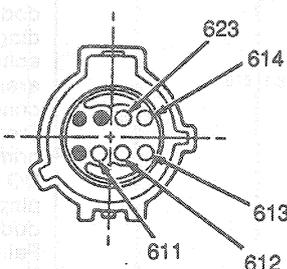


DIAGNOSIS AND TESTING (Continued)

DIAGNOSTIC TROUBLE CODE 24 (Continued)

TEST STEP	RESULT	ACTION TO TAKE
24-4 MEASURE RESISTANCE <ul style="list-style-type: none"> ● Disconnect LH kick panel safing sensor. ● Set ohmmeter to 200 ohm scale or AUTO. ● Measure resistance across Circuits 614 (GY/O) and 623 (P/W) in safing sensor connector. ● Is the resistance less than 2 ohms? 	Yes	<ul style="list-style-type: none"> ▶ LOCATE and SERVICE open circuit in wiring harness (Circuit 614 GY/O or Circuit 623 P/W). RECONNECT system. VERIFY system. REACTIVATE system. ▶ REPLACE safing sensor. RECONNECT system. VERIFY system. REACTIVATE system.
 <p>LH KICK PANEL SAFING SENSOR CONNECTOR</p> <p>R7581-A</p>	No	

Diagnostic Trouble Code 32

Driver Side Air Bag Circuit High Resistance or Open

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 (approximately 0.25 to 0.5 ohm per winding, two windings in all). If the resistance across these two circuits exceeds 4.0 ohms, the diagnostic monitor will flash code 32.

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

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

1. A poor connection where the clockspring connects into the main wiring harness. The clockspring connector at the base of the steering column may have excessive resistance between the male and female terminals in the connector or across the terminal crimps.
2. An open circuit or high resistance in the clockspring windings inside the clockspring assembly.
3. An open circuit or high resistance in the wiring harness in either Circuit 614 (GY/O) or Circuit 615 (GY/W).
4. An open circuit or high resistance in the driver side 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 higher than normal.

