

MEGANE

8 Electrical equipment

88C

AIRBAGS AND PRETENSIONERS

AIRBAG RC5

Vdiag: 14

Fault finding – Introduction	88C - 2
Fault finding – System operation	88C - 11
Fault finding – Computer track allocation	88C - 12
Fault finding – Replacement of components	88C - 14
Fault finding – Configurations and programming	88C - 15
Fault finding – Fault summary table	88C - 18
Fault finding – Interpretation of faults	88C - 20
Fault finding – Conformity check	88C - 83
Fault finding – Summary table of statuses and parameters	88C - 84
Fault finding – Interpretation of statuses	88C - 85
Fault finding – Interpretation of parameters	88C - 86
Fault finding – Customer complaints	88C - 87
Fault finding – Fault Finding Chart	88C - 88

V3

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(s): **MEGANE II / SCENIC**

Function concerned: **AIRBAG**

Computer name: **Autoliv RC5 P1/P2**

Vdiag No.: **14**

2. PREREQUISITES FOR FAULT FINDING

Documentation type

Fault finding procedures (this document):

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

Wiring Diagrams:

- Visu-Schéma (CD-ROM), paper.

Diagnostic tool type

- **CLIP**

Special tooling required

Special tooling required	
	Multimeter. – Set of adapters and borniers for using the airbag and pretensioner wiring harness check function on CLIP and XR BAG tools for updates comprising the borniers listed below. Modifying the series of new airbag ignition module connectors entails modifying the dummy ignition module. LOCAL MODIFICATION OF THE DUMMY IGNITION MODULE Remove the ignition module from its red mounting and remove one of the two brown locking notches.
Elé. 1685	Computer bornier 22 tracks
Elé. 1717	64-track computer bornier
Elé. 1617	Blue 8-trackSeat wiring harness test adapter
Elé. 1617	Rotary switch bornier 10 tracks
	Adapter 2 tracks B36

3. REMINDERS

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

Proceed as follows:

- with the vehicle card in the RENAULT card reader,
- press and hold the Start button (for more than 5 seconds) with start-up conditions not fulfilled,
- connect the **diagnostic tool** and perform the required operations.

Note:

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.

To cut off the **+ after ignition feed**, proceed 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 indicator lights on the instrument panel have gone out.

Faults

Faults are declared present or stored (depending on whether they appeared in a certain context and have disappeared since, or whether they remain present but are not diagnosed within the current context).

The **present** or **stored** status of the faults should be taken into consideration when the **diagnostic tool** is used after the **+ after ignition feed** has been connected (with no action on the system components).

For a **fault present**, apply the procedure described in the section on the **Interpretation of faults**.

For a **stored fault**, note the faults displayed and apply the instructions in the **Notes** section.

If the fault is **confirmed** when the instructions in the Notes section are applied, the fault is present. Deal with the fault.

If the fault is **not confirmed**, 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 defective,
- the condition of the wires (melted or cut insulation, wear),
- or use the fault finding procedure to check the circuit of the component at fault.

Conformity check

The aim of the conformity check is to check data that does not produce a fault on the **diagnostic tool** because the data is inconsistent. Therefore, this stage is used to:

- run 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 gives the fault finding procedures for statuses and parameters and the conditions for checking them.

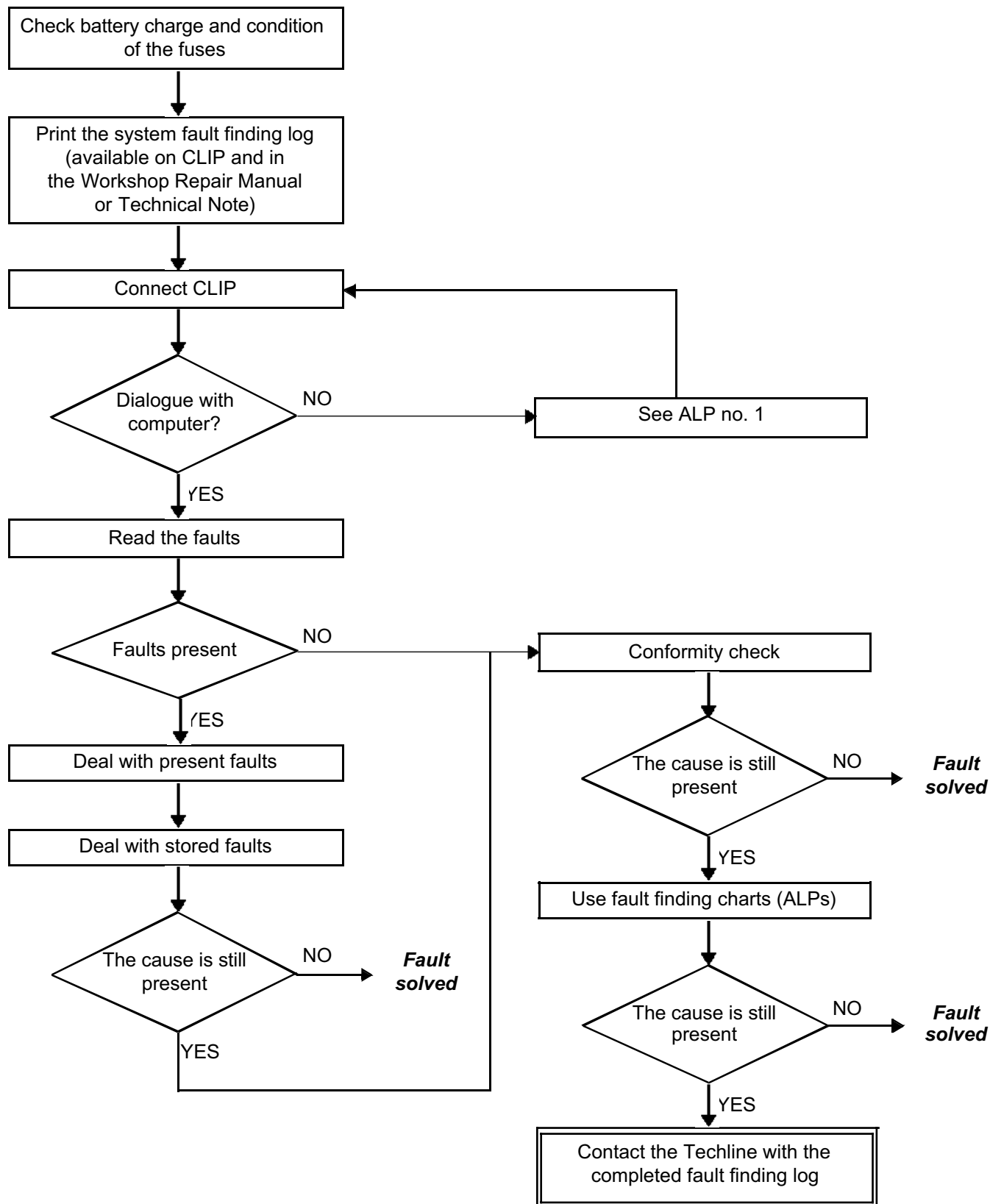
If a status is not behaving normally or a parameter is outside the permitted tolerance values, consult the corresponding fault finding page.

Customer complaints - Fault finding chart

If the test with the **diagnostic tool** is OK but the customer complaint is still present, the fault should be processed by **customer complaints**.

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



5. FAULT FINDING LOG



IMPORTANT

IMPORTANT

Any fault on a complex system requires thorough fault finding with the appropriate tools. The FAULT FINDING LOG, which should be completed during the fault finding procedure, ensures a record is kept of the procedure carried out. It is an essential document when consulting the manufacturer.

IT IS THEREFORE ESSENTIAL THAT THE FAULT FINDING LOG IS FILLED OUT EVERY TIME IT IS REQUESTED BY TECHLINE OR THE WARRANTY RETURNS DEPARTMENT.

You will always be asked for this log:

- when requesting technical assistance from Techline,
- when requesting approval before replacing parts for which approval is compulsory,
- to be attached to monitored parts for which reimbursement is requested. The log is needed for warranty reimbursement, and enables better analysis of the parts removed.

6. SAFETY INSTRUCTIONS

Safety rules must be observed during any work on a component to prevent any damage or injury:

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

During work on the airbag/seat belt pretensioner systems, it is essential that you lock the computer using the diagnostic tool to prevent any risk of accidental triggering (all the trigger lines will be disabled). 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 supply fuse and wait at least 2 seconds for the discharge of the reserve power capacity.

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 to make sure that its resistance is between 1.8 et 2.5 Ω .

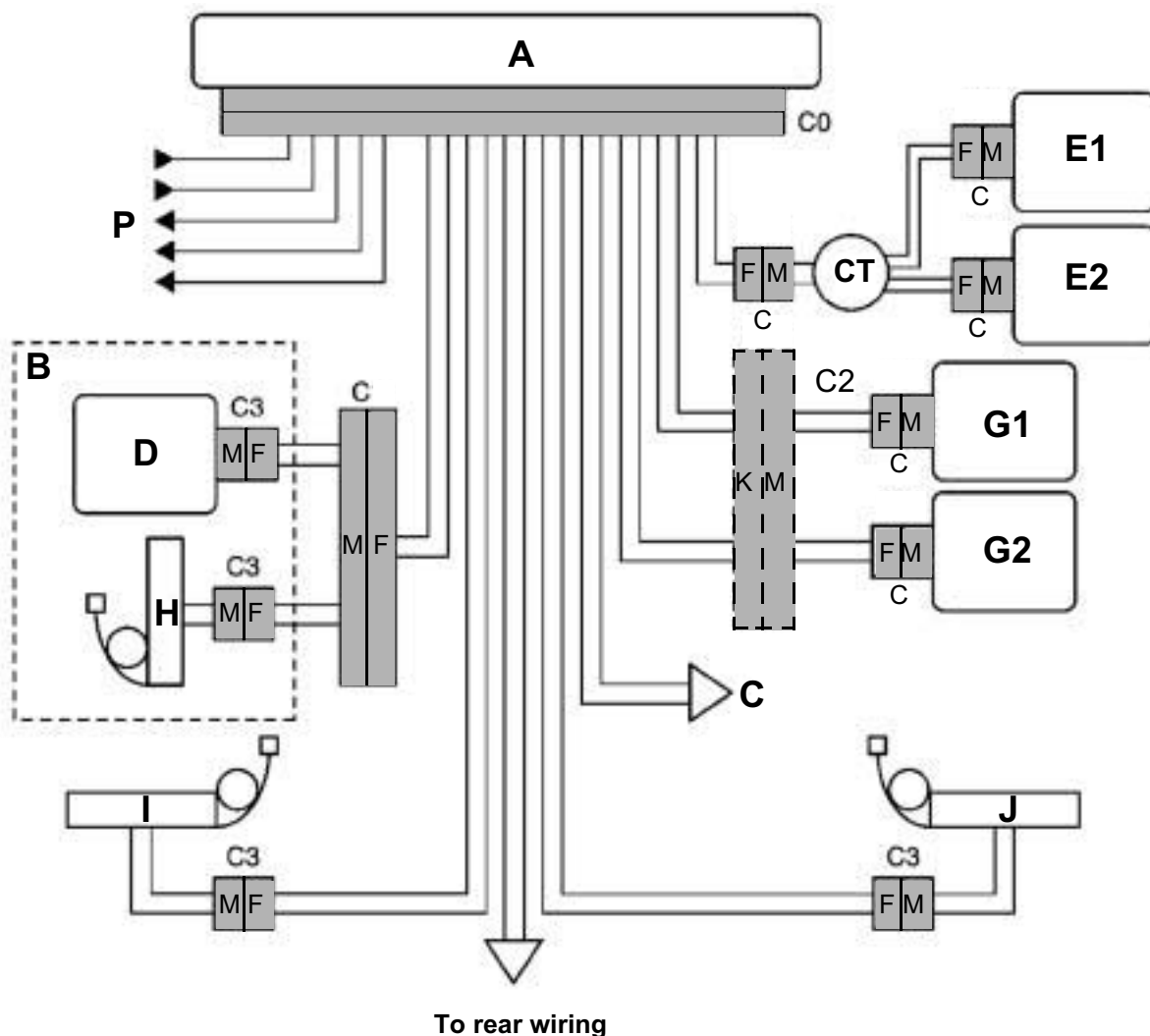
During the procedure, check that the computer feed voltage does not drop below 10 V.

Disconnect the battery before removing and refitting any pyrotechnic component (airbag module, pretensioner or seat belt retractor).

IMPORTANT

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

SYSTEM CONFIGURATION SHEET (FRONT section of the vehicle)



To rear wiring

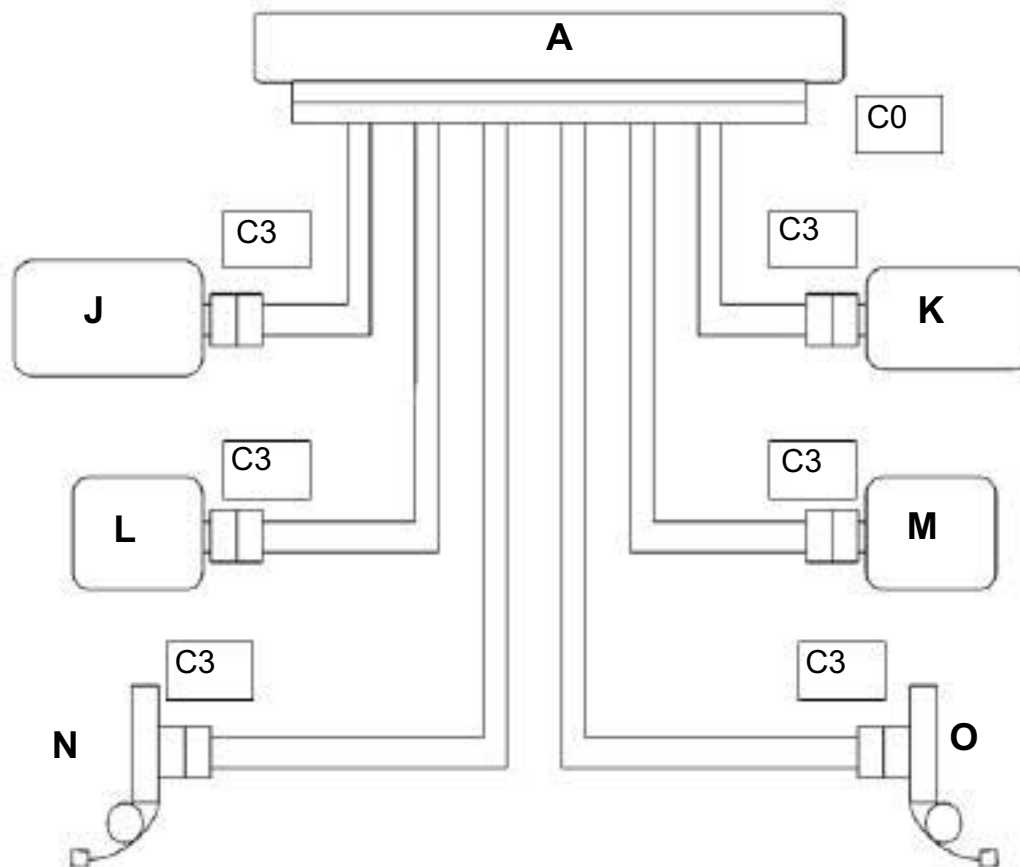
25506

- | | |
|--|---|
| A Central unit | G Passenger's frontal airbag ignition module |
| B Driver's seat | H Front lap pretensioner/Seat airbag |
| C Front passenger seat | I/J Front pyrotechnic pretensioners |
| D Front chest level side airbag ignition module | CT Rotary switch + 12V/Earth |
| E Driver's frontal airbag ignition module | Warning light / Diagnostic lines |
| | P Impact sensors/Impact signal |
| | Passenger airbag locking 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 SEAT BELT RETRACTORS- PRETENSIONERS		
	Measuring point	Correct value
	C0, C1 and C3	1.8 to 4 Ω

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

SYSTEM CONFIGURATION SHEET (REAR section of the vehicle)



23833

- A** Centralised unit
J/K Side curtain airbag ignition modules
L/M Rear chest-level side airbag ignition modules
N/O Rear pyrotechnic seat belt inertia reels

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 SEAT BELT RETRACTORS- 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 trigger lines

- L1:** Driver's front airbag Circuit 1. (**Cable C of the 22-track bornier Elé. 1685**)
- L2:** Driver's front airbag Circuit 2. (**Cable D of the 22-track bornier Elé. 1685**)
- L3:** Passenger front airbag Circuit 1. (**Cable B of the 22-track bornier Elé. 1685**)
- L4:** Passenger front airbag Circuit 2. (**Cable A of the 22-track bornier Elé. 1685**)
- L5:** Driver's front chest-level side airbag circuit. (**Cable H of the 64-track bornier Elé.1717**)
- L6:** Driver's side curtain side airbag circuit. (**Cable I of the 64-track bornier Elé.1717**)
- L7:** Passenger front chest-level side airbag circuit. (**Cable F of the 64-track bornier Elé.1717**)
- L8:** Passenger side curtain side airbag circuit. (**Cable G of the 64-track bornier Elé.1717**)
- L9:** Driver's rear chest-level side airbag circuit. (**Cable H of the 64-track bornier Elé.1717**)
- L10:** Passenger rear chest-level side airbag circuit. (**Cable F of the 64-track bornier Elé.1717**)
- L11:** Driver's side rear seat belt inertia reel circuit. (**Cables E and J of the 64-track bornier Elé. 1717**)
- L12:** Passenger side rear seat belt inertia reel circuit. (**Cables E and J of the 64-track bornier Elé. 1717**)
- L13:** Driver's seat lap belt/seat base airbag circuit. (**Cable B of the 64-track bornier Elé. 1717**)
- L14:** Passenger seat lap belt/seat base airbag circuit. (**Cable D of the 64-track bornier Elé. 1717**)
- L15:** Driver's front seat belt buckle pretensioner circuit. (**Cables A and C of the 64-track bornier Elé. 1717**)
- L16:** Passenger front seat belt buckle pretensioner circuit. (**Cables A and C of the 64-track bornier Elé. 1717**)

The purpose of the **air bag system RC5 P1/P2** is to provide optimum safety protection for all of the vehicle occupants.

Special notes:

The **MEGANE** is equipped with driver and passenger seat belt buckle pretensioners in the front section.

The **MEGANE** is equipped with an "anti-submarine" airbag inside the seat base

The **MEGANE** is equipped with driver and passenger chest-level airbags in the rear section.

On MEGANE phase 1,

Warning light management: the status of the airbag fault warning light takes priority in relation to the status of the passenger airbag warning light.

Impact management: a single level is emitted over the CAN line.

On MEGANE phase 2,

Warning light management: the two warning lights cannot be separated and the status of the passenger airbag warning light is maintained when the airbag fault warning light illuminates.

Impact management: two levels of separate impacts are emitted over the CAN line.

Frontal impacts:

This function is performed entirely inside the computer. Accelerometers measure the violence of the impact. Vehicle speed, driver's seat position, passenger airbag locking switching position and the accelerometer measurements determine the strategy that the computer adopts to trigger the ignition modules. The front and rear seat belt inertia reels, the front seat belt pretensioners, the face air bags (levels 1 and 2) can also be triggered or not according to the entry parameters.

Side impacts:

This function is performed by the computer and the side impact sensors.

The position of the passenger airbag locking switch and the accelerometer measurements determine the strategy that the computer adopts to trigger the ignition modules. The seat belt inertia reels, the seat belt pretensioners, the front chest airbags and the curtain airbags thus may or may not be triggered.

Seat belt locking monitoring:

This function is performed by the instrument panel. The computer only sends the driver's seat belt buckle sensor status. A warning light on the instrument panel is displayed if the driver is not wearing his seat belt, and a buzzer reminds the driver of this when the vehicle speed exceeds **12 mph (20 km/h)**.

Inhibition of passenger trigger lines:

This function is performed by the computer and the passenger airbag locking switch.

The choice of whether or not to deactivate the passenger airbags must be made before the vehicle speed exceeds **0.3 mph (0.5 km/h)**. The computer measures an impedance (**100 Ω** = Passenger Airbag deactivated; **400 Ω** = Passenger Airbag active). Above the threshold, any action on the locking switch results in storage of the fault **DF193** and the instrument panel warning light is illuminated.

The front passenger airbag (levels 1 and 2), the passenger lap belt pretensioner and the front passenger chest-level airbag are deactivated when the locking switch is in the OFF position or when the fault DF193 "Change of passenger airbag locking status" is present in the computer memory.

Monitoring the information displayed on the instrument panel:

The instrument panel controls the correct working of warning lights "air bag failure" and "air bag OFF" and informs the air bag computer about possible warning light circuit failures through the multiplex network.

AIRBAG COMPUTER**22-track connector**

Description	Track	Track	Description
- Front passenger airbag level 2	12	1	- Front passenger airbag level 2
- Front passenger airbag level 1	13	2	- Front passenger airbag level 1
- Driver's front airbag level 1	14	3	- Driver's front airbag level 1
- Driver's front airbag level 2	15	4	- Driver's front airbag level 2
Not used	16	5	Not used
Not used	17	6	Not used
Earth	18	7	+ after ignition feed.
Not used	19	8	Not used
Not used	20	9	Not used
– Passenger airbags locking switch	21	10	Multiplex line L
+ Passenger airbags locking switch	22	11	Multiplex line H

64-track connector

Description	Track	Track	Description
+ Driver's front pretensioner/inertia reel	1	33	Not used
- Driver's front pretensioner/inertia reel	2	34	Not used
+ Driver's seat lap belt/seat base airbag	3	35	Not used
- Driver's seat lap belt/seat base airbag	4	36	Not used
Not used	5	37	+ Passenger front pretensioner/inertia reel
Not used	6	38	- Passenger front pretensioner/inertia reel
Not used	7	39	+ Passenger seat lap belt/seat base airbag
Not used	8	40	- Passenger seat lap belt/seat base airbag
- Driver's seat position sensor	9	41	+ Rear passenger inertia reel
+ Driver's seat position sensor	10	42	- Rear passenger inertia reel
+ Driver's seat belt buckle switch	11	43	+ Passenger front chest-level side airbag
- Driver's seat belt buckle contact	12	44	- Passenger front chest-level side airbag
Not used	13	45	+ Side curtain airbag on passenger side
Not used	14	46	- Passenger side curtain airbag

64 track connector (continued):

Description	Track	Track	Description
+ Driver's front chest-level side airbag	15	47	Not used
- Driver's front chest-level side airbag	16	48	Not used
+ Side curtain airbag on driver's side	17	49	Not used
+ Driver's side curtain airbag	18	50	Not used
+ Driver's rear inertia reel	19	51	Not used
- Driver's rear inertia reel	20	52	Not used
Not used	21	53	Not used
Not used	22	54	Not used
Not used	23	55	Not used
Not used	24	56	Not used
Not used	25	57	+ Passenger chest-level airbag rear
Not used	26	58	- Passenger chest-level airbag rear
+ Side impact sensor on driver's side	27	59	Not used
- Side impact sensor on driver's side	28	60	Not used
+ Driver's chest-level airbag rear	29	61	+ Side impact sensor on passenger side
- Driver's chest-level airbag rear	30	62	- Side impact sensor on passenger side
Not used	31	63	Not used
Not used	32	64	Not used

ALLOCATION OF TRACKS FOR SIDE IMPACT SENSORS**2-track connector:**

Description	Track	Track	Description
Signal +	1	2	Signal -

REMINDER

The front chest side airbag, Seat base/lap airbags, Seat positions sensors, seat belt buckle sensor and passenger presence sensor functions pass through an R323 or R324 8 track black intermediate connector attached under each seat.

REPLACING A SYSTEM COMPONENT

Disconnect the battery before removing and refitting any pyrotechnic component (airbag module, pretensioner or seat belt retractor).

REPLACING THE AIRBAG COMPUTER

BEFORE REPLACING THE COMPUTER IT IS ESSENTIAL THAT YOU CONTACT THE TECHLINE.

To ensure that the returned computer's fault can be analysed, do not use command RZ001 "Fault memory" when DF001 "Computer" is present or stored.

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:

- check that the ignition is switched off,
- replace the computer,
- modify the computer configuration if necessary,
- write the VIN to the computer using the **diagnostic tool** command **VP010 Write VIN**,
- switch off the ignition,
- carry out a check using the **diagnostic tool**,
- unlock the computer using the command **VP007 Unlock computer**, only if there are no faults declared by the **diagnostic tool** and check that the warning light has gone out.

After the computer has been replaced, if there are abnormalities on the impact sensors, it is necessary to check that the sensors fitted are compatible with the airbag computer connected to the vehicle. If not, it is necessary to order the sensors which are specifically for the respective airbag.

CLEARING

RZ001: fault memory.

This command is used for clearing the stored faults from the computer.

CONFIGURATIONS/CONFIGURATION READING

To simplify the Autoliv RC5 P1/P2 AIRBAG computer configuration, the diagnostic tool automatically offers the configuration commands for the airbag ignition lines and sensors according to the equipment level of the various versions.

CONFIGURATIONS/CONFIGURATION READ PROCEDURES

Passenger airbag locking mode "BY KEY" or "WITHOUT"

Diagnostic tool title	Configuration reading	Configuration
Passenger airbag locking mode	LC060	SC005

LEFT or RIGHT-hand drive version

Diagnostic tool title	Configuration reading	Configuration
Driving side	LC088	SC005

Because of probably computer part number unification in the Parts Department, some sensors or trigger lines may have to be deconfigured after using standard configuration commands.

CONFIGURATIONS/CONFIGURATION READ PROCEDURES (continued)**CONFIGURABLE FEATURES:****Trigger lines "WITH" or "WITHOUT"**

The pyrotechnic inertia reels are not wired in series.

Diagnostic tool title	Reading the configuration	Configuration
Driver's seat lap belt/seat base airbag	LC080	SC005
Passenger lap belt/seat base airbag	LC079	SC005
Front passenger airbag circuit 1	LC052	SC005
Passenger's front air bag circuit 2	LC047	SC005
Front driver's airbag circuit 1	LC048	SC005
Driver's front air bag circuit 2	LC049	SC005
Driver's side curtain air bag	LC040	SC005
Passenger's side curtain air bag	LC041	SC005
Driver's front chest side air bag	LC042	SC005
Passenger front chest side air bag	LC043	SC005
Driver's side pretensioner buckle	LC039	SC005
Passenger side pretensioner buckle	LC038	SC005
Driver's side rear seat belt inertia reel	LC062	SC005
Passenger side rear seat belt inertia reel	LC063	SC005

Sensors "WITH" or "WITHOUT"

Diagnostic tool title	Configuration reading	Configuration
Driver's seat position sensor	LC086	SC005
Driver's side sensor	LC025	SC005
Passenger's side sensor	LC026	SC005
Driver's seat belt buckle sensor	LC073	SC005
Read vehicle type	LC014	SC005

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 the computer when it is new or if it has been deactivated via the command **VP006**.
- **VP010:** Enter VIN.
This command is used to enter the VIN number into the computer.
- **SC004:** Read impact context.
Use this command during repair of the vehicle following an impact. The command enables the list of trigger lines active and the system status upon impact to be accessed in the computer which is being replaced.
- **SC005:** Configuration of System Components.
This command is used to configure the ignition lines and the vehicle sensors.
The command displays the current configuration of the ignition lines and sensors and is used to enter the required configurations in accordance with the specifications of each vehicle.

AIRBAGS AND PRETENSIONERS

Fault finding – Fault summary table

88C

Tool fault	Associated DTC	Diagnostic tool title
DF001	9080	Computer
DF002	F003	Computer feed voltage
DF010	80D2	Fault warning light circuit
DF028	80D5	Passenger airbag status warning light circuit
DF034	907E	Computer locked
DF038	8092	Driver's side sensor
DF043	8097	Passenger's side sensor
DF060	C001	Multiplex network
DF065	80B7	Driver's front seat position sensor circuit
DF066	8038	Passenger's rear side airbag circuit
DF067	8030	Driver's rear chest side airbag circuit
DF068	8028	Passenger's chest front side airbag circuit
DF069	8029	Passenger side curtain airbag circuit
DF070	8021	Driver's side curtain airbag circuit.
DF071	8002	Driver's front airbag circuit 2
DF072	8001	Driver's front airbag circuit 1
DF074	8011	Passenger front air bag circuit 2
DF075	8010	Passenger's front airbag circuit 1
DF077	8020	Driver's front side chest airbag circuit
DF081	9001	Driver's seat belt pretensioner
DF082	9002	Passenger seat belt pretensioner
DF091	80DF	Airbag locking switch circuit

AIRBAGS AND PRETENSIONERS

Fault finding – Fault summary table

88C

Tool fault	Associated DTC	Diagnostic tool title
DF183	9029	Driver's front buckle pretensioner circuit.
DF184	902A	Passenger front buckle pretensioner circuit.
DF177	8073	Driver's side rear inertia reel circuit
DF178	8075	Rear passenger side seat belt inertia reel circuit
DF193	80DF	Passenger airbag locking status change.
DF194	907F	Computer to be replaced following impact
DF232	9051	Driver's seat belt buckle sensor circuit
DF242	907B	Left-hand/right-hand drive configuration
DF262	0500	Vehicle speed multiplex signal
DF263	C121	No ABS/ESP multiplex signal
DF264	C155	No instrument panel multiplex signal
DF265	C151	Multiplex signal control module
DF270	C140	No UCH multiplex signal
DF273	C423	Instrument panel
DF282	C100	No injection multiplex signal

DF001 PRESENT OR STORED	<u>COMPUTER</u>
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NOTES	Special note: To ensure that the returned computer's fault can be analysed, do not use command RZ001 "Fault memory" when DF001 "Computer" is present or stored.
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Replace the airbag computer (see **Replacement of components**).

AFTER REPAIR	None
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**DF002
PRESENT
OR
STORED**

COMPUTER SUPPLY VOLTAGE

- 1.DEF: Supply voltage too low
- 2.DEF: Supply voltage too high
- 3DEF: Micro-breaks

NOTES

Special notes:

Use the **22-track adapter Elé. 1685** when working on the computer connector (**cabl 1**).

Carry out the operations necessary to obtain the correct computer supply voltage:

10.5V ± 0.1 < correct voltage < 16V ± 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 connections + locking.

AFTER REPAIR

Clear the computer fault memory. Switch off the ignition.
Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer.

<p>DF010 PRESENT OR STORED</p>	<p><u>FAULT WARNING LIGHT CIRCUIT</u> 1.DEF: Consistency. (Status signal of the instrument panel indicator light/airbag request) 2.DEF: External fault finding in the domain. (Instrument panel signal)</p>
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<p>NOTES</p>	<p>None.</p>
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Apply the fault finding procedure relevant to this fault in the instrument panel fault finding information section.

<p>AFTER REPAIR</p>	<p>Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer.</p>
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<p>DF028 PRESENT OR STORED</p>	<p><u>PASSENGER AIRBAG STATUS WARNING LIGHT CIRCUIT</u> 1.DEF: Consistency. (Status signal of the instrument panel indicator light/airbag request) 2.DEF: External fault finding in the domain. (Instrument panel signal)</p>
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<p>NOTES</p>	<p>None.</p>
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Apply the fault finding procedure relevant to this fault in the instrument panel fault finding information section.

<p>AFTER REPAIR</p>	<p>Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer.</p>
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DF034
PRESENT
OR
STOREDCOMPUTER LOCKED**NOTES**

None.

Using the **diagnostic tool**, run the command **VP007 Unlock computer** to unlock the airbag computer (unlock the computer only if no faults are declared by the **diagnostic tool** and check that the warning light has gone out).

AFTER REPAIR

Clear the computer fault memory. Switch off the ignition.
Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer.

DF038 PRESENT OR STORED	<u>DRIVER'S SIDE SENSOR</u> CO : Open circuit CC.0 : Short circuit to earth 1.DEF : Configuration 2.DEF : Sensor internal electronic fault
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NOTES	Special notes: Use the 64-track adapter Elé. 1717 when working on the computer connector.
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CC.0 CO	NOTES	None.
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Lock the computer using the **diagnostic tool**.
Check that the driver's side sensor is connected correctly and check its connections.
Check the condition of the computer connections (**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 terminal 27 | track 1 sensor connector |
| – Bornier Elé. 1717 terminal 28 | track 2 sensor connector |

AFTER REPAIR	Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer.
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DF038
CONTINUED

1.DEF

NOTES

None.

This fault corresponds to an inconsistency between the computer configuration and the vehicle equipment detected by the computer. The computer detects the presence of an additional component to its configuration or the computer detects a programmed component which is not fitted to the vehicle.

2.DEF

NOTES

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.

Replace the driver's side sensor.

AFTER REPAIR

Clear the computer fault memory. Switch off the ignition.
Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer.

DF043
PRESENT
OR
STOREDPASSENGER SIDE SENSOR

CO : Open circuit
CC.0 : Short circuit to earth
1.DEF : Configuration
2.DEF : Sensor internal electronic fault

NOTES**Special notes:**

Use the **64-track adapter Elé. 1717** when working on the computer connector.

CC.0 / CO

NOTES

None.

Lock the computer using the **diagnostic tool**.

Check that the driver's side sensor is connected correctly and check its connections.

Check the condition of the computer connections (**tracks 61 and 62**).

Check the condition of the **64-track** connector (locking system, connections, etc.).

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

Bornier Elé. 1717 terminal 61	————→	track 1 sensor connector
Bornier Elé. 1717 terminal 62	————→	track 2 sensor connector

AFTER REPAIR

Clear the computer fault memory. Switch off the ignition.
Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer.

DF043
CONTINUED

1.DEF

NOTES

None.

This fault corresponds to an inconsistency between the computer configuration and the vehicle equipment detected by the computer. The computer detects the presence of an additional component to its configuration or the computer detects a programmed component which is not fitted to the vehicle.

2.DEF

NOTES

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.

Replace the passenger side sensor.

AFTER REPAIR

Clear the computer fault memory. Switch off the ignition.
Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer.

DF060 PRESENT OR STORED	<u>MULTIPLEX NETWORK</u>
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NOTES	None.
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Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).

AFTER REPAIR	Clear the computer fault memory. Switch off the ignition. Carry out another check using the diagnostic tool .
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DF065 PRESENT OR STORED	<u>DRIVER'S SEAT POSITION SENSOR CIRCUIT</u> CO : Open circuit CC : Short circuit CC.0 : Short circuit to earth CC.1: Short circuit to +12 volts 1.DEF : Configuration 2.DEF : Values outside permissible tolerances
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NOTES	Priorities when dealing with a number of faults: If DF065 is present with at least one of the faults DF077 , DF232 , DF081 , begin fault finding by checking the 8-track connector located underneath the seat.
	Special notes: Use the 64-track adapter Elé. 1717 when working on the computer connector.

CO CC CC.0 CC.1 2.DEF	NOTES	None.
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Lock the computer using the **diagnostic tool**.

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

When the seat is forward, the resistance should be approximately **400 Ω (275 Ω < X < 545 Ω)**.

When the seat is in the back position, the resistance should be approximately **100 Ω (65 Ω < X < 145 Ω)**.

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

If the resistance is incorrect, check that the seat position sensor is correctly fitted on the seat runner.

Check the connections of the **8-track** seat connector (**tracks A1 and A2**).

If all the tests are correct, replace the driver's front seat position sensor.

AFTER REPAIR	Reconnect the computer, the seat position sensor, and the under-seat connector, then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer.
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DF065
CONTINUED

1.DEF

NOTES

None.

This fault corresponds to an inconsistency between the computer configuration and the vehicle equipment detected by the computer.
The computer detects the presence of an additional component to its configuration or the computer detects a programmed component which is not fitted to the vehicle.

AFTER REPAIR

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

DF066 PRESENT OR STORED	PASSENGER REAR CHEST LEVEL SIDE AIRBAG CIRCUIT CC : Short circuit CO : Open circuit CC.1: Short circuit to +12 volts CC.0 : Short circuit to earth 1.DEF : Configuration
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NOTES	If 1.DEF , check and modify the computer configuration.
	Special notes: Never take measurements on the ignition lines with any tool other than the CLIP or XR BAG tool. Use the 64-track adapter Elé. 1717 when working on the computer connector.

CO CC	NOTES	Special notes: Correct the configuration of the ignition lines if the vehicle is not fitted with rear chest-level 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 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 **XR BAG** tool must be used to measure the resistance on the **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.

AFTER REPAIR	Reconnect the computer and the ignition module of the passenger's rear chest-level side airbag module then switch on the ignition again. Clear the computer fault 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 rear chest-level side airbag module if it has been replaced (tool Elé.1287).
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DF066
CONTINUEDCC.1
CC.0

NOTES

None.

Lock the computer using the **diagnostic tool**.

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 **XR BAG** tool must be used to measure the insulation appropriate to the type of fault on the adapter **cable L**.

If the value obtained is incorrect, the wiring between the computer connector and the passenger rear chest-level side airbag (**C0/C3**) is faulty. Replace the wiring if necessary.

AFTER REPAIR

Reconnect the computer and the ignition module of the passenger's rear chest-level side airbag module then switch on the ignition again. Clear the computer fault 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 rear chest-level side airbag module if it has been replaced (**tool Elé.1287**).

<p>DF067 PRESENT OR STORED</p>	<p><u>DRIVER'S REAR CHEST LEVEL SIDE AIRBAG CIRCUIT</u> CC : Short circuit CO : Open circuit CC.1: Short circuit to +12 volts CC.0 : Short circuit to earth 1.DEF : Configuration</p>
<p>NOTES</p>	<p>If 1.DEF, check and modify the computer configuration.</p>
	<p>Special notes: Never take measurements on the ignition lines with any tool other than the CLIP or XR BAG tool. Use the 64-track adapter Elé. 1717 when working on the computer connector.</p>
<p>CO CC</p>	<p>NOTES</p> <p>Special notes: Correct the configuration of the ignition lines if the vehicle is not fitted with rear chest-level side airbags.</p>

<p>AFTER REPAIR</p>	<p>Reconnect the computer and the ignition module of the driver's rear chest-level side airbag module then switch on the ignition again. Clear the computer fault 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 rear chest-level side airbag module if it has been replaced (tool Elé. 1287).</p>
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DF067
CONTINUED

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 29 and 30**). Repair if necessary.
Fit the **64-track** test adapter (Elé. 1717) to the airbag wiring (**point C0**).
The **CLIP** or **XR BAG** tool must be used to measure the resistance on the **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.

C0
CC

NOTES

None.

Lock the computer using the **diagnostic tool**.

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 **XR BAG** tool must be used to measure the insulation appropriate to the type of fault on the adapter **cable L**.
If the value obtained is incorrect, the wiring between the computer connector and the passenger rear chest-level side airbag (**C0/C3**) is faulty. Replace the wiring if necessary.

AFTER REPAIR

Reconnect the computer and the ignition module of the driver's rear chest-level side airbag module then switch on the ignition again. Clear the computer fault 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 rear chest-level side airbag module if it has been replaced (tool **Elé. 1287**).

DF068 PRESENT OR STORED	PASSENGER CHEST FRONT SIDE AIRBAG CIRCUIT CC : Short circuit CO : Open circuit CC.1: Short circuit to +12 volts CC.0 : Short circuit to earth 1.DEF : Configuration
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NOTES	If 1.DEF , check and modify the computer configuration.
	Priorities when dealing with a number of faults: If DF068 is present with the fault DF082 begin fault finding by checking the 8-track connector located underneath the seat.
	Special notes: Never take measurements on the ignition lines with any tool other than the CLIP or XRBAG tool. Use the 64-track adapter Elé. 1717 when working on the computer connector and use the 8-track adapter Elé. 1617 when working on the seat.

CO CC	NOTES	Special notes: Correct the trigger line configuration if the vehicle is not fitted with passenger front side thorax airbags>
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Lock the computer using the diagnostic tool . Disconnect the computer connector and fit the 64-track adapter Elé. 1717 . The CLIP or XRBAG tool must be used to measure the resistance on the adapter cable marked F . If the value obtained is correct, check the connections of the 64-track connector (tracks 43 and 44).
Check the connections of the 8-track connector located underneath the seat. Repair if necessary. Fit the 8-track test adapter Elé. 1617 underneath the seat (point C1). The CLIP or XRBAG tool must be used to measure the resistance on the adapter cable B . Is the value obtained correct?

AFTER REPAIR	Reconnect the computer and the ignition module of the passenger's front side airbag module then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module. Destroy the chest-level side airbag module if it has been replaced (tool Elé. 1287).
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DF068 CONTINUED	
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NO	<p>Check the seat connector connections (tracks A5 and A6). Remove the trim from the front passenger seat and check that the side airbag ignition module is connected correctly.</p> <ul style="list-style-type: none"> – Disconnect the ignition module from the side air bag module, connect a dummy ignition module to the ignition module connector and measure the resistance again on cable B. – If the value obtained is correct, replace the passenger's front chest side airbag module. – If the value obtained is still not correct, replace the wiring between points C1 and C3 (seat wiring).
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AFTER REPAIR	<p>Reconnect the computer and the ignition module of the passenger's front side airbag module then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module.</p> <p>Destroy the chest-level side airbag module if it has been replaced (tool Elé. 1287).</p>
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<p>DF069 PRESENT OR STORED</p>	<p><u>PASSENGER CURTAIN AIRBAG CIRCUIT</u> CO : Open circuit CC : Short circuit CC.1: Short circuit to +12 volts CC.0 : Short circuit to earth 1.DEF : Configuration</p>
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<p>NOTES</p>	<p>If 1.DEF, check and modify the computer configuration.</p>
	<p>Special notes: Never take measurements on the ignition lines with any tool other than the CLIP or XRBAG tool. Use the 64-track adapter Elé. 1717 when working on the computer connector.</p>

<p>CO CC</p>	<p>NOTES</p>	<p>Special notes: Correct the configuration of the ignition lines if the vehicle is not fitted with a curtain side airbag on the passenger side.</p>
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<p>Lock the computer using the diagnostic tool. Switch off the ignition and check that the ignition module of the passenger side curtain air bag is correctly connected.</p>
<p>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 fault finding test. Replace the passenger's curtain airbag if the fault becomes stored (fault no longer declared present).</p>
<p>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 resistance on the adapter cable G. If the value obtained is incorrect, the wiring between the computer connector and the curtain side airbag on the passenger side is faulty (C0/C3). Replace the wiring if necessary.</p>

<p>AFTER REPAIR</p>	<p>Reconnect the computer and the ignition module of the passenger side curtain airbag module then switch the ignition back on. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer. Destroy the curtain side airbag module on the passenger side if it has been replaced (tool Elé. 1287).</p>
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DF069
CONTINUEDCC.1
CC.0

NOTES

None.

Lock the computer using the **diagnostic tool**.

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 insulation appropriate to the type of fault on the adapter **cable G**.

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

AFTER REPAIR

Reconnect the computer and the ignition module of the passenger side curtain airbag module then switch the ignition back on. Clear the computer fault memory. Switch off the ignition.

Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer.

Destroy the curtain side airbag module on the passenger side if it has been replaced (tool **Elé. 1287**).

DF070 PRESENT OR STORED	<u>DRIVER SIDE CURTAIN AIRBAG CIRCUIT</u> CO : Open circuit CC : Short circuit CC.1: Short circuit to +12 volts CC.0 : Short circuit to earth 1.DEF : Configuration
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NOTES	If 1.DEF , check and adjust the computer configuration.
	Special notes: Never take measurements on the ignition lines with any tool other than the CLIP or XRBAG tool. Use the 64-track adapter Elé. 1717 when working on the computer connector.

CO CC	NOTES	Special notes: Correct the trigger lines configuration if the vehicle is not fitted with a driver's side curtain airbag.
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Lock the computer using the diagnostic tool . Switch off the ignition and check that the ignition module of the driver's side curtain air bag is correctly 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 64-track computer connector and check its connections (tracks 17 and 18). Repair if necessary. Fit the 64-track test adapter Elé. 1717 to the airbag wiring (point C0). Always use the CLIP or XRBAG tool to check the resistance on the adapter cable I . If the value obtained is incorrect, the wiring between the computer connector and curtain side air bag on the driver's side is faulty (C0/C3). Replace the wiring if necessary.

AFTER REPAIR	Reconnect the computer and the ignition module of the driver's side curtain airbag module then switch the ignition back on. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, 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
CONTINUEDCC.1
CC.0

NOTES

None.

Lock the computer using the **diagnostic tool**.

Disconnect the **64-track** computer connector and check its 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 insulation appropriate to the type of fault on the adapter **cable I**.

If the value obtained is incorrect, the wiring between the computer connector and curtain side air bag on the driver's side is faulty (**C0/C3**). Replace the wiring if necessary.

AFTER REPAIR

Reconnect the computer and the ignition module of the driver's side curtain airbag module then switch the ignition back on. Clear the computer fault memory. Switch off the ignition.

Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer. Destroy the curtain side airbag module on the driver's side if it has been replaced (tool **Elé. 1287**).

DF071 PRESENT OR STORED	DRIVER'S FRONTAL AIRBAG CIRCUIT 2 CC : Short circuit CO : Open circuit CC.1: Short circuit to +12 volts CC.0 : Short circuit to earth 1.DEF : Configuration
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NOTES	If 1.DEF , check and modify the computer configuration.
	Special notes: Never take measurements on the ignition lines with any tool other than the CLIP or XRBAG tool. Use the 22-track adapter Elé. 1685 when working on the computer connector and use the 10-track adapter Elé. 1617 when working on the rotary switch.

CO CC	NOTES	None.
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Lock the computer using 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 rotary switch connector under the steering wheel.
Check the connections if the fault has become stored (fault no longer declared present).

AFTER REPAIR	Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module. Destroy the driver's front airbag if it has been replaced (tool Elé. 1287).
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DF071
CONTINUED

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

Reconnect the steering wheel rotary switch, disconnect the computer and check the connections of the **22-track** connector (tracks **4 and 15**).

fit the **22-track test adapter Elé. 1685**.

The **CLIP or XRBAG tool** must be used to measure the resistance in 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.

CC.1
CC.0

NOTES

None.

Lock the computer using the **diagnostic tool**.
Switch off the ignition and remove 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 the point **C2 (tracks 9 and 10)**.
The **CLIP or XRBAG tool** must be used to measure the resistance appropriate to the type of fault on the adapter **cable A**.
If the value obtained is incorrect, replace the rotary switch under the steering wheel.

Reconnect the rotary switch to 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 insulation appropriate to the type of fault on the 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.

AFTER REPAIR

Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again.
Clear the computer fault memory. Switch off the ignition.
Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module.
Destroy the driver's front airbag if it has been replaced (tool **Elé. 1287**).

DF072 PRESENT OR STORED	DRIVER'S FRONTAL AIRBAG CIRCUIT 1 CC : Short circuit CO : Open circuit CC.1: Short circuit to +12 volts CC.0 : Short circuit to earth 1.DEF : Configuration
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NOTES	If 1.DEF , check and modify the computer configuration.
	Special notes: Never take measurements on the ignition lines with any tool other than the CLIP or XRBAG tool. Use the 22-track adapter Elé. 1685 when working on the computer connector and use the 10-track adapter Elé. 1617 when working on the rotary switch.

CO CC	NOTES	None.
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Lock the computer using 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 rotary switch connector under the steering wheel.
Check the connections if the fault has become stored (fault no longer declared present).

AFTER REPAIR	Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module. Destroy the driver's front airbag if it has been replaced (tool Elé. 1287).
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DF072
CONTINUED

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

Reconnect the rotary switch to 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 resistance on the 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.

CC.1
CC.0

NOTES

None.

Lock the computer using the **diagnostic tool**.
Switch off the ignition and remove 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 the **point C2 (tracks 6 and 7)**.
The **CLIP or XRBAG tool** must be used to measure the resistance appropriate to the type of fault on the adapter **cable B**.
If the value obtained is incorrect, replace the rotary switch under the steering wheel.

Reconnect the rotary switch to 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 insulation appropriate to the type of fault on the 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

Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again.
Clear the computer fault memory. Switch off the ignition.
Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module.
Destroy the driver's front airbag if it has been replaced (tool **Elé. 1287**).

<p>DF074 PRESENT OR STORED</p>	<p><u>PASSENGER'S FRONTAL AIRBAG CIRCUIT 2</u> CC : Short circuit CO : Open circuit CC.1: Short circuit to +12 volts CC.0 : Short circuit to earth 1.DEF : Configuration</p>
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<p>NOTES</p>	<p>If 1.DEF, check and modify the computer configuration.</p>
	<p>Special notes: Never take measurements on the ignition lines with any tool other than the CLIP or XRBAG tool. Use the 22-track adapter Elé. 1685 when working on the computer connector.</p>

LEFT-HAND DRIVE

<p>CO CC</p>	<p>NOTES</p>	<p>None.</p>
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<p>Lock the computer using the diagnostic tool. Switch off the ignition and check that the passenger airbag is correctly connected (access the connectors through the glove box).</p>
<p>Disconnect the passenger airbag GREEN connector and connect 1 dummy ignition module to the ignition module connector. Switch on the ignition and carry out a check using the diagnostic tool. Replace the passenger airbag if the fault becomes stored (fault no longer declared present).</p>
<p>If the value is incorrect, 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 resistance on the 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.</p>

<p>AFTER REPAIR</p>	<p>Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module. Destroy the driver's front airbag if it has been replaced (tool Elé. 1287).</p>
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DF074
CONTINUED 1

LEFT-HAND DRIVE

CC.1
CC.0

NOTES

None.

Lock the computer using 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 insulation appropriately for the type of fault 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.

AFTER REPAIR

Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again.

Clear the computer fault memory. Switch off the ignition.

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

Destroy the driver's front airbag if it has been replaced (tool **Elé. 1287**).

DF074
CONTINUED 2

RIGHT-HAND DRIVE

CO
CC

NOTES

None.

Lock the computer using the **diagnostic tool**.
Switch off engine and remove the glovebox.
Disconnect the **8-track** intermediate connector from the passenger air bag and check the connections (**tracks A5 and A6** behind the glove box).
Fit the **8-track test adapter Elé. 1617**.
The **CLIP or XRBAG tool** must be used to measure the resistance on the adapter **cable B**.
Is the value obtained correct?

YES

Reconnect the **8-track**connector.
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 resistance on the adapter **cable A**.
If the value obtained is incorrect, the wiring is faulty between the computer and the **8-track** connector (**C0/C2**).
Repair or replace the wiring harness if necessary.

NO

Check that the passenger airbag ignition module (**GREEN**) connector is correctly connected.
Disconnect the **GREEN** passenger airbag connector, connect 1 dummy ignition module to the ignition module connector and check the resistance again on the **cable B**.
– If the value obtained is correct, replace the passenger airbag.
– If the value obtained is incorrect, the wiring is faulty between points **C2 and C4**.
Repair or replace the wiring harness if necessary.

AFTER REPAIR

Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again.
Clear the computer fault memory. Switch off the ignition.
Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module.
Destroy the driver's front airbag if it has been replaced (tool **Elé. 1287**).

DF074
CONTINUED 3

RIGHT-HAND DRIVE

CC.1
CC.0

NOTES

None.

Lock the computer using the **diagnostic tool**.
Switch off engine and remove the glovebox.
Disconnect the **8-track** intermediate connector from the passenger air bag and check the connections (**tracks A5 and A6** behind the glove box).
Fit the **8-track test adapter Elé. 1617**.
The **CLIP or XRBAG tool** must be used to measure the insulation appropriate to the type of fault on **cable B** of the adapter.
Is the value obtained correct?

YES

Reconnect the **8-track** connector.
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 insulation appropriately for the type of fault in adapter **cable A**.
If the value obtained is incorrect, the wiring is faulty between the computer and the **8-track** connector (**C0/C2**).
Repair or replace the wiring harness if necessary.

NO

Disconnect the **GREEN** passenger airbag connector, connect 1 dummy ignition module to the ignition module connector and check the insulation measurement again appropriate to the type of fault on the adapter **cable B**.
– If the value obtained is correct, replace the passenger airbag.
– If the value obtained is incorrect, the wiring is faulty between points **C2 and C4**.
Repair or replace the wiring harness if necessary.

AFTER REPAIR

Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again.
Clear the computer fault memory. Switch off the ignition.
Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module.
Destroy the driver's front airbag if it has been replaced (tool **Elé. 1287**).

<p>DF075 PRESENT OR STORED</p>	<p><u>PASSENGER FRONTAL AIRBAG CIRCUIT 1</u> CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 volts CC.0: Short circuit to earth 1.DEF: Configuration</p>
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<p>NOTES</p>	<p>If 1.DEF, check and modify the computer configuration.</p>
	<p>Special notes: Never carry out measuring on the trigger lines with any tool other than CLIP or XRBAG. Use the 22-track adapter Elé. 1685 when working on the computer connector.</p>

LEFT-HAND DRIVE

<p>Lock the computer using the diagnostic tool. Switch off the ignition and check that the passenger airbag is connected correctly (access to the connectors via the glovebox).</p>
<p>Disconnect the ORANGE connector for the passenger front air bag and connect 1 dummy ignition module to the ignition module connector. Switch on the ignition and carry out a check using the diagnostic tool. Replace the passenger front airbag if the fault becomes stored (fault no longer declared present).</p>
<p>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 tool must be used to measure the resistance on cable B of 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. If the value obtained is correct, check the computer connections again.</p>

<p>AFTER REPAIR</p>	<p>Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module. Destroy the driver's front airbag if it has been replaced (tool Elé. 1287).</p>
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DF075
CONTINUED 1

LEFT-HAND DRIVE

CC.1
CC.0

NOTES

None.

Lock the computer using 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 insulation appropriate to the type of fault on **cable B** of 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.

AFTER REPAIR

Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again.

Clear the computer fault memory. Switch off the ignition.

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

Destroy the driver's front airbag if it has been replaced (tool **Elé. 1287**).

DF075
CONTINUED 2

RIGHT-HAND DRIVE

CO
CC

NOTES

None.

Lock the computer using the **diagnostic tool**.
Switch off engine and remove the glovebox.
Disconnect the **8-track** intermediate connector from the passenger air bag and check the connections (**tracks A7 and A8** behind the glove box).
Fit the **8-track test adapter Elé. 1617**.
The **CLIP or XRBAG tool** must be used to measure the resistance on the adapter **cable D**.
Is the value obtained correct?

YES

Reconnect the **8-track**connector.
Disconnect the computer and check the connector connections (**tracks 2 and 13**).

Fit the **22-track adapter Elé. 1685**.
The **CLIP or XRBAG tool** must be used to measure the resistance on **cable B** of the adapter.
If the value obtained is incorrect, the wiring is faulty between the computer and the **8-track** connector (**C0/C2**).
Repair or replace the wiring harness if necessary.

NO

Check that the passenger airbag ignition module (**ORANGE**) connector is correctly connected.
Disconnect the **ORANGE** connector for the passenger airbag and connect 1 dummy ignition module to the ignition module connector and measure the resistance again on **cable D**.
– If the value obtained is correct, replace the passenger airbag.
– If the value obtained is incorrect, the wiring is faulty between points **C2 and C4**.
Repair or replace the wiring harness if necessary.

AFTER REPAIR

Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again.
Clear the computer fault memory. Switch off the ignition.
Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module.
Destroy the driver's front airbag if it has been replaced (tool **Elé. 1287**).

DF075
CONTINUED 3

RIGHT-HAND DRIVE

CC.1
CC.0

NOTES

None

Lock the computer using the **diagnostic tool**.

Switch off engine and remove the glovebox.

Disconnect the **8-track** intermediate connector from the passenger air bag and check the connections (**tracks A7 and A8** behind the glove box).

Fit the **8-track test adapter Elé. 1617**.

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

Is the value obtained correct?

YES

Reconnect the **8-track**connector.

Disconnect the computer and check the connector connections (**tracks 2 and 13**).

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

The **CLIP or XRBAG tool** must be used to measure the resistance on **cable B** of the adapter.

If the value obtained is incorrect, the wiring is faulty between the computer and the **8-track** connector (**C0/C2**).

Repair or replace the wiring harness if necessary.

NO

Disconnect the **ORANGE** connector for the passenger airbag and connect 1 dummy ignition module to the ignition module connector and check the insulation measurement again appropriate to the type of fault on the adapter **cable D**.

– If the value obtained is correct, replace the passenger airbag.

– If the value obtained is incorrect, the wiring is faulty between points **C2 and C4**.

Repair or replace the wiring harness if necessary.

AFTER REPAIR

Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again.

Clear the computer fault memory. Switch off the ignition.

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

Destroy the driver's front airbag if it has been replaced (tool **Elé. 1287**).

DF077 PRESENT OR STORED	<u>DRIVER'S CHEST FRONT SIDE AIRBAG CIRCUIT</u> CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 volts CC.0: Short circuit to earth 1.DEF: Configuration
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NOTES	If 1.DEF , check and modify the computer configuration.
	Priorities when dealing with a number of faults : If DF077 is present with at least one of the faults DF065 , DF232 , DF081 , begin fault finding by checking the 8-track connector located underneath the seat.
	Special notes: Never carry out measuring on the trigger lines with any tool other than CLIP or XRBAG. Use the 64-track adapter Elé. 1717 when working on the computer connector and use the 8-track adapter Elé. 1617 when working on the seat.

CO CC	NOTES	Special notes: Correct the trigger line configuration if the vehicle is not fitted with driver's front side thorax airbags.
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Lock the computer using the diagnostic tool . Disconnect the computer connector and fit the 64-track adapter Elé. 1717 . The CLIP or XRBAG tool must be used to measure the resistance on the adapter cable marked H . If the value obtained is correct, check the connections of the 64-track connector (tracks 15 and 16).
Check the connections of the 8-track connector located underneath the seat. Repair if necessary. Fit the 8-track test adapter Elé. 1617 on the seat (point C1). The CLIP or XRBAG tool must be used to measure the resistance on the adapter cable B . Is the value obtained correct?

AFTER REPAIR	Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module. Destroy the driver's front airbag if it has been replaced (tool Elé. 1287).
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<p>DF077 CONTINUED 1</p>	
<p>NO</p>	<p>Check the seat connector connections (tracks A5 and A6). Strip the driver's seat and check that the chest side airbag ignition module is connected correctly.</p> <p>Disconnect the chest side airbag ignition module, connect a dummy ignition module to the ignition module connector and check the resistance again on cable B of the adapter.</p> <ul style="list-style-type: none"> – If the value obtained is correct, replace the driver's front chest side airbag module. – If the value obtained is incorrect, replace the wiring between points C1 and C3 (seat wiring).
<p>YES</p>	<p>Check the seat connector connections (tracks A5 and A6) again, as well as the connections of the 64-track connector (tracks 15 and 16).</p> <p>If the fault is still present, the wiring is faulty between the computer and the driver's seat (C0/C1). Replace the wiring if necessary.</p>
<p>AFTER REPAIR</p>	<p>Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module. Destroy the driver's front airbag if it has been replaced (tool Elé. 1287).</p>

DF077
CONTINUED 2CC.1
CC.0

NOTES

None.

Lock the computer using the **diagnostic tool**.

Disconnect the computer connector and fit the **64-track adapter Elé. 1717**.

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

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

Check the connections of the **8-track** connector located underneath the seat. Repair if necessary. Fit the **8-track test adapter Elé. 1617** underneath the seat (**point C1**).

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

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 A5 and A6**) again, as well as the connections of the **64-track** connector (**tracks 15 and 16**).

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

Replace the wiring if necessary.

AFTER REPAIR

Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again.

Clear the computer fault memory. Switch off the ignition.

Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer.

When replacing the airbag module, do not forget to reconnect the earth on the new module.

Destroy the driver's front airbag if it has been replaced (tool **Elé. 1287**).

<p>DF081 PRESENT OR STORED</p>	<p><u>DRIVER'S LAP BELT PRETENSIONER</u> CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 volts CC.0: Short circuit to earth 1.DEF: Configuration</p>
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<p>NOTES</p>	<p>If 1.DEF, check and modify the computer configuration.</p>
	<p>Special notes: Depending on the vehicle bodywork definition, this fault relates to a fault on the lap belt pretensioner circuit or the seat base airbag (anti-submarine airbag). Never take measurements on the ignition lines with any tool other than the CLIP or XRBAG tool. Use the 64-track adapter Elé. 1717 when working on the computer connector and use the 8-track adapter Elé. 1617 when working on the seat.</p>

<p>CC CO</p>	<p>NOTES</p>	<p>Correct the configuration of the ignition lines if the vehicle is not fitted with a driver's lap belt/seat base airbag.</p>
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<p>Lock the computer using the diagnostic tool. Disconnect the computer connector and fit the 64-track adapter Elé. 1717. The CLIP or XRBAG tool must be used to measure the resistance on the adapter cable marked B. If the value indicated is correct, check the connections of the 64-track connector (tracks 3 and 4).</p>
<p>Check the connections of the 8-track connector under the seat. Repair if necessary. Fit the 8-track test adapter Elé. 1617 underneath the seat (point C1). The CLIP or XRBAG tool must be used to measure the resistance on cable D. Is the value obtained correct?</p>

<p>AFTER REPAIR</p>	<p>Reconnect the computer and driver's seat base/lap airbag ignition module, then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module. Destroy the driver's seat base airbag module or the lap belt pretensioner if they have been replaced (tool Elé. 1287).</p>
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<p>DF081 CONTINUED 1</p>	
<p>NO</p>	<p>Check the seat connector connections (tracks A7 and A8). Check that the driver's seat lap belt/seat base airbag ignition module is correctly connected.</p> <p>Disconnect the driver's seat base/lap airbag ignition module, connect a dummy ignition module to the ignition module connector and check the resistance again on cable D.</p> <ul style="list-style-type: none"> – If the value indicated is correct, replace the driver's seat lap belt/seat base airbag module. – If the value obtained is incorrect, replace the wiring between points C1 and C3 (seat wiring).
<p>YES</p>	<p>Check the seat connector connections (tracks A7 and A8) again, as well as the connections of the 64-track connector (tracks 3 and 4).</p> <p>If the fault is still present, the wiring is faulty between the computer and the driver's seat (C0/C1). Replace the wiring if necessary.</p>
<p>AFTER REPAIR</p>	<p>Reconnect the computer and driver's seat base/lap airbag ignition module, then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, 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 seat base airbag module or the lap belt pretensioner if they have been replaced (tool Elé. 1287).</p>

DF081
CONTINUED 2CC.1
CC.0

NOTES

Correct the configuration of the ignition lines if the vehicle is not fitted with a driver's lap belt/seat base airbag.

Lock the computer using the **diagnostic tool**.
Check the connections of the **8-track** connector under the seat.
Repair if necessary. Fit the **8-track test adapter Elé. 1617** underneath the seat (**point C1**).
The **CLIP or XRBAG tool** must be used to measure the insulation appropriate to the type of fault on **cable D**.
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 if necessary.

AFTER REPAIR

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

DF082 PRESENT OR STORED	PASSENGER LAP BELT PRETENSIONER CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 volts CC.0: Short circuit to earth 1.DEF: Configuration
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NOTES	If 1.DEF , check and modify the computer configuration.
	Special notes: Depending on the vehicle bodywork definition, this fault relates to a fault on the lap belt pretensioner circuit or the seat base airbag (anti-submarine airbag). Never take measurements on the ignition lines with any tool other than the CLIP or XRBAG tool. Use the 64-track adapter Elé. 1717 when working on the computer connector and use the 8-track adapter Elé. 1617 when working on the seat.

CC CO	NOTES	Correct the configuration of the ignition lines if the vehicle is not fitted with a passenger seat lap belt/seat base airbag.
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Lock the computer using the **diagnostic tool**.
Disconnect the computer connector and fit the **64-track adapter Elé. 1717**.
The **CLIP or XRBAG tool** must be used to measure the resistance on the adapter **cable marked D**.
If the value obtained is correct, check the connections of the **64-track (tracks 39 and 40)** connector.

Check the connections of the **8-track** connector under the seat.
Repair if necessary.
Fit the **8-track test adapter Elé. 1617** underneath the seat (**point C1**).
The **CLIP or XRBAG tool** must be used to measure the resistance on **cable D**.
Is the value obtained correct?

AFTER REPAIR	Reconnect the computer and the passenger seat base/lap airbag ignition module then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module. Destroy the passenger seat base airbag module or the lap belt pretensioner if they have been replaced (tool Elé. 1287).
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<p>DF082 CONTINUED 1</p>	
<p>NO</p>	<p>Check the seat connector connections (tracks A7 and A8). Check that the passenger's seat lap belt/seat base airbag ignition module is correctly 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 cable B.</p> <ul style="list-style-type: none"> – If the value indicated is correct, replace the passenger seat lap belt/seat base airbag module. – If the value obtained is incorrect, replace the wiring between points C1 and C3 (seat wiring).
<p>YES</p>	<p>Check the seat connector connections (tracks A7 and A8) again, as well as the connections of the 64-track connector (tracks 39 and 40).</p> <p>If the fault is still present, the wiring is faulty between the computer and the passenger seat (C0/C1). Replace the wiring if necessary.</p>
<p>AFTER REPAIR</p>	<p>Reconnect the computer and the passenger seat base/lap airbag ignition module then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, 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 passenger seat base airbag module or the lap belt pretensioner if they have been replaced (tool Elé. 1287).</p>

DF082
CONTINUED 2CC.1
CC.0

NOTES

Correct the configuration of the ignition lines if the vehicle is not fitted with a passenger seat lap belt/seat base airbag.

Lock the computer using the **diagnostic tool**.
Check the connections of the **8-track** connector under the seat.
Repair if necessary. Fit the **8-track test adapter Elé. 1617** underneath the seat (**point C1**).
The **CLIP or XRBAG tool** must be used to measure the insulation appropriate to the type of fault on **cable D**.
Is the value obtained correct?

NO

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

YES

Wiring fault between the computer and the passenger seat (**C0/C1**).
Replace the wiring if necessary.

AFTER REPAIR

Reconnect the computer and the passenger seat base/lap airbag ignition module then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the **diagnostic tool** and, if there is no fault, unlock the computer.
When replacing the airbag module, do not forget to reconnect the earth on the new module.
Destroy the passenger seat base airbag module or the lap belt pretensioner if they have been replaced (tool **Elé. 1287**).

DF091 PRESENT OR STORED	AIRBAG LOCKING SWITCH CIRCUIT CO: Open circuit CC: Short circuit CC.0: Short circuit to earth CC.1: Short circuit to + 12 volts 1.DEF: Configuration 2.DEF: Values outside the permissible tolerance values
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NOTES	If 1.DEF , check and adjust the computer configuration. If CO, correct the locking switch configuration, if the vehicle is not fitted with the locking switch.
	Special notes: Check the consistency of the parameter PR147 Airbag locking circuit impedance . Use the 22-track adapter Elé. 1685 when working on the computer connector.

Lock the computer using the **diagnostic tool**.
Check that the locking switch is correctly connected and check its wiring.
Check the condition of the **22-track** computer connector (locking system, connections, 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.

AFTER REPAIR	Reconnect the computer and the locking switch, then switch on the ignition again. Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer.
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DF183 PRESENT OR STORED	DRIVER'S FRONT BUCKLE PRETENSIONER CIRCUIT CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 volts CC.0: Short circuit to earth 1.DEF: Configuration
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NOTES	If 1.DEF , check and modify the computer configuration.
	Special notes: The driver and passenger front pyrotechnic pretensioners are not wired in series. Never take measurements on the ignition lines with any tool other than the CLIP or XRBAG tool. Use the 64-track adapter Elé. 1717 when working on the computer connector and use the 2-track adapter B36 when working on the inertia reel connector.

CC CO	NOTES	None.
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Lock the computer using the **diagnostic tool**.

Switch off the ignition and check that the front seat belt inertia reel connector on the driver's side is correctly connected.

Disconnect the driver's side front inertia reel connector and check the connections.

Fit the **2-track B36 adapter**.

The **CLIP or XRBAG tool** must be used to measure the resistance.

If the value obtained is incorrect, the driver's side front inertia reel is faulty.

Replace the driver's side front inertia reel.

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

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

The **CLIP or XRBAG tool** must be used to measure the resistance on the adapter **cable A**.

If the value obtained is incorrect, the wiring between the computer and the driver's side inertia reel connector (**C0/C3**) is faulty.

Repair or replace the wiring harness if necessary.

AFTER REPAIR	Reconnect the computer and the inertia reel before switching the ignition back on. Clear the computer fault memory. Switch off the ignition. Carry out another test using the diagnostic tool and if there are no faults, unlock the computer. Destroy the inertia reel(s) that have been replaced (tool Elé. 1287).
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DF183
CONTINUEDCC.0
CC.1

NOTES

None.

Lock the computer using the **diagnostic tool**.

Switch off the ignition, disconnect the front seat belt inertia reel connector on the driver's side and check the connections.

Fit the **2-track B36 adapter**.

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

If the value obtained is incorrect, the driver's side front inertia reel is faulty.

Replace the driver's side front inertia reel.

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

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

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

If the value obtained is incorrect, the wiring between the computer and the driver's side inertia reel connector (**C0/C3**) is faulty.

Repair or replace the wiring harness if necessary.

AFTER REPAIR

Reconnect the computer and the inertia reel before switching the ignition back on.
Clear the computer fault memory. Switch off the ignition.

Carry out another test using the **diagnostic tool** and if there are no faults, unlock the computer.

Destroy the inertia reel(s) that have been replaced (tool **Elé. 1287**).

DF184 PRESENT OR STORED	PASSENGER FRONT SEAT BELT PRETENSIONER BUCKLE CIRCUIT CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 volts CC.0: Short circuit to earth 1.DEF: Configuration
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NOTES	If 1.DEF , check and adjust the computer configuration.
	Special notes: The driver and passenger front pyrotechnic pretensioners are not wired in series. Never take measurements on the ignition lines with any tool other than the CLIP or XRBAG tool. Use the 64-track adapter Elé. 1717 when working on the computer connector and use the 2-track adapter B36 when working on the inertia reel connector.

CC CO	NOTES	None.
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Lock the computer using the **diagnostic tool**.
Switch off the ignition and check that the front seat belt inertia reel connector on the passenger side is correctly connected.
Disconnect the passenger side front inertia reel connector and check the connections.
Fit the **2-track B36 adapter**.
The **CLIP or XRBAG tool** must be used to measure the resistance.
If the value obtained is incorrect, the front passenger side seat belt inertia reel is faulty.
Replace the front passenger side seat belt inertia reel.

Disconnect the computer and check the connector connections (**tracks 37 and 38**).
Fit the **64-track adapter Elé. 1717**.
The **CLIP or XRBAG tool** must be used to measure the resistance on the adapter **cable C**.
If the value obtained is incorrect, the wiring between the computer and the passenger side front inertia reel connector (**C0/C3**) is faulty.
Repair or replace the wiring harness if necessary.

AFTER REPAIR	Reconnect the computer and the inertia reel before switching the ignition back on. Clear the computer fault memory. Switch off the ignition. Carry out another test using the diagnostic tool and if there are no faults, unlock the computer. Destroy the inertia reel(s) that have been replaced (tool Elé. 1287).
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DF184
CONTINUEDCC.0
CC.1

NOTES

None.

Lock the computer using the **diagnostic tool**.

Switch off the ignition, disconnect the front seat belt inertia reel connector on the passenger side and check the connections.

Fit the **2-track B36 adapter**.

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

If the value obtained is incorrect, the front passenger side seat belt inertia reel is faulty.

Replace the front passenger side seat belt inertia reel.

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

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

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

If the value obtained is incorrect, the wiring between the computer and the passenger side front inertia reel connector (**C0/C3**) is faulty.

Repair or replace the wiring harness if necessary.

AFTER REPAIR

Reconnect the computer and the inertia reel before switching the ignition back on.
Clear the computer fault memory. Switch off the ignition.

Carry out another test using the **diagnostic tool** and if there are no faults, unlock the computer.

Destroy the inertia reel(s) that have been replaced (tool **Elé. 1287**).

DF177 PRESENT OR STORED	<u>DRIVER'S SIDE REAR INERTIA REEL CIRCUIT</u> CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 volts CC.0: Short circuit to earth 1.DEF: Configuration
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NOTES	If 1.DEF , check and modify the computer configuration.
	Special notes: The rear pyrotechnic inertia reels are not wired in series. Never take measurements on the ignition lines with any tool other than the CLIP or XRBAG tool. Use the 64-track adapter Elé. 1717 when working on the computer connector and use the 2-track adapter B36 when working on the inertia reel connector.

CC CO	NOTES	None.
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Lock the computer using the **diagnostic tool**.

Switch off the ignition and check that the rear seat belt inertia reel connector on the driver's side is correctly connected.

Disconnect the driver's side rear inertia reel connector and check the connections.

Fit the **2-track B36 adapter**.

The **CLIP or XRBAG tool** must be used to measure the resistance.

If the value obtained is incorrect, the driver's side rear inertia reel is faulty.

Replace the driver's side rear inertia reel.

Disconnect the computer and check the connector connections (**tracks 19 and 20**).

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

The **CLIP or XRBAG tool** must be used to measure the resistance on the adapter **cabl e J**.

If the value obtained is incorrect, the wiring between the computer and the driver's side rear inertia reel connector (**C0/C3**) is faulty.

Repair or replace the wiring harness if necessary.

AFTER REPAIR	Reconnect the computer and the inertia reel before switching the ignition back on. Clear the computer fault memory. Switch off the ignition. Carry out another test using the diagnostic tool and if there are no faults, unlock the computer. Destroy the inertia reel(s) that have been replaced (tool Elé. 1287).
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DF177
CONTINUEDCC.0
CC.1

NOTES

None

Lock the computer using the **diagnostic tool**.

Switch off the ignition, disconnect the rear seat belt inertia reel connector on the driver's side and check the connections.

Fit the **2-track B36 adapter**.

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

If the value obtained is incorrect, the driver's side rear inertia reel is faulty.

Replace the driver's side rear inertia reel.

Disconnect the computer and check the connector connections (**tracks 19 and 20**).

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

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

If the value obtained is incorrect, the wiring between the computer and the driver's side rear inertia reel connector (**C0/C3**) is faulty.

Repair or replace the wiring harness if necessary.

AFTER REPAIR

Reconnect the computer and the inertia reel before switching the ignition back on.
Clear the computer fault memory. Switch off the ignition.

Carry out another test using the **diagnostic tool** and if there are no faults, unlock the computer.

Destroy the inertia reel(s) that have been replaced (tool **Elé. 1287**).

DF178 PRESENT OR STORED	PASSENGER SIDE REAR INERTIA REEL CIRCUIT CC: Short circuit CO: Open circuit CC.1: Short circuit to + 12 volts CC.0: Short circuit to earth 1.DEF: Configuration
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NOTES	If 1.DEF , check and adjust the computer configuration.
	Special notes: The rear pyrotechnic inertia reels are not wired in series. Never take measurements on the ignition lines with any tool other than the CLIP or XRBAG tool. Use the 64-track adapter Elé. 1717 when working on the computer connector and use the 2-track adapter B36 when working on the inertia reel connector.

CC CO	NOTES	None
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Lock the computer using the **diagnostic tool**.
Switch off the ignition and check that the rear seat belt inertia reel connector on the passenger side is correctly connected.
Disconnect the passenger side rear inertia reel connector and check the connections.
Fit the **2-track B36 adapter**.
The **CLIP or XRBAG tool** must be used to measure the resistance.
If the value obtained is incorrect, the passenger side rear seat belt inertia reel is faulty.
Replace the passenger side rear seat belt inertia reel.

Disconnect the computer and check the connector connections (**tracks 41 and 42**).
Fit the **64-track adapter Elé. 1717**.
The **CLIP or XRBAG tool** must be used to measure the resistance on the adapter **cable E**.
If the value obtained is incorrect, the wiring between the computer and the passenger side rear inertia reel connector (**C0/C3**) is faulty.
Repair or replace the wiring harness if necessary.

AFTER REPAIR	Reconnect the computer and the inertia reel before switching the ignition back on. Clear the computer fault memory. Switch off the ignition. Carry out another test using the diagnostic tool and if there are no faults, unlock the computer. Destroy the inertia reel(s) that have been replaced (tool Elé. 1287).
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DF178
CONTINUEDCC.0
CC.1

NOTES

None.

Lock the computer using the **diagnostic tool**.

Switch off the ignition, disconnect the rear seat belt inertia reel connector on the passenger side and check the connections.

Fit the **2-track B36 adapter**.

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

If the value obtained is incorrect, the passenger side rear seat belt inertia reel is faulty.

Replace the passenger side rear seat belt inertia reel.

Disconnect the computer and check the connector connections (**tracks 41 and 42**).

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

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

If the value obtained is incorrect, the wiring between the computer and the passenger side rear inertia reel connector (**C0/C3**) is faulty.

Repair or replace the wiring harness if necessary.

AFTER REPAIR

Reconnect the computer and the inertia reel before switching the ignition back on.
Clear the computer fault memory. Switch off the ignition.

Carry out another test using the **diagnostic tool** and if there are no faults, unlock the computer.

Destroy the inertia reel(s) that have been replaced (tool **Elé. 1287**).

DF193 PRESENT OR STORED	<u>PASSENGER AIRBAG LOCKING CHANGE OF STATUS</u>
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NOTES	Special notes: The vehicle user must deactivate or reactivate the passenger airbag using the switch before the vehicle exceeds a speed of 0.3 mph (0.5 km/h) . Above this speed, the computer stores this fault and illuminates the instrument panel warning light.
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Clear the computer fault memory.
Switch off the ignition, and wait a few seconds.
Set the locking switch to the desired setting.
Switch the ignition back on and check that the fault is no longer present.

AFTER REPAIR	Clear the computer fault memory. Switch off the ignition. Carry out the check again using the diagnostic tool and, if there is no fault, unlock the computer.
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DF194 PRESENT OR STORED	<u>COMPUTER TO BE REPLACED FOLLOWING IMPACT</u>
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NOTES	None.
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Contact Techline.

AFTER REPAIR	None.
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DF232 PRESENT OR STORED	<u>DRIVER'S SEAT BELT BUCKLE SENSOR CIRCUIT</u> CC.0: Short circuit to earth CC.1: Short circuit to + 12 volts 1.DEF: Configuration
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NOTES	If 1.DEF , check and modify the computer configuration. If CC.0 or CC.1 , apply the diagnostic procedure.
	Priorities when dealing with a number of faults: If the fault DF232 is present with at least one of the faults DF065 , DF077 , DF081 , begin fault finding by checking the 8-track connector underneath the seat.
	Special notes: Use the 64-track adapter Elé. 1717 when working on the computer connector.

Check the condition and correct connection 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 of the seat belt 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 **8-track** connector underneath the seat (**tracks B3 and B4**) and the connector for the **2-track** sensor.

Repair or replace the harness if necessary.

AFTER REPAIR	Clear the computer fault memory. Switch off the ignition. Carry out another check using the diagnostic tool .
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<p>DF242 PRESENT OR STORED</p>	<p><u>LEFT-HAND DRIVE/RIGHT-HAND DRIVE CONFIGURATION</u></p>
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<p>NOTES</p>	<p>This fault indicates that the configuration of the driving side (left or right) has not been carried out.</p>
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Enter the driving side configuration using the command **CF291 Driving side**.

<p>AFTER REPAIR</p>	<p>Clear the computer fault memory. Switch off the ignition. Carry out another check using the diagnostic tool.</p>
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<p>DF262 PRESENT OR STORED</p>	<p><u>MULTIPLEX VEHICLE SPEED SIGNAL</u> 1.DEF: Vehicle speed too high 2.DEF: No vehicle speed 3.DEF: Invalid vehicle speed</p>
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<p>NOTES</p>	<p>None.</p>
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Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).
Test the ABS or ESP or VSU system (see **38C, Anti-lock braking system** or **38G, Vehicle speed computer**).

<p>AFTER REPAIR</p>	<p>Clear the computer fault memory. Switch off the ignition. Carry out another check using the diagnostic tool.</p>
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DF263 PRESENT OR STORED	<u>NO ABS/ESP MULTIPLEX SIGNAL</u>
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NOTES	None.
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Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).
Test the ABS or ESP system (see **38C, Anti-lock braking system**).

AFTER REPAIR	Clear the computer fault memory. Switch off the ignition. Carry out another check using the diagnostic tool .
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DF264 PRESENT OR STORED	<u>INSTRUMENT PANEL MULTIPLEX SIGNAL ABSENT</u>
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NOTES	None.
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Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).
Test the instrument panel (see **83A, Instrument panel**).

AFTER REPAIR	Clear the computer fault memory. Switch off the ignition. Carry out another check using the diagnostic tool .
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DF265
PRESENT
OR
STOREDMULTIPLEX SIGNAL CONTROL MODULE**NOTES**

None.

Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).
If the fault is still present, contact the Techline.

AFTER REPAIR

Clear the computer fault memory. Switch off the ignition.
Carry out another check using the **diagnostic tool**.

DF270 PRESENT OR STORED	<u>NO UCH MULTIPLEX SIGNAL</u>
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NOTES	None.
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Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).
Test the UCH system (see **87B, Passenger compartment connection unit**).

AFTER REPAIR	Clear the computer fault memory. Switch off the ignition. Carry out another check using the diagnostic tool .
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DF273 PRESENT OR STORED	<u>INSTRUMENT PANEL</u>
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NOTES	None.
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Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).
Test the instrument panel (see **83A, Instrument panel**).

AFTER REPAIR	Clear the computer fault memory. Switch off the ignition. Carry out another check using the diagnostic tool .
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DF282
PRESENT
OR
STOREDINJECTION MULTIPLEX SIGNAL ABSENT**NOTES**

None.

Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).
Test the injection system (see **17B, Petrol injection** or **13B, Diesel injection**).

AFTER REPAIR

Clear the computer fault memory. Switch off the ignition.
Carry out another check using the **diagnostic tool**.

NOTES

Only carry out this conformity check after having carried out a **complete check** using the **diagnostic tool**.

Function	Parameter or status checked or action	Display and notes	Fault finding
Dialogue diagnostic tool	-	Airbag RC5 P1/P2	Consult ALP1
Computer conformity	LC034 Type of vehicle	Check that the computer configuration corresponds to the vehicle.	CF215 Vehicle type
Computer/Ignition lines configuration	Using the READ CONFIGURATION commands	Check that the computer configurations match the actual equipment fitted to the vehicle.	Using the commands SC005 Configuration of system components
Operation of the warning light. Computer initialisation check.	Ignition on	The warning light illuminates for 3 seconds when the ignition is switched on.	None

Tool status	Diagnostic tool title
ET010	Impact detected
ET072	Passenger airbag status indicator light activated
ET073	Computer locked by tool
ET074	Fault warning light activated
ET076	Computer in need of replacement
ET108	Passenger airbag locking mode
ET143	Passenger airbag(s) locked
ET144	Fault present or stored
ET168	Driver's seat belt contact
ET171	Passenger presence detected

Tool parameter	Diagnostic tool title
PR001	Computer supply
PR104	Driver's seat sensor impedance
PR105	Impedance line 1
PR106	Impedance line 2
PR107	Impedance line 3
PR108	Impedance line 4
PR109	Impedance line 5
PR110	Impedance line 6
PR111	Impedance line 7
PR112	Impedance line 8
PR115	Impedance line 11
PR116	Impedance line 12
PR117	Impedance line 13
PR118	Impedance line 14
PR119	Impedance line 15
PR120	Impedance line 16
PR147	Airbag locking circuit impedance
PR148	Passenger detection sensor impedance

An ignition line or sensor impedance equals **99.9 Ω** when the component is disconnected or not managed by the computer.

- **ET010:** Impact detected.
This status indicates that an impact was detected by the computer.
- **ET072:** Passenger airbag status indicator light activated.
This status permits a check on the request by the computer for the passenger airbag indicator light to be lit.
- **ET073:** Computer locked by tool.
This status indicates that the computer has been locked by **the diagnostic tool**.
- **ET074:** Fault warning light activated.
This status permits a check on the request by the computer for the fault warning light to be lit.
- **ET076:** Computer in need of replacement.
This status indicates whether the computer should be replaced.
- **ET108:** Passenger airbag locking mode.
This status signals whether the vehicle is fitted with a passenger airbag locking switch.
- **ET143:** Passenger airbag(s) locked.
This status indicates the passenger trigger line locking (passenger front airbag, passenger front chest airbag and passenger lap pretensioner).
- **ET144:** Fault present or stored.
This status indicates if the computer has detected a present or a stored fault.
- **ET168:** Driver's seat belt contact.
This status is used to check whether the driver buckle switch is working properly.
- **ET171:** Passenger presence detected.
This status indicates if a passenger has been detected on the front passenger seat.

- **PR001:** Computer supply.
This parameter specifies the supply voltage of the computer.
- **PR104:** Driver's seat sensor impedance.
- **PR105:** Impedance line 1 (**Driver's front air bag circuit 1**).
- **PR106:** Impedance line 2 (**Driver's front air bag circuit 2**).
- **PR107:** Impedance line 3 (**Passenger front airbag circuit 1**).
- **PR108:** Impedance line 4 (**Passenger front airbag circuit 2**).
- **PR109:** Impedance line 5 (**Driver's front chest-level side airbag**).
- **PR110:** Impedance line 6 (**Driver's side curtain airbag**).
- **PR111:** Impedance line 7 (**Passenger front chest-level side airbag**).
- **PR112:** Impedance line 8 (**Curtain side airbag on passenger side**).
- **PR113:** Impedance line 9 (**Driver's rear chest-level airbag**).
- **PR114:** Impedance line 10 (**Passenger rear chest-level airbag**).
- **PR115:** Line 11 impedance (**Driver's rear seat belt inertia reel**).
- **PR116:** Line 12 impedance (**Passenger rear seat belt inertia reel**).
- **PR117:** Line 13 impedance (**Driver's seat lap belt/seat base airbag**).
- **PR118:** Line 14 impedance (**Passenger lap belt/seat base airbag**).
- **PR119:** Line 15 resistance (**Seat belt pretensioner buckle driver's side**).
- **PR120:** Line 16 resistance (**Seat belt pretensioner buckle passenger side**).
These parameters indicate the impedance in ohms on trigger lines.
- **PR147:** Airbag locking circuit impedance.
This parameter indicates impedance of the passenger airbags locking switch, in ohms.
- **PR148:** Passenger detection sensor impedance.
This parameter indicates the impedance in ohms of the passenger detection sensor.

NOTES	Only address this customer complaint after a complete check with the diagnostic tool .
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ALP 1

No communication with the airbag computer

NOTES

Special note:
See Introduction/Procedure section to activate the forced + after ignition feed to run fault finding on a computer.

Try to establish dialogue with a computer on another vehicle to check that **the diagnostic tool** is not faulty.
If the **diagnostic tool** is not the cause and communication cannot be established with any other computer on the same vehicle, it is possible that another computer is disrupting the multiplex network.
Proceed by successive disconnections to locate the computer at fault.
check the battery voltage and carry out the operations required to obtain a correct voltage.
(10.5V < U battery < 16V)

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:
– Disconnect the airbag computer and fit the **22-track adapter Elé. 1685**.
– Check and ensure the presence of **+ after ignition feed** between the terminals marked **earth** and **+ after ignition feed**.

Check that the power supply to the diagnostic socket is correct:
– **+ Before ignition** on **track 16**.
– **+ after ignition** on **track 1**.
– **Earth** on **tracks 4 and 5**.
Check using the **22-track adapter Elé. 1685**. Check the **continuity and insulation** of the lines of the airbag computer/diagnostic socket connection between:

Bornier track CAN H	—————>	Track 6 of the diagnostic socket
Bornier track CAN L	—————>	Track 14 of the diagnostic socket

If dialogue has still not been established after these checks, contact Techline.

AFTER REPAIR

When communication is established, deal with any faults indicated.