SERVICE BULLETIN

QUALITY INFORMATION ANALYSIS
OVERSEAS SERVICE DEPT. MITSUBISHI MOTORS CORPORATION

SERVICE BULLETIN	**No.:** MSB-97E52-001	
	Date: 1997-04-30	**<Model>** ALL MODELS **<M/Y>** 91-10
Subject: ADDITION OF SRS AIR BAG MAINTENANCE PROCEDURE		
Group: INTERIOR	**Draftno:** 96-AL-022	
INFORMATION	**OVERSEAS SERVICE DEPT**	R. USAMI - MANAGER QUALITY INFORMATION ANALYSIS

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 Vehicles:

- '91~'10 SIGMA
- '92~'10 3000GT
- '91~'10 COLT/LANCER
- '93~'10 GALANT
- '92~'10 SPACE RUNNER/SPACE WAGON
- '95~'10 L400
- '91~'10 PAJERO/MONTERO
- '97~'10 L200

3. Applicable Manuals:

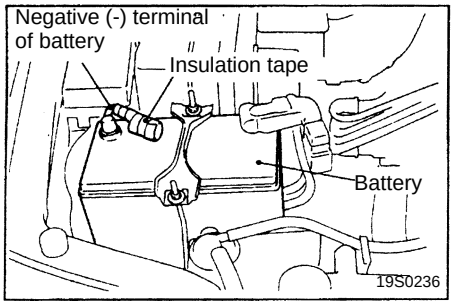
Manual	Pub. No.	Language	Page(s)
SIGMA Workshop Manual chassis	PWGE9004-G	(English)	52B-14
	PWGS9005-F	(Spanish)	
	PWGF9006-F	(French)	
	PWGG9007-F	(German)	
	PWGD9008-F	(Dutch)	
	PWGW900-F	(Swedish)	
3000GT Workshop Manual chassis	PWUE9119-D	(English)	52B-12
'97 3000GT Workshop Manual chassis Supplement	PWUE9119-F	(English)	52B-6
COLT/LANCER Workshop Manual chassis	PWME9117-D	(English)	52B-12
	PWMS9118-D	(Spanish)	
	PWMF9119-D	(French)	
	PWMG9120-D	(German)	
	PWMD9121-D	(Dutch)	
	PWMW9122-D	(Swedish)	

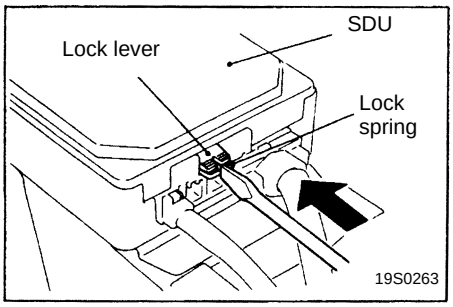
Manual	Pub. No.	Language	Page(s)
95'COLT/LANCER Workshop Manual chassis Supplement	PWME9117-E	(English)	52B-7
	PWMS9118-E	(Spanish)	
	PWMF9119-E	(French)	
	PWMG9120-E	(German)	
	PWMD9121-E	(Dutch)	
	PWMW9122-E	(Swedish)	
'97 COLT/LANCER Workshop Manual chassis Supplement	PWME9117-F	(English)	52B-5
	PWMS9118-F	(Spanish)	
	PWMF9119-F	(French)	
	PWMG9120-F	(German)	
	PWMD9121-F	(Dutch)	
	PWMW9122-F	(Swedish)	
'96 COLT/LANCER Workshop Manual chassis	PWME9511	(English)	52B-8
	PWMS9512	(Spanish)	
	PWMF9513	(French)	
	PWMG9514	(German)	
	PWMD9515	(Dutch)	
	PWMW9516	(Swedish)	
GALANT Workshop Manual chassis	PWDE9211-B	(English)	52B-13
	PWDS9212-B	(Spanish)	
	PWDF9213-B	(French)	
	PWDG9214-B	(German)	52B-11
	PWDD9215-B	(Dutch)	52B-13
	PWDW9216-B	(Swedish)	
'96 GALANT Workshop Manual chassis Supplement	PWDE9211-D	(English)	52B-7
	PWDS9212-D	(Spanish)	
	PWDF9213-D	(French)	
	PWDG9214-D	(German)	
	PWDD9215-D	(Dutch)	
	PWDW9216-D	(Swedish)	
SPACE RUNNER/SPACE WAGON Workshop Manual chassis	PWDE9104-D	(English)	52B-9
	PWDS9105-D	(Spanish)	
	PWDF9106-D	(French)	
	PWDG9107-D	(German)	
	PWDD9108-D	(Dutch)	
	PWDW9109-D	(Swedish)	
'95 SPACE RUNNER/SPACE WAGON Workshop Manual chassis Supplement	PWDE9104-E	(English)	52B-8
	PWDS9105-E	(Spanish)	
	PWDF9106-E	(French)	
	PWDG9107-E	(German)	
	PWDD9108-E	(Dutch)	
	PWDW9109-E	(Swedish)	

<table>
<tr><th>Code No.
21, 22</th><th>Air bag module (squib) system</th><th>Probable cause of trouble</th></tr>
<tr><td>(Explanation)</td><td>These codes are output when the resistance value between the air bag module (squib) terminals in the SDU is out of the normal range.
The probable causes of trouble associated with the respective code Nos. Are as follows.

<table>
<tr><th>Code No.</th><th>Probable cause of trouble</th></tr>
<tr><td>21</td><td>• Air bag module (squib) or harness short-circuited
• Clock spring short-circuited</td></tr>
<tr><td>22</td><td>• Air bag module (squib) or harness open-circuited
• Clock spring open-circuited
• Disconnected connector in the driver's side air bag module (squib)
• Open-circuit in clock spring due to inappropriate neutral position
• Connector in loose contact</td></tr>
</table>
</td><td>• Defective clock spring
• Open circuit in clock spring due to inappropriate neutral position
• Defective harness, connector
• Defective air bag module (squib)
• Defective SDU

<Added></td></tr>
</table>





Caution

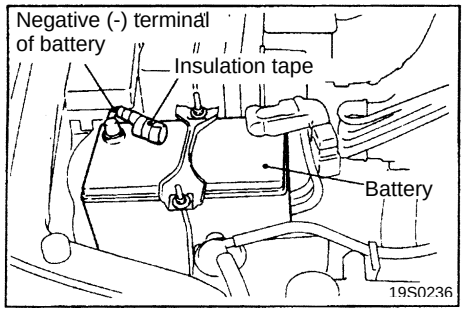
1. **After the ignition switch has been placed at the LOCK position and the negative (-) terminal of the battery has been disconnected, wait for more than 60 seconds before starting work. Wind a tape around the disconnected (-) terminal for insulation. (Refer to P.52B-4, No. 5)**
2. **Do not attempt to measure the air bag module (squib) circuit resistance. Use of a tester in measuring the circuit resistance will supply current to the squib, or erroneous deployment due to static electricity could cause serious injury.**
3. **To unlock the SDU connector, place a flat-tipped screwdriver against the lock spring at the lock lever notch and push the spring toward the unit. In this case, do not force the lock lever up.**

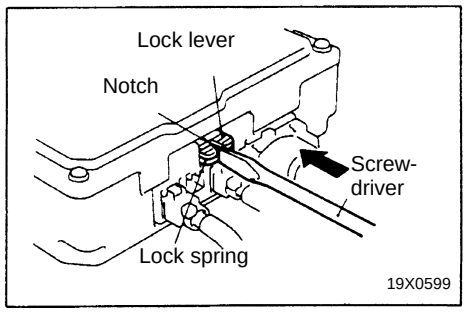
INSPECTION PROCEDURE FOR DIAGNOSIS CODES

Code No. 21,22 Air bag module (Driver's side squib) system	Probable cause of trouble
(Explanation) These codes are output when the resistance value between the air bag module (squib) terminals in the SDU is out of the normal range. The probable causes of trouble associated with the respective codes Nos. are as follows. <Refer to the chart 1.> **<Added>**	Defective clock spring Open-circuit in clock spring due to inappropriate neutral position Defective harness, connector Defective air bag module (driver's side squib) Defective SDU

CHART 1

Code No.	Probable cause of trouble
21	• Air bag module (driver's side squib) or harness short-circuited • Clock spring short-circuited
22	• Air bag module (driver's side squib) or harness open-circuited • Clock spring open-circuited • Disconnected connector in the driver's side air bag module (squib) **<Added>** • Open-circuit in clock spring due to inappropriate neutral position **<Added>** • Connector in loose contact





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