



Date: 24.08.2012 Model: Evora from '11MY VIN BH_11179 Onwards Number: 2012/13

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TITLE:

Incorrect Lotus TechCentre SRS (Supplementary Restraint System) live data information.

REASON:

The circuit descriptions displayed on the SDM squib resistance live data section within the current version of Lotus TechCentre (4.12.0) are incorrect when compared with the actual information received from the systems SDM (Sensor & Diagnostic Module).

Dependant upon the nature of the SRS problem, this may make correct diagnosis and fault finding of the SRS system difficult to achieve.

Note: Circuit descriptions displayed on TechCentre are still correct for any vehicles supplied with the early SRS system equipped with forward mounted crash sensors located on each side of the front sub-frame (prior to 11MY VIN BH_11178).

Incorrect SDM live data display for '11MY Evora VIN BH_11179 Onwards

LINE DESCRIPTION

- Line 1
- Line 2
- Line 3
- Line 4
- Line 5
- Line 6

Until Lotus TechCentre is rectified the descriptions against the resistance values shown within the 'squib' live data section should actually read:

- Line 1. Front airbag passenger stage 2.
- Line 2. Buckle retractor RH
- Line 3. Buckle retractor LH.
- Line 4. Front airbag driver stage 1.
- Line 5. Front airbag driver stage 2.
- Line 6. Front airbag passenger stage 1.

ACTION:

If any fault codes displayed within Lotus TechCentre indicates that there may be a potential SRS system fault within the drivers airbag system then the following course of action is recommended.

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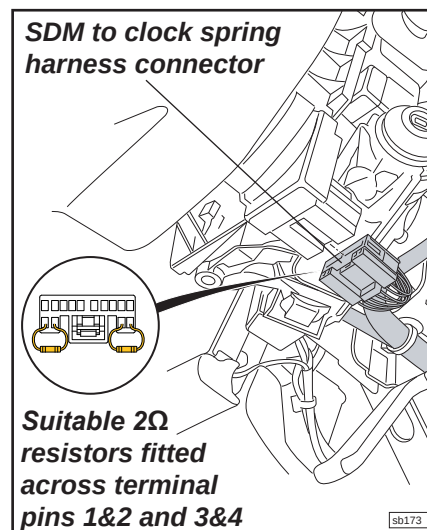
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Using the correct line information displayed on the previous page, if a high resistance reading indicates a driver's airbag circuit fault then the following diagnostic route is recommended in the first instance to determine the cause of the problem.

Note: A resistance reading of 9.96 Ω on TechCentre indicates an open circuit, with typical resistance values of 2.1 Ω - 3.2 Ω being acceptable.

WARNING: Please refer to all safety notices and procedures listed in service notes section WF.9 whilst working on any area of the SRS system.

- Remove the lower steering column shroud - see service notes section VE.10 and check the continuity between the main harness clock spring connector & the SRS SDM module connector. The SDM module is mounted in an alloy box bolted to the centre underside of the scuttle beam in front of the centre console - see service notes section WF.8.
- Inspect the terminals at each connector and ensure that they have not been opened up thereby possibly causing an open circuit. The wire identification for the connectors is 369 LG/R, 370 LG/S, 371 LG/U & 372 LG/N - see service notes section MR.16b, Evora CCT diagrams sheet E1 for further information.
- If the terminals do not appear to have opened then temporarily fit 2 suitable 2 ohm resistors across pins 1 & 2 (Driver stage 1) & pins 3 & 4 (Driver stage 2) of the main harness clock spring connector as shown in the right hand illustration.
- This will simulate the correct airbag resistances values, if you can then clear the codes for the driver airbag this will indicate if your problem is after this connector (within the clock spring / airbag connections) & not within the main harness / SRS module part of the circuit.

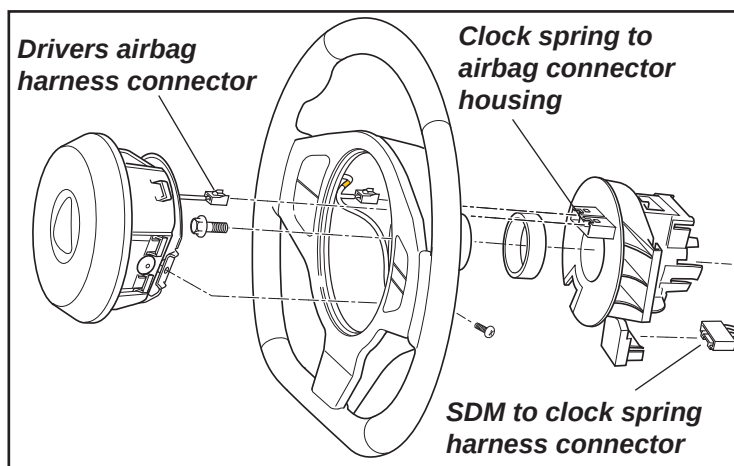


Note: The majority of problems have been eventually been diagnosed as the pins within the connector housing on the airbag side of the clock spring being forced & bent if the airbag connector has not been engaged carefully or due to an internal break within the clock spring assembly.

The clock spring to SDM harness will typically only fail if the main harness to clock spring connector has not been fully engaged into the clock spring housing.

CHARGES:

As per the current warranty policy and procedures policy for diagnostic time and rectification action apply.



Ends.

LOTUS CARS LIMITED

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