DTC 19 - DRIVER AIR BAG CIRCUIT CAPACITANCE TOO HIGH

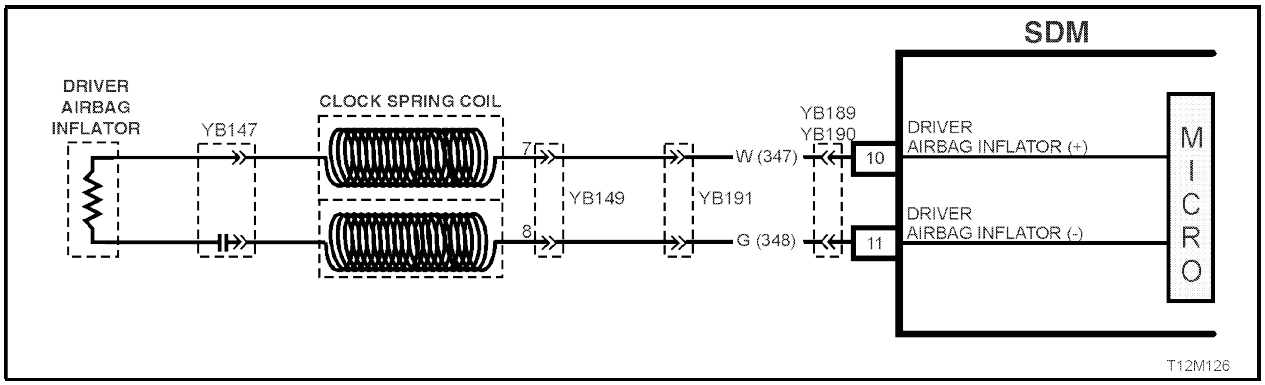

Figure 12M-84

CIRCUIT DESCRIPTION

At ignition on, and on a constant monitoring cycle of every 500 milliseconds during the ignition cycle, the SDM performs a system self check.

If the SDM detects the capacitance in the driver's air bag circuit is too high (greater than 550 nF) for longer than 3 - 5 seconds, a current DTC 19 will set (refer to **3.3 SRS SELF DIAGNOSTICS** in this Section for more details).

DTC 19 will set if the in-built capacitor in the SRS wiring harness connector YB147 is faulty.

When DTC 19 sets, the SDM illuminates the SRS warning lamp and sets a current DTC 19. Should the fault conditions detected by the SDM clear during the same ignition cycle, the current code will clear and become a history DTC 19. The SRS warning lamp will remain on for the remainder of the ignition cycle.

If a DTC 19 is set, the SRS warning lamp is illuminated on each ignition cycle, even if the DTC is set as a history DTC, until the fault conditions for setting DTC 19 are rectified and the DTC (current or history) can then be cleared from the SDM via TECH 2.

ACTION REQUIRED

If DTC 19 is set, the driver's air bag may not operate and therefore, the clock spring coil assembly must be replaced (connector YB147 with the in-built capacitor is part of the clockspring coil assembly). Refer to **2.6 CLOCK SPRING COIL** in Section 12M SUPPLEMENTAL RESTRAINT SYSTEM - (VERSION 6.2), in this Service Information CD for the correct procedure on replacing the clock spring coil assembly.

After the clock spring coil assembly has been replaced, ensure all SRS components are reconnected, clear DTCs, enable the SRS and verify the correct operation of the system (i.e. warning lamp not illuminated after five seconds of ignition being switched ON).