

# 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."

All rights reserved by Renault s.a.s.

Copying or translating, in part or in full, of this document or use of the service part reference numbering system is forbidden without the prior written authority of Renault s.a.s.

© Renault s.a.s. 2008

## 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.<br>– Set of adapters and borniers for using the airbag and pretensioner wiring harness check function on <b>CLIP</b> and <b>XR BAG tools</b> for updates comprising the borniers listed below.<br><b>Modifying the series of new airbag ignition module connectors entails modifying the dummy ignition module.</b><br><b>LOCAL MODIFICATION OF THE DUMMY IGNITION MODULE</b><br>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.

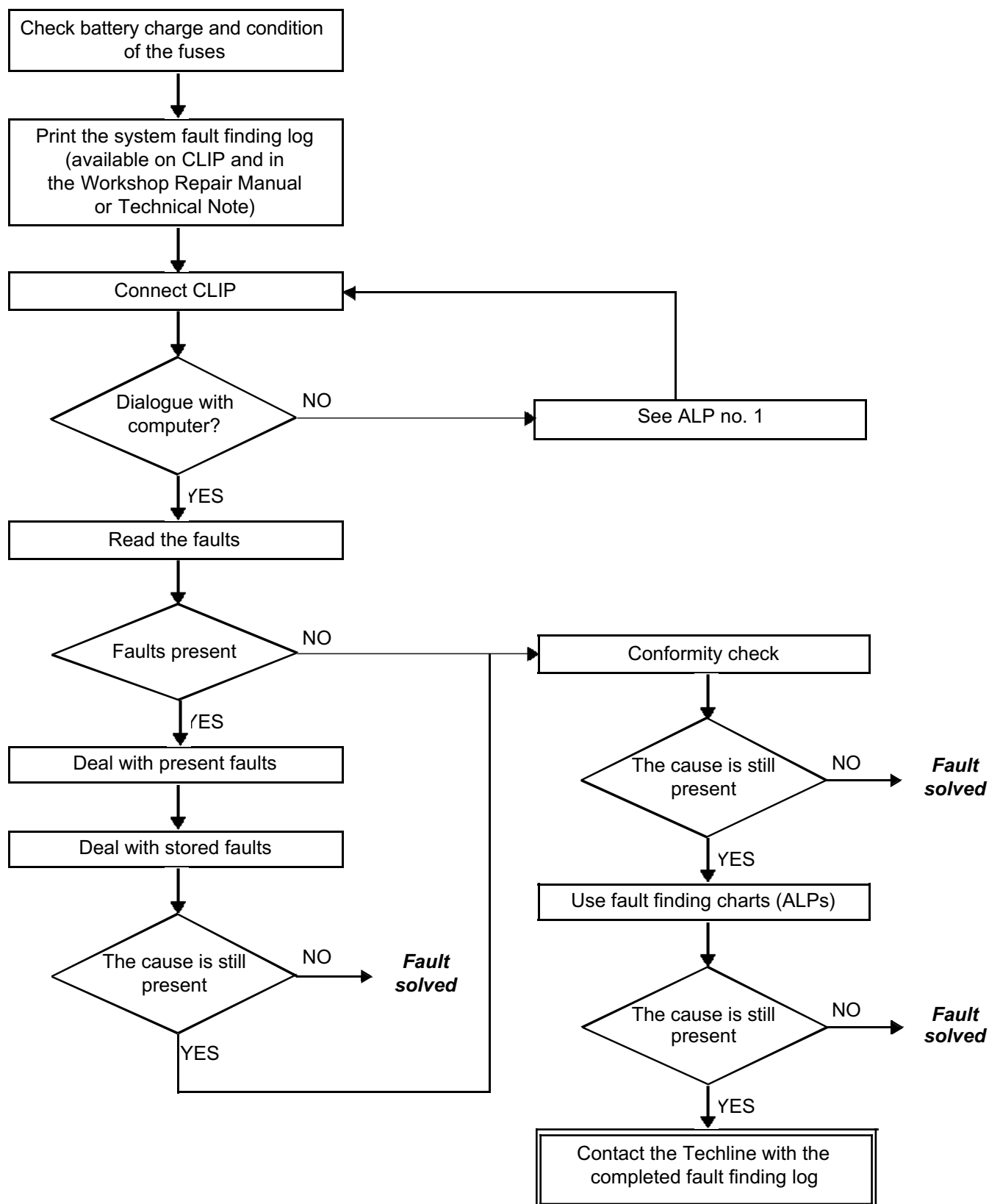
If a status is not behaving normally or a parameter is outside the permitted tolerance values, consult the corresponding fault finding page.

## 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  $\Omega$ .**

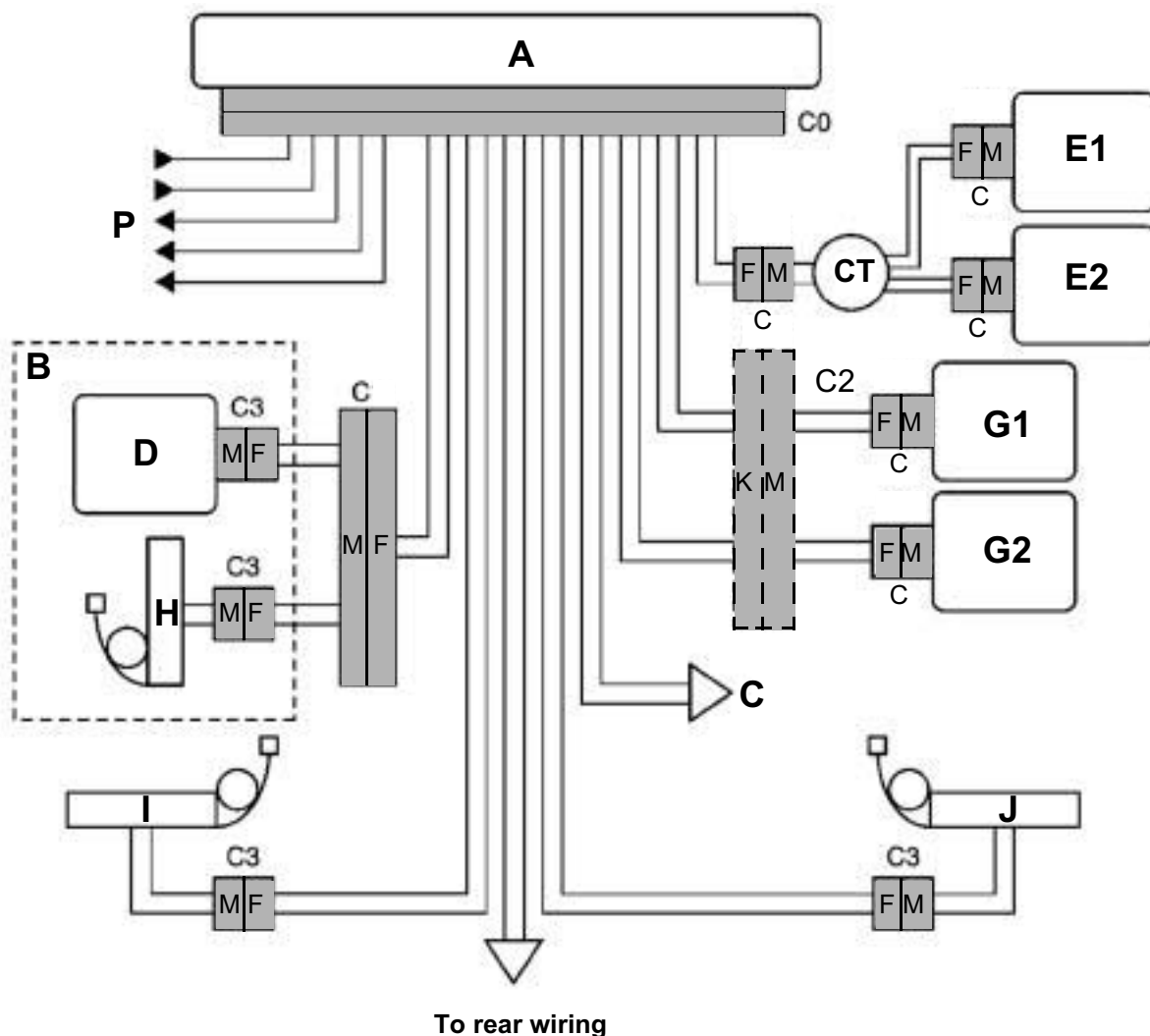
**During the procedure, check that the computer feed voltage does not drop below 10 V.**

**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

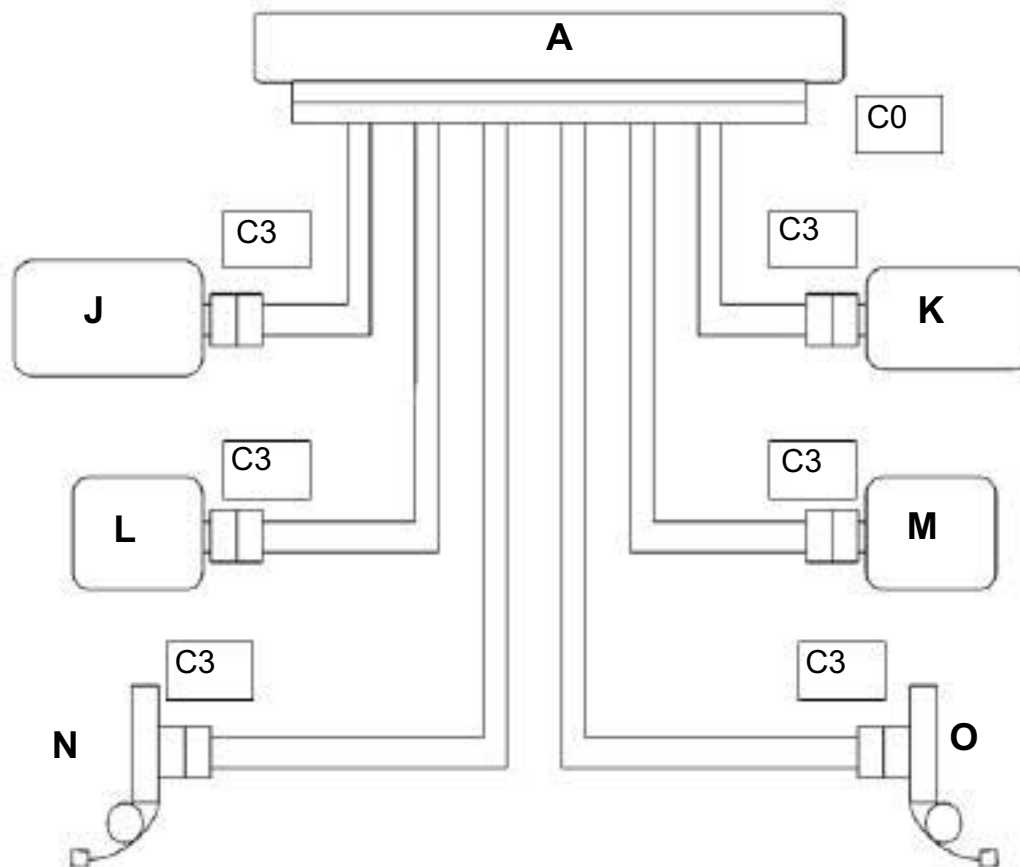
- |  |   |
|--|---|
| <b>A</b> Central unit                                  | <b>G</b> Passenger's frontal airbag ignition module |
| <b>B</b> Driver's seat                                 | <b>H</b> Front lap pretensioner/Seat airbag         |
| <b>C</b> Front passenger seat                          | <b>I/J</b> Front pyrotechnic pretensioners          |
| <b>D</b> Front chest level side airbag ignition module | <b>CT</b> Rotary switch + 12V/Earth                 |
| <b>E</b> Driver's frontal airbag ignition module       | Warning light / Diagnostic lines                    |
|  | <b>P</b> Impact sensors/Impact signal               |
|  | Passenger airbag locking switch/...                 |

| FRONTAL AIRBAGS   |                      |                     |
|---|----------------------|---------------------|
|   | Measuring point      | Correct value       |
| Driver  | <b>C0, C2 and C4</b> | <b>1.8 to 6.2 Ω</b> |
| Passenger   | <b>C0 and C4</b>     | <b>1.8 to 4 Ω</b>   |
| SIDE AIRBAGS AND SEAT BELT RETRACTORS-<br>PRETENSIONERS |                      |                     |
|   | Measuring point      | Correct value       |
|   | <b>C0, C1 and C3</b> | <b>1.8 to 4 Ω</b>   |

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   | <b>C0, C2 and C4</b> | <b>1.8 to 6.2 Ω</b> |
| Passenger  | <b>C0 and C4</b>     | <b>1.8 to 4 Ω</b>   |
| SIDE AIRBAGS AND SEAT BELT RETRACTORS- PRETENSIONERS |                      |                     |
|  | Measuring point      | Correct value       |
|  | <b>C0, C1 and C3</b> | <b>1.8 to 4 Ω</b>   |

Correct insulation value: display &gt; = 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

| 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<br>PRESENT<br>OR<br>STORED | <u>COMPUTER</u> |
|----------------------------------|-----------------|

|              |   |
|--------------|---|
| <b>NOTES</b> | <b>Special note:</b><br>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. |
|--------------|---|

Replace the airbag computer (see **Replacement of components**).

|                     |      |
|---------------------|------|
| <b>AFTER REPAIR</b> | None |
|---------------------|------|

**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:

**$10.5V \pm 0.1 < \text{correct voltage} < 16V \pm 0.1$ .**

- 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><b>DF010<br/>PRESENT<br/>OR<br/>STORED</b></p> | <p><b><u>FAULT WARNING LIGHT CIRCUIT</u></b><br/> 1.DEF: Consistency. (Status signal of the instrument panel indicator light/airbag request)<br/> 2.DEF: External fault finding in the domain. (Instrument panel signal)</p> |
|---|--|

|                     |              |
|---------------------|--------------|
| <p><b>NOTES</b></p> | <p>None.</p> |
|---------------------|--------------|

Apply the fault finding procedure relevant to this fault in the instrument panel fault finding information section.

|                            |  |
|----------------------------|--|
| <p><b>AFTER REPAIR</b></p> | <p>Clear the computer fault memory. Switch off the ignition.<br/> Carry out the check again using the <b>diagnostic tool</b> and, if there is no fault, unlock the computer.</p> |
|----------------------------|--|

|  |   |
|--|---|
| <p><b>DF028</b><br/><b>PRESENT</b><br/><b>OR</b><br/><b>STORED</b></p> | <p><u>PASSENGER AIRBAG STATUS WARNING LIGHT CIRCUIT</u><br/>1.DEF: Consistency. (Status signal of the instrument panel indicator light/airbag request)<br/>2.DEF: External fault finding in the domain. (Instrument panel signal)</p> |
|--|---|

|                     |              |
|---------------------|--------------|
| <p><b>NOTES</b></p> | <p>None.</p> |
|---------------------|--------------|

Apply the fault finding procedure relevant to this fault in the instrument panel fault finding information section.

|                            |   |
|----------------------------|---|
| <p><b>AFTER REPAIR</b></p> | <p>Clear the computer fault memory. Switch off the ignition.<br/>Carry out the check again using the <b>diagnostic tool</b> and, if there is no fault, unlock the computer.</p> |
|----------------------------|---|

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  
STOREDDRIVER'S 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 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 <b>Elé. 1717 terminal 27</b> | <b>track 1</b> sensor connector |
| – Bornier <b>Elé. 1717 terminal 28</b> | <b>track 2</b> 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.

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 <b>terminal 61</b> | ————→ | <b>track 1</b> sensor connector |
| Bornier Elé. 1717 <b>terminal 62</b> | ————→ | <b>track 2</b> 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.

|  |                          |
|--|--------------------------|
| <b>DF060<br/>PRESENT<br/>OR<br/>STORED</b> | <u>MULTIPLEX NETWORK</u> |
|--|--------------------------|

|              |       |
|--------------|-------|
| <b>NOTES</b> | None. |
|--------------|-------|

Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).

|                     |   |
|---------------------|---|
| <b>AFTER REPAIR</b> | Clear the computer fault memory. Switch off the ignition.<br>Carry out another check using the <b>diagnostic tool</b> . |
|---------------------|---|

|  |   |
|--|---|
| <b>DF065<br/>PRESENT<br/>OR<br/>STORED</b> | <b><u>DRIVER'S SEAT POSITION SENSOR CIRCUIT</u></b><br>CO : Open circuit<br>CC : Short circuit<br>CC.0 : Short circuit to earth<br>CC.1: Short circuit to +12 volts<br>1.DEF : Configuration<br>2.DEF : Values outside permissible tolerances |
|--|---|

|              |  |
|--------------|--|
| <b>NOTES</b> | <b>Priorities when dealing with a number of faults:</b><br>If <b>DF065</b> is present with at least one of the faults <b>DF077</b> , <b>DF232</b> , <b>DF081</b> , begin fault finding by checking the <b>8-track</b> connector located underneath the seat. |
|              | <b>Special notes:</b><br>Use the <b>64-track adapter Elé. 1717</b> when working on the computer connector.   |

|  |              |       |
|--|--------------|-------|
| <b>CO<br/>CC<br/>CC.0<br/>CC.1<br/>2.DEF</b> | <b>NOTES</b> | None. |
|--|--------------|-------|

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.

|                     |   |
|---------------------|---|
| <b>AFTER REPAIR</b> | 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 <b>diagnostic tool</b> and, if there is no fault, unlock the computer. |
|---------------------|---|

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.

|  |  |
|--|--|
| <b>DF066<br/>PRESENT<br/>OR<br/>STORED</b> | <b>PASSENGER REAR CHEST LEVEL SIDE AIRBAG CIRCUIT</b><br>CC : Short circuit<br>CO : Open circuit<br>CC.1: Short circuit to +12 volts<br>CC.0 : Short circuit to earth<br>1.DEF : Configuration |
|--|--|

|              |   |
|--------------|---|
| <b>NOTES</b> | If <b>1.DEF</b> , check and modify the computer configuration.  |
|              | <b>Special notes:</b><br>Never take measurements on the ignition lines with any tool other than the <b>CLIP</b> or <b>XR BAG</b> tool.<br>Use the <b>64-track adapter Elé. 1717</b> when working on the computer connector. |

|                  |              |   |
|------------------|--------------|---|
| <b>CO<br/>CC</b> | <b>NOTES</b> | <b>Special notes:</b><br>Correct the configuration of the ignition lines if the vehicle is not fitted with rear chest-level side airbags. |
|------------------|--------------|---|

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.

|                     |   |
|---------------------|---|
| <b>AFTER REPAIR</b> | 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.<br>Switch off the ignition.<br>Carry out the check again using the <b>diagnostic tool</b> 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.<br>Destroy the passenger rear chest-level side airbag module if it has been replaced ( <b>tool Elé.1287</b> ). |
|---------------------|---|



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

|                            |  |
|----------------------------|--|
| <p><b>AFTER REPAIR</b></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.<br/> Carry out the check again using the <b>diagnostic tool</b> 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.<br/> Destroy the driver's rear chest-level side airbag module if it has been replaced (tool <b>Elé. 1287</b>).</p> |
|----------------------------|--|

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**).

|  |   |
|--|---|
| <b>DF068<br/>PRESENT<br/>OR<br/>STORED</b> | <b>PASSENGER CHEST FRONT SIDE AIRBAG CIRCUIT</b><br>CC : Short circuit<br>CO : Open circuit<br>CC.1: Short circuit to +12 volts<br>CC.0 : Short circuit to earth<br>1.DEF : Configuration |
|--|---|

|              |   |
|--------------|---|
| <b>NOTES</b> | If <b>1.DEF</b> , check and modify the computer configuration.  |
|              | <b>Priorities when dealing with a number of faults:</b><br>If <b>DF068</b> is present with the fault <b>DF082</b> begin fault finding by checking the <b>8-track</b> connector located underneath the seat.   |
|              | <b>Special notes:</b><br>Never take measurements on the ignition lines with any tool other than the <b>CLIP or XRBAG</b> tool.<br>Use the <b>64-track adapter Elé. 1717</b> when working on the computer connector and use the <b>8-track adapter Elé. 1617</b> when working on the seat. |

|                  |              |  |
|------------------|--------------|--|
| <b>CO<br/>CC</b> | <b>NOTES</b> | <b>Special notes:</b><br>Correct the trigger line configuration if the vehicle is not fitted with passenger front side thorax airbags> |
|------------------|--------------|--|

|   |
|---|
| Lock the computer using the <b>diagnostic tool</b> .<br>Disconnect the computer connector and fit the <b>64-track adapter Elé. 1717</b> .<br>The <b>CLIP or XRBAG tool</b> must be used to measure the resistance on the adapter <b>cable marked F</b> .<br>If the value obtained is correct, check the connections of the <b>64-track</b> connector ( <b>tracks 43 and 44</b> ). |
| Check the connections of the <b>8-track</b> connector located underneath the seat.<br>Repair if necessary. Fit the <b>8-track test adapter Elé. 1617</b> underneath the seat ( <b>point C1</b> ).<br>The <b>CLIP or XRBAG tool</b> must be used to measure the resistance on the adapter <b>cable B</b> .<br><b>Is the value obtained correct?</b>                                |

|                     |  |
|---------------------|--|
| <b>AFTER REPAIR</b> | 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 <b>diagnostic tool</b> and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module.<br>Destroy the chest-level side airbag module if it has been replaced (tool <b>Elé. 1287</b> ). |
|---------------------|--|

|                    |  |
|--------------------|--|
| DF068<br>CONTINUED |  |
|--------------------|--|

|    |  |
|----|--|
| 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"> <li>– 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.</li> <li>– If the value obtained is correct, replace the passenger's front chest side airbag module.</li> <li>– If the value obtained is still not correct, replace the wiring between points C1 and C3 (seat wiring).</li> </ul> |
|----|--|

|              |  |
|--------------|--|
| 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 <b>diagnostic tool</b> and, if there is no fault, unlock the computer. When replacing the airbag module, do not forget to reconnect the earth on the new module.</p> <p>Destroy the chest-level side airbag module if it has been replaced (tool <b>Elé. 1287</b>).</p> |
|--------------|--|

|  |  |
|--|--|
| <p><b>DF069</b><br/><b>PRESENT</b><br/><b>OR</b><br/><b>STORED</b></p> | <p><u>PASSENGER CURTAIN AIRBAG CIRCUIT</u><br/>CO : Open circuit<br/>CC : Short circuit<br/>CC.1: Short circuit to +12 volts<br/>CC.0 : Short circuit to earth<br/>1.DEF : Configuration</p> |
|--|--|

|                     |  |
|---------------------|--|
| <p><b>NOTES</b></p> | <p>If <b>1.DEF</b>, check and modify the computer configuration.</p>   |
|                     | <p><b>Special notes:</b><br/>Never take measurements on the ignition lines with any tool other than the <b>CLIP or XRBAG</b> tool.<br/>Use the <b>64-track adapter Elé. 1717</b> when working on the computer connector.</p> |

|                                |                     |   |
|--------------------------------|---------------------|---|
| <p><b>CO</b><br/><b>CC</b></p> | <p><b>NOTES</b></p> | <p><b>Special notes:</b><br/>Correct the configuration of the ignition lines if the vehicle is not fitted with a curtain side airbag on the passenger side.</p> |
|--------------------------------|---------------------|---|

|  |
|--|
| <p>Lock the computer using the <b>diagnostic tool</b>.<br/>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.<br/>Switch on the ignition and carry out a fault finding test.<br/>Replace the passenger's curtain airbag if the fault becomes stored (fault no longer declared present).</p>  |
| <p>Disconnect the <b>64-track</b> computer connector and check the connector connections (<b>tracks 45 and 46</b>). Repair if necessary.<br/>Fit the <b>64-track test adapter Elé. 1717</b> to the airbag wiring (<b>point C0</b>).<br/>The <b>CLIP or XRBAG tool</b> must be used to measure the resistance on the adapter <b>cable G</b>.<br/>If the value obtained is incorrect, the wiring between the computer connector and the curtain side airbag on the passenger side is faulty (<b>C0/C3</b>). Replace the wiring if necessary.</p> |

|                            |  |
|----------------------------|--|
| <p><b>AFTER REPAIR</b></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.<br/>Carry out the check again using the <b>diagnostic tool</b> and, if there is no fault, unlock the computer.<br/>Destroy the curtain side airbag module on the passenger side if it has been replaced (tool <b>Elé. 1287</b>).</p> |
|----------------------------|--|

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**).

|  |   |
|--|---|
| <b>DF070<br/>PRESENT<br/>OR<br/>STORED</b> | <b><u>DRIVER SIDE CURTAIN AIRBAG CIRCUIT</u></b><br>CO : Open circuit<br>CC : Short circuit<br>CC.1: Short circuit to +12 volts<br>CC.0 : Short circuit to earth<br>1.DEF : Configuration |
|--|---|

|              |   |
|--------------|---|
| <b>NOTES</b> | If <b>1.DEF</b> , check and adjust the computer configuration.  |
|              | <b>Special notes:</b><br>Never take measurements on the ignition lines with any tool other than the <b>CLIP or XRBAG</b> tool.<br>Use the <b>64-track adapter Elé. 1717</b> when working on the computer connector. |

|                  |              |  |
|------------------|--------------|--|
| <b>CO<br/>CC</b> | <b>NOTES</b> | <b>Special notes:</b><br>Correct the trigger lines configuration if the vehicle is not fitted with a driver's side curtain airbag. |
|------------------|--------------|--|

|  |
|--|
| Lock the computer using the <b>diagnostic tool</b> .<br>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.<br>Switch on the ignition and carry out a check using the <b>diagnostic tool</b> .<br>Replace the driver's side curtain airbag if the fault becomes stored (fault no longer declared present).  |
| Disconnect the <b>64-track</b> computer connector and check its connections ( <b>tracks 17 and 18</b> ). Repair if necessary.<br>Fit the <b>64-track</b> test adapter <b>Elé. 1717</b> to the airbag wiring ( <b>point C0</b> ).<br>Always use the <b>CLIP or XRBAG</b> tool to check the resistance on the adapter <b>cable I</b> .<br>If the value obtained is incorrect, the wiring between the computer connector and curtain side air bag on the driver's side is faulty ( <b>C0/C3</b> ). Replace the wiring if necessary. |

|                     |   |
|---------------------|---|
| <b>AFTER REPAIR</b> | Reconnect the computer and the ignition module of the driver's side curtain airbag module then switch the ignition back on. Clear the computer fault memory. Switch off the ignition.<br>Carry out the check again using the <b>diagnostic tool</b> 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 <b>Elé. 1287</b> ). |
|---------------------|---|



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**).

|  |   |
|--|---|
| <b>DF071<br/>PRESENT<br/>OR<br/>STORED</b> | <b>DRIVER'S FRONTAL AIRBAG CIRCUIT 2</b><br>CC : Short circuit<br>CO : Open circuit<br>CC.1: Short circuit to +12 volts<br>CC.0 : Short circuit to earth<br>1.DEF : Configuration |
|--|---|

|              |   |
|--------------|---|
| <b>NOTES</b> | If <b>1.DEF</b> , check and modify the computer configuration.  |
|              | <b>Special notes:</b><br>Never take measurements on the ignition lines with any tool other than the <b>CLIP or XRBAG</b> tool.<br>Use the <b>22-track adapter Elé. 1685</b> when working on the computer connector and use the <b>10-track adapter Elé. 1617</b> when working on the rotary switch. |

|                  |              |       |
|------------------|--------------|-------|
| <b>CO<br/>CC</b> | <b>NOTES</b> | None. |
|------------------|--------------|-------|

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).

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

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**).

|  |   |
|--|---|
| <b>DF072<br/>PRESENT<br/>OR<br/>STORED</b> | <b>DRIVER'S FRONTAL AIRBAG CIRCUIT 1</b><br>CC : Short circuit<br>CO : Open circuit<br>CC.1: Short circuit to +12 volts<br>CC.0 : Short circuit to earth<br>1.DEF : Configuration |
|--|---|

|              |   |
|--------------|---|
| <b>NOTES</b> | If <b>1.DEF</b> , check and modify the computer configuration.  |
|              | <b>Special notes:</b><br>Never take measurements on the ignition lines with any tool other than the <b>CLIP or XRBAG</b> tool.<br>Use the <b>22-track adapter Elé. 1685</b> when working on the computer connector and use the <b>10-track adapter Elé. 1617</b> when working on the rotary switch. |

|                  |              |       |
|------------------|--------------|-------|
| <b>CO<br/>CC</b> | <b>NOTES</b> | None. |
|------------------|--------------|-------|

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).

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

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><b>DF074<br/>PRESENT<br/>OR<br/>STORED</b></p> | <p><u>PASSENGER'S FRONTAL AIRBAG CIRCUIT 2</u><br/>           CC : Short circuit<br/>           CO : Open circuit<br/>           CC.1: Short circuit to +12 volts<br/>           CC.0 : Short circuit to earth<br/>           1.DEF : Configuration</p> |
|---|---|

|                     |  |
|---------------------|--|
| <p><b>NOTES</b></p> | <p>If <b>1.DEF</b>, check and modify the computer configuration.</p>   |
|                     | <p><b>Special notes:</b><br/>           Never take measurements on the ignition lines with any tool other than the <b>CLIP or XRBAG</b> tool.<br/>           Use the <b>22-track adapter Elé. 1685</b> when working on the computer connector.</p> |

### LEFT-HAND DRIVE

|                         |                     |              |
|-------------------------|---------------------|--------------|
| <p><b>CO<br/>CC</b></p> | <p><b>NOTES</b></p> | <p>None.</p> |
|-------------------------|---------------------|--------------|

|   |
|---|
| <p>Lock the computer using the <b>diagnostic tool</b>.<br/>           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 <b>GREEN</b> connector and connect 1 dummy ignition module to the ignition module connector.<br/>           Switch on the ignition and carry out a check using the <b>diagnostic tool</b>.<br/>           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 (<b>tracks 1 and 12</b>).<br/>           Fit the <b>22-track adapter Elé. 1685</b>.<br/>           The <b>CLIP or XRBAG</b> tool must be used to measure the resistance on the adapter <b>cable A</b>.<br/>           If the value obtained is incorrect, the wiring is faulty between the computer and the passenger airbag connectors (<b>C0/C4</b>). Replace the wiring if necessary.<br/>           If the value obtained is correct, check the computer connections again.</p> |

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

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><b>DF075<br/>PRESENT<br/>OR<br/>STORED</b></p> | <p><u>PASSENGER FRONTAL AIRBAG CIRCUIT 1</u><br/>CC: Short circuit<br/>CO: Open circuit<br/>CC.1: Short circuit to + 12 volts<br/>CC.0: Short circuit to earth<br/>1.DEF: Configuration</p> |
|---|---|

|                     |   |
|---------------------|---|
| <p><b>NOTES</b></p> | <p>If <b>1.DEF</b>, check and modify the computer configuration.</p>  |
|                     | <p><b>Special notes:</b><br/>Never carry out measuring on the trigger lines with any tool other than CLIP or XRBAG.<br/>Use the <b>22-track adapter Elé. 1685</b> when working on the computer connector.</p> |

### LEFT-HAND DRIVE

|   |
|---|
| <p>Lock the computer using the <b>diagnostic tool</b>.<br/>Switch off the ignition and check that the passenger airbag is connected correctly (access to the connectors via the glovebox).</p>  |
| <p>Disconnect the <b>ORANGE</b> connector for the passenger front air bag and connect 1 dummy ignition module to the ignition module connector.<br/>Switch on the ignition and carry out a check using the <b>diagnostic tool</b>.<br/>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 (<b>tracks 2 and 13</b>).<br/>Fit the <b>22-track adapter Elé. 1685</b>.<br/>The <b>CLIP or XRBAG tool</b> must be used to measure the resistance on <b> cable B</b> of the adapter.<br/>If the value obtained is incorrect, the wiring is faulty between the computer and the passenger airbag connectors (<b>C0/C4</b>). Replace the wiring if necessary.<br/>If the value obtained is correct, check the computer connections again.</p> |

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

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**).

|   |   |
|---|---|
| <p><b>DF077<br/>PRESENT<br/>OR<br/>STORED</b></p> | <p><u><b>DRIVER'S CHEST FRONT SIDE AIRBAG CIRCUIT</b></u><br/>           CC: Short circuit<br/>           CO: Open circuit<br/>           CC.1: Short circuit to + 12 volts<br/>           CC.0: Short circuit to earth<br/>           1.DEF: Configuration</p> |
|---|---|

|                     |   |
|---------------------|---|
| <p><b>NOTES</b></p> | <p>If <b>1.DEF</b>, check and modify the computer configuration.</p>  |
|                     | <p><b>Priorities when dealing with a number of faults :</b><br/>           If <b>DF077</b> is present with at least one of the faults <b>DF065</b>, <b>DF232</b>, <b>DF081</b>, begin fault finding by checking the <b>8-track</b> connector located underneath the seat.</p>                             |
|                     | <p><b>Special notes:</b><br/>           Never carry out measuring on the trigger lines with any tool other than CLIP or XRBAG.<br/>           Use the <b>64-track adapter Elé. 1717</b> when working on the computer connector and use the <b>8-track adapter Elé. 1617</b> when working on the seat.</p> |

|                         |                     |  |
|-------------------------|---------------------|--|
| <p><b>CO<br/>CC</b></p> | <p><b>NOTES</b></p> | <p><b>Special notes:</b><br/>           Correct the trigger line configuration if the vehicle is not fitted with driver's front side thorax airbags.</p> |
|-------------------------|---------------------|--|

|   |
|---|
| <p>Lock the computer using the <b>diagnostic tool</b>.<br/>           Disconnect the computer connector and fit the <b>64-track adapter Elé. 1717</b>.<br/>           The <b>CLIP or XRBAG tool</b> must be used to measure the resistance on the adapter <b>cable marked H</b>.<br/>           If the value obtained is correct, check the connections of the <b>64-track</b> connector (<b>tracks 15 and 16</b>).</p> |
| <p>Check the connections of the <b>8-track</b> connector located underneath the seat.<br/>           Repair if necessary. Fit the <b>8-track test adapter Elé. 1617</b> on the seat (<b>point C1</b>).<br/>           The <b>CLIP or XRBAG tool</b> must be used to measure the resistance on the adapter <b>cable B</b>.<br/> <b>Is the value obtained correct?</b></p>  |

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

|  |  |
|--|--|
| <p><b>DF077</b><br/><b>CONTINUED 1</b></p> |  |
| <p><b>NO</b></p>                           | <p>Check the seat connector connections (<b>tracks A5 and A6</b>).<br/>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 <b>cable B</b> of the adapter.</p> <ul style="list-style-type: none"> <li>– If the value obtained is correct, replace the driver's front chest side airbag module.</li> <li>– If the value obtained is incorrect, replace the wiring between points <b>C1 and C3</b> (seat wiring).</li> </ul> |
| <p><b>YES</b></p>                          | <p>Check the seat connector connections (<b>tracks A5 and A6</b>) again, as well as the connections of the <b>64-track</b> connector (<b>tracks 15 and 16</b>).</p> <p>If the fault is still present, the wiring is faulty between the computer and the driver's seat (<b>C0/C1</b>).<br/>Replace the wiring if necessary.</p>   |
| <p><b>AFTER REPAIR</b></p>                 | <p>Reconnect the computer and driver's frontal airbag ignition modules, then switch on the ignition again.<br/>Clear the computer fault memory. Switch off the ignition.<br/>Carry out the check again using the <b>diagnostic tool</b> and, if there is no fault, unlock the computer.<br/>When replacing the airbag module, do not forget to reconnect the earth on the new module.<br/>Destroy the driver's front airbag if it has been replaced (tool <b>Elé. 1287</b>).</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><b>DF081<br/>PRESENT<br/>OR<br/>STORED</b></p> | <p><b><u>DRIVER'S LAP BELT PRETENSIONER</u></b><br/>           CC: Short circuit<br/>           CO: Open circuit<br/>           CC.1: Short circuit to + 12 volts<br/>           CC.0: Short circuit to earth<br/>           1.DEF: Configuration</p> |
|---|---|

|                     |   |
|---------------------|---|
| <p><b>NOTES</b></p> | <p>If <b>1.DEF</b>, check and modify the computer configuration.</p>  |
|                     | <p><b>Special notes:</b><br/>           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).<br/>           Never take measurements on the ignition lines with any tool other than the <b>CLIP or XRBAG</b> tool.<br/>           Use the <b>64-track adapter Elé. 1717</b> when working on the computer connector and use the <b>8-track adapter Elé. 1617</b> when working on the seat.</p> |

|                         |                     |  |
|-------------------------|---------------------|--|
| <p><b>CC<br/>CO</b></p> | <p><b>NOTES</b></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> |
|-------------------------|---------------------|--|

|   |
|---|
| <p>Lock the computer using the <b>diagnostic tool</b>.<br/>           Disconnect the computer connector and fit the <b>64-track adapter Elé. 1717</b>.<br/>           The <b>CLIP or XRBAG tool</b> must be used to measure the resistance on the adapter <b>cable marked B</b>.<br/>           If the value indicated is correct, check the connections of the <b>64-track</b> connector (tracks 3 and 4).</p> |
| <p>Check the connections of the <b>8-track</b> connector under the seat.<br/>           Repair if necessary.<br/>           Fit the <b>8-track test adapter Elé. 1617</b> underneath the seat (<b>point C1</b>).<br/>           The <b>CLIP or XRBAG tool</b> must be used to measure the resistance on <b>cable D</b>.<br/> <b>Is the value obtained correct?</b></p>  |

|                            |   |
|----------------------------|---|
| <p><b>AFTER REPAIR</b></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.<br/>           Carry out the check again using the <b>diagnostic tool</b> and, if there is no fault, unlock the computer.<br/>           When replacing the airbag module, do not forget to reconnect the earth on the new module.<br/>           Destroy the driver's seat base airbag module or the lap belt pretensioner if they have been replaced (tool <b>Elé. 1287</b>).</p> |
|----------------------------|---|

|  |   |
|--|---|
| <p><b>DF081</b><br/><b>CONTINUED 1</b></p> |   |
| <p><b>NO</b></p>                           | <p>Check the seat connector connections (<b>tracks A7 and A8</b>).<br/>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 <b>cable D</b>.</p> <ul style="list-style-type: none"> <li>– If the value indicated is correct, replace the driver's seat lap belt/seat base airbag module.</li> <li>– If the value obtained is incorrect, replace the wiring between points <b>C1 and C3</b> (seat wiring).</li> </ul> |
|  | <p>Check the seat connector connections (<b>tracks A7 and A8</b>) again, as well as the connections of the <b>64-track connector (tracks 3 and 4)</b>.</p> <p>If the fault is still present, the wiring is faulty between the computer and the driver's seat (<b>C0/C1</b>).<br/>Replace the wiring if necessary.</p>   |
| <p><b>AFTER REPAIR</b></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 <b>diagnostic tool</b> 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 <b>Elé. 1287</b>).</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**).

|  |  |
|--|--|
| <b>DF082<br/>PRESENT<br/>OR<br/>STORED</b> | <b>PASSENGER LAP BELT PRETENSIONER</b><br>CC: Short circuit<br>CO: Open circuit<br>CC.1: Short circuit to + 12 volts<br>CC.0: Short circuit to earth<br>1.DEF: Configuration |
|--|--|

|              |  |
|--------------|--|
| <b>NOTES</b> | If <b>1.DEF</b> , check and modify the computer configuration.   |
|              | <b>Special notes:</b><br>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).<br>Never take measurements on the ignition lines with any tool other than the <b>CLIP or XRBAG</b> tool.<br>Use the <b>64-track adapter Elé. 1717</b> when working on the computer connector and use the <b>8-track adapter Elé. 1617</b> when working on the seat. |

|                  |              |   |
|------------------|--------------|---|
| <b>CC<br/>CO</b> | <b>NOTES</b> | 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**.  
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?**

|                     |   |
|---------------------|---|
| <b>AFTER REPAIR</b> | 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 <b>diagnostic tool</b> and, if there is no fault, unlock the computer.<br>When replacing the airbag module, do not forget to reconnect the earth on the new module.<br>Destroy the passenger seat base airbag module or the lap belt pretensioner if they have been replaced (tool <b>Elé. 1287</b> ). |
|---------------------|---|

|  |   |
|--|---|
| <p><b>DF082</b><br/><b>CONTINUED 1</b></p> |   |
| <p><b>NO</b></p>                           | <p>Check the seat connector connections (<b>tracks A7 and A8</b>).<br/>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 <b>cabl</b> <b>B</b>.</p> <ul style="list-style-type: none"> <li>– If the value indicated is correct, replace the passenger seat lap belt/seat base airbag module.</li> <li>– If the value obtained is incorrect, replace the wiring between points <b>C1 and C3</b> (seat wiring).</li> </ul>   |
| <p><b>YES</b></p>                          | <p>Check the seat connector connections (<b>tracks A7 and A8</b>) again, as well as the connections of the <b>64-track connector (tracks 39 and 40)</b>.</p>  |
|  | <p>If the fault is still present, the wiring is faulty between the computer and the passenger seat (<b>C0/C1</b>).<br/>Replace the wiring if necessary.</p>   |
| <p><b>AFTER REPAIR</b></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 <b>diagnostic tool</b> 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 <b>Elé. 1287</b>).</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**).

|  |  |
|--|--|
| <b>DF091<br/>PRESENT<br/>OR<br/>STORED</b> | <b>AIRBAG LOCKING SWITCH CIRCUIT</b><br>CO: Open circuit<br>CC: Short circuit<br>CC.0: Short circuit to earth<br>CC.1: Short circuit to + 12 volts<br>1.DEF: Configuration<br>2.DEF: Values outside the permissible tolerance values |
|--|--|

|              |  |
|--------------|--|
| <b>NOTES</b> | If <b>1.DEF</b> , check and adjust the computer configuration.<br>If CO, correct the locking switch configuration, if the vehicle is not fitted with the locking switch.                             |
|              | <b>Special notes:</b><br>Check the consistency of the parameter <b>PR147 Airbag locking circuit impedance</b> .<br>Use the <b>22-track adapter Elé. 1685</b> 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 <b>Elé. 1685</b> terminal 21 | ————→ | <b>Track 6</b> locking switch connector |
| Bornier <b>Elé. 1685</b> terminal 22 | ————→ | <b>Track 3</b> locking switch connector |

Replace the locking switch if the fault is still present.

|                     |  |
|---------------------|--|
| <b>AFTER REPAIR</b> | Reconnect the computer and the locking switch, then switch on the ignition again.<br>Clear the computer fault memory. Switch off the ignition.<br>Carry out the check again using the <b>diagnostic tool</b> and, if there is no fault, unlock the computer. |
|---------------------|--|

|  |   |
|--|---|
| <b>DF183<br/>PRESENT<br/>OR<br/>STORED</b> | <b>DRIVER'S FRONT BUCKLE PRETENSIONER CIRCUIT</b><br>CC: Short circuit<br>CO: Open circuit<br>CC.1: Short circuit to + 12 volts<br>CC.0: Short circuit to earth<br>1.DEF: Configuration |
|--|---|

|              |  |
|--------------|--|
| <b>NOTES</b> | If <b>1.DEF</b> , check and modify the computer configuration.   |
|              | <b>Special notes:</b><br>The driver and passenger front pyrotechnic pretensioners are not wired in series.<br>Never take measurements on the ignition lines with any tool other than the <b>CLIP or XRBAG</b> tool.<br>Use the <b>64-track adapter Elé. 1717</b> when working on the computer connector and use the <b>2-track adapter B36</b> when working on the inertia reel connector. |

|                  |              |       |
|------------------|--------------|-------|
| <b>CC<br/>CO</b> | <b>NOTES</b> | None. |
|------------------|--------------|-------|

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.

|                     |  |
|---------------------|--|
| <b>AFTER REPAIR</b> | Reconnect the computer and the inertia reel before switching the ignition back on.<br>Clear the computer fault memory. Switch off the ignition.<br>Carry out another test using the <b>diagnostic tool</b> and if there are no faults, unlock the computer.<br>Destroy the inertia reel(s) that have been replaced (tool <b>Elé. 1287</b> ). |
|---------------------|--|



DF183  
CONTINUED

CC.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**).

|  |  |
|--|--|
| <b>DF184<br/>PRESENT<br/>OR<br/>STORED</b> | <b>PASSENGER FRONT SEAT BELT PRETENSIONER BUCKLE<br/>CIRCUIT</b><br>CC: Short circuit<br>CO: Open circuit<br>CC.1: Short circuit to + 12 volts<br>CC.0: Short circuit to earth<br>1.DEF: Configuration |
|--|--|

|              |   |
|--------------|---|
| <b>NOTES</b> | If <b>1.DEF</b> , check and adjust the computer configuration.  |
|              | <b>Special notes:</b><br>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 <b>CLIP or XRBAG</b> tool.<br>Use the <b>64-track adapter Elé. 1717</b> when working on the computer connector and use the <b>2-track adapter B36</b> when working on the inertia reel connector. |

|                  |              |       |
|------------------|--------------|-------|
| <b>CC<br/>CO</b> | <b>NOTES</b> | None. |
|------------------|--------------|-------|

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.

|                     |  |
|---------------------|--|
| <b>AFTER REPAIR</b> | Reconnect the computer and the inertia reel before switching the ignition back on.<br>Clear the computer fault memory. Switch off the ignition.<br>Carry out another test using the <b>diagnostic tool</b> and if there are no faults, unlock the computer.<br>Destroy the inertia reel(s) that have been replaced (tool <b>Elé. 1287</b> ). |
|---------------------|--|

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**).

|   |  |
|---|--|
| <p><b>DF177<br/>PRESENT<br/>OR<br/>STORED</b></p> | <p><u>DRIVER'S SIDE REAR INERTIA REEL CIRCUIT</u><br/>CC: Short circuit<br/>CO: Open circuit<br/>CC.1: Short circuit to + 12 volts<br/>CC.0: Short circuit to earth<br/>1.DEF: Configuration</p> |
|---|--|

|                     |  |
|---------------------|--|
| <p><b>NOTES</b></p> | <p>If <b>1.DEF</b>, check and modify the computer configuration.</p>   |
|                     | <p><b>Special notes:</b><br/>The rear pyrotechnic inertia reels are not wired in series.<br/>Never take measurements on the ignition lines with any tool other than the <b>CLIP or XRBAG</b> tool.<br/>Use the <b>64-track adapter Elé. 1717</b> when working on the computer connector and use the <b>2-track adapter B36</b> when working on the inertia reel connector.</p> |

|                         |                     |              |
|-------------------------|---------------------|--------------|
| <p><b>CC<br/>CO</b></p> | <p><b>NOTES</b></p> | <p>None.</p> |
|-------------------------|---------------------|--------------|

|   |
|---|
| <p>Lock the computer using the <b>diagnostic tool</b>.<br/>Switch off the ignition and check that the rear seat belt inertia reel connector on the driver's side is correctly connected.<br/>Disconnect the driver 's side rear inertia reel connector and check the connections.<br/>Fit the <b>2-track B36 adapter</b>.<br/>The <b>CLIP or XRBAG tool</b> must be used to measure the resistance.<br/>If the value obtained is incorrect, the driver's side rear inertia reel is faulty.<br/>Replace the driver's side rear inertia reel.</p> |
| <p>Disconnect the computer and check the connector connections (<b>tracks 19 and 20</b>).<br/>Fit the <b>64-track adapter Elé. 1717</b>.<br/>The <b>CLIP or XRBAG tool</b> must be used to measure the resistance on the adapter <b>cable J</b>.<br/>If the value obtained is incorrect, the wiring between the computer and the driver's side rear inertia reel connector (<b>C0/C3</b>) is faulty.<br/>Repair or replace the wiring harness if necessary.</p>   |

|                            |   |
|----------------------------|---|
| <p><b>AFTER REPAIR</b></p> | <p>Reconnect the computer and the inertia reel before switching the ignition back on.<br/>Clear the computer fault memory. Switch off the ignition.<br/>Carry out another test using the <b>diagnostic tool</b> and if there are no faults, unlock the computer.<br/>Destroy the inertia reel(s) that have been replaced (tool <b>Elé. 1287</b>).</p> |
|----------------------------|---|

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**).

|  |  |
|--|--|
| <b>DF178<br/>PRESENT<br/>OR<br/>STORED</b> | <b><u>PASSENGER SIDE REAR INERTIA REEL CIRCUIT</u></b><br>CC: Short circuit<br>CO: Open circuit<br>CC.1: Short circuit to + 12 volts<br>CC.0: Short circuit to earth<br>1.DEF: Configuration |
|--|--|

|              |  |
|--------------|--|
| <b>NOTES</b> | If <b>1.DEF</b> , check and adjust the computer configuration.   |
|              | <b>Special notes:</b><br>The rear pyrotechnic inertia reels are not wired in series.<br>Never take measurements on the ignition lines with any tool other than the <b>CLIP or XRBAG</b> tool.<br>Use the <b>64-track adapter Elé. 1717</b> when working on the computer connector and use the <b>2-track adapter B36</b> when working on the inertia reel connector. |

|                  |              |      |
|------------------|--------------|------|
| <b>CC<br/>CO</b> | <b>NOTES</b> | None |
|------------------|--------------|------|

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.

|                     |  |
|---------------------|--|
| <b>AFTER REPAIR</b> | Reconnect the computer and the inertia reel before switching the ignition back on.<br>Clear the computer fault memory. Switch off the ignition.<br>Carry out another test using the <b>diagnostic tool</b> and if there are no faults, unlock the computer.<br>Destroy the inertia reel(s) that have been replaced (tool <b>Elé. 1287</b> ). |
|---------------------|--|

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**).

|  |  |
|--|--|
| <b>DF193<br/>PRESENT<br/>OR<br/>STORED</b> | <u>PASSENGER AIRBAG LOCKING CHANGE OF STATUS</u> |
|--|--|

|              |  |
|--------------|--|
| <b>NOTES</b> | <b>Special notes:</b><br>The vehicle user must deactivate or reactivate the passenger airbag using the switch before the vehicle exceeds a speed of <b>0.3 mph (0.5 km/h)</b> . Above this speed, the computer stores this fault and illuminates the instrument panel warning light. |
|--------------|--|

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.

|                     |   |
|---------------------|---|
| <b>AFTER REPAIR</b> | Clear the computer fault memory. Switch off the ignition.<br>Carry out the check again using the <b>diagnostic tool</b> and, if there is no fault, unlock the computer. |
|---------------------|---|



|                                  |   |
|----------------------------------|---|
| DF194<br>PRESENT<br>OR<br>STORED | <u>COMPUTER TO BE REPLACED FOLLOWING IMPACT</u> |
|----------------------------------|---|

|              |       |
|--------------|-------|
| <b>NOTES</b> | None. |
|--------------|-------|

|                   |
|-------------------|
| Contact Techline. |
|-------------------|

|                     |       |
|---------------------|-------|
| <b>AFTER REPAIR</b> | None. |
|---------------------|-------|

|  |   |
|--|---|
| <b>DF232<br/>PRESENT<br/>OR<br/>STORED</b> | <b><u>DRIVER'S SEAT BELT BUCKLE SENSOR CIRCUIT</u></b><br>CC.0: Short circuit to earth<br>CC.1: Short circuit to + 12 volts<br>1.DEF: Configuration |
|--|---|

|              |  |
|--------------|--|
| <b>NOTES</b> | If <b>1.DEF</b> , check and modify the computer configuration.<br>If <b>CC.0</b> or <b>CC.1</b> , apply the diagnostic procedure.  |
|              | <b>Priorities when dealing with a number of faults:</b><br>If the fault <b>DF232</b> is present with at least one of the faults <b>DF065</b> , <b>DF077</b> , <b>DF081</b> , begin fault finding by checking the <b>8-track</b> connector underneath the seat. |
|              | <b>Special notes:</b><br>Use the <b>64-track adapter Elé. 1717</b> 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 <b>Elé. 1717</b> terminal 11 | —————▶ | <b>Track 2</b> of the seat belt buckle sensor connector |
| Bornier <b>Elé. 1717</b> terminal 12 | —————▶ | <b>Track 1</b> 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.

|                     |   |
|---------------------|---|
| <b>AFTER REPAIR</b> | Clear the computer fault memory. Switch off the ignition.<br>Carry out another check using the <b>diagnostic tool</b> . |
|---------------------|---|

|  |   |
|--|---|
| <b>DF242<br/>PRESENT<br/>OR<br/>STORED</b> | <u>LEFT-HAND DRIVE/RIGHT-HAND DRIVE CONFIGURATION</u> |
|--|---|

|              |  |
|--------------|--|
| <b>NOTES</b> | <p>This fault indicates that the configuration of the driving side (left or right) has not been carried out.</p> |
|--------------|--|

Enter the driving side configuration using the command **CF291 Driving side**.

|                     |  |
|---------------------|--|
| <b>AFTER REPAIR</b> | <p>Clear the computer fault memory. Switch off the ignition.<br/>Carry out another check using the <b>diagnostic tool</b>.</p> |
|---------------------|--|

|   |  |
|---|--|
| <p><b>DF262<br/>PRESENT<br/>OR<br/>STORED</b></p> | <p><u>MULTIPLEX VEHICLE SPEED SIGNAL</u></p> <p>1.DEF: Vehicle speed too high<br/>2.DEF: No vehicle speed<br/>3.DEF: Invalid vehicle speed</p> |
|---|--|

|                     |              |
|---------------------|--------------|
| <p><b>NOTES</b></p> | <p>None.</p> |
|---------------------|--------------|

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><b>AFTER REPAIR</b></p> | <p>Clear the computer fault memory. Switch off the ignition.<br/>Carry out another check using the <b>diagnostic tool</b>.</p> |
|----------------------------|--|

|                                  |                                    |
|----------------------------------|------------------------------------|
| DF263<br>PRESENT<br>OR<br>STORED | <u>NO ABS/ESP MULTIPLEX SIGNAL</u> |
|----------------------------------|------------------------------------|

|              |       |
|--------------|-------|
| <b>NOTES</b> | None. |
|--------------|-------|

Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).  
Test the ABS or ESP system (see **38C, Anti-lock braking system**).

|                     |   |
|---------------------|---|
| <b>AFTER REPAIR</b> | Clear the computer fault memory. Switch off the ignition.<br>Carry out another check using the <b>diagnostic tool</b> . |
|---------------------|---|

|                                  |   |
|----------------------------------|---|
| DF264<br>PRESENT<br>OR<br>STORED | <u>INSTRUMENT PANEL MULTIPLEX SIGNAL ABSENT</u> |
|----------------------------------|---|

|              |       |
|--------------|-------|
| <b>NOTES</b> | None. |
|--------------|-------|

Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).  
Test the instrument panel (see **83A, Instrument panel**).

|                     |   |
|---------------------|---|
| <b>AFTER REPAIR</b> | Clear the computer fault memory. Switch off the ignition.<br>Carry out another check using the <b>diagnostic tool</b> . |
|---------------------|---|

|                                  |  |
|----------------------------------|--|
| DF265<br>PRESENT<br>OR<br>STORED | <u>MULTIPLEX SIGNAL CONTROL MODULE</u> |
|----------------------------------|--|

|              |       |
|--------------|-------|
| <b>NOTES</b> | None. |
|--------------|-------|

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

|                     |   |
|---------------------|---|
| <b>AFTER REPAIR</b> | Clear the computer fault memory. Switch off the ignition.<br>Carry out another check using the <b>diagnostic tool</b> . |
|---------------------|---|

|                                  |                                |
|----------------------------------|--------------------------------|
| DF270<br>PRESENT<br>OR<br>STORED | <u>NO UCH MULTIPLEX SIGNAL</u> |
|----------------------------------|--------------------------------|

|              |       |
|--------------|-------|
| <b>NOTES</b> | None. |
|--------------|-------|

Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).  
Test the UCH system (see **87B, Passenger compartment connection unit**).

|                     |   |
|---------------------|---|
| <b>AFTER REPAIR</b> | Clear the computer fault memory. Switch off the ignition.<br>Carry out another check using the <b>diagnostic tool</b> . |
|---------------------|---|



|                                  |                         |
|----------------------------------|-------------------------|
| DF273<br>PRESENT<br>OR<br>STORED | <u>INSTRUMENT PANEL</u> |
|----------------------------------|-------------------------|

|              |       |
|--------------|-------|
| <b>NOTES</b> | None. |
|--------------|-------|

Apply the multiplex network fault finding procedure (see **88B, Multiplexing**).  
Test the instrument panel (see **83A, Instrument panel**).

|                     |   |
|---------------------|---|
| <b>AFTER REPAIR</b> | Clear the computer fault memory. Switch off the ignition.<br>Carry out another check using the <b>diagnostic tool</b> . |
|---------------------|---|

|                                  |  |
|----------------------------------|--|
| DF282<br>PRESENT<br>OR<br>STORED | <u>INJECTION MULTIPLEX SIGNAL ABSENT</u> |
|----------------------------------|--|

|       |       |
|-------|-------|
| 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.<br>Carry out another check using the <b>diagnostic tool</b> . |
|--------------|---|

**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 <b>READ CONFIGURATION</b> commands | Check that the computer configurations match the actual equipment fitted to the vehicle. | Using the commands <b>SC005</b> Configuration of system components |
| Operation of the warning light.<br>Computer initialisation check. | Ignition on                                  | The warning light illuminates for <b>3 seconds</b> when the ignition is switched on.     | None   |

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

| Tool parameter | Diagnostic tool title                |
|----------------|--------------------------------------|
| <b>PR001</b>   | Computer supply                      |
| <b>PR104</b>   | Driver's seat sensor impedance       |
| <b>PR105</b>   | Impedance line 1                     |
| <b>PR106</b>   | Impedance line 2                     |
| <b>PR107</b>   | Impedance line 3                     |
| <b>PR108</b>   | Impedance line 4                     |
| <b>PR109</b>   | Impedance line 5                     |
| <b>PR110</b>   | Impedance line 6                     |
| <b>PR111</b>   | Impedance line 7                     |
| <b>PR112</b>   | Impedance line 8                     |
| <b>PR115</b>   | Impedance line 11                    |
| <b>PR116</b>   | Impedance line 12                    |
| <b>PR117</b>   | Impedance line 13                    |
| <b>PR118</b>   | Impedance line 14                    |
| <b>PR119</b>   | Impedance line 15                    |
| <b>PR120</b>   | Impedance line 16                    |
| <b>PR147</b>   | Airbag locking circuit impedance     |
| <b>PR148</b>   | 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 <b>complete check</b> with <b>the diagnostic tool</b> . |
|-------|--|



### 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 <b>CAN H</b> | —————> | <b>Track 6</b> of the diagnostic socket  |
| Bornier track <b>CAN L</b> | —————> | <b>Track 14</b> 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.