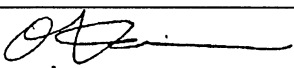




SERVICE BULLETIN

SERVICE GROUP, WARRANTY & SERVICE DEP.
MITSUBISHI MOTOR SALES EUROPE BV

| SERVICE BULLETIN | | No.: ESB-96E52-002 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------|---|---|--------|----------|----------|---------|-------------------------------------|----------|-----------|-------|----------|-----------|----------|----------|----------|----------|----------|---------|----------|-----------|-------------------------------------|----------|-----------|-------|----------|-----------|----------|----------|----------|----------|----------|---------|----------|-----------|----------|-----------|
| | | Date: 1997-04-15 | <Model> <M/Y> ECLIPSE(D30) 96-10 CARISMA 96-10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Subject: ADDITION OF SRS AIR BAG MAINTENANCE PROCEDURE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Group: INTERIOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INFORMATION | |  O. Kai - E.V.P. & G.M. After Sales Service Dept. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Description: In the SRS air bag troubleshooting, items of cause of trouble in the inspection procedure for each diagnostic trouble code, have been added. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Applicable Manuals: <table border="1"> <thead> <tr> <th>Manual</th> <th>Pub. No.</th> <th>Language</th> <th>Page(s)</th> </tr> </thead> <tbody> <tr> <td rowspan="6">'96 ECLIPSE Workshop Manual chassis</td> <td>PWUE96E1</td> <td>(English)</td> <td rowspan="6">52B-9</td> </tr> <tr> <td>PWUS95E1</td> <td>(Spanish)</td> </tr> <tr> <td>PWUF95E1</td> <td>(French)</td> </tr> <tr> <td>PWUG95E1</td> <td>(German)</td> </tr> <tr> <td>PWUD95E1</td> <td>(Dutch)</td> </tr> <tr> <td>PWUI95E1</td> <td>(Italian)</td> </tr> <tr> <td rowspan="7">'96 CARISMA Workshop Manual chassis</td> <td>PWUE9502</td> <td>(English)</td> <td rowspan="7">52B-7</td> </tr> <tr> <td>PWUS9503</td> <td>(Spanish)</td> </tr> <tr> <td>PWUF9504</td> <td>(French)</td> </tr> <tr> <td>PWUG9505</td> <td>(German)</td> </tr> <tr> <td>PWUD9506</td> <td>(Dutch)</td> </tr> <tr> <td>PWUW9507</td> <td>(Swedish)</td> </tr> <tr> <td>PWUI96E1</td> <td>(Italian)</td> </tr> </tbody> </table> | | | | Manual | Pub. No. | Language | Page(s) | '96 ECLIPSE Workshop Manual chassis | PWUE96E1 | (English) | 52B-9 | PWUS95E1 | (Spanish) | PWUF95E1 | (French) | PWUG95E1 | (German) | PWUD95E1 | (Dutch) | PWUI95E1 | (Italian) | '96 CARISMA Workshop Manual chassis | PWUE9502 | (English) | 52B-7 | PWUS9503 | (Spanish) | PWUF9504 | (French) | PWUG9505 | (German) | PWUD9506 | (Dutch) | PWUW9507 | (Swedish) | PWUI96E1 | (Italian) |
| Manual | Pub. No. | Language | Page(s) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| '96 ECLIPSE Workshop Manual chassis | PWUE96E1 | (English) | 52B-9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PWUS95E1 | (Spanish) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PWUF95E1 | (French) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PWUG95E1 | (German) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PWUD95E1 | (Dutch) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PWUI95E1 | (Italian) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| '96 CARISMA Workshop Manual chassis | PWUE9502 | (English) | 52B-7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PWUS9503 | (Spanish) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PWUF9504 | (French) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PWUG9505 | (German) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PWUD9506 | (Dutch) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PWUW9507 | (Swedish) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PWUI96E1 | (Italian) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Details: '96 ECLIPSE Workshop Manual chassis Page 52B-9 '96 CARISMA Workshop Manual chassis Page 52B-7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Code No. | Diagnosis item | Reference page |
|----------|---|----------------|
| 45 | SRS-ECU non-volatile memory (EEPROM) and A/D converter system | 52B-13 |
| 51,52 | Driver's side air bag module (squib ignition drive circuit) system | 52B-14 |
| 54,55 | Passenger's side air bag module (squib ignition drive circuit) system | 52B-14 |
| 56,57 | Driver's side pre-tensioner (squib ignition drive circuit) system | 52B-14 |
| 58,59 | Passenger's side pre-tensioner (squib ignition drive circuit) system | 52B-14 |

NOTE

- (1) *1: Vehicles with front passenger's air bag.
- (2) *2: This diagnosis code will be automatically cleared from memory and the SRS warning lamp will switch off when the system returns to normal.
- (3) If the vehicle has a discharged battery it will store the fault codes 41 or 42. When these diagnosis codes are displayed, check the battery.

INSPECTION PROCEDURE CLASSIFIED BY DIAGNOSIS CODES

| Code No. 14 Analog G sensor system | Probable cause |
|--|--|
| The SRS-ECU monitors the analog G sensor output and outputs this code when it detects a sensor failure, abnormal sensor characteristics or abnormal sensor output. | <ul style="list-style-type: none"> Malfunction of SRS-ECU |

Replace the SRS-ECU

| Code No. 15 Safing G sensor system | Probable cause |
|---|--|
| This code is output when there is a short-circuit between the terminals of the safing G sensor. The cause of the problem is probably a short-circuit in the safing G sensor. | <ul style="list-style-type: none"> Malfunction of SRS-ECU |

Replace the SRS-ECU

| Code No. 21 or 22 Driver's side air bag module (squib) system | Probable cause |
|--|--|
| These diagnosis codes are output if there is abnormal resistance between the terminals of the safing G sensor. The cause of the problem is probably a short-circuit in the safing G sensor. | <ul style="list-style-type: none"> Malfunction of clock spring <Added> Open-circuit in clock spring due to inappropriate neutral position. Malfunction of harness or connectors Malfunction of driver's side air bag module (squib) Malfunction of SRS-ECU |

Chart 1

| Code No. | Trouble symptom |
|----------|---|
| 21 | <ul style="list-style-type: none"> Short in driver's side air bag module (squib) or harness short Short in clock spring |
| 22 | <ul style="list-style-type: none"> Open circuit in driver's side air bag module (squib) or open harness Open circuit in clock spring Disconnected connector in the driver's side air bag module (squib) Open circuit in clock spring due to inappropriate neutral position <Added> Malfunction of connector contact |

| Code No. 21, 22, 61 or 62 Driver's air bag module (squib) system | probable cause |
|--|---|
| These diagnosis codes are output if there is abnormal resistance between the input terminals of the driver's air bag module (squib). Refer to the following table 1 for the trouble causes of each code No. | <ul style="list-style-type: none"> • Malfunction of clock spring • Open-circuit in clock spring due to inappropriate neutral position • Malfunction of harness of connectors • Malfunction of driver's air bag module (squib) • Malfunction of SRS-ECU |

<Added>

Chart 1

| Code No. | Trouble symptom |
|----------|--|
| 21 | <ul style="list-style-type: none"> • Short in driver's side air bag module (squib) or harness short • Short in clock spring |
| 22 | <ul style="list-style-type: none"> • Open circuit in driver's side air bag module (squib) or open harness • Open circuit in clock spring • Disconnected connector in the driver's side air bag module (squib) • Open circuit in clock spring due to inappropriate neutral position • Malfunction of connector contact |
| 61 | The harness wire of the driver's air bag module (squib) is grounded to the power supply. |
| 62 | The harness wire of the driver's air bag module (squib) is grounded. |

<Added>

