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GROUP: Electrical

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SUBJECT:

Air Bag Warning Indicator Lamp On

OVERVIEW:

This bulletin involves the air bag warning indicator lamp coming on either intermittently or constantly.

MODELS:

1996 - 2000	(NS)	Town & Country/Caravan/Voyager
1996 - 2000	(GS)	Chrysler Voyager (International Market)

SYMPTOM/CONDITION:

The air bag warning indicator lamp may be on intermittently or constantly.

DIAGNOSIS:

If the customer describes the above symptom/condition, the Diagnostic Trouble Code (DTC) is DRIVER SQUIB CIRCUIT OPEN (active or stored), and the MDS2 or the appropriate Body Diagnostic Manual leads to replace the clockspring because of high resistance, perform the following additional diagnostic procedure.

DISCUSSION:

When servicing any airbag system, it is essential to follow the proper Service Manual and/or Diagnostic Manual procedures for diagnosing, testing and replacing any component. When diagnosing any airbag squib circuit DTC with a DRBIII[®], use of the Airbag Load Tool, special tool 8310, is required. The 8310 Airbag Load Tool, with the DRBIII[®] is used to isolate and test components and wiring. Only replace and/or repair the component or wiring that has been identified with the 8310 Airbag Load Tool and the DRBIII[®].

NOTE: AIR BAG REPLACEMENT IS NOT REQUIRED EVERY TIME IT IS REMOVED OR WHEN ANOTHER COMPONENT HAS BEEN REPLACED. USE OF THE DRBIII[®] AND THE 8310 AIRBAG LOAD TOOL WILL DETERMINE IF THE AIRBAG REQUIRES REPLACEMENT.

NOTE: RECENT ANALYSIS OF RETURNED CLOCKSPRINGS HAS SHOWN THAT AN AIRBAG WARNING INDICATOR LAMP MAY BE ON INTERMITTENTLY OR CONSTANTLY DUE TO AN INCREASE OF RESISTANCE IN THE ELECTRICAL CONNECTION AT THE BASE OF THE CLOCKSPRING FOR THE DRIVER'S SQUIB.

PARTS REQUIRED:

Qty.	Part No.	Description
AR (1)	05093329AA	Clockspring, without Speed Control
AR (1)	05093254AA	Clockspring, with Speed Control
AR (1)	05093330AA	Clockspring, with Speed Control & Radio Controls
AR (1)	05013781AA	Grease, Dielectric (2 oz/57 gram tube)

EQUIPMENT POSSIBLY REQUIRED:

CH6000	Scan Tool (DRBIII®)
CH7000/7001	J1962 Cable
8310	Airbag Load Tool

REPAIR PROCEDURE:

1. Determine if the Driver Squib Circuit Open DTC is active or stored.
 - a. If DTC is active proceed to step 2.
 - b. If DTC is stored proceed to step 3.
2. If an active Driver Squib Circuit Open DTC is present and diagnosis leads to a bad clockspring, verify the DTC remains by turning the steering wheel to the full left lock position, back to the full right lock position, and then back to the centered position. This can be verified by using the 8310 Airbag Load Tool and monitoring the driver's airbag circuit resistance using the DRBIII®. From the DRBIII® Main Menu, select #1 - DRBIII® Standalone, select #1 - 1998 - 2002 Diagnostics, select #1 - All, select #6 - Passive Restraints, select #1- Airbag, select #4 - Sensor Display.
 - a. If the driver's squib resistance varies above 12.5 ohms during steering wheel rotation from lock to lock, this indicates that the clockspring will need to be replaced. Center the steering wheel and replace the clockspring using the procedure outlined in the MDS2 or the appropriate Service Manual under Section 8M Passive Restraints, Removal and Installation, Clockspring. After replacing the clockspring, proceed to step 4.
 - b. If the driver's squib resistance varies between 4.5 and 12.5 ohms during steering wheel rotation from lock to lock, continue with step 2c. If resistance is less than 4.5 ohms, problem is not present at this time, proceed to step 3c.
 - c. Disconnect the two-way (yellow) wiring connector at the base of the clockspring. Apply approximately 0.5 grams of dielectric grease part number 05013781AA to each terminal of the connector. Reconnect the two-way (yellow) connector to the base of the clockspring.
 - d. Retest the driver's squib resistance while turning the steering wheel to the full left lock position, back to the full right lock position, and then back to the centered position. If the resistance value is now less than 4.5 ohms during the steering wheel rotation from lock to lock, then repair is complete. Proceed to step 4. If not, proceed to next step.
 - e. If resistance is still greater than 4.5 ohms during steering wheel rotation from lock to lock, this indicates that the clockspring will need to be replaced. Center the steering wheel and replace the clockspring using the procedure outlined in the MDS2 or the appropriate Service Manual under Section 8M Passive Restraints, Removal and Installation, Clockspring. After replacing the clockspring, proceed to step 4.

3. If a stored Driver Squib Circuit Open DTC is present, turn the steering wheel to the full left lock position, back to the full right lock position, and then back to the centered position and verify that the driver's squib resistance does not vary above 12.5 ohms. This can be verified by using the 8310 Airbag Load Tool and monitoring the driver's airbag circuit resistance using the DRBIII®. From the DRBIII® Main Menu, select #1 - DRBIII® Standalone, select #1 - 1998 - 2002 Diagnostics, select #1 - All, select #6 - Passive Restraints, select #1- Airbag, select #4 - Sensor Display.
 - a. If the driver's squib resistance varies above 12.5 ohms during steering wheel rotation from lock to lock, this indicates that the clockspring will need to be replaced. Center the steering wheel and replace the clockspring using the procedure outlined in the MDS2 or the appropriate Service Manual under Section 8M Passive Restraints, Removal and Installation, Clockspring. After replacing the clockspring, proceed to step 4.
 - b. If the driver's squib resistance is 12.5 ohms or less during steering wheel rotation from lock to lock, continue with step 3c.
 - c. Disconnect the two-way (yellow) wiring connector at the base of the clockspring. Apply approximately 0.5 grams of dielectric grease part number 05013781AA to each terminal of the connector. Reconnect the two-way (yellow) connector to the base of the clockspring.
 - d. Retest the driver's squib resistance while turning the steering wheel to the full left lock position, back to the full right lock position, and then back to the centered position. If the resistance value is now less than 4.5 ohms during the steering wheel rotation from lock to lock, then repair is complete. Proceed to step 4. If not, proceed to next step.
 - e. If resistance is still greater than 4.5 ohms during steering wheel rotation from lock to lock, this indicates that the clockspring will need to be replaced. Center the steering wheel and replace the clockspring using the procedure outlined in the MDS2 or the appropriate Service Manual under Section 8M Passive Restraints, Removal and Installation, Clockspring. After replacing the clockspring, proceed to step 4.
4. Perform Airbag Verification Test VER-1A in the back of the appropriate Body Diagnostic manual.

POLICY:

Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Amount
19-85-25-90	Apply Dielectric Grease to Clockspring	0.5 Hrs.
19-85-25-91	Apply Dielectric Grease to Clockspring and Replace Clockspring	0.7 Hrs.

FAILURE CODE:

AM	Authorized Modification
P8	New Part