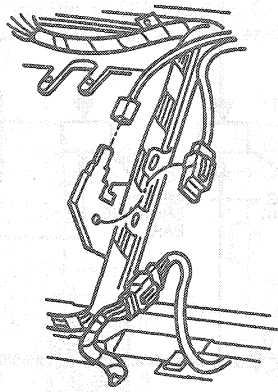


DIAGNOSIS AND TESTING (Continued)

DIAGNOSTIC TROUBLE CODE 33 (Continued)

TEST STEP		RESULT	ACTION TO TAKE
33-6	MEASURE RESISTANCE		
<ul style="list-style-type: none"> ● Disconnect diagnostic monitor. ● Disconnect battery cables. ● Measure resistance between diagnostic monitor harness Circuit 629 (BR) Pin 7 and Pin 3 (ground). ● Is resistance less than 10 ohms? (Is Pin 7 grounded?) 		Yes	▶ REPLACE diagnostic monitor. RECONNECT system. VERIFY air bag indicator. REACTIVATE system.
 <p>WITHOUT PASSENGER AIR BAG</p>		No	▶ LOCATE and CONNECT wire in Pin 7 to ground. Be sure to connect it to the correct place on the bracket as shown.

R7585-A

Diagnostic Trouble Code 34

Driver Side Air Bag Circuit Low Resistance or Shorted

Normal Operation

The diagnostic monitor measures the resistance across Pin 10 (Circuit 615, GY/W) and Pin 11 (Circuit 614, GY/O) every time the ignition switch is turned to the ON position. Normal resistance across these circuits is between 1.5 ohms and 2.0 ohms. This resistance comes from the air bag itself (approximately 1.0 ohm) and the clockspring windings (0.25 to 0.5 ohm per winding, two windings in all). If the resistance across these two circuits is less than 0.7 ohm, the diagnostic monitor will flash code 34.

NOTE: The connectors for the air bag and the clockspring have metal spring clips that act as shorting bars. These shorting bars are built into the plastic hardshell connectors. The shorting bars are designed to short Circuits 614 and 615 together when the connectors are not mated. **DO NOT attempt to remove the air bag shorting bar and measure the resistance of the air bag.**

The clockspring shorting bar may be removed to measure the clockspring resistance. Use extreme care when reinstalling the shorting bar to ensure it is installed correctly.

Possible Causes

Low resistance across Pins 10 and 11 can be caused by:

1. A poorly mated air bag clockspring connector may not push the shorting bars back into their fully retracted positions.
2. A damaged shorting bar may short Circuits 614 and 615 together.
3. A short in the clockspring windings between Circuits 614 and 615.
4. A short across the air bag terminals within the air bag. **DO NOT** attempt a direct resistance measurement of the air bag. Follow the diagnostic procedures to determine if the air bag resistance is lower than normal.