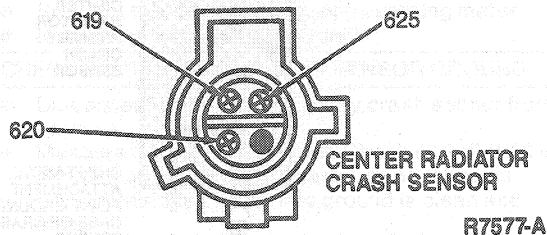


DIAGNOSIS AND TESTING (Continued)

DIAGNOSTIC TROUBLE CODE 45 (Continued)

| TEST STEP | | RESULT | ACTION TO TAKE |
|-----------|---|--------|--|
| 45-3 | CHECK CENTER RADIATOR CRASH SENSOR GROUND <ul style="list-style-type: none"> Disconnect center radiator primary crash sensor from harness. Measure resistance between Circuit 620 (P/LB) in sensor connector and a nearby, good chassis ground. Make sure that this ground is clean and bare. Is resistance less than 2 ohms? | Yes | <ul style="list-style-type: none"> INSPECT Circuit 620 (P/LB) between Pin 21 of diagnostic monitor and sensor for open circuit. CHECK all interconnects and splices for poor connections. Make sure to CHECK in-line connectors for poor crimps, etc. SERVICE any poor connections. RECONNECT system. VERIFY system. REACTIVATE system. |
| | | No | <ul style="list-style-type: none"> REMOVE screws retaining sensor. CLEAN mounting surface of sensor and chassis. INSTALL sensor. TIGHTEN screws to proper specification. GO to 45-4. |
| 45-4 | MEASURE RESISTANCE OF SENSOR TO GROUND <ul style="list-style-type: none"> Measure resistance between Circuit 620 (P/LB) in sensor connector and a good chassis ground. Is resistance less than 2 ohms? | Yes | <ul style="list-style-type: none"> RECONNECT system. VERIFY system. REACTIVATE system. |
| | | No | <ul style="list-style-type: none"> REPLACE center radiator primary crash sensor. RECONNECT system. VERIFY system. REACTIVATE system. |

**Diagnostic Trouble Code 51****Diagnostic Monitor Internal Thermal Fuse Blown And Short To Ground No Longer Exists****Short to Ground was Serviced or is Intermittent****Normal Operation**

NOTE: The diagnostic monitor contains an internal thermal fuse that is not serviceable. The thermal fuse is controlled by the diagnostic monitor. The diagnostic monitor will blow the thermal fuse whenever a short on the deployment circuits occurs. The thermal fuse does not blow because of excessive current flowing through it. DO NOT attempt to jumper out the thermal fuse with a circuit breaker or any other type of fuse.

WARNING: DO NOT INSTALL A NEW DIAGNOSTIC MONITOR UNTIL THE SHORT HAS BEEN LOCATED AND CORRECTED. IF A SHORT TO GROUND HAS NOT BEEN LOCATED AND CORRECTED, THEN THE SHORT TO GROUND IS INTERMITTENT AND IS NOT PRESENT AT THIS TIME. INSTALLING A NEW DIAGNOSTIC MONITOR WITH AN INTERMITTENT SHORT IN THE SYSTEM WILL RESULT IN REPEAT BLOWN DIAGNOSTIC MONITORS AND REPEAT SERVICE.

The diagnostic monitor measures the voltages at the diagnostic monitor connector Pins. When certain air bag deployment wires are shorted to ground (heavy lines illustrated in the schematic below), the system may become susceptible to unwanted deployment of the air bag(s). The diagnostic monitor senses a short to ground on any of these circuits and helps prevent unwanted air bag deployment by blowing the diagnostic monitor thermal fuse. Blowing this fuse removes all power (battery and back-up power) from the air bag deployment circuits. While the short to ground exists, the monitor will flash diagnostic trouble code 13 or code 14, depending on where the short appears (see code 13 and 14 for more details). If the short to ground is intermittent and temporarily corrects itself, the diagnostic monitor will flash code 51.

NOTE: If the short to ground returns, the higher priority codes 13 or 14 will be flashed instead of 51.

If the Air Bag indicator is flashing code 51 and a short to ground has not been serviced, this means that an intermittent short to ground exists in the air bag system. The diagnostic monitor should be replaced only after service of the intermittent short has been completed.

Some service tips for finding an intermittent short to ground are: