

AIR BAG RESTRAINT SYSTEM

Article Text

1996 Volkswagen Golf
For Volkswagen Technical Site
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Thursday, August 19, 1999 11:17PM

ARTICLE BEGINNING

1996 ACCESSORIES/SAFETY EQUIPMENT Volkswagen Air Bag Restraint System

Volkswagon; Cabrio, Golf III, GTI & Jetta III

* PLEASE READ THIS FIRST *

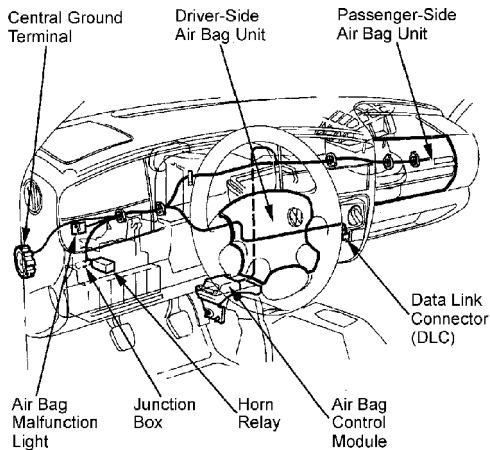
WARNING: To avoid injury from accidental air bag deployment, read and carefully follow all **WARNINGS** and **SERVICE PRECAUTIONS**.

NOTE: Before disconnecting vehicle battery for any service procedure, be sure to obtain radio activation code if vehicle is equipped with anti-theft radio. If wrong code is entered into radio after power restoration, radio may lock and be rendered inoperable, even after subsequent entry of correct code.

DESCRIPTION & OPERATION

The Supplementary Restraint System (SRS) is designed to operate together with the seat belts. Air bags will activate if the vehicle is in a frontal collision at approximately 9-12 MPH.

Main components of the air bag system include air bag control unit, located behind center console at end of tunnel; driver-side air bag unit, located in steering wheel; passenger-side air bag unit, located in right side of instrument panel; data link connector (DLC), located behind cover in instrument panel just below heating and ventilation controls; air bag malfunction indicator lamp (MIL), in instrument cluster; and spiral spring assembly under steering wheel, in steering column. See Fig. 1.



96F14070
Fig. 1: Exploded View of SRS Components
Courtesy of Volkswagen of America

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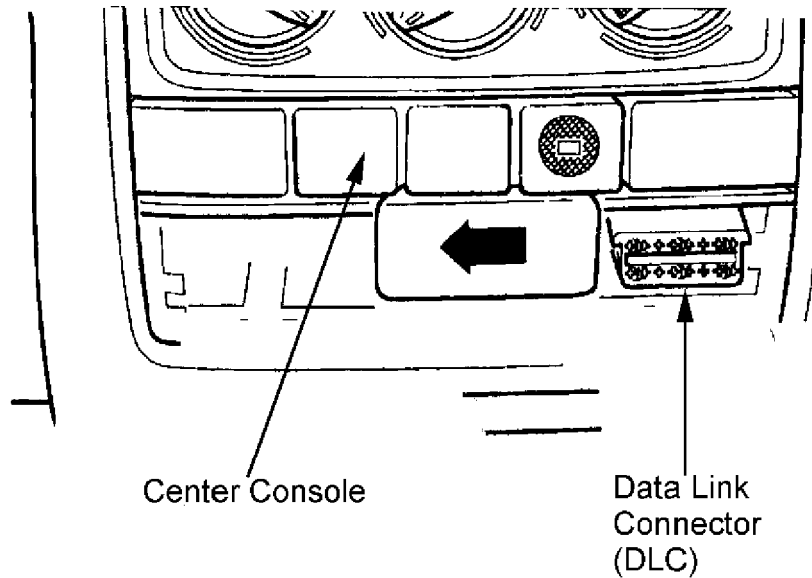
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Air bag control unit is capable of system self-diagnosis. Air bag system components are monitored electrically. Any interferences in operation can be detected. These interferences (faults) are then stored in air bag control unit memory.

Self-diagnosis can only be performed when Diagnostic Tester (VAG 1551) is connected to vehicle's Data Link Connector (DLC), located behind cover in instrument panel, just below heating and ventilation controls. See Fig. 2.



96F14071

Fig. 2: Locating Data Link Connector (DLC)
Courtesy of Volkswagen of America

SYSTEM OPERATION CHECK

An air bag malfunction indicator lamp (MIL) is located on left side of instrument cluster. MIL is used to indicate readiness of system. This light comes on for approximately 3 seconds when ignition is switched on, then goes out.

If MIL does not glow when ignition is on or does not go out after 3 seconds, a fault probably exists in system. If a fault occurs while ignition is on, it is stored in fault memory. MIL will then glow and air bag system will be switched off. If MIL glows or flickers while driving, air bag system should be tested. See DIAGNOSIS & TESTING.

SERVICE PRECAUTIONS

Observe these precautions when working with air bag systems:

- * DO NOT use computer memory saver tool. Using computer memory saver tool will keep air bag system active and may cause accidental deployment of air bag unit.

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- * Disable air bag system before servicing any air bag system or steering column component. See DISABLING & ACTIVATING AIR BAG SYSTEM
- * Because of critical operating requirements of system, DO NOT attempt to service any air bag system component.
- * Air bag parts should not be left unattended. They should be installed in vehicle immediately after obtaining them.
- * Air bag components which have been dropped more than 18 inches should not be used.
- * Chemical cleaners, oil and grease should not contact vinyl covering on air bag unit.
- * DO NOT place stickers or covers on steering wheel.
- * Always disable air bag system before performing electric welding on vehicle.
- * Air bag system can only be tested using Diagnostic Tester (VAG 1551). Never use test light on air bag system.

SPECIAL TOOLS

To avoid SRS deployment and personal injury or damage to SRS system, use recommended tools for servicing. See SRS RECOMMENDED TOOLS table.

SRS RECOMMENDED TOOLS TABLE

AA	
Tool Name	Tool Number
Air Bag Igniter Unit	VAG 1821
Air Bag Igniter Unit Adapter Cable	357 971 419
Air Bag Igniter Adapter Kit	VAG 1594A
Diagnostic Tester	VAG 1551
Scan Tool Adapter Harness	VAG 1551/3
AA	

DISABLING & ACTIVATING AIR BAG SYSTEM

WARNING: Wait about 10 minutes after deactivating air bag system before servicing. Air bag system voltage is maintained for several minutes after system is deactivated. Servicing system before 10 minutes may cause accidental air bag deployment and possible personal injury.

To disable air bag system, disconnect negative battery cable and wait 10 minutes before working on vehicle. To activate system, reconnect negative battery cable. Perform a system operational check to ensure proper system operation. See SYSTEM OPERATION CHECK.

DISPOSAL PROCEDURES

DEPLOYED AIR BAG

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Dispose of deployed air bag modules as you would any other part. Handle air bag modules wearing gloves and safety glasses.

UNDEPLOYED AIR BAG

An undeployed air bag must be deployed before disposal. See SCRAPPED VEHICLE.

SCRAPPED VEHICLE

NOTE: Some vehicles to be scrapped may have an undeployed air bag. Ensure following procedure is performed.

1) Before proceeding, follow service precautions. See SERVICE PRECAUTIONS. Ensure vehicle is outside, away from other vehicles and people. Disconnect negative battery cable.

2) Remove driver-side air bag module and unplug Red connector. Connect Adapter Cable (357 971 419) to rear of air bag and reinstall. Position wiring between air bag module and steering wheel. Connect Air Bag Igniter (VAG 1821) to adapter cable and run cable through window gap.

3) Stretch cables to 30 feet and connect to an external car battery. Stand away from vehicle and depress igniter switch. An explosion should be heard, and smoke may be visible inside vehicle. Air bag unit will be hot after deployment, so wait 30 minutes and then remove air bag module and dispose.

4) On passenger-side, remove knee bolster from under dash. Cut off air bag unit connector and attach to Air Bag Igniter (VAG 1821). Run cables through window gap and extend cables to 30 feet. Connect igniter to an external car battery and depress igniter switch. An explosion should be heard, and smoke may be visible inside vehicle. Air bag unit will be hot after deployment, so wait 30 minutes and then remove air bag unit and dispose.

REMOVAL & INSTALLATION

WARNING: Failure to follow air bag service precautions may result in air bag deployment and personal injury. See SERVICE PRECAUTIONS. After component replacement, perform a system operational check to ensure proper system operation. See SYSTEM OPERATION CHECK.

NOTE: Before disconnecting vehicle battery for any service procedure, be sure to obtain radio activation code if vehicle is equipped with anti-theft radio. If wrong code is entered into radio after power restoration, radio may lock and be rendered inoperable, even after subsequent entry of correct code.

AIR BAG CONTROL UNIT

Removal

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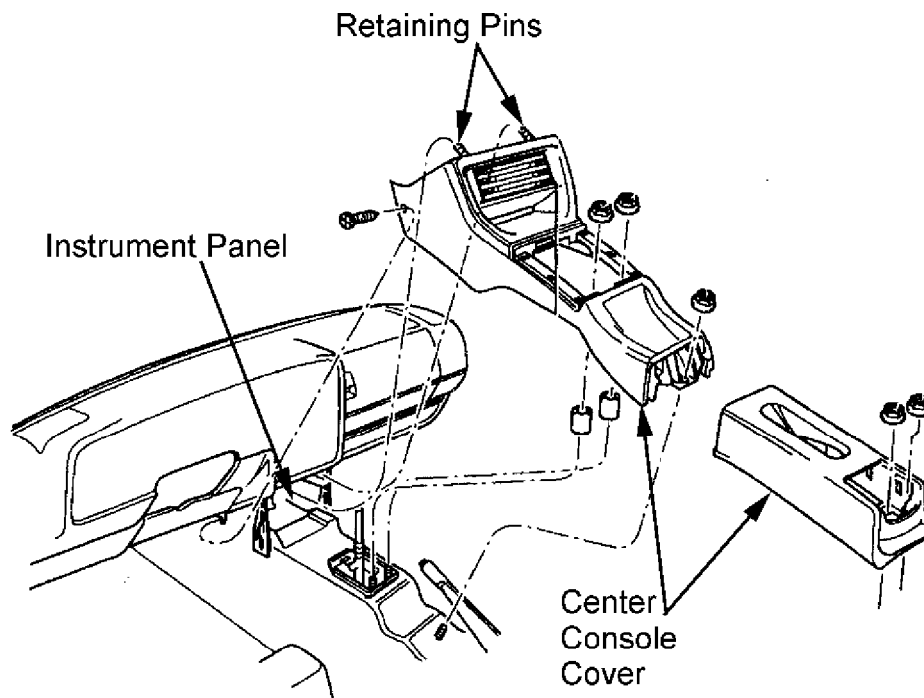
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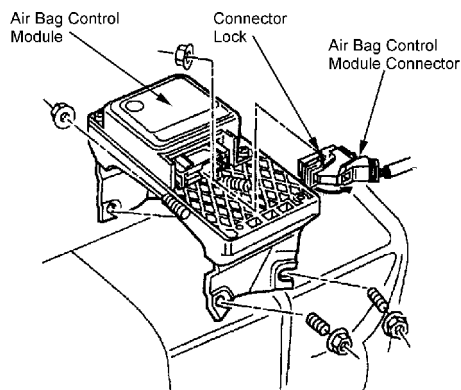
1) Before proceeding, follow air bag service precautions. See **SERVICE PRECAUTIONS**. Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**.

2) Air bag control unit is located under center of instrument panel. See Fig. 3. Remove plastic screw covers on sides of console and remove screws. Pull out and disconnect electric rear lid release switch, then pull back on rear section of console to remove. Remove hex nuts and then Phillips head screws (one on driver-side, two on passenger-side). Lift rear of console slightly and pull back to remove. See Fig. 4.



96G14072

Fig. 3: Removing Center Console & Air Bag Control Unit
Courtesy of Volkswagen of America.



96H14073

Fig. 4: Removing Air Bag Control Unit
Courtesy of Volkswagen of America.

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3) Remove footwell air vent and move safety catch on SRS control module to unlock position. Remove electrical connector. If a Temic control unit is used, unscrew Torx bolts with Snap-On Tools FXTR 30 socket and remove control unit. If Siemens control unit is used, remove 3 nuts and remove control unit with bracket from mounting studs. Remove 7 nuts and remove control unit from bracket.

4) Air bag ECM safety catch is fragile. Use care when connecting and removing. If catch is damaged, it can be replaced using part number 1 H0 972 516. If connector plug housing on airbag harness is damaged, entire assembly is available as part number 701 972 515.

5) To replace connector plug housing, cut tie-strap on housing and slide off plastic end cap. Slide connector plug housing off pin retainer assembly. Install new housing over pin retainer assembly, install end cap and new tie-strap.

6) If Siemens control unit is to be installed in a vehicle previously equipped with the Temic control unit, the wiring harness must also be replaced. Only the Siemens control unit and harness will be supplied as replacement parts.

Installation

1) To install, reverse removal procedure. On Temic control units, install Torx bolts and torque to 84 INCH Lbs. (10 N.m). On Siemens control units, tighten bracket mounting nuts to 15 Ft. Lbs. (20 N.m) and control unit-to-bracket nuts to 80 INCH Lbs. (9 N.m). See TORQUE SPECIFICATIONS.

2) If new control module is being installed in Golf III, GTI, Jetta III with VR6 engine or Cabrio, control module will need to be coded. See CODING AIR BAG CONTROL UNIT. If not, go to next step.

3) Reactivate air bag system. See DISABLING & ACTIVATING AIR BAG SYSTEM. Check air bag malfunction indicator light to ensure system is functioning properly. See SERVICE PRECAUTIONS.

CODING AIR BAG CONTROL UNIT

1) If it is determined that air bag control unit is not coded, first check if VAG 1551 will communicate. See CONNECTING DIAGNOSTIC TESTER. If VAG 1551 will communicate, proceed to coding procedure. If not, see CHECKING DEALER NUMBER first.

2) Depress PRINT button for a complete printout of functions. Depress button "1" to access RAPID DATA TRANSMISSION operating mode. Turn ignition switch to ON position. Depress buttons "1" and "5" to insert address word AIR BAG. Depress "Q" button to enter data.

3) Display should show 701 909 603 D AIRBAG ZAE and CODING 00000 WSC 00000. A "D" must follow air bag identification number.

4) If "A" or "C" appears, an incorrect control unit has been installed and must be replaced. If correct, press right arrow button to step to next function. Display should show RAPID DATA TRANSFER HELP and SELECT FUNCTION XX. Enter "0" and "7" to select code control module. Depress "Q" to confirm. Display should show CODE CONTROL MODULE Q and ENTER CODE NUMBER XXXXX. Enter code 00068. This code only

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applies to Golf III, GTI, Jetta III with VR6 engine and Cabrio.

Depress "Q" to confirm. Air bag malfunction indicator light should go out.

5) Display should show 701 909 603 D AIRBAG ZAE and CODING 00068 WSC XXXXX. "X"s in second row, right side of screen represent five digit dealer identification number. If message is not displayed as described and an error is not displayed, repeat coding procedure. If an error such as FUNCTION IS UNKNOWN OR CANNOT BE CARRIED OUT AT THE MOMENT is displayed and air bag malfunction indicator light does not go out, repeat coding procedure. If an error is still displayed, replace air bag control unit. If display is normal, depress right arrow button, and then depress "0" and "6" to select end output function. Depress "Q" to confirm. Coding is complete. Disconnect VAG 1551 and verify that system is operating correctly. See SYSTEM OPERATION CHECK.

CHECKING DEALER NUMBER

1) Depress PRINT button for a complete printout of functions. Depress button "1" to access RAPID DATA TRANSMISSION operating mode. Turn ignition switch to ON position. Depress buttons "1" and "5" to insert address word AIR BAG. Depress "Q" button to enter data. Air bag control unit serial number should appear on display.

2) If message AIRBAG CONTROL UNIT DOES NOT ANSWER appears on screen, depress HELP button for printout of possible causes. Correct any problems before proceeding. Repeat address word 15 (AIRBAG). Depress "Q" button again to enter data.

3) Depress right arrow button. RAPID DATA TRANSMISSION and SELECT FUNCTION should display on screen. Depress buttons "0" and "4" to access dealer coding. Depress "Q" button to enter data. Display should show DEALERSHIP CODE HELP on first line and 1 - DISPLAY 2 - DELETE 3 - ENTER on second line. Enter 3 to input dealer identification code, enter code and depress "Q" then return to CODING AIR BAG CONTROL UNIT procedure.

AIR BAG UNIT (DRIVER-SIDE)

Removal

1) Before proceeding, follow air bag service precautions. See SERVICE PRECAUTIONS. Disable air bag system. See DISABLING & ACTIVATING AIR BAG SYSTEM

2) Air bag unit is located on steering wheel hub. Turn steering wheel to straight ahead position. Remove socket head retaining bolts on rear of steering wheel. Lift off air bag unit from steering wheel, and tilt air bag unit downward. Disconnect wiring connector from air bag unit. See Fig. 5.

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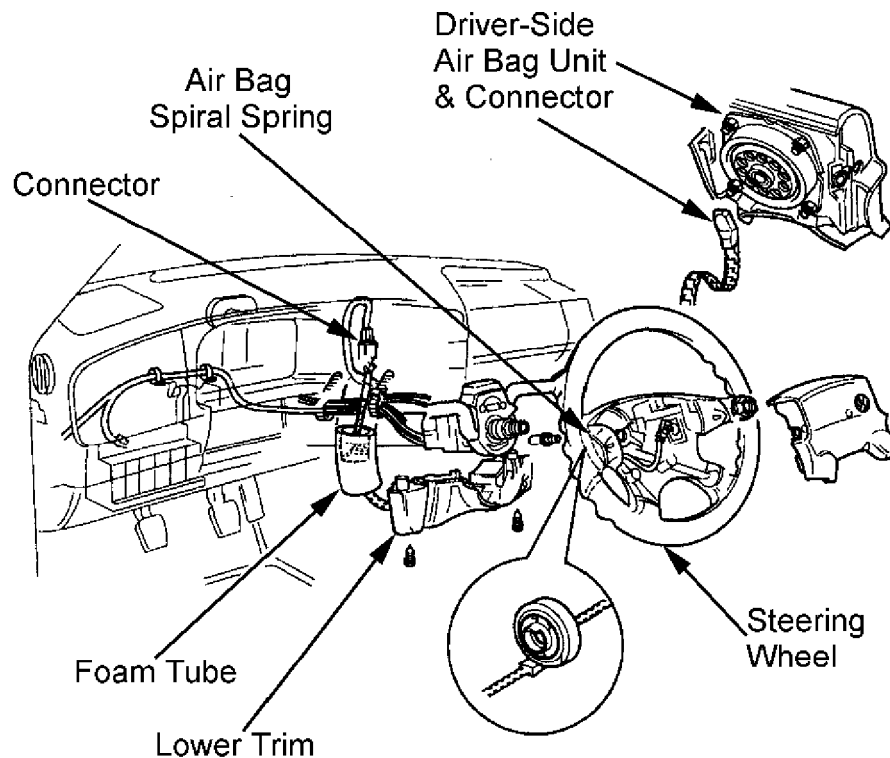
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96114074

Fig. 5: Removing Driver-Side Air Bag
Courtesy of Volkswagen of America

Installation

To install, reverse removal procedure. Use new air bag retaining screws. Tighten air bag unit retaining screws to specification. See **TORQUE SPECIFICATIONS**. Reactivate air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**. Check air bag malfunction indicator light to ensure system is functioning properly. See **SYSTEM OPERATION CHECK**.

AIR BAG UNIT (PASSENGER-SIDE)

Removal

1) Before proceeding, follow air bag service precautions. See **SERVICE PRECAUTIONS**. Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**.

2) Air bag unit is located on right side of instrument panel. Remove passenger-side knee bar. Pull out right air vent. Remove 2 air vent housing screws. Remove air vent housing. Unplug air vent housing connector (vehicles with VR6 engine).

3) Remove 3 air bag unit cover bolts. Slide air bag unit cover to right and remove. Remove retaining frame around outside of air bag recess in instrument panel. Replace retaining frame if air bag has deployed. Remove 4 air bag bolts. Remove passenger-side air bag unit. Disconnect electrical connector. See Fig. 6.

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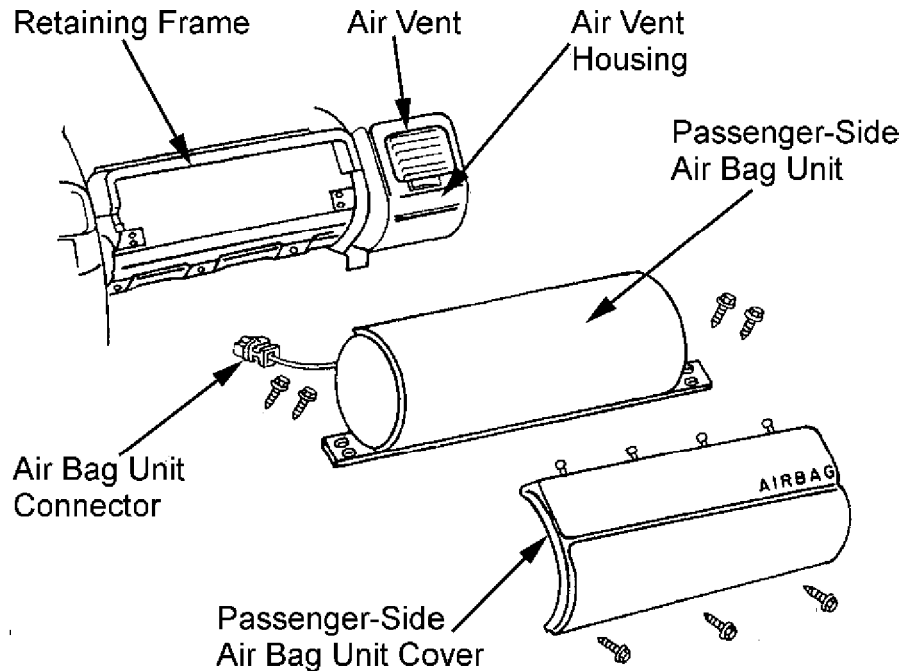
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96J14075

Fig. 6: Removing Passenger-Side Air Bag
Courtesy of Volkswagen of America

Installation

To install, reverse removal procedure. Tighten air bag unit retaining bolts to specification. See **TORQUE SPECIFICATIONS**. Reactivate air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**. Check air bag malfunction indicator light to ensure system is functioning properly. See **SYSTEM OPERATION CHECK**.

SPIRAL SPRING

Removal

1) Before proceeding, follow air bag service precautions. See **SERVICE PRECAUTIONS**. Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**.

2) Remove driver-side air bag unit. See **AIR BAG UNIT (DRIVER-SIDE)**. Set front wheels straight-ahead. Remove knee bolster panel and steering column lower trim. Pull foam tube back and disconnect 2-pin wiring connector at base of steering column. Remove steering wheel. See **STEERING WHEEL**. Disconnect single connectors from spiral spring and remove Phillips screws. Remove spiral spring. See Fig. 7.

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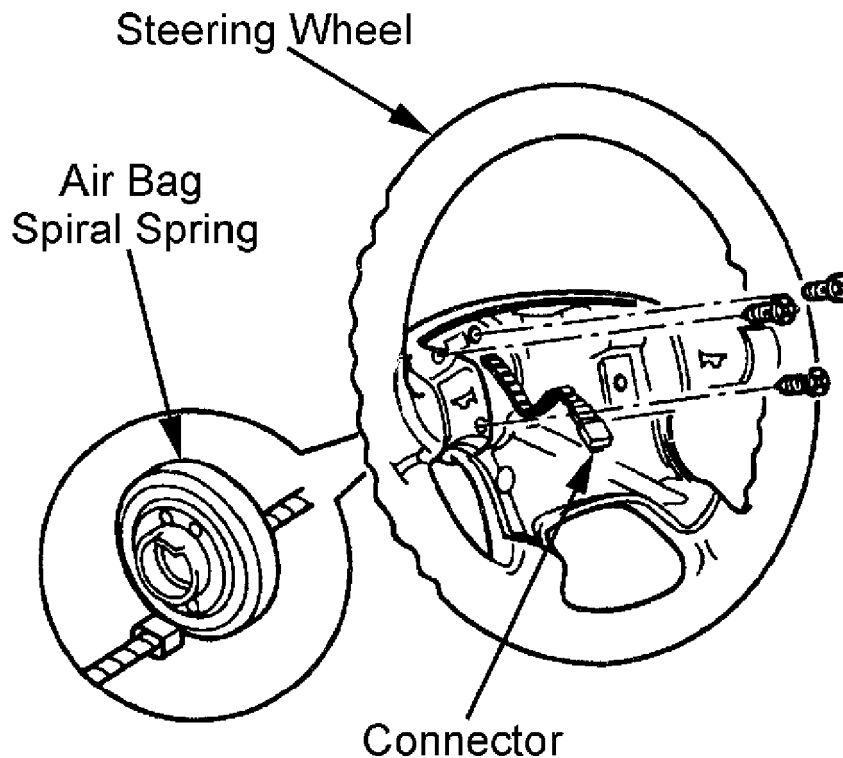
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96A14076

Fig. 7: Installing Spiral Spring Assembly
Courtesy of Volkswagen of America

Installation

1) New spiral spring assemblies have a cable tie which locks assembly in its centered position. Cable tie must be removed before installing new spring assembly.

2) To install spiral spring assembly, reverse removal procedure. Reactivate air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**. Check air bag malfunction indicator light to ensure system is functioning properly. See **SYSTEM OPERATION CHECK**.

STEERING WHEEL

Removal

1) Before proceeding, follow air bag service precautions. See **SERVICE PRECAUTIONS**. Disable air bag system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**.

2) Turn front wheels to straight-ahead position. Remove air bag unit. See **AIR BAG UNIT**. Remove steering wheel hex nut. Mark steering wheel and shaft for installation reference. Remove steering wheel.

Installation

To install, reverse removal procedure. Tighten steering wheel nut to specification. See **TORQUE SPECIFICATIONS**. Reactivate air bag

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system. See **DISABLING & ACTIVATING AIR BAG SYSTEM**. Check air bag malfunction indicator light to ensure system is functioning properly. See **SYSTEM OPERATION CHECK**.

WIRE REPAIR

Manufacturer does not recommend repair on air bag system wiring or component pigtail wiring. Wiring harness must be replaced if found to be faulty.

TORQUE SPECIFICATIONS

TORQUE SPECIFICATIONS TABLE

AA

Application	Ft. Lbs. (N.m)
-------------	----------------

SRS Mounting Bracket	15 (20)
----------------------------	---------

Steering Wheel Nut	37 (50)
--------------------------	---------

INCH Lbs. (N.m)

Driver-Side Air Bag Unit-To-Steering

Wheel Screws	58 (7)
--------------------	--------

Knee Bolster-To-Instrument Panel Bolts	14 (1.5)
--	----------

Passenger-Side Air Bag Unit-To-Instrument

Panel Bolts	58 (7)
-------------------	--------

SRS Control Module-To-Mounting Bracket

Siemens	80 (9)
---------------	--------

Temic	84 (10)
-------------	---------

AA

DIAGNOSIS & TESTING

WARNING: Failure to follow air bag service precautions may result in air bag deployment and personal injury. See **SERVICE PRECAUTIONS**. After component replacement, perform a system operational check to ensure proper system operation. See **SYSTEM OPERATION CHECK**.

NOTE: Before disconnecting vehicle battery for any service procedure, be sure to obtain radio activation code if vehicle is equipped with anti-theft radio. If wrong code is entered into radio after power restoration, radio may lock and be rendered inoperable, even after subsequent entry of correct code.

SELF-DIAGNOSTIC SYSTEM

Preliminary Steps

Control unit for air bag constantly monitors air bag system and stores faults in its permanent fault memory. Memory will remain

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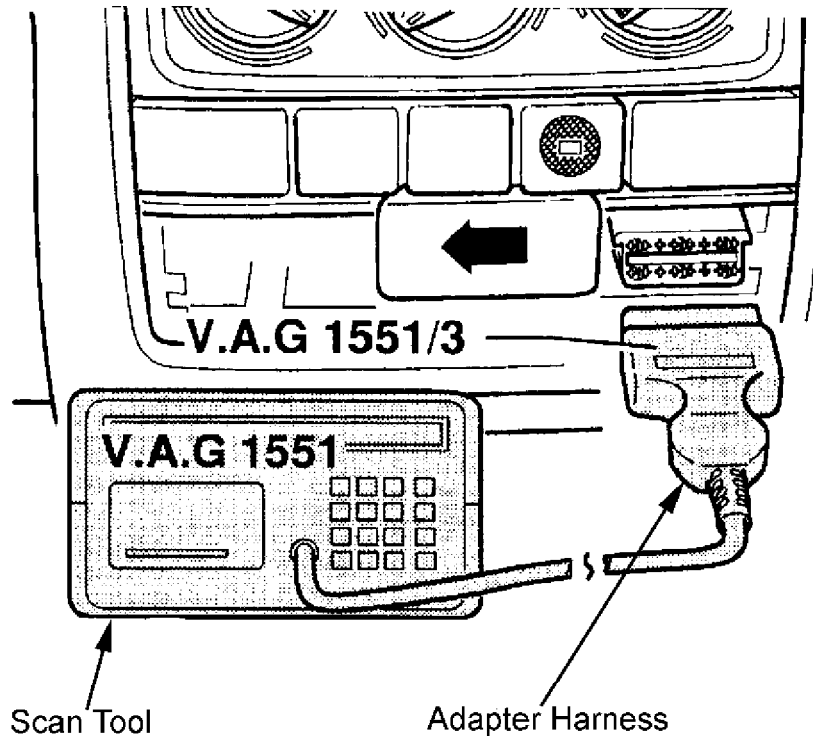
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even if battery is disconnected. Memory can be read and system tested only with Diagnostic Tester (VAG 1551). See Fig. 8.



96B14077

Fig. 8: Installing VAG (1551) & VAG (1551/3)
Courtesy of Volkswagen of America

Data Link Connector (DLC) for diagnostic tester is located above cigarette lighter. To access connector, remove ashtray, and slide small panel above cigarette lighter to left. The ADDRESS WORD for testing air bag system is 15. For malfunctions that can be detected, see VAG 1551 PRINT-OUT table.

VAG 1551 PRINT-OUT TABLE

Code		Function
AA		
00532	2234	Supply (B+) Voltage
00588		Driver-Side Air Bag Igniter
00589		Passenger-Side Air Bag Igniter
00594		Air Bag Ignition Circuit
00595		Crash Data Stored
01025		Malfunction Indicator Lamp Faulty
65535	1111	Control Module Malfunction
AA		

Ensure vehicle electrical system is operating within normal voltage range. To ensure all faults are stored, allow vehicle to idle

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in Neutral with parking brake fully applied. Remove cover located under cigarette lighter to access diagnostic connectors. See Fig. 2.

Connecting Diagnostic Tester (VAG 1551)

Turn ignition switch to OFF position. Connect Adapter Harness (VAG 1551/3) to DLC. Watch for display readout. Operating modes "1" (rapid data transfer) and "2" (blink code output) should appear alternately. If no display appears, check voltage supply to VAG 1551. A minimum battery voltage of 10 volts is needed. Recharge battery as necessary.

Accessing Fault Memory

1) Depress PRINT button for a printout of functions. Depress button "1" to access RAPID DATA TRANSMISSION operating mode. Turn ignition switch to ON. Depress buttons "1" and "5" to insert address word AIR BAG. Depress "Q" button to enter data. Air bag control unit serial number should appear on display.

2) If message AIRBAG CONTROL UNIT DOES NOT ANSWER appears on screen, depress HELP button for printout of possible causes. Correct any problems before proceeding. Repeat address word 15 (AIRBAG). Depress "Q" button again to enter data.

3) Depress right arrow button. RAPID DATA TRANSMISSION and SELECT FUNCTION should display on screen. Depress buttons "0" and "2" to access fault memory. Depress "Q" button to enter data. Number of faults stored (if any) will appear on screen.

4) Depress right arrow button. Stored faults will be displayed and printed out. After last fault is displayed, depress right arrow button again. Message RAPID DATA TRANSMISSION and SELECT FUNCTION should appear on screen. Diagnose and correct air bag system faults as necessary. See DIAGNOSTIC TESTS.

DIAGNOSTIC TESTS

CODE 00532 - LOW VOLTAGE SUPPLY SIGNAL

Printer Display

Supply voltage too high. Signal too low.

Symptom

Air bag does not deploy.

Possible Cause

Alternator/voltage regulator defective. Weak or defective battery. Air bag control unit faulty. Short in wiring.

Corrective Action

Repair or replace alternator/voltage regulator. Charge or replace battery. Replace air bag control unit. Locate and repair short in wiring.

CODE 00588 - DRIVER-SIDE AIR BAG IGNITER MALFUNCTION

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Printer Display

Resistance value too large. Resistance value too small. Short circuit to B+, Short circuit to ground.

Symptom

Driver-side air bag does not ignite.

Possible Cause

Igniter disconnected. Spiral spring defective. Driver-side air bag defective. Control unit defective.

Corrective Action

Check and reconnect igniter. Check spiral spring. Replace driver-side air bag unit. Replace control unit.

CODE 00589 - PASSENGER-SIDE AIR BAG IGNITER MALFUNCTION

Printer Display

Resistance value too large. Resistance value too small. Short circuit to B+, Short circuit to ground.

Symptom

No. 1 igniter for passenger-side air bag does not ignite.

Possible Cause

Igniter disconnected. Passenger-side air bag defective. Control unit defective.

Corrective Action

Reconnect igniter. Replace passenger-side air bag. Replace control unit.

CODE 00594 - SHORT TO VOLTAGE

Printer Display

Short circuit.

Symptom

Igniter for air bag does not ignite.

Possible Cause

Air bag circuit wiring damaged. Control unit defective.

Corrective Action

Locate and repair damaged wiring. Replace control unit.

CODE 00595 - CRASH DATA STORED

Printer Display

None.

Symptom

UAA					
³ Replace After Deployment		³ *	Air Bag Module(s)		³
³		³ *	Control Unit		³
³		³ *	Control Unit Mounting Bracket		³
³		³ *	Seat Belts In Use At Time Of		³
³		³	Collision		³
³		³ *	Spiral Spring		³
AAA					
³ Inspect & If Damaged,		³ *	Wiring Harness		³

WIRING DIAGRAM

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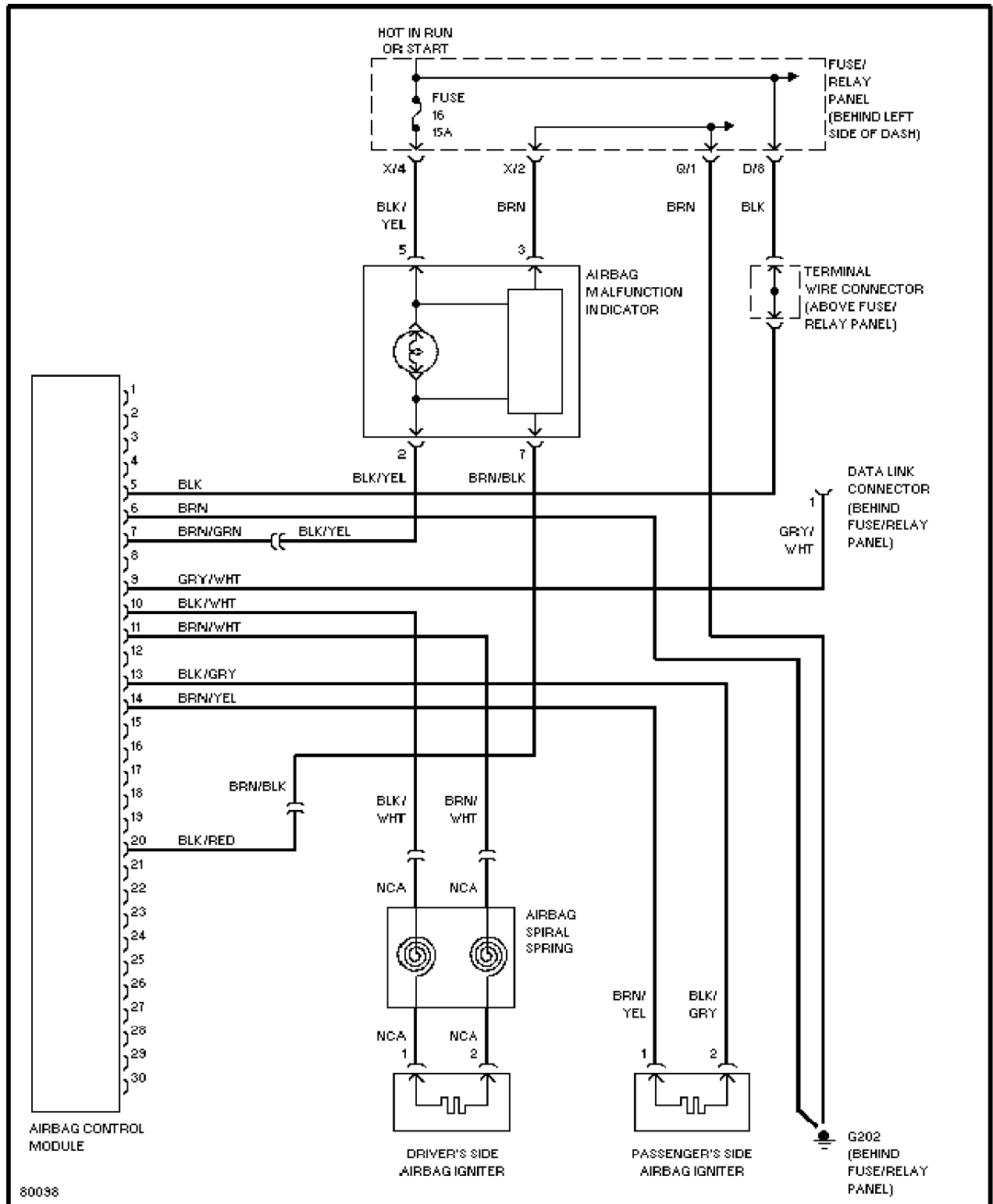
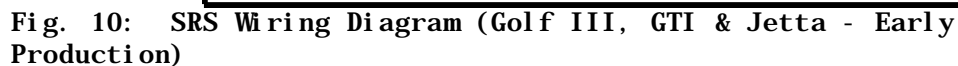


Fig. 9: SRS Wiring Diagram (Cabrio)

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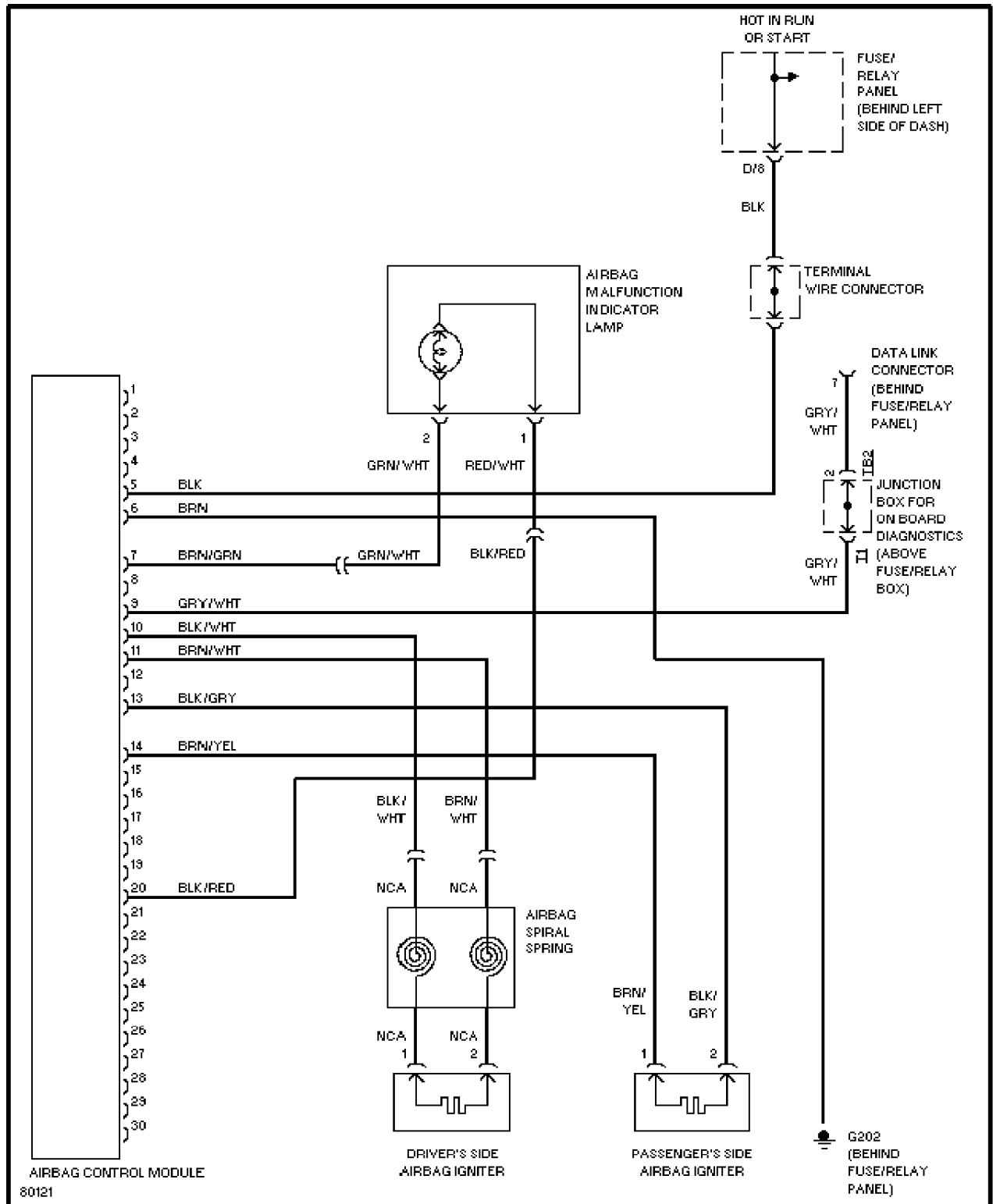


Fig. 11: 1996 Golf & Jetta (Late Production) Supplemental Restraints

END OF ARTICLE