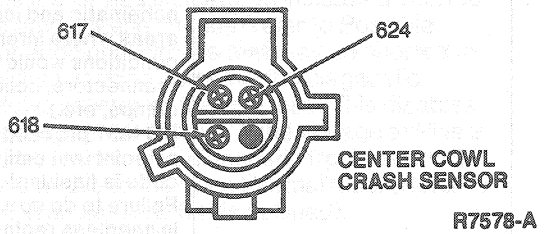
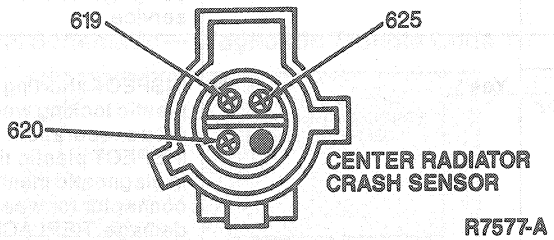
DIAGNOSIS AND TESTING (Continued)

DIAGNOSTIC TROUBLE CODE 14 (Continued)

TEST STEP		RESULT ▶	ACTION TO TAKE
14-3	DETERMINE IF SENSOR OR WIRE IS SHORTED		
	• Disconnect the primary crash sensor that was shorted. • Measure resistance across normally open contacts of primary crash sensor at the sensor connector (Circuit 617 (PK/O) or Circuit 619 (PK/W) to ground). • **Is resistance reading infinite (open)?**	Yes ▶	LOCATE and SERVICE short to ground in wiring harness for affected circuits. GO to **Diagnostic Trouble Code 51.**
		No ▶	REPLACE primary crash sensor. GO to **Diagnostic Trouble Code 51.**





Diagnostic Trouble Code 21

LH Kick Panel Safing Sensor Not Mounted to Vehicle Properly

Normal Operation

The diagnostic monitor measures the resistance between Pin 16 (Circuit 613, DB/W) and Pin 3 (diagnostic monitor reference ground). If the diagnostic monitor measures a difference of more than 2.0 ohms between Pin 16 and Pin 3, it will flash out code 21 on the air bag indicator.

It is important to note that Circuit 613 (DB/W) is grounded to the side of the safing sensor case and the case of the safing sensor is grounded to the vehicle in the LH kick panel. A good ground connection, at both the case and the vehicle body, is important to proper circuit operation.

Possible Causes

High resistance at Pin 16 (Circuit 613, DB/W) to ground can be caused by:

1. **A poor connection due to loose mounting, dirt or corrosion at the safing sensor mounting surface.**
2. **An open or damaged wire in Circuit 613 (DB/W)** from Pin 16 of the diagnostic monitor connector to the safing sensor.
3. **An open circuit inside the safing sensor.**