

Airbag Removal Warning

- You **MUST** follow the vehicle manufacturer's documentation and instructions on how to remove the airbag.
- Vehicle battery must be disconnected for at least 30 minutes (or follow manufacturer's recommendation) before removing airbag (remember radio code).
- **Do not** probe the connectors on the airbag itself.



Safety First. Be Protected.

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If applicable, the applications database and any instructional information provided has been designed to offer general guidance for a particular tool's use and while all attention is given to the accuracy of the data no project should be attempted without referring first to the manufacturer's technical documentation (workshop or instruction manual) or the use of a recognised authority such as Autodata.

It is our policy to continually improve our products and thus we reserve the right to alter specifications and components without prior notice. It is the responsibility of the user to ensure the suitability of the tools and information prior to their use.



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Guarantee

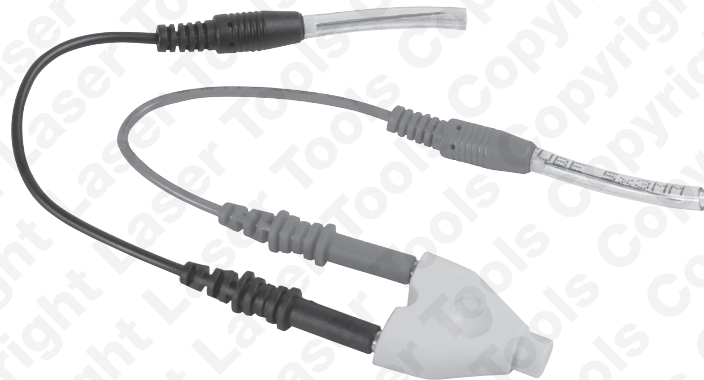
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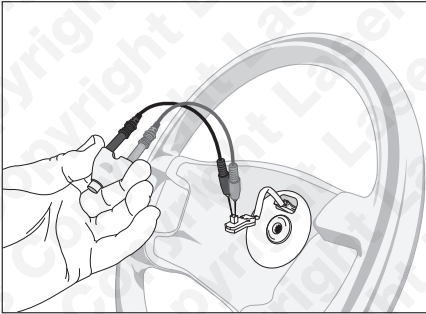
LASER[®]

Airbag Test Resister Set



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Introduction



This tool is used to assist in the diagnosis of an airbag light being constantly **on**. Thus it assists in the diagnosis of a failed airbag unit, failed airbag clock spring, seat-belt pre-tensioners, etc.

New Airbag MoT Legislation

In the UK, new legislation came into force on March 20th 2013 meaning that MoTs become stricter in relation to airbags. From this date all airbag warning lights (SRS malfunction warning lights) on the dashboard **must** light up when the ignition is turned on and **must** go out once the car is started. If the SRS malfunction warning light indicates a system malfunction then the vehicle will fail the MoT test.

Using the Tool

The tool is a 2.5 ohms resistor with two pin probes and when connected to the associated wiring effectively becomes a “dummy” airbag, and allows the vehicle’s diagnostic system to identify the fault. It is used in conjunction with a suitable code reader.

Using the Tool

The set consists of the resistor unit, plus a positive (red) and a negative (black) pin probe. They are connected together via the 4mm ‘banana’ type connectors. This type of connector means that the two pin probes can also be connected to a suitably equipped multimeter for further testing and diagnosis.

As an example of one of the many ways the tool can be used to diagnose faults in the airbag system:

- Airbag warning light is ON (airbags have not been deployed).
- Fault codes indicate airbag circuit fault.
- Remove airbag (refer to warning section below before removing airbag).
- Place pin probes onto airbag terminal connectors (terminal on steering column). Position of positive or negative probes is not important.
- Switch on ignition and allow diagnostic system to go through the self-check procedure.
- If airbag warning light goes out, then the diagnostic test has shown that the airbag itself is faulty.
- If airbag warning light is still illuminated, then further diagnosis is required (wiring, connectors, or other airbag system components).

Caution

- The resistance for the air bag circuits are 2.5 ohms; some other circuits may vary so this tool is for main airbag circuit testing.
- Wear eye and hand protection when using the pin probes, they are extremely sharp. Always replace the plastic covers over the pin probes when not in use.