

# MEGANE

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## 8 Electrical equipment

**88C**

### AIRBAG - SEAT BELT PRETENSIONERS

#### ACU4 AIRBAG

Vdiag: 08, 10, 0C

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V4

Edition Anglaise

"The repair procedures given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The procedures may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed."

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## 1. SCOPE OF THIS DOCUMENT

This document presents the fault finding procedure applicable to all computers with the following specifications:

*Vehicle:* MEGANE II, SCENIC II

*Function concerned:* **AIRBAG**

*Name of computer:* **AUTOLIV - ACU 4**

*Vdiag No.:* **08, 10 and 0C**

## 2. PREREQUISITES FOR FAULT FINDING

### Documentation type

**Fault finding procedures** (this manual):

- Assisted fault finding (integrated into the diagnostic tool), Dialogys.

**Wiring Diagrams:**

- Visu-Schéma (CD-ROM), paper.

### Type of diagnostic tools

- **CLIP**

### Special tooling required

Special tooling required	
<ul style="list-style-type: none"><li>– Multimeter</li><li>– Set of adapters and borniers for using the "Airbag and pretensioner wiring harness check" function of CLIP and XRBAG tools for updates including the borniers listed below.</li><li>– <b>Modifying the series of new airbag ignition module connectors entails modifying the dummy ignition module.</b></li></ul>	
<b>LOCAL MODIFICATION OF THE DUMMY IGNITION MODULE</b> <ul style="list-style-type: none"><li>– Remove the ignition module from its red mounting and remove one of the brown locking positions.</li></ul>	
<b>Elé. 1685</b>	Computer bornier <b>22 tracks</b>
<b>Elé. 1717</b>	Computer bornier <b>64 tracks</b>
<b>Elé. 1687</b>	Seat bornier <b>22 tracks</b>
<b>Elé. 1617</b>	Rotary switch bornier <b>10 tracks</b>

### 3. RECAP

#### Faults

#### Procedure

To run fault finding on the vehicle's computers, switch on the ignition in fault finding mode (forced + after ignition feed):

- Vehicle card in reader,
- Press and hold Start button (longer than 5 seconds) with startup conditions not fulfilled,
- Then connect the diagnostic tool and perform the desired operations.

#### WARNING

The left-hand and right-hand xenon bulb computers are powered when the dipped headlights are lit. Therefore fault finding can only be carried out on them after the ignition has been switched on in fault finding mode (forced + after ignition feed) and the dipped headlights have been switched on.

The **+ After ignition feed cut-out** is carried out as follows:

- Disconnect the diagnostic tool.
- Press the Start button twice briefly (less than **3 seconds**),
- Ensure that the + after ignition feed has been cut off by checking that the computer warning lights on the instrument panel have gone out.

Faults are displayed as present or stored (they appeared in a certain context and have since disappeared, or they are still present but cannot be diagnosed in the current context).

The **present** or **stored** status of faults must be considered when using the diagnostic tool after switching on + after ignition feed (without activating any system components).

Deal with present faults according to the procedure specified in the section on **Interpretation of faults**.

For **stored faults**, note the faults displayed and follow the instructions in the "Notes" section.

If the fault is **confirmed** when the notes are applied, the fault is present. In this case, deal with the fault.

If the fault is **not confirmed**, carry out some basic checks. Check:

- the electrical lines which correspond to the fault,
- the connectors for these lines (for oxidation, bent pins, etc.),
- the resistance of the component detected as faulty,
- the condition of the wires (insulation melted or cut, wear), or use the fault finding procedure to check the circuit for the component concerned.

### Conformity check

The aim of the conformity check is to check statuses and parameters that do not produce a fault display on the diagnostic tool when they are inconsistent. Therefore, this stage is used to:

- carry out fault finding on faults that do not have a fault display, and which may correspond to a customer complaint.
- check that the system is operating correctly and that there is no risk of a fault recurring after repairs.

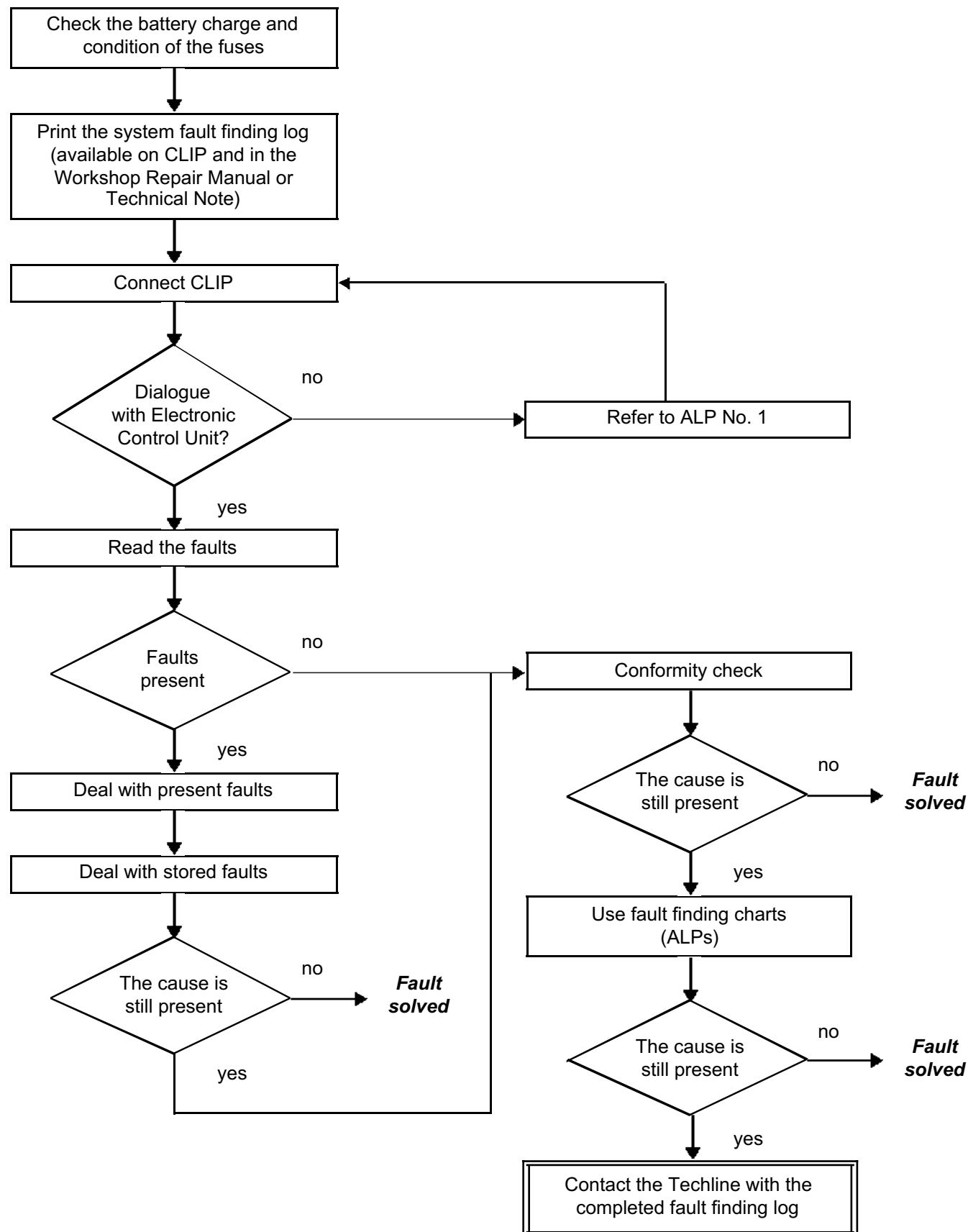
This section features the fault finding procedures for statuses and parameters, and the conditions for checking them. If a status is not behaving normally or a parameter is outside the permitted tolerance values, consult the corresponding fault finding page.

### Customer complaints - Fault finding chart

If the diagnostic tool check is correct, but the customer complaint is still present, it should be dealt with according to the customer complaint.

**A summary of the overall procedure to follow is provided on the following page in the form of a flow chart.**

## 4. FAULT FINDING PROCEDURE



#### **4. FAULT FINDING PROCEDURE**

##### **Wiring check:**

##### **Fault finding problems:**

Disconnecting the connectors and/or manipulating the wiring harness may temporarily remove the cause of a fault. Electrical measurements of voltage, resistance and insulation are generally correct, especially if the fault is not present (stored) when testing is carried out.

##### **Visual inspection:**

Look for damage under the bonnet and in the passenger compartment.  
Carefully check the fuses, insulators and wiring harness routing.  
Look for signs of oxidation.

##### **Tactile inspection:**

While manipulating the wiring harness, use the diagnostic tool to note any change in fault status from stored to present.  
Make sure that the connectors are properly locked.  
Apply light pressure to the connectors.  
Twist the wiring harness.  
If there is a change in status, try to locate the source of the fault.

##### **Inspection of each component:**

Disconnect the connectors and check the appearance of the clips and tabs, as well as their crimping (no crimping on the insulating section).  
Make sure that the clips and tabs are properly locked in the sockets.  
Make sure that no clips or tabs have been dislodged during connection.  
Check the clip contact pressure using an appropriate model of tab.

##### **Resistance check:**

Check the continuity of entire lines, then section by section.  
Look for a short circuit to earth at + 12 V or to another wire.  
If a fault is detected, proceed with the repairs or replacement.

## 5. FAULT FINDING LOG



### IMPORTANT

#### IMPORTANT

All faults requiring replacement of a computer for must be subject to a complete fault finding procedure with the appropriate tools. The **fault finding log** must be filled out during the process and indicate the findings for the warranty refund.

**IT IS THEREFORE MANDATORY TO FILL OUT A FAULT FINDING LOG EACH TIME  
FAULT FINDING IS CARRIED OUT.**

You will always be asked for this log:

- When requesting technical assistance from the Techline.
- To be attached to monitored parts for which reimbursement is requested. The log is needed for warranty compensation, and enables better analysis of the removed parts.

## 6. SAFETY ADVICE

Safety rules must be observed whenever work is carried out on a component to prevent physical damage or human injury:

- Check the battery voltage to avoid incorrect operation of computer functions.

During operations on the airbag/seat belt pretensioner systems it is vital that you lock the computer using the diagnostic tool to prevent any risk of accidental triggering (all the ignition lines will be inhibited). The locked mode is indicated when the instrument panel warning light comes on.

If it is impossible to connect the diagnostic tool, switch off the ignition, remove the system power fuse, and wait at least 2 seconds for the reserve power capacity to discharge.

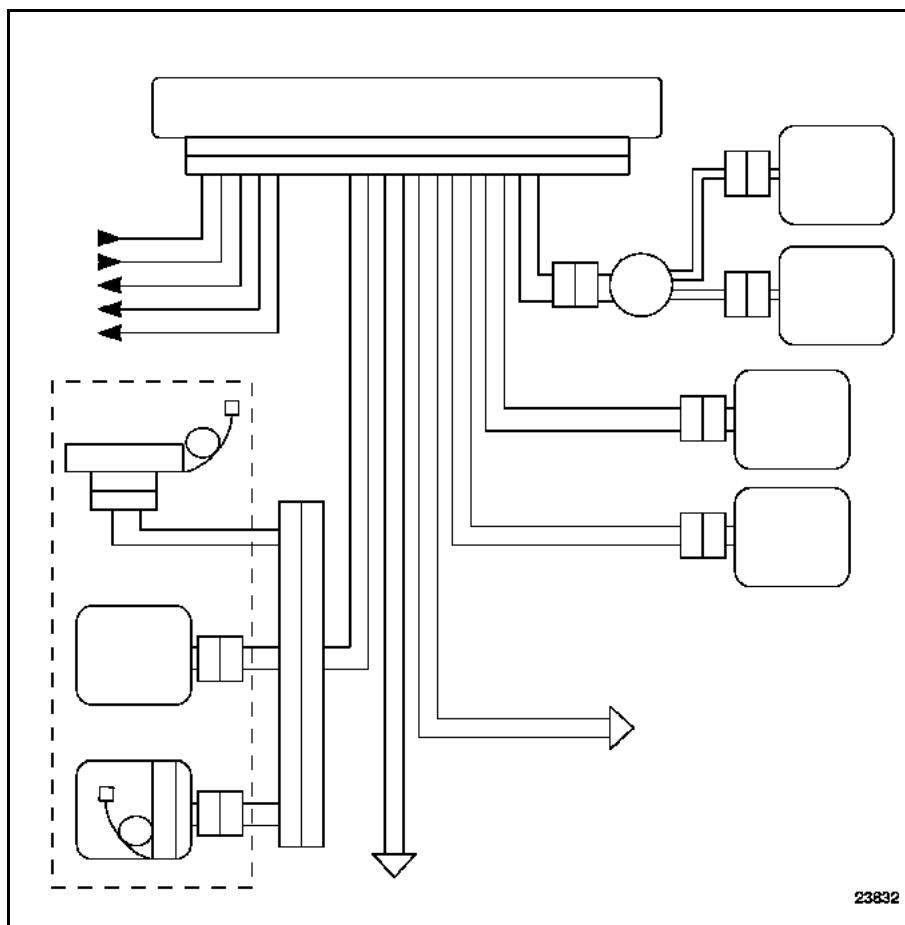
Never measure the airbag or pretensioner trigger lines with any device other than XRBAG or CLIP's "Airbag and pretensioner wiring harness check".

Before using a dummy ignition module, check that its resistance is between 1.8 and 2.5  $\Omega$ .  
During the procedure, check that the computer feed voltage does not drop below 10 V.

#### IMPORTANT

Airbag and pretensioner destruction and disposal is subject to national legislation.

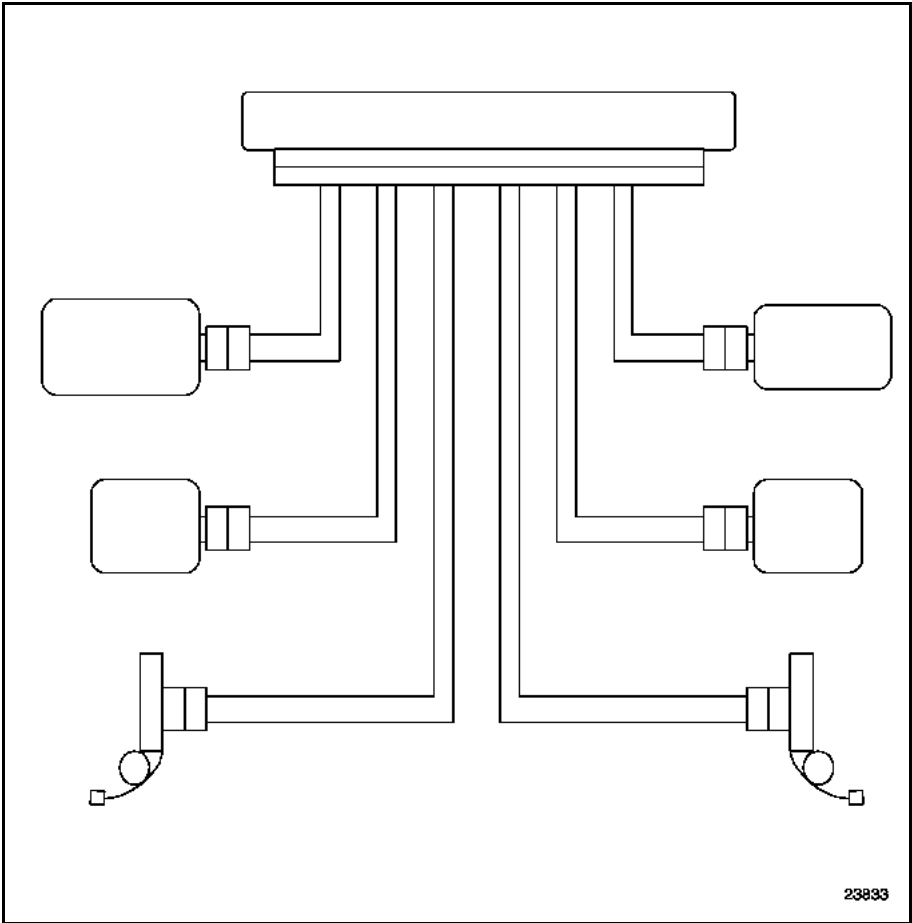
**SYSTEM CONFIGURATION DIAGRAM (FRONT section)**



**AR To rear wiring**



SYSTEM CONFIGURATION DIAGRAM (REAR section)



23833

<b>Rear</b>	To rear wiring harness	<b>J/K</b>	Curtain airbag ignition modules
<b>A</b>	Central unit	<b>L/M</b>	Rear side airbag ignition modules
<b>B</b>	Driver's seat	<b>N/O</b>	Rear inertia reels
<b>C</b>	Front passenger seat	<b>R/S</b>	Rear frontal airbag triggers
<b>D</b>	Buckle pretensioner	<b>CT</b>	Driver's front rotary switch
<b>E</b>	Airbag ignition module	<b>P</b>	+ 12 V/Earth
<b>G</b>	Passenger's frontal airbag ignition module		Warning light/Fault finding lines
<b>H</b>	Front chest level side airbag ignition module		Impact sensors/seat impact signal
<b>I</b>	Lap belt pretensioner or seat base airbag		Passenger airbag lock switch

FRONTAL AIRBAGS		
	Measuring point	Correct value
Driver	C0, C2 and C4	1.8 to 6.2 Ω
Passenger	C0 and C4	1.8 to 4 Ω
SIDE AIRBAGS AND PRETENSIONERS		
	Measuring point	Correct value
	C0, C1 and C3	1.8 to 4 Ω

Correct insulation value: display > 100 h or 9999 flashing.

## DEFINITION OF THE TRIGGER LINES

- L1:** Driver's seat lap belt/seat base airbag circuit (**cable B of 64-track bornier Elé. 1717**)
- L2:** Passenger seat lap belt/seat base airbag circuit (**cable D of 64-track bornier Elé. 1717**)
- L3:** Passenger's frontal airbag circuit 1 (**cable B of 22-track bornier Elé. 1685**)
- L4:** Passenger's frontal airbag circuit 2 (**cable A of 22-track bornier Elé. 1685**)
- L5:** Driver's frontal airbag circuit 1 (**cable C of 22-track bornier Elé. 1685**)
- L6:** Driver's frontal airbag circuit 2 (**cable D of 22-track bornier Elé. 1685**)
- L7:** Driver's side curtain airbag circuit (**cable I of 64-track bornier Elé. 1717**)
- L8:** Passenger's side curtain airbag circuit (**cable G of 64-track bornier Elé. 1717**)
- L9:** Driver's front chest level side airbag circuit (**cable H of 64-track bornier Elé. 1717**)
- L10:** Passenger's front chest level side airbag circuit ((**cable F of 64-track bornier Elé. 1717**)
- L11:** Driver's rear chest level side airbag circuit (**cable N of 64-track bornier Elé. 1717**)
- L12:** Passenger's rear chest level side airbag circuit (**cable L of 64-track bornier Elé. 1717**)
- L13:** Front buckle pretensioner circuit (**cables A and C of 64-track bornier Elé. 1717**)
- L14:** Rear seat belt retractors (**cables E and J of 64-track bornier Elé. 1717**)
- L15:** Driver's side rear frontal airbag circuit (**cable O of 64-track bornier Elé. 1717**)
- L16:** Passenger's side rear frontal airbag circuit (**cable M of 64-track bornier Elé. 1717**)

## PASSIVE SAFETY EQUIPMENT

The MEGANE II has equipment also found on the LAGUNA II and VEL SATIS, namely:

- Front seat chest level side airbag.
- Double pretensioner on the front seat (except for type CMXX and SMXX).
- Driver's seat position sensor for adaptive airbag.
- Three-point rear centre seat belt.
- Front and rear Isofix mountings.

### INNOVATIONS:

- **Passenger airbag inhibition switch.**
- **Anti-submarining airbag in the seat base along with a buckle pretensioner on the front seat for type CMXX and SMXX MEGANE II vehicles.**

In the text, this airbag is referred to as the:

### **DRIVER'S SEAT LAP BELT/SEAT BASE AIRBAG.**

Via the same trigger line, the ACU 4 Vdiag **08, 10** computer controls either the seat base (anti-submarining) airbag or the driver's seat lap belt pretensioner:

**For versions other than CMXX and SMXX, the configuration is: Driver's seat lap belt pretensioner.**

**For the CMXX and SMXX versions, the configuration is: Driver's seat base airbag.**

**The features are never found simultaneously on the same vehicle because they use the same trigger line.**

**Special feature of the airbag locking switch operation:**

**Vdiag 08:**

The vehicle user has **10 seconds** after + **after ignition feed** to inhibit the passenger airbag via the switch.  
After this time, the computer will store the **DF193** fault, and light up the instrument panel warning light.  
Switching the ignition off and on again will block this fault.

**Vdiag 10:**

The deactivation of the passenger airbag via the switch can be authorised even when the engine is running with a vehicle speed below **4 mph (7 km/h)**.

If the switch status is changed above **4 mph (7 km/h)**, the system status remains unchanged in relation to its status before the speed threshold was exceeded, nevertheless the fault warning light will light up and **DF193** will be stored. If the speed signal is unavailable, the change in status of the switch will not be taken into account.

**Note on Vdiag 10:**

In this case the two warning lights are dissociated and the passenger airbag status signal is maintained while the airbag fault warning light is lit.

Two distinct impact levels are transmitted on the **CAN** network:

- level 1 unlocks the doors and lights the hazard warning lights,
- level 2 cuts off the fuel pump in addition to the level 1 actions.

AIRBAG COMPUTER

22-track connector:

Track	Description	Track	Description
1	+ Passenger frontal airbag level 2	12	- Passenger frontal airbag level 2
2	+ Passenger frontal airbag level 1	13	- Passenger frontal airbag level 1
3	+ Driver's frontal airbag level 1	14	- Driver's frontal airbag level 1
4	+ Driver's frontal airbag level 2	15	- Driver's frontal airbag level 2
5	Not used	16	Not used
6	Not used	17	Not used
7	+ After ignition feed	18	Earth
8	Not used	19	Not used
9	Not used	20	Not used
10	CAN L	21	- Passenger airbag inhibition switch
11	CAN H	22	+ Passenger airbag inhibition switch

**AIRBAG COMPUTER (continued)****64-track connector:**

Track	Description	Track	Description
1	+ Buckle pretensioner: driver	33	Reserved (+ passenger's seat belt buckle contact)
2	- Buckle pretensioner: driver	34	Reserved (- passenger's seat belt buckle contact)
3	+ Lap belt pretensioner: driver	35	Reserved (+ passenger's seat base sensor)
4	- Lap belt pretensioner: driver	36	Reserved (- passenger's seat base sensor)
5	Not used	37	+ Buckle pretensioner: passenger
6	Not used	38	- Buckle pretensioner: passenger
7	Not used	39	+ Lap belt pretensioner: passenger
8	Not used	40	- Lap belt pretensioner: passenger
9	- Driver's seat position sensor	41	+ Passenger rear seat belt inertia reel
10	+ Driver's seat position sensor	42	- Passenger rear seat belt inertia reel
11	+ Driver's seat belt buckle contact	43	+ Passenger's front chest side airbag
12	- Driver's seat belt buckle contact	44	- Passenger's front chest side airbag
13	Not used	45	+ Passenger's side curtain airbag
14	Not used	46	- Passenger's side curtain airbag
15	+ Driver's front side chest airbag	47	Not used
16	- Driver's front side chest airbag	48	Not used
17	+ Driver's side curtain airbag	49	Not used
18	- Driver's side curtain airbag	50	Not used
19	+ Driver's rear seat belt inertia reel	51	Not used
20	- Driver's rear seat belt inertia reel	52	Not used
21	Not used	53	Not used
22	Not used	54	Not used
23	+ Driver's side rear strap sensor	55	Not used
24	- Driver's side rear strap sensor	56	Not used
25	Not used	57	+ Passenger's rear chest side airbag
26	Not used	58	- Passenger's rear chest side airbag
27	+ Driver's side lateral impact sensor	59	+ Passenger side rear frontal airbag
28	- Driver's side impact sensor	60	- Passenger side rear frontal airbag
29	+ Rear chest side airbag driver's side	61	+ Passenger's side impact sensor
30	- Rear chest side airbag driver's side	62	- Passenger's side impact sensor
31	+ Driver's side rear frontal airbag	63	+ Passenger's side rear strap sensor
32	- Driver's side rear frontal airbag	64	+ Passenger's side rear strap sensor

SIDE IMPACT SENSORS CONNECTIONS

2-track connector

Track	Description	Track	Description
1	+ Signal	2	- Signal

Note:  
The front buckle pretensioners, front chest side airbags, lap pretensioners or seat base airbags and seat position sensor functions run through a black 22-track R341 or R342 intermediate connector located under each seat and attached to the vehicle floor.

## REPLACING THE AIRBAG COMPUTER

**BEFORE REPLACING ANY COMPUTER, YOU ARE REQUIRED TO CONTACT YOUR TECHLINE.**

**So that the failure of the returned computer can be analysed, the use of command RZ001 "Clear fault memory" when DF001 "Computer" is present or stored is officially prohibited.**

The airbag computers are sold in locked mode to avoid all risk of accidental triggering (all ignition lines are inhibited).

The "locked" mode is indicated when the airbag fault warning light on the instrument panel illuminates.

Follow this procedure to replace an airbag computer:

- Ensure that the ignition is switched off.
- Replace the computer.
- Modify the computer configuration if necessary.
- Enter the VIN into the computer with diagnostic tool command **VP010 Enter VIN**.
- Switch off the ignition.
- Carry out a check using the diagnostic tool.
- Enter the After Sales service date with diagnostic tool command **VP008 Enter last After Sales service date**.
- Unlock the computer only if no fault is reported by the diagnostic tool and see if the indicator light is out.

### **IMPORTANT**

**During work on the airbag/seat belt pretensioner systems it is vital that you lock the computer using the diagnostic tool to prevent any risk of accidental triggering (all the trigger lines will be disabled). This 'locked' mode is obtained using command VP006 Locking the computer and is indicated by the instrument panel warning light being lit.**

After an ACU4 computer has been replaced with a RC5 computer, it is also necessary to replace the impact sensors. The ACU4 sensors are incompatible with the RC5 computer.



### CLEARING

**RZ001:** fault memory.

This command is used for clearing the computer's stored faults.

### CONFIGURATION/CONFIGURATION READINGS:

- To make it easier to configure the ACU4 AIRBAG computer, the diagnostic tool has automatic configuration commands for the trigger lines and sensors based on the equipment installed in the various models.

**However, the commands in the table on the next page are used to configure each system component individually to adapt the computer configuration to the actual equipment in the vehicle.**

- The configuration reading commands (**LCXXX**) are used to display the current computer configuration in relation to the trigger lines and sensors installed in the vehicle.
- The configuration commands (**CFXXX**) are used to adjust computer configuration to the equipment actually installed in the vehicle.

### – STANDARD CONFIGURATION COMMANDS:

- **CF297:** B/C NO SIDE AIRBAGS.

Vehicle types B, C WITH NO FRONT AND REAR CHEST SIDE AIRBAGS AND NO SIDE CURTAIN AIRBAGS (SABLAT/SSABCS).

- **CF298:** B/C WITH FRONT CHEST LEVEL + CURTAIN AIRBAGS.

Vehicle types B, C with FRONT CHEST LEVEL SIDE AIRBAGS + SIDE CURTAIN AIRBAGS (ABLAVI/SSABCS).

- **CF299:** B/C WITH FRONT/REAR CHEST LEVEL + CURTAIN AIRBAGS.

Vehicle types B, C with FRONT AND REAR CHEST LEVEL SIDE AIRBAGS + SIDE CURTAIN AIRBAGS (ABLAT/SSABCS).

- **CF300:** G/S WITH CURTAIN AIRBAGS.

S-type vehicles (vans) equipped with CURTAIN SIDE AIRBAGS (ABLAT/SSABCS).

- **CF301:** G/S NO CURTAIN AIRBAGS.

S vehicle types (vans) WITHOUT CURTAIN SIDE AIRBAGS (ABLAVI/SSABCS).

- **CF302:** J NO SIDE AIRBAGS.

Type J vehicles. Command for automatic configuration of the igniter and sensors in SCENIC type vehicles **with no chest side airbags or curtain airbags** (SABLAT/SSABCS).

- **CF303:** J WITH SIDE AIRBAGS AND NO REAR FRONTAL AIRBAGS.

Type J vehicles. Command for automatic configuration of the igniter and sensors in SCENIC type vehicles **with front chest side airbags, curtain airbags and no rear seat belt airbag** (ABLAVI/SSABCS).

**– STANDARD CONFIGURATION COMMANDS (continued):****– CF304: J WITH SIDE AIRBAGS + REAR FRONTAL AIRBAGS.**

Type J vehicles. Command for automatic configuration of the igniter and sensors in SCENIC type vehicles **with front chest side airbags, curtain airbags and rear seat belt airbags** (ABLAVI/ABCAR).

**– CF305: E WITH SIDE AIRBAGS.**

Type E vehicles. Command for automatic configuration of the igniter and sensors in CABRIOLET type vehicles **with front chest side airbags** (ABLAV/SSABCS).

**– CF306: E WITH NO SIDE AIRBAGS**

Type E vehicles. Command for automatic configuration of the igniter and sensors in CABRIOLET type vehicles **with no front chest side airbags** (SABLAT/SSABCS).

**– CF307: K/L WITH NO SIDE AIRBAGS.**

Type K and L vehicles: Command for automatic configuration of the igniter and sensors in 4-door ESTATE and SALOON type vehicles **with neither front chest side airbags nor curtain airbags** (SABLAT/SSABCS).

**– CF308: K/L WITH FRONT CHEST AND CURTAIN AIRBAGS.**

Type K and L vehicles: Command for automatic configuration of the igniter and sensors in 4-door ESTATE and SALOON type vehicles **with front chest side airbags and curtain airbags** (ABLAVIT/SSABCS).

**– CF309: K/L WITH FRONT/REAR CHEST AND CURTAIN AIRBAGS.**

Type K and L vehicles: Command for automatic configuration of the igniter and sensors in 4-door ESTATE and SALOON type vehicles **with front and rear chest side airbags and curtain airbags** (ABLAT/SSABCS).

**Because of probable computer part number unification in the Parts Department, some sensors or trigger lines may have to be deconfigured after using standard configuration commands. For this, use the individual configuration commands for system components.**

**After configuration, check the display configuration screen to make sure that the information entered has registered.**

**CONFIGURATION/CONFIGURATION READINGS:****– CONFIGURABLE FEATURES:**Trigger lines **WITH** or **WITHOUT**:

The front buckle pretensioners are serially wired.

The rear seat belt retractors are serially wired.

TITLE	CONFIGURATION READING	CONFIGURATION
DRIVER'S SEAT LAP BELT/SEAT BASE AIRBAG	LC080	CF283
PASSENGER SEAT LAP BELT/SEAT BASE AIRBAG	LC079	CF282
PASSENGER FRONTAL AIRBAG CIRCUIT 1	LC052	CF236
PASSENGER FRONTAL AIRBAG CIRCUIT 2	LC047	CF229
DRIVER'S FRONTAL AIRBAG CIRCUIT 1	LC048	CF230
DRIVER'S FRONTAL AIRBAG CIRCUIT 2	LC049	CF231
DRIVER'S SIDE REAR FRONTAL AIRBAG	LC091	CF294
PASSENGER'S SIDE REAR FRONTAL AIRBAG	LC092	CF295
DRIVER'S SIDE CURTAIN AIRBAG	LC040	CF221
PASSENGER'S SIDE CURTAIN AIRBAG	LC041	CF222
DRIVER'S FRONT CHEST SIDE AIRBAG	LC042	CF223
PASSENGER'S FRONT CHEST SIDE AIRBAG	LC043	CF224
DRIVER'S REAR CHEST SIDE AIRBAG	LC044	CF225
PASSENGER REAR CHEST SIDE AIRBAG	LC045	CF226
FRONT BUCKLE PRETENSIONERS	LC081	CF284
REAR INERTIA REELS	LC078	CF278

Sensors **WITH** or **WITHOUT**:

TITLE	CONFIGURATION READING	CONFIGURATION
DRIVER'S SEAT POSITION SENSOR	LC086	CF289
DRIVER'S SIDE SENSOR	LC025	NONE
PASSENGER'S SIDE SENSOR	LC026	NONE
DRIVER'S SEAT BELT BUCKLE SENSOR	LC073	CF273
PASSENGER'S SEAT BELT BUCKLE SENSOR	LC074	CF274
DRIVER'S SIDE BELT BUCKLE SENSOR	LC090	CF293
PASSENGER SIDE SEAT BELT BUCKLE SENSOR	LC089	CF292
PASSENGER PRESENCE DETECTION SENSOR	LC075	CF275

**CONFIGURATION/CONFIGURATION READINGS (continued):**

"Left-hand"/"right-hand" drive configuration

TITLE	CONFIGURATION READING	CONFIGURATION
STEERING SIDE	LC088	CF291

Passenger airbag locking mode WITH KEY or WITHOUT:

TITLE	CONFIGURATION READING	CONFIGURATION
PASSENGER AIRBAG LOCKING MODE	LC060	CF248

Read type of vehicle: LC034 MEGANE II

**OTHER COMMANDS**

- **VP006:** Lock computer.

This command should be used for any operation on the system. It permits inhibition of all trigger lines.

- **VP007:** Unlock computer.

This command is used to unlock a computer when it has been blocked by command **VP006**.

- **VP008:** Enter last After Sales service date.

This command is used to enter the date the system was serviced.

- **VP010:** Enter VIN.

This command is for entering the vehicle identification number (VIN) into the computer.

- **SC004:** Read impact context.

This command is used during repair of the vehicle following an impact. It obtains, from the computer that is to be replaced, a list of the trigger lines activated and the system's status at the moment of impact.

Tool fault	Associated DTC	Diagnostic tool title
DF001	9080	Computer
DF002	9042	Computer supply voltage
DF010	9040	Fault warning light circuit
DF028	9041	Passenger airbag status warning light circuit
DF034	907E	Computer locked
DF039	9035	Driver's side sensor circuit
DF040	9036	Passenger side sensor circuit
DF053	9031	Driver's seat position sensor configuration
DF060	9050	Multiplex network
DF065	9031	Driver's front seat position sensor circuit
DF066	900E	Passenger's rear chest level side airbag circuit
DF067	900D	Driver's rear chest level side airbag circuit
DF068	900C	Passenger's chest front side airbag circuit
DF069	900A	Passenger's side curtain airbag circuit
DF070	9009	Driver's side curtain airbag circuit
DF071	9008	Driver's frontal airbag circuit 2
DF072	9007	Driver's frontal airbag circuit 1
DF074	9006	Passenger's frontal airbag circuit 2
DF075	9005	Passenger's frontal airbag circuit 1
DF077	900B	Driver's front side chest airbag circuit
DF091	9034	Airbag locking switch circuit
DF193	907C	Passenger airbag locking status change
DF194	907F	Computer to be replaced following impact
DF210	9014	Front buckle pretensioner circuit
DF212	901A	Driver's side rear frontal airbag circuit
DF213	901B	Passenger side rear frontal airbag circuit
DF214	9034	Airbag locking switch configuration
DF227	9026	Driver's side rear strap sensor circuit
DF228	9027	Passenger's side rear strap sensor circuit
DF232	9051	Driver's seat belt buckle sensor circuit
DF233	9052	Passenger's seat belt buckle sensor circuit
DF234	9053	Passenger presence detection sensor circuit
DF239	9017	Rear seat belt inertia reel circuit
DF240	9001	Driver's seat lap belt/seat base circuit
DF241	9002	Passenger seat lap belt/seat base circuit
DF242	907B	Left-hand/right-hand drive configuration

DF001 PRESENT OR STORED	<u>COMPUTER</u>
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NOTES	Special notes: So that the failure of the returned computer can be analysed, the use of command RZ001 "Erase fault memory" when DF001 "Computer" is present or stored is officially prohibited.
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Replace the airbag computer (see the **Replacement of components** section for this procedure).

AFTER REPAIR	Deal with any faults declared by the diagnostic tool. Clear the computer memory. Carry out a road test followed by another check with the diagnostic tool.
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<p><b>DF002 PRESENT</b></p>	<p><u>COMPUTER SUPPLY VOLTAGE</u></p> <p>1.DEF: Micro-cut 2.DEF: Values outside the permitted tolerance values</p>
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<p><b>NOTES</b></p>	<p><b>Special notes:</b> use the <b>22-track</b> adapter (Elé. 1685) when working on the computer connector (<b>cable 1</b>).</p>
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Carry out the operations necessary to obtain the correct voltage supply to the computer: **10.5 V ± 0.1 < correct voltage < 16 V ± 0.1**.

- Check the battery charge.
- Check the charging circuit.
- Check the tightness and the condition of the battery terminals.
- Check the computer earth.
- Check the condition of the computer + locking connections.

<p><b>AFTER REPAIR</b></p>	<p>Deal with any faults declared by the diagnostic tool. Clear the computer memory.</p>
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<b>DF010 PRESENT</b>	<b><u>FAULT WARNING LIGHT CIRCUIT</u></b> 1.DEF: External diagnostics (instrument panel signal) 2.DEF: Consistency (dashboard indicator light status signal/airbag request)
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<b>NOTES</b>	<b>Special notes:</b> None.
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Apply the fault finding procedure relevant to this fault in the instrument panel fault finding information section.

<b>AFTER REPAIR</b>	Deal with any faults declared by the diagnostic tool. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.
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<b>DF028 PRESENT</b>	<u>PASSENGER AIRBAG STATUS INDICATOR LIGHT CIRCUIT</u> 1.DEF: External diagnostics (instrument panel signal) 2.DEF: Consistency (dashboard indicator light status signal/airbag request)
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<b>NOTES</b>	<b>Special notes:</b> None.
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Apply the fault finding procedure relevant to this fault in the instrument panel fault finding information section.

<b>AFTER REPAIR</b>	Deal with any faults declared by the diagnostic tool. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.
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DF034  
PRESENTCOMPUTER LOCKED**NOTES****Special notes:** None.

Using the diagnostic tool, run command **VP007** to unlock the airbag computer.

**AFTER REPAIR**

Deal with any faults declared by the diagnostic tool.  
Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.

<b>DF039 PRESENT</b>	<u>DRIVER'S SIDE SENSOR CIRCUIT</u> CO: Open circuit CC.0: Short circuit to earth 1.DEF: Configuration 2.DEF: Dialogue disrupted 3.DEF: Sensor internal electrical fault 4.DEF: Values outside limits
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<b>NOTES</b>	If 1.DEF contact the Techline.
	<b>Special notes:</b> use the <b>64-track</b> adapter (Elé. 1717) when working on the computer connector.

<b>CO CC.0 2.DEF</b>	<b>NOTES</b>	None.
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Lock the computer using the command on the diagnostic tool.  
Check that the driver's side sensor is connected correctly and check its connections.  
Check the condition of the connections on the computer (**tracks 27 and 28**).  
Check the condition of the **64-track** connector (locking system, connections etc.).

Check the continuity and insulation of the connections between:

Bornier (Elé. 1717) <b>terminal 27</b>	—————>	<b>Track 1</b> sensor connector
Bornier (Elé. 1717) <b>terminal 28</b>	—————>	<b>Track 2</b> sensor connector

<b>3.DEF 4.DEF</b>	<b>NOTES</b>	If the fault is still present, check whether the sensor fitted is compatible with the airbag computer connected to the vehicle. If not, order the sensor which is specifically for the airbag fitted.
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Replace the driver's side sensor.

<b>AFTER REPAIR</b>	Deal with any faults declared by the diagnostic tool. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.
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<b>DF040 PRESENT</b>	<u>PASSENGER SIDE SENSOR CIRCUIT</u> CO: Open circuit CC.0: Short circuit to earth 1.DEF: Configuration 2.DEF: Dialogue disrupted 3.DEF: Sensor internal electrical fault 4.DEF: Values outside limits
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<b>NOTES</b>	If 1.DEF contact the Techline.
	<b>Special notes:</b> use the <b>64-track</b> adapter (Elé. 1717) when working on the computer connector.

<b>CO CC.0 2.DEF</b>	<b>NOTES</b>	None.
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Lock the computer using the command on the **diagnostic tool**.  
Check that the driver's side sensor is connected correctly and check its connections.  
Check the condition of the connections on the computer (**tracks 27 and 28**).  
Check the condition of the **64-track** connector (locking system, connections etc.).

Check the continuity and insulation of the connections between:

Bornier (Elé. 1717) <b>terminal 61</b>	—————>	<b>Track 1</b> sensor connector
Bornier (Elé. 1717) <b>terminal 62</b>	—————>	<b>Track 2</b> sensor connector

<b>3.DEF 4.DEF</b>	<b>NOTES</b>	If the fault is still present, check whether the sensor fitted is compatible with the airbag computer connected to the vehicle. If not, order the sensor which is specifically for the airbag fitted.
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Replace the passenger side sensor.

<b>AFTER REPAIR</b>	Deal with any faults declared by the diagnostic tool. Carry out the check again using the <b>diagnostic tool</b> and, if there is no fault, unlock the computer.
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<b>DF053 PRESENT</b>	<u>DRIVER'S SEAT POSITION SENSOR CONFIGURATION</u>
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<b>NOTES</b>	<b>Special notes:</b> None.
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This fault corresponds to an inconsistency between the computer configuration and the vehicle equipment detected by the computer. The computer has detected the presence of a component additional to its configuration. Read configuration **LC086** under the **Read configuration** heading.  
Use command **CF289** to adjust the computer configuration to the vehicle's equipment level.

<b>AFTER REPAIR</b>	Deal with any faults declared by the diagnostic tool. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.
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<p><b>DF060 PRESENT</b></p>	<p><b><u>MULTIPLEX NETWORK</u></b></p> <ol style="list-style-type: none"> <li>1.DEF: Carry out the multiplex network fault finding procedure</li> <li>2.DEF: Invalid vehicle speed</li> <li>3.DEF: Vehicle speed too high</li> <li>4.DEF: Instrument panel multiplex signal</li> <li>5.DEF: No ABS multiplex signal</li> </ol>
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<p><b>NOTES</b></p>	<p><b>Special notes:</b> None.</p>
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Apply the fault finding procedure for the multiplex network.

<p><b>AFTER REPAIR</b></p>	<p>Clear the computer memory then switch off the ignition. Carry out another check using the diagnostic tool.</p>
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<b>DF065 PRESENT</b>	<u>DRIVER'S SEAT POSITION SENSOR CIRCUIT</u> CO: Open circuit CC.0: Short circuit to earth CC.1: Short circuit to + 12 V 1.DEF: Configuration 2.DEF: Values outside limits
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<b>NOTES</b>	If <b>1.DEF</b> , check and modify the computer configuration.
	<b>Priorities when dealing with multiple faults:</b> If <b>DF065</b> is present with at least one of DF077, DF210, DF232 or DF240, begin the fault finding by checking the 22-track under-seat connector.
	<b>Special notes:</b> use the <b>64-track</b> adapter (Elé. 1717) when working on the computer connector and use the 22-track adapter <b>Elé. 1687</b> when working under the driver's seat.

Lock the computer using the command on the diagnostic tool.  
Fit the **64-track** test adapter (Elé. 1717) and measure the resistance between **track 9** and **track 10**, with the seat in the forward position and in the back position.  
In the forward position, the resistance should be approximately: **400 Ω 275 < X < 545 Ω**  
In the back position, the resistance should be approximately: **100 Ω 65 < X < 145 Ω**  
If the resistances are correct, check the connections of the **64-track** computer connector.

Check the connections of the **22-track** connector under the seat. Repair if necessary.  
Fit the **22-track** test adapter (Elé. 1687) under the seat and measure the resistance between **tracks 3** and **4**, with the seat in the forward position and in the back position.  
In the forward position, the resistance should be approximately: **400 Ω 275 < X < 545**  
In the back position, the resistance should be approximately: **100 Ω 65 < X < 145**  
**Are the values correct?**

**NO**

Check the connection and the condition of the sensor connectors.  
Check the continuity and insulation of the connections between:

Bornier **Track 3** —————> **Track 2** sensor connector

Bornier **Track 4** —————> **Track 1** sensor connector

If the checks are correct, replace the seat position sensor.

**YES**

Check the connections of the seat connector (**tracks 3 and 4**) again, as well as the connections of the **64-track** connector (**tracks 9 and 10**).

If the fault persists, the wiring is faulty between the computer and the driver's seat (**C0/C1**).

**AFTER REPAIR**

Reconnect the computer, the seat position sensor, and the under-seat connector, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.

<b>DF066 PRESENT</b>	<u>PASSENGER REAR CHEST LEVEL SIDE AIRBAG CIRCUIT</u> CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 V CC.0: Short circuit to earth 1.DEF: Configuration
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<b>NOTES</b>	<p>If <b>1.DEF</b>, check and modify the computer configuration.</p> <p><b>Special notes:</b> never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>64-track</b> adapter (Elé. 1717) when working on the computer connector.</p>
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Lock the computer using the command on the **diagnostic tool**.

Fit the **64-track** test adapter (Elé. 1717) and measure the resistance between **track 9** and **track 10**, with the seat in the forward position and in the back position.

In the forward position, the resistance should be approximately: **400 Ω 275 < X < 545 Ω**

In the back position, the resistance should be approximately: **100 Ω 65 < X < 145 Ω**

If the resistances are correct, check the connections of the **64-track** computer connector.

Check the connections of the **22-track** connector under the seat. Repair if necessary.

Fit the **22-track** test adapter (Elé. 1687) under the seat and measure the resistance between **tracks 3** and **4**, with the seat in the forward position and in the back position.

In the forward position, the resistance should be approximately: **400 Ω 275 < X < 545**

In the back position, the resistance should be approximately: **100 Ω 65 < X < 145**

**Are the values correct?**

<b>AFTER REPAIR</b>	<p>Reconnect the computer, the seat position sensor, and the under-seat connector, then switch on the ignition again.</p> <p>Carry out the check again using the <b>diagnostic tool</b> and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one.</p> <p>Destroy the passenger rear chest-level side airbag module if it has been replaced (tool Elé. 1287).</p>
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DF066 CONTINUED	
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CC CO	NOTES	<b>Special notes</b> correct the trigger line configuration if the vehicle is not fitted with rear side airbags.
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Lock the computer.

Switch off the ignition and check that the ignition module of the passenger's rear side chest-level airbag is correctly connected.

Disconnect the ignition module from the passenger's rear side chest-level airbag and connect a dummy ignition module to the ignition module connector.

Switch on the ignition and carry out a check using the diagnostic tool.

Replace the passenger's rear side chest-level airbag if the fault becomes stored (fault no longer declared present).

Disconnect the **64-track** computer connector and check the connector connections (**tracks 57 and 58**). Repair if necessary.

Fit the **64-track** test adapter (Elé. 1717) to the airbag wiring (**point C0**).

The CLIP or XRBAG tool must be used to measure the resistance on **cable L**. If the value obtained is incorrect, the wiring between the computer connector and passenger rear chest-level side airbag (**C0/C3**) is faulty; replace the wiring if necessary.

CC.1 CC.0	NOTES	<b>Special notes:</b> None.
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Disconnect the **64-track** computer connector and check the connector connections (**tracks 57 and 58**). Repair if necessary.

Fit the **64-track** test adapter (Elé. 1717) to the airbag wiring (**point C0**).

The CLIP or XRBAG tool must be used to measure the appropriate insulation for the type of fault on **cable L**.

If the value indicated is incorrect, the wiring between the computer connector and driver's rear chest-level side airbag (**C0/C3**) is faulty; replace the wiring if necessary.

AFTER REPAIR	<p>Reconnect the computer, the seat position sensor, and the under-seat connector, then switch on the ignition again.</p> <p>Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one.</p> <p>Destroy the passenger rear chest-level side airbag module if it has been replaced (tool Elé. 1287).</p>
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<b>DF067 PRESENT</b>	<u>DRIVER'S REAR CHEST LEVEL SIDE AIRBAG CIRCUIT</u> CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 V CC.0: Short circuit to earth 1.DEF: Configuration
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<b>NOTES</b>	If <b>1.DEF</b> , check and modify the computer configuration.
	<b>Special notes:</b> never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>64-track</b> adapter (Elé. 1717) when working on the computer connector.

<b>CC CO</b>	<b>NOTES</b>	<b>Special notes:</b> correct the trigger line configuration if the vehicle is not fitted with rear side airbags.
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Lock the computer using the command on the diagnostic tool.

Switch off the ignition and check that the ignition module of the driver's rear side chest-level airbag is correctly connected.

Disconnect the ignition module from the driver's rear side chest-level airbag and connect a dummy ignition module to the ignition module connector.

Switch on the ignition and carry out a check using the diagnostic tool.

Replace the driver's rear side chest-level airbag if the fault becomes stored (fault no longer declared present).

Disconnect the **64-track** computer connector and check the connector connections (**tracks 29 and 30**).

Repair if necessary.

Fit the **64-track** test adapter (Elé. 1717) to the airbag wiring (**point C0**).

The CLIP or XRBAG tool must be used to measure the resistance on **cable N**. If the value indicated is incorrect, the wiring between the computer connector and driver's rear chest-level side airbag (**C0/C3**) is faulty; replace the wiring if necessary.

<b>AFTER REPAIR</b>	Reconnect the computer, the seat position sensor, and the under-seat connector, then switch on the ignition again. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the passenger rear chest-level side airbag module if it has been replaced (tool Elé. 1287).
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DF067 CONTINUED	
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CC.1 CC.0	NOTES	None.
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Lock the computer.

Switch off the ignition and check that the ignition module of the driver's rear side chest-level airbag is correctly connected.

Disconnect the **64-track** computer connector and check the connector connections (**tracks 29 and 30**).

Repair if necessary.

Fit the **64-track** test adapter (Elé. 1717) to the airbag wiring (**point C0**).

The CLIP or XRBAG tool must be used to measure the resistance on **cable N**. If the value indicated is incorrect, the wiring between the computer connector and driver's rear chest-level side airbag (**C0/C3**) is faulty; replace the wiring if necessary.

AFTER REPAIR	<p>Reconnect the computer, the seat position sensor, and the under-seat connector, then switch on the ignition again.</p> <p>Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one.</p> <p>Destroy the passenger rear chest-level side airbag module if it has been replaced (tool Elé. 1287).</p>
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<b>DF068 PRESENT</b>	<u>PASSENGER CHEST FRONT SIDE AIRBAG CIRCUIT</u> CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 V CC.0: Short circuit to earth 1.DEF: Configuration
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<b>NOTES</b>	If <b>1.DEF</b> , check and modify the computer configuration.
	<b>Priorities when dealing with multiple faults:</b> If <b>DF068</b> is present with at least one of DF210 or DF241, begin the fault finding by checking the 22-track under-seat connector.
	<b>Special notes:</b> never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>64-track</b> adapter (Elé. 1717) when working on the computer connector, and use the <b>22-track</b> adapter (Elé. 1687) when working on the seat connector.

<b>CC CO</b>	<b>NOTES</b>	<b>Special notes:</b> correct the trigger line configuration if the vehicle is not fitted with passenger front chest-level side airbags.
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Lock the computer, disconnect the computer connector and fit the <b>64-track adapter</b> (Elé. 1717). The CLIP or XRBAG tool must be used to measure the resistance on the adapter <b>cable marked F</b> . If the value obtained is correct, check the connections of the <b>64-track (tracks 43 and 44)</b> connector.
Check the connections of the <b>22-track</b> connector under the seat. Repair if necessary. Fit the <b>22-track</b> test adapter (Elé. 1687) underneath the seat (point C1). The CLIP or XRBAG tool must be used for checking resistance on <b>cable A</b> . <b>Is the value correct?</b>

<b>AFTER REPAIR</b>	Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the passenger's front chest-level side airbag module if it has been replaced (Elé. 1287).
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<p><b>DF068</b></p> <p><b>CONTINUED 1</b></p>	
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<p><b>NO</b></p>	<p>Check the seat connector connections (<b>tracks 11 and 12</b>).</p> <p>Strip the passenger seat and check that the side airbag module ignition module is connected correctly.</p> <p>Disconnect the side airbag ignition module, connect a dummy ignition module to the ignition module connector and measure the resistance on <b>cable A</b> again.</p> <ul style="list-style-type: none"> <li>– If the value obtained is correct, replace the passenger's front chest side airbag module.</li> <li>– If the value obtained is still not correct, replace the wiring between points <b>C1 and C3</b> (seat wiring).</li> </ul>
<p><b>YES</b></p>	<p>Check the seat connector connections again (<b>tracks 11 and 12</b>) as well as those of the <b>64-track connector (tracks 43 and 44)</b>.</p> <p>If the fault persists, the wiring is faulty between the computer and the passenger seat (<b>C0/C1</b>).</p> <p>Replace the wiring if necessary.</p>

<p><b>AFTER REPAIR</b></p>	<p>Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one.</p> <p>Destroy the passenger's front chest-level side airbag module if it has been replaced (Elé. 1287).</p>
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DF068 CONTINUED 2	
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CC.1 CC.0	NOTES	None.
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Lock the computer, disconnect the computer connector and fit the **64-track adapter** (Elé. 1717). The CLIP or XRBAG tool must be used to measure the appropriate insulation for the type of fault on the adapter **cable marked F**.

If the value obtained is correct, check the connections of the **64-track (tracks 43 and 44)** connector.

Check the connections of the **22-track** connector under the seat. Repair if necessary. Fit the **22-track** test adapter (Elé. 1687) underneath the seat (**point C1**).

Only use the CLIP or XRBAG tool to measure the appropriate insulation for the type of fault on **cable A**.

**Is the value obtained correct?**

NO

Passenger's seat wiring fault (**C1/C3**).  
Replace the wiring if necessary.

YES

Check the seat connector connections again (**tracks 11 and 12**) as well as those of the **64-track connector (tracks 43 and 44)**.

If the fault persists, the wiring is faulty between the computer and the passenger seat (**C0/C1**).  
Replace the wiring if necessary.

#### AFTER REPAIR

Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one.

Destroy the passenger's front chest-level side airbag module if it has been replaced (Elé. 1287).

<b>DF069 PRESENT</b>	<u>PASSENGER CURTAIN AIRBAG CIRCUIT</u> CO: Open circuit CC: Short circuit CC.1: Short circuit to + 12 V CC.0: Short circuit to earth 1.DEF: Configuration
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<b>NOTES</b>	If <b>1.DEF</b> , check and modify the computer configuration.
	<b>Special notes:</b> never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>64-track</b> adapter (Elé. 1717) when working on the computer connector.

<b>CO CC</b>	<b>NOTES</b>	<b>Special notes:</b> correct the trigger line configuration if the vehicle is not fitted with a passenger side curtain airbag.
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Lock the computer using the command on the diagnostic tool. Switch off the ignition and check that the ignition module of the passenger side curtain airbag is properly connected.
Disconnect the ignition module from the passenger's curtain airbag and connect a dummy ignition module to the ignition module connector. Switch on the ignition and carry out a check using the diagnostic tool. Replace the passenger's curtain airbag if the fault becomes stored (fault no longer declared present).
Disconnect the <b>64-track</b> computer connector and check the connector connections ( <b>tracks 45 and 46</b> ). Repair if necessary. Fit the <b>64-track</b> test adapter (Elé. 1717) to the airbag wiring ( <b>point C0</b> ). The CLIP or XRBAG tool must be used to measure the resistance on <b>cable G</b> . If the value indicated is incorrect, the wiring between the computer connector and the passenger side curtain airbag ( <b>C0/C3</b> ) is faulty; replace the wiring if necessary.

<b>AFTER REPAIR</b>	Reconnect the computer and the ignition module of the passenger side curtain airbag module then switch the ignition back on. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the curtain side airbag module on the passenger side if it has been replaced (tool Elé. 1287).
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DF069 CONTINUED	
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CC.1 CC.0	NOTES	None.
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Lock the computer.

Disconnect the **64-track** computer connector and check the connector connections (**tracks 45 and 46**).

Repair if necessary.

Fit the **64-track** test adapter (Elé. 1717) to the airbag wiring (**point C0**).

The CLIP or XRBAG tool must be used to measure the appropriate insulation for the type of fault on **cable G**.

If the value indicated is incorrect, the wiring between the computer connector and the passenger side curtain airbag (**C0/C3**) is faulty; replace the wiring if necessary.

<b>AFTER REPAIR</b>	<p>Reconnect the computer and the ignition module of the passenger side curtain airbag module then switch the ignition back on. Clear the computer memory then switch off the ignition.</p> <p>Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.</p> <p>Destroy the curtain side airbag module on the passenger side if it has been replaced (tool Elé. 1287).</p>
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<b>DF070 PRESENT</b>	<u>DRIVER SIDE CURTAIN AIRBAG CIRCUIT</u> CO: Open circuit CC: Short circuit CC.1: Short circuit to + 12 V CC.0: Short circuit to earth 1.DEF: Configuration
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<b>NOTES</b>	If <b>1.DEF</b> , check and modify the computer configuration.
	<b>Special notes:</b> never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>64-track</b> adapter (Elé. 1717) when working on the computer connector.

<b>CO CC</b>	<b>NOTES</b>	<b>Special notes:</b> correct the trigger line configuration if the vehicle is not fitted with a driver's side curtain airbag.
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Lock the computer using the command on the diagnostic tool. Switch off the ignition and make sure the ignition module of the driver's side curtain airbag is properly connected.
Disconnect the ignition module from the driver side curtain airbag and connect a dummy ignition module to the ignition module connector. Switch on the ignition and carry out a check using the diagnostic tool. Replace the driver's side curtain airbag if the fault becomes stored (fault no longer declared present).
Disconnect the <b>64-track</b> computer connector and check the connector connections ( <b>tracks 17 and 18</b> ). Repair if necessary. Fit the <b>64-track</b> test adapter (Elé. 1717) to the airbag wiring ( <b>point C0</b> ). The CLIP or XRBAG tool must be used to measure the resistance on <b>cable I</b> . If the value obtained is incorrect, the wiring between the computer connector and driver's side curtain airbag connector ( <b>C0/C3</b> ) is faulty; replace the wiring if necessary.

<b>AFTER REPAIR</b>	Reconnect the computer and the ignition module of the driver's side curtain airbag module then switch the ignition back on. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy the curtain side airbag module on the driver's side if it has been replaced (tool Elé. 1287).
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DF070 CONTINUED	
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CC.1 CC.0	NOTES	None.
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Lock the computer using the command on the diagnostic tool.

Disconnect the **64-track** computer connector and check the connector connections (**tracks 17 and 18**). Repair if necessary.

Fit the **64-track** test adapter (Elé. 1717) to the airbag wiring (**point C0**).

The CLIP or XRBAG tool must be used to measure the appropriate insulation for the type of fault on **cable I**.

If the value obtained is incorrect, the wiring between the computer connector and driver's side curtain airbag connector (**C0/C1**) is faulty; replace the wiring if necessary.

AFTER REPAIR	<p>Reconnect the computer and the ignition module of the driver's side curtain airbag module then switch the ignition back on. Clear the computer memory then switch off the ignition.</p> <p>Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.</p> <p>Destroy the curtain side airbag module on the driver's side if it has been replaced (tool Elé. 1287).</p>
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<b>DF071 PRESENT</b>	<u>DRIVER'S FRONT AIRBAG CIRCUIT 2</u> CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 V CC.0: Short circuit to earth 1.DEF: Configuration
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<b>NOTES</b>	If <b>1.DEF</b> , check and modify the computer configuration.
	<b>Special notes:</b> never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>22-track</b> adapter (Elé. 1685) when working on the computer connector.

<b>CC CO</b>	<b>NOTES</b>	None.
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Lock the computer using the command on the diagnostic tool.  
Switch off the ignition and remove the driver's frontal airbag.  
Check that it is correctly connected.

Disconnect the driver's frontal airbag and attach 2 dummy ignition modules to the ignition module connectors.  
Switch on the ignition and carry out a check using the diagnostic tool.  
Replace the driver's frontal airbag if the fault becomes stored (fault no longer declared present).

With the ignition switched off, disconnect and reconnect the connector of the rotary contact beneath the steering wheel.  
Check the connections if the fault has become stored (fault no longer declared present).

Fit the **10-track** test adapter (Elé. 1617) to the rotary switch at **point C2 (tracks 9 and 10)**.  
The CLIP or XRBAG tool must be used for checking resistance on **cable A**.  
If the value obtained is incorrect, replace the rotary switch beneath the steering wheel.

Reconnect the rotary switch under the steering wheel, disconnect the computer and check the connections of the **22-track (tracks 4 and 15)** connector.  
Fit the **22-track** test adapter (Elé. 1685).  
The CLIP or XRBAG tool must be used to measure the resistance on adapter **cable D**.  
If the value obtained is incorrect, the wiring is faulty between the computer and the rotary switch connector (**C0/C2**). Replace the wiring if necessary.

<b>AFTER REPAIR</b>	Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the driver's front airbag if it has been replaced (tool Elé. 1287).
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DF071 CONTINUED	
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CC.1 CC.0	NOTES	None.
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Lock the computer using the command on the diagnostic tool.  
Switch off the ignition and unclip the driver's frontal airbag.  
Check the condition and correct connection of the trigger lines.

Fit the **10-track** test adapter to the rotary switch at **point C2 (tracks 9 and 10)**.  
The CLIP or XRBAG tool must be used to measure the proper insulation for the type of fault on **cabl e A** (driver's front airbag connected).  
If the value obtained is incorrect, replace the rotary switch beneath the steering wheel.

Reconnect the rotary switch under the steering wheel, disconnect the computer and check the connector connections (**tracks 4 and 15**).  
Fit the **22-track** test adapter (Elé. 1685).  
The CLIP or XRBAG tool must be used to measure the proper insulation for the type of fault on adapter **cabl e D** .  
If the value obtained is incorrect, the wiring is faulty between the computer and the rotary switch connector (**C0/C2**). Replace the wiring if necessary.

AFTER REPAIR	<p>Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the driver's front airbag if it has been replaced (tool Elé. 1287).</p>
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<b>DF072 PRESENT</b>	<u>DRIVER'S FRONT AIRBAG CIRCUIT 1</u> CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 V CC.0: Short circuit to earth 1.DEF: Configuration
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<b>NOTES</b>	If <b>1.DEF</b> , check and modify the computer configuration.
	<b>Special notes:</b> never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>22-track</b> adapter (Elé. 1685) when working on the computer connector.

<b>CC CO</b>	<b>NOTES</b>	None.
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Lock the computer using the command on the diagnostic tool. Switch off the ignition and remove the driver's frontal airbag. Check that it is correctly connected.
Disconnect the driver's frontal airbag and attach 2 dummy ignition modules to the ignition module connectors. Switch on the ignition and carry out a check using the diagnostic tool. Replace the driver's frontal airbag if the fault becomes stored (fault no longer declared present).
With the ignition switched off, disconnect and reconnect the connector of the rotary contact beneath the steering wheel. Check the connections if the fault has become stored (fault no longer declared present).
Fit the <b>10-track</b> test adapter (Elé. 1617) to the rotary switch at <b>point C2 (tracks 6 and 7)</b> . The CLIP or XRBAG tool must be used to measure the resistance on <b>cabl e B</b> . If the value obtained is incorrect, replace the rotary switch beneath the steering wheel.
Reconnect the rotary switch under the steering wheel, disconnect the computer and check the connector connections ( <b>tracks 3 and 14</b> ). Fit the <b>22-track</b> test adapter (Elé. 1685). The CLIP or XRBAG tool must be used to measure the resistance in adapter <b>cabl e C</b> . If the value obtained is incorrect, the wiring is faulty between the computer and the rotary switch connector ( <b>C0/C2</b> ). Replace the wiring if necessary.

<b>AFTER REPAIR</b>	Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the driver's front airbag if it has been replaced (tool Elé. 1287).
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DF072 CONTINUED	
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CC.1 CC.0	NOTES	None.
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Lock the computer using the command on the diagnostic tool.  
Switch off the ignition and unclip the driver's frontal airbag.  
Check the condition and correct connection of the trigger lines.

Fit the **10-track** test adapter (Elé. 1617) to the rotary switch at **point C2 (tracks 6 and 7)**.  
The CLIP or XRBAG tool must be used to measure the appropriate insulation for the type of fault on  **cable B** (driver's front airbag connected).  
If the value obtained is incorrect, replace the rotary switch beneath the steering wheel.

Reconnect the rotary switch under the steering wheel, disconnect the computer and check the connector connections (**tracks 3 and 14**).  
Fit the **22-track** test adapter (Elé. 1685).  
The CLIP or XRBAG tool must be used to measure the proper insulation for the type of fault in adapter  **cable C**.  
If the value obtained is incorrect, the wiring is faulty between the computer and the rotary switch connector (**C0/C2**). Replace the wiring if necessary.

AFTER REPAIR	<p>Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the driver's front airbag if it has been replaced (tool Elé. 1287).</p>
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<b>DF074 PRESENT</b>	<u>PASSENGER'S FRONT AIRBAG CIRCUIT 2</u> CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 V CC.0: Short circuit to earth 1.DEF: Configuration
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<b>NOTES</b>	If <b>1.DEF</b> , check and modify the computer configuration.
	<b>Special notes:</b> never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>22-track</b> adapter (Elé. 1685) when working on the computer connector.

<b>CC CO</b>	<b>NOTES</b>	None.
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Lock the computer using the command on the diagnostic tool.  
Switch off the ignition and make sure the passenger's frontal airbag is properly connected (access to connectors through the glove compartment).

Disconnect the passenger's frontal airbag **ORANGE** connector and attach a dummy ignition module to the ignition module connector.  
Switch on the ignition and carry out a check using the diagnostic tool.  
Replace the airbag if the fault becomes stored (fault no longer declared present).

If the value is incorrect:  
Disconnect the computer and check the connector connections (**tracks 1 and 12**).  
Fit the **22-track** test adapter (Elé. 1685).  
The CLIP or XRBAG tool must be used for checking resistance in adapter **cable A**.  
If the value obtained is incorrect, the wiring is faulty between the computer and the passenger airbag connectors (**C0/C4**). Replace the wiring if necessary.  
If the value obtained is correct, check the computer connections again.

<b>AFTER REPAIR</b>	Reconnect the computer and passenger frontal airbag ignition modules, then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the passenger's front airbag if it has been replaced (tool Elé. 1287).
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DF074 CONTINUED	
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CC.1 CC.0	NOTES	None.
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Lock the computer using the command on the diagnostic tool.  
Disconnect the computer and check the connector connections (**tracks 1 and 12**).

Fit the **22-track adapter** Elé. 1685).

The CLIP or XRBAG tool must be used to measure the proper insulation for the type of fault on adapter **cable A**.

If the value obtained is incorrect, the wiring is faulty between the computer and the passenger airbag connectors (**C0/C4**).

Replace the wiring if necessary.

<b>AFTER REPAIR</b>	<p>Reconnect the computer and passenger frontal airbag ignition modules, then switch on the ignition.</p> <p>Clear the computer memory then switch off the ignition.</p> <p>Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one.</p> <p>Destroy the passenger's front airbag if it has been replaced (tool Elé. 1287).</p>
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<b>DF075 PRESENT</b>	<u>PASSENGER FRONTAL AIRBAG CIRCUIT 1</u> CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 V CC.0: Short circuit to earth 1.DEF: Configuration
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<b>NOTES</b>	If <b>1.DEF</b> , check and modify the computer configuration.
	<b>Special notes:</b> never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>22-track</b> adapter (Elé. 1685) when working on the computer connector.

<b>CC CO</b>	<b>NOTES</b>	None.
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Lock the computer using the command on the diagnostic tool.  
Switch off the ignition and make sure the passenger's frontal airbag is properly connected (access to connectors through the glove compartment).

Disconnect the passenger's front airbag **BLUE** connector and attach a dummy ignition module to the ignition module connector.  
Switch on the ignition and carry out a check using the diagnostic tool.  
Replace the airbag if the fault becomes stored (fault no longer declared present).

If the value is incorrect:  
Disconnect the computer and check the connector connections (**tracks 2 and 13**).  
Fit the **22-track adapter** Elé. 1685).  
The CLIP or XRBAG must be used to measure the resistance in adapter **cable B**.  
If the value obtained is incorrect, the wiring is faulty between the computer and the passenger airbag connectors (**C0/C4**). Replace the wiring if necessary.  
If the value obtained is correct, check the computer connections again.

<b>AFTER REPAIR</b>	Reconnect the computer and passenger frontal airbag ignition modules, then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the passenger's front airbag if it has been replaced (tool Elé. 1287).
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DF075 CONTINUED	
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CC.1 CC.0	NOTES	None.
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Lock the computer using the command on the diagnostic tool.  
Disconnect the computer and check the connector connections (**tracks 2 and 13**).  
Fit the **22-track adapter** Elé. 1685).  
The CLIP or XRBAG tools must be used for measuring the insulation appropriate to the type of fault on **cable B** on the adapter.  
If the value obtained is incorrect, the wiring is faulty between the computer and the passenger airbag connectors (**C0/C4**).  
Replace the wiring if necessary.

<b>AFTER REPAIR</b>	<p>Reconnect the computer and passenger frontal airbag ignition modules, then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the passenger's front airbag if it has been replaced (tool Elé. 1287).</p>
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<b>DF077 PRESENT</b>	<u>DRIVER'S FRONT CHEST SIDE AIRBAG CIRCUIT</u> CC : Short circuit CO : Open circuit CC.1 : Short circuit to + 12 V CC.0 : Short circuit to earth 1.DEF: Configuration
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<b>NOTES</b>	If <b>1.DEF</b> , check and adjust the computer configuration.
	<b>Priorities when dealing with a number of faults:</b> If <b>DF077</b> is present with at least one of DF065, DF210, DF232 or DF240, begin the fault finding by checking the <b>22-track</b> under-seat connector.
	<b>Special notes:</b> never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>64-track</b> (Elé. 1717) adapter for working on the computer connector and the <b>22-track</b> (Elé. 1687) adapter for working on the seat.

<b>CC CO</b>	<b>NOTES</b>	<b>Special notes:</b> correct the trigger line configuration if the vehicle is not fitted with a driver's front chest side airbag.
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Lock the computer, disconnect the computer connector and attach <b>64-track adapter</b> (Elé. 1717). The CLIP or XRBAG tool must be used to measure the resistance in the adapter <b>cable marked H</b> . If the value indicated is correct, check the connections of the <b>64-track (tracks 15 and 16)</b> connector.
Check the connections of the <b>22-track</b> connector under the seat. Repair if necessary. Attach the <b>22-track</b> (Elé. 1687) test adapter under the seat ( <b>point C1</b> ). Only use the CLIP or XRBAG tools to measure the resistance of <b>cable A</b> . <b>Is the value obtained correct?</b>
If the value is incorrect: Disconnect the computer and check the connector connections ( <b>tracks 2 and 13</b> ). Attach <b>22-track adapter</b> (Elé. 1685). The CLIP or XRBAG must be used to measure the resistance in adapter <b>cable B</b> . If the value obtained is incorrect, the wiring is faulty between the computer and the passenger airbag connectors ( <b>C0/C4</b> ). Replace the wiring harness if necessary. If the value obtained is correct, check the computer connections again.

<b>AFTER REPAIR</b>	Reconnect the computer and the ignition module of the driver's front side chest airbag module then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the driver's front chest level side airbag module if it has been replaced (Elé. 1287 tool).
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DF077 CONTINUED 1	
NO	<p>Check the seat connector connections (<b>tracks 11 and 12</b>). Remove the trim from the driver's seat and check that the chest side airbag ignition module is properly connected.</p> <p>Disconnect the chest side airbag ignition module, connect a dummy ignition module to the ignition module connector and again measure the resistance in <b> cable A</b>.</p> <ul style="list-style-type: none"><li>– If the value obtained is correct, replace the driver's front chest side airbag module.</li><li>– If the value obtained is still not correct, replace the wiring between points <b>C1 and C3</b> (seat wiring).</li></ul>
YES	<p>Check the seat connector connections (<b>tracks 11 and 12</b>) again, as well as those of the <b>64-track (tracks 15 and 16)</b> connector.</p> <p>If the fault is still present, the wiring is faulty between the computer and the driver's seat (<b>C0/C1</b>). Replace the wiring harness if necessary.</p>
AFTER REPAIR	<p>Reconnect the computer and the ignition module of the driver's front side chest airbag module then switch on the ignition.</p> <p>Clear the computer memory then switch off the ignition.</p> <p>Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one.</p> <p>Destroy the driver's front chest level side airbag module if it has been replaced (Elé. 1287 tool).</p>

DF077 CONTINUED 2	
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CC.1 CC.0	NOTES	None
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Lock the computer, disconnect the computer connector and attach the **64-track adapter** (Elé. 1717). The CLIP or XRBAG tool must be used to measure the insulation appropriately for the type of fault in the adapter **wire marked H**.

If the value indicated is correct, check the connections of the **64-track (tracks 15 and 16)** connector.

Check the connections of the **22-track** connector under the seat. Repair if necessary. Attach the **22-track** (Elé. 1687) test adapter under the seat (**point C1**).

Only use the CLIP or XRBAG tools to measure the insulation appropriately for the type of fault on **cable A**.

**Is the value obtained correct?**

NO

- Driver's seat wiring fault (**C1/C3**).
- Replace the wiring harness between points **C1 and C3** (seat wiring) if necessary.

YES

Check the seat connector connections (**tracks 11 and 12**) again, as well as those of the **64-track (tracks 15 and 16)** connector.

If the fault is still present, the wiring is faulty between the computer and the driver's seat (**C0/C1**).

Replace the wiring harness if necessary.

#### AFTER REPAIR

Reconnect the computer and the ignition module of the driver's front side chest airbag module then switch on the ignition.

Clear the computer memory then switch off the ignition.

Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one.

Destroy the driver's front chest level side airbag module if it has been replaced (Elé. 1287 tool).

<b>DF091 PRESENT</b>	<u>AIRBAG LOCKING SWITCH CIRCUIT</u> CO : Open circuit CC : Short circuit CC.0 : Short circuit to earth CC.1 : Short circuit to + 12 V 1.DEF: Configuration 2.DEF: Values outside the limits
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<b>NOTES</b>	If <b>1.DEF</b> , check and adjust the computer configuration.
	<b>Special notes:</b> Use the <b>22-track</b> (Elé. 1685) adapter for working on the computer connector. Lock the computer using the command on the diagnostic tool.

Check that the lock switch is properly connected and check its connections.  
Check the condition and connections of the **22-track** computer connector (lock system, wiring etc.).  
Check the continuity and insulation of the connections between:

Bornier **Elé. 1685 terminal 21**      ➔      **Track 6** locking switch connector  
Bornier **Elé. 1685 terminal 22**      ➔      **Track 3** locking switch connector

Replace the locking switch if the fault is still present.

<b>AFTER REPAIR</b>	Reconnect the computer and the locking switch, then switch on the ignition. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.
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DF193  
PRESENTPASSENGER AIRBAG LOCKING CHANGE OF STATUS**NOTES**

**Special features:** the vehicle user has **10 seconds** after switching on + after ignition feed to inhibit the passenger airbag with the switch. After this time, the computer will store this fault and light up the warning light on the instrument panel.

Clear the computer memory.

Set the locking switch to the desired position, switch the ignition off and wait for a few seconds.

Switch the ignition on again and check that the fault is gone.

**AFTER REPAIR**

Clear the computer memory then switch off the ignition.  
Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.

DF193  
PRESENTPASSENGER AIRBAG LOCKING CHANGE OF STATUS**NOTES**

**Special notes:** The deactivation of the passenger airbag via the switch can be authorised even when the engine is running with a vehicle speed below **4 mph (7 km/h)**.

If the switch status is changed above **4 mph (7 km/h)**, the system status remains unchanged in relation to its status before the speed threshold was exceeded, nevertheless the fault warning light will light up and **DF193** will be stored. If the speed signal is unavailable, the change in status of the switch will not be taken into account.

Clear the computer memory.

Set the locking switch to the desired position, switch the ignition off and wait for a few seconds.

Switch the ignition on again and check that the fault is gone.

**AFTER REPAIR**

Clear the computer memory then switch off the ignition.

Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.



DF194 PRESENT	<u>COMPUTER TO BE REPLACED FOLLOWING IMPACT</u>
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NOTES	None
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Contact the Techline (see the **Replacement of components** section for this procedure).

AFTER REPAIR	None.
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<b>DF210 PRESENT</b>	<b>FRONT BUCKLE PRETENSIONERS CIRCUIT</b>
	CC : Short circuit CO : Open circuit CC.1 : Short circuit to + 12 V CC.0 : Short circuit to earth 1.DEF: Configuration

<b>NOTES</b>	If <b>1.DEF</b> , check and adjust the computer configuration.
	<b>Special notes:</b> the front buckle pretensioners are serially wired. Never carry out measuring on the trigger lines with any tool other than CLIP or XRBAG. Use the <b>64-track</b> (Elé. 1717) adapter to work on the computer connector.

<b>CC CO</b>	<b>NOTES</b>	None
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Lock the computer using the command on the diagnostic tool.  
Switch off the ignition and check that the ignition module of the driver's seat buckle pretensioner is properly connected.  
Disconnect the ignition module of the pretensioner and connect a dummy ignition module to the ignition module connector.  
Switch on the ignition and carry out a check using the diagnostic tool.  
Replace the driver's seat buckle pretensioner if the fault becomes stored (fault no longer declared present).

Switch off the ignition and check that the ignition module of the passenger's seat buckle pretensioner is properly connected.  
Disconnect the ignition module of the pretensioner and connect a dummy ignition module to the ignition module connector.  
Switch on the ignition and carry out a check using the diagnostic tool.  
Replace the passenger seat buckle pretensioner ignition module if the fault becomes stored (fault no longer declared present).'

Disconnect the computer and check the connector connections (**tracks 1, 2, 37 and 38**).  
Attach **64-track adapter** (Elé. 1717).  
The CLIP or XRBAG tool must be used for checking resistance in adapter **cable A**.  
If the value obtained is incorrect, the wiring is faulty between the computer and the driver's seat buckle pretensioner ignition module (**C0/C3**).  
See next page.

<b>AFTER REPAIR</b>	Reconnect the computer and the buckle pretensioners then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy any pretensioners that have been replaced (tool Elé. 1287).
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DF210 CONTINUED 1	
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The CLIP or XRBAG tool must be used to measure the resistance in adapter <b> cable C </b> . If the value obtained is incorrect, the wiring is faulty between the computer and the passenger seat buckle pretensioner ( <b>C0/C3</b> ).
Check the connections of the <b>22-track</b> connector under the seat ( <b>tracks 7 and 8</b> ). Repair if necessary. Attach the <b>22-track</b> (Elé. 1687) test adapter under the seat (point C1). The CLIP or XRBAG tool absolutely must be used to measure the resistance in <b> cable C </b> . <b>Is the value obtained correct?</b>

NO	Check the seat-side seat connector connections again ( <b>tracks 7 and 8</b> ). If the fault persists, the wiring is faulty between the <b>22-track</b> seat connector and the buckle pretensioner of the faulty seat ( <b>C1/C3</b> ).
YES	Again check the connections of the seat connector ( <b>tracks 7 and 8</b> ) on the passenger compartment wiring side and of the <b>64-track (driver's seat tracks 1 and 2 or passenger seat tracks 37 and 38)</b> connector.  If the fault persists, the wiring is faulty between the computer and the seat displaying the fault ( <b>C0/C1</b> ). Replace the wiring harness if necessary.

AFTER REPAIR	Reconnect the computer and the buckle pretensioners then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy any pretensioners that have been replaced (tool Elé. 1287).
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DF210  
CONTINUED 2CC.1  
CC.0

NOTES

None

Lock the computer using the command on the diagnostic tool.

Disconnect the computer and check the connector connections (**tracks 1, 2, 37 and 38**).

Attach **64-track adapter** (Elé. 1717).

The CLIP or XRBAG tool must be used to correctly measure the insulation for the type of fault in adapter **cabl** **A**.  
If the value obtained is incorrect, the wiring is faulty between the computer and the driver's seat buckle pretensioner ignition module (**C0/C3**). See interpretation **A**.

The CLIP or XRBAG tool must be used to correctly measure the insulation for the type of fault in adapter **cabl** **C**.  
If the value obtained is incorrect, the wiring is faulty between the computer and the passenger seat buckle pretensioner (**C0/C3**). See interpretation **A**.



Check the connections of the **22-track** connector under the seat (**tracks 7 and 8**).

Repair if necessary.

Attach the **22-track** (Elé. 1687) test adapter under the seat (**point C1**).

Only use the CLIP or XRBAG tools to measure the insulation appropriately for the type of fault on **cabl** **C**.

NO

If the fault persists, the wiring is faulty between the **22-track** seat connector and the buckle pretensioner of the faulty seat (**C1/C3**).  
Replace the wiring harness if necessary.

YES

Faulty wiring between the computer and the seat displaying the fault (**C0/C1**).  
Replace the wiring harness if necessary.

AFTER REPAIR

Reconnect the computer and the buckle pretensioners then switch on the ignition again.

Clear the computer memory then switch off the ignition.

Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.

Destroy any pretensioners that have been replaced (tool Elé. 1287).

<b>DF212 PRESENT</b>	<u>DRIVER'S SIDE REAR FRONTAL AIRBAG CIRCUIT</u> CC : Short circuit CO : Open circuit CC.1 : Short circuit to + 12 V CC.0 : Short circuit to earth 1.DEF: Configuration
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<b>NOTES</b>	If <b>1.DEF</b> , check and adjust the computer configuration.
	<b>Special notes:</b> Never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>64-track</b> (Elé. 1717) adapter to work on the computer connector.

<b>CC CO</b>	<b>NOTES</b>	<b>Special notes:</b> correct the trigger line configuration if the vehicle is not fitted with a driver's side rear frontal airbag.
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Lock the computer using the command on the diagnostic tool. Switch off the ignition and check that the ignition module of the driver's rear frontal airbag is properly connected.	
Disconnect the ignition module from the driver's rear frontal airbag and connect a dummy ignition module to the ignition module connector. Switch on the ignition and carry out a check using the diagnostic tool. Replace the driver's rear frontal airbag if the fault becomes stored (fault no longer declared present).	
Disconnect the <b>64-track</b> computer connector and check its connections ( <b>tracks 31 and 32</b> ). Repair if necessary. Attach the <b>64-track</b> (Elé. 1717) test adapter to the airbag wiring ( <b>point C0</b> ). The CLIP or XRBAG tool absolutely must be used to measure the resistance in <b>cabl e O</b> . If the value indicated is incorrect, the wiring between the computer connector and driver's side rear frontal airbag ( <b>C0/C3</b> ) is faulty. Replace the wiring harness if necessary.	

<b>AFTER REPAIR</b>	Reconnect the computer and the ignition module of the driver's side rear frontal airbag module, then switch on the ignition. Clear the computer memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module. Destroy the driver's side rear frontal airbag module if it has been replaced (tool Elé. 1287).
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DF212 CONTINUED	
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CC.1 CC.0	NOTES	None
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Lock the computer using the command on the diagnostic tool.  
Disconnect the **64-track** computer connector and check its connections (**tracks 31 and 32**). Repair if necessary.  
Attach the **64-track (Elé. 1717)** test adapter to the airbag wiring (**point C0**).  
The CLIP or XRBAG tool absolutely must be used to measure the insulation appropriately for the type of fault in **cable O**.  
If the value indicated is incorrect, the wiring between the computer connector and driver's side rear frontal airbag (**C0/C1**) is faulty. Replace the wiring harness if necessary.

<b>AFTER REPAIR</b>	<p>Reconnect the computer and the ignition module of the driver's side rear frontal airbag module, then switch on the ignition.</p> <p>Clear the computer memory. Switch off the ignition.</p> <p>Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.</p> <p>When replacing the airbag module, do not forget to reconnect the earth on the new module.</p> <p>Destroy the driver's side rear frontal airbag module if it has been replaced (tool Elé. 1287).</p>
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<b>DF213 PRESENT</b>	<u>PASSENGER SIDE REAR FRONTAL AIRBAG CIRCUIT</u>
	CO : Open circuit CC : Short circuit CC.0 : Short circuit to earth CC.1 : Short circuit to + 12 V 1.DEF: Configuration

<b>NOTES</b>	If <b>1.DEF</b> , check and adjust the computer configuration.
	<b>Special notes:</b> Never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>64-track</b> (Elé. 1717) adapter to work on the computer connector.

<b>CO CC</b>	<b>NOTES</b>	<b>Special notes:</b> correct the trigger line configuration if the vehicle is not fitted with a passenger side rear frontal airbag.
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Lock the computer using the command on the diagnostic tool. Switch off the ignition and check that the ignition module of the passenger rear frontal airbag is properly connected.
Disconnect the ignition module from the passenger rear frontal airbag and connect a dummy ignition module to the ignition module connector. Switch on the ignition and carry out a check using the diagnostic tool. Replace the passenger rear frontal airbag if the fault becomes stored (fault no longer declared present).
Disconnect the <b>64-track</b> computer connector and check its connections ( <b>tracks 59 and 60</b> ). Repair if necessary. Attach the <b>64-track</b> (Elé. 1717) test adapter to the airbag wiring ( <b>point C0</b> ). The CLIP or XRBAG tool absolutely must be used to measure the resistance in <b>cable M</b> . If the value indicated is incorrect, the wiring between the computer connector and passenger side rear frontal airbag ( <b>C0/C3</b> ) is faulty. Replace the wiring harness if necessary.

<b>AFTER REPAIR</b>	Reconnect the computer and the ignition module of the passenger side rear frontal airbag module, then switch on the ignition. Clear the computer memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module. Destroy the passenger side rear frontal airbag module if it has been replaced (tool <b>Elé. 1287</b> ).
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DF213 CONTINUED	
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CC.0 CC.1	NOTES	None
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Lock the computer using the command on the diagnostic tool.  
Disconnect the **64-track** computer connector and check its connections (**tracks 59 and 60**). Repair if necessary.  
Attach the **64-track** (Elé. 1717) test adapter to the airbag wiring (**point C0**).  
The CLIP or XRBAG tool absolutely must be used to measure the insulation appropriately for the type of fault in **cable M**.  
If the value indicated is incorrect, the wiring between the computer connector and passenger side rear frontal airbag (**C0/C1**) is faulty. Replace the wiring harness if necessary.

<b>AFTER REPAIR</b>	<p>Reconnect the computer and the ignition module of the passenger side rear frontal airbag module, then switch on the ignition. Clear the computer memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module. Destroy the passenger side rear frontal airbag module if it has been replaced (tool <b>Elé. 1287</b>).</p>
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DF214  
PRESENTAIRBAG LOCKING SWITCH CONFIGURATION**NOTES****Special notes:** None.

This fault corresponds to an inconsistency between the computer configuration and the vehicle equipment detected by the computer. The computer has detected the presence of a component additional to its configuration.  
Read configuration **LC060** under the heading **Configuration reading**.  
Use command **CF248** to adjust the computer configuration to the vehicle's equipment level.

**AFTER REPAIR**

Clear the computer memory then switch off the ignition.  
Check again using the diagnostic tool.

<b>DF227 PRESENT</b>	<u>DRIVER'S SIDE REAR STRAP SENSOR CIRCUIT</u>
	CO : Open circuit CC : Short circuit CC.0 : Short circuit to earth CC.1 : Short circuit to + 12 V 1.DEF: Configuration 2.DEF: Value out of range

<b>NOTES</b>	If <b>1.DEF</b> , check and adjust the computer configuration.
	<b>Special notes:</b> Use the <b>64-track</b> (Elé. 1717) adapter to work on the computer connector.

Lock the computer using the command on the diagnostic tool.

Make sure the **black 2-track** connector under the driver's side rear retractor is properly connected.

Disconnect the black **2-track** connector and measure the sensor's resistance on the retractor side:

**In the fully retracted position**, the resistance is approximately: **100 ohms**

**In the fully extended position**, the resistance is approximately: **400 ohms**

If the resistance is incorrect, replace the driver's side rear retractor.

If the resistance is okay, check the condition of the sensor connections.

Disconnect the **64-track** computer connector and check its connections (**tracks 23 and 24**). Repair if necessary.

Fit the **64-track Elé. 1717** test adapter.

Check and ensure the continuity and insulation of the connections between:

Bornier **track 23** —————→ **track 1** sensor connector

Bornier **track 24** —————→ **track 2** sensor connector

Also check insulation across these two connections.

<b>AFTER REPAIR</b>	Reconnect the computer and the rear strap sensor, then switch on the ignition again. Clear the computer memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.
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**DF228  
PRESENT**PASSENGER'S SIDE REAR STRAP SENSOR CIRCUIT

CO : Open circuit  
CC : Short circuit  
CC.0 : Short circuit to earth  
CC.1 : Short circuit to + 12 V  
1.DEF: Configuration  
2.DEF: Value out of range

**NOTES**

If **1.DEF**, check and adjust the computer configuration.

**Special notes:**

Use the **64-track** (Elé. 1717) adapter to work on the computer connector.

Lock the computer using the command on the diagnostic tool.

Make sure the **black 2-track** connector under the passenger side rear retractor is properly connected.

Disconnect the black **2-track** connector and measure the sensor's resistance on the retractor side:

**In the fully retracted position**, the resistance is approximately: **100 ohms**

**In the fully extended position**, the resistance is approximately: **400 ohms**

If the resistance is incorrect, replace the passenger side rear retractor.

If the resistance is okay, check the condition of the sensor connections.

Disconnect the **64-track** computer connector and check its connections (**tracks 63 and 64**). Repair if necessary.

Fit the **64-track Elé. 1717** test adapter.

Check and ensure the continuity and insulation of the connections between:

Bornier **Track 63** —————> **Track 1** sensor connector

Bornier **Track 64** —————> **Track 2** sensor connector

Also check insulation across these two connections.

**AFTER REPAIR**

Reconnect the computer and the rear strap sensor, then switch on the ignition again.

Clear the computer memory. Switch off the ignition.

Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer.

**DF232  
PRESENT****DRIVER'S SEAT BELT BUCKLE SENSOR CIRCUIT**

CO : Open circuit  
CC : Short circuit  
CC.0 : Short circuit to earth  
CC.1 : Short circuit to + 12 V  
1.DEF: Configuration  
2.DEF: Values outside the limits

**NOTES**

If **1.DEF**, check and adjust the computer configuration.

**Special notes:**

Use the **64-track** (Elé. 1717) adapter for working on the computer connector and the **22-track** (Elé. 1687) adapter for working on the seat.

Check the condition and connections of the **64-track** computer connector (locking system, connections, etc.).  
Make sure the driver's seat belt buckle sensor is properly connected and test its connections.  
Check the continuity and insulation of the connections between:

Bornier **Elé. 1717 terminal 11** —————> **Track 2** buckle sensor connector

Bornier **Elé. 1717 terminal 12** —————> **Track 1** buckle sensor connector

If the connections are OK, replace the driver's seat belt buckle sensor.

If a connection is faulty:

Check the connections of the **22-track** connector under the seat, on the seat side (**tracks 5 and 6**).

Repair if necessary. Attach the **22-track** (Elé. 1687) test adapter under the seat (point C1).

Check the continuity and insulation of the connections between:

Bornier **Elé. 1687 terminal 5** —————> **Track 2** buckle sensor connector

Bornier **Elé. 1687 terminal 6** —————> **Track 1** buckle sensor connector

Repair if necessary.

Check the connections of the **22-track** connector under the seat, computer side (**tracks 5 and 6**).

Repair if necessary. Attach the **64-track** (Elé. 1717) test adapter to the computer (point C0).

Check the continuity and insulation of the connections between:

Bornier **Elé. 1717 terminal 11** —————> **Track 5** 22-track connector

Bornier **Elé. 1717 terminal 12** —————> **Track 6** 22-track connector

If a connection is faulty, repair or replace the harness.

**AFTER REPAIR**

Clear the computer memory then switch off the ignition.  
Check again using the diagnostic tool.

<b>DF239 PRESENT</b>	<u>REAR SEAT BELT RETRACTORS CIRCUIT</u>
	CC : Short circuit CO : Open circuit CC.1 : Short circuit to + 12 V CC.0 : Short circuit to earth 1.DEF: Configuration

<b>NOTES</b>	If <b>1.DEF</b> , check and adjust the computer configuration.
	<b>Special notes:</b> Never carry out measuring operations on trigger lines using any tool other than CLIP or XRBAG. Use the <b>64-track</b> (Elé. 1717) adapter to work on the computer connector.

<b>CC CO</b>	<b>NOTES</b>	<b>Special notes:</b> Correct the trigger line configuration if the vehicle is not fitted with rear seat belt retractors.
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Lock the computer using the command on the diagnostic tool. Switch off the ignition and check that the ignition module of the rear seat belt retractor, driver's side is correctly connected. Disconnect the ignition module of the seat belt retractor and connect a dummy ignition module to the ignition module connector. Switch on the ignition and carry out a check using the diagnostic tool. Replace the rear seat belt retractor, driver's side, if the fault becomes stored (fault no longer declared present).
Switch off the ignition and check that the ignition module of the rear seat belt retractor, passenger side, is correctly connected. Disconnect the ignition module of the seat belt retractor and connect a dummy ignition module to the ignition module connector. Switch on the ignition and carry out a check using the diagnostic tool. Replace the passenger side rear seat belt retractor if the fault becomes stored (fault no longer declared present).
Disconnect the computer and check the connections of the connector ( <b>tracks 19, 20, 41 and 42</b> ). Attach <b>64-track adapter</b> (Elé. 1717). The CLIP or XRBAG tool must be used to measure the resistance in adapter <b> cable J</b> . If the value indicated is incorrect, the wiring between the computer and the driver's side rear seat belt retractor ignition module ( <b>C0/C3</b> ) is faulty. Repair or replace the wiring harness if necessary.
The CLIP or XRBAG must be used to measure the resistance in adapter <b> cable E</b> . If the value indicated is incorrect, the wiring between the computer and the passenger side rear seat belt retractor ignition module ( <b>C0/C3</b> ) is faulty. Repair or replace the wiring harness if necessary.

<b>AFTER REPAIR</b>	Reconnect the computer and rear seat belt retractors, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy any retractors that have been replaced (tool Elé. 1287).
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DF239 CONTINUED	
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CC.1 CC.0	NOTES	None
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Lock the computer using the command on the diagnostic tool.

Disconnect the computer and check the connections of the connector (**tracks 19, 20, 41 and 42**).

Attach **64-track adapter** (Elé. 1717).

The CLIP or XRBAG must be used to measure the proper insulation for the type of fault in adapter **cable J**.

If the value indicated is incorrect, the wiring between the computer and the driver's side rear seat belt retractor ignition module (**C0/C3**) is faulty.

Repair or replace the wiring harness if necessary.

The CLIP or XRBAG tool must be used to correctly measure the insulation for the type of fault in adapter **cable E**.

If the value indicated is incorrect, the wiring between the computer and the passenger side rear seat belt retractor ignition module (**C0/C3**) is faulty.

Repair or replace the wiring harness if necessary.

<b>AFTER REPAIR</b>	Reconnect the computer and rear seat belt retractors, then switch on the ignition again. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. Destroy any retractors that have been replaced (tool Elé. 1287).
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<b>DF240 PRESENT</b>	<u>DRIVER'S SEAT LAP BELT/SEAT BASE AIRBAG CIRCUIT</u>
	CC : Short circuit CO : Open circuit CC.1 : Short circuit to + 12 V CC.0 : Short circuit to earth 1.DEF: Configuration

<b>NOTES</b>	If <b>1.DEF</b> , check and adjust the computer configuration.
	<b>Priorities when dealing with a number of faults:</b> If <b>DF240</b> is present with at least one of DF077, DF065, DF210 or DF232, begin the fault finding by checking the <b>22-track</b> under-seat connector.
	<b>Special notes:</b> depending on the type of vehicle body, this is either a lap belt pretensioner circuit fault or seat base airbag (anti-submarining airbag) fault. Never carry out measuring on the trigger lines with any tool other than CLIP or XRBAG. Use the <b>64-track</b> (Elé. 1717) adapter for working on the computer connector and the <b>22-track</b> (Elé. 1687) adapter for working on the seat.

<b>CC CO</b>	<b>NOTES</b>	<b>Special notes:</b> correct the trigger line configuration if the vehicle is not fitted with a driver's seat lap belt/seat base airbag.
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Lock the computer using the command on the diagnostic tool. Disconnect the computer connector and attach <b>64-track adapter</b> (Elé. 1717). The CLIP or XRBAG tool absolutely must be used to measure the resistance in the adapter <b>cable marked B</b> . If the value indicated is correct, check the connections of the <b>64-track</b> connector (tracks 3 and 4).
Check the connections of the <b>22-track</b> connector under the seat. Repair if necessary. Attach the <b>22-track</b> (Elé. 1687) test adapter under the seat ( <b>point C1</b> ). The CLIP or XRBAG tool must be used to measure the resistance in <b>cable B</b> . <b>Is the value obtained correct?</b>

<b>AFTER REPAIR</b>	Reconnect the computer and the driver's seat lap belt/seat base airbag ignition module, then switch the ignition back on. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the seat base airbag module or driver's seat lap belt pretensioner if it has been replaced (tool Elé. 1287).
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DF240 CONTINUED 1	
NO	<p>Again check the connections of the seat connector (<b>tracks 9 and 10</b>) and of the <b>64-track (tracks 3 and 4)</b> connector.</p> <p>If the fault is still present, the wiring is faulty between the computer and the driver's seat (<b>C0/C1</b>). Replace the wiring harness if necessary.</p>
YES	<p>Check the seat connector connections (<b>tracks 9 and 10</b>). Make sure the driver's seat lap belt/seat base airbag ignition module is properly connected.</p> <p>Disconnect the driver's seat lap belt/seat base airbag ignition module, connect a dummy ignition module to the ignition module connector, then again measure the resistance in <b>cablе B</b>.</p> <ul style="list-style-type: none"><li>– If the value indicated is correct, replace the driver's seat lap belt/seat base airbag module.</li><li>– If the value obtained is still not correct, replace the wiring between <b>points C1 and C3</b> (seat wiring).</li></ul>

<b>AFTER REPAIR</b>	<p>Reconnect the computer and the driver's seat lap belt/seat base airbag ignition module, then switch the ignition back on. Clear the computer memory then switch off the ignition.</p> <p>Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the seat base airbag module or driver's seat lap belt pretensioner if it has been replaced (tool Elé. 1287).</p>
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DF240  
CONTINUED 2CC.1  
CC.0

NOTES

None

Lock the computer using the command on the diagnostic tool.  
Check the connections of the **22-track** connector under the seat.  
Repair if necessary.  
Attach the **22-track** (Elé. 1687) test adapter under the seat (**point C1**).  
The CLIP or XRBAG tool must be used to measure the proper insulation for the type of fault in **cabl** **B**.  
**Is the value obtained correct?**

NO

Seat wiring fault.  
Replace the wiring between points **C1** and **C3**.

YES

Wiring fault between the computer and driver's seat (**C0/C1**).  
Replace the wiring harness if necessary.

**AFTER REPAIR**

Reconnect the computer and the driver's seat lap belt/seat base airbag ignition module, then switch the ignition back on. Clear the computer memory then switch off the ignition.  
Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the seat base airbag module or driver's seat lap belt pretensioner if it has been replaced (tool Elé. 1287).

<b>DF241 PRESENT</b>	<b>PASSENGER SEAT LAP BELT/SEAT BASE AIRBAG CIRCUIT</b> CC : Short circuit CO : Open circuit CC.1 : Short circuit to + 12 V CC.0 : Short circuit to earth 1.DEF: Configuration
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<b>NOTES</b>	If <b>1.DEF</b> , check and adjust the computer configuration.
	<b>Priorities when dealing with a number of faults:</b> If <b>DF241</b> is present with at least one of <b>DF068</b> , <b>DF210</b> or <b>DF232</b> , begin the fault finding by checking the <b>22-track</b> under-seat connector.
	<b>Special notes:</b> depending on the type of vehicle body, this is either a lap belt pretensioner circuit fault or seat base airbag (anti-submarining airbag) fault. Never carry out measuring on the trigger lines with any tool other than CLIP or XRBAG. Use the <b>64-track</b> (Elé. 1717) adapter for working on the computer connector and the <b>22-track</b> (Elé. 1687) adapter for working on the seat.

<b>CC CO</b>	<b>NOTES</b>	<b>Special notes:</b> correct the trigger line configuration if the vehicle is not fitted with a passenger seat lap belt/seat base airbag.
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Lock the computer with the diagnostic tool command, disconnect the computer and attach the <b>64-track adapter</b> (Elé. 1717). The CLIP or XRBAG tool absolutely must be used to measure the resistance in the adapter <b>cable marked D</b> . If the value obtained is correct, check the connections of the <b>64-track (tracks 39 and 40)</b> connector.
Check the connections of the <b>22-track</b> connector under the seat. Repair if necessary. Attach the <b>22-track</b> (Elé. 1687) test adapter under the seat ( <b>point C1</b> ). The CLIP or XRBAG tool must be used to measure the resistance in <b>cable B</b> . <b>Is the value obtained correct?</b>

<b>AFTER REPAIR</b>	Reconnect the computer and the driver's seat lap belt/seat base airbag ignition module, then switch the ignition back on. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the seat base airbag module or driver's seat lap belt pretensioner if it has been replaced (tool Elé. 1287).
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DF241 CONTINUED 1	
NO	<p>Check the seat connector connections (<b>tracks 9 and 10</b>). Make sure the passenger seat base/lap airbag ignition module is properly connected.</p> <p>Disconnect the passenger seat lap belt/seat base airbag ignition module, connect a dummy ignition module to the ignition module connector, then again measure the resistance in <b>cablе B</b>.</p> <ul style="list-style-type: none"><li>– If the value indicated is correct, replace the passenger seat lap belt/seat base airbag module.</li><li>– If the value obtained is still not correct, replace the wiring between <b>points C1 and C3</b> (seat wiring).</li></ul>
YES	<p>Again check the connections of the seat connector (<b>tracks 9 and 10</b>) and of the <b>64-track (tracks 39 and 40)</b> connector.</p> <p>If the fault is still present, the wiring is faulty between the computer and the passenger seat (<b>C0/C1</b>). Replace the wiring harness if necessary.</p>

<b>AFTER REPAIR</b>	<p>Reconnect the computer and the driver's seat lap belt/seat base airbag ignition module, then switch the ignition back on. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the seat base airbag module or driver's seat lap belt pretensioner if it has been replaced (tool Elé. 1287).</p>
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DF241 CONTINUED 2	
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CC.1 CC.0	NOTES	None
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Lock the computer using the command on the diagnostic tool.  
Check the connections of the **22-track** connector under the seat. Repair if necessary. Attach the **22-track** (Elé. 1687) test adapter under the seat (**point C1**).  
The CLIP or XRBAG tool absolutely must be used to measure the proper insulation for the type of fault in **cab**le B.  
**Is the value obtained correct?**

NO	Seat wiring fault. Replace the wiring between points <b>C1</b> and <b>C3</b> .
YES	Wiring fault between the computer and passenger seat ( <b>C0/C1</b> ). Replace the wiring harness if necessary.

<b>AFTER REPAIR</b>	Reconnect the computer and the driver's seat lap belt/seat base airbag ignition module, then switch the ignition back on. Clear the computer memory then switch off the ignition. Carry out the check again using the diagnostic tool and, if there are no faults, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new one. Destroy the seat base airbag module or driver's seat lap belt pretensioner if it has been replaced (tool Elé. 1287).
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DF242 PRESENT	<u>LEFT-HAND DRIVE/RIGHT-HAND DRIVE CONFIGURATION</u>
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NOTES	None
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This fault occurs because left-hand/right-hand drive has not been configured.  
Configure the computer with command **CF291**.  
Read the left/right-hand drive configuration **LC088** with **Configuration reading**.

AFTER REPAIR	
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**ACU4 AIRBAG STATUS SUMMARY TABLE:**

Tool statuses	Diagnostic tool description
ET010	Impact detected
ET072	Passenger airbag status indicator light commanded
ET073	Computer locked by tool
ET074	Fault warning light commanded
ET076	Computer to be replaced
ET103	Type of passenger airbag locking
ET105	Locked diagnostics power supply outside the limits
ET108	Passenger airbag locking mode
ET143	Passenger airbag(s) locked
ET144	Fault present or stored
ET169	Driver's seat belt contact

**ACU4 AIRBAG PARAMETER SUMMARY TABLE:**



Tool parameters	Diagnostic tool description
PR001	Computer supply voltage
PR002	Vehicle type
PR104	Driver's seat sensor impedance
PR105	Line 1 impedance ( <b>Driver's seat lap belt/seat base airbag circuit</b> ).
PR106	Line 2 impedance ( <b>Passenger seat lap belt/seat base airbag circuit</b> ).
PR107	Line 3 impedance ( <b>Passenger frontal airbag circuit 1</b> ).
PR108	Line 4 impedance ( <b>Passenger frontal airbag circuit 2</b> ).
PR109	Line 5 impedance ( <b>Driver's frontal airbag circuit 1</b> ).
PR110	Line 6 impedance ( <b>Driver's frontal airbag circuit 2</b> ).
PR111	Line 7 impedance ( <b>Driver's side curtain airbag circuit</b> ).
PR112	Line 8 impedance ( <b>Passenger side curtain airbag circuit</b> ).
PR113	Line 9 impedance ( <b>Driver's chest front side airbag circuit</b> ).
PR114	Line 10 impedance ( <b>Passenger chest front side airbag circuit</b> ).
PR115	Line 11 impedance ( <b>Driver's rear chest side airbag circuit</b> ).
PR116	Line 12 impedance ( <b>Passenger's rear chest side airbag circuit</b> ).
PR117	Line 13 impedance ( <b>Front buckle pretensioners circuit</b> ).
PR118	Line 14 impedance ( <b>Rear seat belt retractors</b> ).
PR119	Line 15 impedance ( <b>Driver's rear frontal airbag circuit</b> ).
PR120	Line 16 impedance ( <b>Passenger's rear frontal airbag circuit</b> ).
PR140	Number of memory zone clearings
PR147	Airbag locking circuit impedance
PR149	Passenger's rear retractor circuit impedance
PR150	Driver's rear retractor circuit impedance

The trigger line or sensor impedance is 99.9  $\Omega$  when the component is disconnected or not controlled by the computer.

**NOTES**

Only perform this conformity check after a complete check with the diagnostic tool.

Order	Function	Parameter or Status checked or Action	Display and Notes	Fault finding
1	Diagnostic tool dialogue		ACU 4 airbag	In the event of a fault, refer to the interpretation of <b>ALP 1 No dialogue with the airbag computer</b> .
2	Computer conformity	LC034 Type of vehicle	MEGANE II	If there is a fault, refer to the interpretation of fault <b>DF001 Computer</b> .
3	Computer configuration	Use of READING THE CONFIGURATION commands	Ensure that the computer configuration defined in the "Current" column corresponds to the vehicle equipment.	None
4	Operation of the warning light Computer initialisation check	Ignition on	Warning light comes on for 3 seconds when the ignition is switched on	None

ALP 1	No dialogue with the airbag computer
NOTES	<p><b>Special note: To perform fault finding on the vehicle computers, switch on the ignition in fault finding mode (forced + after ignition feed), i.e. proceed as follows:</b></p> <p>– <b>Vehicle card in card reader, press the Start button for more than 5 seconds outside of starting conditions.</b></p>
<p>Check that the diagnostic tool is not causing the fault by trying to establish dialogue with a computer on another vehicle. If the tool is not the problem and dialogue cannot be established with any other computer in the same vehicle, check the battery voltage and do the work required to obtain the proper reading (<b>10.5 V &lt; battery voltage &lt; 16 V</b>).</p>	
<p>Check the presence and condition of the airbag computer supply fuse. Check that the computer connector is properly connected and check the condition of its connections. Check that the supply to the computer is correct:</p> <p>– Disconnect the airbag computer and attach the <b>22-track adapter</b> (Elé. 1685). – Check and ensure the presence of <b>+ after ignition feed</b> between the terminals marked <b>earth</b> and <b>+ after ignition feed</b>.</p>	
<p>Check that the supply to the diagnostic socket is correct:</p> <p>– <b>+ before ignition feed</b> on <b>track 16</b>. – <b>+ after ignition feed</b> on <b>track 1</b> – <b>Earth</b> on <b>tracks 4 and 5</b>.</p> <p>With the <b>22-track adapter</b> (Elé. 1685), check the continuity and insulation of the airbag computer/diagnostic socket connection between:</p> <p>Bornier track <b>CAN H</b>            <b>Track 6</b> of the diagnostic socket</p> <p>Bornier track <b>CAN L</b>            <b>Track 14</b> of the diagnostic socket</p>	
<p>If dialogue has still not been established after these various checks, contact the Techline.</p>	