



SERVICE BULLETIN

PRODUCTION GROUP, AFTER SALES SERVICE DEP.
MITSUBISHI MOTOR SALES EUROPE BV

SERVICE BULLETIN		No.: ESB-97E52-502	
		Date: 1997-09-26	
Subject:	CORRECTION TO CAUTION ON AIR BAG MODULE AND CLOCK SPRING	<Model> (EC,EXP) ECLIPSE (D30)	<M/Y> 96-10
Group:	SUPPLEMENTAL RESTRAIN	(EC,EXP) L2000 (K60, K70)	96-10
CORRECTION	 O. Kai - E.V.P. & G.M. After Sales Service Dept.	(EC,EXP) CARISMA	96-10

1. Description:

chassis	PWDS9503	(Spanish)	52B-24
	PWDF9504	(French)	
	PWDG9505	(German)	
	PWDD9506	(Dutch)	
	PWDW9507	(Swedish)	
	PWDI96E1	(Italian)	
'96 ECLIPSE Workshop Manual chassis	PWUE95E1	(English)	52B-25
	PWUS95E1	(Spanish)	
	PWUF95E1	(French)	
	PWUG95E1	(German)	
	PWUD95E1	(Dutch)	
'97 L200 Workshop Manual chassis	PWUI95E1	(Italian)	52B-28
	PWTE96E1	(English)	
	PWTS96E1	(Spanish)	
	PWTF96E1	(French)	
	PWTG96E1	(German)	

3. Details:

'96 CARISMA Workshop Manual chassis, Page 52B-22
'96 ECLIPSE Workshop Manual chassis, Page 52B-24
'97 L200 Workshop Manual, Page 52B-28

INSPECTION

- Check the SRS-ECU and brackets for dents, cracks or deformation.
- Check connectors and lock lever for damage, and terminals for deformation

Caution

If a dent, crack, deformation or rust is discovered, replace the SRS-ECU with a new one.

NOTE

For checking of the SRS-ECU other than described above, refer to the section concerning troubleshooting. (Refer to P.52B-5.)

AIR BAG MODULES AND CLOCK SPRING

Caution

1. Disconnect the battery (-) terminal and wait for 60 seconds or more before starting work. Furthermore, the disconnected battery terminal should be covered with tape to insulate it. (Refer to P.52B-3)
2. Never attempt to disassemble or repair the air bag modules or clock spring. If faulty, replace it.
3. do not drop the air bag modules or clock spring or allow contact with water, grease or oil.
Replace it if a dent, crack, deformation or rust is detected.

4. The air bag modules should be stored on a flat surface and placed so that the pad surface is facing upward.
Do not place anything on top of it.

5. Do not expose the air bag modules to temperatures over 93° C.

6. ~~After deployment of an air bag, replace the clock spring with a new one.~~

7. Wear gloves and safety glasses when handling air bags that have already deployed.

8. An undeployed air bag module should only be disposed of in accordance with the procedures (Refer to P.52B-31.)

<Correct>

After deployment of an air bag, replace the air bag modules. Check the clock spring, and if faulty, replace it with a new part.

AIR BAG MODULES AND CLOCK SPRING

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Caution

1. Disconnect the negative battery cable from the battery and tape the terminal

Caution

Wait at least 60 seconds after disconnecting the battery cable before doing any further work. (Refer to P.52B-4.)

2. Never attempt to disassemble or repair the air bag module or clock spring. If faulty, replace it.
3. Do not drop the air bag module or clock spring or allow contact with water, grease or oil. Replace it if a dent, cracks deformation or rust are detected.

REMOVAL AND INSTALLATION**<Air bag module (Driver's side), Clock spring>****Pre-removal Operation**

Set the steering wheel and the front wheels to the straight ahead position, and then remove the ignition key.

4. The air bag modules should be stored on a flat surface and placed so that the pad surface is facing upward.

Do not place anything on top of the air bag modules.

5. Do not expose the air bag module to temperature over 93° C. **<Incorrect>**

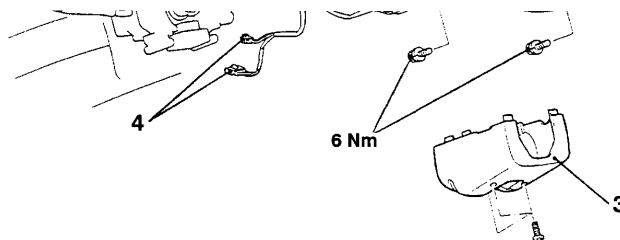
6. **After deployment of an air bag, replace the clock spring.**

7. Wear gloves and safety goggles when handling an air bag that has deployed.

8. An undeployed air bag module should only be disposed of in accordance with the specified procedures. (Refer to P.52B-30)

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After deployment of an air bag, replace the air bag modules. Check the clock spring, and if faulty, replace it with a new part.

<Correct>

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Clock spring removal steps

- ▶E◀ • Post-installation inspection
- ▶E◀ • Negative (-) battery cable connection
- ◀A▶ ▶D◀ 1. Air bag module (Driver's side)
- ◀B▶ ▶C◀ 2. Steering wheel
- 3. Column cover lower
- 4. Clock spring and body wiring harness connection
- ▶B◀ 5. Clock spring
- ▶A◀ • Pre-installation inspection

Air bag module (Driver's side) removal steps

- ▶E◀ • Post-installation inspection
- ▶E◀ • Negative (-) battery cable connection
- ▶D◀ 2. Air bag module (Driver's side)
- ▶A◀ • Pre-installation inspection

INSPECTION

- Check the SDU and brackets for dents, cracks or deformation.
- Check connector for damage, and terminals for deformation

Caution

If a dent, crack, deformation or rust is discovered, replace the SDU with a new one.

NOTE

For checking of the SDU other than described above, refer to the section concerning troubleshooting. (Refer to P.52B-6.)

AIR BAG MODULES AND CLOCK SPRING

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Caution

1. Disconnect the battery (-) terminal and wait for 60 seconds or more before starting work. Furthermore, the disconnected battery terminal should be covered with tape to insulate it. (Refer to P.52B-3)
2. Never attempt to disassemble or repair the air bag modules or clock spring. If faulty, replace it.
3. do not drop the air bag modules or clock spring or allow contact with water, grease or oil.
4. Replace it if a dent, crack, deformation or rust is detected.
4. The air bag modules should be stored on a flat surface and placed so that the pad surface is facing upward.
Do not place anything on top of it.
5. Do not expose the air bag modules to temperatures over 93° C. **<Incorrect>**
6. **After deployment of an air bag, replace the clock spring with a new one.**
7. Wear gloves and safety glasses when handling air bags that have already deployed.
8. An undeployed air bag module should only be disposed of in accordance with the procedures (Refer to P.52B-31.)

After deployment of an air bag, replace the air bag modules. Check the clock spring, and if faulty, replace it with a new part.

<Correct>