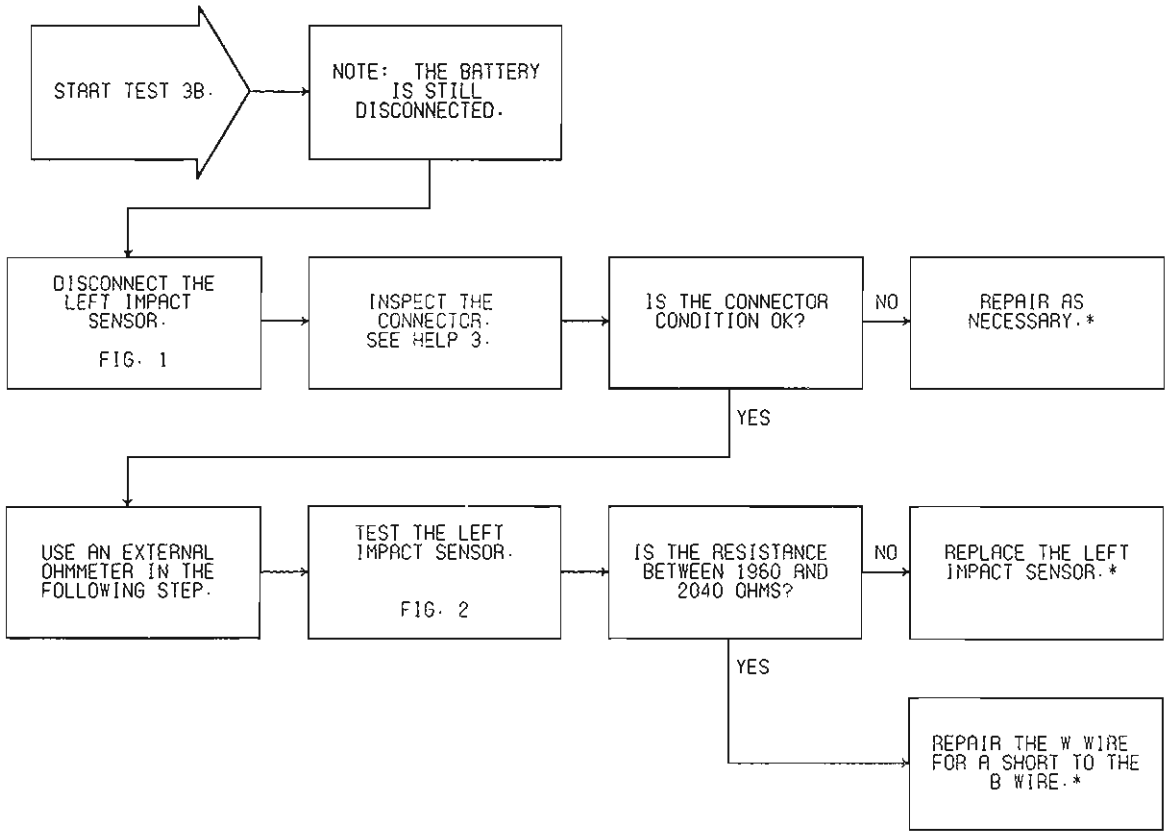


FIG. 2

TEST 3B DIAGNOSING LEFT IMPACT SENSOR CIRCUIT

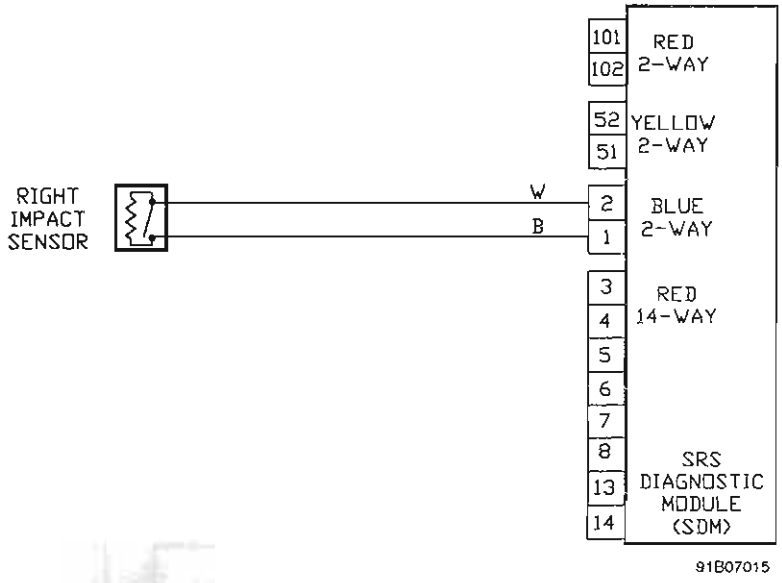
Perform TEST 3A Before Proceeding



Perform Verification TEST VER-1.

TEST 3C DIAGNOSING RIGHT IMPACT SENSOR CIRCUIT

Perform TEST 3A Before Proceeding



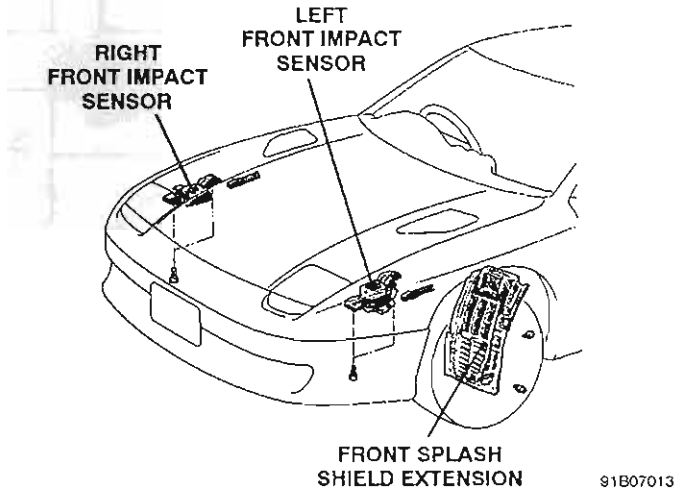


FIG. 1

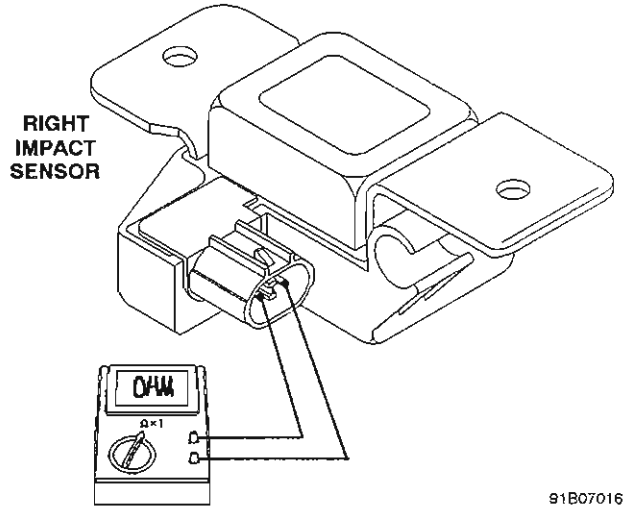
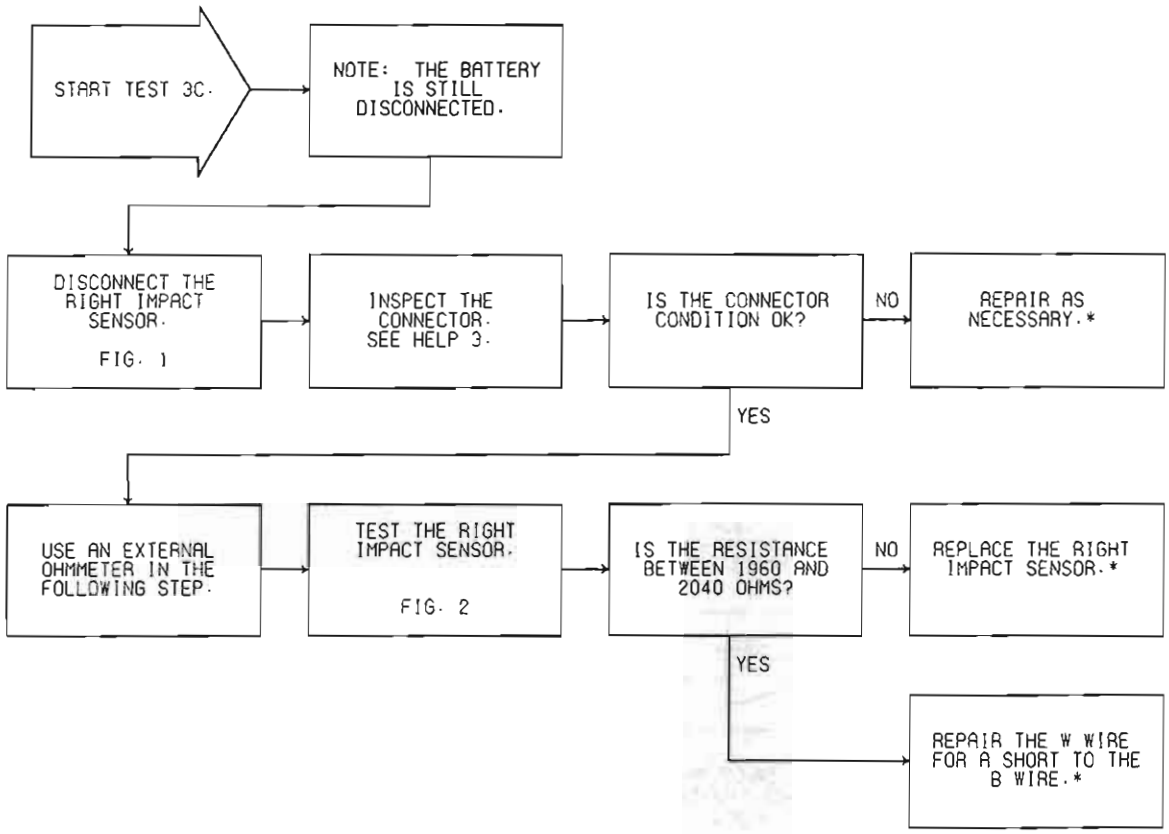


FIG. 2

TEST 3C DIAGNOSING RIGHT IMPACT SENSOR CIRCUIT

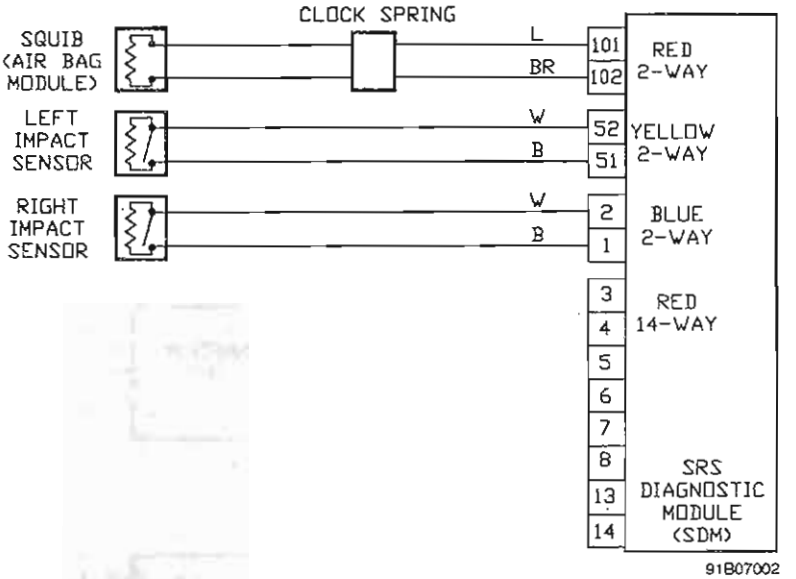
Perform TEST 3A Before Proceeding



Perform Verification TEST VER-1.

TEST 4A DIAGNOSING CODE 12 – "G-SENSOR TROUBLE 2"

Perform TEST 2A Before Proceeding



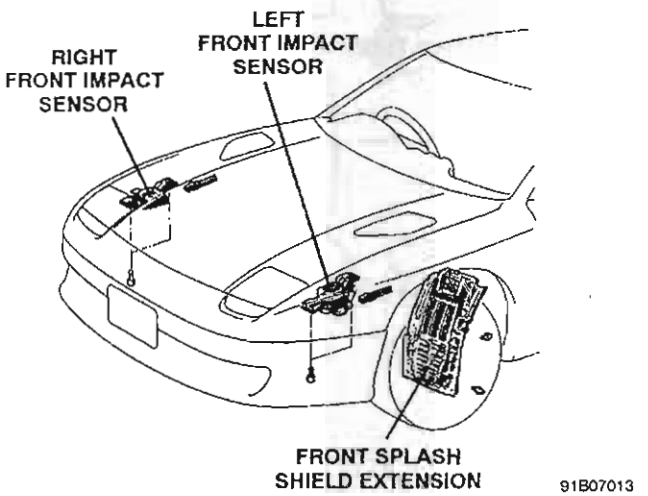


FIG. 1

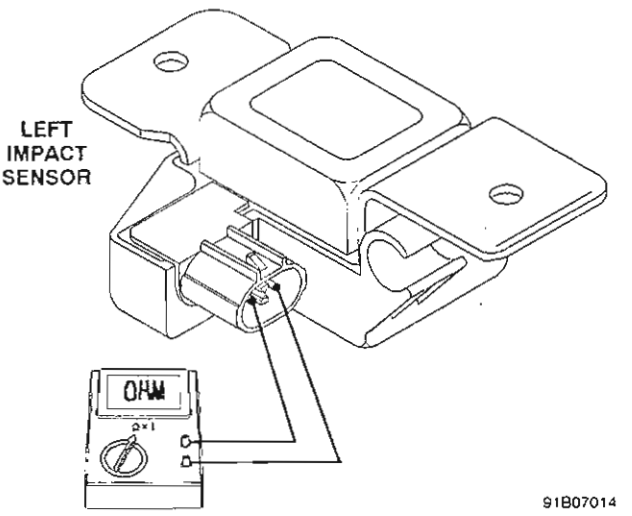


FIG. 2

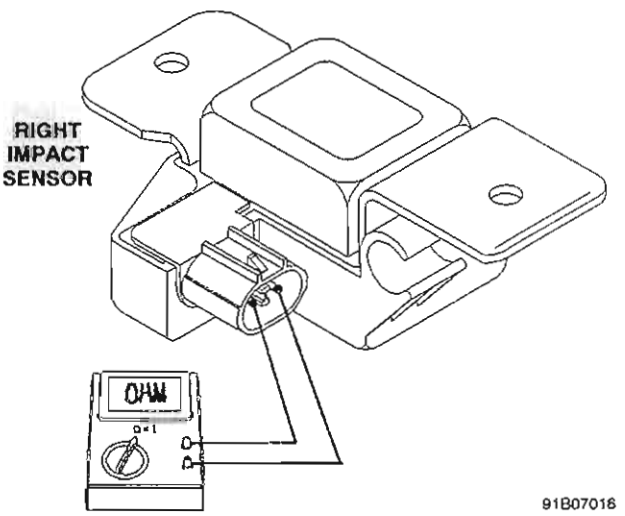
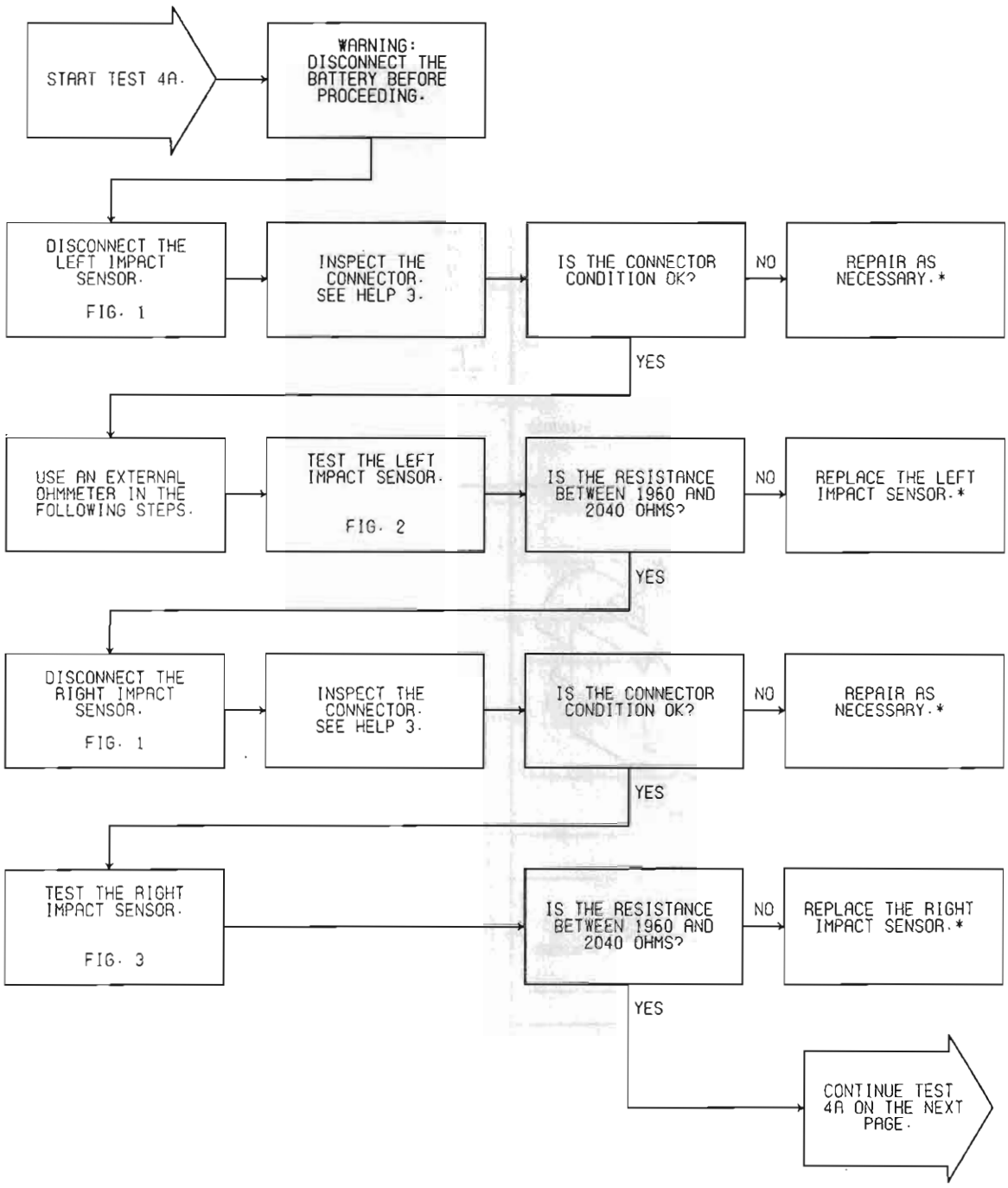


FIG. 3

TEST 4A DIAGNOSING CODE 12 – "G-SENSOR TROUBLE 2"

Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

TEST 4A CONTINUED - DIAGNOSING CODE 12 – "G-SENSOR TROUBLE 2"

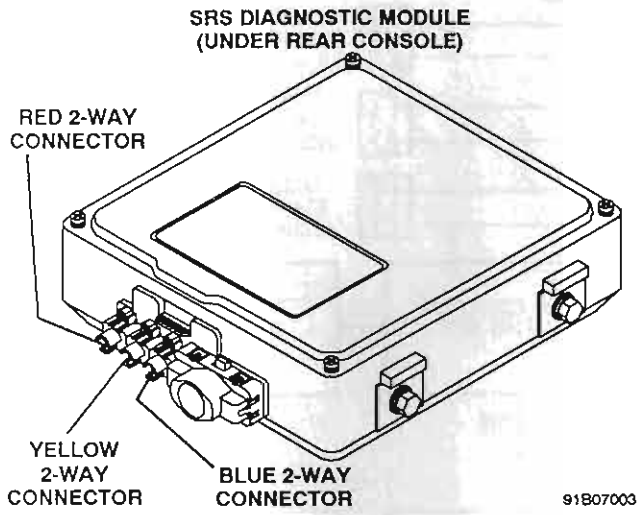


FIG. 1

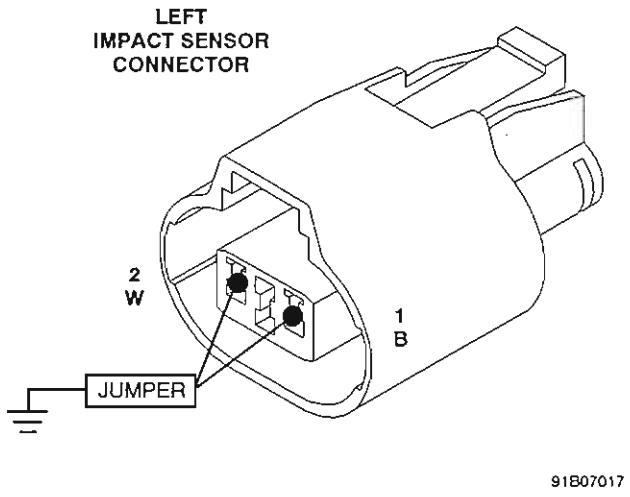


FIG. 2

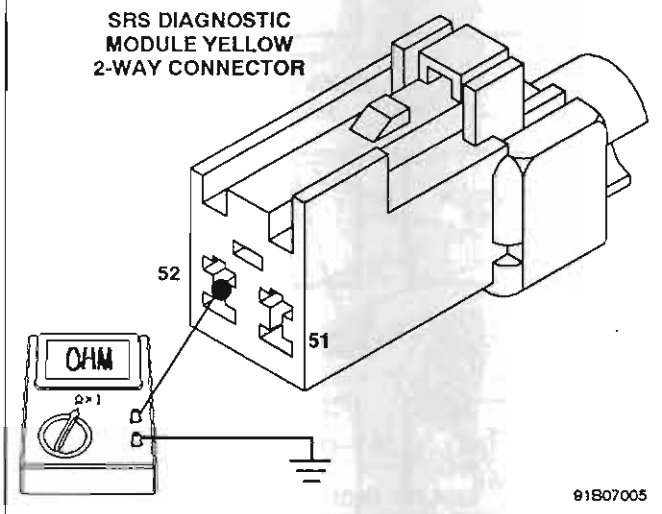


FIG. 3

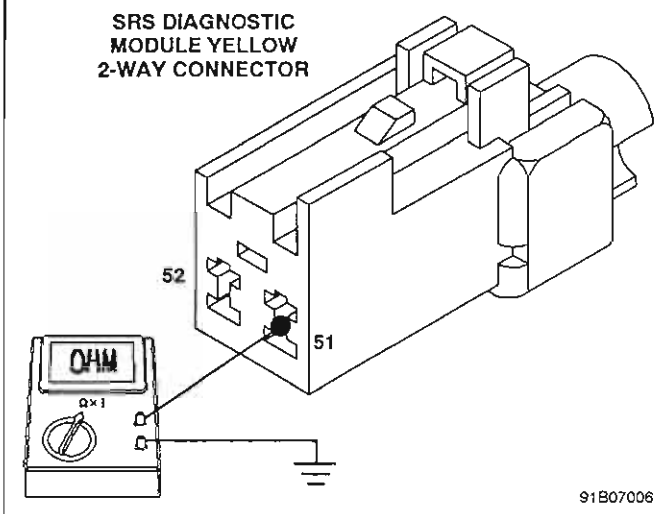


FIG. 4

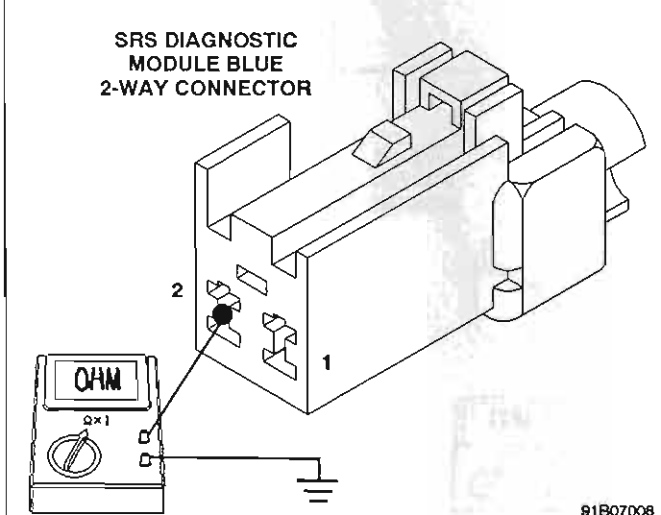


FIG. 5

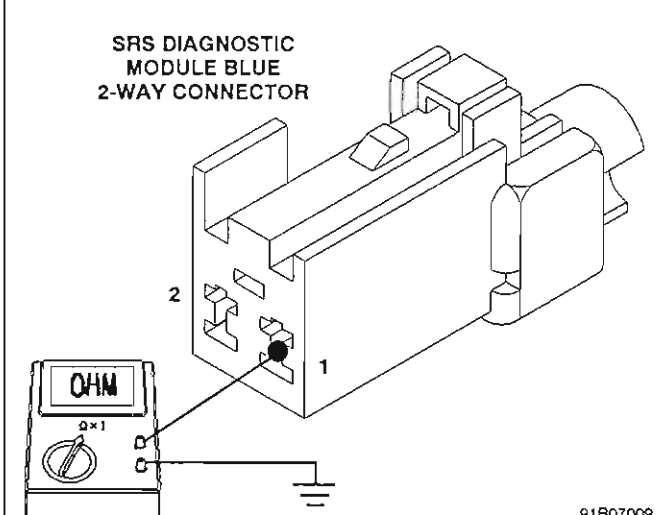
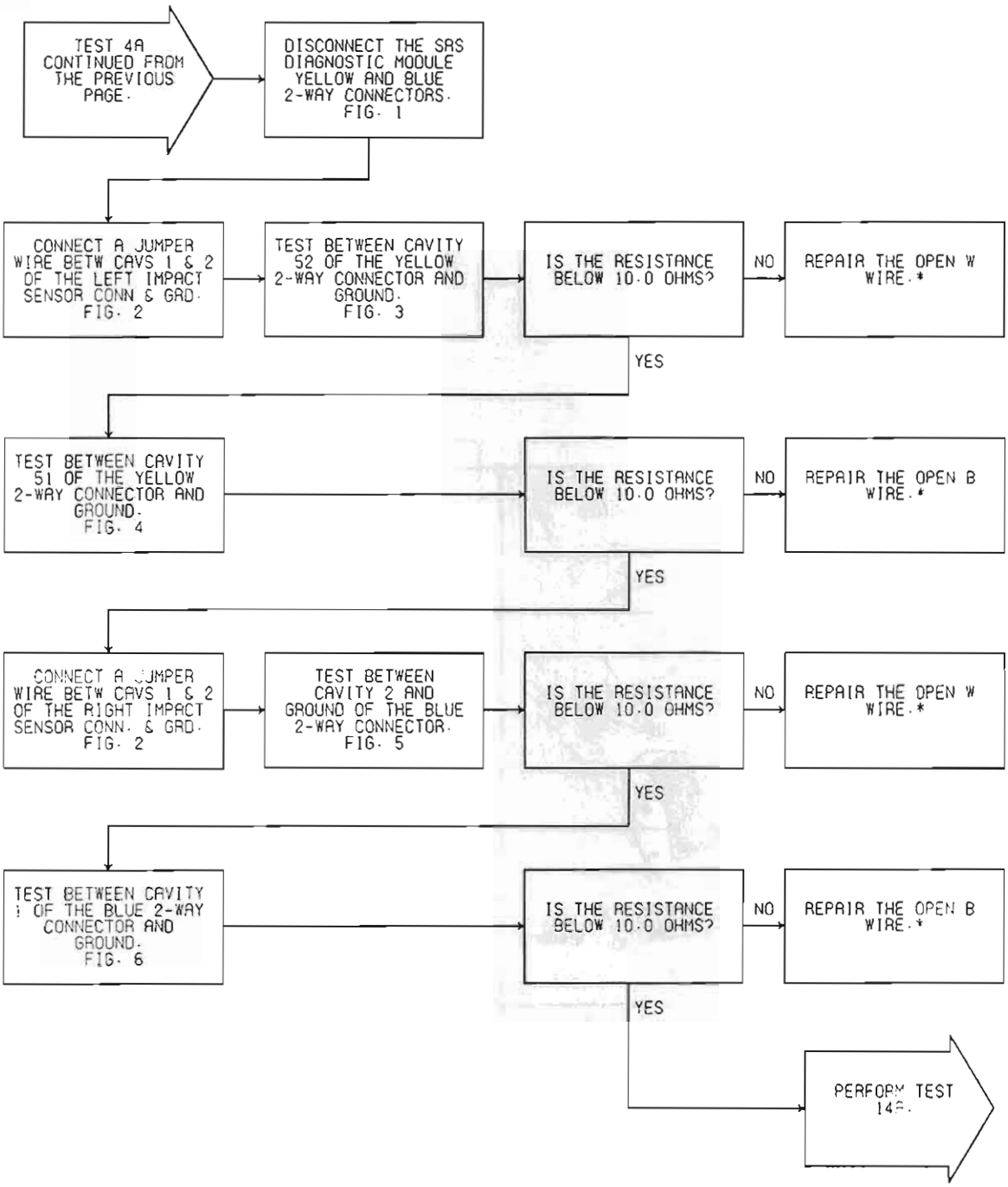


FIG. 6

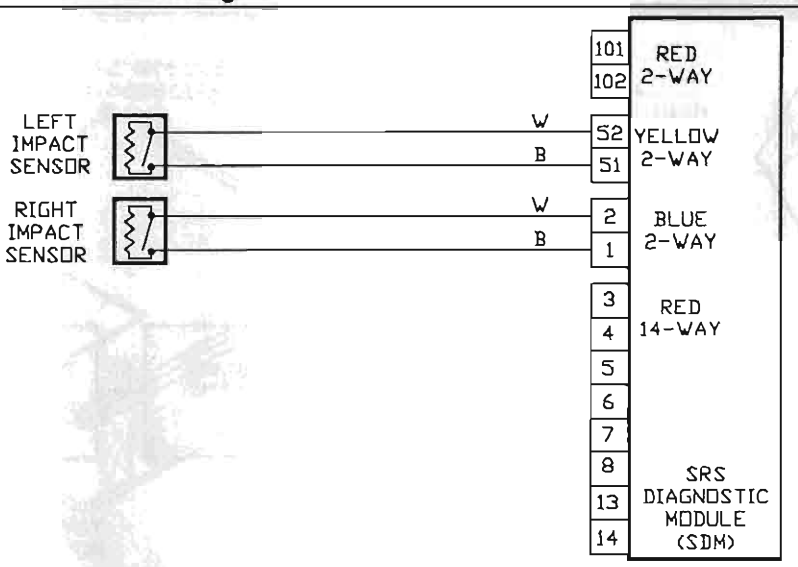
TEST 4A CONTINUED - DIAGNOSING CODE 12 – "G-SENSOR TROUBLE 2"



**Perform Verification TEST VER-1.*

TEST 5A DIAGNOSING CODE 13 – "G-SENSOR TROUBLE 3"

Perform TEST 2A Before Proceeding



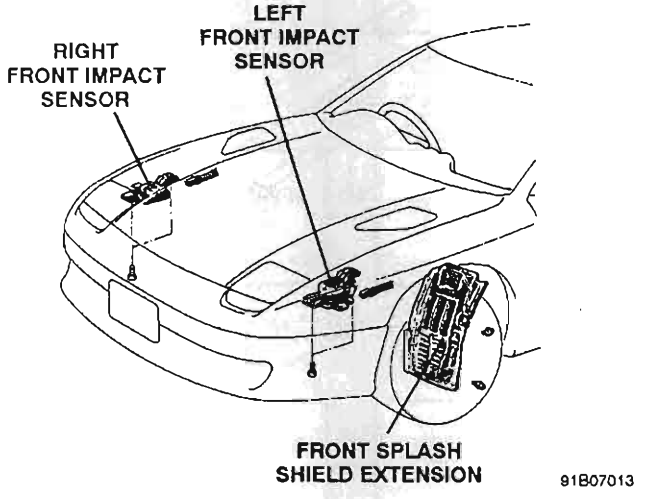


FIG. 1

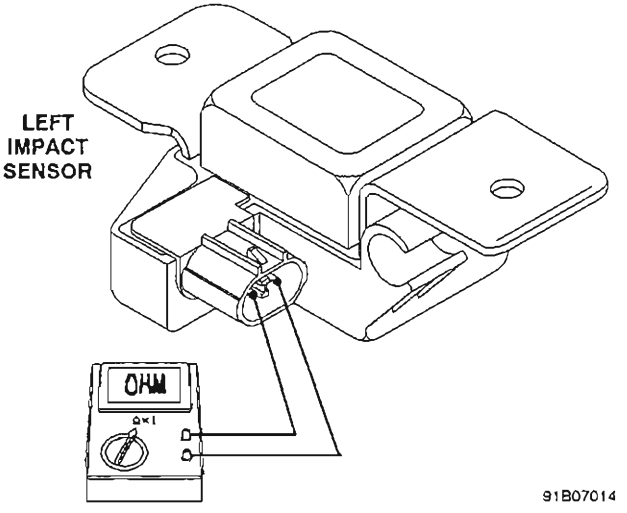


FIG. 2

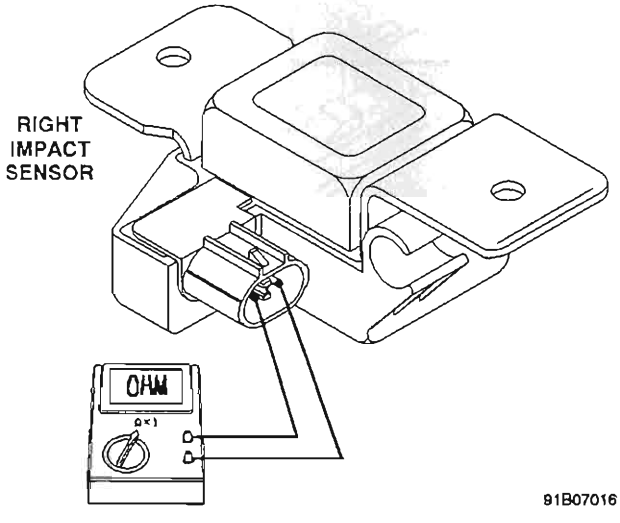


FIG. 3

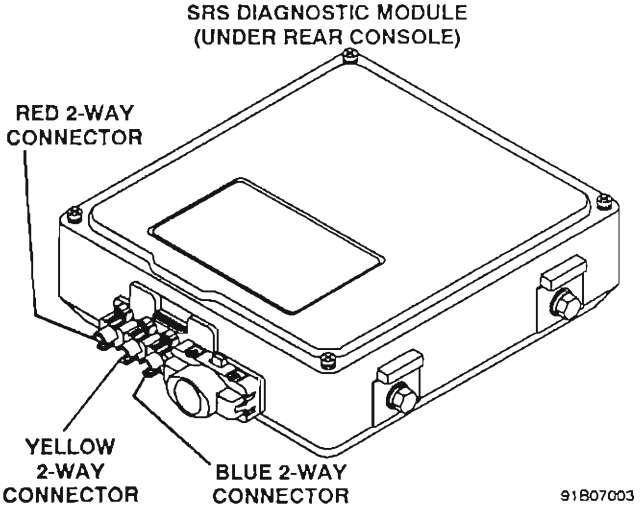
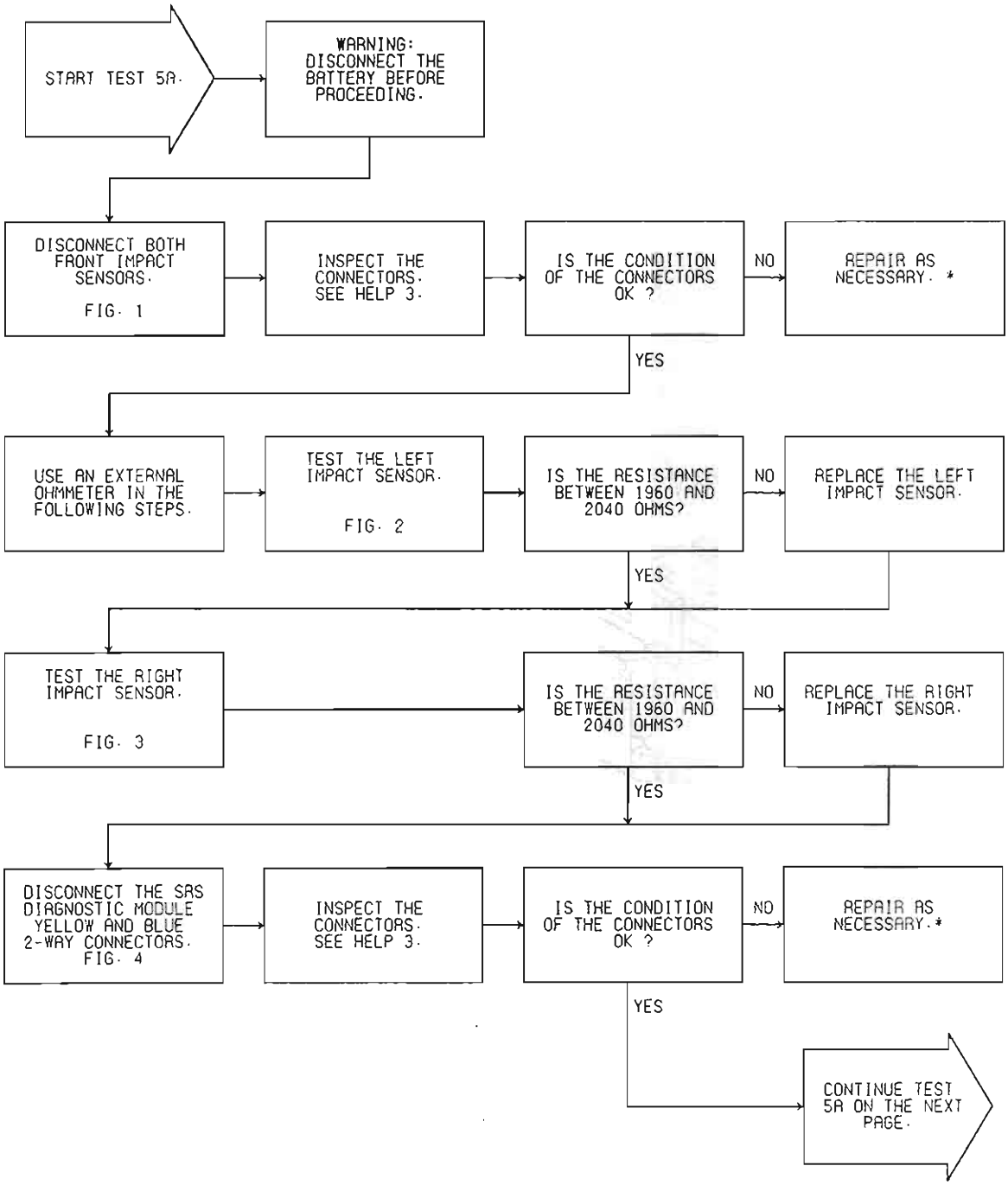


FIG. 4

TEST 5A CONTINUED - DIAGNOSING CODE 13 – "G-SENSOR TROUBLE 3"

Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

TEST 5A CONTINUED - DIAGNOSING CODE 13 – "G-SENSOR TROUBLE 3"

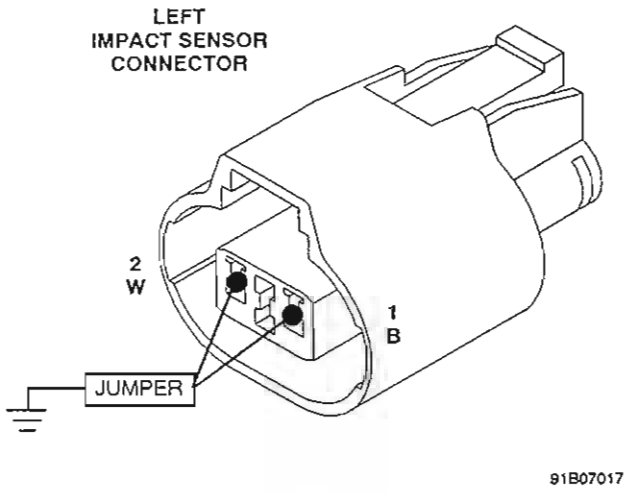


FIG. 1

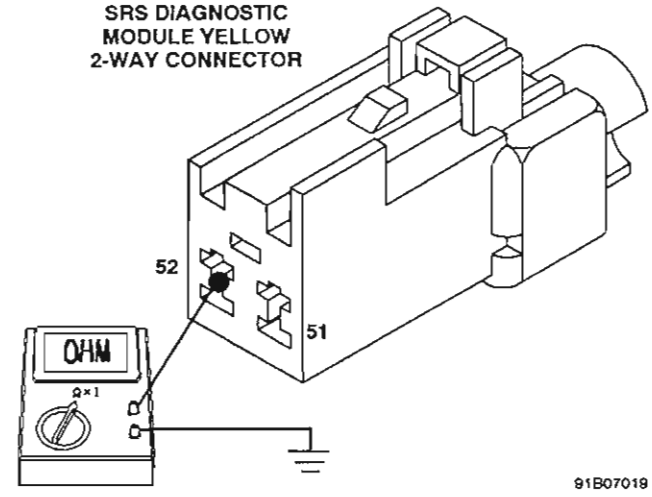


FIG. 2

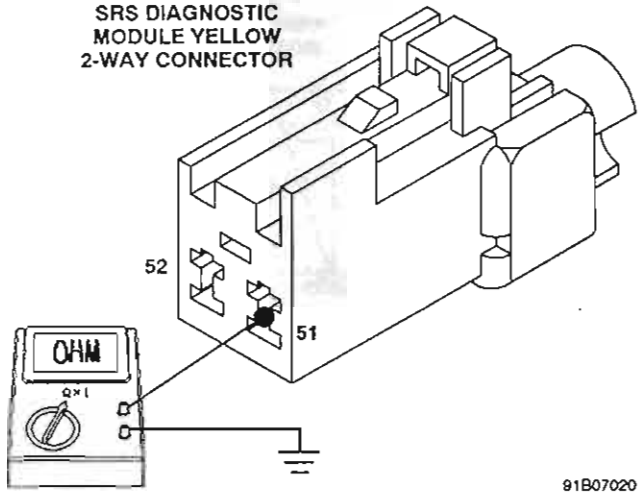


FIG. 3

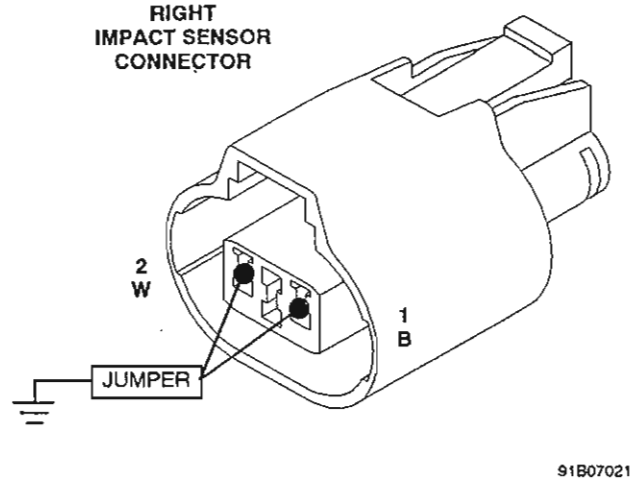


FIG. 4

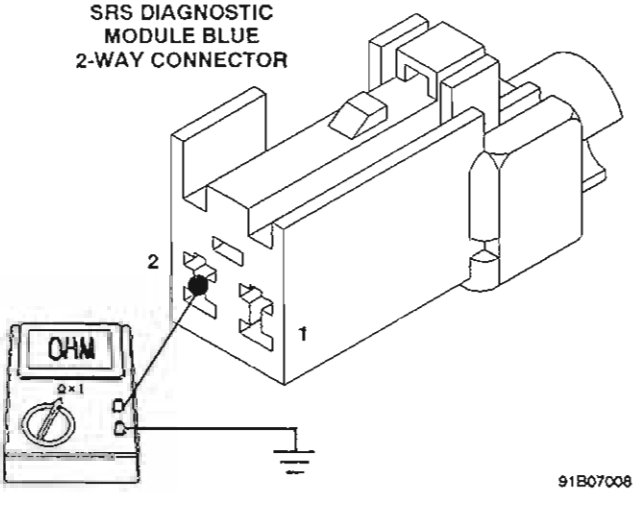


FIG. 5

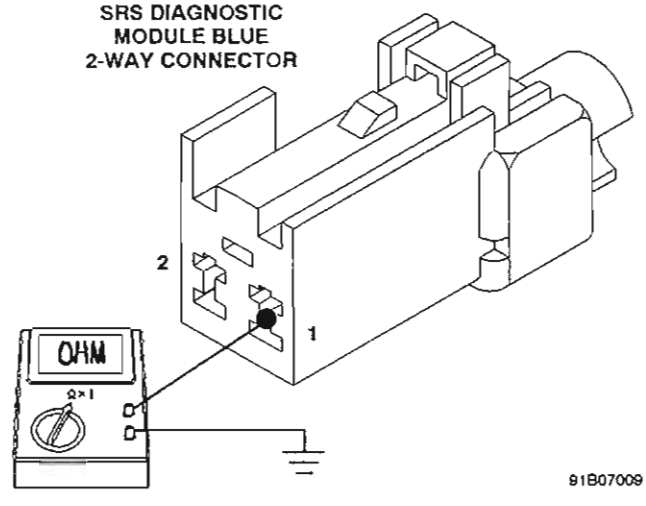
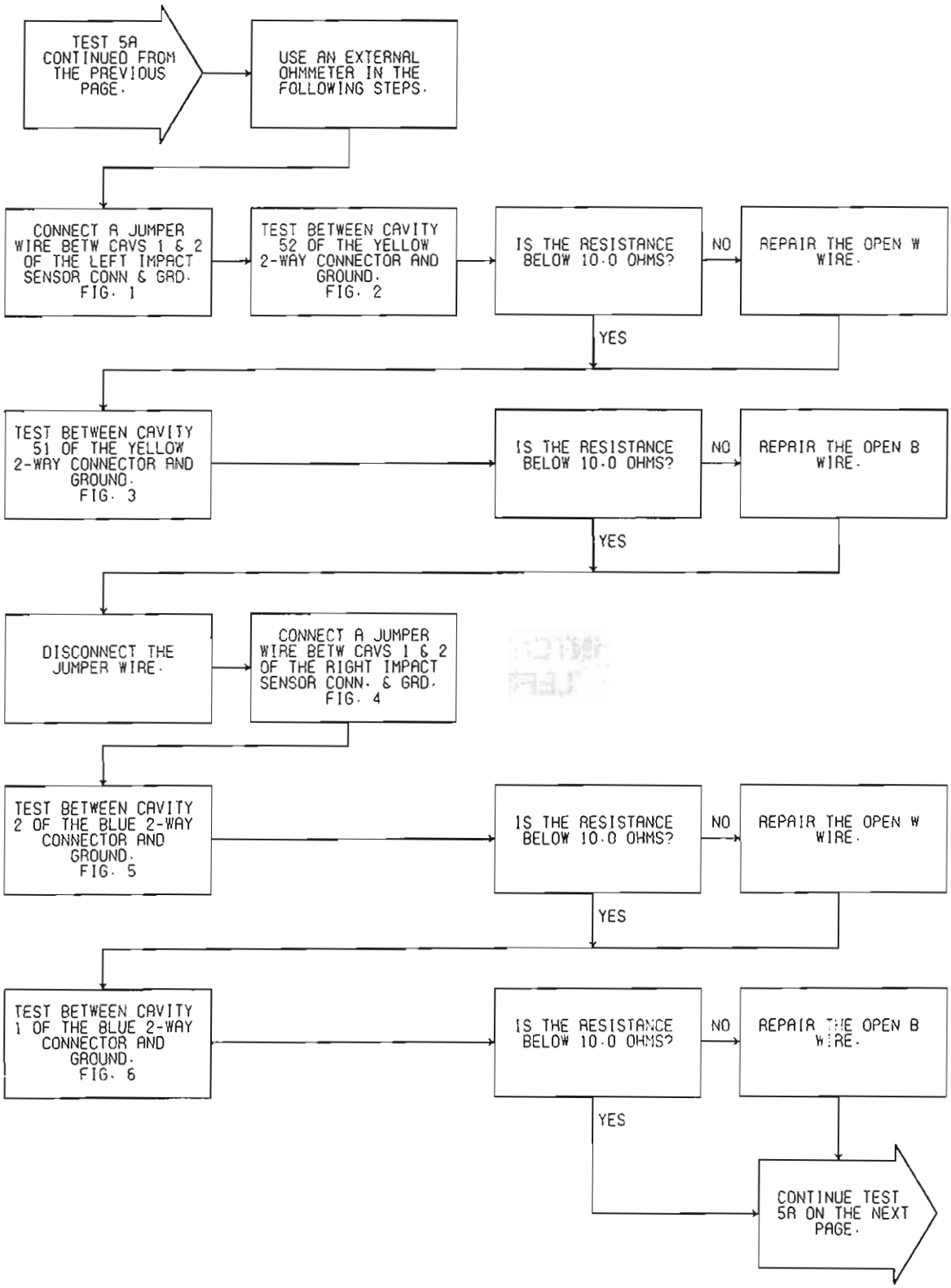


FIG. 6

TEST 5A CONTINUED - DIAGNOSING CODE 13 – "G-SENSOR TROUBLE 3"

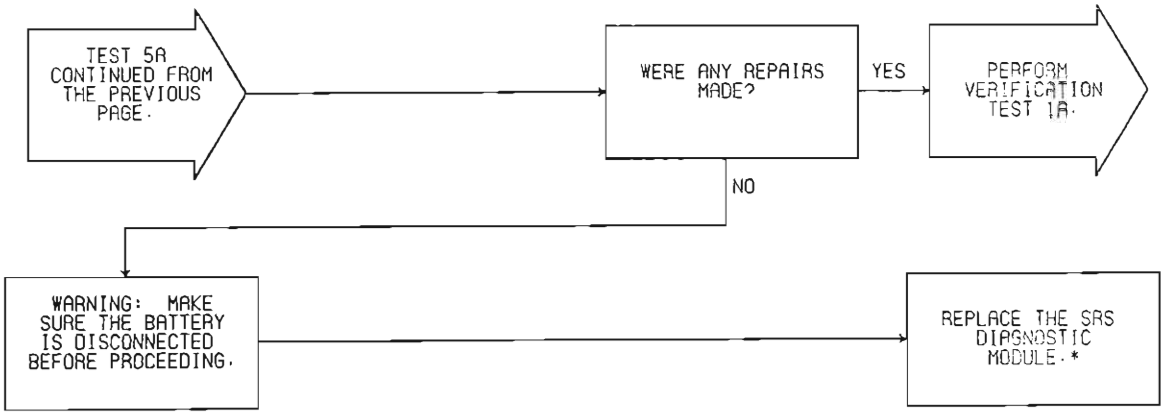


Perform Verification TEST VER-1.

TEST 5A	CONTINUED - DIAGNOSING CODE 13 – "G-SENSOR TROUBLE 3"

INTENTIONALLY
LEFT BLANK

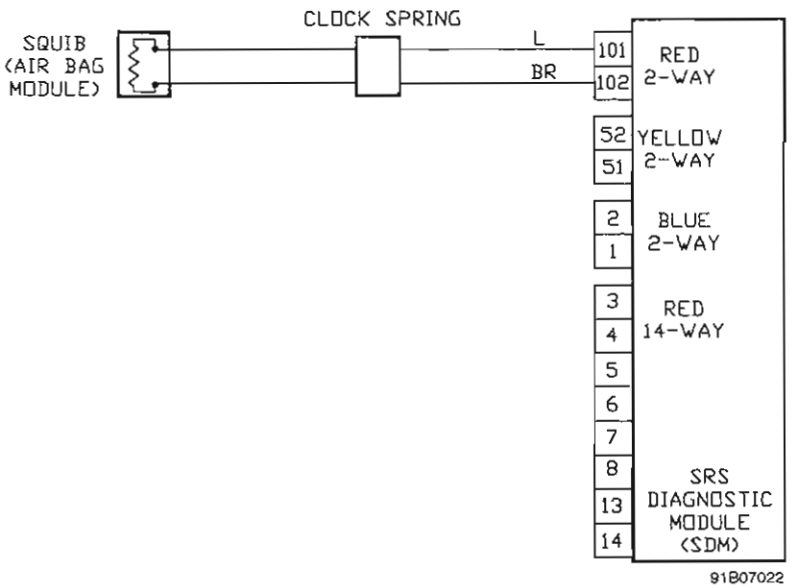
TEST 5A CONTINUED - DIAGNOSING CODE 13 – "G-SENSOR TROUBLE 3"



**Perform Verification TEST VER-1.*

TEST 6A DIAGNOSING CODE 21 – "SQUIB TROUBLE 1"

Perform TEST 2A Before Proceeding



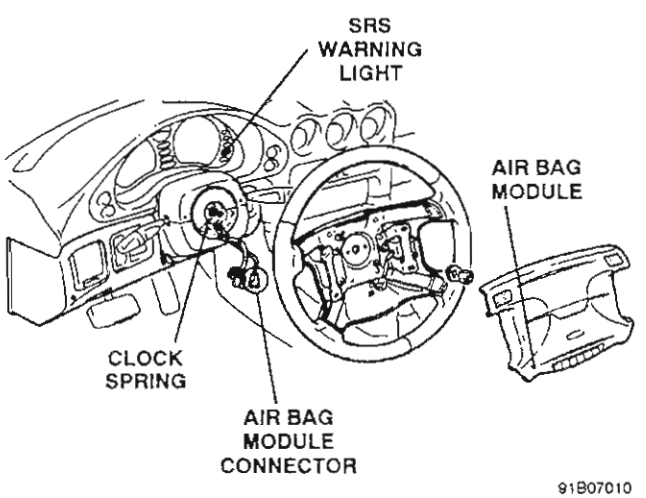


FIG. 1

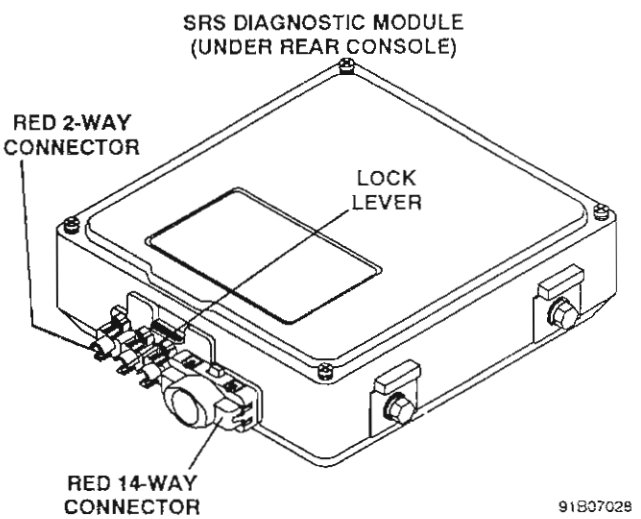


FIG. 2

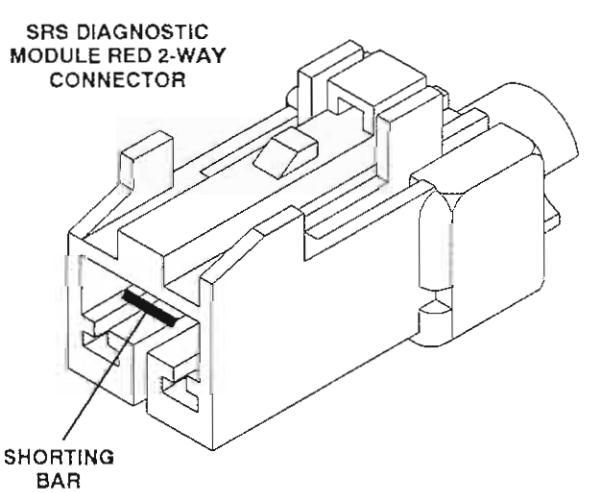


FIG. 3

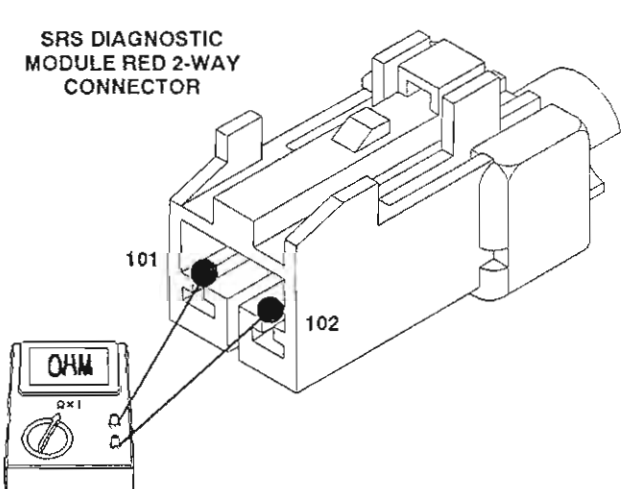
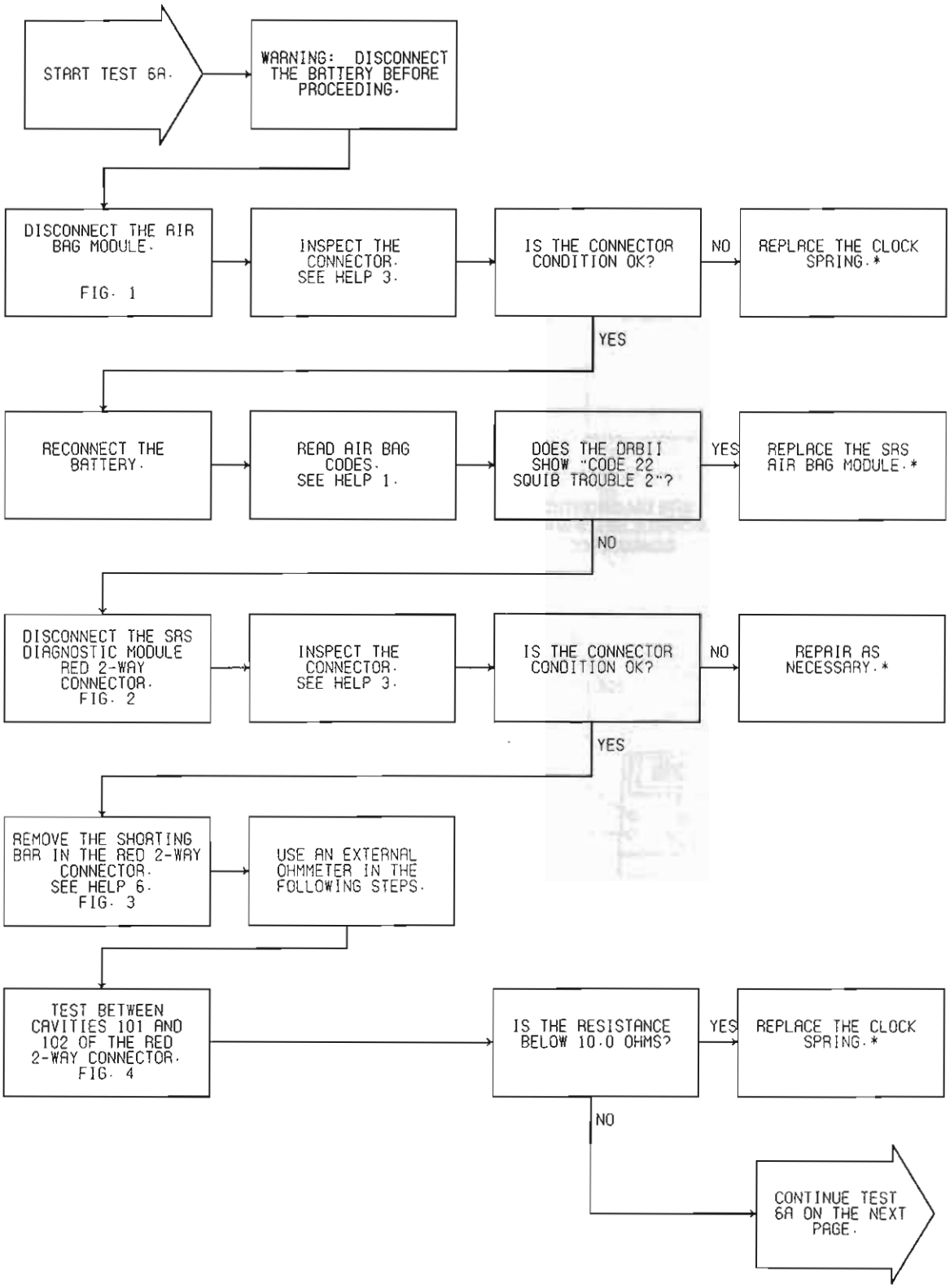


FIG. 4

TEST 6A DIAGNOSING CODE 21 – "SQUIB TROUBLE 1"

Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

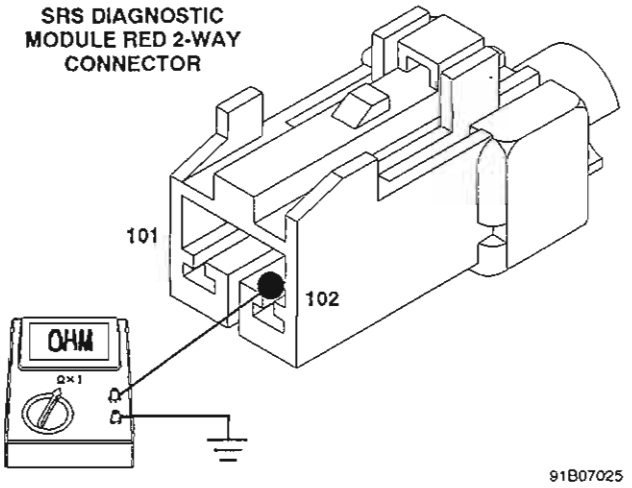
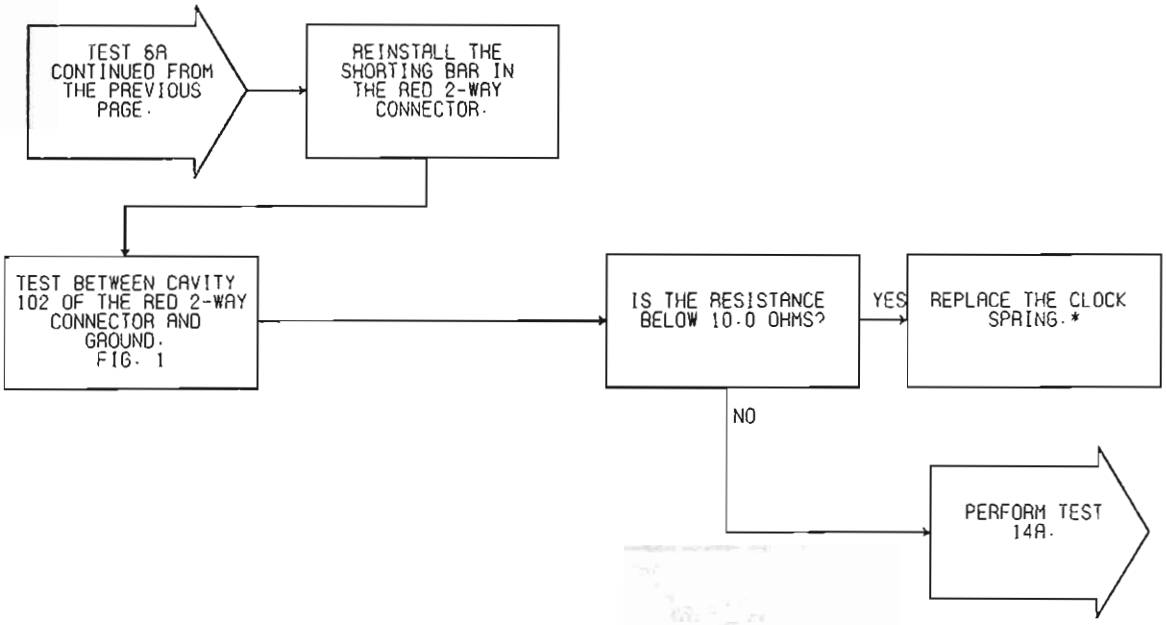

SRS DIAGNOSTIC
MODULE RED 2-WAY
CONNECTOR
101
102
OHM
Ω×1
91B07025

FIG. 1

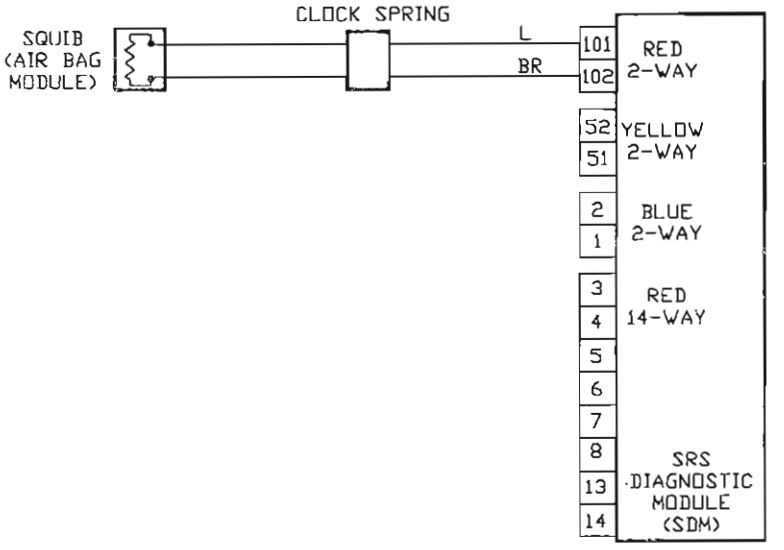
TEST 6A CONTINUED - DIAGNOSING CODE 21 – "SQUIB TROUBLE 1"



**Perform Verification TEST VER-1.*

TEST 7A DIAGNOSING CODE 22 – "SQUIB TROUBLE 2"

Perform TEST 2A Before Proceeding



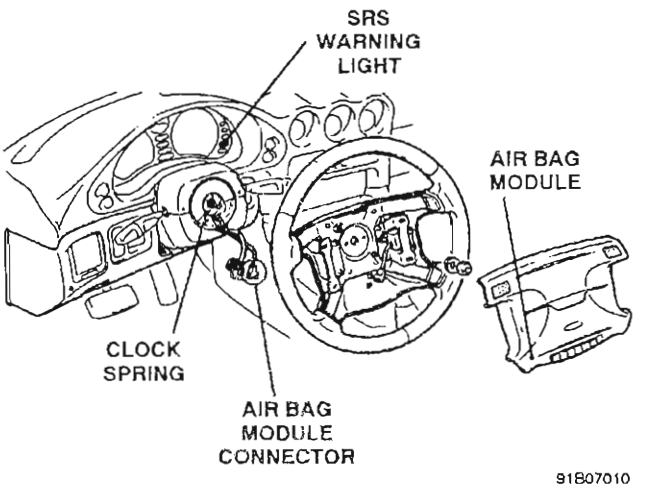


FIG. 1

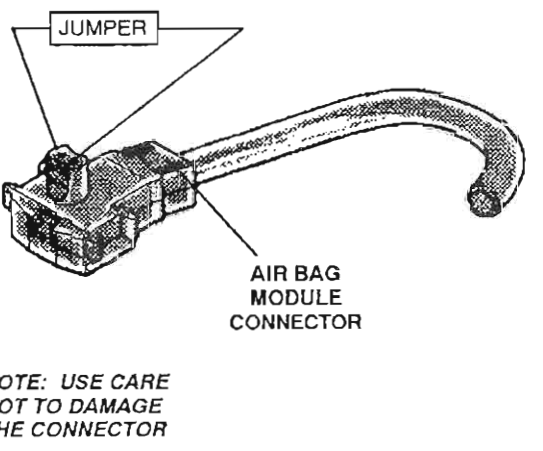


FIG. 2

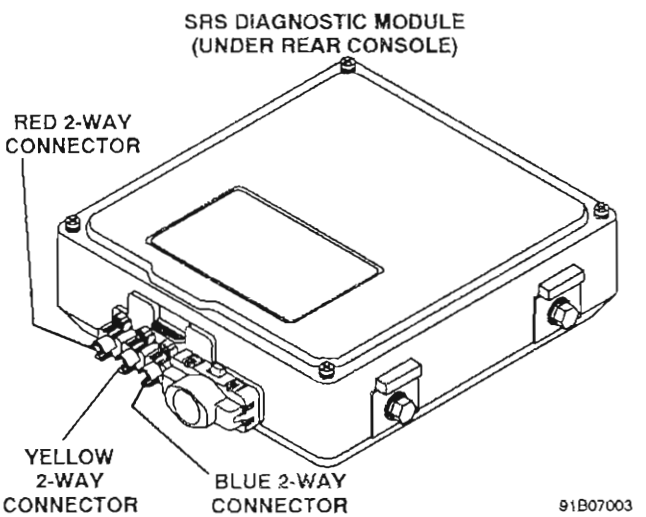


FIG. 3

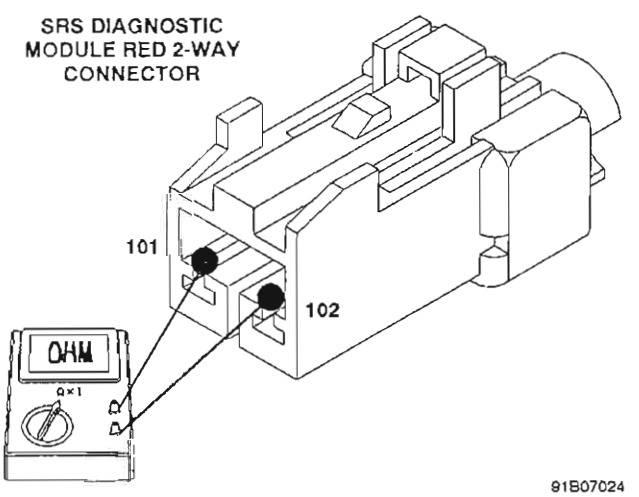
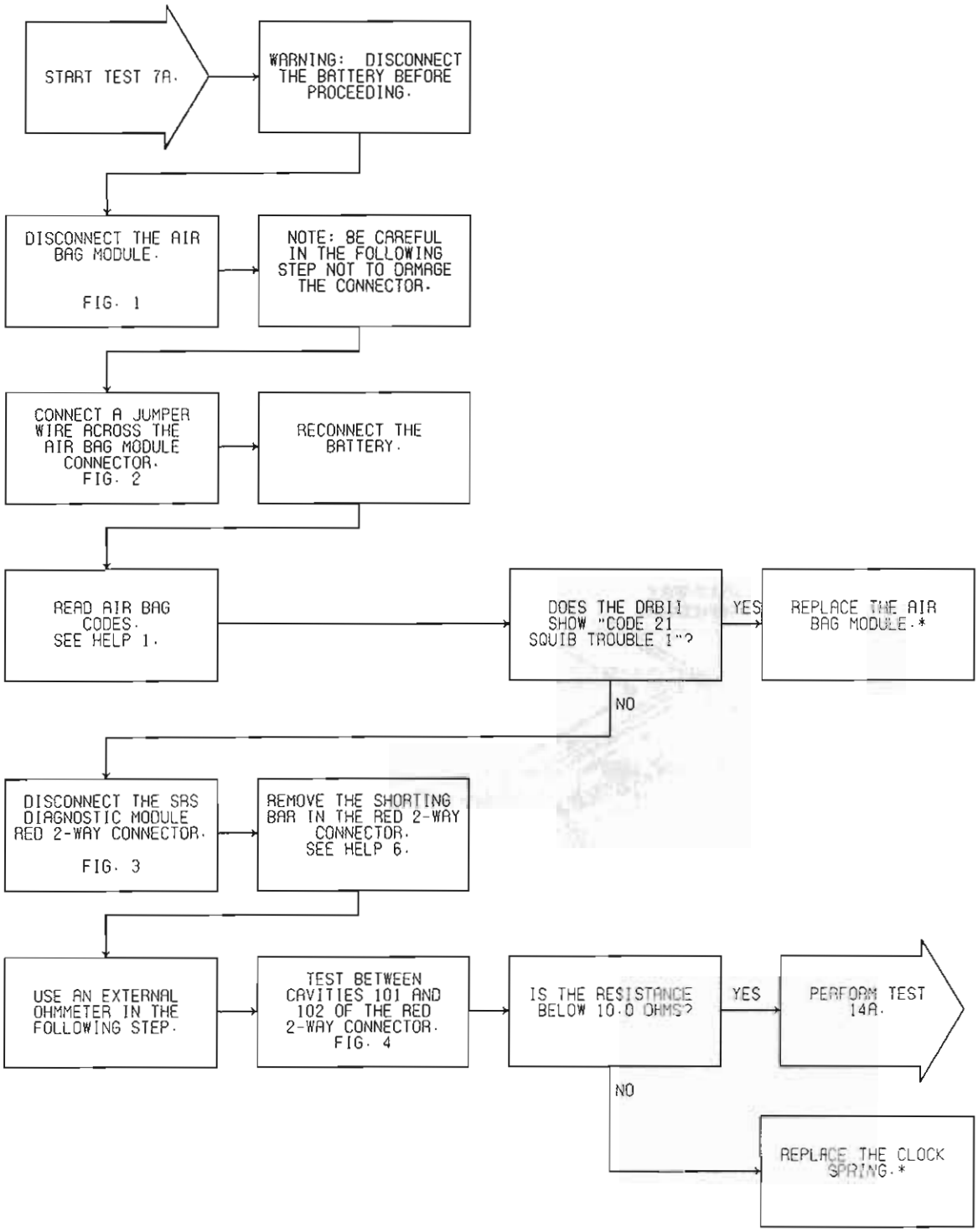


FIG. 4

TEST 7A DIAGNOSING CODE 22 – *SQUIB TROUBLE 2*

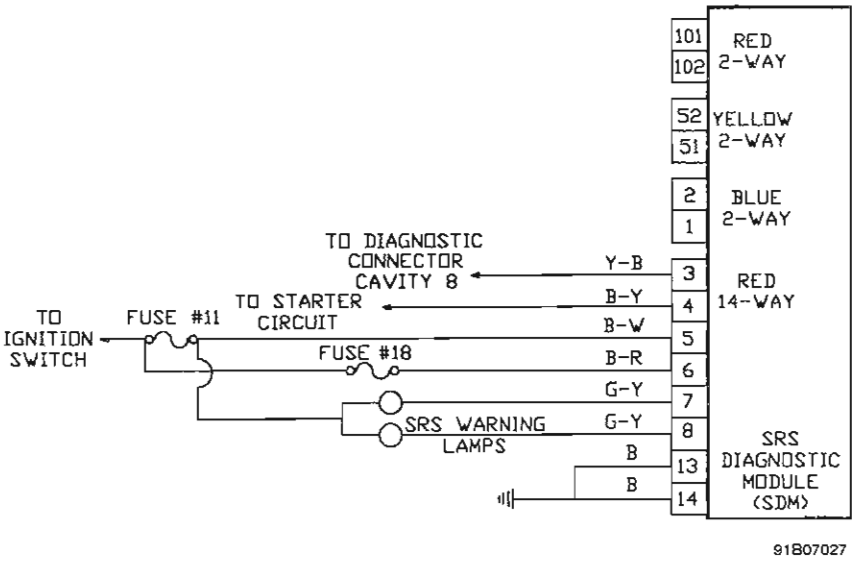
Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

TEST 8A DIAGNOSING CODE 33 – "CRANKING TROUBLE"

Perform TEST 2A Before Proceeding



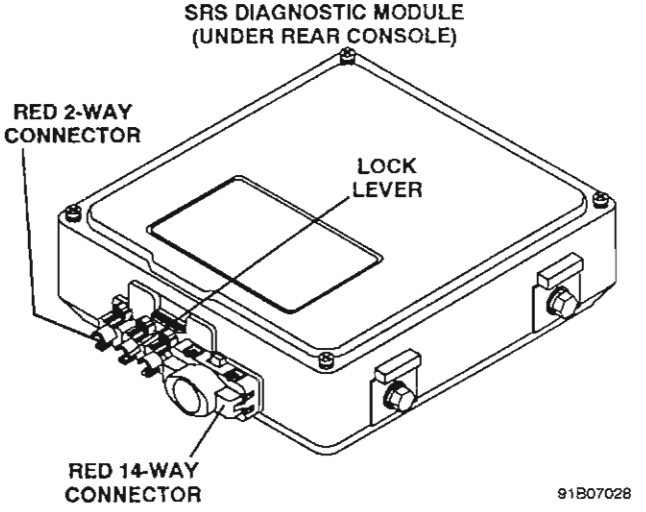


FIG. 1

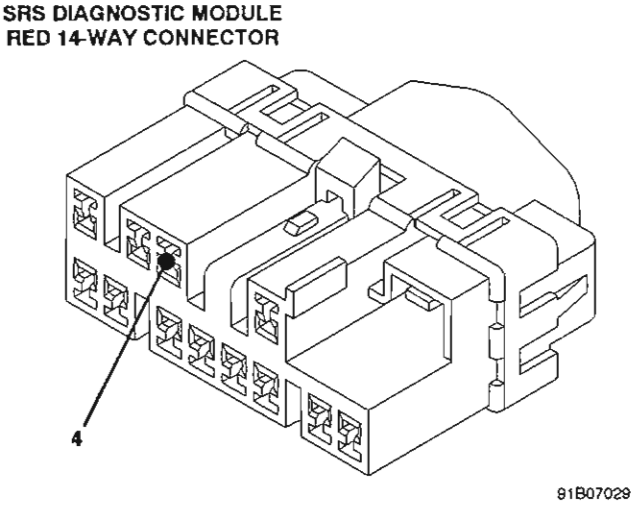
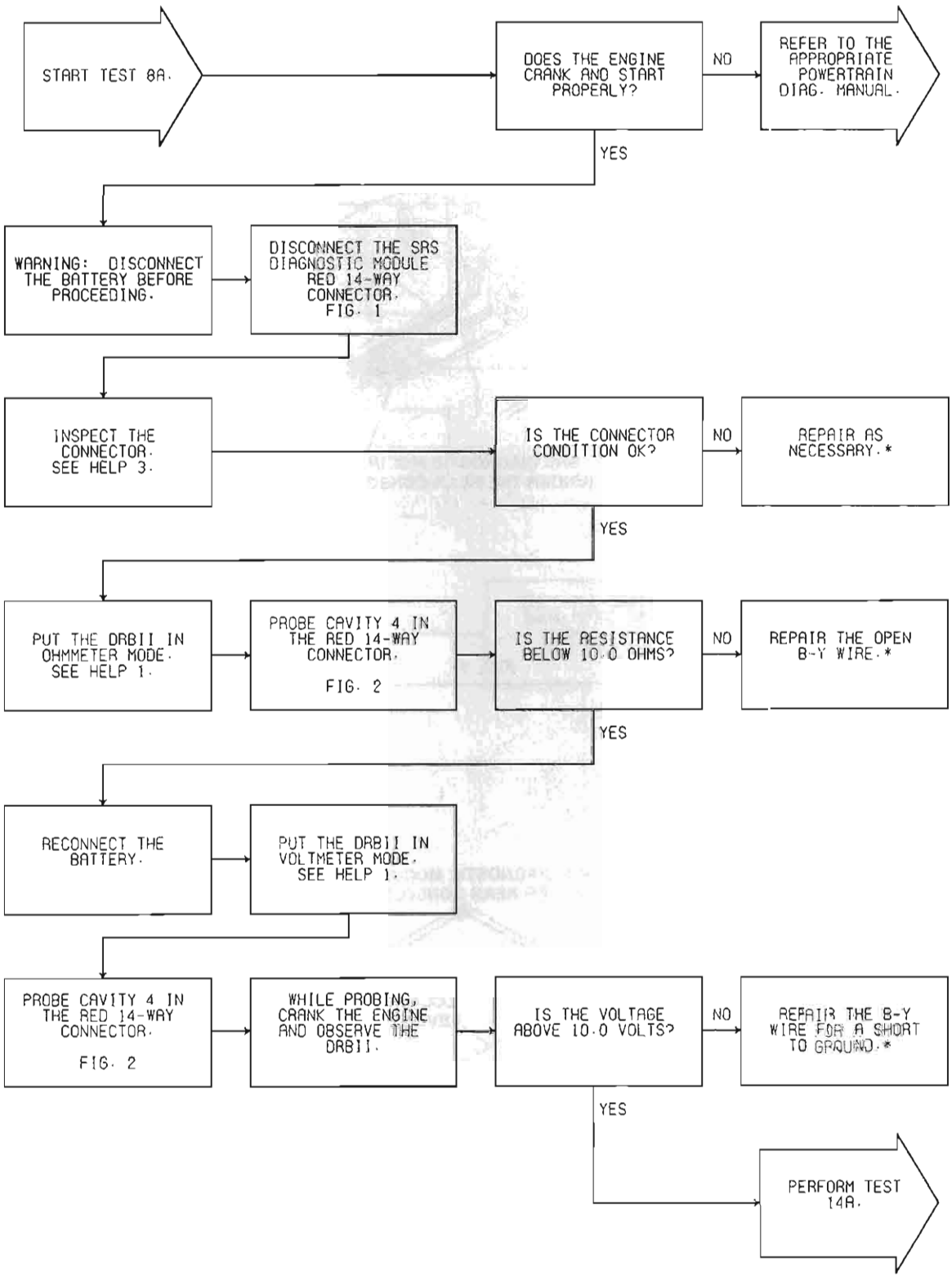


FIG. 2

TEST 8A DIAGNOSING CODE 33 – "CRANKING TROUBLE"

Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

TEST 9A	DIAGNOSING CODE 34 – "CONNECTOR UNLOCKED"

Perform TEST 2A Before Proceeding

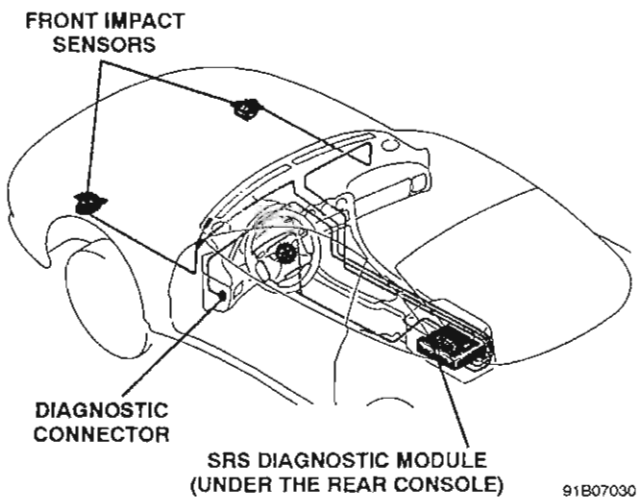


FIG. 1

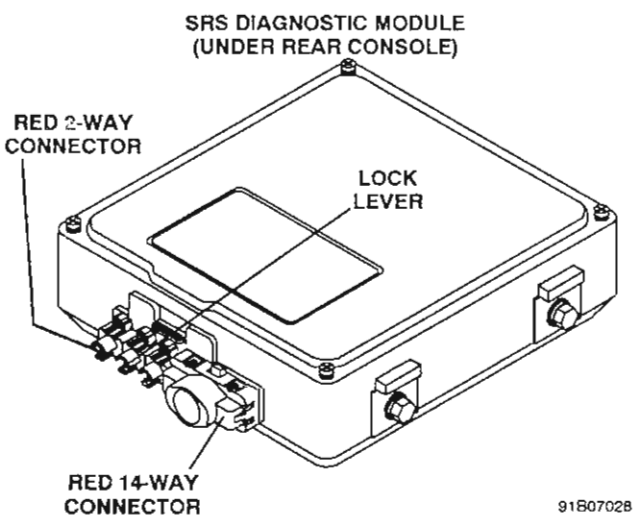
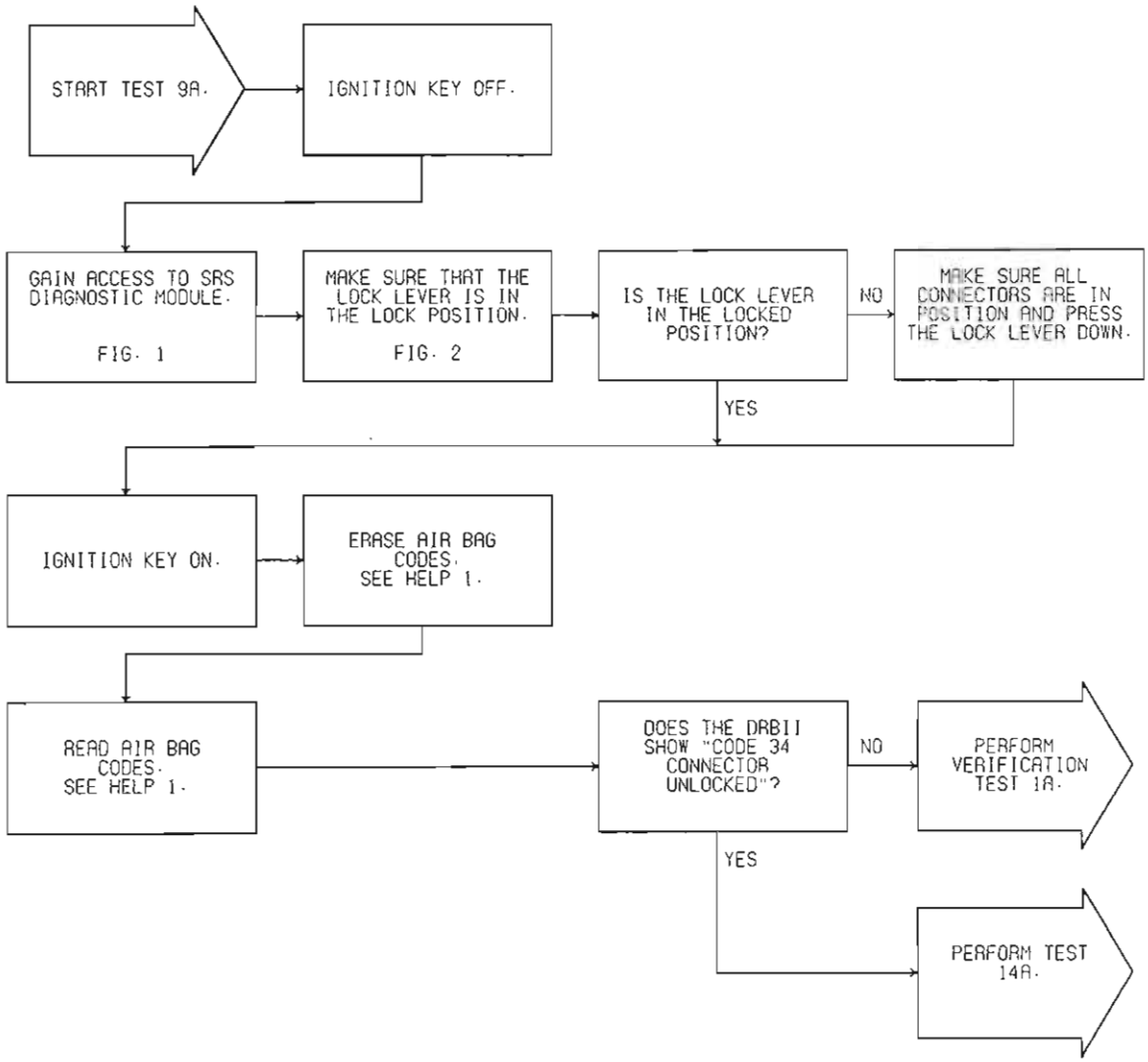


FIG. 2

TEST 9A DIAGNOSING CODE 34 – "CONNECTOR UNLOCKED"

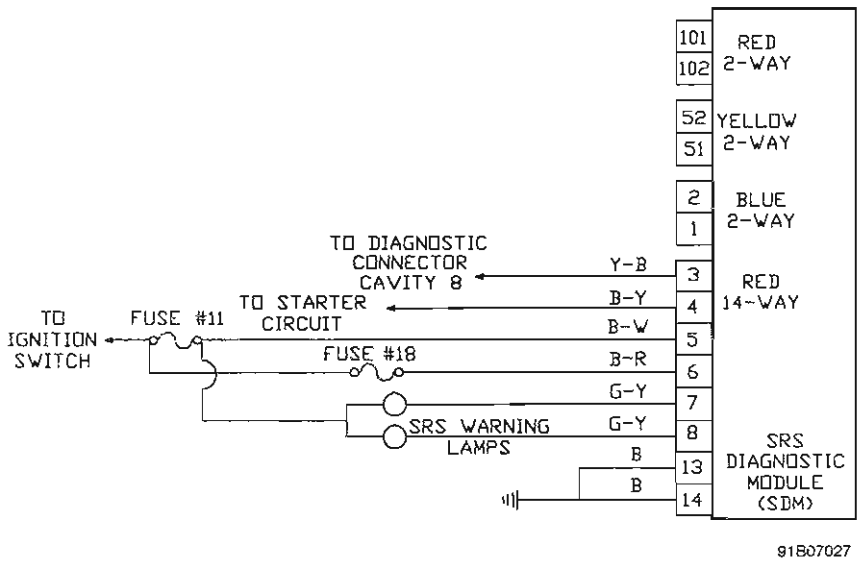
Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

TEST 10A DIAGNOSING CODE 41 – "IGNITION VOLTAGE LOW 1"

Perform TEST 2A Before Proceeding



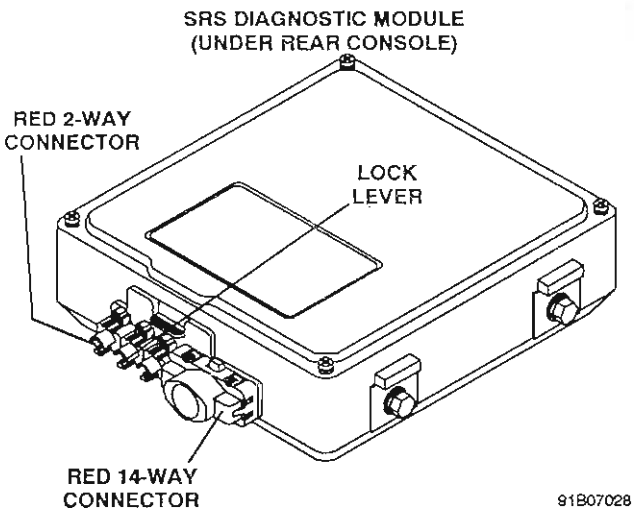


FIG. 1

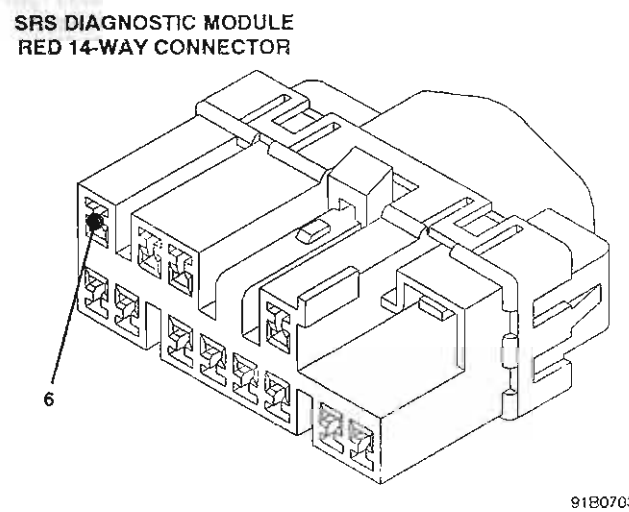


FIG. 2

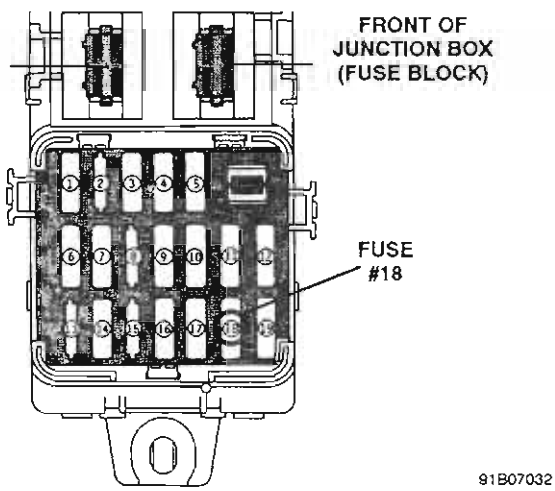


FIG. 3

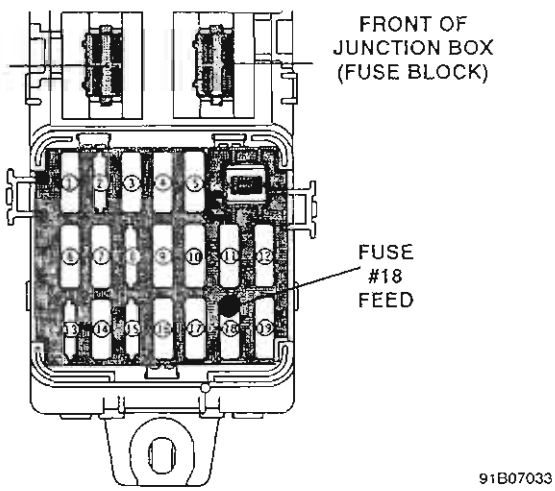
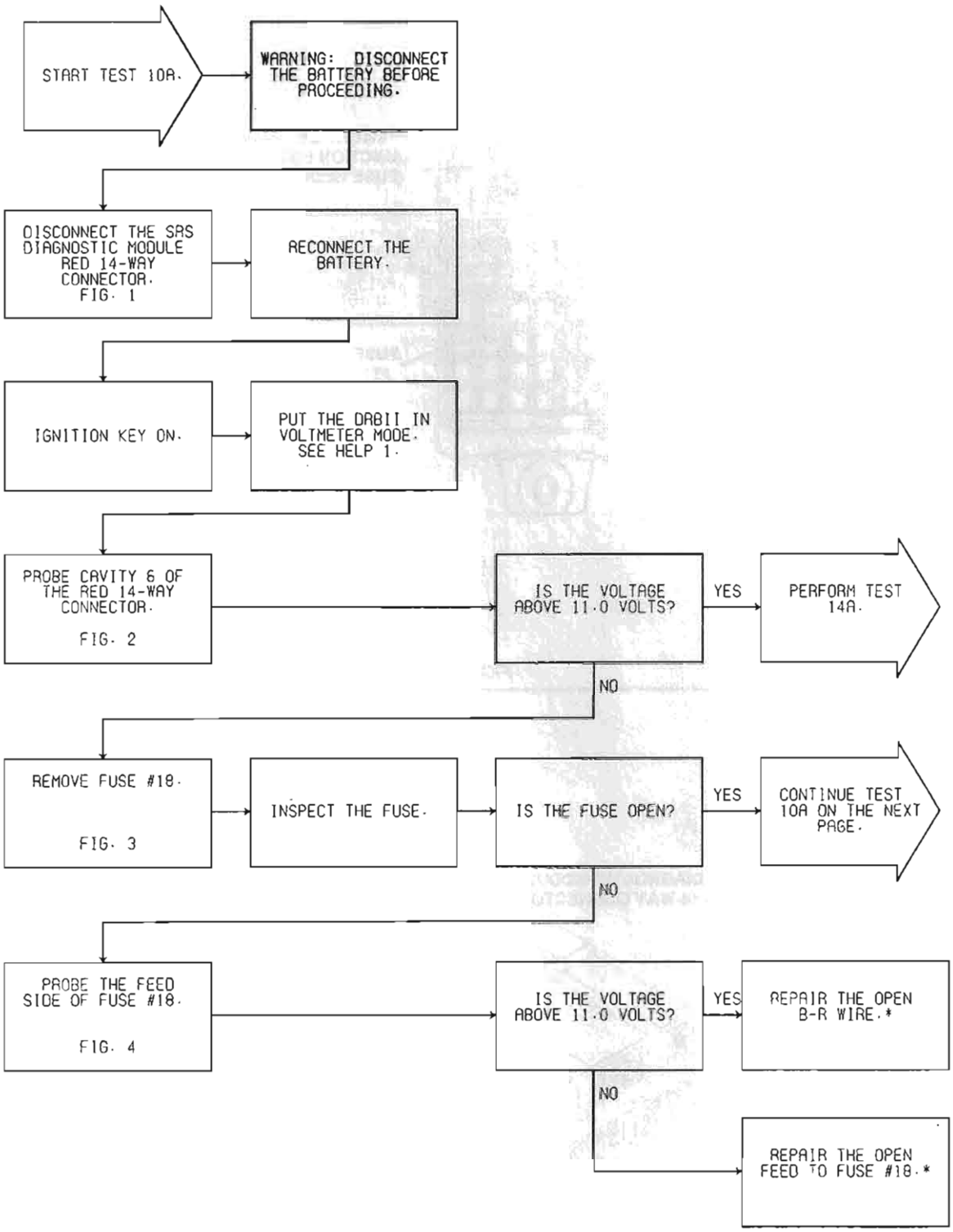


FIG. 4

TEST 10A DIAGNOSING CODE 41 – "IGNITION VOLTAGE LOW 1"

Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

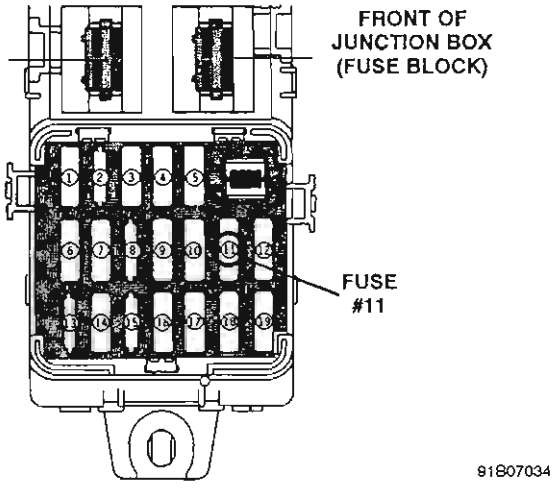

FRONT OF
JUNCTION BOX
(FUSE BLOCK)
FUSE
#11
91B07034

FIG. 1

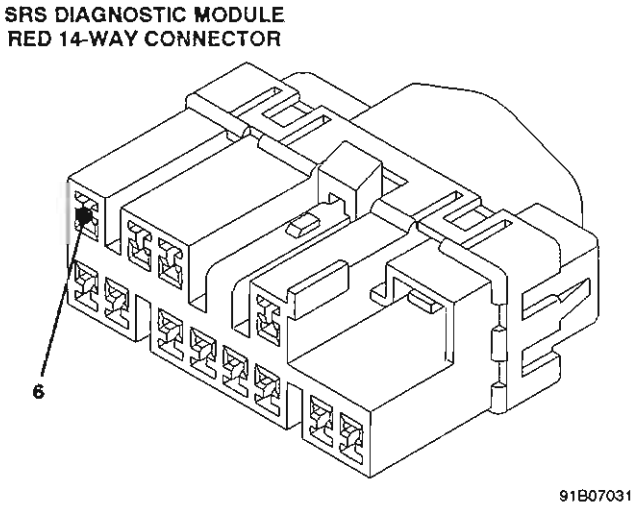
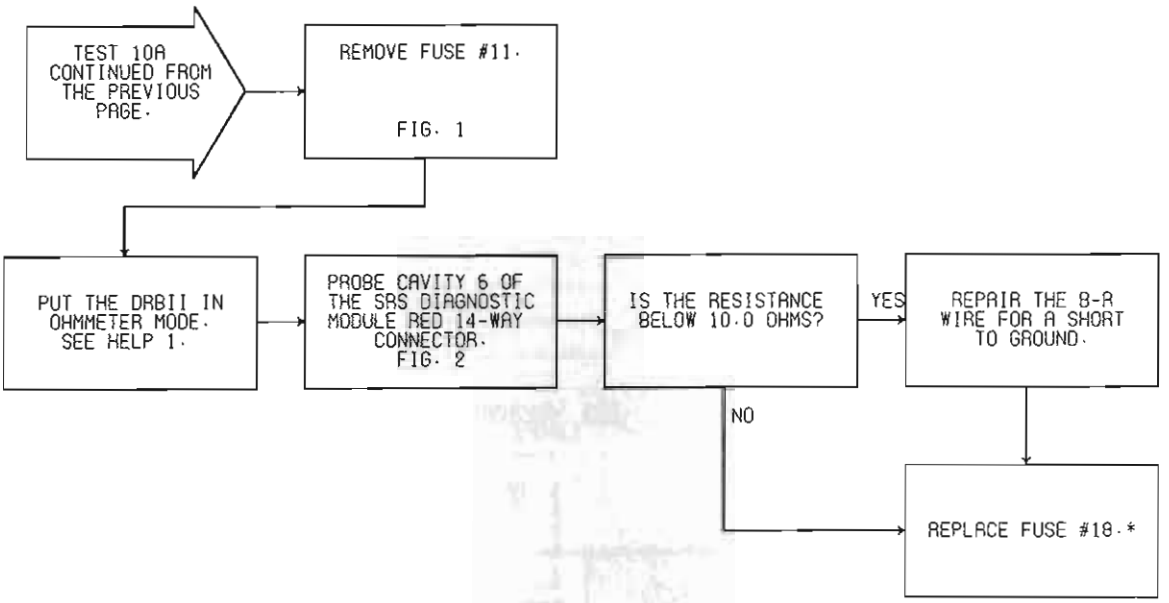

SRS DIAGNOSTIC MODULE
RED 14-WAY CONNECTOR
6
91B07031

FIG. 2

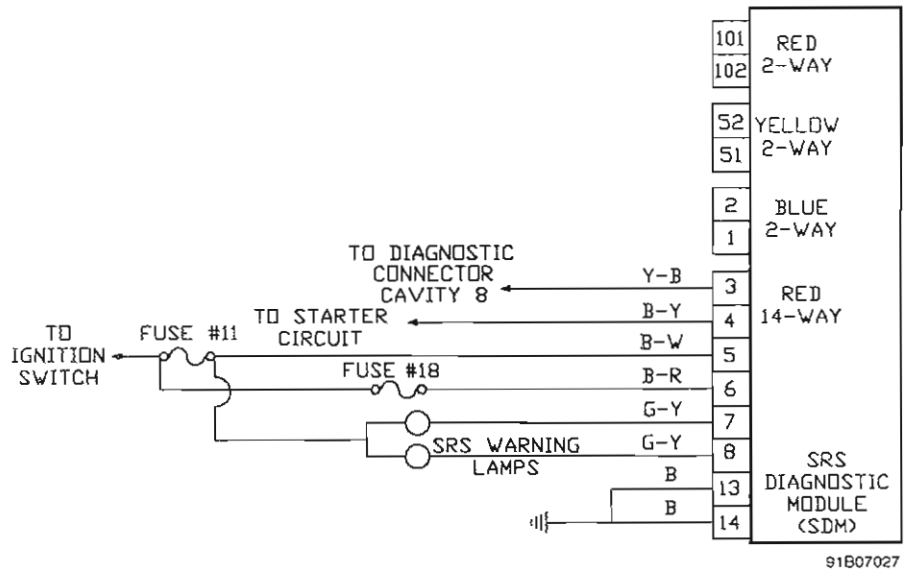
TEST 10A CONTINUED - DIAGNOSING CODE 41 – "IGNITION VOLTAGE LOW 1"



**Perform Verification TEST VER-1.*

TEST 11A CONTINUED - DIAGNOSING CODE 42 – "IGNITION VOLTAGE LOW 2"

Perform TEST 2A Before Proceeding



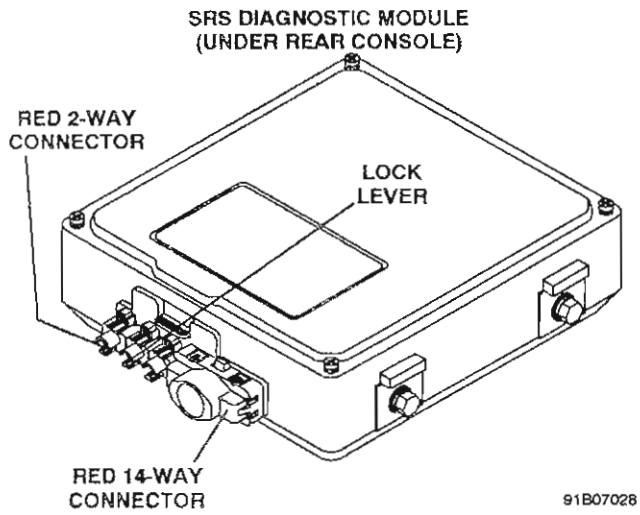


FIG. 1

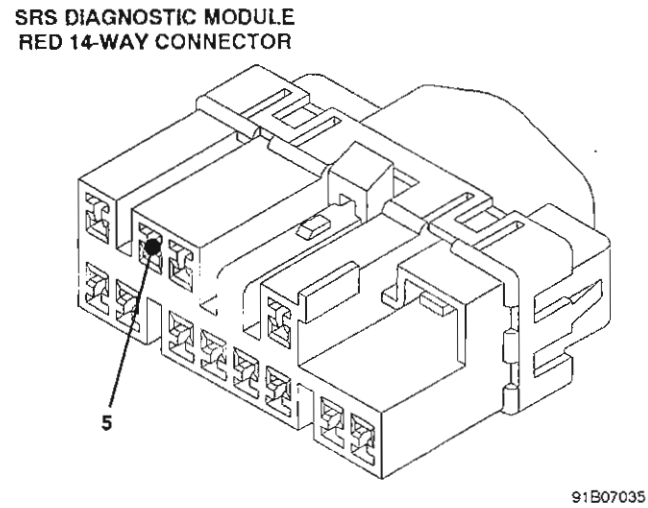


FIG. 2

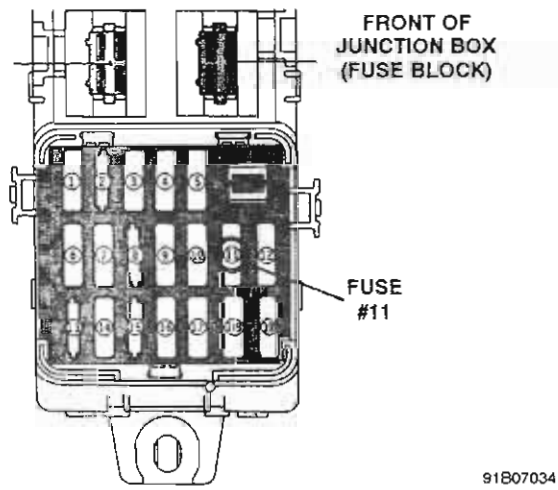


FIG. 3

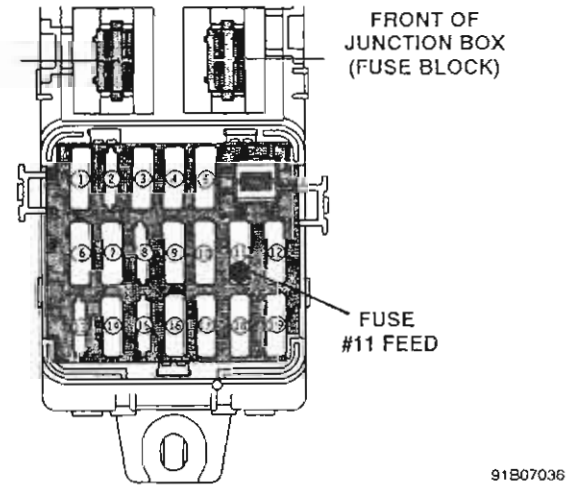
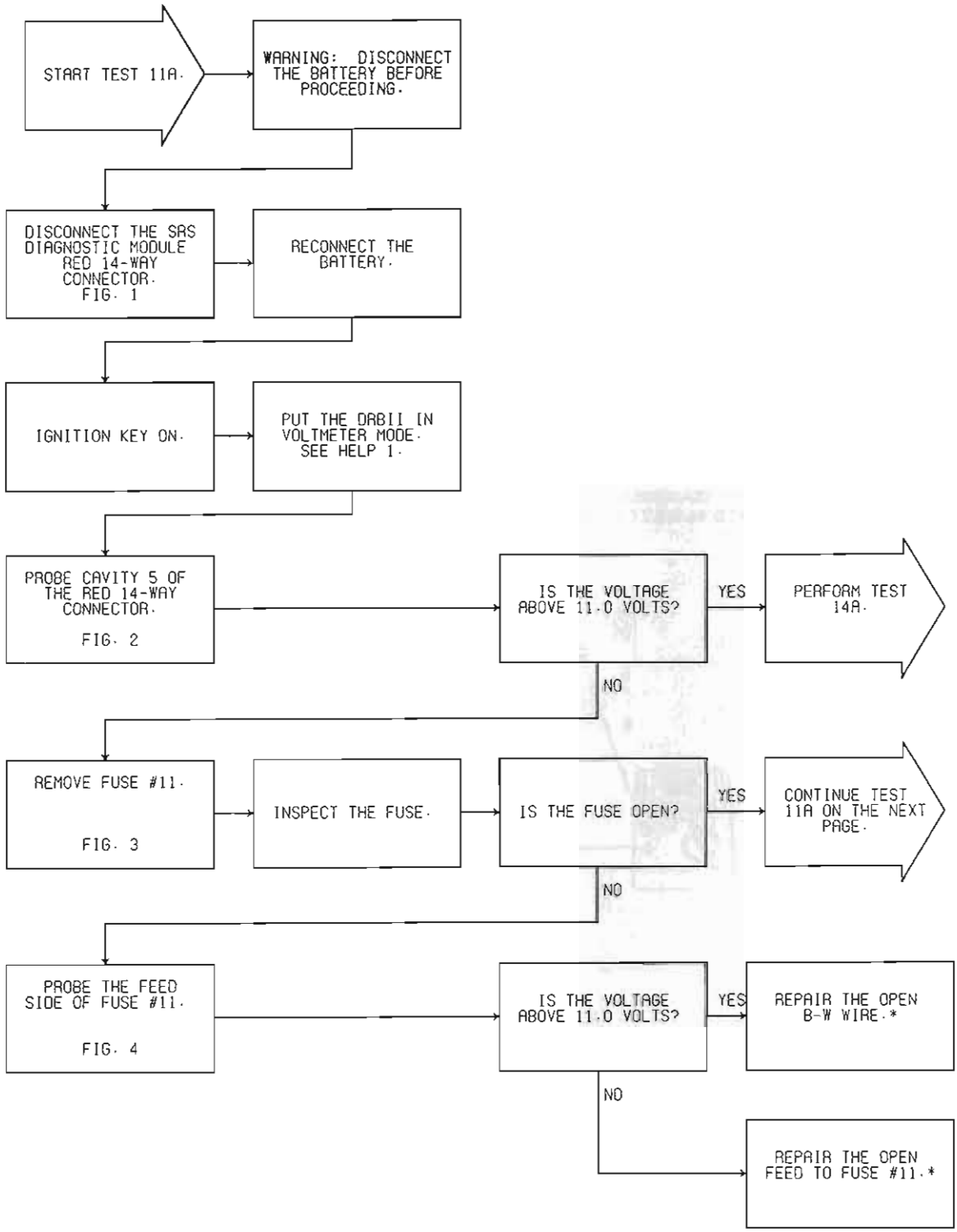


FIG. 4

TEST 11A CONTINUED - DIAGNOSING CODE 42 – "IGNITION VOLTAGE LOW 2"

Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

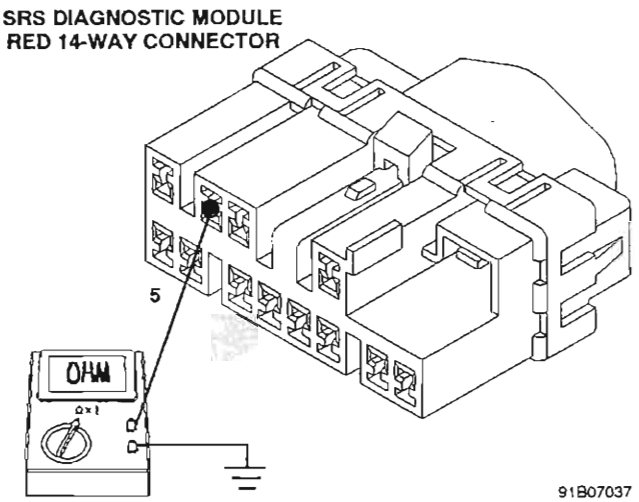
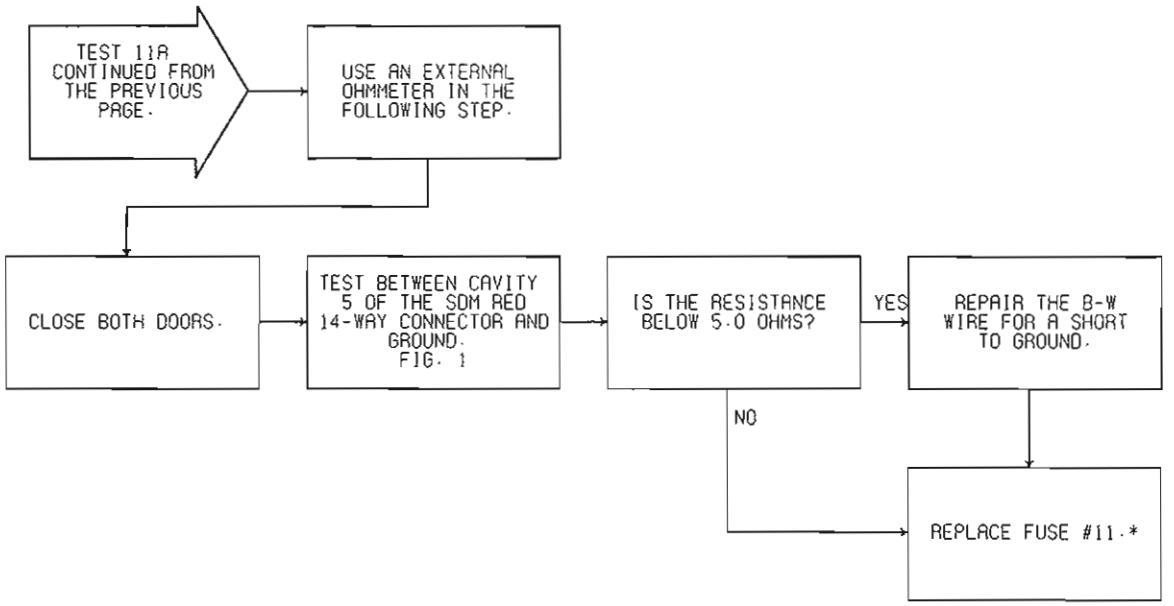


FIG. 1

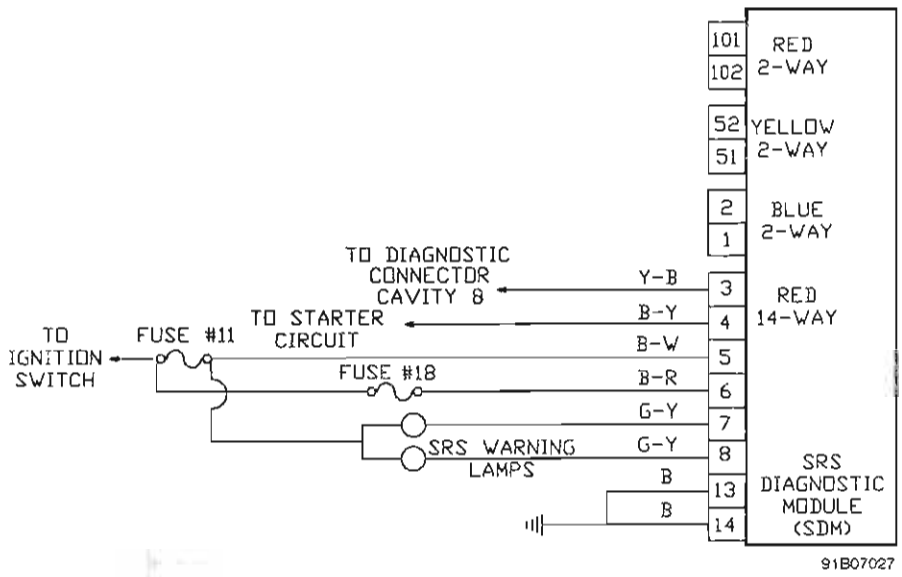
TEST 11A CONTINUED - DIAGNOSING CODE 42 – "IGNITION VOLTAGE LOW 2"



**Perform Verification TEST VER-1.*

TEST 12A DIAGNOSING CODE 43 – "SRS LAMP TROUBLE 1"

Perform TEST 2A Before Proceeding



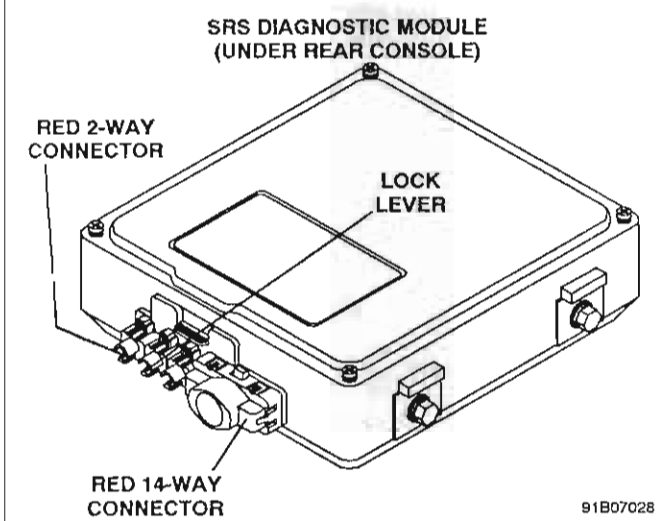


FIG. 1

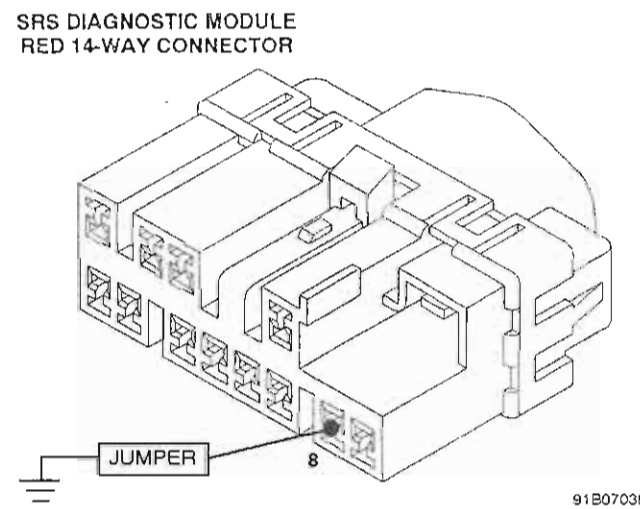


FIG. 2

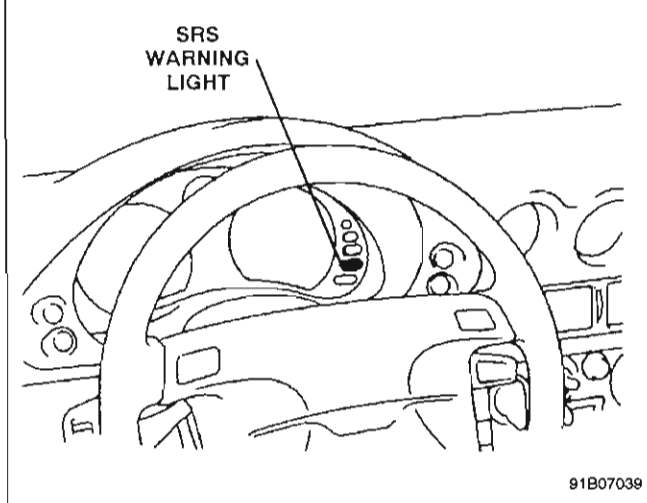


FIG. 3

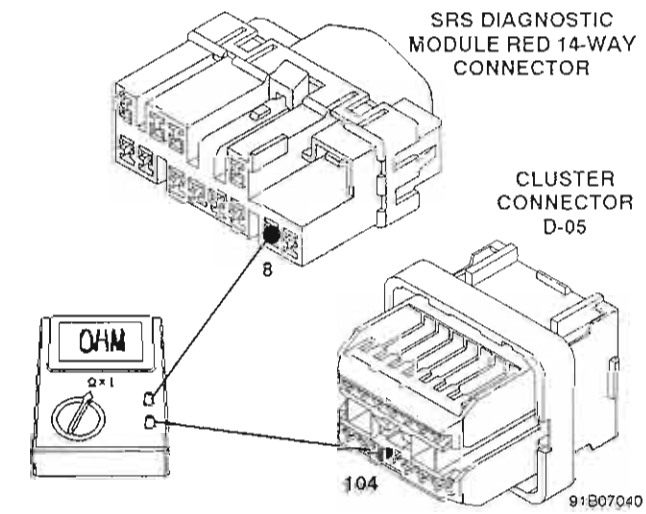
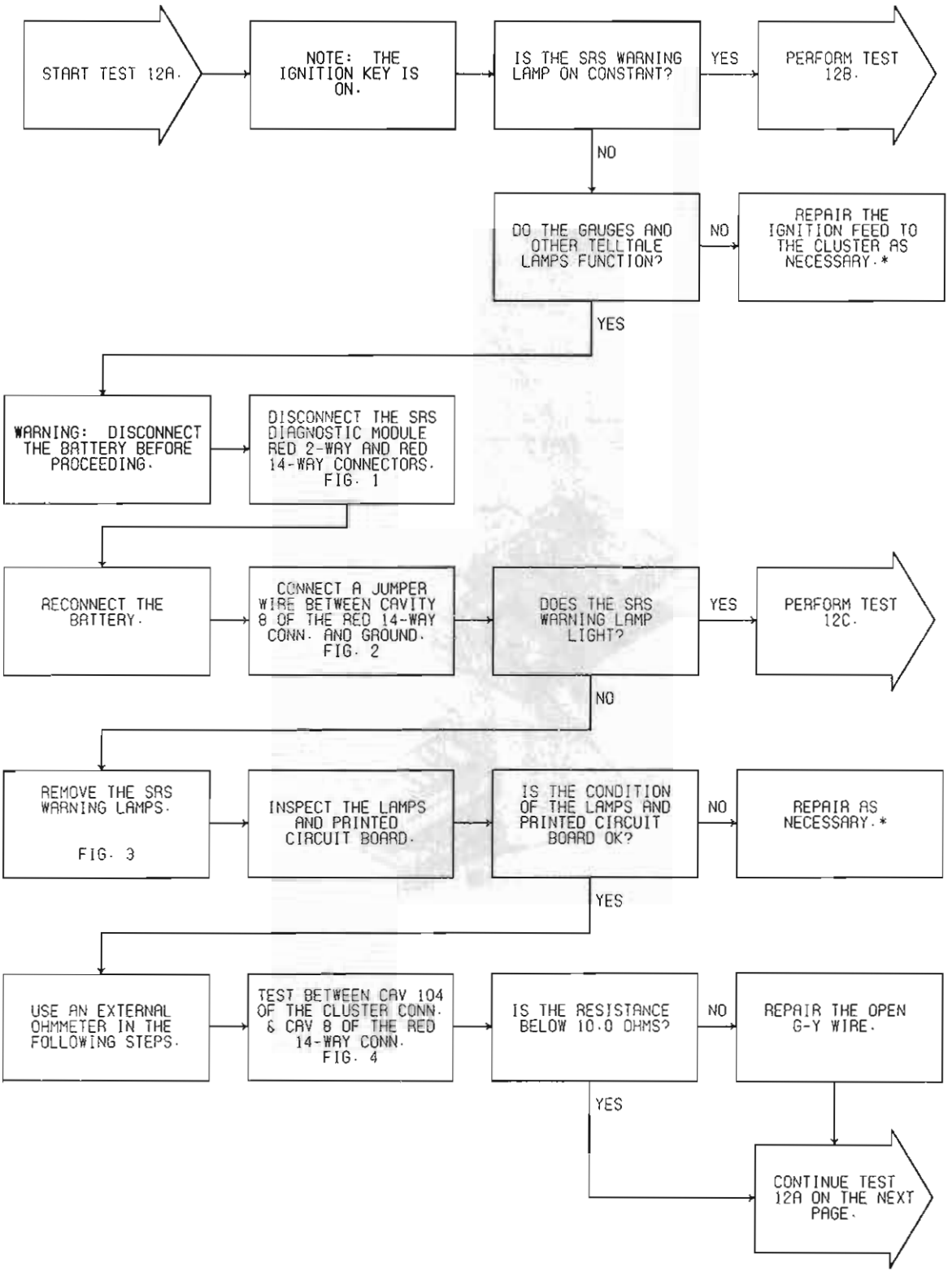


FIG. 4

TEST 12A DIAGNOSING CODE 43 – "SRS LAMP TROUBLE 1"

Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

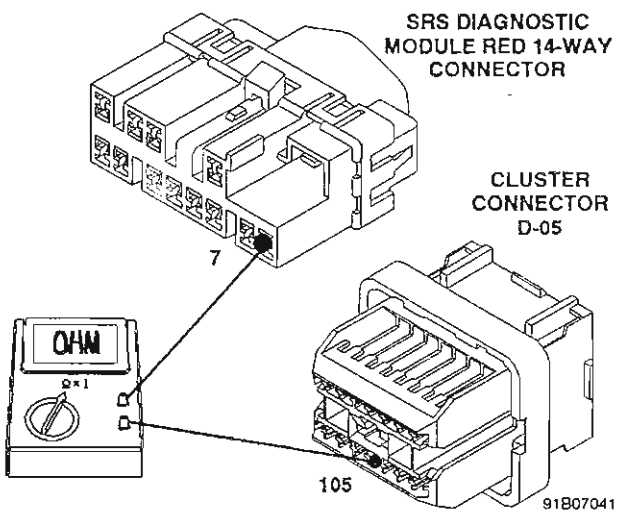
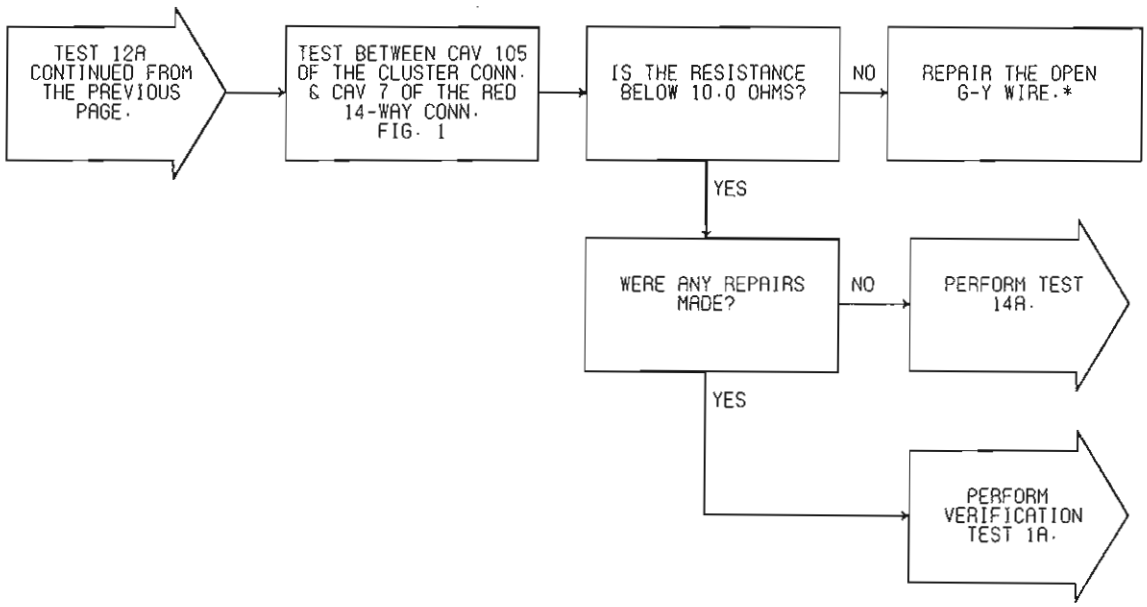

SRS DIAGNOSTIC
MODULE RED 14-WAY
CONNECTOR
CLUSTER
CONNECTOR
D-05
7
105
OHM
Ω×1
91B07041

FIG. 1

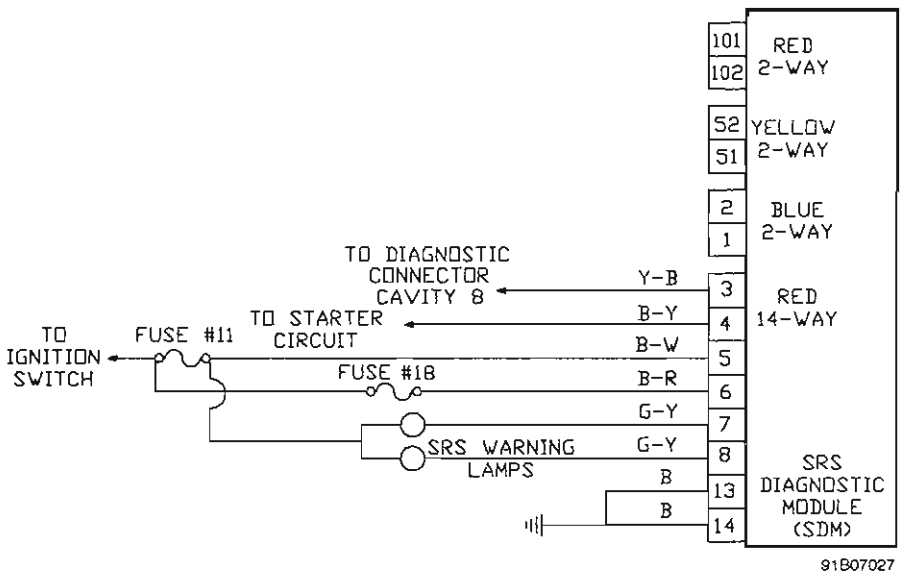
TEST 12A CONTINUED - DIAGNOSING CODE 43 – "SRS LAMP TROUBLE 1"



Perform Verification TEST VER-1.

TEST 12B DIAGNOSING CODE 43 – "SRS LAMP ON CONSTANT"

Perform TEST 2A Before Proceeding



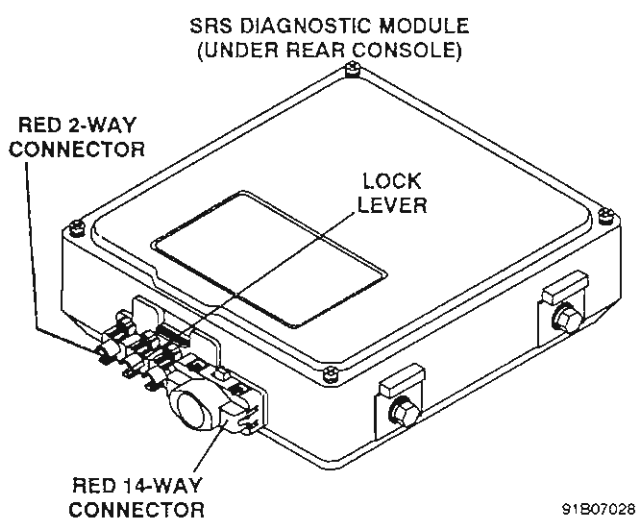
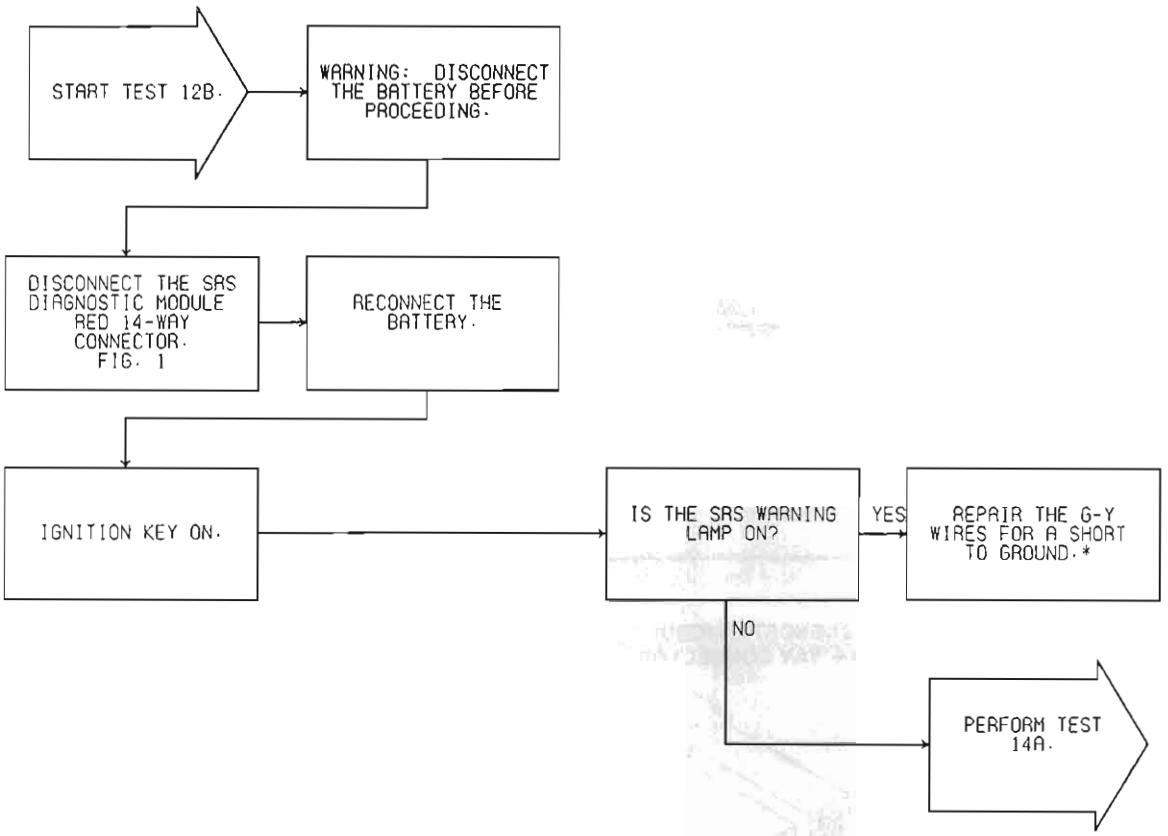


FIG. 1

TEST 12B DIAGNOSING CODE 43 – "SRS LAMP ON CONSTANT"

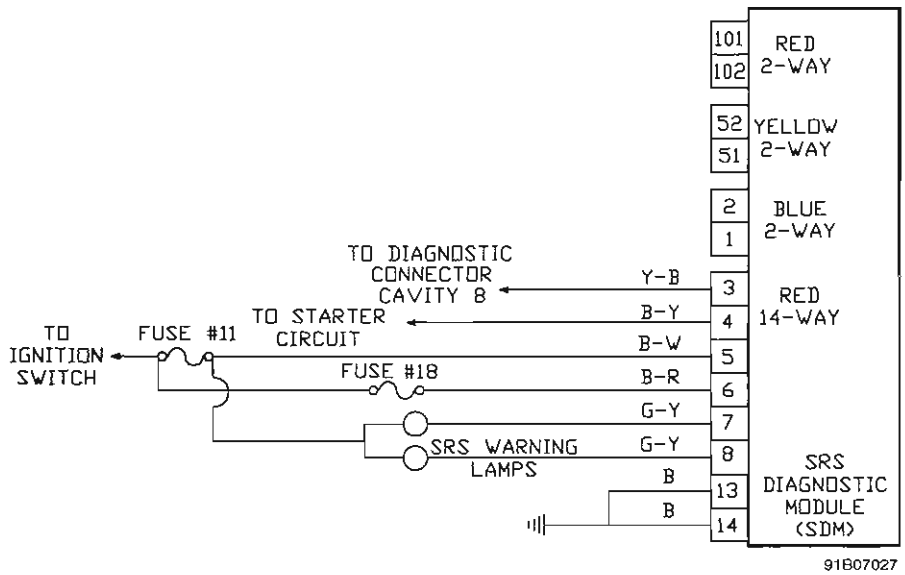
Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

TEST 12C TESTING THE BACKUP SRS WARNING LAMP CIRCUIT

Perform TEST 2A Before Proceeding



SRS DIAGNOSTIC MODULE
RED 14-WAY CONNECTOR

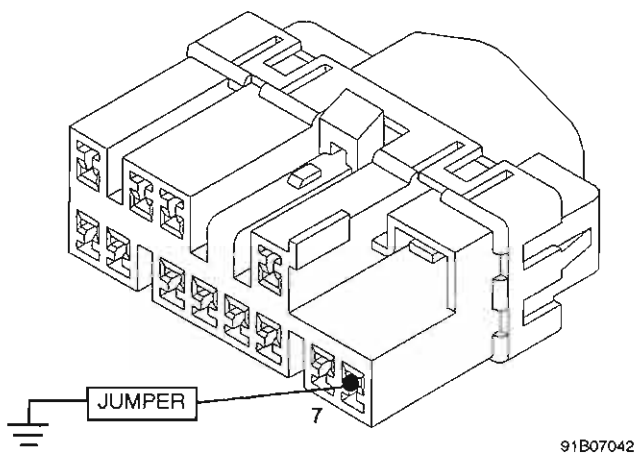


FIG. 1

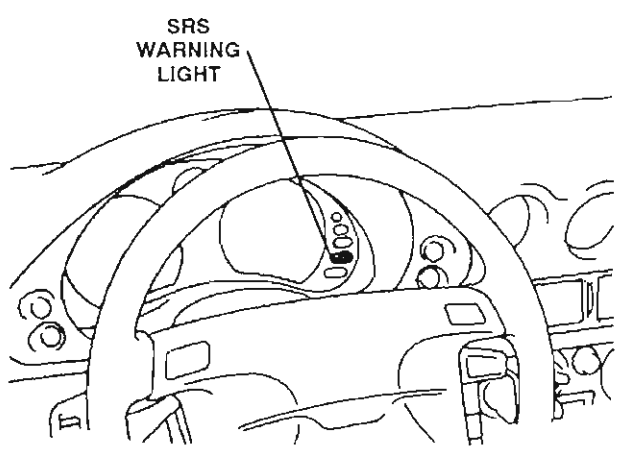
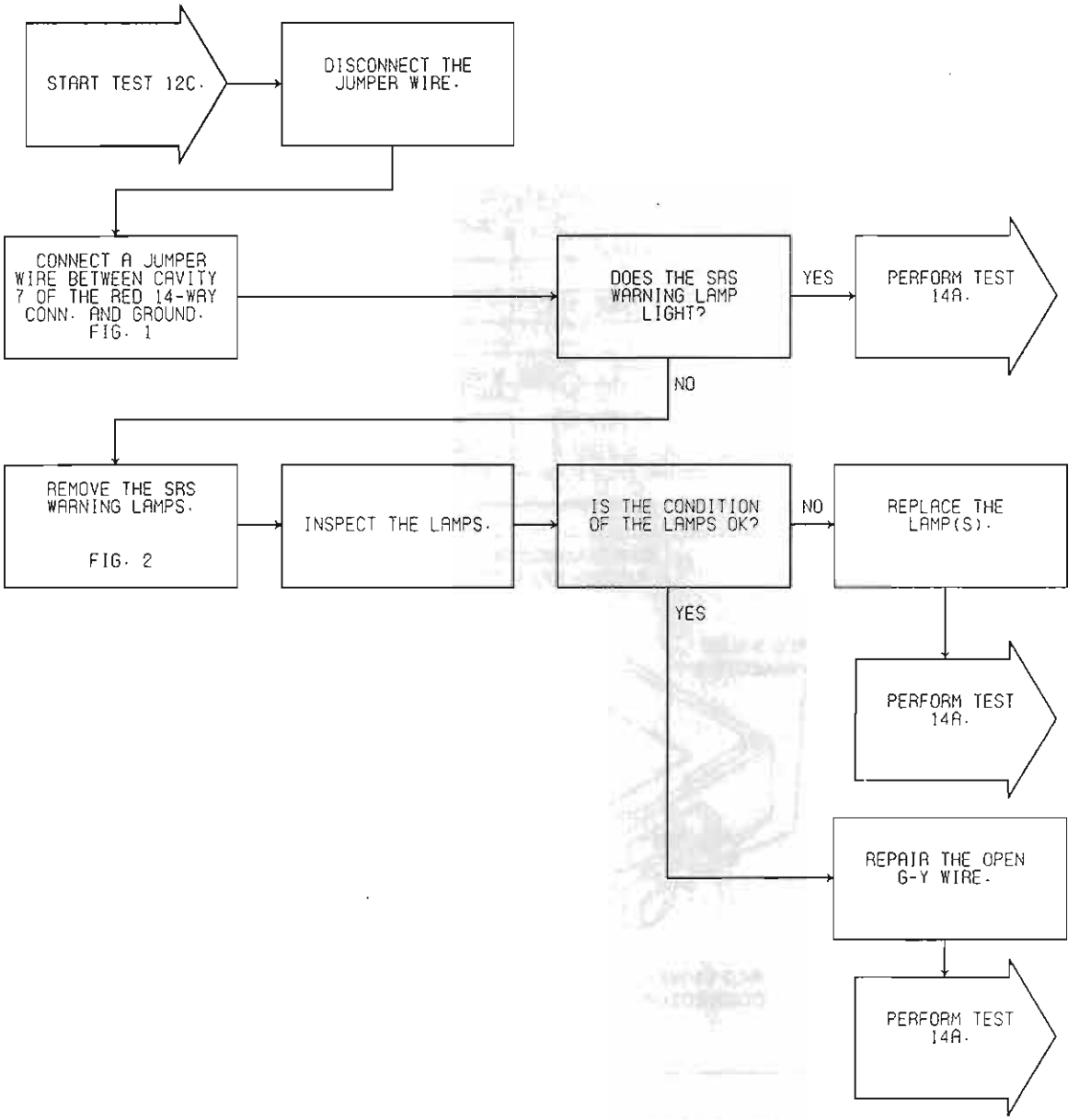


FIG. 2

TEST 12C TESTING THE BACKUP SRS WARNING LAMP CIRCUIT

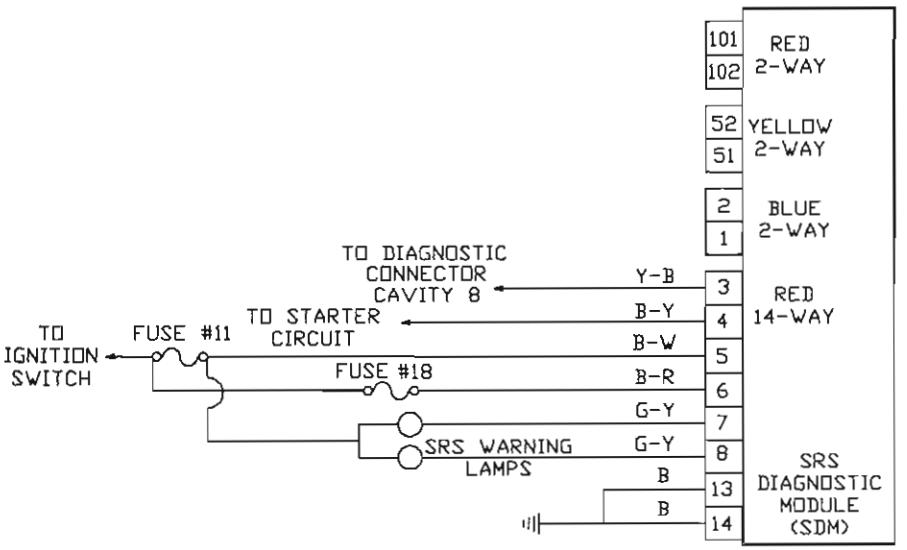
Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

TEST 13A DIAGNOSING CODE 44 – "SRS LAMP TROUBLE 2"

Perform TEST 2A Before Proceeding



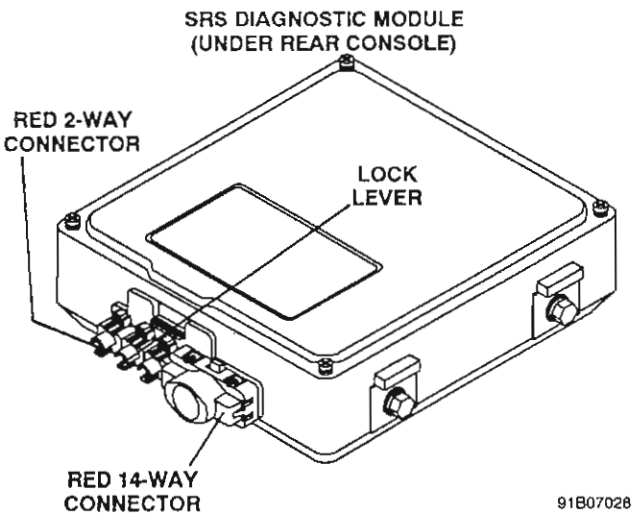


FIG. 1

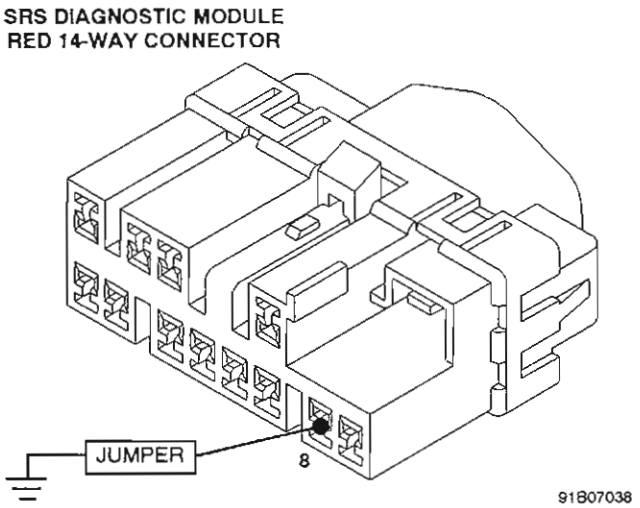
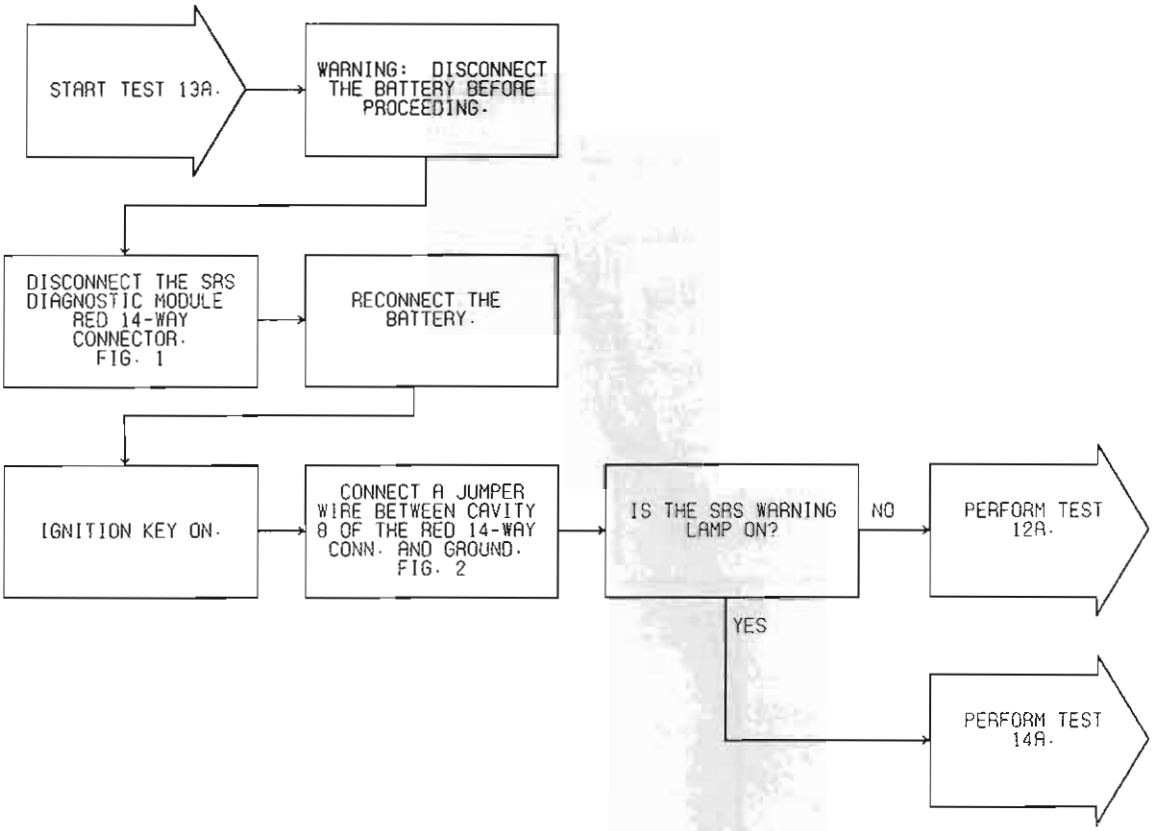


FIG. 2

TEST 13A DIAGNOSING CODE 44 – *SRS LAMP TROUBLE 2*

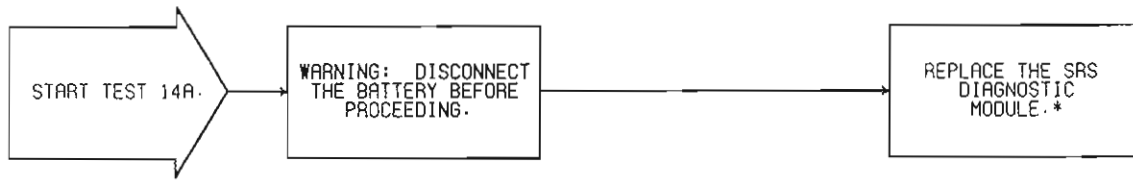
Perform TEST 2A Before Proceeding



Perform Verification TEST VER-1.

TEST 14A — REQUIRED REPAIR PROCEDURE FOR SRS DIAGNOSTIC MODULE REPLACEMENT AND CODE 45 "SRS DIAGNOSTIC MODULE"

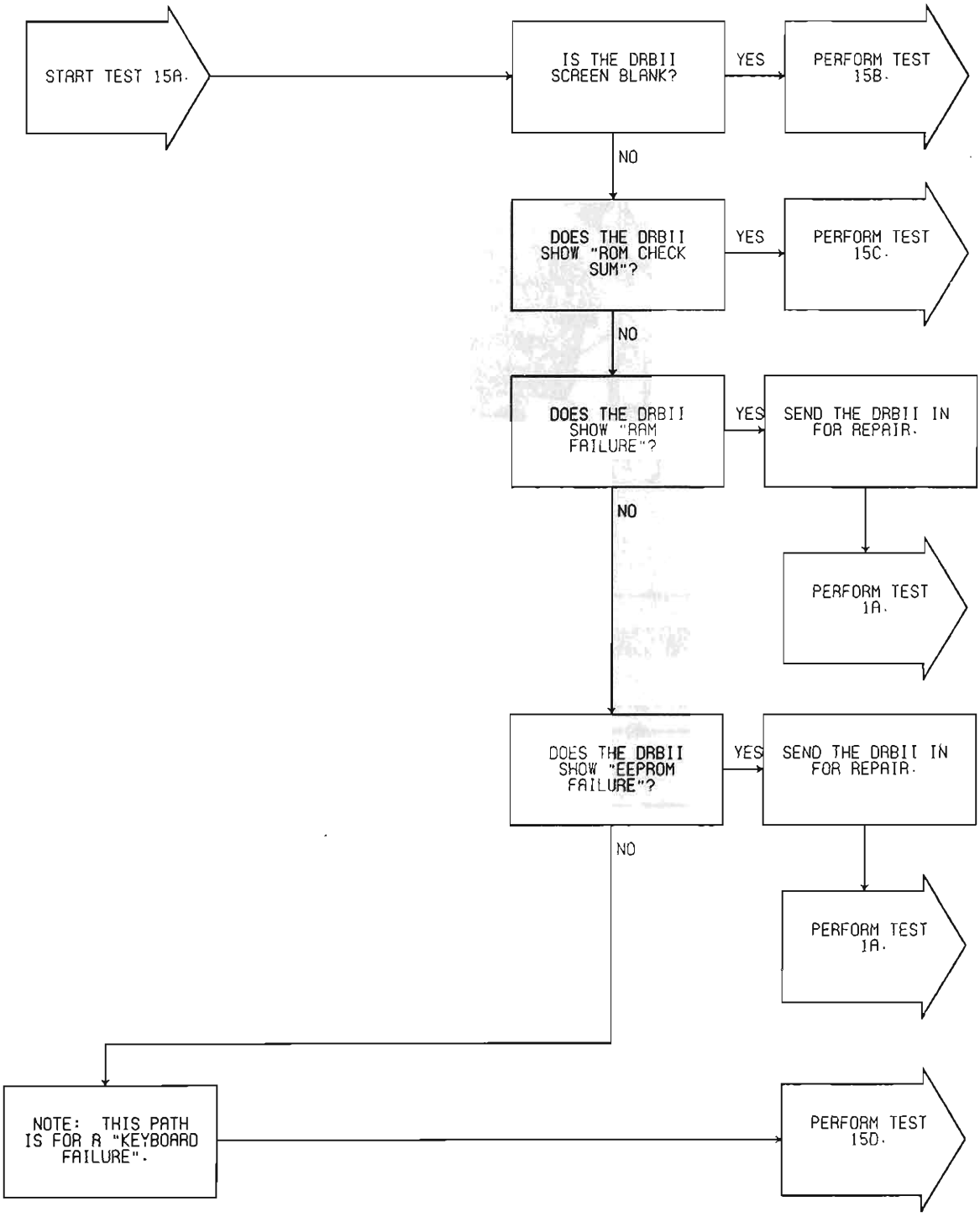
Perform TESTS 1A, 2A, 3A, 4A, 6A, 7A, 8A, 9A, 10A, 11A, 12A, and 13A Before Proceeding



**Perform Verification TEST VER-1.*

TEST 15A DIAGNOSING DRBII FUNCTION

Perform TEST 1A Before Proceeding



Perform Verification TEST VER-1.

TEST 15B	DIAGNOSING BLANK SCREEN ON THE DRBII

Perform TEST 15A Before Proceeding

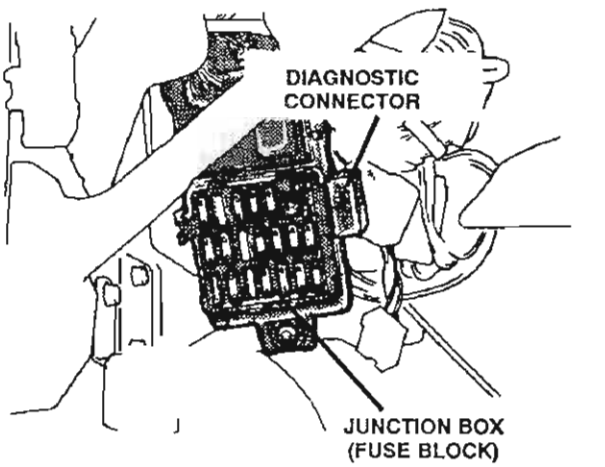


FIG. 1

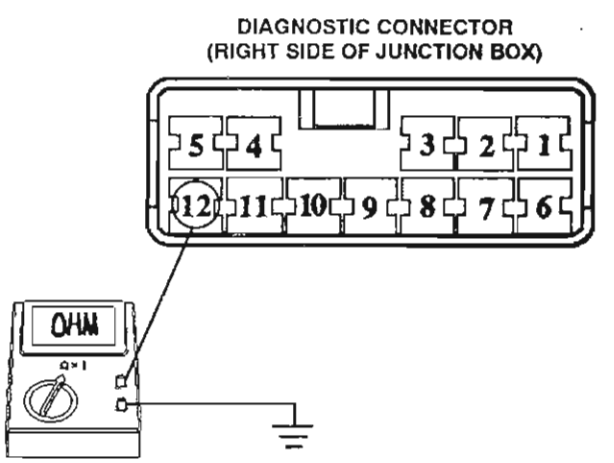
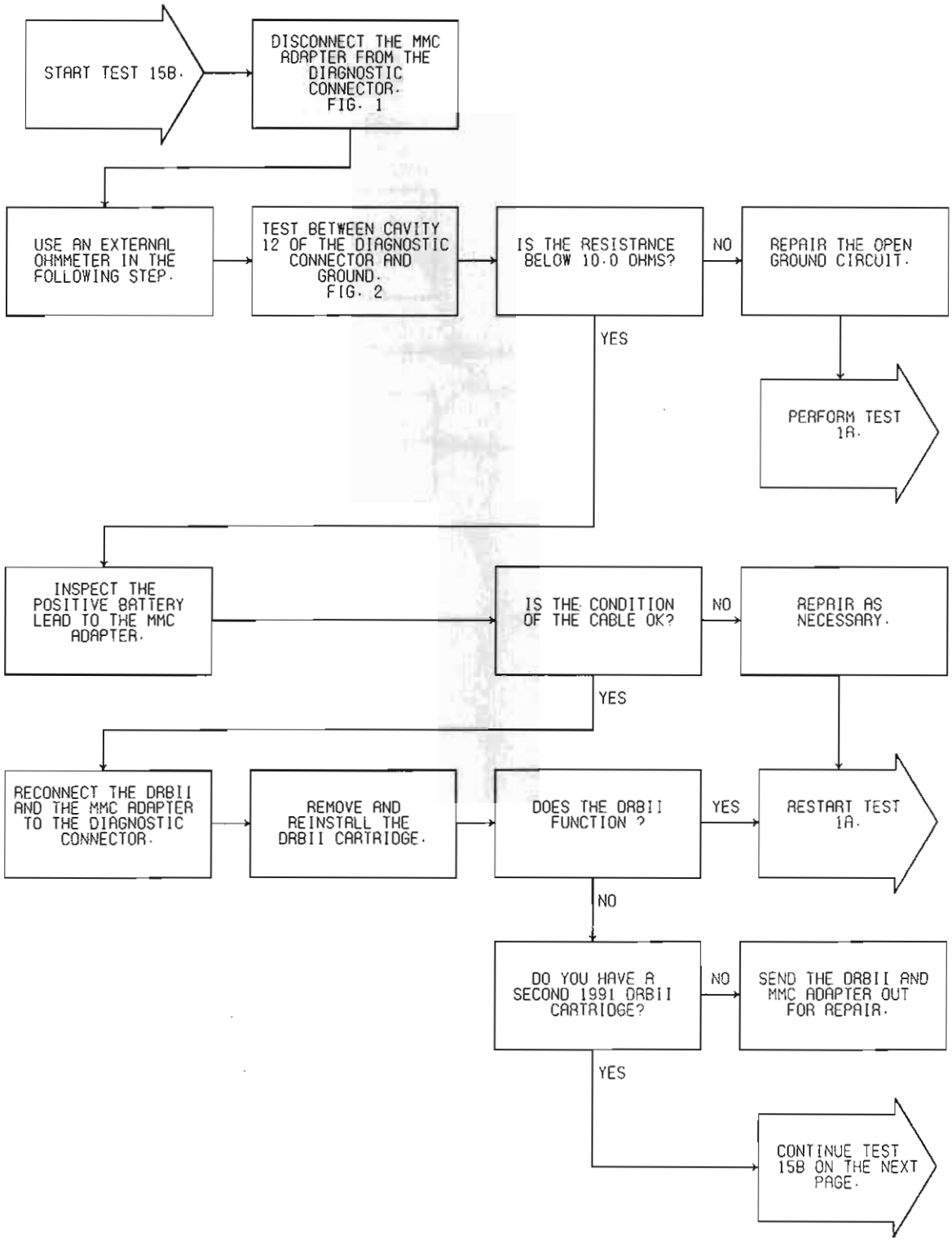


FIG. 2

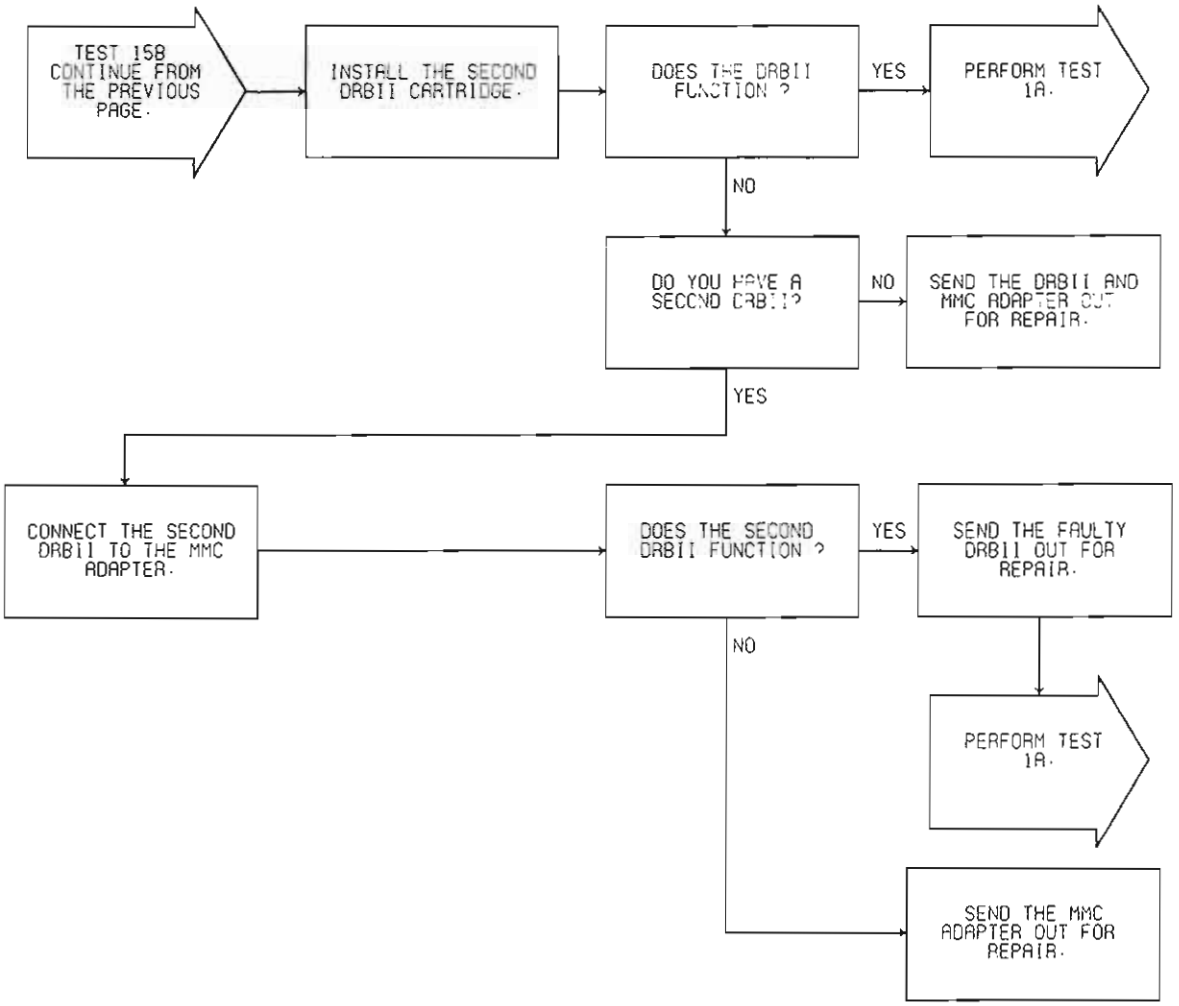
TEST 15B DIAGNOSING BLANK SCREEN ON THE DRBII

Perform TEST 15A Before Proceeding



Perform Verification TEST VER-1.

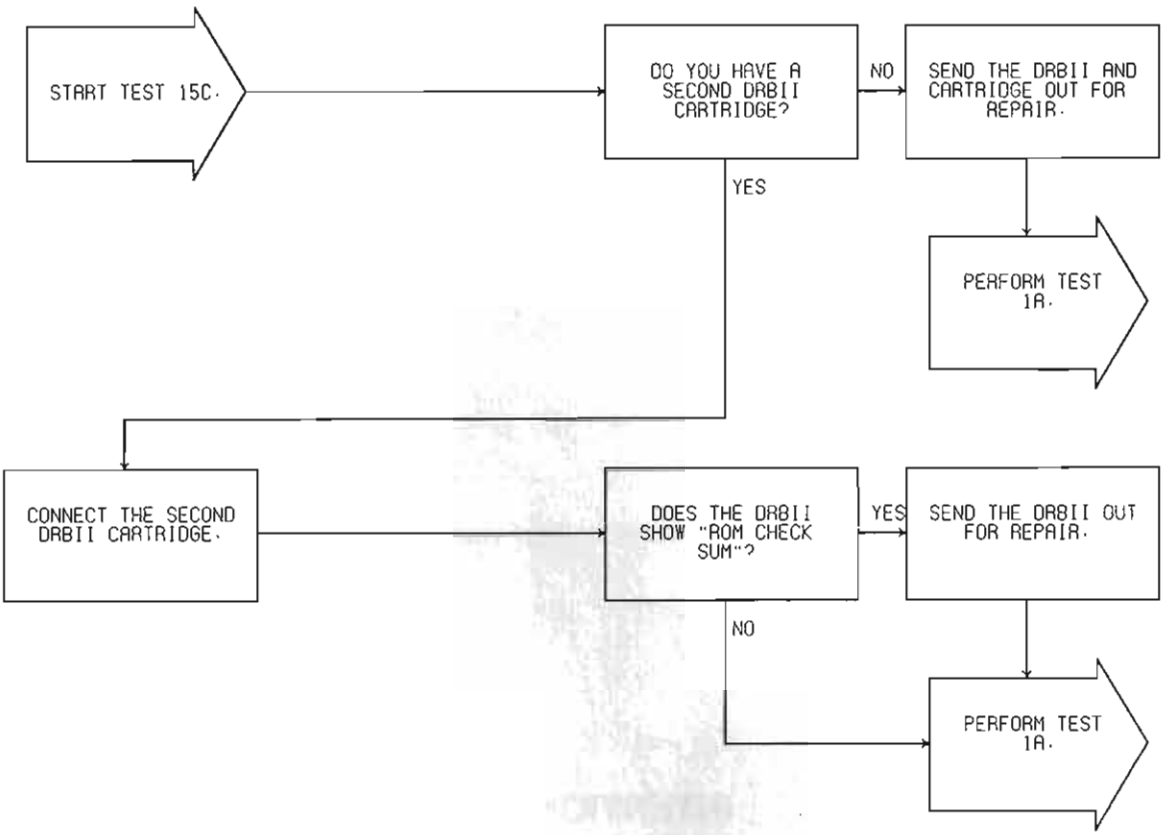
TEST 15B CONTINUED - DIAGNOSING BLANK SCREEN ON THE DRBII



**Perform Verification TEST VER-1.*

TEST 15C DIAGNOSING THE DRBII "ROM CHECK SUM" ERROR MESSAGE

Perform TEST 15A Before Proceeding



Perform Verification TEST VER-1.

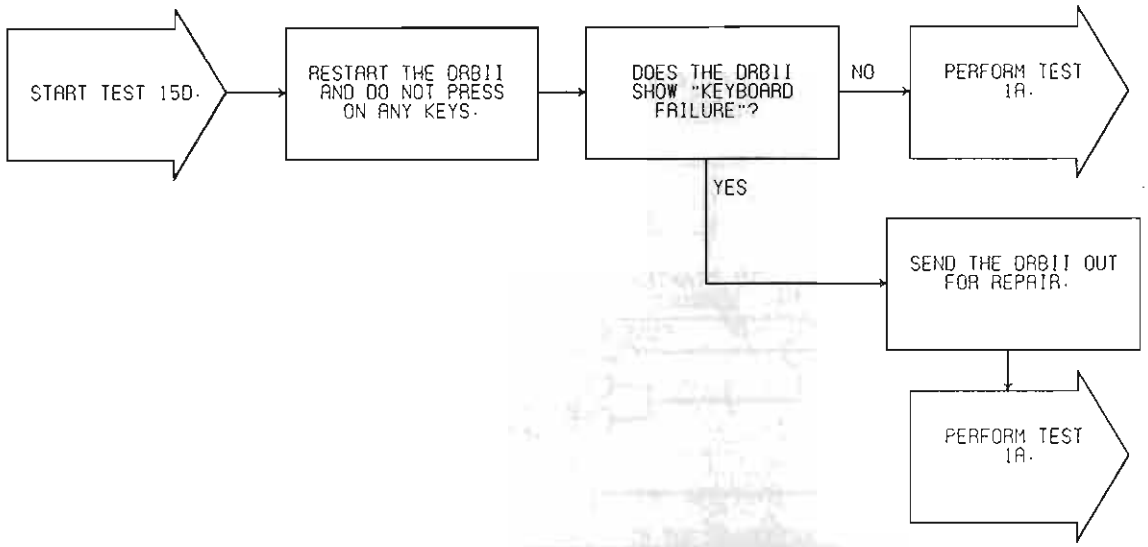
TEST 15D	DIAGNOSING THE DRBII "KEYBOARD FAILURE" ERROR MESSAGE

Perform TEST 15A Before Proceeding

INTENTIONALLY
LEFT BLANK

TEST 15D DIAGNOSING THE DRBII *KEYBOARD FAILURE* ERROR MESSAGE

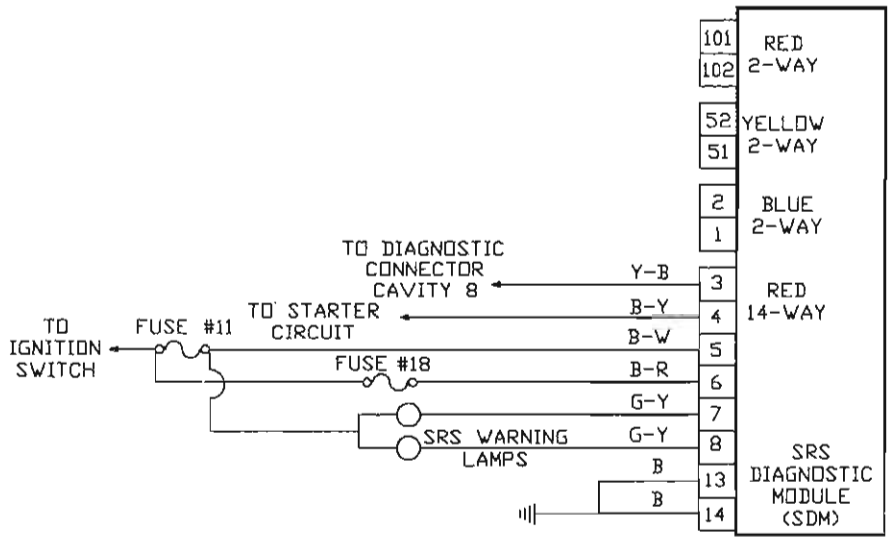
Perform TEST 15A Before Proceeding



**Perform Verification TEST VER-1.*

TEST 16A DIAGNOSING A "NO RESPONSE" MESSAGE ON THE DRBII

Perform TEST 1A Before Proceeding



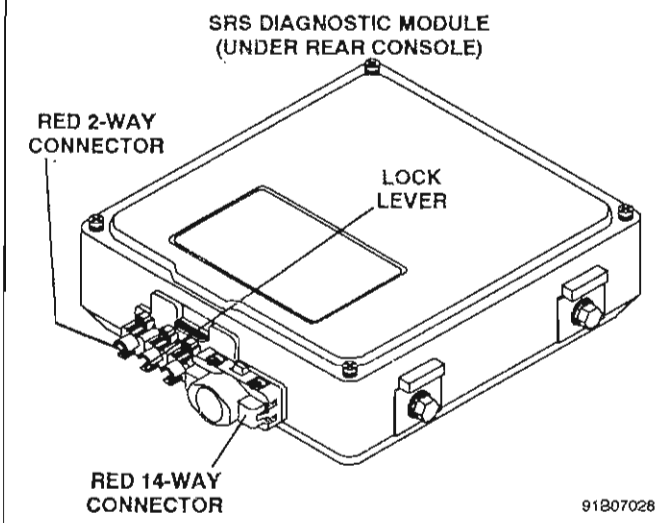


FIG. 1

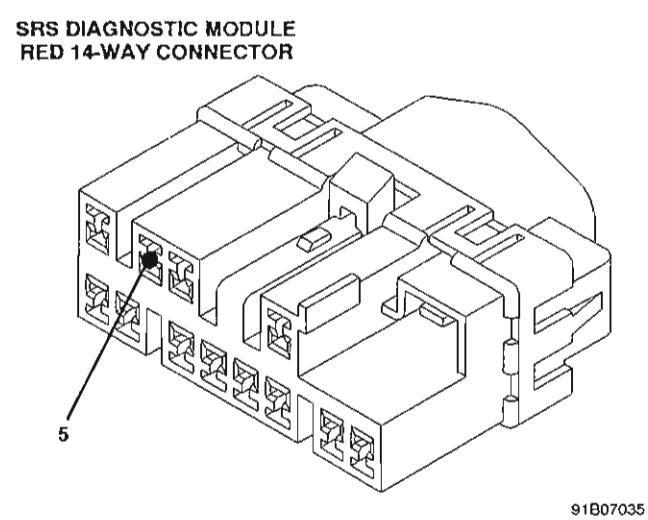


FIG. 2

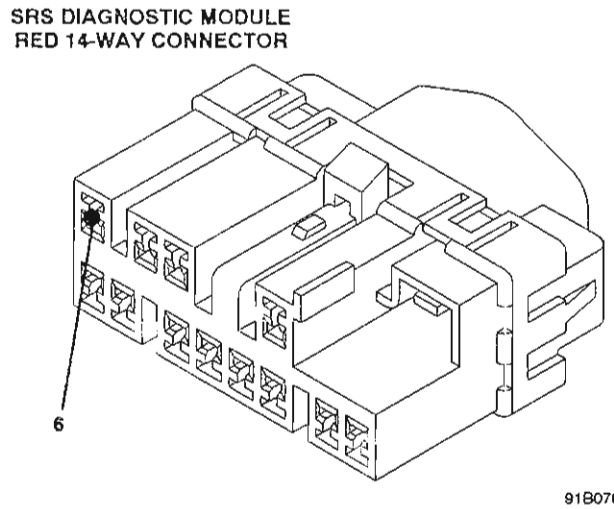
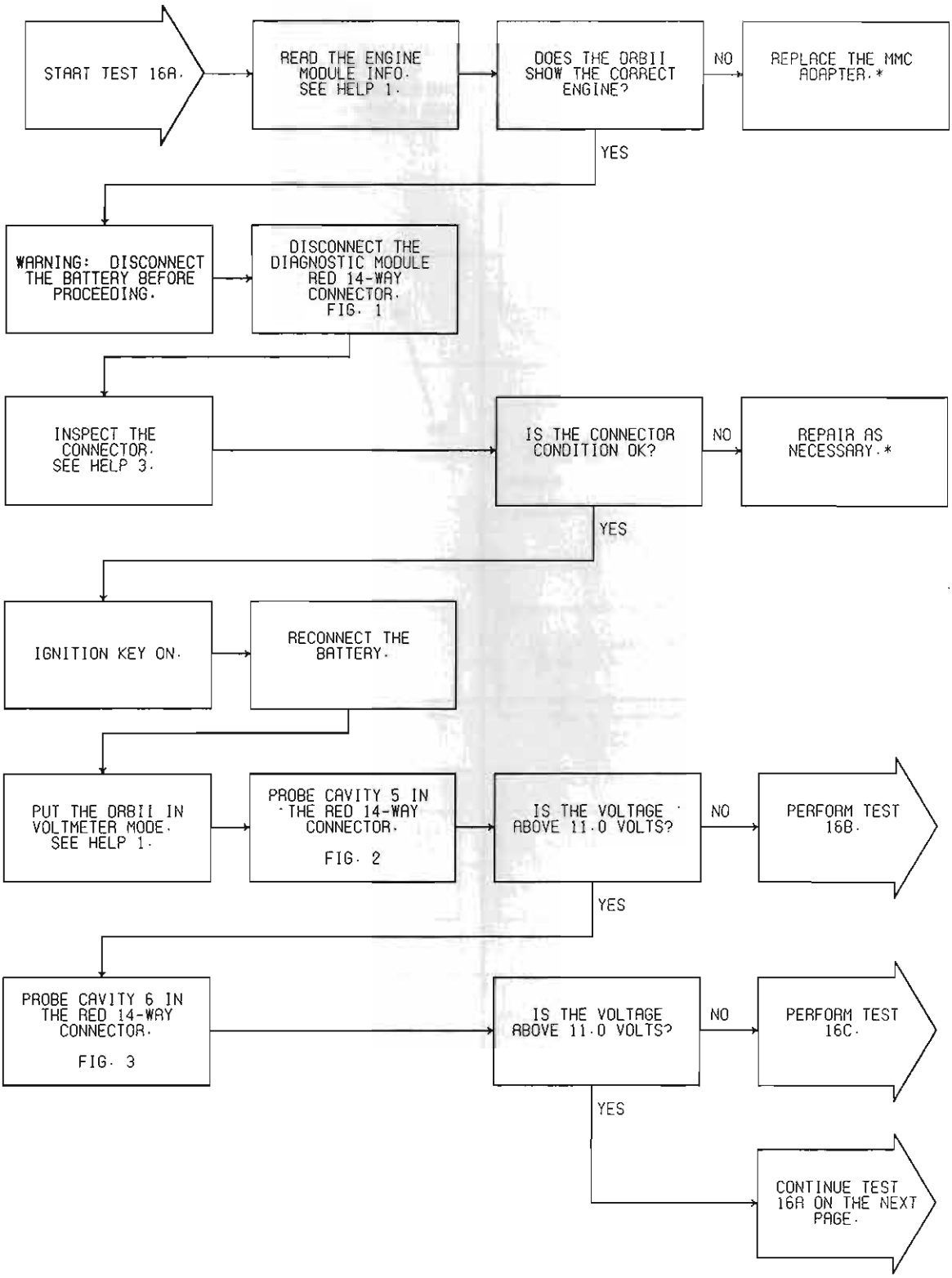


FIG. 3

TEST 16A DIAGNOSING A "NO RESPONSE" MESSAGE ON THE DRBII

Perform TEST 1A Before Proceeding



Perform Verification TEST VER-1.

TEST 16A CONTINUED - DIAGNOSING A "NO RESPONSE" MESSAGE ON THE DRBII

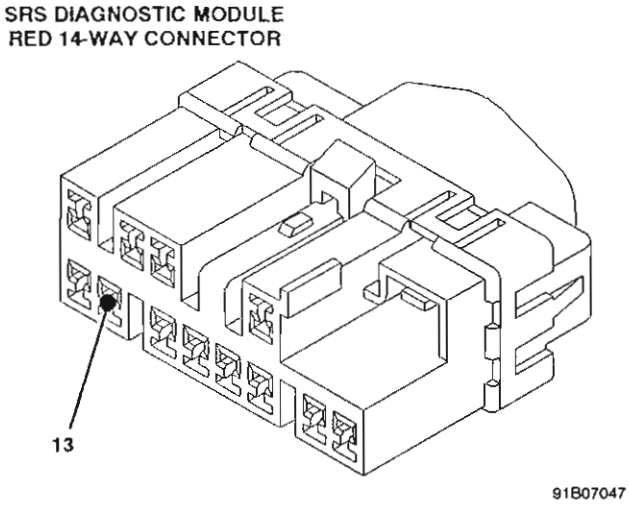


FIG. 1

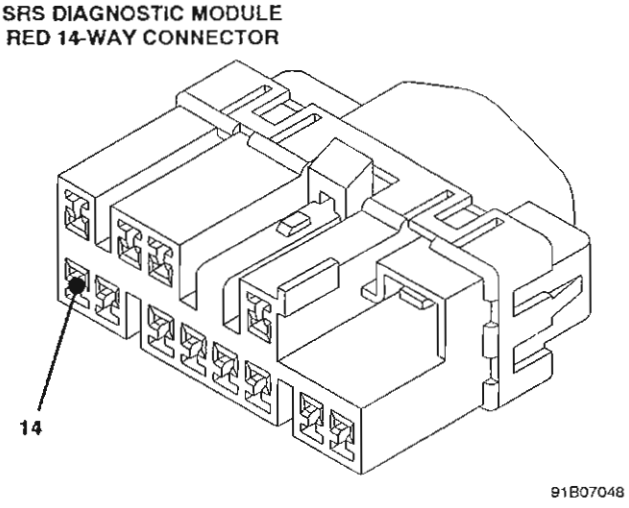


FIG. 2

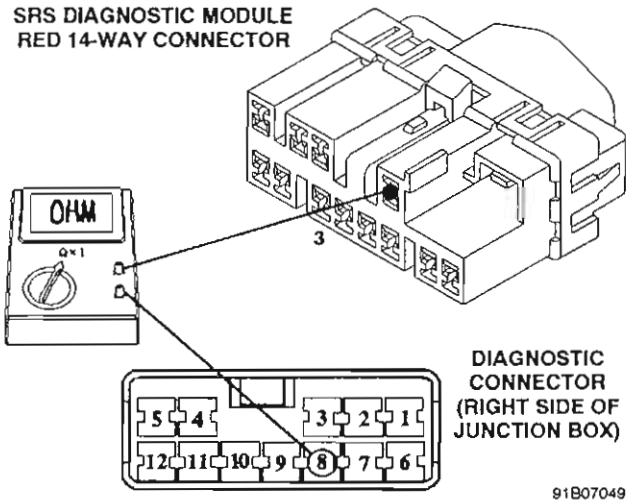


FIG. 3

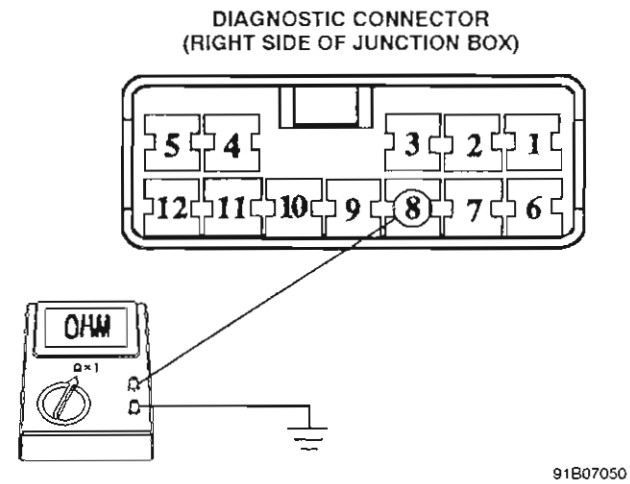
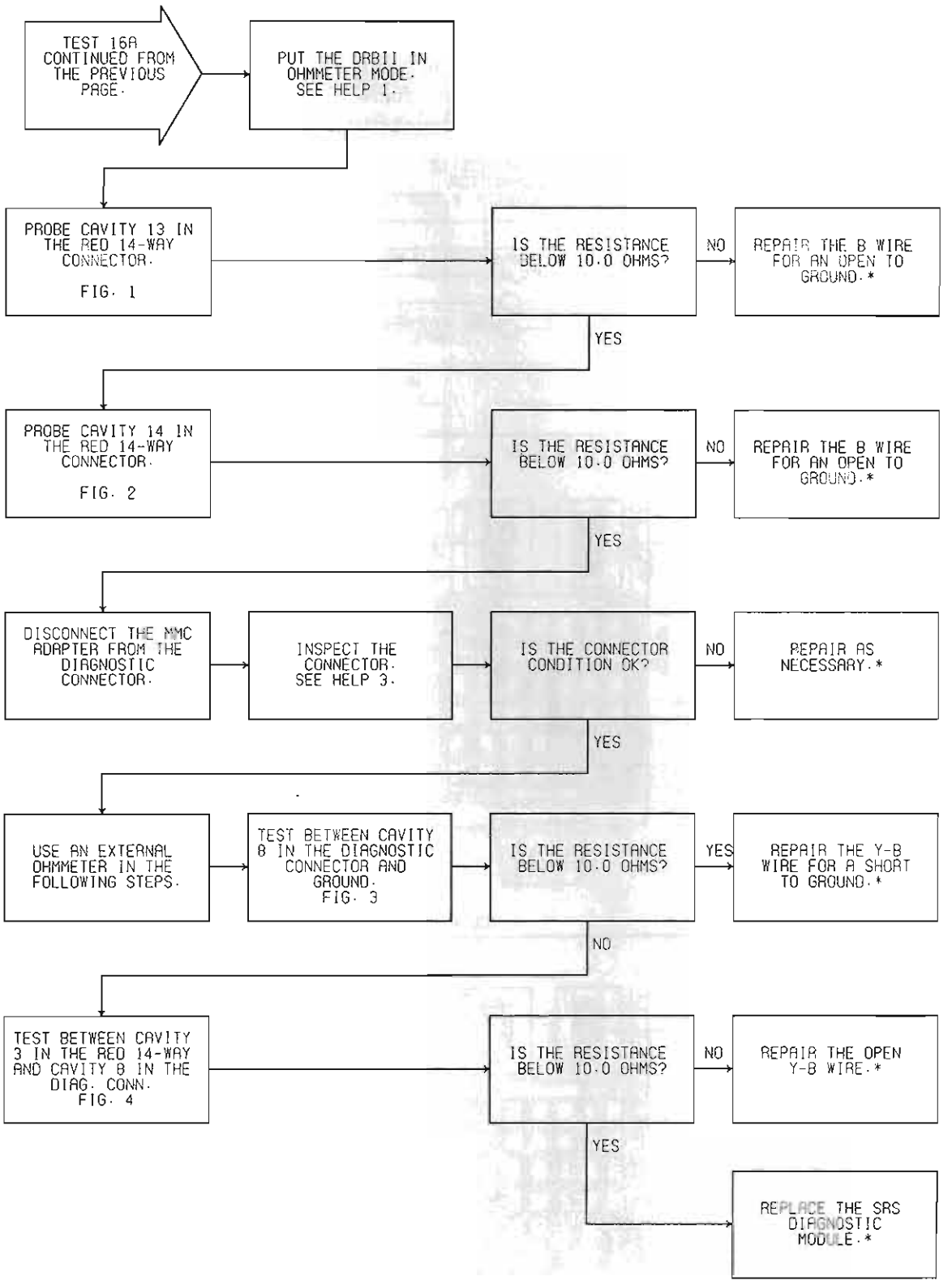


FIG. 4

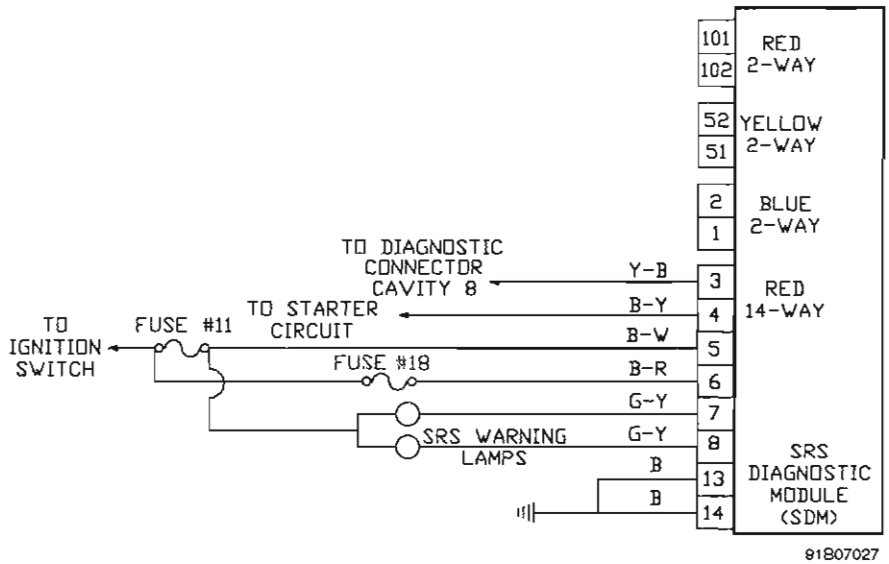
TEST 16A CONTINUED - DIAGNOSING A "NO RESPONSE" MESSAGE ON THE DRBII



**Perform Verification TEST VER-1.*

TEST 16B	DIAGNOSING IGNITION INPUT TO THE SRS DIAGNOSTIC MODULE

Perform TEST 16A Before Proceeding



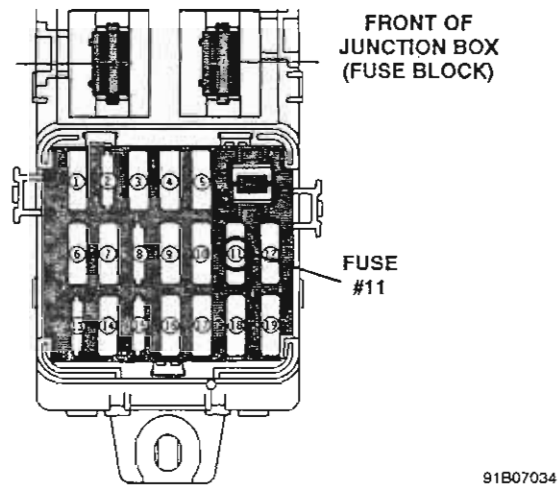


FIG. 1

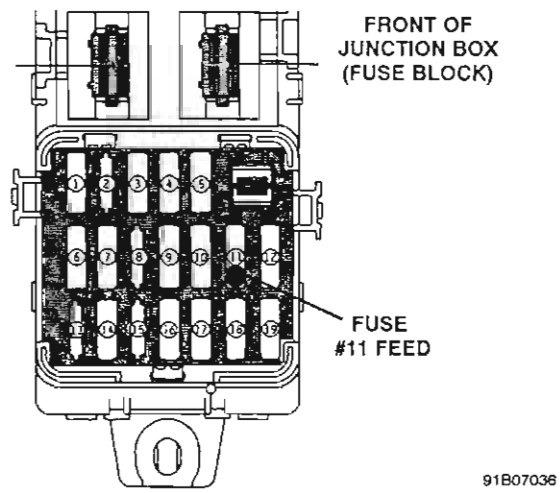
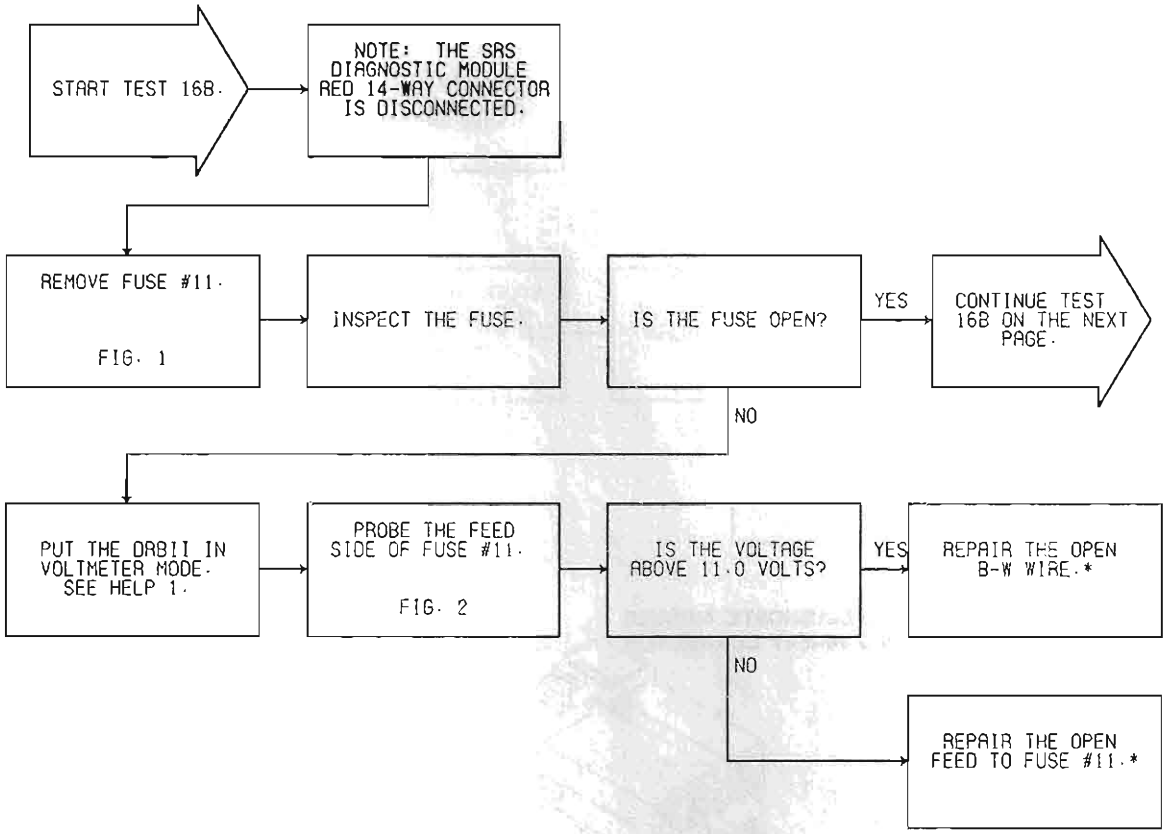


FIG. 2

TEST 16B DIAGNOSING IGNITION INPUT TO THE SRS DIAGNOSTIC MODULE

Perform TEST 16A Before Proceeding



Perform Verification TEST VER-1.

TEST 16B CONTINUED - DIAGNOSING IGNITION INPUT TO THE SRS DIAGNOSTIC MODULE

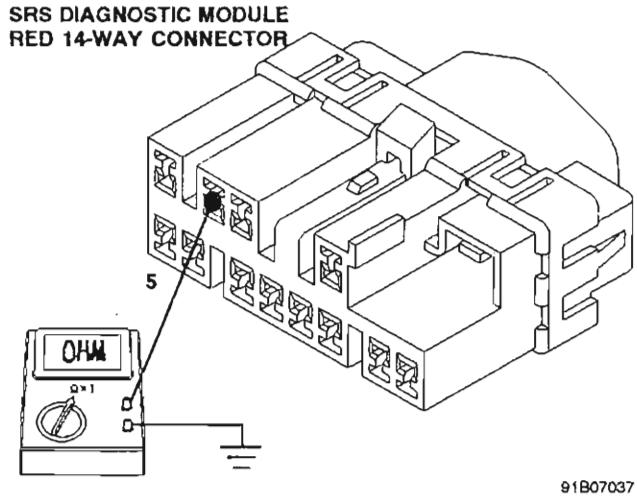
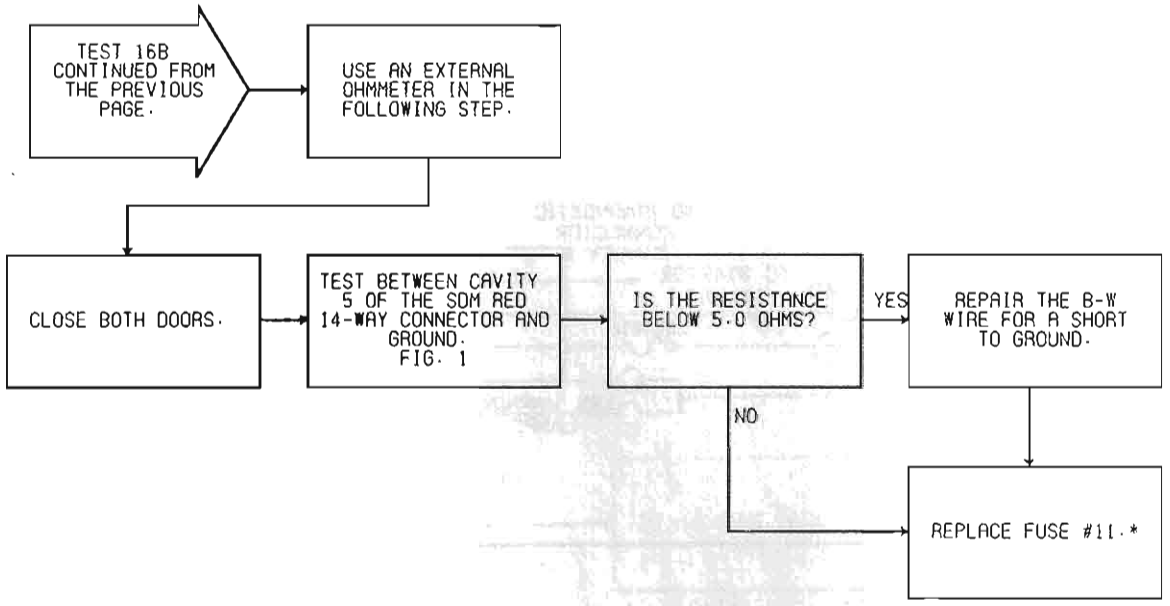


FIG. 1

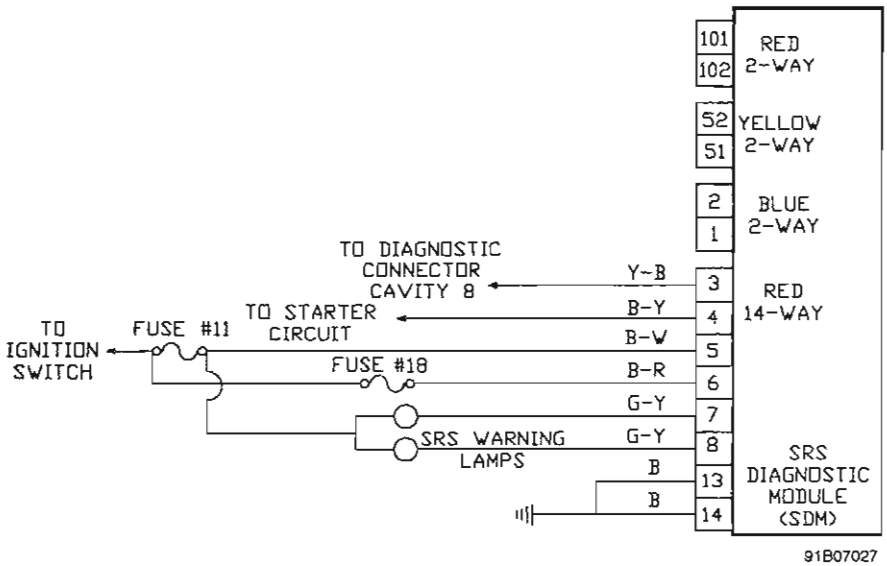
TEST 16B CONTINUED - DIAGNOSING IGNITION INPUT TO THE SRS DIAGNOSTIC MODULE



Perform Verification TEST VER-1.

TEST 16C DIAGNOSING IGNITION 1 INPUT TO THE SRS DIAGNOSTIC MODULE

Perform TEST 16A Before Proceeding



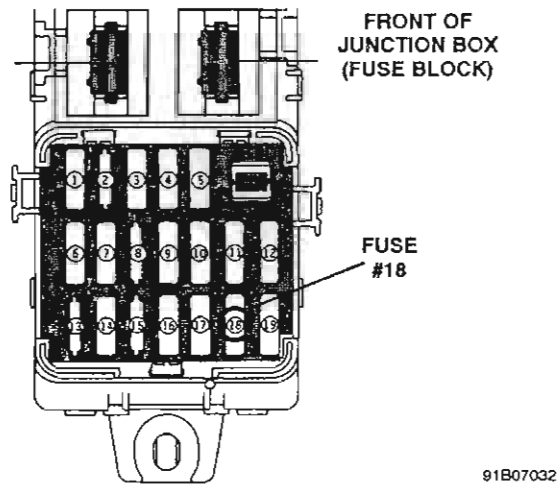


FIG. 1

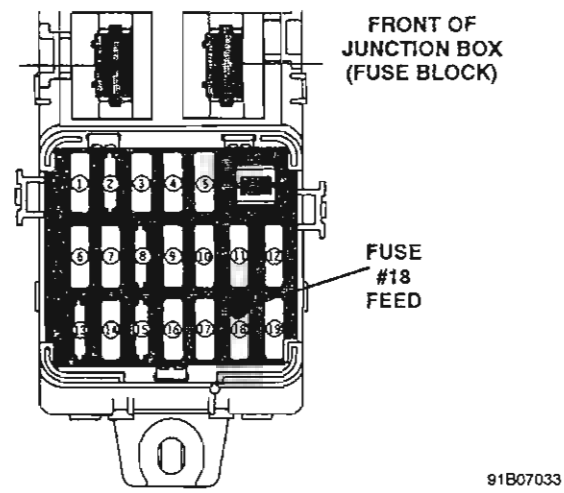
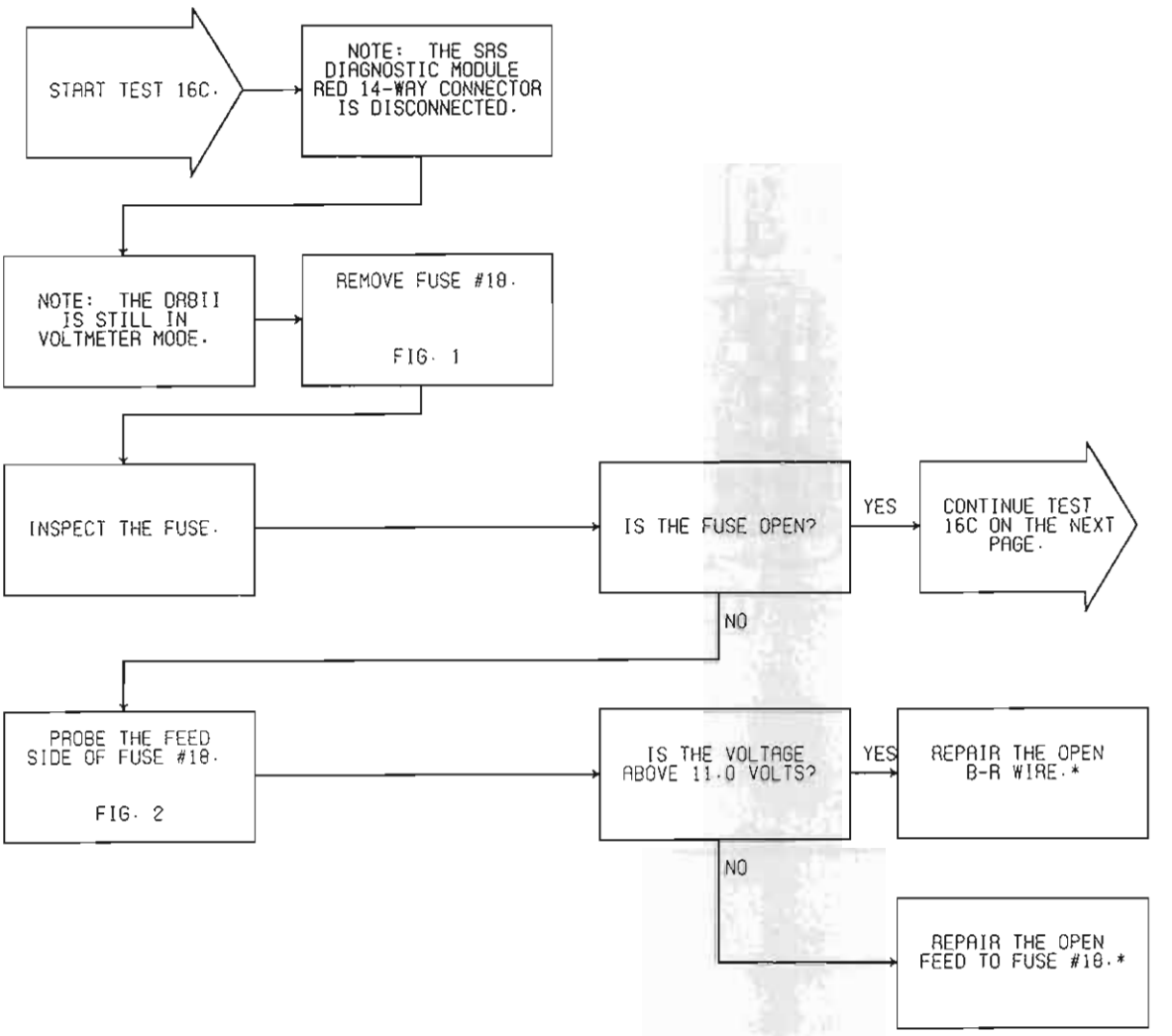


FIG. 2

TEST 16C DIAGNOSING IGNITION 1 INPUT TO THE SRS DIAGNOSTIC MODULE

Perform TEST 16A Before Proceeding



Perform Verification TEST VER-1.

TEST 16C	CONTINUED - DIAGNOSING IGNITION 1 INPUT TO THE SRS DIAGNOSTIC MODULE

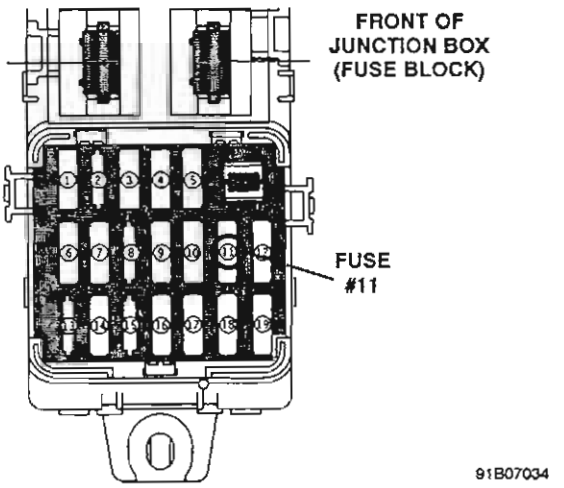


FIG. 1

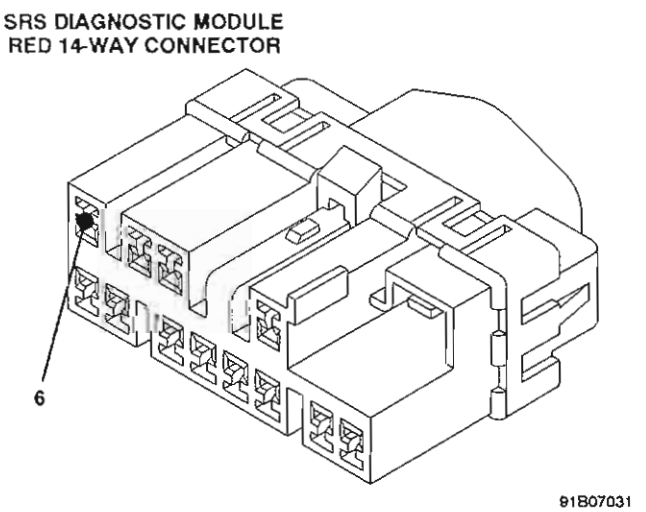
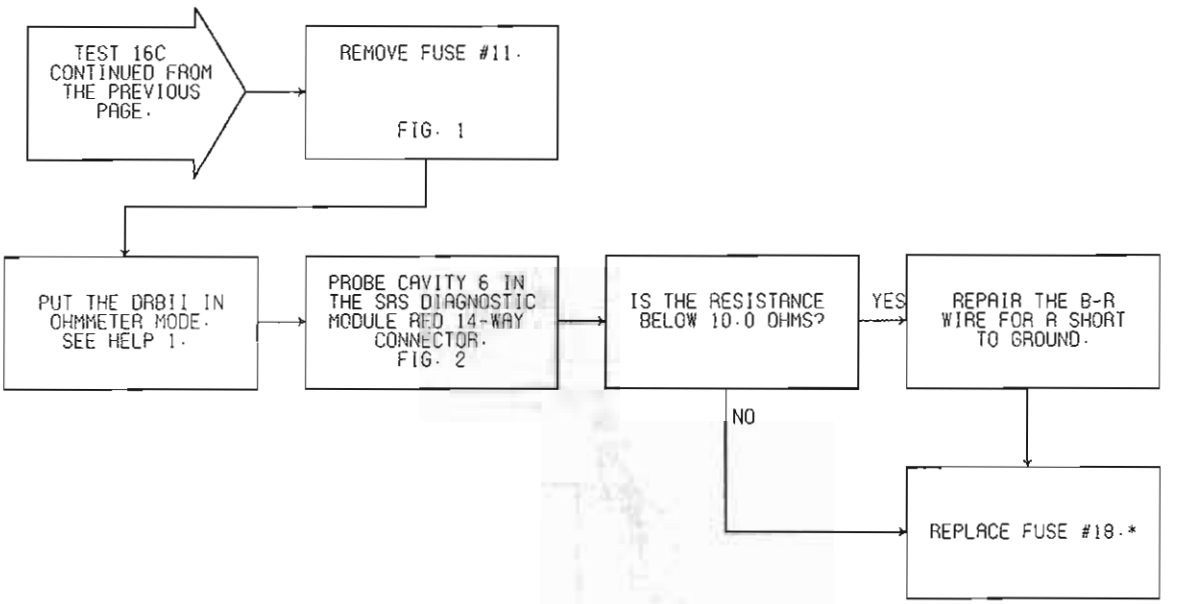


FIG. 2

TEST 16C CONTINUED - DIAGNOSING IGNITION 1 INPUT TO THE SRS DIAGNOSTIC MODULE



**Perform Verification TEST VER-1.*

VER-1	VERIFICATION TEST 1

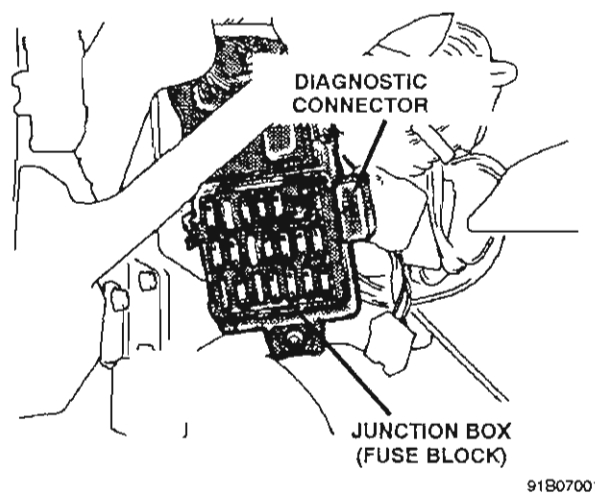


FIG. 1

VER-1 VERIFICATION TEST 1