SERVICE MANUAL	
Applies to: **Hyundai Coupe/Tiburon** 1998-2001	
GROUP	
Restraints	SRS Air Bag System

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DESCRIPTION

The supplement restraint system (SRS AIR BAG) is designed to supplement the seat belt to help reduce the risk or severity of injury to the driver and passenger by activating and deploying the driver and passenger side air bag in certain frontal collisions.

The SRS (Air Bag) consists of: a driver side air bag module located in the center of the steering wheel, which contains the folded cushion and an inflator unit; a passenger side air bag module located in the passenger side crash pad contains the folded cushion assembled with inflator unit; SRSCM located on the floor panel behind the T.G.S. select lever assembly which monitors the system, and accelerometer which senses the vehicle deceleration an spring interconnection (clock spring) located within the steering column; system wiring and wiring connector; and a knee bolster located under the steering column.

The impact sensing function of the SRSCM is carried out by electronic accelerometer that continuously measure the vehicle's acceleration and delivers a corresponding signal through amplifying and filtering circuitry to the microprocessor.

Deployment of the air-bag is designed to occur in frontal or near-frontal impacts of moderate of severe force. Only authorized service personnel should do work on or around the SRS components. Those service personnel should read this manual carefully before doing any such work. Extreme care must be used when servicing the SRS to avoid injury to the service personnel (by inadvertent deployment of the air bag) or the driver (by render the SRS inoperative).

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CUSTOMER CAUTIONS

Failure to carry out service operations in the correct sequence could cause the airbag system to unexpectedly deploy during servicing, possibly leading to a serious injury.

Further, if a mistake is made in servicing the airbag system, it is possible that the airbag may fail to operate when required.

Before performing servicing (including removal or installation of parts, inspection or replacement), be sure to read the following items carefully.

Be sure to proceed airbag related service after approx. 30 seconds or longer from the time the ignition switch is turned to the LOCK position and the negative (-) terminal cable is disconnected from the battery. The airbag system is equipped with a back-up power source to assure the deployment of airbag when the battery cable is disconnected by an accident. The back-up power is available for approx. 150ms.

When the negative(-) terminal cable is disconnected from the battery, memory of the clock and audio systems will be canceled. So before starting work, make a record of the contents memorized by the audio memory system. When the work is finished, reset the audio system and adjust the clock.

Malfunction symptoms of the airbag system are difficult to confirm, so the diagnostic codes become the most important source of information when troubleshooting.

When troubleshooting the airbag system, always inspect the diagnostic codes before disconnecting the battery.

Never use airbag parts from another vehicle. When replacing pads, replace them with new parts.

Never attempt to disassemble and repair the airbag modules (DAB, PAB), clock spring and wiring in order to reuse them.

If any component of SRS has been dropped, or if there are cracks, dents or other defects in the case, bracket or connector, replace them with new ones.

After work on the airbag system is completed, perform the SRS SRI check.

The airbag indicator lamp can be interrupted by other circuit fault in some cases. Therefore if the airbag indicator lamp goes on, be sure to erase the DTC codes using Scan Tool just after repairing or replacing the troubled parts including fuse.

Especially in case of welding the body, never fail to disconnect the battery negative (-) terminal.

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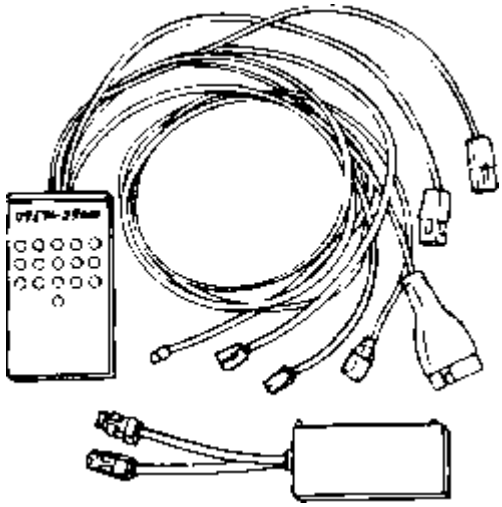
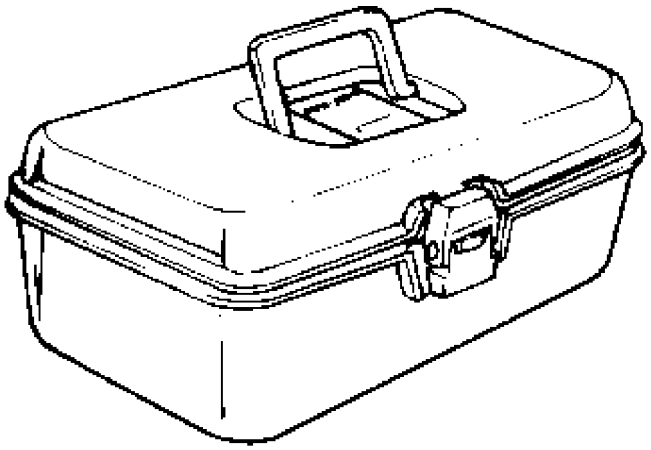
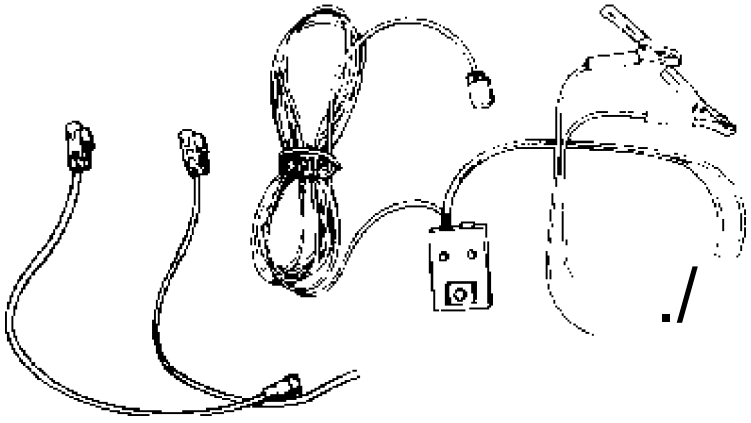
SPECIAL SERVICE TOOLS

Tool	Name and Description
Airbag wiring harness checker	Airbag wiring harness checker (0957A-29000) • Harness inspection • SRSCM inspection with dummy terminals
	
	Deployment tool (0957A-34100) • Deployment of undeploy Air-bag module • SRS DEPLOYMENT ADAPTER HARNESS(0957A-34200)





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ELECTRICAL SYSTEM

The SRS airbag system has deliverate and sophisticate electrical and electronic components, therefore the airbag operating components should be handled very carefully.

SRSCM (Supplement Restraint System Control Module)

SRSCM determines to deploy the airbag module by sensing the frontal impact sensed by the sensor built in SRSCM.

- Arming sensor/safing sensor: The arming/safing sensor built in the airbag firing circuit has the function of arming the airbag circuit under all required deployment condition and maintaining the airbag firing circuits unarmed under normal driving conditions.
- The safing sensor is a dual-contact electromechanical switch which closes if it experiences a deceleration exceeding a specified threshold.
- Back-up power: The SRSCM reserves the energy supply to provide deployment energy for a short second when the vehicle voltage is low or if lost in a vehicle frontal crash.
- Malfunction detection: The SRSCM continuously monitors the current SRS operation status while the ignition key is turned on and detects the malfunction of the system. The malfunction can be displayed in the form of diagnostic trouble code using Scan tool (Hi-scan).
- MIL (Malfunction Indication Lamp) notification: If any fault is detected, the SRSCM sends signal to the indicator lamp on the cluster to warn the vehicle driver.
- The MIL indicator is the key to driver notification of SRS faults. Verify lamp and SRSCM operation by flashing 6 times when the ignition switch is first turned on.
- Malfunction recording: Once a fault occurred in the system SRSCM records the fault in the memory in the form of DTC and the DTC is erased only by Scan tool (Hi-scan).
- Data link connector: The SRSCM memory stored data are linked through this connector located at the underneath of driver side crash pad to the external output device such as Scan tool (Hi-scan).
- After firing the airbags once, the SRSCM cannot be used again and must be replaced.

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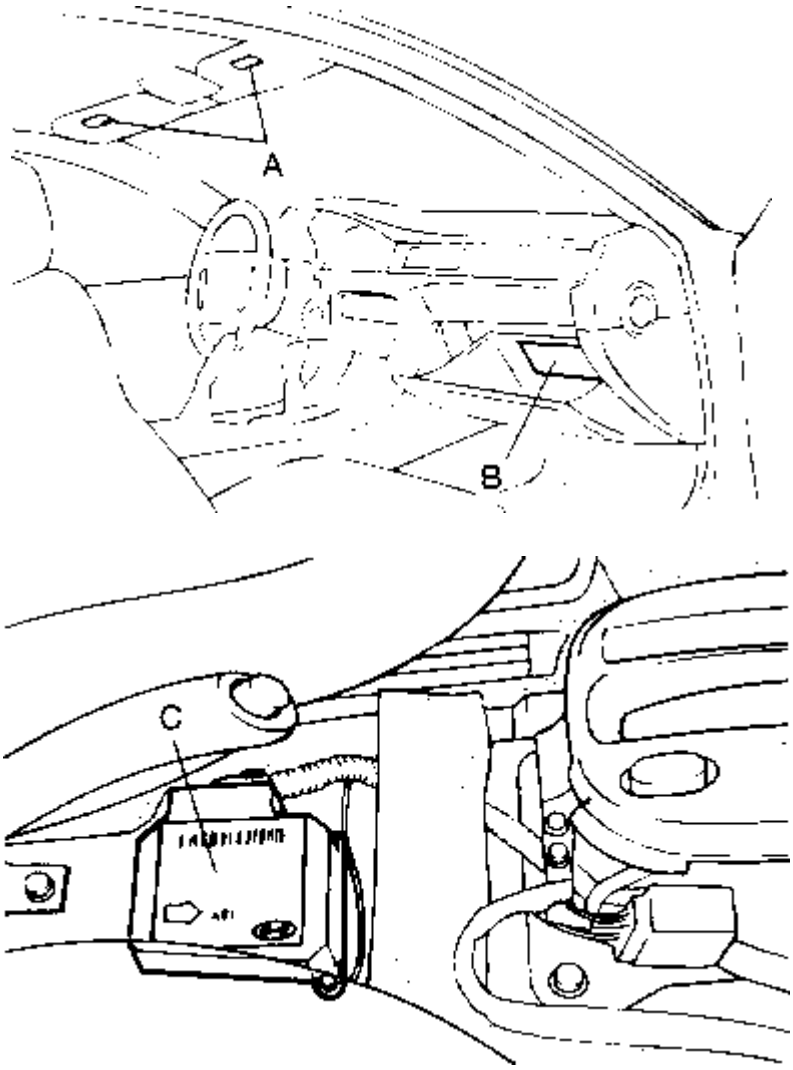
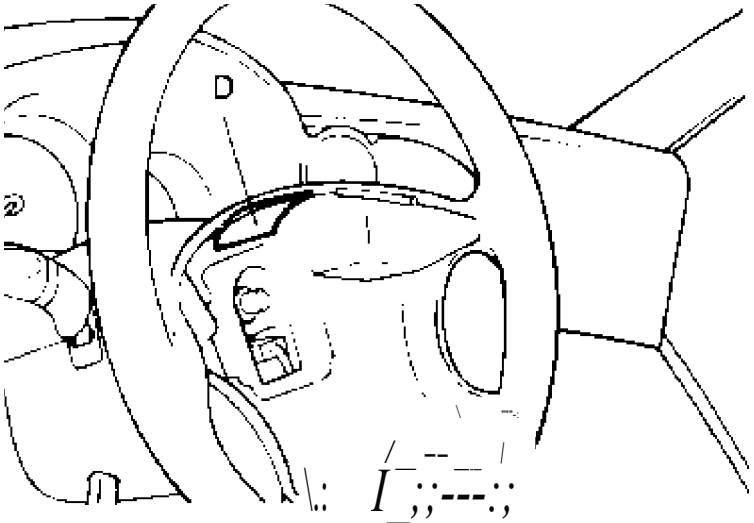
WARNING/CAUTION LABELS

A number of caution labels relating to the SRS are found in the vehicle, as shown in the following illustration. Follow label instructions when servicing SRS.

If labels are dirty or damaged, replace them with new ones.

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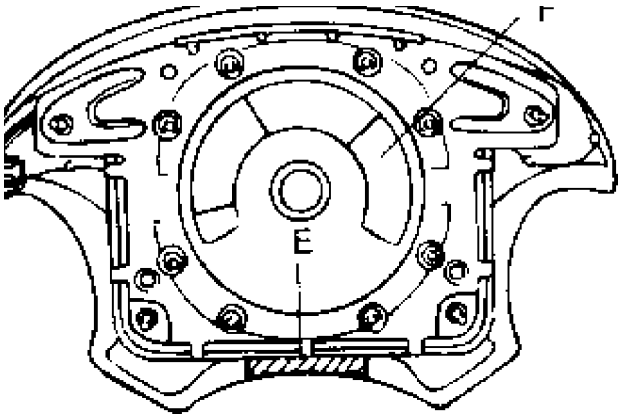
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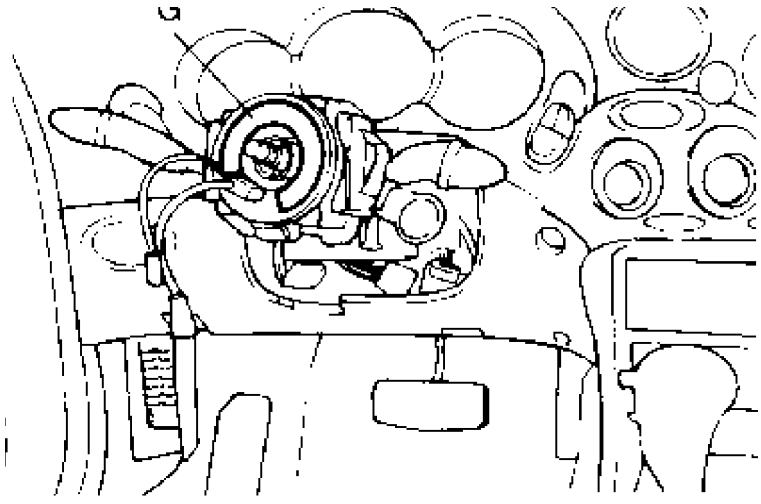
E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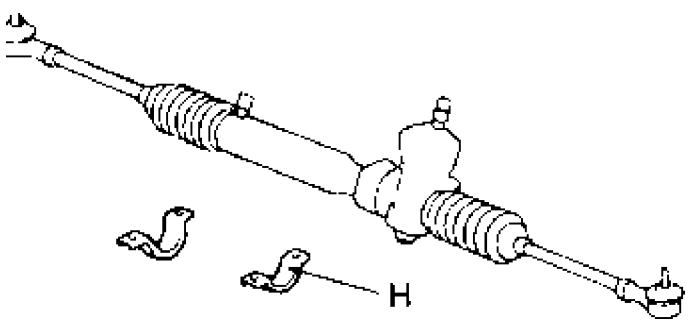
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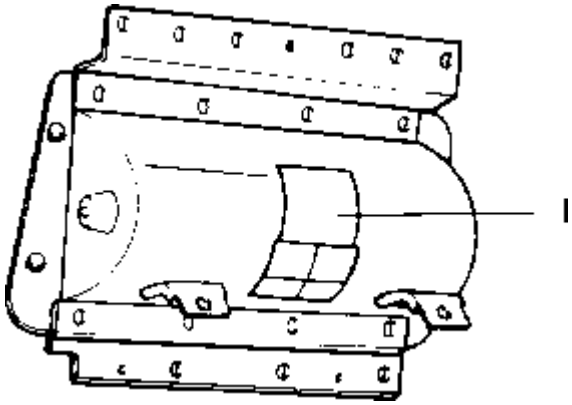

A. DAB + PAB	B. DAB + PAB
CAUTION TO AVOID SERIOUS INJURY: For maximum safety protection in all types of crashes, you must always wear your safety belt. Do not install rearward-facing child seats in any front passenger seat position. Do not sit or lean unnecessarily close to the airbag. Do not place any objects over the airbag or between the airbag and yourself. See the owner's manual for luther information and explanation.	Airbag system is normal if "SRS" lamp, in cluster flashes approximately 6 times and then goes out after ignition key is turned on. However, if any of the following conditions occur the system must be serviced. 1. "SRS" lamp does not light when key is turned on. 2. "SRS" lamp flashes or stay lit continuously. 3. The airbag has inflated. THE AIRBAG SYSTEM must be inspected by authorized dealer Ten Years after vehicle manufacture date shown on certification label located on left front doorlatch post or door frame. WARNING! failure to follow above instruction can result in injury to you or other occupants and children in the vehicle. See "SRS" section in Owner's Manual for more information about airbag.

C. CAUTION: AIRBAG ESPS UNIT	D. CAUTION: SRS
Detach connector before unmounting. Assemble strictly according to manual instructions.	Before replacing steering wheel, read service manual, center front wheels and align SRS clock spring neutral marks. Failure to do so may render SRS system inoperative, risking serious driver injury.

E. ATTENTION:	F.
Don't open, remove or transfer to another vehicle.Risk of malfunction and bodily injury! This unit is to be installed and/or dismantled by trained personal only.	The gas generator should only be installed in vehicles equipped with the airbag system. The gas generator is to be installed and/or disassembled only by trained personal.

G. CAUTION: SRS Clock Spring	H. CAUTION: SRS
This is not a repairable part. Do not disassemble or tamper. If defective, remove and replace entire unit per	Before removal of steering gearbox, read service manual, center front wheels and remove ignition

service manual instructions. To re-center rotate clockwise until tight. Then rotate in opposite direction approximately 2 9/10 turns and align. Failure to follow to instructions may render SRS system inoperative risking serious driver injury.	key. Failure to do so may damage SRS clock spring and render SRS system inoperative, risking serious driver injury.

I. CAUTION
Don't open, remove or transfer to another vehicle. Risk of malfunction and bodily injury! This unit is to be installed and/or dismantled by trained personnel only.

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DTC - B1346, B1347

DTC CODE	DISPLAY ON HI-SCAN	CONDITION
B1346	DAB resistance - High	• Ignition switch "ON" or start release • DAB module malfunction > 3.6 - 6.7 OHM
B1347	DAB resistance - Low	• Ignition switch "ON" or start release • DAB module malfunction > 0.6 - 1.9 OHM

CHECK ITEMS

- Short circuit in DAB harness
- DAB module malfunction
- Clock spring malfunction
- SRS control module malfunction

CHECK PROCEDURES

The SRSCM shall measure the resistance of the DAB to detect a resistance which lies outside the allowed range. Do not attempt to measure the resistance of DAB squib.

Before inspection,

Disconnect the battery negative (-) terminal cable and wait at least 30 seconds.

Remove the DAB connector and PAB connector.

> **CAUTION**
> **When storing airbag module, keep the surface facing upward.**

CHECK INFLATOR CIRCUIT

Turn ignition switch to lock, and disconnect the negative (-) terminal cable from battery and wait at least 30 seconds.

Disconnect SRSCM connector. (Refer to BD section for removal of center console box)

Connect the SRS harness checker to DAB harness side connector & SRSCM harness side connector.

Check the terminal of checker and the limit is as following.

Terminals	B1346	B1347
5 to 13	Continuity	-
6 to 14	Continuity	-

13 to 14	-	Non-continuity

CHECK CLOCK SPRING

Remove the clock spring connector.

Connect the SRS harness checker to clock spring side connector and DAB dummy terminal.

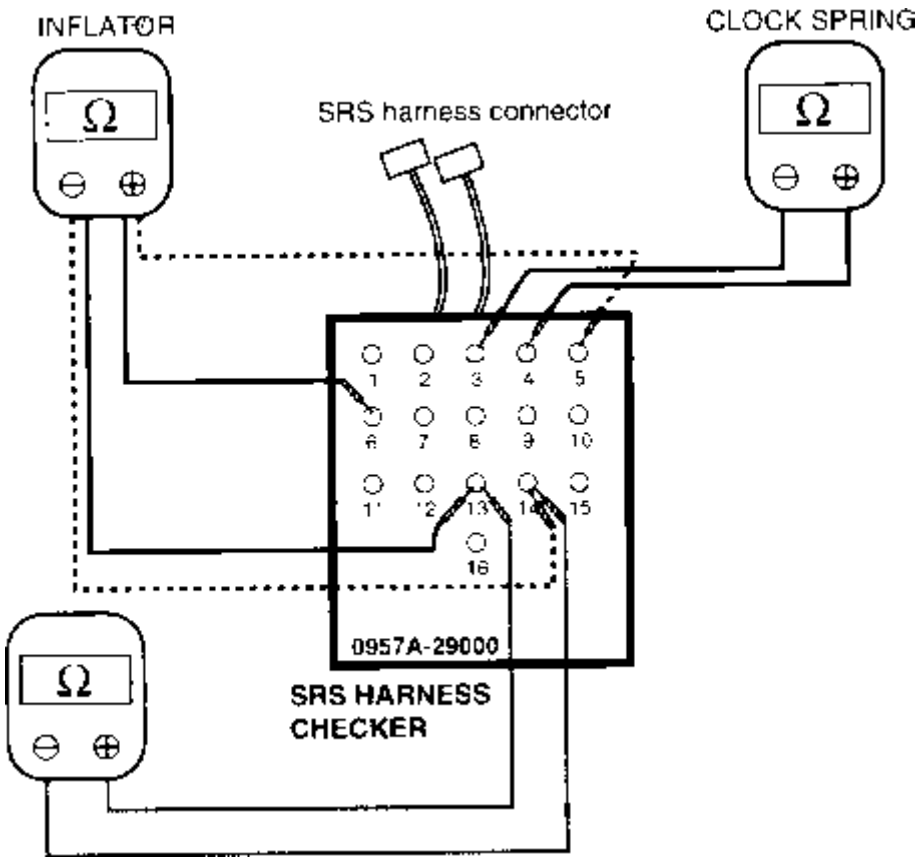
Check continuity between checker terminal 3 and 4.

LIMIT

B1346: Continuity

B1347: Non-continuity

CHECK PROCEDURE



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DTC - B1348, B1349

DTC CODE	DISPLAY ON SCAN TOOL	CONDITION
B1348	DAB - short to ground	• Ignition switch "ON" or start release • Resistance between DAB module circuit harness and battery ground < 4 - 20 KOHM
B1349	DAB - short to battery	• Ignition switch "ON" or start release • Resistance between DAB module circuit harness and battery ground < 6 - 20 KOHM

CHECK ITEMS

- Short circuit in DAB harness
- DAB module malfunction
- Clock spring malfunction
- SRS control module malfunction

CHECK PROCEDURES

The SRS circuit consists of SRSCM, spiral cable, driver side airbag and passenger side airbag.

Before inspection,

Disconnect battery negative (-) terminal and wait at least 30 seconds.

Remove the DAB and PAB connectors.

> **CAUTION**
>
> **Keep the surface of airbag module facing upward.**

DAB INFLATOR CIRCUIT

Disconnect SRSCM harness connector and DAB and PAB.

Connect SRS harness checker to the SRSCM harness connector and inflator connectors.

Check continuity or voltage between terminals 13, 14 to body ground respectively.

LIMIT

B1348: Non-continuity

B1349: 0V

CLOCK SPRING

Disconnect DAB and clock spring connector and SRSCM connector.

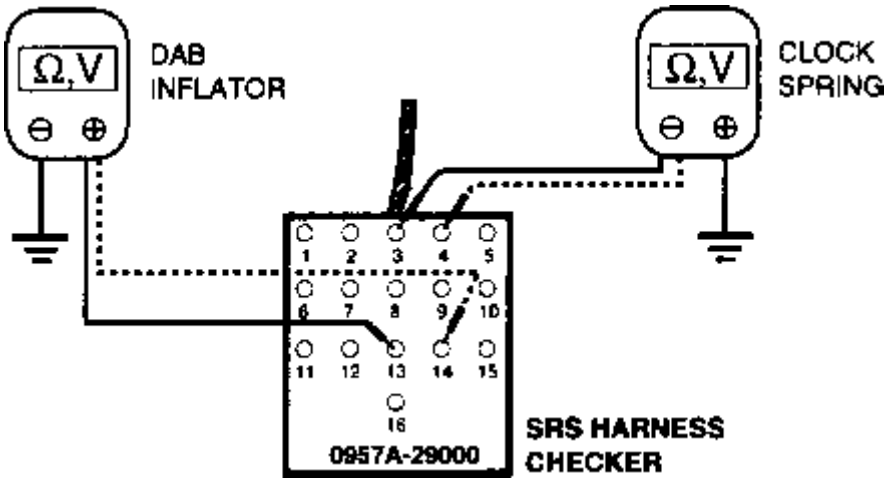
Connect SRS harness checker to the SRS harness checker to clock spring connector.

Connect battery and ignition "ON" and check continuity or voltage between terminals 3, 4 to body ground respectively.

LIMIT

B1348: Non-continuity

B1349: 0V



DTC - B1352, B1353

DTC CODE	DISPLAY ON SCAN TOOL	CONDITION
B1352	PAB resistance - High	• Ignition switch "ON" or start release • kPAB module circuit resistance > 2.8 - 5.4OHM
B1353	PAB resistance - Low	• Ignition switch "ON" or start release • kPAB module circuit resistance > 0.4 - 1.6OHM

CHECK ITEMS

- Open circuit in passenger airbag harness
- PAB module malfunction
- SRS control module malfunction

CHECK PROCEDURES

The SRSCM shall measure the resistance of the PAB to detect a resistance which lies outside the allowed range. Never attempt to measure the resistance of PAB.

Before inspection,

Disconnect the battery negative (-) terminal cable and wait at least 30 second to prevent unexpected deployment of airbag.

Remove the DAB and PAB connectors.

> **CAUTION**
> **Keep the surface of airbag module facing upward.**

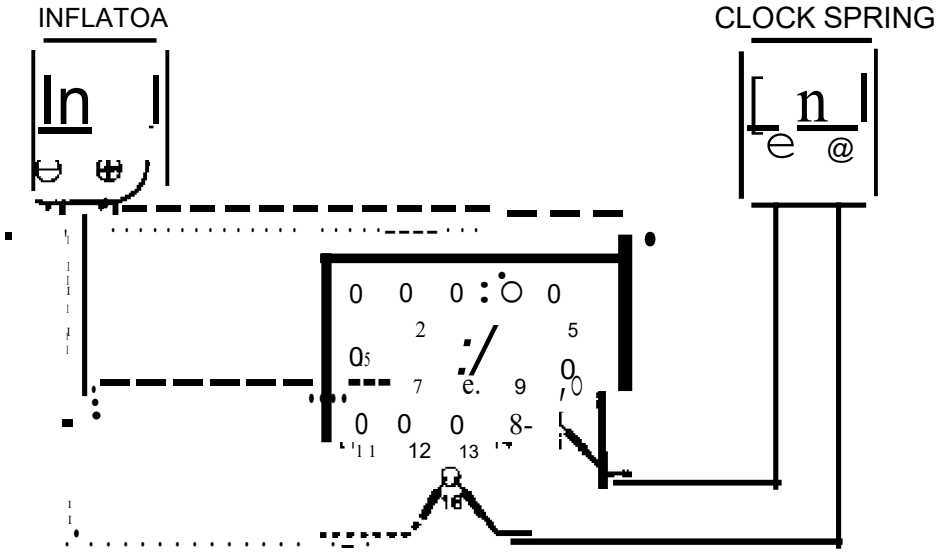
INFLATOR CIRCUIT (PAB)

Disconnect SRSCM connector, DAB and PAB.

Connect the SRS harness checker to the inflator connector and SRSCM harness side connector.

Check the continuity between the terminals of checker, and the LIMIT is as following.

Terminals	B1352	B1353
7 to 15	Continuity	-
8 to 16	Continuity	-
15 to 16	-	Non-continuity



0957A-29000

SRS HARNESS CHECKER

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DTC - B1354, B1355

DTC CODE	DISPLAY ON SCAN TOOL	CONDITION
B1354	PAB - short to ground	• Ignition switch "ON" or start release • Resistance between PAB module circuit harness and battery ground < 4 -20 KOHM
B1355	PAB - short to battery	• Ignition switch "ON" or start release • Resistance between PAB module circuit harness and battery (+12) < 6 -20 KOHM

CHECK ITEMS

- Short circuit in PAB harness
- PAB module malfunction
- SRS control module malfunction

CHECK PROCEDURES

The SRS circuit consists of SRSCM, spiral cable, driver side airbag and passenger side airbag.

Before inspection,

Disconnect battery negative (-) terminal cable and wait at least 30 seconds to prevent action of back up power.

Remove the DAB and PAB connectors.

> **CAUTION**
>
> **Keep the surface of airbag module facing upward.**

CHECK INFLATOR CIRCUIT

Disconnect SRSCM harness connector and DAB and PAB.

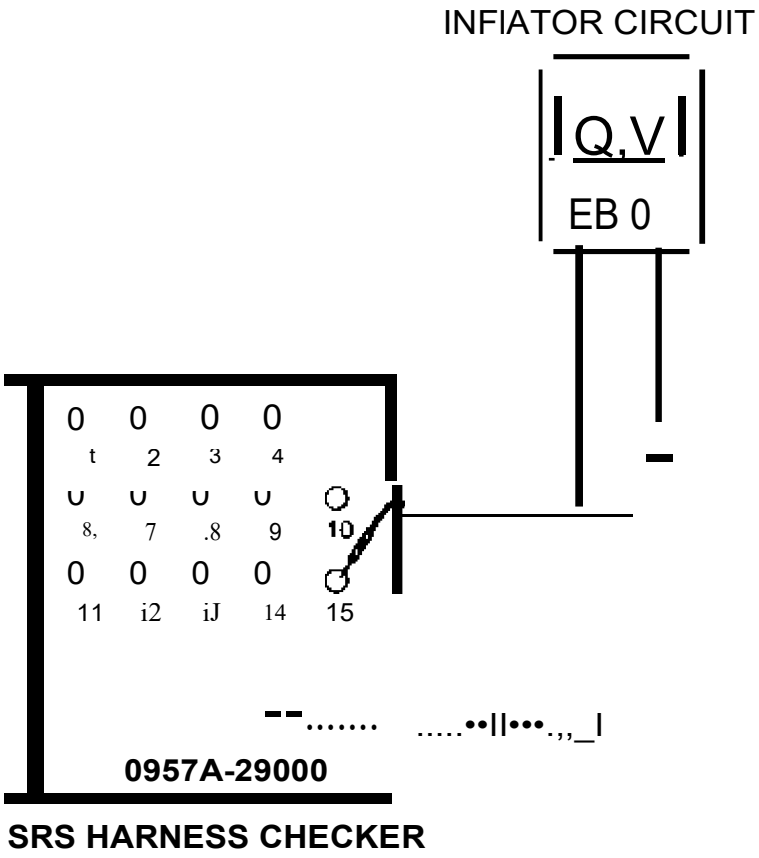
Connect SRS harness checker to the SRSCM harness connector and inflator connectors.

Check continuity or voltage between terminals 15, 16 of checker to body ground respectively.

LIMIT

B1354: Non-continuity

B1355: 0V



SRS HARNESS CHECKER

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DTC - B1372, B1661, B1650

DTC CODE	DISPLAY ON SCAN TOOL	CONDITION
B1372	SRSCM firing circuit DAB - PAB	• Ignition switch "ON" or start release • SRSCM internal malfunction
B1661	SRSCM parameter	• Ignition switch "ON" start release • SRSCM internal parameter configuration missing or incorrect
B1650	SRSCM crash recorded	• Ignition switch "ON" or start release • SRSCM crash recorded

DESCRIPTION

SRSCM MALFUNCTION

The SRSCM shall also cyclically monitors the following:

Functional readiness of the firing circuit activation transistors (driver and passenger side)

Adequacy of deployment energy reserves (driver and passenger o side)

Safing sensor integrity: detection of faulty closure (longer than 4 seconds)

Plausibility of accelerometer signal

Operation of SRSCM components (A/D-converter, etc.)

The timely completion of all tests is monitored by a separate hardware watchdog. During normal operation, the watchdog is triggered periodically by the SRSCM; if the SRSCM fails to trigger the watchdog, the watchdog will reset the SRSCM and activate the SRI (Service Reminder Indicator).

The SRSCM must be replaced once the fault codes above mentioned are confirmed.

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DTC - B2500

DTC CODE	DISPLAY ON SCAN TOOL	CONDITION
B2500	SRS SERVICE REMINDER INDICATOR	• Ignition switch "ON" or start release • SRS service reminder indicator circuit voltage < 3.5 - 5.5V when the service reminder indicator is commended by the SRSCM to turn off • SRS service reminder indicator circuit voltage > 3.0 - 5.5V when the service reminder indicator is commanded by the SRSCM to turn on

CHECK ITEMS

- Connector and harness
- SRS service reminder indicator
- SRSCM malfunction

CHECK PROCEDURES

When the airbag system is normal, the SRI flashes for approx. 6 seconds after the ignition switch is turned ON, and then turns off automatically.

If there is a malfunction in the airbag system, the SRI lights up to inform the driver of the abnormality.

The SRSCM shall measure the voltage at the airbag SRI (Malfunction Indicator Lamp) output pin, both when the lamp is on and when the lamp is off, to detect whether the commanded state matches the actual state.

AIRBAG FUSE

Remove the FUSE No.10 and 12 from dash fuse box

Inspect the state of FUSE

Replace if necessary

SRS SRI CIRCUIT

Disconnect the battery negative (-) terminal and wait 30 seconds.

Remove the SRSCM connector, DAB and PAB connectors.

Connect the SRS harness checker to SRSCM harness side connector.

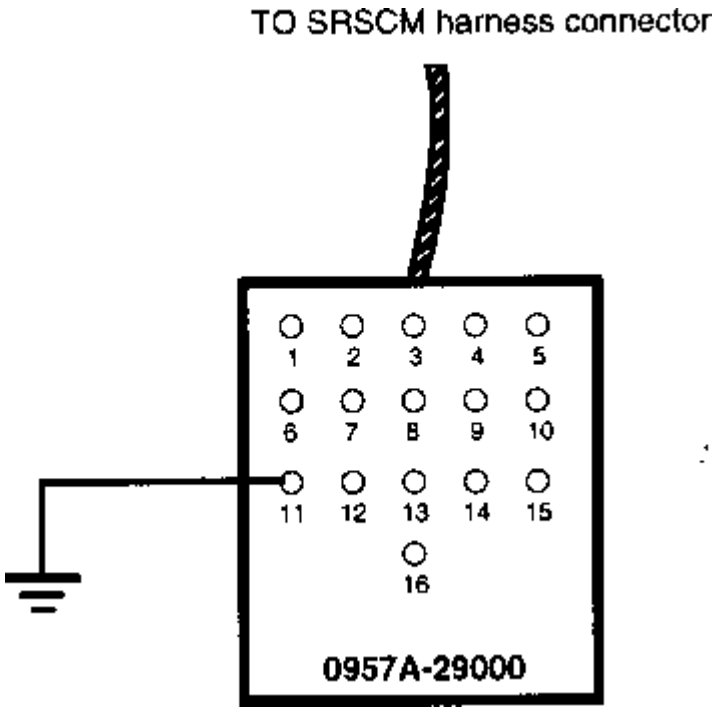
Ground the SRS harness checker terminal 11.

Turn ignition switch to "ON" position.

LIMIT

SRS SRI ON

If no fault is found in wiring or connector, replace the SRSCM.



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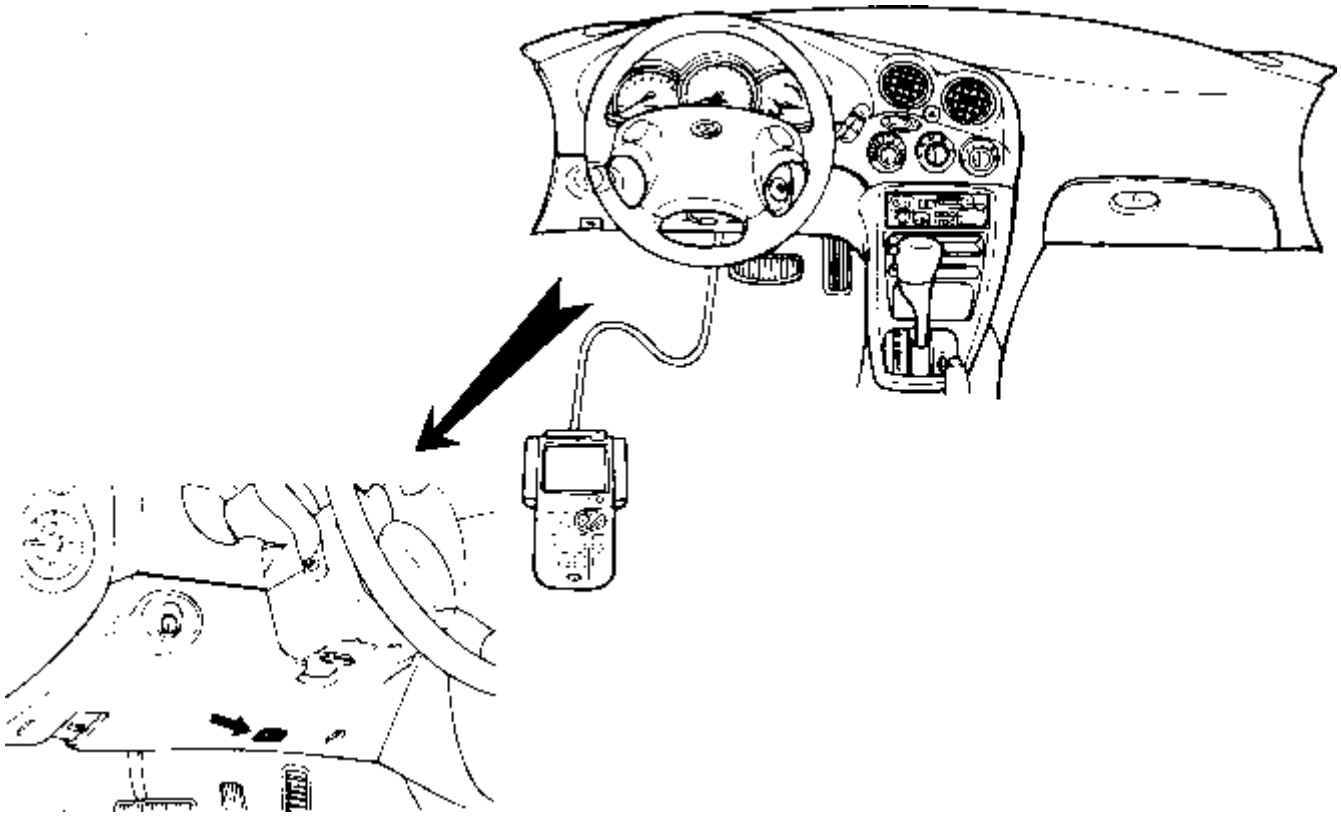
DIAGNOSIS WITH SCAN TOOL



CHECK PROCEDURES

Connect the Scan tool DLC to the vehicle data link connector located at underneath the dash panel.

Turn the ignition key to "ON" position and turn on Scan tool.

Perform the SRS diagnosis according to the vehicle model configuration.

If a fault code is assured, then replace the component. Never attempt to repair the component.

If the Scan tool finds that a component of the system is faulty, there is a possibility that the fault is in SRS wiring or connector not on the component.

To eliminate the possibility, refer to the following check procedure using SRS harness checker (No.: 0957A-29000)

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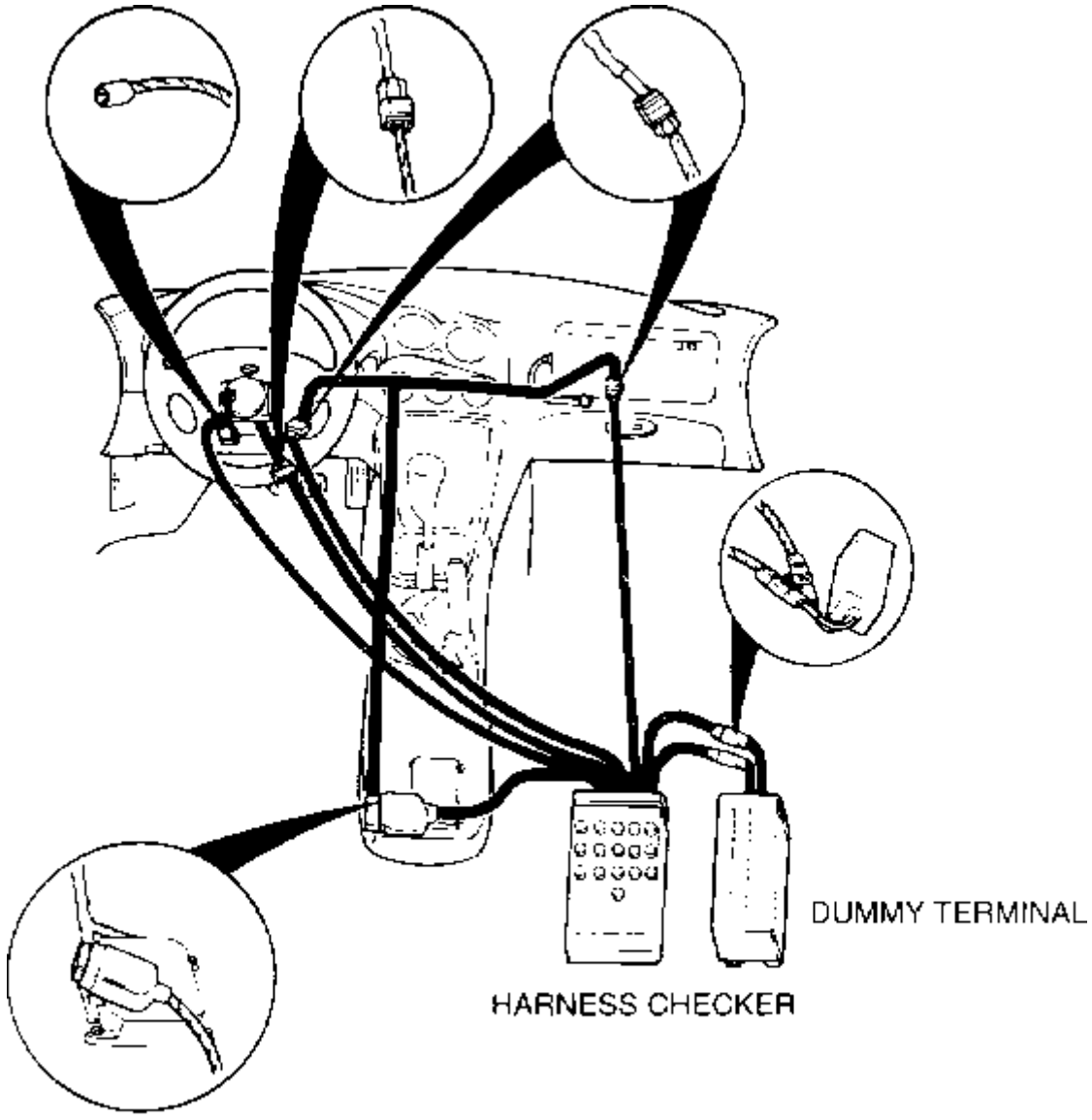
TROUBLESHOOTING USING HARNESS CHECKER (0957A-29000)



SRS HARNESS CHECKER INSTALLATION LAYOUT

The SRS harness check (0957A-29000) is available for troubleshooting of airbag system. If a fault code is confirmed by using Scan tool, it is recommendable to check whether there is an abnormal condition in the connector or wiring around the Scan tool indicated components.

To prevent unnecessary component change, make sure where the fault exists.

Connect the harness checker as illustrated above.

Not necessarily connect all the connector of checker.

Choose the necessary connector referring to the troubled area of the system.

Dummy terminal can be used to simulate the airbag system while removing the both DAB and PAB. If the Scan tool displays that the trouble is in DAB and PAB itself, it is necessary to confirm the trouble.

To verify the source of trouble with Scan tool, first remove the DAB or PAB module connector as necessary and connect the dummy terminal to harness checker.

Then re-check with Scan tool the trouble code. If the fault is in the airbag modulator there should be no trouble codes on Scan tool screen. Otherwise, the trouble may on other components Such as connector or wiring.

DTC - B1111, B1112

DTC CODE	DISPLAY ON SCAN TOOL	CONDITION
B1111	Battery voltage - High	• Ignition switch "ON" or start release • input battery voltage > 16.0 - 19.2V
B1112	Battery voltage - Low	• Ignition switch "ON" or start release • input battery voltage < 7.2 - 9.0V

CHECK ITEMS

- Connector, harness
- Fuse
- Charging system (Battery, alternator)
- SRSCM malfunction

CHECK PROCEDURES

The ABSCM measures the voltage at the ignition input to detect an operating voltage out of the normal operating range.

> **NOTE**
>
> **When the ignition voltage supplying fuse (No. 12) is blown out, the Hi-scan cannot communicate with, the SRSCM even though SRS SRI illuminates continuously.**

POWER SOURCE

Turn ignition switch to lock, and disconnect. the negative (-) terminal cable from battery and wait at least 30 seconds.

Disconnect SRSCM connector, DAB and PAB inflators.

Connect SRS harness checker to SRSCM harness side connector and connect battery negative (-) terminal.

Turn ignition switch to ON position.

Measure the voltage between checker terminal 11 and body ground.

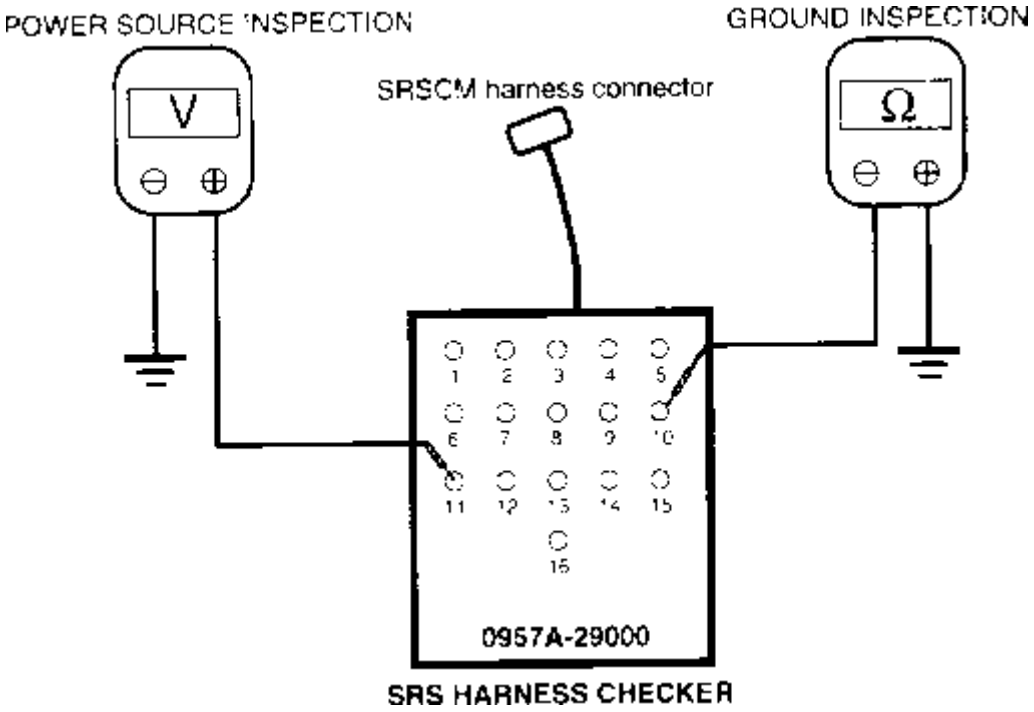
LIMIT: 6.0 - 16.5V

GROUND CONNECTION

Turn ignition switch to LOCK position.

Check continuity between checker terminal No. 10 and body ground.

LIMIT: Continuity



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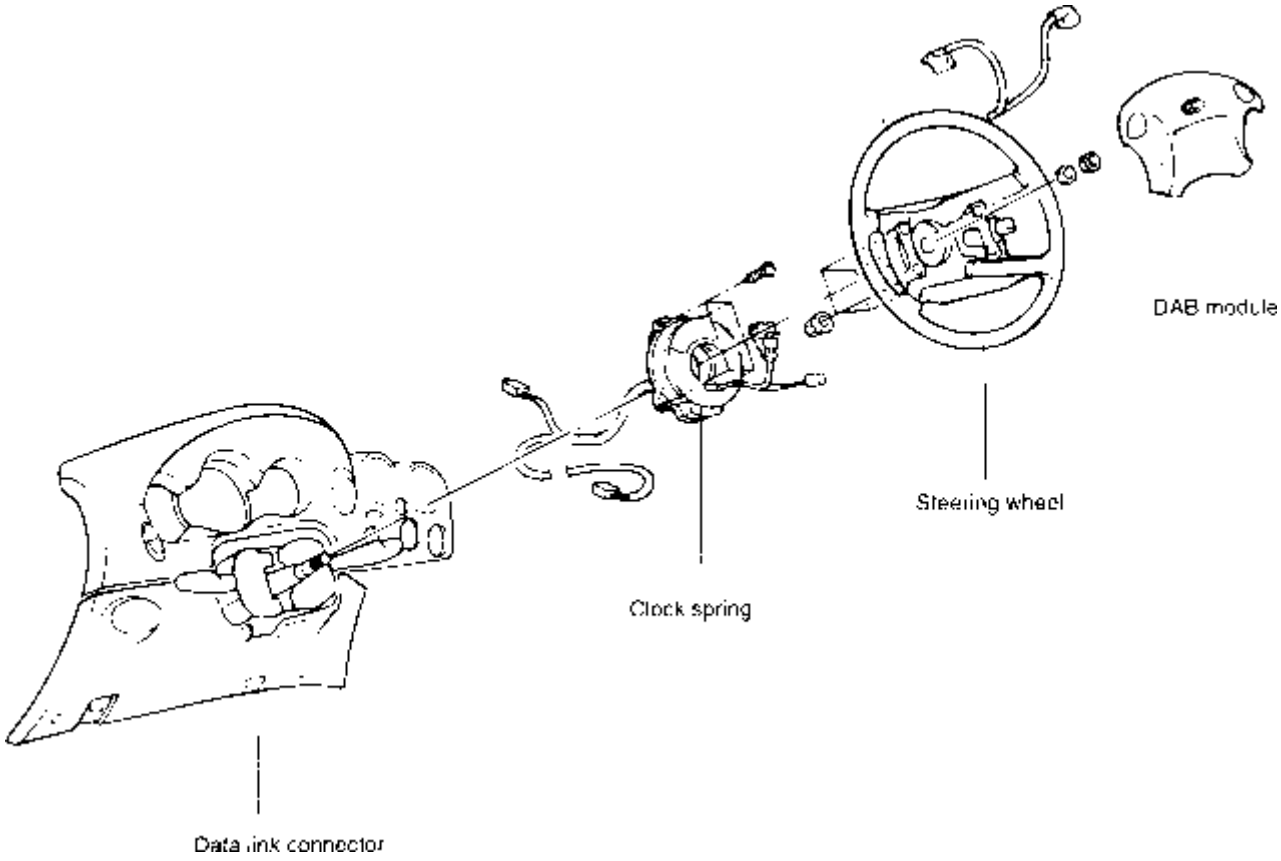
COMPONENTS



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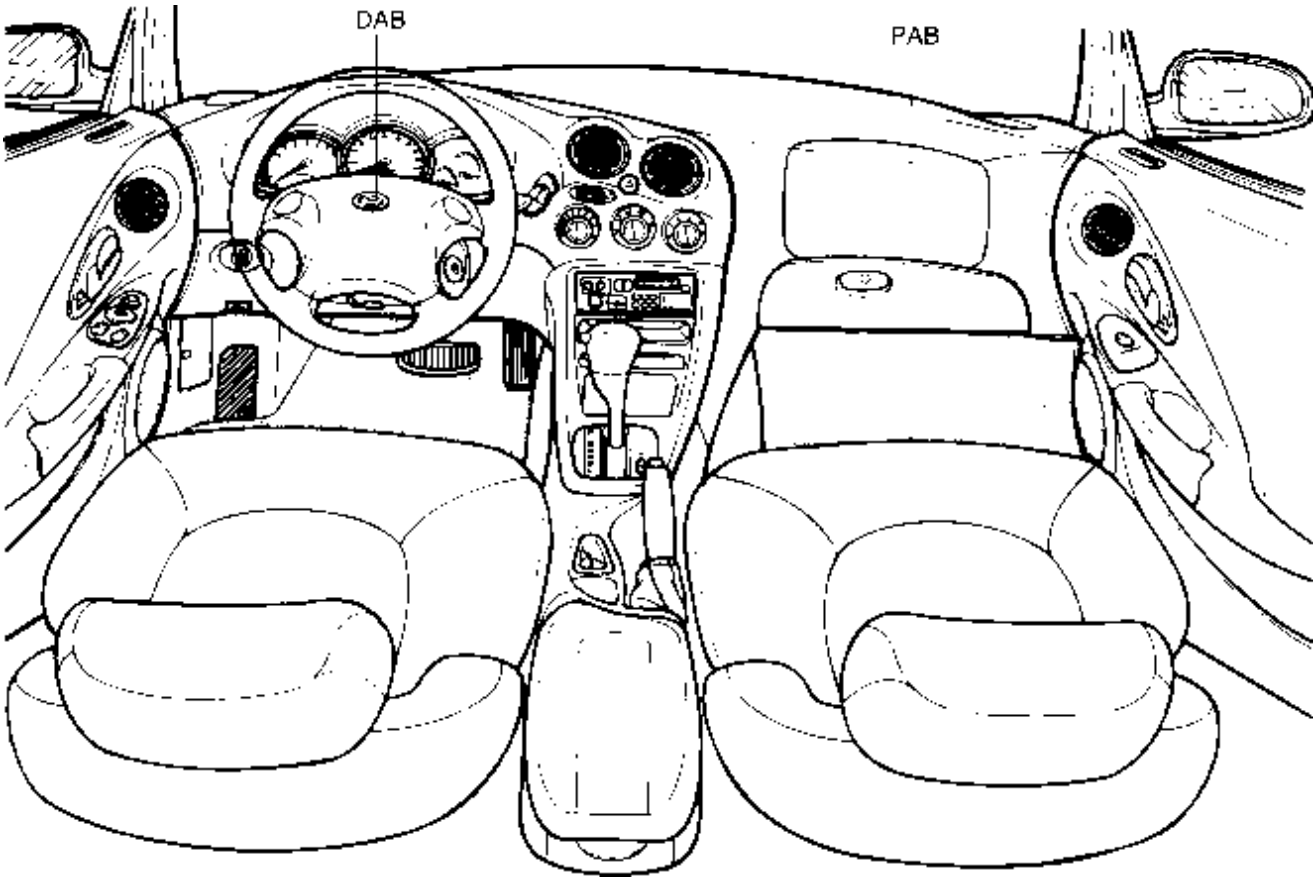
INFLATOR MODULES (DAB, PAB)

Both DAB (Driver airbag) and PAB (Passenger airbag) module are comprised of inflator and cushion. The initiator (A gas generator igniting device) is assembled in the inflator. When the vehicle is in a frontal crash of sufficient force to close the sensor of SRSCM, current is developed through the deployment loop. Current passing through the initiator ignites the material in the DAB and PAB module simultaneously and inflates the airbag.



When removing the air-bag module or handling a new airbag module, it should be placed with the pad top surface facing up. In this case, the twin-lock type connector lock lever should be in the lock state and care should be taken to place it so the connector will not be damaged. Do not store a steering wheel pad on top of another one. (Storing the pad with its metallic surface up may lead to a serious accident if the airbag should inflate for some reason.)

Never measure the resistance of the airbag squib. (This may cause the airbag to deploy, which is very dangerous.)

Store the air-bag module where the ambient temperature remains below 93°C (290°F), without high humidity and away from electrical noise.

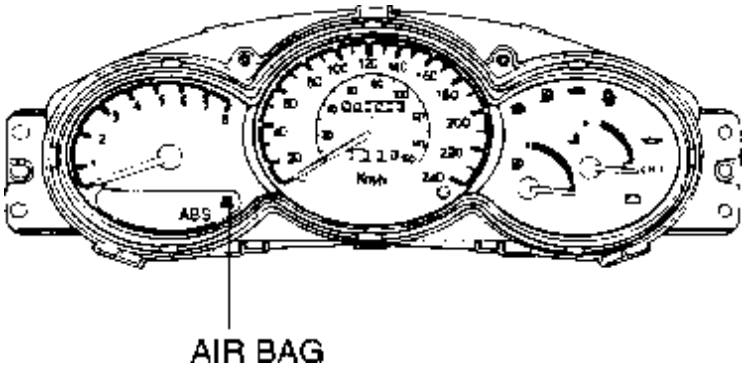
When using electric welding, disconnect the airbag connectors under the steering column near the MULTI-FUNCTION SWITCH connector before starting work.

SRS HARNESS

The SRS harness is wrapped in yellow tube to be discriminated from other system harness. And the shorting bar is included inside the wiring connectors of both DAB and PAB inflator side. The shorting bar shorts the current flow

DAB and PAB module circuit when the connectors are disconnected. The circuits to the inflator module are shorted in this way to help prevent unwanted deployment of the airbag when serving the airbagmodule.

SRSCM INDEPENDENT LAMP ACTIVATION



The SRS malfunction indicator lamp (MIL) is located on the cluster giving information of SRS operating conditions by the control signals from SRSCM.

There are certain fault conditions in which the SRSCM (SRS Control Module) cannot function and thus cannot control the operation of the lamp. In these cases, the lamp is directly activated by appropriate circuitry that operates independently of the SRSCM, as follow:

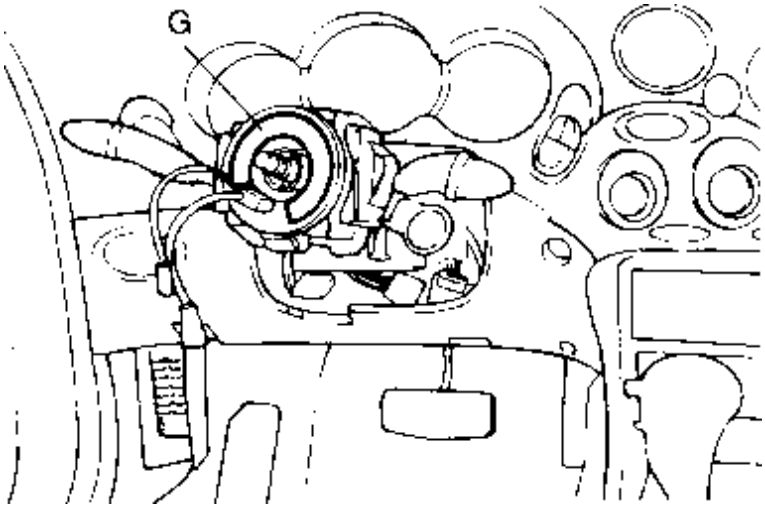
Loss of ignition voltage supply to the SRSCM: lamp turned on continuously.

Loss of internal operating voltage: lamp turned on continuously.

SRSCM not connected: lamp turned on through shorting bar in wiring harness connector.

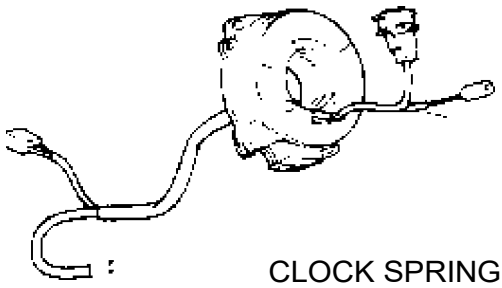
CLOCK SPRING

The clock spring (coil spring) consists of two current carrying coils. It is attached between the steering column and the steering wheel. It allows rotation of the steering wheel while maintaining continuous contact of the deployment loop through the inflator module.

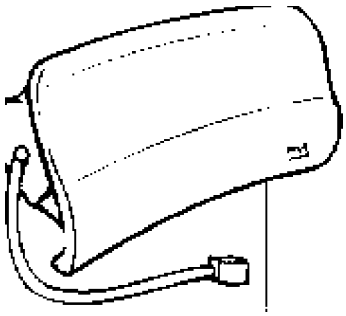


The steering wheel must be fitted correctly to the steering column with the clock spring at the neutral position, otherwise cable disconnection and other troubles may result.

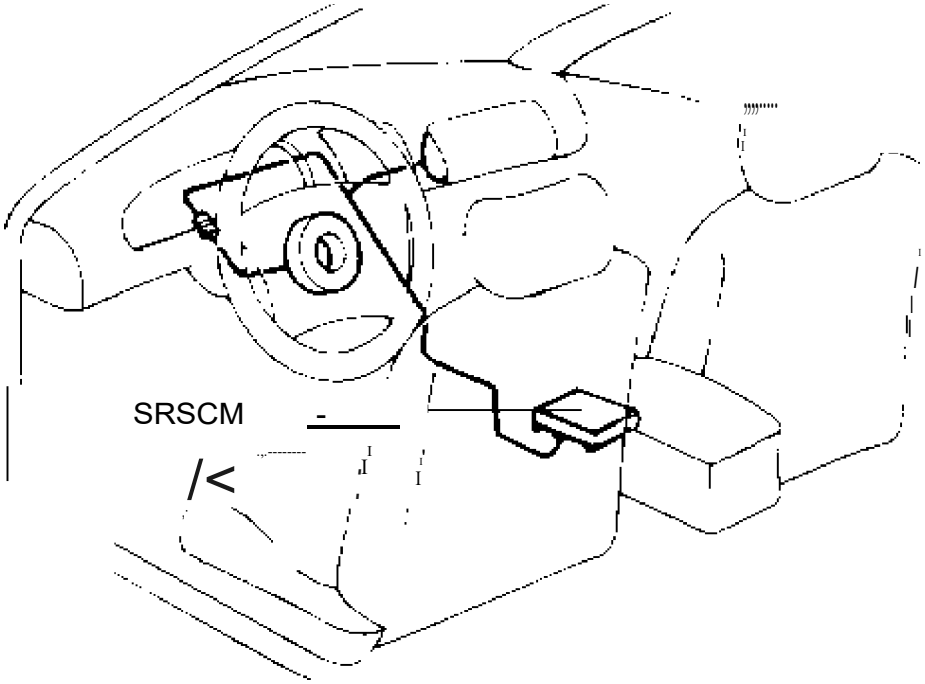
SYSTEM COMPONENT AND LAYOUT



CLOCK SPRING



PAB



SRSCM

SERVICE MANUAL	
Applies to: **Hyundai Coupe/Tiburon** 1998-2000	
GROUP	
Restraints	SRS Air Bag System

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AIR BAG MODULE DISPOSAL

FIELD DEPLOYMENT PROCEDURES

> **CAUTION**
>
> **When handling the deployed airbag be care not the by-product dust enter to eye and always wear gloves to avoid direct contact the by-product material.**

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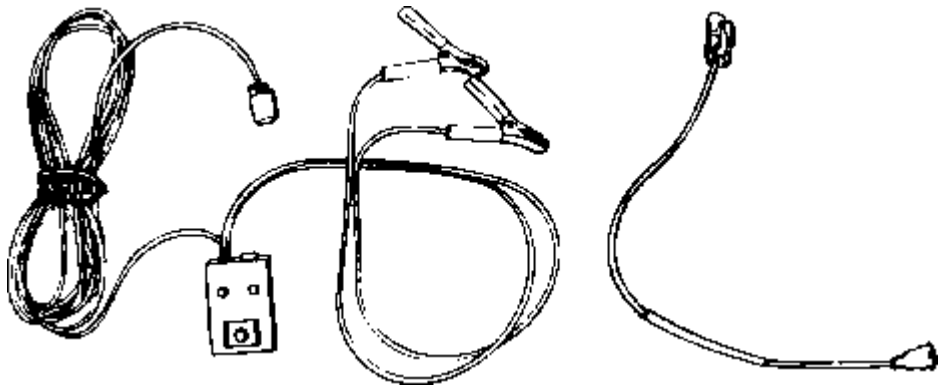
AIR BAG MODULE DISPOSAL PROCEDURES

Before either disposing of a vehicle equipped with an air bag, or prior to disposing of the air bag module, be sure to first follow the procedures described below to deploy the air bag.

AIR BAG REMOTE DEPLOYMENT DEVICES

Tool, Number, Name	Use
Deployment tool (0957A-34100) SRS DEPLOYMENT ADAPTER HARNESS (0957A-34200)	Deployment inside the vehicle (when vehicle will not longer be driven)
	

DISPOSAL PLAN

When the problem occurs, take disposal steps as follows.

CASE	DISPOSAL PLAN
Abnormal problems in air bag module	Return to HMC dealer
	Deploy the air bag module in the scrapper yard

Car scrapping (DAB, PAB)	with SST
Crash (Deployed)	Service station disposes the Air-bag module

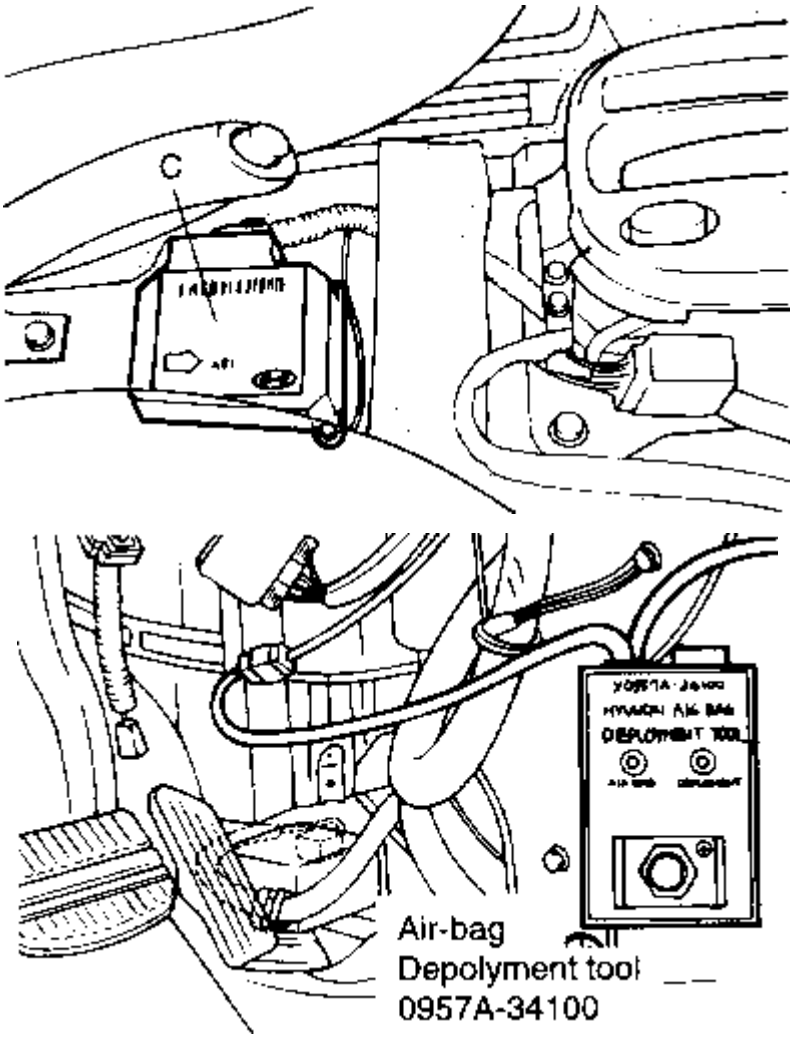
UNDEPLOYED AIR BAG MODULE DISPOSAL

CAUTION

1. **If the vehicle is to be scrapped, junked, or otherwise disposed of, deploy the air bag inside the vehicle.**
2. **Since there is a loud noise when the air bag is deployed, avoid residential areas whenever possible. If anyone is nearby, give warning of the impending noise.**
3. **Since a large amount of smoke is produced when the air bag is deployed, select a well-ventilated site. Moreover, never attempt the test neat a fire or smoke sensor.**

DEPLOYMENT INSIDE THE VEHICLE

WHEN VEHICLE WILL NO LONGER BE DRIVEN



Open all windows and doors of the vehicle Move the vehicle to an isolated spot.

Disconnect the negative (-) and positive (+) battery cables from the battery terminals, and then remove the battery from the vehicle.

CAUTION

Wait at least 30 seconds after disconnection the battery cable before doing any further work.

Remove the center console box.

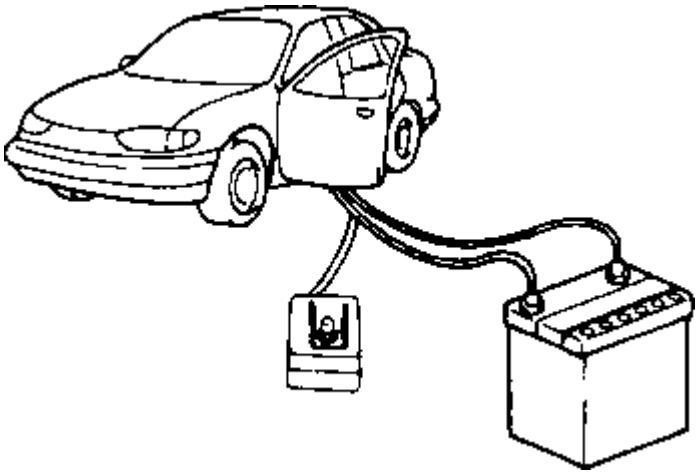
Remove Air-bag SRSCM connector.

Connect disposal tool to the air bag checker R-terminal.

Connect SRS air bag adapter harness battery (+) and (-) when the SRS harness checker still disconnected, to prevent sudden unexpected deployment of the air bag.

Connect the SRS harness checker to SRSCM harness side connector.

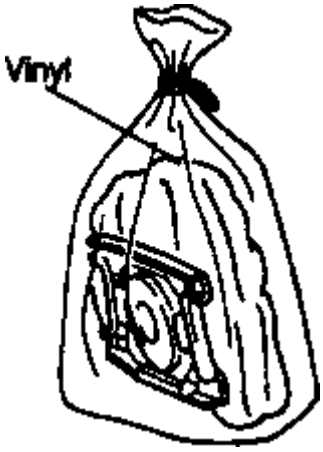
At location as far away from the vehicle as possible, press the push button (removed from the vehicle) to deploy the air bag.



CAUTION

1. **Before deploying the air bag in this manner, first check to be sure that there is no one in or near the vehicle. Wear safety glasses.**
2. **The inflator will be quite hot immediately following the deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it. Although not poisonous, do not inhale gas from air bag deployment. See Deployed Air Bag Module Disposal Procedures for post-deployment handling instructions.**
3. **If the air bag fails to deploy when the procedures above are followed, do not go near the module.**

DEPLOYED AIR BAG MODULE DISPOSAL PROCEDURES



After deployment, the air bag module should be disposed of in the same manner as any other scrap parts, except that the following points should be carefully noted during disposal.

The inflator will be quite hot immediately following deployment, so wait at least 30 minutes to allow it to cool before attempting to handle it.

Do not put water or oil on the air bag after deployment.

There may be, adhered to the deployed air bag module, material that could irritate the eyes and or skin, so wear gloves and safety glasses when handling a deployed air bag module. IF DESPITE THESE PRECAUTIONS, THE MATERIAL DOES, GET INTO THE EYES OR ON THE SKIN, IMMEDIATELY RINSE THE AFFECTED AREA WITH A LARGE AMOUNT OF CLEAN WATER. IF ANY IRRITATION DEVELOPS, SEEK MEDICAL ATTENTION.

Tightly seal the air bag module in a strong vinyl bag for disposal.

Be sure to always wash your hands after completing this operation

SERVICE MANUAL	
Applies to: **Hyundai Coupe/Tiburon** 1998-2000	
GROUP	
Restraints	SRS Air Bag System

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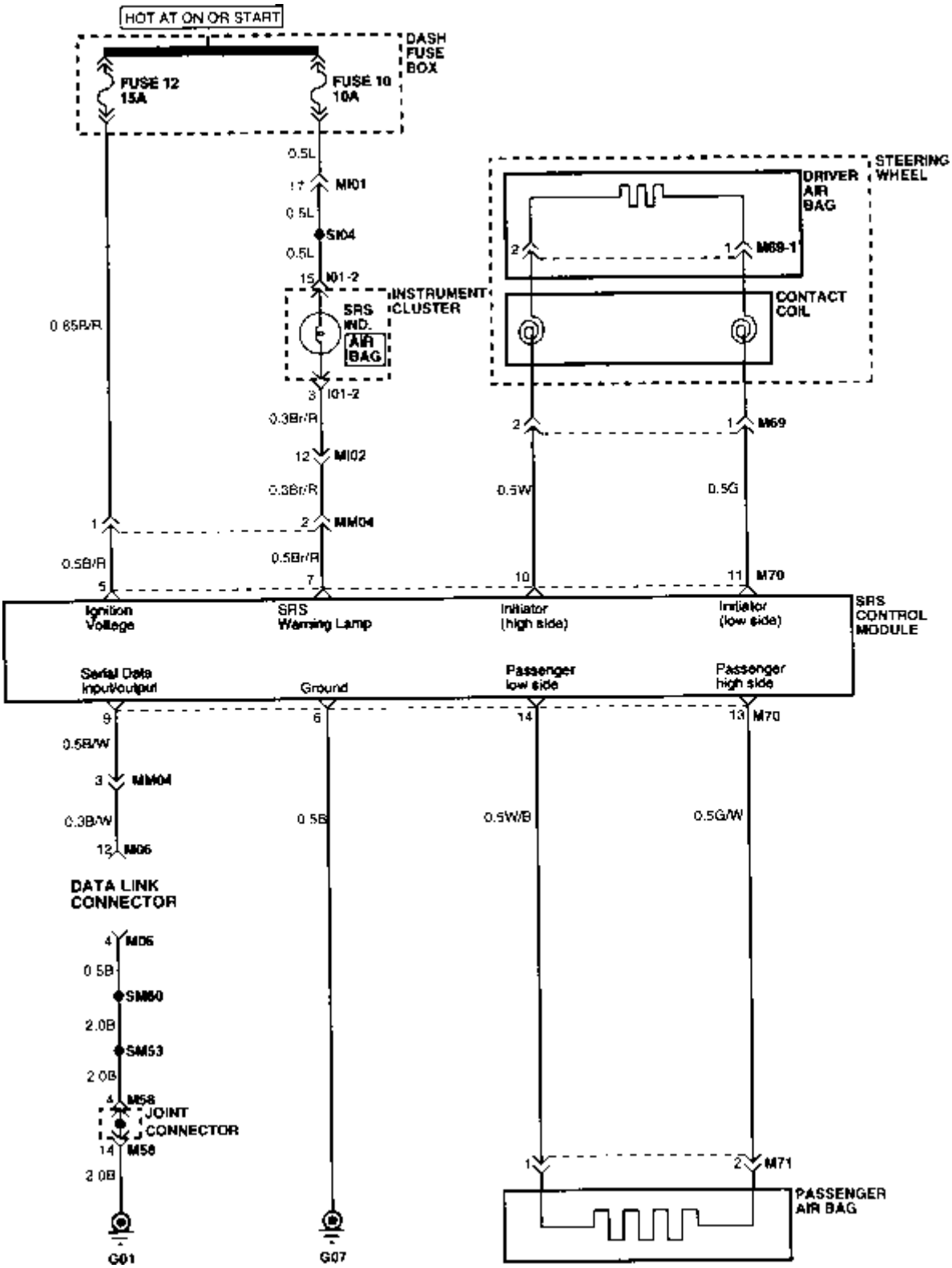
CIRCUIT DIAGRAM



SERVICE MANUAL	
Applies to: **Hyundai Coupe/Tiburon** 1998-2001	
GROUP	
Restraints	SRS Air Bag System

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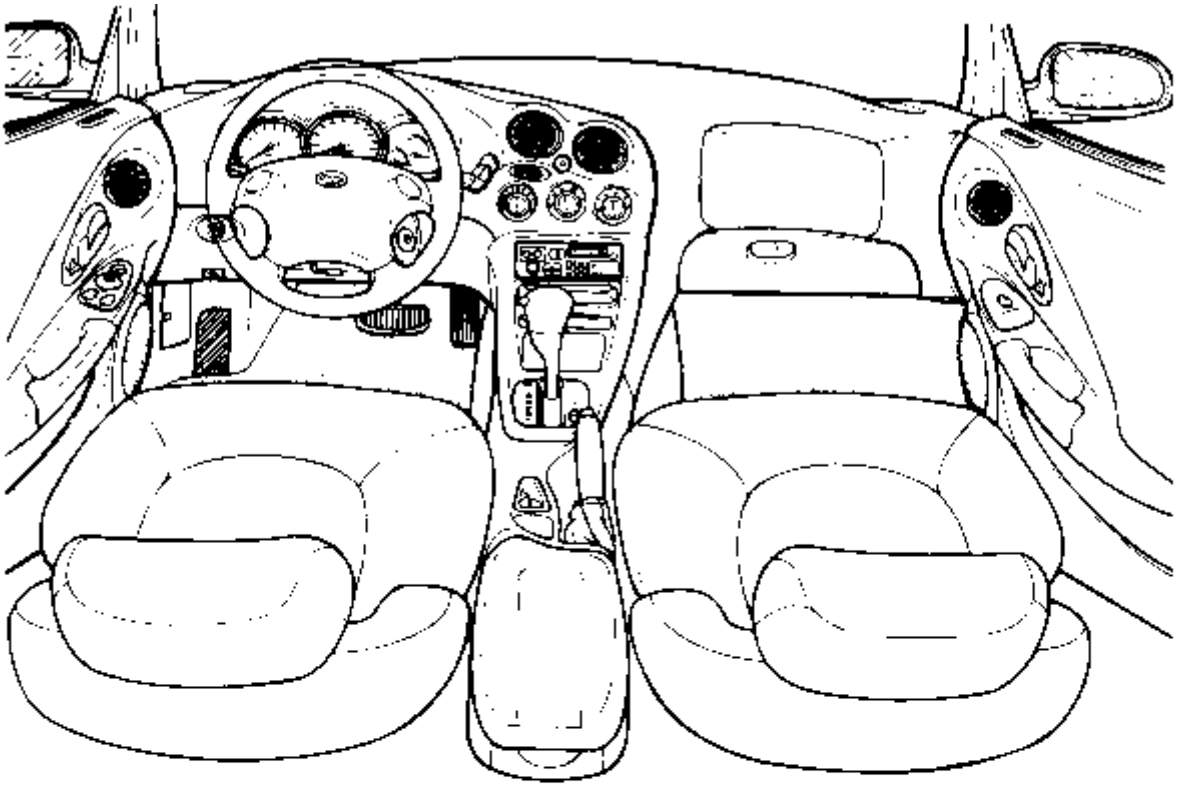
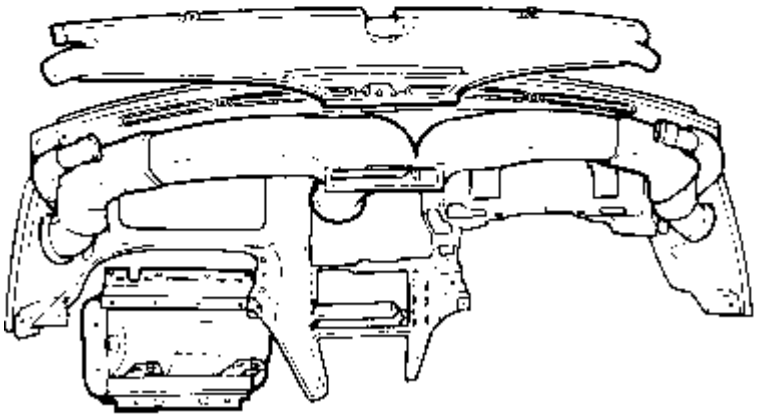
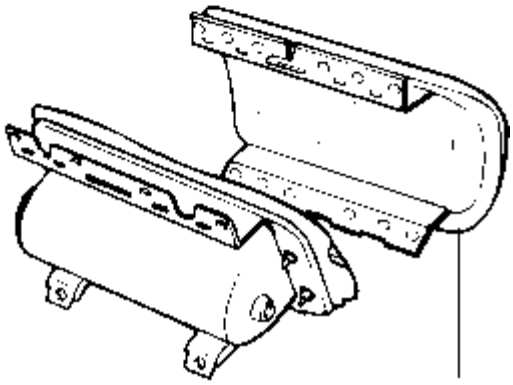
REASSEMBLY





Rear wiew of PAB



Cover

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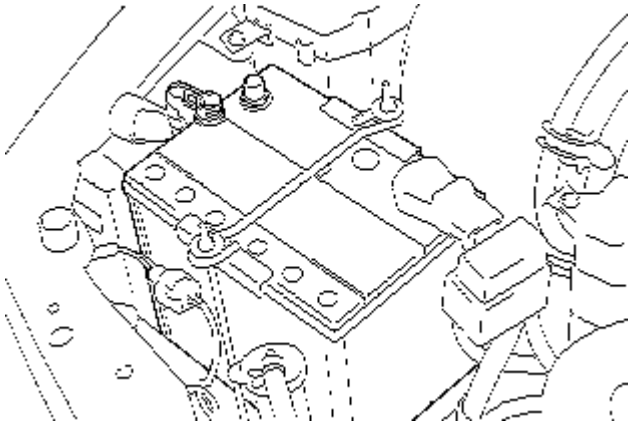
REMOVAL

CAUTION

1. **Never attempt to disassemble or repair the air bag module or clock spring.**
2. **Do not drop the air bag module or allow contact with water, grease or oil. Replace it if a dent, crack, deformation or rust are detected.**
3. **The air bag module 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.**
4. **Do not expose the air bag module to temperature over 93°C (200°F)**
5. **An undeployed air bag module should only be disposed in accordance with the procedures**
6. **Never attempt to measure the circuit resistance of the air bag module (squib) even if you are using the specified tester. If the circuit resistance is measured with a tester, accidental air bag deployment will result in serious personal injury.**
7. **Whenever the PAB is deployed, it should be replaced with a new one assembled with an extension wire. Because the squib is melt down if the PAB is deployed making the extension wire useless.**

Disconnect the battery negative (-) terminal cable.



CAUTION

Wait at least 30 seconds.

Remove the glove box.

Disconnect the PAB module connector.

Remove the crash pad assy and then the PAB module.

SERVICE MANUAL	
Applies to: **Hyundai Coupe/Tiburon** 1998-2001	
GROUP	
Restraints	SRS Air Bag System

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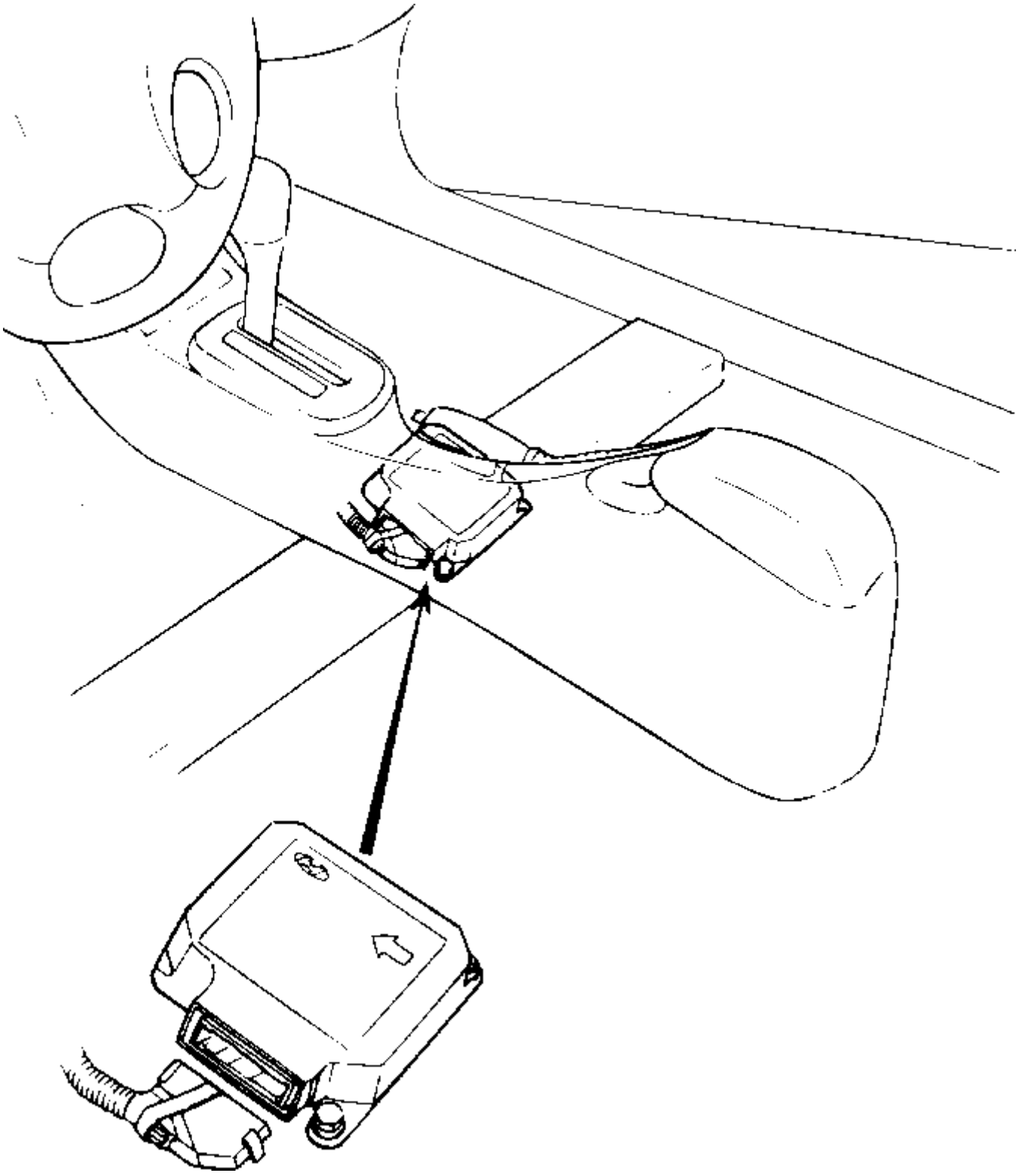
COMPONENTS



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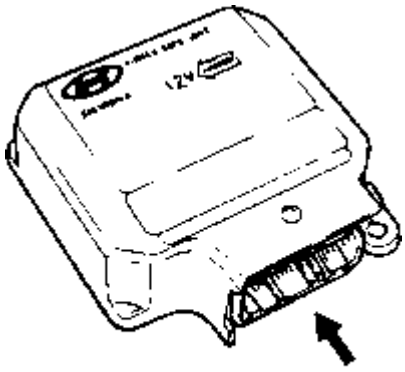
SRSCM CONNECTOR

VIEW "A"



VIEW "A"

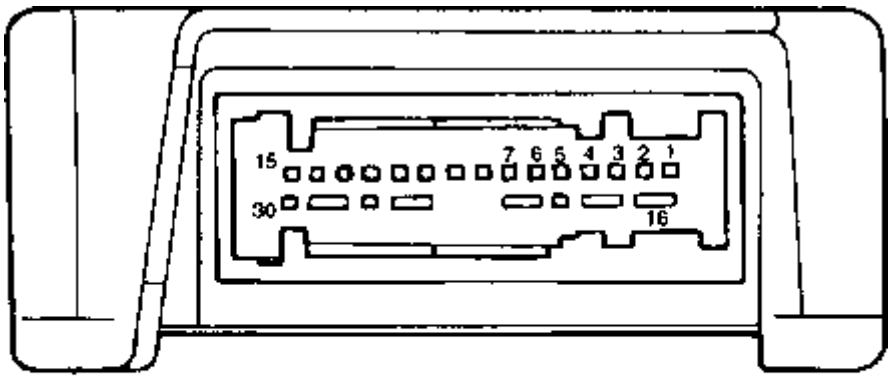
CAUTION

Install the SRSCM with the arrow mark on the SRSCM facing toward the front of the vehicle.

PIN DESCRIPTION (Connector pin layout)

Pin 1	Not used
Pin 2	Not used
Pin 3	Not used
Pin 4	Not used
Pin 5	Ignition voltage
Pin 6	Ground
Pin 7	SRS warning lamp
Pin 8	Not used
Pin 9	Serial data input/output
Pin 10	Driver inflator, high side
Pin 11	Driver inflator, low side
Pin 12	Not used
Pin 13	Passenger inflator, high side
Pin 14	Passenger inflator, low side
Pin 15	Not used

VIEW "A"



VIEW "A"

PIN DESCRIPTION (Shorting bar removal tab)

Pin 16, 17	Not used
Pin 18, 19	Not used
Pin 21, 22	SRS SRI
Pin 25, 26	Driver inflator
Pin 28, 29	Passenger inflator